February 1980 Vol. LVI No. 2 50p

MOTOR SPORT

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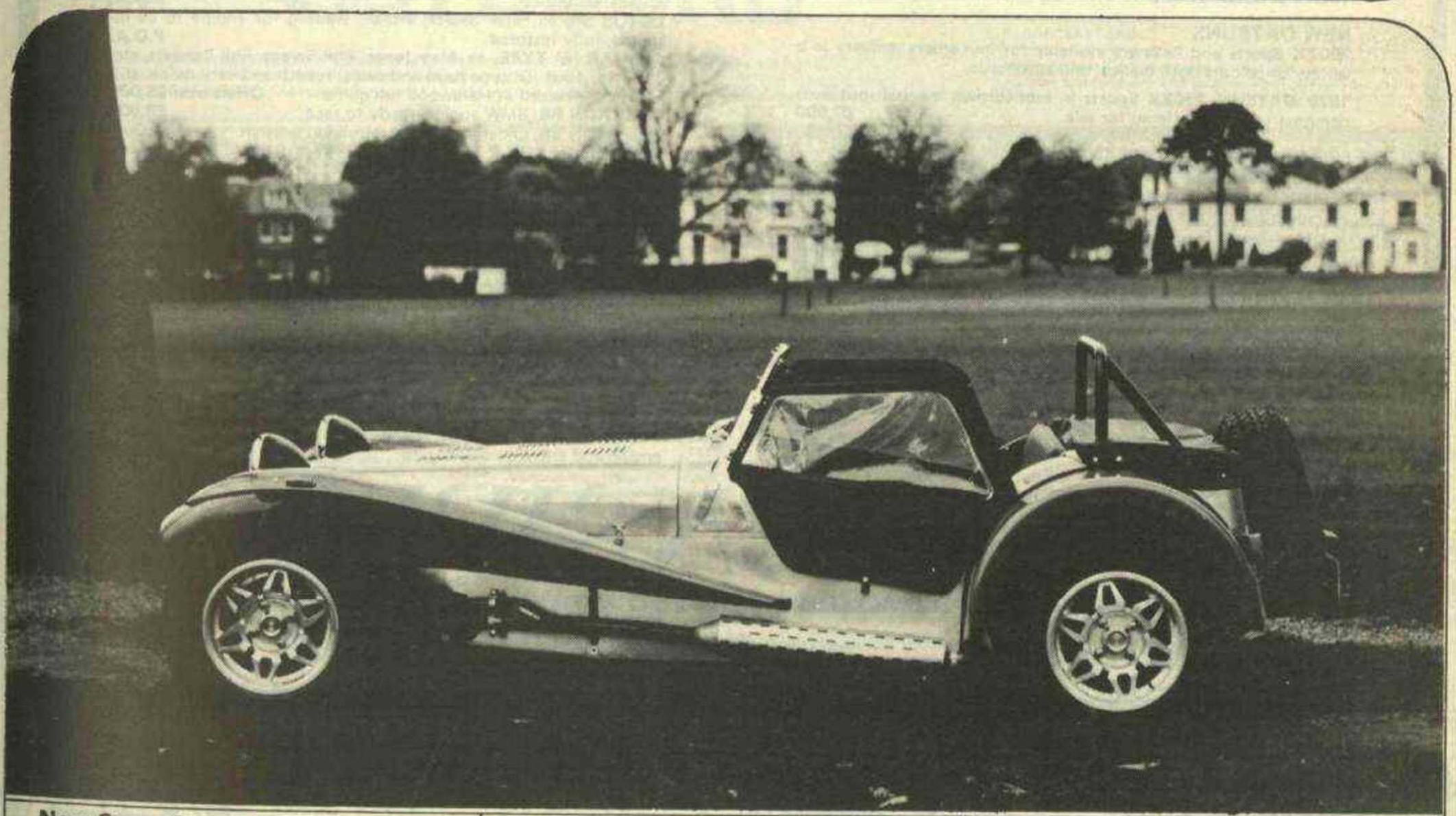
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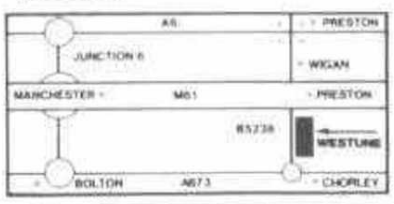
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TVR

TOTALLY



So here we are in February — firmly embarked on the next DECA(YE)D! — for better or for worse! TVR have bravely nailed their colours to the mast of their supership for the eighties, the enigmatically-named TVR TASMIN. The Tasmin looks on paper to be an ultra-refined and very fast motor car that should part the wealthy young executive from a fair proportion of his self-made fortune. If the Tasmin embodies an advance on the classic quality, reliability and value for money of the "Taimar" marque, then it MUST be a winner. Buy one — they're BRITISH!

PORSCHE 3-LITRE TURBO 1975. Unmarked metallic blue, P7 wheels, new tyres, one owner, with history. Stuttgart stunner! By appointment only please. **£16,950**
NEW TVR TAIMAR. Squadron blue/silver coachband, sunroof, optional Wolfrace wheels, cheaper than a Tasmin! **£8,950**
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JAGUAR E-TYPE. Choice of three, 1968 and 1971, FHC 4.2-litre, and 1971 V12 2+2. **£2,950/£4,250/£3,850** respectively
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MG MIDGET, 1977. Primrose, 30,000 miles, lady owner. **£2,050**
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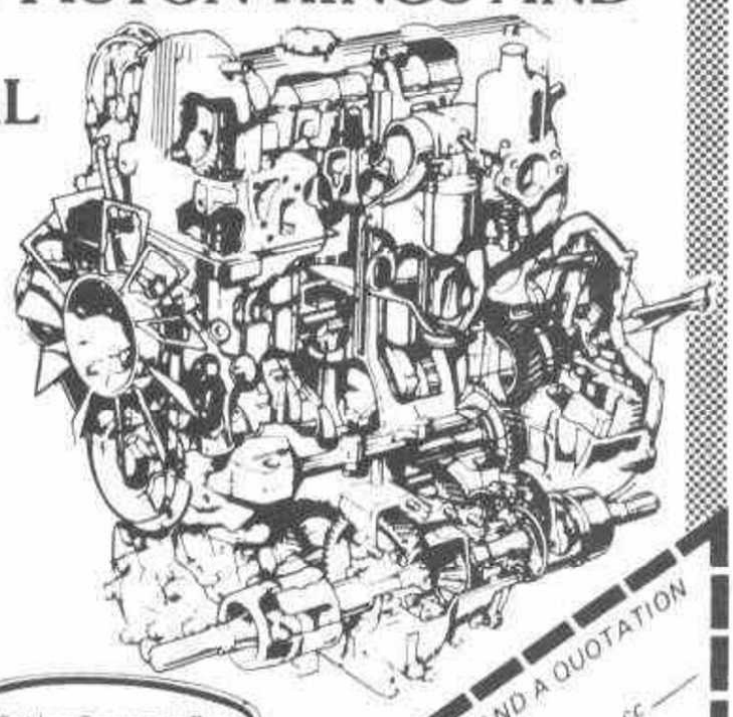
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BLACK KNIGHT UNIVERSAL RUST-STOP

the one with the BIG GUN!



MAXI-SPRAY

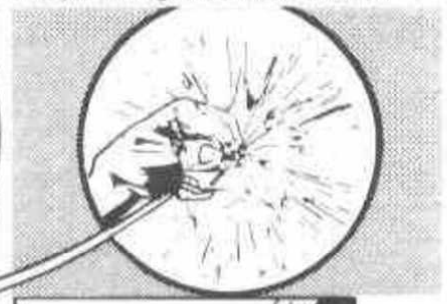
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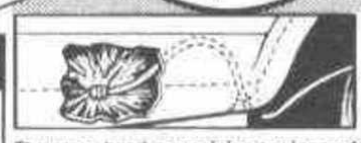
The equipment some companies offer you is—quite frankly—a joke. Black Knight provide gear that professionals would be proud to use. The new MAXI-SPRAY is constructed from tough durable parts engineered to give precise yet easy one hand operation to pump through large quantities of RUST.STOP to make the 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!**

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.**



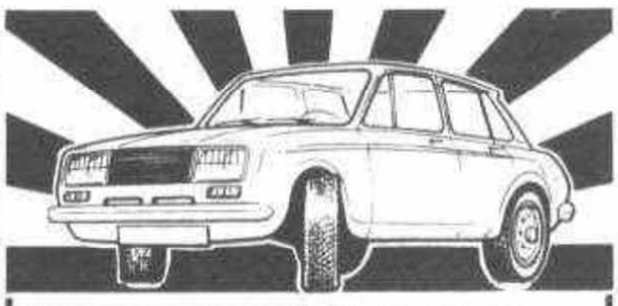


360° SPRAY HEAD

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 £14.95 + £1.50 carr.

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. Specific details for individual make and model.**
NEW CAR KIT **£15.95** + £1.50 carr.



GLOSSGUARD YOUR CAR

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 them return by providing a completely watertight and airtight bonded lamination of glass-hard toughness. Also recommended for caravans and boats.

NO-RISK GUARANTEE

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.

STANDARD KIT for small cars **£7.95** + £1.00 p & p

LARGE ECONOMY KIT £10.95 + £1.00 p & p

—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 £2.50—order both RUST.STOP and GLOSSGUARD Kits together and we'll send them **FREE** of carriage.

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

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RUST.STOP kit complete with full colour illust. instructions £14.95 carr. £1.50 ☐
NEW CAR RUST.STOP KIT with 5 Litres Black Wax £15.95 carr. £1.50 ☐ 5 Litres Rust.Stop £5.95 carr. £1.50 ☐ 10 Litres Rust.Stop £11.20 carr. £1.50 ☐ 20 Litres Rust.Stop £19.95 carr. £1.50 ☐ Maxi-Spray £3.75 carr. 30p ☐ 5 Litres Black Wax £6.95 carr. £1.50 ☐ TRIAL OFFER 500ml £1.65 including p & p ☐ GLOSSGUARD complete with instructions—STANDARD KIT (small cars) £7.95 carr. £1.00 ☐ LARGE ECONOMY KIT (large cars) £10.95 carr. £1.00 ☐
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Finished in white with black leather interior, first registered 1970. Automatic transmission, power steering, chrome wire wheels and fitted with a Webasto sunroof and radio/cassette player.
OFFERS IN THE REGION OF £4,800.

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1979 BETA 2000 ES. Automatic, Capri blue, RM6,000, stereo/radio. **£5,250**
1978 GAMMA Berlina. Metallic blue, radio, RM8,000. ..... **£4,650**
1978 BETA 2000 HPE. Beige, radio/tape, RM20,000. ..... **£4,250**
1978 2000 Coupé. Lipari blue, RM8,000, sunroof, radio. **£3,985**
1977 BETA Spyder. Metallic red, RM22,000, radio, one owner, well maintained. **£4,350**
1977(S) BETA 1.6 HPE. Blue, RM14,000. **£3,785**
1977 (series) BETA 2000ES. Sunroof, alloy wheels, radio, RM25,000. ... **£2,675**
1976(R) FULVIA S3. Beige, RM40,000. **£2,275**
1976 (series 2) BETA 1.6 HPE. Blue, RM18,000. ..... **£3,450**
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TVR CONVERTIBLE. Red or BRG. ..... **LIST**

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1973 BMW 3.0 SA. Silver, elect. sunroof, air cond., RM50,000, amazing value. **£2,175**
1977 FORD CAPRI 3.0 Ghia. RM28,000. . **£3,575**
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1973 JENSEN Mk. III SP. Red, black leather trim, air cond., RM56,000. ..... **£3,975**
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1966 JENSEN CV8. Very original, full history. **£3,250**
1969 LOTUS ELAN S4 D/h. Blue, RM50,000. **£2,150**
1972 MERCEDES-BENZ 280 SE. Electric roof, radio, full history. **£2,450**
1972 PEUGEOT 504 Family Estate. Maroon, one owner. **£1,575**
1976 RENAULT 5 GTL. Met. gold, RM26,000. **£2,085**
1976 RENAULT 17TS. White, RM32,000. **£2,675**
1978(T) TVR 3000S Convertible. Silver, RM2,000. ..... **£5,950**
1977 VW SCIROCCO automatic. Met. grey, sunroof, RM18,000. ..... **£3,875**

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LOTUS ELITE 503. In metallic gold, with vinyl roof, marcasite trim	£16,506
LOTUS ELITE 501. In metallic silver, black leather upholstery	£15,233
LOTUS ECLAT 523. In metallic gold with brown vinyl roof, refrigeration and power steering	£15,838
LOTUS ESPRIT S2. In metallic gold, champagne leather upholstery and refrigeration	£15,346
LOTUS ESPRIT S2. In metallic lagoon blue, with champagne leather upholstery.	£14,651

SELECTED USED VEHICLES

1979	**LOTUS ELITE 503.** In metallic gold with champagne leather upholstery. 15,000 miles	£12,750
1979	**LOTUS ESPRIT S2.** In metallic silver with red leather upholstery. Blaupunkt radio/stereo cassette player. 20,000 miles	£9,995
1976	**LOTUS ELITE 501.** In black with champagne leather upholstery, radio/stereo cassette player, 34,000 miles	£6,750
1976	**LOTUS ELITE 501.** In red with champagne leather upholstery, 34,000 miles	£6,950
1977	**TRIUMPH STAG.** Hard and soft top. Automatic. In russet brown with beige trim, push button radio, 23,000 miles, one owner.	£4,950

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1973	**Series MERCEDES 350 SLC,** metallic blue, black leather trim, three owners	£7,995
1977 R	**PORSCHE 924,** 21,000 miles, sun roof, alloy wheels, rear wiper, headlight washers, metallic green	£7,250
1978 S	**LANCIA MONTE CARLO,** Convertible, 14,000 miles, one owner, white, red trim, radio	£5,250
1978 S	**ALFA ROMEO 2000 GTV,** 13,000 miles, cloth trim, sun roof, one owner	£4,750
1976 P	**ALFA ROMEO 2000 SPYDER,** dark blue, red trim, 28,000 miles, two owners, unmarked condition	£4,495
1976 P	**MG-B GT V8,** 31,000 miles, two owners, bracken, black cloth trim, sun roof, unmarked	£3,995
1975 P	**TRIUMPH STAG,** 29,000 miles, auto, h/s tops, radio, two owners	£3,750
1974 N	**TRIUMPH TR6,** hard top, with sun roof, soft tops, radio, o/d, yellow, black trim, 30,000 miles	£2,895
1976 R	**MG-B ROADSTER,** '77 model, red/grey cloth trim, 31,000 miles, radio o/d, tinted glass	£2,650
1977 R	**TRIUMPH TR7,** 28,000 miles, two owners, radio, cassette	£2,650
1974	**DATSUN 260Z,** red, black trim, alloy wheels	£2,500
1974 P	**MG-B GT,** harvest gold, black trim, radio, o/d, sun roof	£2,195
1973 M	**JENSEN HEALEY Mk II,** dark blue, tan trim, two owners, 41,000 miles, impeccable condition	£2,095
1973 L	**TRIUMPH GT6,** emerald green, 46,000 miles, black cloth trim, radio, o/d, superb car	£1,695
1973 L	**MG MIDGET,** wire wheels, soft top, boot rack	£1,195

SALOON CARS

1976 R	**BMW 316,** black, one owner, tinted glass	£2,995
1977 S	**CORTINA 1.6 GL,** white, black vinyl roof, sunroof, immaculate	£2,795
1978 S	**ALFASUD 1.3 Ti,** one owner, radio, dark blue, cloth trim	£2,595
1974 N	**BMW 2002 Tii,** red, black trim, two owners, sun roof, 46,000 miles, radio, service history	£2,395
1973 L	**JAGUAR XJ12,** red, tan trim, 41,000 miles, radio, stereo, electric windows	£1,795
1976 R	**ALFA SUD 4-door, L,** 29,000 miles, light blue, red trim	£1,495
1971 J	**DAIMLER SOVEREIGN 4.2,** blue, blue trim	£1,395

demon tweeks



TELESCOPICS

P & P 95p per pair

APPLICATION	SPAX Front	SPAX Rear	MONROE Front	MONROE Rear	KONI Front	KONI Rear
BRITISH LEYLAND						
Mini	12.10	12.10	7.76	7.76	20.55	20.55
TD. TF. MGA. MGB	Lever	44.31K	Lever	Lever	55.20K	55.20K
MGC	16.78	N/A			20.55	20.55
MORRIS						
Marina (Tele kit front)	44.02K	12.10	32.50K	9.85	58.35K	20.55
1000 Van and Car Oxford	Lever	Lever			54.30K	54.30K
Sprite and Midget	Lever	43.30			Lever	55.20K
CHRYSLER (France)						
Simca 1000 (All) 1100 1300 1500	12.74	12.74	9.85	9.85	21.55	21.55
TALBOT (UK)						
Imp (All)	14.75	12.74	12.46	*9.85	25.70	23.00
Minx Hunter Sceptre Avenger	N/A	12.10	16.60	9.85	38.60	20.55
Sunbeam 1.3 1.6	N/A	12.74				
DAF/VOLVO						
33. 44. 55. 46. 66	N/A	12.74	18.85	11.40	21.55	20.55
DATSUN						
100A 120A	N/A	N/A	N/A	11.40	36.50	21.55
Sunny Bluebird Violet	N/A	14.10	18.85	9.85	39.90	21.55
Laurel Skyline	N/A	14.10	18.85	9.85	39.90	21.55
Cedric	N/A	N/A	11.40	11.40	39.90	N/A
240Z 260Z	N/A	N/A	18.85	18.85	39.90	39.90
FIAT						
124 126	12.10	12.10	9.85	9.85	20.55	22.60
127 128	N/A	N/A	16.60	16.60	33.05	33.05
131 Up to '78	N/A	14.10	16.60	9.85	38.60	22.60
132 133	12.10	12.10	9.85	9.85	22.60	22.60
1100 1200 1500 etc	12.10	12.10	9.50	9.50	20.55	20.55
FORD (UK)						
Fiesta	N/A	N/A	17.14	17.14	39.90	38.60
Escort RS2000 Mexico & 1600 Sport	N/A	12.10	16.60	9.85	42.05	25.70
Escort 1100/1300	N/A	12.74	16.60	9.85	38.60	20.55
Capri (All) Lotus Cortina	N/A	12.10	16.60	9.85	38.60	21.55
Cortinas Mk. 1 & 2 (All) & Corsairs (All)	N/A	12.10	16.60	9.85	33.05	22.60
Cortina Mk. 3/4 & Granada	14.10	14.10	9.85	9.85	23.40	20.55
105E	N/A	40.15K	15.95	32.50	35.10	45.50K
JAGUAR						
XJ6 XJ12 XJS	16.78	19.45	16.60	16.60	21.55	26.50
Mk. 7 8 9 XK140 XK150	16.78	16.78	11.40K	11.40K	N/A	N/A
D Type 2.4 3.4 3.8 & 340 420	16.78	16.78	17.25	12.46	27.05	25.70
E Type ? E 2 2	16.78	19.45	N/A	12.02	27.05	25.70
OPEL						
Kadett (All) City (Except GTE)	14.10	14.10	9.85	9.85	22.60	20.55
Ascona (All) Manta (All)	13.42	13.42	9.85	9.85	22.60	22.60
Record 3 & Commodore	14.10	14.10	11.40	11.40	38.60	22.60
PEUGEOT						
104 304 404	N/A	14.10	18.85	24.55	39.90	48.70
504 604	N/A	14.10	18.85	22.55	39.90	21.55
RELIANT						
Scimitar GT	23.50	N/A	N/A	N/A	N/A	N/A
Scimitar GTE 68/77 (State Year)	23.50	23.50	N/A	N/A	35.50	35.50
RENAULT						
R4 R5 R6 R16	14.10	14.10	9.85	9.85	21.55	21.55
R12 R12TS R15 R13 22	N/A	14.10	17.25	11.40	32.25	23.40
R20 30TS	Shortly	Shortly	17.25	18.85	32.25	39.90
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TR2 3 4 4A 5 & 6	11.70	N/A	11.40	Lever	21.55	Lever
TR7	N/A	12.74	N/A	N/A	38.60	22.60
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Passat	N/A	N/A	N/A	N/A	38.60	28.65
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142 144 145S (Estate)	12.74	12.74	11.40	11.40	22.60	22.60
242 244 245 (Estate) 264	N/A	12.74	16.60	9.85	38.60	22.60
343 660 66GL	N/A	12.74	18.85	11.40	33.05	23.40

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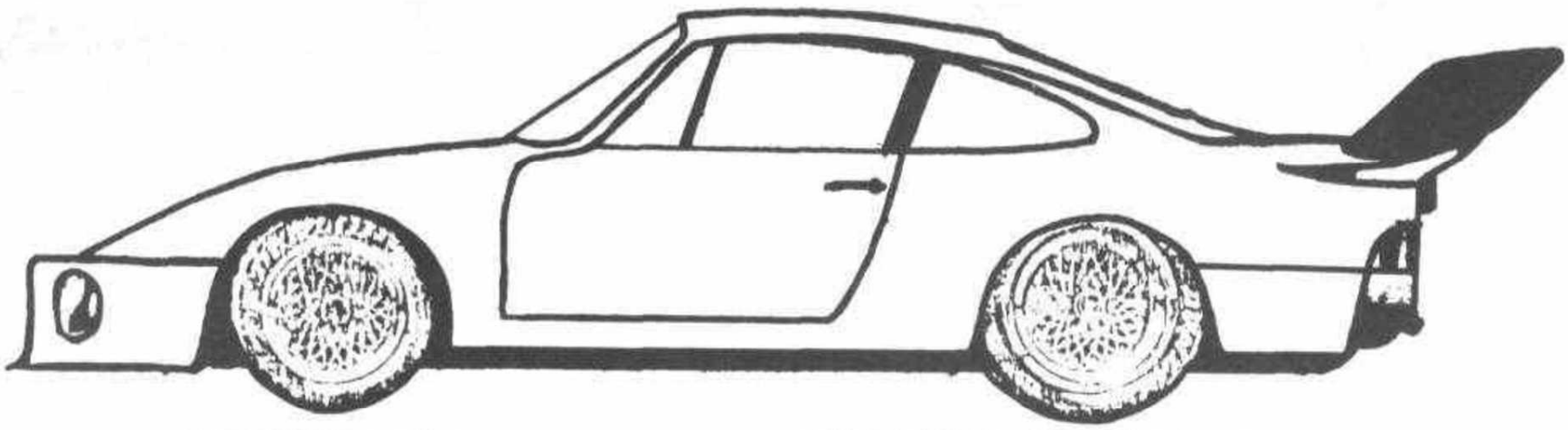
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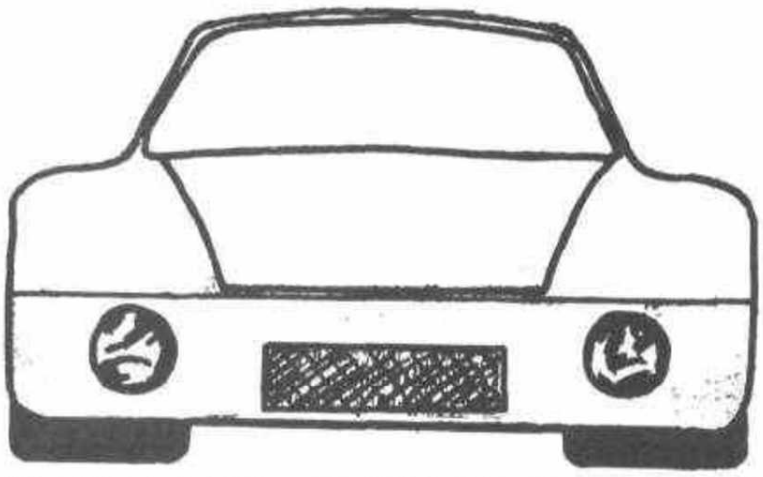
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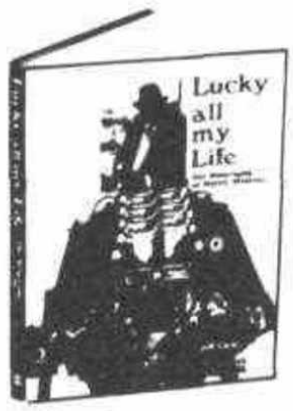
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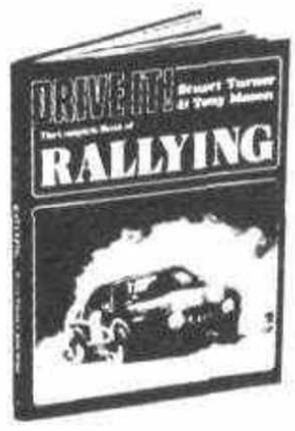




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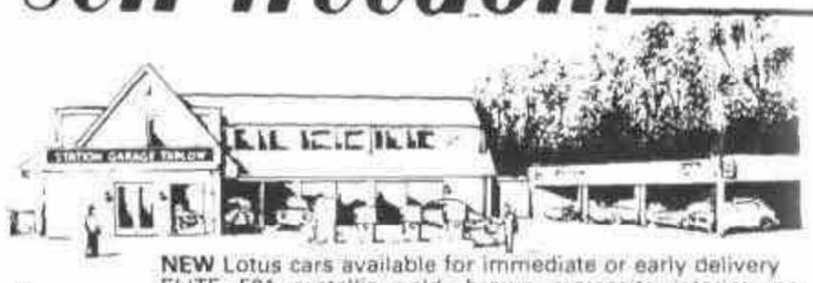
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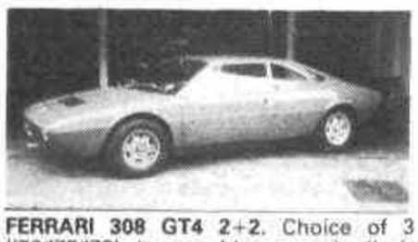
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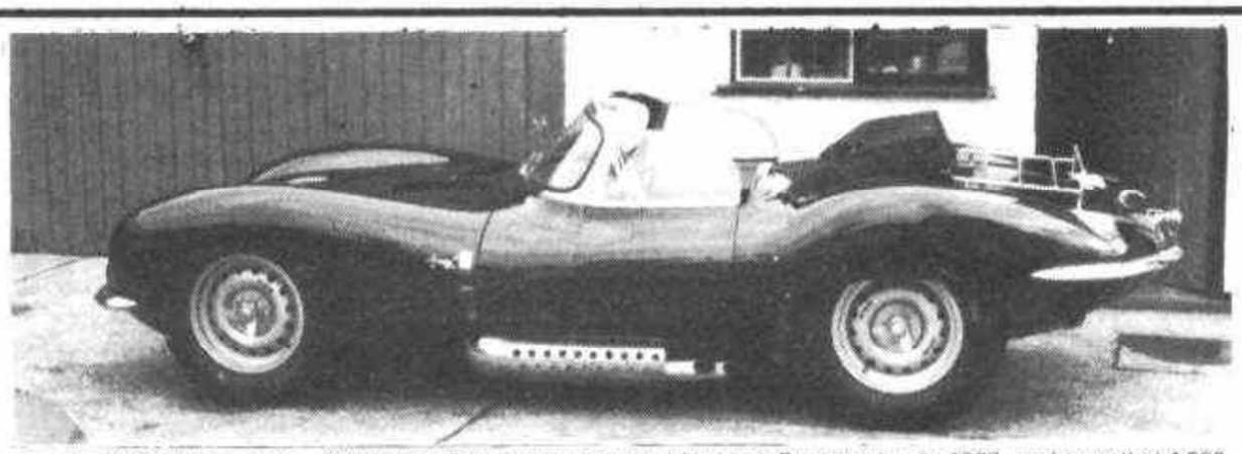
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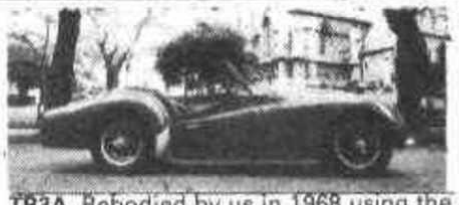
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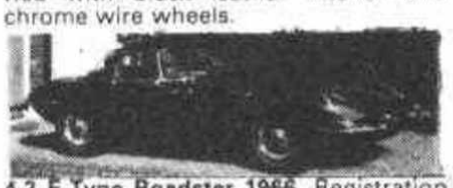


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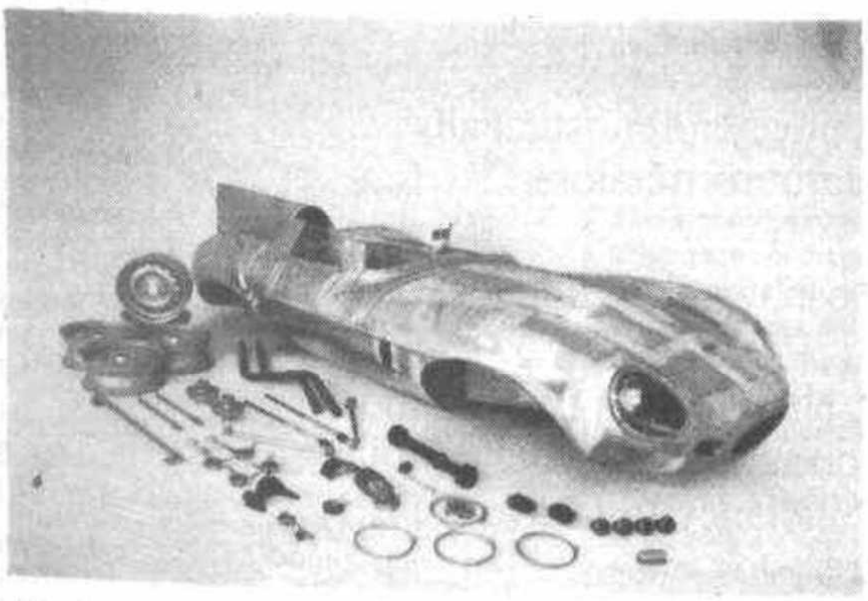
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FRONT COVER PICTURE: DEFYING THREE spins and a pit stop, Alan Jones swept to victory by a 24.6 sec. margin over Piquet's Brabham BT49 in the Argentine Grand Prix. Jones used last year's Williams FW07/4, in preference to the revised FW07B design, and boldly displayed the name of Leyland, the Truck and Bus Division of which is joining the various Saudi firms in sponsoring the Williams Team for 1980.

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	Middle East	£13.75
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	All other countries	£15.50
	U.S.A.	$36.00
	Canada	$42.00

MATTERS OF MOMENT

■ TELEVISION AND THE MOTOR CAR

"The living need charity more than the dead" — George Arnold, 1834—1865.

The motor car preceded television by some forty years, although it might be said that whereas the former was practical transport by about 1905 (earlier if you possessed a Sixty Mercedes or similar), it wasn't until the 1950s or thereabouts, that everyman's TV arrived. Of this we were able to remind an irate cottage-dweller on the way home from Silverstone some years ago, when we had left the engine of a vintage Riley running at a petrol station opposite his premises and he emerged, irate, yelling at us to switch-off, as we were ruining reception on his screen of the Cup Final. . . .



"Bluebird" at Brooklands.

Since then BBC and ITV television have become a vast force in the land, as other TV services are throughout most of the world. Perhaps the horseless carriage and Baird's incredible invention should never have intertwined. But they have, with some interesting, and also some unfortunate, results. For instance, not long ago we got very sparse coverage of motor racing on "the box," compared to the time devoted to kick-ball, Rugby-football (a game in which hands play as great a part as the feet in transporting the oval "ball"), tennis and horse-racing. The BBC used the excuse that such a Nasty Word appeared on certain F1 cars they could not permit it to be seen by viewers, thus making John Surtees the scapegoat, — quite ironical, when you think of how much porn is shown in so many TV plays. Now the situation has swung quite the other way, with the dates of Championship Grands Prix adjusted to suit TV producers — which we in Britain can only hope implies that this year viewers are going to get as much, or more, motor-racing coverage as they have had from the BBC in recent times. Such "live" reporting of the F1 racing season provides us with entertainment and just enough information for avid followers of the Sport who have been unable to attend a race to satisfy them until the full facts are available from D.S.J. or A.H. in the next issue of MOTOR SPORT. So for such small crumbs of TV motor-race reporting as we may receive, let us be grateful.

The younger generation of enthusiasts may not realise that coverage of motoring events with a sporting flavour goes back to pre-Television times. For instance, there were those pioneering broadcasts on 2LO from "Vox Villa" at Shelsley Walsh, which started at one of the 1932 hill-climbs, BBC's very first "outside" motor-racing programme. It was Eric Findon, Editor of *The Light Car*, who was "on the air" on that and subsequent occasions, aided by his wife and daughter, with Major Vernon Brooke at the "Esses" — the writer can well remember the excitement of listening-in to these "live" broadcasts from the famous Worcestershire hill when he was unable to get there in his Austin Seven from South London, and of hoping fervently that the wonderful sounds would not be cut off, be "returned to the studio in London", before the crackle of GN-based, vee-twin Shelsley Specials had been heard and Raymond Mays had had his second run in the Vauxhall Villiers Supercharge. . . .

Even before that, motor racing had been reported on the radio, for does not the inimitable S. C. H. ("Sammy") Davis tell, in his book "Motor Racing", of switching-on his set one Sunday evening in 1924 and of its loudspeaker confirming his worst fears, namely that his friend Lou Zborowski had crashed fatally at Monza, in the GP Mercedes? I have often wondered whether this was a 2LO news item or whether Sammy had one of those then-covetable radios (or "wireless sets") of the multi-valve, super-hetrodyne variety that could receive foreign stations at loudspeaker strength, and whether the report gave the winner of the Italian Grand Prix (Antonio Ascari in a P2 Alfa Romeo) or only mentioned the fatality? These early motor-racing broadcasts led on to wider coverage in this media, including support from the BBC for the ten-lap "Broadcast Trophy" Race at Brooklands in 1937, won by John Cobb's Napier-Railton at over 136 m.p.h., the commentary given by Alan Hess, today a Vice-President of the Brooklands Society.

In those pre-war days of less leisure, fewer cars and slower journeys, such broadcasts helped to publicise motor racing among those who could not normally attend the different venues, and probably encouraged the large attendances at Donington Park in 1937 and 1938 when the German Mercedes-Benz and Auto-Union GP teams raced there, with victory twice going to the latter.

* * *

Since the war years Television has escalated into a full-time, nearly non-stop, Show-Biz entertainment Industry. It has encompassed motoring in other than racing and rallying forms. The number of vintage and other pre-war vehicles which now earn lolly for their fortunate owners by appearing before the cameras is

Continued overleaf

Motor Sport Fixture List for February

★ Only clubs whose secretaries furnished the necessary information prior to the 14th of the preceding month are included in this list ★

C = Closed Event. CI = Closed Invitation Event. R = Restricted Event. N/Int = National/International. INT = International.

DATE	CLUB	RENDEZVOUS	NEAREST TOWN OR MAP REFERENCE	CATEGORY	TIME
Feb 1/3rd	**Union Mecanisee Spa**	—	**Belgium**	**Boucles de Spa (European Rally Championship) (INT)**	—
Feb 1/3rd	**Rovaniemi AC**	—	**Finland**	**Arctic Rally (European Rally Championship) (INT)**	—
Feb 2nd	Liverpool MC	Knowsley Safari Park	108/461934	Special Stage Rally	06.00
Feb 2nd/3rd	**IMSA**	**Daytona**	**USA**	**Daytona 24 Hours (World Championship for Makes) (INT)**	—
Feb 2nd/3rd	Dukeries MC	Peter Blakes Garage, Chatsworth Road	Chesterfield	Ystra Rally (R) (EMAMC Championship)	23.00
Feb 2nd/3rd	Pegasus MC	Taunton Deane Services, M5 Southbound	195½/203 (Map 181)	Shellsport Orion Rally (R)	23.30
Feb 3rd	Stroud & District MC	Motor House, Stroud, Glos.	Stroud, Glos.	Cotswold Clouds Trial (CJ)	—
Feb 3rd	Hagley & District Light CC	Rockhill Farm, Greete, Nr. Ludlow, Salop	138/566725	Geoff Taylor Sporting Trial (R)	10.30
Feb 3rd	**Oran Park Raceway**	**Oran Park**	**Australia**	**Rothmans International Formula 5000 Championship (INT)**	—
Feb 8/10th	**Galway MC**	**Galway**	**Ireland**	**Galway International Rally (European Rally Championship) (INT)**	16.00
Feb 8th/10th	**Pena Motorista 10 Por Hora**	—	**Spain**	**Costa Brava Rally (European Rally Championship) (INT)**	—
Feb 10th	**Surfers Paradise International Raceway P/L**	**Surfers Paradise**	**Australia**	**Rothmans International 5000 Championship (INT)**	—
Feb 15th/17th	**The International Swedish Rally Fack**	—	**Sweden**	**Swedish Rally (European Rally Championship) (INT)**	—
Feb 17th	**Adelaide International Raceway**	**Adelaide**	**Australia**	**Rothmans International Formula 5000 Championship (INT)**	—
Feb 17th	**NASCAR**	**Daytona**	**USA**	**Daytona 500 NASCAR Championship (INT)**	—
Feb 21st/23rd	**De Lacy MC**	**Civic Centre**	**Newcastle-upon-Tyne**	**Mintex International Rally**	11.00
Feb 22nd/23rd	**Veranstaltergemeinschaft MC**	—	**Germany**	**Sachs Winter Rally (European Rally Championship) (INT)**	—
Feb 24th	**Light Car Club of Australia**	**Sandown**	**Australia**	**Rothmans International Formula 5000 Championship (INT)**	—
Feb 29th/Mar 2nd	**Helsingin Urheiluautoilijat RY**	—	**Finland**	**Snow Rally (European Rally Championship) (INT)**	—
Mar 2nd	BARC	Brands Hatch Circuit, Fawkham	Dartford, Kent	Race Meeting (R)	13.30

MATTERS OF MOMENT

Continued from previous page

legion. We have also had plays about motor racing and have seen racing drivers taking on the role of actors. There was, for instance, that fearful farce featuring Stirling Moss and Denis Jenkinson on the eve of the 1955 Mille Miglia, which in real life they won for Mercedes-Benz at a record average-speed of 97.96 m.p.h. The playwright made a fiasco of it by concentrating on making the two heroes dwell morbidly in their bedroom with thoughts of death and destruction on the morrow, which in reality would have been totally out of character from either of them, a scene made worse because the actors formed a poor parody of Moss and a quite impossible Jenkinson. It has, we believe, mercifully never been repeated. Then there was Graham Hill dressed as Daddy Christmas at those Boxing-Day Brands Hatch Race Meetings, to draw the TV cameras away from some fairly serious racing, and more recently we have had James Hunt playing his trumpet to Variety Show audiences.

This reminds us that when, some nights ago, drugged as TV tends to make one, we inadvertently sat on into a "Friday Night-Saturday Morning" frolic, it was to find Jackie Stewart acting as the *compere*, interviewing James Hunt and Henry Cooper. All we wish to say is that Henry Cooper did his best and generously said he wouldn't get into a racing car at any price, although according to a *Sunday Times* survey professional boxing is more than twice as dangerous as Motor Racing. But Stewart and Hunt (again the continual bleating about the immense sums of filthy-lucre you can collect if you are prepared to risk dying in a racing car, which neither of them are, any longer) really should keep to whatever it is they do these days, but right out of Show-Biz. . . . Not that it was always as bad as that. Indeed, we recall many years ago seeing Stirling Moss face the then-intimidating Robin Day in one of his famous "face-to-face" interviews. So well did Stirling stand up to the barrage of the ex barrister interviewer that in the hotel lounge where we happened to be old ladies laid aside their knitting to listen to this famous racing driver make a spirited defence of his chosen way of life. . . .

So we come to the BBC-1 "Speed King" play, currently being discussed. On the whole it was good entertainment for a large audience, although there cannot be a motor-racing enthusiast who would not have preferred its replacement by a proper documentary about Capt. Sir Malcolm Campbell's career in pursuit of the LSR. And as so much excellent newsreel must exist, why not, indeed? As it was, not many inaccuracies were noticed by us in Roger Milner's script, but we are open to readers' additions! The smoke from "the Rolls-Royce R-type aero-engine" in the mock-up of the 1935 "Bluebird" was not black enough at first and it issued in clouds instead of from each exhaust-stub, but the Producer, with the late Leo Villa, OBE, to hold his hand, did know about gas-starters and he wisely did not let the needle of the big (too big?) tachometer go beyond about 2,800 r.p.m. (In fact, Campbell was looking for 3,400 in top gear, we believe). But did Sir Malcolm really drive the 300 m.p.h. car without gloves?

The car's speed in each direction was not accurately given (304.15 and 299 m.p.h., in the play, 304.311 and 297.947 m.p.h., in fact) and although the episode of the timing-gear giving trouble was used, Campbell's anger at being at first wrongly informed of his speed wasn't. Of supporting vehicles used, one noticed a Stutz and very-ancient motorcycle "at Salt Lake", Campbell's 4½-litre Bentley coupé (CXK-1) and open 3¼-litre Bentley (CXK-2), Lady Campbell's very ordinary Vauxhall saloon, and the Morris Eight tourer given by Campbell to Villa and the Ariel Red Hunter motorcycle to Donald. It was presumably poetic licence that killed both Parry Thomas and Sir Henry Segrave on the 13th of the month — for the record, Thomas died on March 3rd 1927. They also got mixed-up over the new circuit which Campbell was having built at Brooklands (actually, two years hence), which was the Campbell road-course, *not* the Mountain circuit. One noticed framed pictures on Campbell's walls of his GP Delage, etc., but did one of the Napier "Samson" on the Brooklands banking really hang in the garage at Povey Cross?

However, "Speed King" was a play for a mass audience, it was well cast, and it seems to have pleased the professional TV critics. It was centred round Sir Malcolm Campbell, MBE and the worst thing Producer Innes Lloyd permitted was to over-dramatically emphasise the "affair" of Lady Campbell, which need not have been dragged out in a play which in so many other ways, portrayed so well the life of a top racing driver of the 1930s and the atmosphere of the times. The sordid story was known in the inner-circles of motor racing at the time, namely that the Hon. Brian Lewis (David Quilter) was Lady Dorothy Campbell's lover (could you blame him, with Sir Malcolm (Robert Hardy), so occupied and the lady, played by Jennifer Hilary, so beautiful?).

Richard Twelvetrees

RICHARD Walter Rickard Twelvetrees, who was Editor of MOTOR SPORT in the 1920s, died in Hastings aged ninety-six just before Christmas. An appreciation will appear next month. — W.B.

Talbot Enter Formula One

THE name of Talbot is to return to Grand Prix racing. The French arm of the former Chrysler company plans to field a two-car team of 1.5-litre turbocharged cars in 1981 and has contracted Jochen Neerpasch, currently head of BMW Motorsport, to run a new competitions department. Talbot have bought the rights to develop BMW's 1.4-litre, four-cylinder, iron block turbocharged engine. Former Matra and Ligier personnel have been recruited. — C.R.

Clark Joins Leyland

ALTHOUGH not planning to announce full details of their rally programme until later this month, Leyland Motorsport just couldn't keep one story under wraps; Roger Clark's agreement to drive a Triumph TR7 V8 this season.

Clark had considered driving for the Abingdon based team last year, but eventually decided to spend one more season with Ford. Clark's return to Leyland — he started his competition career in a Mini and finished sixth overall in a works Rover 2000 on the 1965 Monte Carlo — will see the popular Leicester garage owner tackle the five round British Open Championship, plus the Lombard RAC.

Sponsorship comes from Esso and Sparkrite Electronic Ignitions, and Clark will be partnered as usual by Jim Porter. The move to Leyland makes good business sense for Clark who has recently added Austin/Morris and Jaguar/Rover/Triumph franchises to his chain of Midlands garages.

THE ARGENTINE GRAND PRIX

A good start

Buenos Aires, January 13th

WITH Christmas and the New Year over the Formula One scene was soon in full swing and air freighters were taking the cars to South America for the first of the 1980 races, with the drivers and team personnel soon following, clutching their Enteroviaform and Ambre Solaire, for the Argentinian food and summer, respectively. As the 1979 season ended there were some indecisions about who joined which team, but everything was eventually sorted out and while the businessmen shuffled their paper-work and talked money the designers drew new cars or modified the old ones and the workers applied themselves to the tools of their trades and made the new cars or rebuilt the old ones. Strikes, absenteeism, industrial strife and unrest are things unknown in the world of motor racing, everyone gets stuck in and an impressive collection of machinery was assembled in the Buenos Aires Autodrome to start practice.

There was some slight reshuffling of racing numbers, with Ferrari taking 1 and 2, for World Champion Jody Scheckter and his eager team-mate Gilles Villeneuve, both having new T5 Ferraris to race. Lotus dropped from the head of the list to take the old Ferrari numbers of 11 and 12, with Mario Andretti leading the team. After a certain amount of legal hoo-ha the young Italian Elio de Angelis bought himself out of his contract with the Shadow team and joined Lotus as number two. After the disastrous 1979 season when the promising new Lotus 80 failed to work properly and the team seemed to forget how to make the Lotus 79 work, the winter break allowed them to come up with the Lotus 81, which can best be described as a cross between the last two models. Last year Carlos Reutemann started the season well with Team Lotus, but gradually became disenchanted with the situation, as they did with him, and he left the team at the end of the year to eventually join the Williams team as number 2 to Alan Jones, the aim being to have the Williams cars in a strong 1-2 position at all times. There did not appear to be any necessity to drop the successful FW07 design and Patrick Head's winter work involved designing a B-version which incorporated all the detail improvements that were experimented with and thought up during 1979. Little of the original cars is being used to form the basis of the B-version though no radical changes were made to the basic design.

Regazzoni did not linger around the Williams team once he knew that Reutemann was being sought, and he joined the Ensign team which was being re-constituted and financially backed by Unipart. A lot of overtime by Morris Nunn's team got their new design finished in time for a brief run before being flown out to South America, where it made its debut in red, white and blue colours.

The Tyrrell team lost their promising young Frenchman Didier Pironi to the Ligier team, but were not too worried as they were signing on the Irishman Derek Daly who had shown good promise last year. Having blatantly copied the Lotus 79 to build the Tyrrell 009, the next step was a problem, for the Lotus 80 was not a design to copy and to step sideways and build a



Villeneuve already disposed of, Jones pursues Piquet's overheating Brabham for second place after his spin and pit-stop.

Williams-copy was not practical, so the 009 series cars were altered and modified in the light of 1979 experience, but the light was not very strong. Jean-Pierre Jarier, who has promised so much and achieved so little, retained his place in the team. The space in the Ligier team for Pironi was provided by the departure of Patrick Depailler, who could not see much future as "joint number one" with Jacques Laffite and left to join the Alfa Romeo team with young Bruno Giacomelli as his partner. At the end of the 1978 season the way ahead for aspiring designers was simple, for Colin Chapman had proven the "ground-effects" principle and it was a simple matter to follow it and the Ligier team were one of the most successful. When the Williams FW07 proved to be more effective than most it was not easy to see why, so that teams that lacked an original thinker on the design staff were unsure of their next move and could only uprate their 1979 cars as best they could, the Ligier cars for Argentina being modified JS11 models, heading towards the next completely new design, the JS15. McLaren found themselves in a similar situation and altered the M29 design where they could, to produce the M29B. John Watson retained his position as team leader, but Patrick Tambay was replaced by Alain Prost, the 1979 European F3 champion. This was unfortunate for Tambay, who seems to be a driver who needs a good leader. When James Hunt was leading the McLaren team, Tambay showed good promise in his style and ability to match the pace of his leader, but last year with Watson at the front there was little to inspire Tambay and he faded away.

The Renault team spent the short winter break with no problems, the RS10 to RS14 twin-turbo-charged cars were taken apart to form the basis for a new set of cars incorporating a great number of detail changes, but no radical departure from the basic design. There were no driver problems, for like the Ferrari team, the drivers liked the team and the team liked the drivers, so Jabouille and Arnoux stayed with the turbo-charged 1½-litres.

As already reported the Fittipaldi team bought the assets of the Wolf team, including the cars, designers, management and driver and the newly constituted Fittipaldi team, no longer backed by Copersucar, doubled its size overnight. The basis of the WR Wolf cars formed the new Fittipaldi F7, as an interim design to get Emerson Fittipaldi and Keijo Rosberg to this first race. The constitution of the Arrows team was unchanged over the winter, but a simpler car was built, known as the A3, utilising some of the good points of the unusual and unsuccessful A2 design. Drivers Patrese and Mass retained their positions in the team. The two back-markers from last year, ATS and Shadow, just scraped onto the FOCA list of members, the German-financed team expanding to run two cars, for Marc Surer and Jan Lammers, and the Shadow team regrouping itself with a new design, the DN11, and with drivers David Kennedy, the forceful Irishman from Aurora racing, and Swedish F3 driver Stefan Johansson.

Last, but by no means least, the Ecclestone team of Brabham cars were as seen at the end of last season. With Alfa Romeo running their own cars there was little future in using the Alfa Romeo engines so Ecclestone made an instant and complete break and returned to the Cosworth fold, and concurrently Niki Lauda gave up racing and disappeared from the scene. In a situation that would have destroyed some teams, Ecclestone's Brabham team burst through with a new lease of life. Gordon Murray designed the BT49, using Cosworth DFV power and it was very competitive from the word go, while Nelson Piquet's undoubted ability was given a free rein as he took over the number one position in the team. He was joined by Ricardo Zunino, from Argentina, who showed good promise from the word go.

Everyone had arrived early, thanks to the efficient transport organisation of the FOCA and there was an unofficial test-session on the Thursday before official practice began on Friday morning. During this three-hour session there were three major factors that arose, firstly the Goodyear Racing Division told everyone loud and clear that there were no special, super-sticky, soft qualifying tyres for ANYONE. As far as Goodyear are concerned qualifying tyres are finished. They found it a wasteful and expensive avenue of development that did not teach them anything and had tried to get the FISA and FOCA organisations to do something about eliminating them. Michelin were agreed in principle that qualifying tyres were best abandoned, but nobody did anything so Goodyear's Leo Mehl took the initiative and stopped any further production of special short-life qualifying tyres. There were three types of tyre available for the Goodyear runners, all of which would go the race distance, but with varying degrees of hardness to cater for different cars and drivers. This was a hard and ruthless decision, but it was necessary in the face of the lethargy of the FISA and FOCA and generally speaking it was applauded by everyone. The feeling is that Michelin will be "shamed" into following suit. Goodyear also made it clear that if their decision was unpopular they might be forced to fade quietly away from Formula One.

The second thing that came to light on Thursday was the fact that parts of the track had been resurfaced too recently and the heat and the tyre adhesion of today's car was tearing the

ENTRY

No.	Team	Driver	Nat.	Car and Chassis No.	Engine	Tyres	Colours	Main Sponsors
1	Ferrari	J. Scheckter	ZA	Ferrari 312T5/042	Ferrari flat 12	Michelin	Red/White	Fiat/Agip
2	Ferrari	G. Villeneuve	CND	Ferrari 312T5/043	Ferrari flat 12	Michelin	Red/White	Fiat/Agip
3	Tyrrell	J-P. Jarier	FR	Tyrrell 009/3	Cosworth V8	Goodyear	Blue	Candy Appliances
4	Tyrrell	D. Daly	IRL	Tyrrell 009/6	Cosworth V8	Goodyear	Blue	Candy Appliances
5	Brabham	N. Piquet	BR	Brabham BT49/5	Cosworth V8	Goodyear	Blue/White	Parmalat Foods
6	Brabham	R. Zunino	ARG	Brabham BT49/4	Cosworth V8	Goodyear	Blue/White	Parmalat Foods
7	McLaren	J. Watson	ULS	McLaren M29/4B	Cosworth V8	Goodyear	White/Red	Marlboro/Castrol
8	McLaren	A. Prost	FR	McLaren M29/2B	Cosworth V8	Goodyear	White/Red	Marlboro/Castrol
9	ATS	M. Surer	CH	ATS D3/02	Cosworth V8	Goodyear	Yellow	ATS Wheels
10	ATS	J. Lammers	NL	ATS D3/01	Cosworth V8	Goodyear	Yellow	ATS Wheels
11	Lotus	M. Andretti	USA	Lotus 81/2	Cosworth V8	Goodyear	Blue/Red/Silver	Essex/Tissot
12	Lotus	E. de Angelis	I	Lotus 81/1	Cosworth V8	Goodyear	Blue/Red/Silver	Essex/Tissot
14	Ensign	G. Regazzoni	CH	EnsignMN10	Cosworth V8	Goodyear	Red/White/Blue	Unipart
15	Renault	J-P. Jabouille	FR	Renault RE22	Renault V6 t/c	Michelin	Yellow/White/Black	ELF
16	Renault	R. Arnoux	FR	Renault RE21	Renault V6 t/c	Michelin	Yellow/White/Black	ELF
17	Shadow	S. Johansson	S	Shadow DN11/3	Cosworth V8	Goodyear	Black	Interlekt
18	Shadow	D. Kennedy	IRL	Shadow DN11/2	Cosworth V8	Goodyear	Black	Interlekt
20	Fittipaldi	E. Fittipaldi	BR	Fittipaldi F7/1 (WR9)	Cosworth V8	Goodyear	Yellow	Skol Lager
21	Fittipaldi	K. Rosberg	FIN	Fittipaldi F7/2 (WR7)	Cosworth V8	Goodyear	Yellow	Skol Lager
22	A. Romeo	P. Depailler	FR	Alfa Romeo 179/003	Alfa Romeo V12	Goodyear	Red/White	Marlboro
23	Alfa Romeo	B. Giacomelli	I	Alfa Romeo 179/004	Alfa Romeo V12	Goodyear	Red/White	Marlboro
25	Ligier	D. Pironi	FR	Ligier JS11/15/04	Cosworth V8	Goodyear	Blue/White	Gitanes/ELF
26	Ligier	J. Laffite	FR	Ligier JS11/15/01	Cosworth V8	Goodyear	Blue/White	Gitanes/ELF
27	Williams	A. Jones	AUS	Williams FW07B/6	Cosworth V8	Goodyear	White/Green	Saudi Arabia/Leyland
28	Williams	C. Reutemann	RA	Williams FW07B/5	Cosworth V8	Goodyear	White/Green	Saudi Arabia/Leyland
29	Arrows	R. Patrese	I	Arrows A3/1	Cosworth V8	Goodyear	Gold	Warsteiner Beer
30	Arrows	J. Mass	D	Arrows A3/2	Cosworth V8	Goodyear	Gold	Warsteiner Beer
31	Osella	E. Cheever	USA	Osella FA1/1	Cosworth V8	Goodyear	White/Black	Denim Aftershave

Spare Cars:

1	Ferrari-312T5/044	— Not used
5	Brabham-Cosworth V8 BT49/2	— Crashed by Piquet Saturday a.m.
7	McLaren-Cosworth V8 M29/3B	— Not used
11	Lotus-Cosworth V8 79 "X"	— Not used
15	Renault V6 t/c RE20	— Used by Arnoux
17	ShadowCosworth V8DN11/1	— Not used
20	Fittipaldi-Cosworth V8 F7/3	— Crashed by Rosberg Saturday a.m.
22	Alfa Romeo V12 179/002	— Crashed by Giacomelli Saturday a.m.
26	Ligier-Cosworth V8 JS11/15/02	— Not used
27	Williams-Cosworth V8FW07/4	— Used by Jones for practice and the race

surface to pieces, as happened in Zolder in 1973. While one faction was talking about not racing, led by a rather vociferous Jody Scheckter in his new role as President of the re-formed GPDA, another group led by Alan Jones was saying "We've come, we're committed, we'll have to get on with it as best as we can, but in all honesty there shouldn't be a race on the track as it is." Scheckter was also busy trying to whip up support for boycotting the forthcoming race at Interlagos in Brazil, in view of the roughness of the track. The Brazilian race was due to be held at the new Rio de Janiero circuit, but at the last minute it was discovered that that track was sinking into the sand-bed on which it was built so a hurried switch back to Interlagos was made.

Advancement in chassis technology is one of the factors in this bumpy circuit problem, for with increased down-force of 400-500 lb. being gained from aerodynamic studies, suspension spring-rates have had to be doubled or even trebled in order to retain control of suspension movements so that a bump of two years ago that could be ridden over with a soft spring, has now become a major obstacle that bounces the car into the air rather than making the suspension work. If softer springs are used the good cars will bottom-out at high speed. It is an engineering problem more than a surface problem, but some drivers cannot see this and blame the surface.

The third thing was the decision to stagger the two-by-two grid, as has been done in Monaco in recent years, to form a one-by-one line of cars for the start, offset alternately. The result of this decision meant that practice times and grid positions were more important than ever, for second fastest would no longer put you on the front row, you would be some 10 yards behind the pole-position car. Drivers at the back of the 24-car grid were going to need very good eyesight to see the green light!

Apart from these three major factors arising before practice began there were personal troubles as well, especially in the Williams team for Alan Jones had found the old FW07/4 to be much better in terms of speed, balance, and adhesion than the B-series car, with its different rear suspension and different aerodynamics. Friday practice saw more tests carried out and that night the decision was made to convert both B-series cars back to 1979 specification as far as was possible, and this meant a lot of all-night work, ending at 3 a.m. Saturday morning and starting again at 6 a.m! Racing mechanics really earn their money. Jones used the T-car to make fastest time on Friday afternoon and Saturday afternoon while Reutemann was troubled by ignition trouble and only did a few laps. By the time his car was rebuilt the track surface had deteriorated so badly that he had little chance of recording a good time. Despite this trouble, in his home Grand Prix with a new team, he seemed relaxed and content; disappointed, perhaps, but much more philosophical than expected.

The Ligier team were fairly happy, Laffite making second fastest time on Friday, which was just as well as his car had to have a last-minute engine change before the final session on Saturday, due to a persistent oil leak, and then he had trouble with the fuel pressure so that he only managed one lap on Saturday afternoon and that took him 13 min. 02.48 sec., an average of 27.45 k.p.h.! Whether this jaundiced his view or not, he was one of the vociferous ones wanting to have the race cancelled due to the deteriorating surface, which was a measure of how serious the situation had become, for he is normally pretty even tempered. Pironi was very happy with his new team and new car and when asked if it was better than the Tyrrell 009 he remarked that it had "better brakes, better steering, better handling, better traction . . .". *Clearly* better!

The Brabham team were not as happy as they felt they ought to be for Piquet, who is as brave as they come, was feeling a bit un-nerved by his cars' inability through the very high speed corners, and could not match the times of the front runners. In the untimed session on Saturday morning he was out in the T-car, trying softer front springs when he had a high-speed spin and crashed backwards through the catch-fencing on the left/right before the pits hairpin. Earlier Rosberg had done the same thing in the spare Fittipaldi car, but luckily it had been moved before Piquet arrived on the scene. The Brabham was extensively damaged about the rear end so in the final timed session both team drivers had to be a bit cautious, knowing there was no spare car available. Even so Piquet managed a courageous 1 min. 45.02 sec., which put him into fourth place. Zunino was content to qualify in sixteenth place with 1 min. 47.41 sec.

In the Lotus camp there was a great deal of optimism by the end of practice, even though de Angelis had made a dramatic start to his career with Team Lotus by having a major spin, followed by a high-speed trip backwards into the catch-fencing during Thursday's test-session. The Lotus lads had a lot of work to do repairing the damage, but the young Italian made up for it by eventually turning a lap in 1 min. 45.46 sec. which gave him fifth place on the grid, one place ahead of his team-leader. Andretti was not dismayed for the Lotus 81 was feeling very much to his liking, particularly with a full fuel tank, and he could have gone faster than the 1 min. 45.78 sec. he recorded on Friday, had trouble not intervened in the final practice session. He was just getting into the groove when he suffered brake failure, and as the pedal dropped limply down to the bulkhead his foot caught the throttle pedal and the Lotus careered off the track, scattering marshals and photographers. He limped round to the pits and called it a day.

On the basis that "what looks right usually is right", the new Arrows A3 scored highly. If it hadn't been for some unfortunate mechanical problems there is little doubt that both Patrese and Mass would have qualified higher up the grid than they did. Just as Patrese looked like getting up among the front runners a drive-shaft broke and though the damaged corner was replaced in double-quick time by the Arrows mechanics, the track surface had deteriorated so badly that fast times were out of the question. The A3 Arrows appeared to have quite an advantage on sheer speed over some other cars, and when Mass rocketed past Villeneuve's Ferrari on the fastest straight he waved cheerily, to which the the Ferrari driver responded by clasping a hand to his head in mock (or genuine?) frustration. The Ferraris were proving to be quick through the twisty infield but slow on the fast straights, and

PRACTICE TIMES

No.	Driver	Friday p.m.	Saturday p.m.
1	J. Scheckter	1.47.06	1.46.28
2	G. Villeneuve	1.46.35	1.46.07
3	J-P. Jarier	1.47.83	1.48.08
4	D. Daly	1.48.95	1.49.23
5	N. Piquet	1.46.04	1.45.02
6	R. Zunino	1.47.51	1.47.41
7	J. Watson	1.47.70	1.48.06
8	A. Prost	1.46.75	1.46.81
9	M. Surer	1.49.50	1.48.86
10	J. Lammers	1.52.16	1.51.39
11	M. Andretti	1.45.78	1.47.94
12	E. de Angelis	1.47.30	1.45.46
14	C. Regazzoni	1.47.18	1.50.97
15	J-P. Jabouille	1.46.15	1.47.16
16	R. Arnoux	1.49.42	1.48.24
17	S. Johansson	1.55.15	1.51.57
18	D. Kennedy	1.53.45	1.50.25
20	E. Fittipaldi	1.49.42	1.49.56
21	K. Rosberg	1.46.97	1.47.22
22	P. Depailler	1.49.39	1.49.20
23	B. Giacomelli	1.48.44	1.50.78
24	A. Merzario	Did not	take part
25	D. Pironi	1.44.64	1.46.15
26	J. Laffite	1.44.44	13.02.48
27	A. Jones	**1.44.17**	**1.44.83**
28	C. Reutemann	1.46.19	1.46.36
29	R. Patrese	1.46.01	1.48.03
30	J. Mass	1.47.85	1.47.05
31	E. Cheever	1.54.12	2.04.62
32	P. Ghinzani	Did not	take part

though they had plenty of Michelins to choose from they were having difficulty in making a choice because the track surface was changing from corner to corner, lap by lap. Neither driver could get into the first half-dozen, which did not augur well for a Ferrari victory.

The other Michelin runners, the Renaults, were no better off, worse in fact, for they were continually in engine trouble, both Jabouille and Arnoux getting through two engines each during practice. Troubles ranged from oil pump failure, through leaking water gaskets to fuel injection trouble and a broken valve. Altogether a despairing time for the French team. At McLaren's there was satisfaction with the new boy Alain Prost, who was looking remarkably cool and confident, lapping faster than his team leader, earning 12th place on the grid as against Watson's 17th place. The yellow Fittipaldis, financed by Skol Lager, were not going as well as all the hard work really justified. Fittipaldi was very unhappy with the handling of his car until a loose nut in the rear suspension was discovered which was allowing one rear wheel to contribute to the overall steering effort! An engine failure then lost him a lot of time and by the time everything was sorted out the track deterioration was against him and he only just scraped onto the grid. Rosberg was well qualified and his car seemed generally better than Fittipaldi's, but even so 13th position on the grid was not exactly a winning position. However, it was much better than the Shadow could do, for neither of their new recruits qualified in the top 24. With new cars and new drivers the Shadow team had not got much hope of success, but they had to start somewhere and there is always the consolation that things can only get better. The Ensign-Unipart team were in a somewhat similar position, though Regazzoni's experience was obviously a great help and he qualified the new car quite well in spite of various troubles, among them a sticking throttle that sent him careering over a kerb which cracked a water pipe.

The Tyrrell 009 cars, only a year old, were already looking dated and the drivers were having trouble coming off the 180-degree turn at the end of the circuit anything like flat out, as the front runners were doing. Daly had a major engine failure on Friday morning so had to use the spare car, and that would not run properly with the fuel tank less than three-quarters full. He was back in his own car for Saturday afternoon but had to take to the rough to avoid an accident that Prost looked as though he was going to have, but didn't. This damaged the nose cowl, the side pods and the skirts so he had to go back to the spare car again. Both cars qualified, but in the grey mish-mash in the lower part of the grid. Down at the Alfa Romeo pits Giacomelli was doing his best in the role of temporary team leader, for though Depailler was driving he was far from fit. The team had brought Vittorio Brambilla along "just in case", but the gritty little Frenchman was not going to give up. He has set himself the target of being back on form by the South African GP and said "I won't be unless I force myself hard now." Both Alfa Romeo drivers qualified in spite of various troubles, such as a big high-speed spin by Giacomelli on Friday which damaged skirts and suspension and an engine failure on Saturday morning which forced him to use the spare car in the final session, and he crashed that and damaged the suspension. Depailler missed the first crucial six laps on Saturday afternoon due to clutch trouble, so it's to his credit that he got into the race at all. While Marc Surer squeezed the new ATS into the race, Jan Lammers' hopes

STARTING GRID

26
J. Laffite
(Ligier-CosworthV8)
JS11/15/01
1 min. 44.44 sec.
5 (1 min. 51.38 sec.)

5
N. Piquet
(Brabham-Cosworth V8)
BT49/5
1 min. 45.02 sec.
5 (1 min. 51.59 sec.)

11
M. Andretti
(Lotus-Cosworth V8)
81/2
1 min. 45.78 sec.
2 (1 min. 55.79 sec.)

2
G. Villeneuve
(Ferrari-flat 12)
312 T5/043
1 min. 46.07 sec.
5 (1 min. 52.15 sec.)

28
C. Reutemann
(Williams-Cosworth V8)
FW07B/5
1 min. 46.19 sec.
5 (1 min. 51.69 sec.)

8
A. Prost
(McLaren-Cosworth V8)
M29/2 B
1 min. 46.75 sec.
5 (1 min. 54.13 sec.)

30
J. Mass
(Arrows-Cosworth V8)
A3/2
1 min. 47.05 sec.
4 (1 min. 52.10 sec.)

6
R. Zunino
(Brabham-Cosworth V8)
BT49/4
1 min. 47.41 sec.
2 (1 min. 56.12 sec.)

3
J-P. Jarier
(Tyrrell-Cosworth V8)
009/3
1 min. 47.83 sec.
1 (2 min. 41.18 sec.)

23
B. Giacomelli
(Alfa Romeo V12)
179/004
1 min. 48.44 sec.
9 (1 min. 55.04 sec.)

4
* D. Daly
(Tyrrell-Cosworth V8)
009/6
1 min. 48.95 sec.
6 (1 min. 54.01 sec.)

20
E. Fittipaldi
(Fittipaldi-Cosworth V8)
F7/1
1 min. 49.42 sec.
6 (1 min. 55.27 sec.)

27
A. Jones
(Williams-Cosworth V8)
FW07/4
1 min. 44.17 sec.
5 (1 min. 50.45 sec.)

25
D. Pironi
(Ligier-Cosworth V8)
JS11/15/04
1 min. 44.64 sec.
1 (1 min 59.53 sec.)

12
E. de Angelis
(Lotus-Cosworth V8)
81/1
1 min. 45.46 sec.
6 (1 min. 53.05 sec.)

29
R. Patrese
(Arrows-Cosworth V8)
A3/1
1 min. 46.01 sec.
2 (1 min. 52.76 sec.)

15
J-P. Jabouille
(Renault V6 t/c)
RE 22
1 min. 46.15 sec.
2 (2 min. 31.57 sec.)

1
J. Scheckter
(Ferrari flat-12)
312T5/042
1 min. 46.28 sec.
6 (1 min. 52.06 sec.)

21
K. Rosberg
(Fittipaldi-Cosworth V8)
F7/2
1 min. 46.97 sec.
4 (1 min. 52.30 sec.)

14
G. Regazzoni
(Ensign-Cosworth V8)
MN10
1 min. 47.18 sec.
7 (1 min. 54.06 sec.)

7
J. Watson
(McLaren-Cosworth V8)
M29/4B
1 min. 47.70 sec.
4 (1 min. 54.06 sec.)

16
R. Arnoux
(Renault V6 t/c)
RE21
1 min. 48.24 sec.
2 (1 min. 57.49 sec.)

9
M. Surer
(ATS-Cosworth V8)
D3/02
1 min. 48.86 sec.
4 (1 min. 55.38 sec.)

22
P. Depailler
(Alfa Romeo V12)
179/003
1 min. 49.20 sec.
6 (1 min. 55.90 sec.)

* Time recorded in Tyrrell 009/5

Did not qualify:

18	D. Kennedy (Shadow DN 11/2)	1 min. 50.25 sec.
17	S. Johansson (Shadow DN 11/3)	1 min. 51.57 sec.
10	J. Lammers (ATS D3/01)	1 min. 51.39 sec.
31	E. Cheever (Osella FA1/1)	1 min. 54.12 sec.

disappeared with an engine failure. The new Osella team found the pace of big time Formula One a bit too hot for them and the car needs to lose about 100 kg. before it can be taken really seriously, while Cheever still has a lot to learn.

No matter what the organisers did to the new sections of the track, and they repeated their efforts to treat the troublesome surface on Saturday night, the moment the warm-up session began on Sunday it was obvious that race conditions would be almost impossible. The tyres tore up the tarmac and scattered it to the outside of the corners so that there was an area of "marbles" just off the correct racing line, to catch anyone who made a slight error. Once on the "marbles" you might just have well been on sheet ice for all the control you had.

During the warm-up Andretti's Lotus had its metering unit on the Cosworth DFV go awry and his mechanics changed the complete engine in 1 hr. 20 min., something they could never have done on the Lotus 80. David Kennedy took part in the warm-up, as first reserve, but it was to no avail as all 24 qualifiers were ready to take to the grid. The first seven cars were on Goodyear tyres, in spite of doing all their practice on "race" tyres, which more than justified the Akron giant's decision. The start was due at 13.00 hours and as is traditional Reutemann was greeted with overwhelming enthusiasm by the vociferous spectators, in spite of his lowly position on the grid. As Alan Jones led the field away on the parade lap Arnoux was in the pits with his Renault engine popping and banging, indicating vapour bubbles in the injection system, no doubt aggravated by the intense heat.

From his advantageous position at the head of the one-by-one grid, Alan Jones was away into the lead with a copybook start when the lights blinked green. The whole field got through the fast right/left kink after the start without drama, and streamed away towards the far end of the circuit, with Piquet lining his Brabham up for second place and Pironi's Ligier falling away behind Andretti's Lotus. Into the infield loops and back down into the hairpin before the pits it was Jones all the way, that familiar white and green number 27, now with LEYLAND added to its Saudi Arabian markings, passing in front of the grandstands with a commanding lead. In second place was Piquet in the blue and white Brabham, leading Laffite (Ligier), Andretti (Lotus), Reutemann (Williams), Pironi (Ligier), Scheckter (Ferrari), Prost (McLaren), Villeneuve (Ferrari), after running wide onto the grass during the opening lap, Rosberg (Fittipaldi), Mass (Arrows), Regazzoni (Ensign), de Angelis (Lotus), after being punted by Patrese, Zunino (Brabham), Watson (McLaren), Giacomelli (Alfa Romeo), Depailler (Alfa Romeo), Fittipaldi (Fittipaldi), Patrese (Arrows), after recovering from hitting de Angelis, and Surer (ATS), who headed for the pits. Jarier limped in to retire with frontal damage after stuffing his Tyrrell into the rear end of Watson's McLaren, cracking that car's gearbox oil cooler, which led to the inevitable retirement of the M29B after a further five laps as all the oil ran out, unbeknown to the driver.

On the second lap Pironi's run came to an abrupt end when his Ligier's Cosworth engine expired, while a lap later Arnoux's Renault lost the right front wheel under braking for the pits hairpin. While the wheel bounded away into the distance the three-wheeled Renault pirouetted at high speed and stopped without hitting anything. Almost before the dust had settled the other Renault was crawling into the pits to retire with gearbox failure. It was a bad day for the French cars, whether they were blue or yellow.

Already the track was becoming desperately slippery. Laffite nipped past Piquet, to take second place, on lap 6, but the young Brazilian forced his way in front again almost immediately, and the Frenchman had another go on lap 9. Reutemann was hanging on in fourth place and got past Piquet on the return straight, only to find himself badly placed for the right-hander that followed, with the very determined Brabham driver "sitting it out" with him wheel-to-wheel

into the braking area. The result was that Piquet scrabbled round the corner and Reutemann went up the escape road and spun on the grass, filling his radiator intake with earth and grass. Another lap had the temperature gauges rising rapidly so the Argentinian shot into the pits to have the debris cleared away, but the engine had already overheated and mid-way round lap 13 the engine failed and a dejected Reutemann climbed out when the car stopped. While this was happening Alan Jones had got off line and onto the "marbles" on the infield section and though he spun he kept the engine running and carried on without losing the lead, but during his spin he had scooped up a plastic bag in the radiator intake. His engine was running with a higher pressure release valve on the water system than his team-mate, and though the temperature soared to 120°C before he made a pit stop to have the bag snatched away by a mechanic, no damage was done. Jones had tried to reach over the cockpit side to release the plastic which he could see, but as he said afterwards "That was daft; all I did was nearly have my arm blown off . . ." When he rocketed back into the race he was in fourth place, behind Villeneuve who had come up through the field after his first lap "off" and was in third place. Laffite was out in front of Piquet, but the gaps were still small and Jones could see his adversaries and felt convinced he could catch them. The broken up surface was so bad that lap times were down some eleven or twelve seconds on what they should have been, and it was significant that most drivers had made their fastest laps within the first five or six. The cars were slipping and sliding precariously on the "marbles" of torn up tarmac and it called for a very sensitive right foot on the throttle pedal and very few of the runners got away without a spin or a sideways slide at some time or another.

While this quartet argued over the lead, Scheckter's Ferrari T5 was hanging on gamely in fifth place, clearly losing a fair amount of oil from a rear end leak. Then came Riccardo Patrese who'd pulled up extremely well after his early tangle with de Angelis, but on lap 14 his engine began to sound extremely rough, with a broken exhaust pipe. He nonetheless kept the pressure on the Ferrari until lap 28 when he retired out on the circuit with engine failure.

Earlier on Jochen Mass had a huge spin out on the back of the circuit which covered his Arrows with dust and dirt, but he plugged on gamely until lap 21 when he was forced to retire with gearbox trouble.

Both Lotus 81s had retired. Andretti had been running strongly with the leading bunch at the start, holding fourth place at the end of the opening lap. But he gradually dropped back down the field as his engine lost its edge and he made a pit stop on lap five to see if anything could be done. He resumed at a more gentle pace right down near the back of the field, but the problem was with the metering unit and with 20 laps completed he pulled in to retire for good.

By lap 23 the tussle at the front was getting pretty frenzied. Laffite managed to get a bit of daylight between his Ligier and Piquet's pursuing Brabham thanks to some judicious squeezing through gaps when lapping backmarkers. Villeneuve now had Picquet right in his sights and clearly didn't seem inclined towards messing around behind the Brabham for long and Jones was carefully examining the situation to see if there was a chance of jumping them both. Rosberg, running remarkably smoothly, was now up to sixth behind Scheckter, then came the consistent Daly, Giacomelli's slipping and sliding Alfa and young Prost. McLaren's number two had the mother-and-father of spins early in the race, bounding across the grass and tearing his M29B's skirts off in the process. That didn't daunt him in the least and the young Frenchman reckoned the car handled better than he would have expected after such an excursion.

Jones found a way ahead of Villeneuve for third place and then displaced Piquet next time round, the Brabham by now showing the first signs of overheating. On lap 30 Jones made it past Laffite and into the lead, the Ligier unfortunately responding by blowing up its engine on the next lap which took the pressure off Jones a little bit. That was just as well, because the Williams's temperatures were still looking pretty precarious and, with that appalling track surface to negotiate, Jones could be forgiven for not wanting the added complication of a hard-charging Ligier right on his gearbox.

But Jones was equally aware of the fact that Villeneuve was behind him. The "Cannuck" really started to pile on the pressure once there was only the Williams between him and the lead, and for a while it seemed that we might have a repetition of some of last year's great scraps. Jones seemed fairly well in control of the situation although he was cutting things as closely as he could, and Villeneuve was having to run as near flat-out as he dared. Then, coming through the "esses" just before the last hairpin, Villeneuve's T5 hurtled straight on into the barriers on the outside of the circuit, failing to negotiate the right-hand section of the swerve. As the dust settled one could almost see the little French-Canadian driver orientating himself and thinking "what was all that about?" He quickly composed himself, leapt from the wrecked Ferrari and ran across the circuit towards the pits where he expressed the opinion "something broke at the front". A television replay all over the world showed an apparent steering failure on the Ferrari as it swooped into the corner, the scarlet flat-12 shooting off the road with the front wheels pointing in opposite directions.

From that point onwards, once he'd turned in a couple of quick laps to demoralise Piquet's challenge, the race belonged to Jones. That is as long as his engine held together. But with Piquet's Brabham similarly bothered by over-heating Jones was able to lengthen his lap times to over two minutes as he ran to a morale-boosting victory in the first GP of the season.

For Piquet, second place was a tremendous justification of his fast-mushrooming talent, while Rosberg only just scraped home third ahead of Daly. The Finn's Fittipaldi was stuttering as it ran low on fuel and he dived for the pits with six laps to go to take on a few extra gallons. His mechanics slammed the "dump can" onto the fuel filler "counted to ten" and then pulled it off again, showering fuel over the pit lane as Rosberg hurtled straight back into the fray. Their timing was just about right, for Rosberg held off Daly by just under five seconds to the flag.

Fifth was Giacomelli after a steady run, the sole Italian "12" to finish after Scheckter's Ferrari, in an easy third place, expired in a very terminal-looking cloud of oil smoke at the end of lap 45. Prost strove manfully to finish sixth while Zunino maintained a very circumspect pace to be the final classified finisher in seventh place.

Regazzoni's Ensign made three pit stops with a repeat of the throttle-sticking problem, an extra return spring being applied on each occasion; he was still running at the end, as was Fittipaldi, but they were both too far behind to be classified officially. Patrick Depailler looked as though he might last through to the finish only for his Alfa's engine to give out with seven laps to go. "I started the day with some apprehension" smiled Depailler weakly after the race, "by the time I retired I was *almost* enjoying it again".

There were some unpleasant moments at the post-race scrutineering when it looked as though the winning Williams and the second-place Brabham might be slightly under the minimum weight limit. But there was some doubt about the scales' accuracy and, apart from Ken Tyrrell getting very heated, the whole matter quickly evaporated. The Williams team doesn't need to cheat to be successful. As for Jones, he was smiling brightly. When all the ifs and buts were laid at rest, he'd done the job. He'd negotiated the ruts, survived the spins and lasted the race.

A.H./D.S.J.

Results

THE ARGENTINE GRAND PRIX — Formula One — 53 laps — Autodromo Buenos Aires — 5.968 kilometres per lap — 316.3 kilometres — Very Hot

1st: A. Jones (Williams FW07/4) ..... 1 hr. 43 min. 24.38 sec. — 183.443 k.p.h.
2nd: N. Piquet (Brabham BT49/5) ..... 1 hr. 43 min. 48.97 sec.
3rd: K. Rosberg (Fittipaldi F7/2) ..... 1 hr. 44 min. 43.02 sec.
4th: D. Daly (Tyrrell 009/6) ..... 1 hr. 44 min. 47.86 sec.
5th: B. Giacomelli (Alfa Romeo 179/004) ..... 1 lap behind
6th: A. Prost (McLaren M29/2B) ..... 1 lap behind
7th: R. Zunino (Brabham BT49/4) ..... 2 laps behind

Still running at end but not classified:
G. Regazzoni (Ensign MN10) 44 laps completed.
E. Fittipaldi (Fittipaldi F7/1) 37 laps completed.

Fastest lap: A. Jones (Williams FW07/4) on lap 5, in 1 min. 50.45 sec. — 194.527 k.p.h.

Retirements: J. P. Jarier (Tyrrell 009/3) collision damage, on lap 2; D. Pironi (Ligier JS 11/15/04) engine failure, on lap 2; J-P. Jabouille (Renault RE22) gearbox failure, on lap 3; R. Arnoux (Renault RE21) wheel off, on lap 3; J. Watson (McLaren M29/4B) gearbox failure, on lap 6; E. de Angelis (Lotus 81/1) damaged suspension, on lap 6; C. Reutemann (Williams FW07B/5) engine failure, on lap 13; J. Mass (Arrows A3/2) gearbox failure, on lap 21; M. Andretti (Lotus 81/2) engine trouble, on lap 21; M. Surer (ATS D3/02) engine failure, on lap 28; R. Patrese (Arrows A3/1) engine failure, on lap 28; J. Laffite (Ligier JS11/15/01) engine failure, on lap 31; G. Villeneuve (Ferrari 312 T5/043) steering failure, accident, on lap 37; J. Scheckter (Ferrari 312 T5/042) engine failure, on lap 45; P. Depailler (Alfa Romeo 179/003) engine failure, on lap 47.

24 starters — 7 finishers

Notes on the Cars at Buenos Aires

Ferrari: As with many other teams during the winter, the Ferrari factory took three of their 1979 cars and dismantled them down to the last rivet and then built up new and redesigned cars from the bare bones. The cars they dismantled were 312T4/037, 039 and 041 and the new cars that resulted were 312T5/042, 043 and 044 of which Scheckter took the first, Villeneuve the second and third was the T-car. The driving position was moved further forward, the side pods were wider aided by more compact cylinder-heads and a narrower front track was used, while the upper surface of the body was smoothed out. While seeming to be an improvement over the T4, according to the drivers, the advance was not as much as the T4 had been over the T3.

Tyrrell: Not too many changes on the Tyrrell cars. During last season the original 009 design was modified with "outboard" mounted rear brakes and a central-pillar rear aerofoil on the lines of the Williams FW07, and the cars are ostensibly the same this year. Experiments were made in the winter with automatically operated suspension variables, but Ken Tyrrell's only

comment on that and a new car was ". . . we're not talking about that . . .". Jean-Pierre Jarier used 009/3, which he raced last year and Derek Daly had 009/6 which Pironi raced last year when it was a new car using the number 009/4 which had been destroyed at Monaco. The spare car was 009/5 from last year which had taken the identity of 009/2 that was destroyed at Kyalami. These two cars should be written 009/6(4) and 009/5(2).

Brabham: The BT49 series that made its debut at the end of last season was so obviously right from the word go that there was no need for major changes. Two brand new cars ready for this season, BT49/4 for Ricardo Zunino and BT49/5 for Nelson Piquet, with BT49/2 as the spare car. The cars are now a tasteful blue and white

McLaren: The M29 cars had revised rear suspension and "outboard" rear brakes and various detail improvements changed them into M29B models. John Watson used a new car M29/4B and Alain Prost used M29/2B, with M29/3B as the team spare.

ATS: The Williams-inspired D3 car (or D4 model depending on whether you count in English or German) that appeared mid-way through last season began to show promise, so it is retained for this year and a second car was made as the team are running two cars this season. Marc Surer was in D3/02, the brand new car, and Jan Lammers was in D3/01, the car that Stuck raced last year.

Lotus: After the disastrous season last year when the Lotus 80 failed to come up to expectation and the Lotus 79 got left behind, Team Lotus experimented with the best bits from both designs and did a lot of winter testing with a car that was a cross between the 79 and 80 and was referred to as 79"X". When this was finally proven two new cars were built which became Lotus 81/1 and Lotus 81/2. Elio de Angelis had the former and Mario Andretti the latter, while 79"X" was the spare car. The new cars were more like the Lotus 79 than the Lotus 80, using the Lotus version of the Hewland gearbox, rather than their own gearbox, and having straight-sided skirts rather than curved ones, and conventional nose fins. The new cars took on an entirely new colour scheme that can only be described as multi-coloured. Nigel Bennett's place has been taken by Malcolm Jones from the Wolverhampton Goodyear racing department. It is interesting that Chapman took Bennett when he left Firestone, and has now taken Jones when he left Goodyear. Nothing like having a tyre technician on your own staff!

Ensign: The reconstituted Ensign team, with financial backing from Unipart, allowed Nunn to expand his workforce and they completed a brand new design in a matter of weeks. Ralph Bellamy and Nigel Bennett were asked to "produce a Williams copy . . . as time is short", but they did better than that and produced their own version of a "ground-effect" car. It ran briefly just before being flown to South America, so that it arrived virtually untried and untested. This design is N180 and the car is MN10 in the Ensign Formula One series.

Renault: As already announced the Renault team dismantled their 1979 cars until all that was left was the floor pan of the monocoque and the rear bulkhead of the fuel bag container, and reconstituted cars were built up from there. The basic design was not changed, but detail design was totally different, aimed principally at greater ease of manufacture and maintenance. Last year the cars carried the denomination RS, standing for Renault-Sport, the official name of the competition department of the Regie-Renault. This year the cars are denominated RE, standing



Patrese in the new Arrows A3.

for Renault-ELF, in appreciation of the great support given by the ELF petroleum company. Jabouille drove RE22, Arnoux drove RE21 and the spare car was RE20.

Shadow: The Shadow team arrived in South America with everything new, except the owner Don Nicholls. The DN9 models used last year were already a year behind in current Formula One thinking, even though they were uprated during the season. During the brief winter break the team built three new cars to the DN11 design, which brings them more up to Williams FW07 thinking. Apart from new cars the team had two new drivers making their debut in Formula One World Championship racing, with no one to lead the way. Irishman David Kennedy had DN11/2 and Swedish F3 driver Stefan Johansson had DN11/3 while the prototype car DN11/1 was the team spare.

Fittipaldi: As already reported Fittipaldi Automotive, the firm owned by the Brazilian brothers Emerson and Wilson Fittipaldi, bought all the tangible assets of Walter Wolf racing and to start the season they built new cars from the bones of the WR series of Wolf cars and the F6 series of Fittipaldi cars. Last year, in Canada, Rosberg crashed Wolf WR9 pretty comprehensively and for the USA Grand Prix a car was built up using the monocoque-tub of WR8 with the salvageable bits from the wrecked WR9, the resultant car being WR8/9. During the winter the crashed monocoque of WR9 was totally rebuilt and formed the basis on which the first of the new Fittipaldi F7 cars was constructed. WR7 was similarly used to construct F7/2 while F7/3 was built new from scratch, to the same design. Emerson Fittipaldi used the first car, Keijo Rosberg the second car, and the totally new car was the team spare.

Alfa Romeo: Having only introduced their new V12 car at the Italian GP last year it was natural that the Alfa Romeo team should start the season with the same design. Two new cars were built in the winter, 179/003 for Patrick Depailler and 179/004 for Bruno Giacomelli, the only major change being to move the rear brakes "outboard". Car number number 179/002 that was brand new in Canada last year was the team spare. The nationalistic red of Alfa Romeo has been changed to white and bright red in deference to Marlboro cigarettes who have put money into the team to appease those Alfa Romeo factory workers who feel their hard-earned money should not be squandered on motor racing!

Ligier: This is another team who took their 1979 cars to pieces, looked at all the points that could be improved, and rebuilt them to become virtually new cars. The main alteration was to the rear suspension and the mounting of the rear brakes "outboard" and the reconstituted cars were JS11/15/04 for Laffite and JS11/15/01 for Pironi, while JS11/15/02 was the team spare. In case anyone has forgotten JS stands for Jo Schlesser, who was killed in a crash at Rouen some years ago; he was a great friend of Guy Ligier the team owner. They were planning to build racing and road cars so odd numbers were used for racing projects, i.e. JS7, JS9, JS11. Superstition (as in the Renault team) has caused JS13 to be missed out.

Williams: The two new team cars were FW07B/5 and FW07B/6, both being of 1980 B-series specification as regards aerodynamics, suspension layout and geometry and general construction of the monocoque and various components. Jones had number 6, which was constructed totally new during the winter and Reutemann had number 5 which had been built up around the basis of the fifth monocoque made last year, but never used. As the spare car they had FW07/4 to 1979 specification. The revised cars just did not come up to expectation so Alan Jones used FW07/4 to win the race. Reutemann's car was converted back, as far as possible, to 1979 spec. which involved a lot of air-freighting of parts and a lot of all-night work for the mechanics.

Arrows: Tony Southgate and Dave Wass came up with the Arrows A3, a simpler design than last year's A2, but using some of the more workable ideas from those cars. Aerodynamic thinking follows more conventional lines, with fins on each side of the nose and a rear aerofoil mounted on a central pillar. Patrese had A3/1 and Mass had A3/2, while one of last year's A2 cars dismantled in a crate was carried in case of disaster.

Osella: This was a totally new car on conventional lines, using Cosworth power and Hewland transmission, from the Italian sports car and Formula Two constructors who derived their original inspirations from the defunct Abarth concerns. FA1/1 was driven by Eddie Cheever, the young American who lives in Rome and who has featured strongly in F2 in recent years.

Raymond Mays CBE

An Appreciation by The Editor

WITH the death last month of Raymond Mays, in his 81st year, the world of British motor-racing has lost one of its most staunch supporters, and someone entirely dedicated to the Sport — Ray might well have been called "Mr. Motor-Racing", because he loved fast motoring in all its aspects and did enormously well at it and for it.

Born before the turn of the new century, Raymond Mays was perhaps encouraged by his motoring father, who had a 30/98 Vauxhall, to think in terms of fast driving, although it was intended that he go into the family wool business, conducted from the house at Bourne in Lincolnshire where so much midnight oil was



The late Raymond Mays at the wheel of an ERA at Brooklands before the war.

later to be consumed, working with Amherst Villiers and Peter Berthon on Ray's numerous racing cars, which were also tested along the local roads.

While still at Cambridge, after Oundle School and service in the Grenadier Guards, Mays acquired a Speed Model Hillman light-car which was tuned to be effective in the early post-war, public road speed events. From the commencement Mays insisted, as an inviolate rule, that his cars should always be as immaculate as was his own dress, in which there was a preference for light blue. The aluminium Hillman was called "Quicksilver" and it performed well enough to face up to the works Hillman "Mercury" driven by George Bedford. This was no mean feat of "hotting-up", because the ordinary sports Hillmans were quicker in second than in top gear, and were flat-out at about 60. Mays' car, however, eventually exceeded 80 m.p.h.

This was nothing to Mays' Brescia Bugattis that followed, and which Villiers induced to run on alcohol fuel at engine speeds and power outputs that were regarded as sacrilege by other Bugatti racing men. It was with these two Bugattis that Mays took two great steps forward — he made f.t.d. at innumerable sprint contests and he thought of how to extract sponsorship for his two Bugattis, "Cordon Bleu" and "Cordon Rouge". He also discovered that the game was risky, although later he seldom put a wheel wrong with growing experience — but with the Brescias he lost a rear wheel at Caerphilly hill-climb and ran out of anchors at another sprint venue. Helped by Mumm's champagne and the Whitehead f.w.b. company's sponsorship, Ray turned his back on dull business and decided to race semi-professionally. A supercharged AC gave S. F. Edge little return, for the boost was too much for its complicated and aged engine design, although Mays was seen at Brooklands with the car and he gained free accommodation at a leading West End hotel when setting up London racing headquarters. He tried some drives for the British Mercedes-Benz people, in four-and eight-cylinder, 2-litre racing cars of that make and proved his bravery with the latter car on Brooklands, until convinced by Henry Segrave that it was too dangerous to continue with.

Villiers then began metamorphosis of a 3-litre TT Vauxhall for Mays, ending up with some 300 b.h.p., which enabled Raymond to make fastest climbs at Shelsley Walsh in 1930, 1931, and 1933. He was also racing a white, low-chassis, 100 m.p.h., 4½-litre Invicta at this time, with sponsorship notably from India Tyres, a car with which he twice broke the Class C Brooklands Mountain-circuit lap-record, in 1931 and 1932. Then came the great breakthrough. Seeking ever more speed and acceleration, Mays and Peter Berthon, with Victor Riley's blessing, thought up and produced the celebrated "White Riley", supercharging this six-cylinder car with a Jamieson blower. This Riley emerged from Bourne a definite winner; it twice broke the Brooklands Mountain lap-record in Class F, putting this to 76.03 m.p.h. by 1934, etc. It was the technical integrity of this car that gave Mays the revolutionary idea of forming ERA — English Racing Automobiles — in order to have a British contender that could combat foreign superiority in pre-war *voiturette* racing. Humphrey Cook put up the money, Berthon coped with the engineering problems, and down at Brooklands Reid Railton of T & T's designed, and had made, the simple chassis. The Bourne headquarters not only raced a team of ERAs, it also sold these impressive supercharged single-seaters to would-be aces, in 1,100 c.c., 1,500 c.c. and 2,000 c.c. configurations. One early customer was Dick Seaman, although he soon found fault with the inability of the courageous little "factory" to prepare his car properly and went over to a Ramponi-revamped 1927 GP Delage, which was a great incentive to the ERA challenge.

For this patriotic ERA venture Mays was well-fitted. He had the business acumen to obtain the required support, in which his great personal charm (noticed not only by the ladies) undoubtedly helped. He had the aforesaid 100% enthusiasm for motor-racing. Yet at this difficult time, Ray was also to prove his great skill as a very capable racing driver, whether in brief sprints or in long-distance races. He was very fast, without bending the cars he drove. He was extremely precise, was always beautifully turned-out, and justifiably delighted if he won. Space precludes a description of how often he did just that. Let me say, of his ERA years alone, he was right at the top. At Shelsley Walsh, where his later black, highly-boosted 2-litre Zoller-blown ERA R4D was a pre-war legend, as had his light-green ERAs been before that, Mays made f.t.d. at nine meetings, beaten in all that span only by Fane's Frazer Nash. He left the record at 37.37 sec. After the war, at the age of 48, Ray showed that he had



Mays making FTD at Shelsley Walsh in his ERA.

lost none of his skills. At Shelsley Walsh he made five more f.t.d. runs, putting the hill-record to 37.52 secs. He won the RAC Hill Climb Championship in 1947 and 1948. I remember the excitement of it — the word would go out that the black ERA was being started-up, and the starter would be alerted so as not to hold Mays for more than a moment on the line, lest the ERA's plugs oil-up. Previously he would have inspected the condition of the starting area, and now he would blast away, to the shattering note of the exhaust, skilfully controlling the spinning of the twin rear tyres, changing up impeccably, on the Wilson box, the car's steering-column cranked to his liking, incidentally, to set yet another f.t.d. or course-record. Not only at Shelsley Walsh, but at Brighton and elsewhere, was this absolutely-polished control of the cars, with the creation of which Mays was so closely associated, to be seen. They were great moments for anyone fortunate enough to be present. . . .

However, it was in his race victories that Raymond Mays showed such true prowess. I can but list some of them here, a few of these races very close-fought indeed, as against Prince "Bira", in another product of Bourne, for example. It is in his dark knitted helmet, wind-cheater, and spotless shirt and blue tie, that I think of Mays, forever flicking the steering-wheel before corners to catch the incipient skid — but he remained a force for younger drivers to contend with into the era of compulsory crash-hats. Mays won the Eifelrennen, was twice victor at Picardy, won at Albi, with Cook as co-driver, was first in the International Trophy race at Brooklands, won the Empire Trophy and Nuffield Trophy at Donington, won the Formula Libre race at Phoenix Park and he twice won the coveted Brooklands' Mountain Championship race. He also won the Campbell Trophy race at that Track and his "places" in the leading events are legion. At the Crystal Palace he won the Coronation Trophy and Crystal Palace Cup races. A racing *driver*, Mays had little interest in the Brooklands outer-circuit, but he will forever hold the absolute lap-records for the Brooklands Mountain and Campbell circuits, the former with a 1½-litre ERA in 1936, at 84.31 m.p.h., the latter in the 2-litre ERA in 1939, at 77.79 m.p.h.

Mays drove other racing cars, such as a Talbot-Lago at Reims, and the Ferrari Thinwall Special. He then turned his attention to another enormous ambition — the creation of BRM — British Racing Motors — to try to put this country on the Grand Prix map. These were very trying years for Mays. Smoking cigarette after cigarette, he would attend the latest let-down of those fabulous but reluctant 1½-litre V16 BRMs, with their highly-blown engines in which tiny pistons and a centrifugal supercharger had been insisted upon. Perhaps, to grasp the essential finance and other help, too many Industrial-chefs were stirring up Mays' soup; maybe Rolls-Royce alone should have been asked to design and develop the BRM V16 engine. Alas, the project didn't get going until too late. But Mays, as ever, devoted all his time and attention to this great venture, until others took over, and even then he retained very close associations with it, and affection for it. It is said that so persuasive was Ray that he could arrive late at a Board Meeting of hard-boiled Business Executives and Heads-of-Industry, when they decided to throw-in the sponge so far as helping BRM was concerned, and almost immediately he would charm more finance out of them.

For these two patriotic endeavours — ERA/BRM — and his very fine racing career, but particularly for his enormous and undulled love of motor-racing, will Raymond Mays be for ever remembered with affection, and not a little sympathy, by his army of friends and followers.

Raymond Mays may have been born just that much too early, before high-pressure promotion and universal sponsorship that would have carried his inspired ideals forward. He ran a motor business in a mild way, specialising in tuning-equipment for Fords, and selling Rovers. He enjoyed fast long-distance driving on the road, before the war in Derby-built Bentleys, which he used for Continental travel to race venues and as practice-cars on arrival. He was a very good ambassador for the cars he used in this manner, many long articles about them appearing in the motoring papers, written for him by Dennis May when he was too busy to do them himself. This detailed analysis of his Bentleys and Rovers, up to his last Rover 3500, was another feature of Mays' interest in good cars. That this tall, unchanging enthusiast, with the deep, even gruff, voice, who never uttered unnecessary platitudes but who knew absolutely what it was all about, will never again be seen is almost impossible to contemplate. All we can do now is to recapture the flavour of his busy, dedicated life by reading the many books in which he figures, and especially "Split Seconds", ghosted for this great personality by Dennis May, with a foreword by C. A. N. May.

At the time of his death, Mays was Director of Racing for the Owen Organisation, Chairman and Managing Director of Raymond Mays and Partners Ltd., Managing Director of T. W. Mays and Sons Ltd. and Chairman of Mays Chemical Manure Co. Ltd. — W.B.

ROAD IMPRESSIONS

The Daihatsu Charade XTE



HAVING GONE to the starting-point of the Brighton Run in a two-cylinder car (a Citroën Visa), I indulged in a spot of one-upmanship and drove to the VSCC Enstone Driving-Tests behind three-cylinders. The Daihatsu Charade has that number of "pots". Indeed, in their advertisements Daihatsu state that they "have actually built and perfected the first 3-cylinder 4-stroke petrol engine in a passenger car, in the world!". Well, unless the operative word is supposed to be "perfected", this shows a complete reversal of history, inasmuch as I can think of no fewer than fourteen cars that had three-cylinder petrol engines before the First World War, and there were possibly more. Admittedly, the Daihatsu slogan modifies this inaccurate claim a little, saying that "Innovation Becomes Reality", but one wonders whether Henry Royce and those other engineers who used 3-cylinder power units so many years before Daihatsu would appreciate the suggestion that their engines were merely unrealistic innovations. . . .

Much has been made of Daihatsu using this odd number of cylinders to obtain the best size of cylinder for maximum petrol economy. But I suspect that it was really done to make room for a five-speed gearbox beside the transverse engine in a front-wheel-drive layout. Be that as it may, here is another individualistic small-car to run for economy-car sales and there may be those who will not be able to resist a car with the simple firing order — 1, 2, 3. In fact, overall this is a good little package. It is a five-door saloon with reasonable room for four persons. It runs quite quietly by little-car standards, apart from road noise and a wind-whistle round the n/s quarters. There was also mild rattle from the glass in the driver's door. It will work up to some 85 m.p.h. and cruise unconcernedly at 70 m.p.h., being geared at 18 m.p.h. per 1,000 r.p.m. in that fifth speed. The five-speed gearbox is well worth having, because it brings engine revs. down to around 3,500 r.p.m., just like a big car, at Motorway cruising speeds, helps the fuel economy, and yet can remain engaged down to 30 m.p.h. without snatch when accelerating.

Like most Japanese cars the Charade is well finished and trimmed, in sombre black with cloth/p.v.c. upholstery in a jolly plaid pattern. The front seat-squabs adjust, using short, badly-placed levers, the head-restraints can be removed, and there is enough leg-room for most adults. Luggage space, restricted with the back seat in use, is greatly extended when this seat is folded, but there is a high sill over which luggage has to be lifted and the spare wheel is under the boot floor. There is a big area of glass in the Charade's body but sideways vision is slightly obscured by steeply sloping screen-pillars. Instrumentation comprises a speedometer with decimal total and trip mileometers (a Japanese feature) on the right of the panel, with small fuel/heat gauge and tachometer to the left, all three dials deeply buried, but sensibly lit at night in non-dazzle fashion. Below the two small dials is a row of warning lights for burnt-out stop-lamp bulb(s), low brake-fluid level, no dynamo-charge, low oil-pressure, and hand-brake on. The horn is sounded by pressing the steering-wheel spoke and there are two stalk controls, the left one for selecting the lamps, the right-hand one for the 2-speed and intermittent wipers, screen wash, turn-indicators and headlamps' dipping. The Koito headlamps give a commendably good beam in *both* settings. Two switches on the right of the facia itself look after rear-window wipe/wash and rear-window demisting. There is a manual choke and a tiny button under the steering wheel puts on the hazard-warning lights. To the left of the instrument nacelle is the push-button radio with aerial on the o/s screen-pillar, with the three-lever heating controls, well symbolled, and with air-recirculating setting, below. The instruments have neat white figures on black faces.

The long gear lever, spring-loaded to the centre of the gate, with 5th gear forward right and reverse below this, functions quite nicely. The clutch is not too heavy but although there is ample space to park the left foot, the flat floor makes this a trifle uncomfortable, and free play on the pedal travel suggested that some drivers had preferred to rest their left foot on the pedal itself. If a door is opened with the lights on, a buzzer sounds, to aid forgetful owners. (Are the Japs abnormally forgetful?) Stowage of small objects is confined to a too-shallow, non-lockable but lidded, facia well, together with a very small tray around the gear lever.

This little Daihatsu has a not particularly smooth, four-bearing, water-cooled 76 x 73 mm. 3-cylinder engine of 993 c.c., which will run to over 6,000 r.p.m. and which accelerates the lightweight car from 0-60 m.p.h. in fractionally over 16 seconds. The Charade is faster in 4th gear than in the indirect, geared-up 5th gear. I found I was using the latter almost all the time, however, which produced extremely good fuel-consumption figures, of 49 m.p.g. under light traffic conditions, to average out at 42.5 m.p.g. Nowhere in the instruction book could I find the fuel-grade to use specified, but the engine is supposed to like 2-star, in spite of a 9 to 1 c.r. It "pinked" when pulling away on this grade, though, more so on Elf than on BP. The engine has a single overhead-camshaft driven by toothed belt, and two-choke downdraught Aisan C28FU carburetter which made the engine hesitate noticeably as it shifted choke. There are four main bearings for this novel three-cylinder engine, which has a cast-iron block and alloy head, and develops 50 (DIN) b.h.p. at 5,500 r.p.m. Fuel is put in through a sturdy filler-cap beneath a lockable circular flap on the n/s.

On the road I found the Charade a pleasing little car, with ample performance if the gears are used. Its worst feature is poor cornering and lurchy ride, with sway apparently induced by the dead back axle on its twin trailing-arms and coil springs, which makes for an unpleasant vagueness when cornering fast, in spite of the presence of a Panhard-rod, although this cannot be called unsafe. The front suspension is by MacPherson struts, again with coil springs and telescopic dampers, but anti-roll bars are not used. The steering is light and although geared at fractionally under 3½ turns, lock-to-lock, it feels lower geared on sharp corners. The steering wheel diameter measures 14¾". It is rack-and-pinion steering the dead action of which does not help with that odd lateral float from the rear-end. The springing is quite reasonable, except for this horrid lurching. Cornering with full or even with less throttle induces under-steer but not so pronounced as on a Fiat 127 that I followed up twisting Brinksty Common hill between Broadway and Bromyard. The fuel tank is supposed to hold 34 litres but seemed to take nearer six gallons, or else the normally steady needle of the fuel gauge is badly affected by low fuel levels. The heating and ventilation system has eyeball-vents at the facia extremities, two fixed ones in the centre, and a quiet 3-speed fan. The wheels are shod with 12" Japanese Dunlop tyres. The light bonnet lid is rear-hinged, with a prop, and all the fillers, Panasonic NK100-S6L battery, and the dip-stick are very accessible. No oil had been consumed after over 600 fast miles. The frontal radiator is biased to the n/s, carburetter and distributor are at the back of the engine and the three plugs are very easily reached at the front and weather-protected. The engine is a prompt starter if mildly choked, given a mite of throttle, and idles at just over 1,000 r.p.m.

Continued overleaf

Grovewood Awards

THE TALENTED eighteen-year-old New Zealand Formula Three driver Mike Thackwell has become the youngest person ever to win the top Grovewood Motor Racing Award in its sixteen-year history. Thackwell received a cheque for £1,000 from former World Champion John Surtees in a ceremony at the Royal Lancaster Hotel in December.

Second place, and a cheque for £500, went to twenty-six-year-old Birmingham Unipart Formula Three driver Nigel Mansell, while third place and a cheque for £300 was awarded to twenty-two-year-old Formula Ford driver Terry Gray, from Ashford, Kent, winner of the 1979 Townsend Thoresen Championship.

Special commendations went to James Weaver, 24, from Matching, Essex, who led the Townsend Thoresen Championship in a works Tiga for much of the year, until he was sidelined by a serious accident, and David Sears, 23, son of "Gentleman Jack", from Ashill, Norfolk, winner of both the RAC British and the P and O Normandy Ferries FF1600 Championships in a works Royale RP26.

The Awards are made by Grovewood Securities Ltd., owners of Brands Hatch, Mallory Park, Oulton Park and Snetterton circuits, and judged by a panel of motoring journalists nominated by the Guild of Motoring Writers. This year's panel included MOTOR SPORT's Deputy Editor, Clive Richardson, Rex Greenslade, Technical Editor of *Motor*, Simon Taylor, Publishing Director of *Autosport* and Peter Windsor, Sports Editor of *Autocar*. Their terms of reference, as always, were "To choose the British or Commonwealth drivers who in their opinion, are showing outstanding promise in the early development of their racing careers, having regard to the cars and facilities at their disposal".

Dickie Attwood won the first ever Grovewood Award in 1963 and other winners have included Piers Courage (1965), Tim Schenken (1968), Roger Williamson (1971) and Tom Pryce (1973). Future stars amongst the runners-up included Jackie Oliver (2nd, 1966), Brian Redman (3rd, 1966), Derek Bell (2nd, 1967), James Hunt (2nd, 1969), John Watson (2nd, 1972), Tony Brise (2nd, 1973) and Alan Jones (3rd, 1974).

Thackwell, Hong Kong Junior Kart Champion in 1975 and 1976, only started motor racing proper in March 1978, when he won and set fastest lap in his very first race, a Formula Ford round at Brands Hatch. Driving a Van Diemen RF78 he went on to win another nine races, take five second places, ten thirds and set another seven fastest laps and win a Grovewood Commendation at the end of the 1978 season.



Mark Thackwell, Grovewood Award winner.

Last season he moved up to Formula Three with a works-supported March 793. This was beset by handling problems early on, but once sorted, Thackwell used it to great effect, highlighting his season with a win in the prestige British Grand Prix supporting event. By that time he had run out of money, but his career was saved from curtailment by Saudia-Williams team leader Alan Jones.

Thackwell hopes to move up to Formula Two in a factory-run March for 1980 and has his sights ultimately on Grand Prix racing.

Surface Finishing

SOME useful services for racing teams and car restorers are provided by Hankoe Service Treatments, a Slough-based company started by vintage car enthusiast Ian McGregor and a certain S. Moss.

Hankoe is believed to be the most extensively equipped shot-blasting and stove-enamelling concern under one roof in SE England. One of their claims is to have perfected a technique to straighten connecting rods and other critical components which have been distorted. This so-called peen-straightening is carried out by bombarding the part with tiny steel spheres which are carried in a compressed air stream at pressures of up to 100 p.s.i. Conventional shot peening to add strength to items such as crankshafts, con-rods and suspension parts for racing cars is available too.

Blast cleaning and etching of ferrous and non-ferrous components of up to 1½ tons in weight will serve restorers who want a perfect finish on vintage chassis and alloy bulkheads. Glass bead treatment can be used for more delicate car parts.

McGregor, a former director of Allied-Polymer and a leading expert on surface finishing, and Moss hatched up the idea for the company while sharing McGregor's impeccably self-restored 1933 Aston Martin on last year's FIVA Rally from Paris to Turin, described by C.R. in MOTOR SPORT, October 1978.

Kimbolton

Sometime ago I said that I was under the impression that among the pre-war speed-trial courses there was one at Kimbolton Castle, Huntingdonshire. When such queries are raised in MOTOR SPORT interesting replies often come in from readers — which is sometimes the object of making the comments in the first place. In respect of Kimbolton, Richard Wells called on a gentleman who went to speed-trials there, and he has kindly sent us a photostat of the programme. This shows that in 1931 the Cambridge University AC held its Inter-'Varsity meeting at Kimbolton. It was open by invitation to the Oxford University MC and to the Berkhampstead & District MCC. The public was admitted and those who think the VSCC insane for holding driving-test meetings in the winter should note that the date of this speed event was November 28th.

The motorcycle entries included C. K. Mortimer with his 175 cc. E. F. Jap, J. M. Muir with Norton and Velocette, and Mavrogordato on an OK Supreme and his Scott. The car contestants numbered such well-remembered drivers as R. G. J. Nash with his Frazer Nash, L. P. Driscoll with Lea-Francis and 30-98 Vauxhall, H. J. Ripley in a Riley Nine, Gordon Hartwell with his Aston Martin, A. C. Fairtlough with a Salmson and an Austin 7, D. G. Hopkins (Frazer Nash), Sir A. W. MacRobert, Bt., in an Aston Martin, Oliver Bertram (30-98 Vauxhall), Viscount Curzon (MG Midget), Alan Hess with a blown MG Midget, R. R. Jackson (Morgan), and many others.

This interesting fragment from the past came to us from the owner of the ex-Soames Morgan 3-wheeler, which was the subject of a long article in MOTOR SPORT in 1941. He has been quite unable to discover from whom Soames purchased this very sporting Morgan, (that was in 1933 and the car had been raced at Brooklands in BMCRC events) so perhaps this appeal will bring in a reply from another reader. Also, in view of the controversy in the weekly motoring papers as to who owns the oldest runing Mini-Minor, Mr. Wells says he has the 67th Mini to be produced, Reg. No. XEW 583, which has been rebuilt, and he suggests he holds this honour. — W.B.

Ah yes . . !

REPORTING on speeds checked with a radar-gun during last year's 750 MC's Six-Hour Relay Race at Donington, the *750 Bulletin* says that David Roscoe's Alvis was as fast as the quickest Porsche through Red Gate corner (61 m.p.h.) that the 1300 Specials were 20 m.p.h. faster through the chicane than the Aston Martins, and that the T-type MGs were faster along the pits-straight than the VW-Porsche, where the pre-war Alvises were doing 71 m.p.h. for ten consecutive laps. Incidentally, a Lola driver who was timed at 111 m.p.h. along the straight was convinced he was doing 150 m.p.h. . . . — W.B.

Wheel Cleaning Brushes

THE tedious and painful task of cleaning spoked wheels is made considerably easier with the aid of the curved, bristle brushes we have been trying recently. They have proved a boon too for cleaning the alloy wheels of our long-term test Mazda RX-7 and from the appearance of the spider's web alloy wheels on our current road test car will be essential equipment for any Porsche 924 Turbo owner! These twisted-wire-cored instruments are tough, flexible and adaptable and are available in two grades: medium for light work and dusting and heavy grade for shifting heavy dirt.

Other uses suggested include the cleaning of car radiator grilles, domestic radiators and antique furniture.

These most useful brushes cost a modest £2.00 each, post paid, from C. Young, Hunterscombe, Dorking Road, Leatherhead, Surrey.

DAIHATSU CHARADE

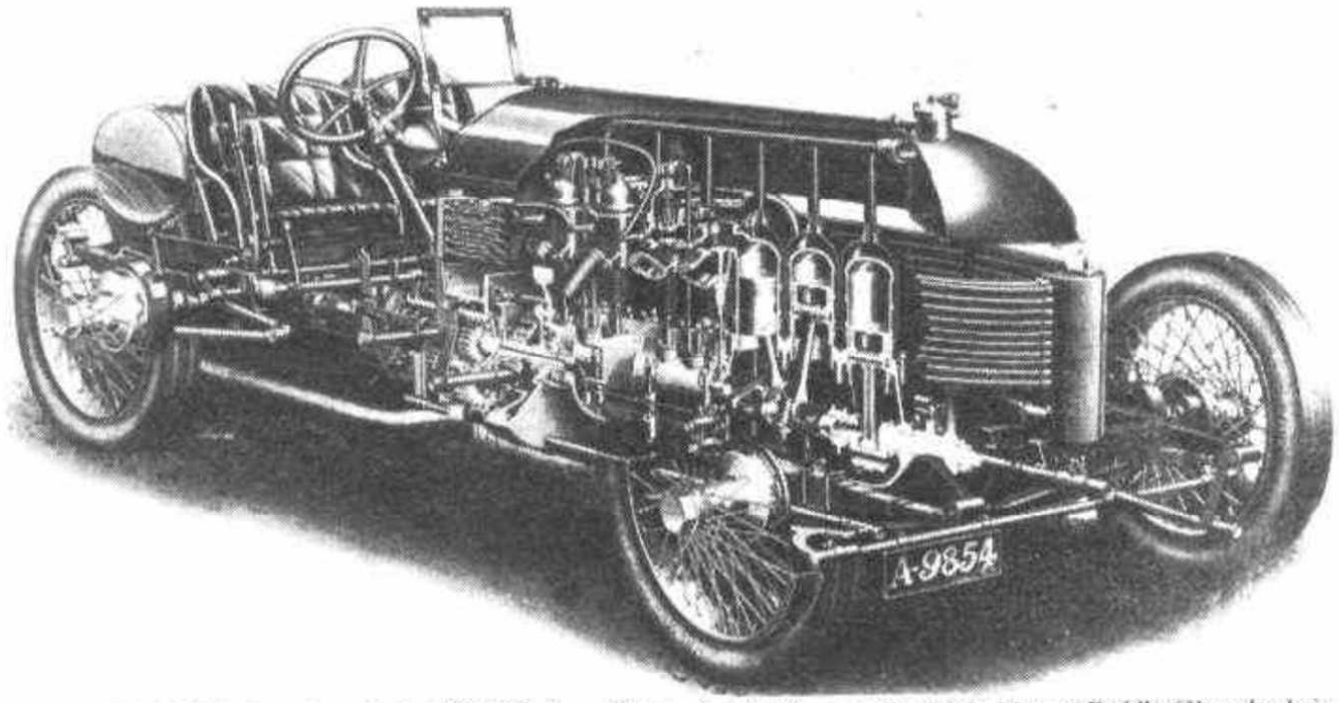
continued from previous page

The Diahatsu XTE is, then, a quite pleasing little car, with comfortable seats, adequate performance, light, fairly progressive servo disc/drum brakes, and a notable thrift in its consumption of 2-star fuel, for driving it as hard as possible against strong headwinds I was still getting over 40 m.p.g. The interior decor is very neat indeed. Mud flaps are fitted behind the back wheels but should be used at the front as well. The brake servo fades almost as soon as the engine stops. One key suffices for all locks, and releases the tail-gate. The test car was finished in a bright yellow. If you associate Charades with a guessing game this three-cylinder, five-speed Daihatsu could well be the correct answer, for those seeking an unusual, about average, little five-door car priced at £3,359 in XTE-equipped form, or at £2,969 in normal form. One imagines that British Leyland studied it carefully when designing the Mini-Metro.—W.B.

Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS

Why Do They Do It?



WAIT FOR IT! A drawing of the 1904 90 h.p. Napier L.48 "Samson" which Alan ("Bob") Chamberlain is rebuilding, with replica chassis, in Australia, and which we hope to see in action in England this year. It has the original six-cylinder 6¼"-bore engine, of over 20-litres. Mr. Chamberlain hopes it will prove a very fast car and as the chassis, running gear and steering will be new there will be no metal fatigue problems: a set of 21" well-base wheels with special racing tyres will also make for safety, supplementing a set with original size, Dunlop 880 × 120 b.e. tyres, and a practice set of wheels taking 20" × 6.50" tyres. The driving seat has had to be altered to accommodate the car's 6'2½" tall driver, but otherwise this exciting Napier is largely original in specification.

IT IS fitting that various advocates of Historic Car Racing, such as Michael Bowler and our Clive Richardson and Denis Jenkinson, have been writing about the absolute necessity of being able to decide, before such races escalate, which cars are eligible because they are original or at least decently historically authentic, and which are dismal fakes, the result of too many rebuilds, if not actually entirely new replicas of old racing cars.

I do not envy anyone the task of sorting-out this vexed situation, even less he who has to turn away undesirable entries, perhaps in the Paddock after scrutineering. But sorted out it must be! The situation seems to revolve round why people go in for vintage and historic racing. Is it for the joy of driving old and individualistic machinery in competition? Or is it to earn money from sponsors, gain some fame and glory in a growing section of motor racing, or to increase the already high value of eligible pre-1961 cars? A bit of everything, of course.

May I suggest that, among the VSCC at least, there are those who like to race in the older motor cars because this is nostalgic for them and they like to recapture to some degree an idea of what it was like in racing for drivers they admired, perhaps in their first youthful flush of enthusiasm for the Sport? This may seem far-fetched, but I can only remark that I can think of one driver who, as he drives out of the Paddock at a vintage race meeting, sees, I am sure, not Silverstone or Oulton Park, but Brooklands and Donington of before the war. And may I make so bold as to suggest that if Kenneth Neve does not go so far as to think he is F. T. Burgess coming down Bray Hill when he conducts his 1914 TT Humber in a VSCC contest, at least he is glad to be in a very original pre-WW1 racing motor car, on the correct size tyres, so that he is enabled to know very closely what it was like to race such a car when it was new?

It seems to me that those who like emulating the drivers of old will want their cars to be decently original. If you stiffen-up a chassis, change from cable to hydraulic brakes, alter the weight distribution, and especially if you run on tyres oversize from those fitted originally, and on modern-type shock-absorbers, etc. the difference in "feel" of a car so modified will be quite appreciable. No longer would it be honest to say of a great driver of the past who used it, that, having raced it today, you now know how he felt, can appreciate his skill for example, or perhaps that you "don't know how he did it, on those thin tyres and ineffective 'shockers', on that circuit. . . ." I would have thought that a good deal, if not the whole, point of racing a vintage car, or an historic car for that matter, would be to try to re-enact, to recapture, a pretty big slice of what it used to be like; the nostalgia, in fact. But once it is simply a matter of trying to win, most of the time, there comes the temptation to introduce changes in an aged car's specification, in order to make it go faster or handle better, or both. Safety considerations can mask some of this, for how can a race organiser, with safety in mind, really advocate cable instead of hydraulic brakes, and feeble shock-absorbers and a flexing chassis? Yet Edwardian racers go quite rapidly in VSCC races with rear-wheel cable-operated brakes and so on! Which rather defeats the retort that might be made, namely that what was safe on the wide expanse of old Brooklands may not be so on the tight Club circuits of today.

However, it does seem that the over-riding will to win may be what starts the rot of rendering an ancient car non-original. That is not to suggest that those who race nicely unmodified Vintage and Historic cars do not try to do well, in the events they enter. Some will observe the maker's former rev.-limits, or something a bit lower, while cornering as fast as they can and mixing it with other competitors when a situation arises. Isn't this better than risking blowing-up an old engine and having to rebuild it with modern parts? That would be the rot setting in again. . . .

The old racing cars had all manner of idiosyncrasies, which the purist at any rate should not wish to build out, I would have thought. One Brooklands' single-seater indulged in the endearing habit of gently pinching its driver's thighs as it took a bump, but if its chassis were stiffened by some present day owner with a view to more effective road holding on his way to trying desperately to win races, a tiny piece of history would have been eradicated. Is this childish thinking, or is there anyone who agrees with me? When MOTOR SPORT got Stirling Moss to drive racing cars from different periods of the Sport at Donington, so that we could publish his comments in a birthday issue, he was quite horrified at the way a GP Bugatti handled and with its controls, in the context of racing it, say, in a Monaco Grand Prix. Yet, because we chose decently-original cars for Stirling to sample, at least he was able to compare and assess them. Had that Bugatti been drastically modified, his comments would have lost much of their interest. And why run a Bugatti in 1980 if you do not enjoy driving it as much as those who purchased these cars when they were brand-new used to do? The ERAs that continue to race are very much as they used to be, apart from some engine changes, and I suggest those who race them, a by no means inexpensive undertaking, do so because they have long admired the cars themselves and those who drove them pre-war. If not, wouldn't they build specials?

If you do not see some point in racing an ancient car, why not compete in some other formula, say with a Lotus Seven or one of those now very quick and competitive 750 MC Formula cars? But if you do see the point of racing the old cars, how far should you go in altering them until you fail to have quite the same task to accomplish as their original drivers? That ERAs lap quicker now than they did formerly undermines my point only in respect of perhaps slightly-changed handling endowed by modern rubber, because surely the end result is largely a tribute to improved driver skills and a good knowledge of the circuits used frequently today?

I wonder whether this idea I have been trying to expound fits Vintage racing more than Historic racing? But if so, why? As for replicas, of course they must not be permitted. Yet the droll thing is that if an absolutely perfect replica of any car, whether Brooklands outer-circuit, sprint or LPR machine, could be made, the person driving it would presumably experience exactly what its original driver did when extending it, give and take a changed terrain. And no spectator would see any difference! But this couldn't be done, or if it could, they wouldn't build them as 100% original!

Of course, the fact that drivers in VSCC races have to cover their heads with bone-domers makes a small nonsense of the ideals I have been trying to express, so maybe all we can do is to like what we have and not take old motor cars too seriously. Which is not to suggest for a moment that I am not firmly behind C.R. when he says that Historic racing is a live museum and as such its credibility ought to be safeguarded, or Michael Bowler when he holds out about what he refers to as a "replication". Or D.S.J., of course, in his plea that non-one shall put forth claims of possessing a car which has ceased to exist in its original form. But how do we ensure this?

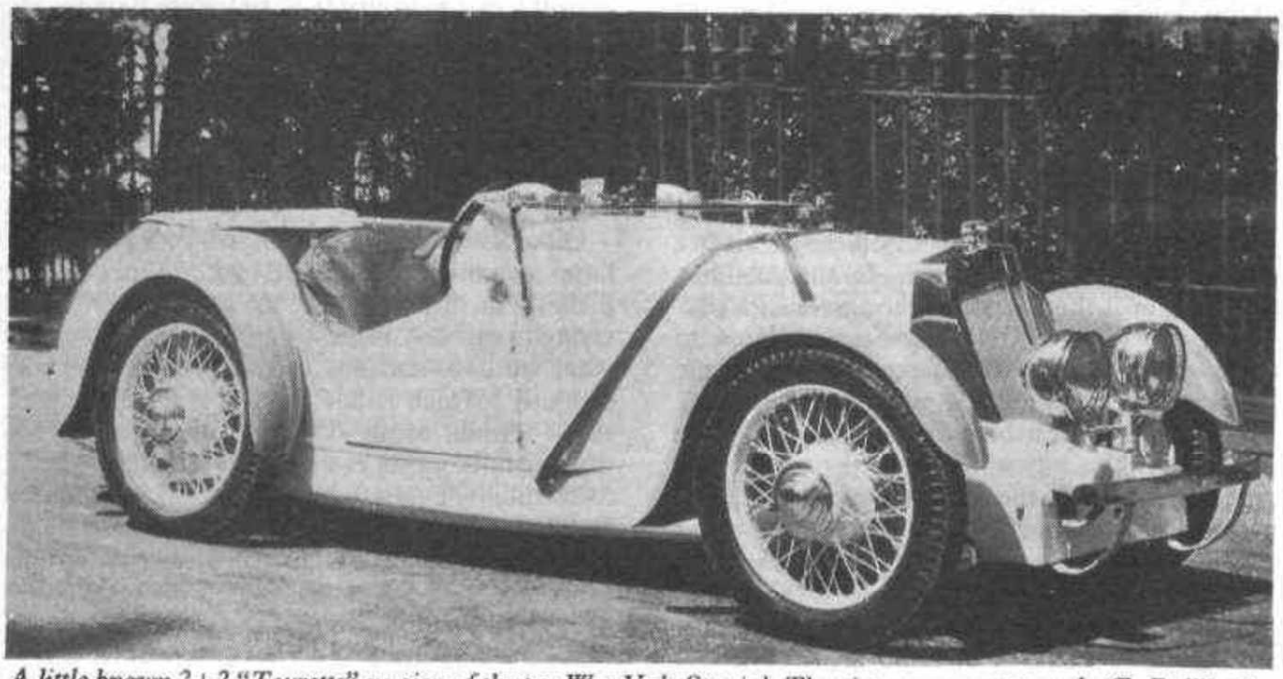
That is the question, and unless it is quickly solved one almost feels like saying to hell with all old things; why not drive and race modern

vehicles, over which there can be no dating or originality arguments? Incidentally, before I close, I note that Michael Bowler himself has a stiffer-than-original front anti-roll bar on his Lister-now-Jaguar that won him the FIA Historic Championship (its smaller wheels and tyres, like safety considerations and compulsory bone-domers, are simply a sign that time moves on), so perhaps he does not wish, as my purist would, to step too tightly into the shoes of drivers from the past, who raced these cars? — W.B.

V-E-V Miscellany. — We hear that a well-known VSCC member has found an Ettore Bugatti-designed Bébè Peugeot engine and is looking for a chassis for it, and rumours are abroad of a mysterious, possibly single-seater, Brescia Bugatti, its engine linered-down before the war with the intention of taking Brooklands' 1,100 c.c. records. It apparently broke its crankshaft before this could happen, but has now turned up again in dismantled form. And they still turn up, a 1926 Morgan three-wheeler with no Log Book or Reg. No. having been found recently at a Shrewsbury blacksmith's. Last year's Triple-M MG Year Book contained an article by Leslie Seyd about the four MGs he owned, and used in competition events, before the war. The Autovia CC is still hoping to hear of more of these cars still in existence, or from owners who used to own them; the Secretary is N. W. Plant, 18, York Road, Birkdale, Southport, Merseyside, PR8 ZAD. It is sad to learn that the original Morris Garage in Longwall Street, Oxford, is no more. It was demolished last year to make way for extensions to Nuffield College, and now only the facade remains. Before the demolition took place Ken Revis, MBE, Consultant to BL Heritage, and a few other sympathisers, stood to attention before this historic building as the Last Post was sounded. There is also opposition to the scheme for erecting a permanent memorial to Lord Nuffield at his home, and it might help if those in favour were to write to the Warden of Nuffield College, Oxford, expressing their wish that such a memorial should be erected on the correct site.

It was nice to see that Brooklands was not neglected at the "Thirties" Exhibition which the Arts Council of Great Britain put on in London and which closed last month. As one entered the Hayward Gallery, over which presided the TV mock-up of Campbell's 1935 LSR "Bluebird", there was a big picture of the Members' banking, with spectators watching the racing from a punt and a car, was it Follett's Alvis?, in full-cry above them. Other Brooklands photographs included Charles Brackenbury in a GP Bugatti chasing a Monza Alfa Romeo on the banking, both cars with all wheels well off the concrete, an MG Magnette bearing No. 11 running clockwise down the Finishing-straight, as if in a long-distance race, with the camera getting the old Judge's box in the background at a drunken angle, a big picture of the Napier-Railton outside the Parry Thomas bungalow (before it was fully completed, as there was no windscreen and the driving-seat projected higher than the tail) with Cobb and Railton in attendance, and there was even one of the Paddock showing a lady in a backless dress (and, of course, wearing a hat) in the fashion of that period but without a car in sight. Other motor-racing pictures on view were of LSR cars, including several of Cobb's Railton, with shots of the decidedly brave Cobb in the claustrophobic closed cockpit out ahead of the front wheels. Among the models were proprietary toy-miniatures of the Sunbeam "Silver Bullet", Campbell's "Bluebird" with detachable body, and Cobb's 400 m.p.h. Railton, and two plastic, quite large models of Austin and Singer sun-roof saloons by Automobiles (Geographical) Ltd. of Halifax which we don't recall seeing previously. There were also fine scale-models of "Bluebird" in two of its forms and the all-enveloping MG record-car, unfortunately displayed one above the other, for they were of vastly different scales. Reverting to pictures, quite the most interesting to us was that showing Jack Field "taking delivery" of a rather-battered Sunbeam "Silver Bullet" in what looks like London(?), with a disgruntled policeman looking on and Morris vans and Minors outnumbering a lone Austin in the background.

G. B. Woolley, the enthusiast for Vale Specials, tells us rumour suggests that some 25 of these still exist, of which he has located eleven, five runners, and one complete and original but derelict. Two are coming along well, apparently, but three are incomplete and vandalised in respect of missing parts. He wonders if anyone knows of others of this sporting make? It seems that one of the newest Motor Museums may be that being planned at the 1½-mile two-foot-gauge Alford Valley Light Railway near Aberdeen. We apologise to Mr. A. G. A. Cole for saying his 1904 Vulcan was a non-finisher in the Veteran Car Run last year — in fact, his car got in without incident by 1.15 p.m. — W.B.



A little known 2+2 "Tourette" version of the pre-War Vale Special. The picture was sent to us by G. B. Woolley and is from Alan Gaspar's collection. Like the SS100, the Vale Special was disregarded by vintage car folk before the War, but now it has become a rarity their opinions may have changed.

The Wartime Diaries of an RFC Officer

(Continued from the January issue)

BEFORE I resume these diaries of "Flying-Officer X" (as I shall call the young aristocrat who so painstakingly compiled them all those years ago, although, in fact, there was apparently no such rank among pilots, until the RAF was formed), we must not be too hard on him for the quantity of petrol he used motoring about during the dark days of war, because there was no rationing of fuel, even for civilians, until the middle of 1916, although certain types of users were given priority, although even this was left to the garages to observe. So, with the price of a gallon at from 2/- (10p) to 2/10d (14p) there need not have been much curb on "X", who was in uniform, had his "wings up", and worked for the War Office.

* * *

We left him, although on sick leave from the RFC, trying to borrow a BE2c in which to fly up to Newmarket, where his fiancée lived, from London. In the event an entry says: "Too bad a day to fly . . . raining, etc., so went to WO as usual. . . ." After which X went to the garage and fixed up the Adler, and later took out the Itala and did odd jobs on that car. The weather that Spring of 1916 had been mostly glorious but on a Sunday in May when Tollerton — X's batman perhaps? — took out a Rolls-Royce and X went to Box Hill in it with Ronnie Wilson (to whom the car belonged) and Connie Guy, it was "a horribly rainy day". But this did not prevent them from lunching, before returning home for tea at X's London flat. There was then dinner at Ciro's, where X was joined by other friends, and eventually he drove one of them to Caterham (perhaps to the Guards' Depot?) in the Adler. X got to bed at 4.30 a.m.

The social-round continued unabated, with an Austin used for some of the London commuting. When it was necessary to take a young lady back to school a Daimler was hired, on a Tuesday when X lunched his father and friends at the Ritz, had dinner with this gentleman and Lady Mainwaring at the Carlton, after tea at his flat, after which X went on to the Gaiety Theatre and the Bachelors Club. Food, as well as petrol, was plentiful. . . . Ignoring all the details of this fascinating and incessant social life, X used the Itala again, and chose for himself a room at "the new WO". Indeed, the Itala was proving useful, as Tollerton would "bring it round" and it was used to motor down to Harrow one Saturday with Betty Pigott, for the purpose of collecting a school-girl and taking her back to London. On the way back the Itala was run into by a van and its radiator burst. But this did not prevent X from seeing "Half Past Eight" at the Comedy Theatre with two girl friends ("rotten show"), seeing his doctor at the RFC hospital, having a sing-song in the drawing room of the family's town-house after dinner, and then changing into evening-clothes for Ronnie Wilson's dance at the Grafton Galleries, to which X took Mary Dodson — "Great show, and thoroughly enjoyed it. Got home 5.30 and went to bed". . . .

Ignoring some of the high-pressure dining and wining, we find X taking the school-girl back to Harrow in a taxi, on a day of visits to his usual haunts, so that he missed an intended train to Harrogate and travelled on the midnight one, arriving after "a horrible journey" at 6.30 a.m. and going on foot to the Majestic. X had



A typical RFC scene with a newly-rebuilt engine about to be run-up in a simple, mobile test-bed.

obviously been ordered to the Yorkshire Spa-town to "take the cure". It will be remembered that X had been invalided out of active service in France because of rheumatism. Sleeping until lunchtime on the first day there, he later saw Dr. David Brown, before dining at the hotel. The following day, after a chat with Major Powell in the Winter Gardens, X fixed up the times for attending the Baths, often taking his first before breakfast. Incidentally, Tollerton must have travelled up to Yorkshire, which again gives the impression that he may have been X's batman, for he was then sent off to Grimsby on leave. Perhaps he drove the Adler up, as X was soon using this in Harrogate, the aforesaid sale either having fallen through, or maybe this was another car of the same make, probably the 1914 14/18 h.p. car he had used since 1915. X was pretty depressed at this time but it was not all "taking the waters" (or not that sort of water, anyway!), because Gerald Howard and Harrison called in on their way to Catterick and dined and went to a concert with X.

In fact, the ever-restless X was off to Catterick with his two friends, the Adler accompanying their car. He looked round the sheds, after lunching with Major Mansfield, and then drove the Adler back to Harrogate with another chap, had tea, and went for his Bath. The cure, in fact, lasted only four days on this occasion and after some treatment that morning X went back to London on the 4.41 train, a journey lasting nearly five hours. It is now May, 1916. Back in town X got new brake drums for the Adler, went to the RFC garage and to the War Office, where he had to see about a chap who had been killed, and for those interested in the theatre it is worth mentioning that he saw "The Boomerang" at the Queen's Theatre and "Toto" at the Apollo.

It is possible that petrol was becoming more difficult to obtain, or it could be that the Adler was still "in dock", as X used the train to go to Maidenhead for tea at the Guard's Club with a girl one Sunday and took the train again on the Monday, back to the medicos in Harrogate. In between having Baths in the Pump Room and at the Sulphur Wells X "messed about with some other fellows" — possibly this treatment was being used frequently for military invalids, at this time? They would change for dinner at the Hotel and find ways of amusing themselves, such as driving the Adler to Leeds to see a show. But X must have been getting better, because he went for walks and one day they heard that Major Mansfield was going to fly over. X duly went up "to the Common" (The Stray?) and met Gerald Howard there. The Major arrived, with two other machines, and all went to the hotel for lunch, after which they saw the aeroplanes leave, Learworth in one of them.

On Empire Day, with the new Daylight Saving Scheme in force, X drove over to Catterick aerodrome after lunch and "had a Maurice out and gave several joy-rides". This refers to a Maurice Farman Longhorn biplane. X saw the CO and fixed up the pupils and machines he was to fly, from Catterick with No. 14 Reserve-A Squadron. He had a busy initiation, flying for four hours between 4 p.m. and 8 p.m., instructing pupils in a north-easterly wind at from 500 to 1,000 ft., and also giving flights to Tollerton, Eckel, and Gerald Howard. X dined in the Mess with Mansfield and Eckel — " . . . and after had several Barley Waters and motored back very late. Had a perfect drive back and the Adler ran awfully well." No-one presumably thought it funny that a British Instructor, teaching young pilots to kill Germans, was using a German car. . . . A wet day gave X a respite from flying, although Mansfield came over to lunch in a Staff Crossley, and afterwards X altered the seats of the Adler. The following day began with doubtful weather, so X amused himself by going for a walk and playing billiards with Eckel, but after tea he set off for Catterick and in the evening "did quite a lot of instructing on a Maurice Farman". This was a Longhorn, which was up for two hours, between 6.30 p.m. and 8.30 p.m., at the same height as before. It was again dinner in the Mess and back to Harrogate by 10.30 p.m., for drinks with friends. The same pattern was followed on the Saturday, when the machine was up for 2½ hours, including a cross-country flight with Howard, getting up to 2,500 ft. After which there was time to attend the aerodrome dance. Most of the flying was done in the evening, for three hours one Monday, going up to 3,000 ft. in an old Longhorn, and for relaxation the Officers would arrive in the Crossley to dance to the gramophone. At this time another Medical Board passed X as unfit for Active Service and he was put on two months' light-duty. This had entailed motoring over to York. X celebrated by going to a local theatre with a Mrs. Robertson who had a box there but it was a "rotten show". The result of the medical did not mean that X was no longer permitted to fly. Indeed, having sent Tollerton off on five days' leave, X went to Catterick, filled his car up with petrol, and drew a leather coat from the stores. After another Bath he left for London on the midday train.



". . . drove me in the little new Calthorpe."

After changing, he went to the WO to see Col. Cormack and Capt. Lyons, and later saw Col. and Mrs. Warner, about the chance of a new job. The old social whirl was quickly resumed. Diary entries refer to seeing Minty More and Betty Barnes in "Happy Day" at Daly's, and Doris Cory in "de Bathe" (I imagine of the theatre family; "Pop" Cory was to hire one of X's Brooklands' racing cars after the war and have an alarming experience when riding as the passenger in it), and meeting Joe and Charlie Childs, the latter the jockey who had won the Derby and the Oaks, at his father's flat. "Another tyre" had been drawn from the RFC garage, then it was back to Harrogate by train. There life continued much as before. X was able to take a Needle Bath with his fiancée in the Pump Room and Howard, and his Adjutant, Cox, would come to dine. The weather in early June in Yorkshire was terrible but one evening the wind dropped, so X was able to go up from Catterick for 1½-hours in the Longhorn, giving flights to Howard, Cox, Thompson, Tollerton and his pupils. (I quote names, because, somewhere, these may stir a few memories.)

After the Adler's "steering had been put right" it was in considerable use, between Harrogate and Catterick and to Leeds, and then on to Newmarket. When X wasn't driving he was enjoying very cheery dances ("all merry and tight") and "a real good old pub crawl", the latter at Huntingdon, on the way to Newmarket, after driving to Barnsley before breakfast and on *via* Grantham. X won about 18/- in a lottery. Resuming his journey after tea, he reached Newmarket in time to dine there and then pushed off for London in the faithful Adler, stopping for the night at Baldock. Leaving at 6.30 a.m., X arrived in London about midday, cleaned up, lunched with his mother and friends, and then set off back to Newmarket with a lady passenger at 4.30 p.m., dining at the "Rutland Arms" *en route*. Maybe not surprisingly, practically the whole of the Monday was occupied with tuning-up the Adler. But in the evening one of the girls "drove me into Newmarket in the little new Calthorpe. Had a very cheery evening and all the ladies dressed up for the dance and were excellent".

Soon afterwards, X was posted to the CFS at Upavon, as a Wing-Adjutant.

(To be continued.)

V-E-V Odds & Ends:— Plans are going ahead for the 75th Anniversary of Shelsley Walsh hill-climb this year. At the combined MAC/VSCC Meeting there, it is hoped to have a number of appropriate pre-1914 cars present, and to celebrate the Alvis Register's Diamond Jubilee there is to be a special Alvis section of the car park. On the Humber front, we learn from the Humber Register's newsletter that one of the very rare *circa* 1919 3½

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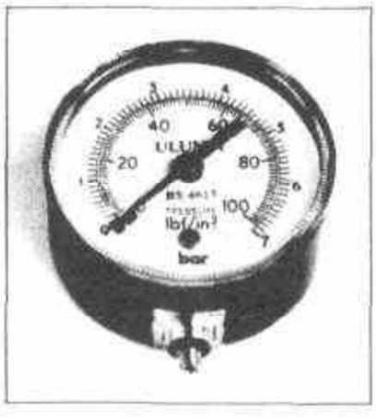
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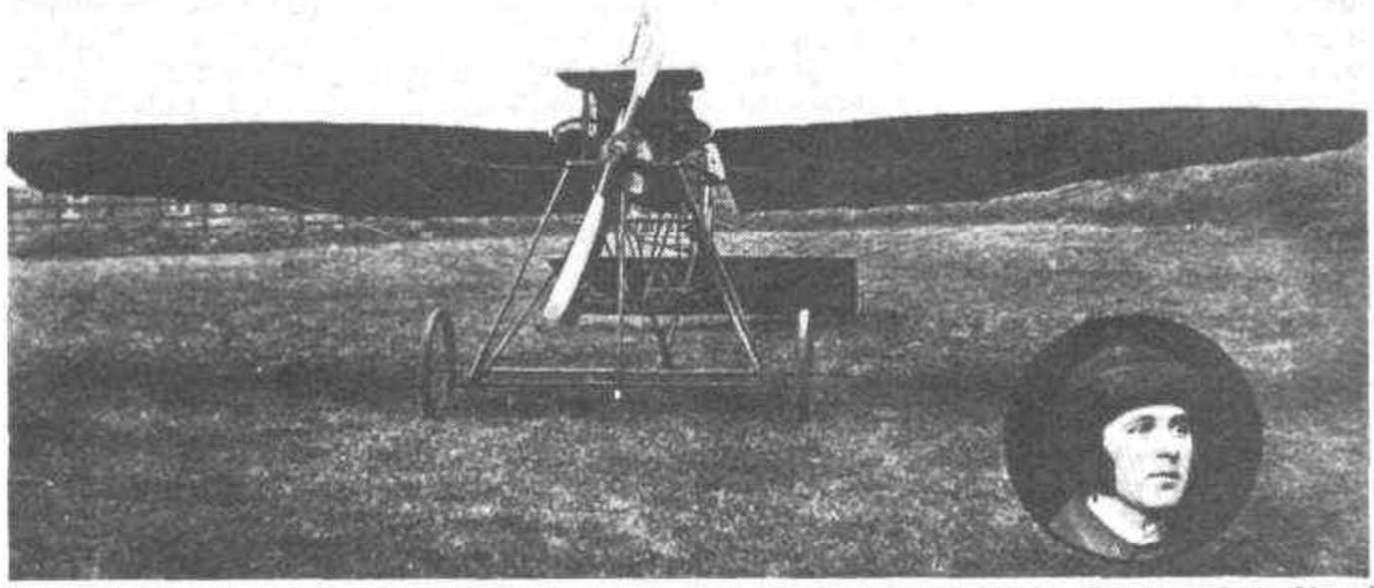
h.p. Humber flat-twin motorcycles is being restored in Warwickshire, that a 9/20 Humber two-seater has turned up in rough condition in Scotland, and that a 1927 Brainsby-bodied Humber saloon is in process of restoration. The Fiat Register won the 1979 Inter-Register Contest. We hear that Phil Diffey has acquired an Albatross, presumably not the one in a Denbigh garage. In New Zealand a 1924 14 h.p. Standard "Warwick" tourer is in use again, after a nine-year rebuild.

The *Eastern Daily Press* (cutting sent to us by a reader) had a touching story last year about what is thought to have been the first car in Foulsham, Norfolk, believed to have been a Decauville owned by a Dr. Wolf, the year being quoted as 1909 — the car was Registered CL 551. It seems that the motoring doctor went off for a spin but collided with another car withing minutes of setting off, the driver of which had up to then always had the roads in that area entirely to himself. . . . The photograph of the car was on one of several glass-plates found in a garage which still exists in the main street of Foulsham. The 1980 International Bugatti Rally will be organised by the Bugatti Club Nederland, the provisional dates being June 1st-5th. It happens to the best of us! The picture with an article about "Cars With a Fine Pedigree" which appeared in the *Liverpool Daily Post* last December was captioned as depicting an early Series-1 Morris Eight, but showed *a GP Bugatti!* The AGM of the VSCC takes place in London on March 5th. Early American vintage tourers that took part in the VCC of New Zealand's Oil Can Rally included an Ajax and and Essex. — W.B.

A PIONEER WELSH-BUILT MONOPLANE

AS "The Diaries of an RFC Officer" are arousing a gratifying amount of interest and as MOTOR SPORT once covered mechanised sporting events in the air as well as on land and water, I thought that a little more reporting with an aeronautical flavour would not come amiss. So last year I drove in the comfort and fuel-stringency of a new FWD Opel Kadett to Cardiff, to investigate a very early Welsh-built aeroplane. There is controversy about when this machine, the Watkins monoplane, first flew. If it was airborne as early as some people think, this could be highly significant, because Mr. Watkins built his aeroplane before the first official flights by heavier-than-air machines had happened in England, and it might just be proved one day that his was the very first machine to fly in Britain. Be that as it may, or time unfolds, the story was sufficiently interesting to be investigated.

It seems that Mr. Charles Horace Watkins, a recluse of inventive nature, who was born in 1876, built his aeroplane in 1907, in his garage in Cardiff, up a lane where the Municipal Offices now spread. It is said that his reputation as a mechanic was so high that car-owners in those now far-away days would often leave their vehicles lined-up in the lane, for him to attend to as and when he could. He had invented such things as a non-dazzle headlamp, and when men began to attempt flight, this Welsh genius was quick to try his own hand at this new, exciting, and dangerous pursuit.



A picture of the Watkins monoplane, taken with a glass-plate camera and given by Mr. Watkins, the builder of the aeroplane, to Mr. and Mrs. Faragher. It is thought to have been taken at Whitchurch after the second flight and this may well have been the first Welsh-built machine to fly and was almost certainly the first Welsh monoplane. It is still intact, at RAF St. Athan.

The aeroplane which evolved was nearly all Horace Watkins' own work. It was a well-proportioned tractor monoplane with a thick wing-section, and a wide bungee-rubber-sprung undercarriage. Beside the contemporary Bleriot which was soon to make the news-headlines it was indeed a handsome little aeroplane, although said to be the heavier. Its creator cut his own propeller from a solid piece of wood and made most of the engine, which was a 3-cylinder, fan-shaped air-cooled power unit with automatic inlet valves above long-stemmed exhaust valves. The power output is quoted as 40 b.h.p. at 1,000 r.p.m. The remarkable thing was that not only was a simple bubble-in-tube bank-and-turn indicator fitted to this early aeroplane but that Watkins also had an air-speed indicator and had even provided hanging lead weights by which to judge his landing height, although as these weights were set well inboard they would not have helped much had a wing dropped on an approach. The single-seater monoplane has (and I now use the present tense, because fortunately the aeroplane still exists intact) a wing-span of 32 ft., the fuselage is 21 ft. 6 in. long, and the total weight is 400 lb.

I first heard of this Welsh aeroplane when a friend sent me a cutting from the *South Wales Echo* containing a letter from a Mr. Horace Faragher, who was defending his view that Mr. Watkins was flying his machine in 1908. This had been disputed, but without evidence, by other interested parties. So our first call was on Mr. Faragher, whom I discovered had been to Donington meetings before the war, including the Grand Prix won by Nuvolari, when he was living in Liverpool, and who chatted enthusiastically to us about pre-war motorcycle racing, at Pendine and elsewhere. He had met Mr. Watkins when he was washing his car outside his garage and they chanced to talk of flying. Shown into the Watkins' garage, there was this pioneer aeroplane, slung up in the rafters, oil from its crankcase having long ago dripped onto the car underneath. The recluse became friendly and years later, when an RAF man, who was living in new Service houses that had been erected near-by, asked Mr. Faragher about the machine, he was taken to see it. The outcome was that, although at one time destined for the Welsh Museum, an RAF truck soon arrived and the aged monoplane was carefully loaded and taken to RAF St. Athan, where historic aeroplanes are restored and housed, a sort of overflow for the RAF Museum at Hendon.

Although Mr. Watkins was then 83, he insisted that his aeroplane be restored absolutely properly and, indeed, every morning an RAF car would collect him and take him to St. Athan, so that he could personally supervise its restoration. When the time came to find tyres for the wire wheels Dunlop supplied some motorcycle covers. The old gentleman would have none of it and he wasn't appeased until beaded-edge tyres had been fitted. The ancient monoplane is still in the St. Athan Collection, although I must emphasise that this Museum is not open to the public and exhibits, which range from JAP-engined Flying Flea to Canberra bomber, can only be inspected if written permission has been obtained.

It seems that the Watkins machine was built at Mynachdy Farm, at Maedy, Cardiff, but that when its builder wanted to fly it he took it to another farm at Whitchurch, hoping to get away from the crowds that would inevitably collect to see this strange apparition. The story now goes that he first flew it in 1909 and in 1910 had done a cross-country, to Caerphilly and back, turning at the mountain up which in later times speed hill-climbs took place, with Raymond Mays' Brescia Bugatti shedding a wheel there in 1924, on what is now the main road. . . . The aeroplane is said to have been patented, as with others of Mr. Watkins' engineering undertakings, and when he found it desirable to lengthen the nose of the machine, the alteration was duly incorporated in the patent. He named his aeroplane the "Red Robin" and this name, in Welsh, is on the tail to this day, together with the big "C.H.W." The propeller is engraved with the same initials, and the date 1908. In later years, in his loft workshop, the old man repaired spectacle-frames for opticians, joining up breaks with no sign of any seam or weld, and rumour also associates him with experiments in nuclear power. . . . It is said that Mr. Watkins, who lived at Cathays Park and whose money came from a printing business, put up a shed at the Whitchurch farm, and that trains would halt on the adjacent line to watch his aeroplane in flight. I had hoped to visit the ground but am told it is now built over, although there are playing fields beside the railway line, which could mark the place. One wonders how the machine was transported the two-and-a-half miles from Cardiff to this farm (I have heard that small parts were conveyed there on a hand-cart) and especially, whether this inventive person was associated with any interesting cars, before building his aeroplane?

The great significance of correctly-dating Watkins' first flight can be appreciated when it is realised that the very first aeroplane flight in Britain was by the then-American citizen Cody, at Farnborough, on October 16th 1908, and that the first resident Englishman to fly an aeroplane in this country was J. T. C. Moore-Brabazon (later Lord Brabazon of Tara) at Leysdown on April 30th, 1909. Moreover, the first aeroplane flight of over a mile in Britain wasn't accomplished until May 14th, 1909, by Cody. There has been much controversy over such "firsts", and the short hop by A. V. Roe's triplane at Brooklands on June 18th, 1908 was at one time in contention with Brabazon's claim. (Even the exact dates are still confused; I have quoted those above from the Guinness book "Air Facts & Feats".) So if Watkins flew in 1908, as some people believe, and did his out-and-back cross-country, of some nine miles, in 1909, two years after building his very workmanlike aeroplane, the Welshman would have beaten the English and American pilots to these epoch-making records!

Mr. Watkins died in 1976 and Mr. Faragher afterwards made an intensive search of his papers, hoping to find some proof of when he first flew. Although it became obvious that the aeroplane's builder had a scientific knowledge of aerodynamics and knew exactly what he was trying to achieve, nothing positive emerged. It might have been expected that newspaper reports would have told of such a pioneering achievement. But it has to be remembered that Wales was a remote place, compared to London and the Home Counties in those days, and as Watkins was clearly a person who did not seek publicity, his efforts could have been overlooked. It might be that he first flew in 1908, for this was a year after his machine is definitely thought to have been completed, but did not consider that anything remarkable, until a cross-country flight had been achieved, and if that had not taken place until 1910 it has to be conceded that by then, such was the astonishing progress made, that long-distance flights were becoming almost commonplace.

One is not attempting to denigrate established aeronautical history. However, if anyone has anything to add about Mr. Watkins it would be interesting; and if you ask what this has to do with MOTOR SPORT, what could be more sporting than taking up your own aeroplane, without any tuition, under the primitive conditions prevailing more than 70 years ago? — W.B.

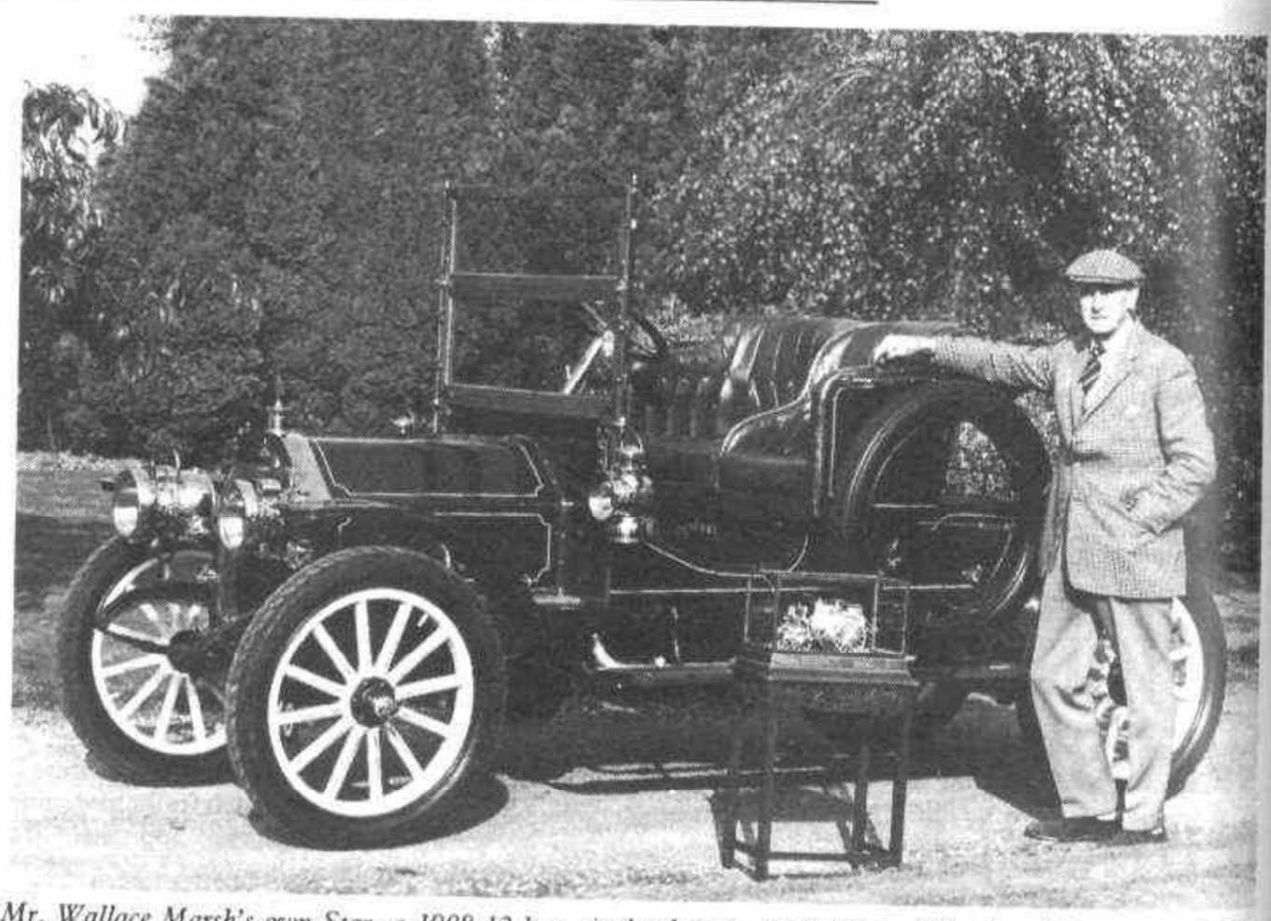
Star Postscript

[Last month we published Star Story, after the Editor had met Mr. Wallace Marsh, who was a Premium Pupil at the Wolverhampton Company before the First World War. Here is his postscript.]

OLD TEDDY, the founder of Star and related cars — I call him that because that was the name by which all his workmen knew him — was married twice and altogether had 13 offspring. Apart from Dolly and Ethel, the two youngest daughters, I only knew the sons. In order of precedence these were: Edward who was managing director of Briton cars, Joe who was general manager of Star cars, Jack who went in for tailoring, Richard (Dick) who raced Stars and was sales representative for northern England and Scotland, Alec who was with Star until he become blind about 1910, Percy whom the old man tried to make into a farmer and finally Charles who went into the garage business.

Dolly and Ethel eventually married two nephews of Arnold Bennett and caused much confusion as they were both Mrs. Bennett. On the whole they were a tragic family. Old Teddy threw himself into the canal at Tettenhall and drowned. This was about 1921. Joe had been trying to edge the old man out of the business for some years and when he succeeded Teddy just packed up. Joe in turn was edged out of his job as Managing Director of Star by Guys and he blew his brains out with a shotgun. Retribution perhaps. Dick's wife Lottie took an overdose of sleeping tablets and died leaving a note for Dick. Alec accidentally set himself on fire with a petrol hose and was burnt to death. Percy I believe broke his neck in a fall. Charlie's main claim to fame appears to be that a number of his "wives", all unknown to each other, turned up at his funeral. (Great consternation, and big joke, in the Lisle family.) [Here I would add that I mistakenly said that Mrs. Lacey, who came on our Star pilgrimage, was married to a Lisle; in fact, she was the *daughter* of Alec Lisle. — Ed.]

In my time with Star there were four Premium Pupils, Harrison whose father was a brass-founder in Dudley, Ezra who was something in the rubber recovery business, Capel-Smith from a Naval family, and myself. The Works Manager's name was Godfrey. (I was in the rubber-growing business for about 30 years but it was not until I came to write these notes that I realised they must have been using ground-up scrap rubber in a rubber-tyre mix before the 1914 War.) Godfrey was followed by a chap called Jenkins. Willie Graham, a peppery Scot, was Manager of the body-building shop.



Mr. Wallace Marsh's own Star, a 1908 12 h.p. single-phaeton, with the Lord Trophy, highest award of the Veteran Car Club of Great Britain, that it won in 1968.

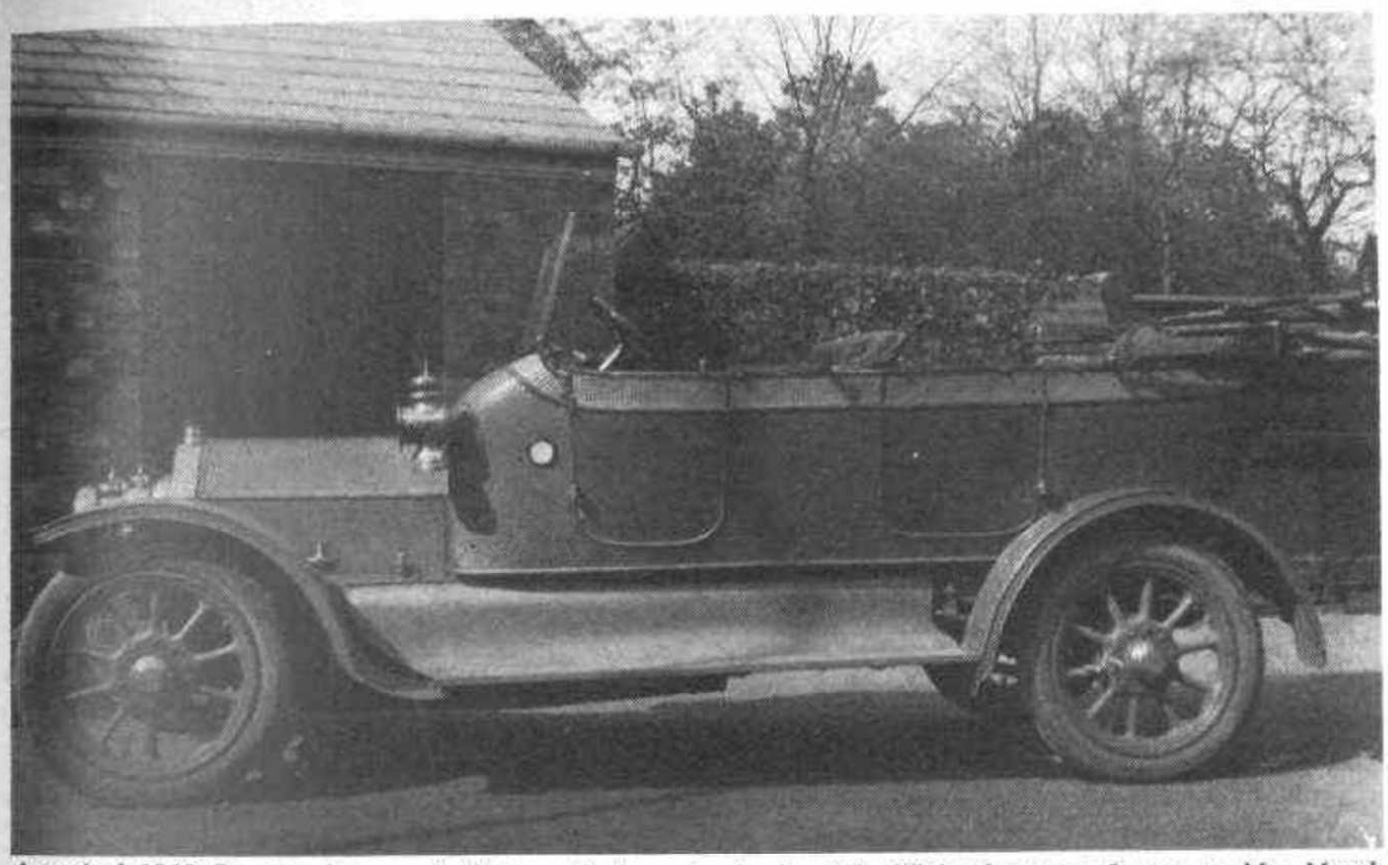
Managers and Foremen invariably wore bowler hats at work, and quite a few of the workmen outside working hours.

There was an apparatus for generating Mond gas in the factory yard which gave off a very unpleasant smell. This gas was used in the case-hardening furnaces. Items to be hardened were placed in suitable metal boxes on a layer of carburising material — usually charred leather crumbs — followed by another layer of leather. The lid was then put on the box and sealed with fine clay. The carburising temperature was between 900°C and 1,000°C.

As engines left the engine-building shop they passed to the engine-testing shop. There were six heavy cast-iron frames in this shop, attached to the floor, on to which the engines were bolted. They would be run, without the dynamometer attachment, on town gas for about half-a-day or more, to get everything properly eased up and to this end Acheson's colloidal graphite was mixed with the engine oil. This gave a mirror-like finish to the cylinder walls.

For the final adjustments of magneto and carburetter, and for the final power test, petrol was used. At one shilling to one-and-a-penny per gallon, petrol was considered to be very expensive. . . .

The system whereby a complete unit such as an engine or gearbox was entirely built by a Chargehand and his small gang, and upon which he stamped his initial, made for pride in workmanship. Quite apart from any consequences, they literally would not turn out a shoddy piece of work. If gearboxes or rear axles were a little stiff or noisy they were given a day's run-in on a belt-driven contrivance. Completed units eventually found their way into general stores, from where they were issued to the chassis-erection shop, as required. The Foreman here would receive an Order Form card from the Works Office, upon which was typed the name and address of the customer and full details of his requirements. This card also bore the car number and the Foreman would go to the chassis-frame store and, choosing the appropriate frame, would paint this number on one of the side members. The frame and the card would then be delivered to whichever Chargehand was going to build the car. The chassis shop also boasted a couple of carpenters for fitting dashboards, footboards, etc. and an electrician for doing all necessary wiring. As far as I can recollect, the chassis frames were supplied by Thompson's, the boiler makers. All wooden wheels were supplied by Goodyear of Dudley, whilst some cars were fitted with the relatively new Rudge-Whitworth detachable wire wheels. The chassis-erecting shop was far from



A typical 1912 Star touring-car, built to meticulous standards at the Wolverhampton factory as Mr. Marsh describes.

being a mere assembly shop. There was a great deal of hand work to be done. In fact, so much that each erection gang included a filer with his wide assortment of files. As an example, the circular hole for the starting handle boss had to be cut in the front of the cross member with hand electric drill, hammer and chisel and file.

On completion, the car would be fitted with a set of test wheels and pushed into the road-test department. Bert Wickens was Foreman and chief-tester here. There were about six road-testers. The lubrication of the chassis seems rather laughable now. A labourer came round with a large bucket containing a 50/50 mixture of grease and thick black oil. He would remove the inspection covers on rear axles and gearboxes and proceed to stuff them full by hand with this revolting mixture. The lost power which this entailed was not appreciated then. . . .

If all went well, a car might past the road-test in a single day, or less. The odd rogue might take a week. When I was on the road-test the route varied but, more often than not, it was in the general direction of Bridgnorth. That very steep climb in Bridgnorth from the river bridge up to the town square on the top was frequently used. A simple incline these days but not then.

They were a good lot of chaps on the road-test, every one of them a first-class driver/mechanic. I well remember Perkins' cheerful, beery face. He actually taught me the drill for the road-test. There was lanky Rawlinson and curly haired Tommy Whitlock who was selected as riding mechanic to "Tiny" Crossman in the 1914 TT. The cars for this race were designed by Tom Mathie, who was previously with Sunbeam, a clever designer with many original ideas. He was killed in the 1914-18 War. The engine was a monoblock four-cylinder side-valve type, with a bore and stroke of 90 mm. × 130 mm., with water-cooled valve caps, necessitated by the very large diameter valves.

The pistons were of built-up steel construction, of the Zypher type, the head carrying two piston rings and being riveted to the skirt which carried the gudgeon-pin bosses. The connecting-rods were circular in section and tapered from big-end to small, and were made of a special steel-alloy. They were also hollow, with the hole itself being tapered but at a slightly different angle, leaving a wall thickness which varied from about 4 mm. to 2 mm. Quite a number broke under test and the trouble was eventually traced to the presence of minute tool-marks on the inside wall. The rods were machined all over from solid forgings and were then given a high polish both inside and outside. With the elimination of the tool marks by polishing no further trouble was experienced.

The engine developed around 90 b.h.p. at 3,000 r.p.m. These engines were tested in a separate shop and were run in under light load on petrol, being lubricated with a mixture of pure castor oil and colloidal graphite. The setting of the carburetter was done initially with the exhaust manifold removed. This enabled the colour of the flame in the exhaust gases to be seen as they issued from the ports. This was also a check on the distribution of the fuel mixture between cylinders. If just a small trace of constant blue flame in the exhaust could be seen, this was taken as being approximately the chemically correct petrol/air mixture. The mixture was then enriched so that the consumption was 15 to 20 per cent more and this, with minor adjustment, gave the optimum power setting. The engines were dismantled several times for check and the mirror-like finish on the cylinder walls was most noticeable.

Dick Lisle and Crossman were the two drivers for the race, with Cecil Cathie, a Star Company Director, in reserve. (To his intense disappointment, I know.) Cecil was a great character and as tough as old boots. At that time he was Joint Master of the West Kent Hunt, married, with a daughter and one son Clive. He rarely wore a hat even when racing and his permanently immaculate hair was always a source of amazement to those not in the know. The secret lay in his hair dressing which was a mixture of starch and water, a spoonful of salt and a drop or two of perfume, homemade. His hair felt just like hard plaster.

Our car, No. 5, narrowly missed being a total write-off on two occasions before the trip to I.o.M. Once on our way down to Brooklands for speed tests, coming around a bend at high speed, we found the road completely blocked by a huge steamroller and its equally huge trailer, full of road metal, drawn up alongside it. Dick tried to get the car up on the left-hand verge but it was too high. Had he succeeded I think we might have tipped over because we were travelling sideways. Meantime the very quick-witted roller driver put his engine into reverse and was actually moving backwards when we struck the front roller. There was remarkably little damage done and we were able to limp into Maidenhead for repairs.

The second occasion was when we took the car for test over some of the worst roads and hills in North Wales and, at that time, they really were bad. There was a sharpish bend in the narrow road somewhere near the top of Dinas Mawddy and Dick misjudged it a little. We ended up with the car overhanging a fearsome slope to the valley below. Fortunately the rear wheels were still on relatively solid ground and by jacking-up the front end, Dick driving and me pushing, we eventually got it back on to the road in a series of spasmodic jerks. All this took about two hours and not a single soul or vehicle passed by. We were both shaken, not only from fright but at the thought of No. 5 lying a heap of wreckage down below. So we returned to the works in a very decorous fashion.

Three Minervas fitted with double-sleeve-valve engines were entered for the race. The pistons and sleeves perforce had to be given large clearances and as a result their consumption of lubricating oil was phenomenal. It was necessary to effect a seal and to cool the sleeves. The ultimate result was that when the throttle was closed oil spewed into a red hot exhaust manifold which disgorged a cloud of dense smoke. Any driver who happened to be sitting on their tail when this happened was completely blinded. A protest was made about this smoke emission but was not upheld so one just kept back if one knew there was a bad corner ahead. In this connection, an amusing story was going the rounds of Bianchi who was driving a Crossley. Apparently he was late arriving on the island and, when he set off at 5.00 a.m. the next morning for his first practice lap, no one had told him about the Minervas and their smoke. He was unfortunate enough to find himself close behind one of them at the end of the Sulby straight where there is a sharp turn to the right over the bridge. The usual thing happened and Bianchi was enveloped in a thick cloud. He trod on everything, the car spun, and when he came to rest and could see, found himself in the middle of the bridge without touching a thing but facing in the reverse direction. That evening in a Douglas hostelry he was explaining to the company around what had happened and that things were more difficult for him because he did not know the course at all, when some wag piped in, "And you are never likely to know it either if you keep on going round it backwards". What befell the two Star entries in this 1914 TT was described in last month's "Star Story".

On Brooklands, during practice, the Humber TT cars at full speed emitted a very high pitched whistle which was caused by something in the radiator design. If we were at Brooklands for a few days we used to stay at the Heath Club,a place owned by Locke-King and run by a Manageress. **She was the one who always made Hornstead pay his bill before going for a track record!**

I have tried to trace what happened to this club because there were many photographs there and some very famous people used it. As a club it probably came to an end during the first war. Travelling up to town last December I got into conversation with a young lady who said she came from Weybridge and asked if she knew anything about the Heath Club. Not surprisingly she said she had never heard of it but would enquire. She informed me about a week later that she thought what used to be the old club was now a bridge club and was situated near the present Technical College on what used to be part of the Locke-King Estate.

Percy Lambert, who covered the first one hundred miles in the hour on a Talbot, was using the track a lot. His works mechanic was a man called Day, an amiable chap who did not mind you examining the Talbot in detail. There used to be a block of lock-up garages near the Club and Talbot and Star occupied adjacent compartments at one time. Speaking of Lambert, Dick Lisle was the first man to reach him when his car overturned and killed him on the home banking behind the Members' Hill. The rear tyres burst and the rear end of the car spun up the banking and then somersaulted coming to rest upright on its wheels at the bottom of the banking. Lambert was lying dead half-way up. Dick said that if he had been in his correct position on the banking the tragedy would not have occurred. As you know, a lap counts as 2¾ miles whether you stick to the middle, the outer edge, or the inside. Lambert seemed to be deliberately holding the car down on the bankings and when the tyres lost adhesion centrifugal force took over.

War broke out a month or so after the TT race. I went into the Army in August and that was the end of my contact with racing cars for a good many years. Nobby Clark's attempt to stick a direct-drive 200 h.p. V8 Hispano aero-engine into his Crossley Tender chassis had not really progressed very far before I was posted to India at the beginning of 1921. The engine was purchased from the Royal Aircraft Factory — now the RAE — for a few pounds. I remember some chap coming along with a secondhand Benz scroll-sprung clutch which was being adapted. I would very much like to know the final fate of this project. During the war the factory did much of their engine development using single cylinders made out of shell cases. Many cooling problems were worked out this way. The full-sized engines were tested by rigging them up on one end of a 60 ft. girder pivoted at its centre and counterbalanced the other end. They were fitted with their normal propellers and controlled from the central pedestal. The engines could be opened up at full power and the speed of rotation of the girder controlled by a braking arrangement on the pedestal. Sir Dugald Clerk's brother was working at the RAE at that time on "flameless" combustion. I had many interesting talks with him but the relevance of "flameless" combustion to engine design has been forgotten.

WALLACE MARSH.

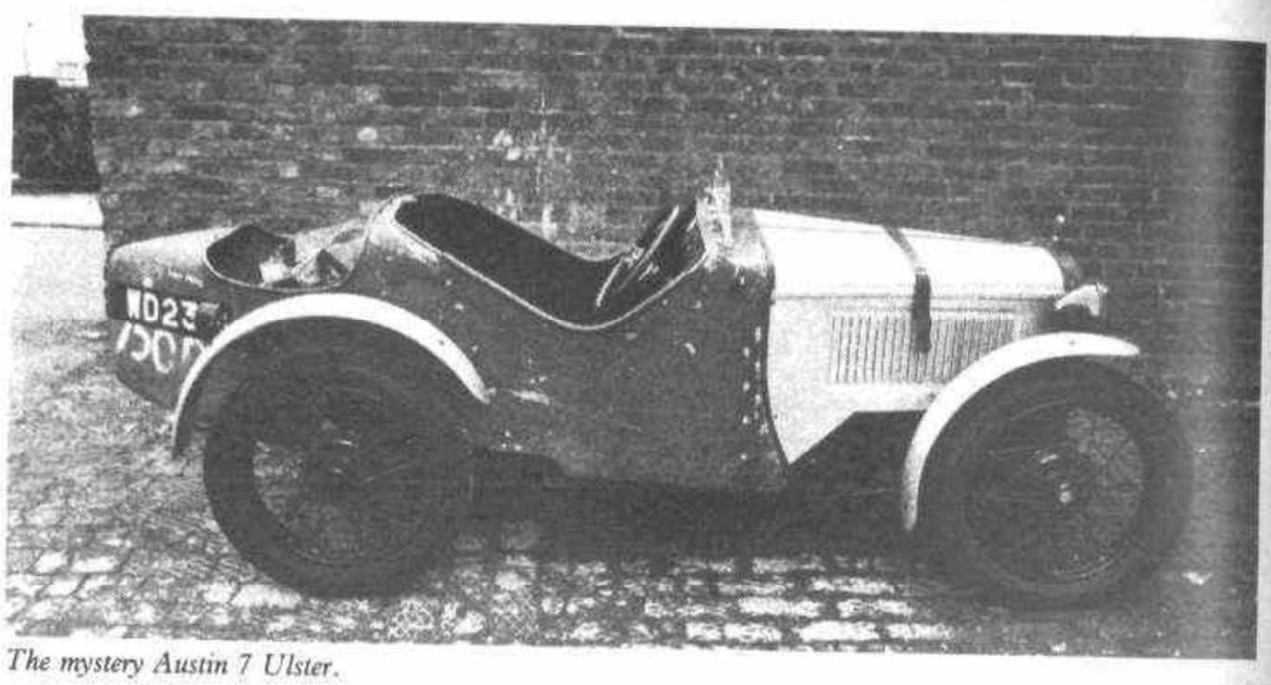
Vintage Postbag

Early Singers

Sir,

What a treat to see a picture of a Singer in MOTOR SPORT and of one of the almost unknown I.o.M. racers intended for the 1914 Light Car TT at that.

I am currently researching early Singer history and have only just "discovered" these cars. Two were reported as having been sold by April 1915, one to Mr. Bolton, the other to Mr. J. P. Coates of Berkeley Square. Several sporting Tens were, over the years, offered for sale but not all quoted the I.o.M. engine. One TT racer was offered by a dealer in October 1915 and three more in November, through dealers, although one advert quoted the car as 1915 with special racing engine. This latter possibly reappears in July 1916, white with black wings with, for definite, an I.o.M. engine. Another is offered in September 1916, only 2,600 miles, possibly from the October 1915 advert which then had it with only 2,000 miles on the clock.



The mystery Austin 7 Ulster.

By speculation, a pattern emerges. The Bolton car we know was rebodied. The Coates car would appear to have remained unaltered and was last advertised in May 1920, the limit so far of my researches, still as an I.o.M. TT car. The third car must have "lost" its engine to the 1915 chassis.

Pre-WW1, the Singer Ten had many sporting successes, in many hands, all the more noteworthy as it was a car by construction and a cyclecar by definition. If I may mention, briefly, two which caught the headlines. Firstly "Caruso", a factory-prepared car which covered 72.55 miles in one hour, going on to capture 1,100 c.c. class records from one to nine hours at Brooklands in September 1913 in the hands of Haywood and Baker. This lay idle at the factory until it was rebodied in 1918/19 for the son of the Managing Director of Singer and Co. Ltd., Mr. W. E. Bullock. W. E. Bullock Jnr. was to become MD in the early 30s upon the retirement of his father.

Secondly, Lionel Martin, with Bamford as Bamford and Martin, tuned a Ten (did he really call it "Bunny," a name carried by seven Singers 1910-1913?) to good effect and enjoyed a successful season in 1914. This car was offered for sale, still in sporting guise, in March 1920. Did any of these five famous Singer Tens survive for any length of time after WW1?

Details are as follows:—

"Bunny" 16.20, 90 × 110 9' 3" w.b. chassis. October Meet 1910.
"Bunny Junior", same chassis, new 80 × 130. 80 bore record November 1910.
"Bunny 3," Same 80 × 130 motor in 9' 6" chassis. Probably most successful Singer over a rough period mid-1911 to the end of 1912. Rebodied with 2-seater body and offered for sale 12.7.1913.
"Bunny 4," also 80 × 130. Driven by G. Tysoe in 1911 Standard Car race. Also driven at Saltburn Speed trials July 1912 by Rollason.
"Bunny 5, 6 and 7," 1912 GP Dieppe. Declared as 80 × 149. Team of two with the spare car thought to be named Bunny 7. Photo 22.6.1912 p1142 not too clear. B5 was race number 39 and B6, 25. Rollason (25) broke a con-rod, Haywood (39) had a dry skid, hit a tree and smashed control levers.
These cars were later raced by Singers but later declared dimensions were 80 × 142 or 80 × 149 or 80 × 142.6. Percy Lambert bought one 80 × 149 for 1913 season. This was rebodied and owned at one time by Mr. G. de Jongh.

Bampton

M. E. N. MOODY
Vintage Registrar,
Singer OC

Unusual Ulster

Sir,

Would it be possible to ask your readers if they can identify or throw some light on the history of my Ulster Austin 7, shown in the photograph?

The car was purchased in 1964 from a gentleman in the Nottingham area whose name I cannot recall. I do remember his showing me a blown Ulster in his garage, that he told me he raced in VSCC events. The Ulster I bought from him was a body on a rolling standard A7 chassis, minus engine, gearbox, front bulkhead and transmission tunnel. There was no log-book or Reg. No. included, thus all means of effective identification were missing.

The tail section is riveted to the body just behind the rear axle and appears to be from a different car. The access hole for the spare wheel has been enlarged to twice its normal size. There are many detail differences between my car and a standard Ulster, *e.g.* the transverse stiffeners in the tail section are aluminium pressings identical to standard Ulster ones which are made from steel. The floor pan over the rear axle is much larger than the standard one. The cockpit width is narrower than the standard etc.

Some Austin 7 experts think it may be an Ulster TT body *circa* 1930/31. Another theory is that it may be the TT body from the Gordon Brettell car which was removed when the chassis was fitted with a single-seater body around 1937. In order to aid identification I have not restored the bodywork and the tail still bears the legend "750R" which suggests the car was once raced in 750 Club meetings.

All enquiries have so far proved fruitless and I am hopeful that one of your readers can supply the missing history of this very intriguing vehicle.

Kew

ALAN SMITH

Tilling-Stevens

Sir,

The reference to the Tilling-Stevens 'buses, in last year's "Vintage Postbag," brought to mind the photographs I found when I was apprenticed to John C. Beadle Ltd., of Dartford, Kent. During the 1920s Beadles were a notable coachbuilding firm, and I believe the bodies shown in the photographs were built by them. All of postcard size, they show six or seven views of 'buses built for Maidstone and Bournemouth Corporations.

Several years ago I saw a Tilling-Stevens petrol-electric lorry at a vintage commercial vehicle gathering at Brighton, and was prompted to send some photographs to the owner through



The Tilling-Stevens 'bus referred to by Mr. Smith.

the club secretary. The secretary replied, thanking me, and telling me that he was, himself, restoring a 'bus of this type.

I have enclosed one of the photographs found at Beadles. Perhaps your readers will find it as interesting as I have.

Finally, long may you continue to publish the best value motoring magazine available. Your classified advertisement section is more interesting than the articles in some other magazines.

Compton Bassett L. A. SMITH

The 1923 200-Mile Race Newton

Sir,

Your correspondent, Mr. G. M. Hare, may be interested to know that the following advertisement appeared in *The Motor* in May 1926:—

"Racing 'NEWTON SPECIAL', recently built at a cost of over £3,000, RAC rating 8.9 h.p., cubic capacity 1,089, brake h.p. 100, speed over 100 miles an hour, fitted with streamline 2-seater body, 4-wheel brakes, 2 overhead camshafts, 4-speed gearbox, including the following spares: 6 valves, springs and cotters, 4 pistons, clutch spring and liner, 4 con. rods, bevel pinion and crownwheel, etc., the whole job in new condition throughout, a huge bargain, £450. Auto Service Co., Cumberland Street, Deansgate, Manchester."

This seems to confirm the statement in your July issue, that the car went to the Manchester district. Incidentally, I am pretty certain that the Erskine (CH7162) referred to in the October issue, "V-E-V Odds & Ends," was offered for sale by Star Motors, of New Brighton, Cheshire, some time in 1952.

Guildford JOHN WILLIS

"The Diaries of an RFC Officer"

Sir,

I have been most interested in the adventures of RFC officer "X" who certainly seemed to make the most of his time when not actually flying! I am old enough to remember his era well as, although only a small schoolboy at the time, I had a keen interest in cars and aeroplanes from my earliest years. My first recollection of an aeroplane is, when living at Leatherhead, of seeing one with the front elevator, probably a Farman "Longhorn" (known as "Rumpety") about 1914.

Balloon racing was also very popular about this time and I seem to remember them being inflated at the local gas-works. Did they really use coal gas then? There was an occasion when one came very low over our garden with its drag rope hanging down. This caused some damage to my father's much-prized roses and he was not amused.

Later, in 1916, my parents moved to Bournemouth where, in 1919, the Schneider Trophy races were held, the seaplanes and flying-boats being pulled up on the beach — all very informal. Harry Hawker was a competitor but due to fog the race was a fiasco as only one competitor completed the course, an Italian in a Savoia Machetti flying-boat. However, he was disqualified for cutting the turning mark off the Old Harry Rock.

Of particular interest to me was the mention in your review of "The Cornwall Aviation Company" mentioning Surrey Flying Services, as it was in one of their Avro 504s that I made my first flight in August 1923 at the age of nearly 16. This great event took place on Southsea Common and the cost was 5/- (25p), for rather less than ten minutes. I was the only passenger and was certainly not strapped in. We made a circuit of Portsmouth Harbour and I well remember my fond mama saying to the pilot before take-off: "Be careful with him, he's the only one we've got." I enclose a photo of that Avro 504, taken with a VPK camera which I obtained from a friend at my prep school, in exchange for a mouth-organ, in 1921 and which served me well for the next 16 years. Those were indeed happy days — so much less complicated than they are now.

Lyme Regis E. S. TAYLOR

Rare Makes

Sir,

V-E-V and The War Time Diaries of an RFC Officer in the November 1979 issue of MOTOR SPORT are of particular interest to me for both write-ups mention makes which I have known in years gone by.

In the middle 'thirties there were several SCAT and Ceirano cars to be seen on the roads of Europe. And, of course, there were several of the latter marketed in the UK as Newton-Ceirano from 1925. Examples of these makes were also seen during my travels in India and Egypt; a solitary SCAT had ended its days and was rusting away in Angola. Two or three Newton Bennetts were still working in 1933 and one of this *marque*, a very smart two-seater, was seen in 1938.

Your illustration of John Newton and his wife is well known to me. The car is a 1913 SCAT. This actual photograph was offered to me by the late Noel B. Newton for my private collection but I did not accept this. In its place I had a picture of a 1914 tourer, which I still have. One of my illustrations is of a 1908 SCAT chassis which is fitted with a Harper compressed air starter.

Now to the Diaries. Mention is made of a Mitchell, a make which is indeed rare even in America. However, the car illustrated is a 1910 model which is fortunately still in very good condition; it is quite well known to members of The Society of Automotive Historians and to members of several old time automobile clubs. The car mentioned may have been a later model for the Mitchell was built until 1923; it could have been of 1912, '13 or even '14, for during these years American cars were coming into the UK in ever-increasing numbers. I never saw a Mitchell in this country but did come across about half a dozen in India, which was an open market for all without governmental restrictions. With scores of Maharajahs and Rajahs, Nawabs, etc., not to mention other wealthy zemindars and merchants, always ready to go one better than the next man, it is not surprising to know that cars from every manufacturing nation (except Russia) were seen before 1927.

I hope this letter may be of interest to your readers, the majority of whom may not have been fortunate enough to have seen any of the old makes mentioned.

Hayes MAURICE A. HARRISON

Sir,

I have recently started the rebuild/restoration of the 1934 Talbot 105 Brooklands Special owned and raced by Dr. Roth and later Gordon Brettell.

The car was used at Brooklands in the period up to the Second World War and I am trying to find as much information as possible including photographs, particularly of the rear and cockpit area if these exist. I do have a copy of Anthony Blight's excellent book on Talbot but I hope that quite a few more photos and facts may come to light. Naturally any photos loaned by readers would be treated most carefully and returned to them promptly.

Lewknor, Oxfordshire J. WARD



The Surrey Flying Services Avro 504 in which Mr. Taylor made his first flight in 1921.

More V-E-V Odds and Ends. — In Essex a 1919 Daimler Light-30, believed to be the only one of its kind in existence, bought in 1964 with a non-original DH coupé body, has been rebuilt as an open tourer. A book issued to commemorate 50 years of Advanced Laundries Ltd. shows that this company started using motor transport in 1924 with a Model-T Ford van, at its Eastbourne branch, and that it later possessed a fleet of at least ten small pneumatic tyred Halley vans, kept at its Brixton Depot, before going over to Bedford and Commers, some of which had specially styled publicity bodywork made in the Company's own maintenance shop, first at Beckentree in 1934, then at Finchley, and since 1951 at Putney. One of the Halleys has been rebuilt by a HCVC member. *Avon News* recently carried a story about Motorways' Stoke branch, which began in 1921 as the Normeir Tyre Company, the first garage in Britain, it's claimed, to offer a tyre and battery service. With 23 branches, Normeir became Britain's largest private tyre distribution chain, when Avon purchased it in 1963. It is now operated by Motorway, Avon's wholly owned tyre and battery subsidiary, with nearly 200 branches. A period picture shows a 1924 Austin 7 Sports model outside the original garage, together with what looks like an Essex Saloon, and one of the Company's vans of the time, probably a Dodge. The Pre-1940 Triumph OC is going strongly and issues a quarterly duplicated newsletter. The secretary is C. T. V. Watson, 8 Fairview Street, Cheltenham, Glos.

THE NEW Opel Kadett, with front-wheel-drive contrived, of course, from a transverse engine, is a very significant newcomer in the light-car field. It represents the new "World Car" from the great General Motors' organisation, so is known as the T-car (perhaps with the old Ford Model-T's universality in mind?). It has the same place in the GM scheme of things as the Fiesta has for the Ford Empire, ranking as an entirely new small-car model in the GM catalogues, which, although manufactured entirely in Germany, will be listed also as the Vauxhall Astra from Luton and sold by Vauxhall dealers.

Before the war the Kadett was a crude but very lively package, made, some said, from cardboard and pressed milk, but able to cruise faster than most 1,100 c.c. cars of its time, while returning good fuel economy and boasting Dubonnet-type independent front suspension. Since the war GM has continued this Opel model's name, for a succession of its small Opels, some rather dreary if not better forgotten, but all improving with the passage of time. The FWD Opel Kadett is not to be confused, however, with any of its predecessors. It is entirely different, and I can assure that it is *very good indeed*.



ROAD TEST

General Motors' Little Winner— The New Opel Kadett 1.3SGL

The car which Ken Moyes arranged for me to try, at quite short notice, was the 1.3SGL four-door saloon. I took it over on a fearful day of gale-force, squally winds and driving rain but felt immediately at home in it. Driving it as hard as I could on the home-bound journey, against those impeding headwinds, I got 37.0 m.p.g. of four-star petrol — the lower-powered versions of this new Kadett will run on two-star, but it might be that, having less horse-power, they would need to be driven harder to keep the "S"-engined version in sight, so might not be so sparing of fuel. I don't know. What I do know is that this New Kadett, which is a big car for its class, and very comfortable at that, even in its more sporting form, is a fine fuel-conservationist. . . .

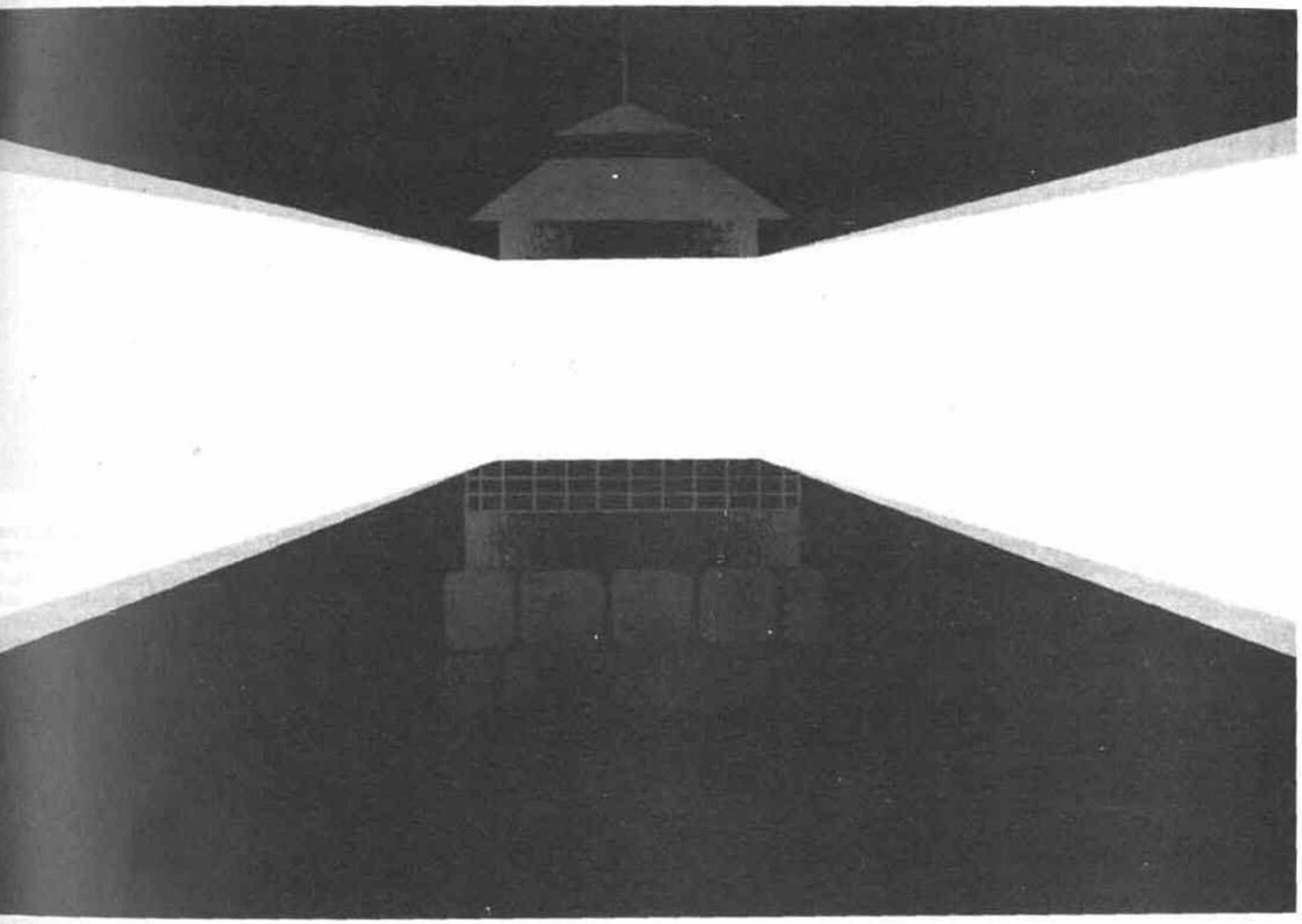
Later on I used the smart and convenient little (well, as I have just observed, *not* so little) Opel for local runs, although this included dashing down to Cardiff in another howling rain-storm, and the m.p.g. then came out at 35.3. So here is a handsome, exceptionally spacious, comfortable, economy-class car that will return an average of better than 36 m.p.g. on long runs under hard-going conditions. It never gave less that 32.7 m.p.g. even in town, an overall 35.0 m.p.g. As the New Kadett made by Opel is also a very pleasant car to drive, I think I can be permitted to call it a "winner". The cable-actuated clutch is light, with a sort of over-centre feel, the gear change for the 4-speed gearbox, if a bit notchy when hurried, can be quite smooth to use after it has warmed its oil, and I never gave a thought to the disc/drum servo brakes, so well do they function. The firmly-upholstered seats are very comfortable and instrumentation easy to consult, with neat interior and fitments trim in the German style. The suspension is by coil-spring MacPherson struts in front, with the dead back-axle carried on trailing-arms with coil springs, anti-roll bar, and a torsional transverse member, gives a generally good ride although there are times when the rear suspension feels too hard. As for engine noise, an important assessment in a small-engined car, the Kadett is not quiet at cruising speeds but what noise the engine makes isn't unpleasant, for it is not so much a roar as an odd background-rumbling sound. It is so long since I drove a Volkswagen Polo or Golf, those commendably unobtrusive small cars, that I would not care to express too definite an opinion but I would think them less cacophonous than the Kadett. At low speeds the Opel drive-train whines or clatters, in spite of the gearbox being in-line with the crankshaft. But the overall noise level is not such as to condemn the car to any serious extent. Reverse-gear engages easily and is guarded by a slide-up sleeve on the gear-lever stem; the lever is spring-loaded towards third and top.

The rack-and-pinion steering calls for nearly four turns, lock-to-lock. It is very light, except when parking, accurate, and possesses good castor-return. Then, coming to the controls, they are again in general most acceptable. I liked the grouping of the various levers and switches in a slightly rearward-inclined panel, giving something of the effect of being in a light aeroplane, but with far less complexity. This panel contains the two horizontal heater/ventilator levers, the adjustable centre vents, with a small quartz clock to the right of these, and three switches for rear fog-lamp, hazard-warning, and the rear window wipe/wash. It also carries the Philips radio/stereo set, a cigarette-lighter for those who do not mind jeopardising their health by smoking, an ash-tray, and a rotary control for the quiet two-speed heater fan which, pulled out, brings in the rear window demister.

In front of the driver, inset in a padded nacelle behind one panel of glass, is the 140 m.p.h. speedometer with inner k.p.h. band as well as the m.p.h. readings, although these omit 30 and 70 m.p.h. readings expected in a car sold in Britain, with total and trip odometers, only the latter having a decimal reading, unlike the *double* tenths'-readings provided on many Japanese cars (but why?). There is no tachometer, nor is this often missed, in a utility car. Flanking this neat speedometer, with its black dial and clear white figures, are the steady-reading fuel gauge and heat-gauge on the left, the line of four warning lights, one above the other, on the right, for battery, oil/hand-brake on, full-beam, and indicators. There are additional air-vents at the extremities of the facia. Rather surprisingly, the discreet horn note is sounded by depressing the centre of the steering wheel. This small wheel has an openwork cross-spoke, so that if you wish to drive with hands "at nine and three o'clock" (but I hope you don't) there are convenient grips to use. Two substantial stalk-controls look after lights-dipping and indicators on the left, wipers and screen-wash on the right. Their stalks are set rather too high and that controlling the intermittent, fast/slow wiper action is imprecise in its movements; not a very serious complaint, however. The side and headlamps have to be put on by using a little rotary switch on the right of the panel, which also controls the roof lamp. The door "keeps" hold effectively, but the o/s rear door had to be slammed shut.

Not only is this New Kadett bigger than some of its competitors, but it does not feel like a particularly small car. It has a wheelbase of 8' 3" and is just over 13' long. The outline is stylishly crisp, with a front air-dam, from which ugly tow-hooks protrude. On the four-door two-box body the boot is very reasonably commodious, its lid going right to the base of the tail and its lid opening quickly on its own, after being unlocked. (Hatchbacks in three and five-door form and three and five-door Estates are available). One key covers all services. The body shape and the big front-seat head-restraints make reversing tedious. The heater is effective but far too sensitive to the controls and there is interior stowage in a decently-sized, but not lockable, lidded cubby, and in a long deep well before the gear lever, supplemented by useful rigid front-door pockets, these having drain holes, presumably to obviate dust accumulating therein. There is only a driver's door external mirror and the interior mirror has anti-dazzle setting but is a bit too flexibly-mounted for this to work if brutally operated.

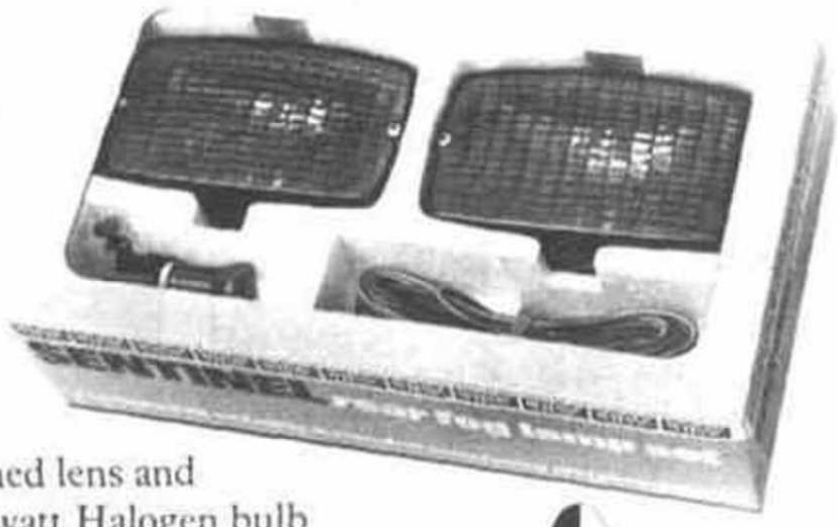
This Opel Kadett, then, is a car roomy in front and back seats (which are cloth upholstered), of generous window area, and with wide doors. It has performance to match these big-car aspects,



For all round safety fit Wipac.

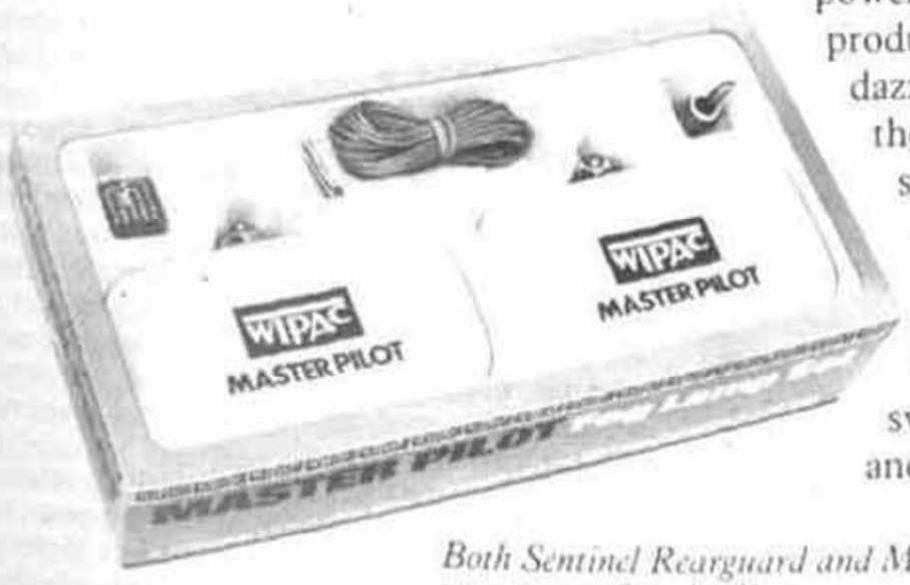
Sentinel Rearguard Kit.

It is now law that all new cars are fitted with brighter auxiliary rear warning lamps. What's good for new cars must be good for *all* cars. So bring your car up to date with Wipac Rearguard Lamps. They are many times brighter than standard rear lights and enable you to be seen by following vehicles in adverse road and weather conditions. Available in DIY Kits with easy to follow wiring instructions.



Master Pilot Fog Lamp Kit.

The specially designed lens and powerful, long life 55 watt Halogen bulb produce a wide, kerb to kerb beam with reduced dazzle. The extra margin of safety you get with the Master Pilot can be the difference between safely home and a nasty accident. The kit contains 2 stainless steel lamps with plastic covers, all necessary leads, terminals, panel switch with warning light and fitting instructions.



DESIGN CENTRE LONDON

WIPAC

Both Sentinel Rearguard and Master Pilot Lamps are approved under European regulations.

Don't be dim-fit Wipac.

and the 75 × 73 mm. 1,297 c.c. single-overhead-camshaft engine is unique in having hydraulic tappets in the small-car field. In "S"-form the c.r. is 9.2 to 1, so 4-star fuel is necessary; the Solex-carburetted 8.2 to 1 c.r. 60 b.h.p. Kadett engine will burn 91-octane petrol. The engine has five main bearings and an aluminium cross-flow head, on a cast-iron block. The camshaft is belt-driven and the carburetter is a downdraught General Motors France Vara et II with automatic choke, on this more powerful power unit. The auto choke was not very effective, cold starting calling for considerable churning with the starter motor and some dying-out for the first half-mile or so, and when it was hot there could be an embarrassing delay before the engine would fire. The "S"-engined Kadett gives a useful 75 (DIN) b.h.p. at a modest 5,800 r.p.m. but 7,000 r.p.m. or thereabouts does no harm, it seems. The torque is 74½ ft./lb. (DIN) at 4,500 r.p.m. At 70 m.p.h. in top gear the engine runs at 4,350 r.p.m. It is a notably smooth-running and willing engine, and if screamed round will give you maxima of 30, 60 and 75 m.p.h. in the lower gears. The Kadett uses 13" tyres; these were Goodyear G800 155 × 13 Radials on the turquoise-finished test car. Cornering is neutral on these tyres and the front-drive effect virtually undetectable, except for some understeer, corrected by lifting-off, and high-speed cornering produces no problems, roll being well controlled.

Indeed, the Opel's handling qualities are outstanding. The Opel Senator and Monza and the Vauxhall Royale have been endowed with such splendid road manners that it is a treat to drive them, and some of this is mirrored in the way in which the New Kadett behaves, although better damping would make it even better. At night the Bosch rectangular headlamps light the way ahead effectively, with a wide spread of light. The fuel tank holds over nine gallons and the big filler cap on the o/s has prominent finger-grips and a rather difficult rotary lock. As for that performance which lifts the Opel out of the sluggish rut, top speed is around the genuine 100 m.p.h. and from rest to 60 m.p.h. occupies 12 seconds. A sports version of the "S"-engined Kadett is available, on 14" wheels. As tested, in this very acceptable 1.3SGL four-door form, the Opel costs £4,141, which compares with the equivalent, but three-door Ford Fiesta 1.3S at £3,842 or at £4,166 in top-model Ghia guise. While I was greatly enjoying testing this Opel news came in that it had won the coveted Golden Steering Wheel* Award; I looked very carefully at the one on the test car but it was not of this material, one of the few disappointments, apart from the criticisms listed above, that I experienced with this latest GM small car. A plastic lever on the "wrong" side of a r.h.d. Kadett opens the rear-hinged bonnet, the lid having to be propped up. Dip-stick and Opel 10-20-100 battery are completely accessible. The distributor is driven from the end of the o.h. camshaft and like the sparking plugs which are on the front of the head, is protected by a water-proof cover. The camshaft-drive belt is properly enclosed. The engine seemed to have been "making oil" by the dip-stick reading after 650 miles, none having been added. The car naturally displays the Opel "lightning-flash" (or "squashed-Z") badge of its German manufacture plant.

[* This is an Award sponsored by the West German *Bild am Sonntag*, with a nine-nation, 23-member judging panel. The Opel Kadett won Class III, cars up to 15,000 Deutschmark, well ahead of the Mitsubishi Colt and VW Jetta, for economy, safety, and for *bonafide* progress in overall conception, in all respects. — Ed.]



A modified Range Rover outside Wood & Pickett's South Ruislip premises.

Wood & Pickett

Coachbuilders in the modern idiom

WHEN Bill Wood and Les Pickett formed their first official working partnership as Wood and Pickett Ltd. in 1947, their first major order was to convert three large ambulances on Daimler limousine chassis into luxury display vehicles for the Motor Show.

Their premises at Becketts Yard, Willesden were nominally rented from Park Ward in return for priority on coachwork for that famous name. Today, after trials and tribulations that included a major fire in 1961, they are settling into premises at Victoria Road, South Ruslip, acquired in June last year.

Messrs. Wood and Pickett are still with their company, Les proudly showing off his craftsmanship with hides that are not quite what they used to be in size. Today management is in the hands of affable former Radford employee Eddie Collins. He joined the company in the 1965/66 winter as a salesman, but soon climbed to managing director as a new lifeline appeared for some practitioners of the coachbuilding trade in the sixties.

The mechanical saviour of this concern, and a helpful machine to many small motor businesses of the period, was the Mini. Cheap enough for many to own, everyone seemed to want their own interpretation of the Issigonis design. Those at the top naturally wanted to set themselves apart, so for nearly fifteen years now the Mini has provided an excellent source of revenue for Wood & Pickett. However, it would be wrong to imply that they were the only coachworks to make an impact in this field.



Traditional leather trimming for modern-shaped seats.

By 1966 the company had produced Minis for Hayley Mills, the first of their customers for such work. The former child film actress was followed by Laurence Harvey and an average of one customer a month for these carefully painted and trimmed Minis. In those days the luxury conversions cost about £1,000; today Wood and Pickett produce a seven page list of work and equipment they can supply for Leyland's smallest car, so you could doubtless spend £10,000.

However, though I drove a typical W&P converted Mini and will return to the subject later in this article, the point of visiting the company today was to emphasise that the Mini business is not the company's primary activity. In fact, since 1976 the most popular subject for W&P expertise has been the Range Rover, in which they have invested considerable time and money, producing everything from simple add-on items to complete vehicles tailored to the tastes of overseas politicians. The latter apparently have need of Range Rovers that can pursue game or fight for the life of the occupants via armoury mounted on the roof and armoured cabs!

Some 65 per cent of this West London company's business is now in the export market, much of it in Range Rovers carrying different frontal styling and superbly executed leather-trimmed passenger compartments. There are now 45 employees within premises that would be big enough to house a small production line the size of the one used to produce those Escort Mexicos and RS2000s in the days of Ford Advanced Vehicle Operations.

Diversification is a popular word amongst company chairmen seeking to distract shareholders from the calamities that are befalling their main business, but for W&P the word is an important clue to their future. Currently they have the Recaro seat concession in Britain and a wide range of accessories. These range from steering wheels to beautifully made cocktail cabinets with opulently polished and finished wooden exteriors.

The real interest lies in the workshops where the versatility and flexibility of the company is well displayed. In one area I found Les Pickett and a selection of hides that matched not only the

ainbow but quite a few frankly hideous shades hat nature does not inflict on us. The staff iodded sagely and mutely agreed that customer aste often was eccentric, but they are in business o satisfy wealthy individual whims, not deny hem.

The majority of W&P seat output will be rimmed in leather, but they still sell a large umber of cloth finished expensive seats (up to 410 each) through the Recaro range.

Not far away from the seat and trimming area ay an Alfasud, a Golf and a silver Mini in various tates of completion. MD Collins is expecting the Golf GTi to inherit the Mini mantle as a *chic* car or the rich and sees a lot of scope in replacing the raditionally stark German trim for the luxury British wood and leather finish. A German concern has become involved in the idea of selling limited production run and the impetus to pgrade the Alfasud has come from the same country.

The silver Mini? That is part of a 50 car run based on either the 1275 GT or Clubman automatic. At some £5,500 complete it is comparatively cheap by W&P standards and it really does not look too different at a casual glance to the recent Leyland run of be-spatted Minis.



Installing a polished veneer dashboard in a VW Golf GTi.

Doubtless most customers will soon alter that tate of affairs.

Obviously there were a lot of Range Rovers on and, even one six-wheeler, but I must admit I m not really enthused about these converted ehicles. I think the standard one is built to do a ob with a well-balanced specification. Items like urbocharging and white leather trim seem rather xcessive and better suited to catalogue than ctual use. W&P do the leather trim beautifully in he cabin. On the mechanical side even they eemed a little worried about turbo temperatures n hot climates at slow speeds. A different matter s the kind of tailor-made game/light armoured ehicle approach in which W&P had created a seful pick-up of great mobility and visual appeal. That obviously was built for more than posing!

The company still take in a number of vehicles or complete restoration work. The interesting election at the time of my visit included a Rolls-Royce Corniche that had been used as a taxi n Haiti for a luxury hotel; Mercedes 300SL gullwing; another Rolls, but dating from the hirties, and a Jaguar XK. Eddie Collins told us that they deliberately kept their restoration work at a low key, preferring to fill in workshop time with such activities, rather than try and run it as a main business. I should say that the restoration work undertaken is of body and trim, rather than mechanical.

On the way out of the works to drive one of the company's Margrave converted Minis I noticed that Peter Sellers had shifted his affections from modified Mini to a luxury Autobianchi A112, the cheekly little Italian car making the perfect base for yet another twist to the individual small car theme.

The Mini I drove probably cost the customer another £6,000 on top of the 1275 GT's purchase price. As the W&P MD frankly told me, "we inform customers that, no matter how much they spend on a Mini, they will not get a soft riding, quiet car like a Jaguar." At first the truth of that statement put me off a bit. You can still hear the gearbox whining and the car joggled over suburban bumps nearly as jauntily as its cheaper cousins.

After a few miles the irritation of the full-length fabric sunroof flapping wore off, to be replaced by an enjoyment of the open air roof position and the comfort of the seating. The smell of leather when you first get in is almost worth the extra money on its own, and the polished wooden dashboard, together with various detail changes, soon conspire to make you forget the car's origins. I finished the run, over the kind of town going in which such a car is normally used, with a much clearer idea of why such modified Minis have proved popular.

I can also understand how customers, who vary from celebrities like Linda McCartney to working housewives, enjoy shopping through the W&P list of changes they can make. Here they can balance the merits of everything from a £5 leather gear lever knob to the £1,395 Margrave interior in Connolly hide. Seats are tailored to the customer and equipped with electric seat rake adjustment, plus air cushions.



Wood & Pickett's luxury interpretation of Leyland's Mini.

I also enjoyed a ride as passenger in a rather flashy Rover SD1 that they are working on: the potential for a better interior has only been partially realised by Leyland with the S derivative. I could only agree with Wood & Pickett's management as to the potential from their viewpoint in a better finished Rover.

On such future projects depends the continuing employment of another generation of craftsmen in leather, wood, coachwork and paint. It is not the "good old days" of creating complete individual bodies upon a separate chassis, but it does show that, so long as man and motor cars exist, there will always be a demand for something exclusive, and somebody will always be prepared to pay the price for such work. — J.W.

Roberts Takes to Four Wheels

KENNY ROBERTS, World 500 c.c. Motorcycle Champion in 1978/1979 will make his racing debut on four wheels in the Daytona 24 hours on February 2nd.

Roberts will drive a Pontiac Fire-Am in the 24 hour American classic, co-driven by off-road racing champion Walker Evans and Herb Adams. He knows Daytona well, having won the Daytona 200 in 1978 and using the circuit regularly for Goodyear tyre testing.

We trust that Roberts will follow more in the footsteps of John Surtees and Mike Hailwood than the latest two-wheel Champion to move to four wheels, Giacommo Agostini, who has proved no great shakes in either Formula 2 or Aurora Formula 1.

Safety Tye

BASIL Tye, Managing Director of the RAC Motor Sports Association Ltd. has been appointed President of the FISA Safety Commission, which has overall responsiblity for safety in all forms of motoring sport. This is the first time that a UK representative has been appointed President. Tye has been responsible for examining International circuit safety for several years, a task which has often found him attempting to mediate between drivers and circuit owners.

Aurora Races ON

THE BRITISH Formula One Racing Championship will continue in 1980 with backing from Aurora AFX, producers of model motor racing sets. The series of 15 races will have a prize fund of £200,000 and cater for Formula One or Formula Two cars manufactured after December 31st 1975.

Turbocharged engines and ground-effect skirts are banned and only Goodyear tyres of a specified size and construction may be used, As the Aurora teams rely on cast-off Grand Prix machinery, the effect of the ban on ground effects seems illogical and will leave most 1979 cars redundant at the end of their Grand Prix careers.

Aurora British Formula One Championship dates are: Oulton Park, April 3rd/4th; Brands Hatch, April 6th/7th; Silverstone, April 19th/20th; Mallory Park, May 4th/5th; Thruxton, May 26th; Monza, June 29th; Misano, July 6th; Mallory Park, July 26th/27th; Snetterton, August 9th/10th; Mallory Park, August 16th/17th; Brands Hatch, August 24th/25th; Thruxton, September 7th; Oulton Park, September 19th/20th; Silverstone, October 4th/5th. One extra overseas round may be accommodated.

BOOK REVIEWS

"Vanden Plas — Coachbuilders" by Brian Smith. 302 pp. 10" × 7" *(Dalton Watson Ltd., 76 Wardour Street, London W1V 4AN.* £14.50).

To their books about the coachbuilding activities of Pinin Farina and Erdmann & Rossi, and various examples of specialised bodywork on Rolls-Royce cars, Dalton Watson have added this book about the well-known Vanden Plas Company, whose history dates from 1870, by the Daimler historian and enthusiast Brian Smith. Vanden Plas is usually associated with those handsome if simple fabric open bodies on 3-litre and 4½-litre vintage Bentley chassis. Naturally, their scope was far wider, and no publishing house is better suited to presenting a mainly pictorial assessment of their worth, on good quality paper, with first-rate production, than Dalton Watson.

The colour Frontispiece is of Brian Smith's own very beautiful 1939 Daimler 4-litre straight-eight E4 pillarless sports saloon. Thereafter the book contains it all in masses of fine photographs, drawings, text, much tabulated data and captions, from very early car-bodies by Vanden Plas, like a Germain, and on to three pre-1914 Metallurgiques, right up to the Vanden Plas Princess and Daimler Double-Six cars of the present. Naturally, there is interest in seeing how many Bentley Vanden Plas cars are included. Forty-two are there in the Order Book of Vanden Plas (1917) Ltd., starting with the very first such body, built in 1922, an all-weather, which was probably W. O. Bentley's own. In the list of orders taken by Vanden Plas (1923) Ltd. we find another 632 bodies for Bentley chassis, and this does not include those in another list of the post-1930 cars. Bentley fanatics will thus have an enjoyable time comparing these Bentleys with those listed in Stanley Sedgwick's compilation of all known Bentleys. Many details are given, such as body type, cost of body, Reg. Nos., owner, etc., in most instances. One sees that Sir (then Capt.) Malcolm Campbell had a Vanden Plas 4½-litre Bentley in 1929, listed as a demonstrator.

Of course, the famous coachbuilding Company made bodies for many other makes. In the earlier post-war days Buick and Crossley were popular chassis with them and in later times Daimler, Rolls-Royce, Minerva, Invicta, Delage, Mercedes-Benz, Talbot and especially Alvis, were but some of the makes they clothed. The book has pictures of most of the better examples of these, and many more besides. There are also pictures of the Vanden Plas works and work-force, at various periods, and here again, those showing the exterior and interior of the hangar the Company took at Kingsbury in 1923 will be of particular appeal to Bentley enthusiasts, because many glimpses of these cars are contained therein. Other pictures are of the Company stands in the Coachwork Section of the Motor Show, there are pictures of an unusual V8 Cadillac with sliding doors, and I was interested to see a photograph of a Leyland Thomas, as this is Parry Thomas' famous Leyland Thomas No. 1, rebodied by Vanden Plas after Thomas' death. This body cost £295 and was painted black, with yellow fine-lining. What is puzzling is that it was ordered in 1931 by P. M. Thomas of Byfleet, whereas I would have thought the order might have come from Ken Thomson of T & T's. Can anyone enlarge on this? This car was raced subsequently by Reg Munday, until its engine disintegrated during a Brooklands' race; it was finally destroyed by bombs while stored at Battersea during the war. Vanden Plas also made an open and a closed body on Leyland Eight chassis for Mr. Spurrier of Leyland's, which were exhibited at the 1921 Motor Show, but I note that another order, for a sporting torpedo body on a short-chassis Leyland Eight, put in at the same time in 1921, was cancelled. Incidentally, these orders confirm that Parry Thomas had three different wheelbase-lengths for this car.

So here is a very worthwhile addition to the historian's study-library; those who just like lots of pictures of fine motor-cars along the years may browse through it but those intent on learning about who owned which cars, and of the details of Vanden Plas Co. in all its aspects, will have it off the bookshelves for hours at a time, I suspect. (An Errata slip in the book shows that Smith is prepared to admit to errors.) The Foreword is by E. Rowland Fox, FIBCAM, Member of the Institute of Body Engineers and a former Managing Director and Chief Executive of Vanden Plas. — W.B.

"Maserati Road Cars" by Richard Crump and Rob de la Rive Box. 229 pp., 11" × 10". *(Osprey Publishing Ltd., 12-14 Long Acre, London WC2E 9LP.* £14.95).

What this large book sets out to do is to cover mainly Maserati's Orsi period. Information was collected world-wide, and anyway Rob of the Rive Box is in business selling and servicing Maseratis, and supplying spares for them. So the book is about the road-going cars from 1946 to 1979, illustrated with close to 500 pictures, some in colour. The different chapters deal with the small capacity sixes which were made between 1946 and 1957, the 3500 series, and the V8s and V6s in road-burning guise. There is also some information about prototypes and odd models. A production chart and graph, broken down into the different models, shows that less than 10,000 Maseratis have been made to date.

The book is outspoken about some of the 16 Maserati models and it has unusual illustrative material, such as reproductions of many Maserati advertisements, commencing with those for the Company's batteries and sparking plugs (I confess I do not have a Maserati plug in my collection), relevant press cuttings, and reproductions of many pages from Maserati manuals, calling for use of a magnifying glass to study them in comfort.

The publishers, who call this work "an offering nothing short of miraculous", believe in large illustrations and do not cramp these — indeed, they seem to have plenty of paper to spare. The photographers and art-technicians seem to have done most of the work in this attractive Maserati offering, which sets out to explain why this make has survived so many set-backs and attacks.

W.B.

"Alfissimo!" by David Owen. 311 pp., 10" × 7½" *(Osprey Publishing Ltd., 12-14, Long Acre, London WC2E 9LP.* £12.95).

A great deal of very sound information was already available about the history and technicalities of the older Alfa Romeo cars. Which is perhaps why David Owen has slanted his new book towards the later versions of this very great and commendable Italian make. He deals with the 1900, Giulietta, Giulia, Alfetta, and the "new" Giulietta cars, one of the last-named of which I am currently greatly enjoying over the Christmas snows. This, then, is another large Osprey tome about a classic range of Italian motor-cars, by an author who first noticed the Alfa Romeo make in 1960, followed this by sampling a *replica* Zagato 1750, and who became an enthusiast when using a Duetto two-seater for ten years and an incredibly reliable 130,000 miles, after which it set itself on fire in its garage and was burnt out. Now the author is replacing this Alfa Romeo with an Alfetta GTV 2000, which may or may not prove the current story that there is a mint of money to be made by writing almost any motoring book.

This one is packed with picture and text about the four-cylinder twin-cam thoroughbreds, with the inevitable colour-centre-section, and plenty of Alfa Romeos in the full heat of competition-participation. There is also a comparison between modern Alfa Romeo rivals, from Audi 100S to Rover 2300, etc.

"Mustang" by Gary L. Witzenburg. 204 pp. 9½" × 8¼" *(Automobile Quarterly, Princetown, New Jersey, U.S. America* 27.95 dollars).

The Ford Mustang is one of the American "greats" and in this book sponsored by *Automobile Quarterly*, who have gained an enviable reputation as publishers of some of the most-detailed, copiously-illustrated, and accurate automotive history available, race-driver Witzenburg provides a complete history of what he calls "America's Pioneer Ponycar". The book has 38 of its illustrations in full colour, in a total of nearly 400 pictures, and very complete textual coverage of a memorable sporting car. — W.B.

* * *

"Three-Pointed Star", David Scott-Moncrieff's story of Benz, Mercedes and Mercedes-Benz, which Cassell published in 1955, has been issued in a revised edition by Gentry Books Ltd., 16 Regency Street, London SW1, at £14.95. Many new pictures from the Daimler-Benz archives have been included in the latest edition, which takes the history of Mercedes and Benz to the present day, although the story tails off badly before reaching 1979. Commercial vehicles are not included and if it is racing history and technicalities you want, go instead for the great Ludvigsen Mercedes book. Scott-Moncrieff covers both racing and passenger cars in this 435 9¼" × 6½" book, which towards the end becomes superficial. A pity, though, that Bunty has not troubled to correct his original error about the Chittys and the Higham Special! It makes one wonder how much revision has been done! The long piece about the pre-war supercharged Mercedes Benz sports cars, from 33/180 to 38/250SSKL, by R. H. Johnson, has again been reproduced from MOTOR SPORT, but we can provide a photostat of this classic article for rather less than the price of the book! And why has acknowledgement of the revision done by Peter Hull to the original text in 1966 been deleted?

W.B.

* * *

Some excellent booklets, of the greatest interest to vintage aeroplane enthusiasts, have come to my notice. One of these is the informative "British Homebuilt Aircraft Since 1920", by Ken Ellis, with a Rotocraft section by Eric Myall. It covers not only one-offs, but limited production light-aeroplanes, gliders, balloons and airships, etc., is adequately illustrated, is indexed by Reg. Letters, and is published by Merseyside Aviation Society Ltd., Room 14, Hangar No. 2, Liverpool Airport, Liverpool L24 8QE, this much enlarged, revised second edition costing £3.95, or £4.40 by post. A measure of its comprehensiveness and "browsability" can be gained when I remark that I was wondering whether it might include a home built biplane of which I was shown a snapshot by

its builder while I was at the RAE during the war. This little aeroplane was powered by a Rover Eight flat-twin engine and never left the ground — when later I studied a Rover Eight power-curve I realised why! The book happened to have fallen open at page 48 — it has 214 8" × 5½" pages — and there is what I think I was seeking — details of the Gibb biplane, built in Scotland in the 1930s, some parts of which survive in the local Museum. You see what I mean. — W.B.

* * *

"**Motor Racing Directory**" edited and produced by Mike Kettlewell. 544 pp. 800 illustrations. 8¼" × 5¾". *(Kettlewell Transport Information Trade Services, The Mill House, Station Road, Eastville, Boston, Lincolnshire PE22 8LS. £7.95).*

This is a magnificent feat of compilation by freelance motor racing journalist, former editor of *Autocourse* and one-time *Autosport* staff man Mike Kettlewell, which has already won him the Pierre Dreyfus Award as the most outstanding journalistic effort by a Guild of Motoring Writers member in 1979. As well as compiling and writing most of the contents, Kettlewell was also responsible for the book's production and layout and selling advertising; the mind boggles at the labour of love involved. It is the culmination of 10 years of planning, sifting through 20 years of motor sporting material and painstaking writing, re-writing and checking of thousands of facts and figures. Without a doubt it is the most comprehensive guide to British motor racing ever published.

Virtually everything a competitor, official or spectator wants to know about British motor racing is to be found in the Motor Racing Directory. BRSCC executive director Peter Browning opens the book with an article on how a motor race is run, interspersed with discussions on timekeeping, starting, commentating, scrutineering, photography and the job of a Press Officer, by well-known personalities. Next follows details of Britain's racing car manufacturers, including lists of past models and specifications of many of the 1979 cars, from Reliant 750 Formula to Formula Two machinery. There are biographies and photographs of over 200 drivers from all classes of British motor racing.

Maps and details of every motor racing circuit in Britain and Ireland are comprehensive, even to listing the type of beer in the bar and every lap record. There are details too of the trade companies which support motor racing and biographies of some of the key personnel involved. The role of the RAC in governing British motorsport is outlined, followed by histories of the motor clubs involved.

Facts and figures are Kettlewell's forte, which is why for many years he was the official score-keeper for most of the major British racing championships. This skill is apparent throughout the book, but especially so in his lists of past winners, starting with those in British and major FIA motor racing Championships. Then follows a staggering 48 page section listing the winners of all major British races from the 1903 Gordon Bennett Cup to the 1979 RAC Tourist Trophy, complete with cross-indexing. Not content with this problematic task, the painstaking Kettlewell then delves into the World Championship series, 1950 to 1979, in unparalleled detail. There are full championship points tables from each year followed by interesting lists of more obscure facts like the youngest driver to start a race (Ricardo Rodriguez, aged 20 years 113 days when he finished fourth in the 1962 Belgian Grand Prix), the oldest to start a race (Fagioli, aged 53 when he shared an Alfa Romeo 159 with Fangio to win the 1951 French Grand Prix), the fastest race, the drivers who won most races and set most pole positions. Biographies and photographs of every World Champion, from Farina to Scheckter are set in individual boxes amongst the championship points tables. All this information is found in a separate section on Grand Prix racing, incorporating details of the cars, teams and drivers involved in the 1979 season, for though this is a British motor racing guide, the picture for the enthusiast would be incomplete without consideration of the premier World league.

A guide to motor racing terminology should be useful for educating wives and children, but even for the experts education never ceases and Kettlewell's sensible list of suggested motoring book titles will help in that task. Contributors write about motor racing photography for the amateur, unravel the different classes and categories of racing cars in British motor racing and outline the major international categories and there is an article about the Gunnar Nilsson Fund. A section on racing drivers' schools describes each establishment's method of operation and details of race car hire. There is even a list of all the racing machinery to be found in the ever-increasing number of British collections and museums.

Kettlewell's masterpiece is completed by a 74-page directory of names, addresses and telephone numbers of companies of every scale involved in motor racing.

In a foreword to the book, Jackie Stewart describes it as "the most complete source of information on motorsport I have had the privilege to read". I can only reiterate that and express admiration for Kettlewell's mammoth achievement, indisputably the new "bible" of British motor racing, into which he has sunk everything. He plans to make it an annual publication, updating some chapters and replacing others with completely new material.

Motor Racing Directory is available from all leading motoring bookshops or direct from Kettlewell, post and packing free. — C.R.

"**'Unbeatable' BMW**" by Jeremy Walton. 247 pages. 10" × 8". *(Osprey Publishing Ltd., 12-14 Long Acre, London WC2E 9LP. £9.95).*

The history of Bayerische Motoren Werke AG has been very thinly documented, a strange gap considering the number of more obscure one-marque histories which publishers are churning out. Now Osprey have jumped in to fill the void with not one but two BMW books, Halwart Schrader's "BMW — A History", which W.B. reviewed last month, and "'Unbeatable' BMW" by MOTOR SPORT contributor Jeremy Walton. While Schrader's book is a full-length general history from the great Bavarian company's origins, Walton's contribution is sub-titled "A racing revival 1959-79" and concentrates on that twenty-year period in which BMW came back from the brink of financial disaster to being one of the world's major prestige manufacturers, largely by virtue of the new image created by a highly successful motor sporting policy. Walton shows us that racing not only improved the breed, it saved it from extinction.

The choice of 1959 as a starting point shows a little bit of journalistic licence. It refers not to the year in which a factory racing policy commenced but to a date (December 9th) on which a band of small shareholders gathered at an extraordinary meeting successfully fought to deflect a proposed merger (reputedly with Mercedes-Benz) and keep the company independent. A new management team and new model policy revitalised the company. We hear that a factory 700 appeared for its first race meeting on March 5th/6th 1960, but no mention is made as to whether a conscious decision had been made to embark on an official factory racing policy after that fortuitous meeting.

Whatever, the racing programme, under the legendary Alex von Falkenhausen, went from strength to strength, launched on its way by that remarkable, giant-killing, twin-cylinder 700.

The real turning point came with the development of the in-line, four-cylinder, s.o.h.c. 1,500 engine, designed by von Falkenhausen's engine development team, with a cast-iron block so stiff that the same basic design is the heart of today's Formula Two engines, 500 b.h.p. turbocharged touring engines and, indeed, though the author couldn't know it at the time, will be the basis of the new turbocharged Talbot Grand Prix car. Involved with von Falkenhausen on the design was the young Paul Rosche, the engine genius who, after his mentor's retirement, was to be so fundamental to the racing success of BMW right up to the present day.

Walton traces the subsequent history of the in-line "four" in racing saloon application through its 1800 and 2000 model development, to the 2002 and finally into the 3-series, ultimately turbocharged. He looks too at its use in sports racing cars and in single-seaters, with reference to the fascinating and complex Apfelbeck and Diametral engines. BMW's factory single-seater involvement is less well known or remembered than the saloon car activities and Walton's excellent and interesting description is a valuable addition to historical accounts.

Of course the greatest contribution to BMW's racing fortunes came from the big coupé, which originated as a four-cylinder CS and matured into the six-cylinder, lightweight CSL, dominant in European saloon car racing until its homologation expired at the end of last year. With Walton I was able to relive that fantastic 1973 season, which I saw as a race reporter, when Ford engaged BMW in a battle of the giants in the European Touring Car Championship, BMW CSL against Ford Capri RS2600. Walton devotes separate chapters to development of the big BMWs and their racing memories, all good stuff about the main instrument of BMW's success.

Outside tuning firms made substantial contributions to that success, especially Alpina, Schnitzer, GS Tuning, Luigi and Tom Walkinshaw Racing and Walton incorporates their activities, with special attention to Burkard Bovensiepen of Alpina and the Schnitzer brothers. There are worthwhile comments too from some of the most notable names to sit behind the wheels of racing BMWs, like Niki Lauda, Jackie Ickx, Chris Amon and the late Ronnie Peterson, to whom the book is dedicated.

This racey and informative story, packed with splendid photographs, including 16 in colour, concludes with the arrival of the M1 on the scene and the wranglings behind Procar racing. Appendices give the specifications of BMW competition cars down the years, the secrets of the competition engine code numbers, results of BMW factory touring cars from 1960 to 1978 and formula cars from 1967 to 1979.

One of the central characters in the book is, of course, Jochen Neerpasch who has masterminded the success of BMW Motorsport GMBH since 1972. It will be interesting to watch how the BMW racing story develops after he leaves to run the Talbot Formula One project at the end of March. — C.R.

RACING CAR DEVELOPMENT

AS MENTIONED last month the special builder is the genius at developing a racing car beyond all recognition or redemption. The Freikaiserwagen is a classic example, its pre-war design and post-war design having little similarity though, in fact, the aim and concept were the same.

Before the war Bristol was a hot-bed of racing enthusiasts and special builders and Dick Caesar was the inspiration for the hillclimb and sprint car built by David Fry, with the assistance of Robin Jackson and cousin Joe Fry. At the time the unconventional Auto-Union racing car designed by Dr. Porsche was very impressive in Grand Prix racing, and you either loved the mid-engined V16 Auto-Union, or you hated it; if you hated it you worshipped the conventional W125 Mercedes-Benz. Down Bristol way they were obviously Auto-Union fans, and Caesar and David Fry concocted a special for short speed events that they affectionately called "Porsche", but it was known officially as the Freikaiserwagen, a play on the names of Fry and Caesar and the then-popular German word *wagen* for car. They could have called it the Frycaesarcar, but that would not have sounded so exciting.

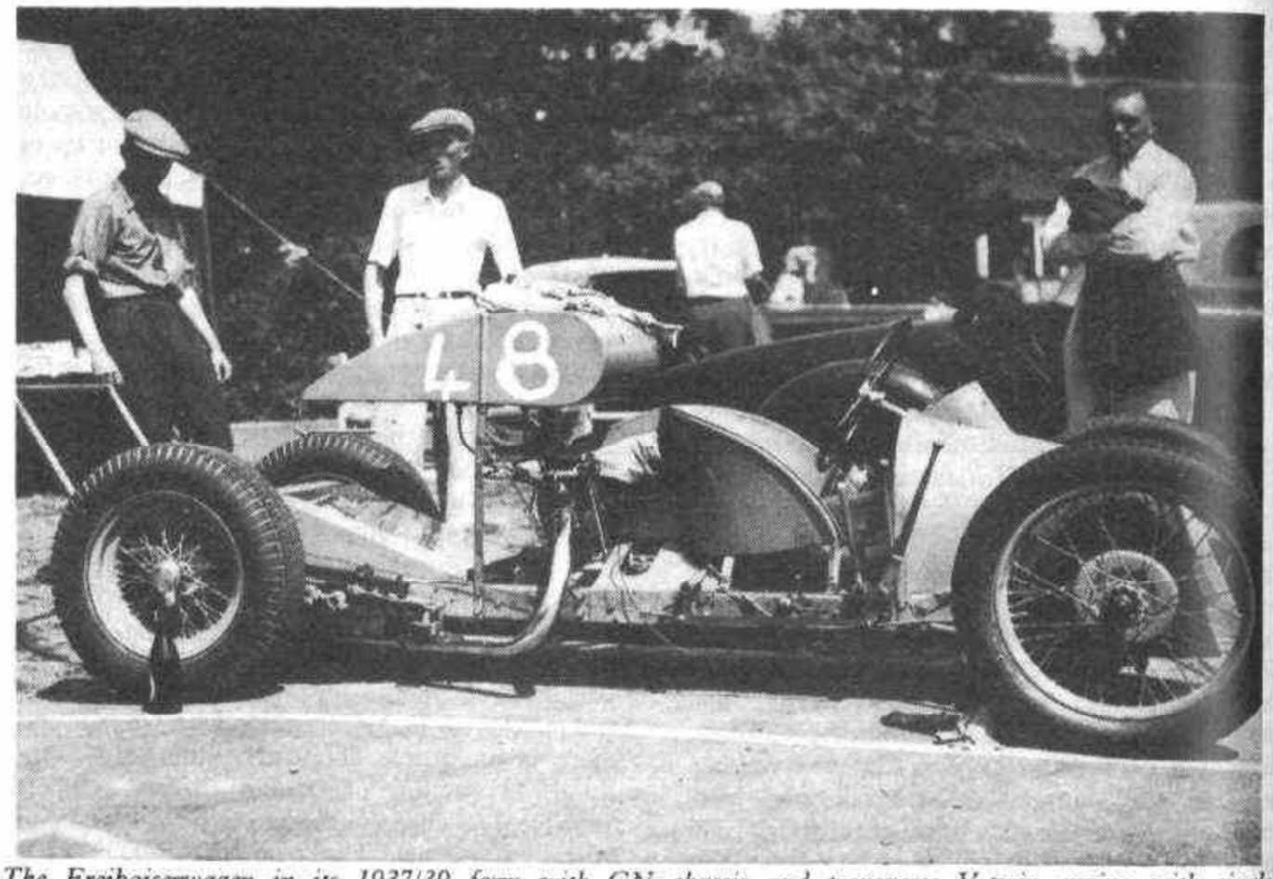
Using a GN chassis and chain transmission, a Morgan 3-wheeler indpendent suspension layout was grafted on to the front. The driver sat as far forward as possible with a short steering column acting directly onto a circular rack-and-pinion. A V-twin 1,097 c.c. Blackburne engine from a racing Morgan was mounted transversely behind the driver, driving to the GN bevel-box and thence through the chain transmission to the solid rear axle. The engine was supercharged by a Marshall Roots-type blower giving 14 p.s.i. running on alcohol fuel and Robin Jackson was the man behind this power-plant. As the engine was more or less hidden behind the driving seat, and was air-cooled, a fuel tank in the form of an aircraft wing section was mounted on struts above the engine so that it deflected air downwards on to the cylinder-heads. The internals of the engine were all pretty special, thanks to Jackson, including the cams and it could rev. to 6,000, so that with a dry weight of 730 lb. it was no mean performer, its maximum speed being over 100 m.p.h. Acceleration was its strong point, with a rearward weight bias and running on 600 × 16 rear tyres.

After the war it underwent a total rebuild as well as a total redesign. The Morgan i.f.s. was retained, as was the V-twin Blackburne engine, but the channel-section GN chassis frame was replaced with a tubular frame as used on the Bristol-built Iota 500 (F3) cars. Independent rear suspension was deemed desirable and as this was impossible with the GN chain transmission the whole layout was changed. The V-twin engine was turned through 90° so that it sat fore-and-aft and a chain drove from the crankshaft to a Norton motorcycle gearbox. Another chain drove to a counter-shaft above the rear axle and a third chain ran downwards to a ZF self-locking differential. Fixed-length tubular half-shafts drove to the wheels, these shafts forming swing-axles for the independent rear suspension, the ends being located by trailing arms.

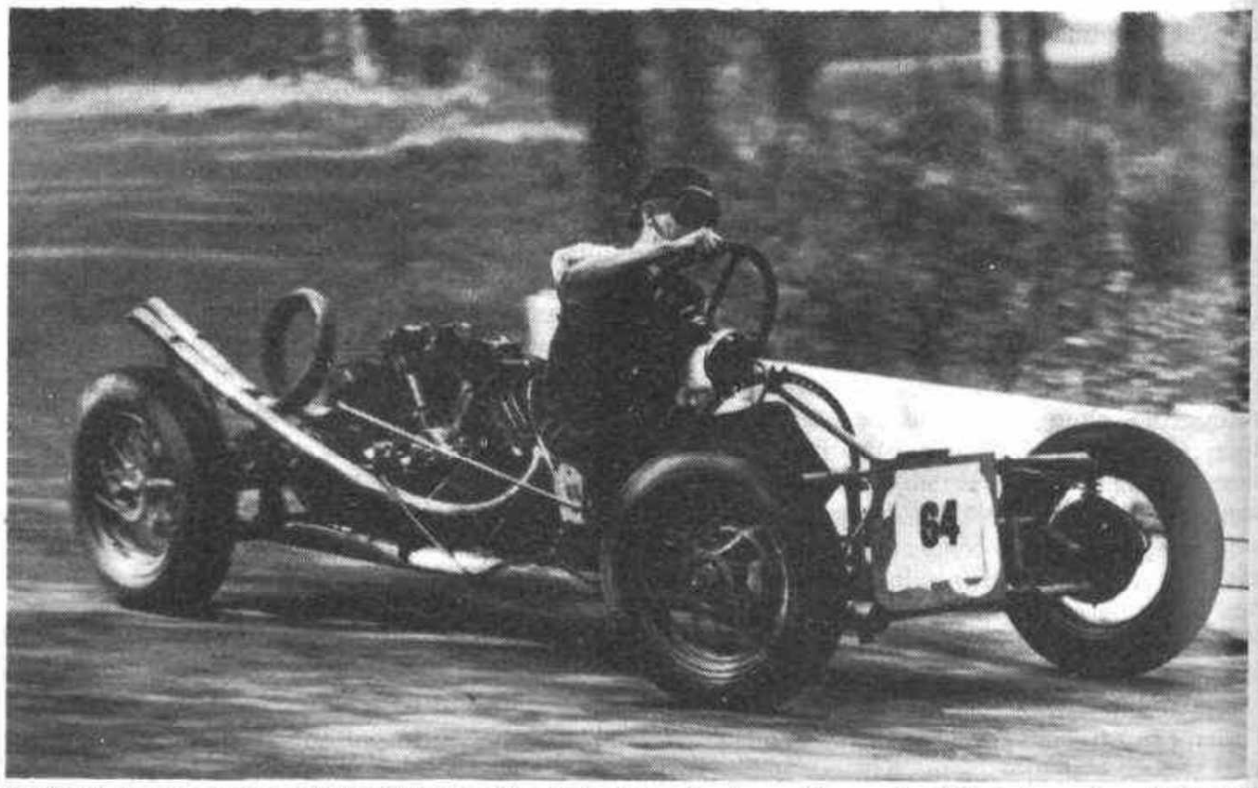
The engine was again supercharged but this time by two Marshall blowers driven in series to give a more efficient 14 p.s.i. and they drew from a 48 mm. SU carburetter while the fuel was a heady mixture of methanol, nitromethane, acetone, benzole and nitrobenzine and something like 120 b.h.p. was realised at 6,000 r.p.m.

In the early days both David and Joe drove the car while Jackson ministered to the engine and Dick Caesar watched benevolently and proffered advice. Of the two cousins Joe proved to be the better driver, apart from being much smaller and lighter than David and soon Joe was doing all the driving, leaving David to do the engineering. In its 1948/50 form the Freikaiserwagen was one of the stars of the sprint and hillclimbing scene and was a truly outstanding and successful special. Joe Fry's driving had a real flair to it. Alas tragedy struck this happy little band of amateur sportsmen in 1950 when Joe Fry crashed at the Blandford hillclimb and was killed. David put the wreckage away and finished with the hillclimb and special-building scene. Since those days both Dick Caesar and Robin Jackson have passed-on and we can only look back on the Freikaiserwagen and its development with interest and admiration.

D.S.J.



The Freikaiserwagen in its 1937/39 form with GN chassis and transverse V-twin engine with single supercharger.



The Freikaiserwagen in its 1949/50 form with tubular Iota chassis and fore-and-aft V-twin engine with 2-stage supercharging.

Tricentrol RAC British Saloon Car Championship

FOR the fourth consecutive year the Tricentrol Car Group is to sponsor the RAC British Saloon Car Championship and has contracted to do so until 1982.

The ten-race series will have improved prize money (to £1,500 per round), revised regulations to put an end to the petty wranglings of recent years and an increase in the upper capacity limit to 3,500 c.c., which will let in the Rover 3500. Although officially 3,528 c.c., the Rover will be eligible by virtue of production tolerances, though we gather that all future production engines may be kept below the limit.

The first race will be at Oulton Park on March 23rd and the series includes a round at the British Grand Prix.

The Bandama Rally

A TITLE collected without any contest is hardly worth crowing about, but one earned the hard way, with a close rival snapping at one's heels throughout the year, provides immeasurable satisfaction. It was therefore fitting that such a well-matched tussle should have taken place in the first year of official FISA recognition of the title World Rally Champion.

For many years the FISA has steadfastly refused to create an official world title for drivers, although such a series for manufacturers has existed for ten years. Unofficially, points tables have been kept for a hypothetical world series for drivers for some years, and each year MOTOR SPORT has given prominence to these in the absence of recognition by the FISA that only drivers, not their machines, can be garlanded, held up as figureheads and interviewed on television.

In 1979 the official World Rally Championship for Drivers produced a year-long contest between two drivers who emerged as leading contenders for the title, far ahead of their nearest rivals, and it was most appropriate that in this first year the contest was not settled until the 12th and final round in December, the Bandama Rally.

Björn Waldegård from Sweden and Hannu Mikkola from Finland, both contracted to the Ford team, were the two who outshone all others during the year. They each drove in nine of the 12 rallies, seven each for Ford and two each for Mercedes-Benz, and the outcome was a slender one-point win by Waldegård with 112 points to Mikkola's 111.

Throughout the year Waldegård was ahead of Mikkola for much of the time, but there were two occasions when they were exactly level, after Waldegård won the Acropolis and Mikkola New Zealand's Motogard. It was only after Mikkola retired from the Rally of the Thousand Lakes in August and Waldegård won Canada's Critérium du Québec in September that they became separated by anything like a reasonable points difference.

Mikkola's win on the RAC Rally, coupled with Waldegård's failure to score points which could count (he was ninth), meant that when they both went to the Ivory Coast to drive 450SLCs in the Bandama Rally for the Mercedes team, Waldegård's lead was very slender indeed.

The Mercedes factory team was present in even greater strength than it had been in the Safari, when observers did no more than laugh at attempts to deny official factory involvement. This time there were no such attempts, for who can hide an army in a single bell tent?

Four cars, a fleet of service vehicles of various kinds, aircraft and a huge stock of spares and equipment made up an operation vastly bigger than those of other teams, and it was hardly surprising that those four 450SLCs occupied the first four places among the eight finishers.

Peugeot were there, as usual, with V6-engined 504 Coupés, but their European professional drivers failed to make the finish and it was left to local resident Alain Ambrosino to take sixth place in the only Peugeot to finish.

Save for the regular activities of Toyota South Africa, there has never before been an official Toyota entry in a non-stage African event on open bush roads, and it is to the credit of Toyota Team Europe that Ove Andersson made fifth place in a Celica in the team's first African sortie.

In the early stages it was Andrew Cowan who took the lead, followed by his team-mates, but when he forged ahead on the second leg, taking advantage of the dust-free run provided by his place as leader on the road, he was instructed by Mercedes team management to pull over and allow both Mikkola and Waldegård to pass him. It must have been pretty daunting to be so instructed, but he did it and from then on occupied third place to the finish. Similarly, the two Scandinavians were instructed not to risk retirement by indulging in a personal duel, but whether they actually did this will perhaps never be really known.

Mikkola scored 20 points from his win and was able to count them all since he had only previously scored six times and seven scores were allowed to count. Waldegård scored 15 points, but already had more than seven scores so had to drop a six. The nine points which he was therefore able to count was enough to keep him ahead of Mikkola by a single point.

The enormous effort by Mercedes didn't really go down well with other competitors, but of course teams are entitled to use whatever resources and facilities they are able to afford, and the German team obviously feels that this kind of financial outlay is worthwhile. They are planning a similar programme in 1980, concentrating mainly on rallies in Africa, South America and perhaps the Motogard Rally in New Zealand.

Results

1st	H. Mikkola/A. Hertz (Mercedes 450SLC (4))	3 hr. 23 min.
2nd	B. Waldegård/H. Thorszelius (Mercedes 450SLC (4))	3 hr. 58 min.
3rd	A. Cowan/K. Kaiser (Mercedes 450SLC (4))	4 hr. 10 min.
4th	V. Preston Jnr./M. Doughty (Mercedes 450SLC (4))	4 hr. 17 min.
5th	O. Andersson/H. Liddon (Toyota Celica GT (4))	6 hr. 08 min.
6th	A. Ambrosino/R. Schneck (Peugeot Coupé V6 (4))	8 hr. 58 min.
7th	M. Mitri/J. P. Fornaro (Datsun 160 J (2))	12 hr. 25 min.
8th	J-P. Faure/A. Manfredini (Datsun 160 J (1))	13 hr. 26 min.

57 starters, 8 finishers

World Championship Leaders

Björn Waldegård (S)	112	Andrew Cowan (GB)	22
Hannu Mikkola (SF)	111	Walter Röhrl (GB)	21
Markku Alén (SF)	68	Stig Blomqvist (S)	20
Ari Vatanen (SF)	50	Ove Andersson (S)	20
Timo Salonen (SF)	50	Andy Dawson (GB)	20
Bernard Darniche (F)	40	Shekhar Mehta (EAK)	20
Jean Ragnotti (F)	25	Toni Fassina (I)	20

Manufacturers' Category

Ford	122	Saab	18
Datsun	108	Peugeot	14
Fiat	92	Mitsubishi	13
Lancia	65	Talbot	12
Toyota	58	Audi	11
Opel	49	Mazda	10
Renault	41	Triumph	7
Mercedes-Benz	35	Volvo	6
Porsche	32	Lada	6
Vauxhall	31	Skoda	4

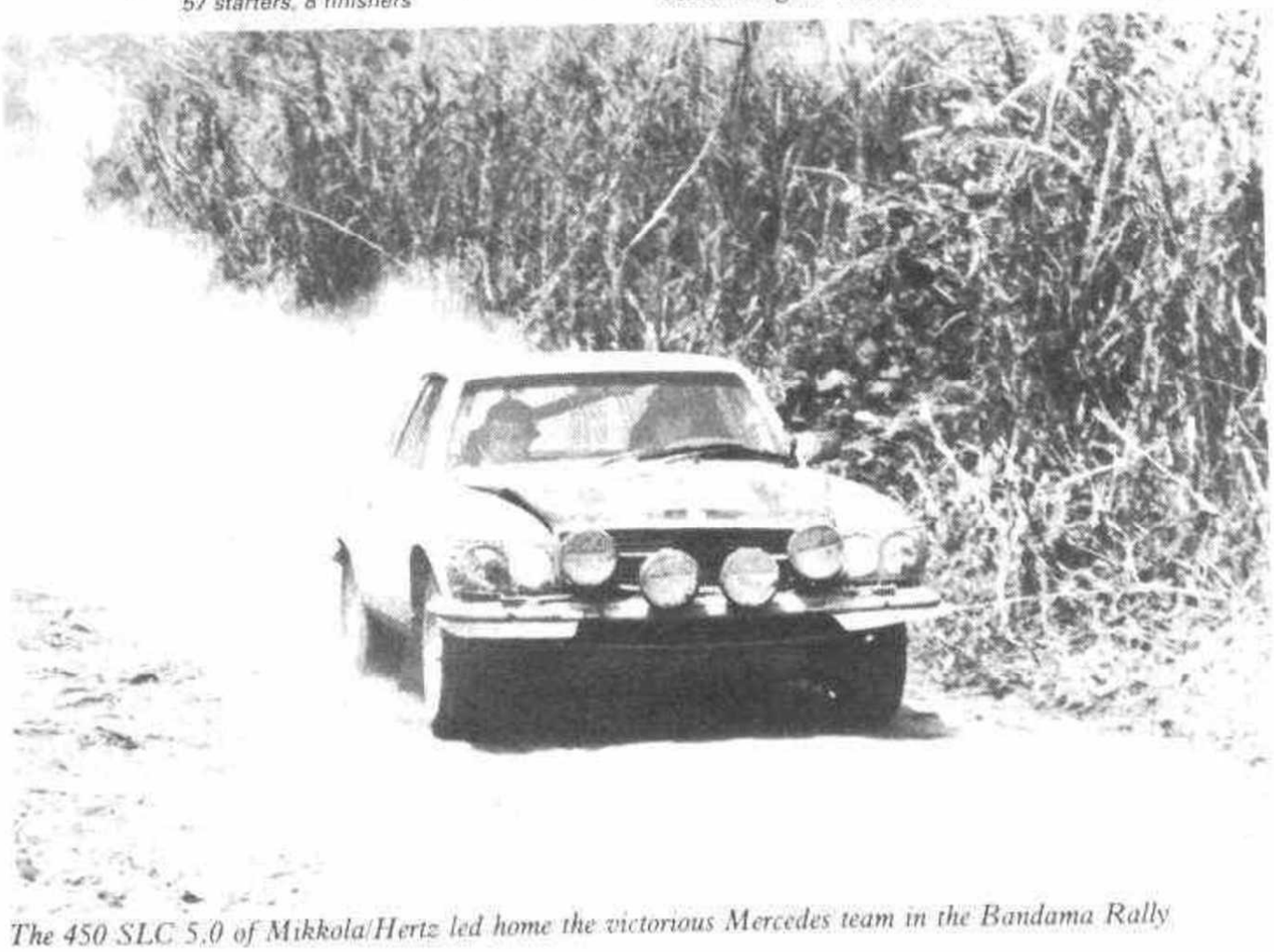
The 1980 World Rally Championship

WE WOULD be less than honest if we were to suggest that the selection of qualifying events for the 1980 World Rally Championship was based on merit. On the other hand, the Statute Book rather prevents us saying what we would like to say, so you must draw your own conclusions.

In the eyes of the FISA the World Championship for Manufacturers is more important than the World Championship for Drivers, but happily most other people take the opposite view. When they dropped the Swedish Rally and the Rally of the Thousand Lakes from the manufacturers' series they were snubbing two highly significant events held in the two countries which have produced more of the world's leading rally drivers than the rest of the world put together. However, the FISA threw what they considered to be a few pacifying crumbs in the direction of these two events by including them in the drivers' series which, ironically, is now considered the more important of the two series — and rightly so.

The World Championship situation, then, is a twelve-event series counting for drivers' points and a ten-event series for manufacturers' points, a list of which appears in these pages.

The international calendar as a whole contains 305 events spread through the territories of 45 countries. As usual, the most popular time for rallies is the Autumn, September and October containing 75 international rallies throughout the



The 450 SLC 5.0 of Mikkola/Hertz led home the victorious Mercedes team in the Bandama Rally

world. However, more interesting than a calendar division is the way these international events are divided between the various countries.

International status is costly, for FISA fees have to be paid, as well as higher insurance rates. Some countries are therefore content to run large programmes of national events, for it would be false economy to go for the prestige of international status if it is not likely that foreign competitors will be attracted.

In Kenya, for instance, the only international rally is the Safari, but there are many other events in the Kenya calendar which, by reciprocal arrangement, are open to competitors from neighbouring countries. Another is New Zealand, where the Motogard Rally stands out as the only international event in a series of nationals.

Occasionally one notices a change of policy by national clubs, and whereas a country may have only two or three internationals one year, it has a whole string of them the next. Sweden has gone the whole hog this year and has put no less than 59 rallies up to international status, whereas last year they only had a small handful. France comes next with 41, then Germany with 38, Italy with 22, Belgium with 18 and Spain with 16.

Britain, which probably has more rallies than most countries in the space of a year, only has seven registered with international status, whilst in Eire there are only two internationals even though there are plenty more nationals.

In the USA there used to be just one event at international status, for very few US-made cars have been homologated, and it would hardly be right to expect US competitors to use only imported cars in order to comply with the FISA's homologation requirements. However, this year the number goes up to twelve, and there are twelve more in Canada, plus three in Mexico.

South Africa, where extremely good rallies are often contested by European professionals engaged to drive for local works teams, has five of its national championship events at international status, the Soviet Union still has one in the list, whilst a completely new one is the Himalaya Rally which India is organising in October. The latter offers some pretty exciting potential, for the terrain is extremely demanding and has never before been used for an international rally, although a few of the trans-globe events have passed through India on their way to distant destinations such as Sydney.

For the travelling rally man who prefers competing elsewhere than in his home country, the calendar offers events which can satisfy almost every taste, and a complete list was published on January 17 in our weekly stablemate *Motoring News*. — G.P.

World Rally Championship 1980

Monte-Carlo Rally (MC)	Jan. 19/25
Swedish Rally (S)	Feb. 15/17
Portuguese Rally (P)	Mar. 4/9
Safari Rally (EAK)	Apl. 3/7
Acropolis Rally (GR)	May 24/30
Codasur Rally (RA)	July 21/28
Rally of the 1000 Lakes (SF)	Aug. 29/31
Motogard Rally (NZ)	Sep. 2/6
Sanremo Rally (I)	Oct. 7/11
Tour of Corsica (F)	Oct. 24/26
RAC Rally (GB)	Nov. 16/20
Bandama Rally (CI)	Dec. 10/14

All the events listed are qualifiers in the Drivers Championship, and all but the Swedish and the 1000 Lakes are qualifiers in the Manufacturers' Championship.

Ford's Sabbatical

IT is just over 20 years since Ford's fortunes were rejuvenated by the introduction of the o.h.v. Ford Anglia. Since then the Dagenham end of the Detroit-based company has won just about everything worthwhile in racing and rallying, a motor sporting policy which has transformed the company's image and sales. Most of the successes have come from the Anglia's successor, the Escort, introduced in 1968. Now the Escort is nearing the end of the line, shortly to be superseded by the front-wheel-drive Erica Eurobox.

Ford see this major product change as a sensible time to stand back to take stock of the situation and in this first year of a new decade the Competitions Department at Boreham will take a sabbatical, devoting its time to development of existing and future models. So the 1979 RAC Rally saw the last appearance of the works Escorts in international rallying. There is nothing like going out with a blaze of glory; that climactic season was one of the Escort's most successful, with outright victories in five international events, leading to the World Rally Championship for Manufacturers, with works driver Waldegård taking the Drivers' title in the year of its inception. Wins in three British events brought Ford the Manufacturers' category of the British Open Rally Championship and many other titles, including Malcolm Wilson's second consecutive Castrol/*Autosport* Championship.

The list of the Escort's major world-wide successes in 1979 handed out at Ford's annual Motorsport Press Conference in January covered no less than 12 sheets (interspersed with some good results for the Capri 3.0S), a record which illustrates just how difficult a job Ford will have to find a replacement competition car. The Escort has been a winner since the word "go", with Barrie Lee achieving a memorable victory in its televised competition debut, in a rallycross in 1968. There is little doubt that this most successful rally car of all time has many more victories ahead of it in private hands.

The Escort competition programme was but one of the perspicacious decisions taken by Ford in the 1960s. Another was the decision to back Keith Duckworth with development of the DFV Formula One engine. In 1979 the DFV won eight of 16 Grands Prix, four of them with the throttle slides controlled by Alan Jones, and notched up its 125th win. What more can one say? For "Ford's decisions" one should read "Walter Hayes' decisions", for it was he who was largely responsible. Hayes was uncharacteristically absent from the Conference, being based now in the USA as the first British vice-president on the Ford main board. With the Ford name predominating in almost every form of British motorsport, from Club driving tests to Aurora Formula One, one cannot help but wonder what the state of the game might have been had it not been for Hayes' commercially sound enthusiasm.

Boreham's sabbatical doesn't mean a complete withdrawal from motorsport in 1980. At the Conference, Competitions Manager Peter Ashcroft and Director of Public Relations Stuart Turner outlined plans.

In racing, Ford will continue to support Gordon Spice and Stuart Graham, who will man 3-litre Capris in the Tricentrol British Saloon Car Championship. "Mr. Mini" himself, 1979 British Saloon Car Champion Richard Longman, has been lured away from the Leyland marque to drive and prepare a 1.6 Fiesta for the Championship and to run a 1.3-litre version for another erstwhile Mini driver, Alan Curnow. Boreham mechanics will prepare a Fiesta for 1979 Faberge Fiesta Championship winner Geunda Eadie to run in the Tricentrol series.

As previously announced in MOTOR SPORT, a Fiesta Racing Championship will replace the old Debenhams Escort series. The new Championship, jointly sponsored by Debenhams and Ford's Rallye Sport Division, will be for 1.6-litre Fiestas (a version sold in the USA, and likely to be available in the UK sometime this year), prepared to slightly modified Production Car Racing Regulations.

On the international front, Ford of Cologne will campaign a pair of 800 kg. turbocharged, space-frame Zakspeed Capris in the German Group 5 Championship. Klaus Ludwig, 1979 German Group 5 Champion in a Kremer Porsche, will have a 2-litre, 600 b.h.p. version and former Champion Harald Ertl will run a 1.4-litre car.

In rallying, Malcolm Wilson will receive works support to contest the British Open Rally Championship in an Escort RS. Tim Brise will drive a Boreham built and supported, Haynes of Maidstone-run, Group 5, 2.0-litre Fiesta in the Castrol/Autosport Championship as part of Ford's development programme. As part of Turner's quest for another Pat Moss, Louise Aitken, the young Scot who dominated the final rally rounds of the 1979 Faberge Championship, will run a Fiesta with support from Boreham.

Barry Lee will remain faithful to Escorts, with Boreham backing, in his Hot Rod programme, but in the European Rallycross Championship Ford Competitions will support a Fiesta for Trevor Hopkins.

Turner has always been a firm supporter of what he terms "the grass roots of motorsport", the local Motor clubs, and has directed part of Ford's 1980 budget in their direction. Three new training films, "A Ford Guide to Motorsport Marshalling", "A Ford Guide to Rally Driving" and "A Ford Guide to Co-driving" are aimed at educating club members in those various "arts". Ford will co-operate with the RAC Motorsport Training Trust to help train marshals, using the film, a new book on event organisation and sponsorship of a series of training seminars. Motor clubs will be offered free publicity material to help with membership drives.

A question and answer session gave Keith Duckworth a chance to bang on about his theories for a new Formula One engine formula in the light of the energy crisis. The man behind the Cosworth DFV feels that "I'm using my talents to develop engines which are against the will of the world . . . motor racing should speed development of energy saving engines, but turbocharged engines are more fuel wasting than the current normally aspirated engines."

Duckworth considers that the regulations encouraging a quest for more power per litre are against the interests of the world and energy conservation. The suggested Duckworth formula is based on power per litre of fuel consumed, with no swept volume capacity limit. "A fuel flow restriction of 20 c.c.s. per sec. would allow 430 b.h.p.," he asserted, "give motor racing a good image and give a better feedback to the development of more economical passenger cars".

Duckworth is continuing to campaign for his formula, "But most people running motorsport can't see past the ends of their noses."

Meanwhile, Cosworth are soldiering on to keep the DFV abreast of the current situation. "We hope that the unreliability of the turbo Renault will allow the DFV to win a share of the races. Other people running 1½-litre turbos are likely to be beset by the problems that come with them."

C.R.

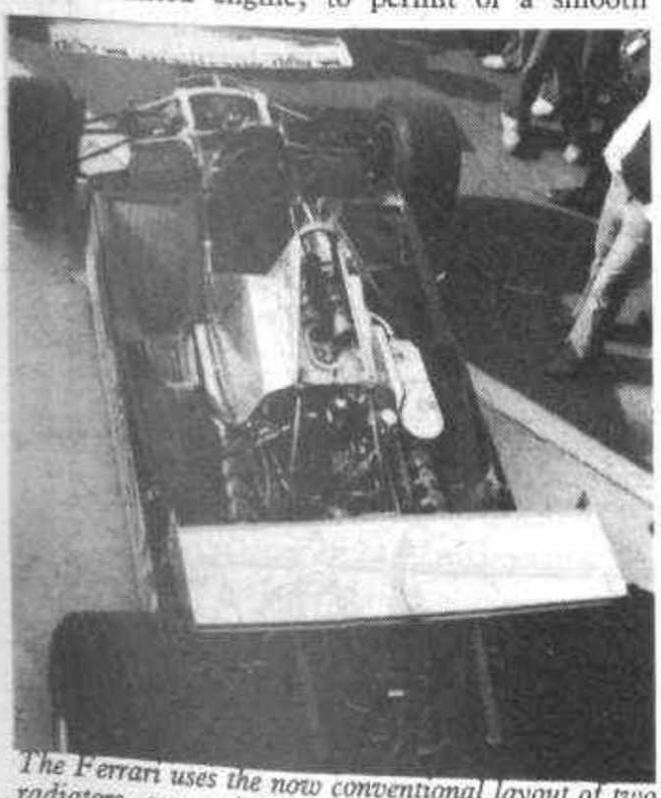
Formula One Trend of Design

Radiators

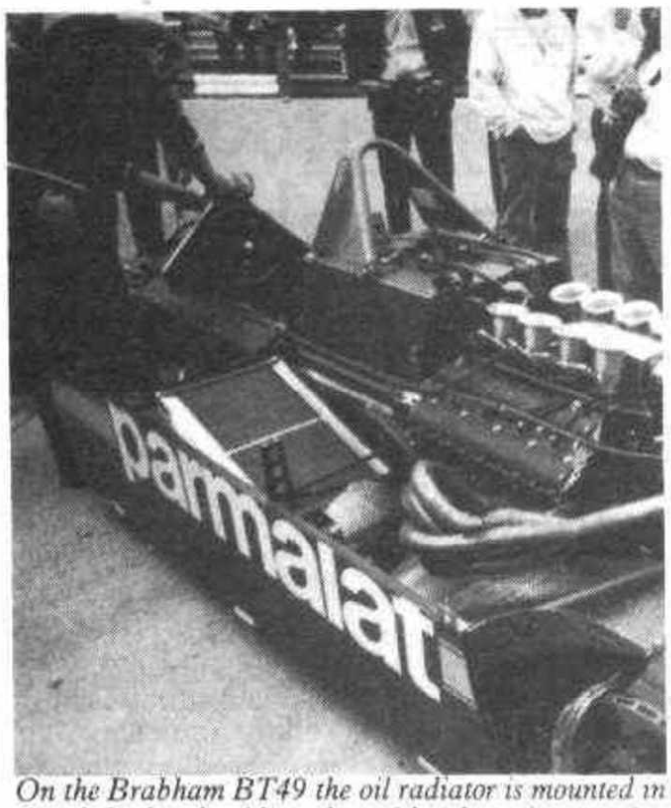
SINCE THE first racing car was designed the radiator has been a tiresome necessity, and Gottlieb Daimler set us all on the wrong path by water-cooling his first V-twin engine. If water-cooling of the cylinder heads and barrels of the first internal combustion engines had not been invented, who knows where we would be now. At first the radiator was hung anywhere that was convenient and was nothing more than a rectangular cooling element, quite useless as regards power production or car performance, but a necessary evil. In the vintage years it settled in a conventional position at the front of the car and took definite shape according to the whim of the designer. Indeed, the designers used it as a sort of trade mark with which to stamp their complete design. You could easily distinguish one car from another by the radiator shape, from the horse-shoe of Bugatti, through the Gothic arch of Bentley to the square-rigged elegance of Rolls-Royce.

On the racing cars of the thirties it returned to being a simple cooling element hidden away inside a nose cowling, with the designer's imprint being shown in the shape of the opening in the cowl that allowed air to pass through the radiator block. In the fifties the decorative grilles began to disappear and functional openings led to functional cooling elements and further thought was given to what happened to the air after it had passed through the radiator.

In recent years, with the detail study of air-flow in and around racing cars, the radiator has become an integral part of the overall design of the car, its positioning and size being an important part in the layout of a Formula One car of today. Over the years there have been people who have been very conscious of the importance of the radiator, not from its ability to dissipate the waste heat from the engine, whether it be from the oil or the water, but from its effect on the rest of the car. It is a known aerodynamic fact that an opening in front of a vehicle spoils the air-flow for the rest of the vehicle and many years ago Renault and others put their radiators behind the front-mounted engine, to permit of a smooth



The Ferrari uses the now conventional layout of two radiators, one each for water and oil, mounted each side of the cockpit.



On the Brabham BT49 the oil radiator is mounted in the left hand side-pod, with the air entering underneath and passing out the top. The water radiator is in a similar position on the right.

bonnet line. Fred Dixon went to the trouble of counting the number of holes in the radiator matrix of his Riley and working out the actual cross-sectional area of all the holes. He then cowled in the radiator, making sure that the cowl fitted tight to the radiator so that all the air that went through the hole in the front went through the matrix, and this allowed him to have a very small slot in the lower part of the cowling, which proved more than adequate at speed. When Reid Railton designed the Bluebird which attained 300 m.p.h. his radiator was fed by a narrow slot in the front, and for a limited period of time this slot could be closed by a flap, to present an unbroken frontal area to the air. In his brilliant Railton-Mobil-Special which attained 400 m.p.h. he did away with radiators altogether and used a vast ice-tank to dissipate the heat from the two Napier Lion engines. Apart from having to provide an opening in the front of the car to feed air to the radiator there is the added drag caused by the air passing through the radiator. Reid Railton was clearly conscious of all this in 1938.

In 1956 when Frank Costin designed the Vanwall body with a very keen eye to drag and frontal area the opening necessary to pass sufficient air to dissipate the heat from the 285 b.h.p. engine was remarkably small. Even so, when the complete car was put in the full-scale wind-tunnel at RAE Farnborough it was found that the opening was far greater than was really necessary for a speed of 150 m.p.h., but of course the Vanwall was not always travelling at 150 m.p.h. It would have been interesting to have developed a nose cowl opening like a camera shutter, that could have opened or closed automatically as speed varied. For a few seconds at maximum speed on a straight you could have presented a totally smooth nose cowling to the air, and on hairpin bends there would have been the maximum opening.

In 1960 when Colin Chapman finally swallowed his pride and put the Lotus engine behind the driver, as John Cooper had been telling him for years, he designed the Lotus 18 behind the rectangular radiator necessary to cope with the heat from a 2½-litre Coventry-Climax four cylinder engine. The rectangular radiator was the frontal area permitted for the Lotus 18 design and everything, apart from the driver's head, had to be contained behind that number of square inches. It was not a pretty car, but it was functional.

The next major trend was to design the radiators into the sides of the car, on each side of the engine, saving the weight of water pipes and simplifying the plumbing, and almost everyone followed this trend until the Lotus 78 when the radiators were laid almost flat within the side-pods and became a vital factor in the air-flow through and over the car. This is the present trend, the usual practice being to bleed air off from the front of the side pod, through the radiators and out over the top of the side pod. In designing the Williams FW07 Patrick Head went one better and did away with the oil radiator, thus eliminating the drag caused by radiators by 50%, for the conventional layout had become to have a radiator for oil in one side-pod and another for water in the opposite side-pod. Head replaced his oil radiator by an enclosed and sealed heat exchanger in which the oil and water pipes dissipated their heat and distributed the surplus to each other, the water radiator being the controlling element. That it worked effectively was instanced in Austria last year when Alan Jones came into the Williams caravan after winning the race and said to Patrick Head, ". . . the car was perfect. Oil pressure never wavered, and oil and water temperatures sat at 90°C throughout . . ." That was a designer's dream come true.

Along the way there have been many variations and off-shoots and the Porsche designers have been the bravest, with their air-cooled engines, this system saving the weight and drag of radiators totally. They reached their limit with the turbo-charged flat-12-cylinder 917 Can-Am engine, which gave something like 900 b.h.p. By that time the size of the oil cooler was nearly as big as a water radiator and could no longer rely on air from the engine fan to dissipate the heat, so it had to be mounted at the front of the car. The engine was acting as its own heat-exchanger between the oil and the air. Development on the turbo-charged flat-six 935 series has led Porsche to use water-cooled cylinder heads, though the cylinder barrels remain air-cooled.

Gordon Murray attempted to use surface radiators let into the sides of the Brabham-Alfa Romeo, but he got his sums wrong and the idea didn't work. David Cox developed a brilliant idea for Brabham, where the radiator was laid flat on top of the engine and a fan driven off the back of the gearbox sucked air from under the car, up through the radiator and out through the fan. As a cooling system it was perfect but it transgressed various aerodynamic parameters laid down by the rule-makers, so it was banned.

From being a tiresome addition to a racing car, hung on where best it could be contained, the radiator went through a period of being the hall-mark of a racing car, to being hidden away where it would cause least trouble, to becoming an important part of the overall design; but it has always been with us and always will be, even if it is hard to find at times, until someone develops a new form of heat dissipation or does away with the internal combustion engine. — D.S.J.

Lotus Register

IN an attempt to draw up an international register of Lotus owners and their cars, Club Lotus has launched the Lotus Owners' Register, membership of which will be free to all Lotus owners worldwide.

The club is asking all Lotus owners to send their names, addresses and full details of their Lotus cars to Club Lotus at the register's offices, Haven House, 22A, High Street, Watton, Thetford, Norfolk.

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My Year's Motoring

The Editor Looks Back On The Cars He Drove During 1979

THIS annual feature has become something of a habit, extending back more than quarter of a century, although it no longer purports to be a complete survey of all the cars road-tested by MOTOR SPORT in the year, as once it was, because others were driven by C.R., and these will be summarised in the March issue. The projected book about my 25 years of road-testing for this magazine, mentioned last February, has yet to appear, but that is no reason for failing to touch briefly on my motoring experiences for yet another twelve-month.

I see that before I got into doing this, last year, I was sounding-off about a number of developments which I felt were detrimental to the full enjoyment of driving by enthusiasts, such as the continual straightening of roads over which it was once a pleasure to steer a fast car. This still goes on, in spite of the intention of the present Government to curb the spending of (our) money in the Public Sector. Such road works are, no doubt, widespread but are more noticeable in one's own territory. For instance, hardly had an expensive road-cutting, considered unnecessary by the police, I am told, and wasting good agricultural-land in the view of local farmers, been completed on the A44 than they are at it again, a mile or so away, altering the same road at a blind brow. Trees and hedges are being sacrificed, presumably in the name of road safety. But if drivers are foolish enough to overtake on a completely blind brow they will do so round blind bends, so logically every bend on this and all other roads should be eradicated. . . .

As if costly road alterations like this are not enough, a great new bridge has been in process of building, for a long time now, crossing the River Wye by the A427 road, to connect it with the little village of Llanwrthwl. Now this leads almost nowhere, apart from the village, except by very narrow lanes eventually to the Elan Valley. Few tourists go much further than the name-plate to the village, which they like to photograph, as a name unique because of its single vowel. So even if the old bridge was in need of repair, how can an expensive new one be justified? Then there is another scheme, involving complicated bridging, to bypass a narrow hill between Llandrindod Wells and Rhayader, although there is a clear view for anyone driving up this hill — and just above it ugly kerbs mark the turn to Newbridge-on-Wye and have made it more dangerous than it was previously, by forcing those coming in the opposite direction to a position where the view of traffic is now restricted. In Newbridge itself, this once-pleasant village is being slowly eroded by changes, including a costly new piece of road to take traffic off a bridge on the way from Beaulah, the whole of this road (once the route of the RAC Six-Days Small Car Trials incidentally) having been drastically widened, except in the dangerous spots (!), for no apparent reason. Soon tourists will find none of the old roads, the country lanes, left to enjoy. But why? It would be interesting to know whether these escalating "improvements" are done simply to keep Council machinery in employment or as a sop to the ever-bigger commercial vehicles that will soon be let loose on British roads under EEC regulations?



The Editor at the wheel of Bill Lake's delectable 1922 Grand Prix Sunbeam.

* * *

Having got that off my chest, let us look at what I drove last year. The first car sampled was a **Ford 2.8i GLS Estate,** that very impressive combination of safe-handling fast car and admirably useful load-swallower. Its desirability goes further than that, however, for this Ford is an impressive-looking car to own, and in spite of its size and carrying capacity, it can be driven round corners not only quickly but with much pleasure, on those admirable Michelin TRX tyres. I was not in the least ashamed of driving to Coventry to see the latest in exotic Jaguars, in this splendid German-built Ford. In spite of the impressive handling, enhanced by good power-steering and effective servo disc/drum brakes, this sporting estate car also had a smooth ride. Indeed, there was practically nothing to fault, about a Ford I was willing to term the estate car with all the good qualities of a GT saloon. The one tested had air-conditioning, and with central door-locking and so on, it was indeed a very covetable possession. I was later told that, as a direct result of our road-test report on it, a reader had purchased one, which was nearly as nice as when the same thing happened after my report on a Rolls-Royce Silver Shadow. . . .

I have tried quite a number of diesel-engined cars but none so impressive, so nearly akin to a petrol-burning car, as the **Volkswagen Golf LD.** So much praise has been bestowed on this heavy-oil VW for its smooth-running once the crankshaft speed mounts, allied to a notable economy of diesel-fuel, that I need say little more here, except that all this praise is very well deserved. The ten-second or thereabouts spell-of-patience necessary before the engine will fire-up is a very small penalty to set against the money-saving aspects of this Diesel-Golf, and if the uninformed regard it as a taxi or as having run a big-end, by the sound it makes when idling, so what? I enjoyed this clever application of c.i.-engine, that endows the Golf LD with adequate acceleration and a top speed of over 80 m.p.h., without rendering it much more, if any, more cacophonous than a Petrol-Golf at a cruising 70 m.p.h. The only criticism in the report is about

a baulky bottom gear, which should speak highly for this version of the always-likeable VW Golf. The LD met snow down in Wales, which its torque, f.w.d.-traction, and Michelin ZX tyres combined, coped with very well.

Another German car came next, in the form of the **Audi 100GL 5S.** This turned out to be a good all-rounder but a somewhat too-gimmicky car for me, but it was comfortable, with a good heater and clear-to-read instruments and was quick about the place. Perhaps its handling should not have been assessed so soon after I had been driving the sure-footed Ford Granada and Opel Senator! Anyway, I was grateful to the VW/Audi folk for allowing me to sample a car with *five* cylinders, because in the past I have driven those with from one to 16 of them. . . . For most of this time it had been more or less a precarious business obtaining a fill-up of petrol, and as the cost of this essential fluid was rising, I decided that we ought next to take a look at some true economy cars — I am told I am by nature something of a motoring-masochist!

Ford-of-Britain, a company that has for so long fully understood the exacting requirements of those to whom motoring is primarily transportation, besides contriving to win the big rallies and other competitions and give enthusiasts some very acceptable sports saloons, were quick to provide me with a 53 b.h.p. **Ford Fiesta 1.1S,** this model providing the best economy (36 m.p.g.) combination, combined with the stiffer sports-suspension for enhancing handling. I have a high regard for the little, unobtrusive, but so useful, Ford Fiesta, which caused almost as great a sensation at its debut and its production in the fine new factory in Spain, as did the Model-A Ford when it replaced the immortal Model-T in 1927, or when Henry Ford emphasised his dislike of six-cylinder engines by introducing his lively Ford V8 not long after the Model-A had been born. I took the Fiesta to see some far-older small cars tackling Welsh gradients during the VSCC Light Car Section's annual trial, and then used it for all manner of ordinary errands. It died when a cable between the starter-motor and starter-solenoid severed, which I do not think is endemic of the model, and it had a fierce clutch, which is common to too many Fiestas. But it was waterproof in torrential rain, had Ford's famed heating and ventilation, nice seats, and a usable Hatchback. So I stand by the heading of the report I wrote at the time, namely, "The Car We Shall All Soon Be Wanting" — and petrol then cost only just over £1 a gallon.

There are now so many small cars for the economy-minded or economy-necessitated and the fuel conservationists to choose from that I am glad my wife solved the problem some time back, by buying a Reliant Kitten with its non-rust estate body, a British 50 m.p.g. package that is more durable and less under-rated than some people suggest. With small cars, mostly otherwise all of the transverse-engine, FWD layout, from Britain, France, Italy, Germany and Japan to weigh up, the task of deciding what to invest in is astonishingly difficult. The Ford Fiesta stole a considerable march, timewise, on General Motors' new Opel Kadett, which Vauxhall are to sell, rebadged, as the German Vauxhall Vesta. My impressions of the FWD Kadett appear in this issue, so no more need be said here, except that this GM World-Car is notably roomy (a "large-small" car), just fails to be a scaled-down Senator in its handling qualities, and is perhaps too noisy at Motorway speeds, when the aforesaid Fiesta begins to quieten out. Your "winner" in the small-car sales-stakes may depend on how much store you set on having a Hatchback and of course on comparative prices. But it seems certain that this sector of the market will expand rapidly under prevailing and future economic conditions, no matter that the Motor Industry claims to make no profit worth having by manufacturing the smallest of cars.



The Ford Granada 2.8iGLS Estate . . . a very impressive combination of safe-handling fast car and admirably useful load swallower.

Continuing this theme, the Ford Fiesta was followed in my 1979 small-car sequence by an **Alfasud 1.5 Super.** I have liked all the Alfasuds I have driven. But they all lacked the power from their flat-four o.h.c. engines that the outstanding Alfa Romeo roadholding and cornering factors could have handled. This had been put right in the 84 b.h.p. 1½-litre edition which enthusiastic Barry Needham now provided for me. You really shouldn't nurse the charming little Alfasud, to save fuel. It is essentially a car to drive hard! But, in my case, I had to, because for most of the test, the stuff was almost unobtainable! Using the fifth speed to good effect from this viewpoint, I achieved petrol-consumption figures within less than 2 m.p.g. of those I had got from the Fiesta. The Alfasud's price at the time was £12 less than that of the 1.1-litre Fiesta-S, but the Italian car had a number of minor inconveniences and it wasn't a Hatchback. However, for its precise steering, the comfort of its seats, its outstanding small-car performance, fine roadholding, and its low 70-80 m.p.h. noise level, I suppose, had I been in the market-place, I would have bought the 'Sud. However, as I have said, the choice is very difficult when you are shopping for an economy car and early in 1980 I am to see what I think of an unrated 1.3-litre Ford Fiesta, which may or may not add to the confusion. . . .

The covetable Alfasud was used to see part of the Bugatti OC International Rally and to attend the memorable BOC dinner in Cheltenham on that occasion. Then later, in the stately luxury of a **Vauxhall Royale A,** I drove away from Luton, went in it to the Midland Motor Museum (always a worthwhile expedition, highly recommended), and attended the luncheon Rolls-Royce gave in Manchester to commemorate the historic meeting there between Henry Royce and the Hon. Charlie Rolls. Having been enormously impressed with the Opel Senator we tried in 1978, especially from the point-of-view of its impeccable handling and roadholding, there is little to say about the very similar Vauxhall which Derek Goatman produced for us as expeditiously as Ken Moyes had earlier allowed us to test the two new Opels, Senator and Monza. The Vauxhall Royale has a 2.8-litre, instead of a 3-litre, overhead-camshaft engine but is nevertheless endowed with a top pace of 116 m.p.h. and is able to reach 60 m.p.h. from rest in 11.4 seconds. For comprehensive equipment, a handsome appearance, and a fuel thirst that was at times as low as 22.8 m.p.g., this biggest and most luxurious model in the Vauxhall range is worthy of very high marks.

I then got back on the economy-car bandwagon, by trying the intriguing **Renault**

The Audi 100GL 5S, a good all-rounder but somewhat too gimmicky.





The Alfasud 1.5 Super proved a charming little car, with precise steering and fine handling.

5GTL. I had been very interested in this successful attempt to get good fuel-saving by putting a 1,289 c.c. (five-bearing, push-rod o.h.v.) engine into "Le Car". It works very well indeed! I got a "best" of over 48 m.p.g. of three-star from it, the overall m.p.g. figure being 46, including driving from Wales to a crowded and wet Brooklands Re-Union. Yet this amusing and very accommodating little Renault, which has such a renowned bad road ride, can be motored up to some 80 or more m.p.h. I do not propose to say more about "Le Car", because it is well known to most of us as a really outstanding little package. Nor do I intend to confess, were I at the cheque-writing stage, whether I would go for this or the more conventional Ford/Volkswagen/Fiat/Opel formula, although the fact that the Regie Renault is active in F1 racing might well be an influencing factor. . . .

I had been patriotic by confining myself to trying only European cars, for some time, until C.R.'s praise, after long-term appraisals of them, of the Mazda 1300DL Hatchback and the Wankel-powered Mazda RX-7, wore me down. I then accepted some summer driving in a **Mazda Montrose 2000 GLS coupé**, lent by the ever-obliging David Palmer. And was impressed! This 2-litre o.h.c. two-door Hatchback coupé was good-looking, developed 90 b.h.p. at a modest 4,800 r.p.m., and its engine was inaudible when idling. It was a car possessed of all the items



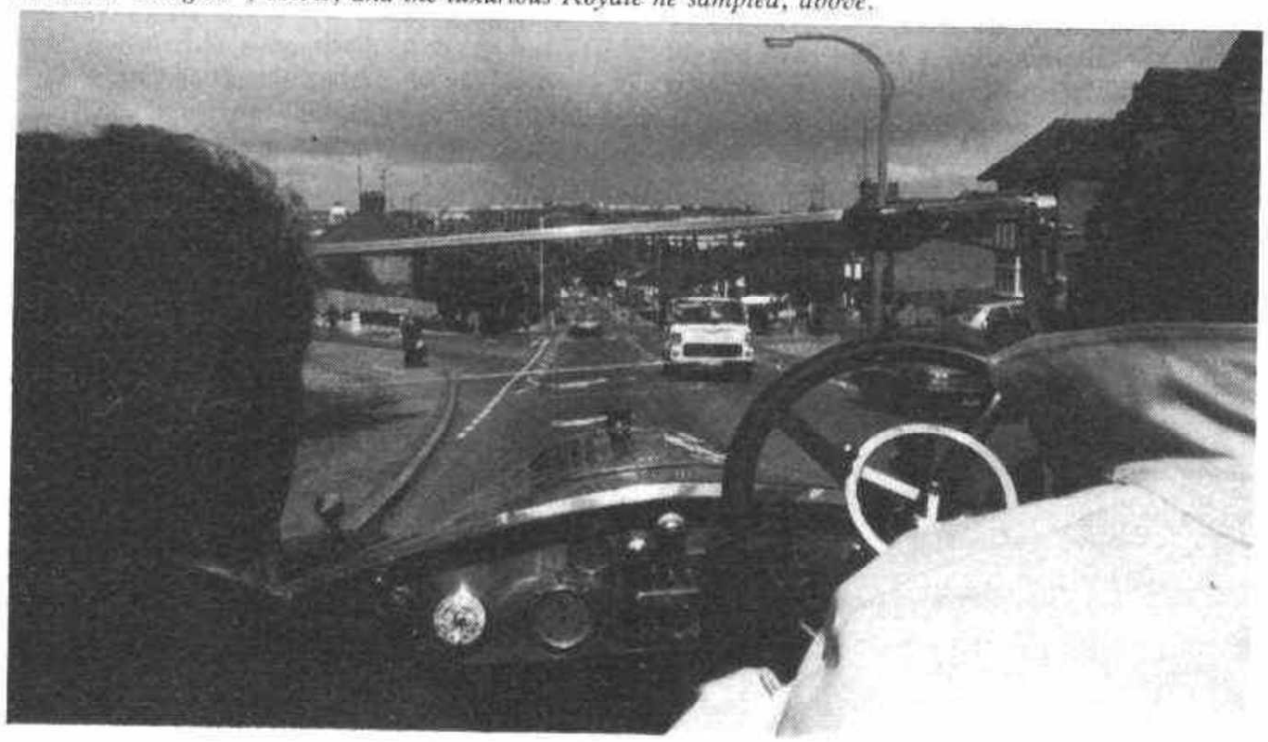
The 2.0 Cortina Ghia, in its way, one of the World's great cars.



One of two Japanese cars for appraisal, the 1.6-litre, FWD Honda Prelude coupé.



A year of Vauxhalls old and new. The editor chauffeuring Vauxhall's Gerry Duller in his company's 1923 23/60 Vauxhall "Kington", below, and the luxurious Royale he sampled, above.



modern Japanese cars seem to encompass. The low-drag body no doubt contributed to a top speed of almost 110 m.p.h., and 0-60 m.p.h. acceleration in 10.8 seconds, and the road-clinging and braking had none of those once-mediocre Japanese qualities. Apart from some lateral sway, the ride was good, too. With care this quick sports-coupé gave some 34 m.p.g., of *two-star*, its five-speed gearbox functioned quite nicely, and for not much over £5,000 I can see why they sell.

What next? Well, I took out a new (1980) **Ford 2.0 Cortina Ghia** to try to discover why the Cortina has for so long led the British sales-race. It was easy to see why, and why this success-trend is almost certainly going to be maintained, unless Ford has any set-backs that affect production. It is simply because a Cortina does everything well and some things (like looking after the well-being of its occupants, steering and riding properly, having the excellent Ford gear-change, and very complete equipment including washed headlamps, etc.), very well indeed. The model I tried had the four-in-line, o.h.c., 102 b.h.p. power-unit, and would do over 100 m.p.h. and 0-60 m.p.h. in an impressive 9.8 seconds. What is more, with a little persuasion, it gave me almost 32 m.p.g. from its twin-choke sequential Weber. The Cortina, in its way, counts as one of the World's great cars. . . .

The next new car to be tested was the controversial **Fiat Strada 1.3 65CL** five-door, five-speed saloon. Another small car, but a small car with a difference, and you can say that again! The Strada may be dubbed an ugly-duckling, some may even detest it; but for its sheer individuality and several very practical features, I liked what Seth-Smith had provided for me! It was more spacious within than a car of this engine capacity might be expected to be. It gave just over 37 m.p.g. And it will motor better in 75CL guise, with the bigger engine. The noise-level was pleasantly low but something a little unwanted happened to the "dead" back-axle on its transverse spring, on occasions. This Fiat Strada, of the clever TV advertising and advanced assembly-methods, may be a modern funny-car to some degree. But it is nothing like so funny, in a pleasantly peculiar manner, as the **Citroën Dyane 6** I tried later. In a way this wasn't intended. After a very long absence of road-test Citroëns I was trying to re-establish contact and that was what John Atkinson came up with. I didn't mind, because I have long been a staunch believer in the 2cv theme, ever since, in fact, that marvellously-devised little car first came to these shores. The air-fanned twin pots of the V-Registration Dyane gave 50+ m.p.g., it strode easily over the worst of rutted lanes, and was one-upmanship personified, but equally a practical peasants' all-rounder, depending on the way you regard it. A nasty-functioning facia gear-shift turned the daughter who drove it back to London for me against it, and I admit that by then I had had enough. . . .

A **Citroën Visa Club** was provided, however, to act as my tender-car for the Brighton Veteran Car Run; I had expected the four-cylinder version after the Dyane but it turned out to be another twin. This recently-updated "cyclecar" power-unit in a modernised bodyshell appealed to me but others again rated it as too sluggish, even against the aforesaid Reliant Kitten, and it is expensive in comparison with others in its class. One day I hope to try more powerful Citroëns.

The greatest fun in 1979 was provided by a **Renault Gordini 5**, a little vehicle having the most usable high performance, but the power



An enormously impressive British car, the revised, fuel-injected, Series III Jaguar 4.2.

tempered by unexpectedly good low-speed torque, and with none of the notable Renault Five's qualities built-out. A maximum speed of 110 m.p.h., pick-up the equal of that of many much larger cars, 37/38 m.p.g., a five-speed transmission, and all the cheek on the road, marked this Renault Gordini as a little 'un for most buyers' "short-lists". Just-adequate instrumentation and inadequate internal stowage space and rather inferior ventilation scarcely detracted from the fun provided by this 93 b.h.p. 1.4-litre version of "Le Car"; what nearly *did* were some nasty moments in the rain on the M4 Motorway when the Gordini's engine kept cutting out.

Of the two BL products tasted last year, neither was very palatable. The **Morris Mini Minor 1100 Special** had the intended urge and retained the Mini's famed "dodgeability" and "glued-to-the-road" feel, but if you wanted to go at all fast it became quite astonishingly noisy, by present-day standards. An **Austin Allegro Equipe** was, I suppose, a nice-enough, family car for a run to Brooklands on a summer day, which is one of the tasks I gave it — we also looked at some interesting old photographs of a Panhard-Levassor used, I think, in the building of the Track, and some of their one-time Sentinel steam waggons, in Ebineza Mears' office in Byfleet. The Equipé twin-SU-carburetter engine endows this Allegro with new life, and in 5th speed it is quite restful, at 70 m.p.h. But it is a car that has dated, and I most certainly did not like the paint-job used to vividly distinguish the Equipe model from less-active Allegros. I had to use it when I addressed the Classic Car Club of America one evening, but fortunately no-one saw those coloured stripes in the car park. . . . Of the revised **Series III 4.2 Jaguar** and **XJ12 Jaguar**, I had but a "run up the road" in each. Even so both were seen to be enormously-impressive British cars; some would say the XJ12 is the best there is.

The long-duration road-test **Rover 3500A** continued to fill-in when other cars were not being used. I have written previously much in praise of the Solihull V8, referring to it, in all seriousness, as "The Thrifty Executive's Silver Shadow". I stand by that. It is a restful, yet vividly-accelerative very safe car, of exciting appearance. It was given new Michelin XVS tyres after 32,000 miles. Since I took it over there have been troubles, with the fuel-pump, a leaking back-axle and faulty shock-absorbers, and just when petrol was almost unobtainable but its tank had been filled for a busines journey it developed the playful trick of ejecting fuel, incurably, from its carburetters, at 31,639 miles. I had to make the trip in the willing Kitten aforesaid, while BL once more repaired the Rover, since when, in the hands of several different drivers, we have had no trouble for over 7,000 miles. It is not a cheap car to run, for although it once gave 22.4 m.p.g., mostly it does between 20 and 22 m.p.g., which however, compared with some smaller-engined, less-capable, cars isn't as poor as it looks at first. I see that it took me to most of the 1979 VSCC race-meetings, including the long haul to and from Cadwell Park, in the greatest of comfort, driving ease, and speed.



The Austin Allegro Equipe, remembered for its vivid paint scheme, above.



Before the year was out two more Japanese cars came up for appraisal. The **Honda Prelude coupé** was a very good car indeed, especially if you like the electronic extras that are now a feature of cars of this nationality. A 1.6-litre FWD model in the accepted form, the Prelude had revised Accord suspension that makes it cling moderately well to the road although the ride is still lurchy and somewhat old-fashioned. But this was a seemingly really well-made car, judging by its trim and finish, with a quiet-idling, flexible engine, a five-speed gearbox, and everything very nicely laid out. It gives about 100 m.p.h. and 0-60 m.p.h. in 11.3 seconds on two-star fuel, which it will burn at the rate of some 40 m.p.g. if you are light-footed. At under £5,000 I thought this coupé from Tokio quite impressive. My feelings about the **Daihatsu Charade XTE** appear in this issue; I was amused to have experience of a 3-cylinder power unit to add to my "collection" of types of engine and I have been propelled by, this being the first *four-stroke* three cylinder car I have tried. It seems to me such cars are now so good that it behoves European manufacturers to bring out new models aimed at Bashing The Japs, unless they are prepared to lose the sales-race to cars from the Orient. . . .

My Christmas-Car last year was an **Alfa Giulietta 1.8**, used mostly over flooded, icy or snowy roads, when its absence of aquaplaning on its Pirelli Cinturato P3 165×SR13 tyres was noticeable. However, it was splendid to drive a real Alfa Romeo again, although there is no point in saying very much about it, because C.R. dealt fully with the 1.6-litre Giulietta model early in 1979. At Christmas 1978 I used a Mercedes-Benz 280E as my holiday car, which I regard as one of the best-mannered and best-engineered cars in the World. In much the same context, all Alfa Romeos have that astonishing combination of

Gallic fun was had with the pleasantly peculiar Citroën Dyane 6, above, and the Renault 5 Gordini, below.



supple suspension yet impeccable roadholding — a very "chuckable" car — those spirited twin-cam Milanese engines with the exciting rasp, and an air of being sports saloons clothed in luxury. The new Giulietta has all this, and is a very fine way of putting the miles behind, if its excellent five-speed gearbox is used in a manner complementary to that powerful power-unit, which is safe to 6,500 r.p.m. or more. The barrel-type oil, heat and petrol gauges are uncalibrated, you get used to the push-in exterior door-handles, Alfa Romeo don't bother about door "keeps", and choke and hand-throttle are now awkward plastic pull-outs. The Giulietta's appearance is now more purposeful than good-looking, with that longish nose and small ugly air-dam on its boot-lid. For a car of such zest and character with disc brakes all round, inboard-mounted at the back, the rear-end having a transaxle, this Alfa Romeo Giulietta is a sound bargain at £5,165 for connoisseurs. I was sorry to return the car to Barry Needham, but when its speedometer ceased to work, the heater was ridiculously insensitive, the screen-washers remained frozen for long periods and the barrel-type boot-lid-lock remained frozen all day, trapping the contents of the boot, I began to wonder how well the car (mileage 10,000) had been serviced. The instruction book says less than it used to about warming-up before driving off, to preserve the second gear synchromesh.

That's about it, apart from our Fiat 126, now in its seventh year, with 17,450 miles on its odometer, which was thrifty fun on short runs, at some 48 m.p.g. of 3-star. When it mysteriously developed chronic clutch-slip immediately after it had passed its DoE test, the Builth Wells' Fiat Dealer lent me a later 126 in which to return home, from which it became evident that there have been progressive improvements made to even this basic car. All that remains to be done now, is to ask MOTOR SPORT's Photographic Department to provide some of their very best portraits of some of these 1979 road-test cars.

During the year I had both my restored vintage light-cars, the 1924 12/20 Calthorpe (which has the audacity to possess exactly the same engine-dimensions as an Anzani Frazer Nash but gives nothing like the performance) and the 1922 8 h.p. Talbot-Darracq, back on the road, the latter making the STD Register's Wolverhampton Rally and, for the sake of the run, not the cup, the vintage-car gathering at the Royal Welsh Show. I was also able to drive Bill Lake's delectable 1922 Grand Prix Sunbeam, and a 1923 23/60 Vauxhall "Kingston", that so-desirable vintage touring car kept in fine fettle by Vauxhall Motors Ltd. at Luton. Later on the Brighton Run was done in the 1904 20 h.p. Thornycroft of BL Heritage Ltd., whose very impressive veteran this is and who looked after me very hospitably during that November week-end. From the same stable came the big and venerable early poppet-valve Daimler that I drove up Shelsley Walsh, and these old-car occasions ended with trying a 1931 Star "Comet" saloon belonging to Jeremy Collins.

A satisfactory, if not outstanding, year, and I am quite happy contemplating my clean driving licence at the end of it — clean more by luck than circumstance, though, as for us all in the new Radar-Age, although last year did go by without an accident, parking-tickets, or police-interest. Incidentally, I see from my Waterloo Desk Diary that of the road-test cars I drove in 1979 ten were on Michelin, three on Dunlop, two each on Goodyear and Bridgestone, and one each on Continental, Japanese-Dunlop, Firestone and Pirelli tyres. — W.B.



A car of zest and character, the so-enjoyable Alfa Romeo Giulietta 1.8 which served the Editor over the Christmas period.

Petrol and Oil Consumption of Cars Tested by the Editor in 1979

Car	*Petrol Consumption*	*Oil Thirst*
Ford 2.8i GLS Estate	22.7 m.p.g.	None, in 850 miles
Volkswagen Golf LD	Over 50 m.p.g.*	—
Audi 100GL 5S	27 m.p.g.	—
Ford Fiesta 1.1S	36.0 m.p.g.	None, in 700 miles
Vauxhall Royale A	20.8 m.p.g.	Approx. 900 m.p.p.
Alfasud 1.5 Super	34.2 m.p.g.	—
Renault 5 GTL	46.0 m.p.g.‡	None, in 800 miles
Mazda Montrose GLS coupé	34.0 m.p.g.†	None, in 600 miles
Ford Cortina 2.0 Ghia	31.9 m.p.g.	None, in 600 miles
Fiat Strada 1.3 65CL	37.1 m.p.g.	—
Renault 5 Gordini	37.4 m.p.g.	None, in 1,000 miles
Citroën Dyane 6	50.3 m.p.g.	None, in 400 miles
Morris Mini Minor 1100 Special	Approx. 40 m.p.g.	None, in 600 miles
Austin Allegro Equipe	32.0 m.p.g.	Approx. 350 m.p.p.
Citroën Visa Club	46.4 m.p.g.	—
Honda Prelude coupé	33.7 m.p.g.†	None, in 500 miles
Daihatsu Charade XTE	42.5 m.p.g.†	None, in 600 miles
Opel Kadett 1.3S	35.0 m.p.g.	None, in 650 miles
Rover 3500A	21.6 m.p.g.	Negligible
Alfa Romeo Giulietta 1.8	27.2 m.p.g.	None, in 800 miles

N.B.: All saloons, unless specified otherwise. † 2-star petrol. ‡ 3-star petrol. * Derv.



The Coventry Museum/Leyland Heritage Edwardian poppet-valve Daimler took the Editor up Shelsley Walsh.

Motor
INVESTIGATION PROVES
MOBELEC CONTACTLESS IGNITION
1ST AGAIN!
MOTOR MAGAZINE CONDUCTED TESTS ON BRITISH ELECTRONIC IGNITION SYSTEMS FIRST IN OCTOBER 1974 AND AGAIN, MORE RECENTLY, IN MARCH 1979. ON BOTH OCCASIONS, MOBELEC CONTACTLESS IGNITION SYSTEMS WERE PROVED BEST!
mobelec
NUMBER ONE IN ELECTRONIC IGNITION

mobelec's

MAGNUM®

contactless electronic ignition

HIGH CALIBRE FIRE-POWER!

What it is

Magnum electronic ignition is an advanced contactless system using modern solid state components and incorporating new integrated circuits to provide superior performance and reliability.

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

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

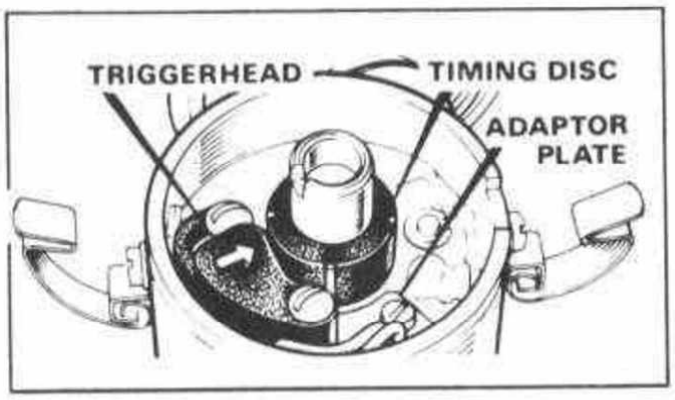
What it does

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

How it works

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

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



Reliability

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

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

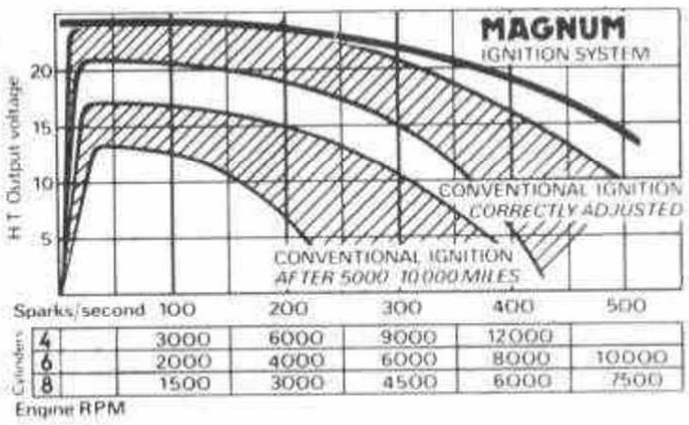
*August 1974

Why MAGNUM

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

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

See the difference



Cylinders					
4	3000	6000	9000	12000	
6	2000	4000	6000	8000	10000
8	1500	3000	4500	6000	7500

Engine RPM

Fitting is easy

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

Mobelec Magnum keeps a good car going better!



Motor magazine's TOP 10 accessories October 1978

TOP 10 ACCESSORY

SEAL OF AA APPROVAL

mobelec auto electrics

Oxted, Surrey, England.

NUMBER ONE IN ELECTRONIC IGNITION

CORRECTION!

(from the Oh Dear! department)

I'VE DONE it again! This looks like becoming a regular monthly feature. This time it is Talbot-Lago cars, an instant correction coming from Anthony Blight in Cornwall concerning the Talbot-Lago featured in our colour centre-spread last month. There was nothing wrong with the car, nor with the photograph, but the story on page 66 was totally muddled; all the facts mentioned were correct but they should be shared by two cars and I attributed them all to Robert Cooper's car which we featured.

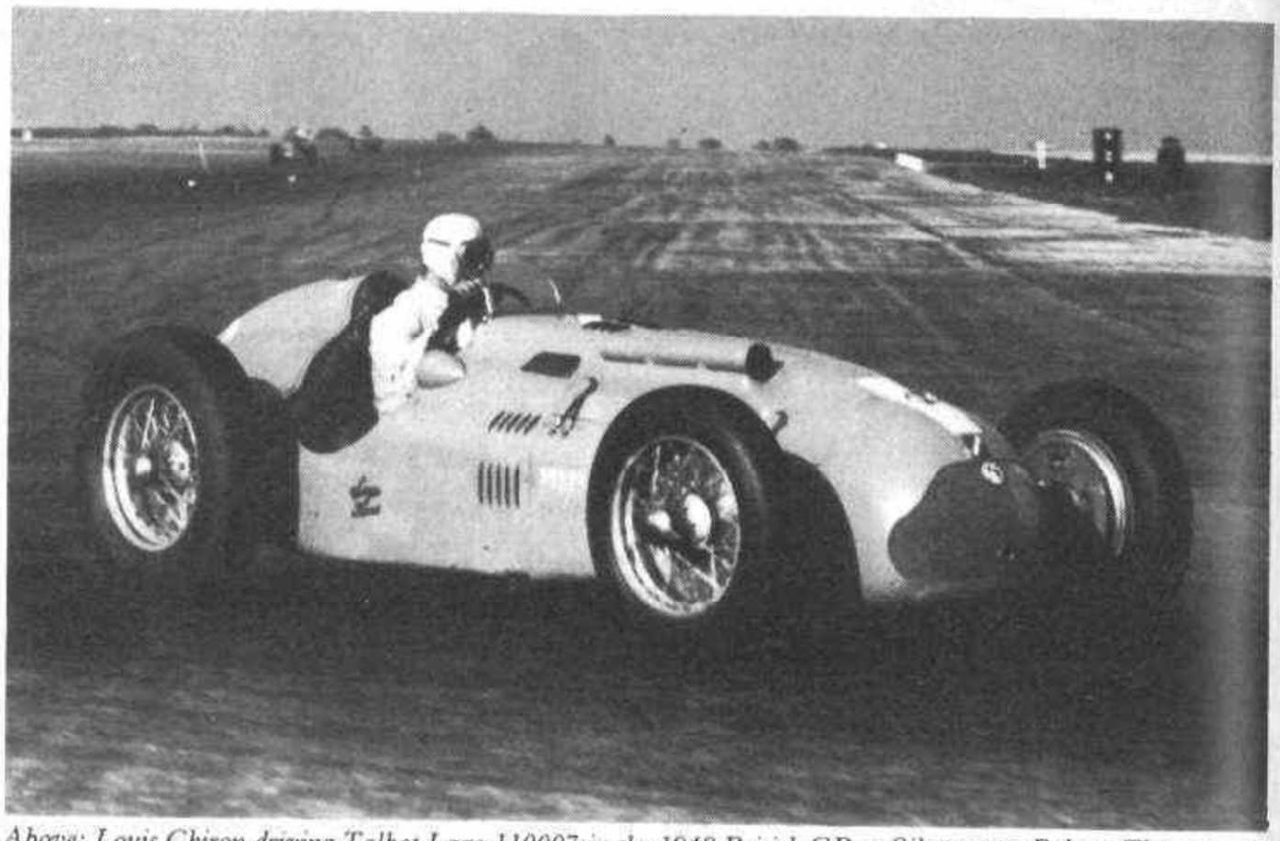
The car in our photograph was actually number 110051 *not* 110007 and is one of a trio built in 1950. These three cars went out to South America for a 500-mile race at Raphaela. When they returned to Europe 110051 was kept by Georges Grignard, one of the last people to use a Talbot-Lago in competitions in the 1950s. It was bought from Grignard by Bob Roberts in 1969 and put into his Bridgnorth museum, and last year was sold to Robert Cooper. The other car mentioned in my muddled story was 110007, and this indeed was the Ecurie France car which Chiron drove, and which went to Australia. The Hon. Alan Clarke brought it back to England and loaned it to the Donington Collection and it then passed into the trade and went to California. It has now returned to England and is owned by Ron Hicks and Jim Young of Woking, the latter telephoning me as soon as he read the January MOTOR SPORT to correct me and and confirm what Blight had already written.

The good news is that we now have two additional Talbot-Lago single-seaters about to appear in historic racing, instead of one, as the Woking chaps are preparing 110007 for this season's events. Paul Grist has the single-seater number 110004, Richard Pilkington has the two-seater Le Mans car 110057 and Anthony Blight has a similar car, number 110056, so we could have the fine historic sight of five Talbot-Lagos rumbling round Silverstone in a forthcoming VSCC meeting.

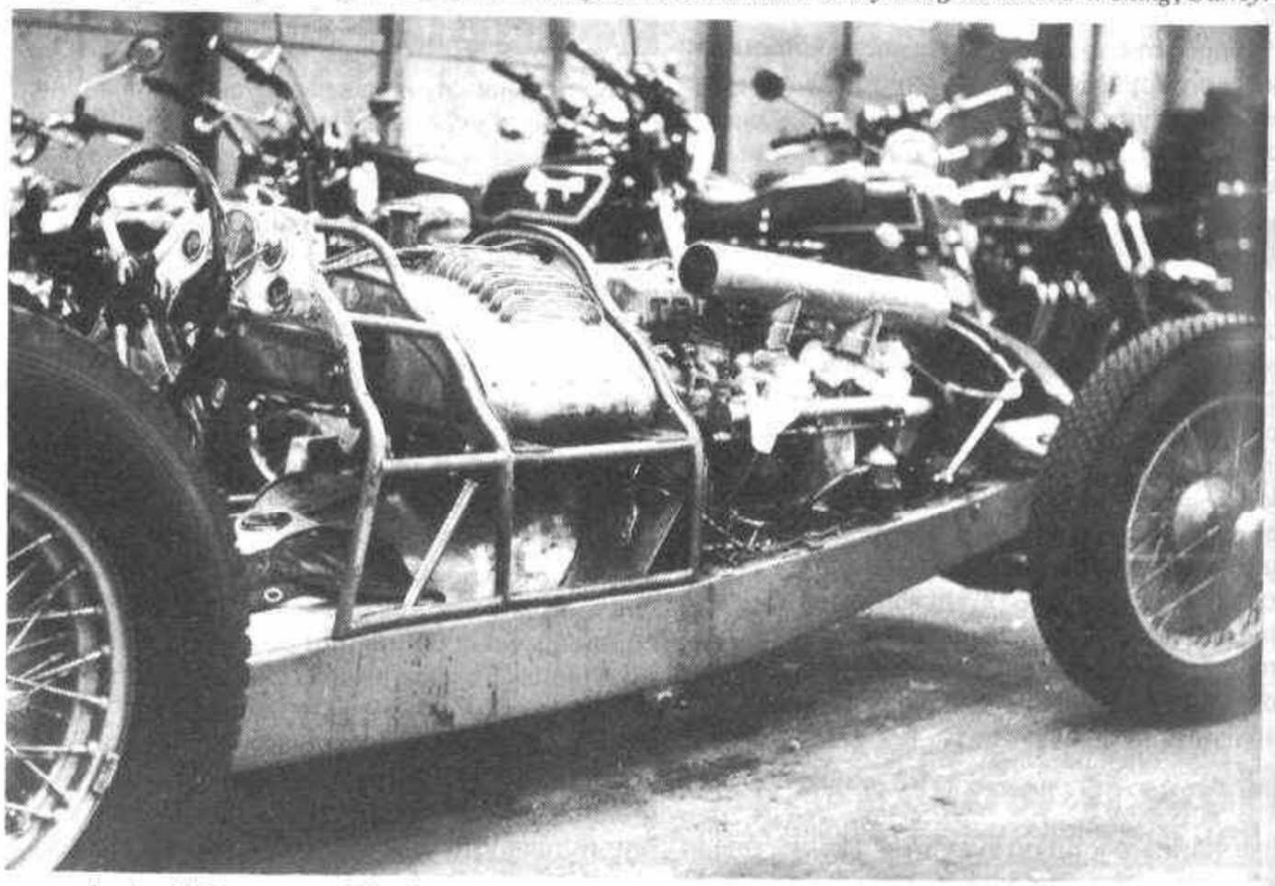
While on the subject of readers helping us out, Nigel Arnold-Forster tells me that the engine in the Becquet Special is a 120 × 130 mm. bore and stroke unit, as is his spare engine, which gives 11.75-litres capacity. John End, who built the Wolseley Moth replica and is interested in these V8 Hispano-Suiza engines as one was used in the Wolseley Viper, showed me a handbook for one of these engines and tells me there were three versions available, all of 120 × 130 mm., and rated at 150 b.h.p., 180 b.h.p. and 200 b.h.p. The 9-litre version referred to in contemporary reports in the 1920s seems a bit of a mystery, or a journalistic error perpetuated by motoring historians!

There is some doubt about the spelling of Monsieur Becquet's name, either with the c or without, and both forms have been seen in old motor magazines. For the sake of consistency we are using cq. — D.S.J.

(N.B. Watch this space for further corrections to motoring history!)



Above: Louis Chiron driving Talbot Lago 110007 in the 1948 British GP at Silverstone. Below: The same car today being prepared for this year's Historic Racing at the Kawasaki motorcycle agents in Old Woking, Surrey.



Panther Westwinds feels the draught

RECEIVERS have been appointed to the Byfleet-based Panther Westwinds Ltd. and its associated companies, but production of the J72 and De Ville (the convertible version of which is now £72,000, the most expensive car listed on the UK market) will apparently continue in the receivers' hands.

Production of the Vauxhall engined Lima, the root cause of the cash flow problem, for sales never matched the production potential, has ceased, while the six-wheeled Panther Six, powered by a turbocharged, 8.2-litre Cadillac engine, never went into series production.

The joint receivers and managers, Messrs. Ian Bond and Alan Barrett of City chartered accountants Deloitte Haskins and Sells, are actively reviewing the possibility of selling the business as a going concern. They are hopeful that redundancies, if any, in the present work force of about 150 will be kept to a minimum.

Panther had been talking to the Northern Ireland Development Agency about a joint venture to produce the attractive Vauxhall based Equus sports car, first exhibited on the Vauxhall stand at the 1978 Birmingham Motor Show, at Larne, Co. Antrim. These negotiations have broken down but the receivers say further talks are possible.

Former saloon car racer and fashion designer Bob Jankel, a highly creative designer and engineer, founded Panther in 1972 to build the Jaguar-engined J72, inspired by the SS 100. A story on the company appeared in MOTOR SPORT, April 1974. — C.R.

Jensen Expands

JENSEN Subaru (Holdings) Ltd., which embraces Jensen Parts and Service Ltd. and Subaru (UK) Ltd., has bought a 12-acre office and heavy industrial engineering complex in Great Bridge St., West Bromwich, for just over £1.25 million. The servicing and renovation of Jensen cars will continue at the existing Kelvin Way, West Bromwich, premises for the whole of 1980 and move to the new headquarters early in 1981. — C.R.

It is 19 years since John Fitzpatrick made his motor sporting debut. Now, at 36 years of age, he and his family will make a new life based on San Diego and racing from America. Before he departed we asked John for some . . .

EUROPEAN RACING MEMORIES

AN UNDERSTATED off-white ski-jacket matched the mood of the plain but effective Golf GTi parked outside our London offices. Typically, John Fitzpatrick had arrived ahead of schedule. In the Porsche briefcase, which he criticised with a candour unawed by famous names that was to characterise the interview, were a selection of relevant and usable pictures from his racing career.

However, this was not a hungry young driver conscious of his PR image but the precautions typical of a man who simply said, "I can be a bit of a pain really. The things I do, I like to do well. . . ." A pause for a deprecating grin, "You could say that is why I did not make a go of single-seaters or rallying."

Perhaps the biggest surprise with a driver who won the British Saloon Car Championship in 1966 and who has twice won both the European GT Championship and the Porsche Cup (1972/74), is that he did not turn fully professional until, "about two years ago, after the Jaguar thing. Before that I did not really earn all my living from racing. I did not have to race to earn money, so I used to do it as a weekend thing that was fun, if you did well."

To support himself John first worked in the family specialist business of aluminium truck bodies; in fact there were actually two such companies to demand his business attention. A few years ago John became actively involved in a VW-Audi dealership in Solihull, not far from his home in Britain at Henly-in-Arden. Subsequently John Fitzpatrick has retained some financial interest in the dealership that bears his name, but it is run by others now.

It was through friends in Shenstone Car Club that John "Fitz" Fitzpatrick begun to participate in motor sport. There was no family interest in the sport, in fact his mother hated it.

"I just did all the Shenstone events in my 850 Mini. This was in 1961 and some of 1962 when I would take my road car along to driving tests, sprints, club rallies: anything.

"There were really two phases to my rallying. The first spell was in the period we are talking about and I remember doing things like the Birmingham Post Rally . . . that was a good one. The trouble for me was that I could never find a navigator who was not sick! I did events with quite a lot of people, even co-driving with Alec Poole. That was a disaster too, for I got sick then! Rallying was obviously no good to me, we could never to get to the finish."

Midlands motorsport at that time was rich in characters who were to play a part later in John's life, especially John Handley (who now owns Broadspeed and Dealer Opel Team, as well as a successful roller chain business at Wolverhampton) and Ralph Broad.

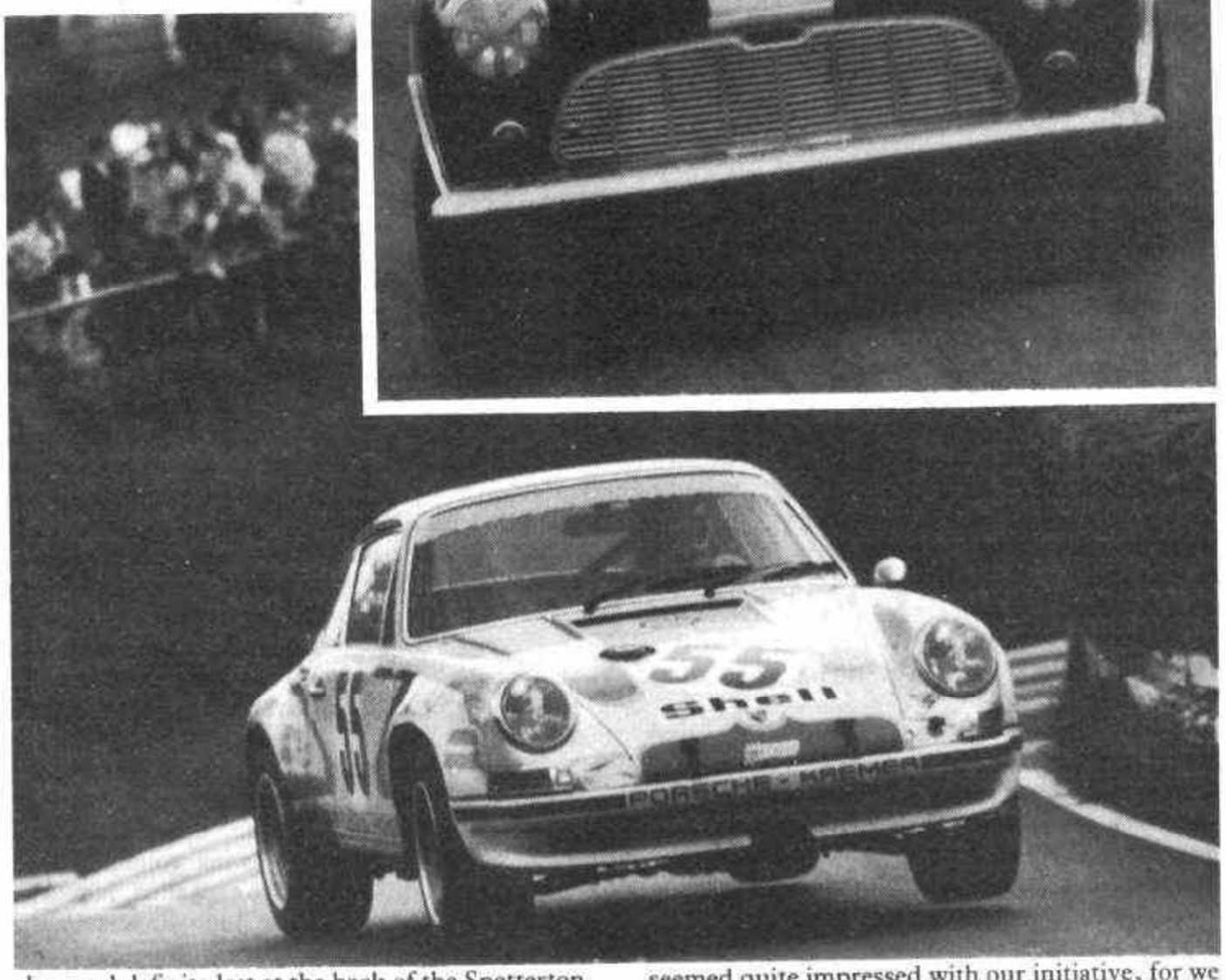
John remembers his first race as "one of those reliability trials", but is far clearer about the second and third races he did in 1962. "I was a

Fitzpatrick at Oulton Park's Esso bend with the 850 Mini in 1962.

Below: John Fitzpatrick today and in spectacular action at Nurburgring with the Kremer Porsche that took him to the European GT Championship in 1972.







clear and definite last at the back of the Snetterton field. I was going so slowly that I could see my Mum having hysterics all over the pits. At Oulton Park for my third race we took along some of my mates and put the car on a trailer, purely for effect. We didn't tie it on properly and it actually fell off the back on the way in. We really did not know until we came to unload. So it was a rather sheepish bunch who went back to that rough entrance and retrieved it!"

The next step was to go down to the Broad family business "to get a few bits for the Mini. I built the engine myself" — another burst of laughter — " probably in the garden or something stupid like that, because it was all filled with sssh, you know what. Naturally it blew up at our first Brands. The engine was destroyed, so we shot back to Birmingham and 'nicked' one from a customer's car without telling Ralph.

"The race went well, but I remember how we had to nip back and restore the engine to its rightful owner before telling Ralph. Actually, he seemed quite impressed with our initiative, for we had not known that this was common practice in racing.

"Anyway he agreed to look after the 850 engine for me. I think it was on my car that we actually first put together the words Broad and speed. It was also painted up in what were to become Ralph's colours for quite a few years — regal purple with silver stripe."

Fitzpatrick was successful in all kinds of Minis, commenting today that it then took him time to adapt to each car before he could go quickly. "Stewart or Clark were naturals who could go quickly in anything, straight away. Nowadays experience lets me go fast straight away too, but it's not a natural thing: experience is very important in touring and GT cars. That is why I expect at least another 3-4 years at the front in these cars."

In 1964-65 Fitzpatrick replaced Whitmore in the John Cooper Mini team, racing all three S capacity sizes in Britain and Europe. He chiefly



Left: Brands Hatch in 1968 and a wet practice has left Fitzpatrick's 1300 GT Escort flanked by Gardner's Escort Twin Cam and a thundering 4.7-litre Falcon V8. Below: The 1-litre Anglia battles with Toine Hezemans (Fiat Abarth 1000) at Zolder in 1966.



recalls that: "Ralph bought an S for Handley and he could beat us: but I could beat John H. in a Downton Mini, for it was 10 classes better.

"Why? Well there wasn't so much in the chassis in those days, they were usually lowered, running on Konis, still had the tiny wheels and a rear roll bar . . . no really fancy spring rates or aerodynamics to worry about. So it more or less came down to the engine and Daniel Richmond — who was the nicest bloke you could ever wish to meet — simply provided the best.

"Daniel always used to take you round to look at the latest tweaks he had produced, and I remember how his cars never had wide wheels or fancy stripes. I took my S down there and they did a super job. Daniel said to me, 'Don't tell Bunty (Richmond's wife) that we haven't given you a bill!'"

At the close of 1964 Fitzpatrick made his first trip to Australia where he toured with Paddy Hopkirk and Rauno Aaltonen. This was mainly a publicity trip (they were looked after by Evan Green) but the team did the 6 hours at Sandown as part of the schedule. Later BMC returned (without Fitzpatrick) to win at Bathurst in the annual 500 "miler".

The 1965 season had variety, racing for Cooper again and rallying occasionally for Abingdon. John remembers the RAC in an MG-B as "a total disaster", and hilariously recalls his 1965 outing in an 1800 with an ATV man alongside and a third passenger in the back. "At least we had our back seat man until we set out on the mountain circuit deciders as one of only 35 survivors," John recalled. "Without the man in the back the handling was diabolical! It was undriveable. . . ."

A twinkle of the eyes and Fitzpatrick brushed back grey-peppered hair over a hairline that has receded fractionally to acknowledge the years of crash helmets passing over, before he continued with his tale. "Well, perhaps I was going like a loonie as well! Trying to beat Paddy and Rauno with an 1800. Eventually there were simply no brakes. We teetered on the edge in darkness, not knowing what the drop was, 60 ft. or 600! Luckily it was only about 60 ft., but it took us an hour to get the car out: it was upside down and I remember studying the stream that was running through the open windows and across the roof!"

For 1966 Fitzpatrick made the transition from front drive to rear as Broadspeed aligned themselves with Ford. Quite a shock decision at the time, as the Broad family had dealt with BMC for many years.

Vivid memories include a letter from Henry Taylor, then Ford competitions manager, toward the close of 1966. "It was the year we took the British title with the Anglia. He was apologising that my retainer would be only £1,500 for the next season: the usual stuff about how it would be more next time," Fitzpatrick remembered with a grin. More sombrely he recalled how Peter Proctor's accident in an Anglia highlighted the lack of fire protection in saloons of the period. John felt that Proctor's replacement, the attractive Anita Taylor, was "very good on fast circuits: you had to work very hard indeed if you were going to stay ahead of her. On the slower tracks I think she lacked the sheer strength to get the car round." Of the change to RWD, one that few top Mini drivers made successfully at the time, John commented that the MG-B had given him some practice, though, "if you got into trouble with a Mini you just put your foot down and pulled yourself out of it. The Anglia was very underpowered (a 1-litre) and had to be driven very smoothly while trying to beat Unett and Calcutt in the Fraser Imps. We really had to fight for the title down to the last race. John Young had to beat Rhodes in the 1,300 class with his Superspeed Anglia and I had to beat the Imps: that is exactly what did happen, but it was a close thing".

A second season with Broadspeed and the Anglia followed in 1967, John remaining a Broadspeed contracted driver up to the close of 1972, having driven Escorts powered by 1,300 GT, 1,600 Twin Cam and capacities from 1.7-litres to 2.0 in Ford-Cosworth BDA engines. John drove both in Britain and Europe, the overseas contract (1971) was with Ford Köln.

As the Escort grew in cubic capacity and turned into a very sophisticated racing machine with the advent of the BDA engine, coupled to those extensively modified, big wing rolling chassis, Fitzpatrick's reputation also expanded. No longer content with class-winning John F. was chasing outright victories. Fighting for just that opportunity at the Motor Show 200, closing the 1971 Group 2 season at Brands Hatch, "Fitz" in the immaculate white Broadspeed BDA was harrying Frank Gardner's SCA 5.7 Camaro ruthlessly. Gerry Birrell could not believe his eyes, for as he nosed his silver Boreham-run Capri RS after the gigantic dust-up going on ahead, Fitzpatrick and Gardner collided. John recalled, "Frank went right into the bridge parapet before Clearways and I destroyed the Escort too." Birrell simply shot through falling wreckage to take his last lap victory, and the only one of that Capri's career in British Championship racing!

However there was much more to it than that, as Fitzpatrick told us. "The irony was Frank and I had just been on holiday to Marbella with our respective families. We had spent the whole time as the best of mates, telling each other how fast our cars were and how we would blow each other off when we got home. . . . Ralph had also sold the Escort prior to the race but there wasn't much left to offer afterwards!"

The German connection

The Fitzpatrick name was known in Europe from various forays in the sixties with both Minis and Anglias, but class winners normally do not get the big offers. Thus when John was offered other cars he took them up gratefully. While we thought of him mainly in the Broadspeed connection from 1966-72, he was piling up the miles in cars as diverse as the 250 LM Ferrari ("beautiful light steering and handled well," he commented, though he did end up in a ditch in one at Brands during the 1967 1,000kms!), plus Bill Bradley's fuel injected 910 Porsche, and Ben Pon's Porsche 911. The latter was a significant outing in the 1967 Nurburgring 6 hours, for the car and Pon were very competitive. John also showed up well, though Lucien Bianchi's Alfa GTA was the winner. It gave some of the Germans competing in their home race, the biggest motor sporting event in Germany outside the GP, an idea of what the quiet Englishman was capable of in a faster car.

John remembers the 911s of that era as "very tail-happy, very much over-steering cars on the narrow wheels they had then and we didn't have slicks either. Pon was very quick in it, faster than Stommelen, Mitter or Neerpasch".

John also drove a small-rear-engine design, the Abarth 1000 Berlina, and remembers one race in 1966 particularly well. "It was at Snetterton, and my team-mates included Alan Rees, Johannes Ortner and Giancarlo Baghetti. Rees had a car without belts in, I insisted on having them in my car, and Alan rolled hard enough to hurt himself. Signor Avidano (who manages Abarth for Fiat today) was team manager and he said it didn't matter who won.

"It poured with rain and I knew which way Snetterton went, so off I went, miles in the lead. I came in for a pit stop and it was a really leisurely affair. People wandered about cleaning the screen and making sure the others caught me up. I was so mad, when I did get out there, I spun twice on the first lap!" When John did calm down a little he forged back into the lead again, innocently saying afterwards that the rain was so heavy he didn't see the final lap pit board asking him to slow down for the other Fiat-Abarths.

Another team manager's decision, this time towards the end of 1971, decided John's German career. "I was in the Cologne Escort at Jarama, the last round of the European Championship, sharing with Jochen Mass. The car was quicker than the Capris — in fact it started off the season quicker as well, but I think it was never developed in Germany because they wanted the Capri to win. Earlier in the year we had the flywheel fall off four times in a row, so I don't think they cared much for our little Escort. Anyway we were doing

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*Autocar 5th May 1979. †DoE test: Simulated urban driving 22.8mpg. Constant speed 56mph 42.8mpg. Constant speed 75mph 34.9mpg. Metric equivalent: Simulated urban driving 12.4L/100km. Constant speed 90km/h 6.6L/100km. Constant speed 120km/h 8.1L/100km.

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well at Jarama, and it was obvious we were going to win when Neerpasch suddenly ordered that I be pulled out to be replaced by Mass, who had been asked to go slower and let the Capris win. [Ford in Cologne recall that Mass still had a chance of improving his European Championship position — J.W.] I was not at all happy about this, and I let Neerpasch know it: after a lot of to and froing before the 1972 season, I think this was the main reason I did not get to drive for Ford Cologne again until 1973."

Fitzpatrick started 1972 with an outing at Daytona in John Buffum's Broadspeed-built Escort, Buffum now a regular rally performer who appeared in Britain driving the Leyland TR7 on last year's RAC. At Daytona John Fitzpatrick met up again with Erwin Kremer, who he had driven against when he was in the Pon 911, and who continued to support the Porsche marque. Kremer particularly remembered John's performances in the Escort and the Pon 911.

Thus it was that John Fitzpatrick appeared at a wet Nurburgring for his first appearance with the Kremer Porsche camp. As in all good stories, John won that first race comfortably, but even then he would have been surprised to learn that, with the exception of a couple of years, the Stuttgart marque and the German Championship, or European series, were to provide such a consistent living.

In 1972 he went on to secure both the Porsche Cup and European title for Kremer's two-car team, but he also struck a very significant blow against Ford as well. When Neerpasch and Braungart moved from Ford to BMW they decided on supporting the private BMW runners in the fight against the Ford Capris, now run by Michael Kranefuss. This meant John's win with Stommelen and Heyer in the 1972 Nurburgring 6 hours was pretty important, not least for the Schnitzer brothers, who ran the silver BMW CSi. For the first time that season the Capris had been beaten, and on home ground.

Fitzpatrick had started the year intending to drive the Broadspeed/Cooper Car Co. BMW coupé, which MOTOR SPORT tested, as it did the Broadspeed Escort BDA of the previous season, but that was axed after providing an encouraging third place at a snowy Salzburgring.

"Fitz" took up the story of 1973 with an admission, "I made a big mistake. Porsche had decided to develop the Carrera (it appeared under Martini sponsorship in silver primarily) and asked me to drive. I thought they would only do a couple of races and so I chose the offer from Ford, because I knew I would get at least the European Touring Car Championship races, plus Le Mans. As it turned out Porsche did a lot more than they had originally planned. I think I would have gone on to a couple of years in the 936s with a real chance of winning Le Mans, which is still one of my ambitions. That was a big error, but I did try and do both . . . Ford would not agree to me driving the factory Porsche on the one occasion that the dates did clash, though."

Forthrightly John explained the 1973 season, one in which the now 3-litre Cologne-prepared Capris went under to the Munich BMWs. "That year the Capri was simply the worst car I have driven. It used to two-wheel everywhere: there was no feeling in the brakes, steering, or anything! As soon as the BMWs appeared with their wings that was that, we had no chance.

"I remember that famous incident where Frank Gardner tried the Capri at Silverstone and said what a pig it was. They said it was the axle out of alignment, but I couldn't feel any difference when they said they'd put it right! Even Jackie Stewart, when he drove at Monza, came back and said he could not slide it accurately so there was no information he could give them on the car."

Despite the disappointments of 1973 Fitzpatrick was expecting to sign with Ford again in 1974, but the completed contract was never counter-signed by the German PR chief of the period, necessary to make it valid. Fitzpatrick finally forced the issue and discovered how embarrassed the company were by the fuel crisis, running two cars in a reduced programme. "So I got in my car and went back into Cologne itself to find Georg Loos and his office. I had a letter from Georg the day before I left for Cologne, asking what I was doing.

"Now Loos had never signed a driver before for his Porsche and the arrangement was the same as for Kremer. Share the long distance races and have my own car for the German Championship sprint events.

"I came second, first in the first two races with the Loos Porsche. When it came to sharing, Georg was incredibly slow, which I had half expected anyway, but it was so upsetting for him that we had terrible problems." Fitzpatrick grinned cheerfully and recounted how he quit in mid-season and went back to Kremer. "Then Kremer gave me a bad engine deliberately so that his other driver, Paul Keller (who had promised a lot of money for the following season) could win the title that year. I went back to Loos, and never had the same problems with Georg again: I think he actually respected me more for walking out on him, because people simply don't do that to Georg Loos."

In fact Fitzpatrick spent the 1975, 78 and 79 seasons with Loos, leaving 1976 to the Hermetite Group 5 BMW 3.5 CSL. The 1977 season was to be split between Jaguar and a return to the Kremer Porsche fold.

Over those years appearing in Germany, Fitzpatrick has become immensely popular. As well as running consistently in the top three, John's able command of German made for much better relationships all round: in fact when Jaguar were appearing at the ring in 1977 John provided commentary in German as well as driving (briefly!). This was really another example of liking what he could do well, for five years' German at school left him willing to try the language out from his first drives with the Cologne Escort. "It seems to be some kind of class thing. The managers usually speak English in the German teams, but the mechanics do not, so I tried it out first on the Ford boys. With Kremer it was essential and I found it a natural thing to do thereafter."



Rugged racing at Brno with the 1972 Schnitzer BMW CS.

Fitzpatrick's opinions of the machines he drove after the Capris included the observation that the 1978 Group 5 BMWs were, "well engineered and easier to drive than the Group 2 BMWs had been, simply because they had more grip for braking and cornering. We had some fantastic races in the car. The bad luck of leading for so long at Zeltweg and the Ring was made up for by the win at Silverstone, when Wollek was hammering after us in the Kremer Porsche all the way to the line.

"I did Kyalami with Ronnie Peterson and enjoyed that. He was just so easy to share with — letting you go out and set the car up, and he'd drive it just as it was, seat and all, and simply go like hell. Kyalami is a good track too, which helped," John concluded.

It is easy to think that Fitzpatrick grew up with the turbo Porsche 934 and 935 models, but he actually missed the first year (1976) that these magnificent machines were available. In 1977 he joined Kremer again as team-mate to Bob Wollek and recorded, "All the other drivers had got used to them, but it took me two or three races to get used to the Porsche-turbo. It was just so incredibly quick. They 'only' had 600 b.h.p. then (the 1980 3.2-litre, twin turbo, Kremer Porsches that Fitzpatrick will race have an anticipated 825 b.h.p. at 8,200 r.p.m!) but the acceleration was so uneven. You seemed to have not enough power when needed and bags too much when you didn't!

"The handling hasn't changed much but the brakes are incredible for a car that weighs about a ton. If you want to turn a quick lap at Le Mans you wind the 935 twin turbo up to 225 m.p.h. and brake at the end of Mulsanne to something like 25 m.p.h. or so for the first-gear corner. You brake at the 200-metre board, so you can knock 200 m.p.h. off in the same number of metres, roughly!"

The new generation of twin-turbo 935s built by Kremer will cost about £100,000 each. The 3.2-litre flat-six engines cost some £30,000 of that total, which is one of the reasons Fitzpatrick foresees no slackening in demand for the services of experienced drivers like himself. Indeed the two-year-old car that enjoyed so much success for Loos in long distance races was sold at the end of 1979 for £61,538 at December 1979 exchange rates, a regret to John, for he would have liked to have bought that one for himself. There is no Fitzpatrick racing car collection, but he would like to have started it with such a car. He recalls it proved capable of 0-124 m.p.h. in 9.2 secs. when he drove it for one of the German magazines! That's about the kind of elapsed time you would expect for a sporting car like the 2.0 Alfetta GTV or BMW 320/6 to lurch from rest to 60 m.p.h.

Talking of the German championship in general, Fitzpatrick's impressions were that the best year had been 1978 with Loos running three 935s against opposition that included Manfred Schurti in the Jägermeister 935, Bob Wollek in the Kremer Porsche and Rolf Stommelen in the Schnitzer Toyota. "This year Klaus Ludwig and the Kremer car just disappeared into the distance. If he had wanted to, I think Ludwig could have run 1½ secs. a lap faster than the rest of us, for the Kremer car had a horsepower advantage from the air intercooler arrangement (our water system

got hot after a couple of laps), plus a different rear suspension that allowed the use of softer springs. Kremer also had a Kevlar body of superior aerodynamic values to our Porsche arrangements. We even asked the Renault aerodynamicist what was wrong and he simply said the Kremer was in a different class to us for downforce and drag. There was probably a 100 lb. weight penalty as well on our cars, but the real point was that, whatever Loos tried — 3.3-litre engines, trick bodies, air coolers, and so on — we did not go any faster. In fact I could go as fast as our Porsche-developed car in that two-year-old one. Perhaps the Porsche people didn't really need to try very hard: after all they would just be beating another customer."

Talking about the series in general, Fitzpatrick thought, "The coverage from press and TV is exceptional. Remember this is the premier series in Germany. High spot of the year is Norisring (his favourite is Nurburgring) where 80,000 people plus the TV make sure it is a big occasion. The low spot is racing around oil drums at Diepholz airfield. I don't know why the entrants go in such expensive cars: we lost half the body this year, you've just nothing to judge on and the track is so rough . . . and it's not the only airfield track like that in the series.

"I think the two-class racing is easier for the public to understand than the kind of multi-class saloon car racing we have here, the smallest class nearly always providing the champion while the big cars knock themselves out trying to win outright." We understand from a recent German trip that there is a proposal to bring the German series down to 2-litres only (but with the turbocharging factor of 1.4 it could actually be 2.8 or 3-litres for convenience) and John was all for that idea.

Fitzpatrick was plainly appalled by the low crowds at some British championship rounds (he did part of the 1978 season in a Dolomite Group 1 with a self-confessed lack of success) and he also found that the spectators in Germany tended to be more knowledgeable than their British counterparts.

However it's not a case of *Deutschland uber alles* so far as Fitzpatrick is concerned. "I am moving to America because I think the way that their IMSA and TransAm series, plus the World Drivers' Cup is developing, is the better way for my career. American drivers tend to have more money themselves, rather than be just dependent on sponsors, as they must be in Germany."

I asked a series of "biggest" questions next, beginning with, "What was the biggest disappointment in your career?" The reply was prompt: "When Leyland stopped the Jaguars racing. I have always won some races in the cars I have driven regularly and I was sorry this did not happen with those cars. They *were* competitive, and we should have won the 1977 TT, in my opinion, if the team management had pulled Andy Rouse out and put in either myself (I had not driven that day and was fresh) or Derek Bell. That is no reflection on Andy: he was as fast, if not faster than the rest of us in testing and light traffic conditions, but I believe experience would have helped drive such a big fast car through comparatively heavy traffic, while under enormous psychological pressure to win.

"There was another factor too. Ralph must have had a dream, or something, during the nights before the race. For official practice we found the cars would not handle, they just understeered like pigs everywhere. On race morning the drivers were told that he had put in a 100 per cent locked differential!







Above: Fitzpatrick in the Loos Porsche at Mainz-Finthen, 1979. Left: The 1977 Jaguar after its dramatic tyre escapade at Brno. Below: The 1973 Capri was a handful!

"Even as a coupé the car was fast — 10 *seconds* a lap faster than the BMWs at Brno — and I think the XJ-S version would have taken advantage of all the lessons we had learned in a short time and brought BL the European Championship in 1978. The problem was that the Leyland people in charge of the Jaguar project could see a change in top management coming and were frightened of their jobs.

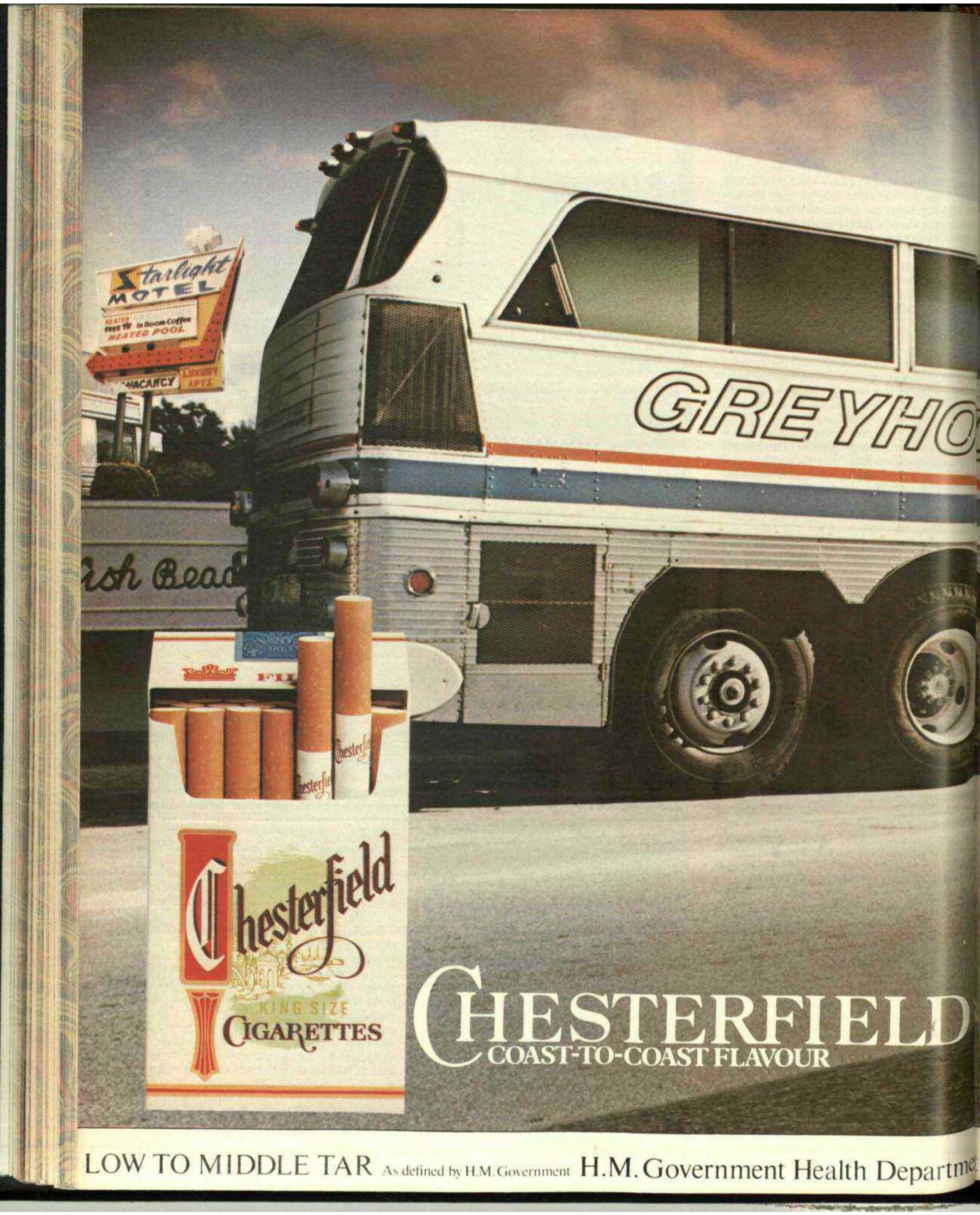
"The Jag was nice to drive normally, especially at the 'Ring, funnily enough. The regulations meant that the brakes were not big enough, so it just took a long time to stop — and the tyre size regulations also meant that we got quite a bit of oversteer and heat."

Turning to the biggest "moment" of his driving life brought little change in subject, for it was in the Jaguar at Brno. "I ran over some debris at what Ralph said was 175 m.p.h. and a back tyre blew. It took me about a mile to gather it up as it shot sideways and everyway."

Biggest and best victories? As Mario Andretti once said to a colleague in a slow drawl, "Friend, every race you win is a *good* race," and John obviously feels the same. "Bathurst in 1976 with the Australian Hodgson team was super. The lead was changing all the time and things were happening to change the course of the race.

"Then there was that six hours with the Schnitzer BMW, that was nice and so was Watkins Glen in 1978. There I had a terrific dice with Stommelen and got by him fair and square. I was very pleased about that because I also had the door missing, which may not sound much, just a bit of glassfibre, but it really is disconcerting seeing bits of wheels and stuff coming at you in a touring car. I caught 20 seconds up on Rolf to do that, so it was really satisfying," concluded this Briton who has exported his talents so effectively in a rather neglected avenue of modern racing.

March 1980 will see the Fitzpatricks move from Henley-in-Arden to San Diego, John's 11-year-old daughter having finished her school term and his wife Barbara looking forward to the change. Dick Barbour and his Porsche service and repair shop at San Jose with four full time racing mechanics will be the base for John's racing activities. The affable Barbour has invested a probable quarter million sterling-plus in equipment for the two car team that will contest some of the long distance races outside America as well. Le Mans looks like a potential certainty: having led in 1979 Fitzpatrick is really hoping for that victory to set a seal on his new life. — J.W.



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



s' WARNING: CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH



Lola's new T530 CanAm car dwarfs their latest Sports 2000 contestant, the T590.

Lola's Bid for CanAm Domination

THE Canadian-American Challenge Series, CanAm for short, has never enjoyed much of a reputation outside North America, especially since it was relaunched in 1977 to a slightly emasculated formula after a three year gap. Yet the huge CanAm cars are exciting in the extreme, attract top-rate drivers (Jacky Ickx won the 1979 Championship) and traditionally the Series has been almost totally dominated by British-built cars. McLaren were overwhelming in the old formula, while Lola's T333 model has won all three of the new formula Championships. Lola's Eric Broadley, who has found big business in CanAm since it began in 1966, believes that the sometimes lack-lustre Championship is improving in interest and status and that 1980 could be a classic season. Many well-known drivers are seeking rides, new cars from Chevron and Penske should add some spice, and ground effects will come into full play after a flirtation by some teams last year. To meet the challenge, Lola, Britain's most prolific racing car manufacturers, have invested £60,000 in the development of a brand-new ground effects car, the T530. . . .

This Broadley designed-car is Lola's first completely new design for the current CanAm regulations, which allow fully-enveloping bodywork on a single-seater chassis, a choice of normally-aspirated, stock-block engines of up to 5-litres, or 3-litre racing engines, and a minimum weight limit of 1,635 lb. The T333 was little more than a full-enveloped T332 Formula 5000 car, dating back to 1972.

Broadley showed us the prototype T530 at Lola's Huntingdon factory just before it left for testing at Jim Hall's Rattlesnake circuit in mid-Texas. It had already impressed Tambay and Redman in shakedown tests at Snetterton and Silverstone.

Development work began at the end of 1978 and included considerable wind-tunnel work in the SERA facilities in Paris. According to SERA's figures the new Lola has more down force and less drag than the Formula One Ligier, developed in the same wind tunnel. "With a ground effects car it's really a matter of designing the underneath of the car and building the rest around it, though the top surface is part of the aerodynamic circulation," said Broadley. The fully-enclosed CanAm car's vast body area — it is 7 ft. wide and a giant of a motor car to a European unfamiliar with CanAm machinery — uses the top surface of the bodywork more than an F1 car, but uses the actual ground effects slightly less,"at least at the moment," Broadley smiled.

The T530 uses a very wide monocoque — full width between the skirt boxes — to avoid the torsional rigidity problems suffered by the very narrow monocoques currently used for ground effects cars. Monocoque structures are incorporated in the side pods and carry the fuel cells, as well as giving increased strength to the overall chassis tub. "We did start off by hanging bodywork on a Formula One layout, but it didn't work. We got totally confused and found lots more problems than expected," says Broadley.

Enhanced driver safety is a major benefit of the wide monocoque and was a high priority in Broadley's design philosophy. Additional safety points are roll over hoops incorporated in the full monocoque sections behind the seat and from the dash panel forward.

The main ground effects area is directly under the driver, between the skirt boxes hung on each extremity of the monocoque side structures. Very light body side panels incorporating a foam sandwich for strength and resistance against delamination are hung on sub-frames from the outside of the skirt boxes. Secondary ground effects areas are formed between the side panels and the skirt boxes. The carbon fibre and ceramic skirts are spring loaded to keep them on the ground. The main bodywork is of colour-impregnated moulded, ultra-lightweight Polyester and Nomex "Sandwich" construction — a new technique — made by Specialised Mouldings, just round the corner from Lola on the industrial estate.

Upward pitch characteristics over brows are a major problem to big-bodied CanAm cars. Lola themselves have "upended a few T333s", Redman having a particularly nasty backward somersault accident at St. Jovite in the first T333. The T530's massive nose shape with adjustable splitter and radiator flaps, results from Broadley's attempts to eradicate this dangerous pitch and the inboard front suspension and brake cooling ducts are all designed to assist. Quarter-scale wind tunnel tests suggest satisfactory results.

Brake cooling has been another big area of development on the T530. "CanAm cars can never be driven really hard because the brakes fade," Broadley commented, "but we hope we've cracked that problem." For the first time ever Lola have done a full series of flow tests on brake cooling, using SERA's facilities. The massive air-flowed front trunking arrangement, leading to shrouds over the outboard, 10.9 in. × 1.1 in., grooved and ventilated discs, with twin, four-piston calipers per upright, is shown clearly in the photograph. There is provision for water cooling if required. Air-flowed ducts in the rear tail section feed shrouds over the inboard, grooved and ventilated 11.97 in. x 1.1 in. discs, which each have single, four-piston calipers, their effect ajustable via a cockpit balance bar. The master cylinders, calipers and discs are from Lockheed, the large capacity, remote reservoirs from Girling.

The fully-adjustable suspension follows conventional racing car practice: the front employs wide-based, fabricated lower wishbones and upper rocking arms operating inboard, co-axial dampers/coil springs, and an inboard anti-roll bar; the rear has lower parallel links, fabricated upper links, twin radius rods, co-axial outboard damper/coil springs and an inboard anti-roll bar. Aluminium-bodied Koni dampers are fitted and the magnesium hub-carriers are of Lola manufacture.

Twin radiators are mounted in the nose and big NACA ducts feed an oil cooler in each side pod. The two bag tanks in the monocoque sides hold the regulation 26 gall. of petrol and have quick-fill, dry seal fuel fillers to allow the maximum 11 gall. top-up to be taken on in just 6 sec. during the mandatory refuelling stops.

A steel-tube, argon-arc welded engine frame is designed to mount a fuel-injected, dry-sump, 5-litre Chevrolet Z28 engine as a semi-stressed member. The 5-speed and reverse transaxle is a Hewland DG 300 on which the full width, adjustable rear wing is mounted. The push-rod V8s give 560 to 570 b.h.p., which makes the choice of a 3-litre racing engine in the same minimum weight chassis a non-viable proposition. Penske apparently toyed with the idea of running a DFV for the 1980 season, but fell back on the faithful Chevrolet when he failed in an attempt to have the minimum weight reduced for 3-litre cars. CanAm is all about big, brute-power engines, the SCCA decided, and opening the door any wider to Grand Prix engines would ruin the formula's unique flavour.

The T530's vital statistics are: overall length, 182 in; overall width, 83 in; wheelbase, 106.5 in.; front track, 70 in.; rear track 64 in.; weight, 1,650 lb. The Lola cast magnesium alloy wheels are,13 in. × 11 in. and of three-piece assembly at the front and one-piece, 15 in. × 18 in. at the rear.

Broadley has high hopes of a fourth Championship win with the T530, which he anticipates will be at least 2 sec. a lap quicker on most circuits than the T333. Lola's US agent Carl Haas has already ordered a batch and Broadley anticipates making eight or 10 cars for this season. "Hopefully the design will develop over a number of years and we'll probably make 30 or 40 in total."

Haas and Jim Hall will run a factory T530 for a "name" driver yet to be announced (Tambay is a likely contender). As this was written, testing at Rattlesnake had been delayed by the hopefully temporary loss of the prototype somewhere in the US railroad system!

Broadley expressed high hopes for the future of CanAm. "It's growing into a more sophisticated form of racing and the cars and drivers are being sorted out, with much better quality." But a

further comment revealed that there is still some way to go in development of the formula: "We've had to make the car easy to work on because the teams generally are not up to the standard of Formula One teams."

Other Lola Developments

Sports 2000 racing grew up around the Lola T490 in 1977. Now this popular formula has become internationally accepted and offers good business to the manufacturer of a competitive car, so Lola have designed a brand-new model, the T590, to replace the now outclassed T492.

Unlike the T490 series, the T590 is purpose built for the formula. Compared to the T492 it is narrower, lower and much lighter. By reducing the overall height, laying the driver down more and positioning all components as low as possible, the centre of gravity has been reduced. Together with substantially revised suspension geometry, this has enabled the car to accept considerably greater lateral cornering forces; the lengthened wheelbase has altered the weight distribution and consequently improved handling and stability. "The big difference is in 'turn-in'," Bob Marsden, the car's designer, told us. "It has a much better front end; the old car had an understeer problem."

Wind tunnel testing at Imperial College resulted in a body with 10% less drag and considerably more downforce. The three-quarter monocoque too is completely new and stronger, with improved footwell protection and resistance to crash damage. Further detail improvements include better brake cooling and improved engine mountings. Maintenance is said to be particularly easy.

The first time out with the new car, on a cold winter's day at Snetterton, Lola's Sales Manager and Development driver, Mike Blanchet, ran below the lap record at Snetterton and a potential customer subsequently took 2 sec. off the Zandvoort lap record.

The T590 rolling chassis costs £6,750 plus VAT, inclusive of the four-speed and reverse Hewland Mk. 9 transaxle, belts, fire extinguisher, exhaust system, engine mountings, mirror and fully-piped oil system, but less the Formula Ford 2000 type engine.

By current standards, the highly competitive Sports 2000 formula is a not too expensive and very sensible way to go motor racing in a "proper" racing car, without the sometimes lunatic dangers of the more extrovert open-wheel formulas.

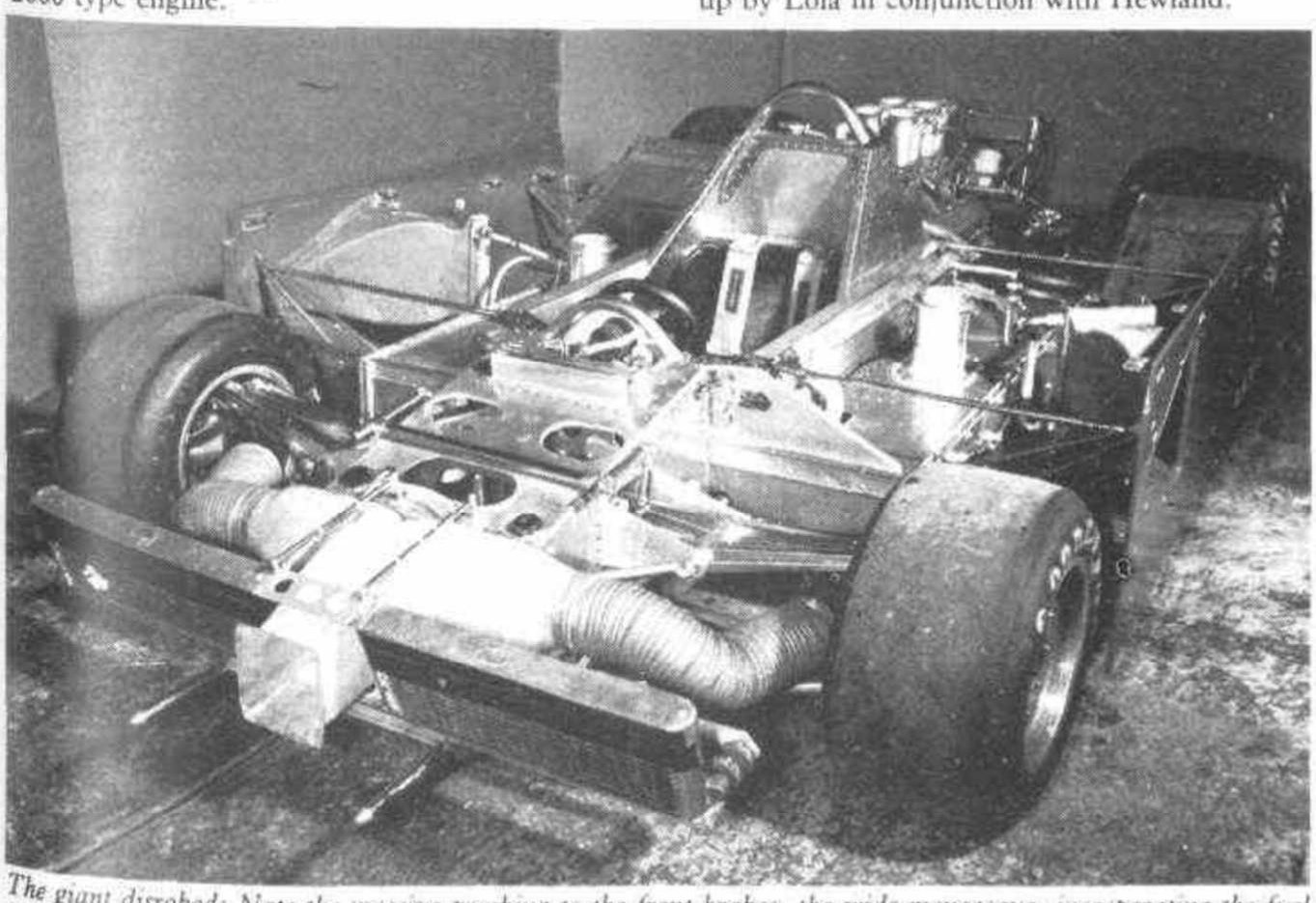
"Formula Three is our *bête noir*," Broadley commented, referring to a particularly poor 1979 season with a new chassis "which wouldn't work, and we've just found out why. It was designer stupidity — I designed it!" The problem was an aerodynamic one and a revised version of last year's car, though fitted with a Super Vee engine (the two formulae share the same chassis), was being readied for wind-tunnel testing during our visit. Broadley views it with great confidence.

Mike Blanchet sees Super Vee as having a great deal of potential and Lola intend to push it in the USA and Europe. The in-line, 1,600 c.c., water-cooled VW engines give about 175 b.h.p., making them almost as quick — quicker on some circuits — as Formula Three. Alas, it is almost as expensive as Formula Three and Blanchet feels that fuel-injection should be banned in favour of carburetters, to increase the differential.

The bulk of the 200 or so racing cars built annually at Lola are Formula Ford and Formula Ford 2000, mainly for the USA and Europe, because, as Broadley put it, "there are too many dicey deals in Formula Ford over here to get too involved."

Straight-line speed seems to be all important in US Formula Ford racing and the cars for that market are narrow tracked. This has always meant that handling has gone to the wind, "but now we've got them to handle as well," Blanchet told us.

As we walked round the Lola factory, where new machines have been installed to pre-cut and drill monocoque panels for quick and easy assembly and where almost every part of a Lola is manufactured except for castings and glass-fibre, we noticed several rows of strange little single-seater cars. They transpired to be T506Bs, built in batches of up to 30 for US track operators, who hire out these 50 m.p.h., belt-driven racing cars to "over-sixteens" at 1 dollar 50 cents per lap, against the clock. Power comes from twin-cylinder, Bombardier-Rotax, two-stroke engines, driving through a special gearbox built up by Lola in conjunction with Hewland.



The giant disrobed: Note the massive trunking to the front brakes, the wide monocoque, incorporating the fuel tanks and the secondary ground effect areas incorporated in the flanks.

But the biggest surprise of our visit was to round a corner and be confronted by a brand-new Lola T70 Mk. IIIB Group 4 coupé under construction, which immediately threw all our views on "the replica syndrome" into consternation. After all, it can't be a replica if the original manufacturer is making it with the original jigs, moulds and off-the-shelf parts, albeit after a production gap of over nine years, can it? This magnificent red car was bound for a customer in Britain. Another, yellow example had recently been despatched to a US enthusiast. It will be interesting to see how the HSCC regards the British car on a dating basis. . . .

Even more intriguing were two further T70 chassis covered by dust sheets "for a secret Le Mans project", in connection with which we heard the words "Aston Martin engine" uttered by a Lola mechanic. The wheel seems to be turning full circle! — C.R.

The HSCC Historic Special GT Championship

BY COINCIDENCE, a communication from the Historic Sports Car Club, announcing a new sponsor for its 10 round Special GT Championship, arrived as our printers were setting the Lola story above. It reminded us that the Championship is for cars *built* between 1965 and 1968, so we shall watch the future of the new 1979/80 T70 Mk. IIIB with interest.

Last year's series was in fact won by a T70, that of Mike Wheatley, and the Club expects more T70s to come out from hibernation (or construction?) to challenge the Marshplant T70, David Piper's Ferrari 330P (built in — when was it — 1978?), Mike Salmon's GT40, some early McLarens and a hoard of Chevron B8s.

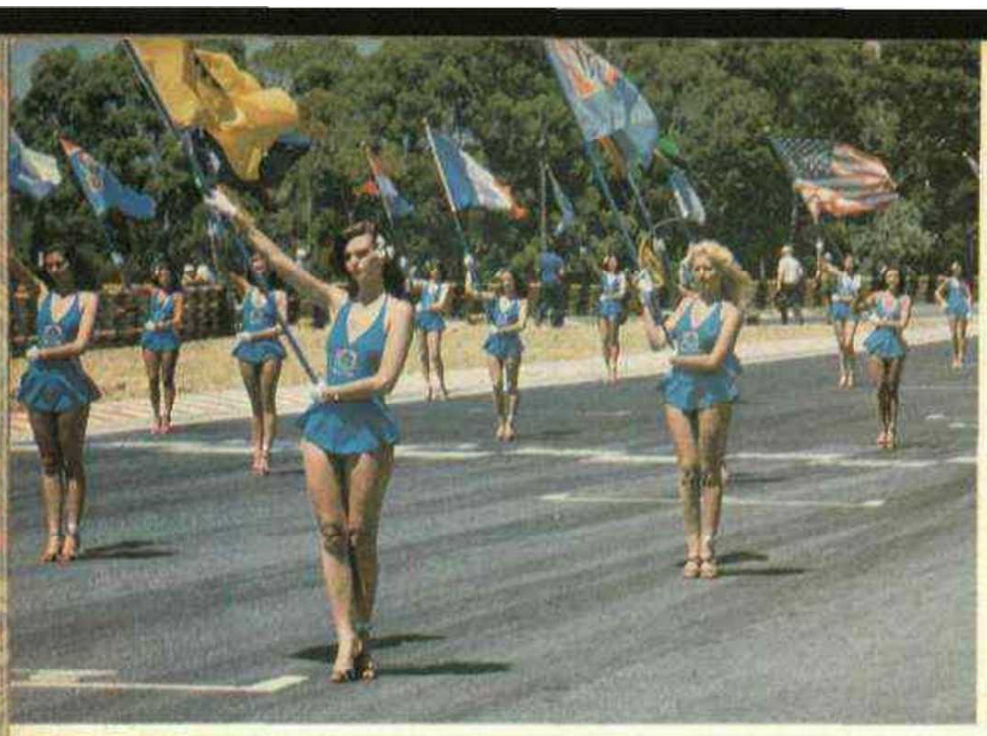
The series will be sponsored by Willhire, a van, motor home and truck hire operation run by HSCC member Roger Williams in East Anglia.

Championship dates are: April 20th, Cadwell Park; May 5th, Thruxton; May 11th, Brands Hatch; May 26th and June 28th, Silverstone; July 19th/20th, Donington (which the HSCC can't spell); August 3rd, Mallory Park; August 25th Castle Combe; September 21st, Donington; October 5th, Brands Hatch.

The HSCC will also run a 12 round Championship for Classic Sportscars *built* between 1960 and 1964. — C.R.

* * *

No actively involved motorsport enthusiast worth his salt should be without a copy of the FIA Year Book of Automobile Sport, the official handbook of world competition motoring. The 1980 edition has just been released by the UK publishers, Patrick Stephens Ltd., Bar Hill, Cambridge CB3 8EL, price £9.95 net. This pocket sized book has 792 pages, including 198 photographs and 203 drawings. All the regular features are included, including photographs and biographies of the 1980 FIA graded drivers, photographs of the leading non-graded drivers and the 1979 FIA Championship winners, photographs and technical details of the world's leading competition cars, the 1980 homologation list, the text of the International Sporting Code and Appendices H, J and M, current circuit safety criteria and the 1980 FIA Championship regulations. Also included are details and maps of the World's major racing circuits and hill climb courses, a useful directory section, the 1980 international racing and rally fixture lists plus names and addresses of organising clubs and 1979 FIA Championship results. Absolutely indespensable! — C.R.



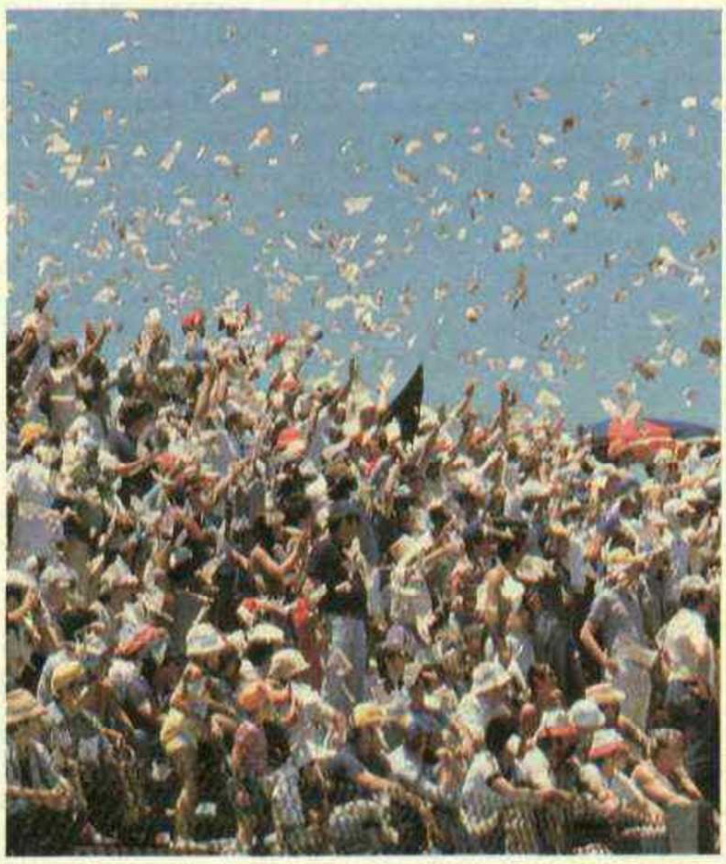
COLOURFUL International flavouring to set the scene for the start of the Argentine Grand Prix.



THE ARGENTINE GRAND PRIX

PIQUET confirmed his considerable talent with a mature drive to second place with the DFV-powered Brabham BT49/5, seen here leading Laffite and Reutemann in the opening stages.





JONES hus
back in fron

ROSBERG s
team and th
front suspen

REUTEMANN had a rousing reception from the patriotic crowd, above right. Cheever debuted the overweight Osella FA1/1 in practice, below left, but failed to qualify. Though the Tyrrell drivers found the 009s dated, Daly, below right, took fourth place. Jones gives the victor's salute with a well practised air, while Piquet and the hirsute Rosberg hope their rostrum visit will be habitual. In the block of pictures on the far right, Giacomelli shows off the new Marlboro colours of the Alfa Romeo, unchanged otherwise from the end of last season, de Angelis, in the new Lotus 81, no. 12 displays the garish new Essex livery, Regazzoni spins the nice-looking, Unipart-sponsored Ensign N180 in practice and young Alain Prost puts on a cool display with McLaren M29/2B, no. 8.





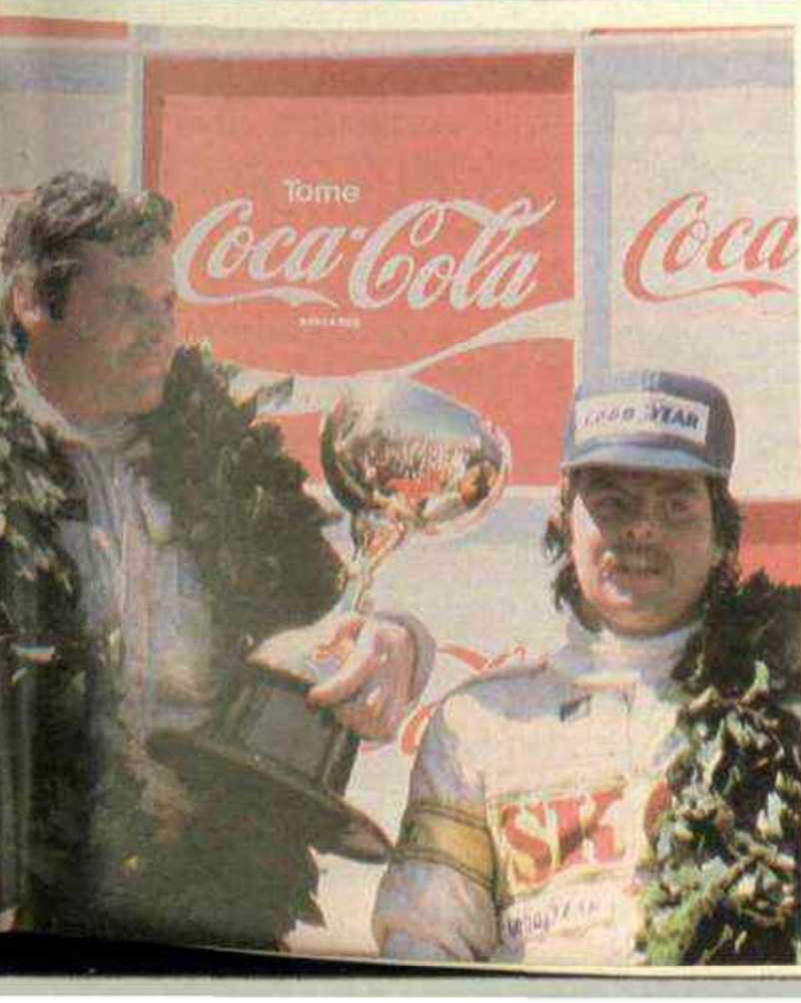


affite's Ligier in his bid to put the Williams
r a spin and a pit stop.

FIRST lap scrap as Watson's McLaren leads Daly, Giacomelli, Jarier and Depailler, Jarier's Tyrrell destined to retire after ramming the McLaren soon afterwards.

ed the tarmac "marbles" to give the revised Fittipaldi
Wolf-based F7s, with new side pods, bodywork and
, a lucky third place.

VILLENEUVE'S scarlet Ferrari T5, with wider side-pods than the T4, leads de Angelis's Lotus, Zunino's Brabham, Watson's McLaren, Daly's Tyrrell and Giacomelli's Alfa Romeo shortly after the start.











TVR's New Tasmin

AFTER nearly 25 years, the familiar, aluminium-framed side windows, shallow, broad screen and high scuttle of the stumpy, TreVoR Wilkinson-originated TVR have made way for a brand-new shape. Martin Lilley is celebrating his 15th year of ownership of this resilient, Blackpool sports car manufacturer with a totally redesigned, two-seater, glassfibre, fixed-head, hatchback model for the '80s, the 2.8-litre, 160 b.h.p., fuel-injected, electronic ignition, Ford V6-engined Tasmin, which made its debut at the Brussels Motor Show in January.

The wedge-shaped Tasmin replaces all the existing models, including the Turbo, and initially will be sold in only one version, priced at £12,800 with a four-speed, manual Granada gearbox. Lilley confidently predicts that it will take sales from potential Lotus, Porsche and AC customers as well as established TVR clients.

The move up market is accompanied by a high standard of luxury trim, incorporating a hand-polished burr walnut facia and interior door pulls, electric window operation, a National Panasonic auto reverse stereo radio/tape player and a high standard of carpeting throughout. The radio aerial is incorporated in the heating element of the Triplex, lift-up, self-supporting rear window. The high tail features a Lamborghini Espada-like glass panel to help with parking. A new system of glazing for the laminated windscreen and fixed rear quarter-windows is hidden under a black, printed edge to remove the necessity for a glass finisher. Halogen headlamps are retractable and the attractive, 7" alloy wheels, carrying 205/60 VR 14 Dunlop SP Sport Super tyres, are designed for ease of cleaning. Twin, interconnected fuel tanks of 14 gallon total capacity have individual fillers on each side of the car, though both tanks can be filled from either filler. A single wiper clears the big screen.

TVR tradition continues in the use of a corrosion-proofed tubular steel, backbone chassis and all-round independent suspension made up largely of proprietary components. Front uprights, wheelbearings and calipers are Granada, the Cortina provides the upper and lower links and brake reaction arms (facing rearwards, on compression instead of tension, along with the anti-roll bar) and steering rack. The cradle-mounted, 3.07:1, Salisbury axle, inboard rear disc brakes and handbrake are all Jaguar XJ6 type. Short driveshafts run to Granada hub bearings and TVR's own cast hub carrier with fixed-length lower links, boxed steel radius arms and co-axial coil spring/damper units.

The engine is mounted well back in the chassis, its fan pulley in line with the front axle so the gear lever is "cut and shut" to move it forwards 85 mm. An interesting feature in the transmission is the conversion of the Granada's cable clutch actuation to hydraulic operation, using a Broadspeed-built system of co-axial slave cylinder acting directly on the clutch thrust bearing, as used on Leyland's racing XJ 5.3C.

I travelled by Porsche 924 Turbo to TVR's new Research and Development Department at Bamber Bridge, Preston, governed by Tasmin's designer, ex-Lotus man, Oliver Winterbottom, to try a prototype of this interesting TVR. This was as production mechanically, but the interior lacked some of the finer details of the production car; I gained the "creature comfort" impressions from the Brussels Show car, awaiting despatch. The standard of trim is most impressive, the rich walnut supported by opulent suede velour and ambla trim and good quality carpeting. Comprehensive instrumentation is by Stuart Warner. The cockpit is bisected by the high backbone chassis, on which sits a binnacle to bring the secondary switch gear, radio and heater controls closer to the driver. The uncovered luggage area is flat and commodious, with the spare wheel secured vertically in the tail.

TVR have gone for relatively long suspenson travel to provide a good ride and the Tasmin impressed with its stability, comfort and very high levels of roadholding over slippery, bumpy, undulating and ill-cambered moorland roads; I suspect that it could outrun most sports cars in such conditions. The steering wasn't quite up to Porsche standards, but not at all bad and braking performance first rate. Good visibility and relative narrowness made it a very "handleable" car in country lanes and it proved a reassuring car to drive very fast over winding main roads. The gruff 2.8 V6 felt to have less torque, but was easier revving than its Essex predecessor and gave a fine turn of performance, the less-cranked-back gear lever easier to use than on the old model. In all, quite an inspiring British newcomer. — C.R.



The wedge-shaped TVR Tasmin contains Ford 2.8 V6 injection power. Note the easy-clean alloy wheels, glass rear panel and hatchback.



How Reliant Sees Things

WHILE much criticism of Sir Michael Edwardes was appearing in *The Times* for his handling of British Leyland, a small number of motoring writers made a visit to Britain's second-largest car-producing plant, Reliant at Tamworth, Staffs., to hear how the new Board of this Company sees the future. They came by train (apart from the writer, who drove from Wales in a Wankel-engined Mazda) all except Alfred Woolf, the PR consultant, who missed his connection. It seemed odd, however, to meet Alfred in Tamworth instead of in sunny Turin. . . .

In his absence, the new MD Ritchie Spencer addressed us, talking quite frankly about Reliant's recent set-backs. From 1974 to 1976 was a very bad period, when to keep faith with their 2,000 workers, the Company borrowed £4-million in order to keep going. However, in spite of the Robin 3-wheeler recall for defective steering, which cost them £½-million, Reliant claims now to have a full order-book, a turnover of more than £22-million, a confident network, a staunch work-force, and it converted a loss of £150,000 last year into a profit of £250,000, as well as repaying the £4-million loan. It has an Engineering Staff numbering 212, believing this to be essential for progressive improvement of its products, of which 30% are outside the car industry. From poor cars in 1977, it sees the future of specialised models as secure, and will introduce a new version of the Scimitar next month.

Reliant has the ability to turn resin and glass-matt into car bodies, as we saw later, which must have been a happy situation during the steel strike! It has, indeed, about the best glass fibre production plant in the country, and the ten-coat paint finish on the Robin is truly high-gloss. It has no interest in trying to increase production output but prefers to maintain Robin output (saloon-tricycles and vans) at about 6,000, Scimitar production at around 1,000, and Kitten-making to some 500 a year. Reliant also supply Kitten-kits to Greece, for making into pick-ups, at the rate of about 1,000 a year, with a potential for 3,000. When dealers get the new Scimitar on February 25th it is expected that they will sell 350 a year, against 450 of the existing GTE model.

Scimitars and Robins are assembled in a new shop, the former on a U-shaped, hand-moved line, Robins on a mechanically-moving line. Each operative does more than one task, which obviates monotony. The bodies come from ex-foundry buildings at Kittlebrook and precede the chassis, until they are lifted up and lowered onto the completed chassis. Power-units come from the Shenstone plant. The Kitten is now made on a sort of dog-leg basis on the other side of the A5 at Two Gates, and it is regarded as too expensive to

Another "Exeter"

OUR oldest motoring organisation, the Motor Cycling Club, founded in 1901, as the early De Dion Bouton engine incorporated in its badge reminds us, still contrives, in spite of increasing difficulties, to run its long-distance trials. Of these, the "London-Exeter", dating back to 1910 and once a Boxing Night adventure, still attracts big entries of very diverse vehicles (over 300 this year, for the 200 mile run), in and on which some 500 or more enthusiasts continue each year to enjoy the fun and tradition of the thing.

So the "Exeter" is not to be ignored, and on the freezing foggy night of January 11th I set off from Powys for Devon, in the handiness and comfort of a Mazda RX-7 "rotor-motor", a journey which, on the M4/M5, is now boring but very quick. By 4 o'clock the next morning the intrepid motorcyclists and that Moto Guzzi-engined Norwich built 3-wheeler began to trickle into the Mercury Motel at Kennford for good, if expensive, breakfasts. Already they had three apparently easy observed-sections, and two driving-tests, behind them. The first excitement after breakfast was Tillerton, short, steep, muddy, and rock-outcropped. We followed the photographer's Ford Cortina to it, ice on both the section and the approach lane making things decidedly non-adhesive. This hill stopped several competitors and changed a wheel-rim profile on Stevenson's Hillman Imp.

The next hill was the famous Fingle Bridge, picturesque in the frosty dawn, but dry, so not the "stopper" it once was. It was taken in two sections, with no stop-and-restart. Tradition was maintained here, with Mr. Kelly, and his VW Passat, and Basil de Mattos as Chief Marshals, even if the competitors no longer cross the stone bridge — conservationists have to be contended with these days, even though the trial happens but once a year. . . .

Unless you have several reporters out, it is impossible to cover properly a trial of this length; it is a sad fact that whereas, once upon a time, the weekly motor-Press published pages-long coverage of these MCC trials, these days they seldom so much as mention them. I decided that if I couldn't cover the entire event I would at least make some notes which should outline the sheer versatility of the competing cars. Thus, as they lined-up to tackle the steep, hairpinned climb through the Fingle forest, Plummer was seen to be using an old 1,493 c.c. VW, the girls to be represented as ever by Sue Halkyard's Chummy Austin 7, and Sterry and his passenger to have braved the night behind aero-screens in a J2 MG, its SU also exposed to the elements. Groves' Ford had picked up much mud. Knight's Tricentrol Ford, representing the Sporting ODC, sounded off-beat, and Cooke was reminding his navigator that they should put some more oil in the gearbox of their Talbot-Sunbeam before reaching Simms.

Welsh (MG Midget) was wearing a flying-helmet, the most sensible headgear for winter motoring in an open car, and the "Wotinthat" Team of rear-engine 998 c.c. Sunbeams was running together, one of 30 team-entries, Clark's car having been hurriedly rebuilt before the event and Hirst's refusing to resume until its plugs had been cleaned. Incidentally, Imps are very popular in the "Exeter" and it was nice to see so many Dellows competing. Skinner's Hillman Imp possessed six lamps to light it through the darkness, the Cibies now covered, le Couteur's Dellow was relying on one spare tyre (competitors can still choose whether to run in the plain or knobbly tyre-classes), and among the specials was Frost's VW Buggy.

The Morgan Team of two Plus-Eights and a 4/4, led by W. A. G. Goodall who was having stone-shields put over his Carello headlamps, recalled almost every "Exeter" for years back, and had Sir M. Edwardes been a spectator he would have seen "Save MG" stickers on many of the cars, even impartially on Sibley's Ford and Stephenson's Imp, and across the entire bonnet-top of Coppock's TC MG Midget. Ordinary cars included a VW Golf and a Peugeot 505.

Hirst elected to run with the sun-top open on his Sunbeam, Sibley's Ford was three-up, Moxom's Imp displayed an L-plate, Rule's aged Ford had oversize front wheels to jack-up the front-end, and Laver's Triumph TR3 a roll-over bar. A sporting effort was the entry of Wilson's everyday-use, standard Fiat 126, and a very interesting car, not seen for years, was one of the actual TT Ford V8s, driven by Bowles. It was taking on a little water and was hampered by ignition trouble that was preventing the now iron-heads engine from getting its revs., and from some wheelspin at the Fingle Bridge start. But what a welcome sight, this big car with slab fuel tank and racing body.

That everything goes on the "Exeter" was emphasised by Langton's 3.8 Jaguar saloon, on enormous back tyres. A further contrast was provided by the team of very smart, clean Team Heron Suzuki pick-ups, decked out in many decals, although there was rumour of a broken drive-shaft and murmurs among the anti-Jap fraternity, when one failed on Tillerton. Palmer had a diesel 2½-litre Daihatsu pick-up, Bazeley another VW Buggy, but this one with 1,200 engine, whereas Frost's was a 1,600. Then there was French's MG Midget disguised as an attractive fibreglass Special, and of course there were the Perpendicular Pops, those ancient but ever-game Fords, of which Child's carried three occupants. Similar old Dagenham jobs included Turner's Ford, which had had its side-valve power "thrown away years ago", in favour of upstairs poppets above 1½-litres. But Smyth's Ford had its correct o.h.v. 107E engine, and, he said, "the optional slipping clutch". Stewart's Perp.-Pop had its correct side-valve 1,172 power, upped with twin carburetters, as did Flay's Ford Popular, alas, now with a suspected blowing gasket under its Ford Eight head. Then there was Hilliard's l.h.d. 1,172 c.c. Ford saloon.

And still they rolled up. Pipe-smoking Curtis was driving a Le Mans Replica Morgan 4/4, Turner a notably-clean ex-Dutch-Army four-door 1,600 VW, Foster a sunroof VW Beetle, and Edney had the screen folded flat on his TC MG. The cars of the Team Buckler Register, one carrying a plentiful supply of Duckhams oil, were business-like, with electric fans in front of their radiators, while Searle's VW Beetle retained its former-owner's "Beetling Magazine" and "Castrol" stickers.

Of the vintage cars, Tom and Di Threlfall in their irrepressible, radio-equipped Model-A Ford Tudor saloon made it all look like 1929, although then there were five such Fords competing, of which three won gold medals. . . . Tony Jones also made it look easy, as his 30/98 Vauxhall stormed throatily up Fingle Bridge with the back tyres at 20 lbs., a chore looked after by Jim Whyman; the crew had had a chilly night, with the windscreen flat in deference to the fog. Two "Cream Cracker" MG TAs were there, McKee's 1937 car, and Barnacott's larger-engined 1938 model, on their original reg. numbers, ABL 962 and BBL 80, respectively. The driver of a 1929 M-type MG Midget with four-speed J2 gearbox, its engine converted to a normal belt-drive dynamo and coil-ignition, had wretched luck when the sparks snuffed-out very soon after he had started his ascent. He took it in very good part — "It's not winning anything but the fun of doing the trial that counts", said this keen competitor from Derby. On that note we left, to chase another scrap of Brooklands history, happy to have seen a little of another "Exeter" and to know that this classic event still gives pleasure to so many people. They no longer had a tractor, or the one-time horses, to pull failures up Fingle, this task now being done by recovery Land-Rovers of the All-Wheel-Drive Club. Otherwise, not much had changed since Jackie Masters' day, as the competitors went on to tackle Simms, Green Lane, Bovey, Clinton, Gatcombe, and Waterloo, and to try a few more tests, before signing-off at the Riviera Hotel at Sidmouth.

W.B

Colour photographs overleaf

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compete directly with small-cars from big-output manufacturers. A pity, because many like this rustless little car, including one owner of our acquaintance who has improved its already-impressive petrol economy by 5 m.p.g., by fitting Boyer-Bransden transistor-ignition, at a cost of less than £14. The Company has supplied a new Anadol to Turkey and other countries since 1976, based on the Bertoni-designed prototype, but this simple car is not destined for the UK, although having a potential of 12,000 for the Turks in a good year.

J. F. Nash Securities Ltd. now have the majority shareholding in the Reliant Motor Company and look to the new Executive Board for a successful future. The MD, Mr. Spencer, admits that cars stored in the open do not mature like wine. But that, he says, is all in the past and, a man from the Ship-building Industry, who drives a Scimitar as well as a Jaguar, he expects the 184 Robin and 76 Scimitar dealers to have a good year in 1980. — W.B.



The Executive Board of the Reliant Motor Co. in session: l. to r. Ian Jardine, Marketing Director, Ed Osmond, Chief Engineer, Ritchie Spencer, Managing Director, Cyril Burton, Commercial and Export Director.

THE 52nd MCC EXETER TRIAL. AN MG in its pre-War element, top left, tackling a hairpin on the famous Fingle Bridge, the passenger contorting himself to weigh down the inside wheel for better grip. The MCC's motorcycling members are a hardy bunch on these classic trials; over 100 braved the freezing night-time temperatures and tough daytime sections. Salter's TriBSA combination and Snelgrove's AJS bring up the rear of this queue for the start of Fingle Bridge. Contrast was provided by the smart team of Team Heron Suzuki 4 × 4 vehicles, locked into 2WD for this event. Meek's example struggles up Waterloo, below.

The driver of a 1929 M-type MG Midget, with four-speed J2 gearbox, searches for the gremlins which caused the sparks to snuff out soon after the start of Fingle Bridge, above. There were no such problems for W. A. G. Goodall, Morgan works manager and leader of the three-car Morgan Team, whose familiar Plus-Eight is shown making light work of Waterloo, right. From the vintage element, Tony Jones makes it look easy as his 30/98 Vauxhall storms throatily up Fingle Bridge, below. Made for the job, below, right, le Couteur's always well presented, green Dellow side-valves up Fingle Bridge for the umpteenth year.

Letters from Readers

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

Historic Car Authenticity

Sir,

The articles on historic racing and Michael Bowler's excellent letter examine the problem of eligibility of certain historic cars in considerable detail, but no satisfactory method of vetting individual cars is mentioned. Michael points out that the vehicle identity forms were drawn up to ensure that cars running in events covered by FIA regulations were genuine. However, this depends on a high degree of integrity on behalf of the owners, as there appears to be little or no method applied to see whether the answers given on the forms are correct. The forms for my own cars were not examined at any of the UK or overseas historic events last season.

I searched in vain through the articles and correspondence for some mention of the VSCC. For many years the VSCC rules have been taken as the acceptable standard for single-seaters. These rules have been recently re-drafted and, more important, each car which is to be run in the Club's events has to satisfy an investigation by a small expert Committee. The owner has to show with appropriate evidence that the car does comply with the Regulations. It is then examined by an RAC scrutineer acceptable to the Club. The benefits drawn from this method are that a certain amount of flexibility is built in. For example, one well-known car has been allowed to run in the Club's events for some years with a non-standard gearbox as the original one was completely unreliable.

Unfortunately, two main Championships for historic cars last season specified that entrants should comply with the FIA regulations through which can be driven the proverbial coach and horses. If the HSCC put its house in order by setting up a scheme similar to the VSCC for sports cars and if all championships are run to these two Clubs' regulations, then a big step will be taken towards drawing an acceptable but flexible line for historic car authenticity.

Brixham BARRY SIMPSON

The HSCC and Authenticity

Sir,

I write to comment on your Deputy Editor's article in your December edition on Historic Racing.

It is nice to see, at last, that MOTOR SPORT is taking an interest in the time span between VSCC events and modern racing. The HSCC, of course, covers the period from 1945 to 1968, and the Lloyds and Scottish Championship is registered with the RAC by the Club. The Club has also run national championships for sports and GT cars in the 1960 to 1968 period for five years.

The Club had its beginnings in 1965 in the Frazer-Nash CC and became recognised as the HSCC in 1969. Hardly fledgling!

The article did offer a curt nod in the direction of the popularity of the Lloyds and Scottish Series with both competitors and spectators. Perhaps it would have been more fruitful to concentrate on this aspect rather than lapse into a car by car critique on authenticity.

The important question of the authenticity of vehicles in the period under question was tackled by the HSCC in 1978. The Club now requires registration of vehicle identity, and the Lloyds and Scottish Series requires a stamped FIA registration form. Clearly there are judgements necessary, as I am sure the VSCC also have to make. Parts do wear out, cars have accidents and certainly safety cannot be ignored in Historic Racing. These, and other factors, all serve to make the humble registrar's job near impossible. He does his best. He can take the 100% purist line C.R. is advocating. Even on C.R.'s count, some specifics of which are arguable, about 60% of the Lloyds and Scottish field would disappear. This would certainly please C.R., but I suggest he would be in a very small minority. It would be foolish, of course, to pretend everything was perfect. It is not and mistakes have, and will be, made on authenticity. However, I suggest the temperature we try to take, as a Club, is feedback from the competitors. At the moment, anyway, the majority are more than happy to continue racing their appreciating investments for their own and our pleasure. The HSCC will do its level best to continue to see they, the competitors, wish to do so.

Beaulieu D. A. PRATLEY
Public Relations Officer
HSCC

Authentication

Sir,

I am rather puzzled by the FISA Vehicle Identity Form as mentioned by Michael Bowler in January 1980 MOTOR SPORT. As I understand it, the object of this form is to verify that each car has sufficient history in order for it to be accepted in International Historic Racing.

It would be sad indeed if some cars were to be prohibited from racing due to the inability of being able to prove their innocence. Even worse, the very fact of being "authenticated" will raise the prices of such car making it even more tempting (for some) to make a replica car and then getting around the forms. Should a person choose to pay a great deal of money for such a car is it not wise to check the history beforehand? *Caveat emptor.*

Now just who does benefit from having the history of a car verified by the relevant club? Not the club; consider all that extra work. Not the owner of an authentic car; he is probably the one who collected the facts for authentication anyway!

Well then, who is at a disadvantage by *not* having their car authenticated? Not the dealers; they buy and sell according to the demands of the market place. Not the maker of a replica car; surely he does it to an order by a customer. Not the customer; at least not until all the cars that are eligible for International Historic Racing are accounted for. Someone who is at a disadvantage is the person owning a car made by a manufacturer who kept less than perfect records. How can he prove his car is genuine?

One final thought: if the vehicle is not inspected every year who is to police the forms to prove that the car still exists two years after it was inspected and the form issued? After all, policing more and more regulations causes more and more confusion. Why cannot sleeping dogs lie?

Abingdon MARTIN HASKER

Fakes or Replicas?

Sir,

I was very interested to see that C.R. and D.S.J. are bringing to light some of the more obvious replicas. In the art world they would be considered fakes, but replica seems more respectable. To Joe Public if it looks like, sounds like and goes like, then why bother, but when vast sums of money are asked the buyer must always beware.

A typical case amused me some years ago when a typical Mk. 1 member of the public (not to be confused with the average walking encyclopedia) said of a pretty Austin 7 "they don't make 'em like that any more" to which the driver replied "No, some parts are nearly two weeks old!"

Of course your article on this subject has squashed my plans, as I have collected some wiring conduit from a garage where a Lancia was stored, a chip of paint from the Lancia Museum in Turin, some sea water from the spot where Ascari crashed in Monaco, and a piece of thrown tread from Castellotti's tyre, all of which I was going to use as a basis for my completely original D50 Racer. Still I can always buy a VW Type 35B replica!

Newbury BARRIE CROWE

Replica 250Fs

Sir,

In his excellent book "The Maserati 250F-A Classic Grand Prix Car" author Denis Jenkinson wrote: "This information supersedes anything previously published and the facts are correct at the time of going to press; rumour and surmise have not been included". In order for there to be any history, rumour and surmise should be seen for exactly what they are. The wilful distortion of numbers to simulate fact is tantamount to forgery, thus reproduction racing cars can have no true place in history and can only be seen as making a mockery of the historic racing car scene.

Jenks, in the January issue of MOTOR SPORT, at least airs his opinion of replicas and suggests a method of identifying fake 250F Maseratis. This should be done now so that the copies are not lost in the mists of time and fading memories to re-emerge as original cars. The interesting feature of the 250F situation is that replica versions are being made to account for the ones supposedly missing or broken up by the works. Embarrassing if they are not truly missing and eventually turn up, but embarrassing for whom? The replica builders, replica owners, one-make clubs, committees, historic racing sponsors? Are there enough original people in the right places who can put things in order, or are some of them pouring the new wine into the old bottles? And what has become of the reproduction 250F's that got away, or is that history?

Is the American magazine *Road & Track* right when it says: "A replica is just an overdressed whore giving about the same lasting satisfaction and having about the same intrinsic value"?

Waltham Cross RICHARD CRUMP

The Great Race

Sir,

As a club official who missed out on his annual pilgrimage to "The Mount" for the first time in 13 years, (playing tourist on this side of the Equator) I was rapped to read your report of "The Great Race" (Hardie-Ferodo 1000 1979) on page 1837. You have captured the atmosphere of the race very well though one must camp behind the pits for the week to fully experience said atmosphere, akin to camping behind the pits at Le Mans during their race in June.

Your description of the circuit omitted the most exhilarating section (after Hell Corner lap 1), that is Skyline. Approached at 100+ m.p.h., over the

top, right 45° and brake hard downhill is an experience many drivers never forget for all that is visible is a 200° panorama of the countryside 600' below and 10 miles out. Many a spectator in bygone years remembers Doug Whiteford, a multi-Australian Grand Prix winner who drove works Datsun 1600s when in his 60's, skittling under big V8s over Skyline as the other drivers raced heart in mouth, looking for the invisible road. With a twinkle in his eye Doug always explained that he had been driving over that hill for 40 years and the road hadn't moved yet!

Attention must be brought to the caption of the top picture on page 1837. Peter Brock campaigns for the 0.05% (not 0.5%) blood/alcohol limit in Victoria (NSW has a 0.08% limit). The highest alcoholic level that I can recall someone living through was 0.42% (it is generally accepted that one should be dead above 0.35%).

Hoping that your English readers' education of Bathurst can be completed with aid of my letter.

Tamworth NSW — MAL ELLIOTT

[Maths was never my strong subject and my laps of the circuit were usually at night when Australian headlamps don't reveal the horrors of which this reader writes! — J.W.]

Deep Sanderson History

Sir,

I recently acquired a Deep Sanderson 301, chassis number DS 301GT 1006, which is undergoing a complete rebuild.

As the car has never been registered, it has not been possible to establish any history at all. Chris Lawrence could not remember whether it had been used for racing in its career; but it certainly has been run, and because of its lack of registration, presumably on circuits.

The car is dark metallic blue. This appears to be the original colour, and if it jogs anyone's memory it has coil spring suspension at the front, rubber at the rear, all rose-jointed and a large alloy fuel tank which fills the front boot almost entirely.

If any of your readers have owned, raced, or know of this car, I would be delighted to hear from them.

Goxhill, Lincs — R. J. GRAHAM

W. O. Bentley and Harry Weslake

Sir,

I was intrigued to read your comments about my Harry Weslake book in the current issue of MOTOR SPORT and to learn that I may have added a little to the controversy that centres around certain aspects of the Bentley marque. Having taken a close look at the copious shorthand notes I made during my various sessions with Harry, I can confirm that everything I reported was exactly as he told me and that some of the episodes, such as that when he first met up with the great man, have been related to me on several different occasions. Right up to the moment of his death, Harry retained all his faculties, including a very clear memory, and I know that he was never over-enamoured with the reputation that W.O. had acquired. Most certainly he gave the impression, and very clearly too, that he had never been given the credit for all the work he did for W.O. when he was employed in a consulting capacity. He was insistent that I should try and put right what had been written in Elizabeth Nagle's book, to the extent that the carefully chosen words I used were exactly those *which he dictated himself*. This was the only occasion throughout our many discussions that he stipulated what should be said, so you can see that he felt quite strongly about the depth of his own involvement at that time.

The reference to a motorcycle engine developing 40 b.h.p. was clearly a direct reference to the o.h.v. Sunbeam on which he entered Gordon Cobbold at Brooklands and other speed venues. Tuned by him and fitted with his own Wex carburetter, it was a remarkably quick machine, as Gordon's many successes will confirm. Running on alcohol fuel and being capable of well over 90 m.p.h., it is not too difficult to imagine the b.h.p. figure being too far from the truth. He did, after all, say "I had a smaller engine of my own . . . that had broken world records".

To be fair, I would not be in a position to take either a good or poor view of W.O.'s achievements, for what went on was well before my time and, in any case, most of my knowledge relates to two-, rather than four-wheeled vehicles. I believe his reason for mentioning the choked silencers at Lagonda was not so much to be unkind to W.O.'s memory but to show how the obvious can so easily be overlooked and, more to the point, why there is often a disparity in the readings of different brakes. Later in the book a somewhat similar occurrence is mentioned at the Coventry Climax works.

What a pity that Harry is no longer able to answer some of the more controversial points in his own unique manner, for I know only too well just how he would have reacted. If nothing else, I hope that my book has, in some small way, brought to light just how much Harry did for the British motor industry behind the scenes. We could do with a few more of his type in these troubled times that beset us today.

Sparkford — JEFF CLEW

Mirrors

Sir,

Why are rear-view mirrors not mounted on the wing now they are remotely controlled? asks Mr. Polling.

Wing mirrors spoil the line of any car — especially the modern design. Can you imagine what wing mirrors would look like on a Ferrari or Maserati for example!

Door-mounted mirrors give a much better view of traffic behind. Personally, however much I liked a car I would not buy it if someone had stuck wing mirrors on it. And as for those people who go and stick wing mirrors on a car with door-mounted mirrors as original fittings, the mind boggles. Or maybe they like driving in a "Hall of Mirrors."

Sidcup — V. OUTEN

Roller Skates

Sir,

I was amused by D.S.J.'s comment on page 32 of MOTOR SPORT when his friend made the comment "I enjoyed the Grand Prix and stayed for the old car parade."

A friend of mine made a similar comment at a Grand Prix. Quote "I thought the historic racing was superb, but I didn't think much of the Roller Skate procession." I made a comment, I agreed!!

Adderbury — D. F. FLETCHER

Filling Station Decline

Sir,

I fear that your reporter has got his figures wrong in his story "Motoring to a Crisis?" in your December issue.

I retailed the forecast made to me by the marketing director of a major oil company that there might only be 17,000 filling stations in Britain by 1985. This is a drop of 11,000 from the present total of 28,000, not a drop of 20,000 as reported in MOTOR SPORT. It is, of course, still a very serious matter if the prediction is true.

And the drive of several of the major oil companies not to renew the contracts of the smaller filling stations in the rural areas is certainly going to head us in that direction.

London W1 — PHILIP STEIN
Director of Public Relations,
Motor Agents Association

The Thirsty Range Rover

Sir,

Being an ardent enthusiast of MOTOR SPORT over many years, may I firstly congratulate you on this excellent publication. Living here in France, the magazine gives me a superb revamp once a month, especially on the very stimulating English motor scene. It is in this respect that I read your December editorial with special interest and I too am slightly surprised to see British Leyland having to take a helping hand from Japan to get their new models on the road. In fact, it is on one such British Leyland product that I would like to pass some observations, in the hope that somebody within their management will take note.

I have been driving a Range Rover for nearly two years in a country where petrol is by this time reaching incredible prices with increases it seems at almost two-weekly intervals and I took special interest in your remark ". . . Spen King's splendid, go-anywhere-in-comfort Range Rover . . ." Our Range Rover consumes precious petrol at anything between 21-25 litres per 100 km., i.e. at worst therefore, only 4 km. to the litre! Among our friends here also driving Range Rovers, everybody seems to be in the same ball-park, saying "it's a superb car, certainly go-anywhere-in-comfort, but at a ridiculous price . . ." In these times where energy-saving is the order of the day, I cannot understand why BL have not introduced a more thrifty engine, either by a petrol injection system, or by possibly considering an alternative carburetter system for this car.

Will we again have to wait until the Japanese help create a new model, or will the Range Rover lose out to competitive names such as Mercedes, Fiat etc.?

Grasse, France — A. BARON FREYTAG VON LORINGHOVEN

Cars of the '30s

Sir,

I know that, by tradition, an author is on a hiding to nothing when it comes to correcting a Book Review, but your review of my "Motoring in the '30s" was generous, and lengthy, which certainly gives readers a good idea of "what it is all about". Like Michael Sedgwick, I am a great lover of the quantity-production 1930s car *in its own context*, and I'm glad this gut feeling came across in the text. However, I am afraid I was right and you were wrong, about the side-valve Morris Minor. This car, announced in January 1931, was indeed the *first* baby Morris to have a side-valve engine.

I may occasionally go marginally adrift on motor racing [like confusing a Monza with a P3 Alfa *monoposto* Romeo? — Ed.], but I tried like mad to be exact on production cars. Let me take you through the chronology of the Minor/Eight:

Autumn 1928 Morris Minor (overhead-cam engine) announced.
January 1931 £100 Morris Minor (side-valve engine) announced.
Autumn 1931 Morris "Family Eight" (overhead cam engine) announced.
Autumn 1931 1932 model Morris Minors (side-valve engines) announced.
Autumn 1932 1933 model Morris Minors (all side-valve engines, and no overhead-cam engines) announced.

There were no further "Family Eights" after 1932.



THE VIRGO GALAXY EPYNT STAGES RALLY

Traditionally the first or last rally of the year, depending on the position of the weekend, the Virgo Galaxy Rally over the infamous Epynt ranges had to contend with Arctic conditions on December 29th. Winners were Bob Fowden/Huw Jenkins in the ex-Terry Kaby TR7 V8, above, by 5 sec. from the RS 2000 of Simon Everett/Nigel Wills-Browne, below. But to keep things in perspective, the course car was fastest by 4 min.: Russell Brookes, shown at Dixies, left, was testing his new works Sunbeam Lotus.





However, when I have been in the business as long as you have I might be able to get even more of my facts right!

Brampton — A. A. G. ROBSON

[I would have thought the longer one had been juggling words about history the *more* likely one would be to let the Error Creep In or to Drop the Brick, and I'm certainly not dodging that! On this dreary subject of little Morris sequences, how many £100 2-seater Eights were *sold* before the more costly ones? Which was the point I was pushing around. — Ed.]

A Tax on Possession

Sir,

I read in the Northamptonshire *Mercury & Herald* that Mr. Fowler, the Minister of Transport, is considering scrapping the vehicle road tax and introducing instead a tax on the possession of a car.

This would have to be paid whether the car is used or not, and whether it was on the road or laid up in a garage for the winter or for restoration. If the above is true, then I think we should oppose it strongly. I am sure many readers of MOTOR SPORT own more than one car, and lay them up for the winter or for restoration. Also many people I know own perhaps five or six cars but can only afford to run perhaps two at any one time.

Also what about the position of private museums or collections, or even garages which sell or hold large stocks of cars.

I think it is wrong that we should pay tax on a car which is unused in our own garage, and I would like your readers' views on this subject.

I would hope MOTOR SPORT would protest strongly against this tax.

Adderbury — D. F. FLETCHER

Overdriven New Cars

Sir,

I motor a lot on the A12 and A604 and have become disturbed at the treatment meted out to many brand-new cars being driven on Trade Plates. This has increased significantly in the last two years, presumably as more and more "British" cars are made on the Continent. By abuse I include "Stirling Moss" starts and stops, travelling at speeds "way above 70 m.p.h.", and pressing on when enveloped in smoke or steam.

Mainly it is Ford cars, with several other makes in smaller numbers. Most cars are heading towards London. In the opposite direction, mainly new Japanese cars and a few Fords proceed very rapidly.

Presuming delivery mileage is truly recorded on the mileometer, surely the average purchaser has a right to know it has been driven only within the running-in limits recommended in a particular manufacturer's handbook, or doesn't it matter any more, in which case why do they include directions for running-in engines and bedding-in brakes?

Incidentally, I feel privileged to have started motoring in 1937 with Velocettes and Austins, and with supreme pleasure in 1950 I used to commute weekly between Streatham Hill and Bearsden (North Glasgow) in an 18 h.p. Armstrong Siddeley Hurricane coupé, 428 miles door-to-door, which regularly took about 10 hours, including a stop at a pub or hotel. No motorways in those days!

I feel equally privileged to have gained my Aviators Certificate in 1949 on Puss Moths and to have motored extensively in India, Malaya, Java, and Australia, more than a generation ago.

Maybe of interest, the last car I purchased to satisfy my hobby of fully restoring and then using interesting motors was a Jowett Javelin, in 1971 bought for £25, what lunacy now pervades in that market.

My wife drives daily a split-screen 803 c.c. Morris Minor I purchased new from Britnall & Crowther in 1955. They used to be in Petersfield. Still going strong and virtually original with no rust.

Dovercourt — M. W. TRENERRY

The Motor Car and Oil Conservation

Sir,

The debate on the morality of the motor car in an apparently energy diminishing world is one which gets more attention daily. Now, while many of us would accept, myself included, that in none of our daily activities should we waste oil and also that, in some circumstances, there is a strong case for at least restricting the use of the private car, particularly in cities where public transport could, if given the chance, convey people more efficiently, one should however consider just how much of our primary fuel goes into transport.

For example figures for fuel usage for 1977 look something like this: of all the fuel used 27% went into generating electricity, 16% was used in transport and 57% went to industry, commerce and home use. Of this 57%, it is probably true to say that half went into space heating. Now one does not have to be a mathematical genius to see that even halving the amount used in transport would only lead to an 8% saving in the total fuel used.

I personally believe that the greatest saving in oil would come from firstly a cutback in the many totally unnecessary plastic goods we now use, but more importantly from a reduction in all forms of space heating both in the home and in industry and which can be, to a large extent, compensated for by wearing a pullover!

Finally, I believe that we should remind ourselves that it is in the area of transport — principally air and surface — where the internal combustion engine, be it reciprocating or turbine, wins over most other forms of motive power due to its superior power to weight ratio.

Thank you for an excellent and critical magazine.

Clondalkin, Co. Dublin — CHRISTOPHER HONE, M.Inst.P.

New or Old?

Sir,

After reading Mr. J. E. McGowen's letter (MOTOR SPORT Nov. 79), he seems to me to be very naive.

How many private owners could afford to buy cars virtually handbuilt as most pre-war cars were?

How long would British car manufacturers survive if you never had to replace their products with new ones?

When I used to ride motorcycles I had a 15-year-old BSA 650 twin. It was every bit as good as the new ones they were still turning out at the factory. Why should I buy new?

The BSA is now extinct, the throwaway Japanese bike is flourishing. Mind you, I'm not entirely sold on modern ideas. My TR4, a mere spring chicken at 16 years old, which still surprises modern 2-litres by showing them what a boot badge looks like, only has a "Dolomite Coupé" to replace it. What a horrible thought! I must immediately go out and drive my real TR before I get depressed.

Horndean — J. JULES

Safety Fast

Sir,

I feel I must respond to Mr. Horsley's letter in the December issue of MOTOR SPORT, and say that I disagree with him on the main point of his letter, but totally agree on another.

Firstly I believe there is a place for a good, solid and reliable sports car such as the MG-B, which is also reasonably priced, practical (for that type of car) and attractively styled for everyday motoring. Let us not forget that in the beginning MG gave as a reason for their existence, to manufacture an inexpensive sports car that the majority could afford to buy and enjoy, and whilst it is easy to say that the last true MG was the "TF", or MG-A, the current production models still keep that original promise.

In addition the octagon badge, even on the modern car, gives an identity to the owner, and it is this which would be lost forever with a BL/Jap cross breed.

However I wholeheartedly agree with Mr. Horsley's point that the Gilbern emulates the spirit of MG, and can fulfil the "Safety Fast" motto of MG with all the other necessary ingredients for enjoyable and exhilarating motoring, whilst retaining the practical and economic virtues that become more and more necessary as each day goes by. It is truly sad that a very good car, as the Gilbern undoubtedly is, has been in the main forgotten and neglected now that some years have passed since the company ceased production. It is about time that this oversight was rectified (Editor please note).

I am probably biased in my views, owning two Gilberns (GT and Invader III) in addition to a GT version of the MG-B, but I am sure many others share my views. It is impossible to revive the Gilbern company, and we can only take care of the existing cars, let us make sure MG production does not die, to leave the same sorry state.

Crowborough — ROGER FRANKLAND

Sprite Register

Sir,

Further to my letter which appeared in MOTOR SPORT earlier on last year re. "Sprite Register".

I am pleased to report that I have now received details of almost 400 cars from quite literally all over the world.

In the new Austin-Healey Club Yearbook will be the Register containing 380 cars, their owners, condition and location, etc.

I wish to thank MOTOR SPORT for its help in tracing these cars, and would remind any Sprite owners that register forms for their cars are still available from me.

Walsall — PETER J. DICKS, Sprite Register Sec.

TAILPIECE



"Is this it?" asks Gordon Vogtherr, who spotted this "MG Accord" in Hastings, N.Z.

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TRIUMPH TR7. 1977, beautiful condition, unmarked interior, runs well, 20,500 miles, service records, private sale. £2,450 o.n.o. Tel: Camberley 21831. (46207

MG-A ROADSTER. Red, wire wheels, M.o.T., taxed, good condition, must sell, any reasonable offer considered. Offers £900. Tel: Knowle 3272. (46208

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E TYPE for restoration. Early flat floor 3.8 drophead, non runner. £650. Tel: Ferndown (0202) 877332 (Bournemouth). (46228

MG-ZB MAGNETTE (Reg. No. 43 CAR). Very good original condition, MG Car Club concours winner, taxed and M.o.T. £1,250, no offers. Tel: Bevan, Leamington Spa 311995 evenings. (46230

MINI COOPER 1275S. 1965, 59,000 miles, 12 months M.o.T. Offers. Tel: Coventry 62598 after 6.30 p.m. (46229

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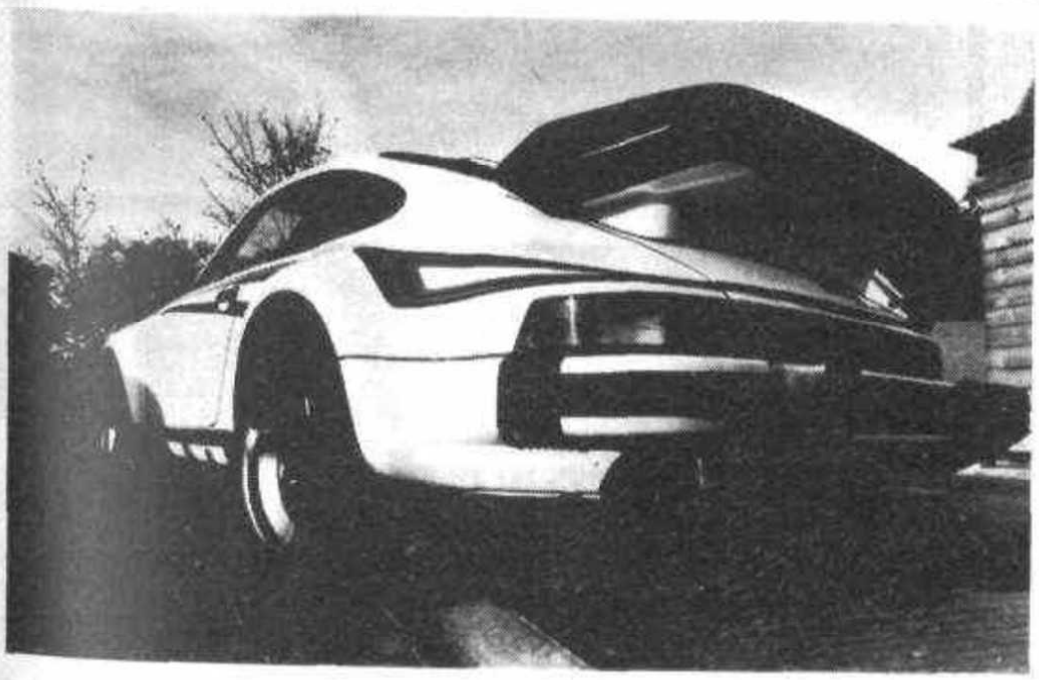
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AC Cobra Mk III. *1968,* Borrani wires, pristine condition. **£28,500.**

Ferrari 308 GT4 1976, yellow on black suede interior, 21,000 recorded miles, *absolutely unmarked throughout.* **£7,450**

Mercedes 300 SEL 3.5 1970. Silver, electric roof/windows, air cond., velour interior, etc. **£2,995.**

Bentley 2-door by James Young. Reg. Dec. 1966, Sundym glass, air cond., etc. Rare example. **£9,550**

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1971 Maserati Indy in black with biscuit interior. A beautiful motor car with all the usual refinements. Left hand drive, manual transmission. A property of a "personality". **£6,000.**

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JENSEN INTERCEPTOR CONVERTIBLE, LATE 1974 'N' REG. Gleaming white with blue hide interior, automatic, PAS, air conditioned, radio/stereo, electric hood and windows. 29,000 miles. **£10,950**



JAGUAR E-TYPE V12, 2+2, 1972. Carmen red, black leather, radio, PAS, chrome wheels, whitewall tyres, etc. **£4,500**



OLDSMOBILE CUSTOM CRUISER, 1976, 'V' REG. Electric seats, windows, tailgate, etc. Stereo/radio, air conditioned, cruise control, chrome rack, whitewalls, tints, etc. **£3,450**



MERCEDES 300 COUPÉ, 1966. Totally restored, gleaming white, black hide interior, new red carpets, whitewall tyres, radio, automatic, PAS, etc. **£3,950**

DATSUN 280Z 'T' REG. LHD, American spec., beautiful yellow, black interior, big bumpers, air conditioned, radio/stereo, fuel injection, alloy wheels, whitewall tyres, etc. **£4,950**

PORSCHE 911E SPORTOMATIC, 1975. Metallic blue, black interior, electric sunroof, electric windows, radio/stereo, tinted glass. **£6,995**

RELIANT SCIMITAR GTE 'P' REG. French blue, tan interior, automatic, radio, alloy wheels, etc. **£2,995**

FERRARI DINO 246 GT, 1973. Yellow, blue interior, electric windows, radio, etc. Recent major overhaul and new clutch. **£7,850**

FERRARI 365 GT4, 2+ 1976. Copper bronze, beige hide, air conditioned, electric sunroof, radio/stereo, etc. Service history. **£13,950**

STINGRAY, 1978. Limited edition Silver Anniversary model. Every refinement including air conditioning and central locking, special two-tone silver with black leather, 15,000 miles. **£7,950**

TRIUMPH STAG, 1977. Overdrive, hard/soft tops, beautiful damask red, tan interior, electric windows, alloy wheels, etc. **£4,350**

BRISTOL 411 SERIES III, 'L' REG. Beautiful metallic blue, radio/stereo, electric sunroof/windows, outstanding appearance. **£6,975**

ISO LELE, 1973, 'M' REG. Very attractive red, blue leather, automatic, PAS, air conditioned, electric windows, radio, whitewall tyres, etc. Fantastic value. **£5,650**

CADILLAC CONVERTIBLE DE VILLE, 1968, 'S' REG. White with new white hood, new tyres, blue leather interior, automatic, PAS, self-seeking radio, electric seats, windows and aerial. Incredible value. **£1,695**

PONTIAC TRANSAM, 1975, 6.6-litre. Silver with white interior, automatic, PAS, air conditioned, radio/stereo, eagle on bonnet, whitewall tyres, etc. **£3,950**

TRIUMPH DOLOMITE SPRINT, 1977. Automatic, alloy wheels, 24,000 miles, damask red, cloth interior. **£2,795**

THE ABOVE IS JUST A SMALL SELECTION OF VEHICLES WE HAVE TO OFFER. WE URGENTLY REQUIRE ANY INTERESTING OR EXOTIC MOTOR CARS FOR STOCK.

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NOSTALGIA

BACK TO THE TRACK

Next month sees the traditional start to the Historic Racing Season, with the **Jaguar Drivers Club Meeting at Silverstone on March 8th.** Despite the unreliable weather (1979 was surely the most atrocious ever) this is always a super gathering, and I hope to show off one or more of the winter's acquisitions in the Paddock. On the current "Replica" hornets' nest, please note that **all cars offered below have genuine chassis numbers and,** with the exception of the Cooper Monaco which never had one fitted, genuine chassis plates too!

Finally, in order to alleviate an acute storage problem, **I'm prepared to discuss any reasonable offers around the newly reduced price shown for the MANGUSTA below.**

NEW PRICE GUIDE SYSTEM (to save wasted 'phone calls!) **A Under £5,000** **B £5,000-£10,000** **C £10,000-£20,000** **D over £20,000**

1959 COOPER MONACO SPORTS-RACING; Chassis BPP/1/59, successfully raced by Salvadori, presently fitted with Climax 2-litre twin cam FPF — the actual '58 Monaco Grand Prix winning unit. Updated coil spring suspension, three-year bare chassis restoration to the very highest standards achievable, road registered (since 1960) **but obviously the most *perfect contender for* International Historic Events (Lloyds & Scottish etc.).** D

1964 AC SHELBY COBRA '289' MK. II — RHD — EAB 778B; restored to literally 'better-than-new' standards by CP Autokraft, from the original chassis, etc.; known history includes some racing, hence full Gurney-Weslake 380+ b.h.p. engine ('J' block, alloy heads, Webers, etc.). Splendid Historic Racing potential, perfect road docility too, with finest quality trim, chrome wires, etc.; **certainly one of the best and quickest road-going Mk. 2's anywhere; maroon with black interior.** D



1965 AC FORD COBRA '427' — RHD — FBD 599T; genuine Shelby Mk. III '427' Chassis No. (CSX); reconstructed 7,000 miles ago with all new/rebuilt parts; proper cross-bolted '427' side oiler; just completely serviced by CP Autokraft; ***absolutely* magnificent in dark metallic blue/fawn interior, with equivalently superb engine compartment.** D

1968 LOLA T160 CAN-AM — ARO 846S, *see colour feature* — MOTOR SPORT — AUG. '79; ex Chuck Parsons, 10th overall in the '68 Can-Am series, fuel injected 500 b.h.p. Chevrolet race *engine then removed (goes with the car)* & 300 b.h.p. unit substituted, but retaining all the proper race fittings, pipework, wheels etc., thus totally *original save engine & headlamps.* UK registered, taxed & used ('Concours' Awards already achieved), **the ultimate road car or certain potential as an *outright winner in Historic Special GT* Events, with spare race engine (easily) refitted.** D



1972 DE TOMASO MANGUSTA — RHD — *TES 64;* *many, many hours (&* pounds!) have just been spent on this beautiful & rare 'luxury GT40' (1 of only 3 RHD models in the UK), & the finished *article is now the best Mangusta in the* country. Fully modified (& overhauled) '289' V8 (steel crank, solid lifters, large valve heads etc.), ZF box, elec. windows *& air cond. 19,000 miles only &* **really superb appearance throughout, including the 'Show-Standard' engine compartment, with chrome suspension etc.** B **OFFERS**



POSSIBLY STILL AVAILABLE (all genuinely to 'Concours Award' standard)

1960 AC ACE BRISTOL 100 D2/S2 — 220 PPC; *Earls Court Show Car with original* 135 b.h.p. S2 engine (1 of only 4), totally restored, mechanically & bodily to **'as new' condition & presentation.** C

1960 JAGUAR XK 150 S 3.8 DHC — 638 DYH; superlative example with 'as new' paintwork, trim & 16" chrome wires, ***with matching under bonnet appearance.*** C−

LOLA T70 MK. IIIB. Chassis 149. The best in the world! Located in California. D

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Eagle's Head


Five Horses


Spirit of the Wind


Horse's Head


Cockerel

The Mascots illustrated above are only five out of approximately 30 different models produced by Lalique before WW2. I am very keen to buy any Lalique mascot in any condition, although I would prefer perfect examples in coloured glass on original bases. I am also interested in other examples of motoring art, literature, metal mascots, posters, toys, bronzes, lithographs etc.

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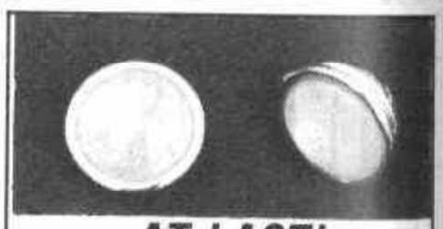
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1959 Stanguellini Formula Junior, Fiat 1100 c.c. engine, alloy bodywork, requires minor restoration.

1959 Elva Formula Junior, Chassis number no. 32. BMC front engined, original alloy wheels, and fibreglass bodywork. Chassis restoration recently completed and comes complete with amazing period trailer.

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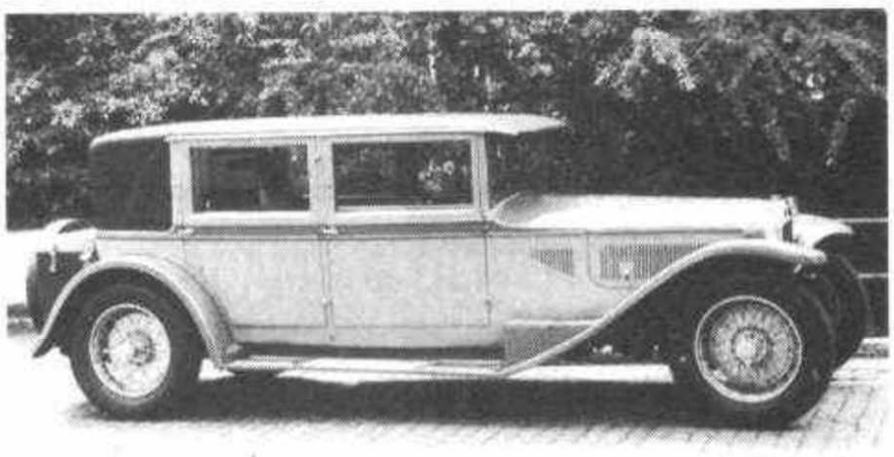
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on Wednesday March 26th 1980

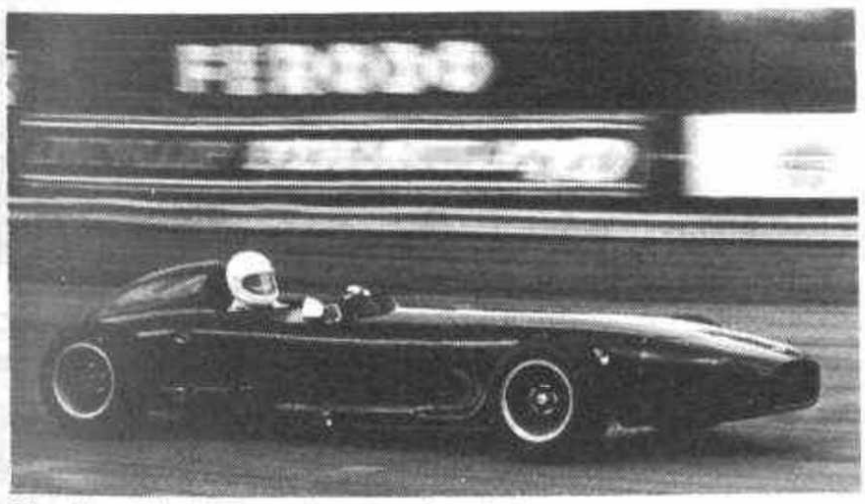
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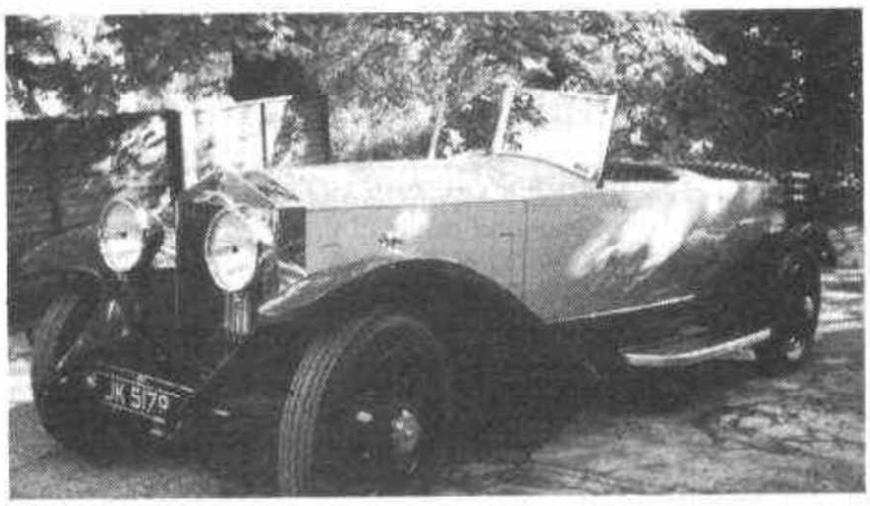
The ex-Elton John Flying Spur



Lancia Lambda Farina saloon



The Eastick T-Type Bentley Special



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Low commission rates, payment within two weeks, world-wide established clientele, all contribute to make these the largest and most successful vintage auction in Europe, selling more fine cars than the three large London reputable companies put together. Our last sale in November was as successful as any other sale ever held in Europe by us or anyone else, with about £300,000 worth of cars actually sold, including K-Type (Mercedes £39,500), 4½ Bentley (£24,250), 1904 De Dion (£10,500) and Type 40 Bugatti saloon (£16,240).

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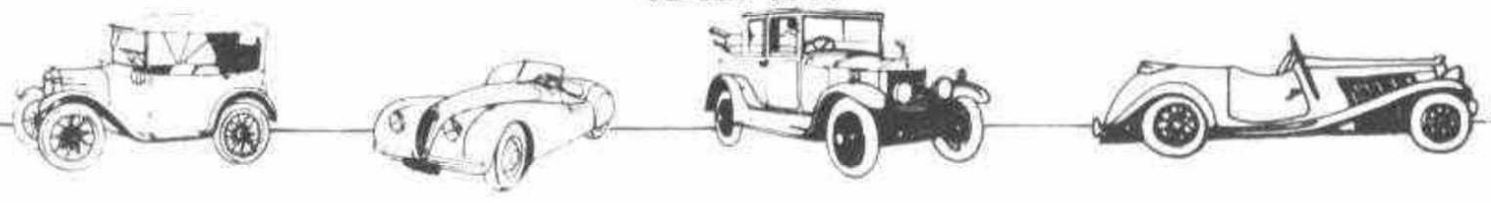
Entries invited from sellers of nice mascots, books, lamps, magazines, etc. and any (clean) Rolls & Bentley spares. Stalls available at £8.50 each. Admission 80p inc. auction catalogue, doors open 10 am, sale commences 12 noon.

We hope soon to have opened a new vintage car emporium where we will be pleased to display your vehicle on a sale or return basis. Ring for details please.

Catalogues for the car auction available early March at £2.50 post paid anywhere.

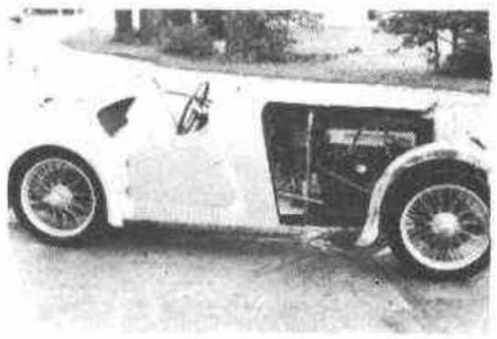
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MG MAGNA F3. New Styles body, ground up restoration, not all complete as photo shows. Backlog of restoration so we want to sell as is.



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My own car for the last ten years and the 1st V8 in private hands. 5064cc prototype AM Lola engine with downdraft Webers — spare engine. Lagoon blue/black in very original untampered condition. A very usable and reliable car.



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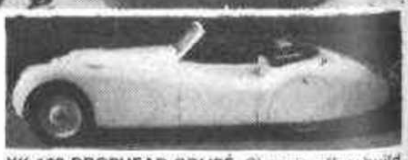
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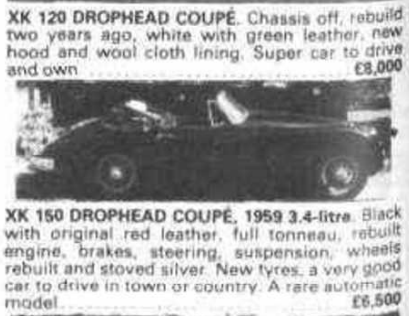
XK 140 DROPHEAD COUPÉ — 1956. Left hand drive, rebuilt in our workshops, new paint, leather, chrome, finished in carmen red with black leather **£8,500**



XK 120 DROPHEAD COUPÉ. Chassis off, rebuild two years ago, white with green leather, new hood and wool cloth lining. Super car to drive and own **£8,000**



XK 120 ROADSTER 1954. British Racing Green, black interior, wire wheels, full race engine — triple Webers, 'C' type head, 6 branch manifold, Le Mans filler, cap, super fast for either road or track **£7,500**



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1971 SILVER SHADOW. Smoke Green, Beige hide, speedometer reading 78,000 miles, recent engine overhaul. **£12,500**

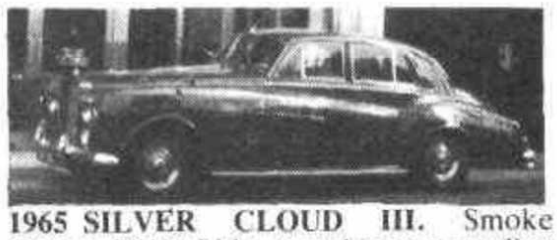
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1965 SILVER CLOUD III. Smoke Green, Beige hide, speedometer reading 136,000 miles, recent replacement engine and gearbox. **£11,950**

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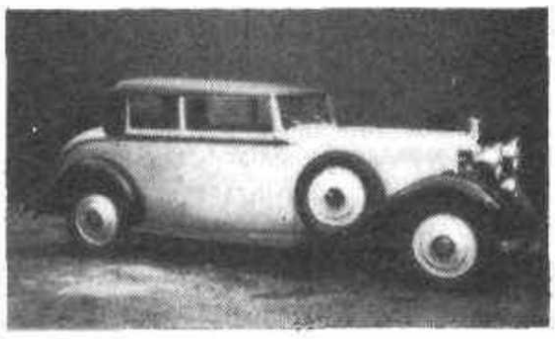
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Barker Special Sports 2½-litre Drophead Coupé with aluminium coachwork, fluid flywheel and pre-selector gearbox, recently sold. **Another** now being prepared for sale. Also a 4-seat aluminium **Drop-head Coupé** by Barker and a rare **Century** 4-seat **Coupé**, plus a **Conquest Century** Sports Saloon.

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1965 Rover 95.
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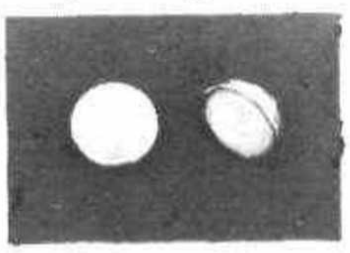
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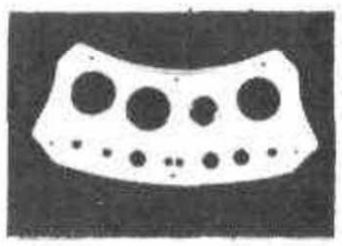
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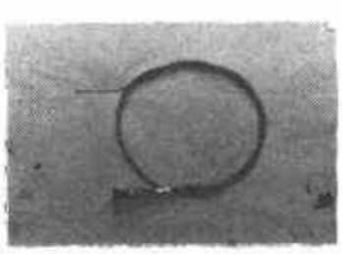
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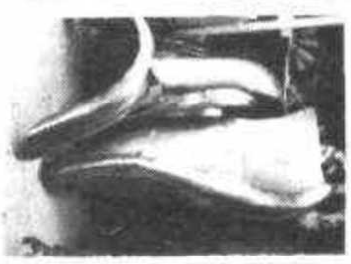
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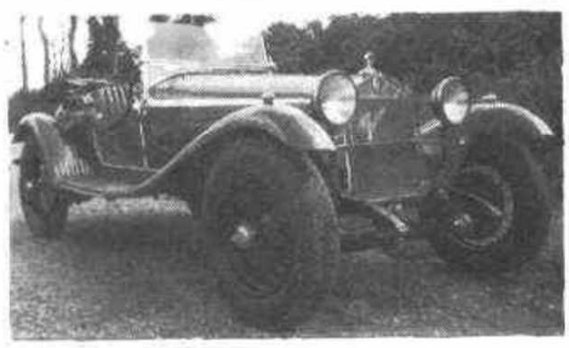
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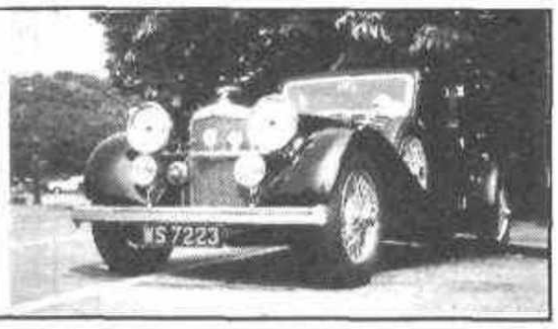
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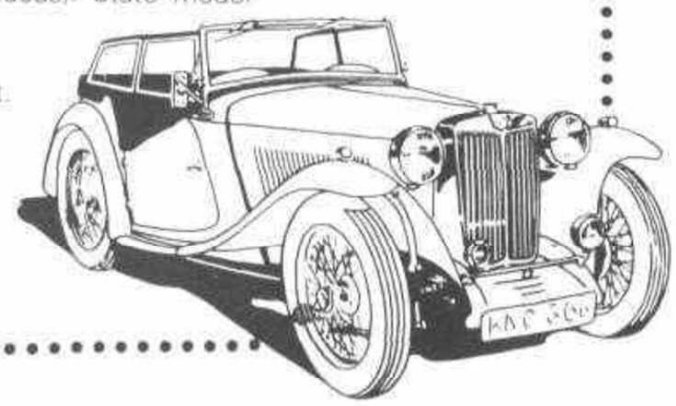
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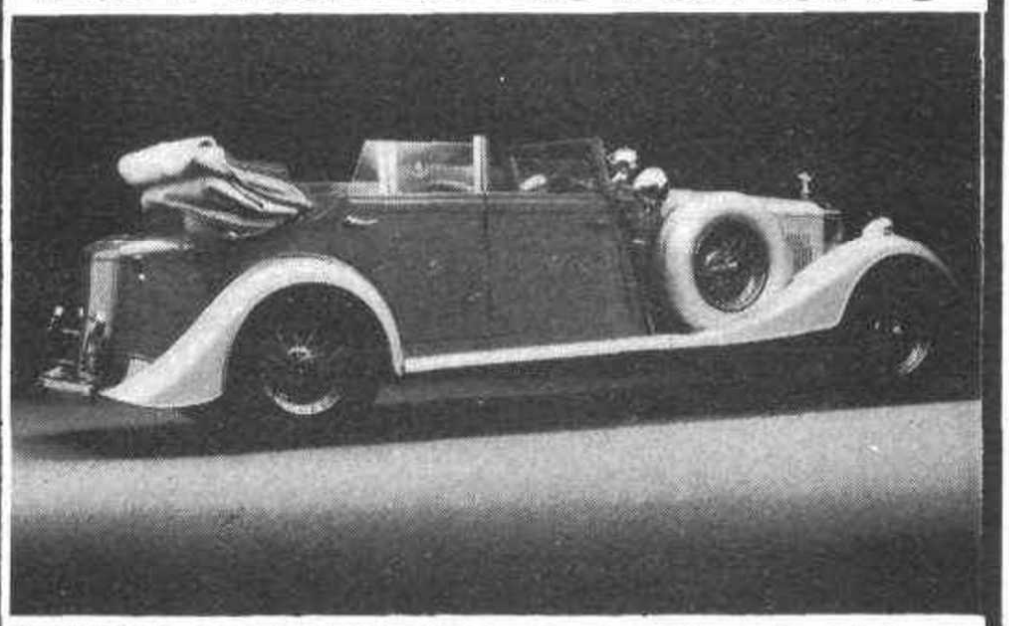
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Those 2,095 parts are in brass, copper, steel, iron, leather, plastic etc and these enable the model to have working steering and suspension, operating brakes, drophead that can be raised or lowered (as in the picture), opening lockable doors, working windows, bonnet and boot that open, sprung-upholstered seats AND a highly detailed engine both inside and out with moving pistons, crank, con-rods, fan, generator, V-Belts etc all of which turn over by moving the starting handle! A fine, beautiful, precision scale model based on the Stratford Motor Museum's fine full-size car. Complicated we know — but if you have the patience and intelligence to approach it in the right way not difficult. Usually available from stock but towards Christmas this can be difficult so please if you are thinking of making this fine model a winter project do not put off buying it until we have sold out!

Detailed below are the only other models currently available in the same scale and which incorporate the same type of fine, precision detail — each available from us post free UK (overseas ask for quote) and complete with our own building hints guide.

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1934	Rolls-Royce Torpedo Cabriolet (pictured)	£175



The Vauxhall Chevette HS2300 drawing above is a detail from our new precision scale 1:43rd metal kit of the National Rally Championship winning car of Penti Airikkala — a kit that has already won praise for its accuracy and fidelity from the team who run the car — and — without whose tremendous help we could not have made it so accurately. The kit is detailed and yet designed to be built easily even by a newcomer to metal kit making. It comes complete with easy-to-follow illustrated instructions, full colour water slide transfers, rubber type chunky tyres and fidelity that has even impressed DTV!

Also new are our kits of the "Eaton Yale" RAC winning Escort of 1978 and the "Andrews Heat for Hire" Manx rally winning Escort of Russell Brookes. Both will be available later this month with a newly engineered body, chassis and interior replacing our rather tired old Escort model of 1978-79! Listed below is a selection of the rally models we can usually supply from stock — order by post or telephone using your credit card if you wish — any day from Tuesday to Saturday . . . . .

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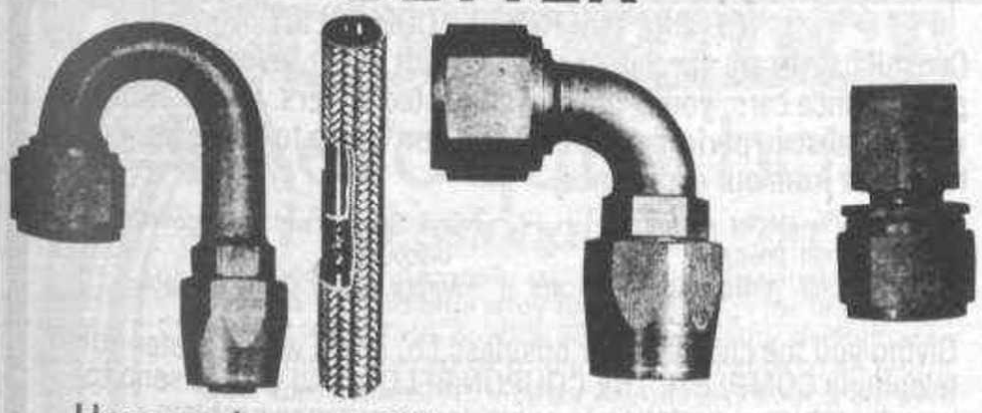
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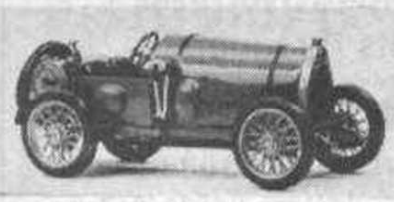
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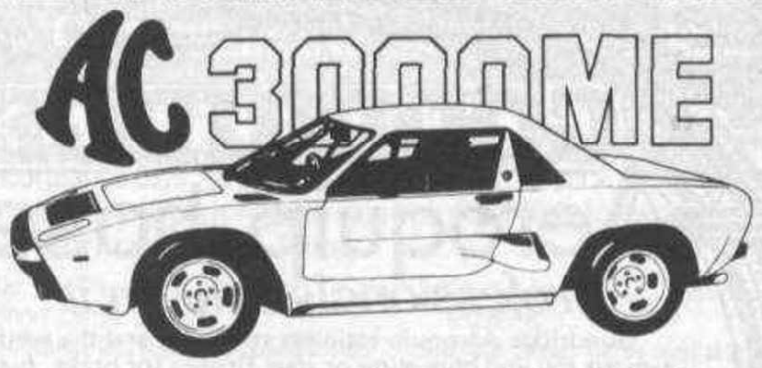
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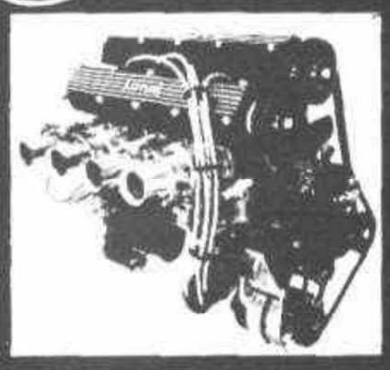
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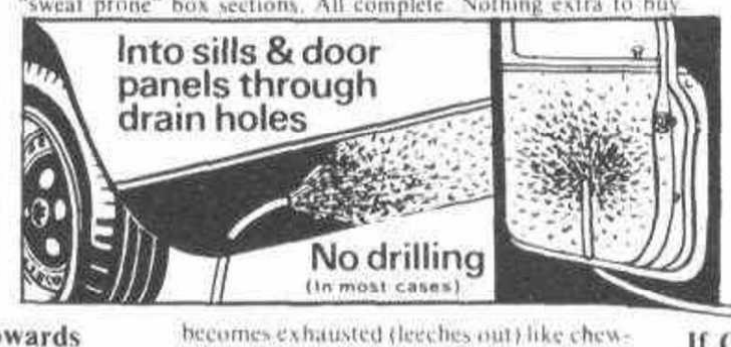
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Min. preparation. No need to crawl-under car (in most cases) Suction end of Super 'JUMBO' Applicator feeds direct from Waxoyl can. Pull trigger to load up. Let fly! Hardly any contact with fluid. (Soft and smooth to hands anyway) Adjustable, wide-to-concentrated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



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



Rust Knaws Upwards

Inescapable air moisture spews rust spores *on metal deep in-below chassis and car* body. Spores grow, multiply fast. Metal feeds its own erosion! 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 infernal stuff on UNDERside. Hidden! It's the very problem Waxoyl is designed specifically to solve! Low viscosity, and magnetic 'pull' seeps Waxoyl into every rust trap **in entire vehicle system.** Result? Waxoyl holds 'Showroom' condition. Virtually for entire car life.

Salt & Water Spray Tests

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

Finnigan's derive modest satisfaction from Swiss report. As rival makes disintegrate, Waxoyl proves **'Metal unchanged'.** Waxoyl rust Inhibitor CHASES OUT *moisture from ferrous oxide rusting.* Rival Inhibitors COMBINE with oxygen and water. Strength weakens. Activator becomes exhausted (leeches out) like chewing gum eventually losing taste. Metal *breaks down unless rustproofer renews* treatment. Hence usual (charged for) follow-up check. But no further attention with Waxoyl apart for Autumn Wheel arch "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 Eng'ng. Polytechnic. *'On Mole Valley Flood Scheme, base steel instrument cases in open countryside rust-free to date'*

If Considering Other Makes

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

Year After Year Protection

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

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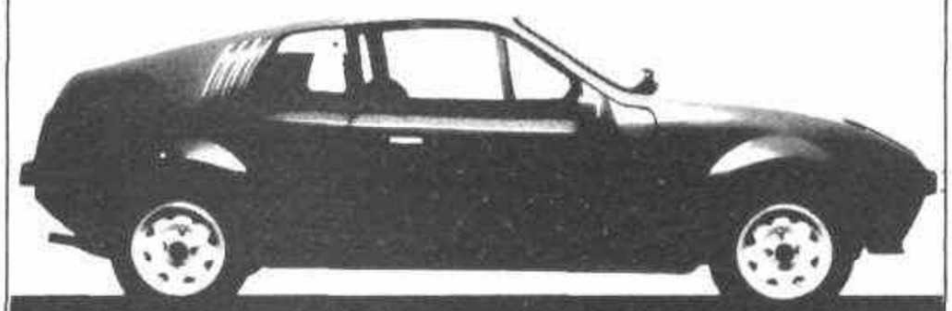
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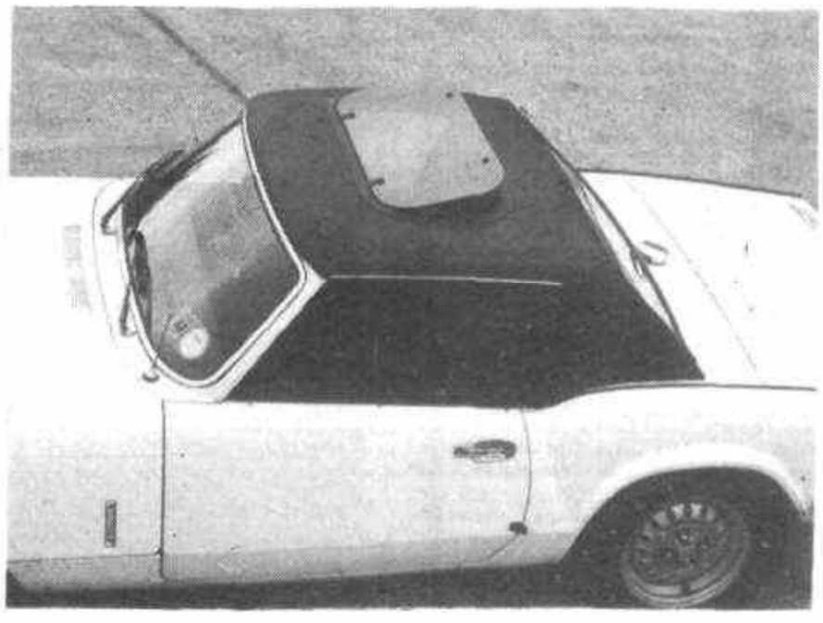
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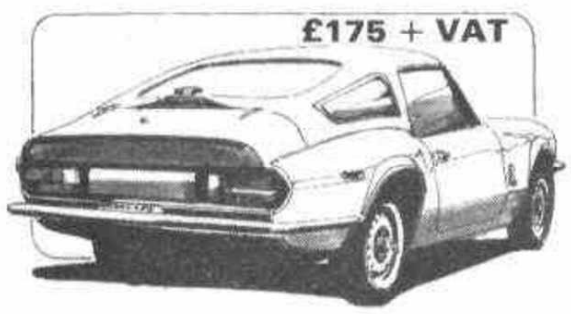
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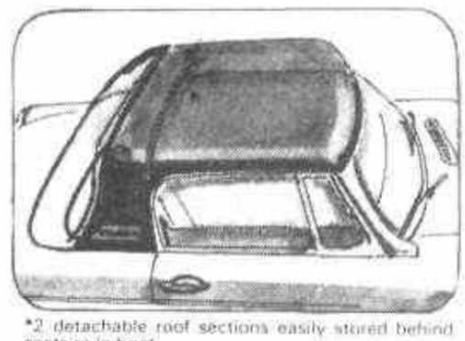
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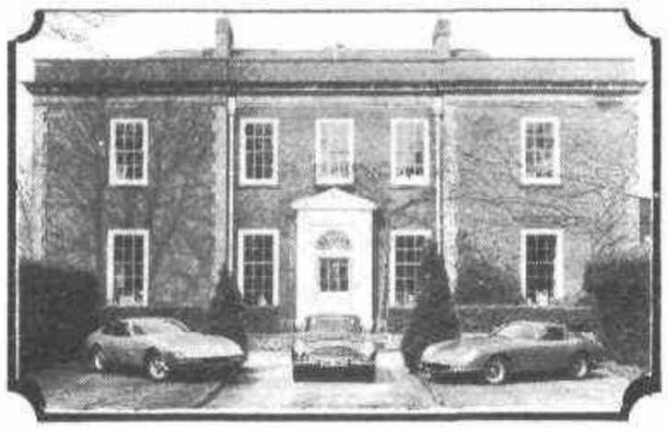
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FOR SALE—continued

MGC. 1970, 44,000 genuine mileage, summer use only, excellent condition. £2,000. Green, "Grasslands" South Newbald, York. Tel: North Newbald 624 or 250 (46957

ALVIS 12/70 SALOON. Mulliner body, 4-door black/maroon, 1937/38, *excellent condition* £3,500. Tel: Mrs Roche, Aldermaston, Berkshire. (46956

TRIUMPH STAG. May 1978, 13,000 miles, auto, p.a.s., hard/soft tops, red, excellent conditon. £6,450. Tel: Preston 53769 day, Catforth 690415 evening. (46955

CAPRI II 3000S. March 1978, 25,000 miles, sunroof, rear spoiler, power steering, radio and stereo cassette. Jupiter red. £3,600. Tel: 021-554 2563 or Stafford 663875. (46954

TVR TAIMAR. 1978, 13,000 miles, sunroof, radio/cassette, automatic electric aerial, as new condition, genuine reason for sale. £5,950 o.n.o. Tel: 021-445-2768. (46952

TR6. 1974, 22,000 miles, one owner, magenta, hardtop/overdrive, any trial or inspection invited, genuine reason for sale. £2,995. No offers. Tel: 021-445 2768. (46952

ECONOMICAL MODERN classic. Fiat 850S Sport 2+2 coupé, 90 m.p.h., 45 m.p.g., mechanically excellent. £350. Tel: 048 82405 (Berkshire). (46951

ROVER 75. 1958 mechanics, electrics, brakes excellent, needs wheel arches, wing edges restored. £175. Tel: Little Gaddesden 3221. (46949

BMW 2002 LUX. November 1975, metallic blue, Blaupunkt radio/stereo, spotlights, history, immaculate. £2,195. Tel: 01-673 1919. (46948

***TR4** 1962, full chassis up rebuild just completed, known history, requires some work for restoration, but finances force sale of this truly classic car. Well over £2,000 spent over last 12 months. For genuine offers and full details phone 061-748 3556. Will consider p/x. (46946*

MG TF Replica. Very authentic, excellent condition. Offers around £2,000. Tel: Preston, Dorset. 0305 832576 or 01-310 4913. (46944

BMW 3.0 CSi. 1975, genuine car offered for sale by enthusiast at only £3,775 o.n.o. Tel: 092 687 205. (46943

RILEY RME 1½-LITRE 1953, excellent condition, engine rebuilt, body restored. £2,000 o.n.o. Tel: Sheffield 0742 587190. (46941

MG-B GT. 1974 (N), 62,000 miles, superb, purple with matching trim, tan interior, tinted glass, chromed Rostyles, overdrive, h.r.w., new front tyres, exhaust, alternator, Waxoyled. MG Car Club member. M.o.T. August 1980. £2,095 o.v.n.o. Tel: 01-274 0426. (46051

PACKARD SUPER 8. 1937, 15th Series, model 1502, limousine complete but needs restoring investment. £1,200. Tel: Plymouth 709600. (46939

CORVETTE STINGRAY. 1979, 25th Anniversary model, T-roof, radio/stereo and cassette, electric windows/aerial, air conditioning, tilt-steering, cruise control, immaculate throughout. £7,400 o.n.o. Tel: Work 061-941 2751, home 061-567 3310. (46937

JAGUAR E-TYPE Roadster, M Registered, white, black upholstery, recorded mileage 38,000 miles. £5,995. (46935

'T' REG. V12 E-type Jaguar FHC. 1972, 32,000 miles, black with biscuit interior, auto., PAS, sunroof, radio/tape. Immaculate condition. £7,500. Might consider interesting part exchange. Tel: Rochdale 41697. (48347

AC 3000. Silver, leather trim, Compomotive wheels, 3,000 miles, superb vehicle. New price £13,840 offered at £10,500. Tel: Mr. Watts 0604 880421 (evenings). (46838

ASTON MARTIN DB6. 1969, white, manual, air conditioning, one owner, very good order. £6,250. Tel: Mr Watts, evenings 0604 880421. (46838

MERCEDES 250CE COUPÉ. 1971, complete history, silver, sunroof, power steering, superb condition. £2,950. Tel: Mr Hutchings evenings 0604 409441. (46838

JEEP CHEROKEE CHIEF. Four door, 29,000 miles, very good condition, stereo, new tyres. £5,650. Tel: Mr Hutchings evenings 0604 409441. (46838

JAGUAR, 1959. *Mk. I, 2.4, good base for restoration.* Offers. Tel: Castleford 558476. (47099

JAGUAR MK. II, 2.4 manual, a truly fine silver-grey sports saloon, with red interior, this 1965 car has travelled 83,000 miles, tax, MoT £1,750. Tel: Wymondham 605321 (daytime) or Norwich 720917 (evening). (47097

BRISTOL 408, 1959, 2.2-litres, beautiful red bodywork, in very good order, MoT till June. £2,500. Tel: Watford 39453. (48107

PORSCHE IN name only, parentage unknown. 928, dark green, 8,000 miles, all extras, LHD, junk car for junk price. Best offer accepted. Wood, Buriton Manor, near Petersfield, Hants. (47095

ARNOTT-CLIMAX, 1957. Actual car that was raced at Le Mans. Excellent restored condition, very original, this attractive gull-wing coupé is potentially a forerunner in international Group One historic racing. £4,950. Tel: Chris Smith 0543 490232. Part exchange road car welcome. (47093

BMW 3.0 CSL. 1973. Fitted 3.3-litre engine, rare example of this superb car, over £5,000 has been spent to ensure it is in splendid condition, bills available, fjord blue, sunshine roof, stereo, double dip lights. £4,500. Tel: 021 359 2822. (47094

MG TD. Sound and reliable, BRG, MoT. £3,650. Tel: 074788 671. (47082

RILEY KESTREL Nine, 1935. Body rebuilt, rechromed, retrimmed, resprayed, lovely usable PVT, offers exceeding £2,500. Tel: 0704 68390. (47091

LANCIA AURELIA Spyder, 1955. Chassis no. B24S 1093, extensive mechanical rebuild to highest standards and regardless of cost just finished. Twin Weber Nardi conversion, silver black interior, can be inspected in Zürich, tax paid USA and Switzerland. *Offers to MacLean, 3 place du Molard, 1204 Geneva.* Tel: (022) 28.22.66. (47090

1963 ALFA Spyder 1600. Complete strip-down and respray to highest standard in racing red. Clifton rebuilt twin Weber Sprint GT engine and high ratio diff. Rebuilt brakes and steering. Same owner last nine years, excellent condition, much loved and very fast. Offers to MacLean, West Court, Binsted, Alton, Hants. Tel: (04204) 2129. (47090

***RAILTON STRAIGHT** Eight, 1939. In need of* restoration. Last used 10 years ago; was running well, full history known. £1,500 o.n.o. Tel: 3306. (47081

MG MIDGET, June 1974. Citron, chrome bumpers, immaculate condition, inside and out, genuine 58,800 miles, radio and extras, definitely a collector's piece, reluctant sale. £1,265. Tel: 0703 555627. (48199

1937 AUSTIN Sixteen Goodwood saloon. Dark blue, good condition, original metal sliding sunroof. £800 o.n.o. *Tel: Plymouth 336771.* (47087

1972 DAIMLER 4.2. 24,000 miles, one owner from new, sand with beige interior, immaculate. Offers. Tel: Mr. Parker on Sheffield 21670. (47086

ALFA ROMEO 1300 GTJ. 1968. Superb condition, new tyres, exhaust, windscreen. £650. Tel: 058 474 665 (Ludlow). (48196

1978 CAPRI 3-litre "S". Vinyl sunshine roof, Recaro seats, PAS, 18,500 miles, one owner. £3,850, no offers. Tel: Wrexham 262519 (office) or 4778 (home). (48193

ROLLS-ROYCE Wraith, 1939 touring limousine. Very good running order and appearance, long MoT. £10,000. N. Lord, Firswood Lodge, Ashford Road, Harrietsham, Kent. Tel: Maidstone 859344. (48192

MG TC, 1947, BRG, mainly original, running order, needs some attention, owned for 13 years. £3,800. Many spares including engine, gearbox. Tel: Knutsford 53565. (47077

SUNBEAM ALPINE GT, 1965. Good mechanics, new sills and front wing. £150. Tel: Bishop Auckland 603164. (47075

JAGUAR MK. V, 1951. Excellent original example in showroom condition. £2,750. Part exchange *considered. Tel: South Benfleet 4174.* (48185

50 YEARS this month, o.h.c., Minor saloon. Stored since 1960 by present owner, needs therefore some renovation but a complete and sound motor, log book £1,250. Tel: Greatford 486. (48184

ROLLS-ROYCE Cloud II, 1961. Excellent original order throughout, tools, test new tyres, highest offer by February 21st. Tel: Saffron Walden 22330. (48183

AUSTIN HEALEY 3-litre, 1960. Good original order, overdrive, MoT, tonneau, hood, highest offer by February 21st. Tel: Saffron Walden 22330. (48183

ALFA ROMEO Giulia Sprint GT, 1965. Superb Alfa class concours winner, excellent bodywork in red, mechanically almost completely rebuilt, best offer over £1,100 secures. Tel: Fowlmere (Herts.) 517. (48182

JAGUAR MK. 2, 1960, 2.4-litre. Owned by one family since new, wire wheels and original in every respect, 27,600 miles only, current MoT, reg. no. 300 GYC. £2,250 o.n.o. Tel: Bosbury 668 (Herefordshire). (47070

ELAN +2S 130/4, 1972. Maroon, silver roof, 51,000 miles, maintained virtually regardless of cost, arrival of Elite reason for sale. £2,400. Tel: 01-892 8754. (47069

DOLOMITE, 1978(T), 1500HL. Overdrive, 14,000 miles only, meticulously maintained, very economical, virtually as new. £2,925. Tel: Chieveley 492 (Berkshire). (47067

JENSEN HEALEY, 1975. 5-speed, H/S tops, blue/tan interior, much pampered car, 41,000 miles, v.g.c. £2,850. Tel: Helston (03265) 3404. (47066

LOTUS ELAN +2S 5. Orange/silver roof, 27,000 miles from new, alloy wheels, tinted windows, radio, electric aerial etc., new clutch, brakes etc., truly immaculate inside and out, definitely no time wasters, lady owner £3,200. Tel: Chalfont St. Giles 4227. (47065

COOPER-BRISTOL Mk. II, 1953. Formula 2, ex-Bob Gerard, ex-Simon Phillips. Fastest and most highly developed Cooper-Bristol of all time, in first class order, ready for the 1980 season. Tel: David Vine 061-980 3298. (47064

JAGUAR E-TYPE, FHC, 1965, 4.2, regency red, an outstanding specimen, fully restored, used very little. *£4,750. Tel: 0602 865335.* (47062

ROVER 3-LITRE coupé, 1965. In reasonable condition, ideal for enthusiast, any offers considered. Tel: 06234 3191 (after 1.2.80). (47060

SCIMITAR GTE, 1978. Lincoln green, Wolfrace wheels, tinted windows, average mileage £5,650. Tel: Wroxham 2451. (47059

TVR MARTIN 6. Reg. no. TVR 6, full spec. + blueprint, electronic ignition and Philips 712. Offers to: 01-994 5923. (47058

MG-B ROADSTER, 1970. Wire wheels, overdrive, body rebuild and respray, needing details to complete, distinctive registration MCK 3J. £1,000 o.n.o. Tel: Leeds 682463. (47056

DAIMLER SOVEREIGN 4.2L. Manual/overdrive, electric windows, headrests, stereo radio, immaculate, LPG conversion can be fitted giving equivalent of 50+ m.p.g. at 56 m.p.h. Any trial or test. For full specification and serious offers ring: Trowbridge 63936, extension 39. (48168

AUSTIN HEALEY 3000 Mk. III, 1964. Metallic light blue over cream, has had over £2,000 of restoration work, new tyres, hood, upholstery. Mechanically A1. Beautiful car to look at and drive. Private number plates included. Bargain £3,950. Tel: 061 439 1093 evenings. (48348

1975 V12 E-type DHC Jaguar. Auto./PAS, many extras, low mileage, red/biscuit trim. Would consider late automatic Stag and or MGB GT V8 in part exchange. Tel: 0695 421626 home, 0695 77644 office. (48353

LANCIA FULVIA Coupé 1.3S 'N' Reg. Rust proofed, unmarked condition, bright red. Appreciating classic. £1,700 o.n.o. Tel: 021 355 1723. (48355

LANCIA BETA Coupé 1600 'P' Reg. Endrusted, immaculate, dark brown, M.o.T. £1,850 o.n.o. Tel: Fillongley 40403 (Coventry). (48352

MG TF. Stored three years since professional body rebuild including frames, rewiring, hood. 5,000 miles since engine re-build, excellent condition throughout. £5,000. Tel: Morpeth 2705. (48350

LOTUS +2S 130/5. 1974, black, oatmeal trim, alloy wheels, Sundym glass, radio, plus rebuild. £3,395. Might take small part/ex. Tel: Leeds 780906. (48351

1974 LOTUS Elan Sprint FHC. 31,000 miles, Sundym, electric windows, radio/cassette, taxed and M.o.T., metallic copper on white, superb condition throughout. £3,600 o.n.o. Tel: Germoe 2305 (Cornwall). (48349

ASTON MARTIN DB5 or DBS6. AMOC member wishes to sell one of these classic thoroughbred motor cars, both in beautiful condition. £5,000 and £4,500. Tel: Wallingford (0491) 36390. (48358

JAGUAR 3.8 E-type Roadster, 1963. In totally beautiful condition, same owner last 5 years, with no expense spared. £6,000. Tel: Wallingford (0491) 36390. (48358

1955 MORRIS Minor. Split screen, green 2X tyres, vgc, spares, used every day, licence ended Jan. Need space. Offers around £400. Tel: 0946 63218. (48357

PORSCHE 911 Targa 'P' Reg., very good condition, full service history including recent full service and new tyres. £6,950. 021 359 5422. (48356

PORSCHE 924. 1977. Immaculate condition, 21,000 miles only, tinted windows, stereo, sunroof. £6,350. Tel: 021 359 5422. (48356

1935 ALVIS SP tourer. 2,900 c.c., four seats, replica body with new hood, side screens, finished in BRG, immaculate condition. Offers over £10,000. Tel: *01-363 2830.* (48354

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£8,995 CADILLAC FLEETWOOD BROUGHAM 1978 T Reg. Magnificent in metallic silver grey with black hide. A superb vehicle with very full specification.



£6,395 LOTUS ELITE 1976. White with oatmeal interior, radio, alloy wheels, etc., two owners.



£5,995 MERCEDES 200 W123 1977. Blue with tan cloth interior, PB radio, one owner.

£13,995 FERRARI 308 GT4, 1978. Full spec. including metallic paint, leather interior, air conditioning, wide wheels, metal sunroof.

£13,995 FERRARI 308 GTB, 1977. Bright red with black leather, air conditioning, etc., 11,000 miles only.

£12,395 JAGUAR XJS, 1978, T Reg. Black with tan leather, air conditioning, Bluespot radio cassette, 2nd year supercover, one owner.

£7,995 MERCEDES 350 SLC 1973, N Reg. Icon gold with champagne velour, electric sunroof and windows, tinted glass, central locking, headlamp wash wipe, radio cassette.

£7,895 PORSCHE 924 CELEBRATION, 1977. White with Martini stripes and interior, alloy wheels, tinted glass, rear wiper, sunshine roof, radio, one owner.

£5,395 ALFA ROMEO 2000 SPYDER, 1977. White with black interior, PB radio, one owner, 18,000 miles.

£3,995 BMW 3.0CS AUTOMATIC, 1973, M. Reg. Metallic Ceylon Gold with black velour interior, electric windows, radio stereo, etc.

£3,695 LANCIA BETA 2000 COUPÉ, 1977. Antibes blue with cloth interior, electric windows, etc., 16,000 miles recorded.

£3,595 LANCIA BETA 2000 COUPÉ, 1977. Rosso Corsa with gold cloth, electric windows, radio cassette, etc.

£3,695 FIAT X1-9, 1978. Metallic coral red with striped cloth upholstery, radio, 17,000 miles, mint condition.

£3,395 TRIUMPH TR7, 1978. Most attractive in dark brown and cream, 5-speed gearbox, radio stereo.

£3,285 LANCIA MONTE CARLO CONVERTIBLE LHD. Blue with contrasting interior, radio cassette unit.

£3,195 MG-B ROADSTER, 1977. Flamenco red with striped interior, overdrive, headrests, tonneau, etc.

£2,995 RENAULT 17 TS, AUTOMATIC, 1977, S Reg. Metallic blue with cloth interior, sunshine roof, radio, etc.

£2,945 MG MIDGET, 1979. Yellow with *black interior, radio, etc, 8,000 miles* only.

£2,795 TRIUMPH TR7, 1976. Tahiti blue with black trim, radio, etc., one owner, 12,000 miles only.

£2,695 FORD CAPRI 2.0S, 1976 Black with tinted glass, alloy wheels, radio.

£2,645 MG BGT, 1975. Harvest gold with black nylon trim, overdrive, sunshine roof, tinted glass, etc.

£2,345 MG-B ROADSTER, 1975, P Reg. Glacier white with black interior, overdrive, hard and soft tops, wire wheels, Bluespot radio, headrests, etc.

£2,345 ALFA ROMEO 2000 GTV, 1974 but P reg. Piper yellow with black trim, tinted glass, radio etc. £1,000 overhaul just completed.

£1,895 DUTTON SPORTS, 1979 V reg. Yellow, alloy wheels, similar to Lotus 7.

£1,675 RENAULT 17 TS, 1974. Fitted electric windows, 5-speed gearbox, *sports wheels, etc.*

£1,545 HONDA CB 900F, 1979. Metallic blue, 1,000 miles, mint condition.

£5,995 FLETCHER ARROWBOLT 21 ft. POWERBOAT. Fitted twin inboard Volvo Penta 130 engines, cabin to sleep two, boarding ladder, navigation lights, two covers, 4-wheel trailer, etc., little used, outstanding value.

FINANCE AND LEASING AVAILABLE

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£5,195 COLT SAPPORO 1979. Flame red with grey velour, p.a.s., 5-speed gearbox, tinted glass, radio, only 2,000 miles and as new. Outstanding value.



£4,995 LANCIA MONTE CARLO, 1978. Italian red with tan cloth interior, electric windows, alloy wheels, one owner.



£3,595 TVR 1600M, 1976. Most attractive in chocolate brown with cream model band, vinyl roof and sunshine roof, alloy wheels, etc.

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1979 (V Reg.) Triumph Dolomite SE. 600 miles only, black with silver stripe, radio, underseal. **£3,995**

1979 (V Reg.) VW Golf GTi. 4,000 miles, radio, silver. **£4,850**

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

1978 Lancia Monte Carlo FHC. Radio, low mileage, in blue with cloth upholstery. **£5,350**

1978 Lancia Beta Coupé 1600. 7,000 miles, one owner, radio, in light blue. **£3,950**

1978 MG-B GT. O/D, 16,000 miles, yellow. **£3,749**

1978 Triumph Spitfire 1500. One owner, 10,000 miles, green. **£2,899**

1977 Alfa Romeo 2-litre GTV. 15,000 miles recorded, push button radio, Sundym glass, in sand with black interior. **£4,299**

1977 (S) MG-B Roadster. O/d, one owner, full service history, radio, 18,000 miles recorded, in Brooklands green. **£2,999**

1977 MG-B GT. O/D, 14,000 miles, one owner, sand glow. **£3,450**

1977 Triumph TR7. 26,000 miles, red. **£2,999**

1976 MG-B GT. Overdrive, one owner, 29,000 miles, radio. Full service history **£2,999**

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

1975 Ford Capri 2-litre (S). In white. **£2,650**

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

1975 Range Rover. Radio, Bahama gold, 59,000 miles. **£5,999**

1974 Vauxhall Magnum Coupé. Built at high cost by Will Sparrow Engineering, silver and blue. **£1,999**

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

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

1973 (M-Reg.) BMW 2002 Coupé. 49,000 miles, orange. **£1,695**

1972 (L Reg.) TR6. 61,000 miles, radio/cassette, white. **£1,999**

1970 Lotus Elan FHC. Three owners, 35,000 miles recorded, outstanding condition, green/white. **£2,700**

Our own Ford Zephyr Classic Saloon Racer. 4 wins, 2 seconds, championship winner in right hands. **£2,522**

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FOR SALE—continued

BMW 2000 COUPE. Automatic, 1968, (rare model), in very good condition, electric windows, stereo radio and cassette. £1,350. Tel: Doncaster (9302) 854070. (46337

DATSUN 260Z 2+2. 1977 S Reg., high gloss black coachwork, gold coachlines, 25,000 miles only, Wolfrace wheels, Hitachi radio, stereo system and Pioneer graphic equalizer booster, electric aerial, immaculate condition. £5,450 o.n.o. Tel: 04892 81780. (46334

RELIANT SCIMITAR GTE. 1978, automatic, Wolfrace wheels, electric windows, P.A.S., tinted glass, Radiomobile, one owner, HP possible. £4,495. Tel: Bourne End (Bucks) 22065 office hours. (46330

TR8. 1972 (K Reg), orange, black trim, overdrive on three speeds, radio cassette player, 40,000 miles, two owners (one family!). £1,650. Heal, 12 Compton Road, London N1. (46329

E TYPE 2+2. 1967, manual, metallic blue, c/wires, mint original condition, only 2,000 careful miles since professional engine and clutch rebuild. Bargain at £3,950 for this outstanding classic. Tel: Meopham 812604. (46324

1932 ALVIS Speed 20 Vanden Plas 4-seater tourer. Rebuilt mechanically, retrimmed in leather, superb original car. Tel: Kingswinford (Staffs) 277239. (44165

FORD MODEL B EK8856. Rare 1932 Fordor sedan, clean, sound, many spares, including engine/gearbox. £2,750. Tel: 061-775 2848 (Lancashire). (46203

1977 LANCIA Beta Monte Carlo. Blue soft top, 24,000 miles, just serviced, RAC/AA welcome. Ziebarted since new, stereo/radio cassette, absolutely immaculate, religiously and fanatically maintained. £4,850. Tel: 01-959 3941 (evenings and weekends). (46202

BLACK SCIROCCO TS, 1976(R). Tartan trim, alloy wheels, rear wiper, radio, 34,000 miles, service history, 40+ m.p.g., beautiful condition. £2,695. Tel: Welwyn 4113. (46200

DAIMLER SP250B, 1962. Hard top, soft top, tonneau, hood bag, interior, exterior and mechanics very good, 1,700 miles since expensive engine overhaul including re-ground, re-balanced crankshaft, rebore and new clutch, sold with engine spares including cylinder heads. Offers around £2,200. Crossley Regis saloon, 1935. Much restoration done including superb respray and re-plating, in exceptional condition but refitting of trim and rewiring required, potentially concours material. Offers around £1,700. Tel: 0424 (Bexhill) 214382. (46198

BMW 520, N-reg. Blue metallic, tinted glass, electric windows, limited slip differential and all usual BMW goodies. New engine, new brakes, new clutch, new shock absorbers in last 20,000 miles, a high mileage car offered at £1,795 for quick sale. Tel: 01-302 0021 (office hours). (46197

DE TOMASO Pantera GTS, 1976. Immaculate condition, Ford 351 Cleveland engine with ZF 5-speed gearbox, genuine GTS wide wheels and white side lettering, bright red paintwork with black interior and every extra, a GT40 but quarter the price. £9,500. Tel: Ware 61676 (evenings), Hoddesdon 65731 (office hours). (46196

DAIMLER 2.5 V8, 1967. Automatic, dark blue, very clean sound condition throughout, thorough engine and brake overhaul, recently completed, long MoT, an excellent gleaming example. Offers around £1,750. Tel: Nonington 841267 or Deal 65510. (46423

BENTLEY CONTINENTAL Series 3, 1963. Magnificent 2-door saloon in blue, completely rebuilt and resprayed from bare metal, one owner for the past eight years, please ring Kings Langley 65270. (46425

JAGUAR XK 150 saloon, 1960. This car has been completely rebuilt and resprayed in red from bare metal, all parts rechromed or renewed, upholstery re-covered in black leather. Please ring Kings Langley 65270. (46425

MORGAN 4/4 4-seater, 1971. Excellent condition, 45,000 miles, wire wheels, leather upholstery, luggage rack. £3,500. Tel: Potters Bar 57992. (46422

JAGUAR 3.8 Mk. II, 1963. Overdrive, wire wheels, radio, superb condition, fully documented, much money spent to make this car one of the best examples, must be seen to be appreciated. Private sale £3,250. Tel: Knowle (Warwicks) 2493. (46421

FERRARI SPYDER 275 convertible. Has been totally chassis-up restoration including all mechanics, to superb concours quality, two unrestored ones have been recently sold for £17,000 and a full Graypaul rebuild cost about £19,000, it makes this car excellent value at £25,000, the best offer received by 28th February will be accepted. Tel: Lapworth 2322 (evenings). (46420

VINTAGE AUSTIN Seven. Rebuilt mag. engine in running chassis, chummy body and mudguards, need work, no log book or time to finish. £900 no offers. Tel: East Hendred 371 (Oxfordshire), daytimes. (46419

GILBERN GENIE. Rebuilt engine, recent radiator, brakes, sunroof, overdrive, manual choke, very good original condition. £1,350. Also Invader estate, recent engine, kingpins, sunroof. Tel: Bristol 423161 (Phil/George). (46489

FOR SALE—continued

1950 4¼-LITRE Bentley, James Young 2-door saloon. Excellent condition. £4,650. Would consider part exchange for pre-war sports car. Tel: Laurence Shaw (06585) 600. (46486

1935 3½-LITRE Bentley, Park Ward sports saloon. Original unrestored car, requiring work after a long time in storage, interesting history. £5,500. Tel: Laurence Shaw (06585) 600. (46486

1963 HUMBER Super Snipe saloon. White/grey interior, pale blue roof, power steering, overdrive, used by one owner in retirement, now deceased, 51,000 miles, immaculate condition, maintained by R-R agents in Bournemouth. £2,500. Tel: 0902 751400 (evenings). (46488

VW SCIROCCO GLS, R-reg. March 1977. Navy blue metallic, 20,000 recorded miles, reconditioned engine 1,000 miles, excellent condition, Recaro rally seats, radio. £3,000 o.n.o. Tel: 032 573 3233 (Darlington). (46487

VW SCIROCCO GLS, T-reg. January 1979. Red metallic, 10,000 miles, excellent condition, twin speaker radio, front and rear foglamps plus extras. £4,250 o.n.o. Tel: 032 573 3233 (Darlington). (46487

1948 WOLSELEY 14 h.p. MoT 11 months, can deliver, requires respray, hence £725 o.n.o. Tel: Winsford (Cheshire) 52259. (46483

LANCIA BETA Monte Carlo, T-reg. Less than 10,000 miles, stereo VHF radio/cassette, metallic beige, beautiful car. £5,300. Tel: Little Chalfont 02404 2026. (46481

MG-C GT. Bright red, extras include sunshine roof, radio, electric aerial, chrome wire wheels, overdrive, tow bar, in very nice condition throughout. £1,295, part exchange or offers. Tel: Chris Cuff, Frome 5065 (Somerset). (46482

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MORRIS 1000 Convertible. 1956. Pretty little car, black, one owner 1959-1975, 33,000 miles, believed correct, new hood, remainder original, fair paintwork, mudguards. Tidy and serviceable, require replacing at future date, spares include scrap 1000 Saloon. £800. Tel: Stow-on-the-Wold 30022. (48387

TRIUMPH TR2/3A. 1955, reasonable condition, removal forces sale. Best offer secures. Tel: 01-223 5784 (evenings). (48386

JENSEN HEALEY. 1974, orange, hard/soft tops, distinctive registration, rustproofed, outstanding condition, never been damaged. Offers over £2,000. Tel: 0922 (Aldridge) 51350. (48397

MG-B ROADSTER. T Reg., 6,000 miles, one owner, inca yellow with striped seats, FM stereo radio/cassette, overdrive, tonneau, headrests. £3,450. Tel: Hertford (0992) 52506. (48396

TVR TAIMAR TURBO. 1977S, 12,500 miles, factory maintained, as new condition, sunroof, stereo, mags, etc. £7,000 o.n.o. Tel: 01-567 8600. (48395

VOLVO 1800 ES Sports. Taxed and tested, 1973. £1,400 spent on mechanics with receipts, immaculate condition throughout, must be seen. £3,500. Tel: Gloster 0452 730805. (48394

TR6. 1971K, 57,000 miles from new, Cadulac treated, o/drive, recent hood, tax Oct., service history including original manufacturer's guarantee. £875. Tel: 061-928 0810 Robin. (48393

E TYPE V12 ROADSTER. November 1973, genuine 37,500 miles, silver, automatic. This car is absolutely superb bodily and mechanically. Offers around £6,500. Tel: 056381 (Kilmaurs) 492 (Near Glasgow). (48392

COLLECTOR'S ITEM. 1970 Volvo P1800 Coupé fuel injection, new engine, very good condition. Offers. Tel: 01-771 1245. (48418

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1977 ALFA 2000 GTVs, choice of two, one owner cars. **£4,275**
1977 (MODEL) ALFETTA 1.6 GT 20,000 miles. **£3,295**
1977 TVR 2500M, 16,000 miles, sunroof **£4,795**
1976 TVR 3000M, Martin special, many extras, 17,000 miles. **£4,995**







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FOR SALE–continued

JAGUAR V12 E-Type Series 3 Manual Roadster. May 1974. Only 12,500 miles, one careful owner, red with black trim, pressed steel wheels, with hard top, 8 track stereo, e/aerial, super condition. First £10,500 secures. Tel: Belfast 55621, ext. 2 (business hours). (46625

TRIUMPH SPITFIRE, 1974, one of the finest available, M.o.T., taxed. £1,350 o.n.o. Tel: Tiverton 3608 (Devon). (46627

RS 2000 CUSTOM, 1978 T Reg., white, tinted glass, 11,000 miles, one owner, £3,800 o.n.o. Tel: 0935 872215. (46623

ASTON MARTIN DB6. Manual, thousands spent on complete renovation. Words cannot describe this superb collector's vehicle. Offers around £9,500. Tel: (0604) 57510 office hours. (46622

HUMBER 12/25 TOURER. 1926, good running order, hood and upholstery needs attention. Offers. Tel: Callington 3469, Cornwall. (46619

ALFA ROMEO GTV 2000, 1978S, dark blue, sunroof, rustproofed, body glazed, new tyres, manufacturer's warranty until March 1980, taxed four months, 23,000 miles only. £4,000 or small car to the value of £1,000 + cash £3,000. Tel: Stonehouse, Glos. (045 382) 2734 daytime. (46612

AC 2-LITRE. 1937, fitted new four-seat sports body, basically sound, needs fair amount of work to complete. Is it worth around £2,000? Tel: Rugby 832157. (46616

ASTON MARTIN DB5. September 1965, metallic blue, blue interior, standard engine, five-speed box. Substantial work done, bodily and mechanically, making this an attractive car. £6,500. Tel: 01-883 5716 (evenings preferred). (46613

3-LITRE W.O. BENTLEY Tourer. £5,250. No — but very similar in appearance. 1936 Marandaz Special. 2.6-litre. Rare, successful and original car, external stainless steel exhausts, fold flat screen, aluminium 2-door tourer coachwork with cutaway wings, rebuilt mechanics throughout. Radiator and bonnet almost exactly like a 3-litre Bentley. Tel: 01-546 2027. (46608

VAUXHALL 20/60 H.P. "Super Excellent" saloon. Exceptional original condition including yellowed glass! Good paint, excellent brown leather interior, one family owner, on blocks for 20 years but very good running condition. £5,750. Tel: 01-546 2027. (46608

SUNBEAM ALPINE MK. V. 1,725 cc., 1965, BRG, driven daily, det. hard top, beautiful condition. £700 o.v.n.o. genuine reason for sale. Tel: Christchurch 482913. (46617

TR6. 1975, 24,000 miles, mimosa with tan interior, hard top, stereo/cassette. £2,700 o.n.o. Tel: Duntocher 75480. (46606

BENTLEY S3. 1964, maroon/black interior, Sundym glass, service history, lovely car. £5,950. Tel: 0483 34754. (46611

MERCEDES 250SL. 1967, silver with black hard top, 72,000 miles, history, immaculate. £4,250. Tel: 0483 34754. (46611

KIFT SPORT racing car. Rolling chassis, fully restored except Bristol engine fitted unrestored. £3,450. Tel: Ingrebourne 44 766. (93001

JAGUAR E-TYPE 2+2, K-reg. Mist blue, black interior, excellent condition. £5,950. Tel: 0531 820569. (46761

JAGUAR XK 150 drophead coupé. 47,000 miles, excellent coachwork and interior, good mechanics, very original and near concours. £5,750. Tel: 01-504 2064. (46750

JAGUARS. V12 E-Type fixed head coupé, navy blue, first registered August 1973. £6,500. XK140 fixed head coupé. White, first registered 1955. £5,500. Inspection in Edinburgh area by arrangement with Mr Hewat. Tel: 031 332 4842 after 6 p.m. for appointment. Messrs Stirling & Burnet, Solicitors, Haddington, East Lothian Agents. (46610

FERRARI 250 short wheel base Berlinetta, lightweight chassis 1539. Price and details on application. Tel: 0285 4301 day, 0285 83237 evening. Victor Norman. (46476

DE TOMASO PANTERA GTS. 1976, green with black interior, 19,000 miles only, totally stunning, maintained regardless of cost. £9,750. Tel: 0455 43825. (46485

LANCIA FLAVIA 1.8 coupé, 1966. LHD. Lancia blue/white leather seats, mechanically excellent, body in good original condition, sills needing little attention, two owners and full service history since new, a well maintained car for £1,100, seven years ownership. Also: Lancia Aurelia B20S, LHD, 1956. Dark blue, grey-blue interior, completely restored, engine rebuilt, new clutch, paint and chrome parts, retrimmed interior, most attractive in all respects, 10 years ownership. £3,000. Van Auwegem, Sportstraat 126, Gent 9000, Belgium. (46763

1933 ROLLS-ROYCE 20/25 Hooper Limousine, good condition, repainted, re-upholstered etc., handbook and tools, new tyres, MoT, currently valued at £10,000, but do try a reasonable offer; 1936 Riley Adelphi, daily use until recently, £750 or offer. I would ideally prefer to exchange one or both cars for an interesting 30s open 4-seat car, Riley, Alvis etc. Tel: 0865 59662 (Oxon.). (46762

ROLLS-ROYCE CLOUD III. Two-door continental by Mulliner/Park Ward. Fitted radio/cassette player, tinted glass, refrigeration, electric windows etc. This very impressive Rolls is in superb all round condition and is for sale by RREC member due acquisition of new car. £17,750 o.n.o. Tel: Henfield (079 155) 2381 (Sussex). (46758

1934 RAILTON Terraplane DHC Straight Eight. Complete, much work done, needs finishing. Tel: 061 485 1873. (46757

1927 ROLLS-ROYCE 20 Open Tourer. Completely restored and stripped to last nut and bolt, not taxed, exceptional car. £18,500. Tel: 061-485 1873. (46757

1933 RILEY 9 Monaco saloon for restoration. Very original and complete. £750. Tel: Chester 570243 (evenings). (46756

ORIGINAL 16,500 miles only, 1964 Sunbeam Alpine Sports. Automatic, undersealed from new, spare wheel unused, fully serviced, Waxoiled, original works hardtop, full year's MoT, superb mechanically, bodily, and interior. £2,300 o.n.o. or part exchange interesting sports car. Morgan wanted. Tel: Edinburgh 031-552 2489. (46755

MG-B GT, 1976 R reg. (New Spec.) Black with orange trim, Leyland special tuning air dam, radio. Good condition. £2,800 o.n.o. Tel: 021-350-6498. (46753

SAAB EMS 99 — 3-door, 1978 metallic grey, red interior, colour matched front spoiler, rear turbo spoiler, front and rear headrests. £4,450. Tel: Wrestlingworth (Beds) 355. (46752

1925 BUGATTI. Chassis No. 4378, Engine No. 4378. Superb fully restored three-seater V-screen tourer. New weather equipment and paint. Offers over £20,000. N. Harley, Brushford, Barton, Chumleigh, Devon. Tel: (083783) 569. (46747

AUSTIN HEALEY 3000 Mk III, wire wheels, o/d, red over white. Fully restored to original condition. £6,000 o.n.o. Tel: Bristol 684351. (46751

1975 BMW 3.0 CSA Coupé. No rust, excellent throughout, sunshine roof, stereo. Blue with dark blue interior. New MoT. £3,850 o.n.o. Tel: (083 783) 569. (46747

CLASSIC Two-door Mercedes coupé. 1970 280 SE 3.5 V8. Excellent general condition. The rare manual version with factory air-conditioning, dark blue with blue hide interior. £5,600. To include special "3 BLU" registration and £500 worth of pioneer stereo. Tel: Barcombe 400395 (evenings). (46746

MINI COOPER S 1967. Standard car in need of some work. £550. Tel: Andover 65490. (46745

MUST SELL one. BMW 3.0 SA, 1972, Volvo 144DL Auto., 1973 model. Both excellent condition. Either £1,500 o.n.o. Tel: 04882405. (46768

MORGAN PLUS 8. As new. Offers over £8,500. Stag Auto. 1978. £5,500. TR7 1978. SR, 5-speed. £3,400 Tel: 0462-813712 Beds. (46769

OPEL MANTA (1972) 1.9 SR F/H Coupé. Green with black vinyl roof, 9 months M.o.T. £9,000 o.n.o. GT6 (1972). White, 11 months M.o.T. £900 o.n.o. Tel: Leicester 548484 during business hours. Wymondham (Leicestershire) 457 evenings. (46770

COLLECTORS' ITEM. 1965 Ford Zodiac Mark III only 17,000 miles since new. This car has never been out in the rain, is absolutely immaculate inside, outside and underneath and must be seen to be believed. Perhaps the best of its type in the world. Tel: 0420 84768 evenings and weekends. (46771

MASERATI INDY 4.2 1973. LHD. New factory-warranted engine. £6,000. Fiat Dino Ferrari. LHD. 2.400. 1967 and 1971. From £2,200. Tel: Mr. Bendon 01-486 6050 during office hours. (46781

HISTORIC TOJEIRO Climax sports racing 1958/9 chassis. No. TCM 2 NI Ex. Uttley/Hegbourne. Completely rebuilt 1978 unused since. FIA & HSCC registered, stage 4 FWA, spares include gearbox parts and FW engine. Price £5,750 Tel: 0772-864446. (46772

JAGUAR 420. 1968, dark blue, red leather interior, original Motorola radio, electric aerial, sunroof, original carpets, original toolbox, adjustable speakers, impeccable condition, 66,000 miles (genuine), 2 owners, excellent investment. £1,800 o.n.o. Tel: 01-274 8492. (46775

BENTLEY Mk. VI 4½ SS saloon, the desirable 'big-bore, small boot' model. Originally owned by Archie Frazer-Nash who fitted a 3.4 rear axle ratio in 1955, giving effortless high-speed touring. 101,000 miles, excellent condition, with very good leatherwork, original logbook, radio, tools. £4,500. Richmond Tel: Parkstone (0202) 746557. (46774

BMW 3.0 CS Coupé. 1972, metallic tundra, beige cloth, 58,000 miles. £2,500 o.n.o. Tel: 021-550 3440. (46773

MG NA Airline, 1936. Chassis, engine and gearbox rebuilt, new body, requires finishing. Also Marshal 97 supercharger and manifolds. Tel: Shere (048641) 2469. (46776

MGB GT, 'K' Reg., good mechanics. Over £500 recently spent. Reluctant sale. £1,275. Tel: Hitchin 53836. (46777

AUTOMATIC MG-B GT Mk. III, 1972. MoT Nov. '80. Recent major overhaul, superb rust free body, radio/stereo cassette, any inspection welcome, excellent investment. £1,695. Also similar manual model available. Tel: 0803 842748 (Devon). (46845

FERRARI 250GT Pininfarina Coupé 1958. LHD, genuine documented 44,000 kms., Maranello engine and gearbox overhaul 5,000kms. ago. Graypaul total respray in Chiarro Rosso just completed and engine compartment and chassis prepared to 100 point Concours. Fully serviced, new exhaust, tyres, battery and brakes overhauled. Probably the finest example in existence. £9,950. Tel: 01 431 0606 day, 01 402 5664 evenings. (46778

FERRARI 365GTC. 1970 Chiarro Rosso with polished wheels, possibly the last built of this very rare, arguably most beautiful of the classic V12s. 27,000 miles with complete documented history from new, many Concours successes at FOC Meetings. Absolutely perfect in every way, very reluctant proposed sale to help finance purchase of 166MM. Tel: 01 431 0606 day, 01 402 5664 evenings. (46778

1979 CORVETTE Stingray Limited Edition 25th Anniversary Official Indianapolis Pace Car. 5,000 miles, registered new July 1979, one careful owner, automatic, 5.7-litre V8 engine, air conditioning, stereo radio/cassette, central locking, cruise control, mirrored/clear detachable roof panels, heated rear window, special wide tyres. Jet black and silver with special silver leather interior. Cost new £14,750. One of only three in the UK. What offers? Tel: 01 467 9815 after 7.30 p.m. and weekends. (46779

JENSEN CV8 Mk. I. 55,000 miles, original log book, year's M.o.T., suitable exhibition or usable investment. £2,995. Tel: 01 367 0390. (46780

JENSEN INTERCEPTOR III 1972. Big engine, air conditioning, Sundym, central locking, above average. £2,795. Tel: 01 367 0390. (46780

AJS 7R Boy Racer 1953. With some spares needs very little effort to restore to original condition and is prepared for vintage or classic racing. Offer around £3,500. Box No. 6252. (46782

ROLLS-ROYCE Phantom II, 1929. Sedanca de Ville by Thrupp & Maberly. Excellent coachwork and mechanics. Interior completely re-upholstered in Westmorland cloth and Connolly hide with Wilton carpets. Realistically priced at £27,500. For full details ring Henfield (079 155) 2381. Sussex. (46783

1956 DAIMLER Century. M.o.T. Oct., Reg. No. SXM19, suitable spares, restoration. £100. Tel: Totton, Hants. 863391. (46788

JAGUAR 3.8 S Type Auto 1966. Needs finishing, sunroof. £250 o.n.o. Write: John, Nursery Cottage, Ledsham Lane, Ledsham, South Wirral, Chesire. (46789

KARMANN GHIA 1972. Complete history to prove genuine 29,000 miles, totally original, dustproofed, immaculate condition. £1,950 Tel: 01 393 2577. (46790

ROLLS-ROYCE 25/30 Sedanca De-Ville, 1937, superb bodily, mechanically, ready to go anywhere. Any Rolls, Bentley or quality motor cruiser in part exchange. Tel: 0242 673134 (Glos.). (46846

ROLLS-ROYCE 20/25, 1935. Pretty, small, sports saloon by Hooper, louvred bonnet, twin side-mounts, totally original. £6,750. Tel: 0242 673134. (46846

FIAT X-19, Nov. '77. Metallic orange, 12,000 miles by sole owner, new exhaust fitted recently. £2,750 o.n.o. Tel: Scone (0738) 51141. (46834

1977 TRIUMPH Stag. Tahiti blue/tan trim, 1,850 genuine miles from new, only taxed for one year (1977) and carefully stored since, extras include Radiomobile radio, Dinitrol undersealing and hardtop, this entire car is immaculate. £7,950 o.n.o. Tel: 026689238 (evenings and weekends). (46833

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Hello for February. Well the winter malaise seems to have well and truly broken with a buzz of activity here in the Midlands. I have put in a photo of the four-seater sans hood again. In stock or coming we have a **1977 +8** in green with brown leather at £7,250 which must be good value as a new car is now well over £8,000. We have the promise of several late **4/4 two-seaters** so please ring for details. **1976 four-seater** in red with wire wheels and aluminium body and another with disc wheels in brown. **1974 +8** two-tone blue/silver with black leather at £4,500. In the paint shop we have a **1970 4/4 two-seater** which should be ready at about £3,500. I am always looking for clean cars particularly late 4/4's two- and four-seaters so if you are selling why not ring for a price from us. Hope to see some of you at the club dinner this month. Mine's a pint thanks!

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Child's electric racing car £75 plus VAT.
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FOR SALE—continued

MG-B ROADSTER. M Reg., teal blue/tan trim, complete history, rustproofed, one owner last six years, outstanding genuine car. Hence £1,700 o.n.o. 0778-345337 (Lincolnshire). (48402

ASTON MARTIN DB5, 1964, metallic blue, AMOC, complete engine overhaul, new clutch, tyres, w/w, carpets, etc., full history available. £10,000 o.n.o. Tel: 040-782 345. (48400

ASTON MARTIN DB5. Not just a concours winning car. Meticulous work includes complete engine overhaul, new flywheel/clutch, gearbox checked by ZF, rear axle checked by Salisbury, new shock absorbers, steering and suspension rebuilt with all new parts, new brakes, new chrome wire wheels, stainless exhaust, immaculate inside and out. Best offer over £9,000. Tel: Leamington Spa 22141. (48399

ARMSTRONG SIDDELEY 234, 1958, good condition, engine part overhauled, M.o.T. £750. Tel: 061 790 1288. (48398

ANZANI NASH, 1928, some work, minimal cost to complete major rebuild. Reluctant sale suggests substantial offers (5 figure). Tel: Ludlow 3233. (48420

ALFA 1975 2000 GTV special equipment. Dutch blue, tan interior with matching vinyl roof, tinted windows, alloy wheels, radio, 38,000 miles and good condition throughout. £1,985. Tel: Mr. Lister 01-993 2331 ext. 224 days, 0733 266029 weekends. (48421

LOTUS EUROPA S2. 1971, regretful sale of this appreciating car which is in excellent condition. £2,100. Tel: Colchester (0206) 47970 for details. (48424

LANCIA BETA 1600 Coupé. 1978, Burgundy with beige interior, one owner, only 13,000 miles from new guaranteed. £3,250. H.P. and part exchange possible. Tel:01-720 7204. (48425

DAIMLER V8 250, 1969, auto., p.a.s., white, dark blue leather, two owners, 72,000 miles, wireless, handbook, virtually rustfree and in immaculate condition. £1,245. Tel: 01-720 7204. (48426

JAGUAR XJS. 1976, exceptional unblemished example, recent new engine, perfect throughout, must sell. Tel: Stratford-upon-Avon 750343. (48427

LOTUS ELITE 503. 1976 P Reg., air conditioning, power steering, cassette/radio, new tyres. Offers around £5,850. HP arranged. Tel: (0452) 24471 office hours. (0452) 830467 evenings. (48415

MG-C GT, 1968, sunroof, reconditioned gearbox, new metal sills, towbar, Halogens, etc., 12 months M.o.T., one owner last eight years, excellent condition. £1,550. Tel: Exeter 59367 daytime. (48406

LANCIA FLAVIA 2000 COUPÉ. Rare opportunity to buy immaculate 1975 model, sunshine roof, stereo radio cassette plus other extras. Full service history. £2,000 o.n.o. Tel: 01-588 4000 ext. 675 (day), 01-385 3549 (evenings). (48404

LANCIA MONTE CARLO, LHD, red/tan interior, Targa top, Sundym windows, a very fast and economical 2-door coupé. £3,550. Tel: Mr. Barry 01-764 0981 office, 01-660 0563 home. Private sale. (48412

FORD FIESTA 1.1 GHIA. S Reg., brown/tan interior, tinted glass, rear fog lamps, alloy wheels, radio, sunroof, rear wash wipe. £2,600. Tel: Mr. Barry 01-764 0981 office, 01-660 0563 home. Private sale. (48412

MORGAN PLUS FOUR, 1954, 6,000 miles since complete rebuild, new chassis, ash frame, aluminium panels, electrics, oil coolers, electric fan, twin spares, fold flat w/s, concours winner. £4,750. Tel: 061 428 8949. (48414

FOR SALE—continued

MORGAN +8. Just had wings off, total respray, taken back to bare metal, colour signal red 80, 38,000 miles, 1973 special, no plate. £5,500. Fantastic. Tel: Forcombe Kent 257. (48419

ASTON MARTIN DB5 V8, Auto., 1971, 57,000 miles, v.g.c., aquamarine with tan interior, M.o.T., new tyres, exhaust, battery. £4,750. Tel: Milton Keynes 563194 (evenings). (48382

MERCEDES 250SL 2+2, H/S tops, p.a.s., automatic, blue with grey interior, totally original and immaculate, 63,000 miles, full history, two owners, £6,500. Private sale, but interesting p/ex (MG TF?) considered. Tel: Yetminster (Dorset) 872258. (48410

TR6, 1973, mimosa, overdrive, radio, alarm, two owners, genuine 51,000 miles, full history, immaculate. £2,200. Tel: Bristol 28284. (48409

MG-B GT. Registered 1975, 31,000 miles, black, overdrive, tinted windows and chrome bumpers, good condition. Tel: Taunton 3963. (48408

JAGUAR MK. VII (Type M). 1956, resprayed, requires mechanical attention, last taxed 1972, stored since. £750 o.n.o. Tel Newick (E. Sussex) (082572) 2359 evenings. (48407

LOTUS 2+2 130S/5. 1973 (M). Low mileage, black/silver, recent recondition head, new tyres, clean inside and out. £2,995. Tel: Crudwell 238. (48479

ASTON MARTIN DB6, 1968. Light metallic blue, navy interior, automatic. This immaculate vehicle has covered only 53,000 miles from new, 11 months' test and tax. First to see will buy at £5,750. Would p/exchange for Bristol 411 or Rolls-Royce Silver Shadow. Tel: Burnley (0282) 26582 or 51629. (44832

CAPRI 3000S, Dec. 77. 22,000 miles, excellent condition, Endrust treated from new, X pack performance parts, big valve heads etc., towing bracket. £2,850. Tel: Leeds (0532) 825477. (48478

DAIMLER 250 V.8 saloon. A very low mileage, mint example hence price £4,000. Tel: Northwood 25161. (48477

TR ITALIA. Rare classic 2-seater coupé based on TR3A. LHD. M.o.T., red, good mechanical condition, new job and baby force sale. Seen Kent. Mr. Glover. Tel: Buckie (0542) 32045 (office hours). (48476

ALFETTA GT coupé 1800 c.c., August 1975. 59,000 miles, taxed & M.o.T. till August 1980, garaged and regularly serviced by main agents. Company car causes sale for £1,750. Tel: Mr. Harrison (home) Bishops Stortford 722604, (office) Epping 74246. (48475

BUGATTI REPLICA Type 35. 1927. Perfect condition, has won 7 trophies, 3,000 miles. Offers. Tel: Yateley (0252) 878853. (48487

STANDARD 10. 1935. Suitable for enthusiast. £800. Tel: 0963 67596. (48484

MORGAN 4/4, 4-seater, white with red hide upholstery, wire wheels, luggage rack, Tonneaux covers, bonnet belt. Why wait five or six years? Have mine now! Tel: 0542 31135. (48483

DISINVESTMENT DUE to business commitments, three Lotus Europa Specials. For details tele: 01-951 1533, extension 99 office hours. (48480

MORRIS 1000, 1967. Black, excellent condition, spares. £550. Tel: Sevenoaks 52154 evenings or weekends. (48381

AUSTIN RUBY. 1935. Stored 20 years, needs thorough restoration of the bodywork, no parts are missing, everything works and it can be driven. £500 o.n.o. S. Rolt. Tel: Shepshed 3999. (48470

FOR SALE—continued

SCIMITAR GTE. 'N' Reg., overdrive, radio/cassette, chrome alloy wheels, Beaujolais red with tan leather interior, manual choke, taxed December. Owners Club member, exceptional throughout. £2,875. Tel: Hesketh Bank, Lancs. (077473) 4438. (48489

MG8 GT V8. 'P' Reg. Two owners from new, an original British Leyland Press car. Tundra and beige with black fitted carpets, mileage 46,000, all service and repair bills can be shown, recently fitted new rear springs and shock absorbers all round, fitted sunshine roof with special black vinyl roof, stereo radio/cassette with electric aerial, tow bar available but never fitted. An immaculate second car now superseded by manual XJS. Obviously taxed and tested. £3,600. Tel: day 021-233 2606. (48488

MG MAGNETTE. 1956. M.o.T. April, taxed, one owner, good condition, regularly serviced. £800. Tel: (0632) 887566 evenings/weekends. (48486

MGA 'TWIN CAM' roadster. 1959. Excellent condition throughout, all steel, M.o.T. must be seen. Offers in region of £3,000. Tel: 01-579 0446 daytime. (48485

SCIMITAR GTE Auto. 'M' Reg. Blue, vinyl roof, black interior, electric windows, stereo radio/cassette, M.o.T. June, immaculate inside and out. £2,000. Tel: 0735 29 2802. (48378

VAUXHALL FIRENZA Drroop Snoot. 1975. 5-speed Z-F, alloy wheels, tuned engine with Dellortos and Lumenition, in immaculate condition. £2,900. Tel: 026 387 347. (48474

BENTLEY SPECIAL. 1926. Replica four-seater open tourer, fold-flat wind-screen and hood, outside handbrake, as new. A rare car, should be seen. Must sell, hence the price of £10,500. G. Shrive, Toddington (Beds.) 2957. (48473

MORGAN TRAGEDY. Offers well over list essential to console for loss of 4/4 4 seater, red, wire wheels etc., ordered 1973, but completed 1980 but money squandered, delivery mileage only. It's beautiful. Box No. 6260. (48472

BENTLEY SI Continental Sports Saloon. 1956. Park Ward coachwork, shell grey with beige interior, excellent condition, all original tools. Please reply to Box No. 6259. (48471

BENTLEY SI Continental Saloon. 1959. By H. J. Mulliner. Unusual design, gold with red interior, superb condition, probably best available. Please reply to Box No. 6259. (48471

1927 AUSTIN 7 Chummy rolling chassis, restoration complete, body and trim require work. £1,500. Tel: Medway 79326 (evenings). (48491

AUSTIN 7 Cabriolet, two owners from new, low mileage, mint original condition, original tools and literature, this is not a restored car it is a genuine original car. £2,550. Tel: (0695) 75633 (Lancs.). (48493

RILEY BROOKLANDS Special 9 engine, 2-seater convertible, wires, immaculate condition. Sacrifice £1,925. Tel: 051-546 0329. (48493

1962 LANCIA Appia Series 1. Aluminium body, pillarless saloon, recent engine rebuild and respray, spare front axle and suspension, instruments, boot, bonnet, second engine dismantled, MoT May 1980. £850. Tel: Green, Sutton Valence 3230 and Maidstone 52281 (office). (48496

MERCEDES 300 SEL 6.3-litre. 1969. Good condition, extensively rebuilt in last two years, metallic blue, Blaupunkt stereo radio, 4 speakers, electric windows/sunroof, Cibie spots, new MoT, taxed. £3,950 o.n.o. Tel: Brighton 692575, Mr. Key. (48521

FOR SALE—continued

FIAT 132, August 1978. Silver, under 16,000 miles, immaculate throughout. £3,495. Tel: Hertford 54359, 9-5 Mon.-Fri. Ware 2856 (evenings, weekends). (48492

ROLLS SILVER Cloud III convertible Mulliner Park Ward. Ming blue with grey leather, concours condition. Bentley Continental S3 Mulliner. Shell grey with grey leather. I would like to sell one or the other. Interesting exchange considered. Tel: 0695 422203. (48495

MORRIS COWLEY, 1927. 2-seater and dickey seat, original fair condition, runs well. £3,500. Tel: 051-546 0329 (Lancs.). (48494

MORRIS COWLEY, 1930. Saloon, restored, new paint, and interior, immaculate condition, runs well. £2,750. Tel: 051-546 0329. (48494

V12 E-TYPE drophead, S-reg. Bought new in Jersey, late 1974, imported here by present owner, 27,000 miles, as new condition, manual, azure blue, chrome wheels, tinted windows, self-seeking radio cassette, adjustable shock absorbers, undersealed, tax, MoT. £10,000. Tel: Pangbourne (Berkshire). (48506

ALFETTA 1.8 saloon, March 1977, SKL 3R, metallic silver grey, dark blue cloth, tinted glass, sunroof, radio, 41,000 miles. £2,150. Consider exchange, e.g. Fulvia coupé Zagato or similar. 2 Longwood Road, Aldridge, Staffordshire. Tel: 0922 52347. (48504

ROVER 105S, 1958. Black with blue trim, not mint, but excellent condition, 62,000 miles only, full history, new tyres, new battery. £1,450 o.n.o. Tel: Newmarket 2953. (48497

1980 FORD Popular 100E. Grey, blue interior, 35,000 miles only, MoT, new exhaust, battery etc., beautiful condition, sensible offers required. Tel: Littleborough (Lancs.) 0706 73388. (48503

BOND EQUIPE, 1969. Mk. II, overdrive, 2-litre, sound condition, 65,000 miles, comprehensive service history, stereo radio/tape, four new tyres, new battery. £1,250 o.n.o. Tel: Chesterfield (0246) 76628. (48500

1962 E-TYPE roadster. Complete for restoration. £1,350. Tel: 0296 623165 (Bucks.). (48501

LANCIA 2000 sedan. 5-speed gearbox, PAS, recently new XAS tyres, exhaust, MoT, well maintained, rare 1974 luxury model, electric windows, radio, white, blue velour interior. £975. Tel: 01-602 4451 (work) or 01-229 2664 (home). (48499

TOYOTA CELICA GTV. P-reg. Specially imported from Japan, 16-valve, high performance engine with all custom options, low mileage, fastidiously maintained, offers in the region of £1,750 sought for this very special vehicle. 156 Addiscombe Road, Shirley Park, Croydon, Surrey. (48498

1954 SINGER 4AD roadster, recently resprayed in red after complete rebuild, good running order with current MoT. £1,850. Also an Austin 7 box saloon in excellent condition. £1,875. Tel: 01-581 3807. (48508

LOTUS SUPER 7, 1976 R-reg., like new, 11,000 miles, big value. Offers. Tel: 04305 656 (after 6 p.m.). (48509

JAGUAR E-TYPE. My beautiful white V12 roadster is an absolute bargain at £5,500. Details. Tel: Leicester 874141 ext. 347 or Ashby (05304) 4985. (48514

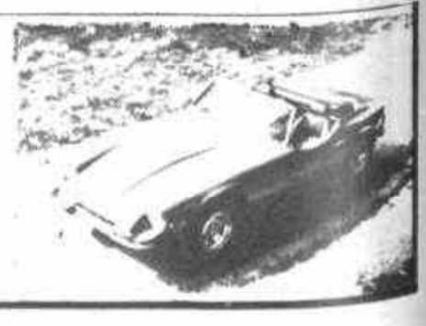
BUGATTI, BRESCIA Modifié. Original, mint. £26,000. Replies to Box No. 6263. (48513

SCIMITAR GTE, R-reg, SE6, blue, beige cloth upholstery, full history, regularly serviced, very economical, 27-30 m.p.g. average, Lumenition ignition. £4,250 o.n.o. for quick sale. Tel: Coalville 34665. (48516

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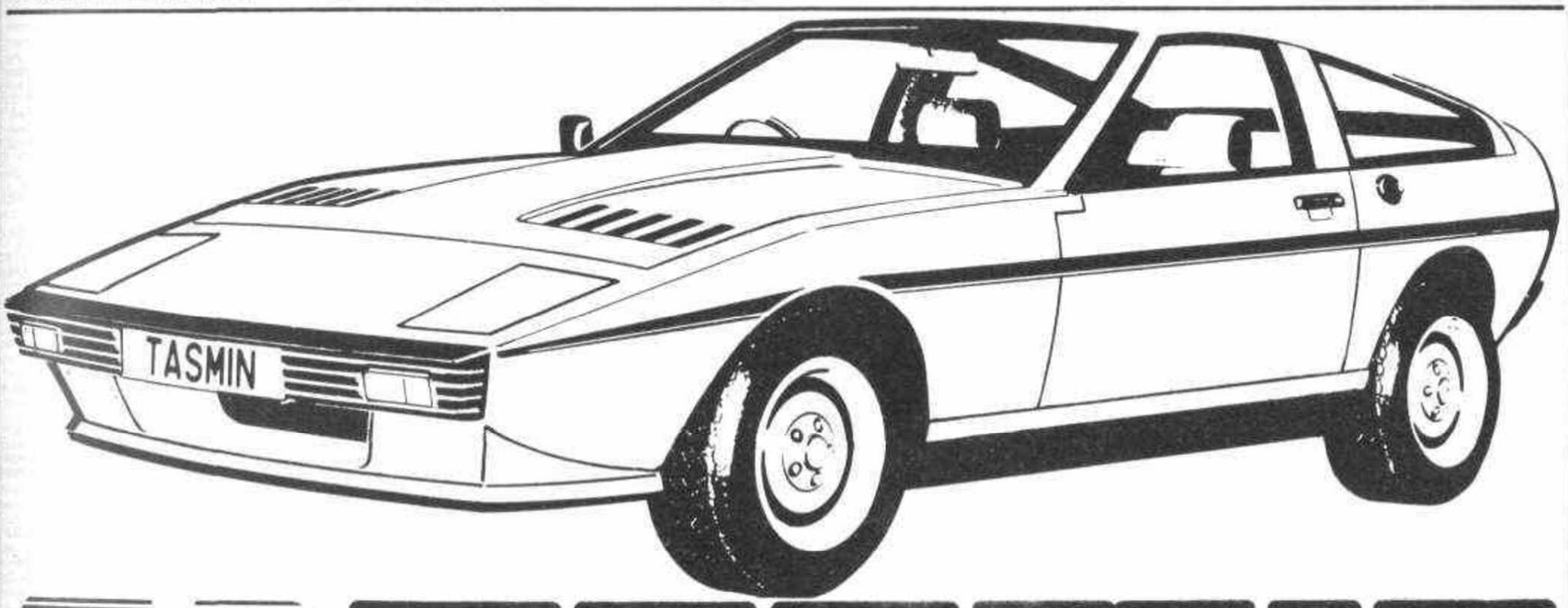


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John Britten

Morgan
TVR



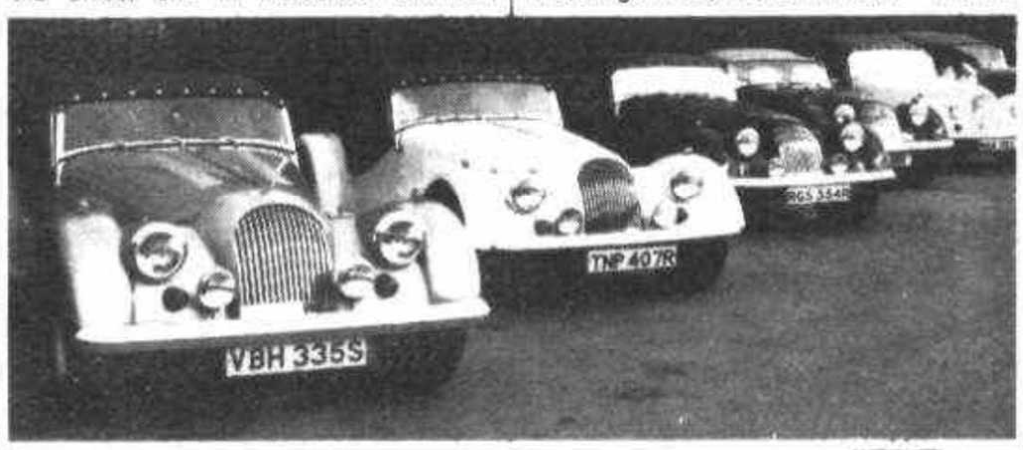
TVR TASMIN

Over the last few months hints have been dropped by the JB team regarding some exciting news from **TVR's**. Well, here it is. **THE NEW TVR TASMIN**. This striking looking car owes nothing to the previous **TVR** models, with its more powerful Ford V6 fuel injected 2.8-litre engine, with electronic ignition and four wheel disc brakes. The car is fitted with a walnut dashboard, electric windows and stereo rad./cass. — it is also fully carpeted. The Tasmin sports new 7" × 14" alloy wheels which wear Dunlop low profile tyres — improving the already renowned **TVR** handling. The price of this scintillating new package is **£12,800** and firmly takes **TVR** up market, making it a very attractive competitor for the Lotus range. The only sad thing about the announcement of the new **TVR** is that **TVR's** have stopped production of their other models, thus bringing to an end the era of the **Taimar** and **Convertible**, which will, of course, in the near future become collector's items — particularly the **Convertible** which had a very short production life. We currently have in stock three new **Taimars** and two **Convertibles**, all to mouthwatering specifications. These last of the line cars are being sold at an interesting discount, representing a large saving on the recommended new price (which, if they had still been in production, would by now have gone up). Whilst on the subject of **Travelling Very Rapidly**, we have nine secondhand **TVR's**, beginning with **1977 TVR 3000M**, white, brown vinyl roof, sunroof, radio, superb throughout, taken in part exchange against a newer Taimar. **1977 S TVR 3000M**, silver, red modelband, clock, sunroof, radio and fitted with the fuel saving overdrive. **1977 S 3000M** red, black vinyl roof, 17,000 miles, supplied and serviced by **JBG**, the most immaculate **1977 TVR 3000M** in captivity having been owned by fanatical **TVR** enthusiast. **1977 TVR Taimar**, white, sunroof, radio cassette, 28,000 miles, one owner from new, green modelband, serviced and recommended by the **TVR** factory and fitted with rare and valuable overdrive. **1977 S TVR Taimar**, brown with neutral modelband, sunroof, radio, electric windows, one owner, 19,000 miles, supplied new in August 1977 to Managing Director of windscreen company and as a result can offer exceptionally good deals on replacement windscreens! **1977 S TVR Taimar**, yellow, brown modelband, radio cassette and sunroof, the cheapest Taimar we have in stock due to its highish mileage, but a real "flyer" which can be vouched for by CJA who has taken up residence in it. **1978 TVR Taimar** blue and silver, sunroof and radio, recently taken in part exchange from American student for a convertible, thus illustrating the warmth and comfort of TVR convertibles even in the depths of a British winter. Which leads us rather nicely to our secondhand **convertibles**, both **1979** June, one **gold** and one **charcoal**, lowish mileages and full specifications, realistically priced saving over **£2,000** on the manufacturer's new price. With the announcement of the new **TVR** we have rather neglected our other speciality — **Morgan** — a Suitable Case For Purchasing. Our January sale has left us bereft of Moggies and we could do with building up our depleted stock ready for our Spring sales. We would therefore be delighted to hear from anybody who wishes to part with their sturdy steed — remember we pay more! We do have the following **Morgans** left for sale however: **1959 Morgan 4/4** 2-seater, Royal Ivory, 1500 GT engine, 4-speed gearbox, excellent condition, one of the nicest **Morgans** to drive that we have ever had and very vintage in its ride due to its 16" wheels and crossply tyres. **1976 Morgan 4/4 December**, Imperial Crimson, black leather, wire wheels, reclining seats, 4,000 miles, one owner from new, better than a new car. **1978 T Morgan 4/4** 2-seater, signal red, wire wheels, luggage rack, +8' spot lights, only 850 miles from new. We have taken a deposit on this car but the deal depends on our customer selling his Maxi — so anybody want a Maxi? **1974 December, Morgan 4/4 4-seater**, Deep Brunswick Green, wire wheels, brown leather reclining seats, one owner from new, 17,000 miles, perfectly protected but by Endrust and Armourglaze. **1978 Morgan 4/4 4-seater**, silver, all alloy body, wire wheels, one owner, 6,500 miles — a nice driver (the car not the previous owner). **1970 Morgan +8**, silver, 43,000 miles genuine from new, featured in Morgan Club print (a copy of which we have hanging in the office) and in incredible condition, coming in part exchange for newer +8 Morgan from insurance wizkid. **1976 Morgan +8** black, alloy body, brown leather, supplied new by JBG and recently purchased from Ferrari owning executive. **1979 Morgan +8** gold, brown leather trim, matching hood and sidescreens, one lady owner, 1,100 miles, as new, shopping car only. **1968 Morgan +4 coupé**, British Racing



Green, wire wheels, black leather trim, one owner from new, very collectable car (so will somebody please come and collect it). **Arkley SS** — delivery on new kits is approximately two weeks and we have three ready built Arkleys for sale as follows: **Arkley SS 1971** orange, black pin stripes, alloy wheels, **£1,250**. **Arkley SS 1972 L** red, Wolfrace wheels, special seats, **£2,000**. **Arkley SS black 1976**, gold pin stripes, 8" Cobra alloy wheels, **£3,250**. Odds and sods department:— **Fiat X19, 1979 V**, gold, white interior, 1500 c.c., 5-speed, 3,000 miles, saving over **£1,000** on new list. **Lotus Elan Sprint, DHC 1972 October**, red over white, excellent paint finish, a very good example of this rapidly appreciating species, taken in part exchange for Morgan +8 from a motoring enthusiast who seems to spend half his time digging up fossils in Derbyshire. **MG Midget 1972**, red, radio, **£850**. **The End**





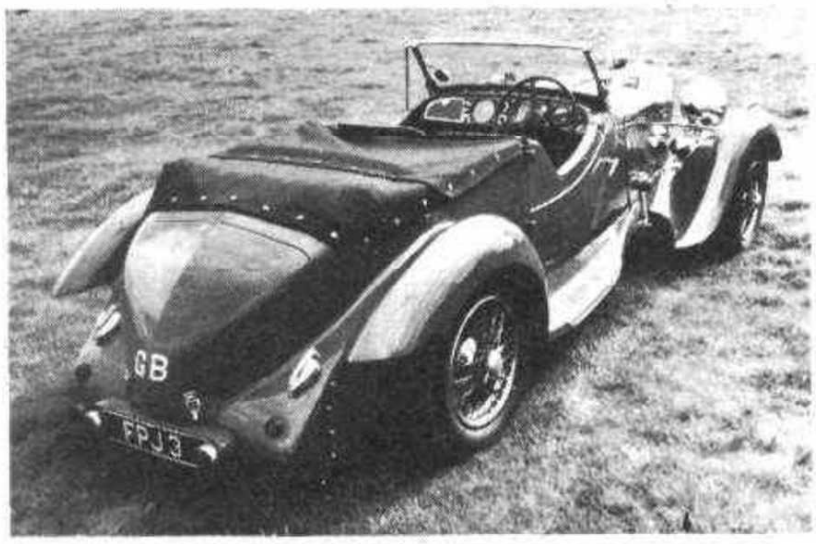
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AC COBRA. RHD, 7-litre, finished in Burgundy with tan leather, 5,000 miles, only three RHD cars built, *concours condition.*



FERRARI 330 GTC. Rosso Chiaro with grey leather, fitted with Borrani wire wheels, 43,000 miles, excellent example.



PANTHER J72 (similar to above) 4.2 manual o/d, 1976, in bright orange with black leather, 8,000 *miles from new.*



4.2 E-TYPE ROADSTER, 1970 (Nov.) in signal red with black hide trim, H&S tops, chrome wheels, new engine fitted 5,000 miles ago, good condition.

DAYTONA SPYDER 1973. Right hand drive, black tan hide trim, 35,000 miles, rare opportunity to acquire one of these cars. POA.



1967 SILVER SHADOW *(similar to above).* In Caribbean blue with grey hide, air conditioning, 62,000 miles, one owner, telephone, the best example of an early Shadow.

ALSO AVAILABLE: **FERRARI 330 GT 2 + 2** 1966, 5 speed, metallic silver blue, black hide, 32,000 miles. **FERRARI 308 GTB**, 1977, metallic silver, black hide, air cond., wide wheels, 4 pipe exhaust, radio/stereo, 3,200 miles, as new. **MG-C GT**, 1969, red with black trim, 3,000 miles, all original and as new condition. **SCIMITAR GTE**, 1975 V Reg., auto, emerald green, tan trim, 16,000 miles, radio, one owner. **FERRARI 400 GT** auto., dark blue, tan leather, 29,000 miles, competitively priced.

FOR SALE—continued

LAGONDA 2-LITRE, 1928. High chassis tourer, genuine, original car, not immaculate but in sound usable condition. Sell or consider W. O. Bentley in part exchange. Apply Box No. 6261. (48511

MG J2, 1933. Complete and with correct engine, instruments etc., partly restored, definitely not rusty hulk, or box of bit. £2,500. Box No. 6262. (48511

RS1800, 1976(R). Custom, white/black cloth, immaculate, one owner, 25,000 miles, stereo radio/cassette, 6" RS alloys, shod with 185 70s, taxed and MoT'd. £2,995. Tel: Southampton 550081. (48515

VOLVO 1800ES, 1972. Beautiful metallic blue, bodywork with black hide interior, blue tinted windows, radio/cassette, overdrive, w.w. tyres, lovingly maintained, a superb vehicle at any reasonable offer around £3,000. Tel: Tottington (Lancs.) 6640 (evenings). (48520

LOTUS ELITE 501, 1975. Gunmetal grey, oatmeal cloth trim, radio, 42,000 miles, taxed, full MoT, any trial welcome. £4,250. Offers and part exchange considered. Tel: Stamford (Lincs.) 0780 4312. (48519

TWIN CAM Lotus Europa. Red, black trim, mag. wheels, music, full MoT. £1,995 o.n.o. Tel: Stamford (Lincs.) 0780 4312. (48519

LANCIA FULVIA 1,600 c.c. HF Lusso coupé, 1973. Red, black trim with new tyres, rebuilt engine and respray, mint condition throughout, much money spent, full MoT, Lancia Club member. £3,000. Tel: Downton 20898 (after 6 p.m. (48518

WOLSELEY NINE saloon, 1934. Rare car in really beautiful condition, professionally coachpainted in maroon over black with sunroof, wire wheels, spare o.h.c. engine and head. £1,450 o.n.o. or exchange Maxi or estate. Also Wolseley new Fourteen and Hornet 14 engine spares for sale including cylinder heads. Wanted NF 14 block complete. Cash waiting. Tel: 069 185 636 (Shrewsbury). (48527

MINI COOPER S Mk. I. One owner, low mileage, in nice condition. £750. Tel: Caerleon 420650 (evenings). (48526

1953 BENTLEY "Le Mans" type two-seater sports, fantastic performance, beautiful looker. £6,750. Tel: 083 783 475. (48526

SPITFIRE 1500, 1975(P). Factory hard top, really superb condition in red with black interior. 41,000 miles, long MoT, second owner. £1,750. Tel: Bexhill 215327. (48523

ALFASUD SPRINT, 1979. 15,000 miles, company car forces sale. £4,250. Tel: Leamington (0926) 34143 (evenings). (48522

MG-B ROADSTER, April 1978. 8,000 miles, yellow, director's little used in excellent condition. £3,250 o.n.o. Tel: Company secretary on 01-993 2371. (48528

ROLLS-ROYCE CLOUD III. Superb example, astral blue, grey leather, full service history by Jack Barclay. £10,950. Tel: St. Ives 66638 Cambs (business). (48616

MERCEDES BENZ 3.5 coupé. J. Regd., green with fawn interior, auto-power, many extras including electric windows and sunroof, only 35,000 miles and one previous owner, absolutely impeccable condition. Opportunity to acquire an outstanding example of this rare model. £5,250. Tel: Redhill 66428 (Surrey). (48566

SAAB 99 EMS. 1978, two-door model, gunmetal red interior, extras, 24,000 miles, office car coming, so bargain at £3,950. Tel: Mike 0264 3402 (office) 02642473 400 (home) Hampshire. (48619

1932 ROESCH Talbot 6-cylinder 14.45. Complete rolling chassis, plus salvage from saloon body, wings, scuttle, bonnet, radiator, lights, instruments and seats. Would take interesting sports body. £785. Tel: Cheltenham 27298 or 24402. (48655

FOR SALE—continued

MARCOS V4. Sunroof, electric windows. £2,250. Stored in Oxfordshire but owner living abroad. Tel: Brussels 6738060 ext. 2008 daytime. (94100

LANCIA FULVIA Coupé Rallye. 1970 S, 41,000 miles, M.o.T., *1980, red with black roof, Motorola radio, £975* o.n.o. Tel: Harrogate 867271 after 6 p.m. or at weekends. (48625

RS 2000 CUSTOM. 1978, extras, immaculate condition. Tel: Rangeworthy 551 (Bristol). (48624

FIAT DINO 135 AC. T Reg., remarkable condition, reluctant sale, M.o.T. Serious offers only. Tel: Formby 73648. (48623

LOTUS SEVEN SI. Recently renovated throughout, 2,000 miles, white, T&T, business comitments force sale. £2,500. Tel: Nailsworth 2797. (48622

PORSCHE 911SC Sport Coupé. 1979, 13,000 miles, blue with cork trim, immaculate. £14,750. Tel: 0282 866724 day, 0535 33097 evenings. (48621

BENTLEY S2. 1960, one owner till 1978 and genuine 71,000 miles, sage over smoke green, green interior, not refurbished in any way but absolutely original and superb, tools unused, etc. Definitely potential concours. £7,950 p.x considered. Tel: Henley 5791. (48618

BENTLEY S3. 1964, two owners, genuine 87,000 miles, astral blue, excellent original condition throughout. £7,750 p.x considered. Tel: Henley 5791. (48613

MG TA. 1938, *requires restoration, engine done*, body fair condition. £1,650. Tel: 061-427 1876. Pius 4. (48620

LANCIA FULVIA COUPE. M Reg., M.o.T., excellent mechanics, very sound, bodywork mediocre, hence £750. Might p.ex British motocycle. Tel: Matlock (0629 55878. (48626

LHD JENSEN INTERCEPTOR Mk. III. 1973, sound condition, recent new tyres and exhaust, very low mileage. £2,750. Tel: 01-402 3214 or Telex 8954793G. (48601

MG SA. 1938, special bodied tourer, much work done, requires panelling and wiring to complete. Tons of useful spares. About £600 or exchange motorcycle, Midget etc. Tel: Sheffield (0742) 301173. (48627

LAMBORGHINI ESPADA II. 1972, RHD, red, 38,000 miles, no body damage. £4,750. May part exchange with Ford Granada. Tel: 0327 40729 evenings/weekends. (48602

FROGEYE SPRITE. 1958, mechanically perfect, body sound but needs some work to finish, long M.o.T. £500 o.n.o. Tel: home 75 62247, work 021 472 4211. (48605

SCIMITAR GTE. 1977, sierra tan, auto, p.a.s., radio cassette, 28,00 miles, immaculate condition, forced sale, owner going overseas. £4,900 o.n.o. Tel: 0869 810102. (48606

SAAB 95L Estate. 1977. One of the last RHD models, 38,000 miles, good condition, red. £2,500 o.n.o. Tel: Padiham 73521. (48636

1948 ARMSTRONG Siddeley Hurricane DHC. Brown with tan hood. ASOC Concours winner, 55,000 miles since new, in unbelievable immaculate condition. £3,000. Tel: Malone 01-648 5418 evenings. (48635

BMW 3.0 CSA Coupé, 'N' Reg. 1974. Automatic, electric windows etc., bodily superb, reconditioned transmission and new exhaust system just fitted and fully guaranteed. Much better than the usual offering. £3,750 urgently required to pay for the vast amount of money spent on it recently. Tel: Bristol 422120. (48634

MORGAN 4/4 4-seater. Red, w.w., aluminium body and wings, tonneau, luggage rack, tow bar, folding and reclining seats. 8,000 miles, September 1977. £5,600. Tel: 0204 46386 (Lancs). (48649

FOR SALE—continued

MERCEDES 280SE. 1971. Over £1,500 spent on recon. engine and transmission, less than 500 miles since fitting, one owner from new, low mileage, superb condition all round. The £2,750 which I need to save *me from bankruptcy over the repairs must represent* an all time bargain for such a car with new mechanics. Tel: Bristol 44258. (48634

1937 MG VA 4-seater sports. Partly restored, very little required to complete. 2½-litre Riley Roadster. Raced at Le Mans by Beetson, requires restoration. Tel: 069 77 2392. (48632

LOTUS CORTINA. 1966 Mk. I. Excellent condition, superb engine, very collectable, quick car. £1,200 secures. Details:— Tel: Woking 67278; office Woking 76111 ext. 2460. (48629

LANCIA SPYDER 1600, 'P' Reg. Beige with black roof and hood, 39,000 miles, well maintained, many extras. £2,850. Tel: 10 a.m. — 6 p.m. Mon.-Fri. 01-222-4882. (48628

BENTLEY S2. 1960. White, Rolls-type radiator if required, near perfect condition, most parts new. Offers part exchange. £6,950. Must sell. Tel: Bloxwich 0922 77476. (48612

MERCEDES SPORTS — the Classic 1969 280 SL. Silver blue, a beautiful car in good condition, much money recently spent. £6,000. Tel: 0524 412034. (48611

1958 ROLLS-ROYCE Silver Cloud I. 62,000 miles from new, full service records, must be the finest on offer *today. £8,750. Tel: Southampton 867442.* (48610

JAGUAR MK. II, 2.4. 1966. Sherwood green, green upholstery, very original, low mileage car. £1,500. Tel: Plymouth 54252. (48637

PORSCHE 911S. 1969. Black, rear spoiler, rear wiper, HRW. Best offer over £2,000. Tel: Burton-on-Trent 703537 evenings. (48609

MORGAN 4/4 1600 2-seater. 1-4-78. Excellent condition, 19,000 miles, wire wheels, leather upholstery, luggage rack, 3 wipers. £5,800. Tel: Worcester 620734. (48653

TRIUMPH STAG, K-reg. White, brown interior, automatic, very low mileage, soft/hard top, four brand new tyres, push-button radio, well looked after, excellent condition. Offers around £2,200. Tel: 061-764 7526. (48652

TVR TAIMAR, 'Last of a Breed' Sept. 1978. White with brown coach band, sunroof, radio, leather seats, 13,500 miles. £6,250. Contact Robert Ingham, Parnham House, Beaminster. Tel: (0308) 862204, evenings 862009. (48651

ALFA ROMEO Spyder 2000. 1975. 2 new tyres, very good condition, 41,000 miles. £2,750 o.n.o. Jaguar 240. Good condition, 48,000 miles, new tyres, overhauled front brakes and steering. £1,400 o.n.o. Tel: Hinckley 220641 ext. 371 office hours. Mr. Hunt, ext. 549 evenings, Mr. Klimacki. (48650

MORGAN - 8. Silver grey, black upholstery, first registered December 1974, tonneau, M.o.T. and taxed. Would consider outboard boat in part exchange. £4,950. Tel: Poole (02013) 4531 daytime. (48648

1970 MORRIS Minor 4-door saloon, mint condition, 62,000 miles. £1,500 o.n.o. Tel: Ross-on-Wye 3568. (48647

FIAT X1/9, 'R' Reg. New M.o.T., metallic orange, 19,800 miles, matching luggage, alloy wheels, fog QH lights, radio. £7,595. Tel: Brighton 553451. (48642

FERRARI 250 SWB chassis No. 1539. Lightweight, best in the world. £50,000. Contact Mr. Norman evenings. Tel: North Cerney 237. (48639

PEERLESS. LAST car produced. Requires work, spares. £275 offers. Must sell. Tel: Bloxwich 0922 77478. (48612

FOR SALE—continued

JAGUAR MK. II 3.8-litre, 1964. Overdrive, excellent condition, metallic blue. £1,495. Tel: 01-204 5242. (48646

ALFA ROMEO 2000 GTV, 1974. Piper yellow with black interior, *regularly maintained, recent clutch and* other work for which bills and previous service history available, usual extras and long M.o.T. £1,600. Tel: 01-661 9714 (Sutton) evenings. (48643

PORSCHE 911S. 1967. Very quick, much above average condition, alloy wheels, front spoiler. £1,950. Tel: Bourton-on-the-Water 20879. (48644

PORSCHE 914/6. 1970. LHD, rare original 6-cylinder model, one owner, 60,000 miles, 'S' wheels, Blaupunkt. £2,450. Exchanges considered. Tel: 01-286 1865. (48641

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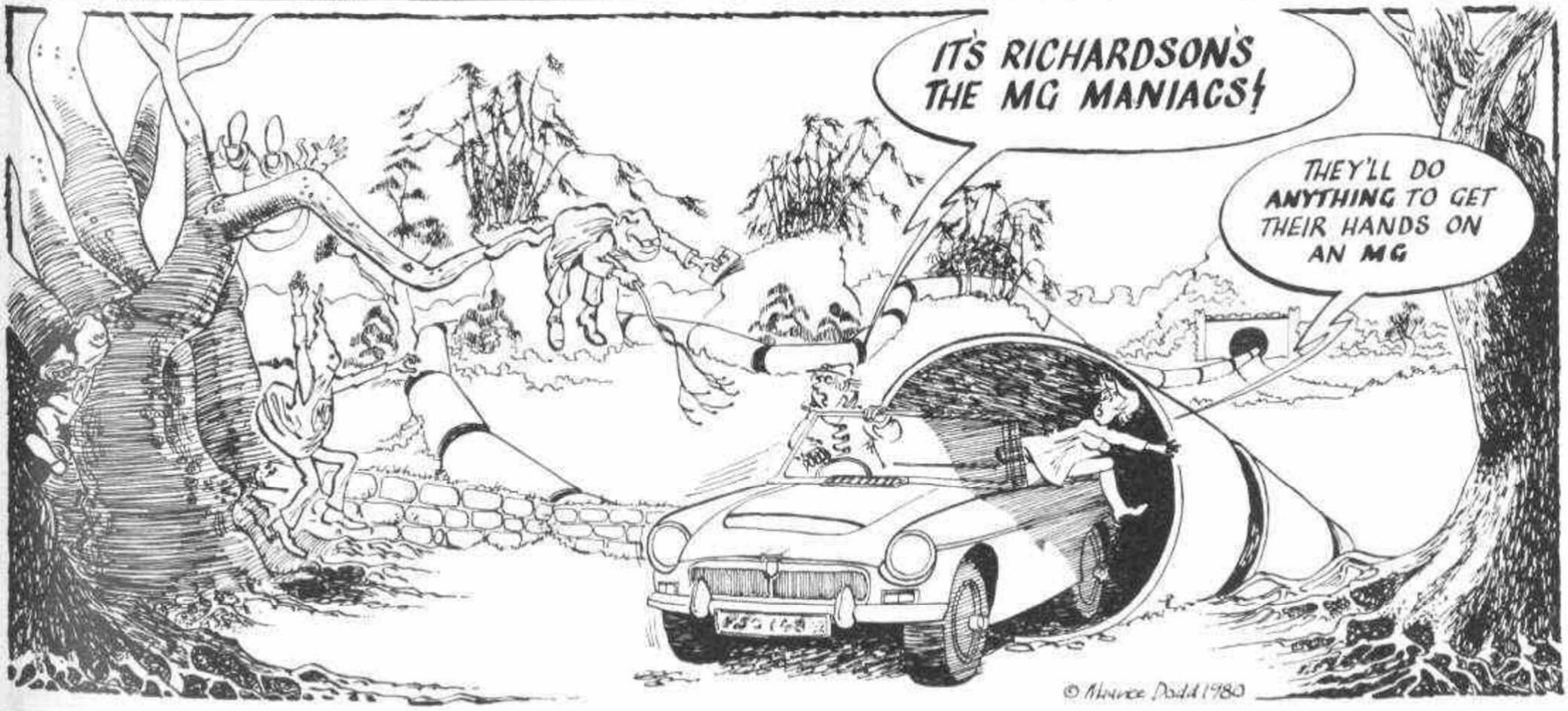
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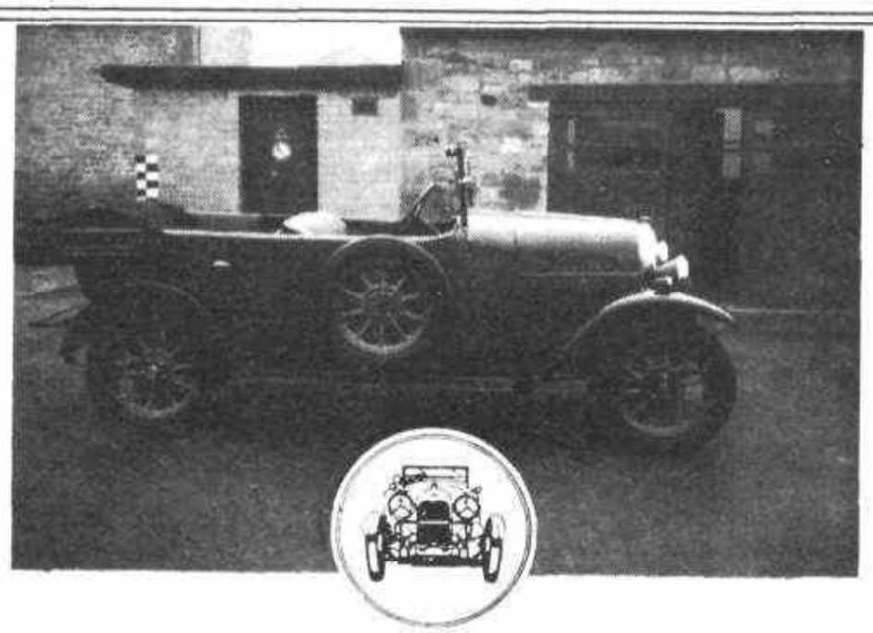
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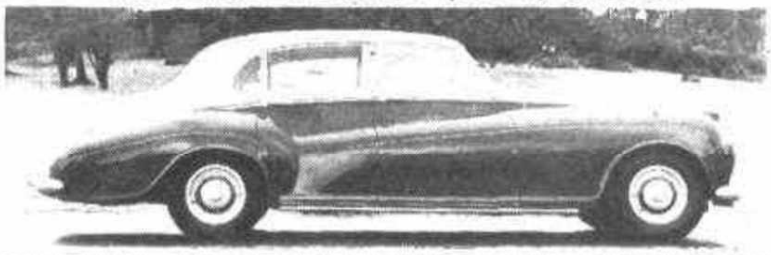
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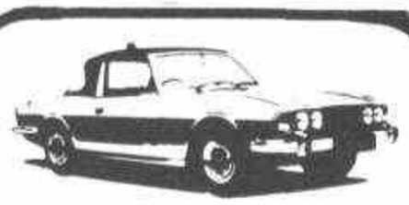
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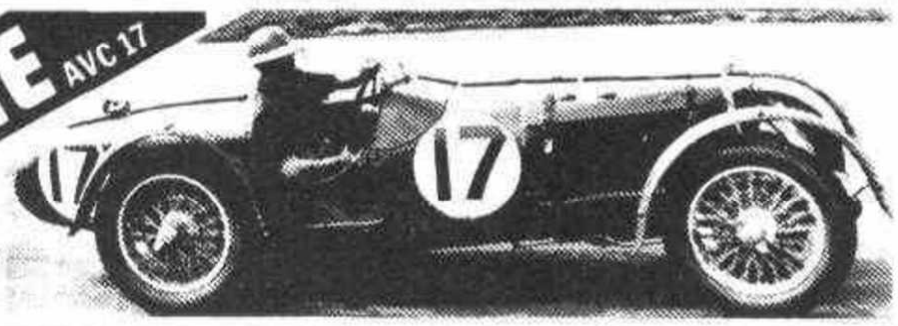
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MAGNIFICENT MONSTERS, rotten wrecks, in-betweens and surplus spares wanted for club members all over. Send details, price Vintage Transport Club, 14 Broadway SW1. Tel: 01-834 9225. (31993

VINTAGE BENTLEY, prefer original tourer, Mercedes, Hispano, Delage, etc., considered. Good condition preferred, some restoration OK. Tel: 01-274 8109. (38636

PREWAR ALVIS Lagonda, Riley or MG tourer wanted in good condition. Some work not objected to. Tel: 01-674 6461. (38636

MG-As WANTED — all conditions. Tel: Simon Robinson, Harrogate (0423) 780519. (38280

"SPEED" MAGAZINES wanted. Good clean undamaged condition essential. Terry Wills, Highways, Thornbury Road, Alveston, Bristol. (43996

COLLECTOR SEEKS old and new motoring books, all replies answered. Finch, 3 Hillside Mansions, Jackson's Lane, Highgate N6. (45538

WANTED: MG TF-TD-TC or pre-1939 classic MG up to about £7,000. Tel: 0627 863445. (45809

PASSENGER CURBSIDE outside Hooper door handles, front and rear, 19" steering wheel, flip lid gas cap for 1947 DE36 Daimler. Leo Guszak, 2430 Pres c. H Corpus Christi, Tel: 78405 USA. (45990

BENTLEY SPEED SIX for restoration, bodywork unimportant but should be mechanically complete. Cash waiting. Box No. 6230. (45068

WOODFORD MOTOR CO. LTD.

WOODFORD NEW ROAD, WOODFORD GREEN, ESSEX **Phone: 01-504 0017/9**



MG-B GT, 1974. Yellow, radio, overdrive. **£2,195**



Scimitar GTE, automatic, 1978. Celtic brown, PAS, Electric tinted windows, Wolfrace wheels, one owner. **£5,995**



Scimitar GTE, 1977. Automatic, white, blue cloth, PAS, electric tinted windows, Wolfrace wheels, radio/stereo, vinyl top. **£5,250**



Scimitar GTE, 1977. Manual, overdrive, sun and vinyl roof, Wolfrace wheels, white, blue trim, similar to above **£4,775**

Scimitar GTE, 1979 V Regd. Auto., full specification including sunroof and vinyl roof. Ex-demonstrator, 4,000 miles **£7,995**
MG-B GT. 9,000 miles, red **£3,995**
Jensen Interceptor, 1972. Small engine, Mk. 3, air conditioning, radio/stereo, sunroof, bright red with black trim **£3,750**
Jensen Interceptor, 1975 P Regd. Blue metallic with cream leather upholstery, superb example, low mileage **£6,750**
MG-B GT, 1973. Mustard, overdrive. **£1,695**
Jaguar 420, 1968. Superb condition, full history, two owners. **£1,895**

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ALL CARS FULLY SERVICED BY US WITH UP TO TWO YEARS' PARTS AND LABOUR WARRANTY

WANTED – continued

WANTED. To buy Fiat 130 coupé. Good condition, low mileage, private cash buyer please. Tel: 04866 Cranleigh, 4464 Surrey. (47098

PORSCHE 911 2.4 T. Would consider earlier car, straight exchange. 1977 Alfetta GTV 2000, metallic dark blue, fawn cloth, full Webasto with deflector, tint, radio, low mileage, always garaged and serviced, second owner, used as second car. UK tax paid. Value £4,300. Tel: Guernsey 0481 54250 evenings. (46784

CASH BUYER requires quality sports performance cars. Ferrari, Jaguar, Jensen, Lotus, Astons, Porsche etc. Any year condition, will travel to collect. Tel: Erith 33509 (Kent) any time. (46424

WANTED: MINI Cooper 1275's or 1071's. Only genuine Coopers please, I will travel to view. Tel: 01-898 2293 or evenings Camberley 65860. (46853

BENTLEY or Rolls-Royce required. Any age or model, condition totally unimportant. Tel: 01-658 1005. (47061

A WATERPUMP for a 1937 Daimler Light 2166 c.c. A Phantom I starting handle for sale. Reply Peter Balean, Crailing Hall, Jedburgh, Roxburghshire. Tel: Crailing 233. (48378

PORSCHE 3.3 Turbo required. Low mileage not essential, premier condition, service history of paramount importance. Tel: 0572 2928. (48376

FERRARI GTB4 required. Condition of more importance than price. Tel: 0572 2928. (48376

WANTED: ANY literature parts etc. for 1929 Chrysler 75. Tel: 0695 421626 after 6 p.m. Lancashire. (48353

MISCELLANEOUS

TRANSPORTATION OF classic vehicles by Land-Rover and trailer, careful reliable service at reasonable rates. Tel: 01-828 6306. (48564

ALEXANDRA PALACE spares auction and autojumble. Sunday February 17th, stalls available (possibly) at £8.50. Entries invited from owners of nice mascots, lamps, handbooks etc. and any Rolls or Bentley spares. Doors open 10 a.m., sale commences noon. Mike Carter Auctions Ltd., 14 Broadway, SW1. Tel: 01-828 6306. (48564

THE KNEBWORTH sale and classic car show will be held at Knebworth House, Stevenage, Sunday May 11th (in conjunction with National Alvis Day). Clubs will be exhibiting and promoting themselves, there will be a large autojumble (stalls £7.50 bookable now), and there will be a Castle Ashby-style drive-in, drive-past auction of collectors' cars and motorcycles. Fuller details from Mike Carter Auctions Ltd., 14 Broadway, SW1. Tel: 01-828 6306. Note the date in your diary now. (48564

JAG SPARES — Jag spares — Jag spares. Saturday March 8th at Silverstone, a Jaguar Drivers' Club Race Meeting with eight races and a JDC spares day. Thousands of spares, two events for the price of one. Admission £1.50, stalls £15, private, £17 trade. Details from JDC. Tel: 01-584 9494. (48721

MICHELIN MAPS (dissected canvas) nos. 3, 102, 104, 106, 109-115. Offers? Jarvis, 52 Tythby Road, Bingham, Notts. (48715

BOLTON AUTOJUMBLE and Fleamarket. Saturday March 22nd in the Drill Hall, Silverwell Street, Bolton. Vintage vehicles, spare parts and literature as well as antiques, coins, old toys, militaria, railwayana etc. (largest event of its type in the country). 10 a.m. to 5 p.m. Alan Whitehead, Pool Fold Farm, Church Road, Bolton. Tel: Bolton 491763. (48713

LISTER JAGUAR tail section, new £250. Fraction of cost surplus requirements, suit other big historic racer, would export. Small front engined sports racing body, circa 1959 with doors screen similar Lola, £75 only. Horsedrawn governess cart, circa 1900, £250. Historic racing tyres 13"-15" over 50 SAE list. Tel: 0564 823209 (Wythall near Birmingham). (48708

MOTOR SPORT, 1950 to date, individual copies available, wants and SAE to Smith, 57, Portland Road, Aldridge, WS9 8NU. (48703

MG TC rear axle, lamps, radiator, front axle, more. Tel: Brinscall 830 790. (48692

MG PA oil pump, dynamo, ammeter, oil gauge, octagon clusters, wheel, swop for TD parts. Need mint 7" headlamps. Tel: Brinscall 830790. (48692

ELAN HARDTOP (white) for DHC. Brand new £150, save £70. Tel: 01-242 5725, ex 66 (Gil). (48689

ROLLS-ROYCE 20-25, 1933, rolling chassis, no engine, but with gearbox, steering, firewall etc., good condition. £1,150 o.n.o. Tel: Norwich 47634. (48617

AC, ALFA Romeo, Alvis, Armstrong Siddeley, Aston Martin, Audi, Austin, Bentley, Bristol, Bugatti, Citroen, Colt, Daimler, Datsun, Delage, Delahaye, Ferrari, Fiat, Ford Frazer Nash, Honda, Jaguar, Jensen, Lamborghini, Lagonda, Lancia, Leyland, Lotus, Maserati, Mercedes, MG, Morgan, Opel, Peugeot, Porsche, Reliant, Renault, Riley, Rolls-Royce, Rover, Toyota, TVR, Vauxhall, Volkswagen. These car badges are available engraved on Wombolts fine glass tankard. £10.75 in a beautiful presentation box or £7.45 without. A really fabulous present. Wombolts, Dept. MS, 97 Arthur Road, London, SW19 7DP. (48604

AUSTIN 750 pedal car, why buy imitation, buy the real thing. Tel: Rugeley 088 94 4873 (evenings only). (48608

1939 SS Jaguar 3½ Spares, twin SU carbs. and pumps, Lucas special equipment starter and dynamo. Offers. Tel: High Wycombe 715286. (48640

MOTOR SPORT Vol. 1-53 inc. A complete run, all bound by Motor Sport in black binding with gold lettering. (May-June 1929 photocopied). Superb clean condition. A unique opportunity. Substantial offers required. Tel: Yatton 833036 (near Bristol). (48633

AUTOJUMBLE. AN indoor autojumble will be held on Sunday April 27th, 1980, in conjunction with The South West Classic Car Show. Over 200 stalls will be available. Tables £7.50 for the first, £5.00 each subsequent, open 11.00 a.m.-5.30 p.m. entrance via the South West Classic Car Show. Bookings and enquiries to the organisers: Stevens West Exhibitions Ltd., Eagle Road, Guildford, Surrey. Tel: Guildford (0483) 502989. (48607

JAGUAR MK. II. Breaking, most parts available, excluding body panels, engine, c r gearbox etc. Tel: Waterlooville 55524. (48638

COVENTRY CLIMAX engines. One "FWA", two "FWE", good sound condition, stripped for inspection, including two "five bearing cams" sets, steel timing gear, race head. £2,000 the lot. Box No. 6265. (48654

MAGAZINES, BOUND volumes and single copies. Speed 1935-39; Auto Sport 1950-75 Jubilee issue; Motor Racing 1954-65; Motor Sport 1962-77; Speedway News 1928-37. Quantity vintage 2-gallon petrol cans. SAE for price lists. Replies to Box No. 6266. (48656

MISCELLANEOUS – continued

MORGAN CALENDAR, 1980. Full colour frameable pictures of 3- and 4-wheelers. £2.50 including postage. Cheques payable: Morgan Register, 11 Larksfield Close, Carterton, Oxon. (48481

PIRELLI CALENDARS. 1970, 1971, 1974. Offers. Haswell, 8 Howieson Avenue, Bo'ness, West Lothian. Tel: Bo'ness 4870. (48512

RARE COMMERCIAL Motor Users' Association badge, brass with enamel crown and centre, numbered. £25.00. AA badge chromed brass £10.00. "Raydot" windscreen mounting swivel spotlamp £25.00. Winder, 9 Harrison Grove, Starbeck, Harrogate, Yorks. (48517

TWO 500x18 Firestone tyres. New, also SU carburetters and HL10P Lodge spark plugs. Offers. Tel: Nottingham 023162 (evenings). (48524

CHROME WIRES, splined hubs, spinners, whitewall tyres, new and secondhand for Jaguar Mk. II, S-type, E-type, Daimler Sovereign, V8 250. JDC member. Tel: 01-527 8041, 01-520 6775. (46750

EDWARDIAN LEATHER windproof motoring coat, 45 inches neck to hem, double fly button front, long sleeved, gathered wrists, lined. Excellent condition, unused since 1925. £80. Pair 19 inch Dunlop wheels, ten spokes, three stud holes, perfect rustproofed, suit bullnose etc. Fitted unused 475-500 Dunlop tyres with tubes, chrome valve covers, six chrome dome wheel nuts and washers. £80. Nicholson, The Coign, Rimpton, Yeovil, Somerset. (46749

WOULD ANY pre-war vintagent please swap Oct. 1941 M.S. for a copy in which an article on "Jeeps" appeared (1943 or 44, by N. A. Smith). Also have for sale copies of M.S. 1960-78. Offers? N. A. Smith, 327 High Street, Swanage, Dorset, BH19 2NN. (46624

CAR DUST Sheets 100% cotton covers. Sizes: 15' x 10' £16; 17' x 10' £18; 19' x 11' £22; 20' x 12' £24; 22' x 12' £26; 24' x 12' £28. All plus 15% VAT and postage £1.50 each. Write or phone Hornby-Smith, 22 Lancaster Mews, London W2. Tel: 01-402 3214. Telex 8954793. (46629

GARAGE, Parkstone, Dorset. 43' x 20', freehold, block built, electricity, water, own entrance & yard. Permitted use, garaging private cars and boat. £6,000. Tel: 0202 734350. (46607

BRISTOL 400/403 workshop manual in excellent unspoilt condition. Offers over £75 to Box No. 6251 (Scotland). (46277

DB4GT DRIVER'S door and boot lid. £150. Tel: Mobberley 2220 evenings. (46484

TWO ROVER 9.25:1 3500 engines. One complete, other crank missing. £85 pair. Can deliver. Tel: Winsford (Cheshire) 52259. (46483

BATSFORD'S GUIDES are today's best value in motoring books: Veteran Cars (Bird) £4.80; Vintage Cars (Clutton) £3.80; Vintage Sports And Racing Cars (Harding) £4.05; Racing Cars (Jenkinson) £4.80. All prices include p&p. The World Champions, Farina to Fittipaldi, long out of print, on special offer at £4 inc. p&p. Many other new and special offer books. SAE for lists. Pritchard, Bourne End House, Harvest Hill, Bourne End, Bucks. (46426

SALES BROCHURES and catalogues pre-1960, in particular on sports and luxury cars wanted by collector. Good prices paid for rare items. Niels Jensen, Braabyvej 44, DK-4690 Haslev, Denmark. (46417

MERCEDES 2000D-W123, Reg. 79 (77-78), LHD, manual, excellent extras. £5,750. Or exch. 406/608D caravan. Mercedes 220SE coupé, LHD, M.o.T., Reg. 79 (62-63), reconditioned engine (220S), completely rebuilt. £3,450. Or exch. 406/608D. Balance either way cash. Tel: 01-385 6342. Romy, 80 Farm Lane, London SW6. (47079

RR PHANTOM III engine dismantled. £2,500. 20/25 starter £30. RR tools £50. Derby Bentley chassis, axles, blocks, large amount spares, 600 x 17 new remoulds £15. 600 x 650 x 18 £15. Tel: South Benfleet 4174. (48185

MERCEDES BENZ. All type spares-sales service crash repairs. Bumpers, grilles gaskets. 20% off special offer while stocks last. Stack h/lamps complete 250/280/300/S/SE £72 (RRP £148). H/lamps S 8/4 £50 (RRP £72). Front wings 200/220/250/280/S 8/4. £60 (RRP £83.81). Alloy wheels £79 (RRP £118.50). Floor, door-skins, body seals, reconditioned engines, starters, alternators, radiators. Tel: 01-689 4269 or 01-689 6073. GT, 165 Windmill Rd., W. Croydon, London. (47083

GET STARTED in engine tuning for £300. Marquette model 1000 8 in oscilloscope analyser complete with gas analyser and CO tester. For details Tel: Westonzoyland 374 (Somerset) after 6 p.m. (47100

MG KI Magnette. Body only, no other parts. Offers. Tel: 074788 671. (47092

MASSES OF magazines, old and new. Other motoring literature and paraphernalia. Selling collection. Lists from: Peter Davidson, North Aston, Oxford. (46058

MOTORCYCLES 1923 BSA 770 c.c. "V" twin, M.o.T. £1,150. 1928 Matchless 500 c.c. £650. 1952 BSA Goldfash, 6,500 miles, superb. £750. Tel: Chieveley 492 (Berkshire). (47067

WELDING. ALUMINIUM casting repairs. Sumps, tanks, heads etc. By Post or While-U-Wait, in the first instance phone Hinckley 613307. (46061

WORKS TR7's. A history with photos of the rally cars, plus a photos spread on the Aurora Arrows, and all the regular stimulating model reviews appear in:— Pit Road Magazine No. 4 available at 80p direct from PRM, Denecot, Toadsmoor, Brimscombe, Stroud, GL5 2UL. (48187

MG PA spares incl. crankshaft and incomplete gearbox. SAE for list to Lochend Cottage, Butterstone Loch, Dunkeld, Perthshire or Tel: 035 04 238. (47069

VINCENT COMET Series C, recent total rebuild of completely original machine. A potential concours winner with performance. Offers around £1,500. Tel: 031-663 3302. (46327

BOOKS ON motor racing for sale including many rare classics. Send SAE for list to Phillips, 12 Tudor Lane, Old Windsor, Berkshire. Tel: Windsor 67281. (46335

HIGH TENSILE plated bolts and nuts, (BSF or UNF) in assorted packs. SAE please for leaflet. E. A. Clere, 25A Lenton Road, Nottingham. (46336

EASTBOURNE's SPRING Transport Bazaar, Fleamarket and Autojumble. Saturday, 12th April, 1980 at the Winter Garden. 200 stalls selling old motor spares, books, collectors models, postcards, railwayana, records, etc. Doors open 11 a.m. Admission 30p. Licensed bar/refreshments. Stall bookings from Peter Morrison, 18 Marlow Avenue, Eastbourne. Tel: 29214 (after 6 p.m.). (46311

CHALK PITS Museum, Amberley, West Sussex. Open Air Industrial History Centre re-opens April 2nd. Special Spring Events include: April 13th Vehicle Gathering; April 20th Stationary Engine Day; April 27th Autojumble. Details from Ian Dean, Director. (46312

MISCELLANEOUS – continued

DAIMLER V8 spares, all new. Brake pads, rear discs, handbrake cables, fan belts, top and bottom hoses, oil filters, power steering repair kits, also workshop manual and parts catalogue. Please phone Dollar (02594) 2749 (daytimes). (47078

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DONCASTER RACECOURSE Autojumble. Saturday 21st June, 10 a.m. to 5 p.m. Licensed bar and cafeteria. For the enthusiast wishing to buy or sell spares, literature, mascots, ect. For vintage and collectors vehicles. Stall details tel: Doncaster 57801. (46264

MOTOR SPORTS from 1971 to date. Approx. 100 as new condition. Best offer. Tel: Littleborough 79076 (Lancs.). (46215

FOR SALE. 140 car brochures from sixteen countries, many languages. £55. Enquiries to J. Waskett, 179 Chignall Road, Chelmsford, Essex. (46216

1935 BLUEBIRD model in cold-cast bronze on wooden base as seen on BBC 2's "Speed-King" play. For full details, SAE to Replicast Models, 4 Altcar Road, Formby, Liverpool L37 8DT. (46231

E-TYPE ROADSTER driver's door. £50. New rear bumpers with overriders. Both Series I. Tel: 021 354 4434. (46156

COVENTRY CLIMAX engine, IOE. Fits Morgan, Gloria, etc. Offers around £200. Tel: 021-353 3728. (46263

VULCAN BRASS blacksmith car mascot, 5 ins. high. Offers. Tel: Chesterfield 73310. (46252

DISMANTLING FERRARI 330 GT 1965. All parts stored since 1967, 35,000 miles only from new. 3967 c.c. V12 'Colombo' engine complete with clutch, 4 speed box & overdrive, triple Webers, distributors, starter, alternator & exhausts. All still in one piece. This engine fits all 330's and 365's and will probably go into most front engined 1959-70 Ferraris. Also full chassis, front suspension & steering, rear axle, brakes, Konis, 4-7" x 15" Borannis, radiator, tank, instruments, rear lights, front seats and other parts. Offers. Tel: 0422 203138 evenings/weekends. (32208

AC COBRA 289 unused tubular exhaust manifolds, 26" primaries, 3" collector delivering under car. Believed Shelby origin. £175 the pair. Tel: 0422 203138 evenings. (32209

1.43RD COMPETITION cars. Solido, Super Champion, French Dinky etc. Built kits of AC Cobra Roadsters and Porsche Speedsters a speciality. £9 each. SAE for list. Shackleton, 42 Arundel Road, Worthing, Sussex. Tel: 64902. (46276

PRESSED ALUMINIUM number plates. Black background, 3½" digit. Oblong or square, two day despatch. £5.80 per pair delivered UK. SAE for our full details — see our main advertisement. Classic Autoplate, Happisburgh, Norwich, Norfolk, NR12 0RX. (41149

NATIONWIDE CAR transport. Full insurance, quick, efficient, personal service. Tel: North Rode (02603) 440. Junction 17, M6. (42018

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AMERICAN CAR parts, old and new. Fast service and reasonable prices. PO Box 172, White Marsh, Maryland 21162, USA. (36264

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VALUATIONS. EUROPE'S, leading vintage vehicle auctioneers now offer an on-the-spot valuations/photographing service — cars really cannot be properly described on the phone. Our fees are modest and fully refunded if the vehicle is entered into a subsequent auction. Ring for details, Mike Carter Auctions Ltd., 01-828 6306. (40127

AUTO JUMBLE Collector's fair at the Rhodes Centre, Bishop Stortford, Herts, on 9.3.80. Bar and refreshments etc. Opens 11 a.m., entrance 50p and 25p. Stalls £7, additional stalls £5. Organised by Enfield & District Veteran Vehicle Trust, c/o G. Baker, 103, St. Joseph's Road, Edmonton, N9 8NU. Tel: 01-804 2113. (46031

AMERICAN AUTOMOBILE PARTS: We supply more parts to the UK than probably anybody in the States. Whether your car be antique or classic. We probably have your part. Please State: make, model, body style, number of cylinders, tyre size, etc. Call or write: Carson Auto Parts, 235 Shawfarm Rd., Holliston, Mass 01746, USA. Tel: Monday-Friday 9 am-11am US time (617) 429-2269. (45439

HARLEY DAVIDSON spares for 1928 to 1952 model, 750 and 120 c.c. V. Cinque, P.O. Box 74647, Nairobi. (45346

MISCELLANEOUS – continued

BUGATTI TYPE 49. Complete engine with all accessories. Starter, carburetter, dynamo, etc. T49 clutch, axles, springs, steering box and column, prop couplings, torque arm, frame. Type 46 steering box. Together with superb three position drophead coupé body with ring handles, pram irons, wings for Type 44/49. £8,975 the lot. I. McKinnell, Awsland House, Winkleigh, Devon. Tel: 083783 475. (46844

BENTLEY MK. VI body, coachbuilt by Redford. Generally good condition, front wings and bonnet included. £250 o.n.o. Tel: Tollard Royal 334. (48337

MOTORING BOOKS and magazines for sale. Over 200 titles plus Motor Sport, etc. Large SAE please. Terry Wills, "Highways", Thornbury Road, Alveston, Bristol. (48403

TECHDEL MINILITE WHEELS. Ex-Mercedes, suit most models, cosmic alloy wheels and tyres, ex-MGC 6 x 15 will fit Jag hubs; hard top for CJ5 Jeep, front bumper Volvo 244, pair Range Rover bumpers. Tel: 0695 421626 after 6 p.m. (48353

SOUTH WALES Autojumble, 10.00 a.m. Saturday, 22 March, St. Thomas Church Hall, Swansea. Bookings SHVR, 37 Priors way, Dunvant, Swansea. Tel: 26686. (48369

FALCONER & DUNN Ford Boss 302 Engine. Reputed 490 b.h.p., brand new steel crank and Thompson rods, complete with 48 IDA's and exhausts, stripped for inspection. This engine fits GT 40's, Cobras, Tigers, Tuscans and the Lotus 70. Tel: 0422-203138 evenings. (48341

THE PORSCHE Welding Specialist. For all chassis welding, panel beating, leading and spraying jobs. Also new and used spoilers, etc. Tel: Harefield 3470 (Middx.). (48332

COLLECTOR will purchase motor mascots, pre-war badges, magazines, photos. Write to Motor Mascots, Casa Nuestro, Sussex Road, New Romney, Kent TN28 DT. Tel: 06793 3327. (49653

THE FINEST rechromed, respoked wire wheels in the country. 16" XK 120, 140, 150. 15" Series 1, 2, 3, E-Type, Aston Martin, MG-B, MG-C, etc. from £65. Exchange. Also Jaguar Mark 2 Saloon back and front splined hubs. Tel: 0222 751081. (48416

CAR DUST COVERS. Keep cherished paintwork scratchfree with our low cost yet high quality heavy cotton 1.1' 6" wide covers. Sizes: 15' £15.00, 17' £17.00, 19' £20.00, 20' £22.00, 22' £24.00, 24' £27.00 inclusive of V.A.T. postage £1.35 each. A. Sacks, 15 Borough Market, Halifax. Tel: 0422 58554. (48411

BSA. Front drive hubs, wheels springs, £55. GWK 4-cylinder engine, incomplete, £75. Austin 7 1925 bottom half, remetalled big ends, £75. Invicta 1930 4'2 roadsprings, £50 pair. Martin, 1 Ridgeway St., Douglas, I.o.M. (48389

MOTOR SPORT: About 20 volumes and some loose copies, a few pre-war, plus about 20 Bugantics and some BDC Bulletins. £20. Buyer collects Brighton area. Box No. 6253. (46785

VSCC BULLETIN: 60 to 124 (Autumn 1958 to Winter 1974). 60 to 100 bound. Offers? Box No. 6253. (46785

MIDLAND VEHICLE Preservation Society — your old vehicle enthusiasts club. Regular monthly meetings, magazine, events. Write 38 Keats Road, Coventry CV2 5LA. (46786

MG OWNERS. "MG" motif badges to fit B's, V8's and Midgets, 65p each (£2.20 per 4); s-s Rostyle hubcaps for B's £2.30 each (£8.20 per 4); chrome finish hub caps for V8's £9.50 each (£36.00 per 4 saving £6). All original equipment items; prices include p&p. Cash with order to: David Price, 11 Colleton Drive, Twyford, Berks. (tel: 0734 340326). (48422

MOTOR SPORT 62/79; Motoring News 71-79 (few missing). Any offers for part or whole considered. Must clear. Tel: Crawley 27411. (48423

MOTOR SPORT, 1965-1979 some copies missing, 160 copies in good condition. Tel: (0844) 237263, Bucks, evenings. (48417

ENTHUSIAST'S HOME Hertfordshire. Detached house on corner plot, two garages, (one triple with inspection pit) plus hard standing for five cars, car port. Three bedroom house, part central heating, double glazed, close station, shops, schools. £39,500 for quick sale. Tel: Hitchin 50625. (48413

THE SOUTH West Classic Car Show at the Bristol exhibition centre will take place on April 25th, 26th and 27th, 1980, and will include over 150 classic cars, a concours d'elegance and also trade stands covering restoration, sales, spares, books and services. Entrance £1.00, children 50p, enquiries to the organisers:— Stevens West Exhibitions Ltd., Eagle Road, Guildford, Surrey. Tel: Guildford (0483) 502989 or 35358. (48607

MOTORING BOOKS, magazines, catalogues, wanted especially early Motor Sport and MG items. Tel: Green (0635) 253484 (Newbury). (48490

BENTLEY MK. 6, 95% complete, rough condition, one owner, but unused 10 years, ideal conversion or spares. Offers around £1,000. Tel: 01-402 3214. (48601

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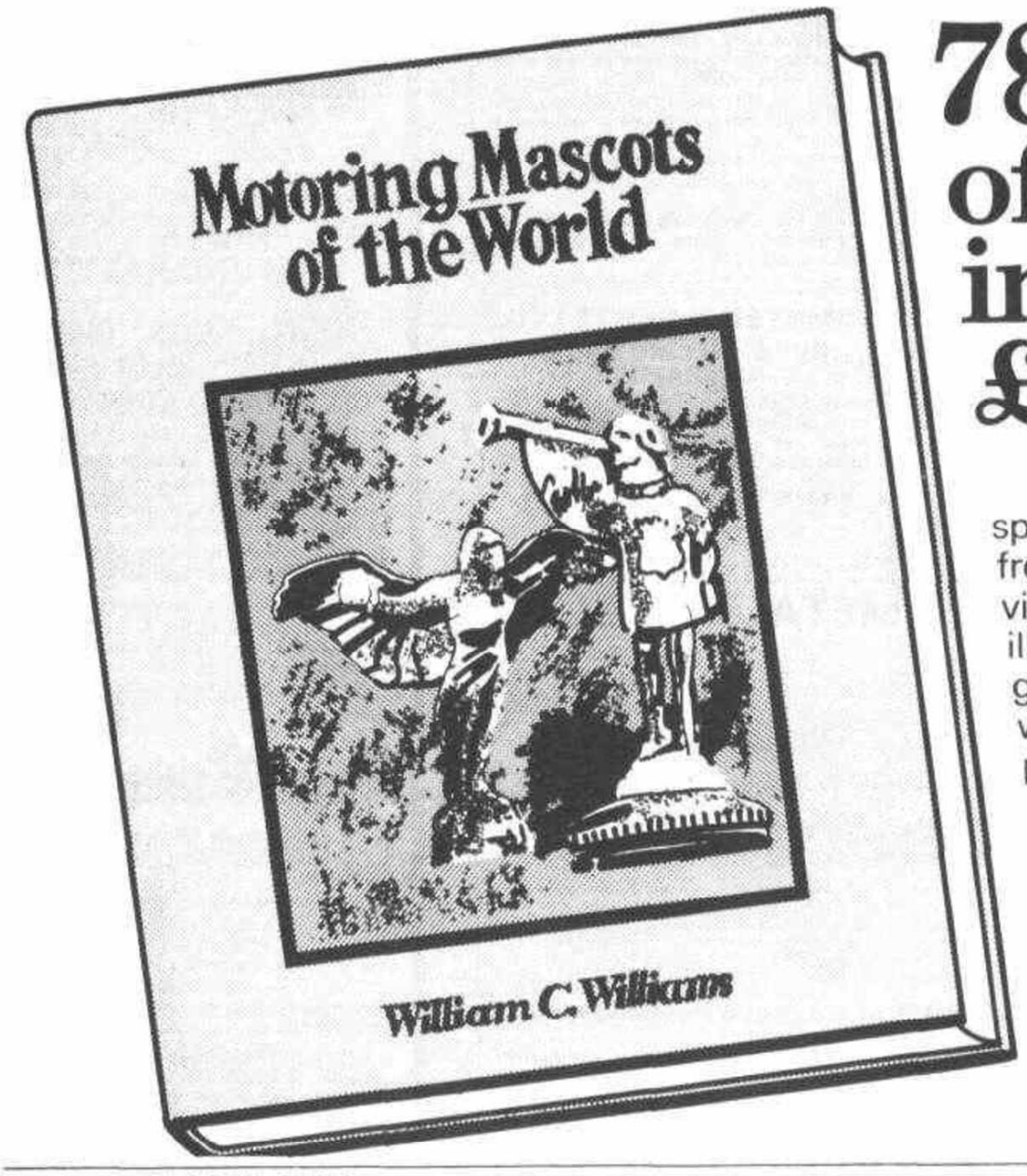


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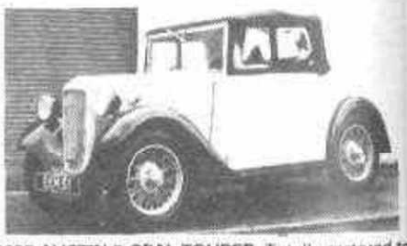
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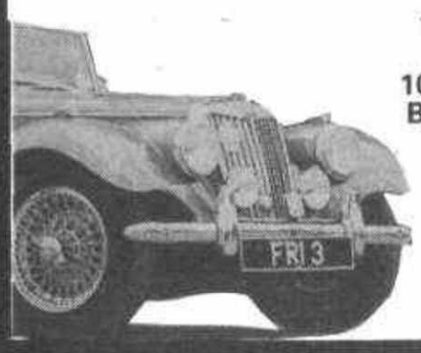
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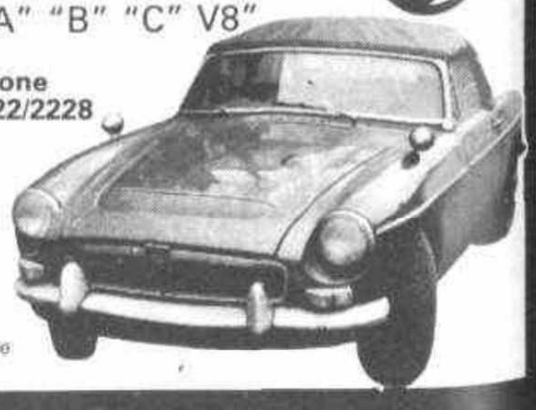
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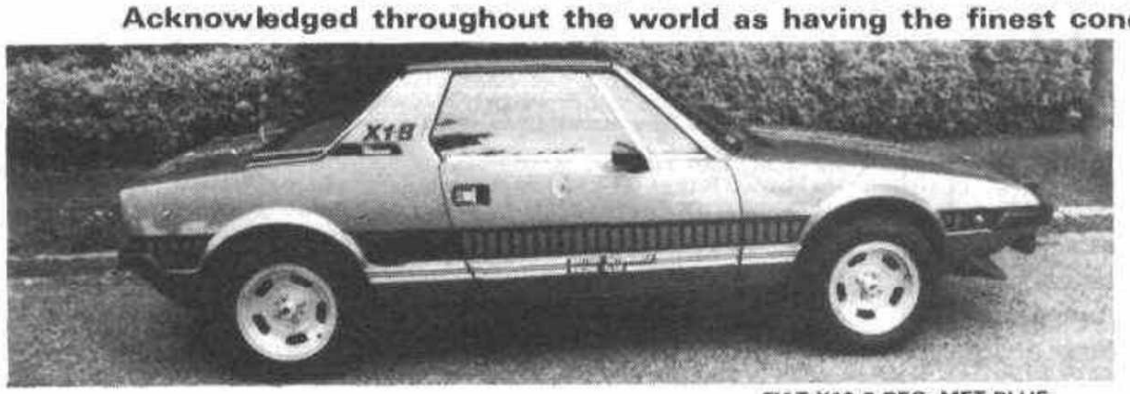
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This has been my own personal car since new (and only driven by myself). It has always been garaged and maintained only by the top X19 specialists, Radbourne Racing, it is fitted with many hundred of pounds worth of special extras, some of which include, Wolfrace alloy wheels, (plus a complete set of unused original X19 mag. wheels), Radiomobile PB radio with twin speakers and Lucas Audio 3rd dimension amp and electric aerial, expensive burglar alarm systems, rustproofed and many other special extras. It must be one of the best looking X19s in the UK and its spare wheel and tools are unused. Its total mileage since new is only 8,500. (A new X19 today with above extras would cost well over £6,000). My unique example (*taxed till August 1980*) *is priced at only* **£3,695.**

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The prototype photo in last months advert has now been sold. The first production bulldog is expected in stock this month.

OTHER CARS EXPECTED IN STOCK OR BEING RESTORED INCLUDE

1919 Daimler Light 30 open 4-seater tourer.
1925 Bugatti Type 30 8 cyl. 2-litre open sports 2/3 tourer.
1929 Bugatti Type 40 1½-litre sports/racing open 2-seater.
1937 Bentley 4¼-Litre open 2-seater sports speedster.
1937 Delage D670 3-litre drophead coupé, recorded mileage only 26,400.
1937 Rolls 25/30 *Sedanca de Ville by Windover, recorded mileage only* 51,000.
1937 Alvis Speed 25 open sports 2-seater.
1938 Sunbeam Talbot 10 h.p. open 4-seater sports tourer.
1955 Jaguar D-Type 3.8-litre XK120 Sports 2-seater roadster.
1959 Ferrari 250 GT V12 2-seater f/head coupé by Farina (l.h.d.)
1958 Bentley S1 saloon, 80,000 miles only.
PLUS OTHER RESTORED CLASSICS NOT ADVERTISED

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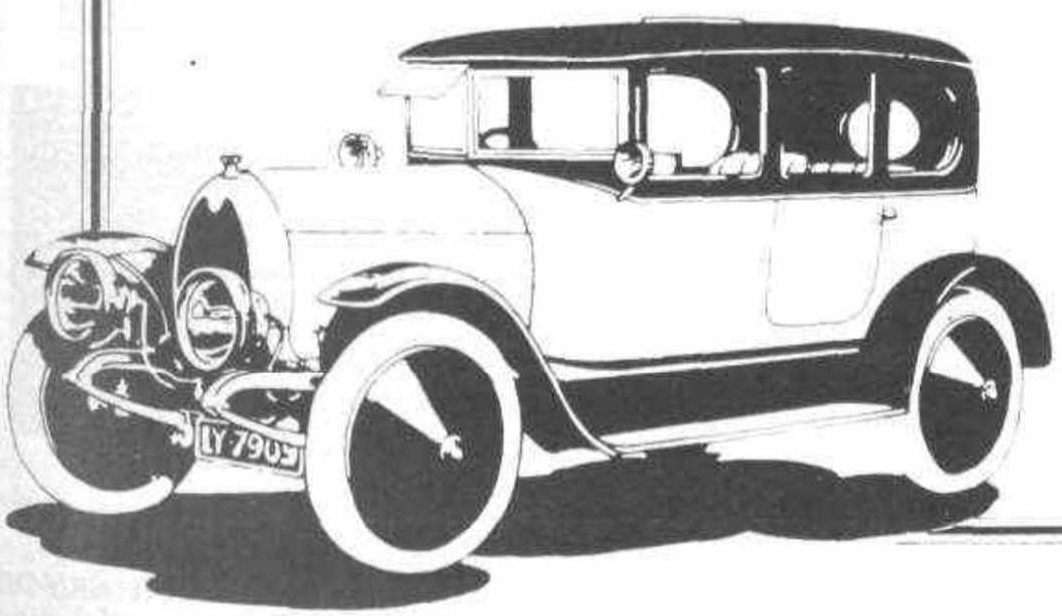
Stuck in the mud?



Sotheby's veteran and vintage vehicle expert, Michael Worthington-Williams, digging out a 1922 12/25 hp Phoenix car buried on a farm in Wales.

The next sale of Veteran, Vintage and Special Interest Vehicles will take place at Donington Park on **Saturday 19th April, 1980.**

Entries for inclusion in this sale can be accepted until 20th February.



For further information, telephone Michael Worthington-Williams, Burgess Hill (04446) 44889.

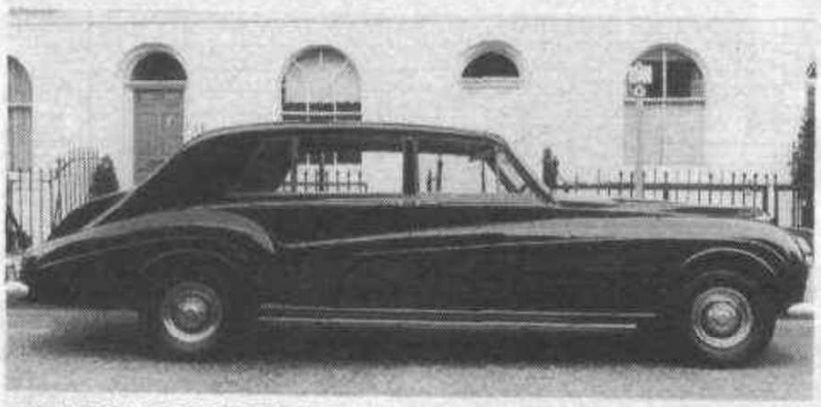
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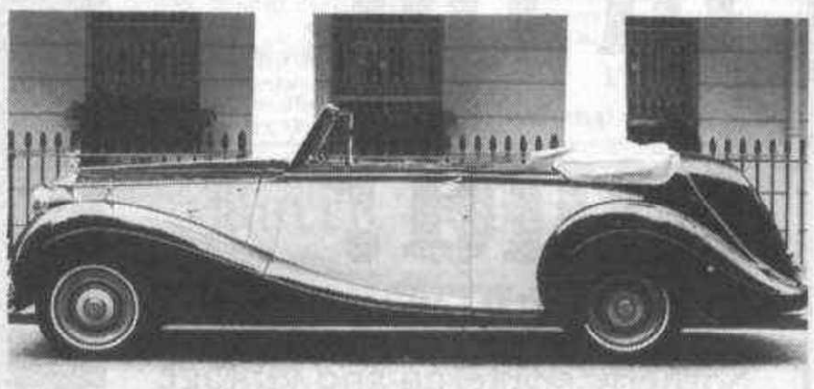
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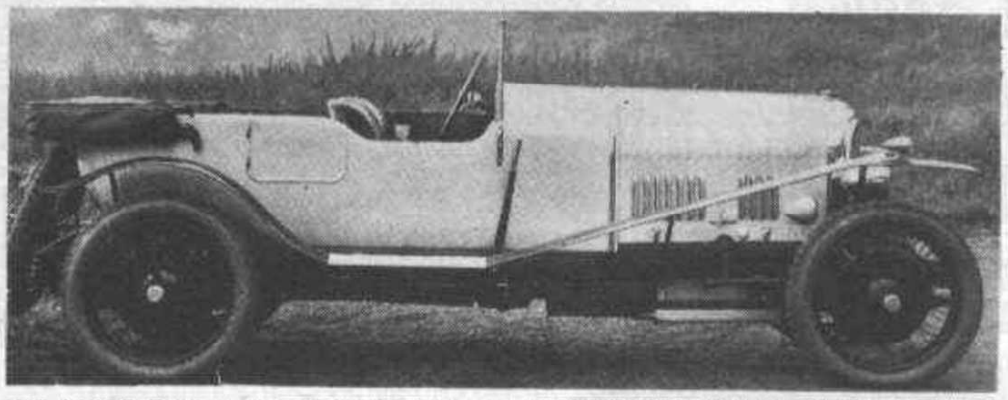
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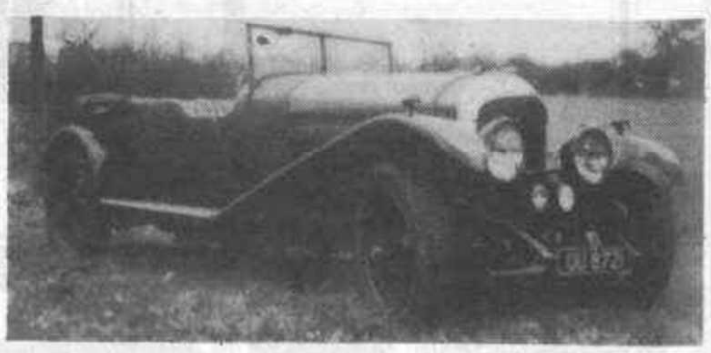


1925 3-LITRE: Total restoration, chassis, engine, etc, finished in cream & brown. *(Similar to picture)*



1929 4½-Litre by Vanden Plas, very original, good sound condition, for the purist. *(Illus. right)*

1975 May Range Rover. Two owner car, full pack, power steering, overdrive, tow hook, radio, M.o.T., my personal transport for the last year. £5,500 bargain.



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Silver Wraith by Hooper. 7-passenger touring limousine in black with tan interior. 1954 automatic with division. First class original condition. Low mileage car.



Bentley SI 1959 Continental Flying Spur. Last series. The car has covered a moderate mileage and maintained by fastidious owner in concours condition. Shell over black pearl with tan interior, sunroof.



Bentley S2 1960 Continental Flying Spur. Another low mileage car in concours condition Pewter, black int. This vehicle cannot be faulted in any way. *(Illus.)*
1954 R Type Automatic in totally restored condition mechanically and coachwork to our usual high standard. Black over burgundy with dark/cherry interior.
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1965 Bentley S3 Astral blue, low mileage car in beautiful condition, e/windows, stereo, etc.
1964 MPW Continental S3 Drophead. Royal blue, low mileage and first class condition. No rot.
1975 Silver Shadow. Larch green/beige interior, low mileage and in first class order.

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Bentley 1965 Series III. Standard four-door sports saloon finished in black over steel blue with light blue hide trim. One owner only from new, a really exceptional example.



Bentley 1949 Mark VI. Four-door sports saloon with sunroof. Sedately finished in embassy black with deep navy trim, blue Wilton carpets, excellent veneer. This exceptional example has a superb service history. Just fully serviced.



Rolls-Royce 1965 Silver Cloud III. Standard four door sports saloon which has recorded only 19,700 miles from new. Elegantly finished in deep Burgundy with contrasting beige hide trim and fitted deep pile carpets and white band tyres. A Concours winning specimen in every respect.



Rolls-Royce 1968 Silver Shadow. Four-door sports saloon finished in smoke grey over pewter with contrasting tan hide trim and excellent example of the early series.



Rolls-Royce 1972 Silver Shadow. Four-door sports saloon finished in metallic silver with blue Everflex roof and blue/grey hide trim and carpets, Sundym glass and full refrigeration, recorded 61,000 miles. Excellent service history.

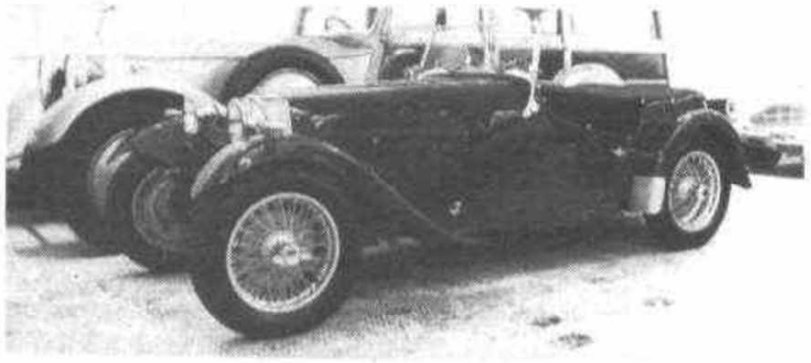


Rolls-Royce 1970 Silver Shadow. Four-door sports saloon finished in Seychelles blue with grey hide trim and grey Everflex roof, full refrigeration and Sundym glass, recorded 82,000 miles.

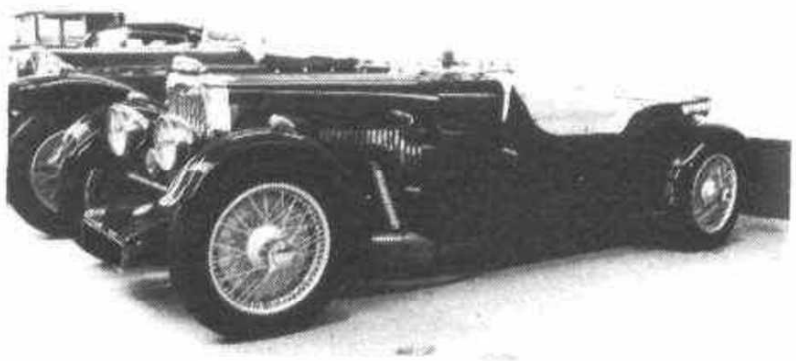
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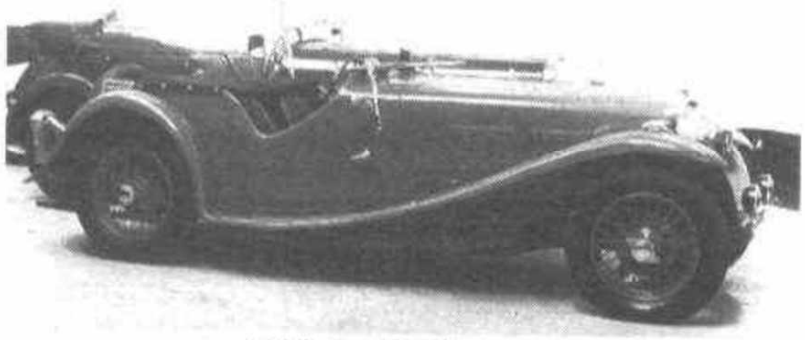
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1946 HRG



1936 Aston Martin 1½-litre



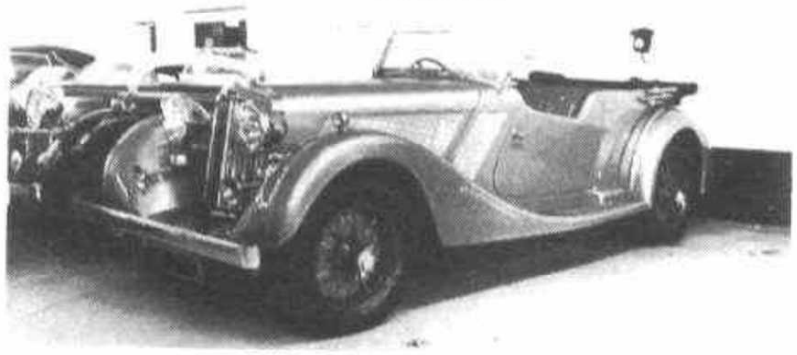
1934 AC 16/80



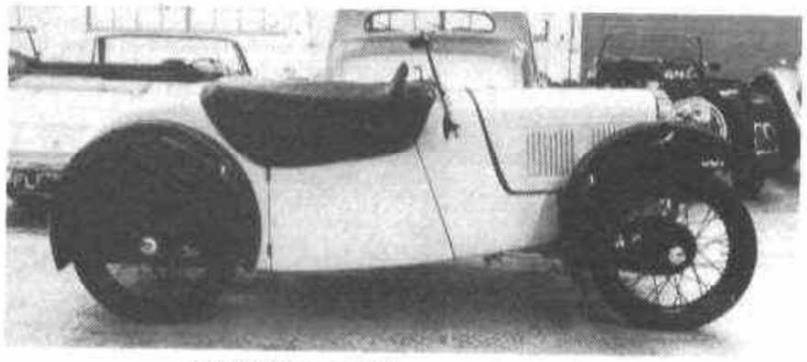
1936 Riley Sprite



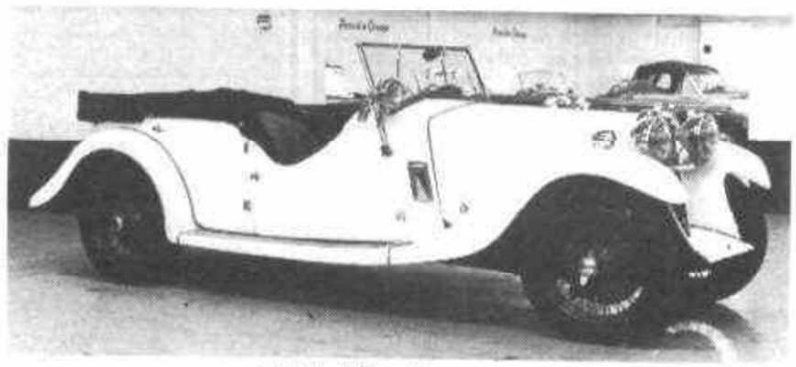
1936 Lagonda LG45



1936 Talbot 110



1937 Austin Nippy



1934 Riley Lynx

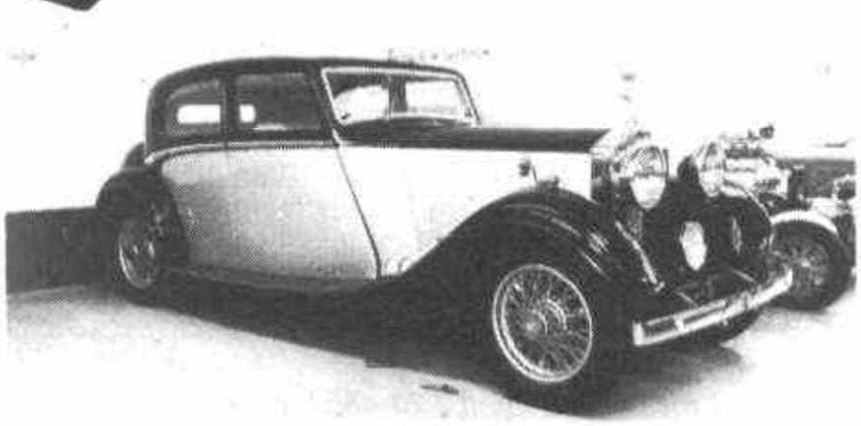
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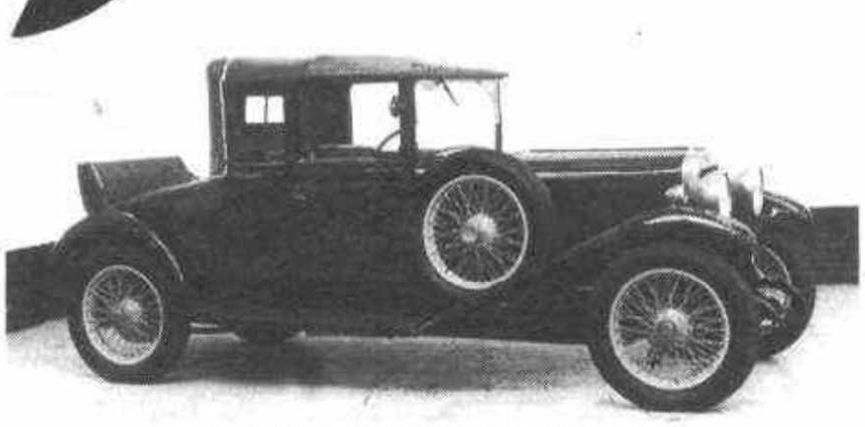
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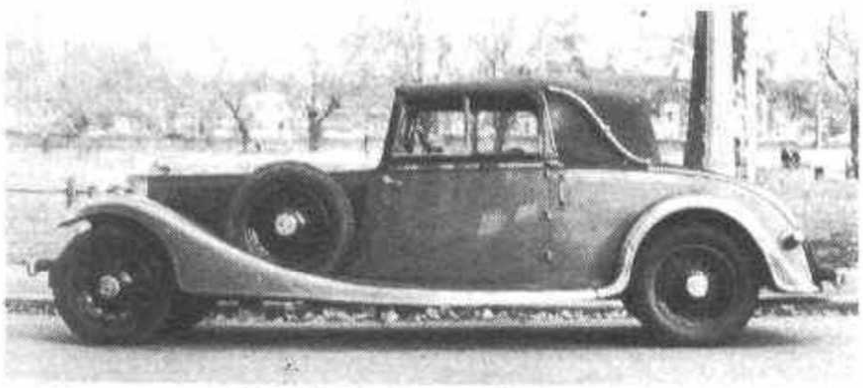
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1934 Rolls-Royce 20/25



1927 Sunbeam Doctor coupé



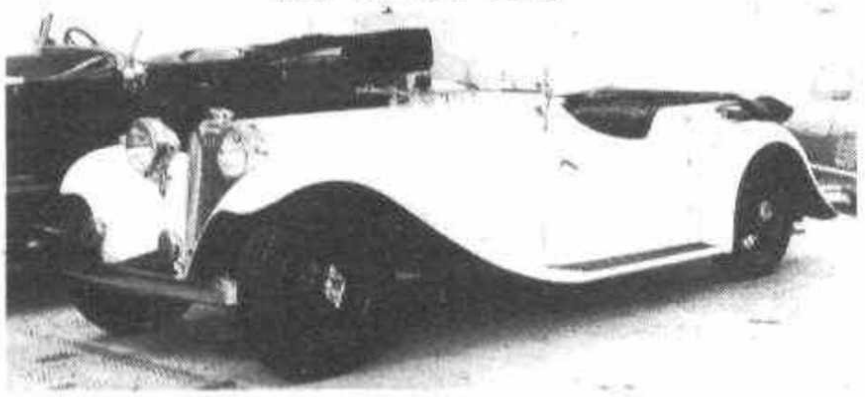
1928 Rolls-Royce PI



1930 Humber Tourer



1965 Austin Healey Mk III



1934 SSI



1959 Jaguar XK150S



1967 Aston Martin DB6

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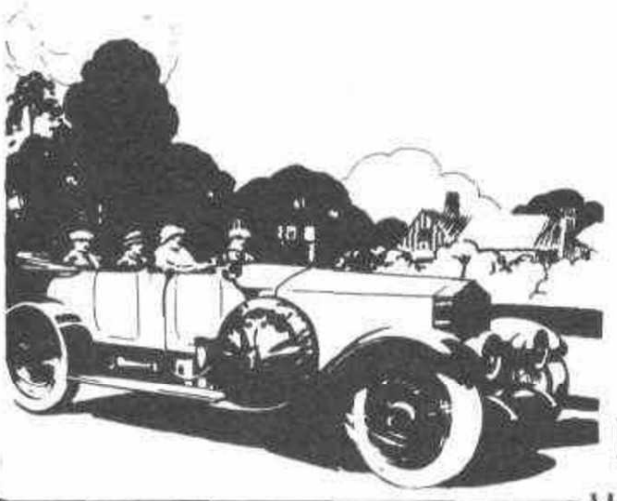
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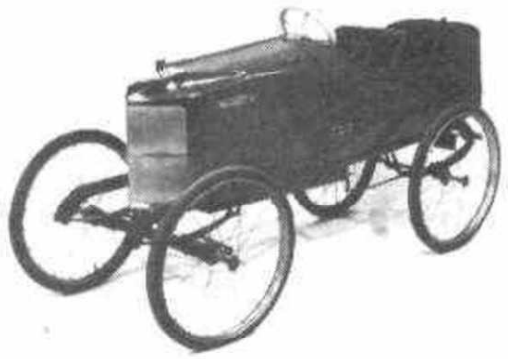


"The Open Road". A fine coloured lithograph. Signed Geo Ham





"Coq Nairn". A glass car mascot by R. Lalique. Moulded signature.



"Vauxhall III". A superb child's model of the "Prince Henry" Vauxhall. Originally built in the Luton factory for Laurence Pomeroy. In excellent condition.

For further details of this sale and for catalogues (£1.20 p&p), please contact David Crowther or Jeremy Collins on 01-629 6602 who will be pleased to help.

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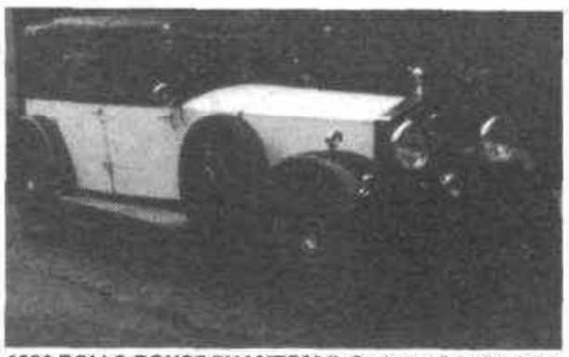
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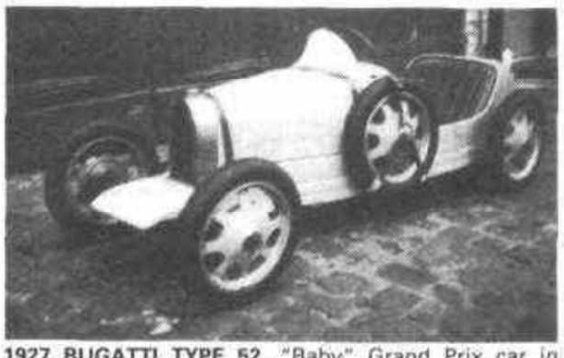
1930 BENTLEY SPEED 6. Unmodified chassis with attractive two-seater coachwork.



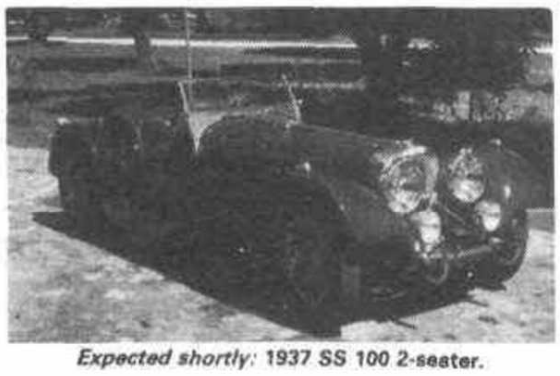
1930 ROLLS-ROYCE PHANTOM II. Sedanca/Landaulette coachwork by Barker in original condition.



1957 ASTON MARTIN DB2/4. Prototype fitted 3.7-litre gas flowed engine with 45 DCO Webers, five-speed gearbox, limited slip differential, alloy bodywork. Many other special features. Car in mint condition.



1927 BUGATTI TYPE 52. "Baby" Grand Prix car in working order.



***Expected shortly:* 1937 SS 100 2-seater.**



1934 RILEY IMP. Four Amal carburetters, outside exhaust, and other modifications.

1930 AUSTIN ULSTER. Two-seater. Full details on request.

1929 BENTLEY 4½-LITRE. Original Van den Plas four-seater tourer.
1930 ALFA ROMEO 1750. Drophead coupé by James Young.
1937 BMW 328 2-LITRE. Sports two-seater.
1948 HEALEY WESTLAND 2.4-LITRE. Four-seater tourer.

1925 BENTLEY 3-LITRE. Short chassis Speed model, rebuilt to mint condition. Beaded edged tyres.

1923 STANLEY STEAMER TYPE 735. Four-seater tourer.
1936 ROLLS-ROYCE 20/25. "Top Hat" saloon by Freestone & Webb.
1930 AC "ACEDES". 6-cylinder two-seater with dickey.

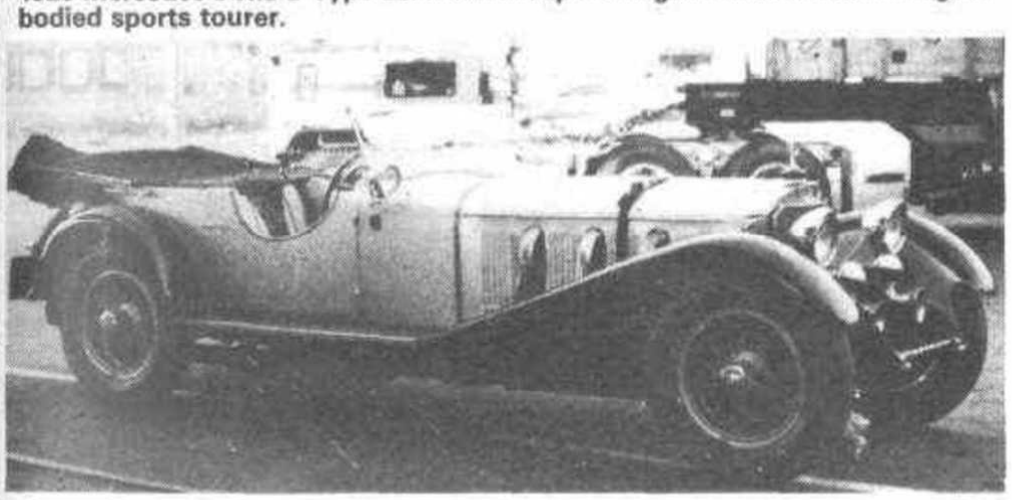
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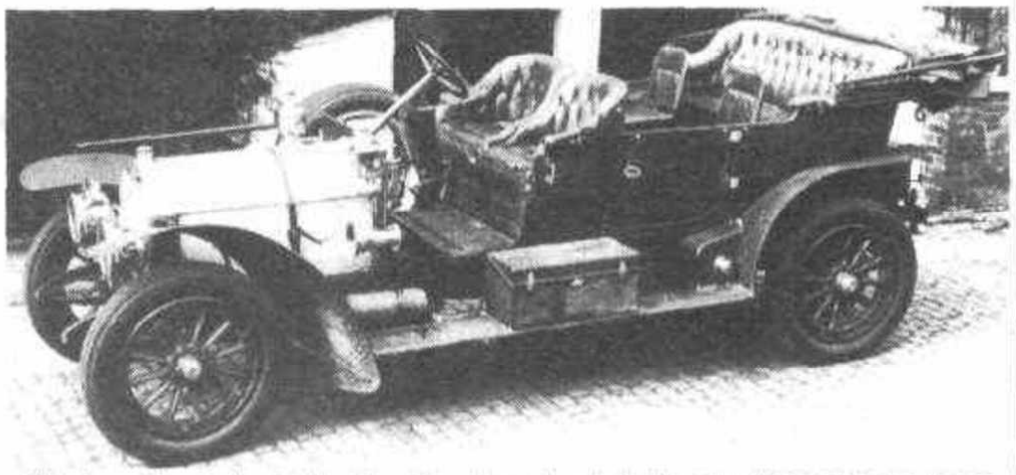
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1928 Mercedes-Benz S Type 26/170/225 supercharged 4-seater Sindlefingen bodied sports tourer.



Our research indicates that only 166 of this model were built between 1926 and 1930 of which very few of the factory bodied sport tourers survive in such original condition. Most connoisseurs think the low radiator line of the S type more attractive than the higher line on the SS. The car has been extensively restored throughout both mechanically and bodily. The paint is Mercedes silver with black wings and the leather is tan. The leather was renewed somewhat badly in our opinion and we would re-trim the car in leather to choice if so desired. The car is equipped with rare original spotlamp, correct headlamps and horns. The screen folds flat and the driver's door is cutaway.

1909 Mercedes 45 h.p. Roi des Belges 7 passenger open touring car.



This is without doubt the finest and most original early Mercedes we have seen. The deep buttoned leather is all original as are the carpets and running board covering. The paint is red and of course faded but original. The car has had a recent high quality engine overhaul and is easy and fast to drive. Fortunately a good electric self-starter has been fitted. The wheels, wooden of course, have been rebuilt and the car has new tyres. Cars of this quality and in this condition are very rarely available and although the price is high we feel that the value is excellent compared with prices paid for inferior vehicles. There is no sound quite as exciting as the gentle chatter of the chain drive as the car glides along in top gear at high speed with the motor firing about every telegraph pole!

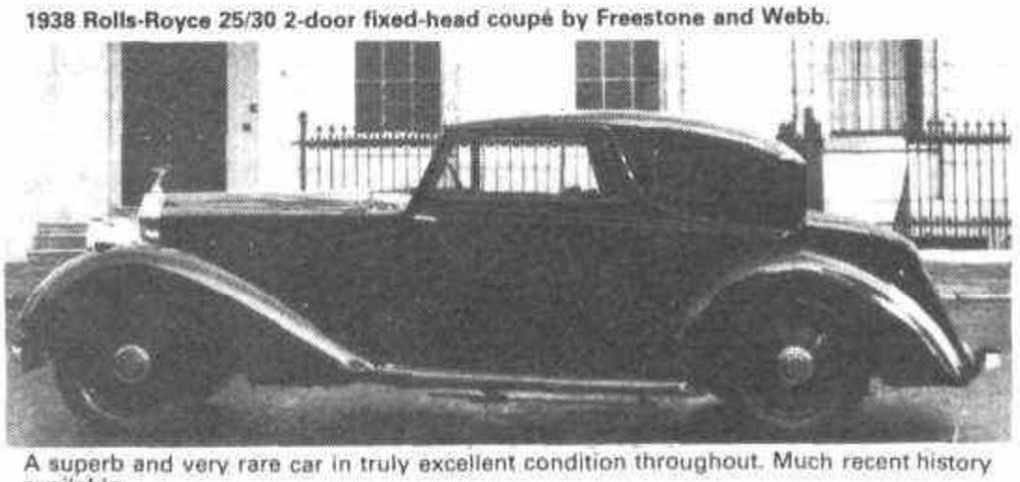
We expect to have available an excellent Mercedes-Benz 300SL Gullwing and an extremely low mileage 300SL Roadster as well as a restored K type Mercedes-Benz Saoutchik bodied cabriolet.

1931 Rolls-Royce 20/25 Sports Saloon by Thrupp & Maberly.



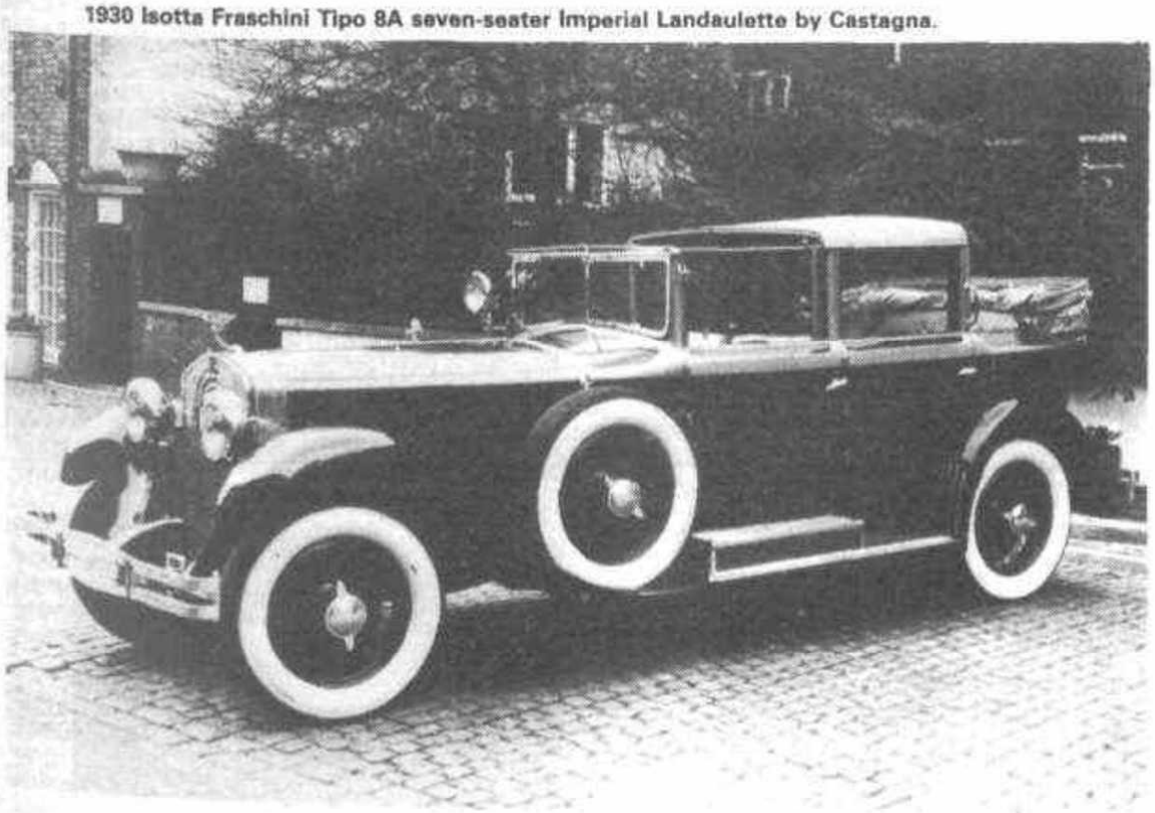
A very stylish car of great quality. Originally ordered for the MD of the coachbuilder. Totally overhauled engine. Elaborate dashboard. Fitted believe it or not with overdrive. Black with grey interior. Priced reasonably.

1938 Rolls-Royce 25/30 2-door fixed-head coupé by Freestone and Webb.



A superb and very rare car in truly excellent condition throughout. Much recent history available.

1930 Isotta Fraschini Tipo 8A seven-seater Imperial Landaulette by Castagna.



A wonderfully opulent car in the very grandest style of the best period of coachbuilding. Complete with correct mascot, complicated communication system between passenger and chauffeur, elaborate woodwork and rear clock etc., painted deep maroon with beige trim. Duty free in Germany.

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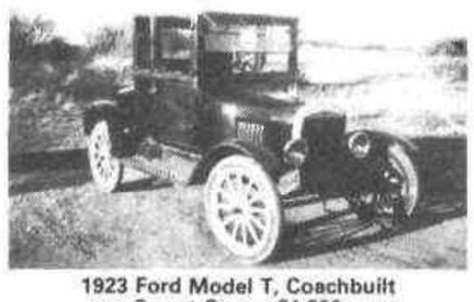
12 MONTHS WARRANTY AVAILABLE WITH ALL CARS – ASK FOR DETAILS.

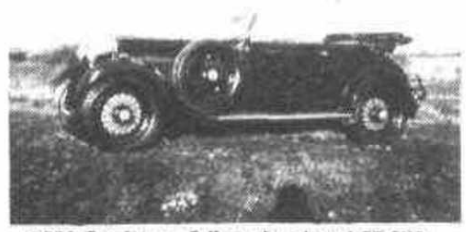

1924 Bentley Red Label 3-litre


1930 Rolls-Royce Phantom II


1923 Austin 4 seat tourer


1931 MG M Type £4,600


1923 Ford Model T, Coachbuilt 2 seat Coupe £4,200


1930 Sunbeam 3-litre drophead £5,850

1920	**AC** 2 seat.	£6,250
1929	**Essex saloon.**	£4,850
1930	**Sunbeam tourer.**	£6,450
1934	**Austin 12/4.**	£2,450
1925	**Model Model T** 2 seat D/H.	£5,850
1916	**Model T** Open sport.	£5,300
1904	**Replica Oldsmobile** curve dash.	£2,850
1931	**Alvis 12/50.**	£4,950
1935	**Singer Le Mans** rep.	£4,800
1934	**Bentley 3½** Hooper body.	£6,450

1921	**Rolls-Royce Silver Ghost.**	
1925	**Rolls-Royce Silver Ghost.**	
1934	**Rolls-Royce Phantom 2** roadster.	
1930	**Rolls-Royce** 3 position D/H P2.	
1927	**Rolls-Royce Phantom 1** Sedanca.	
1924	**3-litre Bentley** 2 seat sports.	
1933	**Lagonda** 2 seat sports.	
1928	**Morgan** 3-wheeler.	£4,750
1935	**Austin Ruby.**	£1,400
1934	**MG F Type** Blown, Styles body.	

1928	**Chevrolet** saloon.	£5,850
1924	**Willys Overland** tourer.	£5,450
1934	**Austin Opel.**	£2,250
1959	**Jaguar XK 150** Roadster.	
1948	**Triumph** Roadster.	£3,850
1948	**HRG1500 cc.**	
1934	**Alvis SP 20.**	
1926	**Dodge** Bros, 4 seat tourer.	
1939	**Railton 10 hp.**	£2,350
1952	**MG TD.**	£5,250


1968 Maserati Ghibli RHD London Motor Show Car


1977 Lamborghni Silhouette


1979 Mercedes 450SL LHD

1971	**Aston Martin DBS V8.**	£4,450
1971	**Aston Martin DB6 Mk II** auto.	
1971	**Aston Martin DB6 Mk II** man.	
1967	**Aston Martin DB6** auto.	£4,350
1966	**Aston Martin DB6** Dubonnet.	£5,350
1966	**Aston Martin DB6** sand.	£5,350
1966	**Aston Martin DB6** silver blue.	£6,650
1965	**Aston Martin DB6** blue.	£4,650
1960	**Aston Martin DB4** primrose.	£4,450
1962	**Aston Martin DB4** met. brown.	£4,200
1966	**Aston Martin DB6** sunroof.	£4,450
1971	**Aston Martin DBS6** Vantage.	£6,550

1973	**Porsche 911** LHD Targa.	£4,800
1973	**Porsche 911 RS** LHD Carrera.	£8,450
1976	**Porsche 911**	£11,250
1977	**Porsche 911 Lux Targa.**	£13,650
1966	**Sunbeam Tiger 4.7.**	£5,650
1956	**Triumph TR2.**	£1,675
1971	**Lotus Elan 2+2.**	£3,250
1970	**Jaguar E-type 4.2.**	£5,850
1966	**Austin Healey 3000 Mk II.**	£5,550
1967	**Lotus Elan** D/H.	£2,450
1966	**E-type** FHC.	
1973	**Jaguar V12 roadster** white	

1978	**BMW 733i A** all extras.	£12,450
1975	**BMW Csi**	£5,850
1970	**Jensen Intercepter.**	£3,550
1961	**Jensen 541 S.**	£2,250
1952	**Bristol 401.**	£3,750
1952	**Alvis TC 21** D/H.	£2,950
1969	**Mercedes 300SEL 6.3**	£4,350
1968	**Mercedes 280SL LHD.**	£4,800
1967	**Jaguar 3.8S.**	£775
1961	**Alvis TD 21 D/H.**	£4,250
1947	**Jaguar 3½.**	
1924	**Bentley 3-litre** Mulliner open tourer	


1973 Jaguar V12 Roadster, red


1968 Mercedes 280 SL LHD


1965 Aston Martin DB5


1971 Aston Martin DB6 MkII Vantage manual


Jaguar D Type replica £11,000

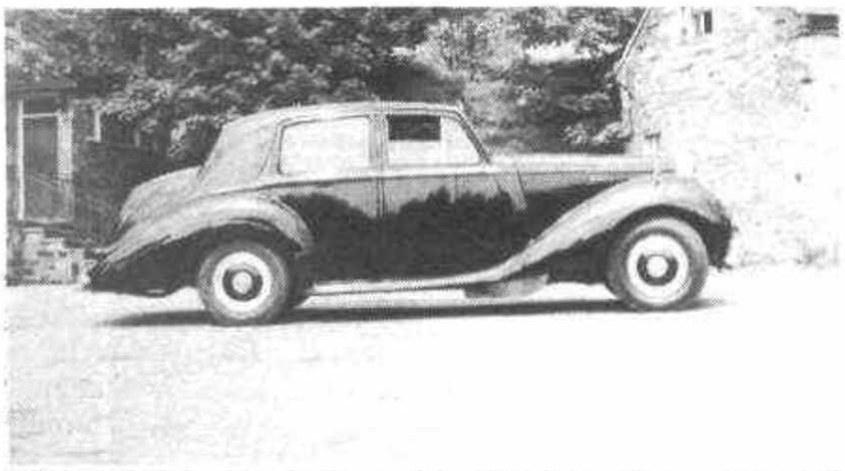

1975 BMW 3-litre CSi

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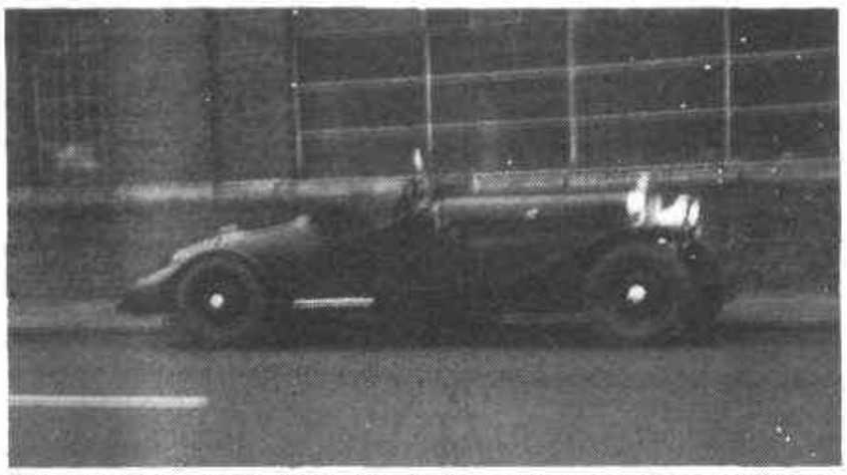
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ROLLS-ROYCE SILVER CLOUD III four-door saloon. First registered 1963, finished in black over shell grey, power assisted steering, automatic transmission, electrically operated windows.

ROLLS-ROYCE SILVER CLOUD III four-door saloon. First registered 1964, finished in shell grey with blue hide upholstery, power assisted steering, automatic transmission, electrically operated windows, one owner from new.

BENTLEY S2 four-door saloon. First registered 1960, finished in midnight blue over shell grey with light blue upholstery, automatic transmission, power assisted steering, electrically operated windows.



ROLLS-ROYCE CORNICHE convertible coupé. First registered 1973, finished in primrose with black hood and dark olive upholstery, 47,000 miles only.

BENTLEY S2 CONTINENTAL drophead coupé by Park Ward. First registered 1960, finished in black with black hood and beige leather upholstery, electrically operated windows, power operated hood, radio and tape-player.

BENTLEY S3 four-door saloon. First registered 1963, finished in black over dawn blue, 78,000 miles, automatic transmission, power assisted steering, electrically operated windows.

BENTLEY S1 four-door saloon by James Young. First registered 1959, finished in Connaught green with grey/green leather upholstery, total recorded mileage 99,000 in the hands of two owners, power assisted steering, automatic transmission, this is one of the extremely rare and beautiful SC10 designs on the Bentley chassis.



BENTLEY S3 CONTINENTAL four-door "Flying Spur" saloon by H. J. Mulliner, Park Ward, first registered 1965, finished in garnet with beige leather upholstery, automatic transmission, power assisted steering.

BENTLEY T-SERIES four-door saloon. First registered 1969 (November). Finished in sand over sable with beige hide upholstery, full FSS specification, air conditioning.

BENTLEY T-SERIES drophead coupé by H. J. Mulliner, Park Ward. First registered 1969, specially finished in Docker's cloud green, with black hood and dark red leather upholstery, 55,000 miles only.

BENTLEY CORNICHE saloon. First registered 1972, finished in regal red with beige hide upholstery, 72,000 miles.

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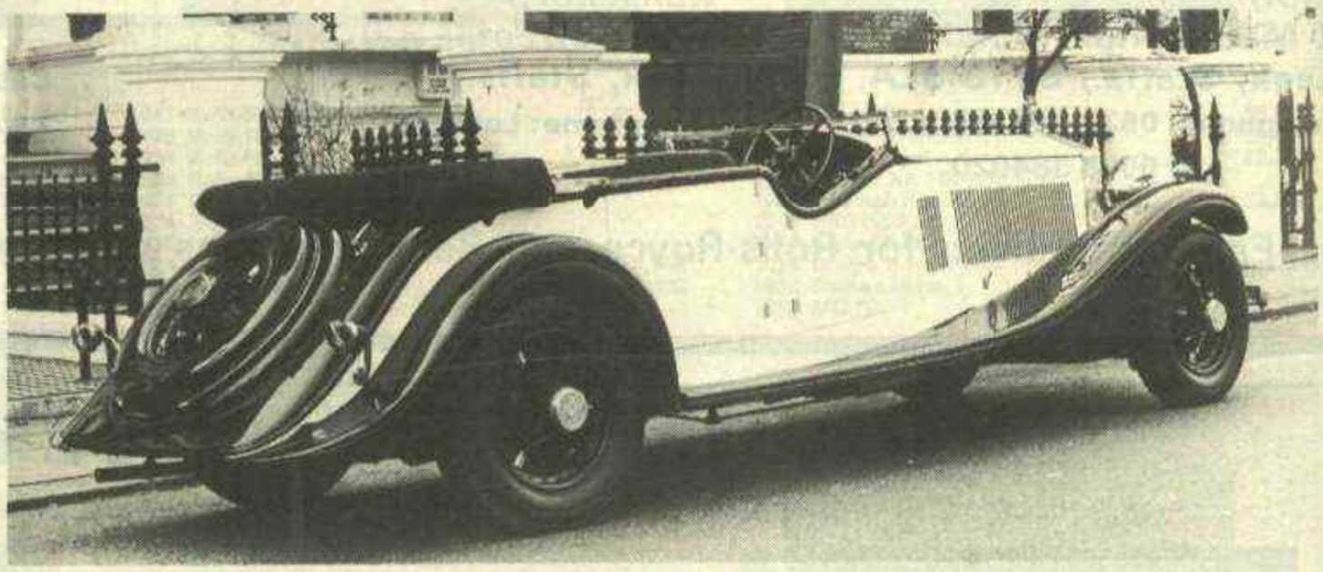
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1957 BENTLEY SI 6-cylinder Continental 'Flying Spur' by H. J. Mulliner. Regal red with magnolia hide and deep red carpets. With a complete maintenance history, which includes a recent engine re-build, and equipped with powered steering and automatic transmission.

1935 ROLLS-ROYCE PHANTOM II. Touring car chassis 10 UK with original low-rake steering, specially built to our order in 1979 to an original design by James Young & Co. of Bromley. Finished in black over porcelain white with black mohair hood and tonneau cover, Morocco red hide and Wilton carpets. With top-hinged and fold-flat windscreen, this Rolls-Royce surely epitomises the original concept of a grand touring automobile. Needless to say, it has also been fully restored mechanically and we will give favourable consideration to requests to build similar coachwork on Phantom II chassis.





1954 BENTLEY 'R'-TYPE sun-roof saloon. Tudor over shell grey with dark tan hide and automatic transmission. Meticulously maintained by the previous owner and beautifully finished.

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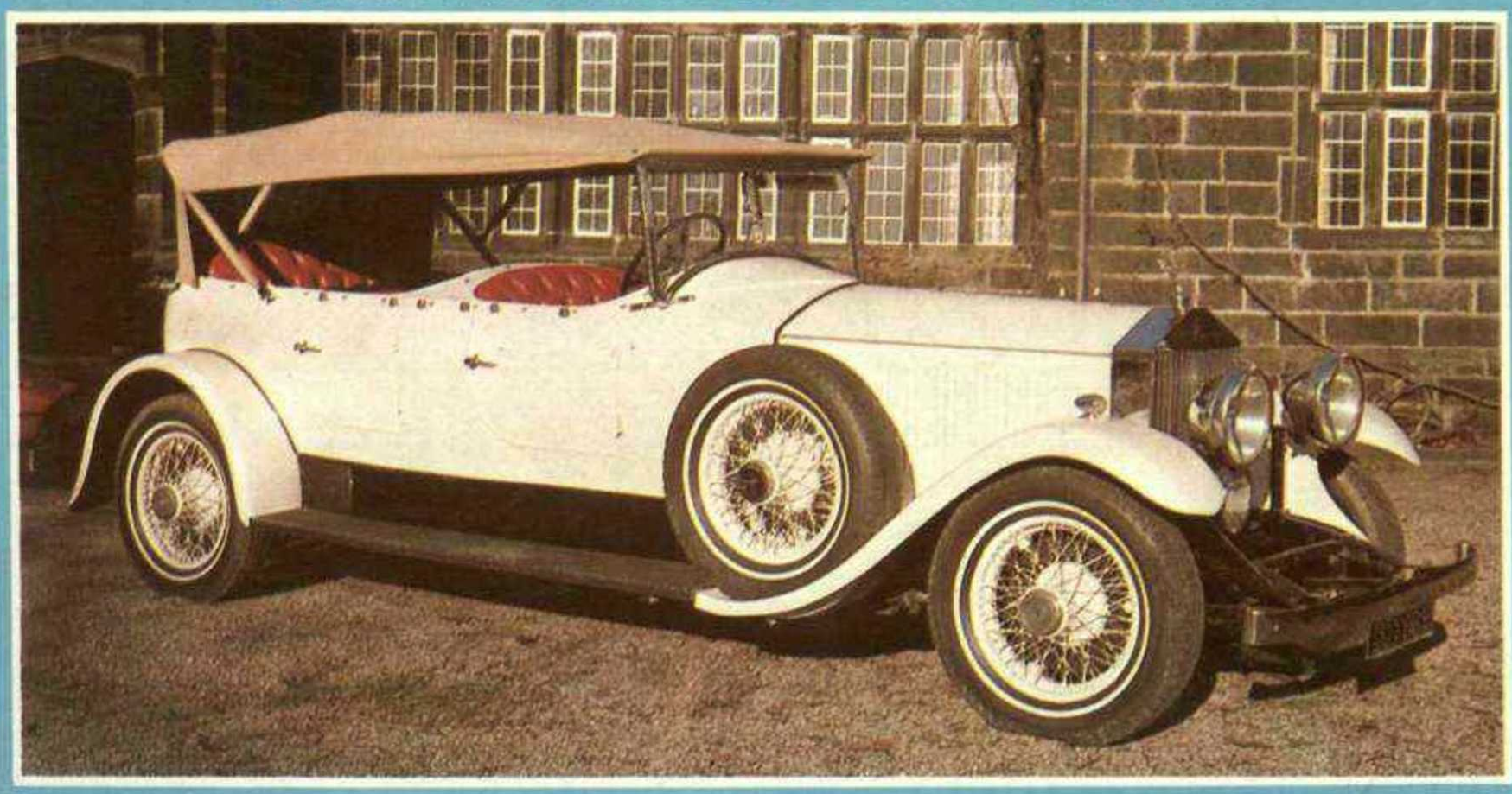
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Rolls Phantom II (1930) as above, at the moment going through a complete restoration in our workshop. Due to be finished May 1980. If purchased early enough, could be finished to customers own specification, colour and trim, cocktail cabinet etc. As was done in the 1930's era. ..... **POA**

Jensen Interceptor Mk III in tawny brown metallic with black vinyl roof. Black leather trim, inertia seat belts, fitted stereo radio cassette player, air conditioning, HRW, electric windows, electric aerial, fitted radial tyres whitewalled, on sports alloy wheels. Centre locking. Again this fast appreciating vehicle is in lovely condition. Choice of four from. **£4,800**

One of the last V12 E-Type Roadster. Carmen red with black leather trim. Fitted stereo radio/cassette player. This vehicle we believe to be one of the finest examples of this fast appreciating marque which is in first class condition throughout. Has only covered 23,000 miles from new. A certain investment at **£11,950**

(1979) Covette Stingray with rear especially customised aerofoil in 2-tone light metallic blue over light metallic silver. Black leather trim, radio/stereo cassette, sloping rear screen, split detachable glass roof, tinted glass, electric windows. The LR2 economical model that looks a dream at **£12,500**

P Reg. Alfa Romeo GT 1600 Junior. In silver with a gold coach line, black trim, HRW, radial whitewall tyres fitted all round, this very sporty little car has had one lady owner from new, and has only done 14,000 genuine miles. All service history available. This 5-speed sports is in superb condition at. **£2,850**

Full Racing E-Type. Holder of many 1st's, one of the quickest in captivity. Full lengthy spec. on request. Would now cost £25,000 to build **£11,000**

1966 Daimler Jaguar V8 Auto in metallic blue with black leather upholstery. Fitted radio, recently had brakes and gearbox overhauled and new tyres fitted all round. This car is now a collector's item and is in fair condition for the year. **£1,975**

One lady owner **Stag.** Automatic, only 16,000 miles from new, quickly becoming a classic. The soft top has never been out of its casing, optional hard top, like new at. **£4,850**

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Scimitar GTE. Brown with light tan leather trim, radio, electric tinted windows. R-Reg. For the year, one of the cleanest we have seen. (Choice of 5 from) **£2,500**

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MG-B GT. White with tan trim, tinted glass roof and windows, whitewall tyres, overdrive (1976). Perfect throughout. Choice of eight from. ..... **£1,875 to £3,350**

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