

MOTOR SPORT

Founded in the year nineteen twenty-four



The 3 wave-band digital alarm clock radio. Solid state technology at your bedside.

£24.95
Now
£19.95
(+p&p)



If you want to take full advantage of all the new radio transmissions, the BBC strongly advise that you have a 3 wave-band radio.

Many clock radios, have only 2 wave bands, so you can't even receive all the UK stations.

This, combined with numerous other sophistications, make the Auritone digital clock radio an amazingly valuable at £24.95. But now, during this special sale period, existing stock of this outstanding radio is available for just £19.95, (plus £1.95 p&p).

SOLID-STATE MINIATURISATION.

Only the advent of the space programme could make possible the incredible miniaturisation of complex electronics required to pack all of the features of this alarm clock-radio brings you into its sleek elegant casing.

SPECIFICATION	
RADIO	Solid-state, three waveband, traversing tuning dial. AM (Medium Wave) 515-1630 KHz. FM (VHF) 87.5-108 MHz. LW (Long Wave) 155-285 KHz.
CLOCK	Light-emitting display, with variable resistance control for gradual adjustment from dim to very bright.
ALARM	Continuous tone electronic.
CASING	Black, impact resistant moulding.
POWER SUPPLY	Mains 240 volt AC. Integral transformer.
DIMENSIONS	10 1/4" long; 5 1/2" deep; 2 3/8" high. Weight: 3lb 2oz.

It incorporates an AM/LW/FM three wave band radio of exceptional clarity and tone; an LED (light-emitting display) digital clock that uses the frequency of the mains current for accuracy; and a 4 function electronic alarm system.

And, linking all three features, is a push-button control on top of the casing giving you fingertip control to make this clock-radio a truly luxurious addition to your bedroom.

It will automatically turn its radio on at any time you pre-select (there's an electronic alarm, if you prefer),

to wake you up gently with your favourite radio station.

It will bring you music while you fall asleep at night, and then will turn its radio off automatically.

It brings you the precise time on its glowing display (not the cheaper flip-over numerals), and a touch of a button shows you the time the alarm is set for.

It gives you the luxury 'snooze' facility, when the alarm (or radio, if selected) sounds in the morning, simply press the 'snooze' button, and automatically the alarm fades gently away, only to call you 10 minutes later.

PUSH-BUTTON CONTROLS.

This alarm clock-radio has been designed to allow you to control its functions even as you lie in bed. The push-buttons are located on top of the casing for easy, no fumble access.

SNOOZE. Gives you an extra 10 minutes lie-in after the alarm (or the alarm/clock, or just the radio, depending on which you've selected) sounds.

Press, and the alarm fades gently away, and calls you again automatically after 10 minutes.

SLEEP. Press when you're ready to go to sleep and the radio comes gently on-and will automatically turn itself off after any time you select, from one minute to fifty-nine minutes.

ALARM. Press, and instantly the display changes to show you the time the alarm is set for. Release, and it returns to real time.

SECONDS. Displays seconds when depressed. Release, and normal time is shown.

FAST AND SLOW. To make setting the right time on the clock particularly simple, these two buttons allow you to change the real time or the alarm time, without affecting the setting of the other. Press 'fast' and the figures change rapidly through the hours and minutes. Press 'slow', and they change more slowly to allow you to stop it at exactly the right time.

When the 'alarm' button is pressed, they change the alarm time without affecting the real time.

EXCEPTIONALLY CLEAR RADIO.

The radio has a tone and clarity that has to be heard to be believed. It covers all UK radio stations and many overseas frequencies.

For use with FM, a flexible wire aerial is provided which can be unobtrusively positioned for the best reception.

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Simply fill in the coupon and post it to Scotcade Ltd. It will be delivered to your front door within 21 to 28 days.

It carries a full one year guarantee, and comes complete with full instructions and personal earphone.

CREDIT CARD HOLDERS MAY TELEPHONE 07462 5744 AND PLACE ORDERS IMMEDIATELY WITHOUT COMPLETING THE COUPON.

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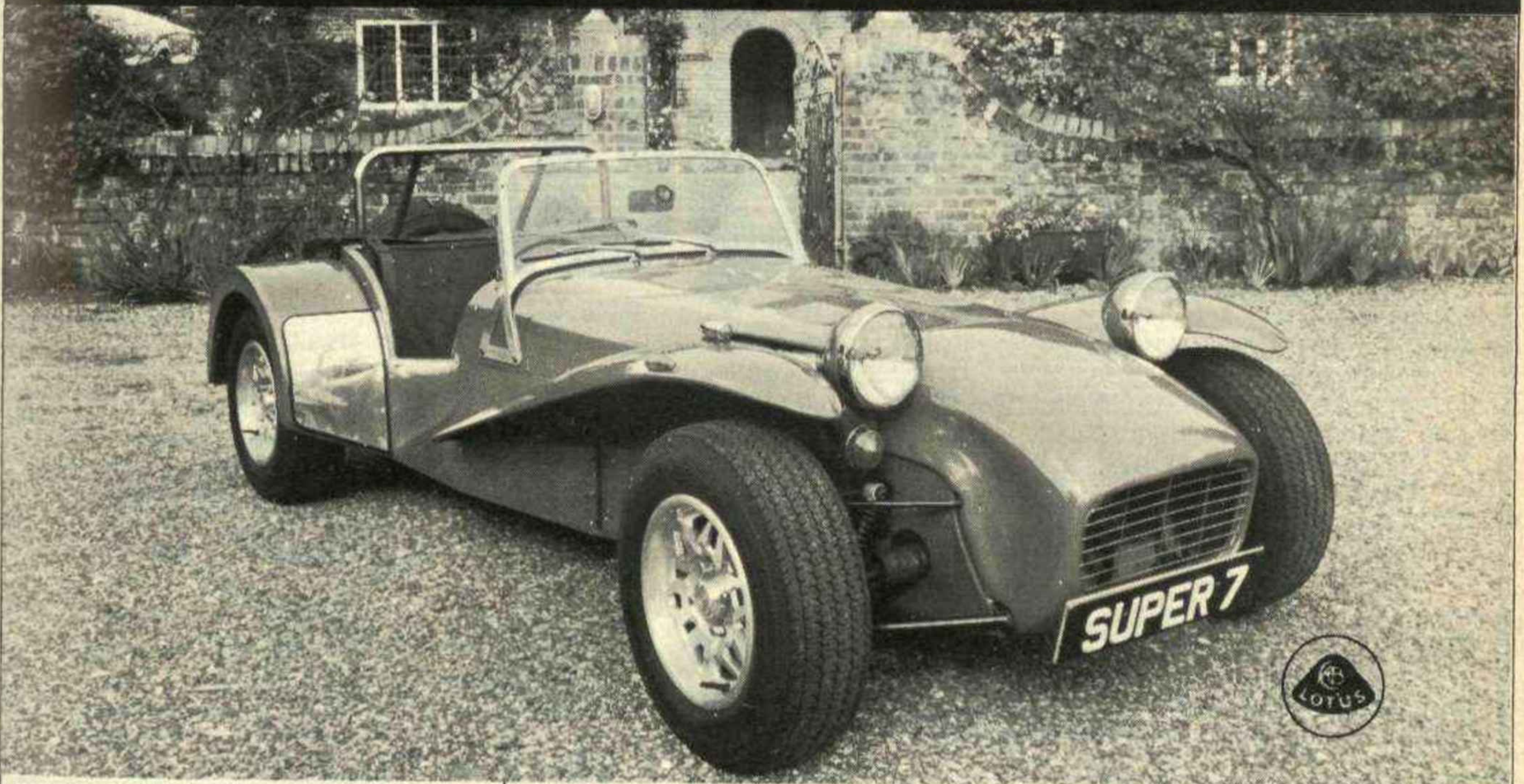
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Caterham Car Sales

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PRODUCTION SPORTS CAR RACING

We understand from the RAC that the Caterham Super Seven has been accepted for 1980 Prodsports. The exact details are not yet available but understandably the twin-cam is considered too fast. However the 1600 GT Super Seven will be allowed to race in Class A. Do not assume that your car will comply. Please telephone for details.

We have also heard of a roadgoing sports car class in the BARC Sprint Championships where the twin cam is eligible. Please send a large SAE to Valerie Moore, 5, Tredenham Close, Farnborough, Hants for more details if you are interested.

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TVR

TVR

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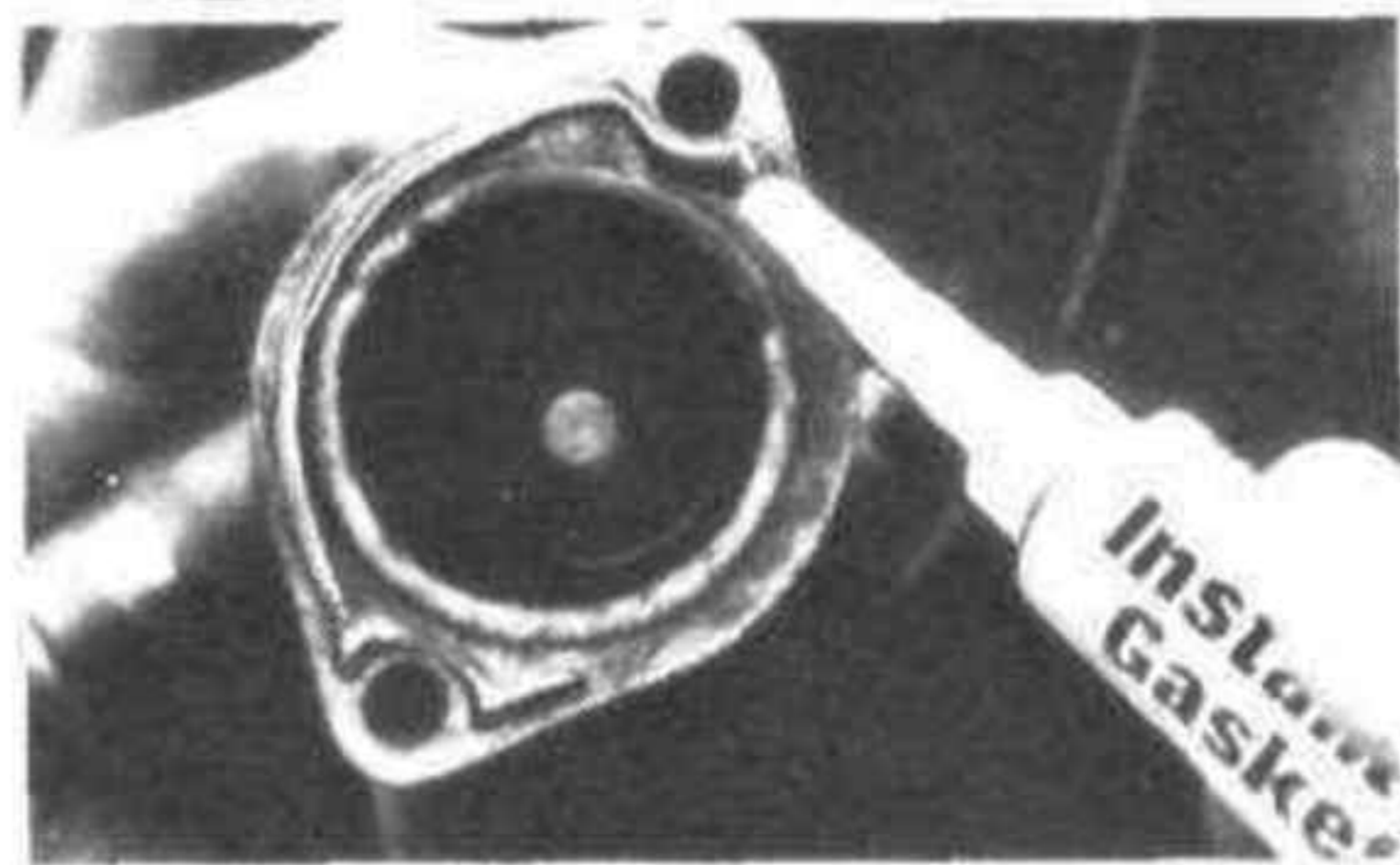


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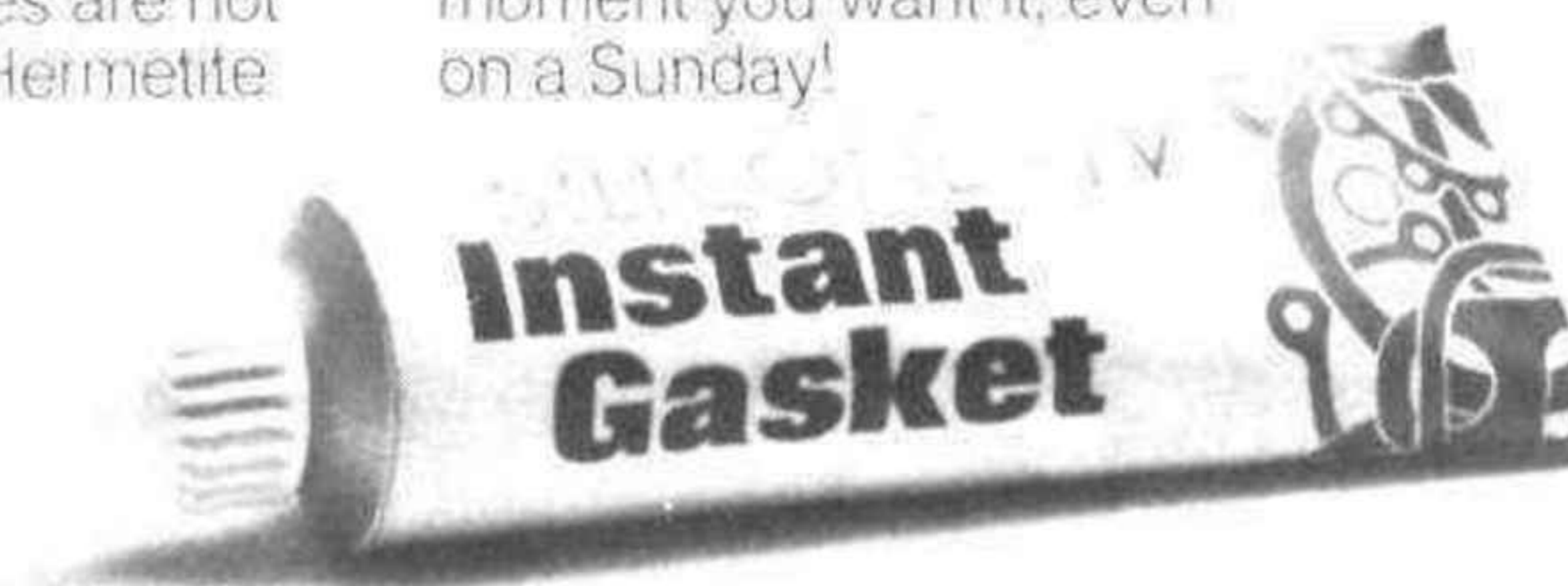


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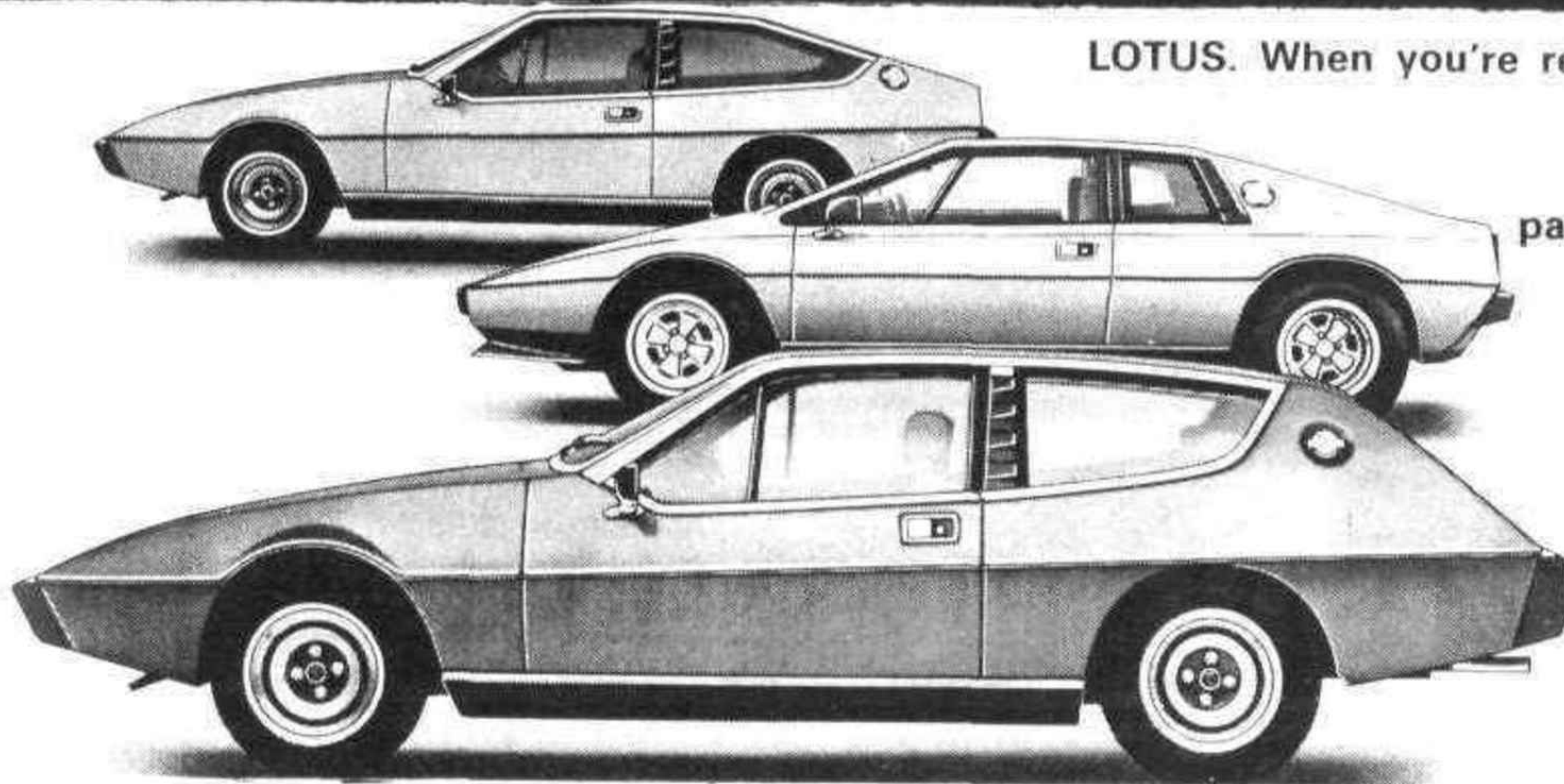
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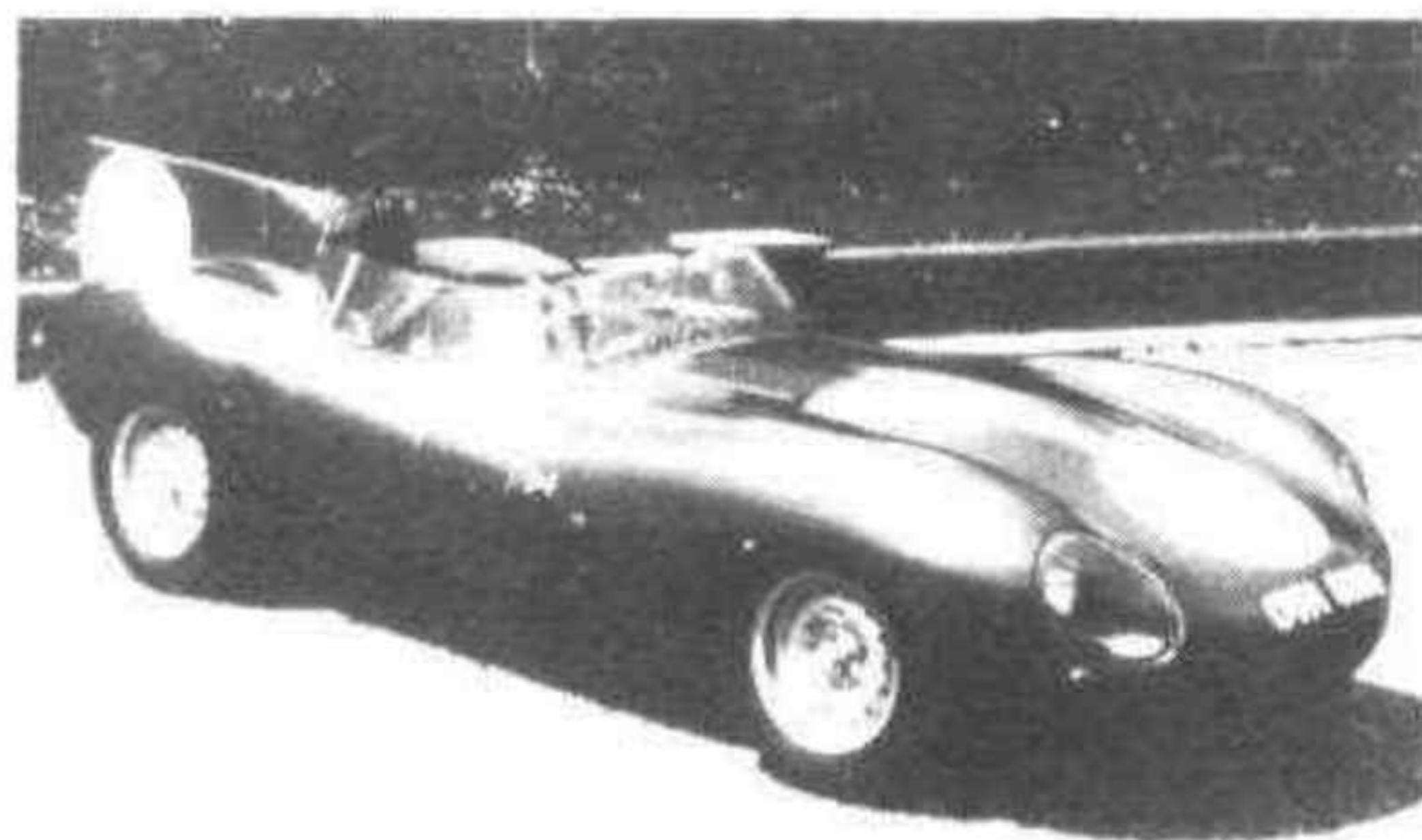
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MGA, MGB, Midget	Levers	55.20	N/A	44.31	N/A	37.99
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MGC	20.55	20.55	16.78	N/A	N/A	N/A
Gilbern GT, Genie	N/A	N/A	N/A	16.76	N/A	N/A
Invader Mk. 1 & 3	N/A	N/A	16.78	24.88	N/A	N/A
Invader Mk. 2	N/A	N/A	24.88	24.88	N/A	N/A
Lotus G15 & G21	N/A	N/A	15.40	16.76	N/A	N/A
Jaguar XJ-6, XJ12, XJS	21.55	26.50	16.78	19.45	16.60	16.60
Mk. 7, 8, 9, XK140, XK150	27.05	27.05	16.78	16.78	11.40	11.40
D Type 2.4, 3.4, 3.8						
340, 420	27.05	27.05	16.78	N/A	12.85	12.46
E Type E Type 2 - 2	27.05	25.70	16.78	19.45	N/A	N/A
Jensen Interceptor	30.55	30.55	16.78	16.78	N/A	N/A
Healey	26.50	26.50	12.10	12.10	N/A	N/A
Lancia Fulvia (All Models)	20.55	20.55	12.74	12.74	11.40	11.40
Beta Sedan, Beta Coupe Gamma	38.60	38.60	N/A	N/A	18.55	18.55
Lotus 7 Series 2, 3, 4 & Europa	35.50	34.50	18.75	18.75	N/A	N/A
Elan Coupes S4 Sprint	42.15	39.90	18.75	N/A	N/A	N/A
Elife (60-63) & 74 on	35.50	39.90	16.76	N/A	N/A	N/A
Marcos Coupe	N/A	N/A	18.75	18.75	N/A	17.39
Mini	20.55	20.55	12.10	12.10	9.85	9.85
Morgan +4, 61 on V8	20.55	N/A	12.10	N/A	N/A	N/A
Porsche 356, 49/50	21.50	N/A	12.74	12.74	N/A	N/A
356, 90 & 1600	21.55	21.55	12.74	12.74	11.40	9.85
911 71-78	39.90	33.05	N/A	19.45	N/A	17.25
924 75 on	38.60	23.40	N/A	N/A	N/A	N/A
Reliant Scimitar GT	N/A	N/A	23.50	N/A	N/A	N/A
Scimitar GTE 68 on (State Year)	35.50	35.50	23.50	23.50	N/A	N/A
Triumph Dolomite Sprint	25.05	25.05	17.45	16.76	14.00	12.46
2000, 2500TC & Stag	38.60	22.60	N/A	12.74	16.60	9.85
TR2, 3, 4, 4A, 5 & 6	20.55	Levers	12.10	Levers	11.40	Levers
TR7	38.60	22.60	N/A	12.74	N/A	N/A
TVR Griffin, S200, 400, Vixen	33.35	33.35	16.76	16.76	N/A	N/A
S1, S2 Tuscan 3000M 1800 etc						

Symbols: I = MacPherson Insert
Levers = See Lever Column for Price
Kit = Comprises of 2 Tele-Shocks + fitting kit to convert lever set up to telescopic

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Bell Star II XFLS	135.00
Bell Magnum O/Face	53.00
Everoak Grand Prix	29.95
Griffin Clubman H.P.	45.00
All BS2495/77 Race/Rally Specification	

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COIL SPRINGS—1" 145lbs

Rally	T/C	Rate	Colour Code	Pairs
Escort + 1" on Height	Mex	190lbs*	Forest Racer	32.50
Escort Std. Height	RS	145lbs*	Yellow	27.95
Escort World Cup		100lbs	Red/Yellow	22.85
Escort Group 2		140lbs	Orange/White	24.10
Escort 11/1300		145lbs	Red/Blue	26.95
Chevette Front Forest			Blue/Green	30.15
Imp RAC Front		250lbs	Pink/Blue	22.60
Imp RAC Rear		550lbs	Pink/Green	27.80
Sprite Rally 10 1/2" Free length			White	22.10
Avenger Forest Front Handed			Yellow/White	26.75
			Red/White	26.75
			Blue/White	26.75
			Pink/Red	25.95
			Pink/White	22.25

25% Up rated Standard Ride Height

Escort 11/1300	Red/Green	24.10
Cortina Mk1	Green/White	31.50
Cortina Mk2	Green	21.55
Capri 3000	Red/White/Blue	23.95
Chevette Front Tamac	Pink/Yellow	28.10
Triumph TR2/6 Front	Pink/Orange	21.60
Triumph TR5/6 Rear	Yellow/Red/White	34.25
Triumph Herald Front	Yellow/Green/White	22.25
Magnum Front	Yellow/Blue/White	24.95
Magnum Rear	Yellow/Blue/Pink	23.40
MGB Coupe Front	Blue/Yellow	22.10
MGB GT Front	Orange/Yellow	22.10
Cortina Mk3 13/1600 Front		29.85
Cortina Mk3 13/1600 Rear		35.45

Standard Coil Springs

Reliant Scimitar Front	Pink	26.85
Reliant Scimitar Rear	Green/White/Red	27.80
Lotus Elan (Front) S4/SE	Green/White/Blue	15.50
Lotus Elan Rear		20.50
Lotus Elan T2 Rear		22.00
Cortina 1600E & Lotus		25.95

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Escort 11/1300 1" Lower	White/Green/White	24.10
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	each		each
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Escort Sport (Nov. 1973-Dec. 1974)	16.85	Marina Estate H/Duty 1972-74	20.85
Cortina Mk. II 1600E 1968/9	18.50	Marina Estate 1974-Oct. 75	17.50
Cortina Mk. II H/Duty 1968/9	17.25	Marina Saloon 1971-74	13.10
Capri 3000 1969-73	17.40	Hunter/Minx H/Duty 1969/70	20.90
Cortina Mk. I H/Duty 1962-66	17.40	MG TD 1950-52	16.80
Cortina Mk. II 1600E 1967-68	18.55	Morris 1000 1947-71	11.50
Cortina Mk. II Estate 1968-69	22.95	Triumph Spitfire Mk. 1, 2 & 3	24.00
Cortina Mk. II GT H/Duty 1968-69	18.75	Austin A60 1962-69	17.10
Corsair/Cortina GT H/Duty 1964-67	19.00	Austin Healey 3000 Mk. III	18.20
Healey Sprite Mk. III & Midget Mk. IV	21.30	Land Rover Fronts 88" (WB)	25.68
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40.05 53.30	A.H. Sprite, Midget (R) 64 on—75	
44.20 52.50 34.75	Morris Marina (F) Mk. 1 and 2	
40.45 54.80	MGB GT, C & V8 (R) — 75	
40.15 41.80	105E Anglia (R)	
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F & R A40 Morris Minor/Oxford	each	7.50
F & R Austin Healey 100/6	each	18.20
3000 Mk. 1 1/2/3, Triumph Vitesse	each	21.95
TR2/3/4/5/6 Ford 105E R	each	28.75
Cortina Estate R	each	10.85
Marina reconditioned F	each	13.85
Marina new F	each	10.85
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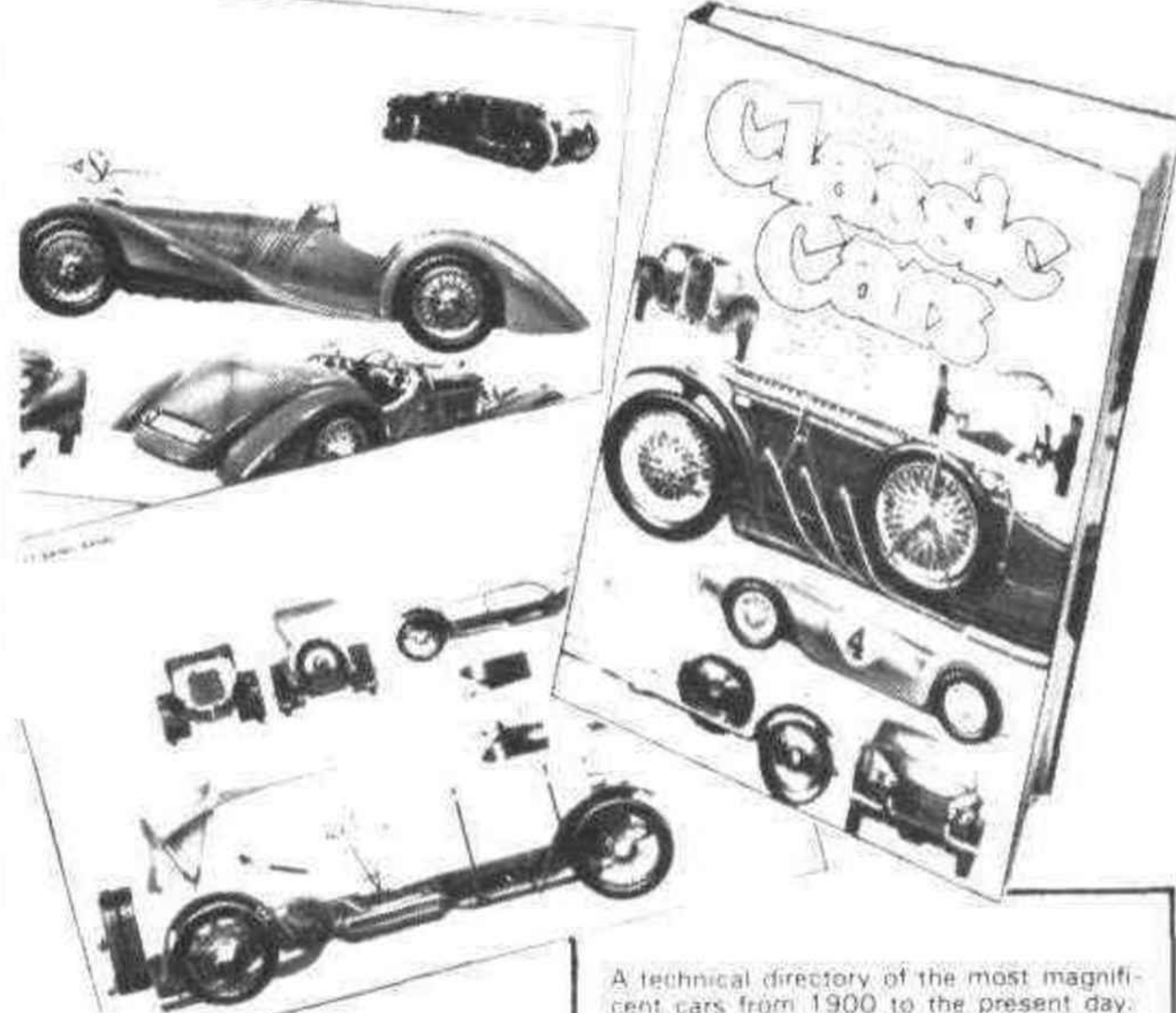
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Scimitar

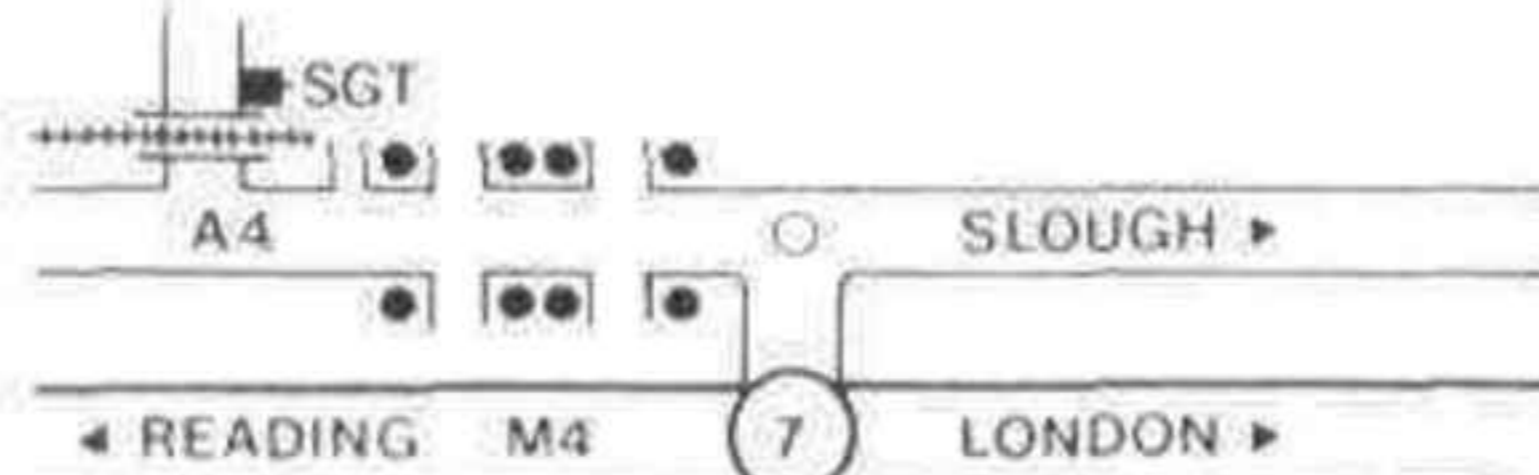
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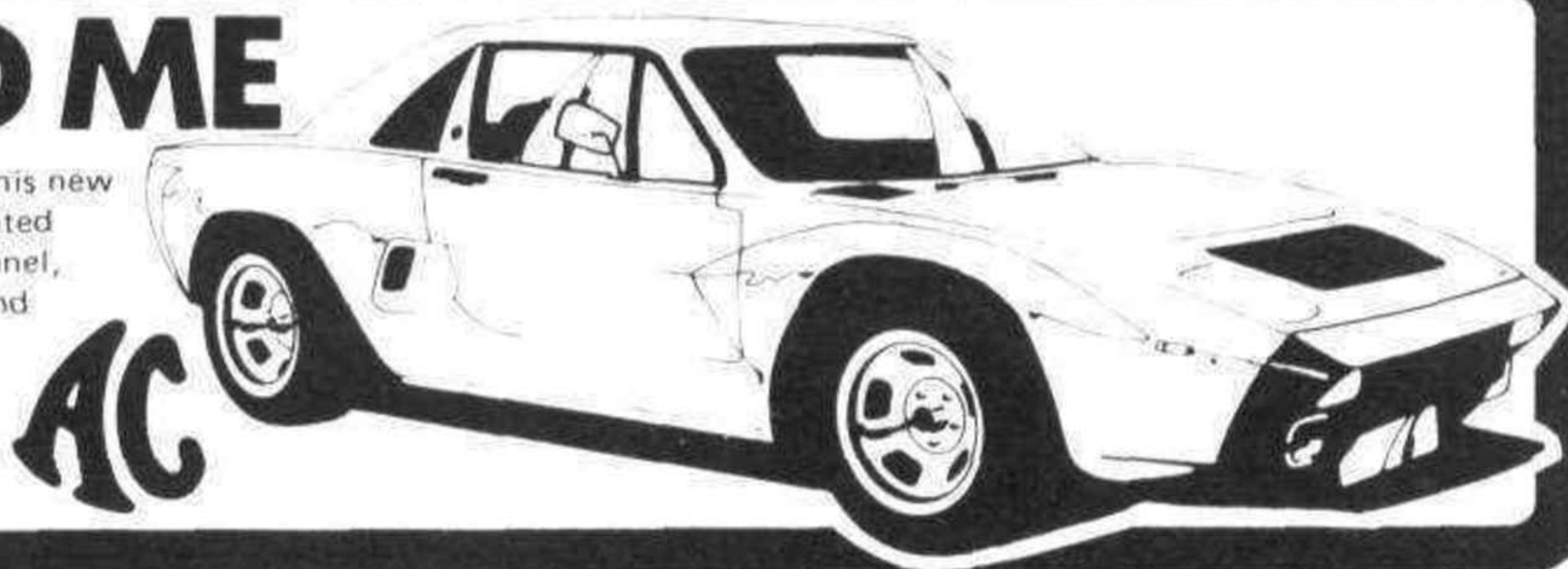
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CHEVRON B8, BMW engine, ready to race **£8,000**

CHEVRON B8, undergoing total rebuild at present **P.O.A.**

CHEVRON B19, due for full rebuild this winter **P.O.A.**

LOTUS ELAN, F/H/C, 1968, requires some work, T/C engine not in car, probably wants rebuild **price as is £1,250**

VERNON DERBY 2 str SPORTS, 1927, fitted V8 3½ litre Ford S/V engine, fully restored **£9,000**

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VANDEN PLAS PRINCESS R, in fawn, one owner, low mileage **£1,995**

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LOTUS ELAN, fixed head coupe, 1968 requires some work **£750**

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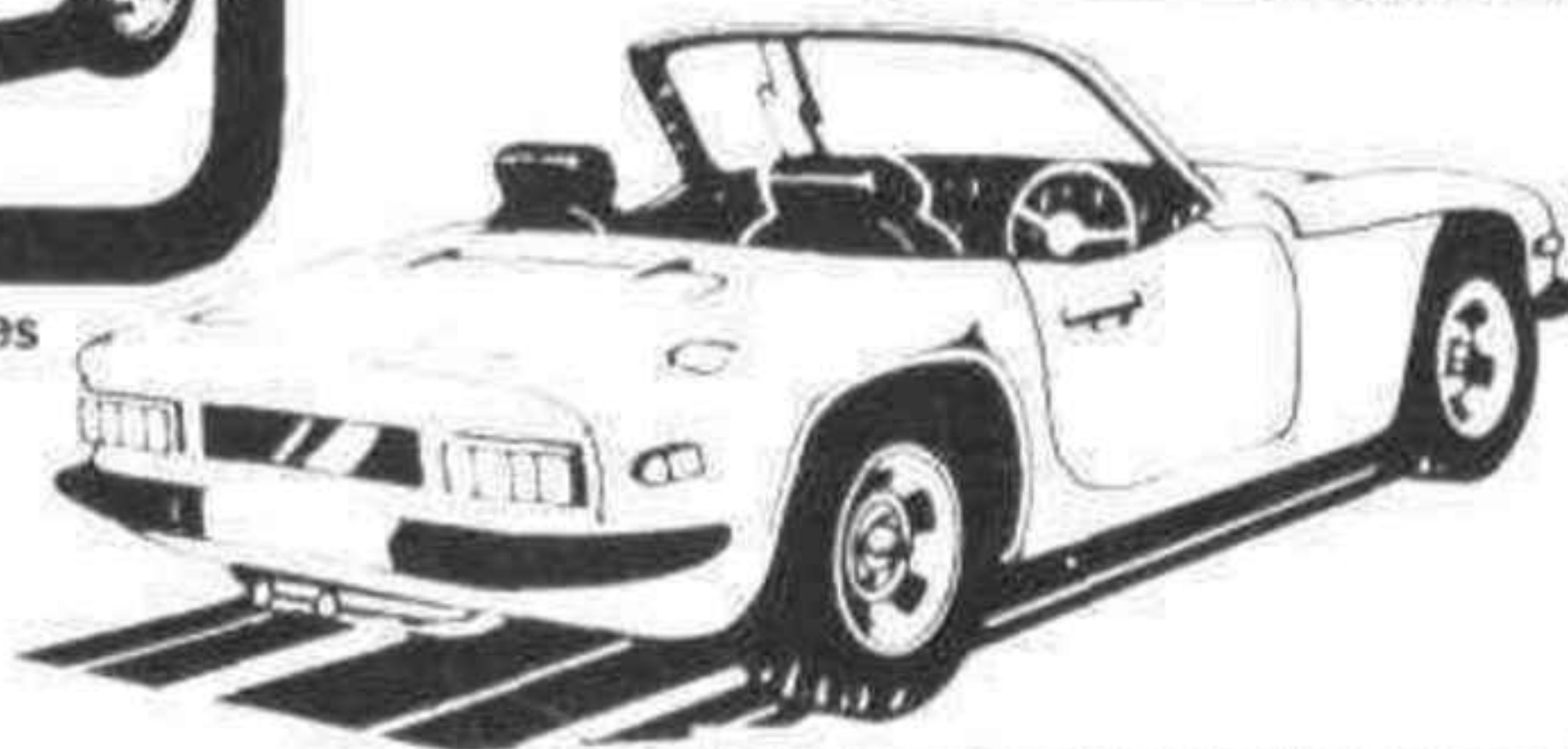


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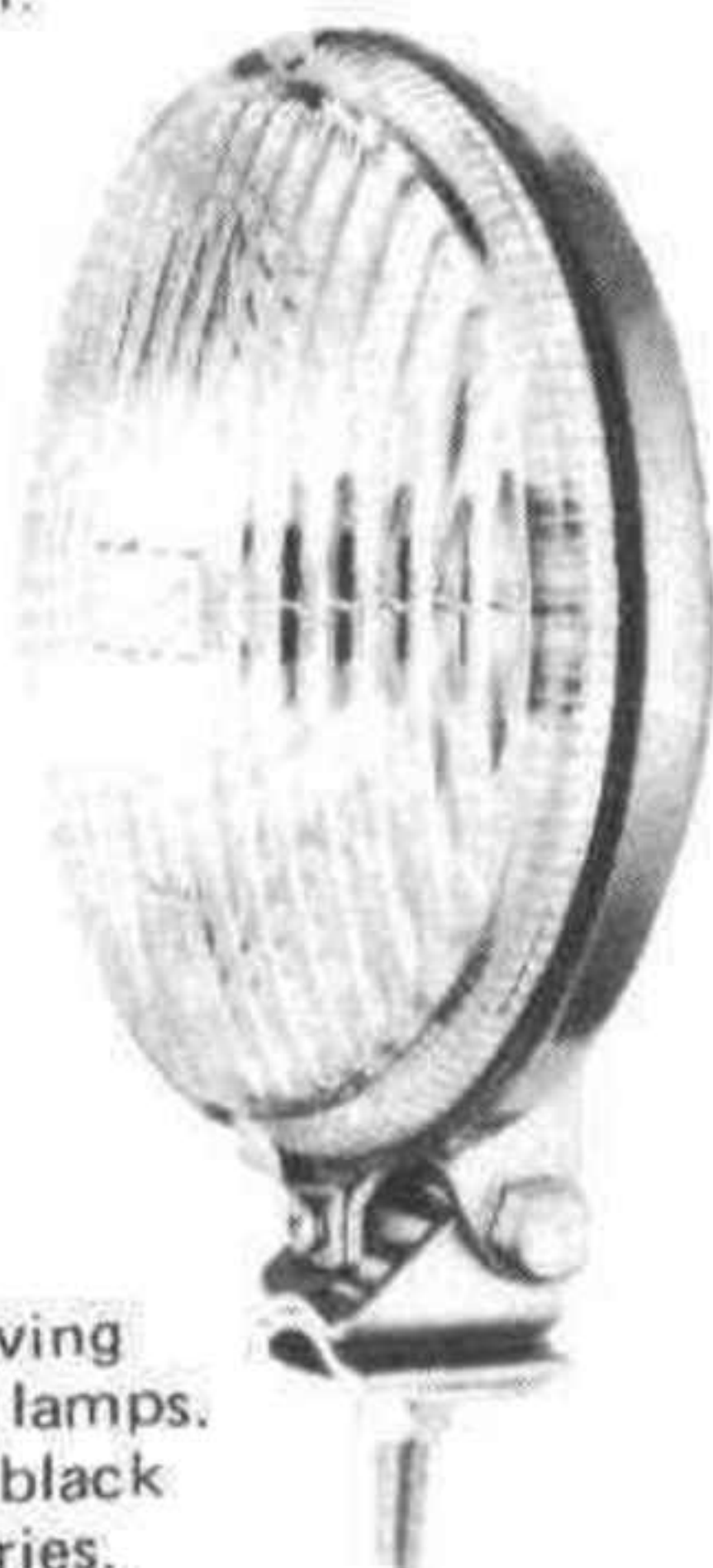


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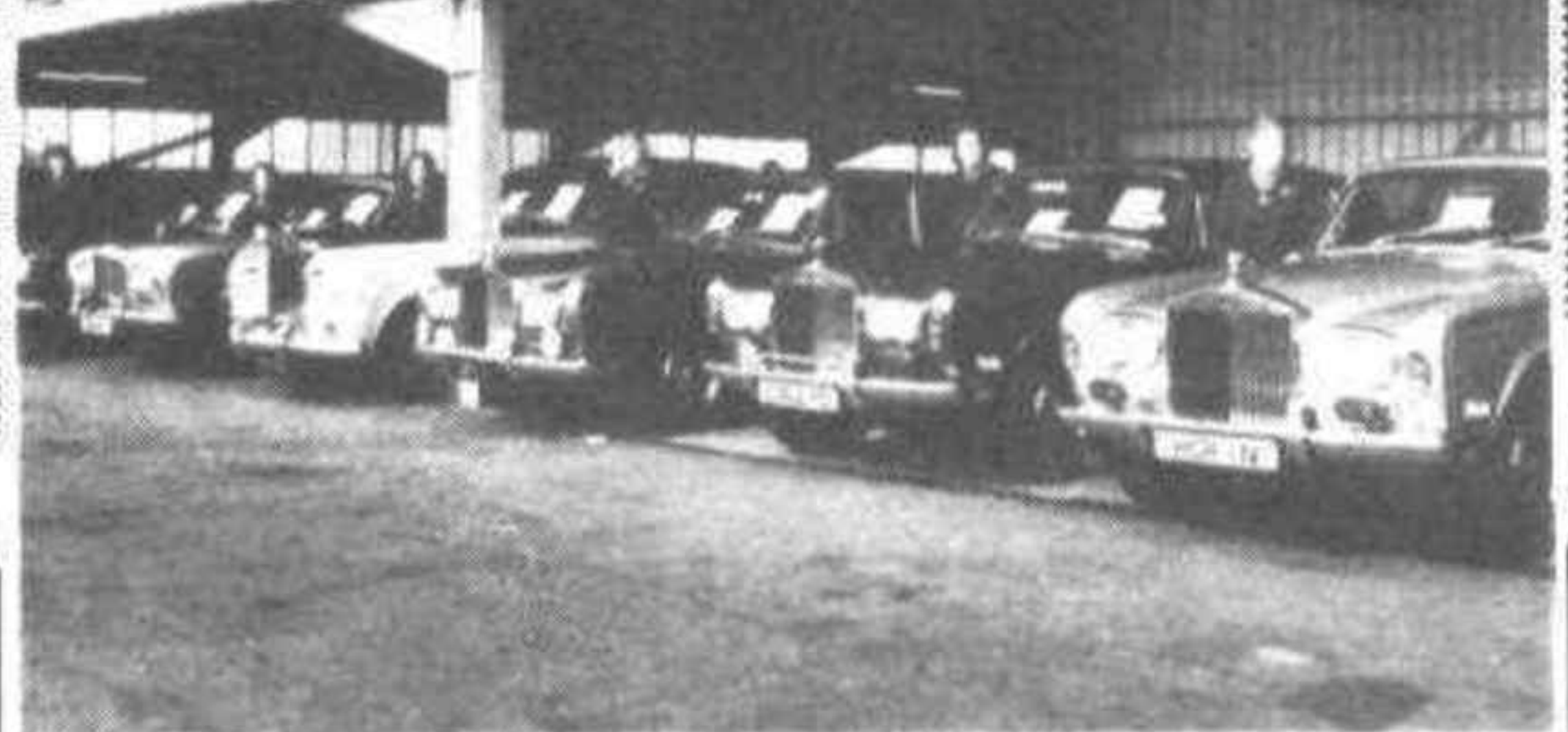
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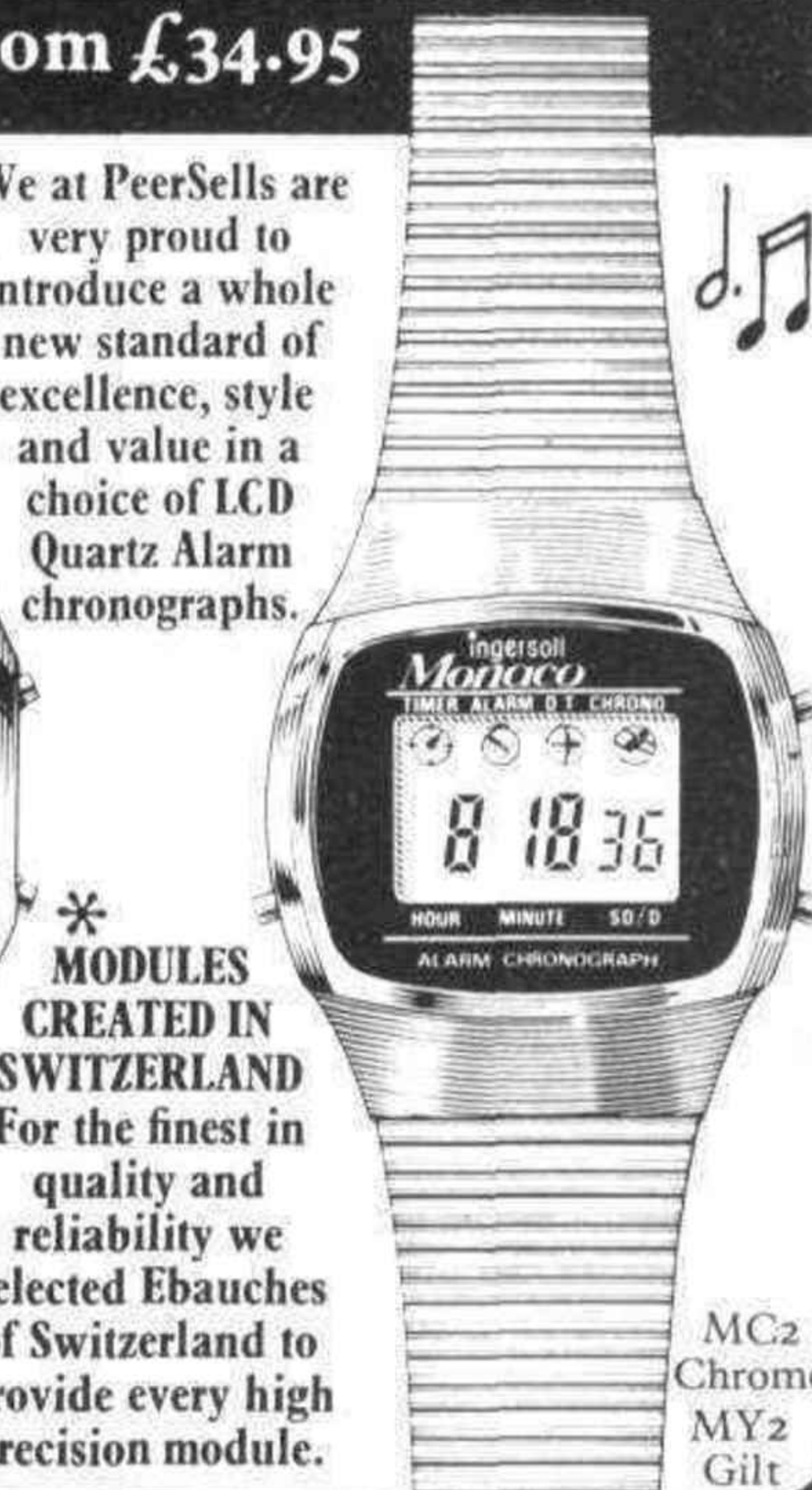
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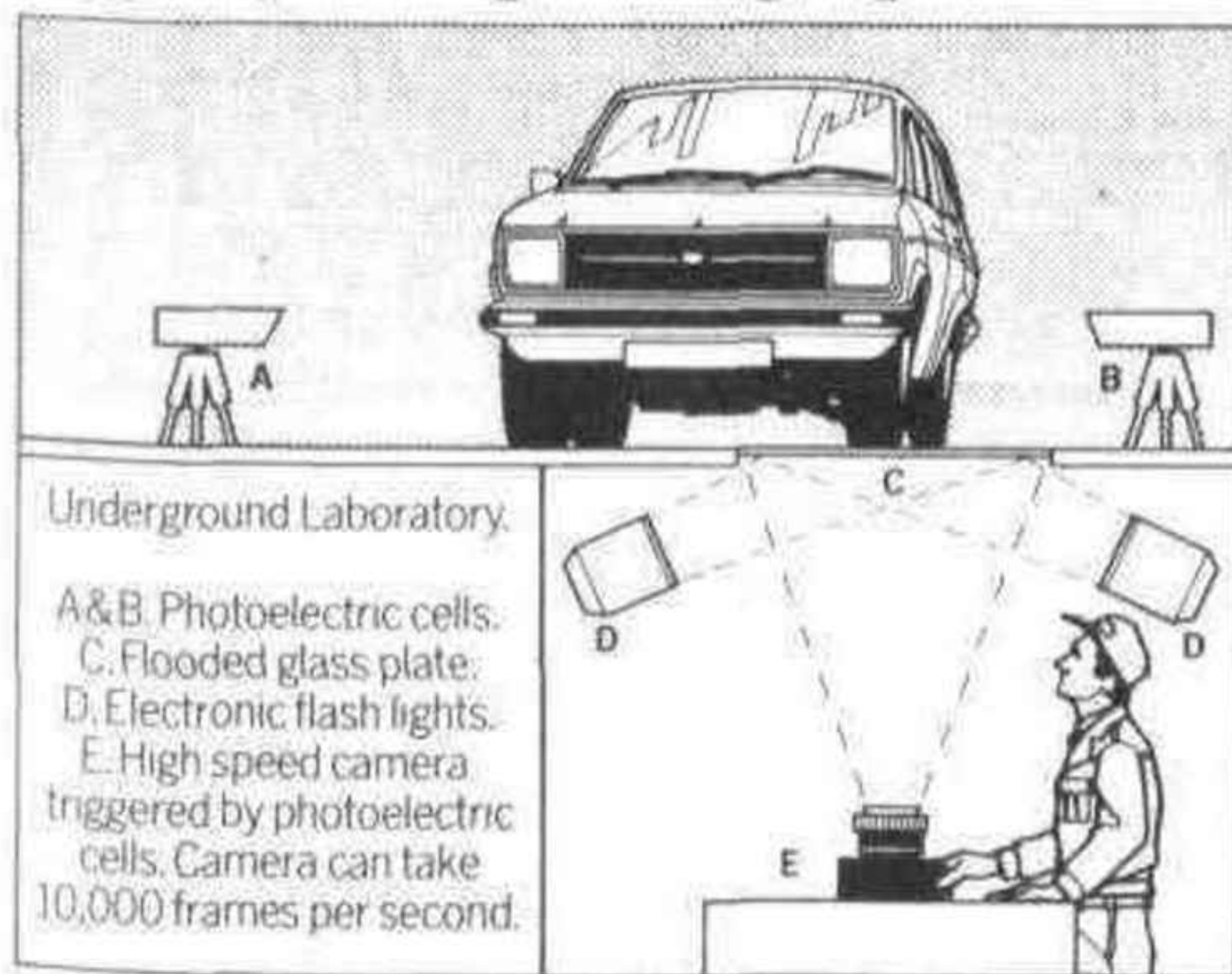
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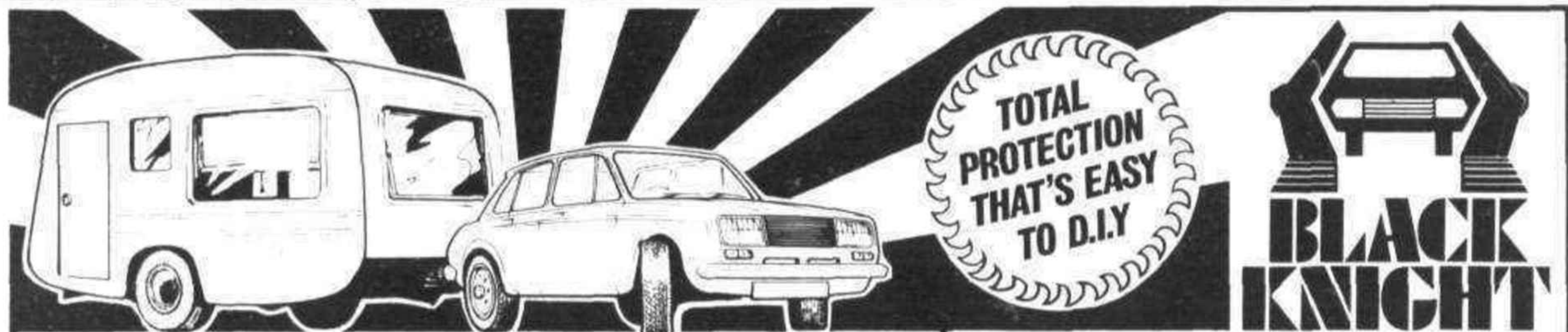
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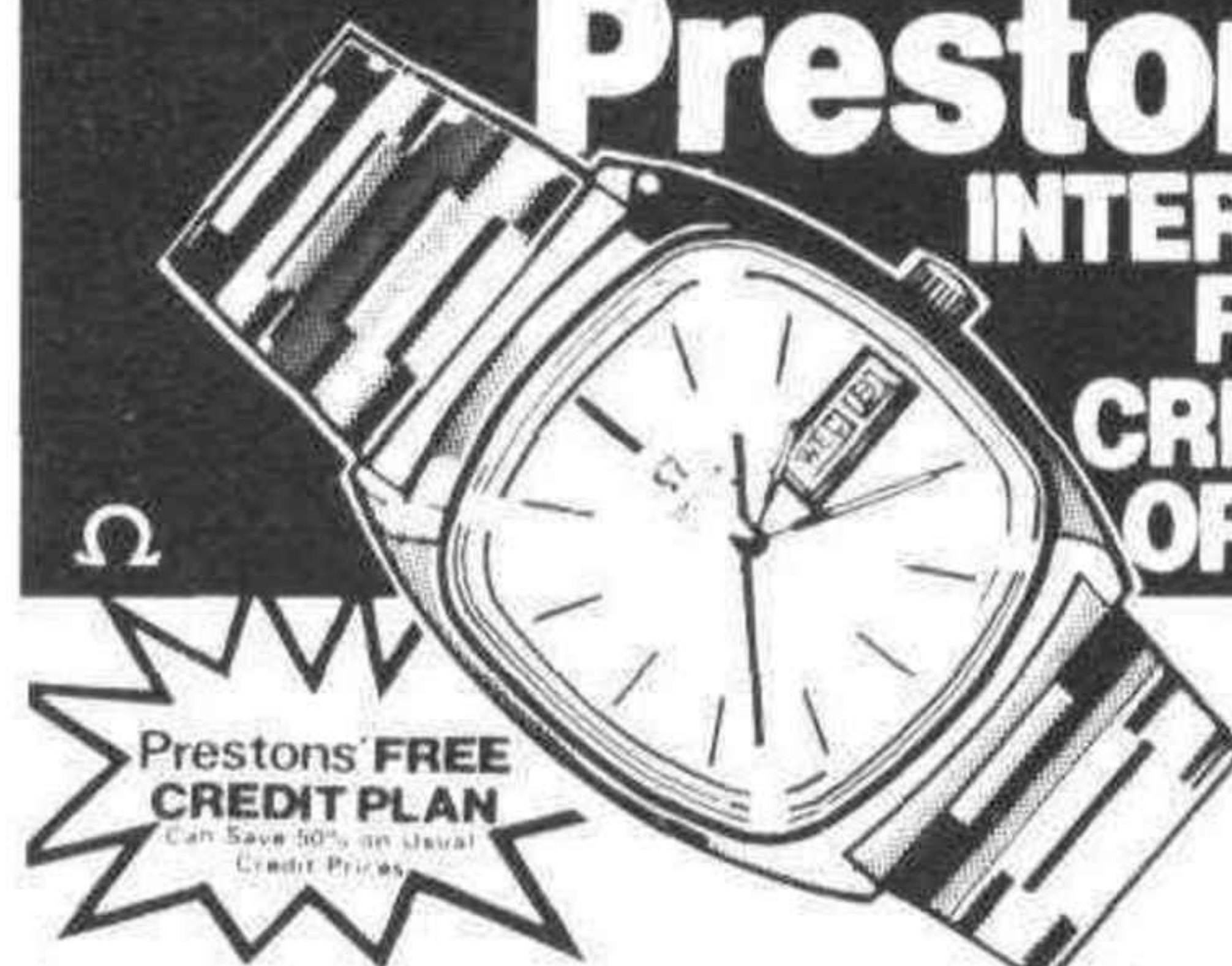
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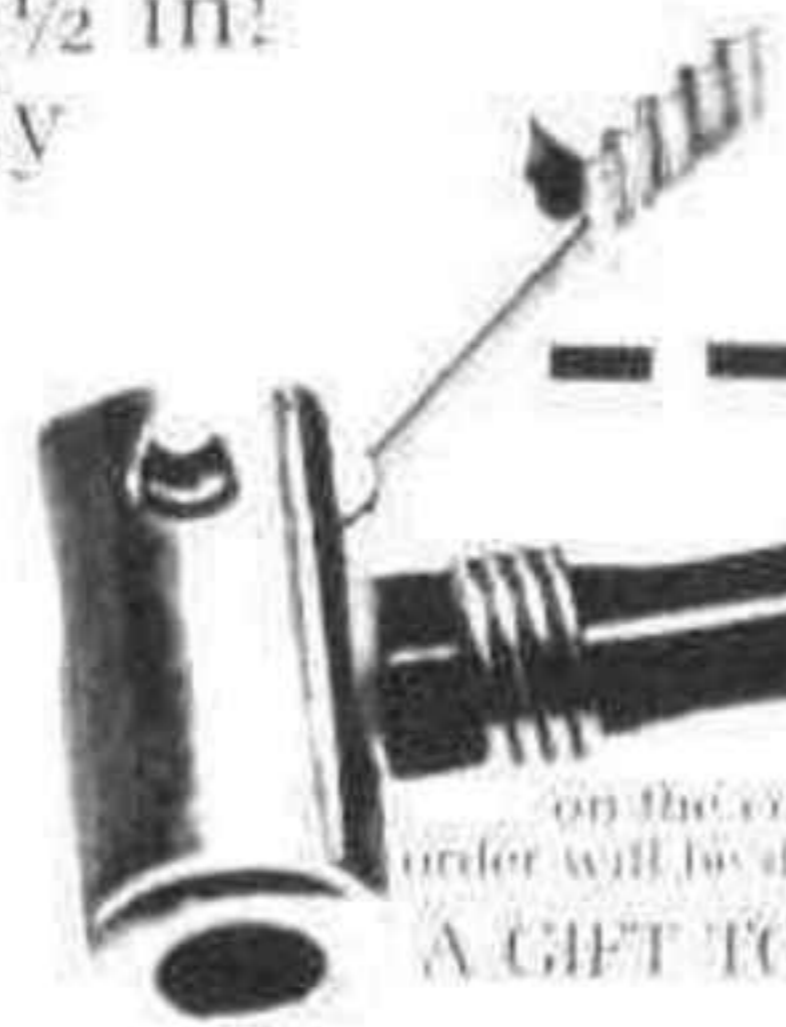
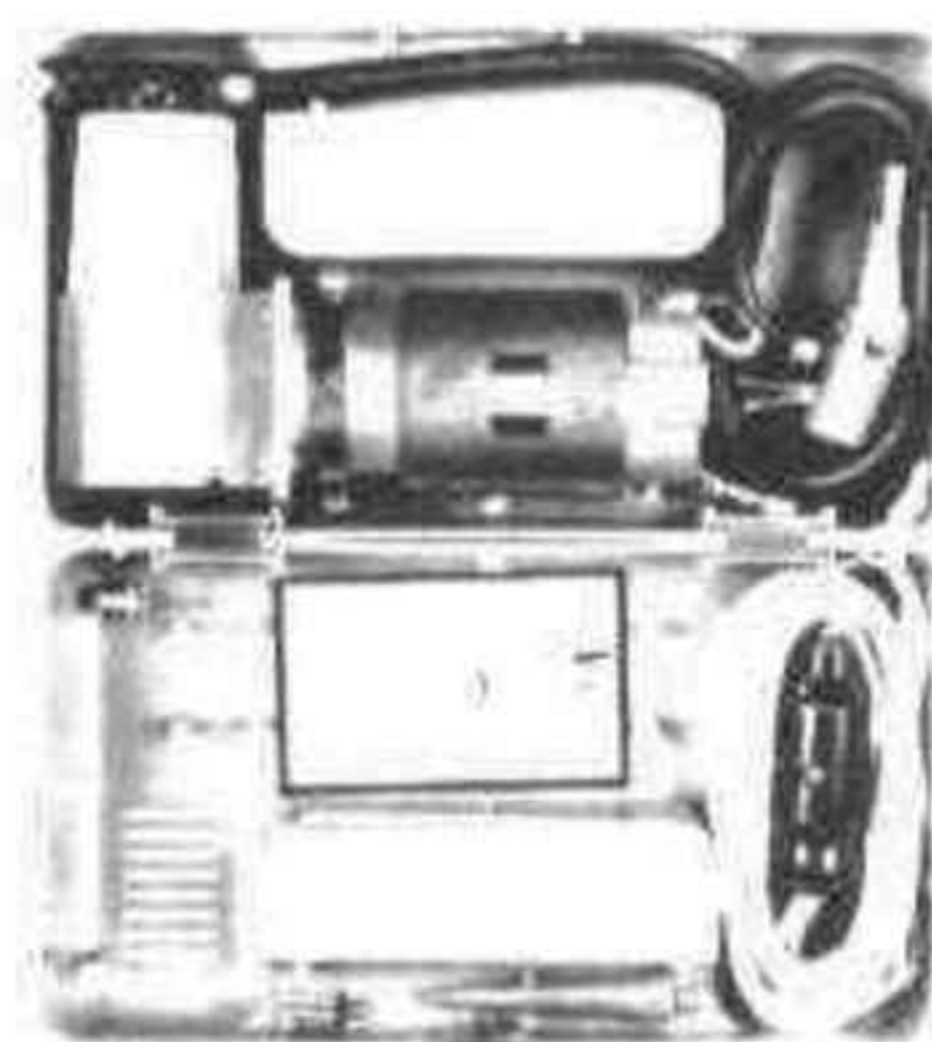
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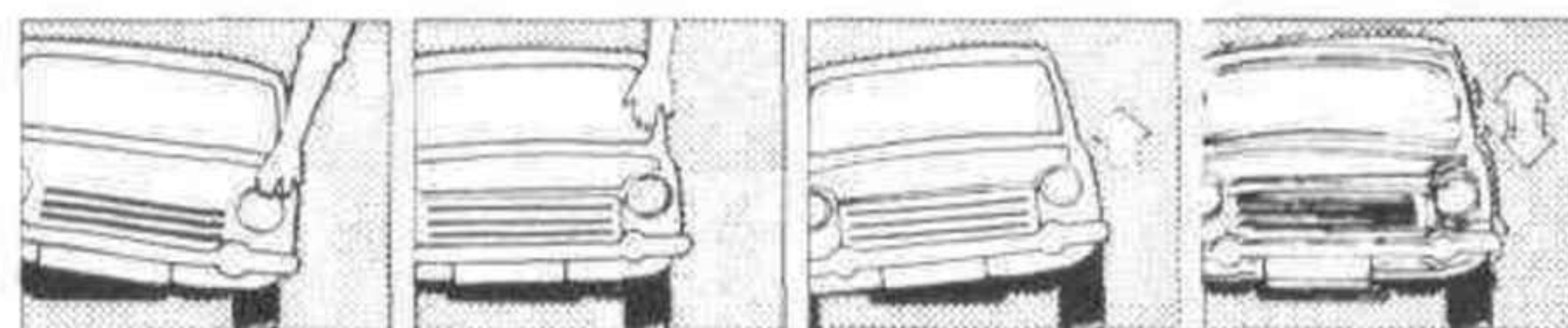
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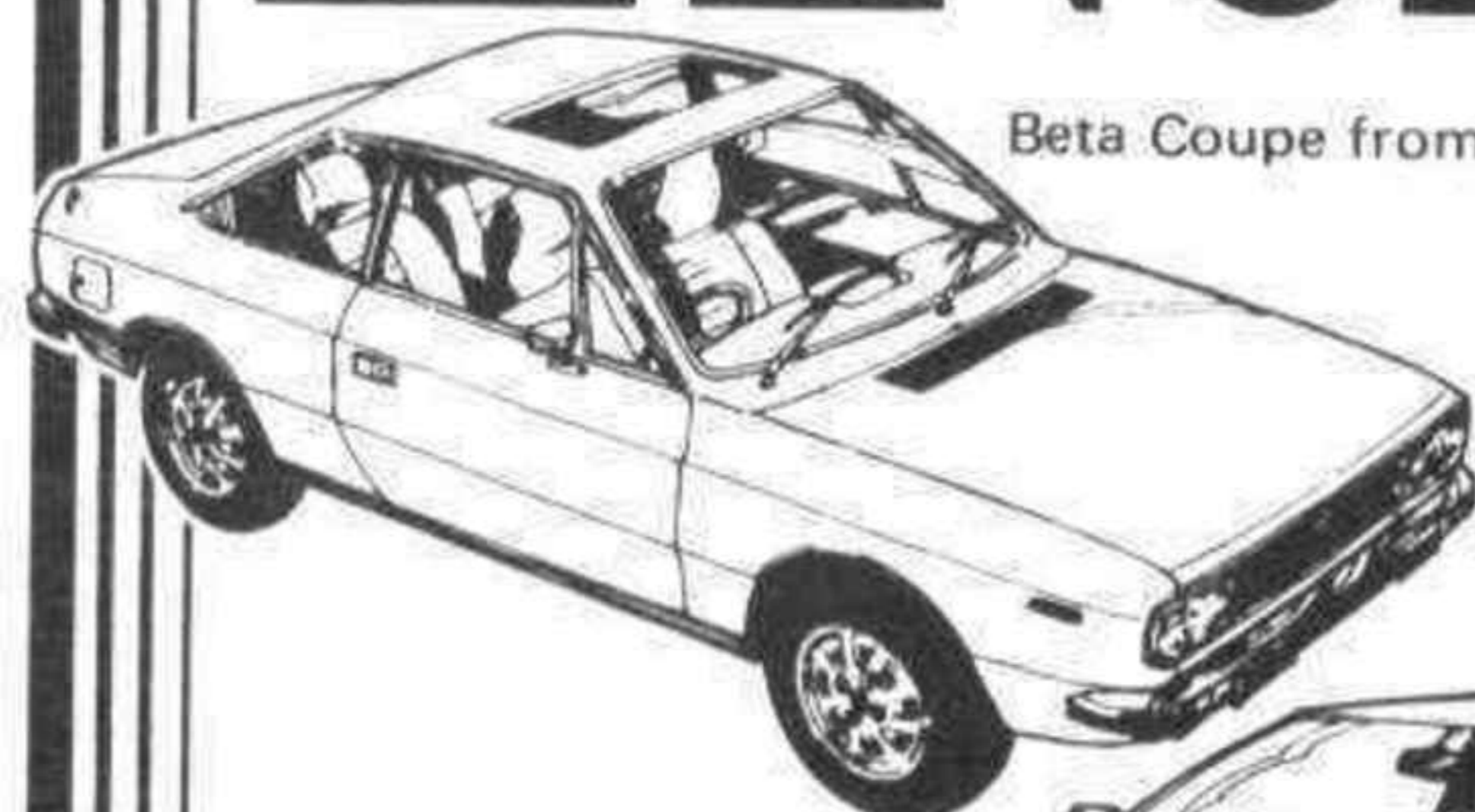
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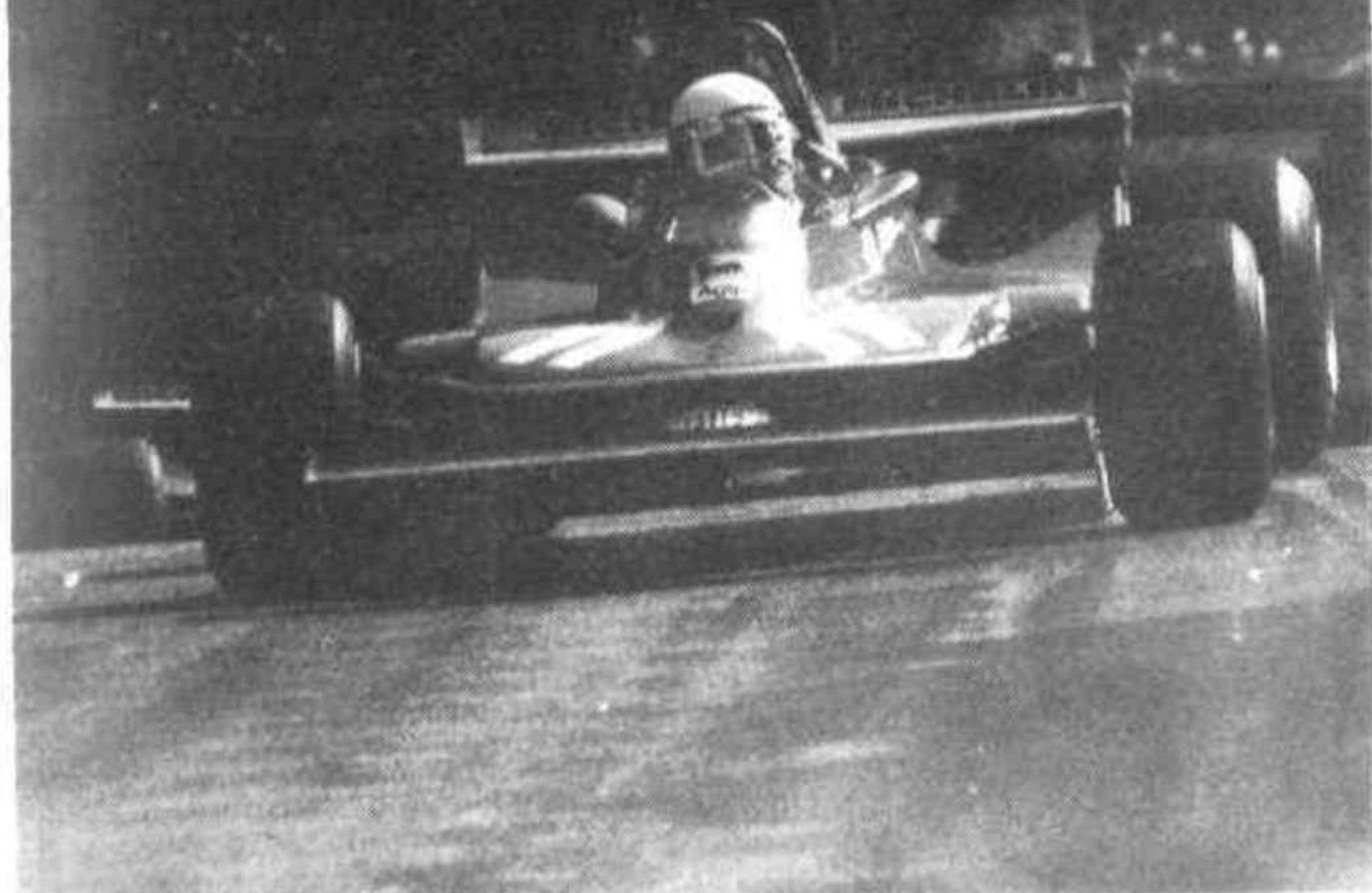
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1976 ALFA ROMEO 2000 Spyder. Radio, RM 29,000, one owner £3,865
1977 ALFASUD Ti. Brown, low mileage £2,450
1959 AUSTIN HEALEY Sprite. Frogeye, original with hard top £975
1977 BMW 320i. Silver, sunroof, tint, radio/tape, one owner £5,385
1977 (S) FERRARI 308 GT4. Met blue, air cond., leather upholstery, stereo radio/cassette, RM 35,000 £8,650
1978 FIAT 131 Mirafiori CL Estate. Auto, dark blue £3,475
1967 JAGUAR E-type 4.2 F/H Coupé. Red, wire wheels £3,150
1966 JENSEN CV8. Apple green, history £3,250
1978 MERCEDES-BENZ 450 SEL 6.9. Met. brown, RM 20,000, full spec. £18,750
1977 MERCEDES-BENZ 200. Beige, radio, RM 21,000, one owner £6,350
1973 ROVER 3500. Auto, PAS, almond with black trim, spare wheel carrier, radio £1,765
1979 TVR Taimar. Sunroof, alloy wheels, radio, RM 5,000 £6,950
1977 VOLKSWAGEN Scirocco GLS. Met. grey £3,775

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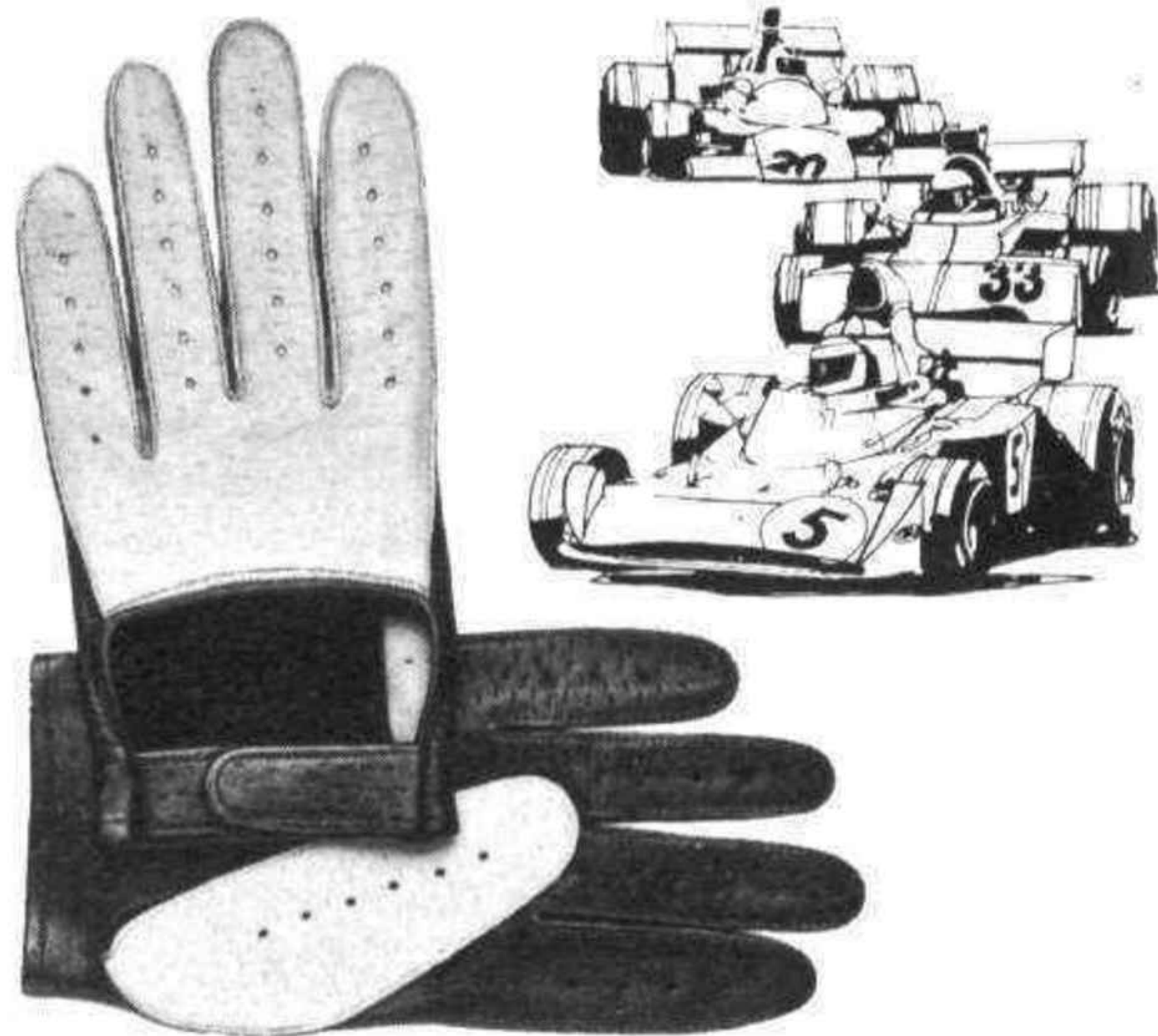
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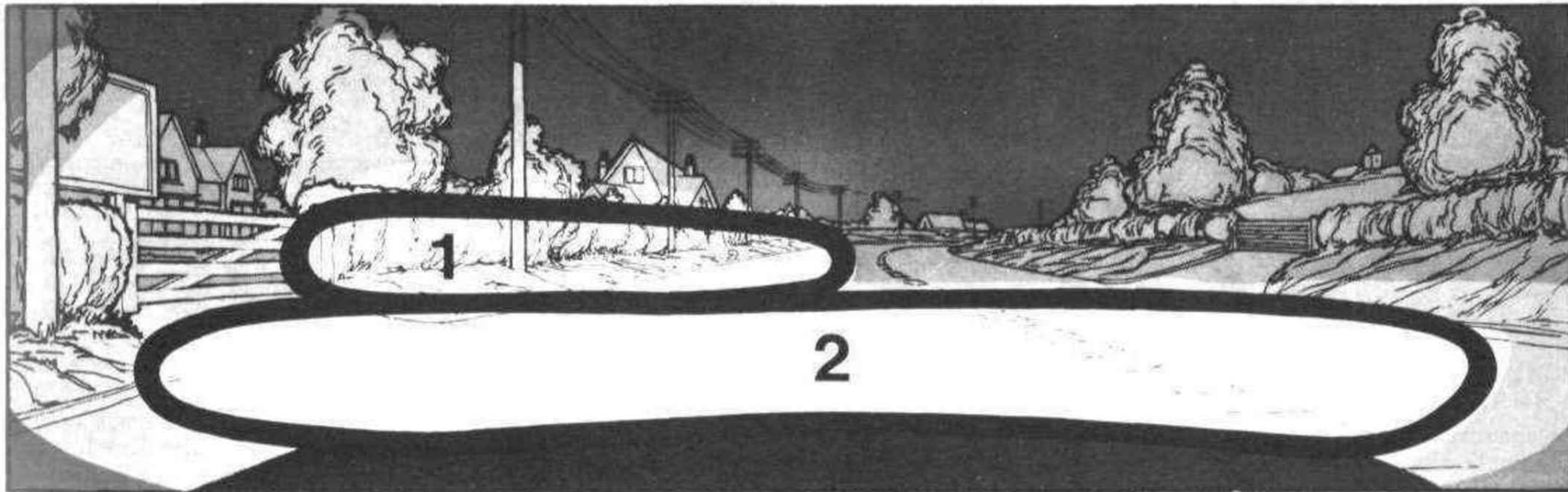
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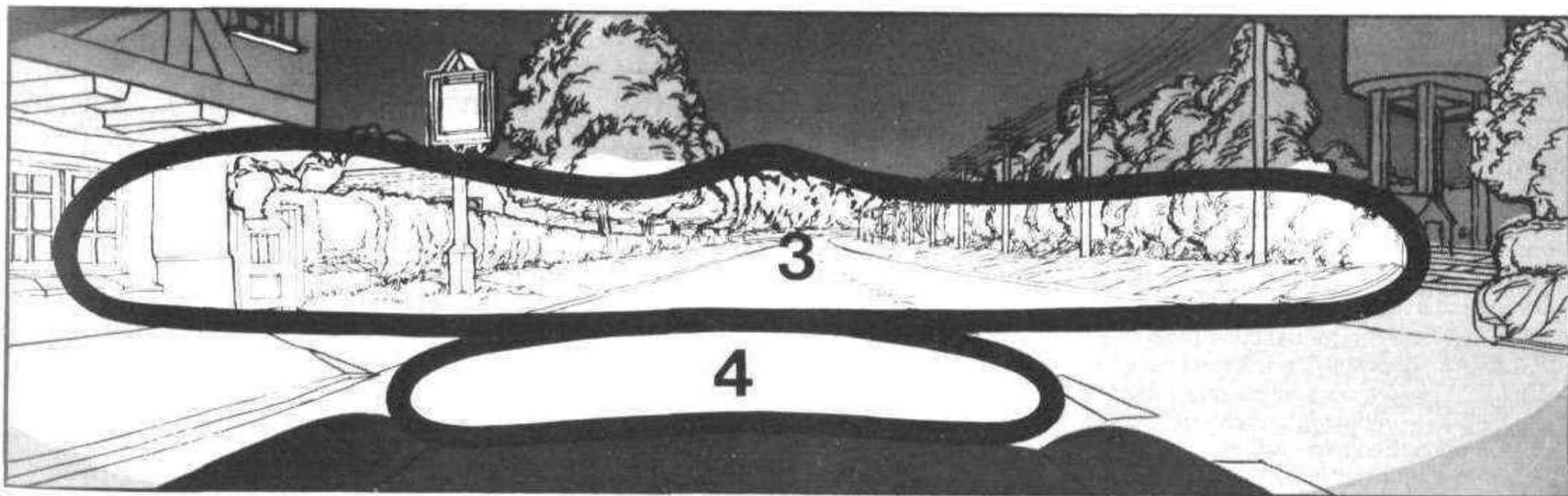


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contactless electronic ignition

HIGH CALIBRE FIRE-POWER!

What it is

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

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

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

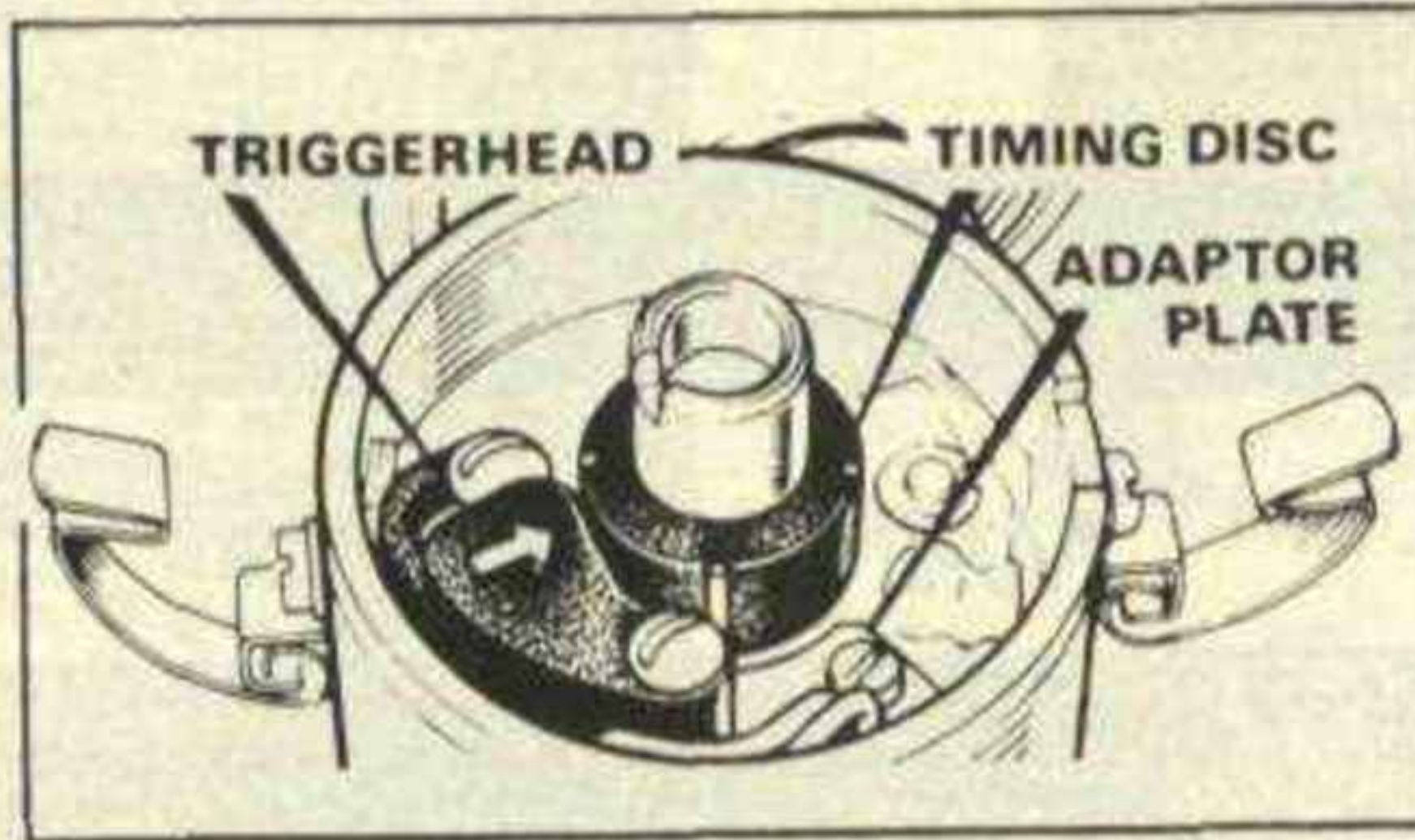
What it does

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

How it works

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

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



Reliability

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

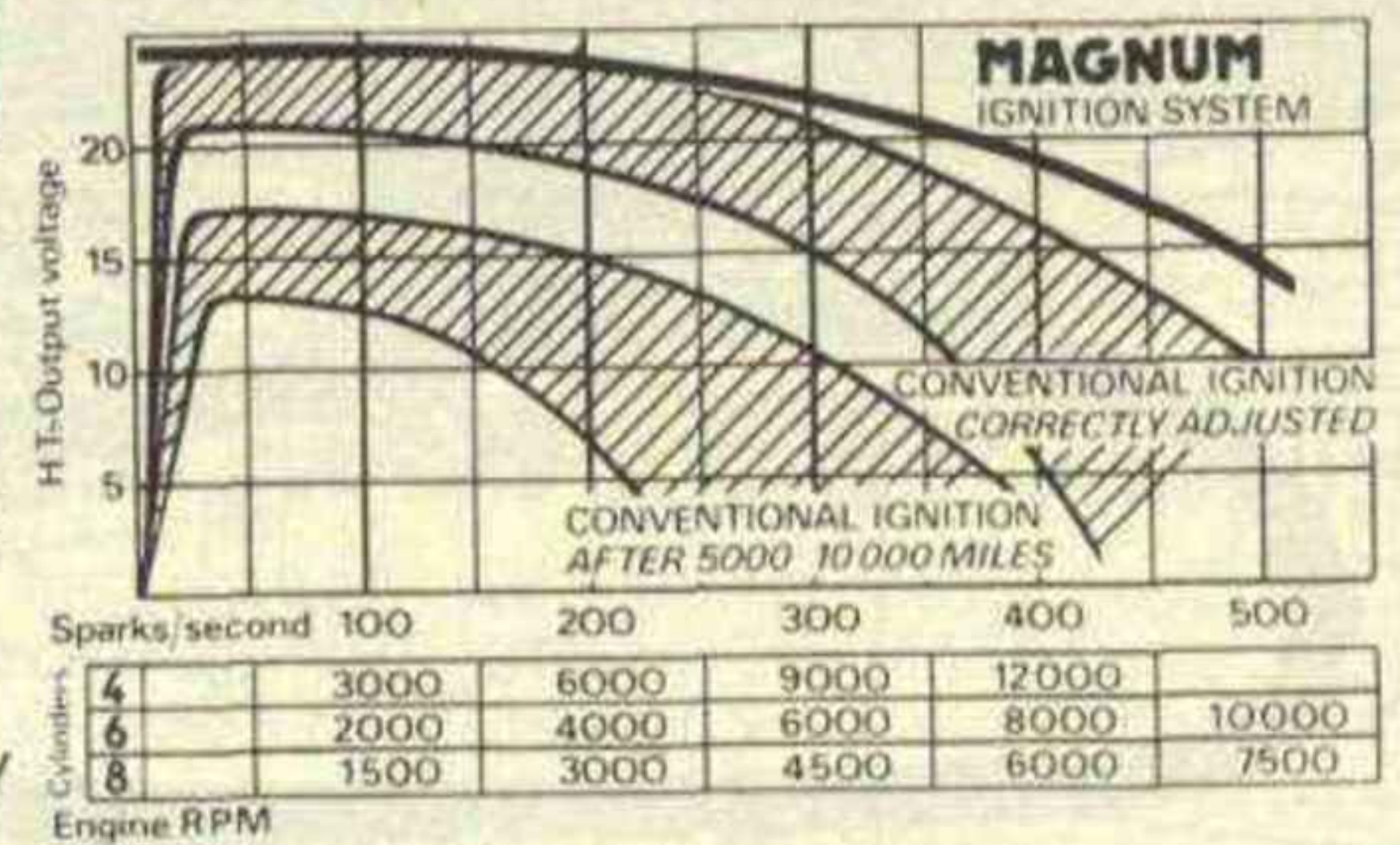
Mobelec is Britain's most successful accessory electronic ignition — chosen first by "Motor" magazine* and has also been awarded the A.A. Seal of Approval. A Mobelec product also won the 1977 Accessory of the Year award — Class A by the A.A.R. *August 1974

Why MAGNUM

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

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

See the difference



Fitting is easy

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

Mobelec Magnum keeps a good car going better!



Motor magazine's TOP 10 accessories. Current 1979



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FRONT COVER PICTURE: A BIG EDWARDIAN in an appropriate setting. The poppet-valve Daimler, believed to be a 35 h.p., owned by the Coventry Museum and Art Gallery BL Heritage, pictured on its return to Shelsley Walsh for the Editor to drive. See page 1680.

ANNUAL SUBSCRIPTION RATES

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MATTERS OF MOMENT

■ FAREWELL, MG

Writing farewell to MG is far more heart-breaking than was Lee Strout White's moving "Farewell to Model-T", because whereas that famous Ford was merely departing to make room for the new Model-A, and later the celebrated Ford V8 and a host of subsequent successful Ford models, it looks as if the death-knell has sounded for the Abingdon-built MG sports cars.

Whatever the financial sense may be of dropping the MG-B, following so soon after the demise of the long-lived MG Midget, it seems a very false move on the part of British Leyland to drop completely such a great name from the motoring past and very recent present. Whether MG enthusiasts would prefer the name to die completely rather than appear as "badge-engineering" on, say, a TR7, is a point of view to be considered. But had BL found some way of carrying the MG name over, at least these ever-magic initials would have survived, to be used on new MG models, assuming that BL itself survives.

Right from the start Cecil Kimber was on absolutely the right track in making MG sports-cars from well-proven Morris components, at a time when other good-quality sports-cars such as the Bentleys, Vauxhalls, Alvises and Bugattis, etc., were relatively expensive. From those promising beginnings evolved a make which spearheaded the post-war exports for the British Motor Industry in the lucrative dollar-market of America, where sports-cars became a novelty much in demand. It was MG's fine reputation, achieved in the hard field of motor racing and record-breaking, that enabled the cars built in the Berkshire factory where only sports-cars were then made, to achieve these important overseas sales successes.

The MG has a proud record in this respect, so long that it can only be very briefly outlined here. Those competition achievements which stand out include the early domination of the 750 c.c.-class by the cheeky little overhead-camshaft MG Midgets, for instance, in the Brooklands "Double-Twelve" sports-car race in which they took the Team Prize in 1930 and did so again in 1931, finishing in 1st, 2nd, 3rd, 4th and 5th places, the wins at Phoenix Park and in the Ulster TT in 1931, and the high accomplishment of being the first Class-H car to exceed 100 m.p.h. and to cover over 100 miles in an hour, until, by December 1932, every Class-H record was held by MG. In those early nineteen-thirties the MG began to exert its influence on the Continent, with class-wins in the German GP at the Nurburgring and in the Mont-des-Mules hill-climb, at Monte Carlo. MG won the Ulster TT three times, the 1933 race with a supercharged K3 Magnette driven by Nuvolari. MG won the BRDC 500 Mile Race at Brooklands twice, and MG holds the 750 c.c. and 1,100 c.c. outer-circuit lap-records for that circuit. And before the war it was MG that set up an astonishing spate of high-speed International class records, with engines of from 350 c.c. to 2,000 c.c., embracing Major Gardner's 159 plus m.p.h. from 750 c.c., 203½ m.p.h. from 1,100 c.c., and over 204 m.p.h. from 1½-litres. This led on to some remarkable MG records, such as Stirling Moss' 245.64 m.p.h. from the blown prototype twin-cam 1½-litre MG at Utah in 1957, and 254.91 m.p.h. from a 2-litre version by Phil Hill two years later.

Some of these record-breaking MGs may have had very special bodywork but it is significant how many race victories and new records were accomplished with near-standard cars. From very inexpensive little sports-cars, to the splendid K3 MG Magnette which was so bold as to win its class against Continental opposition in the Mille Miglia and in shorter races abroad, Cecil Kimber's cars waved the British flag so very effectively, for so many years. Starting as o.h.c.-engined models, MG later resorted to push-rod BMC power-units without loss of prestige. That the British Leyland Board has now killed-off this great make, one of the few individual ones it retained, against the advice of its JRT Division, and handled the demise so badly, is as pathetic as it was stupid. The burial of the great MG name came just after the 50th anniversary of Abingdon had been celebrated. That is how casually the casualty was announced — indeed, a party of American classic-car buffs were at the Abingdon factory to celebrate the long production-record of this famous British sports-car factory on the very day the demise of the MG was announced . . . No wonder members of the MGCC and MGOC have staged demonstrations in London and elsewhere, in protest. The fact remains that British Leyland, which the Trade Unions think should be expanding, is pressing for factory closures, and that in a safety-conscious world in which open cars are regarded as likely to be



Happier days . . .

Continued overleaf

Motor Sport Fixture List for November

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

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

DATE	CLUB	RENDEZVOUS	NEAREST TOWN OR MAP REFERENCE	CATEGORY	TIME
Nov. 1st/4th Nov. 3rd	Racal Club Forest of Dean MC	Algarve Lydney	Portugal	Algarve Rally (European Rally Championship) (INT) Focal Wydean Stages (Castrol/Autosport National Rally Championship) (N)	— 08.45
Nov. 3rd Nov. 3rd/4th	BARC BRSCC	Thrupton Circuit Brands Hatch Circuit, Fawkham	Andover, Hants Dartford, Kent	Race Meeting (R) Race Meeting (R) (Formula Ford Festival)	14.00 09.30
Nov. 3rd/4th	Brecon Motor Club	Hay-on-Wye Car Park	Hereford	Mal Gibbs Memorial Trophy Wye Rally (Welsh Championship Round) (R)	12.00
Nov. 3rd/4th	South Derbyshire MC	Newhaven Inn, Newhaven, Derbyshire	119/166601	Capital Glass Southbound Rally '79 (Motoring News Championship) (R)	—
Nov. 3rd/4th Nov. 4th Nov. 4th Nov. 10th/11th Nov. 11th Nov. 11th Nov. 11th	ASAC Corse RAC Slaithwaite MC Weston-Super-Mare MC Chiltern Car Club Harrow Car Club BRSCC	Hyde Park, London Hemswell Airfield RAF Camp, Locking Ardley Quarry North Weald Airfield Brands Hatch Circuit, Fawkham	Corsica Lincolnshire 182/370602 164/538264 Epping Dartford, Kent	Tour of Corsica (World Rally Championship) (INT) London-Brighton Run Slaithwaite Trophy Rally (CJ) Seventh John Parker Memorial Rally (R) Chiltern Stages Rally (R) Esso Winnie Rally '79 (CJ) BTRDA Rallycross Championship (R)	— 08.00 09.00 23.30 08.30 11.00 11.30
Nov. 16th	Lanarkshire Car Club	William Ramsay, Townfoot Garage, Elsrickle	72/06054340	Tumshies Turnfoot Rally (CJ)	19.30
Nov. 17th Nov. 17th/18th Nov. 18th Nov. 18th/21st Dec. 1st Dec. 1st/2nd	Austin Seven Owners Club Leal Senado Macau Sevenoaks & District MC RAC Kirkby Lonsdale MC Cambridge University Automobile Club	Brands Hatch, Fawkham Queen Hotel, Chester Shap Jim Russell, London Road	Basingstoke Macau Dartford, Kent Chester Penrith Downham Market 143/612023 Dartford, Kent	Night Navigation Trial Macau Grand Prix (INT) Race Meeting (R) RAC Rally (World Rally Championship) (INT) Bullough Trophy Rally (R) Ariel Rally (R)	18.00 — — 8.30 — 23.00
Dec. 2nd	BARC	Brands Hatch, Fawkham	Dartford, Kent	Race Meeting (R)	14.00

MATTERS OF MOMENT —

Continued from previous page

short-lived, in case those who like to imbibe fresh-air crush their heads in a roll-over while so doing (what tosh!), decided to let the proud make of MG follow others into oblivion. (Old-car speculators will be drooling, however.)

We have seen the Rolls-Royce collapse. Vauxhall are on strike. Unless there is a drastic change of heart, British Leyland itself may close, with all that this implies for British Industry and the welfare of the entire country. And then there has been the loss of *The Times* and ITV. BL has allowed one of its greatest prestige makes, and one of the few remaining effective sports-cars, with its long record of competition and sales victories, to snuff out. Poor old Britain! One hopes profoundly that the Bulldog is not turning into a sheep . . .

* * *

As we went to press we learned that a consortium headed by Aston Martin Lagonda Ltd. had made an offer of £24 million for MG's Abingdon plant and name. This seems to have been the first constructive idea to come out of the MG mess, a takeover bid made by car manufacturers who know what they are about rather than club enthusiasts being enthusiastic. We wish Alan Curtis, who is heading the consortium, and his associates well in their bid to save MG.

The RAC Rally

THE major event in this month's motoring calendar is the Lombard-RAC Rally, which starts in Chester on the morning of Sunday, November 18th and ends there some 1,700 miles later in the late afternoon of Wednesday, November 21st. The route takes in 59 special stages, 431 miles.

The Sunday daytime run takes in tarmac spectator stages at Knowsley Safari Park, near Warrington, Sutton Park, Alton Towers, and Donington Park. From there competitors head North-East for a night in the Yorkshire forests, progressing northwards to the Keilder forest complex in the early hours of Monday morning. Stages in Southern Scotland and the Lake District take the rally back to Chester for an overnight halt on Monday. Excitement on Tuesday and Wednesday is concentrated in the Mid-Wales forests, the last stage being Clocaenog early on Wednesday afternoon, before crews head back to Chester for the official finish at 5 p.m.

Works teams from England, continental Europe, Japan and Iron Curtain countries head the entry list. Ford, who have won the RAC for the past seven years, have entered a six-car team for their swansong before a two-year withdrawal from rallying. It includes an Escort for Roger Clark, who has had to tolerate the uncompetitive Fiesta for the rest of the season, and will be all-out for another win in what may be his last rally before rumoured retirement.

BL Cars have entered a team of four Triumph TR7 V8s, while more than matching them for noise and spectacle will be a works Lancia Stratos, retrieved from mothballs specially for Markku Alen to drive. VW-Audi enter the rally fray seriously with a team of three Audi 80s. Datsun will run three Violets, Toyota a couple of Celicas and two works Saab Turbos will be out to prove Swedish reliability. Iron Curtain entries include four Wartburgs from E. Germany, Moskviches and Ladas from Russia and Skoda from Czechoslovakia. Several Fiat 131 Abarths are entered. Brian Culcheth will mark his retirement from rallying with a final fling in the British Dealer Team Opel Ascona.

Other RAC Rally news is that Lombard North Central Ltd., sponsors of the Rally since 1974, have signed a four-year, £1½-million contract with the RAC to sponsor this classic British event, one of the finest rallies in the World, until 1983.

Not a Record

IT seems that we were rather premature last month in announcing a new World Land Speed Record set at Bonneville by Hollywood stunt driver Stan Barrett in a 48,000 h.p. rocket car. From information which reached us later it transpires that Barrett's record was unofficial, as it was one direction only, problems having curtailed his second run which is mandatory for qualification on a World Record. Barrett intends to make another attempt. We wish the brave contender better luck next time.

BMRMC Racing Car Show

MILTON KEYNES, famous for its artificial cows and confusing road system, should be a focal point for motor racing enthusiasts this month when the British Motor Racing Marshals Club holds a Racing Car Show in the Middleton Hall, on November 1st, 2nd and 3rd.

Over fifty cars from various fields of motoring sport, including current Formula One cars, and a few racing motorcycles, will be on show.

Middleton Hall is a large covered concourse within the Central Milton Keynes Shopping Area. Admission to the Show is free. Opening times are 1700-2200 hours on the 1st, 0900-2200 on the 2nd and 0900-2000 on the third.

* * *

A Spanish reader informs us that a new club for Pegaso enthusiasts has been formed in Barcelona. Amigos del Automovil Pegaso V8 Sport plans to sort out the history of the marque, using original documentation already in its hands, produce a register of all Pegasos, to help owners with maintenance, repair and spares and to organise club functions. Letters will be forwarded.

* * *

A reader wishes to trace the history of his 1958 Series 1 Lotus Seven, registration number 733 BAL, believed to have been used for hillclimbing in the late '60s and '70s. Letters will be forwarded.

* * *

Mrs. Collie Cox has been appointed Circuit Manager of Oulton Park and to the Board of Cheshire Car Circuits Ltd. in succession to Rex Foster, who retired recently. A local resident, from Cotebrook, near Tarporley, Mrs. Cox will celebrate twenty-five years of association with the Cheshire Circuit in January.

IT IS with deep regret that we received the news, on the very day that the above note was written, that Rex Foster had died in hospital on October 14th. He was 71.

Rex Foster was "Mr. Oulton Park". He founded it in 1953 and was its guiding and commanding light as Managing Director from then until his retirement in 1978.

Oulton Park was, and still is, at least in its full-length motor-cycle form, one of our favourite circuits and the fact that it existed at all and was run in such a friendly and efficient manner was down to Rex Foster. It was to his, and our, great regret, that Oulton Park no longer hosted the calibre of motor races that it had in the past. It would be a fitting memorial to Rex Foster if MCD, who took over the circuit in 1964, could put it back on the International map and bring back the Gold Cup to its old status.

Our sincere sympathy to Rex's family.



A Williams mechanic waits at the ready with a power spanner as Alan Jones pulls up for the fateful pit stop which cost him the race. Despondency shows on the faces of Patrick Head and Frank Williams as they hear the story of the loose wheel-nut.

United States (East) Grand Prix

The Williams team gives it away

Watkins Glen, October 7th
AS THE United States (East) Grand Prix followed one week after the Canadian event in Montreal (reported elsewhere in this issue) it was a simple matter to load everything on transporters and trailers provided by the organisers and move the whole "circus" down to Watkins Glen, some 350 miles away. At the American circuit they were housed in an enormous hangar divided into individual bays, where the mechanics could start repairing the ravages of the previous weekend. The Wolf team had the biggest job as Rosberg's practice accident had damaged the monocoque of WR9, so the bare monocoque from WR8 was flown out to Watkins Glen and with spare parts and bits from WR9 a new car was built up, which could only be called WR8/9. Study of the damaged monocoque showed a remarkable resistance to impact by the honeycomb material used and the construction of the monocoque and explains why Rosberg was able to step out unhurt. Most of the damage to the monocoque was caused by the front suspension members being torn out by the roots from their pick-up points. There were no major problems in any of the other teams so that all thirty entries were ready for Friday's practice, and many of them took part in a free-for-all test session the day before.

With the bad winters in North America the Watkins Glen circuit suffers more than most and the bumps and cracks in the surface are getting very bad. Due to the increases in down-force achieved by some of the cars this year, spring rates have increased, giving harder suspension characteristics and this has accentuated the

bumps in some places. While some drivers were moaning and talking of boycotting the place next year, others were getting on with devising techniques for dodging the worst bumps and keeping their feet on the pedals, especially the accelerator, over the faster bumpy parts. I hardly need add that Jones, Villeneuve and Piquet were getting on with the job and not "wingeing."

The Watkins Glen circuit in the summertime may be tolerable, but in near winter and pouring rain it is awful, and heading fast for squalid, which is a pity because the shape and contours of the track are as good as they come, but once off the track you seem to be in a permanent sea of mud. And on Friday it rained.

The first untimed session was due at 10 a.m., by which time a steady rain was falling and most of the cars in the pit lane were under tarpaulins. There were no changes in the entry from Canada and the track licence permitted thirty cars to practice, but only 24 would qualify for the starting grid. As 18 of the entry ventured out in the rain it is easier to list those that did not go out at all. They were Andretti, Stuck, Ribeiro, Surer, Merzario, Patrese, neither of the Ligier drivers, neither of the Williams drivers, and neither of the regular Tyrrell drivers; they let Derek Daly be the guinea-pig! Nobody did anything heroic for there was nothing to gain other than experience, but poor Giacomelli crashed his V12 Alfa Romeo on his slowing-down lap when he hit a new sheet of water streaming across the track. Fortunately the car did not suffer too much damage and it was repairable.

When the timed session was due to begin at

half-past twelve the rain was really pouring down and the first to venture out was Brambilla in his V12 Alfa Romeo, going round in 2 min. 25 sec. on a lap that is normally covered in under 1 min. 40 sec. After a short while he executed an enormous spin out of the right-hander leading on to the pits straight. He kept the engine going and the car came to rest in the middle of the track, pointing the right way, so he let in the clutch and carried on to a round of applause from everyone in the pits. Next time he appeared he was heading for the pits minus his rear aerofoil! He had spun again and wiped the aerofoil off on a barrier. For a time there was no further activity and the rain kept pouring down and paper cups floated by in the pit lane. Then a Cosworth V8 started up and to everyone's surprise Reutemann set off into the rain in the spare Lotus (79/3) that he had raced in Canada. He went round once and returned to the pits, having seen all he wanted to, so he did not get a lap time and officially Brambilla was holding pole position! Then a Ferrari engine started up and we all cocked our ears. When we saw number 12 splashing its way down the pit lane we all sat up and took notice, for number 12 was Gilles Villeneuve.

His speed down the hill past the pits was phenomenal and mightily impressive. The flat-12 engine was well on song and the streams of water from the tyres were awe-inspiring and he seemed to be going as fast as some people had been going in the dry. What is more, the slope down past the pits leads into a falling-away right-angle bend. If it had been anyone else you would have deemed it foolhardy, but Villeneuve is fast becoming "superman", in the wake of Stirling Moss and



Jimmy Clark. He put in a lap of 2 min. 01.437 sec. in the pouring rain, and no matter how good the wet-weather Michels are or how good the Ferrari is, it was impressive. This sort of thing you cannot see or appreciate by sitting in front of a television set, no matter how good the cameraman is.

Next to go was Scheckter, and it is obvious that the Ferrari team were taking the whole scene very seriously. The 1979 World Champion went round in 2 min. 11.089 sec. and then another Cosworth V8 was heard warming up. It was the spare Williams that was being warmed up, ready for Alan Jones who had decided he had better find out about the conditions as it might be the same on Sunday. Huddled figures in green water-proof suits helped him out of his water-proof boots and ensured that he got into the car with dry racing shoes, while Frank Williams said "Just go however fast you feel like going" and Patrick Head, who had rejoined the team at this race, looked on with admiration, for there is nothing better for a designer than a driver who is prepared to have a go. The best wet-weather Goodyears



De Angelis follows Stuck through the chicane. The rate of attrition let the Shadow into fourth place and the ATS into fifth.

were fitted to FW07/3 and as Jones set off into the unceasing rain there was a splutter and a popping from the Renault pit as mechanics started up the turbo-charged V6 of Renault RS12 for Arnoux; it was the same story as in the Williams team. Alan Jones was finding it impossible to give the Williams anything like full-throttle, even on the straights, for the rear wheels spun hopelessly even in top gear. Clearly Michelin had something over Goodyear when it came to really heavy rain. The best Jones could do was 2 min. 37.742 sec.

Hans Stuck did one lap in the ATS and came back saying it was impossible and Jan Lammers bravely did some slow laps. Meanwhile Scheckter had stopped and was trying to tell the organisers to cancel practice officially, but they were interested in watching the impressive Gilles Villeneuve who was still circulating. Arnoux did a

few slow laps and then spun off and damaged a side-skirt, so that was that. Practice finished when the hour-and-a-half was up, not when Scheckter thought it should and afterwards Villeneuve was asked about his performance. His reply? "I could have gone faster, but I would have crashed." And the rain poured down and was still pouring down when it got dark.

Next morning the weather was dry, very windy and turning very cold, so everyone prepared for snow to come next. "That's all we need" said some people. "Villeneuve was Champion snow-mobile racer of Canada, he thinks nothing of sliding one of those things on snow at 100 m.p.h." Luckily for the other 29 drivers the snow didn't come and the sharp wind dried the track, and helped to dry the soggy tents and sleeping bags of the campers. The morning test-session

was 10 minutes late in starting as some catch fences needed repairing after celebrities in Toyota coupés had practised for a publicity stunt. Everyone was soon out and thrashing round trying to make up for lost time, and many of those who had not even run their engines the day before were in trouble. Jabouille was in the spare Renault, Zunino had to change to the spare Brabham as his own car sprang a petrol leak, Regazzoni suffered a broken engine and was stranded out on the circuit, the Ensign broke the lower rear wishbone on the right-hand side, and Villeneuve's Ferrari engine went sick with suspected valve trouble and was hurriedly rushed back to the workshop hangar to have another engine installed. Daly's Tyrrell was towed in after practice finished having stopped out on the circuit when the fuel pump driving belt broke. Laffite had a wheel come off his Ligier without causing too much damage.

The last practice session began a bit late and it was now or never for a grid position, with six of the competitors guaranteed to be unlucky, but which six remained to be seen. The Ferrari mechanics had completed the engine change in Villeneuve's car in an incredibly short space of time and he was all set to go. The Williams team decided to let Regazzoni use the spare car, (FW07/3) rather than attempt a rush engine change and Daly was in the spare Tyrrell (009/5) while his own car was being repaired in the pits. Jabouille was in RS14 and Reutemann was still in the spare Lotus (79/3). Piquet was in the spare Brabham (BT49/01) as his own car was down on power and needed an engine change, and everyone else was in order, including the two works Alfa Romeos. The pace had barely got under way before the chequered flag was waved and it all stopped. Pironi and Laffite had stopped out on the circuit and a breakdown lorry was sent out to tow them in; the Tyrrell had broken its engine and the Ligier had died with ignition failure. Laffite was able to take over the spare Ligier (JS11/04) but Pironi had to stand around and watch everyone else as Daly was out in the spare Tyrrell and the Irishman's own car was still being screwed back together.

It was taking a long time for the front runners to really get going for the icy wind that was

ENTRY								
No.	Team	Driver	Car	Model	Engine	Gearbox	Tyres	Main Sponsors
1	Lotus	M. Andretti	Lotus	79.5	Cosworth V8	Hewland	Goodyear	Martini Essex Tissot
2	Lotus	C. Reutemann	Lotus	79.4	Cosworth V8	Hewland	Goodyear	Martini Essex Tissot
3	Tyrrell	D. Pironi	Tyrrell	009.6	Cosworth V8	Hewland	Goodyear	Candy Appliances
4	Tyrrell	J. P. Jarier	Tyrrell	009.3	Cosworth V8	Hewland	Goodyear	Candy Appliances
5	Brabham	R. Zunino	Brabham	BT49.03	Cosworth V8	Alfa Romeo	Goodyear	Parmalat Foods
6	Brabham	N. Piquet	Brabham	BT49.02	Cosworth V8	Alfa Romeo	Goodyear	Parmalat Foods
7	McLaren	J. Watson	McLaren	M29.3	Cosworth V8	Hewland	Goodyear	Marlboro Castrol
8	McLaren	P. Tambay	McLaren	M29.2	Cosworth V8	Hewland	Goodyear	Marlboro Castrol
9	ATS	H. J. Stuck	ATS	D3.01	Cosworth V8	Hewland	Goodyear	ATS Wheels
11	Ferrari	J. Scheckter	Ferrari	312T4.040	Ferrari flat-12	Ferrari	Michelin	Fiat Agip
12	Ferrari	G. Villeneuve	Ferrari	312T4.041	Ferrari flat-12	Ferrari	Michelin	Fiat Agip
14	Fittipaldi	E. Fittipaldi	Fittipaldi	F6A.1	Cosworth V8	Hewland	Goodyear	Copersucar
15	Renault	J. P. Jabouille	Renault	RS14	Renault V6 t.c	Hewland	Michelin	ELF
16	Renault	R. Arnoux	Renault	RS12	Renault V6 t.c	Hewland	Michelin	ELF
17	Shadow	J. Lammers	Shadow	DN9.4B	Cosworth V8	Hewland	Goodyear	Samson Shag
18	Shadow	E. de Angelis	Shadow	DN9.1B	Cosworth V8	Hewland	Goodyear	
19	Fittipaldi	A. Ribeiro	Fittipaldi	F6A.1.2	Cosworth V8	Hewland	Goodyear	Copersucar
20	Wolf	K. Rosberg	Wolf	WR8.9	Cosworth V8	Hewland	Goodyear	Olympus-Texaco
22	Ensign	M. Surer	Ensign	MN09	Cosworth V8	Hewland	Goodyear	Theodore Racing
24	Merzario	A. Merzario	Merzario	A2.04	Cosworth V8	Hewland	Goodyear	Flor Bath
25	Ligier	J. Ickx	Ligier	JS11.03	Cosworth V8	Hewland	Goodyear	Gitanes ELF
26	Ligier	J. Laffite	Ligier	JS11.02	Cosworth V8	Hewland	Goodyear	Gitanes ELF
27	Williams	A. Jones	Williams	FW07.4	Cosworth V8	Hewland	Goodyear	Saudi Arabia
28	Williams	G. Regazzoni	Williams	FW07.1	Cosworth V8	Hewland	Goodyear	Saudi Arabia
29	Arrows	R. Patrese	Arrows	A2.1	Cosworth V8	Hewland	Goodyear	Warsteiner Beer
30	Arrows	J. Mass	Arrows	A2.2	Cosworth V8	Hewland	Goodyear	Warsteiner Beer
31	Rebaque	H. Rebaque	Rebaque	HR100-001	Cosworth V8	Hewland	Goodyear	Carta Blanca Beer
33	Tyrrell	D. Daly	Tyrrell	009.5	Cosworth V8	Hewland	Goodyear	Candy Appliances
35	Alfa Romeo	B. Giacomelli	Alfa Romeo	179.01	Alfa Romeo V12	Alfa Romeo	Goodyear	Scaini Batteries
36	Alfa Romeo	V. Brambilla	Alfa Romeo	179.02	Alfa Romeo V12	Alfa Romeo	Goodyear	Scaini Batteries

Spare Cars		
2	Lotus-Cosworth V8 79.3	— Used by Reutemann Sat. p.m. and for race.
33	Tyrrell-Cosworth V8 009.1	— Used by Daly Sat. p.m.
5.6	Brabham-Cosworth V8 BT49.01	— Used by Piquet Sat. p.m. and by Zunino Sat. a.m. and for race
7	McLaren-Cosworth V8 M29.1	— Used by Watson Sat. p.m.
11	Ferrari flat-12 312T4.038	— Used by Scheckter Sat. p.m.
15	Renault V6 t.c RS10	— Used by Jabouille Sat. a.m.
17	Shadow-Cosworth V8 DN9.2B	— Not used.
26	Ligier-Cosworth V8 JS11.04	— Used by Laffite Sat. p.m.
27/28	Williams-Cosworth V8 FW07.3	— Used by Jones Friday p.m., Regazzoni Saturday p.m.
29	Arrows-Cosworth V8 A1.05	— Not used.



Stating the obvious!

blowing was keeping tyres and brakes too cool for optimum performance. However, Jones and Villeneuve were the pace-setters, with Regazzoni doing his best to keep up, but the Renaults were comparatively slow, which was a surprise for they were very fast down the back straight. Piquet was beginning to shine in the Brabham-Cosworth V8

and his new team-mate was not disgracing himself. Andretti was having an awful time in his home Grand Prix, and was managing very few flying laps and then the engine broke pretty drastically with bits of valve gear in the inlet tracts. As Reutemann was using the spare Lotus it took some time to alter the pedals and seat of the Argentinian's normal car (79/4) so that Andretti could drive it and even then he didn't fit properly. Reutemann was so much happier in 79/3 as the monocoque was stiffer and it felt better over the bumps, and he was beginning to put in some encouraging lap times. Andretti's task was pretty hopeless. Scheckter decided to try the spare Ferrari (038) to see if it would go any better than his own (040) and down at the Tyrrell pit they were preparing to call Jarier in and let Pironi have a go in his car.

Due to the late start and the delay to collect broken cars this timed session was extended until 2.30 p.m. and shortly after this announcement Zunino went flying through the catch fences at the corner before the pits. He was quite unhurt and equally undisturbed, blaming himself for an error

having a minor fire around the inlet trumpets, but damage was slight. One couldn't help thinking that perhaps two races on the trot at the end of the season was asking too much from over-worked machinery and over-worked teams.

While all these disasters were being enacted Alan Jones was going faster and faster and had out-distanced Villeneuve's Ferrari comfortably, but a new combination was appearing on the scene. It was Nelson Piquet and the Brabham BT49, for Cosworth DFV power was beginning to show what has been wrong with the Ecclestone team these past few years. In the final count Jones was well over a second faster than his nearest rival, which proved to be Piquet who was a mere whisker ahead of Villeneuve, but it was enough to put the Brabham BT49 on the front row of the grid alongside the Williams and to relegate the Ferrari to the second row alongside Laffite's Ligier. The new number two in the Brabham earned himself a big A (for effort) as he ended up ninth overall in only his second Grand Prix, well ahead of a lot of drivers who have been at it for a long time, perhaps too long in some cases.

STARTING GRID

* 6 N. Piquet (Brabham-Cosworth V8) BT49/02 1 min. 36.914 sec. 51 (1 min. 40.054 sec.)	27 A. Jones (Williams-Cosworth V8) FW07/4 1 min. 35.615 sec. 33 (1 min. 47.622 sec.)
** 26 J. Laffite (Ligier-Cosworth V8) JS11/02 1 min. 37.066 sec. 3 (2 min. 08.018 sec.)	12 G. Villeneuve (Ferrari flat-12) 312T4/041 1 min. 36.948 sec. 38 (1 min. 42.029 sec.)
2 C. Reutemann (Lotus-Cosworth V8) 79/3 1 min. 37.872 sec. 5 (2 min. 01.981 sec.)	28 *** G. Regazzoni (Williams-Cosworth V8) FW07/1 1 min. 37.128 sec. 29 (1 min. 48.378 sec.)
15 J-P. Jabouille (Renault V6t/c) RS14 1 min. 38.218 sec. 17 (1 min. 59.042 sec.)	16 R. Arnoux (Renault V6t/c) RS12 1 min. 38.195 sec. 48 (1 min. 41.322 sec.)
**** 3 D. Pironi (Tyrrell-Cosworth V8) 009/6 1 min. 38.823 sec. 56 (1 min. 42.108 sec.)	5 R. Zunino (Brabham-Cosworth V8) BT49/01 1 min. 38.509 sec. 25 (2 min. 02.393 sec.)
20 K. Rosberg (Wolf-Cosworth V8) WR8/9 1 min. 39.035 sec. 17 (2 min. 01.546 sec.)	4 J-P. Jarier (Tyrrell-Cosworth V8) 009/3 1 min. 38.945 sec. 17 (2 min. 00.685 sec.)
9 H. J. Stuck (ATS-Cosworth V8) D3/01 1 min. 39.329 sec. 44 (1 min. 43.400 sec.)	7 ***** J. Watson (McLaren-Cosworth V8) M29/3 1 min. 39.233 sec. 52 (1 min. 40.264 sec.)
11 J. Scheckter (Ferrari flat-12) 312T4/040 1 min. 39.576 sec. 45 (1 min. 43.574 sec.)	33 D. Daly (Tyrrell-Cosworth V8) 009/5 1 min. 39.468 sec. 49 (1 min. 42.887 sec.)
35 B. Giacomelli (Alfa Romeo V12) 179/01 1 min. 40.277 sec. (no time)	1 ***** M. Andretti (Lotus-Cosworth V8) 79/5 1 min. 40.144 sec. 14 (2 min. 04.813 sec.)
18 E. de Angelis (Shadow-Cosworth V8) DN9/1B 1 min. 40.625 sec. 41 (1 min. 42.147 sec.)	29 R. Patrese (Arrows-Cosworth V8) A2/1 1 min. 40.337 sec. 44 (1 min. 46.278 sec.)
8 P. Tambay (McLaren-Cosworth V8) M29/2 1 min. 40.731 sec. 15 (2 min. 03.637 sec.)	22 M. Surer (Ensign-Cosworth V8) MN09 1 min. 40.635 sec. 30 (1 min. 57.377 sec.)
25 J. Ickx (Ligier-Cosworth V8) JS11/03 1 min. 40.745 sec. 1 (2 min. 10.062 sec.)	14 E. Fittipaldi (Fittipaldi-Cosworth V8) F6A-1 1 min. 40.741 sec. 48 (1 min. 53.048 sec.)

* Time recorded in Brabham BT49/01
** Time recorded in Ligier JS11/04
*** Time recorded in Williams FW07/3
**** Time recorded in Tyrrell 009/3
***** Time recorded in McLaren M29/1
***** Time recorded in Lotus 79/4

N.B. Times in brackets are best lap in the race and number is lap on which it was done.

Did not qualify:

36 V. Brambilla (Alfa Romeo 179/02)	1 min. 40.789 sec.
30 J. Mass (Arrows A2/2)	1 min. 40.824 sec.
17 J. Lammers (Shadow DN9/4B)	1 min. 42.088 sec.
31 H. Rebaque (HR100-001)	1 min. 43.060 sec.
19 A. Ribeiro (Fittipaldi F6A-1/2)	1 min. 45.183 sec.
24 A. Merzario (Merzario A2/04)	1 min. 49.318 sec.

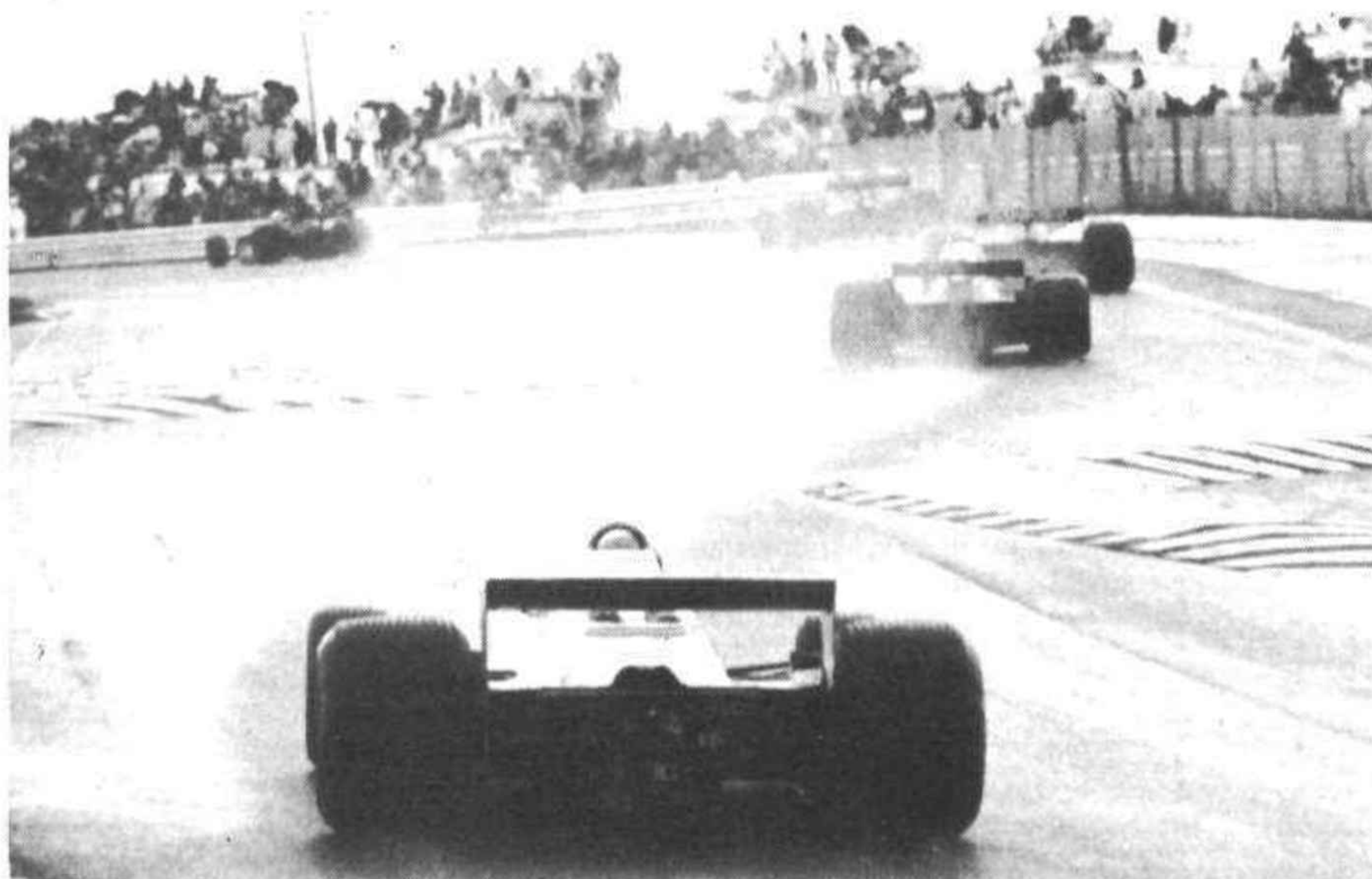


"Daly was struggling with unbalanced handling on the Tyrrell . . ."

of judgement. Up to this point he had made the very respectable time of 1 min. 38.509 sec., which compared well with Jones and Villeneuve who were in the 1 min. 36 sec. bracket, and he was actually seventh overall at the time of his crash. He was on a set of super-sticky special Goodyears, which was a new experience for him, and he was unable to discern when they were at their optimum temperature, which was made more difficult by the intense cold. He went too fast too soon. The gearbox on Watson's McLaren broke and he had to transfer to the spare car, and then Pironi went out in Jarier's car (009/3). After only a handful of laps he was back in the pits with the most evil looking mess of water and oil coming out of the inlet trumpets on the left-bank of cylinders and from the exhaust. While everyone was peering gloomily through the smoke Jarier roared away in Daly's repaired Tyrrell (009/5) and the team began to feel they had lost control of the situation. The Rebaque had stopped out on the circuit as had Laffite's Ligier, the French car

PRACTICE TIMES

No.	Driver	Friday p.m.	Saturday p.m.
1	M. Andretti	—	1.40.144
2	C. Reutemann	no time	1.37.872
3	D. Pironi	—	1.38.823
4	J-P. Jarier	—	1.38.945
5	R. Zunino	—	1.38.509
6	N. Piquet	—	1.36.914
7	J. Watson	—	1.39.233
8	P. Tambay	—	1.40.731
9	H. J. Stuck	no time	1.39.329
11	J. Scheckter	2.11.089	1.39.576
12	G. Villeneuve	2.01.437	1.36.948
14	E. Fittipaldi	—	1.40.741
15	J-P. Jabouille	—	1.38.218
16	R. Arnoux	3.46.042	1.38.195
17	J. Lammers	3.10.436	1.42.088
18	E. de Angelis	—	1.40.625
19	A. Ribeiro	—	1.45.183
20	K. Rosberg	—	1.39.035
22	M. Surer	—	1.40.635
24	A. Merzario	—	1.49.318
25	J. Ickx	—	1.40.745
26	J. Laffite	—	1.37.066
27	A. Jones	2.37.742	1.35.615
28	G. Regazzoni	—	1.37.128
29	R. Patrese	—	1.40.337
30	J. Mass	—	1.40.824
31	H. Rebaque	—	1.43.060
33	D. Daly	—	1.39.468
35	B. Giacomelli	—	1.40.277
36	V. Brambilla	1.24.957	1.40.789



Stuck follows the drying line running over the kerb into Watkins Glen's tight little chicane.

Regazzoni did his best and ended up fifth overall, on the third row of the grid with Reutemann alongside him. Now that the Argentinian felt happy he was driving the way he should and while he was in a good sixth position it had to be realised that he was well over two seconds slower than Alan Jones! In the fourth row were the two Renaults, disappointingly well off the pace of the leaders. Only one Alfa Romeo qualified, that of Giacomelli; Brambilla was first reserve, the other non-qualifiers being Mass (Arrows A2/2), Lammers (Shadow DN9/4B), Rebaque (Rebaque HR 100-001), Ribeiro (Fittipaldi F6A-1/2) and Merzario (A2/04).

The rain had held off on Saturday and everyone had their fingers crossed for Sunday, but the morning dawned with ominous grey skies and a temperature that seemed hell-bent on dropping to freezing point. The pre-race warm-up half-hour should have taken place from 9.30 a.m. to 10 a.m. but a series of old-car club races delayed things and in the final one a car overturned and spread oil on the track and damaged the catch fencing, so there was more delay while the mess was cleared up. It was gone 11.30 a.m. before the track was open to the Grand Prix cars and with the start having been brought forward from 2.35 p.m. to 2.02 p.m. to satisfy the television moguls, time was going to be short for anyone who had last minute trouble. Piquet was back in his own car (BT49/02) while Zunino was using the spare car (BT49/01); Ken Tyrrell had got his three drivers back in their right cars, Reutemann was still in the spare Lotus (79/3) but Andretti was back in his own car (79/5). Everyone else was in their correct car, the usual enormous amount of work done on a Saturday evening rectifying the ravages of practice and taking precautionary measures against trouble in the race. Before the 30 minutes were run Jarier's engine was in trouble and Villeneuve's Ferrari had an incurable oil leak, so that the Tyrrell mechanics and the Ferrari mechanics had to accomplish engine changes in half the normal time and there were some dark words about "old cars" putting the schedule behind time and television making it even more difficult. By reason of incredible teamwork both cars were completed in time for the opening of the pit lane, but rain was already on its way. Some slight play in the front wheel bearings of Regazzoni's Williams caused the team to change

both front hub and upright assemblies, as a precautionary measure, otherwise everyone was ready to go. Patrese had tried Jochen Mass' Arrows A2 as well as his own but decided he preferred his own.

Before anyone had left the pit lane the rain arrived and came down in a healthy downpour, so that most of the cars left on heavy treaded rain tyres. However, Ecclestone decided to gamble on the rain stopping pretty soon and he sent Piquet out on "dry" treadless tyres, and Colin Chapman took the same gamble with Andretti. By the way the rain was streaming across the track it seemed a bit of a futile gamble and put Piquet in a very dangerous situation as he was on the front row of the grid and would have precious little grip until the rain ceased. As it was his first time at Watkins Glen it seemed like sacrificing a lamb to appease the gods. On the way round to the grid both Zunino and Arnoux were in trouble on the water-logged surface, but both managed to gather things up without hitting anything. While the 24 starters were lining themselves up in orderly pairs the rain was pouring down and few of them could have been looking forward to the 59 laps ahead of them. As they set off on their pace-lap behind the Williams of Alan Jones the rain stopped bouncing off the track and turned to a light drizzle, but showed no sign of stopping altogether. They returned to the grid in orderly fashion, the red light came on and then the green light shone and all 24 cars disappeared in an enormous cloud of spray. Just before the spray enveloped them we could see Piquet's Brabham virtually stationary with its "slick" tyres spinning helplessly, while Jones in the Williams shot forward with a streak of red close up behind and about to go by. Then the scene disappeared and it was a miracle that the Brabham wasn't punted up the back by those behind. The awful weather was the biggest disappointment this season, for on a dry track we would have had a monumental few opening laps, with Jones, Piquet, Villeneuve, Laffite, Regazzoni and Reutemann in the first three rows. All "hard-chargers" more interested in racing than talking.

As it was, the weather and the big difference between Goodyear and Michelin wet-weather tyres put paid to any hopes for a battle, and Villeneuve made the most of the clear road ahead

and pulled out an enormous lead over Alan Jones on the opening lap. He was so far ahead that his spray had settled and dispersed before the Williams arrived. Giacomelli did not complete the first lap, ending up off the track in the lone Alfa Romeo, while Scheckter was lucky to still be in the race. He had overtaken some cars before the first corner and then "lost it" and taken to the grass in a big way. Fortunately there was enough grass for him to skitter about on before he found his way back onto the track. Reutemann, Regazzoni and Laffite followed Alan Jones, but not for long as the Frenchman spun his Ligier at the end of lap four and finished up in the catch fences, only to find that Ickx had done the same thing with his Ligier on lap 2 and the two French cars were out of the race and parked within sight of each other! Scheckter was galloping through the field after his excursion onto the grass and by lap six was between the two Renaults in sixth place. By lap eight Jones had come to grips with the conditions and Villeneuve was no longer pulling away, the Williams seemed to have the measure of the Ferrari, but that was all. Reutemann had spun off the course on the previous lap when the dry-battery pack, that energises the fire-extinguisher system in the cockpit, fell from its mounting and dropped between the Argentinian's knees just as he was taking a corner and the interruption to his concentration was enough to make him lose control of his Lotus. It gives you some idea of the knife-edge on which the leaders were balancing. Scheckter had now passed Jabouille's Renault, so he moved up in fourth place and began to close up on Regazzoni. With the rain showing little sign of abating Lotus called Andretti in on lap 10 and put him on wet-weather tyres and two laps later Piquet was in at the Brabham pits for the same treatment; both of them had already been lapped by the leader. Scheckter took Regazzoni's third place from him on lap 13 and the Swiss managed to hang on to the tail of the Ferrari for two laps, but no more. Down in midfield the blue Tyrrells had been running in formation, Jarier, Pironi and Daly, but the Irishman felt happy to go faster and overtook both of the Frenchmen. This obviously did not please Jarier and he speeded up and pressed Daly until they had a coming together on lap 19, which left Daly with a damaged skirt on the left-side and Jarier off the track and out of the race. Andretti had already disappeared from the scene when a tooth broke off fifth gear and jammed the selector mechanism in the gearbox.

The rain had now stopped and the strong wind and the wide tyres were drying the track remarkably quickly, so that on lap 20 Scheckter stormed into the pits to change to "dry-weather" tyres and he was followed in by Regazzoni for the same reason, and then Rosberg brought the Wolf in for a tyre change. All these were done with the engines kept running, and Scheckter rejoined the race in fifth place, once more behind the two Renaults. The leaders had gone by before Regazzoni was back in the fray but he was in seventh place, behind Daly. The Wolf never went out again, for while the mechanics were changing the rear tyres they noticed some irreparable damage to the gearbox, occasioned by Rosberg having gone off the road on the lap on which he stopped, so the engine was switched off and that was that.

The situation now was that Villeneuve was still leading Jones and they were both using the wet parts of the track rather than the racing line which had dried out, to try and preserve their "wet-weather" tyres as long as possible, each waiting for the other to make a move towards the

pits. The Ferrari driver was a bit anxious as the engine that had been installed just before the start was a practice one and not a meticulously prepared race-engine, and the oil pressure was not as high as he would have liked. Jones, on the contrary, was quite happy for all was well with his Williams-Cosworth. It began to look as though Scheckter and Regazzoni had changed tyres a bit too soon for they were not making up ground at all and Daly passed the Ferrari and Stuck in the ATS passed the Williams, and then Scheckter was lapped by the leaders. At 25 laps Jabouille disappeared from third place when the Renault engine failed and this let Arnoux up into third, while Daly was now fourth, though one lap behind. So the order was Villeneuve (Ferrari), Jones (Williams), Arnoux (Renault), Daly (Tyrrell), Scheckter (Ferrari), Stuck (ATS), Pironi (Tyrrell), Regazzoni (Williams), de Angelis (Shadow) and a long way back, but still in the race, Watson (McLaren), Fittipaldi (Fittipaldi), Surer (Ensign), Zunino (Brabham), Patrese (Arrows) and Piquet (Brabham).

At 29 laps Regazzoni appeared to suffer from brain-fade for he charged past Stuck going down the hill past the pits, not realising that Stuck was behind Piquet and that his overtaking manoeuvre was going to have to take two cars when there was only time and distance to overtake one car. It was a foregone conclusion that the Williams was going to go off the road, and so it was, but not before it had punted the Brabham up the back. Pironi and de Angelis stopped for "dry" tyres, then Watson did likewise and Piquet as well. The track was now nearly completely dry and Jones was right up the tail of the Ferrari as they started lap 32 and before the end of the lap he had gone by into the lead. They had lapped Arnoux and were now on their own and searching desperately for damp patches to cool their overheating tyres. At the end of lap 34 Jones went by on his own and Villeneuve headed down the pit lane. In something like 20 seconds he was on his way again, still in second place and the Williams mechanics were standing at the ready awaiting the arrival of their man. They had rigged up a tubular gantry to carry the air-line for the outside front wheel well clear of the front of the car, and all four wheel-nut spanners were held at the ready.

At the end of lap 36 the green and white Williams could be seen heading for the pits and everyone was tense to equal or beat the Ferrari team's 20 second stop. The quick-lift jacks slid under the front and rear, the wheel-nut spanners chattered, the car was up in the air, the old wheels were off, the new ones were on, but . . . the right rear hub-nut had not spun off instantly, it had tended to seize on the threaded hub, and this put the mechanics on that wheel a few seconds behind the other three. Jones had the engine revving, three of the mechanics jumped clear of their wheels, arms raised, the jacks started going down but the mechanics on the fatal right rear wheel were still a few seconds behind and as the car touched down and the jacks slid away Jones let in the clutch and was gone before the nut on the right-rear wheel had been locked tight. It was too late to stop him and despair overtook the team for they knew that only a miracle could keep that wheel-nut in place. In no time at all the circuit radio announced that the wheel had come off and the Williams had skated to rest on the grass verge. The Williams team had made a complete ☆☆☆☆ up, and given the race to Ferrari. For the first time for a very long while the boys in green and white packed up all their gear before the race was over. Not since the Belgian GP at Zolder last May had the Williams team failed to have at least one

of their cars running at the end of a race. There was little doubt in anyone's mind that Jones would have beaten the Ferrari on the dry track, and as it turned out with the Ferrari oil pressure fading fast it would have been easy. But the facts were that Villeneuve was now unchallenged, though as yet no-one other than he knew about the fading oil pressure.

Scheckter had overtaken Arnoux, while Daly and Stuck had stopped for "dry" tyres and once Jones was out Villeneuve eased right back and let the second and third cars unlap themselves, though Arnoux stopped to change tyres which immediately put him a lap behind again. It was now all over, with Villeneuve almost a lap ahead of Scheckter, the Renault in third place, followed by Pironi, Daly, de Angelis, Stuck and the rest. Although he was a long way behind Piquet was driving the Brabham BT49 very hard, and recorded the fastest lap of the race on lap 51. His new team-mate had spun off the track and bent the right front suspension, the Ensign had broken its engine and the lone Arrows had broken the rear suspension. On lap 49 Scheckter had the left rear tyre burst and the flailing rubber damaged the rear suspension as he kept the car under control and pulled off the track. All this time Daly was struggling with unbalanced handling on his Tyrrell and was getting tired and on lap 53 the car got away from him and he spun out of the race. With only five laps to go a drive-shaft broke on Piquet's Brabham and he pulled off the track, leaving only seven cars still running.

Villeneuve had been going slower and slower and when he let Pironi, de Angelis and Stuck go by, to put themselves back on the same lap as the Ferrari, it was pretty obvious that the French-Canadian was in real trouble. With an

unchallenged victory in front of him it was natural to ease the pace, but he had eased more than was reasonable. To the great joy of the many Ferrari fans in North America he nursed the car home to the chequered flag, comfortably ahead of Arnoux's Renault and Pironi's Tyrrell-Cosworth. Three different makes, three different engines and three different nationalities of teams in the first three, which was a fitting way to wind up the 1979 season of Formula One motor-racing, as distinct from driver-racing.

Afterwards Villeneuve explained that his oil-pressure had been falling for the last 25 laps of the race and he had really nursed the engine to the finish, otherwise he'd had no problems. He said how he had gone into the first corner from the start side-by-side with Alan Jones and had nearly "lost it". When asked how many more times he had nearly "lost it", he replied with a grin "every lap". At the Canadian GP he had said "In Formula One you should always be driving right on the limit, but sometimes, you have to stick your neck out a little bit more". I can recall drivers like Fangio, Moss and Clark saying things like that!

To finish up the 1979 season and to look forward to the 1980 season Gilles Villeneuve said he was signed up with Ferrari for next year and went on to say "I like them and they seem to like me". The understatement of the year. But Alan Jones and Nelson Piquet have no intention of letting him win everything in 1980, and the Williams team are 100% behind their rugged Australian, while Gordon Murray and the Brabham team will make sure that the quiet little Brazilian driver gets the best.

It all starts up again in January 1980. Not long to wait! — D.S.J.

Results
UNITED STATES GRAND PRIX (East) — Formula One — 59 laps — Watkins Glen — 5.435 kilometres per lap — 320.660 kilometres — Wet and cold

1st	: G. Villeneuve (Ferrari 312T4-041)	1 hr. 52 min. 17.734 sec.
2nd	: R. Arnoux (Renault RS12)	1 hr. 53 min. 06.521 min.
3rd	: D. Pironi (Tyrrell 009/6)	1 hr. 53 min. 10.933 sec.
4th	: E. de Angelis (Shadow DN9 1B)	1 hr. 53 min. 48.246 sec.
5th	: H. J. Stuck (ATS D3 01)	1 hr. 53 min. 58.993 sec.
6th	: J. Watson (McLaren M29-3)	1 lap behind
7th	: E. Fittipaldi (Fittipaldi F6A-1)	5 laps behind

Fastest Lap: N. Piquet (Brabham BT49/02) on lap 51, in 1 min. 40.054 sec. — 195.552 k.p.h.
Retirements: B. Giacomelli (Alfa Romeo 179 01) on lap 1, spun off circuit; J. Ickx (Ligier JS11 03) on lap 3, spun off circuit; J. Laffite (Ligier JS11 02) on lap 4, spun off circuit; C. Reutemann (Lotus 79 31) on lap 7, spun off circuit; M. Andretti (Lotus 79 51) on lap 17, gearbox failure; J. P. Jarier (Tyrrell 009-3) on lap 19, spun off circuit; K. Rosberg (Wolf WR8 9) on lap 21, accident damage; P. Tambay (McLaren M29-2) on lap 21, engine failure; J. P. Jabouille (Renault RS14) on lap 25, engine trouble; R. Zunino (Brabham BT49 01) on lap 26, spun off circuit; G. Regazzoni (Williams FW07 1) on lap 29, accident; M. Surer (Ensign MN09) on lap 33, engine failure; A. Jones (Williams FW07 4) on lap 37, wheel off; R. Patrese (Arrows A2 1) on lap 45, rear suspension failure; J. Scheckter (Ferrari 312 T4 040) on lap 49, tyre burst; D. Daly (Tyrrell 009 5) on lap 53, spun off circuit; N. Piquet (Brabham BT49/02) on lap 54, driveshaft broken.

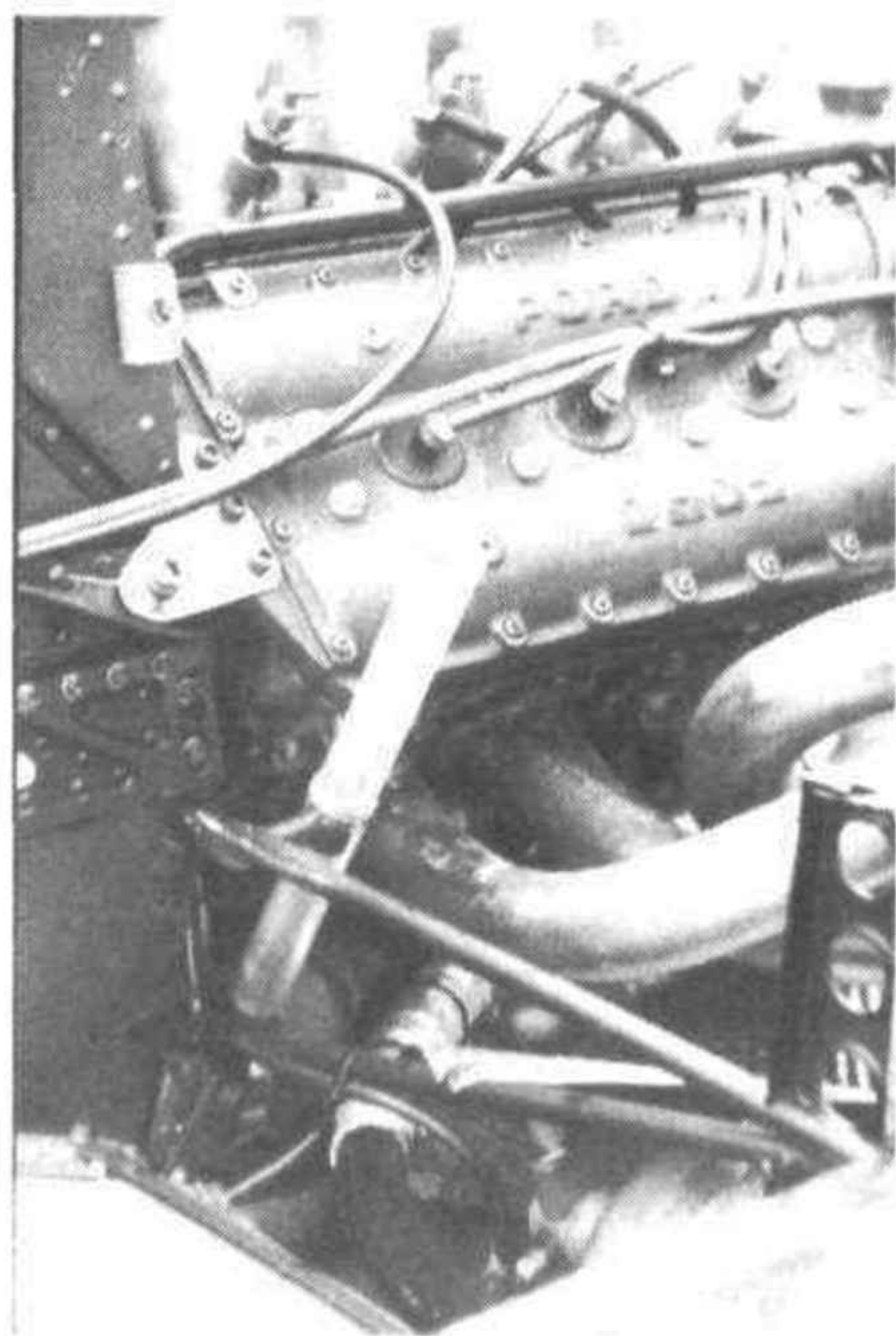
24 starters — 7 finishers

Notes on the cars in North America

THE PLANNING of the Formula One calendar is such that the two races in North America that close the season, are arranged on consecutive weekends so that the teams can pack their cars and spares for a single round trip across the Atlantic by Cargo plane and arrive as prepared as possible for a two week stay away from base. Those teams who were involved in the Goodyear tyre-testing session at Watkins Glen immediately after the Italian GP were at a slight advantage in having a spare car already in North America that merely had to be transported from America across the border into Canada for the race at Montreal. The major part of the cars, spares and equipment was flown to Montreal and after the Canadian GP were transported on a fleet of car-carrying transporters down into the United States to Watkins Glen.

The most impressive sight in the Montreal paddock area was in the Brabham garage, for Bernie Ecclestone had got his men to work

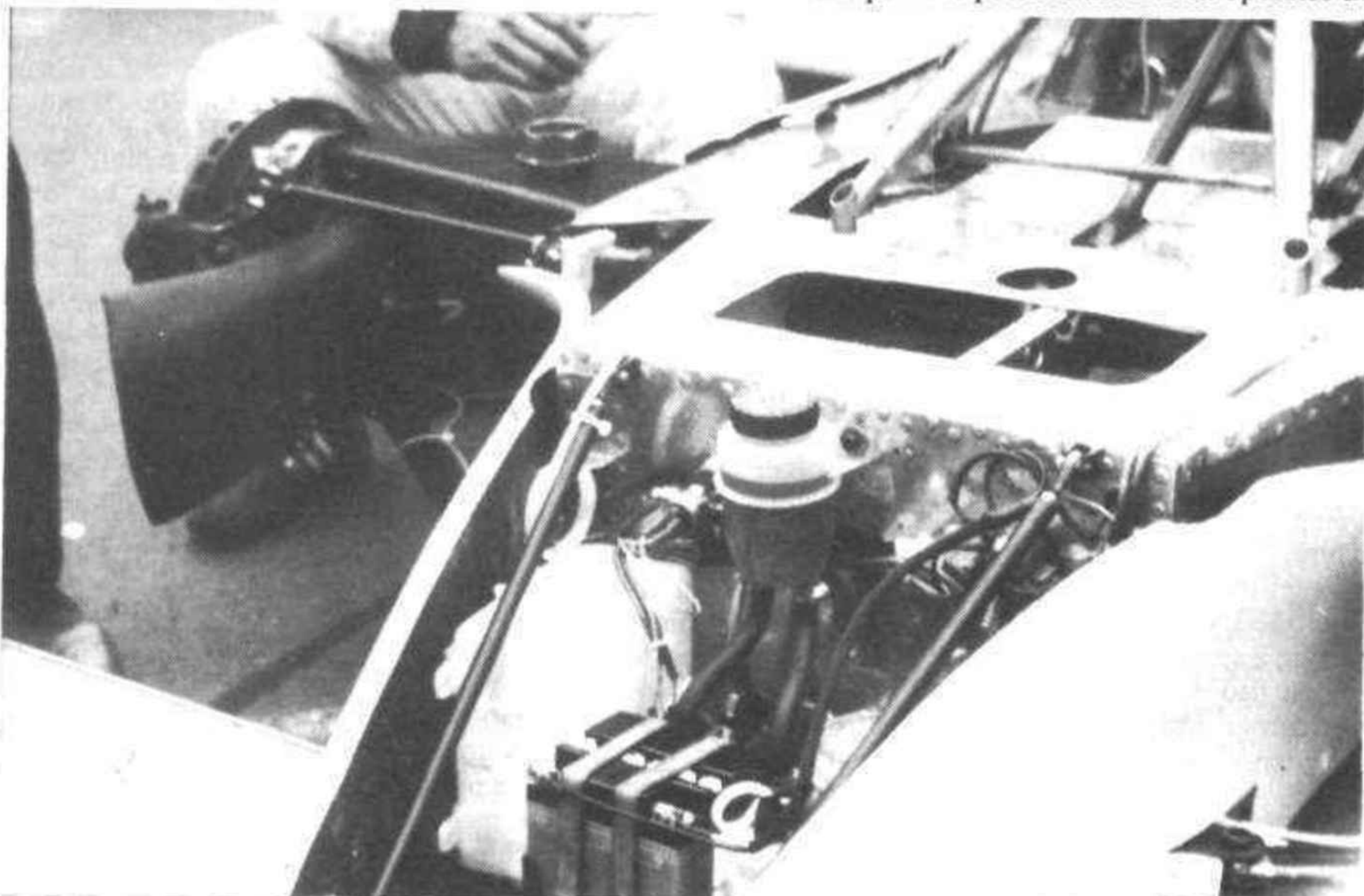
wonders as regards hours and effort and produced three brand new BT49 cars in an incredibly short space of time. Once the association between Brabham and Alfa Romeo had been severed after the Imola race there was no turning back and everyone got stuck in on the new project which was the BT49 series, using a V8 Cosworth DFV engine in place of the V12 Alfa Romeo engine. A lot of the knowledge gained with the BT48 cars was used in the new design, such things as wheels, suspension, brakes, gearbox being the same, while the construction of the riveted aluminium monocoque chassis was similar. With the more compact and less thirsty V8 Cosworth engine the car could be shorter and the fuel tank some 8 gallons smaller and the overall weight quite a lot less. BT49/01 was built up around the basis of a BT48 monocoque, but BT49/02 and BT49/03 were built up from scratch, the third car only having time for a brief run around Brands Hatch circuit to make sure all the systems worked, before packing it off to North America. It was the second car which did most of the test-running, driven by Nelson Piquet, and he stayed with that car for the American races. The third car was destined for Niki Lauda, and after his defection



On the new Cosworth powered Brabham BT49 there is an aluminium tube protruding upwards at the front of the engine on the left. It runs down to the mechanical fuel pump, and while the car is stationary in the pits water can be poured down the tube to cool the pump if vaporisation is likely when the weather is really hot.

from the team it was taken over by Ricardo Zunino, while the prototype car was used as the emergency spare.

As on the BT48 the fuel tank is an integral part of the monocoque, utilising the space behind the cockpit, but on this new design the oil tank is in the space between the engine and gearbox, above the clutch bell-housing. For the moment the Alfa Romeo-built gearboxes from the BT48 are used, but testing is underway with a new transverse-shaft layout gearbox made specially for Brabham by the Californian Weisman firm. The



The water injection for the Renault brakes was fed from a plastic container mounted in the nose of the car, below the brake fluid reservoir and behind the 12-volt motorcycle battery. A similar plastic container to the left of the gearbox supplied the rear brakes.

sidepods, with under-car airflow and sliding side-skirts follow the BT48 principles, but the radiators in the pods are at an angle instead of lying flat as on the previous car. Oil is cooled by the left-hand radiator and water by the right-hand one. Brakes are mounted "outboard" on all four wheels, with single 4-pad calipers front and rear. Nose fins are fitted and the rear aerofoil is mounted on a central pillar off the gearbox, while the exhaust pipes from each bank of cylinders curl up and over the rear of the engine, with two short tail pipes concealed in a rectangular opening which is part of the top body-panelling. At the rear a very short anti-roll bar is mounted under the differential housing and is controllable from the cockpit by flexible cable, while the front anti-roll bar is adjustable from the instrument panel by a mechanical linkage of rods and bell-crank levers as on the BT48. Finished in red and dark blue these new cars looked neat and functional and a credit to Gordon Murray and his work-force, who were justifiably proud of the whole effort.

The Renault team had a brand new twin-turbo car for Jean-Pierre Jabouille, numbered RS14, having missed out RS13 for superstitious reasons, and this along with RS12 for Arnoux and RS10 as the spare car, was getting a lot of attention from the English Lockheed technicians. The braking effect on a small turbo-charged engine on the over-run is not so pronounced as on a normally-aspirated 3-litre engine so that the Renault brakes have that much more work to do. The wiggly Montreal circuit is particularly hard on brakes so Lockheed had fitted all three cars with a water injection system into the cooling air for the brakes. The principle is based on the simple fact that damp air conducts heat better than dry air, so the system is such that a nozzle sprays water into the air-stream that passes through the brake disc. It is not the same as water-cooled brakes. The idea was used on the ill-fated Jaguar V12 racing saloons and also on the Mirage cars at Le Mans, and is quite simple in layout. A plastic container supplies water to a small electric pump, as used in a windscreen-washer system, and a pressure switch is inserted with the hydraulic brake line so that when the pedal is pressed the switch operates the

electrically-driven pump in the plastic container and water under pressure is passed along plastic pipes to diffuser nozzles mounted in the sides of the brake ducts so that an emulsion of air and water goes into the centre of the brake disc and centrifuges out through the radial slots cast in the disc. Duplicate water containers and pipework are used for the front and the rear, the front container being under the nose cowling among the master-cylinders and the rear one being alongside the gearbox, both electric pumps being activated from the one pressure switch mounted at the front near the pedal. The intention was not to supply water to the air for the whole of the race but only during the opening stages when the car is at its heaviest with a full load of fuel and the brakes are doing their maximum work. In addition to this water-injection, spacers and deflector plates were arranged to provide a centrifugal flow of cooling air over both faces of the disc as well as through the radial slots.

While the Lockheed men had been working on this layout with the Renault engineers, Harvey Postlethwaite had designed a similar system for the Wolf WR9, the only car the team had at the Canadian race. The principle was the same, of supplying wet air instead of dry air to the brakes, but the system differed. Aluminium water tanks



Brake cooling was all important on the cars at Montreal and this photo shows one of the enormous ducts fitted to the McLaren M29 front brakes.

were mounted in each side pod, one for the front brakes, the other for the rear and small electric pumps supplied the pressure, but unlike the Renault system of an hydraulic pressure switch the Wolf system used a mechanically operated electric switch activated by the brake pedal itself. Instead of feeding the water to diffuser nozzles, Postlethwaite had tubular brass jets mounted in the air stream at the entrance to the cooling ducts, like a primitive Edwardian carburetter. He also ran a larger volume of water on each brake application than the Renault system.

With the Formula One season now being almost continuous from one year to the next the appearance of new cars is no longer at a fixed time, and they appear almost as frequently as the races, as teams try to catch up, or merely keep up with the opposition. While the new Brabham BT49 is obviously the Ecclestone team's arm for 1980 and will start next year with two races already to its credit, other teams are well under way for next year. Alfa Romeo completed a second of their new V12-engined cars in time for North America, so we can bid goodbye to the flat 12-cylinder Alfa Romeo engine, and the Rebaque team intend their new HR100 design to be no

more than a stop-gap between their ex-works Lotus 79 and their totally new car being designed ready for 1980. The two races in North America should have seen the last appearance of the very successful Williams FW07 cars and their plan is to produce a revised version of the same basic design, which will be the B-series, incorporating knowledge gained from experiments carried out on this year's cars, and after that the FW08 will be built. For the North American races they used cars numbered 1, 3 and 4. The Tyrrell team were out in force with three entries and a spare car, Pironi, Jarier and the spare being the usual cars, 009/6, 009/3 and 009/1, respectively, while their third entry driven by Derek Daly was 009/5, previously only used for testing. The three team cars had all been converted to B-specification, with outboard rear brakes and centre-pillar mounted rear aerofoil, while the spare car (009/1) was still to the original format of inboard rear brakes and the aerofoil mounted on end-plates. The Fittipaldi team were also running an extra car, for Alex Ribeiro, and he used F6A-1/2, while Emerson used F6A-1, the former car retaining the original rear aerofoil mounted on end plates from a large diameter cross-tube and the latter have the later and more fashionable pillar-mounted rear aerofoil.

The Scuderia Ferrari had three cars and a good supply of engines and transmission with them, with 040 for Scheckter, 041 for Villeneuve and 038 as the "muletta", the last car being to Monza T4B specification with the twin caliper outboard brakes at the rear and the revised bodywork. They also had with them the forward mounted rear aerofoil as it was felt that the Montreal circuit might call for a handling characteristic that gave more "dodgeability" than normal, but after tests in practice they settled on the more normal rearward mounting. Also after practice in Montreal 038 was converted back to T4 specification with the inboard mounted rear brakes. Alfa Romeo had a second V12 engined car with them, which was for Brambilla, this being 179/02 to the same specification as the new car that had appeared at Monza, which was still being driven by Giacomelli.

Tony Southgate had revised the rear end of his Arrows A2 design, shortening the wheelbase by removing the spacer between the engine and the gearbox, the brakes had been moved to the fashionable outboard position, the suspension springs were tucked in close to the gearbox and the drive-shafts, and the under-body fairings extended rearwards under the shafts. The rear aerofoil was mounted low down on end plates and the exhaust pipes were within the bodywork, running under the driveshafts and exhausting into the space between the undertray and the rear aerofoil. Both A2 cars had been rebuilt to this layout and as a spare car they still had their only remaining A1, which Patrese had raced at Imola. It had apparently gone so well there that the Italian was keen to race it at Montreal, feeling that it could be flicked through the ess-bends more easily than the A2, which was happier on long fast bends.

The Shadow team had cars numbers 1, 2 and 4 with them, having sold number 3 to David Purley for the British F1 series of races and Ligier had only two cars to transport over from France, JS11/02 and JS11/03, as JS 11/04 had already been doing tyre-testing in Watkins Glen.

At the Montreal circuit brakes were to be the critical factor and Tyrrell, McLaren, Fittipaldi and Ferrari all had bigger and better cooling ducts on the front, while the Williams team added extra ducts to their existing system. — D.S.J.

The Formula One Scene

The rather shambolic race at Watkins Glen brought the 1979 season of Grand Prix racing to a close and whichever way you look at it, it has been one of the better seasons. There have been a whole spate of new cars and new engine developments, new teams have risen to the top, some old friends have sunk to the bottom and some disappeared altogether, two controversial ex-World Champions have moved on to other activities, but some shining new stars have risen to replace them. Hard work and devotion to the job have paid dividends this year and once again we have ended up with the anomaly of the driver who won most races not being acclaimed the World Champion. I will dispose of the World Championship for drivers briefly, in saying that it has been a load of nonsense since its inauguration in 1950, and with one or two exceptions has proved nothing worthwhile. For me, and a lot of people, a motor race is something to be won outright, there is little merit in winning a particular class or category and there is certainly no merit in coming second when winning is possible. In Grand Prix racing everyone is on an equal footing so the first man home is the winner; I really don't see any point in making it more complicated than that. A journalistic colleague said to me recently that driver Y (not to be confused with W.B.'s Flying Officer X), had collared him after a race and said "Do you realise I scored a Championship point today?" I said to my friend "I hope you asked him what he was going to do with it?" — put it on the mantelpiece behind the clock probably! I think that driver believed that if he scored enough points he could become World Champion, I don't think he was contemplating actually winning any races. At the moment we have two drivers whose only interest is finishing first, second isn't good enough for them; they are Gilles Villeneuve and Alan Jones, the first is achieving results by a natural inborn gift, the second is achieving results by sheer hard work, determination and application. If you haven't got the first attribute then the second will do, anything less is of little interest, which is why I have watched the steady rise of Villeneuve and Jones this year with a great deal of pleasure. I have also watched the rise of the Williams team with equal pleasure. The Ferrari team do not need to be watched, they are invariably at the top. The Renault team have been good to watch this year, even though they haven't made the progress they deserve, but whenever I visited their pits there always seemed to be a happy and united atmosphere, and the same went for the Williams team and the Ferrari team. There was never any aggravation or gloom about the place, unlike some of the other teams. Now that Lauda has left the Brabham team and young Piquet has been given his freedom, along with a new car, I can see that team joining the happiness-stakes, and it is a simple fact of life that a happy team is a successful team. You only have to watch the way the mechanics grab a car as soon as it stops in the pit lane during practice, to wheel it back to the pit counter, or the way the team manager and engineer are waiting to plug in their intercoms to talk to the driver, or watch the mechanic in charge of tyres smiling and whistling as he rushes another load of wheels across the paddock to the Goodyear or Michelin depot, to see which team is on top of the world and on the front row of the grid. Happiness and enthusiasm breed happiness and enthusiasm and it's the men at the top that start it all going, the driver, the engineer or the owner.

For those of us who cringe when they see a

race-winner acting like a "yahoo" and wasting champagne by spraying it over everyone, it was really nice to see the Williams team behaving in a more seemly manner when they won. The team is backed financially by a multitude of business interests in Saudi Arabia, and the Saudi Arabian Royal Family, like our own Royal Family, have a natural code of ethics and behaviour and Frank Williams and his team respect their ethics and behave accordingly. Alcohol in any form is not accepted by the Saudi Arabians, though they have no objection to other people drinking champagne, but to spray it over people is not exactly the behaviour expected of a Royal Family or its servants, and for that reason the Williams team try to accept their victories with a certain amount of decency and decorum. I, for one applaud Frank Williams and his sponsors, and I know I am not alone.

The past season has not been all happiness and light, but mostly the disagreeable things have been unimportant or irrelevant (except to the scandal and scare-mongers of Fleet Street). One or two people became pompously righteous about energy conservation, and tried to use it as a weapon against the threat of the turbo-charged 1½-litre engine when it seriously challenged the unsupercharged 3-litre engines, especially the V8 Cosworth, but all they achieved was the knowledge that when it comes to the crunch the big manufacturers who are racing, namely Renault, Ferrari and Alfa Romeo, very quickly join forces. The same thing happened in Canada when Alfa Romeo were given a raw deal, so let us hope the "special builders" took note. It is odd that the loudest voices in any protest march seem to come from those at the back, you don't hear the Renault people trying to get rid of the 3-litre engines, or the Williams people trying to get rid of 12-cylinder engines, or Ferrari trying to get rid of everybody!

This time last year we were all trying to get over the shock of the death of Ronnie Peterson, the tall blonde Swedish driver who could set the scene alight with his spirited driving. A number of people blamed a number of other people for the cause of the accident at Monza that cost Peterson his life and the acrimony and double-talk was all rather unpleasant. A group of the leading Formula One drivers instigated a personal attack on young Riccardo Patrese, the hot-headed Italian, and caused him to be banned from last year's American Grand Prix, saying that if he was allowed to race then this handful of front-runners of the day would withdraw (two of them are now long-gone and forgotten). During the past summer the Italian courts investigated the Monza accident and at first laid the blame on James Hunt and Colin Chapman, then later came up with another pronouncement that laid the blame on Gianni Restelli, the man who started the race, and Riccardo Patrese, which was really rather remarkable if you have studied photographs of the situation leading up to the accident. At Watkins Glen, exactly one year after causing Patrese to be banned from the race, the drivers got together and signed a petition absolving Patrese from any blame in the Monza accident! Sometimes it is difficult to understand the workings of the human brain.

In Canada the Grand Prix Drivers' Association was re-constituted, this being a select club for current and active Formula One drivers, the intention being that it looks after their interests in Formula One racing, especially as regards safety and security. When it got going some years ago it was a hobby-horse for Joakim Bonnier and Jackie

Continued on page 1655

RALLY REVIEW

Critérium du Québec

CONTINENTS of such vast size as North and South America would appear to offer enormous potential to rally organisers, but the truth is that the sport is little progressed beyond infancy in the Americas and certainly attracts nothing like the public enthusiasm and support which it does in Europe and elsewhere.

In North America in particular spectators are very few indeed and it must be extremely difficult for a rally organiser to convince a backer that his event is worth an investment, particularly as a baseball game or ice hockey match on the same weekend is likely to attract a much, much larger following. Nevertheless, there are worthwhile events in North America, although not matching those in other parts of the world in size, frequency or calibre.

In the USA there is the additional problem of two rival sanctioning groups, each more concerned with beating the other than with using their combined resources to improve the standing of the sport. In Canada, the one national series seems to be much healthier, but the organisers of the country's contribution to the World Championship appear to be a little too insular, and reluctant to go out to see how other organisers operate, to pick their brains and to seek their help.

Even before the 1979 Critérium du Québec took place in mid-September the FISA had already decided to drop the event from the 1980 World Championship for Makes, though it will remain a qualifier for the World Championship for Drivers, in our opinion the more important and significant of the two. The forest areas of Québec offer excellent possibilities for special stages, but the rally merely scratched the surface of this vast potential. Mediocre roads and unnecessarily long halts rendered the first days of the rally rather dull, but it bucked up enormously



Opel driver Jochi Kleint is in an almost unassailable position in the European Championship.



Talbot Sunbeams are making their mark in International rallying. Local driver Kyprianou finished third on the Cyprus Rally.

on the last day when at last it got into some decent forests.

This is not all of the organisers' doing, however. As we have explained, there is little public interest in rallying, and when the area of a decent forest is required by the hunting and fishing fraternities the rally people stand little chance of securing the use of a road in that forest, even for just a day or even a night.

Two works Fords went to Canada from Boreham, and they scored first and third places, separated by the Datsun of Timo Salonen. Both Escorts were delayed when water engulfed their engines and stopped the ignition systems. Björn Waldegård employed the old trick of removing plugs, turning the engine over and blowing away the water, and he managed to get away in less than seven minutes. Ari Vatanen decided to rely on mopping up, but this took longer and he was stopped for some 12 minutes before he could coax the engine into life.

More trouble came when Waldegård cracked his gearbox casing on a rock embedded in the road surface. There was time after the stage to have the box changed, but when the rally returned to the same stage some time later and Waldegård had the amazing misfortune to crack his box again on the very same protruding rock, there was no time to change it again. But this was the last stage and, with a plentiful supply of oil on board and a service car in very close attendance, Waldegård drove the car to the finish.

Driving with the Datsun team in Canada was a New Zealander now resident in California who has been making a great impression on rallying in the USA and Canada. Rod Millen showed great potential and it was unfortunate that he first lost

time when his co-driver missed a control and then stopped altogether with a broken half-shaft.

Cyprus Rally

ALTHOUGH it is not in the World Championship, many consider that the Cyprus Rally ought to be. A snappy weekend event starting and finishing at Nicosia, it uses roads which are rough, tortuous and dusty, and which run from coast to high mountains. Road timing is by no means easy, there are precious few opportunities for anything but routine servicing, and, in the heat of the day particularly, the onset of physical exhaustion does not take very long.

It has a disadvantage in that it is far too close to the Sanremo Rally, finishing less than a day before the Italian event starts, but it nevertheless attracted those who are seriously tackling the European Championship this year. Among those were the two main contenders, German driver Jochi Kleint in an Opel Ascona and Spaniard Antonio Zanini in a Fiat 131 Abarth of the Spanish Seat team.

Both have been spending all their energies tackling the most advantageous of the 40-odd qualifying rounds, choosing on the basis of geographic location and highest coefficient, and



Bjorn Waldegård heads the World Championship for Drivers.

Critérium du Québec Results

1	: B. Waldegård/H. Thorszelius (Ford Escort RS) (4)	3h. 35m. 32s.
2	: T. Salonen/S. Harjanne (Datsun Violet) (2)	3h. 36m. 10s.
3	: A. Vatanen/D. Richards (Ford Escort RS) (4)	3h. 41m. 50s.
4	: A. Dawson/K. Gormley (Datsun Violet) (2)	3h. 50m. 55s.
5	: T. Heinenen/E. Nymän (Toyota Celica) (2)	3h. 56m. 21s.
6	: H. Blok/D. Sheppard (Mitsubishi Mirage) (1)	4h. 41m. 56s.
7	: J. Swayze/I. Okeren (Datsun 510) (1)	4h. 50m. 27s.
8	: C. Laurent/J. Marché (Peugeot 104ZS) (2)	4h. 52m. 35s.
9	: N. Ouimet/Y. Fontaine (Datsun 510) (2)	4h. 54m. 05s.
10	: P. Bourgeois/R. Blouin (Mitsubishi Lancer) (1)	5h. 06m. 01s.

39 starters, 13 finishers

overlapping their practice sessions so much that occasionally they have had trouble remembering which phase of their complex programmes they were engaged in.

Kleint always seemed to have the edge on Zanini, whose retirement due to transmission failure in Cyprus puts any hope of his getting ahead of Kleint in the championship almost beyond the bounds of possibility. Although it may be only just possible, it is not at all probable, and Kleint can well relax in the expectancy of well-earned championship laurels.

Kleint only scored second place in Cyprus because the event sponsors, Rothmans, put a cat among the pigeons by sending Ari Vatanen, a driver whom they personally sponsor, to drive an Escort. Both suffered delays for various reasons, but Kleint rather more than Vatanen. The latter was also quicker and he eventually won by more than 40 minutes, a massive margin by European standards, but nevertheless in keeping with what can be expected on Cypriot terrain.

Sanremo Rally

AFTER Canada Ford had only one rally in its programme, the RAC Rally, and it was no surprise that they were not at Sanremo in October. Indeed, the RAC will be their last rally for some time, for in 1980 they intend to suspend actual competition in order to concentrate on developing the car which will be the rallying replacement of the Escort.

In Sanremo, then, there were three works Fiats, two Talbot Sunbeams, two Triumph TR7 V8s, one Datsun 160, two Opels from the Conrero team and a Group One Escort RS 2000 from Ford Italia. One would have expected one of the Fiats

Two "Specials" from Austin/Morris

TO COMMEMORATE the 20th birthday of the Mini Minor (but why not have waited until the more traditional 21st?) the Austin/Morris branch of Leyland Motors has brought out a special edition of the popular Mini, of which a run of 5,000 only is to be made.

Known as the Mini 1100 Special, we alluded to this in last month's Editorial. The car has a plentiful supply of special equipment, such as low-profile Dunlop tyres on alloy 5J rims, with plastic "eyebrows" above these, a colour scheme of either metallic silver-grey with a black vinyl roof-covering, or rose metallic with a light beige roof, together with side-lining. Upholstery is a combination of imitation fabric and real woven-fabric seat-panelling, and there is full carpeting, a 1275GT fascia with tachometer, and an alloy-spoke steering-wheel is used. Additional equipment includes push-button Unipart radio and speaker, a quartz clock down by the floor, a cigarette lighter, extra stowages including a big open box beneath the fascia, twin door-mirrors, side flasher-repeaters, a lockable fuel filler-cap, retractable aerial, bumpers from the Mini Clubman and, sensible item, black-finished non-dazzle screen-wiper arms, these last also found on the Allegro Equipe described below.

The engine of the Mini Special is that from the Clubman, giving 45 (DIN) b.h.p. at 5,250 r.p.m. and 56 lb./ft. torque at 2,700 r.p.m. The open fascia shelf is retained, with the bodies of the adjustable ventilator outlets faired through it, and the rear stowage-bins are there, but I missed the front-door bins, so useful on my original Mini, these having gone to make room for the now

to emerge an easy winner, but this wasn't the case at all and the man who won the Fiamm Trophy was in fact a sponsored privateer.

Driving a Lancia Stratos backed by the Jolly Club, Tony Fassina was in charge of the situation from very soon after the start. Fiat drivers Walter Röhrl, Markku Alén and Attilio Bettega made sterling efforts to overhaul him but all ran into trouble of one kind or another and just couldn't make it. On the last night it seemed, on paper, that Röhrl was at last able to better the Italian, but this was more because Fassina had sensibly eased off than because Röhrl had speeded up.

The TR7s of Lampinen and Eklund went out due to suspension and lubrication failures respectively, Nicolas' Sunbeam Lotus when its exhaust manifold cracked and Verini's Opel when its differential casing cracked. Tony Pond drove his works Sunbeam Lotus in a most polished manner to take fourth place, whilst Angelo Presotto took his Group One Escort RS 2000 to seventh place, scoring 12 useful championship points for Ford.

The rally itself had been changed enormously from previous years. The old Rally of the Flowers used to run over rough, twisty tracks in the mountains immediately behind Sanremo, but the steady advance of tarmac eventually changed all that and in recent years the rally had become an all-tarmac affair. It was in search of dirt roads that the organisers went further afield and, probably attracted by some financial backing from the government of the Republic of San Marino, they set the route to span almost the entire width of northern Italy.

Starting on Monday and finishing on Saturday, the rally was stretched in terms of time as well as distance, and the amount of main road running

wind-up windows. The Mini Special has a top pace of about 83 m.p.h. and a 0-60 m.p.h. acceleration time of 11.8 sec. But the noise level remains far too high. This is a pity, because the Mini Special is nicely appointed, well-braked, and its handling is as cheeky and safe as ever.

There is a slight feel of "squidge" under hard braking but I do not think this Mini Special is likely to suddenly divert from a straight line for no apparent reason, as my original Minibric once did, just missing a lamp-post and a junction-box and skidding across some red lights, *en route* to Goodwood. Arrived there, Graham Hill told me his Mini had performed the same dangerous trick.

The ride on the rubber suspension can be harsh at times, but not unduly so, and the interior door-handles are placed well away from one's knees. The tachometer is red-marked at 6,000 r.p.m., the speedometer has a decimal total milometer, with a fuel gauge/heat dial between, and two-stalk controls and four press-buttons look after the various services. The long gear lever controls a passable gear-change, and lifts to select reverse, but the throttle tended to stick open, raising idling revs from 750 r.p.m. to 1,500 r.p.m. Openable rear side-windows and a lockable fuel filler were other items on this taut, lively but unrefined little car. I did not have it long enough to fully assess its fuel thirst under varying driving stints, but it gave just better than 40 m.p.g. of 4-star overall and the dip-stick indicated that the sump was still overfull of oil, even after 500 hard miles. But the din! It begins at 50 m.p.h. and becomes intolerable at 60 and 70 m.p.h. Only a Mini fanatic would pay £3,300 for one.

The other BL "Special" I have been driving is the Austin Allegro Equipe. The Allegro front-drive two-door saloon is old-hat now. I used

produced extreme fatigue which affected everyone. After all, it is easier to stay alert on competitive sections than on those which allow concentration and effort to diminish.

The dirt road stages were magnificent, smooth, well-founded, hard, loose-surfaced and nearly always twisty as they climbed and descended steep mountains. Perhaps it would have been better if the route had gone directly along motorways from Sanremo to the area of these stages, and returned the same way, and not made occasional loops to visit other small groups of stages on the way.

As we write, three rounds remain of the World Rally Championship, but we will stick our necks out and give an advance slap on the back to Björn Waldegård who will doubtless become Champion Driver, and to Ford, his team this year, who, with equal lack of doubt, will become Champion Manufacturer. — G.P.

Sanremo Rally Results

1	: T. Fassina/M. Mannini (Lancia Stratos) (4)	12h. 37m. 17s.
2	: W. Röhrl/C. Geistdörfer (Fiat 131 Abarth) (4)	12h. 41m. 31s.
3	: A. Bettega/M. Perissinot (Fiat 131 Abarth) (4)	12h. 55m. 59s.
4	: T. Pond/I. Grindrod (Talbot Sunbeam Lotus) (4)	13h. 05m. 22s.
5	: D. Cerrato/Guizzardi (Opel Ascona) (2)	13h. 11m. 15s.
6	: M. Alén/I. Kivimäki (Fiat 131 Abarth) (4)	13h. 18m. 00s.
7	: A. Presotto/M. Sghedoni (Ford Escort RS 2000) (1)	13h. 26m. 14s.
8	: A. Tognana/Tedeschini (Opel Kadett GT/E) (1)	13h. 46m. 38s.
9	: D. Grosoli/S. Barban (Lancia Stratos) (4)	14h. 06m. 56s.
10	: R. Pasutti/Danelutti (Porsche Carrera) (3)	14h. 14m. 25s.

67 starters, 27 finishers, of which 26 completed the final leg.

to occasionally mistake them for the then-new Alfasud and wonder why they were proceeding so sedately. The Equipe version has, however, been livened-up by installing the two SU-carburettor 1750 engine from the Maxi Hi-Line developing 90 (DIN) b.h.p. at 5,500 r.p.m. from a 9.5:1 c.r. This makes the Allegro a very tireless car to drive quite quickly, as in fifth gear the revs. at 70 m.p.h. drop to around 3,500 r.p.m. This gave a petrol economy of 31.5 m.p.g., driving hard and without resort to coasting, when the range is 330 miles. Quieter running gave 32.5 m.p.g. Oil consumption was approximately 350 m.p.p.

The Equipe has too much multi-colour paint spilled over it in a startling fashion! Handling has been improved by low-profile 13" tyres (Michelin "X" on the test car) on alloy wheels, up-dated Moulton Hydragas suspension, and a frontal spoiler, in which Wipac Allegro spot-lamps are set. If the Hydragas feels less impressive than it once did and the Allegro somewhat unrefined, especially where its terrible gear-shift is concerned, it is a car acceptable to many families, comfortable, conventional and safely braked with servo disc/drum anchors. The seats, brightly chequered-upholstered, are fairly comfortable, but low-set. The engine "pinked" slightly on 4-star petrol, the speedometer has no "60" digit and the clock gained. BL intend to build 2,700 of these o.h.c. Hi-Line Equipes and the advice I would give to any young enthusiast whose parents insist on having an Allegro is to persuade them to try to ignore the blatant red, yellow and black side-lining, and to get one of these Specials, which cost £4,360. It is a genuine 100 m.p.h. car, able to do 0-60 m.p.h. in 11.0 seconds, and now gets along very well. The doors needed a slam to shut them but otherwise this Equipe is a convenient, well-laid-out Austin. — W.B.

ROAD IMPRESSIONS

The Peugeot 604Ti

Unassumingly swift and comfortable

HAVING admired the restrained, elegant styling of the Peugeot 604 range for some years, I thought it was about time I filled a gap in my education and actually drove one. Peugeot's Nicholas Hopkins kindly obliged with a most attractive, spanking new example in pale metallic green, the top of the range, fuel-injection Ti version, first introduced in the UK in March last year. Some fool promptly modified it by dropping a filing cabinet on to its front wing; there are some things you can't expect an insurance company to believe. . . .

W.B.'s impressions of the carburettor 604SL were only mild in their praise in *MOTOR SPORT*, April 1976. Since then there have been numerous detail improvements, even down to correcting the wiper positions for r.h.d. And, of course, the optional Ti version has more "oomph" and, more important, better smoothness and flexibility. I was very favourably impressed by this big French saloon, one of the most expensive French cars, headed on UK price lists only by the fuel-injected Pallas versions of the Citroën CX, yet at £9,258 in the five-speed manual form tested, or £9,669 with an automatic gearbox, representing excellent value for money in this sector of the luxury saloon market. The test car's finish was superb and its standard list of appointments without parallel at the price, including such expensive items as electric sunroof, tinted glass, electric windows, pneumatic central locking and headlamp beams adjustable from the driver's seat. It has power steering, disc brakes all round, Bosch K-Jetronic fuel injection and transistorised ignition on its all-aluminium, o.h.c. 2,664 c.c. (88 mm. x 73 mm.), 144 b.h.p. V6 engine and will do close on 120 m.p.h. in extraordinarily lazy and relaxed fashion, should you be dashing down to Munich or thereabouts.

How does it compare in price with "three-box" competitors? Volvo sell the same Douvrin-built PSA V6 engine in the 264 GLE at £9,706 in manual form, £9,995 as an automatic, Mr. Ford offers his 2.8i Granada Ghia, with cast-iron, push-rod V6, for £9,333 (an extra £395 for automatic), while Opel's super Senator is a whacking £11,364. You could buy a Mercedes Benz for around £9,000 either, but it would disappoint in performance (the 230 with 2.3-litre, four-cylinder engine is £8,965, the lethargic 240D, 2.4-litre, four-cylinder diesel, is £8,981) and in its standard of appointment compared with the Peugeot.

The angular design is not so idiosyncratically French as Renault and Citroën, yet there is no mistaking its heritage once ensconced in its very roomy interior. The cloth-upholstered seats are big and as soft and comfortable as feather beds — some would say too soft — there is that indefinable Gallic scent in the air, the steering wheel is angled in a way that any lorry driver would find familiar, yet one soon becomes accustomed to the driving position, and the ride is outstanding. Indeed, the excellence of the ride and handling combination is close to that of the Jaguar XJ-series, better on ride in some respects because of greater wheel travel, not quite so good on handling. The big Opels have superior handling, perhaps, but favour a firmer ride. This



"Restrained, elegant styling". The wheels are steel with alloy-like plastic hub-caps and a little spindly in appearance for the bulk of the car.

Peugeot can be driven in a much sportier fashion than its slightly staid and conservative appearance projects, while cossetting the occupants in an overall standard of comfort unrivalled in its class. There is mild understeer most of the time, but the sporting driver would find no problem in encouraging oversteer to add a bit of zest to his progress. Roadholding on its 175 HR 14 Michelin XVSS is exemplary. Michelin TRXs on alloy wheels are a newly-announced option. The suspension responsible for this splendid behaviour is independent all round, by McPherson struts at the front and long, coil-sprung semi-trailing arms at the rear. Anti-roll bars are incorporated at both ends. Peugeot make their own, highly efficient, double acting shock-absorbers.

The servo-assisted rack and pinion power steering is good and not overlight, though not among the best for sensitivity and the big steering wheel makes it feel a little bit low-g geared, though only 3.5 turns is required from lock to lock to achieve a 37 ft. 9 in. turning circle. If the brakes are not up to Mercedes standard (what are?), they certainly have the edge on the Granada's for consistent performance.

Not having driven a carburettor SL model, which is identical in all respects other than the engine breathing and the use of a four-speed gearbox in manual form, I cannot draw an accurate performance comparison between these top rank Peugeots. There is little to choose between engine specifications on paper. The 90 deg., oversquare V6 gives 136 b.h.p. at 5,750 r.p.m. and 152.6 ft. lb. of torque at 3,500 r.p.m. in carburettor guise and 144 b.h.p. at 5,500 r.p.m. at 159.8 ft. lb. at 3,000 r.p.m. with Bosch injection. Both run an 8.65:1 compression ratio. The manual SL has a 3.58:1 final drive ratio, the Ti, with overdrive fifth gear, adopts a 3.7:1 ratio. One thing for certain, W.B.'s criticism of the manual SL that "The engine vibrates if run below 25 m.p.h. in top gear and careless throttle action or a quick gearchange induces transmission snatch and rattle, present even in top gear," is certainly not true of the Ti, which is creditably smooth and flexible to the extent that the slick-action, nicely ratioed gearbox rarely needs using to the full. For most gentle motoring purposes this is a three gear car and the need for gearchanging is kept to a minimum. The engine would seem to be a perfect partner for automatic transmission (Peugeot use the GM 'box). If the ratios of the manual 'box are taken advantage of

this Peugeot becomes a very swift performer, however, with a 0-60 time of not much more than 9 sec. (the makers claim a modest 10.4 sec. to 100 k.p.h.). There is that typically gruff and imbalanced V6 engine roar when accelerating, but otherwise this is a very quiet car, especially when in its element, cruising at high speed. In these conditions it is one of the most relaxed saloons at any price, a very fine long-distance express.

The interior details have changed little since W.B.'s test of the SL. Acres of seating, lots of headroom, the usual French soft and crinkly plastic on the facia and door trims, a central handbrake lever which feels to be about to come out by its roots, clear instrumentation (a tachometer is included) except for ludicrously confusing markings on the clock, big pedals and that infuriating "round-the-gate" lever on the left of the column, controlling lights, wipers, washers *et al*, often at the wrong time in the wrong order! A remote control door mirror is fitted. Lowrey-like symbols for the heater controls are easy enough to follow, but temperature control is lacking in finesse. Thin pillars and a deep window area ensure very good visibility. The boot is huge and sensibly clean in shape. Night time vision is afforded by four powerful Marchal headlamps.

The Peugeot 604Ti impressed as a thoroughly honest and sensible car, sophisticated yet free from frills, an outstandingly comfortable and deceptively fast performer. It averaged a commendable 22¾ m.p.g. in my hands compared with the manual SL's 19.2 m.p.g. when tested by the more economy-minded Editor. So this more expensive fuel-injection 604 is appreciably more frugal and has a useful range from its 15.2 gallon tank. This Peugeot is a worthy bearer of the proud Lion of Belfort. — C.R.



The angular shape allows for good headroom, excellent visibility and a massive boot.

Around and About

The Jones Collection

ALAN JONES is more than just a brilliant Grand Prix driver, he is a real enthusiast for motor cars, on or off the track. Jones turned up at a mutual friend's house whilst we were there the other weekend in his new Mercedes-Benz 450SEL 6.9 and by coincidence a Press Release arrived from Mercedes a few days later telling us about his acquisition and detailing the personal transport of the top 29 Grand Prix drivers, no fewer than 22 of whom drive behind the three-pointed star!

But the M-B list omitted to say that Jones is a "nut" for the very make which usurped the World Championship from him this season. He owns no less than three Ferraris, a 275GTS (the Pininfarina-bodied Spider), a 275GTB two-cam and a Daytona. The mutual friend is Victor Norman, whose Maserati 300S (now owned by Martin Colville) this writer drove in the Le Mans Historic Race last year and Norman's firm, Rosso Ltd., Victoria Road, Cirencester, is rebuilding all three cars for Jones. We were able to see the GTS, now well on the way to completion. Jones is pretty confident that when Rosso's work is finished he should have the best example in the world.

We were down at Rosso again a week later to see Colonel Ronnie Hoare, of Maranello Concessionaires, officially open Rosso's new premises as Ferrari distributors for Gloucestershire, Wiltshire, Somerset and Avon.

One of Jones' main ambitions is to re-acquire the Maserati 250F in which his late father Stan won the Australian Grand Prix in 1957. But chassis no. 2520, which Stan acquired new from Maserati, is firmly in the hands of David Llewellyn in the UK. Meanwhile Jones waits patiently . . . and to encourage his enthusiasm

The Formula One Scene Continued from page 1651

Stewart, and they did all the talking and virtually took all the decisions. It soon became something of a Trade Union with a powerful committee and a lot of disinterested members and when it was thrown open to any International Licence holder, in an attempt to gather in more revenue and to spread its influence further afield than Formula One, I joined, just to see what was going on. I was not at all impressed with what I saw and heard at the GPDA meetings and when poor old Bonnier was killed at Le Mans and Stewart withdrew from racing, the whole thing fizzled out and I was very relieved. Now it has sprung into life again, with Jody Scheckter as chairman and a committee comprising Fittipaldi, Jarier, Jones, Jabouille and Piquet. They say that the rest of the drivers have agreed to let this committee make any decisions they think that are necessary, so if there are any strikes, boycotts, new *chicanes* on fast corners, or circuits banned, we shall know who is responsible. In their first official hand-out given to the Press the opening sentence read "The Grand Prix drivers have reformed . . ." and I immediately thought, "Oh good! They are going to behave themselves." Then I realised they meant "The Grand Prix drivers have re-formed the GPDA . . ." and I thought "Oh dear! Here we go again."

By the time these words are being read it will be November and in just over two months the 1980 season will be under way, with the Argentine GP



A motoring enthusiast and his Mercedes-Benz at home in Ealing.

further we sat him in the cockpit of Norman's ex-Fangio lightweight 250F, chassis no. 2527. "It fits me perfectly," he said, a gleam in his eye. "This is a proper racing car — I reckon it's the most beautiful ever built." Then he went on to recall in great detail the problems his father found with the 250F, the preparation that went into it and the differences between dad's earlier 250F and the lightweight, memories from his schoolboy days following the Jones team round the Australian circuits.

Jones considers his new 6.9 Mercedes to be the

in Buenos Aires and hopefully the Brazilian GP to follow, but at the moment it is in some doubt. An old race has come back into the calendar in the Mexican GP, to be held two weeks after the United States (West) GP at Long Beach, and plans are progressing for an additional race at Las Vegas in November, so 1980 looks like being very busy indeed. Some teams are already well under way for next year, with fixed financial reserves and agreed team personnel, which includes drivers, engineers, mechanics and management. Ferrari and Renault do not anticipate any changes within their ranks, but most of the other teams are having a major or minor reshuffle somewhere along the line. Either the number two driver is being replaced or a designer is leaving, or the number one driver is moving to a different team, or sponsorship money is going somewhere else or coming from a different direction. At the time of writing everyone is avoiding telling the truth so there is little point in speculating and it is stupid to listen to what drivers have to say, as witness Niki Lauda saying he was leaving the Brabham team, then saying he was going to stay with them and finally walking out on them just as they got themselves re-organised. When practice begins for the Argentine GP we might be able to believe what we see; until then, apart from Ferrari and Renault, everyone is surrounded by hot-air. Doubtless, teams like Williams, Lotus and Brabham will be sorted out fairly soon, but some of the others may never get themselves sorted out, and some may disappear. Time will tell. — D.S.J.

best "everyday" road car he has owned. It follows on from a 450SL and a 450SEL. Much as he enjoys cars like his Ferraris for fun, for going places the Australian ace prefers something more relaxing. "When I've driven something like 1,000 miles in the Williams over a Grand Prix weekend, I want to climb into a quiet, comfortable and smooth automatic car when I climb out of the aeroplane." Not that Jones then drives it like an old woman: "It cruises comfortably at 120 m.p.h." Waxenberger, the Mercedes engineer latterly responsible for the factory rally cars, has lowered and tuned the hydro-pneumatic suspension and Jones declares that it handles fantastically. A small, leather steering wheel completes the modifications.

Jones is not alone as a 6.9 owner amongst his GP colleagues. Both Jacky Ickx and Jochen Mass favour them, as does James Hunt (Retd.). Other Mercedes-Benz fans are Reutemann (280E), Pironi (450SEL, 600), Jarier (450SLC 5.0, 600), Lauda (450SE), Piquet (450SEL), Watson (450SL), Fittipaldi (280SE — what happened to the 6.3 he used to love?), Lammers (280CE), Daly (280E), Depailler (450SLC 5.0), Laffite (450SLC), Regazzoni (350SE, 280TE), Patrese (450SL), Rebaque (280CE), Rosberg (450SEL), Keegan (450SL). World Champion Scheckter runs a Ferrari 400i, the new fuel-injection replacement for the 400GT, presumably "on the firm". — C.R.

Pirellis on Jaguars

AFTER 11 years of equipping the XJ range exclusively with Dunlop tyres, Jaguar-Daimler are to begin dual-sourcing with the introduction of Pirelli's new P5 radial. This 205/70 VR 15 high performance, steel and nylon belted, low-profile tyre is suitable for use across the range on six-cylinder and 12-cylinder saloons and the XJ-S. Three types of Dunlop tyre are needed to fulfil the same requirements: ER70VR15 Sport on the six-cylinders; 205VR15 Sports Super with Aquajet tread pattern on the XJ12 and Daimler Double-Six and that tyre's "chunky" tread version on the XJ-S.

Pirelli's high-speed tests of the new tyre give an

impressive indication of the performance available from the standard V12 Jaguar saloon. On Fiat's eight-mile, circular Nardo track in Italy a fully laden Jaguar XJ12 covered a total of 1,745 miles, almost entirely at speeds over 100 m.p.h., building up to an incredible 55-mile stretch at a continuous 147 m.p.h.

The new Pirellis, to be built at Pirelli's Carlisle factory, will be introduced initially on Jaguar-Daimlers for the North American market and should become an alternative on UK market cars next year. — C.R.

New Fiesta Racing Series

A LOT of Ford Escorts have been bent in spectacular fashion since the very first all-Escort race — in which the Deputy Editor was an outclassed participant with a rally-prepared Mexico — at Rufforth in 1971. Now, after eight seasons of this competitive one-model series, in which Mexicos made way for Sports when Debenhams took over sponsorship in 1976, the Escorts are to be pensioned off and a Fiesta series launched.

The racing Fiestas will be powered by the 1,600 c.c., 87 b.h.p. Kent engines, currently only available in Fiestas for N. America and Japan and will be run to Production Car regulations save for the addition of specified racing tyres. With identical power to the Escort Sports, these smaller, lighter, front-wheel-drive Fiestas promise faster lap times and maybe even closer racing.

* * *

In a needle match between racing car and racing motorcycle over 2.15 miles of the Manx TT circuit during a Longton and District Motor Club hill climb, Longton Vice-President Brian Redman, driving the Tom Coughlan Racing Chevron-Chevrolet B32, came out victorious over eight-times Motorcycle World Champion Phil Read on Don Padgett's 750 Yamaha. Redman took the honours with a best run of 64.13 sec. blasting through the speed trap at 164.83 m.p.h., while Read managed 72.82 sec. and a timed speed of 145.16 m.p.h. FTD in the hillclimb proper, a round of the Dutton-Forshaw Longton Sprint and Hillclimb Championship, went to Alister Douglas Osborn, whose Waring and Gillow Racing Pilbeam-DFV MP31, running in a special invitation class, shattered the outright hill record with a time of 61.79 sec., an average speed of 125.26 m.p.h. from a standing start. — C.R.

Bugattis and the Press

IN CONNECTION with the forthcoming London Exhibition of Bugatti art and sculpture, and cars of course, the Bugatti OC decided that the Press should be allowed to discover for themselves what these specialised and very desirable motor cars are all about. It is not for me to question why this exclusive and highly enthusiastic one-make Club has to have sponsorship, although I confess it surprises me. Be that as it may, "The Amazing Bugattis" Exhibition (Royal College of Arts, until November 18th) is sponsored by *The Observer* and by Moët et Chandon, renowned for their champagne, and this publicity was in that context.

Thus the Press was introduced to a fine selection of Bugattis in Hertfordshire last month, and whether it was Frank Page, *The Observer's* motor-man, or Hugh Conway for the BOC, who persuaded a number of members of that Club to submit their cars for driving by non-members of the select Bugatti circle, I do not know. Whoever it was, the greatest praise and the warmest thanks

are due to these Bugatti owners, for letting us drive their cars, remembering the present-day value of such, the cost of replacement parts, and the time and effort involved in rebuilding a Bugatti engine or chassis. As it happened, nothing dreadful occurred, but it might have done. So the gesture was a very generous one, much appreciated.

The Bugattis assembled for our delectation ranged from a Brescia to Type 57s, and a fine display they made, by the green at Chipperfield, a name one associated with a different sort of circus. Headquarters was "The Two Brewers" pub, another excellent choice.

There wasn't time to try every one of the dozen Bugattis available, but I had my first go in Chairman Barrie Price's 1925 Type 35 straight-eight non-supercharged GP. It proved surprisingly flexible for a "racer", and very nice to drive, an old pair of my wife's tennis shoes making it possible to manipulate the close-set pedals. I had remembered that the gear lever works in a "back-to-front" gate, 1st back from 2nd when starting off but confess it is difficult afterwards always to get the movements right, without some practice. As for a difficult gear change, nothing could be easier, because there seems little need to double-declutch too obviously when changing down and the upward shifts are just a matter of rapid movements of the lever — a steel lever devoid of anything so effeminate as a knob or hand-grip. Bugatti gearboxes stand any amount of crunched-in changes, or so our hosts courageously told us. Barrie's car has Type 30 cylinder blocks and small valves, but it goes remarkably well, nevertheless.

We were using the disused Bovingdon aerodrome for the "racers", which was no more rough than Brooklands. The next thrill was to be driven in, and to drive, Ian Preston's well-known 1928 supercharged Type 353, Reg. No. MED 21, running on methanol and castor oil — all the finest scents! A few pumps of the Ki-gass, and it was warmed up on Champion K5-G plugs, changed for Champion K60-Rs for serious motoring. These suffice for Prescott but at Shelsley Walsh K-57s are needed; it's a longer hill! Eight spare plugs are carried on the righthand side of the cockpit. Warming-up was done at 1,500 r.p.m., the Huile gauge showing "1" (the calibrations start at "05" and go up in single figures). Pressure is maintained by hand-pump. Soon all was ready and Ian took me up the runway. I had omitted to bring goggles, so could not observe the instruments, but I think we were getting over the "ton", because at about 80 m.p.h. my eyes start watering behind my glasses and on this run, in this exciting motor car, I could see nothing at all. . . . It got to 4,700 r.p.m. in top gear, I am told. The cockpit is just pure engineering and no concessions to comfort: no trim, and the only upholstery is on the seats. I enjoyed that drive, too, without in any way being able to emulate the owner. In his hands the surge of power that comes in quite high up the rev.-range lives in the memory. . . . As I left, Sue Baker of the *The Evening News* was going out in the Type 35.

On the road I sampled David Sewell's 1924 Type 23, thought to be the last Brescia of its type sold as a new car. For some reason I found the gearbox more confusing than on the GP cars, but I enjoyed this nice little car, not least for its very protective windscreen — a shameful confession! The engine is again very flexible, the axle ratio of 3.467 to 1 being quite low for a Brescia! The splendid howl in 3rd gear was all in character.

Next I had a drive with Geoffrey St. John in his

handsome Type 55 roadster. A power output of 145 b.h.p., and a top speed of some 120 m.p.h. from a catalogue-model in 1933 was impressive, as I remember from grand runs in such Bugattis before the war — before nasty people in Cortina GTs and the like wondered why you were hanging about. Driving this car, which was driven at Le Mans by Chiron and afterwards rebodied, reminded me of what a very nice long-distance touring car the Type 55 is. It was a bit confusing to find that it has a central accelerator, whereas the GP cars have r.h. accelerator pedals, and as the long gear lever is in the centre on the Type 55 the lower gears are positioned away from you, unlike those on a GP Bugatti, when 1st and 2nd, if the opposite in movement to ordinary cars' gearshifts, are towards you. Again, the gearbox didn't seem to call for much dexterity with throttle and clutch, the lever finding its way into the gears easily enough, if one was a bit brutal. St. John said he does it that way, too, but I think he was being polite. This delectable car is well braked, very comfortable and noisy only when in the indirect gears. He uses it quite extensively and gets about 13/14 m.p.g. from the 2.3-litre twin-cam supercharged engine.

Finally, to work up an appetite for lunch, I went out in Martin Dean's road-equipped twin-cam, blown Type 51 GP — magnificent! It may not be much quicker than a single-cam 35B, at around 130 m.p.h., but the engine holds its tune longer and is easier to work on. Precision of steering, as on the Type 55, was very notable, but of course the GP is harder sprung. Dean does about 2,000 miles a year, in what must surely rank as the most delectable touring car anyone could wish for. — W.B.

The Motor Car and TV

THE BBC-2 "Horizon" programme put over a good feature on the future of aerodynamic cars last month. There were shots of a Chrysler Airflow saloon running endurance tests at Utah, we saw Campbell and Cobb with their LSR cars and a Bluebird and the Railton Mobil in action, and Kaye Done was shown speaking of 240 m.p.h., from the cockpit of the Sunbeam Silver Bullet, which dismally failed to achieve this, for reasons fully explained in *MOTOR SPORT*. The BBC also showed the shocking accident to the 3-litre Stutz Black Hawk that killed Frank Lockhart at Daytona, although the cause was tyre failure, not aerodynamics. One interesting snippet was to see a GP Sunbeam, The Tiger I think, being used to tow the Silver Bullet past the newsreel cameras. Which reminds me of another programme, in which there was a passing shot of Jean Harlow at Brooklands, seated in the Dunfees' 3-litre Ballot.

Reverting to the Horizon "Race to Reshape Cars" programme, it included shots of the streamlined Mercedes-Benz at Avus, the Opel Rocket-Car running there in clouds of smoke, and normal pre-war GP Auto-Unions and Mercedes-Benz somewhat out of control on road circuits. The work of Jaray on streamlining was one leading theme, but the Rumpler "teardrop" wasn't included, and it was surprising that the beginning of streamlining at Brooklands, circa 1910, by Sunbeam, Vauxhall and Talbot, etc. was omitted and that no mention was made of the streamlined Fiat Balilla saloons, of which Lord Brabazon of Tara ran FLY-1, on which low-drag experiments were conducted in the 1930s. But it was a good film, in which it was amusing to see two Burney Streamline saloons being driven in London, with Model-T and Model-B Ford trucks and a Unic taxi in the background. — W.B.

ROAD IMPRESSIONS:

The Ford Mustang 2.3 Ghia Turbo

Back to the drawing board?

IF THERE was a Worst Car of the Year Award the Ford Mustang 2.3 Ghia Turbo would surely be a prime candidate for the laurels. It would certainly have my vote. The best thing about this American "compact", which Ford Personal Import Export Ltd. are marketing through their eight dealers in the UK, is its tyre equipment: ultra-low profile Michelin TRXs. Even those remarkable tyres have to struggle to make this two-door saloon even half-tolerable. Its performance, though quoted in the brochure as "0-60 m.p.h. in 10.4 sec." feels mediocre, its progress in all mechanical departments is rough and harsh, the test car was full of rattles, some of its finish appalling, and there are innumerable infuriating details like a speedometer majoring in k.p.h. with the tiny m.p.h. inner scale effectively illegible at night time.

To cap it all, this emasculated "pony car" is left-hand-drive, though a right-hand-drive conversion is promised for the end of the year. Why anybody should wish to spend £7,757 on this apology for the original, muscular Mustang is beyond me.

From some angles, especially three-quarter rear, the Turbo Mustang is undoubtedly attractive and the neat design of the alloy wheels deserves special praise. The overall recipe sounds tempting too on paper, albeit the cake is barely edible. Turbocharging on a mass-production car is still very much a novelty, though undoubtedly the coming thing. In this US Ford's case a Garrett AiResearch T03 turbocharger is attached to a suitably internally strengthened 2,300 c.c. four-cylinder in-line, single-overhead-camshaft Pinto engine. Carburation is by a twin-barrel, downdraught Holley D9ZE-MD/ND carburettor and solid-state electronic ignition completes the picture. The quoted power output is 120 b.h.p. A four-speed manual transmission is standard. The front suspension has a variation on the usual Ford McPherson strut theme in that the coil springs are not co-axial, and zero scrub radius geometry and an anti-dive upper control arm are incorporated. Four-link location is employed for the coil sprung live rear axle. Steering is by rack and pinion, the test car's having the optional power assistance, and braking is by servo-assisted, ventilated front discs and rear drums.

This Mustang is variously described by Ford as a sports car and a saloon. I can understand their confusion: the boot has the width of a saloon and



Nice wheels . . .

is shallower than that of my Alfa Spider; the cramped rear seat is little more than a shapeless perch with poor knee room, yet the car's overall length is nearly 15'. Ford should settle for the European "coupé" designation.

The two doors are long, yet rear seat access remains difficult. The interior is typically American, overpoweringly bright red from floor to ceiling in the metallic silver test car. As the Turbo Mustang has Ghia specification trim the upholstery is in pleasantly soft cloth, an effect spoiled by acres of nasty, rough plastic (including the steering wheel) and fake veneer. American technology has yet to discover adjustable seat backs — or so it seems — and European readers will find it hardly credible that this £8,000 "exclusive" (Ford's term) motor car has fixed and far too upright back rests and a non-adjustable steering column. I was uncomfortable driving down to the shops in this enforced, upright seating position, let alone attempting a long journey.

This "exclusive" car does have a simplified form of central locking for its two doors and a button for electronic unlatching of the boot lid — only when the ignition is turned on — is tucked inside the lockable cubby-hole lid. Gimmickry includes a digital clock with elapsed time facility and a graphic display of warning lights within the shape of a car, which shows the health or otherwise of tail and brake lights, low beam illumination, washer bottle level and fuel tank. There is a check button to test the system. The screen washers did not work, thus making this test car illegal. The wiper facilities include an intermittent speed which is almost fast enough to be regarded as constant. There is a pull-down map light in the roof, together with an interior light. Unlike most American cars, which have foot-controlled parking brakes, this Mustang has a conventional centre lever sprouting out of a locker cum arm rest. Pull-knobs control not very effective ventilation.

Past experience of turbocharged cars has shown



This Mustang is attractive from some angles, not so good from others. The "emission" engine is shrouded by a nightmare collection of rubber pipes.

them on the whole to be smoother and more quietly accelerative than their normally aspirated relatives. This Mustang does not follow the norm. True, the turbocharger is unobtrusive in that it is free from throttle lag and flat spots. Alas, it is also unobtrusive in that it feels to do very little for the performance; there is certainly none of that surge forward one expects as turbo boost rises. A little green light in the dashboard rather than a shove in the back gives evidence that the turbocharger is boosting at pressures within acceptable limits. Maximum boost pressure is 6 p.s.i.; a weird and frightening buzz and a red warning light on the dashboard announce that this pressure has been reached and the waste-gate opened. A similarly disturbing Hammer Horror shriek is emitted when either door is open, just in case one fails to notice the improved ventilation . . . The test car's smoothly progressive turbocharging system was attached to a bag of nails, or so the rough, harsh and mechanically noisy Pinto engine felt. Indeed the whole drive line felt rough and the car not "all of a piece". The gearchange is acceptable, but nothing like those we are used to on European Fords and the ratios have the most horrendous gap between third and top.

The power steering is not so overlit as on bigger American "tanks" and reasonably positive, if a little lacking in feel. By normal American standards the suspension is stiff and roll is not over-prominent. Handling misbehaviour is kept in check by the limpet roadholding of the TRXs, which prevent either end from becoming wayward, though they are not allowed to work at their most efficient in this Mustang application.

From a distance the test car's finish looked fine; closer examination revealed patchy and rough metallic paintwork (an option — the metallic finish, that is) and a distorted nearside rear pillar, complete with what appeared to be vice marks in the steel.

A contemporary monthly magazine has a name for cars like this. It calls them "lemons". — C.R.

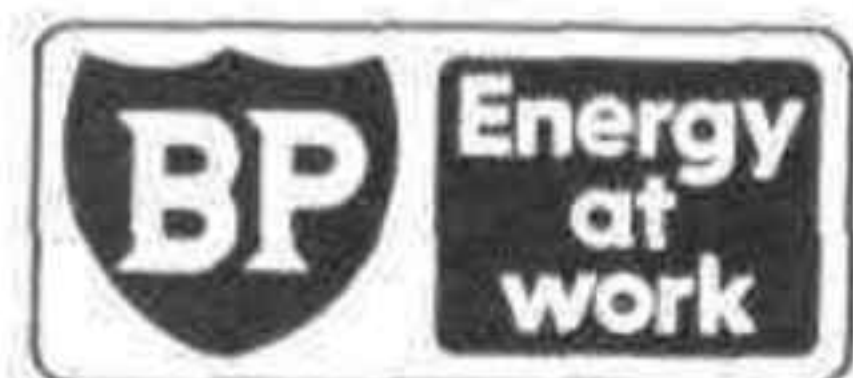




They began by Now they use their

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Only now, there's a difference. It's no longer the oil that Rolls-Royce are testing.

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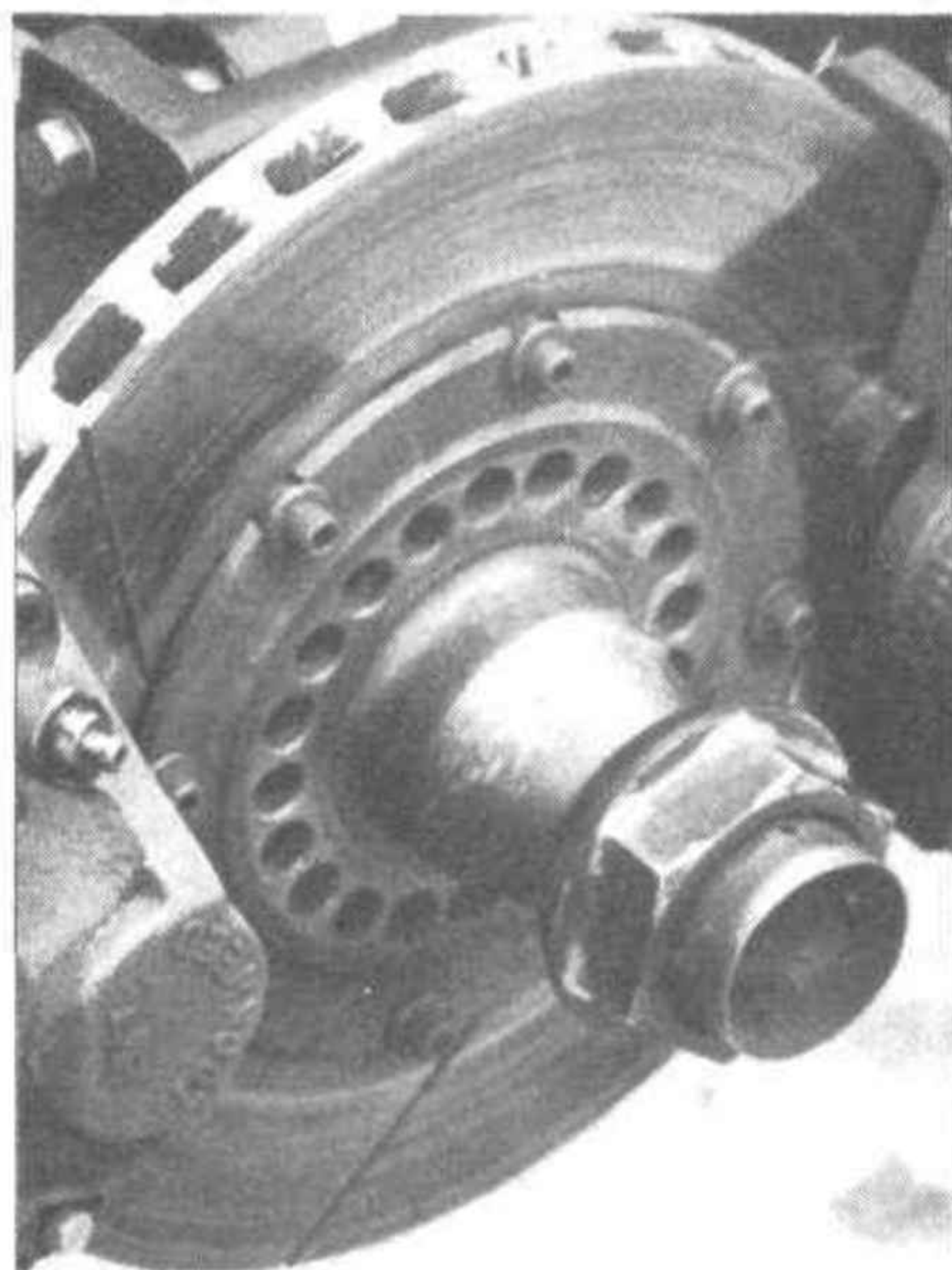
Formula One Trend of Design Wheel Fixings

FOR MANY years racing car wheels and fixings were almost universal, in the use of a splined hub and wheel and a threaded "knock-off" eared hub-nut. The hub had fine external splines, while the wheel had similar internal splines, the one sliding over the other with the drive or braking being taken by the interlocking of the male and female splines. The end of the hub was threaded and a hub-nut, with a tapered mating face, was screwed on to lock the wheel in place. For ease of removal or tightening the hub-nut had two or three ears which could be hit with a copper hammer. Invariably the wheels were of the wire-spoke variety and this arrangement held sway until the advent of the cast-alloy wheel, which brought with it new thinking in methods of fixing and of transmitting the drive. It took a long time for the conventional wire-spoke wheel with splined hub to disappear from the Grand Prix car, even though the lead was set by cars such as Connaught and Cooper-Bristol as long ago as 1952. It was not until the doldrums of the 1½-litre Formula in 1961-65 that the old-fashioned wire wheel and splined hub finally disappeared, this being caused by the search for weight-saving and the fact that tyres did not wear out and wheel changing was not an important factor in racing. This resulted in various forms of cast-alloy wheel being firmly fixed to the hub by five or six threaded studs and nuts.

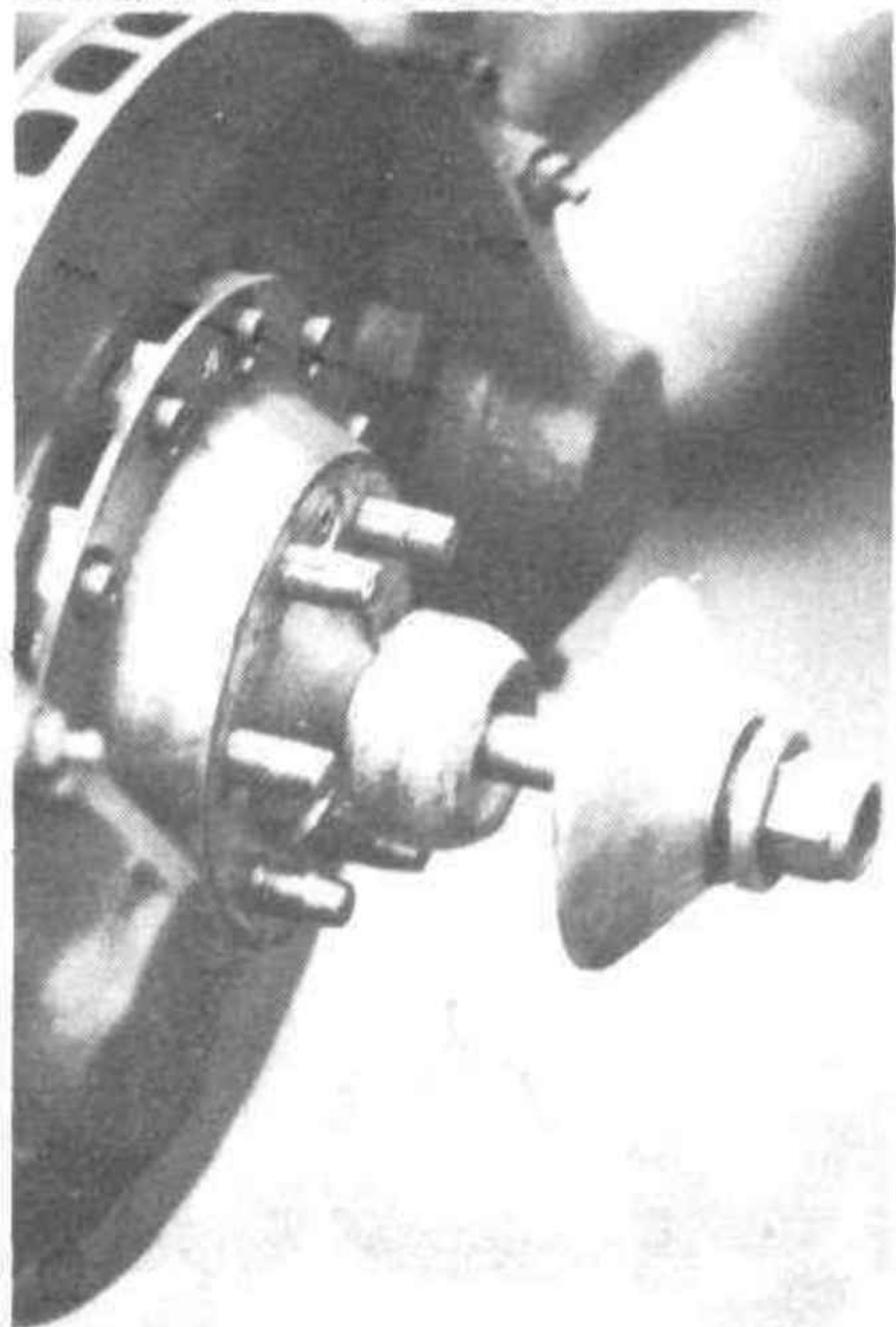
As the 3-litre Formula developed and tyres became more significant the necessity for quickly removable wheels returned and the eared hub-nut re-appeared, but by now tyre and rim widths had grown enormously and with the hub-nut buried within the wheel it soon became impossible to wield a copper hammer on them so the pneumatic spanner was developed and the hub-nut became exactly that; a hexagonal headed nut tightened or loosened with the aid of a power-driven box spanner, the power coming from a reversible



The Tyrrell uses six driving pins on the hub with a solid pin passing through the centre, the wheel being clamped to the pin flange and taper seat by the small nut and conical spacer.



The Williams front hub used a medium-sized tubular shaft with the drive pins fixed to the wheel, these pins locating in four of the 20 holes in the disc.



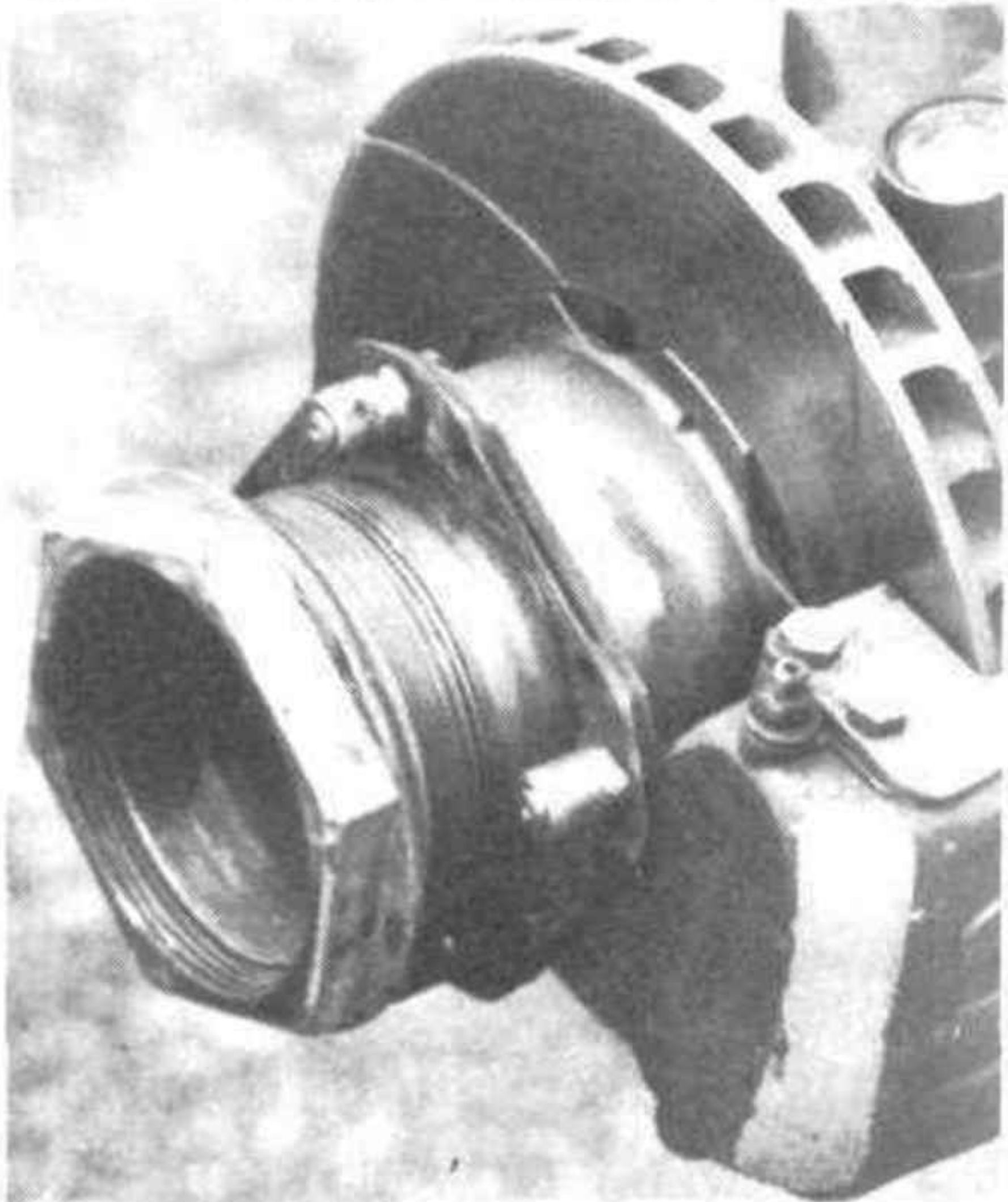
The Lotus 79 fixing is by a small nut and conical spacer on a solid pin, the wheel seating on the shaped bush with the drive going through the six long pins screwed into the hub of the disc.

compressed air motor fed by flexible hose from an air bottle.

Today the basic principles of wheels and hubs in Formula One are universal but there is great variation in the details. The torque to be transmitted between wheel and hub, whether for drive or braking, is taken through a number of small locating pins and the wheel is held onto those pins by a single central nut, but that is as far as universality goes, though the use of cast alloy wheels is universal. There are three basic methods in use among the Formula One teams, the long thin stud with small nut bearing on a seating washer, the tubular axle shaft using a medium-sized hexagonal nut with integral tapered seat, and the very large diameter tubular axle shaft with very thin nut.

The solid stud attachment was first introduced by Cosworth on their 4-wheel drive car, in conjunction with cast alloy wheels using thick spokes, and Robin Herd took this design with him when he founded March Engineering in 1970. Since then this type of fixing has been quite popular and today is used by Lotus, Tyrrell, ATS, Wolf and Ensign. The medium-sized tubular stub axle is a logical development from the old-fashioned splined hub, and is used by Renault, Brabham, McLaren, Fittipaldi (on the front only), Shadow, Ligier, Williams and Arrows. The very large tubular stub axle is used by Ferrari in conjunction with large diameter ball races, and Fittipaldi use a similar system on the rear of their F6A. Although numerous teams may use the same principles there are still variations on details such as the number of driving pins and also on the safety-clips used once the retaining nut is tightened. There is agreement, however, among the five designs using the solid stud fixing; as mentioned, these are Lotus, Tyrrell, ATS, Wolf and Ensign and they all use six driving pins screwed into the hub with mating holes cast in the wheel centre. Once the wheel is on the driving pins a small nut is tightened up against a tapered distance piece and an R-shaped spring clip is inserted through a hole in the end of the retaining stud. These clips are not expected to restrain the nut if it should come loose, but are fitted as a check for the mechanic that he has tightened the wheel nut. During practice or preparation when a wheel might be removed for some considerable time each team has its own method of security-checking. Some put those R-shaped clips on the spokes of the steering wheel, others clip them onto the seat-belts, some clip them onto the brake cooling ducts or onto the nose fins, but always somewhere they will not be overlooked or forgotten, and in that way wheel nuts do not become overlooked for a final tighten.

Where the medium-sized (approximately 2½" diameter) tubular stub axles are used there is not only a difference of opinion on the number of driving pins but also on their layout. Also on the size of the nut there are variations and on the retaining clip. Brabham, McLaren and Ligier use four driving pins front and rear, while Renault and Fittipaldi use six driving pins. Williams use four pins at the front and six at the rear, and Shadow and Arrows use three pins at the front and six pins at the rear. Among this collection Williams are unique in having the front driving



Ferrari use a four pin drive on a very large diameter tubular hub with a thin hexagonal retaining nut.

ROAD IMPRESSIONS

The Citroën Dyane 6

TO DRIVE a Citroën Dyane 6 is to realise that a sense of the ridiculous, and the entirely practical, has not gone from the world of motoring. I asked for the car when there was a panic over petrol supplies, which was virtually over when it came. But it was an experience not to be missed, if only to be renewed on local journeys or for special reasons.

The Dyane is a de-luxe version of the more basic 2CV which C.R. explained to those unfamiliar with the lowest mode of Citroënism, some time ago. The Dyane 6 Weekend gives 32 DIN b.h.p. at 5,750 r.p.m. from its recently revised air-cooled flat-twin, alloy-headed engine, instead of 26 at 5,500. It has five doors, sliding windows, the fabric roll-back roof, the same coils-in-compression, splendidly-supple inter-linked suspension resulting in sure but steeply angled cornering and a most comfortable ride, non-servo disc/drum brakes, an ingenious hand-brake lock, and lots of interior space.

Like other front-drive cars the Dyane understeers — what happens when you lift-off in a corner I do not know, because with only 32 b.h.p. you never do! You sit in luxury armchairs and this little but roomy Citroën is lofty. You know how owners of Silver Shadows tend to look down on Jaguars and the like? Well, Dyane owners do the same to Fiestas and Minis. But for all its 602 c.c. (74 x 70 mm.) the Dyane can get quite a move on. I was surprised to get it up to over 70 m.p.h. indicated on a Motorway and if

F1 TREND — continued from opposite page.

pins screwed into the wheel casting, these four pins locating in a circle of twenty holes in the brake disc, so that the wheel can be put on in any of five positions, whereas with the more normal arrangement of the pins being screwed into the disc or hub the wheel can only go on in one position as there is not room in the wheel centre for more than the same number of holes as there are pins. At the moment the rear wheels on the Williams are conventional, with the six pins screwed into the hub, but the reversed layout will no doubt be used on the FW08. Fittipaldi, Shadow and Williams colour their hub-nuts for ease of recognition, green for the right-hand hubs and red for the left-hand ones. Of this group Ligier show a slight difference in using a large diameter nut. Apart from McLaren they all use some form of scissor-action retaining clip which is inserted into the hollow stub axle so that the ends protrude outwards through holes drilled radially through the tube. McLaren use a complex form of R-shaped clip.

Ferrari use a tubular stub axle of some five inches diameter and the large thin nut locks up on a tapered seat without any form of safety-clip, though Fittipaldi, who use this large type of stub axle on the rear only, use a scissor-movement clip inside the tubular shaft.

What actually determines the method of attaching the wheel to the hub depends largely on the designer's ideas on hub bearings and hub construction, the decision as to which of the three forms to use depending on the initial design of the hub carrier, the type of ball or roller-race used and the safety factor to which the designer is working. The solid pin layout is simpler and probably lighter, but suffers in so much as solid pins have been known to shear and then the wheel parts company with the hub. Breakage of a tubular hub shaft is virtually unknown. — D.S.J.



Economy twins. — The Dyane 6 with the Editor's Fiat 126 "hack".

acceleration figures sound alarming (0-60 m.p.h. in just over 31 seconds, for example), on the road I overtook far more powerful vehicles than I had anticipated. The noise level is commendably low, the comfort factor high. The worst feature is the facia push-pull gear shift, with neutral not easily selected and bad baulking into top gear unless a very quick hand movement is made. The clutch has a long travel, too. But you have a push-button on the rather flexible plastic facia cill to select the wipers, the blades of which had a juddery action, and even a brake-fluid indicator. The turn indicators, operated from the l.h.-stalk control, do not self-cancel but the twist action of the r.h.-stalk gives the lamps setting for the Cibies, and if these dazzle you can wind the beams down with the 2CV-type knob. The hand-brake is of the umbrella-handle type.

Anyone who thinks an air-cooled engine cannot give much interior heat should try the Dyane's heater — before I discovered the crude lever that turns the flow of hot air off a plastic box on the floor had almost melted. The facia has amusing two-handle vents which direct cold air over a wide arc, the vent-jaws opening to any required degree. Children will no doubt delight in playing whistling tunes by moving the settings of the n/s one . . . The rear seat folds, for greater luggage space (9 cu. ft.), and the Michelin X tyres should last a long time.

If you see a Dyane driver who looks as if he or she is praying, or about to be sick, it is far more likely that the heat-dial, or more likely the fuel-gauge, is being inspected, these living under the big, lorry-angle steering wheel. At first I put the consumption of 4-star at around 40-45 m.p.g. However, a proper check, coasting a little, and away from Motorways, showed a commendable and useful 50.3 m.p.g. — and I do not think the engine was fully run-in when the test commenced. The rear door self-props, there are rigid door pockets, the dip-stick (no oil in over 400 miles) and oil-filler are extremely accessible, and both sparking plugs reasonably so. The test-car had a Blaupunkt radio, and the body finish was blue, about the only link a Dyane has with a Bugatti. The fuel range would be about 260 miles or more but the simple fuel-filler might invite "milking".

The screen washers are foot-operated and equipment includes a wooden wheel chock!

You may think the Dyane the biggest joke in motoring — or remembering its modest engine-size, regard it as "a small joke", as Prosper Profond of Galsworthy's "Forsythe Saga" might have said — but even his "awful funny" can be uttered without disrespect to the Dyane. And if one has to conserve petrol, it is a joke that can be enjoyed, at £2,290, although one which only the French could perpetuate. — W.B.

New Managing Director for Aston Martin

ASTON MARTIN have announced a new Chief Executive to replace Alan Curtis, the Managing Director for two years, who has moved over to handle international marketing and become Joint Chairman with Peter Sprague. The new Managing Director is John Symonds, at present M-D of the BL subsidiary Pressed Steel Fisher. Tony Nugent, Aston Martin's Director of Sales, has been made Managing Director of Aston Martin Concessionaires, a newly-formed subsidiary responsible for international marketing.

Before he changed posts, Curtis announced that during 1980 only two V8 Volante convertibles would be built each week, instead of the present three, to allow an increase in production of the four-door Lagonda. Overall weekly production at Newport Pagnell will be maintained at a maximum of seven cars. None of next year's Volantes will be available in the UK. Delivery of the four-door Lagonda is now being quoted as far ahead as 1983.

Next year's Volante production is destined for the USA, Japan and the Continent. Since its introduction last year, more than 120 have been built, more than half of them for export. As the Volante has been selling at a premium in Britain, showing demand for "upper crust" convertibles, we can't help wondering how well the Jensen Interceptor Convertible might have done had Jensen been able to stay in business. We feel sure that there are many more people at all levels of income interested in open-air motoring than most manufacturers would credit.

Veteran Edwardian Vintage

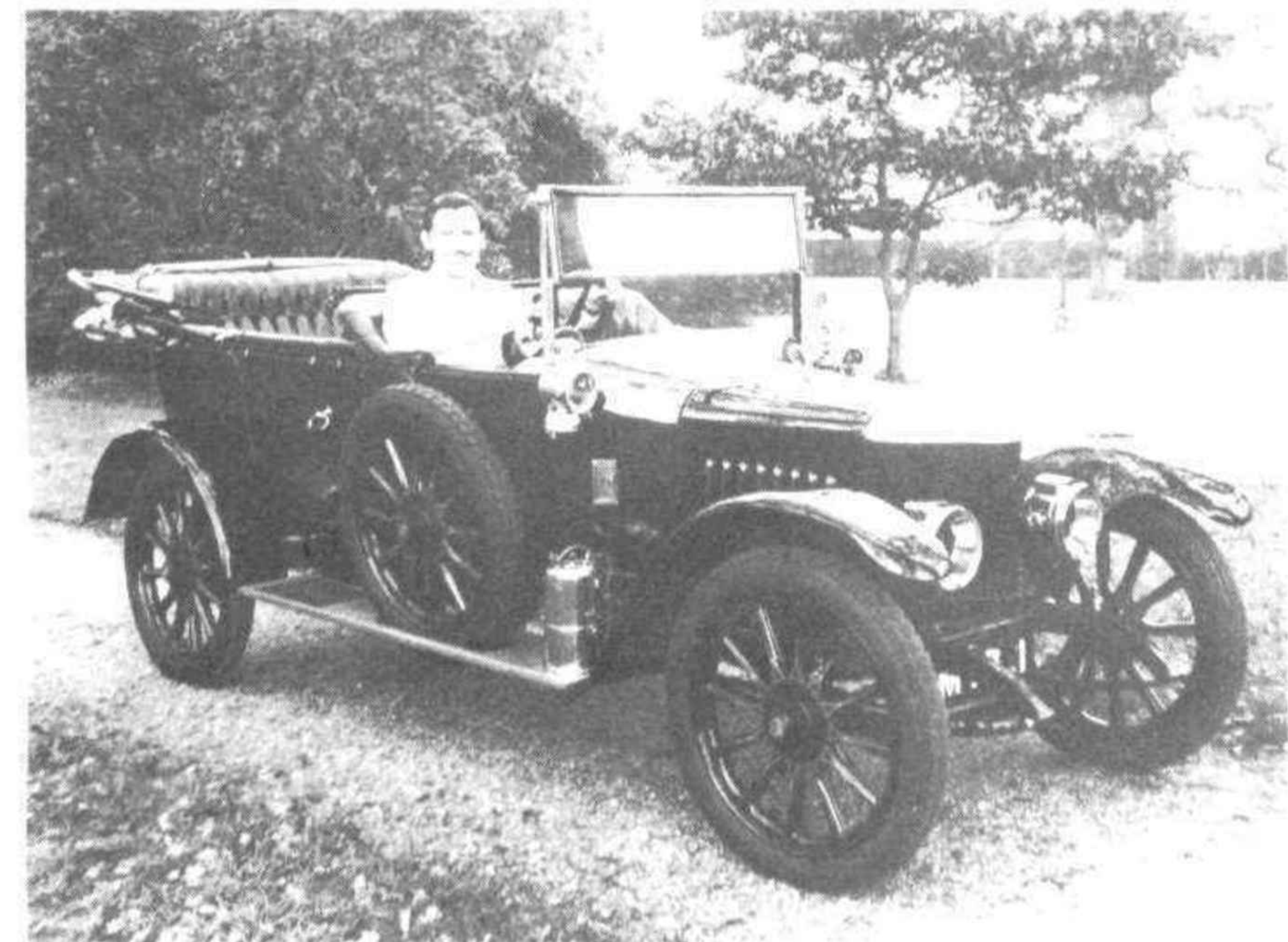
A SECTION DEVOTED TO OLD-CAR MATTERS

Fragments on Forgotten Makes No. 58: The Newton Bennett

A READER, Mr. F. E. Greaves, kindly sent us some Press cuttings about the late Mr. R. O. Harper, whose story appeared in a local Eccles newspaper, *The Journal*, and with information from which it has been possible to prepare these notes. Incidentally, Mr. Greaves remembers his father, who was a tester for Newton & Bennett before and following the First World War, driving a bare, nickel-plated NB chassis up through the night from London, where it had been at the Motor Show, to Stretford, arriving on the Sunday morning in a snowstorm and, after having a meal, driving it on to the Victory works. He had been apprenticed to Newton & Bennett and was a close friend of Mr. Harper.

Mr. Robert O. Harper was a keen model-maker during his schooldays; in this he was encouraged by his mother (who is thought to have later financed the Newton & Bennett venture) when she bought her son a 3½" lathe. Leaving school, Harper entered the Manchester College of Science and Technology, learning machine-drawing under a Mr. Cussons. This gentleman gave Harper a job at his works, where models were made for other technical institutions. Harper followed the 1,000 Mile Trial on a bicycle, attaching himself to a Locomobile steamer, and later he was looking at one of these cars in a showroom, when the Proprietor came out, got into conversation, and asked the young man to join the firm, Bennett & Carlisle, which later became Newton & Bennett, as an apprentice.

This apprenticeship gained Harper experience



The late Graham Hill pictured in the only surviving example of the Italian built Newton Bennett car, now in the National Motor Museum.

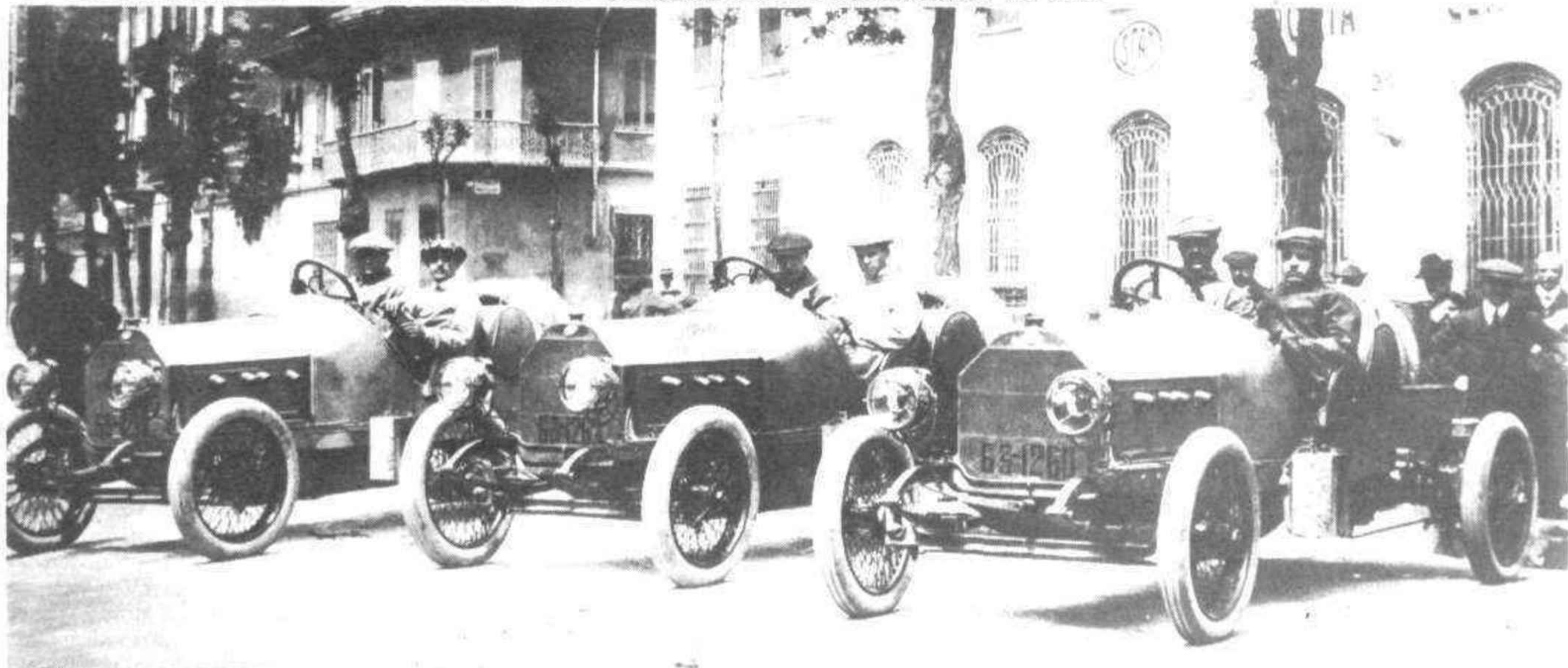
of most of the contemporary petrol cars and steamers such as the Locomobile, White, Weston, Milwaukie, Turner-Miesse and Serpollet. He retubed many Locomobile boilers, fitting the 1,400 ½" tubes by hand, but it was extracting the old tubes without damaging the tube-plates that was the difficult job. Harper soon became Foreman of this firm, where most of the spare parts needed by customers had to be made in the works. With a Mr. Ashworth he made an attempt on the Land's End-John o' Groats record, hoping to better the time made by Mr. Stocks with his De Dion Bouton. They used an 8 h.p. MCC-engined Argyll. Getting this car to the start involved rebuilding the timing-gears on several occasions and Ashworth drove the car into a lead mine when they were crossing Bodmin Moor in a fog. Argyll agents along the "End-to-End" route were out to guide them but at the top of Shap the camshaft

broke and they had to give up.

In 1904 Harper designed an engine and gearbox for Newton & Bennett, which he patented. It had removable copper water jackets to simplify foundry work, an overhead-camshaft operating variable-lift valves, and the 4-speed and reverse gearbox had only six gearwheels, and gave a direct drive on third and top. The work was done in conjunction with Mr. Carlisle but when he left N&B it was abandoned, after successful hillclimbing tests.

Mr. Harper was made Works Manager of Newton & Bennett's and in the 1908 TT race he drove a SCAT, for which the Company was sole-concessionaire. A team of three standard 22 h.p. chassis with racing bodies had been brought over. They were hampered in this "Four Inch" (cylinder bore) race by having the standard cylinder-stroke, whereas rivals used extended

The SCAT team before the 1912 Targa Florio. Newton & Bennett were sole UK concessionaires for this make.



strokes. The other drivers were Ward and Buckley. Soon after this Harper designed a compressed air starter for cars which could also inflate tyres and jack up the wheels, which SCAT fitted under licence to all their cars, from the 15 h.p. to the 22 h.p., from 1909 until war stopped production in 1916. Besides this starter, Mr. Harper had patented a detachable wheel, hydraulic shock-absorbers, and a petrol-feed for cars using rear-mounted fuel tanks, which SCAT adopted and he was also responsible for much of the design of the 1909 SCAT. This led to a Directorship of Newton & Bennett's.

He then designed a 10 h.p. two-cylinder car, in 1910, with its cranks at 360 deg., a 4-speed gearbox, and front-wheel brakes. SCAT were to have manufactured these but were so busy with bigger models that the English concessionaires had received only two, by 1911. So Mr. Newton and Mr. Harper went to Italy and found a small factory in the Via Palmieri in Turin. Here they commenced production of the new 11.9 h.p. four-cylinder NB, which had the same 3-point suspension of the power unit and the single-plate

munitions increased, permission was obtained to go ahead and a works in Rochdale that belonged to Mr. Tweedale, whose Works Manager, Mr. Ashworth, had been the NB agent in Melbourne, Australia, was acquired. A new Company called Newton Harper was formed, which at first made tank transmissions for the War Office but finished these so quickly that it was put on to producing 18-cylinder 500 h.p. Green submarine engines, Mr. Harper making all the jig and tool drawings, these being used also by Peter Brotherhood in Peterborough and by the Aster Co. at Wembley, who were making these engines. This contract necessitated expansion for Newton Harper into a factory at Cornbrook, Manchester, which had an overhead crane. When the USA came into the war so many munitions were required that Harper got permission to build a new factory on the site of the old one at Stretford, Government-sponsored, and equipped with Herberts, Churchills, Burton Griffiths, Buck & Hickman, and other machine-tools.

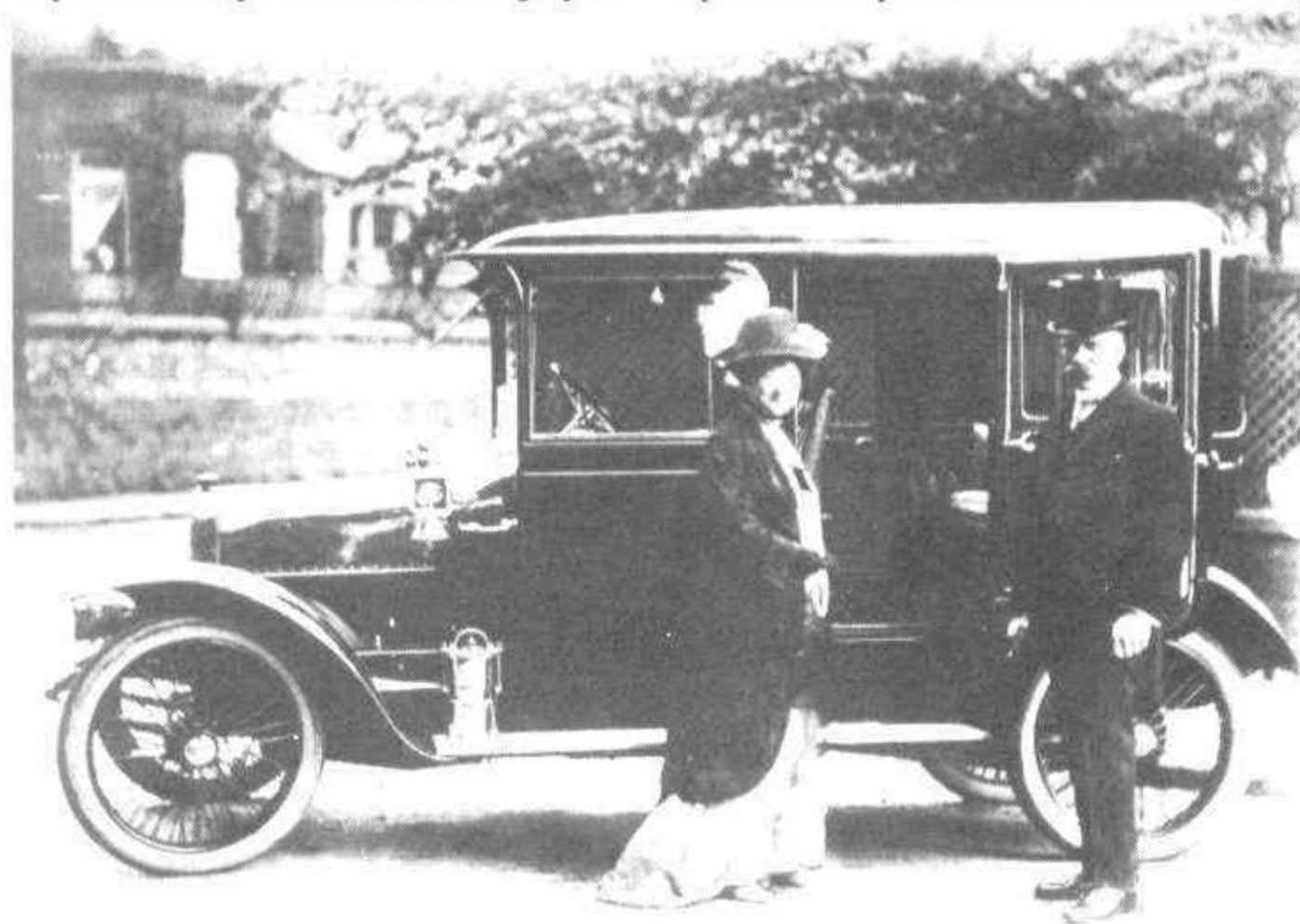
When the Armistice came they were given a year to clear up. The Rochdale works was sold to

The little machine ran in trials, such as the 1922 Scottish Six Days, the MCC trials, etc., came successfully through an ACU-observed test at Brooklands, and was a surprising success. It had disc brakes, the linings of which were interchangeable with the clutch lining. In the ACU test Brooklands Test Hill was climbed with and without a passenger, astonishing for a single-cylinder 2½ h.p. vehicle. The Harper Runabout was made at A. V. Roe's Newton Heath works and it was used as an invalid carriage, in a flower-battle at Blackpool, and was available as a van, one of these tiny vans being used by Morrison's Ayr shoe stores. After three years, by 1924, the contract with A. V. Roe expired and Harper did not renew it, as he intended to make some further innovations. However, other ambitions prevented this. They led to Mr. Harper becoming Technical Director of Graham Bros. (Motors) Ltd. in 1925 and when in 1933 they wanted a car-hoist that would lift the Vauxhalls and Bedfords they sold and serviced, but without the intrusion of the hydraulic cylinder into the floor below, Harper designed a patent four-post car-lift which Laycock's made in their Sheffield works. Incidentally, the actual Runabout that Mr. Harper had used in 1922 was rediscovered in 1953. It is the one he used in trials, his Sales Manager, Mr. Graham, driving another. Before this another Harper Runabout had been sent home for overhaul, in a crate, from Rhodesia. Incidentally, the engine of these Runabouts was a two-stroke Villiers, hung on the off-side; it is said that the power was increased by Mr. Harper's redesign of the porting and that Villiers charged him £50 to cover the re-tooling necessary to alter it! This prolific engineer made an early ciné-camera and invented the film-splicer. He died this year, aged 95.

Before the First World War the Newton-Bennett had very Italian-looking lines, with somewhat Fiat-like radiator. When it was revived after the war it retained the same chassis, with the side-valve, long-stroke 69 x 140 mm. (2,094 c.c.) engine, but had adopted a sharply bull-nose radiator. Now called the Newton, the former unusual body with easy to fold all-weather top and wind-up windows, and a single door on each side, was shown at the 1919 Olympia Show. A new model to replace this £850 12 h.p. car was forecast but never seems to have appeared. Indeed, at the 1920 Show the Newton was absent and by 1921 the Company seems to have turned to making bodywork, such as a saloon on a 40/50 h.p. Napier chassis, notable for its absence of mouldings. By 1923 the Newton re-emerged as the exciting twin-cam 1,086 c.c. model referred to recently (chassis price: £395). The Company began to import the Newton Ceirano from Italy in 1925, a small car of Lancia Lambda appearance but with conventional springing. It was a survival by the former makers of the SCAT, so the links with NB were understandable. The car had telescopic shock-absorbers in which Newton-Bennett's specialised and today, as described last month, the Company makes such equipment for heavy-duty military vehicles.

One of the few, or maybe the sole surviving NB is that in the National Motor Museum at Beaulieu. It is an Italian-built car which was owned for many years by Noel Newton, son of John Newton who owned the firm, and was presented to the Museum by Mrs. Kathleen Jessop, daughter of Mr. Harper. It has his detachable wheels and cockpit starter. The car was restored in the Museum workshops. It bears a Cheshire registration. — W.B.

VEV — Continued on page 1665.



John Newton, founder of the company, pictured with his wife alongside what is probably an SCAT.

a clutch used for the twin-cylinder car, and a patented mechanical starter which the driver could operate from his seat. Mr. Harper took charge of the Turin plant, making 37 return journeys between there and Manchester in the years 1908 and 1916. The cars were sent by LEP Transport to Manchester, and export orders were shipped to Africa and Australia from Genoa. About 1,000 were sold, many in England. At home NB cars competed in trials in Wales and in the Lake District, one doing 62 ton-m.p.g. of petrol. Mr. Greaves used the Cat and Fiddle as one of his test hills.

The Italian project ended in 1916 due to the war, the NB factory being sold to Diatto.

The Manchester factory of NB was set up for munitions work, making large quantities of control-gear for Ricardo tank-engines and H-section con.-rods, machined all over, presumably for the same engines. It had been the intention of N&B to expand into a new factory at Stretford but materials and labour had been eroded by the war. However, as the production of

a clothing factory, the Cornbrook factory to "Cough Cure", and the Victory works to Parkinson & Cowan, who still occupy it. Mr. Harper was then still running a Newton Bennett car, which had done over 100,000 miles on war work. When its single-plate clutch was taken down, the original Ferodo lining was so good that it was sent to Messrs. Frood, who put it in a glass-case in their factory. It was now that Mr. Harper designed and built his single-seater handlebar-steered Harper Runabout, which has been given space previously in MOTOR SPORT. It was a three-wheeler with a single wheel in front, and a passenger could be carried, back to the driver. The first one was made in Harper's home workshop and it attracted so much attention that Sir William Letts of Crossley's suggested making it, which was done by A. V. Roe Ltd., of which he was also a Director. They were made under the supervision of the Works Manager, who became Sir Roy Dobson, and sold by Armstrong Graham, the Manchester agents being R. H. Carlisle & Co. The intention was to make at least 500.



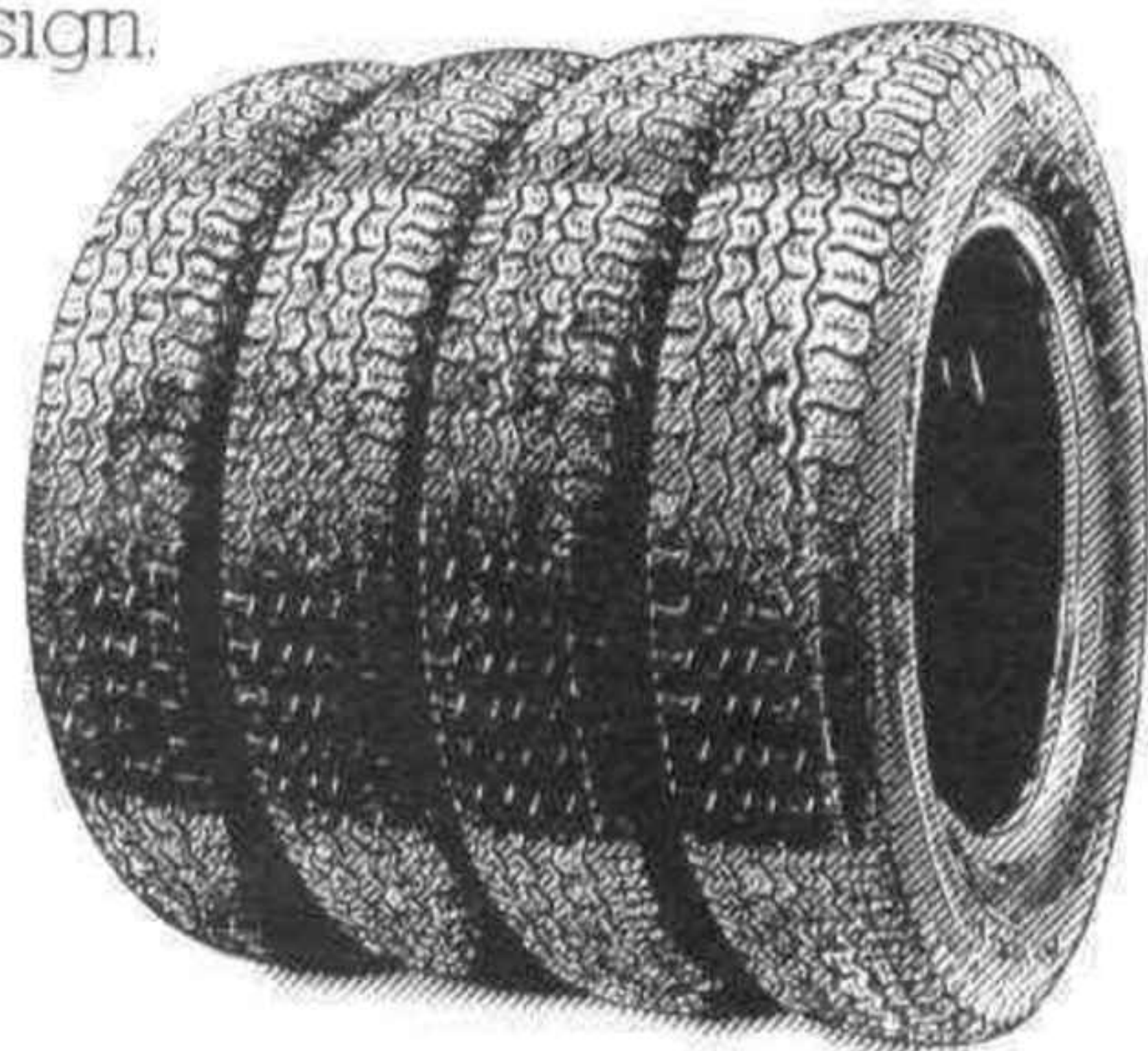
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The War Time Diaries of an RFC Officer

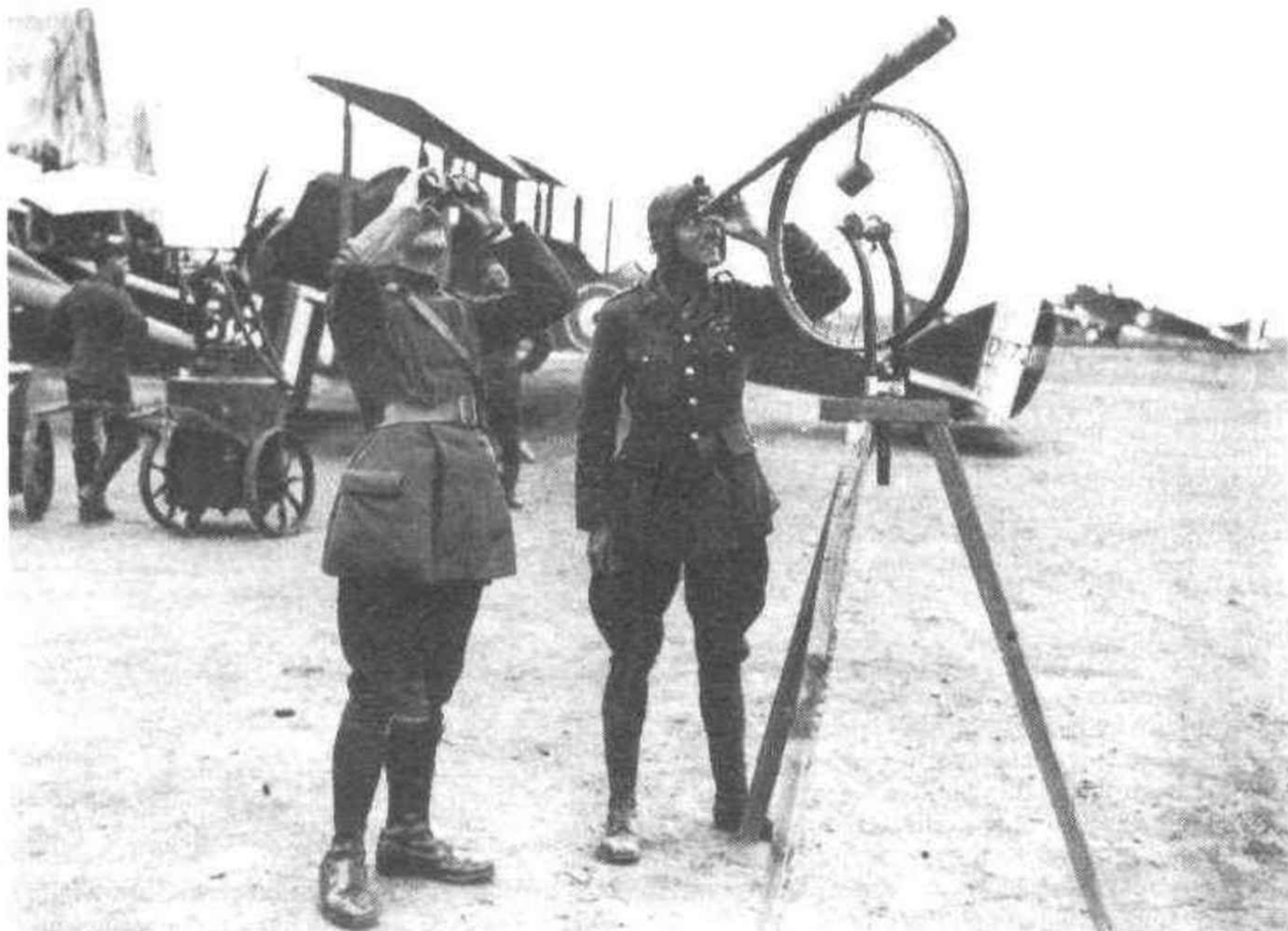
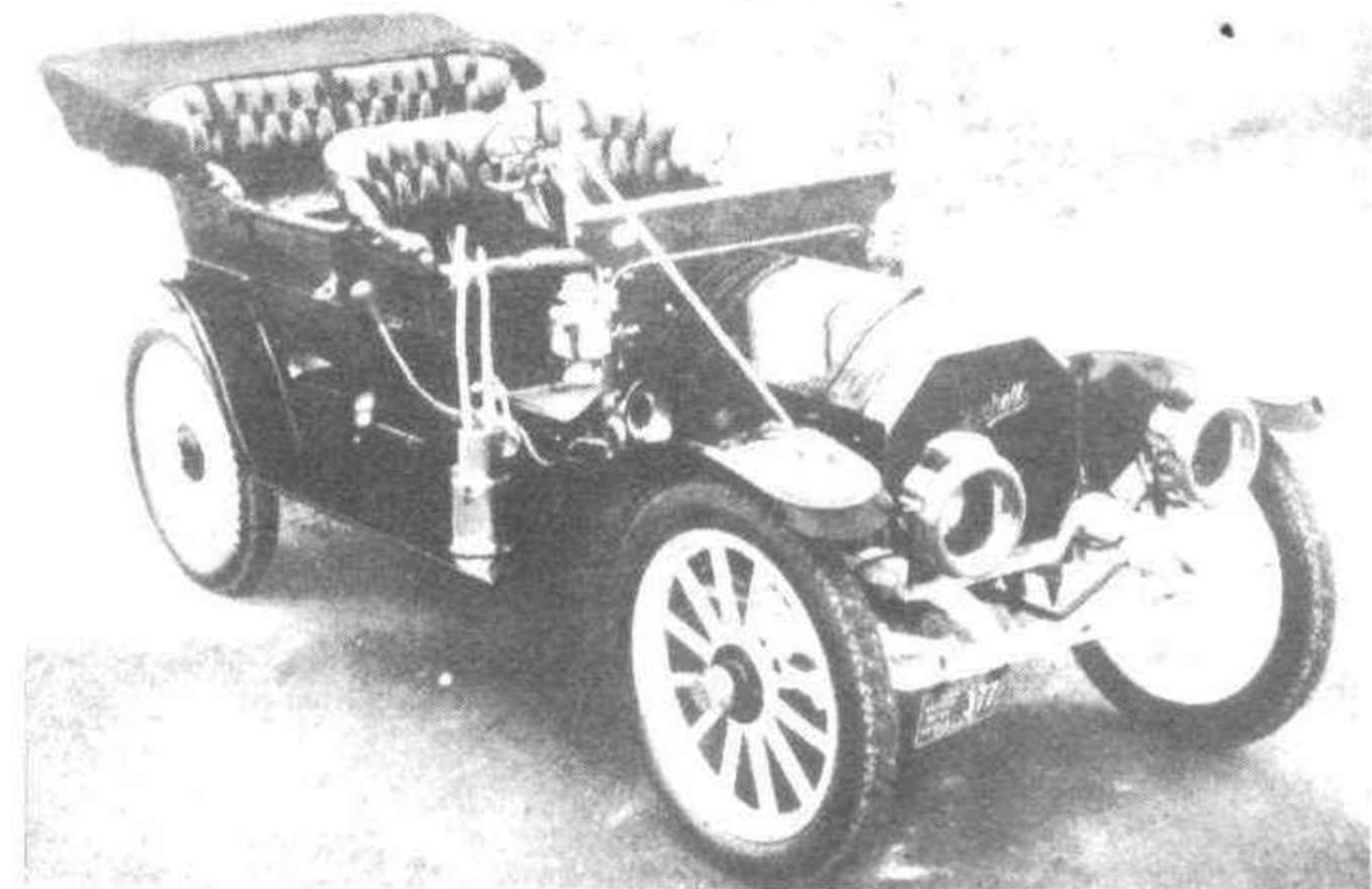
(Continued from the October issue)

AFTER X, as I shall call the RFC Officer who wrote these diaries, had been obliged to return to St. Omer due to engine trouble, instead of ferrying the old BE2c No. 1788 across the Channel, necessitating a return to England by boat and train, he was back on duty at Netheravon two days later, and up testing an Armstrong-Whitworth-built BE2c, No. 5330, with Lt. Gilbey as passenger.

That was November 9th, 1915. X had caught the 10.20 train from London the day after his return from that first cross-Channel flight, his mother and sister coming as far as Reading with him, and his father seeing him off — the young war-time RFC hero . . . His diary for that day reads: "Glad to get back. Paid Mess bills. Got Darracq being worked on again. Went over to Salisbury in the Mitchell in the evening with Pethybridge and went to a local music-hall." The following day X "got up early on a lovely morning and came up to the sheds and got things in order". He spent most of the rest of the day tuning up the Darracq, "getting a wheel and the steering done". He left it all ready for a body to be fitted, for which X had given plans to the RFC carpenter. The day after that he was up in the same BE2c, for 70 minutes at 4,000 feet, taking photographs over Amesbury, with Lt. McIvor. He had first "got the men going on the Darracq" and a pouring wet afternoon and evening enabled X to do more tuning up of this chassis. This went on during the wet Friday morning that followed but after lunch X was told by Major Richie that he was to be posted Overseas and was to report to the War Office at six o'clock on the Saturday.

He missed the train at Devizes so a tender (presumably a Crossley) took him all the way to Bath, after he had "packed up everything, said goodbye to all and paid Mess bill". Bath was rather convenient, because X's mother was there. He stayed at the Pump Room Hotel and after dinner took her and several of her friends to see "The Story of the Rosary". On the Saturday X

During 1915 the diarist was using an American Mitchell car, no doubt similar to the one shown in our photograph. This is interesting because even in America this car seems to be particularly rare.



A typical airfield scene during the 1914-18 War showing an intriguing use of "modern technology"!

took the 2.30 train to London and duly presented himself at the War Office, where Major Warner told him to report again at 11 o'clock on the Sunday — could the war have been hotting-up? The evening was spent among friends in London, with dinner at Ciro's and a box at the Palace Theatre. On the Monday X's orders were to join No. 5 Squadron in France the next day. He then lunched with his parents and Col. Webb-Bowen at the Carlton and dined with two girl-friends at the Piccadilly Hotel. On Monday November 15th, 1915, X "returned to France", by the 8.20 train from Charing Cross to Folkestone. He had "to hang about around Boulogne all day" but after an awful journey reached St. Omer at about 9 p.m. X and "six other RFC fellows" put up at a pub and had a fair night's rest, all in the same billets. Next day they reported to General RFC

Headquarters, where X met Robert Lorraine, the actor-aviator, and other friends. They had to wait all day for tenders to come from their Squadrons. At 6.30 p.m. X and another fellow got a tender to 5th Wing and from there another tender took X to his destination, with No. 5 Squadron, 2nd Wing, BEF, where he found a billet.

In the morning X went down to the aerodrome and found his Flight Commander, Captain Read, and the CO, Major Board. He also met Cooper, who had been in Vaughan's Squadron at Netheravon. A machine was allocated to him, a BE2c No. 4501 with 90 h.p. RAF engine. X got the mechanics busy fitting it with streamline wires, etc. It was very cold and raining, with hail, so X did not fly. Instead, he wrote letters home and went in a tender into Abeacle to do some shopping. The next day, November 18th, there was still a hard frost but it was "a lovely morning for flying". X got his machine out and flew it for 15 minutes round the aerodrome. "Found it flying very well indeed and the engine pulling well. About 11.30 a.m. nine German aeroplanes came over at about 12,000 feet and bombed us like blazes, killing two cows and three calves, and seriously wounding one Belgian workman. They did no damage to the aerodrome. We sent up some machines and I tried to get going with mine but wasn't ready and no gun fitted."

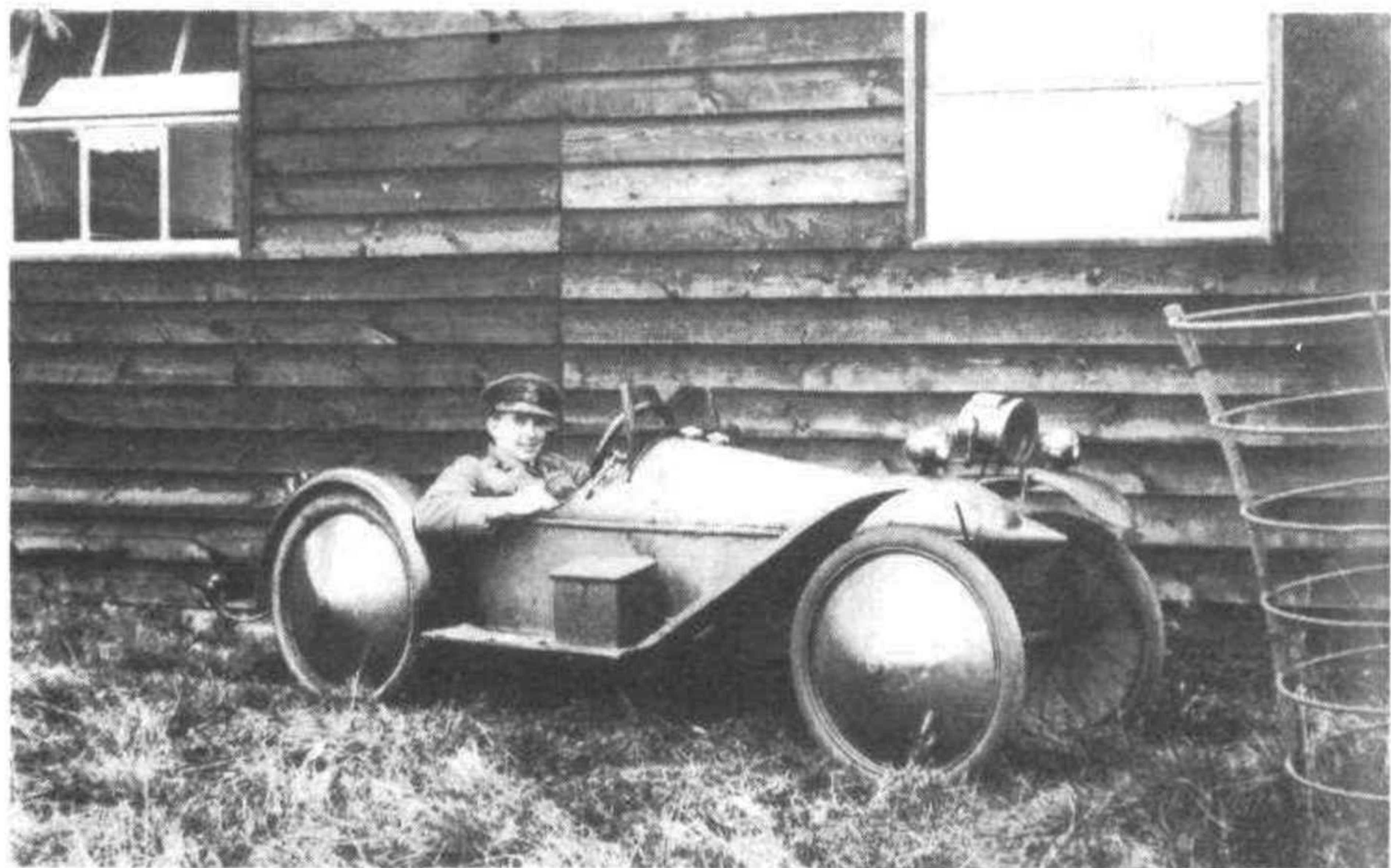
The day after this baptism of fire X took his machine up for 15 minutes with an Air Mechanic as passenger, climbing to 3,400 feet. It was freezing and icy cold and he went to bed with bad rheumatism, "feeling very dud". The day after this X had such bad rheumatism that he had to stay in bed. His Flight Commander came to see him, also Cooper, and he was ordered off to hospital by an RAMC Colonel. The Orderly packed everything up and a tender took X to No. 12 Clearing Station, Hazebrouck, where he shared a room with an RAMC Officer called Broster. "Feeling rather shaken up on the whole but glad to get into a comfortable bed."

It is now a rather sorry story, of X's return to "Blighty" after only a few days on active service. After a day at Hazebrouck Hospital with rheumatism and back pains, X was taken, after

lunch the next day, with some others, by ambulance to Hazebrouck Station, where he was put on a hospital-train. Leaving at 2 p.m. this arrived at Estampes at three the next morning, having been round by Popinjav, Abbeville and Ypres. X went from there to the Duchess of Westminster's Hospital in Le Touquet. After going out with Col. Hosborough, "trying to walk pain off", X was taken by ambulance, with others, back to Estampes, where he got a hospital-train, commanded by Arthur Heaton, to Calais *via* Boulogne. Here X got onto the hospital-ship *City of Antwerp* — "lost my valise" — and eventually arrived in London in another hospital-train from Dover. His parents met him and a private Daimler took him to the Bathurst House Hospital in Belgrave Square. It wasn't long, however, before X was allowed home. (He was flying again by 1916.)

One of his first tasks was to go to Napier's and collect the tools for his car. He also had a look at the cars at Murray's and "arranged to try a rather nice little two-cylinder Dennis". He was spending the nights at the hospital but went before a Medical Board at Caxton Hall and was given six weeks' sick-leave, from November 27th 1915, and was allowed to leave the nursing home. This was celebrated by looking at cars at Palmer's Garage in Tooting. The social round was soon resumed, with evenings at the 400 Club, cinema shows at the New Gallery Cinema, and at the cinema behind the Lyric Theatre. Then X went to Bath on a railway warrant and there listened to the band, to concerts in the Pump Room, and went to Bristol, where they had a box and saw a play called "Light Blue". The trips from Bath to Bristol were facilitated when Sgt. Hurdle brought over X's Mitchell. Petrol was obviously still freely available but one journey is described as "adventurous". X was "taking the waters" at Bath under medical supervision but had time for walks with girl-friends, to whom he would send "large sugar cakes" when they were away, and to play billiards, etc. He also tried to help with Red Cross work and one December day, after he "had had tub at 9 o'clock", Lady Lyell sent her Lanchester for him and they discussed RFC stockings. Usually X's family dressed for dinner and one December Saturday Lady Holt came over "and spent evening jazzing about, nineteen to the dozen". X was looking at cars all the time and was "seeing about the Mitchell", which had presumably had some kind of trouble. He later tried a Darracq at Murray's in London "but it was useless", so X hired "a very nice Singer two-seater".

By this time X's friends were returning to London and Newmarket for the Christmas vacation and he was hankering to do the same. He dined his doctor and took him to see "Poor Little Monkey" and the next day left Bath at daybreak in the Mitchell for London but it broke down at Chippenham, so X went on by train, arriving by 12.30 to find a girl-friend awaiting him. After lunch they went to a show at the Ambassador but it was so bad they came out early and went to get the Singer. The next day, a Sunday, all the family packed into the Singer and their Wolseley and drove to Birmingham. There must have been ample petrol, as the cars were used to go to a revue and back, and on the Monday X drove to Chester *via* Stourbridge and Whitchurch, putting up at the Grosvenor Hotel, where he "had a tremendous tea and after went to a 'movie', which was rather poor." The next day the Singer took him to Manchester and back, with lunch at the Midland Hotel and a seat at the musical comedy matinee, "Only Girl". The Singer was then driven



No connection with the accompanying article, but a nice period photograph of an airman in an AV Monocar.

to Worcester, stopping for lunch in Shrewsbury, where X stayed at the Hop Market Hotel and went to "a topping revue at the theatre, best show I have seen for a long time". The Singer then took him to Malvern for a Christmas party and the day after Boxing Day it was driven back to London in a howling gale, "beastly windy journey", with the girl-friend, *via* Cheltenham and Oxford, the run being completed in time for X to dine with Archie

de Pass at the Savoy, go on to the 400 Club where they met Campbell, and on for drinks at Batchelor's. Not a bad piece of motoring in a light car on winter war-time roads 64 years ago. As an aside there is now the diary entry: "Must remember to write to the War Office re Medical Board"!

(To be continued)

V-E-V Miscellany.—The Shuttleworth Collection is hoping to open a De Havilland Flying Centre at Old Warden, Biggleswade, so that it can display in a hangar its wide range of DH aeroplanes, literally all under one roof, as well as demonstrating these machines from time to time from its timeless grass aerodrome. To this end an appeal has been launched for a DH Trust and leaflets are available about this, for those interested in this worthy cause and for distribution to those they know who may be likely to help. These leaflets are available from The Trustees, Shuttleworth Collection, Old Warden Aerodrome, Near Biggleswade, Beds. The Collection has 15 DH aeroplanes in its possession, ranging from a 1923 DH 53 to a 1946 DNC-1 Chipmunk, as well as relevant aero-engines ranging from Gipsy I to a rare 12-cylinder Gipsy Twelve. It is interesting that a correspondent to *Fluteneus*, monthly newsletter of the flourishing Vauxhall OC, says that while they read of restored Vauxhalls in Britain, in New Zealand those of the 1950s are often encountered still in daily use, and there a 1955 Vauxhall in quite good, drive-away order, was available recently for 50 dollars. Maybe there is a lesson in this, somewhere. . . .

The autumn magazine of the Morris Register carried an article by Harry Edwards of the early days of Kennings, the Morris Agents, illustrated with nostalgic photographs, showing George



The Renault 2-seater used for hauling boats at the Royal Cape Yacht Club.

Kenning in one of the first £100 Morris Minors, a fleet of "roadless" (tracked) Morris one-tonners for delivery to the Anglo-Persian Oil Co. in Abadan in 1925, a fleet of Morris Commercials delivered by Kennings to BP in 1925, and Sir William Morris (later Lord Nuffield) opening the Derby premises in 1930. Incidentally, Mr. Kenning bought the Morris surplus production in 1927 for £66,924-13s.-3d. In this year's Pre-50 America AC's Rally of the Giants, many of the prizes were won by pre-war cars. For example, the overall winner of the *Concours d'Elegance* was M. Brown's 1935 Ford Model-48 V8 cabriolet, the Buick Cup went to D. Melbourne's 1934 NA saloon, the Dearborn Cup to M. Webber's 1932 Model-B Ford Tudor sedan, the Overseas Award to H. Kok's 1930 Graham sedan, the Burford Cup to G. Keath's 1934 Terraplane saloon, the Daily-Use Trophy to C. Rogers' 1935 Plymouth Type PJ coupe, the UK long-distance prize to a 1938 Packard Super-8, the Auburn Cup to a 1929 Cadillac, the Foulkes-Halbard Cup to a 1927 Chrysler 62, the Antique/Prohibition class was won by the Graham, the Roosevelt class by Brown's Ford, and the Elite Cup by C. Stormer's 1931 Graham Custom-8 convertible sedan, while the ladies liked best a 1931 Ford Model-A Fordor saloon, the children a 1936 Diamond-T four-tonner, and the Thomas Trophy went to a 1937 Dodge hearse, the Big-G Trophy to a 1938 Oldsmobile 8 sedan.

The Post-Vintage Humber Club, Secretary Ian Gardner, 80 Frobisher Road, Rugby, held a summer rally in Oxfordshire at which over 100 cars were present, all driven there. The prizes went to some of the pre-war Humbers, such as a 1935 16/60 coupe and a 1938 Snipe, the former being judged the best car present. The Standard Register Trust has changed its name, to humour its Bankers, to The Standard Motor Club. The new secretary is L. Fish, 1 York Gate, London

Vintage Postbag

A 1914 TT Sunbeam

Sir,

To continue the story of the 1914 TT Sunbeam, mentioned by Mr. D. V. T. Fairrie, which he drove for "a good many thousands of miles" before selling it to a Mr. Lawson of Rolvenden, Kent. It appeared from the log-book that he ran it only for about a year and when I acquired it in 1940 it had been standing for some time, more or less derelict, outside a garage near Maidstone. I sold it in 1949 to the late C. R. Abbott who restored it to its original TT form. The doorless two-seater body, mentioned by Mr. Fairrie, had suffered from exposure to the elements and was scrapped. After C. R. Abbott's death the Sunbeam passed into the hands of Stanley Sears who, with his son Jack, ran the car in several VSCC events.

It was subsequently acquired by Neil Corner who very kindly allowed me to drive it recently at Silverstone. It is still in good form and capable of a creditable performance despite its sixty-five years.

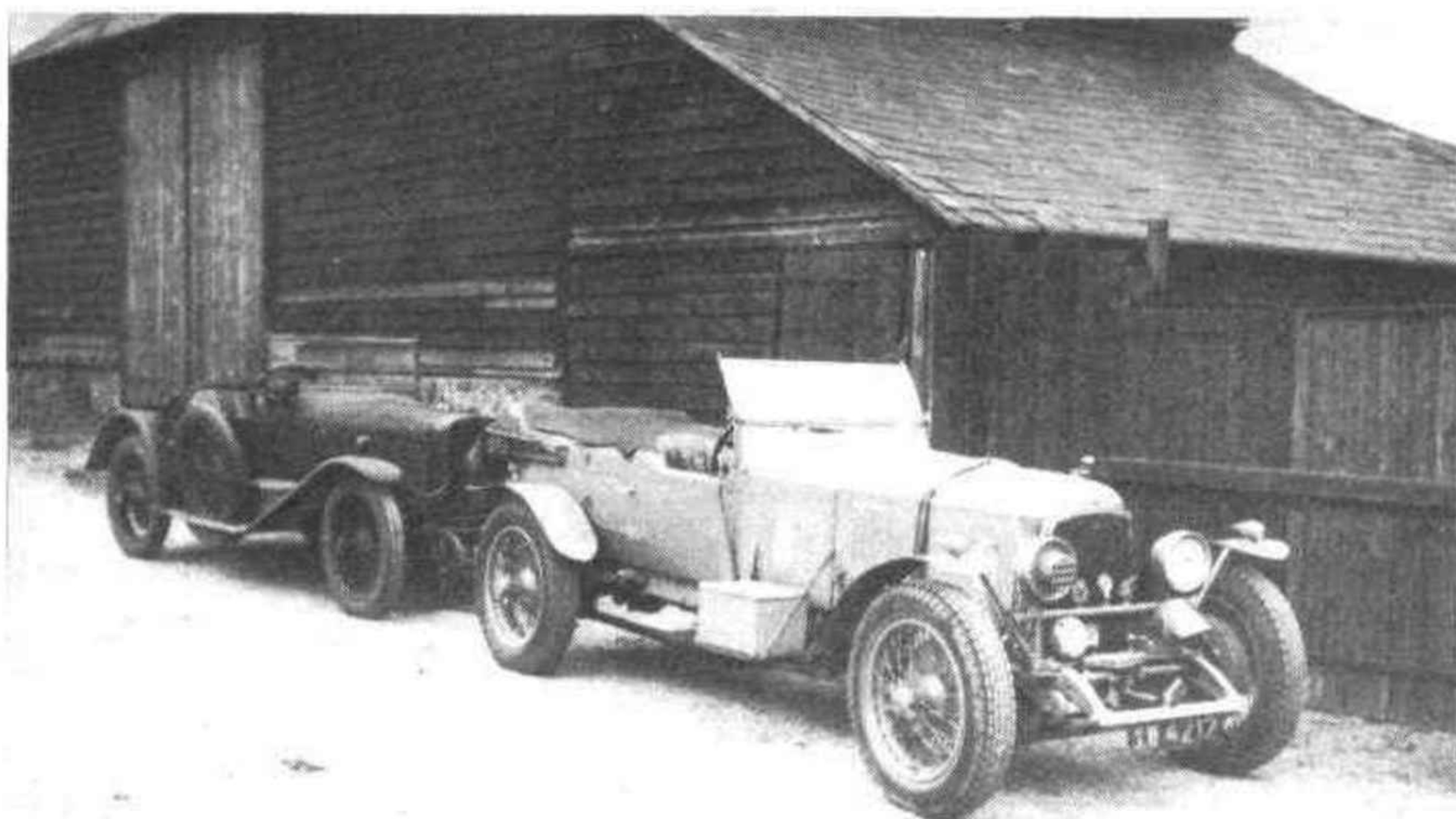
I enclose two photographs taken when I towed it away in derelict condition from the garage near Maidstone.

Knotty Green

ANTHONY S. HEAL

N14 6HS. The Club has about 400 members, carries thousands of spare parts but seeks advertising and registration material for the early 1930s cars, if anyone can assist. At least up to 1933 a pre-1914 Renault two-seater, probably an 8 h.p. model, was in use for hauling sailing boats between the Royal Cape Yacht Club of Africa and Zeekoevlei. What became of it?

The Riley Register, Secretary, I. Thorpe, 26 Hillcrest Close, Tamworth, Staffs., B79 8PA, is encouragingly active, and has enrolled an impressive number of new members. Its last *Bulletin* had a front-cover picture of the ex-Billy Cotton modified Coventry Riley which Nev. Farquhar has rebuilt and which he took to this year's Coventry Rally, and it contained articles about a run done by a Riley Nine Monaco saloon which in 1930 visited eight European countries in six days, the crew including Clive Windsor-Richards who writes a footnote to the article, and the car's then-owner Harry Loe, who was a keen MCC trials' competitor before the war. There is also a most interesting article about the Riley-Amilcar that Stanley Kerr built and drove at Brooklands before the war (not to be confused with the Amilcar-Riley) and which was restored in recent times by Robin Townsend. There was also a picture of the Riley Nine which Joan Richmond drove from Australia to England, Reg. No. GP5455, with a query as to what happened to it. The *Cham Gang Gazette* of the Frazer Nash Section of the VSCC remains another enthralling and very professional Club journal, the current issue containing much about another successful raid on Bolzano carried out by the Section in their chain-propelled motor-cars, together with accounts of the Frazer Nash (and GN) invasion of Shelsley Walsh last summer, a long-distance jaunt by Alastair Pugh's 'Nash in America', and Lionel Stretton's "go" at the MCC Land's End Trial, per Frazer Nash.—W.B.



Collecting the TT Sunbeam from Maidenhead with a Vauxhall 30/98 tow-car in 1940. See letter from Anthony Heal.

Tilling-Stevens' Buses

Sir,

I was interested in your reference to the above in V-E-V Miscellany. However, the latter part of the story is incomplete (oddly enough in regard to at least part of which Rootes played an important part) and thus more directly linked to the Chrysler/Talbot heritage.

Tilling-Stevens petrol-electric 'buses' tended to go out of favour in the late '20s — apparently the weight of the transmission made them sluggish by comparison with the livelier vehicles with conventional gearboxes then appearing. So a very successful example of the latter was introduced in single-deck form, originally as the B9 and about 1928 as the lower-framed B10, also known as the Express, and large numbers were supplied to Tilling-associated bus companies until 1930 when Tilling withdrew its support.

The company then assumed the title TS Motors Ltd. and called its products TSM until about 1937, then reverting to Tilling-Stevens. Its market shrank considerably, but buses were built in fair numbers in the early thirties, including a few six-cylinder models in both double and single-deck form. The searchlight lorry of World

War 2 was a revival of the old petrol-electric concept, with the generator under the projecting bonnet and engine in the cab. After the War a few hundred coach chassis were built, mainly with Gardner engines.

Then Rootes took over in 1952 and the Tilling-Stevens works produced the TS3 diesel engine — a horizontally-opposed three-cylinder two-stroke — which was fitted to many Commer lorries from 1954. This wasn't the first unusual engine Tilling-Stevens had built — there was a flat-eight diesel (with banks of four cylinders on each side of the crankcase) in 1937, but I gather they couldn't get the crankshaft to stay in one piece.

Glossop

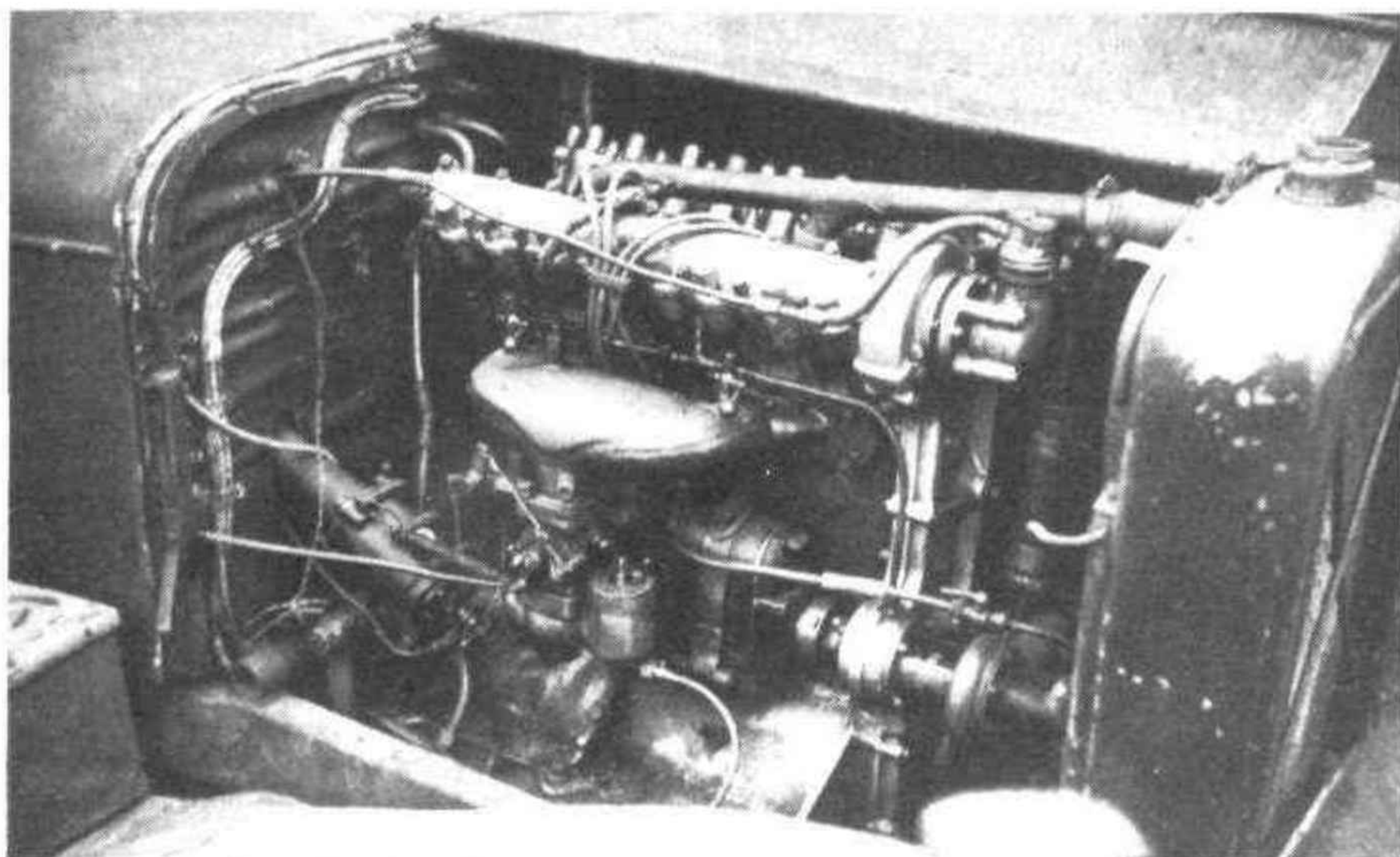
ALAN TOWNSIN

Ninety Mercedes

Sir,

I was interested in your June photos of the Ninety Mercedes you recall belonging to "a pilot called Blythe".

I suspect this was the Captain B. A. Blythe who came to New Zealand in the thirties to pioneer Union Airways as chief pilot — now long since merged into our National airline.



The induction side of the 1914 TT Sunbeam's twin-cam engine.

Blythe, although he regarded the 20/25 Rolls as the fastest means of crossing London, had a considerable interest in very large fast cars, which he passed on to my father. Blythe owned a two-seater Renault 45 while out here and my father recalls it being successively tuned to reach something pretty close to 90 m.p.h. Father and Blythe visited various interesting cars around our South Island including a big-pre-Kaiser War Mercedes (pre-gate change), which was garaged with a Fafnir, a 4½-litre Bentley and another Renault 45. After his return to UK, Blythe owned an open S-type Mercedes with Corsica body. He loved the big s/c Mercs but felt they needed to go back to the works every 10,000 miles.

After a brief flirtation with yet another Renault 45 my father bought an Alpine Silver Ghost, a Phantom II and more recently an S3 Bentley.

Blythe was a persuasive talker. On one outing he was driving the Ghost and explaining the art of slow top gear running. The late Air Chief Marshal Sir R. A. Cochrane — posted here to establish the RNZAF — initiated a silent evacuation of the back seat, leaving Blythe, still talking, to complete the top gear journey alone!

I'm enclosing a snap of the Phantom (101 RY; H. J. Mulliner; Black). According to RR records it was supplied in 1934 to the then Marquis de Portago. Was it his son who died in the Mille Miglia? We imported it in 1950/1 from George Newman's with kind help of Mr. F. C. T. Evershed of Rolls-Royce.

I recall that while opening the first street race at Dunedin in 1953 an element of competition deposited the Mayor safely back at the grandstand while the civic Austin 125 — police up — was yet in the back streets just holding a nice Minerva tourer crewed by some of the Race Committee.

I should be most interested to hear more of Blythe or of the Portago family and their cars and movements between the wars.

South Canterbury, SCOTT THOMPSON
New Zealand

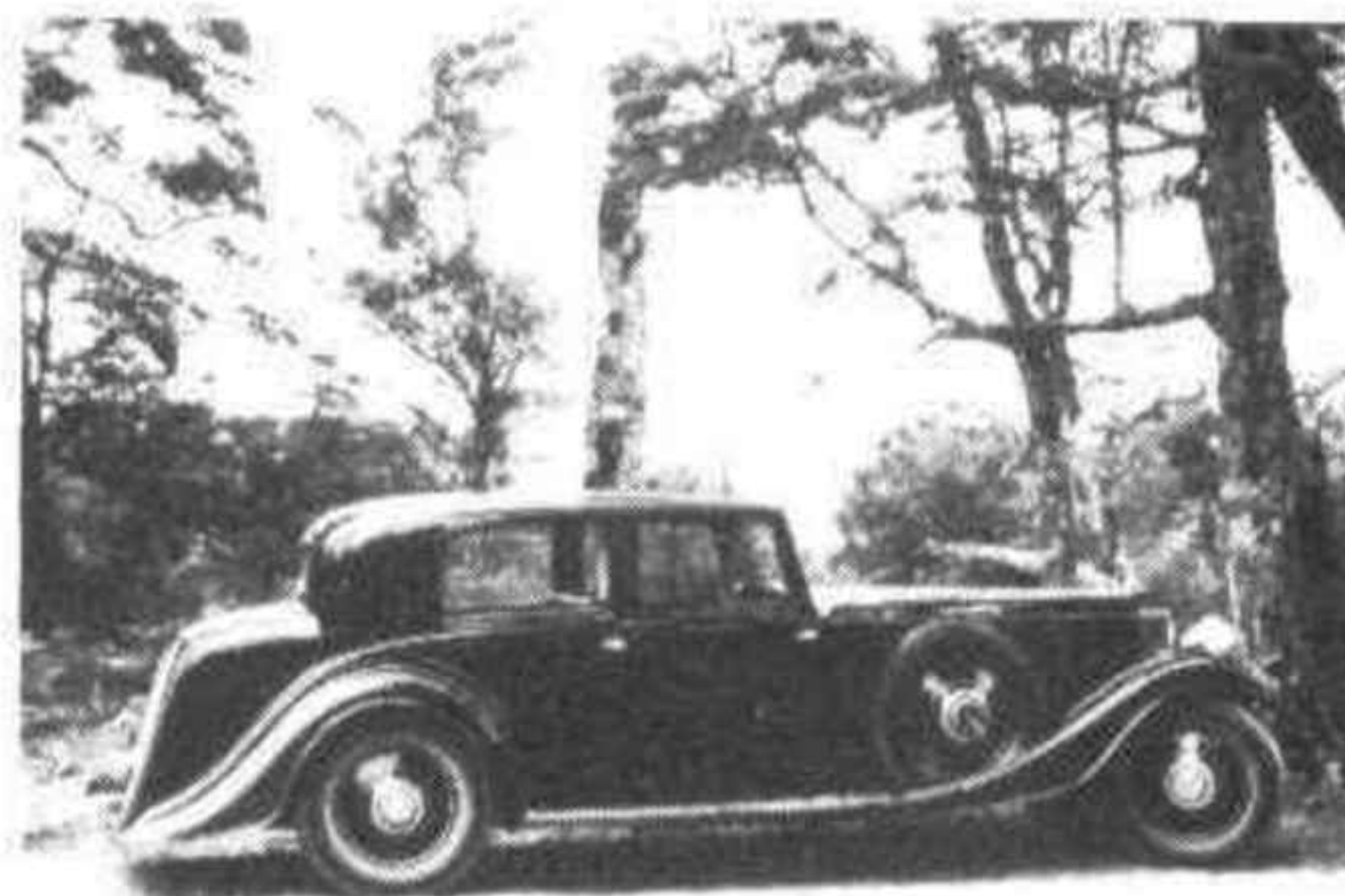
The Fastest Road Car

Sir,

Interesting how that 1939 Brooklands competition is continually being recalled. The idea of establishing "the fastest road car" is a fascinating one, and it is a pity it has never been repeated, since that 1939 attempt was a non-event, won in fact by the fastest driver present — Arthur Dobson — in the third fastest of the seven meagre entries.

As road cars went in 1939, the straight six 3½-litre Delahaye was already quite aged, and nowhere near as fast as either the 2.9 blown Alfa of Hugh Hunter or the 4-litre Paris Talbot of Hugh Connell which it beat. In the Mille Miglia and at Le Mans in 1938 the 2.9 Alfas had blown off everything else on sheer speed, including even the 4½-litre V12 Delahayes, while Hugh Connell's Paris Talbot was the actual car which had won the 1937 Tourist Trophy race at Donington, where a 3½-litre Delahaye could do no better than fifth — in what one might think was a better test of the "fastest road car". But Arthur Dobson was by far the most experienced Brooklands driver in that 1939 competition, besides nudging Grand Prix calibre.

I often wonder how Mike Couper would have fared in his London Talbot BGH 23, had he entered that event. They had both retired at the end of the previous season, but the Talbot had amply proved itself faster than the Dobson-driven Delahaye on the Outer Circuit during 1938, lapping for instance at 124 to the 120 of the Delahaye while beating it into second place in the



The 1934 Rolls-Royce Phantom II Continental referred to by Mr. Thompson.

Dunlop Jubilee Cup race.

I was able to remind Rob Walker and Stirling Moss of this at the Le Mans Cinquantenaire in 1973, where they were both a little put out at BGH 23 finishing second while their Delahaye could only manage fourth. This was the first time the two cars had met since that Dunlop Jubilee race thirty-five years earlier, confirming once again that, unlike the result of the Brooklands "fastest road car" fiasco, it was the car and not the driver which was fastest.

In all the "retrospective" road races run in Europe since the War, there has never been a Delahaye capable of getting anywhere near Talbot BGH 23.

Callington, Cornwall ANTHONY BLIGHT

The Vale Special

Sir,

You kindly published a letter in which I appealed for help in restoring my Vale Special to original appearance, and the response was beyond belief. Now, however I have another problem with which I have striven for six months without success. I have the original engine, less the cylinder head, main folds, valve gear etc., but as there is no identification anywhere, I cannot begin to look for replacement parts. My car is chassis no. 335, reg. no. RN 2919 (November 1935) and was originally used in Birkenhead. Maybe someone remembers it? The engine has a cast iron block with pressed tin sump and rocker cover. It is a single o.h.c. layout, three main bearings, and as near as I can say is 63 mm. × 100 mm. stroke — 1,250 c.c. Mr. Gaspar — one of the partners in Vale Engineering thinks that it may be a marine engine, either a Brooke or a Dorman. Although at least two cars (Dr. Skinner's and Pierre Sangan's) had Meadows engines, I believe that these were pushrod o.h.v. of 1,100 c.c. Can anyone help?
Leicester G. B. WOOLLEY

[Letters will be forwarded — Ed.]

Premier and Coatalen

Sir,

I have been going to write to you for the last twenty years and kept putting it off as not being very important anyhow, but the Veteran-Edwardian-Vintage article this month goaded me on.

In your last paragraph about motor cycles you mention the Premier which confused you. As a lad of about fifteen in 1922 I stayed a lot with my cousin in the Yorkshire dales and he had one of this make. This model was as far as I remember a 1913 model, a fourstroke rated I think at 2½ h.p. no tappet cover of course, single speed, belt drive, a block brake acting in the belt rim on the back

wheel, and a large stirrup-type front brake. The carb. was I think an AMAC, two lever, the magneto was extended at the front on a longish platform and I think chain driven, it had footboards rather long ones and the tank was a dirty green in colour. Oil was in a separate compartment in the petrol tank and was fed through a drip feed glass fronted with a plunger pump. Acetylene lamps complete the picture. If you could start it (no kick-start of course) it would do about 35 m.p.h. but starting was a chore even with the enthusiasm of youth it wore me out, I don't think there was any spark, after a year or so he sold it and bought a new Raleigh.

You mention Butterfields, were they not the makers of the Levis? [Yes. — Ed.]

Now about twenty years ago I met an old gentleman whose name was Todd, a charming man whom I got to know very well indeed. He came from Wolverhampton where his father was a manager at Sunbeams. One day he came home from school (he was then about fifteen years old) to find his father already home having brought with him a Frenchman who spoke little or no English, so what knowledge of French Mr. Todd had came in very useful. He had brought him home because he had only arrived that day, had no digs, or hotel. It seemed the whole family liked the Frenchman very much, so much so that he stayed with them for some considerable time. Yes you have guessed it, Louis Coatalen. Not very important really but it might cross a t or dot an odd i for you.

Since the times I mention I have had some ten 'bikes and getting on for fifty cars; now, getting on for 73 years old, I just have an Audi 80 and an MZ motorbike and still enjoy myself very much.

Best wishes to yourself and MOTOR SPORT.
Worsley W. J. LOWE

[An interesting letter, but it was actually the ASL-Premier that puzzled me. — Ed.]

V-E-V Odds & Ends.— The BSA Front Wheel Drive Club has a new secretary, Peter King, 81, Beverley Drive, Edgware, Middlesex, HA8 5NH. This Club was formed 20 years ago and produced a Jubilee edition of its magazine *Front Wheels* to commemorate this. A reader is anxious to trace a Morgan three-wheeler, Reg No. JO 7486, which left the factory on 9th July 1933. It had an unusual low chassis, foot accelerator, 17×4.50 tyres and aeroscreens but no hood or spare wheel fittings. The engine was a LTOWZ JAP and the colour Post Office red. The remains are being rebuilt in Sussex from a heap of parts and it is hoped to contact previous owners, including Philip Collison and John Stapler, who apparently owned this TT Special Morgan in the 1950s. There is evidence of a three-wheel braking system having been fitted before the car was crashed. Letters can be forwarded.

Many pre-war Singers attended this year's Singer National Day, at Knebworth House, including a 1934 Nine coupé, a rare 1925 10/26 h.p. tourer, many more open and closed Nines, a 1928 Singer Junior tourer, an ex-works 1933 Nine team-car, a 1933 14 h.p. six-light saloon, etc. The Bullnose Morris Club had a turn-out of 35 cars for its Summer Rally, made up of 22 bullnose Morrisises, seven flat-radiator Morrisises, one Morris Commercial, a Morris Minor, two Morris Eights, a Morris Ten and a 1924 Humber. The long-distance prize went to John Carter, who covered over 300 miles to the rally site in his 1924 Morris-Cowley two-seater. The best Bullnose was judged to be Robert Barker's 1926 Morris-Oxford tourer, the best Flat-radiator car Colin Watson's 1930 Morris-Cowley saloon.—W.B.

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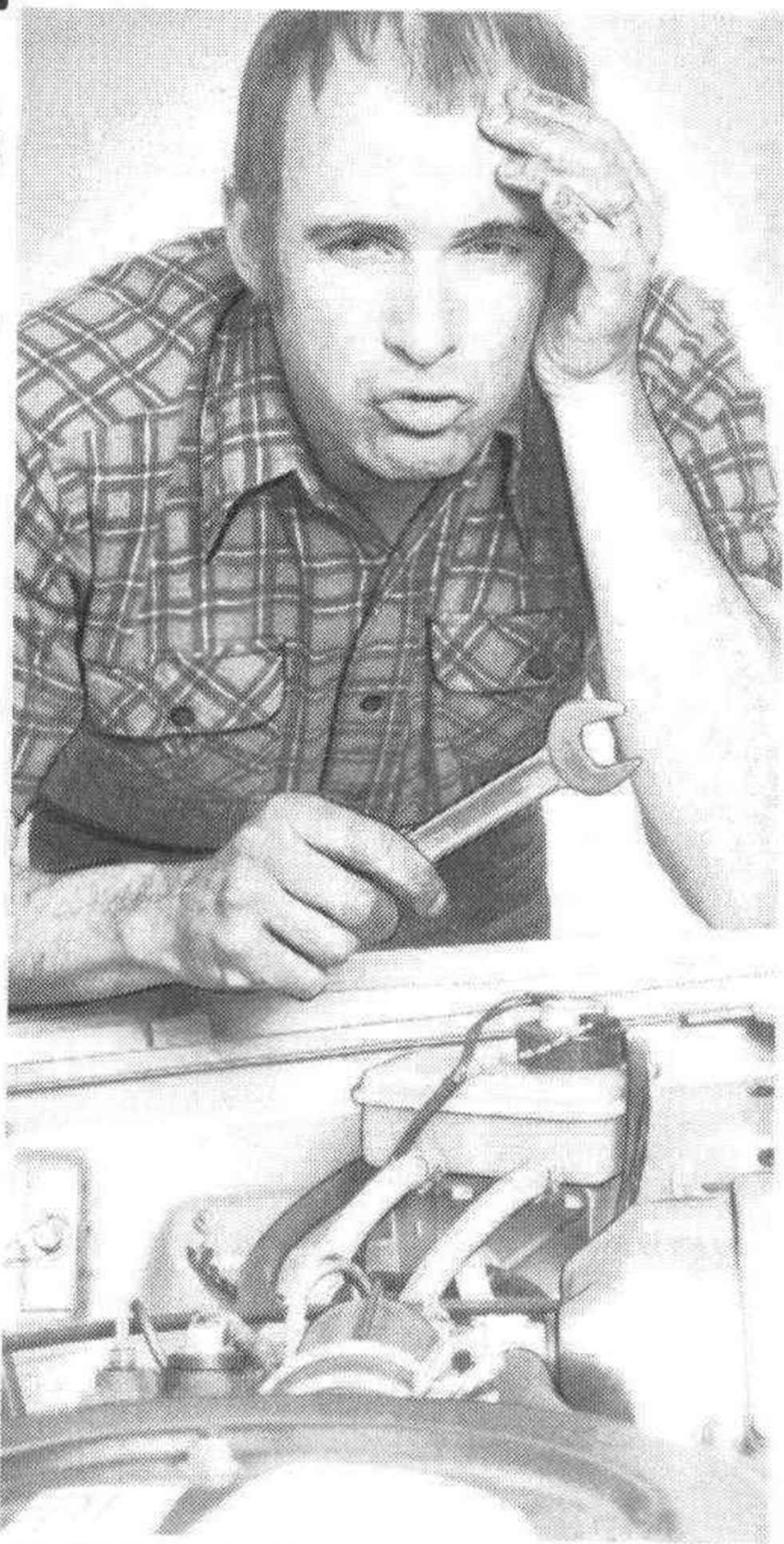
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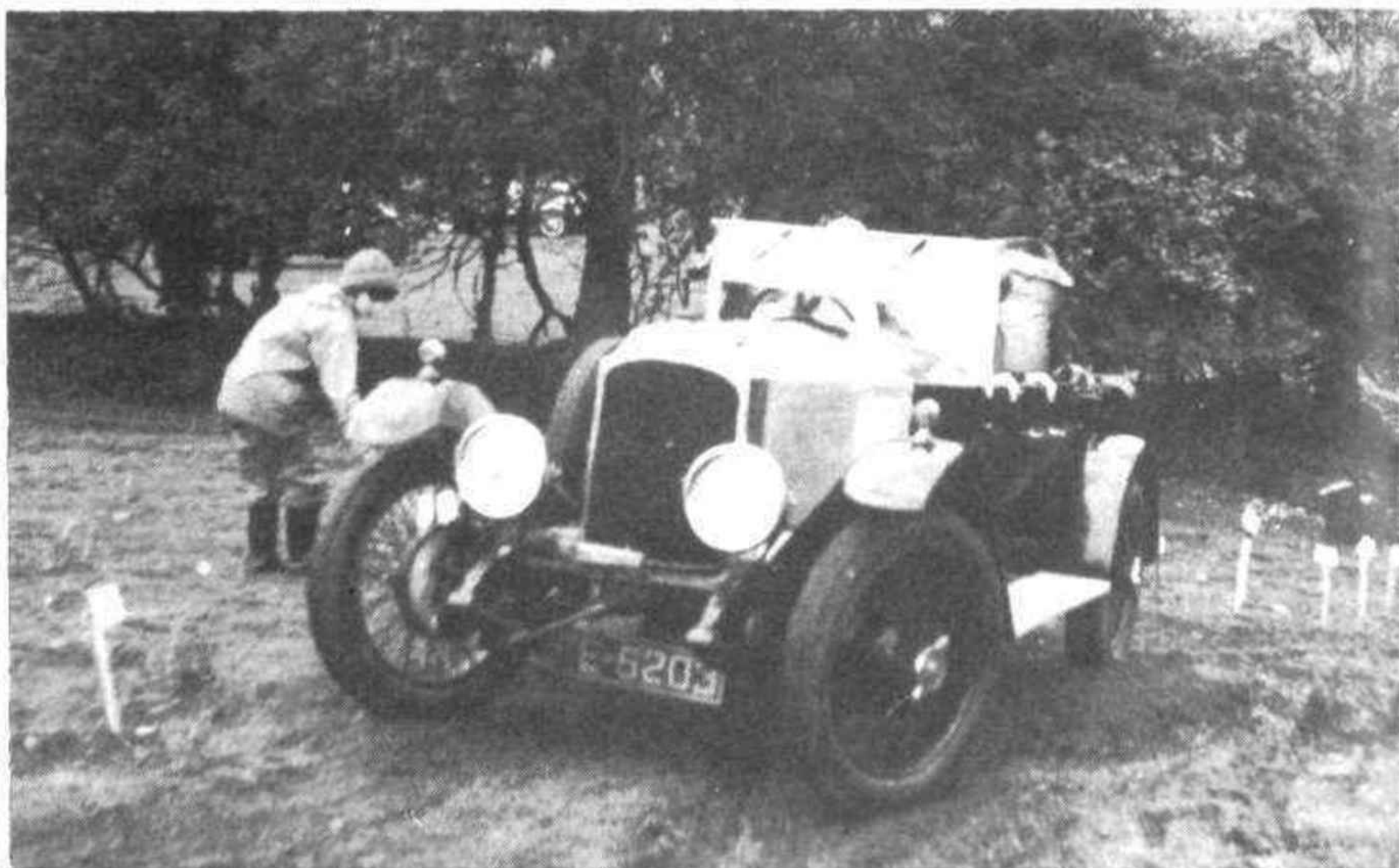
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VSCC Welsh Trial

THE traditional visit to Wales by the main-section of the VSCC was purely a trial this year, the *Concours d'Elegance* and Driving Tests being cancelled because of insufficient entries. This could perhaps be laid at the door of Inflation but not, one hopes, at that of the speculative value of old vehicles. But the trial went off well, just about avoiding the heavy rain-showers and occupying the Saturday afternoon as well as most of Sunday's daylight. It had 64 entries, against 71 last year.

Davis II, a short, steep, grassy bank divided into 25 very compact sections, on the Saturday afternoon, was climbed clean by the first to go, Stoyal's Super Sports Frazer Nash, that made it look simple, Dunkerley's Boulogne Frazer Nash with three-up, Fenner's blue Riley 9 Special, Barry Clarke's Chummy Austin 7 with its tools and tyre-pump on the back and a bonnet-strap to constrain the high revs he used on an excellent ascent, and by Longhurst's Riley 9 Special. The curious little hill seemed to get more difficult as time went on but Phillips had no trouble in his triple-SU Alvis Silver Eagle Special, although he seemed to disdain keeping to a conventional rev-limit.

Spence characteristically blipped his Lea-Francis Special up clean, R. Winder made it, in his original-looking, hoodless Chummy Austin, and David Marsh's 30/98 Vauxhall scored full marks when others of the breed were failing. Those who so nearly got all the way up included Piers-Hall, whose Chummy Austin had a strapped-down bonnet and oversize rear tyres, Moffatt in the familiar Type 13 Bugatti, Bain's Number Special, Threlfall whose Model-A Ford Tudor saloon, wearing its MCC badge, got within half-an-inch or so of the required top-marks marker. Another who just failed after a very good attempt was W. Winder's Humber Chummy. These competitors all reached marker-24, as did Reed's Mulliner-bodied Austin 7 two-seater, Abbott in his odd-bodied Model A Ford with out-of-period bulb-horn, Gunn's 3-speed Ulster-bodied Austin 7, Ghosh's 30/98 Vauxhall, Spollen's very smart 30/98 Vauxhall Wensum which might have got right up if it hadn't veered off course, Hyland's Alvis Silver Eagle two-seater, and Pat Marsh's 30/98 Vauxhall that was wearing its hood in a *coupé de ville* posture. Also coming to rest at marker-24 were McEwen's Riley 9 fabric tourer, swerving about to try for grip, and Meeks' Austin 20 with four up and hydraulic



Captain Brian Gray's First Class Award-winning Vauxhall 30/98 tackles the slippery bank on Davis II during the VSCC Welsh Trial.

front-brakes, while those who got to marker 23 were Ryley's Hyper Lea-Francis with external exhaust, Gray's 30/98 Vauxhall, its starting-handle rattling in its retaining strap, Jeddere-Fisher in his 1921 30/98, Harris' Boulogne Frazer Nash that was to have "canine maladies" on the Sunday, Tony Jones, unfamiliar in a new cap, for the 30/98 brigade, Llewellyn's 4½-litre ex-Brooklands Bentley two-seater with its radio playing(!), Garland's 30/98 and Knight's 16/60 O.M. So it was a near-run-thing, with Costigan's Vernon Derby, Hancock's 16/60 O.M. which stalled its engine, Hurst's 12/50 Alvis, hood up, Templeton's 30/98 Vauxhall, Rowley's 30/98 with much wheelspin, Hamilton-Gould making a splendid effort in his 1920 Citroën tourer, and Blake's 12/50 Alvis, four up and its lights on, all getting to marker 22.

Diffey (who achieved marker 16) had the distinction of having changed a big-end on his 1926 Humber 9/20 in one hour, before the start. Mann was enjoying himself in a Lancia Lambda with 7th-Series engine, 8th-Series chassis and 6th-Series axle, but Seymour Price, his rebuilt Austin 7 Chummy on its first outing, failed to arrive until late due to fuel starvation, and Weeks was in the lower field rebuilding the SU petrol pump of the S.S. (not that one but the Skinner Special wooden Austin 7). Someone had found

Threlfall a period Model-A tyre gauge, and spectating cars included a most-regal sleeve-valve Daimler and a Crossley Ten saloon, while Max Mill was seen in a 4WD vehicle of Russian origin and his son Keith (marker 17) was blowing up his AJS's tyres with the luxury of an engine-operated inflator. Roger Collings in the Speed Six Bentley made marker 20 but had much difficulty ascending to the start on Davis I, in which he was not alone.

Sunday's sections were to the traditional pattern, Hvope's approach hump giving some bother but the Pilleth grass-gradients, being mainly easy, in spite of heavy overnight rain.

W. B.

Amongst the spectator's cars was this rare Varley-Woods.



Results:

Harry Bowler Memorial Trophy
H. F. Moffatt (Bugatti Type 13)

Presteigne Trophy
T. J. Threlfall (Ford Model A Tudor)

Leslie Winder Trophy
P. G. Diffey (Humber 9/20)

The Snatcher Trophy
C. Gunn (Austin 7 Ulster)

1st Class Awards
B. Clarke (Austin 7), P. Longhurst (Riley 9 Special), H. Spence (Lea-Francis Special), B. Gray (Vauxhall 30/98), J. Ghosh (Vauxhall 30/98), D. Marsh (Vauxhall 30/98)

2nd Class Awards
A. Dunkerley (Frazer Nash Boulogne), N. Fenner (Riley 9), M. Ryley (Lea-Francis Hyper), C. Lee (Alvis 12/50), M. Hurst (Alvis 12/50), J. McEwen (Riley Tourer), B. Spollen (Vauxhall 30/98)

3rd Class Awards
N. Stoyal (Frazer Nash Super Sports), M. Piers-Hall (Austin 7), A. Jeddere-Fisher (Vauxhall 30/98), J. Meeks (Austin 20), P. Marsh (Vauxhall 30/98)



Tom Threlfall's stalwart Ford Model-A Tudor won him the Presteigne Trophy.

Book Reviews

"The Quality Of Work & The Quality Of Art — A Study On Bugatti" by E. Hallums. 11½" × 8". 84 pp. (Mithra Press Ltd., 15 Ridgmount Street, London WC1E 7AH. £16.50).

Everyone who wishes to take an informed interest in the current Exhibition of Bugatti Art (cars as well as sculpture and furniture) at the Arts Council will want to read this artistically produced, high-quality book, which aims to knit it all together. There even seem to be some "new" pictures of Bugatti cars in races and elsewhere, and the other aspects of Bugatti art are naturally well described and depicted. I am not of an artistic temperament, which is probably why I am less apt than some to see the alleged close association between the early cubist furniture of Carlo Bugatti and the mechanical masterpieces of Ettore Bugatti. But for those who want to bask in an appreciation of all forms of Bugatti art this book is a beautifully-produced introduction. It abounds in properly-produced illustrations, some in colour, and the contents take in such Bugatti aspects as patronage, tutors and Eminences Grises, the concept of *pur sang*, an epilogue about Jean Bugatti who was killed in a Bugatti, as well as a map and plan of the Bugatti factory. Other chapters are full of artistic concept. The pictures include a full page one of some of Carlo Bugatti's cubist furniture (very ugly, to my mind) and parts of Bugatti engines, such as a water-pump in bronze from a Type 27 and an advance-and-retard lever from a Type 30 (but was the Type 30 ever a truly Grande Sport?), which are certainly artistic.

There are pictures of Bugattis in races, such as Caliri's GP in the 1926 Targa Florio and his Brescia at La Turbie, and scenes from the 1922 IoM 1,500 c.c. race, and even a chain of family signatures, starting with Carlo's. There is a comparison, which sets the tone of the book, between the "banana"-tappets of the Brescia Bugatti engine and the pillars supporting the nave of the *Duomo* in Milan, which should give plenty of scope for artists to suggest that Ettore had the latter in mind when planning this engine and engineers to perhaps think it might have been lack of complicated machine-tools that compelled Ettore to think up a simple way of prodding two close-set vertical valves and use square sections for another engine aspects! The book comes in a durable jacket and a cardboard container.

W.B.

"La Lancia" by Wim Oude Weernink. 303 pp. 10" × 7½" (Motor Racing Publications Ltd., 28 Devonshire Road, London W4 2HD. £19.95).

It has been said that Lancia never made a bad car, at all events until recent times, and it is a make that has a very loyal but not loud following, here as in other parts of Europe. Although we have published a good deal of Lancia model-by-model history at various times in MOTOR SPORT, a full-scale book-size account of these fine cars has been long overdue. Now Weernink, the Dutch motoring writer who has owned several Lancias and who won the Dutch KNAC Press prize for his study of Spyker, has filled the void. He has produced a complete history of Lancia from the days of Vincenzo Lancia to the present-day Fiat-backed Beta, Gamma and Delta models. Thus the book is absolutely up-to-date.

The author has divided his work into 16 chapters, covering the early Lancias, following an

introduction to Vincenzo himself, and then describing the fabulous Lambda, which he calls a "technical masterpiece", through the luxury and practicability of the Dilambda, Astura, Ardena and Augusta models, down through the Aurelias and Appias (each of which gets a chapter to itself), and the sports-racing D20 and D25 cars, to the racing Lancias and then to chapters about the Flaminia, Flavia/Fulvia, the Stratos, and so to the moderns. This isn't all, because Lancia trucks and buses are covered in the final chapter. Appendices cover production figures for all these models, car specifications, maintenance and tune-up data and they also provide specifications of the Lancia commercial-vehicles from 1912 to 1968. What is more, Weernink has called upon Adriano Cimarosi, Sports Editor of *Automobile Revue*, to round-off his book with a list of Lancia competition successes — MOTOR SPORT readers, being used to small type, should be able to cope — with a magnifying-glass!

The type in the body of the book is larger, so clear and readable, and the book abounds in illustrations of every kind, several on almost every page, which should hold Lancia fans spellbound, in spite of rather dull reproduction. Not a bad feat for a person who admits to knowing nothing about his Lancia Appia except that it was Italian when he bought it in 1969! I rate this book, with its attractive dust-jacket of admittedly posed colour pictures, a very important addition to one-make literature, and a fascinating record of, as the author puts it, 70 years of excellence. — W.B.

"Targa Florio" by David Owen. 232pp. 10" × 6¾" (Haynes Publishing Group, Sparkford, Yeovil, Somerset BA22 7JJ. £7.95).

Books about particular races, which I suppose I pioneered with Grenville's JCC 200-Mile Race book many years ago, have a special place in motoring archives and although we have been provided with many along the years, the list is still far from complete. David Owen has now enlarged on a theme developed by W. F. Bradley a long time ago, after being lent a copy of this book about the Targa Florio. The outcome has been a complete account by him of this famous race, from 1906 to the last of these epic, arduous contests that was run off in 1973. Although the text suggests much use of contemporary Press reports, with some permissible padding about other races, here is a useful record and enthralling story of this race, with a list of results, and a selection of high-quality colour-plates of scenes from the 1966, 1971 and 1972 Targa Florios.

Many of the earlier black-and-white photographs used for this book have been seen before, but this is excusable now that "new" motor racing photographs are ever more difficult to locate. Anyway, the front "end-paper" depicting the sheer enthusiasm on the part of the spectators for Vaccarella as his Ferrari passes through Campofelice during the 1970 Targa Florio more than whets the appetite for what follows, as does a nostalgic picture of Moss and Collins on their way to winning the 1955 Targa Florio in a 300SLR Mercedes-Benz. The author has made up additional pictorial coverage with his colour side-views of some of the Targa Florio cars but I cannot believe that the Type 35B Bugatti used by Materassi to win in 1927 was a *single-seater*.

Maps of the different circuits are provided and the book must be sound, because Stirling Moss, who has assured us in advertisements for Underseal that he refuses to endorse inferior products, has contributed a Foreword. — W.B.

"Lucky All My Life — The Biography of Harry Weslake" by Jeff Clew. 176pp. 9¼" × 6¾". (Haynes Publishing Group, Sparkford, Yeovil, Somerset BA22 7JJ. £6.95).

This is another very welcome book, by the industrious Jeff Clew, who manages to interview motoring and motorcycling celebrities and pack a great deal of fascinating detail into the biographies that result. Harry Weslake died before his biography was published, so it makes a fitting epitaph to a quite remarkable character. Harry Weslake was the top tuner of internal-combustion engines, of a great many different makes and types, and he was thus both a motoring and a motorcycling celebrity. Jeff Clew has revealed Harry's life story as it was told to him by the great man himself, so another essential piece of history and human-interest story, has been preserved for posterity.

In recent years Weslake was known for his Speedway engines but the book covers it all — his early life, the Brooklands era, and Harry's pioneering study of air-flow through valve ports, leading to the formation of Weslake & Taylor Limited, his war-time work, and the great part played by this remarkable man in post-war motor racing. The engines tuned and conceived at the Rye factory are all here, and one is immediately reminded of the part played by Weslake in the improving of such racing power-units as the V8 BRM, the Gurney-Weslake Eagle, the John Surtees Chevrolet conversion, the push-rod Chrysler Indianapolis power unit, the 3-litre Gulf Mirage engine, and many, many more. What of a Rolls-Royce boat engine with eight d/d Zenith carburettors, or a modified AEC diesel bus engine, or a turbo-charged Ford V6? These are but a few of the great variety of engines that had the Harry Weslake magic instilled into them.

Because of his close association with racing, many of the greatest riders and drivers of motorcycles and cars figure in this book, and the pictures therein. One photograph, of "Weslake Racing" transporter, makes the point. Harry's down-to-earth humour comes over well and because he was a person who believed in calling a spade a spade and not a shovel, Jeff Clew was able to obtain those intimate anecdotes and inside stories that add so much to the reader's enjoyment in this long and painstaking history. I am prepared to stand by the warm enthusiasm for the man and the book, as expressed in the Foreword by MOTOR SPORT's Continental Correspondent, Denis Jenkinson, and to share his enthusiasm for the fact that a remarkable story is now available to us. — W.B.

"Motoring in the 20's and 30's" by A. B. Demaus. 120pp 10" × 7¼" (B. T. Batsford Ltd., 4 Fitzhardinge Street, London W1N 0AH. £5.95).

This was a good idea, by an author of integrity, possibly intended for general consumption, but interesting to the dedicated motoring enthusiast who likes to look at pictures of roads and towns and wayside scenes, as they were before the war. I say it *was* a good idea, because it has scarcely come off. This is because the publisher has reproduced Demaus' photographs so that everything seems to be happening in the twilight, if not in the middle of the night! This is a pity, because while there are many old favourites among this collection of pictures that are held together by brief chapters about period motorcycling, cyclecars and baby-cars, going for a spin, motoring almost for the masses, sport, public transport, garages and traffic and accidents, some of them would have been very

nice to look at if they had been more clearly reproduced.

Nevertheless, there are some fun-things in this small offering. I like the Beardmore taxi and Rolls-Royce which are creeping up on the motor-coaches, on the way to the Derby in 1931, and the cars in the 1918 Worcester Armistice Parade. Others show vintage cars inside and outside provincial garages, a bowler-hatted owner vacuum-cleaning the hood of what looks like a Singer Senior, and the sort of cars you might have hired in Crouch End in 1925. There are also rare pictures of E. R. Hall's supercharged Arrol-Aster at Shelsley Walsh and the magnificent Horch coupé in which Hans Stuck drove to that venue in 1936 when he competed there with an Auto-Union. The spirit of pre-war motoring would have been so nicely conveyed by these pictures had Batsford managed to do better with them. As it is, the book must be rated an expensive luxury. But those who look through it may be able to help the author identify some of the cars whose makes do not appear in the captions — like the low-built tourer at the bottom of page 37, which I think might have been a Vandy. The dust-jacket has come off better than the book, with colour plates of a Swift Ten and a Rolls-Royce taken from publicity photographs. Try again, Mr. Batsford. — W.B.

"The Rolls-Royce Silver Shadow" by John Bolster, **"The Ferrari Berlinetta Boxer"** by Mel Nichols, **"The Mercedes-Benz Roadsters"** by L. J. K. Setright. All 134/35pp. 8½" × 7" (Osprey Publishing Limited, 12-14, Long Acre, London WC2E 9LP. £4.95 each)

These are high-grade one-model books in a new series by Osprey, an answer as it were to Motor Racing Publications' and other publishers' one-make model books. While not replacing the need for full histories of great makes and companies, these books give the reader plenty of information and picture-coverage about particular models. Each author in the three books in this series listed above writes as one would expect, and each presents a worthwhile study of his chosen subject, in rather a catalogue style. The pictures, with colour sections, are well worth having.

John Bolster sets out to answer the sort of questions most enthusiasts never dare to ask about the Rolls-Royce Silver Shadow and its ancillary versions, according to the publisher, whatever that may mean. He does look analytically at the car, while never wavering from his belief in the Rolls-Royce as the World's Best. The book is really a very complete description of the Shadow I and II and of the Corniche, Camargue, Wraith II and Bentley-T which derive from it, with information on the modifications applied since the first Shadow I appeared. This detailed data makes the book another essential addition to the massive amount of Rolls-Royce information already published. That apart, Bolster is not as critical as might have been expected, or as the late Anthony Bird was when revising his standard Batsford R-R history to include the then-new Shadow. However, Bolster does cast a slight aspersion on the V12 engine, for use with automatic transmission, as having less low-speed-torque and a higher fuel-thirst than a V8, an accusation which the Jaguar engineers might wish to answer. Otherwise, this is just another excellent R-R reference works, complete even to a break-down of production figures for individual styles of modern R-R models, and a book backed by excellent illustrations.

Mel Nichols' study of the Series 365 and 512-Series Boxer Ferraris is just as appealing if

you are a Ferrari fanatic and in this case it is the 12-cylinder engine that is glorified. Leonard Setright does just as well for Osprey as the other two authors, if not quite so well for Mercedes-Benz, inasmuch as he has allowed himself to be quite outspoken about some of the non-virtues of the earlier models of the 230, 250, 280, 350, 450SL and 450SLC roadsters than were his brief. He also used his knowledge of how modern tyre-techniques have assisted the road-clinging of modern fast cars, and included other Setrightian technicalities in the building of his material about these individual Mercedes-Benz models. These are very good books indeed, which should be on the bookshelves of those who own or covet the cars with which they deal. Production data and specifications figure in all three books. It looks like a series with a future, yet so often promising book-series of this kind have faded away before covering a fraction of the cars it was intended they should. Better luck to the Osprey venture!

W.B.

* * *

One of the great treats among coffee-table-type volumes is "Photo Formula 1 — The Best of *Automobile Year*, 1953-1978". As the title implies, the publishers of the luxury annual *Automobile Year* have picked out the best of the F1 motor racing pictures from their files. The result is an extravaganza of nostalgic top-quality photography of motor racing as it was in the 1950s and 1960s, magnificently produced. The work of 45 established motor-racing photographers was used, to fill this 160pp. 12" × 9" book with 110 black and white and 56 colour shots, for your enjoyment and appreciation. If, that is, you have £17.50 available. The book is handled here by Patrick Stephens Ltd., Bar Hill, Cambridge CB3 8EL.

Cars In Books

I AM indebted to Mr. Ian Rennis of Durban for telling me about some motoring references that appear in "A Botanist in Southern Africa" by John Hutchinson (Gawthorn, 1946), a celebrated book a copy of which fetched £40 recently. The author describes his travels by car from Cape Town to as far north as what was then Tanganyika. The illustrations in the book show that he used an 11.4 h.p. Citroën tourer. It looks to have been in standard trim, with Michelin tyres on its disc wheels. It is the model with the deeper radiator than, for example, that of the Citroën that Hamilton-Gould runs in VSCC events. It was used at a time when the main road from the Cape to Cairo was "little better than a good single track farm-road in England", so that in a well-sprung car (? — the Citroën) the humps would throw the hapless passengers up into the hood. Rain water also swished right over a car. Apart from getting a back wheel tightly stuck on the stump of a *Brachystegia* in a river, so that it would go neither forwards nor backwards, as a brake had jammed, there were no adventures described in the extracts sent to me. One picture shows the Citroën half-submerged, however, at Ceres. It seems that Professor and Mrs. Compton and Mr. N. S. Pillans were in the party and that General Smuts was present. A Government Post lorry came to the Citroën's rescue. Botanical Survey caravans, in Africa in 1930, possibly Morris Commercials and American vehicles, are also illustrated — can anyone enlarge on this?

There is an interesting reference in "Writers' Houses — A Literary Journey In England" by Michael and Mollie Hardwick (Phoenix House,

1968) to "an old Wolseley car" in which a family party drove into Kent one day in 1922, to pull up at Chartwell Manor near Westerham — which was how Winston Churchill found the manor house in 82 acres of grassland that was to become his home. The Wolseley could well have been a pre-war car, one imagines, and the make is interesting, because later Mr. Churchill used an overhead-camshaft Wolseley Ten two-seater to drive to and from the Houses of Parliament. Did he perhaps have an allegiance to this make, possibly through Vickers connections? — W.B.

Miniatures News

GRAND PRIX Models of Radlett have released two more of their well-known die-cast miniatures. One of these is a kit or made-up miniature of the Type 57C Bugatti that won Le Mans in 1939, which is to be followed by a model of the Type 59 Grand Prix Bugatti. The Type 57C, the streamlined car for Le Mans and the type in which Jean Bugatti was killed when training for the La Beule GP, was masterminded in the model form by Colin Flannery from the car in the Schlumpf Collection and the casting was done by Ted Clark at Radlett. Brian Harvey has thus secured a very fine miniature of this classic car. His other new one is of a Ferrari Daytona Spyder, which also makes a very effective miniature.

Both these Grand Prix models are to 1:43 scale and are available as metal kits, or as made-up models, for the making of which a production studio has recently been opened, the latter coming on a base and protected by a plastic transparent display-case. The Bugatti is No. 76, the Ferrari No. 78, in this Classic Car Kits series, and both are priced at a modest £6.45, or £20 for the carefully assembled and painted complete models. Brian Harvey has many more entrancing miniatures in the pipeline, including the Napier Railton for next year, and his house-magazine about all kinds of car-models can be made available to those who would like to have it. Details from Grand Prix models, 173/175 Watling Street, Radlett, Herts.

I have been looking at some of the Lesney "MATCHBOX" miniatures referred to last month. The new "Models of Yesteryear" make very attractive and well-finished miniatures, and if the larger sizes reduces the *chic* of the first of the series, it allows more detail. Any of these Lesney models would make excellent decorative adjuncts to house, garage or studio, especially as they are supplied in dust-proof transparent boxes, an important point when models are on display. I like the big 1912 Simplex tourer, there is an MG TC wearing racing number three, to commemorate the sad passing of the *marque*, and no Mercedes enthusiast will be able to resist the white 36/220 h.p. SS tourer with its triple-plated external exhaust pipes. The 1912 Rolls-Royce landaulette, its rear-quarters open, could be one of the Lonsdale cars, the Cord 312 model is very impressive, and the war-time RFC Crossley tender in use by "Evans Bros. Coal & Coke" is great fun — was this modelled on photographic evidence of its post-Armistice usage? It has the correct gas and oil lighting, incidentally.

Lesney have provided their open cars with erect hoods, some have whitewall tyres, and the spoking of their wire wheels is highly commendable. Most good toyshops can supply them and Christmas would be dull without them, although they are good models in their own right. The reference numbers of those referred to at random above are: Y-9, Y-8, Y-16, Y-7, Y-18 and Y-13 — W.B.

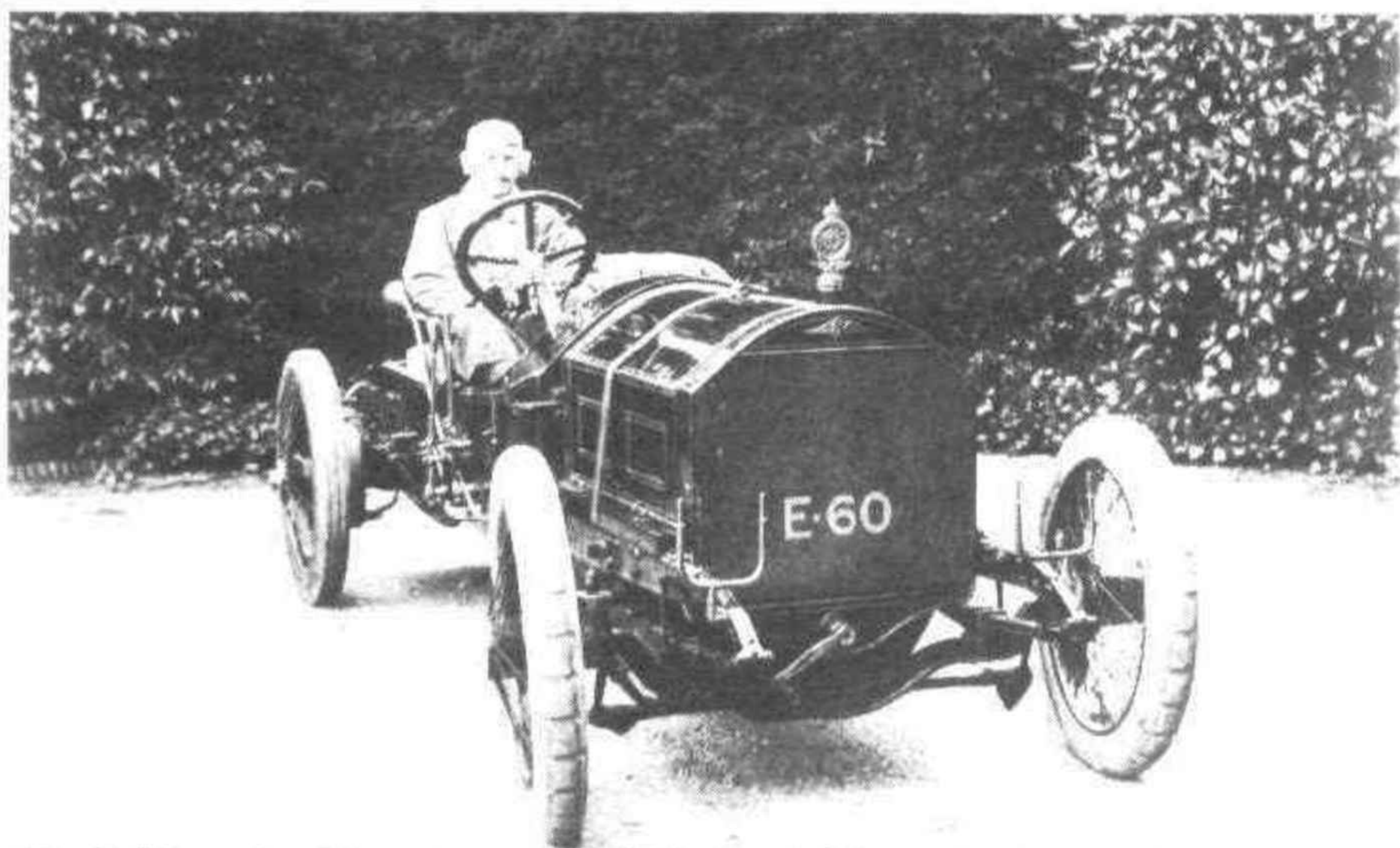
MR. BOLTON'S CARS

The Editor looks at the vehicles of a Pioneer Motorist, after an Interview with his son.

MR. FRANCIS A. Bolton, JP, was a very distinguished motorist, whose red cars were a feature of the Midlands meets and speed events from the turn of the century until the outbreak of the Kaiser War. I was made aware of this when Anthony Bamford, himself a connoisseur of vintage and historic cars, sent me a fine selection of pictures copied from the late Mr. Bolton's photographic albums, with which this article is illustrated, and introduced me to his son, Mr. M. A. B. Bolton, who has kindly told me about his father's enthusiastic motoring career.

Francis Bolton lived at Moor Court, Oakamoor, in Staffordshire, a member of the well-known copper-smelting family, with an elder brother living nearby at Lightoaks. He took an interest in the new-fangled form of road locomotion from the very early days, and was a Founder Member and Life Member of the RAC, and he also took a great interest in local motoring affairs. As he was also a Magistrate Mr. Bolton's interest in the new motor-cars was seen as fortunate and possibly advantageous and Lord Montagu in particular made much of this in the pages of his motor journal.

As the new movement grew in strength Mr.

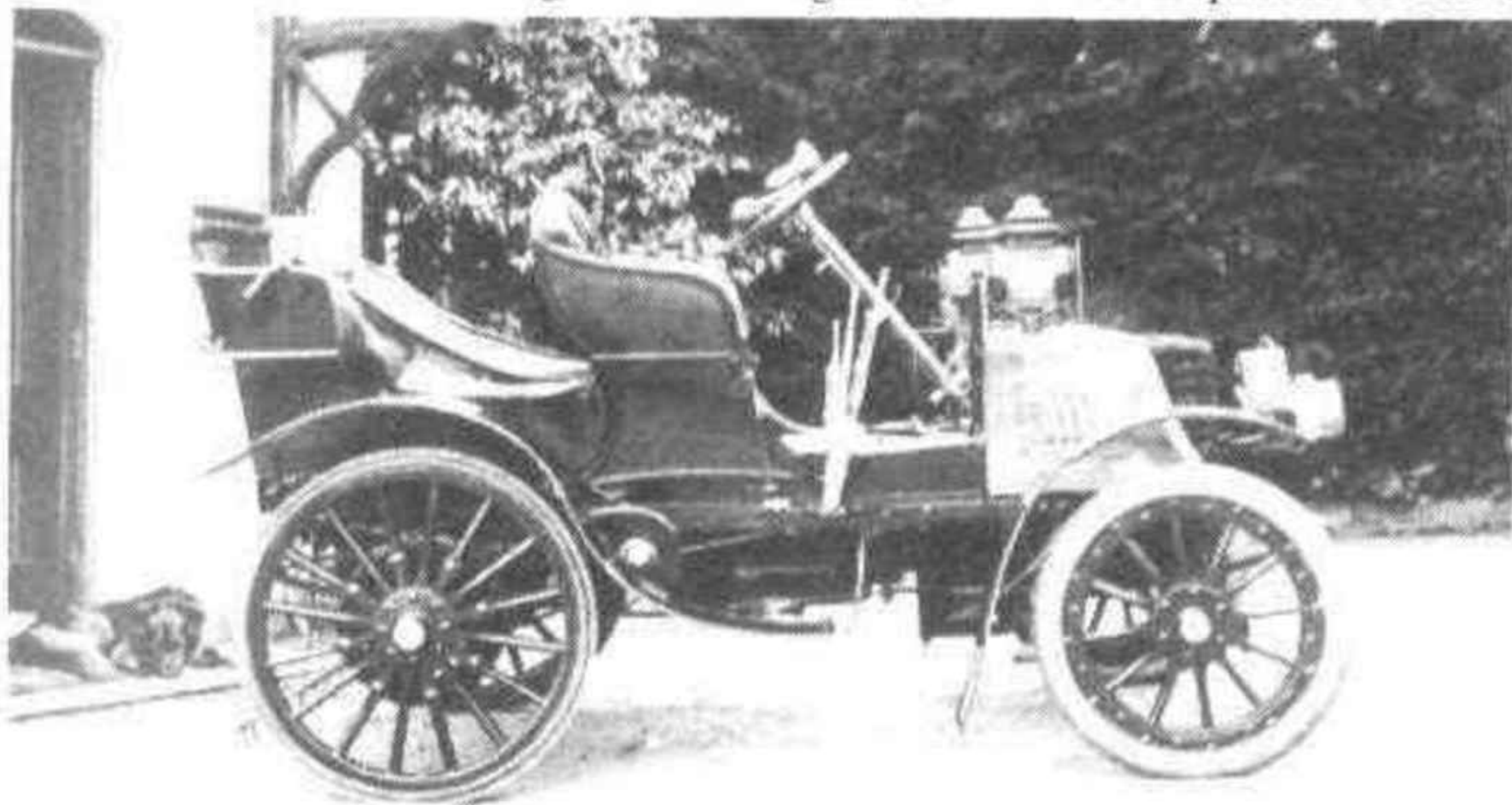


The Ariel Sixty stripped for action, a car which Mr. Francis Bolton took to Brooklands in 1908 and with which he had many successes in speed trials and hill-climbs.

Bolton organised meets of the nearby Motor Clubs at his house and when the Oakamoor hill-climb was held on a suitable 1 in 8 public road gradient bordering his estate he presented the Bolton Silver Challenge Cup, to be contested thereat. He became President of the Derby & Staffs AC and took part in most of the pre-1914 local speed hill-climbs. His influence on the development of the motorcar was considerable

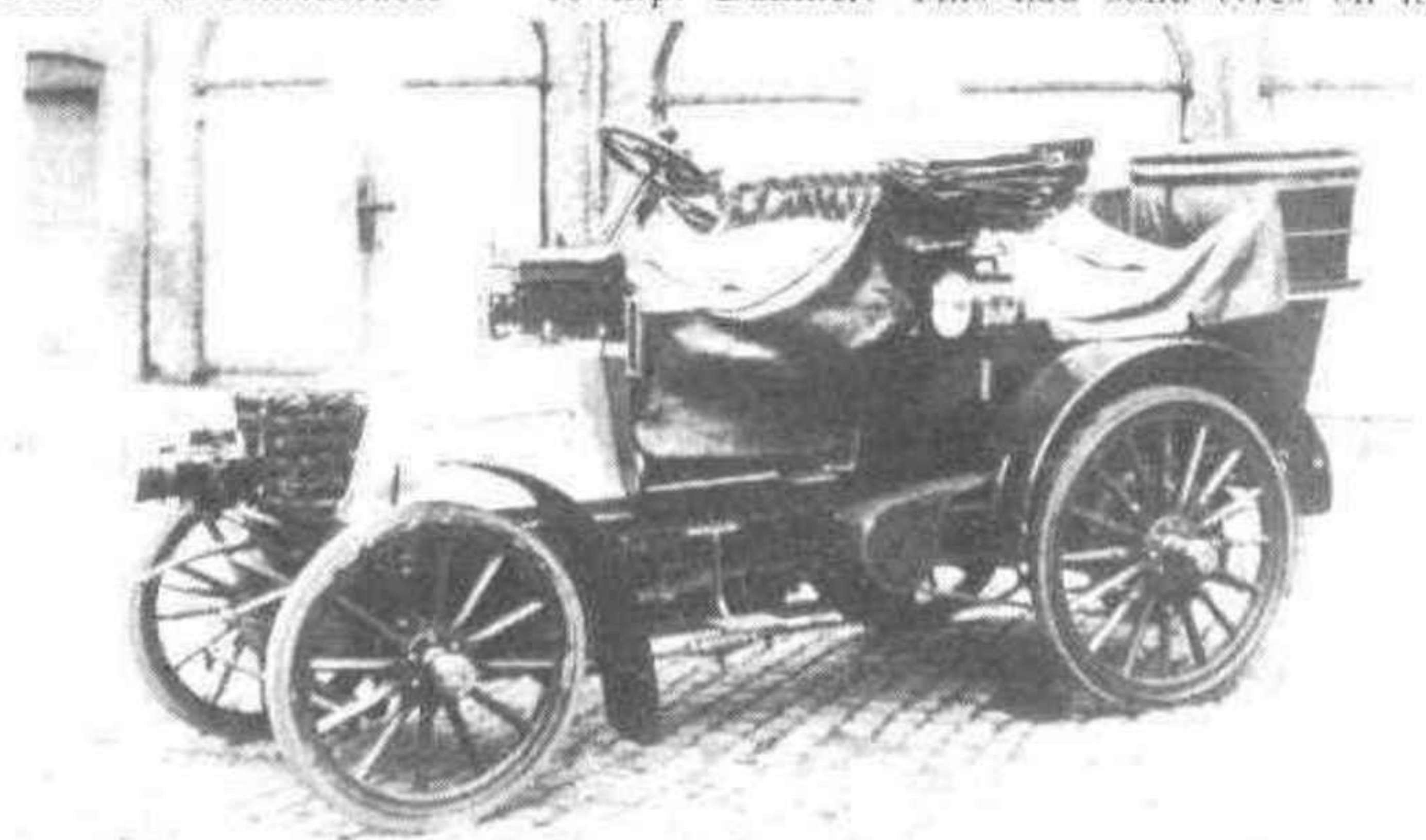
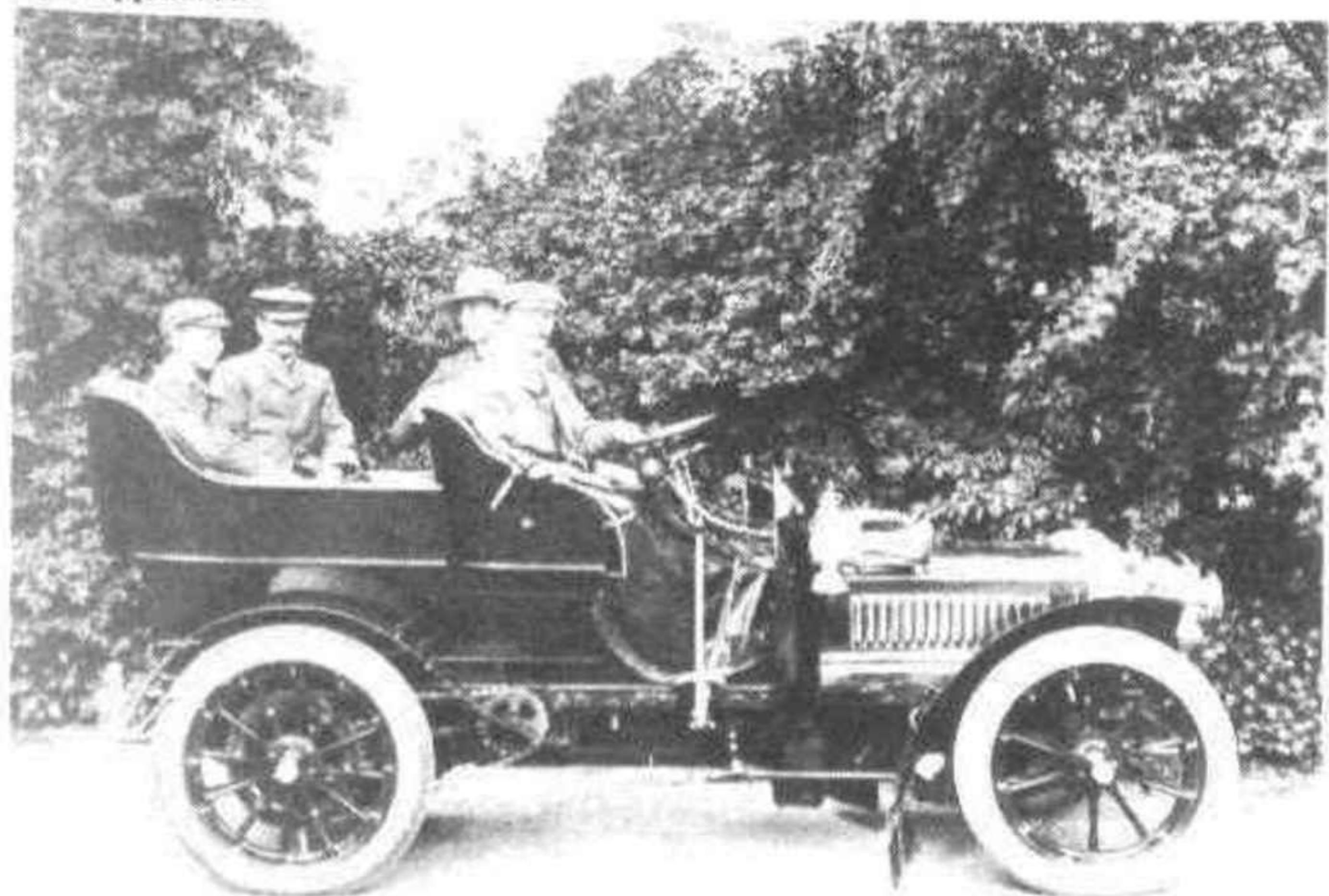
and his red vehicles were well-known at Shelsley Walsh and elsewhere. But it is Mr. Bolton's cars that I am concerned with here.

His first was a tiller-steered New Orleans, which Mr. Bolton acquired when he was about 33 years of age. It was followed by one of the more-frequently-encountered of horseless-carriages at the turn of the century, namely a 1901 10 h.p. Daimler. This had solid tyres on its



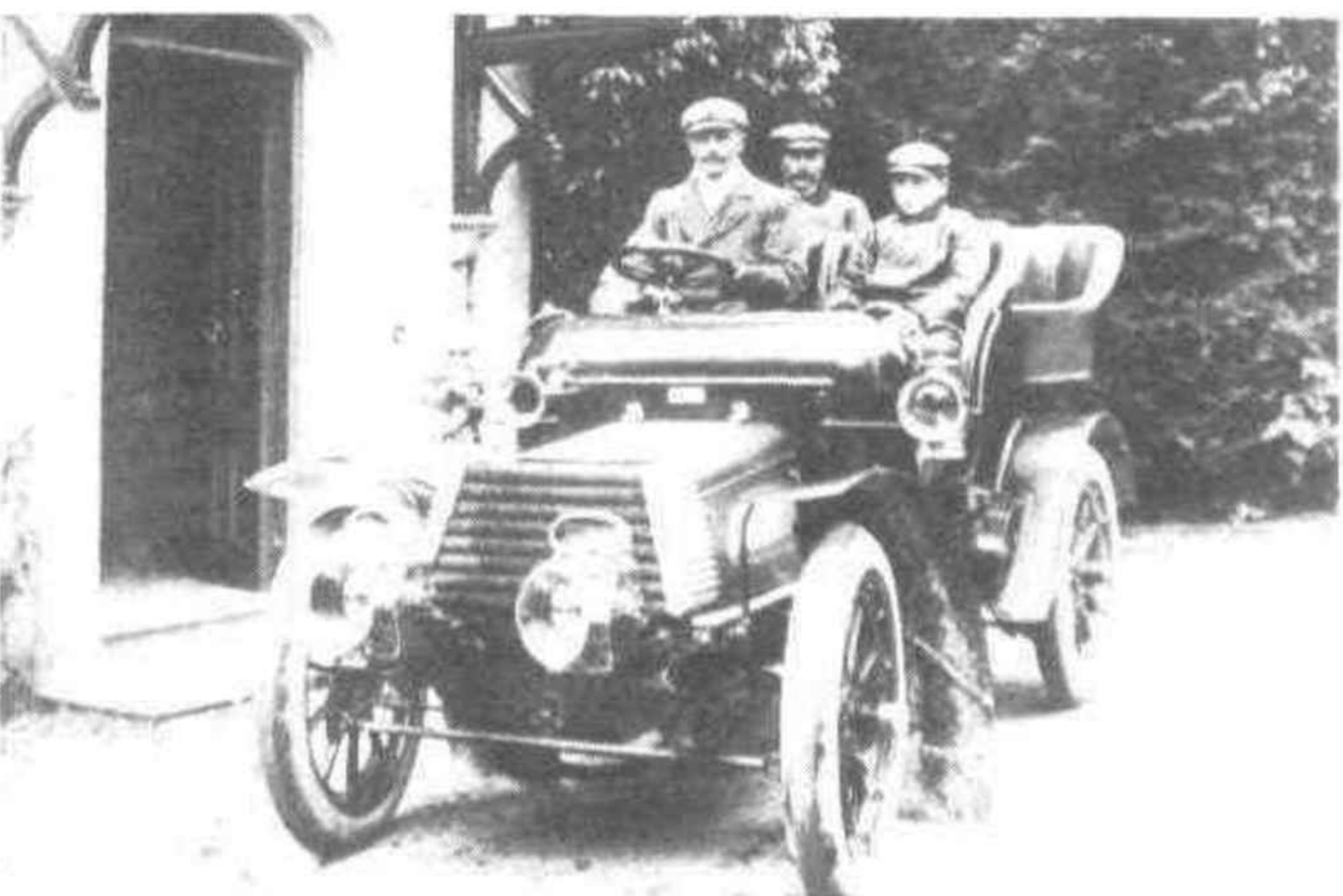
Mr. Bolton's second car, a 1901 10 h.p. Daimler.

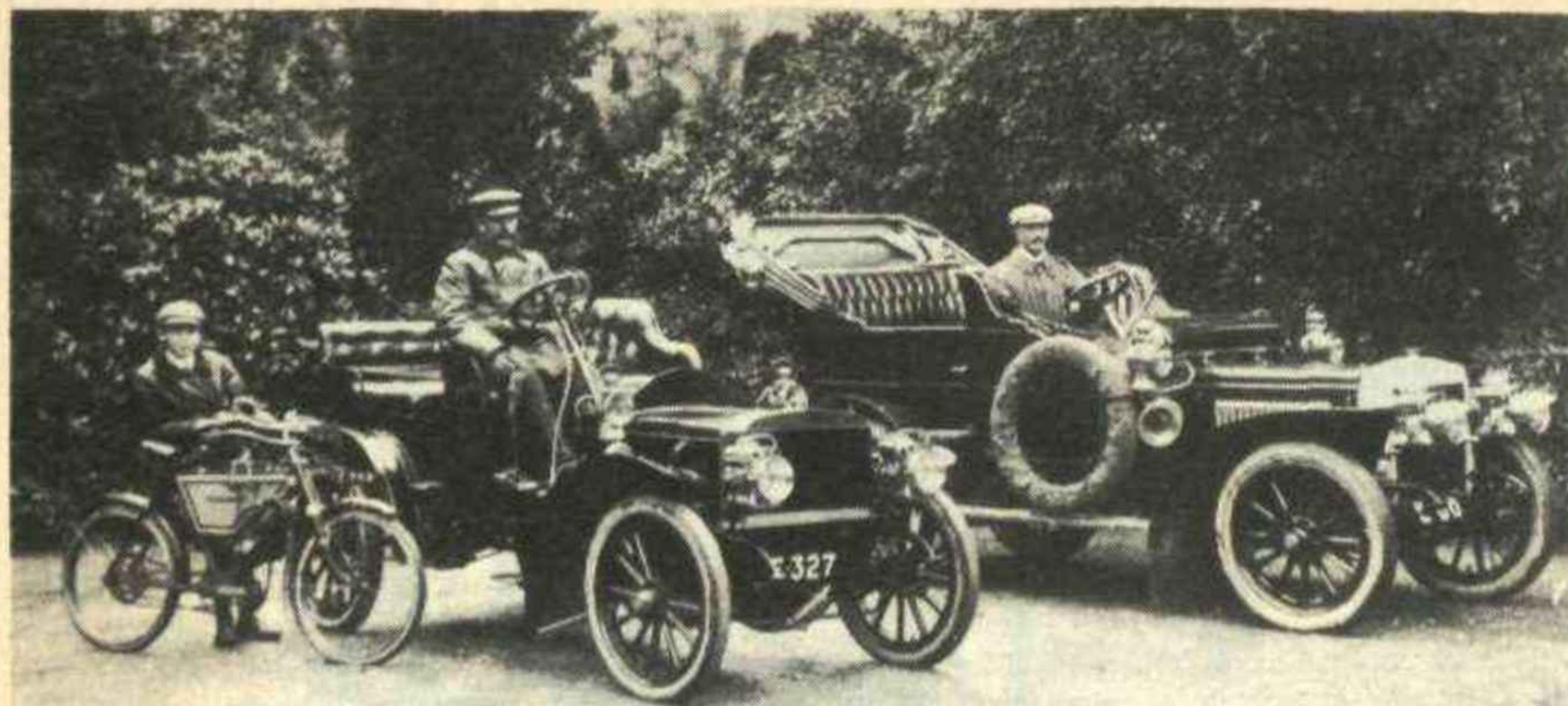
The new car for 1904 was this 18/22 h.p. Daimler with spacious four-seater tonneau body; by now the Daimler company's since traditional fully-fluted radiator had appeared.



This 12 h.p. Daimler replaced the 10 h.p. model.

By 1903 Mr. Bolton was using this quite powerful 14 h.p. Daimler. Note that flutes have now appeared on the sides of the water tanks.





Three of the Bolton's motor vehicles in the year 1905 — from left to right, a cousin's 1½ h.p. Clement-Garrard motorcycle, a 15 h.p. Ryknield "station" or parcels car, and the powerful 30/40 Daimler used in two-seater form for speed competition work.

chain-driven back wheels but pneumatic front tyres. The body was a side-entrance tonneau which would accommodate six persons, and on this Daimler Mr. Bolton drove all over Ireland for the "Irish Fortnight", and took it up to Scotland, etc. This Daimler was followed by a 12 h.p. four-cylinder car of the same make, Mr. Bolton being friendly with the staff at the Coventry factory. This had a hood that would cover the occupants of the front seat, but an open tonneau behind. At the same time less exciting transport was provided by a bicycle equipped with a Singer Autowheel, the petrol tank clipped to the cross-tube, similar experiments at this time being conducted by Mr. Bolton with a 2¾-h.p. Humber motor-tricycle and a 2 h.p. Werner motorcycle.

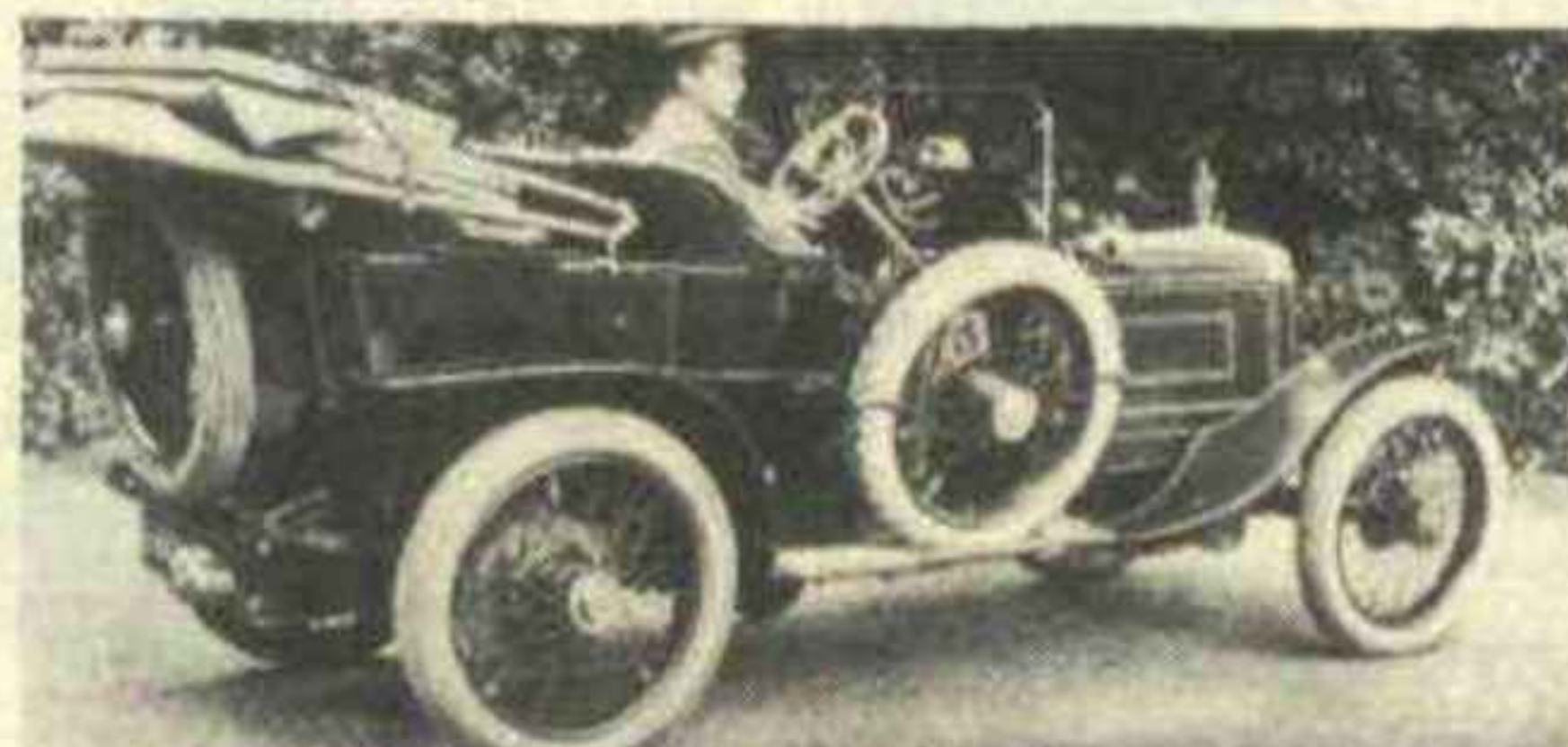
Mr. Bolton's affection for Daimlers progressed to a fine 14 h.p. model in 1903, the finned side tanks of its gilled-tube radiator presaging the full flutes of later Daimler radiators. It was now that participation in speed hill-climbs began, Mr. Bolton planning the bodywork of his cars so that the rear seats could be removed when they were stripped for action. Mr. Bolton had a nephew who was as enthusiastic about motoring as he was, and who raced motorcycles and who was using a 6 h.p. Regal car at this time. When the displaying of number plates became compulsory, some of the early owners like Mr. Bolton resisted the idea of having to be numbered, leaving it as late as possible. Mr. M. A. B. Bolton thinks that his father later rather regretted not having taken an interest earlier, which seems to be supported by the fact that subsequently he acquired E-3, E-5 and E-9 to accompany the higher "E" numbers allocated to his stable. These included E-60,



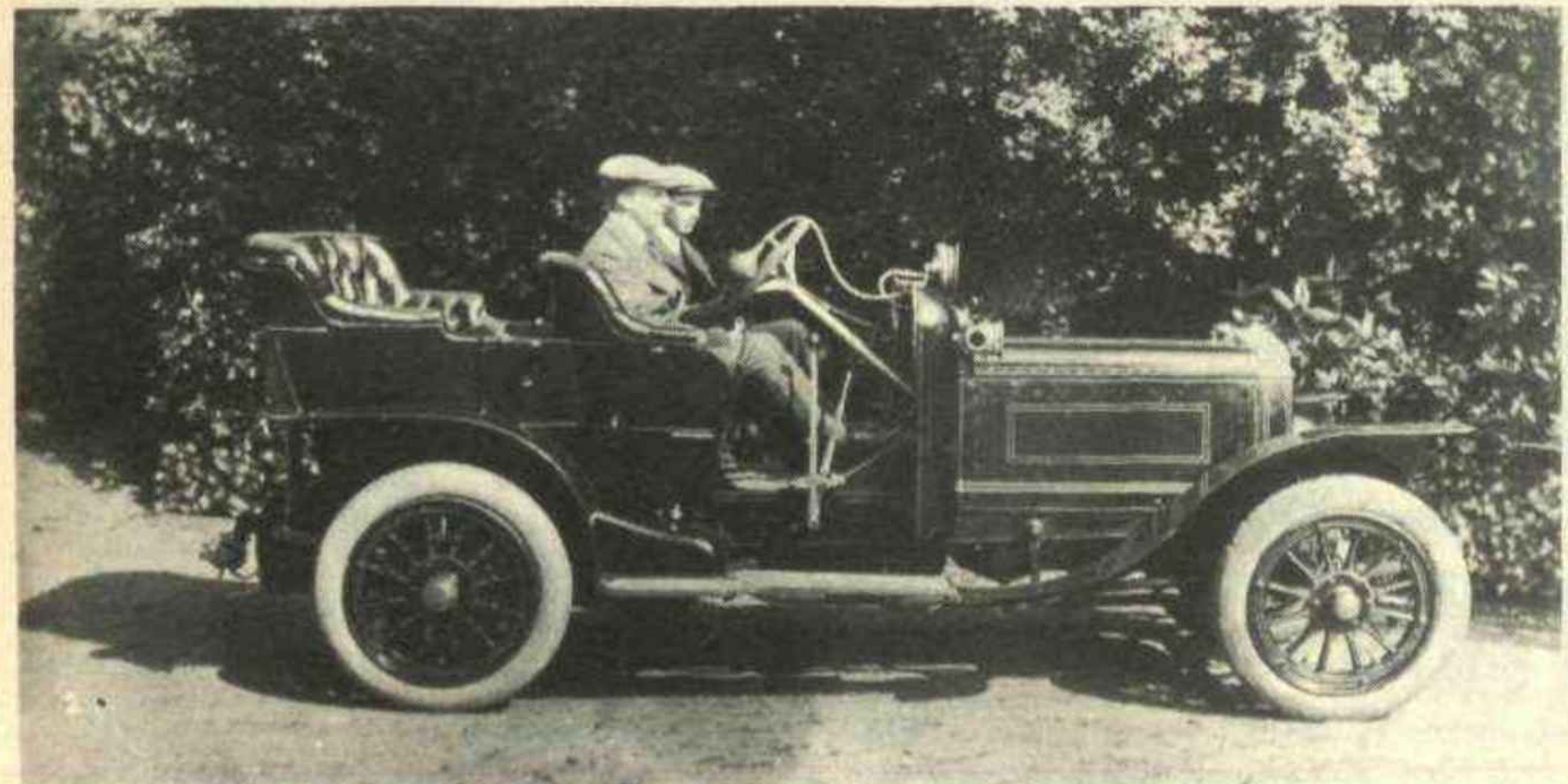
Closed car comfort, for the family at least — the 14/16 Argyll of 1907.



A powerful two-wheeler, in the form of a 5 h.p. vee-twin Rex.



Really exciting! The 45/75 Daimler, seen below with wooden wheels and above as rigged later for touring with its Rudge-Whitworth detachable wire wheels.



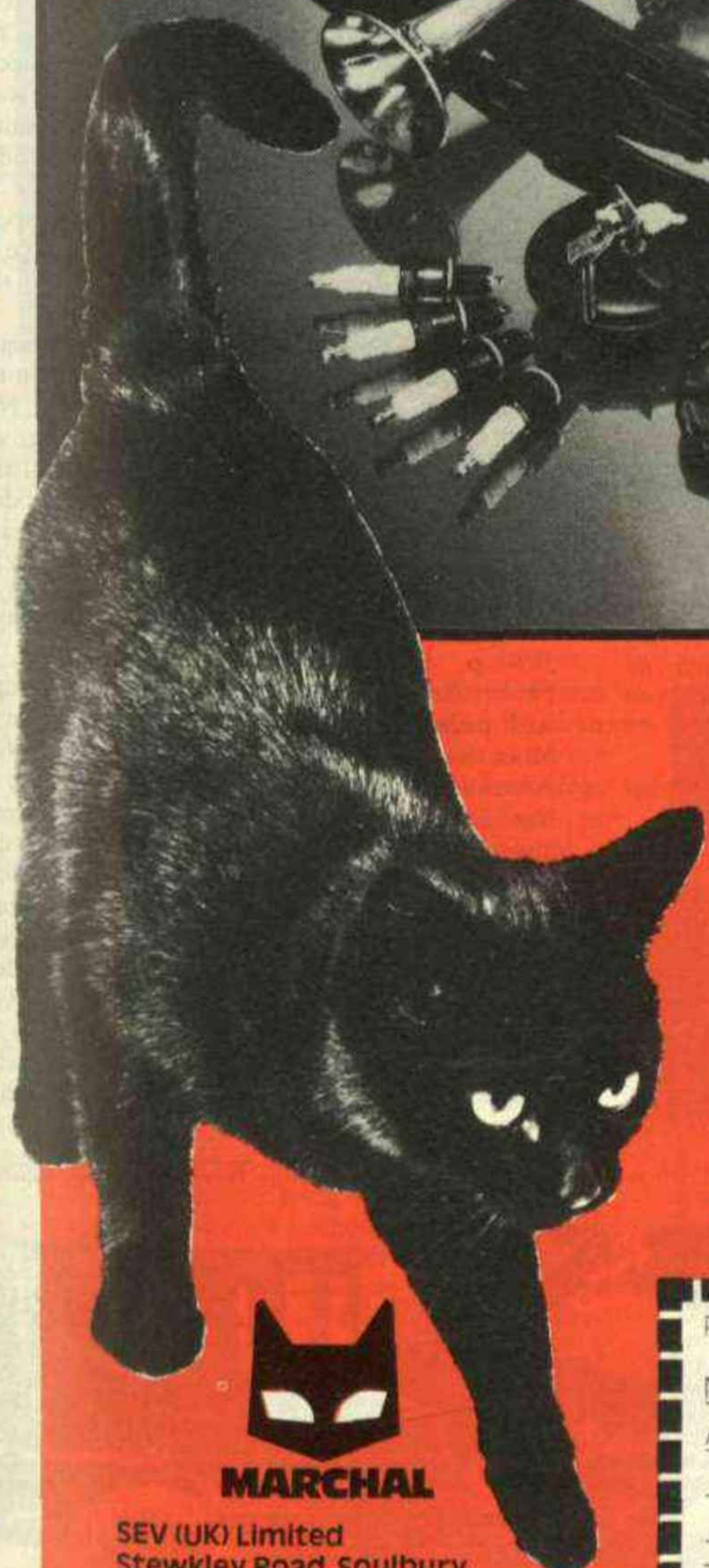
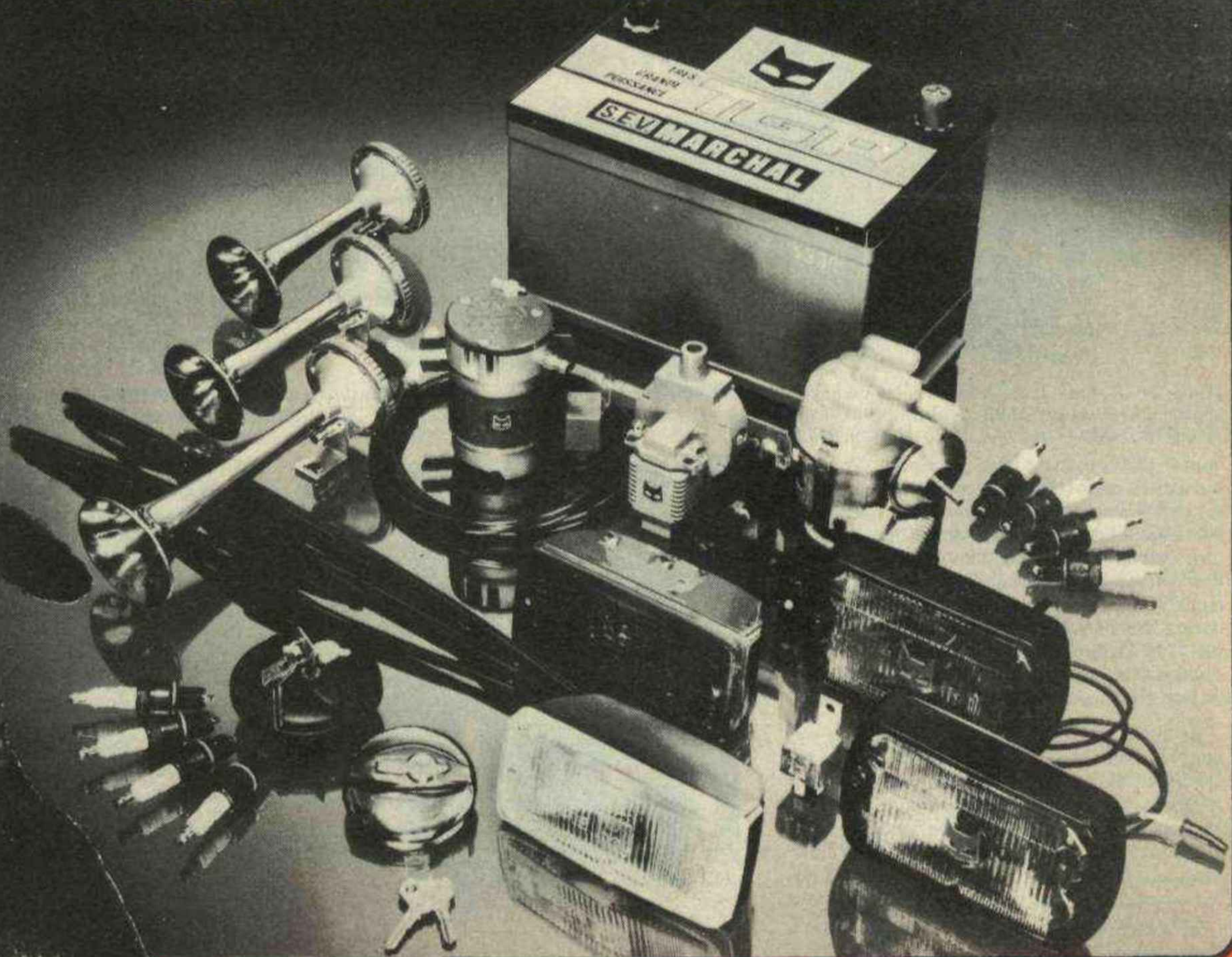
which was first used on an 18/22 Daimler (with full-fluted radiator), with which Mr. F. A. Bolton made best time at the Derby and District MC's Hill Cliff Lane speed hill-climb in 1903. The next number, E-61, was allocated to Mr. Bolton's 1904 10 h.p. Decauville. Incidentally, E-1 was secured by the Earl of Dartmouth.

Always ready to try the newest cars, in 1905 Mr. Bolton acquired a very impressive 30/40 Daimler, with full touring body having a cape-cart hood and "button" upholstery. This would be the 124 x 150 mm., 7,247 c.c., dual-ignition model, new that year. It carried the E-60 Reg. No. and was run as a two-seater for speed events, winning on time and formula the Notts. MC Kettleby event, which gained Mr. Bolton the Duprés Cup. For estate work a 15 h.p. Ryknield was obtained (E-327), with just a sketchy bench-seat behind. This practice of converting earlier cars into "Station cars", as Mr. Bolton called them, was continued, saloons sometimes being converted into open vehicles, the work done by Richardson's in Uttoxeter. At Moor Court three large garages accommodated Mr. Bolton's cars; incidentally, these sheds are still to be seen in the village. Later he was to build a very fine Motor House at Moor Court, with adjoining fully-equipped workshop. Moor Court is today a woman's prison. There used to be a weather cock, with racing car incorporated, atop the Motor House.

At this time — 1905 — Mr. Bolton's nephew, Mr. D. C. Bolton, had a 1½ h.p. Clement-Garrard motor-bicycle (E-369), and the Daimler won the mile race on Skegness sands. The next year Mr. F. A. Bolton went for a really big Daimler, the 8½-litre 35 h.p. model, with spacious side-entrance tonneau body and a bulb horn that had its trumpet at the top centre of the radiator. The Reg. No. was E-474 and the successes gained with this Daimler included best time of the day at Longleat, best performance among the four cars of this make which ran at Kettleby in 1906, and best time in 1907 at Welbeck speed-trials, where it beat Cecil Edge's 80 h.p. Napier, although Edge later reversed this defeat with a 60 h.p. Napier at the Coventry MC's hill-climb. It is impossible to list all the many competition successes achieved by Mr. Bolton which embraced events at Blackpool, Hazlewood, High Peak, Clipstone and so many others.

It was in 1906 that a 16/20 Beeston-Humber was added to the stable, this car, E-466, being seen many years later, when it was part of the Rootes Collection. On the two-wheeler side a very exciting-looking vee-twin Rex (E-603) with sprung front-forks was being exercised. For more formal occasions the chauffeur was given, in 1907, a 14/16 Argyll with a Brougham body, the luckless occupants of the front seats having no protection whatsoever from the elements. This was hardly the sort of motorcar, one imagines, that would have endeared itself to Mr. Bolton. He had a very appropriate answer when he took delivery of a massive and sporting 45/75 Daimler that same year. This was quite a long-wheelbase, chain-drive car, with the 10.6-litre poppet-valve engine. At first it was on wooden wheels shod with 820 x 120 tyres but in 1908 it was given Rudge-Whitworth detachable wire wheels and 880 x 120 tyres. The Reg. No. was E-602 and for touring, a windscreen and hood were fitted, and spare wheels carried at the side and rear of the body. It was also at about this period (1907-08) that a six-cylinder 20 h.p. Standard was added to the fleet. Mr. Bolton knew Mr. R. W. Maudslay, the designer of the first Standard car, and no

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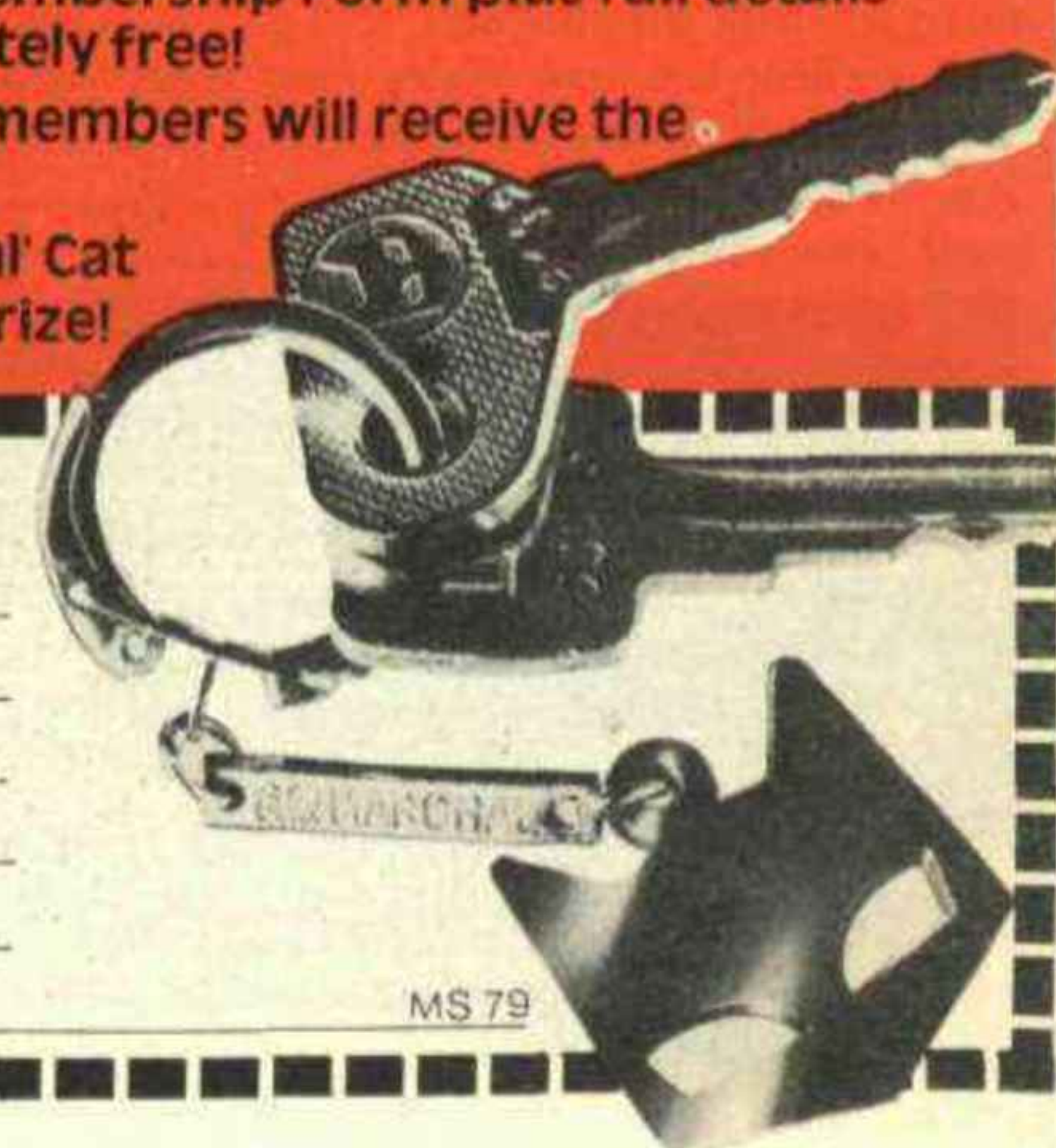
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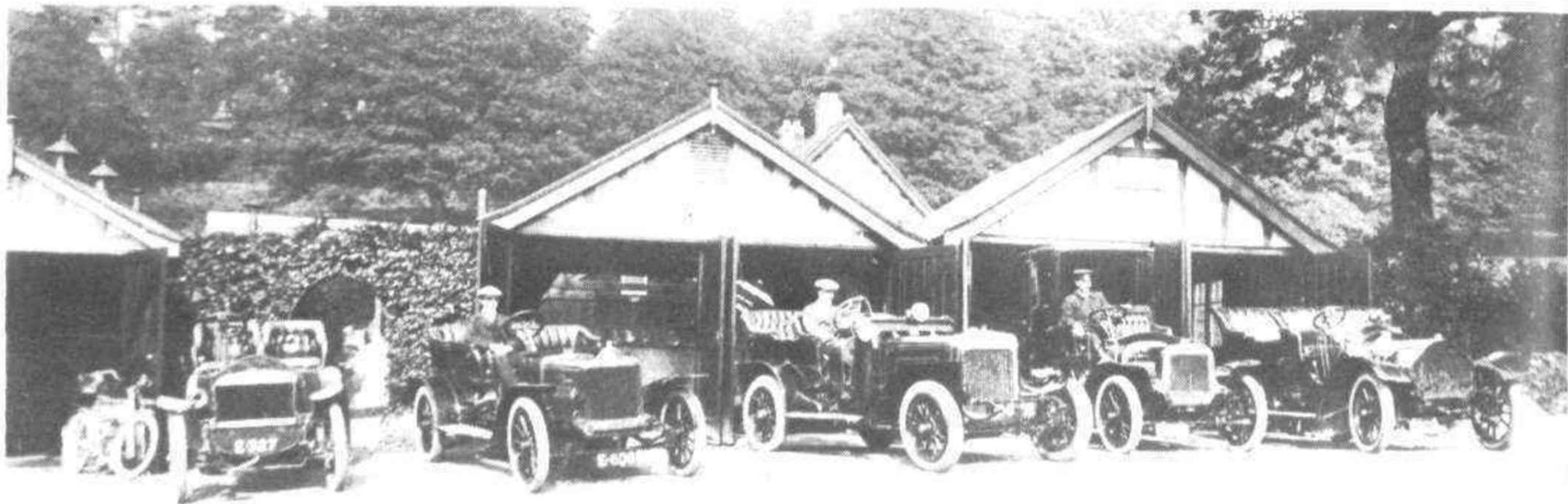
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MS 79



A line-up of some of the motor vehicles which were at the disposal of the Boltons in 1907, with three of the garages at Moor Court in the background, later replaced by a proper Motor House and workshop. From left to right the big Rex motor-bicycle, the Ryknield, the 20 h.p. Standard, the 45 h.p. Daimler, the Argyll brougham and the 16/20 Beeston-Humber.

doubt this purchase was a result. The big Standard's main purpose seems to have been for the chauffeur to use as a "Station car"; it was Reg. No. E-608. From 1908 to 1910 this or another 20 h.p. Standard was used with a big landaulette body. It was this type of Standard that gained much publicity from being employed as transport during the 1909 Imperial Press Conference and the 1911 Delhi Durbar Celebrations, but these could not have influenced Mr. Bolton's decision to buy this make of car.

At about this time the Bolton Voiturette was built at Moor Court, perhaps with the help of the chauffeur. It was a nice-looking little two-seater runabout, probably made to amuse the nephews, of apparent De Dion Bouton ancestry, the gilled-tube radiator hung below its coal-scuttle bonnet. It lasted until the autumn of 1910 and was registered E-662. It was quite a contrast to a relative's unwieldy 8 h.p. Rexette Forecar.

Coming back to more sporting motorcars, Mr. Bolton's next acquisition was a splendid 60 h.p. Ariel. Low-hung, with rakish bodywork, it carried proudly the old Reg. No. E-60 and was taken to Brooklands in the summer of 1908. The 59.6 h.p. (by RAC rating) 155 x 150 mm. Ariel was on scratch in the Merit Trophy race but was unplaced, but at Shelsley Walsh, where it weighed-out at 3,990 lb., it won the 1908 Closed hill-climb on time, ascending in 73.2 seconds. The car also competed in such events as those at Kettleby and Marchington, local venues I think, for I believe I saw such names on the signposts as I drove home in the Rover 3500 after my recent interview with Mr. Bolton's son, enjoying again the excellent run into Wales from Bridgnorth. Here I should remark that, apart from being such

One of Mr. Bolton's most sporting possessions, below left, and pictured at Marchington in 1908, above, was this 60 h.p. Ariel dating from that year. Below right, another family vehicle, the 28/36 Daimler cabriolet used from February to June 1908.

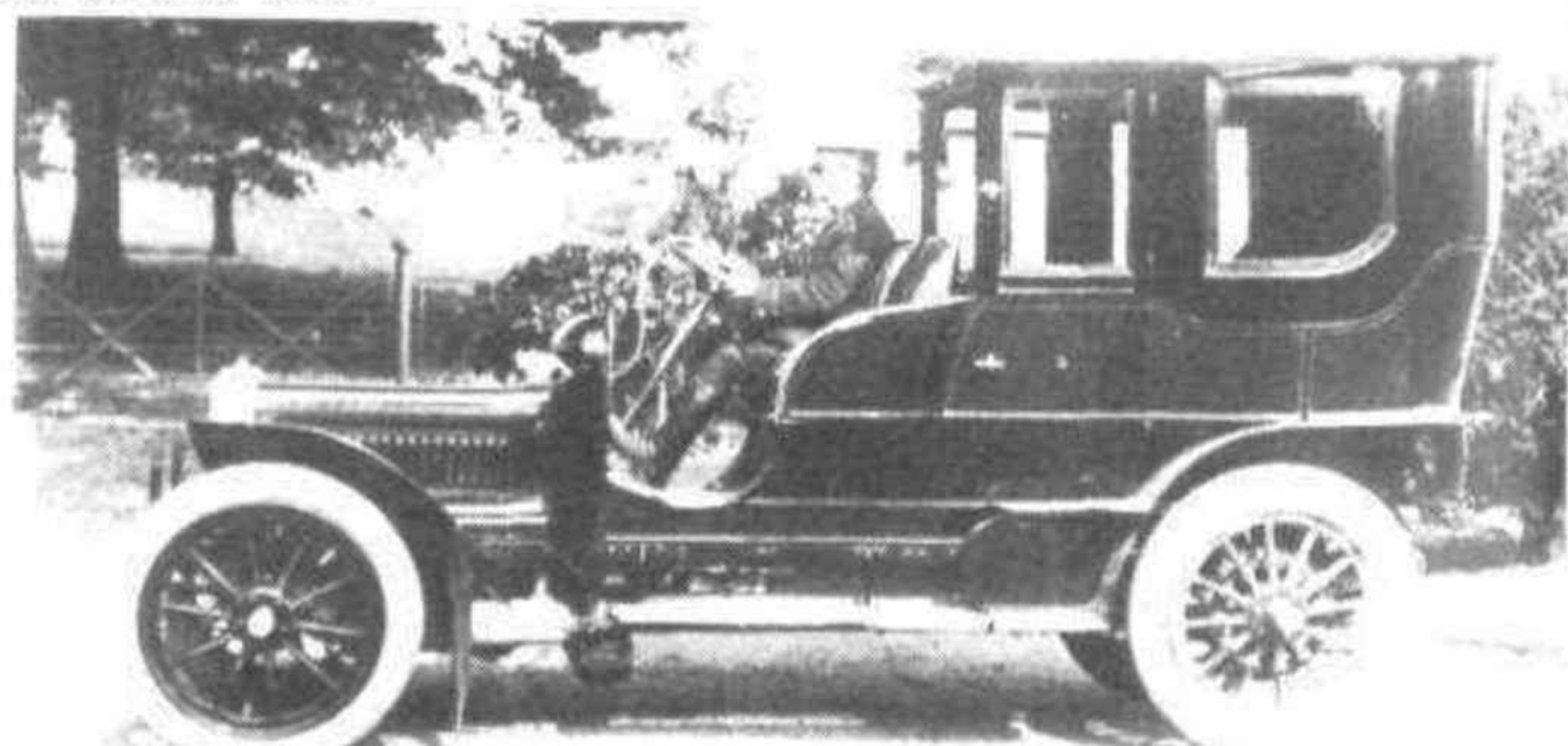
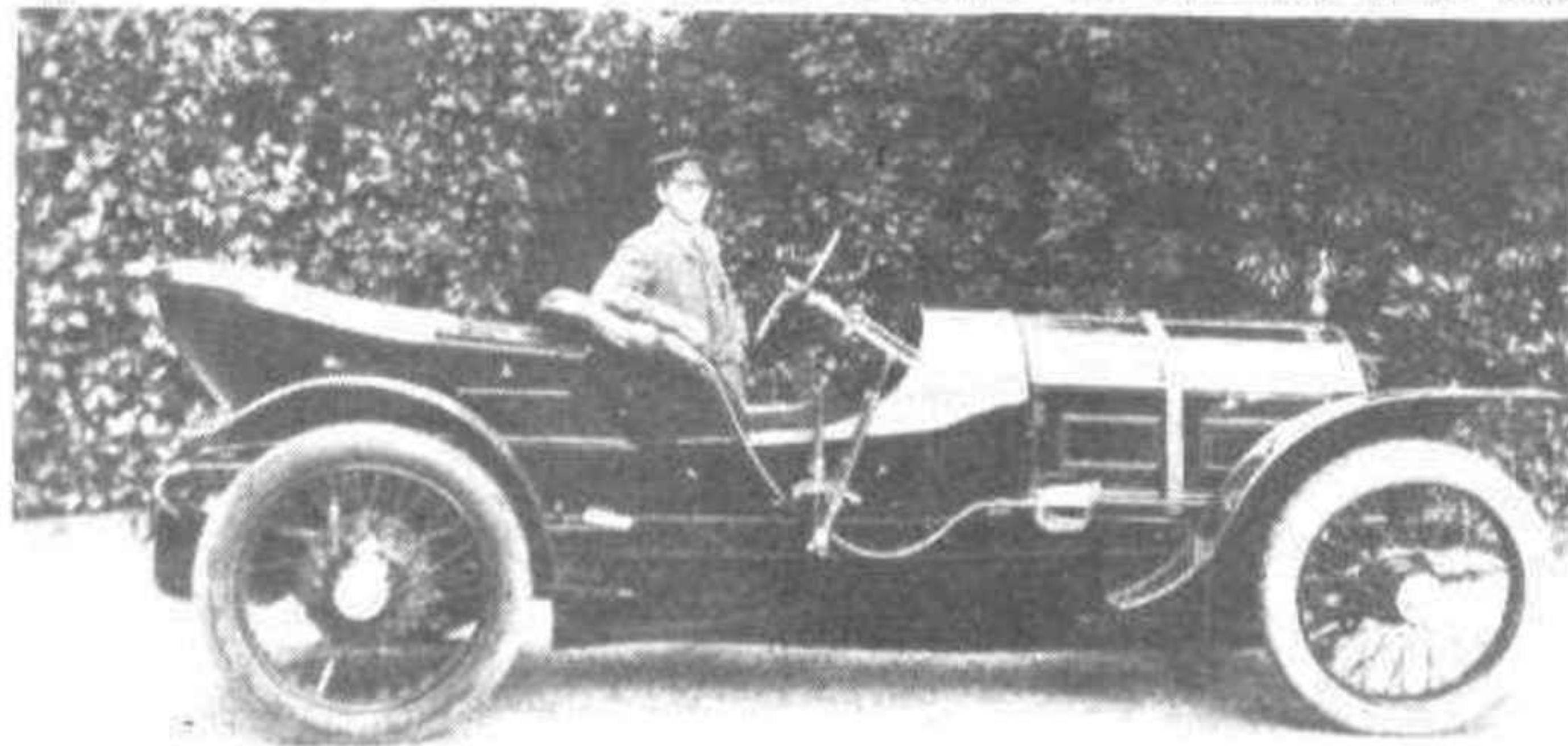


Getting faster and more powerful! Mr. Bolton's poppet-valve 35/45 Daimler, with which he gained notable successes in sprint events from 1906 onwards. The bulb horn has its trumpet on the radiator.

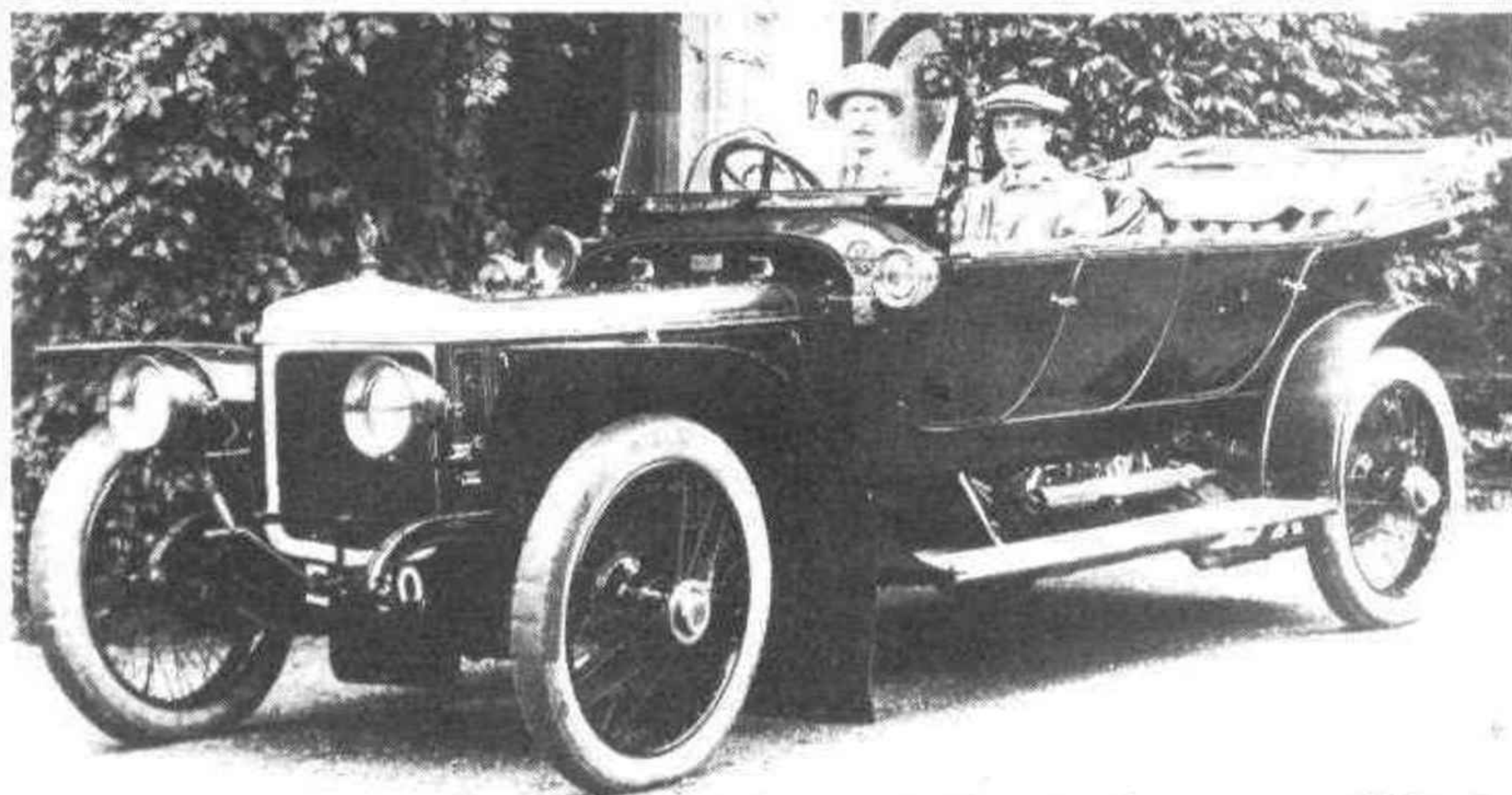


an active early motorist, Mr. F. A. Bolton enjoyed golf and shooting and was also a keen photographer. Big framed pictures of each of his cars used to hang in Moor Court, and he also kept detailed scrapbooks of motoring affairs. I was, indeed, shown a big study of the Ariel finishing the Oakmoor speed hill-climb in a splendid cloud of dust, typical of the conditions in Edwardian times. When he wanted to appear seated in his cars he used Lowndes of Cheadle to take the photographs, on the glass-plates of the period. . . .

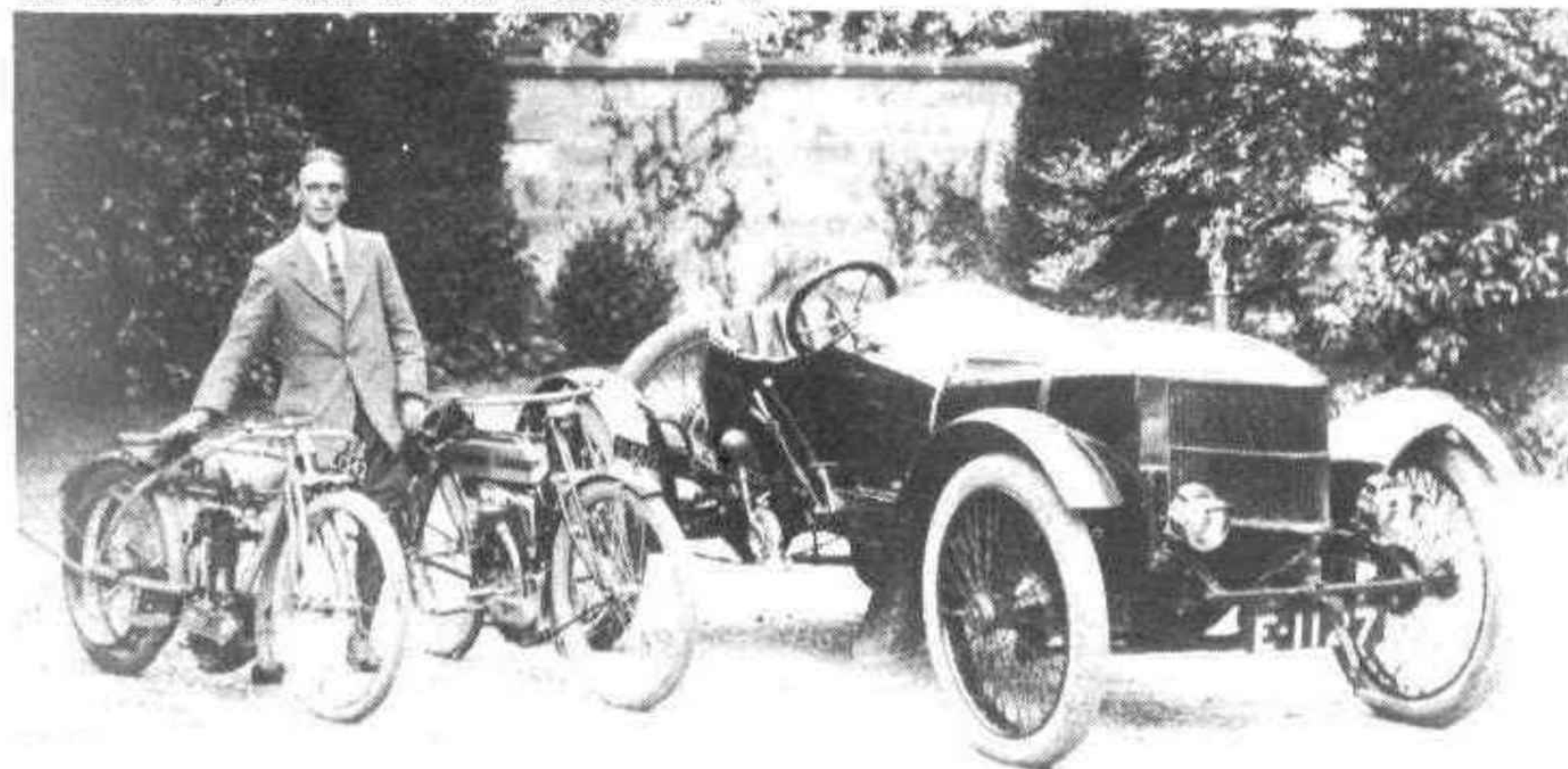
From 1909 to 1910 the first of the Knight sleeve-valve Daimlers entered the Boltons' service, a grand touring car, again given Reg. No. E-60, and with electric lighting, RAC badge on the radiator filler-cap, and an exhaust whistle. This was the 57 h.p. 9½-litre six-cylinder model. A 15 h.p. Daimler landaulette seems to have supplemented it in the summer of 1910, later to be turned into a "Station car". Motorcycles were not neglected, however, four cylinder FN, 3½-h.p. Rex, 4 h.p. twin-cylinder Rex, a two-stroke of this make, and a 3½ h.p. Triumph with pedals to assist its engine, all being seen at Moor Court at this time. In 1910 there was also an interesting but unsuccessful experiment with a 15 h.p. Daimler called "Red Spider", which was given a light two-seater beetle-tail body and enormous, thin-section 1010 x 90 mm. tyres, later altered to 870 x 90 mm. tyres. On many of his cars the bodies were to Mr. Bolton's own design, made by Newers of Coventry, as on this light Daimler, and on the flush-sided 1909 Daimler tourer. As a change from his Daimlers Mr. Bolton tried a 28 h.p. 6-cylinder Lanchester, from 1911 to the end of the War. It was a landaulette with gas lamps and wheel steering.



In 1911 the Daimler connection was maintained, with a handsome 38 h.p. tumble-sided tourer. A 15 h.p. Standard then served as an estate-carrier, and a boat-bodied, cloverleaf 30 h.p. Crossley was acquired, with Napier-like radiator "filler-tower" (E-989). Nephew David Bolton had gone over to Martin and TT-Triumph motorcycles. The Crossley had detachable lamps and, I think, front-wheel-brakes. Mr. Bolton had known the Hon. Charlie Rolls for many years and Rolls was always trying to persuade him to forego his Daimlers for a Rolls-Royce. A habit had been made at Moor Court of timing new cars as they arrived to check that their performance was up to requirements, estate workers having been posted at side turnings. Mr. Bolton agreed to have a 40/50 Rolls-Royce in December 1911 if it passed such a test. A speed of 100 m.p.h. has been mentioned, although it would have needed a streamlined London-Edinburgh Rolls-Royce on Brooklands to have achieved this at the time. Anyway, the local roads were duly guarded and the Rolls-Royce made its run. Unfortunately a



Truly imposing. A fine touring car acquired by Mr. Bolton, this 57 h.p. Daimler was presumably his first sleeve-valve model of this make, dating from 1909. Note the AA and RAC badges and exhaust whistle over the running board.



Fast stuff — the Martin and TT Triumph racing motorcycles and the Coupe de L'Auto Calthorpe "Ladybird".

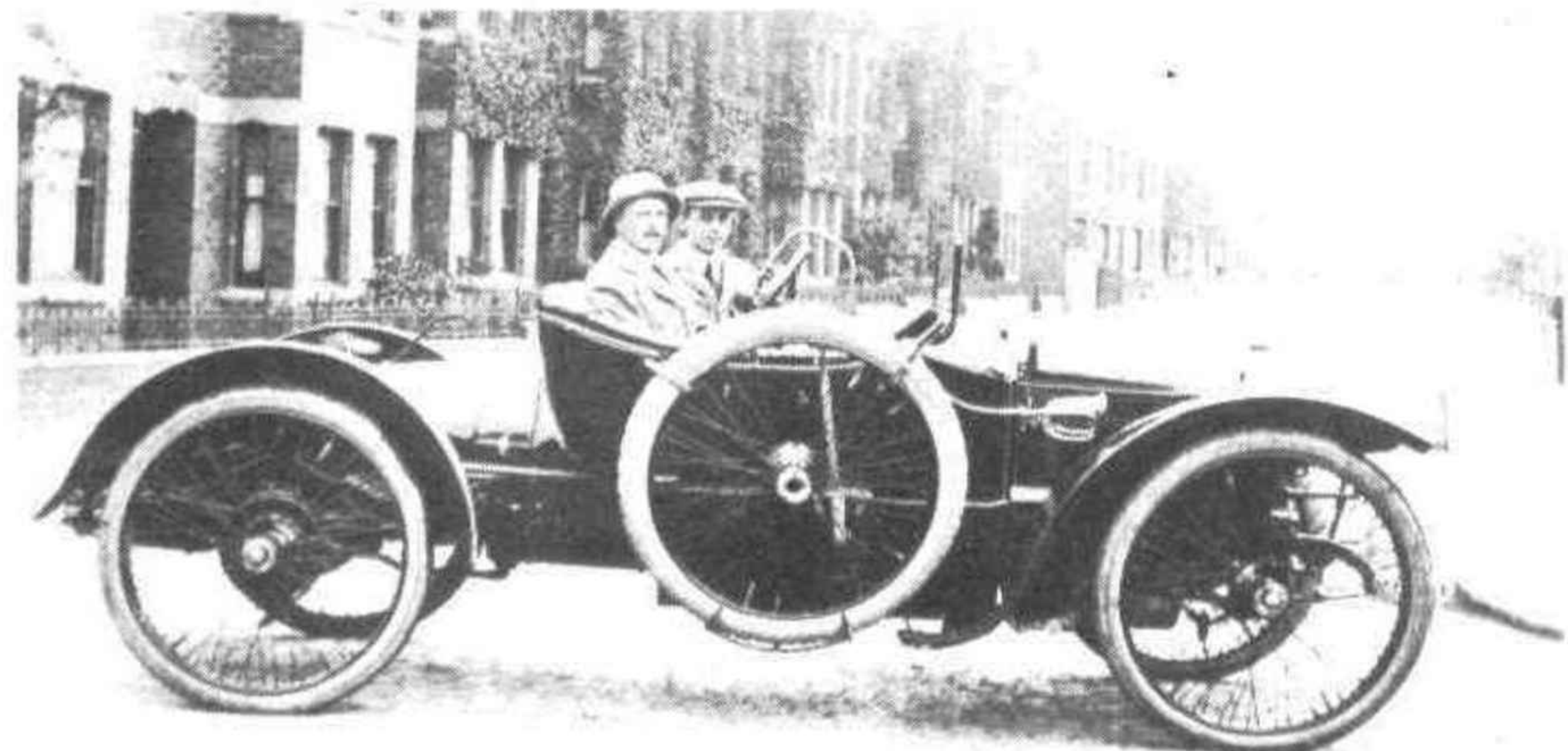
horse and cart emerged from an unguarded farm entrance as this was in progress! Although disaster was averted, all four tyres burst as the car skidded to a standstill. It was given a very long, angular touring body and remained in commission, as E-60, until April 1917 — but it was Mr. Bolton's only Rolls-Royce.

By 1913 the cyclecar craze was in full swing and so D. C. Bolton built his own, at Moor Court, at a time when he was running a more substantial 15 h.p. Straker-Squire two-seater. The little car had an 85 x 96 mm., 1,090 c.c., Precision vee-twin engine converted to water-cooling by the adoption of Green copper water-jackets, this necessitating a neat little radiator. Besides the internal flywheels an external flywheel was fitted and there was no clutch, the drive going solid to the first countershaft, where a leather-lined cone engaged first speed, a dog clutch putting in the second speed. Final drive was by side belts, the frame was of channel-section steel and a Senspray carburetter and Bosch magneto were used. A simple racing body was made, the steering wheel cord bound, and an open cone-shape external exhaust pipe fitted. The Bolton-Precision ran in a Cyclecar Handicap at Brooklands in July 1913, without success. D. C. Bolton also built a 1 h.p. Bolton-JAP motorcycle and raced this, and a twin-carburetter Douglas, at Brooklands, and he had a 3½ h.p. Rudge in 1912/13, and is seen in one photograph on a 90 h.p. Napier.

As war approached one of the three Singer cars

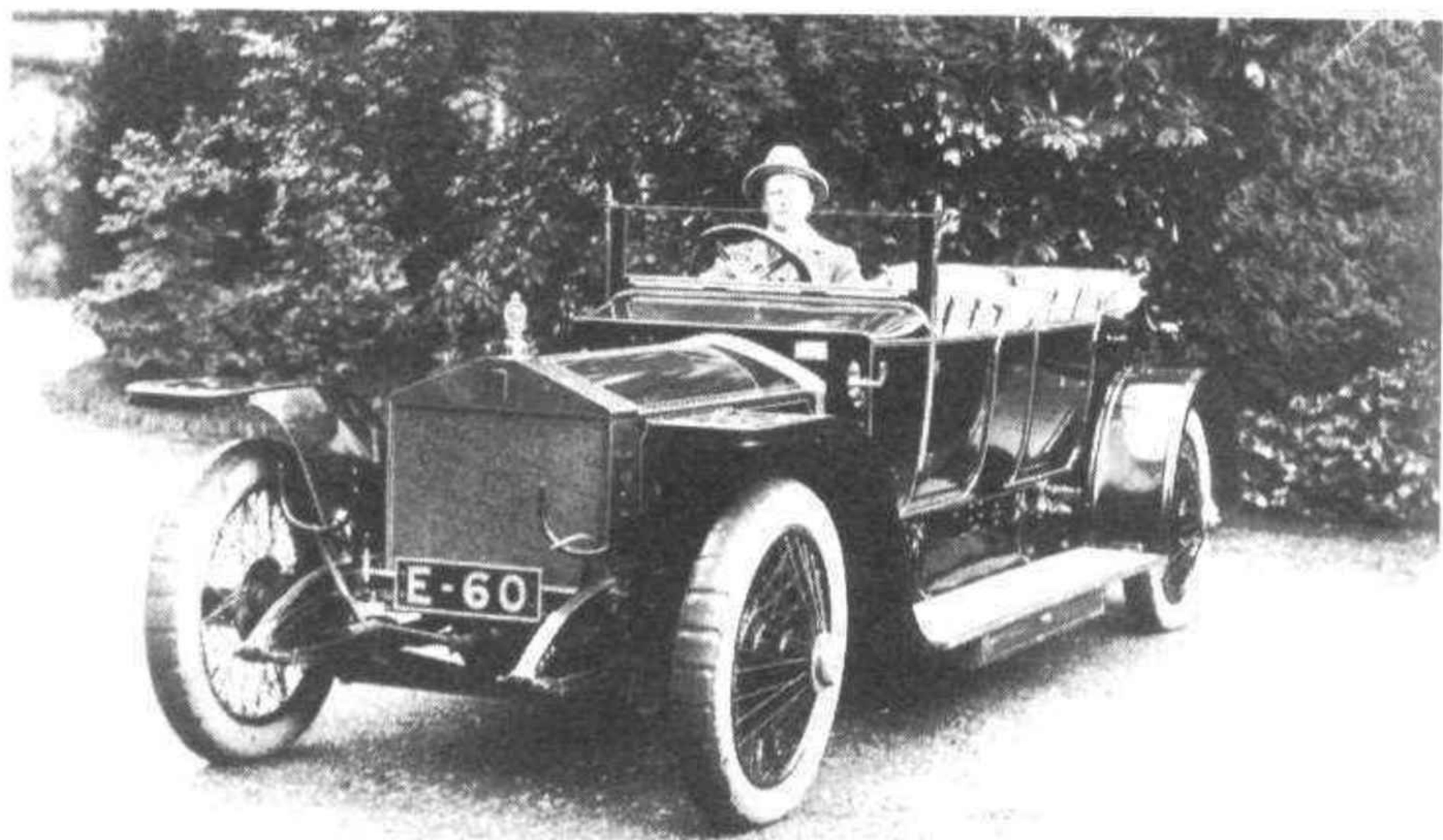


The jolly little Bolton Voiturette, left, which was in use from January 1908 until September 1910. Shown below is the remarkable 15 h.p. Daimler "Red Spider" on its original large diameter tyres.



use to 1933. Indeed, the family affection for Daimlers continued. A Daimler Sixteen saloon eventually became a converted lorry, a Daimler Twenty took the E-60 numbers, there was a Daimler Sports saloon in 1934, and a fine 1939 six-light 24 h.p. Daimler saloon, used for the son's wedding, and still in use in 1949. Clearly this is a motoring family, Mr. M. A. B. Bolton having an Ariel Red Hunter and his sister an open Morris Eight and MG cars, etc. Mrs. Bolton Senr. went over to Austin Sevens, starting with a 1929 saloon (given Reg. No. E-9) which the chauffeur used to lift off the ground by placing his arms round it; replaced in 1936 by a Ruby saloon.

After the war a Triumph 1800 saloon was bought, to enable Mr. Bolton Senr. to be taken out for drives, the number E-61 going on to it. His son recalls that it was always letting them down with small faults and "when it ran a big-end I left it at the side of the Oxford road and never saw it again". When his father died his son inherited a 1936 30 h.p. Ford V8 wood-panelled shooting-brake, of the type made in Canada, which had caused quite a stir when the chauffeur had arrived at his prep. school at the end of term, to take him home in it. This was used until 1962. Mr. M. A. B. Bolton's wedding present had been a 1947 Hillman Minx d.h. coupé, which naturally took over Reg. No. E-60. The Triumph had been replaced with a new Rover 90 with overdrive, which was licensed E-61. When the Ford V8 expired its place was taken by a Vauxhall Cresta estate — "with the lorry engine" — and afterwards another Vauxhall Cresta covered a



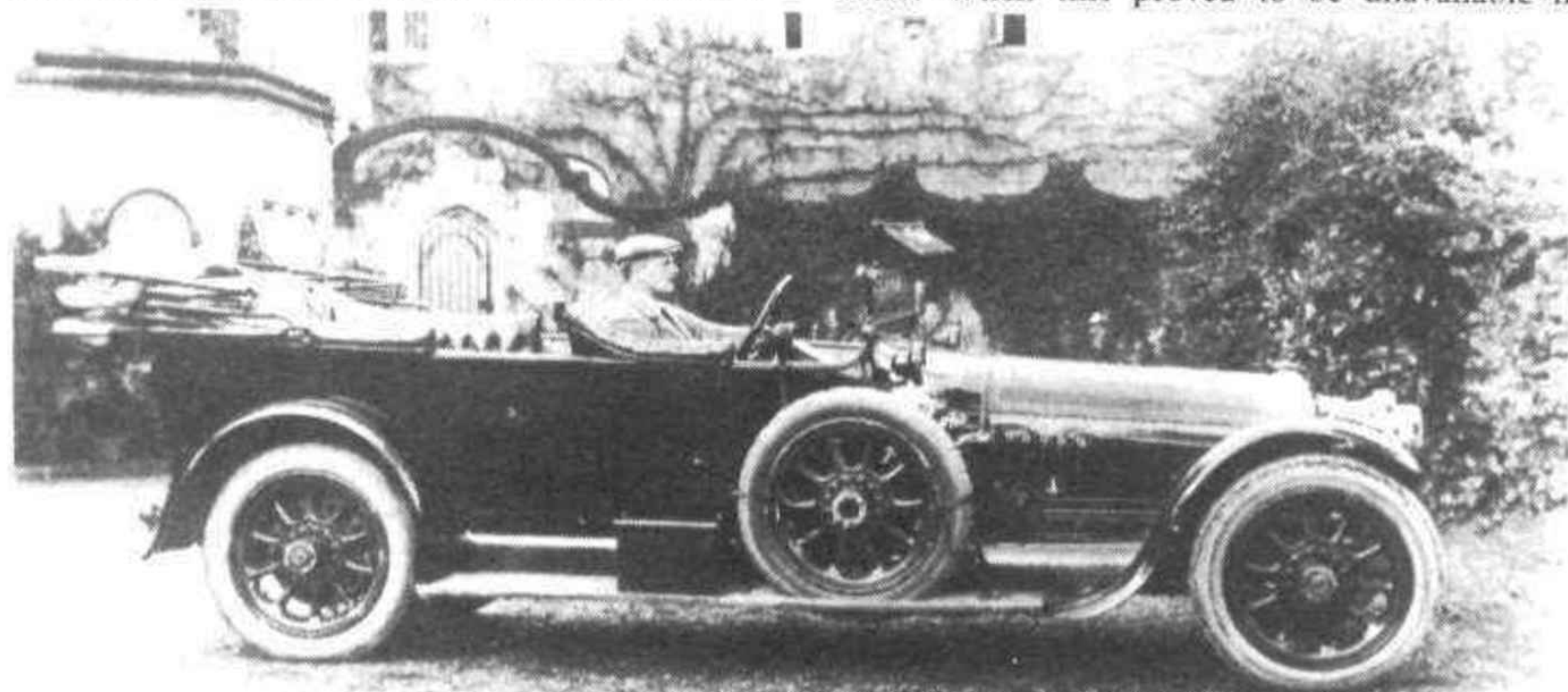
Mr. Bolton's only Rolls-Royce was this angular touring-bodied version of the 40/50 model, bought in December 1911 and used until early in 1917.

useful 200,000 miles, only being scrapped when it was no longer possible to obtain replacement body panels.

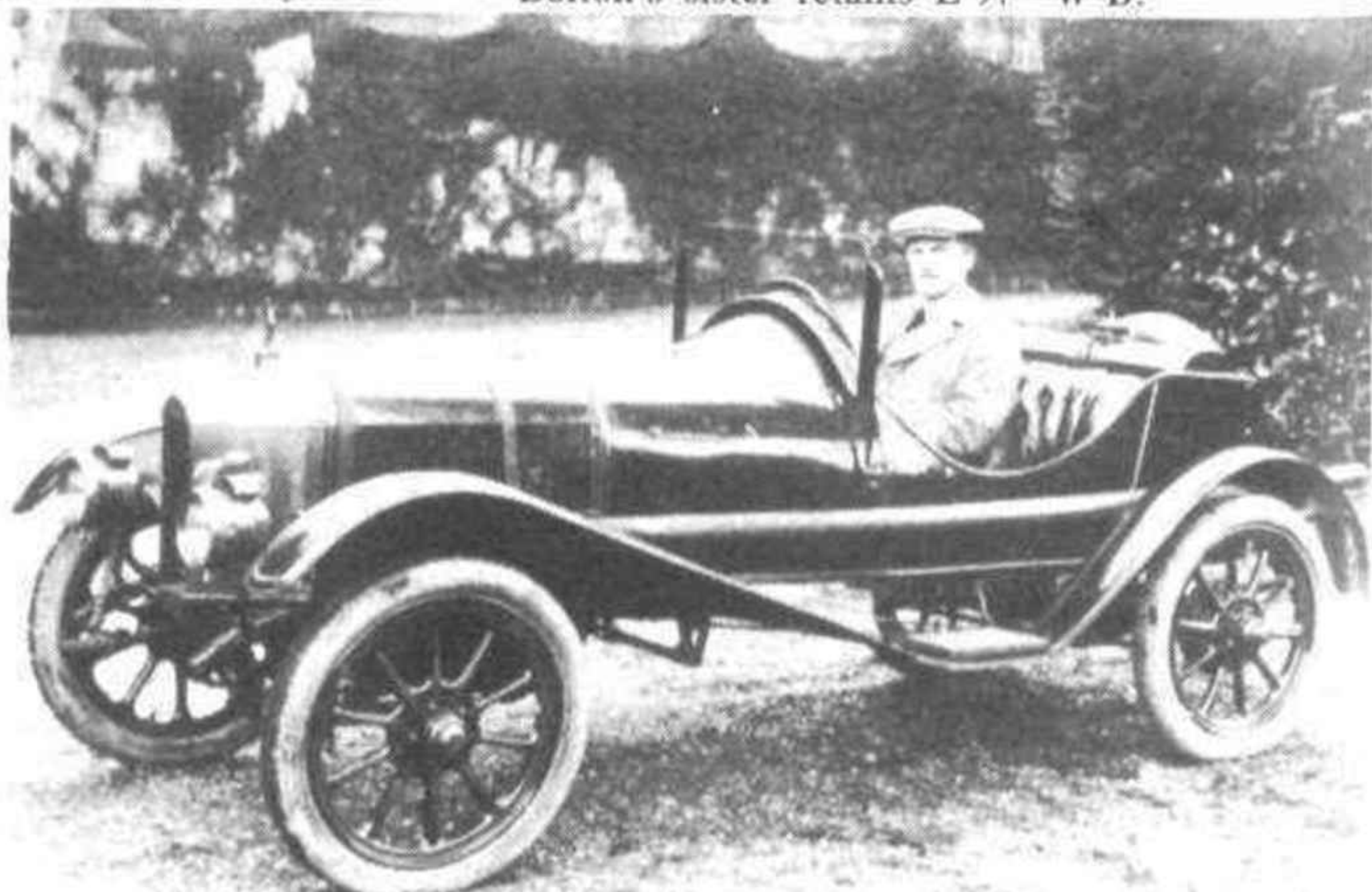
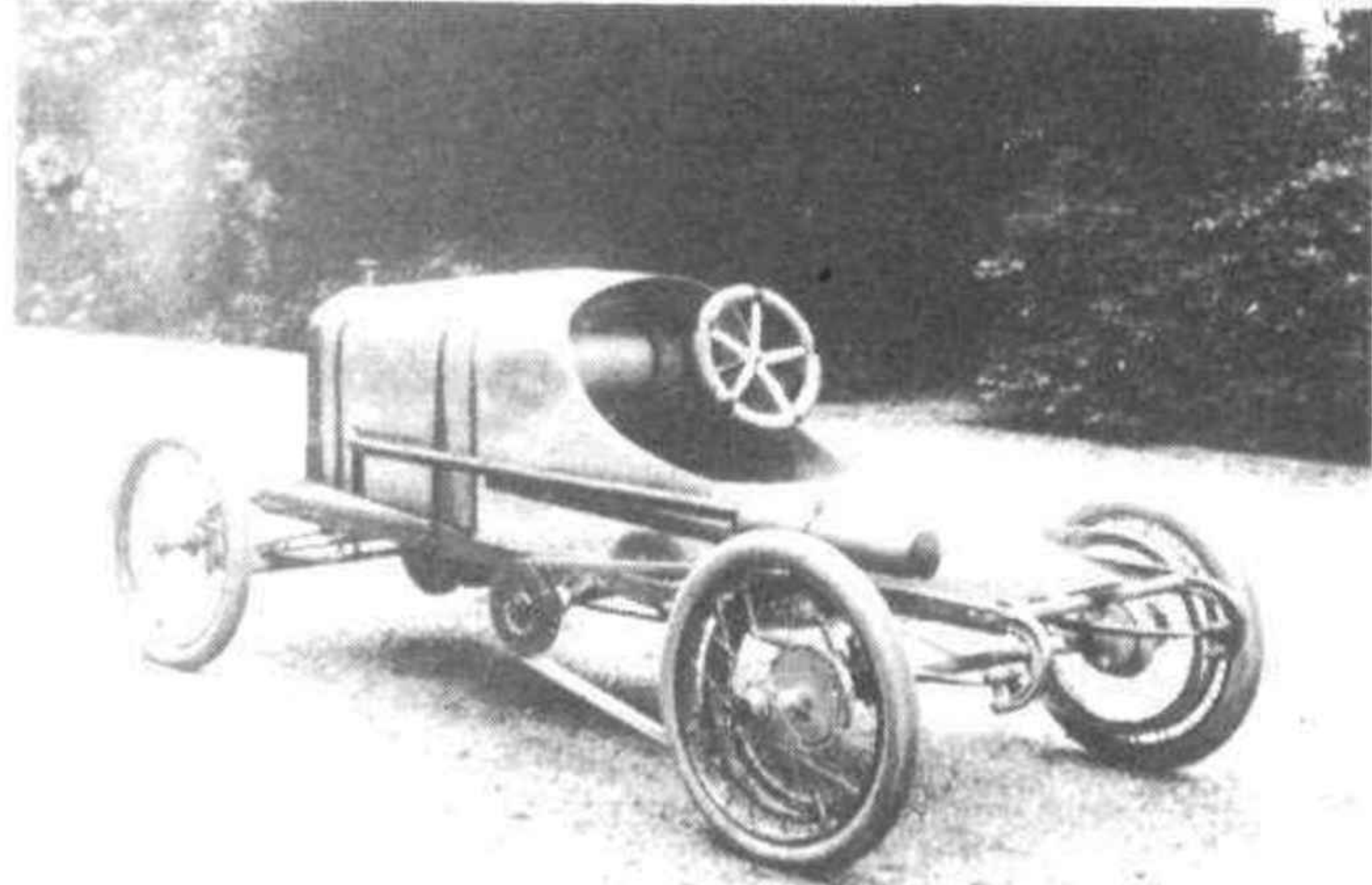
The present Mr. Bolton has since had a succession of five E-type Jaguars, all of which have been virtually trouble-free. For the first one, in 1962, he specified the highest available axle ratio. When this proved to be unavailable he

finally accepted the next ratio down in order to take delivery in time to take up a holiday passage booked to France. The car, a coupé, was eventually delivered at 11.30 p.m. one night when the Boltons were at a Hunt Ball and the first time Mr. Bolton drove it was to go home from the Ball at 3 a.m. the next morning, before leaving for France! This was changed for another 3.8 E-type coupé, this time with the high axle ratio, after two years. It proved very fast for running down to London and was equally happy pottering along in the Staffordshire lanes. It would do 123 m.p.h. at 5,000 r.p.m., he recalls. This was changed for a 4.2 E-type coupé, after another two years; Mr. Bolton did not much like the revised Jaguar styling and could no longer get the high axle ratio he wanted. But he likes the Jaguar E-type and has since had two more, both V12 roadsters. His present blue roadster is one of the last of the production run, although not of the special commemoration batch of 50 turned out at the end as a salute to one of Britain's most memorable sports cars. Incidentally, Mr. Bolton, like his father before him, is a JP, and obviously one who knows what motoring is all about . . .

Mr. Bolton's wife, whom we met when they were both at Cambridge, had good service from a series of small Fords, including an 80-bore o.h.v. Anglia saloon, and today runs a Ford Fiesta Ghia, its Reg. No. E-60. E-62 is now on the family Ford Granada, E-61 on the V12 Jaguar E-type and Mr. Bolton's sister retains E-9.—W.B.



Mr. Bolton sampled another "best car in the world" after the war, running this Sheffield-Simplex, above, in 1919/20. The home-built cyclecar, below left, with Precision water-cooled engine, constructed at Moor Court in 1913 and raced at Brooklands. Below, right, the 10/35 Singer intended for the 1914 TT, with its new bodywork.



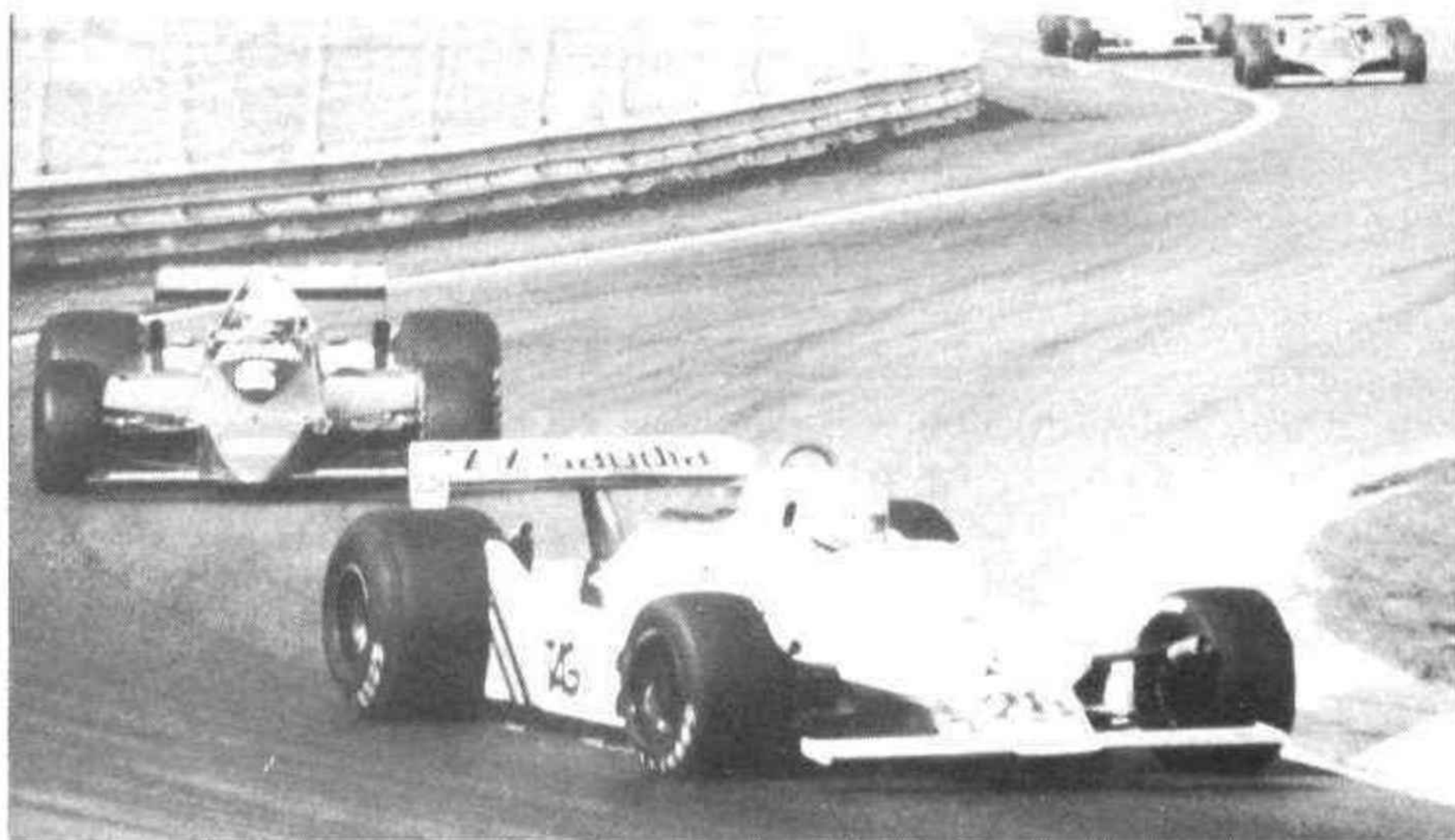
Canadian Grand Prix

A Race to the Finish

Montreal, September 30th

LAST year the Canadians organised a re-vitalised Grand Prix on a temporary circuit around the roads on an island in the St. Lawrence river where it passes through Montreal. The fact that the home-town boy Gilles Villeneuve won it for Ferrari was eminently satisfactory for all concerned, but two features seemed to mar the event, one being the tightness of some of the ess-bends and the other the freezing cold weather. For this year the organisers rebuilt two of the worst ess-bends, making them faster and more interesting, but they could not guarantee to do anything about the freezing cold. However, the weather-man obviously approved of the track alterations for he rebuilt the weather pattern completely, and though mornings were grey and gloomy, afternoons were bathed in beautiful sunshine and at times it was positively warm.

More than the usual number of teams and cars turned up, which immediately posed problems, for the circuit was licensed for twenty-eight cars for practice with twenty-four for the race. In addition to all the regular entries Alfa Romeo arrived with two cars, and Tyrrell and Fittipaldi both entered an extra car, the "wood-yard" cars numbering three, and the Brazilian team entering two. This made a total of thirty so an half-hour of pre-practice qualifying was arranged for Daly (Tyrrell), Ribeiro (Fittipaldi) and Giacomelli and Brambilla with the Alfa Romeos. Not unnaturally the factory Alfa Romeo team were a bit incensed at being bracketed with a couple of drivers from two "no-hoper" teams who seemed quite



Regazzoni's Williams heads Piquet's Brabham-Cosworth after the new BT49 had been slowed by gearbox trouble on a superb debut run.

unjustified at entering an extra car. If Williams, Renault or Ferrari had decided to enter an extra car it would have made sense, but neither Tyrrell nor Fittipaldi have exactly been pace-makers this season, and to penalise the works Alfa Romeos with these two entries made little sense. Alfa Romeo made it clear that they had no intention of suffering the indignity of pre-qualifying with a couple of "rabbits", whereupon the organisers cancelled the pre-qualifying half-hour with little or no warning and stated that the Tyrrell and the Fittipaldi cars could take part in the official practice and the two Alfa Romeos were barred from practice; and thus it was on Friday, with the two red cars from Milan sitting in the pit road but prevented from running, while the two "no-hoppers" took part. Not unnaturally there was a lot of table-thumping and FOCA and FISA meetings, and one point that came out loud and

clear was that Ferrari and Renault were strongly on the side of Alfa Romeo. A compromise was made and one Alfa Romeo was permitted to take part in the second day of practice, the decision as to which one being left to the Alfa Romeo team. By mutual agreement they decided it would be Brambilla and that Giacomelli would stand down, but the whole affair was a classic example of mismanagement and bungling on the part of all concerned, and shows a sorry state of affairs in the mentality of those responsible for the running of Formula One when two small private teams, neither of whom win races, are allowed to foul up the efforts of a major manufacturer.

Due to one thing and another the Friday morning test-session was late in starting and everyone was fidgeting to get on with it because there had been no previous use of the circuit, for like Monaco and Long Beach, it is a once-a-year affair. While everyone else got stuck in, the Alfa Romeo team had to stand around and watch and could not have been pleased to see Team Tyrrell playing around with a television camera fixed to Daly's car! While the circuit does have some fast corners the slow ones are more important and suspension systems and handling characteristics that would encourage the car to change direction quickly and accurately were all-important. Villeneuve started the day with a forward-mounted rear aerofoil, as used at Long Beach, but after a while returned to the more conventional one. Patrese was driving his modified Arrows A2, as was Jochen Mass, but the Italian had every intention of putting in some serious practice with the old Arrows A1 that he had driven in the Imola race, as it seemed better on slow corners, not that the A2 is all that good on fast corners.

The Brabham team had been eagerly awaiting the arrival of Niki Lauda to drive the new Cosworth-powered BT49, for up to this point he had not even sat in the car, let alone driven it. His interest was such that he had never even been to the factory to see the new cars being built! In direct contrast Nelson Piquet had hardly let the new design out of his sight; had done all the test-driving, and couldn't wait to start racing the car. It was a classic example of one driver on the way down and the other on the way up. As it turned out Lauda drove ten laps in the brand new car BT49/03 and then sloped off to his hotel, leaving Bernie Ecclestone to circulate a bare-faced

Continued in colour on page 1690

ENTRY								
No.	Team	Driver	Car	Model	Engine	Gearbox	Tyres	Main Sponsors
1	Lotus	M. Andretti	Lotus	79.5	Cosworth V8	Hewland	Goodyear	Martini Essex Tissot
2	Lotus	C. Reutemann	Lotus	79.4	Cosworth V8	Hewland	Goodyear	Martini Essex Tissot
3	Tyrrell	D. Pironi	Tyrrell	009.6	Cosworth V8	Hewland	Goodyear	Candy Appliances
4	Tyrrell	J. P. Jarier	Tyrrell	009.3	Cosworth V8	Hewland	Goodyear	Candy Appliances
5	Brabham	R. Zunino	Brabham	BT49.03	Cosworth V8	Alfa Romeo	Goodyear	Parmalat Foods
6	Brabham	N. Piquet	Brabham	BT49.02	Cosworth V8	Alfa Romeo	Goodyear	Parmalat Foods
7	McLaren	J. Watson	McLaren	M29.3	Cosworth V8	Hewland	Goodyear	Marlboro Castrol
8	McLaren	P. Tambay	McLaren	M29.2	Cosworth V8	Hewland	Goodyear	Marlboro Castrol
9	ATS	H. J. Stuck	ATS	D3.01	Cosworth V8	Hewland	Goodyear	ATS, Wheels
11	Ferrari	J. Scheckter	Ferrari	312T4.040	Ferrari flat-12	Ferrari	Michelin	Fiat Agip
12	Ferrari	G. Villeneuve	Ferrari	312T4.041	Ferrari flat-12	Ferrari	Michelin	Fiat Agip
14	Fittipaldi	E. Fittipaldi	Fittipaldi	F6A.1	Cosworth V8	Hewland	Goodyear	Copersucar
15	Renault	J. P. Jabouille	Renault	RS14	Renault V6 1.6	Hewland	Michelin	ELF
16	Renault	R. Arnoux	Renault	RS12	Renault V6 1.6	Hewland	Michelin	ELF
17	Shadow	J. Lammers	Shadow	DN9.4B	Cosworth V8	Hewland	Goodyear	Samson Soap
18	Shadow	E. de Angelis	Shadow	DN9.1B	Cosworth V8	Hewland	Goodyear	
19	Fittipaldi	A. Ribeiro	Fittipaldi	F6A.1.2	Cosworth V8	Hewland	Goodyear	Copersucar
20	Wolf	K. Rosberg	Wolf	WR9	Cosworth V8	Hewland	Goodyear	Olympus Texaco
22	Ensign	M. Surer	Ensign	MN09	Cosworth V8	Hewland	Goodyear	Rainbow Jeans
24	Merzario	A. Merzario	Merzario	A2.04	Cosworth V8	Hewland	Goodyear	Fior Bath
25	Ligier	J. Ickx	Ligier	JS11.03	Cosworth V8	Hewland	Goodyear	Gitanes ELF
26	Ligier	J. Laffite	Ligier	JS11.02	Cosworth V8	Hewland	Goodyear	Gitanes ELF
27	Williams	A. Jones	Williams	FW07.4	Cosworth V8	Hewland	Goodyear	Saudia Airlines
28	Williams	G. Regazzoni	Williams	FW07.1	Cosworth V8	Hewland	Goodyear	Saudia Airlines
29	Arrows	R. Patrese	Arrows	A2.1	Cosworth V8	Hewland	Goodyear	Warsteiner Beer
30	Arrows	J. Mass	Arrows	A2.2	Cosworth V8	Hewland	Goodyear	Warsteiner Beer
31	Rebaque	H. Rebaque	Rebaque	HR100.001	Cosworth V8	Hewland	Goodyear	Carta Blanca Beer
33	Tyrrell	D. Daly	Tyrrell	009.5	Cosworth V8	Hewland	Goodyear	Candy Appliances
35	Alfa Romeo	B. Giacomelli	Alfa Romeo	179.101	Alfa Romeo V12	Alfa Romeo	Goodyear	Scami Batteries
36	Alfa Romeo	V. Brambilla	Alfa Romeo	179.102	Alfa Romeo flat-12	Alfa Romeo	Goodyear	Scami Batteries

Spare Cars

- 2 Lotus-Cosworth V8 79.3 — Used by Reutemann Friday p.m. and Sat. p.m. and for race.
- 33 Tyrrell-Cosworth V8 009.1 — Used by Daly Sat. p.m.
- 6 Brabham-Cosworth V8 BT49.01 — Used by Piquet Sat. p.m.
- 7 McLaren-Cosworth V8 M29.1 — Used by Watson Friday a.m. and p.m. and Sat. p.m.
- 12 Ferrari flat-12 312T4B.038 — Used by Villeneuve Friday p.m.
- 15 Renault V6 1.6 RS10 — Used by Jabouille Sat. p.m.
- 17 Shadow-Cosworth V8 DN9.2B — Not used.
- 25 Ligier-Cosworth V8 JS11.04 — Used by Ickx Sat. p.m.
- 27 Williams-Cosworth V8 FW07.3 — Used by Jones Friday p.m. and Saturday p.m.
- 29 Arrows-Cosworth V8 A1.05 — Used by Patrese Sat. a.m. and p.m. and for race.

A Daimler at Shelsley Walsh

The Editor Investigates a Big Edwardian in an Appropriate Setting

THE DAIMLER Motor Company, founded in January 1896, with premises in a disused mill in Coventry, was one of the very first motor manufacturers in this country. It commenced making primitive horseless-carriages to the better of the several patterns prevailing at the time, using two-cylinder, 4 h.p. tube-ignition engines of German Daimler conception. However, the power of these pioneer British Daimlers was soon increased, and by 1898 a four-cylinder 8 h.p. model was available, followed by a 12 h.p. four-cylinder Daimler the following year. After the Company had been reconstituted it forged ahead, to hold a high place among British motor-car constructors, aided immeasurably by the patronage of the British Royal Family, headed by King Edward VII.

All this history has been told before, in two admirable books and in these columns. The crux of it was that the Daimler was a premier-make even after the challenge from Rolls-Royce and it remained the Royal Car until quite recent times. From the sporting point of view the ever-bigger-engined, poppet-valve Daimlers proved very nearly invincible in the pre-1914 hill-climbs and speed-trials, even if less successful in the few races for which they were entered. This ended when a new Board decided that more refinement was essential, if the make was to continue as the Royal motor-carriage, and in 1909 was persuaded to abandon poppet valves for the American Knight double-sleeve-valve engine. These very quiet, worm-drive "valveless" Daimlers are the kind best remembered when enthusiasts look back to the earlier days of this renowned make and the big poppet-valve Daimlers tend, I think, to be forgotten, and are in any case, comparatively rare.

I had known for a long time that the City of Coventry Art Gallery and Museum had in its keeping a ferocious specimen of the poppet-valve type of Daimler just referred to, of considerable literage. Andrew Whyte had taken me to see it, and Peter Mitchell, then Senior Keeper of Industry and Technology at the Museum, had promised me that one day, when its mechanicals had been resuscitated, I could not only have a drive in this exciting Edwardian monster but that we should take it to the Shelsley Walsh hill-climb venue, where Daimlers of this kind made such a good showing when the first meetings took place there.

I waited patiently, enquiring from time to time as to the health of the brute, and this year it all came about, as Peter had promised. He has gone on to the responsible task of looking after BL Heritage Ltd., that new organisation which so praiseworthy cares for the preservation of all the historic vehicles owned by British Leyland, and the documents and photographs, etc. appertaining to them, but he kept an official eye on this MOTOR SPORT project of uniting the



E. M. C. Instone's Daimler weighing in at Martley before the very first Shelsley Walsh Hill Climb in 1905, in which it set a course record at 77.6 sec. The 35 h.p. Daimler weighed in at 3,444 lb.

Yellow Daimler with Shelsley Walsh, after Mike Bullivant had paved the way, and Mark Joseland, Secretary of the Midland Automobile Club, and his Press Secretary, had obtained permission for us to use the famous hill. Not only that, but Rupert Instone, son of the late Mr. E. M. C. Instone, General Manager of the Daimler Company at the appropriate time, and a Vice-President of the MAC, came along to see the old Daimler in action again, after having himself driven it there in 1955, and, of course, having been a prominent Shelsley Walsh competitor in more modern machinery such as his GN "Martyr" and the "Frazer Nash Terror", etc.

Before we look in detail at the old motor-car, it will be advisable to put it, and the pre-1914 competition achievements of the Daimler Motor Company, into perspective. As I have said, the engines of these poppet-valve Daimlers tended to get larger and larger. Unfortunately, the loss of the Company's records in the German "blitz" on Coventry during World War Two has made it very difficult for historians to be sure of their facts. But it seems that by 1903 a 22 h.p. 4½-litre model was in the Daimler catalogue. By 1905 the 7.2-litre 30/40 h.p. Daimler was in production, for those turning to that new pursuit of the Edwardian wealthy, Continental long-distance touring at express-train speeds — or thereabouts.

This powerful Daimler model was followed in



Instone at the start of his 1905 record run, complete with passengers. (Photographs courtesy of the MAC).

about 1906 by cars engined with 9½-litre and 10.6-litre power units. Such cars were consistently fine performers in the sprint contests of the time. For instance, the 134 × 150 mm. so-called 35-h.p. cars made best time at Middle House Hill, Welbeck, Blackpool, where they beat much larger Darracq, Itala and Mercedes cars, Longleat, Rivington Pike, Frome, Star Hill, Aston Clinton and many other venues, not forgetting their very impressive showing at Shelsley Walsh. Often these big Daimlers would win on Formula as well as on speed alone and other of the larger models from the Company's complicated horse-power range were almost equally successful. Moreover, the cars were quite frequently entered, and even driven, by high-ranking officials of the Daimler Company, like Mr. Instone and Mr. Percy Martin. This was the case particularly at Shelsley Walsh.

When the Midland Automobile Club held its first meeting at this private hill in 1905 — thus making it the oldest continuous motoring competition in the World, run at a course very little altered today from what it was like nearly 75 years ago — the Formula mattered more than sheer speed, this being calculated on a complex system in which load-carrying played a vital part. The Daimler Company entered works 35 h.p. chain drive cars for Instone and Martin, and other Daimlers, a 28 h.p. and a 30 h.p. were driven by Grigg and (entrant Percy Martin) by Street. The results would have been overwhelmingly in favour of the Daimlers, had this been a pure speed hill-climb. Instone made best time, in 77.6 seconds, Birtwistle was second on his 35 h.p. Daimler, in 78.2 seconds, Martin was third, in 89.0 seconds, and Street was fourth, in 89.4 seconds. On Formula the winner was a 6 h.p. De Dion, which ascended in 289.6 seconds (!) but the Daimlers of Martin and Birtwistle were placed second and third, Instone fifth, on Formula. There were the usual discrepancies in the declared engine sizes which plague historians, Birtwistle having apparently bored out his 35 h.p. engine by one millimetre, to 135 mm. Instone's Daimler weighed out at 30¾ cwt., whereas the other three were heavier by some 1¾ cwt. each. In 1906 this Shelsley Walsh success was repeated, for although a White steamer, entered for the speed contest only, made best time, with a climb in 80.6

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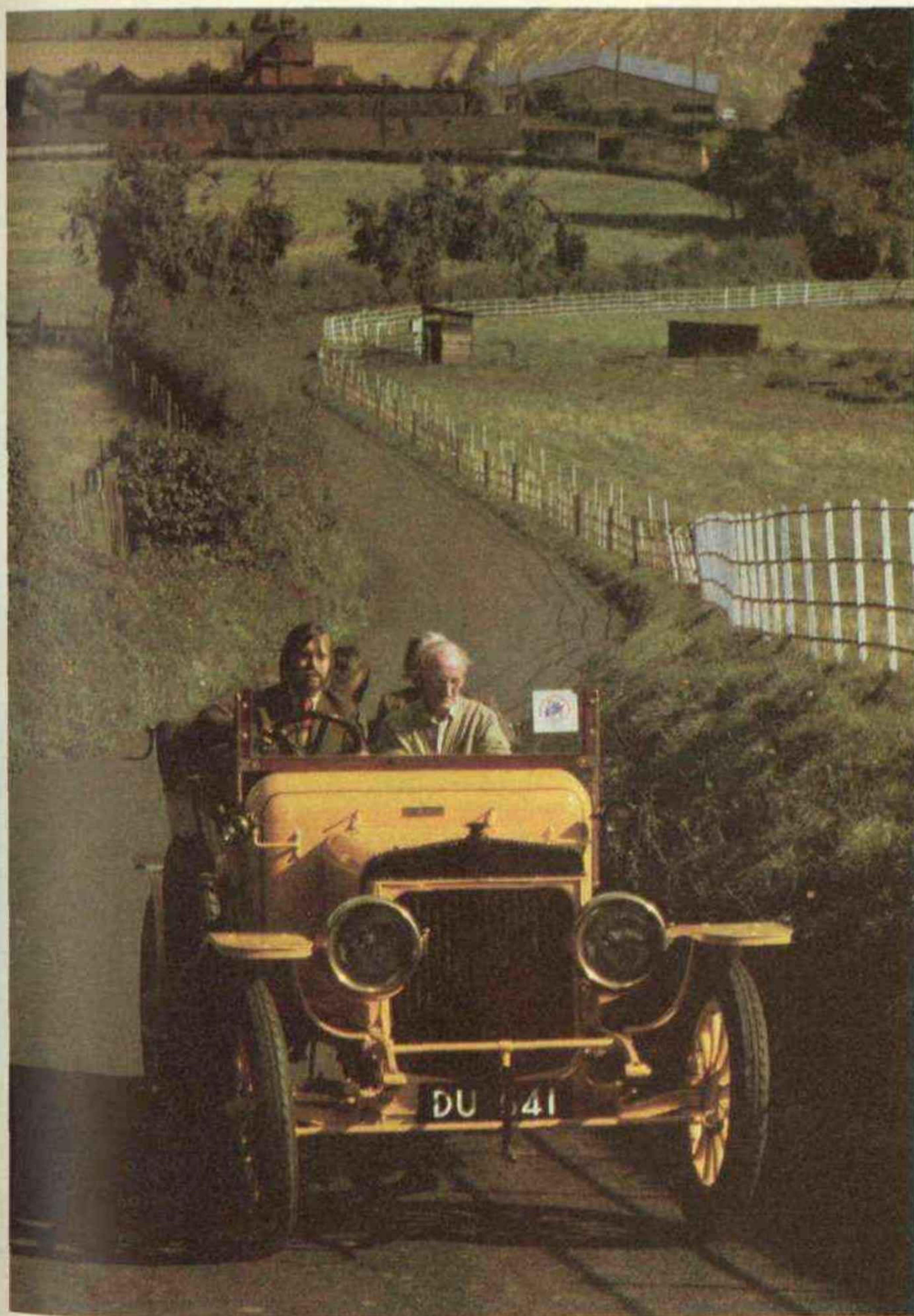


The low tar cigarette.



SC073

LOW TAR As defined by H.M. Government
H.M. Government Health Departments' WARNING:



Mike Bullivant, of the Coventry Art Gallery and Museum, taking Rupert Instone, son of Ernest Instone and a vice-president of the Midlands Automobile Club as well as a familiar competitor at Shelsley Walsh for many years, for a ride in the Daimler up the famous hill. The Editor rode in the rear seat on this climb.

A Daimler at Shelsley Walsh

Continued from page 1680

seconds, the 35 h.p. Daimlers of Instone, Bolton, Street (entered by Instone) and Holder being second, third, fourth and fifth on time (although competing more seriously in the Formula class) in 86.2, 88.6, 88.8 and 91.4 seconds, respectively. Incidentally, this time all the Daimler 35 h.p. engines were declared as of 134 x 150 mm. bore and stroke, and of 40.21 rated horse-power.

By 1907 the 45 h.p. 150 x 150 mm. Daimler had arrived, and for 1908 there was the even more exiting 58 h.p. 154 x 140 mm. car, all with four cylinders. In 1907, at Shelsley Walsh, the Daimlers had to give best to an 80 h.p. Berliet and to a 60 h.p. Napier on speed alone, in the Open

event, but Barwick's 58 h.p. Daimler was second to a 60 h.p. Napier in 1908. Sufficient has now been said for you to see why it was so appropriate, and such a happy occasion (to which the weather in Worcestershire responded magnificently) to take the Coventry Museum/BL Heritage Ltd. Daimler to Shelsley Walsh for our sampling of it.

In racing, such as Kaiserpreis (for which special cars with pointed radiators were built, driven by Bush, Hodiern and Ison), the Herkomer Trophy and Vanderbilt Cup events, Daimlers were not so successful, but at the opening Meeting of the then-new Brooklands Motor Course in July 1907 Ernest Instone, driving a stripped 45 h.p. 150 x 150 mm. car with just two-seats, the mechanics occupied by young Tommy Robinson from the Daimler running-sheds, won the 650-sov. Gottlieb Daimler Memorial Plate race very easily

indeed, from a Darracq.

It is apparent that the Daimler we took to Shelsley Walsh last month is not the car on which Mr. Instone made the first course-record there in 1905, because the Reg. No. of it was DU 578, whereas the Museum car carries the Coventry-registration DU 541. Just before that I made acquaintance with it some photographs came to light, showing a Mrs. Manville driving the car at Brighton, long before the First World War. Now Mr. Edward Manville became a Daimler Director in 1902, when Mr. Instone was General Manager, and as Sir Edward Manville, JP, he was to be the Daimler Chairman for 27 years. It seems likely, therefore, that of the two works cars, his was delivered to him just before Mr. Instone's. Whether it ever went to Shelsley Walsh, or ran there in competitions, I do not know, although it seems very probable. Indeed, there is confusion as to exactly which type of Daimler this is. It used to be referred to as a 35 h.p. of about 1905/6, I believe, but in the Museum catalogue and in a recent BL Heritage brochure (the latter has "Show-Biz" associations not necessarily to our liking but permissible because the entirely laudable care of all these old British motor vehicles requires money, which has to be earned by them from promotional and advertising engagements), the car is described as "a 1904/5 10-litre". I think it more likely to be one of the 35 h.p. cars of circa 1906, with the 134 x 150 mm. (8,462 c.c.) 45 h.p. engine. 150 x 150 mm. cars came in mid-1906 and if Brian Smith, the Daimler historian, is correct, this model had the four cylinders in one block, whereas the Museum car has paired cylinders. Although I do not think the VCC accepts the Daimler as a 1904 car, which might enliven a Brighton Run, I feel it is likely that it was made in 1906 as the wood and fitch plate chassis frames were retained by Daimler until about 1905, and of 35 h.p.; it is a great pity the engine was not measured when it was being rebuilt. . . . If I am right in these assumptions, we took to Shelsley Walsh a Daimler of the very type that Mr. Instone drove to victory there 74 years ago.

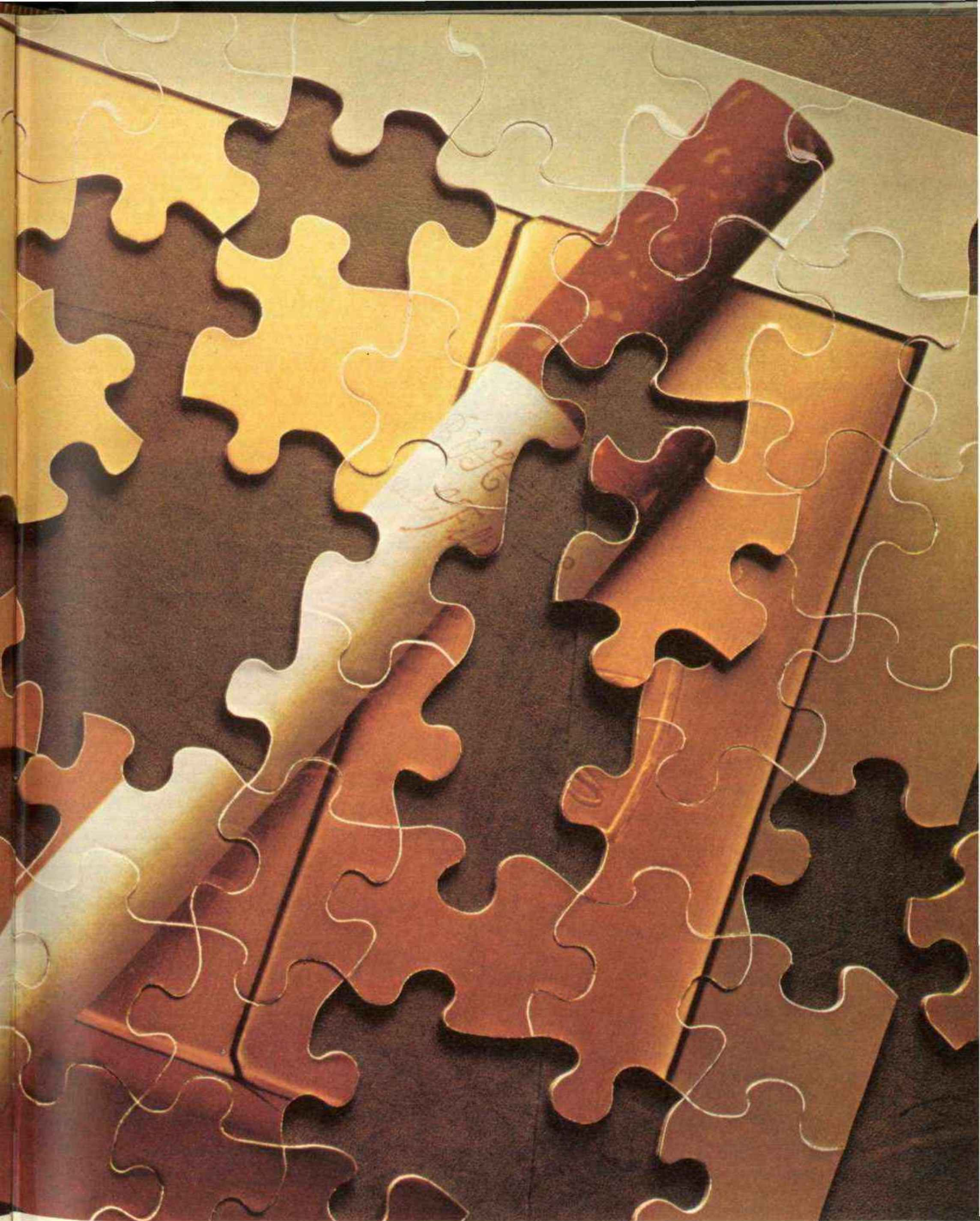
That this was very probably a works car is suggested because for years it languished, admittedly uncared for, at the Daimler factory. It was awoken in 1955, when it was suggested to Rupert Instone, son of Ernest Instone who left The Daimler in 1921 to form the famous concern of Stratton Instone Ltd., with its Daimler Air-Line and Daimler Hire connections, his son living with him in Pall Mall, London in the 1930s, that he should run the old Daimler at the Shelsley Walsh Jubilee Meeting that August. He was competing with the GN "Martyr" but agreed to add the old warrior to the Edwardian contingent. He found it in this poor condition, and its engine very difficult to hand-start. Taking with him someone who could crank-up the big engine, Instone bravely drove it from Coventry to the hill. Alas, on the practice ascent the fan shed a blade (you can still see the repair-weld) which went through the radiator.

After that the car was cleaned up and went the round of the motor museums, being for a time at Beaulieu (the 1963 Guide to which gave it as a 1907 35 h.p. but quoted the engine size as 140 x 150 mm. and 9,237 c.c.). It was then taken to the Coventry Art Gallery and Museum in 1967 and has recently been rebuilt, under the supervision of Mike Bullivant. This was a long and difficult task. Those who did the work were Barry Mapperson, Robert Riley, and two chaps, Leslie Sayers and Geoffrey Hall, from the Government Job Creation Scheme (other museums may care to note), who tackled the re-paint, using Tekaloid paint which

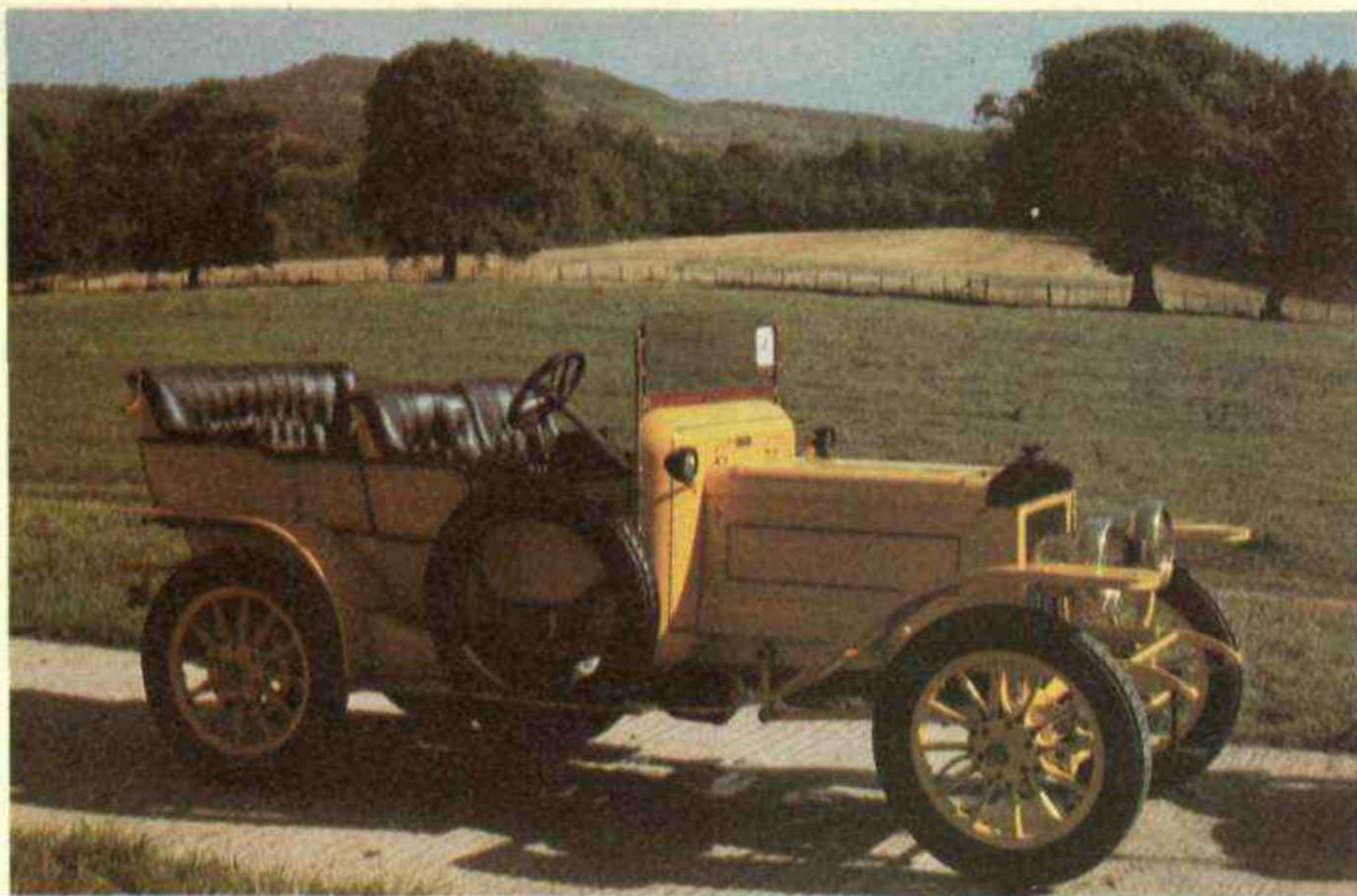


SF085

MIDDLE TAR As defined by H.M. Government H.M. Government Health Department



WARNING: CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH



The Daimler, probably a 35 h.p. model, recently restored to running condition by the Coventry Art Gallery and Museum.

the Museum favours.

After the great yellow car had arrived in the Paddock on a trailer behind the Museum's Land-Rover I was able to inspect closely this very impressive example of an Edwardian fast-tourer. It follows the conventional pattern of the time, with a steel channel-section chassis frame. There are half-elliptic springs all round, those at the front shackled to the rear, those for the back-axle shackled at each end, as was customary with chain final-drive. Incidentally, the yellow paint scheme is carried to the springs, brake drums, etc., complete with the black lining on the springs. The wooden wheels are non-detachable, shod with Dunlop 880 x 120 tyres, with a spare tyre on the o/s running board. The steering track-rod is ahead of the I-section front axle.

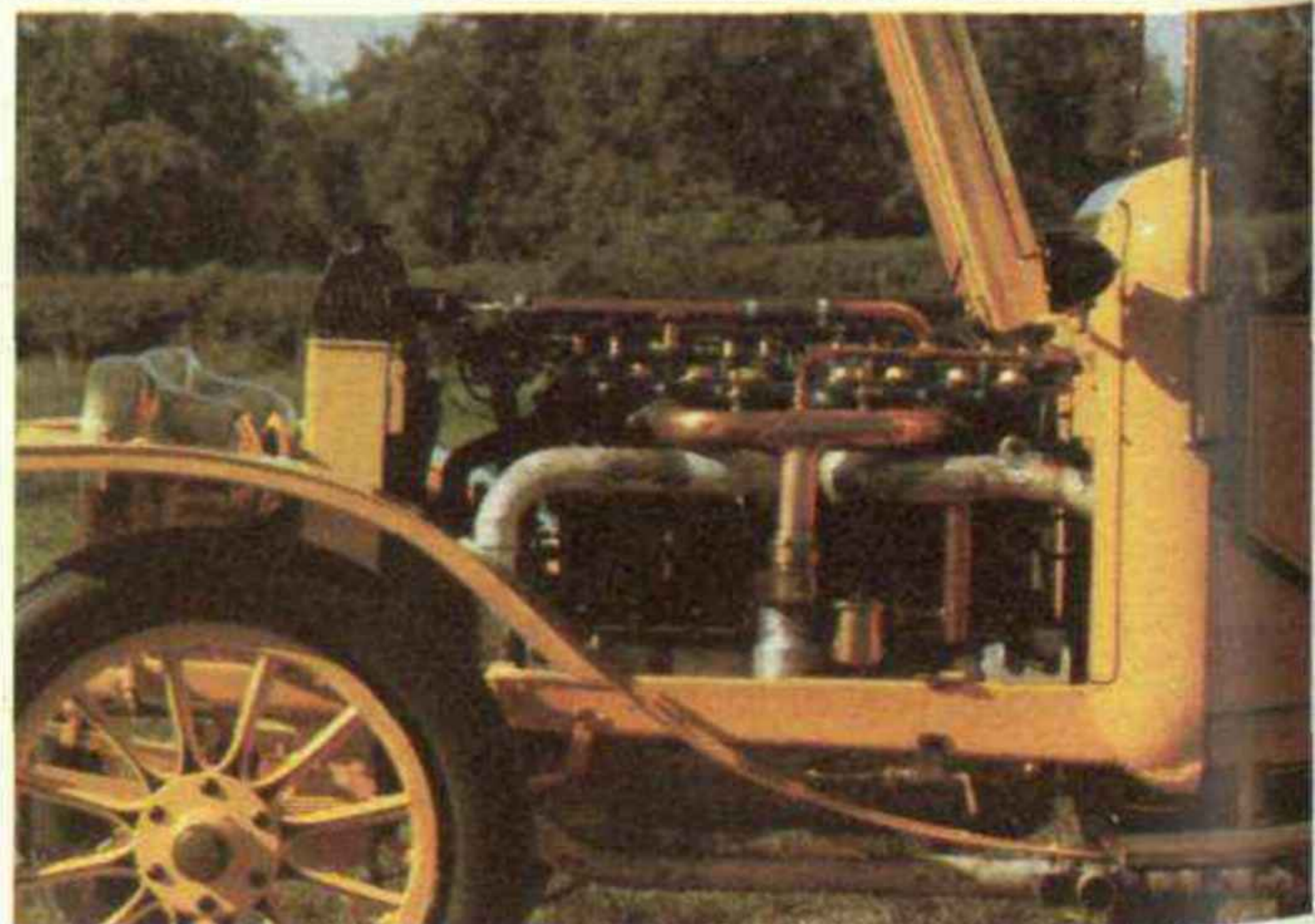
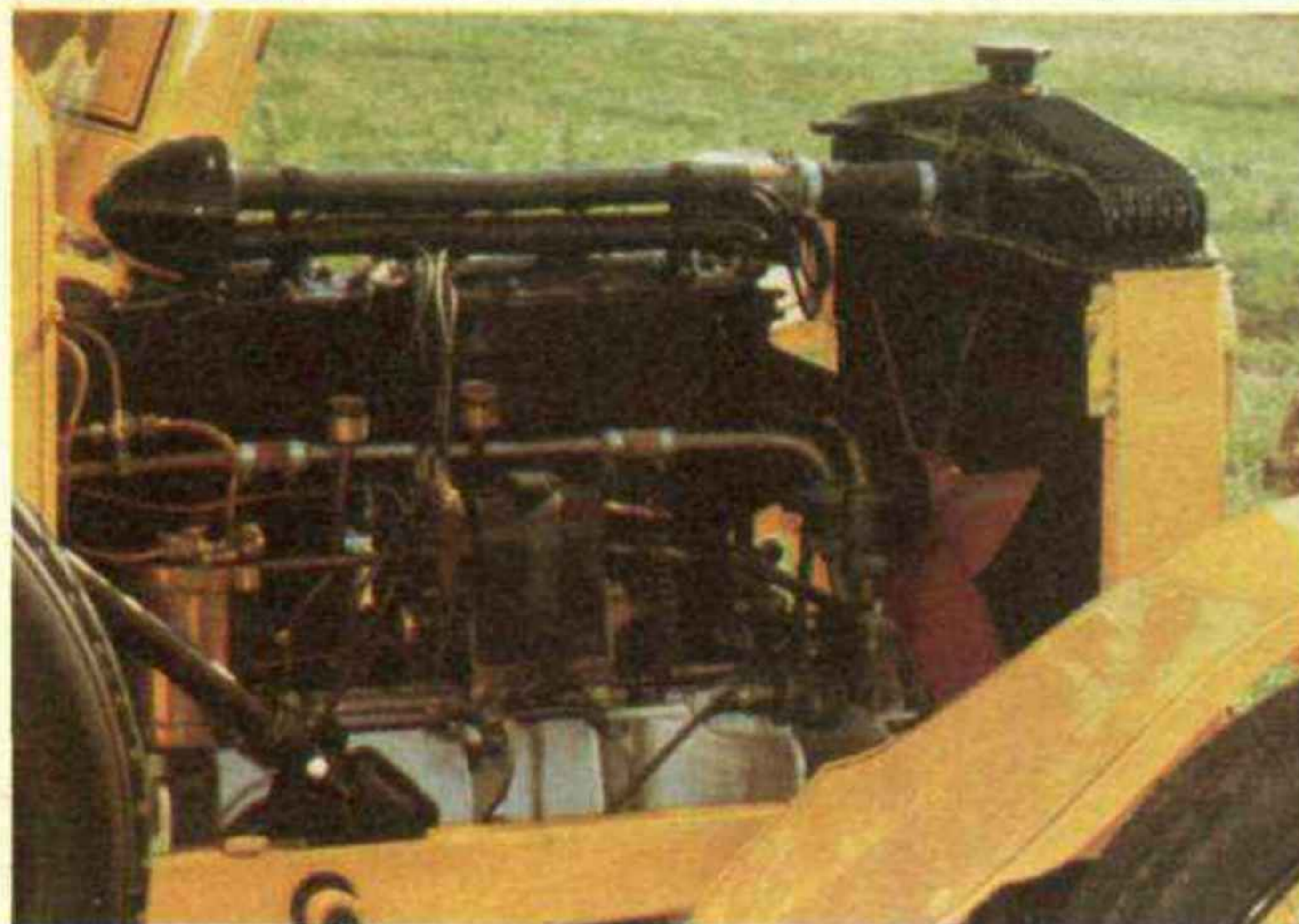
The engine is an L-head side-valve unit with, as I have pointed out, the enormous cylinder blocks paired. The valves on the n/s, operated by an exposed camshaft, driven by exposed "mangle-wheel" timing gears at the back of the crankcase. Jaguar's supplied a replacement nylon pinion for the rebuild. There are plain, rather small brass valve caps, and the valves appear to be slightly inclined in the heads. On this side, too, is

the impressively large Daimler carburetter. Originally it was fed by exhaust pressure, but these days an electric pump, discreetly hidden down by the battery, has taken over, in place of the original messy and dangerous fuel feed — but all praise to Roger Collings for retaining this form of petrol supply (and l.t. ignition) on his 1903 Sixty Mercedes, and who finds this original equipment satisfactory for racing, hillclimbs, trials, driving-tests, the Brighton Run or just for touring. . . .

The Daimler's exhaust pipes, again not over-large, merge from each exhaust-port into two separate pipes, that from the front cylinder block running forward, that from the rear block backwards, to join the main horizontal exhaust pipe just before the silencer; the tail-pipe crosses over the o/s side of the car and there is a cut-out just before the main pipe enters the silencer.

On the o/s a long shaft, extending forward from the timing gears, drives the big Simms-Bosch Type D4 magneto and continues forward to drive the water-pump. The water pipes are of suprisingly small bore. Ignition is by trembler-coil and magneto, with two plugs per cylinder, a large contact-breaker for the former

The offside view of the Daimler engine shows the original Daimler carburetter and the Simms-Bosch magneto driven by exposed gears from a shaft running forwards to the water pump. On the nearside can be seen the two blocks of two cylinders, the exhaust system and the vertically driven distributor for the trembler coil ignition.



being driven by a vertical shaft at the n/s front of the engine. The magneto step-down gears, like the timing-gears, are fully exposed. A whittle-belt-driven six-bladed fan runs behind the imposing Daimler radiator, with its ribbed top tank and 20 vertical gilled tubes.

The drive goes through a leather-lined cone clutch — treated from time to time with neatsfoot oil, as it can get exceedingly fierce, this oil, by the way, being still obtainable from a shop in Coventry — which is enclosed in a circular casing. The chassis-mounted combined four-speed gearbox and differential is enclosed in a huge aluminium casing, from which the side chains drive the back wheels. These chains are neatly kept out of sight under small curved metal covers ahead of the back mudguards.

This Daimler must have been built by hand in the works beside Coventry canal when old Wormald, whom I mentioned last month, was the Shop Foreman, a Frenchman called Charles looked after the building of the coachwork, and the finished chassis were fitted with slave two-seater bodies and tested from a running-shed which was in the charge of Bush Snr., the route taking in the Coventry-Kenilworth road. The tool-room Foreman would no doubt have been Needle, and if repair jobs came in they were looked after by Mortiboy. The Daimler Buying Department was then under W. H. Proctor, with Molly Swain as his secretary, and Henson looked after the Drawing Office. Working hours were from 6 a.m. to 6 p.m. . . . It was under those people, and these conditions, that these great Daimlers were built.

They have been described as crude, John Bolster calling the big four-cylinder chain-driven model cars of "considerable performance but little refinement". Be that as it may, and the design was somewhat out-dated within a few years of the appearance of the car we are concerned with here, I do not remember noticing the usual vibration of steering wheel and mudguards when the Museum car's engine was running, although in noise level it may have been lagging behind by 1907, and it must, I suppose by then, have been regarded as rather a heavy, ungainly-looking monster.

The body is a four-seater with comfortable bucket-shape front seats, the n/s one of which lifts and swivels to give access to the back compartment. By the "Daimler" inscriptions on the scuttle and body plates, it was made by Daimler's themselves, I would think.

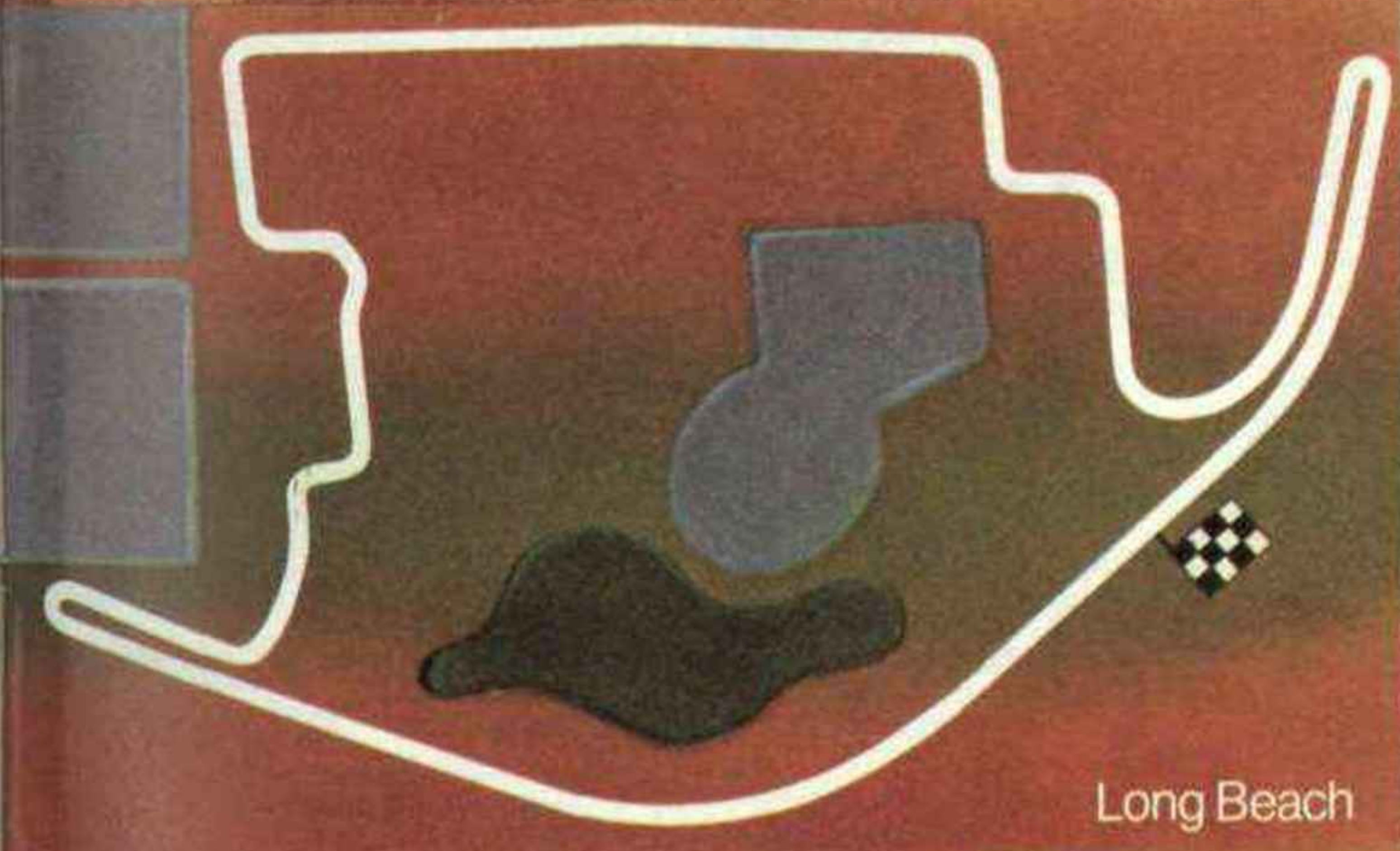
Climbing aboard, through the n/s front door to



Kyalami



Silverstone



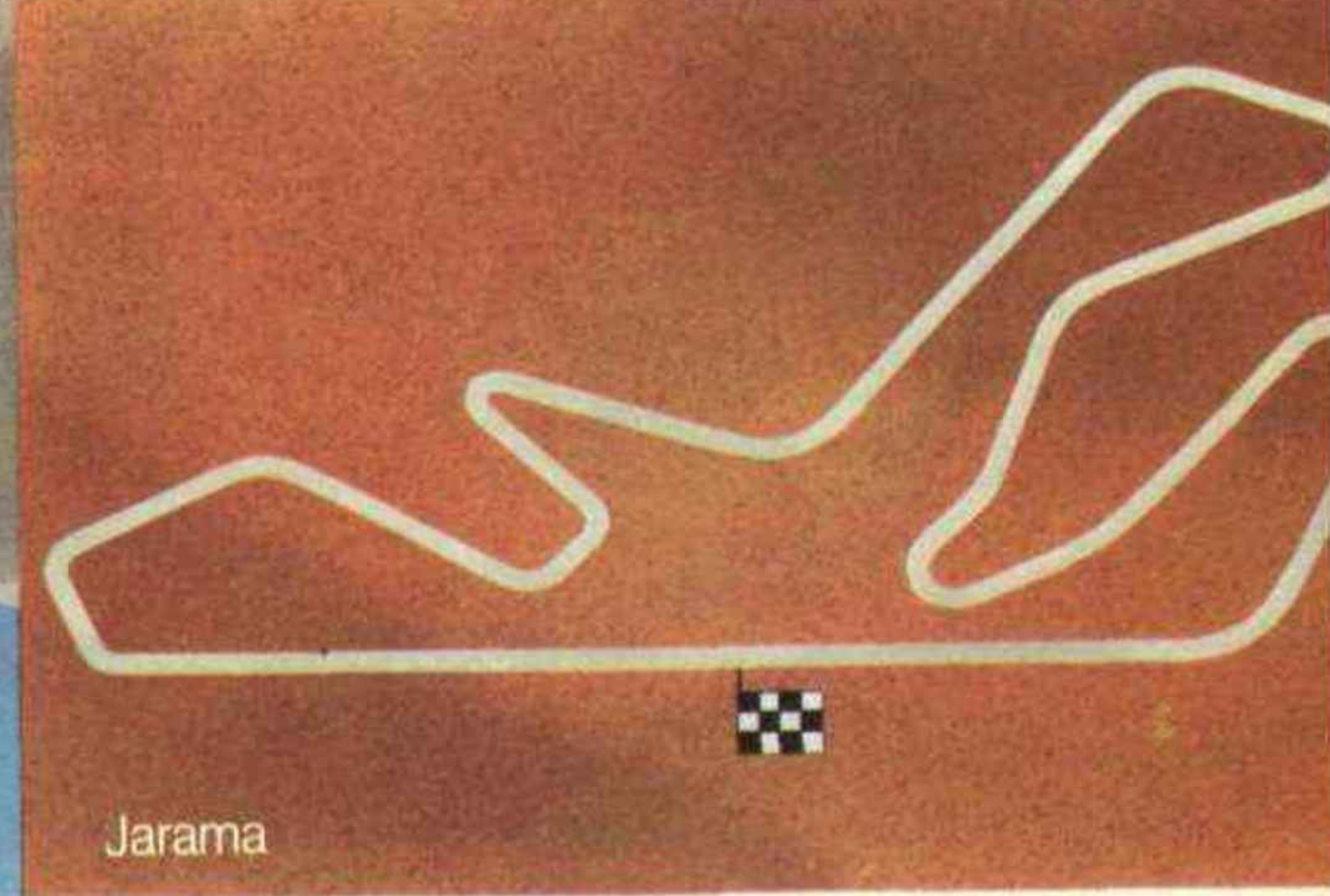
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WORLD LEADER



Rothmans

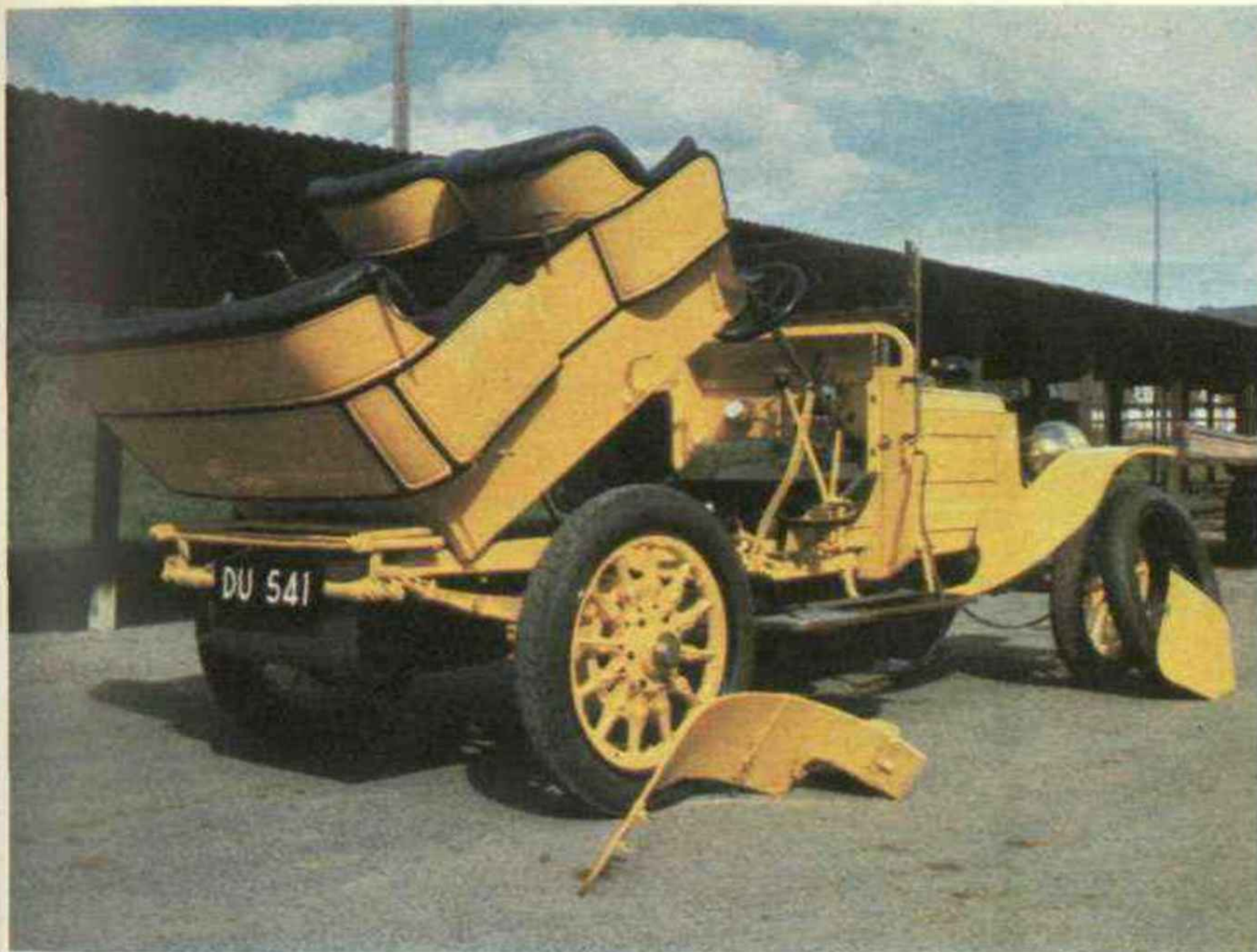
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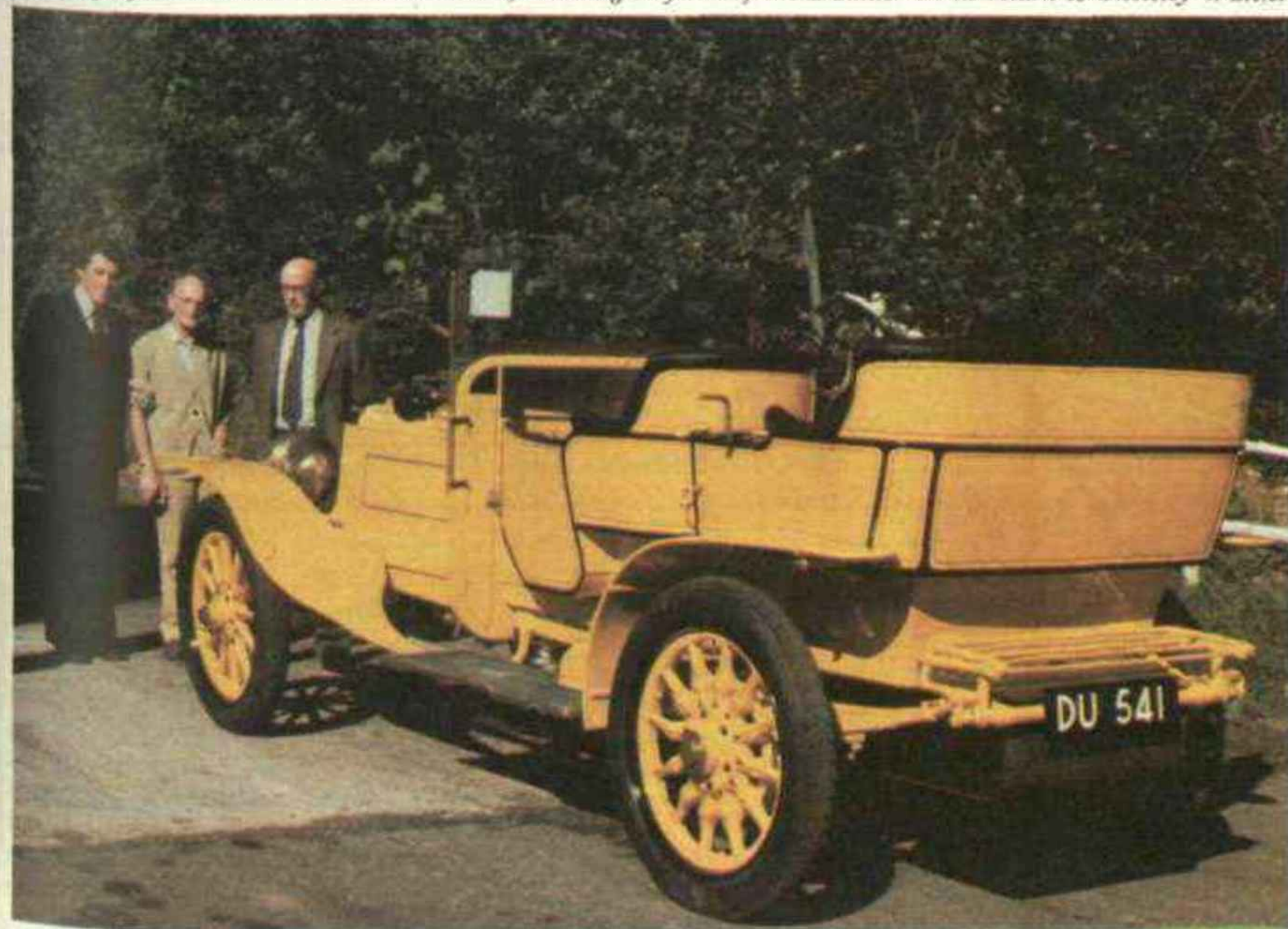


An interesting feature of this Daimler is the manner in which the side entrance body hinges up to reveal the gearbox and final drive chains after removal of the rear mudguards. The driver's eye view on the right shows that very few instruments and controls are present to confuse. Note the drip feeds, the two pedals for brake and clutch and the lever on the traditional Daimler five-spoke steering wheel which controls the throttle and ignition timing simultaneously. The curved dash was another traditional Daimler feature.

avoid squeezing past the spare tyre and the r.h. levers, the small five-spoke wheel is found to be at the end of a long unsupported brass column, and now an advanced feature becomes apparent — there are only two pedals. This is explained because the single control-lever above the centre of the steering wheel originally acted not only as a hand-throttle, in lieu of a foot-accelerator, but simultaneously advanced both coil and magneto ignition as the throttle was opened. Control is thus very simple, especially as there is no instrument panel. Under the typical curved

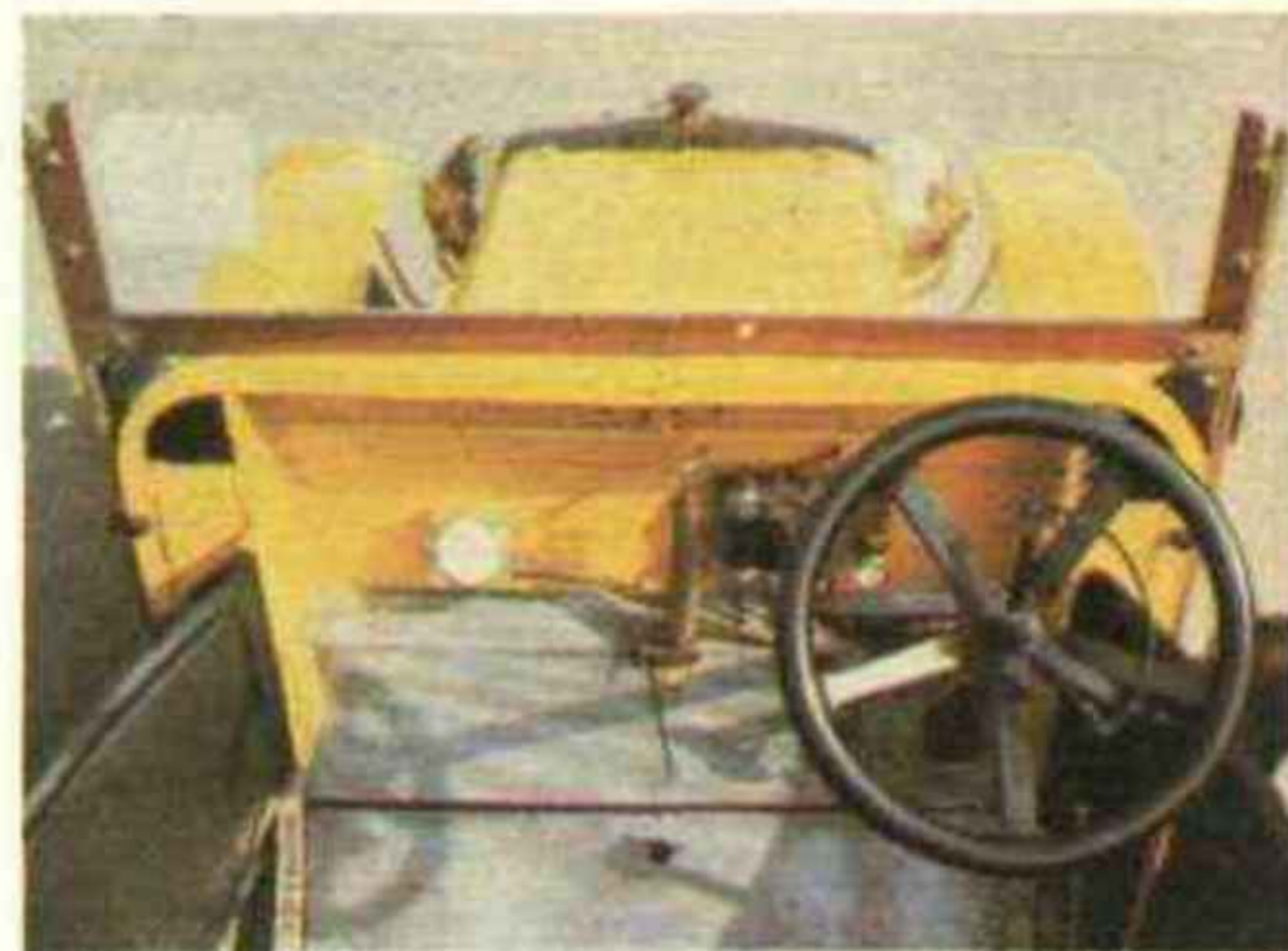
Daimler dash you find three big-bore glass drip-feeds for the oil supply to the main bearings and cylinder bores, a little "lavatory-chain" having to be pulled to refill them. Beside these drip-feeds, to the right, is a sight-feed for oil and petrol pressure, now provided below it with a tiny gauge. In the centre a hinged brass hand-pump looks after such pressure, and to its left is a blunt lever that looks after carburettor mixture strength. On the extreme left there is a square-cased speedometer, made by S. Smith & Son of 9 Strand, London, to patent 280-6985,

A. J. M. Wilkins, Press Secretary of the MAC, on the left, Rupert Instone and Mark Joseland, the present Secretary of the Midland Automobile Club, standing in front of the Daimler on its return to Shelsley Walsh.



driven by a protruding enclosed-cable drive from the o/s front wheel. Apart from some modern switches on the o/s of the body sill, that is all you have to worry about, so far as minor controls are concerned.

The gear lever is the expected long "signal-box" affair inside the body on the right. It has a normal H-gate but is spring-loaded into neutral, and possesses tiny toothed pawls that move with it, and thus lock each gear in place. A much smaller inside lever selects reverse and the outside brake lever moves forward to apply metal-to-metal back-wheel brakes, in wide but not over-large unribbed drums. The pedals have "Daimler-Coventry" readable on their treads, the brake pedal applying a Ferodo-lined transmission brake. Equipment embraces a single-pane windscreen, a luggage grid over the rear-slung petrol tank (this had to be replaced with a new tank, holding perhaps 20 gallons of fuel, and a new water pump had to be made at the same time), big screw-down greasers for the transmission countershaft, and enormous — some of the biggest I have seen — CAV Model-G Electric Headlamps for night motoring. There used to be oil side-lamps but these have been replaced with vintage electric lamps. For access to the chassis the entire back of the body can be hinged upwards.



Having inspected this very interesting motor-car it was time to drive it. The engine is cranked up from a handle supported by the cross-bar between the front dumb-irons. It commences with a fine rumble of gears and exhaust and when it was warm I tried a climb of the famous hill. Bottom gear was used all the way and there was never any doubt that we would reach the top, at a good pace. Indeed, the engine could be throttled back for the corners and would respond splendidly to the throttle lever, unless this were opened too quickly, too far, when mis-firing resulted. The clutch engaged quite smoothly and showed no sign of slipping.

Returning down the gradient, the back brakes got hot enough to scorch the paint on their drums, so on the next descent we used the Land-Rover, tied on behind as an anchor. Mike Bullivant then tried an ascent. We were four up, as they would have been in 1905 and while no special attempt at speed was intended, on what was the Daimler's first serious outing since its rebuild, we were at the Esses in 62 seconds, and crossed the finishing line in approximately 104 seconds, although several seconds were lost when the driver missed his change trying to get from first into second gear near the top of the hill. The old car has plenty of impressive power and I look forward to seeing more of it, and am glad to learn that it will continue to be an inmate of the Coventry Museum, where ambitious extensions are expected to be finished before the end of next year. My thanks to all concerned for making this experience possible. — W.B.

Canadian Grand Prix

Continued from page 1679

lie that the Austrian was unwell. In truth (though truth is hard to find in Formula One) Niki Lauda had just "done a James Hunt" and walked out on the world that had been giving him a good livelihood these past few years — it is a world that had also tried to kill him, and failed, but that is a calculated risk that a racing driver takes when he commits himself to motor racing. It was not until the afternoon that it was officially admitted that

Starting Grid		↑
27 A. Jones (Williams-Cosworth V8) FW07.4 1 min. 29.892 sec. 65(1 min. 31.272 sec.)	12 G. Villeneuve (Ferrari flat-12) 312 T4.041 1 min. 30.554 sec. 66(1 min. 31.467 sec.)	
28 G. Regazzoni (Williams-Cosworth V8) FW07.1 1 min. 30.768 sec. 57(1 min. 32.397 sec.)	6* N. Piquet (Brabham-Cosworth V8) BT49.02 1 min. 30.775 sec. 36(1 min. 32.858 sec.)	
26 J. Laffite (Ligier-Cosworth V8) JS11.02 1 min. 30.820 sec. 6(1 min. 34.381 sec.)	3 D. Pironi (Tyrrell-Cosworth V8) 009.6 1 min. 30.941 sec. 56(1 min. 33.876 sec.)	
**15 J. P. Jabouille (Renault V6 t/c) RS14 1 min. 32.103 sec. 7(1 min. 35.210 sec.)	16 R. Arnoux (Renault V6 t/c) RS12 1 min. 32.116 sec. 6(1 min. 35.132 sec.)	
11 J. Scheckter (Ferrari flat-12) 312 T4.040 1 min. 32.280 sec. 60(1 min. 31.617 sec.)	1 M. Andretti (Lotus-Cosworth V8) 79.5 1 min. 32.651 sec. 54(1 min. 34.178 sec.)	
2 C. Reutemann (Lotus-Cosworth V8) 79.3 1 min. 32.682 sec. 22(1 min. 33.786 sec.)	9 H. J. Stuck (ATS-Cosworth V8) D3.01 1 min. 32.858 sec. 11(1 min. 35.656 sec.)	
4 J. P. Jarier (Tyrrell-Cosworth V8) 009.3 1 min. 33.065 sec. 21(1 min. 35.124 sec.)	29 R. Patrese (Arrows-Cosworth V8) A1.05 1 min. 33.090 sec. 18(1 min. 36.072 sec.)	
14 E. Fittipaldi (Fittipaldi-Cosworth V8) F6A.1 1 min. 33.297 sec. 18(1 min. 36.502 sec.)	25 J. Ickx (Ligier-Cosworth V8) JS11.03 1 min. 33.355 sec. 46(1 min. 34.350 sec.)	
7 J. Watson (McLaren-Cosworth V8) M29.3 1 min. 33.362 sec. 52(1 min. 33.781 sec.)	36 V. Brambilla (Alfa Romeo V12) 179.02 1 min. 33.378 sec. 47(1 min. 34.318 sec.)	
5 R. Zunino (Brabham-Cosworth V8) BT 49.03 1 min. 33.511 sec. 36(1 min. 33.212 sec.)	8 P. Tambay (McLaren-Cosworth V8) M29.2 1 min. 33.603 sec. 14(1 min. 35.969 sec.)	
17 J. Lammers (Shadow-Cosworth V8) DN9.4B 1 min. 34.102 sec. 9(1 min. 36.700 sec.)	31 H. Rebaque (Rebaque-Cosworth V8) HR100-001 1 min. 34.129 sec. 18(1 min. 36.062 sec.)	
18 E. de Angelis (Shadow-Cosworth V8) DN9.1B 1 min. 34.256 sec. 23(1 min. 35.431 sec.)	33*** D. Daly (Tyrrell-Cosworth V8) 009.5 1 min. 34.301 sec. 28(1 min. 35.641 sec.)	
* Time recorded in Brabham BT49.01.		
** Time recorded in Renault RS10		
*** Time recorded in Tyrrell 009.1.		
Did not qualify:		
30 J. Mass (Arrows A2/2) 1 min. 34.365 sec.		
22 M. Surer (Ensign MN09) 1 min. 34.747 sec.		
20 K. Rosberg (Wolf WR9) 1 min. 35.061 sec.		
19 A. Ribeiro (Fittipaldi F6A-1.2) 1 min. 36.901 sec.		
24 A. Merzario (Merzario A2.04) 1 min. 37.590 sec.		



Villeneuve and Jones in close company before the tenacious Australian driver slipped into the lead.

Lauda had retired from Formula One racing and broken his contract with the Brabham team. The Brabham mechanics who had worked night and day to build the new team of BT49 cars were not amused, but took some solace from the energy and enthusiasm, to say nothing of the skill, of Nelson Piquet. Quite by chance (would you believe!) the Argentinian driver Ricardo Zunino was in Montreal and with difficulty the entry for Brabham number 5 was instantly changed from Lauda to Zunino!

When we had finally disposed of the "hoo-hah" over Alfa Romeo and the disappearance of Niki

Lauda, we could take serious stock of the situation leading up to the Canadian GP. It was no surprise to see Williams and Ferrari up at the front battling away, but the circuit did not suit the Renaults with so many low-speed corners. Unlike some teams, who "winge" about the unfairness of the turbo-charged Renaults when they are on fast open circuits, the Renault team were not "wingeing" about the unfairness of the Canadian circuit which so obviously suited the Ferraris and the Cosworth-powered cars. Apart from low-speed pick-up, which is still inferior to their rivals, the Renaults were facing brake problems.

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World Champion Scheckter drove extremely well, finishing fourth despite a pit stop for fresh tyres. Behind is the Montreal skyline.

especially with full petrol tanks when the weight was at maximum. The AP-Lockheed technicians were working closely with the French team to overcome their problems, concentrating on getting rid of the heat build-up under braking. On this circuit with numerous short sharp dashes between heavy brake applications Renault were not the only ones facing problems and most cars were using bigger air-cooling ducts or additional ones, some designed into the system, others merely tacked on hopefully. McLaren had scoops on the rear of the engine cover that bifurcated to feed air down each side of the inboard rear discs as well as enormous front scoops, while Williams added flexible hose to feed cooling air to the calipers themselves. Before the end of the hour's test session the engine in Watson's McLaren had failed and he was using the spare car, while Villeneuve had reverted to the rearward aerofoil mounting.

The afternoon timed practice period of one and a half hours was put back 30 minutes due to the late start in the morning, but when it got under way the two Alfa Romeos were forced to remain in the pits once more, while the arguments continued behind the scenes. Alan Jones now set the pace officially and the only other driver to get near him was his own team-mate Regazzoni and it was interesting to note that designer Patrick Head was not present, leaving the team in the competent hands of his two young technical assistants Neil Oatley and Frank Dernie, the former looking after Regazzoni and the latter looking after Jones, with Frank Williams overseeing the whole operation. Jacques Laffite

was obviously in good form and the two Ferrari drivers were hard at it, but after a while Villeneuve's engine showed signs of losing power so he took over the spare car, which was in T4B form, as it appeared at Monza, with outboard rear brakes. The water injectors to the rear brake ducts on the Wolf were replaced by a different type, and Renault experimented with a different shape of rear aerofoil on the new car being driven by Jabouille. With Lauda sloping off to the other

side of America "to get away from it all" the Brabham team stuffed Zunino into car number 5 and threw him into the deep end. Not being fully prepared for this he wore Lauda's helmet and overalls which confused a lot of people, and as Piquet was using a new type of helmet coloured white instead of the familiar red and white it was not surprising that the Brabham team personnel looked a bit bewildered by it all. However, Piquet's driving was not bewildering and he was making terrific progress with the new car, ending the afternoon in sixth place, right in there with the Ferraris.

As no one was in the same bracket as Alan Jones the Williams team could afford to stop serious practice early and let him go out in the spare car to bed in a new crownwheel and pinion assembly. Merzario's practice ended early unintentionally when the right rear hub broke and Reutemann and Andretti both ran out of petrol near the end of practice. Watson had to spend the afternoon in the less competitive spare McLaren, so that Tambay was much the faster of the two. Reutemann had tried the spare Lotus (79/3) and found he preferred it to his own car (79/4) but as it was supposed to be Andretti's spare car there was a bit of tension in the camp when he said he wanted to use it for the race.

While everyone "clucked" and "fussed" over the disappearance of Niki Lauda, some people hardly noticed that Alan Jones had lapped at 1 min. 30.625 sec., when a reasonable estimate for the revised circuit had been about 1 min. 32 sec. Nor did they seem to notice that dear old "Regga", who is totally disregarded by many

PRACTICE TIMES			
No.	Driver	Friday p.m.	Saturday p.m.
1	M. Andretti	1.34.180	1.32.651
2	C. Reutemann	1.32.682	1.33.644
3	D. Pironi	1.33.876	1.30.941
4	J-P. Jarier	1.34.307	1.33.065
5	R. Zunino	1.41.832	1.33.511
6	N. Piquet	1.32.332	1.30.775
7	J. Watson	1.35.561	1.33.362
8	P. Tambay	1.33.603	1.34.404
9	H. J. Stuck	1.34.627	1.32.858
11	J. Scheckter	1.32.300	1.32.280
12	G. Villeneuve	1.32.091	1.30.554
14	E. Fittipaldi	1.35.531	1.33.297
15	J-P. Jabouille	1.33.442	1.32.103
16	R. Arnoux	1.33.303	1.32.116
17	J. Lammers	1.34.477	1.34.102
18	E. de Angelis	1.34.904	1.34.256
19	A. Ribeiro	1.38.771	1.36.901
20	K. Rosberg	1.35.061	1.35.483
22	M. Surer	1.45.033	1.34.747
24	A. Merzario	1.37.639	1.37.590
25	J. Ickx	1.33.355	1.36.387
26	J. Laffite	1.31.895	1.30.820
27	A. Jones	1.30.625	1.29.892
28	G. Regazzoni	1.31.577	1.30.768
29	R. Patrese	1.34.267	1.33.090
30	J. Mass	1.34.365	1.34.572
31	H. Rebaque	1.36.030	1.34.129
33	D. Daly	1.34.980	1.34.301
35	B. Giacomelli	no practice	no practice
36	V. Brambilla	no practice	1.33.378

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people, was second fastest with 1 min. 31.577 sec., and no matter how good the car is you've still got to drive it to be that near the front.

Saturday morning was grey and gloomy, but at least it was dry and not too cold and the "common round" began again at 10 a.m. for another untimed hour. Engines were hardly being looked at anywhere, but brake pads came in for a lot of scrutiny all along the pits. Patrese was trying the old Arrows A1 as it seemed more happy at dodging about through the tight ess-bends, which were loosely referred to as "chicanes". Zunino was now dressed in his own gear, and after only ten laps the previous afternoon he was now getting down to some serious learning. Reutemann was back in 79/4, but was more interested in 79/3 and Alan Jones was trying the spare Williams. Villeneuve had a new engine in his T4 Ferrari (041) and the "muletta" T4B had been rebuilt to T4 spec. with inboard rear brakes. With permission now granted for one car to practise, Alfa Romeo sent Brambilla out in the brand new V12 car. This meant that 29 cars were to be allowed to practise and already Scheckter was beginning to flaunt his role as next year's reigning World Champion (don't forget Andretti wears the crown until the end of this season) by stamping about the pits saying there were too many cars out on the track. Nobody seemed very interested in his views, and anyway there were only 28 drivers taking part as the Wolf was undergoing numerous mods away in the garages and Rosberg did not have a spare car. As the test hour ended Piquet's Brabham BT49 proved very reluctant to start as the fuel system was playing tricks.

Whether it was the thirty entries that had turned up, or Alfa Romeo's refusal to be messed about like "rabbits", or Lauda's walk-out, something seemed to have upset the smooth running of the organisation. In the regulations they had stated that the race would be over 74

Arnoux spins off after contact with Stuck, while Ickx goes past in his Ligier.

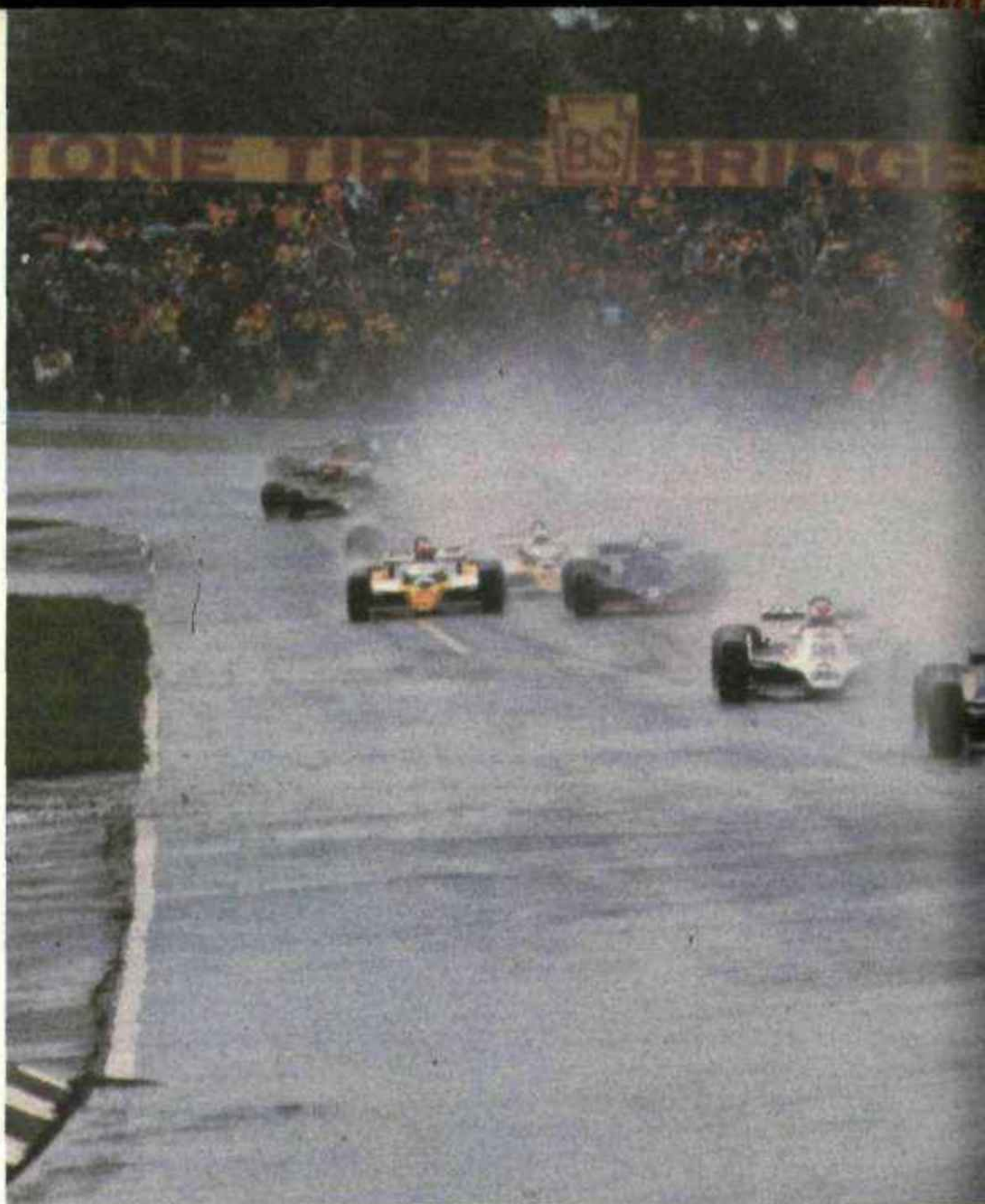
laps, but then changed it to 70 laps at the last minute, and now stated categorically that it would be over 72 laps. At the end of the Friday timed session it had taken a long time for results to be issued and when they were, four of the times were hopelessly wrong. By the time the corrected results were produced it was nearly dark. As there were races also being run for National Category Formula Atlantic, Formula Ford, Formula Honda Civic (!) and mixed sports and GT cars, one could be excused for thinking perhaps they were trying to do too much on a temporary circuit.

Saturday afternoon started grey and cool but got progressively warmer, and was crucial to those teams out to win the Canadian GP, for somehow the Williams stranglehold on the front row of the grid had to be broken. As no team was more determined to win than Frank's Boys, it was not going to be easy. Jones started the afternoon in the spare Williams to do some full-tank test running as time had run out in the morning, and that done he got into his own car and defended his pole-position in no mean manner. Jabouille was using the spare Renault (RS10) as the engine in his new car was showing signs of tiredness, while Patrese was settled in the old Arrows A1. To try and help Mass with the A2 the rear aerofoil had been removed completely, hoping that this would alleviate the inherent under-steer, but it seemed like they were "clutching-at-straws". Mechanical problems caused both Daly and Watson to take to their team's spare cars, and after everyone was well under way Rosberg appeared in the Wolf and after only a handful of laps he sailed off the road into the guard-rails in a totally inexplicable manner, the only rational decision being that he was trying too hard too soon. The front of the car was a total write-off and the Finn was lucky to escape unhurt. This stopped practice for nearly three-quarters of an hour, not only to remove the damaged Wolf but also to repair the guard-rails.

When practice resumed Watson was back in his proper McLaren, but Daly, Jabouille and Patrese were still in the spare cars. Then Piquet had to resort to the spare Brabham BT49 while his own car's fuel system was looked into, and then trouble in the Ligier team put Ickx into their spare car. With 30 minutes still to go Alan Jones had recorded an official 1 min. 29.892 sec., the only driver to get below 1 min. 30 sec., but Regazzoni was fighting hard to stay on the front row as both Villeneuve and Piquet were giving him a bad time. He improved on his Friday time but so did Villeneuve and Piquet on theirs. Finally the "local hero" snatched second place from "the old Bandit" and "quiet Nelson" was right up the Williams tail. While all this had been going on "Jonesey-boy" had been sitting in the pits watching, with his timekeepers keeping him informed as to how close the opposition was getting. Villeneuve was still over half-a-second away, but you cannot under-estimate the spritely young French-Canadian, and equally you cannot under-estimate the rapidly rising young Brazilian in the Brabham team. Just in case, or as a warning of intent, Jones went out again for a few laps as practice drew to a close, but he needn't have worried, pole-position was well and truly his, as once again he was in a class of his own. However, Villeneuve was alongside him on the grid and in the second row Regazzoni had Piquet uncomfortably close alongside. To get a brand new design onto the second row so soon shows great ability for the designer Gordon Murray, but no praise can be too great for Piquet, for apart from the car being new he had to make the change from Alfa Romeo V12 characteristics and power to those of the Cosworth DFV, and behind him was a whole line of drivers who have been using Cosworth power all year, and some for many years. Alex Ribeiro in the second Fittipaldi wears the slogan "Jesus Saves" on his helmet; if the

Continued on page 1698



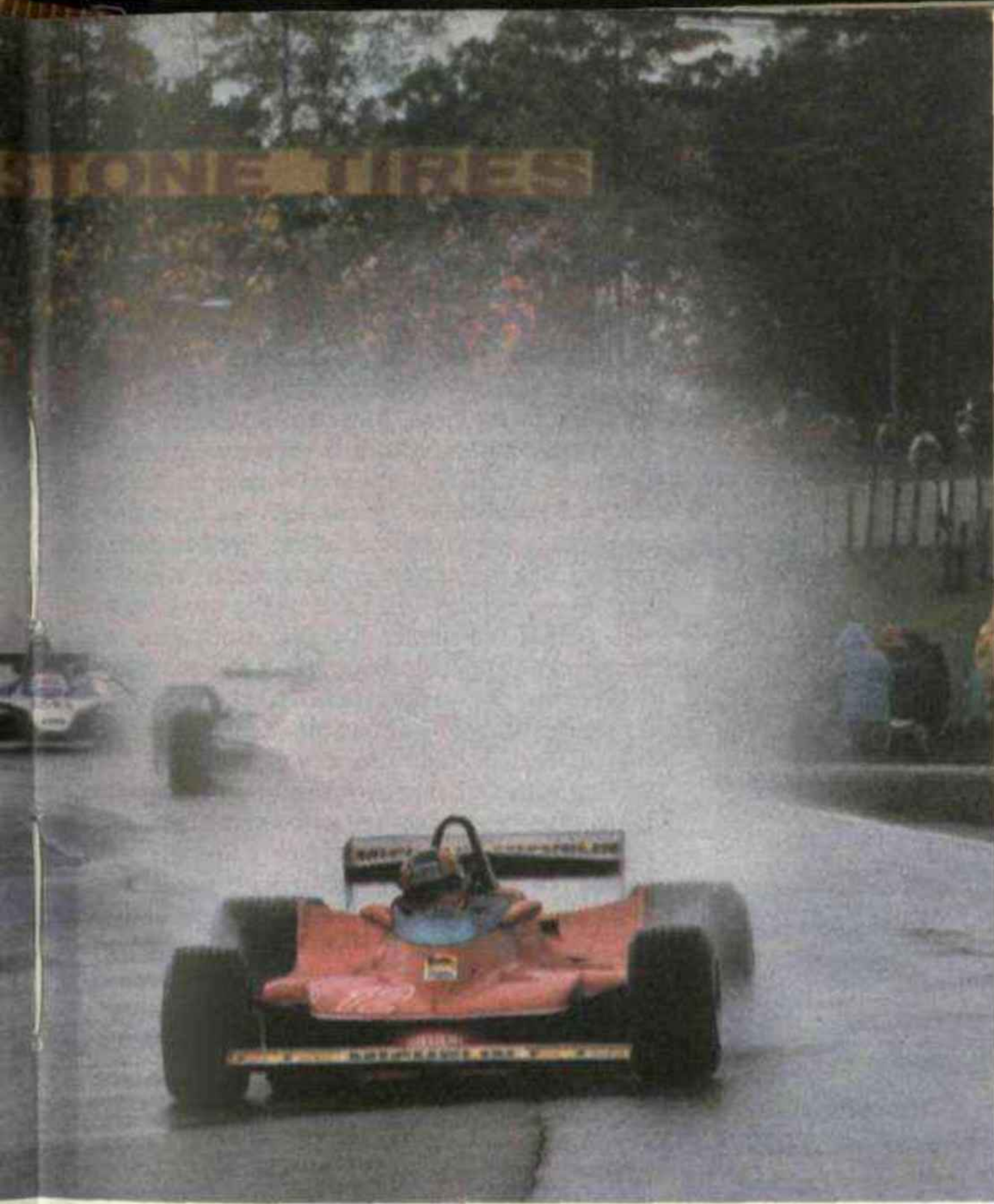


THE UNITED STATES (EAST) GRAND PRIX

Above: A s... row got V... first corner, and he was away, leaving everyone else to swallow his spray... was more at home in the wet than his French team mates and led the Tyrre... end of the race. *Middle left:* Alan Jones in the Saudi Arabian-backed W... keeping going and staying on the track de Angelis brought his Shadow DN... Zunino (Brabham BT49) and Rosberg (Wolf) side-by-side out of the... excursions off the wet track. The victorious Villeneuve after winning the T... *Top right:* Rene Arnoux brought his twin-turbocharged Renault V6 home to... *Middle right:* Pironi's Tyrrell leads Andretti's Lotus, Zunino's Brabham a... through the chicane. *Bottom right:* Nelson Piquet had an awful race, alw... wrong time, but refused to give up and salvaged fastest lap with the...



STONE ISLES



...mat getaway from the second
...illeueve into the lead at the
... Top left: Irishman Derek Daly
...ll tro until he crashed near the
... Williams FW07. Bottom left: By
...9 home into 4th place. Below:
...chicane; both eventually had
...oyota-sponsored US GP (East).
...a well-deserved second place.
...nd Rosberg's Wolf up the hill
...ays on the wrong tyres at the
...new Brabham BT49.





Argentine driver Ricardo Zunino drove the second Brabham BT49 after Lauda's abrupt decision to retire.

CANADIAN GRAND PRIX

Continued from page 1695

Brabham team need a slogan they should use "Nelson Saves".

While all this was happening up at the front of the grid there were two good efforts down near the back, for Brambilla had qualified eighteenth in his first try with the V12 Alfa Romeo and with only one day of practice, and Zunino was nineteenth on his first Grand Prix appearance. The fastest 24 were accepted for the race, so both were comfortably in. A good mid-field effort was that of Stuck with the ATS, who was in row six. The team had done some useful testing in England and modified the car in details to make it more "dodgeable" and suited to the wiggly Montreal circuit, and had obviously done things about right.

Each morning in Montreal the weather had been getting worse, though not actually breaking, but Sunday morning was the worst and rain seemed inevitable; fortune was on the side of Formula One and not only did the rain hold off but by midday conditions were improving rapidly and a lovely autumn afternoon was blossoming. Warm-up time was from 10 a.m. to 10.30 a.m. and Mass was allowed out in the Arrows A2 as first reserve, just in case anyone had last-minute trouble. Reutemann was being allowed to race Andretti's spare Lotus (79/3), Piquet's fuel system trouble had been sorted out on Brabham BT49/02 and Jabouille's new Renault (RS14) was all set to go with a new engine installed. With Ribeiro not qualifying Fittipaldi had his second F6A standing by as spare, and Alfa Romeo had prepared Giacomelli's car as a stand-by for Brambilla. Patrese was in the old Arrows A1, and quite happy about it and everyone else was in correct order.

The start was due at the odd time of 2.20 p.m. and the race was to be over 72 laps. As the cars

were driven off from the pits to do a lap and line up on the grid the sun was shining and all was set for a good race. At the end of the warm-up lap Patrese, Tambay, Watson, Villeneuve, Jabouille, de Angelis, Reutemann and Regazzoni all went through the pit lane, to stop for some minor adjustment, or merely to profit from another lap of the circuit. All 24 cars were nicely lined up and Alan Jones led them away on the parade lap, keeping the pace down and the pack orderly, so that they were all correctly positioned when the red light glowed. As it disappeared and the filament in the green light began to glow Villeneuve was gone, and likewise Scheckter made a good start from the fifth row and took to the grass on the left to go past Jabouille's Renault. As Villeneuve powered into the first right-hand bend Jones was in behind him and the two hard-nut racers were away and opening up a gap on Regazzoni almost at once. Piquet was in behind the second Williams car and Laffite was leading the rest but soon pulled out a gap on Andretti, Pironi, Jabouille, Arnoux, Scheckter and Stuck. The Ferrari team-leader had got a bit boxed in on the opening lap but soon got into his stride and picked off both Renaults, Pironi and Andretti in quick succession, doing some demon out-braking manoeuvres going into the hairpin before the pits. Piquet stormed past Regazzoni, into third place, which must have put new heart into the whole Brabham team, and Laffite would have liked to have had a go at the Swiss driver, but was foiled when his engine broke after a mere nine laps. At the same time Rebaque stopped at the pits to have a different set of tyres fitted and Jabouille came in with ineffective brakes, the pads having glazed their friction surface.

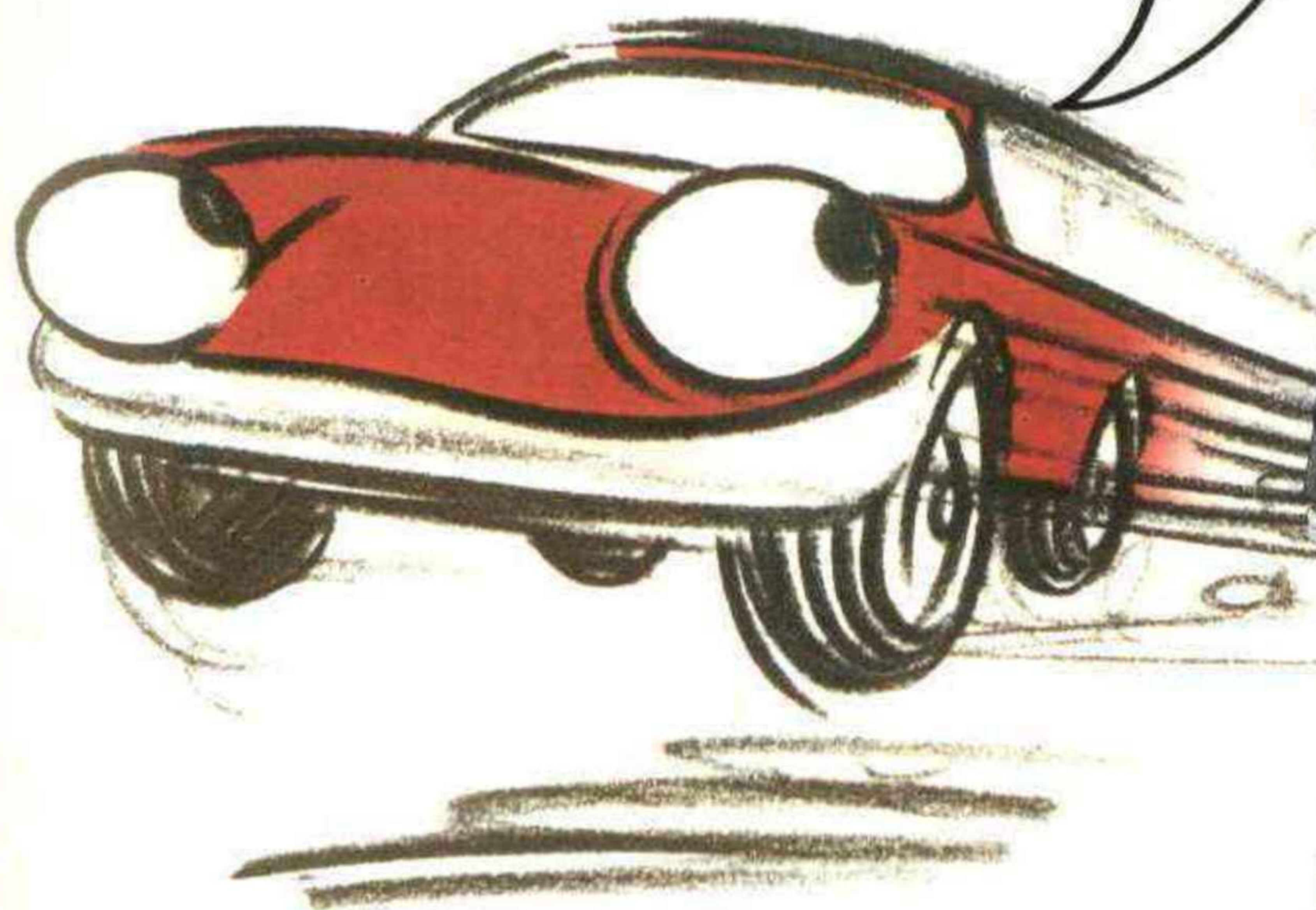
In a very short space of time the field became spread out, but it did not mean the race had become dull and processional, for Jones was hounding the Ferrari relentlessly and he was

clearly not settling for second place. Scheckter was still gaining ground and Reutemann had passed Andretti. On lap 15 Stuck and Arnoux had a coming together and as they both spun the two left-rear wheels contacted violently leaving the ATS and the Renault *hors de combat* with the left rear wheels hanging off. As their dust was settling Scheckter was in the pits having all four tyres changed for a different type and he stormed back into the race having dropped to seventeenth place but immediately started an incredible drive back up through the field. Meanwhile Villeneuve and Jones were still hard at it in an apparent state of deadlock, with a very slight advantage on the road to the Ferrari driver. Jones had his head down and was looking very confident, neither gaining ground nor losing any, which rather suggested that he was well in command of the situation and was letting Villeneuve set the pace. This was precisely what he was doing, for it was going to be a long race (by today's mini-GP standards) and Jones knew that no one had much in reserve in the way of fuel or tyres, so it was a case of hard driving without being extravagant on consumable items. Tambay had retired with engine failure and Patrese had spun off the track and stalled the engine of his Arrows and could not restart. Reutemann had gone by the pits in a cloud of oil smoke as the oil tank-cum-spacer between the engine and gearbox had split, and he trailed off right round the circuit as he toured back to the pits to retire. The entrance to the pit lane, saw the retirement of de Angelis with his royal blue Shadow when the engine died due to distributor failure and his team-mate Lammers was having a miserable time with ineffective rear brakes, which had already caused him to spin and drop to the back of the field. Clouds of oil smoke seemed to be the keynote of the race retirements, for at 30 laps Daly had ground to a halt with engine failure and a smokescreen.

Scheckter was still carving his way through the back-markers and was up to tenth place, but nearly lost the lot when he was lapping Lammers and the young Dutch boy obviously wasn't expecting it. The Ferrari had all four wheels. *The new Brabham-Cosworth engine department.*



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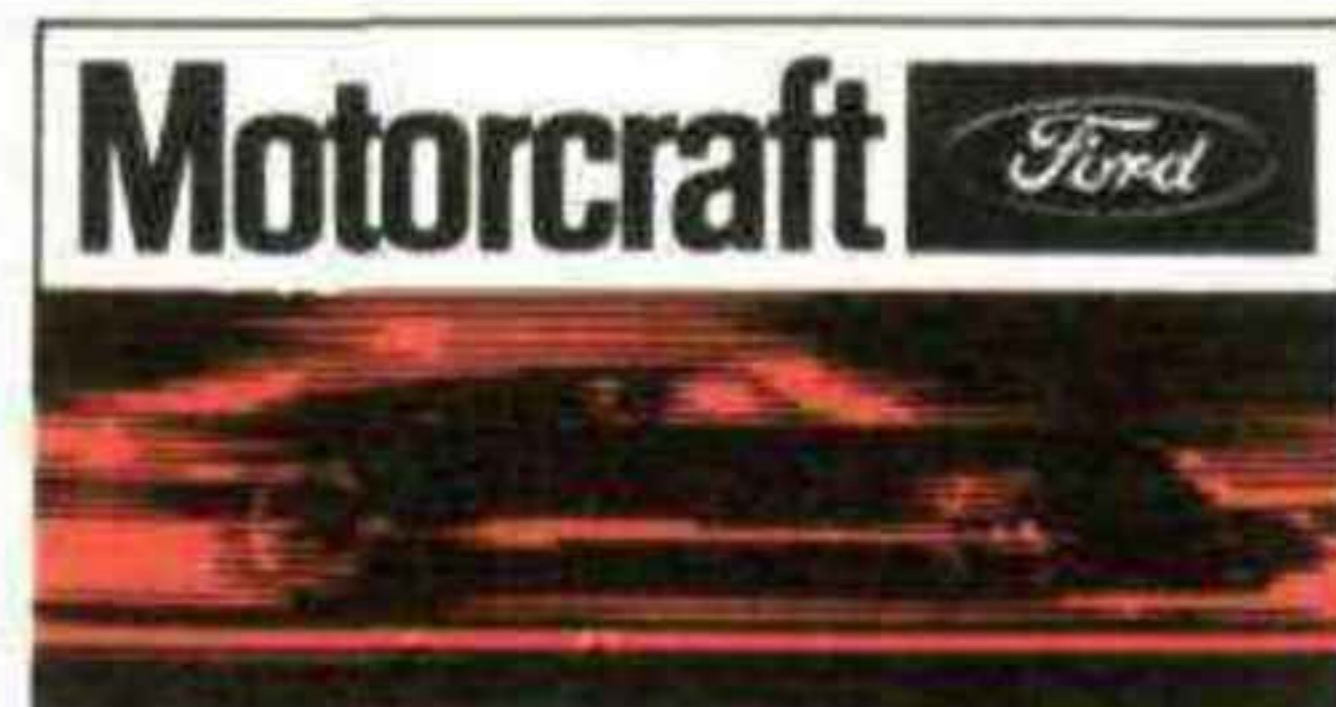
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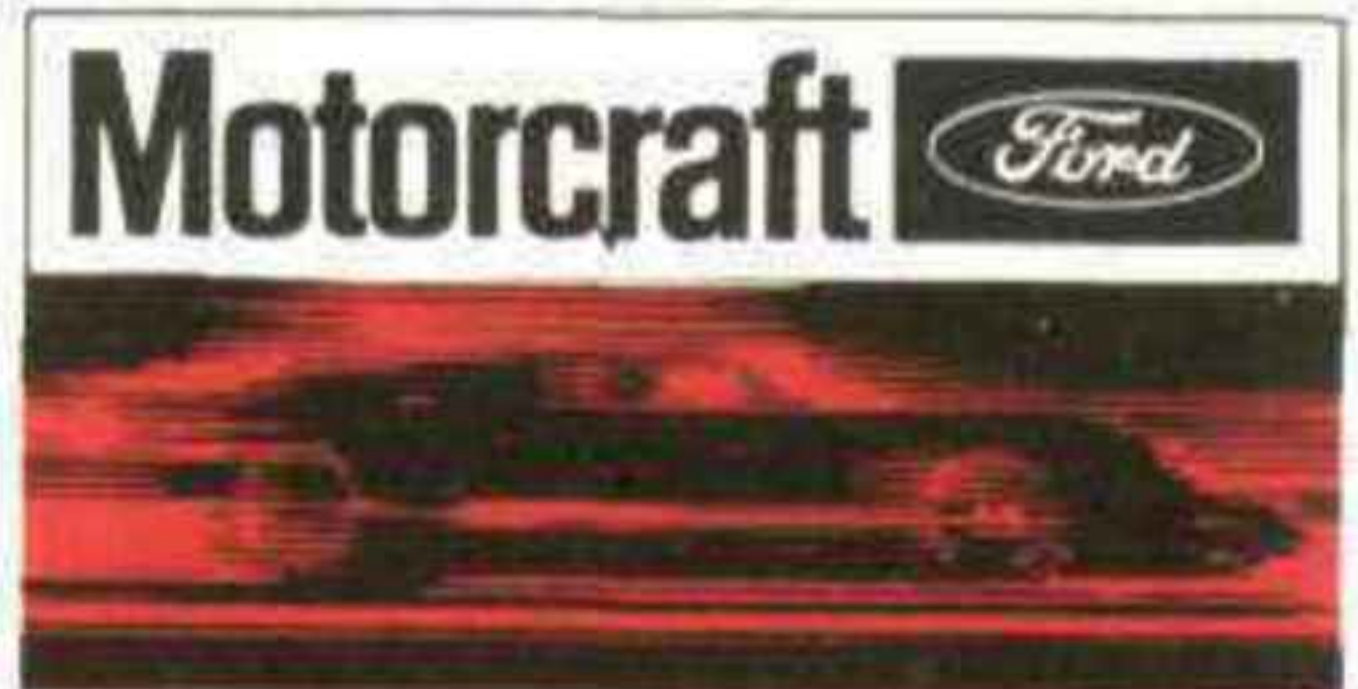
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Lauda drove a handful of practice laps in the new Brabham-Cosworth before walking away from the car and his team.

locked up on the grass verge going into the pits hairpin and Scheckter went by in a cloud of dust shaking his fist. The Shadow driver nearly fell off the road in embarrassment. While Jones was now beginning to lean on Villeneuve ever so slightly, not with a view to overtaking, but more as a warning to the Ferrari driver to "watch it" and to let him know who was boss of the situation, Piquet was holding a firm third place, followed by Regazzoni running on his own. Then came Andretti with no opposition followed by Pironi equally lonely and further back Brambilla was keeping the new Alfa Romeo ahead of the Ligier of Ickx, but both were destined to retire, the Alfa Romeo with ignition failure and the Ligier with gearbox trouble. The new boy Zunino was doing a commendable job in his first Grand Prix, having passed both works McLarens very early on in a spirited fashion, as well as dealing with Patrese and Daly before they both retired. That Scheckter caught and passed him was no disgrace, but then his good run was halted by the gearlinkage on the new Brabham coming apart and he was forced to stop at the pits for repairs.

On lap 33 Villeneuve lapped Lammers by going through on the inside of a very fast right-hand swerve and clearly the Dutch driver did not know that Jones was close behind and he moved across in front of the Williams. Thanks to the Australian's quick reflexes and car control the young lad wasn't punted up the backside, but he caused Jones to have an almighty "moment", and lose two seconds on the flying Villeneuve. That the Williams was right up behind the Ferrari again within three laps confirmed that Alan Jones had the situation well in hand, and the race was now half over. An interesting situation was about to arise, for Scheckter was closing on Ickx and Brambilla in his climb up through the field, and Villeneuve and Jones were coming up to lap all three of them. If Jones needed any help to deal with Villeneuve this situation could be the one. Scheckter dealt with the Ligier and the Alfa Romeo very smartly and then the leaders were all over them at the pits hairpin and were hard after

Scheckter. If anyone had expected Scheckter to help his team-mate by a little gentle "team-work" they were sadly mistaken, for the two leaders went by the South African as if he wasn't there. Braking for the hairpin the Williams closed visibly on the Ferrari on lap 45, as if Jones was having a trial run and for the next five laps it was pretty obvious that the Australian was taking aim. Sure enough, at the end of lap 51 Jones went up the inside of the Ferrari in braking for the hairpin, just as the Ferrari turned in and the two drivers sat it out wheel to wheel all the way round

Jones makes the point that Villeneuve worked hard too!

the corner, neither of them giving or expecting an inch more road than they had. It was the high spot of the race for those lucky enough to be watching on that corner and the Williams led by a few feet as they started lap 52.

Jones now gave it all he'd got and threw caution to the winds as regards tyre wear and fuel consumption as he pulled out a two second lead. At something like 2.7 seconds he felt he must have shaken the tenacious little French-Canadian off, and without visibly slowing he eased the pressure very slightly, to conserve his fuel and tyres and in no time at all the red Ferrari was large in his mirrors! Later, Jones said "Jeez, that guy just won't give up," with an air of respect in his voice. While this had been going on Scheckter was being very wily, tucking in behind his young team-mate and really having a go, because he could see that the two leaders were going to catch and lap Pironi and Andretti, and they were the next two to catch on his climb up through the field. If they relaxed and moved over to let the leaders through he could possibly benefit. And this is exactly what happened so that Scheckter moved up to fifth place, even though he was a lap behind the leaders, and set a new lap record in doing so. It didn't last long for Jones and Villeneuve were hard at it again and the Australian set a new record at 1 min. 31.272 sec. on lap 65, his fastest of the race and the French-Canadian did his fastest on lap 66 with 1 min. 31.467 sec. (nearly 108 m.p.h. average).

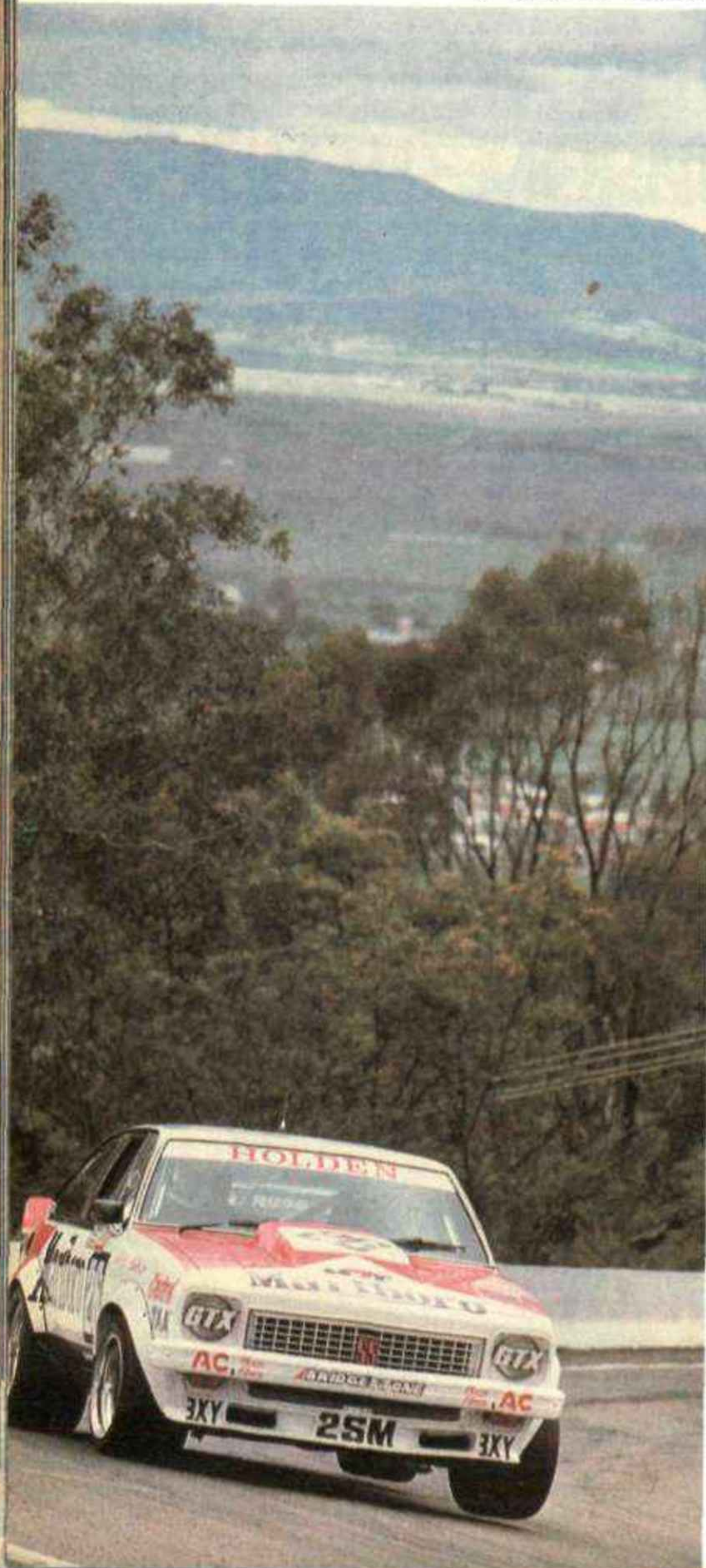
All this while Piquet was holding a very impressive third place in the new Brabham-Cosworth, and Regazzoni was firmly in fourth place, everyone else being a lap or more behind. When the Williams driver suddenly closed up on the Brabham and then overtook it, it was obvious that Piquet was in trouble, and the smell of hot gearbox oil indicated where the trouble lay. Three laps later he was heading for the pit lane and his superb debut run with Gordon Murray's new design was over; the gearbox casing had split.

Continued on page 1713





Brock's Holden Dealer Team Torana leads the similar car of Morris (7) and Moffat's Falcon off the start. The second dealer team Holden wheel-lifting up the mountain.



Hardie Ferodo 1,000, Mount Panorama Circuit, Bathurst (September 30th)

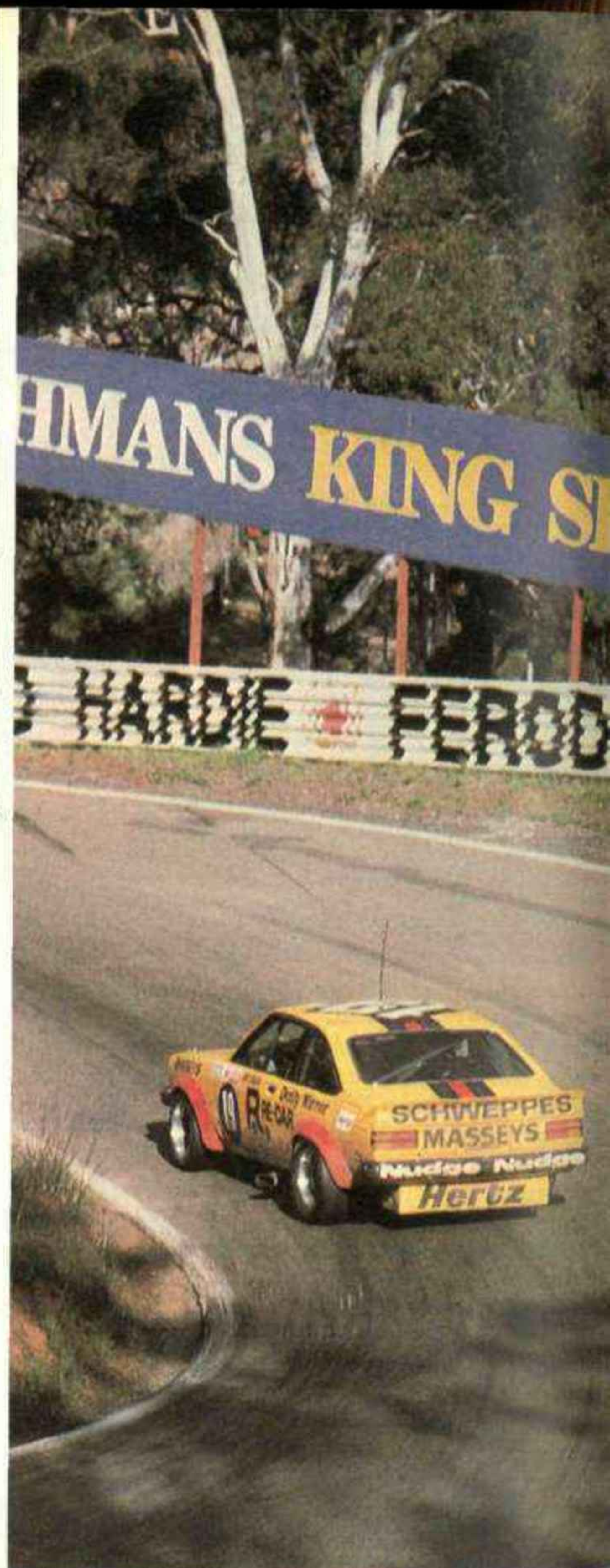
CREATED in the sixties and converted to 1,000 kilometre duration in 1973, Australia's annual touring car race has developed into the highlight of their motor sporting year. This year's event went, for the second year in succession, to the immaculately presented and driven Marlboro-backed Holden Dealer Team Torana of Peter Brock and expatriate New Zealander Jim Richards.

This year the GM-manufactured Torana 5-litres were too good for the remaining privately run Ford Falcons, whose 5.8-litre V8s are not sufficient compensation for extra body weight and lack of recent development.

Peter Williamson's Toyota Celica twin cam broke the monotony at ninth, while Derek Bell's ride in an Alfetta GTV produced tenth overall, second in class.

Continued on page 1704

Wet weather ace Richards makes way for Brock at another slick pit stop, below.



Swinging back down the mountain is the second placed Holden Torana V8 of Perkins and Janson, above.



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Constant 75 mph <i>(120kph)</i>	28.8 mpg <i>(9.8L/100km)</i>	29.4 mpg <i>(9.6L/100km)</i>	30.4 mpg <i>(9.3L/100km)</i>

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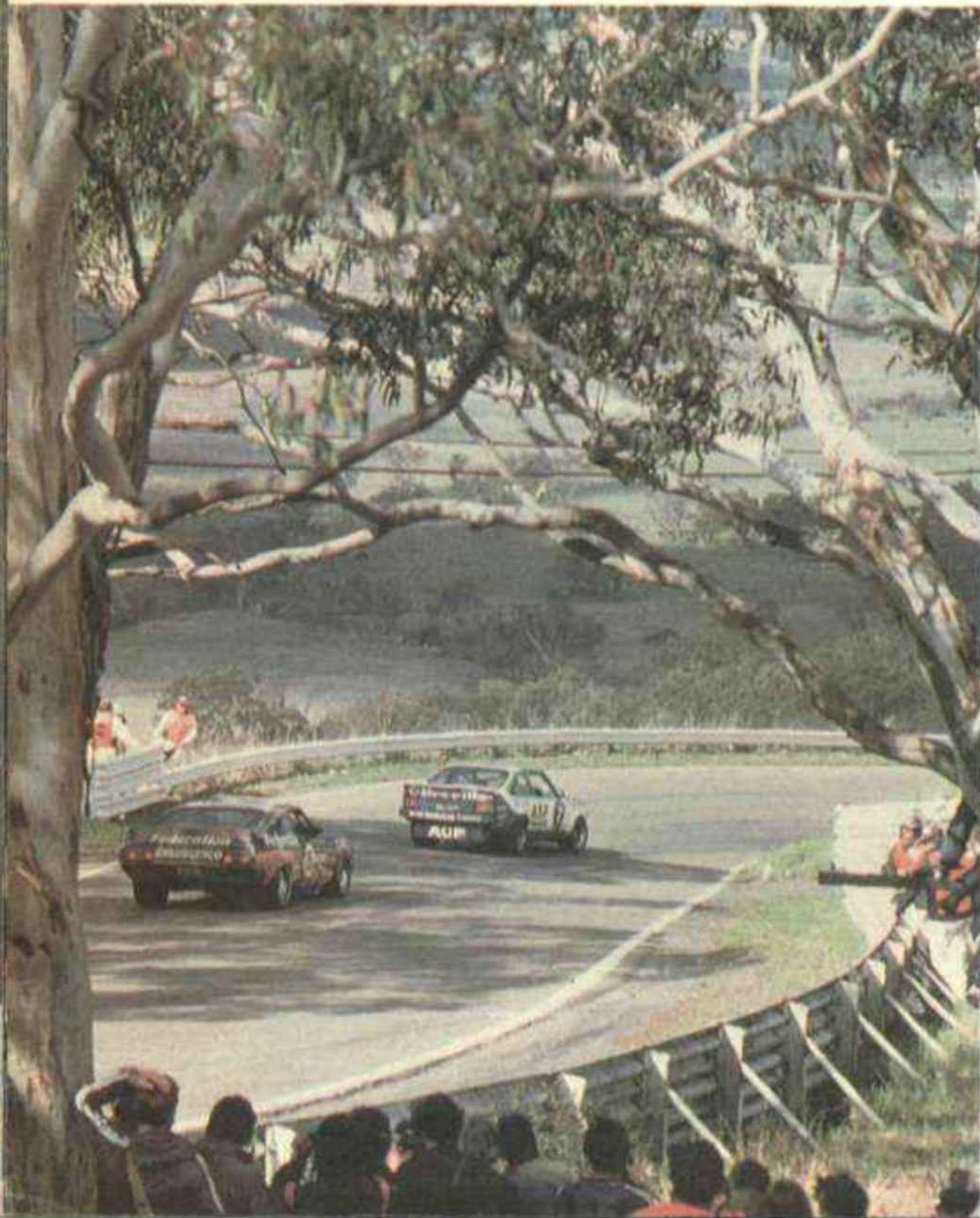
Continued from page 1702

The well publicised Mark Thatcher led his class (the smallest) until the distributor drive sheared after two of the six hours plus that the race occupied.

Best British performance came, as usual in this type of event, from Solihull's John Fitzpatrick. Sharing the obsolete Alan Moffat Falcon, Fitzpatrick was up to second overall when the V8 smokily expired with 56 minutes of racing left.

More about this colourful event, watched by millions of TV viewers over a 9 hour period, next month.

Scenic tree view is that of spectators as cars enter the downhill section.



The Moffat/Fitzpatrick Falcon was second before engine failure eliminated it with an hour to go.

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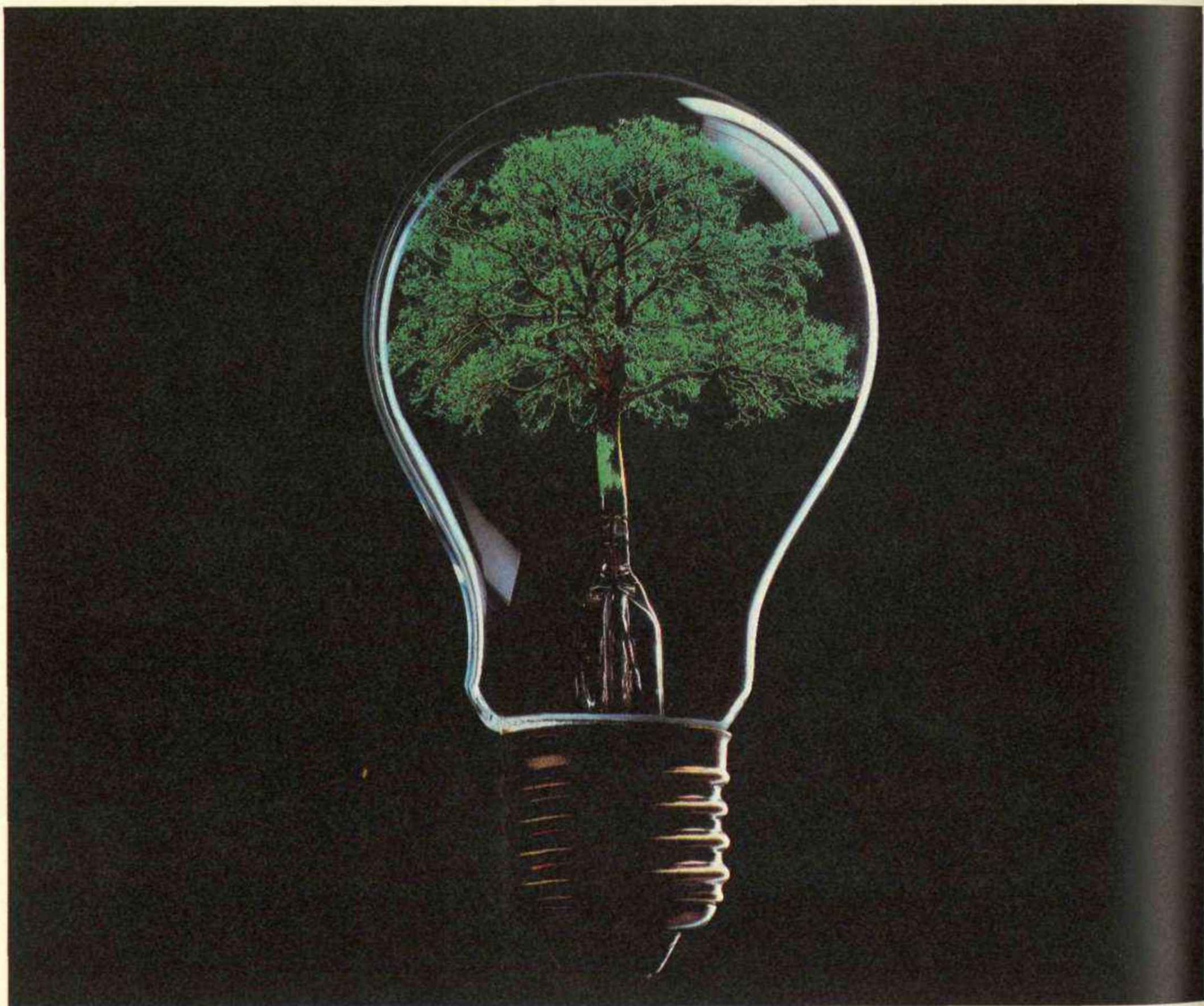


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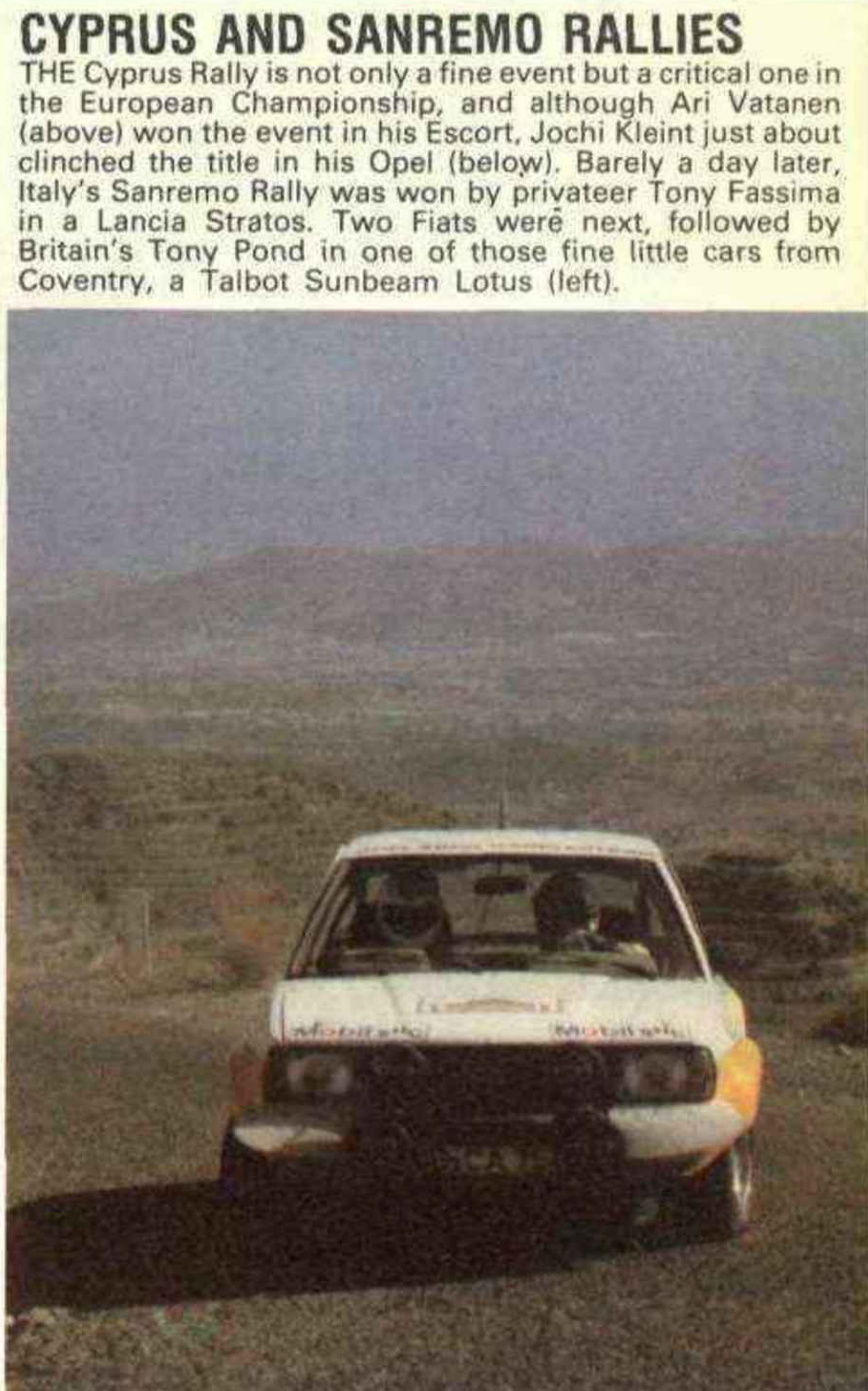


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THE Cyprus Rally is not only a fine event but a critical one in the European Championship, and although Ari Vatanen (above) won the event in his Escort, Jochi Kleint just about clinched the title in his Opel (below). Barely a day later, Italy's Sanremo Rally was won by privateer Tony Fassina in a Lancia Stratos. Two Fiats were next, followed by Britain's Tony Pond in one of those fine little cars from Coventry, a Talbot Sunbeam Lotus (left).



*Autocar 12th May 1979 DoE Test. Simulated urban driving: 23.0 m.p.g. Constant speed 56 m.p.h. 36.2 m.p.g.
Constant speed 75 m.p.h. 26.9 m.p.g.
Metric equivalent. Simulated urban driving: 12.3L/100Km. Constant speed 90Km/h 7.8L/100Km. Constant speed 120 Km/h 10.5L/100Km.

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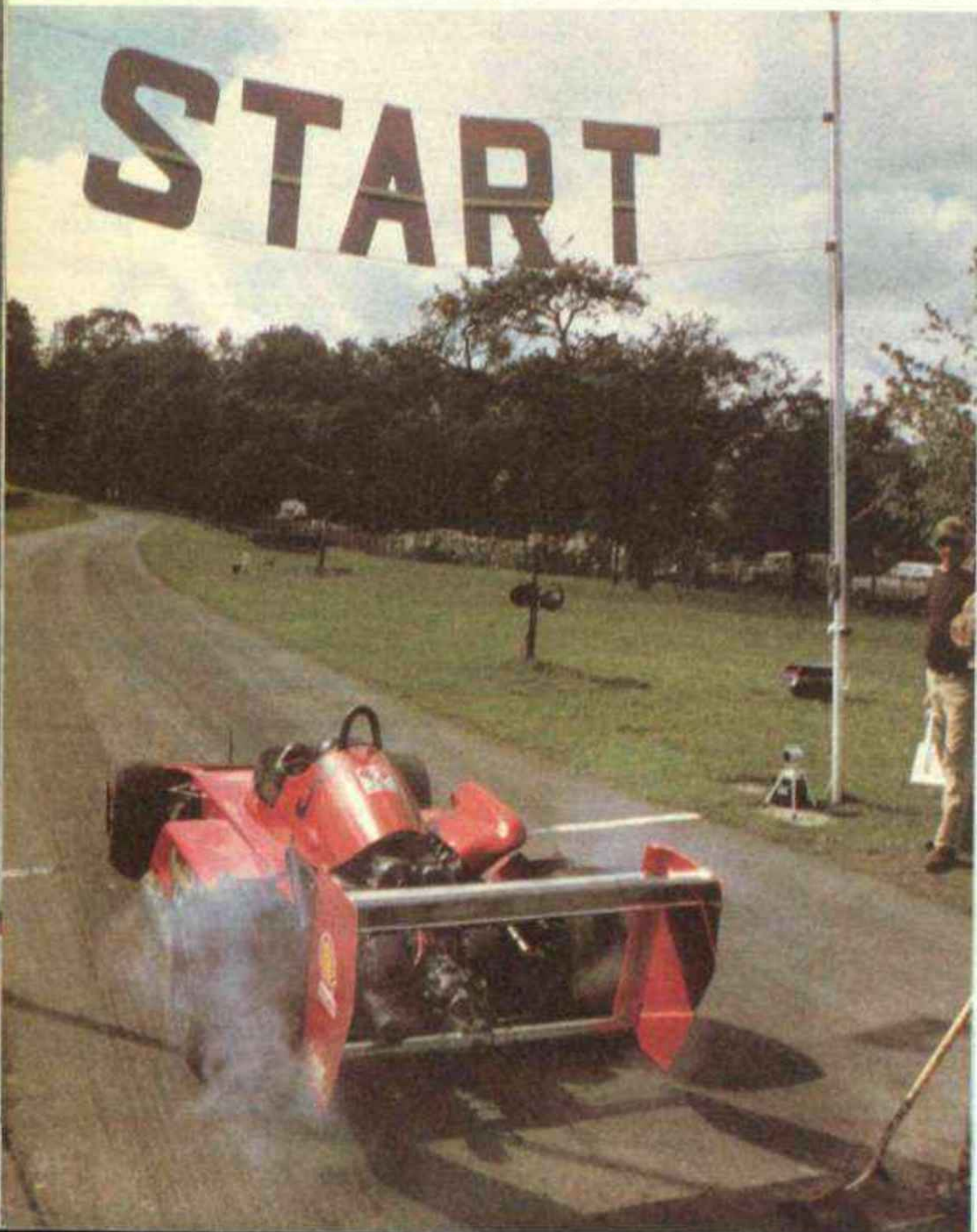


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CANADIAN GRAND PRIX

Continued from page 1701

As the race ran its last ten laps Jones and Villeneuve were still driving really hard, right up to the chequered flag and there was a bare second between them. Villeneuve clearly had no intention of giving up and equally Jones had no intention of giving in. It was a really healthy sight to watch those two racers racing and they made everyone else look like a lot of old women. They finished one second apart after 72 hard laps that had taken 1 hour and 52 minutes and afterwards both drivers agreed it had been a really hard race, but immensely satisfying; Jones and the Williams team were very satisfied that they had beaten Ferrari on a circuit that seemed more suited to the Italian team, and Villeneuve satisfied that he had fought hard all the way and finished an honourable second; he felt he and the car had done all they could. Goodyear were particularly pleased with the Jones/Williams combination for Montreal is too close to home to suffer a defeat by the French Michelin firm, and Cosworth chalked up their 125th GP victory for the DFV engine, which was originally financed and backed by Ford. As it was Goodyear's 125th GP victory as well, Ford joined them in presenting Alan Jones with a magnificent inscribed gold clock to mark the occasion.

It had been a race of mechanical disaster and only nine out of the twenty-four starters finished the race. Scheckter had driven a race worthy of a World Champion to finish fourth, Pironi was fifth, Watson sixth, after a precautionary pit stop to take on three gallons of fuel eight laps before the end, which did not lose him a place. Zunino was seventh, after a drive that indicated a lot of spirit, Fittipaldi was eighth, doing the last part of the race very slowly as a front wheel bearing had

broken up, and Lammers struggled in ninth and last with his brakeless Shadow. Andretti ran out of petrol with five laps to go. It had been one of the more satisfying motor races. — D.S.J.

Canadian Capers

Alan Jones did not quite achieve the perfect race. He made FTD in both practice periods, started from pole position on the grid, won the race and set a new lap record — but Villeneuve led for the first 50 laps. After the race Jones said "I'd rather have him in front of me during the race than behind me; that way I can see what he's up to." Rest assured, the young French-Canadian will always be up to something.

Of the two extra FOCA entries that caused Alfa Romeo so much embarrassment the second Fittipaldi didn't qualify and the third Tyrrell was in last place on the grid. Hardly a justifiable situation to face on a major automobile manufacturer.

With space on the Notre Dame island limited, the organisers discouraged the use of private cars, supplying a mini-bus service from the town centre. Going out in the morning was simple, returning in the evening was a bad joke — it seemed to be a one-way system. The immaculate and tasteful Montreal underground train system saved the day.

After four years in the wilderness trying to make a good racing car around an Alfa Romeo engine Gordon Murray was truly relieved at the way his new Cosworth V8 powered BT49 performed first time out. By the end of the day some of us had almost forgotten that Niki Lauda was once the Brabham team leader. Perhaps with Piquet and Cosworth leading the way the Ecclestone team will now find their way out the wilderness.

RESULTS

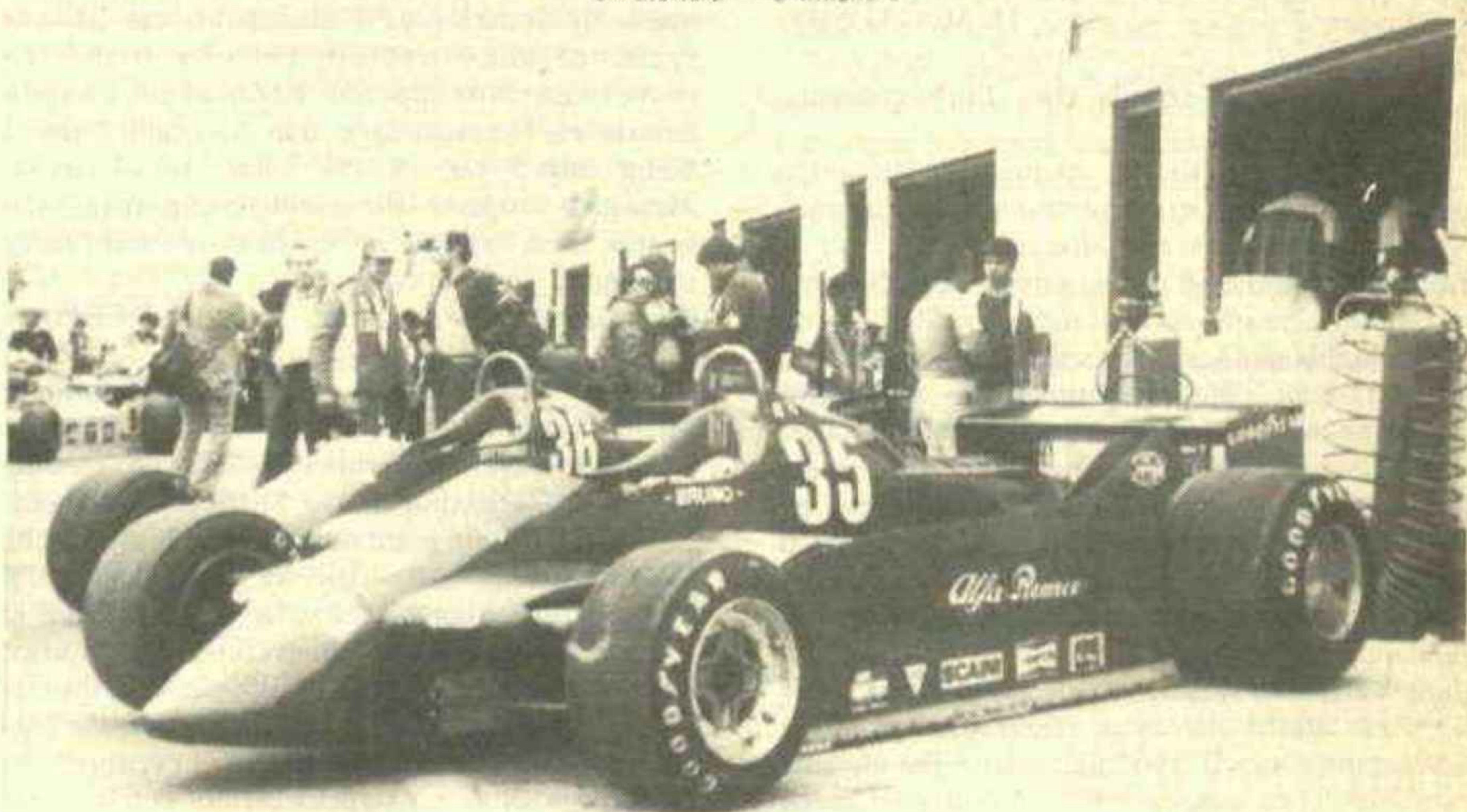
CANADIAN GRAND PRIX — Formula One — Montreal — 72 laps — 4.410 kilometres per lap — 317.52 kilometres — Warm and dry

1st : A. Jones (Williams FW07/4)	1 hr. 52 min. 06.892 sec. — 169.536 k.p.h.
2nd : G. Villeneuve (Ferrari 312T4/041)	1 hr. 52 min. 07.972 sec.
3rd : G. Regazzoni (Williams FW07/1)	1 hr. 53 min. 20.548 sec.
4th : J. Scheckter (Ferrari 312T4/040)	1 lap behind
5th : D. Pironi (Tyrrell 009/6)	1 lap behind
6th : J. Watson (McLaren M29/3)	2 laps behind
7th : R. Zunino (Brabham BT49/03)	4 laps behind
8th : E. Fittipaldi (Fittipaldi F6A-1)	5 laps behind
9th : J. Lammers (Shadow DN9/4B)	5 laps behind

Fastest Lap: A. Jones (Williams FW07/4) in 1 min. 31.272 sec. on lap 65.

Retirements: J. Laffite (Ligier JS11 02) engine failure, on lap 10; H. J. Stuck (ATS D3 01) accident on lap 15; R. Arnoux (Renault RS12) accident, on lap 15; P. Tambay (McLaren M29/2) engine failure, on lap 20; R. Patrese (Arrows A1 05) spun off track, on lap 21; C. Reutemann (Lotus 79/3) split oil tank mounting, on lap 23; J. P. Jabouille (Renault RS14) brake trouble, on lap 24; E. de Angelis (Shadow DN9/1B) ignition failure, on lap 24; H. Rebaque (Rebaque HR100-001) broke engine mountings, on lap 26; D. Daly (Tyrrell 009/5) engine failure, on lap 29; J. P. Jarier (Tyrrell 009/3) engine failure on lap 34; J. Ickx (Ligier JS11 03) gearbox failure, on lap 47; V. Brambilla (Alfa Romeo V12) ignition problems, on lap 53; N. Piquet (Brabham BT49 02) gearbox failure, on lap 61; M. Andretti (Lotus 79 5) out of fuel, on lap 67.

24 starters — 9 finishers



"... the two red cars from Milan sitting in the pit road but prevented from running while the two 'no-hopers' took part."

Letters from Readers

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

Two Views of Villeneuve

Sir,

I refer to the article in the October MOTOR SPORT reflecting on the Dutch Grand Prix and I must say I totally agree with D.S.J.'s comments about Gilles Villeneuve's heroic drive in the crippled Ferrari.

There can be no doubt that Villeneuve has been the best find for many years, and must be a potential world champion.

When people flock to a Grand Prix many go hoping to see at least one driver put on the kind of show Gilles put on in Holland.

As long as there are drivers of his capability and dedication, Formula One will remain the most exciting of sports.

Crawley

M. N. BUSH

★ ★ ★

Sir,

I feel I must protest at the apparent lack of interest shown to the actions of Gilles Villeneuve in the Dutch Grand Prix. I have just seen a clip of the US East Grand Prix, where very much the same thing happened to Alan Jones and Jody Scheckter, but did they career around the circuit, not only endangering their own lives but the lives of others? Oh, no, they stopped and actually *walked* (yes, walked) back to the pits, which seemingly Monsieur Villeneuve was incapable of.

I can only hope that this and other letters will help to convince people that a much deeper enquiry is needed into that unfortunate accident.

Banbury

HELEN BURFORD

Cast Iron Reasons

Sir,

D.S.J.'s article on Formula One front brake design, reminds me that when disc brakes first came in, an engineer said that he could not understand why more advanced metals were not being used for the discs.

I well remember the Aston Martin front discs glowing cherry red in the pits during the Goodwood 9-hour race and that must be well over 20 years ago!

Perhaps someone in the brake world could be persuaded to explain why dear old cast iron is, apparently, still preferable?

Chichester

H. M. GADSBY

Formula One Turbocharging

Sir,

Formula One motor racing is presently enjoying a (rare?) period of tranquil ascendancy — power struggles and disagreements over a myriad of minor and not so minor matters have, excepting, perhaps, the still hotly disputed merits and demerits of the season's new scoring system, receded into the background of a blissful landscape of entertaining racing. As in any sport, however, some people are never content unless they can envisage impending doom, and so no-one should be surprised that the improved performance of the Renaults, together with the unveiling of the new "turbo" Ferrari should galvanise some into predicting that the sport will shed the smaller teams, to be left with the rich few who can afford the extra research involved in developing a new turbo engine, and the ensuing period of little success which usually has to be endured while the engine is refined.

These merchants of doom and despondency

thus say that to allow the advance of the turbo would effectively reduce the Grand Prix entry to Renault, Lotus, Ferrari, Williams, Ligier and Brabham (speaking of which, wasn't it a masterful publicity exercise which we experienced? I wonder how much Jackie Stewart was paid to keep up the pretence of "still considering" the one million pound offer while he and B. Ecclestone milked every conceivable ounce of publicity — an extremely valuable commodity — from the offer. Alternatively, could Stewart himself have concocted the plan in order to increase his saleability in the sphere of sponsorship and advertising — a face currently in the public eye is worth more to manufacturers than one which has slid to the far corners of the mind of most of the public. In any event, the idea that Stewart was really considering a come-back was surely too ludicrous to be taken seriously).

Returning to the matter in question, however, if one looks at the Constructors' Championship, it is clear that these "big six" teams by-and-large dominate the championship anyway, and so if these teams were all to move over to turbo engines at worst the move would only highlight the gulf which already exists between these and the other teams (apologies, perhaps, to Tyrrell and McLaren). Alternatively the move could provide an opportunity for a points system to be introduced which would lead to increased competition: By dividing the championship into two sections, one for turbo-charged cars, and the other for conventionally powered Formula One cars, not only would the constructors with more modest budgets have a more accessible championship to retain their interests, it would also give an increased number of drivers some real hope of success within the international Formula One arena, and give rise to an increased spectator interest in the race developments of the whole Grand Prix field. Also, while the system would in no way threaten the position currently held by the "big boys" — and so would not threaten their sponsorship revenue — the increased interest and publicity which would be generated by the secondary championship may well lead to increased sponsorship for the currently less wealthy teams.

If, of course, the turbo does not prove to be as markedly superior as I anticipate, the present system could be retained; but even if they do prove to be vastly superior they need not lead to a demise of Formula One due to smaller teams being edged out of the international arena. Managed properly the turbo could make the Grand Prix scene more healthy and more interesting than ever.

West Bromwich

C. A. FREEMAN

Californian Comment

Sir,

As a native Californian, I enjoyed reading D. S. J.'s Reflections in the Shadow of a Queen. However I should point out in the honour of Long Beach there are areas that are quite well to do. The Belmont Shores area with yachts moored in front of very expensive homes could rival Monaco without the hills. Where the GP course is, the city is in a rehabilitation plan; many of the old rundown hotels and apartments will eventually be replaced with newer structures, but it takes time and money. I had the pleasure of chatting with Mr. Jenkinson in the pits during the 1978 GP at

Long Beach, but missed seeing him this time as I had to leave Saturday for Lake Tahoe, 450 miles north, where I watched the race live on TV. It was very nice and comfortable.

D.S.J. is certainly right about the So. Calif. activities being plentiful and the main roads being crowded, but we locals know many fine, fast back roads for enjoying fine cars. On a recent major holiday here, we had a 500-mile race for Indy type cars at Ontario Raceway 60 miles east of Los Angeles that drew 76,000 spectators on a hot day. The local baseball team and the local football team in LA drew 25,000 and 59,000 respectively. The LA Times' sports pages gave the auto race two columns, the baseball game six columns, and the football game got five. Auto racing does not get very good coverage in our local press unless the paper is giving support or sponsoring the races.

One final comment about California. Most US easterners and visitors from Europe are surprised to see how big it is, a thousand miles long and averaging over 300 miles wide. It would be interesting to hear from some of the English Bentley Drivers Club members who visited Monterey in Central California for the Historic Car Races last August to hear their thoughts on driving their vintage autos across the US.

Glendale, California BRUCE CARNACHAN

Secret Graveyard

Sir,

How I agree with the sentiments expressed by Bruce Heathcote of Ontario regarding his "mellowing" Rover. I know the feeling! After driving an assortment of company cars, it's a relief to glide away in my Rover 100, with over 200,000 miles to its credit. You really should be as comfortable in your car as you would be at home, and there is more to lasting pleasure than a frenzied 0-60 m.p.h. time.

I do like effortless motoring though, provided by good torque and restful engine speeds, and my 45-year-old Brough Superior motorcycle complements the Rover admirably.

MOTOR SPORT is widely read in the company for whom I work, and we enthusiasts would like to know what happens to those teutonic thoroughbreds, so beautifully made with legendary durability, after about eight years. Do they have a secret graveyard like elephants; because they just don't survive do they? I once drove the 600 — marvellous performance but I haven't seen one for years. [There is an immaculate one in our car park right now!—C.R.]

As development engineers we suggest that "legendary" is the operative word, i.e. a myth. Cambridge C. REKSTEN

Brooklands Disappointments

Sir,

Having read much of the published correspondence regarding Brooklands race track in your magazine, I was very much looking forward to actually seeing the course for the first time when my travels took me in the vicinity of Weybridge. Upon reaching the security gate of the "Brooklands Industrial Park" I was greatly disappointed when the gateman refused me entry to even look at the track saying it was "private property" and no-one was allowed into the grounds beyond the main gate. After explaining I had driven from South Wales to see the course he relented a little and took me just inside to see a section of the banking. He then went to great lengths to convince me that the industrial site was rapidly expanding to the extent that within two or three years the runway will be broken up and nothing will be left of the actual race track except the memory.

I tried to explain to him that there was an active group of people called the Brooklands Preservation Society virtually hell-bent on keeping what was left of the track and buildings and doing restoration work to preserve them. Also that meetings were held there with cars travelling as far as they could around the course (the last one I believe in June this year) with the event having a 4,000 strong audience. He replied that this was not so and no work had been carried out on the track for 20 years or more. He had also refused entry to a group of Americans who had flown over specially to see the race track.

Whilst the gateman cannot really be blamed, as he is only working to orders, it appears that the powers that be are actively employing their time in completely discouraging any enthusiasm for the future of the track.

Perhaps this attitude should be brought to the attention of the public and the Society as I for one feel that Brooklands is a part of our country's history as any other of our national monuments and anything that can be done to preserve it can only be time and money well spent.

Barry, S. Glamorgan

H. R. COX

The MG Affair

Sir,

In the wake of Michael Edwardes' announcement on Monday 10.9.79, I would like to put the case for MG, a small subsidiary company of British Leyland, with a following unequalled by any other make of car in production today.

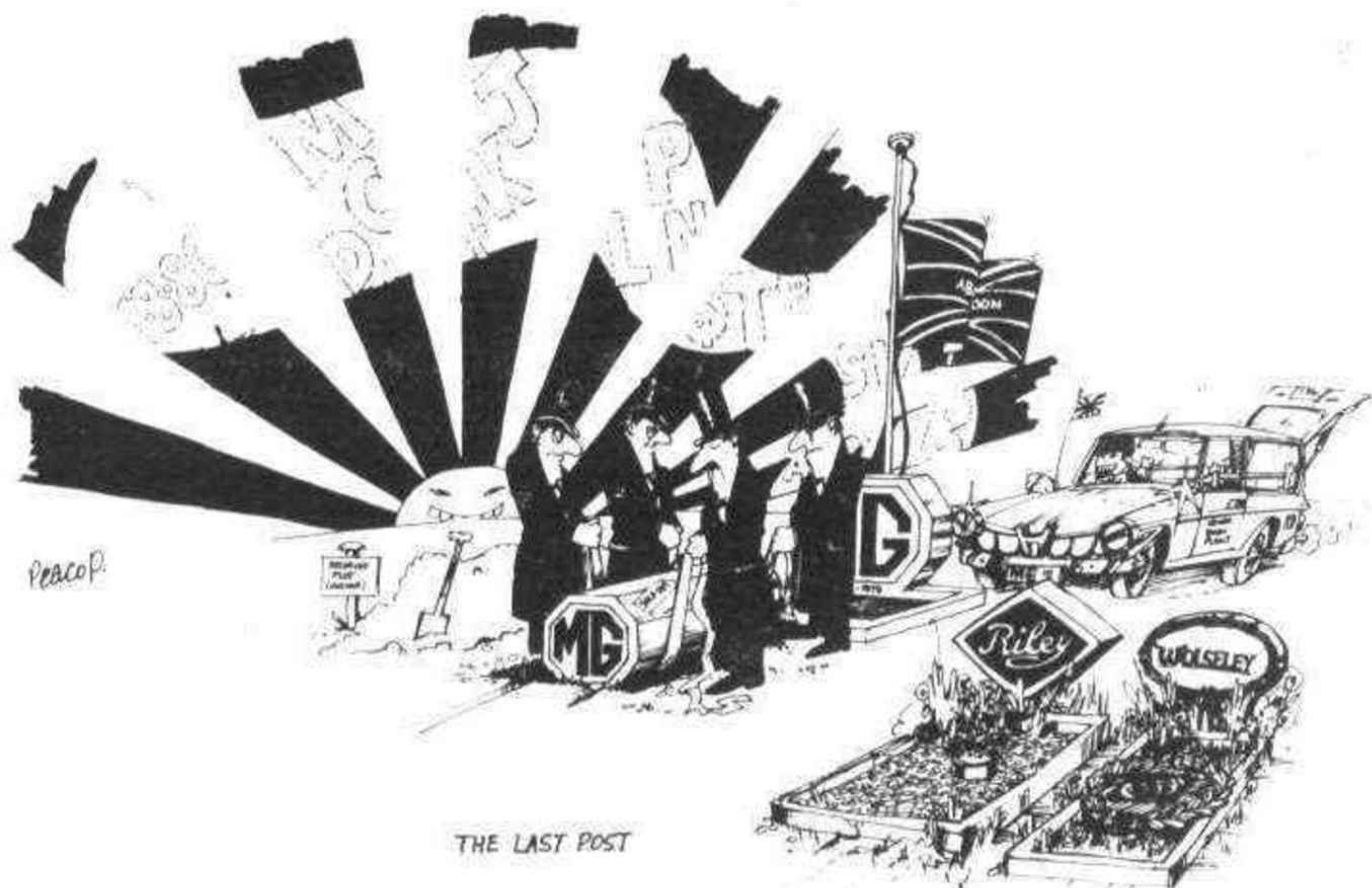
The enthusiasm generated within the factory itself is something that any company would be proud to boast of, the workers at MG are enthusiastically interested in what they are doing and are very proud of their product. They never go on strike, and the only time they stop production is when they cannot get parts, due to strikes at other Leyland plants.

At the moment MG production is running at 1,050 cars per week, 80% of which is produced for the export market, by a workforce of just over 1,100. For a factory with little or no automation this is no mean feat, and works out to almost one car per man per week. Despite this extreme loyalty and unbroken production British Leyland have always declined investment in MG, appearing to favour the Triumph-based models.

The MGs being built at Abingdon at the moment are very much outdated and have hardly changed over the last 10 years, but they retain their supreme quality, and have proved by their comparatively enormous sales, that it is still a car that people want.

It has been suggested by Leyland that every MG sold this year in America has been sold at a loss, despite the fact that the price of the MG-B has gone up considerably more than that of the TR7, making the MG-B several hundreds of pounds dearer than the Triumph. It does, however, still manage to outsell the Triumph by a considerable number, one must surely wonder how much is lost on the Triumph product. It has since been rumoured that so many millions of pounds have been sunk into the Triumph, that they can only think of recouping the investment by halting production of all other sports cars, thereby depriving the consumer of the choice.

It is even more ironic that Michael Edwardes' timing should coincide with the MG factory celebrating their 50 years of production at Abingdon. A complete week's celebrations were planned for the Golden Jubilee, including factory tours, gymkhanas, dinner dances, etc., plus a barbecue which was provided by Jaguar, Rover, Triumph Ltd., New Jersey, USA, who are



THE LAST POST

Mr. Peacop's appropriate cartoon.

responsible for marketing the MG in America. The week's celebrations culminated in a Carnival Day (8.9.79). The carnival procession consisted of a number of floats provided by the town's industries and social groups, and at least one of every car that has been produced at Abingdon over the past 50 years. A total of 2,000 people took part in this procession and some several thousands turned out to watch, completely closing the streets of Abingdon. Where else in the world does Michael Edwardes think he will find such devotion, not only from his workers but also from the people who are buying the cars.

It can be imagined how the workers of MG felt the following day when they learned that they were to close.

It is also rumoured that British Leyland plan to use the MG octagon on their new Japanese venture. This must surely be considered the final insult, not only to MG but to the British people in general. It is obvious that Leyland feel this car will only sell with the reputation of a fine name behind it, but why give the reputation of a good successful British Company to a Japanese car.

It is my personal opinion that if Leyland were to carry out this plan, not only would it be the end of MG, but it will also be the first nail in the coffin of British Leyland, because they don't make anything else at the moment that people want to buy, with the exception of Jaguar and Rover. Neither will the British public be fooled into buying an MG with "Made in Japan" stamped on it, and British Leyland would have lost the sale of approximately 40,000 MG cars per year on the export market.

I would suggest to Michael Edwardes that he invest in MG and let it follow its natural development, as it is the only selling power he has of its type. If he does insist on throwing all this away, I would urge most strongly, de-nationalisation of British Leyland to enable a private enterprise to take over MG and put it back on top as the world's leading sports car manufacturer, where it belongs.

Thank you for an interesting magazine, keep up the good work.

Huntingdon

L. WHARF (Mrs.)

★ ★ ★

Sir,

I hope that when the October issue of MOTOR

SPORT comes through the mail that "Matters of Moment" will carry some strong comment on the unfortunate end of MG! What a pity!

It is interesting to note that Aston Martin, Lotus and Morgan are all prospering as makers of "sporting" automobiles! One wonders what MG could do, as an independent, with a modern 1.5-litre or maybe 2.0-litre car. British Leyland seems to have lost touch with the American market. The end of the "E" Jaguar. No economy cars and no 4-wheel-drive Rovers in a country that is sports, economy car and 4-WD hungry. Look at others' sales results! Chevrolet can't meet its Corvette market. My local Ford dealer can't find me a Fiesta until Christmas and AMC has a new 4-WD on the market though delivery is nearly impossible.

Menominee, Michigan, USA

I. W. STEPHENSON

★ ★ ★

Sir,

I am no great letter writer, but as you probably know I scribble the odd cartoon for the VSCC Bulletin.

Therefore in response to the news of the cessation at Abingdon and the trading of the famous badge, I was stirred to render my own comment in my own style, which I enclose.

MOTOR SPORT's hallowed pages are not famous for harbouring lampoons and the like, but I thought this particular illustration might see a few heads nodding in virulent agreement.

Frodsham

J. PEACOP

The Campbell Account

Sir,

I was pleased to see the late Donald Campbell again mentioned in the MOTOR SPORT letters page. The letter from Mr. Archer makes it three times this year. Third time lucky perhaps, for in his letter Mr. Archer begs a question which I suspect, and hope, may be on quite a few minds. Is the British account with Campbell in balance? Or is it, as I would also suggest, in the red and overdue.

Are biography, a Royal commendation and a fellowship sufficient acknowledgement in this case? I think not. Part of the record is the destruction of a public image, and it is this element of the story that will not allow "the books" an ethical balance.

I understand that Innes Lloyd is to produce a play about Campbell jr. for the BBC. Perhaps such a production will allow an accurate account of the story, and some small recompense to the historical record of a brave man.

Derby

P. S. KNIGHT

From Sir George Burton

Nomenclature

Sir,

Reading the announcement of the new Lancia, always an interesting event, prompts me to enquire why it should be christened the "Delta". I like Lancia's use of the Greek alphabet for naming their cars, much more original than some, but why "Delta" — why not "Alpha", as it is the smallest in the range? Then Lancia would have the nice sequence of Alpha, Beta and Gamma! In the past before the first World War they had an "Epsilon" and of course in the mid-20's the famous "Lambda". The "Kappa" I believe was immediately post World War 1 and the "Theta" like the "Epsilon" before it. Penetration of the alphabet seems to have stopped at "Lambda" so pre-emption by Colt of "Sigma" probably doesn't worry Lancia.

Consideration of this question of nomenclature makes one wonder at the point of using Italian place names by Ford. Why Cortina and Capri? Why not Taranto or Bari? Or even Gorgonzola, a suburb of Milan? Don't you think Ford's new 8-litre, turbo-charged Gorgonzola sounds appetizing?

I also find BL's use of "Allegro" rather curious. I feel in view of its performance "*ma non troppo*" should be added.

Hadleigh, Suffolk

SIR GEORGE BURTON

Throw-away Puff-balls

Sir,

Mr. Carter's letter comparing his 1937 Talbot's performance with that of his wife's 1975 Vauxhall is all very well, but it looks at only one side of the picture.

I too have a pre-war car, a 1928 Riley 9 which I have had for forty-four years and over 400,000 miles. Though flat out at about 66 m.p.h. and seldom if ever bettering 31 m.p.g., it is as right and tight as ever and passed its test last month with king pins and bushes which have been there since 1941. It will be interesting to see the condition of Mr. Carter's wife's Vauxhall in the year 1990 let alone the year 2026.

The life expectancy of the modern car is lamentably short and must disgust those of you who see your barrow rotting irretrievably away from the day it leaves the factory. The demise of the chassis and the inception of the frozen milk and tin-foil job sounded the death knell of the proper car, and we are now victims of the American disease, "Throw it away and get another".

I join with Mr. Carter in recognising crankshaft bearing and piston improvements but longevity has to an overwhelming extent been sacrificed to performance. Once again the paying private owner largely takes second place to the business-car user, while the manufacturers blithely sing the praises of their latest puff-balls. *Fistula dulce canit volucrem cum decipit auceps.*

Liverpool

J. E. MCGOWEN

National Honours

Sir,

It is an interesting coincidence that, during 1979, the Grands Prix of France, Britain and Italy have each been won by cars manufactured in their respective country, i.e. Renault, Williams and



Mr. R. S. Pigg's 1936 Ford V8 Club Cabriolet on the 1939 Scottish Rally. The car is currently being restored by the Pigg family.

Ferrari. Perhaps motoring historians could ponder whether this circumstance has occurred in any previous season.

It is perhaps a sad reflection on the British Motor Industry, and perhaps the country as a whole, that the British car was kit built (albeit a very good car) and financed by wealthy Arabs.

ROGER G. BURFITT
Aldershot

A Special Survives

Sir,

In reply to Mr. Allan Grant's letter in your July issue, re V8 Specials in Scotland, I can assure him that at least one V8 survived the gruelling rallies across the Scottish Highlands. My father, Mr. R. S. Pigg, whose name Mr. Grant may remember, was Number 40 on the entrants' list for the eighth Scottish rally in May/June 1939 in his 1936 Ford V8 Club Cabriolet, which has remained in our family since my father purchased it in 1937; this car is now undergoing extensive renovation, having been garaged for some years. I still have the official programme and provisional list of entries available, and if Mr. Grant would care for a copy of these, please let me know.

I am enclosing herewith a photograph of the car literally "raising the dust" over some indeterminate part of the course; my father is driving and his passenger is Mr. Jack Chawner, who was his companion on many such trips.

I am now looking forward to many happy motoring days myself, in this classic motor.

Orsett, Essex

ROBERT L. PIGG

Cortina Camshafts

Sir,

It was with great interest that I read "Road Impressions — The New Ford Cortina" (Sept issue).

Whilst pointing out the rather fine sales record over the years, and noting the excellent advance in engineering with the current model, I cannot help but point out that you do not mention the "dread" of a large proportion of Ford o.h.c. owners — the ever-failing camshaft. This problem has been with us since the introduction of the Mk.III, and as

owners will appreciate, is very costly to repair.

I travel a round trip of thirty miles per day to my work, and I can guarantee to hear a noisy cam (applicable also to Capris) almost every day — the annoying part being that a good proportion of these are Mk.IVs!!

I have personally had to replace three camshafts in my own Mk.III GXL 2000 c.c. — I shall not replace another.

I notice in the area in which I live, several local motor factors now put together a "camshaft kit", so great is the problem — too great for Ford to sort out one might ask?

What a way to spoil what is otherwise a good motor car. Would anyone care to comment?
West Midlands

M. HILL

TAILPIECE



Is this what is meant by Inflation?

[Photograph by Tony Matthews]

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FOR SALE—continued

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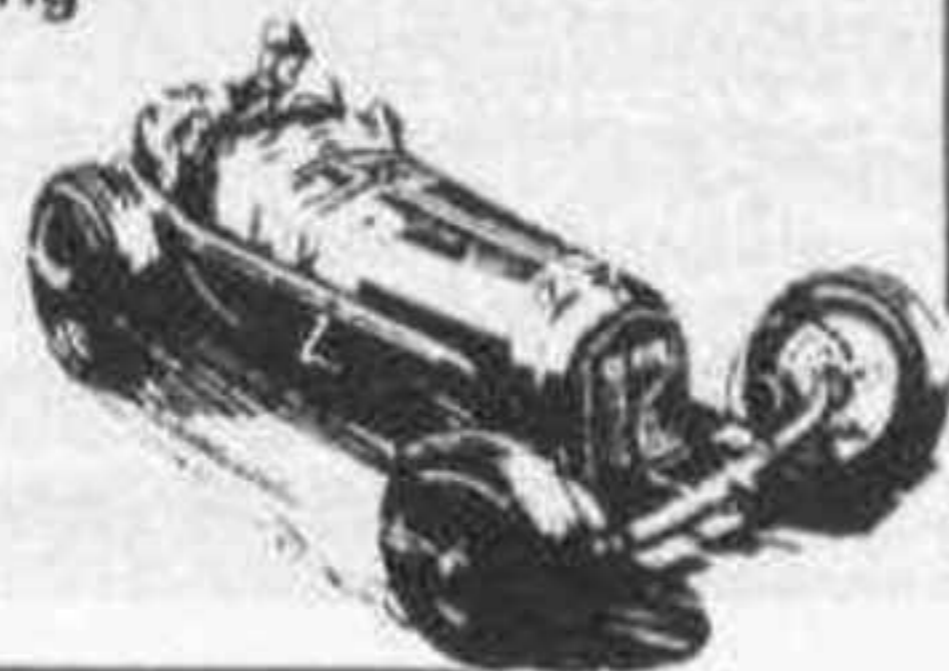
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Send details of car(s) together with recent photograph and cheque for £5.00 made payable to Julius Thurgood Classic Car Hire Register. Your registration card and Fee Chart will be sent by return.

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Parsons Green, London SW6.



FOR SALE—continued

ASTON MARTIN DB6 Mk. I. Manual. Vantage engine, metallic olive green with matching tinted windows, sunroof, chrome wires, Cibie headlamps, heated rear window etc. A perfect example so offers around £9,000 considered. Tel: 061-434 3243. (41147)

MG-B first registered November 1962. (MG-Bs were first introduced October 1962). Cannot be many, if any, left. Used as a summer weekend car but has been stored for the last three years. Beautiful all round condition. Must be a good collector's item now. £1,500 o.n.o. Tel: St. Albans 58073. (41145)

FOR SALE. Ferrari Daytona 365 GTB-4, 1970. (Plexiglass front) LHD, red, black interior, 90% restored (3,000 miles on new motor and rebuilt chassis). Four new XWXs plus set of racing tyres on wide rims, extra set of rebuilt Konis for rear. Best offer over £15,000. P. Erikson, Mendelssohnstrasse 41, 6000 Frankfurt/M, West Germany. Tel: 611-748850 (evenings). (41143)

JENSEN INTERCEPTOR FF. 1969. Low mileage, good condition, new parts fitted recently, tax and MoT. All Jensen refinements, lilac with dark blue leather interior. £3,500 (offers). Tel: Linley 058 861 325. (41081)

SUNBEAM ALPINE GT, Series IV (1965), with hard top and overdrive. In good condition both mechanically and bodily, taxed and MoT until June 1980. £650. For further details telephone Chester (0244) 313411. (41080)

JAGUAR 240 automatic, 1969, 75,000 miles, v.g.c., Motorola, HRW, needs slight attention for MoT. £900. Tel: Lincoln 881976. (41079)

LOTUS ELITE, 1962 Series II. Ex-Jim Clark road car. 2F box, 18,000 miles since rebuild and new body. For details write to S. R. Mears, 7 Blackhill Road, St. Ives, Cambs. Apologies to previous enquirers - mail lost in house move. (41078)

LOTUS ELAN S4, DHC, 1969. 42,000 miles, just rebuilt by Lotus at cost of £2,500. Excellent condition £2,950. Tel: 01-642 4734. (39202)

PORSCHE 911T, 1973. M-reg. Fabulous in flame, over £700 spent recently in major overhaul, electric windows and sunroof, 8-track, rear wiper. Some people ask a lot more than £4,950 and many are not as good as mine. Tel: Luton 28423 days, Eaton Bray 221010 evenings/weekends. Only reason for selling this car and 1972 Jensen Interceptor - buying Jaguar XJS. (40658)

JENSEN INTERCEPTOR Mk. III. 1972, resplendent in orange, black trim, power practically everything, over £800 spent in last few months to maintain excellent condition, including new tyres all round, complete new exhaust system, new brake pads, new carburetter, fully overhauled cooling and tuning systems. Must be superb value at £3,500. Tel: Luton 28423 days, Eaton Bray 221010 evenings and weekends. Only reason for sale of this car and Porsche 911T 1973 - buying an XJS. (40658)

RELIANT SCIMITAR GTE, P-reg. Maroon, tan upholstery, full year MoT, manual with overdrive, tinted glass, 8-track stereo, maintained to highest mechanical standard hence price. £3,440 o.n.o. Tel: 0760 21385 daytime or 0328 70 250 evenings. (40087)

ASTON MARTIN DBS V8, 1978. Automatic, Cornish gold (light metallic green), matching olive hide trim, n/c Pioneer stereo, 9,800 miles, history, as new. £20,000. Finance may be available with 10% deposit. Tel: 051-336 2297. (40738)

FOR SALE—continued

ASTON MARTIN DB6, 1965. 2F box, a truly superb example, details on request. £5,950. Tel: Bishops Stortford 59083. (40067)

TR6, 1.6.74. Red, black interior. I have owned this car since new, only used during summer months, 38,000 miles, superb. £2,750 o.n.o. Tel: Offley 542. (39615)

TR5. Dark blue, black interior, complete rebuild in last two years. £2,750 o.n.o. Tel: 046 276 542. (39615)

BMW COUPE, Manual, fuel injected 3.0 CSI, 1975. Unmarked metallic maroon coachwork with grey velour trim, Alpina wheels, electric windows, etc., etc. Opportunity for the enthusiast. Only £4,495. Tel: Haseley Knob 205 (Warwicks). (40137)

RANGE ROVER, 1978. White, 12,000 miles only, tinted glass, power steering, radio, etc. etc. Prepare now for the winter with this incredible all weather specimen. £9,950. Might consider part exchange with sensible sports car/sporty saloon. Tel: Haseley Knob 205 (Warwicks). (40137)

1972 SILVER SHADOW. Current concours winner ('79). Silvermink, navy blue Everflex roof, blue hide interior, lamswool rugs, condition is faultless, full service history, private number plate also available. £16,750. Tel: Northwood 26431. (37124)

FERRARI 275 GTS Spyder. Perfect concours condition. Sell at £25,000 or exchange for road racing car, i.e. Lola T70, Iso Bizarrini, McLaren, DB4 Zagato, Mirage, etc. Tel: Lapworth 2322 (evenings). (35686)

PORSCHE 911E, 1969 model, 2-litre injection, colour: chocolate, the whole car total perfection and indistinguishable from new. This car must be the finest of its model in existence. £3,850. Tel: Darlington 485705. (39656)

MG PA, 1934. Open 2-seater sports, red with black upholstery. Tel: Farnham (Surrey) 722259 for details. (40499)

AUSTIN HEALEY 3000 Mk. I, 2-seater. Very rare car, excellent mechanical condition, much money spent, needs minor tidying. £2,750. Tel: 01-794 5157. (40557)

FERRARI DINO 246 GT Spyder, 1973 M-reg. Near faultless original condition, yellow/black interior, 48,000 miles. Maranello service history, rare genuine Dino. £10,250. Tel: Hatfield Heath 696. (39211)

JAGUAR, 1968 Mk. II. Manual, overdrive, in nice condition. £800 or near offer. Tel: Harrogate 862925 after 6 p.m. (41155)

FASTIDIOUSLY MAINTAINED Citroen D Special. White, Pallas options, 1970, undersealed from new, wax injected chassis. £850. Tel: Taunton 89425. (41227)

XK 120 3 1/2-litre SE Drophead Coupe, 1954. One owner from new, 39,000 miles. Gray, immaculate, completely original, substantial offer invited. Mays, Hull. Tel: 0482 655575. (41233)

BENTLEY S2 Continental, 4-door, Flying Spur. Extensive service history, always maintained regardless of cost, hence in outstanding condition, considered excellent investment. Offers around £20,000. Tel: (0376) 71174. Weekends (07875) 2432. (41231)

ALFA ROMEO 2000 GTV, "S"-reg, 28,000 miles, one owner, excellent condition and service history. Hitachi stereo cassette radio. £3,750. Tel: Berkhamsted (044 27) 2123 (office) or 5964 (home). (41320)

CLEMENT TALBOT pillarless saloon, First registered 1937, vehicle in fair condition but requires complete overhaul. Offers around £750. Tel: 031-667 9853. (41194)

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MG Midget All Models £160



Stag £265

FOR SALE—continued

MG MIDGET, Left hand drive model with full California specification, registered September 1978, low mileage £2,650. Tel: Cobham (266) 5812. (41235)

MERCEDES 280SL, 1971. Genuine 52,000 miles, red/black trim, hard-soft tops. Immaculate condition. £8,250. Daimler Sports SP250, 1962. Only 18,000 miles from new, silver grey/black trim, immaculate condition. £4,550. Tel: 01-731 3593 (days), 025125 3889 (evenings). (41193)

1928 AUSTIN 7 Mulliner Sports. Restored, very pretty. £1,750. 1948 Standard 14, original, part restored, needs respray. £750. Tel: Chesterfield 450277. (41196)

JAGUAR E-TYPE, V12, 1973 roadster. Automatic, excellent condition. £7,750. Tel: 01-455 4511 (evenings and weekends). (41224)

CHEVETTE HS, 1978. 22,000 miles, immaculate car, silver, VHF radio. Very few made and none being produced at the moment. £3,750. Offers considered. Q Jackson-Stops, 20 Bridge Street, Northampton. Tel: 32991. (41226)

1972 JENSEN Interceptor III. Reg. No. KEP 4, 27,000 miles, absolutely immaculate, yellow/black vinyl roof, air conditioning, quad. radio stereo, electric windows etc. Probably one of the best examples to be found. Owned by me for two years and kept in first class order regardless of cost. £4,500 o.n.o. Tel: Homersfield (098 686) 254. (41229)

1971 MERCEDES 250/6 Crayford Estate. Automatic, in perfect mechanical order and recently resprayed in original maroon. £2,950. Tel: Homersfield (098 686) 254. (41229)

1978 LOTUS Elite 504. Automatic, air conditioning and all extras, 16,500 miles, blue and beige hide mint condition. Price £11,750. Tel: Dorking (0306) 81546 (days), Betchworth Surrey 2163 (evenings). (41186)

FIAT X1.9 Sports, "R"-reg., metallic orange, 19,500 miles, usual extras, including radio. £2,850. Tel: Brighton 553451. (41190)

DERBY FWD, 1935, 12 50 Meadows 4ED open sports Bertelli aluminium body like Aston International. Independent suspension, last of four built by Brooklands Engineering with spares. Offers over £8,000. Tel: 03818 209. (41191)

LOTUS ELAN "2" Reg. no. 7 DGX. Resprayed, new rack, front springs, shockers, etc. Vegantuna engine, good car. £2,000. Tel: 03818 209. (41191)

TRIUMPH STAG, 1976. One owner, 19,000 miles, manual, overdrive, soft and hard tops. £3,750 o.n.o. Tel: 041-632 6175 (office) or 041-638 2745 (home). (41232)

MG MIDGET, 1978. Inca, 22,000 miles. £1,980 o.n.o. Much regretted sale due to first time house buyer. Tel: (0742) 363085. (41192)

BENTLEY, 1934. 3 1/2 litre, aluminium VDP tourer. Very rare two owner, approximately 190,000 miles, dry stored for 10 years (clutch slipping, damage to wings), many spares including complete engine. This beautiful car may be for sale to defray building costs. Offers prior to viewing by appointment. Export if necessary, will be sold to the best offer by January 31st. Box No. 6190. (41234)

PORSCHE 912, 1970. Chocolate, 5-speed, 911 wheels, rear wiper, in beautiful condition, AFN serviced, tax MoT. £3,250. Tel: 08845 303 (evenings). (41237)

1934 MORRIS 10.4. Part dismantled, rolling chassis plus all parts, ideal for restoration, need garage space hence giveaway £475 o.n.o. Buyer collects. Tel: Petersfield 2838 (evenings). (41322)

FOR SALE—continued

1928 SINGER Junior Tourer, connoisseur condition. Chassis up rebuild, engine and gearbox rebuilt by Archers, 2,400 miles only. Re-upholstered, re-nickeloid, re-calloused maroon, award winner every rally entered. This is a rare, first class vintage tourer. £6,250 o.v.n.o. Tel: Canvey Island 4500. (41323)

BULLNOSE MORRIS Cowley, 2-seater with dickey, professional chassis-up restoration including new ash frame, aluminium panelling, complete retrim, replated, etc. A fortune spent to put this car in beautiful condition. Selling on behalf of client. Tel: East Knoyle (074 783) 365 323-369. (41319)

1967 HEALEY 100-6. Very original, all usual extras, stripped for rebuild, some work done. Boot lid, radiator, grille and front bumper missing. Offers, exchanges, Wood, Cedar House, Wickham, Newbury, Berks. Tel: Boxford 427. (41316)

NASH DOCTORS Coupé, 1926. Immaculate six cylinder, LHD. Rolls-Royce 20.25, 1931. Red Label 7-seater in showroom condition. Hopper. Tel: Netherlands 40-118900. (41312)

ROLLS-ROYCE 20.25 Charlesworth body in showroom condition, 1934. Jaguar XK 150 fixed head coupé, LHD, 1956. Tel: Holland 4904.6963 (evenings) or write PO Box 198 Eindhoven. (41313)

TVR 1600M, 1976. Tan interior, sunroof, alloy wheels, new exhaust. £3,500. Tel: 01-668 1684 (mornings). (41321)

1930 ROLLS-ROYCE 20.25 4 Light Sedan De Ville by Barker. (Bottom page 26 in L. Dalton's Coachwork on Rolls-Royce.) Just had major restoration costing well in excess of £12,000. Extremely attractive and usable vintage collector's price. Offers around £18,000. Tel: 01-886 6651. (41314)

ASTON MARTIN DB6 Mk. I. Automatic, absolutely immaculate concours condition in every respect. Both metallic aquamarine paintwork and black hide interior in perfect unmarked condition. Mechanically superb with service history. No expense has been spared. Private sale. Sensible offers invited. Tel: 01-393 4140 (Surrey). (40279)

1970 ASTON MARTIN DBS6 Vantage. Manual gearbox, resprayed fiesta red, beige leather, New bumpers, c.w.w., radio-cassette. Superb condition, 12 month's MoT, AMOC member owned. £5,250. Tel: Halifax 202009.201945 (eves). (40363)

1935 MORRIS 8 Series 1, complete for restoration with spares £300 o.n.o. Tel: 0705 552373 Lee on Solent. (41441)

XK 120 D.H.C. White, wire wheels, good condition. Offers over £4,000. Tel: Sibley 2864. (41439)

DELAGE 1924 D1. Original chassis but with pick-up body, as seen TV Secret Army. £3,000. Ford A engine £50. 1923 AC 6 engine. Tel: Brimscombe 5487 (Glos). (41440)

CORVETTE STINGRAY. First 1980 model, Corvette red, cream/black interior. New up-rated L82 engine. Usual extras and more. Fully loaded tax paid. Delivery mileage only. Available 1 December. Private owner £11,000. Box 6191. (41438)

A.C. 2-LITRE saloon 1951 black unused for years but in good order. Almost complete 2nd car as spares. Sensible offers. Tel: Matlock 2529. (41437)

1929 ESSEX SPORT Coupé. Wood wheels, new radiator, chrome and paint, 100% complete, 90% restored original upholstery, 12 ton spares, one owner. Offers in the region of £7,000. Tel: Davizes 3281 after 6 pm. (41436)

Straight EIGHT



MASERATI MERAK 1974. Glacier white, blue velour interior, air conditioned, radio, service history, electric windows. A very beautiful example. Illustrated £7,950



FERRARI 365 GT4 2+2 1976. Copper bronze, light tan hide, radio stereo, air conditioned, electric sunroof, service history. Illustrated £14,750



JAGUAR "E"-Type V12 2+2 1972. Beautiful carmen red, black leather, radio, PAS, chrome pranged wheels, whitewall tyres, etc. Illustrated £4,950



JAGUAR XJS LEFT HAND DRIVE 1977. Automatic, PAS, air conditioned, "V" registration. As new appearance in white, black leather, whitewall tyres, etc. Illustrated £8,950

FIAT 130 COUPE 1976 "R" REGISTRATION. Beautiful metallic blue, beige velour, automatic, PAS, radio-stereo, electric windows, etc. £4,500

PORSCHE 911 TARGA 1975. Beautiful metallic green, check interior, radio-stereo, alloy wheels, etc. £7,750

BENTLEY SIII CONTINENTAL 1963. 2 owner, Mulliner Park Ward, as new appearance, in garnet with beige hide, all usual refinements. POA

BENTLEY SII STANDARD STEEL SALOON 1961. Beautiful shell grey over royal blue, with blue hide, automatic, PAS, whitewall tyres, service history. £6,450

ISO LELE 1973 "M" REGISTRATION. Red, dark blue hide, air conditioned, radio, automatic, PAS, etc. fantastic value. £5,750

JENSEN INTERCEPTOR "R" REGISTRATION. Black with blue leather, automatic, PAS, radio-stereo, air conditioned, etc. £3,495

ROLLS-ROYCE PHANTOM III LIMOUSINE. By Hooper 1937. Black over yellow, twin side mounts, centre division. POA

FORD MUSTANG 1966 CONVERTIBLE. The classic one! Red, black interior, radio, automatic, PAS, extremely attractive. £1,995

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1960 Bentley SII H. J. Mulliner Continental, 2-door saloon, 98,000 miles	P.O.A.
1963 Bentley SIII H. J. Mulliner 2-door, 72,000 miles	P.O.A.
1965 Bentley SIII saloon, 102,000 miles	P.O.A.
1928 Bentley 3-litre short chassis V.D.P. 4-seat open tourer	P.O.A.
1926 Rolls-Royce Phantom III open sports tourer	P.O.A.
1924 Morris Cowley Bullnose 2-seater and dickey	£6,000
1926 Austin 7 2-seater sports	£2,900
1958 Aston Martin 3-litre DB Mk. III saloon	£9,700
1958 Facel Vega 500K sports saloon, 45,000 miles	£6,900
1970 BMW 2000 Coupé	£2,900
1961 Austin Healey Mk. II 3000 sports, 43,000 miles	£6,500
1974 MG-B GT V8 Aconite, 39,000 miles	£3,750
1973 MG-B GT V8 Blaze, 36,000 miles	£3,850
1973 MG-B GT automatic, autumn gold, 28,000 miles	£2,600
1971 MG-B GT automatic, green, 54,000 miles	£1,950
1976 MG-B GT white, 21,000 miles	£2,995
1975 MG-B GT green, 29,000 miles	£2,600
1968 MG-C Roadster 27,000 miles	£2,900
1972 MG-B GT 32,000 miles	£1,800
1973 Triumph GT6 red	£1,850
1966 Wolseley Hornet convertible, choice of 2, each at	£1,850
1966 Rover 3-litre coupé overdrive, 21,000 miles	£3,300
1969 Jaguar E type 2+2 automatic, 49,000 miles	£4,900
1978 Matra Simca Bagheeras sports coupé, RHD	£4,995

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1966 JAGUAR 3.8 S-TYPE. Manual, O.D. maroon, in nice condition. MoT.....£975
1961 JAGUAR 3.8 Mk. II. Automatic converted to manual, ideal for restoration, body basically sound. £500
1960 JAGUAR 2.4 Mk. II. Manual for restoration.....£225

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3700 GTI 1965 Mistral fixed head coupé finished in silver grey with black interior. Genuine car in good condition, just fully serviced, right hand drive model, wire wheels. **£3,000**

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MORRIS COOPER S 1275cc 1965; one owner from new. Severe rust has written off body but engine, gearbox and most major parts probably worth reassembly in new body or use as spares: £330 o.n.o. Tel: Cambridge 840132. (42434)

1950 BENTLEY Mark VI. Complete running chassis. Mechanically sound apart from cracked engine block (water jacket only). Must be split. Also many MKVI body parts. No reasonable offers refused. Freestone, Tel: Office 01-831 7130 ext. 450; Home, Hoddesdon 67041. (26876)

JAGUAR V12 E Type. fixed head body shell, new in white primer. £2000. Epstein, Ash Green. Tel: 872415. (41484)

RARE LANCIA 2-2 Sports Convertible 2,000 c.c. Beta Spyder, June 1978. Rustproofed, white tan trim. This car offers, saloon; convertible; sunshade roof, or open back motoring. £4,250. Tel: Swanley 69565. (41482)

ALLARD K1 1948 2 seat sports. Twin carburettor, 3622cc V8. Original rare aluminium coachwork. The car is in good condition but has been partially stripped for complete rebuild. Many spares. Best offer over £1,750. Kennedy, Buckley, Stanbury, Nr. Keighley. Tel: Haworth 43098 after 6. (41479)

AUSTIN HEALEY 3.0 Mk II A. Engine approx 8,000 miles from new. Gearbox, front suspension, steering, back axle all sound. Brakes overhauled. Rewired New tank. All necessary welding done. Good car. £2,500. Tel: (day) 01-949 1621. Philip Champion. (41481)

1961 E TYPE roadster. Carmen red, chrome wires. Outstanding corrosion-free condition. Re-trimmed, re-painted, re-chromed. New hood, overhauled mechanics. Very fast, very smooth and a joy to drive. £4,950. Tel: 079 983 534. (41591)

MG-B NEW UNREGISTERED. White. Rare opportunity. For immediate delivery. Discount on List Price. Tel: 01-590 8412. (41477)

LOTUS ELAN SPRINT K reg. Gold leaf colours. F.H.C. 43,000 miles. Engine rebuilt. History available. MoT end Sept 1980. £2,975. Tel: Crawley 33819, evenings. (41531)

RS 2000 CUSTOM. 1979, yellow, 13,000. Ford warranty, undersealed, taxed, family use, absolutely immaculate. £4,000. Tel: Darlington 66948. (41535)

DAIMLER SP250 "B" spec. White/red trim. New exhaust, newish tyres, water pump etc. Needs some work to bring to concours. Best offer over £1,500. Secures. Tel: Hendre (Clwyd) 546. (41539)

JAGUAR XK140 FHC red, restored, re-upholstered, new carpets, dash, etc. £5,500. Tel: 021-550 5476. (41541)

XJS 1976. White, new tyres, tax, MoT, 31,000 miles. Immaculate. £8,500. Tel: 01-574 8171 ext. 296. Kings Langley (Herts) 65215 evenings. (41545)

BENTLEY MK VI saloon, ran very well when last started. Ideal special or restore. £1,400. Tel: 01-943 0350. (41547)

TR6 '74. Mimosa yellow, black interior, hard & soft tops. A beautiful example, maintained by a perfectionist. £2,695. Tel: 01-301 1356. (41544)

FERRARI 365 GT4 2-2, 1973(M) A fine example of this stunning rare model finished in metallic brown with tan leather upholstery. Faultless, 160 mph V12 engine. Moderate mileage. Air conditioning, refrigeration. Electric windows. Stereo radio cartridge player. Superb investment. £9,750 o.n.o. Tel: 041-810 3021 (day) 0436 2835 (evening). (41548)

1934 AUSTIN SEVEN Box saloon, good condition. Rare 1934 Austin 12-4 saloon, requires work. Chrome radiator. Tel: Tidworth 3261 evenings. (41546)

ALFA ROMEO 2000 SPYDER, P reg. Farina red, new mohair hood. Momo alloy wheels. Dinitrol rust-proofed from new. 44,000 miles. Superb condition throughout. Must be seen. £3,350. Tel: 01-529 0011 or 01-508 4759. (41543)

MERCEDES 280 SL G regd. Dark blue. White hard top. Over £2,500 recently spent. New short engine fitted and top end overhauled by Mercedes distributor. All bills available. New tyres. Body and soft top immaculate. £7,500. Tel: Homersfield (098-686) 204. (41552)

MORRIS MINOR 1000. 1975. Black 4 door. Red trim. D.L. under 5,000 miles. Log book, tools etc. Offers. Tel: Newark 74340 evenings. (41553)

RARE SUNBEAM TALBOT MK II A convertible. Rebuilt throughout chassis and body. Re-upholstered in leather. Exceptional condition. Spares £2,800. Tel: Buckland (Nr. Oxford) 260. (41554)

MORRIS OXFORD SALOON, 1952. One owner, sound, very good condition throughout. Attractive appearance. 94,000 miles, in regular use. Extras, some spares, MoT, licensed. 1400. Tel: Ipswich 54150. (41555)

ROVER 3.5 COUPE. Much admired, excellent body mechanics. Undersealed. History. 48,000 miles. £2,000. Porter. Tel: Shewsbury 53273, ext 7. Office hours. (41557)

ASTON MARTIN International 1930. Only 900 miles since full restoration. Deep blue w.n. off white upholstery. Full year's MoT. Best offer over £12,000. Tel: Pridham, Eckenington 2286. (41558)

FOR SALE—continued

GINETTA G4, 1,000 c.c., Holbay screamer engine, hardtop, dry sump, LSD, Bullet gearbox, 7 revolutions, rebuilt chassis up. Used only in hillclimbs, easily converted to rare road car. £3,000. Norcott Brook 649 (Cheshire). (41603)

1960 MGA. Very good condition, full MoT, BRG £2,000 o.n.o. Phone Wrexham 265814 business hours. Ray Jones. (41605)

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1962 ROLLS-ROYCE Silver Cloud II, two-tone grey, green upholstery, in excellent condition, one owner, 35,000 miles. 01-638 2777 ext. 383 (work). (41618)

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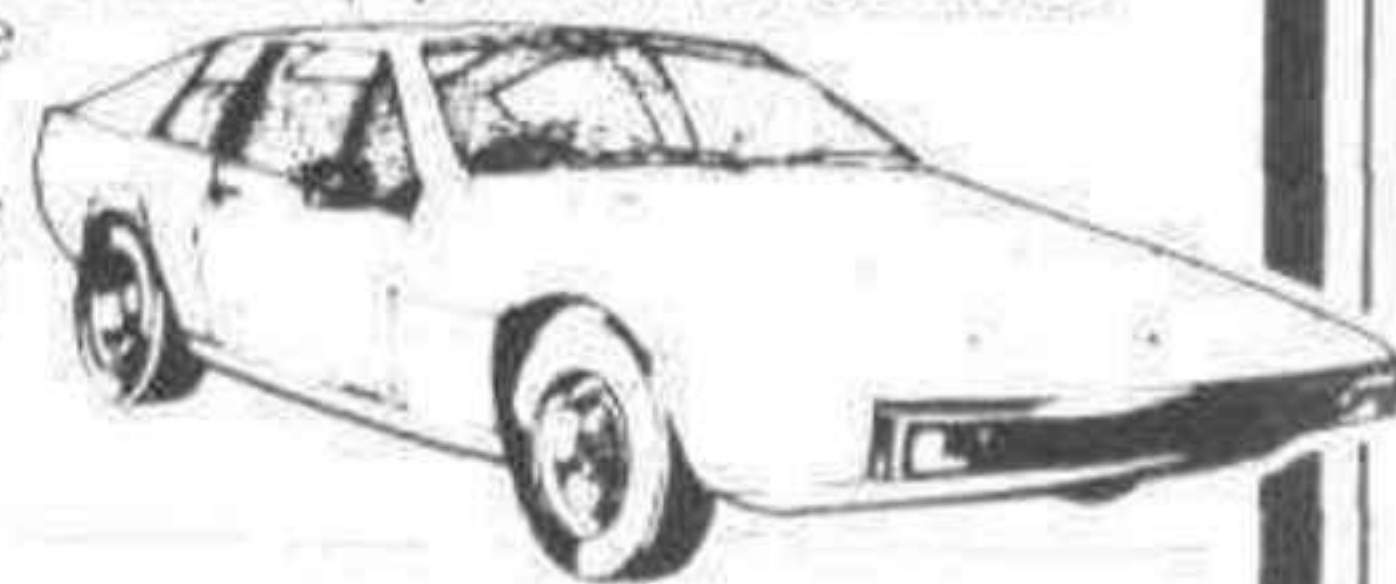
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TR6 OCT 1974. Mimosa with black trim, hard soft top, full tonneau, Ziebarted from new, MoT May 1980, immaculate. £2,250. Contact Mr. Robinson, 22 Ashley Road, Bathford, Avon; Telephone 0225 859663 (weekends), or leave message on 0249 815757 (office hours). (41865)

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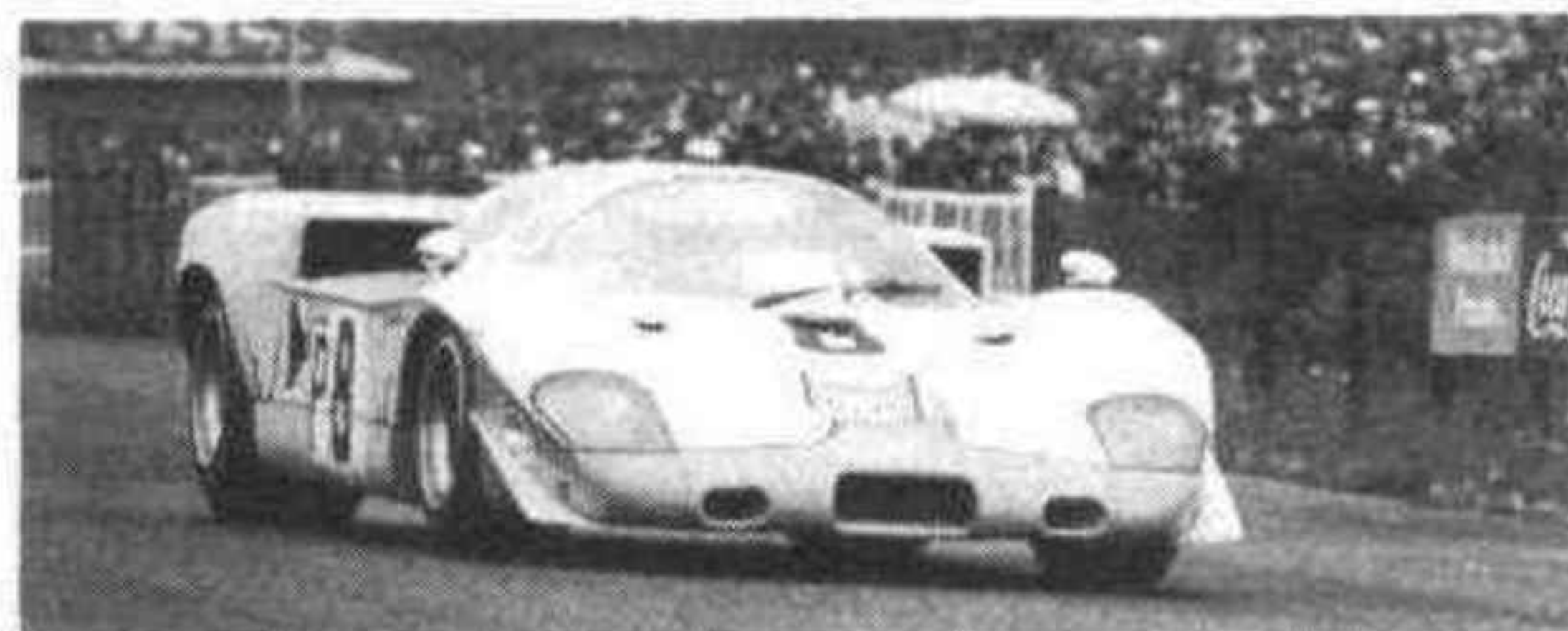
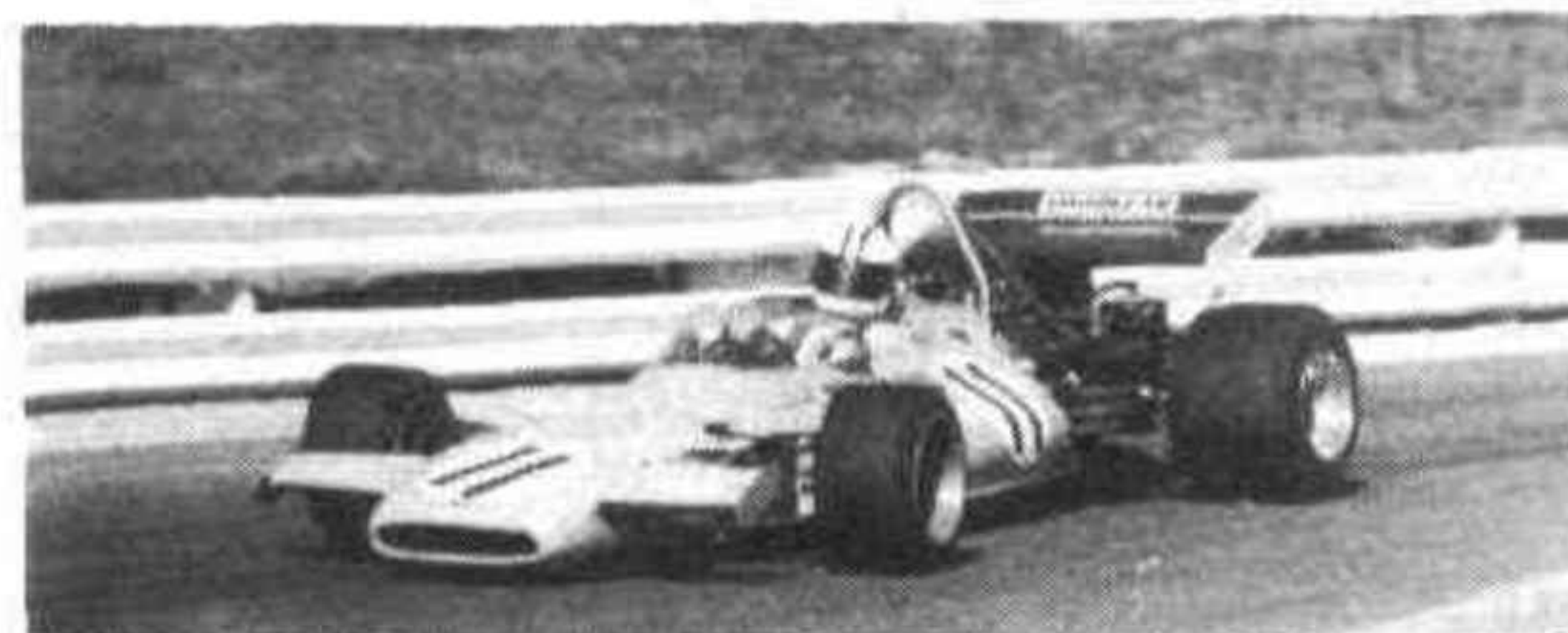


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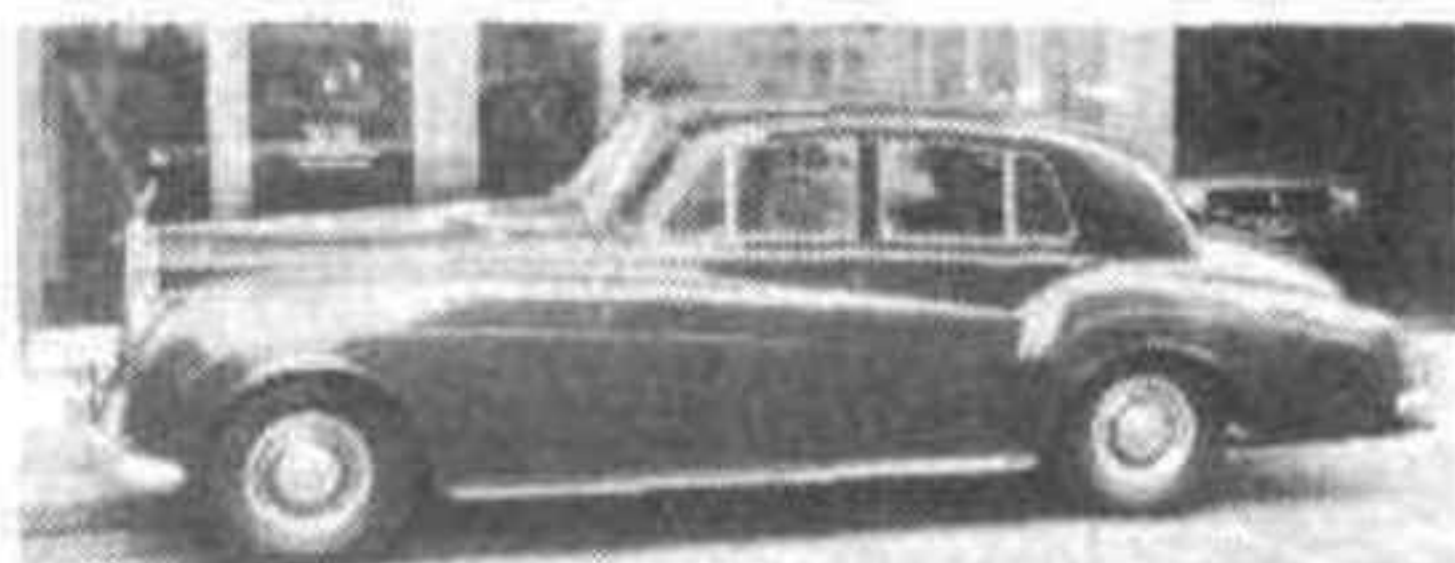
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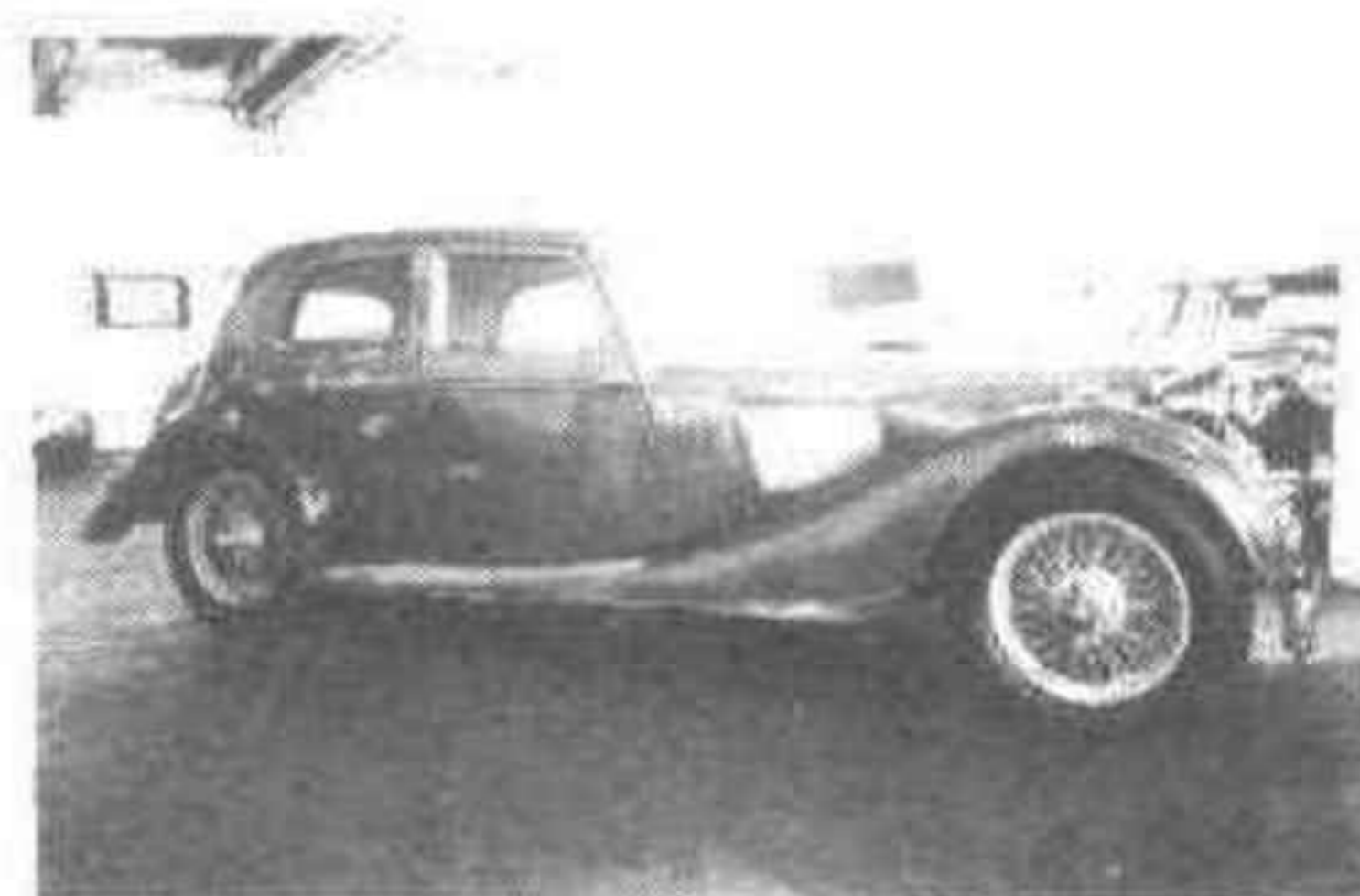
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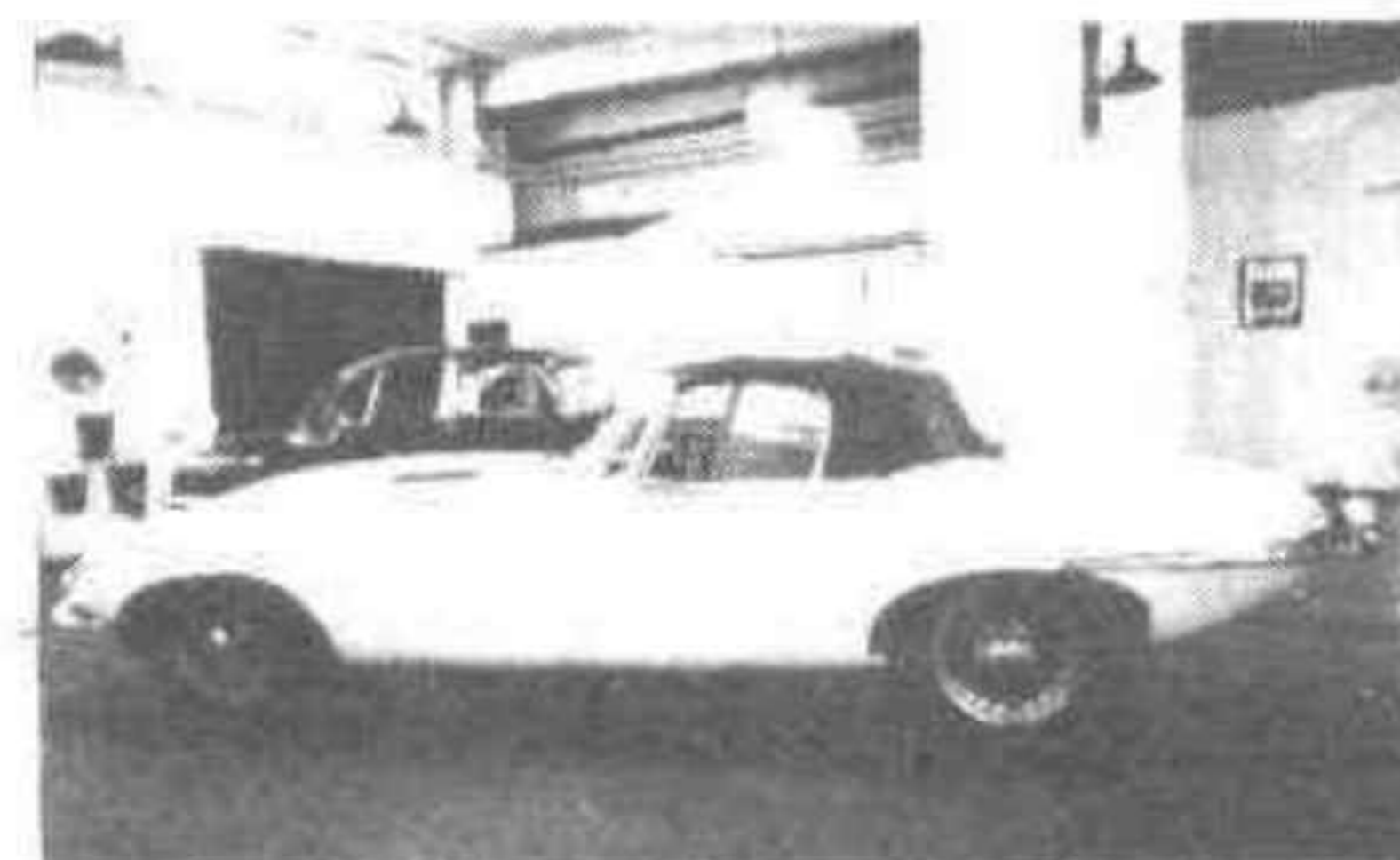
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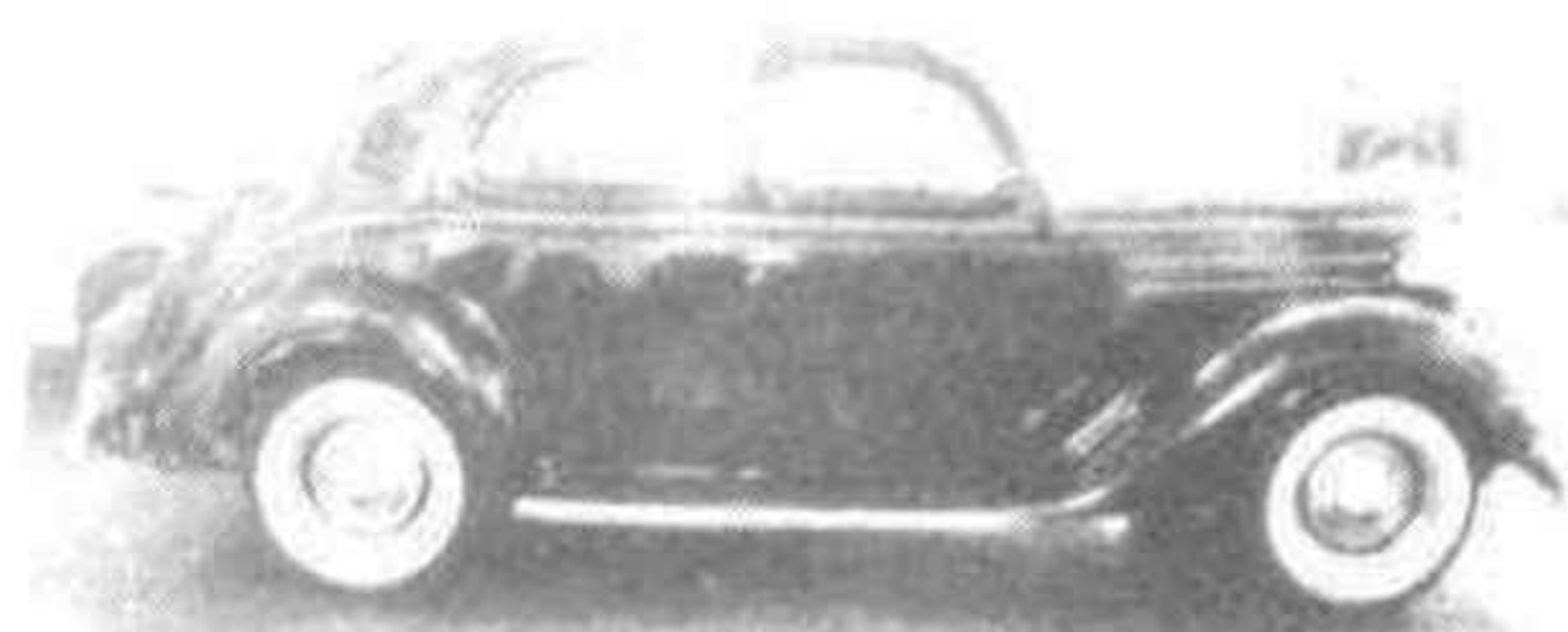
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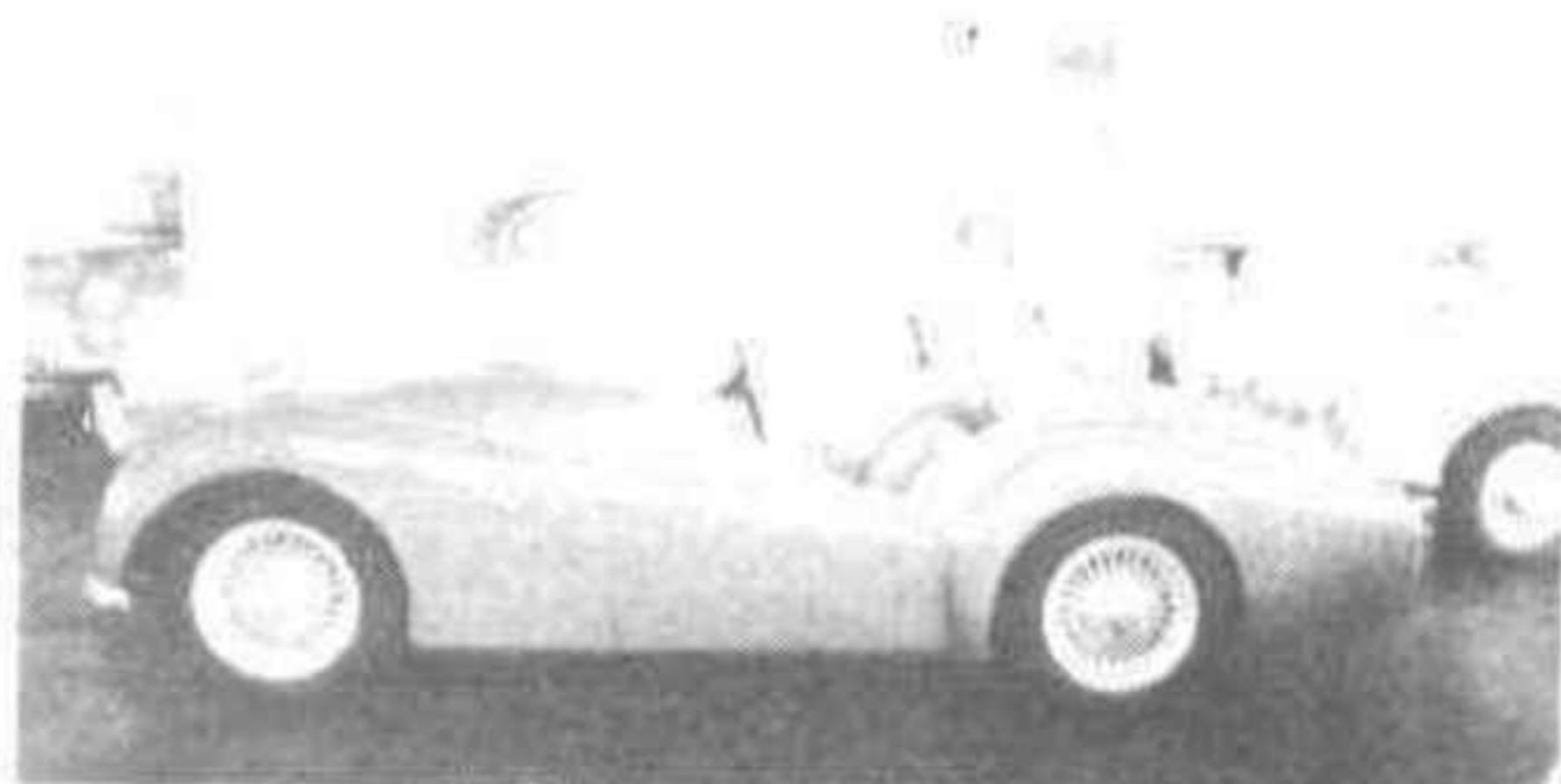
1952 ALVIS TB21 D/H
1970 MGC GT
1966 MERCEDES 220 SE
1968 ASTON MARTIN DB6
1950 MG TD, BRG
1963 JAGUAR Mk. II 2.4



1950 FORD V8 PILOT, black with tan trim, choice of 2.



1948 ROLLS-ROYCE Silver Wraith by H. J. Mulliner, brown and cream with biscuit trim, choice of 4.



1952 TRIUMPH TR2, red with beige trim, plus a TR3D in BRG.



1974 ROLLS-ROYCE CORNICHE Fixed Head, electric blue with tan trim, plus a choice of 4 Shadows.

1956 SUNBEAM ALPINE
1905 PORSCHE 356C
1969 VDP LIMOUSINE
1958 JAGUAR Mk. I 3.4
1937 ROLLS-ROYCE PIII
1967 SAMCO CORD
1949 TRIUMPH ROADSTER 2000
1934 MG PA, red
1955 AUSTIN HEALEY 100/4
1967 JAGUAR 3.4 "S"-TYPE
1965 ASTON MARTIN DBS
1972 VOLVO 1800ES
1966 JENSEN CU8
1961 MG A ROADSTER
1969 JAGUAR "E", D/H
1959 BENTLEY SI HOOPER
1958 MG MAGNETTE
1956 JAGUAR XK140, F/H
1977 ALFA ROMEO SPYDER
1971 PORSCHE 911T
1961 JAGUAR Mk.II 4.2
1960 JENSEN S41S
1959 JAGUAR XK150, D/H, LHD
1928 AUSTIN ULSTER
1962 MERCEDES 190SL
1979 AC 3000 ME
1968 MERCEDES 250SL
1958 SUNBEAM RAPIER, D/H
1934 CITROEN TOURER
1958 FORD CONSUL, D/H
1951 BENTLEY Mk. VI
1934 FORD MODEL "Y"
1954 HEALEY SILVERSTONE
1964 ROVER 110
1935 BSA SCOUT
1964 JAGUAR "E", D/H
1964 BENTLEY SIII
1970 MINI COOPER "S"
1971 JAGUAR "E", FHC
1963 BENTLEY SIII
1972 JENSEN INTERCEPTOR
1947 JAGUAR SS 3.5
1961 BENTLEY FLYING SPUR
1953 TRIUMPH TR3A
1955 BUCKLER 36K
1922 DODGE SEDAN
1971 ALFA MONTREAL
1948 ALLARD 201 SALOON
1920 VAUXHALL 23/60



1974 JAGUAR V12 "E" TYPE ROADSTER, manual, choice of 5 plus 4 six-cylinder models.

1961 ASTON MARTIN DB4, D/H
1968 BENTLEY "T" type
1966 MERCEDES 250 SE, D/H
1973 JENSEN INTERCEPTOR
1968 DAIMLER V8
1972 MASERATI BORA



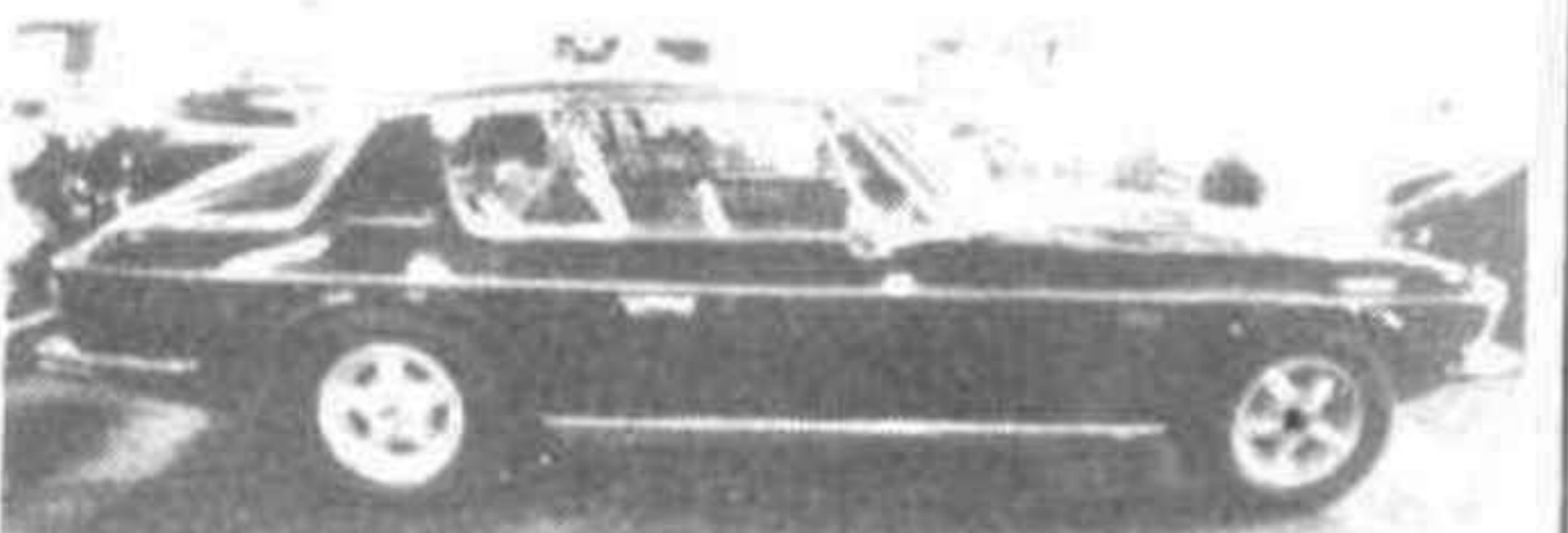
1934 ALVIS SPEED 25, racing two-seater, a very pretty car in British Racing Green.



1947 JAGUAR 3 1/2-litre, brown and cream with tan trim, nice car.



1933 MG TA SPORTS, BRG with ivory trim, plus a PA model and a mint TD.



1972 JENSEN INTERCEPTOR III, chocolate brown with tan trim, choice of 6.

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1931 ROVER SPORTS
1976 JENSEN HEALEY GT
1951 ALVIS TA21
1974 JAGUAR V12 "E", D/H
1962 FORD T-BIRD, D/H
1967 AC COBRA 289



1978 PORSCHE 928, automatic, silver grey with black trim, outstanding condition.



1957 JAGUAR Mk. I 3.4 SALOON, pale grey with black trim, plus a choice of 10 Mk II models.

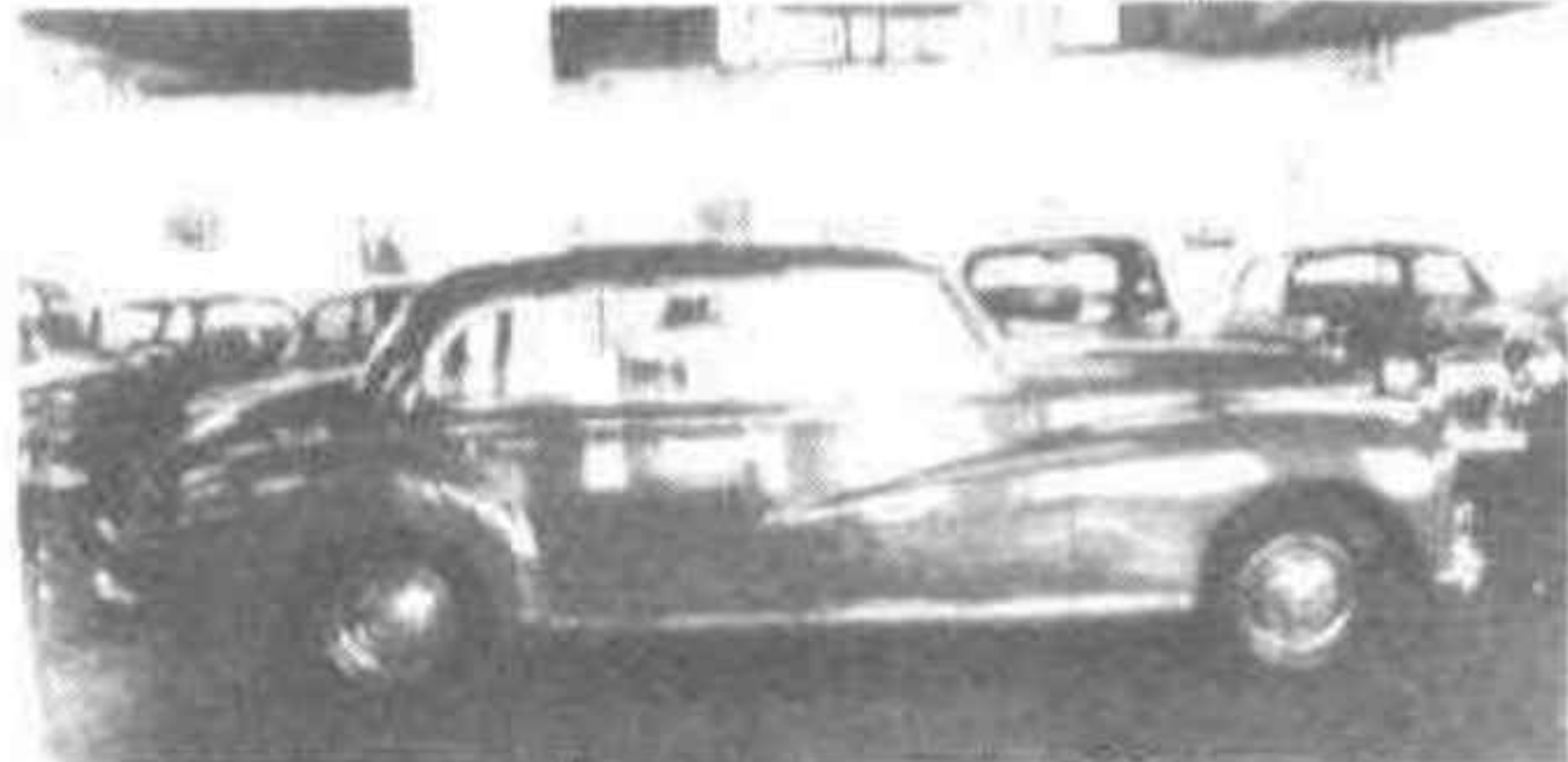


1974 ASTON MARTIN V8, white with black trim, carburettor version, with manual gearbox, choice of 5.



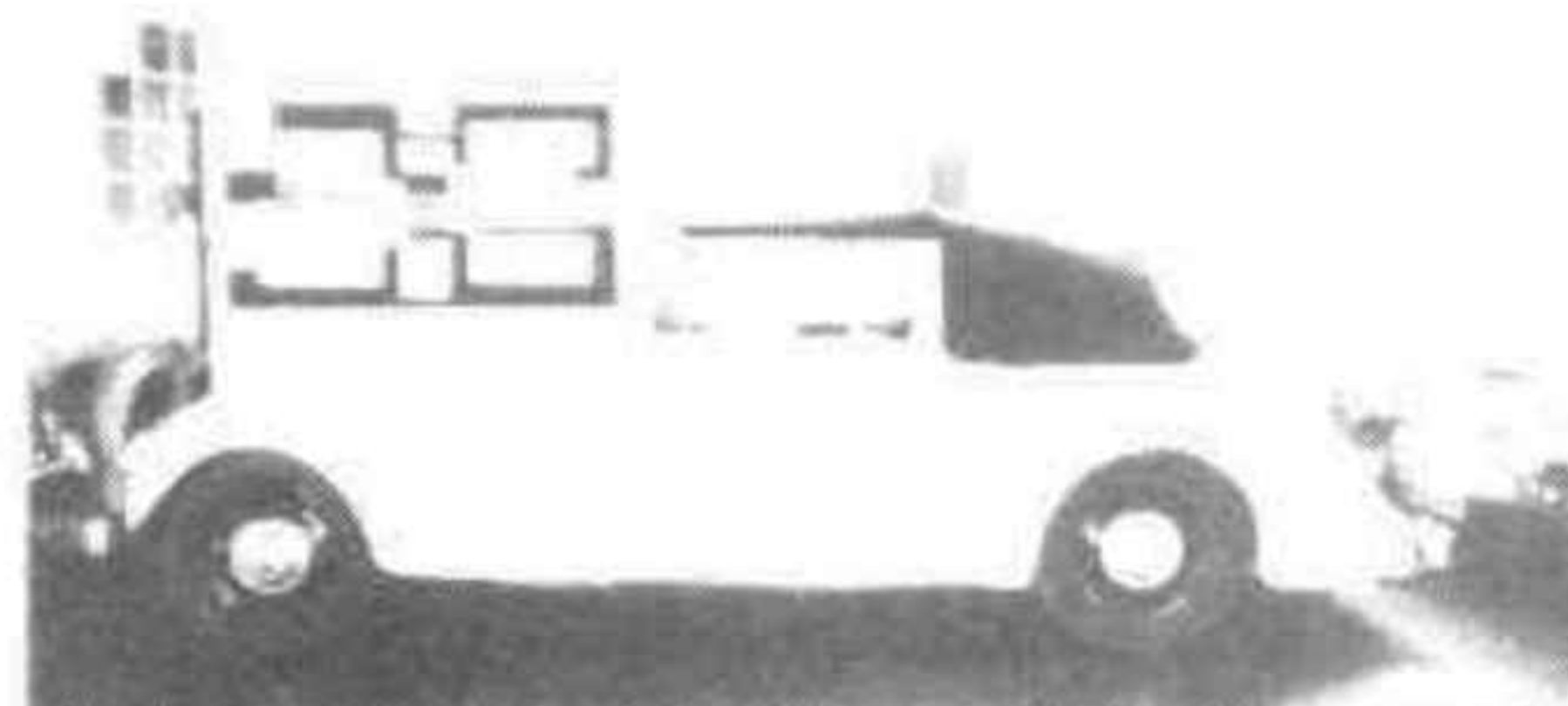
1953 JOWETT JUPITER, a beautiful little car in cream with red trim and matching hood.

1947 FORD FALCON
1976 PORSCHE 924, LHD
1934 BENTLEY TOURER REPLICA
1963 FERRARI 250 GTE
1968 ASTON MARTIN DBS6
1963 ALVIS TD2, D/H
1972 DE TOMASO PANTERA
1959 AUSTIN HEALEY 100/6
1960 DAIMLER DART
1948 ALVIS TB14 ESTATE
1946 FORD V8 WOODY
1934 LANCIA AUGUSTA
1934 ASTON MARTIN TOURER
1947 MG TC, red
1968 DAIMLER V8 MANUAL
1948 ROLLS WRAITH SEDANCA
1928 ROLLS-ROYCE 20 HP
1953 BENTLEY "R"-TYPE
1934 BENTLEY 3½-LITE
1931 VAUXHALL TOURER
1954 MERCEDES 300B
1934 BENTLEY AIRLINE
1930 HUMBER 16/50 TOURER
1948 DELAHAYE 135M
1930 VAUXHALL HURLINGHAM
1934 LAGONDA M45
1948 ROLLS WRAITH
1953 JOWETT JUPITER
1934 SINGER TOURER
1951 JAGUAR XK120, LHD
1953 BENTLEY "R" HOOPER
1961 JAGUAR Mk. II 2.4
1974 ALFA MONTREAL
1970 TVR TUSCON V6
1975 BRISTOL 411
1952 MG TA
1973 JAGUAR V12 "E", D/H
1972 CORTINA CONVERTIBLE
1937 AUSTIN 10
1947 ARMSTRONG SIDDELEY, D/H
1949 FORD PILOT V8
1974 MGB GT V8
1971 VOLVO P1800S
1966 ROVER 3-LITRE COUPE
1949 BRISTOL 400
1938 CITROEN LIGHT 12
1957 ROLLS SCI
1978 PORSCHE TURBO
1977 ROLLS S/SHADOW



1954 MERCEDES 300B, a rare RHD version in green with matching trim.

1968 ROLLS-ROYCE SHADOW
1957 BENTLEY SI
1965 JAGUAR Mk. II 3.4
1967 JAGUAR "E" 2+2
1958 ZODIAC ESTATE
1952 ARMSTRONG SIDDELEY



1947 ARMSTRONG SIDDELEY HURRICANE convertible, white with black trim, recently restored.



1959 AUSTIN HEALEY 100/6, red with black trim, choice of 4, plus 3 100/4 and 7 3000 models.



1952 BENTLEY "R" TYPE CONTINENTAL by Mulliner, dark green with biscuit trim, totally superb.



1951 JAGUAR XK120 ROADSTER, old English white with red trim, plus a left hand drive model.

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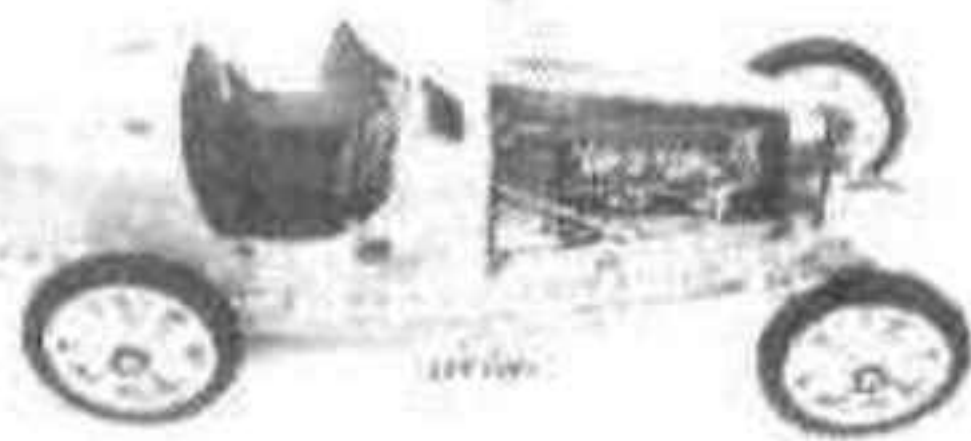
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MODEL CARS

ABINGDON CLASSICS 1/43
MG TD - hood or open £19.00
MG-A hardtop or open £19.00

ART COLLECTION AUTO 1/8
Bugatti 35 £1,500.00



AUTO PILEN & JOAL 1/43
Mercedes 230SL open or C111 £2.40
Porsche Carrera 6 £2.40
Porsche 917K Le Mans £2.40
Ferrari 250 Le Mans £2.40
Ferrari Can-Am or McLaren M8D £2.40
Ferrari 512S Pininfarina £2.40
Lamborghini Miura £2.40
Opel Ascona rally £2.75
Indra rally Maserati £2.75
Renault R5 or rally or police £2.75
Seat 1600 rally or 127 rally £2.75
Citroën 2CV Pop Cross £2.75
Mini Cooper rally or plain £2.75
Renault 12 taxi or fire car £2.75
Monteverdi rally £2.75
Oldsmobile Tornado £2.75
De Tomaso Mangusta £2.75
Opel Manta or Ascona £2.75
VW Scirocco £2.75
Ford Fiesta £2.75
Matra Simca Bagheera £2.75
Chrysler Alpine rally £2.75
Volvo 66 DL £2.75
Citroën Dyane £2.75
Ferrari P5 £2.75

ABC (Brienza + ABC Wheels) 1/43
Alfa Romeo T22 £24.95
Alfa Romeo P3 Avus £24.95
Alfa Romeo 1750 Gasogene £24.95
Only 300 each of the above are made.

AUTOSTILE (Brienza + ABC Wheels) 1/43
Ferrari Dino 206 £24.95
Ferrari 512 LM £24.95
Ferrari California Spyder £24.95
Alfa Discovoltante Spyder £24.95
Maserati 420 M Monza £24.95
Maserati 420 M Indianapolis £24.95
Talbot Saoutchik T26 £24.95

BELLE EPOQUE (Kit) 1/43
Voisin C28 1936 £15.00

BRUMM 1/43
Morgan 3-wheeler open or closed £2.70
Dartmouth 3-wheeler open or closed £2.70
Bedelia open or closed £2.70
Sanford sport open or closed £2.70
Fiat 75 h.p. or 110 h.p. 1905 £2.99
Fiat 574 1911 £2.99
Fiat 500 open or closed £2.99
Fiat Eldridge £3.50
Ford 999 £3.50
Fiat F2 GP or S61 1908 £3.50
Renault GP 38 1906 £3.50
Benz Blitzen 1909 £3.50
Locomobile Old 18 £3.50

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Alfa Romeo P3 Ferrari £38.59
Alfa Romeo P3 Targa Florio £41.69
Alfa Romeo P3 6-wheel £41.69
Mercedes Benz W 163 1939 £56.59
Auto Union V16 1935* January

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Trossi 1935 16 cv radial £20.95
Cisitalia 1946 D46 £20.95
Alfa Romeo RLSS-1922 Castagna £29.95

COLIBRI 100 series, mounted
Osca F1 1951 £39.50
Maserati Costin Zagato £39.50

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Lancia Stratos Alitalia 1975 £32.95
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Lancia Stratos Alitalia 1976 £32.95
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Stratos Chardonnet 1977 £32.95
Stratos Alitalia 1977 £32.95
Porsche Martini 935T 1977 £32.95
Ferrari T2 1977 Interlagos £32.95
Porsche Martini 1976 £32.95
Porsche Martini Spyder 936 £32.95
Porsche Martini Turbo 1977 £32.95
Ferrari T2 1977 £32.95
Porsche Jagermeister 1977 £32.95
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Jaguar D type (OKV 3) £32.95
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Mercedes 500K Civilian £32.95

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Maserati Costin Zagato £32.95

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Porsche 924 racing £3.75
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Landrover fire car £1.75
De Tomaso Pantera £1.75
Maserati Bora £1.75
Lamborghini Urraco £1.75
Volkswagen Golf or Beetle £1.75
Porsche 924 £1.75
Ford Fiesta rally £1.75
Mini de Tomaso £1.75
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1/43
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We have listed some models - we also stock kits

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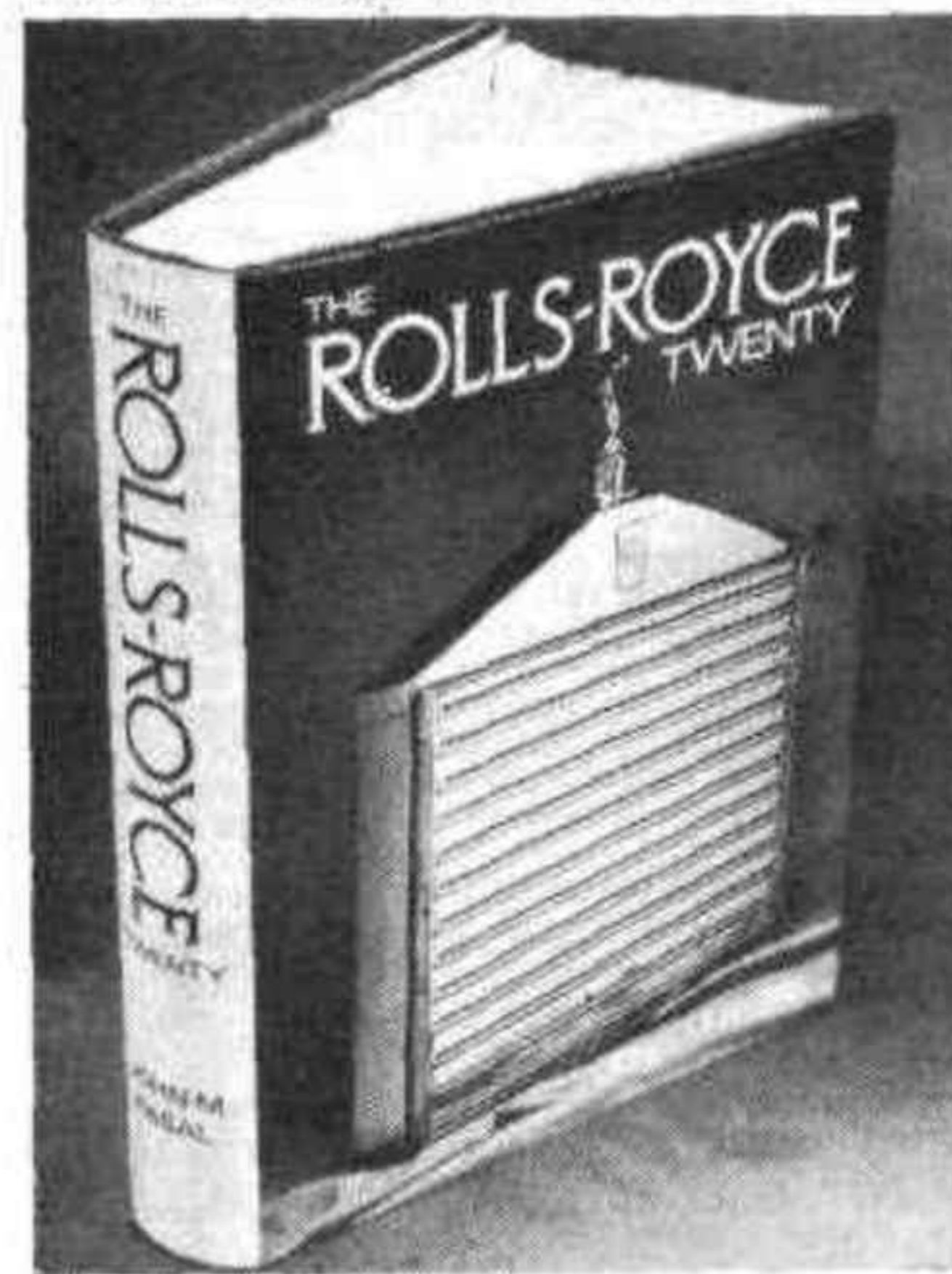
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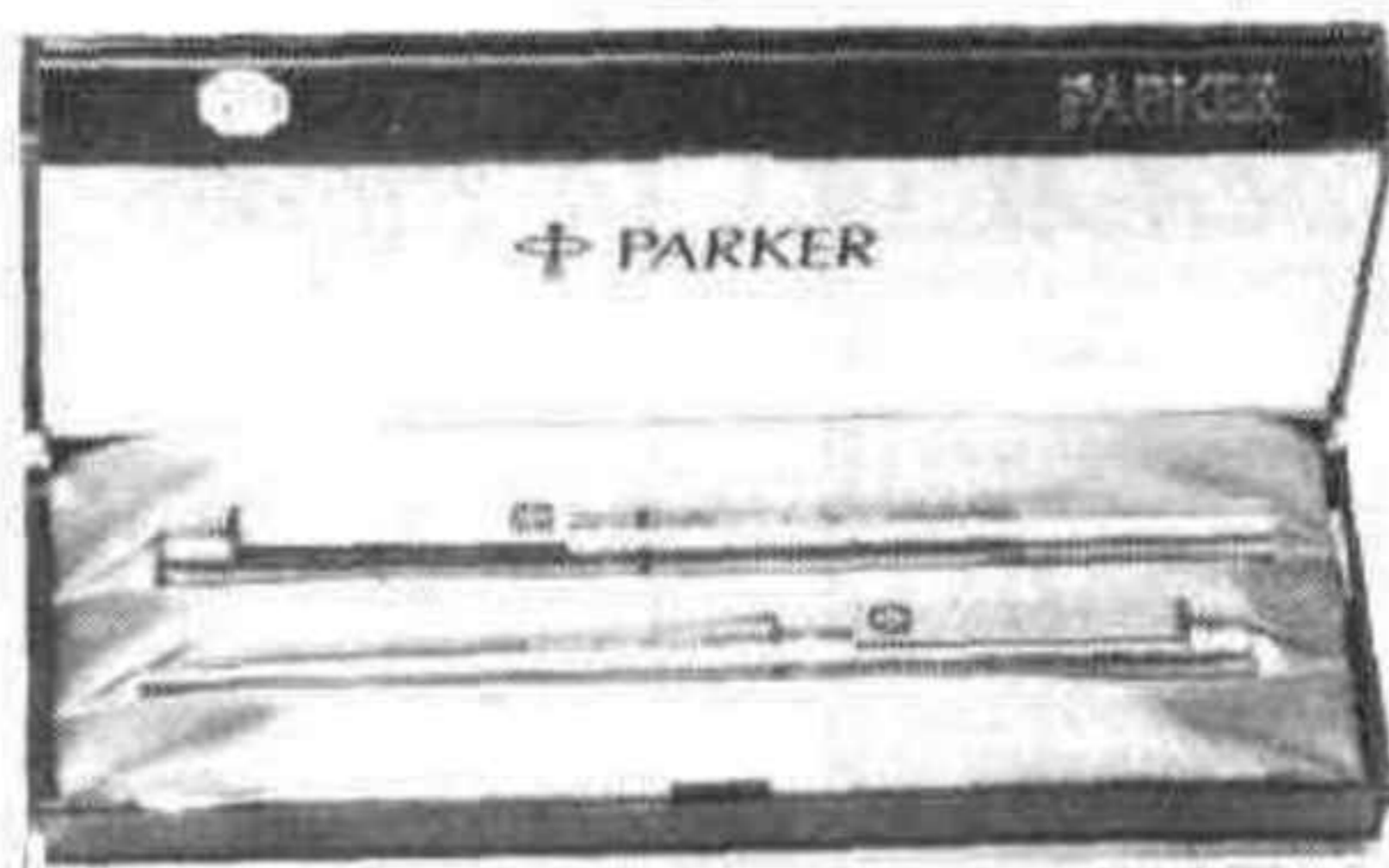


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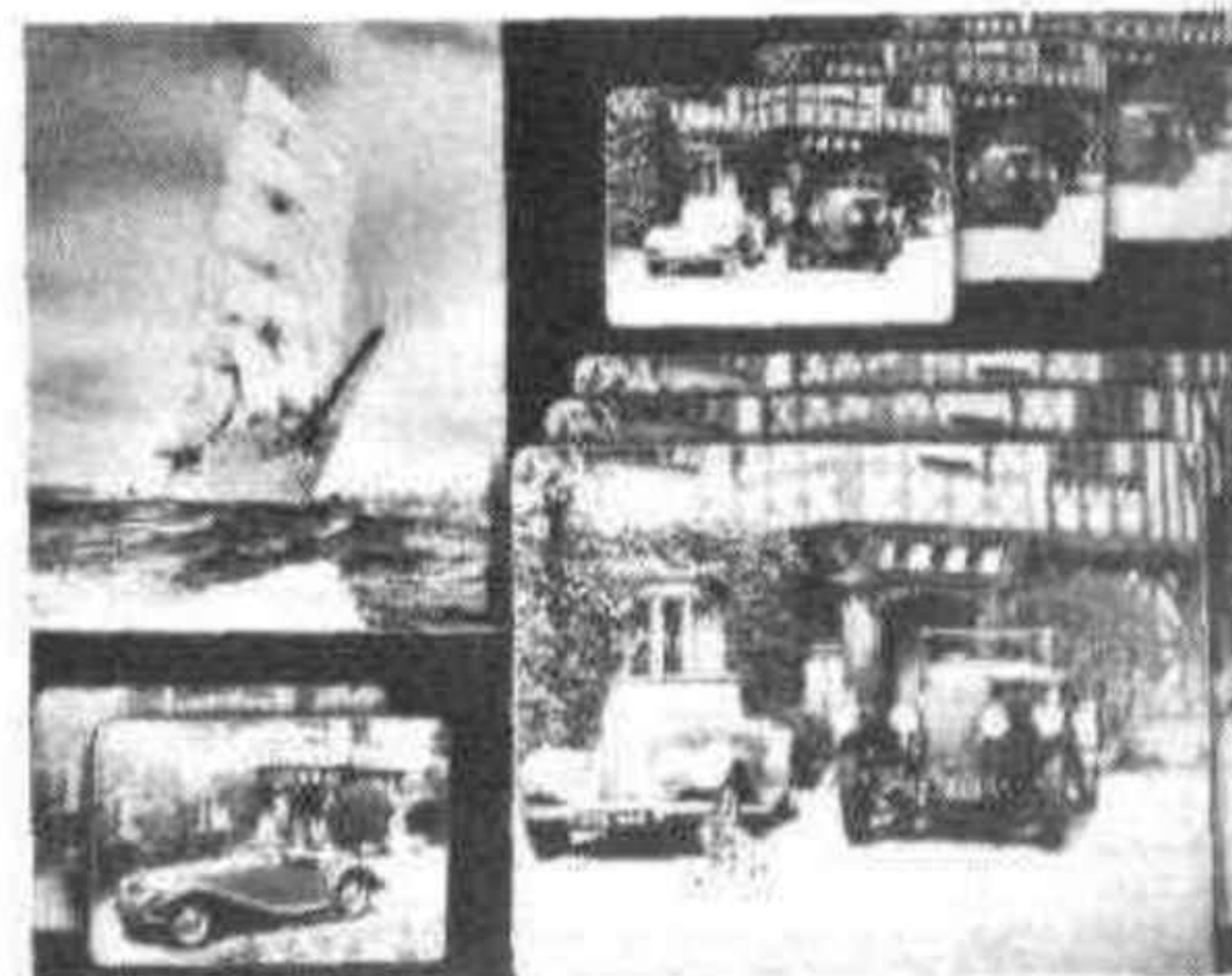
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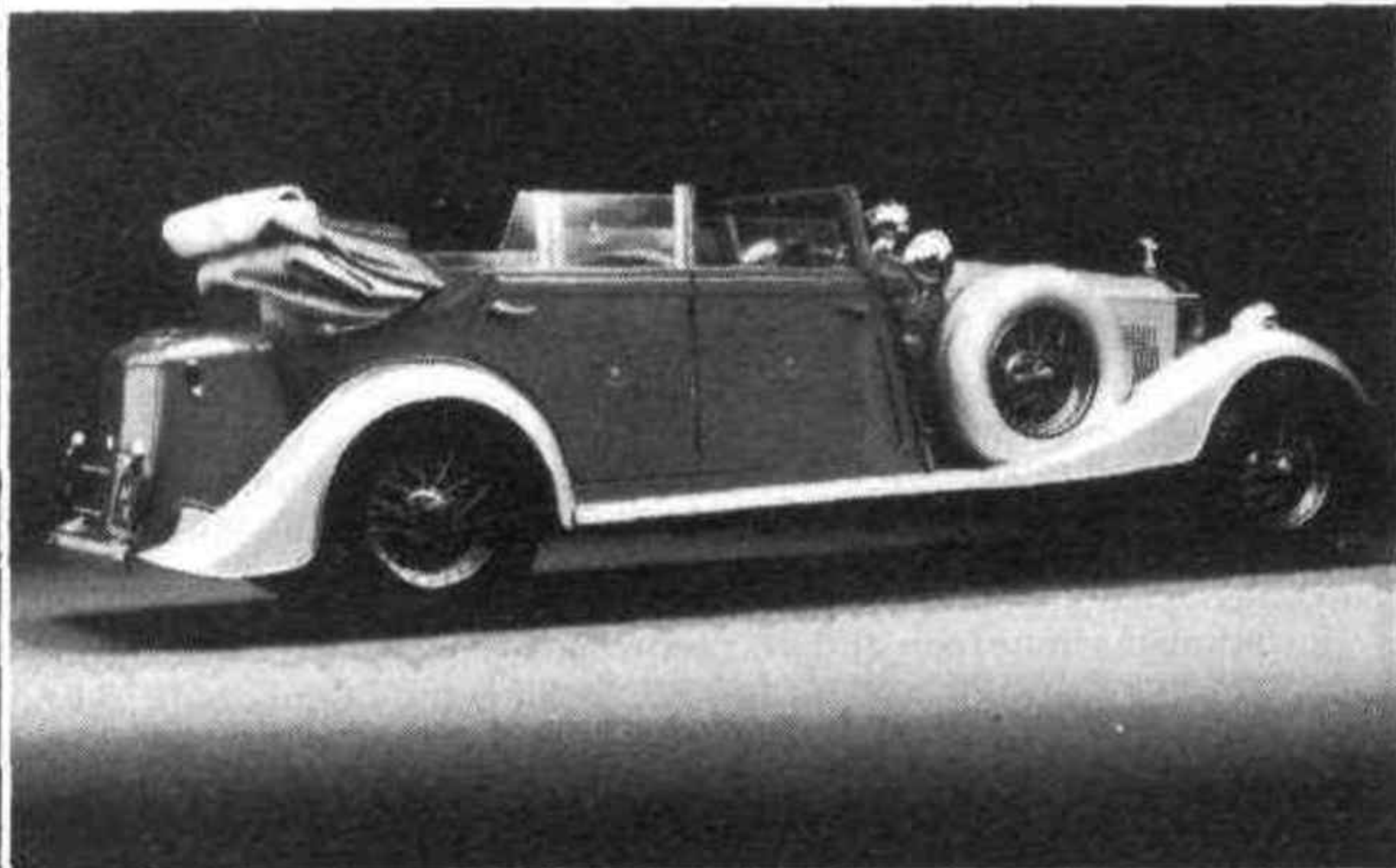
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Those 2,095 parts are in brass, copper, steel, iron, leather, plastic etc and these enable the model to have working steering and suspension, operating brakes, drophead that can be raised or lowered (as in the picture), opening lockable doors, working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

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

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The Mercedes Benz W154 of 1939 (pictured above) is another superbly detailed, very high precision model in kit form but made to the slightly smaller scale of 1/20th — ideal for those who are going to build a small collection of super-detailed classics. A majority of the parts are die-cast metal, the model is ready-painted needing only fine detailing and assembly to make it into a superb display piece that as with the Rolls-Royce above is worth when built at least three to four times the kit price. The set of parts features virtually every detail from the full size car including — working front suspension with rocking trapeze arms and helical springs, working De Dion rear axle with working suspension, three-row ready-spoked world patent wire wheels with correctly patterned tyres, full cockpit detail with all instruments and controls, and, even full under bonnet detail with all engine piping etc. This is of course the car that was driven by Seaman, Von Brauchitsch, Lang and Caracciola and is a fitting memory to the last races of the golden era before the '39-'45 war.

These models do not require previous modelling skills (nor do the ones at the top of the page) but they do need patience, intelligence and attention to detail. All are complete with full instructions which are easy for even a newcomer to follow — and — if you get stuck our experts will always try to help!

There are several similar models available to us from the same source — details below — and all usually available ex stock and post free UK. Free leaflet available on request (providing we don't run out) — order by post or by telephone using your credit card any day from Tuesday to Saturday — Sundays and Mondays we try to have a rest!

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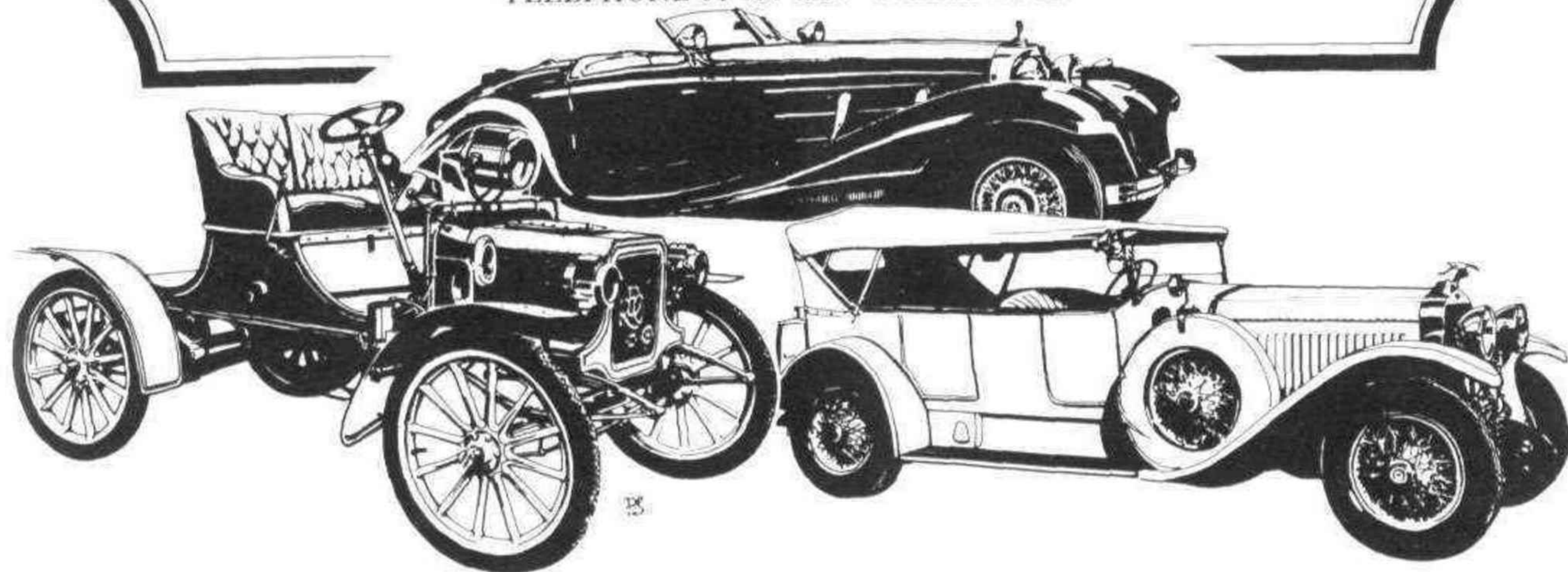
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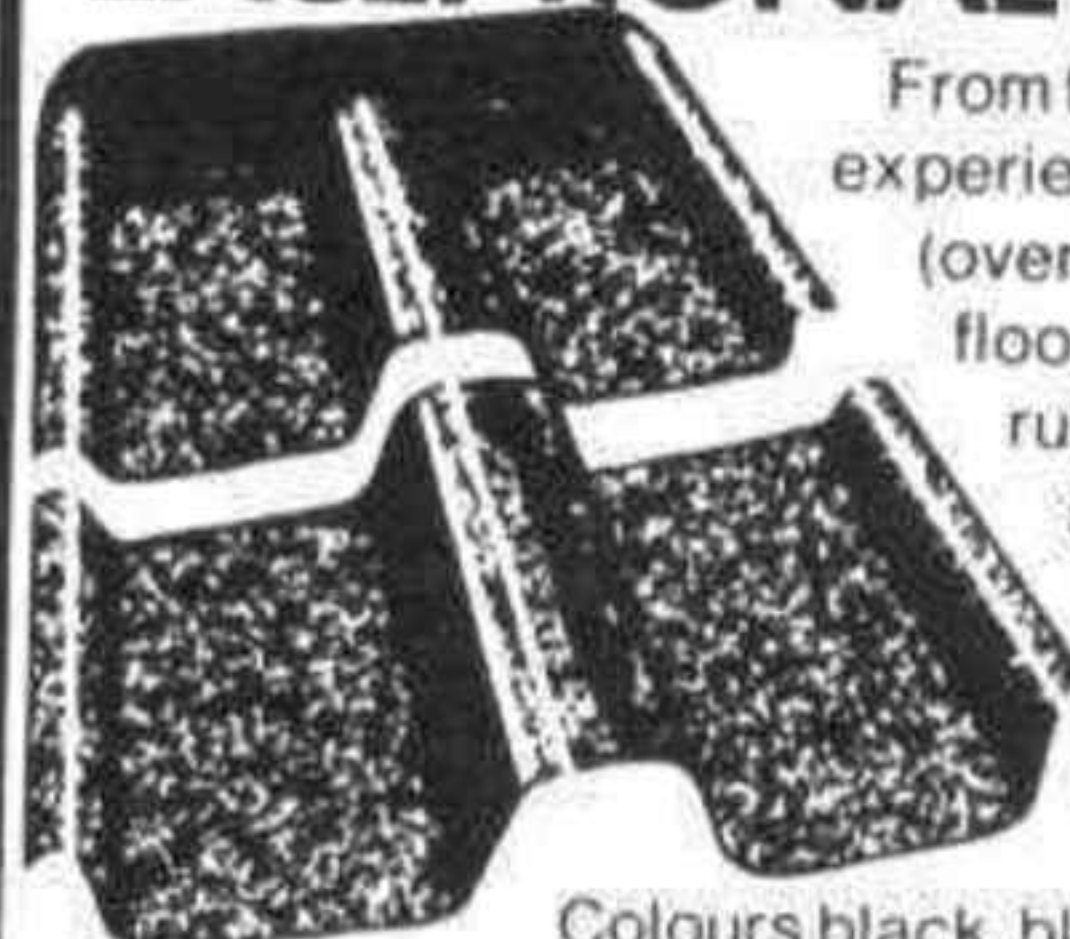
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FIAT X 1/8. S Reg., 17,000 miles only, metallic orange, very good condition. £3,050 o.n.o. Would consider part exchange. Tel: Prestatyn 6108 after 6 p.m. (42133)

BUGATTI REPLICAR (1927) T38. Winner of five trophies, absolutely immaculate, hand built in 1975. £4,000, serious enquiries only. Tel: Yatley (0252) 878853. (42134)

CORVAIR MONZA 110, 1965, collector's item, immaculate, must be seen to appreciate. £2,500. Tel: Yatley (0252) 878853. (42134)

LOTUS EUROPA S2. H Registration, Hermes Weber conversion, revolution alloys, year's MoT, sound car in daily use. £1,350 o.n.o. Tel: Lincoln 720045. (42132)

LOTUS 504 ELITE. Regd. late 1977, driven by one careful lady driver, pas, air conditioning, automatic. 23,000 miles, white. First offer of £8,500. Tel: 01-801 2121. (42122)

FOR SALE—continued

BENTLEY, 1927 Red Label 3-litre, open tourer 4-seater with hood. M.o.T. certificate and taxed. £11,000. Tel: 01-393 3251. (42131)

BENTLEY R TYPE, 1963, engine and body fully restored by Mallieu, quick sale. Any reasonable offer considered. 01-286 7126. (42130)

LOTUS ESPRIT S2 T Reg., 5,500 miles, pristine condition, in red with leather trim, radio. £11,950. Tel: Birtley (0632) 406517 office hours. (42129)

ABARTH, ALFA ZAGATO and other Italian classics direct from Italy, you choose the car, I do the fetching. Tel: Franco, Icklesham 440, for a friendly chat. (42128)

DOLOMITE SPRINT, Mimosa, automatic, 1975, nice condition, carefully maintained, recent new cylinder head, radiator, water and petrol pumps, 31,000 miles, Waxoyl rustproofed, extras include radio, laminated screen, Kenilow fan, Yale locks, full Acoustikit. £2,000 o.n.o. Tel: 01-583 6919. (42127)

DAVRIAN IMP. P. Reg., 1975, 998 c.c. sport engine, taxed, M.o.T., very good condition, genuine 2,000 miles only. £1,400 o.n.o. for quick sale. Tel: Day, Dulverton 23787, evenings Brompton Regis 366. (42126)

DAIMLER COUPÉ, 1975, 24,000 miles, double six, only 370 produced. £4,500 o.n.o. Tel: Hoddesdon 44914. (42125)

DATSUN 2602 2+2 sports. February '78, maroon, 35,000 miles, excellent condition throughout, one owner. £4,950. N. Holman & Sons. Tel: 0736 3838. (42124)

LANCIA 2000B COUPÉ, T Reg., all extras including sunroof, cassette/radio, metallic Windsor brown, Ziebart guarantee, 13,000 miles, excellent condition. £3,950. Tel: Evenings, Wilmslow (0625) 529499, days Macclesfield (0625) 27876. (42123)

CHRYSLER MODEL 82, 1927. Six-cyl. 2075 c.c. pretty aluminium coupé body by Carlton Carriage Co. London. Drophead, wind down windows, dicker seat. Recent concours winner, taxed, Nov. M.o.T. July, 1980. Sale includes spare engine professionally reconditioned regardless of cost. For further details and appointment to view phone Oxford (0865) 58188 evenings or weekends. No time wasters please. Substantial offers invited. (42325)

1936 A7 RUBY. Sound body, good upholstery, partly dismantled but complete, straightforward rebuild. Also, some useful spares £500. Will haggle if you come with cash and your trailer. Tel: (Lincolnshire) 0522 74 352. (42324)

AUSTIN 12/4 Harley saloon, 1934. Good running order, M.o.T., spares. Offers 01-658 6910. (42323)

LOTUS 17, Historic sports racing car, 1958. 1220 Coventry Climax engine with 5-bearing camshaft, twin Webers. All in excellent order. Spare bodywork and engine spares. Complete with trailer if required £6,850. Phone for full details Radcliffe on Trent 3335. (42329)

JENSEN HEALEY, 1973. Hard and soft top, radio, resprayed red, new tyres and complete exhaust system, recent Jensen service plus much other work. M.o.T. till June 1980. Circumstances force quick sale £1,300 o.n.o. Stourport-on-Severn 77192. (42342)

GILBERN INVADER, 1971. Manual, overdrive, yellow, electric windows, virtually one owner, c. 70,000 miles £1,700. Tel: 0492 2391. (42341)

JAGUAR 2.4, 1967. White, manual, 61,000 miles, two owners, tools, radio, M.o.T., superb throughout £2,000. Telephone 0625 73769. (42346)

FOR SALE—continued

PORSCHE 911SC, 1979 (M). Olive green, cork, pinstripe, 10,000 miles, turbo wheels and P7s, console, superb condition, offers around £15,750.00. Tel: (0247) 60876 after 6.00 p.m. (42328)

PORSCHE 911S Targa, 1973. Metallic blue with black trim, 62,200 miles, all usual extras including front spoiler, Recaro seats, tinted glass, radio/stereo, history and service record, mechanically and bodily exceptional, must be one of the best examples available. Tel: Bedale (N. Yorks) 22589 anytime. (42327)

ASTON MARTIN DB5. For sale. AMOC regd. Owner unable to complete restoration due to business commitments. All reasonable offers will be considered. Would consider straight exchange for well kept Stag. Tel: Nottingham (0602) 269121. (42326)

JAGUAR 3.6 Mk. II, Manual, overdrive, gleaming coachwork, superb leather interior, as new chrome, 47,000 miles with one previous elderly owner. Excellent mechanics, best available at £1,595. 01-504 2064. (42350)

MGB ROADSTER, 1977 R. Yellow, black interior, striped upholstery, overdrive, Motorola radio, towbar. 32,000 miles, excellent condition £2,480 o.v.n.o. Twyford (Berks) 0734 340091 (evenings/weekends) 0734 55126 (days). (42343)

TRIUMPH TR6, 1968. Surrey top, Aubergine/beige interior, in immaculate condition. One of the rarer TRs with absolutely no rust present. An original car with great concours potential £2,000 negotiable. Horne, Bury St. Edmunds. Tel: Hardest 582. (42333)

250F MASERATI. Built up from original parts using engine No. 2522 and a new chassis frame. Car is in perfect condition and duty free in UK £57,000. In first instance write K. Duly, Chemin des Usées, 1246 Corsier/GE, Switzerland. (42332)

LOTUS ELAN Sprint, FHC, 1972. Blue/white, two owners, 44,000 miles, M.o.T. Sept. 1980, many extras, excellent condition £2,750. Phone 01-582 9148 evenings. (42349)

LOTUS ELITE 503 R Reg., 1977. Red velvet all usual extras, good condition £6,900 o.n.o. Must be sold phone 01-941 0021 or evenings Farnham 715612. (42347)

TR6, 1971. One previous lady owner, only 45,000 miles, overdrive, wires, etc., excellent value £1,500. Phone 0908 68 6318, Newport Pagnell. (42334)

E-TYPE V12, 1973. 2+2, azure blue, personalised reg., radio/cassette, JDC owner, superb condition, low mileage £6,295. Shaldon (Devon) (062687) 2513. (42352)

UNUSUAL 3.08 CORTINA, T Reg. Factory built, 1977. Similar 2.3 spec. with Essex engine, vinyl roof, radio, towbar (little used), VGC, no rust £3,250. Stoneham, Okehampton, Devon 2839 (Bus.) (42345)

ASTON MARTIN Drophead Coupé DB 2.4 Mk. II, 1955 3-litre large valve head engine, Platinum white with grey hide upholstery, a beautiful example of one of the rarest of the DB series. The car is in very good original condition with engine in perfect tune. Car maintained regardless of cost. Original handbook and full service history since new £10,000 o.n.o. Phone either 01-736 1714 or 01-730 2911 anytime during day or evening. (42340)

TR4, REG No. 3 DBP. Surrey top, recently restored irrespective of cost, genuine enthusiast's car and a superb investment at £2,550. Headley Down (0428) 712601. (42318)

GOLDSEAL SPORTS CARS
620-628 STREATHAM HIGH RD., LONDON SW16

£14,395 FERRARI 308 GT4, 1978. Metallic blue, full specification including air conditioning, leather interior, electric sunroof.

£13,995 FERRARI 308 GTB, 1977. Bright red with black leather, air conditioning, etc. 11,000 miles only.

£6,995 LOTUS ELITE, 1976. Black with oatmeal cloth interior, AM/FM radio/cassette unit.

£6,795 LOTUS ELITE, 1976. Lagoon blue with oatmeal interior, Phillips AC 860 radio cassette unit.



£7,695 BMW 528 AUTOMATIC, 1977. Black with black velour, tinted glass, p.a.s., Phillips radio cassette, most attractive.



£5,195 BMW 316, 1979. 4,000 miles only. Biscay blue with cloth trim, tinted glass, etc.

£6,745 ASTON MARTIN DBS V8, 1972. Single headlamp model in Kentucky blue, manual gearbox, air conditioning, radio stereo, etc.

£5,795 PORSCHE 911E, 1973. Metallic blue with beige interior, electric windows, alloy wheels, rear wiper. Blue Spot radio, etc.

£5,695 LANCIA MONTE CARLO, 1978. T Reg., white with blue cloth interior, tinted glass, sunshine roof, radio cassette, 5,000 miles only.

£5,575 ALFA ROMEO 2000 SPYDER, 1977. White with black interior, PB radio, one owner, 18,000 miles.

£5,395 BMW 3.0 SI, 1976. Metallic Sienna brown with velour interior, electric sunroof, electric windows and door mirror, polished Mahle alloy wheels, radio stereo, etc.

£5,395 BMW 3.0 CS AUTOMATIC, 1973. M Reg. Metallic midnight blue with superb white leather interior, CSL Alpina wheels, and wheel arch mouldings, electric sunroof, electric windows, tinted glass, etc.

£4,275 FORD CAPRI 3.0 S 1978. Metallic oyster with check cloth interior, one owner, 10,000 miles only.

£3,995 MG-B GT, 1978. T Reg. Russet brown with striped cloth interior, sunshine roof, radio, tinted glass, headrests, etc. overdrive.

£3,895 LANCIA BETA 2000 COUPÉ, 1977. Antibes blue with cloth interior, electric windows, etc., 16,000 miles recorded.

£3,895 LANCIA BETA 2000 HPE S2, (Dec) 1976. Dark brown with cloth interior, metal sunroof, electric windows, PB radio, etc., one owner.

£3,795 LANCIA BETA 2000 COUPÉ, 1977. Rosso Corsa with gold cloth, electric windows, radio cassette, etc.

£3,595 ALFA SUD SPRINT, 1978. Yellow with tartan interior, radio cassette, etc.

£3,595 TRIUMPH TR7, 1978. Tahiti blue with tartan cloth interior, Philips radio cassette unit, 12,000 miles.

£3,495 FORD CAPRI 1.6, 1978. T Reg. Bright Red with check cloth interior, radio etc. 13,000 miles, unmarked.

£3,395 TRIUMPH DOLOMITE SPRINT AUTOMATIC, 1977. Bright red with black interior, Blue Spot radio cassette, tinted glass, 19,000 miles.

£3,195 MG-B ROADSTER, 1977. Flamenco red with striped interior, overdrive, headrests, tonneau, etc.

£2,995 LANCIA BETA 2000 COUPÉ, 1976. Metallic Windsor bronze with gold cloth interior, metal sunroof, electric windows, etc.

£2,795 JENSEN HEALEY, 1975. Black with black interior, hard and soft tops, 5 speed gearbox, impact bumpers, etc.

£2,795 TRIUMPH TR7, 1978. Tahiti blue with black trim, radio, etc. one owner, 12,000 miles only.

£2,745 MG-B ROADSTER, 1976. Black with chrome wheels, overdrive, headrests, tonneau, etc.

£2,695 ALFA ROMEO ALFETTA GT 1.8, 1975. Black cherry with silver grey cloth interior, tinted glass, etc.

£2,345 ALFA ROMEO 2000 GTV, 1974 but P Reg. Piper yellow with black trim, tinted glass, radio, etc. £1,000 overhaul just completed.

£1,795 MG-B GT, 1973. Black with gold cloth interior, sunshine roof, etc.

£2,695 ALFA ROMEO ALFETTA GT 1.8, 1975. P Reg. Metallic periwinkle blue with white interior, alloy wheels, radio, tinted glass.

£2,645 MG-B GT, 1975. Harvest gold with black nylon trim, overdrive, sunshine roof, tinted glass, etc.

MOTORCYCLES
£1,545 HONDA CB900F, 1979. Metallic blue, 2,000 miles, mint condition.
£945 HONDA 750, 1977. S Reg. Black/red, crash bars, rear box, 8,000 miles.



£4,795 BMW 3.0 CS AUTOMATIC, 1973. M Reg. Metallic Ceylon gold, with black velour interior, electric windows, radio stereo, etc.



£3,795 VW SCIROCCO GLS, 1977. S Reg. Metallic blue with beige cord interior, alloy wheels, radio cassette.

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1977 Alfa Romeo Spider. Metallic silver, alloy wheels, 22,000 miles only, one owner. A classic vehicle. **£5,295**
1972 BMW 3-litre SI Coupe. White with blue cloth interior, fitted electric windows, power steering, alloy road wheels, radio/stereo. First class condition throughout. Chance to buy this rare model at a reasonable price. **£3,995**

Mudford, Christchurch, Dorset Tel: Highcliffe 5351



The emasculation of the Greater British Motoring Male now moves into a whole new chapter with the final demise of the MG marque after a long and pitiful decline. Emotional appeals from an outraged owners' club inevitably fall on deaf ears — policies once formulated by enthusiasts are now unscrupled and dictated by cost controllers in a climate that is anathema to SPORTS cars. Only last week the writer was privileged to spend a glorious half hour at the wheel of an Austin Healey 3000 — another giant laid low — and the lasting impression was one of sheer frustration, knowing that BL could still be building great cars, if only the impetus was there, but of course it is gone forever.

So what shall the true enthusiast do now, if he wishes to change his ageing MG, and does NOT want a Honda badge on his new model? The answer must be to switch loyalties and support the SMALL companies who build cars because they LIKE DRIVING them, and because they KNOW what it's like to set the adrenalin flowing on a good long straight or a sharp bend. At DVM we're totally TVR, because they're GOOD, because they're BRITISH, and because for sheer CHARACTER they'll take all the 'exotic' opposition to the cleaners! Now then, you downcast driving dervishes — come and lighten your darkness with a test drive in a TVR — it'll knock 10 years off you!

SOLD TO THE FIRST FANATIC! New TVR TAIMAR. Squadron Blue with metallic silver band and optional Wolfraze wheels. Black sunroof. A beautiful, pedigree projectile.

TVR TAIMAR 1977. Brown with oatmeal coachband. Personal reg., VBN 25, factory serviced, 18,000 miles. Sunroof and radio. Immaculate. **£5,995**
MG-B Roadster 1978 the last of the line! 11,000 miles; burgundy, overdrive. Buy it and keep it because there won't be any more! **£3,550**
TRIUMPH STAG White, h & s tops, manual with o/d. 'S' reg'd. — again one of the final few! **£5,950**
ALFA ROMEO SPIDER 1975. Pagoda yellow-black coachband. Excellent, elegant little drophead, and it IS a genuine 2+2, so you can cart the kids in comfort! **£3,650**
SPARTAN Triumph based special, meticulously finished. 6 months old and of instant interest! **£2,650**
TRIUMPH TR7 Choice of two, damask red '77 and Java green '76 **£2,900 and £2,650**
MG-B Roadster 1975 'P' reg'd. Black, with o/drive. **£1,950**
JAGUAR 'E' TYPE 4.2 litre, fixed head coupé. 1971, wire wheels, 65,000 miles. **£4,650**
TRIUMPH TR6 P1 roadster, one black, one yellow, one '74, one 1973. Both fitted with the magic overdrive! **£2,500 and £2,250**
MERCEDES 280 SE 'S' class Merc. with personal reg. 26 NTE. Met. blue, air con., radio/cassette. Big and stylish! **£7,500**
LOTUS SEVEN SERIES IV. Black, 1971, full weather equipment. Ego trippers only please! **£2,575**

A customer wants us to find a home for the following. 1973 V12 'E' type roadster. One owner, h & s tops, auto. gearbox, 68,000 miles. Bonnet replaced 2 yrs. ago and indifferently resprayed. Sensible offers around 6, please.

Immaculate sports cars bought outright or sold on commission — please enquire for details.

DEARNE VALLEY MOTORS
95 SHEFFIELD ROAD,
ROTHERHAM.
Tel. 0709 2966

2 miles from M1 (junctions 33 or 34) on A630

Southern customers — sales or service/M.o.T. please contact: Status Car Centre, Warren Road, Purley. 01-668 9559/4010.

FOR SALE—continued

ALFA ROMEO ZAGATO. OSCA Maserati. If you're interested in the above cars ring. Franco, Icklesham 440. (41711)
HRG. 1946. 1,100 c.c. H. R. Godfreys own car, this owner last 20 years. Absolutely immaculate. Original log book, some spares. £7,950. Tel: David Seath, Eastbourne 27362 (office), Hailsham 841541 (home). (41712)
ELAN SPRINT FHC. 1972. (L), red/gold. Bluespot, rebuilt engine and gearbox, bills for £600. £2,850. Tel: Bishops Stortford (0279) 74666 (Herts). (41713)
MERCEDES 350 SLC. Metallic silver, blue velour interior, electric tinted windows, air conditioning, central locking, electric sunroof, headlamp wash and wipers, service history, taxed, M.o.T., personal registration, stereo cassette, superb throughout. £8,950 h.p. possible. Tel: High Wycombe 28035. (41714)
PRINCES R 4-LITRE. 1966. Vanden Plas, Reg. No. 9048 R. Good condition, taxed, M.o.T. £1,000 o.n.o. Tel: 0303 38636. (41734)
MG-JE. 1932, fully restored, most original, excellent upholstery and hood, £1,000 recently spent on engine including Allen crankshaft and rods, £5,000 o.n.o. or part exchange Formula Junior, Oxford 52652 or Newcastle upon Tyne 742407. (41722)
MATRA BAGHEERA 1974. Excellent condition, resprayed, V reg. £2,750 o.n.o. Phone Oxford 52652 or Newcastle on Tyne 742407. (41722)
1931 MORRIS COWLEY 2 seater dicky, complete, not rusty, plenty of work needed to body, runs very well £2,500. Woollett, 143 Maidstone Road, Chatham, Kent. Tel: Medway 43047. (41721)
BENTLEY 3-LITRE. Very rare 1924 vintage saloon. Weymann fabric body. Excellent original condition. Very sound in all respects. BDC member £13,700 or exchange considered. Tel: Newmarket 713269 evenings and weekends. (41719)
'C' TYPE JAGUAR XK 140 Fixed Head. Chrome wires, over £1,000 spent at Oldham and Crowthers this year. Mechanically excellent but bodywork needs rebuild. Taxed 12 months - M.o.T. £2,750 o.n.o. Tel: Mildenhall 714741 (office hours). (41719)
CAPRI GHIA 3.0-litre R Reg., metallic green, black vinyl roof, black trim, alloy wheels, special tyres, sunroof, tinted glass, remote door mirror, shag pile carpets, in fact every possible Ghia luxury. Absolutely beautiful condition. £3,095 px and help with finance. Swindon 43973. (41724)
ROVER ESTATE 3,500. 1971, very rare and practical vehicle, M.o.T., taxed. £1,200 May exchange. Caerphilly 864627. (41727)
MERCEDES 190SL 1961, white, in showroom condition, 81,000 miles; £4,000 Tel: Preston (Lancs) 35236. (41728)
JAGUAR 340. 1968, white, black interior, manual with overdrive, row hitch, new M.o.T., tax Dec. Not immaculate but sound. Sensibly priced at about £850. Tel: 0633 211060. (41731)
FERRARI BERLINETTA BOXER 512. 1978 model, LHD, genuine 52,000 miles, one owner, full Marranello service history, as new condition. £19,750 o.n.o. p.x. Tel: 01-723 2511. (41732)
LOTUS EUROPA Twin Cam, 1972(L). Oatmeal, Sundym, alloys. And Lotus Europa Special, 1973, JPS, 35,000 miles, Sundym, oatmeal, 5-speed, alloys. Tel: 01-951 1533. (41850)
STAG, 1975. Excellent condition, below average mileage, many extras, H/S tops. £3,500 o.n.o. Tel: Mold 58707 (weekdays) or 3261 (evenings). (41849)
ALFA ROMEO 2000 GTV, 1975, 46,500 miles, white with black interior. New clutch, XAS tyres, Ziebarted, taxed and MoT until March 1980. Average condition. £1,650 o.n.o. Tel: Stratford (0789) 293061. (41845)
ASTON MARTIN DB2/4 Mk. III, 1958. Tickford body, BRG, stone leather professionally retrimmed. £4,291 spent on mechanics during past two years including complete engine rebuild and new rear axle by Capt. Forshaw for £2,834 hence reason for sale. Car now running superbly on new Avon Turbos. £5,800. Tel: 046 279 257. (41848)
JENSEN INTERCEPTOR III, 1973. Metallic royal blue, tinted windows, all usual refinements; 58,000 miles, truly excellent condition, part exchange considered. £5,500. Tel: Swindon (0793) 31404. (41847)
ASTON MARTIN DB4 GT, 1962. Low mileage and in excellent condition. £15,000 o.n.o. Tel: Sevenoaks 61228 (weekends). (41844)
1934 MORRIS Minor, 2-seat tourer in blue, fully serviceable, taxed, long MoT. A rare opportunity to acquire a much admired and lovingly maintained motor car that has twice seen Geneva and Monte Carlo in the last decade. Tel: Day 01-222 9020 ext. 2222, evening 01-789 7463. (41843)
ASTON MARTIN DB56, Automatic, December 1969, Atlantic blue, 55,000 miles; excellent condition. £4,350. Tel: 051-924 1448 (daytime). (41842)
MERCEDES 350SL, 1972. Burgundy, hard/soft top, 50,000 miles, stereo radio/cassette, tinted glass, immaculate condition. Private sale but finance available. £7,750 o.n.o. Tel: Romford 44181 (days) or Ingatestone 2363 (evenings). (41841)
MORGAN -8, Alloy body, black wings, beige body and interior, 14,000 miles from new, many extras, e.g. radio, bonnet strap, locking petrol caps, chrome boot rack and wooden steering wheel. £6,500 o.v.n.o. Tel: 021-353 3598. (41840)
RANGE ROVER, 1973(M). Brown body, tan interior, radio, many other extras. £4,500 o.n.o. Tel: Aldridge 53121. (41840)
RANGE ROVER, 1975(P). White body, tan interior, tinted windows, radio, many other extras. £6,500 o.n.o. Tel: Aldridge 53121. (41840)
ALVIS, 1937. Speed 25 2-seater. This car has only done 4,500 miles since complete rebuild (mechanics and coachwork) etc. Engine compartment highly polished and whole car restored to Show condition. £6,800. Tel: 01-262 9660. (41839)
TVR GRANTURA 2A, 1961. 74 RTU, M6B engine and box with overdrive, stored past four years, essentially complete but tatty, ideal long term restoration project, best offer over £250. Tel: Marriott, on Stone 0785 815979. (41838)
TVR 1600M, 1975(IN). Concours winner 1978 and 1979. £3,000. Tel: Taniworth-in-Arden (STD 05644) 2103 evenings. (41837)
RENE BONNET D'Jet coupé, 1963. Rare RHD version of 1st production mid-engined car. Forerunner of Renault Alpine. Pretty fibreglass body. Renault running gear, including 95 b.h.p. 1,108 c.c. Gordini. Titled original owner, taxed and MoT'd. £2,450. Tel: 0272, 553605 work — Mike. (41836)
LANCIA 1600 Rallye H.F. Lusso, K-reg. 57,000 miles, MoT July 1980. Regularly serviced, excellent performance. £1,200. Tel: Chorleywood 3025. (41834)
BMW 2002 Ti, 1972. Inca orange with black and grey cloth trim, excellent condition. £1,500. Tel: 0386 2718. (41833)

FOR SALE—continued

PORSCHE 911SC Targa. Available January 1980, two years old, 20,000 miles, offers over £13,500. Tel: Kirk Langley 366 (evenings). (41832)
FERRARI 308 GT4 2+2, 1977 (Dec.). 8,000 miles, metallic dark blue, magnolia interior, concours condition inside and out. Recently tuned at Ferrari Works, Modena, considered fastest GT4 in UK. £12,500. Tel: (office 0493 62582, evenings 0493 721153 (Norfolk)). (40059)
LANCIA AURELIA First Series 4-door pillarless saloon, RHD. The bodywork is good although needing respray. The interior is very good just needing a clean. The engine has seized through standing. The car has not been started up to make it look better than it really is, it is a very rare car that would make an excellent winter restoration project. For £950 o.n.o. Tel: Horsham 83392. (42021)
GILBERT INVADER MK. 3, 1973, M Reg., blue, immaculate, low mileage. Investment at only £2,695 o.v.n.o. PX possible. Tel: Sunderland 59548 or call 11 Landon Avenue, Sunderland. (42024)
MG-B, 1976, yellow, black trim, overdrive, Ziebarted from new, radio, headrests, under 9,000 miles, just as new. £2,700. Tel: Rotherham 78323. (42020)
ALFA ROMEO 2000 GTV Coupé special, 1975, alloys, tints, sunroof, above average condition. £1,950. Consider restored Tiger plus cash. Tel: Middleton-on-Sea 5410. (42017)
ASTON MARTIN DB5. Award winning car in October's AMOC National Concours event. Sierra blue, red trim, chrome wheels, stainless exhaust, immaculate and mechanically superb. Tel: Leamington Spa 22141. (42016)
LAMBORGHINI ESPADA MK. III GT2, 20,000 miles, service history, cherished number, white with dark blue leather, air conditioning, power steering, stereo radio/cassette. £10,500 o.n.o. PX considered. Tel: 0483 34754. (42014)
MG-B ROADSTER, 1976, immaculate condition, low mileage, Cadulac rustproof treatment. £2,300. Tel: Chester 49806. (42019)
PORSCHE CARRERA 3-litre Targa Sports. White, black pinstripe interior, R Reg., 38,000 miles, absolutely immaculate collector's car, spoilers front and rear, air conditioning, P7's, electric windows, etc., etc., full history, any inspection invited. £15,350 for this appreciating asset. Genuine enthusiasts only. Ray Davey, day 01-850 1349, evening 01-304 9677. (42015)
BMW 3-LITRE COUPÉ, M Reg., black/white vinyl roof, white leather interior, stereo radio/cassette. £3,950. Tel: 0483 34754. (42014)
FIAT DINO 206 COUPÉ, 1968, engine, clutch, gearbox, rear diff and brakes completely overhauled October 1979, not yet run in. Owner going abroad. £2,250 o.n.o. for quick sale. Tel: Cave, Godstone 843241. (42013)
ROLLS-ROYCE 25/30, 1937, superb original unrestored condition, only 52,000 miles from new, Barker coachwork. £8,750. Offers considered. Contact Andrew Hodgkiss 061-652 9807. View Oldham. (42012)
BMW 3.0S ESTATE, Reg. No BAP 990K, power steering, alloy wheels, etc., recent clutch, tyres, rear suspension. £1,600. Tel: Barnstaple 3118. (42011)
BOND EQUIPE GT, G Reg., overdrive, white with black hide, needs some attention. Tel: 0223 64416/7 business hours: 0223 313460 evenings. (42010)
ALFA ROMEO 2000 Spyder Veloce, 1974, one lady owner from new, genuine 37,000 miles with service history, finished in Dutch blue, plum interior, taxed March 1980. M.o.T. September 1980, magnificent example, invest now before prices get silly. £2,950 o.n.o. Exchange considered. Tel: Southampton 556300. (42008)
BRESCIA BUGATTIS, Type 13 kit reasonably complete plus type 22/23 chassis, bulkhead, radiator etc. Potential basis for two cars. Serious offers. Also consider deal involving Salmons, Amilcar or similar. Tel: Havant 484994. (42007)
1934 ROLLS-ROYCE 20/25 Chauffeur-drive limousine by Windovers. A very original car complete with all tools, handbook, mascot and documentation. Taxed December, M.o.T. June 1980. £15,000. Tel: Danbury 5132. (42009)
JENSEN CV8, 1965 Mk. II, excellent condition, white, tax and one year M.o.T. Offers around £2,700. Please telephone 01-997 7462, Ealing, London. (42006)
BRISTOL 400, Good, sound condition, engine fully rebuilt, no time to complete restoration. £1,900. Tel: 01-352 0171 daytime, 01-943 0350 evenings. (42005)
VITESSE CONVERTIBLE MK. II, 1965, overdrive, M.o.T. May 1980, v.g.c. £950. Tel: Mansfield 649892. (42004)
VOLVO 1800S, 53,000 miles, fitted radio, overdrive, 10 months' M.o.T., taxed January, exceptional condition. Offers around £2,500. Tel: Ivybridge (Devon) 2207. (42003)
1960 ALFA ROMEO Giulietta Sprint Spider for restoration, 34,000 miles. £425. Tel: Leominster 4676. (42002)
SUNBEAM ALPINE GT MK. III, 1963, stored, long M.o.T., spares include engine, gearbox, seats, five wires, needs slight attention. £825. Tel: Leominster 4676. (42002)
MORGAN THREE-WHEELER Super Sports, 1934, owned by me since 1965 and carefully restored to concours condition. Offers in excess of £3,500 invited from potential appreciative owners. Tel: John Almond Fleet (Hants) 4650. (42001)
E-TYPE 2+2 SERIES 2, Two owners 54,000 miles, service history. £4,000 o.n.o. Tel: Amersham 22201 any time. (42000)
PORSCHE CARRERA, 1974, "black look", immaculate, white bodywork with special velvet trim, front and rear turbo spoilers, electric roof and windows, incredible looking car. £8,450. Tel: 01-567 5412. (41998)
PORSCHE 911S 2.7-LITRE, 1974, electric roof and windows, full documented service history, all original, taxed, M.o.T. £6,750. Tel: 01-567 5412. (41998)
LOTUS ELAN SPRINT, October 1972. A collector's car in gold leaf colours with genuine low mileage. Offers around £2,850. Tel: Derby 0332 565282. (41999)
JAGUAR 3.40 MK. 2, 1967, white, M.o.T., automatic, second owner, good condition. £1,200. Tel: Brighton 689557. (41997)
FORD ANGLIA, 1953 (upright model). Black with red upholstery, genuine one owner and only 15,500 miles since new, lack of spares forces sale. Offers on £1,250 invited for this immaculate example. Replies to Box No. 6201 (Dorset). (41996)
LAMBORGHINI ESPADA, 1972, rhd, red, 34,000 miles. £5,600. Tel: (0327) 40729 evenings. (41992)
FROG EYE SPRITE, 1958, party dismantled for restoration. Body requires extensive work including re-upholstering, all original parts available except for glassfibre bonnet. £150. Tel: Reading (0734) 65351 evenings. (41990)

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- | | |
|---|---------|
| 1977 Alfa Romeo Spyder Veloce 2-Seater Drophead. 1 lady owner. 4,091 miles only. radio/cassette, electric aerial, Ziebarted. | £5,995 |
| 1975 Austin Allegro Convertible. Red, radio, twin carbs, very rare example. | £1,695 |
| 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. | £1,995 |
| 1963 Bentley series III, two tone green, local owner last six years. | £7,545 |
| 1967 Cadillac De-Ville, met. green, 40,609 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 |
| 1954 Daimler Conquest Century 2½-litre, black, 18,474 miles, original log book shows two owners, first one for 21 years. | £1,995 |
| 1979 Reg. ('78 Model) Ford Thunderbird 2-door coupé, gold, one owner, 22,073 miles, air conditioned, radio, automatic, PAS, electric windows. | £4,750 |
| 1926 Ford "T"-type, 2-seater. | £6,000 |
| 1974 Jaguar 4.2 XJ6, Dark blue, one owner, new engine just fitted by us, total bill £980, Air cond., sunroof, radio, electric windows, PAS, automatic. | £4,445 |
| 1973 (Oct.) Jaguar XJ6 Mk.II, White, electric windows, radio, automatic, Sundym, chrome wheels, PAS, last owner 4 years. | £2,545 |
| 1970 Jaguar E-type 2+2, automatic, sable tan, 67,620 miles, cww, radio, Webasto. | £3,995 |
| 1969 (Dec.) Jaguar 4.2 E-type, FHC, midnight blue, factory recon engine (26.5.77), approx 9,000 miles since, chrome wires, sunroof, radio/cassette. | £4,125 |
| 1972 (Nov.) Lotus Europa Special, Fitted twin cam big valve engine, JPS colours, bills (last 18 months) available for approx. £1,200, radio/cassette. | £2,695 |
| 1969 Lotus Elan 2+2, Red/black, last owner 9 years, 47,212 miles, history since new, must be seen to be appreciated. | £2,195 |
| 1979 Mercedes-Benz 450 SLC, Silver, delivery mileage, extras too long to list. | £22,995 |
| 1971 Mercedes-Benz 280SL, LHD, white/black, hard and soft tops, manual, PAS. | £3,995 |
| 1979 June) MG-B GT, Red, one owner, 6,765 miles, manufacturers warranty, extras. | £4,695 |
| 1979 MG-B, Red, one owner, 5,367 miles, radio, manufacturers warranty. | £4,125 |
| 1977 (Model) MG-B GT, green, one owner, 28,149 miles, tinted. | £2,995 |
| 1976 MG-B GT V8, White, 19,749 miles, one owner, many extras. | £4,395 |
| 1976 MG-B GT, Red, chrome Rostyles, overdrive, tonneau, choice of 3. | £2,495 |
| 1976 MG-B GT V8, Tundra, 26,767 miles, overdrive, tinted, sunroof, radio/cassette. | £4,145 |
| 1976 MG-B GT, Citron, overdrive, wire wheels, Sundym, sunroof. | £2,765 |
| 1975 MG 1500 Midget, Red, radio. | £1,445 |
| 1975 MG-B GT V8, Harvest gold, 30,499 miles, radio/cassette, full service history. | £3,645 |
| 1974 (M) MG-B GT V8, Damask red, 35,954 miles, invoice for gearbox, clutch etc., Nov. 78 £692, tinted, radio, headrests, etc. | £3,295 |
| 1974 MG-B GT, Teal blue, 29,728 miles. | £2,195 |
| 1975 MG-B GT V8, Grey mirage, 27,128 miles, radio/cassette. | £3,775 |
| 1975 (P) MG-B V8, Red/black, 22,943 miles, sunroof, radio, tinted, headrests. | £4,215 |
| 1974 MG-B GT, White/tan, overdrive, radio, two owners only. | £2,245 |
| 1974 MG-B GT V8, Chrome bumper model, 37,074 miles, Damask red, chrome wheels, overdrive, radio/cassette, two owners. | £2,995 |
| 1974 MG-B GT V8, Chrome bumper model, 25,275 miles, Harvest gold/black, recent £150 radio/cassette, sold by us to last owner. | £3,495 |
| 1974 MG-B GT, Citron/black nylon, overdrive, tinted, radio/cassette. | £2,175 |
| 1972 MG-B GT, Teal/blue, tan nylon, tinted, overdrive, stereo-radio. | £1,765 |
| 1977 Morris Marina 4-door 1.3 Super, brown, one owner, 18,687 miles. | £1,945 |
| 1975 (Nov.) Reliant Scimitar, Manual/overdrive, white, 29,686 miles, mag wheels, radio, rear wiper. | £3,500 |
| 1973 Reliant Scimitar, Manual/overdrive, one doctor owner since 2,000 miles, Reliant Owners Club member. | £2,395 |
| 1976 Renault 16 TX, Auto, one owner, 37,735 miles. | £2,245 |
| 1977 Triumph TR7, Auto, red, one owner, 20,423 miles, sun/vinyl roof, radio, Sundym. | £2,795 |
| 1977 (R) Triumph TR7, Yellow, green trim, one owner, 25,851 miles. | £2,675 |
| 1977 Triumph Stag Convertible, racing green, tan trim, one owner, electric windows, radio, PAS, overdrive, alloy wheels. | £4,995 |
| 1975 (N) Triumph TR6, Yellow/black, 40,338 miles, overdrive, radio. | £3,145 |
| 1974 Triumph TR6, Green mallard, hard top, radio, overdrive, 36,294 miles. | £2,795 |
| 1973 Triumph GT6, Triumph GT6, Magenta, one owner, 26,065 miles, radio/cassette. | £1,845 |
| 1973 (Dec) Triumph TR6, Emerald green, two owners, (sold by us to the last), radio/cassette, overdrive. | £2,395 |
| 1972 Triumph TR6, Hard top, damson, one owner only, modified to Strombergs. | £1,750 |
| 1972 Triumph Spitfire Mk. IV, Wedgwood blue, hard and soft tops, radio. | £1,045 |
| 1972 (Oct.) Triumph Mk. III GT6, White, two owners since new, mileage, 42,674, radio. | £1,595 |
| 1963 Triumph/Bugatti Type 37 Replica. | £3,995 |

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FOR SALE—continued

E-TYPE 2+2, 1970, immaculate condition with approximately £1,500 spent recently including new bonnet and mechanical work. Rare silver colour with black interior, sunroof, radiomobile, hrw, headrests, chrome pressed wheels, white band tyres, 63,000 miles indicated, some history, new M.o.T., reluctant sale by JDC member. £3,950. Tel: Barnstaple (0271) 72835. (41989)

BENTLEY S2 Continental Drophead by Park Ward. Blue with light blue hide, excellent interior and mechanics, long M.o.T. and recent service. £12,750 o.n.o. Tel: Banbury 811319. (41988)

LANCIA FULVIA S3, October 1975, 16,000 miles, Ziebart from new, sunroof, stereo cassette, economical classic in superb condition. £2,300 o.n.o. Tel: 01-995 3306 after 7.30 p.m. (41986)

LOTUS ELAN +2 S130/5, December 1973, blue/silver, oatmeal interior, sunroof, cassette/radio, Dellortos, new battery, starter. £3,300. Tel: 01-907 9486. (41987)

FERRARI 246 DINO, S Reg., immaculate condition, recent £3,500 engine overhaul. Perfect bodywork, new Michelin, Blaupunkt stereo/cassette, lhd, collector's item. Offers around £8,000. Tel: 352 5608 evenings. (41995)

TR2, 1955, stripped for restoration, complete except wings, lack of time forces sale. Best offer secures. Tel: Tattenhall (Cheshire) 70668. (41994)

BRISTOL 410, 1968, Dark blue and silver, resprayed, engine rebuilt. Phone Canterbury 63217 or evening 63169. (42337)

1950 RILEY 2 1/2-litre Drophead. Excellent original condition, little used for past twenty years, recorded mechanical history, original log book, red with beige hood. Offers over £3,500. Tel: Belfast 23263 after 6 or write R. G. Black 102 University Avenue, Belfast. (42336)

LOTUS ELAN 130S, 5-speed, 40,000 miles, Sienna brown, gold roof, oatmeal upholstery, radio, Mobelec, a/windows, new alternator, exhaust, gearbox, M.o.T., superb condition £2,950. Might swap cheaper car. Downland 52917. (42335)

LANCIA FULVIA 1.3S Rallye, April 1976. Pristine condition, Endrusted from new, full service history, buyer able to check with mechanics who have maintained it from new. Genuine opportunity for the connoisseur £2,100 o.n.o. Newcastle, Staffs 626762. (42338)

COOPER-JAP, 1952, Mk. V 500 c.c. Excellent original condition. Used only twice this year due to lack of time £2,000. Gilbern Invader Mk. II, 1972. Recent bottom overhaul, new clutch, Overdrive, alloys, towbar, etc. Growing family force sale. Might p/ix large estate £1,800. Tel: Sandbach 7523 evenings. (42339)

1935 MG PA 2-STR. Needs some work to complete £2,500 or exchange for mint frogged Sprite plus cash. MG TD maroon, cord seat covers £15. Half tonneau £5. Box No. 6208. (42322)

SAINTLY VOLVO P1800S Sports, 1964 M.o.T. expired, drives well £300 o.n.o. Phone Reading 587907 (Berkshire). (42353)

PERFORMANCE DOWNTOWN Mini-Cooper S touring conversion. Beautifully restored by professional coachbuilder, 0-60 in 7.8 sec. (Autosport), 34+ m.p.g. many extras, chocolate with black vinyl roof £2,000 o.n.o. 0493 70 (Freethorpe) 320. (42319)

JAGUAR 420, 30,500 miles only, documented, superb, new M.o.T., silver blue £2,500. Tel: Walton 45372. (42320)

FOR SALE—continued

GENTRY MG TF Replica, Professionally completed, BRG, black trim, soundly built Triumph-based mechanics, only 9,000 miles. Fast, frugal, fun, reliable motoring. Stainless exhaust, taxed, M.o.T. Potential bargain, cost £2,300 to build. Sensible offer accepted, no time wasters, joy riders. Photograph, details Hartland 576 Clovelly 489 or 405. (42351)

PORSCHE 924 Celebration model. Limited edition, white with Martini stripes and white alloy wheels, tinted glass, red and black interior. An extremely pretty car in immaculate condition. Kept as third car in heated garage £7,995. Tel: Colin Lee Harrogate 780731 evenings. (42331)

JENSEN-HEALEY Sports, 1974, 49,000 miles, recent £450 overhaul, hard and soft tops, excellent condition £2,500. New M.o.T. certificate, tangerine/tan. Worthing 38449. (42149)

ALFA ROMEO 2600, Very rare RHD Spider, 1964 In good condition throughout, 12 months M.o.T., taxed. Sole reason for sale, purchase of late 2000 Spider £2,000 o.n.o. Part exchange with saloon considered. Phone Churston (Devon) 844439. (42321)

E-TYPE 4.2 FHC, 1966, Excellent mechanically, new clutch, nice interior, needs bodywork £1,775. Stubbington 2588. (42354)

ALFASUD 1.3 ti, June '78, 16,000 miles, white, undersealed, immaculate, stereo £2,750. Tel: Liverpool 051-625 1516. (42313)

FORD CORSAIR 2000 Crayford Convertible, 1968; Black, red trim 67,000 miles, M.o.T., taxed, radio, tonneau, good order, one owner £1,500. Godalming, Surrey 7303. (42314)

MARCOS 1500 GT, Recently restored to mint condition, rebuilt engine, etc. Offers Windsor 62377. (42316)

1949 MORRIS MINOR, Series MM. Exceptional original condition, present owner 27 years, genuine 62,000 miles, M.o.T. £1,500. Stevenage 54869 (evenings). (42315)

BMW 3.0 CSL White tiger stripes, Aug '73, 44,000 miles, unusually fine example of this rare, beautiful and rapidly appreciating model. Only 500 aluminium lightweights imported to UK. Offers in excess of £6,500. Tel: 01-821 4096 day 01-937 6568 evenings. (42317)

LOTUS +2S 130, 1972, 45,000 miles, 12 months MoT, immaculate condition. Need money hence £2,195. 0904 30092 (home), 54533 ext. 57 (bus.). (42309)

JAGUAR 240, 1967, 48,000 miles, good condition, some history, new tyres, overhauled front brakes and steering, virtually no rust but paint requires attention. £1,700. Contact Mr. Hunt, Hinkley 220641 ext. 371, office hours. (42307)

AUSTIN BIG SEVEN, 1938, Complete but tatty, suitable for restoration (started) or spares, DVLC, reg. FUM787. Space needed, best offer. Tel: 061-427 5396. (42308)

MG TA, 1938, First class restoration chassis up, resprayed, BRG, reupholstered, full MoT. £7,000 o.n.o. Tel: Washford 519. (42310)

ALVIS SPEED 25 2/4-seater tourer. Excellent condition, interior trim needs completing. £4,950. Also Bristol gearbox No. BWCR12. £250. Telephone, office, Dewsbury 460480, home, Huddersfield 45507. (42311)

LOTUS ELITE 502, 1974, Lagoon blue, well maintained, low mileage, house purchase forces reluctant sale. £3,750. Would take 1973 TVR 3000M in p/ex. Southampton 767180. (42305)

FOR SALE—continued

TRIUMPH STAG, 1978 ("T" reg.) Under 7,000 miles. Ziebart, manual plus overdrive, hard and soft tops, radio, red with black interior. One of the very last stags with 10 months of Supercover remaining and offering a superb investment. £6,750. Tel: 01-467 7877 (Chislehurst). (42303)

MORGAN 4/4, 2-seater, "M" reg., 32,000 miles, wire wheels, stereo plus other extras. £4,850. Tel: 01-584 8294 after 6 p.m. (42281)

1978 CATERHAM Lotus 7. Big valve, twin cam, 3,600 miles from new. Revolutions, Lumenition, superb condition. £4,450. Mr. Douglas, Bristol 423161. (42304)

SCIMITAR: April 1978. White, manual, PAS, Wolfraze tinted glass, stereo radio/cassette, 21,000 miles, 30 m.p.g., superb. £5,500 o.n.o. Macclesfield 74424. (42306)

TRIUMPH TR7, "R" reg., 1977, 18,000 miles little used second car, beautiful condition, radio, tinted windows. £2,450 o.n.o. Telephone: Horley (02934) 72437 evenings or Redhill 60622 day. (42301)

1978 LOTUS Elite 504 auto. Air conditioning and all extras, 16,500 miles, blue with beige hide, mint condition. Price £9,950. Ring Dorking (0306) 81546 day, Betchworth, Surrey, 2163 evenings. (42298)

MORRIS MINOR 1000 Saloon, 1969 ("H"). Exceptional original condition; all key chassis areas sound, Waxoyled, taxed and MoT £895 o.n.o. Tel: Silsoe (Beds.) 0525-60643. (42299)

AMERICAN FORD Explorer Motor Home. Enthusiast owned, 302 2.88 L V8; automatic, PAS, 16-22 m.p.g., luxury for 2 adults plus 2 occ, child bunks, permanent double bed, full head room, super towing vehicle, 220V-12V dual charging system, electric toilet, gas-elec 6-cubic ft. fridge and h.w. service to shower, large water-waste tanks, waste disposal, side awning. Too many features to list. £6,950 061-487 1107 for further details. (42302)

1936 RILEY Adelphi, Daily use until MoT expiry last month. Sound condition for its age, having been well cared for mechanically over an extended period (receipts available). Most parts original, includes some tools and hand book. Little work required for MoT (details and parts included). Prefer exchange for earlier 9 h.p. Monaco, Kestrel or similar, original though not necessarily running, cash adjustment either way; otherwise sell for £825 or offer. Write to Box 6205. (42297)

MG TC, 1949, Extensively rebuilt engine, gearbox, axles, brakes, etc. Reupholstered, new hood. First time advertised. £4,500 (Birmingham) 472 0791 evenings. (42300)

MG PB, Rough, in need of total restoration by genuine enthusiast, partly stripped down. Serious enquiries. Tel: Bristol 294056 daytime. (42312)

LOTUS SEVEN S11, 1970, 63,000 miles, aluminium with BRG wings, excellent "1600 GT" engine, original throughout. Owner going overseas soon, tax/MoT. £2,400 o.n.o. Tel: 0225 Hawthorn 810670. (42289)

PORSCHE 356C, 1964, registration LUK99. Good, well-maintained example in pastel blue. £1,950. Marton 632862 (Warwicks.) after 6 p.m. (42290)

ALFETTA GT Coupé 1800, August 1976. Silver, with black trim, maintained by Alfa specialists, new clutch, tyres and exhaust, long MoT, excellent condition. £2,300 o.n.o. Telephone: Dronfield 418331. (42294)

COLLECTOR'S ROVER 2000, 1972, Automatic, genuine 10,000 miles. One elderly lady owner. Looks, drives and smells like new. £2,200. Silverstone 857619. (42285)

FOR SALE—continued

"E"-TYPE JAGUAR, 1968, S11 FHC. £2,600. 0924-470297 W. Yorks (evenings). (42295)

BMW 3.0CSA, 1973, "M" reg. Beautiful condition, many extras. £3,750. 0924-470297, W. Yorks. (evenings). (42295)

SUNBEAM RAPIER, 1964, MoT, taxed. £350. Tel: 08893 3458. (42282)

SCIMITAR GTE, 1976 ("R"). Sierra tan, automatic, power steering, sunshine roof, alloy wheels, electric windows, stereo radio/cassette. One owner — company director's car. £4,250. Apply to Mr. S. Portlock, Fareham 232511, business hours. (42280)

"E"-TYPE ROADSTER, Series 1 1/2, 55,000 miles, new clutch, tyres, completely overhauled, immaculate. £4,395. Reading 85025, after 7 p.m. (42284)

FERRARI DINO 246-GTS Spyder. Metallic blue, 1972, 36,000 miles, MoT, tax, radio/cassette. £8,500. Tel: London 01-381 3841. (42286)

LOTUS ELAN Sprint, FHC, 1971. Black and gold, Sundym glass, sun roof, radio/tape, 5,000 miles since engine rebuild and new clutch. Excellent condition, many extras. £2,550 o.n.o. 031-441 2217. (42287)

TRIUMPH STAG, 1973, A superb 44,000 mile example finished in Sienna brown with tan interior, hard and soft tops, overdrive, owned by family of engineers, so never abused. A beautiful example, but regret must sell. £2,050 o.n.o. Southport 68427 (evenings and weekends). (42288)

MERCEDES 280E Executive, 1974. Its "S" class engine, 5-speed manual gearbox gives outstanding performance, 0-60, 8.2 secs., 140 m.p.h., 25 m.p.g.!! A very limited edition enthusiasts car, thus a good investment, 50,000 miles (genuine), M.o.T., P/B radio, elect aerial, tinted screen, central locking, alloy wheels (£500), finished in eye catching pillar box red (£5,875 o.n.o. Farnborough (Kent) 52937. (42396)

DAIMLER V8, 1969 Rare manual/overdrive version in red/tan, in exceptional condition. Company maintained from new, bills available, easily worth £2,000. Offers considered. Phone 0367-52568, (Swindon area). (42397)

ROLLS-ROYCE Cloud II, 1961. Very nice original condition, sunshine roof, radio, tool kit, 117,000 miles £8,650 o.n.o. Saffron Walden 22330. (42400)

AUSTIN HEALEY 3-litre, 1960. Excellent original order, hardtop, hood, tonneau, overdrive, M.o.T. £2,500. Saffron Walden 22330. (42400)

PHANTOM ONE coming, so 1931 cream-brown Rolls-Royce Phantom Two Hooper limousine must go. Bills for rebuilt engine, clutch, exhaust, tyres £18,000 0702-49733. (42399)

ELAN SPRINT DHC, 1973, Red/white, one owner, 25,000 miles £3,150. Phone Ipswich (0473) 711666. (42393)

SCIMITAR GTE, 1976 P. Capricorn blue O/drive, regularly serviced, one owner, 35,000 miles, specimen condition £3,500. Phone Ipswich (0473) 711666. (42393)

RS 2000, 1979 (V). Signal orange, 3,000 miles, Motorola, rear fogs, taxed July, absolutely as new £4,295. Company car forces reluctant sale. Tel: 0742 884220 evenings. (42388)

1967 E-TYPE Jaguar 4.2 Roadster. Much recent restoration work carried out. Resprayed red metallic, works hardtop, M.o.T., taxed, new tyres, exhausts, carpets, etc. £3,750 o.n.o. Tel: Norwich 51457. (42394)

TR4, 1963, Surrey top, long M.o.T., resprayed Jaguar BRG, used daily £600 o.n.o. Newport (Gwent) 86057. (42390)

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Scimitar GTE 1977. O/d, power steering, Sundym, yellow	£5,250	MG Midget 1979. 4,000 miles recorded, one owner, red	£2,895
Scimitar 1976. O/d, sunroof, chrome wheels, brown	£4,395	Triumph TR7 1977. Inca, yellow	£2,895
Scimitar GTE 1975. Manual, o/d, alloy wheels	£3,495	Triumph GT 6 1974. O/d, yellow	£1,895
Alfa 2000 Spyder 1977 T Reg. 19,000 miles, blue, one owner	£5,595	Triumph Spitfire 1500 cc 1977. Carmine red, h/t, o/d.	£2,595
TVR Taimar 1977. Sunroof, Sundym, alloy wheels, silver, one owner	£5,500	Triumph Spitfire 1975. Blue, o/d.	£1,895
TVR Taimar 1977. Sunroof, Sundym, alloy wheels, o/d, brown	£5,695	Datsun 260Z. White, 1974	£2,495
Jensen Healey GT 1976. Bronze, metallic	£3,995	Panther Lima 1977. 4,000 miles, radio, alloy wheels, yellow/black	£4,995
MGB Roadsters. Choice of two, 1978, white	£3,550	Fiat X19 1979. Five speed, radio, 1,000 miles only, gold	£4,995
MGB GTs. Choice of twelve, 1973/74/75/76/77/78 from	£1,825	Lotus Eclat 524 1976. One owner, full service history	£6,395
MGB GT V8 1975. Blue	£3,495	Lotus 7 Series Four 1970 1650 cc Ford. Red	£2,095
Midgets 1977 (S). Green or red	£2,265	Lotus Europa T/C 1972. Sundym, alloy wheels, blue	£2,585

Ferrari 308 GTB 1978 (T). Air cond., leather, wide wheels, 9,000 miles, one owner, yellow £15,500

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FOR SALE—continued

EXCELLENT INVESTMENT, 1949 (rare) export (rare) Mini. History, tax, M.o.T., cherished registration, v. original £350 or swap Minor w/h.v. 01-898 3829 (evenings after 5/11/79). (42395)

1976 MORGAN 4/4 4-seater. Nut brown body, royal ivory wings, ivory wing piping, stone leather upholstery, w/wheels, extras, outstanding condition £5,750. Prefer exchange older Morgan + cash. Sheffield 361800. (42387)

LANCIA 1600 HF Fulvia, 1973. An outstanding example. fitted Dellorto carburetors, silver/grey with black trim, radio, 4,800 miles £1,700. 01-889 4742. 76 Trinity Rd, London N 22. (42389)

FERRARI DINO Spyder, 1973. Finished in Ferrari red with Connolly hide upholstery, 33,000 miles only, documented history, car only used during summer months, truly immaculate example £10,250. Tel: 0206-298567 (Essex). (42391)

LOTUS ELAN S4 SE FHC. Extensively rebuilt 1979 including new chassis, brakes, suspension, donoughs, and much more, all bills, excellent condition £1,895. Bishops Stortford 59187. (42392)

ASTON MARTIN DB4. Excellent condition, new tyres and carpets, respray and re-chrome, registration number SWU 1 £6,000 or offers. Tel: Hull 45682. (42382)

1929 ESSEX SUPER 6 Town Sedan. Superb original condition, wood spoke wheels, original top, book, handbook and bill of sale, 1 owner 40 years. Requires finishing to paintwork. Offers around £4,950. Uxbridge 39400. (42384)

MORRIS 1000 Traveller G Reg. (1968). Green, one lady owner, 52,000 miles, good original condition £1,200. Canterbury 60678. (42383)

ALFA ROMEO Alfetta GT 1.8, 1976. Red, cloth interior, radio, beautiful condition £2,600. Hindhead (Surrey) 4158. (42386)

ELAN SPRINT DHC. Blue/white, extensively refurbished, taxed, M.o.T., fantastic car and sound investment at £3,250. 061-432 2802. (42385)

AUSTIN 10 1937. Two-tone, green and black, green trim, believed genuine 37,000 miles only, entire car in "as new" condition £2,500. Telephone 03955-3332 (daytime). (42377)

TRIUMPH STAG, 1974 model. Immaculate white bodywork, 24,000 genuine miles, hard/soft tops, garage maintained from new, unmarked interior, stereo cassette equipment, etc., electric aerial, Sundym glass, used only as second car £2,750 cash sale. Telephone day Dewsbury 463584 night Morley 535509 Mr. D. Carruthers. (42378)

WOLSELEY 1500, 44,000 miles, new tyres, new clutch, 1963, very good bodywork. Walton/Thames 24366 £525. (42379)

TRIUMPH SPITFIRE 1500 March 77. Red, soft top, overdrive, underscaled, 25,000 miles, 1 owner, immaculate, taxed £2,100. Tel: 01-360 7860. (42381)

BARGAIN BUY. Alfa Romeo 1300GT Junior, 1971. Long M.o.T., taxed, low mileage, new exhaust, radio/cassette £625 o.n.o. Smallwood 387 (Cheshire). (42373)

VOLVO 1800ES, K Reg., 55,000 miles, metallic gold, tan interior, superb condition £2,700 o.n.o. Tel: Brainerley Hill 77910. (42374)

MG TF, 1954. 1250 cc, black, painted, chromed and retrimmed, bodily and mechanically excellent £5,000. Tel: Henley-in-Arden 2329. (42375)

BMW 323i, May 1978. Reseda green, director's car, 33,000 miles, sunroof, alloy wheels, stereo radio, tinted glass £6,500. Telephone 0202-877066. (42367)

FOR SALE—continued

TR6 M REGISTERED. Magenta with black trim, soft top, overdrive, headrests, tonneau, radio with twin speakers, new gearbox, clutch, shockers, exhaust and carpets. Second owner from new, genuine low mileage, very regularly serviced by TR Register enthusiast and garaged, long M.o.T., taxed. This car is extremely reliable and fast, in superb condition throughout. Private sale, offers around £2,450. Telephone Bolton (0204) 493204. (42376)

GILBERN INVADER II, 1971. Manual, overdrive, 52,000 miles, off road garaged minimum 3 years, orange black trim original, new shocks, SS exhaust, considerable quantity of spares includes s/h rear axle, springs, shocks, 2 wheels, front suspension, rack-pinion braces £2,500. Tel: 0203-76950. (42369)

FIAT 130 COUPE, M Reg., V6 Ferrari engineering, Pinin Farina bodywork, PAS, Auto, radio/cassette, 12 months M.o.T., metallic blue, tan velour interior £3,500 o.n.o. Tel: Leamington Spa 39986 evenings. (42370)

BRISTOL 411 SI, Registered No. 1 EXP, blue, red leather upholstery, 77,500 miles, stainless steel exhausts, new battery, radiator, front tyres, meticulously maintained, private sale £4,999. Telephone Bishops Stortford (0279) 812153. (42371)

SCIMITAR 74-GTE. Automatic, Capricorn blue, black interior, Sundym, radio, foglights, 1 owner, history £2,250. Crayford 526452. (42372)

JENSEN HEALEY, Oct. 1973. 34,000 miles, V16, red, black interior, recent complete exhaust, recent tyres, radio £1,550 o.n.o. Tel: Bridge of Gaur 216 (Perthshire). (42366)

MG TC, 1946. Immaculate condition, rebuilt/restored 2 years ago, V16, green, new seats, etc. £4,350 o.n.o. 01-370 1169 eves. (42368)

JAGUAR XK120 Roadster, 1953. New hood, side curtains, leather trim etc., taxed and M.o.T. for year £6,300. Tel: 449 2959. (42398)

FIAT X19, S Registration, 1977. Radio, blue, cherished and regularly serviced, arrival of company car forces sale £3,150 o.n.o. Lambert Ruislip 75966 evenings and weekends. (42401)

LOTUS ESPRIT Commemorative edition No. 35, 1979. 10,000 miles, JPS livery, excellent throughout, genuine reason for sale, best offer over £11,500 secures. Tel: 031-663 3310 (weekdays), 031-663 9638 (evenings). (42404)

MGB GT V8, Oct. 1974. Glacier white, one owner, 42,500 miles, always well maintained, very good condition, metal bumpers, radio £2,800 o.n.o. Ring Biggleswade (0767) 40459. (42363)

VOLVO 1800E Sports Coupé, 1970. Excellent example of this fast, stylish, and steadily appreciating model, fuel injection, sunroof, overdrive, leather upholstery, etc. £1,795. Maintained in virtually immaculate condition by engineer enthusiast owner. 051-336 4381 (Chester). (42364)

DAIMLER DART, 1961. Lovely looking car, maroon coachwork with white leather interior, taxed and M.o.T., hard/soft tops, full tonneau cover, hood cover, original log book and workshop manual, much regretted sale, sensible offers invited. Daytime 061-634 1016 evenings 061-633 0251. (42365)

TRIUMPH TR5. New M.o.T., wings, sills, door posts, valances, suspension, discs, clutch, tyres, carpets, hood, white, wires, Surrey top £1,750. Tel: Hay-on-Wye 820491. (42433)

VW 1303 S BEETLE L Reg., good condition, 12 months' M.o.T. £1,295 o.n.o. Tel: Hay-on-Wye 820491. (42433)

FOR SALE—continued

JENSEN INTERCEPTOR Convertible, March 1976. Bronze with black interior, chairman's car maintained regardless of cost, personal number plate, car phone, new hood, appreciating collector's car for sale due to chairman's move to America £12,500. Telephone 0202-877066. (42367)

LOTUS ELAN 2 S130/5, 1974. low mileage, sable with optional trim, stereo, excellent condition £3,250. Tel: 0672 40629 evenings. (42358)

ASTON MARTIN DB4 SERIES I, 1959. recently completed extensive rebuild including bumpers, trim, radio, complete braking system, rebuilt wheels, new tyres, battery and bodywork including rebuilt doors, extremely tidy, sound and reliable £3,750. Private AMOC member Jones, Tel: Watford 40758. (42359)

TRIUMPH STAG, 1974. white, black trim, manual overdrive, hard/soft tops, electric tinted windows, radio stereo cassette player, immaculate condition throughout, low mileage. Offers around £2,750. Tel: R. Morris, Gravesend (0474) 84794 (Daytime). (42361)

LANCIA 2000 SEDAN, M Reg., 1974. classic car, 5-speed, luxury blue velour interior, new exhaust and four new tyres, regularly serviced, low mileage. £999 o.n.o. Tel: 01-602 4451 (work) 01-228 2664 (home). (42362)

MORGAN 4/4 2-SEATER. October 1974. red with black leather interior, 48,000 miles, extensive restoration. I am asking for £4,500. Tel: Lieutenant Peter Sergeant on Aldershot (0252) 24431, ext. Montgomery 645. (42355)

BULL NOSE Morris Oxford Tourer, 1922. 11 1/2 hp. resorted to original throughout, everything working, no messers please. Offers around £1,000 considered. Write Simpson's, West End Garage, Colne or tel. 0282 884266. (42435)

BMW 320i/6, 1978. S. red, black upholstery, steel sliding roof, absolutely immaculate throughout, 30,000 careful miles. £5,150 o.n.o. Tel: 021-747 7874. (42356)

DB6 VANTAGE ASTON MARTIN. This very beautiful car in concours condition with manual drive must be sold as owner is leaving UK. Mileage only 39,000. Fully equipped with all possible extras including very good radio and selectride. Body in steel grey with black interior. Car has been serviced with no expense spared by Aston service agent and is in perfect running order. Photos are available. Owner is a member of AMOC. Price £9,000 o.n.o. Pleasertel, Paul Garland on Bristol (0272) 3799. (42360)

CHEVROLET SUPERIOR 1923. two seater and dickey, 4 owners from new, original and in very good condition £5,750. Tel: 061-427 1876 Plus 4. (42427)

MG TD (SJO 11). 80% restored chassis up, requires trimming. £3,250 o.n.o. Tel: 021-588 6186 (West Midlands). (42429)

LOTUS ELAN S4. J Reg., fhc, good condition, recent engine rebuild, much money spent, bills to prove. Tel: (0656) 870382. (42430)

ALFA ROMEO GT 1.8 Junior 1976. GTV body interior, Alfa red, one owner, fully maintained £2,350 o.n.o. Tel: R. Webb, Evesham 6007 (office). (42431)

DELAHAYE 135M, 1939. Drophead coupé by r/dmcc, excellent example of this famous French race bred marque. Duty paid UK and Netherlands £10,500. Tel: 01-398 5593 or Box No 6208. (42434)

MERCEDES BENZ 250 SL Coupé. Automatic, 1967. beautiful condition, rear children's seat, lovingly maintained £6,850. Tel: Nuneaton (0682) 66965 evenings and weekends. (42405)

FOR SALE—continued

EDWARDIAN 1914. La France 12 litre 6-cylinder. Equipped as fire engine. American import, duty paid chain driven and magnificent, remarkably original Mercedes Simplex like chassis layout and detail, requires attention. If desired would easily transform to fast and exciting raceabout along Mercer lines. £8,000. Tel: Kings Langley 64902. (42432)

MG-TD, 1950. excellent condition, white/black interior. Offers over £4,000. Tel: Sheffield 52970. (42422)

LAGONDA RAPIER, 1934. 4-seat tourer, beautiful condition, also complete rolling chassis as spares or for rebuild. P.O.A. Tel: Sheffield 52970. (42422)

ASTON MARTIN DB5, January 1966. Vantage engine, metallic blue, new wire wheels, immaculate condition, probably one of the best in England. Maintained and serviced by Aston Service Dorset. Price includes 5 spare wheels and tyres £9,000 o.n.o. Tel: Hamble, Hants 2190. (42423)

ASTON MARTIN DB4 GT. Lightweight chassis, famous ex works car. Superb condition, serious enquiries only. Tel: Bedford 650525. (42428)

RELIANT SCIMITAR GTE, 1974 N Manual, overdrive, excellent condition, yellow/black trim, 48,000 miles. £2,750 o.n.o. Tel: Crews 55333 or 67250. (42425)

MORRIS COWLEY Open Tourer, 1927. in splendid and substantially original condition. Not an over-restored museum piece but a properly useable and practical vintage car. Connaught green with black wings, Nickel and brass radiator, lamps and other fittings. All weather equipment including all sidescrrens. £5,200. Telephone 0285 82349. (42426)

JAGUAR E TYPE V12 Roadster June 1972. wire wheels, automatic, over £3,000 spent on mechanical and body work. New engine and gearbox, warranted 12 months, 12,000 miles. Price £7,250 o.n.o. Tel: Brighton 28255 (Day) or 507617 (evening). (42414)

GILBERN INVADER MK III, 1973. owned by GOC regional organiser five years, lovely condition, many extras, spares, full history and bills. Offers over £3,000. Tel: Radnage 2624 (Bucks) after 7 p.m. (42415)

MG MIDGET, 1974. only 41,000 miles, yellow/black, new carpet, tonneau covers, cigarette lighter, 12 months' M.o.T. (three new tyres, lady owner. £1,000. Tel: Scarborough 67777 evenings. (42416)

VOLVO 1800E Sports Coupé, 1971. K, safari yellow, black leather upholstery fuel injection overdrive, excellent condition throughout. £1,895. Tel: Sheffield 0742 369705. (42417)

MERCEDES BENZ 300D. New in June 1978 and un-registered in UK. Pastel blue, p.s. sliding roof, automatic. Only used for long continental journeys. Available UK early November. 29,000 miles, 1hd. Regularly maintained by Mercedes at Brentford £7,750. Tel: Whitworth (Lancs) 0706-85 2885, after 7 p.m. (42419)

MG-B GT V8, 1975 regd, 23,000 miles, overdrive, tinted glass, fudra green, excellent condition, full service history £4,500. Tel: Leicester 865602. (42420)

HEALEY 3000, 1963. Immaculate throughout, BRG, overdrive, soft top, original bodywork in first class order, and mechanically largely reconditioned. Superb. £3,400. Tel: Nottingham 785356. (42409)

JENSEN HEALEY, 1975. Hard and soft tops, 5-speed, 23,000 miles, extras, excellent lady owned condition. £3,000. Tel: Harrogate (0423) 711211 or 711599. (42410)

LOTUS ELITE, P reg, carnival red, financial crisis forces sale of first love, FX 190 SL E-type, TR3, plus cash or £4,950. Tel: Locks Heath 5386 (Southampton). (42408)

MIKE DUNCAN

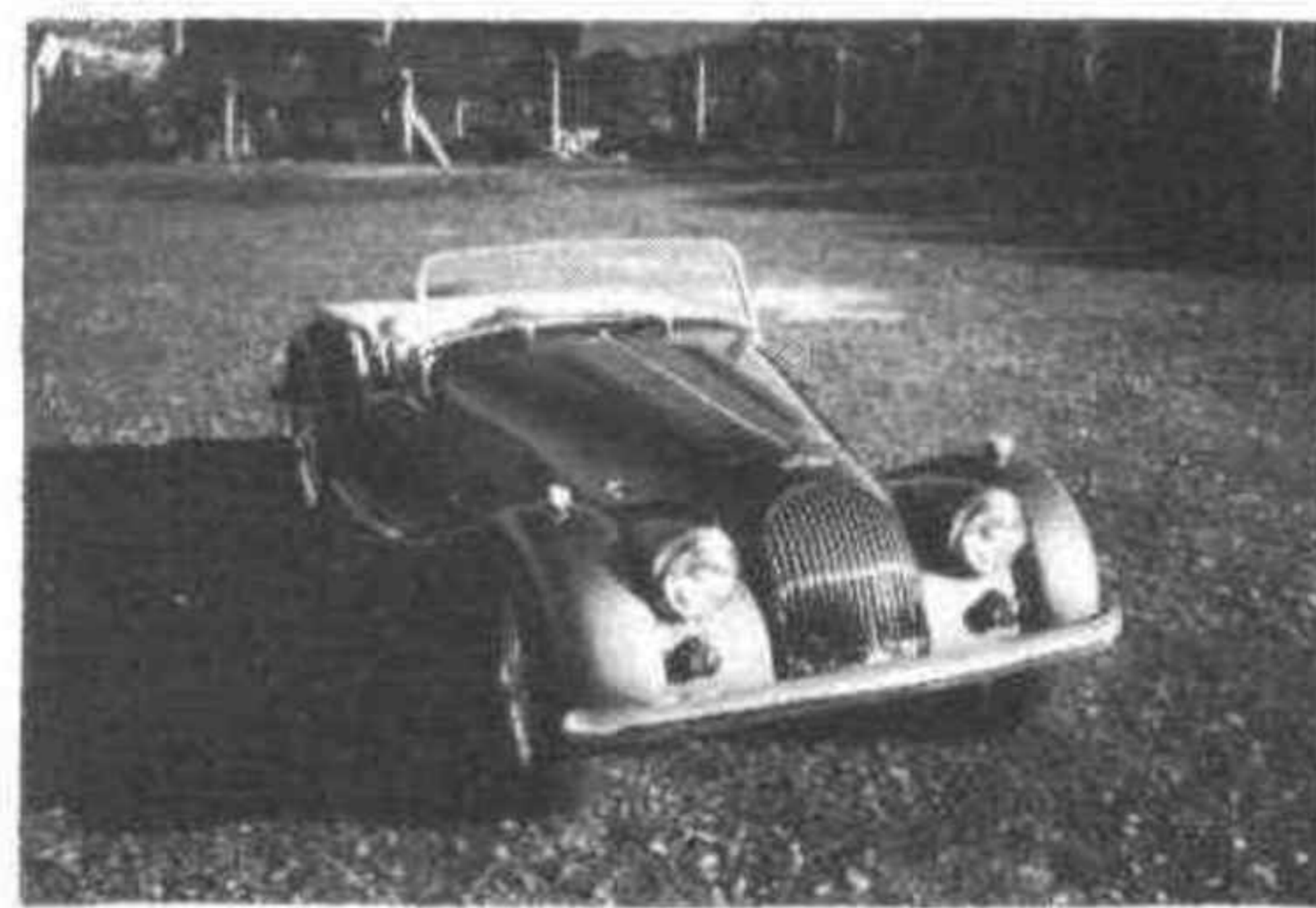
Midlands Morgan Agent



92 WINDMILL HILL,
HALESOWEN, BIRMINGHAM



TEL:
CRADLEY HEATH (0384) 67675



We are now in the season of "mists and mellow fruitfulness" whatever that may mean.

My racing season is now over with the six hour relay thrash rounding it off. We did not win but it was not for want of trying. Nice to see lots of friends and customers enjoying the fun.

This month we have for you a very nice +8 of 1977 vintage, green with brown leather trim, the only owner, who is in his sixties, has driven it with loving care and always had it serviced at the works.

We have a 1978 4/4 also in green, a two seater with wire wheels and stone leather trim. The only four seater is a 1974, immaculate with wire wheels, red paintwork and cream leather trim. The only other car is a 1971 4/4 just repainted in red, low mileage and very smart.

In the Christmas present department we now have an electric child's racing car at £75.00 plus VAT to complement the Morgan pedal car at £195.00 plus VAT. The Morgan Club calendar for 1980 has some nice paintings of Morgans at £2.00.

Morgan Books: Morgan First and Last £7.95, More Morgan £7.95, Morgan Sweeps the Board £9.95, Morgan Sports £1.95, Four Wheel Morgan £5.45, Morgan Workshop Manuals £4.50, T shirts £3.50, Sweat shirts £6.00, small, med., large, XL Children's T shirts £2.50, Sweat shirts £5.50, 24 to 32 chest, Morgan Umbrellas £13.95, Bedspreads £10, Morgan badges 85p. All prices include P & P. (UK only).



The London *Morgan* Distributors



Blast off the month in a shiny royal ivory **Morgan +8 1977S** with 5-speed gearbox, a mere 4,000 miles and sans damage. Rocket along the M4 whilst enjoying the National Panasonic radio cassette, all this for only **£7,500**.

An exceedingly attractive canary yellow **Morgan 4/4 2-seater 1977** resided here with just 15,000 miles. 30+ mpg, 100+ mph, fitted radio, excellent paintwork, 5,500 pictures of the Queen is all that is asked.

Many of you have wondered, or rather someone once asked whatever happened to WXA6 the lovely **1972 Morgan +8** that is depicted on the front cover of Mr. Gregory Houston Bowden's fine book. It's here, finished in the same golden yellow, and in excellent condition. After a total of two owners you too can enjoy this famous car. **£4,350**.

Midnight blue fills the mind with mystery and intrigue, and a **1976 Morgan 4/4 2-seater** can be examined in this colour plus stone leather upholstery. 72 spoke wire wheels, luggage carrier, 27,000 miles, perfect condition. **£4,950**.

Fresh from the country where they speak Francaise (and eat garlic in bed) we have a **1976 Morgan 4/4 4-seater** in

signal red with black leather and reclining seats. Wire wheels, luggage rack and wind deflectors, this handsome beast can be yours for **£5,495**.

Have you ever worried that after buying a **Morgan** you may not be able to hear from your favourite Johnny Rotten or Chamber music tapes with the hood down at 100 mph? Worry not. We have the latest graphic Equaliser boosters in stock which push out a thumping 50 watts guaranteed to drown out any police siren!

A **1976 Morgan +8** in royal ivory and tan leather upholstery with miniscule mileage can be inspected in our Mews Morgan Maison fitted with halogen headlamps, spotlamps and rear foglights, ideal for the country dweller.

Another **Morgan +8** in royal ivory of the 1974 vintage awaits a home, it has an aluminium body, new exhaust and tyres and is in perfect condition mechanically and bodily. The speed has just notched up 40,000, price **£4,850**.

As usual we have in stock all **Morgan** accessories including umbrellas, wind deflectors, stone guards, T-shirts, posters, bed covers, etc. Also all parts and servicing. Good Morganing!

morris **Stapleton** **Reece Mews, London SW7 01-589 6894**

FOR SALE—continued

CONVERTIBLE MORRIS 1000, 1967. In excellent condition, only 43,200 miles. Tel: 01-959 1797. (42411)

BENTLEY SL, 1959. 4.887 c.c., automatic, p.a.s., recent £600 overhaul, good history, exchanges considered. £4,500. Tel: 01-200 1995. (42412)

ROVER 80, 1961. Two owners, enthusiasts maintained, grey paint, red leather, tax, MoT. £300. 15 Warmdene Road, Brighton. Tel: 552227. (42413)

AMILCAR CGS, 1925. Ex-T. A. S. D. Mathieson, extensive restoration recently completed, serious enquiries to Box No. 8208. (42434)

SUNBEAM MK. III, 1956. Overdrive, saloon, 60,000 miles, very complete, original specification including HMV radio, bodily and mechanically very good condition, MoT 10 months, four unused tyres. Accept £1,400 for this classic car. Tel: 0203 411772. (42406)

NSU SPORT Prinz, 1965. Red, low mileage, M.o.T., radio, superb. Best offer. Taylor, Bassingham 616 (evenings). (42477)

DAIMLER 250 V8, 1968. Gleaming golden sand with tan trim, automatic, PAS, HRW, near concours, much admired, reluctant sale £1,250. Tel: 032-735 475. (Northampton). (42478)

1922 SUNBEAM 14.40 rolling chassis, can deliver, one side chassis corroded £650 o.n.o. Downland 54824. (42479)

JAGUAR E-TYPE V12 2-2 L registered, 1973. Red, radio, 31,000 miles £5,500. Portsmouth (0705) 28425. (42480)

FORD CAPRI 3.0S, 1979. Red, black vinyl roof, radio, 2,500 miles £4,995. Portsmouth (0705) 28425. (42480)

ALFASUD SPRINT, 18 months old, 18,000 miles, coral, immaculate, with glass sunroof, radio, going abroad hence £3,595. 021-550 8493 evenings. (42481)

LOTUS 41 F3 single-seater, 1966. Excellent, original condition, history known of this famous racing car. Offers: 0543 490232. (42482)

JAGUAR 3.4 S-TYPE, 1967. Metallic blue, well maintained and in rust-free condition, low mileage, automatic, PAS, HRW, radio, recent overhaul of cylinder head, suspension, brakes and steering. Original carpets and unused toolkit, current M.o.T. and tax. Not concours, but genuinely excellent condition £1,750 o.n.o. Telephone Huddersfield 46730. (42483)

1914 PERRY two seater and dicky, 4-cylinder water-cooled 1,794 c.c. engine. Forerunner of the Bean and one of only three believed remaining in the world, the only one in Europe. Ideal for long distance leisurely touring. In first class mechanical condition and bodily very sound and beautiful £12,250. Phone Ashted (Surrey) 72187. (42484)

ALFA ROMEO Giulietta, March '79. Genuine 6,000 miles, unique split sunroof, bluespot stereo, automatic aerial, metallic paint, over £600 worth extras, manufacturers warranty, immaculate £4,100. Romford Essex 752437. (42487)

SCIMITAR GTE, overdrive, November, 1972. 57,000 miles, yellow, alloy wheels, radio, new exhaust, taxed, long M.o.T., very clean car £1,725. Tel: Penarth 707036. (42489)

LANCIA FULVIA 1.3S, 1971. Five-speed box, 59,000 miles, maroon, radio, sunroof, new exhaust, tyres good, taxed, M.o.T., mechanically sound, some rust, hence only £550. Tel: Penarth 707036. (42489)

RILEY 9 MONACO, 1936. Used regularly until last summer and requiring little work, most desirable PVT saloon, can be seen at Buckingham £1,000. Tel: Blakesley 604. (42490)

FOR SALE—continued

MORGAN 4/4, 1971. Blue, 2-seater, wire wheels, bucket seats £2,750. Tel: Stratford on Avon 740024 evenings. (42491)

1938 FRAZER-NASH/BMW type 327.80 fixed-head coupé. One of the rarest survivors of this marque. Much work done, assembly work required to complete £3,250. Tel: Exeter 33417 or write Broom House, Ashcombe, Dawlish. (42492)

PACKARD SUPER 8 limousine. Immaculate collectors item, real showpiece, virtually one owner from new £10,500. Tel: Exeter 33417 or write Broom House, Ashcombe, Dawlish. (42492)

ASTON MARTIN DBS V8 Manual, 1971. Very good throughout. 57,000 genuine, red, tan leather £3,950. (0480) 66638 Camba. (42494)

MORGAN PLUS 8, P reg., jade green with dark green leather upholstery, 22,000 miles, exceptional condition, stainless steel exhaust, luggage rack, always garaged £6,450. Tel: Bembridge (I.O.W.) 3114. Checkley. (42495)

JAGUAR 4.2 'E' type convertible. Owned since 1970, 74,000 miles, White with black hardtop, CWW, Very good paint and interior. Offers considered around £6,000. Phone Dennis Kenyon, Office 07917 61661 daytime or 62784 evenings. (42497)

RENAULT 30TS, manual, 1976 (P). Comprehensive equipment, fast, economical, VGC, bargain £1,950 or Alfetta 1.8 1977 (S) VGC £2,100. Luton 33581. (42499)

LOTUS ELITE 501, 1976. 28,000 miles, black paintwork with oatmeal interior, 5-speed gearbox, electric windows, Blaupunkt Blue Spot radio, recent overhaul, new exhaust and discs, good tyres £5,500. Tel: 01-467 8461. (42500)

ROLLS-ROYCE, 1936. Thrupp and Maberly black limousine, engine perfect running order, body and trim completely restored to high standard over 2 years £10,500. J. Arthy, 6 Knighton Close, Woodford Green, Essex. 01-504 6702. (42501)

E-TYPE 2-2, 1970. Quite exceptional condition, perfect silver bodywork, blue interior, recent new clutch, Sundym, 2 owners from new £5,500. 01-340 0094 day. Documented history. (42503)

D-TYPE JAGUAR (Lynx replica) two-seater, two-door, full width screen configuration, finished to concours specification in Ecurie Ecosse team colours being a recent show car which will withstand any connoisseur's scrutiny £22,000 o.n.o. 0422 78510 and 51462. (42504)

FERRARI DINO 246, voluminous heterogeneous collection of mainly used mechanical components ranging from a complete engine gearbox installation to light bulbs. Entire ensemble offered at a fraction of new price circa £4,500. FOB inventory available 0422 78510 and 78753. (42504)

JAGUAR 3.8 'E'-Type Roadster, 1963. In totally beautiful condition £5,000. Please telephone for full details Wallingford (0491) 36390. (42505)

ASTON MARTIN DBS V8. Single headlight, manual gearbox model. Absolutely beautiful condition, £5,000. Tel: (0491) 36390. Oxfordshire. (42505)

ASTON MARTIN DB5 or DB6. AMOC member wishes to sell one of these beautiful cars. Price £9,000 and £4,500 respectively. Please Tel: (0491) 36390 Oxon. (42506)

1975 (N) MGB GT V8. Finished in glacier white with tan trim, sunroof, radio/stereo, Sundym glass, overdrive, outstanding condition for year and an investment at £3,450 o.n.o. Prex considered. Tel: (0278) 787705. (42510)

FOR SALE—continued

AUSTIN-HEALEY 3000 (1965). Blue white, accident-free, 84,000 miles, attractive externally (no wires or overdrive), some work due inside and underneath, M.o.T. and taxed full year, owner twelve years reluctantly selling on retirement. Nearest £2,400. Phone Leamington Spa 24668. (42509)

TRIUMPH TR4A, 1966. Surrey, h's tops, all steel, engine, gearbox, differential and rear springs all replaced. Bills for £500, 2 new Cints, reg EFG 200D £1,100. 01-637 0073. (42514)

RILEY LYNX SPRITE, 1936. Four-seater, four-door, open tourer. Mechanics very good but in need of body restoration. Would exchange for interesting car or will sell £1,500 o.n.o. 041-639 5290 (Glasgow). (42515)

ROLLS-ROYCE Silver Wraith Park Ward limousine, 1948. Aluminium body, new clutch, M.o.T., good condition, needs respray £4,950 o.n.o. Camberley 32283 evenings 34702. (42516)

XK130 DROPTOP 3.4 manual with overdrive, white, red interior, £1,500 spent on mechanics, M.o.T., good hood and interior, clean body £3,950 o.n.o. Camberley 32283 evenings 34702. (42516)

SCIROCCO GLS 1978 T reg, 16,000 miles, silver, £4,250 o.n.o. Consider Beetle in part exchange. 021 351 1047 business hours. (42517)

CAPRI 3.0S, 6 months old, 3,000 miles only, strato silver, steel sunroof, rustproofed, perfect and as brand new. Save £800 and six months waiting. £5,000 o.n.o. Phone Nailsea 6168. (42518)

1948 ROVER "75" 4 light saloon. Running and sound bodywork with some restoration work done. With or without spare car £465 the two. Tel: Winceby 600 (Lincs). (42508)

1948 JAGUAR 1 1/2-LITRE saloon. Two registered owners, original log book and paintwork, little work will make excellent car £1,250 o.n.o. Tel: Winceby 600 (Lincs). (42508)

JAGUAR E-TYPE, 1974. V12 Roadster with manual gearbox, radio, tinted glass, etc., in midnight blue with biscuit hide upholstery, chrome wheels, whitewall tyres, beautiful condition. £7,995. Tel: 0245 33 207, anytime. (42640)

MG-TF, 1954. Very nice and original Wolseley Hornet 6-cylinder sports 4-seater, very nice condition. Tel: Holland 40-118900. (97903)

JAGUAR 420G, Automatic, 1968. Silver grey, electric windows, sunroof, etc., 55,000 miles, MoT, superb condition and investment. £1,575 o.n.o. Tel: Stock (Essex) 840025. (42638)

AUSTIN HEALEY 100 4 Red, red leather, only 3,200 miles since professional restoration. MoT, tax, serious offers invited (08012) 2142 day. or (0933) 651231 evening. (42635)

RILEY LYNX, 1937. 4-seater tourer, fully restored, in ivory and red, MoT, all good weather equipment. Super rare Riley 062-786 3445. (42636)

PORSCHE 911T, 1973. Yellow, black interior, new Recaros, electric sunroof and windows, 56,000 miles. Complete car in good order throughout. £5,800 o.n.o. Ring Lytchett, Minster (Dorset) 623617 evenings. (42637)

JAGUAR "E"-TYPE Roadster, 1969. Low mileage, original condition without rust, chrome wire wheels. Telephone: 0695 422203. (42540)

FERRARI DAYTONA, 1970. 36,000 miles, 2 owners from new, superb condition throughout. FOC member reducing stable. £17,950. Tel: 0695 422203. (42540)

FOR SALE—continued

SELLING MY JAGUARS. 1969 Jaguar 240. Manual overdrive, gleaming white, black trim, wire wheels, radio, smooth engine (overhauled), recent clutch, new MoT (Sept. '80), taxed Dec. £1,150. 1966 (Reg. XVG66) rare "S"-type. Dark red, cream leather, 3.8 manual overdrive, power steering, chrome wire wheels, decaled, new MoT (Oct '80), radio. £950. Telephone: 061-620 3323. (42593)

TR6, 1972. Fast, clean and reliable. New hood, exhaust, shockers. House purchase forces urgent sale hence £1,240 o.n.o. Atkinson, Leeds 758314. (42520)

MERCEDES 280 SL, 1968. Hardtop only, lady owner, must be sold, best offer secures. Tel: 0788 822204. (42513)

BENTLEY MK.VI, 1952. Black, tan interior, good sound example, tax, MoT. £4,250. D. Sainsbury, Manor Farm, Castle Eaton, Swindon, Wilts; Kempford 453 business. (42543)

LOTUS ELAN +2 "S130". Black gold to celebrate the 50th GP. 5-speed superb condition. 51,000 miles, rebuilt after 47,000 miles. £4,400 o.n.o. Tel: Collingham Bridge 2081. (42547)

AUSTIN HEALEY Mk.III 3000, 1964. O.d. wires, excellent all round condition; superb red interior. MoT August 1980. Will accept £2,295 o.v.n.o. Tel: 0352 740514. Mold, Nr Chester. (42548)

TR6, 1973. "M"-reg. Pimento yellow, o.d. radio, 2 owners, 52,000 miles, absolutely immaculate throughout, full history, MoT Sept. 1980. £1,975 o.n.o. Tel: (0352 740514) Mold, nr Chester. (42549)

JIMINI, the super Moke. Fitted with fully reconditioned MG1100 engine, whole car professionally built, painted yellow, as new condition, no rust, genuine 2,600 miles only. £1,275. Tel: Brackley 704718 42519. (42519)

1800 ES VOLVO "L"-reg. 49,250 genuine, present owner 5 years, immac. condition, metallic blue, black leather interior, elec. ignition; new shockers, illness forces sale. £3,300. 021-449 5762. (42486)

MIDGET 1978 (S) 1500. Yellow, black trim, cherished possession. Must sell for £2,350. Sheffield 367978 Lynda. (42536)

ROLLS SILVER Wraith, 1950, with most elegant sports touring saloon coachwork by H. J. Mulliner. One owner, low mileage and very fine original condition. £10,950. Box No. 6208. (42544)

SALMSON GRAND Prix, 1929. T.o.h.c., staggered two-seater, good condition. £4,750. plus 4 061-427 1876. (42539)

1960 JAGUAR Mk.II 3.8. Manual overdrive, 1 owner last 17 years, 1 previous, radio, elec. aerial, chrome wire wheels, towbar, taxed and MoT'd May 1980, 60,000 miles only, absolutely superb condition, must be seen. £2,250 o.n.o. 0222 514831. (42542)

TR6 1972 (LI). Financial embarrassment forces reluctant sale. Recent service, 10 month MoT (not taxed), 66,000 miles. Bargain at £1,600 o.n.o. Tel: Croston, Lancs (0772) 600668 after 7 p.m. (42546)

1962 FAIRTHORPE. All fibreglass, 2-seater, 1,200 c.c. supercharged engine, overdrive gearbox. Nearest £1,250. 0332 (Derby) 678051. (42534)

1220 CLIMAX engine, road trim, top overhauled, with MG-A gearbox if required. £500. Derby 678051. (42534)

SCIMITAR GTE Automatic, "N"-reg. 25,000 miles (new engine), April yellow, with black interior, alloy wheels, eight track stereo radio, electric tinted windows, stainless steel exhaust, twelve months MoT. Offers around £2,600. Tel: 021-552 4394 (day). Stourbridge 74757 (evenings). (42524)

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TVR



Hello folks — bit stuck for ideas this month (and also short of time), so without further ado here is our latest stock list: **Ferrari 308 GTB, 1977S**, black, tan leather trim, air conditioning, wide wheels, radio stereo, 8,000 miles, service history, price on application — this must be the car you have always wanted to own (I know I have!). And for when you come down off your Ferrari trip we can offer you the best choice of new and second hand **TVR's**, beginning with the following new cars for immediate delivery: **TVR Convertible**, choice of three, red, burgundy and charcoal, **TVR Taimars**, choice of four, green with neutral modelband, white with brown modelband, gold with brown modelband and black with silver modelband. *Just to remind you — we do have a special offer on new TVRs at the present time.* Our second hand stock includes a **79 TVR Convertible**, gold, radio stereo, 2,800 miles, late property of redundant Director. **79 Convertible**, white, 2,000 miles, road tested by Stirling Moss. **78T, TVR Taimar**, white, brown modelband, oatmeal trim, sunroof, 9,000 miles, previous owner now driving Lamborghini (there will be a slight difference in his servicing costs!) **78T, TVR Convertible**, black, oatmeal trim, Wolfrace wheels previous owner an electrical engineer — a live wire! **1977S, TVR Taimar**, metallic bronze, neutral model band, sunroof, radio, electric windows, 19,000 miles,

supplied and serviced by JBG, owned by the gentleman who supplies us with all our windscreens. The TVR factory have been the only owners of our **77S Taimar** in yellow with a brown band, radio cassette, vinyl sunroof and, of course, has always been meticulously maintained at the Works. Next, for anyone who runs an Insurance Brokerage, we have a **77 Turbo Taimar** in white with a brown band, genuine leather scent of the Connelly hide seats, Wolfrace wheels, and an expensive radio cassette — this last a rather unnecessary item, as anybody who has had the pleasure of driving a **TVR Turbo** on full song will appreciate. Another one owner factory maintained **77 Taimar** in white with an unusual green modelband, overdrive, sunroof, 22,000 miles, this car came to us via the TVR Factory as it belonged to a local customer of theirs and was highly recommended to us by Stuart Halstead, their Sales Director. Our range of **3000Ms** starts with a **77** in Arctic white with 'brown bear' band, vinyl roof, sunroof and radio, this was part exchanged by a successful business equipment whiz kid of obvious good taste, who took away a much newer Taimar. Next is a **77S, 3000M** in silver with red side flash, Laycock de Normanville overdrive, (what an amazing name!) making this a very pleasant motorway cruiser. Our **1975 3000M** has been updated visually by application of the modern modelband and logo, so that, resplendent in its white and brown livery it very much resembles the **77** model already described but a more "modest" price! Last but not least, a **74 3000ML** — the plusher version of the M available only 74/75, complete with wood dash and felt roof lining. In **75** the prototype Taimar was built complete with Targa roof panel and 1600 crossflow engine. It now awaits a new owner with an eye for the unique. A **73 1600M** is the last of this marque on offer by us this month. Before we leave Blackpool for the Cotswolds, a plug for our ubiquitous workshop ready with their well stocked **TVR spares**. Off now on the A4104 via Upton on Severn to Our Alma Mater — the **Morgan Factory**. Although they blessed two of the top people on our list with their long awaited cars this week, delivery as far as we can see lengthens far beyond the seven years quoted in The Observer colour mag. Anybody still able to have an

optimistic view for sportscar production in the future may still join the list but please don't ask for a delivery quote! Morgans available now, however, follow: a beautifully restored **59 4/4 2-seater** in double Devon Imperial Cream with a 1500 Ford engine and 4-speed gearbox, complete with exhilarating handling promoted by 16" wheels and Avon Tourist crossply's. **65** sort of Super Sports **4/4, 2-seater**, with 1500 Ford and twin 40 Webers protruding into a honnet bulge, wire wheels and bright yellow paintwork complete the sporting image. On to a **77S 4/4 2-seater (Nov.)**, black, wire wheels, leather seats, 9,000 miles, originated in Liverpool and resided for a short

looking forward to a trip to Canada but this has been cancelled so would someone like to take it to the USA instead? **68 Morgan +4 4-seater**, British racing green, wire wheels, a very pleasing example of one of the last of the +4s. **68 Morgan, +4 coupé**, British racing green, wire wheels, leather trim, one owner from new, full service history, this car we tend to regard as a museum piece but could be tempted to part with for the right admission fee. Choice of three **Arkleys** this month — **76** black, gold pin stripes, 8" Cobra alloy wheels "The Ultimate Arkley". **72L**, red, Wolfrace wheels, special seats, put together by professional mechanic. **71** orange Arkley, black pinstripes, alloy wheels,



period in Bedfordshire. **77S 4/4 2-seater**, orange, bucket seats, one owner, this car is cheaper than would be imagined due to the fact that nobody here likes the colour. **78T, 4/4 2-seater**, signal red, wire wheels, luggage rack, +8 spot lights, genuine 850 miles from new, having spent the last year residing comfortably in heated garage. **79 4/4 2-seater**, indigo blue, stone leather trim, luggage rack, reclining seats, one lady owner from new, accustomed to gentle use. **74N 4/4 4-seater (Dec.)**, Brunswick green, w/w, brown leather reclining seats, 17,000 miles, one owner who so cared for this car he protected it with Endrust and Armourglaze. **78 4/4 4-seater**, silver, all alloy body, wire wheels, one owner, 6,500 miles, what more can we say about this car? **79V, Morgan 4/4 4-seater**, signal red, door handles, reversing lamps, bonnet strap, +8 spot lights, rustproofing, radio, 2,800 miles — the newest Morgan we have in stock at present. **73M Morgan +8**, golden yellow, black leather trim, owned by fastidious Morgan enthusiast. **76 Morgan +8**, black, alloy body, brown leather, one of the last of the 4-speed +8s with the much nicer original 15" alloy wheels. **77S Morgan +8**, brown body, cream wings, stone leather trim, one owner from new, one of the most eye catching cars in our company. **79 Morgan +8**, red, all alloy body, 1,800 miles, door handles, well maintained and little used vehicle. **79 Morgan +8**, gold, brown leather trim, brown hood and sidescreen, door handles, only 1,100 miles from new and with the added advantage of Michelin XWX tyres. **56 Morgan +4 4-seater**, silver body with black wings, 4-spoke Brooklands steering wheel, regarded here as our old gentleman (as opposed to the other "old gentleman" who owns the place) this car was

cheap and cheerful at **£1,295**. Still have several **Arkley** kits in stock but we are beginning to run short so if you are thinking of ordering an Arkley kit now is the time. Odds and S**s this month include: **Panther Lima 79**, blue/silver, radio/cassette, one owner from new, 4,700 miles, front spoiler, price **£5,950**. Looking like a bit of a cuckoo in the nest but very good value when compared to a **79 +8**. **70 Lotus Elan**, Series 4 special equipment, orange, fixed head coupé, radio, 58,000 miles, a really nice example of this rapidly appreciating car offered at **£1,595**. **79V Fiat X1/9**, metallic gold with white interior, 1500 c.c., 5-speed gearbox, only 2,000 miles, very nippy and exceptional road holding, ideal for girl about town, price **£4,850**. We are open six days a week 9 till 7 Monday to Friday and 9 till 6 on Saturday. Phone Chris, Roger or Nysha for car sales and Vernon for workshop and service — for anything else telephone the Samaritans.



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1978 Volkswagen Scirocco GLS. One owner, 15,000 miles, tinted glass, alloy wheels, etc., silver.

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1978 Lancia Monte Carlo FHC. Radio, low mileage, in blue with cloth upholstery.

£5,350

1978 Lancia Beta Coupé 1600. 7,000 miles, one owner, radio, in light blue.

£3,950

1978 MG-B GT. O/D, 16,000 miles, yellow.

£3,749

1977 Alfa Romeo 2-litre GTV. 15,000 miles recorded, push button radio, Sundym glass, in sand with black interior.

£4,299

1977 (S) MG-B Roadster. O/d, one owner, full service history, radio, 18,000 miles recorded, in Brooklands green.

£2,999

1977 (S) Triumph TR7. 4-speed, radio, full service history, 6,000 miles only, yellow.

£3,150

1977 Triumph TR7. 26,000 miles, red.

£2,999

1977 Fiat X19. 21,000 miles, one owner, blue.

£2,300

1976 Ford Escort RS 2000. Low mileage, red.

£2,950

1976 Jaguar XJS. Automatic, radio/stereo, one owner, 25,000 miles recorded.

£8,500

1976 MG-B GT. Overdrive, one owner, 29,000 miles, radio. Full service history

£2,999

1976 MGB GT. Overdrive, one owner, 15,000 miles, in Sandglow.

£3,050

1976 Vauxhall Cavalier GL coupe. Two owners, radio, 9,000 miles, red.

£2,999

1975 Volkswagen Scirocco. Automatic, radio, low mileage, metallic blue.

£2,625

1975 (Reg.) MGB GT V8. Radio, sunroof, vinyl roof, 39,000 miles, one owner, chrome bumpers, aconite.

£3,200

1975 MG-B GT V8. O/D, radio, sunroof, red.

£3,495

1975 Ford Capri 2-litre (S). In white.

£2,650

1975 Triumph TR6. O/D, hard and soft top, radio, magenta.

£3,200

1974 Vauxhall Magnum Coupé. £3,500 built at high cost by Will Sparrow Engineering, silver and blue.

£1,999

1974 MGB GT. O/d, chrome wheels, two owners, 52,000 miles, full history from new, teal blue.

£2,250

1973 (M) Mercedes 280E. 45,000 miles, full service history, in yellow.

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1973 BMW 2002 Coupé. Radio, 36,000 miles, one owner, full service history, absolutely pristine in met. blue.

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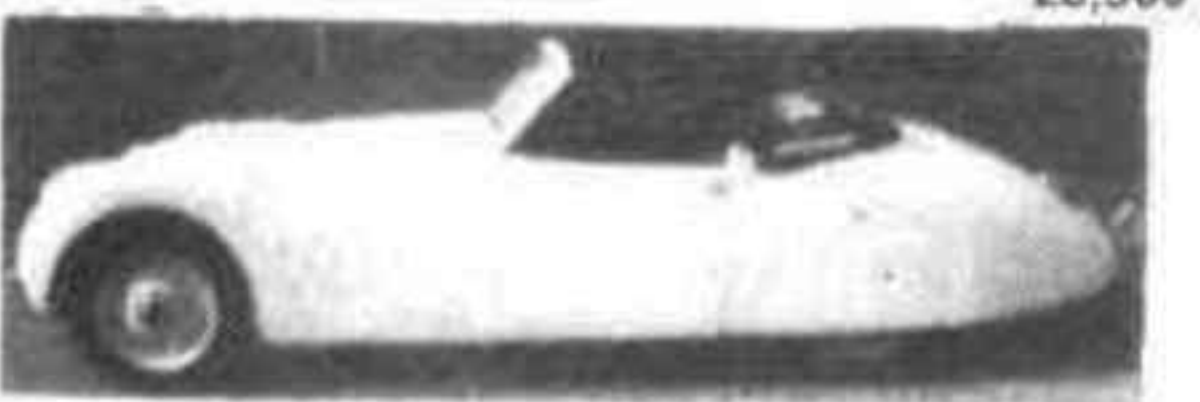
1973 V12 E-TYPE ROADSTER. 42,000 miles, chrome wire wheels, white. £8,500



XK150 DROPHEAD COUPÉ. Automatic, black, red leather, mostly rebuilt and superb. Bargain. £6,500



XK150 DROPHEAD COUPÉ. Manual with overdrive, chrome wire wheels. £7,000



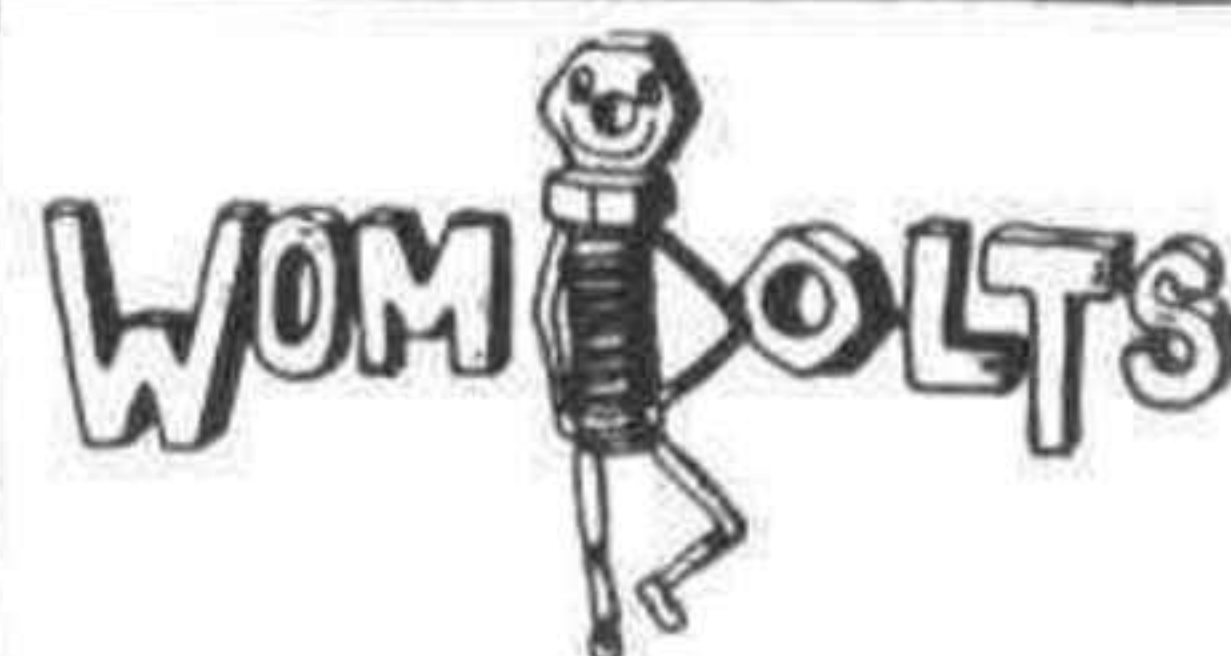
XK120 DROPHEAD COUPÉ. Chassis off-rebuild, a superb car to drive and own, a very rare example. £8,500



XK150 FIXED HEAD COUPÉ. Chrome wheels, superb condition throughout. £6,500

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FOR SALE—continued

E-TYPE, 1969 Series II FHC. Much admired car maintained regardless of cost. Finished in unmarked signal red paintwork with gleaming c.w.w. Fitted with sunroof, radio, electric aerial, stereo, tinted screen, h.r.w., maker's oil pressure. Reluctant sale by JDC member due to financial commitments. I would value car in region of £4,650 but any offer considered. Office, Wellington (Som.) 13737; home, 6130. (42536)

BENTLEY "R" TYPE Automatic, 1954. Standard steel, resplendent in Tudor grey over shell grey, well maintained, considerable history, 140,000 miles, fine beige interior. £8,000. Stuart Pardoe 01-351 2167. 14 Fawcett Street, London SW10. (42536)

AUSTIN HEALEY 100.6, 1957. Rear body dismantled, much repair work done, new short engine 1973, negligible mileage, many new parts. £1,000. Tel: Leamington Spa 27347. (42545)

MG MAGNETTE ZA, 1956. Good condition throughout, 20,000 miles only from new, complete with tool kit, handbook, MoT £2,100. Winchester 2659. (42530)

LOTUS ELAN +2 (F). Yellow, black interior, new chassis two years old, fully reconditioned engine this year (6,000 miles max.), new tyres, radio, owner's third Lotus, taxed, MoT July. £1,650 in view of above. Penzance 66259. (42531)

TRIUMPH VITESSE Convertible, 1969. Recent £220 rebuild, MoT, v.g.c. £650. Tel: Torrington (08052) 3617 evenings. (42532)

ALFA ROMEO 1.6GT Junior, April 1975. 29,000 miles, Ziebarted, radio cassette, 5 new Michelin XAS, excellent condition. £2,000. Telephone 061-973 5400. (42533)

1932 RILEY 9. New crown wheel and pinion. £100. Ring North Shields 577450 or Whitley Bay 525928 (STD 0632). (42525)

LOTUS ELAN +2 S130.5, "M" reg. White oatmeal, usual extras, and Revolution wheels. Beautiful condition, low mileage, tax MoT £3,450 o.n.o. Tel: B.o.T. (0283) 703261 (evening). (42527)

AUDI 100S Coupé, August '73 "M" reg. Brown, modest mileage, first class condition. £1,295. HP possible. Tel: 01-720 7204 (Clapham Common). (42673)

ROVER 110, 1963. With overdrive, one owner from new, maroon beige, really exceptional condition. £845. Any trial or inspection. Tel: 01-720 7204 (Clapham Common). (42673)

BMW 2002 Tii. Excellent condition, low mileage, long M.o.T. and tax £850 o.n.o. Tel: Etwall (Derbyshire) 2353 after 6 p.m. (42598)

TR6, 1970. Damon, M.o.T. May 1980. Tax Jan 1980, good condition throughout. £1,100 o.n.o. Phone Heisby 2112 (Cheshire). (42594)

FOR SALE—continued

ROLLS-ROYCE Silver Cloud III, 1964. Regal red, privately owned, chauffeur driven, immaculate condition. Phone 01-935 1744 office hours. (42591)

TRIUMPH TR2, 1955. Reasonable condition, distinctive number plate. Offers. Tel: 01-603 8973 (evenings). (42590)

1978 SPITFIRE for only £1,600. Fitted in overdrive, 10,000 miles only, finished in yellow, with black interior, has panel damage to rear and slight front. Can be driven away for only £1,600. Phone Chesterfield 70044 day 6187 night. (42589)

TVR 1600M "P" reg. Silver, usual extras, 31,000 miles, VGC. Sensible offers, no dealers. Telephone Aspatia (0965) 20129. (42588)

AUSTIN HEALEY Sprite, 1966. Red, pregnancy forces sale of family pet. Same family since 5,000 miles, virtually original but some work due, must be seen to be appreciated at the gift price of £425. Tel: Rotherham 813 011. (42587)

TR6 "M" REG. Carmine, h.a. tops, long M.o.T., overdrive, many new parts and extras, must be seen, best offer over £2,000 secures. Phone Cardiff 64896 after 6 p.m. (42586)

BMW 320i6 "T" REG. Reseda green, only 20,000 miles, sliding roof, stereo FM cassette, LHD hence price only £4,250. Tel: 0253 733 936. (42585)

"T" REG LOTUS Esprit S2. Metallic bronze, brown cream marcasite interior, 9,000 miles, imminent rise in family numbers reason for sale £10,250 o.n.o. Tel: Peter Barton, Hawkshead 347. (42597)

LANCIA 1600 HF Lusso Fulvia. Very fine example of this rare model. 1973, 45,000 miles, Rosso Corsa, Black interior, owned by M. C. Member £1,895. Tel: 01-680 2340 or 01-351 2211 ext. 38. (427830)

FOR SALE, Scimitar GTE manual, 3,500 miles as new, Aztec, leather trim, tints, etc., maker's warranty. £7,350. Tel: Brigstock 404. (40069)

ALFA SPIDER Veloce Convertible, 1977. 1 owner from new, bright red, radio £4,950 or offer. Must be sold. 021-743 5276 or 092684 2122. (42598)

JAGUAR 3.8 MK. II. A unique 3.8 manual, o.d. with everything Triple carb engine, close ratio gearbox, competition offset wire wheels, comp shockers, Webasto roof, laminated tinted screen, all new leather in special colour. A very exciting car. £3,000 o.n.o. Tel: 066 474 663 (Leicestershire). (42599)

MG TC, 1949. UMG reg. No. M.o.T. mainly original £4,150 o.n.o. Belper (Derbys) 4637. No joy riders. (42613)

VELOCETTE VENOM, 1958. Rebuilt £900. 1925 Triumph "P" type, original, unrestored £900. Clive 573 (Salop). (42612)

FOR SALE—continued

JAGUAR 240 SALOON. Manual o.d. red with black trim, really beautiful, original Jaguar with two owners and 82,000 from new. £1,650 for quick sale. Tel: 066-474 663 (Leicestershire). (42599)

ASTON MARTIN choice of 2 superb cars, 1970 DB6 Mk 2 automatic, two owners, full service history, 68,000 miles, outstanding original condition throughout. £7,995. 1969 DB6 6 automatic, very low mileage, finished in brilliant white with black upholstery. £4,250. Part exchanges may be considered. 01-286 1865. (42639)

LUXURY air conditioned coupé, styling by Pininfarina, Fiat 130 Nov 1973, alloy wheels, stereo radio, many extras, silver metallic. £2,795. Phone Leeds 862785. (42609)

MINI COOPER. Good condition, resprayed, wide wheels, spots unused since M.o.T., any trial. Woodbridge 7353. (42608)

TRIDENT VENTURER. One of the few "R" registered cars produced for the home market. White, sunroof, low mileage, 2.5 twin carb engine, any trial. Woodbridge 7353. (42608)

DIRECTOR'S SCIMITAR GTE. "R" registered, cloth upholstery, regularly serviced, new tyres, extras, tax and M.o.T., reasonable price £4,250. Tel: Coalville 34865. (42605)

FORD ESCORT RS2000 November 1977. Only 16,500 miles, signal green, excellent original condition. Motorola radio, cassette £3,500. Telephone Great Glen 2933 (Leicestershire). (42604)

LANCIA BETA 1600 HPE hatchback, 1977. As new, 17,000, steel sunroof, Blaupunkt stereo. £3,300. Consider boring saloon plus cash. Warwick 42167. (42603)

MORGAN 4/4 2-seater, 1976. Blenheim Ivory, blue leather, numerous extras, low mileage, excellent body and mechanically, MSCC owner. £5,350. Wormley (Surrey) 2943. (42602)

1960 3.8-LITRE Mark II Jaguar. Stored since 1967, engine partially dismantled. Enquiries and offers 0454-613200 evenings. (42601)

LOTUS ELAN +2S 130.5, 1973 (M). White, Blaupunkt stereo, alloy wheels, recent M.o.T. owner requires larger car, 56,000 miles, hence £2,950 o.n.o. Tel: 01-651 2106. (42600)

TRIUMPH TR7, "T" registration, September 1978. Gleaming flamenco red paintwork, 9,500 miles, excellent condition. £3,595. Plymouth 64545. (42610)

MG YA, 1950. Two owners from new, current tenure since 1964, excellent condition inside and out, has never been allowed to rot. Complete engine overhaul and respray by present owner. £1,600 o.n.o. Tel: Tadley 4111 Ext. 6837 day. (42611)

FOR SALE—continued

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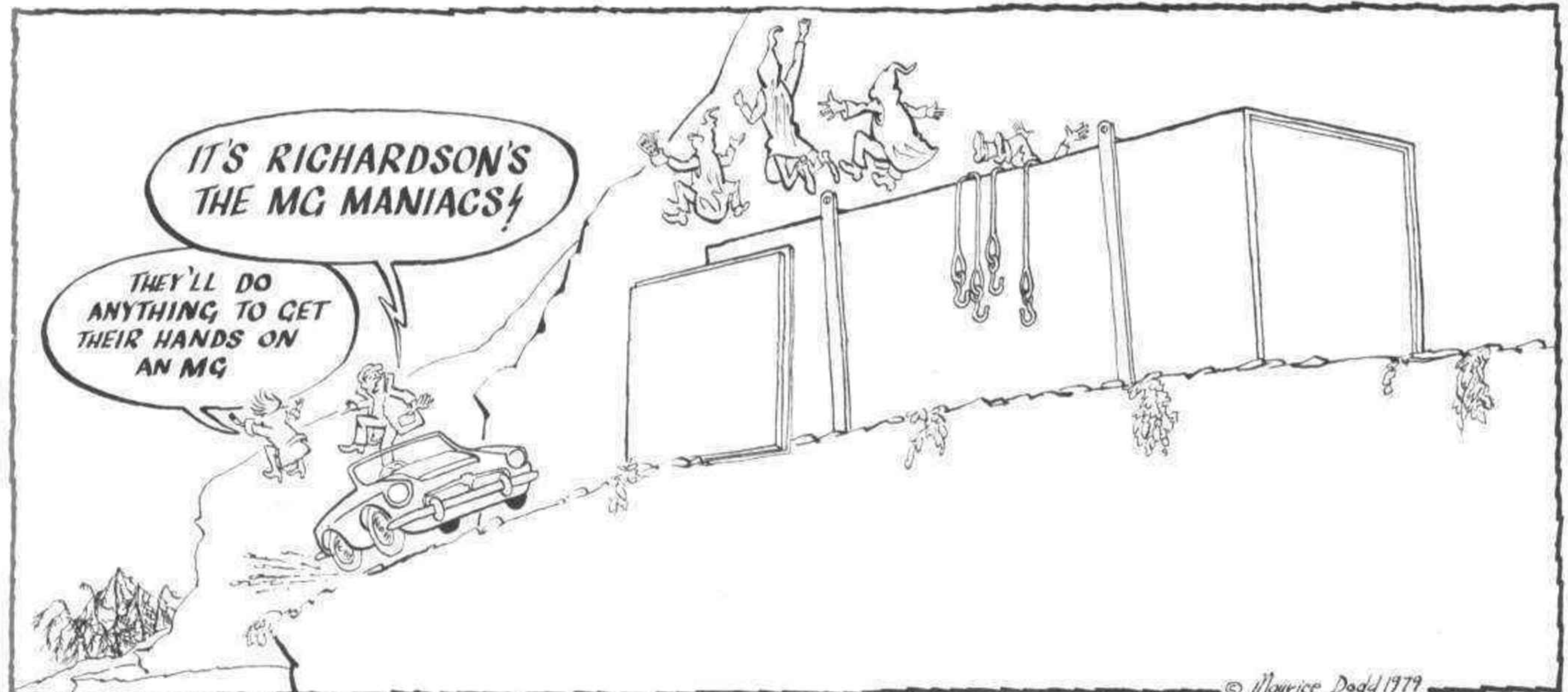
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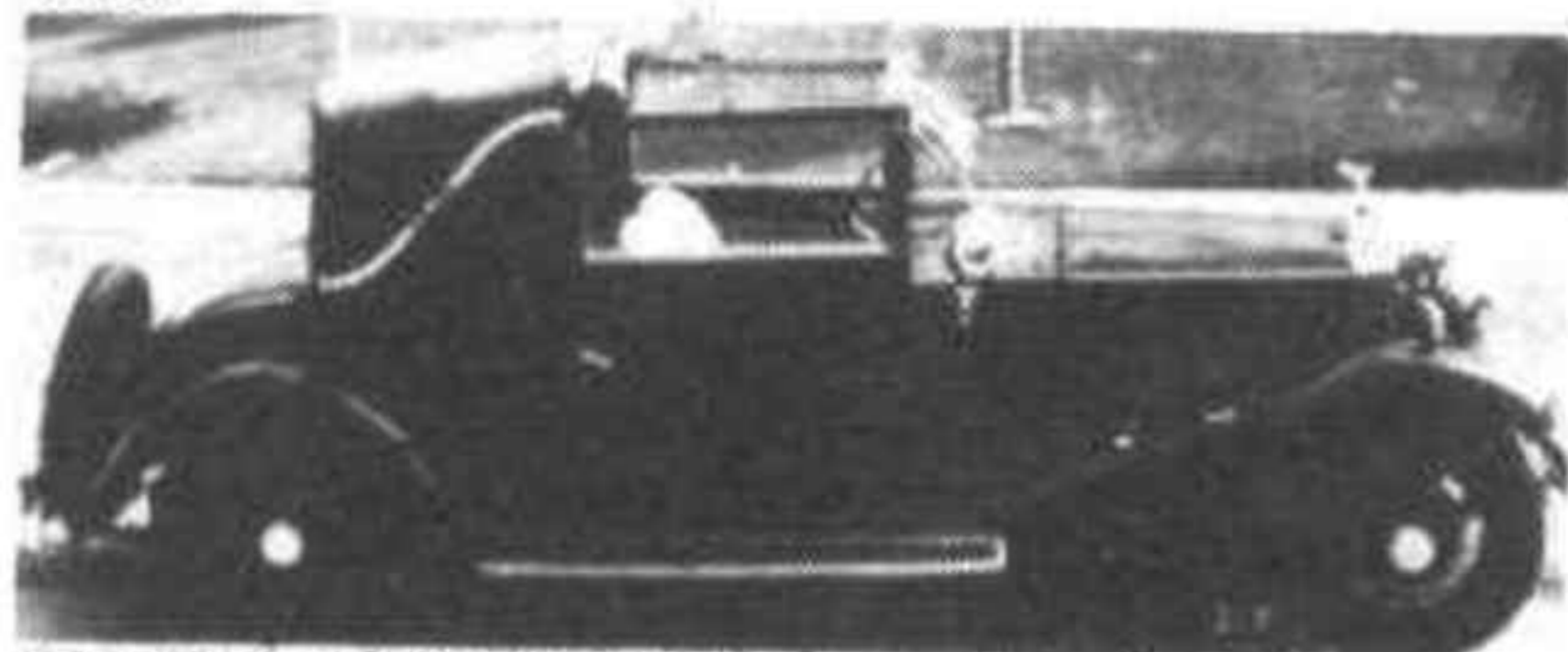
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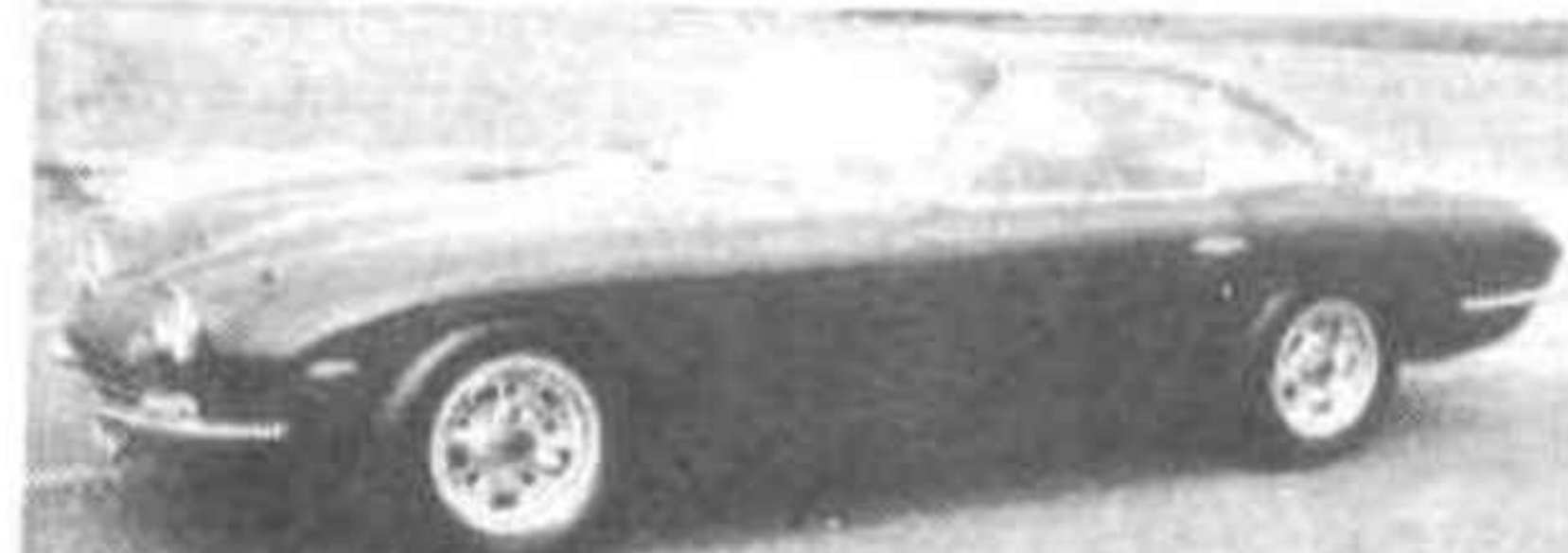
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ASTON MARTIN DB4 Vantage. Excellent history, very extensive rebuild and refurbish now completed to very high standard. Dark green metallic paint, tan leather, new chrome. £8,500. Tel: Wargrave 10735221 3537. (42521)
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WANTED—continued

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BOOKS ON motor racing wanted, particularly pre-War and early post-War publications. Send offers to Phillips, 12 Tudor Lane, Old Windsor, Berkshire. Tel: Windsor 67281. (41189)
D TYPE Jaguar wanted by UK enthusiast for own use. Cash deal. Confidentiality guaranteed. Replies to Box 5186. (40999)
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PREWAR ALVIS, Lagonda, Riley or MG tourer wanted in good condition. Some work not objected to. Tel: 01-674 6461. (38636)
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WANTED—continued

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MORGANS REQUIRED by genuine cash buyer, late +8s and 4.4s only. No dealers. Please phone 01-207 1598. (40064)
WANTED MG TF/TD by genuine private buyer. Good condition essential. No dealers please. Tel: 0203 306353. (40592)

WANTED—continued

AUSTIN 7 Van wanted. Any year/condition considered. Tel: 01-876 7899. (40874)
FOR HOTCHKISS 3 1/2 litre open sports body, radiator shell or lamps and any other items would be appreciated. Hill, Caister Castle, Norfolk. (26874)
MG TF/D/C wanted. Prefer excellent example but any condition considered. Tel: 01-886 3080, David, evenings. (41534)
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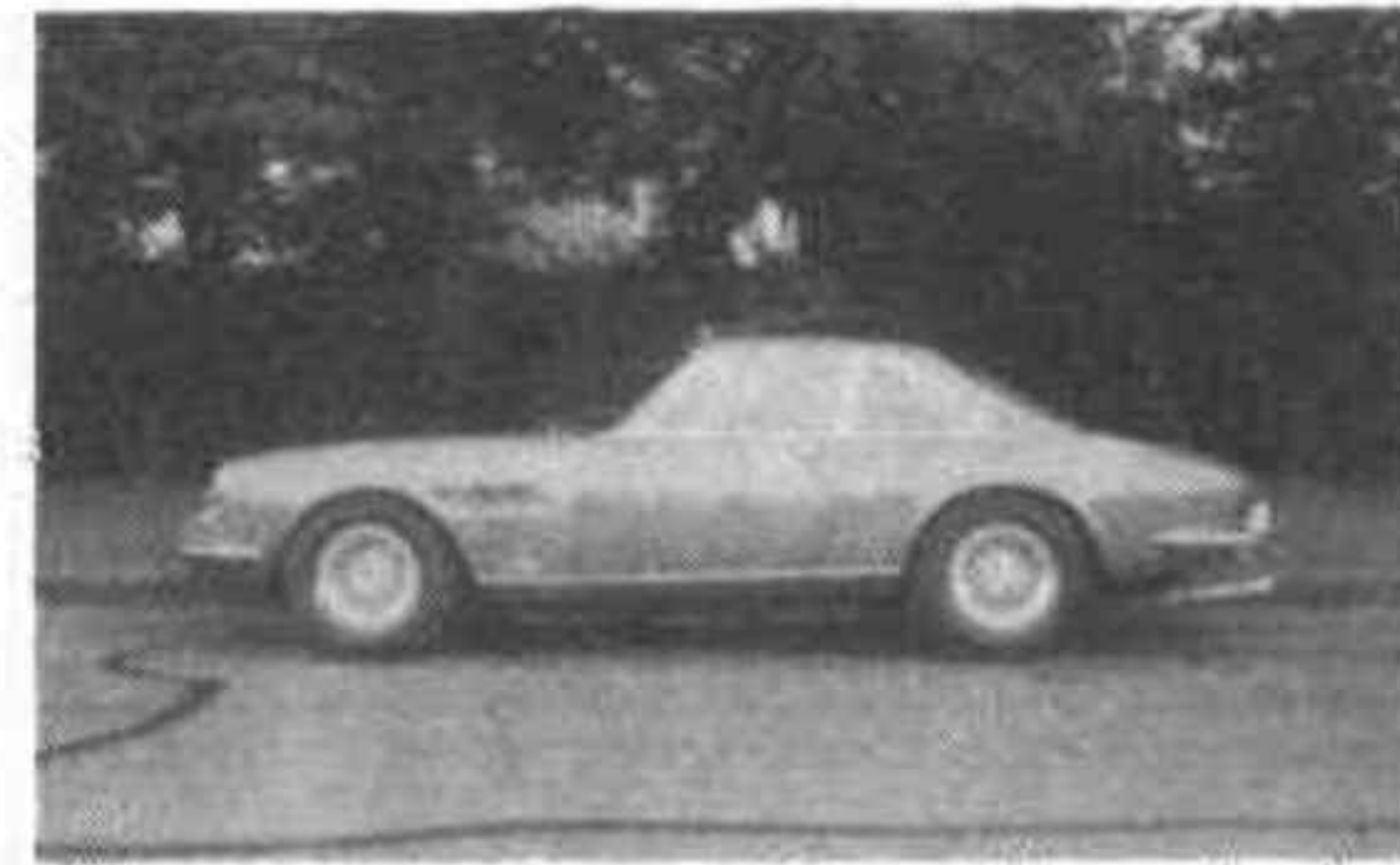
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WANTED—continued

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WANTED TO BUY: Vauxhall literature wanted by genuine 30/98 owner. Any Vauxhall detail information on 30/98 or earlier cars: e.g. A and C type. Reply: Southward, 18 Summit Road, Lower Hutt, New Zealand. (41867)

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MISCELLANEOUS

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MISCELLANEOUS — continued

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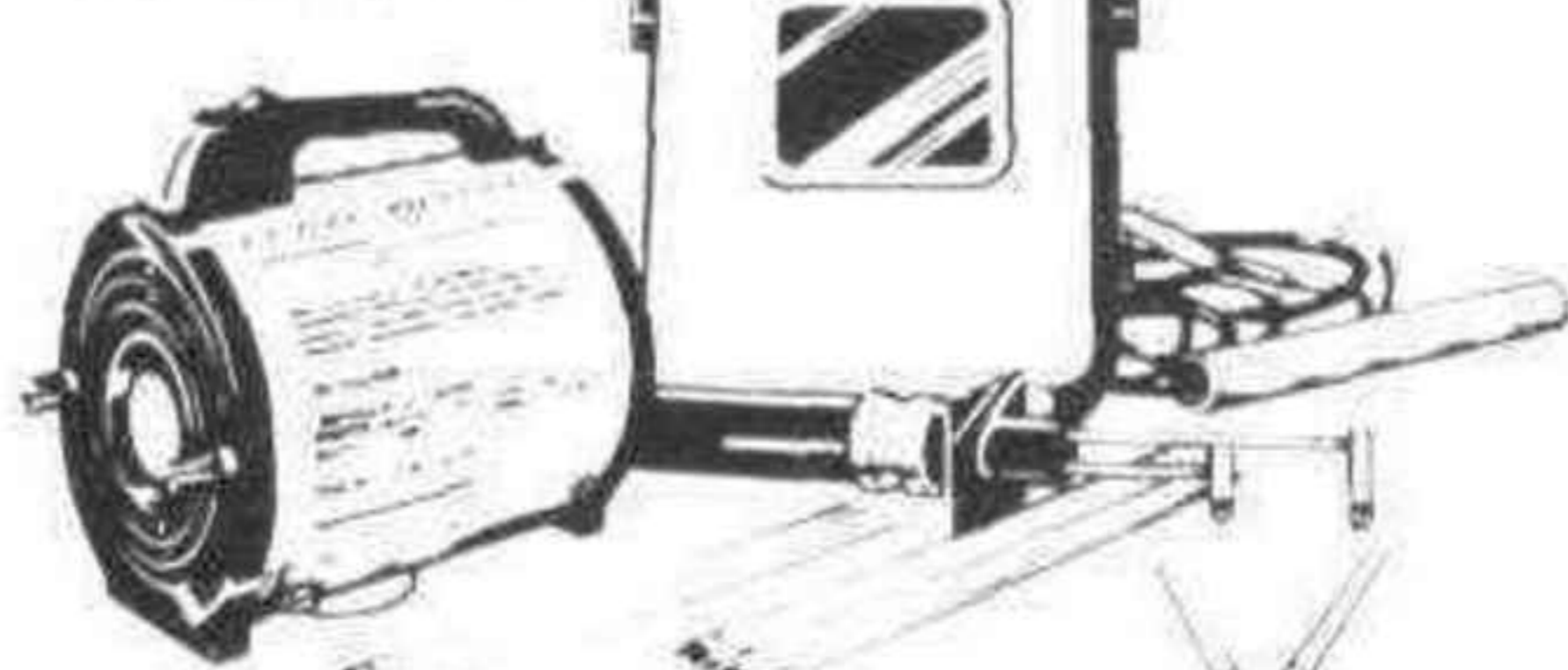
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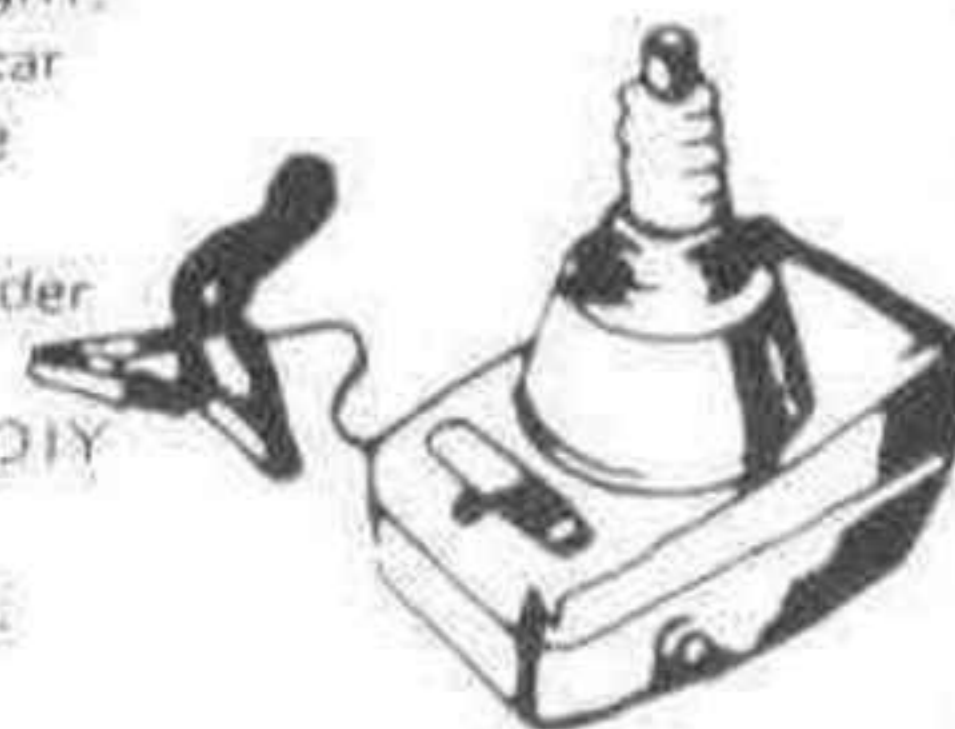
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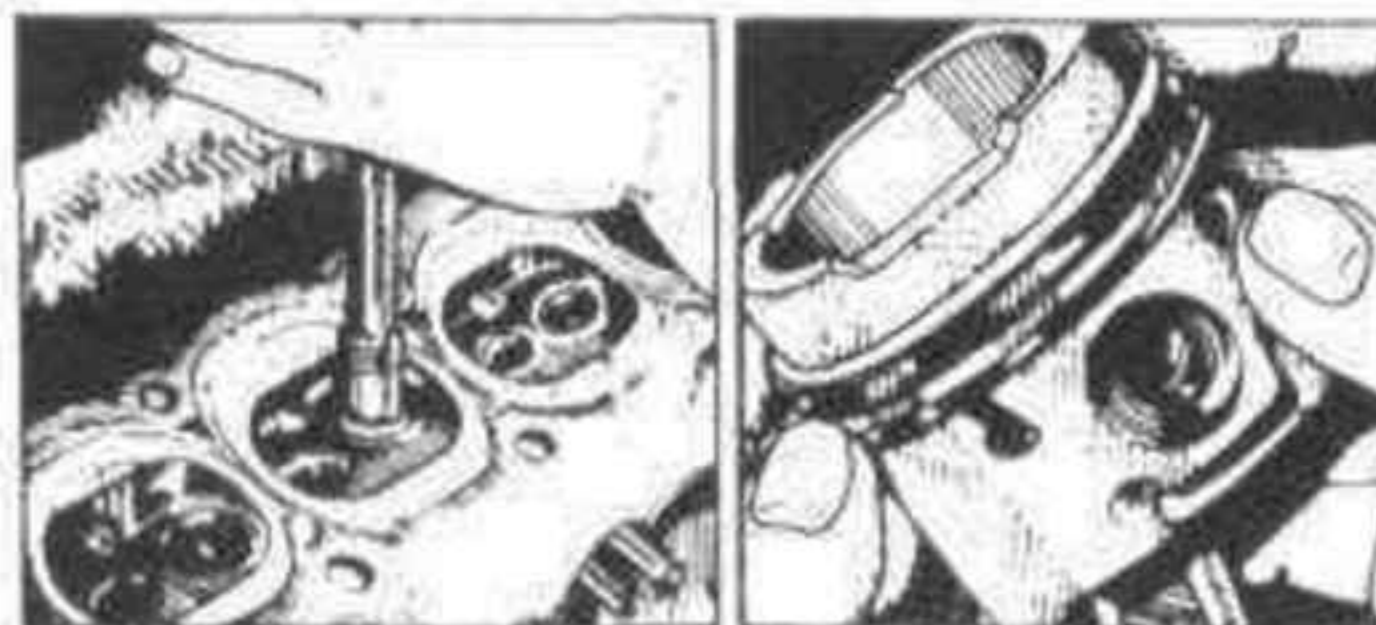
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Rabatt Olympia 1962-78
Rekord C 1966-77
- PEUGEOT**
204 304 404 1960-77
104 504 1968-78
- PRINCESS**
18 22 Series 1975-77
- RELIANT**
Regal (incl. GT) 1952-72
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16 16L 4 5 6 1961-78
8 8S 10 10R 1100 1960-77
12 15 16 17 1965-78
14 30 1975-77
- RILEY**
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19 Mk 1 to 3 1967-69
1100 Mk 1 2 1300 1965-65
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2500 3500S 501 1968-77
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Range Rover 1970-78
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99 1967-78
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1100 1200 1967-78
1300 1301 1500 1501 1962-77
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Chamois Sport 1964-67
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Rajap 1120 Alpine 1961-78
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Delomax 1200 1500 1975-78
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Magnum 1800 2300 1973-78
Viva HA HB HC 1962-78
Viva 1600 1800 2300 1970-78
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Chevette 1975-79
Cavalier 1975-78
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Note: This illustration shows a typical Super Acoustikit layout. Kits vary according to the requirements of the make and model of the vehicle.

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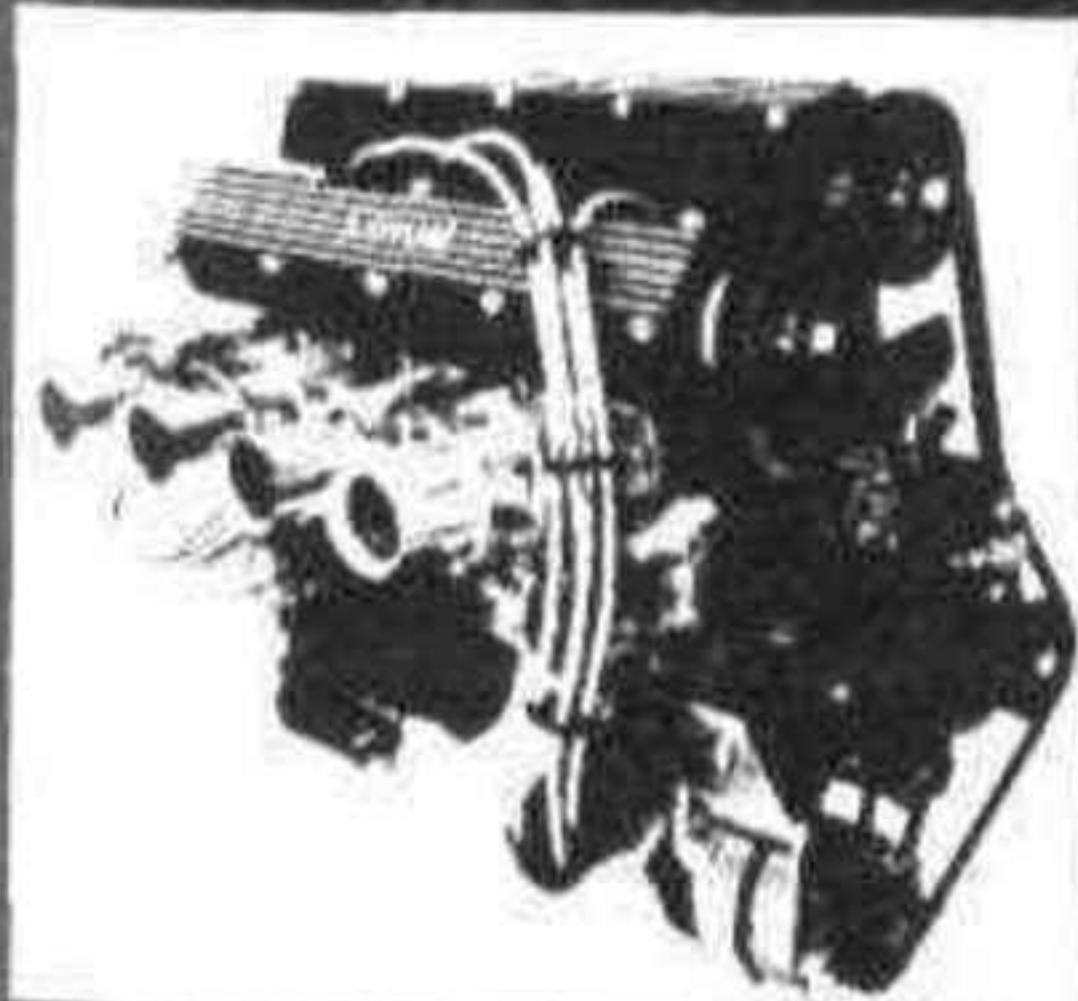
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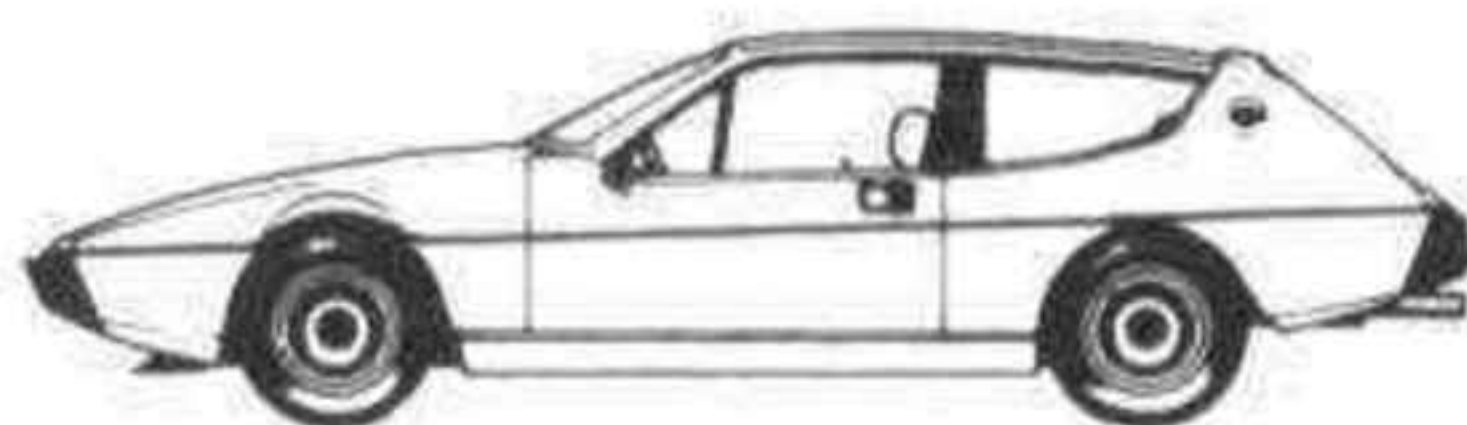
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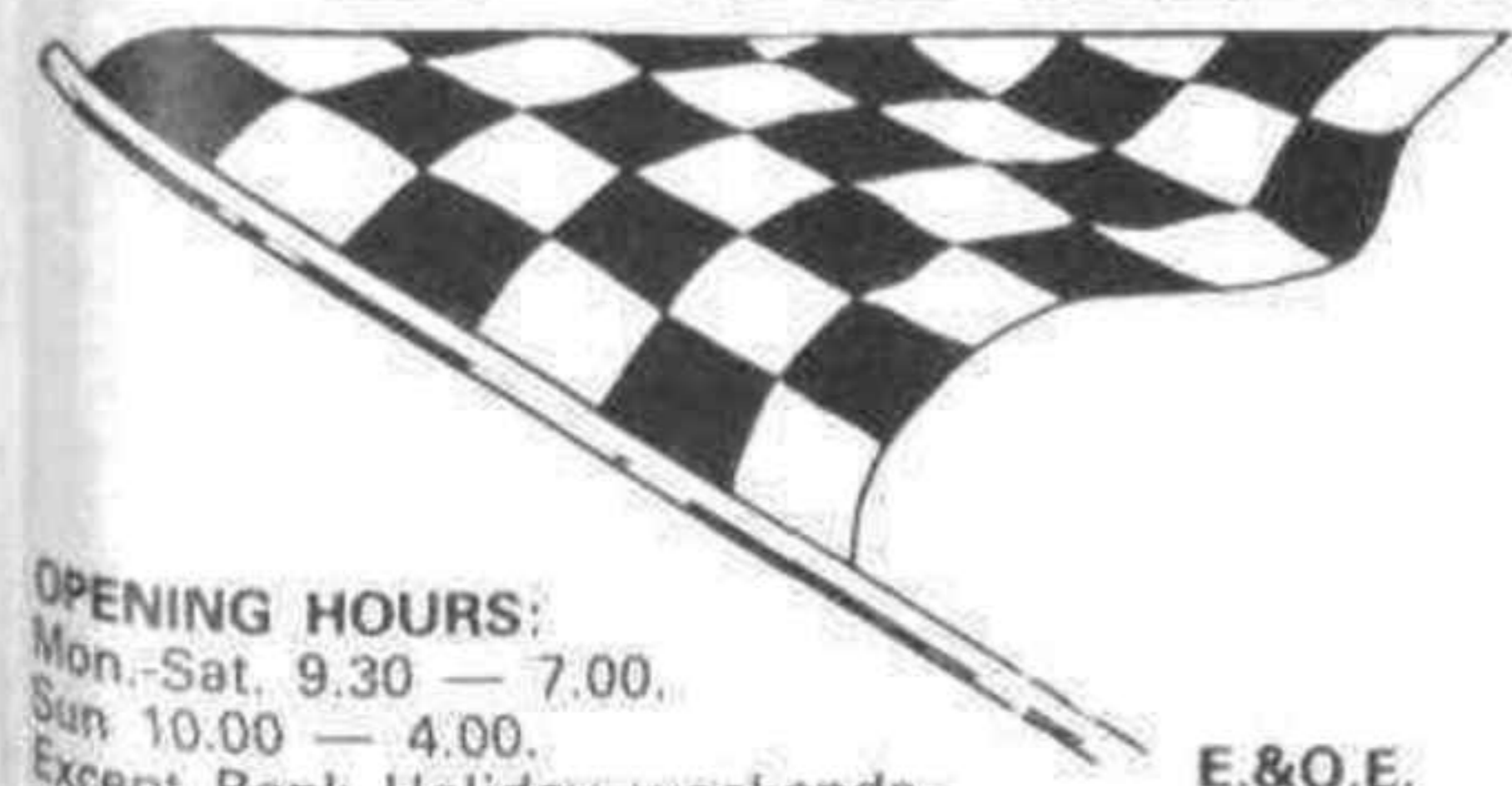
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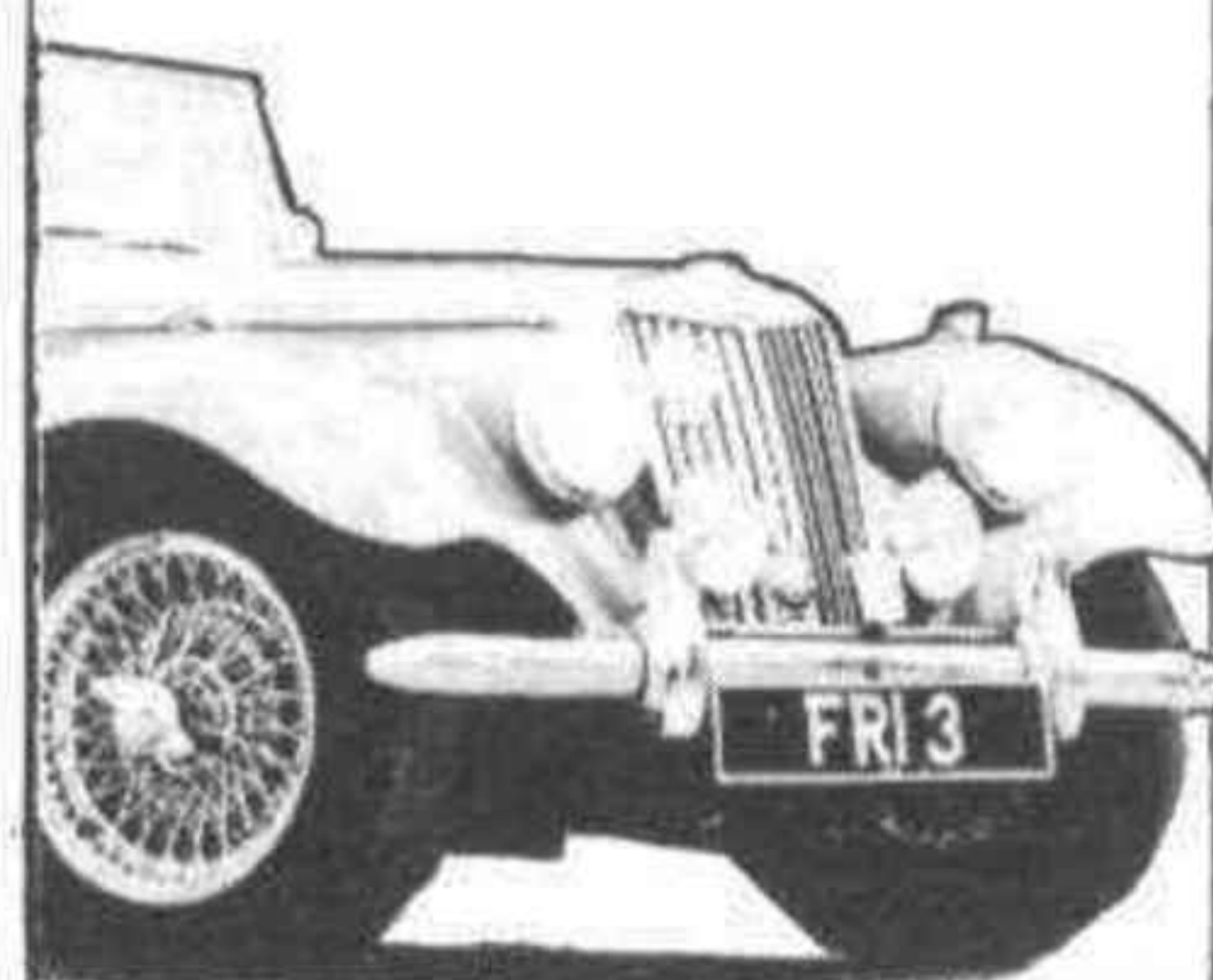
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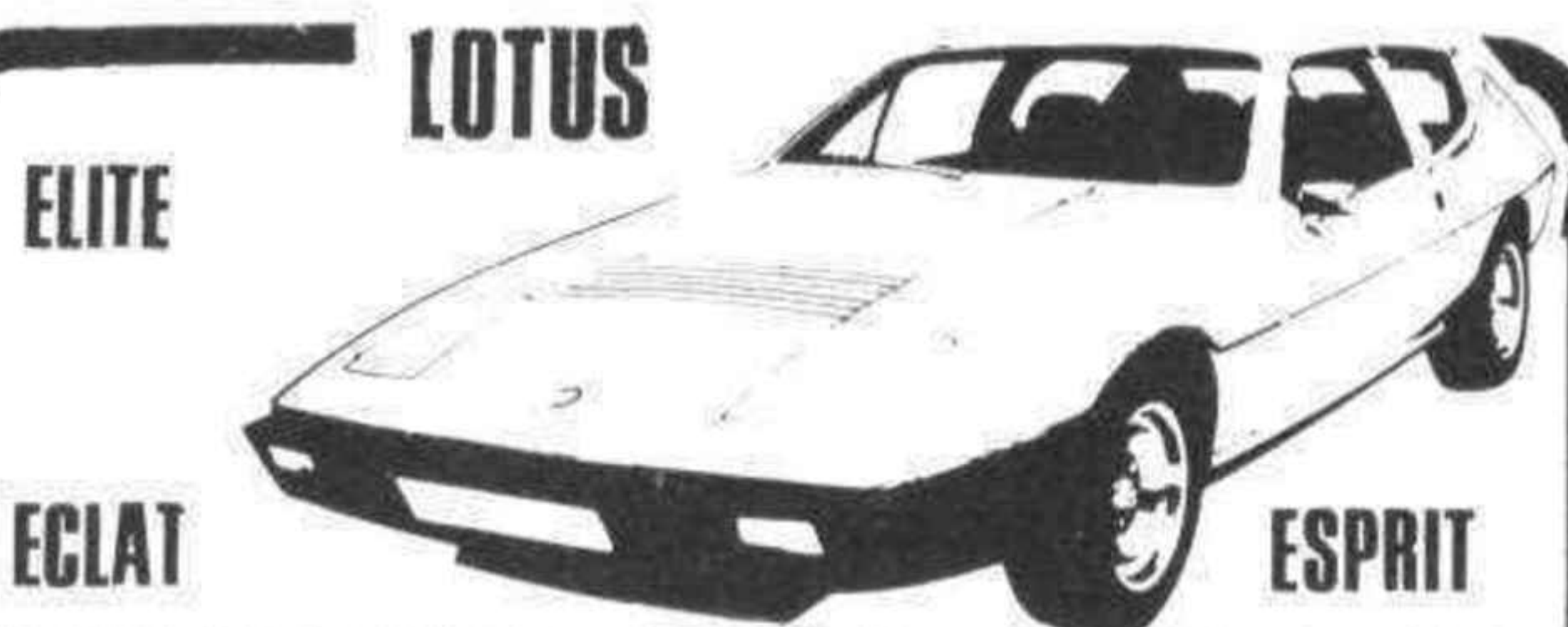
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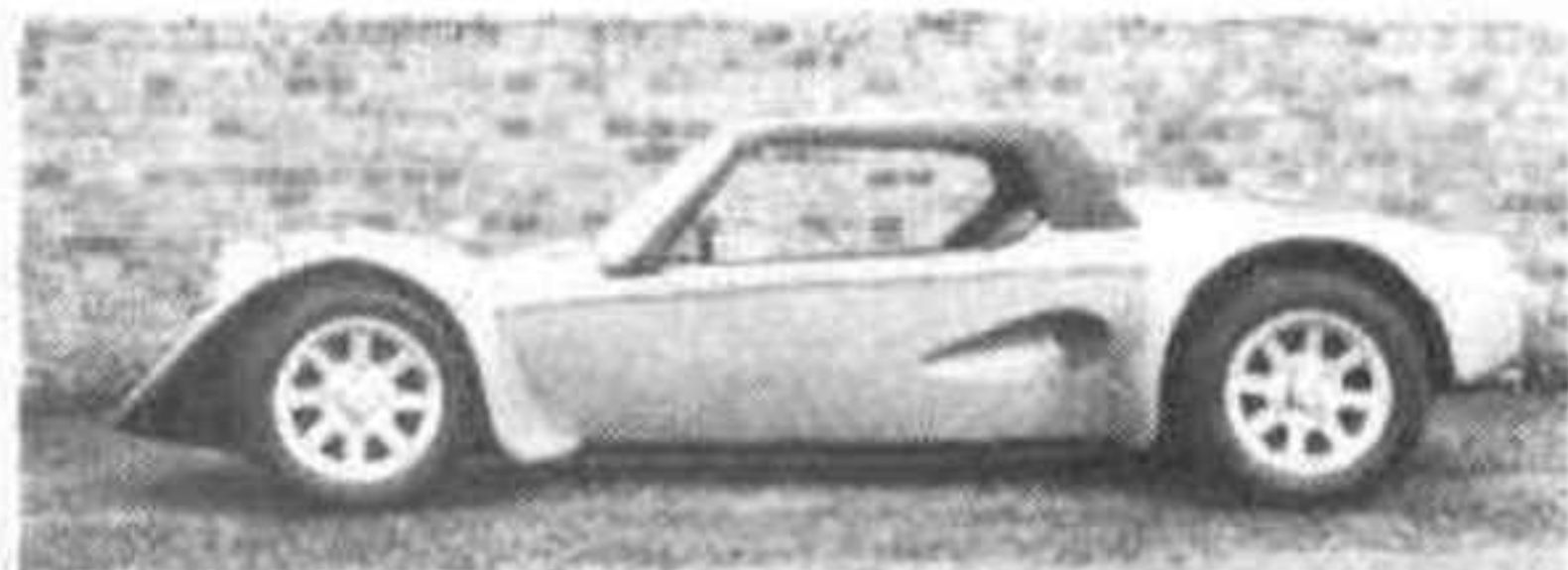
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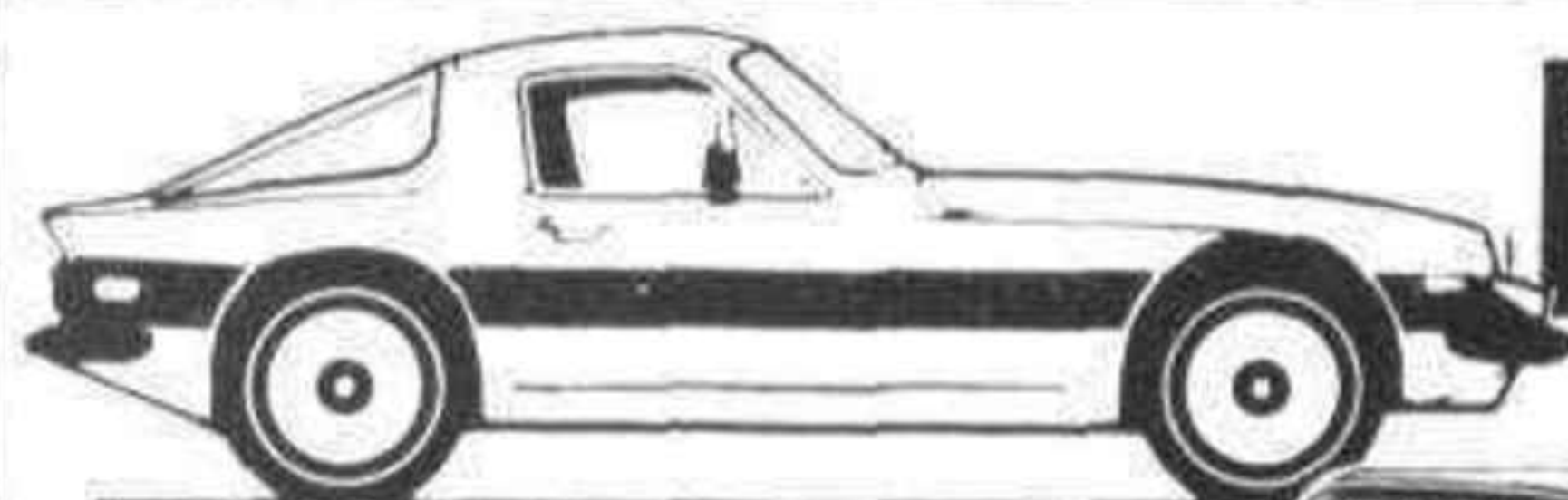
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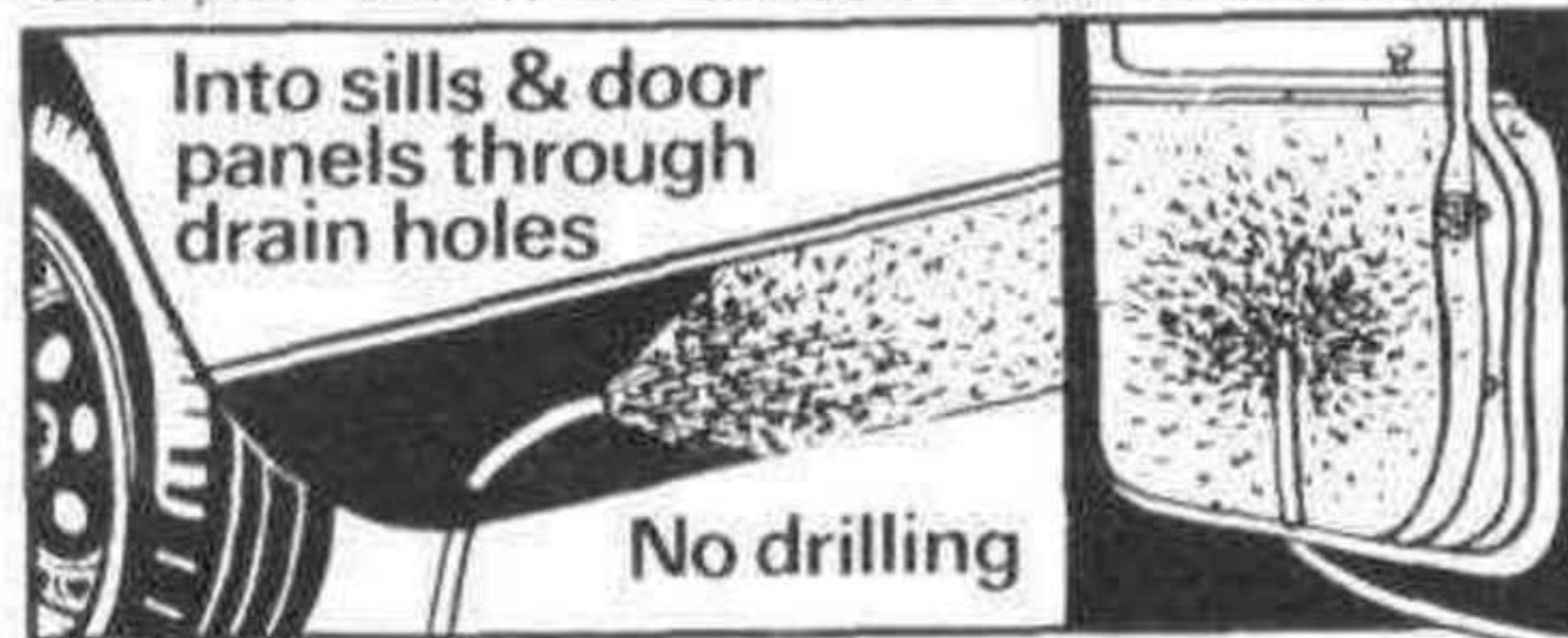
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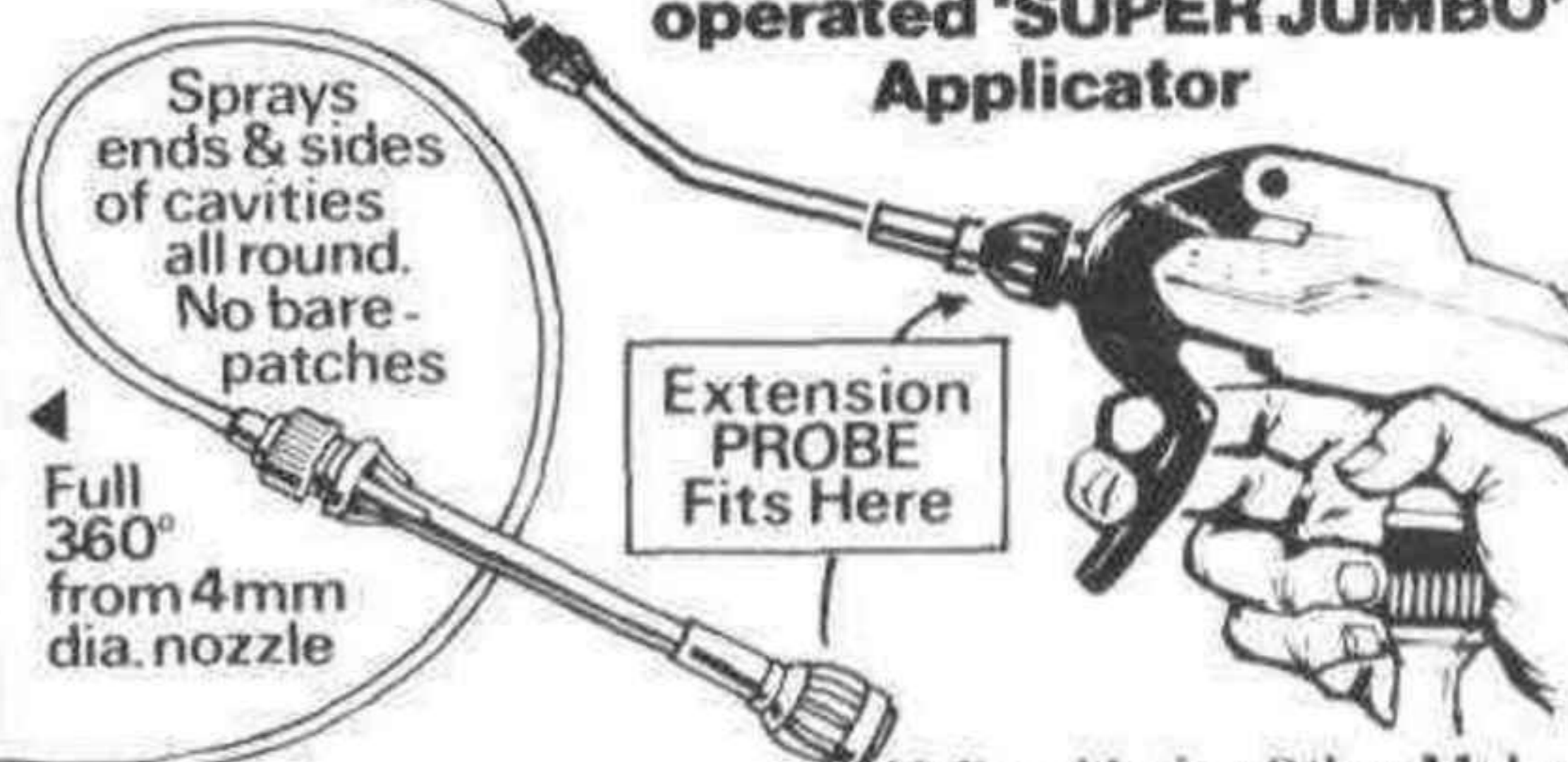
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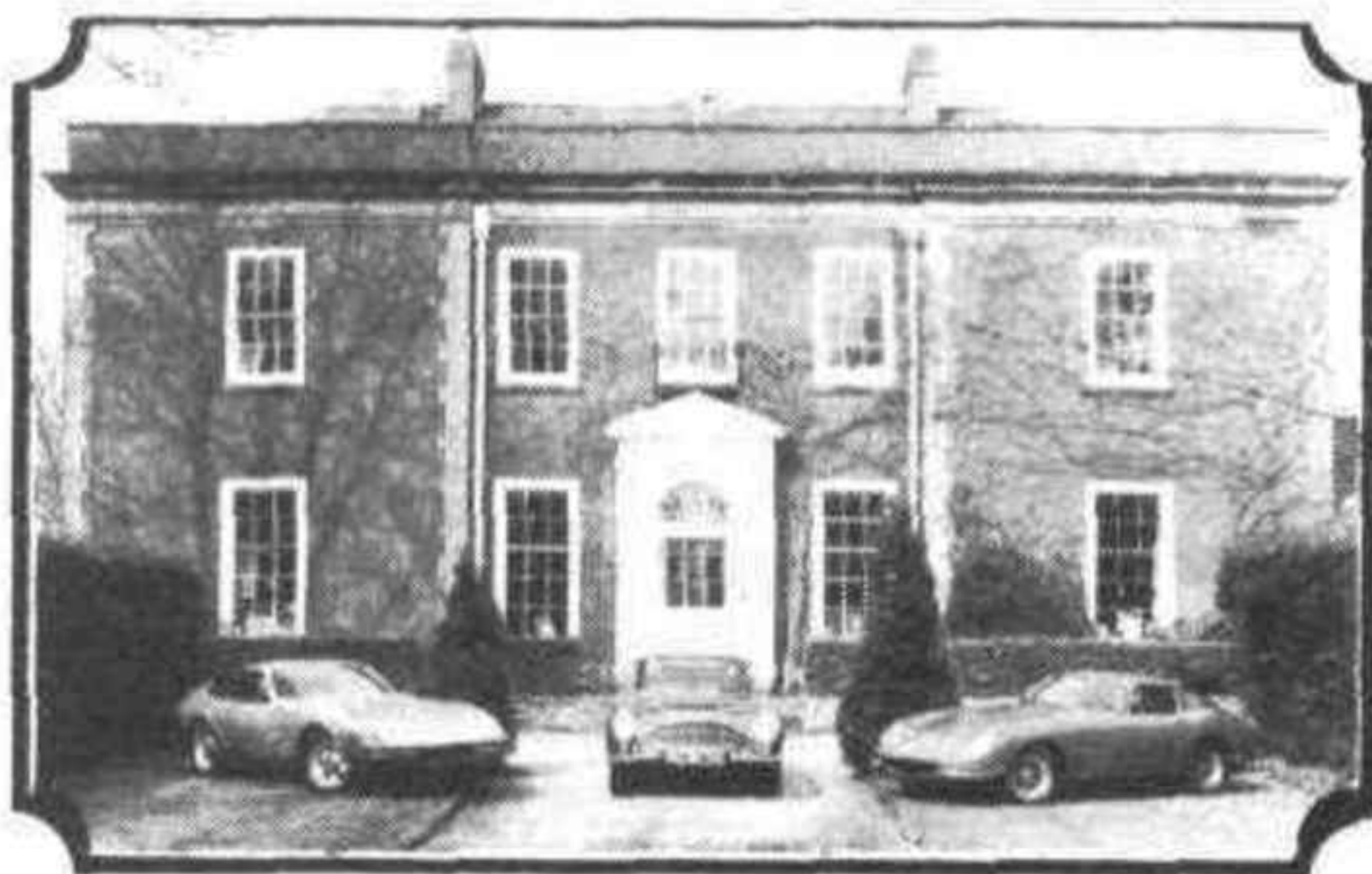
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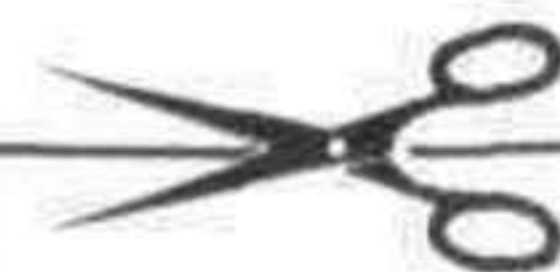


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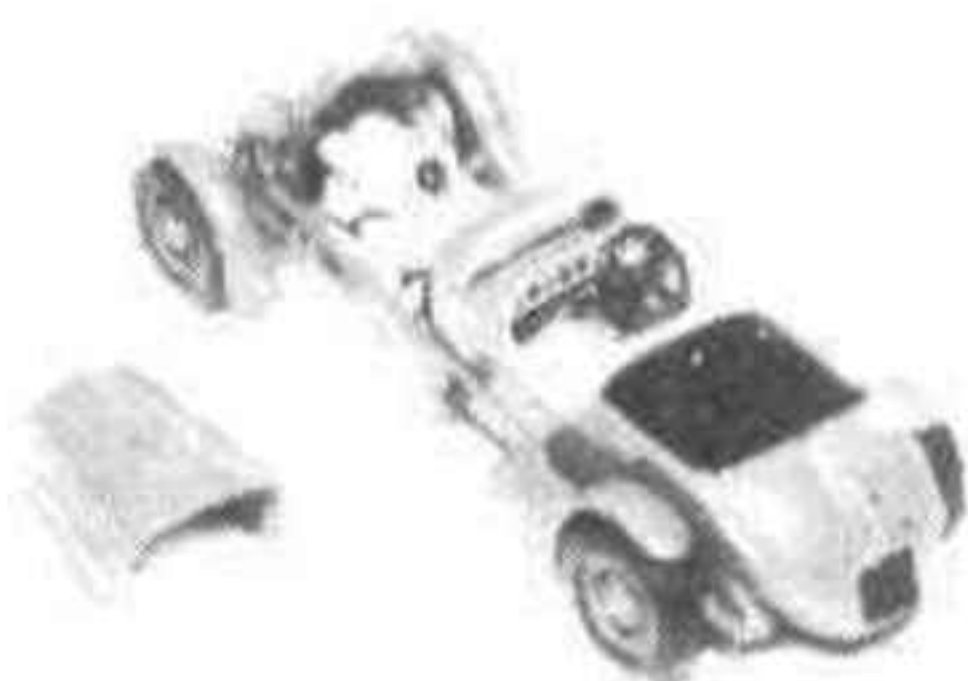
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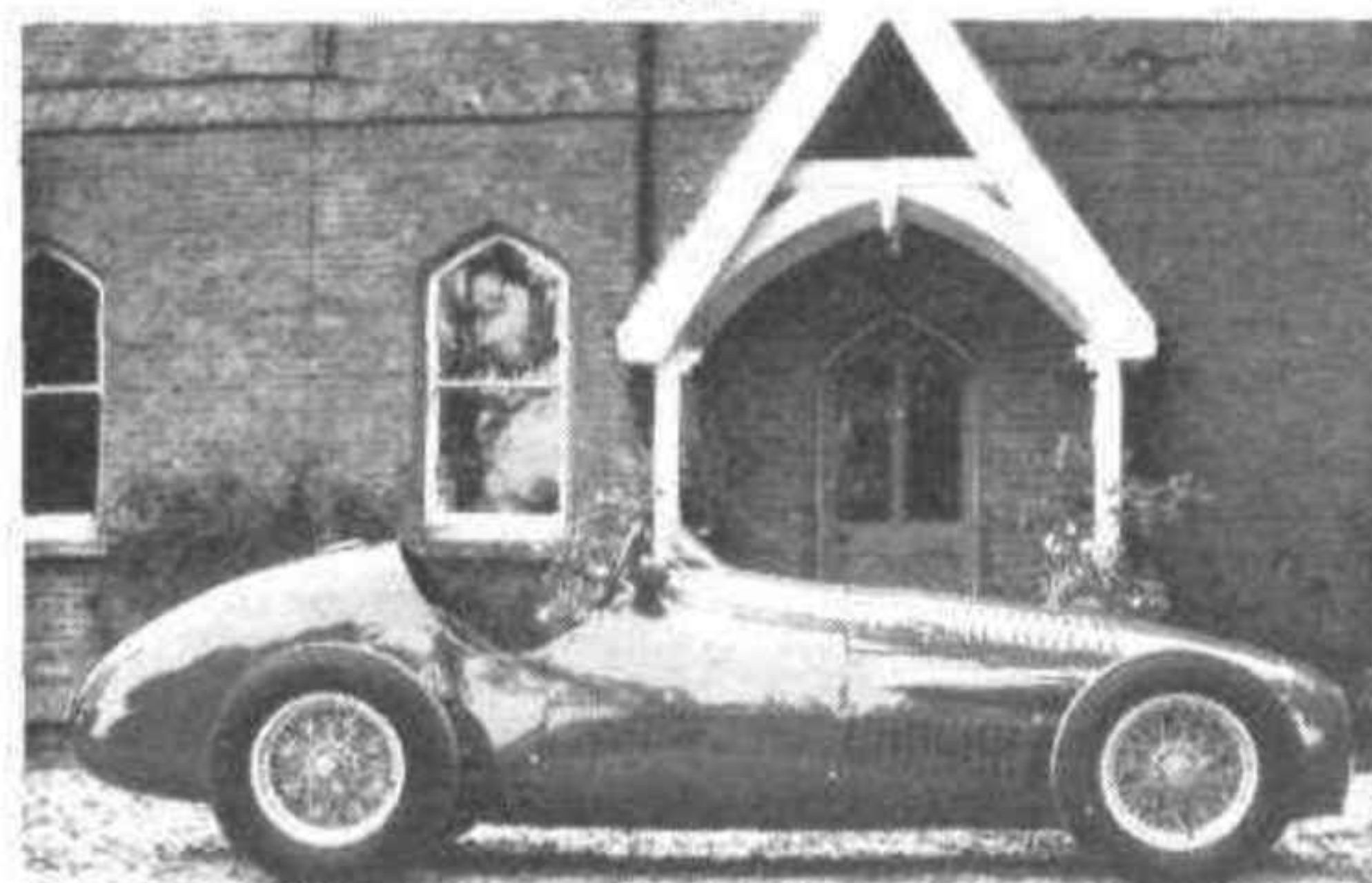
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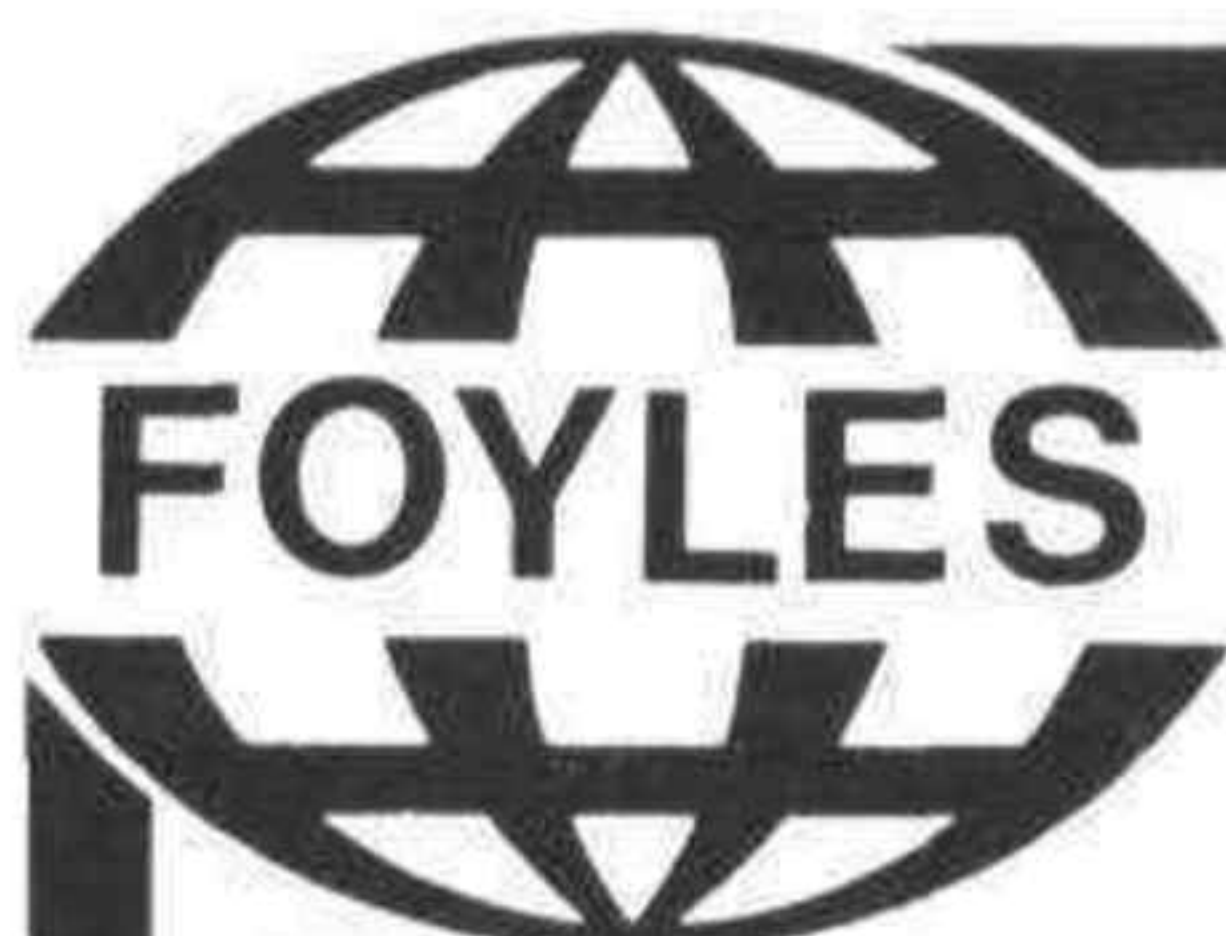
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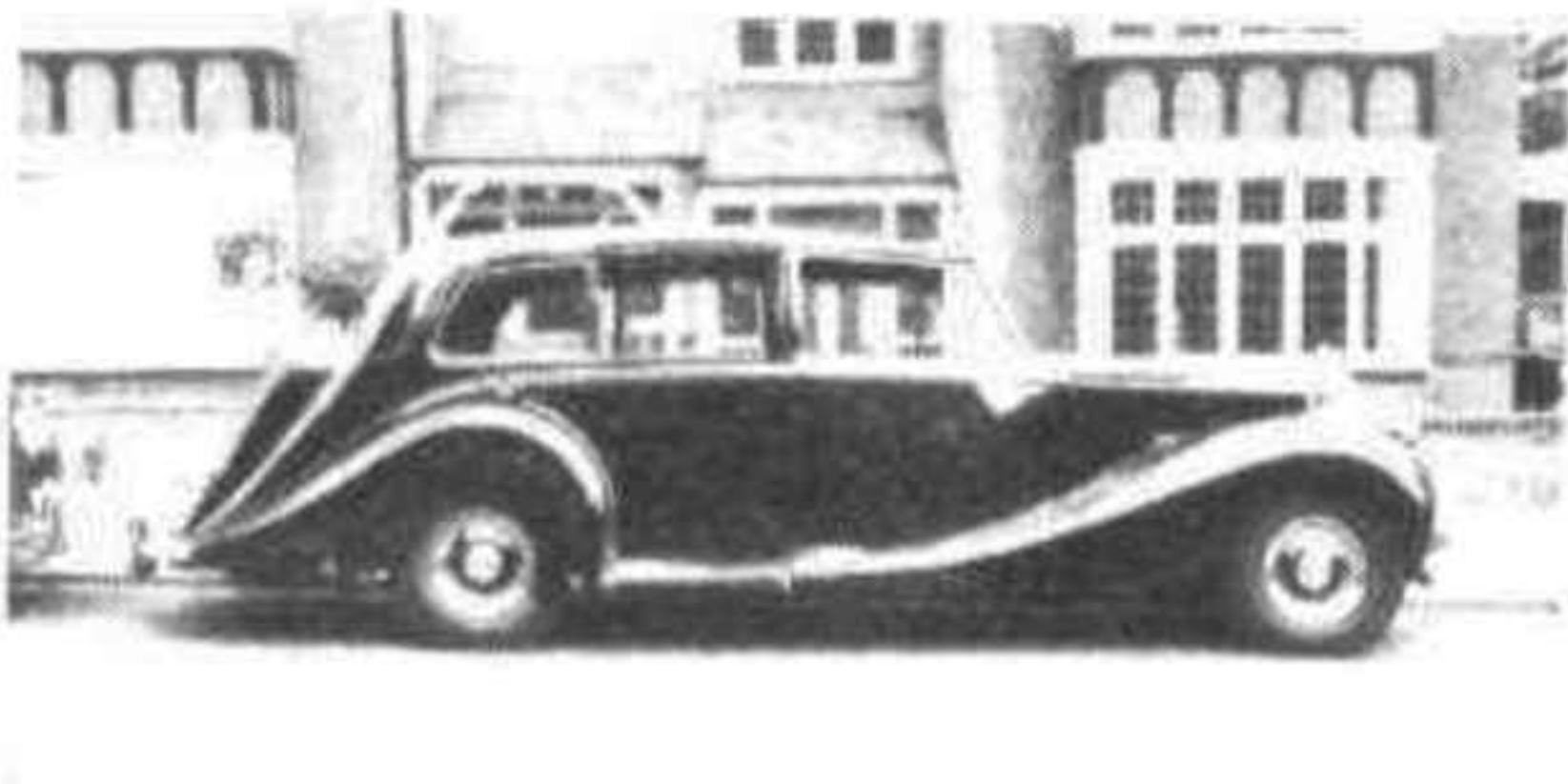
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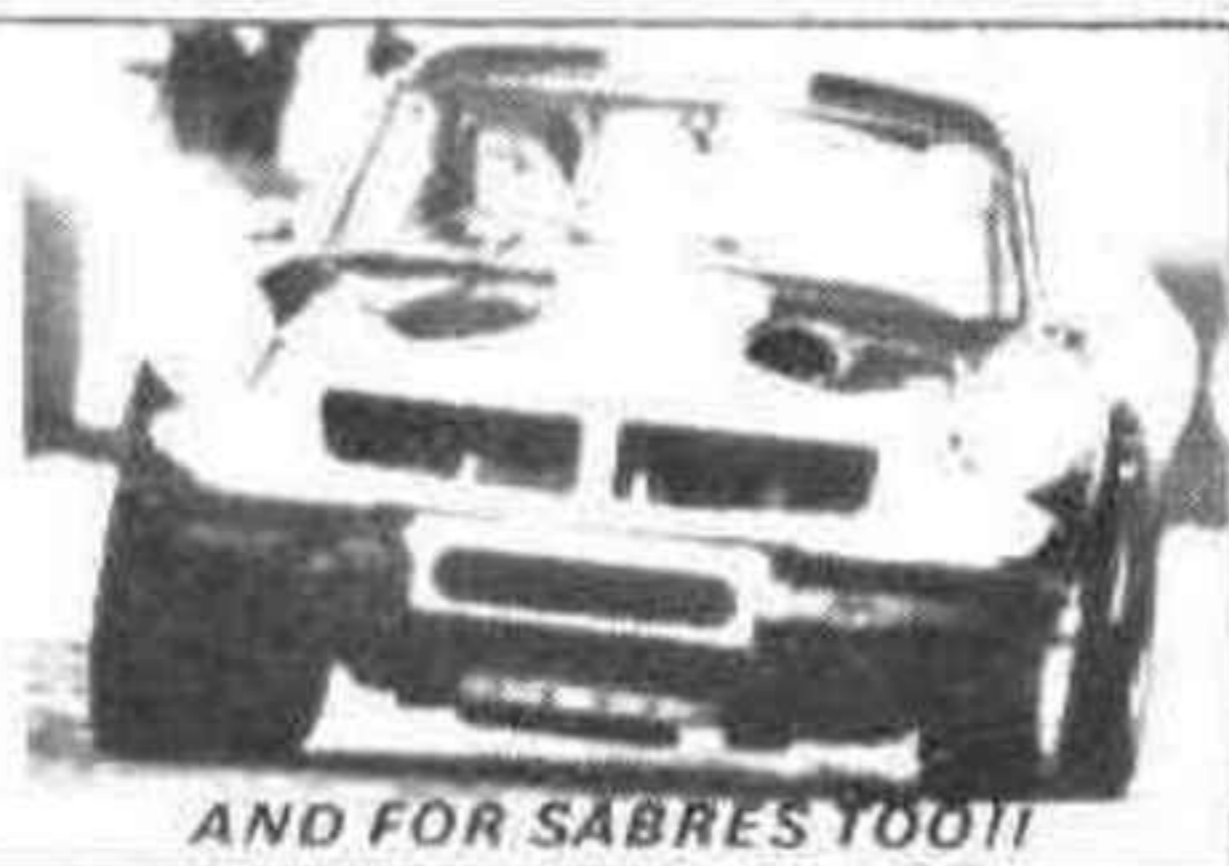
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Brass radiator open 4-seat tourabout. Complete mechanical rebuild of a recent restoration. Very beautiful, trimmed in red and black. Very dependable even on long runs. Recent interest in hairy sports machine forces reluctant sale. Desire serious substantial offers. Send £1, refundable, for details and set of colour pictures.

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NOSTALGIA

ALL OUR YESTERDAYS

I had intended to spend more time at "London's Only Motor Show" — the 1979 CLASSIC CAR SHOW at ALEXANDRA PALACE on Oct. 5/7th — where several thousands of people saw, among other delights, the LE MANS TRS (below) on the TR Register Stand. However, a dose of flu prevented my returning after the opening day, so I spent the time reading, cover-to-cover, "MOTOR SPORT" — VOLS XXXVIII-XLV (1962-'69), which a neighbour has just given me; as a socio-political diary of those times alone, the collection makes fascinating perusal — and those prices. . . .
Please note: The next "Goat" Meeting is on a Saturday (Nov. 3rd).



1960 AC ACE-BRISTOL 100D2/S2 — 220 PPC, actual AC Cars Earls Court Show Car, and one of only four built with the 135+ bhp 100 D2 S2 Bristol engine; ground-up restoration including complete mechanical rebuild (original engine, body, etc.) just completed to "concours" standards in all respects — incl. engine compartment, chassis, etc. Certainly one of the best examples anywhere. — *Photo.*



1960 JAGUAR XK 150S 3.8 DHC — 638 DYH; a really magnificent example of this rare convertible, with 16 chrome wires, 4 drive, etc., genuinely "as new" paintwork and interior, etc., with an equally superb engine compartment, all to J. D. C. Concours Award Winning Standards. — *Photo engine.*



1960 EX WORKS TRIUMPH TRS LE MANS — 929 HP; one of the stars of the International TR Register Donington Weekend, and the Register Stand at the Classic Car Show, being the last (and probably only surviving) member of the Works Quarter that won the coveted Le Mans Team Prize; superb presentation throughout but totally original to the last detail, including "Sabrina" twin-cam engine, Le Mans numbers and lights, quick-lift jack and headlamp covers etc.; road registered, MoT'd but obviously also marvellous for Historic (Thoroughbred Lloyds & Scottish) Racing. Spares available! — *Photo.*

1972 DE TOMASO MANGUSTA — RHD — TES 64; tracing the lack of supply of oil to the rocker-shafts has delayed the availability of this rare and beautiful mid-engined GT — this has now been rectified, rebuilt and modified Mustang engine gives approx. 175 m.p.h. in 5th (ZF box); elec. windows, air cond., etc. — all in all, a refined GT 40, 19,000 miles and in equivalent condition. One of only approx. 3 RHD examples in the UK, red with black interior.

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ROLLS-ROYCE SILVER DAWN, 1954, AUTOMATIC. Recent work completed new paint — shell grey, with red coachline. Very high standard new chrome. New leather-bound Wilton carpets, new headcloth. Driver & passenger seats reupholstered in grey hide and black piping. All wood cappings repolished. 2 owners, total mileage 125,000. £13,000. (Photo taken before restoration)



1935 3 1/2-litre Bentley by James Young. Pontoon wings featured, in showroom condition throughout.

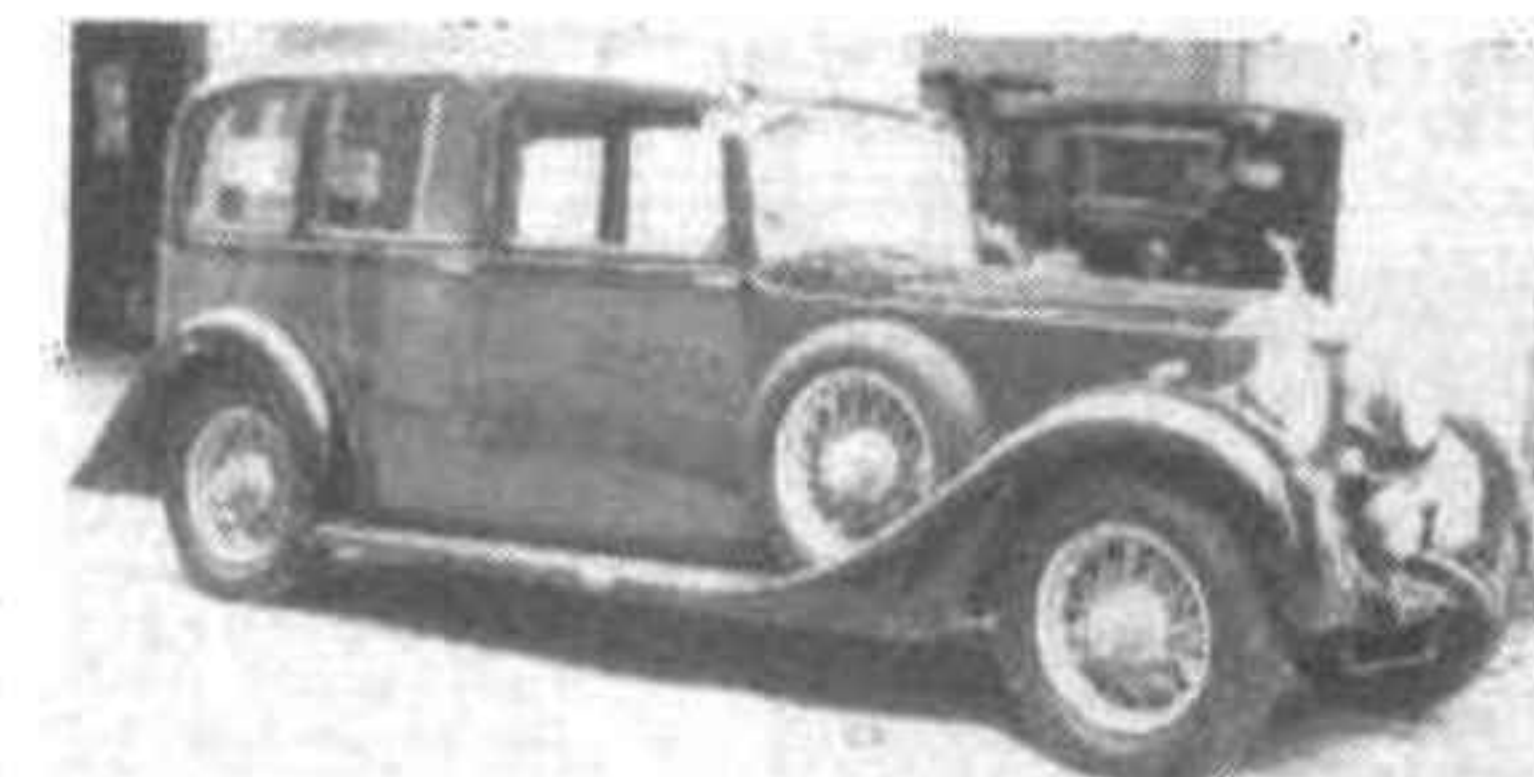


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- 1955 Rolls-Royce Silver Dawn
- 1936 25/30 Rolls-Royce Limousine
- 1935 Park Ward 4 1/4 Bentley



1938 LAGONDA V12. 7-passenger limousine by Thrupp & Maberly. This car has the most original and elegant coachwork that can best be appreciated by viewing on the road. Strongly recommended. £10,500.



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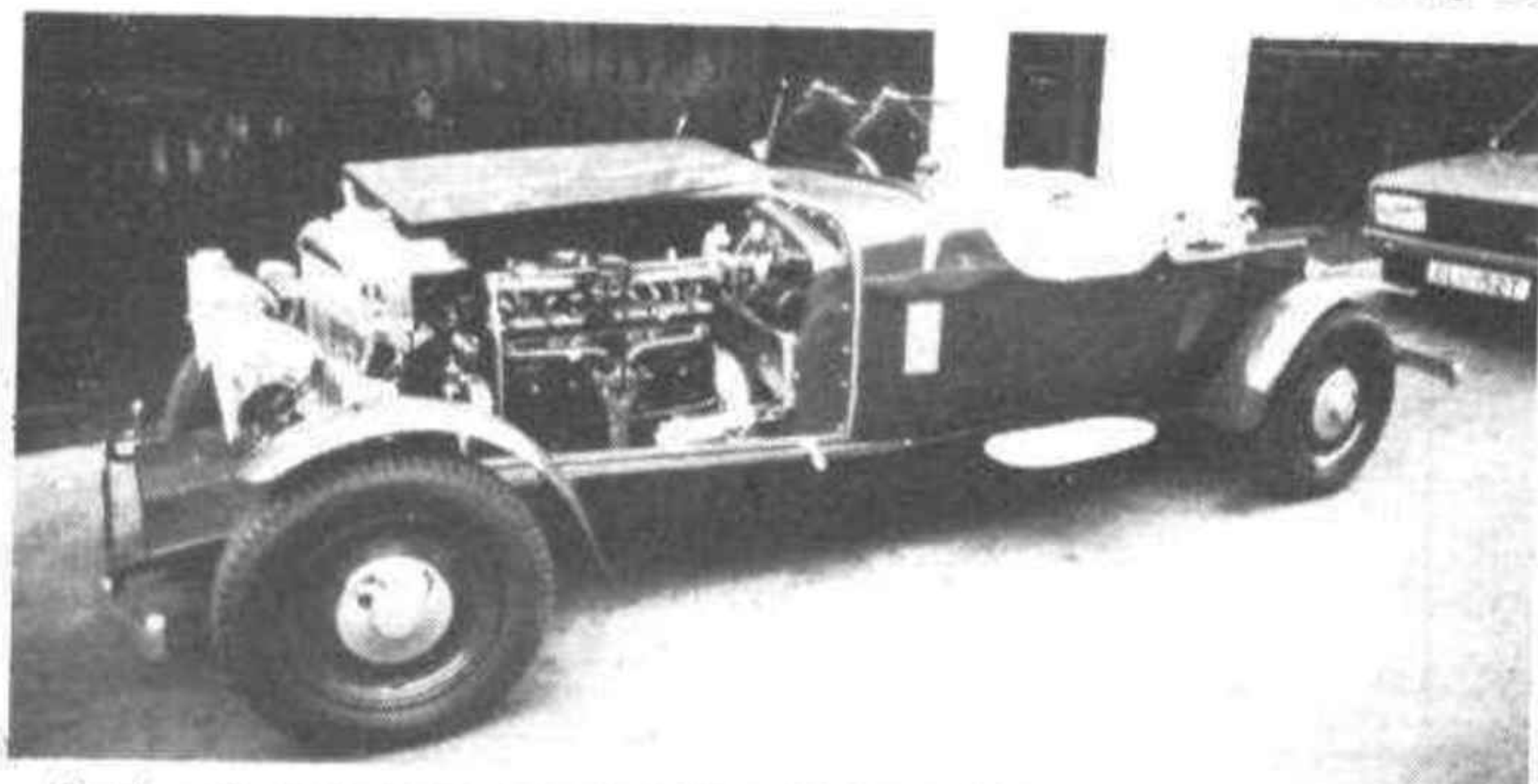
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- 1937 Delage D670. "One of a kind" drophead coupe. 26,400 miles

- 1938 Lammis Graham. 5-seater drophead coupe by Carlton
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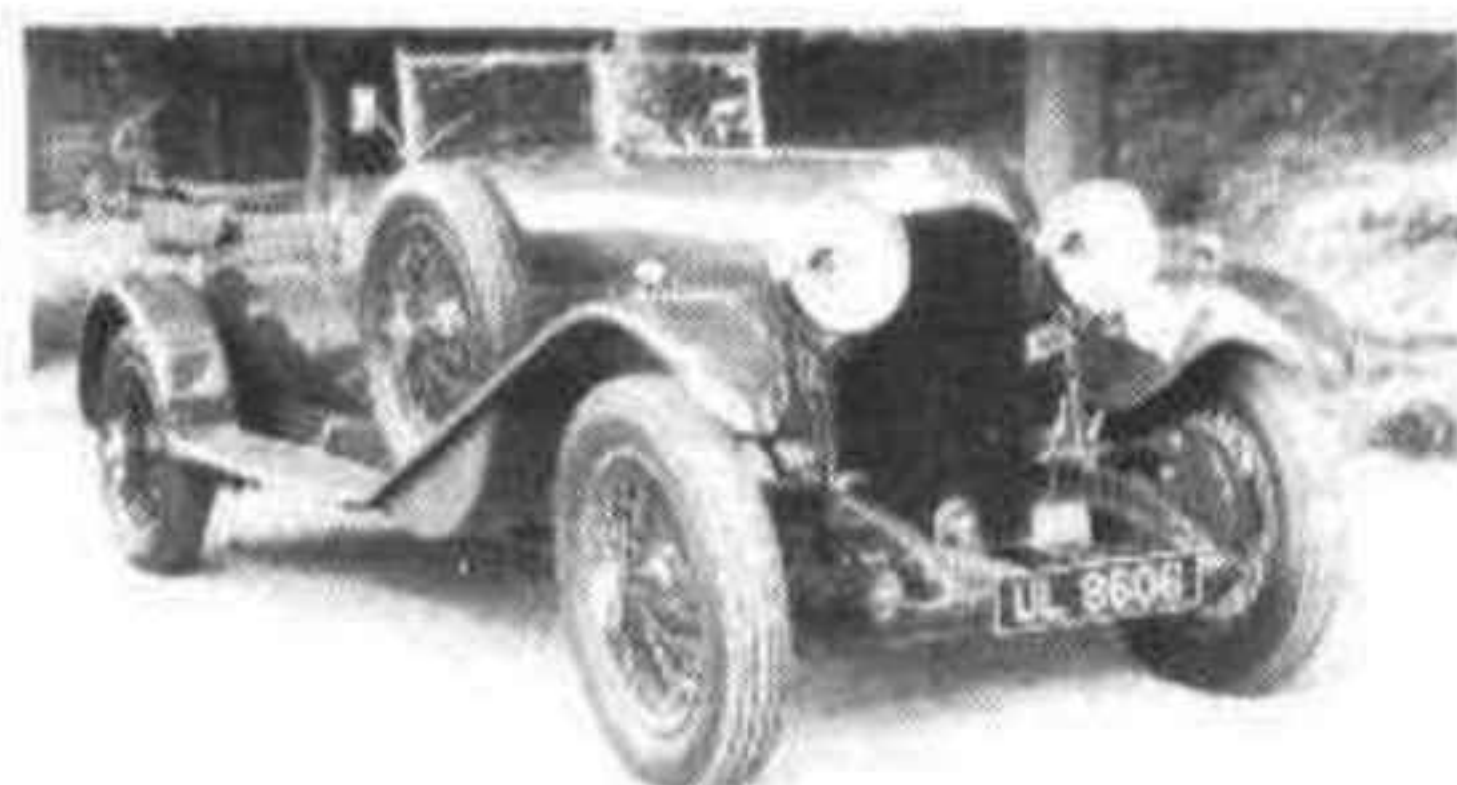
Rolls-Royce & Bentley

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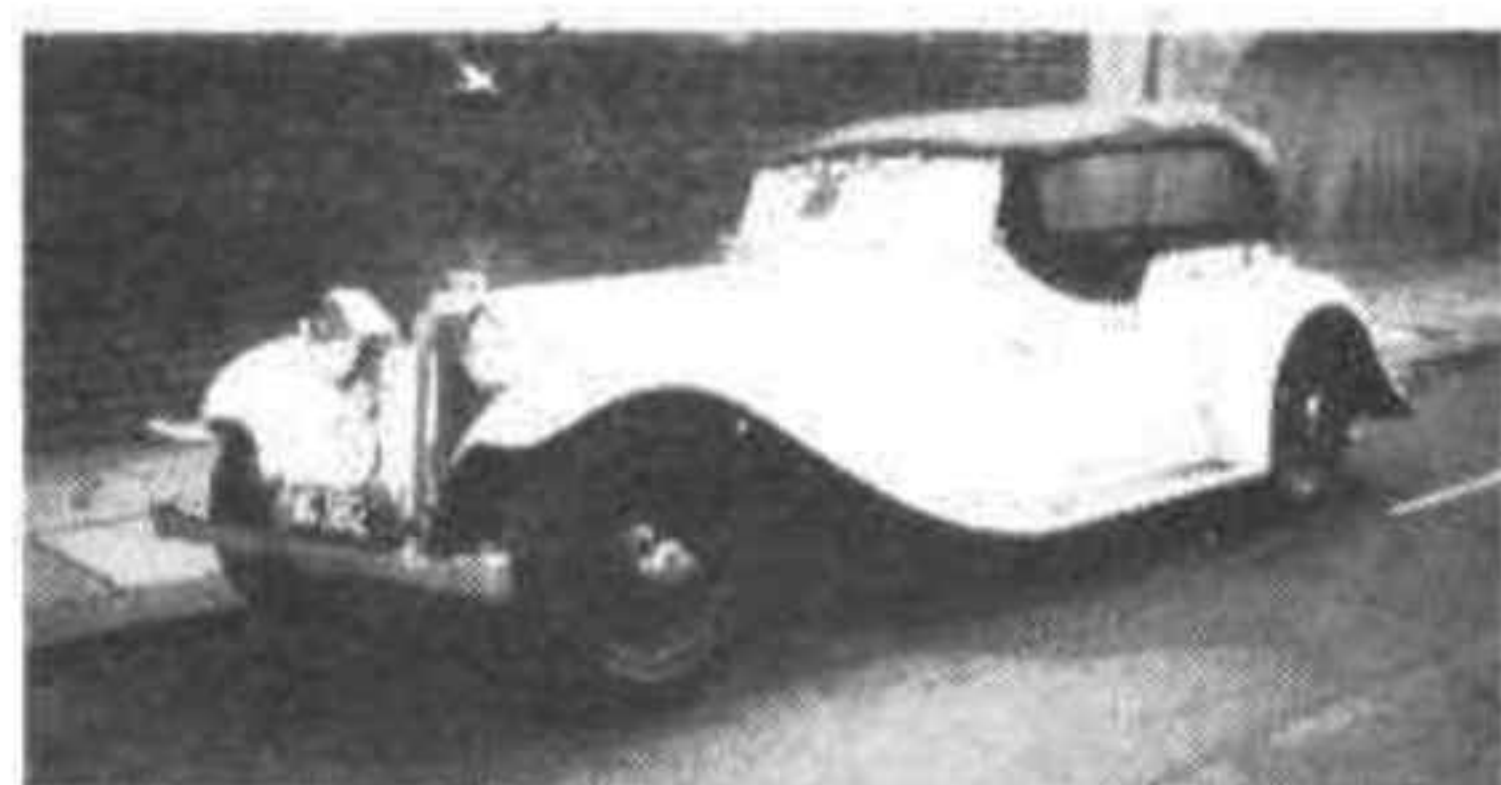
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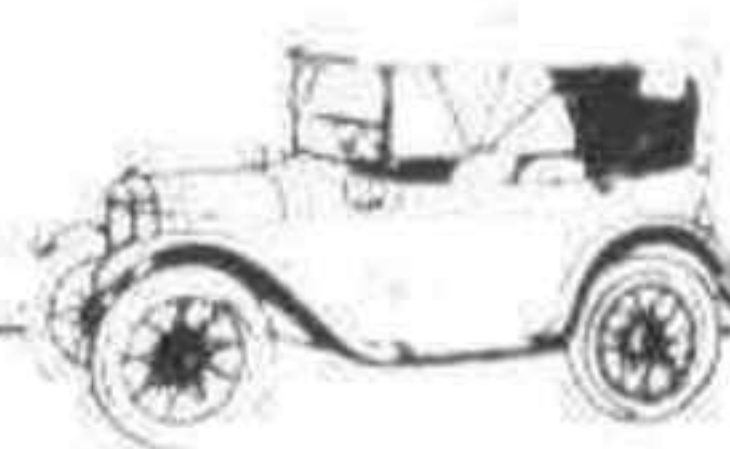
For auction application forms, details of our valuations service, stall bookings for this and future autojumbles, or any other information, please contact Europe's leading vintage vehicle auctioneers, the only company that specialises exclusively in this field.

**This advert went to press sometime before the catalogue actually closed, and of course we always have a large number of late entries. See "Miscellaneous" for more confirmed entries.*

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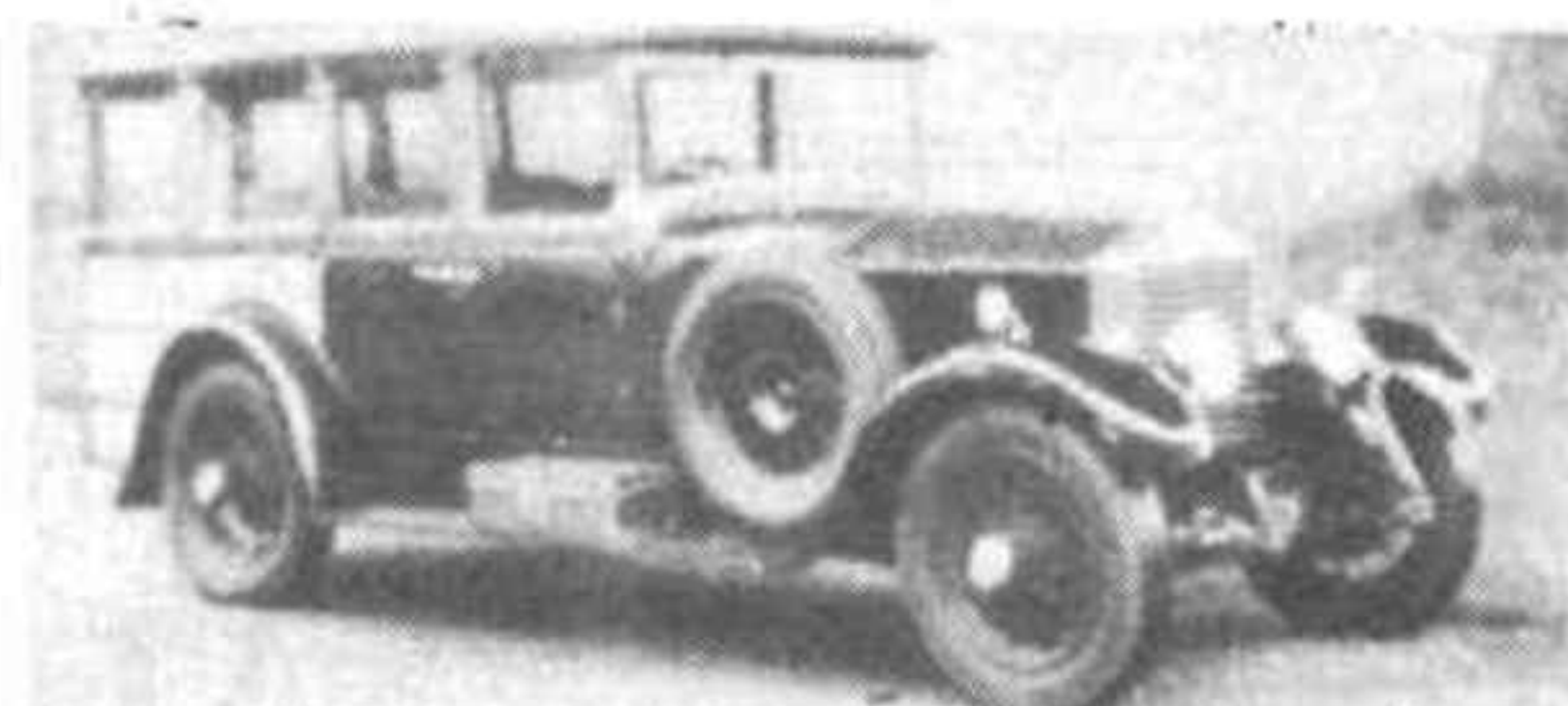




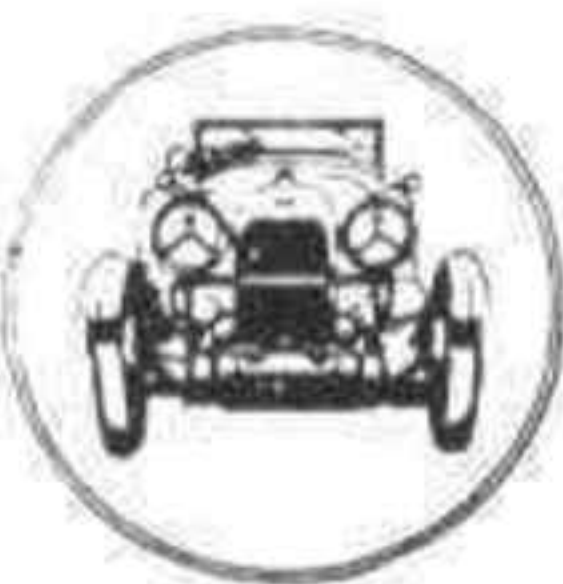
1960 Bentley S2. Long wheel base division saloon in sable, tan hide interior. The entire car is in outstanding condition having covered only 67,000 miles. MoT and taxed.



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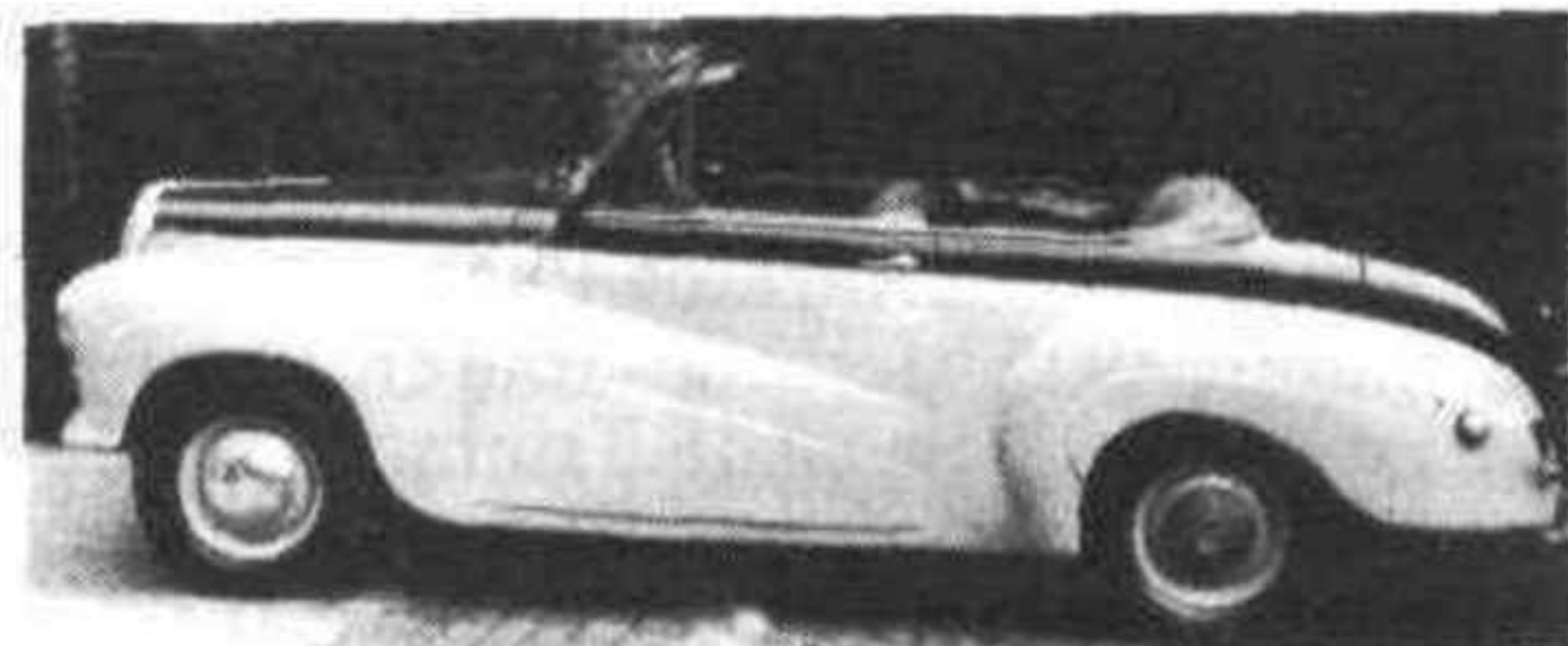
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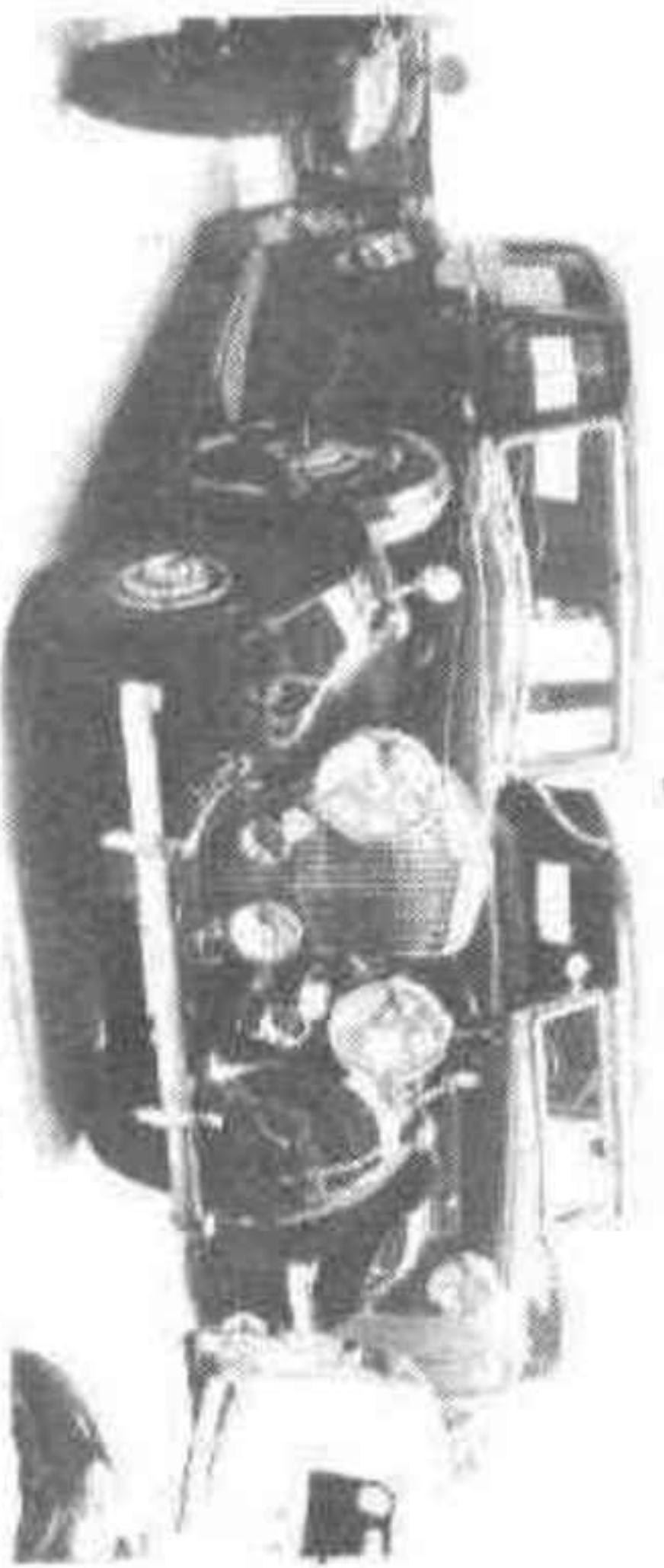


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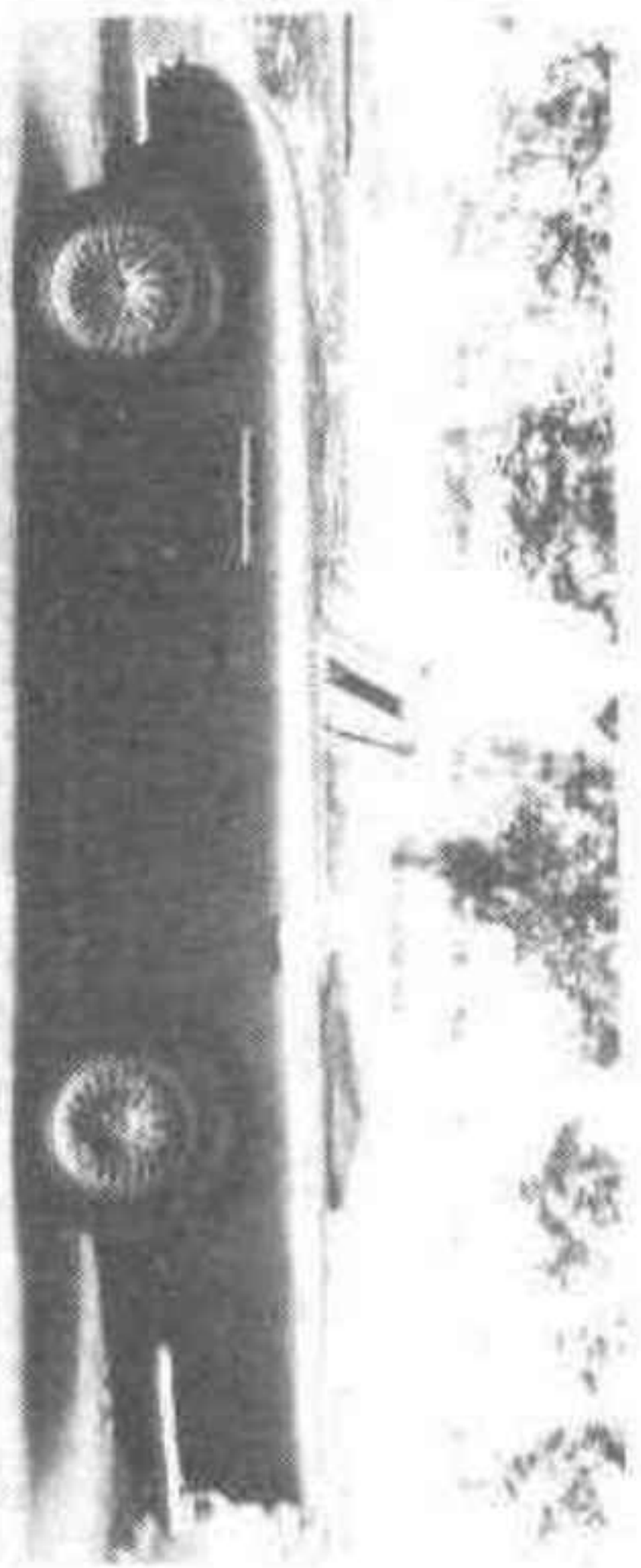
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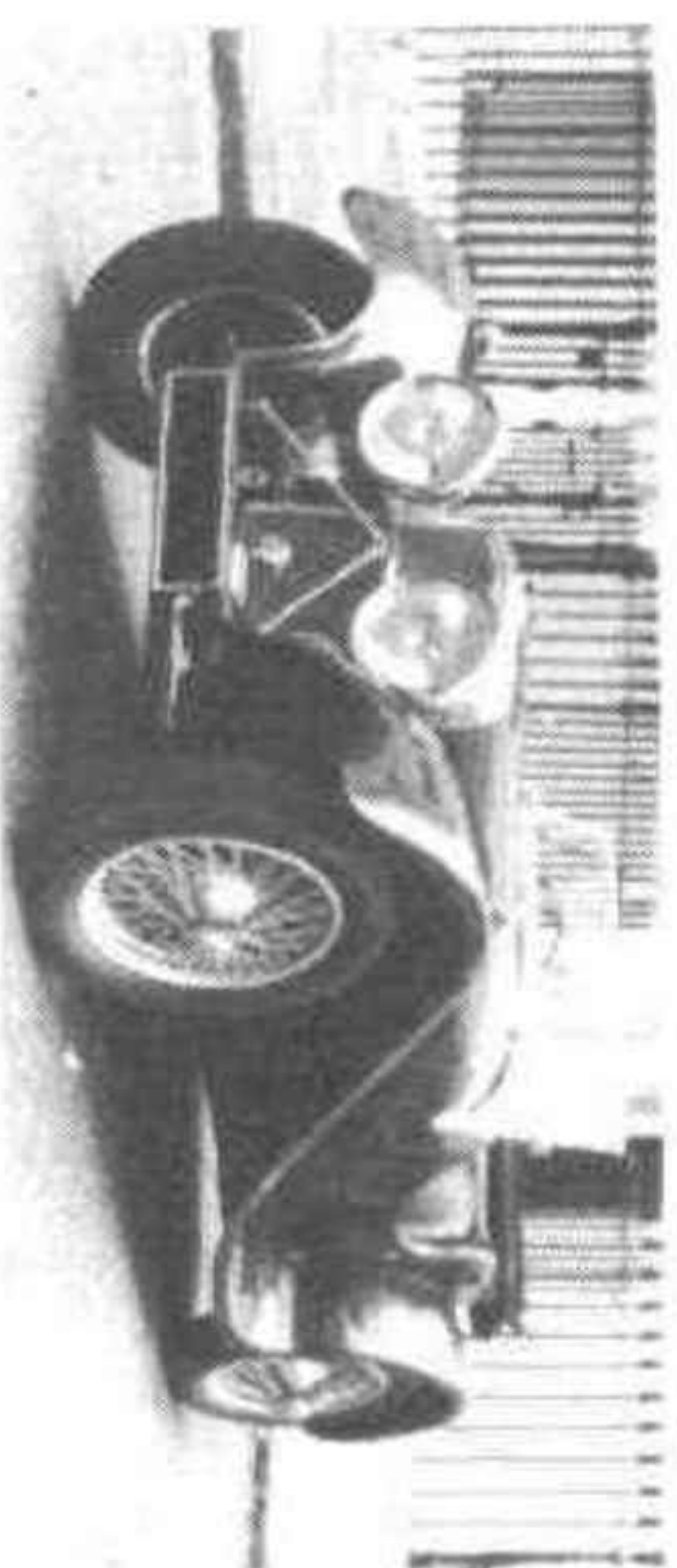
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1939 BENTLEY 4 1/4-litre MR



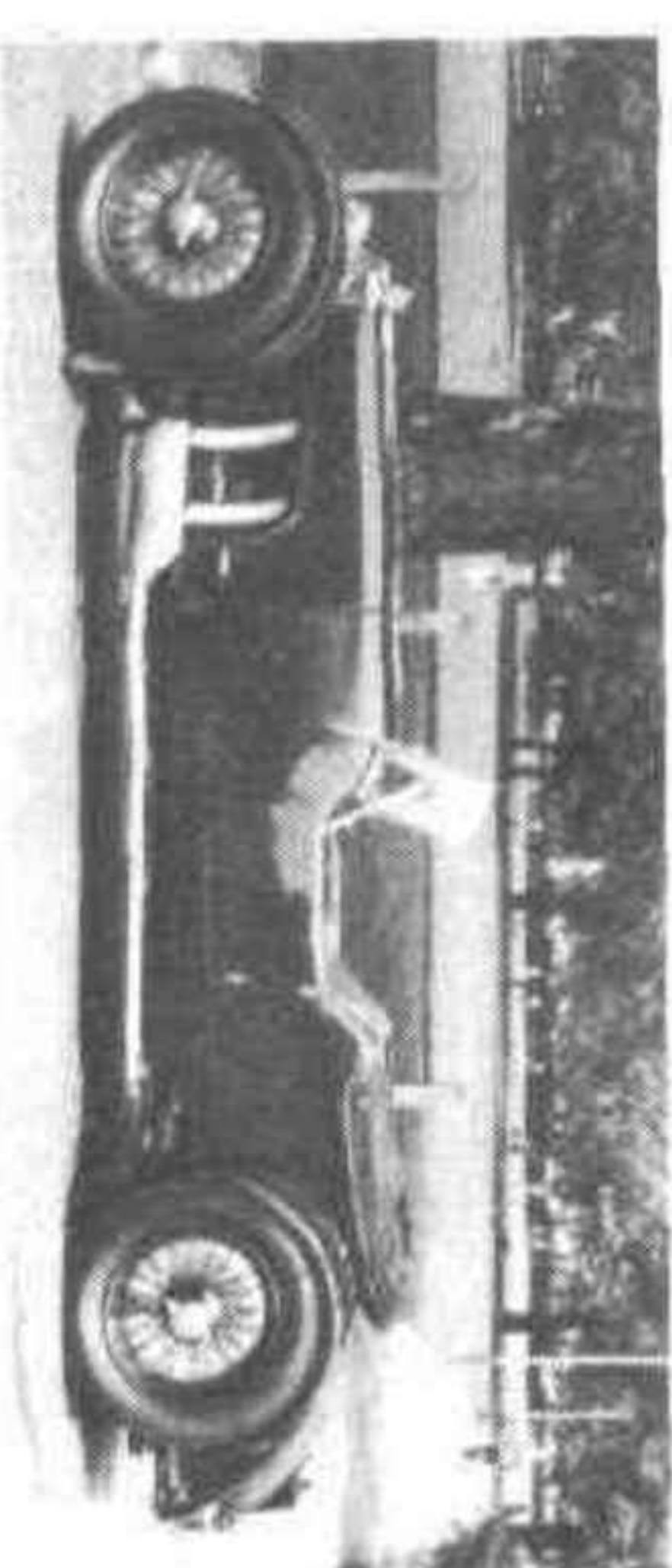
1965 ASTON MARTIN DB5 CONVERTIBLE



1933 SS100



1931 ALVIS SPEED 20



1934 ASTON MARTIN 1 1/2-litre

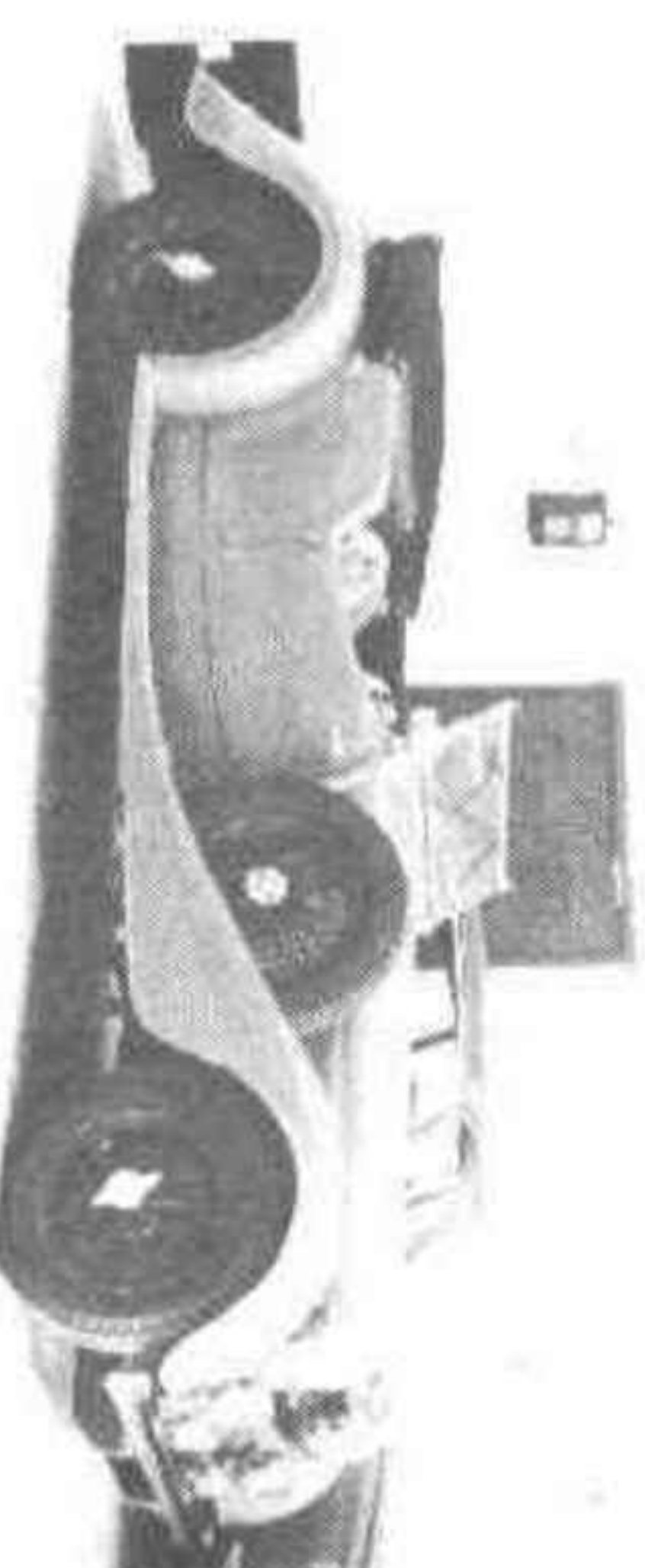


1948 MG TC

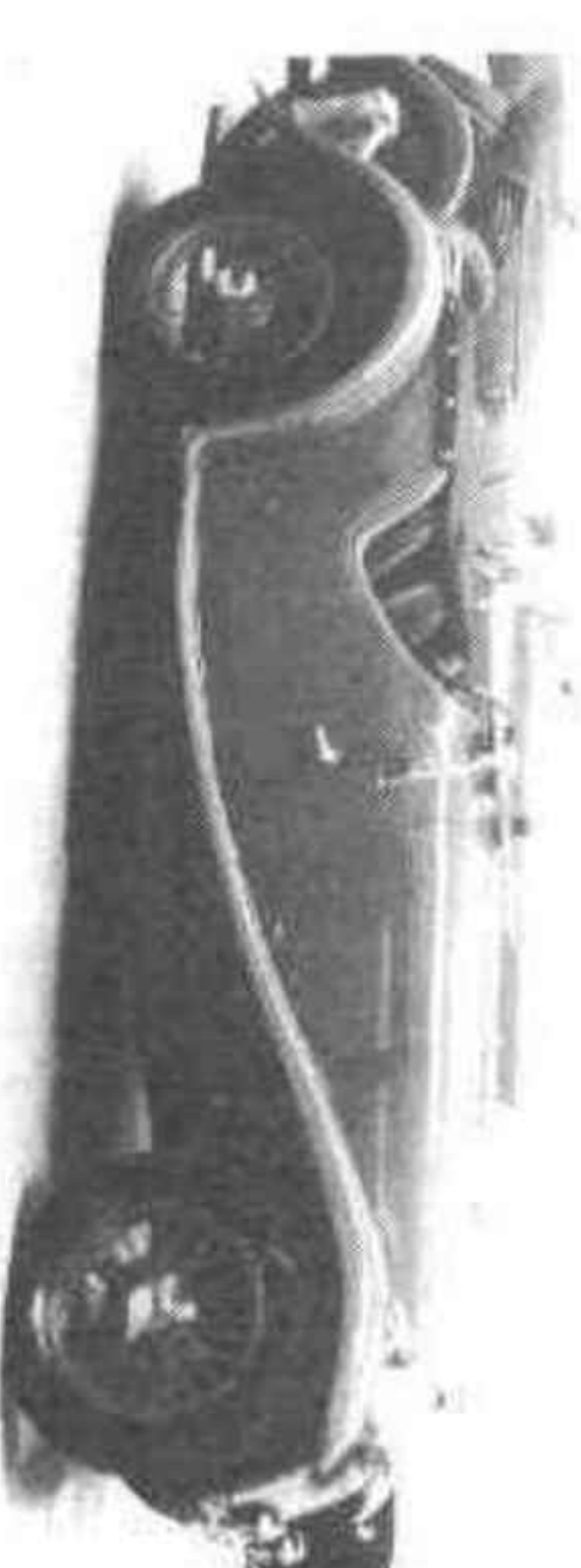
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coupe |
| Alvis TA 14 | SSII tourer 1934 |
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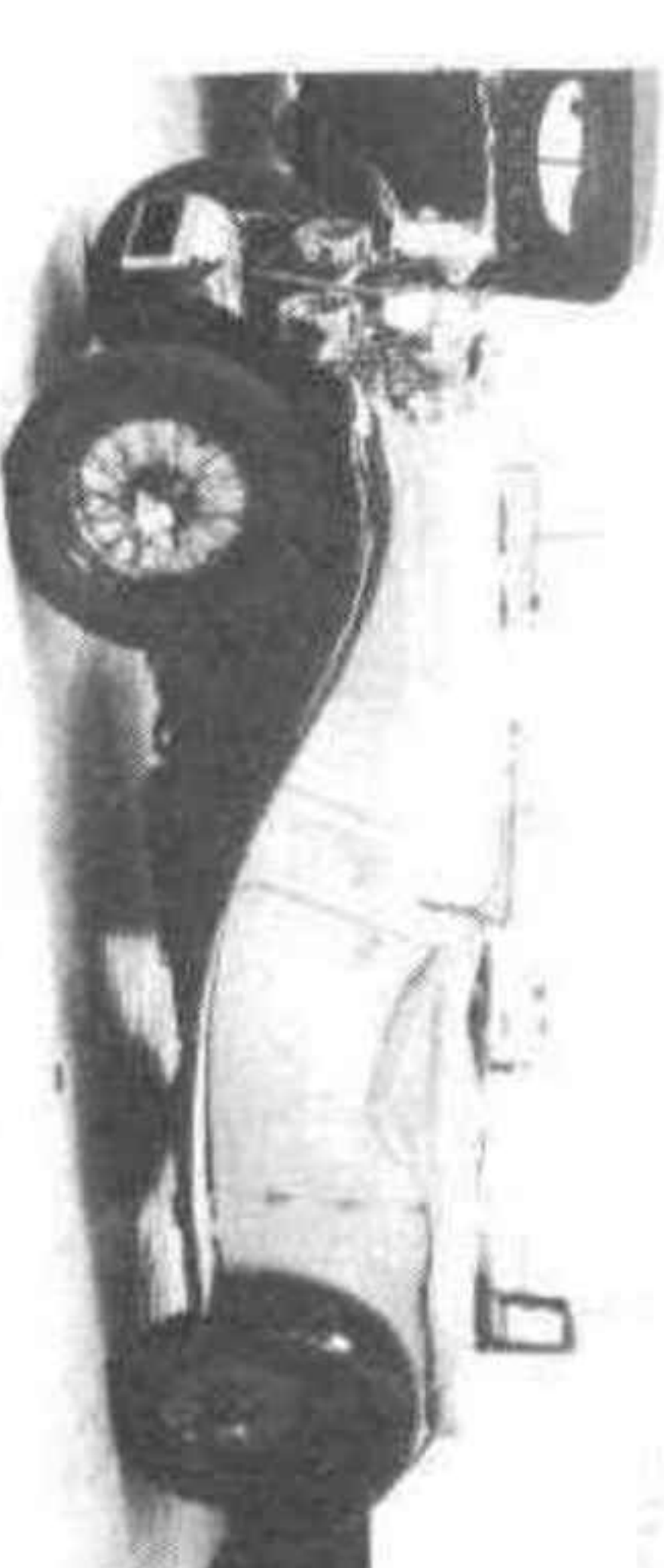
1934 LAGONDA M45



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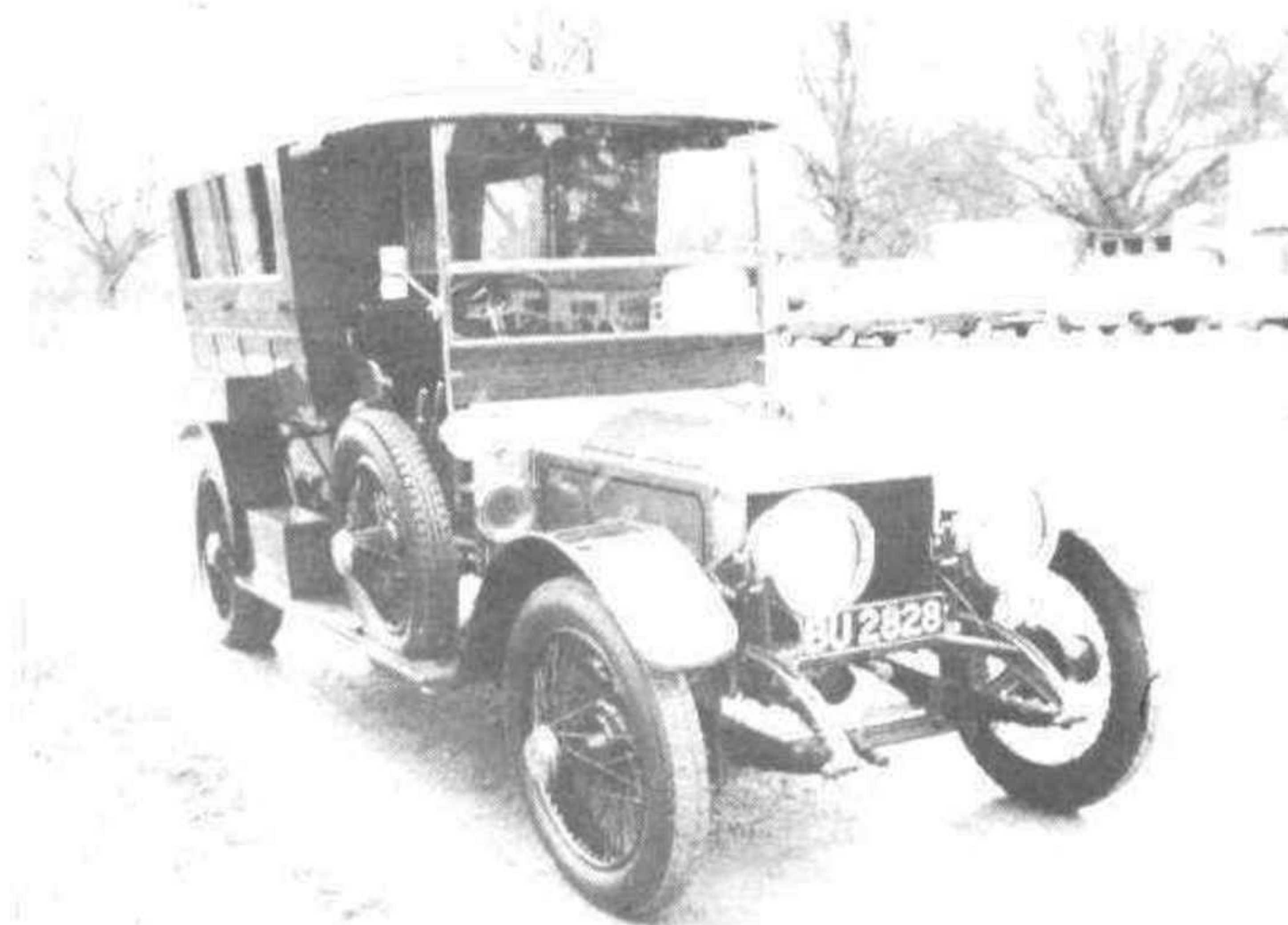
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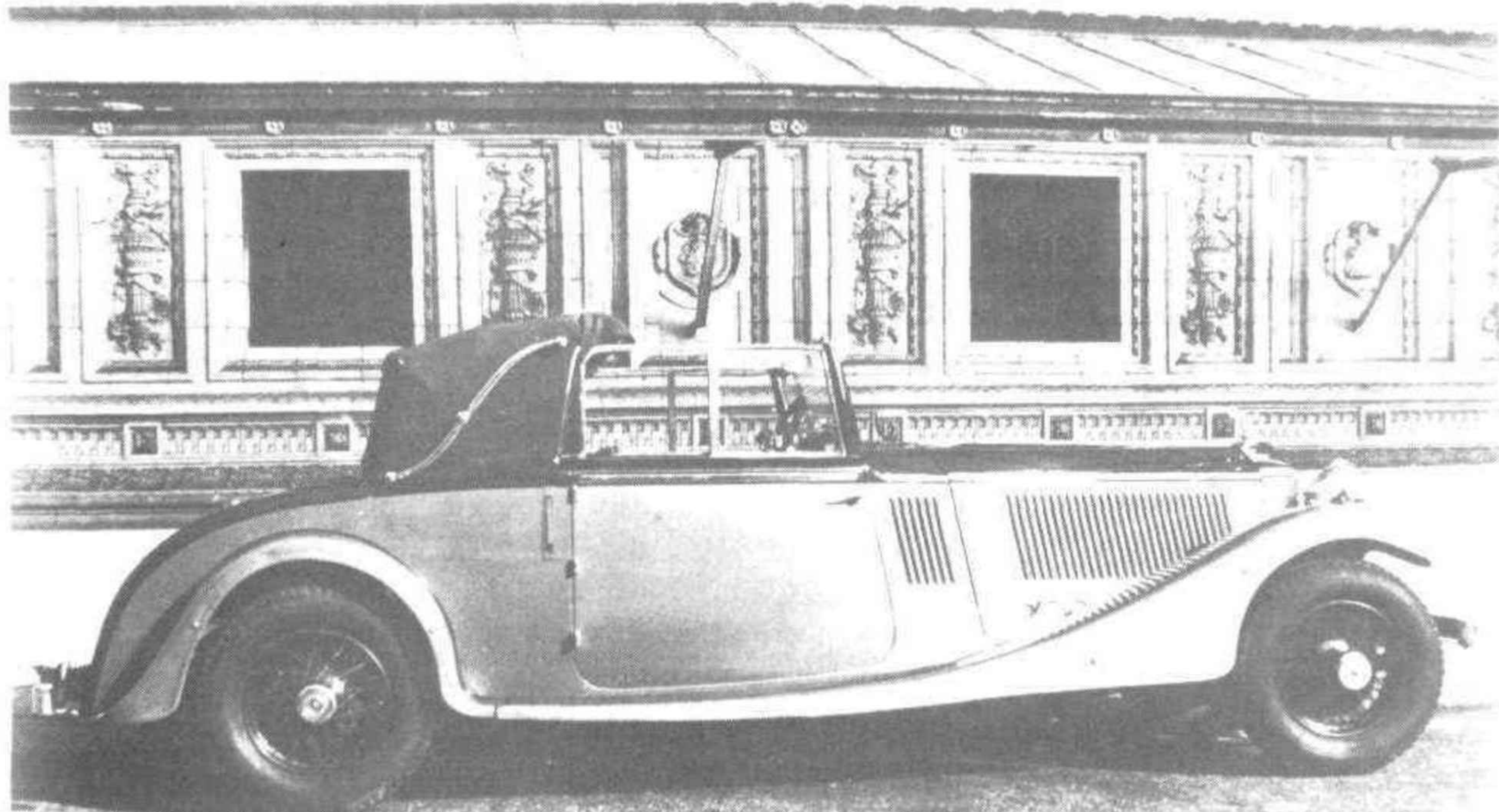
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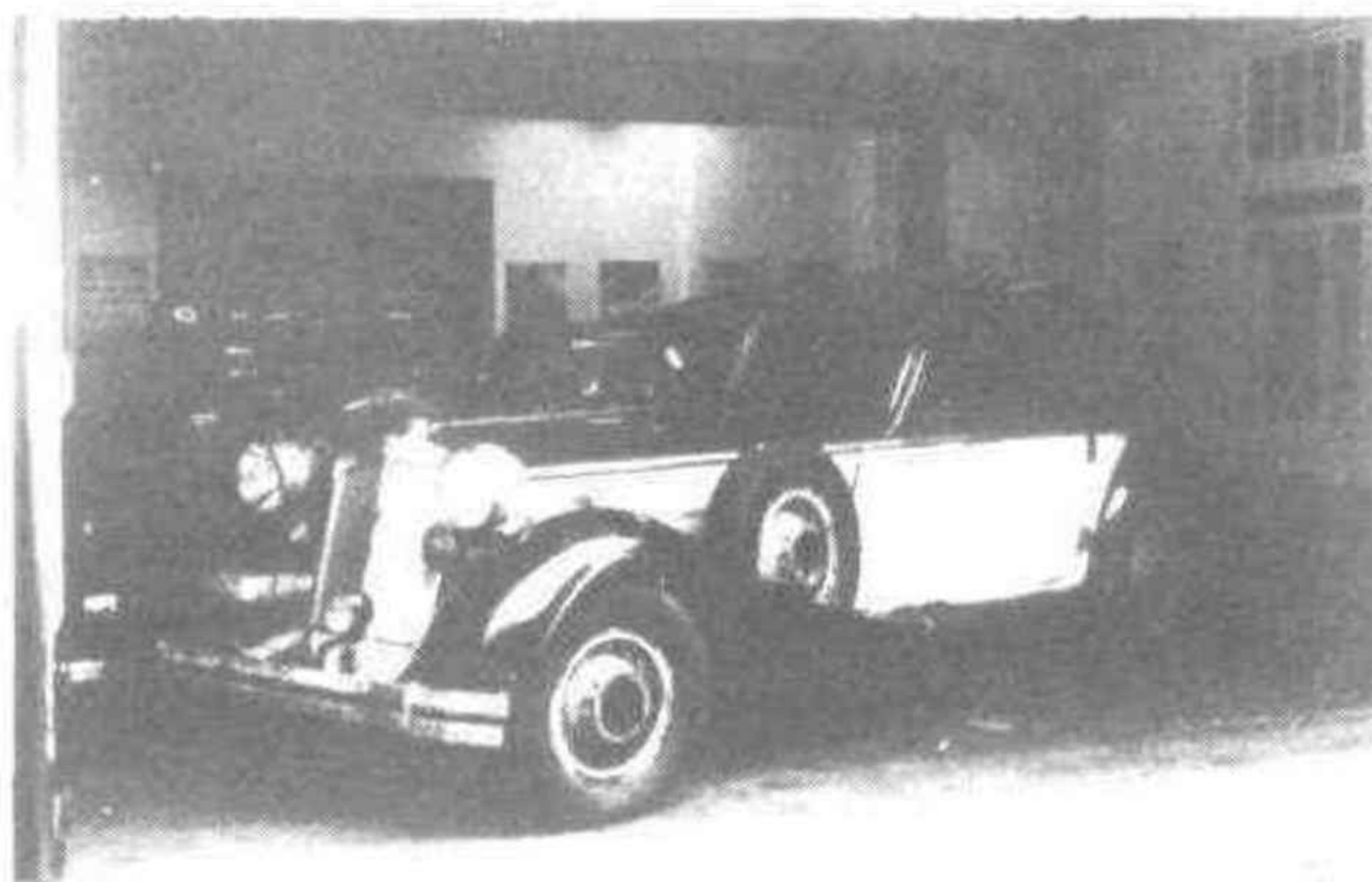
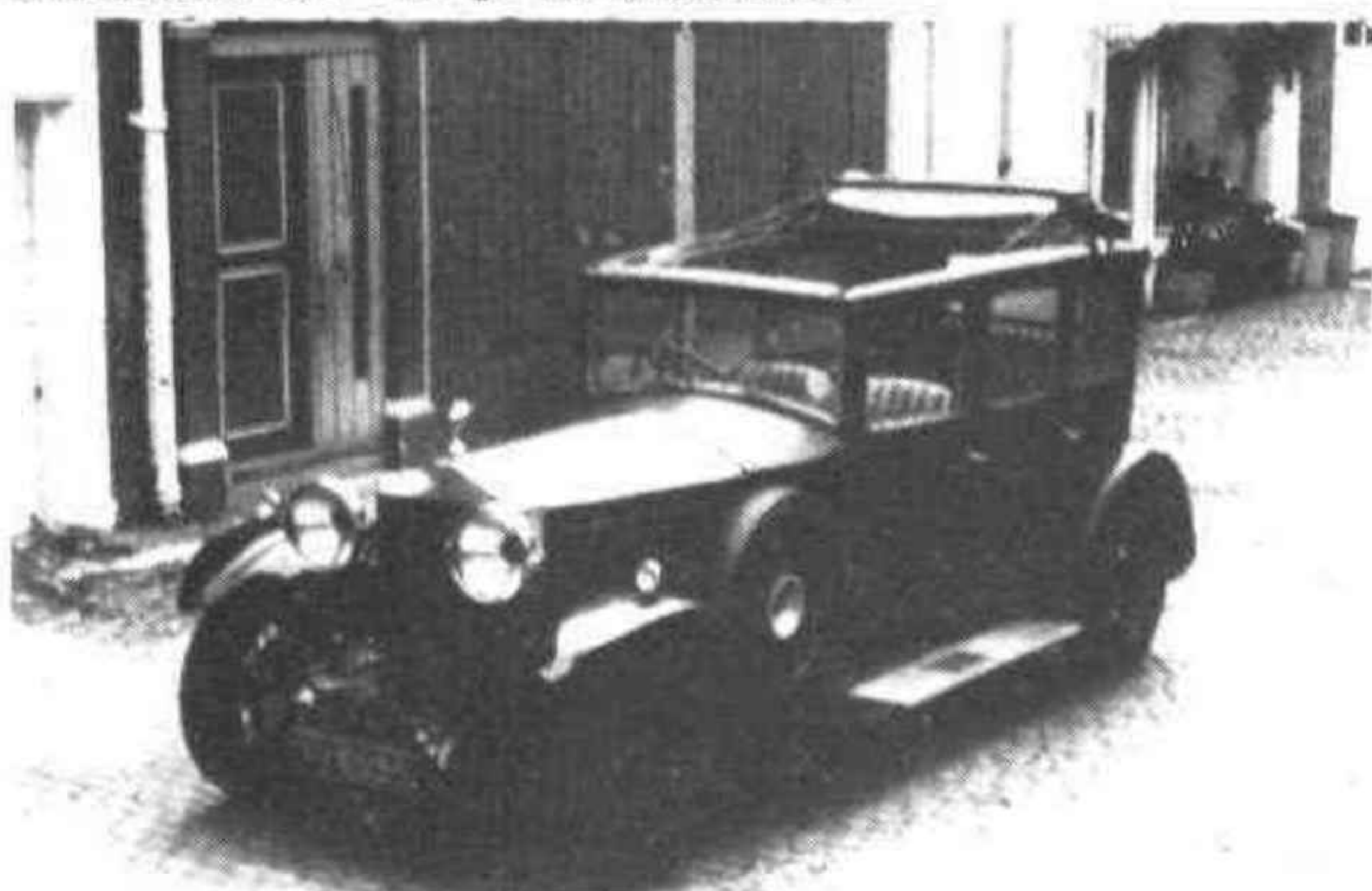
1927 ROLLS-ROYCE PHANTOM I. 2-DOOR CONVERTIBLE BY CHARLESWORTH.



A lovely original car, the body of a slightly later date. Painted in two attractive shades of green with matching leather.

1928 ROLLS-ROYCE 20 HP WEYMANN SPORTS SALOON BY H. J. MULLINER

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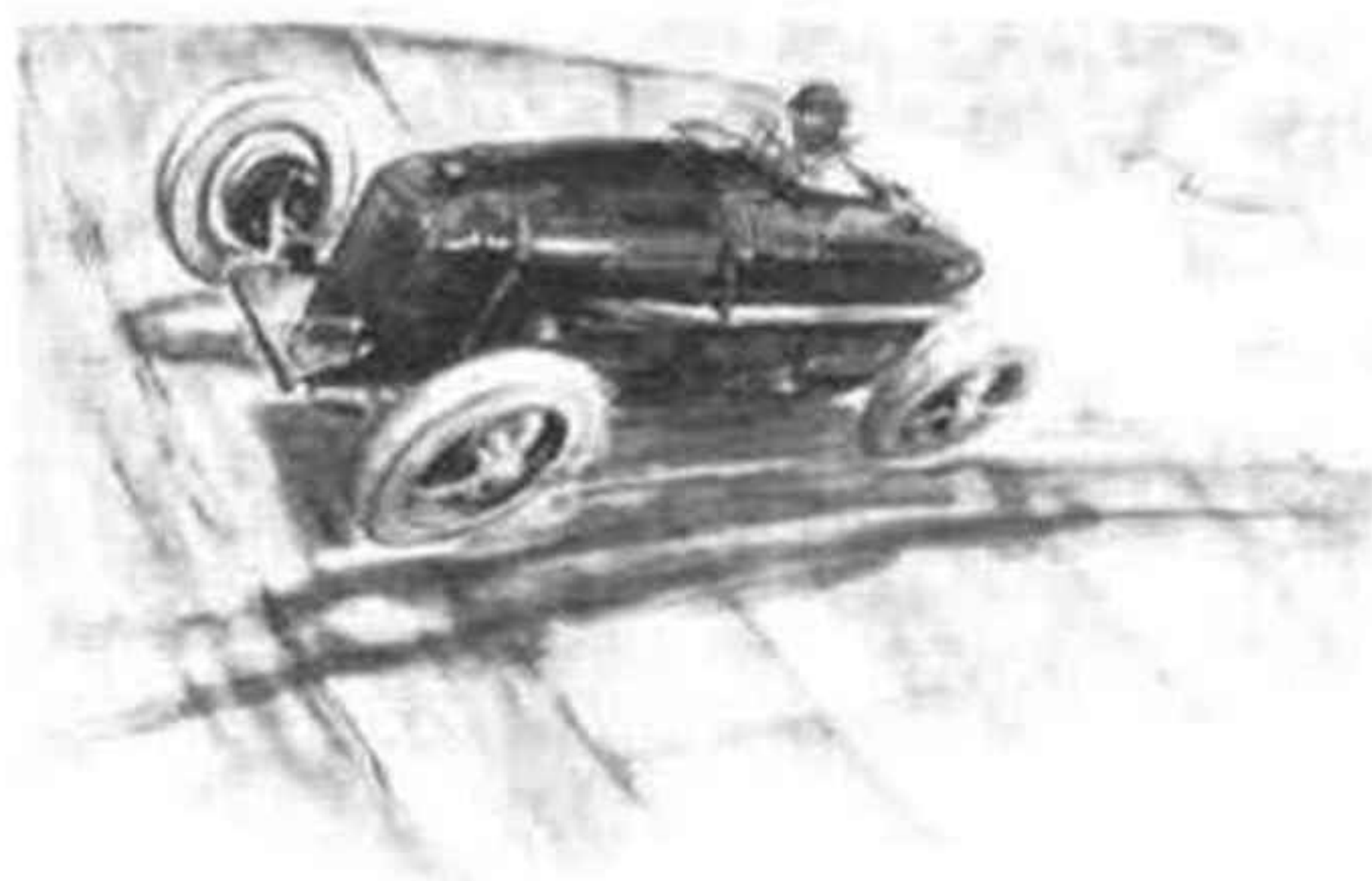
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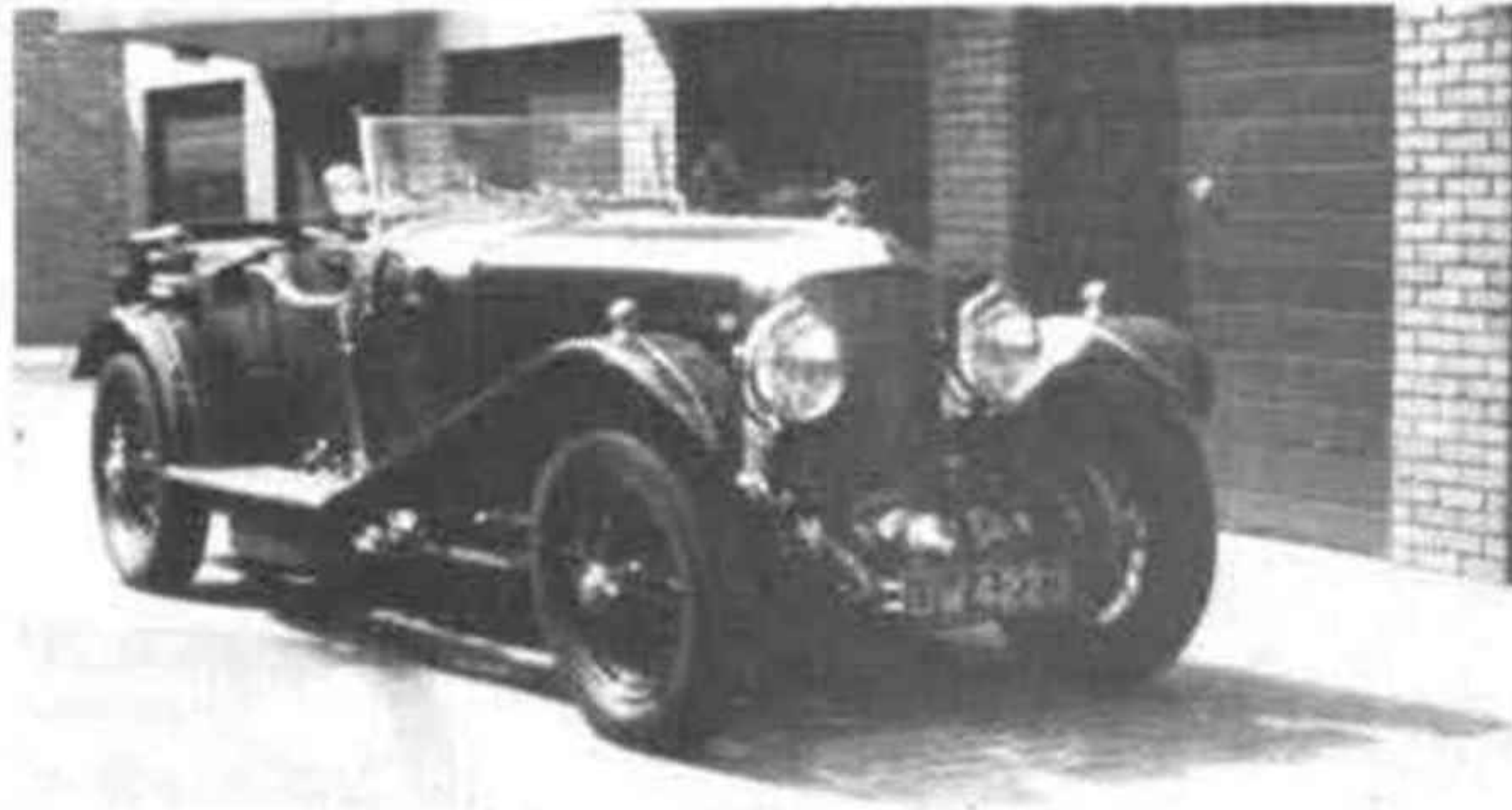
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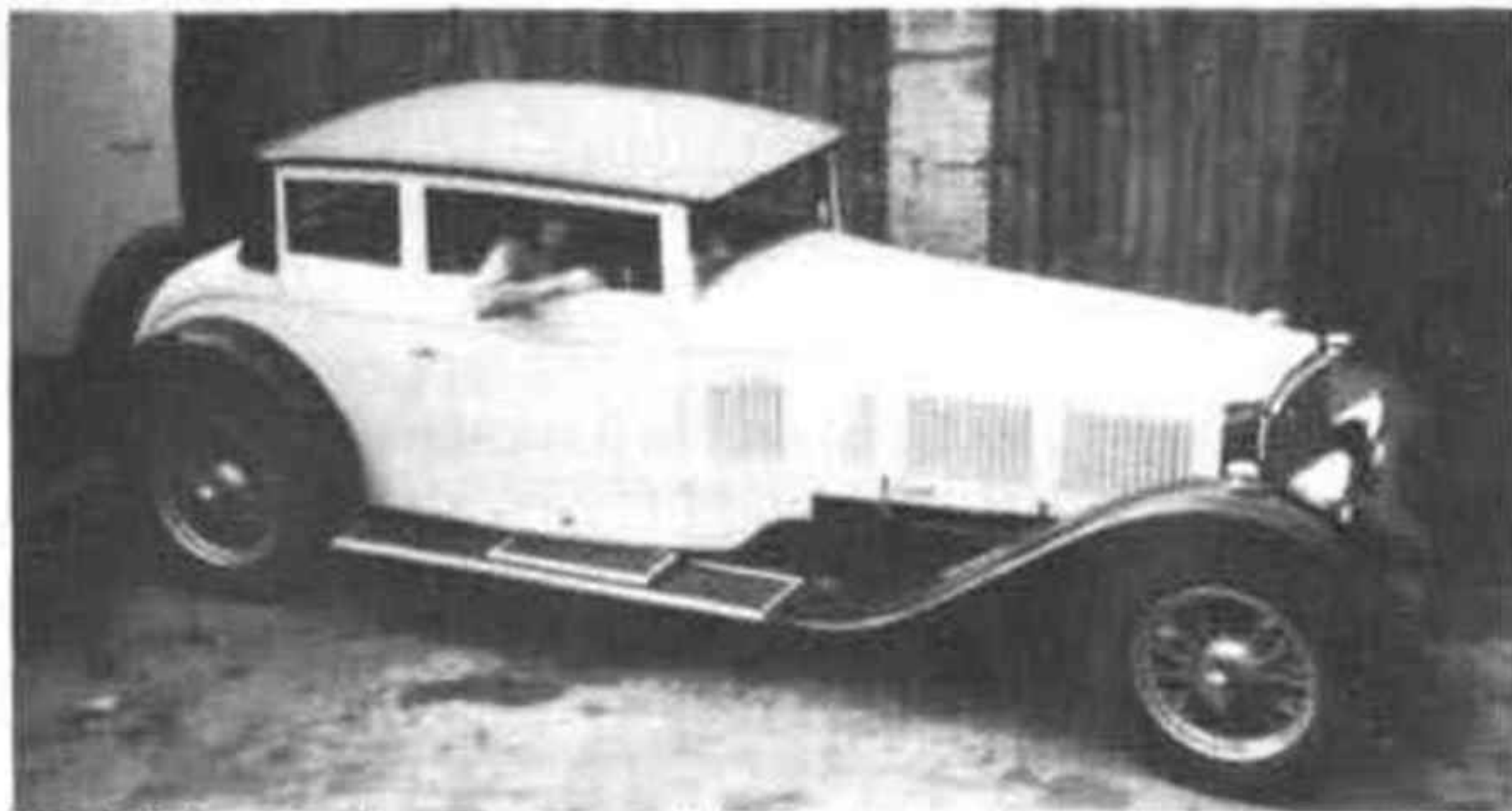
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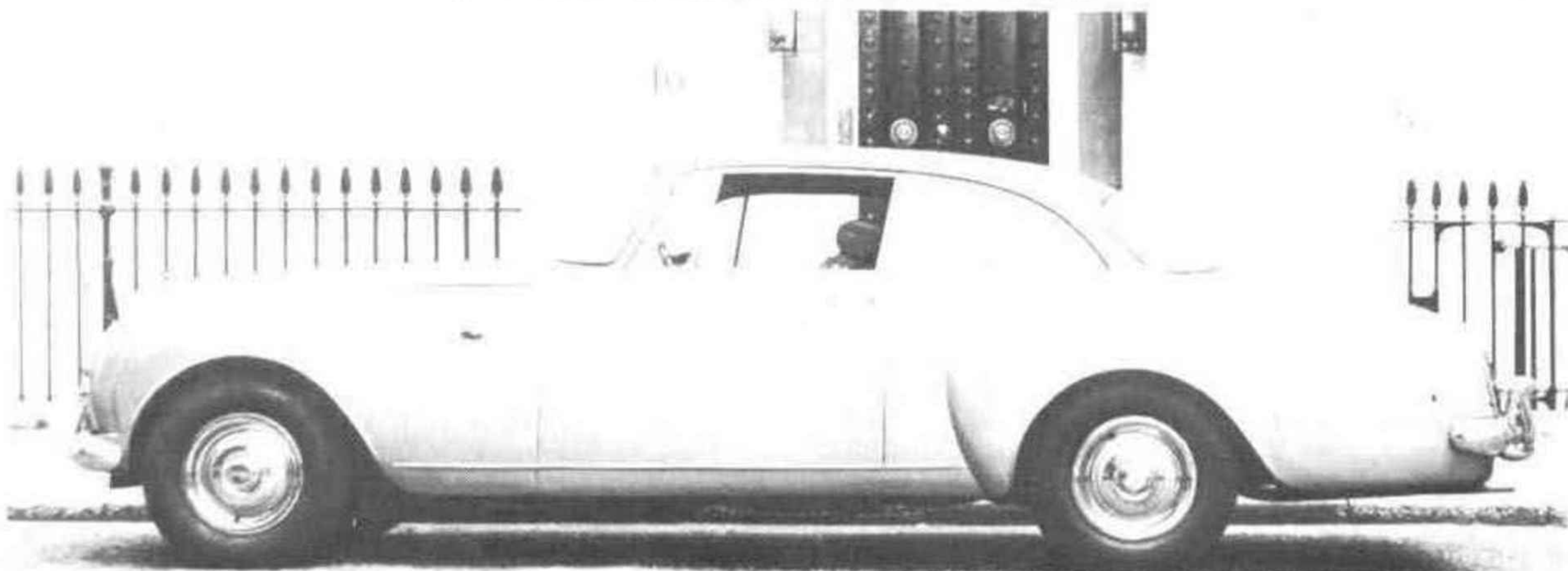
1953 XK120. White, total restoration, mint. £8,350.

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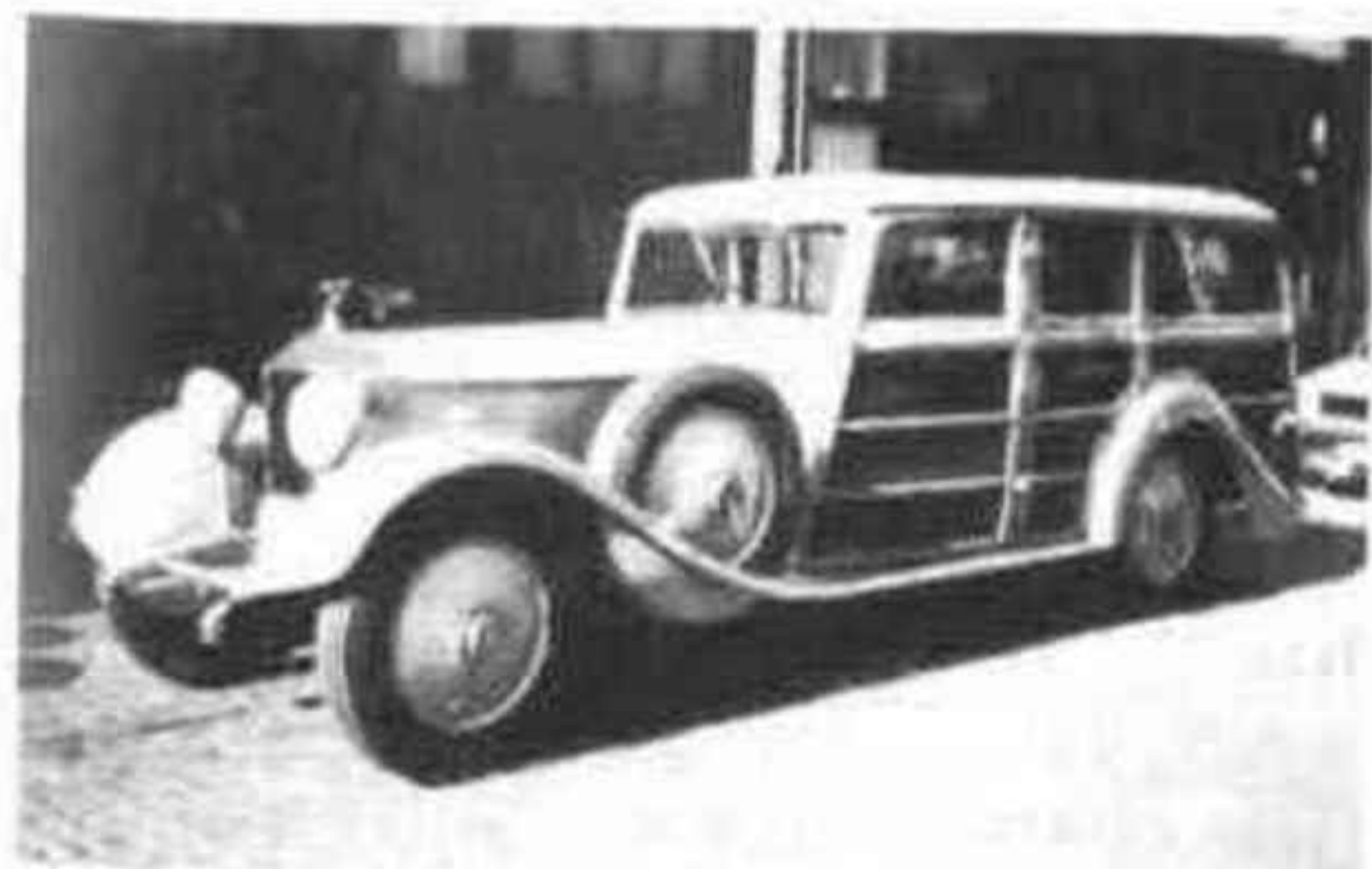
1960 BENTLEY SII CONTINENTAL 2-DOOR BY H. J. MULLINER. Rare 2-door fixed head coupé in extremely fine condition. It is beautifully finished in shell grey and it has the original cherry hide upholstery, matching carpets and a complimentary beige headlining. The vehicle is complete with original tools, radio and handbook and has been maintained regardless of cost at a Rolls-Royce main agent in London.

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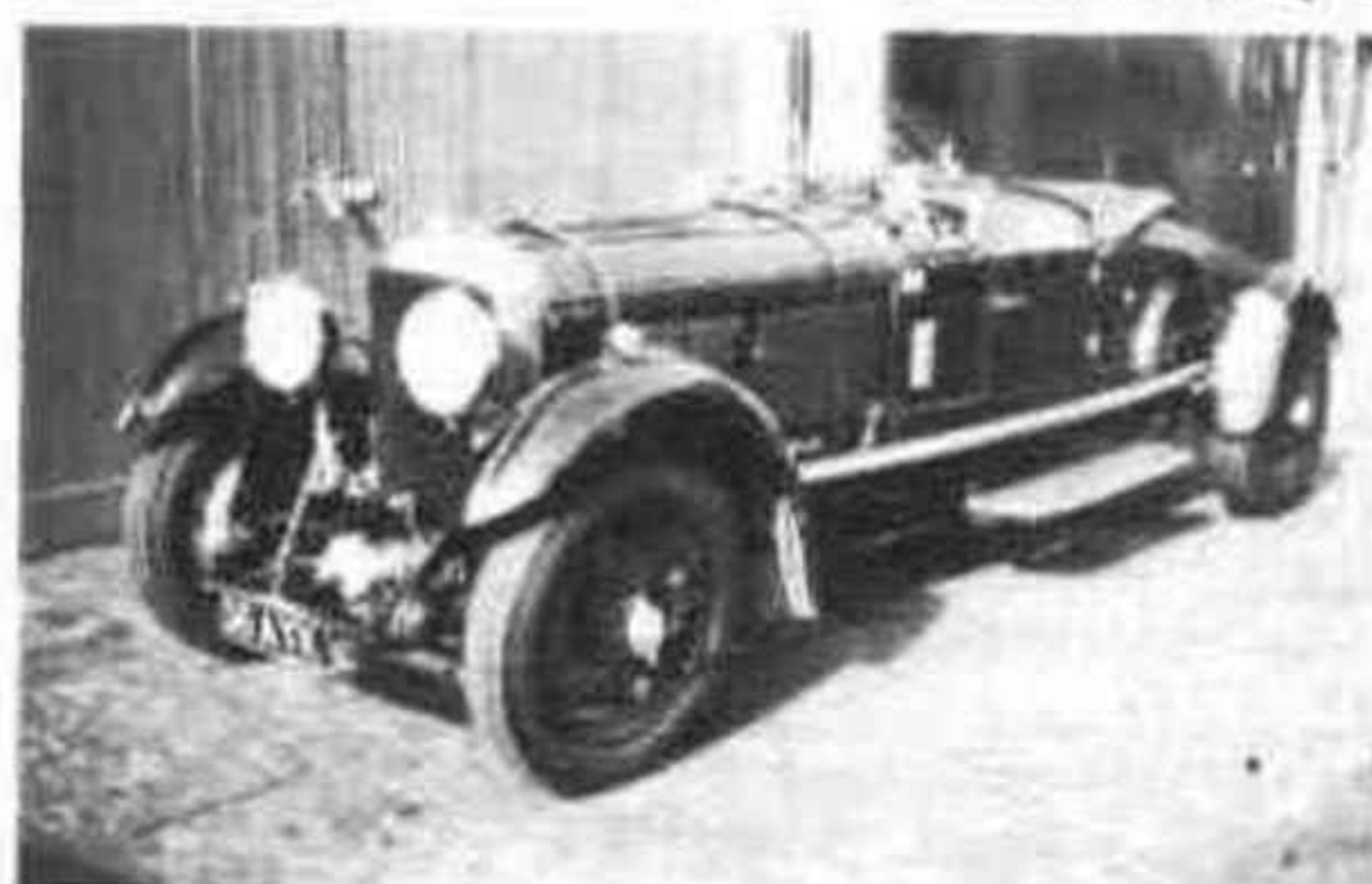
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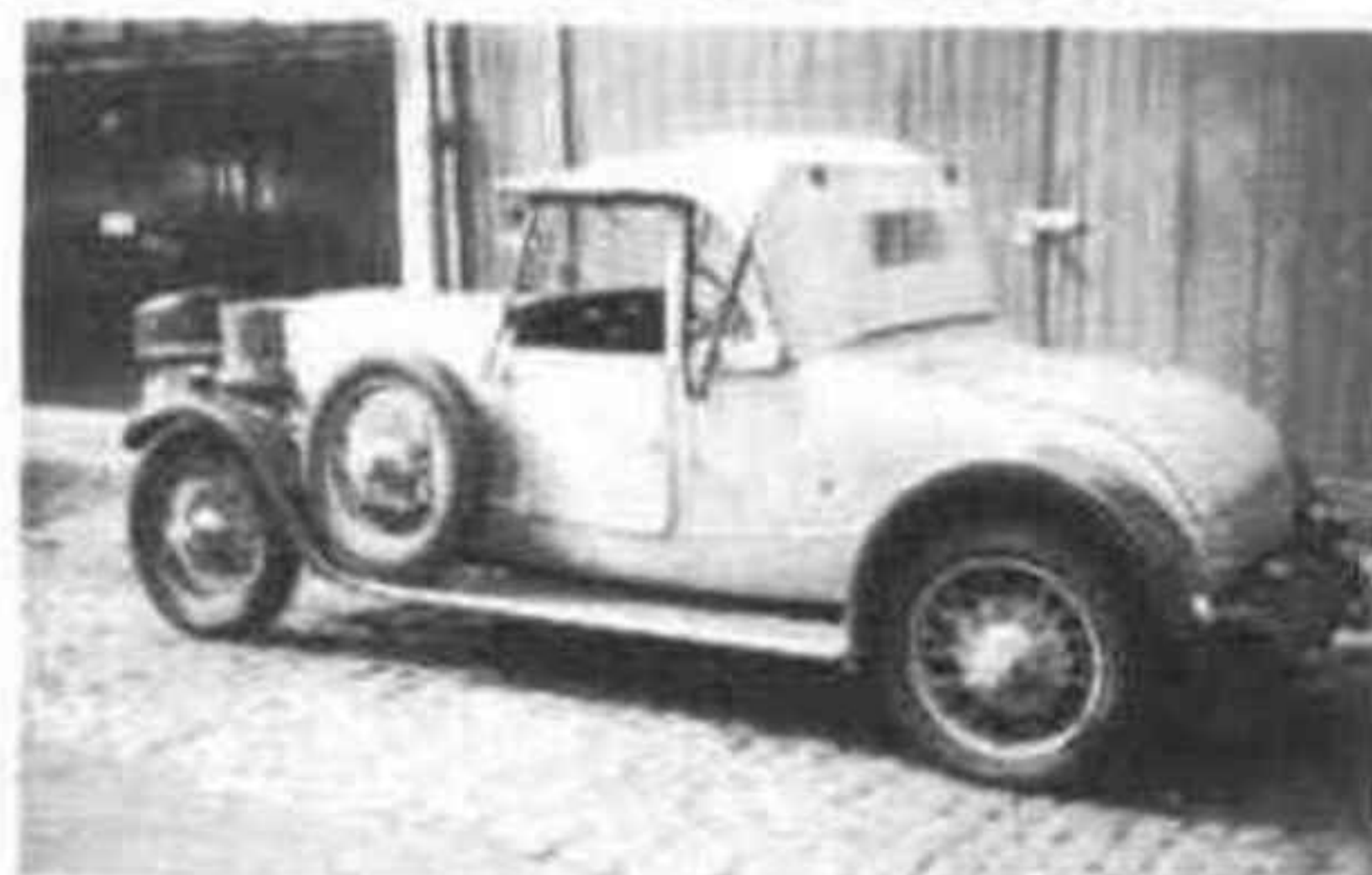
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1930 ROLLS-ROYCE PHANTOM II 12' chassis, fitted attractive shooting brake coachwork.



1930 BENTLEY SPEED 6. Chassis HM 2864. Attractive two-seater coachwork. Unmodified chassis.



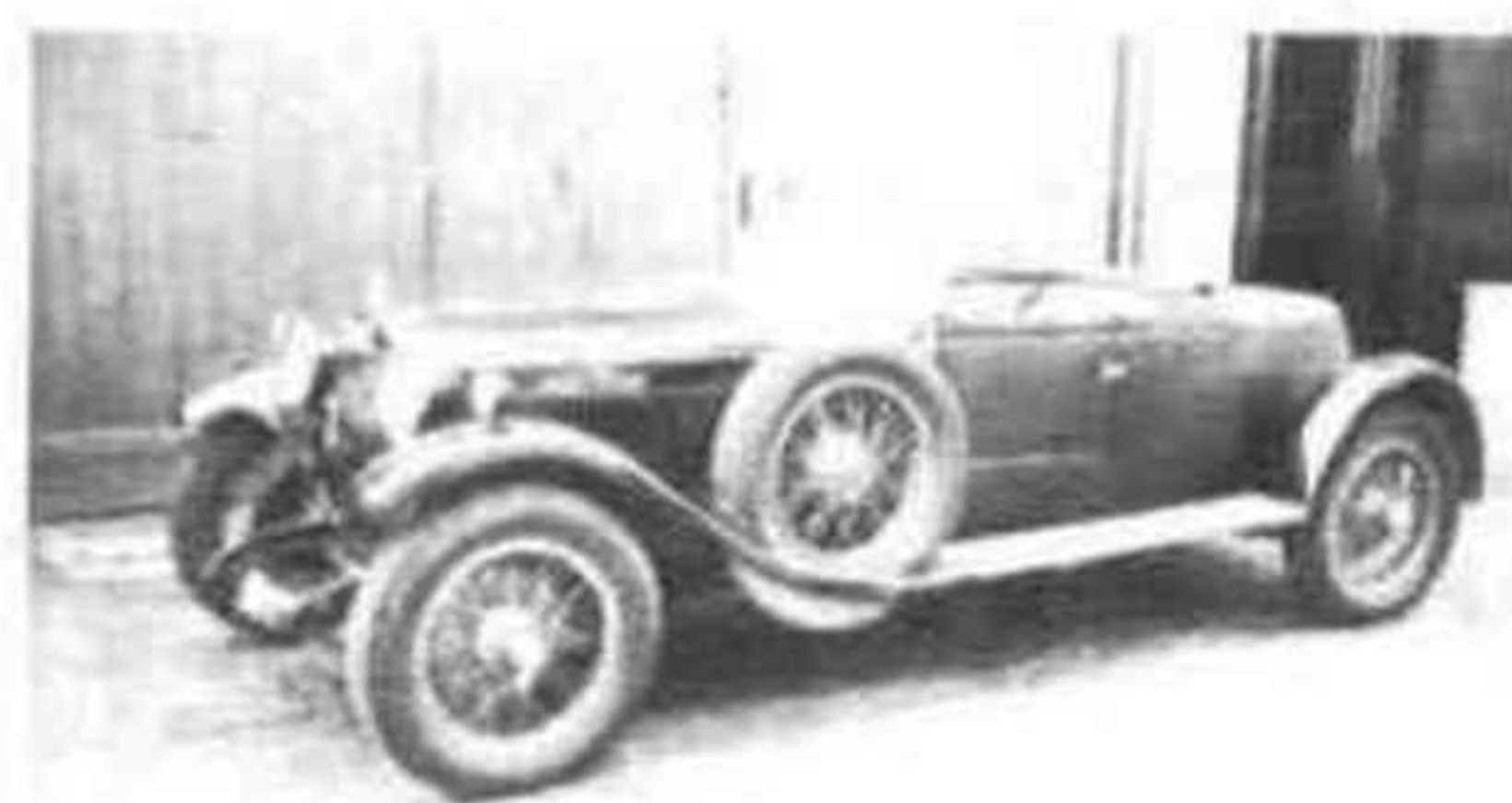
1928 LEA FRANCIS 1½-litre two-seater with dickey.



1935 BENTLEY 3½-litre two-seater fixed head coupé by Kellners. Undergoing restoration.



1923 STANLEY STEAMER Type 735 four-seater touring in fine condition.



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1932 MG Magna 2-4-seater.
1929 MG 18/80 four-seater touring.

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1928 BENTLEY 3-litre Van den Plas Speed model touring.
1930 AC ACEDES 6-cylinder two-seater drophead coupé with dickey.
1936 ROLLS-ROYCE 20 fabric saloon by H. J. Mulliner.
1926 ROLLS-ROYCE 20 fitted Southern three position drophead coupé coachwork.

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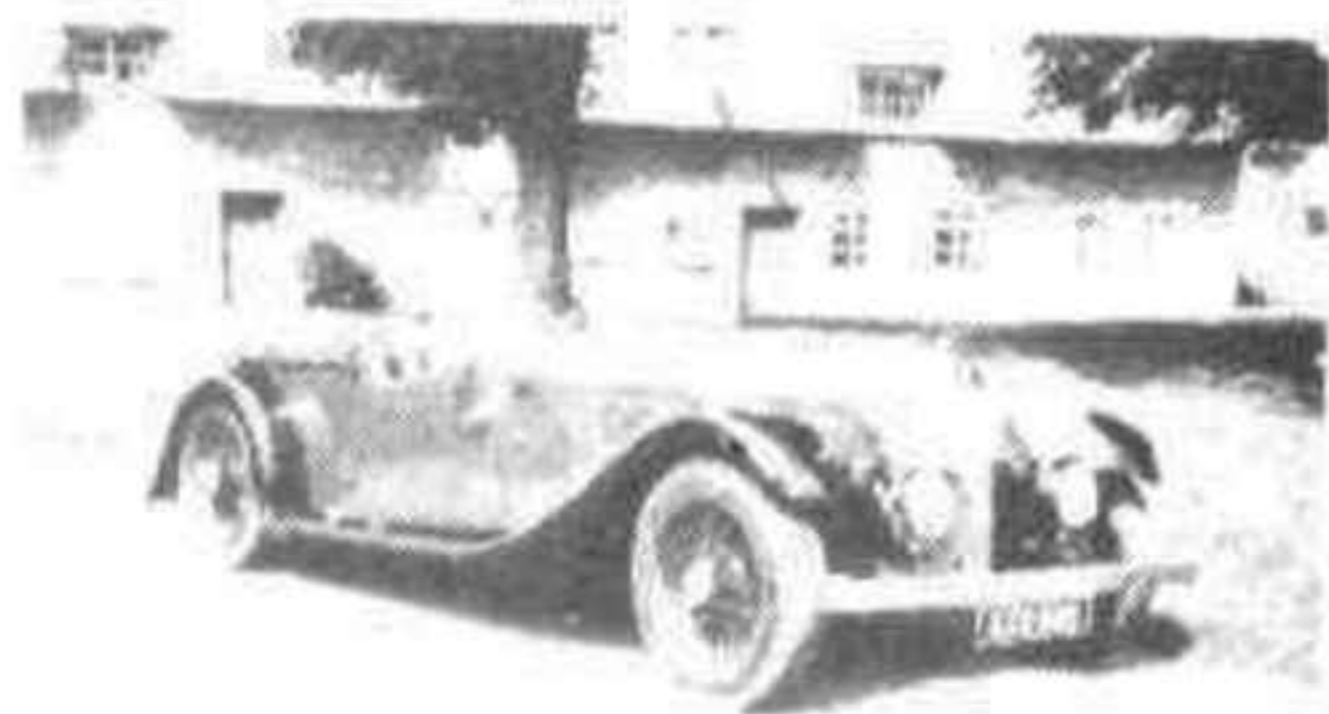
1930 Rolls-Royce Phantom II



1930 Bentley 6 1/2-litre Tourer



1934 Rolls-Royce Phantom II



1934 Alvis Speed 20



1948 HRG 1500 c.c.



1932 Alfa Romeo 1750 Gran Sport Zagato

1920 AC 2 seat.
1929 Essex Saloon.
1930 Alvis 12/50 2-seat.
1931 MG-M Type 4 cyl.
1934 Rolls-Royce P2 Roadster with dickey.
1934 Austin 12/4 Saloon.
1925 Ford Model T 2-seat.

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£5,450
£4,600
£2,350
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1921 Rolls-Royce Silver Ghost Tourer by Brewster.
1928 Bugatti Type 38 8 cyl.
1930 Sunbeam 3-litre Tourer.
1935 Alvis SP20 SA Tourer.
1935 Singer Le Mans.
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1928 Chevrolet Saloon.
1924 Overland Tourer.
1933 Aston Martin International.
1934 Austin Opel.
1934 Bentley 3 1/2 Sports saloon.
1937 Lanchester saloon.
1930 Sunbeam 20.8 D/H.

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1968 Lamborghini 400 GT LHD



1973 ISO Lele, 18,000 miles.



1977 Lamborghini Urraco Silhouette, 10,200 km, LHD.

1971 Aston DBS V8.
1971 Aston DBS6.
1968 Aston DBS6.
1969 Aston DB6 SR sand.
1968 Aston DB6 Dubonnet.
1966 Aston DB6 Met. blue.
1966 Aston DB6 Sand.
1966 Aston DB6 Met. blue.
1965 Aston DB6 Blue SR.
1971 Aston DB6 Mk II black.
1971 Aston DB6 Mk II red.
1965 Aston DB5 Met. green.
1964 Aston DB5 Silver birch.
1962 Aston DB4.

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£6,450
£4,400
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1952 Alvis TC21 D/H.
1948 Alvis TA14 Saloon.
1966 Austin Healey 3000 Mk III.
1952 Bristol 401.
1978 BMW 733 1A.
1975 BMW CSI.
1951 Daimler Barker S. Sports.
1961 Jensen 541S.
1970 Jensen Interceptor.
1967 Lotus Elan Yellow.
1948 Triumph Roadster.
1947 Allard K1 Alpine Rally Car.
1961 Alvis TD21 D/H.

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1970 Jaguar E-Type Roadster.
1967 Jaguar 3.8S.
1970 E-Type Roadster.
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1977 Porsche 911 Lux. Targa.
1969 Mercedes 300 SEL 6.3.
1966 Mercedes 600.
1962 Porsche 356B Super 90 LHD.
1973 ISO Rivolta 18,000 miles.
1966 Sunbeam Tiger 4.7.
1966 Triumph TR2.
1948 MG TC cream.
1971 Lotus Elan 2 - 2S.

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£5,850
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£13,650
£4,850
£10,250
£2,850
£6,250
£5,650
£1,675
£5,750
£3,750



1961 Mercedes 190 SL



1970 Aston Martin DB6 Mk II



1951 Daimler Barker Special Sports. £3,850



1952 Bristol 401 2-litre. £3,750



1967 Mercedes 280SL, LHD. £4,750



1973 Porsche 911S Targa. £5,850

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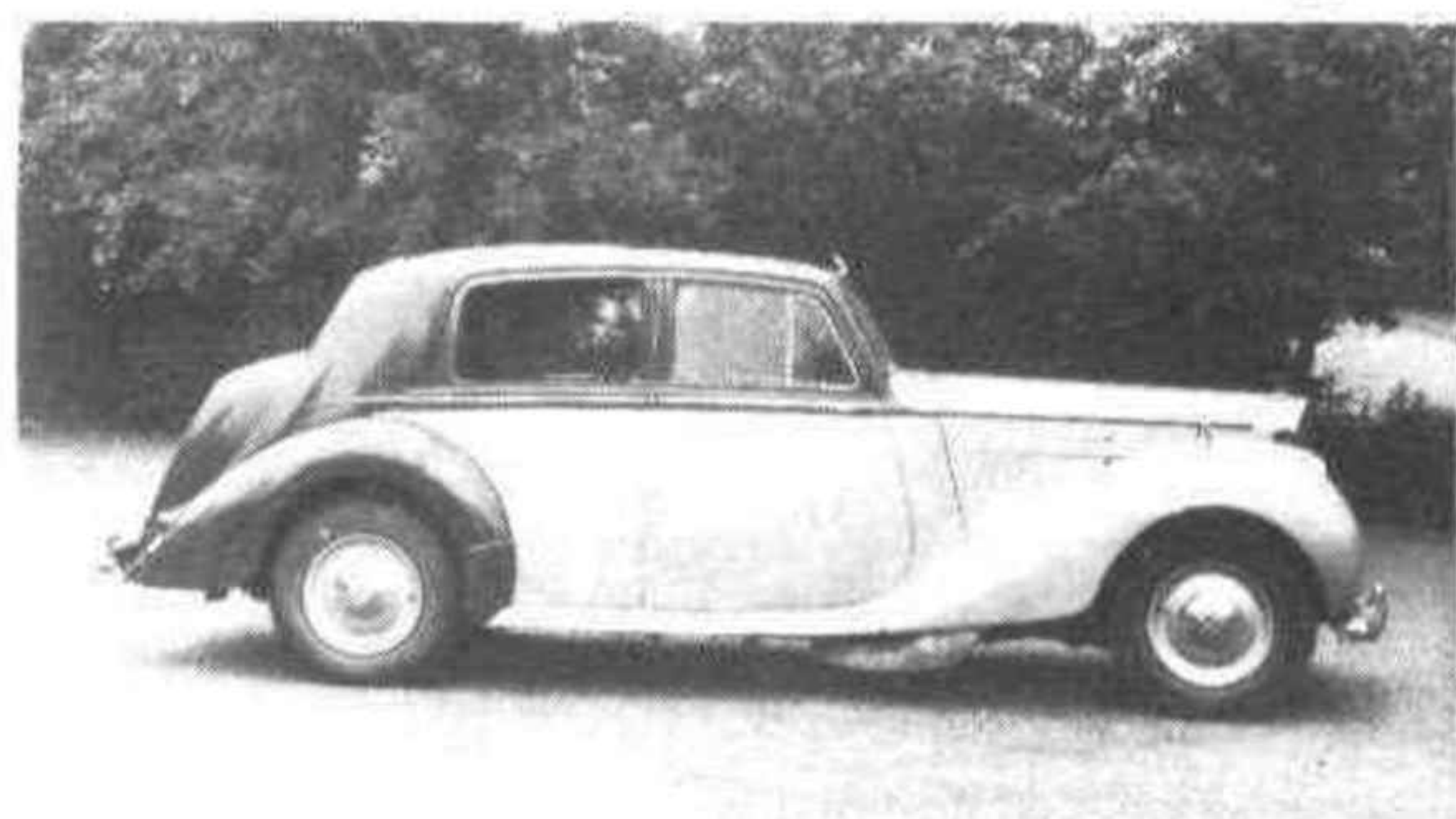
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ROLLS-ROYCE SILVER CLOUD II four door saloon. First registered 1962. Finished in velvet green with tan hide upholstery. Power assisted steering, automatic transmission, electrically operated windows.

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BENTLEY MARK VI 4 1/4 litre Standard Saloon. First registered 1949. Finished in black with brown hide upholstery. Sliding roof. Recorded mileage 79,000. Complete with tools, owner's manual, etc.

BENTLEY S2 four door saloon. First registered 1960. Finished in midnight blue with light blue upholstery. Automatic transmission, power assisted steering, electrically operated windows.

BENTLEY S2 CONTINENTAL Drophead Coupé by Park Ward. First registered 1960. Finished in black with black hood and beige leather upholstery. Electrically operated windows, power operated hood. Radio and tape-player.



ROLLS-ROYCE SILVER CLOUD III four door "Flying Spur" by H. J. Mulliner, Park Ward. First registered 1965. Finished in regal red with beige upholstery. 82,000 miles. Air conditioning (boot unit), power assisted steering, automatic transmission, electrically operated windows.

BENTLEY S3 CONTINENTAL two door saloon by H. J. Mulliner, Park Ward. Finished in Caribbean blue with grey leather upholstery. Electrically operated windows, aerial, etc. One of the last of this very fine series. Recorded mileage 74,500. First registered 1965. Automatic transmission, power assisted steering. Probably one of the finest Coupé Bentley motorcars available anywhere.

BENTLEY CORNICHE saloon. First registered 1972. Finished in regal red with beige hide upholstery. 72,000 miles.

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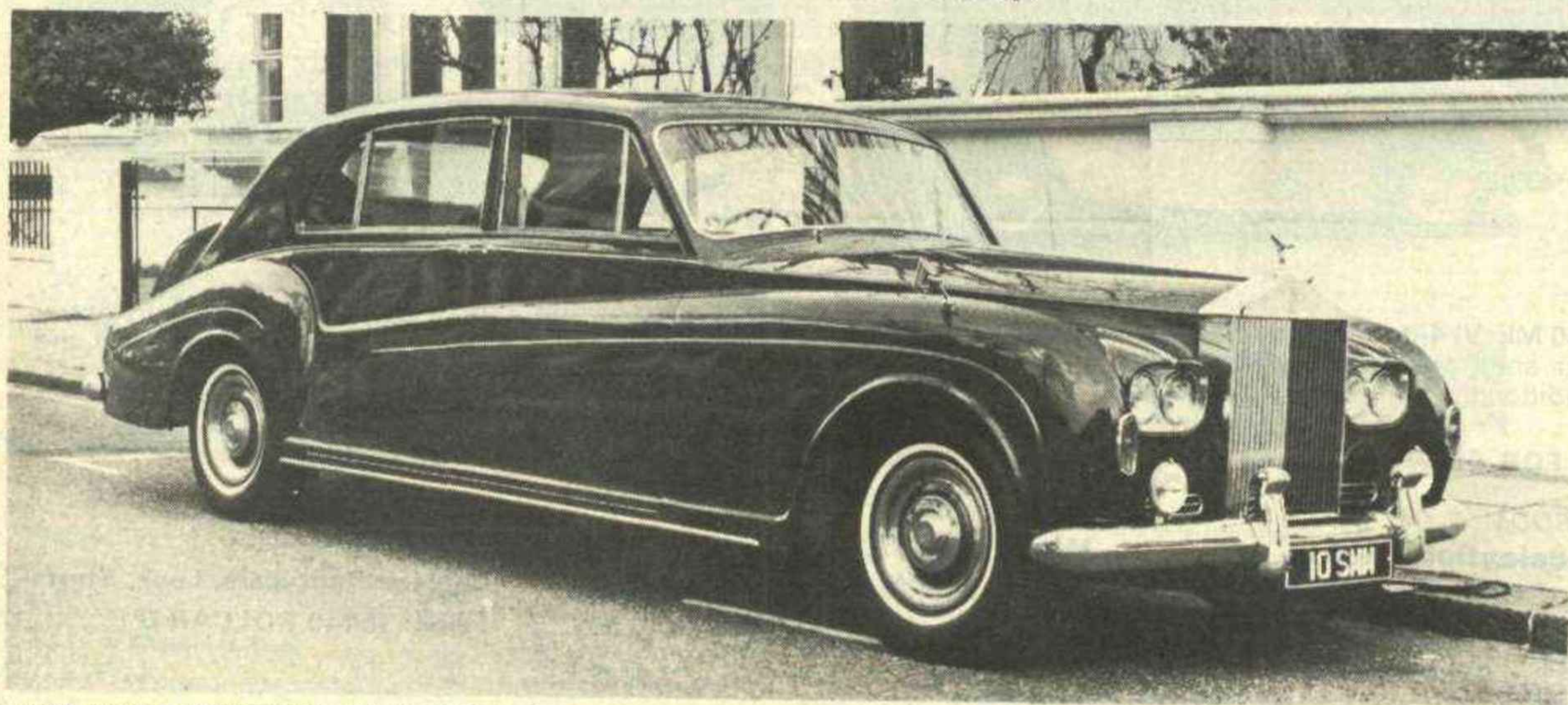
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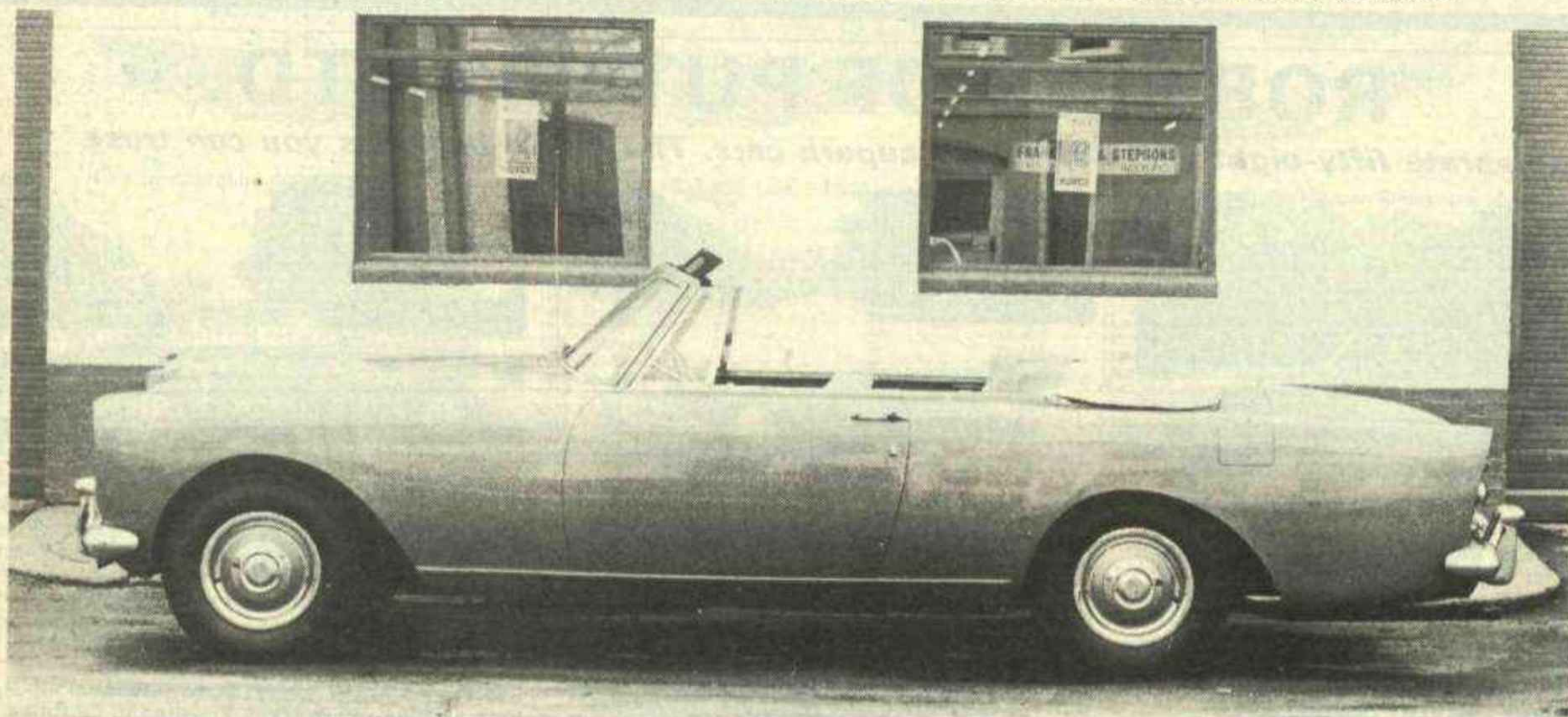
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1961 BENTLEY SII CONTINENTAL fitted with drop head coupe coachwork by Park-Ward. Painted in Rolls-Royce garnet and recently re-trimmed in biscuit Bridge of Weir hide. Superb condition throughout. (Similar to above.)

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Jenson Interceptor Mk III in tawny brown metallic with black vinyl roof. Black leather trim, inertia seat belts, fitted stereo radio cassette player, air conditioning, HRW, electric windows, electric aerial, fitted radial tyres whitewalled, on sports alloy wheels. Centre locking. Again this fast appreciating vehicle is in lovely condition for year at £6,750

Brand new (1979), just arrived from America. Corvette Stingray in metallic silver with black leather trim. Latest spec., music, including sloping rear screen, split detachable glass roof, tinted glass, electric windows. The L82 economical model, that looks a dream £12,500

V12 E-type 2+2 manual. White/black int. Private Regd £5,500
Range Rover. R.Reg. Privately used, fabric trim, plus a few extras £7,950

Bentley Si. Black coachwork with tan trim. 1957. Again a classic that will always go up in value. We think very reasonably priced at £4,900

P. Reg. Alfa Romeo GT 1600 Junior. In silver with gold coach line, black trim, HRW, radial whitewall tyres fitted all round, this very sporty little car has had one lady owner from new, and has only done 14,000 genuine miles. All service history available. This 5-speed sports is in superb condition at £2,850

V12 E-Type 2+2 manual. White coachwork with black trim. Tint glass. Private Reg. No. WD69 available with the car or sold separately. This car has covered 7,800 miles per year (1971). A real investment at £5,500

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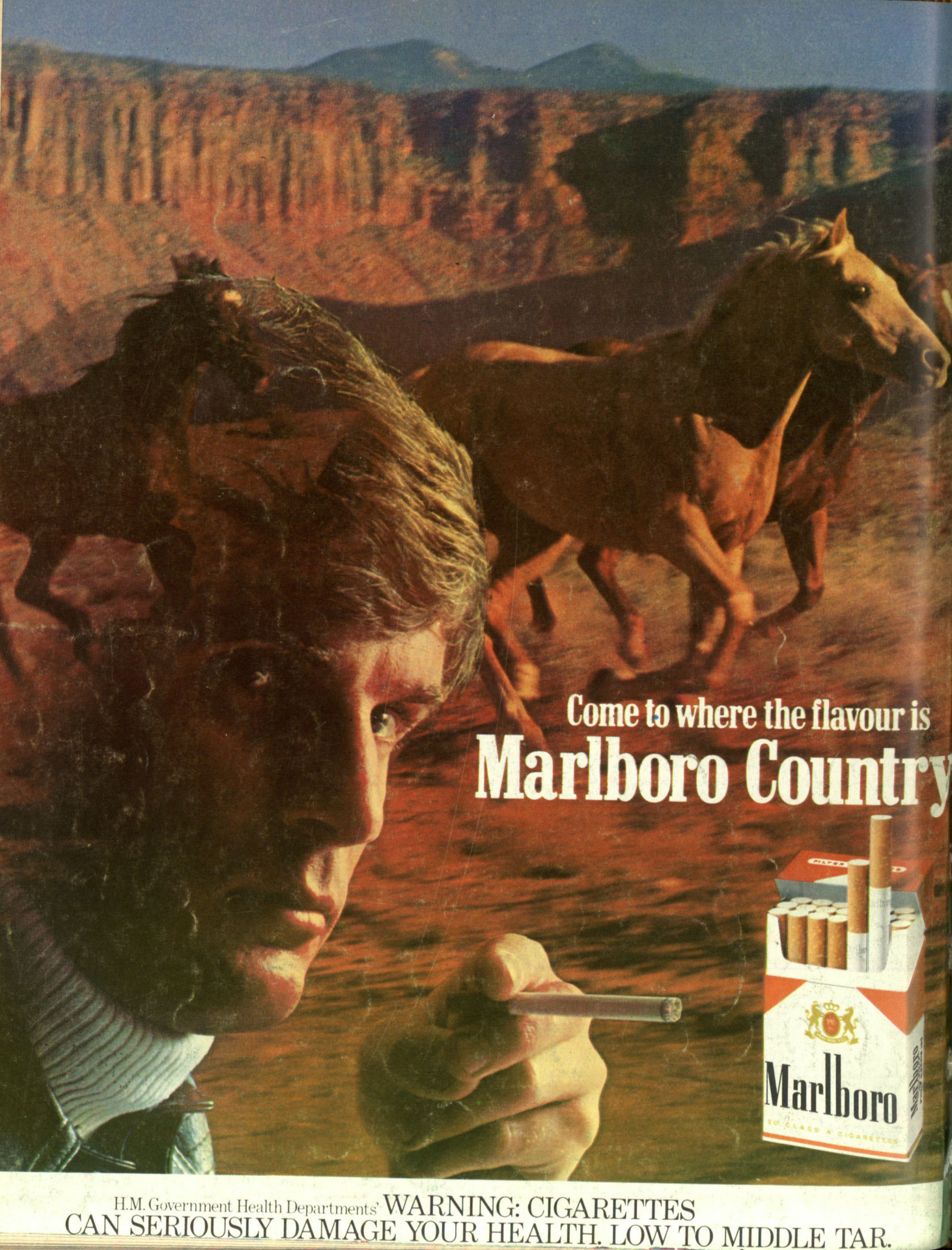
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