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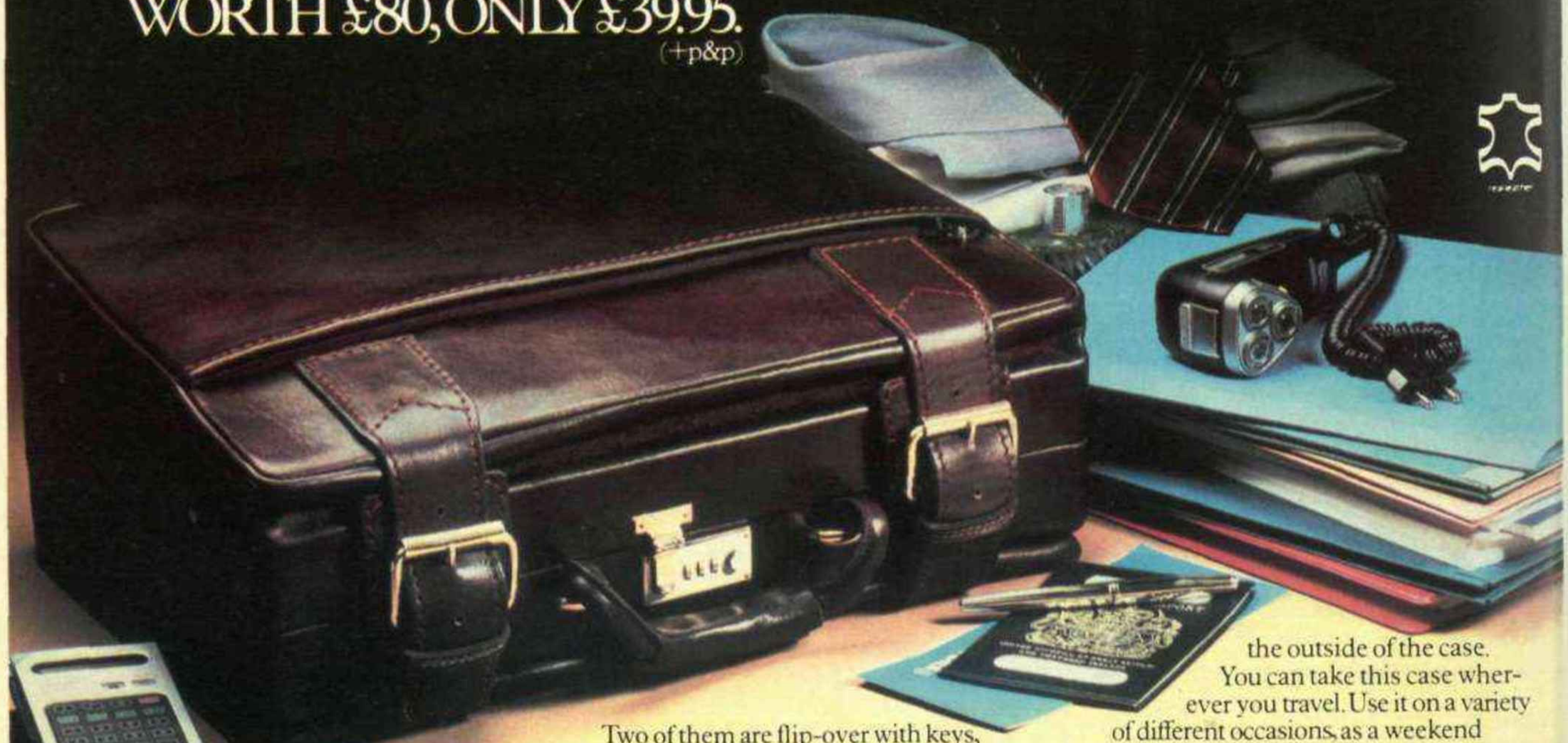
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NEW GTE O/D, P.A.S., Wolfrace wheels, tinted glass, lam. screen.
1978 GTE, AUTO in russett red, P.A.S., Wolfrace wheels.

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1972 V12 E Type 2+2, manual, chrome wheels, white.
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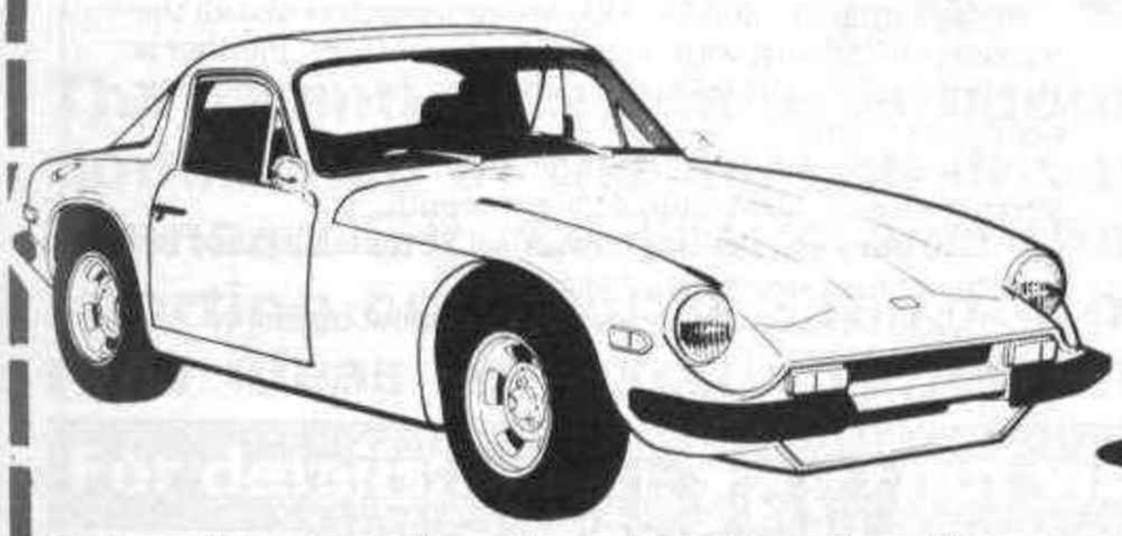
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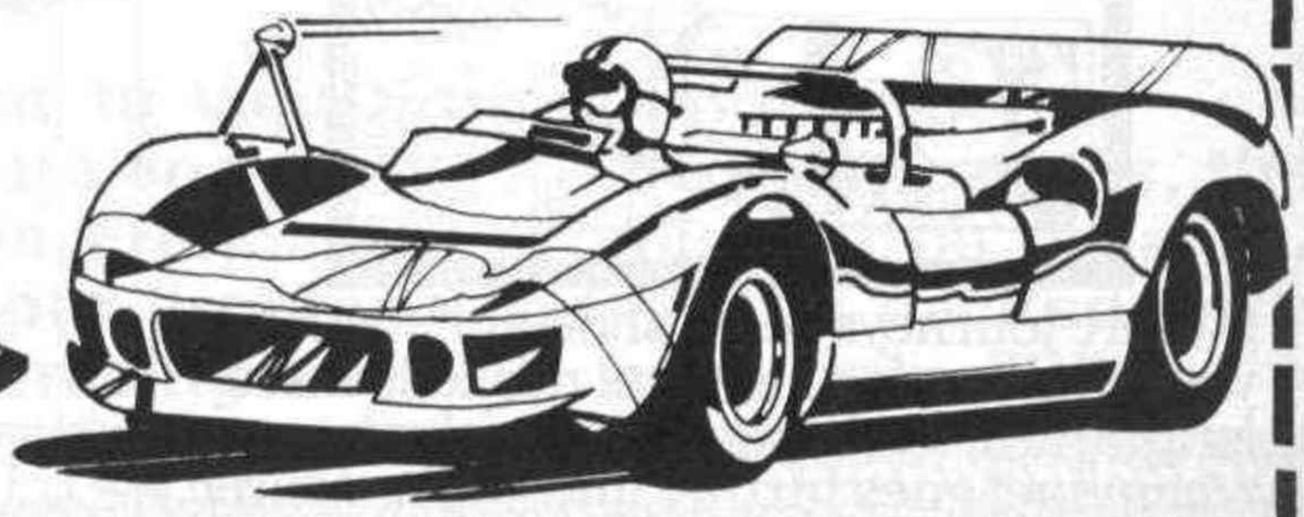
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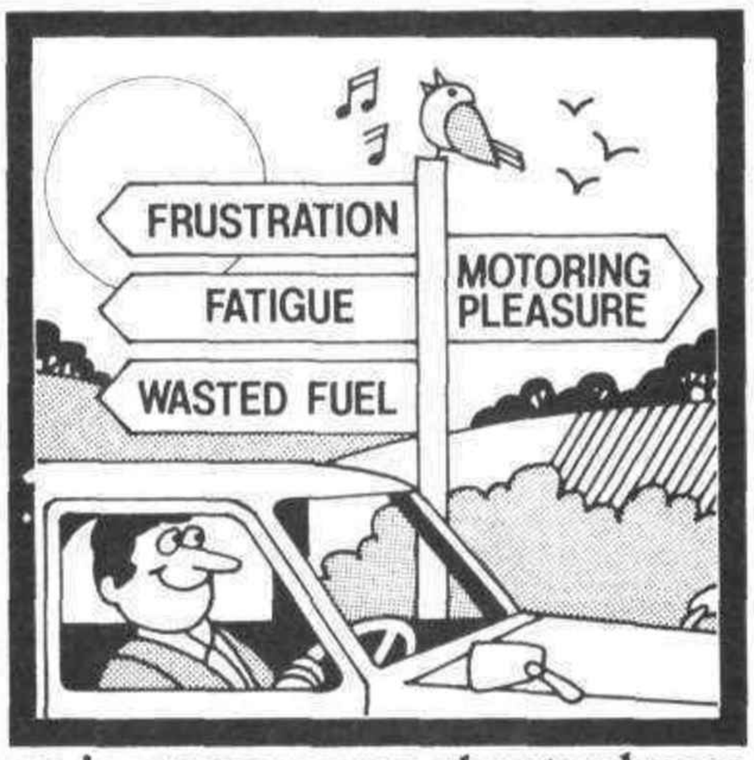
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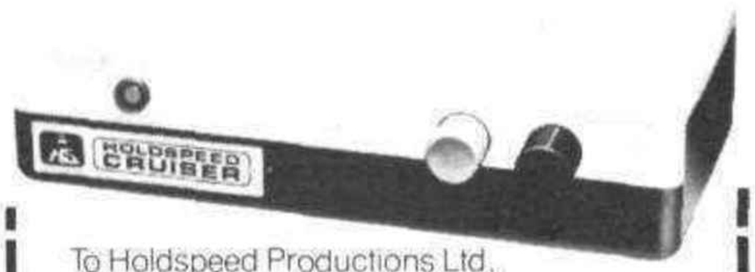
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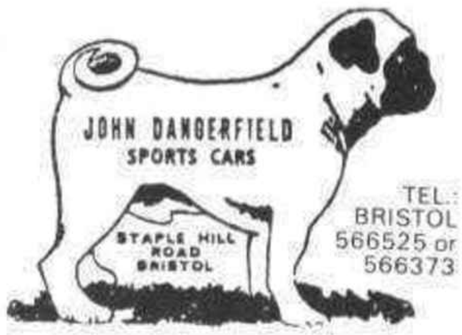
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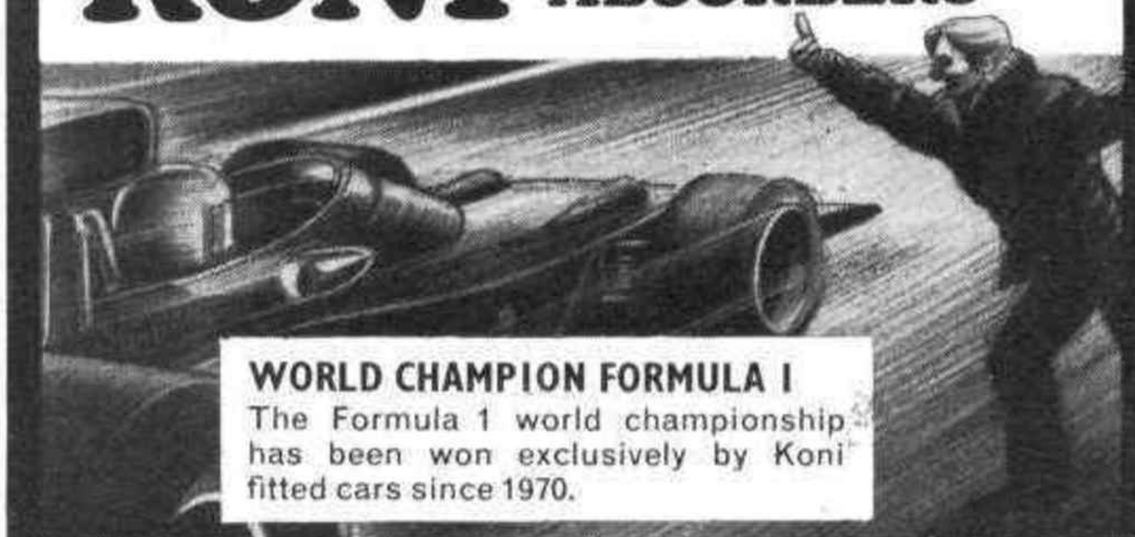
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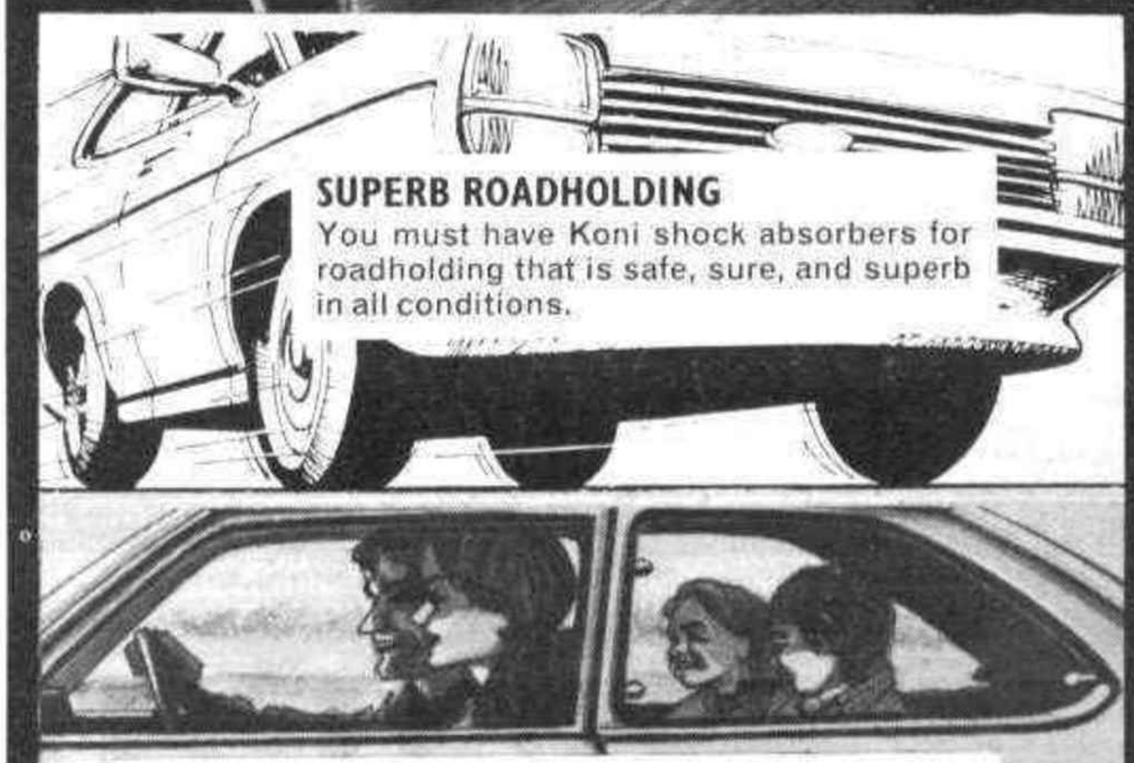
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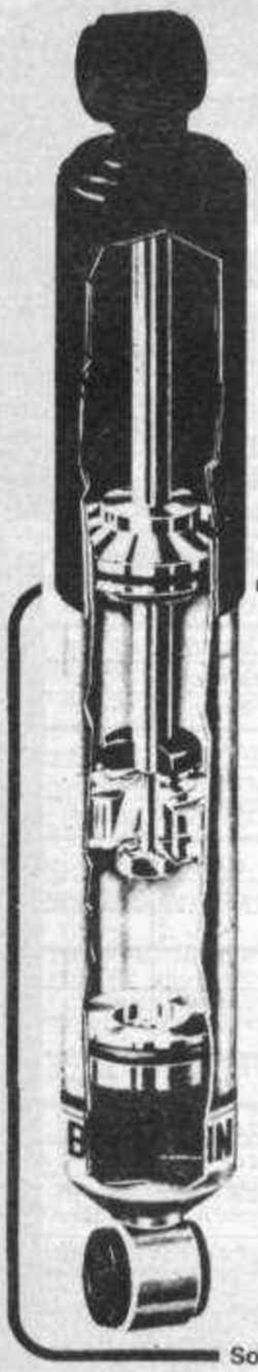
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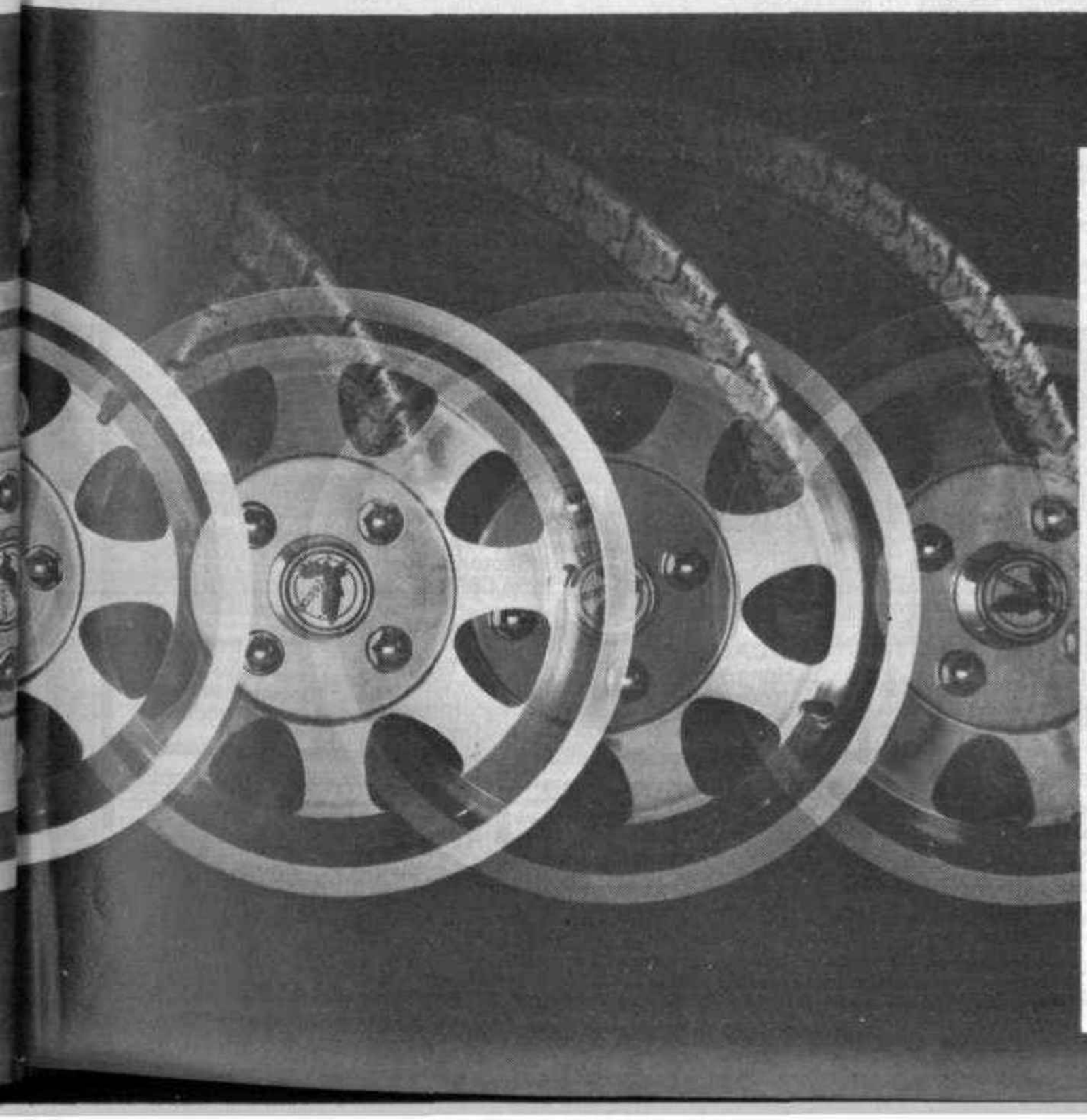
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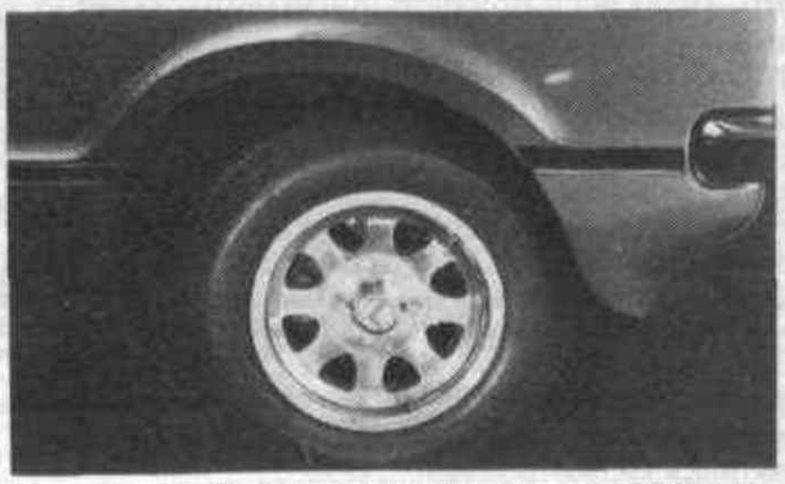
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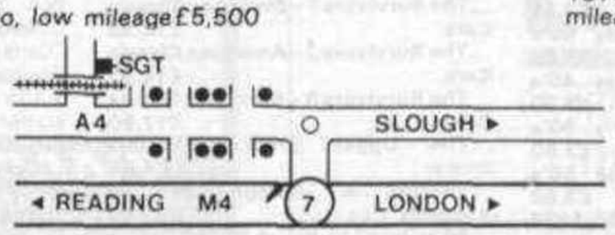
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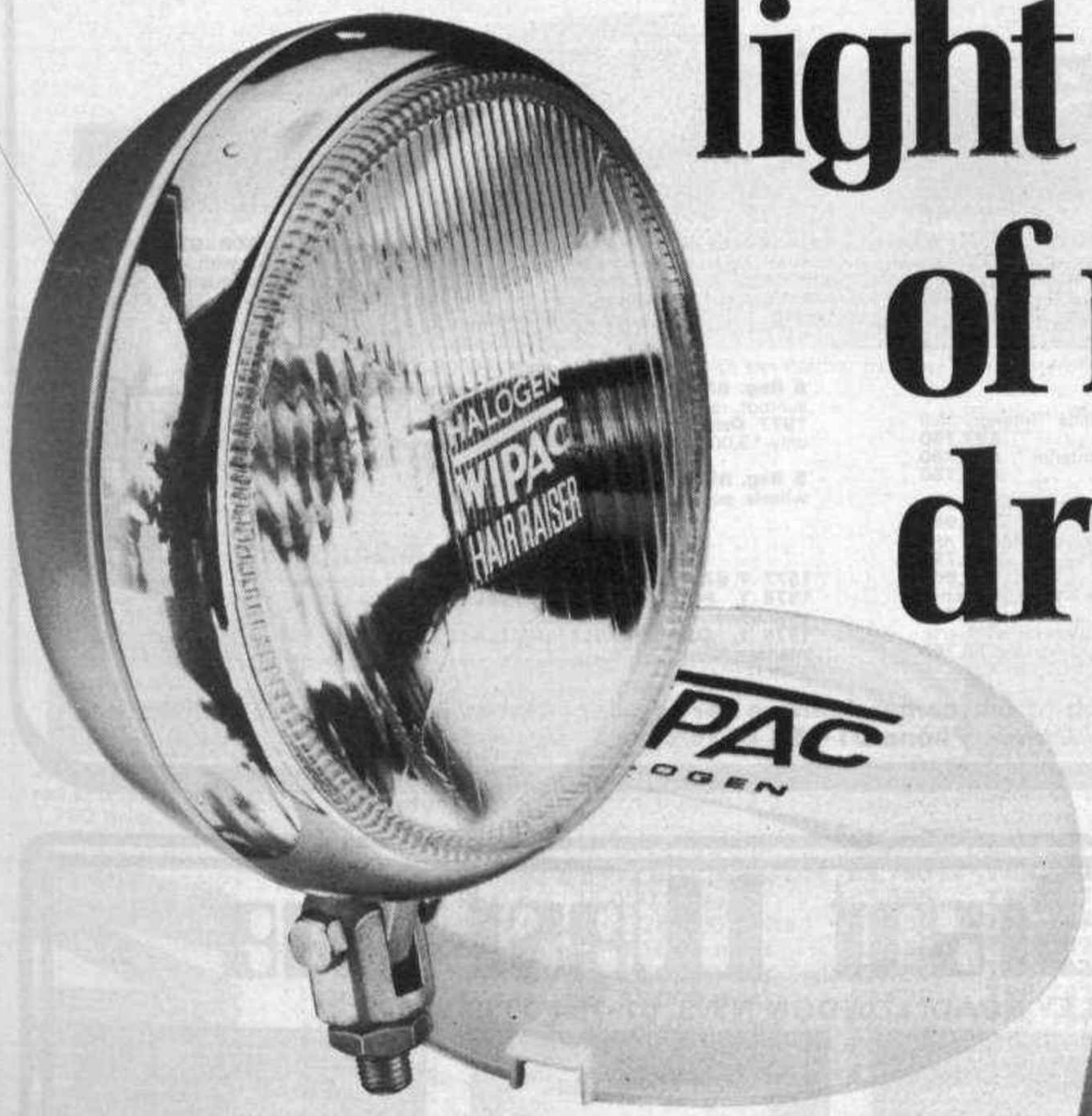
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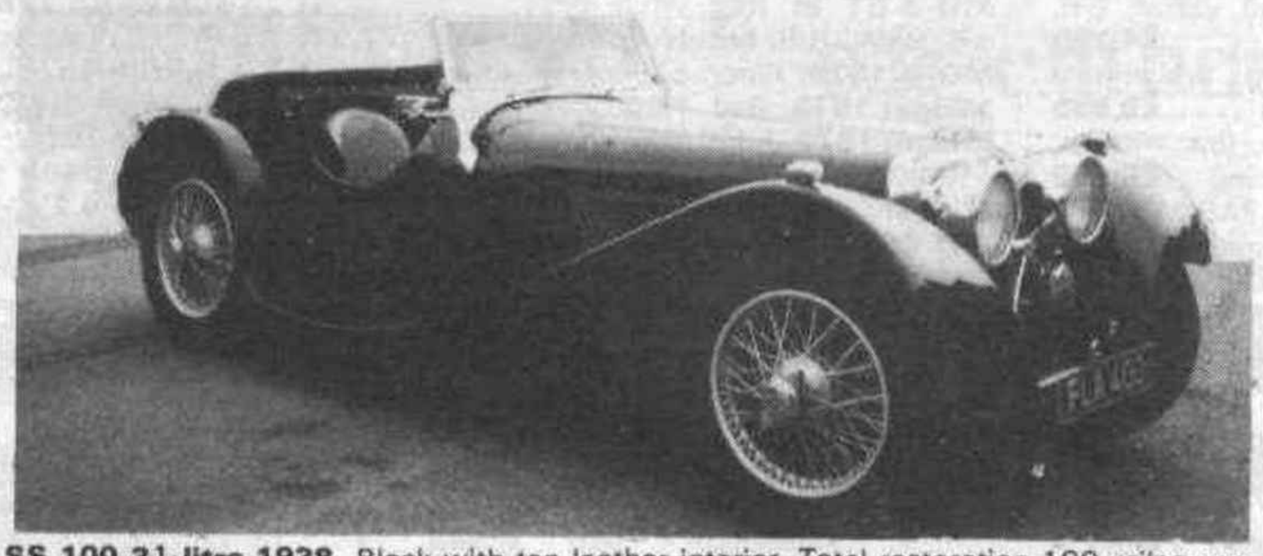


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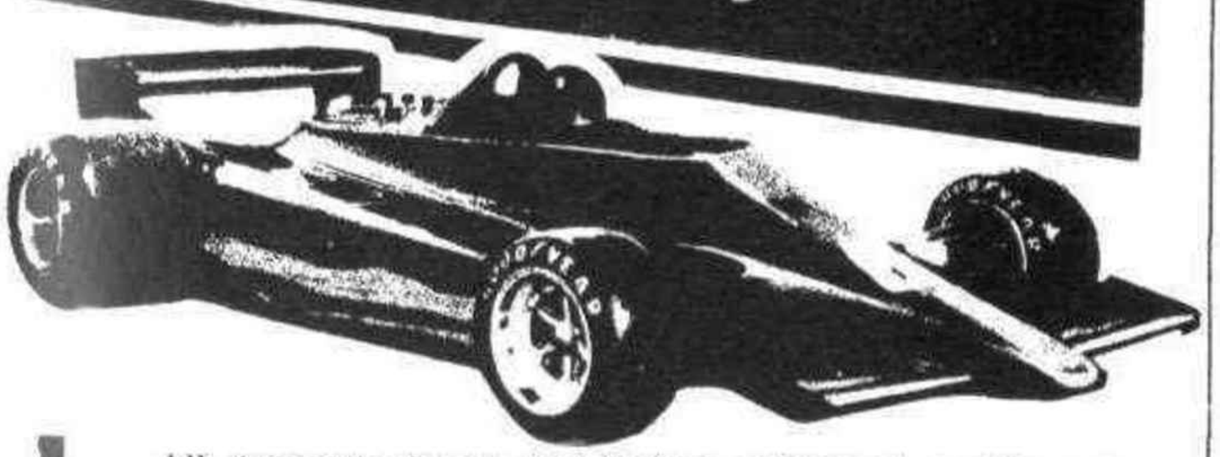
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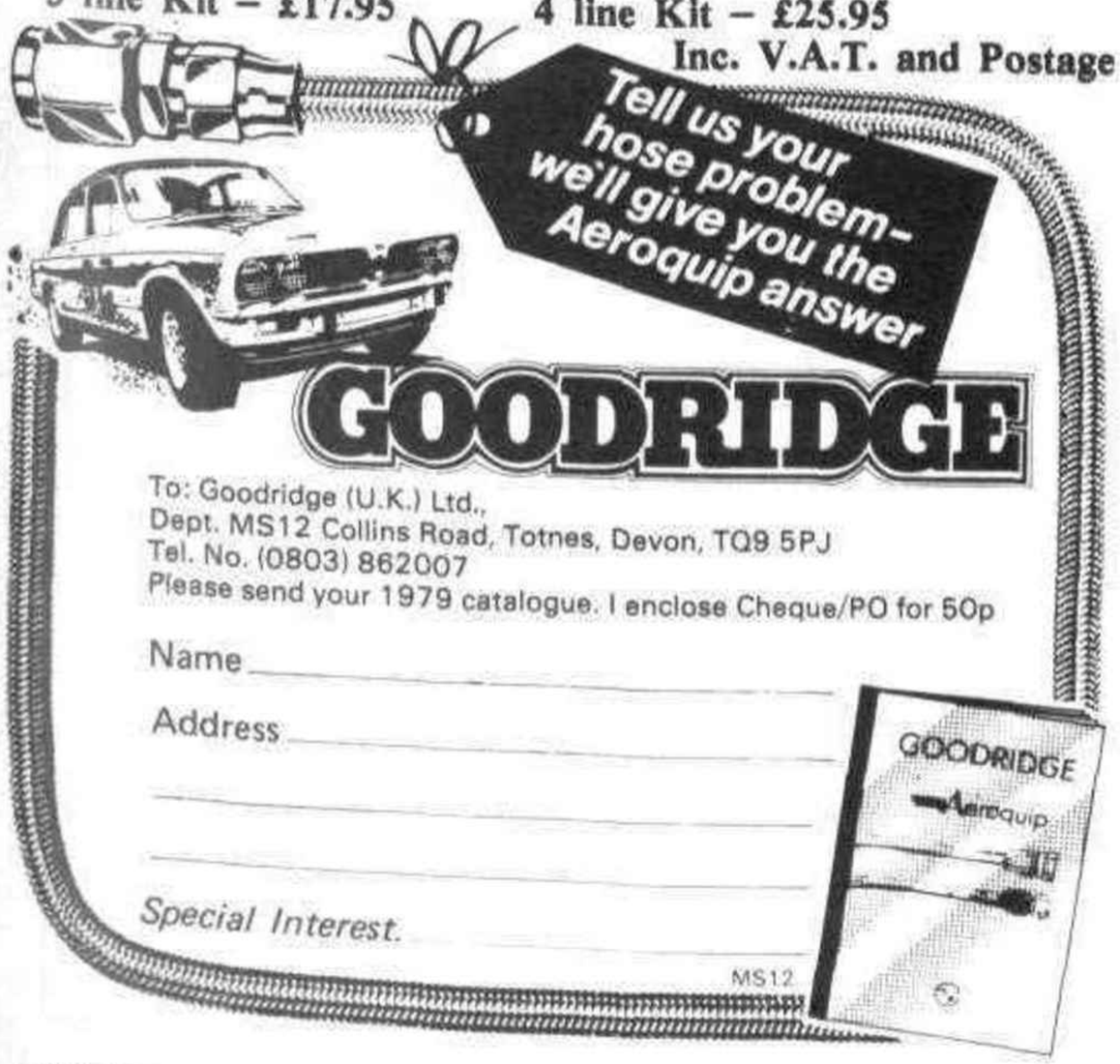
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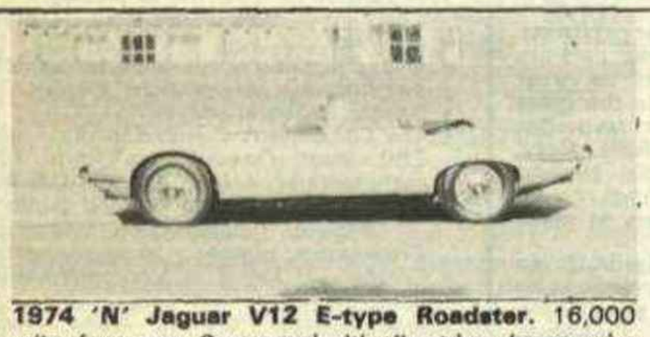


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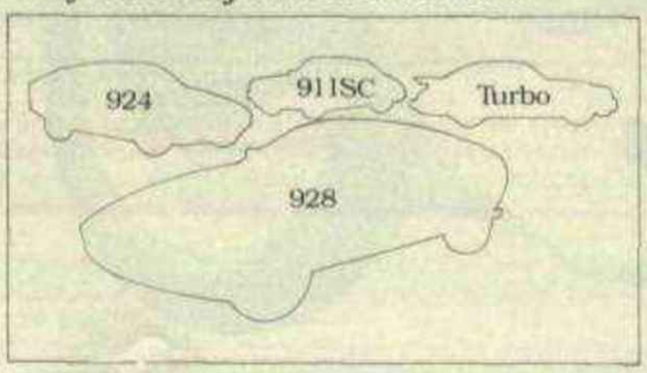
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VOL LV No. 4 APRIL 1979

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FRONT COVER PICTURE: JODY SCHECKTER driving through Club House Corner into second place at the South African Grand Prix. His superb handling of the Ferrari in the wet reminded those of us old enough to remember it of the masterly drive by Stirling Moss at the Aintree British Grand Prix, 1961, when the downpour was just as heavy and, rightly, the race was not stopped.

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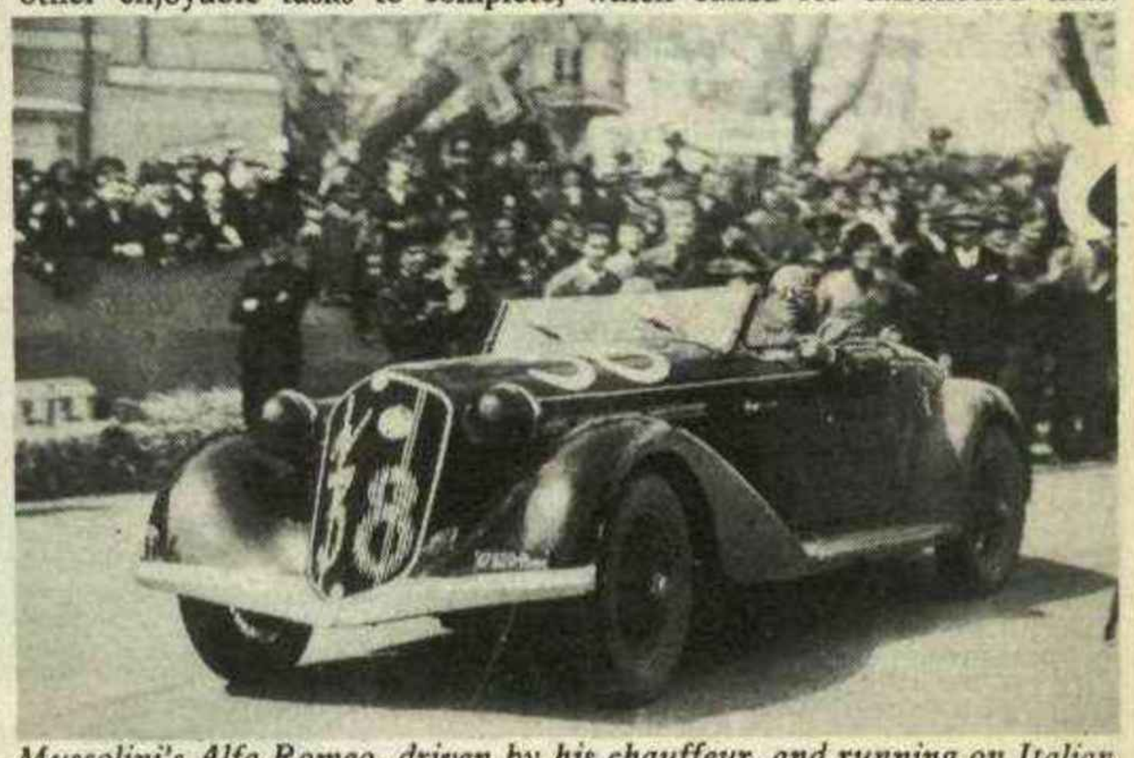
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MATTERS OF MOMENT

■ THE END IN SIGHT

When we were younger, between very small and adolescent, a sandwich-man bearing placards inscribed "THE END IS NIGH – PREPARE TO MEET THY GOD" put the fear of the Lord into us. It wasn't that we were any more sinful than most developing male children, simply that there was always the latest Meccano model to finish or other enjoyable tasks to complete, which called for unrationed time.



Mussolini's Alfa Romeo, driven by his chauffeur, and running on Italian alcohol fuel, in the 1936 Mille Miglia.

The motorised communities of the World must feel much the same alarm and depression when informed that petroleum-oil is running out, that perhaps by the 1990s motoring as we now know it will have ended. Such pessimism was brought home by the fuel shortages caused by striking tanker drivers.

This threat was rife in the 1920s and petrol has not dried up yet, in spite of the amount of gas guzzled by America's giant automobiles and high-power central-heating systems. But we do not wish to appear ostrich-like over this matter, with our heads buried in the sand hoping the dire threats of politicians and scientists will evaporate. We know that in the midst of all his other anxieties President Carter has thought up legislation aimed at smaller, less petrol-thirsty cars for his country's citizens. At home, those odd, make-by-make, model-by-model, m.p.g. estimates of the DoE were instituted not only to endorse the Trade Descriptions Act but to remind those who buy cars that these actually consume petrol – like those stupid TV advertisements we pay for, telling us that all cars have dip-switches.

So saving nature's most precious gift to commercial, capitalist mankind is much in the news, although we have tried not to take too seriously those sponsored contests to see who can build freak vehicles to do 2,000 m.p.g. or so under artificial conditions, although recognising that these have something of the appeal of the Great Egg Race, won we believe by a Rolls-Royce entry.

If the fuel crisis exists and is to be taken seriously, we suggest there are some things the ordinary, not very scientific, car owners should be told. For instance, we hear much, especially from the Government, about the great blessings the discovery of North Sea Oil has conferred on this country, expensive as it is to drill for and recover, although it does not seem to give Mr. Callaghan much control over inflation. What we would like to know is just how much this ocean-bed benefit is saving us annually, how much of it actually goes into our petrol tanks, and why other oil wells have been gushing forth oily fruits since before the beginning of motoring but those under our oceans are expected to run dry by 1990 or thereabouts? Our concern over Middle East oil, with some petrol companies already operating their own unofficial rationing of garages as supplies of it diminish in our direction, indicates that Great Britain cannot survive on North Sea Oil alone.

So what is being done about alternative fuels? The pathetic hope of substitute steam and electric power seems to have been largely forgotten. However, we are ancient enough to remember gas-bags billowing above cars during WW1 and fuel-producers being towed behind 'buses and cars in WW2. Wars drove us to look for alternative fuels, so surely the present crisis, if it exists, should accelerate such research? Cylinders of Calor-gas and LPG have been substituted for the petrol tank, but perhaps we should consign to cranks the running of cars on pig-dung aand chicken-manure. As recently as last February MOTOR SPORT referred in its Editorial to benzole produced from British coal as a possible fuel for i.c. engines. Benzole was a fuel much publicised and favoured in the 1920s and earlier. It would be interesting to know what proportion of benzole there is in today's National Benzole petrol, now that the Company's tankers and pumps proclaim only NATIONAL. Perhaps an appropriate PRO, a breed unkindly referred to as "presstitutes" by Gilbert Harding, but who have been mostly very helpful to MOTOR SPORT, will tell

Continued overleaf

Motor Sport Fixture List for April

DATE	CLUB	RENDEZVOUS	NEAREST TOWN OR MAP REFERENCE	CATEGORY	TIME
Mar. 29th Apr. 1st	**Auto-Moto Klub 'Akademac'**	—	**Yugoslavia**	**Yu-Rally (European Rally Championship) (INT)**	—
Mar. 31st	8 Clubs	Silverstone Circuit	Towcester, Northants	Race Meeting (*C*)	—
Mar. 31st	AMOC	Wiscombe Park	Honiton, Devon	Speed Hill Climb (*C*)	12.30
Apr. 1st	**ADAC-Mittelrhein e.V.**	**Nurburgring**	**Germany**	**European Formula 3 Championship (INT)**	—
Apr. 1st	**Vallelunga SPA**	**Vallelunga**	**Italy**	**European Touring Car Championship (INT)**	—
Apr. 1st	**Oto Club Koers**	**Zolder**	**Belgium**	**Aurora AFX British Formula 1 Championship (INT)**	
Apr. 1st	BARC	Thruxton Circuit	Andover, Hampshire	Race Meeting (*N/R*)	14.00
Apr. 1st	BARC	Snetterton Circuit	Thetford, Norfolk	Race Meeting (Vandervell British Formula 3 Championship) (*N/R*)	14.00
Apr. 1st	AMOC	Wiscombe Park	Honiton, Devon	Speed Hill Climb (British Hill Climb Championship)	13.00
Apr. 4/7th	**Soc Albergheira Costa Smeralda**	—	**Sardinia**	**Costa Smeralda Rally (European Rally Championship) (INT)**	
Apr. 6/8th	**ADAC-Saarland e.V. Sport-abteilung**	—	**Germany**	**Saarland Rally (European Rally Championship) (INT)**	
Apr. 7/8th	BARC	Donington Park Circuit	Derby	Race Meeting (Vandervell British Formula 3 Championship) (*N/R*)	14.00
Apr. 7/8th	Bugatti OC	Prescott	Cheltenham	BARC Hill Climb Championship (R)	
Apr 7/9th	**Union des Automobilistes Bulgares**	—	**Bulgaria**	**Zlatni Piassatzi Rally (European Rally Championship) (INT)**	—
Apr. 8th	**Long Beach Grand Prix Association**	**Long Beach**		**United States Grand Prix West (World Championship round 4) (INT)**	—
Apr. 8th	**Automobilclub von Deutschland e.V.**	**Hockenheim**	**Germany**	**European Formula 2 Championship (INT)**	—
Apr. 8th	BARC	Brands Hatch Circuit, Fawkham	Dartford, Kent	Race Meeting (*R*)	14.15
Apr. 8th	BARC	Silverstone Circuit	Towcester, Northants	Race Meeting (*R*)	15.00
Apr. 8th	SMRC	Ingliston Circuit	Edinburgh	Race Meeting (*R*)	14.00
Apr. 8th	TEAC	Lydden Hill Circuit	Canterbury	Race Meeting (R)	14.30
Apr. 12/13th	**BRSCC (NW)**	**Oulton Park Circuit**	**Tarporley, Cheshire**	**Race Meeting (Aurora AFX British Formula 1 Championship ((INT)**	**14.30**
Apr. 12/16th	**Automobile Association**	—	**East Africa**	**Safari Rally (World Rally Championship) (INT)**	—
Apr. 13/17th	**Ulster AC**	—		**Circuit of Ireland (European Rally Championship) (INT)**	
Apr. 14th	BRSCC (*N*)	Aintree Circuit	Liverpool	Race Meeting (*R*)	14.00
Apr. 15th	**Motor-Sport-Club-Aichfeld**	**Osterreichring**	**Austria**	**European Formula 3 Championship (INT)**	—
Apr. 15th	**AC Firenze**	**Mugello**	**Italy**	**European Touring Car Championship (INT)**	—
Apr. 15th	Donington Racing Club	Donington Park Circuit	Derby	Race Meeting (*R*)	—
Apr. 15/16th	**BRSCC**	**Brands Hatch Circuit, Fawkham**	**Dartford**	**Race Meeting (Aurora AFX British Formula 1 Championship (INT/*R*)**	**12.30**
Apr. 16th	**BARC**	**Thruxton Circuit**	**Andover, Hampshire**	**Race Meeting (European Formula 2 Championship) (INT)**	**14.00**
Apr. 16th	BRSCC (SW)	Castle Combe Circuit	Chippenham, Wilts	Race Meeting (*R*)	14.00
Apr. 16th	BRSCC (M)	Mallory Park Circuit, Kirkby Mallory	Leicester	Race Meeting (*R*)	14.00
Apr. 16th	BRDC	Silverstone Circuit	Towcester, Northants	Race Meeting (*R*)	—
Apr. 16th	HDLCC	Loton Park, Alberbury	Shrewsbury	Speed Hill Climb (British Hill Climb Championship (*N*)	11.00
Apr. 20/22nd	**ARBO-Wien**	—	**Austria**	**Arbo Rally (European Rally Championship) (INT)**	—
Apr. 20/22nd	**Real Pena Motorista Vizcaya**	—	**Spain**	**Firestone Rally (European Rally Championship) (INT)**	—
Apr. 21st	VSCC	Silverstone Circuit	Towcester, Northants	Itala Trophy Meeting (*C*)	13.15
Apr. 21st	500 MRCI	Kirkistown Circuit	VBelfast	Race Meeting (*C*)	—
Apr. 22nd	**ASAC Bourgogne**	**Dijon**	**France**	**World Championship for Makes (INT)**	—
Apr. 22nd	**Otoclub**	**Zolder**	**Belgium**	**European Formula 3 Championship (INT)**	—
Apr. 22nd	750 MC	*Mallory Park Ciruit,* Kirkby Mallory	*Leicester*	*Race Meeting (R)*	
Apr. 22nd	Historic Sports CC	Donington Park Circuit	Derby	Race Meeting (*R*)	—
Apr. 26/28th	**AC di Livorno**	—	**Italy**	**Isle of Elba Rally (European Rally Championship) (INT)**	
Apr. 27/29th	**Motor Union Charleior, A S B L**	—	**Belgium**	**Criterium Lucien Bianchi (EuropeanRally Championship) (INT)**	—
Apr. 28th	Aintree CC	Aintree Circuit	Liverpool	Race Meeting (*R*)	—
Apr. 28th	Aberdeen and Dist. MC	Consolidated Pneumatic Tool Co. Ltd. (Tool Division), Greenwell Road, East Tullos, Aberdeen	38/952042	Granite City Rally (*N*)	08.01
Apr. 28/29th	**BRSCC**	**Brands Hatch Circuit, Fawkham**	**Dartford**	**Race Meeting (European Touring Car Championship) (INT)**	**12.00**
Apr. 29th	**Real Automovil Club de Espana**	**Jarama**	**Spain**	**Spanish Grand Prix (World Championship round 5) (INT)**	—
Apr. 29th	**ADAC-Nordrhein e.V.**	**Nurburgring**	**Germany**	**European Formula 2 Championship (INT)**	
Apr. 29th	MAC	Curborough	Lichfield, Staffs	Sprint (British Sprint Championship/Leaders Championship) (*N/R*)	14.45
Apr. 29th	Woolbridge MC	Wiscombe Park	Honiton, Devon	Speed Hill Climb (Guyson BARC Hill Climb Championship)	13.00

MATTERS OF MOMENT –
Continued from previous page.

us, and also whether the use of more benzole could postpone the threatened petrol famine?

Motor racing has endeavoured to point the way to alternative fuels. Just after the turn of the century the French Minister of Agriculture tried to help that Nation's great and expanding sugar-beet industry to get the alcohol it distilled into motorists' tanks. The Minister of the Interior (no connection with an alcoholic hang-over) wanted to ban racing but was over-ruled and the 1902 Circuit du Nord was run, solely on this alternative to petrol. It was won by Farman's Panhard at 44.8 m.p.h. for the 537 miles, a Darracq taking the Light car class, a Renault the *voiturette* category. In memory of the 56 competitors who faced horrible rainstorms to prove that their cars would run well without petrol, and of Jarrott who finished second, also on a Panhard, colliding with the Commissaire of Police in doing so, might we not investigate the possibilities of alcohol as motor-fuel? Its use cannot have been a fluke, for Rigolly ran his Gobron-Brillie on alcohol in other races and Louis Coatalen took records at Brooklands in 1913 with a Sunbeam that was drinking alcohol. In 1936 the idea was revived, in the Mille Miglia no less, with alcoholic Ferraris, Alfa Romeos and Fiats fired from charcoal, and other cars burning a distilate of asphaltic rocks taking part. Il Duce, Benito Mussolini, made his chauffeur, Eroole Boratto, compete with his Alfa Romeo, running on Italian national benzole – so it works. Whether it could be made economically practical is another matter.

Since TV has materially reduced patronage of the public houses and the rightly strict edicts about not drinking-and-driving have still further reduced beer and spirit consumption, those who dabble in alcohol should surely be anxious to have a stake in this fluid finding its way into our tanks as well as into our glasses. Ironically, although alcohol has been used for racing engines for many years, this has been to cool the internals (the opposite effect of alcohol on humans), at the expense of good m.p.g. returns, and present-day F1 cars have to run on pump petrol, although permitted wide-tread tyres, aerofoils, side skirts and other advanced aids about the chassis.

If motoring is really going to come one day to a petrol-less halt, shouldn't some thought be devoted *now* to the employment of sugar beet, benzole made from coal, alcohol, or whatever, for burning in internal-combustion engines? However, should this seem nonsense to the boffins, may we remind them that this Editorial is due to appear on April Fool's Day . . . .

The Lotus 80

–The Next Step Forward

EVERYONE, including Team Lotus, was expecting the successor to the Lotus 79 to make its appearance at the South African Grand Prix. However, this was not to be, as the work-force at Hethel do not concentrate solely on Formula One, and other more pressing technical activities delayed the work on the Lotus 80. The original schedule was to have seen the first car at Kyalami for the test-week prior to the Grand Prix, and if all had gone well Mario Andretti would have given the new car its debut on March 3rd. As things turned out the first car was not finished until just prior to the postponed Race of Champions so it was shown to the Press on Friday March 16th at Brands Hatch, albeit in a static and non-running condition.

It was not necessary to be clairvoyant or brilliant to anticipate the next move in the Lotus five-year revival plan, looking at the logical steps shown by the Lotus 77, the Lotus 78 and the Lotus 79. With last year's cars clearly generating a lot of down-force from the effects of the air under the car, plus the efficient air flow *over* the car, it could be seen at times that the nose-fins and the rear aerofoil were being set at almost neutral down-force, thereby not inducing any drag to cut down maximum speed. It was only a matter of time before the Lotus appeared without extraneous down-force-producing fins and tail-wings. Gordon Murray anticipated the Lotus 80 when he produced his Brabham BT48 for in its original form the rear aerofoil was low down on top of the gearbox and forming part of the rear of the bodywork. However, this did not work too well and when the BT48 raced it had a conventional high-mounted rear aerofoil. In South Africa Murray was still probing along the Lotus 80 idea when he ran his car without nose-fins.

As expected the Lotus 80 proved to be even sleeker than the Lotus 79, and that is saying something as anyone who has looked at the Lotus 79 from ground-level head-on will appreciate. The basic layout of the chassis has not changed radically, with narrow monocoque, fuel tank behind the driver, inboard suspension units front and rear, exceedingly slim suspension members and everything possible tucked out of the way, to give a clear passage for the air-flow along each side of the monocoque. The nose is more needle-shaped and longer, devoid of the adjustable fins used on previous cars, and at the rear the bodywork covers the engine and gearbox and ends in a full-width "trim tab". The side pods, with sliding skirts rubbing on the ground, provide their venturi effect as far back as possible and are lower at the rear than before, so that the only obstacle in the path of the air leaving the rear of the venturi on each side is the lower A-bracket of the suspension.

Some of the attempts at copying the Lotus 79 have been effective though one wonders about the true reasons, for a look up the back or at low-level at the front reveals a lot of bits and pieces in the passage of the air along the side-pods. None of them impressed for breath-taking smoothness like the Lotus 79, and that has now been made obsolete by the Lotus 80. If testing plans go favourably Andretti should give the car its racing debut at Long Beach on April 8th and Reutemann should have the second car for the Spanish Grand Prix.

In the original specification for the Lotus 80 the Lotus multi-speed gearbox was planned, but work on other projects has caused the development of this transmission to be shelved. Apart from being smaller and lighter than the contemporary Hewland gearbox, the Lotus transmission is designed to have five, six or seven speeds, as a circuit demands, with a compact and very quick change mechanism that is to eventually operate with an electric clutch and no clutch pedal in the cockpit, so that the driver can use his left foot for braking, keeping overall control of the car by using his right foot on the throttle. One of the problems of high-speed handling is attitude-change in yaw and pitch, thereby altering the aerodynamics, brought on by braking and accelerating forces acting on the suspension. Colin Chapman's two-pedal control concept is aimed at reducing these upsetting movements on high-speed corners and keeping the car more controllably balanced. The Lotus-Getrag transmission is an important part in this ultimate concept.

Naturally, to the racing enthusiast it seems strange that anything should take priority over a new Formula One car in the engineering division of a firm like Lotus, but it must be remembered that the parent factory has a production line of saleable road-cars to keep flowing, and there are other engineering projects for outside firms that



This wide-angle lens photo of the Lotus 80, taken in the confines of the reception area at Brands Hatch, accentuates the long clean nose of the car. Air is taken in under the nose and exited on the top, behind the trim-tab bearing the Martini Lotus legend. This controlled flow through the nose replacing the conventional nose-fins, thus providing a cleaner entry for the air to the side pods.

provide a profitable income and help to keep the Lotus empire solvent. One important project is the assistance that Lotus engineers are giving to the Delorean sports-car project in Belfast. Such contracts are of vital importance to the future of Lotus as a complete entity, which explains why progress on the Lotus 80 Formula One car has got a bit behind schedule.

Other Formula One teams, like Ferrari and Brabham, do not have these commercial worries running alongside the racing team; Ferrari production problems are dealt with by Fiat while Alfa Romeo are big enough to allow Autodelta to look after racing, entirely divorced from Alfa Romeo production. A small unit like Tyrrell can concentrate entirely on racing, provided there is enough money available from outside sponsors, but they have few reserves to fall back on. – D.S.J.



The rear end of the Lotus 80 is unbelievably smooth with an adjustable trim-tab across the tail. The side-plates reach almost to the ground.

The Formula One Scene

THE PRESENT Formula One, for 3-litre unsupercharged engines and 1½-litre supercharged, was started in 1966, since when there have been so many secondary roles introduced that we have had, in effect, a number of Formulae since that date. A 1966 Formula One car would no longer comply with the rules in many ways, tubular space-frames are outlawed, 16-cylinder engines are banned, alloy fuel tanks held on by steel straps would not be accepted and there are a multitude of other constructional details that have been limited or specified. Every now and again official thought is given to a new Formula, but every time the idea is dropped and detail changes are made to the existing rules in a vain hope of holding back progress a bit, for the science of building racing cars, or racing machines, is now so sophisticated that performance and cornering speeds are almost out of hand. At no time has anyone expressed the wish for more power to be available, either by increased engine capacity or the application of supercharging, or special fuels to the 3-litre engines. Equally, at no time has anyone given serious thought to a reduction in the power available, either by reducing the engine capacity or by some artificial restriction, as in Formula 3 In other words the power from a 3-litre unsupercharged engine, or a supercharged 1½-litre is just about right for our premier Formula. In 1966 an output of 360 b.h.p was the average to start with; in 1967 Keith Duckworth set a new standard with 400 b.h.p. from the Cosworth DFV. Today the Cosworth gives around 490 b.h.p., while Ferrari, Alfa Romeo and Renault have well over 500 b.h.p., so we can say that everyone is happy with 500 b.h.p.

The next question is the weight, for 500 b.h.p. in a 30 ton lorry would not be impressive by racing standards, while a similar power output in a projectile weighing half a ton would be lethal. Over the years the minimum weight of a Formula One car has crept up and few designers have managed to make their cars too light. As various pieces of safety equipment have become mandatory, such as fire-fighting systems and structural safety devices, an allowance has been added to the minimum weight figure. At present a Formula One car must not weigh less than 575 kilogrammes (1,265 lb., or approximately 11¼ cwt.). With 500 b.h.p. available this makes for a pretty exciting vehicle, even though the addition of a driver and some fuel brings it up to something like 13 cwt.

Recently the Technical Committee of FISA met to discuss the technical future of Formula One and came to a number of decisions; these now have to be ratified by the main committee of FISA after consultation with the Constructors. The chairman of the Technical Committee is the Swiss engineer Curt Schild, and the members are Frere, Benzing, Crombac, Deutsch, Eason-Gibson, Bishop, Morr, Peralta and Zaletaev. The proposals listed below are recommended to take force on January 1st 1982.

Engines: No change is envisaged from the existing 3-litres unsupercharged and 1½-litres supercharged, with a maximum limit of 12 cylinders.

Weight: The minimum weight to go up from the existing 575 kgs. to 625 kgs. (1,375 lb.), which will allow the addition of various safety devices to the existing cars.

Wheels and Tyres: The maximum width of wheel and tyre is to be reduced from the existing 21 inches down to 16 inches, while the minimum wheel diameter will remain at 13 inches.

Dimensions: The overall dimensions will be limited to length 4.15 metres, width 1.90 metres and height 0.80 metres (excluding crash-bar and windscreen).

Safety: To prevent the inter-locking of wheels between two cars the part of the bodywork between the front and rear wheels will extend to a vertical plane linking exterior of the wheels and will have a minimum height of 30 cms.

General: The sizes for the present deformable structures around the fuel tanks will be increased, and the cockpit must have a deformable structure protecting the pedals and extending for 50 cms. beyond them There will be minimum widths for the cockpit and the pedal box.

According to the FIA statutes a two year warning must be given for changes to Formula One, hence the proposed date of January 1st 1982, but the Technical Commission would like to see these new rules brought forward a year, which can be done if all parties concerned are in agreement. As an interim measure the Technical Commission suggest that a number of limitations should be implemented to take effect on January 1st 1980, these involving raising the weight limit to 600 kgs., restricting the overall length to 4.70 metres and restricting the length of aerodynamic skirts. They would like to see a ban on all forms of aerodynamic skirt on January 1st 1981.

We now wait to see what the Constructors think of it all and what the general committee of the FISA decide

FOCA/FISA

HAVING carefully explained last month how Monsieur Jean-Marie Balestre was proposing to change the title of the *Commission Sportive Internationale* (CSI) to the *Federation Mondiale du Sport Automobile* (FMSA), when the proposal came before the FIA it was changed and accepted as the *Federation Internationale du Sport Automobile*, so now we can replace CSI with FISA. All that was so much paper-work, what was really important was the footnote to our article last month, in which we noted that the hierarchy of FOCA (there are elite members, voting members and non-voting members) had gone to Maranello for a meeting with Enzo Ferrari and they were unanimous in demanding of the FIA that they be allowed to run Formula One racing without having to refer to Balestre and the FISA. The FIA coughed discreetly from their portals in Paris and re-affirmed that all sporting control was the province of the FISA, and that within that organisation was a Formula One committee on which members of FOCA served.

From that point on the FOCA seem to have kept a stony silence, I won't say a dignified silence for dignity is not something that Ecclestone and his cohorts know much about. Presumably they are working on the principle that it takes two to make an argument, and

Balestre is ready to argue with anyone. That the FOCA were prepared to "go it alone" was no surprise after the South American races; the McLaren team were still smarting from the £3,000 fine imposed on John Watson, the Ferrari team were still incensed over having their protest about Reutemann's push-start being thrown out, the Brabham team are fundamentally anti-Balestre with team-owner Ecclestone also being the "obergruppenfuhrer" of FOCA and the others were prepared to stand by their mates. One thing about FOCA that is impressive is the solidarity of the more powerful members. It is probably due to the fact that none of them trust each other. There is such a big "financial cake" at stake that they are all very wary and suspicious of each other and spend all their time making sure that no-one gets more than his share. This means they have got to stick together or otherwise the monetary balloon might burst and nobody will get anything.

Suggestions were made that the outcome of this stale-mate situation could lay in the hands of the race organisers, some of whom have already signed contracts with FOCA for forthcoming races. What it was amounting to was that FOCA were suggesting that if the FIA would not give them control of Formula One they would break away and run their own races and their own World Championship. In FIA parlance this would mean "pirate" races, and in the rule books there are clear-cut consequences for anyone running "pirate" events outside the control of the FIA. Straight-away all the drivers taking part would automatically have their FIA licences withdrawn, and any circuit used for such a "pirate" event would have its FIA circuit licence withdrawn. It was also pointed out that in France, for example, the Government have given all sporting control for motor-racing to the French Federation of Sport and that it is against the law to organise "pirate" motor racing outside of their control. This would appear to stop FOCA organising anything in the way of a French Grand Prix. More than likely similar laws would control activity in Italy, Belgium and Austria.

On March 9th there was a regular meeting of the Formula One Working Group in Paris and from all accounts FOCA were represented by Ecclestone and Mosley. The meeting seems to have gone off well, with no signs of open warfare between FISA/FOCA and in fact numerous discussions took place on the practical future of Formula One racing, rather than the theoretical. Items such as catch-fencing poles, the acceptance of the Alfa-Alfa Formula One car into the scene, the refusal of the application of the Kauhsen Formula One team, and race-starting procedure were under mutual discussion. It could be that FOCA have decided to live with FISA without actually acknowledging their existence, but that can only last until a decision has to be made on a specific occurrence at a race; then the silence will have to be broken. It could be that Max Mosley has persuaded FOCA to adopt the Marxist philosophy of gaining power without aggression by insidious infiltration. They already have a financial interest in the Brazilian Grand Prix and the German Grand Prix, as well as controlling the television coverage for most of the world. They own all the cars, drivers and teams, in effect and as long as the FIA let Formula One continue as it is at present, the FOCA "monetary cake" can get bigger and bigger. Unfortunately for FOCA there is a fly in their cake. That is Jean-Marie Balestre, who views this insidious take-over by FOCA as wrong and against all FIA principles, and he is not afraid of saying so. Which is where we came in! – D.S.J.



When practice was due to start the stadium had a six inch covering of snow over it.

The Race of Champions

A non-event at....

Brands Hatch, March 18th

WHEN THE Race of Champions was first thought of, in 1965, it seemed a good idea to provide an opening race for Formula One before the serious business of the World Championship season got under way. At the time there were not too many events in the World Championship series, around 10 or 12. Since then the scene has changed radically with Formula One spreading its wings, but the Race of Champions has tried to maintain its position. Major Grand Prix events now number as many as 17 in one season and by the time the Race of Champions date is due, around mid-March, the World Championship scene is well under way with races in Argentina, Brazil and South Africa having already happened. When there was a shortage of Grand Prix events everyone was pleased to support extra races at Brands Hatch and at Silverstone, but eventually the major teams made it clear that this was not possible. With a major event every three weeks and test-sessions and tyre-test programmes the teams were extended to the full. It was agreed that there should be only one non-championship event per year, and it would alternate between the Race of Champions at Brands Hatch and the International Trophy at Silverstone, both events scheduled for very early in the British season.

Last year it was the turn of the BRDC to hold the Formula One event at Silverstone, and torrential rain turned the whole thing into a farce. This year it was due at Brands Hatch and all was ready when the boss of Motor Circuit Developments announced that the whole affair was to be abandoned, and it might possibly take place on Easter Sunday April 15th. This announcement was not made lightly and the reason given was that snow was forecast for the Brands Hatch area over the weekend of March 17th/18th. When practice should have begun on Friday March 16th there was a six inch covering of snow over the whole stadium!

Apart from the weather putting paid to the Race of Champions it also stopped a number of national supporting races, but apart from that the prospects for the Formula One race did not look very bright. Most teams were proposing to send their number two drivers, and many of them were intending to run last year's cars. Because the Constructors Association had promised to support the event, most of the member teams that entered were merely "going through the motions" as true professionals. Even before the official cancellation some of the entry had withdrawn and others had nominated obsolete cars. The reason behind this apparent apathy was that they were all very busy preparing to go off to California for the Long Beach Grand Prix, and no-one wanted to risk writing-off a front-line car or risk injury to their top drivers. With 16 major Grand Prix events on the calendar time and energy are at a premium and there is no longer any place in the schedule of events like the Race of Champions. In addition the money from the meeting was destined to go to the Gunnar Nilsson Cancer Fund, so the Formula One teams were racing for no financial gain, and to most of them that is anathema. One team boss was very frank and honest about the whole thing, saying that he would much rather give the Nilsson Fund a cheque for £10,000 on behalf of his team and not take part in the Race of Champions, for they could ill-afford the time and energy away from their preparations for Long Beach. The race organisers had guaranteed £100,000 to the Fund on their own behalf and that of the FOCA.

With the way the entry was looking and assuming that Brands Hatch was bathed in spring sunshine it is unlikely that much more than 15,000 enthusiasts would have turned up to pay £6 a head to go in. It would seem that the snowfall was a blessing in disguise. To pad out the entry to reasonable proportions a number of non-graded drivers with Formula One cars had been accepted, and most of them are aspirants for the British Formula One Championship. This is a series of Formula One events, sponsored by the slot-racing model car firm Aurora, and is nothing to do with FOCA or the World Championship. It is at a National level, rather than International, and provides a series of races for those who have proved to be not good enough for the top echelon of Formula One, and more important a starting

Continued on page 448

News in brief



Lotus are building these much-modified Sunbeam-Lotus road cars ready for sale in June. They have 2.2-litre versions of the Lotus engine and are expected to top 122 m.p.h.: the car is currently being tested for sale in six European countries.

A brace of faster Chryslers

CHRYSLER chose the Geneva show to unveil two new versions of their front-engine, rear-wheel-drive, Sunbeam – a design that looks so very like the FWD Horizon that many are confused over which is which . . . until it comes to driving one.

The Sunbeam that dominated the publicity was the Lotus 2.2-litre version we touched upon when describing the rally car of the works a few months back, but a more common sight on our roads will probably be the Sunbeam Ti.

No price had been announced for this 1,598 c.c. model with its twin Weber carburetters and claimed 100 b.h.p. at 6,000 r.p.m., though sales are expected to begin in April. The pushrod four-cylinder engine is modified in much the same way as the Avenger Tiger series used to be, but current emission regulations and the need for mass production has cut down the horsepower a little by comparison.

The Ti unit has a 9.4:1 c.r. with new pistons and valves installed within a machined and polished cylinder head, the exhaust valve seats Stellited for extra protection.

Naturally new inlet manifolding was provided to carry Weber carburation, Chrysler also installing a steel fabricated exhaust manifold.

Externally and internally the car is strongly identified as sporting in intention with a pair of sports seats and spoilers front and rear – these aerodynamic aids not sported on the 2.2-litre Lotus-engined cars shown in initial press pictures.

The Ti version does have a Chrysler heavy duty suspension specification, this to the same standard as can be optionally ordered on other models. That layout retains the standard MacPherson strut, four-link rear axle, but does feature new damper settings and new springs, plus a thicker anti-roll bar.

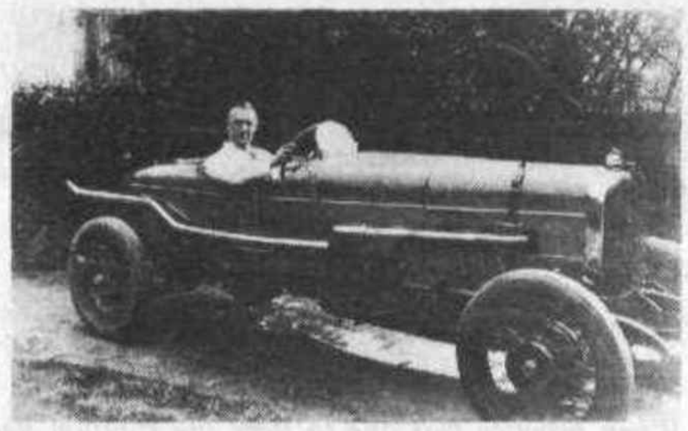
The price will probably be similar to that of an Escort Sport 1600 (£3,201 at the time of writing) and this could be quite a popular choice for those to whom Ford is a four letter word.

Rotary August

JOHN EBENEZER of Mazda Car Imports (GB) Ltd. told us recently that the exciting twin rotor RX7 sports car will go on sale in Britain from August 1st.

Only the 2+2 model will be sold in Britain and the car is seen as a logical competitor to the Datsun 280ZX series. Price? About £8,000, which will probably encourage a healthy sale, rather than the waiting list rush response Mazda engendered with the two-seater version when that was launched in America last year.

Bill Urquhart-Dykes in his best-remembered 12/50 Alvis – WM 47



Obituary – Bill Urquhart-Dykes

ANOTHER well-known personality from the vintage years has gone, with the death, peacefully, after a short illness, of Bill Urquhart-Dykes, at the age of 81. Known to most of us as a great 12/50 Alvis exponent, he commenced competition motoring in 1923, with an Eric-Campbell. Before this, after leaving his public school, Glenalmond, he had joined his father's Regiment, the Cameronians, but in 1916 had got himself seconded to the RFC. By the end of hostilities he had flown 330 hours, mostly over the front lines, on artillery observation duties. He then commanded a flight of No. 105 Squadron RAF, in the North of Ireland. Incidentally, or perhaps to those who knew the couple's devotion, not so incidentally, there he met his wife Ruth. He was the first person to spot the place where the trans-Atlantic Vickers Vimy had nosed over, after landing at Clifden at the end of its great flight from Newfoundland.

His first Alvis was a two-seater with dickey, used for trials and for racing. It was given a one-off Shardeloe crankshaft on which the duralumin con.-rods ran direct, in its short-stroke engine. Fitted with a duck's-back body borrowed from the factory this car, MF 4557, was 3rd in the 1926 JCC Production Car Race. The Alvis was *sans* front brakes and had towed a caravan round Scottish Highlands the previous summer. Next came the best-remembered Alvis owned by this sporting pair – an SD 12/50 beetle-back, WM 47, which they got early in 1927. The previous owner had returned it to the factory because "it wouldn't go". It went extremely well, in the Dykes' care! During a long series of successes WM 47 lapped Brooklands at over 91 m.p.h., yet was used for local shopping, and as a practice car before the TT and Double-Twelve races. It was driven by Ruth at the 1928 Boulogne Meeting, where she was 3rd in the Georges Boillot Cup race, after which it towed home Harvey's broken-down works Alvis. Converted to dry-sump, this Alvis covered more than 976 miles during a record attempt and was placed in more than one race. It was kept in such sound condition that when sold to a Cambridge Don he used it for 30 years, carrying archaeological materials (in a special tray) between Turkey and England, without having altered the car's racing specification.

Dykes drove many of the works Alvis cars, at Le Mans, in the TT, and at Brooklands, partnered by his wife, one handicap being won at over 101 m.p.h. with the straight-eight single-seater Alvis on its first outing. He retired from the game to build up a successful Patent Agency. It is so sad that this great sportsman has died, at a time when his wife isn't well. I am indebted for some of these memories to Urquhart-Dykes' close friend, Peter Lord, and to fellow Alvis fanatic Hugh Torrens. – W.B.

THE RACE OF CHAMPIONS –
Continued from page 447

point for drivers and teams who are hoping to climb up to the dizzy heights of World Championship Formula One.

The series got off to a slow start last year, but this season looks quite promising with a lot of the 1978 Formula One cars like Lotus 78, McLaren M26, Tyrrell 008 and Williams FW06 in the hands of hopeful newcomers or regular class B drivers. With FOCA and Formula One Grand Prix racing almost out of reach on a very high plane, the provision of a junior league is a sound idea and the Aurora-AFX Formula One Series looks like being quite interesting this season.

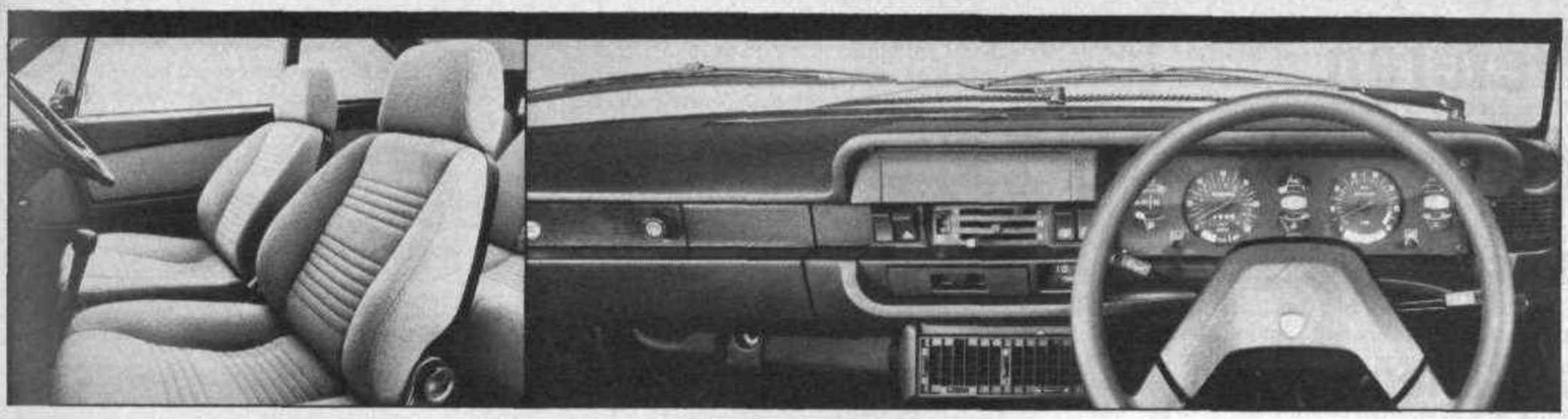
Perhaps the time has come for Brands Hatch (and Silverstone in 1980) to stop thinking big in FOCA terms and to organise events more in keeping with the times. The overall programme for the Race of Champions was nearly as big and as lavish as for the British Grand Prix. It might make more sense to run the meeting on a lower key, as a round in the Aurora series, allowing FOCA members to take part if they want to. Alternatively they could take a leaf from the USAC racing and have a one-day event, with a 50 lap Formula One race only and a practice session in the morning.

To decide to cancel the meeting on the afternoon before the first day of practice was a momentous decision to make. Already all the facilities were being set up, the catering, the marshalling, the policing, the administration and so on. The Ferrari team and the Michelin tyre crew had arrived from the mainland of Europe, the Press, the Television and the Radio were all geared up to tell the world, the vast number of competitors in the supporting races had either arrived or were on their way and there were thousands of people to inform instantly. It could have been no easy task putting the cancellation into operation.

With last year's wash-out at Silverstone and this year's abandonment at Brands Hatch it would look as though the time has come to forget the professional Formula One "circus" apart from the British Grand Prix, and to put more effort into things like the Junior Formula One league. If the professionals had taken part in the Race of Champions few of them would have driven at more than 75% of their potential. The up-and-coming lads (and lasses) from the Aurora scene would no doubt have driven as near to 100% of their potential as they were able, and some Junior 100% efforts might well have beaten a professional 75% effort. – D.S.J.

The VSCC at Silverstone

THE VINTAGE SCC opens its 1979 racing season at Silverstone, commencing at about 13.15 hours on April 21st. This is the traditional 1908 GP Itala Trophy Meeting, at which the main race will be the 10-lap scratch race for vintage and Edwardian racing cars. There will be other races (or a combined race depending on number of entries) over this distance for pre-war racing cars and all-comers, to the VSCC date-limits. These contests over the Club circuit of 1.6 miles will be supplemented by the usual five-lap scratch race and handicap races but before this a high speed trial will be run off, for vintage and p.v.t. sports cars. You can see practice from 9.00 hours and those who attend will get quite a whiff of the old Brooklands atmosphere, in more senses than one. This racing scores points towards the 1979 MOTOR SPORT Brooklands Memorial Trophy and cash prizes put up by this journal. Entries have now closed. Public admission costs £2, which includes grandstand accommodation (children under 14, hopefully to catch them young in vintage affairs, 30p each), with 70p for a Paddock transfer, or 20p for the under-14s. No dogs. – W.B.



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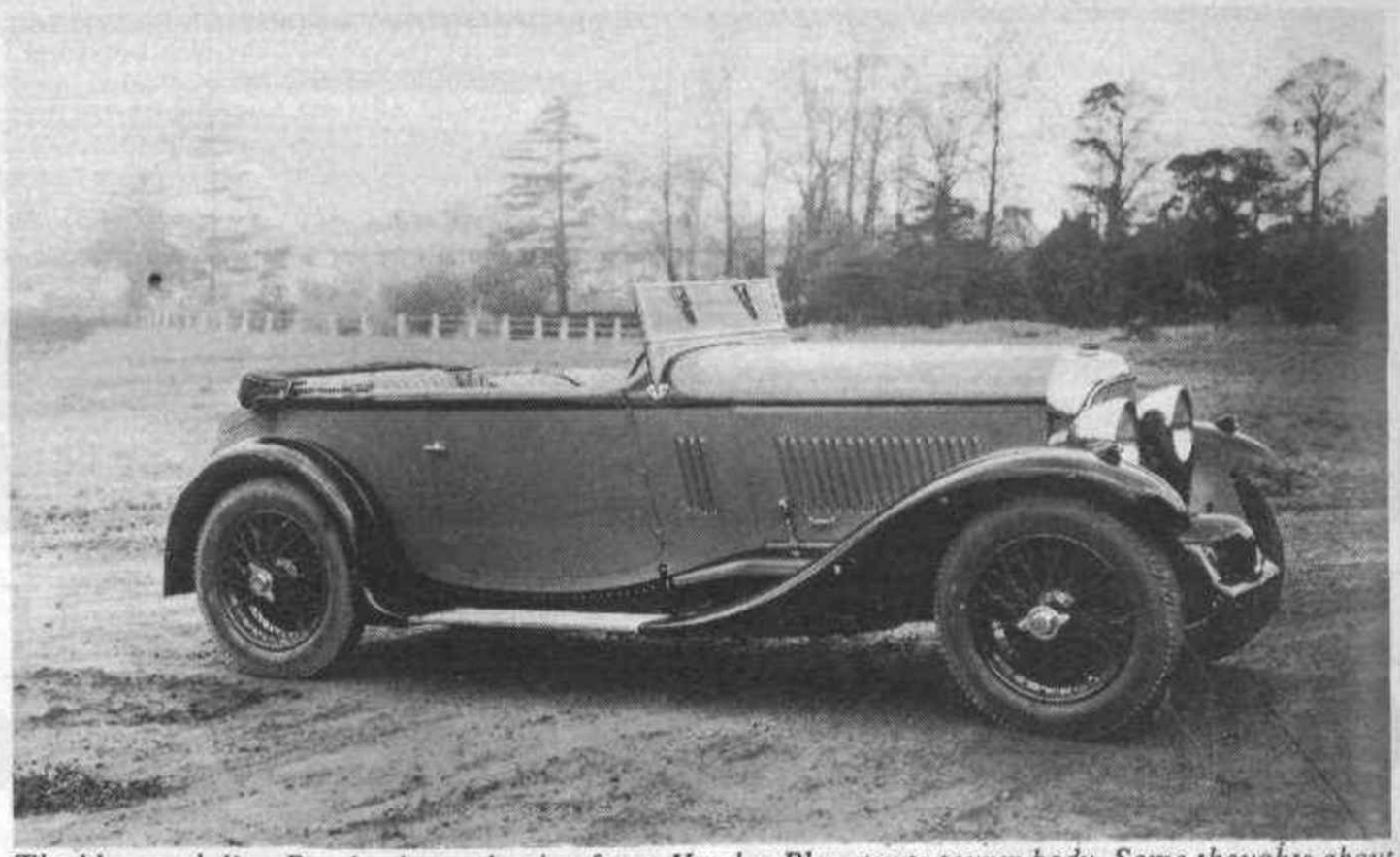
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Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS



The blower-4½-litre Bentley in production form, Vanden Plas sports-tourer body. Some thoughts about this and other Bentleys will be found on this page.

Some Thoughts About Bentleys

I REVIEWED Donald Bastow's book about the engineering aspects of all the Walter Bentley products, from BR rotary aero-engines to the post-war Lagondas, last month ("W. O. Bentley – Engineer" by Donald Bastow, Haynes, 1978). But it is rather heavy going, which I have been absorbing slowly, coming upon some more interesting items on the way. For instance, I was aware, as most Bentley followers are, that W. O. Bentley was not in agreement with Sir Henry Birkin, Bt., when the latter decided to supercharge the 4½-litre Bentley in collaboration with Amherst Villiers. This is apparent from W.O.'s own books that he wrote in conjunction with Richard Hough, now, I see, an Editor at Heinemann's. For example, in his first of these books W.O. makes it plain that he preferred increasing the capacity of his engines when more power was required, rather than using a supercharger, which he called "a false inducer". He went on to say that "a supercharged 4½ never won a race, suffered a never-ending series of mechanical failures, brought the *marque* Bentley disrepute", never mentioning Birkin's lap-records at Brooklands with the single-seater.

From that you might think that W.O.'s sole objection to supercharging his 4½-litre engine was that it courted noise and unreliability. He says that reluctantly they were "obliged to construct no less than fifty of these machines for sale to the public", in order to meet the Le Mans regulations after Tim Birkin had persuaded Woolf Barnato to enter a team of blower-4½ Bentleys for the 1930 race. This statement occurs in at least two of W.O.'s books. Donald Bastow takes this further. He confirms that W.O. was against supercharging the 4½-litre engine but adds that he was "even more against it when supercharging required an increase in main-bearing diameter from 55 mm. to 80 mm. to avoid breakages under the higher loads, since this increase had to be applied to the unblown engines to meet the requirement of homologation numbers, and W.O. complained that this increase reduced the power that could be obtained from the unblown 4½-litre engine".

Without studying the regulations for the 1930 Le Mans race I cannot entirely follow this. Possibly they called for at least 50 cars of the type raced being made for sale, although presumably not in the same year, as Bastow says only 14 blower-4½ Bentleys were produced in 1930, with a further 37 in 1931, a total of 51. *If* the race rules had called for 50 cars of this type to have been built by the race date, or in the year of the race, it may have been Barnato's or Birkin's intention to get sufficient non-supercharged 4½-litre engines with the bigger crankshafts and modified con.-rods, etc. made, to which Villiers superchargers could have been fitted had the race organisers begun to probe. This would have been viable, as 138 4½-litre Bentleys were made in 1930, from which we might deduce that by June some 60 or more would have been available for this ploy, or as many of these would presumably have left the factory, enough at any rate to add to the 14 genuine blower 4½s made that year for homologation purposes. Or did the race regulations perhaps split-up the requirements, or were they worded as if they did, so that had a blower-4½ instead of a Speed Six won the 1930 race it could have been stripped and, the scrutineers finding the bigger crankshaft, they would demand that at least 50 cars had been, or would be, produced with this modification, and that 50 had been, or were to be, made with superchargers, but not necessarily on the same engines?

As I have said, without the Le Mans regulations to consult, one cannot be sure. It may simply have been that the machining capacity at Cricklewood/Welwyn was inadequate for making *both* sizes of crankshaft simultaneously and therefore Birkin's will prevailed, as financier Barnato was backing him, and W.O. had to turn out bigger crankshafts for *all* the post-1929 4½-litre cars? It would be interesting to know how much power loss the non-blown cars suffered from this increase in journal size and how many were made, but Bastow's book does not cover the blower-4½ Bentleys. Incidentally, W.O. says that 54, not 51, blown cars were made but this can be explained because he takes his output figures to beyond 1931, whereas Bastow stops at 1931; if the latter's figures are accurate (but see later) this means that of these post-1930 4½-litre Bentleys, three were blown, three were not.

While on the subject of these Villiers' blown cars, I see from that excellent book "By Jupiter!" by Bill Gunston – reviewed last month – a book which shows how the late Roy Fedden worked to Rolls-Royce standards of engineering in establishing the Bristol radial poppet-valve and



A 3-litre Bentley tackling a pre-War trial.

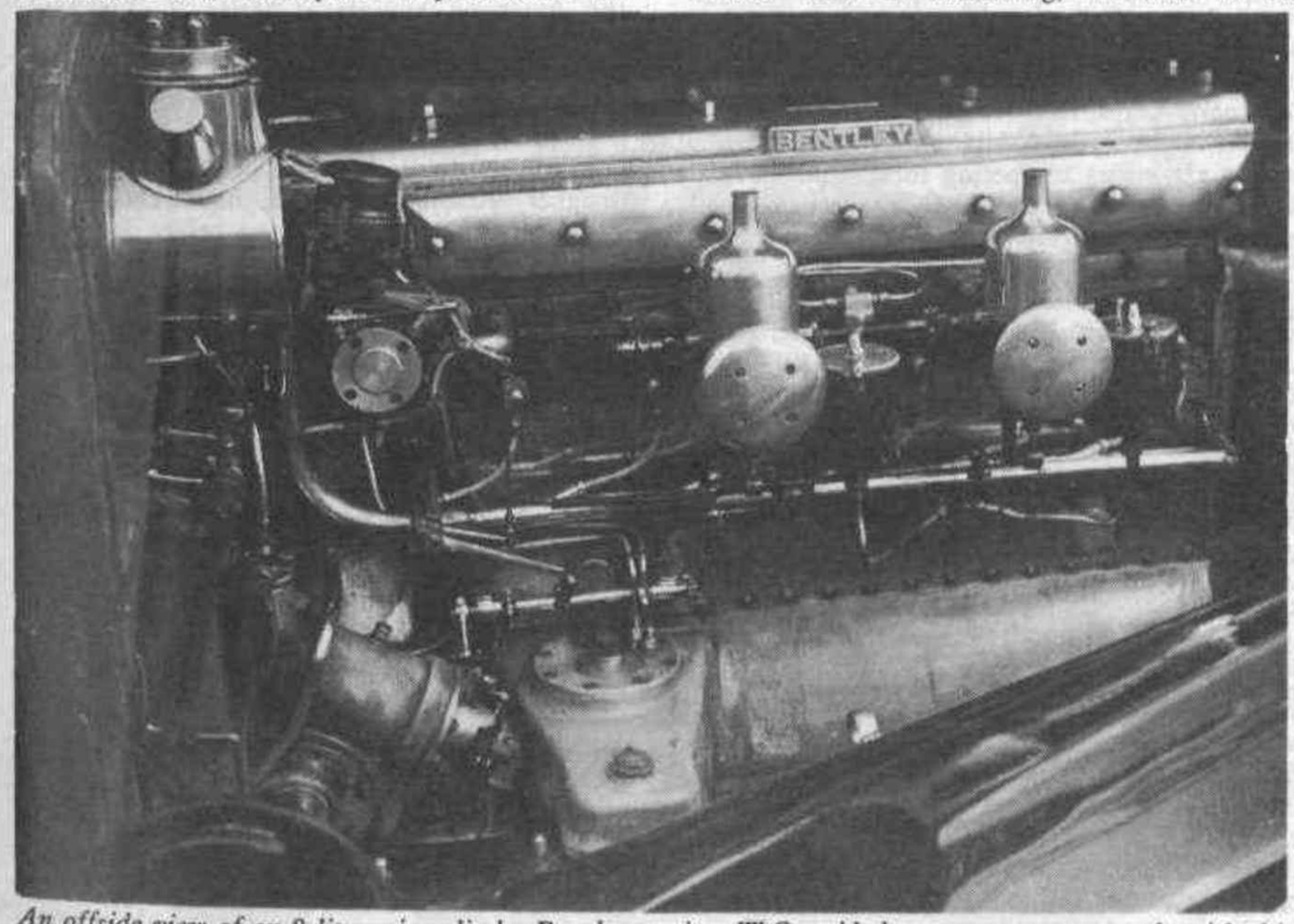
sleeve-vaive aero-engines between the wars and how he built up the Bristol Aeroplane Co. into a vast and widely-respected concern, its engines made under royalties in 16 countries including America and Russia, between the wars, that when they were testing an old and much misused Taurus cylinder (during WW2) on a test-rig, it was supercharged with a blower from a Bentley car, to 32 lb./sq. in. and as the b.m.e.p. reached 340 the junkhead blew off and disappeared through the test-house roof. In fact, the author refers to the Bentley as a 4¼-litre but I am sure the Villiers supercharger is implied*. As T. B. Barrington had joined Bristol's from Sheffield-Simplex and W. O. Bentley's team, to work on Fedden's sleeve-valve engine configurations, there may have been a link. Finally, before we leave these blower-4½ speculations, I am reminded that, although Eoin Young has it that after Amherst Villiers had prepared a beautiful brochure about his blower-system which he intended to give to customers on the Bentley stand at the 1930 Motor Show, he discovered that his personal name-plate had been left off the installation and destroyed his publication in disgust, Fred Conway, the Bentley store-keeper, has said that someone had to creep into the Show at night and fit the plates, which had been made in a hurry. So it seems that maybe Villiers' temper got the better of him and caused him unnecessarily to waste his lovely booklets. Amusing, too, that *The Autocar* said only details of the cars had been changed, in view of that big crank!

Then, on the subject of output figures, which I have been quoting recently in these columns for the 40/50 h.p. Rolls-Royce ("They Believed In Ghosts"), Donald Bastow gives those for the Cricklewood Bentleys but they differ somewhat from a list provided by W.O. himself, in 1958. Thus Bastow has one fewer 3-litre made in 1922 than W.O., but one more in 1924, and he has lopped-off three 3-litres against W.O.'s total for 1925, and another two for 1926, but has added an extra one for 1927, as he has done for 1928, although both sources agree to eight made in 1929, the last year of 3-litre Bentley production. The 4½-litre production figures are likewise at variance, the 1928 total being ten down on Bastow's reckoning, four down for 1929, but agreeing with W.O.'s for the next two years. When it comes to 6½-litre outputs, Bastow is up five on W.O. for 1929 but agrees for 1930. The total Bentley output given by Bastow as 2,888 but W.O.'s list extends to post-1931, to a grand total of 3,061. The W. O. Bentley computation gives 506 of the 1,639 3-litres as "Speed Models" and 15 as short-chassis "100 m.p.h." models. The Bastow list says that of the 3-litre output, 547 were "sporting models". I don't think the "Speed Model" went into production until 1926 and I believe that the "100 m.p.h." model was a 1924/25 product. This leaves a discrepancy of 26 sporting models in Bastow's book, no doubt explained because his list commences at 1922. He sub-divides the 6½-litre Bentleys into 258 "Standard" and 176 "Speed Six" cars; W.O. quoted five fewer "Speed Sixes" in a total of 539 of this model, both ending with 1930. Over to Stanley Sedgwick, President of the Bentley Drivers Club, perhaps?

Bastow ignores figures for the 8-litre Bentley made. This is interesting, in view of his description of the 4-litre i.o.e. Bentley as "curious and little-lamented", because W.O. has said that only 50 4-litre Bentleys were made, and very few sold. This conflicts with the implication I got from Ian Lloyd's splendid Rolls-Royce History (also referred to last month) in which it is remarked that the 8-litre Bentley averaged six sales-a-month, the 4-litre Bentley 19 sales-per-month, up to June 1931.

When you look at the total output of W. O. Bentleys, the 40/50 h.p. Rolls-Royce is again shown up in a very favourable light. A total of 6,173 of British-built Royces were built, against 3,061 Bentleys, and although the 40/50 Rolls-Royce was in production from 1907 until 1924/5 whereas W.O.'s cars were made only from 1922 to 1931, R-R production must have diminished during the 1914/18 war and in the pre-1914 period one would expect the demand for cars, especially luxury models, to be smaller than that for more sporting types in the motor-mad nineteen-twenties. ...

*In fact we now hear that Fedden thought this engine came from a Derby-built 4½. Was this an experimental blower bought from the Bentley company? Over to Bentley historians.

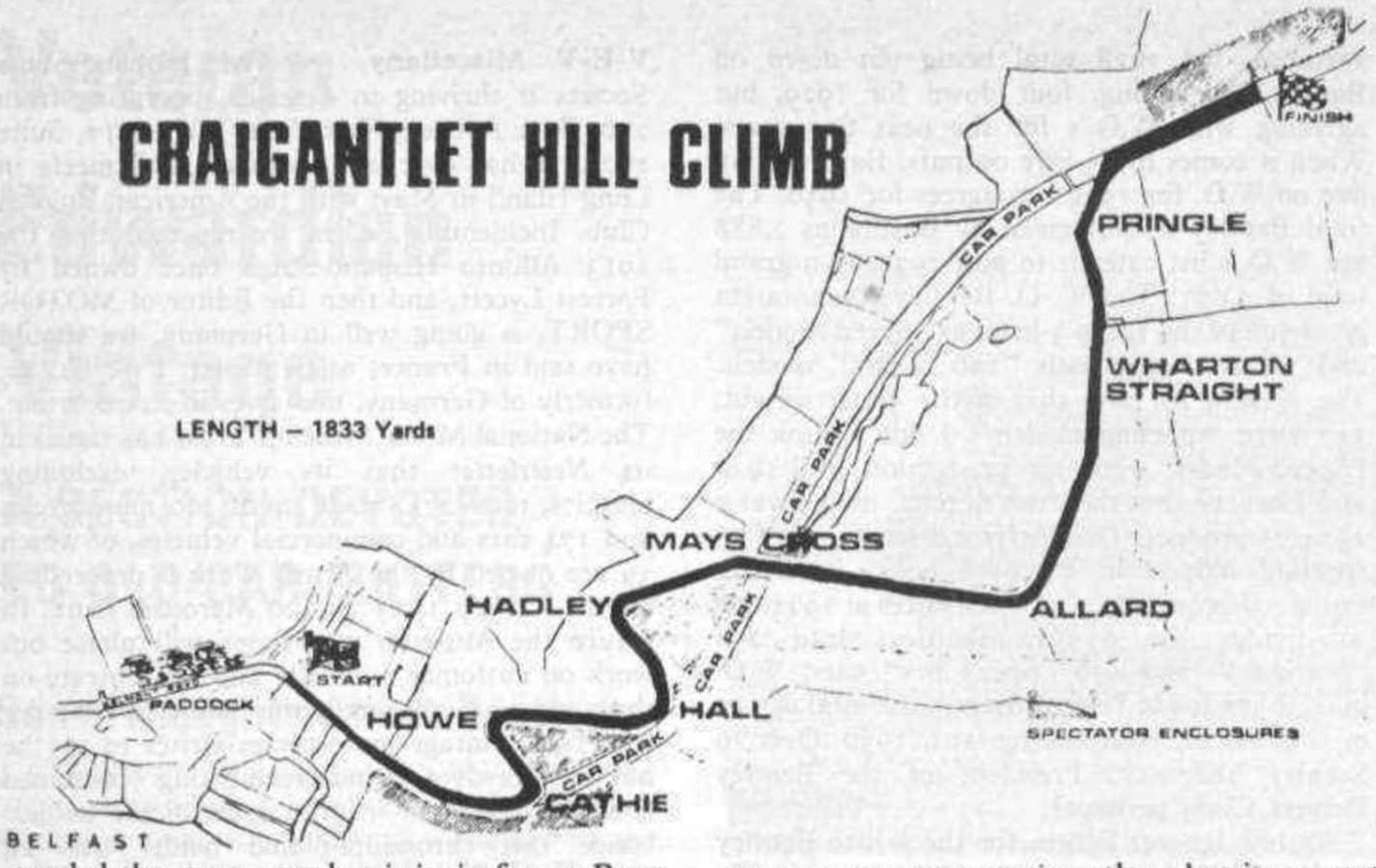


An offside view of an 8-litre, six-cylinder Bentley engine. W.O. said that 100 cars were made with this engine.

V-E-V Miscellany. – The Hispano-Suiza Society is thriving in America, operating from 230, Park Avenue, New York, NY 10017, Suite 1624. It has over 200 members and meets in Long Island in May, with the American Bugatti Club. Incidentally, when we reported that the 1913 Alfonso Hispano-Suiza once owned by Forrest Lycett, and then the Editor of MOTOR SPORT, is going well in Germany, we should have said in France, as its owner, Uwe Hucke, formerly of Germany, now lives in Roquebrune. The National Motor Museum Trust has stated in its *Newsletter* that its vehicles, excluding bicycles, total 274, made up of 100 motorcycles and 174 cars and commercial vehicles, of which 39 are owned by the Trust. Work is proceeding on the Trust's 1927 36/220 Mercedes-Benz. In future the Museum workshops will phase out work on customer's vehicles and concentrate on their own and other museums' vehicles. A reader who rides vintage motorcycles writes to say he has a Raydyot windscreen-fitting combined licence holder and insurance certificate holder. Inside this chromium-plated holder was an orange tax-disc relating to a Singer Nine taxed in Bedford for the first half of 1933 and its insurance cover – perhaps the Raydyot people issued these holders when compulsory third-party insurance was introduced. Our reader would be glad to hear from anyone who has a use for this original piece of equipment. Letters can be forwarded and it would be nice if it went back on a Singer. As we have published criticism of the DVL Centre at Swansea over old log-books and the issuing of appropriate registrations for old vehicles we are glad to be able to counteract this with the comment that Hugh Conway and Major Weld have no complaints, albeit although the latter was given all his car's old log-books without requesting them, his 1931 Crossley, owned originally by Comdr. James Bird, OBE, RN, of Grosvenor House, Park Lane, W1, is now called a *Wolseley* in its modern registration document! Conway took a vintage car used for racing on a trailer for its inspection at Woolwich, after which, in six weeks, an unused appropriate number was issued to it, as the car is now to be used on the road.

In Dacca an old Daimler laundaulette in sad but restorable condition, probably a just pre-war or early post-Armistice sleeve-valve 45 h.p. model, formerly the property of a maharajah, is likely to be preserved. We were sorry to learn that 18 cars in a New Zealand Motor Museum were destroyed by fire on New Year's Day. They seem to have been a 1903 Autobuggy, a 1907 Alldays, a 1913 Morris-Oxford, a Morris Commercial, a 1923 Delage, an ex-Mayoral Morris-Cowley four-seater, an Empire-model Morris-Cowley once used by the Bishop of Christchurch, a 1928 Morris-Oxford saloon, and a 1935 15/6 Morris. Also destroyed, according to Press reports, were a Daimler once used by HM The Queen on a Royal visit to New Zealand, a Model-T Ford, a *circa*-1924 Fiat, and a straight-eight Nash. An ex-mail-service 1908 Darracq and a 1924 Morris-Cowley two-seater escaped destruction.

The owner of a 1929 Austin 12/4 tourer, Reg. No. HS 5881, found in very original condition after it had been in a Somerset barn for two years would like to trace the car's history and also receive advice about a journey he is contemplating in it, to India and back via North Africa, in 1980. The *Western Morning News* has been publishing old photographs sent in by its readers, one of which was of a car thought to have been one of the earliest in use in Cornwall, before the need for number plates. The make



puzzled the newspaper but it is, in fact, a Benz Ideal, *circa*-1899. We are told by a reader that the 1913 Rolls-Royce 40/50 with replica body that appeared in an episode in the "Thomas & Sarah" TV play was originally the property of the daughter of Lord Thynne and that it was garaged for many years in Wiltshire alongside a Reo estate-wagon and a Humber two-seater. A nice touch was that the person in the film who was advising the chauffeur how to handle the car was at one time its real-life chauffeur, and son of the chauffeur who collected the car when it was new from the Midland Counties Garage, Leicester. The Rolls-Royce Enthusiasts' Club, in conjunction with Rolls-Royce Motors Ltd., is having a drive from Knutsford to Manchester on April 1st to commemorate the first drive, actually in the reverse direction, by Henry Royce in his new two-cylinder Royce car. Lex Mead (Cookshoot) Ltd. are sponsoring the run and it is hoped that 100 Rolls-Royce, many of them pre-war models, and Bentley cars made by Rolls-Royce Ltd. will take part. Some members will be invited to see over Brae Cottage, Royce's residence in Knutsford, but the event is not open to the public – but you can watch, the start being at about 10.45 from King Street public car park, Knutsford and the cavalcade leaving *via* A556 to pass various places of R-R interest *en route*. The Lord Mayor of the City of Manchester and other dignitaries will "take the salute" from Manchester Town Hall from 12-noon onwards. I have been asked to say that the notes about Lucas history which appeared on page 37 in the January issue were compiled from a special supplement in the *Birmingham Evening Mail*, approved by Lucas and adapted from the Lucas books by Harold Nockolds (David & Charles, 1978). I was unaware of the source of this supplement at the time and the books were not sent to me for review. – W.B.

Craigantlet Hill-climb Anniversary

AS THE Continental Correspondent has observed, there are too many anniversaries, commemorations and the like these days. But no-one can say this of the 50th Anniversary of the Craigantlet speed hill-climb, due to be recognised on August 3rd/4th by the Ulster AC and the Ulster Vintage CC. So many people enjoyed so greatly the 50th Anniversary celebrations of the Ulster TT race last year that a considerable attendance can be expected at Craigantlet. This speed hill-climb first happened in 1913 and there were some 1920s meetings there but it was not until 1929 that the Ulster AC took over, organising the event for the week-end preceding the TT. It is a well-remembered fixture, with Raymond Mays, Earl Howe, Eddie Hall, Archie Frazer-Nash, Sydney Allard and other famous sprint exponents competing there, and I recall Dick Nash with his Special running out of road and ending up with his front wheels between the legs of spectators sitting on the bank.

Craigantlet is the longest speed hill-climb course in the British Isles, at 1,833 yards, and it constitutes a round in the RAC Hill-Climb Championship. The course record is currently held by Douglas-Osborne, in 51.64 sec. For some time a vintage-car class has been incorporated in the programme and for the 50th Anniversary Meeting the Ulster AC intends to run a full-scale event on the Friday for vintage and historic cars, with the "moderns" doing their climbs on the Saturday, rather as the VSCC uses Shelsley Walsh on a Saturday and the modern racers go there on the Sunday. It is hoped that many cars which ran pre-war at Craigantlet will be attracted to the Ulster event, and a degree of financial help for "overseas" entrants is envisaged. It all sounds excellent and would enable those who go over to take another look (or their first look) at the TT circuit and memorial-pits, etc., as the hill is close to Belfast. Details from: Basil McCoy, 48, Portaferry Road, Ballygarvin, Kircubbin, Co. Down.

That Man Again!

Alec Ulmann, contributor to the *Bulb Horn*, official journal of the VMCC of America, has an unhappy knack of getting himself into journalistic hot water. He very much upset the British apple-cart by suggesting that W. O. Bentley had cribbed from an obscure pre-war Hispano Suiza engine when planning his post-Armistice 3-litre Bentley. W.O. replied that if he studied anything, it was the 1912 GP Peugeot and the 1914 GP Mercedes layouts. Alec Ulmann then tried another ploy, maintaining that, before this, W. O. Bentley had directly copied the French Clerget when designing his famous war-time BR1 and BR2 rotary aero-engines (Ulmann having proved, he says, that the Gnome engine that led to the Clerget was really an American Adams Farwell). W. O. Bentley's caustic reply to this criticism was published in full in MOTOR SPORT at the time and can be found in Donald Bastow's new book, referred to above.

Ulmann next reversed his procedure, telling the *New York Times* that it had incorrectly attributed the first single-armature electric starter to Kettering of Cadillac's, whereas this starter was a copy of the 1906 French Bossu starter. He was soon back on the American war-path, however. His next outbreak suggested that it took America's Charles King to get Ettore Bugatti's war-time 16-cylinder aero-engine through its French and American 50-hour official tests, and that the Duesenberg Co. finally built it. Ulmann next got into trouble with some of his own folk, when he declared that the original Model-A Duesenberg car could out-perform the mighty Model-J.

Now, in the pages of the *Bulb Horn*, the President of the American Hispano-Suiza Society has been at it again. This time his theme is that the Rolls-Royce aero-engines which won for us that decisive victory in the Battle of Britain, thus ensuring the eventual defeat of Adolf Hitler, namely, the R-R Merlins and the R-R Kestrel from which the Merlin was developed, owed much to the Curtiss D-12 engine, which was designed for the American Curtiss Company by the American engineer Charles B. Kirkham, after a Willys-Overland consortium had taken over the Curtiss Company.

This time Ulmann is on a safer track, because a Curtiss D-12 engine was given by the British Government to Rolls-Royce in 1925, and their designer, Arthur Rowledge, no doubt looked closely at the American engine before designing the mono-block R-R Kestrel, just as during the 1914/18 war Henry Royce had studied the engine of the 1914 GP Mercedes car before embarking on the separate-cylinders R-R Eagle aero-engine. Ulmann says that, in his turn, Kirkham had studied the mono-block Hispano-Suiza engine that was being made under licence by Wright-Martin in New Jersey.

In fact, it was our C. R. Fairey who recognised the advance made by Curtiss with the low-drag V12 liquid-cooled D-12, after this fine engine, which in production guise gave 450 h.p. at the then high crankshaft speed of 2,200 r.p.m., had set the World's Air Speed Record to 267 m.p.h. and had powered the Curtiss CR-3 seaplane which won the 1923 Schneider Trophy race. Fairey was refused aid by the British Government to manufacture such engines here, although Rolls-Royce Ltd. was encouraged to do so. Fairey imported some of these D-12s, however, and used them for his very fast Fairey Fox two-seat bomber, which out-flew the single-seater RAF fighters. The Government also imported some 30 D-12s to power these Fairey bombers.

I believe it was the superiority of Curtiss engines and aeroplanes at this time that caused C. G. Grey to castigate British designs and methods so thoroughly and caustically in *The Aeroplane*, of which he was the Editor, that his British advertisers withdrew their support, a situation that was, the story goes, met by the irrepressible Grey publishing even more pointed comments, until the blank advertisement pages were rapidly refilled. This being the case, I wonder if Bill Gunston, in his fine book "By Jupiter!" (*see* above) has got it quite right when he says Grey "poured scorn on such advances", when Lord Rothermere of the *Daily Mail* bought the very advanced Bristol Type 142 for his personal use? This wasn't at all like Grey I used to read and, indeed, what I think he criticised on this occasion was the fact that this fine Bristol aeroplane might not be acceptable when it went for its Martlesham Acceptance-Tests, and that when Lord Beaverbrook sought to out-do his opponent and purchase a Douglas

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executive aeroplane from the USA his Lordship was deterred by discovering the amount of Import-duty involved and by Grey reminding him that as an eminent Empire Free Trader and a patriotic protectionist he could hardly pay the price with a clear conscience. In fact, this aeroplane was very successful and became the renowned Bristol Blenheim, another bomber faster in 1936 than the fighters.

In reading Gunston's book, and Lloyd's R-R history books one is struck by how carefully Rolls-Royce guarded their lofty position in the Motor and Aero-engine Industries. The facts about how they acquired secretly Bentley Motors Ltd., to prevent the 8-litre Bentley and the new 6¼-litre car W. O. Bentley was designing for Napier encroaching on the sales of their Phantom II is clearly stated in Lloyd's detailed R-R history (Macdonald, 1978). Gunston, in his book, shows how Rolls-Royce Ltd. was protected by the Government in the 1930s in promoting the liquid-cooled in-line type of aero-engine over the air-cooled radials that Fedden had brought to equal near-perfection, and how, when Fedden suggested the vital need for an Apprentices' Training School, Lord Hives quickly set one up at Derby, whereas Fedden was refused all support for his project and, in later days, lacked skilled engineers in consequence. Much earlier, during WW1, Fedden had been forbidden to make rival in-line aero-engines by the R-R solicitor, while he was sub-contracting at Straker Squire's, although Royce even then tried to entice him to join the R-R Company (according to Gunston, Royce called Fedden a "pretty good engineer" at that time; this reminds me of the story of how, years later, after R-R had taken over W.O. along with his old Bentley Company, Royce was interviewing W.O. and asked him if he was a "commercial man", to which W.O. implied that he was more of a "technical specialist". When Royce tried to suggest that W.O. wasn't an engineer Bentley reminded Sir Henry that he had started as a Premium Apprentice with the LNER at Doncaster soon after Royce had become a boy in the GN railway running-sheds. ...!). Rolls-Royce later tried to take over Lagonda's and, of course, stopped W. O. Bentley calling his latest design a Lagonda-Bentley ... long after he had severed with R-R Ltd. in post-WW2 days. ... Incidentally, at one time S. F. Edge, who used to call his AC the Rolls-Royce of Light-Cars, suggested that R-R should make them; the offer was declined.

A Coachwork Competition

IN THE BEST traditions of the past, The Worshipful Company of Coachmakers and Coach Harness Makers of London (presented with the Royal Charter in 1677) is presenting an additional Award this year, at the Coachwork of the Year contest which takes place at the National Motor Museum, Beaulieu, on May 19th. This is for the Best Reproduction Body, for recognised pre-1939 body designs, mounted on any appropriate original chassis. The idea is that the materials used will as nearly as possible relate to and match the originals and major body rebuilds are eligible, even if these have some existing parts and fittings. The class is open to professional and private builders of hand-made bodies on private-car chassis. Entries have closed but those interested in reproduction coachwork may wish to attend this competition. – W.B.

V-E-V Odds and Ends. – The Pre-50 American Auto Club's Rally of the Giants is to take place at Burford on July 15th and it has a Northern Rally in Stockport scheduled for May 20th and its Sugar Loaf Rally in Bristol on June 23rd/24th. Those who like the older American automobiles can get details from Mick Fuller, 31, Longdown Lane North, Epsom, Surrey. The Bean CC holds its annual Daffodil Run this year on April 22nd. The Rover Sports Register is holding a rally for Rovers of all ages and types at Belvoir Castle, between Nottingham and Grantham, on June 24th – entry forms from M. T. Couldry, 5, Holme Lane, Radcliffe Road, Bassingfield, Radcliffe-on-Trent, near Nottingham. The 750 MC will be celebrating its 40th anniversary this year, notably with a big meeting at the Crystal Palace on June 10th, open to all the types of car this Club now caters for but especially for all Austin 7s up to 1940. Entry forms from: N. Morgan, 41, Bourne Vale, Bromley, Kent. Publication No. 1978/D of the Austin Seven Clubs' Association contained articles on Arrow bodywork, on pre-war Austin 7 racing cars, and some Ulster memories by Terry Bond. The 750 MC Beaulieu Rally, that big gathering of Austin 7s is on July 1st. The Austin Ten Drivers' Club, which caters for pre-war Austins of all types except Sevens, announces its 1,000th genuine fully subscribed member.



"Goff" and Nancy Imhof in their well-known MG BBL 81. The spare wheels were used to alter weight distribution for driving tests, above, and trials, below. See the letter from Mr. Rigg, with Wilson McComb's clarification appended.

Vintage Postbag

"Goff" Imhof's Trials MG

Sir,

After some 15 years of not reading MOTOR SPORT, purely because I preferred not to be tempted into motoring experiences which I could not afford, I have recently returned to the fold and was delighted to find the vintage and sporting mixture as interesting as ever. Long may you remain at the editorial desk.

In the December 1978 issue you published an erudite letter from Mr. F. Wilson McComb regarding the MG EX models, or, more correctly, the allocation of EX numbers, which apparently was sometimes to an individual car and sometimes to a design concept for a production run.

May I enquire about a number which chronologically appears to come between the TA and SA in 1936 but if I remember rightly was on a car first registered in 1938? In about 1958 I was selli MGs for Cockshoots of Manchester and a wily 'bomb site pitch" car salesman who sometimes bought bangers from the firm inveigled me into buying an extremely scruffy MG sports. The log book described it as an MG tourer, its chassis No. was EX 155, registration No. BBL 81. It appeared to be a longer and wider edition of a TA, had an o.h.v. engine of about 1,500 c.c. with twi SUs and Scintilla Vertex magneto. Most of the bodywork appeared to be aluminium, the chassis had been extensively damaged and one front member was still cracked. The dashboard had the largest collection of dials I remember seeing on any car and, if one could believe the speedo I was able to "do the ton" without trying too hard. Indeed the powerhouse must have worked well because on one occasion I was trickling up to a junction in second gear, clutch fully engaged, saw a gap in the traffic, stepped on the accelerator and sheared BOTH half-shafts.

Cockshoot's foreman mechanic would not believe that both half-shafts had gone until I produced the two sheared spline sections from the differential housing and if my memory is correct the replacements which we obtained were designed for an Austin Heavy Twelve.

When I obtained very frequent use of the firm's demonstration MG-A I unloaded EX 155 for about £40 on somebody in London. The actual sale was arranged by a friend which relieved my conscience, for if ever a car was needed to demonstrate the advisability of MoT tests that was the prime example.

Incidentally the annual insurance premium I paid was about £9 third party, fire and theft and I had no no claims discount because until then I had always used other people's cars.

Southport R. G. RIGG

Mr. Wilson McComb replies: Between 1959 and 1962 I did a lot of research on the MG "Cream Cracker" and "Three Musketeer" trials cars for an article I never got around to writing. Obviously I can't go into full details now, but the point is that they were, as you know, perhaps the most famous and successful mud-plugging team cars ever built. Contrary to popular belief, there were not just two teams each of three cars, but a whole collection produced between 1934/5 and 1938/9; either modified production MGs, or

specials built from various production components. The 1937 Musketeer cars, three red-painted TA Midgets, also won the Team Prize in the 12-Hour Donington Sports Car Race of that year.

For 1938 the Three Musketeers (Macdermid, Bastock and Langley) had new TA Midgets of the usual 1,292 c.c. capacity, but their engines were supercharged. They bore normal TA-series chassis numbers, and their registration numbers were BBL 82, BBL 83 and BBL 84. The Cream Crackers (Toulmin, Crawford and Jones) had what *looked* like ordinary unsupercharged TA Midgets, but in fact they were fitted with VA (1,548 c.c.) engines and were allocated chassis numbers EX155/2, EX155/3 and EX155/4. Their registration numbers were BBL 78, BBL 79 and BBL 80. Since these VA-engined cars seemed to lack power, they were soon bored out to make the capacity 1,708 c.c. This certainly did the trick, as they won the MCC Team Championship for the year.

The "missing number" between the Crackers and Musketeers is accounted for by Godfrey ("Goff") Imhof's 1938 trials car, BBL 81, referred to in Mr. Rigg's extremely interesting letter. The full chassis number was in fact EX155/5, for Goff, given the choice between small supercharged or large unsupercharged engine, had plumped for the latter He also asked Abingdon to fit a twin spare wheel mounting on the *front* of his car as well as the back, so that he could alter its weight distribution at will. For trials he put both spares on the back; for driving tests he fitted them both in front, ahead of the radiator. The car cost him £210, and at the end of the 1938 season he was required to sell it back to the MG Car Company for £170.

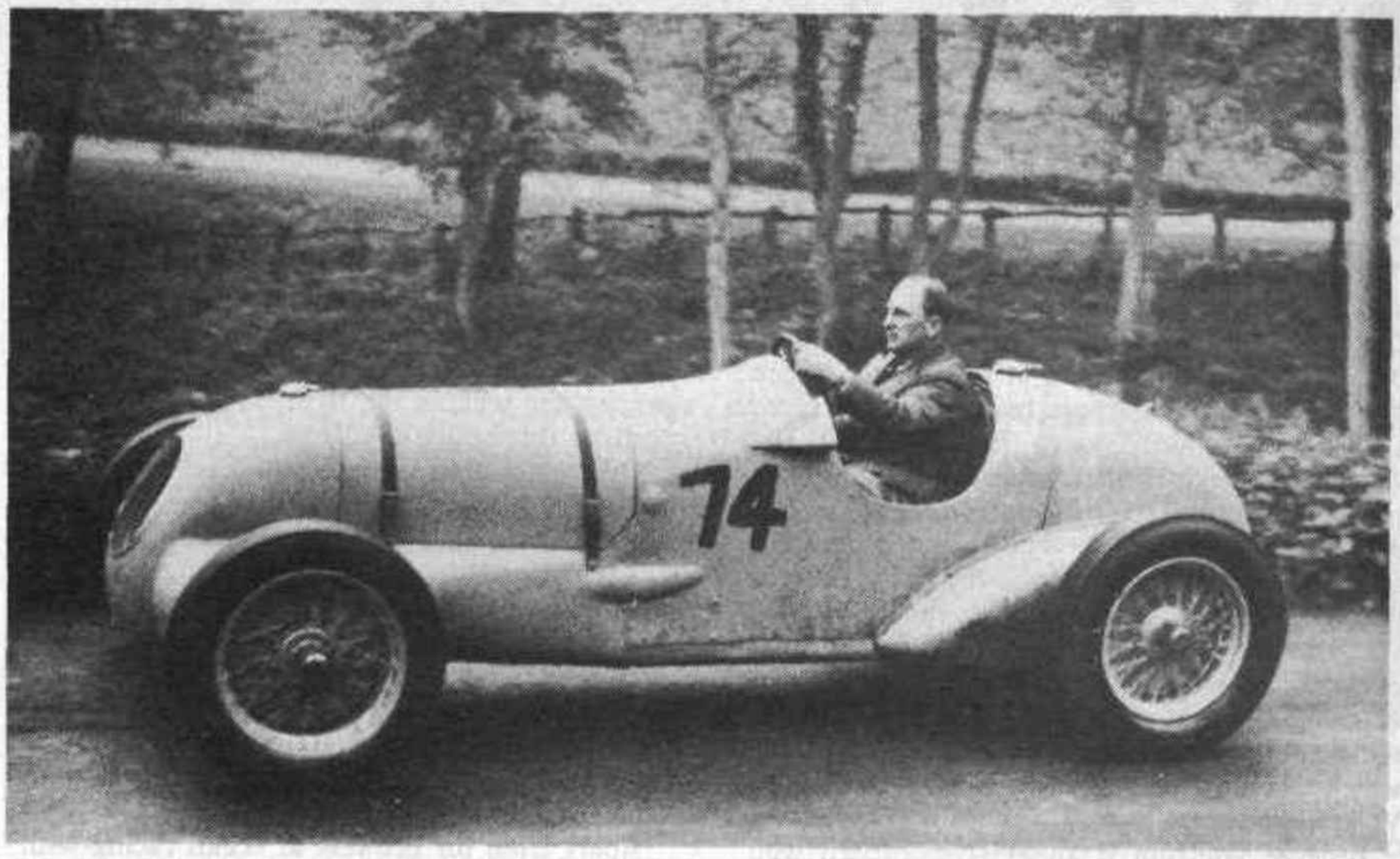
At least one each of the 1938 Cream Crackers and Three Musketeers team cars is still in existence. Nancy Imhof, who always passengered her husband in trials, will be remembered for her enthusiastic secretaryship of the London MC in the Fifties. I enclose two pictures of Imhof's car – one taken in a trial, one in a driving test.

The present whereabouts of the car I do not know, alas, but more than a dozen of the actual team cars (1934 to 1939) have been accounted for, so it *may* still survive. Mr. Rigg's anecdote of the simultaneous half-shaft destruction is delightful, and when you consider how fatigued those shafts must have been after 20 years, transmitting the b.h.p. of an engine one-third greater in capacity than the standard TA, it is perfectly credible. The chassis number EX155/1 was presumably unused because Project EX155 was the development of the production TA.

There are lots of other points that could be made about the trials cars. For instance, the Crackers and Musketeers weren't the only MG teams by a long chalk (not to mention the Singer Conquistadores or was it "Candidi Provocatores"?, Austin Grasshoppers and others) – there were the now-forgotten "Norwesters" in the Manchester/Liverpool area, and the "Highlanders" (Keith Elliott with ex-Toulmin Cream Cracker, Norman Gibson with ex-J.E.S. ("Jesus") Jones Cream Cracker, and Murray Frame with Imhof's old 1937 TA, registration JB 9445). I see from the latest MGCC magazine that Jesus Jones received a presentation at an MGCC dinner-dance not so long ago. Maurice Toulmin, it should be recorded some day somewhere, had NO connection with Toulmin's the MG specialists (as they once claimed in a letter to me). "Mac" Macdermid jumped out of a hotel bedroom window. One of Langley's old cars is still winning awards today, and Steve Dear has one of Toulmin's (later owned by C. A. N. May).

One could go on for ever like this.

Chichester F. WILSON McCOMB



The Alfa-Aitken with Wallington at the wheel in a post-War Prescott hill climb. See the letter from Mr. Foster.



The Alfa-Aitken

Sir,

The recent article in MOTOR SPORT on the "Bimotore" Alfa Romeo was most interesting.

The Alfa-Aitken recently acquired by Tom Wheatcroft: I remember well competing in early post-war events against it with my Bugatti. The car was then owned and driven by Tony Rolt, with Freddy Dixon in attendance; it then had eight SUs and always ran very well. Full marks to Mr. Wheatcroft on bringing it back to England, when so many cars are leaving! I often wonder what has happened to my many cars after all these years, my M.P.H. Riley BLN 39, and my ex-Arthur Baron Bugatti in particular, the latter being the car made up by Baron from a type 35B chassis, but with large brake drums, r/w 16" wheels, and the much modified and supercharged Brescia engine. This was a very fast car, would rev. to over 6,000 r.p.m. and run on an "exotic fuel" made up for me by the late Peter Monkhouse, wonderful days. I now run an early E-Type and a 1959 100-6 AH. The American VSCC is a very good club and some very fine cars turn up at the meets and events attended by very impromptu and remind me of the early post-war meets at home. Being so far from home I rely so much on MOTOR SPORT to keep me "in touch". Keep up the good work. Best wishes.

Holliston, USA R. C. FOSTER

The RFC Flying Schools

Sir,

We have been readers of MOTOR SPORT for many years. Looking through a 1975 issue, I came across a letter from Mr. Grenville Manton. In it he wrote about the Flying Schools that provided training for RFC Officers, also the RNAS, at Hendon in 1914. Amongst the schools mentioned, with the distinguished Grahame-White, was the Warren School. The Warrens were relatives of mine. The father ran the school, and the two sons joined the RFC on passing their training, at the tender ages of 16 years and four months. They were known as the World's Youngest Aviators. I would dearly love to hear from anyone who knew of them. All I have is some newspaper cuttings, and photographs.

Cookham Mrs. P. LATCHFORD

Books for Easter

"By Jupiter! – The Life of Sir Roy Fedden" by Bill Gunston. 157 pp. 8¼" x 5¾" *(The Royal Aeronautical Society, 4 Hamilton Place, London, W1V 0BQ £5.00).*

This is a long overdue and entirely excellent study of the late Sir Roy Fedden. I had known that Roy Fedden was associated with the Straker Squire car, which he raced at Brooklands before the war, and that he was responsible for those very effective sleeve-valve Bristol radial air-cooled aero-engines that made inroads into the monopoly enjoyed by water-cooled in-line engines. What I did not know, and which Bill Gunston brings out so clearly and powerfully, is that Fedden was a character in his own right, was a man who worked tirelessly for perfection, of the smallest aspects of his successful range of aero-engines, and who in the later stages of a remarkable career tried to make an economy-car which could be described as a British Volkswagen.

Because Gunston is an aviation expert, who was Technical Editor of *Flight* after leaving the RAF, where he had been a Flying Instructor, he can handle the technical aspects of "By Jupiter!" concisely but accurately, and consequently all manner of fascinating items emerge, about engine development, early supercharging, the aeroplanes in which experimental and prototype engines were test-flown and what happened to them, the emergence of Service types in the biplane and later eras, and so on. I found it all most informative and enjoyable, and, of course, up to the standards one would expect from a R. Aero. Society publication – soft-cover in this case, with appropriate illustrations.

From our point of view this book covers the pre-war Straker Squire car business, including the low-powered Shamrock which set that Company on the road to success (there is a picture of the Shamrock) and it sorts out the complexities of the different Companies that took the Straker name.

It refers to Fedden's aspirations for the 1914 TT with a 3.26-litre o.h.c. 80 b.h.p. engine which never made the team of cars that started in this race, and to the post-Armistice 4-litre o.h.c. Straker Squire Six, admitting that this had close associations with Rolls-Royce *(nee* Mercedes) aero-engine designs which Straker Squire had made under licence during the war.

It also refers to the coil-sprung, 1.2-litre small car designed by Fedden, which had three air-cooled cylinders and a horizontal crankshaft (his 1946 car had a vertical shaft), for which orders for 2,000 with cash deposits were taken at the 1919 London Motor Show. The book contains illustrations of Fedden at Brooklands, his TT cars and the light car engine. The later chapters of this important addition to aviation and motoring history look at, among other things, Fedden's ideas for a post-WW2 small car, with which Sir Alex Moulton was for a time associated, and his light aero-engines. The testing of the engines for the former project is delightfully conveyed by a chapter which goes: "... Professor Peck's falsetto voice could be heard above the din saying 'Ah, this really is much better ... these readings are very good indeed, in fact I think we can call them magnific ...'BANG!', as the engine exploded." That sets the style of this notable book, which is technically accurate, and sufficiently detailed to carry the story easily along without being tedious, and is leavened with anecdotes like this one. It also shows what manner of man Fedden was and deals with his social life. He is a product of Clifton College and was apprenticed to the British Motor Co. His first taste of motoring was in a wealthy American's Duryea while the Fedden family was on holiday at Bettws-y-Coed around 1898, and later his father bought an 8½ h.p. two-cylinder Decauville from Vincent's of Reading, which was registered AE4, the fourth car, we are told, in the Bristol region; it needed pushing up the local hills.

Other motoring items are that relating to the blower-4½-Bentley, referred to on page 450 in this issue, the fact that Fedden had a twin-cam Bugatti *circa* 1932, and that someone still owning a Straker-Squire called on Sir Roy at his fishing hide-out in Wales, shortly before he died. Gunston refers to a Bill Hamilton of New Zealand as a winning co-driver at Le Mans but must have confused this Hamilton with *Duncan* Hamilton, who shared the victorious Jaguar with Tony Rolt in 1953.

Apart from his prowess at ocean racing with his own yachts, Fedden remained a fast car-driver – there is a reference to his average of more than 60 m.p.h. from Rome to Calais in his Bentley S2 one summer day, after he had retired from his post with Leyland's. He was then 65 years of age. Finally, was the Bill Renwick who joined Fedden's post-War "people's car" project the Renwick of Aston Martin, Renwick and Bertelli associations?

At last new aviation books are appearing again and the aero-engine side is getting some attention. "By Jupiter!" is among such books and is a treat indeed. It is available direct from the Royal Aeronautical Society, address above. – W.B.

"Toby – A Real Life Ripping Yarn" by A. J. Smithers. 191 pp. 10¼" x 6¼" *(Gordon & Cremonesi, New River House, 34, Seymour House, London, N8 0BE. £7.90).*

We have referred before, many years ago in "Cars in Books", to some of the exploits of that remarkable self-made soldier, Sir A. "Toby" Rawlinson, who took his racing Hudson, a car intended for the 1914 TT but not apparently entered for it, to France with the RAC Corps of volunteer drivers and their own cars on the outbreak of war, and later formed an anti-aircraft gun battery in London and ran the Capital's Mobile Defence against Zeppelin raids from 1915, using guns mounted on vee-eight De Dion Bouton and other chassis. Some of these items possibly came from Rawlinson's own books; that about the defence of London (Andrew Melrose, 1923) I found in a secondhand bookshop in the City, only yards from the barracks from where Rawlinson had operated – now, of course, the bookshop is no more. (The other books were Rawlinson's "Adventures on the Western Front" and "Adventures in the Near East".)

What Major Smithers has done is to add a graphic account of Lt. Col. Toby Rawlinson's war-time adventures to other military works. He presumably based some of this on the aforesaid books, as he was born in 1919, too late to have served at the same time as the intrepid Toby. The result is an interesting account of this mobile field of action and how the incredible Rawlinson, and others like the Duke of Westminster, with his "fine Rolls-Royce and the most accomplished in the country", and Oscar Morrison, Jimmy Radley and C. D. Baker-Carr, who are described as "racing drivers of distinction" drove their cars as high-speed messengers serving the British Army's GHQ. Some of the adventures and near-escapes of these gallant gentlemen have appeared in accounts of how Rolls-Royce cars served at the Front, but in this book it is seen from Rawlinson's angle and his subsequent activities in the Middle East round the story off.

This is a book for those who like a real-life adventure story, factually presented, rather than a detailed Rawlinson biography. I would have liked to have known more of the enigmatical Toby Rawlinson, but this book does not go further back than 1914, apart from telling us that Rawlinson was "a former Cavalry Officer who had gone on to become one of the most famous racing drivers of the day" – and naturally I would like to know more about that! In fact, I think he did some racing with Darracqs. The book also describes him as having been, before the war, "For some years past ... managing director of a firm near Paris which designed and built the fastest cars in the business." I think this refers to the Darracq Company but the author is clearly better equipped to write of military than motoring matters, as these Darracqs were not particularly successful, although I suppose the 200 h.p. V8 Darracq of 1905 might be called one of the fastest cars of its time. Rawlinson is said to have known the roads of France intimately due to his motor-racing activities and there is the exaggeration of calling the aforesaid Hudson "the fastest car in the country". It is described as having "a powerful engine, a chassis of immense strength and, superimposed upon it, a tiny aluminium body with two narrow seats". We are told it was what the French term *un torpedo*! Nevertheless, I do not quite see even the intrepid Toby driving it "at a steady eighty miles per hour" from London to Southampton, with roads as they were then, to lead the RAC party. He was then 47. I would like to have learned more of the man, who was an aviator as well as a racing driver – he took his "ticket", I think, at Shellbeach in 1910, on a Henry Farman, the third pilot to do so, after Moore-Brabazon and the Hon. Charlie Rolls – but the present book deals only with his war-time activities, although it does tell us that this brave man who served without leave throughout the war, sacrificing his health by so doing, was given the CBE (and later, although not mentioned, the DSO) and a temporary pension equivalent to fractionally over 1.72½p increased "after a battle royal" to about 2.89p – which cannot encourage Army recruiting and died suddenly in India in 1925, after a game of polo. "Toby" has no illustrations, but MOTOR SPORT did publish one of the Hudson, complete with those "four extra wheels" and the machine-guns, which I am surprised to find could be bought in London in 1914, "at a shop in Cannon Street", as easily as buying tobacco. – W.B.

For those avid about military vehicles Gresham Books, Old Woking, Surrey, have reproduced the "US Army Standard Military Motor Vehicles 1943" manual – TM 9-2800. This 560-page book with over 500 illustrations, is priced at £9.50. – W.B.

* * *

Those who organise rallies, gymkhanas, auction-sales and whatnot, will probably find their requirements for equipment, side-shows, etc. catalogued in "The Showman's Directory – 1979", which is available for £1.00 from Brook House, Mint Street, Godalming, Surrey GU7 1HE.

* * *

Two one-make year books serve enthusiasts for those two famous sports car *marques*, Austin-Healey and MG. *The Austin-Healey Year Book*

1978 is a 12" x 8½" glossy production compiled by Paul Skilleter, a follow up to his 1977 Jaguar production. Packed with pictures, many never previously published, it covers: a history of Healeys, with reminiscences from Gerald G. Coker, designer of the 100-style body shape; in-depth coverage of the Austin-Healey Club's activities during 1978; advice on maintenance and the obtaining of spares; facts and figures on all Austin-Healeys from 1953 to the last Sprite of 1971, including performance and production data; and a list of specialist services available to owners. A useful reference work and an appropriate tribute to Donald and Geoff Healey and the men who helped them start the legend in Warwick, relating as it does to the 25th Anniversary Year of the Austin-Healey *marque*. Published by the Magpie Publishing Co., it costs £6.50 from specialist booksellers or £7.20 incl. p. and p. from Bookstop, Holmerise, Seven Hills Road, Cobham, Surrey.

Less ambitious, in production quality, but equally useful in content to anyone with an MG, is the *MG Owners' Club Year Book 1979* published by that Club from its 13, Church End, Over, Cambridgeshire (0954 31125) address. The 8,200 members of this five-year-old club will get their copies free (subscription is £5 per annum plus a £2 joining fee), non-members must pay £2, which will be credited to the purchaser should he join the Club. This is a Club devoted largely to assisting owners to keep their MGs on the road, not a *concours* and racing organisation and this is reflected in the wealth of technical advice contained in the Year Book. Good value this. – C.R.

Cars In Books

I FOUND nothing about motoring in "Forty Years Of A Sportsman's Life" by Sir Claude Champion De Crespigny, Bt. (Mills & Boon) in spite of the last chapter being titled "Racing By Land And Air" – it means steeplechasing and ballooning. One ballooning item caught my eye. In 1882 Simmons made a cross-Channel ascent from Maldon, covering, it is said, 170 miles in "slightly over an hour and a half". That seems quick, even by motoring standards. The accounts of ballooning in the 1880s are worth reading (the author broke his leg in a ballooning accident); they include a description of racing by Griffith Brewer with his "Lotus" in 1908, when aviators such as Paulhan and Grahame-White were turning the author's thoughts towards "perhaps a little aeroplaning". ...

Yet another book in which Brooklands is referred to is "By Jupiter!", reviewed opposite, because it mentions that Roy Fedden used "to chat to pilots and aircraft engineers at the *Blue Bird* restaurant on the flying field in the centre of Brooklands race track", before the First World War. Incidentally, this fascinating book also refers to the 1914 Grand Prix Mercedes that was on show in Long Acre when war was declared in August 1914 being taken to Rolls-Royce in Derby for inspection, the cylinder construction of the R-R "Eagle" aero-engines being copied from it. Some years ago we had a discussion about this in the pages of MOTOR SPORT, as to whether the car was driven to Derby, railed there, or examined in London, and which of the victorious team cars it was, or whether it was the spare car. The author of "By Jupiter!", Bill Gunston, says the Mercedes racing car was towed to Derby from "the showroom in Shaftesbury Avenue" behind the car of Cmdr. Wilfred Briggs, RN, Head of the RNAS Engine Division. One wonders why it couldn't have been driven?



The new Audi 80 works rally car

Audi News and Rumours

TWO works Audi 80s will be seen in International Rallying this season as the Ingolstadt company gains experience ready for a major effort in 1980. The Group 2 80s, crewed by Harald Demuth/Arwed Fischer and that popular veteran racing and rally driver Freddy Kottulinsky, co-driven by Michael Schwagerl, will have 160 b.h.p., 1,588 c.c., dry-sumped engines and will appear in 10 qualifying events for the 1979 World and European Rally Championships. Jurgen Stockmar is the Audi Competitions Manager, with Reinhard Rode as team manager.

Audi aren't looking for spectacular successes in this first season, but rumour has it that the team will be aiming for outright wins in 1980 with a 5-cylinder engined version of the 80 from which the factory have already seen well over the 270 b.h.p. claimed for the best works Escorts.

Our spies also tell us that Audi will soon be joining the growing band of turbocharged car manufacturers; a 170 b.h.p. turbocharged version of the 5-cylinder Audi 100, to be called the 200, is scheduled to make its debut at the Frankfurt Motor Show. Stories that the name of Horch would be resurrected for a big luxury Audi are apparently unlikely. This stretched Audi 100 will probably be called the 300 and be powered by an in-line, six-cylinder engine driving the rear wheels.

Back to confirmed Audi facts, the company will be offering greater support in 1979 to private Audi teams and tuners in the form of new regulations for the Audi Trophy; this award scheme has been made more attractive with individual cash prizes and insurance cover for events all over Europe and more active technical back-up and advisory services. Details from Audi Motorsport, Audi NSU Auto Union AG, 8070 Ingolstadt, Offentlichkeitsarbeit, Germany.

C.R.

Another look at "Portal Of Hungerford" by Denis Richards (Heinemann, 1977) reveals that Viscount Portal's fierce riding of a "huge motor-bike" when he was a young man was remembered by at least one local resident in the Hungerford district years afterwards. The machine was presumably the 6.6 h.p. BAT, which he renewed acquaintance with when home on leave during WW1, "coming down Folly Hill into the Bath Road and roaring round the 'Bear' Corner ...". But as a temporary Second Lt., Motor Cycle Section, Royal Engineers (Special Reserve) in France in 1914 Portal rode Douglases, accompanied by C. G. Brocklebank (who later raced a Peugeot at Brooklands), accompanied by "Tubby" in an old Leyland lorry. Portal later became Motor Cyclist Officer, Headquarters Signal Company 1st Corps, and was in charge of all riders in this Company. On leave he had a bad motorcycle accident on the Bath Road, when a front fork broke (presumably on the BAT) and the remarkable coincidence of his parents who were following in a car to a picnic in Savenake Forest and the arrival of another car (rare in 1915) containing a doctor probably saved his life.

The house where Portal was brought up, Eddington House, dating from 1893, which stood in some 400 acres, with about 14 servants, including a butler and his wife, with more outdoor servants, might have formed the subject of one of my "Homes of the Racing Drivers", except that by 1923, when Portal was running his 1914 Berliet at Brooklands, he was living in a "small house in Woldingham in Surrey". Incidentally, when I remarked that if Portal saw 100 m.p.h. on the speedometer of a Ford Pilot he had after WW2 it must have been fast I had not realised that this applied to later Fords, which he ran while on the Board of the Ford Motor Company from 1949 to 1964, so may have been possible. – W.B.

MINIATURES NEWS

CONTROVERSIAL Formula One driver Riccardo Patrese has gone into the model car business, starting with a model of the Chevron B34 "Trombo Stebel" Novamotor with which he won the European Formula Three Championship. It is obtainable for £5.95 (post-free in the UK) as an easy-to-build, 1/43rd scale kit of parts, complete with coloured transfers, from the UK importers, Brian Harvey's Grand Prix Models, 173-175 Watling St., Radlett, Hertfordshire.



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Two More (Post-War) Records

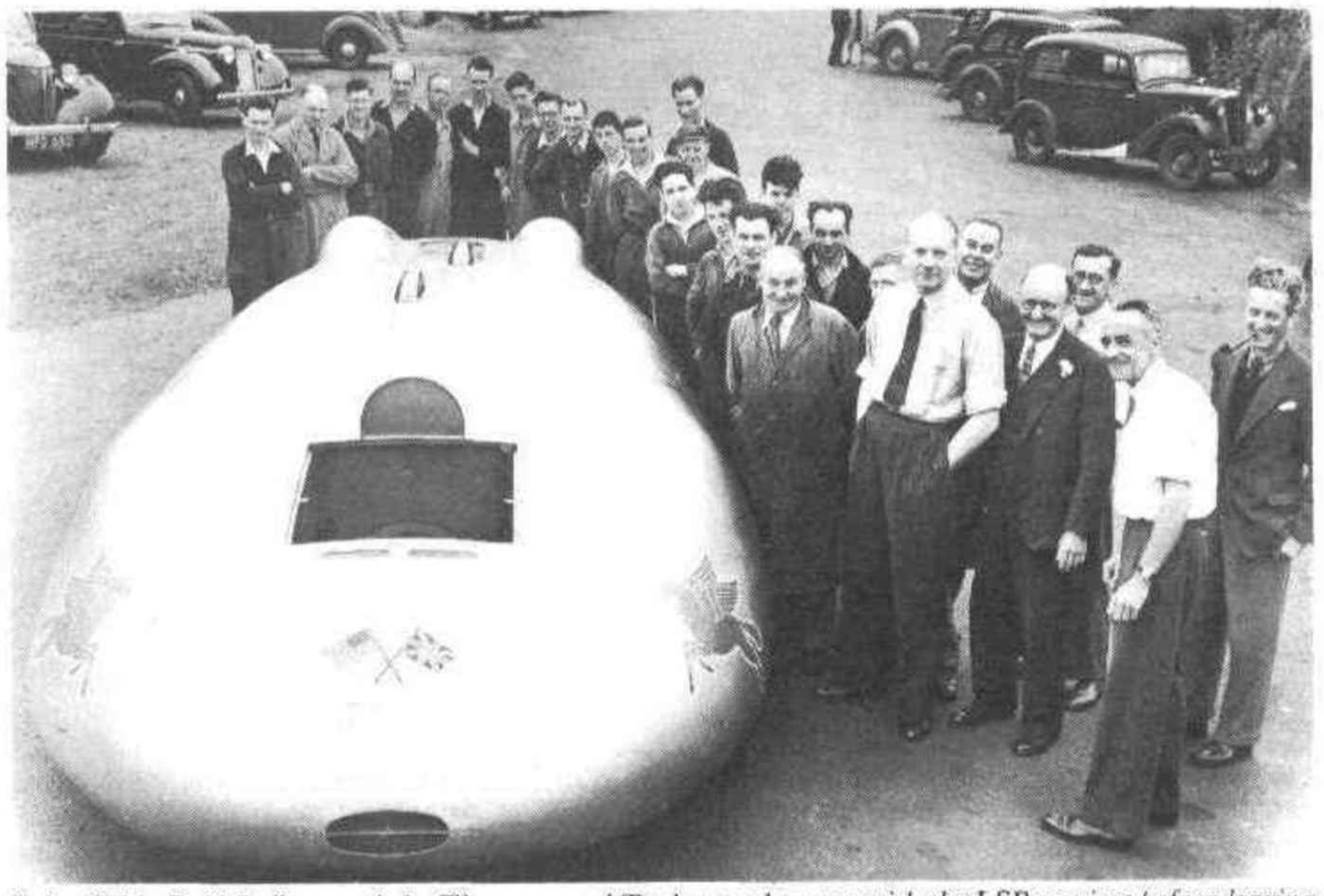
Mr R. H. Beauchamp, AMIME, concludes his account of life at T & T's of Brooklands under the great Reid Railton

ONE SUNNY Saturday afternoon in the early summer of 1946 I arrived back at Cheriton, T & T's war-time quarters, to find John Cobb in conversation with Ken Thomson. He almost immediately handed me a sketch – obviously from Mr. Railton – saying "What do you think of that?". I could see that this was a simple objective scheme to keep the engines running during gear-changes for Q.5000 – as the LSR car was known in the works – and just said "marvellous". It then transpired that we were to go ahead with producing the scheme in conjunction with Mr. Railton's co-operation from America for another go at the LSR.

The following week the body and chassis were unearthed from a country barn where they had been stored during the war years, and was a very woebegone sight from years of dust, but as the vital metal parts had been lacquered to prevent salt erosion the car had survived really well. The engines had been stored in T & T's workshops for about seven years and these when opened up (as will be described later) were both in excellent condition due to careful attention in this interim period.

At this juncture it might be as well to explain that, alhough the car had done all and more than was asked of it (it was originally designed for 350 m.p.h.), there was the possibility of a snag arising in this way. The engines were originally designed for aircraft use with propellers, but as there was no such flywheel effect in the car with each engine driving through a free wheel it was found very difficult with the gear in neutral during gear-changes to keep the engines running before selecting the next gear. If the engines died during this stage there was no means of bringing them back to life. This did happen on one occasion in spite of an increase in the slow-running throttle position and proved to be expensive in both time and money as the run then had to be cancelled. The R.A.R. scheme would obviate this possibility and was changed as follows. A twin vee-belt drive was to be taken from the propeller shaft on the output side of the gearbox, to drive a shaft over the gearbox which in turn, *via* a removable dog, was to drive the outer ring of a free wheel, through a 7:1 gear train, mounted on the engine output shaft. With this arrangement, should either engine speed fall below ¼ of the propeller shaft speed, the momentum of the respective wheels that each engine had been driving would be utilised to pick up the engine concerned and maintain it at that speed whilst gear-changing, so that upon reopening the throttle after gear-changing both engines were certain to be alive.

A start was made on the engine end of the scheme, and the first problem to arise was the time honoured one of getting a quart into a pint pot, without using sawdust (a Jock Pullen riddle). This arose as, although the crankcase was suitable for an airscrew shaft gear, the output housing – due to it being a direct-drive engine – was not. It was obvious, however, that it was essential to retain the existing output-shaft housing in its entirety, due to the fact of there being no room between the engine and gearbox for additional gearing and also because this housing was a complicated item with its output



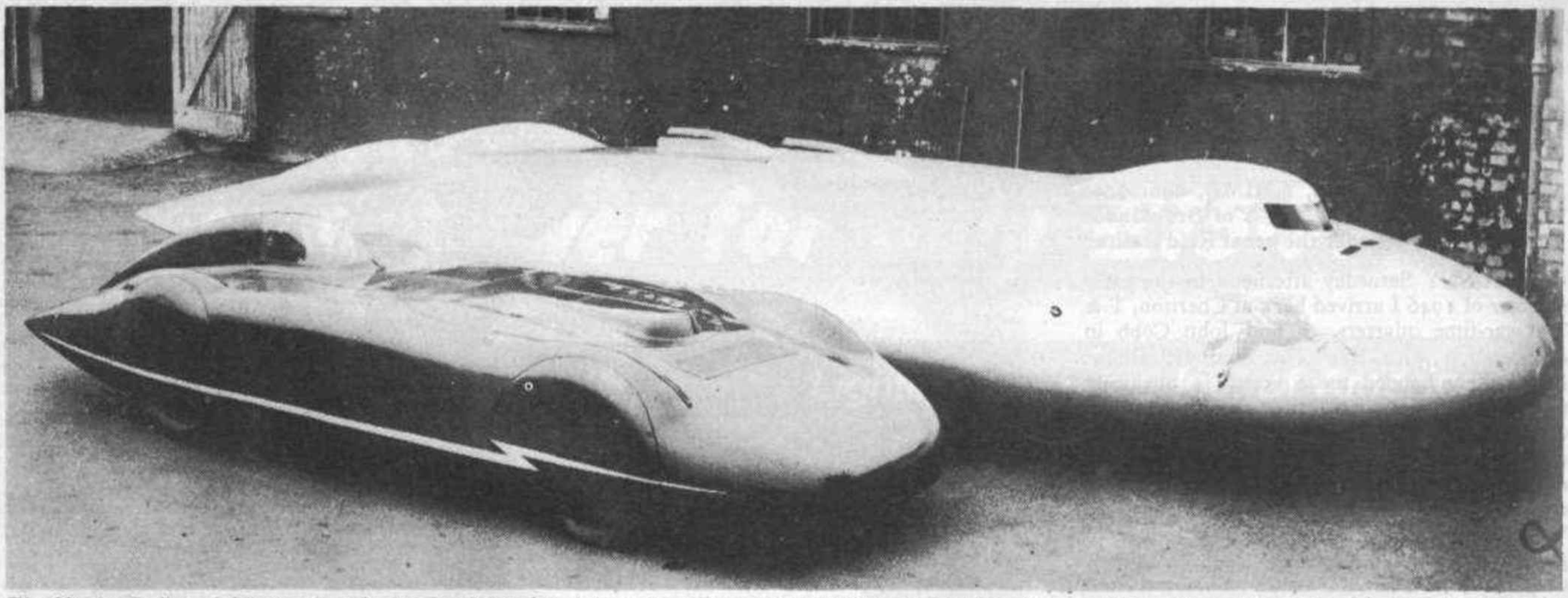
John Cobb, Reid Railton and the Thomson and Taylor works crew with the LSR car just before leaving for America in 1947.

shaft, bearings, oil-feed, breather, and magneto drives and supports. A preliminary scheme was made, and this showed good prospects of the space available within the crankcase being sufficiently large for the purpose. Great encouragement was given here by Ken Taylor agreeing to make the necessary arrangements to hand-machine away certain parts of the crankcase to accommodate a housing for the gearing to be added and with this modification the required room was found for it. The crankshaft being fed by oil from both ends – it was possible to make good use of the front oil-feed that had been used to lubricate the not now used reduction gearing by stopping up these jets and leading a fresh oilway from the crankshaft end directly into the centre of the roller-type free wheel in order to ensure that this member was adequately lubricated, as the speed difference here between adjacent parts was a maximum. The high speed input shaft, with its manually "freeable" dog by an external control and its intermediate shaft and gear, were all housed in an alum-bronze housing combining oil galleries for their bearing lubrication. Special roller bearings and bronze cages were made for this application. The external control for the freeable dog was included to avoid the engines being rotated when the car was being towed to the Salt Flats. The co-operation of the Napier Co. was then asked for and very willingly given after a visit to the Acton works by Mr. John Cobb, Ken Taylor and myself, and it was very pleasant to re-meet Tony Hall of Napier's after so many years and to receive all the marvellous help that he and that Company were to be able to give. This engine end of the scheme was approved by Mr. Railton in America with his usual pointed comments during its development and eventually all the details and the two engines were handed over to Napier's for complete manufacture. I recall one very bold decision made by them when the engines were completely dismantled and the master connecting rod main white-metal bearings were replaced as examined in spite of minute settling cracks which their experience prompted them to leave alone.

Whilst this work was going on at Napier's the scheme for the driving end was proceeded with. The August holiday now seemed to be a good time to have a few days rest, so with a Morris car loaned by Ken Thomson I visited David Courage in Dorset who had been one of five bachelors K.J.T. had been good enough to have made up a happy *menage* with at Cheriton, East Horsley, during the war. It later turned out to be a regrettable decision to take out a hired skiff for a sail in Weymouth Bay as the leaky old lug sail-boat proved no match for the wind and wave conditions of the Chesil race and with an inexperienced crew we managed to capsize it. More unfortunately in my case I managed to get entangled with the propeller of a rescuing launch, suffering rib and shoulder blade fractures, and waking up in hospital about five hours later. However, I could still walk and managed to return when expected back at Brooklands. The hernia that later developed was also somewhat restricting, especially when making efforts to find a supplier for the essentially narrow reinforced rubber vee-belts for the drive from the propeller-shaft pulley. These belts had to be of narrow width as a body bulkhead limited the space which they could occupy, apart from other reasons. Eventually R.A.R. and John Cobb were responsible for getting a dozen belts of the required size from America, manufactured by the Goodyear Co., and these were one of the few items not of British manufacture, but were gratefully welcomed.

The top pulley-bearing was supported off two cantilevered channel section members, which in turn were supported by two "A" brackets bolted to each side of each gearbox, with a cross-tube tie. The rear belt assembly also had a threaded adjustment for the belts with a cover over to shield the belts from any contact when the body was mated with the chassis. These two assemblies, i.e. the belt drive assembly and the engine unit gear assembly, were coupled with a Hardy Spicer small-size propeller-type shaft to complete it. The whole arrangement for each engine weighed 100 lb. – but as this was equally disposed about the existing centre of gravity of the car the added weight would be of advantage from an adhesion point of view as in 1938 I had seen that on accelerating away from a push start intermittent tyre rubber markings could be seen on the salt at explosion load intervals.

The works had during this time been busy



The Napier-Railton LSR car dwarfs the Gardener Special outside Thomson and Taylor's Brooklands workshops. More accurately this appears to be the Gardener-MG (see the caption at the bottom of page 461), for six exhaust stacks are apparent.

dismantling and minutely examining the axles and gearboxes of the chassis. Hair line cracks were found in the front axle casing but as it was proposed to fit a different axle ratio the opportunity was taken to replace this light alloy casting with one of RR53 and also make room for the new bevel gears. The gearbox bearings all showed signs of wear which also showed how narrow was the safety margin in keeping weight to a minimum in the original design. The bearings were replaced and up-graded where necessary by filling the races with rollers and dispensing with cages. The gearbox output roller free-wheel back-up flaps were replaced by up-grading their material and fitting stronger return springs. The brake drums were skimmed and linings replaced. The body of the car was also given close attention, particularly regarding the riveting of the belt around the body through which the engines took their air. All these many rivets were either re-set or replaced which was again instituted by a comment from R.A.R. and was certainly justified when, after the record was taken, the body sides around the bell-area were seen to have a noticeable bulge! For the engine driving the front wheels to have better access to this air an aircraft type reinforced linen cover over one of the large lightening holes in this bell was removed, which leads one to the thought that adhesives must have been good even in those days.

Everything now being ready, it was decided to give the engine driving the rear wheels a run up to test the new anti-stalling gear. This took place on Sunday, June 22nd, 1947 but regrettably was to end in calamity when, perhaps because of the noise and smoke, the main drive free-wheel lock was let into engagement before the rear wheels had stopped. The resulting circulating torque parted the top bevel gears of the camshaft drive to the l.h. cylinder block. This was the weakest link in the chain, and the most easily replaceable item, which R.A.R. had foreseen when the anti-stalling gears, buried in the heart of the engine, were designed. This was a sad setback, as a Press review had been arranged for the following week. It was decided to replace the cylinder head complete when the car reached America, and a short while later I was to spend a late Saturday evening, locating Bob Reading and with his assistance getting the required cylinder head dismantled from the Brooklands spare engine for despatch to America. This disaster was hard to take as, upon being asked by John Cobb, I had optimistically said that I did not think (knowing how much good work Napier's had put into building the engines) that it would be necessary to send the spare engine over to America. However, recalling the Kipling motto of the Wimbledon Tennis Club about treating triumph and disaster the same, I was encouraged by the fact of the project continuing and forwarded all relevant details on to R.A.R. in America. There were numerous items to which he would give his expert guidance, such as whether to retain the half a degree nose-up attitude of the body, attention to the Geecen tachograph recorder, how much ice to carry (the ice tank held 75 gallons, and had previously only been half-filled), the shock-absorber settings and many other items, including the retention or increase in size of the $\frac{1}{8}$" hole in the sides of the driver's canopy through which the air exited (after entry through the base of the canopy) from the otherwise sealed driving compartment.

After the usual trial runs and adjustments on the Bonneville Salt Flats the record was taken at 394.20 m.p.h. on September 16th 1947, in conditions of track that were far from perfect. The tachograph showed that for the first time a speed of over 400 m.p.h. had been reached by a land vehicle driven through its wheels by internal combustion engine means. This was a terrific effort of John Cobb's as not only did the tachograph show a maximum speed of 410-412 m.p.h. but it also showed that around that speed considerable vibration (probably of second or third order) had occurred in spite of the fact that the engine driving the front wheels took its drive through five flexible rubber couplings and the engine driving the rear wheels did so through three similar-type flexible couplings. At that speed the engines would have been turning at more than 4,000 r.p.m. and this from an engine whose basic crank.-rod and piston assemblies had been originally designed for 1,800 r.p.m. When the car returned to this country I noticed that the steering drag-link – previously clearing the back of J.C.'s driving seat by about 1" – had quite obviously been chafing the back of it due to the gyroscopic flick from the front wheels in spite of them being severely restricted in vertical movement. After the record was taken the congratulatory letter I had from Mr. Railton said "Everything was perfect."!

This LSR of 1947 was the first of the records with which the author was concerned at the conclusion of World War II. The following year another interesting project was first broached by Ken Taylor when the plan to fit an up-to-2-litre unsupercharged Jaguar engine unit in Lt.-Col. Gardener's MG "Magic Midget" original chassis, was suggested.

This car is probably sufficiently well known not to need much description. It is an MG Magnette chassis with the transmission set at an angle in plan view to allow the driver to sit alongside the propeller shaft in an almost reclining attitude in order to keep the projected frontal area of the body to a minimum. The car with its really fine, smooth outline was arguably designed by Mr. Railton, and before the record attempt here described, already held a great number of class records, when driven by its owner, Lt.-Col. "Goldie" Gardener.

The Jaguar engine was larger in all respects than the engine it replaced and the first problem was how to dispose the increased height and depth within the existing body lines. It was decided to allow the standard oil-sump to protrude through the undershield by $\frac{1}{2}$" and make a new fairing over the camshaft covers, 1" above the existing line, and raise up the cockpit cover over the driver's head by a similar amount to maintain the same view as before of the road ahead. It would probably have been preferable to provide a new oil-sump to be enclosed by the existing undershield as the records it was envisaged that the car would take would all be of short distances. But the Jaguar Co. was keen to ensure that the engine unit should be absolutely standard in all respects. The body and undershield were eventually suitably stiffened up with light alloy top-hat-section members where the necessary cut-outs required it.

Having decided on the line that the transmission should take in side view, and as the line in plan view was already laid down by the angle of the rear axle pinion relative to the centre line of the car, it only remained to settle the fore and aft position of the engine, to complete the rough general layout. It was found that if the engine and gearbox unit were placed as far forward as possible, the weight distribution on the front and rear wheels at speed would be substantially as before. This encouraging fact was achieved by substituting a rear engine supporting cross-member and another front engine cross-member, such that they offset the mass of the previously existing blower that had of necessity been placed forward of the front axle. As the road on which the car was to run in

Belgium had bends at both ends of the course, the removal of the blower from its position ahead of the front axle was viewed with particular satisfaction.

Now that the position of the power unit in the frame was fixed, it was found very difficult to find space for frame cross-members between the front and rear of the unit, but room for a small cross-member was found ahead of the unit to improve the torsional rigidity of the frame, the side members of which could have been likened to the proverbial pepper-pot, due to the many combinations of engine that had been fitted to the car during its long (approx. 18 years) history of record performances.

Estimations of the various forces on the front and rear mountings were then made. It was decided not to use the existing rubber mounting but to allow all transverse forces to be taken through the rear engine mounting, and so through the frame where its sections were most suitable for taking care of them. To this end a bracket supporting a free-fitting ball was secured to the front of the engine casing. This ball was then made a sliding and rotatable fit on the top pin support of two pierced-steel members that formed a link, the lower pin of which was supported in a trunnion mounting below the centre of the front engine-mounting cross-member. Use was made of the trunnion mounting central rib in that it was cut away to act as a limiting stop for the link angular movement. The height of the ball mounting, and consequently the link length, was decided by a line in side view which passed through the front ball mounting, the node of the crankshaft, and the centre line of the rear engine trunnion. The rear engine unit mounting was made of a welded and machined-up steel member with a split cap, which in turn was located on the rear unit cross-member by split flanges suitably located. With this arrangement all torsional shocks emanating from the road wheels could only be transmitted through the frame and not through the crankcase.

Whilst work on these new parts was going on the axle ratio was changed and the chassis examined and prepared for the fitting of them. Additions and modifications to items such as petrol, oil, and water systems, as well as controls were all progressed to match the delivery time of the power unit. With regard to the cooling system there was the fortuitous fact that the long and comparatively large diameter piping from the



Lt. Col. "Goldie" Gardener climbs into the Gardener-MG, with body designed by Reid Railton. This photograph is believed to have been taken in 1938.

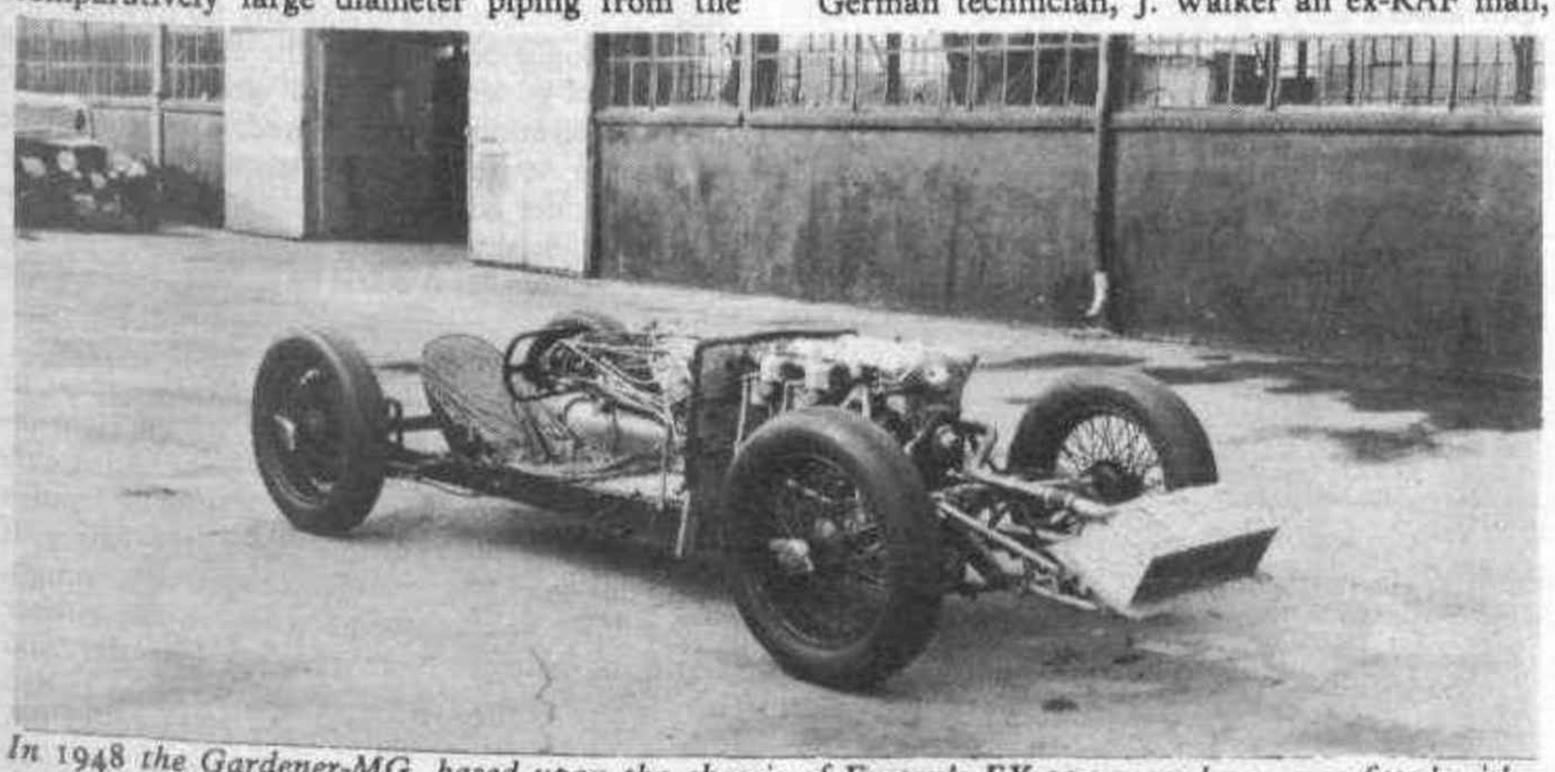
forward-mounted radiator needed to be crossed over in plan to match up with existing engine connections as this obviated any "starving" that may have occurred due to positive and negative accelerations of the car.

The car left the Thomson & Taylor workshop for Belgium on September 11th 1948 almost exactly 11 weeks from the commencement of the work of scheming began, and after a short delay due to bad weather conditions, the flying kilometre Class E record (amongst others) was taken at 173.6 m.p.h.

This was another example of good team-work, which would not have been possible without the initiation of the scheme by Lt.-Col. Gardener with the concurrence of the Jaguar Co., with the welcome revived co-operation of Walter Hassan and Mr. Ken Taylor throughout, and particularly of the T & T mechanics who worked early and late when required with a cheerful willingness that was always encouraging. It is also right to mention that during the war years and afterwards during the post-war period the drawing office had been expanded by the invaluable presence of – incongruously – a German technician, J. Walker an ex-RAF man, G. Kenway with Naval associations, and P. Home an RAF cadet and also a keen apprentice.

The writer would like to conclude by paying tribute to the drivers of the cars – Mr. John Cobb and Lt.-Col. Gardener, who acted as the final link in the chain of events that led to the successful conclusion of the records described and personally feels that in these austere times when opportunities for driving cars of this record type are extremely rare, that their performances were absolutely beyond praise.

Neither of these two records would have taken place but for the guiding genius of Mr. R. A. Railton where this and earlier work on long and short distance record cars must have had a considerable bearing on the prestige and success of the British Motor Industry.



In 1948 *the Gardener-MG, based upon the chassis of Eyston's EX* 135 *record car, was fitted with a prototype four-cylinder DOHC Jaguar XK* 100 *engine to become temporarily the Gardener Special after "Goldie" tired of lack of help from the Nuffield Organisation. The Gardener-MG's body had to be slightly modified to accommodate the Jaguar unit. All this work was carried out at T&T's, as described by Mr. Beauchamp. In this guise the car broke several records, including the flying kilometre Class E Record at* 173.69 *m.p.h. Thanks to MG historian F. Wilson McComb for clarifying the history of the Gardener car.*

Land-Rover Goes V8

A NEW range of Land-Rovers fitted with the 3½-litre V8 Range-Rover engine has been launched, initially for export only. The Land-Rover V8 slots between the six-cylinder model and the Range-Rover to give Leyland a stronger line-up against toughening competition in the four-wheel-drive market from vehicles like the new Mercedes-Benz G-class.



The Land-Rover V8 Station Wagon.

The Land-Rover V8 has permanent four-wheel-drive, with high and low ratio gears and a differential lock. An addition to the current four and six-cylinder, long and short wheelbase range, the V8 will be produced in long wheelbase form, either as a station wagon or as a pick-up, the latter available with hard/soft top or truck cab options.

The all-aluminium, push-rod, hydraulic tappet engine has been modified to give maximum torque at lower revs. than in its Range-Rover application: 166 lb. ft. at 2,000 r.p.m. compared with 186 lb. ft. at 2,500 r.p.m. The six-cylinder engine offers 122 lb. ft. at 2,000 r.p.m. A revised engine compartment and a modified bonnet and grille have been necessary to accommodate the V8. Many features available as optional extras to make current Land-Rovers more civilised are fitted as standard to the V8, which comes in a range of bright colours to help its image.

This new model is the first return on the £30 million, first phase investment by Land-Rover Ltd. to expand four-wheel-drive production facilities. A total expenditure of £280 million is scheduled by 1982. This first phase has lifted total Land-Rover production by 150 weekly, to 1,500, and the Range-Rover black-market should be reduced by an increase from 350 to 450 units weekly. Land-Rover Ltd. currently has 15 per cent of the world's four-wheel-drive market.

C.R.

Televised Rallies

BBC TELEVISION has reached agreement with the RAC Motor Sports Association to cover four major British International rallies this year: the Welsh, the Scottish, the Mopar Manx and the Lombard/RAC. Each event will be given about 20 minutes coverage on the BBC Grandstand programme.

THOSE CHRONIC STRAIGHT-EIGHTS

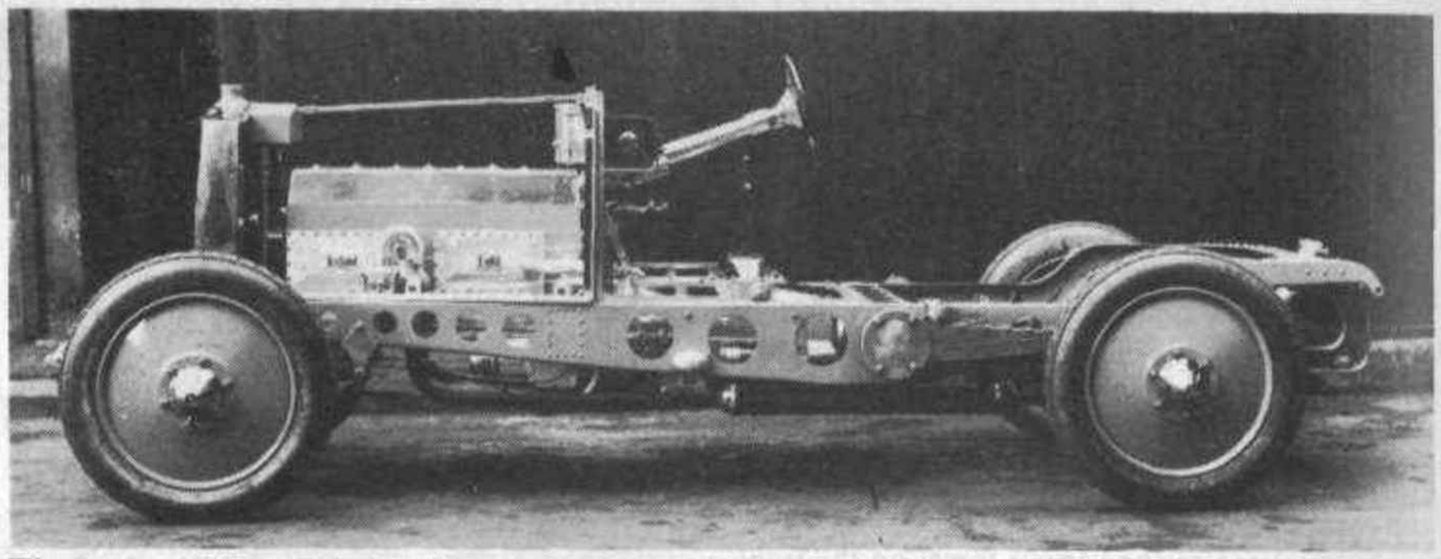
The editor enlarges on the theory of Lord Montagu's that the craze for the straight-eight engine led several British car manufacturers into bankruptcy.

IN HIS EXCELLENT study of motoring's "Lost Causes" in the book of that name published by Cassell & Co. in 1960, Lord Montagu of Beaulieu put forth the theory that it was the obsession to have a straight-eight model in their range that had sent several British motor manufacturers to the bankruptcy courts. "The straight-eight", said His Lordship, "stalks like some sinister skeleton through the story of the Lost Causes." Lord Montagu went on to remark that Cecil Clutton, in his earlier book "The Vintage Motor Car Pocketbook", had drawn a fascinating parallel between the incidence of the small "six" and the intervention of the Official Receiver, but that while no one would refute the element of truth in this thesis, he felt that there was a far closer relation between the eight-in-line engine and financial disaster. This is a line of thought which has long interested me and I now propose to enlarge on it.

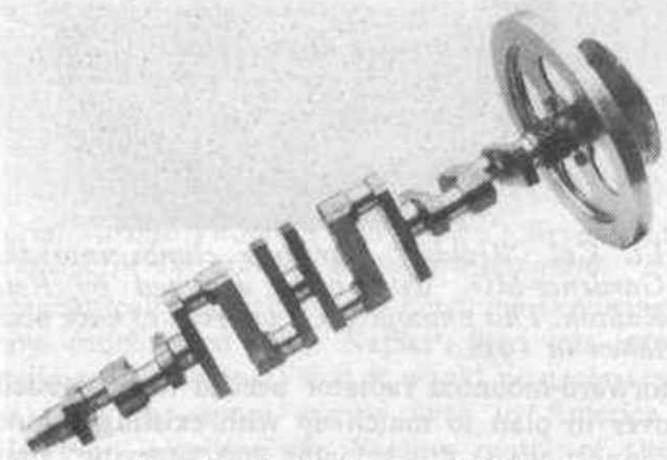
Lord Montagu quoted those unfortunate straight-eights as the Belsize, Beverley-Barnes, Burney, Arrol-Aster, Hampton, etc. He also remarked that the last engines evolved by Lanchester, Hillman and Sunbeam as independent entities were of this type, and that eight cylinders did nothing to enhance the bank-balances of Alvis, Triumph and Wolseley.

Before we go further it is necessary to consider why the straight-eight came into being during the vintage years. There is no doubt that it was used for sporting purposes very successfully by Alfa Romeo, Bugatti, Maserati and others. It was a period when higher powers were required to keep performance reasonable on improving roads and with heavier bodywork, when long bonnets were thought to indicate status and speed, and when smooth-running was beginning to be both a salesman's talking point and a desirable aspect of the private owner's assessment. One might have thought that engineers would have been content with six cylinders, especially for the smaller-capacity power units. But some of them insisted on aping racing car practice in having the smallest possible cylinder area for a given swept-volume. It might have been thought, too, that some designers were anxious to follow an American lead, but with smaller engines. But if this was so, they were imitating other "lost causes", because as Lord Montagu reminds us, of the "Big-Three" in the USA at that time only Chrysler listed an eight-cylinder car in the vintage years. Nevertheless, aided by we sinners the motoring writers, who even today persist in keeping buyers' eyes on maximum speed when this factor of performance is unlawful away from certain German *autobahns*, the eight-in-line flared up for a decade or more before dying out like a spent roman candle, and it was certainly very evident on the Continent, in the vintage and just-post-vintage era. Let us, then, look more closely at this straight-eight craze....

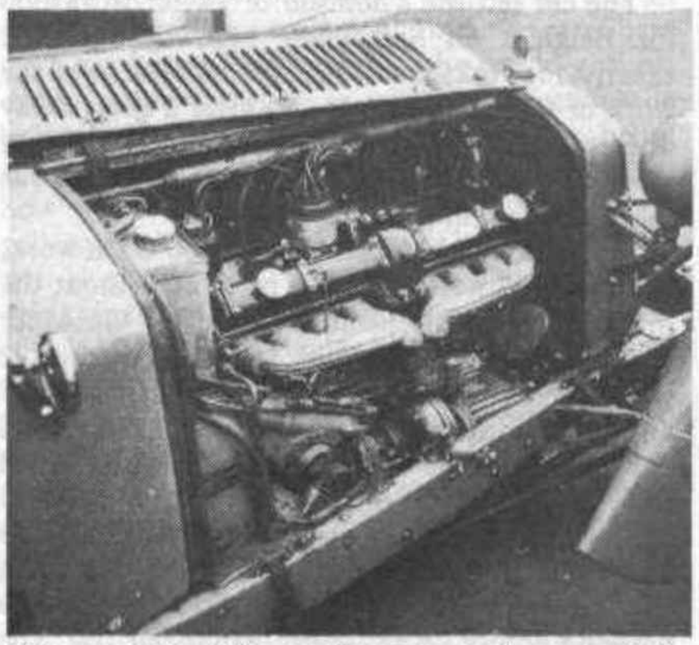
By 1921, influenced by the use of such engines for racing (Ballot, Talbot-Darracq, Duesenberg, and by 1922 Bugatti) the pundits were advocating such multi-cylinder configurations for ordinary cars, reminding those who would listen of such early eight-in-line engines as 1902 40 h.p. CGV, the 1907 80 h.p. Weigel, and the Bugatti



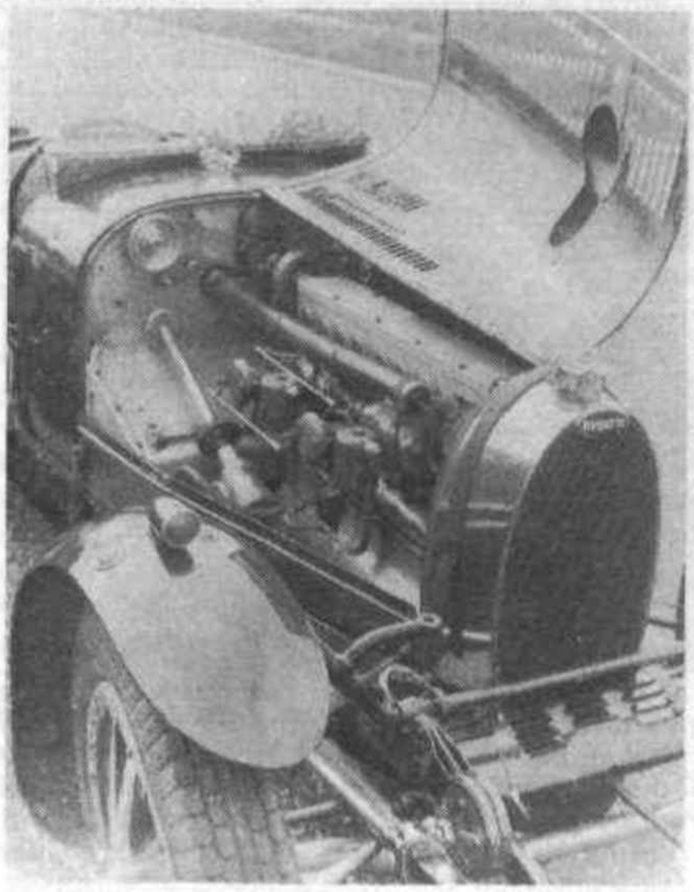
The Leyland Eight, Britain's first production straight-eight, which was called "The Lion of Olympia" when it made its debut at the 1920 Motor Show, but which was very definitely a "lost cause".



The crankshaft of the Leyland Eight, showing that its designer, J. G. Parry Thomas, used the classic 2-4-2 layout.



The straight-eight engine was used successfully for sporting purposes by Alfa Romeo, Bugatti and others.



and other war-time aero-engines. The vee-eight had, of course, been successfully pioneered for catalogue cars by Rolls-Royce, De Dion Bouton and Cadillac, before 1914. So why the in-line? Well, the *width* of a 90° vee-eight engine, in the days when this had to be accommodated in a chassis frame the fore-part of which had to be narrow to provide a reasonable steering lock where half-elliptic springs restricted the pivotal angle of the front wheels, was against it, whereas today, when this vee layout is always used for eight-cylinder engines, the universal use of i.f.s. and the leniency of unit construction from the space aspect, has killed this objection. (Reducing the angle of the vee spoiled engine balance.) Another point was that in the 1920s bonnets were getting longer and higher every year, for the sake of styling appearance, and this suited an in-line, but not a vee, configuration. Then there was the problem of the crankpins. If a vee engine was to gain the maximum benefit from its compact dimensions lengthwise, it was necessary to put two con.-rods on a common journal, or link auxiliary rods to master rods and the bearings of those days did not make this an attractive engineering aspect. Accessibility of sparking-plugs and other components was poor, too, in most vee-cylinder layouts.

So the eight-in-line naturally had its eager advocates. *The Autocar* had a long Editorial devoted to the subject as early as April 1921, in which it stressed how racing improved the touring-car, and how the straight-eight motor might reduce loads on the gearbox and back-axle by "its more regular torque", so that these components could be lighter, that because of smaller cylinders and practically no flywheel the "eight" could be lower in the chassis, giving a lower c.-of-g. without loss of ground-clearance, that acceleration was improved, and lower tyre wear and lower internal stresses were other multi-cylinder advantages. But it did query why the vee-eight was not the better way of having these amenities, as it could be lighter, had a more amenable crankshaft length, was more compact, and better balanced than the in-line-eight.

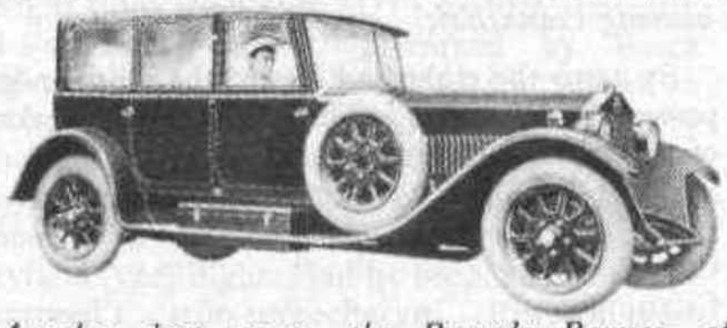
It is indeed rather difficult to see the appeal, at that time (or maybe at any other), of the eight-in-line for touring cars, as distinct from racing cars seeking maximum power and efficiency from a restricted capacity (3-litre, then 2-litre) ruling. If the four-pot job was comparatively rough, particularly in the period prior to the rubber engine-mountings pioneered by Chrysler and Citroen, the six-cylinder engine was not; it had good balance factors which the eight could not materially improve upon. Moreover, as one authority was pointing out at this time, where reliability was concerned there were two more sparking-plugs, four (or in a racing engine eight) more valves, and extra pistons, piston-rings and bearings to go wrong, with the luxury of eight

pots. In the 1970s, when we neither decoke nor rebore our engines and take them very much for granted during the life of a car, these reliability arguments are no longer valid. But in the early 1920s they were; it was a fact that many people felt safe with a "four", although a "twin" was seen to lose half its power if one cylinder went out, a "single" to die completely.

The problems with an eight-in-line were torsional vibrations from the necessarily long crankshaft, and how best to carburate its widely spaced cylinders. They were considerable, but perhaps the fear of changing gear which possessed many drivers at the time made the smooth torque of the eight seem worthwhile if this enabled a driver to hold onto top gear for most of a journey. By the mid-1920s all the for-and-against arguments broke out again, although it might have been thought that they were of mostly academic interest, inasmuch as a mere 3% of the cars on the British market in 1923 had eight-cylinder engines and these had increased to only 3.8% by 1925, to 5% by 1926. Nevertheless, in 1925 at least 18 well-known makes in this country, Europe and America were available with eight cylinders. At a time when large power units were still popular, the benefits of a multiplicity of cylinders from the viewpoint of the light weight of the reciprocating parts may have been valid outside the racing tracks and circuits, although this could hardly be justified in the case of Mathis, who made an overhead-camshaft in-line-eight of 1,720 c.c., with cylinders of 60 x 76 mm. Nor was Voisin's straight-twelve absolutely necessary, I would have thought!

There were different design methods as these in-line-eights went onto the drawing-board. The crankshaft could be arranged as two four-cylinder cranks set at right angles, or as a four-cylinder crankshaft with two-pot cranks attached at 90°. to the ends of it. The former layout was less effective from the balance aspect, because the rocking-couple of a four-cylinder engine was duplicated, and also magnified by the length of the crankshaft. But it was easier to carburate. In both engines torsional crankshaft vibration was present unless a very stiff shaft was used and efficient carburation of the 2-4-2 crank layout was difficult, especially as engine speeds had increased over the years from around 2,000 r.p.m. to closer to 3,000 r.p.m. Twin carburetters, each one feeding four cylinders, were usual but some designers preferred one carburetter, either arranged to feed a manifold that divided to supply two separate four-cylinder inlet-pipes, or two manifolds, one feeding the inner-four, the other the outer-four cylinders.

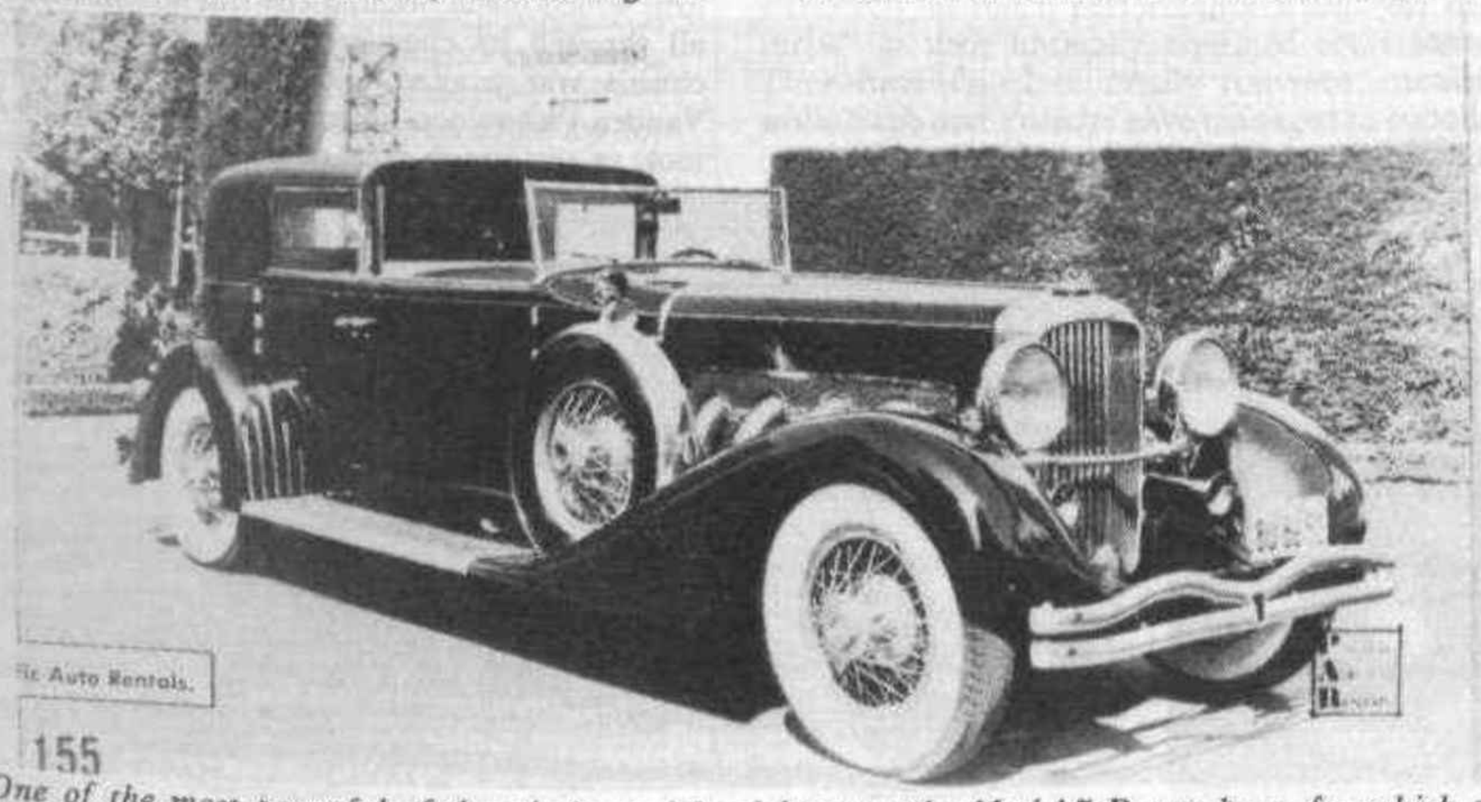
In the larger or more sporting cars four carburetters might be employed, each usually supplying two adjacent siamesed cylinders through external branch-pipes. Carburation headaches apart, there were two other crank-throw arrangements then in use. That of the 2-litre Bugatti, for instance, in which cranks 1 and 3 were at 180° to 2 and 4, cranks 5 and 6 likewise to 7 and 8, but with Nos. 1, 2, 3, and 4 at right angles to Nos. 5, 6, 7 and 8, as in the other 4-4 layout. Another arrangement was that in which cranks 1 and 8 were at 180° to 2 and 7, cranks 3 and 6 likewise to 4 and 5, but with Nos. 1, 2, 3 and 4 at right angles to Nos. 5, 6, 7 and 8. I have an idea that Parry Thomas used yet another computation for his 1½-litre straight-eight "flat-iron" racing engine. The conventional 4-4 crankshaft was used by Beverley-Barnes, Isotta-Fraschini, Locomobile and Panhard-Levassor (and Ballot on the 1921 racing cars), the 2-4-2 layout by Hupmobile, Jordan, Packard and Wolseley, to instance how designers failed to agree over the basis of eight-in-line engineering. Apropos of this, I recall that amusing motoring



Another lost cause, the Beverley-Barnes, of which all models had straight-eight engines. This is the 5-litre 30/90 Type A2, which developed a claimed 90 b.h.p. at 2,700 r.p.m. from its 80 x 120 mm. overhead-camshaft, dual ignition, duplex carburetter engine.

journalist, Edgar Duffield, when he was writing in praise of the 1929 24.2 h.p. Marmon Roosevelt, remarking that it was "a real eight, not a doubled-four, or a six with two extra cylinders soldered on to whichever end happened to come handiest". (So it seems that Marmon used an unusual crankshaft style; it had a "high-frequency modulator", a polite term for a vibration-damper, which Duffield said smoothed out a faint engine tremor at just about 35 m.p.h., presumably in top gear.*)

Apart from torsional crankshaft vibration to which the in-line-eight could be prone, one racing engine lost five b.h.p. on the test-bed, which was traced to the ignition-timing being affected by torsional vibration of the long *camshaft* due to magneto drag, cured by substituting coil ignition, so Louis Coatalen of STD was no fool when he



One of the most powerful of America's straight-eights was the Model-J Duesenberg, for which 265 b.h.p. was claimed.



One of the sraight-eight lost causes, which Lord Montagu has said took several firms into the Bankruptcy Courts. This is the eight-in-line Hampton with 2.2-litre Rhor power unit, of which the Gloucestershire company apparently bought 100 from Germany in a last bid for survival. The body has obviously been modified.

adopted Delco-Remy coil ignition for *his* lengthy racing engines ...

These different crank and carburation systems led to a variety of firing-orders, which I will list as follows:

(A) 1,5,3,7,4,8,2,6
(B) 1,7,3,8,4,6,2,5
(C) 1,5,2,6,4,8,3,7
} used with 2-4-2 crankshafts

(D) 1,6,2,5,8,3,7,4
(E) 1,5,2,6,3,7,4,8
} used with 4-4 crankshafts

(F) 1,5,2,6,3,7,4,8

The divergent ideas prevailing in mid-1925 can be appreciated when it is seen that Beverley-Barnes used firing-order (B), Bugatti (F), Isotta-Fraschini and Jordan (D), but Panhard-Levassor and Packard an order apparently all their own, and I believe Parry Thomas used a different firing-order for his racing Leyland-Thomas engines than he had for the original Leyland Eight.

There was a divergence of opinion, too, as to how many main bearings should support the long crankshafts of these eight-in-line engines. Bugatti got away with using only three, for his first model of this kind, Hupmobile, Jordan, Marmon and Locomobile and the later Hillman had five-bearing shafts, but Beverley-Barnes, Isotta-Fraschine, Packard, Panhard-Levassor went the whole hog with nine bearings, each. (And later Wolseley used ten, its o.h camshaft driven by a vertical shaft between the pairs of cylinders.) At this time such engines developed from the 35 b.h.p. from the minute Mathis to the 135 b.h.p. at 2,500 r.p.m. of the 7.4-litre Isotta-Fraschini. Hupmobile were proclaiming the merits of the in-line over the vee-eight, a Mr. Strickland was an advocate of the latter layout, if eight cylinders were justified at all, and Warwick Wright, who sold straight-eight Stutz cars in this country, called fours "only fit for trucks".

Even with what we now term the vintage years running out, the eight-in-line engine was very much in the news, although only 8% of cars on the British market had that number of pots. The advent of things like the Lanchester vibration-damper and the dual carburetter had helped to smooth out some of the difficulties confronting its designers. The 2-4-2 crankshaft had largely ousted the 4-4 from popularity. Less expensive straight-eights such as the 18 h.p. Hillman and 21-60 h.p. Wolseley had made their debut, and renowned companies like Sunbeam, with 30 h.p. and 35 h.p. models, and Renault, had become eight-cylinder conscious. Of the firing orders available, which were decided by both carburation and vibrationary considerations, that which I previously listed as (D) was used by Hillman, Lanchester, for their very fine overhead-camshaft straight-eight, Packard, Stutz, the single-sleeve-valve Arrol-Aster, Bianchi, Moon, Studebaker and Mercedes-Benz,

*But Arthur Judge and P. M. Heldt advocated the 2-4-2 crank, which Heldt called "the proper arrangement".



Daimler made good straight-eights. Here a 3.4-litre "Light Straight-Eight" model is being flagged away from Cardiff at the start of the 1937 Welsh Rally. This was Daimler's works rally car, often driven by Bob Crouch; its poppet-valve power unit had a five-bearing crankshaft.

but the new Wolseley had a firing order of 1,3,7,4,8,6,2,5, (with an in-line engine the orders are easy to read, taking the front cylinder as No. 1).

As to induction, double manifolding, inner feeding the paired-cylinders 2 and 3, 4 and 5, the outer piping 1 and 2, 7 and 8, all fed by a single updraught carburetter, was seen on the new Hillman, with Arrol-Aster using a similar arrangement, but with an aluminium manifold having separate ports for each pot. Mercedes-Benz did it differently, with one carburetter on the n/s feeding through the cylinder block to a straight manifold and separate ports on the o/s and with the complication of a driver-controlled hot-spot. Stutz had the system in which a single carburetter fed into a manifold leading to two "four-cylinder" manifolds within the cylinder block, Bianchi and Studebaker opted for a complexity of piping where a single "gas-works" fed up into an external inlet pipe and then to the two four-cylinder-branches that supplied siamesed ports, but Lanchester did it differently again, a duplex carburetter feeding the aforesaid three external supply pipes, supplying eight ports. Isotta-Fraschini continued to go for two carburetters, the outside dual manifolds with long risers supplying the siamesed ports, and Moon had the long-outer, shorter inner manifolding, all external, with paired ports, and elaborate balance-piping. The dual carburetter enabled each of the separate manifolds to be fed as from its own gas-works. This was a system liked by the Amilcar, Ballot, Beverley-Barnes, and Renault engineers.

By 1930 the eight had ousted the six-cylinder power unit by 46 to 42. The breakdown by makes of straight-eights then available was:

America
Auburn (2)
Cord
Cunningham
De Soto
Dodge
Duesenberg
Du Pont
Elcar (2)
Gardiner (2)
Graham Paige (2)
Hudson
Hupmobile (2)
Jordan (3)
Kissel (2)
Marmon (3)
Marmon Roosevelt
McFarlan
Moon
Nash
Oakland
Packard (2)
Peerless (3)
Studebaker (3)
Stutz
Stutz Black Hawk
Viking

Europe
Amilcar
Ballot
Bugatti (4)
De Dion Bouton
Delage
Fiat
Horch
Isotta-Fraschini
Lancia
Mercedes-Benz
Minerva
Panhard-Levassor
Renault
Steyr

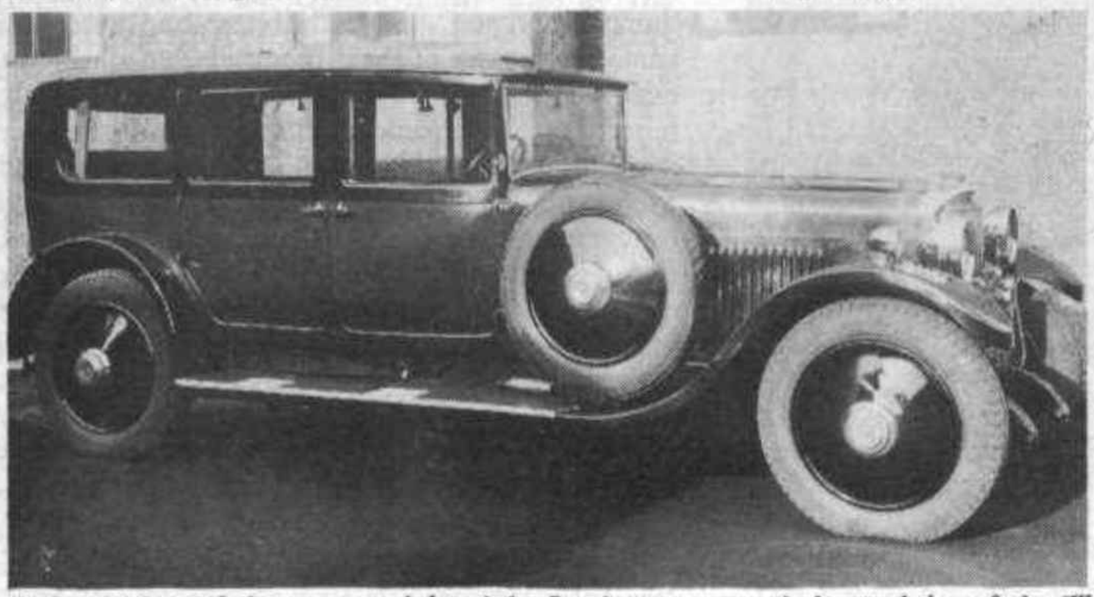
Britain
Alvis
Arrol-Aster
Beverley-Barnes
Hillman
Lanchester
Marendaz Special
Wolseley (2)

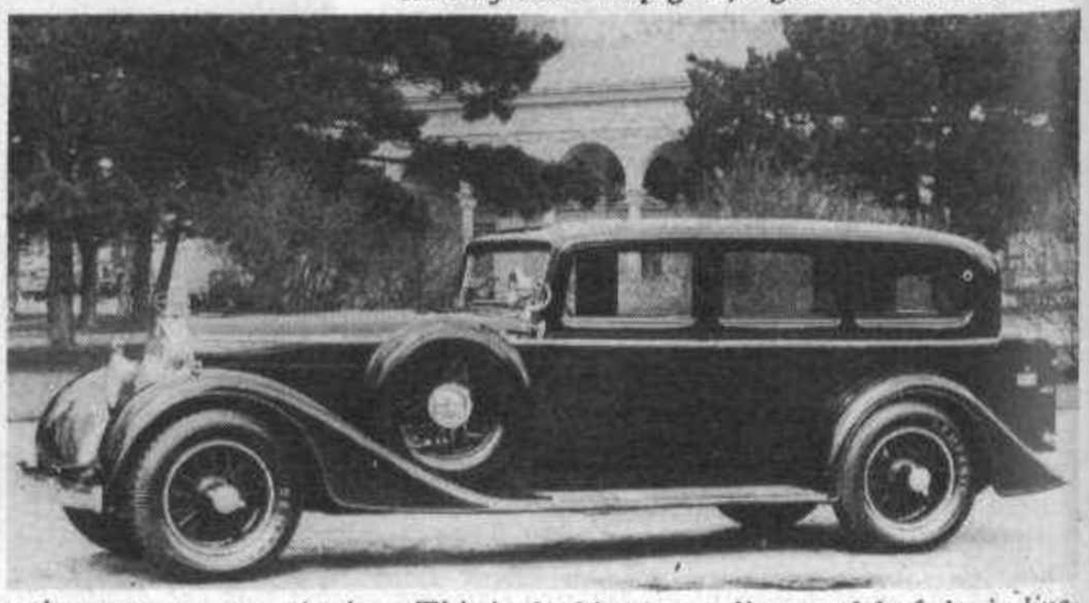
(The figures in brackets show the total number of models of each make, when more than one was made, with straight-eight engines, listed in 1930.)

From then on the vee-eight began to oust the straight-eight from its lead in the multi-cylinder stakes. Henry Ford, who like Henry Royce, had refused to have anything to do with eight-cylinder engines in the beginning, made that great breakthrough in 1932 when his skilled foundrymen contrived to make a vee-eight cylinder block and crankcase as a one-piece iron casting (Ford could also cast instead of forged steel crankshafts), enabling the inexpensive Ford V8 ("V8" is, I think, still a Ford copyright symbol) to make its debut. Scintillating performance thus came within the reach of ordinary car buyers, allied to eight-cylinder smoothness and good low-speed torque, at first in cars that were rather too quick for their chassis. Today the vee-eight is the only form of eight-pot power plant on the market, universal in America but used here only by Rolls-Royce, Aston Martin and Rover (discounting hybrids). For which I am grateful, because it enables me to enjoy the satisfaction which only a good multi-cylinder engine can give, behind the wheel of a Rover 3500.

* * *

Before concluding this discourse I thought I would try to discover what those straight-eight cars castigated by Lord Montagu were like on the road. This isn't easy, either because they were produced in such small numbers, or were so bad, that no-one seems to have tested them. However, in 1925 *The Autocar* took out a 3.9-litre o.h.c. Beverley-Barnes, manufactured by the London firm which made nothing else but straight-eights all through its chequered existence. The car's chassis was praised and in spite of a heavy Vanden Plas saloon-limousine body 10-50 m.p.h. took 15 sec. in top gear, eight seconds in second,





Left, neither of the two straight-eight Sunbeams earned the acclaim of the Wolverhampton company's sixes. This is the bigger, 5.4-litre model of the in-line-eight breed. Right, a straight-eight from Europe – the Austro-Daimler.

on the 3-speed box. But the tester reported that there were vibration-periods at 45 and 55 m.p.h., in top and at corresponding speeds in the lower gears, trying to excuse them by saying these top-gear speeds "are considerably higher than the average driver on British roads would wish to maintain!" The 75 x 112 mm. engine was "distinctly noisy" at these speeds and "not really quiet throughout its range". It was also sensitive to ignition settings and gave a jerky action when picking up from 10 m.p.h., in spite of two carburetters (which gave 15 m.p.g.) and presumably a 2-4-2 crankshaft. The gear-change was stiff, making quiet changes difficult, and the brakes needed considerable force and displayed too much lost motion, as of cables stretching; it needed 157 feet to stop the car from 40 m.p.h. The tester, in fact, praised the bodywork more than the car and it is perhaps not difficult to see why the Beverley-Barnes failed, even when priced at only £1,250 in this form, with a radiator like a Rolls-Royce.

Of the other eights referred to in the bankruptcy context by Lord Montagu, the Lanchester was a very fine car and its demise can be put down to company rather than mechanical shortcomings. But neither of the two straight-eight Sunbeams (4.8 and 5.4-litre) earned the acclaim of the Wolverhampton company's sixes, and Georges Roesch's compact 4½-litre eight-in-line Sunbeam engine never got into production. I can find no tests of the Belsize or Hampton eights but *The Autocar* tried the 2.6-litre 63 x 105 mm. straight-eight Hillman. However, this was at a time when it was not very critical. It did observe, though, that the improved 1931 Vortic saloon, good for nearly 70 m.p.h., was smoother than the previous eight-cylinder Hillman model, was more lively, and its central gear-change easier than the older car's right-hand one, which incidentally had achieved only 16 m.p.g. and 57 m.p.h. in Segrave saloon guise. Of this £355 Hillman *The Times* was more critical, saying the carburation or manifolding was suspect at low speeds. The same source found the 21-60 Wolseley's engine "beautifully silky" but the springing poor.

The Alvis and Triumph straight-eights were very specialised sporting cars, which are outside the general run of those we are discussing, but it is easy to see how the less well-contrived and constructed cars of this kind failed, and as Lord Montagu says, all too often took their makers with them. The 21-60 (2.6-litre) and 32-80 (4-litre) o.h.c. Wolseleys were complicated propositions and only Daimler made a go of the in-line-eight, with various versions (3.7, 4.6 and 3.9-litres) culminating in the 5.4-litre DE-36 which remained in production until 1953. But even Daimler went over to vee-eights eventually, leading on to a return to the existing *twelve*-cylinder or "Double-Six"; and who could ask for a smoother, quieter motor car than this? – W.B.



STRAIGHT-EIGHT TAILPIECE – A 1937 in-line-eight Daimler with a post-War Daimler "Double-Six".



Janspeed's Sensational Rover Turbo

The best supercharged road engine?

IF THE CRAZE FOR straight-eight engines was almost universally disastrous, as W.B. describes opposite, the story of the vee-eight configuration has been one of mighty success, especially in the USA. Out of that great well of multi-cylinder designs came the Rover SD1's 3½-litre vee-eight, all-aluminium engine, prompted by Buick engineers and much redeveloped and refined in Solihull. The Editor's great hero J. G. Parry Thomas, designer of the Leyland (straight) Eight, would doubtless have been surprised at the smooth and fuss-free performance of the current Leyland (vee) Eight. Had he been confronted by Janspeed's twin-turbocharged Rover 3500, capable of hauling its luxurious five-seater, hatchback saloon at speeds approaching 140 m.p.h. – probably faster than his racing Leyland-Thomases – and with quite uncanny flexibility, effortlessness and quietness of delivery, Thomas would undoubtedly have been totally bemused.

Let me say here and now that this Janspeed turbocharged vee-eight is quite the best turbocharged road engine I have tried. In the February issue of MOTOR SPORT I said in response to a reader's letter that I was still sceptical about the use of turbochargers on road cars, even after trying recently the Saab and Porsche 924 Turbos. I also said that Jan Odor of Janspeed was about to convince me otherwise, and he has! The simple fact is that this torquey Rover engine is an ideal recipient for the turbocharger treatment and Odor has developed a genuinely "bolt on" kit which is both simple and efficient.

Other manufacturers claim that in addition to outstanding acceleration their turbocharged cars give better flexibility in the lower ranges and effectively as much performance when "off the turbo" as their normally aspirated equivalents. They have failed to totally convince me and while Saab and Porsche have managed to cut out most of the throttle lag which has been the Achilles heel of turbocharged engines, they still have a violent transition from comparatively gentle acceleration off boost to massive surge when the boost pressure builds up. This characteristic is particularly upsetting in conditions of poor traction: if the driving wheels lose grip, boost pressure builds up concurrently with suddenly increased engine revs and you are caught in a vicious circle. On the open road this is rarely encountered, but in town it was one feature of the front-wheel-drive Saab 99 Turbo which I disliked.

The Janspeed Rover Turbo scores so effectively because it has none of these faults, just incredible flexibility and a smooth transition from normal to turbo-boosted aspiration. It will actually start from rest on a level road in fifth gear, will pull about 250 r.p.m. in fifth (with the tachometer needle flicking off the zero stop), feet off the pedals, without stalling or juddering its transmission and then accept full throttle acceleration without a hiccup. In these respects it is a match for ythe manual XJ-S tested in MOTOR SPORT, April 1976.

There is much more to this Rover's finesse, but first of all let me say that I am not dealing here with a horrendously expensive conversion demanding a complete engine rebuild, new pistons, camshaft and the like. The engine itself is left totally alone save for drilling a couple of holes in the sump (with it removed, of course!) to accept oil drain pipes from the two American-made Rotomaster Turbosonic turbochargers. When Odor set about designing the conversion he expected to have to lower the compression ratio to at least the Range-Rover level by fitting new pistons, but in practice it turned out that the standard pistons and 9.35:1 compression ratio were perfectly amenable to 7 p.s.i. boost. This contradicts everybody else's theories on lowering compression ratios – and it works, a tribute to the inherent strength of this vee-eight. As I write this, Odor is intent on screwing up the boost pressure to 9 p.s.i. as an experiment. The bang will probably carry from Salisbury to London!

The turbochargers are mounted one alongside each bank adjacent to the McPherson strut suspension housings. Each sucks through a forward-facing, 2 in. SU carburetter, the Rover's original equipment fitted with BBW needles to weaken the mixture. The original air-cleaner and inlet air temperature regulator flap valve are cleverly utilised: cold air is fed from the front of the car into one side of the valve and hot air into the other side from a hot air box over the right hand turbo. Long, convoluted heater tubing feeds this air-mix from the air-cleaner to each carburetter. When one of these pipes fell off the air-cleaner it made no difference at all to the engine's smooth running, so this air-temperature mixing can't be all that critical. The air and fuel mixture is fed from the SUs directly into the compressor chambers of the turbochargers and thence through steel tubes, interlocked by a small pipe for pressure equalisation, over the top of each rocker box into the original inlet manifold in the middle of the vee. Throttles are linked and synchronised by a rose-jointed cross-shaft over the top of the engine and the manual choke is retained.

The original exhaust manifolds are dispensed with: in their place pipes from each exhaust port feed into collector boxes and thence into each turbo. The waste-gates (blow-off valves) are screwed into the bottom of each box and linked with sensor pipes to the turbo/inlet manifold connector pipes. An exhaust pipe from each turbo links into the standard Rover exhaust

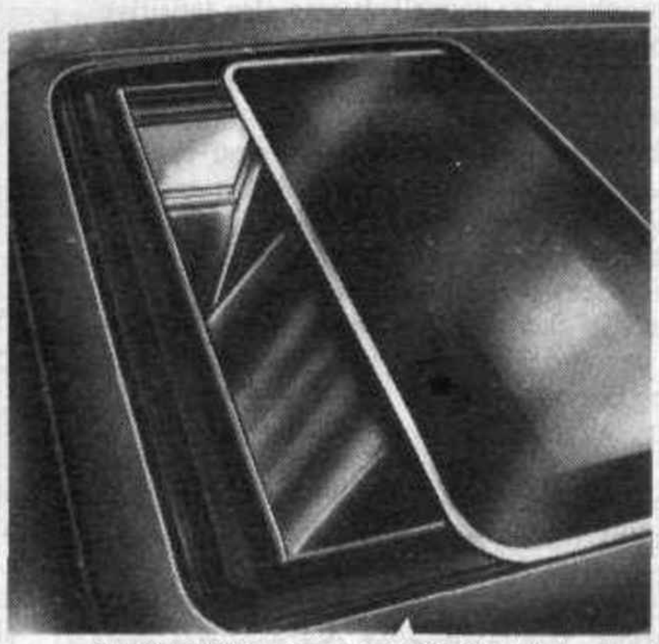
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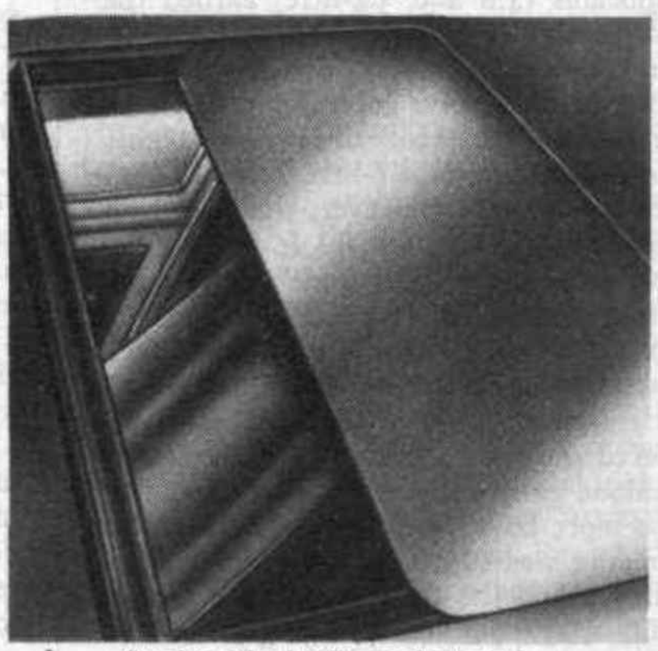
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system via a Y-piece. Lubrication for the turbos is piped from a T-piece taken from the oil pressure switch and drains back via small pipes into each side of the sump. An oil cooler is included in the installation, as is heat protective material for the bonnet underside.

Ignition timing is reset to 6 degrees static and Champion N9Y plugs or equivalent replace the N12Ys.

In spite of the twin turbochargers this is essentially a very simple system, which any Rover owner with an ounce of engineering sense, or his garage mechanic, could fit. So though Janspeed will fit it at their Southampton Road, Salisbury premises (Salisbury 6955/6) for about £120, they can offer it as a fit-it-yourself kit. I did say "not horrendously expensive", but it certainly isn't cheap, either, at £889 plus VAT. Consider it this way: a new Rover 3500 manual so-equipped would cost about £9,000 and at that price there is nothing to compare in smooth, effortless high performance and low speed flexibility with this capacious hatchback. Much as I like the new Saab 900 Turbo, its 2-litre engine can't be expected to match the 3½-litre's torque. Odor had intended to offer a similar twin turbocharger conversion for the Range-Rover, but found an installation space problem which has forced him to resort to a single turbocharger system. He expects to try the twin-turbos on an automatic 3500 soon.

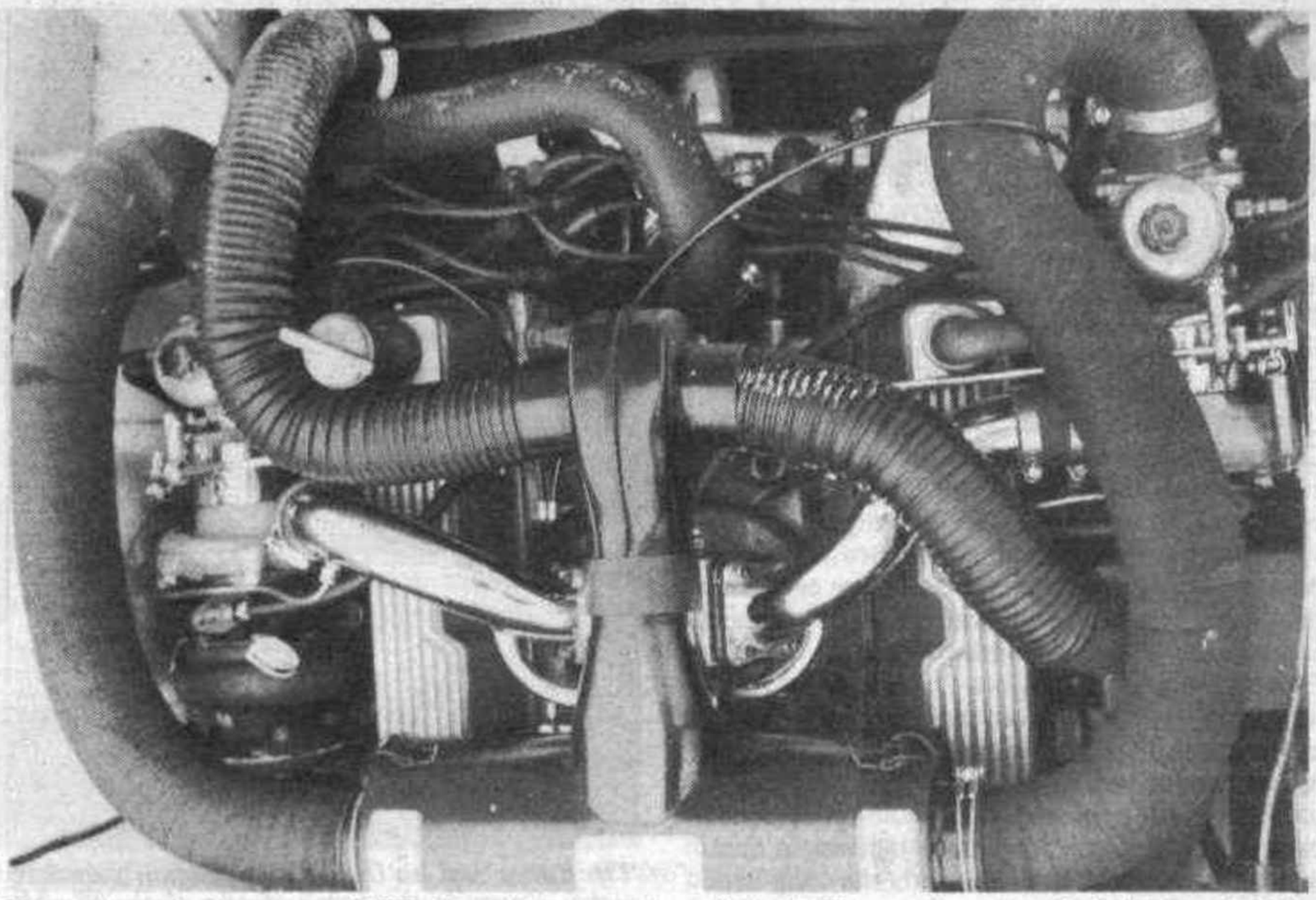
Odor claims a 40% improvement on the standard 3,528 c.c. engine's 155 b.h.p. DIN at 5,250 r.p.m. and 198 lb. ft. at 2,500 r.p.m. This brings with it no deterioration of temperament whatsoever. Cold starting is reliable with the help of plenty of manual choke, continued use of which remains necessary for the first mile or two. The test car's gearbox wasn't a particularly good example of the breed, second gear objecting to cold oil for the first few miles. Hot starting is instantaneous and an inclination for the tickover speed to vary matches that of the normally-aspirated editorial 3500.

The retention of the standard compression ratio means that the engine performance unboosted is almost on a par with the standard car, perhaps losing a shade to more tortuous manifolding and leaner mixture. Thus performance remains excellent even on a light throttle. Boost, shown on a neatly-installed facia gauge, comes in progressively on full throttle from as low as 1,800 r.p.m., reaching its maximum as the needle rises to 2,500 r.p.m., when the high-geared Rover really begins to get into its stride. Fast though it is, this Rover is not about standing start acceleration, more about mid-range acceleration, which is so superbly rapid and easy. In any case the weather stopped any ideas of serious standing start acceleration tests, as the photographs should make obvious. The 0-60 time is around 8 sec., which isn't all that much superior to a good standard car, but above that the Turbo pulls off into the distance and there is no way a standard car can so much as look at this one in the mid ranges. Naturally, for best accelerative results it pays to keep the engine on the boil above 2,500-3,000 r.p.m., thus maintaining boost pressure, but on the other hand the flexibility is such that the Janspeed car can be driven like an automatic, using fourth or fifth and rarely is there a need to flick through all five gears consecutively. However hard the engine is punished at low speeds in the high gears there is no sign of pinking on four-star fuel; in fact Odor was forced to tank-up with two-star fuel for one long journey during the tanker drivers' strike, even he being surprised that the pistons held up on that occasion. The Rover's vee-eight is pretty hushed in standard form; the turbochargers silence it even more. The SD1's vee-eight can safely rev. to 6,000 r.p.m., against 5,200 r.p.m. for the earlier Rover engines, but such high revolutions are unnecessary with the Turbo. The 140 m.p.h. maximum is a fairly safe estimate, equating to about 5,300 r.p.m. in fifth on the low profile, 205/60VR x 14 in. Dunlop SuperSports mounted on 7 in. rim alloy wheels. I managed to beat the elements to achieve a genuine 120 m.p.h. on a couple of occasions, reached from 60 m.p.h. in fifth with ridiculous ease, the surge of acceleration still continuing.

The wintry conditions ruined the consumption figures. What can be safely said is that if full throttle, and thus the turbocharger, is used considerably the consumption will be worse than standard; on a light throttle, off boost at steady cruising speeds, it should be better than standard.

I do wish Jan had left the suspension well alone on this particular car, for his modifications, not part of the turbo conversion package, had spoilt this Rover's manners. His replacement of the self-levelling rear suspension with the 2300 SD1's conventional type was probably a good idea for predictability on the limit, but the choice of rates for the Koni front strut inserts and Suspension Services modified rear dampers had gone awry. Worst of all were those wide wheels and tyres, the blame for which lies on my shoulders, for Jan, having learned from experience, suggested that the original wheels and CN36 Pirellis should be replaced. With so much snow around I settled for the better grip of the SuperSports, a mistake. Besides lowering the gearing slightly and throwing the speedometer readings way out this combination ruined the steering, ride and handling. I won't go into full details, for this is not a suspension and tyre set-up Jan is offering to the public, but I think it worth warning readers that the Rover does not take kindly to over-wide wheels and tyres, so they would be advised not to waste their money. As for the Turbo transfers down the test car's flanks and across the screen, they are not compulsory.

Janspeed offer a wide range of turbocharger conversions for cars like the Datsun 260Z, RS2000 and Cortina o.h.c. I even drove a turbocharged 1.4 Mazda Hatchback from Salisbury station to Odor's works. Jan Odor is obviously staking the future of his renowned and long-lived company on this means of force-fed aspiration and if this marvellous Rover Turbo is anything to go by he is very wise. – C.R.



The twin turbochargers and SUs sit neatly alongside each bank. The smaller tubes feed air into the inlet temperature control valve, that on the right from a heat collector box above the R. H. turbocharger, that on the left cold air from the grille. Air continues through the standard air filter and the large pipes to the carburettors. The compressed mixture passes into the inlet manifold via the chromed tubes.

VEE-EIGHT TAILPIECE

As this page went to press I read of Sbarro's Bugatti Royale replica announced at the Geneva Motor Show. This enormous device, described as a 7-litre vee-sixteen is powered by two Rover vee-eight engines linked together in line. Now, if they sent that along to Janspeed...! – C.R.



JAGUAR OF COVENTRY

MOTOR SPORT visits Browns Lane to try the latest models from Jaguar-Rover-Triumph Ltd.

IN VIEW of the release of the Series III models from Jaguar and Daimler a few days ago, after the Press had sampled them in Torquay, the Company's first model-launch since it was established as BL's specialist division, it seemed opportune for MOTOR SPORT to pay another visit to the Jaguar factory at Browns Lane, Allesley, near Coventry to discuss these cars, how they were planned, and examine some of their exclusive features. Andrew Whyte, latterly Product Manager of Jaguar-Daimler Marketing, was happy to lay this on, in his usual efficient manner, for he is a 100% Jaguar enthusiast and historian who was apprenticed to the Company in Sir William Lyons' time. He had ready for us two of the impressive revised Jaguars, a fuel-injection five-speed 4.2-litre with the long-lived twin-cam six-cylinder engine, and a 5.3-litre V12, also with fuel injection, and automatic transmission. C.R. writes about both these fine motor-cars later in this article.

I also drove briefly both these Jaguars and would remark that the Six is so good, and so incredibly flexible with its injection power unit, that anyone unable to afford twice its number of cylinders should nevertheless be quite happy, even though the vee-twelve-cylinder-engined car is the Ultimate Jaguar. If I remark on the outstandingly silent running of this 12-cylinder model and its companion-in-luxury, the Daimler "Double-Six", I may well be told by exacting readers that there is no such thing as a completely-silent motor-car. So may I just say that no automobile ranks higher in the No-Noise stakes than this splendid Jaguar, for whose mechanical near-perfection and up-dating Harry Mundy, the Engineering Director, Powertrains and Transmissions, is responsible, while Jim Randle, Director of Vehicle Engineering, supervised the coachwork transformation. It is an astonishing and very satisfying experience to come from a quiet car, by other maker's standards, to this big-engined Jaguar (or Daimler) and to waft away in unimagined hush, a hush which persists right through the speed-range. Moreover, this V12 from Coventry is the sort of car in which you find you are doing 100 m.p.h. when the intention was to cruise at 70 – perhaps this is why a Cruise-Control is now an option – closeted in luxury and comfort, yet with entirely effortless acceleration even from, say 80 to 100 m.p.h. and beyond. At the other end of the scale, the latest fuel injection 4.2-litre Jaguar will pull away in 5th-speed from a crawl at which its tachometer-needle was indicating a mere 200 or so r.p.m., as a demonstration of what has been done for this now-aged, but unbowed, long-stroke in-line "six".



The Editor and his Deputy with Jaguar's Andrew Whyte and a pair of new Series III XJ's – 4.2 left, 5.3 right – outside the home of one of the World's finest marques.

At lunch Andrew had brought together to meet us some of the most important people in the newly-established British Leyland section. On my right sat Bob Knight, Managing Director of Jaguar, and among those present were Harry Mundy and Jim Randle, previously mentioned, Mike Beasley, the Manufacturing Director, and Peter Taylor, a senior development engineer. Conversation ranged over production methods here, in Germany, and in America, production targets, paint problems, the steady emergence of the Hassan/Mundy V12 engine in its latest form, and the up-dating of the former Jaguar models. These, and the styling alterations, which include a higher roof-line, new wrap-round bumpers, increased glass area, and improved interiors with the accent on even more luxury and quietness (from better sound-damping), will be dealt with below. The Series III cars represent an investment of more than £7,000,000 and it is because I regard them as such fine cars that this feature about them seemed to be desirable, at a time when the Buy British campaign may – and certainly should – be gaining ground. Of them Bob Knight has said: "When we designed the new Jaguars and Daimlers we faced the difficult task of improving upon products which have already earned a World famous reputation for their performance and refinement. The new range is intended to be evolutionary, in concept. By applying the latest techniques in advanced engineering and many more luxury features I am sure we have added an extra touch of excellence." Having been out in two of these latest Jaguars I was fully prepared to drink to that, before going into the factories to look at some of those special items that go to make a Jaguar (or Daimler) such a very special kind of car.

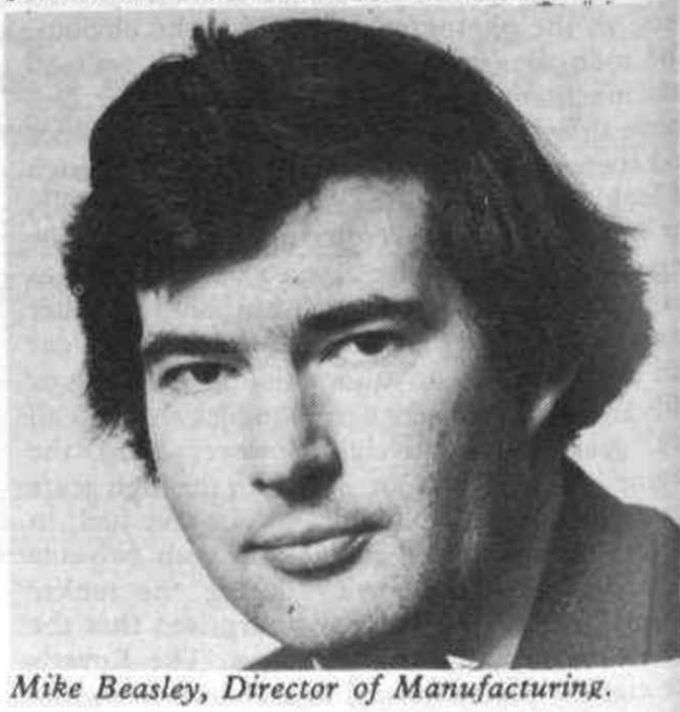
* * *

I had been over the Browns Lane Jaguar plant previously, as had C.R., so we confined ourselves on this occasion to looking at the trim and upholstery shops, with just a quick visit to the long assembly lines, from where, last year, more than 26,500 cars emerged, 1,700 more than in 1977, with nearly 5,000 of these going to American buyers, an increase in USA sales, over those in the previous year, of 10%.

The size of the trim and upholstery departments at Browns Lane is visual evidence that Jaguar has no intention of giving up the traditional leather seats and veneer finish in its cars. Whereas some stylists try to blend in the tree-wood (or a horrid synthetic substitute) with the plastic, or slyly add a strip or two of wood here and there in an otherwise undistinguished decor, Jaguars and Daimlers continue to have fully-veneered, beautifully-finished interiors and leather upholstery; and it looks as if they always will. Indeed, leather is a no-cost option on all models except the 3.4 XJ6, for which it is an extra, and it is standard on the 4.2 and Daimler Vanden Plas models. In fact, some 90% of customers ask for leather. This calls for a large shop in which to produce this adjunct to a pleasing-to-own status motor-car. The leather is supplied by Connolly's, who deliver something like 1,500 hides a week, of which about 2½ hides go into the upholstering of each car. The use of templates when cutting out the hides into the required patterns obviates waste and whereas plain leather is used for the Daimler and Vanden



Bob Knight, Managing Director.



Mike Beasley, Director of Manufacturing.

Plas bodies, that for the rest of the range is embossed, which enables a slightly less-perfect hide to be made use of. The suitably-shaped upholstery is then sewn to the foam of the upholstery. In the preparation area the hides are got ready for dispatch to the equally large trim shop, where ordinary tough Singer sewing-machines are much in evidence. 600 operatives are employed here, including 31 girl-machinists (it is traditional to have ladies for this work) using a total of 60 sewing-machines, mostly these quite aged Singers.

The wood-working shops, known as The Sawmill, are another very special feature of the Jaguar plant. Dashboards really are dash*boards*, shaped from birch "through-and-through" plywood, with the apertures for the instruments, etc. formed ingeniously with electric rotor machines as the operatives nimbly negotiate templates round fixed pegs on the machines' flat-beds. The highly-polished, Californian-grown, figured-walnut veneers, brought from France, are matched from the centre outwards on a given panel. Slightly darker veneers are favoured for the Daimler Vanden Plas bodies, which are soon to adopt high-quality burr-walnut as used on the big Daimler limousines. All the veneer selection and matching is done by one pair of experienced eyes, those of Bill Burke, who has been with the company since the war years and remembers working on Swallow sidecars. Blanket presses are used in the veneering process, some of which are nearly 30 years old. The pressing occupies only a few minutes for most jobs, up to quarter-of-an-hour as a maximum. Man-made veneers have been looked at, but we got the impression from the scathing comments of Sawmill Foreman Frank Burrell that they are not going to be seen on Jaguars, at all events not in the immediate future. Before veneering the plywood panels are flatted off and their edges and apertures sealed. After the veneer has been applied it too is flatted off and a sealer coat applied. Then follow two coats of polyester and two grades of flatting before the surface is polished twice on an automatic machine to give a burnished wood finish. The beautiful burr-walnut for the limousines is polished with mops by hand. Jaguars sought for many years to overcome the effects of the sun on woodwork and this was achieved by the foregoing type of finish, introduced with the Series II XJs. Now, if there is any effect at all it is for the woodwork to darken rather than be bleached or the varnish to crack and peel as before.

The assembly lines at "The Jaguar" are another impressive sight. We have described them previously; two floor-level tracks now operate for the saloons and XJ-S coupes, these running the length of the vast, well-lit assembly area, then turning to go in the opposite direction as the cars take shape. Jaguar engines were traditionally fitted by lowering the body onto the ready-assembled engine/front suspension/subframe assembly, a system started with the first unit-construction car, the 2.4, in 1956. This was all very well with the Solex-fed 2.4 engines, but with the later SU-fed Mk. 1 3.4s and 3.4 and 3.8 Mk. 2s, the carburetters had to be removed from the fully-assembled engines to allow clearance between the longitudinal frame members. The fitting of the engines from below continued with the introduction of the XJ6, but was not possible with the broad V12, which had to be lowered in from above, the production line having to be modified for this purpose. Only very recently has this simpler process been adopted for the six-cylinder cars.

Output of Jaguars and Daimlers is presently



Part of the self-contained trim shop with its battery of faithful Singers.

running at approximately 600 to 640 saloons and 75 to 100 XJ-S a week, a total of 30,000 a year. The expectation is that next year output will be up to 32,000 to 35,000 cars. In 1978 13,500 cars were registered in the UK. The bodies come to Allesley from a new £15,500,000 paint plant at the Pressed Steel Fisher factory at Castle Bromwich, which is housed on two working levels covering an area of 500,000 square feet. The improvement in the Jaguar paint process with the introduction of the Series III XJs is most significant, for paint finish has always been the main point of complaint from Jaguar customers. I will leave it to C.R. to describe briefly the new process and the new range of colours, both shared by the XJ-S, in his description of the new cars.

One significant point on which to conclude my brief survey of all being well at Jaguars. Now that the great vee-twelve-cylinder engine is fully established and petrol injection has improved its fuel thirst from the original 9 to 11 m.p.g. apparently to something like 15 m.p.g. (full information when MOTOR SPORT has road-tested the latest model), just over 1/5th of the saloons are supplied with this bigger engine. I will now hand over to C.R. for an impression of the engine-assembly plant at Radford, his description of the Series III modifications and his report of driving two of the new Jaguars. – W.B.

* * *

BY THE time W.B. and I had tried the Series III cars, lunched with the directors in the oak-panelled dining room and toured the Browns Lane Factory, the workers at the Radford engine plant had dispersed, for the normal two-shift working had been reduced to one while production of the new models was wound up to full swing. Thus Andrew Whyte and I had a lonely visit. A tour of silent, idle machinery is much less informative than the active process of components taking shape, so much of the information on vee-twelve production which follows later has been gleaned from Jaguar's own sources.



An automatic polisher burnishes a walnut XJ facia, watched by Bert Allbrown, left, and Sawmill foreman Frank Burrell.

The former Daimler factory was liberally plastered by German bombs and re-constructed post-war. When W.B. described a visit to it in MOTOR SPORT, July 1966, its vast area housed an extraordinary production mixture of Daimler Majestic Majors, their 4½-litre V8 engines, 2½-litre V8 engines for the 250 saloon, Jaguar in-line six engines and Daimler Fleetline 'buses. Now Daimlers are either re-badged and re-grilled Jaguars assembled on the mixed production line at Browns Lane, or limousines crafted at the Vanden Plas factory in North London, while the Fleetlines bear Leyland badges and emanate from Lancashire. But the sense of history has not been lost, for the factory showroom housed a privately-owned SP250, the Queen Mother's old limousine, recently replaced on the Royal fleet by a new example, and a 1911 23 h.p., six-cylinder, sleeve-valve Daimler. I was also pleased to see there Jaguar's immaculate, black XK 120 roadster, temporarily removed from the Browns Lane entrance hall, which a recent dealer convention had caused to be temporarily stripped of its inspiring Jaguar collection.

Besides engine production, the Radford factory is used for suspension subframe assembly and a liberal littering of MIRA-smashed, orange painted Jaguars reveals that part of the Engineering Department is housed there too.

Production of the long-lived Jaguar XK engine has changed little since W.B. described it briefly in 1966. The same battery of individual machines survives, a contrast with the huge transfer machines installed in 1971 for vee-twelve production. But crankshaft journals and camshaft profiles are now machine- instead of hand-lapped and a Fel-Electric Crack Detector has been installed. Crankshafts are Tuftrided, con-rods balanced end to end and pistons and con-rods installed as matched, balanced sets. Each engine is bench-tested with its gearbox on a row of ageing Heenan and Froude DPX3 dynamometers, firstly being started and run unladen to check for oil leaks etc., and then run for 45 minutes at 1,200 r.p.m and 25 lb. load, a rather less rigorous test process than the six hour cycle employed in 1966.

The fully-automated vee-twelve production line cost £3,000,000 when installed and would doubtless cost several times that today. W.B. described much of its operation in detail when writing about the new E-type V12 in MOTOR SPORT, April, 1971. The machining and assembling procedures have been practically unchanged since then, save that the operatives on the moving carousel assembly line now bolt on Lucas-Bosch D-Jetronic fuel injection instead of quadruple Zenith-Stromberg carburetters. New manifolding is cast and machined to suit.

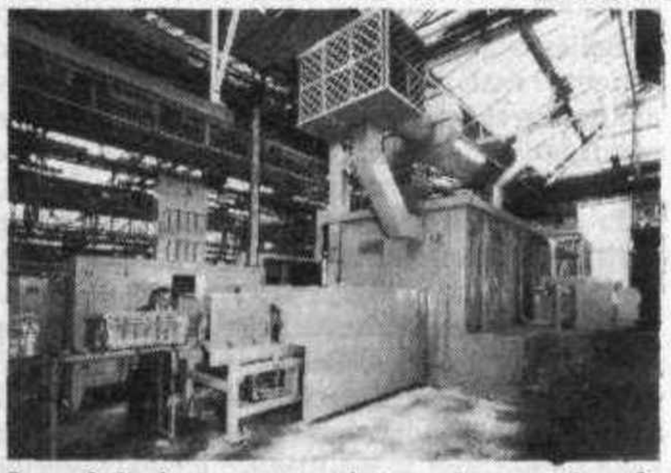
The major items of equipment are three Archdale transfer machines with 57 stations between them. Equipment for machining the cylinder heads includes a 42-station Huller transfer machine. Crankshafts, connecting rods, bearing caps and other machined components are all done at Radford. There being no foundry here, the aluminium cylinder blocks and heads are machined from castings supplied by sources such as Birmid. Five special-purpose Cincinnati machines carry out initial milling operations on the block, including the sump, head, top, bearing cap seat and end faces. The three Archdale

machines then carry out the main drilling, reaming, tapping, milling and boring operations. A Weatherly horizontal broacher is used for sump face and bearing cap locations and Desoutter and Ingersoll-Rand stud insertion and nut runners fit bearing caps. Other equipment used includes a GFM twin-headed miller, a Kearney and Trecker transfer machine, Landis grinders, a Boncham and Turner fine borer and Avery balancing equipment for the reciprocating parts.

For a more detailed description of the fine-tolerance production of this magnificent engine I refer you to W.B.'s aforementioned article in 1971. Minor changes have been made to the dynamometer run-up procedure since then: after being started without load they are run with 35 lb load at 2,000 r.p.m. for 30 minutes, followed by 80 lb load at 2,500 r.p.m. for 15 min.

All this machining takes place where the Majestic Major was at one time assembled, and Sp250 glassfibre bodies produced. After completion and testing the engines are stored in steel pallets in the lofty adjacent shop in which the Fleetline 'buses were built. An asbestos partition between the two walls is a reminder of the flying welding sparks from the construction of armoured cars.

Leyland lorries carry the six- and twelve-cylinder engines from Radford, where Jack (no relation to Jim) Randle is Plant Director, the



One of the huge automatic transfer machines for vee-twelve engine production.

three miles to Allesley, the domain of Wal Turner. Quality control at both plants is under the Directorship of David Fielden.

Almost round the corner from the Radford plant is the Jaguar-Daimler Service Department, which is expanding under the direction of Neville Neal. This is interesting, because it denotes a change of policy within BL, part of the recognition that the Jaguar *marque* name must be kept strong and divorced from the rest of the BL range. In earlier Leyland days there was every sign that Jaguar would lose its individual character, of which the reduced facilities of the Service Department after its move from Browns Lane was symptomatic. No longer did Jaguar have its own service engineers providing direct link between dealers, and thus customers, and there is no doubt in the minds of some long-serving Jaguar employees that this disruption of liaison did the marque no good at all. Now the situation has been reversed: the company has its very own specialised service engineers once more instead of sharing those of the rest of the Group. The Service Department has a direct function too, servicing customers' cars – mostly local – and dealing with difficult problems on brand-new or warranted cars referred to them from dealers by the service engineers.

Of course, the aim of Jaguar engineers is to cut down service problems and warranty work as much as possible and on that note of optimism I will move on to Jaguar's hope for the immediate future, the new Series III XJ6 and XJ12.



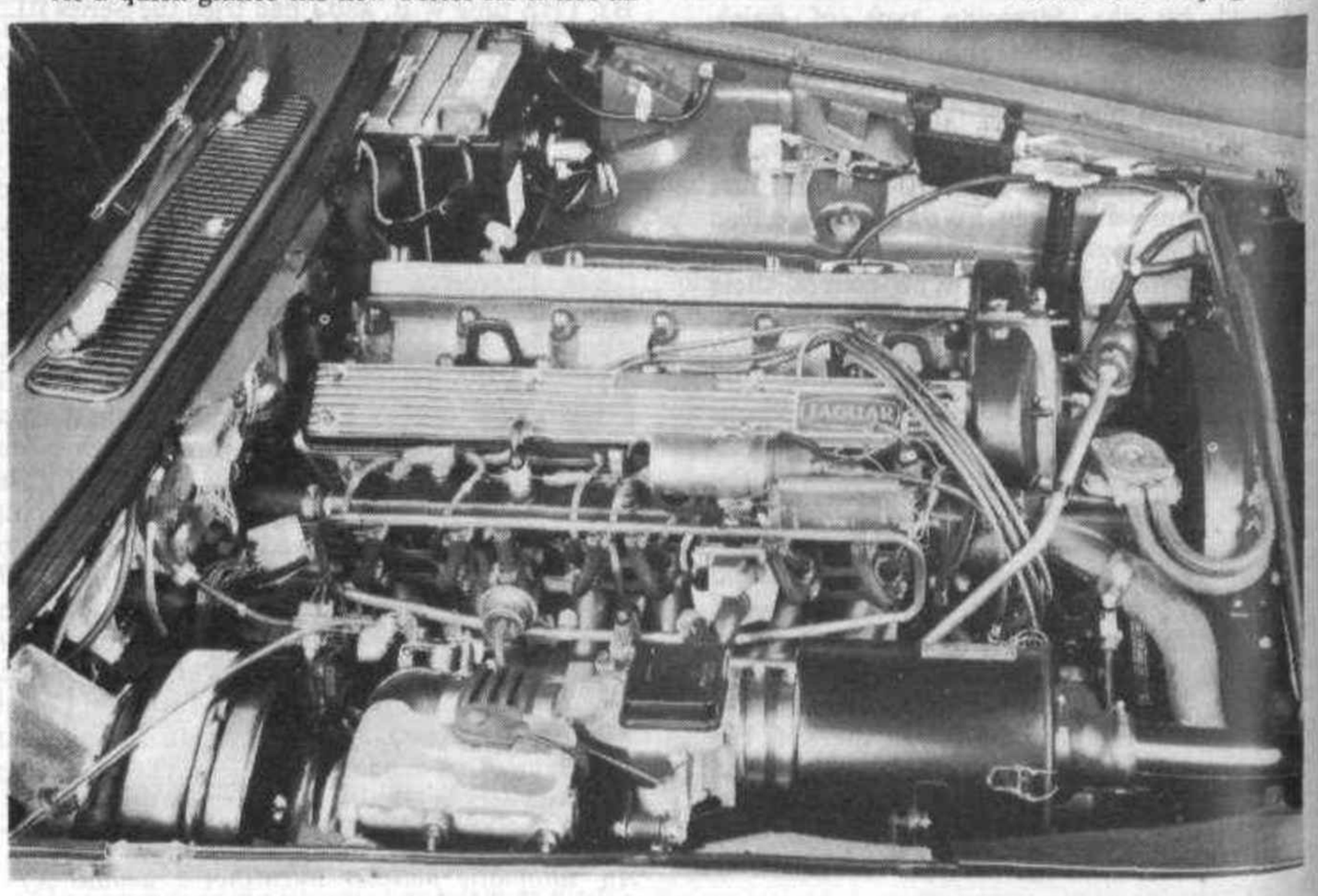
The new bumpers and grille are instant recognition factors on the Series III. This example is the XJ6 4.2 manual.

THE NEW SERIES III JAGUARS AND DAIMLERS

ALTHOUGH it is eleven years since the XJ6 was introduced, the Jaguar/Daimler model range remains unsurpassed in its combination of ride comfort, suppression of road, suspension and wind noise and roadholding. How could Bob Knight and his team of engineers improve on this near perfection? The answer has been to make the coachwork itself more refined whilst leaving the chassis practically unchanged save for fitting stiffer steering rack mounts to improve response when turning into a corner. In the case of the 4.2-litre car, the adoption of fuel injection has put back the performance which increased weight and restrictive emission regulations had sapped away over the years and a five speed manual gearbox is available for those customers who want a more sporting alternative to the Borg-Warner Model 65 automatic transmission on the XJ6 3.4 and XJ6 4.2.

At a quick glance the new Series III is not all that different to the Series II, the most obvious change being the wrap-around bumper bars clad with black injection mouldings. Closer examination reveals that the profile of the "glass-house" area above the waistline is completely new. At the rear the roof has been heightened to give passengers more headroom, so important in a car which is often chauffeur-driven. As a result the roof is less rounded and more angular when viewed from the side and the roof-line sharper. The backlight is flatter, yet generous parcel shelf space remains. The screen pillars are raked three inches further forwards so that the higher roofline actually looks sleeker than the original shape. Increased tumble-home of the side-windows has been created by reducing the width of the roof. Deeper windows all round have considerably increased the glass area. The front quarterlight pillars have been removed. Standard equipment laminated windscreens are fitted by direct glazing, which has an added bonus of increasing bodyshell torsional strength. Tinted

Continued on page 479



The latest version of the Jaguar XK engine has Lucas-Bosch fuel injection and produces 205 b.h.p.

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A Spectator's Guide to 1979 British Racing

DURING a winter when even Formula One sponsorship stopped being the right of every team one could be forgiven for thinking that 1979 might be a very tough season indeed for those racing primarily in Britain.

In fact the opening races of the British season proved that we are likely to see some of the most entertaining and financially well-supported motor racing seasons of all.

The Aurora model car racing people had come back for another season of Formula Libre with a glitter finish (a handy receptacle for those who cannot get a Formula One race/season). Marlboro had stepped in to take the place of John Player in backing internationals like the March F2 meeting at Silverstone as well as motorcycling's attractive Transatlantic series and the British GP. Vandervell were on hand to make what should prove a rewarding investment in the British F3 title hunt. Even sports-car racing was looking better with new *marques* set to challenge the Lola domination, and Chequered Flag stepping in to sponsor the third season of Sports 2000 Championship racing.

This was written after the first two weekends of the sport held in the spring sunshine of early March. I went to meetings at Silverstone (BRDC-organised) and Thruxton (BARC) and saw some first class racing, particularly on Silverstone's Club layout where all the events "on the card" provided racing that actually can only be described as thrilling, even if the driving was rougher than ever! No, it was not a saloon car meeting....

The talk was principally of skirts, silencers and new cars seen in public acion for the first time. Reputations for the season could literally be made overnight by good performances *now*, before the opposition could catch their breath.

Skirts? The cynical amongst you will doubtless feel that the subject is always on the agenda in predominantly male company, but the topic was actually skirts for Formula Three cars. At first it was felt that there would be unholy and prolonged scrutineering sessions at Silverstone because the RAC had decided to enforce the obvious implication behind FISA international regulations, making the teams run with fixed side-pod skirting rather than the sliding type. The latter are much more effective and do not wear so quicky on the ground, so most teams were hoping that they would be permitted.

In the event good old British compromise prevailed and the RAC said everyone could run what they liked, so long as it was safe! Only the winner and fastest man in practice (Chico Serra) ran the full sliding skirts. Many did without completely and there are those who feel the whole thing is psychological.

Silencers were a topic of conversation because every club racing formula (all those outside F1, F2, F3 and Gp. 1/2 saloons) were meant to be wearing silencers for the new season. Again the RAC had decided that the regulations were not enforceable at present, their embarrassment compounded by the fact that their regulations governing the sport in Britain had not been printed.

The premier championship so far as the public are concerned, and MCD circuits, will be the 15-round Aurora AFX Formula One/Two championship which will be usually seen in Britain but which also has qualifying rounds in Belgium, France and Holland.

Registered runners for the Aurora series seemed more promising than those offered in either Aurora or Formula 5000 in recent years. The first round had not been held when this was written (Zolder, Belgium) but there was a clear indication of the way the series would develop.

The line up for the Aurora series in March included Tyrrell 008s for Desire Wilson and American Gordon Smiley; Fittipaldi F5a for Guy Edwards and Bernard de Dryver; a Lotus 78 for Spaniard Emilio Villota; McLaren M26 (ex-Lunger) for Val Musseti the British-based film stuntman; a pair of Williams FW06s for Giacomo Agostini, the former World multiple Championship title holder, the second car to be possibly hired to Barry Sheene and the unique Derek Bennet-designed Chevron B41-DFV that looked likely to start the year in ex-Unipart F3 driver Tiff Needell's hands. This car is being offered to a number of young British hopefuls throughout the season. David Kennedy was expecting better F1 results from the Wolf than he enjoyed in Australia.



Villota's McLaren M23/25 leads Evan's Hesketh in the Aurora Formula One round at Oulton Park last year. This year Aurora prospects look better than ever.

The machinery certainly holds promise, but one of the Formula One correspondents has expressed grave fears of the speeds which these cars will be reaching when fully equipped with side skirts. He feels that the machinery may not be as well maintained as it was and that the tracks are not geared to such exotic machinery in relatively inexperienced hands.

We shall see. The series is very useful in providing somewhere else for the F1 aspirant to gain experience and offers the public something special to watch, so this kind of racing is likely to have a better future than F5000 could hope for.

Formulae can comeback in Britain though. Back in 1979 after a couple of seasons' absence is F/Atlantic, the category that produced Gilles Villeneuve in Canada. It is a popular formula internationally – they have it in South Africa and New Zealand too – and the 1,600 c.c. BDA-engined cars from manufacturers like March, Chevron, and Ralt are fast.

There was quite a lot of unnecessary washing of dirty linen between Brands Hatch and Donington over running F/Atlantic Championships again. That winter squabble did not lose Hitachi as sponsors of a national Championship though, so we shall look forward to seeing how these rapid machines are conducted in 1979.

The 20-race Vandervell Formula Three series kicked off at Silverstone with a 24-car entry composed of new faces trying to beat Brazil's Chico Serra in the Ron Dennis-run works March 793-Toyota. Serra had been one of the pacesetters in 1978, but fellow countryman Nelson Piquet stole all the glory and ended up the year as number two to Niki Lauda. Formula Three really works for the successful and well-financed driver....

The Formula Three grid at Silverstone held some surprises. Even though Serra held pole position on 55.03 sec. he was hotly pursued by no less than 11 others, the slowest in this select group recording 55.90 sec. with the others all squashed in between!

Since the works Marches held the first two positions in practice, 17-year-old Mike Thackwell being second fastest on 55.16 sec., we must pick them as the probable pacesetters of 1979. However the opposition is stiff and likely to learn very fast: Thackwell was in his first F3 race (though he had been practising assiduously in traditional March fashion) and so was Michael Roe on the outside of the front row (sorry about that). Roe is one of the squad of Irish FF1600 people who have invaded British racing in recent seasons with so much success and operates one of the very competitive Tony Southgate-designed Chevron B 47-Toyotas.

The large figure of Derek McMahon – the figure behind Derek Daly's early career – is a welcome sight in Bolton for he is linked with a three-car equipe of new Chevron B47s for Bernard Devaney (another quick refugee from FF1600 and the Emerald Isle), Swede Stefan Johansson and Marlboro-sponsored Eddie Jordan. All save Jordan were competitive at Silverstone.

Variety certainly looks like being a feature of Formula Three this season too. Going well at Silverstone, Roberto Guerrero drove the interesting Argo JM3, but we still had to see South African Mike White in the new Delta F3 or the latest Ron Tauranac Ralt design which is said to be more dependent on ground effect principles than the existing side-pod B47s and March 793s.

However, at Silverstone you did not have to

have a brand new car to succeed, for John Bright continued his low-budget Formula Three motoring with a competitive practice time and a fine fourth overall in the 1977 March 773-Toyota. Since this machine was virtually destroyed toward the end of last season, and Bright still had not received his sponsorship money at the beginning of this year, I thought this an achievement worthy of mention.

What of the Unipart team we wrote of last year? They appeared with what amounted to the 1979 March chassis, but the cars were actually the older long-wheelbase design from last year with side pods carefully blended onto their usual smart patriotic paintwork.

Despite having two brand new Swindon Racing engines for new recruit Nigel Mansell and now team leader Brett Riley (Tiff Needell having courageously decided to forsake Unipart security for a chance at F1 motoring), the Unipart pits were not resounding to the sound of mirth. Silverstone's long Club straight saw the Toyotas delivering a hiding to the modified Dolomite Sprint unit.

Both drivers practised well and spectacularly, but in the race even the most determined warfare could produce no more than sixth for Riley and eleventh for Mansell. Back to the drawing board!

The racing was as spectacular as expected, but Serra soon overcame the swift starts of Thackwell and Roe to lead every lap, winning by less than a second from Roe and the Tim Schenken-run March 793 for Andrea di Cesaris. The last lap, last corner, saw Johansson's Chevron fully mounted by Trevor Templeton's



The unique Chevron B41-DFV Formula One designed by the late Derek Bennett will be driven by a number of young hopefuls in the Aurora series.

Ralt but we were spared the old F3 habit of fisticuffs afterwards, though there was some earnest discussion!

It looks as though Formula Three will be well worth seeing this year. Based on limited early season experience I would expect Michael Roe to emerge as the star name from one of the most competitive British seasons in a long time.

Internationally speaking we ought to discuss saloon cars next for we have races this year that cater for FIA Group 2. This category promised a little more interest than last year's dreadful selection of aged BMW CSLs. The big Bavarian coupes – winners of every ETC title since 1974 – enter their final season this year with as good a chance as ever of winning again. However there are Luigi-run Chevrolet Monzas from Belgium to consider and a new two-car team of AMC Spirit V8s to be run from a base in Yorkshire. We see the cars twice in Britain, at Brands Hatch in April and Silverstone in September when the Tourist Trophy will cater for these cars.

Of more interest in Britain though is what is always coloquially referred to as Group 1½. There was an international TransEurope Trophy for such machines but this was not held in very high regard by the top British teams, for they tend to go for individual events on their own merit. Thus Stuart Graham will take his Capri to Germany three times this year with help from Faberge in that country. Gordon Spice will

F3 is always competitive and this year looks like being no exception, as shown by this photograph at Silverstone's opening round.

doubtless contest the Spa 24 hours where he scored such a magnificent victory last year with co-driver Peter Clark, and young Jeff Allam (now with a Ford contract, too) hopes to contest events in France and Belgium where this type of saloon car racing is popular. At least it was until the English came along with their rudely modified cars and started mopping up the locals!

In Britain Group 1½ applies to the Tricentrol-sponsored RAC title hunt, two TransEurope events that were to be hosted at Donington in April and the Silverstone TT meeting in September having been cancelled with the championship.

Prospects for this type of saloon car racing are a little flatter than in the past. Derek Ongaro seems to advise the RAC on regulations these days and a meeting that was meant to sort out regulations, perhaps giving the BMWs a better chance against the Capris and the Dolomites an opportunity to get back to their giant-killing acts, ended in complete chaos. Only the Ford squad were happy that the Capri could go on dominating races overall.

Thus Capri drivers and specifications will be much as before. The BMWs are unlikely to be seen – Tom Walkinshaw Racing preparing 323i models instead for the flamboyant County Championship. So for change we must look to the smaller class where the Broadspeed Dolomites disappear replaced by the Gerry Marshall Dolomites. "Mr. Vauxhall" will be driving one car with former Alfasud *pilote* and motoring journalist Rex Greenslade in the other. The change will mean that it is the first time for 20 years that the effervescent Broad has not been seen either at the wheel of, or preparing, one of his usually immaculate saloons. He covered everything from the Austin A105 to Minis, Anglias, Escorts, Capris and the ill-fated Jaguars, but now Ralph Broad will pursue car development with some turbocharged road car offerings to lighten any dull days.

Tom Walkinshaw should also cheer things up in this class by running a Mazda RX7 twin rotor sports car of 2.3-litres against the Dolomites and some Vauxhall Magnums which are serving out their last homologation year. The Mazda weighs under 1,000 kg. and should have some 190 b.h.p. from the Racing Services of Twickenham rotary. Walkinshaw says there is no conflict with his BMW activities as he is/has formed a separate company to develop and race the five-speed Mazda. This Japanese car could well mean the Dolomites give up their traditional domination of the class, for the RX7 also has a good aerodynamic drag factor – certainly rather better than that of an elderly four-door saloon!

Sorting out the merits of the formulae that provide the bread and butter fare of most meetings is best done in the order in which they come to mind, rather than any alleged importance for all are important for different reasons – though I still feel there are too many formulae and too many race meetings for them to attract good crowds!

I went to Silverstone prepared for an abysmal attendance and was in for a rude shock. It took three hours at least for the car parks and feeder roads to clear after the meeting, so people are prepared to watch good quality championship racing. My personal feeling is that Silverstone, Thruxton and Donington are in the business of providing race meetings for enthusiasts while



David Leslie, in Reynard FF 2000 number 1, has dominated the opening rounds of his championship with three wins in three races.

Brands Hatch is predominantly interested in show business, though it is only fair to say that Brands Club circuit is still a personal favourite for spectating. The Brands GP layout could justifiably be called Britain's most challenging as Silverstone features that Woodcote *chicane* and Oulton Park has suffered by the deletion of the longer layout, now mainly used for motorcyclists (who also tackle Silverstone without the Woodcote *chicane*).

The national formulae

Without Formula Ford 1600, now entering its twelfth season, most UK meetings would run at a loss. We would also lose the finest breeding formula yet and some astonishingly safe racing despite the presence of 60 would-be World Champions at every meeting!

I saw a round of the 1979 Esso FF Championship at Silverstone that was simply breathtaking, five drivers racing for the last corner on the last lap. Significantly Jim Walsh out-thought the rest and won as this Northampton-domiciled Irishman has so many times in the past. I am told that he races for fun rather than the normal ambition of making a living that drivers often hold in this category.

There are six national FF1600 championships, the Esso, Townsend Thoresen and British national title forming the three that many aim for – both Kenny Acheson (now in F3, *another* Irish refugee!) and Geoff Lees having won all three in one year. The Dunlop Star of Tomorrow FF1600 Championship speaks for itself while the BARC and *Kent Messenger* titles are also there to be fought for. Incidentally that brilliant rally film director Barry Hinchliffe has made a film for Esso called "The Young Tigers" about their 1978 championship and it portrays Formula Ford today perfectly, reminding one that so many talented youngsters never get the chance to go any further.

Formula Ford is also a good breeding ground for designers. I had a look around the Silverstone Paddock with one of *Motoring News'* ace reporters and was very impressed by the current Royale RP26 with its single fabricated top link front suspension, neat bodywork and fared-in roll-over hoop. It was nice to see a new name had emerged as worth buying in the PRS while other competitive chassis included those of Van Diemen, Crossle and Hawke. Tim Schenken's Tiga concern had some representation and there was even an old Lotus 61 and the Merlyn name to remind me of club racing seasons past.

Drivers in FF to watch out for, I was advised, included Tom Wood – who was involved in that desperate last lap scrabble at Woodcote but was eliminated – interlocked with another top tip, Terry Gray. Another *MN* nominee, Ian Shaw from Derby, came in second and others mentioned like Martin Boyle and Colin Lees (both Irish) also showed well.

Ford engines, this time modified from the 2-litre Cortina rather than the 1600 crossflow that will continue to be produced for FF and the Federal Fiesta 1600/Escort derivatives, are the base of two thriving formulae. FF2000 we have talked about at some length lately when writing about Adrian Reynard, and his current design for the category started the year off well with what is expected to be a train of victories for the talented David Leslie. Opposition to the 25-year-old Cumbrian will come from 1978 Esso FF Champion Peter Morgan (Lola) and the Delta concern (who won one 2000 title last year) who are running American John Herne.

There are two FF2000 Championships, one with excellent backing from Shell and Martini and the other run by the BARC. Sports 2000



This season's Mallock Mk 20 in 1700 Clubman's guise at Silverstone.

uses the same engine but the cars have monocoque chassis and compete for the single title we mentioned earlier. From what we saw at Silverstone the Sports 2000s are in for an even better year with Tiga driver Ian Taylor set to uphold male pride against the extremely rapid Desiré Wilson in one of many Lolas. There are a lot more Tigas about this year, Maclean Hunter Publishing alone running three such cars – though unfortunately two of these immaculate machines retired in the opening lap at Silverstone! Promising names in the category include Jeremy Rossiter and Richard Morgan, while Chris Alford drove the technically interesting Robinson RS1 (a small front-radiator design) to a creditable eighth overall.

Related by a number of drivers who make the step from one to the other are Sports 2000 (the recipient) and Clubmans (the donor). On MOTOR SPORT we have always had a soft spot for these front-engined cars – mainly Mallocks but I did see a beautifully finished Phantom that did reasonably well in the B-category. Tricentrol sponsor one championship for these cars and the BARC the other, the cars continuing to have either fully modified 1700 engines of some 160 b.h.p. plus (A) or FF1600 units (B) which are naturally a little more popular choice for drivers largely paying their own way. MCD run their own series for 1700s only.

Another category we have given a lot of coverage to in the past are those promoted by the 750 MC for 750s – which look a lot like scaled-down Clubmans cars – and 1300s which contain some beautiful sports racers. Even though they are built on a budget the cars often superbly finished and imaginative as Keith Messer's latest creation shows, I understand. That club also promotes races for the Formula Four machines that sometimes use the old 1-litre F3 units and are often linked with the Varley Batteries Monoposto Championship, another category we have featured at length in MOTOR SPORT.

Those who want to race sports cars made by the recognised road car manufacturers are very well catered for in Britain, but I must say that the round of the DB Motors/*Cars and Car Conversions* series I saw was not inspirational. The proceedings were dominated by a pair of TVRs, one the interesting convertible of Colin Blower, which won after rival John Kent spun at Woodcote. Variety is good though with a Morgan +8 finishing second, a Lotus Europa third, and a Jaguar E-type fourth. Fifth was



Stephen Hall leads Graham Wosskett in the Thruxton Mini 850 race – as good a race as many despite the silencing now adopted.

Alison Davies in her very well driven Ginetta G15, an easy class winner for someone who knows these Imp-rear-engined machines thoroughly.

That was production sports car racing of course. There is another series sponsored by CAV, but I think I prefer the sound and speed found in modified sports car racing, two series sponsored by STP and the BARC respectively. The cars can be a little tired. One of the most successful is an Elan owned and superbly driven by John Fletcher that I strongly suspect is eligible for historic events!

I am loath to comment on historic vehicle racing as we have more than enough experts in this field, but there is a growing interest with Championships like the Lloyds & Scottish Historic Car; AMOC Thoroughbred Sports Car; Esso Historic Single-Seater; Grand Prix Models Classic Sports Car and even the Wild Rose Caravan Park Historic Special GT Championship. I think we have more than enough comment and coverage of such activities to refrain from adding anything except that I do object to some of the converted cars that are just as much cheats as anything found in the saloon car world, and that could be dangerous because they are so much faster than originally envisaged.

It is a very long time indeed since I saw a Formula Vee or Super Vee race and I am always slightly surprised to find the categories surviving in the land of Formula Ford. Super Vees now have water-cooled engines from the FWD VW range and are very comparable to F3s in lap times, but I still think the attraction with Super Vee must be to go abroad at a reasonable cost and possibly make a name for oneself; I cannot really see the British series doing much for spectators, but I am sure those involved feel strongly that I am totally wrong.

Next to Formula Ford saloon car racing is the mainstay of British national class racing. There are *twelve* championships outside the RAC title hunt I mentioned earlier and I can only mention the enormous range rather than individual sponsors, who are obvious in one-marque races anyway!

First those one-marque series. This basic idea has always been popular in Britain, but it is not a sure-fire recipe as the abandonment of the VW Golf series for ladies proved prior to the start of this season. Instead, those who like to watch women racing will be able to look either to Sports 2000 (there's Janet Finch, formerly Brise, as well as Desiré Wilson) or the Ford Fiestas that are also part of a rallying championship this season.

The Escorts continue into their last season with familiar names up front, but their celebrity cousins have been replaced by very fleet Chrysler Sunbeam Ti models which were proving two seconds faster a lap than the Fords in initial shakedown trials. Hardly a surprise since they have double Weber carburetter engines!

Renault 5s carry on as usual too, but new for this year is BMW's County Championship for 170 b.h.p. 323i cars. This series will receive separate coverage for we attended the predictably vulgar launch party at Brands Hatch – an occasion redeemed by the personalities on hand and the debut laps of the sparkling Group 5 BMW M1 from March Engines.

Minis could be said to have started the one-make thing, and there are the three Leyland-backed categories (850, 1,000 and 1,275 GT) to watch, plus the pleasure hundreds of club racers still get from these cheap but effective Issigonis boxes in mixed saloon cars races too. Such races divide into two types: modified or special saloons

Continued opposite.

VSCC Pomeroy Trophy Competition

Silverstone, March 3rd

FOR anyone with a real interest in cars of all ages, a study of the Pomeroy Trophy results can be most rewarding. This year slight adjustments were made to the traditional handicap formula, which it was felt was becoming loaded against the later cars as the years went by, although the essentials remained the same – capacity, year of manufacture and length in inches from pedal pads to the centre line of the rear axle being the main factors, the longer this distance the better from the handicap point of view. Incidentally, "distance from dash to back axle centre" had to be declared by entrants of the cars in the RAC 2,000 Miles Trial as long ago as 1908.

This year a fuel consumption test was reintroduced for "The Pom", and the whole thing seems to have worked out well, for the new formula did not prevent a pre-war car winning – the 1938 open two-seater 328 BMW of Simon Phillips – yet at the same time one of the best performances was put up by a modern 1979 car of fairly revolutionary design, the five-cylinder Audi 100 5E saloon of Peter Donnelly. His fuel consumption, including tests involving steering, acceleration and braking plus a 40-minute blind round the club circuit, worked out at 18.51 m.p.g. from the 2,144 c.c. engine. This is only a couple or so m.p.g. below the official figures for the car for the urban cycle, and considering all the new buildings which seem to be going up in the paddock at Silverstone at present, perhaps this is not as inappropriate as it sounds. In contrast, Simon Phillips's fuel consumption on the 1,971 c.c. BMW was down to 14.07 m.p.g., but his car was designed when an urban cycle had pedals.



Monza against modern. – Mann's 1933 racing Alfa Romeo takes Hamilton-Gould's GTV on the inside at Woodcote in the first high-speed trial.

In the first test, involving negotiating pylons over a distance of ¼ mile, the fastest time of 22.17 sec. was by Robin Rew in his 1968/71 Reliant Scimitar saloon, to which he has added a turbocharger. Next best was Bill Summers in his 1973 Fiat Dino Spider with 22.22 sec. and an excellent third was the 22.37 sec. of Brian Terry's 1976 Rover 3500. The only other drivers to get below 23 sec. were David Black with 22.44 sec. in his 1976 V8 Ferrari 308 GTB, and Martin Dawson with 22.62 sec. in his 1976 Triumph TR7. Simon Phillips put up best pre-war time with 23.98 sec. followed by the 24.35 sec. of Chris Mann's 1933 blown 2.6-litre Monza Alfa Romeo. Top vintage honours went to Hugh R. G. Conway in the four-seater 1928 Type 43 Bugatti with 25.31 sec., who just beat his father, Hugh G. Conway, in his two-seater version, also with the blown 2.3-litre engine, who returned 25.33 sec.

The braking test was made slightly longer this year, and this, combined with the damp track, ensured that no-one got below 6 sec. The timed test consisted of a flying start and the requirement to stop with the front wheels between two lines. Most people seemed over-cautious for fear of overshooting and receiving no marks, and quite a few achieved this through never coming to a complete standstill before driving off again. The Phillips BMW slewed sideways before stopping with a time of 7.7 seconds, and David Duffy's 1977 Rover 3500 had quite severe rear axle tramp before coming to rest in 7.4 sec. Robin Rew gained no marks and perhaps should have built some reverse thrust into his turbocharging, whilst the 1956 Plus 4 and 1969 Plus 8 Morgans of Dick Smith and Mary Lindsay appeared fast and neat, taking 7.4 and 8.2 sec. respectively. H. R. G. Conway was best vintage with 7.6 sec., but the ace driver in this test was Stanley Mann with 7.2 sec. in a 1973 Mercedes 450SL who just beat the 7.3 sec. of the 1967 E-type Jaguar driven by John Champion. Adrian Liddell's 11.4 sec. with the two-wheel-braked 1918 Straker-Squire was not the slowest as an AC Cobra recorded 11.9 sec.

The standing and flying start quarter-miles took place the "wrong way" up the club straight, starting from the Woodcote end. The fastest car proved to be the V8 6-litre 1958 Cadillac-Allard based Farrallac Special of Tony Bianchi with times for the standing and flying parts respectively of 14.62 sec. and 8.06 sec., followed by 14.78 sec. and 8.24 sec. by Nick Mason's V12 1962 Ferrari 250 GTO (which had "250 GTO" as its registration number) and 14.81 sec. and 8.25 sec. by Bill Fone's 1964 AC Cobra. Fastest pre-war cars were Mann's Monza Alfa (16.65 sec. and 10.20 sec.), Hugh G. Conway's 1928 Type 43 Bugatti (17.22 sec. and 10.56 sec.) and Phillips's 328 BMW (17.34 sec. and 10.49 sec.). Over-5-litres of 1936 Mercedes 540K saloon, though with the blower disconnected, driven by Roger Collings achieved 25.21 sec. and 15.33 sec. in contrast to the 25.13 sec. and 15.90 sec. by Lou Wickham's 1929 1½-litre beetleback 12/50 Alvis, the smallest car in the competition.

It was dampish for the first 40-minute high-speed trial, and very damp for the second. Mann's Monza Alfa led all the way in the first "blind" followed by Gibson's TR7, whilst in the second Mike Ridley's 1969 Aston Martin DBS V8 soon took the lead from the Farallac Special, which ran its bearings some 12 minutes before the end. Latterly the TR7 had some brake bothers. Needham, in a slab-tanked 30/98 Vauxhall with the chassis turned upside down at the back so it looked like a huge J2 MG, spun at Beckett's as did Champion's E-type Jaguar, whilst Clive Hamilton-Gould and A. G. Moore (son of a former Editor of MOTOR SPORT, T. G. Moore) also spun their respective 1977 GTV and 1978 Spider 2000 Alfas. Few people achieved their target laps in the second trial, though Robin Rew was one who did, lapping Roland Duce's racy V12 BRM-engined Gulf Mirage in the process in his sober-looking Reliant saloon.

Fuel consumption was revealing, ranging from 5.92 m.p.g. by the 540K Mercedes and 6.45 m.p.g. by Rusty Russ-Turner's blower-4½ Bentley to 20.56 m.p.g. by Lionel Stretton's 1952 Frazer Nash Mille Miglia. This car was only fractionally slower than the winning 328 BMW in the tests, but the latter could only achieve 14.07 m.p.g. with a similar design of engine – perhaps aerodynamics had something to do with it.

This was an excellently organised and enjoyable event for which the results team as well as the marshals deserve a big pat on the back.

P.M.A.H.

Results

Pomeroy Trophy: S. F. Phillips (1938 BMW 328).
Densham Trophy: H. G. Conway (1928 Bugatti Type 43).
Pomeroy Edwardian Trophy: W. A. Liddell (1918 Straker Squire).
1st Class: L. J. Stretton (1952 Frazer Nash Mille Miglia), N. H. S. Lees (1976 BMW 320i), R. J. B. Smith (1956 Morgan Plus 4), P. J. Donnelly (1979 Audi 5E).
2nd Class: J. Savage (1953/5 Lancia Aurelia GT), R. F. Northover (1955 Morgan Plus 4), S. G. Harvey (1960 Morgan Plus 4), W. H. Summers (1973 Fiat Dino Spider), N. Mason (1962 Ferrari 250 GTO).
3rd Class: H. R. G. Conway (1928 Bugatti Type 43), P. H. Shaw (1954 Frazer Nash Sebring), M. Billingham (1958 AC Ace), M. G. Dawson (1976 Triumph TR7), B. Mather (1964 Reliant Sabre Six), T. J. Threlfall (1978 Ford Capri).

BRITISH RACING in 1979 – continued.

and production saloons.

The first-named have four titles to chase and the latter two. Modified saloons have become ever more specialised, the front runners now less spectacular than those of a few seasons back, but the Skoda has gained a lot of ground for its rear engine layout allows the adoption of a good Cosworth engine and Hewland transaxle. Thus, also, the popularity of the Imp – in fact there's even Alan Humberstone's ground effect modified Stiletto to watch this year, complete with side pods and skirts!

Production saloon car racing has earned a name for rough tactics and rough cars in the past, but 1978 double champion Gerry Marshall always turns out in an absolutely pristine Dolomite Sprint. If the Marshall name is familiar so are those of his opponents, Tony Lanfranchi running a smart Opel Commodore in his 22nd season of racing! Production saloons are probably the best value for the average spectator on their road tyres, but some of the drivers do find the category a bit limited compared to the race-tyred cars in the RAC series.

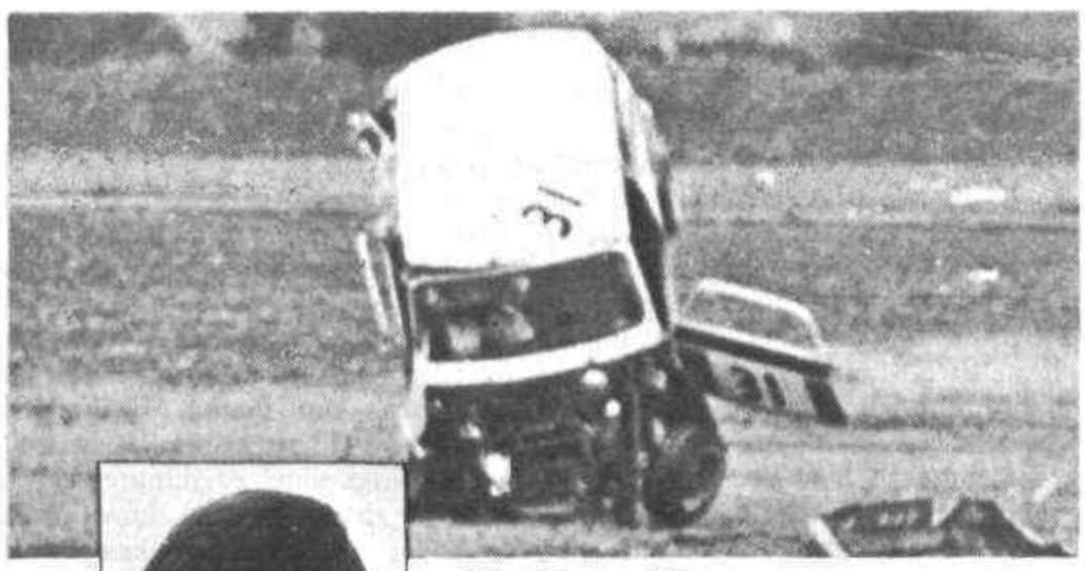
As you can see British racing still pulls them in on the sponsorship side, and long may that continue. Having just attended the final of the Lancia Show Jumping series, in which the sponsor gets guaranteed TV coverage and a fair amount of national reportage for £50,000, I do wonder if motor racing is giving equal value to its backers? Coverage tends to be sparse and some of the meetings crowded onto the calendar have little to offer the public.

It is still a great sport, but there is never room for complacency. – J.W.

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

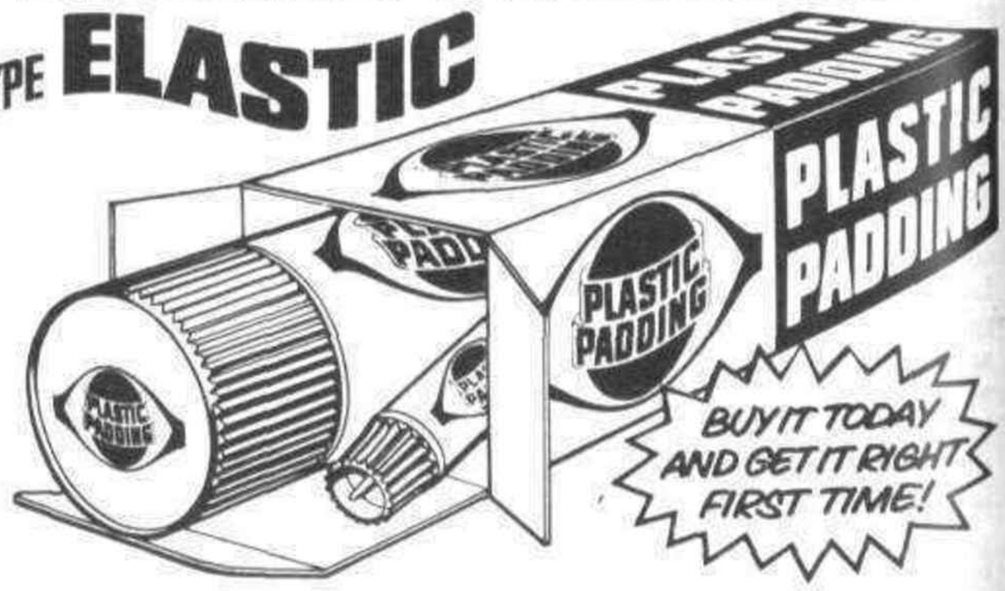
'When I was competing at Snetterton recently and chasing the leader, I spun and somersaulted into mid-air. The car was very badly damaged and I was lucky to get out of it unhurt. When I examined the car, I discovered to my amazement that those parts of the body-work which had previously been repaired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

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RALLY REVIEW

Swedish Rally

SCANDINAVIAN winters being what they are, long and cold, it's almost inconceivable that February's Swedish Rally should have taken place on anything but roads plentifully covered by ice and snow. Sweden becomes white for months every winter, and remembering that the Monte-Carlo Rally has snow only on some parts of its route, the Swedish Rally is the only event in the World Championship which can be regarded as a true snow rally.

What does vary, of course, is the depth of the snow, and whilst there was plenty in the north, and even in the south, the central Swedish province of Varmland had no more than a moderate amount – which by British standards would nevertheless be enough to stop our traffic, trains and aeroplanes and goodness knows what else. But in Sweden things carry on normally in winter, and during the Swedish Rally there were even problems created by the lack of sufficient snow to keep the roads covered after the disturbing passage of rally cars.

In limited numbers, studs are permitted in tyres, the same regulations covering competing rally cars and normal traffic. They are relatively small, protrude no more than a millimetre or two, provide much extra grip on hard packed snow or ice, but are not so effective on fresh snow and not at all on bare tarmac.

None of the surfaces we have just mentioned have a really harmful effect on studs, save perhaps for some wear if driven on bare tarmac really hard or for long periods, but there is one type of surface which spells disaster for studded tyres and that is loose gravel or dirt roads, especially if they have been made rock hard by temperatures well below zero, as they were in Sweden.

We certainly don't agree that studs are seriously harmful to tarmac surfaces, along which tyre grooves are probably caused by subsidence more than anything else, but in the process of gripping packed snow or ice they do wear through the winter coating and given sufficient studded traffic the base surface can quickly be exposed. So it was in Sweden. The coating was thin enough when the one week practice period started, and when the rally itself began there were ruts which had cut right down into the gravel, stones and dirt, The second leg of the rally was even worse in this respect, for it used the same stages all over again.

The effect was serious; on the gravel the hard-driven cars were losing studs at a tremendous rate, leaving damaged treads which had insufficient studs to provide the grip necessary for a respectable performance. Many cars came off stages with no more than half a dozen studs left in tyres of their driven wheels and, with precious little grip on the snowy portions of road which followed, a high proportion of them slid off the road into the snowbanks. These are usally protective, but they are also remarkably retentative and it usually takes a sweaty spell with shovels in order to get going again. Incidentally, all cars on Scandinavian winter rallies carry wide-bladed, lightweight snow shovels.

Loss of grip was not the only problem, for tyres which have lost their studs are hardly of any use on a snow rally, and since one stage was enough to destroy the effectiveness of a pair of tyres nearly everyone found himself rapidly running out of tyres. Professional teams guard against this possibility by laying on adequate



A Ford service point on the Swedish Rally, on which frequent tyre changes were the order of the day.

extra supplies, but the privateers running on limited budgets were not so well off and there were many mid-rally bargaining sessions as those still running made offers for the unused stocks of those who had retired. There was no profiteering in evidence, though, for there is an understanding between most competitors which prevents that sort of thing.

Having first spoken of the cart, now to the horse, and the most significant aspect of the event is that it resulted in a win for the first time by a turbocharged car. A new, 3-door Saab Turbo was entered by the factory for Stig Blomqvist, and an older, 5-door Turbo for Per Eklund. The latter driver had no end of problems with his car's turbocharger, occasioned by an early fracture of a pressure pipe, and eventually retired, but Blomqvist's car ran beautifully and he won by 80 seconds from the works Escort of Bjorn Waldegård.

Initially the lead changed hands several times, from Alén to Mikkola to Kullang to Vatanen and finally to Blomqvist: Fiat, Ford, Opel, Ford and Saab, The loss of grip that drivers were experiencing after losing studs was having its effect, and some spun off, some got stuck and held others up, whilst some had nudges with other cars as they tried to squeeze through narrow gaps.

Most uncharacteristically, Waldegård went into a snowbank on the very first stage and lost a good five minutes digging himself out, whilst Mikkola lost some three minutes only a few stages later. These incidents undoubtedly affected the result, for although Waldegård pushed hard and recovered to second place, Mikkola seemed to slow a little after that, and when Vatanen went out with a blown head gasket the remaining Escorts scored second and fifth places.

Blomqvist never seemed to put a wheel out of place, and although Waldegård was generally quicker than the Saab driver in the second half, the f.w.d. car seemed to be losing fewer studs than the r.w.d. cars. Some said that Blomqvist drove at slightly less than his maximum pace in the second half, but we find that very hard to believe, for the margin between him and Waldegård was too small to provide for any relaxation.

SWEDISH RALLY

1st :	S. Blomqvist/B. Cederberg (Saab Turbo) (4)	6h. 34m. 49s.
2nd :	B. Waldegård/H. Thorszelius (Ford Escort RS) (4)	6h. 36m. 09s.
3rd :	P. Airikkala/R. Virtanen (Vauxhall Chevette) (4)	6h. 39m. 31s.
4th :	M. Alén/I. Kivimaki (Fiat 131 Abarth) (4)	6h. 40m. 42s.
5ht :	H. Mikkola/A. Hertz (Ford Escort RS) (4)	6h. 45 0i19s.
6th :	B. Johansson/R. Spjuth (Opel Kadett) (2)	6h.56m. 07s.
7th :	O. Stromberg/H. Ericsson (Saab 99 EMS) (2)	7h. 05m. 05s.
8th :	L. Carlsson/M. Hordstrom (Ford Escort RS) (1)	7h. 10m. 27s.
9th :	J. Haugland/M. Holmes (Datsun Violet) (2)	7h. 11m. 25s.
10th :	S-I. Neby/L. Backman (Volvo 142) (2)	7h. 12m. 37s.

110 *starters*, 39 *finishers*

Invariably there are unexpected difficulties encountered in many rallies, and even though the stud loss on the Swedish was critical and expensive, it still resulted from a natural hazard, and such vagaries of nature are part and parcel of the sport against which no-one can complain.

* * *

PORTUGUESE RALLY

SINCE IT BEGAN in the late 'sixties, the Portuguese Rally has always enjoyed adequate financial backing, originally being sponsored by the national airline and now by the country's port wine industry. Competitors were provided with various considerations to induce them to take part, and there has hardly been a year when the entry list was anything but healthy, save perhaps during the time of political strife when some were deterred.

But no amount of money in an organisers' bank account will compensate for his lack of experience, and when the rally began it was nowhere near accepted international standards. However, although money cannot buy experience it can often buy the means of getting it, and even in 1968, its first year of prominence after starting in 1967, factory teams were attracted by generous contributions towards costs. What is more, various CSI officials were also visitors to the rally, and when the three-year-old International Championship for Makes changed its name to World Championship in 1973, the then TAP Rally joined the list of qualifying events.

Competitively, the Portuguese Rally has always been difficult, to say the least, from the hit-or-miss kilometre-stone navigation and strings of three minute regularity sections of 1968, to the very rough special stages and very tight road sections of today. Victory is never won easily, and even to finish is no mean achievement for those who attempt a worthwhile result.

With plenty of strong competition most rallies can hold interest, and contests between rival teams often overshadow any little shortcomings. The Portuguese Rally has always attracted plenty of top class competitors to provide this interest, and last year the excitement was at high pitch right to the end when Alén (Fiat) snatched the lead from Mikkola (Ford) on the last stage after the Ford driver had collected a puncture.

This year things were different. There were no

works Fiats to challenge the three-car team of powerful Group 4 Ford Escorts, and when Bernard Darniche stopped with electrical failure in his Lancia Stratos of the French Chardonnet team, all reasonably matched opposition to the Escorts was gone. With it went all the steam of the rally and after the first night the only thing left in doubt was the margin by which the two Escorts (the third had retired) would be ahead of the rest of the field.

In opposition to the Fords were two Group 2 Toyotas, a Group 2 Datsun, a Chevette in the hands of Portugese driver Manuel Pereira (pseudonym "Mêqêpê") and two new Audi 80s from the factory, presently with just 1.6 litre engines and homologated in Group 4 only. All these cars, plus the Group 2 Kadett of Anders Kullång which retired early, were far less powerful than the Escorts and their drivers could hope for no more than the places which were left after the Fords had reaped off the top.

Vatanen, who lost six valuable minutes on the very first stage when a rod broke, removing the link between accelerator pedal and fuel injection system on his Escort, later retired on the first evening, but not for any mechanical reason. On the Swedish Rally in February he had hurt his back whilst digging and lifting to get his car out of snowbank, and a head-on collision with a private car during practice for the Portuguese Rally had aggravated the injury. He started the rally in considerable discomfort and pain, even having to use a hot water bottle between his back and his seat, and when it seemed to be getting worse, team manager Peter Ashcroft decided that he would be better off on his way home, particularly as the very rough roads ahead could well have serious effects on the Finn's back.

Next to go was the Stratos, which suffered an electrical short circuit beneath the dashboard, destroying the alternator and draining the battery. Much later, on the second night, Thérier's Toyota stopped with a bang, the Frenchman describing the stoppage on the radio to his mechanics as "explosion moteur". He had already been experiencing wheel bearing failure, and a third bearing was loosening when he eventually retired, but he had still been holding third place.

Throughout what was left of the rally, the two Escorts simply extended their lead, but on the third of the four legs of the rally, the return run southwards after two nine-hour stops at Povoa de Varzim on the coast in the North, some pretty high drama was experienced in the Ford team.

After a rough stage in the Arganil region, Hannu Mikkola's Escort was emitting serious noises from its differential, which was also very hot. At the service point after the stage, mechanics found that a pinion tooth had broken off, causing a crack in the back plate through which oil had been lost. There was no time to replace the differential, so the back plate was removed, the crack welded, the unit topped up with oil and the car sent on its way with every pair of fingers crossed in the hope that the damaged crown wheel and pinion would survive without breaking up completely or causing further damage.

Fortunately it did survive, and not long afterwards the car drove into a service point where mechanics were all set to replace the rear axle which they did in some 23 minutes, Mikkola arriving at the next time control within his last minute of penalty-free time.

Each of Ford's Transit service vans carries one spare axle, since it is highly unlikely that more than one will be needed at any one point, so when Björn Waldegård radioed ahead that his differential was also making noises and emitting the fumes which denote overheating, there was some consternation in the camp. But Dame Fortune was on their side. In that area the route made a complete loop to pass through a group of stages twice, and it so happened that there was another Ford service point nearby. To best cover the loop, one van had been placed at one end of a small town, and another at the other, so it was a relatively simple job to get them together so that there would be a spare axle on hand to be fitted to Waldegård's car.

Once again the job was done in a remarkably short time and Waldegård arrived unpenalised at the next control. However, his troubles were not over, for as he arrived at a time control before a special stage he felt all the resistance go out of his accelerator pedal. The same linking rod which had broken on Vatanen's car had broken on his own, but this time there was a spare bar being carried in the car, and the Swedish crew had just enough time to get under the bonnet to fit it in place of the broken one.

That, more or less, was that. The fourth leg, during the Saturday night, was over three special stages in the Sintra area, just north of Estoril, and whereas last year this turned out to be an enthralling climax to the rally this time it most certainly was not. The Escorts had sufficient time advantage to take things relatively easy and not risk any failures, whilst those behind knew that they had no hope of catching up, either with the Escorts or with each other, for nearly an hour spanned the first four cars, and that's a huge margin by European standards.

The result extends Ford's lead in the World Rally Championship for Makes to 50 points from Fiat with 26 and Opel and Datsun with 22 each, but more significant is Björn Waldegård's lead in the World Rally Championship for Drivers which exists officially this year for the first time. From three second places in three events, he has 45 points and is followed by his team-mate Hannu Mikkola with 36, Fiat driver Markku Alén with 22, and both Bernard Darniche (Lancia France) and Stig Blomqvist (Saab) with 20 apiece .

Ford is not contesting the next round, the Safari Rally at Easter, but both Waldegård and Mikkola will be driving for Mercedes Benz. Fiat will be there with a team, but how they fare remains to be seen, for in practice and testing they have experienced considerable serious failures on the 131 Abarth on the rough roads.

G.P.

PORTUGUESE RALLY

1st :	H. Mikkola/A. Hertz (Ford Escort RS) (4)	9h. 13m. 38s.
2nd :	B. Waldegard/H. Thorszelius (Ford Escort RS) (4)	9h. 16m. 36s.
3rd :	O. Andersson/H. Liddon (Toyota Celica) (2)	9h. 35m. 00s.
4th :	A. Dawson/M. Holmes (Datsun Violet) (2)	10h. 01m. 37s.
5th :	C. Torres/P. de Almeida (Ford Escort RS) (1)	10h. 05m. 49s.
6th :	H. Demuth/A. Fischer (Audi 80) (4)	10h. 06m. 37s.
7th :	F. Kottulinsky/M. Schagerl (Audi 80) (4)	10h. 52m. 38s.
8th :	J. Santos/A. Tristao (Opel Kadett GT/E) (2)	11h. 32m. 10s.
9th :	J. Ortigao/J. Bessa (Opel Ascona) (2)	11h. 44m. 58s.
10th :	M. Baptista/Mrs. I. Baptista (Opel Ascona) (1)	11h. 58m. 12s.

88 *starters*, 16 finishers

MINTEX RALLY

JUST a week after his Swedish world championship counter victory, Stig Blomqvist drove a Saab Turbo for the newly-formed UK Saab Dealers Team on the first of this year's domestic seven-event Sedan Products RAC Open Rally Championship rounds, the Mintex International Rally. The pugnacious Swede's drive culminated with the turbo-charged Saab's second international victory.

After effects of this winter's severe weather gave the organisers – the De Lacy MC of Pontefract – several headaches, with much of the scheduled three-day 1,000-mile route hidden under a thick and sodden blanket of melting snow. Based on Harrogate, and held principally in Yorkshire, a last minute decision was taken to cancel the first day completely and to string all the salvable miles together. It was run from the afternoons of Friday to Saturday. The gamble paid-off and the resulting rally provided a set of results that accurately reflected driver effort.

Lack of re-preparation time after the Swedish meant that Blomqvist drove the heavier three-door Turbo in place of the newer two-door saloon shelled car which will now make its UK debut on the Circuit of Ireland. The Turbo's first international event had been last year's Lombard RAC Rally, when both cars retired in the Mintex's Yorkshire territory with driveshaft failures. The problem had been due to an incorrect assembly tolerance which put a location loading on the shaft that it was never designed to receive. The Swedish proved that such a problem no longer existed and prior to the Mintex Blomqvist was undoubted favourite – especially as there was more snow in England than there had been in Sweden.

Quite predictably, Scandinavian drivers revelled in the conditions and the runners-up places were fought over between Finns and Swedes. One of the most accomplished, thoroughly professional, drives came from Blomqvist's Saab team-mate, Per Eklund, who, for this rally, was in BL Motorsport's employ and brought his l.h.d. Triumph TR7 V8 to an impressive second place, the TR7 using the same 15 inch six-inch diameter Dunlop snow tyres as Saab for much of the event.

After lack-lustre performances from Kyosti Hamalainen last year, the PCA/Total team has grown to two cars this year, for up and coming Finn, Henri Toivonen and the UK's equivalent, Malcolm Wilson. The British driver suffered a variety of mechanical delays, but Toivonen's superb third place was just reward for the team and the Finn seems set for UK recognition in a similar vein to that afforded to Ari Vatanen in his formative days.

The best that British drivers could manage was fourth place, but it was no reflection on any lack of skill or talent – just a huge lack of experience with such atrocious conditions. This place was held first by Brian Culcheth, then John Taylor, Malcolm Wilson and, finally, Russell Brookes.

Brookes' drive was typical of this never-say-die Midlander and towards the end of the event he had analysed and adapted his driving to such an extent that his stage times began to match, and then better those of Toivonen in his similar Escort RS1800.

The category for Gp 1 cars was won by Tim Brise for Opel with sixth place overall and, needless to say, it marked Opel's eighth successive victory on Sedan/RAC events. – I.S.

Results

1st :	S. Blomqvist/B. Cederberg (Saab Turbo)	153m. 54s.
2nd :	P. Eklund/M. Broad (Triumph TR7)	159m. 22s.
3rd :	H. Toivonen/B. Harris (Ford Escort RS1800)	160m. 17s.
4th :	R. Brookes/P. White (Ford Escort RS1800)	163m. 06s.
5th :	J. Taylor/P. Short (Ford Escort RS1800)	165m. 36s.
6th :	T. Brise/B. Rainbow (Opel Kadett GT/E)	173m. 32s.
7th :	P. Clarke/P. Boland (Ford Escort RS1800)	174m. 11s.
8th :	M. Wilson/T. Harryman (Ford Escort RS1800)	177m. 25s.
9th :	A. Carter/B. Neville (Ford Escort RS2000)	180m. 20s.
10th :	C. Lord/T. Goulding (Vauxhall Chevette	181m. 47s.



This photograph shows the revised silhouettes, flush-fitting door handles, new wheels and the omission of the front quarterlight pillar.

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glass is standard on all models except the 3.4, on which it is an optional extra.

Another obvious external change on the Jaguars is a new radiator grille with vertical bars and a centre rib, shared by both the XJ6 and XJ12; the latter has lost its central "V" badge and is distinguished merely by having a gold on bronze Jaguar head mascot at the top of the grille instead of the XJ6's gold on black. Daimler grilles are unchanged. Door handles are lift-up and flush fitting, revised rear lamp clusters incorporate reversing lights and a flatter, wider number plate light housing incorporates the boot lift latch. Large, door-mounted, twin exterior mirrors, available with either electric or manual remote control, are a standard fitment. I thought the new black and stainless steel wheel trims of the XJ6 we tested as attractive as the optional alloy wheels fitted to "our" XJ12.

Those then are the obvious differences. General equipment has been considerably improved too, but more of that later. First let me deal with the revised mechanical details of the XJ6 4.2, the most significant change in this new range. Over lunch Bob Knight and Harry Mundy made no bones about their concern and awareness during the run of the Series II 4.2 that its performance had begun to be sadly lacking. Indeed at one stage its power output had dropped below 170 b.h.p., within a handful of b.h.p. of the 3,442 c.c. engine, which continues unchanged in Series III form, producing 162 b.h.p. DIN at 5,250 r.p.m. Mundy's modifications have given the 4,235 c.c. engine an enormous boost to 205 b.h.p. DIN at 5,000 r.p.m. to set this model well apart from the bottom of the range car.

Ironically, after the emasculation of Jaguar power by emission controls, this big improvement results from the use of an engine developed to comply with US emission regulations and which has been fitted to Series II US cars for a little while. Its main feature is the fitment of Lucas-Bosch electronic fuel injection, a joint Jaguar and Lucas development of the K-Jetronic system. A single high pressure pump fed from the twin fuel tanks maintains a constant 36 p.s.i. pressure to the injectors relative to the intake manifold pressure. The heart of the system is an electronic control unit connected to sensors on the engine. Fuel injection pulses are triggered from the Lucas Opus electronic ignition system and are produced every revolution instead of every cycle as on the D-Jetronic system used on the V12 engine. A separate automatic cold start circuit is incorporated. A special economy feature on 4.2-litre cars with automatic gearboxes is an overrun fuel cut-off which stops the fuel supply to the engine when the throttle is released until revs drop to 1,200 r.p.m.

Other improvements to performance have been brought about by raising the compression ratio to 8.7:1 and fitting larger 1.875 in. inlet valves. Induction noise has been reduced by removing the hot air flap in the air cleaner which was necessary for carburettor fuel control.

GM 400 automatic transmission is standard equipment on all XJ12 5.3-litre Series III cars



and the majority of 3.4-litre and 4.2-litre cars will be fitted with Borg-Warner Model 65 automatic transmission, compulsorily on the Daimler Vanden Plas 4.2. For the minority of Jaguar-Daimler owners who prefer manual transmission (only 10 per cent at the last count), Harry Mundy and his men have developed a version of the Rover 3500 five-speed gearbox to replace the four-speed overdrive unit previously fitted. Incidentally, an announcement last year that the five-speed 'box had been made available on the Series II was premature. Modifications required to make the 'box stand up to the extra demands of the Jaguar power included bigger Timken bearings and a stiffer tailshaft. Jaguar designed their own, shorter shift gearchange mechanism too, which is machined at Radford, shipped to Pengam in Wales for assembly on to the gearbox and then shipped back to Radford to be mated to the power unit. Mundy insisted on having a lift-up reverse protection instead of knock-over – anybody who has felt the ease with which well-used earlier Jaguar gearboxes, particularly pre-synchro units, could be slipped into reverse inadvertently will realise why. Both manual and automatic 4.2s will have a 3.31:1 final drive ratio against the low 3.54:1 fitted in later series II cars and the latest 3.4.

With this new gearbox comes a new hydraulic clutch release system, a hydrostatic arrangement in which the lines are always full and under slight pressure, so that the thrust race is always lightly in touch. The old carbon thrust washer has bitten the dust at last.

Coincidentally with the arrival of this new model, Jaguar have adopted a totally revised paint finishing operation, carried out in a new paint shop alongside the Pressed Steel body build plant at Castle Bromwich. The new process involves the use of ICI thermoplastic acrylic paint, of which four coats are applied automatically after much more thorough preparation than previously. This TPA is baked at much higher temperatures than the old paint finish and is claimed to give a better, more even, harder yet flexible finish. The bodies are final-finished before delivery to Browns Lane for assembly instead of receiving their final spray coat after assembly and road testing. Each car continues to be individually road tested, however. All Series III inner panels, the longitudinal chassis members and the doors are wax injected for corrosion protection.

With this new paint process comes a much wider choice of colours. Nine high-gloss colours, plus black, will be progressively introduced, with the identifying point of a single coach-line on the 4.2, a double coach line on the 5.3 models. Five metallic colours will be offered: apart from silver, metallic colours were dropped from the XJ range early in its life because of problems with them. XJ-S coupes will also utilise the new paint process.

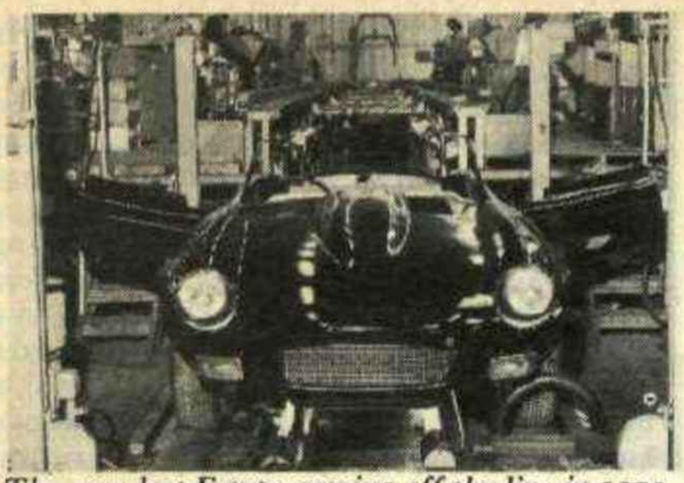
Driving the Series III Jaguars

ANDREW WHYTE first of all proffered the keys

Continued overleaf



The detail tail-light and trim differences are shown in this comparison of the new 4.2 on the left and its immediate predecessor.



The very last E-type coming off the line in 1971.

Inflation

When Jaguar Cars stopped making the E-type they ended the run with a batch of fifty Series III V12 cars, the last of which the firm kept for their own publicity purposes. The forty-ninth of the series was sold to a private Jaguar enthusiast and was painted green, while all the rest of the batch were painted black. Each car had a small brass plate on the instrument panel, giving the car details and inscribed with Sir William Lyons' signature. This was in 1975 and the cars were sold at the normal V12 E-type price of £3,743 for the manual version and £3,937 for the automatic.

A motor dealer in Surrey bought two of these black V12 E-types, numbers 2823 and 2845, presumably at a trader's discount price of 17% under the list price. He salted them away, unregistered, unused and brand new, and kept them in an air-conditioned showroom. He is now offering them for sale at around £25,000 each!

Having driven the very last E-type V12, Registered Number HDU555N when it left the production line I wept no tears at the end of the E-type, for by 1975 it was terribly dated. The V12 engine was fabulous, but the rest of the car could not cope with it. If you used the potential of the 5.3-litre V12 engine you soon ran out of brakes, the road-holding was sadly lacking, the steering was only just adequate and the whole car was very old-fashioned in its manner of going, though still a super car to look at. Tempering one's driving style to suit the car, as regards a feeling of personal safety and well-being, I found that one was using the potential of a good 4.2-litre 6-cylinder E-type (like the one I was using at the time). When I returned the V12 roadster to the factory I said I thought the engine was terrific but it needed a new car around it. The Jaguar men just smiled and said nothing, for they knew they had the XJ-S coupe about to go into production. As we now know the XJ-S can use the potential of the 5.3-litre V12 Jaguar engine in all respects, and after you've driven one you know it is a good car.

The Series III V12 E-type was really only a stop-gap model used to get the V12 engine into production before it went into volume production for the XJ saloon and the XJ-S coupe. In effect the V12 E-type was a test-bed for the production engineer at Jaguar cars, otherwise the E-type would have ended with the Series II 4.2-litre 6-cylinder. It had been in production for over ten years before it became dated which is the sign of a successful car.

The Surrey motor dealers who want £25,000 for a car they bought for under £4,000 four years ago are obviously not looking for a motorist as a customer. Anyone who knows about motoring would buy an XJ-S coupe for a lot less money and have enough left over to pay for using it for 50,000 miles or more. You could even buy a Porsche 928 and have money left over.

Are "collectors" lunatics, clever, dishonest, good business men, endowed with more money than brains, or perhaps they don't really exist, except in the imagination of the motor dealers? If these two nondescript cars from the final batch of 50 E-types are worth £25,000 each to the dealers, then one wonders what the Trade would ask if they could get their hands on HDU555N, the very last production E-type Jaguar – D.S.J.

SERIES III JAGUARS –
continued from previous page

of a Jaguar XJ12 5.3 (this is the full nomenclature on the Series III boot-lid). It is almost impossible to be subjective about a car which was so very nearly perfect when we tested it in earlier guise. Sensitive instruments might detect that this latest V12 is quieter than the previous model, for all the Series III cars have improved sound deadening, but when the quietest car in the World is made quieter still, the human ear can barely tell the difference. The only obvious wind noise came from the twin, electrically-adjustable door mirrors.

The immediate impression was of a lighter, airier, less claustrophobic cockpit, with much improved all-round visibility and mirror vision. The somewhat reflective veneered facia and instruments are unchanged. The so-comfortable front-seats in all the models have lumbar support adjustment over a range of 1½ in. Both W.B. and I felt the seating position to be a little low, especially now that the increased headroom allows more latitude. Electrically controlled drivers' seats, incorporating height adjustment, are available as an extra. Both front seats on the Vanden Plas models have electric control as standard.

At last Jaguar have fitted self-parking wipers to their saloons, the column stalk also offering intermittent wiping.

With a car so smooth and quiet as this 287 b.h.p. V12 Jaguar, even the most cautious of drivers can slip unwittingly to very considerably over the speed limit. Econocruise speed control, fitted to the test 5.3, is a very welcome optional extra on this model and the 4.2 automatic. It is switched on by a rocker switch on the facia and set at the required speed by a very awkward-to-operate button in the left hand steering column stalk. The setting can be over-ridden by throttle or brakes and the set speed resumed by pressing the central rocker switch. It works smoothly and efficiently, though not so conveniently as the single-stalk Porsche cruise control.

This 5.3 pulled an indicated 100 m.p.h. at 4,000 r.p.m. in virtual silence and its astonishing acceleration on full kickdown was accompanied by a modest volume whirring from under-bonnet. The steering was creamily effortless – many would say overlight – yet positive enough and responsive. It employs the seven-tooth rack as before on the later V12s and XJ-Ss and this higher steering ratio has now been adopted for the six-cylinder Series III cars.

There is not much more I can add to what W.B. has said about our brief drive in the XJ12 5.3, a sublime way to travel which we have experienced and written about before. The 5-speed manual XJ6 4.2 was more interesting, almost a return to a real Jaguar sports saloon, only slightly less hushed than the V12 and with quite vivid performance compared to the earlier 4.2.

The extra power, improved throttle response and better control through the well-spaced gear ratios gave the impression through both performance and handling that this Series III had lost half a ton in weight. W.B. has already described the extraordinary flexibility of this long-stoke "six", which matched the Rover Turbo tested elsewhere in this issue in its refusal to stall in fifth gear, though there was a detonation when the throttle was floored.

The gearchange of this low-mileage car was still loosening off, but its positive, shorter movements were preferable to those of the Rover 3500 and my only real criticism was of the closeness of the central console, which my elbow caught during quick cog-swaps. Clutch action and sensitivity was a great improvement over the heavy, dead-feeling mechanism of old.

The more I drove this middle-sized manual Jaguar the more I liked its excellent performance, roadholding which remains second to none in its field, first class brakes and the lightness of its handling. All this accompanied by unbeatable comfort of ride, and whispering progress. No doubt about it, these latest improvements have converted what had become a stodgy fine car into a lively fine car.

A few other details worth mentioning is that electric windows, central locking, interior light delay, a timed heated rear window as on Mercedes, an electric aerial delay to stop it whirring up and down every time the starter key is turned, halogen headlights and radio/stereo cassette are all included in the package. Extras available include headlamp wash/wipe, an electrically operated sun-roof and air-conditioning (standard in the Vanden Plas). – C.R.

Jaguar-Daimler Series III Price Range

Jaguar XJ6/XJ12

3.4 auto or manual:	£11,189
4.2 auto or manual:	£12,326
5.3 auto:	£15,015

Daimler Sovereign/Vanden Plas

4.2 auto or manual:	£12,983
Double-Six auto:	£15,689
Vanden Plas 4.2 auto:	£17,208
Vanden Plas 5.3 auto:	£20,277

Examples of extras:

Air conditioning (standard on Vanden Plas):	£918
Electrically controlled driver's seat (both front seats electrically controlled as standard on Vanden Plas):	£150
Electric sun-roof:	£450
Cruise control:	£250

These prices were obtained as we went to Press, so no comment is included in the text.



Still on the Jaguar theme, this XJ12 saloon appeared in a supporting race to the South African GP.

It's still the tobacco that counts



JK25MS

MIDDLE TAR As defined in H.M. Government Tables

H.M. Government Health Departments' WARNING:
CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH



ROAD TEST

The BMW 635CSi

A return to Munich's old sporting coupé recipe. Good handling, fast and flexible performance, but a high price.

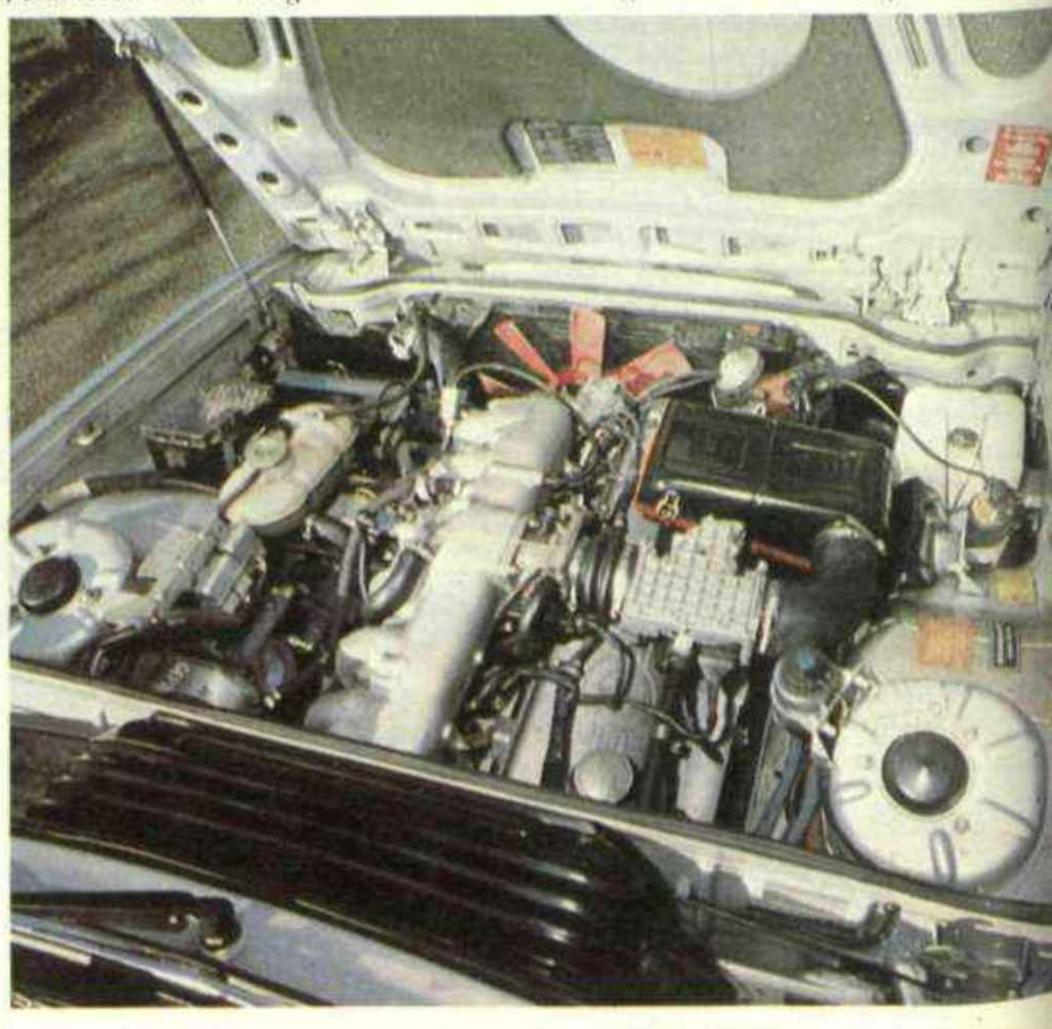
"NEAR PERFECTION" is how W.B. described the BMW 633CSi in his August, 1977, road test report. But he did have reservations about some of the big coupe's chassis behaviour, criticisms made even more pointedly by hard-driving European BMW customers; used to the taut, sporting appeal of the old 3.0CSi and the lightweight 3.0CSL, they found the heavy, more softly sprung and slower 633 something of a let-down. The much loved coupe of old had lost some virility – almost an "old man's car" in comparison – and sales figures were disappointing, especially on the home market. The new 635CSi is intended to put the gilt back on the sporting image and whilst sheer weight will prevent it achieving the racing cachet of the homologation-special CSL, which continues to reign supreme in the European Touring Car Championship, this BMW flagship is a very sporting car indeed.

With the coming of the 635 the 633 is officially designated as a "softer" car, for the four-speed manual gearbox option has been deleted in favour of standard automatic transmission. The 635 can only be bought with a five-speed Getra manual gearbox. So you "pays yer money an takes yer choice", and in true BMW high-pricin tradition, never was a truer word spoken: th man who insists on a manual gearbox coupe i forced into paying £1,200 for the privilege t bridge the gap between 633 and 635. The 635CS costs £17,199, and that is just for starters. Th test car's electric sunshine roof added anothe £560, its headlamp wash/wipe system a furthe £161, an electrically-operated door mirror fo the passenger side £60 (the driver's comes a standard), a stereo radio/cassette player wit electric aerial £300, while air-conditioning, no fitted to the test car although the example use for photography was so-equipped, would be colossal £1,051. So the quieter, faster, smoother air-conditioned, stereo-equipped, though les sporting in feel, Jaguar XJ-S begins to look ver cheap indeed at £15,149.

This bad news disposed of, on to happie matters. The 635 shares the same body shel cockpit layout and general mechanica arrangement as the 633 described in 1977, bu with some very obvious differences. W.B. description of that staider two-door, four-seate coupe's appearance as "unobtrusive" is no longe true, this latest 15′ 7″ long, very capacious "booted" CSi taking on a much more aggressiv demeanour from the addition of a deep fron spoiler and a large rubber tail spoiler on the bo lid. These are not merely cosmetic appendage they reduce lift at high speed by 15 per cent, a essential consideration on a car capable of 14 m.p.h. on the unrestricted autobahns of i homeland. The spoilers are neatly absorbed in the overall lines, unlike the strange growth which sprouted from that splendid 3.0CS "Batmobile". "Go-faster" stripes are tidil laid along the waistline and an increase i rim width to 6½″ from the 633's 6″ enhances th squatter look on the road. The BBS wel spoked alloy wheels carry the same 195/70V 14″ Michelin XDX tyres as the 633, but the extr rim width gives better tread utilisation and stiffe side walls. I liked the appearance of th surprisingly big coupe, but that might reveal subconscious boy-racer streak within me!

The cockpit ergonomics are excellent, the layout very neat and tidy. Most switch functions are contained in steering column stalks. The test panel is visible to the righ of the steering wheel. The latest 3,453 c.c. engine uses the big bore, short stroke, siamesed block design utilised in the mid-engined M1. It develops 218 b.h.p







This has allowed the final drive ratio to be increased from 3.25:1 to 3.07:1, but at the same time it has to take care of an extra cwt. over and above the 633. The 635 weighs in at approximately 30 cwt.

Criticisms of the 633's suspension have been countered on the 635 by uprating shock absorbers, springs and anti-roll bars and adding anti-roll blocks to the front springs to stop the car keeling too much under hard cornering. The layout is otherwise as on the 633, with McPherson struts and coil springs at the front and semi-trailing arms with coil springs at the rear. When the 7-series saloons were introduced to us in Germany, BMW engineers intimated that the 6-series coupes would eventually inherit their new power-assisted rack and pinion steering and power-operated brakes, but this has yet to happen and the 635 retains ZF worm and roller power steering and conventional servo-assistance for the ATE 11" front and 10.9" rear ventilated disc brakes.

As with most BMWs, this striking-looking coupe is an easy car to live with. In the exceptionally cold weather of the test period the test car required a few seconds' churning on the starter to fire the engine after nights in the open, but once fired it could be driven away immediately without a trace of hesitancy. The test car had dark grey, velour trim to the seats (leather upholstery, as in the car shown on these pages, is a no-cost option), which picked up fluff and dust worse than any trim I have experienced, so BMW's car cleaner should be thankful that the Motoring Dog was not involved in this test. That aside, the bucket seats were most comfortable, less unforgiving and better locating than other BMW seats, their back rests adjustable for rake, their squabs with height adjustment and a tilt facility. The steering column telescopes but doesn't tilt, the nice leather-rimmed, four-spoke, four horn-push steering wheel being mounted rather high. The man-sized pedals are well positioned. The layout of instruments and switchgear on current BMWs is hard to beat. What the facia panel lacks in quantity of instruments it makes up for in clarity. Three big Vdo instruments are cowled behind a single glass pane in a binnacle in front of the driver, the larger 160 m.p.h. speedo flanked on the left by a dial showing contents of the 15.4 gallon tank and water temperature, on the right by a 7,000 r.p.m. tachometer, its bold red segment starting at 6,350 r.p.m., beyond which the needle's potentially disastrous swing is prevented by an ignition cut-out. A row of warning lights runs above the instruments. The centre segment of the facia is angled towards the driver and contains a clock, its bezel doubling as the heater fan speed control, and heater/ventilation knobs and slide controls.

This sporting BMW is easily distinguishable from the 633CSi by the front and rear spoilers, side stripe and wider wheels.



Those familiar with BMW-type numbering won't need telling that the new model designation denotes an increase in engine capacity. This isn't a simple case of boring or stroking the 633's 3,210 c.c. engine to 3,455 c.c.: the 635 uses a different cylinder block, the M90, pioneered as the M49 type in the all-conquering 3½-litre racing CSLs and now being produced in M88 form for the low-volume production M1 mid-engined coupe. Within this different casting, the oversquare 635 engine houses a larger bore and shorter stroke than the 633 engine, at 93.4 mm. x 84 mm. Unlike the 24-valve M1's cast-iron block, that of the 635 carries an aluminium cylinder head bearing 12 valves, operated by the familiar chain-driven, single overhead camshaft. This seven-main bearing, in-line, six-cylinder engine runs a 9.3:1 compression ratio, is fed its fuel/air mixture by Bosch L-Jetronic injection and is sparked by an electronic, contact-breakerless ignition system. The twin exhaust pipes have been increased in size from 42 mm. to 50 mm. Thus equipped, the 635 boasts an extra 18 b.h.p. at 300 r.p.m. less than the 633, producing 218 b.h.p. at 5,200 r.p.m. Equally significant is an increase in torque from 210 lb. ft. at 4,250 r.p.m. to 224 lb. ft. at 4,000 r.p.m.



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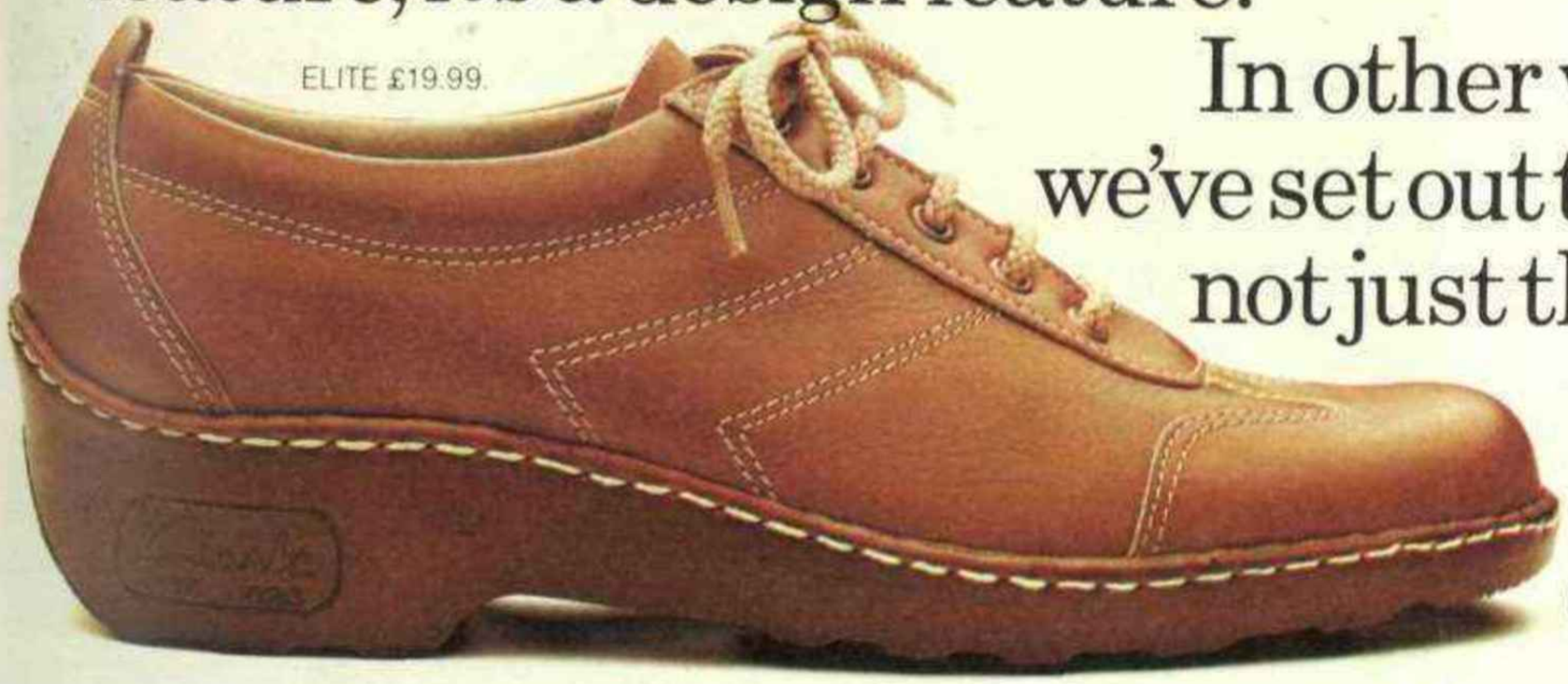
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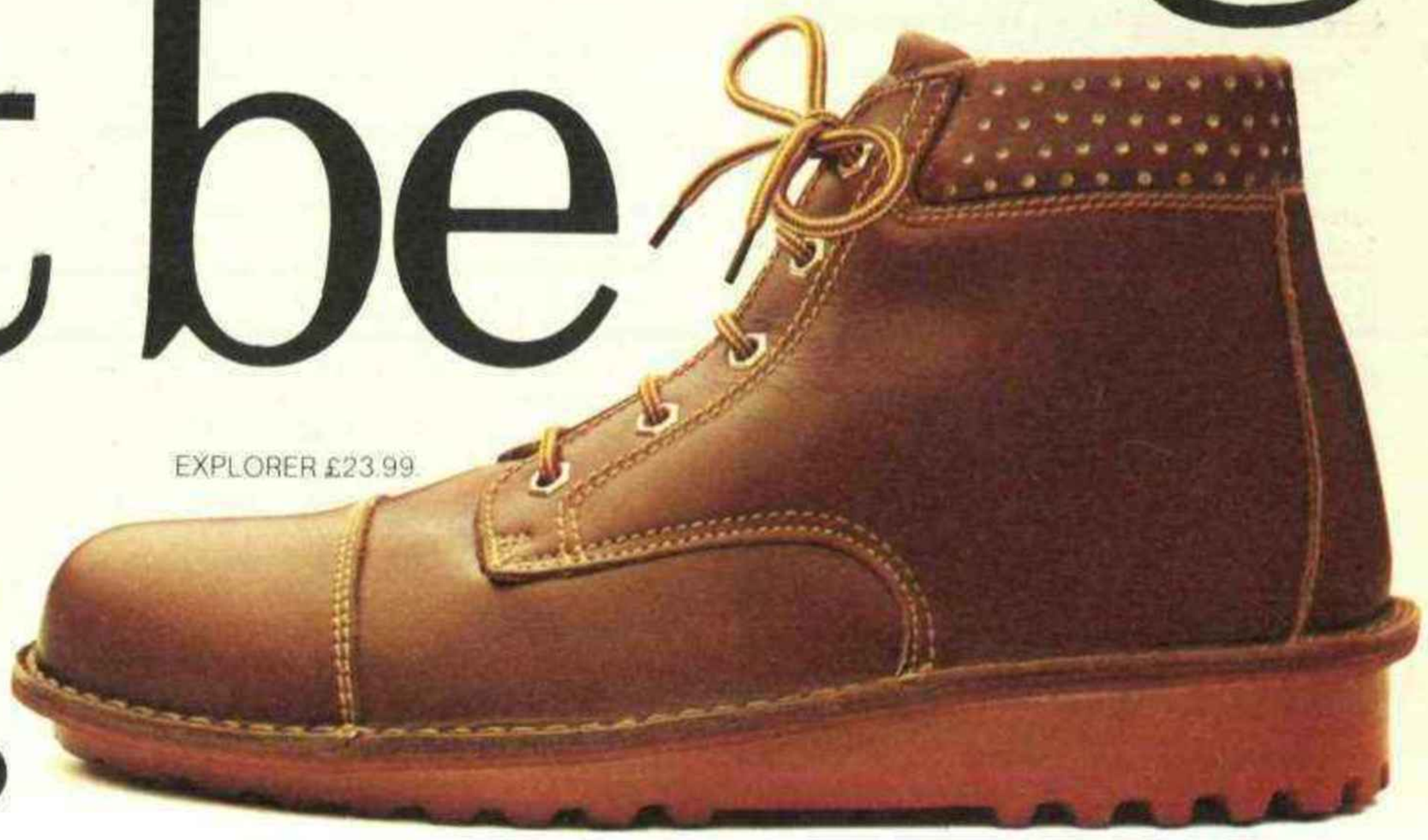
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Although the water valve controlled heater warmed up quickly on those cold mornings its heat delivery was badly inconsistent. I had no cause to use the ventilation system, but this is unchanged from that which W.B. criticised on the 633 in the summer of '77. On the right of the facia is the by-now familiar BMW check panel, which gives visual reassurance at the touch of a button that all the systems are working. The Porsche 928's automatic warning system is more sophisticated than this BMW arrangement, which I tended to forget.

To those familiar with the old manual 633CSi, the most immediately noticeable difference once behind the wheel will be in the operation of that gaitered gearlever with an extra "leg" in the gate. This Getrag five-speed 'box has first gear set over and down to the left, like the 928, which will no doubt upset some owners until they get their brains into gear. Reverse is opposite first, while the other four forward gears lie in H pattern. I had been warned that the gearbox wasn't very pleasant, but ended up quite liking it. The secret is not to be too ham-fisted with it: the more gently the lever is stirred, the less notchy it becomes. Some force is required to overcome the strong spring protection against the first and reverse plane, however. It is best to let the bias into the 2nd and 3rd plane line up the lever for those gears. I found it a much pleasanter, easier to use 'box, with shorter movements across the gate than the ZF unit in the 928. Some drivers might find its forward positions a bit of a long stretch. The clutch is heavy and needs to be fully depressed for clean changes.

I've often criticised BMWs for being undergeared as well as having inadequate ratios. The 635CSi is the first BMW with, to my mind, ideal gearing, certainly for British roads, yet I note that other writers have criticised this swift coupe as being undergeared too. BMW have had Getrag make them a proper, close ratio 'box with a direct fifth gear offering 23.55 m.p.h. per 1,000 r.p.m. Ratios are: 1st, 3,717:1; 2nd, 2.403:1; 3rd, 1.766:1; 4th, 1.263:1; 5th, 1.0:1; reverse, 4.234:1. The lower ratios offer speeds of 40, 62, 84 and 118 m.p.h. at the 6,350 r.p.m. red line, "long" enough gears surely for most use? The claimed 140 m.p.h. fifth gear maximum is reached at 5,900 r.p.m., well above the peak of the power curve, but not many owners are likely to reach that speed or wish to maintain it. The engine is right on song at just over 120 m.p.h., which is a more likely autobahn cruising speed, and packs tremendous fifth gear punch through most of its range, which wouldn't have been so good had fifth been made an overdrive. Indeed it feels long legged enough well into the three-figure bracket (100 m.p.h. equals 4,250 r.p.m.), much less fussed than the lower-geared manual 633 CSi of old. Gearing is not the only contribution to reduced fussiness: the Getrag box has killed the annoying, characteristic whine of the old four-speeder.

The gate arrangement of the gearbox does slow down the first to second change a little, but it doesn't stop this 1½-ton, 3½-litre car accelerating from 0-60 m.p.h. in about 7½ sec. and 100 m.p.h. in about 20 secs. Several rivals can beat these times, but few 635 owners are likely to complain too much about performance.

The short stroke "six" is delightfully smooth and responsive, a normal characteristic of these L-Jetronic injected BMW big sixes, which is even more marked in the 635's case thanks to the flat torque curve. There is no real need to u maximum revs for good performance in mo circumstances, for the well-spaced gear ratio and good torque give swiftly progressiv performance up the scale. Fourth is particularly useful overtaking gear. Mor surprising than outright performance is the 635 flexibility, for it will pull 800 r.p.m. in fift without stalling, nearly 200 r.p.m. belo tickover. This makes for a Jekyll and Hyde ca happy to be driven lazily around town or treate like the high performance sports coupe it is whe conditions allow it. The heavy spring oppositio against selecting first gear can be largel forgotten in most town traffic conditions: the 63 is quite happy to set off in second gear.

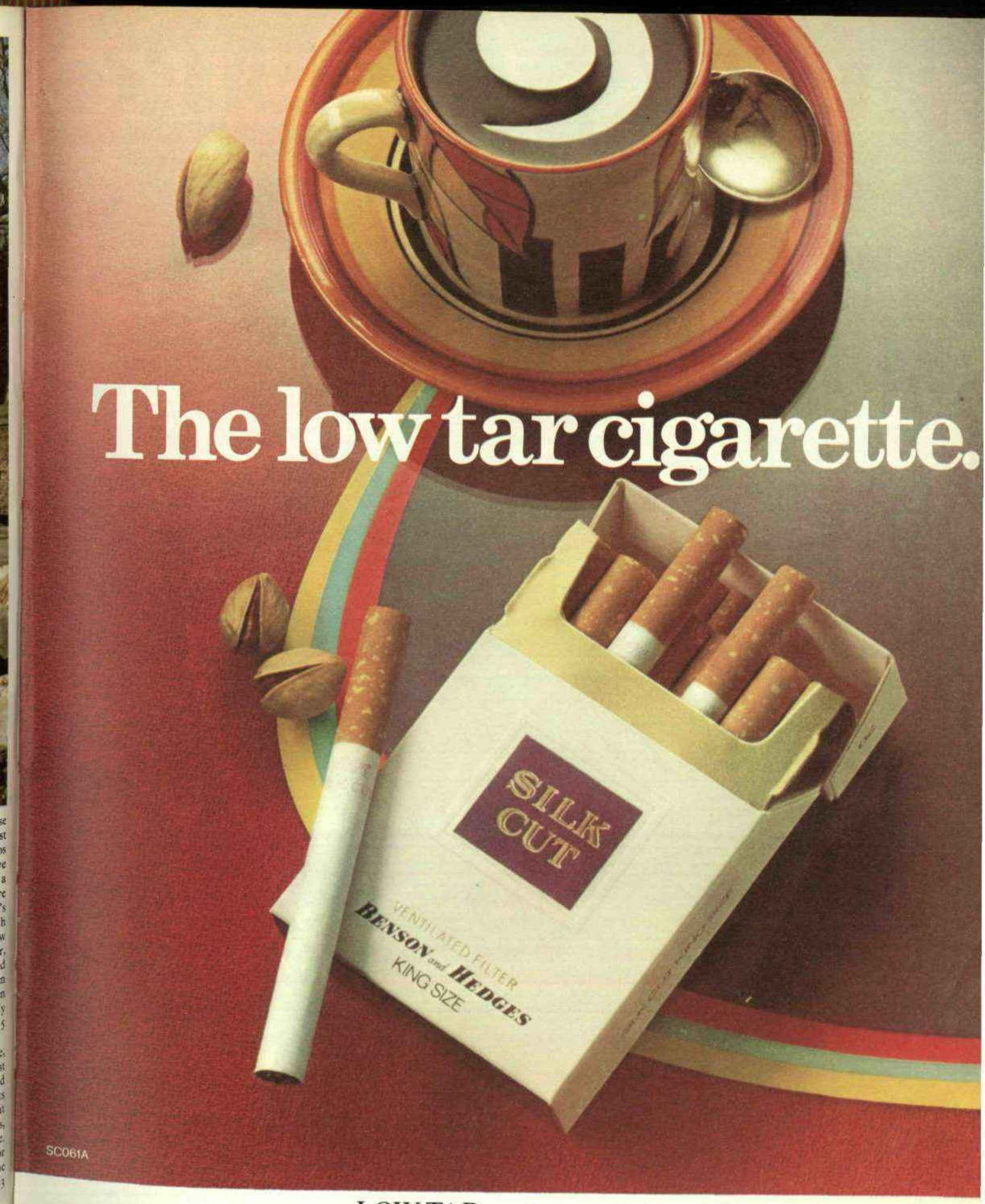
Engine noise rises from a distant burbl accompanied by the characteristic exhau twitter, at tickover, to a healthy roar under har acceleration, when this BMW either shows i true sporting colours or its lack of refinemen against the likes of Jaguar and Mercede depending upon the driver's mood at the tim Certainly it doesn't compare with Jaguars fo wind noise suppression (nor do Mercedes). Th

Continued on page 51



The coupe's elegant shape is made more aggressive by the aerodynamically efficient spoilers. The boot is large and contains the familiar, comprehensive toolkit in its lid.





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When Darniche retired his Stratos all matched opposition for the works Escorts vanished, and Hannu Mikkola (above) was able to take an unopposed win followed by his team-mate Björn Waldegard, though differential failure on both cars happened where there were two separate spare axles fortuitously available.

After the faster Group 4 cars came the Group 2 cars, but Andy Dawson (right) could not get his Datsun Violet within striking distance of the two Toyota Celicas, finishing fourth after one Toyota blew its engine.

Ove Andersson (below) drives no more than twice a year in Europe, concentrating mainly on running Toyota's European team, but he is still both capable and reliable and made no bones about taking third place after team-mate Thérier had retired.

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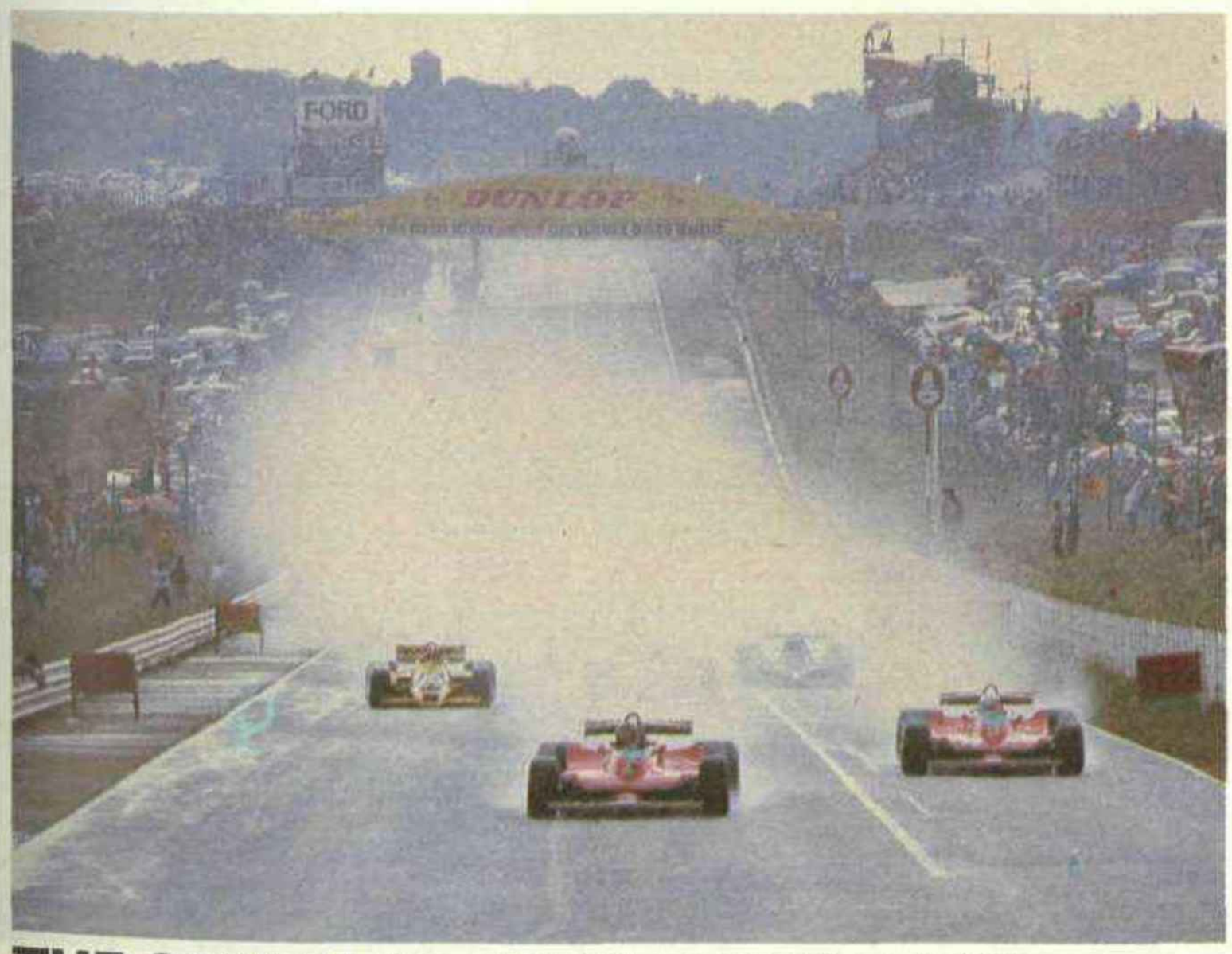
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Scheckter leads Villeneuve, Jabouille and Lauda off the line in the first start, top, but the young French-Canadian turns the tables on his Ferrari team-mate in the second start, below, with Jabouille on the inside and the rest lost in spray.

THE SOUTH AFRICAN GRAND PRIX

It rained!

Kyalami, March 3rd

CONFUSION rained at Kyalami long before the Grand Prix of South Africa was due to start. While everyone was heading for the southern hemisphere to continue test-programmes started in South America, or start new ones with new ideas and new cars, there were rumblings in the corridors of power. The Constructors' Association met at the Ferrari factory in Maranello and announced that they would no longer deal with the CSI on Formula One matters and would only respect the FIA, but wanted complete control of Formula One. The FIA merely confirmed the existing system, in which all sporting control is delegated by them to the CSI (or Federation International du Sport Automobile as it has now become) and reiterated that FOCA was part of the Formula One Working Group within the CSI. All this meant that Ecclestone and his lot were no longer on speaking terms with Balestre and his lot, and under the stony silence of stale-mate the South African GP prepared to take place. Fortunately the business of operating and running Formula One cars is a complex one and a full-time activity so everyone was getting on with the job, leaving the talkers and petty politicians to their own devices.

After the severe ruffling that the Ligier team gave everyone in South America there was a lot of activity and most teams were out at Kyalami long before official practice began. Ferrari sent out two brand new cars, designated T4, which were a complete redesign around the proven flat-12-cylinder engine and the transverse gearbox/final drive unit, in an attempt to make better use of airflow. It did not take Scheckter and Villeneuve long to appreciate the new cars and the *muletta* T3 was soon discarded as being obsolete, yet only 12 months ago it was the latest thing from Maranello. Although everyone was twittering about "wing cars" and "ground effects" during the testing sessions, anyone who was paying attention to what was actually happening would have realised that brake-horse-power was the real name of the game, and in particular the ability not to lose what you had got. Kyalami lies 5,500 feet above sea-level and has a very long flat-out section. While everyone was fluttering about on aerodynamics Renault arrived with their 1978 cars, which are about as aerodynamic as a house-brick, and not much bigger than a Formula Two car, and blew everyone into obscurity by means of sheer b.h.p. The Ligier team did not arrive for any testing, preferring to experiment at Paul Ricard, in comparative peace and quiet.

Over the past ten years the South African GP has changed its character from one of a social gathering and a holiday to a high-pressure business activity for making the maximum amount of money in the minimum amount of time, just like any other Formula One event. The race is always held on a Saturday and in the past practice has been held on Wednesday and Thursday, with Friday kept clear for preparing the cars, the track and the organisation. Few people complained about the arrangement and for most it was very popular, but this year Ecclestone and his lot put a stop to it all by announcing that official practice would be on Thursday and Friday, with no break before the race.

When the Kyalami circuit was opened for timed practice on Thursday morning the skies were grey and over-cast and the temperature was distinctly cool, which was just what the turbo-charged Renault V6 engine wanted. While everyone else was worrying about their aerodynamics Jean-Pierre Jabouille went out and recorded 1 min. 11.80 sec., a whole second faster than most people had been doing during testing sessions, when hand-timing tends to be optimistic. Before a lot of people realised what had happened the sun came through the over-cast and the air temperature rose dramatically and it was all over. The two Ferraris had almost broken the 1 min. 12 sec. barrier, with Scheckter on 1 min. 12.04 sec. and Villeneuve on 1 min. 12.07 sec. The fastest three cars were all on Michelin tyres and horsepower was obviously still very important on a fast circuit like Kyalami. In a surprising fourth place was Lauda with the V12 Alfa Romeo-powered Brabham BT48, the new Italian engine beginning to look promising. After that it was the Ligier team once more leading all the Cosworth-powered cars, indicating that South America was not a flash-in-the-pan as far as Goodyear-shod "kit-cars" were concerned. With the rise in track temperature there was little hope of improvement and in the afternoon session the Renault team rested on their laurels and did not bother to practise. The new-boy of the team, Rene Arnoux, had done a respectable 1 min. 12.69 sec., which put him well among the favoured runners, so he didn't practise in the afternoon either. For what it was worth Villeneuve was fastest in the afternoon, but a whole second slower than Jabouille's morning time. The day ended on a slight air of disbelief, for after all the working and scheming and theorising about "ground effect" cars, the

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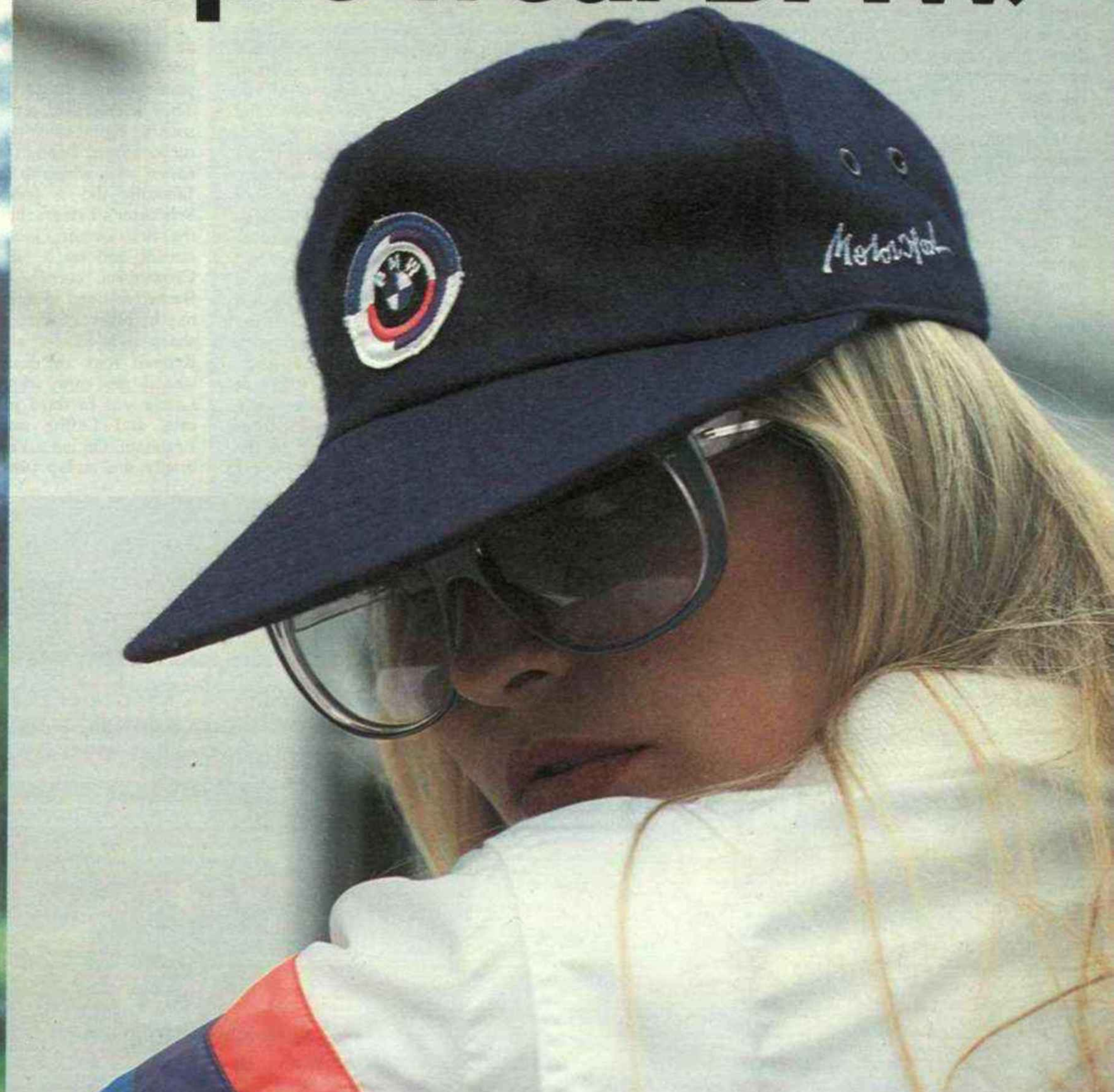
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Arbroath, Tayside (0241) 72919

Grassicks Garage Ltd.
Perth, Tayside (0738) 25481

John Clark Specialist Cars
Aberdeen, Grampian
(0224) 54938

WALES
Green Bower Garages Ltd.
Siebech, Haverfordwest, Dyfed
Rhos (043 786) 251/2/3

Premier BMW Cars (North Wales) Ltd.
Llandudno Junction, Gwynedd
(0492) 81565/81144

Leslie H. Trainer & Son (Car Sales) Ltd.
Sketty, Swansea
(0792) 21535/23595

LMT Garages Ltd.
Newport, Gwent
(0633) 272788/274768

S. L. Motors
Cardiff (0222) 23122

NORTHERN IRELAND
Isaac Agnew Ltd.
Belfast 9 (0232) 33331

JKC Garages (Coleraine)
County Londonderry
(0265) 51311/5

R. J. Walker
Ballycowan, Ballymena
County Antrim (026-68

CHANNEL ISLANDS
Jacksons Garage Ltd.
St. Helier, Jersey
(0534) 20281/2/3

Jacksons Garage (Guernsey) Ltd.
St. Peter Port, Guernsey
(0481) 23916/7/8

A selection of clothes from the BMW fashion collection. Windcheater styled by Head in blue or white: £69·43. Motorsport peaked caps in blue or white: £9·20. A choice of T-shirts with BMW roundel in small, medium and large sizes, from £6·22 or collared Motorsport T-shirt: £13·43.

For the joy of motoring.

engine was still proving to be the real heart of a Formula One car. The Renault keeps demonstrating that its turbocharged 1½-litre V6 engine develops a lot of power, and its reliability factor is improving steadily. Nobody has ever doubted the ability of the Ferrari engineers to produce horsepower, and now it looked as though the new V12 Alfa Romeo engine was working well.

On Friday morning the regulation untimed session of practice took place and though the weather was not hot by South African standards, it was still too hot for anyone to approach the pole position time of the Renault. The whole air of Friday was as if the previous day had not happened, for no matter what anyone did, or how hard they tried, there was little comparison between the results being obtained on the two days. Although happy with their performance the Renault team were not very confident, especially when Arnoux's engine blew up during Friday morning. When the truth sunk in to some of the teams, that "ground effects" were no substitute for horsepower, we saw the remarkable sight of cars running without nose-fins and with minimal rear aerofoils, all aimed at getting more straight-line speed, but all to no avail. In fact, it became almost embarrassing to see who was copying who in their groping about in the aerodynamic darkness.

In the final hour of timed practice Patrick Depailler was fastest, for what it was worth, but the grid positions did not alter much. Just before the end of practice Didier Pironi had a monumental accident when a rear wheel came off his Tyrrell 009 at some 150 m.p.h. and the car destroyed itself in the catch-fencing and against the barriers. The young Frenchman escaped with bruises and the team resurrected the prototype 009 for him to race. After the wreckage had been cleared, practice ran its final minutes but nothing startling happened. Fittipaldi had been making progress with his new F6 car until the engine blew up and he reverted to his 1978 car, only to record his best time, which set the thinking back a step!

On race day the weather was still unsettled as everyone had a last-minute thrash round in the warm-up period on Saturday morning, while a very large crowd poured into the circuit. Overnight it had rained quite heavily and the dampness was still in the air, though the track was clean and dry. The race was due to start at 2.15 p.m. and run for 78 laps, a distance of 320 kilometres, and the 24 starters left the pits and made their way round to the starting grid, Andretti, Reutemann and Jones putting in an extra lap while the stragglers were still arriving. The grid made interesting reading, in spite of having been virtually decided on Thursday morning. Jabouille was almost embarrassed at being on pole position, while alongside him Scheckter had the huge support of the crowd, in his home Grand Prix. The brand new T4 Ferrari looked functional, if not pretty, and in the second row was the other brand new Ferrari with Villeneuve looking as cool and calm as ever. Alongside him was the red Brabham BT48 of Lauda, its fin-less pointed nose looking very bare and accentuating the tubes and struts of the front suspension. From the back of the grid to the second row was progress indeed for a new car and new engine. Then came the pair of blue and white Ligier cars, leading the Cosworth brigade, and apart from Lauda's Brabham, leading the Goodyear-shod runners. In row four was Pironi with the spare Tyrrell 009, alongside Andretti with the latest Lotus 79, not by any means outclassed yet. In the next row was Jean-Pierre Jarier with the second Tyrrell 009 and with him young Arnoux after only one practice session with the second Renault. Then came Reutemann in the second Lotus, in a not very inspiring position, and with him young Nelson Piquet in his first serious drive with the new V12 Alfa Romeo-powered Brabham BT48. The remaining 12 runners were either uninspiring, unimaginative, or unfortunate. James Hunt spent a lot of practice explaining how he was going to retire at the end of this season, because he is frightened of hurting himself (he ought to retire *now* before he does hurt himself!), the McLaren team seem to have lost their way, the Arrows team have gone very quiet (which makes a change) and the Williams team is a shadow of last year.

With everyone ready to go a few rain spots fell on the Leeukop end of the circuit and you could smell rain in the air, but on the grid all was pandemonium as the field set off on its pace lap. They arrived back on the grid in good order, the starting signal came on and they were away. The turbocharged Renault engine has never been the easiest with which to make a standing-start, but Jabouille did a good job and it was only Scheckter's Ferrari that led the Renault down to the first corner. Jabouille pulled over to the outside and sat it out with Scheckter through Crowthorne corner and down the sweep of Barbeque Bend. Side-by-side they took the 150 m.p.h. Jukskei Sweep and as they went into the sharp right-hander at Sunset Bend the yellow Renault took the lead. Rain was now falling steadily and spray was flying from the slick tyres. Lauda was in third place, but eased off in the rain and Laffite and Pironi went by the Brabham. On lap 2 Villeneuve headed Scheckter briefly, and on lap 3 the two Ferraris went by the Renault as the three cars headed into Clubhouse corner, behind the paddock. These three Michelin-shod cars had already left the rest of the field far behind, but then officialdom decided the drivers were incapable of driving on the wet surface and the race was stopped! The two Ferrari drivers and Jabouille had looked perfectly capable of coping with the wet conditions, as did Laffite, Pironi, Jarier, Andretti, Depailler and quite a few others, but someone decided it was dangerous and that was the end of the South African GP for nearly an hour.

It was decided that the race would be restarted in the order after two laps, in 2 x 2 grid formation, and would run for the remaining 76 laps. Although the rain ceased almost as soon as the race was stopped, the circuit was still damp and tyre choice was left to the individual driver. Driving a racing car fast is one thing; using your



"Villeneuve drove a race that was an object lesson to everyone."

PRACTICE TIMES

No.	Driver	Thursday a.m.	Thursday p.m.	Friday p.m.
1	M. Andretti	1.12.36	1.14.21	1.12.54
2	C. Reutemann	1.12.75	1.14.19	1.12.82
3	D. Pironi	1.12.33	1.15.18	1.13.22
4	J. P. Jarier	1.14.58	1.15.19	1.12.55
5	N. Lauda	1.12.12	1.16.44	1.13.39
6	N. Piquet	1.13.07	1.14.65	1.14.07
7	J. Watson	1.14.44	1.16.10	1.14.55
8	P. Tambay	1.14.58	1.15.39	1.16.22
9	H. J. Stuck	1.16.31	1.16.64	1.16.47
11	J. Scheckter	1.12.04	1.13.37	1.13.41
12	G. Villeneuve	1.12.07	**1.12.86**	1.12.83
14	E. Fittipaldi	1.15.24	1.16.17	1.14.61
15	J-P. Jabouille	**1.11.80**	–	1.12.99
16	R. Arnoux	1.12.69	–	–
17	J. Lammers	1.15.46	1.17.05	1.15.35
18	E. de Angelis	1.15.18	1.16.92	1.14.44
20	J. Hunt	1.14.60	1.14.21	1.14.38
22	D. Daly	1.16.64	1.16.78	1.16.70
24	A. Merzario	1.18.14	–	1.19.21
25	P. Depailler	1.12.51	1.17.88	**1.12.15**
26	J. Laffite	1.12.26	1.15.80	1.12.56
27	A. Jones	1.15.06	1.16.23	1.14.64
28	G. Regazzoni	1.15.68	1.16.99	1.15.73
29	R. Patrese	1.14.54	1.16.14	1.15.63
30	J. Mass	1.15.00	1.16.79	1.16.10
31	J. Rebaque	1.17.11	1.16.57	1.16.15

STARTING GRID

11
J. Scheckter
(Ferrari-flat 12)
312T4/038
1 min. 12.04 sec.

15
J. P. Jabouille
(Renault V6 t/c)
RS01/02
1 min. 11.80 sec.

5
N. Lauda
(Brabham-Alfa Romeo V12)
BT48/2
1 min. 12.12 sec.

12
G. Villeneuve
(Ferrari flat-12)
312T4/037
1 min. 12.07 sec.

26
J. Laffite
(Ligier-Cosworth V8)
JS11/02
1 min. 12.26 sec.

25
P. Depailler
(Ligier-Cosworth V8)
JS11/03
1 min. 12.15 sec.

1
M. Andretti
(Lotus-Cosworth V8)
79/5
1 min. 12.36 sec.

3 *
D. Pironi
(Tyrrell-Cosworth V8)
009/1
1 min. 12.33 sec.

16
R. Arnoux
(Renault V6t/c)
RS01/03
1 min. 12.69 sec.

4
J. P. Jarier
(Tyrrell-Cosworth V8)
009/3
1 min. 12.55 sec.

6
N. Piquet
(Brabham-Alfa Romeo V12)
BT48/3
1 min. 13.07 sec.

2
C. Reutemann
(Lotus-Cosworth V8)
79/2
1 min. 12.75 sec.

7
J. Watson
(McLaren-Cosworth V8)
M28/2
1 min. 14.44 sec.

20
J. Hunt
(Wolf-Cosworth V8)
WR7
1 min. 14.21 sec.

29
R. Patrese
(Arrows-Cosworth V8)
A1/06
1 min. 14.54 sec.

18
E. de Angelis
(Shadow-Cosworth V8)
DN9/3B
1 min. 14.44 sec.

** 14
E. Fittipaldi
(Fittipaldi-Cosworth V8)
F6/1
1 min. 14.61 sec.

8
P. Tambay
(McLaren-Cosworth V8)
M28/1
1 min. 14.58 sec.

30
J. Mass
(Arrows-Cosworth V8)
A1/05
1 min. 15.00 sec.

27
A. Jones
(Williams-Cosworth V8)
FW06/005
1 min. 14.64 sec.

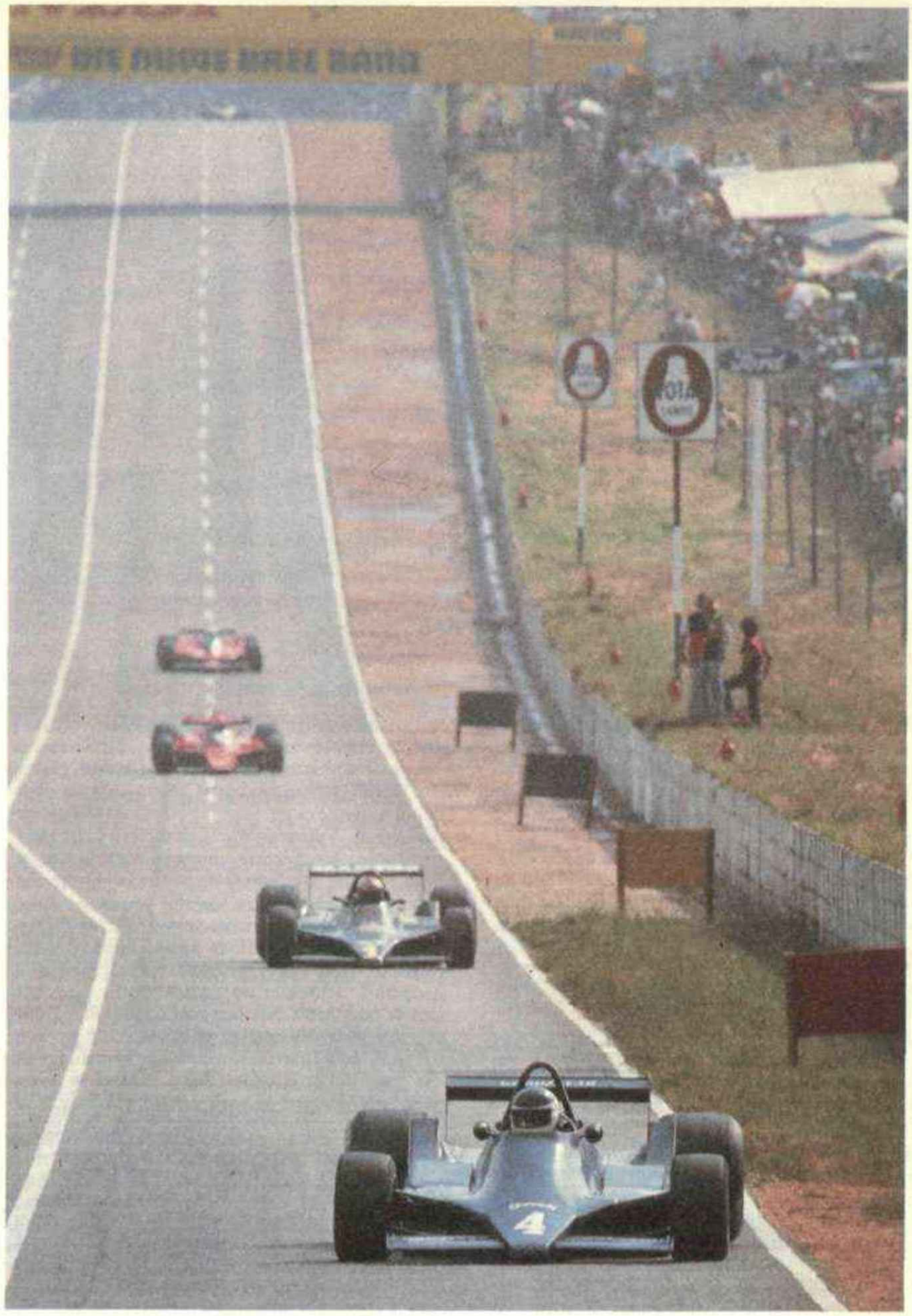
28
G. Regazzoni
(Williams-Cosworth V8)
FW06/003
1 min. 15.68 sec.

17
J. Lammers
(Shadow-Cosworth V8)
DN9/2B
1 min. 15.35 sec.

9
H. J. Stuck
(ATS-Cosworth V8)
D2/02
1 min. 16.31 sec.

31
H. Rebaque
(Lotus-Cosworth V8)
79/1
1 min. 16.15 sec.

* Time recorded in Tyrrell 009/2
** Time recorded in Fittipaldi F5A/1
Did not qualify:
22 D. Daly (Ensign MN09) 1 min. 16.64 sec.
24 A. Merzario (Merzario A1B/1) 1 min. 18.14 sec.
N.B. All 24 starters were running when race was stopped. All took the restart in the race order for lap 3.



The smooth-driving Jarier's Tyrrell 009 was pursued throughout by Andretti's Lotus 79.

brain is another thing altogether, and when you have a young man who can combine both you have a good racing driver. One such is Gilles Villeneuve (and another following the same route is Nelson Piquet, but that is for the future). The decision was simple enough, did one restart on "wet" tyres and stop and change to "dry" tyres when the track dried, as it surely would, or did one restart on "dry" tyres, hoping not to lose too much ground during the "drying-out" stage. Of the 24 cars that were lined up for the restart only Scheckter, Depailler, Tambay, and Piquet decided to keep to "dry" tyres, the rest fitted "wet" tyres, whether Michelin or Goodyear. The next decision was how far to go on the "wet" tyres and, for the others, how fast to try and go on "slicks" on the slippery surface.

The line-up was in the order they had been at the end of lap 2 in pairs, with Villeneuve and Scheckter in front, followed by Jabouille and Laffite, then Pironi and Lauda, Jarier and Andretti, Reutemann and Depailler, Tambay and de Angelis, Hunt and Jones, Arnoux and Watson, Stuck and Mass, Lammers and Regazzoni, Piquet and Rebaque, Fittipaldi and Patrese. Natural caution had put the Brazilian at the back and a slipping clutch had delayed the young Italian. At the second start Villeneuve took the lead on his "wet weather" Michelins, while Scheckter fought brilliantly to stay with him on his "slick" tyres. Jabouille had his Renault in third place, but poor Arnoux fluffed his start and got left behind. Before the end of the lap Lammers had got muddled up with Rebaque and while the Shadow was picked out of the catch-fencing the brown Lotus 79 carried on its way. Jabouille went by the slipping and sliding Scheckter, into second place, and



Depailler wished he had restarted on "wet" tyres, as he lost adhesion and slid off the road on the third lap (the fifth in total). Arnoux was making up ground at a great rate, passing Rebaque and Fittipaldi, and then Piquet and Patrese.

Tactics and cunning were now the order of the day, to drive smoothly and accurately and to conserve tyres or change them as the case may be. As expected the track soon dried out and the sun shone, and Villeneuve drove a race that was an object lesson to everyone. For 13 laps he increased his lead over Scheckter and then dived into the pits to change all four wheels and shot back into the race on new "dry" weather tyres, in second place but better equipped than his team-mate. The two Ferraris were way out on their own and while Scheckter could be seen to be driving in his usual hard and brusque manner his young team-mate was driving in velvet gloves and velvet shoes, not only holding station but doing so without putting any strain on the car or the tyres. Villeneuve was impressive by any standards, his Ferrari changed direction in a fluid manner, the power flowed smoothly to the rear wheels on acceleration and you could sense that he was driving with very sensitive finger-tips, whereas Scheckter was driving with clenched fists and bravado. The inevitable happened. Scheckter wore his Michelin tyres out and at two-thirds distance had to stop for a new set of wheels. Villeneuve sailed serenely by into the lead and coasted through the remainder of the race with effortless ease. On new tyres Scheckter charged as hard as he knew how, and

ENTRY

No.	Team	Driver	Car	Model	Engine	Gearbox	Tyres	Main Sponsors
1	Lotus	M. Andretti	Lotus	79/5	Cosworth V8	Heland	Goodyear	Martini/Tissot/Essex
2	Lotus	C. Reutemann	Lotus	79/2	Cosworth V8	Hewland	Goodyear	Martini/Tissot/Essex
3	Tyrrell	D. Pironi	Tyrrell	009/2	Cosworth V8	Hewland	Goodyear	–
4	Tyrrell	J. P. Jarier	Tyrrell	009/3	Cosworth V8	Hewland	Goodyear	–
5	Brabham	N. Lauda	Brabham	BT48/2	Alfa Romeo V12	Alfa Romeo	Goodyear	Parmalat Food
6	Brabham	N. Piquet	Brabham	BT48/3	Alfa Romeo V12	Alfa Romeo	Goodyear	Parmalat Food
7	McLaren	J. Watson	McLaren	M28/2	Cosworth V8	Hewland	Goodyear	Marlboro/Castrol
8	McLaren	P. Tambay	McLaren	M28/3	Cosworth V8	Hewland	Goodyear	Marlboro/Castrol
9	ATS	H. J. Stuck	ATS	D2/02	Cosworth V8	Hewland	Goodyear	ATS Wheels
11	Ferrari	J. Scheckter	Ferrari	312T4/038	Ferrari flat-12	Ferrari	Michelin	Fiat/Agip
12	Ferrari	G. Villeneuve	Ferrari	312T4/037	Ferrari flat-12	Ferrari	Michelin	Fiat/Agip
14	Fittipaldi	E. Fittipaldi	Fittipaldi	F6/1	Cosworth V8	Hewland	Goodyear	Copersucar
15	Renault	J. P. Jabouille	Renault	RS01/02	Renault V6 t/c	Hewland	Michelin	ELF
16	Renault	R. Arnoux	Renault	RS01/03	Renault V6 t/c	Hewland	Michelin	ELF
17	Shadow	J. Lammers	Shadow	DN9/2B	Cosworth V8	Hewland	Goodyear	Samson Shag
18	Shadow	E. de Angelis	Shadow	DN9/3B	Cosworth V8	Hewland	Goodyear	–
20	Wolf	J. Hunt	Wolf	WR7	Cosworth V8	Hewland	Goodyear	Olympus/Texaco
22	Ensign	D. Daly	Ensign	MN09	Cosworth V8	Hewland	Goodyear	Theodore Racing
24	Merzario	A. Merzario	Merzario	A18/1	Cosworth V8	Hewland	Goodyear	Flor Bath
25	Ligier	P. Depailler	Ligier	JS11/02	Cosworth V8	Hewland	Goodyear	Gitanes/ELF
26	Ligier	J. Laffite	Ligier	JS11/02	Cosworth V8	Hewland	Goodyear	Gitanes/ELF
27	Williams	A. Jones	Williams	FW06/005	Cosworth V8	Hewland	Goodyear	Saudia Airlines
28	Williams	G. Regazzoni	Williams	FW06/003	Cosworth V8	Hewland	Goodyear	Saudia Airlines
29	Arrows	R. Patrese	Arrows	A1/06	Cosworth V8	Hewland	Goodyear	Warsteiner Beer
30	Arrows	J. Mass	Arrows	A1/05	Cosworth V8	Hewland	Goodyear	Warsteiner Beer
31	Rebaque	H. Rebaque	Lotus	79/1	Cosworth V8	Hewland	Goodyear	–

Spare Cars

Lotus-Cosworth V8 79/4	– Not used
Tyrrell-Cosworth V8 009/1	– Raced by Pironi. Used by Jarier Thursday a.m.
Brabham-Alfa Romeo V12 BT48/1	– Used by Lauda Friday p.m.
McLaren-Cosworth V8 M28/1	– Practised and raced by Tambay
Ferrari flat-12 312T3/033	– Not used
Fittipaldi-Cosworth V8 F5A/1	– Used by Fittipaldi Friday p.m.
Renault V6 t/c RS01/04	– Not used
Shadow-Cosworth V8 DN9/1B	– Not used
Ligier-Cosworth V8 JS11/01	– Used by Depailler Thursday p.m.
Williams-Cosworth V8 FW06/004	– Used by Jones Thursday a.m.
Arrows-Cosworth V8 A1/03	– Not used

it was courageous but pointless, the smo young French-Canadian had it all well un control. Although Scheckter got within sight his team-mate, that was all he could Villeneuve made no mistakes, conserved his ty and demonstrated the oldest requirement in Racing Driver's Manual, to drive smoothly a let the speed look after itself. There was a b four seconds between the two Ferraris at finish and it was as clean a sweep for Maran as they could wish for. Two brand new cars a they finished first and second, with a new record by Villeneuve for good measure.

In Argentina we were impressed by Lig winning first time out with a new design; Brazil we were impressed by Ligier finishing o two. In South Africa Ferrari went one better looks like 1979 is going to be the season for be impressed.

One could have been excused for not notic the other 22 cars in the race, but they were too impressive. As already mentioned Lamm and Depailler were soon off the road, followe little while later by de Angelis. Then Pir retired when the throttle linkage on the cobbl up prototype Tyrrell 009 came adrift. A deflat tyre caught out Laffite and he spun off the r and Alan Jones had a 150 m.p.h. spin when left-rear suspension collapsed on his Willia Arnoux had been making a good recovery fr

Piquet hangs on to Brabham team-mate Lau tail as the two prepare to lap Regazzoni's slid Williams. Jarier's third-placed Tyrrell t Watson's disappointing McLaren, below.



his poor start and was going well when his left-rear tyre punctured on some of the bits scattered from the Williams and he had a lucky escape when the Renault spun off the track. Jabouille's hopes of an honourable race disappeared when he stopped for "dry" tyres, and then ended when the Renault engine broke. Nelson Piquet "pussy-footed" along in the opening stages but then ran a smooth non-stop race, profiting from other drivers' pit-stops to move quite high up the field. When Lauda eventually caught him, after changing to "dry" tyres, the young Brazilian stayed with his team leader right to the end, though it must be recorded that they were lapped by the winner. Driving a very smooth and consistent race into third place was Jarier with the Tyrrell 009 and he was pursued throughout by Andretti in the green Lotus 79. Now either Jarier was driving brilliantly, or Andretti wasn't trying too hard, and with only third place at stake it was probably the latter. After working away for an interminable number of laps Andretti at last looked as though he might do something about the blue Tyrrell, but then they lapped Regazzoni in the second Williams, and while Jarier nipped by, Andretti got bogged down and lost all his advantage. Hunt raced the new Wolf against the old Williams of Alan Jones, until his accident, so there was obviously something wrong there somewhere, and the McLaren team and the Arrows team did not even provide a good supporting cast.

After it was all over there were the usual



excuses and explanations of "why we didn't win", ranging from Reutemann having to pump the brakes on his Lotus before each corner, through the rear aerofoil coming loose on Lauda's Brabham, to one tyre "growing" in diameter more than the other on Andretti's Lotus



Tyre changes were the story of the race. Here the Brabham mechanics give Lauda's car a quick change from wets to slicks. De Angelis scrambles from his wrecked Shadow at Crowthorne, below.

and upsetting the balance. A pleasant change was Jarier, who was delighted with his third place and his Tyrrell 009 which had presented no problems. It recorded the highest speed through the timing beam on the descent after the pits, with a speed of 292.76 k.p.h. (approx. 182 m.p.h.). – D.S.J.

Notes on the cars at Kyalami

Lotus: The Martini Team Lotus produced a brand new car for Andretti, Lotus 79/5 (or ML 23 by the factory's odd numbering!) to exactly the same specification as the previous cars, and presumably put together during breaks from finishing off the first Lotus 80. Reutemann still had Lotus 79/2 and Andretti's previous car 79/4 was the team spare. All three carried the name ESSEX on the sides, the name being a new sponsor for Lotus, represented by an International company who supply the bulk of refined oil to those petrol companies not in the big league.

Tyrrell: Since the South American races Maurice Phillippe had looked at the Ligier cars and added air deflectors on the top of the side-pods of the Tyrrells, just ahead of the rear wheels. Jarier had a brand new car, 009/3 and the prototype 009/1 was the team spare. During practice a rear wheel came off 009/2 (due to not being tightened properly it was said) and the car was reduced to scrap. In a local newspaper interview Pironi was quoted as saying the car had jumped out of gear, which had caused the crash! It probably felt like that as all the drive disappeared. For the race he reverted to 009/1.

Brabham: Gordon Murray continues to alter the design of the BT48 Brabham-Alfa Romeo in numerous small ways, so much so that by the time you have appreciated a redesigned bracket or mounting, something else has been changed. The end result is showing great improvement, and though the V12 Alfa Romeo engine, which has Autodelta inscribed on some of its camboxes as well as Alfa Romeo, looked a bit "vintage" in its casting designs, it is notably oil tight and compact, if rather long. Lauda continued with BT48/2 while Piquet had a brand new car, BT48/3. The original car BT48/1 was the team spare. Among the modifications was the elimination of the "canard" fins on the pointed nose, and a reduction in the size of the rear aerofoil, Murray being convinced that he was getting sufficient down-force from under the car and from its upper surface.

McLaren: When first seen the M28 McLaren looked to be a huge car, with very wide track and very long wheelbase, the aim being to provide the maximum possible air-flow space under the car, but the object may have defeated itself as the car lacks straight-line speed. Experiments were tried with and without nose-fins and with a double-deck rear aerofoil, and a very low-mounted one. A brand new car, M28/3, was produced for Tambay but it refused to run properly so it was abandoned and he reverted to M28/1. Watson struggled along with M28/2.

Results:

SOUTH AFRICAN GRAND PRIX – Formula One – 78 laps – Kyalami – 4.104 kilometres per lap – 320.122 kilometres – Wet and dry

1st:	G. Villeneuve (Ferrari 312T4/037)	1 hr. 41 min. 49.96 sec. – 188.60 k.p.h.
2nd:	J. Scheckter (Ferrari 312T4/038)	1 hr. 41 min. 53.38 sec.
3rd:	J-P. Jarier (Tyrrell 009/3)	1 hr. 42 min. 12.07 sec.
4th:	M. Andretti (Lotus 79/5)	1 hr. 42 min. 17.84 sec.
5th:	C. Reutemann (Lotus 79/2)	1 hr. 42 min. 56.93 sec.
6th:	N. Lauda (Brabham BT48/2)	1 lap behind
7th:	N. Piquet (Brabham BT48/3)	1 lap behind
8th:	J. Hunt (Wolf WR7)	1 lap behind
9th:	G. Regazzoni (Williams FW06/003)	2 laps behind
10th:	P. Tambay (McLaren M28/1)	3 laps behind
11th:	R. Patrese (Arrows A1/06)	3 laps behind
12th:	J. Mass (Arrows A1/05)	4 laps behind
13th:	E. Fittipaldi (Fittipaldi (F6/1)	4 laps behind.

Fastest lap: G. Villeneuve (Ferrari 312T4/037) on lap 23, in 1 min. 14.412 sec. – 198.540 k.p.h. *(new record)*

N.B. Race was stopped at 2 laps and restarted for remaining 76 laps.

Retirements: J. Lammers (Shadow DN9/2B) accident, on lap 3; P. Depailler (Ligier JS11/03) accident, on lap 5; E. de Angelis (Shadow DN9/3B) accident, on lap 17; D. Pironi (Tyrrell 009/1) deranged throttle linkage, on lap 26; J. Laffite (Ligier JS11/02) accident, on lap 46; J-P. Jabouille (Renault RS01/02) engine failure, on lap 48; H. J. Stuck (ATS D1/04) accident, on lap 59; J. Watson (McLaren M28/2) ignition trouble, on lap 63; A. Jones (Williams FW06/005) rear suspension failure, on lap 63; R. Arnoux (Renault RS01/03) tyre failure and accident, on lap 66; H. Rebaque (Lotus 79/1) engine failure, on lap 69.

24 *starters* – 13 *finishers*



Villeneuve takes the chequered flag after an exemplary and dominant drive.

ATS: The German-owned team based in England produced a brand new car for Hans Stuck, which was effectively D1/04 in their build-programme, but was referred to as D2/02 by the team.

Ferrari: It was only 12 months ago that the T3 Ferrari appeared full of new thoughts on suspension geometry to take maximum advantage of the Michelin radial tyres. Four victories in 1978 would seem to indicate that the T3 was a successful design. Now it is obsolete, superseded by the T4 the design of which has been to take advantage of air-flow under the car. The petrol has been put into a single tank behind the driver, the front suspension has been tidied up and the rear suspension has been made "inboard" with the coil spring/damper units close together behind the final drive and operated by rocker arms. Front and rear anti-roll bars are interconnected hydraulically instead of mechanically as on the T3, and are driver-controlled from the cockpit. The exhaust pipes are tucked out of the way in a remarkable fashion and such air as does get under the car has to squeeze its way past the flat-12-cylinder engine in narrow ducts that have as much resemblance to a venturi as a football boot! When you look "through" a Lotus 79 air-flow begins to make sense. When you try and look "through" the T4 Ferrari you become confused. What the new Ferrari does have is an immensely smooth upper surface, which is most unusual for a car from Maranello, and any aerodynamic advantage would seem to come from the air-flow "over" the T4 rather than "under" it. As regards overall shape the T4 doesn't have one. It is a shapeless racing machine, rather than a shapeless racing car and looks like a very effective lawn-mower. It is clearly a very effective racing machine. The two new cars followed on the flat-12 numbering series, being 037 for Villeneuve and 038 for Scheckter.

Fittipaldi: The Fittipaldi F6 designed from scratch by Ralph Bellamy with such knowledge as he could decently take with him from Lotus is another odd-looking racing machine. All its aerodynamic effects are crowded at the back so that it looks a bit like a shuttlecock and the pointed nose looks divorced from the back of the car. Although Emerson Fittipaldi was spending all his time with this new car, and actually raced it, it was not proving significantly quicker than the old F5 model.

Renault: Renault have sufficient problems with their turbocharged V6 engines and running a two-car team, to be panicked into hurriedly cobbling-up a "wing car" or "ground effect" car. When it goes the Renault is very quick, its 525 b.h.p. or whatever is claimed being there for all to see. A lot of people seem to overlook the fact that the RS01 is not much bigger than a good Formula Two car, and from its inception it has stayed that way. The Renault engineers led by Francois Castang have managed to develop the car without adding size and weight, which is highly commendable. They had with them the same basic three cars as they used in South America, with Jabouille using RS01/02, Arnoux in RS01/03 and the latest car RS01/04 as the spare. Their next move is to field the V6 engine with twin turbochargers.

Shadow: Apart from having two new drivers who have much to learn about Formula One driving, the Shadow team are fumbling along trying to keep pace with the "mumbo-jumbo" of "wing cars", "ground effects", "skirts" and so on. Having repossessed some of their material from the Arrows team they are well provided with obsolete material in the face of the pace being set by some of the other teams.

Wolf: The WR7 continues to be altered and modified in an attempt to make it competitive with a Lotus 79, but results so far are not very conclusive.

Ensign: Morris Nunn produced his latest car that takes the prize for the oddest-looking racing machine, an award held last year by the Wolf WR5 and WR6. The whole front is one tall, vulnerable-looking block of radiators, water and oil, the object being to provide a clear passage along the sides of the monocoque for the all-important "ground effects" air-flow. There were too many other problems with this untried car to ever know if the air knew what it was supposed to be doing. This new model N179 is MN09 in the Nunn series.

Merzario: The ever-resourceful and ever cheerful Arturo Merzario continues to join in the Formula One scene, though an engine failure and then gearbox trouble put paid to any hopes he had of qualifying for the race.

Ligier: The French team had their usual three cars, no major changes taking place, with Depailler in JS11/03, Laffite in JS11/02 and the prototype car as the team spare.

Williams: There were no changes here as their *new car is nearing completion and if all runs to* schedule it will be at the next Grand Prix. Alan Jones raced FW06/005 until a ball-joint on the left rear lower wishbone broke, which put the car into a violent spin. It managed to dissipate its kinetic energy without hitting anything but left the driver very shaken and looking forward to having a new car. Regazzoni drove FW06/003 and FW06/004 was the team spare.

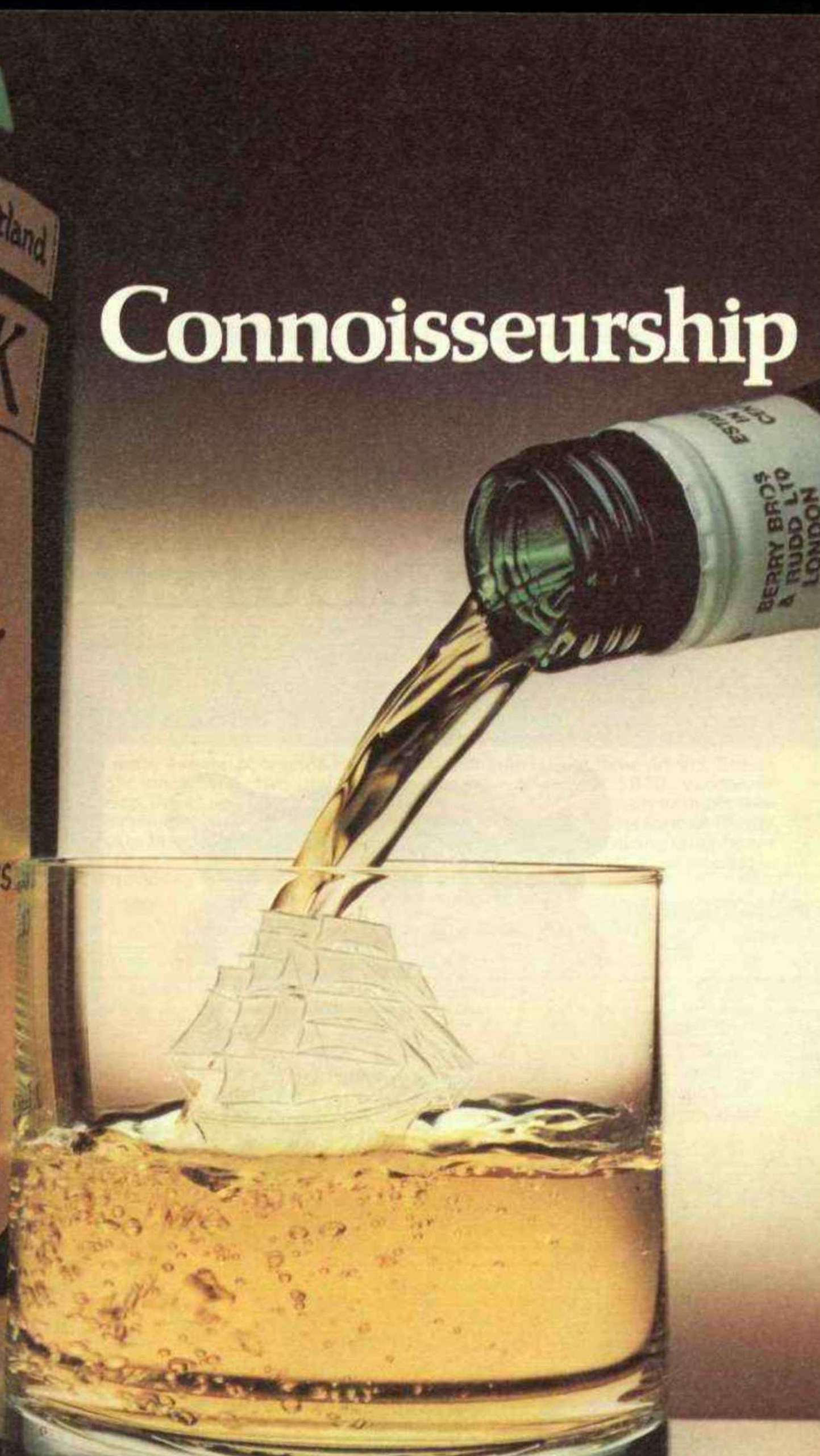
Arrows: The Milton Keynes team built up a new car for Patrese, A1/06, incorporating numerous modifications to the basic chassis. Mass took over A1/05, which itself was a resurrection of bits and pieces. – D.S.J.



Stewart interviews winner Villeneuve watched by third-placed Jarier.

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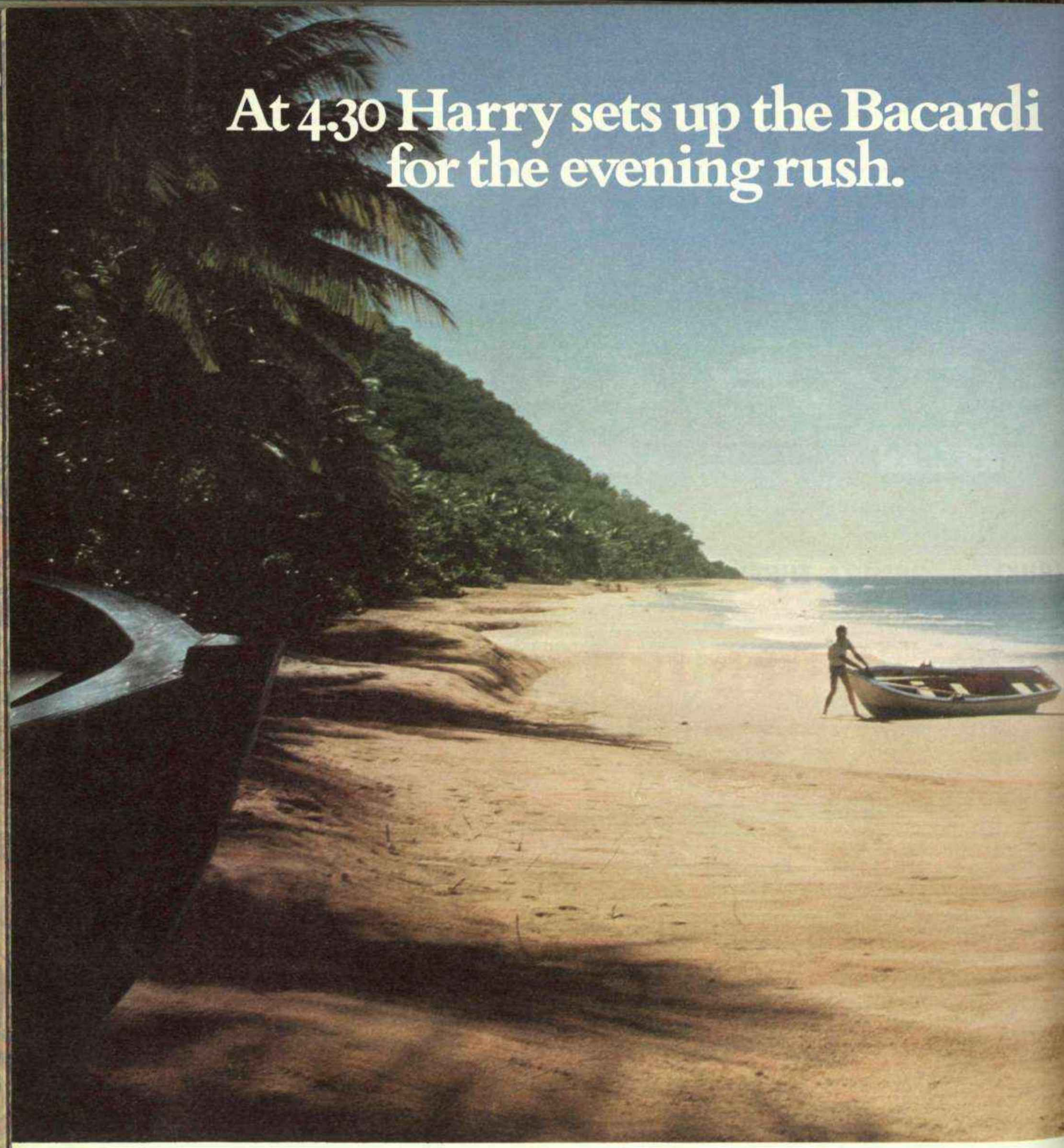
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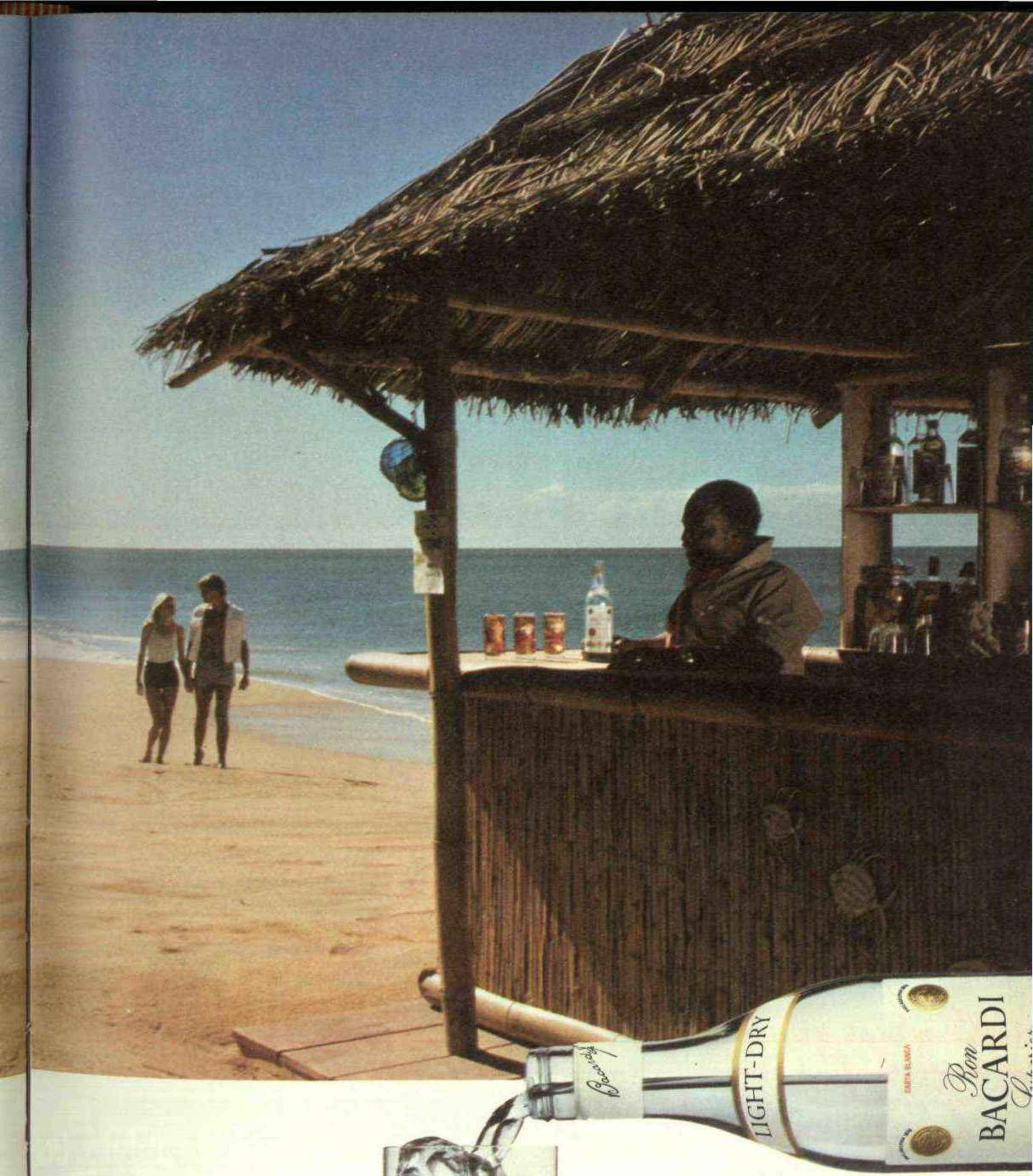
THRUXTON FORMULA THREE After a season of too many events, poor grids and racing dominated by just three drivers, British F3 has bounced right back with two thrilling opening rounds to the 1979 Vandervell Championship. The first race at Silverstone went to the young Brazilian, Chico Serra, who leads a strong four-car "works" March team with his Ron Dennis-prepared 793 pod-car. The second round at Thruxton – the start is pictured above – provided a surprise winner, however, in the form of former Italian Kart Champion, Andrea de Cesaris (below), in a Tim Schenken run private March 793. Both races featured nearly full grids and dicing reminiscent of the glorious 1-litre F3 days with slipstreaming, wheel-banging and some heart-stopping overtaking. Like last year, however, British driver interest is minimal, although Nigel Mansell took his Unipart March Dolomite Sprint to a fine second place at Thruxton.



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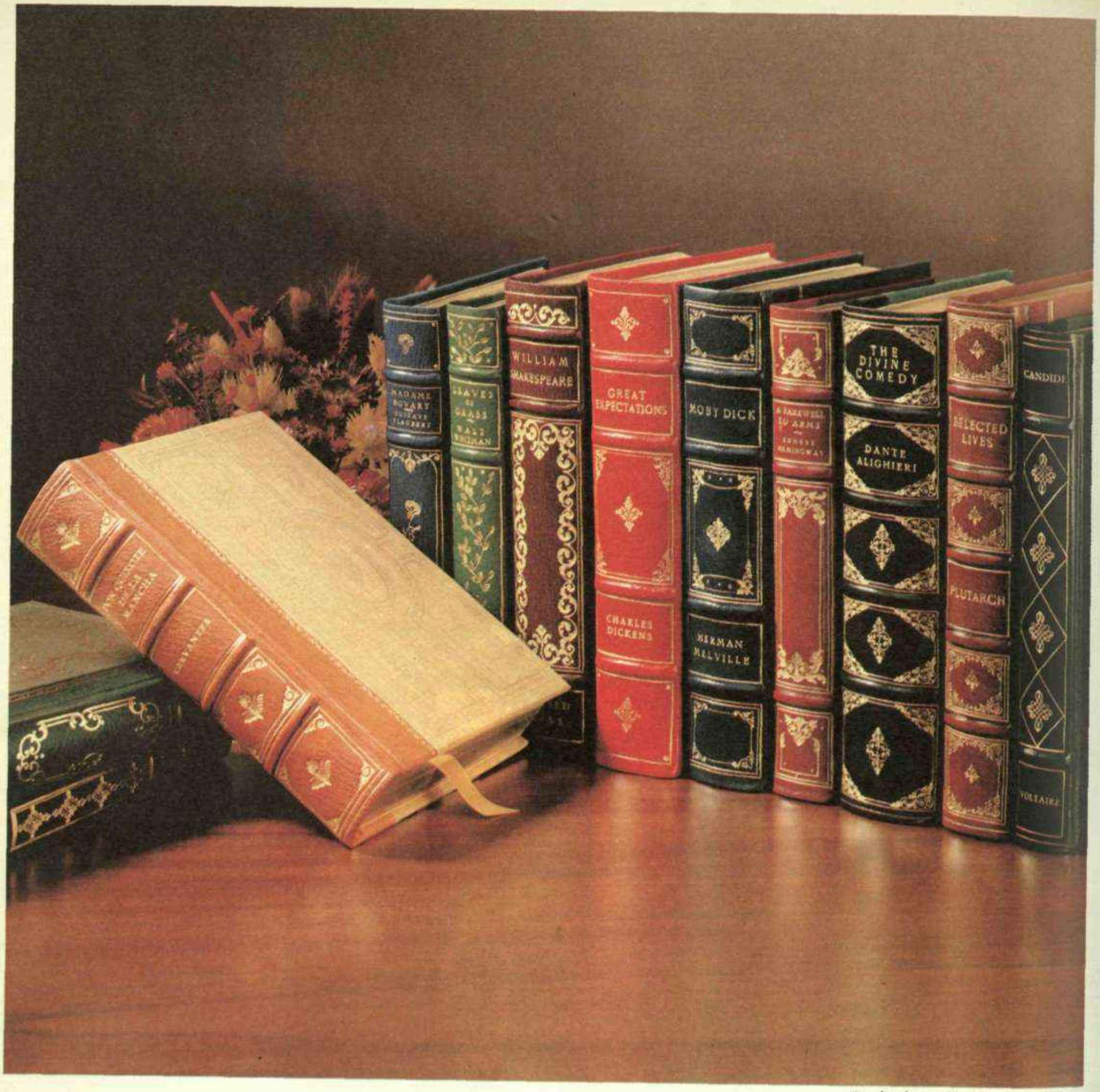
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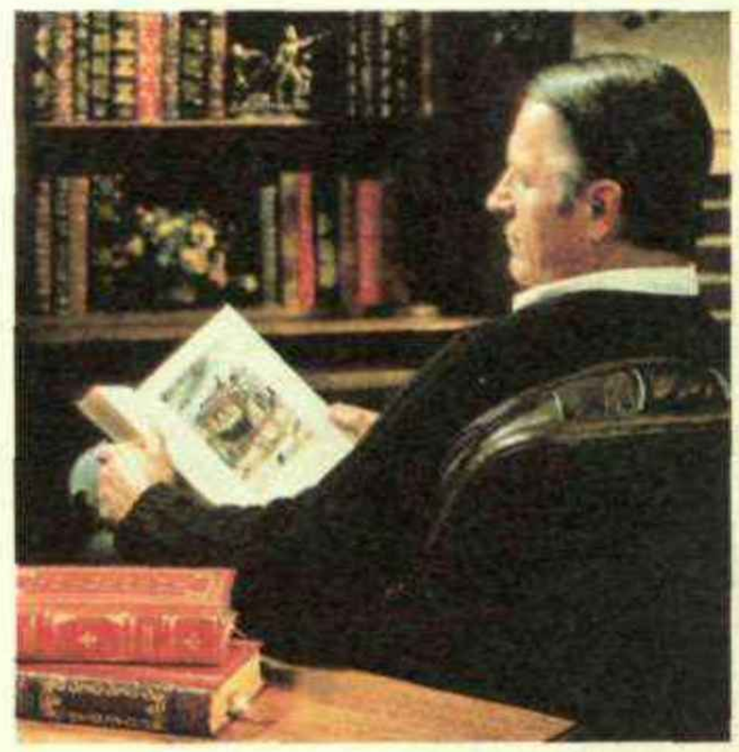
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SWEDISH RALLY Stig Blomqvist and Björn Cederberg (pictured above on the event's only frozen lake stage) made history when their Saa Turbo two-door won the World Championship event – the first rally victory for a turbocharged car. Fastest driver on th event was Bjorn Waldegard (below) who, after spending an uncharacteristic five minutes off the road on the first stage, set an impressive string of faste times to finish in second place, just 80s behind. The Swede's Escort RS1800 is pictured on the first stage of the second leg.

Third and fourth place finishers, Pentti Airikkala (Vauxhall Chevette) and Markku Alen (Fiat 131) are depicted below in typical and spectacular actio during the customary "ice race" of three laps of the Färjestad pony trotting track.

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BMW 635 CSi – continued from page 486

test car was quieter than other BMW models in this respect, but still far from hushed at speed.

The revised suspension settings have transformed the 635 compared with the 633. Gone is that "floating feeling over some surfaces" which W.B. described, gone is most of the diagonal pitching, roll and sogginess when cornered hard and in its place is new found tautness and obedience to the helm which make this a much more enjoyable car to drive quickly. Its handling is safely neutral, though the tail needs watching under slippery conditions and traction is helped by a limited slip differential. Its road holding is not up to the exceptional standards of the P7-shod 928, of course, but in many conditions the balanced handling and direct and positive ZF steering make this BMW more interesting and enjoyable to drive quickly and more forgiving and communicative at its (lower) limit of adhesion. At the same time its bulk and weight don't give it the lively, thoroughbred feel of a Porsche 911, but then, the latter is an out and out sports car, the 635 effectively a coupe derivative of a long line of saloons. The stiffer suspension has not removed the tendency for the semi-trailing arm rear suspension to squat heavily under hard acceleration nor the nose to dive under heavy braking. Bumps in mid corner can upset the 635's equilibrium too. I wasn't able to run this 635 to much more than 120 m.p.h., but the spoilers and associated "tweeks" seemed to have improved stability.

Stiffer suspension and the steel braced Michelins give rise to some bump thump and suspension noises, a few sympathetic body or trim rattles and a harsher low speed ride. It would be fairer to say that the ride is "taut" rather than "harsh", because "harsh" implies discomfort, whereas the excellent seats prevent this from being so. The ride improves with speed, as might be expected and overall I rather liked the sporting compromise.

When the same car (CLX 181T) was borrowed from BMW by a Standard House colleague some months before my own test he complained bitterly about the brakes, which would only withstand a handful of stops from high speed before fading. I suspect that new pads had been fitted before the car came to me, because I had no such complaints, though my driving is usually more exuberant than his. Admittedly, the bad weather I experienced may have helped their survival. Come to think of it, slight fade did show up after one particular long, downhill "blind", but on the whole the braking performance, feel and firmness of pedal was rather better than on earlier BMW coupes which have passed through my hands.

This elegant coupe is extremely well finished and generally well appointed, though I always cringe when a supposedly luxury car has a long list of very high cost "extras" offered on top of an already very high price. Useful standard equipment in addition to that already mentioned includes metallic paintwork, electrically operated door windows and rear quarterlights (though the latter open only a short distance) and the usual comprehensive BMW toolkit in the bootlid. The optional headlamp washers/wipers were a boon in the filthy conditions which prevailed during most of the test, but the multiple headlights were dreadful on dipped beam. The electric sunshine roof was extraordinarily slow in its operation and I would have thought its operating switch would have been more conveniently placed on the centre console, with the window switches, instead of in the roof lining. However, when open the roof did not subject the occupants to the buffeting experienced in a 733i. The twin electric door mirrors have one adjustment knob with a change-over switch like that of the 928. One important standard fitment I had momentarily forgotten is efficient central locking, which includes the boot lid. Though ostensibly a four-seater, there is so little head and knee-room in the deeply-contoured rear seats that the 635 should be regarded more as a 2 plus occasional 2, although young children would no doubt be very comfortable therein. There is plenty of useful stowage space in spring-loaded door pockets, a lockable glovebox, in which is a rechargeable torch, in lidded wells behind the rear seat headrests and in a cavernous well in the centre console, though this is filled in when air-conditioning is fitted. I wonder if anybody at BMW has tried to read a London A-Z from the driver's seat of a 635 by the dull light of the single interior lamp on the passengers side.

I am not certain that anybody who can afford to spend upwards of £17,000 on a motor car will be too concerned about fuel consumption, nor am I sure that foul weather and slow commuting will allow my figures for the 635 CSi to be considered representative. They showed a worst of 15 m.p.g. and best of 18.4 m.p.g., which I am sure could be improved upon in fairer circumstances.

In recent times I have lost some of my enthusiasm and respect for some BMW models. The 635CSi has done much to redress the balance, a return to the enjoyable, sporting high performance BMWs of old. But the price? –C.R.

Film review dept.

CARS and films are such natural companions that we ought perhaps to establish a Cars in Films column to go with our present book reportage. The Esso petroleum concern are behind two new productions that we viewed recently and that are available on free loan to recognised motoring interests from the Esso Motorsport Centre, PO Box 4, Pangbourne, Reading RG8 7AW.

Both films were made – and often had interviews by – the effective Barrie Hinchliffe at United Motion Pictures in London.

The first was a little out of Hinchliffe's normal line, for instead of forest rallying we were confronted by half an hour of the best in Formula Ford racing action. The interviews with one FF Champion (of the Esso series, naturally) were forthright and interesting as Peter Morgan explained that the reason there were so many accidents was because "there are 60 World Champions out there . . . or they think they will be!" Also featured is Jim Walsh and an American called Randy Blomqvist who talked somewhat earnestly about air penetration. Predictably the FF film is entitled *The Young Tigers*.

Scotch on the Rocks is the title chosen for the rally film covering the Scottish international of 1978, an event that provided further proof of Hannu Mikkola's magnificent winning form last season.

Perhaps because we had seen much of the film on TV this did not have quite the impact normally expected of a UMP production. It was still much better that just about anybody else seems to manage on the rallying side, and the reason for that must be Hinchliffe's personal knowledge and enthusiasm for the sport.

Wrong Borough

COLIN CHAPMAN built his first car in Hornsey, not Hackney, as I stated incorrectly in my road test of the Lotus Esprit S2 last month. – C.R.

Letters from Readers

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

The Silencer Fiasco

Sir,

As a Formula Ford 1600 competitor, I feel I should comment on the recent silencer fiasco.

In November 1978 the RAC announced that silencers were required in this formula. This gave us plenty of time to fit them during those long winter nights. However, the RAC were to specify which silencer to use to retain the "equality" of the formula. The first official announcement appeared in the motoring press on January 31st, 1979. The ensuing problems were threefold:

i) According to one of the top engine firms, the pipe diameters are different to those of the previous unsilenced exhaust system, complicating the fitting of such devices.

ii) The lack of notice means that such engine firms have insufficient time to design a safe mounting causing a race to become an obstacle course avoiding dropped silencers improperly mounted.

iii) On February 6th, 1979 my local Ford Rally Sport dealer informed me that he had ordered 1,000 silencers but RS dealers had been allocated only two each and they had not yet arrived.

Consequently, since the first official meeting at which the RAC were going to enforce the rule was on February 18th, 1979, panic broke out.

The final comment must go to the RAC. Having announced their decision at the end of January, they informed me that they were enforcing this rule from January 1st – how can they enforce a rule before its announcement?

Bromley TIM GARLAND

Customs Duty & Taxes on Reimports

Sir,

I would like to refer to Mr. C. A. Mann's letter in the December issue, where he complained of customs duty and VAT levied on reimports to this country of British-manufactured vehicles.

Unfortunately this recent ruling covers reimports of all previously exported products and is part of the standardised EEC customs regulations governing our nine member states.

We have been bringing back such vehicles to this country for a number of years and now find these new regulations in respect of duty quite the imposition Mr. Mann describes.

However, the present situation is not completely so penalising as some may interpret. Indeed even a few small compensations are perceivable.

All vehicles, if not brought back to Community territory by the original exporter within the three-year period, are certainly now assessed at 11% duty.

With regard to VAT, a local United Kingdom tax: this is not subject to the foregoing time limit and, although stipulations vary slightly for other vehicles and motorcycles, where it is applicable to reimports of motor cars, VAT is still calculated as before at 8% on a sum figure, including the duty rate (*ad valorem* duty), the identical method as in the past, even though no duty itself was actually charged in previous years.

Nevertheless, even VAT as well as the 10% car tax are waived on reimports of unaltered motor cars on which – broadly speaking – these taxes are fully paid during their ownership and use in the UK before original export (verifiable by original sales and registration papers etc.)

Furthermore, car tax is neither claimed on motor cars, on which the old purchase tax was paid, nor on cars of more than 20 years old.

I have steered clear of using customs vocabulary in the above, but one must differentiate between "motor car" and "vehicle" for precise rulings. Additionally there are numerous small qualifications to each regulation, which prove every import must be judged individually, in order to achieve a precise assessment.

For example: private vehicles, imported as or part of legacies, are still admitted free of customs dues, as too are vehicles brought in as private effects, though under strict ownership conditions.

One advantage is of course, that now the whole EEC territory can be regarded as a source for duty-free imports. With this gain, however, we and our Continental counterparts have had to sacrifice that earlier advantage of being able to bring back from more distant continents at the former privileged rates valuable and historic examples of our own nation's motor engineers' achievements.

Since these new circumstances affect all, perhaps Mr. Mann and other enthusiasts throughout the European Community might consider it worthwhile mobilising their efforts within all nine countries in an attempt to have the customs rules relaxed, if at least in respect to imports of special category vehicles or of vehicles requiring considerable restoration, etc.

Charmouth C. S. BULLEN

Bullen Shipping & A. S.

100 m.p.h. from 750 c.c.

Sir,

I was most interested by your article, "100 m.p.h. from 750 c.c.", particularly your point that the Morgan achieved this speed unblown. I wonder if this is as surprising as it appears at first glance?

While my knowledge of ICE design is only that of the interested layman, I have always understood that the disposition of inlet and exhaust tracts in the motorcycle type of engine permitted one particularly beneficial result; that is, spray cooling of the exhaust valve by the incoming charge. This would evidently be difficult to arrange in an engine such as the Austin 7 or the MG where all the valves are in line astern.

I seem to recall an article by L. Mantell, in the *Light Car*, in which he stated that the effect of such exhaust valve cooling was to raise power output by about the same extent as supercharging.

Presumably the normally aspirated Morgan would take advantage of this phenomenon, not to mention the greater crankshaft rigidity and lighter weight of the unblown V-twin unit.

While this might go some way towards explaining the Morgan's remarkable performance, it doesn't help me decide which frightens me most – 100 m.p.h. by Morgan, Austin or MG.

Lincoln STUART ULPH

Requiem for the Midget

Sir,

I think that what I have to say in the next few paragraphs will echo the resentment felt by many fellow MG Midget enthusiasts.

Having owned two '73 Midgets and at present owning a '78 model, I can do nothing but praise this fine little car. I was looking forward to seeing the Midget in production well into the 1980s, until I heard the news that it was going to be phased out later this year. Having found that hard to swallow, I nearly choked on the following statement read by the newscaster, in which he told us that the Austin Allegro Vanden Plas is to be produced at Abingdon in place of the Midget. What an insult to have that built on the hallowed soil of Abingdon.

Just what are Leyland Cars playing at?

The MG Midget as we all know was changed drastically, back in late '74, so as to comply with various American laws. This was done because the demand for the Midget was greater over there, than it was here. Consequently we too suffered the big bumpers, raised suspension etc. Now after four years of having got used to the different appearance of the Midget, and in my case liking it, Leyland see fit to axe it.

The reason behind this seems to be that the Triumph Spitfire is more popular with our Trans-Atlantic cousins than the Midget. Therefore it appears that Leyland can't justify production of the Midget any longer, although there is still a good home market for it. Thus, this action not only deprives the Americans of choice between the two marques but us also.

Comparing the Marina and Allegro just for a moment, I see that Marina sales figures outstrip those of the Allegro (both cars being aimed at the same sort of market, as too are the Midget and Spitfire), but I don't hear any rumblings at Leyland about chopping the Allegro because its sales are second best.

While I'm on the subject of Allegros, why go and produce the Vanden Plas at Abingdon in place of the export-earning Midget?

Don't Leyland need as much foreign income as possible from their cars, more so now than ever before as the home market becomes swamped with imports?

I clearly think that they do. So why axe a car popular both here and stateside, offering no replacement for it, and leaving us with Hobson's choice of the Spitfire?

The burning question remains. Can we afford to lose a soft-top sports car, which above all is traditionally British, cheap, cheerful and bags of fun to drive, especially with the hood down?

It seems to me that certain people don't like you having fun any more, or personal choice.

I urge any MG enthusiast feeling the same as I do, to write to Michael Edwardes or Derek Whittaker at Leyland Cars, and let them know how you feel.

Evesham I. P. RAINEY

A Cantering Colt

Sir,

After following the letters regarding RS2000s with considerable interest I feel I must put pen to paper.

Two and a half years ago I was considering buying an RS2000 but due to poor availability and experiences concerning replacement parts for a rally RS Mexico I decided against it.

After considering other alternatives I decided on a Colt GTO 2000. This car has been the RS owners dream. The performance was as good as if not better, its looks were better (it was noticed wherever it went) and the smoothness of the engine had to be experienced to be believed.

The car covered 43,000 miles in 2½ years which was not an easy life by any means. It was run in on a 12 car rally, driven into various lakes and on most weekends was seen hurtling across the Pennines towing a powerboat.

In the time that I had it replacement parts needed were two fuses and one stoplight bulb, and a set of tyres at 40,000 miles!

Its bodywork still glistened as new having had only two polishes in its entire life. The biggest

problem was selling it two months ago. You guessed it, nobody wanted it. They all wanted RS2000s.

Would anybody like to explain why?

Newton Aycliffe P. WHALLY

Volvo Lamps

Sir,

Referring to the article entitled "My Year's Motoring", page 167, February 1979, edition. With regard to "these rugged Volvo barges", I would like to point out the following: –

The Volvo "wired-to-the-ignition running-lamps", are not strictly sidelamps. As you will know sidelamps are 5 watt value but the Volvo running-lamps are 21 watt lamps, reverting to 5 watts when the headlamps are switched on. Please do not assume that you are speaking for all drivers – the Volvo wired-to-the-ignition running lamps have proved their point with you – you have at least noticed them.

Newton Abbot P. J. WARNE

(I knew about the Volvo running-lamps – I used the description "sidelamps" loosely. – W.B.)

Five Star Concern

Sir,

As a motorsport competitor I view with some concern the news that all major petrol companies plan to cease production of five star petrol.

We ourselves run an Escort with a full race Cosworth FVC engine in rallycross which would obviously come to very great harm were it run on four star petrol.

In the light of this I have recently been in touch with Esso Petroleum Co. to enquire if there is any way in which I could improve the octane rating of four star or find a retail outlet for aviation spirit. I was put in touch with a Mr. Crossthwaite at Esso Regional Office, Aldridge Road, Little Aston, Birmingham, who, although he did not in any way promise anything, was very sympathetic with my motorsport query and hinted very strongly that Esso are deliberating this problem in no small way and are considering various ways of continuing to fulfil the needs of the sport, namely, maintaining small scale production of five star and different ways of getting it to the competitors such as a few central garages, tanks or tankers at major circuits etc. He did emphasise that I write to him stating my needs as the more letters he receives the stronger the argument becomes.

May I through your pages suggest that everyone who is concerned with this problem write to Mr. Crossthwaite stating their concern and needs and hopefully Esso Ltd. will come to the rescue of serious motorsport in Britain.

Lichfield W. J. CHATWIN

Motorway Overtaking

Sir,

I read the March issue with pleasure till I came upon C.R.'s review of 1978 motoring, page 322 referring to motorway overtaking on the inside lane. This gave me the "willies".

I have just had two months in New Zealand hiring cars to tour both Islands and found the minor two lane roads a joy because of lack of traffic, but city motorways a nightmare. The three way and six way lanes running through Auckland are fraught with peril because of the inside overtake and outside overtake. To be glued to a middle lane is asking for trouble as one's eyes are constantly searching the mirrors from port to starboard. There is no discipline as it is a case of every man for himself.

This breeds a certain kind of Dad, nice chap off the road but 8 a.m. he is demented.

I command you Sir, never to mention the subject again for fear that a Whitehall Twit might think it a good idea.

St. Briavels, Glos. T. TUFNELL

(The prospect of allowing overtaking in all lanes gives me the "willies" too, but so does my daily experience at the southern end of the M1 of cars overtaking illegally in both slow and middle lanes and chopping across all three lanes willy-nilly. The real answer as I said, would be to enforce proper use of the outside lane as an overtaking lane and not as a mechanised, slow-moving crocodile while the other lanes are comparatively empty. – C.R.)

Mighty Minor Mileage

Sir,

As a Morris Minor 1000 owner, I was interested to read in the February MOTOR SPORT of a 1961 Minor 1000 which has covered only 311 miles, with the claim that this could be the lowest mileage example existing.

My 1958 example, which I have owned for the past 14 years, has covered 332,000 miles, and I wonder if this might be the *highest* mileage Morris Minor saloon.

Romsey M. J. SMETHAM

KMB 300

Sir,

Further to the sketch "Tailpiece", page 208 February issue of MOTOR SPORT, and the interesting questions of Mr. E. J. Warburton re KMB 300 of which from 1946-50 I was the proud owner. This car was considered to be the Rolls-Royce of Trials Specials, also, in my hands, one of the most successful, and was a great pleasure to own and drive.

It was a well designed and beautifully finished car of several parts, Trials Specials and Sprint (timed 6.8 sec. to 60 m.p.h. and 7.2 sec. to 70 m.p.h. to give some idea of the acceleration). I always drove the car to and from events, and it was fully roadworthy, waterproof and clean. I took my wife on many occasions to car club dinner dances in the car.

This car was beautifully finished in battleship grey with real leather upholstery, mohair hood, side curtains and tonneau cover, fully equipped, engine turned dashboard, Hartford adjustable shock absorbers. Even the engine compartment and bonnet were engine turned also and it was a pleasure to keep in concours condition.

Mr. David Gandy, who knew the car well has given some details, but if the car had been kept in the condition when I sold same, it would now be a very highly priced Collectors' item. I wish the new present owner every success, and maybe I shall have the pleasure of seeing him at some event.

My wife and I have many happy memories and photographs and awards to think over as we get a little older. I enclose some photographs showing the car in various events and giving some idea of the finish in which the car was always presented for an event.

Chelford, Cheshire R. E. HOLT

* * *

Sir,

I enclose a poor photostat copy of "Ford V8" referred to by Mr. Warburton (no relation of mine). The original one taken by Lancashire Daily Post and the notes on the back of the photo were written by J. H. Toulmin and Porter Hargreaves, both well-known competitors with M.G. and Fraser Nash in the 1930 period.

The Ford V8 was built for H. C. Symonds by an aero engineer. I purchased it from Symonds Registered GMDI and after a time sold it to Reg Holt who re-registered it KMD300.

Auckland, NZ GUY WARBURTON

(We were pleased to hear from Guy



Mr. and Mrs. Reg. Holt in KMB 300. See letters from Mr. Holt and this Ford V8 Special's former owner, Guy Warburton

Warburton with this additional information. If the reader in South Africa who currently owns Mr. Warburton's well-known Vauxhall 30/98 and wishes to contact him would care to write to us again, we shall be happy to forward Mr. Warburton's address. – Ed.)

More About Specials

Sir,

Mr. Warburton's letter in your February issue reminded me of happy hours spent with Leslie Ballamy at his garage in Caterham in 1945 looking at the laid up LMB V8 and dreaming of trials to come.

This car has lived in the Croydon area for the last couple of years but now carries an AC radiator badge and a 2-litre AC engine. It is again green. Does any reader know the fate of the Jaguatti, a special I used in Autocross in 1954. It comprised a Bugatti chassis, 2½-litre SS Jaguar engine with a 1½-litre Le Mans Singer body. The registration was OKN 15 when I bought it and GNO 2 when I sold it.

For the sake of true records may I add that I bought Allard CLK 5 in 1948 and with the help of Sidney Allard and Reg Canham restored it to exactly its original specification including the removal of the limited slip diff unit which had caused a certain amount of bad feeling in the trials world. I enjoyed many happy trials in it and sold it in 1949. I saw it again about four years later in a used car dealers with a hideous home made "streamlined" body. Other V8 engined specials I used competitively were the ex-Imhof Allard "Orrible Orror" KLD 5 in 1949, the ex-Appleton Allard JYH 613 in 1950 and the ex-Northway Mercury engined Nash "The Spook" which I sold to someone in Jersey.

If any readers want details of these or the many other smaller engined specials I have owned I will be pleased to correspond. Incidentally I have read every issue of MOTOR SPORT since 1938, even when it meant a trip to City Road in the forties to be sure of my copy on the first of the month – was it ever late?

Crawley TONY RUMFITT

* * *

Sir,

I refer to the letter in your March issue from David Gardner.

The Cripps Special was a hairy beastie (and apparently may well become such once more) which was devised by the Cripps brothers. Many photographs of the car being raced by one or the other adorned the walls of Southampton Motors, the Cripps' car sales business (I purchased a Wolseley Hornet Special Eustace Watkins Coupe from them in 1957 and later looked more than once at an SS1 for which the asking price was £95!) and the car was usually in residence in or near the showroom.

I first saw the car in competition at the BARC South-Western Centre's Brunton Hill-climb, which I believe was towards the latter part of the Cripps' racing career.

One of the brothers is now the landlord of the "Globe" in Bernard Street, Southampton.

Southampton D. E. BISHOP

* * *

Sir,

Mr. Heseltine's letter January issue (vol. LV No. 1) – "Hairy V8 Specials".

Yes, there are still some around. I have owned two for many years viz: 1. A Riley-based two-seater with English Ford V8 engine (pre-war built) – very hairy! 2. One of the V8 Grenfell specials – superbly built!

Twickenham, Avon M. H. EASON

* * *

Sir,

Recent correspondence in your columns on the subject of Ford V8-engined trials specials brings to mind an example seen in a semi-derelict condition in Cheshire some four years ago. This was apparently built either just pre-war or shortly afterwards by Blakes of Liverpool and followed the usual pattern of cycle wings, sketchy bodywork and twin rear-mounted spare wheels, it may possibly still be there if not gone beyond total recall. Details could be passed on if anyone wishes to try and mount a rescue attempt.

Another Ford V8 Special of a later era was discovered by a friend, Stuart Entwistle, lurking in the corner of a Ford main dealership in Wigan around 1968. This car was built up in the late 1960s from a surplus of mainly new V8 Pilot parts. The constructors solved the body problem by the simple expedient of obtaining an open proprietary fibreglass special body of the 1172 ilk, which was too narrow, cutting it in two down the centre line and letting in an extra piece. The result was reasonably light and highly accelerative. My own car at this time was a TR2/3, itself no sluggard, but the V8 had a definite edge.

We entered it for a local autocross but the excitement proved too much, both fan belts breaking in twain and the car retiring in a cloud of steam. It was disposed of soon afterwards in an incredible part exchange deal involving around seven vehicles! I often wonder if it survived but regret I have kept no record of the Reg. Number. Keep up the good work.

Daventry M. A. HILL

As an American Sees Us

Sir,

Your recent articles on the downward trend of the British motor industry has prompted me to write to you on the performance of this same industry in the US or at least in the North Eastern part, being an Englishman who has lived in the US for nearly 20 years and has seen us, "first with our foot in the door", now hardly ever mentioned in articles relating to foreign car imports. We are now seeing vast imports of German and Japanese cars, and increasing amounts of French cars. Our advertising in a country that lives on the nose is to say the least second rate. Here, I cannot see why the government who is now so deeply involved cannot help out in a much greater campaign. Even if Rolls-Royce and Jaguar sell all the cars they can build it would still help the industry all round to tell of the excellence of these British built products. I can assure you that very few here know that the Indianapolis cars last year were British engineered, or that Mario Andretti drives a *British* car. This may surprise you, but it's true. As regards mechanical innovations, it makes one mad to see the Japanese cashing in on front-wheel drive, transverse engine design, going ahead with 5-speed gearboxes. Also the Germans and Japanese are now getting deep in diesel cars; they are now one of the biggest sellers in Mercedes and Volkswagen. How is it we as one of the earliest users and one of the biggest producers of diesels are not into this field at all? Where cars are concerned, I cannot at all understand, why are we not importing some of those excellent Ford and Vauxhall products I saw when I was at home, why aren't we pushing four-wheel drive that is a tremendous seller here now. small pick-up trucks and vans are among the hottest items? Where are we in this field? And on a slightly different note I'm seeing more and more Mercedes and Scania/Volvo small commercial vehicles and buses and not one BL product.

I am a Jaguar E-type owner and like many others think this was a terrible mistake for Jaguar to drop this type of car. The XJ and above all the XJ-S are excellent cars, but I'm sure there is a market for a real exotic two-seater Jaguar front or rear engined. Ferraris can seem to sell all they export of the 308s at over £30,000 a time complete with all the US modifications. Mr. Editor what is wrong? Is it in management who have lost the initiative and drive so needed in such a competitive industry? Or they cannot seem to be able to feel the pulse of what is wanted in this vast North American market? Or is it the shop floor who really don't care so long as the wages are there? Where is the British craftsman of old? Where are the Lyons, Morris, Lords who are so sorely needed now? Is the British car industry going to go the way of the motorcycle industry? I still think British motor engineering is the best in the world, but I think if it doesn't wake up soon it will be too late, and I speak for many on the North American continent saying we await in great expectation for fine British automotive products to come here in force again. I would like to add that I cannot conceive how the great name MG has been allowed to deteriorate.

Holliston, USA R. C. FOSTER

Big Healey Numbers

Sir,

Many thanks for publishing the letter regarding the Austin-Healey Club's 100/6, 3000 Register in your March edition of MOTOR SPORT, from which we are having a good response.

One rather disturbing fact which has come to light when owners have returned their forms, is the validity of the various numbers entered in the log book or the vehicle registration document.

It would seem that approximately 80% of forms received to date have either incomplete or incorrect numbers listed, in terms of car/chassis, body and engine numbers. This soon came to light when the forms were compared, showing an absence of certain details. When owners checked the details on the vehicle, the correct numbers were found. My own BJ8 log book is an example, giving the same number for the body and engine numbers, though I had known for some years.

The important point here of course, and this would apply to any vehicle, is if there were any legal entanglement, and the car numbers vary, a lot of unnecessary explanations may have to be made. It is therefore strongly advised that all car owners check their vehicle identification numbers match the registration document.

As a guide to all big Healey owners, the following numbers can be found in the engine compartment, as viewed from the front of the car: –

Car/chassis no. On a metal plate fixed to the left-hand side of the bulkhead, near the regulator box.

Body no. On a metal plate fixed to the bulkhead to the upper, right-hand side of the car/chassis no. plate.

Engine no. To be found on a metal plate, to the front, right-hand side of the cylinder block situated near to the timing chain cover.

Little did I realise when compiling the registration form that such a problem would arise. However, the register is growing steadily with some interesting cars showing up, along with interest from the overseas clubs.

Should owners have any problems, please do not hesitate to contact: – John Masefield, 52 Greenwood Road, Oxley, Wolverhampton WV10 6DL. Telephone Wolverhampton (0902) 23463.

Wolverhampton JOHN MASEFIELD
100/6, 3000 & MK 2 Reg. Sec.

The 328 Remembered

Sir,

As fine as their products are today – and they are indeed very fine – I do wish BMW made a modern equivalent of their Type 328 which was so successful before the last war. I first saw a BMW 328 in 1938 (I was living in America at the time). It had been imported by a man who wanted to substitute it for a very nice Type 44 Bugatti fitted with a pretty four-passenger fabric body built in England. I thought the fellow was out of his mind! Anyway, I found him a customer for the Bugatti (who I later found out had left the little gem out in the rain and five months later it looked as if it had been stored at the bottom of a swimming pool), and was thus permitted to sample the BMW. It was a revelation! The BMW might not have had the hand-finished look that was expected of a first-rate sports car but it weighed only 1,800 lbs., and it went like the clappers – (100 m.p.h.; 0-60 in 11 seconds). It handled like a dream and held the road as if screwed down to the bitumen.

At the time it felt entirely different from the rather brutal sporting machinery we were used to. It was, in fact, a precursor of a type of car which we would not see until the fifties, and then never again.

London W11 ORVILLE J. BALTIMORE

(There's always the Sbarro 328 replica. – C.R.

TAILPIECE



After the drawing of KMB 300 as Tailpiece in the February issue, here's the real thing!

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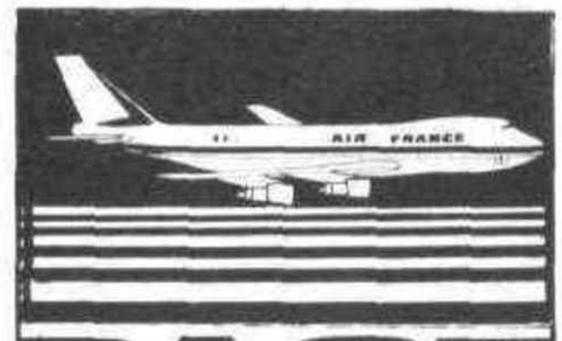
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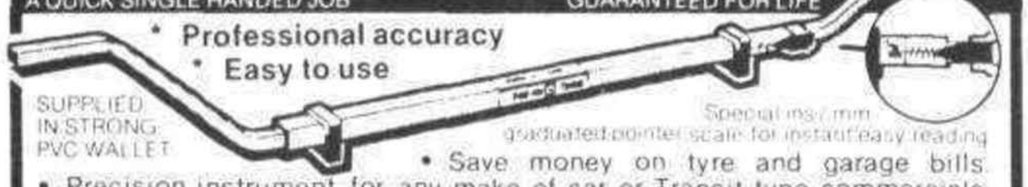
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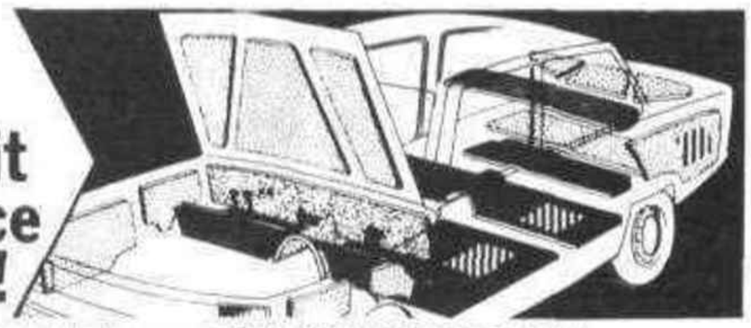
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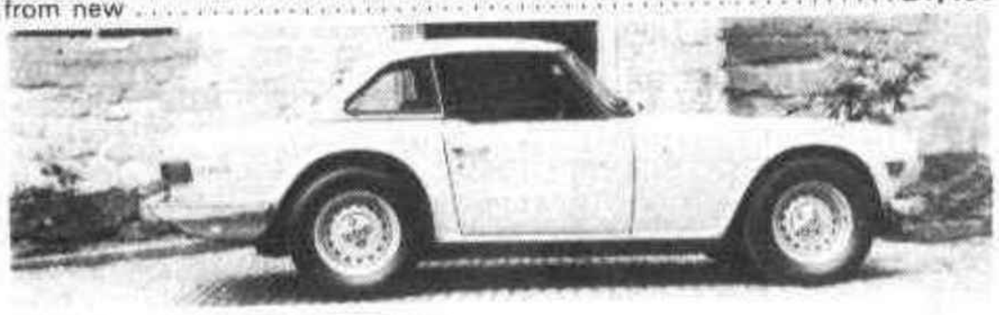
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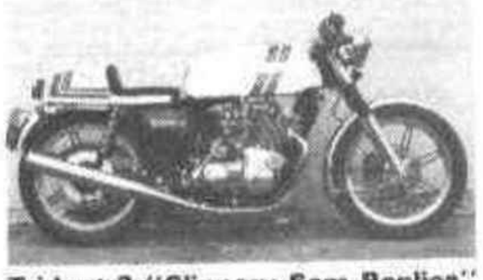
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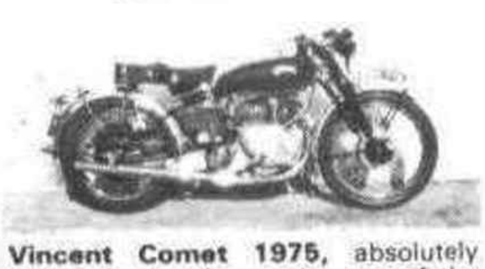


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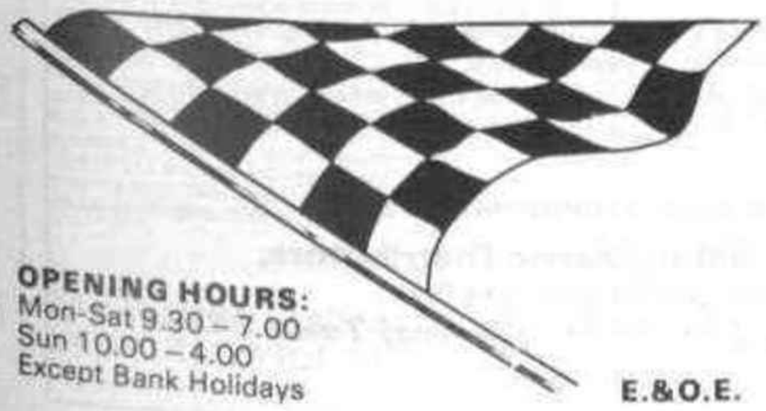
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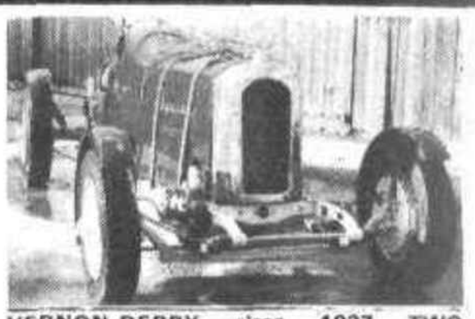
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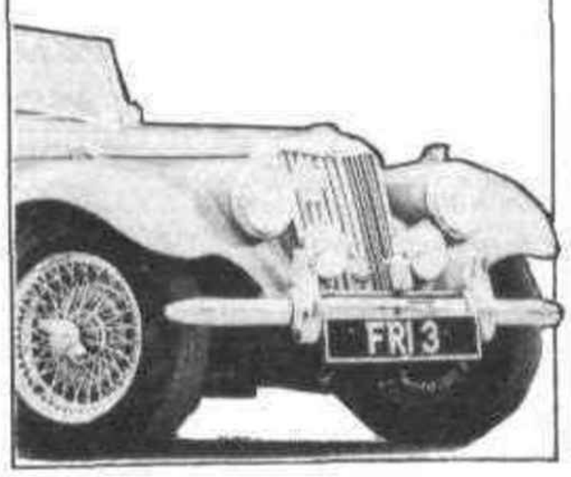
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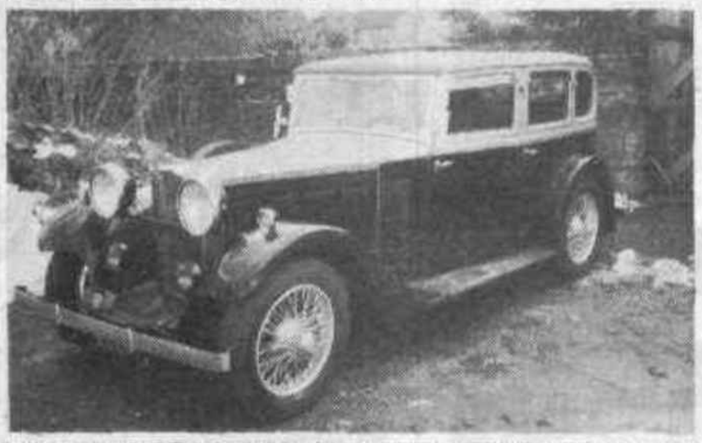


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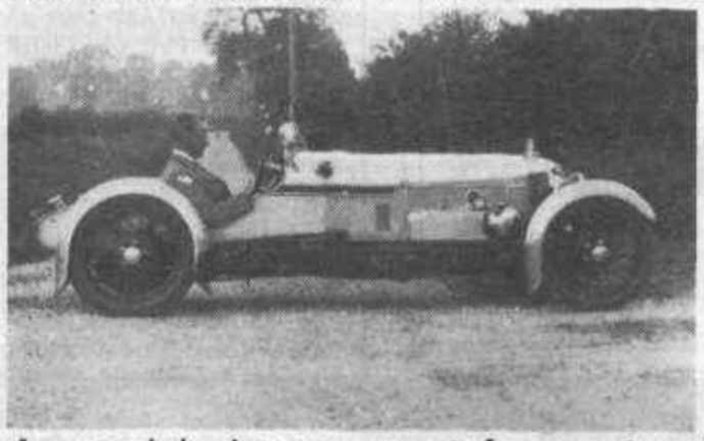
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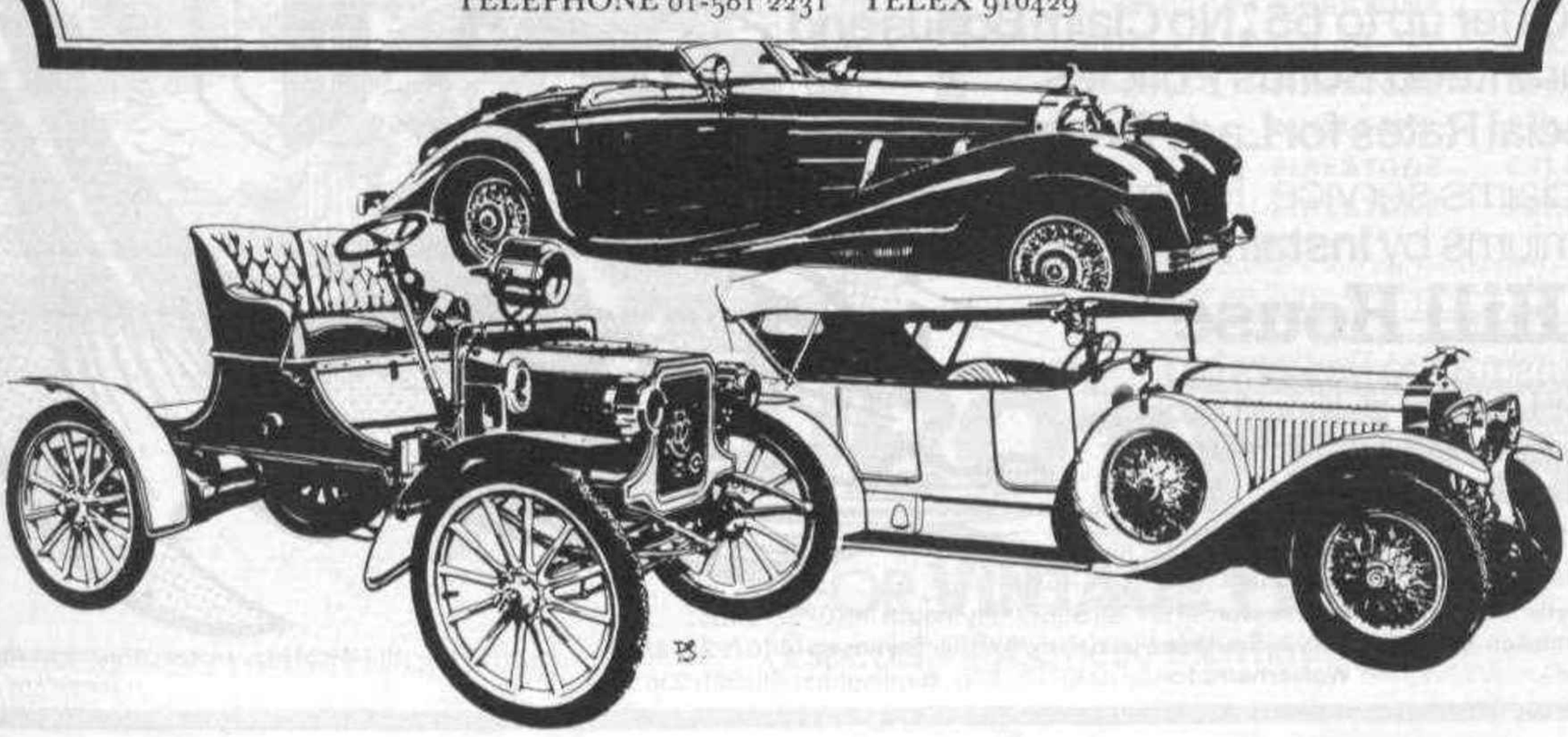
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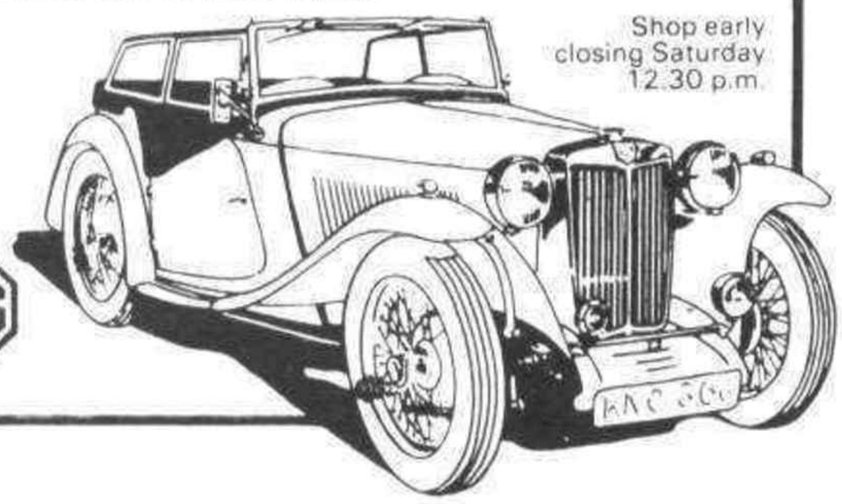
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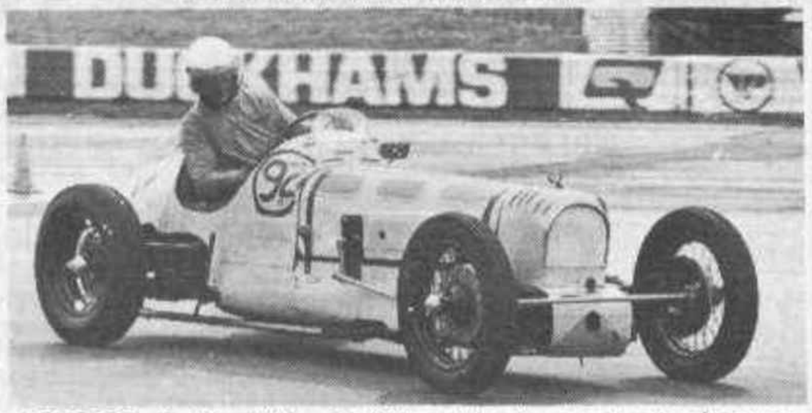
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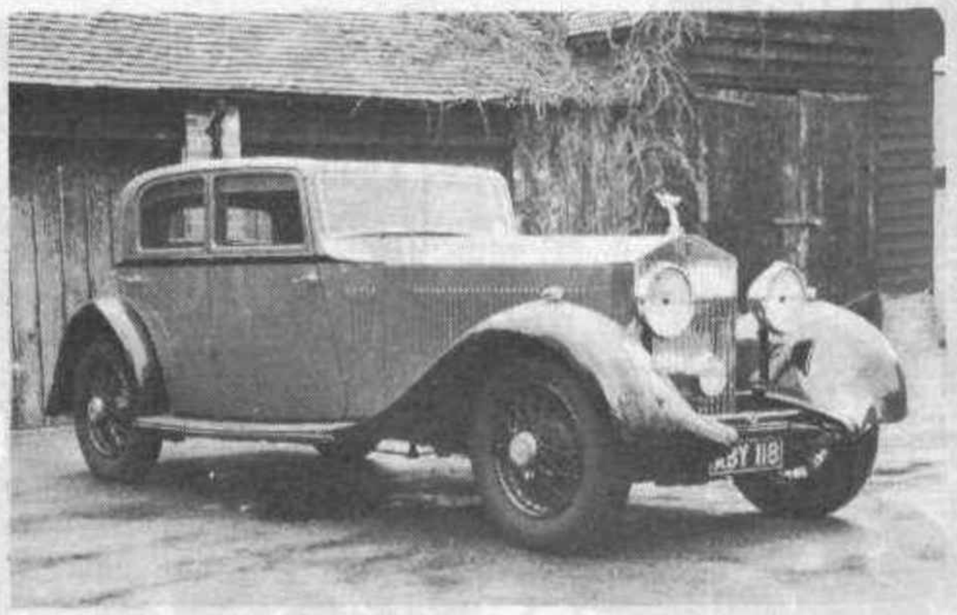


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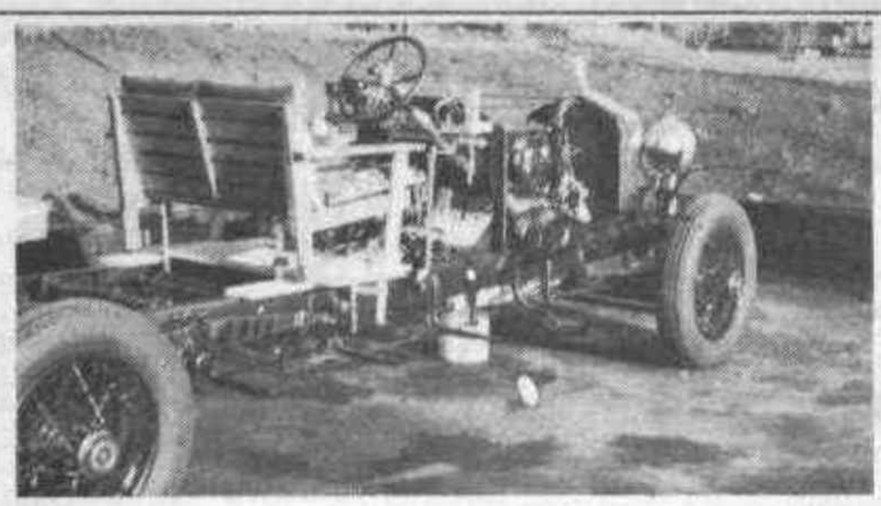
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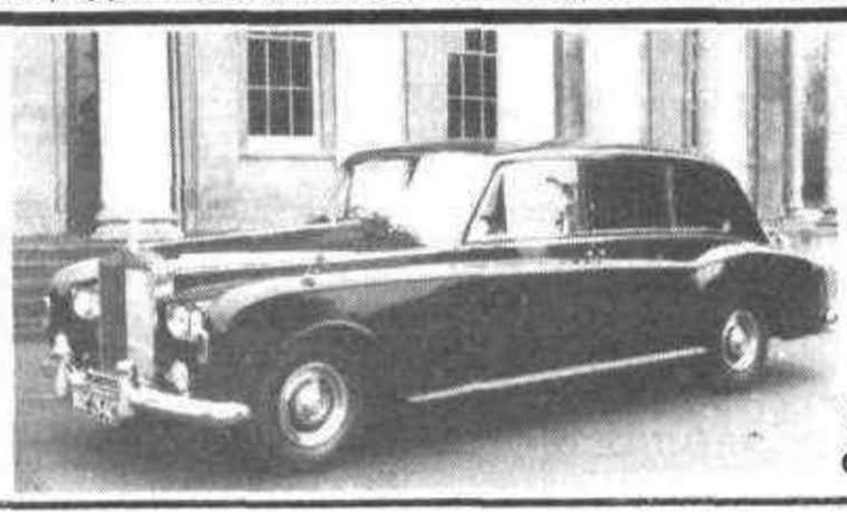
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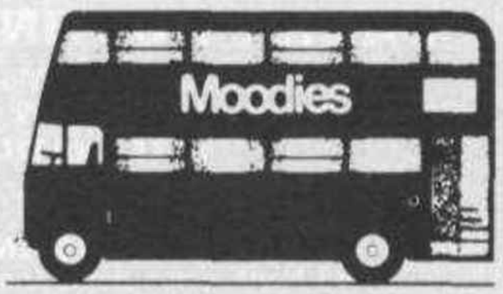
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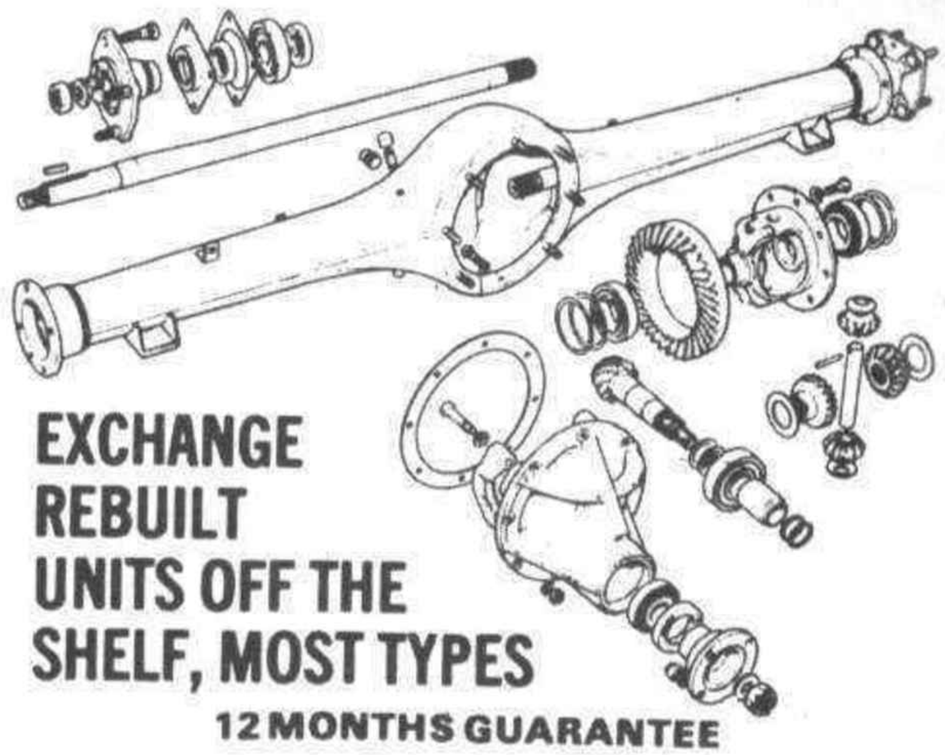
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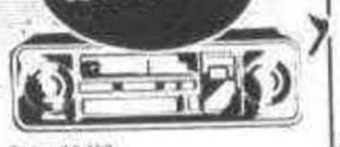
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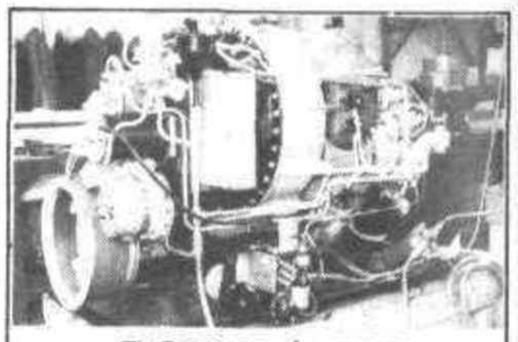
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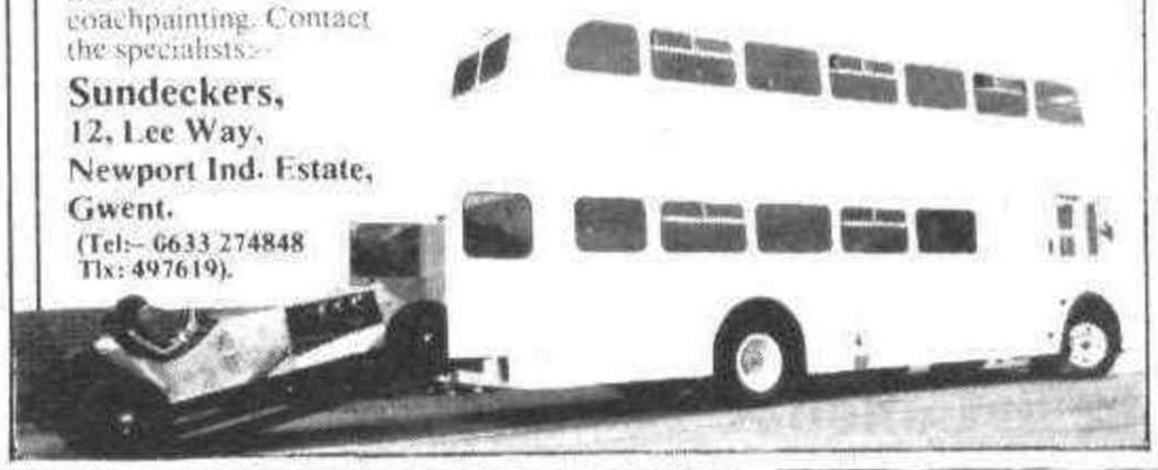
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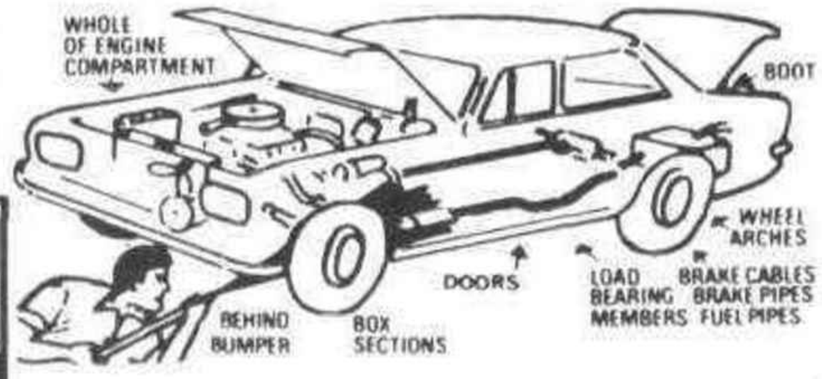
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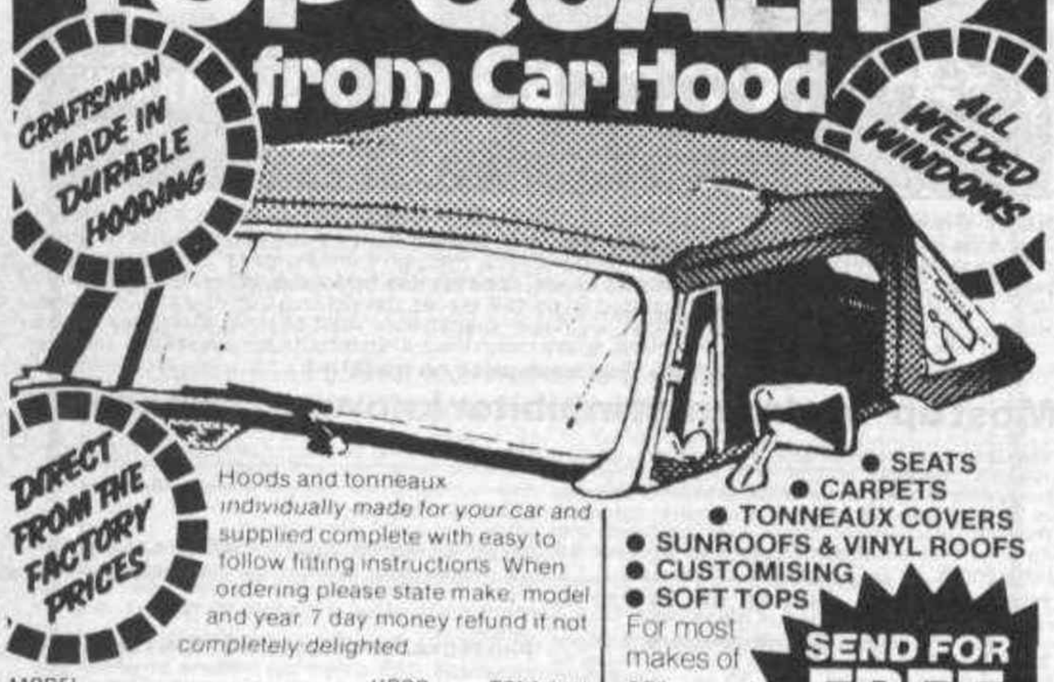
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1965 JAGUAR 3.4S Auto. Frame and shell written off. Mechanically fine. Interior complete and truly excellent (white leather). Offer. PO Box 2, Kilwinning, Ayrshire. (29061

AMK 1A FORD Cortina 1600 E. Immaculate condition. £1,000. Tel. Luton 413378 weekends only. (29051

1929 BENTLEY 4½ V.d.p. Tourer. 2 owners and 31,000 miles from new. Entirely original and in excellent condition. Serious enquiries for this unique opportunity. Phone Bagshot 73228 evenings. (29054

E-TYPE Jaguar 4.2 2+2 Auto. 1967. 36,000 miles from new. Can only be described as outstanding. British Racing Green, beige interior, appreciating asset. Offers invited. Tel. Carterton 842150. (29057

TAIMAR £3,350, P reg. White, Sundym, sunroof, good condition. TVR prototype economical 1600 engine with superb looks and versatility. Ring 0792 781944. (29060

MORRIS 8 Van, 1954, good condition, 12 month MoT. £550 o.n.o. Wolseley 1948 2,322 c.c., good running order. £500 o.n.o. Tel. Pershore 2783. (29063

1935 ALVIS Speed 20. Complete but derelict, needs complete restoration. £1,500. Burntwood 75507. (29066

FOR SALE–continued

DBS6, AUTO, 10,800 miles!! SU carburettors, 1970, mint condition, full service history, first 10,000 mile service just carried out. Superb metallic pale green with as new black hide. Full tool kit and handbook, etc. MoT and Tax £12,750. Phone evenings/weekends Bagshot 71014. (29065

ALVIS SPECIAL. 1935 All-bodied 2 seater sports. Firebird based. Ideal VSCC car. Requires detail finishing. Offers over £2,000. Burntwood 75507. (29066

MINI COOPER 'S' Mk. 3, 1,275 c.c. 1971. Only extra, electric aerial, otherwise absolutely original. Used as shopping car last three years. Never raced or rallied. 10 months MoT. £1,400 o.n.o. Scarborough 66513. (29067

PORSCHE 1962/63 356B Coupe (large rear windscreen and double grill), 1600S engine. First 10 years in Southern California. Present owner maintained in near-original condition for past 12 years. New brakes, new rubber, £2,000. Phone Tadley 4968. (29072

DAIMLER V8 250 1964. In nice original condition, MoT and tax. £750. Edenbridge 863048 evenings. (29075

1938 HILLMAN Minx. 64,560 miles. OK but needs resprav. Phone Stock 840685 evenings. (29076

SUNBEAM RAPIER Automatic. Midnight blue with blue upholstery. 1969. One owner from new, *certified mileage 45,000. This car is in exceptional* condition and has always been fastidiously looked after and maintained. Price £1,250. Phone: Mansfield 822347. (29079

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1963 (Nov.) Rolls-Royce Silver Cloud III. Dawn blue, grey leather, one owner, 82,000 miles **£15,750**

1962 (Nov.) Rolls-Royce Silver Cloud II. Black over dawn blue, blue leather, 98,000 miles **£13,750**

1962 Bentley SII. Charcoal grey, grey leather, 114,000 miles **£7,950**

1957 Bentley S H. J. Mulliner coachbuilt saloon. Black pearl over shell grey, red leather, 119,000 miles **£11,000**

1954 Bentley R Standard Saloon. Black pearl, red leather, fitted with air conditioning **£6,250**

We are always interested in purchasing good Rolls-Royce and Bentley cars.

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FOR SALE–continued

E TYPE Jaguar 3.8 FHC, 1962. One owner, 18,000 miles only. Minutely documented service history from original order form. Ecurie Ecosse metallic blue with blue hide trim. New chrome wire wheels for shows plus perfect original set for use. Original factory paintwork on every panel and indisputedly the finest anywhere being as new in every way. Offers above £10,000. 01-402 5664. (29030

ASTON MARTIN DB2/4 Mk. I, 1954. Red with Borrani wire wheels. Well known AMOC car and consistent concours award winner. Absolutely superb in every way with truly amazing engine compartment. The result of two years work. Vantage engine, factory fitted twin exhaust system. Full and very interesting history. Extremely original throughout. Offers over £6,500. 01-402 5664. (29030

1962 FORD Classic Deluxe 4 door, 1,240 c.c. engine. V.g.c. MoT Dec. 41,360 genuine mileage. Tel. evenings Goole (0405) 69345. (29025

LOTUS ELAN FHC S4/SE 1970 J. Radio, taxed. MoT from Nov. 78. Not used through the winter months. In the condition you expect to find such a car, but rarely do. My wife's car being sold for sentimental reasons only. £1,495. Home Tel. Mansfield 882380. Business Tel. Nottingham 394334. (29026

BENTLEY 1936 4½-litre short chassis 2/4 seater. Good touring and competition car. Offers:– Bailey, Gables, Brightwalton, Berkshire. (04882 405 6-6.30 p.m.) (29027

PORSCHE TURBO 1975. Metallic brown, 26,000 miles. Stored past 18 months. Full history. Unmarked £15,950 o.n.o. Possibly take Porsche Targa 2.7 in p/e. Telephone Forest Green 380. (29068

MGC GT 1969 VAL 241G. Primrose/black leather interior. Immaculate condition. Body engine and suspension completely restored to original condition. Undersealed from new. Factory fitted overdrive, sunroof and h.r.w. VHF radio cassette. Wolfrace wheels. Front and rear fog lights. Taxed, 1 years MoT. 3 months guarantee on major units. AA inspection welcome. Must be seen and driven to be appreciated. A true classic collectors item. An investment at £2,350. Phone P. Miller on (0258) 880721 evenings. (29028

MGA, 1956. White, beautifully kept. Previous lady owner from new. Engine rebuilt. Appledore (Kent) 207 evenings. (29029

ROVER 2000SC. *My boss bought new 1967, I* bought from him 1972: both enthusiasts. Body excellent, 2 pints in 7,000. Zircon blue – brown leather. P.B.R. tow-bar. MoT August. £475. 0625 583654 (Cheshire). (29023

SUPERB WORKS built Spartan reg. new Aug. 1978. Metallic silver/green, Ford 1600. Ex show vehicle. Reg. No. ATV 5T. Cloth interior, expensive radio cassette, alloy wheels. Save a two year waiting list at £3,700. Draycott/Derbys 2179. (29032

JAGUAR 1968 Mk. II 340. Excellent condition, radio, o/d, 12 m. MoT. 68,000 miles. £1,100 o.n.o. Tel. Llangarron 357 Nr. Ross-on-Wye. (29050

TR6 1974 owned from new, overdrive, mimosa, hard top, stereo radio cassette. Undersealed. Full service history. Outstanding example throughout. Must be seen to appreciate value. Offers around £2,650. Tel. Berkhamsted (04427) 6155. (29052

FOR SALE–continued

ESCORT SPORT 1600. L Reg. Tawny metallic Lumenition, Autovox tape/radio, electric aerial, HD battery. 175 Formula 70. £790 o.n.o. Sheffield 303680. (29043

ASTON MARTIN Vantage. June 1973. Chrome wires, collectors item. One of the last of the few single headlamp variety. £5,250 no offers. Tel. 0274 491481. (29047

1750 ALFA Spider, K reg. Red, black interior, square tail. Engine rebuild Mangoletsi 18 months ago. £1,650. 061 439 2840. (29049

BMW 2002 Turbo 1975. An opportunity to acquire one of these incredible cars in superb original condition. White/black int., tinted glass, 36,000 miles. BMW service history, radio/stereo. £4,850. Winkfield Row 5855. (29046

JENSEN INTERCEPTOR Mk. III, "L" reg'd Claret/beige, air-conditioning, tinted glass, centre-lock etc. New PAS fitted. Superb throughout. Appreciating asset £3,250. Tel. 0282 71629. (29040

FIAT 124 Sport Coupe 1800 c.c. 1973. Used as second car hence genuine mileage of 50,000. Nice condition. Extremely reliable and still with original performance. Metallic blue. Radio cassette. £950. Telephone 0325 312315 evenings. (29038

GILBERN GINEI. Wire wheels, overdrive, taxed, no test. Needs some work so £685 o.n.o. or exchange. Tel. Penkridge 3809 (Stafford). (29078

FROGEYE 1961. All steel, leaf green (mostly original), good condition, MoT October. £550. Leamington 23473. (16015

ALVIS TA14 1947. Rough but complete and towable. Bournemouth area. £300 o.n.o. Box No. 6000. (28869

MERCEDES 190SL LHD 1957 (alloy panels). This car is in good mechanical and running condition but shabby. Not rusty, it is garaged in Ibiza, Spain. For sale there for £750 or plus transportation elsewhere. 0202(*Dorset*) 700200 *or write* Box No. 5998. (29075

ROLLS SILVER Wraith 1950, with elegant sports touring saloon coachwork by H. J. Mulliner. Dark green coachwork with moss green leather interior. Reputedly one previous owner since new. Excellent condition. £10,950. Box No. 5997. (29070

BRIGHT YELLOW Panther J72. 2,000 miles only Feb. 1978. Pristine condition with all extras inc. overdrive, radio/cassette player. Cost today £18,000 – for quick sale £17,250. Tel. Wraysbury 3111 o *after 6 p.m. Reading* 760914. (29069

BENTLEY S3 1965. Blue, 87,000 miles and in beautiful original condition. History, stereo, well maintained and recent full service completed. £8,750. 01-370 2843. (29077

MASERATI MERAK 1975, l.h.d., black, 30,000 miles only, radio/cassette, air cond. £6,750. Tel. Thanet (0843) 42758. (????

DAIMLER CONQUEST 1953. MoT, completely original, collector's item, excellent condition. £800. Telephone Yateley (0252) 872118. (29141

1977 (NOVEMBER) *Porsche 911SC. Guards red* 18,000 miles, dealer serviced from new. £14,650. Phone 0742 760394 (office). (29148

BRISTOL 2-LITRE full racing engine for sale ex Cooper Bristol. Recently rebuilt. Also cylinder head block, and Magalloy racing sump plus other engine parts. 061-980 3298. (29072

NOSTALGIA

ROD'S LAW . . .

. . . dictates that the past week's blue skies and dry roads that I am presently unable to enjoy, owing to both my cars and myself being confined indoors whilst a backlog of restoration and administration is carried out, will miraculously be transformed into grey mists and slushy ice-rinks by the time that the various garage doors are thrown open once again! Roll on, summer . . .



1956 CORVETTE SPORTS (LHD) – MIK 550; an extremely rare model in really first-rate condition throughout; hard/soft tops; 2-speed auto, etc. **86 pts.** *Photo.*



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



1961/65 EX WORKS MGC ALLOY GT – [illegible] 5H; the famous all-aluminium "Targa Florio" car; 3,000 m. only from new with last nut and bolt originality, including "1970 Concurrente Verificatione" Entrant's sticker; MoT'd, and road usable, and of course, for Historic Racing; 202 b.h.p. part-alloy engine, 'Tulip' box and o.d. etc., and special everything else; an absolutely splendid Abingdon Works Racer, the very last of a famous line – **86 pts.** *Photo.*

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



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1973 BMW 3.0 Si, maroon/grey velour, owned by us since Oct. 76, approx. £400 spent 31.7.78, new radio/cassette just fitted, power steering **£2,495**

1963 Bentley series III, two tone green, personalized number, local owner last six years **£7,545**

1977 Chrysler Avenger GLS 1600, brown, one owner, 22,925 miles, vinyl roof **£2,395**

1967 Cadillac De-Ville, met. green, 35,668 miles, ex late Paul Getty **£3,255**

1977 (Oct.) Datsun 260Z 2+2, met. aubergine, 14,564 miles, alloy wheels, 5-speed, stereo plus self seeking radio **£5,445**

1968 (Oct.) Daimler 4.2 Sovereign, white/blue, two owners only since new, automatic, radio, 41,620 miles **£2,195**

1968 Daimler Sovereign, beige/tan, automatic, P.A.S., radio ... **£1,595**

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

1955 Daimler Landaulette DK 400 by Hooper, used by English Royalty, electric rear section, also electric "see through" roof, maroon over black, quite magnificent **£17,450**

1977 (Nov.) Ford Fiesta "S", 3-door saloon, red, one owner, 11,712 miles, Blaupunkt radio, undersealed new, H.R.W. **£2,495**

1974 (Reg.) '72 model Fiat 130, 2-door coupe, L.H.D., golden beige, gold velour trim, 5 speed, air cond., electric windows, P.A.S. **£1,945**

1970 Jaguar E-type 2+2, automatic, sable/tan, 67,620 miles, chrome w.w., radio, Webasto **£3,995**

1967 Jaguar 420, auto, grey, Webasto, £450 spent 6.12.78 by us on mechanics **£795**

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

1967 Jaguar 4.2 E-type 2+2, FHC, engine/gearbox rebuilt 1,000 miles ago, paintwork/chrome renovated, chrome wire wheels, auto, radio, Webasto **£4,500**

1973 (72 model) Lotus Elan S4 SE, FHC, brown/white bottom, 37,466 miles, H.R.W., radio, electric windows **£2,795**

1972 Lotus Europa Twin Cam. Blue, bills available since 25.11.77 for approximately £900. Radio/stereo, electric windows **£2,295**

1977 MG Midget, yellow, 11,000 miles **£2,145**

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

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

1975 (N) MG-B GT V8 Tahiti blue, 33,699 miles, overdrive, H.R.W., tinted glass, two owners, one since 3,000 miles **£3,595**

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

1974 MG-B GT V8, damask red, overdrive, tinted glass, headrests **£2,875**

1977 (Model) MG-B GT, green, one owner, 24,379 miles, tinted, rear fog lamps **£2,995**

1975 (P) MG-B GT. Tahiti blue, 29,995 miles, chrome Rostyles, tinted, overdrive, radio, vinyl roof, new exhaust **£2,775**

1974 MG-B GT, all black, 36,675 miles, overdrive, sold by us to last owner **£2,095**

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

1974 MG-B, citron, radio, overdrive, door mirrors, headrests **£1,925**

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

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

1978 Morgan +8, silver/black, 397 miles, special paintwork, reclining seats, rack, lightweight body, rustproofed, 5 speed box **£7,995**

1977 Morris Marina 4-door 1.3 Super, brown, one owner, 18,687 miles **£2,045**

1974 Rover TC 2200, brown, manual, radio, 23,684 miles **£2,195**

1978 Triumph 1500 Spitfire, overdrive, hardtop, delivery mileage, white **£3,225**

1977 Triumph Stag Convertible, racing green, tan trim, one owner, electric windows, radio, P.A.S., overdrive, alloy wheels **£4,995**

1977 (Oct) Triumph TR7, green, one owner, 16,368 miles, 5-speed, sunroof, headrest, Sundym **£3,295**

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

1976 Triumph Spitfire 1500, Red, one owner, 20,986 miles, overdrive, radio, tonneau cover **£2,195**

1973 Triumph GT6. One lady owner, 29,883 miles, green, radio **£2,145**

1974 Triumph GT6, white, one family owner, 41,912 miles, overdrive, cassette **£1,995**

1972 (Model) Volkswagen 1300 De Lux, blue **£895**

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1956 *Daimler Conquest* for spares or rebuilding **£100**
MG Magnette for spares or rebuilding **£100**
TD Rolling chassis with engine/gearbox but incomplete **£500**
B-Series Ford circa 1932. Allan Taylor Tractor conversion. Hand up body. Partially restored **£1,500**

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1978 308 GTS. Red/black leather, air cond., wide wheels, **£18,995 or £507.87 p.m. leased.**
1978 308 GTS. Red/black hide, air cond., wide wheels, 3,200 miles. **£18,795.**

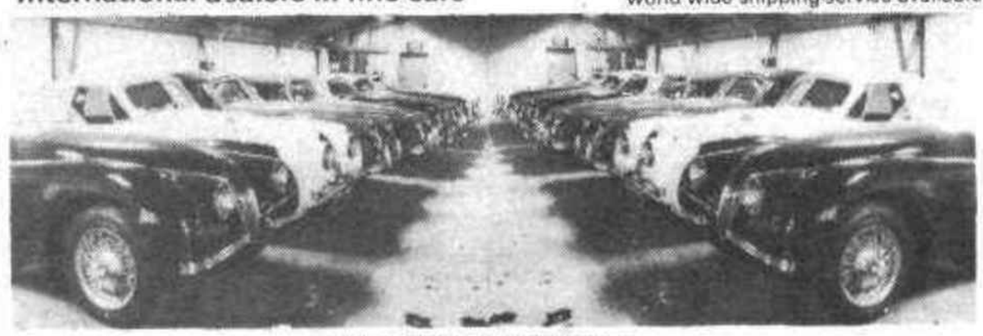
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1978 Turbo 3.3 Coupe. White, Martini stripes/black leather, all usual options, including sunroof and radio/cassette. **Price on application.**
1979 928 Auto Coupe. Light green metallic, brown, beige velour, all usual options. **POA.**
1977 Turbo 3.0 Coupe. White/black leather, electric roof, air cond., centre console. **£22,995 or £614.69 per month leased.**
1977 Turbo 3.0 Coupe. White/lobster, leather, air cond., centre console, radio/cassette. **£20,995 or £561.33 per month leased.**

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XK 150 Drophead Coupe. 3.8-litre rebuilt engine, new clutch, fitted with overdrive, new cellulose in Old English white, with excellent red leather interior and new mohair type hood with wool cloth interior lining. This is a late series car with large rear lights, chrome wire wheels, really superb. **£7,000.**

XK 150 3.4-litre Drophead Coupe. White with red leather, 16" chrome wire wheels, new hood and lining. Every bit as good as the car above but with a more forgiving 3.4 engine in equal condition. **£7,000.**

XK 150 3.4-litre Drophead Coupe. Finished in opalescent metallic green, new fawn soft top with new beige lining, chrome wire wheels. A lovely car in regular use. **£6,500.**

XK 120 Roadster. An early 1950 car with full spats. White with black interior. A good mechanical specification, 3.4-litre engine. **£6,500.**

XK 120 Roadster, left hand drive. Wire wheels, metallic British Racing Green with brown interior. New engine block, twin straight through exhaust on the button at **£7,000.**

"E" Type 2+2 left hand drive, 1967. £3,500.



XK 140 Drophead. New cellulose in red with black leather interior, superb veneered wooden dash, new hood and wool cloth lining. A beautiful classic shape for the discerning. Definitive of the era. A 3.4-litre engine which was rebuilt 2 years ago. A really pleasing car to drive. **£6,500.**

XK 140 Fixed Head Coupe. Carmen red with red leather, disc brakes on front wheels. A super driving car with overdrive. A good useable classic for **£3,500.**

XK 140 Drophead – left hand drive. New cellulose and refurbished interior, full spats and a very pretty car. **£7,000.**

XK 140 Roadster left hand drive for rebuild. **£2,400.**

XK 120 Roadster. Aluminium body, left hand drive. Imported from a private collection in the USA, reputed 10,000 miles. All original except for new carpets. Unrepeatable. **£12,000.**

XK 120 Drophead. Needs work but MoT and Taxed. **£2,950.**

XK 120 Fixed Head Coupe. Left hand drive for rebuild. **£2,500.**

Mk. 9 Saloon automatic. P.a.s., etc. Bargain **£1,250.**

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USED LANCIAS 1977 Monte Carlo, one owner, 12,000 miles, red, radio/tape player £5,375 **1977 1.6 Spyder, 1300 Coupe,** one owner, 13,000 miles, beige, £4,150 **1978 1300 Coupe,** one owner, 12,000 miles, white £3,375 **1976 Beta Coupe S2,** black, sunroof, 24,000 miles £3,185 **1976 Fulvia S3,** sunroof, elec. windows, 27,000 miles, silver met. £2,575 **1978 Beta 2000 ES,** blue, 4,000 miles, fine value at £3,485
USED CARS 1976 (T) BMW 2002 Tii LUX. 35,000 miles, green met. £3,350 **1972 BMW 2002 Tii,** sunroof, radio/tape player, Golf yellow £1875 **1972 Aston Martin DBS,** auto, 52,000 miles, air cond, radio/tape player, maroon £5,385 **1961 Rolls-Royce SC II.** Ivory over black, 62,000 miles, one owner, full service history £11,950

FOR SALE—continued

SUNBEAM ALPINE Mk IV 1968. Hard top, 73,000. Shabby but sound all round, MoT Jan 1980. £550 o.n.o. Leeds 674343. (29145
VOLVO P1800S Coupe regn. no. 4488JN. Exceptional body, rebuilt engine and gearbox, new exhaust, spare rear axle, overdrive, radio, new MoT, offers. Offers over £1,000. 01-462 4083 (evenings). (29137
TRIUMPH TR7. S registration. Five speed gearbox. Professionally fitted stage three conversion with oil cooler. All usual extras plus sunroof and Leyland front spoiler. Inca yellow with black stripes, green tartan interior. As new throughout due to low mileage. £2,825. Tel. Slough 29834 daytime. (29154
MINI COOPER 1967. Two owners, genuine 66,000 miles, new MoT, offers around £500. Minor Traveller wanted. Windsor 67897. (29149
1978 ALFA Romeo 2000 saloon, 13,000 miles, black, sunroof, tinted windows, alloy wheels, radio/cassette. £3,900. Tel: Littlewick Green 4393. (291 43
MG TF 1250 1954. Black with red trim, needs finishing. £4,650. Evening 021-443 1885. (29142
TVR TURBO. 5,000 miles, green, rear wiper/washer 'S' reg. £7,125 or offers. Tel. Ramsey (0487) 813284 (home), 813285 (office). (29161
SCIMITAR GTE 1973. Red, chrome/alloys HRW, radio, leather trim, ex. property Reliant Director. Scrupulously maintained regardless of cost. Full service history, new auto box just fitted. £1,895 o.n.o. Tel. Bolton 592061 evenings, Farnworth 709465 daytime. (29157
MG-B GT V8 M reg. Green, chrome bumpers, 44,000, tints, radio, v.g.c. £2,600. Tel. 0962 74357 Hampshire. (29156
DAIMLER V8 Saloon KR31. Excellent example with Webasto roof, re-stoved wire wheels, good chrome. Recent major body renovation by Margetts. Included new front wings, sills. New battery, auto-transmission, carpets, petrol tank, exhausts. Engine re-built by works personnel. Present owner 8 years and one of the few worthwhile examples available, being better than some 'concours' offers!! Car/plate sound investment at £2,950, might split. PX Morris 1000. 60 Peake Avenue, Nuneaton. Telephone 384688 (evenings, w/e). (29150
MORRIS 1000 saloon. Trafalgar blue, 1966. In much above average condition, MoT, January 1980. Lady owner regretfully selling. £675. Mrs. Bovet-White, The Anchor House, Barcombe, Nr. Lewes, Sussex. Telephone 0273-400414. (29160
ALFA ROMEO 2000 GTV 1973. Mag. wheels, runroof, radio/8-track, electric aerial, rear fog lights, below average mileage, good condition, 12 months' MoT. £1,695. Jackson, Milnthorpe 3256 (Cumbria). *Often in Midlands.* (29152
1952 BENTLEY Mk VI, big bore. Two tone grey, SS saloon, manual gearbox. Delightful car maintained in splendid condition. £3,800. Newhaven 3624. (29169
JAGUAR MK2 'S' Type, 3.8, automatic, PAS, HRW, one owner, blue coachwork, grey leather upholstery, unblemished woodwork, below average mileage, regularly serviced, 40lbs at 3000, toolkit unused, handbook , totally original. A Concours example of this 1960s classic sports saloon. *Private sale,* £1,550 o.n.o. East Grinstead 23155. (29167

FOR SALE—continued

FORD CAPRI 3000S T reg. Oyster gold/bla barely run-in, extras to Ghia spec., rustproof £4,975. Phone 03917 5346. (291
LOTUS ELAN Sprint 1973, tinted windo immaculate original conditon meticulou maintained, garaged during winter. £2,650. 077 6022 (Derbys.). (29
FOR SALE very rare *Bristol 405 Drophead* 19 Beautiful condition. Best offer around £5,000. R Windermere 2924. (29
AMERICAN DODGE Superior 22' Motorho Automatic, PAS, generator, air cond., fridge, H water, shower, elec. flush WC, central heating, ra TV, runs on Calor giving approx. 400 mile ran Little used, looks immaculate. Ideal busin hospitality unit. £9,750 o.n.o. Derby 881 evenings. (290
BMW TOURING late 1973 Golf. Yellow, elec roof, tinted glass, average mileage, good condit £2,250. Kingsbridge 2104 or 2352. (291
JAGUAR 'E' TYPE FHC, 2+2 Series II 19 Automatic, gleaming coachwork, unmarked inte 69,000 miles. Luxury sunroof, WW, sup mechanics, near concours. £3,200. 01- 2064. (29
MG MIDGET 1500, 1975, 24,000 miles, br red with black trim, VHF radio, tonneau, re excellent condition. £1,500. My wife's car, utt reliable and only for sale because we are movin Belgium. Maldon (Essex) 892853. (29
TVR 1600M. 26,000 miles and in excel condition, h.r.w., radio/cassette, alloys, full spec request. £2,750 or exchange Scimitar GTE o/driv similar condition. Tel: 021-526 4621. (29
3-LITRE BENTLEY Red Label Speed model, 19 Open 4-seater, V.D.P. In absolutely superb conc order. Described by international collector as "o the finest 3-ltr I have seen. Expensive." Ple telephone Derby 881409 evenings. (290
1967 ASTON MARTIN DB6 in Fiesta standard, manual, first class condition in every r £6,500. Ian Moss. Tel: Chapmanslade 265. (29
TR7 1977. Enrusted, radio, Supercover April speed, reg. LBC4. Genuine reason for sale. £3,0 Tel: Stafford 780296. (27
DATSUN 240Z. Superb condition, silver sunroof, 7" Shelby wheels, new 195HR tyres, no. 2FYS. Nov. '72, Sony stereo. Kenlowe 42,000 miles, straight through exhaust, no Da badges, taxed end Aug., other extras. £2,600 o. (29
Tel: Cranleigh 4078.
BMW 525. 41,000 miles, green, P reg. £5,12 offers. Tel. Ramsey (0487) 813284 home, 813 office. (29
GINETTA G12 historic sports racing car. original. Ford Crossflow, Hewland 5-speed, *Minilites. Road registered, very rare.* £3,500. 1976 Fiat Motor Caravan. Fully equipped. Tax, N Excellent condition. £1,995. Stourbridge 72 evenings. (29
MG TF, 1954. Excellent bodywork, chrome tyres. Very good mechanics. Recent new hood. (29 £3,850. Lincoln 50228.
MGA 1500 FHC. Allsteel, good condition. £6 Tel. Longeaton 2164, eve. and weekends. (29
HEALEY SILVERSTONE In perfect original o *following total rebuild.* £8,000. *Enquiries* to Box 6002. (29

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This year rolls on and the sales scene has really livened up since last month. The stock is changing rapidly but at the time of writing we have a beautiful 1977 +8 in Carnation Red, stone leather hood and trim and much sought after aluminium body. It also has a large ash tray which will be removed as *we are all non smokers here!* Oh *yes and it is also one owner and serviced at the factory.* We also have a 1972 +8 in red with black trim, two owners I think, and a local car with Rover box. A green 1970 +8 makes the trio, two owners, Moss box and in well above average condition. On the 4/4 front we have a 1972 2-seater resprayed in blue, wire wheels, bucket seats and new hood, just returned by its lady owner from Gurnsey, so it has not suffered the ravages of the winter roads. We also have our 52 Flat rad +4, all beautifully rebuilt and retrimmed. We might also be the proud owners of a 1950 +4 flat rad coupé, a rare car indeed and in fact the Motor Show car from that year; please ring for more details. Well that is about all for this month. Don't forget the pedal cars, and it is always worth giving us a ring as stock changes constantly. We have just had some tee shirts and sweat shirts made in best quality cotton, with a large winged badge on the front. Sizes: large, medium and small, colours: sky blue, navy or red. Tee shirts £3.50. Sweat shirts £6.00. V neck sweaters £6.50. Morgan bedspreads £9.50. Morgan Ties £1.75. Morgan Badges 0.75p. Morgan key fobs £1.10. Morgan etchings £8.00.



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FOR SALE—continued

VANDEN PLAS Limousine 1960. In mint condition, just serviced. New clutch, water pump, rocker shaft, and decoke. New spare. Manual gearbox, power steering. This car is mint and offers above £2,750. 01-398 6543. (29235

PAINTWORK MATCHES my Rolls but nevertheless it must go to best offer over £5,000. Lack of use and need force sale of superb low mileage 1966 Corvette Stingray. Unrepeatable, and the "custom" registration number goes too! Garages at present in Surrey but please telephone 0202 (Bournemouth) 700200. (29236

ALFA SUD, July '75. Green, radio, mechanically excellent, bodywork fair, £850 o.n.o. Phone Dereham 4955 evenings. (29237

LOTUS ELAN Plus 2S 130/5, 1973. Yellow/silver. Electronic ignition, stereo radio/cassette. Careful lady owner 4½ years. MoT, taxed Dec. £3,150. Shoeburyness 2618. (29239

ASTON MARTIN DBS6 1970 AMOC. Cricket white. Aston alloy wheels, new stainless steel exhaust. Manual 5 speed. Over £3,000 spent on maintenance in last few years to ensure top condition. All bills available. Offers in the region of £4,250. Tel. Ayr (0292) 42349. (29241

LOTUS ECLAT 520, 1976. Red with oatmeal interior. Radio/cassette. 24,000 miles. Meticulously maintained and well looked after. New tyres & exhaust fitted, just had full service. £5,750. Might consider part exchange. Tel. Ascot 21814 or 24924. (29242

DAIMLER 2.5 V8 – maroon, 1983. Good condition – £620 recently spent – includes new engine. Luxury motoring for £1,250. Phone Austen Smith (office) – 283 7495. (29243

1937 AUSTIN 12/6 rolling chassis. 1937 Morris 10 (with jacks) rolling chassis. Other spares and log books available. Sensible offers (0428) 723274/723819. (29244

MERCEDES PILLARLESS Sports Coupe. Very practical classic. White. MoT. Radio, PAS, automatic, injection. £1,800. 01-722 2029. (29245

TRIUMPH TR4. Genuine 59,000 miles. Red, white hood, wires, radio etc. Immaculate condition. Offers around £1,980. Bransgore 72492. (29246

LOTUS ELAN +2S130. Excellent condition, P Reg. (74). Blue/oatmeal trim, 5 speed, electric windows, radio/cassette. Regularly maintained. £2,985. Telephone Farndon 270214 evenings. (29247

RENAULT 4, Plein air, fully con, MoT. Tax. G Reg. 33,000 miles. Unique model, excellent condition. £1,200 o.n.o. Tel. 01-360 3153. (29248

1970 JAGUAR E-type 4.2 (Series 2) 2+2. Two owners from new. Full history, tax. Mot. £1,000 spent recently to bring this car into pristine condition. Colour sunset metallic (copper), black leather interior. Automatic, power steering, Webasto sunroof, radio. £3,300. Phone Paul 01-602 1118 or 01-731 4169 after 9 p.m. (29249

TERRIFIC TURBO now offered for sale. 1978 May Saab Turbo in superb condition, 7,500 miles only by one careful owner. £6,950 o.n.o. Please telephone Wolverhampton 764659 for appointment to view after 6.30 p.m. (29251

1965 DAIMLER V8 Saloon. MoT, v.g.c. New tyres and battery, second care for spares. £400. Colchester 240953. (29253

AUSTIN 7 1931 4 seat Tourer. Excellent, complete condition. Ready to drive away. £2,200. Leatherhead 77652 eves. (29254

FOR SALE—continued

TVR 3000 M, 1973. Black, Wolfrace, sunroof, guaranteed engine. Full MoT. Offers. Tel. 0625 520436, Cheshire. (29255

JAGUAR V12 E-type Roadster, 1972. Manual, light blue, hard/soft tops, luggage rack, chrome wheels. Blaupunkt radio/cassette, 2 owners from new. New clutch and tyres, rear axle recently overhauled. Higher mileage than average but well-maintained. Service history. Business commitments force reluctant sale. £6,500. Ashdon (Cambs.) 476. (29256

LOTUS ELITE Climax, 1959. White, stage three, good average example. £2,400 o.n.o. Full details: telephone Weybridge 52096 evenings. (29257

HUMBER 16 Saloon, 1938 and Austin 12 Cabriolet. Both motor cars are in very good condition and requiring little work for MoT. Seen Derbyshire. Telephone Etwall 2206. (29260

ALLARD "M" type 2+2 Coupe, 1949. BRG with red interior. Owned, cosseted by me 17 years with spare engines (one 2,400 miles only!). Gearbox, many other mechanical, body spares. Lovely condition; fast too! Investment at £4,350. Tel. Bournemouth 36294. (29261

JAGUAR MK. IX, 1960. One owner, 50,000 miles from new. Manual with o/drive. Absolutely beautiful, with sunroof, original tools, logbook, handbook, service record, MoT, taxed. Luxurious investment £2,650. Tel. Bournemouth 514884. (29261

LOTUS EUROPA Twin Cam, 1972. Red, oatmeal trim, tinted glass, alloy wheels. £2,050. Phone High Wycombe 445970. (29262

RENAULT R1133 Caravelle "S" Convertible. 1968. 58,000. White with black interior. Very good condition. Long MoT. Offers. Phone Shaftesbury 3188 after 7 p.m. (29263

1970 PORSCHE 911 T 2.2. Red, MoT, Taxed, S wheels. Exceptional performanc. New tyres. £2,500. East Horsley 2919. (29264

ALFASUD 1.5 TI. Nov. 1978. 2,000 miles only. Silver metallic, cloth interior. Alfaplus benefits manufacturer's warranty. Bargain £3,350 o.n.o. Tel. Fairford 0285 712658. (29266

BENTLEY 4½-LITRE Sports Saloon, 1937. Almost 100% complete. Rebuild required. £3,950 delivery arranged. Box No. 6004. (29268

BMW 1602, 1975. Black, grey interior, excellent condition. Radio, many extras. £1,995. HP available. Derby (0332) 882230. (29269

FORD MODEL "A" 2 door Saloon for restoration, 98% complete. Running order. £950 o.n.o. 0228 (Carlisle) 710236. (29270

JAGUAR 3.4S auto. Superb coachwork, vinyl roof, wire wheels, 22 m.p.g. Concours condition. £1,650. Bourne End (06285) 20981. (29271

VOLVO 1800 ES Sports Estate. Excellent condition, only 32,600 miles from new. An investment at £3,500. Phone Weedon 40516 (Northants). (29272

LANCIA MONTE Carlo Convertible, 1977. LHD. Beautiful metallic blue. Mid-engined two seater. 15,000 miles. Tinted windows. One owner. Truly as new condition. £3,950. Would consider part exchange proposition. 021-459 1572 (Birmingham). (29273

JAGUAR 3.4S Sports Saloon, 1968. Manual gearbox, 59,000 recorded miles. Excellent condition. Superb interior. £2,250. Taunton 412454. (29280

1929 AUSTIN 12/4 Saloon. Excellent condition. Maroon/black. Completely reupholstered. All very sound. £3,350 o.v.n.o. Maldon (Essex) 891913. (29275

FOR SALE—continued

FIAT SAMANTHA Vignale. Beautifully styled full 4 seat Coupe, 1969. 1,800 c.c. DOHC. 39,000. Photo. £1,650. 28 Worrygoose Lane, Whiston, Rotherham, Yorkshire. (29274

1964 ROVER 110, stone grey, beautiful condition. 3 owners, genuine 46,000 miles from new. £725. 0752 777370. (29277

ISO GRIFO, RHD, 5-speed manual box, 5.3 Chevrolet engine, beautiful 2-seater. Italian coachwork by Bertone. 2 owners, 53,000 miles. Telephone Maidstone (Kent) 76431. (29278

GT6 L REG. 30,000 miles, overdrive. Showroom condition inside and out. Fastidiously maintained, 12 months MoT. Regrettably has to go to best offer. Phone Keighley 607020. (29279

PORSCHE 911. Immaculate throughout in 1972/3 condition. Red bodywork, black interior, front spoiler, sport wheels, tinted screen. The car had a complete engine rebuild 1,000 miles ago and is truly amazing value at £1,695. HP/PX possible w.h.v. 01-650 8760 eves. 01-639 5481 day. (29302

LANCIA FULVIA 1.6 HF Lusso, 1972. Red with black trim, immaculate condition, h.r.w., wide alloy wheels, electronic ignition, soundproofed, electric aerial, personal number plate, bucket seats, undersealed. Realistically priced at £1,475 for a high performance car in outstanding condition. Oxford (0865) 54474. (29301

MERCEDES 200 Saloon, 1975 registration 8 FYL. Radio cassette, electric aerial. Absolutely perfect and immaculate. £3,995. Ware 871040 or Ware 3939 ext. 245 (Jill) office hours. (29300

ALFA ROMEO 2000 Spider Veloce 1975, 36,000 miles, radio-cassette player. Two owners. £3,295. Dorking 711031. (29298

ALFASUD 5M 1978. One owner, 17,000 miles, Ziebarted. Red with grey cloth interior, radio. Balance of Alfaplus; regularly serviced, mint condition. £2,435. Stubbington (Hants.) 61295 evenings. (29299

M STAG Automatic. White, black interior, H/S tops, electric windows, radio. Original, excellent condition. £2,400. Hilmarton (024 976) 645 after 6 p.m. or evenings. (29297

ROLLS-ROYCE Silver Cloud II, 1960. White. New gearbox, exhausts, new tyres. Very good example. £6,900. 04216 7442. (29295

ROLLS-ROYCE Silver Shadow, 1967. Exportable. Silver Fox, black leather. Personal Reg. No. £8,900. Totton 2140. (29295

AUSTIN HEALEY 100/6, 2+2, 1959. The rarest big Healey. Works hardtop, overdrive, w/wheels. New chrome, carpets, paint. MoT, taxed. A very original classic with history. Warwick registered. AHC member. £2,250. Stoke Mandeville 2280. (29294

PORSCHE 911T Lux. 1972. Sepia brown. Electric windows. Front spoiler. Stereo cassette/radio. £4,250. Tel. Pewsey 2404. (29293

LOTUS ELAN +2 1969, 43,000 miles. 12 months MoT. Regularly serviced. Very good condition. £1,500. Weekends or after 6.30 p.m. Cuffley 2175. (29292

1977 TVR Taimar. Silver with red coachband, black trim. Radio/stereo cassette, sunroof, h.r.w., alloys, 18,000 miles. Immaculate condition. £5,500. 0793 770851 (Swindon, Wilts.) (29288

JAGUAR E-TYPE Roadster, 1970. Carmen red, black interior, low mileage, very clean car. Offers around £4,500. Phone Coventry 412657 (evenings). (29287

FOR SALE—continued

MG-B 1974. Damask red, director's car in excellent condition. Rustproofed from new. Many extras including upholstered roll bar, radio/cassette, 175 Pirelli P3 tyres. £1,750. 01-529 0011 – day (not Thursdays). 01-508 4759 – evenings. (29286

FERRARI 330 GT Mk. II, 1966. RHD. Exceptional, rare, fully maintained collector's item having covered an average of less than 4,000 miles per year. Reluctant sale by FOC member £7,650 no offers. For full details telephone Harrogate 885271. (29285

LOTUS ELAN Sprint, 1972, (EMA 358K). White/black interior, new hard and soft tops, full tonneau cover, 5 new (XAS-HR) tyres. Tax/long MoT. Full documented history from new. This car is without doubt one of the finest and most original Elans for sale anywhere. £3,100 o.n.o. (no time wasters). Phone Prestbury 829925 (Cheshire). (29284

LOOKING FOR *something different? Ring Naphill* 2157 for details of an excellent 1973 Gilbern Invader Mk. 3 driven only by me for 44,000 miles. Will talk around £3,250 for this fast pretty car. (29282

BMW 2002 TII 1973. Fuel injection, fantastic performance. Radio. Bargain as later model arrived. £1,395. Stamford 0780 720568. (29291

1935 CITROEN 4-seater sports convertible aptly named "floating power" owing to the unusual engine mounting design. The bodywork was built by Ranalagh of England (Rolls-Royce, etc.) for the 1935 London Motor show winning the bodywork award of the year. This car was the only one produced and must be extremely desirable to any collection. Condition is concours with white paintwork, gleaming chromework and new hood. A real thoroughbred r.h.d. If wishing to purchase an eye-catching unique, appreciating asset Tel 0222 496435. (29304

MG-B ROADSTER 1978 "S", Russet brown, low mileage, Ziebart. £2,995 o.v.n.o. Telephone Watlington (049 161) 2679 (Oxon). (29305

BMW 2002. l.h.d., slight fire damage to headlining and wiring. No damage to body or paintwork. £355 no offers. Torquay 0803-65431. (29306

AUSTIN HEALEY 3-litre 1960. Overdrive, hardtop, hood, tonneau, MoT, good condition. £2,650. Saffron Walden 22330. (29308

1947 HILLMAN de Luxe saloon. Splendid condition, just professionally repainted, first class interior, new chrome battery etc., will be sold with full MoT. Price £1,200. (29309

BMW 3.0 CSL lightweight coupe in red with black cloth trim. This very attractive car is in first class order throughout. **£4,750.**
LOTUS ELITE 1960 Series II, Stage III Climax and ZF box. Total rebuild from chassis up. A beautiful classic car at **£4,700.**
LANCIA ZAGATO very nice low mileage car. **£1,200**
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Here in Reece Mews gentlemen of the enthusiastic nature will show you any of the following: 1977 **Morgan +8,** registered December '77 and finished in black with sumptuous red leather interior, alluminium bodywork. 9,000 miles from new £7,395

1977 **Morgan +8.** Signal red, brown leather interior. 5-speed box; 18,000 miles; exquisitely cared for. £7,150. 1975 **Morgan +8.** Two-tone metallic blue, stone leather interior once the property of the 1st violinist with LSO hence in perfect tune. 26,000 miles only. £5,750. Extraordinarily enough the identical colour scheme to above on a 1975P **Morgan 4/4** 4-seater, except dark blue leather, 28,000 miles, one owner, serviced regularly spot lamps rack, bucket seat. £4,750. I came across a leather clad **Morgan** in Covent Garden the other day. No, not a strange pre-war derivative, but Charles Morgan, recently back from an alpine honeymoon. Well done Charles!

1977 4/4 2-seater, black with stone interior wire wheels, rock spotlamps and only 12,000 miles. £5,250. Just arrived a Nov. 1978 **Morgan 4/4** 2-str. alluminium body. 506 miles, signal red with bucket seats.

One can only assume that the gentlemen across the page selling cheaper **Morgan** pedal cars, do not offer our free exclusive test drive round Brands Hatch, however owing to technical problems (lack of power uphill to Druids!) we have decided to reduce our price to £174.95 per pedal car + VAT, and change the test drive route to 1 lap of the showroom. 1972 **Morgan 4/4** 2-seater, chocolate/cream, new engine fitted by our workshops, the last owner worked for Inland Revenue, so all previous service and repair bills are available! *Rare 1968* **Morgan +4** *dropnead coupé in superb original condition.* Can be seen in our showrooms, black coachwork, black leather interior, beige carpeting, 45,000 miles and two owners from new. One of the last built. Other cars this month.

1973 **TR6,** light blue, new clutch, gearbox and overdrive, immaculate. £1,995. (Compare this price to others in this journal).

1976 **Lancia Beta Coupé 1600** One owner, 25,000 miles, metallic blue. £2,650. Collector's item.

1971 **Citroen DS21 Pallas,** 5-speed box, swivelling headlights, only £500. All Morgan Keys, accessories and parts available, please contact us for details.

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FOR SALE—continued

MG MIDGET May 1978. 4,500 miles, pageant blue. £2,320 o.n.o. for nearly new car. Gosport 81886 (day) 88597 (evenings). (29311

AN OUTSTANDING Triumph TR4A 1967. Red, complete chassis-up rebuild 1977. Four concours firsts, including winner of National "Old Faithful" competition 1978, also second to overall winner National Concours 1978. This car is the finest example of its type in the world. £5,000. Phone Brighton (0273) 684768 business hours. (29312

MG YA 1950. Good condition, taxed and MoT to November. Spares include, engine, 2 g/boxes, radiator and many more. Bargain at £1,150. Oxford 46077. (29312

TWO RARE Cars. Kieft climax sports racer 1954. One of four built, some restoration needed. Suitable historic racing, some history. Ginetta G11 Signal red, MG *B* 1800 engine, very good condition. Sensible offers considered. Tel. Princes Risborough 5099 (STD 084 44) evenings and weekends. (29314

PORSCHE 928, T Registration late 1978. 3,000 miles, dark green metallic, black and white chequered upholstery, air-conditioning, tinted glass, stereo, etc. An absolutely immaculate, as new version of this magnificent motor car, being sold for genuine reasons. Price on application. Telephone: Southampton 39733 (office) or Bursledon 4388 (home). (29316

MINOR 1000000. *Possibly the last in the country.* MoT 1980, still lilac. Reg. 999 SPK. £500 o.n.o. Northampton (0604) 891180. (29315

JAGUAR MK II 2.4 1961. Stored 7 years. Same family last 15 years. Excellent condition, new clutch, tyres and brakes. Virtually a 2-owner car. Green with matching interior, radio, seat belts. MoT, original tool kit and manual. 71,500 miles. £1,395. Wetherby 61572. (29317

BERKELEY 3-WHEELER Sportscar. Excelsior 328 engine, very good mechanics, body well above average, extremely economical, original literature and approx. £100 worth spares. £280. Wantage 2317 (Oxon). (29318

LANCIA FULVIA 1.3 S2 Coupe. M reg., late 73. 5 speed box. Ziebarted from new, no rot or rust, in very good condition, lady driver, serviced regularly, performance with economy. £1,150 o.n.o. Etwall 3217 Derbyshire. Must sell, new Lancia arriving shortly. (29319

FORD POPULAR E93A. Sit up and beg shape, 1958, 20,000 miles only, interior is perfect, stored for last eight years, starts and drives well, no rot apart from lower portion of boot lid, respray required. For more information, please ring Etwall 3217 Derbyshire. Price £650.00 o.n.o. Must sell space needed. (29319

MG-B GT V8, R regd. Rare tundra green, sunroof, usual V8 refinements. £3,700. Knowle (056-45) 2267. (29322

PORSCHE 911T. 1969. Bright green, 'S' alloy wheels, tax, MoT, excellent condition. Southampton 30430 day, 581071 evening. P/ex. £1,000 car. (29323

VOLVO P1800S, 1968. Grey/red, one owner, 40,000 miles, immaculate condition. £1,750 o.n.o. Lymm 5516. (29326

1949 MG TC. *BRG, superb condition, collector's* item. First offer over £6,250 to include some spares, gains this excellent and fun investment. Telephone after dark, Saffron Walden 40443. (29327

FOR SALE—continued

MORGAN 4/4. Two-seater, Nov. 1973. Newly finished in light orange, superb condition, 18,000 miles only from new. Extras include wire wheels, luggage rack etc. Used summer months only by MSCC member. £4,150. Leicester 780206 work, Leicester 673157 home. (29324

ASTON MARTIN DB5 or 6. The DB5 has 282 b.h.p. "standard" engine, the DB6 having the 325 b.h.p. vantage unit. Both have 5-speed ZF, plus usual Aston refinements, AMOC member owned and in beautiful condition. £4,500 and £5,000 respectively. Please Tel. Wallingford (0491) 36390. (29325

LANCIA FULVIA. Pretty S3 coupé in green. 1.3 litre, N regd., only 29,000 miles and in good condition with sunroof and radio. Regularly serviced with new exhaust system. £1,750 o.n.o. Phone Gerrards Cross 85910, evenings. (29331

LANCIA FULVIA 5.3 Coupé. A 29,000 mile N regd. example in good condition in exchange for very good MG TC/D/F, MG-A or TR3/3A with cash adjustment as necessary. Phone Gerrards Cross 85910, evenings. (29331

E TYPE, 1962. FHC, owned by motor engineer approx. eight years. In very good overall condition, including £200 stereo. £2,000, no offers or joy riders. Don Hoggard, 210 Holme Church Lane, Beverley, E. Yorks. Tel. 0482 881029, during office hours. (29329

6/80 WOLSELEY, 1953. In very good condition, *with spares. £750 or offers. Don Hoggard, 210* Holme Church Lane, Beverley, E. Yorks. Tel. 0482 881029, during office hours. (29329

DE TOMASO Mangusta Ghia 1971. One owner, 16,000 miles, immaculate throughout, very rare car. £5,950. 01-567 5412. (29333

DINO FIAT Spyder Convertible, in exceptional condition due to very low mileage. £2,950. 01-567 5412. (29333

ALVIS SILVER Eagle 1936, Cross and Ellis 6-light saloon. Excellent and original. Known history, believed 58,000 miles, Eagle Mascot, tax, MoT. £3,000 or offer. No dealers or export please. Phone for full details. Sheppard 01-427 9829. (29334

BRISTOL 406 with Bristol 110 engine 1959 chassis 5219, for sale. £2,600. Extensive work has been carried out between 1976 and 1978 latterly by Windley Restorations. Phone Maxted on Watford 25327 for fullest details. (29335

SINGER JUNIOR 8 h.p. 1930. 62,000 miles, good contion. £1,600. Tel. Truro 74778 for details. (29336

MORGAN PLUS Eight Jan. 1979. Many extras including aluminium body. Offers over £9,000. Tel 0473383525. (29338

MORRIS MINOR. 1955, split screen, 2-door saloon in black with red leather interior. 37,000 miles, super original condition. M.o.T. Offers invited. Further details and replies to Box No. 6006. (29330

XK 150 DROPHEAD. Metallic blue, perfect condition, no rust or dents — imported Johannesburg. New upholstery, hood etc. L.H.D. manual. C.W.W., stereo. £4,000. Proctor, Commons Lane, Shaldon, Devon. Shaldon 2239 or Topsham 4000. (29383

SCIROCCO GLS. 1977 pearl metallic. All usual extras. Very attractive car in excellent condition. *£3,600. Tel: 055723 226 (day).* (29388

SINGER LE MANS Scoyce Replica in beautiful order. Fully rebuilt, needs a little finishing. Andrew 0424 892080. (29395

FOR SALE—continued

MATRA SIMCA Bagheera S. September 1977. One owner, 16,000 km, full body treatment, radio with cassette recorder, aluminium alloy wheels, electric windows, copper metallic. £4,195 o.n.o. Tel 985 71530 evenings. (29390

BRISTOL 400. 1949 grey over black. First model of Bristol marque — 2-litre, 6-cyl. o.h.c. One careful owner for 20 years, little used thereafter. 54,000 miles believed genuine. Very good all round condition. Offers around £3,000. R. B. Prest, 'Woodhenge', Billenge End Road, Blackburn. Tel. Blackburn 0254 57964. (29392

1928 MORRIS COWLEY 4-seater tourer. Totally original, in good order, used until recently. Offers over £3,500. Tel. (Evenings only) Amesbury 2185 or write 143 Countess Road, Amesbury, Wilts. (29391

RS2000 ESCORT. Series II. One private owner, very carefully serviced and driven. All original. Private domestic use only. Low mileage and fitted with tinted glass, stereo radio and cassette, etc. I am sure that if you are looking for one of the best, my car will satisfy your inspection. £3,390. Private sale but part exchange and H.P. possible. 01-660 4481. (29399

MERCEDES 220S. 1957. Two owners from new, 75,000 miles. Original documents. Registration number UYO 4. Slightly tatty rear bumper otherwise very good. £1,450. Bridgwater 3436 office hours. (29393

DINO FERRARI 246GT. *My pride and joy for sale.* 1974. Bright red of course with tan interior. Marinello service history and car unused since checkover and new clutch by them. Mileage only 27,000, all new tyres, electric windows, expensive stereo radio and cassette. Nice low mileage Dino's can only appreciate in value. This one only £8,500. Private sale but H.P. and part-exchange possible. Ring 01-660 4481 anytime. (29399

FOR SALE. 1972 MG Midget 1275 ('K' Reg.). Teal blue. Offers. Phone 041-777 7898 evenings or weekends for viewing. (29396

TR6. August 1973. Mimosa, 47,000 miles. Overdrive, tonneau, Kenlowe fan, Motorola, etc. Stored all winter. Exceptional. £2,400. Saddleworth 5423 (Manchester). (29401

E-TYPE Roadster. 1968 series II approx 80,000 miles. Engine rebuilt, new duck cloth hood. Superb condition. £4,850. Tel. (Office) Bromsgrove 31424 or Upton Snodsbury 766. (29402

BMW 2.8 CSA Special high specification coupe. In superb condition, metallic alloys (BMW) tinted electric windows, USA sidelights, Connolly hide interior, air conditioning, etc. Virtually one surgeon owner, v. low mileage. Unparalleled value for £3,650. Lewes 2646. (29400

RANGE ROVER 1975. Excellent all round condition. £6,000. P/ex. possible. South Benfleet 4174, Essex. (29404

FIAT XI/9 1977. Orange, radio, taxed, Targa top, low recorded mileage. £2,995 o.n.o. Part exchange considered. Farnham 721722. (29405

E-TYPE, H regd., 4.2 auto, 2+2. Sunroof, back to metal respray, replaced exhausts, d.s. rack, gearbox, bills available. £3,920 o.n.o. Tel. Tunbridge Wells 38763, daytime. (29406

CORNICHE CONVERTIBLE 1974. *Sand with tan* interior, 9,800 miles from new, totally original and 100% perfect condition. Offers over £37,000. 01-370 2843. (29407

FOR SALE—continued

LANCIA BETA P 36,000 miles, tobacco, fawn vinyl roof, gold velour trim, very carefully maintained. £2,100. Coventry 74019 after 6 p.m. (29408

AUSTIN-HEALEY 3,000 Mk III 1964. Restored throughout. Colorado red, overdrive, wires, radio, rebuilt engine, new chrome, hood, carpets, superb. £4,500. May take cheaper classic car in part exchange. Please telephone 01-398 1073 (Surrey) or 76-84659. (29411

DAIMLER COUPE 4.2 - 1975, N regd. dark blue, chamois leather, overdrive, tinted glass, radio/cassette, stereo. Director owned and maintained since new. Price £4,550. Tel 01-606 5946, office or 0279-51612 home. (29409

AC ACE-BRISTOL 1961. 125 m.p.h. 2-litre, aluminium bodied, hand built sports car, one owner. Maintained by AC since 1966 and now with their 12 months' MoT. L.h.d., immaculate in midnight metallic blue silver wire wheels, and new beige interior, painting and refurbishing just completed. Garaged and off the road. £11,250 o.n.o. Dolphin House, Sutton Close, Cookham, Berkshire. Tel. (Code 06285) Bourne End 25694. (29410

PORSCHE VW 914, 1971. T regd. Black with detachable h/top which fits into boot, fog lights, black interior, radio, very rare car. Offers over £1,500. Tel 01-888-4222 after 4 p.m. (29412

RS 2000 Sept. 77. Yellow 8,500 miles. Undersealed, tinted windows, alloy wheels, remote control mirror, rear fog lamp, *immaculate condition* throughout, repeat immaculate. Never driven in the rain, must be best ever. £3,595. 0273-26419. (29416

SCIMITAR COUPE GT, 1969. 3000 overdrive, outstanding example of this low production fast car, regularly maintained in excellent condition throughout. £1,250. Chapmanslade (037388) 581. (29418

MORGAN +8, 1979. Delivery mileage only, black with stone leather upholstery, reclining and folding seats, plus many more factory extras. £7,980. Phone 021-378 3769. (29419

LANCIA FULVIA Saloon, 1972. Good reliable car, recent engine overhaul, new battery, exhaust, brakes etc., MoT Aug. £695. Hemel Hempstead 832313 after 6.30 p.m. (29420

KARMANN GHIA Coupe 1600, 1968, one owner, genuine 31,500 miles from new, excellent completely original condition, MoT tax October, £995 (no offers please). 0602-606093 (10 a.m.-3 p.m.). (29422

JENSEN HEALEY Roadster, 1975. Red, black interior, 27,600 miles, warranty, radio. £2,500. Trimdon 880724 (Durham) after 6 p.m. (29421

XK120 ROADSTER, 1951. Cream, black leather, wire wheels, stainless exhaust, total restoration by specialists, outstanding condition. Offers around £5,950. Cumnor 3258 (29424

AUSTIN-HEALEY 3000 Mk I 1961. 2+2. Just restored to former glory, increased family forces sale. Red/black, works hardtop, o/d, W/W rebuilt, new chrome, all metal body, host of new parts fitted, tyres. £3,100 o.n.o. Tel: (business) Stevenage 53240, (home) Stevenage 62212. (29425

JAGUAR 2.4 Mk II, 1961. Manual, overdrive, 64,000 miles believed genuine, pale blue, pre-leather, *very sound original condition*, makers oil pressure and compressions, new exhaust and brakes. Private sale, £1,100. Tel: 061-973 3665 evenings. (29426

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John Britten

Morgan

TVR

The lady who writes our monthly rhyme, has gone away until the next time. **Morgan 4/4 2-seater,** December 1976, deep Brunswick green, wire wheels, bucket seats, 4-figure kilometreage, half sold to pretty but vacillating air hostess. **Morgan 4/4 Coupe,** 1939, red, our least expensive Morgan, requires some work but is in running order. Previous owner ran the Council tip at Much Hadham. **Morgan 4/4 2-seater,** 1978T, black, wire wheels, black leather trim, reclining seats, door handles, underseal, reversing lights, spotlights, 3-figure kilometreage, owned by BBC-tv producer. **Morgan 4/4 4-seater,** 1976, Royal ivory, wire wheels, lately resident in Dorset; the *previous owner lovingly affixed Union Jack* badges on the scuttle – usually a sign of a caring owner and an excellent car. **Morgan 4/4 2-seater,** 1963, 1500 GT engine, push-you-pull-me gearchange, nothing else known as it is not yet at Arkley. **Morgan 4/4 4-seater,** 1972, dark blue, wire wheels, black leather, reconditioned engine, luggage grid. **Morgan 4/4 4-seater,** 1975, Monza red, chrome wire wheels, stone leather trim, luggage grid. **Morgan Plus 4 2-seater,** 1968, Jaguar Racing green, wire wheels, aero screens, leather wheel, black leather seats, Kenlowe fan, rear bumper, luggage grid, two owners from new. **Morgan Plus 8,** 1970, I have not been told colour but think it might be orange as I remember this car from when we had it a few years ago, the distinctive registration number making it stand out like a double yellow line in memory lane; this car is obtainable in a cheaper price mode if you catch us before it visits the paint shop. **Morgan Plus 8,** 1975, Royal Ivory, luggage grid, Sundym windscreen, spare wheel cover. **Morgan Plus 8,** 1979, silver, black leather, only available for sale by the grace of the angel whose wings adorn its radiator badge; it was tried out by a chap who, demo over, parked it on our slope a yard or so upstream of his new BMW 733i. Unfortunately, his fingers atrophied by the BM's *effortless powersteering, he failed to* apply sufficient thumb pressure to the extremity of the fly-off handbrake. True to its name, upon the doors being shut, the thing flew off and the two 1979 cars rapidly approached one another. Our man Alford of course immediately and with no thought for his personal safety (only his pay cheque) lay down in front of the +8 and a catastrophe was narrowly averted. **Morgan Plus 8,** 1978, glacier white, black leather, reclining and folding seats, spare wheel cover, bonnet strap, door handles, luggage grid, owned by a retired racing driver (a thoroughly excellent chap – I know him well). **Morgan 4/4,** 1963, yellow, Lotus twin cam 1558 engine, remote gearshift. **Morgan 4/4 2-seater,** 1976, red, Restall seats, blue leather, alloy body, roll over bar, 1 owner from Bolton. If you drive well and come from that area of Lancs, does that make you a Bolton goodie? **Morgan 4/4 4-seater,** 1976, signal red, reclining seats, Ziebart, wire wheels, one owner from whom it was captured in Lancs, during the petrol strike and pedalled to Arkley with occasional use of the auxiliary engine. **Morgan 4/4 4-seater,** 1977, signal red, wire wheels, reclining seats, strapped bonnet, luggage grid. **Morgan 4/4 4-seater,** 1976, signal red, stone leather, wirewheels. **TVR Taimar,** 1977, metallic green, Neutral model band, oatmeal trim, sunshine roof (sunshine?, arrrrr, yes, I remember sunshine), radio/cassette, *supplied new and serviced by us.* **TVR 3000M,** 1977, dark metallic bronze, sunroof, oatmeal trim, vinyl top, radio. **TVR Taimar,** 1978, white, green model band, sunroof, radio, one owner. **TVR Taimar,** 1977, black, Wolfrace wheels, radio/cassette, sunroof, one owner, supplied by us to graphic designer who has had it regularly serviced at Arkley. **TVR 3000M,** 1973, silver, sunroof, radio, Spax shock absorbers, this car was a Hers, the corresponding His being a new Morgan. **MG Midget,** 1500, 1975, red. **Triumph TR7,** 1977 (November), maroon, one owner, sunroof, radio. **MG-B GT V8,** no further details. **Arkley SS,** 1974 chassis, new conversion, alloy wide wheels, pinstriped. **MG-B GT,** 1972, blaze, overdrive, radio. **Renault 5TS,** metallic blue, 1976. **Mini 1275GT,** 1974, white, yellow interior trim, twin exhaust, L.R.S.W. **Morgan 4/4 2-seater,** 1978T, white. **TVR Taimar Turbo,** 1978, charcoal with silver model band, Wolfrace wheels, radio/cassette, sunroof, electric windows. **Triumph TR6,** 1973, dark blue, overdrive, radio/cassette. **NEW**



MORGAN: I had the pleasure of speaking to former Grand Prix driver Innes Ireland today – he wanted a Morgan 4/4 for a customer of his. Sadly, I was unable to oblige, as deliveries are now several years. The one remarkable thing about this situation is that there is very little trading in over-list "black market" new Morgans. Those that do change hands for genuine reasons or otherwise fetch only a modest amount over list – a very healthy situation which shows how patient and sensible Morgan enthusiasts are. **NEW TVR:** Current showroom stock includes metallic green Taimar with model band, metallic burgundy Taimar with model band, metallic blue 3000M with model band and bright red convertible with black hood – all with excellent specifications. **ARKLEY SS:** We have a demo car at Arkley to show how easy it is to take a hammer and chisel to your *senile Midget and clothe it with our body kit* without disturbing the engine, drive train, suspension, brakes etc. Brochure on request, 25p. APRIL QUIZ: One of the pictures on this page contains three cars. One of those three cars belongs to the manufacturer of the other two. I have reason to believe. Which? GROUSE OF THE MONTH: I received a mailing from a well known firm of typewriter makers. Their machine, it says is "surprisingly only £674 or less". They go on to say "the trade-in prices on your machines might well surprise you". Having failed to surprise me with their first statement, they deserved a chance to do so with their second (I thought) so I rang to ask for a trade in price on our Adler Gabrielle 10, bought new about 9 years ago and still in good fettle after a little light use on "Motor Sport" ads, stock lists, and letters of the "assuring you of our best attention at all times" variety. I have to admit that they *did* surprise me – their best offer was £1, a figure from which they refused to budge with the stubbornness of a seized-on handbrake. Nice to know that advertisers are legal, decent, honest and truthful – and can still manage to be utterly misleading! I have a *Honda C50* for sale which I have had for a long time and mostly used round the garden – I can prove this as the tax disc says November 1969 which is a good wheeze, not only is '69 easy to confuse with '79 but the bright blue colour is exactly the same. This machine is a '68G, has done 4,000 miles from new, and I am asking £70 which is about ¼ the price of a new one. In its place I have acquired a Honda XL250S which has an odd single cylinder 4-valve o.h.c. engine with rapidly-whirring counterbalance shafts, the front wheel is a monstrous 23" diameter and this makes the *saddle so high it is rather like riding a penny* farthing as regards the difficulty in putting your foot on the ground to avoid falling off. The reason I bought this bike was because machines of that type ("Trail" and "enduro") are all the rage in the South of France at the moment, the "in" thing being to ride up and down the harbour front at St. Tropez performing wheelstands (a manoeuvre I have been utterly unable to emulate after frightening myself with a virtual somersault).











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1975 (P) Alfa Romeo Alfetta 1.8 Saloon (1976 Series). Silver, lady owner, warranted only 32,000 miles. Car in keeping with this low mileage . . **£2,595**

78 (S) Alfa Romeo Alfetta GT 1800. Built at the end of 1977. This is not an imported, re-registered car, but a car manufactured in 1977 and registered in early 1978. One lady owner, only 18,000 miles. In magnificent Alfa red with dark grey cloth upholstery and the attractive registered number VPL 8S **£4,295**

69 Model Daimler V8 250 in Cotswold grey with red leather. Automatic – new gearbox just fitted, low mileage and a very original car inside and out **£1,995**

19 Darracq 16 Grand Open 5/6 seater open tourer. This car has been restored to a standard very seldom seen. It is one of only two in existence and is quite unique. A superb investment at **£27,000**

1973 Jaguar XJ12 automatic Saloon, silver, red interior, 45,000 miles, one owner, full service documented history with all latest mods. Cost new today £13,000 . . . . . **£2,900**

73 Lancia 1600 Rallye HF Lusso. Fixed head coupe 2+2. One owner, 43,000 miles. Silver. A beautifully cared for example of this rare and sought after marque. As this model was made for only one year, it must become one of the most valuable and collectable Lancias **£2,900**

1976 Lancia Beta 2000 Series II Coupe. Midnight blue with gold interior. Electric windows, radio, 18,000 miles, one legal owner, a Lancia enthusiast **£3,850**

We have a unique collection of SI, II and III type Bentleys, Mulliner Continentals and Standard Steel Saloons. Prices from £12,000 to £25,000.

70 (J) MGB GT Automatic. An exceptional example of one of the rarest MGBs. Green. Knock-on wire wheels, sun roof **£1,995**

1973 (M) MGB GTV8. Blaze. In exceptional, unmarked, original condition. Warrantted only 34,000 miles from new. Overdrive, sun roof, radio stereo **£4,450**

74 (N) MGB GTV8. Aconite. In exceptional, unmarked, original condition. Warranted only 26,000 miles from new. Overdrive, sunroof, Ziebarted, radio stereo **£4,650**

75 MGB GT 50th Anniversary model. One fastidious owner. This car has been known to us from new, and has only done 19,000 miles. In British Racing Green with gold stripes and special wheels. A very fine example **£3,390**

1976 (R) 1971 Model MGB GT. This car has just undergone extensive rebuild at a cost of over £1,500 and is quite exceptional. Mileage under 1,000 since. Finished in gleaming black, fitted with overdrive **£1,995**

1976 MGB GT. White. A beautiful specimen. Warranted mileage only 24,000. Original and unmarked. Fitted with overdrive, Kenlowe fan, radio **£3,300**

1975 NSU Ro80. One of the very last of these now much sought after cars. One owner from new. Warranted mileage 12,000 repeat twelve thousand only. Supplied and serviced since new by this garage. Metallic blue with black interior. Practically indistinguishable from new **£3,600**

1926 Rolls-Royce Phantom T Open Sports Tourer with wooden boat tail body. A most unique and beautiful motor car. Black with green leather upholstery **£29,950**

1972 (L) Triumph GT6. Genuine one owner car from new. Maintained by an engineer from the Triumph Motor Co. for its owner. Finished in red. Fitted with overdrive. A wonderful specimen **£1,995**

VW Beach Buggy. A very special and unusual model. Specification on request **£995**

1973 VW 1303S Super Beetle. This unique car has been customised at a cost approaching £3,000 in late 1977 and has to be seen to be appreciated **£2,750**

1975 (P) VW Scirocco. Silver with special gold velour upholstery. One owner **£2,695**

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MG ZB Varitone Magnette. 1958. Low mileage, superb condition, black. £900. Telephone Warrington 62628. (29429

MASERATI INDY, 1973. 5-speed, bronze, beige interior, 38,000 miles and absolutely immaculate, repeat immaculate. Best over £4,950. Byfleet 47853. (29430

ROVER 80, 1960. Overdrive, original grey, 44,000, excellent condition. £750. Tel. Derby 840824. (29431

MERCEDES 280 SL, 1968. Metallic blue, superb condition, over £1,000 just spent on engine rebuild, radio/cassette, genuine reason for sale. Phone (day) 01-642 8605, (night) 01-642 2827. Best offer over £6,000. (29432

JENSEN HEALEY. *Red. First registered Jan 1973. One owner from new. All services with Jensen agent. Bills available. New pistons and liners fitted 2,000 miles ago and run in. Ziebarted when new. Hard top, radio, good tyres. MoT just renewed, good original example of the marque giving pleasant motoring. So regret pressure on space by addition of company car forces sale. £1,750. Michael Davis, Aston Rowant, Oxon. Tel. 0895-58181 day; 08445 1335 evenings.* (29403

1937 AUSTIN 10 Saloon. Good condition, rebuilt engine, new clutch, needs new exhaust. £560. Bagshot 72191/74934 (Surrey). (29433

JAGUAR V12 2+2 Manual. 1973 (M). Superb original condition with service history. JDC member maintained regardless of cost. Yellow, black interior. 27,500 miles only. £6,395. Hoddesdon 67445. (29435

JAGUAR 3.4 Mk. II Manual/overdrive. 1966. Silver grey. Very original and well maintained example in first class condition throughout. 77,000 miles, original log book. Present owner 6 years. Genuine reluctant sale by JDC member. £2,250. Phone Bodmin (0208) 2869. (29436

JAGUAR MK. II 3.4 manual/overdrive. 1963. 70,000 miles. New MoT. Really superb condition. PX/HP considered. £1,195. Export enquiries welcome. Tel. Hastings 0424 420392. (29437

LOTUS EUROPA Special, 5 speed, 1974. JPS colours, oatmeal trim, tinted glass, stereo, low mileage, excellent condition. £3,750 o.n.o. 01-736 6324 after 7 p.m. or weekends. (29438

BMW 323i, 1979 T. Metallic, tint, MSR alloy wheels, mats, flaps. Just run-in. List price. 051-632 5504. (29439

AUSTIN 12/4 1933. Gordon-bodied 2-seater drophead with dickey seat. Some restoration work done, driveable but no MoT. Phone Nottingham 702111 (daytime). (29440

190 SL MERCEDES, 1963. RHD, manual. With hard top, radio. Blue with cream leather. Exemplary condition throughout. Best offer in region of £3,950 accepted or exchange for Range Rover. (0502) 713241 Suffolk, evenings. (29442

DROOPSNOOT FIRENZA, 1974. 2.3-litre Blydenstein conversion, plus extras. 44,000 miles. Silver grey. Owner going abroad, sale a necessity. Car an appreciating asset. Any reasonable offer over £1,750. Please phone 01-274 6604 after 6.00 p.m. (29445

MGA 1600 for sale – offers – garaged Surrey. Tel. Gosport 88584. (29446

SINGER SM1500 – long stored – complete history. All original. Undersealed new. Spares include tyres. Sell or exchange VX 4/90. Also quantity of SM1500 spares including body parts. Ashford 58933 (Middlesex). (29447

PORSCHE 911E Sportamatic. 1972. White, 50,000 miles. Full service history (AFN). Front spoiler, radio, electric tinted windows. Outstanding example. £4,450. Part exchange considered. 021-459 1572 (Birmingham). (29450

1948 MG TC. Very good original car. Long MoT. 1954 MG TF 1,250 c.c. Very good condition. MoT. £3,800 each o.n.o. Phone 062-786 3445 (Kent). (29448

FOR SALE—continued

MERCEDES 230/6, 1975/76 P reg. Sunroof, radio stereo, manual. Excellent AA RAC test welcome. Right hand drive. £5,500 no offers. 01-385 7575, Romy, 80 Farm Lane, London SW6 (UK). (29417

1930 AUSTIN Seven Open Two-Seater Special. Lovely car with MoT. Only £950 Luton 27450. (29397

MGB GT V8. White, sunroof, tow bar. Excellent condition, many extras. £2,850. P/X Morgan, Hartlepool (0429) 67266. (29444

1928 AUSTIN Heavy 12/4 Clifton Tourer, just been retrimmed with Connelly hide and all new weather equipment etc. Regretfully must be sold due to the unexpected arrival of the ultimate. Serious enquiries only please. Tel. Northbourne 2671. (29415

MERCEDES 250S, *1967. MoT. RHD. Radio, white wall tyres. Good condition. AA test. Automatic. £790. No time waster please. Or exchange Diesel 4060. Tel. 01-686 3516 (London) UK.* (29474

LOTUS ELAN Sprint FHC. Nov. 72. Red/white, tinted screen, low mileage, radio-cassette. Receipts for £1,500 spent maintaining in first class original condition over last year. Include rebuilt and balanced engine. Hemel Hempstead 52309 evenings & weekends. (29473

GILBERN INVADER III. 1973 M. 35,000 miles. White/black, manual/overdrive, sunroof, superb, near to last made. £3,099. Tel. 092 664 0683. (29472

AUSTIN 16/6 Burnham, 1929. Totally restored to concours winner. New MoT and in immaculate condition. £4,950. Austin 7 considered in P/X. Tel. Dorchester 3515. (29471

ROLLS-ROYCE Bentley S2, 1960. White with or without R R conversion. Whole car as new. £8,500. Possibly part ex. with Cloud 3. Phone Bloxwich (0922) 77476. (29470

PEERLESS, BELIEVED the last one made. Requires rebuild, some spares. Project abandoned to rebuild R R. Phone Bloxwich (0922) 77476. (29470

DAIMLER SP250, 1961. B Spec. Hard and soft tops. £1,250 o.n.o. Tel. Ribchester (025484) 385. (29469

BEAUTIFUL GREEN Gold Anniversary Model MGB GT. Only 15,000 miles. Offers over £2,800. Swansea 401931. (29468

MAGNIFICENT BRACE of classics. Jaguar Mk. II 1967 2.4 Manual. Daimler 250 V8 Automatic 1967. Reluctant sale of cherished investment, £2,500 the pair. 0743 82 477. (29466

MORGAN +8, 1977. 5 speed, white, black trim, reclining seats, luggage rack, American conversion lights, new spare, etc. 18,000 miles. Reliable, economical, inflation proof. £6,400. 0263 720567. (29462

BRISTOL 403. Red, 100A engine, beige interior, sound condition, MoT till September. £1,800. 061 6432387. (29467

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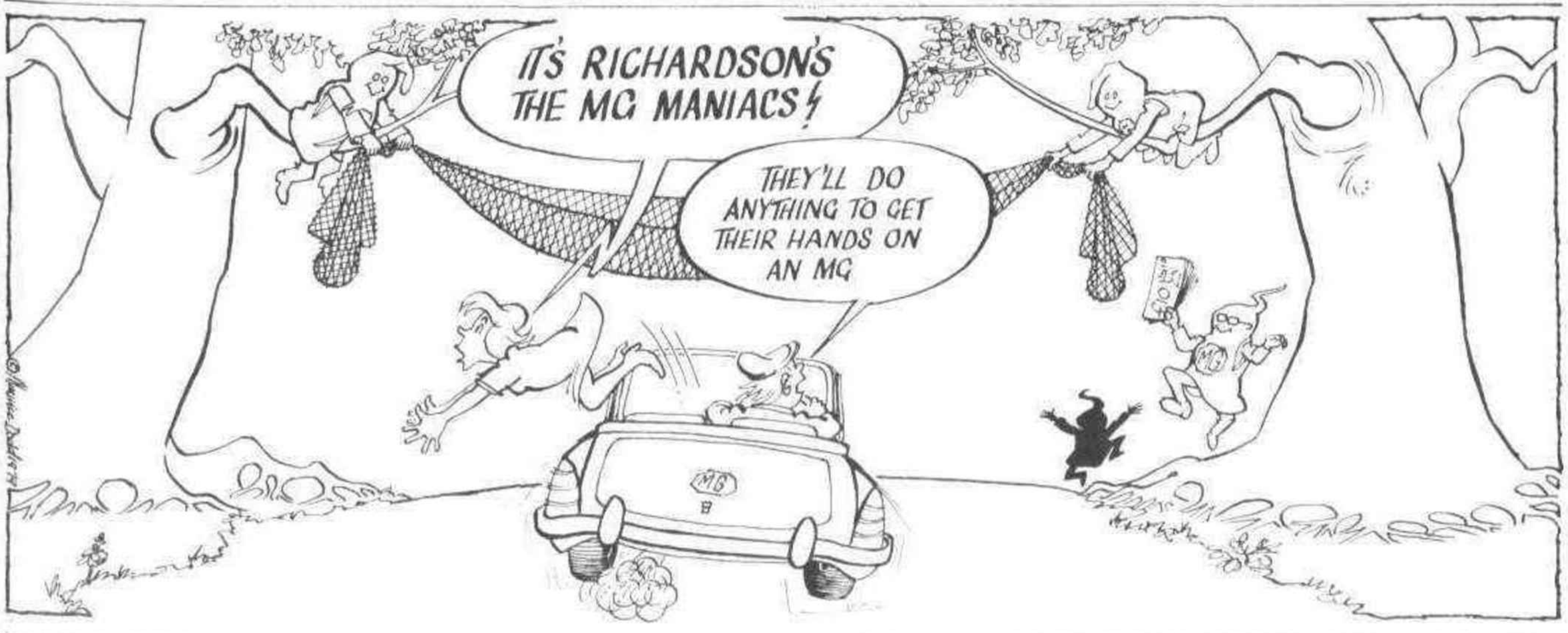
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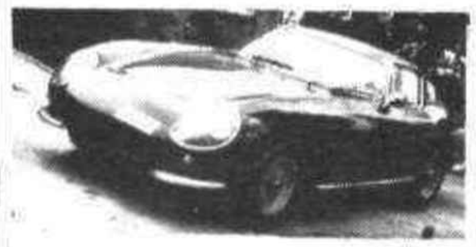
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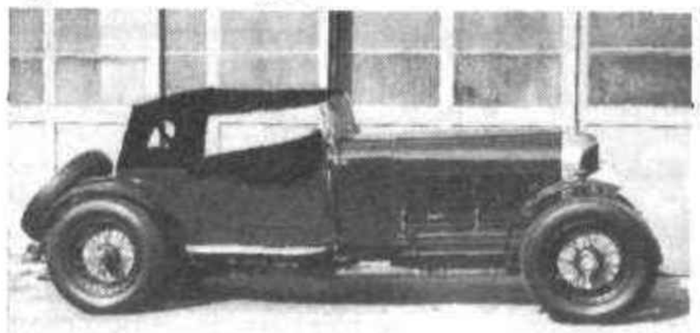
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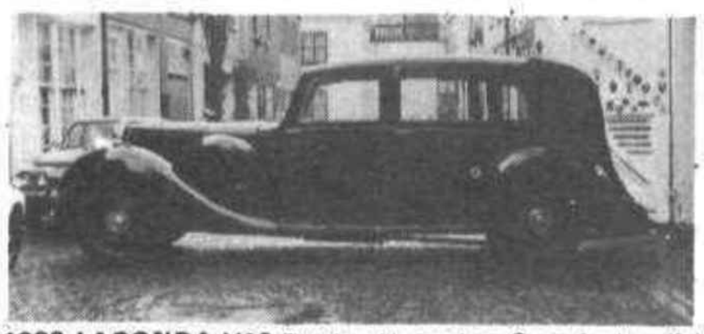
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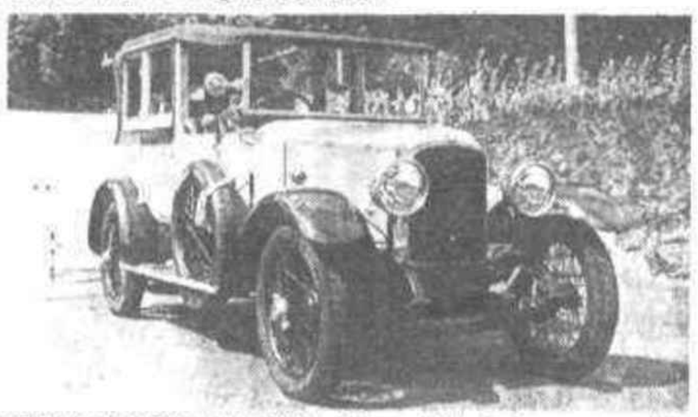
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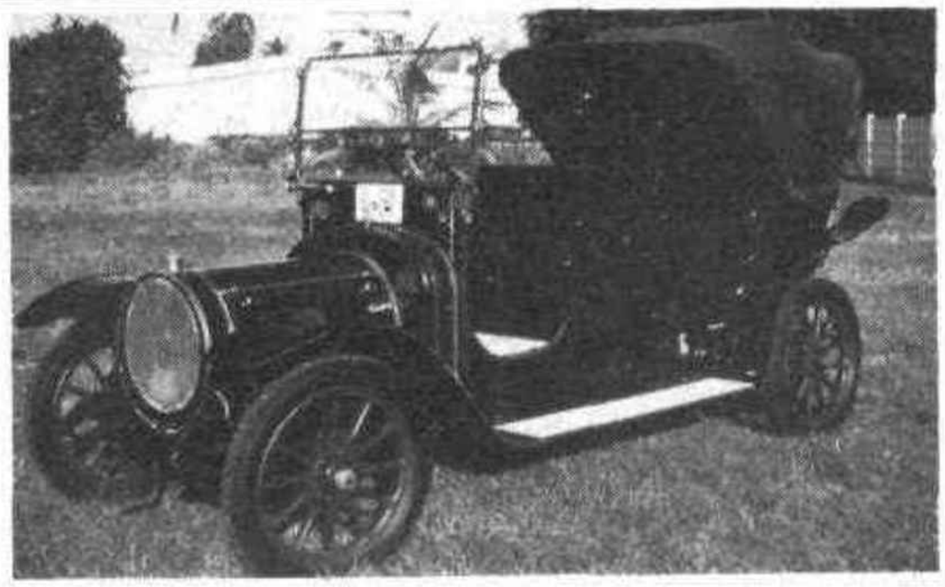
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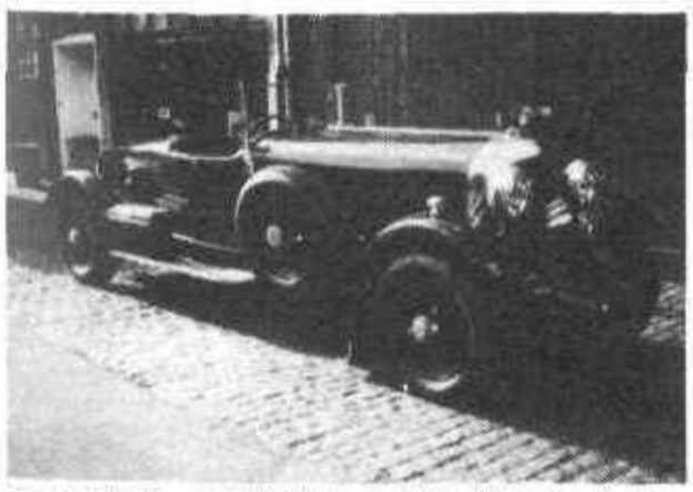
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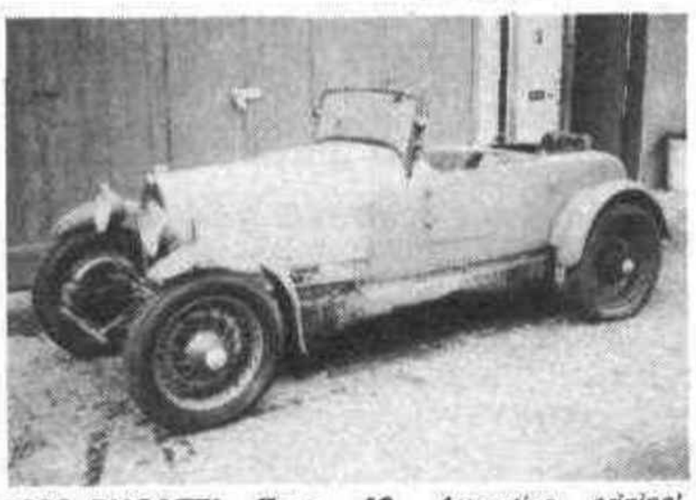
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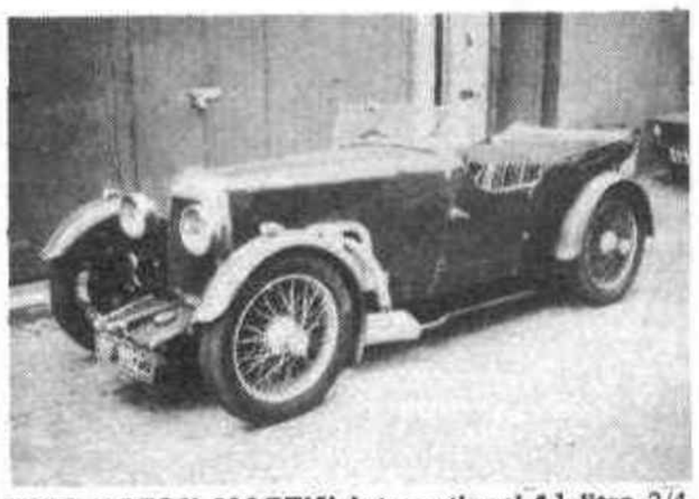
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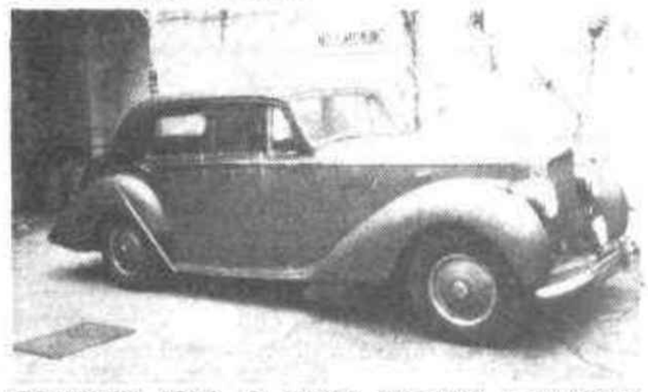
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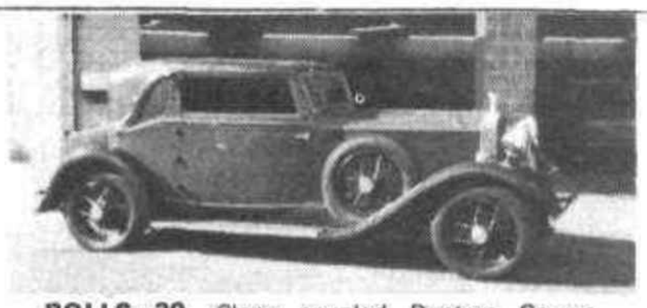


BENTLEY 1953 R TYPE Standard steel sports saloon with synchromesh gearbox, nicely cellulosed in ebony black over silver with tan hide trim. A first class example of this compact sports saloon.

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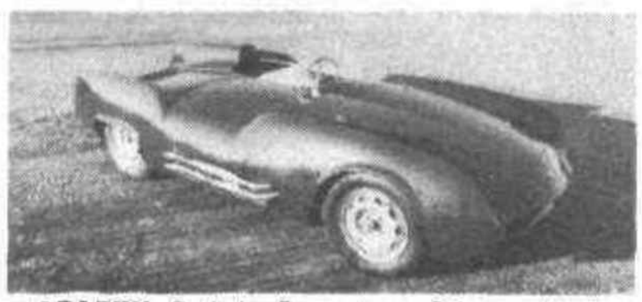
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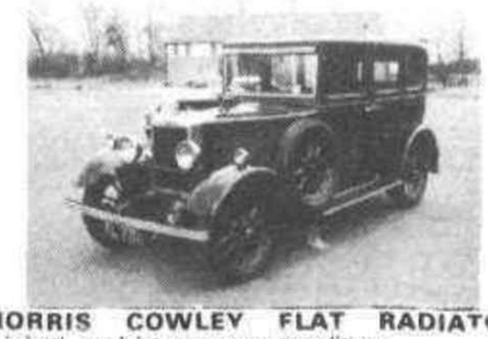
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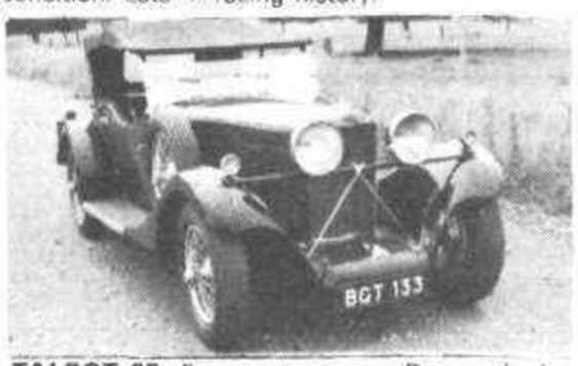
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RADIOMOBILE 408CSR	**£89.95**
CASSETTE PLAYERS	
PHILIPS 060	**£46.95**
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PYE 2272	**£38.95**
PIONEER KP.88G + GM.40	**£145.95**

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This month I am pleased to offer two contrasting Bentleys each one having documented histories and in mint condition. Both are very reasonably priced compared with other similar Bentleys on offer.



1924 Bentley 3-litre fabric bodied open sports 4-seater. This car has only done about 7,000 miles since being stripped to the bare chassis & extensively rebuilt by leading Vintage Bentley specialists (engine, chassis & complete body rebuild etc. the complete engine rebuild cost over £2,500). Complete with original 1949 yellow log book, invoices and full details of its rebuild, etc. Painted in British racing green with green Connolly leather interior, black hood, hood bag and full length tonneau cover etc. *(Illus. left).*

1955 Bentley R-Type Continental fast-back sports coupe by H. J. Mulliner. This is one of the rarer D series with the larger 4.9 litre engine, high back axle ratio, automatic gearbox, etc. It must be one of the most original and finest examples on offer today, having been maintained since new, regardless of cost by Rolls-Royce Ltd. It has every tool as issued when new, all unused and right down to the smallest items, and a complete Rolls-Royce documented maintenance history from new, which confirms its very low mileage of only 87,000. It is immaculate in light grey with champagne hide interior and is complete with extras. (Heated rear window, headrest, new radio etc.). Original log book and valuable registration Number UTU 3. *(Illus. right).*



Both of the above Bentleys, have been owned till recently by the same Bentley enthusiast and I regret the above bad photos do not show the excellent appearances and conditions of these cars.

EXPECTED IN STOCK LATER THIS MONTH
A 1938 Lago Talbot 4-litre with 4/5 seater custom built drophead coupe coachwork attributed to Figoni and Flaschi of Paris and the only one of its type in the UK. Its rebuild to new condition is at last nearly completed and has TAKEN 8 YEARS, photos and fuller details will hopefully appear in next month's issue.

OTHER INVESTMENT CLASSICS EXPECTED IN STOCK OR NOW BEING FULLY RES... INCLUDE
1929 Bugatti Type 40 1½-litre. sports/racing pointed tail 2-seater.
1937 Bentley 4½-litre. Super Sports open 2-seater.
1929 Lagonda 3-litre open sports 4-seater.
1955 Ford Thunderbird. Classic Sports 2-seater.
1939 Minerva 5.9-l... ...ousine landaulette.
1930 Rolls PII. spor... ...phead coupe.
1920 Rolls Silver Ghos... 2-seater drophead coupe.

PLUS OTHER CARS THAT ARE NOT ADVERTISED.
I WILL PAY TOP CASH PRICES FOR CARS OF THE TYPE I SELL.

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WANTED–continued

WANTED. TR2/3/4 or Healey 100/4, good condition preferred but anything considered. Great Missenden 5140 (Code 02406). (29443
MG TD or TF. Would prefer unfinished rebuild but anything considered. Tel. Bridgend 50469. (29551
VAUXHALL 23/60/ OD Engine. Preferably complete but particularly bottom end and valve gear. Tel. 0203 92 52695. (29599
ROLLS-ROYCE and Bentley. All your unwanted spares, any model, from complete chassis to nut and bolt. Tel. sale 061-962 6136. (29670
MORGAN+8 or 4/4 wanted by private buyer, new considered. Telephone 0983 64575. (29647
LAGONDA TOURER, 1928-1937. Original car preferred but anything considered. Replies to Box No. 6010. (29652
WANTED: Rolls-Royce or any classic pre-1935 soft top preferred but any model considered up to £15,000 cash offered. Private buyer. Box No. 6009. (29558
ROCHDALE OLYMPIC Phase 2. Front half to windscreen, bodyshell or whole car. 05827 5479 (Herts). (29648
FERRARI DINO 246 wanted by private buyer before he goes abroad in May. 02572 4187 (Lancs). (29610
WANTED for special: Leather bench seats, approx 42", cycle wings fro 650 x 18" wheels, windscreen. 01-804 2585. (29624
LOTUS 7 wanted. Consider any condition. (0704) 822 332, Lancs. (29630
MORGAN wanted. Would like 1950 to 1972 model, rough to immaculate, or may consider MG T type. Parbold (02576 4339. (29630
WANTED for my Lotus racing car. Any Mk. 9 suspension parts or any old Lotus spares. Also MG XPEG block and aluminium Laystall cylinder head. 0543 490232. (29574
AMPHICAR. In production about 15 years ago. Triumph body/chassis modified to include motor boat facility with propeller drive. Please state condition and price. Lamb, 21 Egerton Gardens, London SW3. Tel. 01-589 6297. (29265

MISCELLANEOUS

MG TC seats, new Connolly hide. Seats not now required and offered for re-sale at £145. Also two bucket type Austin 7 design seats. Do not appear to be genuine leather, good condition £25 pair. Fenton, Boreton Brook Cottage, Condover, Shrewsbury, Salop. Telephone: Bayston Hill 3900. (29413
VINTAGE DAIMLER wheels. 23" £30 each, 21" £25 each, 17" £20 each or offer for all 10. Large Humber radiator mid 30s? £75. Rolls 20/25 radiator, excellent condition, £400. Derby Bentley, 18" wheels, £35 each. 3½ and 4¼-litre cylinder heads, Metalocked repaired, faces skimmed both now excellent, £400 each. Time Taxis, Culcheth, 0925-76-2317. (29423
BSA ROCKET Three regd. 2.4.69. Totally rebuilt regardless of expense, in original red/white, superb. £1,900. Charlbury 810036. (29389
MG-B OWNERS. Replacement Rostyle wheel "MG" motif badges now available seperately. At 60 pence each (£2.00 for four) or, complete in the S/S wheel centre at £2.00 each (£7.50 for four). They are excellent value, brand new and as original equipment. Prices incl. p&p for UK. Oversees orders add 20%. Cash with order to: David Price, 11 Colleton Drive, Twyford, Berks. (29231
VINTAGE RADIATORS can now supply correct pattern cores for Bullnose Morris, Flatnose Morris, '3M' MG, Austin 7 & 12 etc. Also dummy honeycomb and gilled tube cores. P. Stevenson, 699 London Rd., Coventry. 0203 301738. (29252
SPOKE CLEANING brushes now available in new heavy duty grade. £2 each. Regular grade, £1.50. Send £3.50 for one of each and speed up spoke cleaning. Brass and copper cleaning solution prepares tarnished metal ready for polishing. £1.50 tin. All post paid. Young, Hunterscombe, Dorking Rd., Leatherhead KT22 8JT. (29254
250 MOTOR SPORTS 1954-1978. £60. 52mm Rudge wheels, 18 x 500, some rebuilt. £15 each. Iver 652092, 6-7 p.m. (29258
MOTOR SPORT Sept. '62-Dec. '78 196 copies. Good condition. £30. 15 Warmdene Road, Brighton. (29276
AUTOCAR & MOTOR SPORT 1934 onwards. Complete and loose. 5,000 sales catalogues, magazines, books and handbooks, all to clear to callers (by appointment) throughout April. Bargain prices. Charles Mortimer, The Corner House, Bull's Green, Ewhurst, Surrey, Ewhurst 897, day, 687, evening. (26267
JAGUAR SS 1½, Spares, 1946 rad. grille/badge, v.g.c., six wheels, tyres, v.g.c., rec. brake drums, front axle, rocker box top with cap, near new set +30 pistons with rings, handles, water/fuel pumps, rear hub puller, ash trays, dynamos, starters, gaskets, and more. £45 lot. Kenmare, Barton Road, Thurston, Bury St. Edmunds, Suffolk. (29259
FOUR BMW 320i standard steel road wheels with hub caps. Fair condition. £40 o.n.o. 'Phone 021-353 9270 evenings. (29290
BROCHURES FOR SALE. 10,000+ brochures from 1960 to 1979, from AC to Wolseley, much exotica. All enquiries welcome from single brochure to thousands. Ring Peter Wheeler at Rustington (09062) 4147 between 9.30a.m.-5p.m. or ring Peter or David after 7p.m. on Worthing (0903) 66146. (29310
JAGUAR ENGINES, XJ6 and previous can be heard running, gearboxes, axles, steering gear, XJ6 bonnets, S1 and S2, doors, bootlids, screens, alternators, indicators, lights, chromework, many small parts, fast delivery possible. 0964-70005, anytime. (29337
MOTOR SPORT 1930: February, April, May, September, December, 1931: February, Phillips, 12 Tudor Lane, Old Windsor, Berkshire. Tel: Windsor 67281. (27452
ROLLS-ROYCE: One pair Phantom I axles complete with hubs, brakes and one wheel. Offers. Tel: 0236 842388, evenings. (29464
COLLECTORS CARS, Veteran & Vintage Agricultural Machinery will be auctioned at Petworth, Sussex on May 12th. Entry forms from King & Chasemore, Market Square, Petworth, Sussex. Tel:42011. (28407
AUTEROCHE HEADLAMPS (similar Grebels). Suit Rolls/Bentley/Delage or other quality 1920/30's car. Also Cowley/Oxford dynostart/headlamp/horn. Havant 484994. (29463
MG SPARES 1929-36, and MG 'T' type spares wanted. Good price paid, large quantities preferred, but anything considered. Similar spares for sale and exchange. Phone Nottingham 702111 (daytime). (29465

MISCELLANEOUS – continued

ROLLS-ROYCE 20/25. New pistons, rings, pins. £100 set. Derby Bentley wheel spanners £15. Post paid. South Benfleet (Essex) 4174. (29404
MG TC spares. Half shafts and hubs, new clutch assembly, striker plates, rear wheel lock nut and washer, decoke set and conversion set. Offers. Horndean (0705) 595614 (evenings). (29320
PAIR EXCELLENT rechromed, resilvered P.100 headlamps £125. Mint pair P.170 10" headlamps (P.80 style) £70. Longfield (04747) 6357. (28188
ALVIS 12/50 cylinder head and exhaust manifold £55. Bramley, Surrey 3737. (28190
16" TYRES – 500/525-16 £14, 575/600-16 £15. Phone Ashby de la Zouch (Leics.) 4480 evenings. (28178
BRILLIANT young English racing driver desperately needs backing from company or enthusiast(s) for further details please telephone: (01) 946 2184. (29665
ALTA BLOWER. Name cast in housing. Disassembled but complete. Will only exchange for Alfa 1750 blower (late) or other 1750 parts. Tsakis, Primrose St., Katonah, N.Y. 10536, USA. (29642
HONDA MONKEY BIKE. Mini Trail model, 1971. Excellent condition, only 750 miles from new, MoT and taxed. £225 no offers. Tel: 01-467 4113. (29603
SS100 ENGINE in special body sports car. Offers for engine or complete car invited. Hartley, Hillgrove, Swanmore, Hants. Tel. 04897 435. (29607
JAGUAR USED SPARES. 420 Spares. Red leather seats, doors, dashboard, bonnet, boot lid, carbs, grill, lights, starter, windscreen. Mk. II spares. Blue seats, doors, bonnet, boot lid, grill, lights, heater, rear axle, 3-4 short motor. Mk. 10 spares. Red leather seats, petrol tanks, windscreen, etc. E-Type spares. Rear subframe, 4.2 brake, servo, 2+2 rear seat, front hubs, wishbones, 4.2 triple carbs on manifold, etc. Phone Leeds (0532) 576683.(29610
RECHROMED, Respoked, rebuilt 16" XK120, 140, 150 and 15" series I, 2, 3, E-Type wire wheels from £60. Exchange. Also Aston Martin etc. (0222) 751081. (29554
YEOVIL FESTIVAL of Transport, August 11th/12th. Entries invited for all classes, closing date July 9th. Details from Mike Stagg, 5 Burton Barton, East Coker, Yeovil. tel: 0935 86 3136. (29560
FOR SALE. Complete back axle for Jaguar 3.4 Mk. II manual with overdrive. £40 o.n.o. Buyer collects. Gloucester 67209. (29658
THE MOTOR. Aug. 19 1903, 1928 RAC Handbook, 1929 Pratts Road Atlas, Linen Motoring Maps, Austin Eight Manual 1948, Speed Six by Bruce Carter, Golden Mile Stones, Hispano Suiza Car Mascot Offers. 5 Fussell Court, Kingswood, Bristol. (29669
GOODWOOD CLUB LOTUS FESTIVAL (In aid of Gunnar Nilsson Appeal) 5th & 6th May 1979. Saturday 5th May. Lotus Concours d'Elegance. Lotus Cavalcade. Lotus Jumble, Static Displays. Club Disco Supper. Sunday 6th May. Sprint with London Car Club. Public welcome both days. Details: Club Lotus, 107, Brandon Road, Watton, Norfolk.(29667
HISTORIC RACING enthusiasts! High quality, glossy, B&W action photographs of ERA, Maserati, BRM, Mercedes etc. Set of five £5. Large poster prints also available, SAE for details. Cox Photographics, 27 Meadow Road, Alcester, Warks. (29055
BOOKS on motor racing for sale including many rare out of print books. Send SAE for list to Phillips, 12 Tudor Lane, Old Windsor, Berkshire. Tel. Windsor 67281. (29146
CARS TRANSPORTED with utmost care anywhere anytime at reasonable rates. Veteran, vintage and race meetings attended by appointment. Brent Recovery Service, 01-864 6389 (Harrow). (29147
PAIR 2" SU carburetters on inlet manifold to suit TR7. Complete with linkages etc., as new, bargain. £85.00. Tel. Slough 21356 office hours. (29154
ROLLS-ROYCE handbooks. Brand new, recently unearthed. Phantom I 78 pages July '25 to July '27 £25, Phantom III issues XI and XII 168 pages £30, 25/30 issue XVII, 58 pages £20, 25/30 Wraith, issue XIX 145 pages £20. These books are totally mint condition. Talbot, 219 Clifton Drive South, St. Annes, Lancs. (29158
NORTON DOMINATOR "88" 500 c.c. 1957. Speedo reads 02808, kept inside our front hall as a showpiece. Looks like new. Sadly must sell what offers 02433 28608 (Sussex). (29164
BADGES. We offer a comprehensive restoration service for your vintage and classic car badges using original glass enamels, and including nickel or chromium plating. Also, a varying stock of restored original and new replacement badges is available. We are always please to quote for one-off and small quantities of new replacement badges. Pamela David Enamels, 6 Overtons Close, Radford Semele, Leamington Spa. (0926) 23018. (29037
JAGUAR 'E' TYPE series III. Bonnet excellent condition. Complete with all lighting, grille and chrome trim if required, offers. Malcolm Green 0562 850568 (Worcs.) (29062
NORTON COMMANDO 750 c.c. motorcycle. Recent engine overhaul, ideal summer transport. £400. Burntwood 75507. (29066
BASIS FOR potent VSCC Special. Alvis 12/70 rolling chassis with early speed 20 engine and gearbox. £800. Burntwood 75507. (29066
FORD MODEL-T Register for full spares service, rallies, magazine and technical assistance. Membership details from: Alan Meakin, 14 Breck Farm Lane, Taverham, Norfolk. (0603) 867700. SAE please. (29033
BRISTOL 2-LITRE full racing engine for sale, ex-Cooper, Bristol. Recently rebuilt. Also spare cylinder head, block, and Magalloy racing sump plus other engine parts. 061-980 3298. (29074
MERCEDES-BENZ, Austin taxi, Volkswagen, Golf, Beetle. All-type spares services sales. Specialise recondition engines, pumps, starters, injectors, radiators, crash repairs. 24 hr. recovery. Alloy wheels 35% off, lights, bumpers 20% off, shipping. GT, 165 Windmill Road, Croydon, London (UK). Tel. 01-689 4269. (28915
TOURER BODY for sale. Ex-Rover 1947. Aluminium, 2-door, hood frame, seats, no wings. £200 o.n.o. Phone 0635-200334. (28928
MOTOR SPORT 1930: February, April, May, September, December, 1931: February, Phillips, 12 Tudor Lane, Old Windsor, Berkshire. Tel: Windsor 67281. (27452
GARAGE PREMISES for sale. Cottage with detached smithy in pleasant village 25 miles north Carlisle. Currently Garage, agricultural machinery repairs. Garages 5 vehicles or fine weekend cottage for restoration enthusiast. Quarter acre. £24,000 o.n.o. Walker, Boreland 286. (28862

MISCELLANEOUS – continued

DONCASTER RACECOURSE autojumble. 250 stalls, 100% autojumble for the enthusiast. Saturday 16th June 10 a.m. to 5 p.m. Come and pick up some bargains. (29058
NEW high tensile plated bolts, nuts, washers in assorted packs. BSF or UNF threads. SAE please for leaflet. Overseas enquiries invited. E.A. Clare, 25A Lenton Road, Nottingham. (29052
BIG HEALEYS. *Genuine BMC workshop manual* covering 100-6 and 3000, series BN4 through Mk III BJ8. Sensible offers. Also manual for MG-C. 0302-50956. (28827
EASTBOURNE'S SPRING transport bazaar, fleamarket and autojumble. Saturday 7th April at the Winter Garden. 200 stalls at the friendliest of events. All manner of old motor spares, books, collectors models, postcards, records and railwayana on sale. Doors open 11. Admission still only 25p. Licensed bar/refreshments. (28823
RS 2000 CAMSHAFT, carburetter, manifold, air cleaner and valves. As new £110 o.n.o. Phone Clavering (Essex) 602 after 6 p.m. (28825
ROLLS-ROYCE and Bentley Spares – some vintage – offered in one lot. SAE: Parts Manager, St. James Garage Ltd., 56-58 Cheam Road, Sutton Surrey, SM1 2SS. (28817
FOR SALE Motor Sport unbound February 1946 to date, plus various copies 1934 to 1945. Full set Classic Car. Numerous motoring books. Send stamp for list to Liptrot, 21 Chestnut Grove, Clevedon, Avon. (28414
MOTORING CATALOGUES, books, magazines wanted. Complete collections purchased. Green, Newbury (0635) 253484 (evenings). (28176
CHEVRON B8 wheels (4) and 2 J. A. Pearce wheels (10") Racings fitted. Offers with first letter please to Box No. 5994. (28415
ARE YOU privileged to own a Vintage, Interesting or Historic Vehicle? If so, why not bring it to the Lincolnshire Vintage Vehicle Society open day on the 20th May, 1979. For details contact Peter Lush, "Blakenev", Benniworth, Lincoln, LN3 6JW.(28257
CLEAR YOUR old motoring spares at the Doncaster Racecourse Autojumble, Saturday 16th June. Stalls £3. Details Doncaster 57801. (25749
SHORROCKS C75 supercharger c/w carb, gauges etc. £65. Also good selection early car headlights, wiper motors, sidelights, switches, distributors etc. Ampthill 404912 evenings. (28661
COVENTRY CLIMAX FWA, full race, 0 miles since rebuilt; £1,200 – Replies Box No. 5994 (Willing to export). (28415
DAMAGED FIAT 128 Front/side damaged K reg. £95. Triumph 1300 G reg. no damage but electrical fire on dash. £140. Datsun 1200 frontal damage £150. L reg. Derby 792177 anytime. (28421
CLEAR YOUR old motoring spares at the Doncaster Racecourse Autojumble, Saturday 16th June. Stalls £3. Details Doncaster 57801. (25749
BULL NOSE Morris wheels and tyres 4.50 x 19. Three on 1936 box sided trailer 4' 6" x 8'. Brakes, lights and 50 mm. ball hitch. Axle not Morris. One owner. Best offer by April 15th to High Bickington 470 (Devon). (28536
LOTUS ELITE bodyshell with Costin-nose, primered: £1,000, or a badly damaged Elite wanted. Replies Box No. 5994. (28415
CAR TRANSPORTATION and recovery. Specialised service nationwide. Immediate quotation. Personal attention. C. E. Ltd., Crick, Northants (Junction 18 M1/M6). Tel: 0788 815981. (28733
CHASSIS FRAMES – repairs and modifications. John Foy, The Forge, Barley, Royston, Hertfordshire. Tel: Barkway 408. (28730
WOODEN STEERING WHEELS – retrimmed, repaired. John Foy, The Forge, Barley, Royston, Hertfordshire. Tel: Barkway 408. (28730
WE ALSO UNDERTAKE the complete restoration of Veteran, Vintage & PVT cars. John Foy, The Forge, Barley, Royston, Hertfordshire. Tel: Barkway 408. (28730
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GILBERN OWNERS Club (est. 1969). For details of the club and its technical, sporting and social activities contact: The Secretary, M. S. Bonnie, Bucklers Hard, 55 Hemstead Road, Kings Langley, Herts. (28738
MG LI partially dismantled and MG L2 parts. Excellent condition £6,000 the lot. 3-litre Vanden Plas Princess. Excellent overhauled condition. Engine dismantled. £200. Brunton, "Ty Twt", Cwm-yr-Eglwys, Dinas, Dyfed. Tel. Dinas Cross 230. (28729
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AMERICAN CAR spares: GM, Ford, Chrysler. By American from Americans. Body panels, trim, running gear. New spares 1971-78. New and used 1909-1970. Mechanics travelling Texas breakers. Please have available model, serial numbers (found most pre-1971 plate on bulkhead. Post-1971 upper instrument panel, visible through windscreen). All parts worldwide by air from US. Can't find your part? Tired of waiting? Jack deFee, 95 Ormonde Court, Upper Richmond Road, London, SW15. Tel: 01-789 5185. Telex: 2795 DeFee. (22147
DELL'ORTO CARBURETTERS/spare parts: everything available. Enormous stocks. Prompt dispatch. Export anywhere. Dell Orto Concessionaires, 13 Bould St., Reading 598955. Telex 847786. (24072

MISCELLANEOUS – continued

MOTOR SPORT 1950's onwards. Offers. Phon 0276 73228 evenings. (2873
PENINE TOWING will transport your ca anywhere, anytime. A fast, reliable, efficient an personal service. All types of towing wor undertaken. Farnworth (0204) 76364. (2771
DAIMLER DART spares list. David Manners, 1 Hagley Rd. West, Birmingham B17 8AL. 021 42 1433. Callers by appointment only. (2542
MASERATI CLUB for owners and enthusiasts o the marque. Officially recognised by the factor Details from the Secretary/Treasurer, Michael Miles, The Paddock, Salisbury Rd., Abbott's Ann Andover. Tel: Abbott's Ann 312. (2525
CAR TRANSPORTATIONS and recovery Personal service. Any time, any distance wit insurance. Tel: 051-645 0474 (daytime) 051-64 2674 (after hours). (2407
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GUEST HOUSE accommodation or self-catering i secluded country house. "The Cannons", Wes Caister, Great Yarmouth, Motor museum ½-mile sea, broads, town 2 miles. Telephone 049-37 8557. (2534
DONCASTER RACECOURSE Giganti Autojumble Saturday 16th June. Full facilities cafeteria, licensed bar. Details Doncaste 57801. (2510
DUST SHEETS. 100% cotton, heavy quality, size for most cars: 15' x 10' £16. 17' x 10' £18. 19' x 1 £20. 20' x 12' £23. 24' x 12' £27. £1.35 postage Cash with order please to Hornby-Smith, 2 Lancaster Mews, London W2. Tel: 01-40 3214. (2860
INTERIOR LIGHT delay circuit, holds courtes light on for 20 seconds after the door switch ha closed, and then automatically fades it out; ver easily fitted. £5.45 inc. VAT. State positive o negative earth. Paton Hawksley Electronics Ltd Wellsway, Keynsham, Nr. Bristol. (2569
COMPLETE RESTORATION service for SP2 models to concours condition, i.e. restorers of 197 National & Northern DLOC winner. Daimler an Lanchester parts available, including stainless stee exhaust systems, fibreglass wings & aprons etc Beales & Duckitt Engineering Ltd., Top Farm, Wes Hardwick, Nr. Wakefield. Tel. Leeds 663455.(2822
MONACO GRAND Prix/Holiday 4/5 berth privat caravans. All amenities. Site Frejus, approx. 4 miles Monaco Max. £55 p.w. 01-568 2260.(2822
FOR THE complete restoration of vintage ca headlamps, sidelamps, trumpet horns etc. contac us. Also a good selection of such items, full restored, usually available. Good quality lamps et always needed and taken in part exchange. Oversea enquiries welcomed. Silver Firs, Sandy Lan Aylmerton, Norfolk. Tel: West Runton 366.(2822
MG TD set (8) new relined brake shoes £7. Also s new MGB rear shoes £4. Also MG TA gasket set £4 Phone Southend on Sea (0702) 54898 evenings. (2817
PORSCHE CLUB Gt. Britain. Membersh enquiries to Roy Gillham, 64 Raisins Hill, Pinne Middlesex. (2817
THE FAMOUS historic aeroplanes of th Shuttleworth Collection are well worth seeing – the air and on the ground. Study them at clos quarters on any day between 10 a.m. and 5 p.m. see some flying at 2 p.m. on Easter Monday. Ther are early road vehicles, too. Send SAE for mo details – or just turn up at Old Warden Aerodrom off the A1 near Biggleswade, Beds. Entry: adult £ car and all occupants. Others: adult £1; chi 50p. (2596

EXCHANGES

FERRARI SWB 250 GT. Sound late examp £3,877. Will only exchange for genuine C-ty Jaguar. Tsakis, Primrose Street, Katonah, N 10536, USA. (2964
DE TOMASO Deauville 1974. Very low mileag example of this four-door automatic Saloon. Metal silver, p.a.s., refrigeration etc. Immaculate conditio Registration No. 10 KOO. Private sale. £8,950. Al consider part exchange series 2 XJ12, low mileag value approx. £4,000 or nice coachbuilt mot caravan, value according to age etc. Phone Mr. G. Murphy, Chelmsford 65582 daytime or Maldo 772701 evenings. (2903
PROFESSIONAL SWIMMING pool builder lov 100 pools installed in England) would consider a classic car in full or part payment for a pool. Averag pool price complete, size 16' x 32' heated £6,00 Tel. Leisure Pools Sheffield 0742-369575.(2822

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GARAGE IN Hertfordshire requires young perso to train as sports car buyer, car provided. Ph 5995. (2853
£90 WEEKLY including positive bonus for si operators aged 25/35. Assistants aged 20/24 – £6 weekly. To staff our Go-Kart hire circuits situate Worthing, Weymouth, Paignton, Brixham, Falmout and Penzance. Responsible proven mechanics onl Skill checked at interview. Commence May 19th t September inclusive. Write fully to Commercial G Karts Limited, Hatton House, Bridge Road, Chursto Brixham, Devon. (2822

SITUATIONS WANTED

INVEST IN ME: Brilliant young English racin driver desperately needs backing from company enthusiast(s). Please telephone: (01) 94 2184. (2966
EXPERIENCED "WHEELS" man seek interesting position. 8 years automotive experien with 3 years man-management with multination motor company. Used to bed & breakfast at 30.00 ft. Age 26 – A no tax overseas option preferre Replies to Box No. 6003. (2924
FREELANCE PROFESSIONAL Chauffeur/Drive Semi-skilled mechanic, seeks interesting assign ments. No continental experience but willing drive, co/drive, act as courier deliverin thoroughbred, vintage or valuable new vehicle Drive or travel anywhere. 40 years old. No smoker/drinker. Anything legal. Would prefer re ponsible, permanent position of trust. Based Nor Yorkshire. Interested! Suggestions welcomed. Bo No. 6005. (2892

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1963 FORD CAPRI. One lady owner 13 years, 19,000 miles, immaculate. **£1,495**



1968 MORRIS 1000. Black/red, one owner from new, mileage 34,000, immaculate. **£995**



1964 SUNBEAM ALPINE 2 Seater Sports. Red/black, very smart. **£895**

ALL THE ABOVE CARS ARE M.o.T. TESTED UNTIL 1980.
JUST ARRIVED: 1979 (T) BMW 323i. Delivery mileage, black, sun roof, alloy wheels, etc.

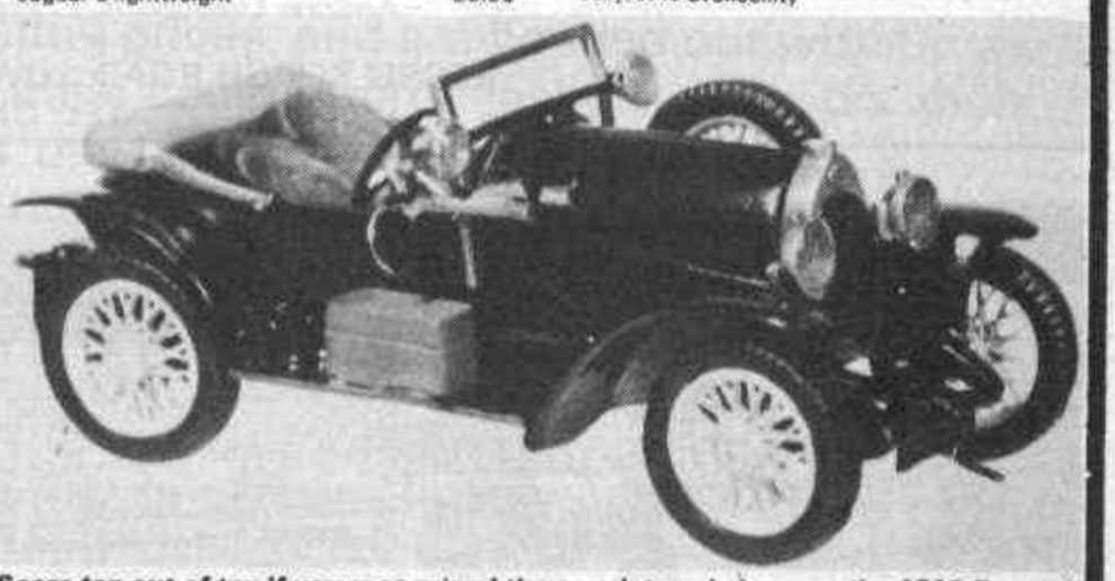
CLASSIC CHAMPIONS



This year just to emphasise that we're the World's leading makers and suppliers of scale model classic cars we're sponsoring the Classic Sportscar Championship – first round Silverstone March 10th. During the year we will model a number of cars from the Championship but meanwhile list below a selection of "Classics" available in precision metal kit form. All are in the serious collector's scale of 1:43rd (7mm of model to 1 foot of car) which makes for example a GP Lago Talbot 4" long, the "Birkin" Bentley 4½" and the Aston P215 (pictured above) also about 4". Most of the models we list come complete with illustrated instructions and are not difficult to make a worthwhile job of. They do present a small challenge but with a little skill and reasonable (!) intelligence you could start building your own collection of classics at a very reasonable cost – and – you'll have done it yourself not just bought ready-mades off the shelf! You may order from the list below (add 20p per model post UK) or if you prefer to see a catalogue first send for "Model Cars 1978" which covers most worthwhile miniatures and costs £2. If you've read this far you deserve a reward – this month we'll give (FREE!) a 1:43rd scale metal Porsche kit to the first 20 orders we receive for two or more kits. First come first served.

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Jaguar E Le Mans	£5.25	AC Cobra	£4.95
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Ferrari 166 Abarth	£5.45	*Alfa Jaguar*	£5.45
MG-B 1964 Le Mans	£5.45	Allard J2R	£5.45
MG-B GT road	£4.95	Frazer Nash '53 LM	£5.45
Tojeiro Climax Le Mans	£5.45		
Jaguar E lightweight	£5.95	*subject to availability	



Score ten out of ten if you recognised the car pictured above as the 1913 Bugatti made for Roland Garros and sometimes known in the UK as the "Black Bess". This superb machine is now the subject of a fine metal 1:43rd scale kit made by the late Reg Bishop (his last model alas) and is a fine tribute to his contribution to the art of scale model making and to that of Bugatti. *Listed below is a small selection of good Bugatti models currently available in 1:43rd - both kit and ready built – prefixed K or B. Postages as above.*

5-litre 1913 Garros	K£5.95	1926 T23 Town Carriage	K£4.86
T57SC Le Mans 1939	K£5.95	1921 Brescia	K£4.86
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T30 1924 Torpedo	K£5.95	winner '78	K£6.45
1930 Royale	B£5.65	*Porsche RSR Gitanes Monte winner*	K£6.45
1938 57SC Atlantic	B£10.95	Saudia Williams F1	K£6.45
1936 T46 5.3 roadster	B£13.95	Tyrrell 008 F1	K£6.45
1927 Royale	B£5.69	Wolf WR5 F1	K£6.45
1932 T5000 Coupe	B£6.19	Parmalat Brabham F1	K£6.45
1927 Royale T41	B£6.19	Brabham "Fan" F1 1978	K£6.45

PS: Because the world of model cars moves so rapidly, models appear and vanish so fast, we now publish our own monthly magazine "Four Small Wheels" to help enthusiests keep up to date with what is available and who is doing what and with which and to whom! Had you been reading it you'd have known for example that for a short time last year there were available three D-Types and three C-Types – now quite hard to get and soon to vanish for all time. It's a publication for motoring enthusiasts who also happen to like models – of cars that is – page three is typeset only – sample copy 75p – UK annual subscription £4.50

Etrangers, si vous pouviez avoir la gentilesse de nous dire quels modèles vous voulez, nous vous informerons de la somme exacte qu'il vous foudra nous envoyer.

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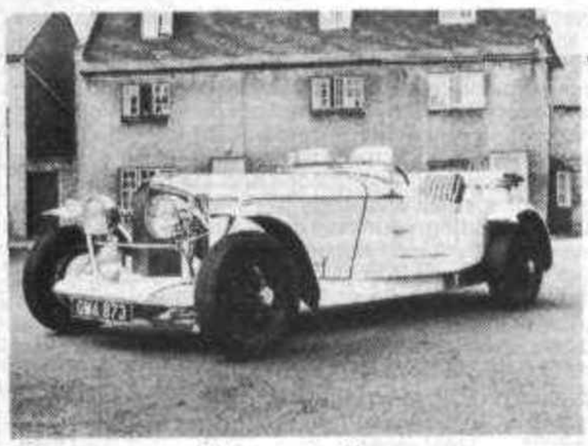
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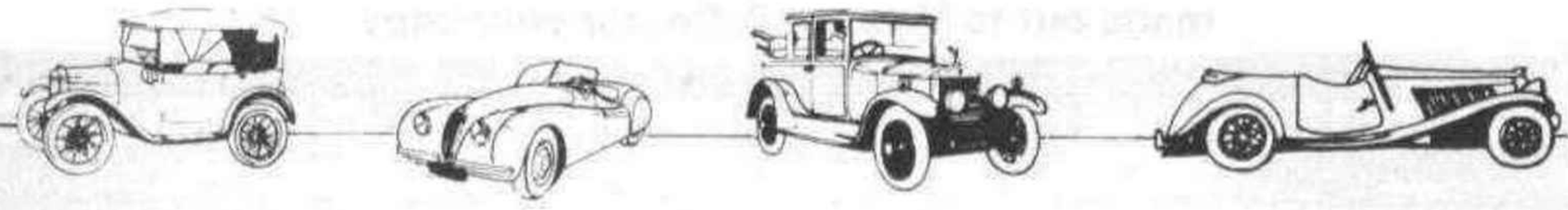
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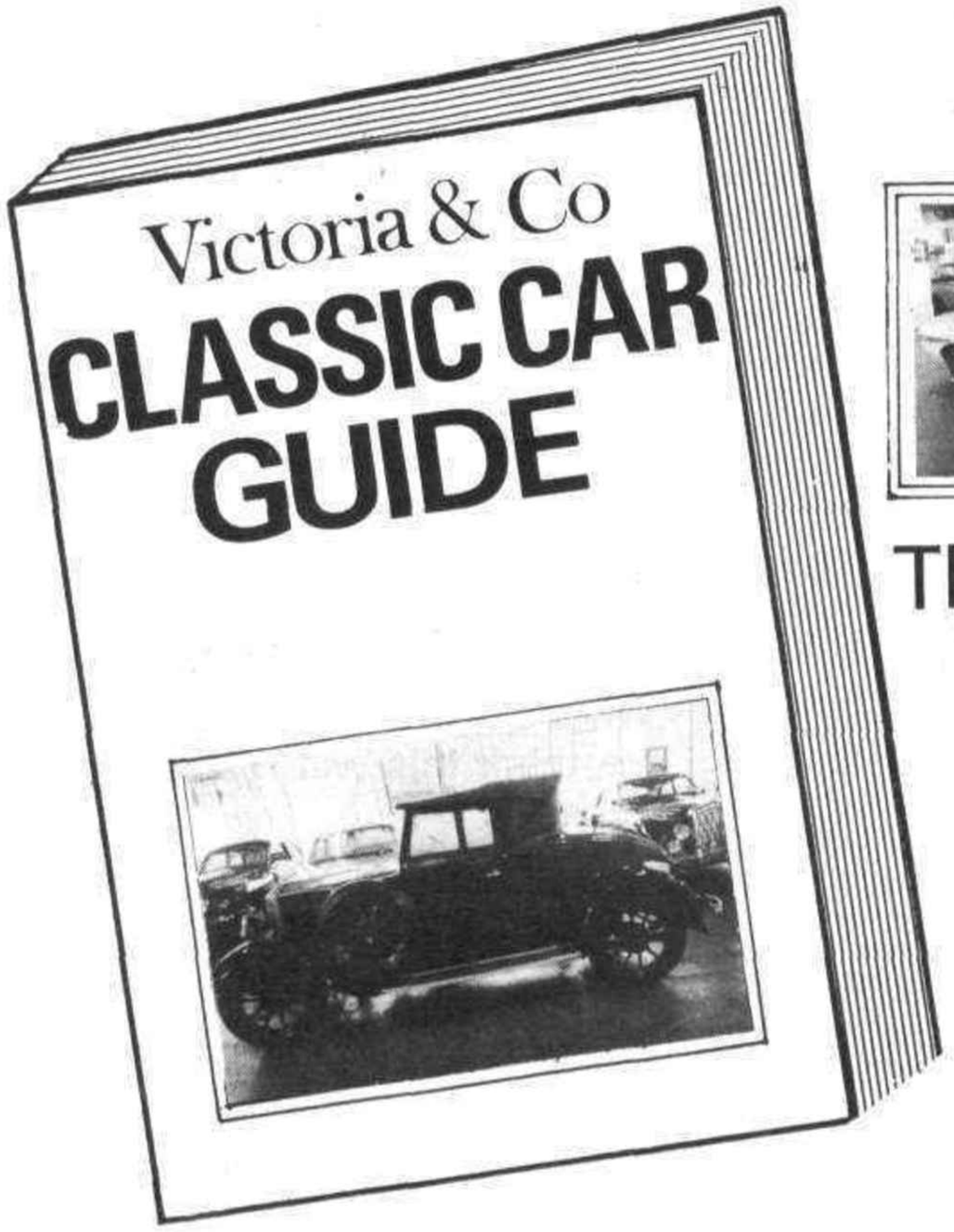


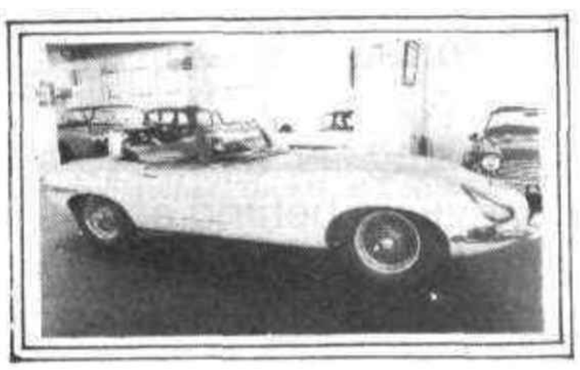
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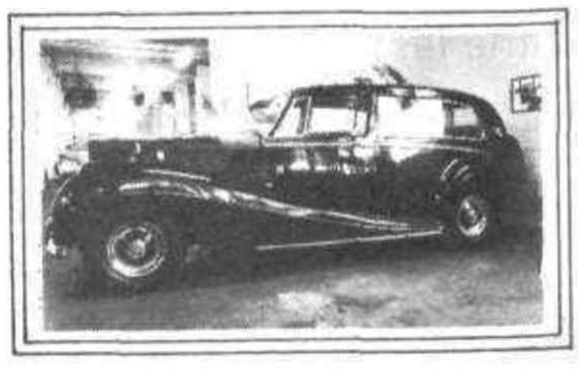
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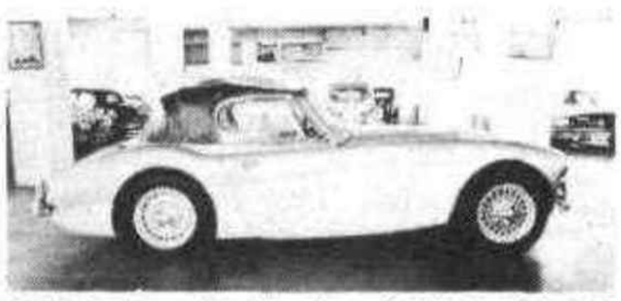
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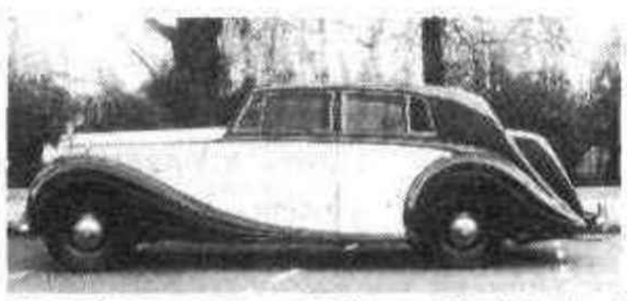
SATURDAY APRIL 7th 1979

The economic outlook for the next 12 months is good. If you can count then you can't lose with an investment in Classic Cars in the weeks to come.
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1961 Austin Healey 3000 Mk IIA



1948 Rolls-Royce Silver Wraith by H. J. Mulliner



1960 Alvis Convertible by Graber



1969 Jaguar Mk. II 240



1975 Rolls-Royce Corniche, F.H.C. *(Similar to above)*



1972 Mercedes 350 SL, left hand drive

1935 Bentley Airline	1960 Jaguar XK150 D/H	1955 Triumph TR2
1976 Lancia Fulvia Coupe	1977 Ferrari Boxer	1955 Jaguar Mk. VII
1960 Jaguar 3.4 Mk. II	1946 Buick Straight 8	1973 Rolls Silver Shadow
1933 Rolls-Royce PII	1976 Aston Martin V8	1947 Alvis TA14
1974 Jensen Interceptor	1948 Rolls-Royce S/Wraith	1938 Citroen Light 12
1935 Vauxhall 12/4	1927 Morris Cowley D/H	1963 Bentley SIII

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1970 **MERCEDES 280SL,** blue
1965 **SUNBEAM TIGER,** red
1959 **CHEVROLET BELAIR**
1955 **SUNBEAM TALBOT 90**



1956 MERCEDES 300 SL ROADSTER, metallic silver grey with black trim, a superb example of this rare and exciting thoroughbred.



1961 JAGUAR 3.8 MK II, light metallic blue with blue trim, good history, manual, choice of 10 MK II's, four with C.W.W.



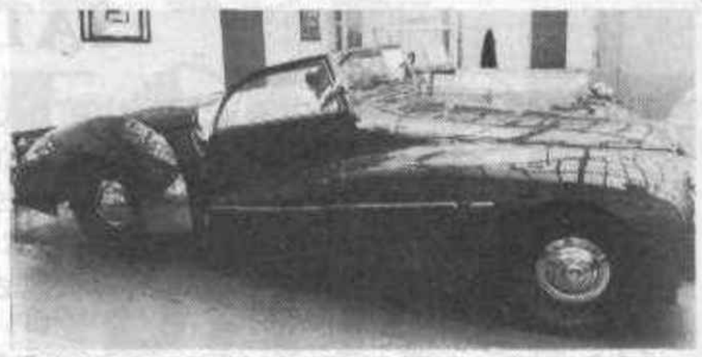
1954 ROLLS-ROYCE SILVER DAWN by Hooper, burgundy over silver with red trim, a superb example with the benefit of automatic transmission.



1954 MG TF, British Racing Green with tan trim. A well restored 1500 model, choice of 3.

1960 **BENTLEY SII** Flying Spur
1964 **BENTLEY SIII,** blue/silver
1935 **BENTLEY 3½-LITRE** Airline
1928 **DAIMLER 20,** saloon
1961 **ROLLS-ROYCE PV,** limo
1948 **DELAHAYE 135M,** blue
1965 **ROLLS ROYCE SCIII**
1966 **BENTLEY 'T' SALOON**
1933 **VAUXHALL ROADSTER**
1922 **DODGE SEDAN,** LHD
1930 **ROLLS-ROYCE 20/25**
1924 **ESSEX TOURER,** blue
1963 **BENTLEY SIII,** blue
1909 **ROVER TOURER,** red
1954 **ROLLS S/DAWN** by Hooper
1947 **ARMSTRONG SIDDELEY LANCASTER**
1949 **ROLLS-ROYCE S/WRAITH,** concours
1965 **LANCIA FLAVIA 1.8,** blue
1963 **BENTLEY SIII,** blue
1960 **MG-A FHC,** red
1961 **JAGUAR 3.8 MK II,** C.W.W.
1967 **MERCEDES 250 SL,** gold
1961 **JAGUAR 2.4 MK II,** red
1959 **JAGUAR XK150,** low mileage
1966 **SUNBEAM ALPINE,** black
1956 **JAGUAR XK140 ROADSTER**
1956 **BRISTOL 405,** blue
1950 **ALVIS TB14 ROADSTER**
1965 **JAGUAR 4.2 'E',** FHC, blue
1964 **DAIMLER V8 AUTO,** black
1963 **JAGUAR 3.8 'E' ROADSTER**
1962 **ASTON MARTIN DB4,** black
1963 **JAGUAR 2.4 MK II,** gold
1971 **LOTUS ELAN SPRINT**
1975 **TRIUMPH STAG,** burgundy
1960 ***DAIMLER DART,*** BRG
1962 **JAGUAR 3.4 MK II,** green
1957 **AUSTIN HEALEY 100/4**
1974 **LOTUS ELITE,** white
1959 **AUSTIN HEALEY 100/6**
1955 **BUCKLER 36K SPORTS**
1935 **AUSTIN 10 SALOON**
1955 **TRIUMPH TR2,** BRG
1969 **JAGUAR 420,** C.W.W.
1931 **ROVER BOAT TAIL**
1973 **WOOD & PICKETT TAXI**
1961 **JAGUAR 3.8 'E' ROADSTER**
1978 **LOTUS EUROPA SPL,**
1960 **AUSTIN HEALEY 3000,** red
1961 **ALVIS TD21 DROPHEAD**
1959 **JAGUAR XK150,** D/H
1955 **MG TF,** BRG
1972 **FERRARI DINO,** LHD
1973 **JAGUAR V12 'E' ROADSTER**
1927 **MORRIS COWLEY,** D/H
1928 **MORRIS COWLEY,** 2 str.
1947 **ALVIS TA14 ESTATE**
1947 **ARMSTRONG SIDDELEY,** D/H
1938 **CITROEN LIGHT 12**
1967 **JAGUAR 'E' 4.2 ROADSTER**
1968 **TRIUMPH TR5,** red
1969 **JAGUAR 'E' 2+2 AUTO**
1961 **LANCIA APPIAZAGATO**
1950 **DAIMLER DB18,** Barker
1946 **BUICK ST8**
1977 **FERRARI BOXER,** LHD
1977 **LANCIA STRATOS,** green

1963 **MERCEDES 220SE COUPE**
1952 **AC 2-LITRE SALOON**
1958 **JAGUAR XK150,** D/H
1966 **ROVER 3-LITRE,** black
1976 **LANCIA FULVIA COUPE**
1961 **DAIMLER DART,** red
1976 **LANCIA STRATOS,** yellow



1950 ALVIS TB14 ROADSTER, British Racing Green with cream trim, nice example of this rare car.



1974 ASTON MARTIN V8, auto, metallic blue with cream trim, choice of 4.



1947 ROLLS-ROYCE SILVER WRAITH by H. J. Mulliner, golden bronze with tan trim, choice of 2.



1962 MERCEDES 220 SE CONVERTIBLE, grey with red trim, automatic, 2 owners and a good recorded history, choice of 2.



1948 JAGUAR SS 2½-LITRE, white with black trim.

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1968 **JAGUAR MK II 3.4,** grey
1968 **DAIMLER V8 AUTO,** green
1969 **BRISTOL 410,** blue
1961 **MERCEDES 220SE CONVERTIBLE**
1956 **MERCEDES 300SL ROADSTER**
1956 **BENTLEY S1** by Hooper



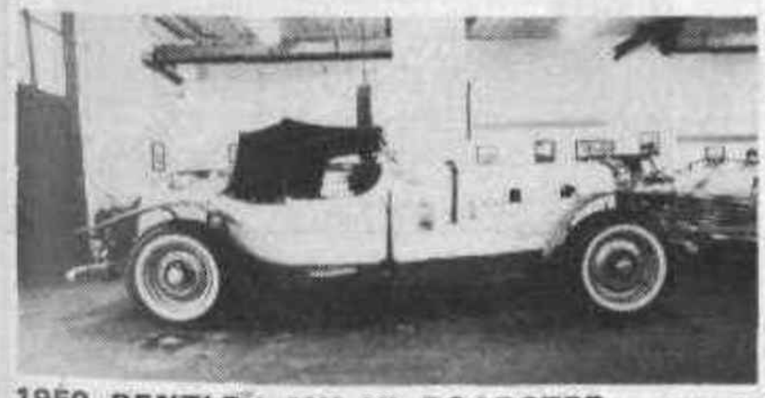
1960 BENTLEY SII FLYING SPUR by H. J. Mulliner, dark blue with beige trim, a beautiful car, plus an SIII model.



1964 AUSTIN HEALEY 3000 MK III, red over black with black trim, choice of 11 similar models.



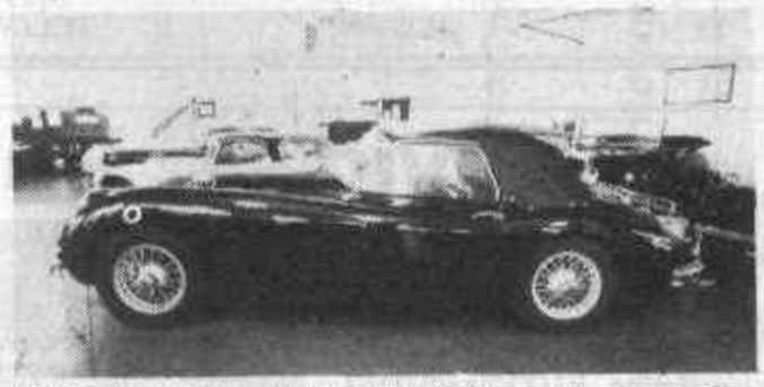
1962 ASTON MARTIN DB4, a mint example in black with ivory trim, choice of 3.



1950 BENTLEY MK VI ROADSTER, a very attractive and fast example, finished in red and white.

1931 **ROLLS-ROYCE PII,** blue/black
1964 **JAGUAR 'S' TYPE,** red
1971 **ROVER V8 COUPE,** grey
1938 **MORGAN,** blue/black
1964 **ALFA ROMEO 1600 SPYDER**
1949 **TRIUMPH ROADSTER,** grey
1968 **VOLVO P1800S COUPE,** white
1973 **ASTON MARTIN V8 AUTO,** white
1967 **DAIMLER SOVEREIGN,** green
1965 **PORSCHE 356C,** white
1958 **MG MAGNETTE ZB,** green
1950 **BENTLEY MK VI,** silver/grey
1972 **MERCEDES 350SL,** LHD, silver
1948 **ROLLS-ROYCE S/WRAITH,** gold
1962 **VANDEN PLAS LIMOUSINE,** black
1956 **SUNBEAM ALPINE ROADSTER,** white
1971 **JAGUAR V12 'E' 2+2 AUTO,** beige
1967 **CORVETTE STINGRAY,** LHD, manual
1969 **VANDEN PLAS LIMOUSINE,** fridge
1951 **BENTLEY MK VI ROADSTER**
1967 **JAGUAR 2.4 MKII,** beige
1966 **JENSEN CV8,** met. blue
1968 **BRISTOL 410,** met. blue
1964 **STUDEBAKER AVANTI,** maroon
1967 **VOLVO P1800S COUPE,** red
1968 **DAIMLER V8,** blue, C.W.W.
1948 **FORD V8 PILOT,** brown
1961 **AUSTIN HEALEY 3000,** red
1967 **JAGUAR 'E' TYPE 2+2,** red
1970 **MG-C GT,** blue, mint
1970 **MARCOS 3-LITRE,** yellow
1969 **FERRARI 365 GTC,** LHD
1948 **FORD V8 PILOT,** maroon
1974 **1360 GT MINI,** black
1961 **AUSTIN HEALEY 3000,** red
1956 **SUNBEAM ALPINE ROADSTER**
1956 **JAGUAR XK140 FHC,** green
1976 **LINCOLN CONTINENTAL MK IV**
1959 **BENTLEY S1** by Hooper
1961 **MINI COOPER CONVERTIBLE**
1961 **ROLLS-ROYCE SCII,** blue
1965 **DAIMLER V8,** carmen red
1961 **JAGUAR MK IX,** grey, auto
1960 **JAGUAR MK II 4.2,** white
1974 ***PONTIAC FIREBIRD 455,*** *bronze*
1962 **JAGUAR MK II 3.4,** blue
1946 **ROVER 12,** brown/cream
1966 **HUMBER HAWK,** LHD, division
1928 **AUSTIN 7 ULSTER SPORTS**
1934 **FORD MODEL 'Y',** blue
1966 **JAGUAR 420,** white
1958 **SUNBEAM RAPIER DROPHEAD**
1971 **DODGE CHARGER 383,** LHD
1956 **LAGONDA TICKFORD,** *maroon*
1965 **JAGUAR 'S' TYPE 3.8,** auto
1964 **JAGUAR 3.8 'E' TYPE,** FHC
1966 **JAGUAR MK X,** white
1970 **JAGUAR 420 G,** blue
1965 **DAIMLER V8,** gold, auto
1958 **JAGUAR XK150 FHC,** red
1954 **MERCEDES 300B,** green
1955 **JAGUAR MK VII,** sable
1957 **VAUXHALL VELOX,** concours
1963 **JAGUAR MK II 3.8 AUTO,** C.W.W.
1968 **DAIMLER V8 MANUAL,** silver
1969 **VOLVO P1800S COUPE,** blue
1969 **DAIMLER V8,** green, mint

1961 **MG-A DROPHEAD,** black
1966 **PORSCHE 911,** maroon
1960 **ROVER 100,** grey
1961 **FIAT 1500 CONVERTIBLE**
1961 **ROVER 60,** blue/grey
1952 **BENTLEY 'R' TYPE** by J. Young
1960 **ROVER 100,** grey



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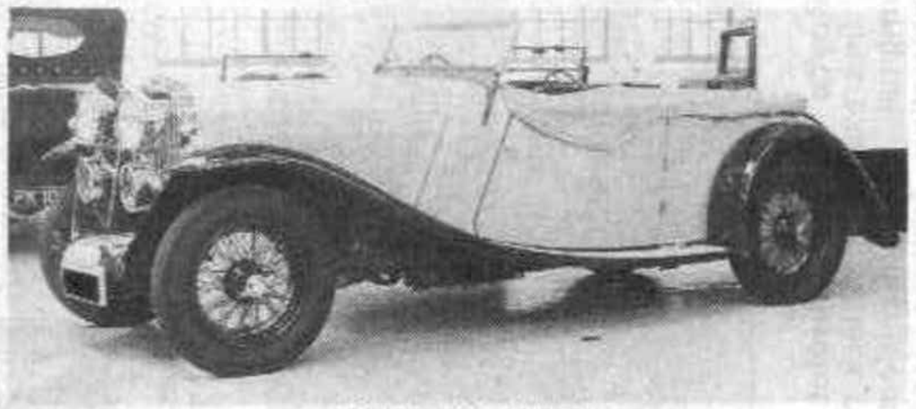
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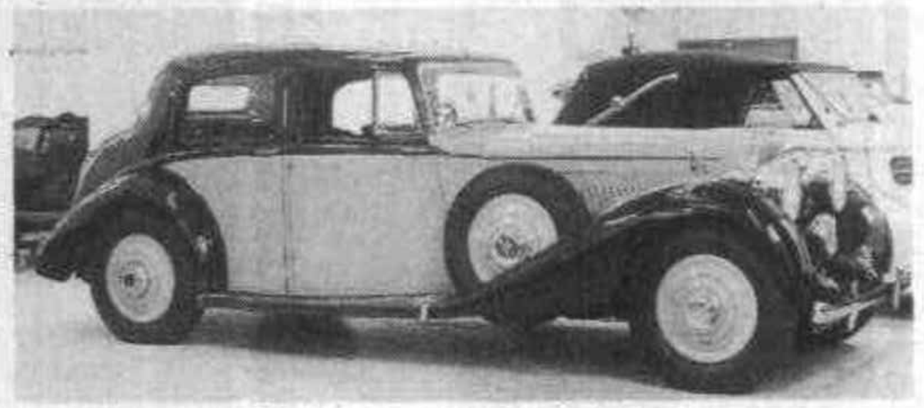
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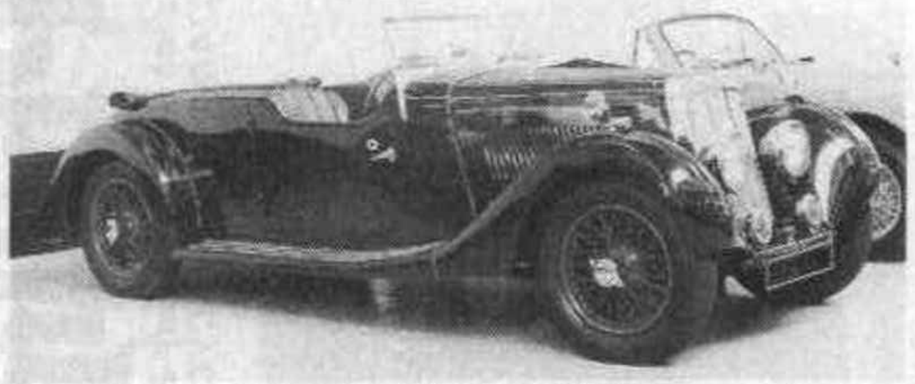
TALBOT '105'



ASTON MARTIN DB5



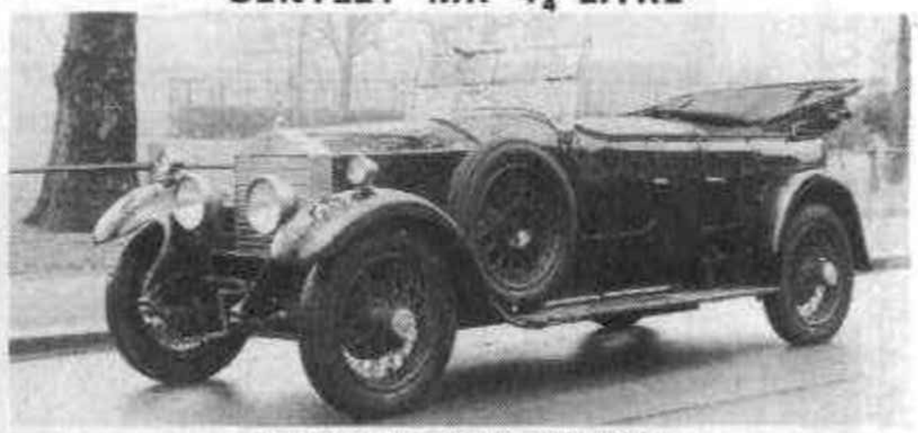
BENTLEY 'MR' 4¼ LITRE



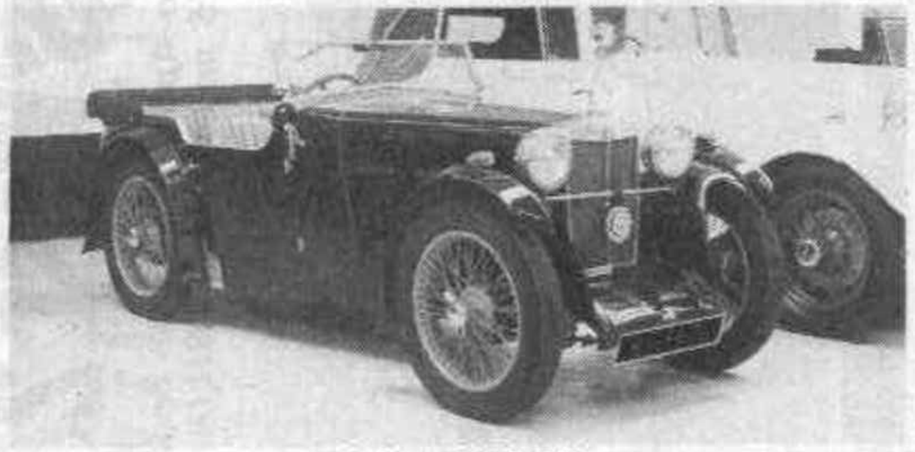
ASTON MARTIN 2 LITRE



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ROLLS-ROYCE 20 HP



MG 'D' TYPE



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ROLLS-ROYCE SILVER CLOUD I



ASTON MARTIN DB6

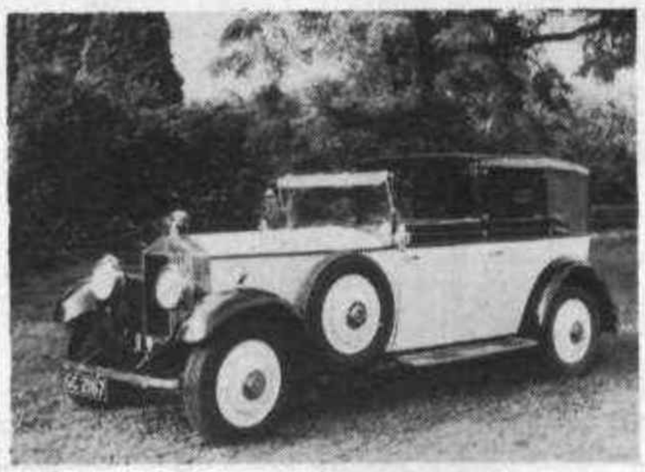
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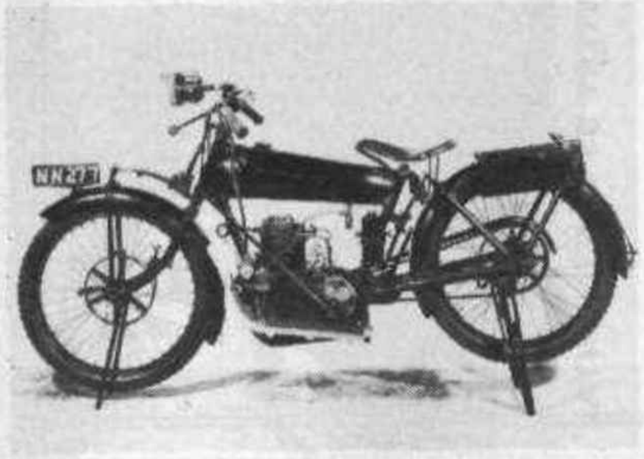
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1930 Rolls-Royce 20/25 Cabriolet by Windovers. A fine example in black over ivory with original dark blue leather upholstery. Interesting features include cycle wings and "opera lamps". Chassis No. GGP24, Engine No. B2E.



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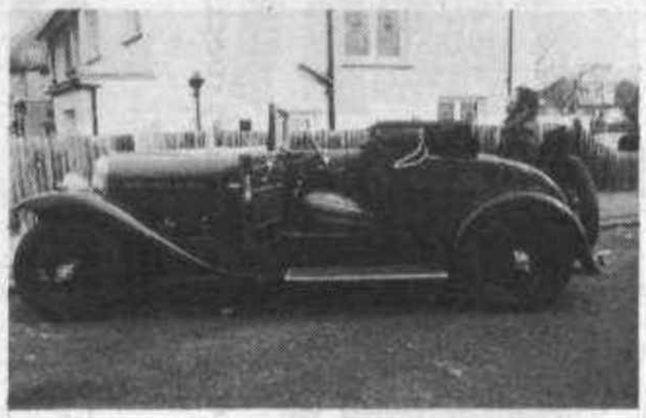
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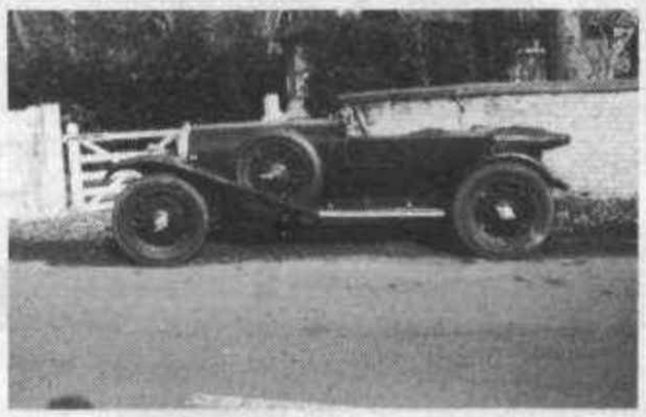
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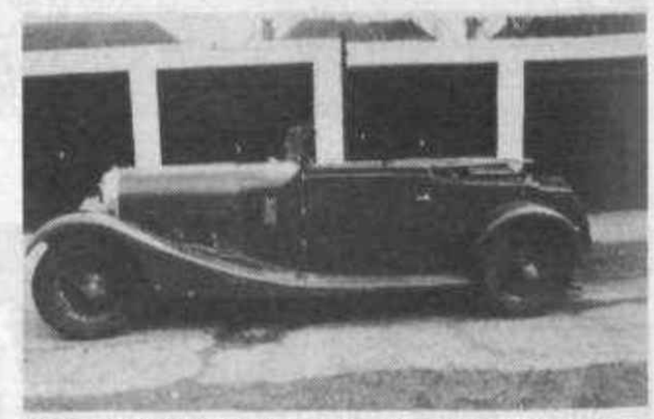
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1928 4½ Litre Sportsman Coupe Open Bentley in mint condition, coachbuilt body with dickey seat: full history, totally restored, MoT, taxed.



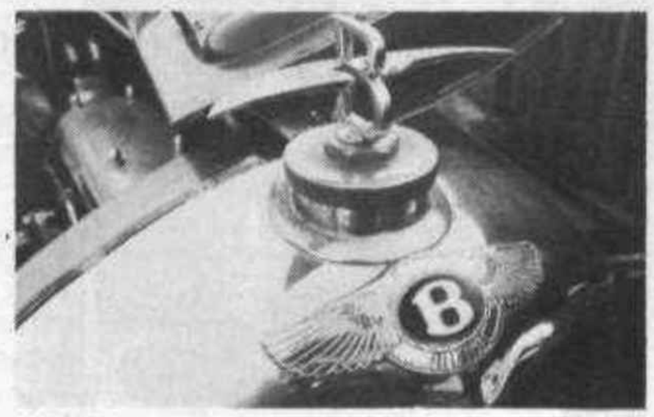
1924 3 Litre VDP Speed Model. 9' 9" Wheelbase, rebuilt Serck radiator, excellent investment of a rare original red label VDP.



1925 Four-Seater Open Tourer 3 Litre Bentley. Rebodied by Bentleys in 1935, 10' 10" wheelbase, Stoneguard radiator, Zeiss lights, twin carbs, 4½ steering box, 3:78:1 back axle ratio, 20" wheels, in running order.



1929 ROESCH TALBOT. London, two door, four-seater, coupe scout, large sunroof, engine completely rebuilt, excellent original car, very handsome, great fun, taxed, MoT. **£2,950.**



WANTED: Any vintage Bentley, any condition, top price paid.

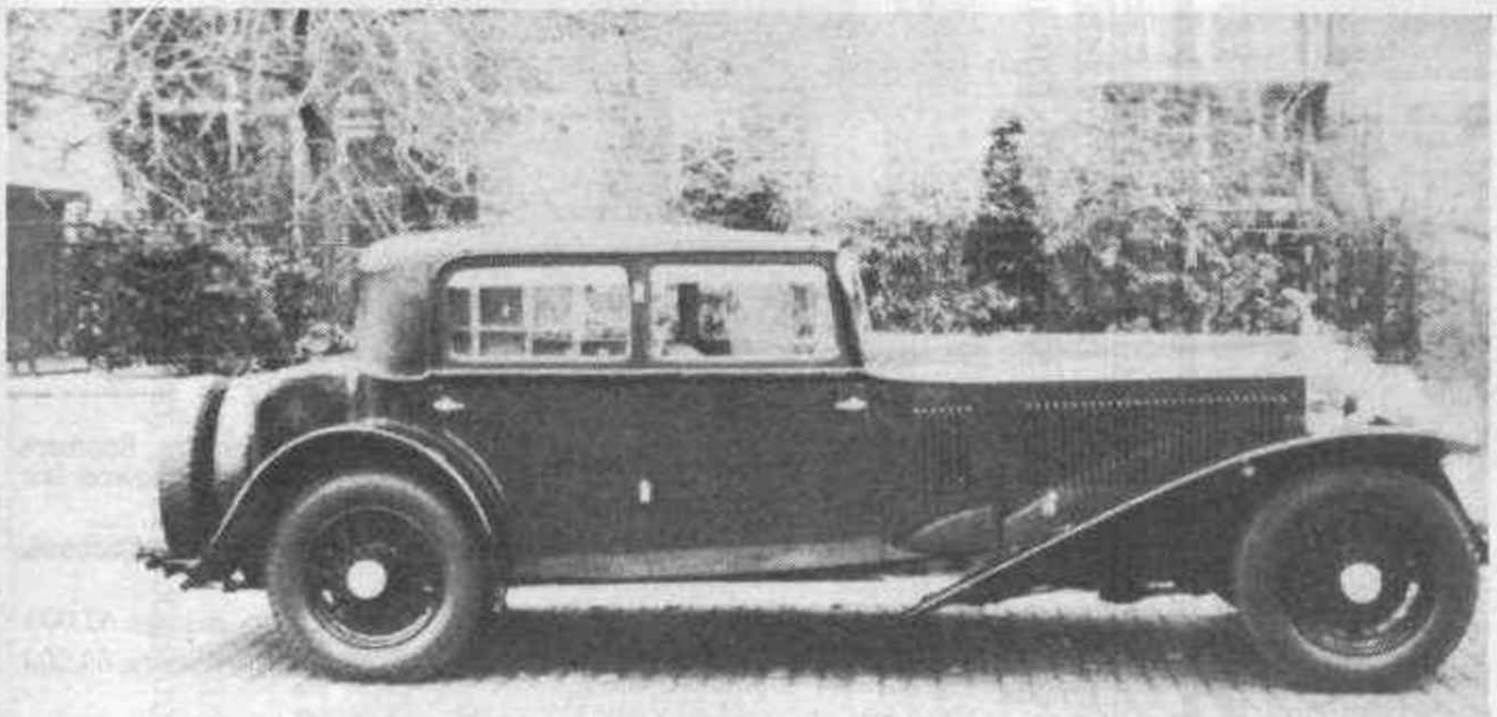


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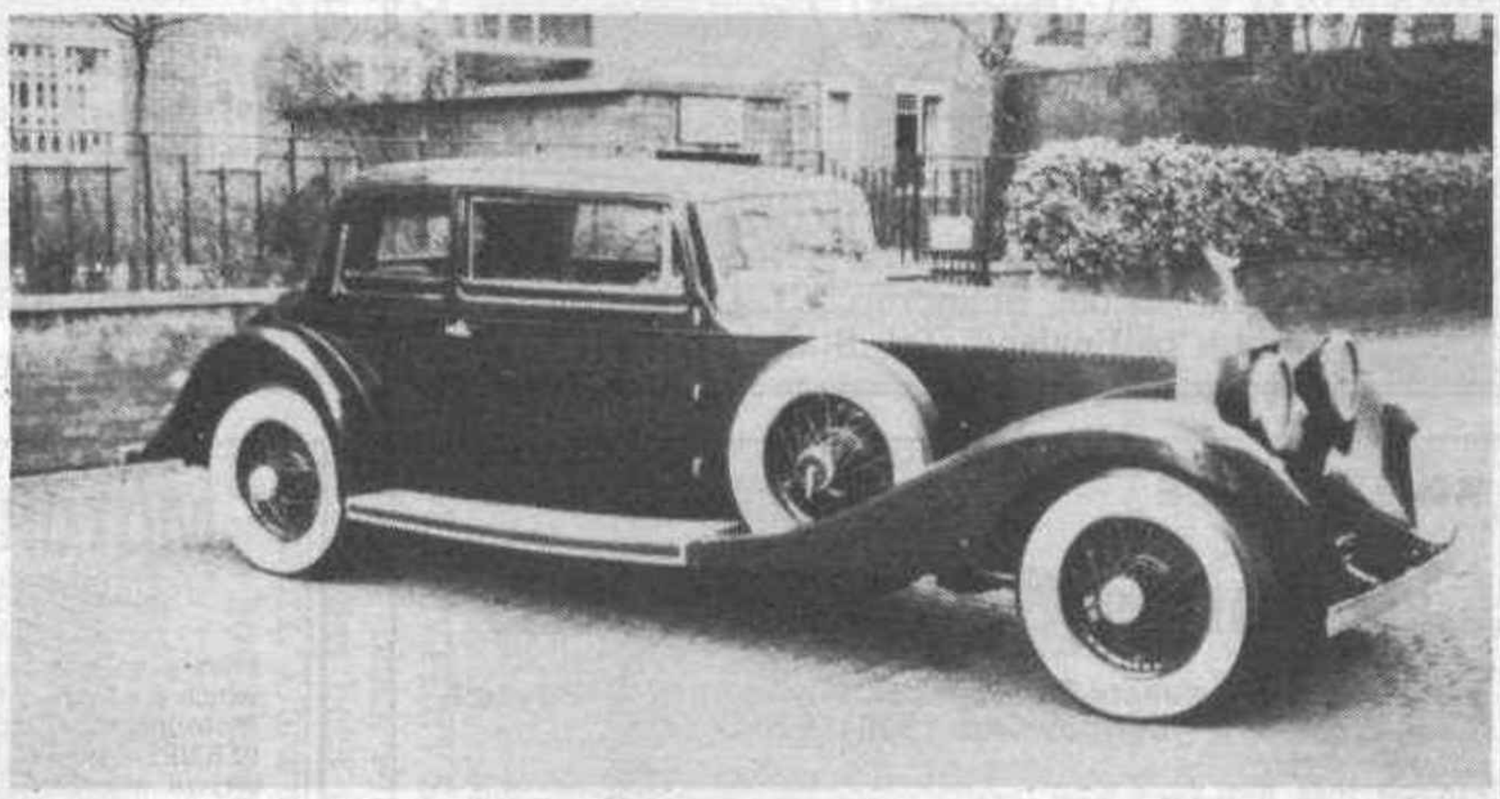
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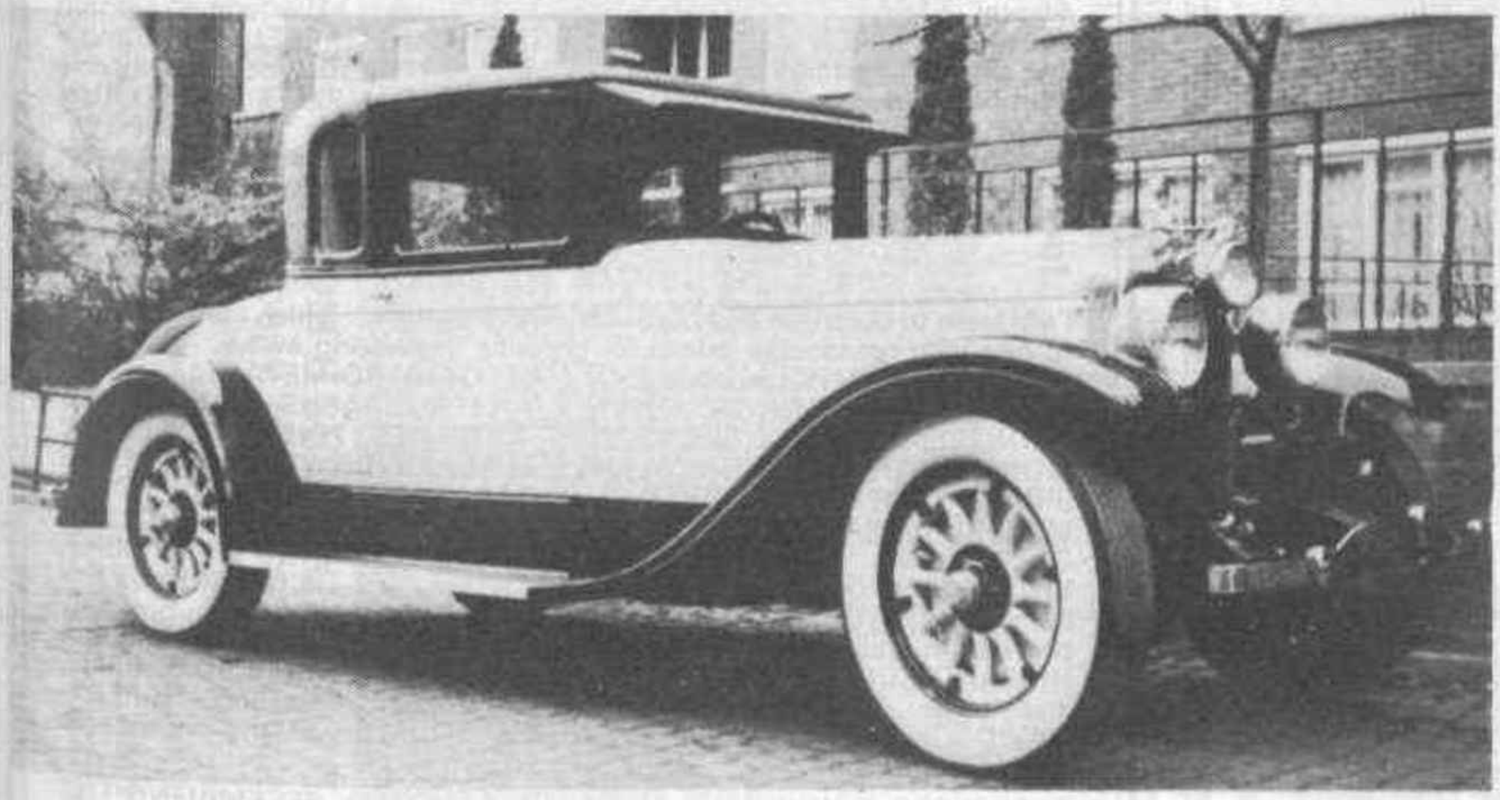
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1931 Rolls-Royce Phantom II Continental 4-door Sports Saloon by H. J. Mulliner. Magnificent car with excellent history.



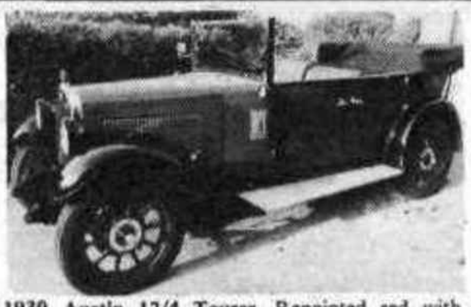
1930 Rolls-Royce 2-door Coupe by Salmons. Extremely rare and well restored. Excellent mechanical state.



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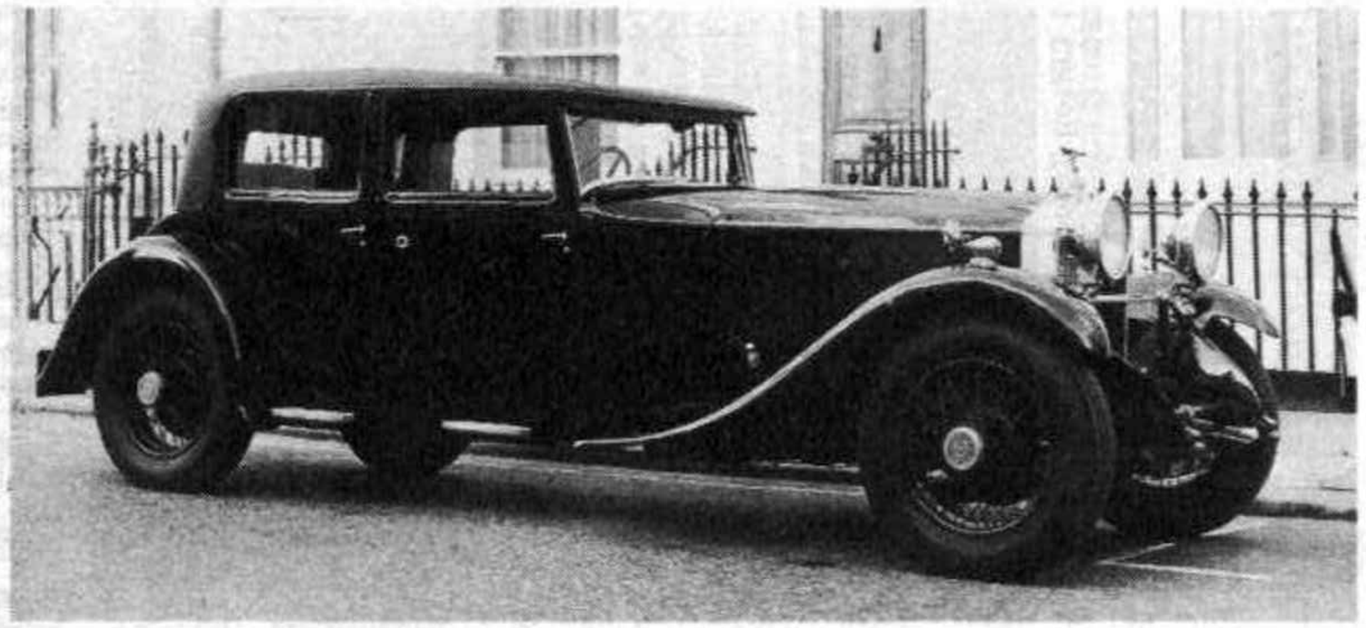
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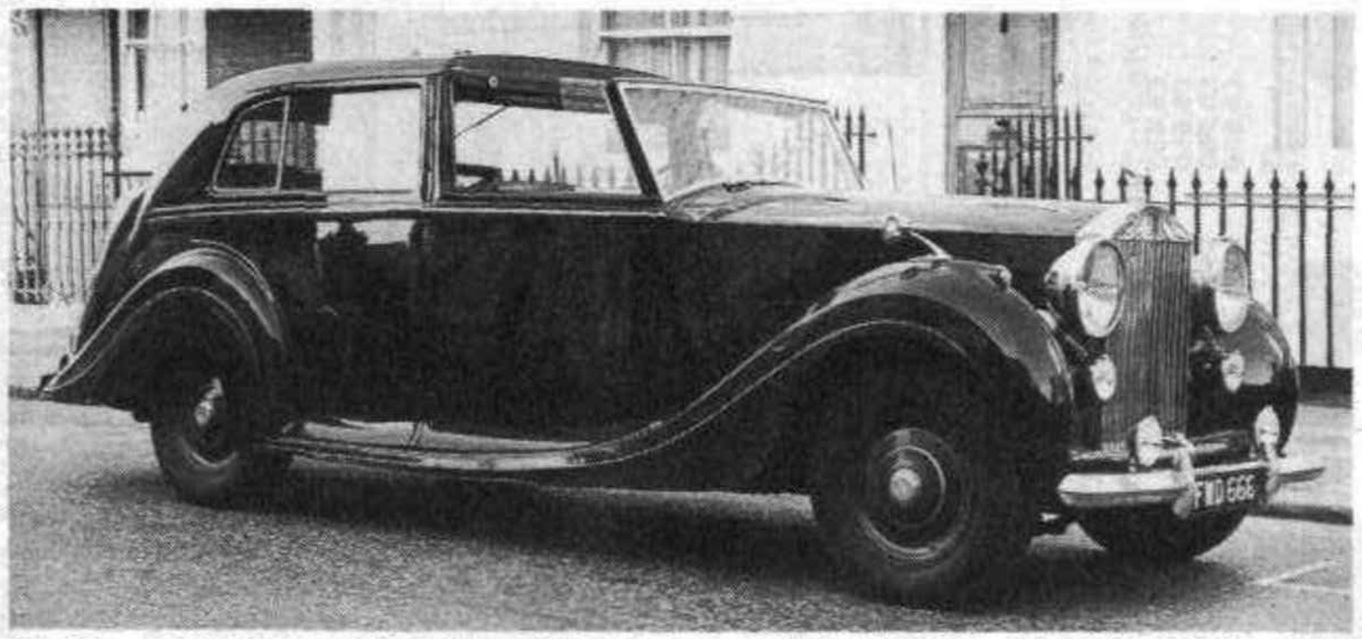
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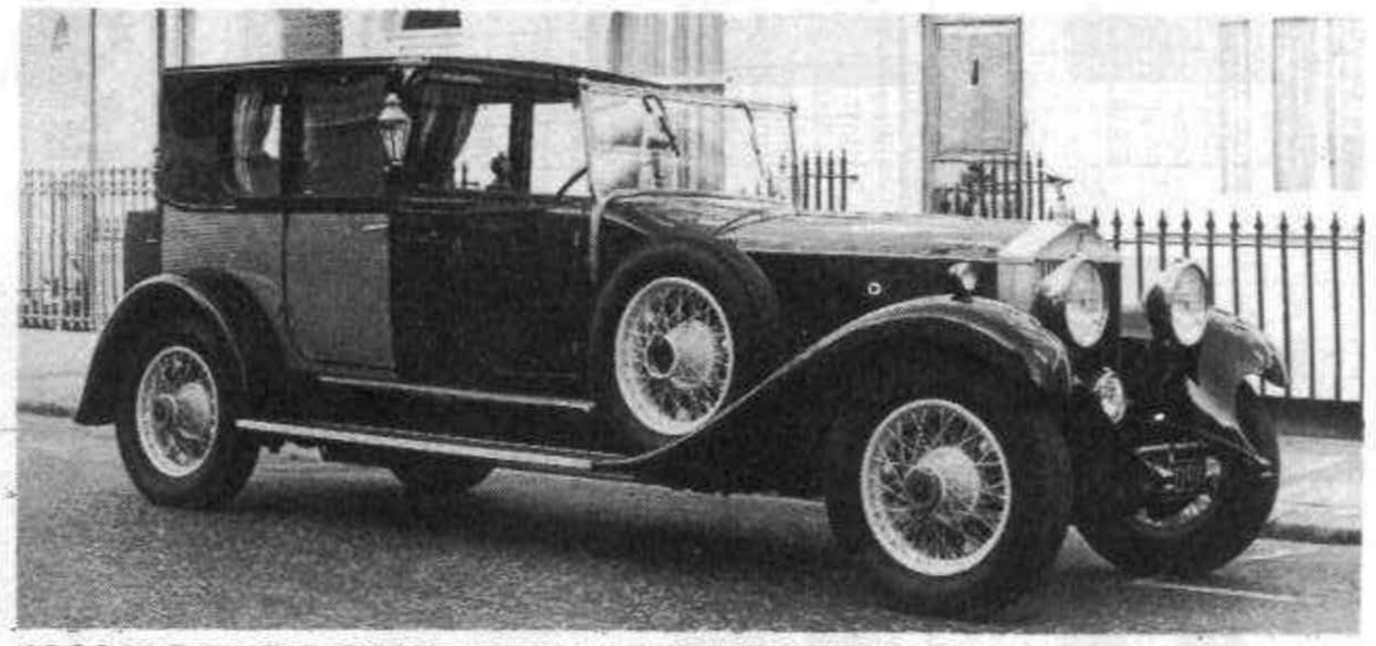
ROLLS-ROYCE PHANTOM II BY PARK WARD
This superb four door saloon is finished in black with beige hide interior, beige headlining with complimentary carpets and lambswool rugs. Painstakingly restored to original specification the car looks magnificent and drives beautifully.



1957 BENTLEY S.1. CONTINENTAL BY PARK WARD
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1933 Alvis SP20 SA Tourer.
£13,850



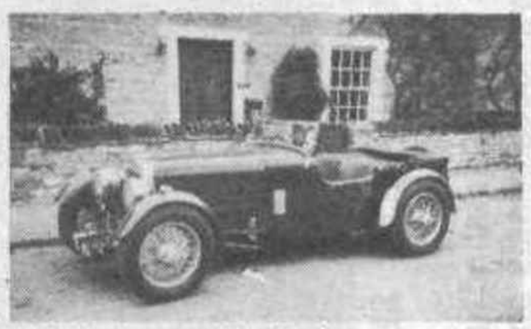
1930 Alfa Romeo 1750 D/H
£9,650



1928 Austin 12/4 Clifton Tourer.
£6,350



1930 Sunbeam 3-litre Tourer.
£5,850



1933 Aston Martin International.
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1922 Morgan Grand Prix	**£4,250**	
1927 Austin 7 tourer.	**£3,350**	
1929 Essex Saloon.	**£4,850**	
1935 MG PB. Brit R. Green.	**£5,450**	
1949 MG TB. Brt. R. Green.	**£5,850**	
1924 Overland Tourer.	**£6,250**	
1928 Chevrolet Saloon.	**£5,850**	
1933 Austin 12/4 Saloon.	**£2,350**	
1925 Ford Model T 2-seat.	**£5,850**	
1947 MG TC, cream.	**£5,750**	
1931 Morris 2 seat.	**£1,975**	



1958 Bentley SI PAS
£4,850



1971 Ferrari Dino 246GT LHD
£6,350



1976 Mercedes 350SE
£12,245

1961 Alvis TD21 saloon.	**£1,675**	
1966 Alfa GTC 4 seat D/H	**£1,975**	
1964 Austin Healey 3000 Mk. III	**£2,650**	
1966 Austin Healey 3000 Mk. III	**£5,500**	
1961 Jensen 541S	**£2,850**	
1961 Mercedes 220A saloon.	**£1,375**	
1959 Triumph Roadster.	**£3,550**	
1962 Bristol 407.	**£3,250**	
1951 Riley RMA 1½-litre.	**£2,450**	
1966 Triumph TR4.	**£975**	
1967 Lotus Elan S/E	**£2,450**	
1970 Lotus Elan+2S	**£3,650**	
1971 Alfa Romeo Spider.	**£2,550**	
1966 Mercedes 600.	**£10,250**	
1951 Jaguar XK120 Raodster.	**£8,650**	
1951 Jaguar XK150 Roadster.	**£5,850**	
1951 Jaguar XK120 Drophead.	**£6,850**	
1959 Jaguar XK120 Roadster.	**£7,200**	
1966 Jaguar E-Type F/H.	**£4,450**	
1966 Jaguar E-Type F/H.	**£2,650**	
1967 Jaguar E-Type Roadster.	**£4,250**	
1964 Jaguar E-Type Roadster.	**£6,350**	
1970 Jaguar E-Type Roadster.	**£5,650**	
1971 Jaguar E-Type Roadster.	**£5,850**	
1964 Jaguar 3.8 Mk. II.	**£2,250**	
1972 Mercedes 220/8.	**£2,250**	
1971 Aston Martin DBS V8.	**£5,450**	
1969 Aston DB6.	**£5,850**	
1968 Aston DB6 dubonnet.	**£5,350**	
1966 Aston DB6 met. blue.	**£5,650**	
1966 Aston DB6 met. grey.	**£5,250**	
1966 Aston DB6 Auto. red.	**£5,350**	
1966 Aston DB6 Auto. sand.	**£5,350**	
1966 Aston Volante red.	**£9,950**	
1965 Aston DB5 B. R. Green.	**£8,500**	
1962 Aston DB4 B. R. Green.	**£5,850**	
1962 Aston DB4 met. green.	**£3,850**	
1962 Aston DB4 met. brown.	**£4,650**	
Mercedes 350 SEL 6.3	**£4,850**	



1961 Mercedes 190SL
£3,350



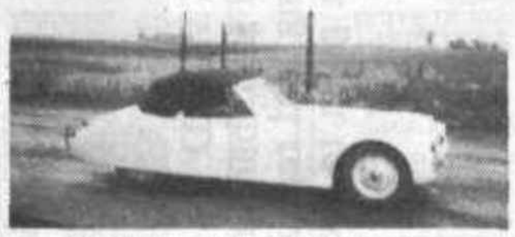
1969 Jaguar E-Type Roadster.
£6,350



Aston Martin DBS6 manual.
£6,150



1951 Daimler Barker Special Sports.
£3,850



1951 Jaguar XK120 D/H.
£6,850



1964 Aston Martin DB5.
£5,850

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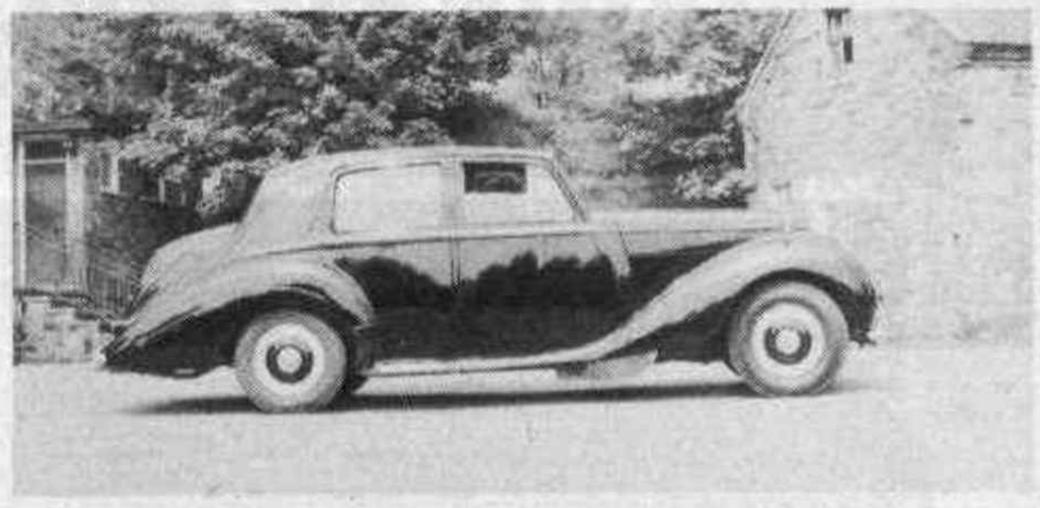
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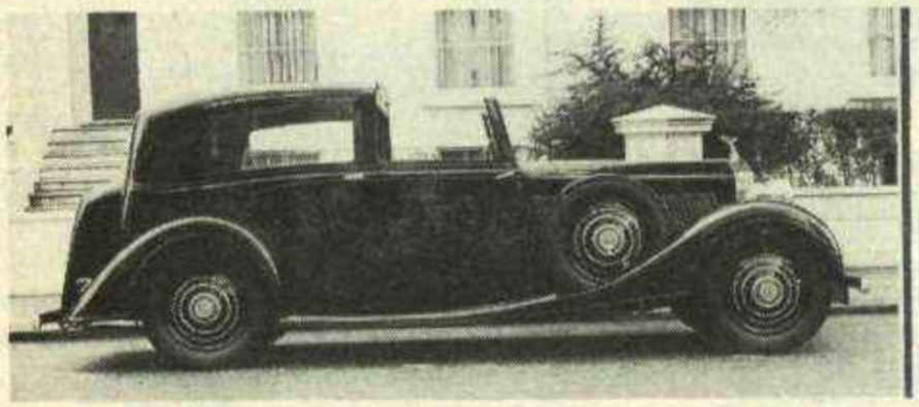
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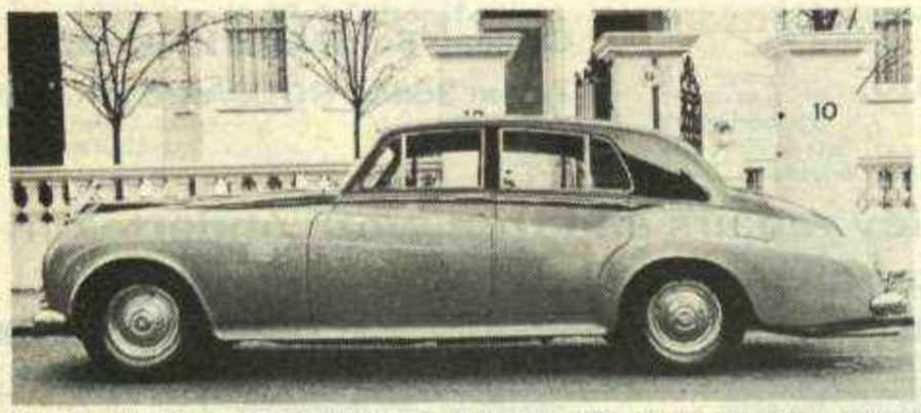
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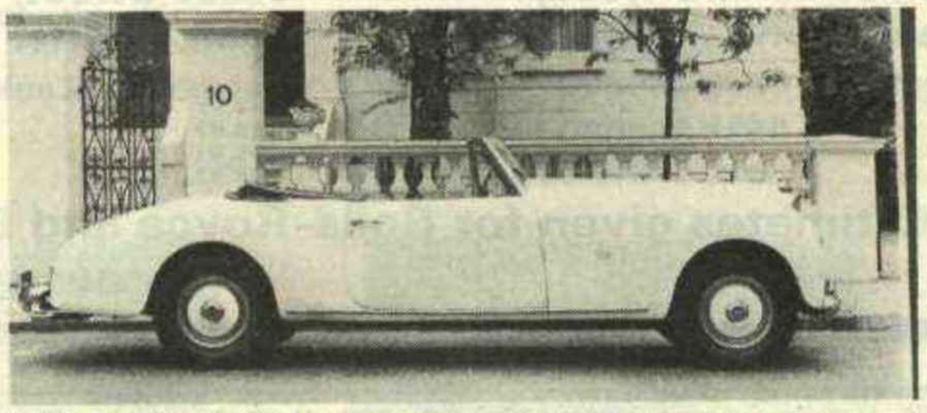
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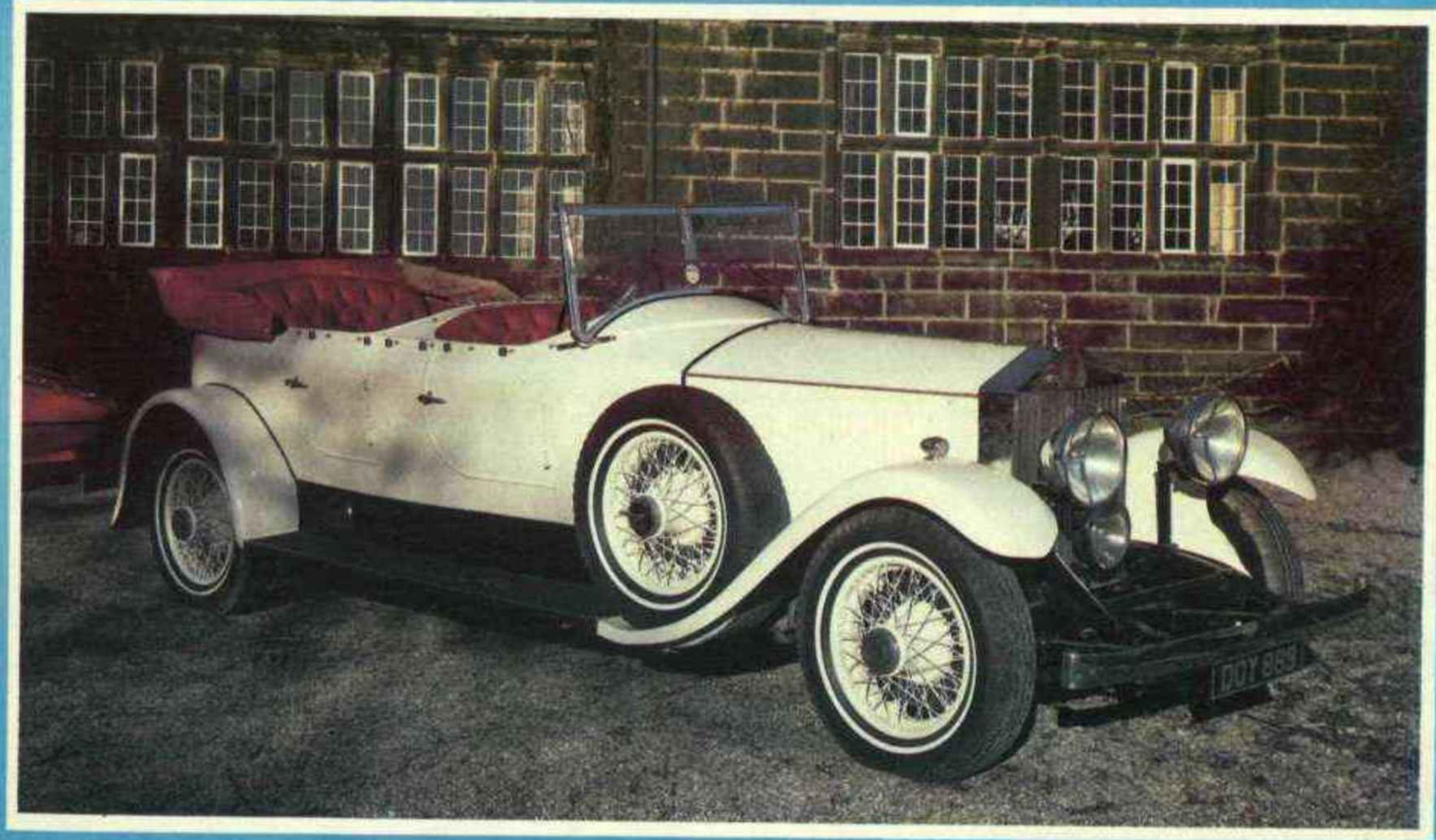
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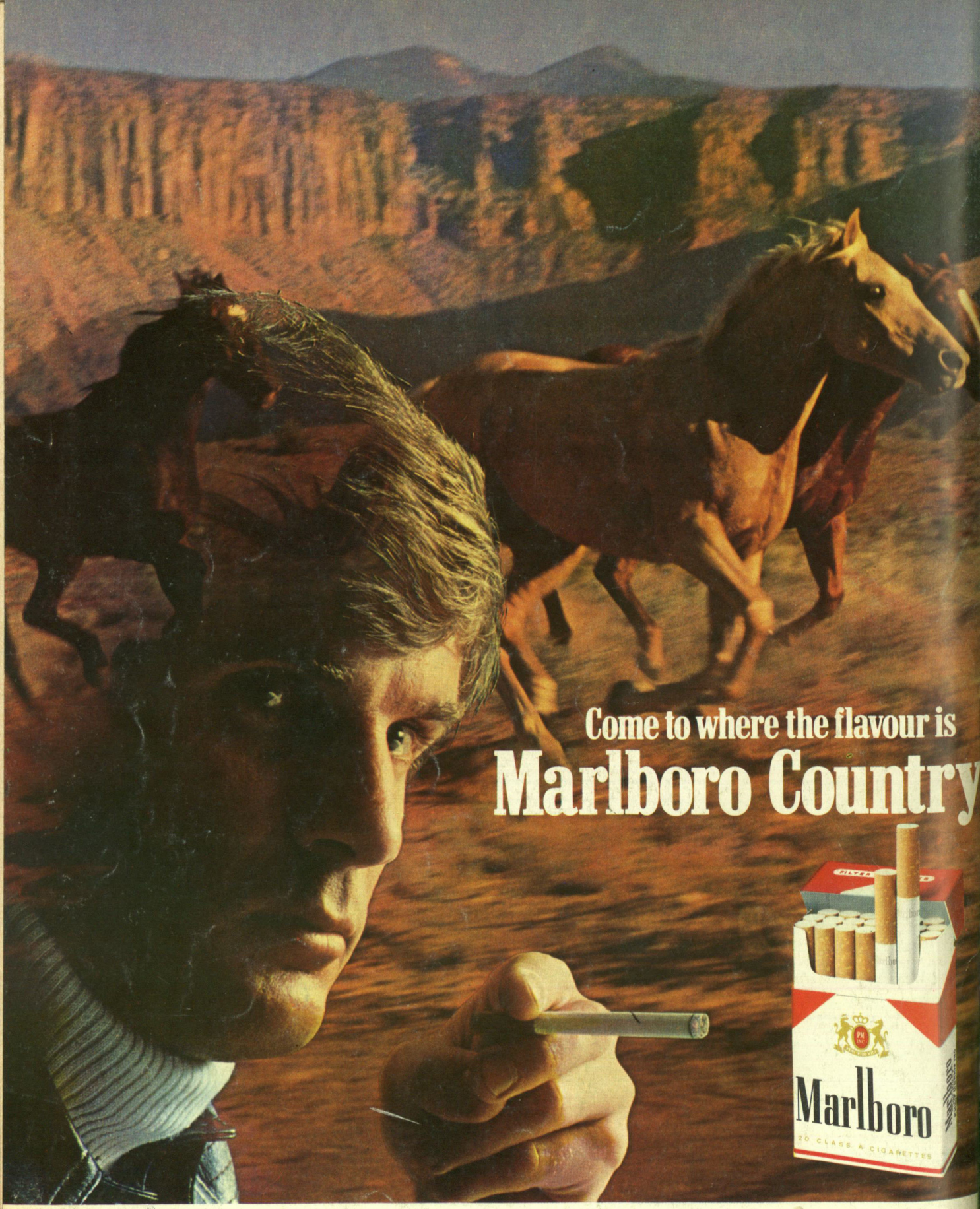
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