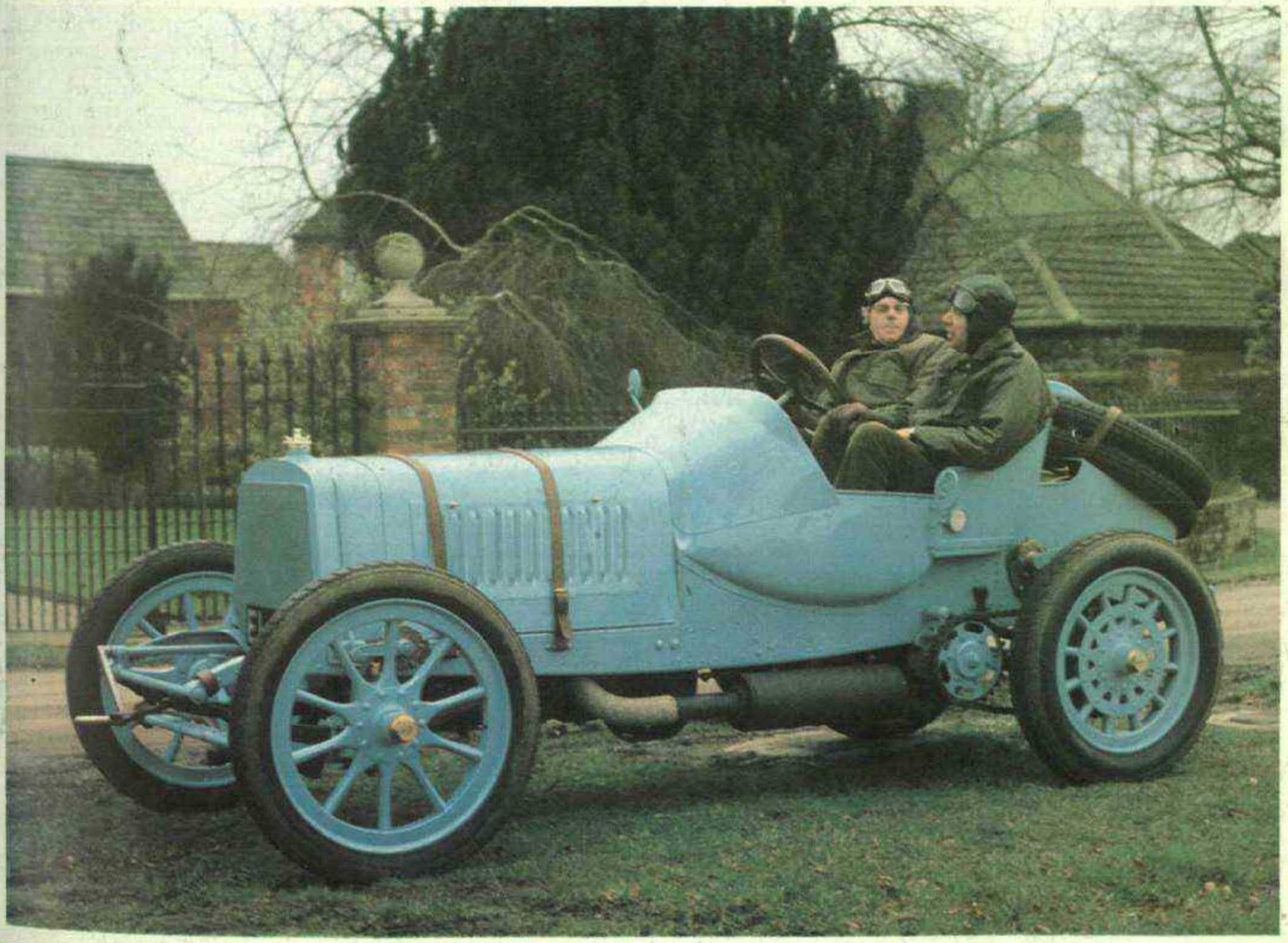
April 1980 Vol. LVI No. 4 50p

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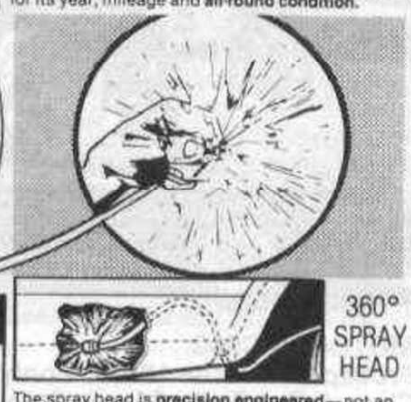




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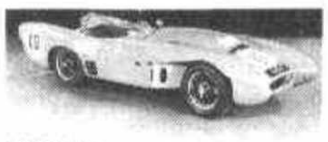
With the first round of the Bradburn & Wedge Hill Climb Championship at Loton Park on the 6th and 7th April nearly on us, and with over 200 people entered already, it looks like being quite a battle. Last year's R.A.C. Hill Climb Champion, Martyn Griffiths, has a new Pilbeam to contend this year's championship with, and ranged against him are a fiercesome regiment of seasoned campaigners including Alistair Douglas Osborne (Pilbeam DFX), Roy Lane, Chris Cramer, Ted Williams (Hesketh 308/E F.1), Paul Williams (March 76/1), Max Richards (March 77/2/P), David Render (Lola), Malcolm Dungworth (Pilbeam DFV), Rob Turnbull, David Franklin (March BMW), Paul Edwards (March 76/A 3.4 Essex), Godfrey Crompton and many others.

The class for Classic and Historic cars, which will be run on handicap, looks like being as fiercely contested as the class for the Formula 1 and 2 racing cars. The list of competitors includes our Chevron B8 and Lister Bristol, 2 Reliant Sabres, a Lotus 23, a HWM Alta Jaguar, a Ginetta G12, 2 AC Ace's, an AC Cobra and a 'E' type Jaguar. John Harper might bring along the Gurney Eagle F1 and to give him a run for his money may be John McCartney with his BRM P153 V12. The oldest single seater so far entered is the 1928 Frazer Nash of Mark Joseland and he will be joined by other "Chain gang Nashs" and a Bristol engined Frazer Nash Mille Miglia.

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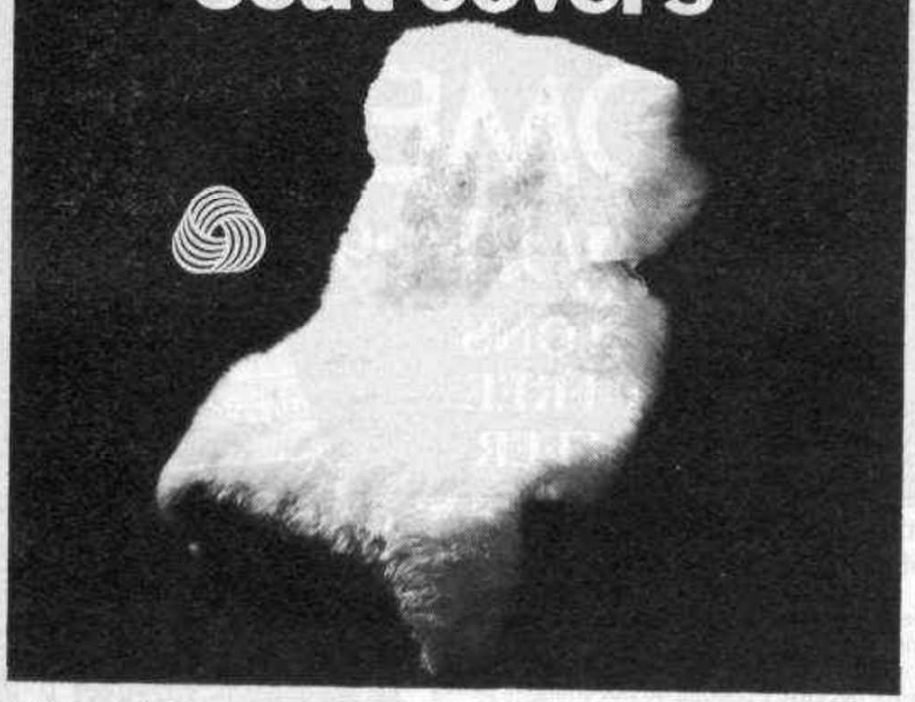
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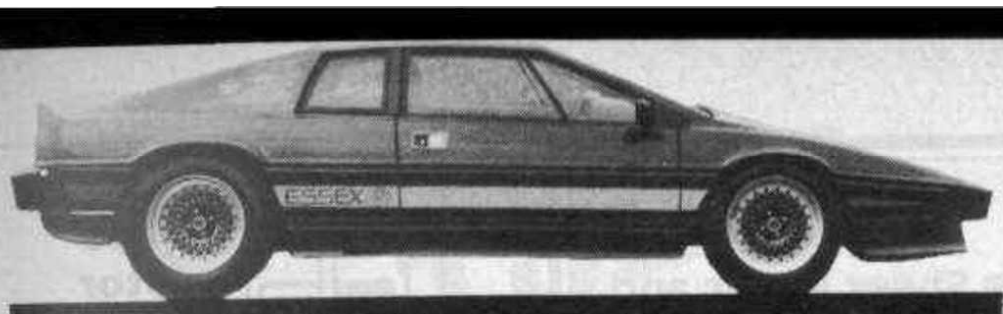
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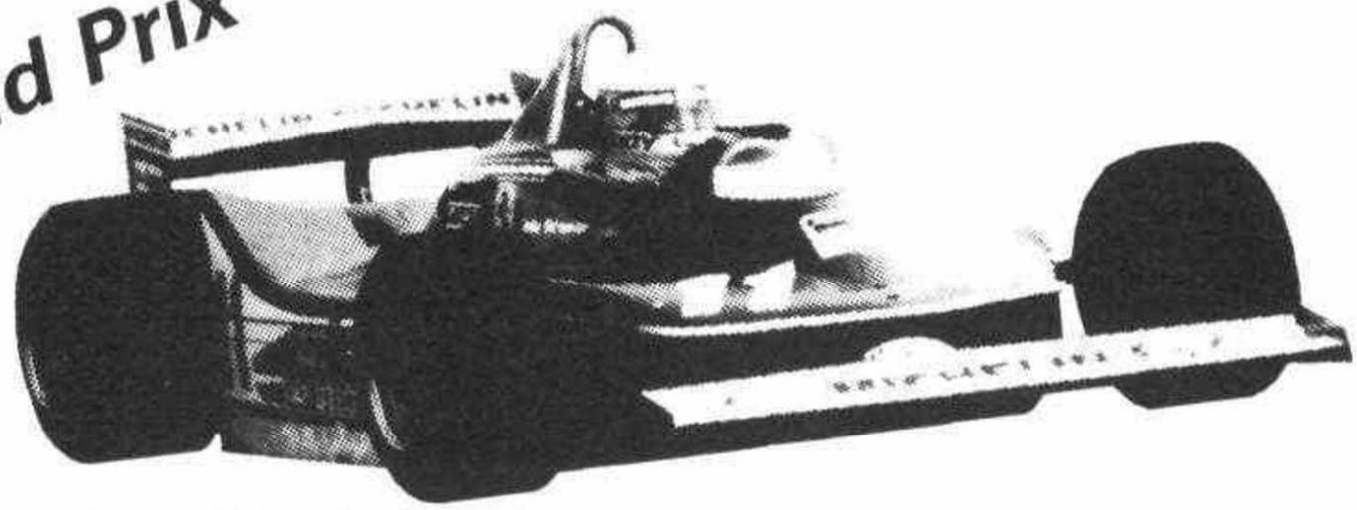
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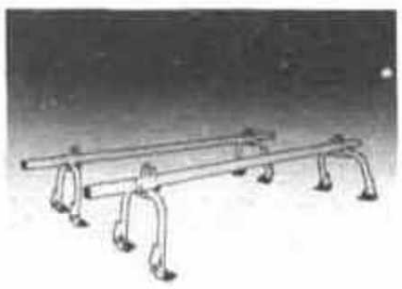
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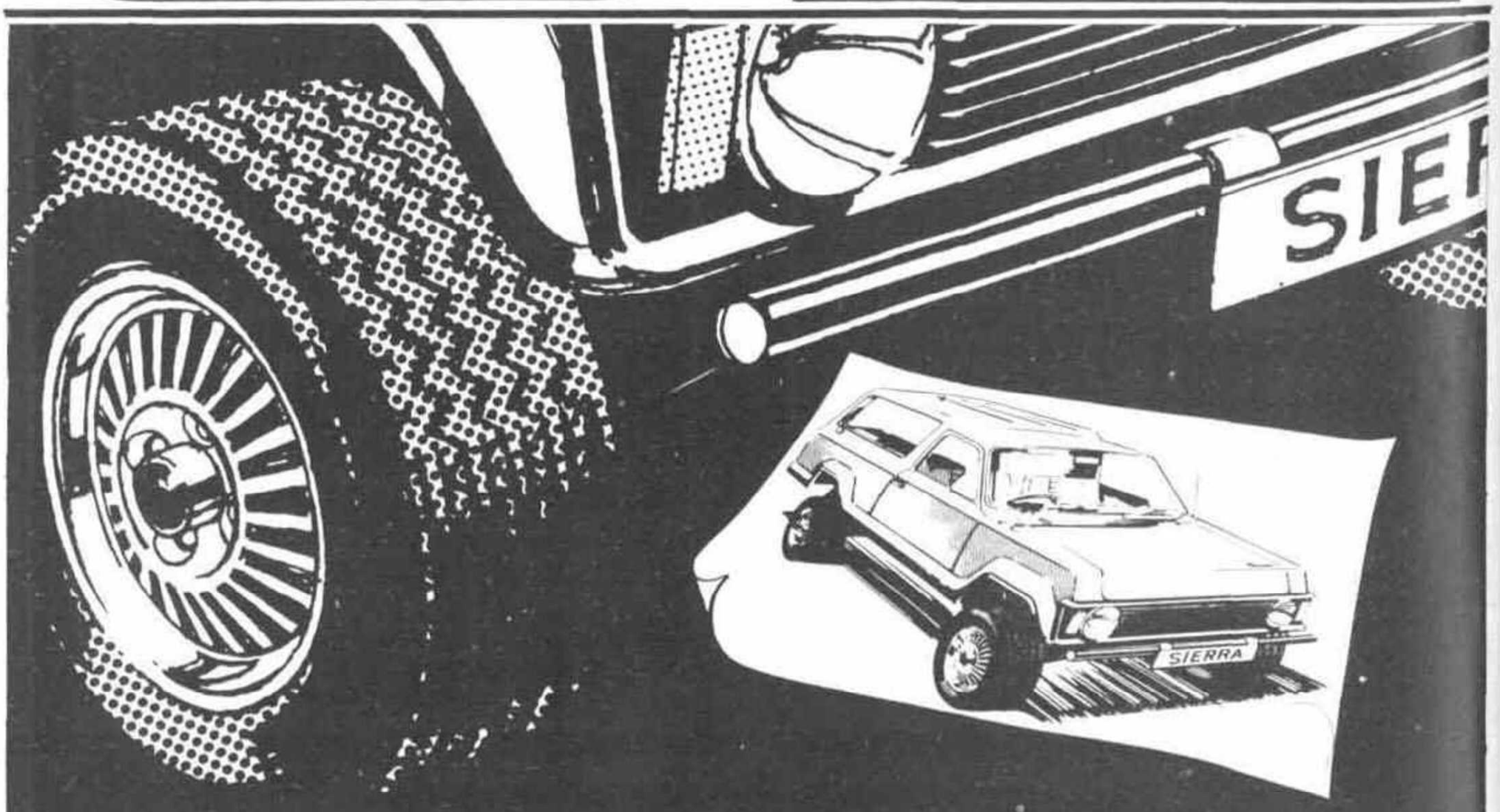
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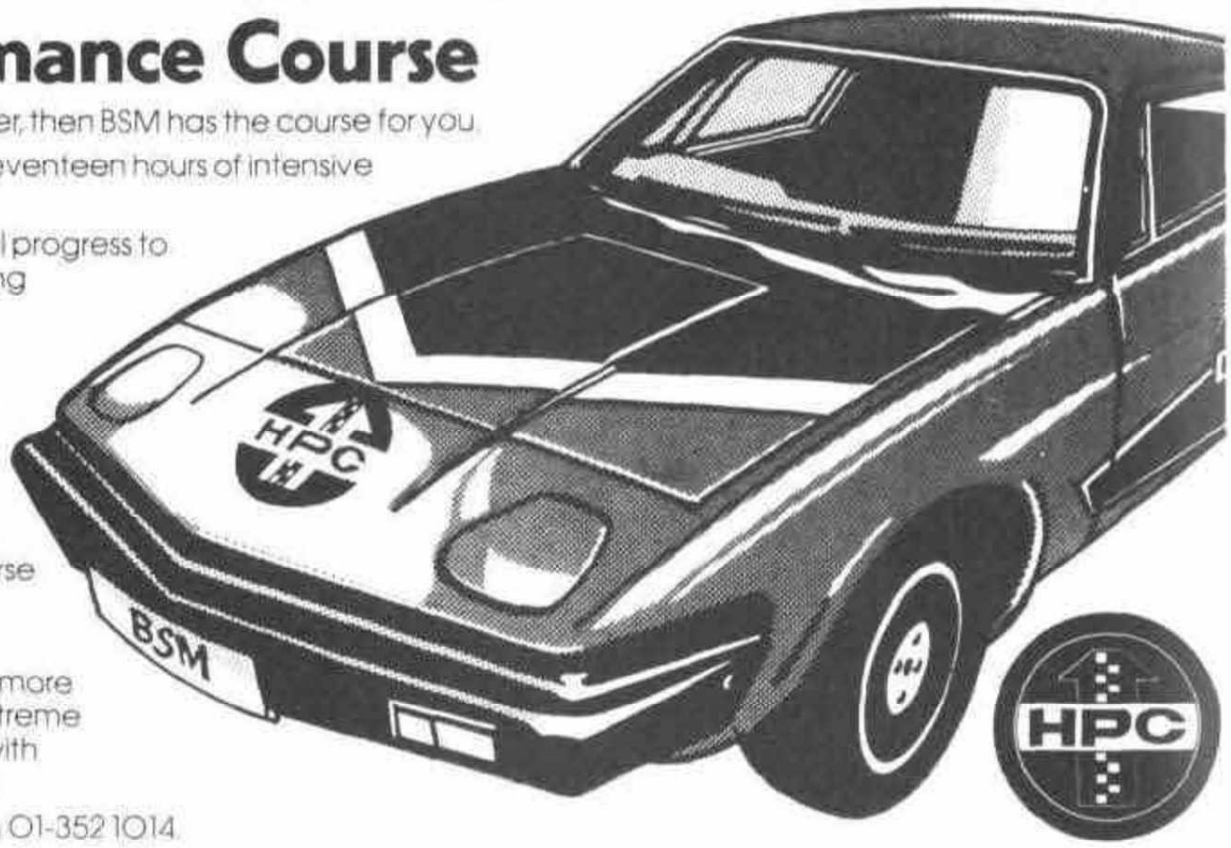
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Lotus Eclat 521. In white, red leather trim ..... List
Lotus Elite 501. In red, champagne leather trim ..... List

TVR

TVR 3000S Convertible. In met. blue, tan trim ..... List
TVR Taimar. In gold, brown model band, sunroof, tan trim ..... List
TVR Tasmin. Choice of two, white or Toyota blue ..... List

Scimitar

Scimitar GTE. Overdrive, in champagne, buckskin model band, chocolate trim, power steering, Wolfrace wheels ..... List
Scimitar GTE. Overdrive, Burgundy, champagne model band, black trim, power steering, Wolfrace wheels **List.**
Scimitar GTC. Olympic blue, tan trim, Wolfrace wheels, power steering, tinted glass, manual overdrive ..... List
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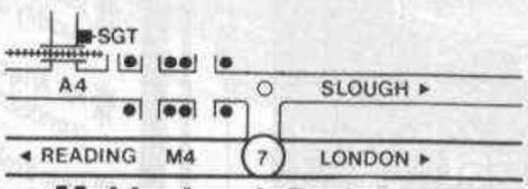
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French is spoken there, which for many adds to its charm, but its vocation as a tourist region enables visitors from all countries to make themselves understood quite easily. The welcome is friendly, as is only to be expected in a region of vineyards and a Latin tradition.

Once there, excellent roads and comfortable trains bring within easy reach all the places that a tourist might want to visit — and there is no lack of them. The choice being so great, there are "à la carte" holidays available to suit everyone's needs. The region includes the chain of the Alps — with such famous resorts as Villars, Leysin, Les Diablerets, Château d'Oex and Les Mosses — as well as the Jura range with Ste. Croix-Les Rasses, the Vallée de Joux and St. Cergue. It also boasts several lakes, the biggest of which is the Lake of Geneva with the international metropolis of Geneva and towns like Nyon, Rolle, Morges, Lausanne, Vevey, Montreux on it shores, followed by the lake of Neuchâtel with Yverdon-les-Bains at its southern end. There is lovely countryside too, between the Alps and the Jura, with Moudon, Payerne and Avenches nestling in the valley of the Broye.

But, in addition, many other parts of Switzerland, France and Italy are within easy reach of the Lake of Geneva Region. Some of the most popular excursions include Berne, the capital of Switzerland; Zermatt, at the foot of the Matterhorn; Gruyères, the home of the genuine cheese of that name; Chamonix and Mont Blanc in France; the valley of Aosta in Italy, to mention but a few. Even the longest excursion is only two hours by car or train

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Fribourg-Neuchâtel Region

FRIBOURG is a canton of historic towns, including its capital Fribourg, and the charming cities of Morat, on the shores of the lake of the same name, Estavayer-le-Lac, on the shores of the lake of Neuchâtel, or Romont, Bulle and Gruyères in the Fore-Alps. It is also renowned for the lovely, still picturesque regions of Charmey, Moléson and the "Lac Noir" (Black Lake).

NEUCHATEL is a canton of mountains — with the Jura range, and water — with the lakes of Neuchâtel and Bienne. La Chaux-de-Fonds, Switzerland's watchmaking capital, and Le Locle, the city of precision engineering, are surrounded by large woods and pastures, while Neuchâtel, an historic town for studying and holidays, is ideally situated on the shores of the lake that bears its name.

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INFORMATION

- Swiss National Tourist Office, Swiss Center, 1 New Coventry Street, Tel: 01-734 1921 — TX 21295
  Swisturist Idn. P.O. Box 10, Wardour Street, London W1V 4BJ
- Office du tourisme du Canton de Vaud, avenue de la Gare 10, CH-1002 Lausanne, Tel: 01041/21/22 77 82, TX 24390
- Office du tourisme de Genève, rue de la Tour de l'Ile 1, CH-1204 Genève, Tel: 01041/22/28 72 33, TX 22 795
- Office neuchâtelois du tourisme, rue du Trésor 9, CH-2000 Neuchâtel, Tel: 01041/38/25 17 89
- Union fribourgeoise du tourisme, route Neuve 6, CH-1700 Fribourg, Tel: 01041/37/23 33 63, TX 36499

BOOKING (Through your travel agency or the local tourist office)

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CH-1260 Nyon
CH-1180 Rolle
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CH-1006 Lausanne
CH-1605 Chexbres
CH-1800 Vevey
CH-1820 Montreux

The Broye
CH-1530 Payerne

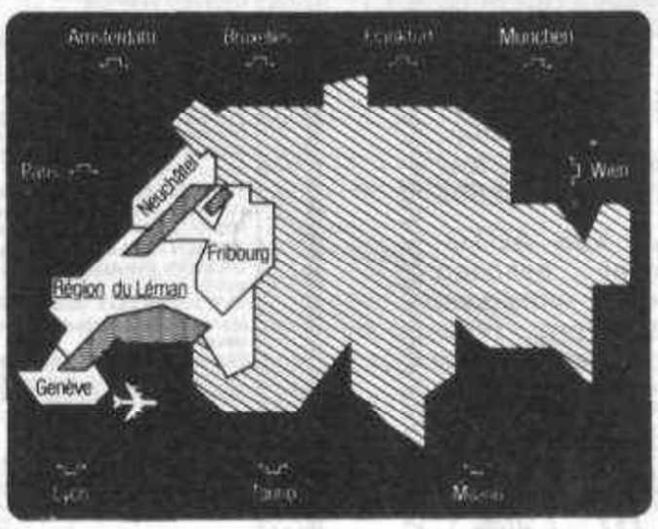
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CH-1400 Yverdon-les-Bains
CH-1450 Ste-Croix-les-Rasses

The Jura
CH-1347 Vallée de Joux/Le Sentier
CH-1264 St-Cergue

The Alps
CH-1837 Château-d'Oex
CH-1865 Les Diablerets
CH-1854 Leysin
CH-1861 Les Mosses
CH-1884 Villars

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CH-1700 Fribourg
CH-3280 Morat
CH-1630 Bulle
CH-1661 Gruyères-Moléson
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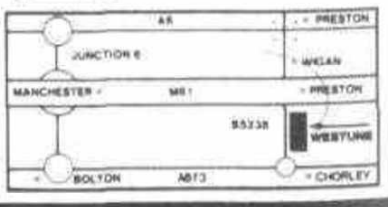
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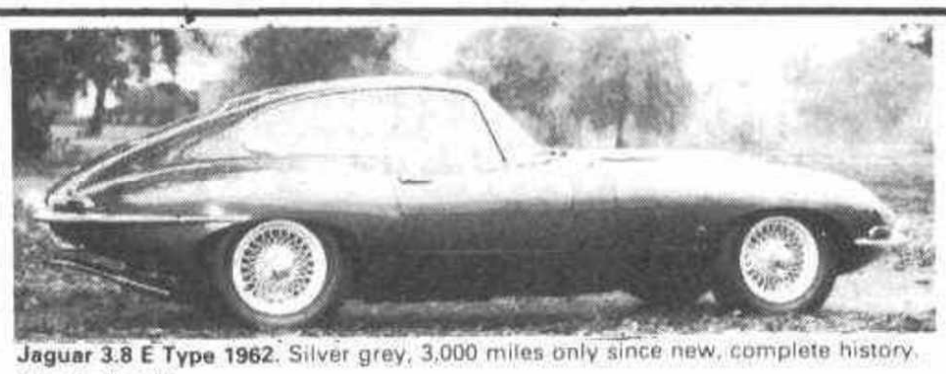


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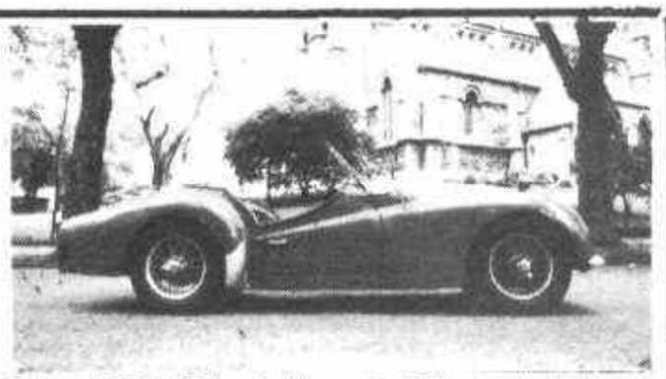
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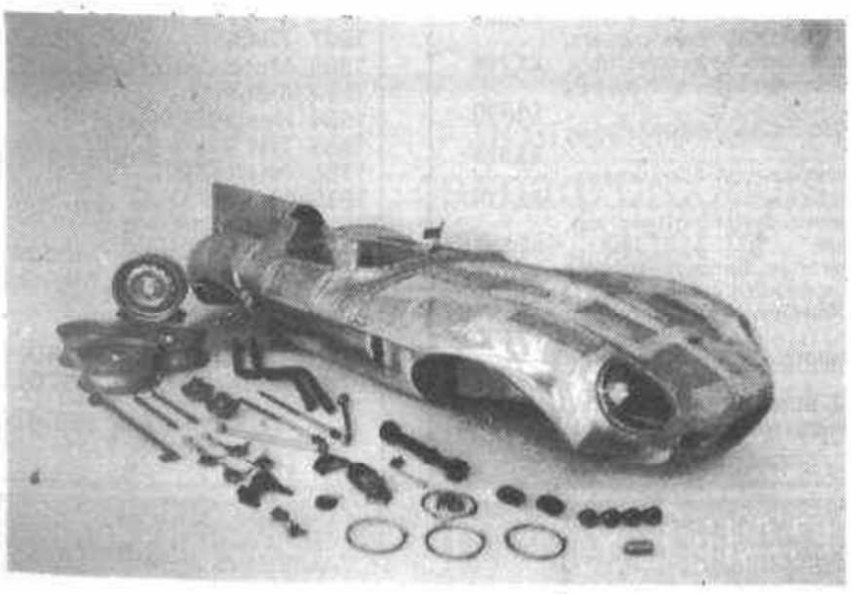
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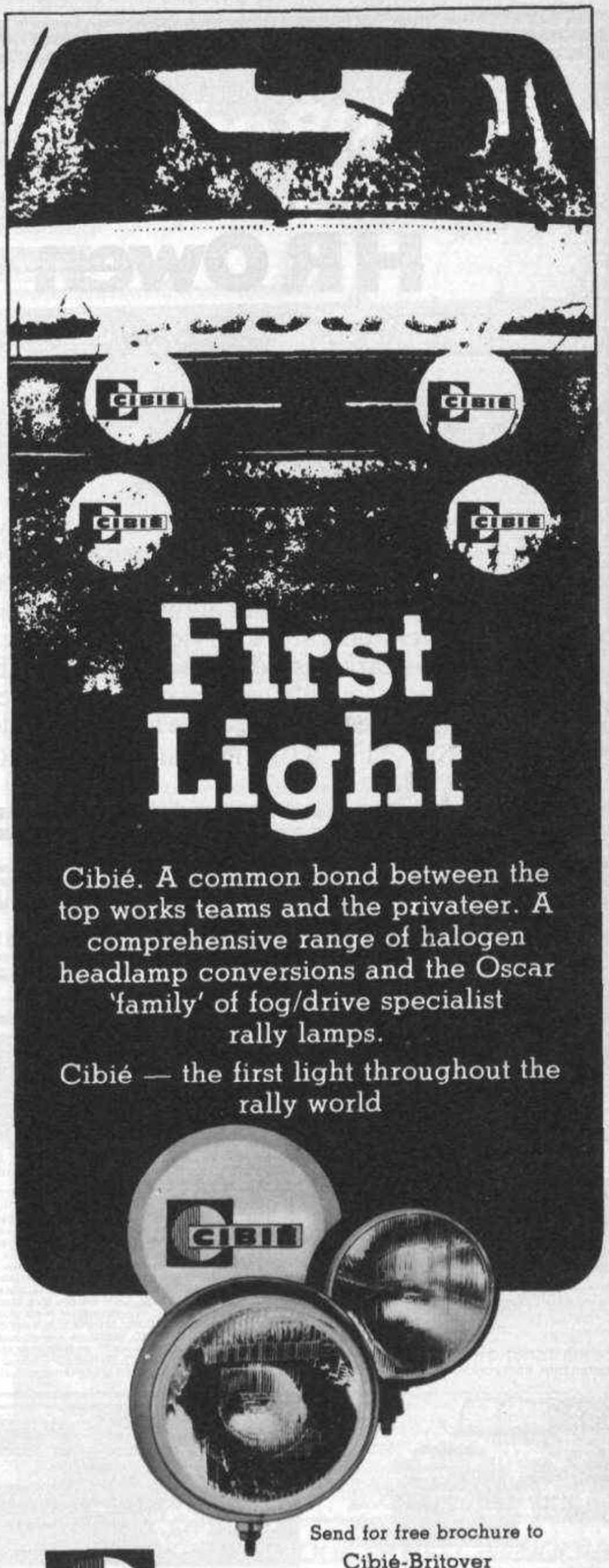
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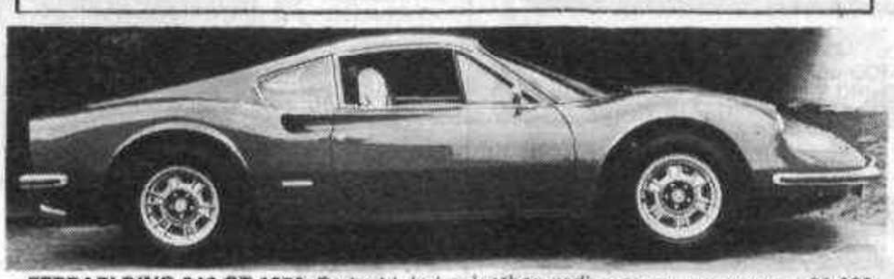
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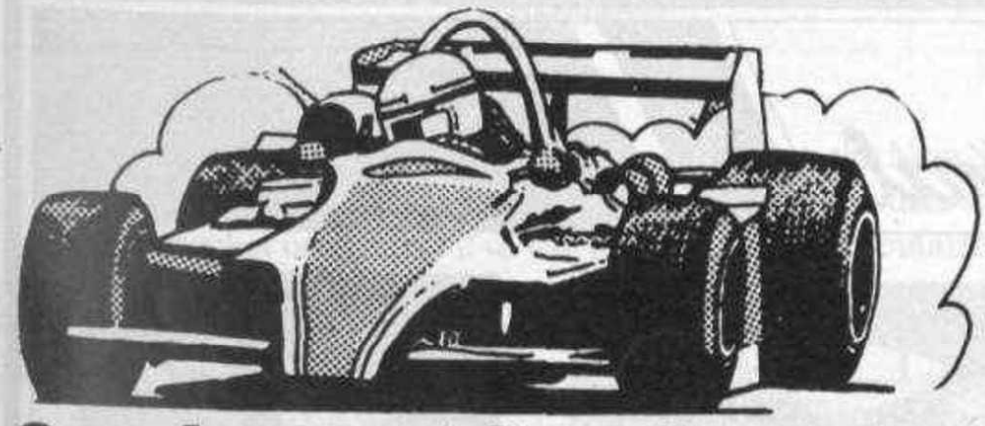


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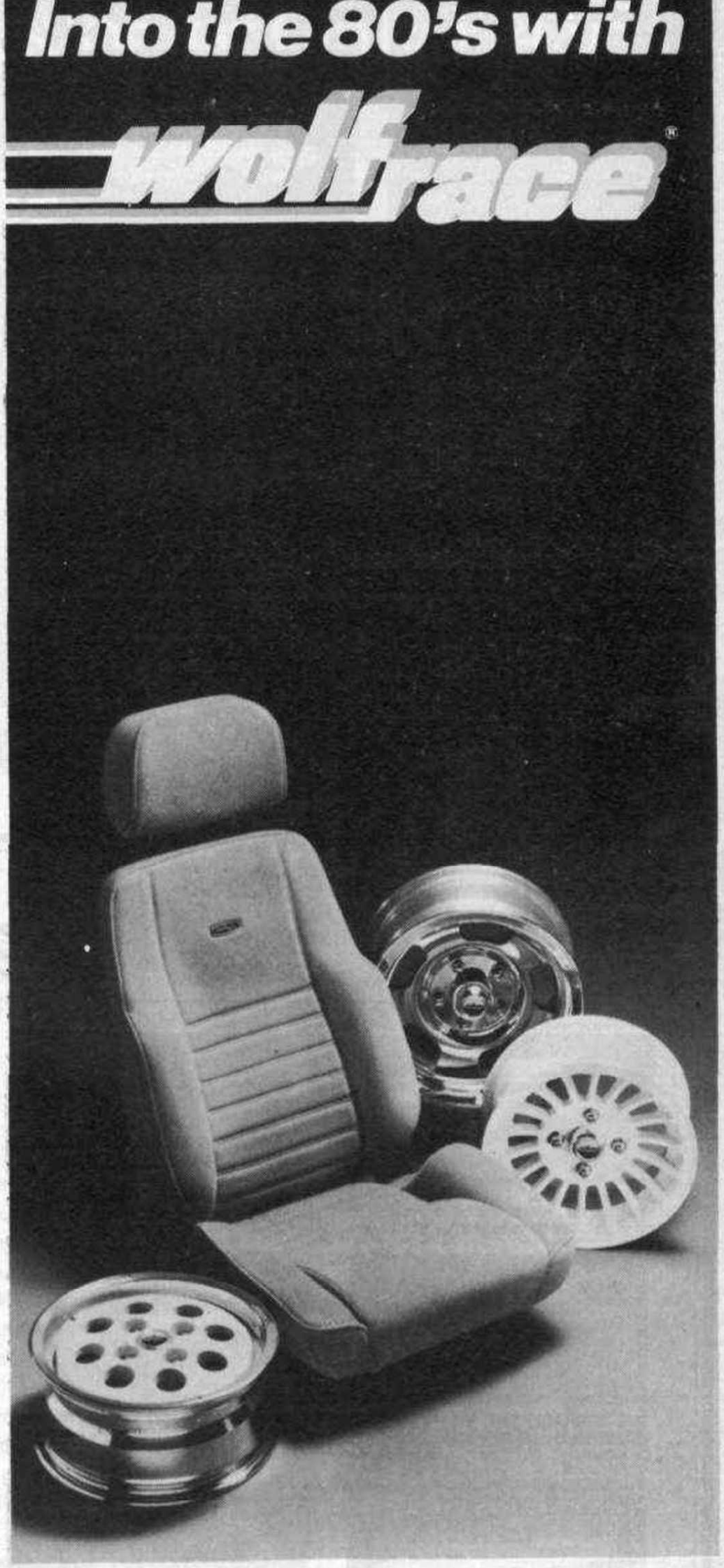
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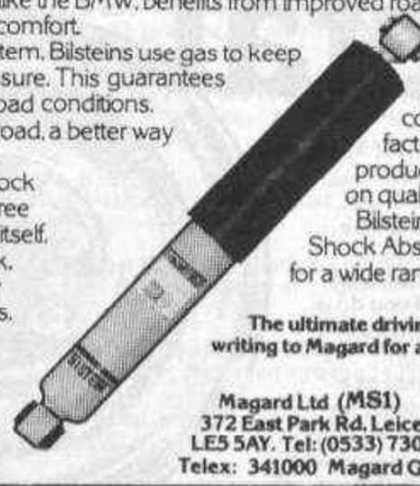
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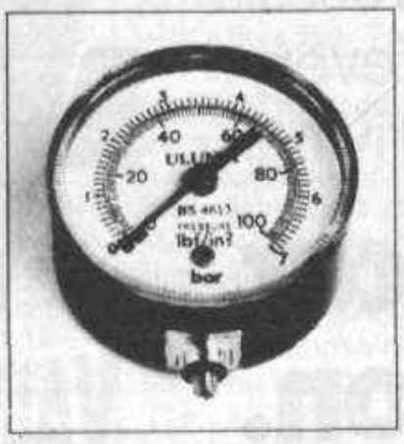
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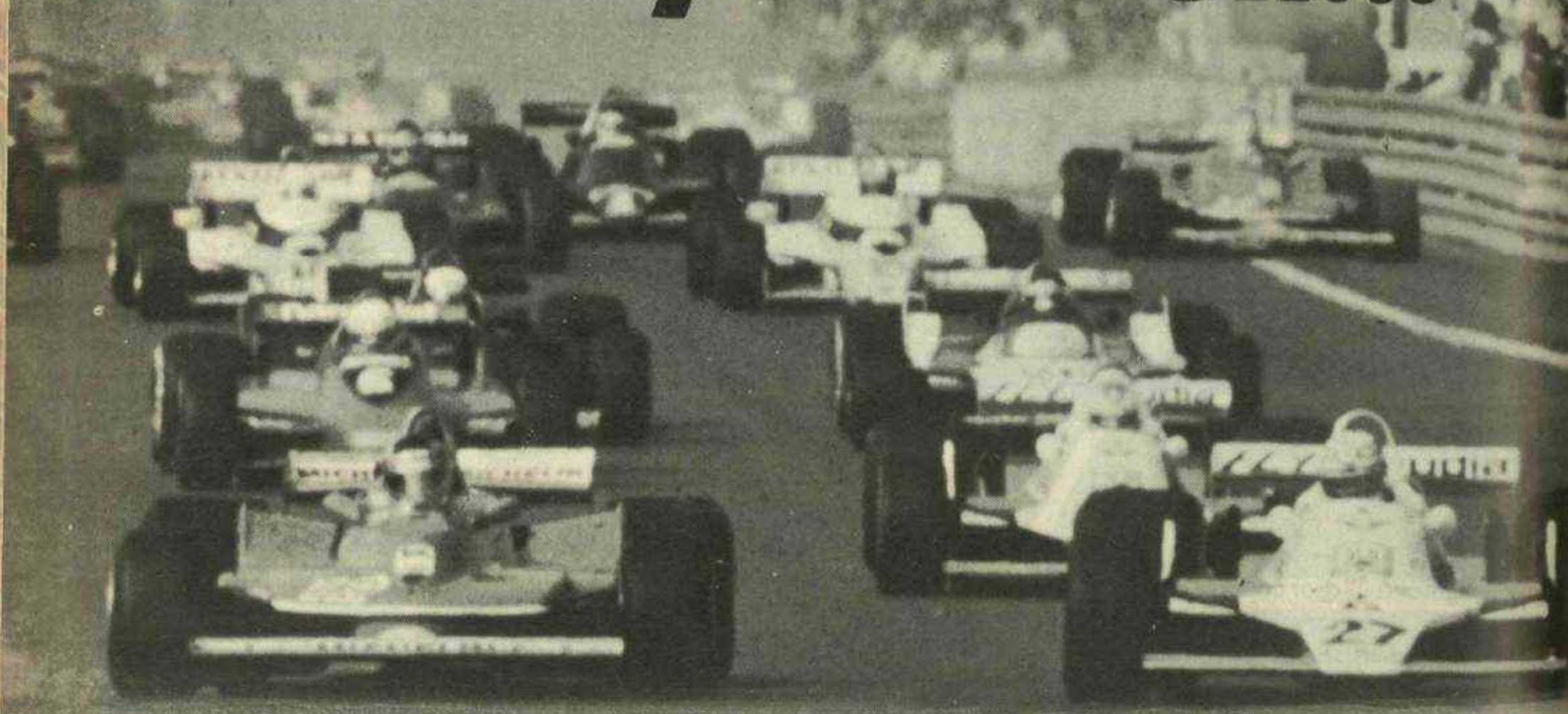
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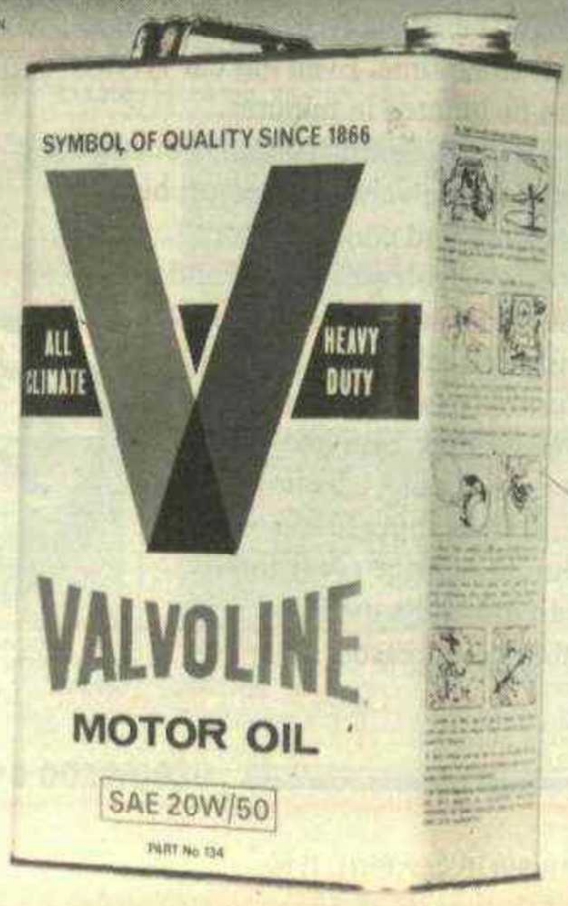
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INCORPORATING **SPEED** AND THE **BROOKLANDS GAZETTE**

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FRONT COVER PICTURE: THE EDITOR, at the wheel of John Walker's exciting, 12.8-litre, 1908 Grand Prix Panhard-Levassor, discusses with its owner the latest of the giant Edwardian racing cars to be restored. An investigation of the car begins in colour on page 513.

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MATTERS OF MOMENT

■ DROP IT!

"Iam not arguing with you — I am telling you" — James Whistler, 1934-1903

After a long lull the Government has returned to discussing the pros and cons of making it compulsory for every car-user (although presumably not every vehicle-user) to strap himself or herself to their motor. It is about time this much discussed matter was dropped and far more important things brought up in the House. We have no wish to go again over the arguments against a compulsion that we have always campaigned against. Points have been bandied-about on both sides, as in any other controversial issue. They have been aired, re-aired, and aired again, until everyone is heartily sick and tired of reiteration. The Compulsory Seat-Belts Bill introduced by Neil Carmichael, Labour, Kelvingrove, has been before Parliament eight times and has always been thrown out.

Given that not all of our MPs are fools, that fact should be convincing! But let us make it quite clear that most of the arguments are not against wearing seat-belts, as such, but the idea of making the wearing *compulsory*, against the penalty — perhaps of licence-endorsement and heavy fines — if, for any minute of the day, in any moving private-car, these are not correctly in place, tying the occupants to their seats. Most motorists use seat belts, at their discretion, sensibly and frequently. Those who do not, for several valid reasons, are surely now in a minority (and don't please aim a "statistic" at us to prove otherwise, unless you have counted all drivers at all times of the day and night in vehicles running at a decent speed), so that it is not worth the cost and Parliamentary time of bringing in this Bill that offends them and any Law, almost impossible to enforce, that they would be unlikely to obey. . . .

But suppose we are wrong, and more than an average number of motorists is driving about beltless? All the more reason, surely, for leaving them alone, on the basis that they are no more without common-sense than those politicians, who, for one biased reason or another, seek to impose compulsion on them?

What is ludicrous is that, years ago, legislation for compulsion was thrown out but that which demanded fitting belts for the front-seats of modern cars was not. That law is very nice for the seat-belt manufacturers, and for the Government which collects VAT on the compulsory installations. What is tragic is that one section of the community alone, the motorcyclist, is made to wear crash helmets under compulsion, even in that safest of road-vehicles, the motorcycle combination, and while riding slow vintage machines, and that VAT is demanded on this compulsory head-gear. Now, if you allow that a tumble from a motorcycle is likely to cause more injury than a car crash, it follows that it is decidedly sensible to wear a crash-hat on a two-wheeler, which is why the great majority of riders did this *before* the passing of the Compulsion Bill. It is the *compulsion* to which they object. Having got that Bill past Parliament, it would have been a proper gesture to have deleted VAT from the cost of motorcycling headwear. . . . And why, pray, are pedal-cyclists exempt?

So, while MOTOR SPORT would never try to influence anyone against belting-up, it is wholly opposed to *compulsion*. That would constitute another motoring Law, amongst the hundreds that most drivers try not to break. It would waste Police time in attempting the near-impossible task of enforcing another motoring requirement. It would definitely alienate those who don't care to be strapped to their cars and those who do, but might be caught on the one occasion when they felt no good reason to "click clunk". Drop it, we say!

As statistics can be bent to prove anything it is their manipulators wish to prove, we will risk boring you with a little fact. The writer has been in crashed motor-cars five times during his professional career, and they were bad crashes. Once he was in a frontal-prang due to locked brakes, in a Fiat 500. The car skidded far off the road; driver and girl passenger were unhurt. An Allard racing car, which rolled at a speed trial, threw out driver and passenger; both were uninjured but the cockpit was crushed. Then came a rear-impact, in the war-time blackout, when a 'bus collided with a stationary Austin 7, the driver cut his head slightly, the girl passenger was unhurt (no head-restraints then). Next, a frontal-collision, when a Morgan Plus-4 skidded on black ice and collided with a lorry; the car was badly damaged but the driver was almost unhurt. Finally (typing now with fingers crossed), there was an accident in a Ford Escort Mexico, which was virtually written off; the driver was unhurt except for a dislocated finger, which no seat-belt could have prevented. All are very good reasons for belting up you may say; until we tell you that in all cases there was a moment of unconsciousness, when release of a seat harness would have hampered getting out. There are occasions when fire, or impact from other vehicles, makes it desirable to quickly vacate a crashed vehicle, whether on road or track. And, in the Allard, belts would almost certainly have spelled death, not escape. . . .

This being the case — yes, we know we were lucky — it is desirable to leave the question of whether to

Continued overleaf

Motor Sport Fixture List for April

★ **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*
April 3rd/4th	**BRSCC**	**Oulton Park Circuit, Little Budworth**	**Tarporley, Cheshire**	**Aurora AFX British Formula 1 Championship (INT)**	**13.30**
April 3rd/7th	**Automobile Association of Kenya**	—	**Kenya**	**Safari Rally (World Rally Championship) (INT)**	—
April 4th	BRSCC	Snetterton Circuit, Norwich	Norfolk	Race Meeting (C)	14.00
April 4th/8th	**Ulster Automobile Club**	**Belfast**	**Ireland**	**Circuit of Ireland (European Rally Championship) (INT)**	—
April 5th	BRSCC	Mallory Park Circuit,	Kirkby Mallory, Leicester	Race Meeting (C)	14.00
April 5th/7th	**Union des Automobilistes Bulgares**	—	**Bulgaria**	**Zlatni Piassatzi Rally (European Rally Championship) (INT)**	—
April 5th/7th	**BARC**	**Thruxton Circuit**	**Andover, Hampshire**	**Race Meeting (European Formula 2 Championship) (INT)**	**13.30**
April 6th	Donington Racing Club	Donington Park Circuit	Derby	Race Meeting (R)	14.00
April 6th	SMRC	Ingliston Circuit	Edinburgh	Race Meeting (R)	13.30
April 6th	**Motor Sport Club Aichfeld**	—	**Austria**	**Österreichring European Formula 3 Championship (INT)**	—
April 6th	Borough 19 MC	Stone Lodge	Dartford, Kent	Slalom (CJ)	10.30
April 6th	Epynt & Aberystwyth MC's	Mynydd Epynt	Wales	Special Stage Rally Mewla Stages (R)	08.30
April 6th	Bath MC	West Country Motor Auctions	Westbury, Wilts	Chieftain Rally (R)	09.01
April 7th	HDLCC	Loton Park, Alberbury	Nr. Shrewsbury	Speed Hill Climb (British Hill Climb Championship) (N)	11.30
April 6th/7th	**BRSCC**	**Brands Hatch, Fawkham**	**Dartford, Kent**	**Aurora AFX British Formula 1 Championship (INT)**	**12.00**
April 7th	BRDC	Silverstone Circuit	Towcester, Northants	Race Meeting (Lloyds & Scottish Trophy) (R)	14.15
April 7th	BRSCC	Castle Combe Circuit	Chippenham, Wilts	Race Meeting (R)	14.00
April 7th	BRSCC (N)	Croft Autodrome	Croft, Darlington, C. Durham	Race Meeting (R)	14.45
April 11th/13th	**ADAC-Mitterirhein e.V. Oberlander Ufer 11**	—	**Germany**	**Saarland Rally (European Rally Championship (INT)**	—
April 12th	BMRMC	Silverstone Circuit	Towcester, Northants	Race Meeting (R)	13.30
April 12th	BARC (NW)	Oulton Park Circuit	Tarporley, Cheshire	Sprint Championship	—
April 12th/13th	North Wales CC	Quinton Hazell Automotive Ltd., Mochdre, Colwyn Bay	116/825/794	Quinton Hazell Rally (Motoring News Rally Championship) (R)	22.15
April 12th/13th	Bugatti OC	Prescott Hill	Cheltenham	Midland Hill Climb Championship (R)	11.00
April 13th	Sporting CC Norfolk	Gilbert Rice (Dereham) Ltd.	132/991132	Memorial Stages Rally (R)	09.01
April 13th	BARC	Mallory Park Circuit	Nr. Leicester	Race Meeting (R)	14.00
April 13th	750 MC	Snetterton Circuit, Norwich	Norfolk	Race Meeting (R)	—
April 13th	Astra MC	Lydden Circuit	Canterbury	Race Meeting (R)	—
April 13th	**NASCAR**	**Darlington**	**USA**	**NASCAR (American Stock Car Saloons) (INT)**	—
April 13th	**AC von Deutschland e.V.**	**Hockenheim**	**Germany**	**European Formula 2 Championship (INT)**	—
April 13th	**AC Firenze**	**Mugello**	**Italy**	**World Championship for Makes (INT)**	—
April 13th	**AC Bologna**	**Imola**	**Italy**	**European Touring Car Championship (INT)**	—
April 18th/20th	**ARBO-Wien**	—	**Austria**	**Arbo Rally (European Rally Championship (INT)**	—
April 19th	500 MRC	Kirkistown Circuit	Belfast	Race Meeting (R)	13.30
April 19th	Knutsford & District MC	Bus Station Car Park, Newtown	136/107916	Esso Plains Rally (Esso/BTRDA Rally Championship) (N)	10.00
April 19th/20th	Exeter MC	Holsworthy Cattle Market	190/344034½	Exeter Rally (R)	00.01
April 20th	**BRDC**	**Silverstone Circuit**	**Towcester, Northants**	**Race Meeting (International Trophy) (INT)**	**12.30**
April 20th	BARC	Cadwell Park Circuit	Nr. Louth, Lincs	Race Meeting (R)	14.00
April 20th	BARC	Lydden Hill Circuit	Dover, Kent	Race Meeting (R)	14.15
April 20th	BRSCC	Mallory Park Circuit	Kirkby Mallory, Leicester	Race Meeting (R)	14.00
April 20th	DDMC	Croft Autodrome, Croft Darlington	Co. Durham	Race Meeting (R)	14.00
April 24th/27th	**AC Livorno**	—	**Italy**	**Isle of Elba Rally (European Rally Championship (INT)**	—
April 25th/27th	**Union des Automobilistes Bulgares**	—	**Belgium**	**Criterium Lucien Bianchi (European Rally Championship) (INT)**	—
April 26th	Aberdeen & District MC	Consolidated Pneumatic Tool Co. Ltd., Greenwell Road	East Tullos, Aberdeen 38/952042	Granite City Rally	08.01
April 26th	VSCC	Silverstone Circuit	Towcester, Northants	Race Meeting (C)	13.15
April 27th	BARC	Thruxton Circuit	Andover, Hants	Race Meeting (R)	13.30
April 27th	BRSCC	Snetterton Circuit	Norwich, Norfok	Race Meeting (C)	14.00
April 27th	**ADAC-Nordrhein e.V.**	**Nurburgring**	**Germany**	**European Formula 2 Championship (INT)**	—
April 27th	**AC Milano**	**Monza**	**Italy**	**Monza 1000 Kms (World Championship for Makes) (INT)**	—
April 27th	**BRSCC**	**Brands Hatch Circuit, Fawkham**	**Dartford, Kent**	**European Touring Car Championship (INT)**	**13.00**
April 27th	Pembrokeshire MC	Talbenny Airfield	Nr. Haverford West	Rallycross (BTRDA/Castrol Competition Car Championship) (R)	12.30
May 4th	Donington Racing Club	Donington Park	Castle Donington, Derby	Race Meeting (R)	14.00
May 4th	**RACB**	**Zolder**	**Belgium**	**Belgian Grand Prix (World Championship Round) (INT)**	—

MATTERS OF MOMENT

Continued from previous page

belt-up to the individual, as those who voted against seat-harness compulsion clearly realise. The fear to some people of being trapped is also very real, but claustrophobia is no more easy to prove than is fear of the dark or fear of open spaces. Compulsion to either would increase the need for medical care! Cars *do* catch fire, sometimes. Multiple crashes *do* happen, when it is sensible to leave a car as quickly as possible to avoid being involved. Badly-adjusted belts *can* strangle. All far-fetched, some will argue, which is why, reminded to do so by costly TV and other Government advertising, many people would not now move a yard in their cars unless harnessed to them. The discussion about *compulsion* to do so is now as old as how effective is the sprag or what effect on a car's steering do front-wheel-brakes have. Compulsion has been tried, and eight times abandoned. That should be enough, even as a party-political issue. So drop it!

■ VINTAGE-CAR RACING

In recent months MOTOR SPORT has given much space to Historic-Car racing and the pleasure to be derived therefrom, to drivers and spectators, providing fake cars are not permitted to race with genuine historic machines. The sight and sound of cars of the 1950s and 1960s, as well as the pre-war ERAs, Maseratis and the like, in spirited action on a race course, is to be encouraged, and D.S.J. is devoting himself to this end. It should not be overlooked, however, that the VSCC, which started racing for vintage cars, and later, that for front engined pre-1960 single-seaters, a type of racing favoured for so long by W.B., is in an equally healthy, if sponsor-free state. This is emphasised by the arrival of the Regulations for the first 1980 VSCC Race Meeting, to take place at Silverstone on April 26th.

This is the traditional 1908 GP Itala Trophy Meeting. It is due to commence at about 13.15 hours with a High Speed Trial for vintage and pvt sports-cars (like those events the MCC and JCC used to hold at Brooklands). The main scratch races which follow will be over ten laps of the 1.6-mile Club circuit. The Itala and Lanchester Trophies Race will be confined to vintage and Edwardian racing cars in original condition, and one hopes to see Sam Clutton conducting the 12-litre GP Itala after which the Meeting is named. Pre-war and Historic racing cars will contest the other main races and these will be supported by a series of five-lap handicap and scratch races, in which the usual delightfully-varied fields will take part, comprising the different interpretations that members of the VSCC place on such motor racing. This results in the closest thing, in spectacle, sound and scent, to the racing at Brooklands, and if you have never had a look at it we recommend you to go to this April VSCC Silverstone Meeting, for which, by the way, entries have closed.

You can see practice during the morning. Admission costs £2.50 each, for enclosures and grandstands, Paddock admission £1 extra, but under-14s get in for 30p and 20p each, respectively, car-parking being free. No dogs! If you enjoy this meeting, or miss it, note that the VSCC will hold others during the year, again at Silverstone, at Donington Park, at Oulton Park and at Cadwell Park — further information in these pages in due course. To give a slight fill-up to this vintage-car racing the MOTOR SPORT Brooklands Memorial Trophy, with cash prizes, will again be competed for during the season, on a points basis, it being open to any pre-war car, such as could have run at the old, lamented Brooklands Track.

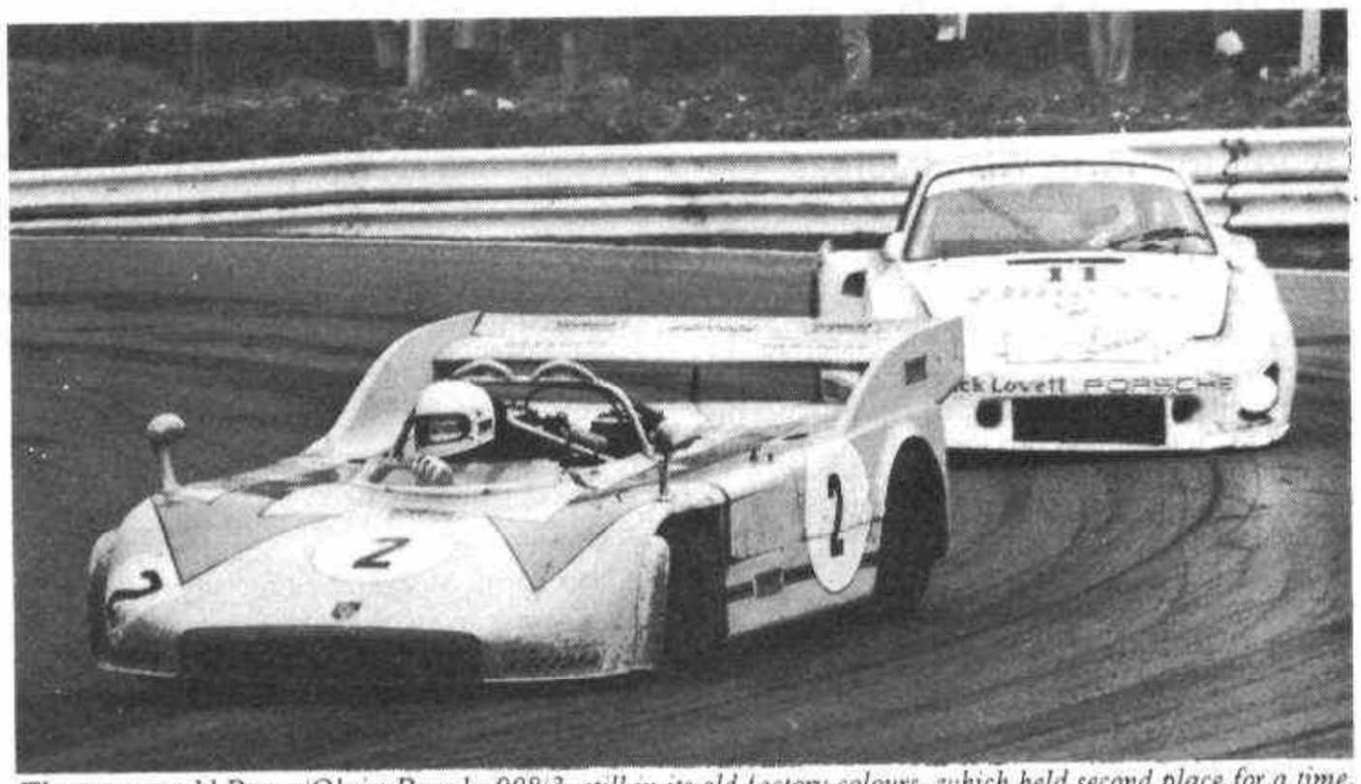
The Brands Hatch Six Hour Race

Victory for Lancia on a sad occasion

THE second round of the World Championship for Makes run at Brands Hatch on March 16th may not have been the most exciting long distance race ever, but at least it provided an unexpected result. Lancia Beta Montecarlo Turbos finished first, second and fourth, the first time a Group 5 car from the under 2-litre division has ever won a World Championship endurance race. Sadly, though, the race was marred by a fatal accident to amateur British sports car driver, Martin Raymond.

It came as no surprise to see the turbocharged 2.1-litre Porsche 908/4 of Reinhold Joest and Volkert Merl on pole. The two Germans had won the last Brands Hatch Six Hours the previous August with the same car, and Joest, its owner, lapped more than a second faster than then to head the 32 car field with a 1 min. 25.42 sec. Second and third on a full and varied grid were the two works Lancia Montecarlos, which with their 1.4-litre turbo engines headed all the bigger cars in the Group 5 classes. The quicker of the two factory Lancias was the red and white car of rally ace Walter Röhrl and F1 driver Riccardo Patrese, who set its best practice lap of 1 min. 27.89 sec. The blue and white sister car of Eddie Cheever and Michele Alboreto was only a tenth of a second slower.

The fourth car on the grid was a veritable museum piece: a ten year old, eight cylinder, 3-litre Porsche 908/3 that contested the 1970 Targa Florio among other events. Still painted in the proper factory team colour scheme of those days, it is now owned and very ably driven by a German dentist, one Siegfried Brunn.



The ten-year old Brunn/Obrist Porsche 908/3, still in its old factory colours, which held second place for a time, holds off the Cooper/Wood/Lovett Porsche 935.

At the start, Joest's turbo Porsche shot away as expected, but Brunn slipped into second place and succeeded in holding off Patrese's Lancia for over five laps. Even when Patrese squeezed past, Brunn hung on grimly. Gradually the Lancia shook off the aged 908/3; but with the race half an hour old, the valiant German amateur closed up again on the F1 "star", and for lap after lap stayed firmly in Patrese's slipstream. What was that about progress? The second works Lancia, meanwhile, had lost time in an early pit-stop to repair tattered bodywork after Cheever had touched Lella Lombardi's Osella-BMW in the opening laps.

As the Joest/Merl 908/4 stretched out an ever more convincing lead, Brunn's doughty challenge for second place evaporated when his car's clutch needed readjustment. But then Martin Raymond took up the chase in the Mogil team's Chevron B36. Driving the 2-litre sports-racer with a spirit seldom seen in modern long distance racing, he fought the Patrese/Röhrl Lancia for an hour, closing on Patrese after the refuelling stops and harrying him relentlessly for second place.

Then, with the race approaching half distance, Raymond's Chevron spun out of Westfield and stalled in the dip of Dingle Dell. Raymond coaxed the engine back to life, but found he could not engage a gear. After several futile attempts lasting some minutes, he prepared to abandon the car — but just as he walked away, Paul Edwards' Porsche Carrera RSR and Marco Rocca's Osella collided on the plunge into the valley. Instantly both cars spun, and one cannoned off the stationary Chevron into its departing driver. Raymond was killed instantly, Edwards broke a bone in his hand, and Rocca received an ankle injury.

With the track blocked by debris, the race was halted and not restarted for some 75 minutes. When it recommenced, it was for but an hour, to ensure full championship points for the surviving cars. After only one lap of the restart, Merl retired the leading Porsche with a broken gear linkage. As Patrese sped on to ensure Lancia's first World Championship racing victory since the fifties, Eddie Cheever overhauled the De Cadenet-DFV of Alain de Cadenet and Desiré Wilson to give the Italian works team a clean sweep. The 3-litre De Cadenet finished third, with the privately entered Lancia Montecarlo Turbo of Facetti and Finotto fourth. First big Group 5 car home, in fifth place, was the ex-Kremer Porsche 935 of Dudley Wood, John Cooper and Pete Lovett, while Barrie Williams and Adrian Yates-Smith claimed sixth position with the latter's relatively underpowered but neatly rebodied 2.8-litre Porsche 911. — J.C.T.

Results

1st	Riccardo Patrese/Walther Rohrl (1.4 t/c Lancia Montecarlo)	147 laps
2nd	Eddie Cheever/Michele Alboreto (1.4 t/c Lancia Montecarlo)	146 laps
3rd	Alain de Cadenet/Desiré Wilson (3.0 De Cadenet LM DFV)	145 laps
4th	Carlo Facetti/Martini Finotto (1.4 t/c Lancia Montecarlo)	143 laps
5th	John Cooper/Dudley Wood/Peter Lovett (3.0 t/c Porsche 935 K3)	139 laps
6th	Adrian Yates-Smith/Barrie Williams (2.8 Porsche 911 SC)	135 laps
7th	Dieter Schornstein/Harald Grohs (2.9 t/c Porsche 935)	135 laps
8th	Angelo Pallavicini/Herbert Mueller (3.0 t/c Porsche 934)	135 laps
9th	John Brindley/John Sheldon (2.0 Lola T492 Ford)	134 laps
10th	Siegfried Brunn/Albert Obrist (3.0 Porsche 908/3)	133 laps

Winner's time and speed 3h. 51m. 57s. (99.38 m.p.h.)
Class winners: de Cadenet/Wilson; Cooper/Wood/Lovett; Patrese/Rohrl; Pallavicini/Mueller; Brindley/Sheldon; Bourdillat/Ennequin/Barnard.
32 starters — 23 finishers, of which 18 officially classified.

Bean Date

THE Bean CC informs us that its Daffodil Run, from Knowle Hill, near Maidenhead, to Brighton, will be held on April 20th, *not* April 30th as published in V-E-V Miscellany last month.

Wonders Never Cease!

I have been rather astonished at the number of times Brooklands is mentioned in non-motoring literature. But I did not expect to come upon a reference to Chitty-Bang-Bang in such a book. Yet there it is, in "The Adventures of Conan Doyle" by Charles Higham (Hamish Hamilton, 1976). The reference comes in the description of a séance at Kingston Vale in 1931, when Conan Doyle's voice is supposed to have been heard, saying, among other things, "I am ready to go in the 'chitty' any time with you." This was thought to have been said to Adrian Conan Doyle and to have meant ". . . Adrian's chitty-chitty-bang-bang racing automobile. . . ." The book, incidentally, refers to Adrian Conan Doyle as something of "a professional eccentric, jousting in medieval armour, shark-fishing and dirt-track racing," and Denis Conan Doyle is described as "a big-game hunter and racing driver". There is much interest in this book, including the careers of the Conan Doyle family after the famous author's death. — W.B.

ERA Dinner

THE newly reconstituted ERA Club held its annual dinner on March 10th at the Kensington Close Hotel, London. Pre-war drivers of ERAs present were Arthur Dobson and Kenneth Evans and the immediate post-war activities were represented by Brian Shawe-Taylor and John Bolster. There were twelve currently practising ERA drivers among the many members present. Stars of the evening were the first ERA, R1A, now totally rebuilt back to original, and the last of the pre-War series, the E-type, GP2, with Zoller blown engine. Between these two was Dudley Gahagan's well-known R7B, raced pre-War by Arthur Dobson.

Membership of the ERA Club is open to anybody who enjoys the sight and sound of these cars and costs £2. Details from the Hon. Sec., Guy Spollen, Arden Grange, Tanworth-in-Arden, Warwickshire.

Obituary: A. C. Dobson

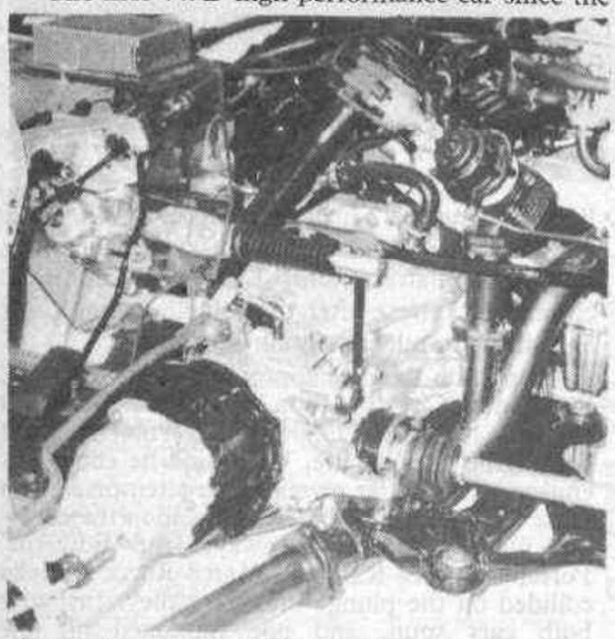
Sadly, Arthur Dobson died peacefully, at the age of sixty-six, only two days after attending the ERA dinner mentioned above. Arthur Dobson was one of the fastest and most skilful of the pre-War ERA drivers and the number one ERA driver in 1939, but he did not return to racing after the War.

The Audi Quattro

A 140 m.p.h., 4WD supercar

A SENSATIONAL, permanent-four-wheel-drive, 200 b.h.p., turbocharged, five-cylinder Audi, offering 140 m.p.h., 0-60 m.p.h. in seven seconds, 25 m.p.g. overall, superb comfort for 4/5 people, incredible traction on or off the road and a new standard of roadholding, had its debut at the Geneva Motor Show last month. Called the Quattro, it is probably the most significant new road car of the decade and as a competition car will spearhead Audi's attack on the 1981 World Rally Championship.

The first 4WD high-performance car since the Jensen FF, it differs radically from the Jensen in having its drive torque split 50/50 instead of 33 front, 67 rear. Audi claim that this almost completely compensates for changes in weight distribution, both when the car is laden and under the dynamic effects of driving off and accelerating. A claimed 30 per cent. reduction in tyre wear results from less scrub than on a two-wheel-drive car, while a 3 per cent. power loss through the transmission is said to be more than offset by a reduction in rolling resistance of the four driven wheels.



Simplicity of the 4WD system is the key to the Quattro's success. The compact, lockable, centre differential, the silver unit attached to the rear of the black, five-speed gearbox, above, is the heart. The rear differential, below, is lockable too.



The Quattro is a brilliant marriage of existing parts from the Audi 80, 100, 200 and even 50 (alias VW Polo). An extra 30 b.h.p. (200 b.h.p. at 5,500 r.p.m.) has been persuaded from the 200 5T's 2.2-litre, in-line, 5-cylinder turbocharged engine by adding an intercooler, fully-electronic ignition and a larger bore exhaust. The majority of the five-speed gearbox, clutch housing and front differential parts are from the 100/200. Mounted on the rear of the gearbox in a compact package is the Quattro's secret of success: a lockable, inter-axle differential, a modified Polo assembly. A tubular output shaft from the gearbox drives the centre differential, from which the front differential is driven by a thin shaft running within the tubular shaft.

A conventional propeller shaft with constant velocity joints at each end and a carden-type universal joint in the middle links the centre differential to the lockable rear differential, developed from the Iltis 4WD cross-country vehicle.

Further ingenuity is shown in the all-independent, McPherson strut suspension, which is virtually interchangeable, front to rear. The front units (from the Audi 80) are turned through 180 degrees for the rear. In the rear axle application, transverse links replace the track rods.



Driveshafts too are off-the-shelf, with two pairs of different length used in diagonally opposite locations. Brakes are hydraulically powered, for insufficient manifold depression is available to operate a vacuum servo. A central hydraulic pump operates the brakes and the asymmetric, power-assisted rack and pinion steering. The 280 mm. ventilated front discs and solid 245 mm. rear discs are from the 200.

The Quattro's chunky, wedge-shaped body, designed by expatriate Englishman Martin Smith, features wide wheel arches to cover 205/60 VR15 tyres, mounted on 6J alloy wheels. Bumper bars at both ends are of impact-resistant plastic and four, rectangular halogen headlights are fitted. Aerodynamics are assisted by a deep, wrap-around air-dam at the front and a wing on the boot lid. The boot itself is large, at 390 litres, houses a narrow-section, emergency spare wheel, and has a lid extended conveniently to bumper level. A 20 gallon fuel tank lies above the axle.

The interior trim is to a very high standard, the velour-covered seats exceptionally comfortable, the driver's incorporating height adjustment and the well-instrumented facia sensibly laid out. The adjustable, four-spoke steering wheel and stubby gearlever are leather trimmed. T-handles either side of the central handbrake operate the differential locks via Bowden cables, two green lights on the facia indicating their engagement. That this is a full four-seater I was able to prove for myself, the rear passengers on a test drive near Geneva including Audi Competitions Manager Jurgen Stockmar and large-framed *Motor* photographer Maurice Rowe.

The Quattro will go on sale in Germany within the next few weeks for 49,990 DM, about £12,000. No firm decision has been made on sales in the UK, though it is unlikely, for practical reasons, that a right hand drive version will be offered. —C.R.

Driving impressions appear on page 506.

OBITUARY: Peter Moores

IT IS WITH the deepest regret that I have to write these words. Peter Moores was one of the most cheerful and enthusiastic of amateur vintage-car exponents and it is terribly sad that he died last February, after two serious operations for cancer, the disease that had carried off his wife many years earlier. He was hoping to have completed the rebuild of his racing Alta before the end came, but it was not to be. Peter enjoyed motorcyces when he was at Cambridge and after going to live at the Manor House at Lewknor, near Oxford, he built a fine workshop and garages there, in which to indulge in his favourite hobby. He acquired from Roger Carter the lofty 1921 24 h.p. Sunbeam Cunard bodied limousine that soon became a Moores' hallmark, as it were, at vintage gatherings and especially at STD Register events. He also built a fine replica of the Kay Petre blown side-valve racing Austin 7, which he raced and drove in sprints. Other splendid rebuilds undertaken by Peter Moores included his Ulster Austin, the ex-Esplen Brooklands 1930 Talbot 90, and a rare 1923 12/30 six-cylinder Talbot-Darracq two-seater which I had discovered rotting away in the North of England and which Peter turned into a very presentable four-seater, his Talbot interests having been fostered after he had taken on a Roesch 110 Airline saloon to which I had drawn his attention when it was for sale in my then home-town. Peter's cars were always immaculately turned out, yet he enjoyed driving them hard and for long distances, including Continental rallies, and his workshop and his expertise were at the disposal of anyone in need. Always willing for his house and grounds to be used for STD parties and with his ready smile and intense interest in listening to others expounding about vintage cars, this great enthusiast will be badly missed indeed by a great many people. We extend our heartfelt sympathy to his son and daughters. — W.B.



A lowered rear deck line gives much better balance to the aesthetics of the topless TR7, a strict two-seater. The cockpit is probably the best of any two-seater drophead.

SUNSHINE SEVEN

The Triumph TR7 Drophead

A BREATH of fresh air wafts through all the gloom and despondency surrounding BL this month as the Triumph TR7 loses its head. No doubt to the chagrin of some of the more outspoken MG enthusiasts among our readers this statement should not be read as "given the chop", more "a touch of the tin-snips", for the TR7 Drophead has at last been directed into the UK's great convertible void after some nine months of successful sales in the USA.

In line with some of those vociferous MG "nuts" (meant in the nicest way), MOTOR SPORT, largely through the pen of this writer, has been pretty harsh about the two-seater Dolomite since we saw the American version unveiled in the then British Leyland's Piccadilly showrooms in January 1975. After the brickbats, of which many were thrown in last June's road test of the fixed-head version, it's nice to toss out a few roses to BL's harassed folk. The soft-top conversion has been very well executed indeed and what we have thought of as a rather tasteless looking lump in FHC form has been trimmed into something really quite pretty. All the mechanical components are identical to those of the road test FHC, yet though the inherent deficiencies remain, they seem either less obvious or less consequential in this new identity.



BL reminds us that this is the first mass-produced sports convertible to be introduced in the UK since the Triumph TR6 was revealed eleven years ago (not twelve, as the BL Press Release has it), a sad reflection on the restrictive policy which stymied various Abingdon sports car projects. It is also a sharp reminder of inflation. In January 1969 you could buy a new fuel-injected, six-cylinder, 2½-litre TR6 for £1,334, without the optional overdrive. The TR7 Drophead, with 2-litres, four-cylinders, carburetters and a five-speed gearbox as standard, costs £5,958, which isn't a bad price by present standards for a specialised car and some £794 more than the now, alas, rather ponderous and less well equipped MG-B. The Drophead is £217 cheaper than the 1980 specification Fixed Head, a little bit of a catch because the latter now has alloy wheels fitted as standard, a £260 extra on the Drophead. They do a great deal for the looks of the car and seem well worth the extra cost.

This is a good-looking car even with the rakish hood erect.



Proposed regulations to ban the soft-top in the USA forced BL down the path of the fixed-head when the TR7 was conceived, much as it caused Jaguar to miss out on an open replacement for the E-type. By the time a US court ruling forced the proposals to be dropped in the early '70s it was too late to engineer a soft-top version for the TR7's introduction.

The basic conversion is not restricted to removing the roof; the rear deck has been dropped too and it is this which gives the Drophead a pleasanter profile and less heavy-looking rear end. The scalloped side panels, doors and the whole of the front end are unchanged, except that a front spoiler has been added to both versions. Some convertibles look beautiful with their hoods down, horrible with them up; the TR7 hood is particularly well designed, sloping rakishly down to the top deck. It stows very neatly under a hood cover.

Torsional stiffening comes from an additional box section behind the seats, tying into the base of the "B" posts. The rear quarter panels are extended down to join more rigidly into the body side sills. There are additional tongue and groove, fixings mounted above the normal anti-burst door latches, the doors themselves being inherently strong because of side-intrusion beams. The stiffening works in combination with an ingenious system of torsional damping provided by an harmonic front bumper. The substantial front bumper armature is pivoted at its centre and fitted with carefully tuned weights at its ends to provide "an effective and weight-saving antidote to scuttle shake".

Weight saving was of prime concern in the design. Many convertible versions of fixed-head cars have been heavier than the closed cars because of the amount of extra metalwork incorporated for stiffening purposes. At 1,036 kg. (2,284 lb.), the open TR7 is 5 kg. lighter than the fixed-head.

There was a slightly ironic twist to the choice of Woburn Abbey for the Press launch of the TR7. The Marquis of Tavistock, whose home it is, is a great Aston Martin-Lagonda fan and friend of Aston Martin Managing Director Alan Curtis, the man currently leading the fight to save MG, whose MG-B is scheduled for replacement by TR7 derivatives in the BL scheme of things. Indeed the new Lagonda was launched at Woburn and the Marquis owns the first production example. But he also swears by his Range-Rover and Rover V8S, the latter launched at Woburn too.

BL were intent that none of the softer journalists would escape the Drophead's *raison d'être*. Every car had its hood furled ready on this late February day and a supply of green woolly hats, scarves and anoraks was available to combat those who pleaded lack of suitable clothing. We meandered into the Bedfordshire countryside like a collection of motorised gnomes, blessed, fortunately, by mild weather and sunshine, except for a blanket of fog in parts of Buckinghamshire, which enabled us to test the now standard rear fog lamps.

We have always praised the cockpit design of the TR7, if not much else, and that same excellent layout is retained in the Drophead, with improved trim and carpets and different interior colour combinations common to both TR7 models for

ROVERS GO RACING

IT SHOULD mean goodbye to the "Auntie" image for good when two racing Rover 3500 SD1s contest this year's Tricentrol RAC British Saloon Car Championship. A change in the regulations to raise the Championship's capacity limit from 3-litres to 3.5-litres will allow BL to add a new dimension to the battle for overall honours traditionally contested by the 3-litre Capris.

Drivers of the two Team Triplex Esso Motor cars will be the talented Jeff Allam, latterly one of the quickest of the Capri drivers, and *Motor* Technical Editor Rex Greenslade, who did a good job in a Triplex Dolomite last season. In spite of the multiple sponsorship the Rovers are works cars, but they have been prepared by David Price Racing of Twickenham and it is their workshops that will maintain and race the cars throughout the year. BL Motorsport of Abingdon, presumably too overburdened by TR7 rally activities to look after the Rovers directly, have provided many of the technical services, including some engine builds, while Don Moore of Cambridge will provide the rest.

BL are claiming around 250 b.h.p. at 6,800 r.p.m. from the Group 1 specification, all-aluminium V8 engines, in spite of the restrictions imposed by the standard twin SU H1F7 carburetters. Bilstein dampers are fitted all round, the ventilated front disc brakes are grasped by AP calipers and the standard rear drums are retained, albeit with sintered linings. There is a chance that a disc-braked rear axle may be homologated later — the axle already exists in the rallying TR7 V8s. The transmission uses the normal 5-speed Rover manual gearbox, the standard live axle, but fitted with a limited slip differential and a choice of two homologated axle ratios, 4.3:1 or 4.55:1. There is a choice of Ronel or Minilite, 7J × 15 in. alloy wheels, shod with Dunlop racing tyres appropriate to the conditions. Power assisted steering is retained.



Greenslade (left) and Allam with one of the Rover 3500s they will drive in this year's Tricentrol RAC British Saloon Car Championship.

Allam and Greenslade will have the luxury of Unipart radio/cassette players in their refined racers, though we doubt whether they will be able to hear them!

The Rovers will make their debut in the first round of the ten round Championship at Mallory Park on March 23rd. We wish them well.

— C.R.

TR7 DROPHEAD cont. from previous page

1980. The seats are first class, the driving position good and the small size of steering wheel ideal. The deep screen slopes at a shallow angle beyond the extensive facia top and has a very thick top rail. Front quarter-lights are fixed. The result, particularly with the wind-up door windows raised, is a commendably low level of back-draught and turbulence.

Nobody would describe the exhaust note heard with the hood down — such an integral part of open air motoring — as sporting, and the s.o.h.c., 105 b.h.p. engine threshes fussily if pressed. There is still a trace of that inherent transmission vibration we criticised on the fixed-head, and the gearbox whines in the lower gears, but one benefit enjoyed by the soft-top, hood furled or raised, is reduction of the body boom above 4,000 r.p.m. we complained about in the closed car; the "tin-top" obviously acts as a resonance box. Spring and damper rates are unchanged, so handling is unaltered from the fixed-head. It doesn't point particularly accurately, though the steering is light and smooth in feel, and the front end is a bit woolly in its behaviour, but it can be pushed along quite quickly and holds the road well. The worst point is its dislike of bumpy corners. But really the best way to enjoy this Triumph is at more modest speeds with the hood down.



Lee Mueller won outright the production category of the SCCA Championship in this Huffaker Engineering/JRT Inc. TR7 Drophead.

Operation of the double-skinned hood is relatively easy. There are two quick-release catches on the screen rail and plastic press-studs round the quarter sections. To furl it, the convertible top is folded back, the loose material pulled back and laid flat on the rear deck, the hood mechanism and rest of the material folded flush into the carpeted hood compartment, which doubles as a sizeable rear shelf when the hood is raised, the quarter-lights are folded over on to the centre section, which is then folded over the top of the mechanism and hidden by a press-on cover. Rear three-quarter vision, hood up, is much better than in the fixed-head car thanks to big, wrap-around quarter windows. Hood up at high speed on the M1, modest wind noise and lack of flap or draughts was impressive.

Metallic body colours from the Rover Range become optional on both the soft top and fixed-head cars. The Rover SDI-type five-speed gearbox is standard, with automatic transmission a £278 alternative.

BL expect to sell 3,500-4,000 convertibles in the UK in the first year, with fixed-heads taking the total to 6,000 or so. But the forecast for the following year predicts a swing back to the fixed-head, with a ratio of 65% against 35%.

After several false starts the release of the emission controlled TR7 V8 on the American market is imminent, but it will be at least a year before the V8-engined car — without emission control — is available in the UK. It seems that the sixteen-valve TR7, at one time intended for the European market, is a non-starter. — C.R.

. . . And Playtime Seven

WHILE Dad or Mum play with the real TR7 Drophead, what better for Junior than a 2/5th scale pedal car version, very opportunely announced by Hamilton Brooks and Co.? Jaguar-Rover-Triumph have co-operated enthusiastically with the design, which has a most realistic bodyshell moulded in strong, colour impregnated glass fibre, mounted on a steel chassis.

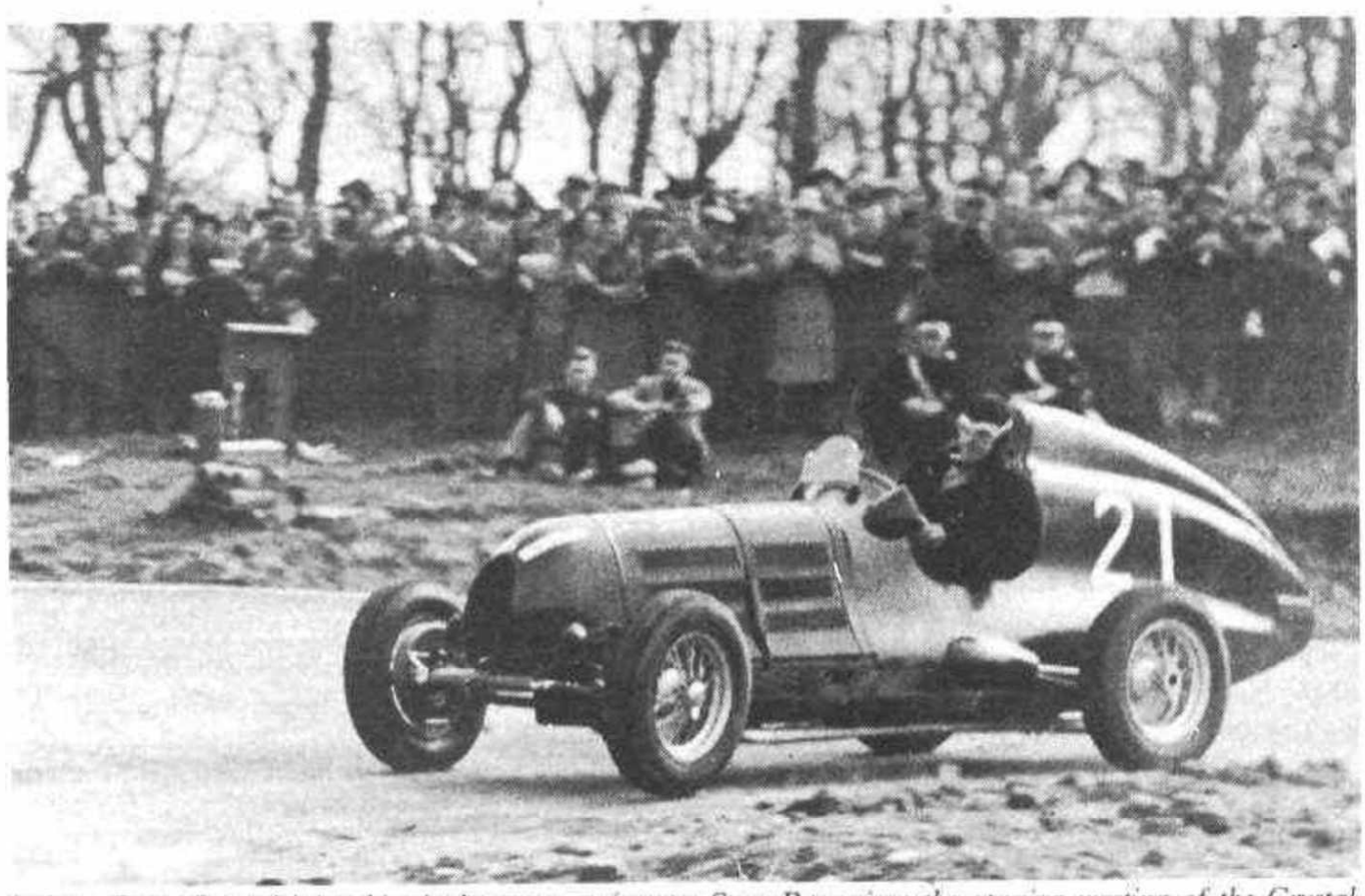
Features include tartan cloth seat trim, a sports alloy steering wheel, electric horn, pneumatic tyres, and authentic badging. It is 69" long, 26" wide, 17" to the top of the steering wheel or 19½" to the top of the optional windscreen and uses 10" diameter tyres. Standard colours are red, yellow or blue, though others are available for £10.extra, number plates can be fitted for £3.00, twin spot lights for £10.00, the full wrap-around windscreen with quarter-lights costs £25 and in the absence of Denovo tyres of the right size the young TR7 driver might feel the need for a spare wheel for £10.

The price of Junior's TR7 Drophead? A little out of the Dinky Toy class at £275.00 plus VAT and £25.00 for delivery and packing within the UK mainland. Hamilton Brooks and Co. are at 1, Twyford Road, Rotherwas Industrial Estate, Hereford HR2 6JR (Hereford 50901). — C.R.


The 2/5th scale Hamilton Brooks TR7 Drophead pedal car.

THE RACING CARS OF AUBREY ESSON-SCOTT

Described to the Editor in a recent interview



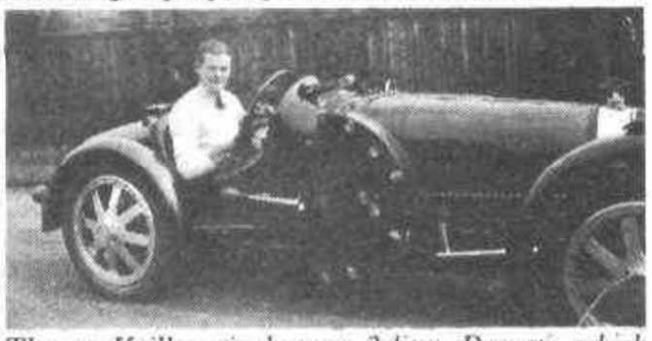
Aubrey Esson-Scott driving his single-seater, twin cam Scott-Bugatti at the opening meeting of the Crystal Palace road circuit in 1937, shortly before the accident shown overleaf.

I HAVE good reason to remember the Bugattis raced before the war by that tall, exceedingly handsome young man, Aubrey Esson-Scott. For one thing, they were always absolutely immaculately turned out, in his personal all-black finish. I knew this from seeing them at Brooklands and elsewhere, and in closer proximity when I called on their owner at his London Mews garage to write a story about one of them for *Bugantics*, the Bugatti Club magazine. In addition, I would have been knocked over by his Type 51 Bugatti at the Opening Meeting at the then-new Crystal Palace race-circuit when Esson-Scott "lost it" and came backwards off the course, had I not run away — apart from possible severe injury, there would have been a fuss if I *had* been knocked down, because I was in forbidden territory without the essential Track Pass . . !

It was to relive these nostalgic times that I drove the other day in the thrifty comfort of a Ford Fiesta Ghia to Brighton, to remake acquaintance with this pre-war racing driver. As I was soon to discover, he has lost none of his keenness for fast cars, maintained in near-perfect condition.

Esson-Scott thinks that perhaps he derived some of his love of working on his cars from his father, who had a Mors, knew nothing about machinery, but who set about finding out how to keep this car in good order. Also, being a Scot, he has never shirked hard tasks! Then, although it was during the First World War, he was at school at Weybridge, although he had known about Brooklands before that. With a love of hunting and shooting, he became friendly with Baron Max Fould-Spranger who had a chateau near Paris. At about the time when the Bugatti Owners' Club was being formed in England the Baron made Esson-Scott a present of a rather nice two-seater Brescia Bugatti, which cost him nothing, apart from the cost of getting it into this country, which was £28. Esson-Scott fitted a vee-windscreen and disc wheels to this Brescia Bugatti and, of course, painted it in glossy black.

I should explain here that he was with Hooper's, the Royal coachbuilders, and had, indeed, been through all their Departments, including the Drawing Office where they prepared those full-size body plans, before becoming a salesman there. So he knew all about obtaining a proper paint-finish. This association



The ex-Keiller single-cam 2-litre Bugatti which Esson-Scott had after the Brescia illustrated below. Note the luggage carrier or "suitcase" for touring with this GP car!

with Hooper's came about because a family relation was the "Stratton" of Stratton-Instone Ltd. and he thought the training would be good for the boy. The Brescia Bugatti was used for many BOC events, including those speed hill-climbs at Chalfont St. Giles, although it only had rear-wheel brakes. There was also fun with it at BOC Gymkhanas (where an ex-Prince Chula Ford V8 and a friend's Invicta were used). Eventually it was sold to Selwyn Hamlin and it is now in the hands of its second owner since then, Mr. John Hearne of Auckland, New Zealand. It is apparently in very good, original order, although Mr. Hamlin sprayed it Bugatti blue. It was through the Bugatti OC that Esson-Scott was introduced to punt-racing by Eric Giles, who was one of that Club's three Founder-Members. Esson-Scott says that in those days, although not rich, he had three main interests. First came motor racing. Secondly, there was this very skilful punt-racing on the Thames, in lightweight Best and Best punts. If you "dropped a pole" there would be no time to recover it, and to hang on to it would be fatal, so the drill was to pick up another pole from the deck of the punt without losing the rhythm of the action! The subject of this interview took the Punting Championship, and won punt-racing prizes innumerable. He used, in later times, to drive from his home in Regents Park to Laleham to practise in one of his Grand Prix Bugattis, in stripped racing-trim, with the police almost laying wait for him! Later he had a gun-punt, firing with the aid of two Bugatti valve springs, that was lethal to geese.

Esson-Scott's third interest was Savile Row clothes. He always dressed to perfection and his wardrobe of those pre-war days is now in the Victoria and Albert Museum, where the catalogue devotes a page to them, against a much shorter reference to those donated by the Duke of Windsor! Back to racing cars, the Bugatti OC infected Esson-Scott with enthusiasm and he had to have another, quicker, Bugatti. This was a single-cam 2-litre, Type 35 Grand Prix model acquired from the jam-millionaire, Keiller, for £150. It had a half-circle metal "suitcase" on the off-side of the body to match the spare wheel on the opposite side and the car was in such good condition that it could be driven in white flannels without spotting them with oil. Esson-Scott lined the cockpit with patent leather, gave the body the all-black treatment, and used it as a fast road car. It had Reg. No. YM 9538 and he would like to

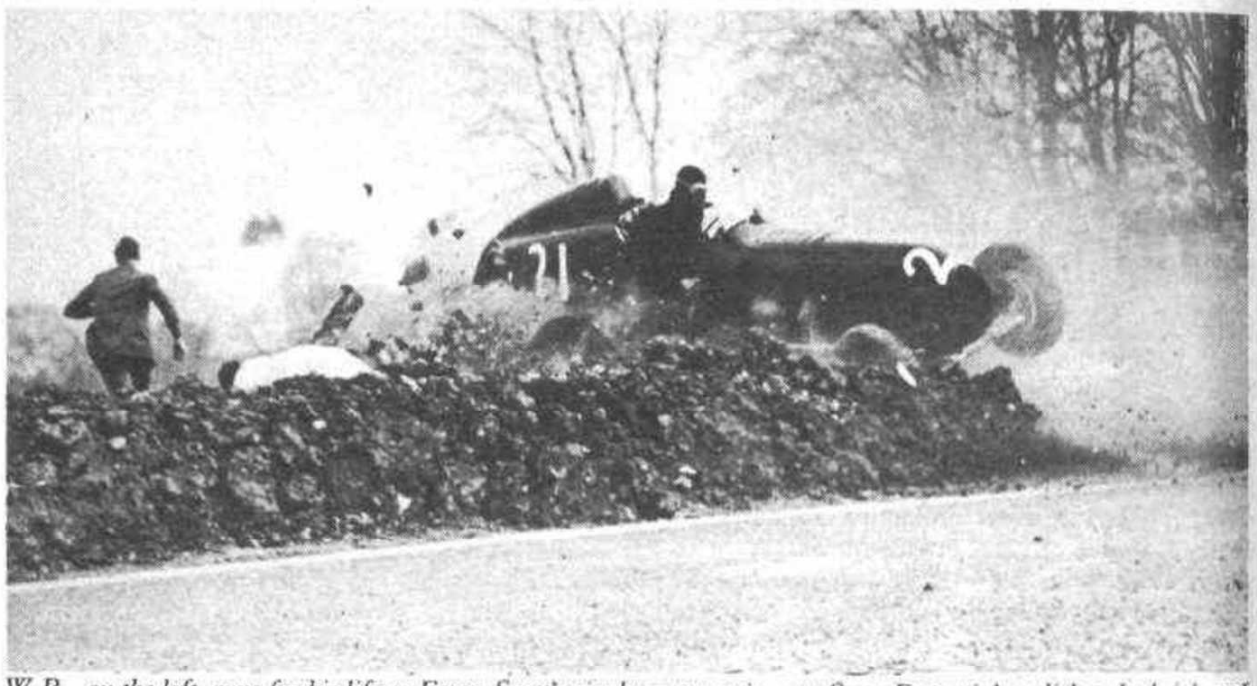


The Brescia Bugatti, Esson-Scott's first taste of "Molsheim magic", at a pre-War Bugatti OC speed hill-climb at Chalfont St. Giles.

know what has become of it. It was seldom on all eight cylinders at once, in spite of putting solder down the valve cotters to try to stem the excess oil!

While he had this single-cam Bugatti Esson-Scott acquired another of the same make, his well-known twin-cam 2-litre, the ex-Count Czaykowski, which he bought from the works, going to Molsheim to collect it. He found the Bugatti factory with horses and storks mingling against a background of nissan-like huts. Setting off for England in his new possession the clutch bolts broke and white metal was found in the oil-filter. So Esson-Scott returned to Molsheim and spent some two weeks there, getting the car roadworthy. It was then that Jean Bugatti introduced him to the Molsheim cocktail, which really was blue. . . .

The twin-cam Bugatti, with this short-stroke 2-litre engine, had been entered for the 1934 JCC International Trophy Race at Brooklands, and to improve its handicap chances the supercharger was removed and twin Solex carburetters substituted. Although Esson-Scott did almost all

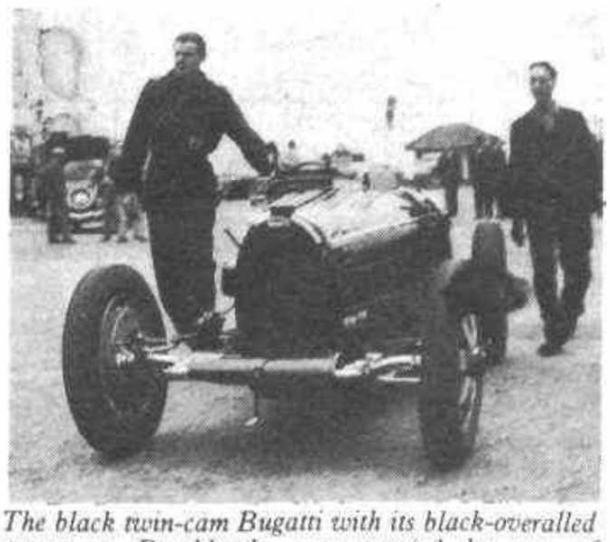


W.B., on the left, runs for his life as Esson-Scott's single-seater twin-cam Scott-Bugatti demolishes the brick and sand barrier during the opening meeting at Crystal palace in 1937. Esson-Scott still has the handbrake hard on. The crouching, white-coated marshal survived unscathed. Surveying the damage, below.



his own tuning work, in the garage at Eaton Mews North, he let Robin Jackson garage the new Bugatti before this race. After a lap or so the clutch packed up, so he had to change gear without ut, and then the aluminium handle of the double-barrel cockpit oil-pump broke off, making life really strenuous for the driver. Nor was that all, because one of the carburetters was flooding, which the plugs did not like. Fielding, the Shelsley-Walsh Bugatti exponent, was in Esson-Scott's pit and after a plug-change left one h.t. lead off. Finally, the driving-seat broke away, so the remainder of the race was agony. However, after he had received the flag Esson-Scott found that he had finished 12th in spite of all these misfortunes, at an average speed of 81.77 m.p.h. and that with Earl Howe and Tim Rose-Richards the Bugattis had won the Team Award. The carburetter flooding was found to be due to the bonnet cowling causing air to suck the mixture from out of them, this dope, which cost £1 per gallon, spraying back along the car, removing the skin from the driver's right arm and also some of that immaculate black paint from the car's bodywork. After the race, too, although the recommended revs. had not been exceeded, all the valve-seats were cracked and the valve springs had broken. Also, Brooklands gave Bugatti exponents a very rough ride, so that many parts shook loose. To combat the effects of this Esson-Scott says he had a brandy bottle and tube in the car, to sustain him. . . .

Space does not permit a full account of all the races and sprint events in which this driver did well in this twin-cam Bugatti. But it performed outstandingly at such places as Lewes (where because the gearbox was over an inch out of line the prop.-shaft broke, causing Esson-Scott to rise rapidly from his seat) and at Shelsley Walsh, for which the blower had been reinstated, sucking from a Zenith carburetter, and where twin rear wheels were later used. At the Bugatti OC's Chalfont St. Giles speed hill-climb Esson-Scott made fastest time of the day at one meeting, on a single run, in a time of 2.28 seconds, and the Bugatti got up Shelsey Walsh in the very good time of 44 seconds. At first a flat-radiator



The black twin-cam Bugatti with its black-overalled owner at Brooklands, accompanied by one of Papworth's mechanics.

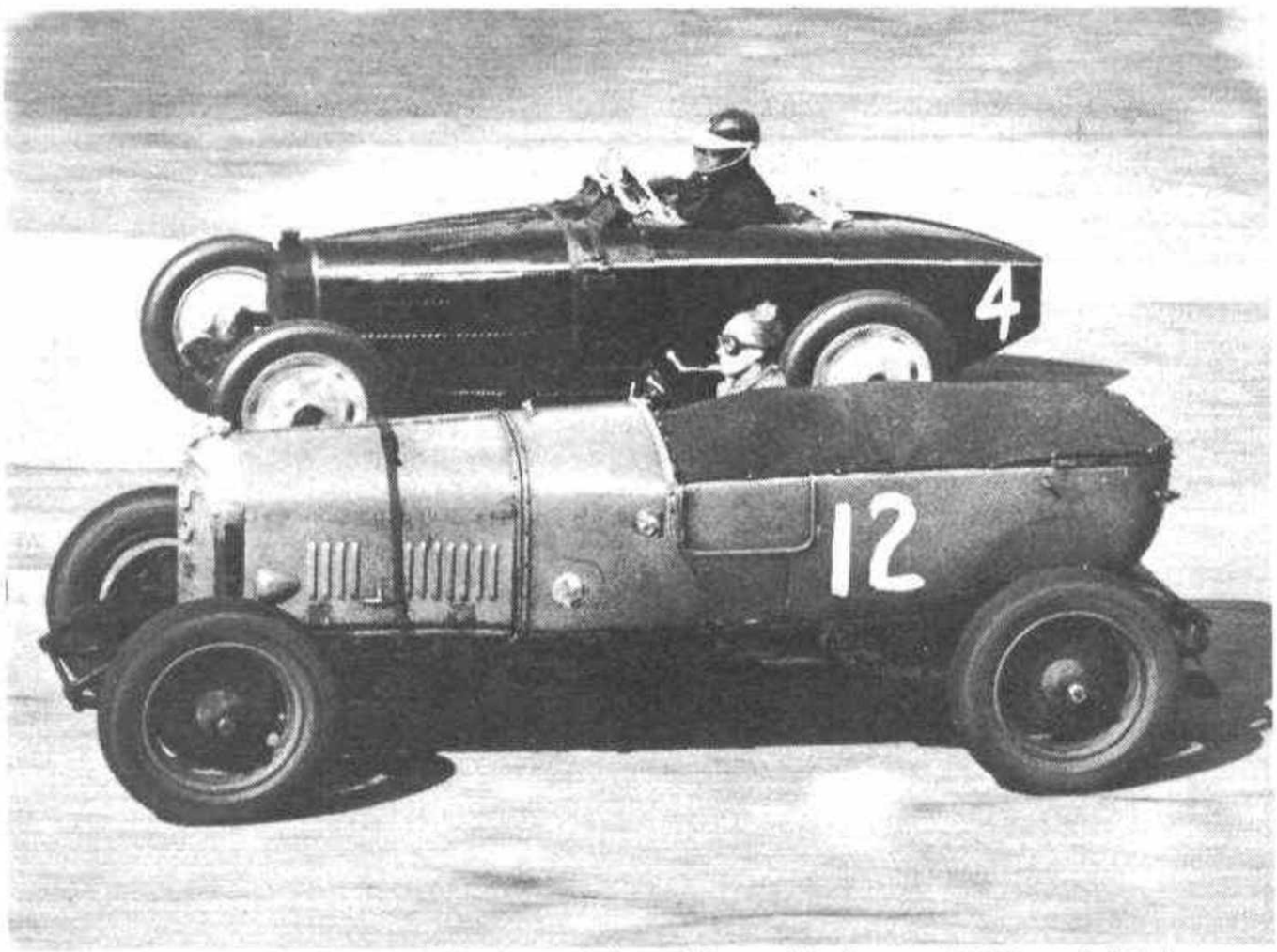
Morris-Cowley fixed-head coupé had been used as a tow-car. This was as smart as the Bugatti and the black overalls Esson-Scott wore when racing and I used to imagine it had had some of his Hooper's expertise spent on it. In fact, it was in the condition as bought, for £37 10/-, from someone in Chelsea. Amusingly, Esson-Scott recalls that the rent for his Belgravia garage and flat was a mere £150-a-year in 1934. But smart-sounding as the address was, it was a case of a Bug in the workshop and bugs in the bed. . . . Later, when he was using Fielding's big trailer to take the Bugatti to race meetings, a late-model Ford V8 was used for towing, and his wife's open Singer Nine towed the Bugatti to Shelsley Walsh on one occasion. (The Hon. Mrs. Esson-Scott was a friend of Prince Chula's, who encouraged her motoring by giving her an Austin Ten-Four saloon.) Another recollection of those days was going out in two Grand Prix Bugattis with his friend C. Penn-Hughes and racing round Belgrave Square without mudguards, lamps or silencers, and of going out to the Hog's Back near Guildford to practise skidding on the muddy grass. Before he lost track of his single-cam Bugatti it was sold to Houldworth, who was unfortunately killed while racing it at Brooklands when he pulled over to allow Whitney Straight's Maserati to pass and got one wheel over the straw-bale corner, which flipped the car.

At Brooklands Esson-Scott was a well-known competitor. In 1933 he won the first race at the Whitsun Meeting by a narrow margin from Eileen Ellison's Type 37 Bugatti, lapping at 108.27 m.p.h., to win by a fifth-of-a-second at over 100 m.p.h. For the 1934 JCC International Trophy Race Esson-Scott made up special square-section inlet manifolds to give the twin-cam Bugatti four SU carburetters in place of the twin Solex it had used before that, when running *sans* supercharger. He did not run in the race, however, nor was the performance much improved over that of the car in two-carburetter form. The compression-ratio was retained at 7.85 to 1, as it was when the blower was in use. At Brooklands in 1934 Esson-Scott won the Third August Esher Mountain Handicap at 69.05 m.p.h. with no trouble, lapping at 71.39 m.p.h.

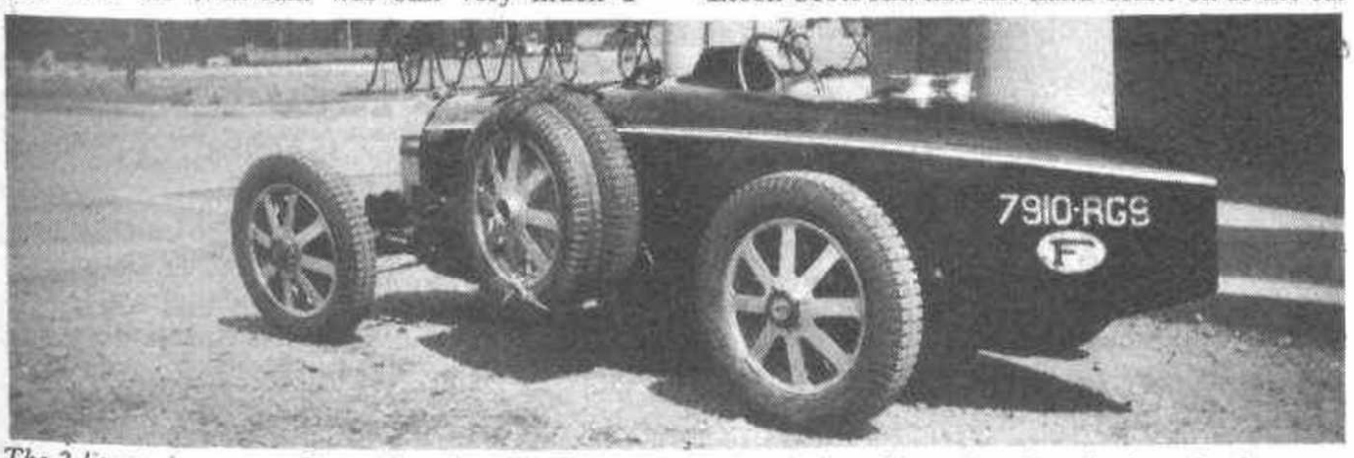
The four-carburetter layout for the Bugatti was tried at Brooklands during the 1935 season but it was awarded a heavy re-handicap. However, the car once lapped in this form at 108.74 m.p.h from the "owes five-seconds" mark, and it went round the Mountain course at 73.89 m.p.h. when it was

back in supercharged guise. Then, at the 1935 Autumn Meeting at the Track, the black 1,990 c.c. Bugatti with the silver wheels lapped at 123.28 m.p.h. in the Second Long Handicap, in which Esson-Scott had started from the same mark as "Tim Davies'" single-seater "Shelsley" Frazer Nash driven by Miss Margaret Allen. He finished third, very high on the banking, unaware that John Cobb was close behind in the Napier-Railton, having done the standing-start lap at 97.65 m.p.h. and his second lap at 122.97 m.p.h., which left the chain-driven car a long way behind. The race was won by Charles Follet's Alvis Speed-25 from Baker's big Graham-Paige. This won for Esson-Scott the coveted 120 m.p.h. badge, which today, with his BRDC badge, adorns his E-type Jaguar. It was an exciting ride, because the shock-absorber adjustment had seized-up and the front-end of the car was virtually solid, so that it was taking a lot of the Track to hold; although it was a cold day and Esson-Scott was wearing a shirt, he was soon sweating profusely from the effort of holding the Bugatti.

Because he could not compete with Raymond Mays' 2-litre ERA at Shelsley Walsh, Esson-Scott linered-down the Bugatti's engine to 1½-litres (52 mm. + 88 mm., 1,493 c.c.) for the 1936 season. In this form the car lapped the Brooklands outer-circuit at 110.68 m.p.h. to finish second to Roy Eccles' Rapier Special in the Second August Short Handicap, and it could lap the Mountain circuit at 71.39 m.p.h. Incidentally, both the single-cam and twin-cam Bugattis had been run effectively at the Brighton Speed Trials — Esson-Scott was then living at Sumner Place — but even the twin-cam was still very much a



Esson-Scott overtakes Harry Bowler's Bentley on the lap which won him the coveted "120 m.p.h." badge — at a speed of 123.28 m.p.h. — with the 2-litre Bugatti in 2-seater GP form, at Brooklands in October 1935. The Bugatti had given the Bentley a 70 sec. start in nine miles. Note that even the Bugatti's radiator is painted black.



The 2-litre twin-cam ex-Count Czaykowski GP Bugatti which Aubrey Esson-Scott bought from the factory at Molsheim.

super-quick road-car, as the girl who was given a lift in it to Hove after the Speed Trials very likely still remembers!

For 1937, being impressed, as most of us were, by the new Grand Prix Mercedes-Benz cars, Esson-Scott turned his twin-cam Bugatti into a single-seater. He still had to sit high up over the propeller-shaft, but he centralised the steering by using a longer shaft for the drop-arm. A body with a detachable, cowled bonnet and a long tail with a headrest, was built, the tail later being shortened.

It was in this form that I was nearly clobbered by it at the opening meeting of the Crystal Palace road circuit — which, incidentally, I could get to easily by No. 49 'bus, returning to my lodgings in time for a late tea. Esson-Scott says they asked him to enter, so as to have the Bugatti there, and in only three weeks the car was built up again after its winter modifications. The cylinder blocks distorted and it required a face-plate and much hard work to cure this. The driver was not yet accustomed to the widely-spaced pedals which the single-seater body necessitated, clutch pedal on the left of the prop.-shaft tunnel, and with Raymond Mays' ERA on his tail he braked for the corner and nothing happened. The car knocked down a brick wall and narrowly escaped dropping into a ravine. As the photograph shows, Esson-Scott still had the hand-brake on as the car was airborne and going backwards, having used this method of scrubbing off speed. It was not badly damaged. Before that, though, when it was in two-seater Grand Prix form, he had run it at the Potiers hill-climb in France, at the suggestion of a friend, who used his Hispano Suiza as tender-car. After doing third-fastest time he hit a kerb on the second run, which tore off all the wheels. The car was uninsured but they repaired it in Paris. Later Ken Taylor of T & T's at Brooklands allowed Esson-Scott to do some of the work himself, as they straightened out the chassis frame, which had been badly bent.

The new *monoposto* body cost only £17, I asked how many coats of black paint were used on it and was told probably about seventeen, although at Hooper's some 28 coats of paint and varnish went to the finishing of the top-class coachwork. In this form the Bugatti was given a hand-throttle on the



The immaculate 1952 XK120 FHC which Esson-Scott ran for 18 years before replacing it with his current E-type. Note the BRDC and Brooklands "120 m.p.h." badges.

VOXSON

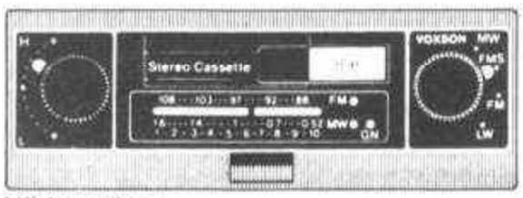
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Indianapolis

Stereo radio/stereo cassette player. 16 station memory with push-button selection. LED tuning scale indicators. Tape fast forward and rewind with autohold. Visual and audible end of tape warning. Automatic aerial trimming. Interference suppression circuit. 6 + 6 watt output.



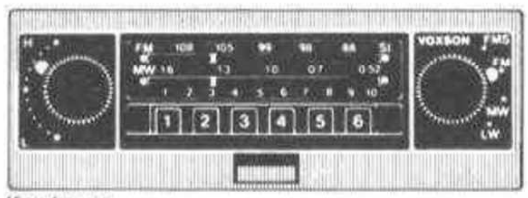
Nürburgring

Stereo radio/stereo cassette player. Manual tuning. LED stereo indicators. Fast forward and rewind with autohold. Visual and audible end of tape warning. Automatic aerial trimming. Interference suppression circuit. 6 + 6 watt output.



Mostro

Stereo radio. 16 pre-tuneable stations. Electronic memory with touch-button selection. LED tuning scale indicators. Slide controls. Automatic aerial trimming. 'Carfax' decoder socket. Interference suppression circuit. 6 + 6 watt output.



Kyalami

Stereo radio. Six push-buttons pre-tuneable to any MW, LW or FM station. LED stereo indicator. Volume, balance and tone controls. Automatic aerial trimming. Interference suppression circuit. 6 + 6 watt output.



Tanga

Miniature car radio. 3" long, produces 6 watt output, adequate for the largest car. Easily fitted, it's also extractable, so there is no risk of theft. Choice of three radio tuner units MW, LW and FM.



Boccardino

Compact FM/MW portable radio for use in or out of the car. Only 6½" long, simple to fit in any 'underdash' position. Can operate from its own dry batteries.

AYLESBURY Perrys, 54 Walton St.
BEDFORD Nicholls & Sons, 1 Kingsway.
BIRMINGHAM A. T. Gittins & Sons Ltd., 15 Sutton St.
BRADFORD Autosound Services, 15-17 Spring Gdns, Manningham La.
BOSTON J. G. Woodthorpe & Co. Ltd., Stells La., London Rd.
CAMBRIDGE Autofacs, 48-52 Mawson Rd.
Burchnells Ltd., Newmarket Rd.
Marshalls (Cambridge) Ltd., 149 Hills Rd.
CHELMSFORD Molson Distributors Ltd., 81 Broomfield Rd.
CHESTERFIELD Automotive Electrical Eng. Ltd., 24-25 Storforth La. Trading Est.
COLCHESTER Essex Car Radio, 27a North Station Rd.
CRANBROOK Stoneydale Ltd., Television Hse, The Tanyard.
CRANFORD J. Davy, 820-834 Bath Rd.
CROYDON London Car Radio Centre, 1-2 Bensham La.
DERBY Autotec, 234 Normanton Rd.
DONCASTER Autosound Services, Hyde Park Ind. Est., Carr House Rd.
EmDeeCee Auto Factors, Mutual St., Hexthorpe.
DORKING F. W. Mays, South St.
DUBLIN Wiley McCloskey Radios, Main St., Lucan.
EAST DEREHAM J. G. Woodthorpe & Co. Ltd., Unit 7, Charles Wood Rd., Rushes Green Ind. Est.
GLOUCESTER Moons Ltd., Shell Show Hse, Eastern Ave.
GATESHEAD Speedway Auto Electrics Ltd., Saltmeadows Rd.
GRANGETOWN Cliff's Service Station, 11 Windsor Terr.
GRANTHAM Burchnells Ltd., Cambridge St.
J. G. Woodthorpe & Co. Ltd., Unit 12, Dysart Rd. Ind. Est.
GRAYS THURROCK Molson Distributors Ltd., 38 Lodge La.
GUILDFORD Norman Richardson, Reliance House, Walnut Tree Cl.
HADLEIGH Molson Distributors Ltd., 313 London Rd.
HARROW Auto Ignition Service, 55/57 Lowlands Rd.
HEMEL HEMPSTEAD The Motor Accessories Co., 79 Waterhouse St.
HUDDERSFIELD Autosound Services, 89/91 Bradford Rd.
ILFORD Molson Distributors Ltd., 345-347 High Rd.
IPSWICH Car Radio Services, 139 London Rd.
LLANDYBIE D & M Car Radio, 6 Kings Rd.
LEEDS Autosound Services, 11a Cherry Row.
LEICESTER Car Radio Services, 285-287 Welford Rd.
LINCOLN Eastern Tapes Ltd., 173 Burton Rd.
LIVERPOOL Auto Audio Services, 551 Smithdown Rd.
LONDON Atkinson (Kensington) Ltd., 7 Pembridge Villas, W11.
Atkinson (Kensington) Ltd., 82-84 New Kings Rd., SW6.
Chelsea Car Stereo, 559 Kings Rd., SW6.
Sonic Sound Audio, 248 Tottenham Court Rd., W1.
Sounds Fantastic, 55-57 Anerley Rd., SE19.
Stereo on Wheels, 22 Chiswick La., W4.
Wadham Stringer Ltd., 59 Sidcup Rd., SE12.
London Car Radio Centre, 25-31 Taunton Pl., N11.
NORWICH Hunton Autosound, 119-121 Magdalen St.
NOTTINGHAM Autosound Services, 251 Mansfield Rd.
Leisuretronics, 30 Market St.
OLDHAM Autosound Services, 2 Huddersfield Rd.
OTLEY Autosound Services, Walkergate Wks, Walkergate.
OXFORD A. F. Mains, Osney Mead Ind. Est., Ferry Hinksey.
PEMBROKE DOCK D&M Car Radio, Waterloo Rd., Nr. Cleddon Bridge.
PETERBOROUGH Burchnells Ltd., Carr Rd. Ind. Est.
PORTSMOUTH H. R. Knight, 69 Milton Rd.
READING Car Radio Services, 88 Cholmeley Rd.
REDDITCH Auto Ignition Services, Unit 9, Brook St.
ROMFORD Molson Distributors Ltd., 187 South St.
RUSHDEN Auto Electrical Services, 100 High St. South.
SALE Car & Home Entertainment, 167 Cross St.
SCUNTHORPE Automotive Electrical Engineers Ltd., Glebe Rd.
SHEFFIELD Autosound Services, 306-310 Shalesmoor.
Diesel Electrical Service Station, Browned St.
Sound Seventies, Ecclesall Rd.
Automotive Electrical Engineers, Ltd., 58 Nursery St.
SKIPTON TSA Car Radio Services, Unicorn Bldgs, Devonshire Pl.
SPALDING J. G. Woodthorpe & Co. Ltd., 26-27 Commercial Rd.
STAPLEHURST Stoneydale Ltd., The Parade, High St.
STEVENAGE J. & P. Car Radio, 94 The High St.
STRETFORD Autosound Services, 708 Chester Rd.
STOCKPORT TSA Car Radio Services, 33 Greek St.
STOWMARKET Autofacs, Albert Mill, Crown St.
ST. AGNES Car Radio & Stereo Services, Polberro.
ST. AUSTELL Car Radio Fitting Specialists Ltd., 17-23 Truro Road.
ST. LEONARDS ON SEA Incar Radio, 117 Sedlescombe Rd. N.
SWANSEA D & M Car Radio, 9 Eversley Rd., Sketty.
Western Radio (Sketty) Ltd., 102a Eversley Rd., Sketty.
WAKEFIELD TSA Services (Wakefield) Ltd., Gordon St.
WELLINGBOROUGH Wellingborough Auto Electrical Services, 36 Stanley Rd.
WEMBLEY Harrow Auto Ignition Service, 81a Wembley Hill.
WISBECH J. G. Woodthorpe & Co. Ltd., 3 Regall Rd.
WORCESTER Automotive Electrical Services Ltd., White Ladies Cl., Little London.
YEOVIL Multisound, Hendford Hill.
YORK Autosound Services, Toft Green.

VOXSON AUDIO LIMITED, (Dept. MS), Nuffield Way, Abingdon, Oxfordshire OX14 1RY Telephone: (0235) 26340

ROAD TEST

30TX — The Regie Renault's Top Model



"Hot-cross bun" wheels and Michelin TRX tyres distinguish the fuel-injection version of Renault's 30 range.

THE *Regie nationale des Usines Renault* of Billancourt is in a strong position as one of Europe's leading car manufacturers, nationalised but not much controlled by the French Government. It has a fine line of economy-cars, with the Renault 4 taking on a new lease of life, the range of Renault 5s well proven, an excellent selection of mid-range cars, and with fame coming its way in the highest echelon of motor racing.

The Type-R1298 30TX is the flagship of this diverse and respected Renault Company. When I first tested the TS version of the Renault 30 in 1977, I was both impressed and disappointed. Impressed by its comfort and spaciousness, disappointed by some unworthy, faulty details. The latest TX model, with the fuel-injection version of the 2.7-litre V6 engine, the development of which Renault has shared with Peugeot and Volvo, and on those wonderful Michelin TRX tyres, is an even better executive car. It is one of the top-power front-wheel-drive cars but the furious wheelspin at step-off of the earlier car has been somewhat eliminated, thanks largely perhaps to those TRX tyres, but that shocking judder when making a quick getaway remains, together with a little steering-wheel drag on loose surfaces under these conditions, and the clutch engages rather too fiercely and is heavy. While the gear-change is not outstanding, second gear no longer jumped out of mesh of its own accord, as on the former TX I tried.

Externally, this Renault 30TX is a pleasantly unobtrusive car, looking unexpectedly compact considering the welcome spaciousness within. I did not like the blatant "hot-cross-bun" trim of the light-alloy wheels, but that may be a personal dislike. Otherwise, the black saloon was quietly neat to the extent of disguising its over £9,000 price-category, except to the initiated who could *read?* of its quality from the "Injection" and "V6" badges, and note the presence of the useful fifth-door and the washers on that and the four Cibie headlamps, etc.

In the back window of the V-registration test car a sticker recalled that Renault-Elf had won Le Mans in 1978. Since then they have transferred to Formula One and had won the last 1980 Grand Prix prior to the date of the road-test. So it was nice to be motoring in the top-model from this race-winning Company. Not that the 30TX is exactly a sporting proposition. It provides plenty of performance, with a top speed of 116 m.p.h. and 0 to 60 m.p.h. acceleration in 10.2 seconds, and there are such race-bred items of its specification as disc brakes all round, independent rear suspension and the fuel-injection, while transistorised-ignition is used. However, the suspension, by coil springs using wishbones and transverse links at the front, with independence from wishbones and struts at the rear, is of the comfortable, long-travel, supple kind, allowing some lateral float, but not over much roll, so that the 30TX's road-holding is less precise than it would be from a harshly-suspended GT-Saloon.

This big spacious Renault corners securely but in a rather soggy manner. Driving it home after I had done my 180-mile run to the office the same day in the Rover 3500 V8, I realised that British Leyland has the edge over Renault in respect of fast cornering "feel", while the Rover's V8 engine, quiet as the V6 30TX is, has better smooth-running and "hush" qualities.

Against that, the Renault, looking more boxy, is a more roomy proposition, with a notably wide back seat, cavernous boot, and generous sized armchair front seats. Neither car has outstanding power-steering but the servo-assisted rack-and-pinion mechanism (3¼ turns lock to lock) of the Renault is certainly devoid of the over-sensitiveness that sometimes spoils such assistance and it now emits only a faint hiss, but is still slightly over-servoed. The 30TX emitted some rattles one would not wish for in a top-luxury car but made up for this by the fine carpeting and the very handsome cloth upholstery, not only for the high-set seats but also for the doors etc. The facia has a highly-polished wood-veneer panel bolted on but I am not sure its veneers match, as on Jaguar/Daimler and Rolls-Royce/Bentley cars! It has been criticised for the reflections it causes but I did not find these troublesome, and this wood addition, if rather obvious, does not extend to the door-sills. The thick slatted cloth upholstery is used on the insides of the doors; the rubber seal over the near-side rear door came adrift during the test.

There are some excellent "luxury" aspects of the 30TX. It has effective central door-locking, embracing the tailgate and fuel-filler flap, with red "pips" on the door-sills which show when the doors are locked. There are two external rear-view mirrors, adjusted from plated swivelling knobs on the front doors. The very comfortable front seats, like the back seat, have a central arm-rest. An

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ESSON-SCOTT —
continued from page 477

gear-lever and a magneto-button so that the engine could be stopped dead. The car is now in America, having been sold to Lemon Burton, and passed to Jim Berry and then on to Derek Mallalieu. The present owner, Richard Collier, is having the car rebuilt at the Briggs Cunningham Museum. It is now in 2.3-litre form but the 1½-litre crank is with it; the body is now a GP, and the car has wire wheels. When Esson-Scott had it he found that it would run at 8 m.p.h. in top gear and he estimated its top speed at around 145 m.p.h. I see from some notes I made at the time that it was run up to 6,300 r.p.m. in anger, or 800 r.p.m. over the normal Type 51 rev.-limit, and that with 16" tyres and a 15/54 axle-ratio it would reach 5,600 r.p.m. at the end of a quarter-mile, being by then in top gear.

Esson-Scott had a Scintilla magneto, used Champion R1, R2 and R11 sparking-plugs, and Ferodo MZ brake-linings. He had two axle-ratios, 13/54 and 15/54, and could change these single-handed in an hour-and-a-half. For Track work Dunlop 19" × 5.00" tyres were used on the Bugatti wheels, the 16" tyres on wire wheels being for sprint work. In 2-litre blown form the fuel consumption was about six m.p.g. The oil-pump handle was made of steel, following that early embarrassing breakage, and once when a tyre tread had stripped at 120 m.p.h. the Bugatti aluminium wheel fell to pieces as the tyre was removed. . . . The 1½-litre engine was apparently given 14 mm. plugs, as Esson-Scott considered Bugatti design somewhat odd, with the 18 mm. plugs leaving far too little space between plug hole and valve seats. Sometimes a mechanic would be borrowed from Papworth's, for helping at a race, but all the major mechanical work was done by Esson-Scott, encouraged by Fielding and others.

During the war Esson-Scott served in the Roayal Army Service Corps, with the rank of Major, a Company Commander in charge of Army vehicles. After that he farmed at Hill Hall, Great Bardfield, Essex, with radio to contact his tractors, etc. His love of good cars remains. He had a 1952 Jaguar XK120 fixed-head coupé with the C-type mods., using H8 SUs. The well-known brake-fade was partially cured and brake-pull obviated by keeping water out of the drilled brake plates. Esson-Scott kept this, need I say pristine, Jaguar XK120 for 18 years. He then saw an E-type Jaguar outside a Sussex pub and bought it. A 1962 coupé, you most certainly would not know it if you saw it today, from the condition in which it was purchased, and this included a rebuild by Esson-Scott after he had had the entire front-end written-off in a crash, which put the off-side front wheel almost into the driving compartment! The rebuild is quite remarkable, especially as he has done all the work himself, moreover, using much of the workshop equipment he possessed before the war, when racing his Bugattis. Naturally, the Jaguar's new paint-job was done by Esson-Scott and the car is now well known at Jaguar *Concours d'Elegance*, being better than new, as it were. It actually incorporates many clever features of its rebuild, such as using TV aerial-tubes to obviate spending some £135 on a new exhaust system, etc. For a man of 74, who keeps fit by walking two miles a day, decorates his own flat, and who has many other interests, I might conclude by remarking that Brooklands certainly bred enthusiasts of the very keenest kind. — W.B.

electric sunroof, opening and closing when a button on the central console is pressed, is a much appreciated standard item of equipment, as are the aforesaid lamps' washers and Philips stereo-radio.

Mud-flaps are fitted behind the back wheels but not at the front. There is stainless-steel trim between the doors and loose rubber mats on the front floor.

The central handbrake of the 30TX is buried in a well of its own, to give good clearance to the hand that grips it, but the brake only held the car if the lever was pulled right up. By placing the 13 warning-lights in the dials of the petrol/heat/battery gauge and the quartz clock (with seconds hand) it has been possible to put four reasonably small dials within the single panel. The Jaeger speedometer reads to 140 m.p.h., the tachometer to 8,000 r.p.m., the latter red-lined from 5,800 r.p.m. In the centre of the facia six neat push-buttons control, front to rear, the hazard-warning, rear window demister, rear window wipe/wash, the rear fog-lamp, and the electric front window-lifts. There is a tiny flick switch for putting on the lamps, the beams of which, and the other services, are controlled by two rather short steering-column stalks. The headlamps' beam can be adjusted to compensate for load (the Rover is self-levelling!) by means of a knob on the steering column surround but the effectiveness of the lighting was somewhat disappointing and the dipped-beams very poor indeed. The screen wipers function when this ignition is "off" and the turn-indicators' stalk is correctly on the right, for a RHD car, but the ignition-key is still too close to the left hand stalk, causing the wipers to work when all one wants is to start the engine — it is an instant starter, hot or cold, and the Bosch K-Jetronic petrol-injection means no hesitation in opening up immediately, and when accelerating.

The instruments are not too easy to read, being low-mounted, although the digits are very clear; the speedometer is wildly "fast", and there is no fuel-level warning-light. The fuel gauge needle is reasonably steady-reading but when it reached "almost empty" according to the driver's manual four gallons brought it to "half-full", yet the tank holds 14.7 gallons! The exterior and interior door handles are easy to use and the Renault's trim and fittings are first-class. Stowages include an open shelf in the central console. This carries the heater controls, the stereo radio fitted as standard, and the central air vents, a rather low-set, lidded and lockable under-facia bin, a bin covered by the driver's arm-rest, and pockets in the backs of the front-seat squabs. The boot is uncluttered but rather shallow and the tailgate door does not extend far enough to obviate a low sill. The screen pillars are substantial but otherwise vision is excellent. The thick-rimmed, laced-leather steering wheel is not too big, its double-spoke gives instrument vision in the straight-ahead position, and it carries the horn pushes. The ends of the wood facia are slightly angled and contain additional two-way-adjustable air vents. The sun visors are rather shallow.

This 30TX Renault is one of those excellent cars which will cruise effortlessly at almost any speed up to its maximum, in very reasonable quietness and smoothness, and which is usually going faster than one realises. At 3,000 r.p.m. in 5th gear the car runs well within itself at 67.8 m.p.h., and 100 m.p.h. equals only 4,425 r.p.m. The gear lever is inclined to be notchy and has long movements, both across and through the gate, but reverse, on the dog-leg to the left (with 5th gear on a dog-leg forward) is easy to engage.



The 30TX is roomy and sumptuously appointed, with very handsome cloth upholstery on the seats and doors and real wood on the facia.

This 5-speed box gives ratios of 3.36, 2.06, 1.38, 1.06 and 0.82 to 1, with a final drive ratio of 3.889 to 1. The spaciousness of this big car is supplemented, if that is the word, by the usual Renault multiple-seating permutations, from double-bed to exceptional load carrying capacity.

The light-alloy 90° vee-six cylinder, Type 140-04 engine has a bore and stroke of 88 mm. × 73 mm., giving a capacity of 2,664 c.c. and it has a chain-driven camshaft and rocker gear above each alloy head. The TX version produces 142 (DIN) b.h.p. at 5,500 r.p.m. and 161 ft./lb. torque at 3,000 r.p.m. The compression-ratio is 9.2 to 1. The car is nose-heavy but disguises excessive understeer when cornering but, although sure-footed, the 30TX is not exciting to drive. It has adequate but not outstanding heating equipment, with a horizontal knurled-knob controlling the variable blower speed.

For those executives looking for a well-appointed, fully-equipped and notably comfortable car with versatile human/load-carrying facilities, which is fast, comfortable and generally impressive, the latest fuel-injection 30TX V6 will no doubt fill the intended bill. It gave 21.5 m.p.g. of 4-star petrol in general usage, which is about what one would expect, although this was by making perhaps abnormal employment of the new fifth-speed. The front-hinged bonnet opens easily and is self-propping, to expose some interesting machinery and an accessible dip-stick that showed no oil consumed in 600 miles. The test-car had a Renault Stecofe battery and a Bosch coil. The plugs are deeply buried and need special care in removal. The cylindrical door-locks make for easy entry of the door key.

An interesting car from a famous French Company, the startling thing is that today the TX costs £9,470.83, whereas the four-speed, carburetted model lent to me for test only three years ago could have been bought for £5,198 and last year the car cost £8,218. Which is a sign of the times, and the economic crisis this country is experiencing. Although I think the BL Rover 3500 V8 has the edge over the 30TX Renault unless load-carrying is the criterion, there will probably be Frenchmen who will not agree with me. — W.B.



A fifth door adds versatility to this swift Renault.

Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS

Out of the Past

FROM TIME to time MOTOR SPORT's readers send me much interesting material, such as a photostat of a page from the one-time Douglas Company's house-magazine *The Con-Road*, of which I had not heard previously. This came to me from Mr. Geoff Lee of Ruislip and is dated 1927. It is about a racing car assembled by C. G. Pullin from parts he imported from America, for use at Brooklands in 1911. Now I knew that Cyril Pullin became a well-known Douglas rider but I had not associated him with car racing.

However, here is evidence that, when he was not more than 18, not only was he racing a 964 cc JAP Special motorcycle at the Track but also this 24 h.p. air-cooled Cameron, "Tatercan". It was apparently assembled from standard Cameron parts, in the Vauxhall Bridge Road in London, which is where, in later years, Eldridge built his giant Isotta-Maybach — one wonders whether the premises were the same?

It seems that this Cameron was a very lightweight car, which proved impossible to hold in windy weather until its front-wheel discs had been removed. The wooden wheels were shod with 32" × 3" tyres. The front axle was tubular and the gearbox was incorporated in the back-axle. The weight of the car is given as 8¾ cwt. There was a dummy vee-radiator but a fan cooled the cylinders. A feature of the engine was the horizontal valves, as in a Lanchester, operated by long rockers from camshafts on each side of the engine. The valves themselves were housed in c.i. cages, held onto spherical seatings by yokes. A large exhaust pipe ran along the n/s of this sketchily-bodied racer. It is described as one of the first Brooklands silencers but this is incorrect, because such silencing wasn't introduced until 1924. Two scoops in the bonnet-top are described as air-scoops onto the exhaust-pipe but were more likely to have been the carburetter intakes. This Cameron was apparently a standard chassis, said to have won seven cups in nine races. It used Low plugs (the invention of Prof. A. M. Low), Gabriel snubbers, a Zenith carburetter, a Mea oscillating magneto, and was lubricated with Sternol oil. The wheels had rims that were detachable, and which sometimes flew off of their own volition, and the Firestone tyres had Schrader valves which could only be inflated with a tin-pump imported from America.

The article says this Cameron lapped at 84 m.p.h. and was timed over the kilometre at 91 m.p.h., which was pretty quick for a standard car in 1911. From my Brooklands records I see that Pullin continued to run his 3-litre Cameron in 1912, when it won the Second 75 MPH Handicap, lapping at 66.39 m.p.h. and was third in the "75 Long". It does not seem to have lapped at much over 68 m.p.h. Apparently the boy was agent for Cameron in this country but had to give up when the Cameron Company went into liquidation for a time. In subsequent years Pullin appeared at Brooklands with a 499 c.c. Rudge, as did his brother, and he won the 1914 TT, presumably joining Douglas after the war. In 1922 he was the first rider of a 500 c.c. machine to exceed 100 m.p.h. at Brooklands — on a flat-twin Douglas.

W.B.



BARRELLING BULLNOSE. — David Ward hurries his 1922/25 Morris through Woodcote during one of the High Speed Trials in the VSCC's annual Pomeroy Trophy event at Silverstone.

The 18/23 h.p. Voisin

ALEC ULMANN had an interesting article in *The Bulb Horn*, official organ of the VMC of America, last June, about the extraordinary performance of the 4-litre 18 c.v. Vosin. A good deal has been written in recent times about Gabriel Voisin and he wrote his own two autobiographies, notably "Mes Mille et une Voitures", which someone should publish in English. But what Ulmann set out to do was to underline how very efficient the Knight double-sleeve valve engine of this 1920 Voisin was, due to the use of lightweight sleeves with very large "windows", aluminium pistons, an engine speed of 3,900 r.p.m. made possible by using a rigid, five-bearing crankshaft balanced statically and dynamically, and the very high compression-ratio of 8½:1 at a time before anti-knock fuels such as ethyl leaded petrol were available.

Ulmann dismisses those who say Voisin merely copied the same-size Panhard-Levassor engine, of which he apparently had the specifications when he was embarking on post-war car manufacture, in the big hangars of his aeroplane factory at Issy-les-Mulineux. But he admits that Artault and Dufresne, from Panhard's, helped Voisin. Ulmann touches on some of the competition successes of this production 18/23 h.p. Voisin, such as finishing 1, 2, 3, 5 in the 1922 GP de Tourisme at Strasbourg with specially streamlined sports four-seaters, thus humbling the Peugeots, which were 4th and 6th. He also says that one of these Voisins had beaten the "Blue Train" when driven by Lamberjack, over war-torn roads and the crossing of the Alps Maritimes, by a matter of six hours. This is new to me and impressive when one remembers that the Rover Speed-Six that did this in 1930 was only some 20 minutes faster than the Express and a modern Rover 2600 which repeated the performance this year (MOTOR SPORT, page 307), had about the same margin in hand. Ulmann does not remind us that when it comes to the 24-hour record at Montlhéry, Bentley was superior to Voisin!

Ulmann says that the c.r. of the Voisin engine was reduced for competition appearances to 8.0:1, to give it a greater safety-factory. It developed, with the 8.5:1 c.r., he says, no less than 37 b.h.p.-per-litre. How does Mr. Ulmann arrive at this figure? He makes it plain that he is not relying on conjecture, magazine reports, or doubtful historical data. No, for in about 1927, he purchased from the New York Voisin agent, Mon. Berdoulai, at his premises on 59th Street, a much-abused 18/23 h.p. Voisin which had been traded-in against a new six-cylinder model. Ulmann spent the winter overhauling the car and cleaning out the mass of carbon from its ports. He then, as part of his Master Thesis for his post-graduate course in the MIT engine-laboratory under Prof. Dean A. Fales, managed to have the engine from his own Voisin tested on the Aero-Engine Laboratory's Sprague General Electric dynamometer, under the Professor's supervision.

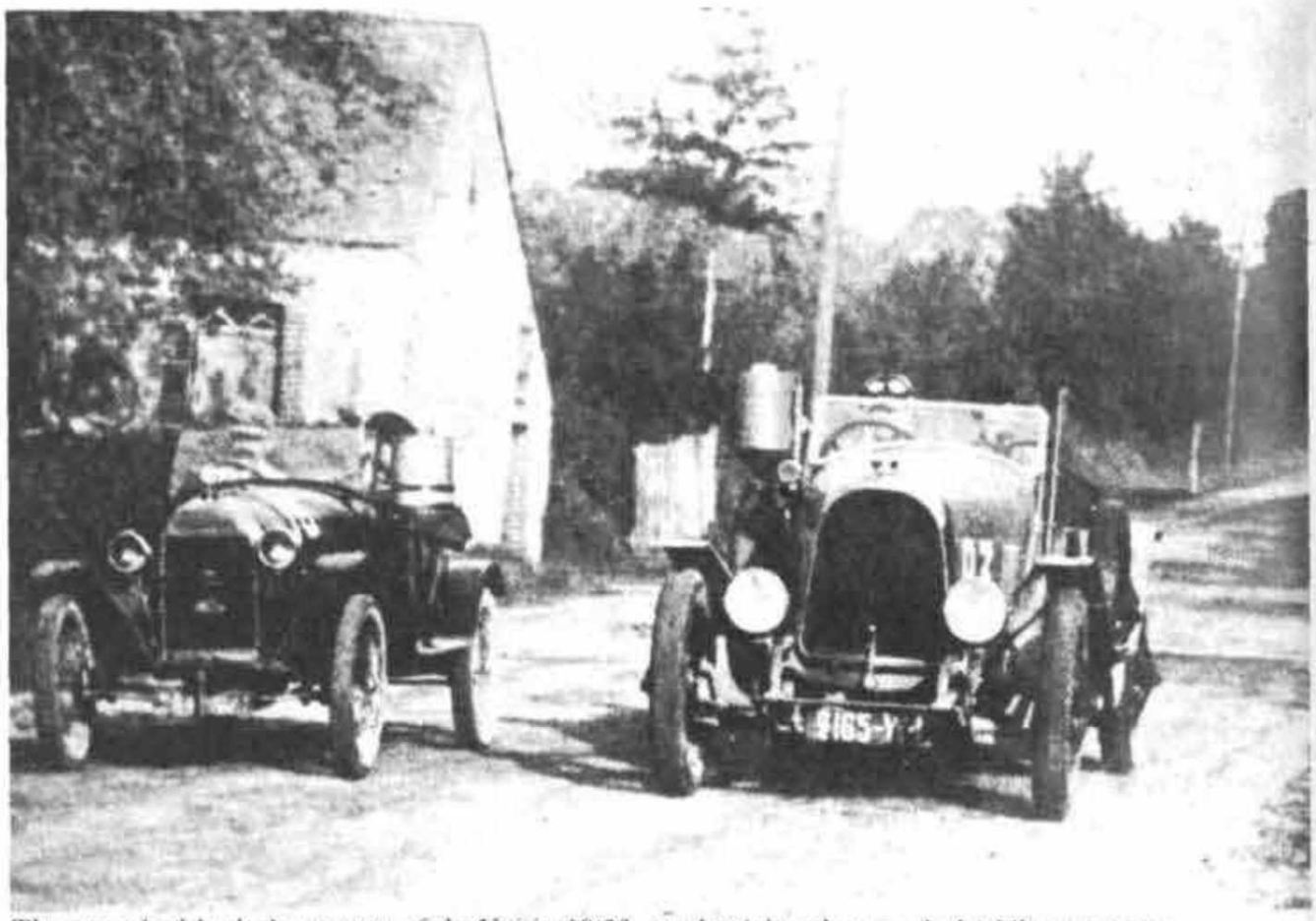
This confirmed the claim, Ulmann says, of 37 b.h.p.-per-litre from the 4-litre Voisin engine. He reminds us that Voisin's clients for these fine cars ranged from the then-French President, Alexandre Millerand, to Rudolf Valentino, as well as the Royal Families of Scandinavia, Holland and Rumania, and members of the Almanac de Gotha. He puts the b.h.p.-per-litre of the Voisin cars with the lowered c.r. at 30. Ulmann has "come clean" over his former criticism of W. O. Bentley and the BR rotary aero-engines (see "Vintage Postbag" in this issue) but cannot resist a further dig at him over this high-efficiency of the Voisin, for he compares the 3-litre Bentley's b.h.p./litre

figure of 23.36 and that of the 4½-litre Bentley of 26.6 b.h.p., with the 30/37 b.h.p./litre of the French engines, using Georgano's published outputs for the vintage Bentleys. Ulmann remarks that he presumes he will get a loud "foul" from his friends in the BDC. . . . — W.B.

V-E-V Miscellany. — The Vintage Motor Cycle Club now has over 6,000 members; the February issue of its Journal contained an article by W. G. McMinnies who won the 1913 Cyclecar GP in a Morgan and who had his Triumph motorcycle and a friend's Vindec Special timed over the Brooklands' half-mile before the Track was officially opened. Last year *The Accrington Observer* had a long piece about early motor vehicles made in that area, especially about the Globe car with its patent foolproof gears, the work of Mr. Hitchon. The Mouldsworth Motor Museum, six miles from Chester, is now open every Sunday from 12 noon to 6 p.m. and includes a replica 1920s garage. The Railton OC has been discussing in its magazine exactly how many Railton cars were produced. News of pre-war Vauxhalls being restored by members of the Vauxhall OC continues to come in and includes a 1931 Cadet and a 1934 Type ASY saloon. K. R. Day, President of the Alvis OC asks us to correct the impression we gave that only the 12/50 Alvis Register will be invited to the special 60th birthday of the Alvis at the July Shelsley Walsh hill-climb and at Alvis Ltd. in Coventry on July 6th — both Club and Register are the guests. In connection with recent references to those clockwork P2 Alfa Romeo tin-plate models and the news that E. R. Hall sold the one he bought in 1926 at a Christie's Auction not long ago, a reader has sent us a cutting of an advertisement for them, issued in 1928 by H. A. Moore & Co. of Southampton Row, WC, which shows them to have been 20" in length (other sources quote from 18" to 21" long), and to have cost then 25/-. The odd thing is that the advertisement says they were exact replicas of the car in which Campari had just won the Mille Miglia, whereas that race was won by a 1,750 c.c. twin-cam Alfa Romeo *sports car*. However, be that as it may, the writer has always wanted one of these models but they were too expensive when they were new and now you seldom see them at sensible prices. This year's International Jowett CC Weekend, which normally has some of the pre-war flat-twins present will take place on May 23rd-25th, at Marton, Middlesbrough. Finally, from the *oh dear dept.*, the Remmant racing GN referred to last month was developed from a road-equipped Legère model, not a Ford-equipped car, and an HE was used to tow-start it; this wasn't a "two-car" HE as printed, whatever that is. *Aeroplane Monthly's* March issue contained the first part of an interesting article about the Burnelli "Lifting Fuselage" aeroplanes, one of which was able to carry two Essex cars on an aerial sales-tour, a photograph showing these cars to have been the early type of Essex with the square-shape radiator. — W.B.

A Croydon Coming-To-Life on May 5th

AVIATION ENTHUSIASTS should note that on Bank Holiday, May 5th, Sutton Council will be commemorating the 50th Anniversary of Amy Johnson's famous solo flight from Croydon Aerodrome to Australia in a DH Moth. Because the London Borough of Sutton owns almost the entire site of the former Croydon Airport they are able to use this historic aerodrome that day for a



The two-wheel braked prototype of the Voisin 18/23, on the right, photographed while out on test.

flying display, passenger flights in two DH Rapide bi-planes, and displays by the Tiger Club of Great Britain which it is hoped will recapture much of the atmosphere of flying in the nineteen-thirties. What is more, a lady pilot will depart from Croydon at 15.30 sharp, in a DH Moth looking reasonably like Amy Johnson's "Jason", bound for either Gatwick or Heathrow with commemorative mail and greetings from the Boroughs of Sutton and Croydon, which it is hoped will continue their journey to Port Darwin in the Concorde inaugural flight to Australia. On that day, also, the second volume of "History of Croydon Airport", dealing with the period 1929 onwards, will be on sale and will also be flown to Australia. Nor is that all, because characters associated with flying at Croydon will be invited to a special lunch, before which a simple plaque in memory of Amy's flight will be unveiled. As public money is involved it has been necessary to make this a commercial occasion, and side shows and sales-stands will line part of the old aerodrome, to which it is hoped to attract at least 50,000 people on May 5th. Car-parking will be free, and admission will be £2.50 per car, individuals otherwise £1 each, children 50p. Sutton Council also hopes to organise an annual Amy Johnson Memorial Lecture, in its Europa Gallery, Sutton. Such interest by a Local Government Department is to be highly commended, and supported. — W.B.

That 1922 GP Sunbeam in Australia

IT MAY be remembered that, after driving and describing Bill Lake's splendid 1922 GP Sunbeam last year, I became embroiled in a complex attempt to sort out which car is which, of those owned in this country by Lake, Cameron Millar and Geer, and which driver drove them at Strasbourg. At the time there was a suggestion that only three of these team-cars had been built, the counter-argument being that there were four, of which one is now in Australia. Eoin Young tried to help me by producing a picture of a racing Sunbeam he had encountered "down under" but it turned out to be one of the 1922 straight-eight, bolster-tank 3-litre TT cars, which is not the same thing as a four-cylinder GP Sunbeam.

Some time after this I was put in touch with Mr. Neville Webb of Gilston, Australia, who is painstakingly rebuilding one of these cars, proof that there *were* four of them! I do not wish to become involved in an extension of the former sorting-out of these cars and Mr. Webb is not particularly concerned about who may or may not have driven his Sunbeam in the French Grand Prix. But he says that after reading the letter from Bill Lake that we published in MOTOR SPORT last year he went out and scraped away the paint on the front dumb-irons of his chassis and on the n/s one, very plainly, is the figure "No. 1". The o/s dumb-iron is scarred and marked but it appears to have the same number on it. The crankcase from this car also has No. 1 stamped on it. So Mr. Webb concludes that my findings are correct and that he has car No. 1, originally with Reg. No. 6463.

There is an additional interesting point, so far as numbers are concerned. The car's back-axle is stamped, on the differential housing, "No. 2. 15 × 15" and also "Ratio 3.67", and this, I am informed, looks like an original stamping. But there is also, on the other side of the axle casing, a professionally-made brass plate, secured with four round-headed screws, inscribed: "14-55. 3.928-1". The No. 2 caused Bob Shepherd, when he was writing-up the car for *Australian Motor Sports*, to describe the Sunbeam as car No. 2, but it seems more likely that number refers to the axle, perhaps to avoid confusion between those for the TT and the GP cars of the same year. The plate naming the lower axle-ratio poses a bit of a mystery. We know after practice at Strasbourg the axle-ratios of all three cars were lowered, to try to spare the engines. Whether this change of ratio would have been noted by fitting such data plates at Strasbourg is unknown, but it seems unlikely, even assuming there were facilities there for making these. What is more likely is that axles giving various ratios were taken out with the cars, and that the casings all having been stamped with the high ratio, plates were put on to distinguish those later converted to give lower ratios. It is just possible that the plate on Webb's Sunbeam was put on much later, at the time when the tyres were

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converted from beaded-edge to 21", but unlikely, as Sunbeam's had by then surely disposed of the cars. When Segrave raced one in the Essex MC Brooklands Championship race presumably the higher, not a lower, axle-ratio would have been used. Incidentally, Mr. Webb says there is no sign of Segrave's initials on his car, stamped under the driving seat, which Lady Segrave told Guy Griffiths about when he owned the Segrave car.

My real purpose for returning to this subject is not to indulge in a further "sort out" but to give the history of the Sunbeam now being rebuilt in Australia since it arrived in that country, a story that follows much the same pattern as the history of other top-class racing cars after they have passed out of their maker's ownership.

It seems that the car was imported to Australia by Hope Bartlett in 1925, for racing on the banked Maroubra track. It is believed to have been purchased not directly from Sunbeam's but from Williams Bros., whoever that was. The car is said to have arrived a few days before Christmas, and to have proved disappointing until the engine was rebuilt. It then proved able to beat Garlick's Alvis to which a supercharger had been fitted, the Sunbeam accelerating more slowly but lapping at some 97 m.p.h. It was apt to catch fire but came to no harm and won the main 8-mile race at Gerringong in 1926 as well as beating a Bugatti in a Match Race. Hope Bartlett then took it to New Zealand, where it was second to a 1914 TT Sunbeam in the 50-mile Beach Championship, having oiled a plug and done some 40 miles on three cylinders. I think it also competed in the Lobethal hill-climb.

At the time it was sent from England the car had been given 21" wheels, the gear-lever had been moved to the right, outboard of the external exhaust-pipe, and the brake-servo had been removed, at which time it is assumed that larger front brake-drums were fitted. Hope Bartlett sold the old Sunbeam to Russell Taylor of the Advanx Tyre Co., who disposed of it to a Mr. Straughton, although it may also have gone to New Guinea for a while, before that. The next owner was Ash Moulden, who dug up the car's history and kept the Sunbeam in immaculate order, using it on the road, from 1935 to 1936, although for some reason he cut off the long tail, possibly so as to be able to carry a spare wheel, which was mounted on the shortened tail.

The next owner was Les Robinson, who bought it from Moulden for £50, with five new tyres. This gentleman was known as "Suey", short for suicide, by those who watched his earlier wild and fearless racing of vintage cars! Robinson kept the car until the outbreak of war. For a time in 1939 Ross Haig had it, but never ran it, selling it back to Robinson. The Sunbeam engine having been badly damaged after Robinson had hit a "sleeping policeman" with the sump, so he got a *circa*-1930 Oldsmobile engine at a dump and substituted it (one wonders which one, as Oldsmobile were making six and eight cylinder power units at that time). Outwardly the car looked original, even to the correct exhaust system. The rear brake drums used to open out until a couple of rings were pressed on to them. In its original form the car apparently used to do 4,250 r.p.m., or some 105 m.p.h., which it had done in this country. It had the 14/55 axle ratio.

Robinson raced the car at Ballarat, Fisherman's Bend and Nurricopta, etc. After the war the ancient Sunbeam changed hands many times, moving about between Mt. Gambier and Adelaide. It went back to Robinson eventually and then to his friend Kinsley Osbourne, who persuaded Robinson to race it at Ballarat, when racing was resumed in 1946 or 1947. In the meantime someone had put the inevitable Ford V8 engine into the car, coupled to the original Sunbeam gearbox. Robinson had found the car frightening (even for him!) on cambered roads and changed this by fitting hydraulic rear shock-absorbers from an Army ambulance to replace the four friction ones, and making a fuselage-shaped streamlined body which stiffened the chassis, the structure being formed of steel tubes. At Ballarat the cars to beat were Barrett's Alfa Romeo and Lex Davidson's SSK Mercedes-Benz. With the Ford V8 engine the Sunbeam would, it is said, give 100 m.p.h. in third gear and Robinson says he had it up to 5,200 r.p.m. in top, equal to some 130 m.p.h. That was with the new body. (At Narricopta it was faster than Doug Whitford's Special but the brakes, now uncooled, were no good at over 100 m.p.h.). Anyway, in the race the Alfa Romeo came by with a lap to go, when Robinson was flat-out in 3rd gear. Although he was 10 m.p.h. slower he thought he would give chase, so pulled the lever back into top gear. But the gear oil had got so hot the gears seized up and he had to finish the race in top gear. The cause was found to be heavy lubricant put in when the engine was changed, as before this they had always used Castrol 1-R in gearbox and differential and had never had any trouble. The differential was never dismantled incidentally, although the straight-cut gears emitted a shrill howl as speed increased and the pinion bearings were thought to be worn. Osbourne drove in the next race with only top gear, as the cogs refused to be hammered along the shaft. Indeed, for two years the car was run like that, even at Bucks Hill, a real mountain climb. One of them used to hold the clutch out while the other cranked-up the engine and the acceleration was still very good, the car spinning its wheels. Robinson used to remove the four-spoke steering-wheel to get in and out of the cockpit.

Robinson used to drive the Sunbeam to and from races, using Bosch inserts in the lamps that had been fitted, for good vision at night. On one occasion he was driving back from Narricopta at well over 100 m.p.h. and hit a bump near Moorlands which threw the car some feet into the air. Unknown to the driver, because it still handled all right, this broke some of the bolts on the right-hand side of the three-piece front axle and stretched others. In the morning Robinson couldn't believe his eyes when he looked at the front tyres, as they had only a few thicknesses of canvas left. He thought at first that someone had stolen the originals but when the truth dawned a few h.t. bolts to retain the forged axle ends put matters right. Alas, since then the axle has been flung into the sea.

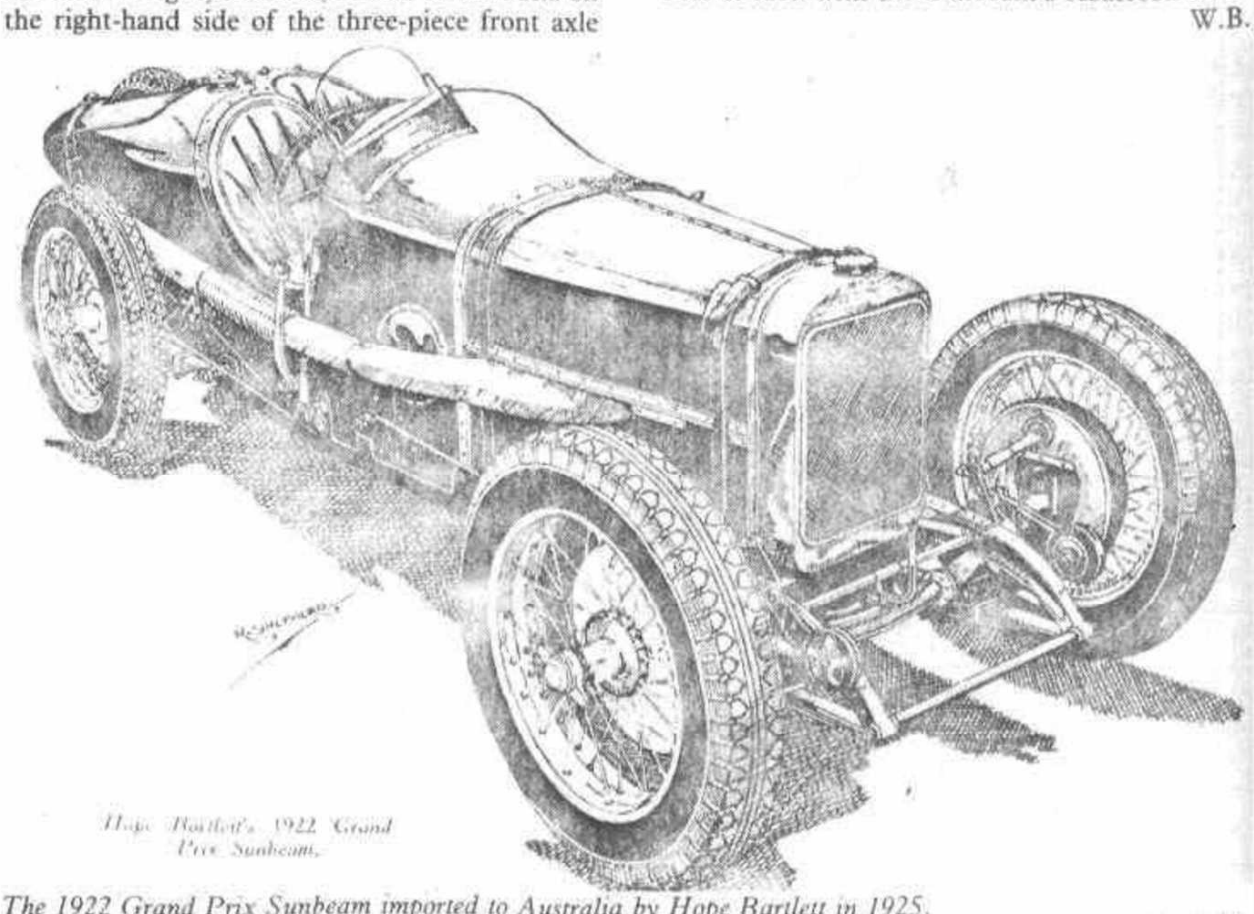
After three more owners had had the car Mr. Webb discovered it in a chicken shed, still with the streamlined body and Ford engine. The radiator was missing but by offering a reward for information he is gradually locating lost parts. He has interviewed Mr. Robinson and has kindly let me see a transcript of the tape. The fuel tank may be found under a lawn, by using a metal detector. The steering-wheel, oil regulator, and the Sunbeam crankshaft, with rods attached, have been discovered. There is hope that the nickel-silver Sunbeam radiator will turn up. The chassis is original as to running-gear (including the Perrot brake-gear) and even the petrol-tank alloy mounting brackets are on it. The proper exhaust manifold has been found. A replica front axle will be made up.

Mr. Webb tells me that when the paint on the chassis was stripped it showed silver and grey primer, black and red with orange primer, then green with grey primer, and that at the time when Hope Bartlett bought the car it had a Brooklands exhaust system, altered cockpit sides, and a crude racing-number 190 on its bonnet. Now if it was Christmas 1926, *not 1925*, when the car was exported, this might suggest the car with which Spencer won a race at Brooklands that year, as this one had the by-then compulsory BARC "can" and fishtail, as, of course, did Eggar's, in 1930. The car in Australia has the bulge in the scuttle by the driver's right foot, which may aid identification.

Les Robinson is still active, having built a Morris Special in recent times and worked on a Jaguar XK 120. He plans to tour Australia in search of opals in a steam-waggon, with a BSA Bantam he has restored slung on behind. Mr. Moulden returned to England when war broke out. Other owners of the Sunbeam have included a blood specialist and a monumental mason.

It only remains for me to thank Mr. Webb for such generous information, and to wish him the best of luck with the Sunbeam's resurrection.

W.B.



Hope Bartlett's 1922 Grand Prix Sunbeam.

The 1922 Grand Prix Sunbeam imported to Australia by Hope Bartlett in 1925.

The Wartime Diaries of an RFC Officer

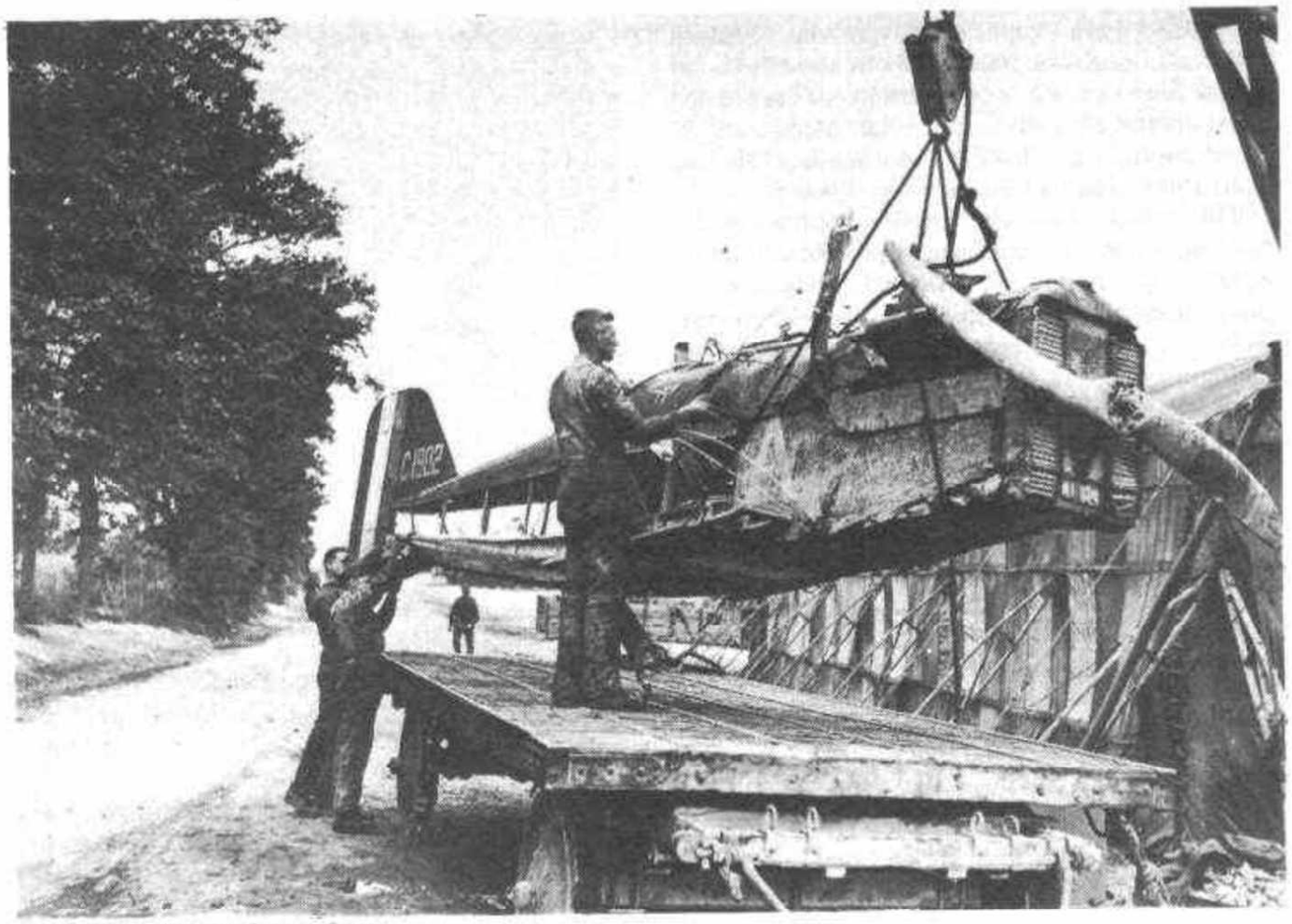
(Continued from the March issue)

WE HAVE reached the period when X, as I am calling the young Guards Officer who had been seconded to the Royal Flying Corps, to preserve his anonymity, had been posted to Thetford, not far from his fiancée's home, to take over a Flight, in the summer of 1916. The notorious Battle of the Somme was about to commence, across the Channel.

It was on a Sunday in the middle of July that X took the Flight over. After lunch he was sufficiently confident that things were working smoothly to get the Itala out and drive to Norwich with Capt. Richard, the Officer Commanding Mansfield. They experienced three punctures on those war-torn roads but got back to the aerodrome in time for dinner. The new week commenced with X taking-up BE2c No. 4099 with Cpl. Clegg as passenger, in the morning and then waiting for the weather to improve, until after lunch he set off for Southwold in this machine, with 1st Air Mechanic Cole in the observer's seat. They were accompanied by Burnlands and Castle in another BE2c and, after flying at 1,500 ft. for some 40 minutes, they landed on the Common, so that X could visit his friends the Girlings. This was no doubt all very jolly, especially as during the early evening X was able to give Maurice Dukes a joy-ride of a quarter-of-an-hour at 1,000 ft., taking in St. Felix' girls-school on the way, and Beanlands did the same for Cooper. (Remembering how thrilling people found an aeroplane flight in the 1920s, and even in the 1930s, this must have been quite an experience in the middle of the war, in a primitive BE2c). Alas, although the pilots started back for Thetford, rain intruded, after they had been struggling for five minutes at 700 ft., so they returned and spent the night at Southwold.

Early the next morning X flew back to Thetford but, losing his way, the return flight occupied 65-minutes, the BE2c climbing to 1,600 ft. for what I suppose was a direct distance of some 37 miles. Nevertheless, X landed back before breakfast. The day proved to be a very fine one, so at 12.30 p.m. X was off again, in the same aeroplane, to have lunch and tea at his fiancée's house, going via Bury St. Edmunds, accompanied by other BEs, containing Beanlands, Castle and Gilley. For this trip X climbed to 4,000 ft. and was there in 35 minutes. He returned to Newmarket in the evening, at 2,000 ft., landing on the racecourse, which took 15 minutes, and then was back at Thetford after another 20 minute flight at 4,500 ft. Presumably as a precaution against mechanical failure he took Cole with him. The reason for the interrupted flight on the way back was so that X could meet his father and Lady James. Certainly a case of using a BE as an aerial runabout! They were back in time for dinner, at which Dalziel turned up with the Adler.

The day following this X was confined to his duties until after tea, as the new CO had arrived at Thetford, a Capt. Wyllis, who had to be shown round. But in the evening X took Dalziel and then Petch, both Lieutenants, up for a 20-minute joy-ride at 1,000 ft. in No. 4099, which was clearly X's personal BE. That evening, too, X, Mansfield, Beanlands and Gilley went off to Norwich in the Itala and inspite of another burst tyre, arrived there in time for dinner, and a visit to the Hippodrome, after which they motored back. What a picture of RFC Officers in a fast car this conjures up! Incidentally, the names I am including are of real people and it will be interesting to see whether any of them write in about those distant days, if any of them are still alive, or have relatives who remember them. The aerodrome at Thetford, famous for the Burrell traction-engines, no longer exists as it did in 1916 but there is the Anglia base at Norwich and an RAF airfield at Coltishall.



Salvaging the wreckage of war.

So life went on up at Thetford. X would be very busy seeing that the machines were put into good order but might find time to entertain his father, the Baronet, who would come over for lunch at the aerodrome in the Itala, after which Tollerton might drive hime back, later taking a party of friends to Newmarket in the car to dine with his father at the Rutland Arms. After about a week X had all the machines at Thetford ready to fly and they "had the BE12 out and (it) was flown by Gilley, Castle, and Beanlands". One July Friday X spent the morning preparing the aeroplanes and in the afternoon "went out to Roundham landing-ground with my lot". The Saturday morning was spent preparing the machines and ". . . after lunch at 2.15 we started off in four BE2cs for Southwold and got there all right. Left mechanics on the Common, and we walked up to the girls school where we stayed for tea and after played tip-and-run." A thrill for the schoolgirls, with all those RFC pilots, one imagines! X also went to see his friends the Girlings and "they flew back to Thetford and all arrived A1".

The outward flight to Southwold took 55-minutes, the return only 35-minutes. This time X flew BE No. 2474 and took Cole, now promoted to Corporal, as his passenger. The average speed of the return flight was at perhaps better than 60 m.p.h!



Wrecked on landing.

If the weather turned nasty X would go to his Flight and wash things out for the rest of the day, leaving him time for some more motoring and the social round. There is mention of "hurrying up work on the Adler", presumably in the Flight workshops, and of using Studebaker and Talbot staff cars. When X had difficulty in telephoning the War Office from Thetford aerodrome (!) he was driven in the former to Newmarket to get a train to London — it sounds as if this was an open car, as X had "to get clean" before going to the WO. Afterwards he took the opportunity of lunching at Princes with his friends Pat Pigott, Guy Edwards and Hedges and of going for a walk with his fiancée, before catching the 5.32 p.m. train back to Thetford, arriving in time to dine at The Bell, with Beanlands.

X was able to have his fiancée at the aerodrome while he got Flight work done, and send her home in the Itala, driven by the faithful Tollerton. One afternoon saw X, with Cole, embarking on a 90-minute round flight to Newmarket, where they stayed about an hour with X's fiancée's parents, then going on the Rowdham aerodrome, where X put down, before returning, in BE No. 2474. That day was rounded off by being collected in the Staff-Talbot to dine with Motor Mechanics — "fine people and had a hectic evening". The next day's diary entry reads: "Getting over the overnight's. Feeling too horribly dud for words. However, got better during the day and the weather A1." So X went up to the sheds "and Capt. Wyatt and another fellow called Gardner came and after took them as passengers". X was using his own machine. Gillet joined in, with a mechanic, and they went to Rowdham and then on to the fellow's camp at Elvedon, before returning to Thetford where, after dinner, X went to the Boxing Competition and then saw Col. Broad and Willie Reed, Babington, etc. mobilised for night flying.

By now the Adler was practically finished and X went to Mildenhall to see a Mrs. Robertson, and got back for a bathe in the river. He was "messing about generally" but about 11.30 that night (July 28th, 1916) was called out because

zeppelins were reported over the Eastern counties. Beanlands was called out as well, and at 2 a.m. they went up to try to intercept but the fog came up and after 40-minutes they came back, X wrecking his BE (No. 2474) on landing. He had been alone, and had ascended to 5,000 ft.

The entry after the zeppelin hunt reads: "Feeling very sore, stiff, and dud. Head hurting rather. Got up in time for lunch." However, a drive over to his fiancée's in the Itala with Tollerton at the wheel, the run to Newmarket taking about an hour, cheered things up, and in the early evening X returned and arrived "all mellow". But he went to bed feeling "very dud". Perhaps because of the accident X was given three days leave and he and Beanlands made plans for a holiday with the girls, who had been over several times to watch the flying, using the Adler. The Itala was commandeered for a journey to Portsmouth, a maid having been sent ahead with the luggage. The war-time journey is interesting. They had "a lovely run" to Godalming, where they stopped for lunch, having arrived with the maid in London the previous day. The 4.30 boat was caught to Ryde and then they motored to Seaview and put up at the Pier Hotel. August 1916 had turned out very hot and bathing parties and trying their hand at shrimping passed the time, while they also walked in the woods and had a look at an old house where X's parents had lived some 15 years before. Some idea of how effective the old Itala was can be formed from the return journey. The party didn't start back until one-o'clock one Thursday, motoring to Ryde, lunching, and catching the 2 o'clock boat to Portsmouth. Yet they were in London for tea and at 8.45 p.m., after X had been to the family's London mansion to see his mother, they drove off to Newmarket, which took only 2¾ hours, for the 73 or more night miles. There was apparently much work for X to occupy himself with, on his return. He used his Adler to take the CO to the station, when some of the pilots were going to London by train to collect new machines, and he went over to Rowdham, which was then a new aerodrome, on which the sheds were being erected.

August 7th is an interesting entry, because X lunched with Vandervell (surely the person who raced Nortons and Talbots at Brooklands after the war, and eventually built the Vanwalls?), went to Elvedon to see the first tanks ("quite wonderful water-carts") and after tea "had the BE12 out and tried it for the first time and bummed round the aerodrome". In fact, this was no. 6160 (built by the Standard Motor Company) with a 140 h.p. RAF engine, flown in the dusk for a quarter-of-an-hour at 1,200 ft., and X "liked it very much". This was soon after this development of the BE2c for trying to defeat the scourge of the Fokkers had been sent out to France. The new BE proved ineffective as a fighter and was to be withdrawn from the field by September 1916, and used for bombing duties. At the time when X first flew one it was no doubt thought very necessary that pilots should become conversant with it. It is interesting, too, that X refers to the engine of this new Scout as of 140 h.p., when officially the rating was 150 h.p.

After pranging his personal BE2c X had test-flown another, No. 4203, with an air-mechanic and then with 2nd Lt. Kempster, and it looks as if on the second occasion he had been encouraged to practise his landings, which he had done for 20-minutes, from 1,500 ft.

However, it was the BE12 to which he now turned, flying the same one on four occasions the day after he had first tried it. Before breakfast he flew over to Newmarket in it to have that meal



Pilots at rest. The officer on the left is believed to be "X".

with his father at "College Leaders", by Machall Place. This seems to have taken about as long as the BE2cs used to take, as the flight lasted 20-minutes, at 1,500 ft., the return journey, including going to the night landing-ground at Kirtling and flying over his fiancée's house, occupying 25-minutes, at 2,000 ft. After tea X was accompanied by Beanlands on another BE12 when he flew to his fiancée's place and this time "put down", for a second tea. That flight took the same time, now up to 3,500 ft. They flew back in the evening, after going to Kirtling, in half-an-hour, at 2,500 ft. to find zepps. reported, so that they had to stand-by until four a.m.

(To be continued.)

The British Racing Mechanics' Club

ALL THROUGH motor-racing the mechanics working in the background have played a vital part in the game, without receiving the rewards and plaudits reserved for the drivers. The days of the intrepid riding-mechanic ended so far as Grand Prix racing was concerned in 1925 but these important passengers, who kept an eye on the instruments, pumped-up air-pressure in the fuel tank, indicated to their driver when a faster car was trying to pass, and leapt out to perform skilled work at pit-stops, persisted for many years thereafter in sports-car races.

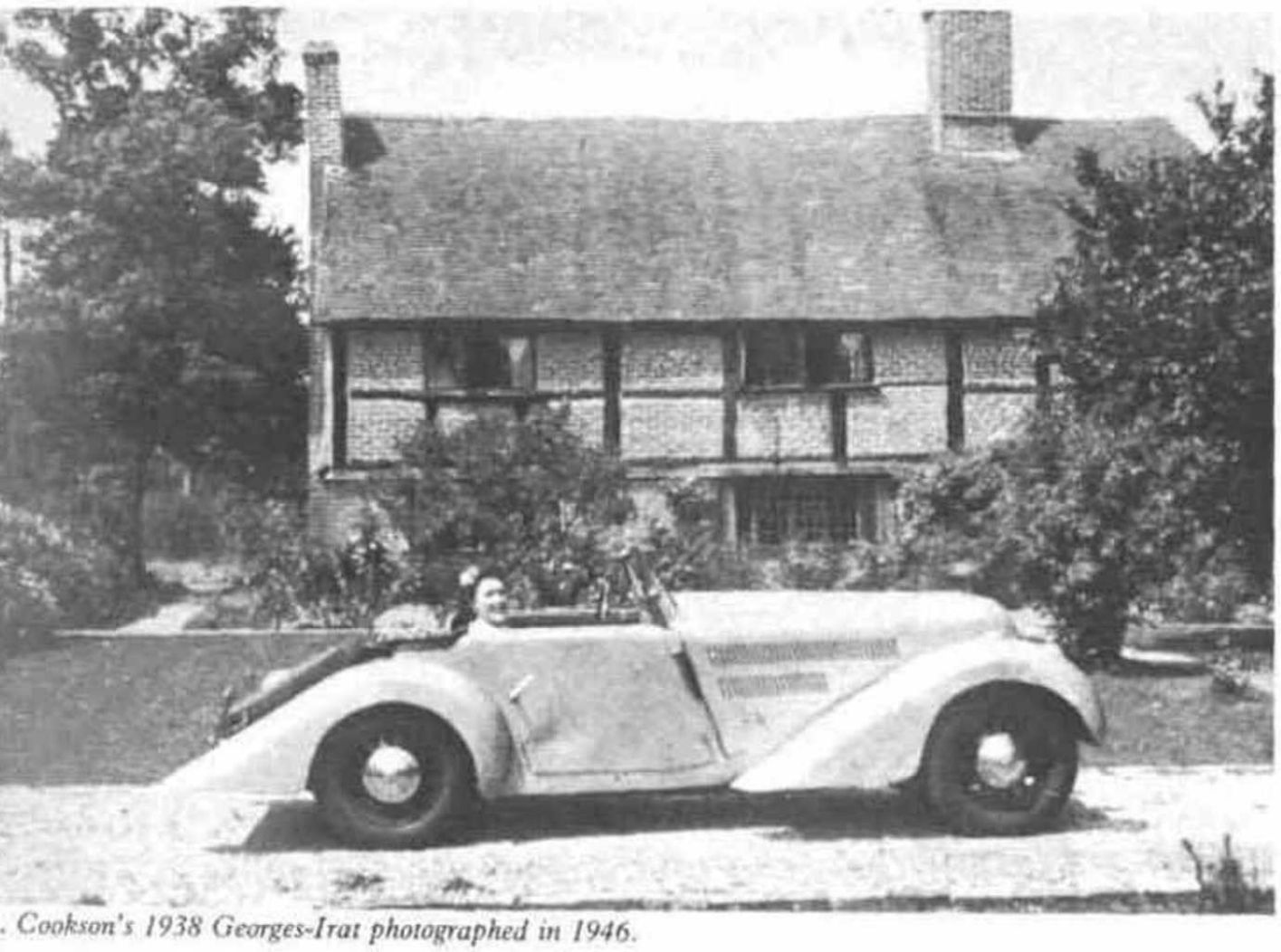
So it is nice to know that the British Racing Mechanics' Club thrives and held its annual dinner not long ago. The first of these functions took place in February 1936, actually before a Club had been formed, I think, and a look-back at the dinner menu cannot fail to interest those of us who remember pre-war racing. The venue was Pagani's Restaurant in Great Portland Street ("the street of cars"), where, incidentally, the 105 dinners and 20 pints of bitter beer (served in Esso oil-bottles, rather as I drink my office Bovril today from a Castrol GTX flask) cost less than £35. Ken Taylor of T & Ts took the Chair and the guests included Hugh McConnell, listed simply as "The Scrutineer of British Motor Racing", Percy Bradley, Fred Craner, S. C. H. Davis, Tommy Wisdom, Robin Jackson, St. G. Riley of Riley's and M. H. Wood of Barrett's Photo Press — together with the Accessory Companies' reps.

The latter came from Dunlop's, headed by "Dunlop Mac", Esso headed by Reg. Tanner, Shell & BP, Champion Plugs, SU, Duron Brake Linings, the Brooklands Engineering Co. and Lucas, who operated their own Brooklands Service. There was also a Mr. L. Anstead, described just "of Weybridge", which someone may be able to explain. The car manufacturers had their own lads: Bentley led by Walter Hassan, Riley by E. and P. Maclure, Austin by Brockas and Depper, MG by Jackson and Enever, while ERA, Frazer Nash, Aston Martin, Talbot, Rolls-Royce (presumably from the LSR aspect), Singer, Squire and Alta each contributed one or more representatives, as did T & Ts, R. R. Jacksons, Bellevue Motors, Byfleet Motors, H. W. Papworth, Fox & Nicholl, LBB Motors and L. C. Rawlence. In some cases drivers were with their mechanics, as in the case of Hadley and Goodacre.

Then there were those drivers who attended to pay tribute to their personal mechanics. Sir Malcolm Campbell to Leo Villa and Danby, The Earl Howe to Thomas, Holgate, Maslin and Playford, Capt. George Eyston to Denly and Harvey, Freddie Dixon to Maiden, Rose to Rockell and Stone, Briault to Wilcox, Oats to Moore, Bartlett to Hayes, Appleton to Sutton, Rayson to Franks, Balls to Cook, Manby-Colegrave to Smith, Dobbs to Bull and Hayne, Horton to Clarke and Dick Seaman to Finlayson. Ken Taylor proposed the toast of "The King", and then "The Guests", to which McConnell and Bradley replied, after which F. G. Skelton thanked the Chairman and there was entertainment by Claude Chandler and Party. Goodness, how time flies. . . ! — W.B.



Guests at the first Racing Mechanics Dinner at Pagani's Restaurant on February 15th 1936.



. Cookson's 1938 Georges-Irat photographed in 1946.

Vintage Postbag

Alec Ulmann Eats 'Umble Pie

,

You cannot imagine my delight in reading your ome More Bentley Conundrums" on pages 19 and 1820 of your December 1979 issue of OTOR SPORT. It clarified several points for which I have been in doubt about regarding .O. (or, Walter, as you call him). It also caused to purchase Donald Bastow's book, "W. O. ntley Engineer" and order Elizabeth Nagle's ok, "The Other Bentley Boys" and "Lucky All y Life" by Jeff Clew.

First of all, Bastow's book completely stroyed my old presumption that W. O. copied e Clerget Rotary when he built the BR1 and R2. I can clearly see that he contributed a great al to the completely new separate cylinder head sign, its through hold-down studs to the crank se and the aluminium cylinder muffs and stons.

Regarding the cylinder, he surely pulled a bbit out of a hat, at a time when there was very tle knowledge of the Alfin type bonding ocess. I am prepared to eat crow. I authorise u to do so on my behalf, and I say "mia culpa".

However, I cannot say as much for the verhead cam 1914 Hispano "De Luxe" engine of hich several were sold in England before World Var 1. (They were the pointed radiator Alfonzo III models). W. O.'s vitriolic remarks about me eem strange. In my opinion, my article, which as written in a tongue-in-cheek style, asked for arification of a specific nature, just as Bastow did well in his story on the Clerget. The French ay, "qui s'accuse". W. O. could have pointed to pecific major differences to the three-litre entley engine, to get me back in the fold, as I espectfully suggested at the end of my article. nstead, he talked of sticking some libel lawyers n me. Strange! Well, the poor fellow is no longer ith us and I suppose I should shut up. I could, of ourse, inform Mr. Bastow that my qualifications s an MS and BS degree holder at MIT Cambridge, Massachusetts) in Aero Engine esign and post-graduate work under Professor Fayette Taylor, in the MIT Aero Engine laboratory on cylinder gas flow on the early Pratt & Whitney Wasp and Wright Aeronautical Cyclones, exposed me to the many intricacies of intake poor design, supercharging and gas flow pulsations in manifolds. It so happened that I had the great luck of meeting the late Harry Weslake when he was active on the 500 cc Norton 100 h.p.-per-litre conversions. Here was a man who knew more on port and flow design than the combined brains of Ettore, W. O., Birkigt and many others. I can see that he got the short end of the shift from old W. O., who was so idealised by your countrymen and especially the BOC [BDC? — Ed.]. So, may they now rest in peace, wherever they are.

New York ALEC ULMANN

Star *Post*-Postscript

Sir,

Anything about Stars is always very interesting and the Star Postscript in the February 1980 issue revived memories which in due course would inevitably be forgotten.

As mentioned in your pages, tragic circumstances surrounded and certainly struck many individuals associated with the Star. But it was not only people who suffered for the company, as such, also had a run of bad luck the details of which were not always published. One unfortunate incident hit the company hard and was given some publicity in the motoring press; exact figures were not made available but it is believed the sum of £6,000 (a very considerable sum by present day values) was lost on that fateful March day in 1913.

At 2.15 a.m. a night watchman in the Star motor works detected the presence of a fire which very soon spread through the grinding and polishing shops, the plating shop, frame shop and engine house; within minutes, according to notes made at the time, the gearbox, axle, wheel and tinsmiths shops on the floor above were engulfed in flames. The Wolverhampton fire brigade confined the fire to one building but how the conflagration started was never known; it was believed to have started in the engine house, but wherever it began everything on the two floors of the doomed building was reduced to scrap. Luckily, the flames did not cross a road to the office and other works buildings where some uncompleted and some finished cars, said to be valued at about £25,000, were parked. Further destruction to existing property might have put paid to Star activities but things were not to be so for new works to build Briton cars were being erected in another part of Wolverhampton at the time and were soon put to good use.

Mr. Lisle (Dick), managing director of Stars at that time, when speaking to members of the motoring press shortly after the fire stated that delivery of Star cars would not be held up in any way, although as a matter of fact about 100 men had to be put off work as a result of this disaster.

When inspecting the damaged shops, Dick Lisle narrowly missed serious injuries; a distorted piece of metal hanging suddenly fell on Mr. Lisle, but fortunately without causing much harm.

This is but one of the series of unlucky incidents (not all of which were publicised) which occurred throughout the Star Story.

Hayes, Middx. MAURICE A. HARRISON

A Georges-Irat

Sir,

I am enclosing a photograph of our 1938 Georges-Irat coupé taken in 1946 outside our former home in Berkshire and wonder how many, if any, of these cars remain in this country. They were based, as you will remember, on the Citroën Light 15, with alloy body, wind-up windows and an early form of hydro-elastic suspension, for which I had to get replacement parts from Spencer-Moulton. Its top speed was in the region of 90 m.p.h. with superb roadholding. I wonder whether it is still in existence? I sold it to someone in Reading and its registered number, as far as I can decipher from another rather dark print, was GBH 332. Any news would be welcome.

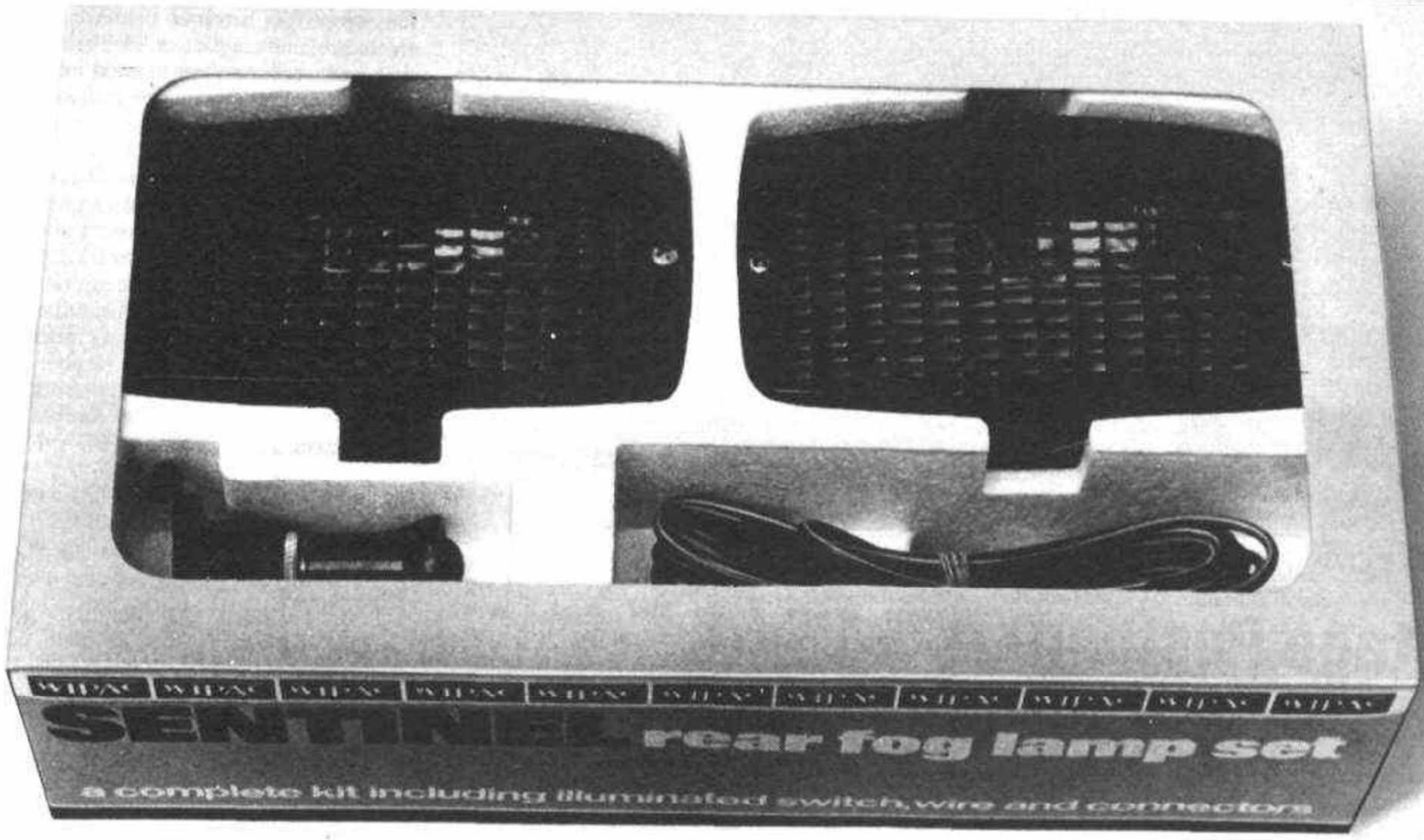
I have read the earlier correspondence on the fastest road-car with interest. If I am correct, Rob Walker's ex-"Bira" Delahaye was driven at Le Mans by Ian Connell, finishing a creditable 7th. I believe it was the first race after the War. I was a passenger in this car on three occasions during my undergraduate days at Cambridge, once during a CUAC Treasure Hunt of all unlikely events! Another time we did a rev. counter speed of just under 130 m.p.h. on a damp day along the Duxford Aerodrome straight. I gather its maximum was just over 140.

The Hugh Hunter 2.9 Alfa Romeo was, I believe, the twin-supercharged model, previously owned by Robert Arbuthnot of High Speed Motors and tuned by Ramponi. I drove Robert's car and, if he was still with us I am sure he would agree that it was a real handful although possibly with a higher maximum. Certainly one of the most hairy and potentially dangerous cars I have ever driven. I wish I could go along with Anthony Blight's claim, as I am a former Talbot owner and enthusiast and was very taken with the Lago-Talbots which I drove also in France just before the war. Taken all round, I still uphold the supporters of the Delahaye and contend that it would have won even if someone less accomplished had been driving.

Congratulations on your usual excellent February issue with its coverage of the "Exeter".

Hythe RICHARD COOKSON

[I road-tested the very rare Georges-Irat before the war and it would certainly be interesting to know if any are still running. — Ed.]



Don't lag behind the law-bring your car up-to-date with Wipac 'Sentinel' Rearguard Lamps.

The law recognises that many road pile-ups – particularly on motorways in hazardous conditions – are due to inadequate rear lighting. It is now compulsory that all new cars are fitted with brighter rear protection lights.

It makes sense that what is good for new cars is good for *all* cars. So bring your car up-to-date by fitting Wipac 'Sentinel' Rearguard Lamps. They are infinitely brighter than standard rear lights and enable you to be seen that second or two earlier by following vehicles.

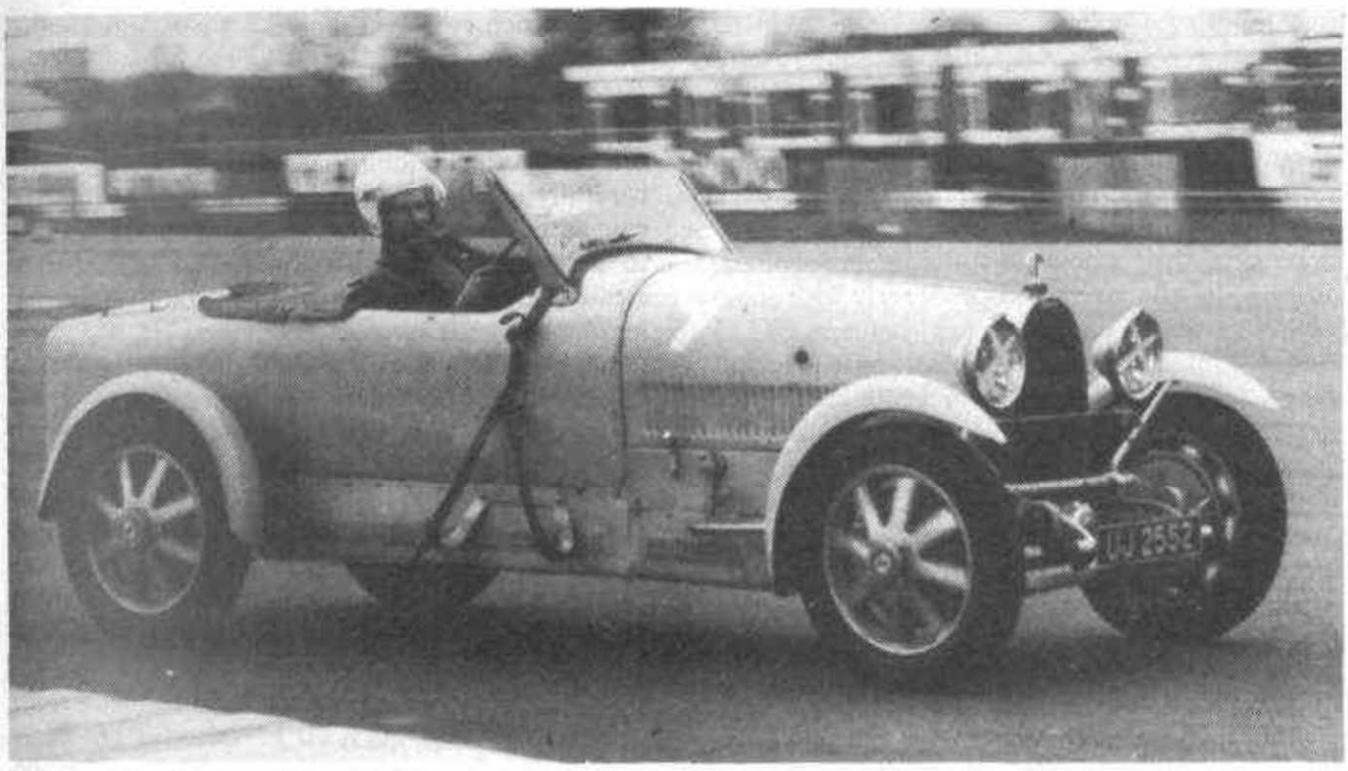
Available in kit form, containing two Rearguard Lamps, facial control switch with warning light, ample connecting leads to harness without cutting or stripping wires. And easy do-it-yourself fitting instructions. Approved under European regulations.

And whilst you're about it, what about a matching pair of 'Sentinel' reversing lights?

WIPAC

Manufacturers of high quality automotive components and accessories

Don't be dim-fit Wipac.



J. R. Horton's Type 43 Bugatti was the outright winner of this year's "Pom".

THE 1980 VSCC "POMEROY"

ALTHOUGH the Pomeroy Memorial Trophy Contest run by the Vintage Sports Car Club is really a minor event, comparatively speaking, which the public is not charged to watch, at Silverstone where it is nowadays held, it is unique in being the only VSCC fixture at which modern cars are allowed to take-on the older machinery. As Peter Hull, the Club's Secretary, wrote in 1964, "this makes it extremely interesting, so that it is invariably reported in the motor papers." It still is, by MOTOR SPORT. . . .

The idea is to commemorate the indisputable fact that Laurence Pomeroy Senr., when he was Chief Engineer of the Vauxhall Motor Company, was responsible for two of the finest and most highly-respected fast touring cars of all time, namely the "Prince Henry" and the 30/98 Vauxhalls. After his son, Laurence Pomeroy Jnr., had been given, without any financial exchange, Mr. Badgery's 1914 "Prince Henry" Vauxhall tourer, towards the close of WW2, that gentleman, who was closely associated with the VSCC, felt some gesture should be made which would fittingly acknowledge Mr. Badgery's generous gift to him. So he got Rex Hays to make a big scale-model of a 1914 Grand Prix Vauxhall, another car for which Pomeroy's famous father, who died in 1941, had been responsible, and presented this to the VSCC, as the main prize in an appropriate annual competition.

After much manipulation of Pomeroy Junr's slide-rule, rules were devised which were intended to encourage the kind of motor car in which both the Pomeroys had been so interested, the high-speed touring car as distinct from the out-and-out sports car. A maximum engine size of 2¼-litres was specified, and a formula was computed in order to find the winner of the contest, which included a road-section, and tests to evaluate steering response, braking power, acceleration, speed, and even the comfort, dimension-wise, of the competing car's body, while petrol-thirst was also measured. Of the last, Peter Hull has said that ". . . this proved very difficult to calculate and was dropped". But in recent years it has been reinstated, although the road run has long been abandoned. In fact, the rules have changed down the years and have never perhaps quite maintained what the late Laurence Pomeroy Jnr. once achieved, as when a 1924 30/98 Vauxhall won outright the first event, held in 1952, the winning car being driven by Peter Binns.

However, the best thing is that the event continues. This year it brought in 65 entries, and if these did not embrace quite such exotic machinery as formerly, there was a splendidly varied field, from 1903 Mercedes to 1979 Rover SD1. "The Pomeroy" is essentially an event in which the performances recorded are more interesting than what one sees on the day, and I hope it will be possible to supplement the following random observations with a list of the times achieved in the standing-start, and flying, ¼-mile runs, from Woodcote corner up the modest incline of the Woodcote-Becketts straight. The event may have strayed somewhat from what Pom had in mind originally, with such "touring cars" as Moore's Lancia Stratos HF with its prominent rear air-dam, and Dawson's 1977, TVR Turbo taking part, and he might indeed have cast a severe monocled eye at competing vehicles that arrived on trailers, such as Stanley Mann's 3-litre Bentley. But there *were* two 30/98 Vauxhall Wensums (Patrick Marsh's and Peter Harris') circulating together in one of the 40-minute High Speed Trials put in to test high-speed reliability, and plenty of other good vintage makes were to be seen. And above it all there was the inimitable sound of Roger Collings' Sixty Mercedes lapping at a remarkably high and consistent speed, top gear being engaged half-way along the pits-straight. Its ancient 9-litre engine proved entirely reliable but afterwards, before he set off for his London flat in this venerable stripped "racer", Roger had the grace to admit that the High Speed Trial was very tiring and to pay tribute to those who drove such cars in 300-mile road-races over the dusty, stone-strewn roads of long ago. . . .

In fact, I think only one car, an Alvis Speed-20, stopped during the 40-minute lappery, and that soon resumed. There were two of these stints, with the field divided, in the first of which Simon Phillips pressed-on fast in his 1938 328 BMW, and for a time Horton elected not to overtake H. G. Conway, both in Type 43 Bugattis. The passing, on any side that was available, by many of the drivers, was astonishing to behold, but no mishaps befell. For example, on one lap the veteran Mercedes was overtaken by two saloon cars, one on either side of it, although it was baulking no-one. It was all good clean fun though, with amusing improvised pit-signals to tell competitors how they were faring, such as a rolled golf umbrella at the slant, to slow Stretton's Mille Miglia Frazer Nash. Ten bonus points were awarded to those who kept their hoods erect (the touring car thing) and David Marsh in his 1922 Morris-Oxford and King in a Talbot 105 both had the protection of erected windscreens as well. Donnelly's Audi 5E elected to pass both the Conways on the right, after using the grass on the opposite side of the course on another lap, Chris Mann, driving his Targa Florio Alfa Romeo, studied his gauges (or the oil-gauge?), Liddell's Straker-Squire had part of its distinctive radiator blanked off, although for once Silverstone was not cold, Baker's AC Ace took Woodcote wide, and two Morgan Plus-Fours were circulating in close company. Some of the open cars had roll-protection bars, not usually seen at VSCC events, and of the hoods the best would have been that on Walton's 1954 Frazer Nash, had he been allowed to use it. This splendidly-stark road-equipped competition car had been given by its owner a tiny hood, which, on the off-side of the car, covered the driver only! I would have thought it merited the 10 points for ingenuity, instead of being banned; but we live in a serious-minded age! Yet Rouse's Alvis Speed-20 tourer was allowed to use a glove with fingers erect (four, as it happened!) secured by a Jubilee-clip, as its



C. P. Marsh's 1923 Vauxhall 30/98 Wensum was one of two such cars to give an appropriate touch to the event instigated by Laurence Pomeroy Jnr.

petrol-cap, although on the road this would be illegal, as *metal* caps are insisted on, in this "safety-always-first" world — but perhaps it was an asbestos glove. . . .

A. A. Barker's Talbot, formerly a 105 saloon but now a neat open tourer, which had emitted puffs of smoke at each upward gear-change, was out for the first time, using a Talbot 110 engine imported from Australia and a gearbox from Johannesburg. Other interesting Paddock items were Conway struggling to erect the shrunken hood on his Type 43 Bugatti, which contrasted with the neat hood on Horton's sister car, Colin Crabbe inserting himself into his delectable 1956 drum-retarded 300SL Mercedes-Benz gull-wing coupé, Tom Threlfall with the smart Ford Capri 3.0S that he normally uses as his tow-car, and the daffodils on the radiator of Collings' Mercedes, turning it into a Y-registered DAF! That anything goes in the "Pomeroy" was emphasised by Elder driving a Rover 3500 Automatic, while Ridley used a bog-standard Rover 2600, which howled tyre-protests while cornering. Patrick Marsh had 6.50" x 18" tyres on the back wheels of his 30/98, and among the Ferrari contingent were Turner's 1971 Dino 246GT, Winn's of the same type but a year younger, Bowles' glossy 365GTC with shopping-basket aboard, but Black's Ferrari 308GTB was absent. Russ-Turner ran his two-seater blower-4½ Bentley Birkin Replica.

In the second High Speed Trial Robin Rew led the way in his 1968 Reliant Scimitar, Channon's 1964 AC Cobra later going ahead. Mills (AC Ace) slowed to converse with friends in his "pit", and Dawson's TVR Turbo was impressive, hood down, windows up.

There had been an acceleration-cum-braking frolic before this, with the pundits discussing whether maximum pick-up or maximum stopping best paid off. The old Merc. found rear brakes no impediment, Collings "throwing the gear into neutral" in true professional style! Haye, out for the first time in a 1927 12/50 Alvis the rebuild of which had been completed only a few hours previously, was gentle. Many engines were stalled after braking, Shaw's Frazer Nash Sebring needing a push-start away and the first reverse after overshooting the stop-line fell to Lees' BMW 320i. Crowe got his 1954 Lancia Aurelia GT sideways and failed, Hurst's Fiat Dino slid much too far, Colin Crabbe just too far, Threlfall used the cadence touch and Newman's 3.8 Jaguar coupé never had a hope of stopping as required. Mrs. Bowles contrived to cope cleverly with some snatch of the anchors of her Jaguar XK120 however, Joseland did it very neatly in his Reliant Scimitar GT, the Rovers were gentlemanly and Rover-like, Gauntlett's blown Derby-Bentley Special failed to stop in time amid clouds of rubber smoke, both Winn and Kettel, in an MG-B V8 GT, did it very properly, but Robin Rew only just anchored in time, to the cry of "Did I make it?". Of course, such observations do not take any account of how late drivers left their braking, to get better acceleration times, Rhodes' Morgan Plus-8 was deemed to have scored in spite of going half-a-wheel's length over the final line. The TVR did it well, with locked front wheels, Needham's Sunbeam Tiger slid much too far on protesting rubber, as did Fone's AC Cobra, but Channon's AC Cobra performed this test notably well.

Wondering whether "Pom's" ideal fast tourers were appropriate to motoring in the English Midlands in March, I bought myself a small cup of tea which cost over 3/6d. — I remember once being charged 1d. for a glass of water at Brooklands in a heat-wave, but they said it was for use of the glass. . . . After all the lappery at Silverstone had ended the car's petrol tanks were carefully refilled, so that m.p.g. could be calculated, BP being the chosen fuel. Marsh was in something of a dilemma when his Morris elected to spew out the precious fluid after the high speed stuff.

No results were available to meet this "stop-press" story but we hope to tell you below who owns the 1980 version of the ideal all-round fast touring car (last year it was Conway's Type 43 Bugatti and I don't think anyone can quibble with that) and to append those interesting ¼-mile times. — W.B.



The tiny hood on Walton's Frazer Nash was disallowed.

Results:

Pomeroy Memorial Trophy:
J. R. Horton (Type 43 Bugatti)
Densham Trophy:
S. F. Phillips (328 BMW)
Edwardian Trophy:
W. A. Liddell (Straker Squire)
1st Class Awards:
M. J. G. Billingham (AC Ace Bristol), P. J. Donnelly (Audi 5E), S. G. Harvey (Morgan Plus 4), B. Hopkins (Morgan Plus 4) R. J. B. Smith (Reliant Scimitar GT), R. T. Joice (Frazer Nash Le Mans Coupé).
2nd Class Awards:
P. H. Shaw (Frazer Nash Sebring), B. Mather (Reliant Sabre Six GT); J. B. R. F. Mills (AC Ace), P. Channon (AC Cobra).
3rd Class Awards:
W. A. Liddell (Straker Squire), M. Lindsay (Morgan Plus 4), T. Walton (Frazer Nash Le Mans), L. J. Stretton (Frazer Nash Mille Miglia), M. J. Ridley (Rover 2600), T. J. Threlfall (Ford Capri 3.0S), M. G. Dawson (TVR Turbo).

DRIVER & CAR	SS¼-Mile	FS¼-Mile
1. P. Channon (AC Cobra)	12.94 sec.	(7.41 sec.: 1st)
2. W. J. Fone (AC Cobra)	13.45 sec.	(8.24 sec.: 2nd)
3. A. G. Moore (Lancia Stratos HF)	15.23 sec.	(8.72 sec.: 4th)
4. M. G. Dawson (TVR Turbo)	15.61 sec.	(8.47 sec.: 3rd)
5. P. Newman (Jaguar)	15.69 sec.	(9.03 sec.: 7th)
6. D. Bowles (Ferrari 365 GTC)	15.81 sec.	(9.16 sec.: 10th)
7. R. Rew (Reliant Scimitar)	15.88 sec.	(8.88 sec.: 5th)
8. T. N. Needham (Sunbeam Tiger)	15.92 sec.	(9.61 sec.: 14th)
9. R. J. B. Smith (Reliant Scimitar GT)	15.96 sec.	(9.45 sec.: 12th)
10. I. T. H. Bentall (Bentley Mk. VI)	16.03 sec.	(8.97 sec.: 6th)

V-E-V Odds and Ends. — The Rover Sports Register is holding its third annual Belvoir Castle Rally on June 22nd, organised by its East Midland Section. This event is open to all Rover vehicles, from the first Rover bicycles to current productions and will include the usual side shows, autojumble and, in addition, a special display to commemorate the 30th anniversary of the now-defunct Marauder Car Company. It is hoped to have at least half the remaining Marauders, which are based on Rover components, on view. Details from: M. T. Couldrey, 5 Holme Lane, Radcliffe Road, Bassingfield, Radcliffe-on-Trent, Notts. The NE section of the Morris Register is going to Belton House, near Grantham, for its seventh annual rally this year instead of Donington Park. This will be a two-day event for all pre-war Morris vehicles, with driving tests on the Saturday and autojumble, *Concours d'Elegance* and gymkhana on the Sunday, when the Austin/Morris Trophy will be contested. The date is June 28th/29th. Details from: Brian Longdon, 7 Bensly Close, Chellaston, Derby. Entries any time up to June 14th; prizes presented by Miss ATV. The one-time Frazer Nash driver, James Martin, OBE, FICE, died last January, at the age of 72.

The owner of a 3-litre Bentley, Reg. No. YN 3333, chassis number 1147, would like to hear from anyone who remembers the history of this car, the last known owner of which was the late Lt. P. C. Ransome RN, previous owners having been J. H. Tilbury, James Barlow, and D. G. Love. The car was delivered in 1925 to a Mr. A. F. Bosworth of Chislehurst. Later the Bentley went abroad and became a pool of parts for those cars involved in accidents, and was rebuilt with a Ford V8 engine and Wolseley radiator and run in the 1948 Wigram races as a Bentley-V8, with polished aluminium body. In 1955 the Seccombe family, who owned 3-litre, 4½-litre and Speed Six Bentleys, bought it as a spares source from someone in Rotorua, and it lay in the open for 25 years until sold, to someone who lost the springs and other parts. The present owner, an Australian dental surgeon, imported an engine in 1976 and has almost finished the rebuild into a Fast Tourer with VDP body. Letters can be forwarded.

A reader has sent us a cutting from the *Eastern Daily Press*, which last February carried a very interesting account of early motor vehicles owned by Mr. Norgate of Guist Hall, Norfolk before he moved to Heath House at Swannington. This gentleman first had an Ariel Quad, in 1900, of which a photograph was published. The next motor vehicle at the house was a 698 c.c. De Dion Bouton bought in 1904, Reg. No. AH 234. After that came a Mass tourer (a car named after M. Masser-Horniman but produced in France by the Englishman J. R. Richardson). This Mass was detained by Mr. Philip Norgate until 1922, and during the war they attempted to run it on paraffin. The 1 h.p. Ariel Quad went into service towing a 36" lawn mower and for carting firewood, after much of its road-going was over. The stabling at the house was made into a motor-house, next to the harness room, but the horse still wore leather shoes to stop its hooves spoiling the croquet-lawn. The Mass would only climb Edgefield Hill, on the Holt road, in reverse, and had an enormous hood. The acetylene lamps "made the trees and hedgerows look like fairyland, when returning from children's parties in the dark" — a nice period memory! — W.B.

A super Frazer Nash!

"In his youth he was a keen amateur racing motorist having achieved a speed of 170 m.p.h. in his Frazer-Nash in the Irish TT in Cork in 1937" — from *The Times* newspaper, which has an exaggerated opinion of the Frazer Nash, hyphen and all! Again, we can only exclaim "Oh, Auntie!" — W.B.

The Diaries of an RFC Officer

AIR Historian G. Stuart Leslie has pointed out that there was a misprint in the lead-in to the Diary instalment in the January issue, when an RE8 was listed as having been among the aeroplanes flown by X before the end of 1915. The prototype RE8 did not fly until June, 1916. The aeroplane referred to should have been quoted as BE8a, as correctly published in the diary article in the October, 1979 issue.

Formula One Trend of Design

Fuel Tanks

THE FUEL tank, like the radiator mentioned in MOTOR SPORT Feb. 1980, is a tiresome part of a racing car that does little to help performance or handling but is a necessity. Invariably designers drew their cars and put the fuel tank in as an after-thought, wherever there was available space for it. In the early days it took the form of a thing like an oil drum mounted across the rear of the car, when engines were at the front. Then it began to be an accepted part of the design and was mounted under the tail and later became part of the tail itself. As engines grew more thirsty and more fuel had to be carried an additional tank was squeezed in, some of these occupied part of the cockpit, others were formed into the scuttle in front of the driver. All the while designers were very conscious of the great mass of weight represented by 40 or 50 gallons of fuel, plus the fact that this mass of weight diminished as the fuel was used up. The 1938 Mercedes-Benz had a tank forming the tail and another in the form of a saddle over the driver's legs, with large flexible pipes running through the cockpit, joining the two tanks together. In the fifties Maserati used a large tank on the back, which formed the tail, and a supplementary tank in the cockpit. In one Maserati racing/sports car, in which I rode as a passenger, we had a huge tank in the tail and a supplementary one holding 18 gallons in the cockpit, which formed an arm-rest alongside my seat!

One of the avenues of design that was followed by many designers was the low-polar-moment of inertia theme, in which the aim was to keep all the weight masses within the wheelbase, to give the car neutral handling and "dodgeability" and avoid the dumbell effect caused by weight masses beyond the wheelbase. The fuel tank for these designers was really troublesome, remembering always that we are talking of old racing cars with the engine at the front. Lancia had the fuel tanks on out-riggers between the wheels, to achieve their objective. Vanwall used big cockpit fuel tanks and kept the tail tank as small as possible.

Through all this there was one shining example of what to do with the fuel tank, and that was Auto Union, designed by Prof. Ferdinand Porsche, but he could only come up with the best answer by using a totally radical (for 1933) layout putting the engine at the back and the driver at the front, in complete contrast to the accepted practice. On the Auto Union the fuel tank was a single container mounted between the driver and the engine. This put the weight of fuel as close as possible to the centre of gravity of the car and as the fuel was used the weight distribution varied little. Nobody believed in Prof. Porsche's layout, Mercedes-Benz, Alfa Romeo, Maserati, Bugatti, Delahaye and the rest stuck to the front engine layout with a big fuel tank in the tail. Delahaye began to see the light on their V12 "monoplace" and used side tanks, hung low alongside the cockpit. Elsewhere in this issue the Bi-Motore Alfa Romeo is described, and this carried its fuel in side-mounted pontoons, but only because the tail space was occupied by the second engine. The drawback to the Auto Union layout was that the driver sat very far forward and could not see or feel what the tail was doing on corners, which called for a special driving technique. When von

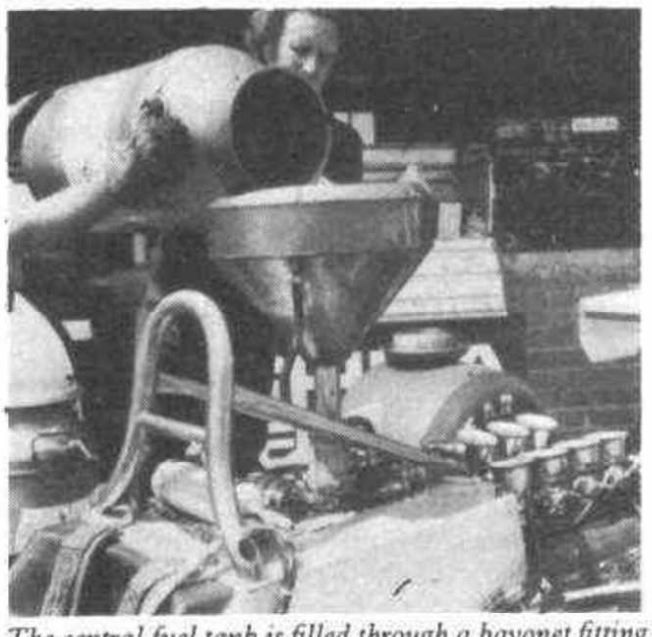


A typical Formula One fuel tank. On the Arrows A 3/4 driven by Jochen Mass the space between the back of his seat and the Cosworth V8 engine is occupied by a 42 gallon fuel cell. The pipe from his helmet does not go into the tank! It is connected to an emergency oxygen bottle for the mandatory "life-support system" in case of a serious accident.

Eberhorst took over Auto Union design in 1938 he endeavoured to move the driver further back and did this by moving the fuel tank and using pannier tanks on each side of the cockpit.

In present day design the advent of the monocoque chassis, made from sheet aluminium in the form of rectangular boxes, provided ideal stowage for fuel, and aircraft-type rubber bag fuel carriers were inserted into the walls of the monocoque. Aircraft development on fuel tanks has been passed on to motor racing and today fuel is carried in rubber bags filled with a special foam sponge-like substance that soaks up the fuel and prevents surge or a flood if a tank splits. These rubber bags are contained in aluminium or honey comb material boxes which are part of the chassis structure.

The next step forward was the advent of under-car air effects, or ground-effects. With this aerodynamic principle it was essential to have as much space as possible under the car, so instead of wide monocoques containing fuel bags on each side of the cockpit, the monocoque became very slim, the driver was moved forward and all the fuel was put into a simple container between the driver and the now universally rear-mounted engine. Apart from increasing the ground-effect by clearing the sides of the monocoque the handling and balance was greatly improved by concentrating the weight mass of 40 gallons of fuel on the centre-line of the car and close to the centre



The central fuel tank is filled through a bayonet fitting on the tank top, as shown on the Lotus 81. The filling funnel screws into the tank fitting, which seats automatically when the funnel is removed. A large inspection plate on the top of the monocoque provides access to the fuel cell, everything being fed in through this hole during the building of the car.

of gravity. It all suggests that Prof. Porsche was right in 1933. Improvements in suspension design have eliminated the disadvantages inherent in the Auto Union and today's drivers sit well forward, even to having their feet ahead of the front wheels in some cases, such as Alfa Romeo.

Hand-in-hand with design changes have been rule changes on the construction of Formula One cars, and in some cases the rules have been made first, in others the design change came first. Today the Formula One constructors have quite a powerful effect on rule changes, especially if driver safety is under consideration. With the arrival of ground-effects the rules were changed to permit all the fuel to be carried in one tank. Previously the capacity of any one tank was limited, to minimise fire risk in the case of an accident, when tanks were carried pannier-wise. The single tank rule now allows the fuel to be carried in the safest possible place, in the centre of the car, protected from accident damage by the engine behind it, the cockpit monocoque in front of it and the side pods on each side of it. Fire risk is as minimal as it has ever been.

It is now universal to carry the fuel in a rubber bag container, foam filled, carried inside a rigid box which forms part of the chassis monocoque structure, and in the main bulkhead between engine and driving compartment. The only variation on this is the Ferrari, with its wide flat-12 cylinder engine, and this has two fuel containers, a large wide one low down and a smaller one above, both being in the now conventional space between engine and cockpit.

As everyone is using fuel injection the fuel systems are all very similar, and if you use a Cosworth V8 you receive detailed drawings from Cosworth Engineering on how to construct your tank and fuel system layout. If you deviate from these instructions you have to be very sure of yourself, for in effect you are suggesting that you know more about the Cosworth V8 and its requirements than Keith Duckworth. Tank capacity is left to the individual designer and they are all around the 40 gallons mark, some keeping their fingers crossed with 38 gallons, others playing safe with 42 gallons. In the bottom of the rubber bag container is an aluminium collector tank holding in some cases ½ gallon of petrol, in others 1 gallon. This collector tank is fed from the main container through one-way flap valves, for fore-and-aft movement of the fuel in the main bag, and for side-ways movement, so that whatever the car is doing, accelerating or braking, or cornering to left or right, the petrol is fed into the collector tank, which means that it is kept full. A delivery pipe rises vertically from this collector tank to the top of the bag and out through a union on the top of the monocoque. From here the pipework goes two ways, one through an electric high-pressure pump, and the other through a mechanically driven high-pressure pump. To start an injection engine the electric pump is switched on, which primes the injection system ready for starting. Once the engine is running and warm enough to run at high r.p.m. the mechanically driven pump takes over and the electric one can be switched off. This is why you will often see a driver being given a pit signal which reads PUMP OFF. Current from the battery is needed for the ignition system, so you do not want to waste electrical energy on a fuel pump that is not needed. The injection system will work quite satisfactorily with both electric and mechanical pumps working, but the mechanical pump driven from the engine is more than adequate on its own.

Continued on page 500

Rally Review

Swedish Rally

THERE are no such things as predictions in rallying. Guesses there may be, but attempts at forecasting are invariably no more reliable than cast dice or tossed coins. Even with the strongest possible set of supposed certainties, events can still take strange courses, but as the Swedish Rally made its way through the province of Värmland in February more and more observers, both casual and closely involved, began to think that nothing would stand in the way of a win by Anders Kulläng and Bruno Berglund in an Opel Kadett 400. Nothing did, and Kulläng became a popular and deserving winner.

The car, even though it made its first appearance only a short time before, proved to be eminently reliable, and team manager Tony Fall must have been murmuring silent thanks that he had thought to enlist the aid of Rauno Aaltonen as a test driver whilst the team's own drivers were engaged elsewhere either in actual competition or in practice. Kulläng himself was right on top form and his judgement of the absolute limit of adhesion on the snowy, icy forest roads of Värmland was a pleasure to behold.

General Motors has no competition inclinations whatsoever, but its subsidiaries Opel and Vauxhall both have teams which, on paper, are operated by dealer consortiums. This all began in 1964 when enthusiasts in Sweden decided that they could produce from an Opel, then considered a car without any youthful, spirited image, a competition winner.

With people like Ragnar Ekelund, Per Tjerneld, Ove Eriksson and Jan Henriksson, Sweden's Opel Dealer Team was formed and when other countries saw the kind of success it enjoyed the idea cottoned on and soon there were dealer teams in several other countries. Even the factory itself decided to operate its own team, although, GM policy being what it has always been, this is still officially called the Opel European Dealer Team.

Despite the many Opel successes in Sweden, a car of that make has never mounted the winner's rostrum of the International Swedish Rally itself, and it was fitting that when this did happen for the first time in the country where Opel rallying originated, it was driven by a Swedish crew.

Although dropped by the FISA from the World Rally Championship for Makes, the Swedish Rally remained a round of the Drivers' Championship, and that is where the greater part of the interest is centred. Indeed, there was plenty of competition for Kulläng and although his winning margin was a minute and a half he was never able to take his mind off what was happening over his shoulder.

Stig Blomqvist, for instance, drove his Saab Turbo with the amazing degree of skill which only he can display, but was not able to make up the time lost with two separate front wheels punctures and the failure of his power steering. The handling of Björn Waldegård's Fiat 131 was not quite to his liking despite attempts to make various changes during pre-rally testing, whilst Hannu Mikkola, this time driving virtually as a privateer in order not to miss the opportunity to score championship points, was troubled by a somewhat inadequate tyre stock which didn't give him the choice he would have liked.

The weather, whether it be in African heat or the cold of a Scandinavian winter, tends nowadays to follow its exceptions more than its rules, and it seemed like the twentieth time that we have heard Swedes complain of the mild weather. The temperature rarely dropped below zero, but although the first day of the rally ran through the kind of dirty murk, sleet and rain which such weather brings, the second day was crisp, clear and sunny. Fortunately the much colder weather of a week before had left a deep coating of ice and frozen snow on the forest roads and this was just about able to resist penetration to the gravel beneath by studded tyres.



Kullang/Berglund (Opel Ascona 400) were popular and deserving winners of the Swedish Rally.

In short, the stages were in good condition and the weather satisfied everyone, including competitors, mechanics, organisers, photographers and spectators.

With his fourth place in Monte Carlo, Kulläng now had 30 points in the World Championship and led Waldegård, with two-third places to his credit, by six points.

Results

1st	A. Kulläng/B. Berglund (Opel Ascona 400) (4)	4h. 17m. 52s.
2nd	S. Blomqvist/B. Cederberg (Saab 99 Turbo) (2)	4h. 19m. 22s.
3rd	B. Waldegård/H. Thorszelius (Fiat 131 Abarth) (4)	4h. 21m. 39s.
4th	H. Mikkola/A. Hertz (Ford Escort RS) (4)	4h. 23m. 49s.
5th	B. Johansson/R. Spjuth (Opel Kadett GT/E) (2)	4h. 25m. 18s.
6th	P. Airikkala/R. Virtanen (Vauxhall Chevette) (4)	4h. 25m. 44s.
7th	T. Salonen/S. Harjanne (Datsun 160J) (2)	4h. 28m. 01s.
8th	P. Eklund/H. Sylwan (Datsun 160J) (2)	4h. 30m. 09s
9th	B. Nilsson/L. Berggren (Opel Kadett GT/E) (2)	4h. 3m. 55s.
10th	I. Carlsson/S-R. Hasselberg (BMW 320) (2)	4h. 33m. 58s.

146 starters, 76 finishers

Portuguese Rally

PUNISHING rallies in which a car cannot be driven at the upper limit of its performance without grave risk of destruction are precious few in Europe these days. Indeed, in the World Championship it could be said that there are only two events which can, and do, run over rough roads, and one of those events is the Portuguese Rally which took place early in March.

The fearsome jumps of Finnish forest roads can destroy suspensions if taken too hard, Sweden's snow tracks can send cars slithering into the trees, and even the RAC Rally has many pitfalls which can shake a car to pieces, but none of these can really be considered to have rough surfaces.

Roughness has always been part of the Portuguese Rally, although it does have many smooth forest roads as well, and even a fair number of special stages on tarmac. However, taken as a whole it does demand that cars be made as robust as possible, and it is certainly no place for low, lightened racers.

The retirement rate has always been high in Portugal, partly due to damage caused on the rough roads and partly to the high average speeds which are needed to meet time schedules on open sections. For instance, damage caused on a special stage will result in a stop for repair, and that is pretty certain to mean a late arrival at the next time control. In itself that will mean a penalty, but it also adds to the total lateness which results in exclusion if allowed to build up too much.

This year's retirement rate was as high as it has ever been, only 16 cars finishing from 101 starters, but there was a contributory cause which was just as noticeable, if not more, than damage and time loss; accidents.

It's all very well to say that before you can win you must finish, but there is so much fierce competition nowadays among professional crews that winning is the only sure way to keep a place in a works team. Top drivers are well paid, but they don't achieve their earning power by results only just inside the top ten. The highest fees go to those who score outright wins, and they must go on winning if they want to keep their bargaining power.

In a rally which has a good array of well-matched talent the winner will certainly not be he who drives cautiously, and in one such as the Portuguese Rally it is always necessary to drive on the absolute limit of adhesion. To be always on that limit without actually crossing it demands peaks of skill, judgement, and concentration, and it is very easy indeed to overstep the mark. People quite often do, of course, even top liners, and most of them occasionally spend time getting their cars back to the road or eyeing them sadly as they rest crumpled against trees.

For some strange reason many of the world's leading professionals chose the Portugese Rally to have their occasional departures from the road, and it was quite amazing to see the list of accident retirements grow steadily as the event progressed. Indeed, three entire professional teams were eliminated when their cars left the road.

The line up was impressive to say the least, and no less than ten factories were represented either directly or through dealer or sponsor-operated teams. The ten were Fiat, Lancia, Mercedes, Opel, Ford, Leyland, Talbot, Datsun, Toyota and Polonez.

Following Kulläng's win in Sweden much was expected of the two Ascona 400s, but both went off the road quite early in the Rally. Salonen went off in his Datsun and although damage was slight he was unable to continue as he'd struck his head on the roll bar and become concussed. This was on a road section and he was not wearing a helmet. Much later in the rally Dawson left the road after crossing the flying finish of a stage and wrecked his Datsun against a row of four cars parked in a small forecourt on the outside of a bend.

Mikkola went off backwards on a right-hander and his Escort landed on its roof ten feet down a bank. By an amazing turn of fate, team-mate Vatanen went off one minute later on the very same bend and his car landed exactly alongside Mikkola's, though on its wheels.

Just a few hundred yards along the stage Toivonen's Talbot Sunbeam Lotus stopped with its rear axle broken in two, and it says much for the co-operation between rally teams that the mechanics waiting to go in to rescue the two Fords agree to take in a new axle for Toivonen, and fit it, leaving Talbot's service fleet intact to carry on looking after Frequelin who achieved an excellent third place.

Leyland lost its fuel-injected TR7 V8 when sudden oil loss stopped Pond's engine. The 4-Weber car driven by Eklund went on much further, but needed attention on the way and eventually stopped when the Solex fuel pumps failed. The tenacious Eklund filled his screen washer bottle with fuel and transferred the pipes, but the washer pump wasn't able to keep the carburettors sufficiently fed.

Darniche's Stratos, although it took an early lead helped by the tarmac stages in the first part of the rally, stopped with a blown head gasket, while Fiat lost one of its three 131 Abarths when Bettega went off the road. The other two moved ahead, both Röhrl and Alén driving without any thought for car sympathy, working on the gamble that if something broke they would be able to reach one of the team's many service vehicles which covered the route most effectively.

Gearboxes, axles, suspensions and other components were changed at various times during the rally, and one of the Fiat staff remarked that he had never before seen rally cars taken so close to destruction point without actually stopping. Towards the end of the rally the two Fiat drivers did ease off a little, but only after much of their opposition had vanished and their lead had been built up to a reasonably safe level.

Thérier's Toyota Celica stopped with a broken half-shaft, but Andersson's went on to give the team's manager and now-occasional driver sixth place overall.

The Mercedes operation was interesting in many ways, firstly because it was the make's first official factory appearance on a European rally for 17 years. The two cars in the Monte-Carlo Rally this year were actually entered by a dealer.

To accommodate the wide wheels and tyres necessary for the tarmac stages, the two 450SLCs were fitted with wheel arch extensions, but there must have been some reluctance over this because the company is anxious to preserve as standard an external appearance as possible. Bodywork remains as pristine as ever, of course, Mercedes not entertaining any possible of sordid non-company advertising apearing on its cars.

So far the team's appearances with the 450SLC have been on endurance events in which reliablity is more important than performance and handling. Portugal provided the first taste of sprints over relatively short special stages in which every second counts, and although the cars were easy to drive and certainly not noisy, bumpy or fatiguing, they weren't agile enough on tightly twisting roads.

What is more, their brakes were being made to work harder on the twisty roads than they have on the much less winding roads of Africa, and a serious overheating problem was the result. Not only were they fading, but the pad friction surfaces themselves were breaking up and crumbling, and we imagine that when they next appear they may have larger discs and pads, as well as a four-ratio automatic gearbox in place of the present three-ratio unit.

Apart from the brake trouble very little went wrong with the two cars and they finished a reliable fourth and fifth in the hands of Waldegård and Carlsson. This wasn't high enough for Waldegård to keep his lead in the World Championship, and he is now second, six points behind Röhrl. — G.P.



Hannu Mikkola/Arne Hertz (Ford Escort RS1800) totally dominated the Mintex International Rally, first round of the British Open Championship, at the end of February.

Results

1st	W. Röhrl/C. Gelstdörfer (Fiat 131 Abarth) (4)	8h. 45m. 35s.
2nd	M. Alén/I. Kivimäki (Fiat 131 Abarth) (4)	8h. 59m. 54s
3rd	G. Frequelin/J. Todt (Sunbeam Lotus) (2)	9h. 16m. 04s
4th	B. Waldegård/H. Thorszelius (Mercedes 450SLC) (4)	9h. 29m. 22s.
5th	I. Carlsson/C. Bilstam (Mercedes 450SLC) (4)	9h. 40m. 22s.
6th	O. Andersson/H. Liddon (Toyota Celica) (4)	9h. 54m. 51s.
7th	C. Torres/P. de Morais (Escort RS2000 (1)	10h. 08m. 13s
8th	J. Recalde/H. Moyano (Escort RS1800) (4)	10h. 49m. 39s.
9th	R. Rouez/P. Gandolfo (Escort RS1800) (4)	11h. 09m. 22s.
10th	M. Stawowiak/R. Zyskowski (Polonez 2000) (4)	11h. 24m. 34s.

101 starters, 16 finishers

Panther Westwinds Breeze On

THINGS AREN'T as bad as they sounded at Bob Jankel's Panther Westwinds Ltd. in Byfleet (see MOTOR SPORT, February). Though the Receiver is indeed in residence, production of *all* models, including the Lima, J72, De Ville and Panther Six is said to be proceeding apace, to the extent that overtime is being worked and order books are buoyant. The second six-wheeled Panther has just been completed and was pre-sold. All the existing management remains, including Jankel.

It seems that what caused the hiccup was a major Japanese order for Limas from a trading company with which Panther had done business for four years. Panther produced a solid run of £250,000-worth of Japanese specification Limas and found themselves stuck with them when the letter of credit from Japan fell through. The Midland Bank were of the opinion that the cars were unsaleable anywhere else in the world because of the specification.

All the cars were sold to another Japanese outlet on February 21st, but there are other creditors and the Receiver is offering the company for sale as a going concern. We understand that prospectuses have been sent out to 40 people or companies who had expressed interest and seven potential purchasers are being considered. An announcement of the sale is expected shortly.

The talented Bob Jankel confirms that the stylish Vauxhall-based Equus "will be built" but not necessarily in Ireland, where plans were afoot to set up a production facility. — C.R.

For the Car Glove-Box?

APART from the useful directories of light aeroplanes referred to on the Book Review pages last month, another reference book those interested in aviation may care to have in their car glove-boxes is the "British Isles Airfield Guide". This contains the locations of used and disused aerodromes in the British Isles. It is thus of interest to aircraft spotters, those who like to know where aeroplanes they see may be leaving from or heading for, and to those of us who find nostalgia in looking at disused 'dromes. The book, in its 8th edition, gives map references and other locations, type of landing ground, uses, and even Main Approach and Tower VHF frequencies. A wealth of specialised data, available from the Publications Dept. of the Merseyside Aviation Society Ltd., Room 14, Hangar 2, Liverpool Airport, Liverpool L24 8QE for only 75p, plus 20p by post — W.B.

RACING CAR DEVELOPMENT

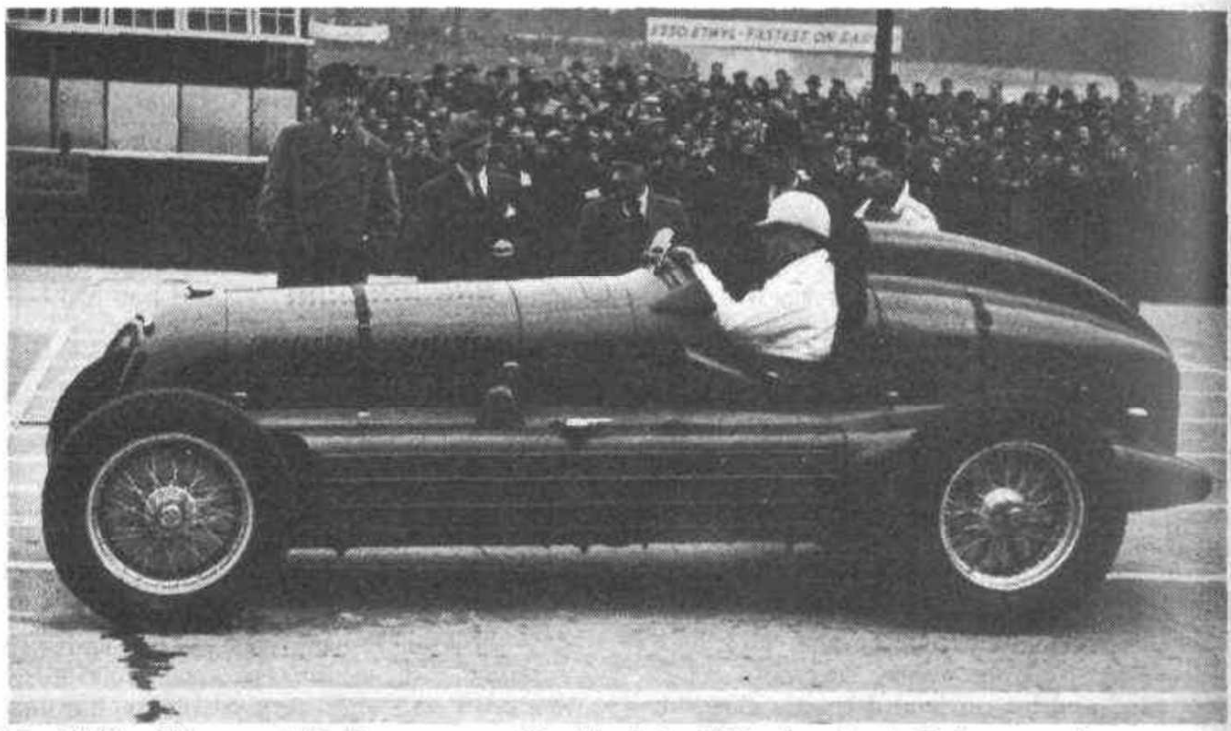
IN 1935 the Scuderia Ferrari, who carried the fortunes of Alfa Romeo in Grand Prix racing, were being thoroughly trounced by the German teams from Mercedes-Benz and Auto-Union. To try and save National pride, Enzo Ferrari and his chief engineer Cav. Luigi Bazzi, schemed up a real monster to try and combat the Germans. *Grand Epreuves* were being run to the 750 kilogramme Formula, but there were some non-Formula races of equal importance being run, in which the German teams participated and it was to these that Ferrari looked, especially as one was at the Avus track in the German capital city Berlin, and the other was at Tripoli in North Africa, a part of the Mediterranean area that was important to Fascist Italy. If Ferrari could beat the Mercedes-Benz and Auto Union teams on their home ground at Avus and in Tripoli it would more than make up for the inevitable losses in France, at the Nurburgring or at Monza.

This was 45 years ago, and the same Enzo Ferrari has just passed his 82nd birthday and still rules the Scuderia Ferrari, while Cav. Bazzi lives in quiet retirement in Modena. The Scuderia Ferrari Alfa Romeos for Grand Prix Formula racing at the time were 2.9-litre or 3.2-litre straight-eights in the classic Tipo B "*monoposto*" chassis, but they could not match the 4-litre Mercedes Benz or 5-litre 16 cylinder Auto Unions, though a new 3.8-litre was on the stocks at Alfa Romeo in the hope that it would match the German cars.

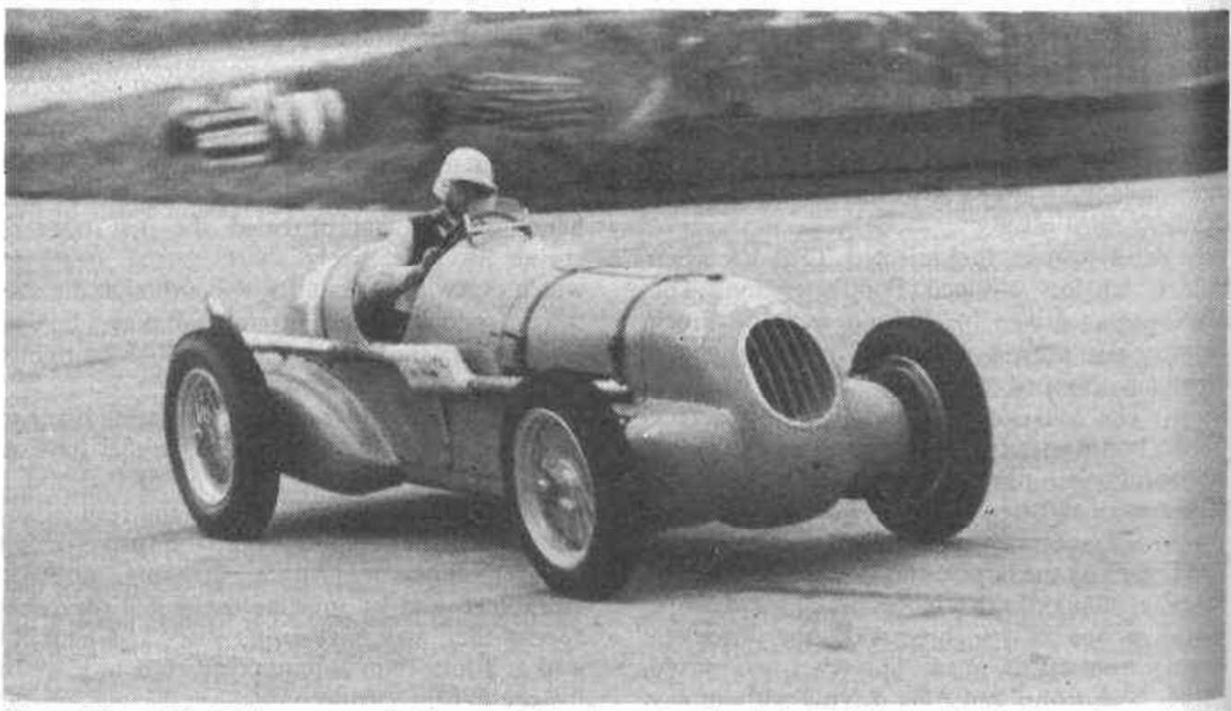
The monster schemed up by Bazzi for the two important Formule Libre events was called the "Bi-motore" (pronounced bee-mo-toree), which was self-explanatory, "two-engine". A basic Tipo B "*monoposto*" chassis was used, of the 1935 type with Dubonnet i.f.s., with a 2.9-litre engine in the normal place. The rear of the frame was lengthened and another 2.9-litre straight-eight engine was mounted behind the driver. This engine drove forward to the central gearbox coupled to the rear of the front engine, and a divided drive, as used on the Tipo B, took the drive diagonally rearwards to a crownwheel and pinion and short shaft for each rear wheel. The two halves of this rear axle assembly were located on giant wishbones and sprung on half-elliptic springs. With all the chassis space taken up by engines the fuel was carried in long tanks hung outside the chassis rails between the wheels, one on each side.

The Bi-motore was more than fast enough to combat the German cars and as a prelude Nuvolari tried the first one on an Autostrada at over 210 m.p.h. When it came to racing, the enormous weight and power were too much for the tyres of the day, and any speed superiority over the German cars was negated by pit stops for fresh tyres. Two cars were built, one using 2.9-litre engines and the other using 3.2-litre engines, and Tazio Nuvolari and Louis Chiron raced them at Tripoli and Avus, but still the Germans won.

The project could almost be called Ferrari's Folly, for it was soon abandoned as being impractical. The small-engined car was developed in an experimental way, but not used, having the Dubonnet i.f.s. removed and replaced by Alfa Romeo's own i.f.s., as used on the 3.8-litre GP cars and on the production 2.9-litre sports cars.



The 5.8-litre Bi-motore Alfa Romeo seen at Brooklands in 1937 when Austin Dobson was about to give a demonstration run round the Mountain Circuit.



The 2.9-litre Alfa-Aitken seen on the Campbell Circuit at Brooklands in 1939 driven by the Hon. Peter Aitken.

In 1937 the English racing driver Austin Dobson bought the small engined Bi-motore, with its two 2.9-litre engines,the other car being broken up, and he attempted to race it in England, with an eye to Brooklands track racing, but it didn't take him long to realise he was dealing with an uncontrollable monster. In 1938 he sold it to the Hon. Peter Aitken, though he never raced it, and in 1939 it was decided to turn it into a "mono-motore". It was virtually cut in half, only the front half being retained, and an ENV pre-selector gearbox was installed and a normal rear axle sprung on quarter-elliptic leaf springs was used. An entirely new body was made, with a fuel tank forming the tail and its colour was changed from Ferrari red to Aitken pale blue. It was raced briefly at Brooklands in 1939 until the war put a stop to motor-racing, and was entered as the Alfa-Aitken.

After the war it re-appeared, still as the Alfa-Aitken and eventually passed to Tony Rolt, who got Freddie Dixon to work on it. As the Formula One of the time limited supercharged engines to 1½-litres, but allowed 4½-litres unsupercharged, Dixon removed the two Alfa-Roots superchargers and fitted the engine with eight SU carburettors, at the same time enlarging the capacity to 3.4-litres, and the car was called simply Alfa Romeo. Rolt raced it quite successfully and when the Formula changed he sold the car to New Zealand, where it got "used up" in National racing, ending up with a GMC truck engine being installed. Recently Tom Wheatcroft acquired the rather sad remains of the "3.4-litre Alfa-Romeo" that had been the "2.9-litre Alfa-Aitken" that had been derived from the Bi-motore. There were insufficient bits to re-assemble the Alfa-Aitken, let alone the Bi-motore. The front suspension and the abbreviated chassis side-members of the original Bi-motore certainly still exist, and the engine that was in the rear is now in a *monoposto* Tipo B Alfa Romeo, but little else remains; I last saw the original radiator grille being used as a fire-guard, but that was many years ago. The Alfa Romeo firm are talking of building a facsimile of a Bi-motore for their museum at Arese, just as they have built a facsimile of a 1931 Tipo A twin-engined car, in which case, with their help Wheatcroft could resurrect a Bi-motore, but it can only be a recreation, it can never be *the* Bi-motore Alfa Romeo that raced at Brooklands in 1937. Even so, two re-constructed Bi-motore's in musuems will be, an exciting and fascinating monument to the inventiveness of Luigi Bazzi.

D.S.J.

Over to Clan.

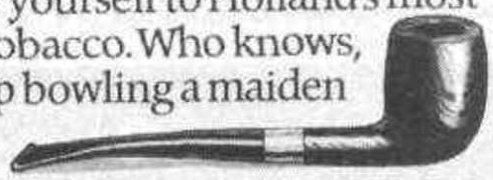
If you're new to pipe smoking, knowing which tobacco to start with can leave you stumped.

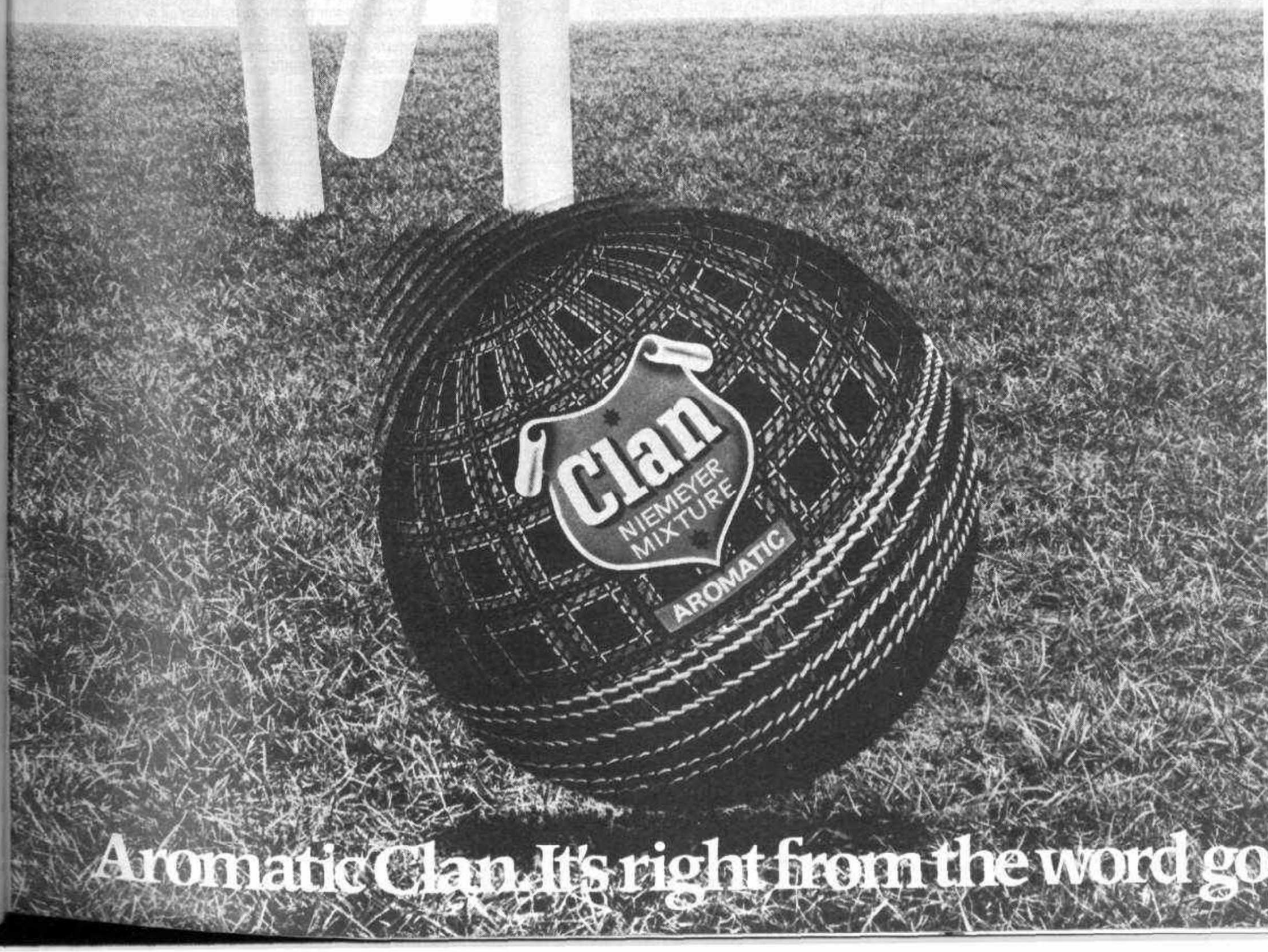
Choose the wrong one, and you could find yourself on a sticky wicket. That's where Clan comes in.

A subtle blend of fourteen of the world's most fragrant tobaccos, Clan has a unique aroma that others will appreciate as much as you.

And because mild, cool Clan is so evenly burning, once going it's hard to get out.

So introduce yourself to Holland's most distinctive pipe tobacco. Who knows, you might end up bowling a maiden over.





Aromatic Clan. It's right from the word go

The 50th Geneva Motor Show

ALWAYS one of the best European Motor Shows, this year's 50th Geneva Show was packed with even more interest than usual. Star of the Show was the exciting four-wheel-drive Audi Quattro, described elsewhere in this issue, but every corner hid a novelty.

Ferrari sprung a surprise with their Mondial 8, shown on the left, a revival of a famous model name from the fifties. Maserati had their new Quattroporte as a show centrepiece. Reliant showed their GTC convertible for the first time, and on the more mundane side Fiat introduced a five-door version of the 127. Renault's new Fuego coupé, in many guises, looked impressive.



Ferrari's mid-engined, 2 plus 2, Mondial 8, a surprise announcement at Geneva, uses a 214 b.h.p., Bosch K-Jetronic fuel-injected, electronic ignition version of the transverse, 3-litre, V8, 308 series engine. A 144 m.p.h. top speed is claimed. For the first time on a Ferrari, the rear end of the tubular chassis frame carrying engine, gearbox and suspension is removable. For the time being at least it is not a replacement for the 308 GT4. It will reach the UK in early autumn.



Stars of the Mercedes-Benz stand included the new S-series, above, scheduled for the UK market in May, and Juan-Manuel Fangio, right. We found Sochiro Honda, founder of Honda, being interviewed for TV in front of the Curtiss V8 aero-engined racing car he built and raced for six years from 1926.





Bitter showed this very attractive, four-seater SC coupé based on 3-litre, fuel-injected Opel Monza/Senator running gear, above. The Ghia stand featured the Altair, a Ford-commissioned design exercise on the Granada. It could well be the Granada of the future.





Mercedes displayed their new range of SLs and SLCs as well as the S-class saloons.

Gratifyingly, one of the most impressive stands belonged to BL, whose offerings included the new, and very well-received, TR7 Drophead and a four-door version of the Range-Rover, to be built for BL in limited numbers by Monteverdi. A period street scene included several cars from BL Heritage, including the Daimler tested by W.B. in MOTOR SPORT last November.

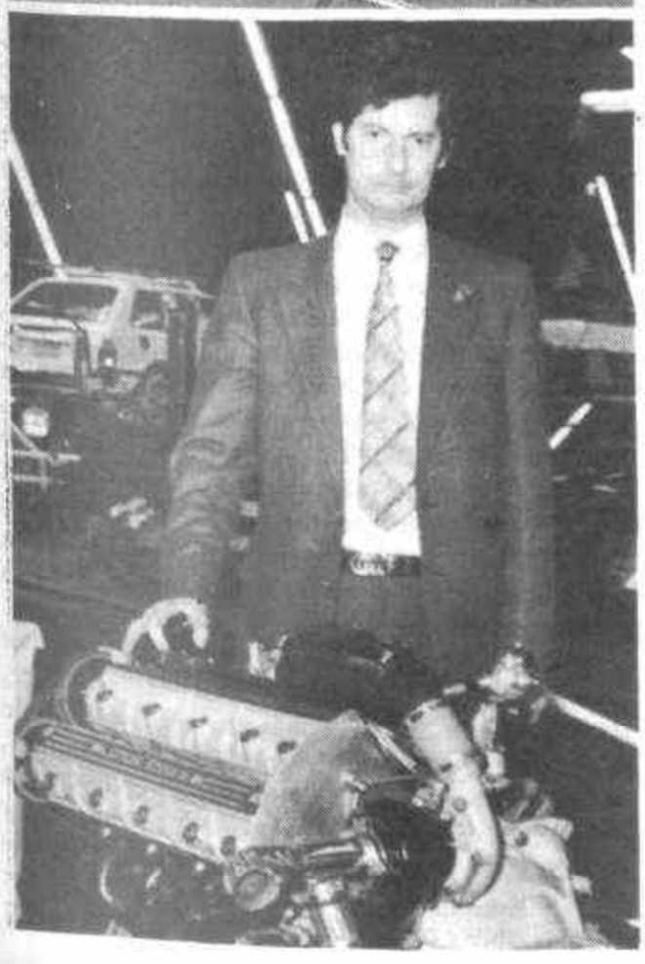
Peugeot revived Gregoire rear suspension in a bid for a flat floor area in their 305 Break, another Show announcement. Beuttler had a nice "Twin-Top" conversion on a Mazda RX7, with twin removable panels like a Corvette Stingray. Saab introduced a conventional three-box version of the previously hatchbacked 900 range. Lancia's neat little f.w.d. Delta, Car of the Year, shared the Lancia stand with a revised Beta Montecarlo.

Illustrated here are a few of the more interesting cars and people photographed by the Deputy Editor during a walk round the Show.



Lamborghini, just managing to survive, showed this one-off, Frua-bodied, front-engined, V12, four-door four-seater, with hatchback rear door, above. Though a much neater job than the convertible Golf with the hood down, Bertone's splendid Fiat Ritmo convertible is unlikely to reach full-scale production.



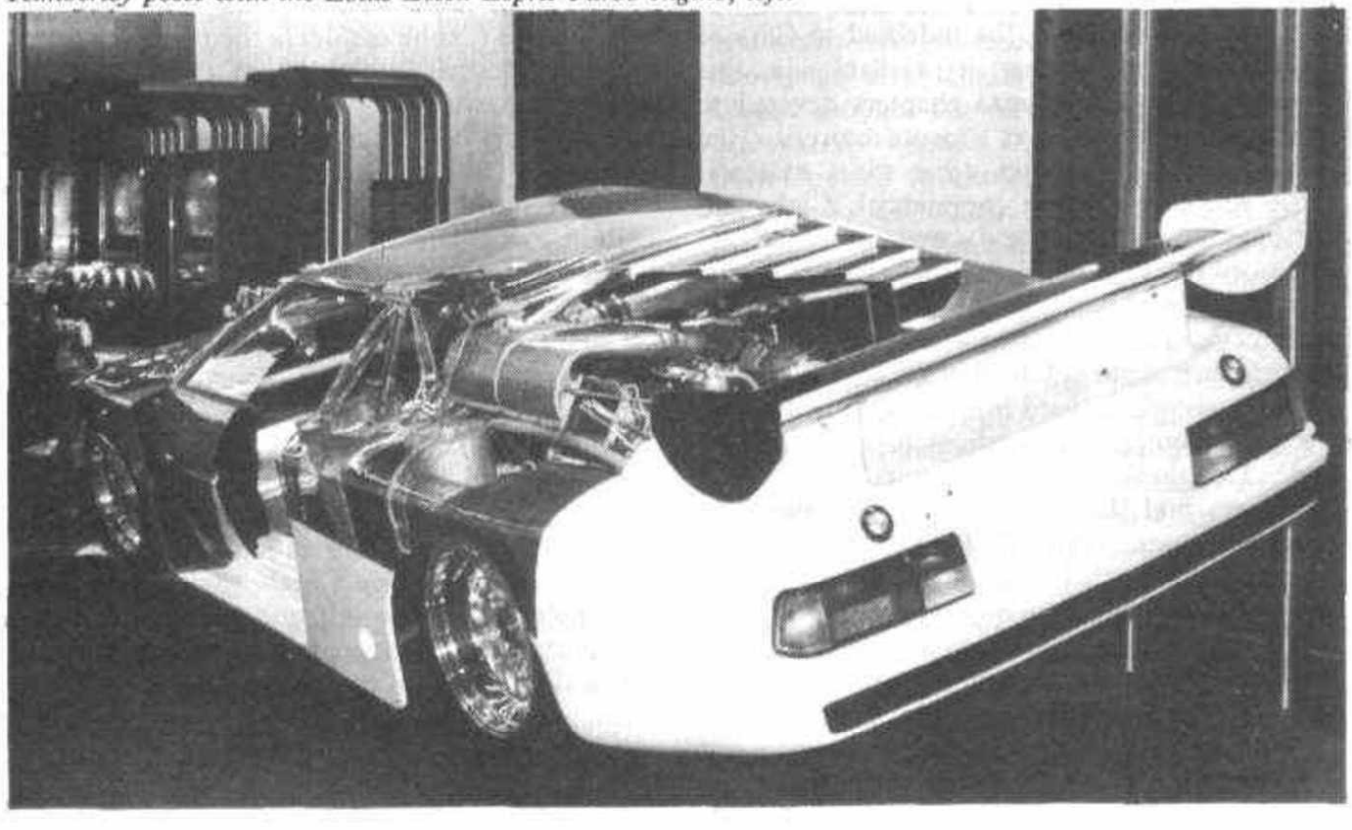




Quality corner. The British stiff upper lip in face of economic and energy problems was well illustrated by this gathering of famous names at Geneva. The stands held no surprises, but plenty of admirable craftsmanship. Rapport Automotive managing Director Ian Leaf shows off his latest Range-Rover creation, below, a convertible with droopsnoot nose treatment. Rapport also introduced a new luxury trimming service for Mercedes.



One of the most dramatically effective exhibits was this cut-away, twin-turbo, Group 5, BMW M1. Built by March Engineering in Bicester, this 800 b.h.p. plus "with no problem" (they hope), M1 is intended for the World Championship of Makes, though not, we take it, in this cut-away, Perspex-panelled form! Lotus MD Mike Kimberley poses with the Lotus Essex Esprit Turbo engine, left.



Book Reviews

"The Complete Book of Electric Vehicles" by Sheldon R. Shacket. 168 pp. 11" × 8" *(Davidson Publishing Limited, 109 Southampton Row, London WC18 4HH.* £3.95).

In an age when we are continually being told that liquid motor-fuels may run out in the near future, a panic which seems to have been raising its alarming head at least 80 years ago, there is bound to be growing interest in alternative fuels, including electricity. This large soft-cover book sets out to introduce the subject, explain its technicalities, deal with the history of the electric automobile since 1947 (the author claims that an experimental American electric-car was made at that date, and quotes an even-earlier battery-powered car) including the early LSR contenders and those electric town cars which I always think lend themselves rather handily to model-making, and give a very full account of present-time electric vehicles of many kinds, including railway locos. Home-built electric cars are not ignored, some on a VW base, experimental electrics are given plenty of space, and the book is full of pictures.

It may be significant that no fewer than 25 Clubs devoted to fostering electrically-propelled vehicles are listed, together with suppliers of parts for making same. There is an interview with Mr. McKee, who is said to have built and tested more experimental electric vehicles designed by McKee Engineering than any other American Company, and there is a brief look at other sources of energy. Electric bicycles and motorcycles are discussed, and altogether this is a publication for those who like looking into the future, who enjoy experimenting, and for those optimists who can actually bear to look at milk-floats crawling home on exhausted batteries, and still think in terms of what the late C. G. Grey of *The Aeroplane* called "electrickery". It is very well done. — W. B.

"Motoring Mascots of the World" by William C. Williams. 196 pp. 10" × 8". *(Coys of Kensington (Sales) Ltd., 2-31 Queens Gate Mews, Queens Gate, London SW7.* £14.95).

What word can I use about a book which describes and illustrates with clear photographs 789 car mascots, except *fascinating!* This is an invaluable reference work for motoring historians, for those restoring old cars, and for anyone interested in Art as it applies to the motor car. The book was published three years ago in America and we should be indebted to Coys of Kensington for making it available in this country. It is divided into chapters devoted to mascots used by car manufacturers, the well-known Lalique and other glass mascots, those adornments from commercial, Club, and personality sources, and mascots sold by accessory firms. When I say that apart from the 789 individual pictures (on the finest glossy art-paper) of such mascots — 790 with the Frontispiece picture of the first known car-mascot of St. Christopher, used it is thought, in 1896 — the book contains Appendices listing Sculptors and Designers, Glass Manufacturers and Designers, and Mascot Dealers and Retailers, the scope of this remarkable book will be appreciated, as will the fact that it is an essential work of reference, and therefore beyond price.

All the popular mascot themes are there to amuse and captivate those who study the book — animals, bathing-girls, nymphs, birds of a different kind, and the inevitable policeman and "Old Bill" mascots. Among the car-maker's section, naturally the expected Rolls-Royce, Hispano-Suiza, Packard, Buick, Cadillac and all the rest of the traditional mascots are there, with most of their many variations. But, more important, some very rare and unexpected items will be found. The elaborate Ballot and Vulcan mascots are there but it is rarities that will make this book so valuable to all students of automotive history. It is all the more valuable because details of each mascot, where known, are given, as captions to the pictures, so that dating such mascots and checking whether they are made of the original materials and fitted to the correct year and model of car, is made possible, for about the first time ever. I defy anyone not to find something new among the 460 manufacturers' mascots illustrated, which run from that of the 1926 Ajax to those mascots used on the Russian Volga in 1959 and on the Swiss Martini and Pic-Pac cars of 1925, and from 1911 onwards, respectively. Are you getting the message?

The Foreword, Preface, Introduction and Acknowledgements are in both French and English and that the author has a sense of humour is seen in his comment about the Pierce-Arrow archer who as time went on gained weight, removed his clothes, and made himself comfortable — this to remind readers that mascots were varied frequently in detail, for which Williams makes adequate provision in the illustrating of his unique book.

He says in his Introduction that although Vulcan had offered its blacksmith since 1902 and Rolls-Royce its "Spirit of Ecstasy" since 1911, these were isolated cases and the flood of makers-approved mascots did not commence until the 'twenties, he quotes this trend as numbering the Star's Dancing Nude on a six-pointed Star and the Farman Icarus in 1922, the Lorraine-Dietrich Stork and the Chrysler Winged-Hat-of-Hermes in 1924, the Minerva Goddess-of-Wisdom in 1925, the Cadillac Herald and Pontiac Indian in 1926, the Buick Goddess and the Vauxhall Wyvern in 1927 and the De Soto Warrior of 1928 as landmarks; and if you, no more than I, couldn't have put "starting dates" to these mascots without endless research, you will see what you are missing by not having this book to hand!

The author is very interesting on the subject of the mascots chosen by Royalty (HM Queen Elizabeth II's liking for St. George and the Dragon, HM the Queen Mother's mascot depicting Britannia sitting on the Globe, HM King George VI's taste for the Imperial crown and lion, etc.), and he says of Rolls-Royce that he has to confess that he considers the best choice of the mascot designs submitted to them by Charles Sykes wasn't made, but that the one adopted "suited the best taste of the time". There is also the story (true or false?) of the English gentleman who removed the "Spirit of Ecstasy" from his Rolls-Royce and substituted a stainless-steel pin removed from his own hip joint, inscribed "A loyal supporter"!

To revert to this book's great value to historians, it illustrates and describes seven different Rolls-Royce mascots (and six Bentley "Flying-Bs"), eight varieties of Studebaker mascot from 1927 to 1963, 30 Packard mascots, and 11 for Cadillac, for instance. The makes of car are divided into countries for quicker reference. The R-R mascot by Charles Sykes gets a little monologue all to itself and in many cases the manufacturer of the mascot is quoted, where this was different from the car manufacturer. Do you know what the Ruston-Hornsby or the Bucciali had as mascots? They are among the hundreds of illustrations in this admirable book, from which we learn that Ballot had an adornment known as "La Renommee" from 1923-1928, in silver-plated bronze, the designer being Emilé Peynot, while naturally the bronze Elephant used on Bugatti Royales and designed by Rembrandt Bugatti has its place. The clarity of the pictures used throughout the book is highly commendable, especially as many mascots are now extremely rare — where, for example, would *you* photograph the Praga encircled-bird or the Essex "Spirit of St. Louis" aeroplane?

"Motoring Mascots of the World" is dedicated to Harry Pulfer of La Crescenta, California and the author was helped by Edourard Lambert. With Tim Nicholson's "Car Badges of the World" (Cassell, 1970), there is now little excuse for not being able to recognise even seldom-encountered makes, or of endowing restored examples with incorrect insignia. Apart from which, this must be the World's finest bedside-book! . . . — W.B.

"Forty Years of Design with Fiat" by Dante Giacosa. 307 pp. 10" × 8". *(Albion Scott Limited, Bercourt House, York Road, Brentford, Middlesex TW8 0QP.* £24.95)

There have been several histories of the great Fiat Empire, both from their own publicists and from that great and very industrious historian Michael Sedgwick. There is something indefinably pleasing about Fiat of Turin and its multiple products. In this new study of Fiat the great engineer Dante Giacosa tells personally of how he worked at their designs and why and how these evolved.

We have had Donald Bastow's researches in great detail into the design work of W. O. Bentley but this new beautifully-produced and impeccably illustrated book is by a company chief engineer himself, who was actually responsible for the Fiat cars he dissects for us. He commences with his early years in the Industry, at SPA before he went to Fiat. The memories are there in considerable detail — his first day at work in 1928, the day when Mussolini came to the Fiat plant in 1932, the top-personnel at Fiat who met when a new car was being discussed, and quite inimitable accounts of the many Fiats that Giacosa evolved. Those discussed include the Zero-A, leading to the 500 "Topolino", the 508C, the 2800 and the 700 and other experimental models, the war-time A40 aero-engine, which involved study of Rolls-Royce and Hispano-Suiza aero-engines, an electric "Topolino", the racing Cisitalias, the Gregoire and the Tipo 102, development after the war of pre-war designs like the 500, 508C and the 1500, and so on. Later chapters describe how the Tipo 103 project led to the Nuova-1100, the Tipo 100 to the Fiat 600, and they cover most of the more recent Fiat models up to Tipos 124, 127, 128, 130 and 135 Dino, etc. The Fiat Hovercraft, Fiat automatic gearboxes, etc., are also included, up to Giacosa's resignation. Through it all is woven the texture of Fiat as a company, its Senators or Heads-of-Empire, with their immense influence, and the many engineers with whom Dante Giacosa worked. Fiat Departmental plans and engineering drawings, workshop interiors and photographs of vehicles and personalities in great profusion, are all part of his life-story.

This individualistic story forms the context of this book, of high-quality, thick-texture paper, the broad margins of which are used to provide illustrated biographies of relevant companies, personalities, and cars with many competition models and racing drivers quite frequently encountered, including Carlo Salamano, Tazio Nuvolari, and Enzo Ferrari etc. Those who have owned, now own, or otherwise admire Fiat

products are advised to procure a copy of "Forty Years of Design with Fiat", in which they will find much to learn and enjoy. Do you know, for instance, which bicycle you should ride in order to claim racing-car associations?

It is interesting that Giacosa pays warm tribute to Sir Alec Issigonis for his design of the Morris Mini Minor, which he admits was "a discouraging blow to us all", for although he knew the Morris Company had been testing the vehicle for some time, he "never imagined it was so small and so amazingly successful in design", and he was "shaken and regretful that I had not persisted with my studies for a front-driven transverse-engined auto after the design of my little 100 in 1947". The differences between the Fiat 100 and Mini are then outlined.

Giacosa is amusing about how he travelled from the "gloomy silent ruins of London" soon after the war to the "wonderful sight of the skyscrapers standing out against an azure sky" in New York, when he went by rail and sea to America, with a visit *en route* to Simca in Paris. This USA visit gives an insight to the worldly scope of Giacosa's engineering knowledge, so that it should come as no surprise that he mentions a poem about the "Topolino" that appeared in the British *Light Car* magazine and another about his Fiat 600, from *The Times* . . .

As I have said, Fiat products have an appeal all their own, and are regarded by many with the same affection as that which Frenchmen display for Renault and which the British should feel for Leyland. The all-powerful Fiat Empire may not always have made the best of cars but the variety of them, and the undoubted life and verve of the good ones do much to endear the great Torinese manufacturer to motoring enthusiasts. Dante Giasosa's book will appeal to all Fiat followers and the racing enthusiast is well served by the chapter about the birth of the Cisitalia. It has, however, to be said that this book is autobiographical, rather than deeply technical in the way the Bastow Bentley book is technical, and that as a great deal has been released in the past about Fiat designs, especially those of the Torinese small cars from "Topolino" to 126, some of the findings have a familiar ring to them. And I wish there was an Index! — W.B.

"La Storia della Mille Miglia" by Giovanni Lurani. 190pp., 11¾" × 9¼" *(Instituto Geografico De Agostini — Novara — Italy)*

This large book, well illustrated with photos of cars and people, covers all the Mille Miglia races from 1927 to 1957, with a chapter to each year. In addition there are general stories on the thirty years of development, and personal stories from Brivio, Guidotti, Marzotto, Taruffi, von Metternich, Villoresi and this reviewer. The full-page maps of the variations of the 1,000 mile route over the twenty years add great interest. Giovanni "Johnny" Lurani drove in the event from 1932 to 1952, with Alfa Romeo, MG, BMW, Healey, Bristol and Porsche, winning his class in 1933 and invariably finishing in the first three in whichever class he was in.

At the moment the book is only available with text in Italian, and the price in the UK has yet to be determined. — D.S.J.

* * *

In conjunction with the now-concluded exhibition of "The Thirties" organised by the Arts Council of Great Britain and held at the Hayward Gallery in London, which was dominated by that BBC mockup of Sir Malcolm Campbell's 1935 Rolls-Royce "Bluebird" LSR car, a very splendid catalogue was produced. I recommend it strongly to all who are interested in this evocative period (sometimes called "The Devil's Decade", but featuring much that was good and evolutionary, as Graham Robson has shown, in the motoring context, in his recent book). Running to 320 pages, each measuring 10½" × 8", with a durable soft cover, this huge catalogue covers just about everything imaginable relating to Britain in the 1930s. The developing story of the decade is unfolded year by year, in separate chapters, one for each year, from which the cost of living, the politics, what people were reading, how they were existing, their ways of travel and entertainment, the houses they lived in and the buildings they used, etc., etc., are recaptured, before the Catalogue becomes just that, with extremely full and copiously-illustrated descriptions of the exhibits that formed this memorable Exhibition, numbering over 1,200.

That gives some idea of the coverage this Catalogue affords. I am gratified to find that it includes those motor-racing and aviation items which MOTOR SPORT referred to when I reviewed the Exhibition, including the car models, with data on these exhibits, as well as biographies of notable artists, designers, architects and photographers who were instrumental in shaping the stormy 1930s. The Brooklands photographs in the Exhibition were the work of Edward G. Malindine, those of Cobb's Napier-Railton and Railton LSR car were taken by James Jarché, the rare 1931 Austin and Singer car models to which I referred are seen to be "Ranlite" toys, the Campbell, Don and Cobb LSR models were by Britain's Toys, these, and the Minic car miniatures, having been lent by Mike and Sue Richardson. There is a great deal about motoring and flying in the pages of this excellent Catalogue and some of the plates are in colour, including BP and Imperial Airways' advertising posters. — W.B.

* * *

That standard work of reference, "Ferrari, The Sports and Gran Turismo Cars", by Fitzgerald, Merritt and Thompson, first published in 1968, has gone into a fourth, revised, edition, the authors being helped in this by Peter Coltrin and others. It is available from Patrick Stephens Ltd. of Cambridge. — W.B.

* * *

The 1980 edition of that so useful, pocket-size, Observer's Book of Automobiles, was published by Frederick Warne last month. This 23rd edition, compiled by John Blunsden, provides illustrations of, and data about most of the world's current production of passenger, sports and estate cars, with comprehensive details of specific models and information on the countless variations and derivations. It seems to be pretty well up to date in most respects, incorporating models like the latest S-class Mercedes and the prototype Porsche 924 Carrera GT, but it hasn't kept up with Ferrari changes, describing the carburetter 400GT instead of the injection 400i, introduced last July. Still, excellent value for young and old alike at £1.50 — it was five-bob in my youth — C.R.

Miniatures News

HAVING referred recently under this heading to some petrol-powered cars suitable for children, we learn of another, made by John Gillett Sports Cars, of 6 Station Road, Stoke d'Abernon, Surrey, who also make the Lynx Karts. Intended for children of 8 to 11 years of age, the Lynx Delta II is a slab-shaped sports-two-seater, with roll-protection bar and a tubular chassis said to absorb high impacts. The engine is a 5 h.p. four-stroke Briggs & Stratton, giving a top speed of 25 m.p.h. depending on the gearing, and the tyres are 450 × 5, with treads. The two-tone body is of fibre-glass, with tinted windscreen, and radio and electric lighting are extras. For the kids of rich parents, presumably, as the basic price is £1,785. —. W.B.

Cars in books

THERE are one or two interesting references to cars in "and the next object . . ." by Norman Hackforth (Angus and Robertson, 1975) although this book will be of much greater appeal to those who enjoy Show-Biz reminiscences, and the title should not be taken too literally because, although Norman Hackworth became well-known as the "mystery voice" of the BBC's famous "Twenty Questions" Programme, this is his entertaining story of his entire life in the entertainment business, much of the time with Noel Coward. On the motoring front he says he has always had some sort of a car in his life after first being able to afford one. That was in 1930. It was a Citroën Cloverleaf three-seater, which cost "the princely sum of £22. 10/-". Hackworth recalls how a lot of his theatrical chums used to turn up then in "old bangers" which they boasted had cost them £10, or even a fiver, and that as everyone of the cast of Bitter Sweet seemed to have one, Charles II Street would be solid with this motley collection of vintage machinery.

Later in the book there is a reminder that petrol was still very much rationed in 1948 and that Hackforth was still suffering flat batteries in his cars in 1949, as when his wife had to push their car away from the Caprice theatre after their wedding celebration. There is a reference to the Author's boat *Wanderlust*, named after the first song of Norman's that his wife ever heard on the air, a 26' converted ship's lifeboat, with a V8 Scripps petrol engine that made it "ludicrously overpowered". Richard Dimbleby's boat, the Dutch sailing-barge *Vabel*, formed a contrast in the craft of these two friends. The book also has a chapter entitled "and also in Rolls-Royces", about how Richard Dimbleby having reached the stage in his career when his accountants had informed him that the purchase and running of a motor car could be set against his legitimate business and prestige expenses, was thinking of something to supplement his Land Rover. In this connection Dimbleby was offered a Bentley Continental for a few weeks' trial, after he had been to the Motor Show and, after looking at a Rolls-Royce Silver Cloud, thought its purchase might seem a bit ostentatious. There is a short description of a run from England to Lausanne in the Bentley for a TV show, on which Hackforth went as his passenger, with Dimbleby. On the way to Dover, halfway down the A20, they were alarmed by a constantly flashing green light on the dashboard. Pulling into a lay-by, "The Bentley Owner-Driver's Handbook — Price Two Guineas" was consulted and it was then discovered that the light merely meant that only about four gallons of fuel remained in the Bentley's petrol tank. . . . The 400 mile run from Dunkirk to Lausanne, 400 miles on a bleak winter day, took within comfortable time for dinner, in spite of a stop at Rheims for some champagne, and "on some of the long French straights the speedometer needle wavered effortlessly over the hundred mark". In the end, however, Richard Dimbleby bought a Rolls-Royce, much as they both "adored that Bentley". — W.B.

A Turbocharged Lagonda

IN A serious bid to extract even more performance and refinement from their excellent Lagonda, already one of the fastest and most refined four-door luxury saloons in the world, Aston Martin are in an advanced stage of development with a twin-turbocharged version. A power output close to that of the magnificent Vantage, but with even more torque and flexibility, is claimed, enough to boost this heavy, sporting "limousine" from 0-60 m.p.h. in under seven seconds and to 100 m.p.h. in 15 sec. If all goes according to plan the Turbo Lagonda should go on sale in about two years, at a price which will reflect continued inflation and the standard Lagonda's current price of £50,000.

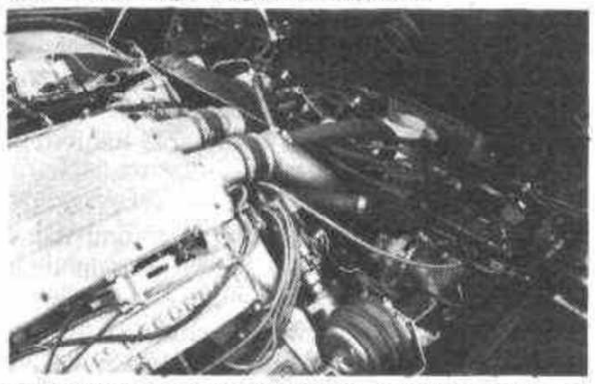
Recently, I was allowed to drive the only prototype around the roads of Bedfordshire, accompanied by Arthur Wilson, Aston's Deputy Chief Engineer. The turbo project has been masterminded by David Morgan, who succeeded Mike Loasby as Chief Engineer when the latter moved to De Lorean; Morgan was holidaying in Australia on this Lagonda occasion.

The 5.3-litre, four overhead camshaft V8 of the standard Lagonda is in a "softer" state of tune than in its Aston Martin V8 application to give rather more gentlemanly characteristics of quietness, smoothness and flexibility. It would have been easy to extract more power by attaching a Vantage engine to the standard equipment, Chrysler Torqueflite automatic transmission, but to the detriment of the Lagonda's intended character. Turbocharging seemed the logical alternative and Aston have worked with Garrett AiResearch to develop a suitable system.

Two small Garrett T03 turbochargers, one per bank, were decided upon as giving better throttle response than a large, single turbocharger. As the broad V8 completely fills the engine bay laterally, the turbochargers were mounted forward of the engine in the long nose, each fed by a log exhaust manifold from its respective bank of four cylinders. Air is drawn into the compressors from a common filter mounted under the bonnet lid and the compressed air is fed into a cast aluminium plenum chamber — a standard item from the US emission engine — atop the four Weber 42DCNF carburetters. These are the normal Lagonda carburetters, suitably re-jetted. A single wastegate, made by Garrett, but mounted on an Aston Martin designed housing, is set to allow maximum boost pressure of 10 p.s.i. A pressure relief valve sensitive to manifold pressure — it incorporates a piston exposed to manifold pressure on one side and boost pressure on the other — allows the turbocharger to keep turning on the over-run instead of stalling as in most applications. The result is considerably improved response when the throttle is re-applied.



The Lagonda development car and its twin-turbocharged engine installation.



In Lagonda specification, the Newport Pagnell V8 has milder camshaft timing and bigger valves than in the Aston Martin V8 application. These remain unchanged in the Turbo. In fact the only mechanical alteration is the fitment of 7.5:1 compression ratio Cosworth pistons. A full-flow, instead of by-pass, oil cooler system incorporates two larger coolers. A larger radiator is repositioned at an angle and cooling is helped by twin electric fans.

Actual power output is claimed to be very similar to that of the Vantage, but at a lower engine speed. Faithful to the Aston Martin tradition, Arthur Wilson refused to divulge the actual b.h.p. figure, but from what I gathered at the time of my Vantage road test (MOTOR SPORT, April 1978) it is likely to be a shade over 400 b.h.p. Wilson was more forthcoming about torque, which peaks at just short of a colossal 500 ft. lb. between 3,200 and 3,500 r.p.m. and is over 450 ft. lb. all the way from 2,500 r.p.m. to 4,500 r.p.m., surely destined to be the largest torque figures of any production engine in the world when the Turbo comes to market.

Magazine production pressures had prevented me from accepting an earlier invitation to drive the standard Lagonda, of which some twenty have now been delivered, so I cannot draw a comparison. And the Turbo prototype had started life as a standard Lagonda development car, chassis no. 4, with which all the MIRA *pavé* work had been completed; the body structure had survived incredibly well, but the trim was incomplete and the side windows Perspex. Nor were the electronics complete, though the speedometer and tachometer were of digital type and most of the auxiliary switches of the much-vaunted, touch sensitive design.

Prototype crudities or not, this Lagonda Turbo was astonishingly swift, smooth and refined, the turbocharger characteristics ideally matched to automatic transmission, of which the Torqueflite is one of the best. Boost showed up on this experimental car's gauge as low as 1,500 r.p.m., depending upon the torque loadings, and built up with smooth progression, this powerful British throughbred, once beyond 2,500 r.p.m. or so accelerating with such withering force that on one occasion we were able to leave an XJ-S gasping for breath. This was mighty power indeed, and open road performance was prodigious yet sludge-pumped subtle. The hard used engine — it had completed many hours of dynamometer testing as well as thousands of miles in the car — was a little clattery and the turbo whine penetrating at times, but that was to be expected without the normal under-bonnet sound-deadening. Maximum speed must be in the 150 m.p.h. plus region, yet this Lagonda was as docile as a kitten through the Bedfordshire villages. Throttle lag wasn't totally disguised, but minimal.

Apart from adding Vantage alloy wheels and 255 section VR Pirelli tyres, Aston have found it unnecessary to modify the running gear. This is hardly surprisingly, because the ride, handling, roadholding, braking and power steering (via a tiny wheel) qualities are superior to any other large and heavy car I have experienced. The Lagonda's performance and chassis behaviour is close to racing car standards combined with the ride comfort and lack of driving effort of a Rolls-Royce. Some things still make one proud to be British. — C.R.

F1 TRENDS—continued from page 491

In the injection system, whether it be Lucas or Bosch, the metering unit takes just sufficient petrol for the engine's needs and the surplus petrol is piped back into the fuel tank and directly down into the internal collector tank, thus making doubly sure that it is always receiving sufficient feed to keep it topped up.

Fuel tank design has gone something of a full circle, from the single large oil drum type of container, through multiple tanks, back to the single container. At one time three, four and even five small tanks were used and the pipe-work and switching gear was very complex. Another phase with multiple tanks was a series of one-way valves to progressively use the fuel from front tanks first and rear tanks last, or vice-versa, depending on the weight distribution and layout. Then we had switch gear to control right and left hand tanks, and a driver could play with this during a race to even the weight change on either side. All that is now finished, fuel tanks have returned to the simple single-container with very few complications, but more by accident than design. — D.S.J.

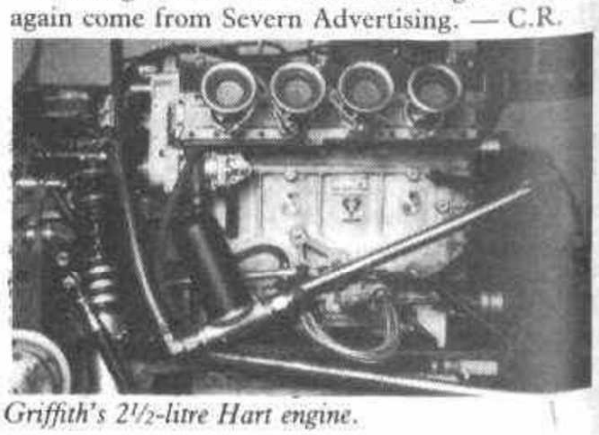
A BIG HART FOR GRIFFITH'S NEW PILBEAM

THE progress in four-cylinder engine development is clearly shown by the new engine developed by Brian Hart for Martyn Griffiths to use in his defence of his RAC British Hillclimb Championship title. At 2½-litres, the new Hart's performance can be related directly to that of the 2½-litre four-cylinder Coventry-Climax Formula One engine. That classic, twin-overhead-camshaft, two-valves per cylinder Grand Prix unit gave about 240 b.h.p. Hart's DOHC, four-valves-per-cylinder hillclimb engine, designed for torque and a wide rev range rather than outright power, develops 335 + b.h.p. and 220 ft. lb. torque at 6,000 r.p.m.

"If it all holds together it should prove extremely exciting," says Griffiths, who has put the engine into a new 1980 model Pilbeam MP40 G. He won last year's title with a 2.2-litre Hart engine in an MP 40.

Mike Pilbeam's new design features a revised nose, now more rounded with angular tabs to direct the air over the front wheels, in place of the former chisel nose flanked by side fins, and re-profiled side-pods with modified radiator ducting. The aerodynamic changes are designed to work without last year's skirts, which are now banned.

Backing for Griffith's latest challenger will once again come from Severn Advertising. — C.R.



Griffith's 2½-litre Hart engine.

Reflections on the South African GP

(Race report begins on page 504)

WHILE THE 1980 South African GP was not one of the most exciting to watch, and even less exciting to see in virtual silence on television, there was much to be learnt from it. To watch those two Renaults cruising round in formation, in total domination of the race, was to see the real reason why a big manufacturer takes part in Grand Prix racing. When a manufacturer reaches the state of domination that Renault reached in South Africa, they reap the benefits of all the time, money, effort and engineering they have put into their racing team. As those two cars droned relentlessly round the Kyalami circuit you could not fail to realise what a fantastic publicity and advertising campaign it represented for the Regie Renault. Every Renault owner from humble R5 to V6 Saloon, must have thought "Man, look at those Renault cars, aren't they something" and for weeks afterwards he would be more proud of his own production Renault than ever before. As we all know, when deciding on a new car we invariably ask a friend or acquaintance who has a car similar to our choice, so that he can get first-hand confirmation that we have made the right choice. After that demonstration at Kyalami the Renault customers already committed must have influenced a lot of people that Renault was the car to buy. No matter that the RE Formula One cars have little resemblance to a road car, it's the name that counts. "Man, did you see how those Renaults went at Kyalami".

Teams that have no connection with the outside world or are sponsored by household consumables don't carry the same impact. If Tyrrell had won the race no-one would have said "Man, didn't those Candy Appliances go well" or if Brabham had won no-one would have said "Man, that Parmalat Food is really good. It beat everyone at Kyalami". The best that the sponsor's advertising manager can hope for is that the name Candy, Parmalat, Marlboro, Gitanes, Villiger or whatever else is on the car, will have been imprinted on the spectator's subconscious, so that when he or she goes shopping they may see the sponsor's product and buy it for want of knowing any other similar products. From this aspect it doesn't much matter whether "Double-dab soapflakes" are on the car that is leading or the car that is last, as long as it is circulating. A travelling bill-board to brain-wash the consumer. With Renault the impact is practical and real, for Renault engineering is being demonstrated loud and clear. Do not forget that it is *Motor Racing* we are talking about, which is the business of racing *motorcars*, not racing cigarette packets, soap powder, beer bottles or any other consumable.

Already we have four production manufacturers competing with works teams, Ferrari, Lotus, Renault and Alfa Romeo, and next year Talbot are joining in. A lot of people bemoan this fact, saying it will outprice the small teams, and is a bad thing for the future of the sport. I say it is a good thing and will bring reality to Formula One. The very top echelon of motor racing is not the place for amateur teams, and teams like ATS, Shadow, Arrows, Osella and one or two others are not really in the right league. The same applies to sports car racing and Le Mans in particular; the great days of the 24 hour race were those of Jaguar, Aston Martin, Mercedes-Benz, Ferrari, Porsche, Ford and so on. Nobody will remember the doldrum days of the sporting amateur and his obsolete car, it is the battles between manufacturers that we remember. In Formula One, or Grand Prix racing, it is the same.



With the T5 Ferrari up on jacks the sliding side-skirt has dropped to its full travel. These skirts ensure that under-car air-flow has to travel the full length of the car, thus making the venturi ground-effect work. The skirts slide up and down as the suspension works, and should follow the road closely, but in the T5 they are often an inch or more off the ground.

I am a great believer that an engineer worth his salt understands the meaning of the word integrity, both in a design sense and as a manner of conducting oneself. The Public Relations world and the advertising world, and even the big business world, get along with a fair measure of "bullshit", but engineers have no need for it; indeed it is anathema to any competent engineer. On the tyre front Goodyear and Michelin engineers agreed last November that special super-sticky qualifying tyres were a blind alley they could do without. While the FISA and the FOCA were dickering about in Committee, Goodyear forced the issue from the beginning of this season by eliminating the qualifying tyre from their racing programme. At Kyalami Renault gave them full support by driving all their practice on tyres suitable for the race. A breath of fresh air in the confused atmosphere of Formula One.

After the race all the finishers were directed into a compound and all the cars were weighed and checked for certain important dimensions. While the rest of the racing world was fussing around the drivers, both victorious and defeated, most of the engineers were gathered around the weighbridge, watching their own cars being checked and checking on their opponents. Weighing cars during practice or before a race is rather a pointless exercise as conditions are so unstable, and the "smart Alecs" can easily cheat or confuse the issue. As a car has finished a race is about as honest a check as you can get, apart from how much petrol is left in the tanks. Most of these engineers gathered around the weighbridge were in agreement that they would not start a race with more petrol in the car than was absolutely necessary, so they would all have about the same percentage left at the end of the race. The weights recorded were most interesting and caused a few whistles of amazement in some cases.



Is there room for such teams as Osella in the top-echelon of motor-racing? As big manufacturers move in the smaller "shoe-string" teams are going to fall by the wayside.

Here are the weights, in Kilogrammes, just as they finished the races:—

No 3 Tyrrell 010/1 (Jarier) 581 Kgs
No 5 Brabham BT49/4 (Piquet) 592½ Kgs
No 14 Ensign MN11 (Regazzoni) 593 Kgs
No 11 Lotus 81/2 (Andretti) 595 Kgs
No 28 Williams FW07B/5 (Reutemann) 597½ Kgs
No 20 Fittipaldi F7/1 (Fittipaldi) 597½ Kgs
No 6 Brabham BT49/5 (Zunino) 598 Kgs
No 7 McLaren M29/1B (Watson) 605 Kgs
No 30 Arrows A3/4 (Mass) 608 Kgs
No 25 Ligier JS11/15/04 (Pironi) 612 Kgs
No 26 Ligier JS11/15/03 (Laffite) 629½ Kgs
No 16 Renault RE21 (Arnoux) 639 Kgs
No 22 Alfa Romeo 179/003 (Depailler) 662 Kgs.

Surprises were the light weight of the Tyrrell 010, the medium weight of the Williams, the great weight of the Ligiers and the unbelievable weight of the Alfa Romeo, but as Depailler had only done 53 laps of the 78 lap race his car was probably holding more petrol than anyone else. If the Autodelta V12-engined car really does carry that handicap then the engine must be pushing out quite a lot of horsepower. The weight of the the Renault was no surprise, with its two turbo-charger units, inter-coolers, and pipe-work.

On the political and financial front the South African GP was well up to standard for this day and age. Last year certain races, notably the Brazilian GP, the Spanish GP and the German GP were involved with some heavy financial manipulations conducted by the ever-smiling flaxen-haired Max Mosley. Many people got the wrong impression, thinking that the Formula One Constructors Association (FOCA) were involved. Certain FOCA people *were* involved but not wearing their FOCA hats. Details are difficult to come by, but the gist seems to be that a group of German bankers, who are friends of Max Mosley, operate an International Banking business from Geneva. In effect, they provided the capital to put on the races mentioned above, and took the profit or loss, their interest not being in each individual race, but the season or year as a whole. If Brazil lost money and Germany made money all they were worried about was the profit overall. This took the financial burden off the organising club, but rest assured it was not as simple as it seemed, it involved lots of other manipulations.

Now it seems that this banking group, advised by Max Mosley, has purchased the Kyalami circuit, or at least the ground on which the circuit stands. The South African Motor Racing Club were paid with a cheque on a New York bank, which was quite sound and this removed a big financial burden and risk from their shoulders. With Mosley being directly involved in the financial success or failure of a race he becomes very conscious of some non-profit making aspects of the normal scene. In the shadow of the tall and elegant Mosley lurks little

Continued on page 504

NOTES ON THE CARS AT KYALAMI

THERE was not so much new this year at Kyalami, as in the past, as many teams had got their new cars, or their uprated 1979 cars ready in time for the South American races in January. However, the South African event saw the debut of the 1980 Tyrrell and the 1980 ATS, together with new cars in their 1980 series, from Ferrari, Lotus, Ensign, Renault, Williams and Arrows, so the month break since the Brazilian GP had not been wasted.

Ferrari:

A brand new car (046) for Scheckter, this having the first 1980 monocoque, whereas the previous T5 cars were built up from the bones of last year's T4 cars. The car Scheckter raced in Brazil (042) was the team spare, and was used by Villeneuve on Friday afternoon and also for the race. The French-Canadian started out with the car that was built up for him in Brazil (045), but when the engine broke on Friday morning he switched to 042 and retained it for the race. At the same time a T4 was on view at the Geneva Motor Show; this was 312T4/040.

Tyrrell:

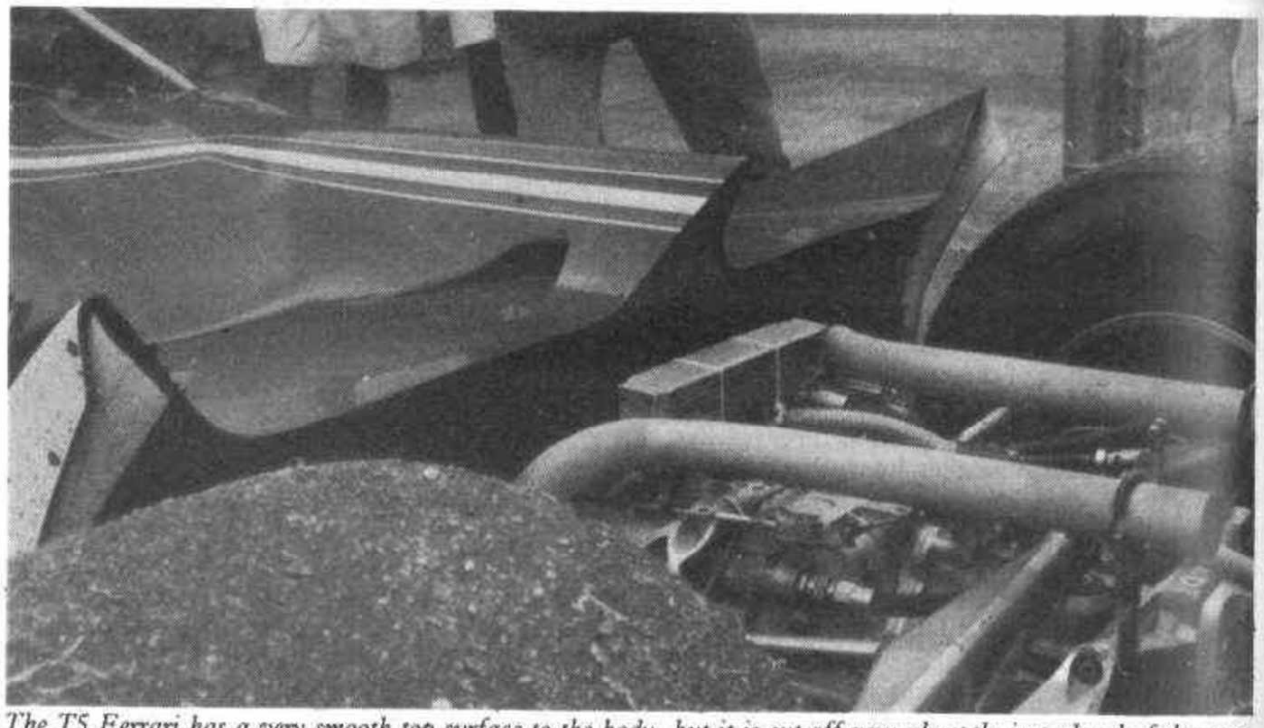
Two brand new series 010 cars, number 1 for Jarier and number 2 for Daly. The previous Tyrrell cars were all in the 00 series, from 1 to 9 and were referred to as "double-o-seven" or "double-o-nine" or whatever the series was. There is no truth in the rumour that the Irish refer to the new cars as "double-o-ten". They are "o-one-o" even though they do sound a bit like a rather peculiar railway engine. The first new car was shown to the press in Milan, in deference to the Candy Washing Machine firm who are financing the Tyrrell team. It then went to Paul Ricard for some test running, where it promptly broke a suspension member! In South Africa the two cars behaved themselves reasonably well, giving no serious trouble, so that the spare car was not called upon. This spare car was 009/2, a second version as the original 009/2 was destroyed at Kyalami last year. Due to a misunderstanding and a change of plan in the Tyrrell team last year, their test car 009/5 never actually made a public appearance, so in any previous races where 009/5 has been mentioned (e.g. Argentina and Brazil) it should have been 009/2. Team Tyrrell is one of those teams who get out of step with their paperwork and documents occasionally, so that numbers on cars do not always mean what they read.

Brabham:

The same three BT49 cars as were used in South America with Piquet in number 4 and Zunino in number 5, with number 2 as the spare. This is a team in which the right hand doesn't always know what the left hand is doing, and if it did they probably wouldn't admit it as the "bossman" Ecclestone doesn't like the Press asking intricate questions in case they find out something they shouldn't. In consequence our informant in South America was given false information and had the cars for the two drivers the wrong way round. Numbers 4 and 5 were brand new for South America and Piquet has always driven the first one and Zunino the second.

McLaren:

Another muddled team whose paperwork and documents occasionally get out of step with reality. Last month we put the record straight on

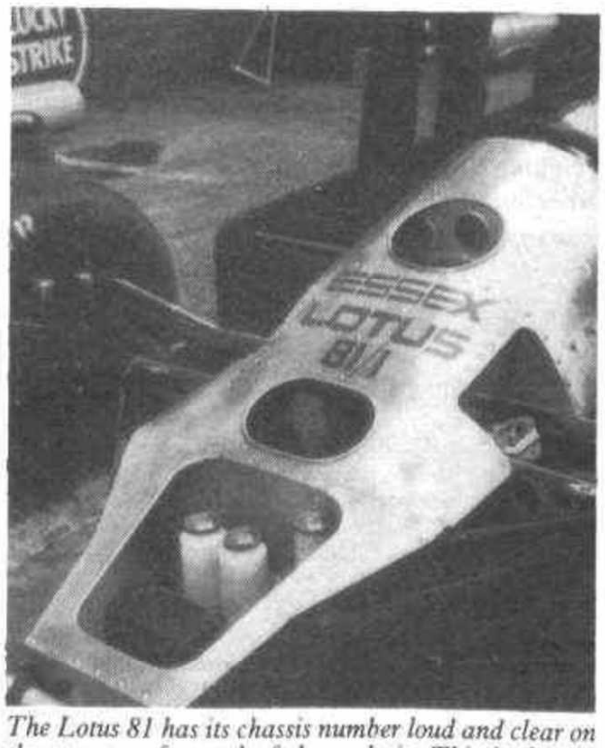


The T5 Ferrari has a very smooth top surface to the body, but it is cut off very abruptly just ahead of the rear tyres. There are quite sharp edges to the ends of the side pods and a central back-bone.

the M29 cars and the team arrived in South Africa with M29/3C for Prost, M29/2B for Watson and M29/1B as the spare. The latest car came undone and caused Prost to crash in the pre-practice test session, writing off the front end and distorting the monocoque so it was put away and the new French recruit started practice with the spare car. This broke a rear suspension part and caused him to crash again, this time breaking his left wrist. The car was repaired and Watson tried it as a spare to his own car, and decided to race it.

ATS:

A brand new design, D4 in the logical progression on what they have been doing, with a shorter monocoque, shorter wheelbase, narrower front suspension and improved aerodynamics. The team decided to restrict themselves to one entry, for Marc Surer, using the new car with the last of the D3 cars as a spare. In the timed session on Thursday afternoon the brakes were playing up and Surer was having to pump the pedal for the sharp left-hander at Clubhouse. On one lap his foot slipped off the brake pedal and hit the accelerator pedal and the car shot into the catchfences and crashed its right-front corner into the concrete wall. The front end was totally destroyed and Surer suffered broken ankles. The



The Lotus 81 has its chassis number loud and clear on the structure forward of the cockpit. This is the car driven by Elio de Angelis.

number two driver, Jan Lammers "just happened to be at Kyalami", so he tried to qualify the D3 car on Friday but failed.

Lotus:

Few identity problems with Team Lotus, apart from changing the pre-fix letters of their cars every time there is a sponsor change. We have been through JPS (John Player Special), ML (Martini-Lotus) and now they are EL (Essex-Lotus), but if we stick to Lotus 81 we shall not become confused. Andretti and de Angelis had the same cars they used in South America, 81/2 for the team leader and 81/1 for the new boy, both cars having their numbers painted loud and clear on the cockpit bulkhead in front of the driver. The spare car was brand new, 81/3. In the pre-practice test-session they had a lot of trouble with bunged-up fuel injection metering units, which wrecked three engines. The cause was eventually traced to a deposit of metal polish left in the fuel filling funnels after they had been "bulled-up" in keeping with the Essex brash image. Although the funnels had been carefully washed after the polishing some of the paste had been trapped in the quick-fitting bayonet socket and had been washed down into the fuel system. Grinding paste in the metering unit is not a good thing.

On performance the cars were losing out on maximum speed, their cornering being adequate and it was thought that the tightly wound exhaust systems were too short and were losing power at the Kyalami altitude.

Ensign:

So excited about having enough money from Unipart to form a proper team, with a designer and an engineer, more than enough mechanics and a good solid driver, Morris Nunn forgot the wilderness he was in last year. Then they had raced MN09, so it was accepted that the first new car was MN10 (emm-enn-ten), but now Nunn remembers that they started to build MN10 last year and never finished it. Consequently the first of the new Unipart cars is MN11 (correct your Argentine and Brazilian race reports, now that we know) and for South Africa they had a brand new car, MN12, which was being finished-off in the paddock. Although Regazzoni did a fair bit of running with the new car during practice he raced MN11, that he had raced in South America. In those races they had experienced a lot of misfiring trouble that could not be cured, but when they

got back to base a crack was found in the main petrol feed pipe inside the fuel tank, which rises vertically from the collector tank in the bottom of the main tank up to the union on the tank top. As the fuel surged about and the level changed this crack was letting air into the system, and air bubbles in the fuel-injection system are the last thing you want.

Renault:

Never any problems with the Renault team, they are totally straightforward and totally organised. The pre-fix for this year's cars was changed from RS (for Renault-Sport) to RE (for Renault-ELF) in acknowledgement of the great help they get from the ELF petrol company. Jabouille had a brand new car, RE23 while the one he used in South America was the spare (RE22). Arnoux retained his South American car, RE21. There is no truth in the rumour that a well-known commentator called him Arnie Renoux! No important design changes were made on the new car, nor to the other two cars, and the way they were going changes would seem to be superfluous.

Shadow:

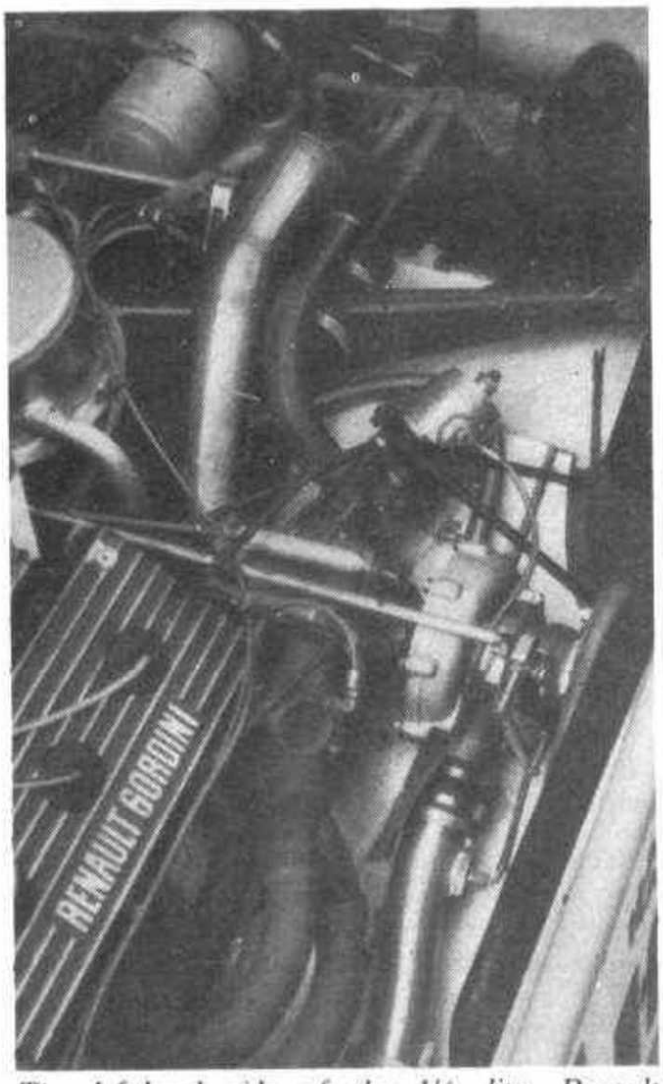
With limited sponsorship behind them Don Nicholl's team are struggling. The side pods of the DN11 cars were painted yellow to carry the name of Villiger, the cigar company who have returned to the fold. The Swedish driver Stefan Johannson was replaced by Geoff Lees in DN11/02 and David Kennedy was in DN11/03, but the cars were hopelessly outclassed and on some corners, especially fast ones, they changed direction in an alarming manner, looking very twitchy and unstable. The two young drivers were heroes without results. There was no spare car for the team, and in the race Lees crashed when the front suspension broke, and in the ensuing spin be crashed into the abandoned Arrows A3 of Patrese, smashing the back of the Shadow very badly.

Fittipaldi:

With all the 1979 Wolf cars mixed in a pot with all the 1979 Fittipaldi cars and all the personnel mixed in another pot, the resultant mixture being the new Fittipaldi F7 cars, sponsored by Brazil's Skol Lager, it is not surprising that there were some misunderstandings along the line. When Walter Wolf departed, after his three year stint, he took with him Wolf WR1 and Wolf WR9, the first and the last of his cars, so this meant that the first of the F7 Fittipaldi cars had to be constructed from Wolf WR8, or so the paperwork says now, which is not what we were told last December. So re-write the records; F7/1 was WR8 and F7/2 was WR7. The spare car still remains unraced and is new all through and is F7/3. Emerson Fittipaldi tried the spare car in testing on Wednesday, and Rosberg drove it briefly on Thursday afternoon.

Alfa-Romeo:

A lot of detail work on the under-car aerodynamics and the bodywork of the cars since S. America. Swept-forward fins now used on the blunt nose. Some weight has been lost, but not enough, and the cars are very heavy, but their performance suggests that the V12 engine is developing a lot of power. Engineer Carlo Chiti maintains that the poor performance of the Brabhams last year, using the Alfa Romeo V12 engine was due to Gordon Murray's installation, which was not to the specification demanded by Alfa Romeo. The Tipo 180 has already been out on test at the Balocco proving grounds, and the cars being driven by Depailler (179/003) and Giacomelli (179/001) in South Africa were



The left-hand side of the 1½ litre Renault power-plant showing the exhaust-driven turbo-charger layout for this bank of three cylinders, of the V6 engine. The turbo-charger unit and pipework are buried in the sidepod.

described as being Tipo 179½, while the spare car (179/002) was a Tipo 179¼!

Ligier:

Great attention was paid to the aerodynamics of the cars, with a view to low drag, for high speed on the long straight at Kyalami, without losing too much down-force for cornering on the back leg of the circuit; the rear aerofoil was very small. The cars are still the modified 1979 models, with forked rocker arm rear suspension, with the spring unit tucked well away, and the brakes mounted outboard at the rear. Laffite drove JS11/150/03, Pironi JS11/15/04 and the spare was JS11/15/01. Laffite's car was using the very latest DFV to leave the Cosworth factory.

Williams:

A brand new FW07 that had been tested with some 1980 suspension and aerodynamic details; this car was number 7 in the FW07 series, with a B-series monocoque which differs only in detail



The Type 179 Alfa Romeos were using nose-fins of quite large proportions compared to their rivals, and they had a distinct forward sweep.

design from last year's cars, but is constructed differently internally and is stiffer, without being any bigger or heavier. Jones used this car for practice and the race, though to 1979 specifications in general respects. His spare car, used in practice, was FW07B/6 with which he finished third in Brazil. Reutemann used FW07B/5 and tried number 7 during practice. The factory are retaining number 4 and selling numbers 1, 2 and 3.

Arrows:

Another team that suffers from its right hand not knowing what its left hand is doing, or if it does know it doesn't say so! A brand new car for Patrese, number A3/3, while a partially new car was built up for Mass. This was number A3/4 using a new monocoque and some of the bits and pieces off A3/2 which Mass had driven in South America. Patrese's car from South America, number A3/1 was the team spare in South Africa. A lot of detail changes to the skirt design, using different material, new sliders and new spring mechanism. A few suspension changes and experimental long tails, but they upset the balance of the cars.

Osella:

One car, FA1/1, for Cheever, with detail changes to save some weight, but the car still presents a large frontal area and looks "big" compared to its rivals. — D.S.J.

Racing Rubber

LAST MONTH, in the Correspondence columns, Cecil Clutton took me to task for criticising the oversize tyres used on the back wheels of his 1908 Grand Prix Itala when it competes, as it does very effectively and magnificently, in VSCC events, in my article about those who race the older cars, titled "Why Do They Do It?". In fact, when referring to the modern rubber-mixes used for modern racing tyres I wasn't even *thinking* of the Itala, Adrian Liddell's Straker Squire, or any other venerable racer that has had its original rear tyres replaced by more durable covers! I am aware of how easy it is to pull a beaded-edge tyre from the rim when racing such cars and how costly these tyres are to replace, a problem I have found to a lesser degree with a vintage light car used only on the road, with a solid back axle.

What I was trying to say was that the ERAs and similar pre-war cars which are being raced today seem to go faster than they did pre-war, and that to some extent more "clinging" rubber may be helping to this end? Because most, if not all, the circuits over which such cars were raced before the war have been closed, comparisons are not directly possible and I confess I made my comment with only visual evidence of the driving of chaps like Martin Morris, The Hon. Patrick Lindsay, Hamish Moffatt and others to support it. — W.B.

A New Register of UK Bugattis

DAVID SEWELL is undertaking to compile an up-to-date Register of all known Bugatti cars existing in the United Kingdom, on similar lines to that of the American Bugatti Register that was issued last year in loose-leaf form. He is doing this voluntary task with the blessing of, indeed, on behalf of, the Bugatti OC Affairs Committee, and he asks anyone who owns one or more Bugattis and who has not had a form from him, to please apply for one; the address is: Green Farm, Niddleton-by-Youlgreave, Bakewell, Derbyshire, UK, Telephone 062986. — W.B.

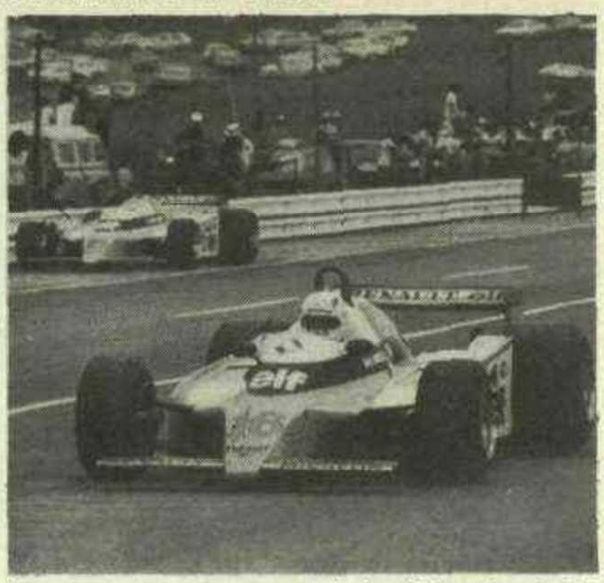
The South African Grand Prix

Renault Untouchable

Kyalami, Saturday March 1st

ON arriving in Johannesburg before the race there was a strange feeling that nothing was happening, unlike the previous years when the atmosphere was charged with racing tension. By mutual agreement the Formula One Constructors and the tyre companies had decided against pre-race tyre testing and development sessions. Previously most of the important teams have been out in South Africa for two or even three weeks before the Grand Prix and on the financial side there has previously been a lot of searching and negotiation for a race sponsor and there has been a lot of publicity of the "is it on" or "is it off" variety so that by the time race-week arrived the local newspapers had charged the air with a lot of race-fever.

This year there were no problems over race sponsorship, the Nashua Copiers Company, a South African firm making plain-paper copying machines, committed themselves to a five figure sum to support the event. With none of the teams arriving before the beginning of race week and no testing being permitted until the Wednesday there was very little to get worked up about.



Arnoux passes team-mate Jabouille's abandoned Renault, its o/s front tyre in shreds, on his way to victory in the S. African GP.

Unofficial practice was allowed from 10 a.m. to 1 p.m. on Wednesday and almost everyone was out on the track, but trouble was rife, some teams like Lotus and Fittipaldi having engine trouble, others being undecided how to deal with the long straight versus the slow parts of the circuit. McLaren started off badly when Alain Prost had a head-on crash into the barriers at the Leeukop hairpin when "something came undone" at the front end of the latest C-version of the M29 and it understeered off the track out of control. The new French Formula One driver escaped with minor damage to his legs.

On Thursday morning the official test session was delayed while a few of the cars played games with cameras strapped to a Renault and an Ensign, to fake-up some close dicing and overtaking. When the serious business began Jones was seen to be in his Williams he had steered into third place in Brazil, saving his brand new car for the timed session while Regazzoni was giving the second of the Unipart-sponsored Ensigns (MN12) a shake-down run as it was only completed the day before. Although times did not count for the starting grid, the fact that Nelson Piquet was fastest caused a few eyes to be turned onto the Brabham pits.

In the afternoon, official timed practice was held for one hour, the morning hour and a half being deemed sufficient for getting things sorted out, though many teams were far from being organised. With a fairly cool atmosphere and not suffering from the lower air pressure at the 5,500 foot altitude of Kyalami, the Renault team soon set a fantastic pace. Both Jabouille and Arnoux were down into the 1 min. 10 sec. bracket while everyone else was scratching to get into the 1 min. 12 sec. bracket. However, the Renault team were not without trouble, for they were using some new rear wheels and Arnoux had one come loose, due to faulty manufacture. Fortunately he sensed something was wrong almost at once and stopped to investigate, and then drove slowly back to the pits.

In this all-too-brief hour for qualifying with the possibility of there being 27 cars on the track, it is important to get into a rhythm both in driving and making small adjustments. Hopefully the big adjustments are made in the morning test session. Depailler's Alfa Romeo broke and stopped just after Sunset Corner, safely out of harm's way, but nonetheless practice was stopped while a breakdown truck towed it back to the paddock. Hardly had practice restarted than Piquet had a spin under braking for Clubhouse Corner and yellow warning flags upset the rhythm while he sorted himself out. Shortly after this Prost had another accident, this time in McLaren M29/1B, when the rear suspension broke. Once again a car was wrecked through no fault of the driver, and much later it was discovered that he had fractured his left wrist! Yellow flags were in evidence once more. Then with a bare quarter of an hour to go Marc Surer crashed badly into the retaining wall at Clubhouse Corner and practice was stopped while he was extricated from the wreckage of the new D4 ATS. The right front corner of the monocoque was badly crushed and Surer was trapped with his legs in the twisted wreckage. It took a long time to get him free and off to hospital, where it later transpired that both ankles were broken, one rather badly. The wrecked ATS then had to be carried away and the catch-fences replaced, so that by the time practice re-commenced for the final 14 minutes there was little hope of anyone getting into much of a rhythm.

The Renaults had annihilated everyone, with Jabouille recording 1 min. 10 sec. exactly and Arnoux 1 min. 10.21 sec. Their nearest rivals were Piquet (Brabham BT49/4) 1 min. 11.87 sec. and Laffite (Ligier JS11/15/03) 1 min. 11.88 sec.

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S. AFRICAN GP REFLECTIONS

— continued from page 501

Mr. Ecclestone who handles all the financial dealings on behalf of the FOCA members, so the two of them have a pretty tight hold on the purse strings of some Formula One races, and they would like to hold more.

Last year Television companies, especially commercial ones, were charged big money by the Mosley/Ecclestone group for the favour of televising Formula One, and once or twice Radio stations were pressured to pay money for broadcasting. In South Africa all the radio stations were charged big money if they wanted to do a direct broadcast. When the BBC heard that they would have to pay some hundreds of pounds to the "Max and Bernie show" for Simon Taylor to do a broadcast for Radio 2 they told Taylor to forget it and not bother to go to South Africa. "M & B" relented, because the BBC is non-commercial, and Taylor was allowed to broadcast for nothing. A local Johannesburg radio station also fell foul of "M & B". They paid their broadcasting fee, as requested, as they are a commercial radio programme, but when they were asked for another big bag of gold for the advertising balloon they proposed to fly from the infield they baulked. They were told that if they didn't pay up, or remove the balloon, their radio link would be cut, even though they had paid their broadcasting fee. At this they ran a recording explaining to their listeners why their race broadcast was not happening, and told "M & B" that if the link was cut they would run this recording every 15 minutes throughout the Grand Prix. Rather than pay the balloon-flying fee they took it outside the circuit and flew it from a nearby field. After a lot of "argy-bargy" the radio station won the battle and were asked to fly the balloon from inside the circuit for nothing, as it looked bad having it in a neighbouring field, and their radio link was not cut!

Very noticeable around the circuit were a number of big advertising boardings that were completely blank. These were firms who jibbed at the huge increase in fees demanded by "M & B" and rather than pay up they withdraw their advertisement. It is now only a matter of time before "M & B" turn their attention to the Press and demand money for reporting races. When that happens MOTOR SPORT will carry blank pages and you will know who to blame. Formula One is undoubtedly a world-wide money-spinner and a Golden Goose that lays big fat golden eggs, but a goose is easily killed by greed, either self-inflicted or assisted.

Biggest joke of the political scene at Kyalami was when Mosley asked for all the portable grandstands to be removed, the aim being to force people to buy grandstand tickets. The excuse given was that some of them were dangerously constructed and could collapse onto the circuit and cause an accident! A gang of labourers went round the circuit during practice dismantling any unoccupied scaffolding - stands, but in some places the owners of builders defied the directive and "sat-it-out" twenty or thirty feet up in the air. One builder was said to have produced a "certificate of worthiness" for his structure. On race day there may not have been as many portable stands as last year, but it wasn't noticeable.

Still on the non-racing scene the newly formed Grand Prix Drivers Association, which Scheckter is trying to rule like Stewart did before him, got themselves in a muddle over the FISA ruling that "skirts" were to be banned from January 1st 1981. Scheckter has been supporting the idea (prodded by Ferrari, because the T4 and the T5 have never been very strong on ground effects) but Jones, Watson and Piquet were in opposition. While Frank Williams openly admits to putting pressure behind Alan Jones, there was not the same openness from Teddy Mayer or Bernie Ecclestone. The outcome was that Alan Jones told Scheckter what he could do with his GPDA, in good Australian terms. Scheckter's team-mate, Villeneuve, says quite simply "I am too occupied trying to win motor races to become involved with the GPDA and political issues". Not a good Union man, young Villeneuve, much too interested in his job!

There is seldom a dull moment at a Formula One race.—D.S.J.

Answering Machine.

Motor Magazine had this to say about the Porsche 911SC "...still one of the best supercars, excellent handling and roadholding. Comfortable and quiet ...beautifully made."†

They were no less flattering in their study of the 911 Turbo.

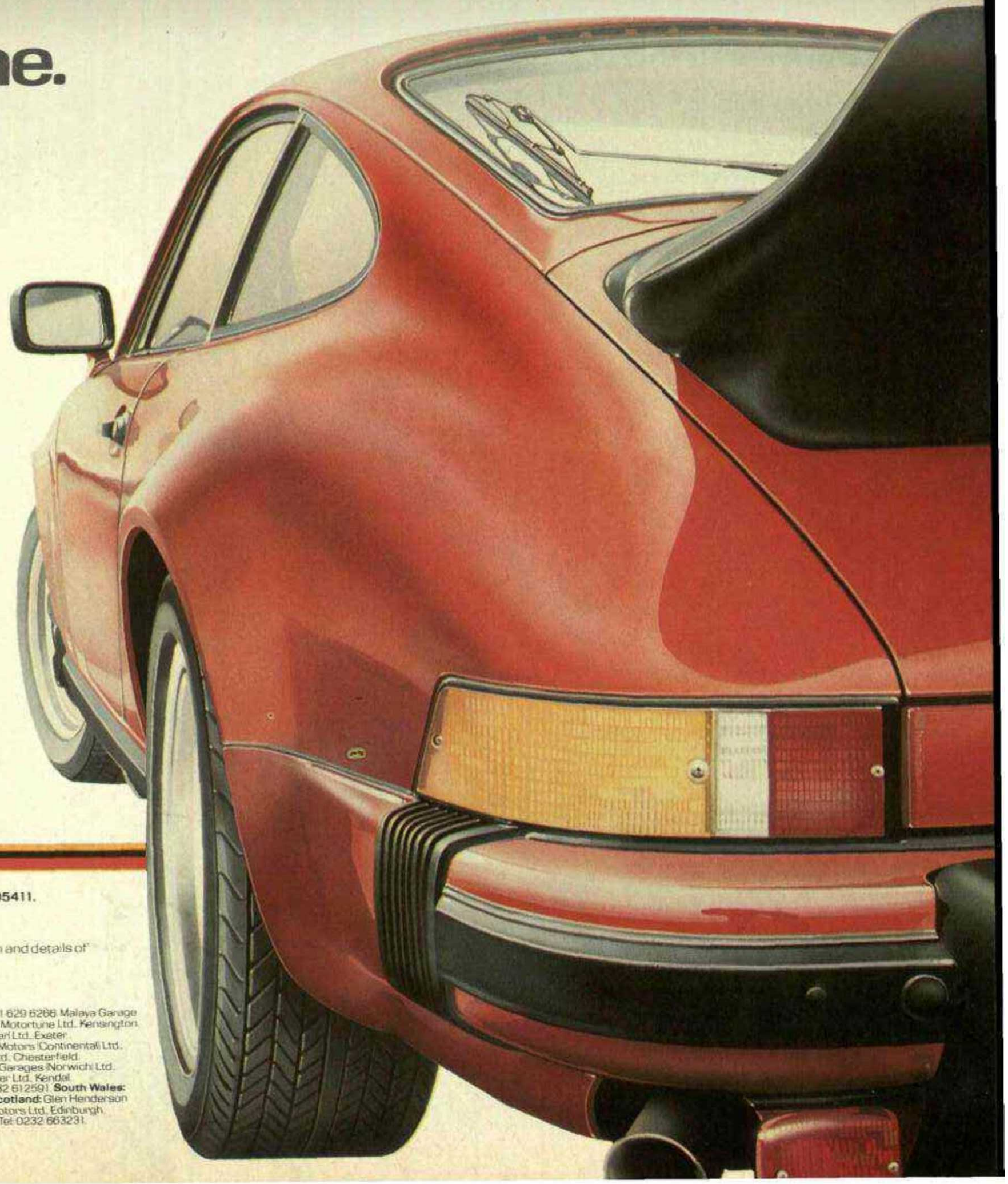
"The top speed turned out to be 160.1 mph, and 0-60 mph was covered in 5.3 sec. All that performance is matched by unequalled roadholding, supremely sensitive handling and superlative brakes. What is most impressive, though, is that the Turbo can be relied upon to fire up from cold every morning, and it only requires a service every 12,000 miles."††

Just a small sample of the universal acclaim given to the Porsche 911 range.

We'll only add that all Porsches come with our 6-year Longlife warranty.

Porsche 911 answering machines. Any questions?

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Porsche Cars Great Britain Limited, Richfield Avenue, Reading RG1 8PH. Telephone: 0734 595411.
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†Motor Magazine 26th January, 1980. ††Motor Magazine 2nd February, 1980.

South East: A.F.N. Ltd., Isleworth. Tel: 01 560 1011. A.F.N. Ltd., Guildford. Tel: 0483 38448. Charles Follett Ltd., Mayfair. Tel: 01 629 6266. Malaya Garage (Billingshurst) Ltd., Billingshurst. Tel: 040 381 3341. Maltin Car Concessionaires Ltd., Henley-on-Thames. Tel: 04912 7811. Motortune Ltd., Kensington. Tel: 01 581 1234. **South West:** Dick Lovett Specialist Cars (Marlborough) Ltd., Marlborough. Tel: 0672 52381. Parks (Exeter) Ltd., Exeter. Tel: 0392 32145/6. **South:** Heddell and Deeks (Motors) Ltd., Bournemouth. Tel: 0202 510252. **West Midlands:** Swinford Motors (Continental) Ltd., Stourbridge. Tel: 038 482 3047. **East Midlands:** Roger Clark (Cars) Ltd., Narborough. Tel: 0533 848270. Gordon Lamb Ltd., Chesterfield. Tel: 0246 45161 1. **East Anglia and Essex:** Lancaster Garages (Colchester) Ltd., Colchester. Tel: 0206 48141. Lancaster Garages (Norwich) Ltd., Norwich. Tel: 0603 401814. **North West:** Ian Anthony Sales (Knutsford) Ltd., Knutsford. Tel: 0565 52737. Parker and Parker Ltd., Kendal. Tel: 0539 24331. **North East:** JCT 600 Ltd., Leeds. Tel: 0532 508454. Gordon Ramsay Ltd., Newcastle upon Tyne. Tel: 0632 612591. **South Wales:** Howells Garages (Cardiff) Ltd., Cardiff. Tel: 0222 592383. **North Wales:** Dingle Garages, Colwyn Bay. Tel: 0492 30456. **Scotland:** Glen Henderson Motors (Stuttgart) Ltd., Ayr. Tel: 0292 82727. Glen Henderson Motors Ltd., Glasgow. Tel: 041 943 1155. Glen Henderson Motors Ltd., Edinburgh. Tel: 031 225 9266. **Northern Ireland:** Isaac Agnew Ltd. (Retail) Glengormley. Tel: 02313 7111. Isaac Agnew Ltd., Belfast. Tel: 0232 663231. **Channel Islands:** Jones Garage, St. Saviour, Jersey. Tel: 0534 26156.



The Quattro's traction in adverse conditions on summer tyres is phenomenal.

Driving the Quattro

Brief impressions of Audi's 140 m.p.h., 4WD wonder car

MERELY to read the specification of the Audi Quattro, described elsewhere in this issue, is enough to leave one stunned. To drive it is to discover a new experience in motoring. We were lucky enough to be among a handful of journalists allowed to take the wheel during the Geneva Motor Show, on a demanding mountainous route.

Any suggested comparisons with four-wheel-drive dual-purpose vehicles like the Range-Rover can be dismissed immediately. The Quattro may have a go-anywhere capability which anybody from skiers to point-to-pointers and the landed gentry will appreciate, but it is also one of the fastest and safest cars on the road, setting new standards in so many departments.

Its handling on tarmac is superbly balanced, neutral most of the time, responding best to power-on all the way round a corner, yet barely disturbed by lifting off in mid curve. Audi's new generation power steering, planned as an option on the 80 in the future, has perfect directness, weight and feel with no sensation of assistanc except when parking. The roadholding is in class of its own, the wide tyres biting ever harde the more the throttle is applied, with n sensations of scrub or squeal.

Traction takes on a new meaning with th Quattro. On dry tarmac there is no loss of gri however hard the acceleration. Where conventional car would have been scrabbling fo grip out of the mountain hairpins the Quattr simply glued itself down and shot like a rocke from corner to corner. Audi claim a mere 0.4 sec increase in 0-100 k.p.h. acceleration time betwee wet and dry conditions. From dry tarmac we spe up a steep, snow and ice covered pass with litt loss of adhesion, which no conventional car coul have mastered without chains. Some steerin correction was necessary to avoid sliding into th snow banks, but stability improved once the rea and centre differential locks (the latter lazy i engagement) were engaged by means of tw T-handles each side of the handbrake. Th photographs illustrate the light work our Quattr made of a snow-covered cart track. On snow, ic or gravel the front will run wide if the power isn kept on and we found the braver we were with th throttle, the better the Quattro responded.

Audi have avoided the complications of brak anti-locking devices like Maxaret or ABS suggesting that in really bad conditions of snow and ice they can be a hindrance, whereas lockin of the Quattro's differentials will prevent th locking up of individual wheels. Brakin performance on tarmac is magnificent and wha with good turn-in and sensational cornerin adhesion the Quattro is a late braker's dream.

Performance, with 156 b.h.p./ton, i electrifying, throttle response almost totally fre from turbo lag, but the gap between second an third gears is too wide. We thought the exhaus note under acceleration to be harsh. Wind an road noise is exceptionally low, even at a indicated 220 k.p.h., and the ride mos comfortable thanks to long suspension travel.

Civilised in the quality and comfort of it interior, docile in its town manners and almos beyond belief in its combination of roadholding handling, traction and performance, the 4WD Quattro knows no peers. — C.R.

Stumpy rear end showing twin exhausts, aerodynamic wing, deep boot and plastic bumper. The Bosch K-Jetronic fuel-injected, turbocharged, 2144 c.c. 5-cylinder engin produces 200 b.h.p. at 5,500 r.p.m.





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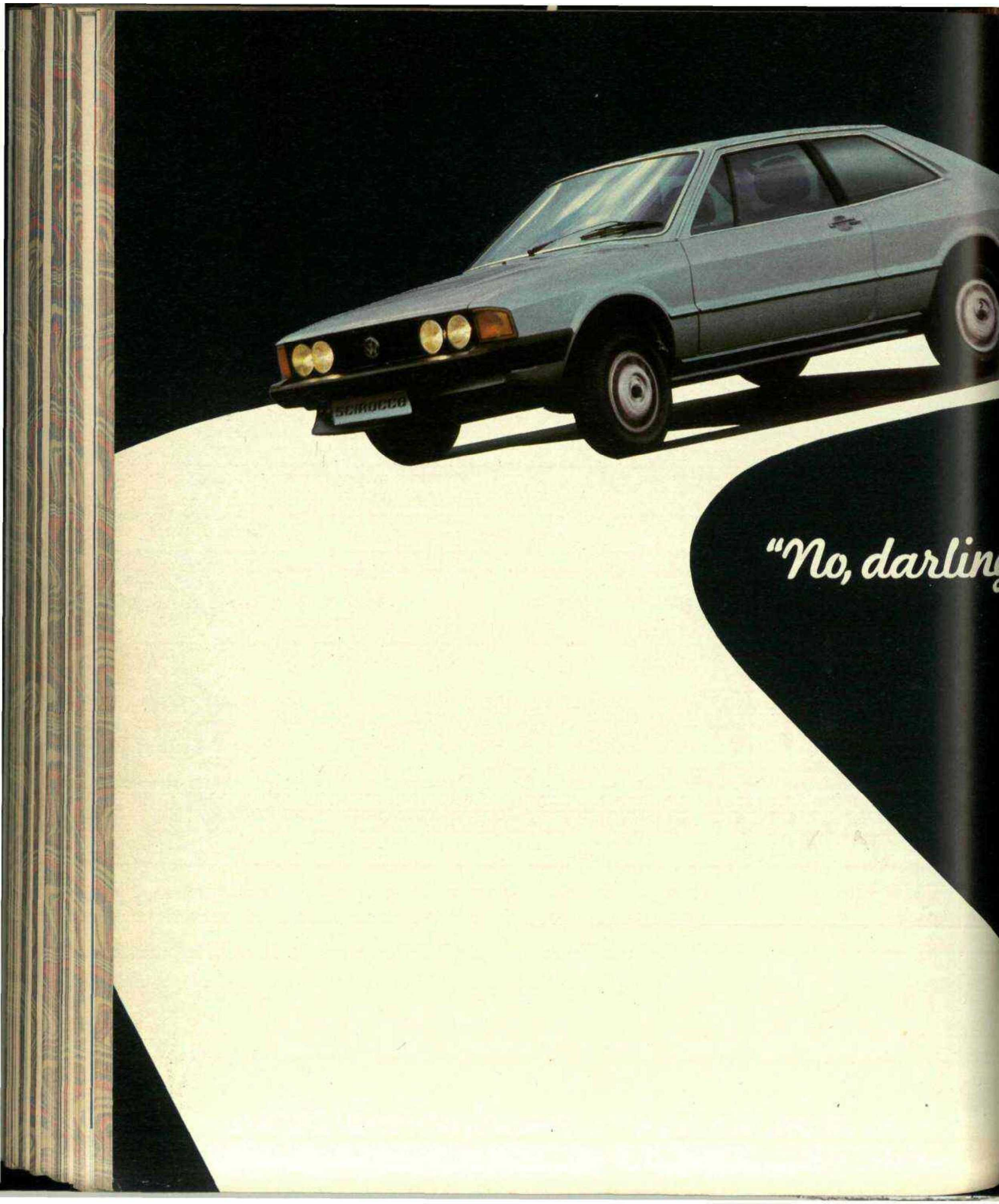
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PORTUGUESE RALLY ACCIDENTS and mechanical failures put out two thirds of the large professional contingent, and even Röhrl's winni Fiat 131 (above) had to be fettled regularly. The Mercedes 450SLCs appeared for the first time with extensions accommodate wide wheels and racing tyres (below left). Third placed Frequelin (below right) showed the Sunbeam Lotus' potential.



Jaguar have approved Pirelli's outstanding P5 tyre for fitment on the XJ12, XJ6, XJS and Daimler models. To achieve this distinction, Pirelli P5 underwent the most stringent tests that Jaguar could devise.

Tests which proved that the Pirelli P5's unique construction, with a specially wide belt pack, provides maximum stability when cornering and precise responsive steering to please the most demanding of drivers.

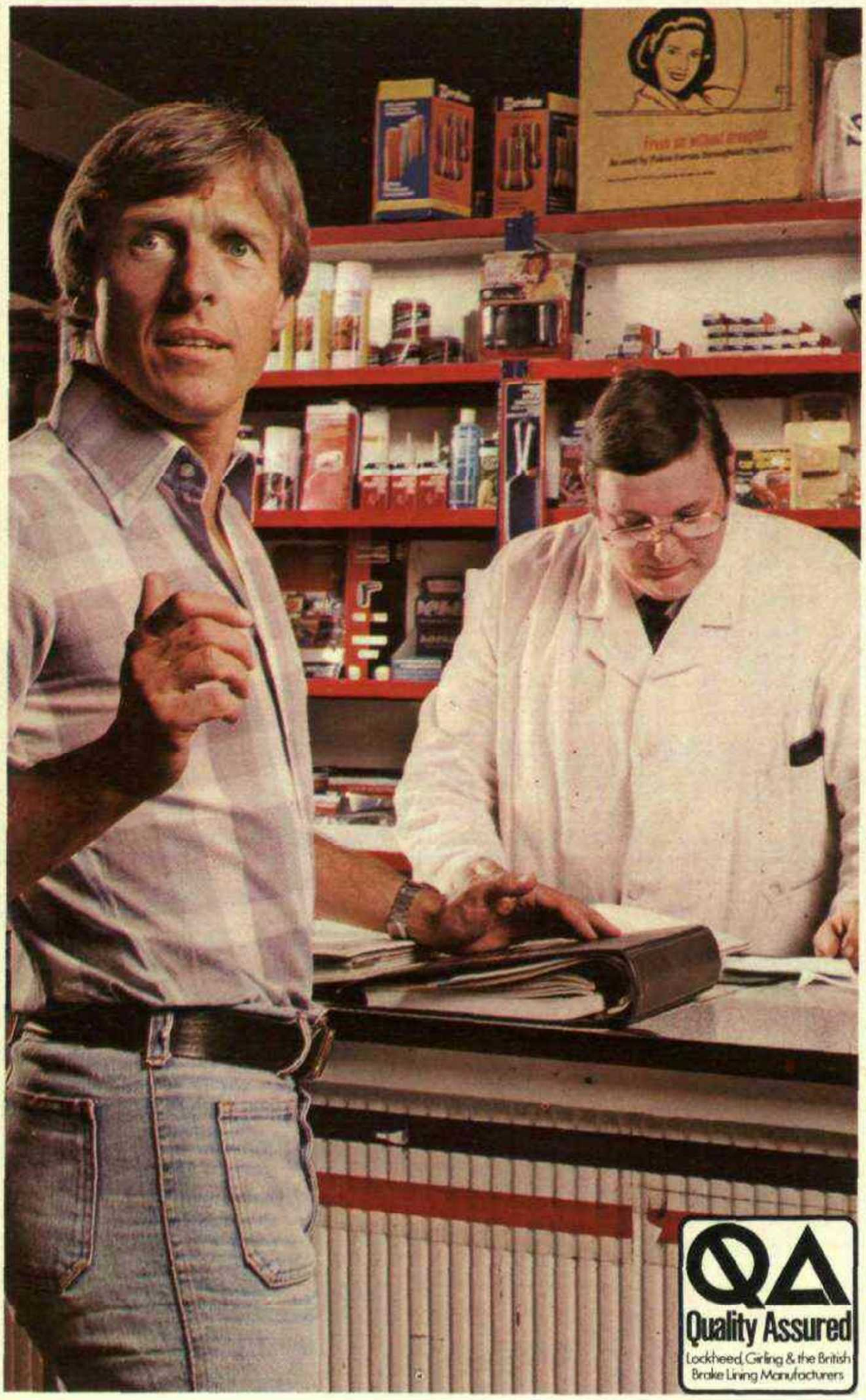
The advanced tread design and new tread compound gives all the grip necessary for high speed cornering, braking and acceleration: whether wet or dry.

Jaguar found the P5 reliable; one high speed run on an Italian test track covered 1,100 miles at an average speed of 120 mph. Their tests also revealed the high mileage performance of the tyre and, something rarely associated with a high performance tyre, quietness and comfort.

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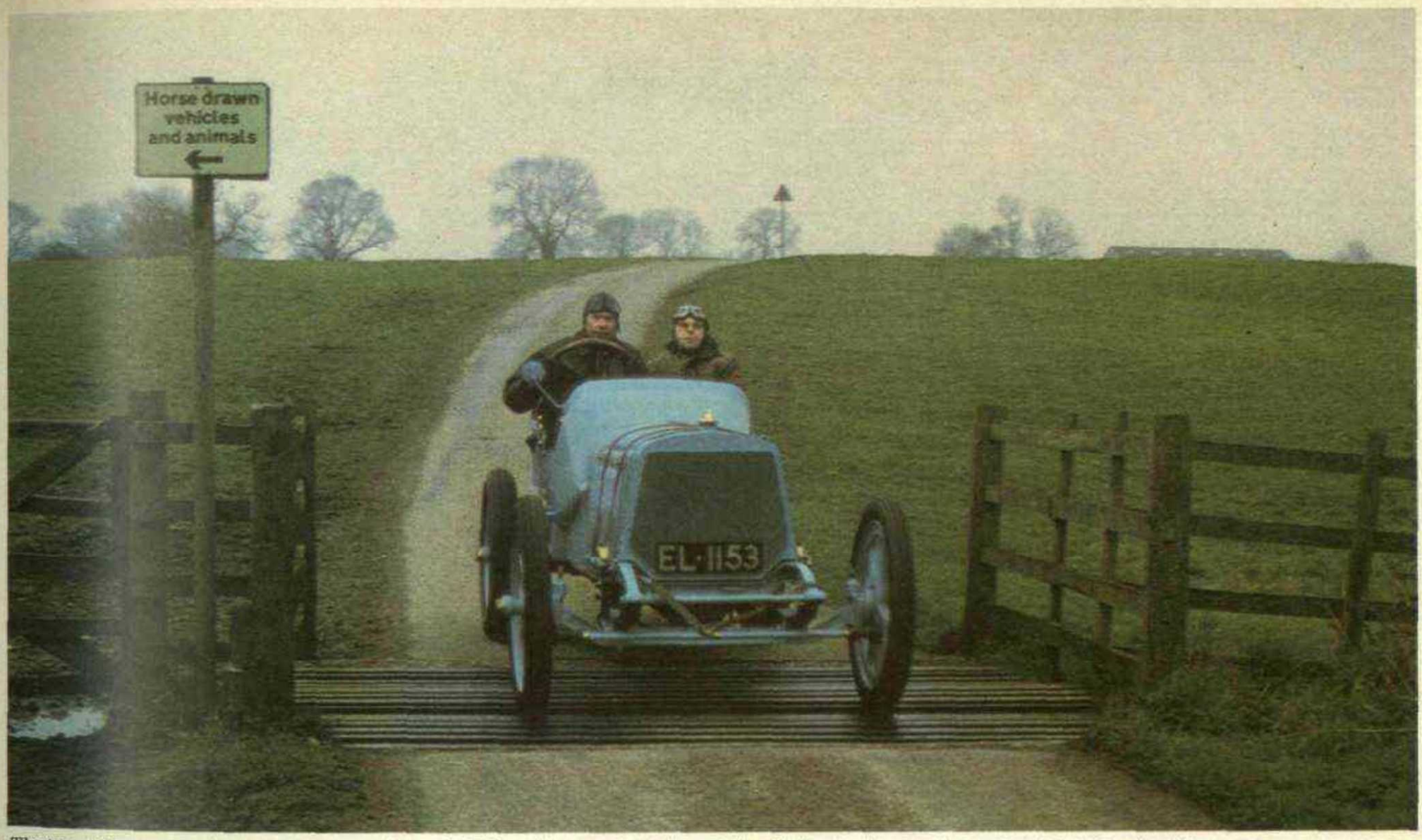
They must give you consistent performance and safer braking—in short, real confidence.

Be safe *and* sure, fit...



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The joys of the open road seventy-two years ago as the Editor rides as mécanicien to John Walker in his magnificent Grand Prix Panhard-Levassor.

JOHN WALKER'S 1908 GRAND PRIX PANHARD-LEVASSOR

The Editor Investigates the Latest of the Giant Edwardian Racing Cars to be Restored

THE MOST exciting and satisfying of all the pre-war racing cars, to my mind, are the big Edwardians. Very few have survived, and those that have do not often appear on the race tracks these days. I can remember clearly the interest and enthralling delight, just prior to the Second World War, when these racing monsters, which had for so long lain dormant, were resuscitated, after Kent Karslake had drawn attention to their possibilities in the pages of MOTOR SPORT and the VSCC had later decided to foster them; thereafter joined belatedly by the VCC, I should add.

Sam Clutton was campaigning the 1908 Grand Prix Itala, all low-tension-ignited 12-litres of it, as he and Jack Williamson still do. Not to be out-done in these rediscovered old-motoring adventures, Anthony Heal dug out a 1910 GP Fiat, a 10-litre overhead-camshaft monster. The venerable 1914 21-litre Benz four-seater re-emerged from the place where it had been hiding since its stirring Brooklands exploits, and when I heard that Michael McEvoy was harbouring a mysterious pre-war Bugatti in a shed at Derby, said to be of surprising engine-size and like most of the others to have chain transmission (although this I disbelieved), we went to look, in a Type 40 Bugatti, and it was so; some digging about in the archives showed that such a Bugatti had indeed been driven by Ivy Cummings, by a Mr. Preston at Brooklands *circa*-1925, and that it was known, like all good racing cars, to Sammy Davis. Brig.-General G. M. Miles of the Bugatti OC spent good money on restoring it and so re-emerged "Black Bess", which I hear Peter Hampton has just sold, after owning it for a number of years.

Continuing this saga of the Edwardian racing giants, I just missed buying the 1912 Grand Prix, Lorraine-Dietrich "Vieux Charles Trois" but

The huge orifice in the tail feeds the fuel-tank of this chain driven monster. Three spare tyres were carried in races.

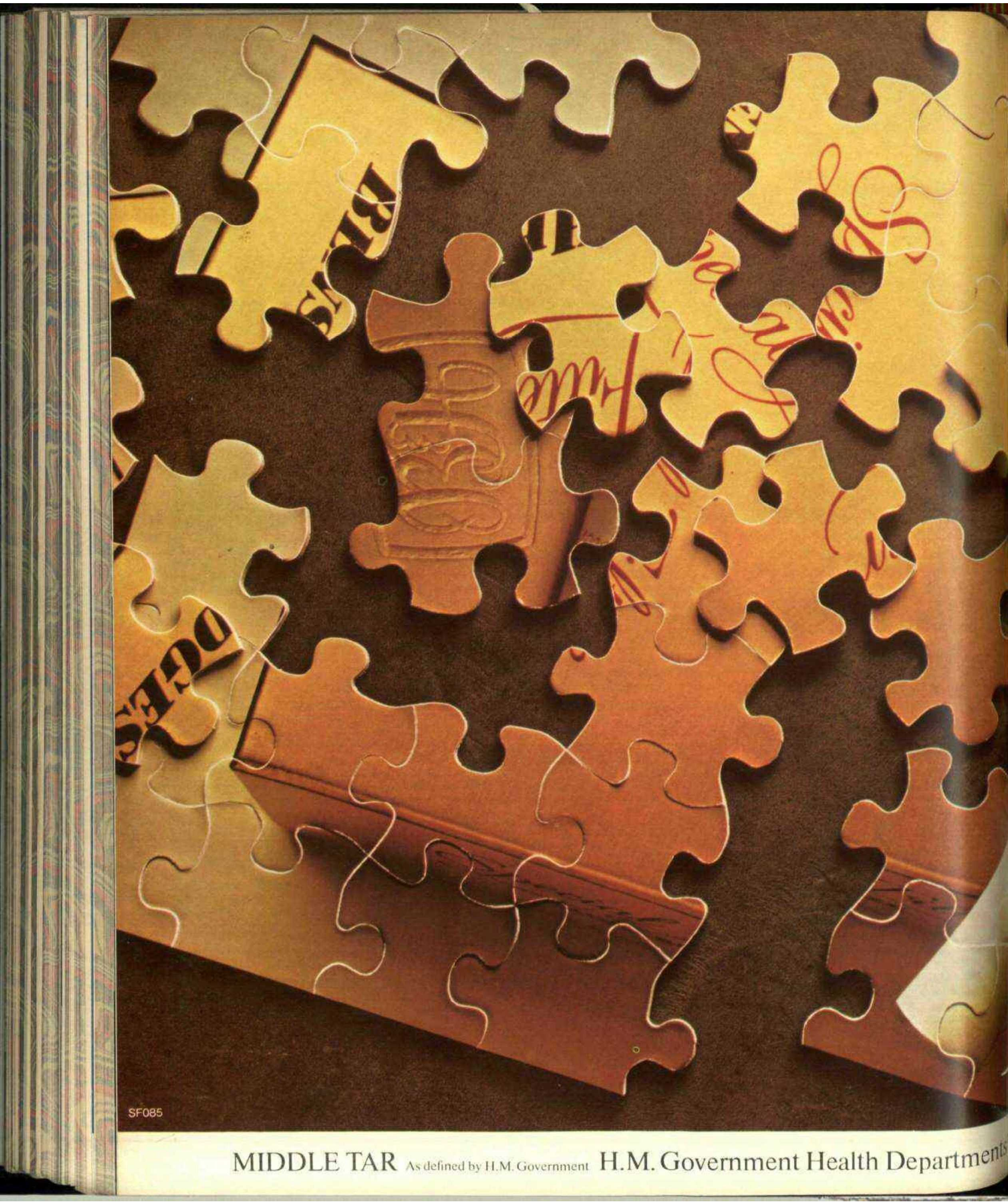


Dick Nash tamed and raced it, in speed-trials and at the Crystal Palace (where the Big Benz fell over), etc., before the war, and the Blake brothers had their truly-historic 1903 Gordon Bennett Napier. It was a very good time to be alive and able to visit vintage race meetings. . . .

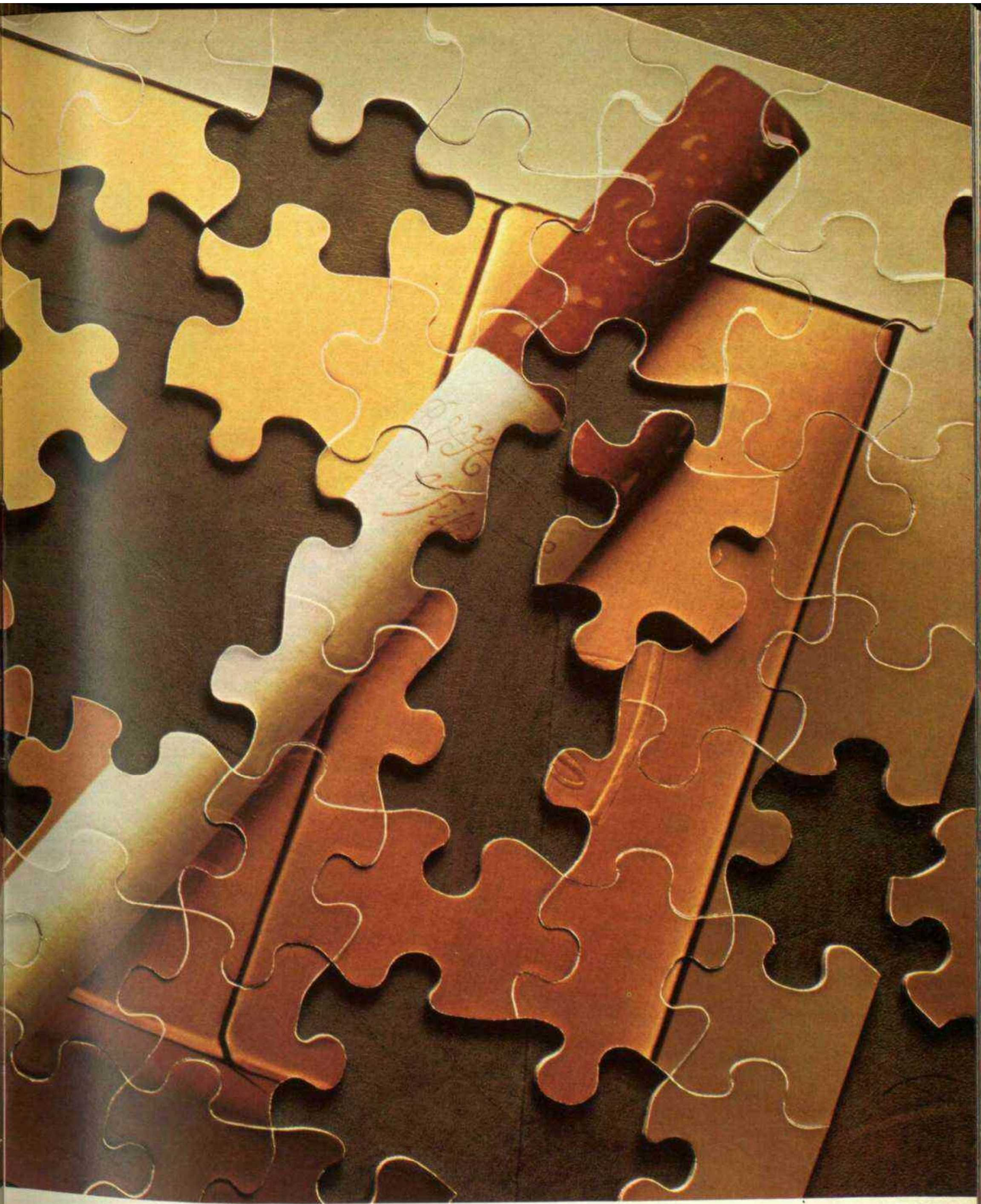
Since those days a few more fast Edwardians have erupted. Ronald Barker built himself a delectable Sixty Napier, Nigel Arnold-Foster has unearthed and caused to function a second 5-litre chain-drive Bugatti and a Sixty Mercedes, actually a veteran, is very much alive and kicking, in the care of Roger Collings.

However, there are those of us who cannot have too much of these admittedly-rare, pre-1914, multi-litred racing cars. So when the grapevine whispered that one of the 1908 Grand Prix Panhard-Levassors was not only in England but was in running trim, I was immediately intrigued. It is the property of J. M. Walker, who last month very kindly complied with my request that I should visit him to investigate it, and possibly drive it. Which is what this article is about.

When you speak of Panhard and Levassor you speak of the very birth of the motor car. What Gottlieb Daimler and Karl Benz did for the petroleum motor, these Frenchmen did for the motor carriage as such. It was in 1889 that Emilé Levassor obtained a gasolene motor from Gottlieb Daimler in Germany and set about installing this primitive power unit in a motor carriage. In doing this he soon went his own way, ignoring the rear-mounted engines and belt-drive of the cars made by Karl Benz in those empirical times. It all arose from a wood-cutting-machinery concern founded in Paris in 1845 by Perin and Pauwels. Perin was the engineer in this Company and his band-saw, exhibited at the Paris Exhibition of 1867, won high acclaim. When his business partner, Pauwels, died, Perin brought in René Panhard, with whom he had studied engineering.



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


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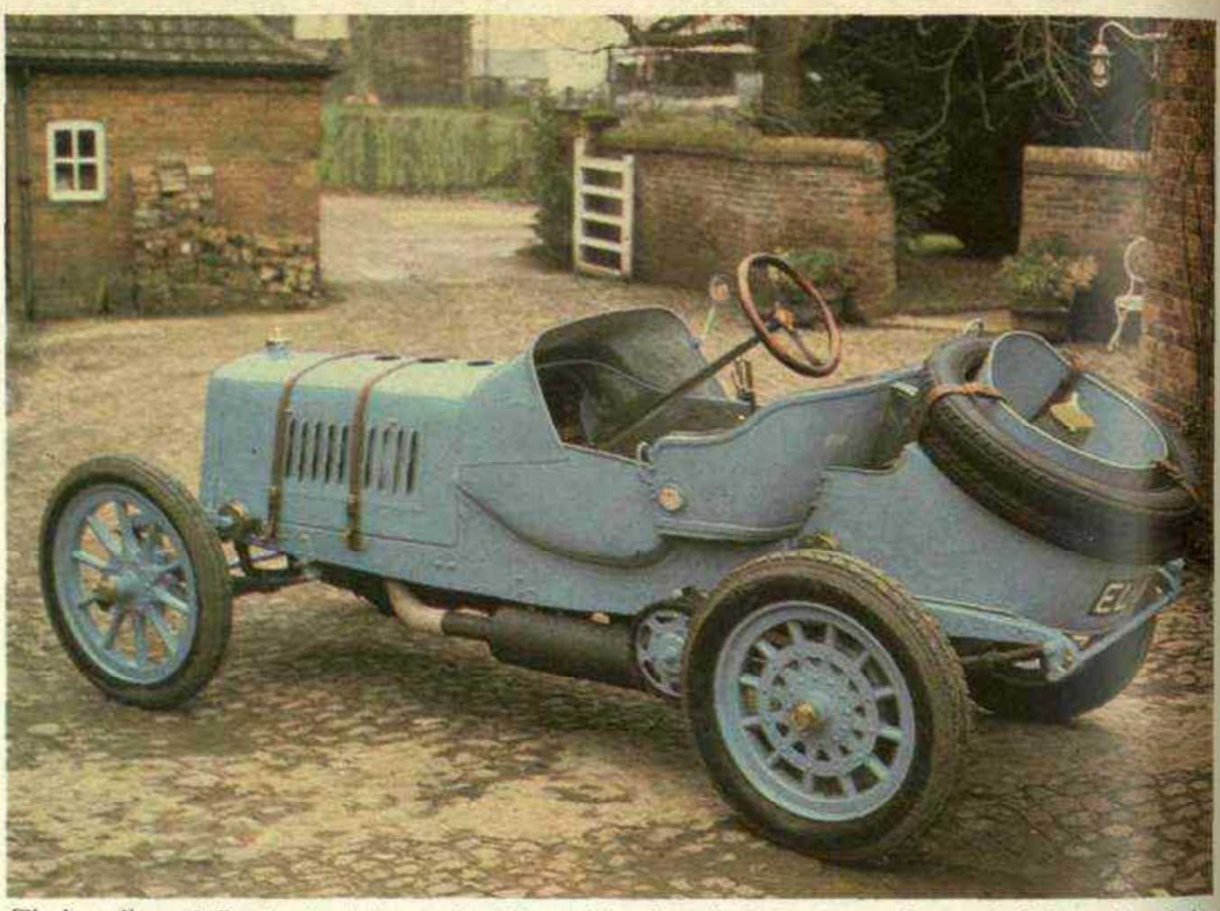
The business flourished and bigger premises were acquired, at the later ever-more-famous Paris address, that in the Avenue d'Ivry. Perin died in 1886. He had left the entire Company to Mon. Panhard, who took in his friend Levassor, whom he had likewise met when they were studying engineering together at the Ecole Centrale Politechnique, as his partner. Perin et Pauwels became Panhard et Levassor. . . .

The quirks of history can be curious. It so happened that Edouard Sarazin, a lawyer, had obtained the French rights to Gottlieb Daimler's engine patents. To keep these alive it was desirable to have a few engines made in France to the Daimler design. Sarazin knew Levassor because both had worked at Cockerill's in Liège before going their separate ways, and he asked Levassor to make these engines for him.

On Christmas Day 1887 Sarazin died, leaving the Daimler patents to his wife Louise. She was able to obtain Daimler's consent to use them and turned to Levassor for advice. In less than two years he was not only conducting his horseless-carriage experiments but he had married the lady! Levassor's first car employed a vee-twin Daimler motor amidships but very soon he decided to have the engine in the front, driving the back wheels of his later chassis through a clutch and a gearbox. He designed the gearbox — based on the actions of a lathe and at first with the sliding gears uncased and thus exposed to the mud and dirt of the road, which gave rise to the alleged historical remark "It is brutal, but it works!"

So Emilé Levassor set the fashion for all the cars that followed, with a few freak low-output, or prototype, exceptions. Until, that is, Prof. Ferdinand Porsche brought the rear-placed engine into prominence, with the Volkswagen Beetle and Sir Alec Issigonis perfected the transversely-arranged frontal engine for front-wheel-drive cars. Even so, these layouts apply mainly to small cars, and Levassor was therefore not only a successful pioneer automobile constructor but the person who invented the conventional chassis layout.

The first car of this type, which the Panhard-Levassor factory made, appeared in 1891. In 1895 the gears were encased. The vertical-twin Daimler-Maybach Phénix engine



The brutally stark Panhard weighs a modest 24 cwt. Note how the bonnet straps obstruct the holes to the priming taps and side inspection doors.

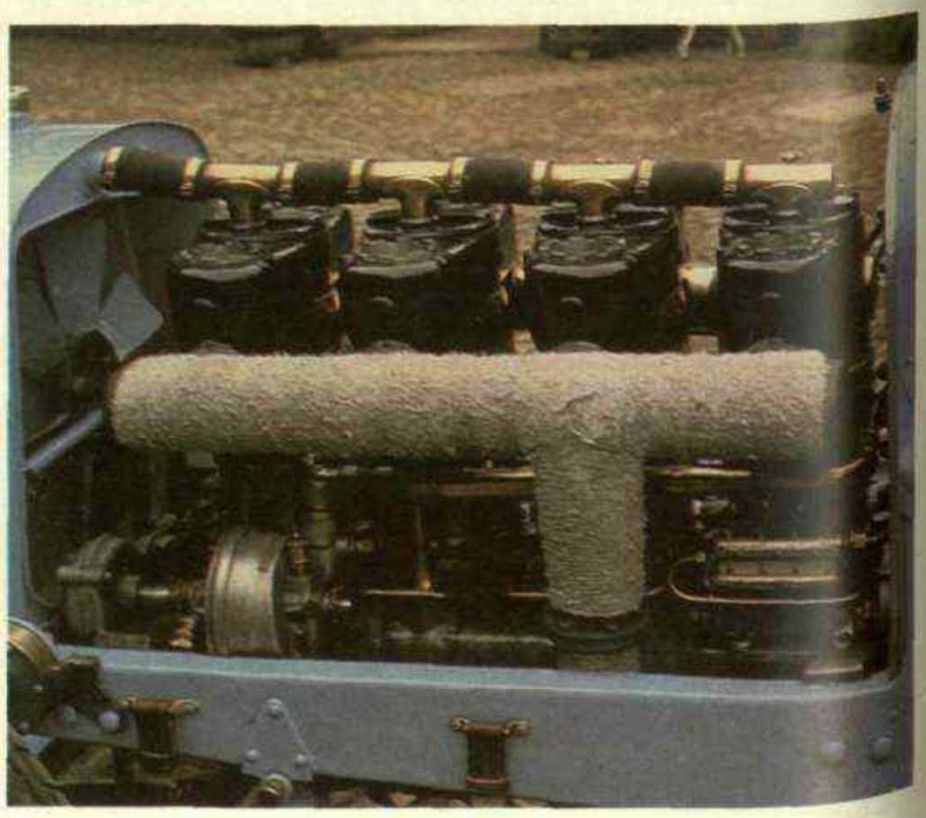
was used at first but later came Panhard-Levassor's own Centaur engine, which was given dual ignition, by hot-tube and coil, with a dynamo to charge the batteries. It was an unfortunately noisy engine, but Panhard was advancing fast, with a special carburetter designed by Comdr. Krebs, a Panhard-Levassor Director, and with a three-cylinder, four-speed 8 h.p. car with its valves mechanically-operated in the catalogue.

However, it is with racing that we are here concerned. In that field Panhard-Levassor was, for many years after the commencement of this new sport, in a completely dominant position. A car of this make won the very first motor race, in fact. That was in 1895, the race from Paris to Bordeaux and back, over the remarkable distance of 732 miles. Levassor entered a special 4 h.p. Panhard-Levassor racing-carriage, tiller-steered, and driving himself throughout, won at a speed of 14.9 m.p.h. It was an incredible performance, occupying 48 hr. 48 min. To commemorate it a special monument was erected to Emilé Levassor at the gates of Paris (I believe this failed to survive the German invasion of the city, but perhaps a reader residing in Paris could comment).

In 1896 the leading event was the Paris-Marseilles-Paris race. Levassor again drove a 4 h.p. Panhard but he struck an obstacle while travelling at some 20 m.p.h. and the steering-tiller was wrenched out of his hand, causing the vehicle to turn over, with severe injuries to the great pioneer designer-driver. He died in the following year. No doubt it was this which resulted in no race victories going to Panhard in 1897. However, by 1898 the exciting new 8 h.p. four-cylinder racer was ready, of 80 × 120 mm. (2,402 cc). With one of these powerful racers Ferdinand Charron achieved victory in the 148-mile

The massive 12.8-litre engine, with cylinders connected by large brass and copper water galleries. Note the big, twin-stage, centrifugal water pump in the n/s front corner and the rocking, Eiseman magneto at the o/s front.







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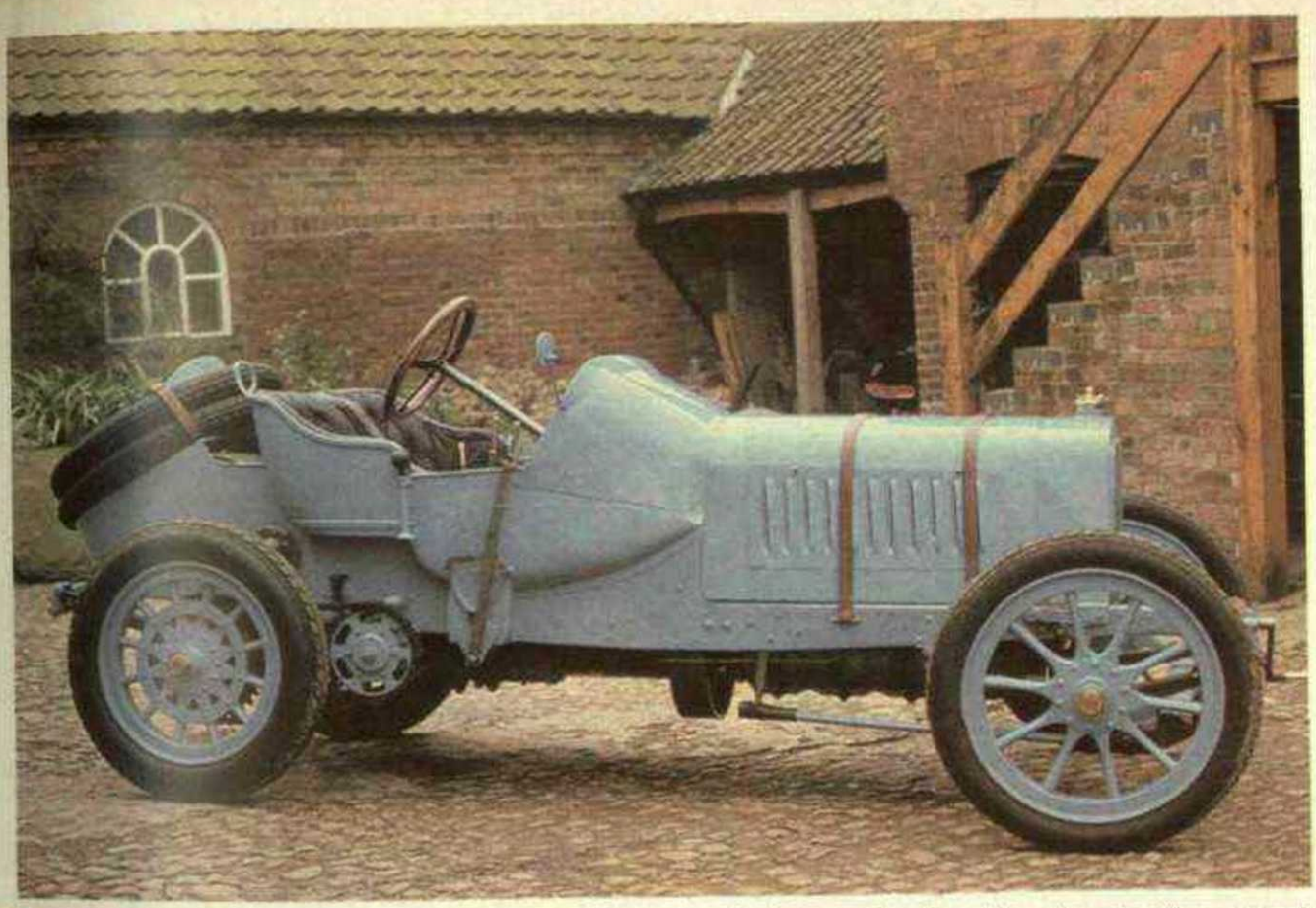
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Very much the great Edwardian racing car! The effective scuttle design is thought to have been hastily contrived on the eve of the Dieppe race.

Marseilles-Nice race, at 21.4 m.p.h. Even greater acclaim was earned when, in the 1898 Paris-Bordeaux race, the Head of the Company, the celebrated Chevalier René de Knyff, who was President of the Automobile de France, won on one of these 8 h.p. Panhards, averaging 23.5 m.p.h. for the arduous 359 miles. By this time Panhard-Levassor was the premier motor car in the opinion of many, not only because it was the first French make, but due to these great racing successes. It remained so, for a majority, up to the 1914/18 war. The racing domination was endorsed when Charron won the Paris-Amsterdam race that year, doing the then-thought-appalling average speed of 27.3 m.p.h. over the enormous distance of more than 900 miles. The hazards of driving these high, unbalanced cars with their crude brakes had been sadly underlined when Mayade was killed due to the tiller-controlled Panhard he was conducting getting out of control, much as Levassor's had. Charron had used wheel-steering for his convincing victory. . . .

The 1899 season was a particularly good one for the Panhard-Levassor *marque*. The Paris-Rouen-Paris race was won by Giradot on a model of only 6 h.p. which nevertheless averaged 30¼ m.p.h. The great Paris-Bordeaux contest saw the celebrated Charron win for the Company with a new 12 h.p. car with frontal radiator, at a rousing 30.3 m.p.h. Moreover, de Knyff pulled off both the big race in Belgium and the Tour de France, averaging a notable 30.8 m.p.h. in the latter, despite its 1,377 miles! That was on a 16 h.p. car, with a 4½-litre engine having the same dimensions as a vintage Bentley. Giradot, not to be left out, dead-heated with the rival Mors in the Paris-Ostend, although he was pitting a 12 h.p. Panhard against the 16 h.p. of the Mors, and he won Paris-Boulogne outright at 33½ m.p.h.

The story, indeed, becomes almost monotonous. The first Gordon Bennett race went to Panhard-Levassor, although Charron, on a new, powerful 24 h.p. racer, with electric ignition, had his troubles, experiencing a bent back axle and a friction-driven water-pump that could only be kept in contact with the flywheel by the efforts of his luckless riding mechanic. But what a victory, this drive from Paris to Lyons, 354 difficult miles at 38.6 m.p.h. And the older 12 h.p. car had scored, too, at the Circuit du Sudouest and in the Nice-Marseilles, driven in both races by de Knyff. Nor was there any let-up in 1901; Maurice Farman took a 24 h.p. model to victory at Pau, doing better than 46 m.p.h., and in the Gordon Bennett race, for which the famous 40 h.p. was produced, the race went to Giradot — normally called "The Eternal Second" — the only finisher, at 37.3 m.p.h.

For the year's top race, Paris-Berlin, for which Panhard-Levassor entered several "Forties", the Mors challenge strengthened, however. For Fournier's 60 h.p. Mors had the legs of the Panhards that chased it, winning from Giradot and de Knyff, with five more Panhards chasing Brescia's 60 h.p. Mors. But as the victorious Mors moved off for the triumphal procession a driving-chain broke, so by that margin had Panhard lost this prestigious 1901 contest! It was in it that Charles Jarrot was allowed to have a 40 h.p. Panhard to drive.

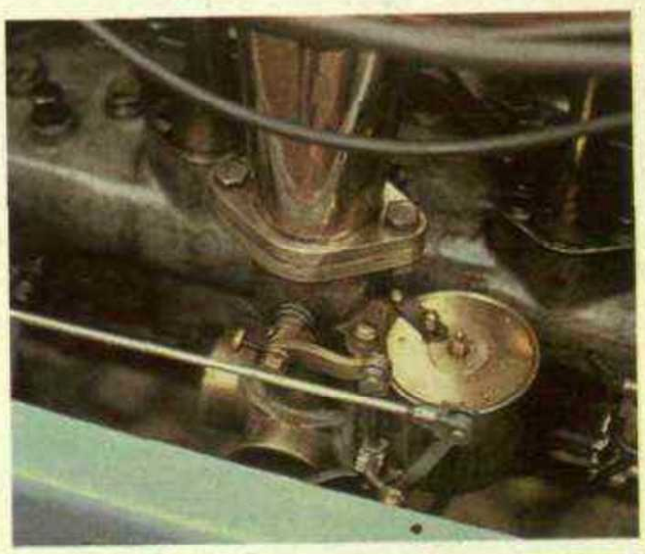
Anxious to avenge defeat, the great 70 h.p. Panhards now came on the scene. The race

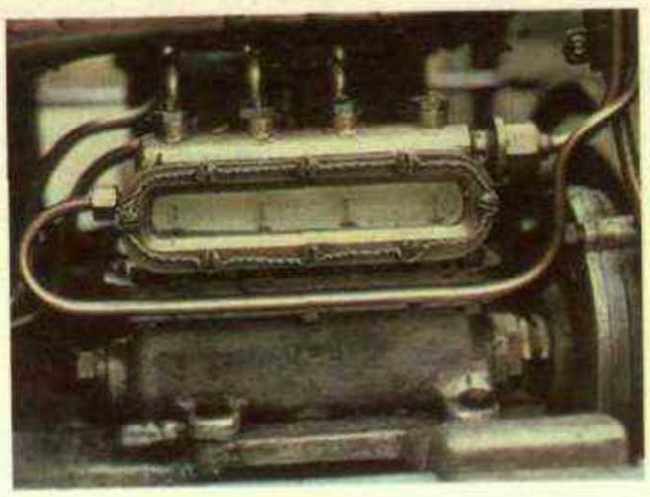
Continued on page 537

Drive is by massive, 35 mm. pitch chains, left. Note the mechanic's grab-handle. The outside handbrake is pushed forward for "on" and withdraws the clutch. An unsupported steering column dominates the bare cockpit. Note the fuel pressure pump and "Metres D'Eau" gauge. The non-original carburetter is an up-draught Zenith. The oil drip feeds are sited under the bonnet. The car's identity is carried on the hub nuts.



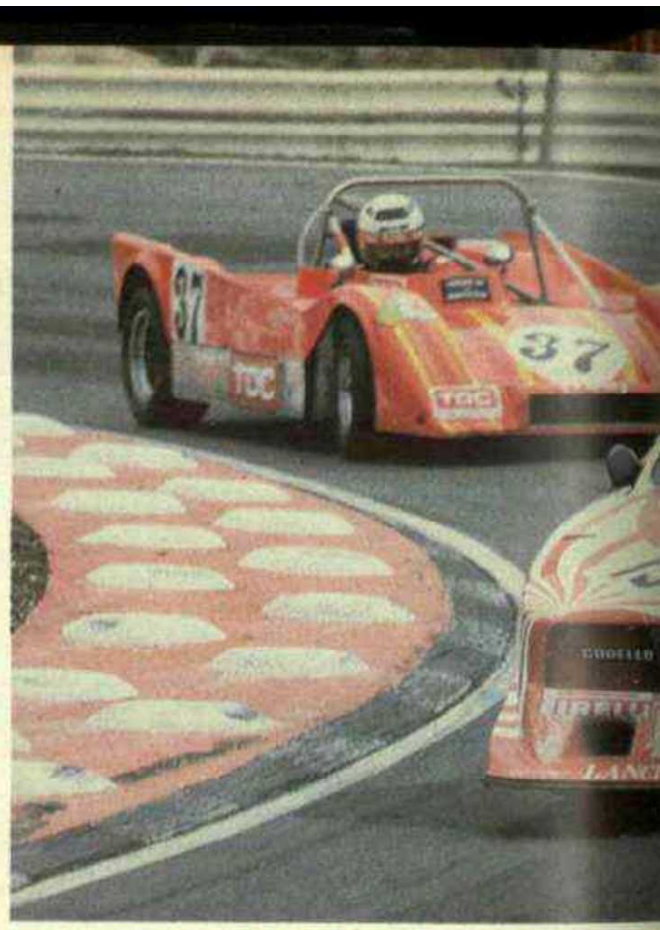












BRANDS HATCH SIX HOURS Winn
Make
Patrese and Walter Röhrl, seen above leading the S
over 2-litre division was the ex-Kremer Porsche 93
left, passing Guerrin's Porsche 934. Leading unti
depicted at its first pit stop with co-driver Merl at



Fighting back after an early, body damaging collision with an Italian Osella, Eddie Cheever and Michele Alboreto recovered to second place in th
other works Lancia, below left. Mark Thatcher proved more than competent in the Sports 2000 Tiga he shared with Divina Galica, seen abov
heading Dudley Wood's Porsche. Their class fell, however, to the Lola T492 of John Brindley and John Sheldon (below right).

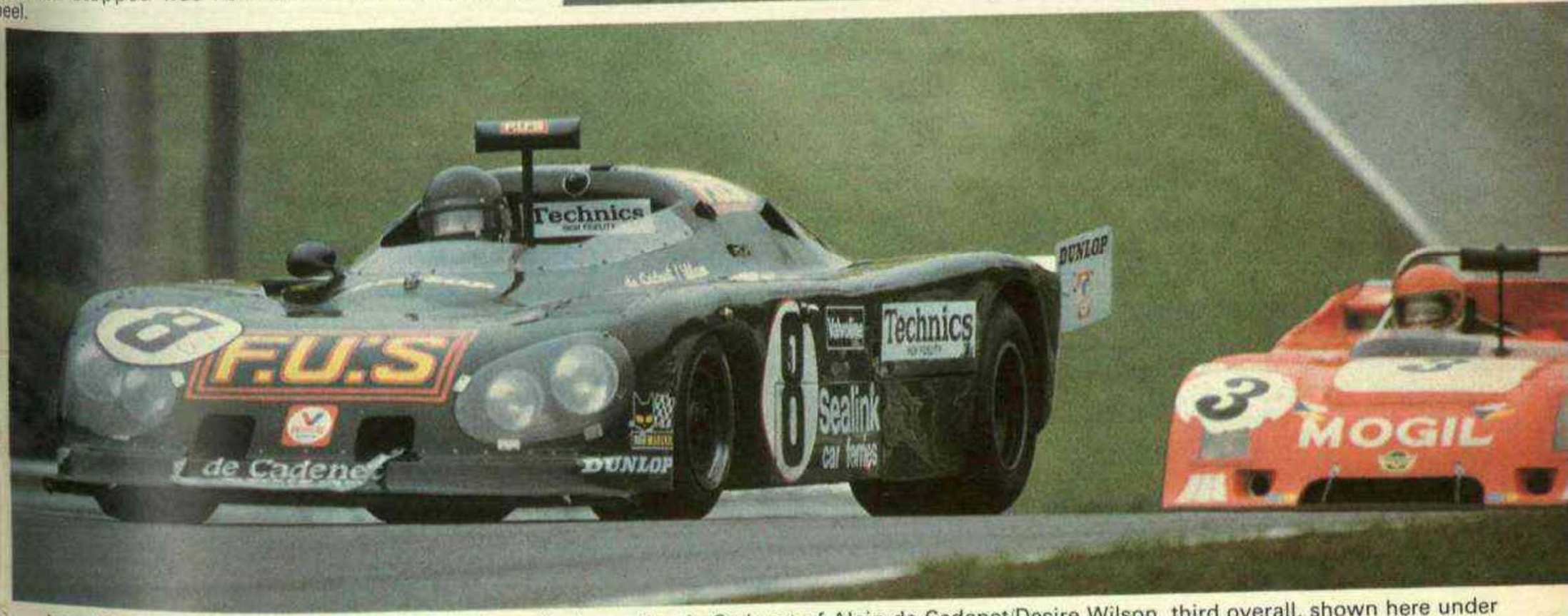








the second round of the 1980 World Championship for the works Lancia Beta Montecarlo Turbo of Riccardo x Mike Ford Sports 2000 Lola. First GP 5 car home in the f Dudley Wood, John Cooper and Pete Lovett, pictured, ace was stopped was Reinhold Joest's Porsche 908/4,



Lancia's only challenger after Joest's Porsche retired was the de Cadenet of Alain de Cadenet/Desire Wilson, third overall, shown here under pressure from Martin Raymond's spiritedly driven Mogil Chevron. Sadly Raymond was killed in a tragic accident. Below, the fourth placed Montecarlo Turbo of Facetti/Finotto heads the Doeren/Laessig Porsche 935.







The turbocharged 1½-litre Renaults were able to hold their own against the 3-litre unblown Cosworth, Ferrari and Alfa Romeo powered cars in the drag race for the first corner. Jabouille and Arnoux are seen approaching Crowthorne corner as they run away from the opposition in the South African Grand Prix.

The South African Grand Prix

Continued from page 504

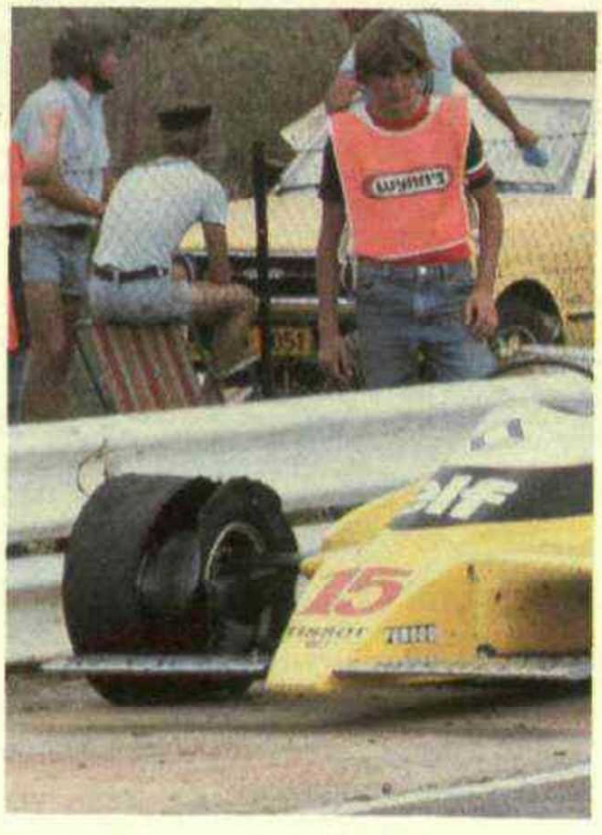
Everyone else of note was well into the 1 min. 12 sec. bracket and others were four and five seconds slower than the turbo-charged French cars. Only 24 of the 27 entries were going to qualify for the grid and on the times from this first session Lees, (Shadow) and Surer (ATS) and Kennedy (Shadow) were going to be left out, while Watson (McLaren) was the last man on the grid. As Surer and Prost had been eliminated by their accidents it meant that Kennedy was odd man out.

The aerodynamic "fashion" for the Kyalami circuit was to run without front nose fins and with the smallest possible rear aerofoil, all in the interests of maximum speed, relying on the down-force from the under-car air for cornering, but striking a nice balance between speed and cornering was not easy. While most teams were trying the effect of no front fins, even Renault with their surplus of power trying the idea, Alfa Romeo were using front fins on their normally bare nose-cone.

After practice Renault were very happy, saying they would have been "very unhappy if we were not happy", as the turbo-charged 1½-litre V6 engine could maintain its sea-level 515 b.h.p., whereas the normally aspirated 3-litre engines that relied on the 14.7 p.s.i. of atmospheric pressure at sea-level had to make do with the 12.8 p.s.i. available at Kyalami and even the best Cosworth V8 was down to something like 435 b.h.p. While all the 3-litre brigade were prepared for the Renaults to be fast, they did not expect them to be nearly two seconds faster than the best 3-litre. Although the timed hour had been continually interrupted and much of the rhythm had been lost, it was little consolation.

Friday morning was a lot warmer and this gave "the rest" some encouragement, for the turbo-charged engine's efficiency drops off rapidly with a rise in ambient temperature. The Renault's inter-cooler system has to work

Jabouille lost the S. African GP when he picked up a metal object in his right front tyre at over 170 m.p.h. when passing the pits. The tyre burst and he had a busy time bringing the car to rest at the side of the track.



overtime anyway, without the added handicap o high ambient temperature. When it becam known that the French team had recorded thei times on tyres that would do the race, there wa further gloom. Although Michelin had qualifying tyres available, Renault did not use them preferring to set the pace on a type of tyre tha would last the race, as the Goodyear runners were having to do. It looks as though the French tyr firm will soon be joining Goodyear in th elimination of the freak qualifying tyre, regardless of any complicated rules dreamed up by FISA.

With Prost in the pits with his arm in a sling al the McLaren hopes rested on Watson and the team had repaired M29/1B so that the Ulsterman had two cars at his disposal. There was no

PRACTICE TIMES

No.	Driver	Thursday p.m.	Friday p.m.
1	J. Scheckter	1.12.95	1.12.32
2	G. Villeneuve	1.12.38	1.13.40
3	J-P. Jarier	1.12.70	1.12.76
4	D. Daly	1.13.04	1.13.60
5	N. Piquet	1.11.87	1.12.16
6	R. Zunino	1.13.05	1.13.29
7	J. Watson	1.14.04	1.13.61
8	A. Prost	1.13.76	no practice
9	M. Surer	1.14.54	no practice
10	J. Lammers	no practice	1.15.29
11	M. Andretti	1.13.26	1.12.93
12	E. de Angelis	1.12.74	1.13.00
14	G. Regazzoni	1.13.56	1.13.25
15	J-P. Jabouille	**1.10.00**	1.11.92
16	R. Arnoux	1.10.21	**1.11.11**
17	G. Lees	1.14.46	1.15.20
18	D. Kennedy	1.15.23	1.15.38
20	E. Fittipaldi	1.13.23	1.13.53
21	K. Rosberg	1.13.84	1.13.93
22	P. Depailler	1.13.13	1.12.16
23	B. Giacomelli	1.12.51	1.12.83
25	D. Pironi	1.12.11	1.12.16
26	J. Laffite	1.11.88	1.12.40
27	A. Jones	1.12.23	1.12.66
28	C. Reutemann	1.12.15	1.12.18
29	R. Patrese	1.12.95	1.12.50
30	J. Mass	1.13.25	1.13.29
31	E. Cheever	1.13.84	1.13.83

question of Surer being in the pits, nor of the *latest* ATS being repaired, but Lammers had been brought in with the spare ATS in a forlorn hope of qualifying. The team had withdrawn their second entry before practice started, but the young Dutch boy had turned up anyway. You can always tell when a team is getting desperate for they try something unconventional that was never written down in their test-schedule, and often the move is inspired by a sneak look at what someone else is doing. When Scheckter set off minus the front aerofoil on his T5 Ferrari, and remember that it is a very large full-width affair, it was clear that the team had lost their way. The South African did one lap and came straight in, not even bothering to try a flat-out run past the pits. Later on Andretti went out in his Lotus 81 without the rear aerofoil, but not for long! This sort of thing pleased and amused people like Patrick Head of Williams and Gordon Murray of Brabham, for they could confidently forget any possibility of Lotus or Ferrari suddenly challenging them. The existing challenge from Ligier was much more

ENTRY

No.	Driver	Nat.	Team	Car Type	Colours	Engine	Tyres	Main Sponsors
1	Jody Scheckter	ZA	Ferrari	312T5	Red/White	Ferrari flat-12	Michelin	Fiat/Agip
2	Gilles Villeneuve	CDN	Ferrari	312T5	Red/White	Ferrari flat-12	Michelin	Fiat/Agip
3	Jean-Pierre Jarier	FR	Tyrrell	010	Blue/Red	Cosworth V8	Goodyear	Candy Appliances
4	Derek Daly	IRL	Tyrrell	010	Blue/Red	Cosworth V8	Goodyear	Candy Appliances
5	Nelson Piquet	BR	Brabham	BT49	Blue White	Cosworth V8	Goodyear	Parmalat Foods
6	Ricardo Zunino	ARG	Brabham	BT49	Blue White	Cosworth V8	Goodyear	Parmalat Foods
7	John Watson	ULS	McLaren	M29B	White/Red	Cosworth V8	Goodyear	Marlboro/Castrol
8	Alain Prost	FR	McLaren	M29B	White/Red	Cosworth V8	Goodyear	Marlboro/Castrol
9	Marc Surer	CH	ATS	D4	Yellow	Cosworth V8	Goodyear	ATS Wheels
10	Jan Lammers	NL	ATS	D3	Yellow	Cosworth V8	Goodyear	ATS Wheels
11	Mario Andretti	USA	Lotus	81	Blue/Red/Silver	Cosworth V8	Goodyear	Essex/Tissot
12	Elio de Angelis	I	Lotus	81	Blue/Red/Silver	Cosworth V8	Goodyear	Essex/Tissot
14	Gianclaudio Regazzoni	CH	Ensign	N180	Red/White/Blue	Cosworth V8	Goodyear	Unipart
15	Jean-Pierre Jabouille	FR	Renault	RE	Yellow/White/Black	Renault V6 t/c	Michelin	ELF
16	Rene Arnoux	FR	Renault	RE	Yellow/White/Black	Renault V6 t/c	Michelin	ELF
17	Geoff Lees	GB	Shadow	DN11	Black/Yellow	Cosworth V8	Goodyear	Interlekt/Villiger
18	David Kennedy	IRL	Shadow	DN11	Black/Yellow	Cosworth V8	Goodyear	Interlekt/Villiger
20	Emerson Fittipaldi	BR	Fittipaldi	F7	Yellow	Cosworth V8	Goodyear	Skol Lager
21	Keijo Rosberg	FIN	Fittipaldi	F7	Yellow	Cosworth V8	Goodyear	Skol Lager
22	Patrick Depailler	FR	Alfa Romeo	179	Red/White	Alfa Romeo V12	Goodyear	Marlboro
23	Bruno Giacomelli	I	Alfa Romeo	179	Red/White	Alfa Romeo V12	Goodyear	Marlboro
25	Didier Pironi	FR	Ligier	JS11/15	Blue/White	Cosworth V8	Goodyear	Gitanes/ELF
26	Jacques Laffite	FR	Ligier	JS11/15	Blue/White	Cosworth V8	Goodyear	Gitanes/ELF
27	Alan Jones	AUS	Williams	FW07B	White/Green	Cosworth V8	Goodyear	Saudia Arabia/Leyland
28	Carlos Reutemann	ARG	Williams	FW07B	White/Green	Cosworth V8	Goodyear	Saudia Arabia/Leyland
29	Riccardo Patrese	I	Arrows	A3	Gold	Cosworth V8	Goodyear	Warsteiner Beer
30	Jochen Mass	D	Arrows	A3	Gold	Cosworth V8	Goodyear	Warsteiner Beer
31	Eddie Cheever	USA	Osella	FA1	White/Black	Cosworth V8	Goodyear	Denim Aftershave

important, even though the French team's manager was getting a bit cocky. Nelson Piquet was really happy with the Brabham BT49, even though it could not match the Renaults for sheer speed, but Alan Jones was not so happy with the Williams, for while the car seemed to be generating the required aerodynamic down-force, the centre of pressure was too far forward, which

STARTING GRID
(Staggered 1×1)

15
J. P. Jabouille
(Renault V6 t/c)
RE23
1 min 10.00 sec.
48 (1 min. 13.29 sec.)

16
R. Arnoux
(Renault V6 t/c)
RE21
1 min 10.21 sec.
51 (1 min. 13.15 sec.)

5
N. Piquet
(Brabham-Cosworth V8)
BT49/e
1 min. 11.87 sec.
22 (1 min. 14.57 sec.)

26
J. Laffite
(Ligier-Cosworth V8)
JS11 15 03
1 min. 11.88 sec.
40 (1 min. 13.91 sec.)

25
D. Pironi
(Ligier-Cosworth V8)
JS11/15/04
1 min. 12. 11 sec.
53 (1 min. 14.19 sec.)

28
C. Reutemann
(Williams-Cosworth V8)
FW07B 5
1 min. 12.15 sec.
12 (1 min. 14.41 sec.)

22
P. Depailler
(Alfa Romeo V12)
179/003
1 min. 12.16 sec.
44 (1 min 15.08 sec.)

8
A. Jones
(Williams-Cosworth V8)
FW07B 7
1 min. 12.23 sec.
4 (1 min 13.99 sec.)

1
J. Scheckter
(Ferrari-Fiat 12)
312T5/046
1 min. 12.32 sec.
4 (1 min 14.68 sec.)

2
G. Villeneuve
(Ferrari-Fiat 12)
312T5 042(T)
1 min. 12.38 sec.
17 (1 min. 14.65 sec.)

29
R. Patrese
(Arrows-Cosworth V8)
A3/3
1 min. 12.50 sec.
9 (1 min. 14.39 sec.)

23
B. Giaromelli
(Alfa Romeo V12)
179 001
1 min. 12.51 sec.
26 (1 min. 14.88 sec.)

3
J. P. Jarier
(Tyrrell-Cosworth V8)
010 1
1 min. 12.70 sec.
60 (1 min. 13.34 sec.)

12
E. de Angelis
(Lotus-Cosworth V8)
81 1
1 min. 12.74 sec.
(no time)

11
M. Andretti
(Lotus-Cosworth V8)
81/2
1 min. 12.93 sec.
6 (1 min. 14.62 sec.)

4
D. Daly
(Tyrrell-Cosworth V8)
010 2
1 min. 13.04 sec.
9 (1 min 15.10 sec.)

6
R. Zunino
(Brabham-Cosworth V8)
BT49/5
1 min. 13.05 sec.
21 (1 min. 14.93 sec.)

20
E. Fittipaldi
(Fittipaldi-Cosworth V8)
F7/1
1 min. 13.23 sec.
20 (1 min. 14.90 sec.)

30
J. Mass
(Arrows-Cosworth V8)
A3/4
1 min. 13.25 sec.
4 (1 min. 14.80 sec.)

14
G. Regazzoni
(Ensign-Cosworth V8)
MN11
1 min. 13.25 sec.
76 (1 min. 15.05 sec.)

7
J. Watson
(McLaren-Cosworth V8)
M29/1B(T)
1 min. 13.61 sec.
21 (1 min 15.69 sec.)

31
E. Cheever
(Osella-Cosworth V8)
FA1/1
1 min. 13.83 sec.
8 (1 min. 16.61 sec.)

21
K. Rosberg
(Fittipaldi-Cosworth V8)
F7/2
1 min. 13.84 sec.
10 (1 min. 15.57 sec.)

17
G. Lees
(Shadow-Cosworth V8)
DN11/02
1 min. 14.46 sec.
22 (1 min. 16.81 sec.)

Did not qualify: 18 D. Kennedy (Shadow DN11/03 1 min. 15.23 sec. 10, J. Lammers (ATS D3/02) 1 min 15.29 sec. Withdrawn after accidents: 8, A. Prost (McLaren M29/1B) 1 min. 13.76 sec. 9, M. Surer (ATS D4/01) 1 min. 14.54 sec. M.B. (T) is spare car
Time in brackets is best lap in race, with lap number in bold.

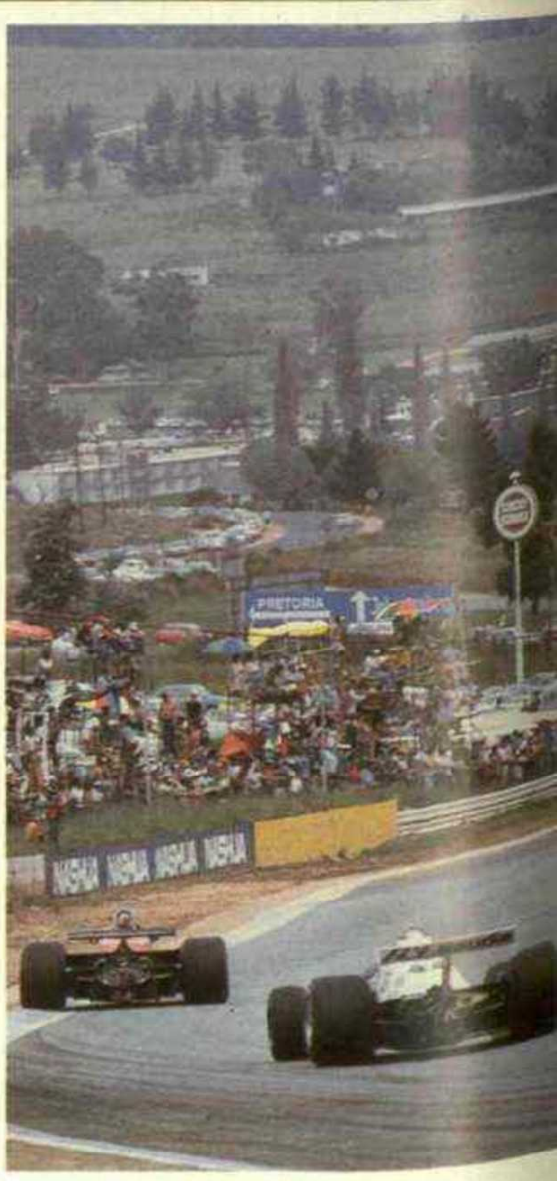
With plenty in reserve, Arnoux holds back from his team leader as the Renaults pass slower cars. Note the Ferrari support!







Andretti heads a group out of Club in the early stages, above left. Laffite, above right, gave a superb demonstration of "tiger" as he drove his heart out with the Ligier JS11/15 in his attempt to stay with the Renaults. A scenic background, below, as Jones chases Villeneuve into Crowthorne.



made for a skittish back-end and oversteer. To have improved the oversteer by increasing the angle of the rear aerofoil would have lost speed on the straight, which wasn't enough anyway, so a fine line between speed and balance was sought. The previous day some improvements had been made to the new car, which Jones was intended to race, and reluctantly Reutemann tried it; reluctantly because he doesn't like driving other people's cars. His lap times improved so the modifications were done to his car and he was then faster than Jones, when he thought he had reached his limit!

Experiments were still going on in some teams with and without front nose fins, and some really small ones were appearing on some cars, but Alfa Romeo stuck to their large swept-forward ones while all about them was a sea of indecision. The Arrows team had arrived with a long shapely tail out behind the gearbox on their A3 cars but soon experimented with no tail at all and then settled for a short stumpy tail. All to do with centres-of-pressure and aerodynamic stability and balance. Just before the morning test-session ended Villeneuve returned to the pits on the pillion of a motorcycle, his Ferrari engine having blown up.

The final hour of qualifying was nice and warm for the spectators but much too warm for the engines, but even so the Renaults were still the fastest by a long way, with Arnoux quicker than Jabouille this time. They were much slower than the previous afternoon, but they could afford to be, for the 3-litre opposition made no dramatic improvements, while many of them were a lot slower. Villeneuve was using the spare Ferrari, and just when Scheckter felt he was making a bit of progress, his engine blew up, so both Ferrari drivers were down on the fifth row of the grid. Having the Renaults and all those Cosworth powered cars in front was one thing, but having an Alfa Romeo in front of them was something else. It was the courageous Patrick Depailler who got his V12 Alfa Romeo in front of the Ferraris, alongside Alan Jones on the fourth row. The tenacious little Frenchman (shades of Jean Behra) is getting more fit, following his long spell in hospital, but is still far from 100%. His will-power and determination are an example to many totally fit drivers. The swarthy little Piquet was all on his own with his Brabham BT49, fastest of the 3-litre cars, but he had the two Ligiers right behind him and then the two Williams drivers.

As expected Kennedy (Shadow) and Lammers (ATS) were the two non-qualifiers, with Lees outpaced in the other Shadow but in the race thanks to the withdrawal of Prost and Surer. Once again the Renaults had dominated practice running on race-quality tyres, so no-one could complain about unfairness; the griping was tuned on to the turbo-charger, but only by the also rans, for teams like Ligier, Williams and Brabham were conscious of the fact that the Renaults were going to be handicapped on wiggly circuits like Long Beach, Monaco and Brands Hatch, and when they were the Renault team did not gripe about unfairness. Among the more intelligent thinkers (and there are not too many of them in Formula One), there was a sneaking feeling that perhaps the turbo-charged engines were not going to be as handicapped on slow corners as in the past, for they were performing pretty well on Kyalami's slow corners. Another disquieting thought was that the Renault chassis gave away nothing to anyone, and if watched closely it held the road and cornered far better than a lot of the opposition. A careful analysis made you wonder if perhaps their advantage was not simply engine power at altitude. Never having seen the drivers of the turbo-charged Renaults in competitive 3-litre cars it is difficult to assess their ability, but Jabouille's quiet smoothness is such an integral part of the turbo-charged scene that it is deceptive. Arnoux's flair and dash are obvious as is his "feel" for the turbo-charged engine, which calls for a different driving technique to a Cosworth V8, or Ferrari 12-cylinder.

Race day was Saturday, as always, and not Sunday as a lot of 1980 calendars make out, and the South African sun came out strongly to start the morning. This encouraged the Renault opposition, but their hopes were soon dashe when clouds began to appear and the temperatur dropped. The half-hour warm-up session did n take place until noon, the morning being occupie by a happy Historic Racing Car Handicap an demonstration in which a vast collection assorted old cars were driven for fun by thei proud owners, from single-seater Cooper-Clima to MG Magnette Saloons, all mixed in together i an inconsequential five lap race with a masse start. To get race-week underway there had bee a National race meeting at the circuit the previou Saturday and all the winners were now allowed t do a parade lap in front of the Grand Prix crowd After the Formula One warm-up session a hug collection of MG cars, from a J2 to the latest took the drivers round on a parade lap, Jod Scheckter experiencing the exhilaration of being passenger in the 1933 J2 Midget of negligibl performance! This parade also showed the stron support that MG has in South Africa, thoug whether it will continue for a Japanese MG doubtful.

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The 78 lap race was due to start at 2.15 p.m. and when the cars set off from the pits to go round the circuit to form up on the grid, all 24 were present and correct. Villeneuve and Rosberg sneaked in an extra lap, and then the long 1 × 1 grid was formed with Piquet, Laffite, Pironi, Jones and Villeneuve wondering if they could "jump" the two Renault's when the starting signal was given, and have a moment of glory by leading for part of the first lap. Jones was in the latest Williams FW07, Villeneuve was in the spare Ferrari, Jarier and Daly were giving the new Tyrrell design its début race, Regazzoni was in the first of the 1980 Ensigns, and Watson was in the M29B McLaren that Prost had crashed on Thursday afternoon.

Unlike British commentators the South African one did not get over-excited at the count-down for the start of the pace-lap and he sent the field on its way without making people think the race had started. The Lotus of de Angelis proved difficult to start and the rest had long gone before he got away. As the 23 cars arrived on the grid the young Italian was still charging along trying to catch up, but he was too late and had to take the start from the back of the grid. When the green light came on Alan Jones made a searing getaway, passing his team-mate and Laffite and was alongside the Renaults as their turbo-chargers took hold. Then it was all over, the two French cars powered away into the lead and headed the very frustrated field into the first corner and down the steep hill of Barbecue Bend. In beautiful formation the two Renaults led the opening lap with contemptuous ease, Jabouille leading Arnoux in strict team order. They were followed by Jones, Laffite, Reutemann, Piquet, Villeneuve, Scheckter, Pironi, Jarier, and the rest, with de Angelis trying hard to make up for his handicap. On lap two de Angelis was so busy passing a group of cars up the hill to Leeukop hairpin that he arrived going too fast on the wrong line and there was nowhere to go. He locked-up the brakes and spun off into the dirt, and out of the race. Make haste slowly, young man.

It did not need many laps to see that the Renaults were pacing themselves on the speed of their followers, thus easing the strain on the turbo-charged engines, their tyres, brakes, fuel consumption and so on. They could easily have pulled away at a second, or two seconds, a lap thus opening up a big gap, but they didn't. Jones and Laffite were appearing to be keeping up with them, but what was happening was that the Renaults were waiting for the Williams and Ligier. Waiting, but not to be caught. This you could tell by the exhaust notes of the Renaults, never giving an indication of being "hard on" or "hard off", always smooth and gentle, and the attitude of pitch and squat was negligible, indicating no desperate measures on brakes accelerator. The followers presented a ver different picture, all harsh and angry, with th drivers doing all they knew to maintain the pac The way the two Renaults cruised through som of the corners was almost insolent, Arnou keeping station directly behind Jabouille in beautiful example of team-driving; he was neve too close, never alongside, never too far back, bu just right, leaving all the pace-making and line Jabouille like a number two driver should.

On lap eight Laffite scratched his way pa Jones to take third place and we had Frenc



The epic "ding-dong" between Piquet's Brabham and Pironi's Ligier.

Jean-Pierre Jarier gave the new Tyrrell 010 a good debut race until tyre trouble dropped him back. Here he overtakes a trio of cars under braking for Crowthorne as he la them. Rosberg (Fittipaldi F7) in the lead is hotly pursued by Watson (McLaren M29B) and Daly in the second Tyrrell 010.




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Patrick D. earned himself a big "A for effort" in the second timed practice when he got his heavy Tipo 179 Alfa Romeo on to the fourth row of the grid with seventh fastest time. In the race he was dogged by fuel mixture trouble.

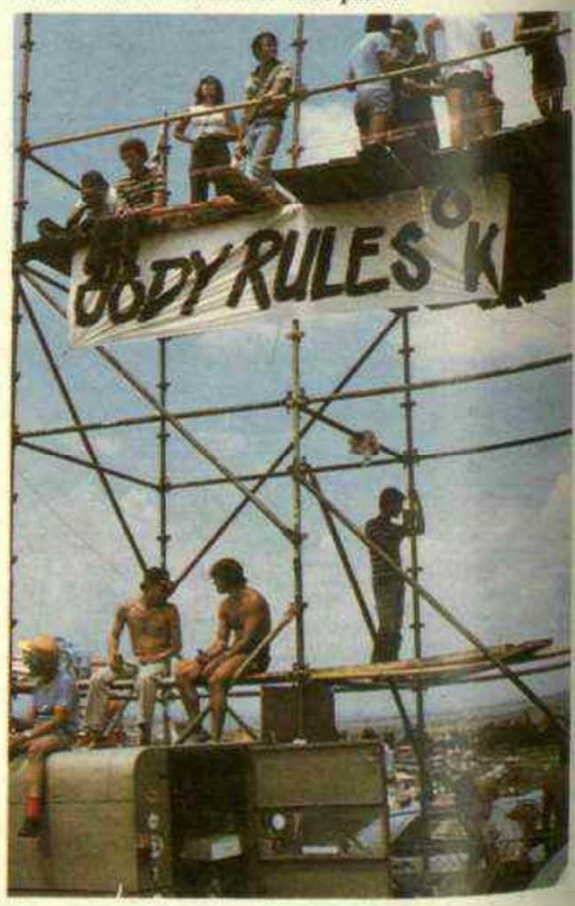
drivers and French cars first, second and third. Reutemann did not maintain the pace of the two hard men in front of him, but settled back in a comfortable fifth place ahead of Scheckter, Piquet, Jarier and Pironi, while further back Daly led Giacomelli, Patrese and Mass. Then came Fittipaldi, Zunino and Andretti, followed by Regazzoni, Depailler, Rosberg, Villeneuve (after an excursion off the track on lap three dropped him to the back), Watson, Cheever and Lees. On the next lap the scene at the back had changed, for Cheever crashed the Osella at Crowthorne, and Villeneuve and Depailler disappeared into the pits. The Ferrari driver started on different tyres to Scheckter and they were hopeless, so he now stopped for a different set. Depailler's fuel mixture was all up the spout and he stopped to have it adjusted, but it only made the misfiring worse. On lap 11 Patrese crashed at Crowthorne Corner, like Cheever, both drivers being caught out by erratic brakes, and the next one to go was Scheckter when his Ferrari engine went on to 11-cylinders, due to a broken valve spring or something similar.

Up at the front the two Renaults were still droning round at their ease, leaving Laffite to set the pace and he was driving his heart out but could not know just how easily the Renaults were staying ahead. The Ligier was superior to the Williams on handling and Jones was losing contact with the blue and white car, but nevertheless holding on to fourth place. Derek Daly stopped briefly at the end of lap 18 to say that his gear-change was playing up, but he was sent back into the race and told to make the best he could. This dropped him from ninth place down to 18th place, last of the non-stop runners with only Villeneuve and Depailler behind him. The Ferrari was still not handling very well so Villeneuve could do little to improve his position, while all the fiddling with the Alfa's injection system only made things worse, and Depailler was in and out of the pits on nearly every lap. Andretti was having a miserable drive down among the tail enders, the Lotus losing out on speed on the straight, and then an exhaust manifold pipe split, which didn't help matters, and Regazzoni passed him with the Ensign. At the back of the field Rosberg and Watson were having a jolly little dice among themselves.

Villleneuve despaired of his Ferrari's handling and made another stop for yet a different set of tyres and as he accelerated away from the pit something broke inside the transmission (not a drive-shaft as the race-information office stated) and the Ferrari stopped instantly with no drive to the wheels. On lap 35 Alan Jones ground to a halt with a broken gearbox, the oil having leaked out from a split in the cooling system. This let Reutemann up into fourth place, but no challenge to Laffite. Still the two Renaults droned round in formation. As they lapped the back markers Arnoux took no chances, biding his time to overtake and then shooting back into position behind Jabouille with no strain at all, indicating just how effortless their domination was. Laffite was always there in third place looking for a ray of hope, but none came. Even when Arnoux dropped a fair way back, waiting to lap Regazzoni, there was no hope for the Ligier driver, for at the same time he was having to wait to lap Daly. The complete rear aerofoil broke off Giacomelli's Alfa on lap 39 and he stopped at the pits to have a new assembly bolted on, dropping from 12th to 16th and last place.

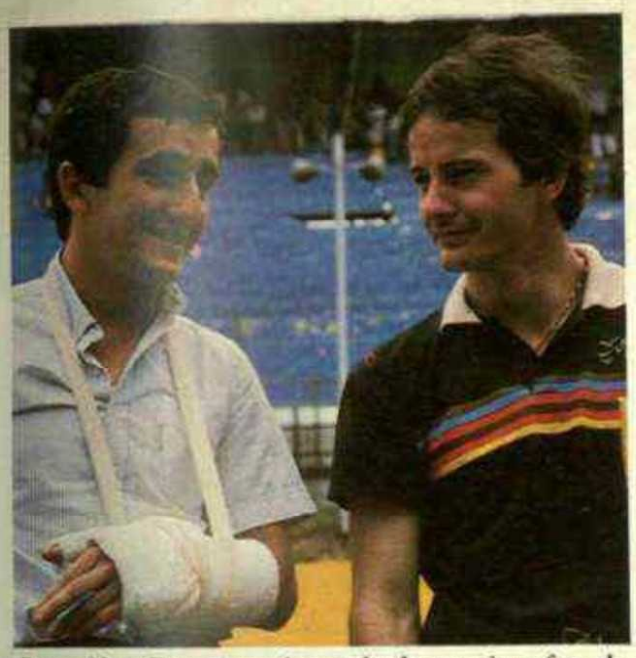
Patrese's day ended with the Arrows A3/3 firmly planted in the catch fencing.





Although the circuit owners banned home-made grandstands, to try and force people into the official grandstands, many S. Africans defied the ban.

Jean-Pierre Jarier had been driving a good race with the new Tyrrell, holding fifth place, but on lap 56 he was forced into the pits to change the left rear tyre and the Tyrrell team took the opportunity to change both rears and the left-front while he was in. This spurred on Piquet and Pironi who had been following Jarier, but the Brabham was wearing out its left-front tyre so the Brazilian was having trouble fending off the Ligier driver. Down at the back of the field Rosberg and Watson were still having a ding-dong, and when they were being lapped by the ding-dong of Piquet and Pironi the scene got quite animated. It was a perfectly fair free-for-all with no-one needing to give way and on lap 59 as they all scrabbled into the Leeukop hairpin Rosberg's Fittipaldi ended up in the catch fences and broke the steering connection on the left front



Poor Alan Prost, nursing a broken wrist after the second of two practice accidents, talks to Villeneuve on race morning.

wheel. Piquet and Pironi were away, leaving Watson on his own.

As Jabouille started lap 62 his right-front tyre burst, due to picking up a nail or similar sharp object off the track and he had a very busy time bringing it all to rest at the foot of the hill. His task was not made any easier by having one rear shock-absorber out of action, it having broken its mounting quite early in the race. As in Brazil, René Arnoux now inherited the lead, while the saddened Jabouille walked back to the pits after yet another certain victory was snatched from his grasp. This meant that the Piquet/Pironi battle was now for fourth place, and the Ligier driver did an audacious bit of overtaking braking for the Leeukop hairpin, but Piquet was not giving up and scrabbled back in front. Reutemann's third place was in jeopardy for his car was feeling odd and he was convinced the left-front tyre was failing, so he stopped on lap 64 to have it changed. It later transpired that the right-rear tyre was losing pressure and the right-hand side skirt was wearing away. This stop let Piquet into third place and Pironi fourth, but the Frenchman was still trying to get by the Brabham again.

Through all the troubles and retirements Jochen Mass had driven steadily and consistently and was now in fifth place, with Reutemann behind him after his stop. Once more Pironi made a concerted attack on the Brabham and forced his way by, now into third place, and this time Piquet had to give him best for he could see his left-front tyre was completely worn out and he could hardly restrain the Brabham on right-hand bends, so he settled for fourth place with only eight laps left to run. With six to go Reutemann snatched back fifth place and with Jacques Laffite still driving his heart out in second place, René Arnoux chalked up his second victory with the turbo-charged 1½-litre Renault. As Reutemann had overtaken Mass, the Alfa Romeo of Giacomelli ground to a halt after the esses, and at the end of the race Depailler did one more lap in his misfiring Alfa and picked his young team-mate up to return him to the pits.

But for the puncture suffered by Jabouille the race would have been a total annihilation by the Renault team; as it was it ended in a total annihilation by the French, with French cars and French drivers first, second and third. It can all be traced back to General de Gaulle, when he sanctioned the initial government backing of the Matra team, which encouraged the state-owned ELF petrol and oil company to put an enormous effort into building up French drivers and teams. Matra were followed by Ligier and Renault (and



Another bad race for Ferrari. Scheckter retired with gearbox failure on the fifteenth lap of his home Grand Prix.

Talbot are in the offing) and there never has been a shortage of French drivers in Formula One. Arnoux, Laffite and Pironi have all benefited from ELF support in their formative years and now with the Renault-ELF team and the Ligier-Gitanes-ELF team they are reaping the benefit and paying back to France some of their benefits. — D.S.J.

Results

THE SOUTH AFRICAN GRAND PRIX — Formula One — 78 laps — Kyalami — 4.1038 Kilometres per lap — 320.0964 Kilometres — Warm

1st:	Rene Arnoux (Renault RE21)	1 hr. 36 min. 52.54 sec. — 198.25 k.p.h.
2nd	Jacques Laffite (Ligier JS11/15/03)	1 hr. 37 min. 26.61 sec.
3rd:	Didier Pironi (Ligier JS11/15/04)	1 hr. 37 min. 45.03 sec.
4th:	Nelson Piquet (Brabham BT49/4)	1 hr. 37 min. 53.56 sec.
5th:	Carlos Reutemann (Williams FW07B/5)	1 lap behind
6th:	Jochen Mass (Arrows A3/4)	1 lap behind
7th:	Jean-Pierre Jarier (Tyrrell 010/1)	1 lap behind
8th:	Emerson Fittipaldi (Fittipaldi F7/1)	1 lap behind
9th:	Gianclaudio Regazzoni (Ensign MN11)	1 lap behind
10th:	Ricardo Zunino (Brabham BT49/5)	1 lap behind
11th:	John Watson (McLaren M29/1B)	2 laps behind
12th:	Mario Andretti (Lotus 81/2)	2 laps behind
13th:	Geoff Lees (Shadow DN11/02)	Classified but not running at finish — 8 laps behind
14th:	Patrick Depailler (Alfa Romeo 179/003)	Running at finish but not classified — 25 laps behind

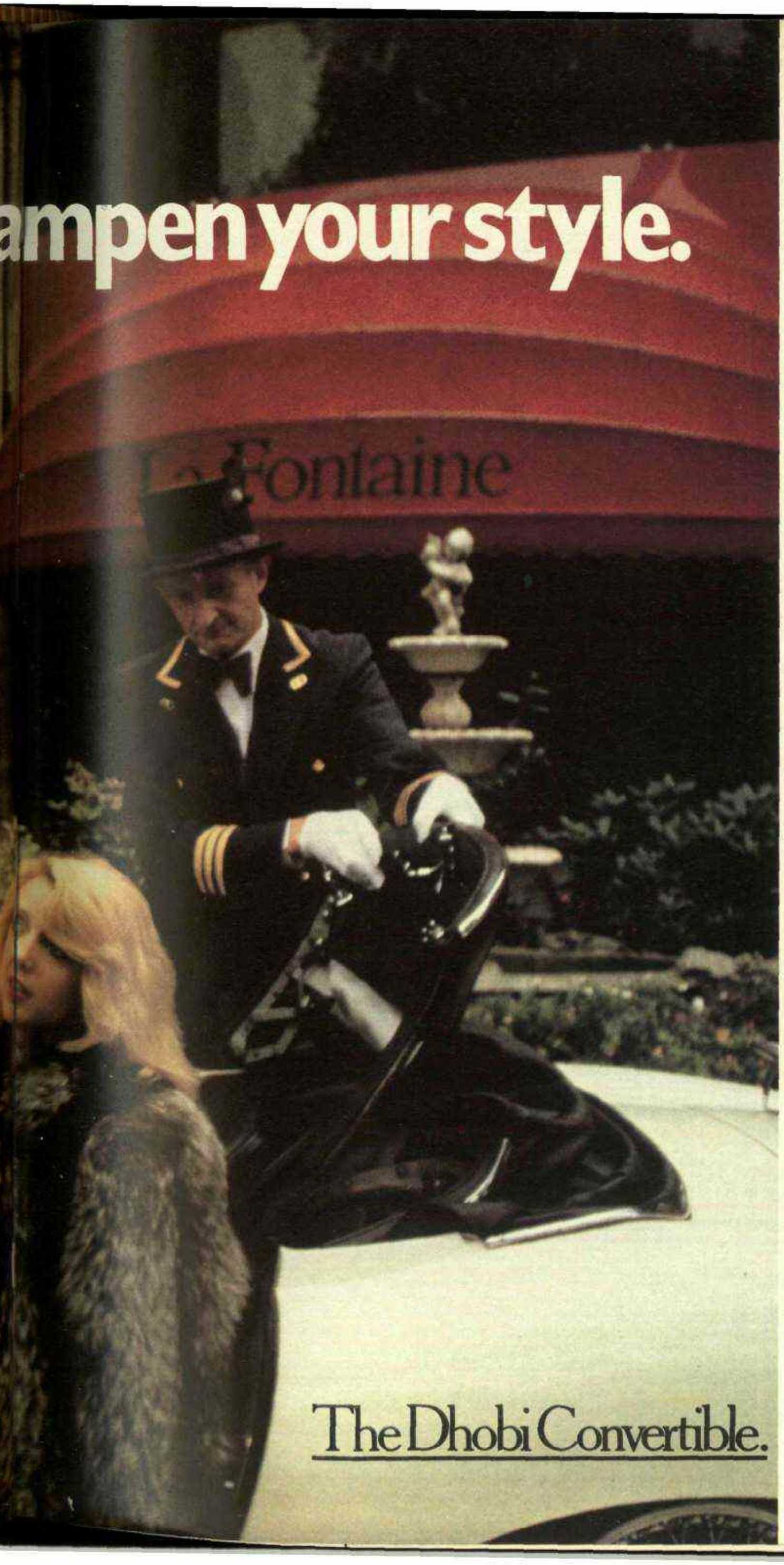
Fastest Lap: Rene Arnoux (Renault RE 21) on lap 51 in 1 min. 13.15 secs — 201.96 k.p.h.
Retirements: Elio de Angelis (Lotus 81/1) spun off circuit, on lap 2; Eddie Cheever (Osella FA1/1) crashed badly, on lap 9; Riccardo Patrese (Arrows A3/3) accident, on lap 11; Jody Scheckter (Ferrari 312T5/046) engine failure, on lap 15; Gilles Villeneuve (Ferrari 312T5/042) transmission failure, on lap 32; Alan Jones (Williams FW07B/7) gearbox failure, on lap 35; Keijo Rosberg (Fittipaldi F7/2) crashed mildly, on lap 59; Derek Daly (Tyrrell 010/2) burst tyre, on lap 61; Jean-Pierre Jabouille (Renault RE23) burst tyre, on lap 62; Bruno Giacomelli (Alfa Romeo 179/001) engine failure, on lap 70; Geoff Lees (Shadow DN11/02) front suspension failure, crashed, on lap 71;

24 starters — 13 finishers

French drivers and cars were 1st, 2nd and 3rd. All three, Arnoux, Laffite and Pironi are products of the support that ELF has given to French motor over the past 12 years.




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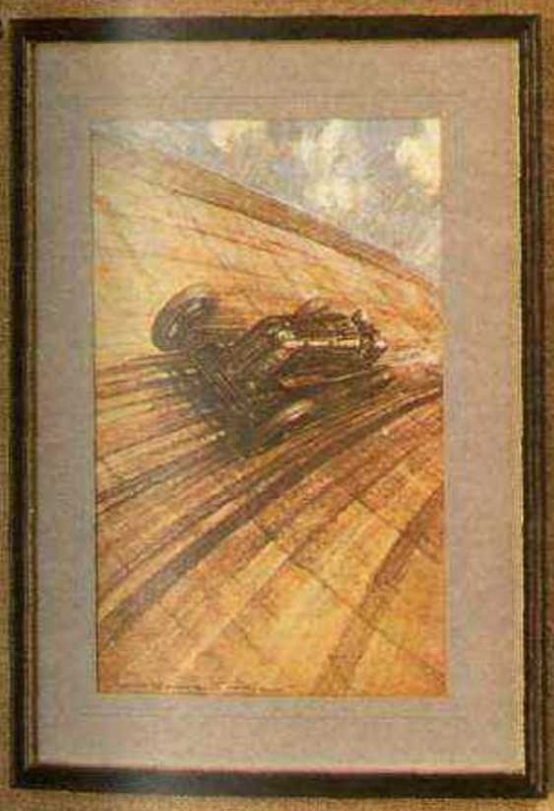
SILVERSTONE FORMULA THREE

STEFAN JOHANSSON, having his first run with Ron Dennis's Project Four equipe, dominated the first round of the Vandervell F3 Championship at Silverstone on March 2nd. The Swede (pictured above) took pole and was never headed in the race, finishing 5 sec. clear of Kenny Acheson's similar March 803. Right, Acheson leads Columbian Roberto Guerrero (Argo JM6) and Nigel Mansell (works March 803). The trio had an enthralling dice in the early laps, but Guerrero eventually dropped back to finish fifth and Mansell had to settle for fourth place. Below, the tightly bunched F3 field as it heads round Copse Corner on the first lap with (right to left) Johansson, Acheson and Guerrero leading the charge.

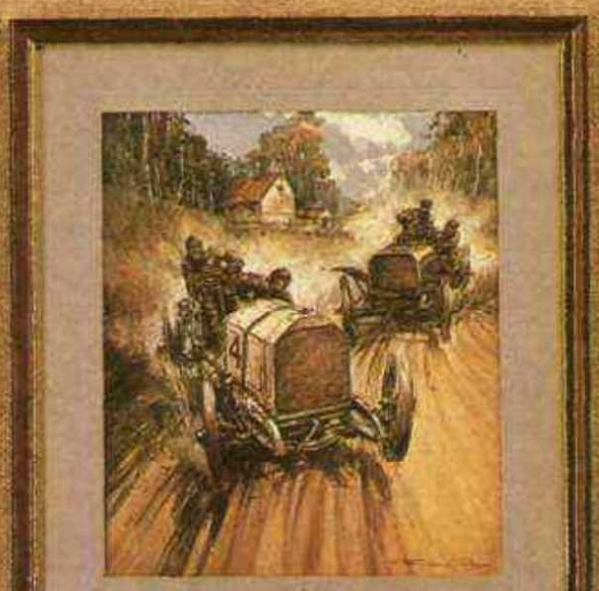


Recapturing the spirit of a heroic age-the art of Gordon Crosby.

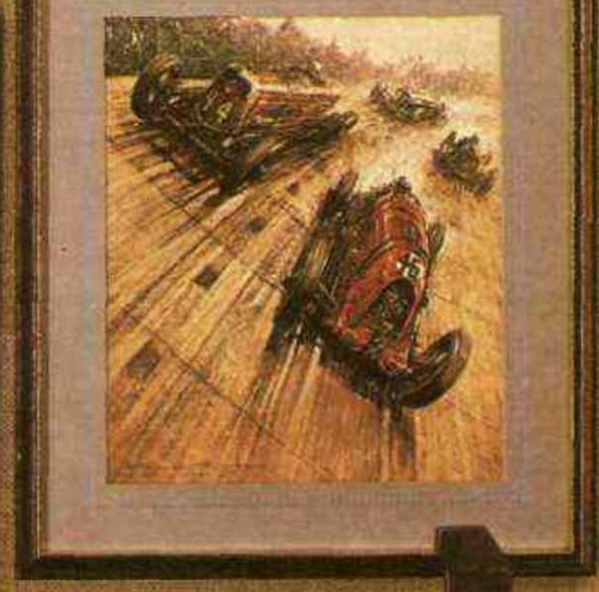
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B. Ten miles at 137.21 mph. At Montlhery in 1930, Gwenda Stewart set up a new World's Ten-Milé record at 137.21 mph driving the supercharged 2-litre, straight eight, front-wheel-drive Derby-Miller.

C. Jenatzy wins 1903 Gordon-Bennett Race. Driving a 60 hp Mercedes, Jenatzy (seen here battling with a Panhard) won the 1903 Gordon-Bennett race which was held in Ireland because the British Government would not allow it to be run in Britain.

D. 4½ litre Blower Bentley. An all anonymous car (no famous Bentley occasion ever featured a number 10) to symbolise these mighty cars which made their debut in the Irish Grand Prix of 1929.

E. British Empire Trophy Race 1932. One of Crosby's most magnificent paintings—Birkin in the 4½ litre Blower Bentley leads Eyston's Panhard high on the Brooklands banking.

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WOLVERHAMPTON, Charles Clarke, Clifton St.
WORCESTER, Mobile Electrics Ltd., Gregory's, Mill St.

GRAND PRIX PANHARD-LEVASSOR — *continued from page 519*

regulations did not prevent enormous engines being installed in frail chassis, as the best, the only, way to gain ever more speed. The "Seventy" had a 13.6-litre motor of 160 × 170 mm., in a wooden chassis reinforced with steel plates, transverse front springs, and quite a low driving position. These Panhards actually weighed less than the 40 h.p. cars and were the most exciting racing cars of their day. One remembers Jarrott's enthusiasm when Harvey Du Cros, who held the British Panhard agency, got him his drive. He was shown his car by Mon. Clement at the factory, where it had been painted green, to off-set its unlucky no. 13! Jarrott's mechanic was to be Smits, "one of the best bicycle-riders of his day". Later, going to the Avenue d'Orvy to collect his lightened 40 h.p. car for the Circuit du Nord, he was recognised by de Knyff, who invited Jarrott to go for a test run with him on the new 70 h.p. Panhard, prepared for the Paris-Vienna race, "The power of the motor seemed to me to be enormous, and immediately the prospects of driving a 40 h.p. car against such a monster appeared very tame. However, there was only one '70' and de Knyff had it". . . . In the event, a slipping clutch put the big car out and Maurice Farman won on a "40", at 45 m.p.h. for 541 miles, with Jarrott a commendable second. De Knyff had no better



Chevalier René de Knyff with his 8 h.p. Panhard in the 1898 Paris-Amsterdam Race.

fortune in the 1902 Paris-Vienna race, for when leading Edge's Napier by a big margin in the Gordon Bennett part of the contest, a differential sleeve broke, 20 km. from the finish, giving the GB Cup to England. However, Henry Farman won the big-car class in the race to Vienna, with a "70" Panhard. Charles Jarrott had been promoted to a "70" for this race but the unstrengthened frame broke up. Using the same car, he won the 1902 Circuit des Ardennes, at 54.3 m.p.h.

Although from then on other makes arose to out-bid the Panhards, especially the Mors and the Mercedes, de Knyff was second to the flying Jenatzy on the stripped Sixty Mercedes in the 1903 Irish Gordon Bennett race, after the other two Panhards had expired, and Baron de Crewhez's "70" Panhard won that year's Circuit des Ardennes race, at 54½ m.p.h. Then George Heath was first in the 1904 Circuit des Ardennes, driving a monster 90 h.p. Panhard, and going over to America, this driver scored for Panhard-Levassor their last victory in a classic road-race, by winning in Florida the first Vanderbilt Cup Race, at 52.2 m.p.h. for the 284 miles. That was the close of ten years' domination of motor racing by this pioneer French make, but with the advent of the Grand Prix in 1906 Panhard-Levassor was competing again, as we shall see, after being ousted by Richard-Brasier, Mors, Turcat-Méry, and De Dietrich as France's representatives in the 1904 and 1905 Gordon Bennett races.

It was Kent Karslake, erstwhile MOTOR SPORT correspondent, who wrote that had he been a millionaire in contemporary times he would undoubtedly have purchased Panhard-Levassor products in the years 1897 to 1900/1, buying successively a 4 h.p. (or a 6 h.p. if available), an 8 h.p., a 12 h.p. and a 24 h.p. as a result of their prowess in racing, before changing his allegiance to Mors and then to Mercedes . . .

That is the background to the exciting motor car which I set off to see, in the Rover 3500, one Saturday in March.

* * *

The motor car awaiting me beside Mr. Walker's house was exciting indeed. Painted in the light blue of France, this big Panhard looked more "Gordon Bennett" than "Grand Prix", a real monster from the past. No radiator badge disclosed its illustrious make, the maker's name being confined to the hub caps, but it was unmistakably a product of the Company responsible for the ancestor of the modern automobile. Maybe Panhard never quite threw off this label, for the design of their GP cars was less advanced than most, side valves sufficing when overhead valves held sway, and some of the other design factors being out-dated. Yet, as I was soon to discover, this great car does not lack for performance, achieved in a most impressive, brute-force manner, and it is endowed with more interesting technical, and speculative, aspects than most cars of its era.

Although absent from those later GB races, when the first GP de l'Automobile Club de France was announced for 1906 at Le Mans, Panhard built cars for it. They were rated at 130 h.p., having a bore and stroke of 185 × 170 mm. (18,279 c.c.), the design following that of the 90 h.p. 170 × 170 mm. racers of 1904, but with a plate instead of a cone clutch, a honeycomb instead of a gilled tube radiator, but retaining the carden-shaft transmission that had replaced chain final drive on Panhard racing cars from 1904. The drivers of these fabulous cars were the American George Heath, Tart, and Teste. After the first day's racing Heath and Teste were lying 7th and 8th, after having been well up with the leaders. To get these huge-engined cars within the race weight-limit Panhard had had to forgo using the new Michelin detachable rims that had helped Renault to victory and they had pared down the safety factor of their chassis. On the second day Teste retired with a broken spring hanger, but Heath, the No. 1 driver, came home in 6th place, at 52.1 m.p.h., some 11 m.p.h. slower than the winning Renault.

The 1907 GP at Dieppe was on a fuel-consumption basis and Panhard ran cars with the old-type 170 × 170 mm. (15,435 c.c.) engine, driven by Heath, Le Blon, and Dutemple, and they now used dashboard radiators and pointed bonnets. They were unsuccessful, all failing to finish. For the 1908 race, again at Dieppe, the cylinder-bore limit was 155 mm. so Panhard used this maximum bore size with the 170 mm. stroke reverting to a front-mounted radiator and going back to chain drive. George Heath, Henry Farman and the motorcyclist Henri Cissac were nominated to drive for them and the cars were very fast and well up with the leaders until the detachable rims, of the later type secured by one bolt, gave trouble. With his team-mates delayed, Cissac drove splendidly until, alas, a tyre burst, the car overturned, and he and his mechanic Schaub were fatally injured. Heath was 9th at

60.3 m.p.h. and Henry Farman contrived to finish the course, in last place, at 50.8 m.p.h. — Jarrott said that if Maurice Farman was brilliant, his brother Henry was persevering! The winning Mercedes averaged 69.0 m.p.h. There had been 49 starters, but only 23 finished the race.

John Walker's car is one of these 1908 GP cars. It looks very much the great Edwardian racing car! Compared to the 1908 Itala, another surviving car from this race (along with British Leyland's Austin), it is 786 c.c. larger, 10" shorter in wheelbase, the track is 4" less, and emphasising Panhard's stringent weight-saving, it is lighter by some three cwt. or more, the Panhard weighing about 24 cwt. In the race Cissac's Panhard was timed at 97 m.p.h., against 105 m.p.h. of the Bayard-Clements.

Naturally, as with most old racing cars, there is speculation as to which of the team cars John Walker's is. Photographic evidence, the position of one particular bolt for example, suggests that it is the Farman car. There is only one other known survivor from the team, the sister car now in the Schlumpf Collection, that Serge Pozzoli found, road-equipped, in Paris in 1965. This is said to be the Cissac car, although as this was considerably wrecked in the accident, after a burst back tyre had locked the wheel, causing it to somersault twice, it seems surprising that it was worth rebuilding with no GP scheduled for 1909 . . .

Be that as it may, John Walker's car was unearthed in Argentina by Colin Crabbe, who told John about it when he was seeking an exciting car to off-set the 1913 Rolls-Royce Silver Ghost he has had since 1949 and which shares its garage with his 1924 Speed Model 3-litre Bentley, both immaculate, but now overshadowed by the Panhard. The latter was in poor condition, *sans* body, tyres, when found, and with only three c.i. pistons remaining. Undaunted, Walker had it air-freighted across the Atlantic in 1972 and it has since been superbly resuscitated by Bentley-specialist Richard Moss, the task occupying five years. With very few exceptions it is back to original order, apart from non-detachable rims and aluminium pistons. It is thought that it may have been used for a few speed events in America, *circa* 1912, before retiring into obscurity.

Before I went out for a stirring run on the Panhard I looked at its many fascinating details. The cylinders are separate, and all four well spaced apart, on a quite modern-looking aluminium crankcase. They have copper water-jackets and when Panhard went over to mechanically-operated inlet valves in 1903, for the Paris-Madrid race, they attached the new T-heads to the cylinders with four studs, the connecting passages from the cylinder barrels being no larger than the inlet valves. These valves are on the o/s, the exhaust valves on the n/s of the engine, topped by very big screw-threaded valve caps. The valve timing is: inlet opens 12½ deg. after t.d.c., closes 45 deg. after b.d.c., exhaust opens 45 deg. before b.d.c., closes 12½ deg. after t.d.c. The tappets rise from neatly-tapered brass guides.

The crankcase and sump possess four separate and unconnected compartments, that at the front containing the front main-bearing, which is a ball-race, and the timing-gears. The crankshaft runs otherwise in four plain bearings. The con.-rods are tubular, with four-bolt big-ends, of white metal in wide bronze shells. Lubrication is by a mechanical-oiler down on the rear n/s of the crankcase. This feeds oil from a tank under the seat to a gallery, and it then goes *via* drip-feeds to the centre three main bearings and to the big-ends, the latter fed through large holes in the big-end shells and con.-rod walls — there are no oil-scoops. The fourth drip-feed is blanked-off, because the rear main bearing relies on crankcase pressure for its lubricant. Presumably for this reason no breather could be used, and, indeed, each crankcase compartment can be filled only through a tiny plug, and there is provision for wiring these to one another, to stop them working loose. Each crankcase compartment has a tiny, but slotted and therefore quick-action, drain-plug, possibly for relieving crankcase pressure should too copious a quantity of oil get therein. The main drip-feeds are all under the bonnet but another single one before the mechanic shows that oil is flowing, in this total-loss system; I suspect that it was this new mechanical-oiler that so intrigued Chevalier de Knyff's personal mechanic, Aristides, when first he was confronted with it instead of the expected dashboard drip-feeds, that on arrival in Nice from Paris he promptly dismantled it to see how it worked! Incidentally, it is said that Aristides had so much faith in de Knyff's driving that when the Chevalier retired he wouldn't ride with anyone else.

Ignition is by a big Lavalette Eiseman l.t. magneto, driven from the timing gears at the front o/s of the engine. It swings in its brass cradle through some 30 or more degrees, to obtain advance and retard of the sparks, and provides coil ignition for starting and magneto ignition for running, using a common distributor, with h.t. current for the magneto *via* the same external coil, firing 18 mm. sparking-plugs set horizontally in the sides of the heads, one per cylinder, on the o/s. The radiator is a shapely honeycomb-type, with square-section cooling tubes, and an ingenious locking-device for the filler-cap. Behind it there is a six-bladed metal fan, driven by a flat belt, tensioning of which is effected simply by lifting up the right side of the cross-tube on which the fan-spindle is mounted and relocking this at the required angle. It is thought that perhaps, as so many tyre-changes were called for in the Grand Prix, the engine was kept running at the pits, and the fan therefore fitted to prevent overheating at such times. The water flow is sent powerfully through the cooling system by a big pump of what can be described as the twin-stage centrifugal type, with an aluminium casing, mounted behind the timing gears on the n/s.

The cylinders are connected by large brass water-galleries. There is an enormous exhaust manifold lagged with asbestos string, as it was for the race, feeding into a cylindrical muffler with a short tail-pipe, and on the opposite side of the engine one encounters the imposing polished-brass, four-port inlet manifold. The carburetter was originally a Krebs, which Henry Royce is said to have copied, so that John Walker thought he might have used a Rolls-Royce carburetter on the Panhard! Instead, a Zenith updraught is now fitted.

The drive from the 12.8-litre engine goes through a multi-plate clutch, the outside casing of which is in the flywheel, and there are no flexible joints in the drive, other than slight movement of this clutch assembly, back to the differential-cum-chain-countershaft drive.

The chassis has channel-section steel side members. It is mounted on ½-elliptic springs above the axles, the front ones shackled at the back, the rear ones at both ends, the torque taken by side-arms. These are damped by drum-type shock-absorbers, these having a cam-action that is inclined to lock-up over bad bumps. The steering track-rod is well ahead of the front axle and it is encased by faired-section wood, presumably to prevent it flexing. The original axle was missing, so it has been replaced by a Rolls-Royce Ghost axle and the steering-box is also non-original. The wooden wheels are shod correctly with 875 × 105 front and 895 × 135 back tyres, now of course by Dunlop. A copper fuel tank behind the seats, holding some 25-30 gallons, has a long filler neck, with enormous orifice, and the spare covers are placed over this — it seems that three were generally carried, maybe two for the back wheels, one spare for the front wheels, during the race. New flat-section, very wide, steel steering-arms are used. The final drive is by 35 mm. — pitch chains, and the overall gear ratios are 4.0, 2.9, 2.1 and 1.6 to 1, against those for the 1908 GP Itala quoted to me as 5.3, 3.4, 2.3 and 1.65 to 1. The speeds at 1,500 r.p.m. for the Panhard-Levassor are therefore 37, 52, 72 and 95 m.p.h., respectively, compared to the 27, 42, 65 and 97 m.p.h., from the Itala at 1,600 r.p.m. — unless Cecil Clutton has any comments?

The braking system of the Panhard is ingenious. The pedal operates two drum brakes on the transmission, so arranged that one of them acts as a clutch-stop when the pedal is slightly depressed, to facilitate engaging bottom gear from rest. A quick action cockpit adjuster enables the clutch stop to be disengaged as required. The hand-lever works the rear-wheel drum brakes when the lever is pushed *forwards*, and also withdraws the clutch through the normal pedal-operated clutch mechanism.

The starting procedure is normal for a racing car of this age. Pressure is pumped-up in the fuel tank, the cylinders are primed, and the engine cranked over, the starting handle being geared down 2-to-1. As a further aid to persuading the machinery to commence a T-handle in front of the radiator is pulled out, moving the exhaust camshaft forward to give reduced compression (the inlet camshaft is also arranged in this way but naturally isn't used as a half-compression device). When this exciting moment arrived John and I put on warm coats and flying helmets and then climbed into the high seats of this delectable motor car. You do this by standing for a moment unceremoniously on the front driving sprocket. Before me was a fairly-protective scuttle, obviously fitted as an afterthought, perhaps when it was realised how rough the GP course had become, chewed up by the preceding *voitures* in race, a theory supported because that on each of the three team cars, No. 16 driven by Heath, No. 32 by Farman and No. 48 by Cissac, was different.

A rather interesting point emerges here. There are four big holes in the top of the light and very easily detachable bonnet, one above each priming-tap. But the two bonnet-straps obscure two of these holes! Likewise, the bonnet-sides have elaborate side-inspection-doors, but these cannot be opened with the bonnet straps done up. Yet the straps appear to be as original and positioned. I thought that maybe compulsory bonnet straps might have been only revealed in late, supplementary, Race Regulations. However this theory is destroyed by looking at the picture in T.A.S.O. Mathieson's book, when it appears that, if straps were not compulsory in 1906 one or two per car were called for in the 1907 and 1908 Grands Prix . . . So here is another unsolved Panhard puzzle!

From my high vantage point, looking down on this flat-topped bonnet, I could take stock of what poor Schaub was confronted with until he met his death in Cissac's crash — and perhaps be glad they were not seemingly on that actual car! There is no dashboard as such but on the metal firewall on

Letters from Readers

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

Historic Car Authenticity

Sir,

You certainly started something with your article on Historic Car Authenticity and I have followed the subsequent correspondence with much interest. It appears we are all agreed that to "manufacture" an old car out of components and then to offer it for sale as an original is fraudulent, especially if it is attached to a chassis plate which really belongs to another vehicle. The trouble seems to arise (mainly) when it is a competition car and it comes to be raced. Then the question of safety cannot be ignored. Clearly a car which has been used for racing for 20, 30 or even 50 years can hardly be expected to go on racing safely with the original parts if only from the metal fatigue viewpoint. The difference between a racing car and a road car is that the former when being used properly is under considerable stress. Components must be expected to break, through stress or accident, while other parts will wear out and must be scrapped.

A car is, after all, only a collection of parts, each of which has a finite life. With a racing car that life may be only one long race for its tyres or plugs; for example, while parts like brake linings, shock absorbers, bearings and so on may need replacement after a season. Sooner or later a valve drops or a con-rod lets go and another head or block needs fitting, while gears eventually wear out. Bodywork deteriorates with age and accidents (not unknown even in historic racing!) demand replacement panels, even suspensions or complete chassis.

The situation is not dissimilar to one I find in my job as a surveyor, e.g. how much of a 400 year old cottage is original? Certainly not the thatch, or the wiring, or the plumbing or a lot else!

I don't pretend to know the answer when it comes to racing Historic cars but to me they are so enjoyable to watch in action that I hope as long as they comply with the general specification of their period, cars that have been "used up" but are still running with replacement parts will continue to be allowed to take part.

Braintree BRIAN JOSCELYNE

[It has never been suggested that such cars as described by Brian Joscelyne should be discouraged. — D.S.J.]

Tax on Possession

Sir,

You printed in your February issue a letter from Mr. D. F. Fletcher of Adderbury drawing attention to a report in the Northampton *Mercury & Herald* that the Minister of Transport "is considering scrapping the vehicle road tax and introducing instead a tax on the possession of a car".

If this crazy idea were implemented, it would not only hit particularly hard those collectors who never use some of their cars on the public roads, but also, by taxing possession as such, run completely contrary to basic Conservative philosophy.

Accordingly, I wrote to Mr. Fowler to complain in the strongest possible terms, and your readers may be interested to read his Department's very unsatisfactory reply. "The idea of taxing vehicles on possession rather than on use emerged during the course of a full review of the operation of VED as one way of simplifying enforcement and reducing evasion. The Minister is having a full study made. This will include such questions as whether there could be breaks in licensing or refunds in particular circumstances and whether special arrangements could be made for vehicles which are not used regularly or not at all on the public roads. The Minister has stressed that he has reached no conclusions about whether or not such a change should be made and has indicated that if the proposal seems feasible he will consult with interested organisations before taking any decisions".

Port Erin, IoM MARTIN PULBROOK

A Raymond Mays Appeal

Sir,

As you know Raymond Mays died at his lifetime home in Bourne on January 6th after devoting a great part of his life to efforts to see that Britain was represented at the top in international motor racing. I believe that his efforts to this end, his long and successful career as a racing driver and the ERA and BRM cars he inspired should not be forgotten.

With this in mind I have opened a public appeal with the view of establishing here in Bourne some form of permanent reminder of Raymond Mays, his achievements and the cars that were built in

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PANHARD-LEVASSOR — continued

confronted with the "Metres d'Eau" gauge, on the far left, calibrated 0-2-4-6-8-10, with the pressure pump inclined behind it. Beside this dial is the aforesaid oil-flow drip-feed sight. A wooden box before the driver contains the coil, with the accumulator in another box behind his legs. On the floor, moving away from the driver's side of the cockpit, are a hand-throttle lever in its quadrant, the bigger advance/retard lever, also in a quadrant and somehow reminiscent of steam-practice, a little lower with wooden grip that moves across the floor to select either magneto or coil or to cut off the ignition, and the previously-mentioned tiny T-handle by means of which the mechanic could render the brake-pedal-operated clutch-stop inoperative. Those are the sole minor controls — and only the one dial!

It is interesting that only a right-hand, foot-accelerator is fitted, this being another possible indication that this was Farman's car in the Grand Prix, as the other two are thought to have had the typical Panhard-Levassor twist-grips on the steering-wheel spokes in addition to foot-accelerators.

What can I say of the run on which we now embarked, except that it was one of the most exhilarating and enjoyable I have experienced on a car of this type. The great 12.8-litre engine burst into life, the whole car trembling with latent power — its scuttle edge a blur of vibration, even the front wheels adopting a shimmy of anticipation. The half-compression lever was slammed home, the coil changed over to magneto, the ignition was advanced, the exhaust thunder increased to a crescendo, and we were away. John drove over the pleasantly deserted Leicestershire roads with skill and determination, although this was about the second outing for the car. Drivers of little saloons, and even riders on horses, were passed, without any inconvenience to them, and some modern cars would stop for their occupants to view this unexpected passage, as they once did of early aeroplanes.

The Panhard engine picks up its revs. very quickly — it is said to peak at some 1,300 r.p.m. when it develops about 120 b.h.p. they say. On the long straight towards Husbands Bosworth we really flew, the March wind plucking at helmet and goggles, and drowning the rumble of the exhaust and the rattle of the driving chains. C.R., who had come up in his Alfa Romeo to take the photographs, had to use all the Editorial Rover 3500's acceleration to pass the Panhard, even before it was into its stride, and the back-up VW Golf Diesel, driven by John Walker's enthusiastic son Mark, was left far behind. Exhilarating:— Shall we just say that in top gear the old racer will achieve the legal maximum motorway speed very comfortably indeed? Second gear gives quite astonishing pick-up and is noisier than bottom gear, perhaps because it was a useful ratio to employ out of the corners at Dieppe.

From this short but memorable run I would say that the Panhard should be very competitive in VSCC events, in which it may one day run against the 1908 Itala. When I took my turn behind the big, wooden-rimmed wheel on its long unsupported column, I was surprised how easy the monster was to control. You release the outside hand brake by moving the lever back. The gear lever, inside the body, goes forward from 1st into 2nd, 3rd, and top positions being to the right, the highest speed forward in the gate. (Reverse is beside 1st). The clutch is light and engages smoothly, the gearbox is a delight to use (nicer, we both agreed, than that of a Rolls-Royce Ghost), and if the steering wheel judders in one's hands there is no kick-back, so a relaxed grip is in order. The steering is also light, but the lock is limited. John thinks the understeer on corners stems from the Royce front axle. It did not in the least quell his enthusiastic handling of his latest motor car, but both of us, as we climbed down afterwards, expressed respect for those who drove it in anger in the long, gruelling road races of long ago and I can do no better than agree with John Bolster who, in a light-hearted article about the sister car, wrote: "I can only say that the idea of holding the Panhard at 97 m.p.h. on a narrow, cambered road with a very loose surface is almost too terrible to contemplate." . . . I had my drive after we had run out of petrol — consumption in the Grand Prix was said to have been at approx. eight m.p.g. — but the engine restarted without oiling its plugs, although the temperature that day was inducive to icing-up of the unheated inlet manifold.

I will conclude by thanking John Walker for a brief glimpse of what motor racing implied, over 70 years ago, and to wish him every success and pleasure from this unique motor car, so beautifully restored. It now carries a two-letter Bournemouth Registration number, is equipped with bulb-horn, rear-view mirror, licence-holder and convenient hand-holds for the riding *mécanicien*, and is lubricated with Duckhams oil.

* * *

That 1908 Grand Prix, from which this Panhard-Levassor comes, was the racing swan-song of the great pioneer French manufacturer. They turned to Knight sleeve-valve engines in 1911, with which there was a return to former prestige when Capt. George Eyston took the World's hour record in the 8-litre single-seater Panhard-Levassor at Monthlhéry in 1932, to 130.73 m.p.h., its fastest lap at nearly 138 m.p.h., a record he lifted to 133.01 m.p.h. in 1934 with the same car. — W.B.

the workshops at the rear of his home, Eastgate House. I am certain that many of the readers of MOTOR SPORT, a good number of whom I have little doubt will have become interested in motor racing through first hearing of Raymond Mays' efforts to put Britain on the map with the BRM, will wish to be associated with this aim.

If any appeal is to succeed, and I believe your appreciation of Raymond Mays' life and long involvement in motor racing in February's MOTOR SPORT shows just how well it deserves to, then it will need the wide support of all those who have an interest in the sport. With this in mind I shall be most grateful if you will find the space in MOTOR SPORT to draw its readers' attention to the appeal.

Donations to the Raymond Mays Memorial Fund can be sent to me at Wake House, North Street, Bourne.

Bourne, Lincs — Clr. Mrs. S. B. CLIFFE, Town Mayor

Raymond Mays

Sir,

I have just read your tribute to Raymond Mays and your recollections of Shelsley Walsh reminded me of a photo I took in, I think, 1953 or 1954 when Mays was giving a demonstration run. I think it matches very well your description of "the black ERA" in which "he would blast away, to the shattering note of the exhaust, skilfully controlling the spinning of the twin rear wheels."

In the background over Mays' right shoulder you can also see Ken Wharton who, if I remember rightly, was driving the car in the competition proper at that time.

Farnham — D. C. STEELE

Quick Change

Sir,

As a relatively new reader to your magazine, may I say how much I enjoy reading it. I'm eighteen, and have been interested in cars ever since I sat in an "old" single seater which a past neighbout, a Mr. John Ward, owned when I was about six years old (I wish I knew what car it was!), and living near Coventry.

Anyway, the point of this letter is related to the "Pit Equipment" article in your March issue. In it you say that "it is now possible to change a Cosworth or Ferrari engine in less than one and a half hours". It was by pure chance that the previous day I had noticed in the Guinness Book of Records that "The fastest time recorded for taking out a car engine, and replacing it is 52 secs. for a mini-car by an RAF team of 5 from Wattisham, Suffolk at Colchester Essex on 3 August 1974". This seems remarkably quick to me, and I was wondering if any of your readers had any more information about this "quick change", for example, were all the water hoses still connected, etc. . . .

Thank you once again for a very informative magazine.

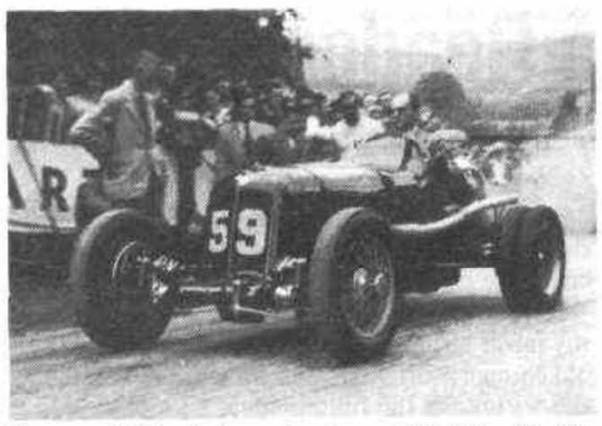
Badminton, Avon — DAVID LARKINS

A Two-tier System

Sir,

We, the Classic and Historic Motor Club, would like to add our support to Mr. Rivers-Fletcher's proposal that the administration of amateur and professional motorsport should be separated. This would, hopefully, lead to a better understanding of the range of amateur sport now taking place and eventually reduce the proliferation of unnecessary rules and regulations.

This club exists to encourage the use of vehicles manufactured before 1959 by putting on a variety of motoring activities such as Gymkhanas,



Raymond Mays' demonstration at Shelsley Walsh. See letter from Mr. Steele.

Concours, Treasure Hunts, Rallies and Social meetings. Few of our members have any desire to do anything more competitive, or anti-social, than, for example, to drive from Weston-Super-Mare to Wells at an average speed of 24 m.p.h. Far from causing a nuisance, it is our exper ence that the general public find events for "old" cars interesting, or even entertaining. The imposition of an ever increasing collection of regulations is not only unjustified, but tends to discourage competitors and organisers alike from participation in legitimate sport.

The recent proposal to introduce universal licensing is but one example of unnecessary bureaucratic regulations on the grass roots end of amateur motor sport. Whatever justification there may be for taking a further £4 from each competitor, it surely cannot include any need to force upon them a 309 page rule book (last year's was 283 pages!) containing Formula Ford camshaft profiles, definition of FIA authority, 22 pages of Kart regulations and similar superfluous information. Many newcomers are already frightened off organised competitions merely by the legal clauses on the entry form.

At this end of the sport it's not big business; we aren't in it for the money, and often not even for the silver cups; we do it for fun!

Bristol — GERALD BURRIDGE, Vice-Chairman, C&HMC

[We couldn't agree more. — Ed.]

Derogation of Modern Cars

Sir,

I note Mr. Jules' comments (February 1980) on the naivety of my remarks on old and new cars. I confess I do not quite grasp the purport of his own letter. In his statements regarding his 16 year old TR4 and 15 year old BSA he seems in part to be supporting my derogation of modern cars. What is your message, Mr. Jules? In my simple homespun way you have me confused.

He asks how could private owners afford pre-war cars, when he must know they did so. The £100 Morris Minor and Ford Popular were realities just as the £185 MG, whilst the Riley I instanced sold in large numbers. Perhaps he should have used the present tense.

He asks how long would modern manufacturers survive if their products weren't such rubbish, and here again he seems to support me. In my rustic North country simplicity I was brought up to think that the customer was the more important of the contractual parties. Not so any more; he gets what the makers dish out and an average load of junk most of it is. Practically all terminal MOT failures are caused by body corrosion because they are stressed-skin without a chassis. The daily, morning and evening Grand Prix drivers who pass my door are all members of the no-hope brigade flogging their plastic and paper thin horrors, hell bent on saving useless seconds. They drive these potential hazards because there's nothing much else available because honesty, quality and longevity are things of the past.

Please don't let Mr. Jules think that I am some lowland Scots communist shouting down the moneyed deadlegs, but like most Scotsmen I want to see value for money, and in these modern times that is something rarely seen.

Liverpool — JOHN McGOWEN

Buying British

Sir,

It is sad that C.R. has been forced to point out in your March issue that "it is no good bleating 'Buy British' if the goods won't stand comparison". He is, unfortunately, quite right.

Three months ago I was looking for a family car in the £5,000 to £5,500 price range which had 4 or 5 doors, a good-sized boot, good looks and which was fun to drive. I arrived at a short-list of an Alfa Romeo Giulietta 1.8, a Lancia Beta 2000 and a Talbot Alpine GLS. Two Italian jobs and one which, although built in Britain, can best be described as an EEC model.

British cars in the same price range simply did not "stand comparison". When will the British motor industry wake up to the fact that some people need more room than a Fiesta or a Talbot Sunbeam has to offer, that a lot of people would appreciate a car that has some character and some "go" about it, which is more than can be said about British cars in the afore-mentioned price range? Are they totally incapable of making a car which can match the performance — *and the price* — of the Giulietta?

In the end I postponed the idea of a new car altogether. The Talbot's performance simply wasn't good enough and I heard too many horrendous stories about unreliability, rust and expensive after-sales service from people who had owned Alfas and Lancias.

So until my wallet expands I shall stick to my six-year-old Dolomite 1850 Automatic. It may be, in C.R.'s words, "ageing, unsophisticated and almost antiquated"; but it has never let me down, it is totally rust-free, it is quite nippy enough for London where I do 90% of my motoring — and it has a *real wood* facia!

Wimbledon — JOHN DORMAN

[Pressures on space have forced a reduction in the number of Letters pages this month. Our apologies. — Ed.]

TAILPIECE



Beer power. [Photograph by John Phillip

CLASSIFIED ADVERTISEMENT SECTION

FOR SALE lineage advertisements are for private readers only and must be pre-paid and in writing.

RATES	15p per word (maximum 80 words) £2.25 minimum charge. (Maximum of two cars per reader.)
BOX NOs.	£1.00 extra per advertisement. Replies to Box No. ..... "MOTOR SPORT", Standard House, Bonhill St., London, EC2A 4DA.
COPY DATE	By first post on 20th, but earlier is advisable owing to postal delays. Advertisements held over will be inserted in the following issue unless cancelled in writing by the 4th of the following month.

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Please write clearly in **Block Capitals** on one side of paper only. Send advertisements to the **Classified Department, "MOTOR SPORT", Standard House, Bonhill Street, London, EC2A, 4DA.** Telephone 01-628 4741 for information on small Display and Trade Advertisements.

FOR SALE—continued

BMW 328, 1938, one owner in GB from 1949. 50,000 k.m. l.h.d. properly restored and thoroughly original *throughout. Substantial price required, prefer trade* with any interesting thoroughbred sports car. Tel: Nottingham 57565 or write 62 Peveril Road, Beeston, Nottingham. (51035

Mk X JAGUAR 4.2 auto, black, steel sunroof, sound and completely original, needs cills and a little love, cheap to good home! Tel: Blyth (Northumberland) 61010 (evenings). (50074

ALFA GTV 2000 R-reg March 77. White, new G800s, good condition, director's car and well maintained at any cost. Highish mileage (mainly motorways) hence only £2,995. Tel: Cheltenham 43343 (office hours). (51075

ROVER 3.5 1972, 48,000 miles, exceptional condition. M.o.T. February 1981. £2,000. Tel: 0223 355097. (51068

CORVETTE STINGRAY coupe, genuine 1966 327 *cu.in. coupe, specimen condition throughout, manual* with all options possible. Totally standard and stunning £5,500, might p/ex. might take cheaper Vette. Might deliver Sweden. Tel: Mablethorpe 3212. (51069

LANCIA GAMMA *coupe, reg.* Dec. 1978, *blue, one* owner, 10,500 miles, immaculate condition. £7,500 o.n.o. Tel: 0642-586161 after 6 p.m. (51070

ASTON MARTIN 1973 DBS V8, f.i. auto, v.g.c. £7,000 o.n.o. Tel: Fleggburgh 445 (Yarmouth). (51072

ALFA ROMEO Giulietta 1.6 1979, white, 10,000 miles, immaculate £3,595 o.n.o. Tel: Watford 21275 (office hours) Dunstable 603800 (evenings). (51073

BENTLEY Mk VI 4¼ 1950, standard steel saloon, metallic grey, in very good body and mechanical condition. £2,800. Box No. 6273 (London). (49508

LINCOLN MODEL K V8 1931, huge rare classic in very sound unrestored condition, requires rear bodywork, view London. £4,850. Box No. 6274. (49508

DOLOMITE SPRINT December 76 M.o.T. and taxed, mileage 27,400, any trial. Tel: Coventry 593403. (51134

3.8 E & 240Z 1962, *f.h.c. used regularly, taxed and* tested, nearest £3,000, 1973 Datsun, very pretty and unusual in black and silver, Wolfrace, Samuri head, lowered, tow-hitch. £2,000. Tel: 0608 737982 (Oxon). (51132

MGA f.h.c. 1960, 1600 cc, in need of restoration but complete. £250. Tel: 061 766 4576. (51131

LANCIA FULVIA S3 coupe, Dec 75, metallica silver, excellent condition, one owner, 32,000 miles, l.h.d. £1,900 o.n.o. Tel: 01-788 4270 (evenings). (51130

FIAT X1/9 limited edition lido T-reg, metallic black, one owner, under 9,000 miles, spotless condition inside and out. £3,650 o.n.o. Tel: Lytham (0253) 735684. (51128

ALFA ROMEO 2000 GTV 1975, 47,000 miles, new clutch, XAS tyres, Ziebarted, taxed and M.o.T. until March 1981. *Average condition* £1,250 o.n.o. Tel: Stratford (0789) 293061. (51125

VAN-MORRIS 8 series 1 1935, two owners, original log book, running and original but scruffy. £1,250 + VAT. Tel: 061 427 1876 (plus 4). (51123

BMW 2002 Tii M-reg, *stored and recently refurbished,* £1,395. BMW 320 i R-reg, metallic light blue, sunroof, mags, tints, radio/tape, £4,150. Regrettably one of these fast sporting saloons must go. Tel: Stamford (0780) 720668. (51122

AUSTIN HEALEY 3000 Mk. III. 1964, metallic light blue *over cream*, has had over £2,000 of restoration work, new tyres, hood, upholstery. Mechanically A1. Beautiful car to look at and drive. Private number plates included. Bargain £3,950. Tel: 061 439 1093 (evenings). (51120

MORRIS MINOR *a million*, good condition in daily use. Tel: Virginia 173 (Ireland). (51139

RAILTON 1937 drop head coupe, 8 cyl. supercharged. Beautiful condition, 1st time on market for 18 years. £8,500. Tel: Henley-on-Thames 04912 2550. (51135

BENTLEY SPECIAL 1926, *Replica four-seater* open tourer, fold-flat windscreen and hood, outside handbrake, as new. A rare car, should be seen. Must sell, hence the price of £10,500. G. Shrive, Toddington (Beds) 2957. (48473

MANGUSTA DE-TOMASO, 1972, In *r.h.d. form, one of* the last ones built and can only appreciate in value whilst giving pleasure. £6,000. Tel: 0262 850848 (46323

LOTUS ELAN + 2 130/S, Lagoon blue, 1973, 14,000 since rebuild, M.o.T. August 1980. Superb car. £2,900. Tel: Little Gaddesden (Herts) 2558 (evenings). (49521

TR3 JULY 1957, 1,991 c.c. Rebuilt over 8 months to very high standard. £4,250. For full specifications ring 01-359 5395 work, or Maidstone 673709. (49430

MERCEDES 230 SL *Coupe* 1965. Red, new tyres, hard/soft tops, original black trim, radio, Crypton tuned, £3,950 o.v.n.o. Tel: Kearsney 4868. (49761

ASTON MARTIN DB Mk III 1957. Mechanically good (5,000 miles since engine rebuilt), bodywork could be improved, offered in exchange for *interesting* Austin Healey TD, AC, MG or WHY or sell value £3,750 H. D. Bos. Tel: 0406 (Holbeach) 362162. (49762

TR3, 1957 1991 c.c., totally rebuilt over 8 months, £4,250. For details ring Maidstone 673709, work 01-359 5395. (49863

JENSEN GT, *Instant* classic, chassis no. 8, P-reg., 33,000 miles, silver, one lady owner from new. £3,950 o.n.o. Tel: 061-928 2553. (51597

E-TYPE JAGUAR 1972, 2+2 f.h.c. V12. A superb car in burgundy, expertly maintained, lady owner, £4,950 o.n.o. Tel: Burton Joyce 3381. (50271

AUSTIN A40 sports convertible. Taxed and M.o.T. and in excellent mechanical and bodily condition, a very rare car in red with black trim. £1,725. Tel: 01-594 4287 9-5.30 p.m. Monday-Friday. (50342

CLASSIC 1957 MERCEDES 220S l.h.d. saloon, 116,000 miles, good condition. Offers around £3,000. Tel: 0534 27020. (49790

FOR SALE—continued

1970 E-TYPE 4.2 Roadster. Pale blue with matching works hard top, 42,000 miles only. £5,250. Seen in Jersey. Purchaser's London air fares refunded. Tel: 0534 37020. (49790

CITROEN LT15, 1955, superb example, with supercharger, many spares, genuine reason for selling M.o.T. Tel: Roy Bayne, Glenrothes 743318 (evenings) 772077 (days). (50108

GILBERN INVADER, November '71 (but M registered). One owner, new silver respray, new tyres, M.o.T. battery and recent engine work, excellent investment. £2,750 o.n.o. Tel: 894 2084 (home) or 560 5414 (work). (50542

AUDI COUPE AUTOMATIC, 1974, new engine, excellent condition throughout, M.o.T. until Feb. 1980. £1,575 o.n.o. 1962 Daimler Dart Automatic. Excellent condition throughout. £1,800. Tel: Tamworth 52126 (days) 021 308 1078 (evenings and *weekends*). (50719

JAGUAR MK. II 3.4 Red, auto, radio, long M.o.T. completely restored, Reg. No. YYF 4. £1,200. Tel: Watford 26108. (50709

ASTON MARTIN DBS V8 K-reg, 48,000 miles, manual, all extras, fantastic prestige car. £5,000. P/X possible. Tel: Tunbridge Wells 25647. (50715

TR3A, 1957, Original state. Hard and soft top. Garaged, Ideal for keen enthusiast's attention. Needs some repairs. Best offer. John Chapman. Tel: 01-836 8772 (work) or 01-992 7952 (home). (51368

1931 AUSTIN 7 Sports. Stripped down, less body. Offers. Must be sold. Tel: 0228 22503. (51364

LOTUS ELAN Sprint 1973, pistache/gold, cassette, radio, 12 month M.o.T. superb condition. £2,700. Also Peugeot 504 Estate, low mileage. £2,700. Tel: Ringwood 5614. (51238

1976 R-REG Morgan 4/4 1600 2 seater, ivory, full spec. c.w.ws, tow hitch, 21,000 miles from new, full Stapleton history, mint. Offers over £5,200. Tel: Rickmansworth 74888. (51237

LOTUS EUROPA *Twincam, best available anywhere!* Price reflects unbelievable condition £4,850. Ring me and talk about it. Tel: 01-554 4366 (evenings). (51236

1934 AUSTIN 7 Box saloon, with sunroof. Excellent condition, original upholstery. Good running order, in regular use as standby car. M.o.T. to August 1980. £1,950 o.n.o. Tel: Blackburn 0254 59558 (day) or 668668 (evenings). (51233

DE TOMASO Pantera GTS, 1976. Immaculate condition, Ford 351 Cleveland engine with ZF 5-speed gearbox, genuine GTS wide wheels and white side lettering, bright red paintwork with black interior and every extra, a GT40 but quarter the price. £9,500. Tel: Ware 61676 (evenings), Hoddesdon 65731 (office hours). (51229

1931 (RED BADGE) Rolls Royce 20/25 Windover limousine. Yellow and black with black leather upholstery. One owner since 1966. A delightful car in very fine condition. Reason for sale, purchase of 4½ Bentley. A bargain at £10,250 — HP or leasing can be arranged. Car in Oxfordshire but please Tel: 01-960 *3277 in office hours.* (51231

MGB V8 1974 Damask red, black cloth trim, chrome bumpers, 27,000 miles, pristine condition. £3,495. Tel: Bournemouth (0202) 426203. (51239

LOTUS ELITE S2 1960, please write for full details reply to Box No. 6296. (51359

JENSEN HEALEY 1974, black with black interior, stereo radio cassette, tonneau, well maintained. £1,950, full details Tel: Sutton Elms (Leics) 283510 (51361

ISUZU 117 XE coupe, believed only one in this country, S-reg. 17,000 miles by lady owner. Classic car in 'as new' condition. 1800 c.c. elec. inj. air cond. spare unused, every extra. First offer over £3,000 secures. Tel: 01-654 8662 to view. (51363

JAGUAR XK150 SE 1958, f.h.c. manual, overdrive, chrome wires, Webasto roof, complete history from pre-delivery check onwards, engine re-built, excellent body. £3,950. Tel: Cumnor 3920 (Oxford). (51365

JAGUARS XK120, 140, and 150 for re-build. From £1,000. T. Wright, 11 Heatherway, Great Moulton, *Norwich NR15 2HP.* (51369

LOTUS ELAN Sprint d.h.c. 1973, 45,000 miles, tax, M.o.T. excellent condition. £3,750 o.n.o. Tel: 0278 783917. (51366

1934 two seat PA MG. Registered BEV 519. This original car has covered 11,000 trouble free miles since being completely and meticulously restored. All nuts and bolts plated. Chassis, wings and running boards zinc sprayed. Painted two shades of blue. New leather seats and spring gaiters. New hood, tonneau and side screens. All extra instruments etc. £5,500. Paul Clements. Tel: Brighton (0273) 70040. (51370

DAIMLER SP250 B Special BRG, hard and soft tops, wire wheels, one owner for last 8 years, original log book. Suspension has been rebuilt with brakes and back axle. Very reliable, spare V8 engine to rebuild, *current M.o.T. £2,000. Tel: Hugh Carr Par 3808.* (51371

MORGAN 4/4 Series 1 1937 2-seater. Chassis up rebuilt including new ash frame, reconditioned Coventry Climax engine, new tyres etc. Needs finishing hence £2,000 or exchange for early 70's *4-seater, plus cash.* Tel: 0623 22720. (51414

MORGAN 4/4 4-seater. June 1979, brown with stone upholstery and hood. Rustproofed, tow bar, tonneau. Tel: Rustington 71013. (51408

LOTUS SEVEN Mk. 4 1972, £1,000 recently spent on rebuild. M.o.T. for one year and taxed. £2,000 o.n.o. Tel: Motherwell, Scotland 62547. (51415

ALVIS TD, 21 Saloon 1960, auto, M.o.T. to October. Much work done over last two years, body good. £1,650. Tel: Sutton 01-653 5529 (home). (51410

GENTRY MG TF replica. Complete body kit and accessories. £900 o.n.o. Tel: Runcorn 73434 (office) ext. 2710, Brian Trigg, 1 Church Street, Kelsall, Cheshire. (51596

FOR SALE—continued

LOTUS ELITE 501, Nov. 1978. Brown metallic, low mileage, unmarked and in good condition. £8,950 o.n.o. Tel: 073 522 2863. (51458

E-TYPE ROADSTER, 1973. Red, black interior, one owner from new, excellent condition. £7,150. Tel: Aldridge 58118 (9 a.m.-6 p.m.), Aldridge 56963 (after 7 p.m.). (51411

MODEL T, Previous owners Jeff Beck and John Bonham. Must be seen, but no time wasters please. £7,000 o.n.o. Tel: 021-308 6776 (after 6 p.m.). (51452

ALFA ROMEO Spyder Convertible Sports in fantastic condition. Ferrari red, 1976(P), brand new Momo wheels and wide tyres, stereo radio/cassette, 30,000 miles, a *really* snazzy sports car and collector's item, absolutely superb vehicle for the Spring and Summer, genuine reason for sale, £4,000 o.n.o. Tel: Crayford 528722 (days) or 01-467 9815 (evenings and weekends). (51459

DAIMLER CONQUEST *drophead, 1955. Body* complete, but needs some work. Best offer over £500. View Guildford. Tel: 01-247 6854 (work) or 0306 730182 (home). (51453

CHEVETTE SPECIAL 4-seater saloon. Metallic silver, 135 b.h.p., 2,300 c.c., 16 valve, twin cam, rally suspension, 800 miles only four weeks old, 12 months' tax, two year guarantee, too powerful for wife, save £700. First offer over £5,400. Tel: 0483 232394 (Mr. Ross). (51454

LEA-FRANCIS SALOON, 1,496 c.c., 1950. In running order, for details contact Roper & Roper, solicitors, East Street, Bridport. Tel: 0308 22227. (51455

TRIUMPH ROADSTER 2000, TR2 engine/gearbox. This car is only for sale as I have obtained a concours model in its place. It is in excellent mechanical condition, and has been used *regularly* in the Summer for several years, the aluminium body and inside trim need some attention to make the car immaculate but it is a most attractive car, ready for immediate use. £1,800 o.n.o. Tel: Richards Castle 623 *(South Shropshire).* (51492

V12 E-TYPE drophead, S-reg. Bought new in Jersey, late 1974, imported here by present owner, 27,000 miles, as new condition, manual, azure blue, chrome wheels, tinted windows, self-seeking radio/cassette, adjustable shock absorbers, undersealed, tax, MoT £10,000. Tel: Pangbourne (Berkshire) 4288. (48506

LANCIA GAMMA coupé, 1978(T). Bruno Mogano, gold velour interior, 13,000 miles, taxed July 1980, a rare opportunity to own this exclusive automobile with many exciting features. £6,750 o.n.o. Tel: 041-332 3949 or 041-644 2043 (evenings and weekends). (51495

MERCEDES BENZ, 1959, 220SE coupé. Over $5,000 just invested to recommision from 10 year storage. Comp. orig, one owner and all records, stunning example in black and tan leather, covered just 50,000 miles. $12,000 (US). Photographs available, would like to tour Europe and sell late April. Details Mr. Richardson, 336 Rindge Avenue, Camb., Mass. Tel: 617 491 4064. (51614

LOTUS ELITE 502, *1978. One owner, 9,000 miles,* metallic brown, champagne leather upholstery, stereo radio/cassette, air conditioning. Offer around £9,000. Tel: Wolverhampton 32506. (51612

1967 (MARCH) Aston Martin DB6 Mk. I. In metallic green, 5-speed gearbox, approx. 70,000 miles, history available, condition must be seen. £6,200. Can be viewed in London or Chard, Somerset. Tel: Chard 2821. (51611

E-TYPE CONVERTIBLE, January '62. Rebuilt for racing 1967 (3.8 engine), road converted 1969, garaged last six years, alloy bonnet, doors and boot. Hardtop, mag. wheels, engine and gearbox rebuit approx. 6,000 miles ago, restoration required. Offers around £2,700. Tel: Staines 50453 after 6 p.m. weekdays. (51607

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1978 (T) Lancia Gamma Saloon. Pale Met. blue, red cloth trim, radio, 9,000 miles. **£4,550**
1978 Fiat X1.9. Blue, radio, 18,000 miles. **£3,495**
1977 (S) Porsche 924. Copper metallic, sun roof, one owner, only 12,000 miles, competitively priced at **£6,750**



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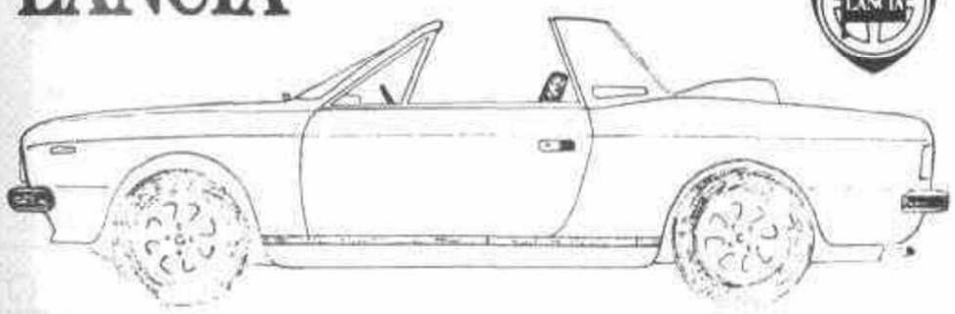


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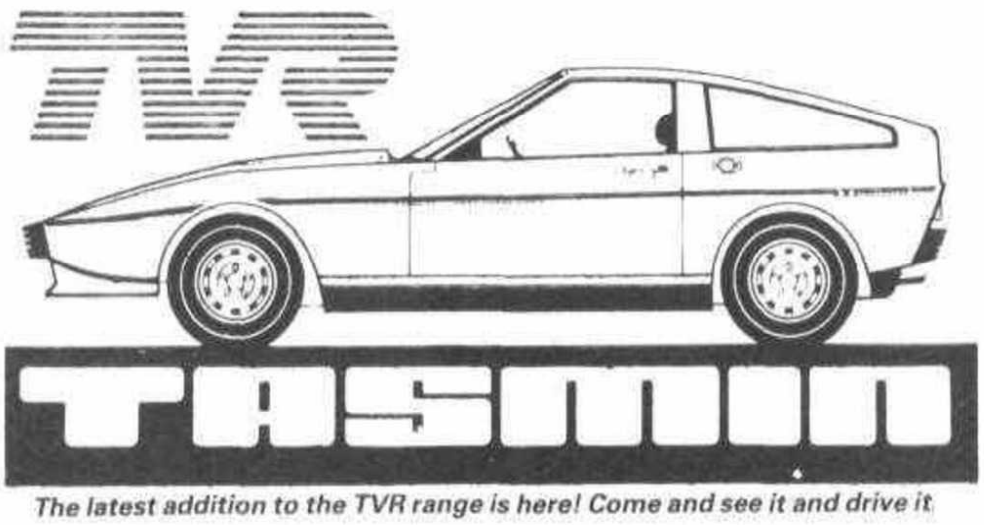
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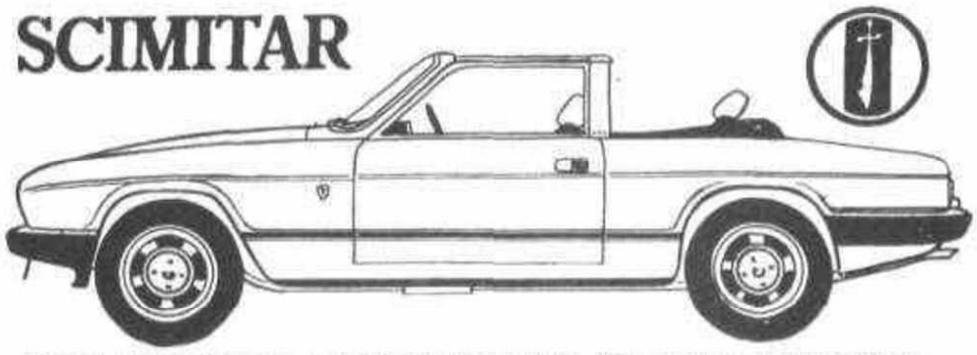
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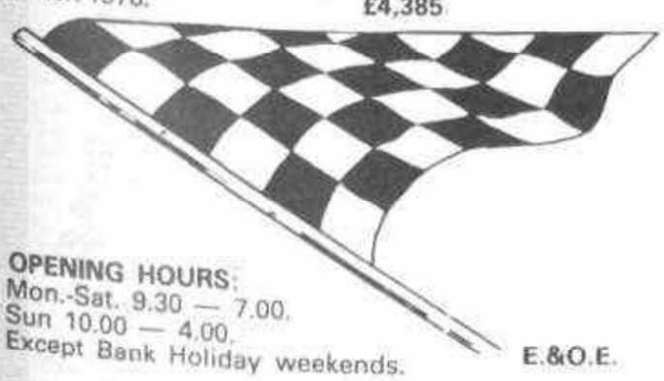
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Yes 10 years ago on April 1st 1970 we started in business in a small car showroom just outside the city centre of Coventry.
We had both served an apprenticeship as motor mechanics working on Daimler, Singer and Vauxhall cars and as the firm had strong motor cycle ties, "Brandish Corner" being named after our 'Governor', such machines as Ariel, Triumph and Velocette.
According to local custom, after receiving our indentures we were duly admitted Freemen of the City of Coventry and so were entitled to graze our sheep on the various city commons.
At this stage it has to be mentioned that one of us is slightly older than the other and things like National Service were encountered. But to get back to the story, we each achieved the dizzy height of car salesman and went to work in collar, tie and polished shoes; we weren't the finest or by any means the smoothest of our profession but were successful enough to buy and run HRGs, Delages, TFs, Riley and the suchlike, this of course before the 'car with the job' era.
As most people must dream of being their own boss, we were no exception and we therefore raised the money for the lease and with the help of Sir Julian's Finance Company, who lent us £2,000, we had trodden the bottom rung of the Garage business.
We worked very hard and had soon outgrown our small showroom. In 1974 we leased a further garage site from Esso Petroleum and it was from here we started to sell the type of car we had always enthused over, 'The Sports Car'. We obtained the franchise for both TVR and Reliant Scimitar.
We advertised in 'Motor Sport' the magazine we had been addicted to since our teens and the power of this periodical was such that we were now selling sports cars and motor cycles to Europe, Australia, New Zealand and America, and we were definitely thrilled at selling a Triumph Daytona to Japan.
By 1978 we were searching for further premises, preferably outside the city and near the motorway network, and in the winter of that year we purchased two sites in the village of Dunchurch, 11 miles from Coventry, 3 miles from Rugby and 5 miles from the furthest motorway.
We disposed of both Coventry premises and moved to a period 1910 Garage adjacent to the site which was now under construction.
At Christmas we took over our new building, complete apart from landscaping and now look forward to another equally enjoyable decade.
Our success is modest compared with many ventures but we like to think that for two ordinary car mechanics of humble means we have indeed been fortunate.
We could not have done it of course without the help of the successive Managers of Barclays bank, Julian Hodge and Barclays Mercantile, our staff and of equal importance the readers of Motor Sport who have entrusted us with their business.
Please call and see us this month, inspect the new Scimitar Convertible and TVR Tasmin and enjoy a glass of wine as a token of our thanks for ten very rewarding years.





NEW SCIMITAR CONVERTIBLE. O/D, buckskin with most extras.
NEW SCIMITAR CONVERTIBLE. O/D, white with blue interior.
NEW SCIMITAR GTE in carmine, o/d, black trim.
NEW TVR TASMIN. Italian red, tan trim.
NEW TVR 3000 S CONVERTIBLE. White, tan trim.
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1970 H RELIANT SCIMITAR GTE. Manual, overdrive, radio, original and excellent. **£1,495**
1978 S TVR 3000M in onyx brown, tan sunroof and trim, 27,000 miles. **£4,995**
1976 V Regd. TVR 3000M. Metallic brown, tan coachband, 45,000 miles, lhd. **£2,995**
1973 M TVR 1600M in white with maple coachband, radio, Sundym, 50,000 miles. **£2,695**
1978 S TR7 5 SPEED. Java green, 32,000 miles, one owner. **£2,695**
1977 R TR7. White with red tartan trim, 27,000 miles. **£2,595**
1976 P TR7. Inca yellow, black trim, stereo, 34,000 miles. **£2,195**
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LOTUS ECLAT 523 in white, tan interior, 23,000 miles 1977 R. **£6,995**
MG-B ROADSTER. White, brown interior, 10,000 miles, unmarked, 1979 T. **£3,895**
CAPRI 3.0S. Metallic silver, red/grey interior, 8,000 miles, 1979 T. **£4,295**

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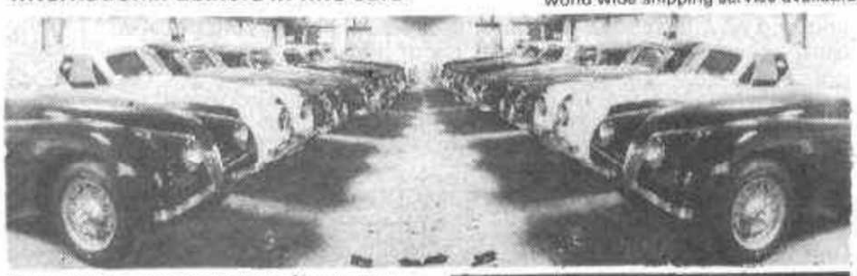
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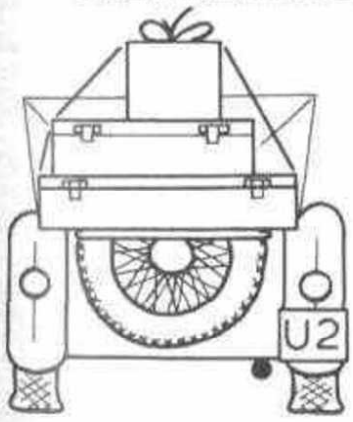


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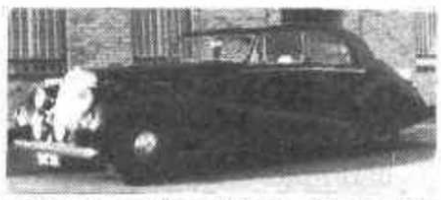
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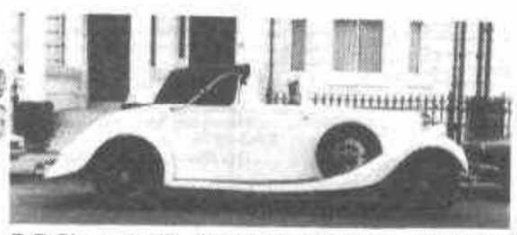
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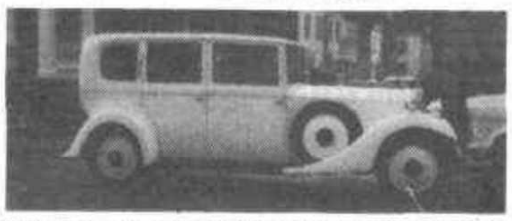
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R-R 25/30, 1936. Hooper Sports Saloon bodywork, owner-driver car with integral projecting boot. Very good mechanically but requires attention to cosmetics.

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FOR SALE—continued

ROVER FOR SALE — but would exchange for 'thoroughbred' to occupy retirement (Daimler, Rover, Bentley/similar) my 3500 SD1 ('R' reg.) 5-speed gearbox, full-length sunshine roof, velour upholstery, etc. Beautiful car meticulously maintained, with history and service records from new (consistent 30 m.p.g. too!) c. £3,250. Addingham (0943) 830 459. (51929

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ASTON MARTIN DB4GT Zagato registration 8DBL. Offers to Hilton. Daytime 0444 51851. Evenings 0825 790 794. (51814

VOLVO 245 DL Estate. Chocolate brown, first registered November 1978. Under 14,000 miles, 1 owner, £5,750. Tel. Cowes 292671 or 294700. (51872

1938 ALVIS 12/70 Special. Attractive, rugged, well-sorted 2+2 Road-Race-trials car. Silverstone 1 min. 27. Built and owned by Alvis Owner Club official. Ready to race or very enjoyable, quick road car. £2,950 o.n.o. Clinkard, Bures (0787) 227378. (51871

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1927 LAGONDA 2 litre 14/60. Semi-sports Tourer. Totally restored. Offers. Consider o.h.c. or T-Type M.G. in part exchange. Tel. (07372) 45127 Evenings. (51870

MG-B GT Jubilee Anniversary Model Limited edition, 'P' Reg. Sept. 1975. 24,000 miles, British Racing Green-black interior, o/drive, sunroof, tints, Motorola radio. £2,500 no offers. Tel. Llangollen (N. Wales) 0978 860750 between 10.30-12.30 or 14.00-15.30. (51867

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TRIUMPH TR6 (Roadster) Late 1974 (N) model finished in magenta with matching hard top. An ever appreciating asset at a realistic price of £2,550. Tel. Ashby-de-la Zouch 2519 (Evenings). (51881

MG-B GT V8. 1974, green, chrome bumper model, excellent condition. £2,800. Leighton Buzzard 376060 evenings. (51880

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RS 2000. 1978 (T). Immaculate throughout. 20,000 miles, fogs, radio. £3,250. Daytime: Henley (04912) 2215. Evenings: Turville Heath (049163) 657. (52064

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MORGAN PLUS 8, Mint condition, M reg. concours winning car, 55,000 recorded miles. Black, stone hide, must be seen. £5,950 no offers. Alan Dunkerley, Burnley 35658 days, Ramsbottom 3616 evenings. (52067

E-TYPE JAGUAR V12 2+2. Light blue, manual, superb throughout, no rust, any test, must be seen. 1971, 64,000 miles, MoT. £4,000. Cambridge 42285 until midnight. (52066

MG MIDGET "LSE 21P", Damask red, hard and soft tops, tonneau, radio, electric aerial, superb condition. £1,495. Tel. Weyhill 2105 (Andover). (52071

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Having reiterated my claim to a couple of telephone callers recently that the **Mk 2 4.7-litre COBRA (below) is the best example ever advertised on the open market,** I received the response that "all you chaps say that!" This took me aback somewhat, for I assumed — probably complacently — that it was commonly accepted that Cobras are my particular speciality; over a third of all examples in the UK have passed through my hands, and I am personally acquainted with almost all the rest; I have also won many 'Concours' awards with my own cars. Perhaps a reminder of this to sceptical potential Cobra (et alia) owners is therefore timely and I would hope that they would either visit here, or **come along to 'GOAT PUB GATHERINGS' or HISTORIC RACE MEETINGS (see below) and see my claims — for Cobras and all my other cars — substantiated.**

I greatly appreciated the **splendid photo (and caption!) of my LOLA's impromptu striptease on Hertford Heath Village Green in last month's Motor Sport (p 315),** this month she shows her full frontal charms (below) but beautifully clothed! (— apologies for the quality of the photos, they're fine when they leave here).

PRICE GUIDE SYSTEM: A Under £5,000. B £5,000 – £10,000 C £10,000 – £20,000. D £20,000 — £30,000

1960 JAGUAR XK 150S 3.8 DHC — 638 DYH; last year I achieved the 'Best XK 120 Award' at 'International XK Day'; the superlative XK 150 offered here is in some respects even better than the aforementioned Award Winner (since sold); paint work (red), trim (black), 16" chrome wires etc. all genuinely 'as new', with 'Show-prepared' engine compartment. C



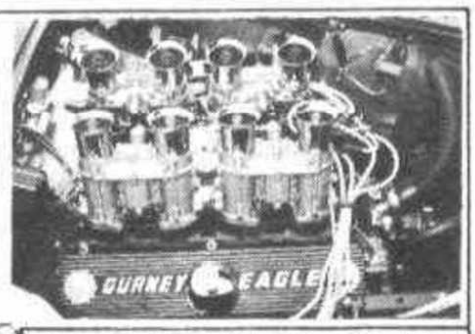
1960 AC ACE-BRISTOL 100D2/S2 — 220 PPC, this example, the Earls Court Show Car and 1 of only 4 with the 135 bhp 'Competition' S2 engine, has been totally restored 'as new' mechanically and bodily, but using all the original components; it is definitely the best Ace-Bristol that has been available on the open market for many years, suitable for Historic Events or 'Concours' alike. C



1968 LOLA T160 CAN-AM SPYDER — ARO 846S; chassis 160/9, 9th overall '68 Can-Am series (Parsons); totally original (incl. all proper race fittings) save road engine, but complete and excellent 500 b.h.p. injected race engine (actually fitted and running before present unit installed) goes with the car, plus chest of new spares; road-taxed and used ('Concours' award winner '79), but certain potential outright winner in Historic Race Events. D



1964 AC SHELBY COBRA '289' Mk II — RHD — EAB 778B; I believe this to be the best Mk 2 Cobra ever advertised for sale; total restoration by C P Autokraft, but using the original chassis etc., to true perfection throughout; the genuine Gurney Weslake GT 40 engine (alloy heads, 'J' block etc: — see photo opp.) gives incredible performance — quicker than many 7-litre Cobras, — but retains exceptional road docility; fully trimmed (black), chrome wires, whitewalls etc., with damson paintwork. D





1959 COOPER MONACO — Chassis BPP/1/59; ex Salvadori; 2-litre FPF Climax Twin Cam; totally restored to 'better-than-new'; ideal 'Lloyds & Scottish etc. competitor. D

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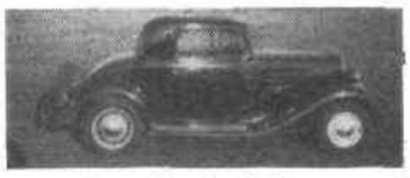
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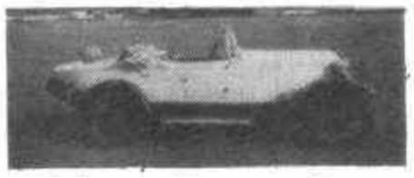
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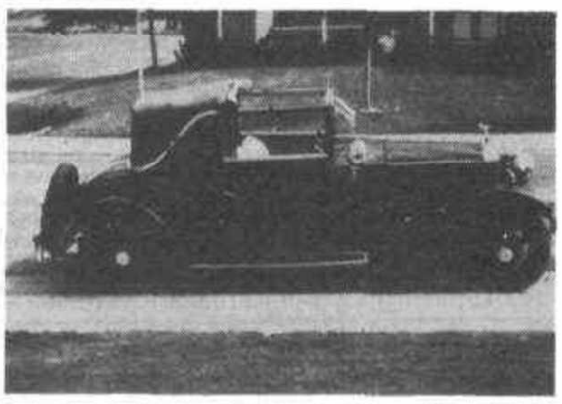
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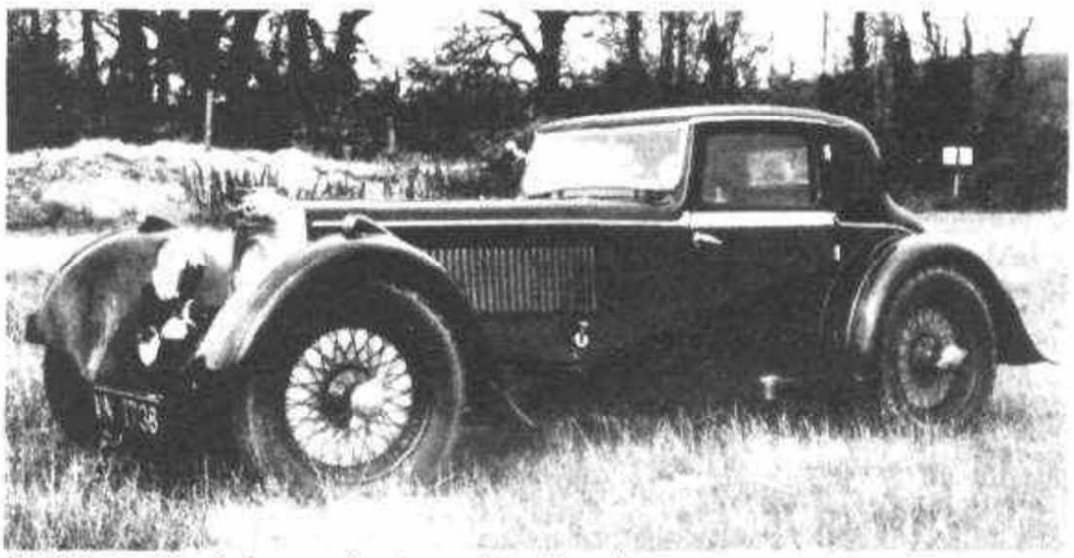
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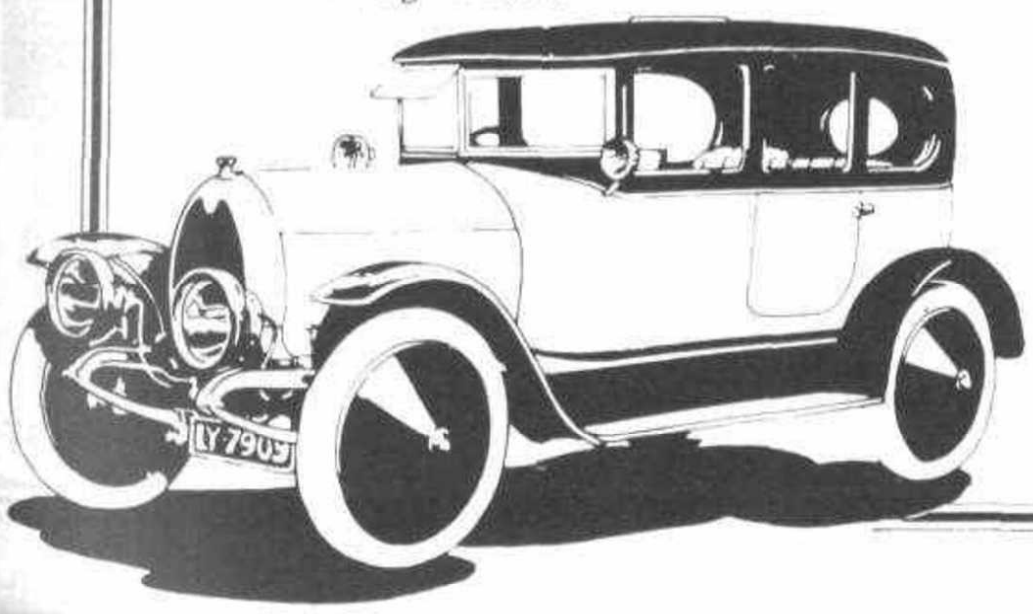
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1932 Alvis 12/50 sports tourer, by Cross & Ellis.

For further information telephone Michael Worthington-Williams, Velindre (0559) 370024.

Sotheby King and Chasemore will hold a sale of Veteran, Vintage and Special Interest Vehicles at the Ardingly Historic Transport Spectacular, South of England Showground, Ardingly, Sussex, on Saturday 5th July, 1980, and entries for inclusion can be accepted until 6th May, 1980.
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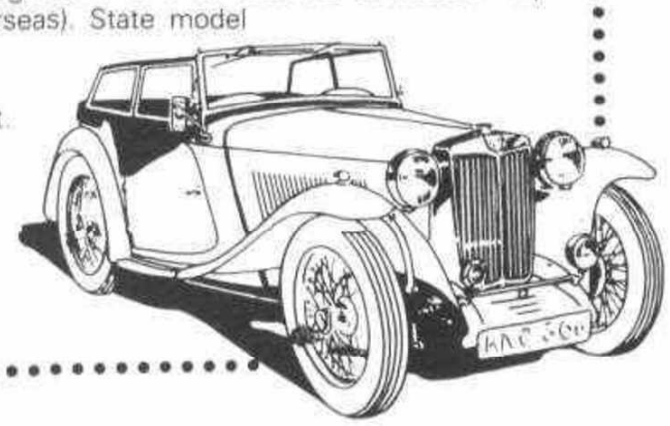
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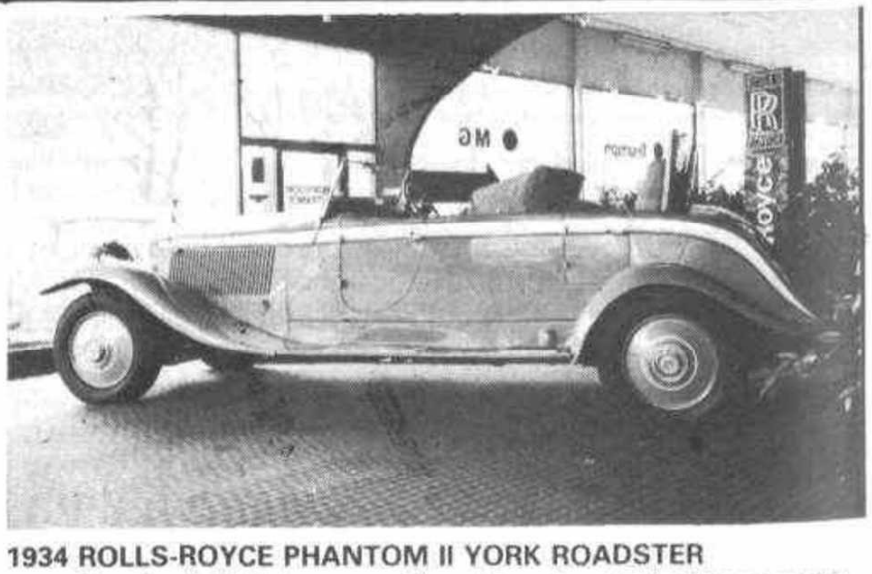


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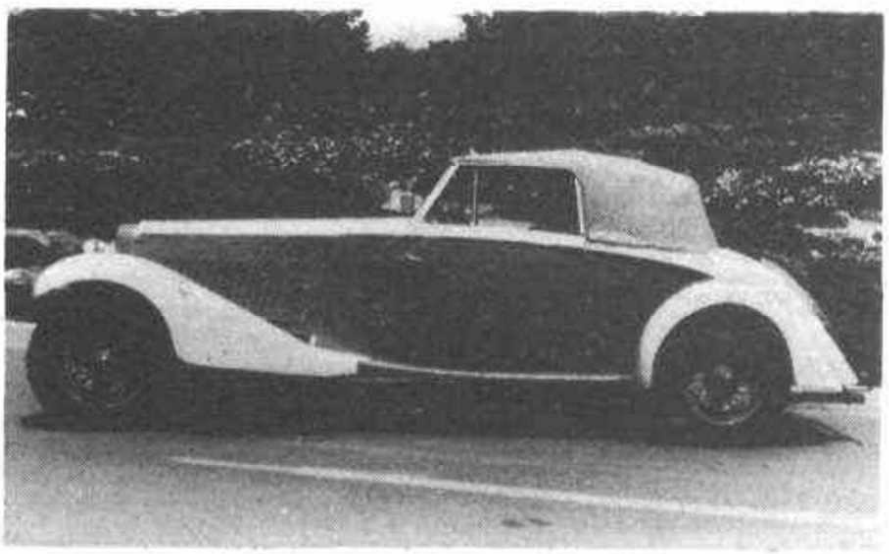
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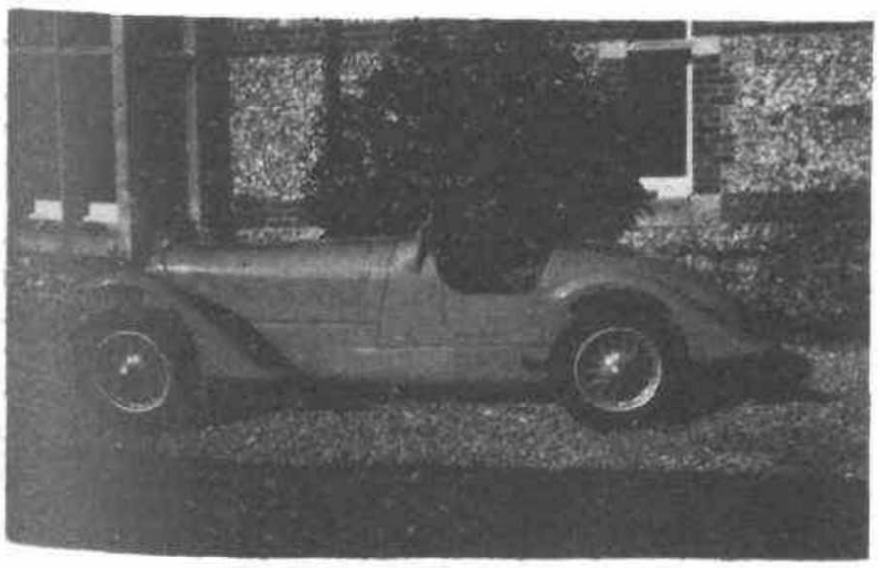
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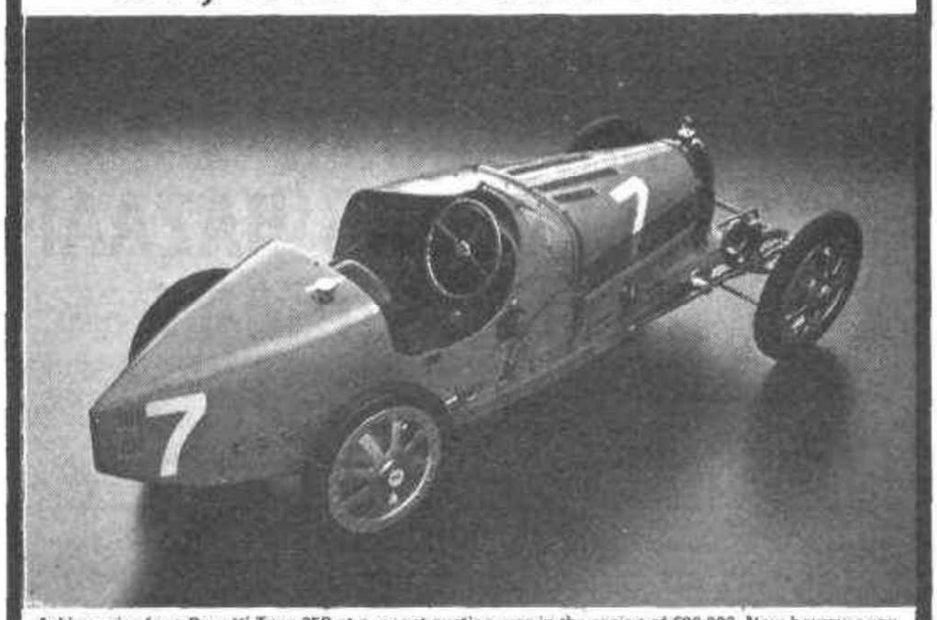
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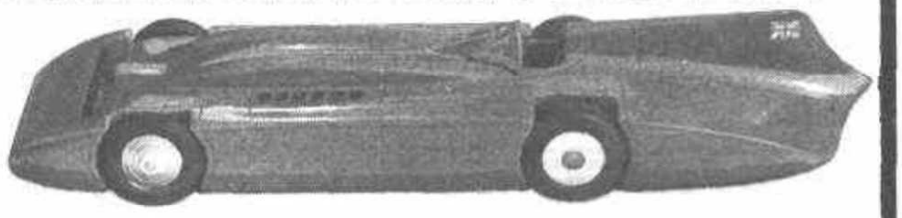
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Asking price for a Bugatti Type 35B at a recent auction was in the region of £80,000. Now however you can have *one* built to the same exacting standards as used at Molsheim but for £1,425 not £80,000! Admittedly the size is only 1:8th of the full size and there are only 807 parts in this 465mm long scale masterpiece — but that's the point — it is a masterpiece of model craftsmanship. The actual model was first designed and built in France some three years ago but the manufacturer had problems and production ceased. Now under new management the 1:8th scale 35B is again being made, by hand, at a very slow rate! Each car is hand assembled at a workshop near Vichy and by arrangement with the works Grand Prix Models are able to offer *Motor Sport* readers a small number of fully built models each in its own showcase.

The model is of almost all metal construction with each part hand-machined to a fine finish. The engine is fully detailed, polished and engine turned where necessary, cockpit and all instruments are fully detailed, the steering and brakes actually work, the bodywork is bolted and hand-wired together as in the full size car, the seat and bonnet straps are of course real leather, almost every detail is here from the full size car — and each piece is made by hand! No wonder that when the company appeared to vanish collectors were offering upwards of £2,000 each. Now, thankfully though, we can have this lovingly made miniature which will no doubt rapidly appreciate.

If however you feel you'd like this model but do not want to spend so much then we can offer a simplified, no-engine model at £395 post free in the UK. We also have available the fully built 35B with engine, chassis and all working parts but without body as a pure display piece — this costs £1,168. To follow shortly will be a 35B road-going tourer with every conceivable detail at £1,269. We have an illustrated brochure giving more detail of these masterpieces which we'll be pleased to forward on receipt of a large SAE, and by the time you read this we should have display models in Radlett for you to examine.



Pictured above is the superb new "Replicast" static 1:43rd scale model of the 1935 Bluebird Land Speed Record car. Cast in a unique mix of metal and resin and then hand-built and painted to exhibition standards this beautiful model is available to *Motor Sport* readers exclusively through Grand Prix Models — paperweight type versions are available elsewhere but the scale model is available only through us — the price — £20.70 plus 50p post UK. Although this model is manufactured by 'Replicast' and not ourselves it does not mean that it is the only fully built-exhibition standard model that we offer. From our own Radlett Studio we now produce a growing range of miniatures the standard of which is so high that in recent months most have been used by motor manufacturers as presentation gifts to successful drivers! Now however we are expanding production without dropping our standards — we have no production line — every model is hand assembled and painted and takes as long as it takes — prices therefore vary model to model. Detailed below are just a few of the models that we can currently offer in fully built exhibition standard form together with one or two made by friends that we also feel worthy of drawing to your attention.

Please order from here if you wish or if you'd like to take more time send for our new 110 page A4 catalogue detailing over 1,000 models with 50 pages of pictures — catalogue is called "Model Cars 1979-80" and costs £4 post free UK, £1 extra anywhere else except Australia and Far East £1.50 extra. Postage on models listed below (UK) is 25p each, 5 or more 20p each . . . overseas ask for quotation

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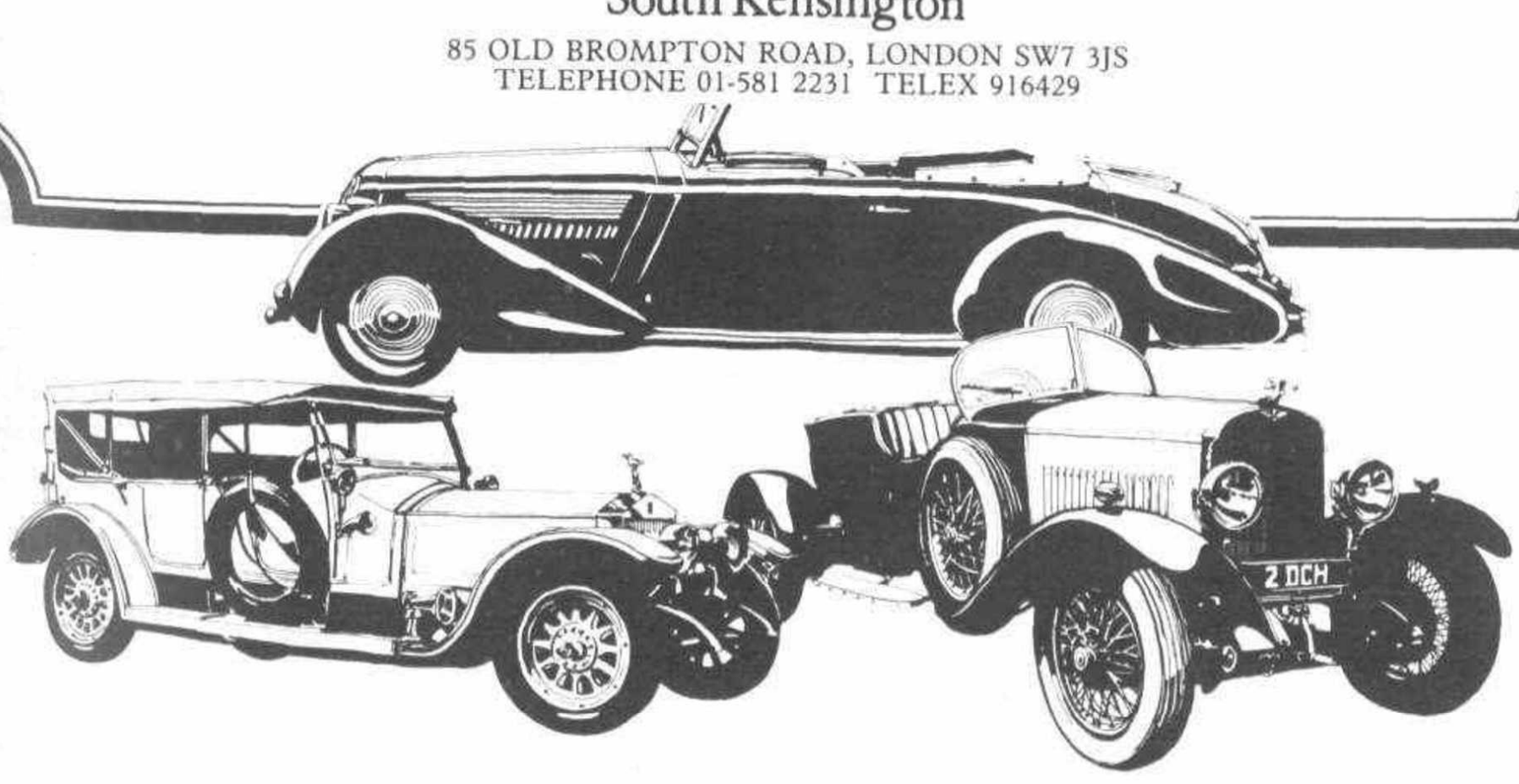
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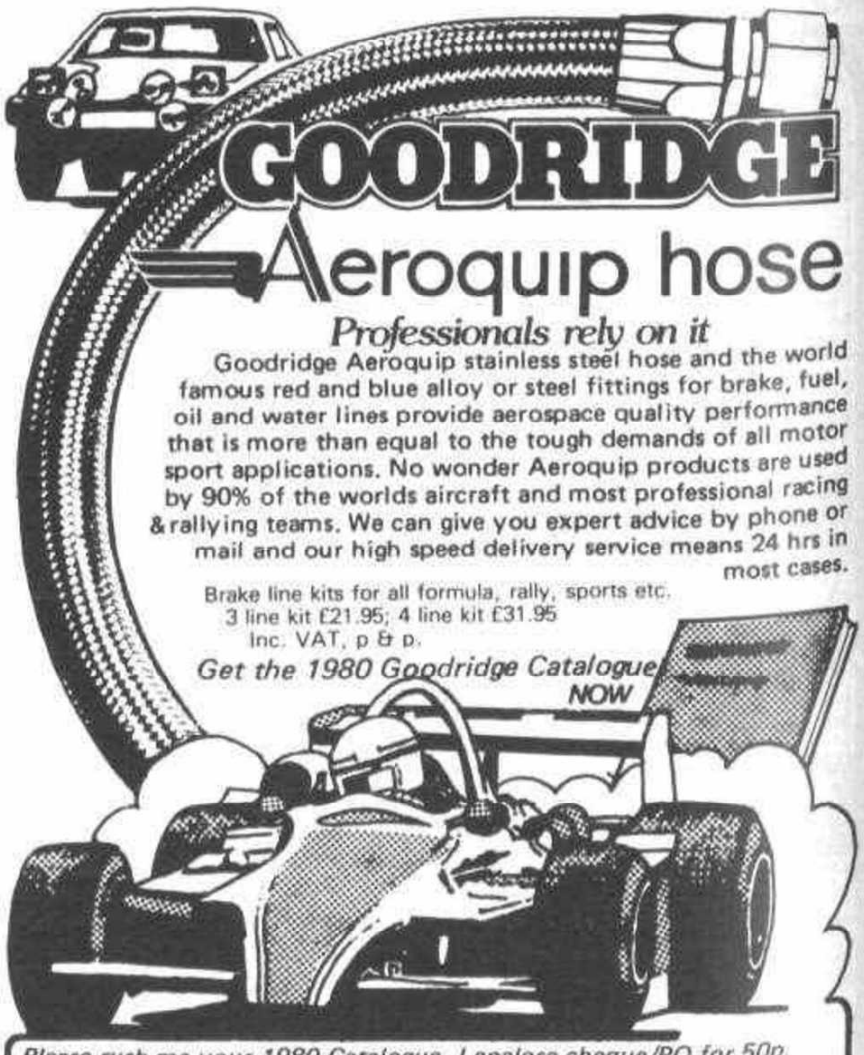
Make of car ..... Model .....

C.C. ..... Value ..... Year ..... Car Garaged / Left in open.

Present insurers ..... No claim bonus ..... years.

Age of youngest driver ..... Quote for Annual / Quarterly policy.

Details of all accidents and convictions should be enclosed, including those of additional drivers. MS30



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in difference between 'Ordinary' and Dealers' top 'Book' price condition for 3yr. old car on trade-in

Whilst still enjoying lively car in remarkable trim



Ah! That smile on your face as you slide into the driving seat of your brand new car! A dream of a car. Breath-taking! (So is the price!) But it's your traded-in pride and joy is Waxoyl-proofed.. that's something else to make you glad. For, with every pound you gain in Dealer's top 'Book' price over 'average' 3 yr-old condition price, helps cut what your new car's cost you. Could be quite a bonus. Up to £600 in fact. Which should please you greatly! (Perhaps you might care to check comparative car prices?) **Built-in lubricant,** yet another Waxoyl bonus! Livens up old car. Engines 'pull' better as sprayed plugs and distributor dispels water. 'Tired' electrical insulation revives!

How Waxoyl holds 'Showroom' Condition

'Showroom' condition means simply: that (barring accidents) your car stays equal to proud display on top-class Dealers' sales floor. Possesses quite remarkable road worthiness. Promises all round driving pleasure. *And passes rust scrutiny test with flying colours!* Waxoyl holds key to 'Showroom' condition. Kills dead existing rust rot. No car age limit so long as metal polarises to Waxoyl. Makes safe load-bearing chassis members, suspension, picking points, shock absorbers, *every rust trap in entire vehicle system.* Future rust attack no longer a problem.

Up to £85 plus VAT at Rustproofing Centres

Professionals charge mostly for labour. Do-it-Yourself at **ONE TENTH** of cost (or petrol tank full-up) with 'all-in-one-go' Waxoyl 'Jumbo' applicator works **FOUR TIMES FASTER** than any other known design. Easy as syringing your roses! Order 'Jumbo' with your Waxoyl.

Waxoyl 'Know-How'

To find out *why* even most expensive motor cars succumb to rust rot, Finnigan's stripped down both new and used cars. Found clues leading right back to body shell stage. Hence Waxoyl Spray Plan covers every rust hazard from relentless production line assembly to fierce road conditions. Anticipates metal rusting behind paint cracks in prefab units suffering from chattering rivets, bolts, screws

'Tadpole' Molecules

Most up-to-date Waxoyl Rust Inhibitor contains naturally charged electrical properties; sets Waxoyl apart from rival systems. Micro Inhibitor molecules resemble tadpoles. 'Tails' cut through dirt, grease, oil with magnetic speed. Chase out air moisture rust from metal pores never to return. 'Heads' lock-in, seal-off surfaces with water repellent skin. Amazingly high tenacity even on damp surfaces. Never cracks, or peels off as do chemically active types which, as you may have seen, often oxydise and disintegrate, expose metal to devilish air moisture rust attack. Nor does Waxoyl exhaust itself with time. In fact, benefits existing seals! Magnetic molecules fill broken gaps. "Creep" across bared metal; reknit skin torn by flying grit etc. Be more than happy with clean, transparent Waxoyl. Quality controlled at every stage. Not a bought-in product marketed under another name.



HOLD CAR IN 'PROUD OWNER' Condition
ALL WAXOYL PROOFED AND RUST FREE!

WAXOYL DO-IT-YOURSELF RUSTPROOFING

AA REPORTS after FOUR WINTERS
"No rust on visible WAXOYL treated areas"

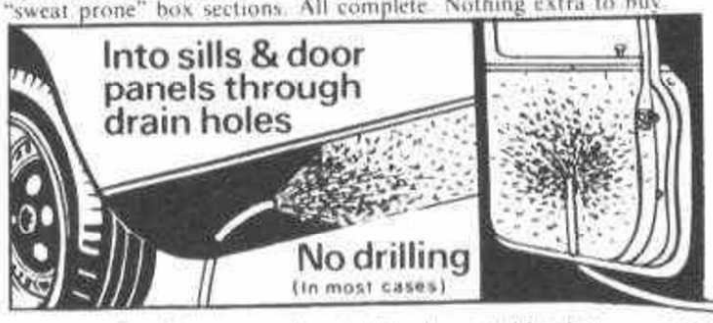
NORTH SEA OIL — **LAING** off-shore's largest Rig uses WAXOYL on sea-washed equipment

One of world's biggest OIL COMPANIES says: "Of all rustproofers tested, ONLY WAXOYL KILLS existing rust"

ICI recommend WAXOYL for brine circulation pipes

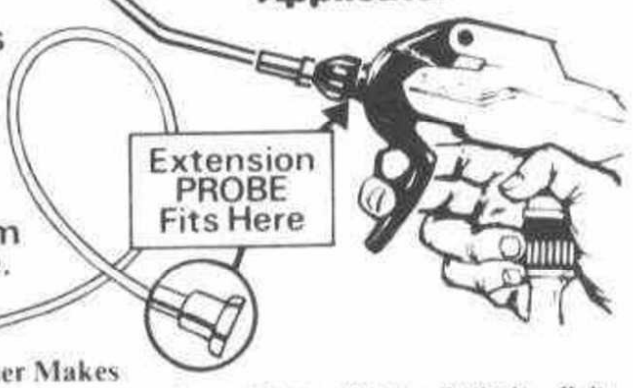
Easy and Fun to do!
With Finnigan SUPER 'JUMBO' Applicator

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



with FINNIGAN'S *Fast Working* New, Adjustable Spray, Trigger operated 'SUPER JUMBO' Applicator

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



Rust Knaws Upwards

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

Salt & Water Spray Tests

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

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

Waxoyl holds 'Showroom' condition.

Why Big World Users Trust Waxoyl

Waxoyl Kills Rust with no come-back (The only rustproofer that DOES, according to test results by one of world's biggest oil companies.) *'Rust stopping qualities very good'* reports Swiss Gov't. after Lab. tests. *'Most satisfactory'* says Chrysler Centre, Basle, Australia, N.S.W. *'On Rover 3.500 coating still intact in corrosive sea air'* Motor Magazine. *'Remains active indefinitely'* Westerly Marine, Portsmouth. *'Protection excellent on marine diesel oil tanks'* (Tank bases standing on supports otherwise impossible to rustproof.) *'Fantastic stuff'* says Citroen Car Club Veteran Motorists Mag. *'No sign of corrosion on '72 car, does inhibit existing rust'* Autocar Mag. *'One of cheapest, effective ways to protect a car'* Chesterfield. *'9 Yr. old Volvo looks less than half its age'* Civil Eng'ng. Polytechnic. *'On Mule Valley Flood Scheme, bare steel instrument cases in open countryside rust-free to date.'*

If Considering Other Makes

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

Year After Year Protection

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

Waxoyl Users Find Other Uses

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

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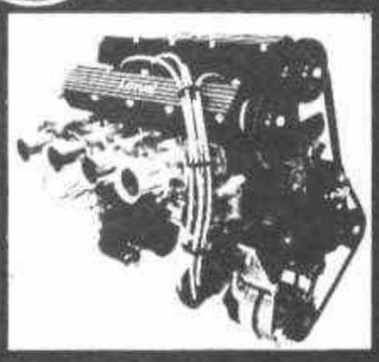
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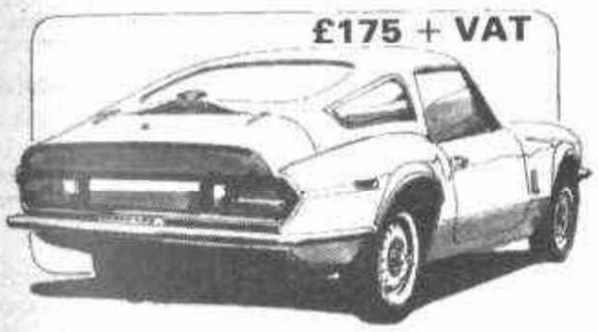
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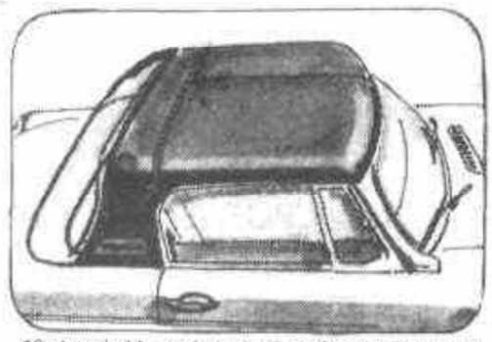
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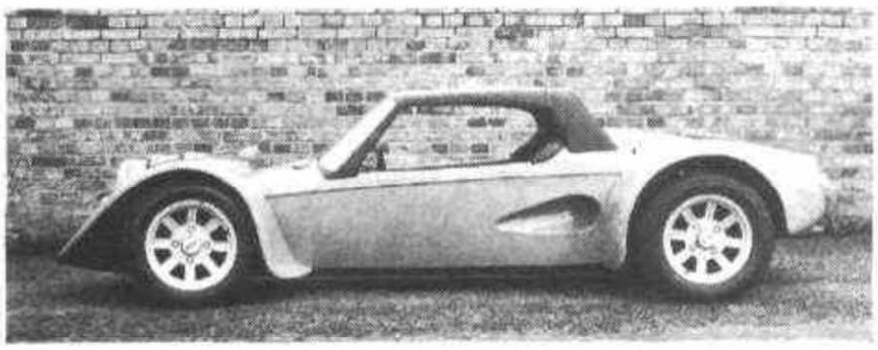
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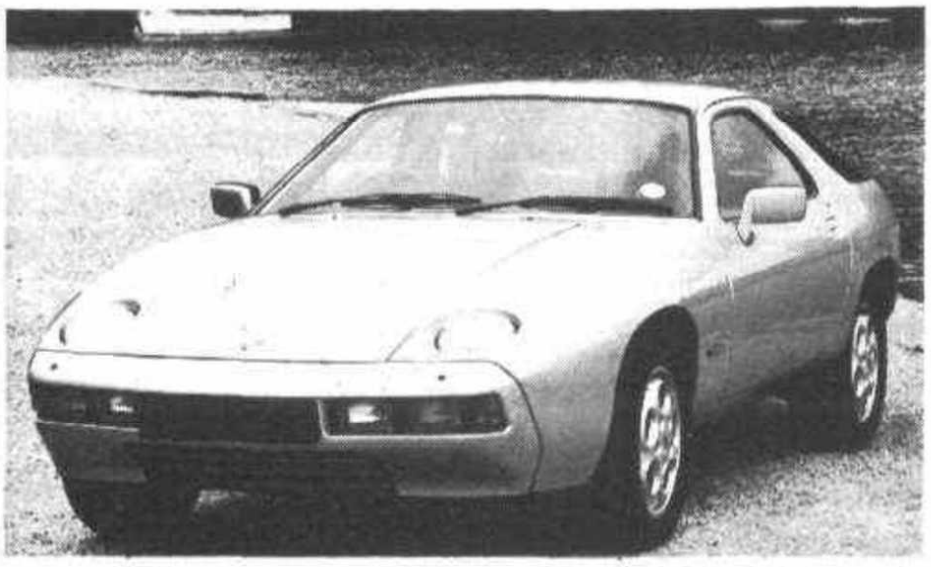
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1978 (Dec) B. Red, one owner, 12,765 miles, radio **£3,745**
1978 Midget. Green/tan, one lady owner, 11,298 miles, undersealed, rear fog, roll-over bar, tonneau, head rests **£2,745**
1977 B. Yellow/orange, one owner, 31,307 miles, overdrive, tonneau, £52 service 10.1.80 ..... **£2,995**
1977 (S) B. White, 23,740 miles, overdrive, head rests, tonneau **£2,995**
1977 (model) B GT. Green, one owner, tinted **£2,995**
1976 B. Red, chrome Rostyles, overdrive, tonneau **£2,645**
1976 B GT. Yellow, tinted, overdrive, headrests **£2,695**
1976 B GT. Citron, o/d, wire wheels, sunroof, h.r.w. **£2,765**
1976 B GT V8. Black/tan, usual V8 extras, including radio, two owners **£3,845**
1976 B GT V8. Tundra/tan, nylon, 26,767 miles, lady owner since April 78, radio/cassette, 4 new tyres, £191 pre-sale service **£4,445**
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1975 B. Yellow/black, 27,578 miles, two owners, radio, works hard top/soft top, o/d **£2,245**
1974 B GT V8. Chrome bumper model, 37,074 miles, damask red, chrome wheels, overdrive, radio/cassette, two owners **£2,995**
1974 B GT V8. Damask red, 37,074 miles, overdrive, radio/cassette, two owners (one since Feb 76) £150 pre-sale service **£2,995**
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DAIMLER 250 V8 Automatic 1968. £1,550. Excellent body and mechanics, recent MoT, moving house. Walton on Thames 42373 or 0789 76345. Warwickshire. (52321

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1961 WHITE ROVER 100. Reconditioned engine, brakes overhauled, new battery, excellent tyres and blue leather, overdrive, radio, long M.o.T., taxed end Jan. 1981. Suit enthusiast to complete restoration. £575. Tel. Forest Row 2512. (52383

FOR SALE—continued

JAGUAR 'S' TYPE 3.4 Overdrive '68. Low mileage, white coachwork, black upholstery, excellent condition throughout, original log book. £1,475. Only genuine enquiries please. Tel. 051 639 1136 Geoff. (52381

TVR 3000 ML '75. Mexico brown, walnut/beige interior, 26,000 miles, excellent example of this rare model. Recent service and M.o.T. £3,195 o.v.n.o. Tel. Chelmsford 0245 65012. (52378

SCIMITAR GTE '77 Nov. Lincoln green, leather upholstery, Wolfrace wheels, electric windows, excellent condition. £4,800 o.v.n.o. Both vehicles are available from mid April due to owner emigrating. Tel. Chelmsford 0245 65012. (52379

1936 SS 2½ Saloon. Very rare early type body with sidemounted spare wheel, bodily very sound, starts and drives, requires some tidying. £1,850. Wendover 623165 (Bucks). (52377

COLLECTION FOR reduction due to genuine reasons, open to offers for following cars, plus others, details on request. Austin Healey 3000 Mk II, 1934 Wolseley Hornet 4 door saloon, 1935 Jowett Kestral 4 door saloon, 1930 Singer Junior saloon, 1954 R.M. Riley, immaculate. All cars are in excellent original condition mechanically and bodily, having been owned by previous owner for many years, not usual rubbish. For further details to haggle and view. Tel. Bradford 582869 between 7 p.m. and 9.30 p.m. (52391

TVR 2500 M K Reg. Overdrive. Brown metallic, one owner, average mileage, v.g.c. especially mechanically, some extras. £2,000. Tel. Bedford 712804 (evenings) 0908 75331 (office). (52375

MINI COOPER SIII. Immaculate, sixth from last but with new shell, metallic, burgundy-navy, guaranteed 34,000 miles, Innocenti arches, 5" Dunlops, new M.o.T. Offers over £2,600. Tel. 0600 85 323 (Monmouth) after 6 p.m. (52372

1963 ALFA ROMEO Giulia Spyder 1600. Classic Alfa sports two seater in really excellent condition, red with black interior and hood. £1,750. Ferndown (0202) 877332 (Bournemouth). (52368

PORSCHE 356 LHD Drophead Motor. G'box and chassis sound, new hood, needs coachwork and carpets. £3,000. Tel. Standen 01-928 9501 (evenings) 0908 318050 (days). (52371

***HUMBER SUPER** Snipe, 1959. Real collectors item,* one previous owner, 3,500 miles only! Original log book etc. available. £2,250 or near offer. Tel. Bridport (0308) 22407 (office) 23882 (home). (52370

MGA ROADSTER 1962. Ultimate body off rebuild, chassis/bodywork fully restored, including new pillar assemblies etc., resprayed in correct red. Retrimmed in black including seats in leather with correct red piping, engine completely rebuilt, new clutch, petrol tank, dynamo, starter, rewired. All badges and chromed parts replaced with new, except rechromed windscreen surround and luggage rack. Rebuilt wire wheels, completed July 1979. Used in dry only for 700 miles. Absolutely concours. £4,950. Further details 09334 55874. (52369

ALVIS SPEED 20 1935. All parts to build, running *chassis including engine gearbox, bonnet* bulkhead, front wings, P100 lamps, chassis, sandblasted and painted. Offers. Tel. Aylesbury 748419. (52366

LANCIA FULVIA Rally Coupe 1.3 1969. Very good bodily, with alloy doors, boot bonnet. Sought after model, would interest enthusiast. Little more work needed for M.o.T. £500 o.v.n.o. Tel. Looe 3612. (52362

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MGB G.T.	£442.56	£147.52	Lotus Eclat 521	£1172.63	£390.87
Alfasud 1.5 T.I.	£317.24	£105.75	BMW 732i	£1139.70	£379.90
Alfasud Sprint	£399.48	£133.16	Porsche 928 (Man)	£1810.38	£603.46
Alfetta 2000 GTV	£501.31	£167.10	Mazda RX7	£626.64	£208.88

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FOR SALE—continued

CORVETTE STINGRAY 1977 (T) 350 C.I., 4 speed Manual. 25 m.p.g., burgundy, red leather interior, t-top, p.a.s., A.C., electric windows, theft alarm, stereo radio, all extras. £6,495 o.n.o. Tel. 0522 682942 or 20513 (Lincoln). (52365

SCIMITAR GTE 'R' reg. Auto. New shape, excellent condition. Was managing director's car, blue, power steering, electric windows, sunroof, radials, fog lights, leather upholstery, new tyres, long M.o.T., genuine mileage. £3,500 o.n.o. Tel. (0632) 770854 (day time only). (52360

PORSCHE 'M' REG. 914 LHD Targa. Radio, yellow, one owner, lovingly *cared for, superb condition.* £2,500. Tel. Devizes 5759. (52361

DATSUN 260 Z. 14,000 miles, 'T' reg. As new, metallic blue. Offers around £6,000. Tel. 041 221 0082 (day). (52356

BMW 3 LITRE Coupe. In black with white leather interior, 'M' reg., automatic, Hitachi stereo radio/cassette, 58,000 miles, immaculate bodily and mechanically. Bargain at £3,450. Tel. 0483 34754. (52364

V.12 E-TYPE ROADSTER. 1973. Sable brown, manual gearbox, concours winner, 22,000 miles, stored in winter, factory hardtop, complete toolkit and handbooks, original tyres, internally rust proofed, two owners from new, taxed and M.o.T., private seller. A rare chance to buy an unspoilt mint car, immaculate and genuine. Special registration number. POA. Tel: Leuchars 033483-218. (52644

MGB GT. 1974 (N). Blaze, black cloth, chrome bumpers, 39,000 miles, overdrive, excellent condition, radio, long tax and M.o.T. £2,300. Tel: 01-204 4905. (52645

ALFA ROMEO 2000 GTV. 1974, Piper yellow, clutch and other recent work for which bills and previous service history available, usual extras, M.o.T. till November. £1,300. Tel: 01-661 9714 (Sutton) evenings and weekends. (52639

LOTUS ELAN +2S. Late 1970, excellent condition, reconditioned engine, four new tyres, many new parts; £1,995 o.n.o. Good, rust free TR4A considered in p/exch. Tel: 0380 870268. (52640

LANCIA 2000 HF COUPE. Metallic blue, blue cloth interior, p.a.s., e/windows, e/fuel injection, 36,000 *miles*, many new parts, M.o.T. Beautiful car, £1,200 o.n.o. Tel: 0672 810 750 (Marlborough, Wilts). (52641

LOTUS 7 SERIES II. Completely rebuilt, offers around £2,000 or trade for Elan. Tel: Farnham (0252) 725166. (52643

BENTLEY MK VI. Big bore engine in advanced state of reconditioning. Further details Box No. 6305. (52633

1951 SUNBEAM TALBOT 90. Mileage 75,848, stored 13 years, original toolkit. £1,850. Tel: 0643 2123 (52634

LOTUS EUROPA SPECIALS. 1975, 1974, 1973 for details and price telephone after 7th April TMC 01-951 1533 day 01-204 8660 evenings. (52635

LOTUS ELAN S.4. Special equipment, new soft top, tonneau, knock on wheels, 46,000 miles, electric windows, radio, M.o.T., July 80. Bahama yellow, £1,800 or best offer. Tel: Southampton 769385. (52636

DAIMLER 2½ V8. 1967, 22,000 miles only, completely original, ivory white/black hide, automatic, p.a.s., h.r.w., immaculate concours condition, including woodwork, leather andchrome, spare wheel and toolkit unused. Genuine reason for sale. £3,500. Tel: Leamington (0926) 21025 (work) 315298 (home). (52626

FOR SALE—continued

RENAULT 5 GORDINI. 1979 (V) 2,000 miles, gold/black interior, fast economy £4,050 also Volvo 264 GLE auto, 1978 only 16,000 miles V6 injection, metallic green/black leather, p.a.s., refrigeration, s/roof, stereo, etc., immaculate. £5,750. His and hers prestige pair for £9,500, ideal family compromise or sold seprately. Tel: Ponteland 22308 (0661) evenings/weekends. (52637

ASTON DB4 1962. Admiralty blue with tan leather, original radio, log book and owner's manual. Five new Avon Turbospeeds stainless exhausts, sound chassis and mechanics, must be the best available at *£5,650 o.n.o. Tel: Northwood Middx. 26909 (home) or* 24230 (work). (52638

1800ES VOLVO SPORTS/ESTATE. Yellow with black upholstery, 66,000 miles, superb throughout, a real eye-catcher. £3,350. Tel: Scalford 225 (STD 066476). (52642

JAGUAR MK V. 1949, 2½-litre, excellent original condition, year M.o.T. £2,750. P. ex. considered. Tel: South Benfleet 4174 (Essex). (52627

ALFA ROMEO 1600GT JUNIOR. 1973, absolutely pristine example of appreciating collector's sports car, extras include alloy wheels, electronic ignition. £1,395. Tel: 051-638 2717. (52629

LANCIA FULVIA 1.3S3 COUPE. 1976 (P), 32,000 miles, dark blue, gold cloth interior, fitted with sunroof, radio/cassette, taxed to end May, M.o.T. to *September. The brakes have been thoroughly* overhauled and exhaust completely renewed (receipts available), £1,950 o.n.o. Finance could be arranged. Mason, 6 Lee Head, Charlesworth, Hyde. Tel: Glossop 3661 (evenings). (52631

ASTON DBS6. 1969, interesting reg. no. low mileage, gleaming dark olive metallic, beige trim, auto, p.a.s., stereo cassette, recent new parts include 5 tyres, battery, carpets, rear bumper, specialist maintained, recent extensive engine overhaul, beautiful car well worth £4,950. Tel: Yelverton 2695. (52632

SUNBEAM ALPINE VGT. Hardtop, 1966, quite tidy and presentable, recently reconditioned engine, new battery and tyres. £400. Tel: Harlow 29713. (52620

LOTUS 7 S4 (K). Twin cam, rebuilt balanced engine, s/s exhaust system, new tyres and Revolution wheels, *new roof, airhorns, M.o.T. Aug. '80. A very clean low* mileage car well maintained and garaged, offers around £2,900. Tel: 01-434 1622 days 01-543 1953 evs. (52621

JAGUAR XK120 ROADSTER. 1951, superb, winner of many awards. Tel: Southend 79595 (office hours). (52623

JAGUAR E-TYPE. Series I 4.2 FHC, 48,000 miles, excellent order. Tel: Southend 79595 (office hours). (52623

SCIMITAR GTE. Automatic 1970, red, sunroof, alloy wheels, excellent condition. £1,350 o.n.o. Tel: 0633 59573. (52624

LOTUS 7. 1972 Wolfrace wheels, s/steel side panels, new clutch, prop, r/shocks, exhaust, s/steel manifold and tonneau, finished in metallic red with matching upholstery, unused in winter, great looking car £2,800 o.n.o. Tel: Kingswinford 3488, West Mids. (52625

BENTLEY MARK VI. 1950, standard saloon, sound mechanical condition, stored since May 1977. £1,950 o.n.o. Tel: 01-995 3982 evenings. (52699

FIAT X1/9 1500. July 1979, silver, 7,600 miles, Gold Sealed, owner emigrating. £4,600. Tel: 051 608 2665. (52700

FOR SALE—continued

TVR TAIMAR. 1978, 13,000 miles, in silver with matt black coachband and interior. Fitted with Wolfrace wheels, sunroof, tinted glass and radio/stereo. This superb looking car is in perfect condition. £5,950. Tel: Stamfordham 220 (Northumberland). (52695

JAGUAR XK 120. Drophead for restoration. All metals panels included in sale. Also Jaguar XK 140 Roadster in stage of restoration, metal panels included in sale. Tel: Hinckley (0455) 38347/30328. (52696

FEMALE PARACHUTIST reluctantly has to part with her 1938 Morris '8' Series II (affectionately known as Piggy). Genuine 46,000 miles, second owner (same *family name), mechanically perfect but some* restoration would improve her looks. Year's tax and M.o.T. A bargain at £1,500. Tel: Andover 66308. (Mortgage and hobby force sale!). (52686

ALFETTA 2000 SALOON. 1978 Alfa red, 18,000 miles, immaculate condition, stereo cassette/radio, wooden steering wheel. Ideal car for enthusiast forced by family acquisition to dispose of real car (i.e. hairy but draughty with no boot). First offer over £2,500 will secure. Tel: 01-377 9875 up to 6 p.m. or 01-670 4916 after 8 p.m. (52687

ALFETTA GT P-REG. Genuine 38,000 miles, Taxed, M.o.T., just serviced, new exhaust, battery, good tyres, £500. Extras including alloys, tinted glass, stereo, rust free. Around £2,375. Tel: Stratford 0789 68109 or office 021 459 4131 Ext. 27. (52619

1934 SPEED 20 ALVIS. 2-door, 4-seater tourer. Bodywork restored, rechromed reupholstered and recarpeted. Rewired and engine rebuilt. A fine example. Offers over £7,000. Botley 2280. (52688

MARCOS. 3-litre, V6. Completely resprayed, reupholstered and recarpeted, reconditioned engine, new clutch, brand new cassette, sunroof, Marcos, alloy wheels, new exhaust. £3,200. Tel: Botley 2280. (52688

E-TYPE JAGUAR. 1964 3.8-litre Series I f.h.c., finished in dark blue with blue interior and chromium plated wire wheels. In superb and unmarked condition. An investment and a joy to drive. £7,000. Tel: Chesham (02405) 5709 evenings and weekends. (52689

LOTUS ELAN SPRINT. f.h.c., K-reg, pistachio/white, totally overhauled, beautiful condition throughout. Tel: 01-789 0155 (evenings). (52690

1932 ALVIS SPEED 20. Rare beam axle Van den Plas 2-door, 4-seater tourer. Very good all round condition. Well known in VSCC (award winner in Pomeroy Trophy). Taxed and M.o.T. Best offer over £10,500. Tel: Kingswinford 277239. (52691

XK 150SE. Auto, Reutter seats, complete and original, extensive overhaul, respray, rechrome brakes springs, exhausts, batteries, about £4,500. Tel: Woking 68707. (52692

1975 ALFA ROMEO SPYDER. 30,000 miles, Farina red, black interior, in very good condition. £2,495. Tel: 0244 851207. (52694

1970 RELIANT SCIMITAR GTE. Yellow, black interior, new overdrive and reconditioned gearbox. Sunshine roof, engine fitted with Kenlowe fan, in superb condition. £1,050. Tel: 0244 851495. (52694

BRISTOL 405. Koni's, Disc's, servo, good body and mechanics. £2,700. Tel. 02602/4436. (52507

DAIMLER HOOPER EMPRESS. 1954, extremely rare 3-litre model, chauffeur maintained, 2 owners, 88,000 miles, burgundy, grey leather, repeated concours winner, absolutely superb and unrepeatable. £6,500. Tel. Southport 64476. (52498

FOR SALE—continued

JAGUAR 420G. 1969, showroom condition inside and out. Beautiful example, automatic, BRG. I have had this car since new and maintained it to highest standard. New set of tyres and exhaust system just fitted. 90,000 miles, in regular use. £3,500 o.n.o. Tel: 068-46 3400 or 068-46 2582. (52701

MG MIDGET. 1971, bronze yellow, excellent condition, current M.o.T. £600. Tel: 032181 3288 (near Eastbourne). (52702

MORGAN +4. Late 1956, model, TR3 engine, nice example, must be worth £2,900. Tel: 01-213 7702, office hours. (52703

LANCIA FLAMINIA 3B COUPE. *Numerous spares.* Alfa Giulietta 1960, 1600, reconditioned engine, both for restoration. Offers invited. Tel: Bubwith 583. (52704

1933 MG J2. Rare, sweptwing model, total rebuild to concours by professional restorer. £7,000 o.v.n.o. Tel: Brentwood (0277) 216553. (52706

1958 MG ZB VARITONE. 53,000 miles only, no rust, no fibreglass, excellent condition. £1,500 o.n.o. Tel: Brentwood (0277) 216553. (52706

1954 SWALLOW DORETTI HARDTOP sports car, running order, stored for 6 years. £1,200. Tel: Upton Noble 985 548. (52705

FERRARI DAYTONA. 1973, £6,000 spent on mechanical and coachwork renovation, superb in white with blue leather, £20,850. Consider Aston convertible or DB4 saloons part-ex. Tel: 0642 783119. (52697

BENTLEY. 1936 4¼ Park Ward drophead coupe, fitted overdrive, gearbox and axle, many spares, requiring restoration, but much mechanical work done. £5,500. Tel: 0642 783119. (52697

FIAT DINO 246 COUPE. (Ferrari 2.4-litre engine), white, 1971, 2 owners, 35,000 miles, Ferrari performance with 4-seat luxury, excellent conditon. £2,800 o.n.o. Tel: 01-584 9128 (office) 01-946 2613 (evenings). (52698

LOTUS ESPRIT. In immaculate black, S Reg., two years warranty available. £7,250 o.n.o. Tel. 021-554 8927 after 6 p.m. (52506

ROLLS-ROYCE. 1931 20/25 Rippon limousine. Stripped down, engine rebuilt, new radiator, retrimmed, new vinyl roof, all paint removed, wheels stove enamelled and new tyres, *chassis cleaned, etc.* A great deal of time and money has gone into this car, and is now only for sale due to chronic back complaint. Sensible offers to Brooks, 41 Otley Road, Killinghall, Harrogate, Yorkshire Tel. 0423 501087. (52509

BMW 520 AUTOMATIC. 1978, as new condition, radio, cloth interior, head restraints, retail price over £6,000, trade price £5,000. Any inspection. Absolute bargain at £4,750 o.n.o. Tel. Cheltenham 24044. (52510

ROLLS-ROYCE Silver Wraith Sedanca de Ville by H. J. Mulliner. 1949, completely restored, burgundy with tan leather. £25,250. Replies to Box No. 6301. (52441

SCIROCCO GLS. November 1977, metallic blue, excellent condition, very well maintained, full service history. £3,250. Tel. 025 125 3398 (Surrey). (52495

PORSCHE 911 LUX. 1976, platinum, tartan trim, tinted glass, electric roof, windows, mirror, headlight washers, etc. New tyres. Recently serviced, full service history, low mileage, excellent original condition. £10,000. Tel. Shoreham (07917) 61470 business hours or Shoreham (07917) 63732 evenings. (52496

MIKE DUNCAN
Midlands Morgan Agent

MORGAN

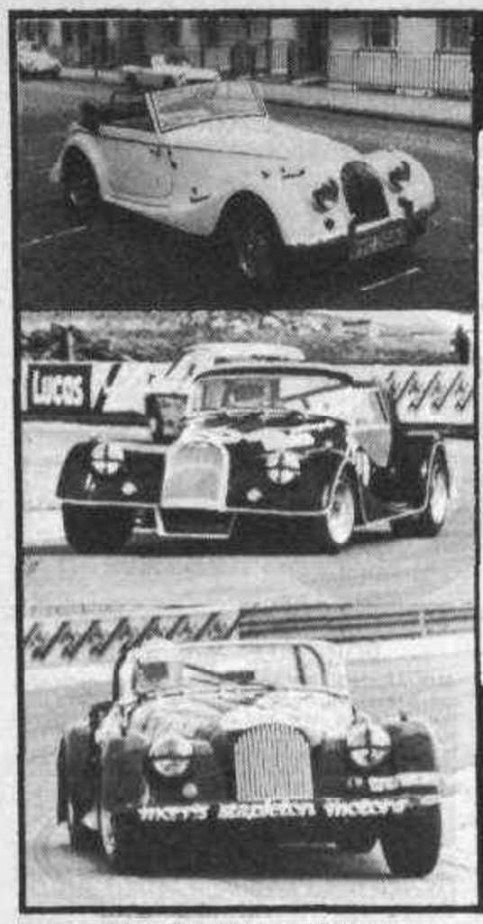
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April sees the start of my competition season with Loton Park at Easter. The car is currently all in pieces but will hopefully be back together by the time you read this. Back to work with this month's stock. **1977 +8** red/stone ali body and steel wings only 13,000 miles. **1977 +8** green/brown leather. **1976 +8** Royal ivory/black, 9,000 miles. This is the car that was driven by Prince Charles and has a dash plaque to commemorate the event. **1979 4/4** 2-seat, green/black trim, ali body and wings, reclining seats, wires, only 3,000 miles. **1978 4/4** 2-seater, royal ivory, wire wheels, bonnet strap luggage rack. 1978 4/4 2-seater, yellow with black trim and easy clean wheels. **1968 +4** 4-seater. This car has had a recent respray and retrim and is a nice example of a much sought after model.

NON-MORGANS
1971 E-Type .2 fixed head.
1977 MG Midget immaculate.
1976 Lancia Beta coupé.
1976 RS 2000 X pack.
1962 Jaguar 3.8 Mark 2 manual.
1978 Alfa Romeo GTV.
Regret due to lack of space sweat shirts, etc., as last month's issue.



The London *Morgan* Distributors

"Jumping Josephattes, Squirtman it's the **Morgan** shop". "You're *right Robin it's time we changed the Kittenmobile*". "Holy Grapeshot, look at these **Morgans.** 1980 **Morgan 4/4** 2-seater, royal ivory, black leather upholstery, bucket seats, wire wheels, spot lights, fog lights, bonnet strap, door handles, £7,250. "No Robin, **Morgan** royal ivory will clash with my leotard". "Mind shakes Squirtman over this one". 1976 **Morgan 4/4** in MAROON RED, black bucket seats, wire wheels, luggage rack, 16,000 miles, £4,950. "Memory banks on for that one Robin". "WHAT'S NEXT" 1977 **Morgan 4/4** 4-seater with black folding and necking seats, 17,000 *miles, luggage rack, three wipers, sort of flying blue.* "Memory banks in danger of overloading with that **Morgan** Squirtman". Indigo blue 1971 **Morgan 4/4** 4-seater, black interior, reconditioned engine fitted 10,000 miles ago, luggage rack, wing mirrors. Another 1971 **Morgan 4/4** 4-seater in green (light version of BRG) 35,000 miles, luggage rack, tonneau, one owner and multi-coloured carpet. Both at £3,850. "Wow Squirtman the one in green is nailed to my eyeballs." "Sorry Robin, with your name and that colour, people might think you're somebody else." "Leaping Catfish, Squirtman, *look at these* ***Morgan 8s"*** *1976* ***Morgan 8*** *in royal ivory and brown* leather interior (stains don't show on this colour), bonnet strap, wind deflectors, 22,000 miles. "No Robin I've told you that **Morgan** royal ivory clashes with my leotard, but at least the wind deflectors will help to keep my hair in place." Canary yellow **Morgan 8** 1975 dark blue leather upholstery, 2 owners from new, full service history, *40,000 miles* £5,750. "*Squirtman, my future feel probe tells me that* a new polar blue **Morgan 8** with off-white leather upholstery is expected here shortly." "Good boy Robin, now what is that." 1978 **Morgan 4/4** in royal ivory, wire wheels, luggage rack, spot lights, bucket seats, wing mirrors. 1977 **Morgan 4/4** '72 spoke wire wheels, signal red, bench seat, ally body, luggage rack, wing mirrors, "Red Hot Potatoes, Squirtman **Morgan** signal red really suits your character." "You're right, Robin, give them your credit card, it will tell them less about us than cash could ever do." "Look at these *goodies Squirtman,* ***Morgan*** *badges,* ***Morgan*** *Posters,* ***Morgan*** T-shirts, **Morgan** key rings." "Yes Robin, they are called **Morgan** Accessories". 1978 **Morgan 4/4** 4-seater in brown stone leather upholstery, necking and folding seats, luggage rack, door handles, wire wheels, 22,000 miles, one owner, £6,450. 1975 **Morgan 4/4** 2-seater BRG, '72 spoke wire wheels, black leather upholstery bucket seats, luggage rack, £4,650. "Crumbling Ruins, Squirtman, we had better return to Crud City before temptation comes over us again". "Very well said Robin." **Non-Morgans** this month consist of a 1976 *(77 model) MG-B GT, BRG, radio, o/d, one owner. 1966 MG- GT in* white, quite the most awful car I've ever seen, but with some work probably could become quite reasonable, offers. More **Morgan** news from Crud City to follow.

morris stapleton

Reece Mews, London SW7 01-589 6894

FOR SALE—continued

LOTUS EUROPA TWIN CAM. 1972, 47,000 miles, used as second car only, immaculate. £2,800. Tel. Mr. Bayliss (Office) Redditch 27411, (Home) Inkberrow 792729. (52499

LIMITED EDITION 1979 V Transam. Special gold wheels, T top, all the extras, black and gold, must be seen. £7,500. Tel. 0530 39267 evening or 05432 22976 day. (52500

JAGUAR SS100. Drophead coupé preferably unrestored, any condition. Dr. Filshie, 2 Pembroke Drive, Mapperley, Nottingham. Tel. (0602) 625632. (52502

ALVIS TD21. 1960, automatic saloon in silver, red triangle, mechanical and Hanns of Bridport coachwork rebuilds 1979, wire wheels, excellent condition throughout. £3,600. Tel. Crewkerne 73752. (52504

MORGAN. 1974, 4-seater, 30,000 miles, recent overhaul and re-spray golden yellow, luggage rack, one owner. £4,300. Replies to Box No. 6304 or telephone Guildford 222208. (52508

JAGUAR E-TYPE Fixed Head 4.2. 1965, sunroof, mechanically good, bodily excellent, but missing chrome. £2,380. Tel. Ferndown (0202) 877332 (Bournemouth). (52503

LANCIA FLAVIA PININFARINA 1800. Low mileage (stored), amazing condition, radio, original logbook, tools, etc. £850. Tel. Dorking 730335. (52497

1954 LANCIA AURELIA FOR £975. A very original 4th series 2500 GT fastback with floor change and woodrim wheel, V6 engine, de Dion rear suspension, *giving legendary roadholding and 115 m.p.h. Many* moons ago some mindless moron left this fine car outside for over a year causing considerable corrosion although since 1969 it has been stored in a dry garage awaiting restoration. Car is a runner but no M.o.T. Glorious project for Lancia fanatic. £975 or best offer. Tel. Aldershot 850310. (42492

TOJEIRO CLIMAX. Sports Racing 1958/59, ex-Utley/Hegbourne, completely rebuilt and unused since. Stage 4 FWA, spares include gearbox parts and FW engine, ready for FISA Championship, FIA & HSCC Registered. £5,750. Tel. 0468 61604 evenings. (52493

MG-B ROADSTER. August 1978 (T), 18,000 miles, white, grey trim, overdrive, wire wheels, headrests. £3,500. Tel. 0934 822644 (Avon) (52494

TR5. Restored dark blue body, new hood and tyres, overhauled engine and brakes. Serious offers only. Tel. Newent 820954 (eves). (52494

MORGAN 4/4 4-seater. Total rebuild 1977 including new wings, panels, hood, tonneau, interior retrim, respray brown bracken, engine overhaul, many extras, 30,000 miles. £4,500. Tel. Potton, Beds, 260804 evenings/weekends. (52486

LOTUS ELAN +2 S130 5. Brown oatmeal int., 1 year M.o.T., o/drive, Sundym, alloys, good condition. Offers around £2,950. Ashtead 77719. (52487

ALFA ROMEO 2600 DHC 4 str. Registered 1966, under 40,000 miles believed genuine, ivory red, interior, repainted, trimmed new duck hood 18 months ago, M.o.T. December. £4,250 o.n.o. No time wasters please. Tel. day 330 6211, evening 661 9455. (52488

ELAN SPRINT FHC. 1971K, low mileage, v.g.c. £1,950 or p/x +2 Europa requiring attention. Tel. Kegworth 2127. (52490

JAGUAR XJ6. R Registered, fern grey, 27,000 miles, stereo radio cassette, M.o.T., 10 months. Highest offer secures. Tel. Nottingham 252787. (52491

FOR SALE—continued

TRIUMPH TR6. 1972, in damson, overdrive, two owners, very good condition. £1,600. Tel. Loughborough 217255. (52489

LOTUS SUPER SEVEN. 1962, 1340 Cosworth Ford, 21,500 miles, one owner. Offers over £2,800. Tel. Haslemere (Surrey) 2585. (52479

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ROVER 105. 1959, 26,000 recorded miles, good coachwork, excellent interior, indifferent wings, executors sale. £695. Box No. 6302. (52468

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ASTON MARTIN DBS6 Vantage. 1970, manual gearbox, resprayed fiesta red, beige leather, c.w.w., new bumpers, radio cassette, 12 months M.o.T., superb condition. £5,250. Tel. Halifax 202009 51328 eves. (52461

JAGUAR MK. X. 1966, dark blue, light blue upholstery, automatic, pas, 36,000 miles, one owner, excellent condition, M.o.T. Dec. 1980. £2,300. Tel. 01-947 2763. (52462

JAGUAR 3.8 S AUTOMATIC. 1966. 43,000 miles, present owner since 1969, original condition now requiring slight attention to body and paintwork. Offers around £750. Tel. Poulton-le Fylde 885433. (52463

JAGUAR MK. II 2.4. 1966. O/drive, 43,000 miles, 2 owners, fawn/red trim, immaculate. £1,695. Tel: 01-570 6196. Royer, 9 Argyle Road, Hounslow, Middx. England. (52846

AUSTIN RUBY. 1935. Early type, M.o.T., excellent overall condition. Tel: Surrey, East Horsley 2360 (evenings/weekends). (52848

LANCIA FULVIA Coupé. Dark blue, 'M' Reg., low mileage, Blaupunkt radio, taxed & tested. £1,295. This is my wife's car which has been maintained by Lanciana and the reason for sale is her purchase of a 1750 GTV. Tel: Shipton Under Wychwood 830543 for details (Oxon). (52849

VOLVO SPORTS Coupé P1800E. Red with black interior, 'J' Reg., radio, fog lights, overdrive, sunroof, taxed, full M.o.T., excellent condition for year. Reluctant sale. £1,475 o.n.o. Tel: Wragby 756, Lincs. (evenings). (52850

FOR SALE—continued

LANCIA FULVIA Rallye 1.3S coupé. Nov. 75 (P). Unusually rust-free, 43,000 miles, Agnano blue, red fabric interior, Ziebarted, radio, tax, M.o.T., excellently maintained. One owner, reluctantly sells, now having boring company car. £2,100. Tel: 01-876 9736. (52927

LANCIA Monte Carlo convertible. Red, one year's warranty, very good condition, 22,000 miles. £4,250 o.n.o. Tel: 0603 20634 after 6.00 p.m. (52938

LOTUS 7 S4 Big Valve Twincam. 30,000 miles, all extras, very good condition. £2,750 o.n.o. Tel: 0603 20634 after 6.00 p.m. (52938

DAIMLER SP250A. 1960 (39 AXP), 2 owners only, reluctant sale, best offer over £950. Tel: Frensham 2546. (52937

MG TD Mark II. 1953. White, red upholstery, M.o.T. £5,300. Outstanding rebuilt example of this rare TD, which you won't be able to resist buying once seen. Tel: Southampton 734608. (52935

GILBERN INVADER. 1970. Spotless white bodywork, sunroof, tinted screen, well maintained, M.o.T. till Aug. £1,650 o.n.o. Tel: Farnborough (Hants.) 514355. (52934

1969 JAGUAR E-Type Convertible. Series 2, c.w.w., dark blue. £6,750 o.n.o. Tel: Weybridge 46625. (52932

TRIUMPH STAG. June 77. Blue, hard top/soft top, overdrive, radio, 16,250 miles, £5,500 o.n.o. Tel: Bus. Bourne, Lincs. 2376, (evenings/weekends) Castle Bytham 254 or write: M. Warner, Lawnwood, Little Bytham, Nr. Grantham, Lincs. (52924

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XJ6. 'N' Reg. Refrigeration, 49,000 miles, very good condition, offered for sound running P-Type Lindsey, 82 Windy Arbour, Kenilworth, Warwickshire. Tel: 52695. (52926

HEALEY SPRITE. 1971 'K' Reg. M.o.T. Dec., new hood, clutch, brake pads, resprayed, drives well. £850 o.n.o. Tel: Tollard Royal 334 (Wiltshire). (52923

PORSCHE 911T Targa. 1973 'V' Reg. Sportomatic, l.h.d., good condition, very attractive car, year's M.o.T., taxed. £5,000. Tel: 01-590 3849. (52940

DOLOMITE SPRINT. 1977 July. Overdrive, 29,000 miles, recent new tyres and engine rebuild by main agents, excellent all round condition. £1,875. Tel: Liverpool 051 526 8660. (52866

E-TYPE V12 2+2. Left hand drive, manual, air conditioning, 30,000 miles, chrome wire wheels, Ascot fawn biscuit trim, recent service, M.o.T., stunning condition. £5,995. Tel: 01-570 6196. Royer, 9 Argyle Road, Hounslow, Middx. England. (52846

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TVR



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In the second-hand department we find a **Morgan 4/4, 1976,** Deep Brunswick Green, wire wheels, bucket seats, 22,000 miles, total underseal, Home Counties car. **Morgan 4/4, 1976** (Dec.), royal ivory, chrome wire wheels, reclining black leather seats, one owner, 4,000 miles, supplied, serviced and cherished by our goodselves. **Morgan 4/4, 1977 S,** signal red, wire wheels, black leather trim, 8,700 miles, driven on the flat roads of East Anglia so unused to going up hills. **Morgan 4/4 4-seater, 1976 R,** black, reclining seats, tonneau cover, 23,000 miles, plain but honest. **Morgan 4/4 4-seater, 1978,** sparkling black, brown leather, wire wheels, alloy body, rustproofed, 14,000 miles, in better than new condition having been truly pampered by Morgan lover. **Morgan 4/4 4-seater, 1979, V,** silver, wire wheels, black leather reclining seats, luggage rack, reversing lights, radio, nearer to a new car than one would think and very smart. **Morgan +4 coupé, 1968,** Westminster Green, wire wheels, black leather seats, one owner from new, this is the most appreciating model and it's about time somebody out there appreciated! Remember, these coupés are very rare and have a definite touch of class. **Morgan +8, 1972 L,** regal red, one owner, spare wheel cover, exceptionally spritely for its age, having obviously come from a very good home. **Morgan +8, 1976,** black, brown leather, alloy body, 28,000 miles, stable mate to the Ferrari previously sold by ourselves. **Morgan +8, 1975,** apple green, black leather trim, ex-property of emigrating big game hunter. **Morgan +8, 1979,** signal red, alloy body, 1,900 miles, door handles, a car full of power and panache. Moving on to our homebrew, our beautiful black **Arkley** has been purchased by an equally lovely little lady (sigh) which leaves us with **Arkley SS, 1978,** regal red, one owner, 4,000 miles, 7" Cobra wheels, built new by "our man" — **£3,250. Arkley SS 1972,** red, Cobra slot wheels, Paddy Hopkirk seats, converted in 1972 by Irish mechanic (was previously Protestant) — **£1,950. Arkley SS, 1971,** orange, black pinstripe, Revolution wheels, has been an Arkley now for five years (and it don't seem a day too long) — **£1,095.** We must have the largest collection of **TVR's** in the country beginning with **TVR 3000M, 1975 P,** silver, black vinyl roof, sunroof, wooden dash, part exchanged for a Turbo by titled gentleman. **TVR 1600M, 1975 P** (Nov.) yellow, black vinyl roof, radio, noted economy. **TVR 1600M, 1976,** blue, sunroof, radio cassette, 29,000 miles, swapped for Alfa Romeo. **TVR 3000M, 1976,** blue, black vinyl roof, sunroof, for sale on behalf of service customer. **TVR 3000M, 1976,** brown, white modelband, sunroof, taken in part exchange for a convertible, previous owner buddying David Bailey. **TVR 3000M, 1977,** white, brown modelband, vinyl roof, sunroof, radio, oatmeal trim, computerised owner. **TVR 3000M, 1977S,** silver, red modelband, sunroof, radio, excellent fuel economy from its **overdrive. TVR Taimar, 1977 S,** yellow, brown modelband, sunroof, radio cassette, still finding it hard to prise away from CJA. **TVR Taimar, 1977,** white, brown modelband, oatmeal trim, electric windows, **overdrive,** radio cassette, previous owner now driving "Bogmobile" — obviously totally off his trolley. **TVR Taimar, 1978,** blue, silver modelband and roof, sunroof, radio, 22,000 miles taken in part exchange for convertible in spite of British winter. **TVR Convertible, 1979,** gold, radio cassette, 3,000 miles, soon to become much sought after collector's car — remember that there were only about 200 of these built — an instant classic. Bargain Basement Department — **MG Midget, 1977,** 1,500 c.c., green, roll over bar, 23,000 miles, one owner from new, part exchanged for TVR, price **£1,950. MG Midget, 1979,** 1,500 c.c., brown, 6,000 miles, part exchanged for Fiat X19, **£2,950. Lotus Elan +2S130/5** white, 43,000 miles, radio cassette, another appreciating classic, well worth **£3,500. Lancia Beta Coupé 2000, 1979,** green, one owner, 1,600 miles, metal sunroof, absolutely as new condition and saving well over **£1,000** on new list price at **£4,750.** The Irish Connection: we have recently been introduced to a leprechaun who calls himself Howard who has come up with a job lot of **Alfa Romeo GTV's,** they are all V registered, following import from Northern Ireland and are exceptionally good value as we believe cars from the Emerald Isle are extremely cheap. **1976 1.8,** grey, **£2,450. 1977, 1.6,** plum, **£2,550. 1977, 1.6** silver, **£2,650. 1978, 1.8** gold, **£3,750 1977, 2000,** red, **2,950.** We are open six days a week until 6.30 pm and you are very welcome to come and browse!







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Mercedes 300 SEL 3.5 1970. Silver, electric roof/windows, air cond., velour interior, etc. **£1,995.**
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MGC. 1968 roadster. Excellent bodywork, mechanics, Konis, new exhaust, wire wheels, perhaps one of the best available. £2,750. Tel: Gloucester 417079. (52852

CAPRI 2000 Ghia Auto. 1977. Superb condition throughout, Roman bronze with light tan, vinyl sunroof and cloth interior, alloy wheels, radio, etc. Must be finest available. £2,975. Tel: Potton 261060 (Beds.). (52853

AUSTIN NIPPY. 1936. Modified mechanics, looks original, very fast, excellent condition. £2,800. Tel: 0636 814050 (Notts.). (52854

INVICTA 4.5. Low chassis, drop head, 1933, engine, gearbox, radiator rebuilt but not replaced, new tyres, kingpins and many various, rear axle rebuilt, special tools, much rechroming and useful literature, sound chassis and panelling, teak frame rebuild, doors currently plywood clad. Vehicle virtually original and complete but comprehensive cosmetics required. Rebuilding faltered when obliged remedy living with hungry woman now happily eating again. Decision resume rebuild depends cash or barter offers. Travel may delay my replies. Replies to Box No. 6308. (52855

MARCOS 3LV6. 1970. Yellow, black trim, low mileage, immaculate condition, overdrive. £2,900. Tel: Fareham, Hants. 282836. (52856

MINI FERRARI. Bertone designed Innocenti Mini, 3-door hatchback, 1275 c.c., silver, blue jersey interior, tinted windows, reclining seats, rear wash/wipe, full instrumentation, hi-fi, etc. 4,000 miles, 6 months old. Quick, chic and as new. £3,100. Tel: 01-935 6286. (52859

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MG 'C' ROADSTER. 1968. 66,000 miles, yellow, excellent condition. £2,000. Tel: Sheringham 823398. (52862

ALFASUD SPRINT. 1979. Dark blue, Dinitrol treated, radio, carefully maintained, company car forces sale. £3,750 o.n.o. Tel: Leamington 34143 (evenings). (52863

LANCIA FULVIA Rallye 1.3. 1968. L.h.d., 42,000 miles, 2 lady owners, red, alloy wheels, radio, HRW, sun blinds, M.o.T. immaculate, sale due to Aprilia restoration. £950 o.n.o. Tel: 0277 363348 (Ongar, Essex). (52865

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MG C ROADSTER. 'J' Reg. Hard top, manual, radio, new exhaust, new M.o.T., good condition. £1,350 o.n.o. Tel: 0432 60093. (52875

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TRIUMPH TR6 2.5 PI, 1974 (M), red with black upholstery, o/drive, 46,000 miles, factory replacement clutch & gearbox fitted 1,000 miles ago, also metering unit and alternator replaced. Receipts available. MoT till Aug. 80. This car is immaculate both bodily & mechanically and open to any inspection. Used as 2nd car. Private sale £3,250 o.n.o. Tel: 021-373 1856 day, 021-354 4231 evening. (52646

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JAGUAR 420, 1967. Ziebarted, sound body, new MoT. Offers. Tel: 0703 861166 Southampton. (52682

MINOR 1000 1968. Two careful owners. Good order throughout. New front wings. MoT to March 1981. £950. Tel: Buxton (0298) 71563. (52681

MG TF 1954. About 900 miles since complete, professional rebuild. Looks like new. British Racing green, beige leather upholstery. Stored in heated garage since rebuild. £8,000. Tel: Peterston-super-Ely 760255. (52665

MORGAN +4. Four-seater. 1967. Rebuilt bodily, high lift cam, high compression, balanced, 4-branch manifold, £5,800 o.n.o. Full details. Tel: Topsham 4758. (52673

FOR SALE—continued

BRISTOL 404. 1955. Front-end damage, all replacement parts supplied with car. Interior and mechanical condition excellent. Garaged Oxford. Bristol Owners Club Concours Class Winner 1978. £5,500 o.n.o. Tel: 01-491 4728 day; 0865 (Oxford) 390691 week-ends. (52675

TVR TAIMAR 1977. Red, black coachband and interior, sunroof, overdrive, electric windows, stereo radio and cassette, halogens, 35,000 miles, £4,750. Tel: Esher 62695. (52667

MORRIS 1000. 4-door 1965, 25,000 miles only. Brown/red interior, new MoT. Must be seen, best offer over £1,200. Tel: Orpington 32712. (52668

SCIMITAR GTE. R reg. 1977. Light green, brown leather interior. Director's car. 49,000 miles. Radio cassette, tinted glass, overdrive. £3,950 o.n.o. Tel: Oswestry 0691 5201 office hours. (52669

SCIMITAR GTE. V reg. 1979. Blue, blue leather interior. Director's car. 11,000 miles, tinted glass, radio cassette, overdrive. £6,995 o.n.o. Tel: Oswestry 0691 5201 office hours. (52669

ASTON MARTIN DB2/4 Drophead. Excellent condition. New hood/carpets, Leather upholstery, engine rebuilt, MoT. £7,250. Tel: Cholderton 257 (Salisbury). (52670

ROLLS-ROYCE PHANTOM III. 1937 by Barker, the quietest and smoothest running P.III that could be desired, really splendid order all through and beautiful to drive. £12,000. Tel: 065381 374. (52671

MK 1 1968 Morris 1275 cc Cooper 'S'. Restored to original condition. As new. £4,000. Tel: Ashington 892684. (52674

MARCOS 1600 GT. Fantastic car in fine condition. MoT till 1981, sunroof, wire wheels, eyecatching investment at only £1,750. Tel: Skipton 60426 or 2972. (52660

ALFA ROMEO 1300 GTA (1970). Collector's condition. Campag wheels. This car is one of the best examples in the UK. £6,000 o.n.o. Phone John Falconer; office 01-578 5785, home 01-995 4639. (52659

1934 SS1 Saloon. 20 h.p. to rebuild. Offers. 1937 SS2½ saloon to rebuild, offers. Tel: 046-276 532. 57 West St., Lilley, Nr. Luton. (52663

BOND EQUIPE 2-litre 2+2. New engine, rebuilt gearbox and overdrive. Much work done and host of spares, must be best on road, £1,200 o.n.o. Tel: Camberley (0276 22293). (52664

LOTUS ELAN +2S, 130/5, 1973. MoT Jan. 1981, Sundym glass & HRW, metallic lagoon blue, black trim, alloy wheeels with spinners, four speaker cassette player/recorder push button radio, elec. aerial, direct drive couplings, twin front and twin rear fog lamps, electronic ignition, Webasto sunroof, one owner, 64,000 miles, full service history, £3,000. Tel: Burgess Hill 42181 office, Burgess Hill 6618 home. (52666

BMW 3.0 CSL lightweight coupé, Dec. 1973. My car past 5 years. Superb mint condition, very reliable, 135 m.p.h., 25 plus m.p.g. many extras. Sale due to personal reasons, £3,750 ono. Tel: 061-773 1587. (52654

MG MIDGET (GAN 1) 1961. Exceptional. Restored to original condition. Difficult to fault. Must be best on offer. £1,400. Also 1964 SI Elan. Sound runner, needs paint, £795. Tel: 0543 490232. (52652

1932 ALVIS 12/60 TL Sports tourer by Cross & Ellis. Original 4-seater, first class mechanics. Hood, side screens, tonneau. All excellent. Tax, MoT. First £4,400 for quick sale. Tel: Luton 27450. (52653

FOR SALE—continued

1974 PORSCHE 911S coupé, 64,600 miles, copper brown metallic with tan trim, electric roof and windows. New: heat exchangers, oil tank, timing chains and tensioners last year. Must be one of the best examples available. Virtually unmarked condition. £6,950 o.n.o. Tel: Bedale (N. Yorks) 22589. (52655

BMW 2002, 1974. Silver blue, excellent condition throughout, valve gear just overhauled, one owner car, 56,000 miles, £1,950. Tel: Rickmansworth 72151. (52656

JAGUAR MK. II 240, 1968. Superb condition, 42,000 miles from new, manual with overdrive, p.a.s., h.r.w., radio. All sensible offers considered. Tel: Wolverhampton (0902) 334721 after 6 p.m. (52657

AUSTIN HEALEY Sprite Mk 1, 1959. Immaculate, mint example, retirement forces sale, £2,000, or nearest. Tel: Hutton Rudby 700925 (0642). (52648

LOTUS ELAN +2S 1970. Black badge, le Mans green, new engine etc., excellent condition. Consider exchange for smaller car or £2,500. Tel: Botley 2803 (evenings or weekends). (52649

MGB ROADSTER 1972. Hard/soft tops. Hood cover, tonneau and half tonneau, wood rim wheel, quartz clock, Rostyle wheels, overdrive. 42,000 miles, full MoT, radio/stereo. Must be one of the best in the country. Sensible offers. Tel: 021-445 2768. (52651

JAGUAR MKX 1966, 4.2. Midnight blue, genuine 58,000 miles, history MoT, taxed, perfectly maintained, beautiful original condition throughout. £1,750. Tel: 021-354 4434 (Birmingham). (52650

ALFA ROMEO 1750 GTV. 1969. Red with black interior, 37,000 miles, excellent condition and totally original. Ziebarted. Offers invited. Tel: Guernsey (0481) 38189. (52877

AUSTIN 7. 1933 Opal (or WD) 2-seater tourer (disassembled) for restoration. Miscellaneous spares. Offers. Tel: Preston (0772) 632161. (52878

LOTUS ELAN Sprint, drophead with Lenham hardtop included. Original gold leaf colours, electronic ignition, superb throughout. £3,500. Tel: Duffy, Blackpool 884567 (office hours) or Weeton 661 (evenings). (52879

MARCOS 3-LITRE Volvo. Re-built engine, sunroof, electric windows and aerial, stereo radio/cassette, new tyres, Ziebarted chassis, full M.o.T., excellent condition. £3,700 o.n.o. Tel: Saddleworth 6453. (52880

ROVER 3.5 manual gear-box. Specially hardened gears, many spares, better than new. £325 o.n.o. Tel: Saddleworth 6453. (52880

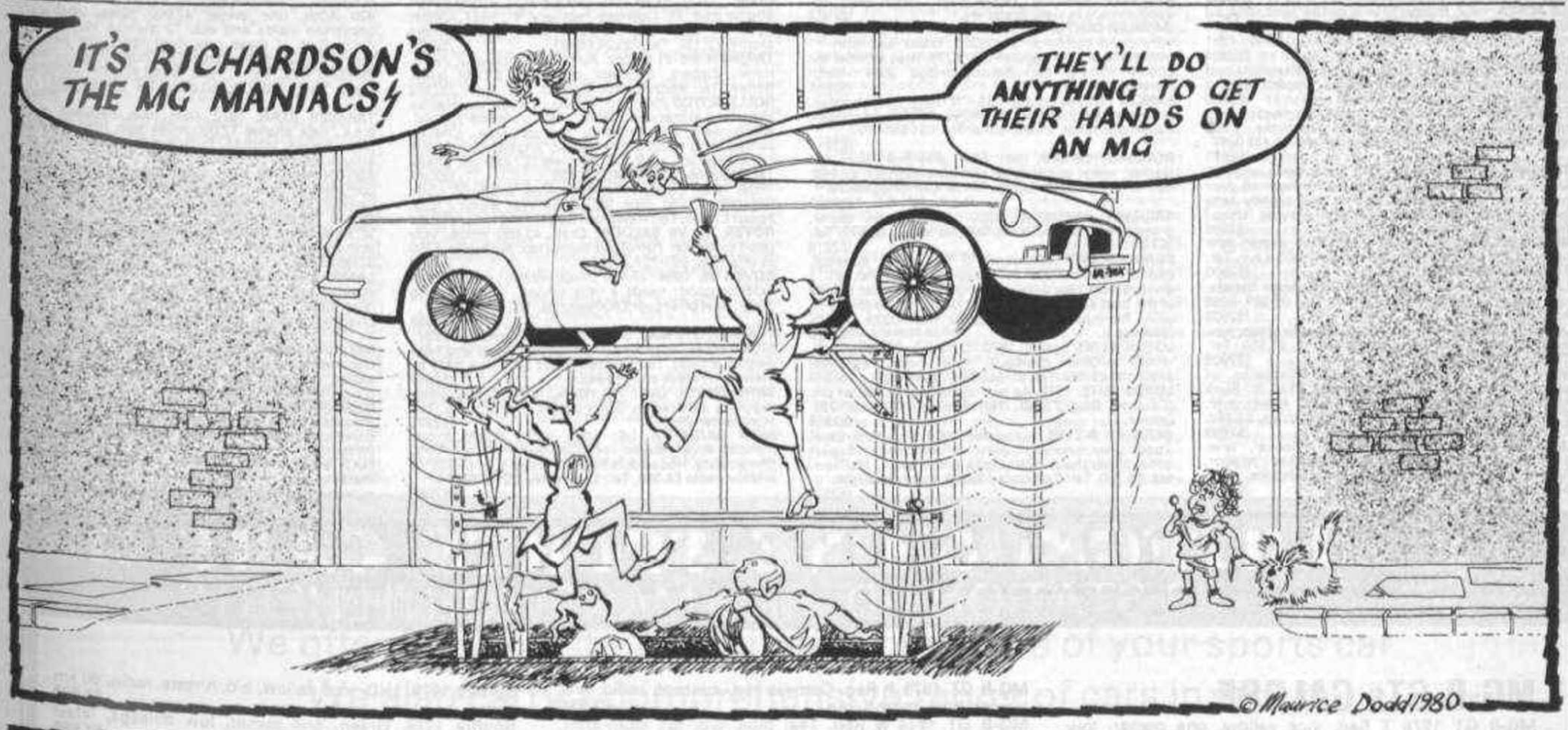
1927 AUSTIN 7 saloon. 1906 De-Dion. Both excellent. Best offers over £2,600 & £6,300. Tel: 051 638 2154. (52882

TRIUMPH SPARTAN 1600 c.c. Vitesse engine etc., gleaming black, many extras, M.o.T. £1,350. Tel: Morpeth 56253 (evenings or Newcastle 610769 (office). (52881

RILEY 1938 Adelphi. Big 4. Completely re-built. Concours. £2,950. Many spares. Tel: Grimsby 63774. (52883

TRIUMPH TR6 roadster. Red, black interior, hard/soft tops, overdrive, 24,000 miles, excellent condition throughout. Offers. Tel: Worcester 820126. (52884

ASTON MARTIN DBS6. 'G' Reg. Flame orange coachwork, silver grey hide interior, 8 track & radio, e/aeriel, e/windows, tinted, c/w wheels. 44,000 miles, recent engine overhaul, beautiful condition throughout. £4,500 o.n.o. Tel: Theydon Bois 3630. (52887



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1926 FRAZER NASH. Believed quickest unsupercharged Anzani-engined Nash, with recent wins at Nurburgring, Oulton Park, Silverstone etc. This well known car is now prepared for this season's *racing and competition or as an exhilarating and very* pleasant road car. With great sadness the most realistic five figure offer will be accepted for this much loved car. Tel: Dick Smith at Lorton 254 after 7 p.m. (52886

E-TYPE 4.2 2+2. 1969. Pale blue, one very careful owner, excellent condition. £4,750. Tel: Clitheroe 41474. (52888

LOTUS ELITE Super 95. Reg. 1966. Re-built 105 b.h.p. stage 5 engine. ZF gear box, diff. lock, full racing spec. with spares. Tel: 0772 684689. (52889

MG MIDGET. 1978. White, radio, Ziebart, 11,000 miles, one gentle lady owner, now prefers quieter, more sedate means of transport. £2,750. Tel: 0652 53172. (52891

MGB GT V8. 1976. Black with black interior, tinted windows and chrome alloy wheels, 30,000 miles, not used during winter, taxed, tested and major service just completed. £3,850. Tel: Gainsborough (0427) 880465. (52892

AUSTIN 7 Ruby Pearl Cabriolet. 1936. Exceptional original condition, 52,000 miles, known history from new. Offers around £2,600. Would consider part exchange more modern car. Tel: Bristol 569746 anytime. (52893

LOTUS +2. Black/gold, superb, Vegantune, 130 b.h.p., new chassis and many other recent parts. Tel: Tean (05385) 3148 for details. (52890

1960 LOTUS Elite. No engine, much work needed, interesting history. Cheap. Consider exchange. Tel: Leamington Spa 23473. (52895

AC ACECA. 1957. Blue with blue leather, just serviced by ACs, in generally excellent condition with new tyres etc. Tel: 01-991 0397 (work), 01-940 4291 (home). (52894

TRIUMPH TOURER. 1929. Navy blue, well maintained in excellent condition, current M.o.T. Superb value at £4,000 o.n.o. Tel: Evesham 870573. (52896

FROGEYE SPRITE. 1959. Complete but needs some reassembly. £300 o.n.o. Also Shorrocks C758 complete, Austin A30 parts, panels. Tel: 041 423 0097. (52897

TRIUMPH 1800 Roadster. 1947. Completely original, M.o.T., immaculate red coachwork, rechromed, four new tyres, good original carpets and slightly tatty leather seat. £3,500. More details tel: Clayton (Lincs.) North Kelsey 498. (52898

SUNBEAM ALPINE Sports. 1968. One owner, low mileage, h/s tops, almost new tyres. £2,000 o.n.o. Tel: Timberscombe 286. (52900

LANCIA FULVIA S3. Reg. March 1976. Beige Sahara, one owner, 19,000 miles, £2,100. Tel: 01-907 9998 after 6.30 p.m. (52903

JENSEN HEALEY. 'L' Reg. 49,000 miles, hard top, new soft top, orange, immaculate condition. £1,950. Tel: Thetford (0842) 861280. (52905

V12 E-TYPE Roadsters. Collector disposing of collection has two superb specimens. 1974 'N'. Black commemorative model, wires, 16,000 miles, auto. £12,500. 1974 'N'. Red manual, 32,000 miles. £6,950. Tel: Highley 861587 (evenings). (52899

JAGUAR XK150 drophead. 1959. Manual, w/w, superb rust free coachwork, unmarked interior, 47,000 miles genuine, excellent mechanics. Best available at £5,950. Tel: 01-504 2064. (52906

FOR SALE—continued

1929 OHC engine (90%) for Morris Minor. Rough. £40 or swop for 1931 Austin Seven magneto/distributor. 1932 Morris Minor 2-seater (YY2167). Modified, requires restoration to make roadworthy. Offers over £550. *May swop for good interesting motorcycle.* Tel: 0482 883889. Dean, 147 Coltman Ave., Beverley. (52907

DINO 246 GT. 1973. Rossi eng./chas. 06076, one owner, 30,000 miles. £13,250. Tel: Broadway 852769 (day), 853413 (evenings). (52908

RANGE ROVER. May '78. 19,000 miles, one owner, v.g. condition, Lincoln green, p.a.s., full option pack, tow-bar, radio, Supercover till 30.5.80. £9,500 (offers). Tel: Cadnam 2241. (52904

LOTUS ELITE. 1975. Gunmetal, oatmeal trim, radio, 43,000 miles, taxed & M.o.T., beautiful car. £3,995 o.n.o. Might exchange. Tel: Stamford, Lincs. 0780 4312. (52876

PORSCHE 911SC coupé. 1979 'V' Reg. Minerva, 6,000 miles, manufacturer's warranty. £14,995. Part exchange considered. Tel: Hull 25396 (business). Leconfield 50110 (home). (52909

VANDEN-PLAS PRINCESS 4-litre Rolls. 1964. Sand/peat with leather interior, M.o.T., distinctive number. £250 o.n.o. Tel: 024 359 208 (Sussex). (52910

MGB ROADSTER. 1967. Beautiful condition, wire wheels, radio, new hood, etc. £650 o.n.o. Tel: Wallingford (0491) 36390. Oxon. (52911

JAGUAR 3.8 E-Type roadster. 1963. The ultimate classic Jaguar in mint condition. £6,500 o.n.o. Please tel: Wallingford (0491) 36390. Oxfordshire. (52911

1962 LOTUS Elite SII. M.o.T. Nov. '80, guaranteed genuine 33,600 miles since new, new alloy front calipers, new front S/A's, R5 front, R6 rear tyres, resprayed sunburst yellow. Tel: 0758 3425 for appointment to view. Bletchley. (52912

DAIMLER CENTURY. 1957 Reg. XKC 940. Black/silver, very good condition all round, taxed and with 11 months M.o.T., in regular use. £775. Also another for spares. Offers. Tel: Boroughbridge 3068 (North Yorks.). (52916

LANCIA FULVIA coupé 1.3S. 'N' Reg. Rust proofed, excellent condition, 41,000 miles, bright red, classic Italian sports car. £1,550 o.n.o. Tel: 021 355 1723. (52914

ROLLS-ROYCE SC2. 1961. Shell grey/dawn blue, red leather, metal sunroof, excellent throughout. £6,750. Tel: B. G. Newland, St. Ives 66638. Cambridgeshire. (52917

TRIUMPH ROADSTER 2000. 1948. Open tourer, 3-seater with dickey seats, tax and M.o.T. £2,650. Tel: 0272 611596 (Avon). (52918

FORD ESCORT twin cam. 'G Reg. 1968. Sunroof, engine rebuilt 6,000 miles ago, M.o.T. Dec. 80, 3 owners from new with no competition. It must be one of the best kept of its kind, but lack of space forces its sale. An investment at £2,000. Tel: 0323 842466 (evenings). (52920

LOTUS ELAN Sprint. 1972. D.h.c., finished in red, recent engine overhaul, new hood, excellent example. £3,500. Tel: 01-542 3247 (evenings). (52919

LOTUS ELITE. 1975. As new condition. £5,500 or p.x. (Triumph Stag 77-78). Tel: Buckland Newton 232, Dorset. (52915

BENTLEY R-TYPE automatic 1954 Standard Steel. Tudor grey over shell grey, sunroof, radio. Superb order throughout. Many bills and history. MoT and tax. £6,750. Tel: Camberley 32283, business hours. (52970

FOR SALE—continued

JAGUAR 240 1968F Manual. 54,000 miles, fawn with red interior. Excellent but needs attention to sills and handbrake for MoT. Good potential £475. Tel: 01-853 3869. (52972

JAGUAR 420 G. *Excellent original condition, service* history by one owner since new in November 1969. Dark red. Open to sensible offers. Tel: Monmouth 2770, evenings. (52939

MG J2 (1933).Original mechanics and body sound throughout. MoT. Write George, 'Netherwood', Tupsley, Hereford. (52971

BENTLEY MK6. 1951. Taxed, tested, good oil pressure, new tyres. Scruffy paintwork, but a reliable old friend for £2,300. Tel: 01-440 1268. (52969

MGB ROADSTER (T reg. Aug).13,000 miles, racing green, Ziebart from new. Tel: Malvern 5816 (works). (52968

ASTON MARTIN DB2/4 Mk. III, 1959, overdrive, finished in French racing blue. Nice condition throughout. £4,250. Tel: 01-467 0879 evenings and weekends. (52966

MG-B V8. 74, N reg. White. This car has covered only 43,000 miles and has been regularly serviced. It has s/s oversills and new V8-type offset wheels also an 8 coat respray, which makes this a very attractive car. Taxed, MoT. £3,200 o.n.o. MGCC member. Phillips 01-866 8918 eves. 01-636 0991 days. (52965

1967 JAGUAR 340. Manual, o/d, Warwick grey, radio, MoT until September. Recent new front tyres, brakes, exhaust. Excellent condition. Offers around £1,125. Tel: Woking 4662. (52964

DAIMLER 2½-LITRE DB18, 1950 registration NPL 111. Recorded service history of very careful maintenance, attractive sun-roofed bodywork and chromed fittings. Under 2,000 miles on completely reconditioned engine mid '77. Licensed February '81, MoT. Owner aged 81 years regrets need for disposal. Offers around £2,150. Tel: 099 24 65453. (52963

TRIUMPH 2.5 PI Estate. Auto, PAS, tow-bar, radio, h.r.w., Ziebart, Excellent condition. £1,750 o.n.o. Barley,. Tel: Northampton 880 668. (52962

ROLLS-ROYCE Phantom 3. Rebuilt with new Henley roadster 2-seater coachwork, needs upholstery, hood, windscreen and finishing to complete. Chassis components mostly overhauled, engine dismantled, remetalled etc., but all complete. £7,000 no offers. Tel: Moulton Chapel (040 67) 455. (52961

TR3A 1959. Good, solid, two-owner example. Used regularly. Taxed June, MoT 1981. Well worth a look. About £1,500. Tel: Hawthorn (0225) 810917. (52960

ROVER 3.5 V8 SALOON. Grey, 43,000 miles, very good condition. Petrol/gas converted, MoT year. £700 or offer. Tel: 021-777 2011. (52959

ROVER 95, 1964. 77,000 miles, interior exceptional, exterior good; needs a little tidying. Good running order. Best offer over £500 secures. Tel: 01-940 4727. (52958

TRIUMPH GT6 MK3. December 1973, good condition, 57,000 miles, overdrive, rustproofed, taxed and MoT August, £1,400. Tel: Dundee 74632 evenings (May be viewed in Falkirk or Dundee). (52957

BMW 2002TII. Dec. '72. White, radio, tinted glass, regularly serviced by BMW dealer. £1,275 o.n.o. Tel: Winchester 883511. (52955

ALFA GIULIETTA 1.6. April 1979, 10,500 miles, metallic silver, stereo radio/cassette, hi-fi speakers, immaculate. House purchase forces sale at £4,200 or without radio £4,050. Tel: Camberley (0276) 62404. (52947

FOR SALE—continued

BRISTOL 406. 1959. 2.2-litres, beautiful red bodywork, in very good order, MoT till June. £2,500. Tel: Watford 39453. (52954

BENTLEY MK6 1950. Standard Steel saloon. 149,000 *miles, only two owners, new engine and gearbox* fitted at 100,000 miles. Excellent condition. Offers to Box No. 6309. (52922

1954 AUSTIN A30. Original log book, long MoT, in good running order. Nice reg. No. £395. Tel: 021-707 3183 after 6.30 p.m. (52952

1949 DAIMLER DB18. Very good, sound condition, long MoT. New tyres, battery exhaust. Ready for regular use £995. Te' 0761 52390 Nr Bristol. (52591

SCIMITAR COUPE, 56, Straight Six. This car must be seen. Wire whe s, overdrive, vinyl roof, good MoT, £1,400 o.n.o. T Chepstow (02912) 4533.(52950

1927 AUSTIN 7 Chummy. Restored to high standard. £3,450. Tel: 0508 30491 daytime. (52946

JENSEN GT, 1976 P. Metallic gold, 31,000 miles. Fine example of this economical high performance motor. £3,850. Tel: Mansfield 860831 (evenings.) (52945

MERCEDES SL 190. 1958. Professionally rebuilt with new parts throughout. Refinished in ivory white with new red upholstery. Full history. Truly magnificent. Genuine enquiries to: Pritchard, 051 630 2551, Merseyside. (52943

BUGATTI. 1926 Supercharged T 35B. Immaculate, original and perfect mechanically. Aluminium wheels, roller bearing crank. Full road equipment including starter and original Marchal lights. Taxed, tested. For sale or prefer part exchange for lesser Bugatti or possibly something exotic. Hamish Moffatt. Tel: 053186 674. (52944

1966 VOLVO 122S. 72,000 miles, one owner, as new condition, 12 months MoT. £1,650 o.n.o. 1968 Daimler 420 Auto, one owner 47,000 miles, absolutely unmarked inside and out, 12 months MoT. £2,100 o.n.o. Both of these cars must appreciate because they are so unusually clean. Tel: 0606 44624. (52942

JENSEN CV8, Mk. II, 1965. Good original condition, taxed, Year's MoT. £2,750 o.n.o. Tel: 01-590 3849. (52940

TRIUMPH STAG. 1972. Dark blue, hard/soft tops, p.a.s., new engine 12,000 miles ago, new steering, tyres, battery ignition. Truly excellent. Company car arrived. £1,575. Tel: Slough 46285. (52983

ASTON MARTIN DB5. 1964. Metallic blue, AMOC, complete engine overhaul, new clutch, tyres, w/w, carpets, etc., full history available. Best offer over £8,000. Tel: 040 782 345. (48400

'J' REG. Mk. 3 Cooper S. Black, sunroof, radio/cass., immaculate, taxed, M.o.T. £1,600. No offers. Tel: 01-361 9237. (52974

LANCIA FULVIA 1600. H. F. Lusso. This superb car has covered only 50,000 miles and has been maintained regardless of cost. £1,995 or offers. View Liverpool/London. Tel: 051 327 5623/01-422 0514. (52975

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Midget 1976. Tahiti blue, low mileage, h/rests, tan upholstery, superb. **£1,899**
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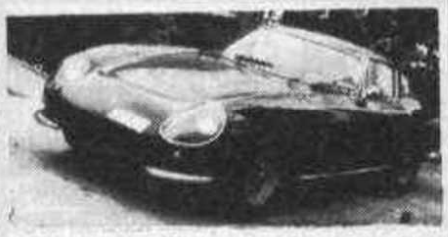
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For details of the above cars or enquiries concerning minor repairs, service or restoration, telephone David Cottingham on Northwood 25435 (evenings) or Northwood 21399 (daytime).



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ASTON MARTIN DB5. 1965. Near mint condition, AMOC member owned. Considered by many as the finest Aston ever built. £5,500 o.n.o. Tel: Sunbury-on-Thames 84351. (52978)

MGB GT V8. 1974 'N'. Immaculate, rust free, dark maroon, contrasting tan cloth interior, 40,000 miles, sunroof, alloy 6 × 14 wheels, tinted glass, overdrive, radio, head rests, tax, M.o.T. New tyres, brakes, exhaust. Absolutely superb condition throughout. £2,995. HP/PX. Tel: Dane End (Herts.) (STD 092084) 561. (52979)

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PORSCHE TARGA. Carrera specification. 1973. 210 b.h.p. motor, correct bodywork, brakes, wheels, etc. Only emigration forces sale of this extremely fast example. £8,250. Tel: 01-221 4142. (52980)

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FORD CAPRI RS 3100. Immaculate condition, only 24,000 miles. 'M' Reg. Always garaged, used as second vehicle. £2,250 o.v.n.o. Tel: Reading 303128 (evenings). (52984)

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AUSTIN HEALEY 3000 Mk. III. W/w, overdrive, red with black inside, radio, new tonneau, hood, clutch, tyres etc. Completely rust free, beautiful paintwork, A1 mechanically. £5,650. Tel: Haywards Heath 55784. (52986)

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SUNBEAM TALBOT 90. 1953. Full M.o.T., pearl over salmon with maroon leather, excellent unrestored condition, sunroof, radio. Little used last 9 years. Space required hence price of £875. Tel: (Birmingham) 021 744 1620. (53070)

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FERRARI 330 GT 2+2 RHD. 1964. Ferrari red, good leather interior, Borrani wire wheels, sound mechanics & body. Bargain at £5,000. Tel: 0206 298567. (53071)

ROLLS-ROYCE 20/25. 1934. Limousine for restoration, good cylinder head. Reg. No. ATO 5. £3,250 o.n.o. Please tel: Peacehaven (07914) 5706 for details. (53072)

ASTON MARTIN DB Mk. III. Reg. No. SCY 111. Green, new liners, pistons, kings pins, wheel bearings, brakes reconditioned. £3,000 o.n.o. Tel: 021 360 6240 after 6.00 p.m. (53063)

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TRIUMPH 2.5 PI. 1974. Blue, p.a.s., sunroof, radio, low mileage, excellent condition. £1,100 o.n.o. Tel: Bristol 22544 (day), 38001 (evening). (53065)

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ALFA ROMEO Spyder 2000. Immaculate white. 42,000 miles. 1975 July 'N' Reg. Well cared for and looking for a good home. £3,250. Tel: West Chiltington 2115. (53055)

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MG-B GT V8. 1973. 56,000 miles, radio, tinted glass, sunshine roof, fine example. £2,950. Tel: Pattishall (032735) 492. (53058)

TVR TAIMAR. Sept. 1978. White with brown coach band, sunroof, radio, leather seats, 14,500 miles. £5,800. Contact Robert Ingham, Parnham House, Beaminster, Dorset. Tel: Broadwindsor 306. (53059)

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MORRIS MINOR. 1955 deluxe, split screen 2-door black saloon, red leather. Original engineer owner, sales receipt, tools, handbooks, spare tyre etc. Excellent bodywork, used regularly, M.o.T. till Dec. £895 o.n.o. Tel: 02555 (Harwich) 6271. (53008)

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CONVERTIBLE PEUGEOT 504 V6. 2.6-litre, 1977, power steering, electric windows, stereo, one owner, history, very rare and beautiful. £4,950. Tel: 01-567 5412. (53116

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Alfa Romeo 2000 Spyder 1977T. Radio, 19,000 miles, blue/red trim **£4,995**
TVR Taimar 1977. Sun roof, Sundym, radio, 19,000 miles, silver/black trim **£4,995**
Morgan + 8 lightweight 1977. Wolfrace, radio, luggage rack, door locks, bonnet strap, 14,000 miles, beige/black, beige leather trim **£7,650**
Jensen Healey GT 1976. Electric windows, radio/cassette recorder, sundym, 36,000 miles recorded, bronze brushed nylon trim **£3,695**
Jensen Healey Mk. 2 1975. 5-speed, radio/cassette, hard/soft tops, tangerine/tan trim **£2,795**
Jensen Healey Mk. 2 1975. 5-speed, radio/cassette, hard/soft tops, metallic blue **£2,795**
Triumph TR7 1978. 5-speed, sun/vinyl roof, red, one owner **£3,395**
MG BGT 1978. White o/d **£3,895**
MG BGT 1978. Overdrive, sunroof, sundym, 12,000 miles, russet brown, one owner **£3,995**
MG B Roadster 1979. Overdrive, 5,000 miles, vermilion red, one owner **£3,995**
MG B Roadster 1978. Overdrive, radio, 15,000 miles, white **£3,550**
MG B Roadster 1978. Overdrive, 15,000 miles, black, one owner **£3,550**
MG B Roadster 1978. Overdrive, 21,000 miles, cardinal red, one owner **£3,495**
MG B Roadster 1976. overdrive, flamenco red **£2,495**
MG B Roadster 1976. Overdrive, sandglow **£2,595**
MG B Roadster 1976V. Overdrive, radio, bracken **£2,595**
MG B Roadster 1976. Overdrive, blaze orange **£2,495**
Reliant Scimitar 1976. SE6 overdrive, PAS, white, blue leather trim **£3,495**
MG Midget 1979. 2,000 miles, vermilion red, one owner **£2,895**
MG Midget 1977R. 16,000 miles, Wolfrace wheels, black, one owner **£2,350**
MG Midget 1977R. 25,000 miles recorded, sandglow **£2,265**
Triumph Spitfire. Overdrive, hard top, radio, 21,000 miles, red, one owner **£2,595**
Triumph Spitfire 1977. Radio, roll over bar, 17,000 miles recorded, blue **£2,450**
Range Rover 1973. PAS, Radio, stainless steel exhaust, gold **£3,995**
BMW 2002 1973M. White **£1,595**

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1974 (series) LOTUS Europa Special. 5-speed, JPS, oatmeal, alloys, sundym, service history.
1974 LOTUS Europa Special. 5-speed, sable, 31,000 miles, oatmeal, alloys.
1973 LOTUS Europa Special. 5-speed, JPS, 42,000 miles, oatmeal, alloys, Sundym.
1974 LOTUS Elan Sprint. DHC, yellow, 11,000.
1973 LOTUS Elan Sprint. FHC, burgundy, SR, 32,000.
1973 LOTUS Elan Sprint. FHC, red/white, 32,000.
1973 LOTUS Elan Sprint. FHC, green, 2,000.
1973 LOTUS Elan Sprint. DHC, white, 29,000.
1973 LOTUS Elan Sprint. DHC, white, 36,000.
1972 LOTUS Elan Sprint. FHC, red/white, orig.
1972 LOTUS Elan Sprint. FHC, red.
1972 LOTUS Elan Sprint. FHC, yellow.

1980 MORGAN PLUS 8. Silver, 300 miles.
1980 (series) MORGAN 4/4. 2-seater, ivory, 1,100
1972 MORGAN Plus 8. Silver, superb.
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1978 MORGAN 4/4. 2-seater, red, 14,000 miles.
1977 MORGAN 4/4. 2-seater, brown, 1,800 miles.
1977 (Series) MORGAN 4/4. 2-seater, red, 5,000 miles, w/w.
1976 MORGAN 4/4. 2-seater, black, 13,000.
1974 MORGAN 4/4. 2-seater, heather, 14,000.
1972 MORGAN 4/4. 2-seater, blue, 35,000.
1960 MORGAN 4/4 plus 4. 2-seater, Super Sports Special, cream, leather, wires, full history.
1980 MORGAN 4/4. 4-seater, silver, w/w, 100 miles.
1976 MORGAN 4/4. 4-seater, red, wires, 6,000.
1974 MORGAN 4/4. 4-seater, white, wires, 20,000.
1976 FERRARI 365 GT4 2+2. Maroon, 29,000 miles, service history, two owners.
1974 FERRARI Dino 246 GT. Black, 29,000 miles, service history, one owner, radio/stereo.
1974 FERRARI Dino 246 GT Spyder. Primrose, 26,000 miles, service history, radio/stereo.
1973 FERRARI Daytona 365 GTB 4. Red, 17,000 miles, full service history, black int.
1972 FERRARI Daytona 365 GTB4. Yellow, 31,000 miles, full service history, brown int.
1971 FERRARI GTC 4. Celeste, 28,000 miles only, recently serviced.
1975 JAGUAR E-Type V12 Roadster. Automatic, BRG, 15,000 miles only.
1973 JAGUAR E-Type V12. Roadster. Manual, red, 38,000 miles only, wire wheels.
1973 JAGUAR E-Type V12. Roadster, manual, silver, 30,000 miles only, radio/stereo.
1974 (Series) JAGUAR E-Type 2+2. Manual, red, low mileage, radio/stereo, Sundym.
1969 JAGUAR E-type 4.2. FHC, 30,000 miles only, full history.
1958 JAGUAR XK 150. FHC, 3.4. History.
1979 PORSCHE Turbo 3.3 Silver, 800 miles.
1978 PORSCHE 924 Coupe. One owner, silver.
1978 (series) PORSCHE 924 Lux Coupe. One owner, yellow.
1976 (series) PORSCHE 911 Lux. Sportomatic, met green, one owner.
1972 PORSCHE 911 T Lux. Sportomatic, white, service history.
1977 MG-B GT. Blaze, 14,000 m., radio/stereo.
1971 MG-B GT. Blaze, low mileage, radio.
1972 ASTON MARTIN DBS/6 Vantage. 5-speed, celeste, 47,000 miles.
1968 ASTON MARTIN DBS/6. Auto, white, air cond., Sundym, radio/stereo, Motor Show car.

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FOR SALE—continued

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FERRARI DAYTONA. 1970, red with black leather, outstanding condition throughout with perfect synchromesh and no smoke, the result of a careful restoration three years ago. £22,500. Tel: 0695 422203. (53125

IMMACULATE PORSCHE 911S Targa. May 1975, metallic blue, 48,000 miles, all extras, l.h.d. First offer of £8,000 secures. Tel: Dave Hill (Day) Stevenage 812256, (evenings) Stevenage 57593. (53123

TRIUMPH SPITFIRE 1500. 1977 (R), overdrive. Waxoyled, regularly serviced and in excellent condition, 3,000 miles. £2,050. Tel: 021-445 3874. (53127

TRIUMPH TR6 PI. Overdrive, 1973M, magenta, low mileage, excellent condition, taxed, M.o.T. £2,500. Tel: Exeter 71507. (53126

BMW 3.0 CSI. 1975, white with blue vinyl roof, extras include air conditioning, quadrophonic tape player, stereo radio, all in first class condition. £4,500. Tel: 01-606 1151. (53124

LAMBORGHINI ESPADA. 1974 model, Series 3, r.h.d., excellent original car, blue with tan trim. £5,800 px possible. Tel: 0925 61340. (53122

BMW 3.0 CSL. Special order 1975 (N) Taiga green, black interior, all extras. £3,850. Tel: 0925 61340. (53122

MG-B GT. 1974, 34,000 miles, engine 1,800 c.c., excellent condition, automatic transmission, stereo. Asking £1,700. Call after 7 p.m. Tel: 01-352 9633. (53121

EXCITING UNREGISTERED sports car (running). GT Cortina spaceframe, little cosmetic mechanical work. £725. Tel: Ludlow 3233. (53135

ALFA ROMEO 2000 BERLINA. 1972L, low mileage, body poor, good tyres. £295. Tel: Dave 021-449 1823. (53133

LOTUS EUROPA. 1973M, metallic pale blue, oatmeal interior, excellent throughout, stored since May 1979 due to illness. Only £2,500, no offers. Tel: Nottingham (0602) 42858. (53128

PONTIAC FIREBIRD TRANS-AM. 1975, 34,000 miles, red, special exhaust system (not side pipes). £3,400 or exchange E-Type d.h.c. Tel: Partridge Green 710442. (53129

SUPERB CAPRI GT 2000. 1975, white, many extras, 12 months M.o.T., immaculate condition, one owner, £1,600 o.n.o. must be seen. Tel: 056-884 203, near Hereford. (53130

ALFA SPIDER SPORTS. 1978, 16,800 miles only, dark blue with gold coachline, radio and cassette, looks absolutely beautiful. £5,950 o.n.o. p x considered. Tel: 021-743 5276 or 092684 2122. (53131

E-TYPE V12 2 + 2 Manual, alloy wheels, sunroof, radio and cassette, bright red with tan trim, far above average condition, maintained by king of the cats Ron Beaty. £5,950 p.x considered. Tel: Knowle 2175 (Warks) (STD 560). (53131

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BMW 3.0 Si. 1973, verona red black velour, manual, fuel injection, tremendous performance, power steering, laminated screen, heated rear window, one owner, immaculate condition, run as second car so genuine 58,500 miles. £2,150. Tel: Gerrards Cross (028 13) 86848. (53137

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ASTON MARTIN V8. T Reg., tourmaline blue, one owner, managing director, 19,000 miles, immaculate condition, radio cassette, etc. £20,500. Tel: 01-450 8066 ext. 243. (52948

BENTLEY R-TYPE Continental. Coachwork by Franay of Paris, extremely fine example of this sought after model. Tel: 01-398 5593. (53171

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LOTUS ELAN + 2S 130/5. Lagoon blue, november 1973 but S Registered, 42,000 miles, all usual extras including alloy wheels, many new parts, excellent condition. £3,450 o.n.o. Tel: 01-723 6438 (office hours). (53154

AUSTIN HEALEY 3000 Mk. I. Rare 4-seater with works hard top and wire wheels, under 6,000 miles from new, one previous owner, new tyres, handbook and original guarantee, ice blue and white, resprayed in 1965. £3,500. Tel: 0638 713269, evenings. (53153

500 c.c. F3 racing car, early fifties. Good condition, registered with 500 Owners Association. £1,250 o.n.o. Also pair Cooper roadwheels, suitable Cooper Bristol-Climax, etc. £100. Tel: Leicester 737802 evening. (53151

TR6. 1973, mimosa, excellent condition, overdrive, radio, full year's M.o.T. £2,100. Tel: Mildenhall (Suffolk) 715723. (53163

JAGUAR 420 AUTO. 1968, p.a.s., full M.o.T., spare engine, manual overdrive box, subframes, etc. £675. Tel: Winsford (060-65) 52259. (53162

DAIMLER V8 250. C Reg. auto in squadron blue, superb example, completely and professionally rebuilt to new condition with fawn leather trim, genuine reason for selling at cost of renovation. £5,500. Tel: 0625 527683. (53161

TR3 A. 1958, completely and correctly rebuilt 4,000 miles ago, in dark blue with blue grey interior, hard top included. £2,500. Tel: 01-631 4030 (days) or Gerrards Cross 86338 (eves.). (53160

JPS LOTUS ELAN & 2S 130/5. One of fifty celebration models, black and gold oatmeal interior, Sundym windscreen, adjustable Konis, Tax and M.o.T., no expense spared, finance arranged. £4,700 o.n.o. Tel: Aberkenfig 0656 721433 after 6 p.m. (53159

MINI COOPER 1968 MK III. Red black. A really good example of this appreciating car. £575 o.n.o. Tel: day 01-283 1191, home 01-947 0035. (53156

TR3A. 1960. 3 NPK. Complete rebuild. Concours condition, red, black interior, £4,150 o.n.o. Tel: Whiteparish 340. (53518

PORSCHE 924. S Reg. (late 77), low mileage, black with special wheels, radio cassette etc., very good condition. £6,950. Tel: 082 571 2953 (Sussex) (Can arrange for viewing Croydon). (53168

XJS. 1976, auto, air conditioning, electric windows, power steering, Philips radio cassete 38,500 miles, excellent condition burgundy tan hide, superb example at £6,750. Part exchange considered. Tel: Lee green on Tilbury 4695 (work) Brentwood 821398 (home). (53157

MG-C GT. University Motors special, J Registration, 48,000 miles, 2 owners, original aubergine coachwork, unmarked black leather interior, wire wheels, stereo radio cassette, stored for 2 years, no rust, original mint condition throughout. £2,500. Tel: Ashford (Middlesex) 41774 evenings. (53155

MG-B V8 ROADSTER. (Costello) beautiful condition, white, undersealed, new XVS, h top, s top, electronic ignition, stereo cassette. £5,000. Tel: 01-731 5123 day, 01-723 6264 evenings. (53169

MERCEDES 190SL. 1960, excellent original example, 44,700 miles, colour green, leather seats, hard and soft top, history, spares include rear wings. £5,750. Tel: Exeter 0392 38240. (53167

MG-TC. 1946, M.o.T., till 11.80, substantially rebuilt and restored, a good example of this very sought after car. £4,000 o.n.o. Tel: 01-370 1169 (eves). (53165

LANCIA 2000 HPE. 1976R, 32,000 miles, service history, good mechanically but slightly untidy so open to offers around £2,000 or swop for classic or sports car, cash either way. Tel: Woking 21321 or Farnham 721722. (53166

DOLOMITE SPRINT. T Reg. (April 1979), automatic, 7,500 miles, supported by full history, overseas transfer forces sale of this immaculately maintained car finished in white with tan trim. £4,000 o.n.o. Tel: Coventry 416023 (evenings). (53150

BANK MANAGER insists my mistress must go. Replica veteran tourer combining the motoring joy of a bygone age with the realities of modern driving. NOT a "botched up" special but a professionally built replica. White with black hood, lots of brass, ideal for wedding hire, etc. or just for fun. £2,950 o.n.o. Tel: Fulmer 2975 evenings, Slough 37690 day. (53148

E-TYPE 2 + 2. 1967, immaculate, sunroof, chrome wire wheels, radio, total mechanical rebuild including new engine. Only £4,800 for quick sale. Tel: 0752 29078. (53149

VOLVO 1800ES. 1973, green sports coupé, excellent condition, 49,000 miles, M.o.T., taxed. £3,500. Tel: Frensham 3391 (Surrey). (53147

LOTUS ELAN SPRINT FHC. K-Reg., yellow/black interior, 50,000 miles, mechanic maintained. £2,950. Tel: 0525 385454 (Leighton Buzzard). (53145

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Lancia Gamma Berlina. 1978 T in polaris silver with full leather trim and air conditioning, only 6,000 miles from new. **£5,750**

BMW 3.0 CSi. 1975, finished in Reseda green with champagne velour, extras include stereo and sunroof **£5,250**

Jaguar Mk. VII "M". 1955, in beige with red trim, very clean example with "JDC" concours history ..... **Offers**



Porsche 911SC Sport Targa. 1979, Casablanca gold with cork trim, owned by ourselves from new, very low mileage and competitively priced.

Aston Martin V8. 1976(R), in signal red with black leather and very low mileage, manual transmission **£14,950**

Aston Martin DBS V8. 1972, nugget gold with tan leather, a well kept example, fitted with automatic transmission **£5,950**

BMW 633 CSi. 1977, ruby metallic with black trim, Mahle wheels, very smart **£8,950**



Porsche 928. 1979 (V). Light green metallic with contrasting check cloth, just over delivery mileage and competitively priced.

Triumph TR7. 1978 in Java green with check cloth trim **£3,350**

Escort RS2000 Custom. 1979, finished in midnight blue with black cloth, lovely, low mileage example **£4,250**

Capri 3.0 litre Ghia. 1977-8, choice of three, all excellent. Phone for fuller details. Prices from **£3,295**



Jensen Interceptor Mk. III 'J' Series. 1974. In silver with black trim and black vinyl roof. A very smart example at **£4,950**

Jaguar E-type V12 2+2. 1971, in willow green with contrasting trim, much recent expenditure makes this one of the best available **£5,950**

Greeves 250 c.c. Trials Bike. 1965, recently restored by enthusiast owner **£495**

Range Rover. 1974, Bahama gold with contrasting waist band and tan trim, a well cared for example, power steering **£4,975**



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TR 2 to 5	£33.50	£19.50
TR 6 (zip)	£39.50	£19.50
Morris Minor 1000	£33.50	£19.50
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FOR SALE—continued

CLASSIC 1957 MERCEDES 220S LHD Saloon. 116,000 miles, good condition. Offers around £3,000 Tel: 0534 37020. [49790

BMW TYPE 507. 3,200 c.c. V8, 2-seat coupé/convertible, genuine 9,800 km from new, Chassis No. 70184, original paint tyres, etc., unique Vignale body with soft top and detachable hard top, kept in private collection and not seen in Europe since the 1959 Turin show. The offer of this car presents one discriminating collector an opportunity to own the rarest classic BMW in virtually new condition. Viewing can be arranged in London or Ascot. Replies *to Box No. 6313.* [53140

CROSSLEY BLUE SALOON 15.7 H.P. 1930, complete vehicle in good condition believed to be one of eight only remaining in UK, may be viewed Dorset by appointment. £5,750 or near offer. Tel: Anderson (0308) 23882 home, (0308) 22407 office. [53144

ALVIS SPEED 25 SPECIAL. Attractive car in good order. Bargain at £4,950. Tel: 0925 76 3742. [53143

MG-B GT V8. Late 1973, beautiful condition throughout, genuine 57,000 miles, M.o.T., taxed 1981, radio, new tyres, enthusiastically maintained in near perfect order. Best offer over £2,500. Also wife's 1970 MG-B GT, 58,000 miles, overdrive, wire wheels, radio, recent new clutch, shock absorbers, exhaust, drives beautifully. Bargain £895 o.n.o. Tel: Huddersfield 46730. [53142

LANCIA APRILIA. 1938, exceptionally sound body, primered, engine overhauled, original parts include eight day clock, spare engine, gearbox, differential, front axle, literature, Nardi manifold. £1,450. Tel: 0962 880403. [53146



TWIN SCREW TRAWLER 1979
Will exchange for quality veteran/vintage cars.

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Phone: **Bill Porter**
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FOR SALE—continued

TRIUMPH TR7. 1977, 26,000 miles, inca yellow, very good condition, radio/stereo, genuine reason for sale. £2,550 o.n.o. Tel: Bristol 570231. [53141

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MORGAN WANTED. Up to £3,000 available. Would consider cheaper car needing attention/rebuild. Leamington Spa 23473. [52895

WANTED. BOSCH electrics-starter type BGB 0.6/12 L3; Dynamo type J80/12 1100L; Distributor type VA 6CS 201; Headlamp glass marked E200. Also 1940s-50s S valve, Hillman con rods, JAP OHV 'V' twin or parts. Rear forks and steering column for Morgan SS. Good price or swops. Tel: 0983 882069 (evenings). [52265

WANTED. MG TF by genuine private buyer. Good condition essential. No dealers please. Tel: 0203 306353. [52472

WANTED. 1935 3½-litre Rolls Bentley. Reg. No. BYT 828. Tel: Baily, Chorley Wood (Herts.) 3062. [52501

JAGUAR XK 140. D.h.c., wires, r.h.d., private cash buyer seeks good example. Prefer SE model. Quick decision. Box No. 6307. [52672

GINETTA G21. Would prefer 1725 c.c. with overdrive. 1973-6. Tel: Brill (0844) 238222. [52358

WANTED. JAGUAR splined hubs, wires, also numerous other Mk. II and E-Type parts. What have you? Will travel. Tel: 021 354 4434. [52650

EARLY 30s saloon. Riley 9, Austin 10 or similar. Any condition, runner prefered. Also wanted, road wheel for J2 MG. George, 'Netherwood', Hereford. [52971

1976 Cadillac Eldorado Convertible.

3,900 miles only, mint condition, tinted glass, power operated hood, power steering, air conditioning, digital clock, electronic child safety locks, anti-thief alarm, colour Firethorn (metallic red), interior magnolia unpleated hide upholstery with red carpets. Probably finest luxury convertible *of its type. Nearest offer to £13,500* will secure, or would part-ex for low mileage Silver Shadow or Corniche Convertible.

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Zeiss 7 x 50 Binoctem, MC	£131.93	£85.95
Hilkin 7 x 50 Balmoral	£58.08	£35.63
Hilkin 10 x 40 Hawk, WA	£50.60	£37.44
Hilkin 10 x 40 Lincoln	£73.60	£55.20
Hilkin 9 × 35 Warwick, WA	£71.87	£53.18
Hilkin 8-20 × 50 Zoom	£72.45	£53.61
Hilkin 8 x 40 Argyll	£51.75	£38.29
Swift 8 x 40 Grand Prix	—	£53.14
Swift 9 × 35 Stadium	—	£51.76
Swift 8 x 40 Supreme	—	£107.69
Swift 10 x 50 Supreme	—	£117.36
Swift 10 x 40 County	—	£55.21
Swift 8 × 40 Tecnar	—	£17.86
Zeiss West 10 x 25 Miniquick	—	£147.35
Zeiss West 10 x 40B, Dialyt	—	£325.35
Bushnell 8 x 40 Sportview	£48.50	£34.78
Bushnell 10 x 50 Sportview	£52.00	£37.26
Bushnell 9 x 36 Custom	£147.00	£105.57
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Ferrari Boxer 365, silver, red leather trim, 32,000 miles.
Ferrari 275 GTB, 2 cam, red, black leather, concours.
Ferrari Daytona Spyder, black, beige hide, rhd, Borrani wires, concours condition.
Ferrari Daytona Coupé, *metallic blue, blue hide*, concours.
Ferrari 275 GTS, red, black hide, concours condition.
Ferrari 308 GTB, met silver, black hide, every extra fitted, 3,000 miles.
Ferrari 308 GTS, red, all extras, 5,000 miles.
Ferrari 330 GT 2+2 5-speed, 1966, met blue, 32,000 miles.

Mercedes 600 SWB with div., met blue, velour to the front, leather to the rear, rear s/roof, w/wall tyres, 1973, 37,000 miles, superb order.
Mercedes 280SE 3.5 Sal, 1972, met. gold, e/roof & windows, radio/stereo.
Golf GTi, black, electric glass roof, 14" alloy wheels, P6 tyres, electric windows, fabulous stereo, with Reg. No. UUU 2.
New Alfas. 17½% discount.
Fiat X1.9 Lido, T Reg., met black, radio/stereo, 12,000 miles, superb.
Porsche 911S, lhd, 1968, black, low mileage.
Porsche 911SC, Sportmatic, guards red, 1979, low mileage.
Porsche 911 SC Sport Targa, met silver, T Reg., superb.
Scimitar GTE, auto., 75 V Reg., 16,000 miles, excellent.

WANTED—continued

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MISCELLANEOUS

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THE KNEBWORTH sale and classic car show will be held at Knebworth House, Stevenage, Sunday May 18th (in conjunction with National Alvis Day). Clubs will be exhibiting and promoting themselves, there will be a large autojumble (stalls £7.50 bookable now), and there will be a Castle Ashby-style drive in, drive past auction of collectors' cars and motorcycles. Fuller details from Mike Carter Auctions Ltd., 14 Broadway, SW1. Tel: 01-828 6306. Note the date in your diary now. (Apologies for wrong date in Feb. issue!). (48564

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SIXTH ROTHERHAM vintage vehicle rally. Herringthorpe Playing Fields — Sunday, 22nd June, 1980. Veteran — Vintage — Classic and Thoroughbred Car Classes. Single and Double Deck Buses. Pre, Post War and Modern; Motor Cycles; Commercial and Steam Traction. Class Winners and Concours — Commemorative Plaque — Free Entry Trade Stands and Exhibitions. Further details: Department of Amenities and Recreation, Recreation Offices, Wellgate, Rotherham. (49112

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AUSTIN HEALEY CLUB for owners and enthusiasts of all Austin Healey cars. Seven centres with some 20 group meetings cater for most parts of the UK. National magazines and centre publications together with advice on purchase, spares are offered together with a special club insurance scheme for all models. Write: Mel Knight, 17 Gable Road, Groby, Leicester LE6 0GT. (48983

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AC OWNERS. If you own an AC or are interested why not join? Monthly magazine, meetings, sprint "Concours", dinner dance, film shows, etc. Details from membership secretary, 4 Portsmouth Road, Camberley, Surrey GU15 1LA. (23449

CHALK PITS Museum, Amberley, West Sussex. Open Air Industrial History Centre re-opens April 2nd. Special Spring Events include: April 13th Vehicle Gathering: April 20th Stationary Engine Day: April 27th Autojumble. Details from Ian Dean, Director. (46312

DONCASTER RACECOURSE Autojumble, Saturday 21st June 10 a.m. to 5 p.m. Licensed bar and cafeteria. For the enthusiast wishing to buy or sell spares, literature, mascots, etc. For vintage and collectors' vehicles. Stall details, Tel: Doncaster 57801. (46264

MIDLAND VEHICLE Preservation Society — your old vehicle enthusiasts club. Regular monthly meetings, magazine, events. Write 38 Keats Road, Coventry CV2 5LA. (46786

THE SOUTH West Classic Car Show at the Bristol exhibition centre will take place on April 25th, 26th and 27th, 1980, and will include over 150 classic cars, a concours d'elegance and also trade stands covering restoration, sales, spares, books and services. Entrance £1.00, children 50p, enquiries to the organisers:— Stevens West Exhibitions Ltd., Eagle Road, Guildford, Surrey. Tel: Guildford (0483) 502989 or 35358. (48607

COLLECTOR will purchase motor mascots, pre-war badges, magazines, photos. Write to Motor Mascots, Casa Nuestro, Sussex Road, New Romney, Kent TN2 8DT. Tel: 06793 3327. (49653

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MOTORING LITERATURE bought, sold and exchanged. For a large selection of motoring handbooks, magazines and books (both new and secondhand) please call Thursday, Friday, Saturday at, Vintage Motorshop, 500 Bradford Road, Batley, Yorkshire. Tel: Batley 470773. (50521

AUTOJUMBLE, AN indoor autojumble will be held on Sunday April 27th, 1980, in conjunction with The South West Classic Car Show. Over 200 stalls will be available. Tables £7.50 for the first, £5.00 each subsequent, open 11.00 a.m.-5.30 p.m. entrance via the South West Classic Car Show. Bookings and enquiries to the organisers: Stevens West Exhibitions Ltd., Eagle Road, Guildford, Surrey. Tel: Guildford (0483) 502989. (48607

AC, ALFA Romeo, Alvis, Armstrong Siddeley, Aston Martin, Audi, Austin, Bentley, Bristol, Bugatti, Citroen, Colt, Daimler, Datsun, Delage, Delahaye, Ferrari, Fiat, Ford, Frazer Nash, Honda, Jaguar, Jensen, Lamborghini, Lagonda, Lancia, Leyland, Lotus, Maserati, Mercedes, MG, Morgan, Opel, Peugeot, Porsche, Reliant, Renault, Riley, Rolls-Royce, Rover, Toyota, TVR, Vauxhall, Volkswagen. These car badges are available engraved on Wombolts fine glass tankard. £10.75 in a beautiful presentation box or £7.45 without. A really fabulous present. Wombolts, Dept MS, 97 Arthur Road, London, SW19 7DP. (48604

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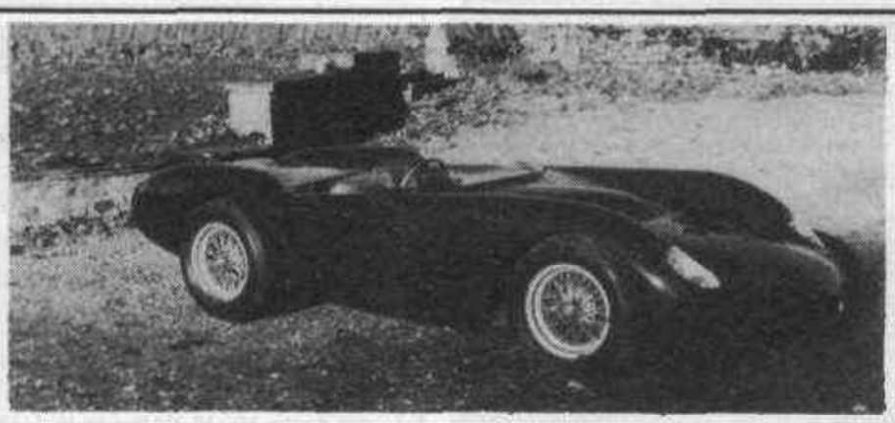


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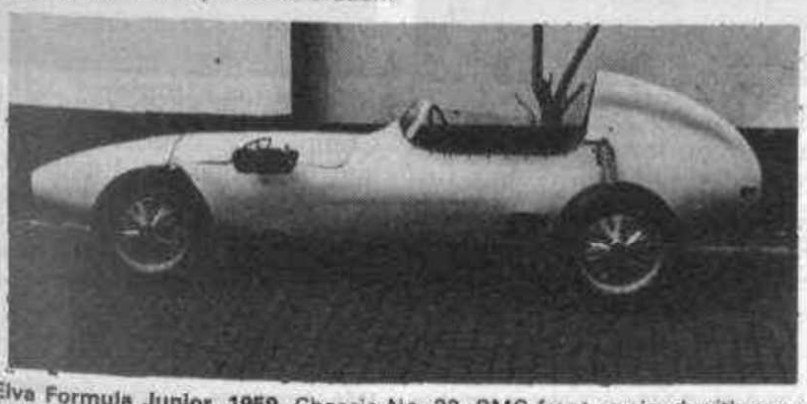
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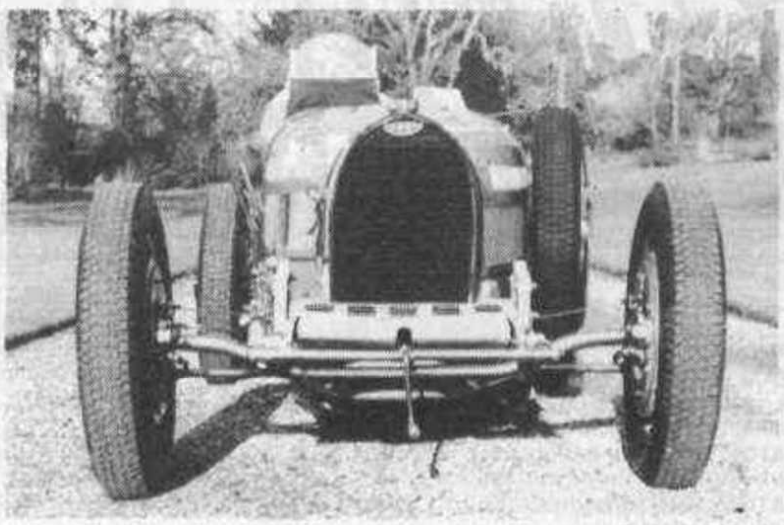
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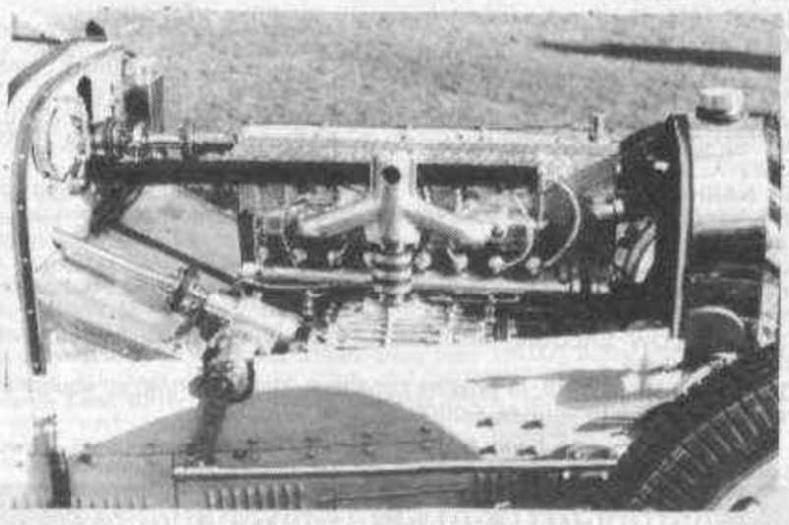


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1954 Rolls-Royce Silver Dawn Automatic. Black pearl over shell grey, red interior, genuine mileage 77,000, probably the nicest Silver Dawn in the UK. *(Photo).*

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1969 FSS Rolls-Royce Convertible Silver, red leather interior, red hood, 64,000 miles, beautiful car.

1965 Bentley S3 Continental Mulliner Park Ward. History, regal red, beige interior, beautiful condition.

1971 K Mercedes Benz 250 Sc Coupé. Metallic whisky, white trim, PAS, electric sunroof, manual gearbox, genuine mileage 30,000, absolutely superb.

1963 Rolls-Royce Silver Cloud III. Pine green, refrigeration, 3 owners, 69,000 miles.

1954 Bentley 'R'-Type. Tudor grey, blue interior, gen. mileage 71,000.

1953 Bentley 'R'-Type. Shell over Tudor grey, blue 100,000 miles, superb condition.

1961 Bentley SII. Sage and smoke green, red interior, 79,000 miles from new.

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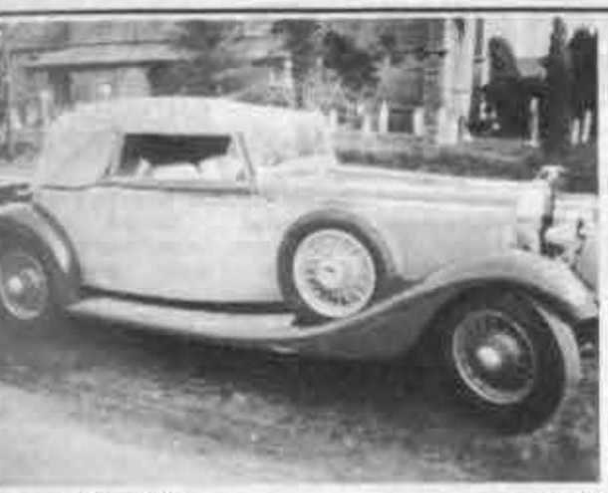


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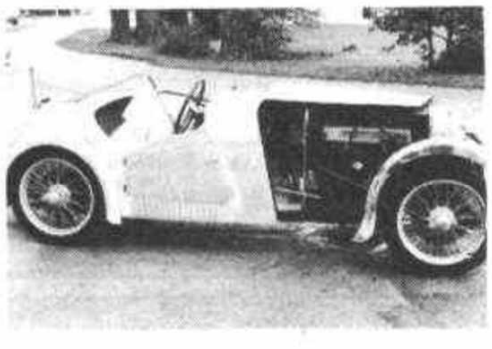
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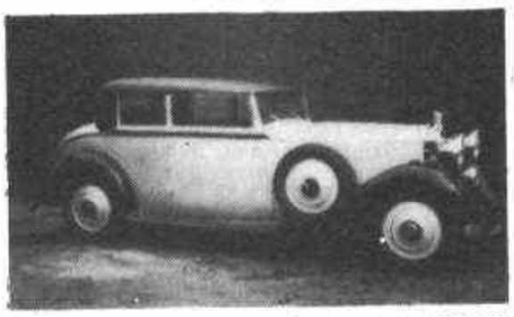
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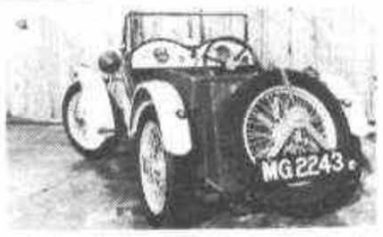
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MG J2 1932. Having just completed a 'nut and bolt' restoration throughout, superb. ..... **£6,250 o.n.o.**



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XK120 LHD. Silver, new red hide, hood, tonneau, etc., rebuilt engine, Borrani w/w, very orig. ..... **£7,500 o.n.o.**
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Both rust free and in excellent order.



CHARON circa 1909 TWO-SEATER with DICKY. White, red chassis, red bucket seats, wooden wheels, 14/6 hp engine, all brass fittings, concours.
POA



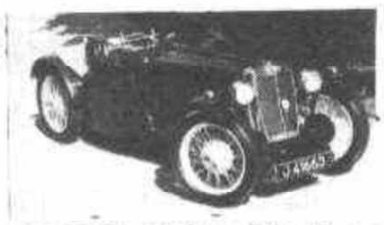
COOPER MK. 5 1951. Original body inc. side pods and pannier tank, JAP 500 c.c. engine, raced up to October 1979, in excellent order throughout.
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FRASER NASH TARGA FLORIA. 1953 AFN No. 61. Metallic burgandy/grey hide, BSI engine, w/w in first rate order, ready for road or track. ..... **POA**

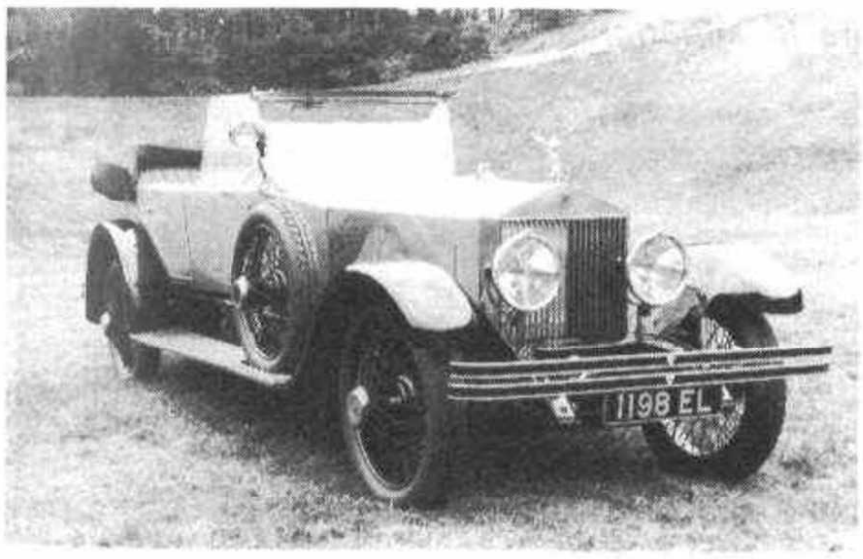
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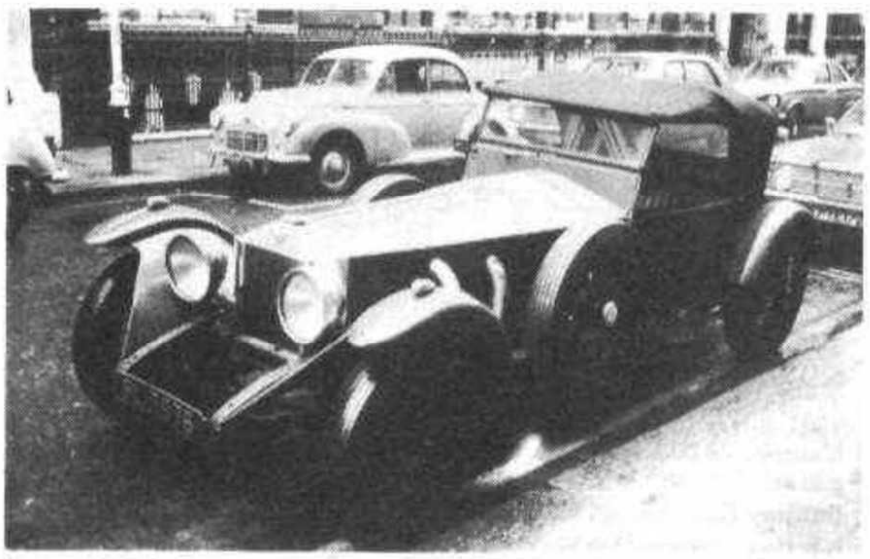
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Bentley Continental Flying Spur S2. Low mileage, Concours.

Bentley Continental Flying Spur S1. Concours.

Silver Cloud III. James Young LWB without division, low mileage, Concours. (Design SCT100).

1954 Silver Wraith Hooper Automatic Touring Limousine. First class order.



1950 Bentley Mk. 6. Black with beige interior, documented history, 36,500 miles, superb original rust-free condition.

Bentley Continental S2 2-door Mulliner Coupé. Low mileage, first class condition.

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1937 BENTLEY 4¼-LITRE open 2-seater boat tail speedester. It has not been used since being completely rebuilt in all mechanics and coachwork and is a superb looking sports Bentley with fold Flat windscreen, twin aero screens and stoneguards, etc. In new condition. **£19,500.** (Hopefully this car will *at last* be in stock when this advert appears).

1955 JAGUAR D-TYPE 3.8-LITRE XK120 SPORTS ROADSTER. It has D-Type specifications in all major aspects including D-Type engine with Le Mans type triple Weber carbs, D-Type exhausts, clutch, suspension, etc. It has only done about 1,000 miles since a four year professional chassis up complete rebuild of all mechanics and coachwork, etc. Fitted full weather equipment, wire wheels, stoneguards, etc. **£12,500**

1955 FORD THUNDERBIRD Classic Sports 2-seater. Reg. No. 10 BGN. Hard and soft tops, auto., power steering and brakes, electric windows and seats, etc. This has been my own personal car for about the last 20 years, (and is only being sold as the lease of my garage is soon to expire) since it has been rebuilt to show condition it has not been used (mechanics, interior and exterior of coachwork, etc.). It has only been used in summer months, always garaged and maintained regardless of cost by England's top classic Thunderbird specialist and has covered only 50,000 odd miles from new. It is fitted with many special extras too numerous to include in this advert (i.e. special chrome wheels and twin o/side exhausts, etc., etc.). I have its complete history from new, original instruction manuals, etc. and it is considered the finest example of its type in the UK. **I also have for sale a 1957 Thunderbird** (Reg. No. 4 HLE) which belongs to a friend of mine, it has also been completely rebuilt but does not have power steering, electric windows or seats. Both are priced at **£9,850 each.**

1959 FERRARI 250 GT V12 2-seater F/Head Coupé by Farina (LHD). It has only done a few hundred miles since an extensive mechanical rebuild and its completely rebuilt engine has to be run-in. Its coachwork is in immaculate original condition having covered a low mileage since new. **£9,850.**

1979 CHEROKEE CHIEF JEEP. Luxury V8 dual purpose estate car (RHD). four wheel drive, auto., pas, e/windows, sunroofs, stereo, etc., etc. This is the top of the range model and is fitted with all the optional extra equipment. In new condition having covered under 5,000 miles from new. **£8,950.**

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As I have been at Brook Mews for over 20 years, I regret that my lease is soon to expire, and at the moment a renewal seems very remote, and rather than be stuck with a load of cars with nowhere to put them, all the above cars have been greatly reduced in price to a little above my cost prices. If anyone knows of premises in or around London that will hold about 12 large cars, I will be obliged to receive details.

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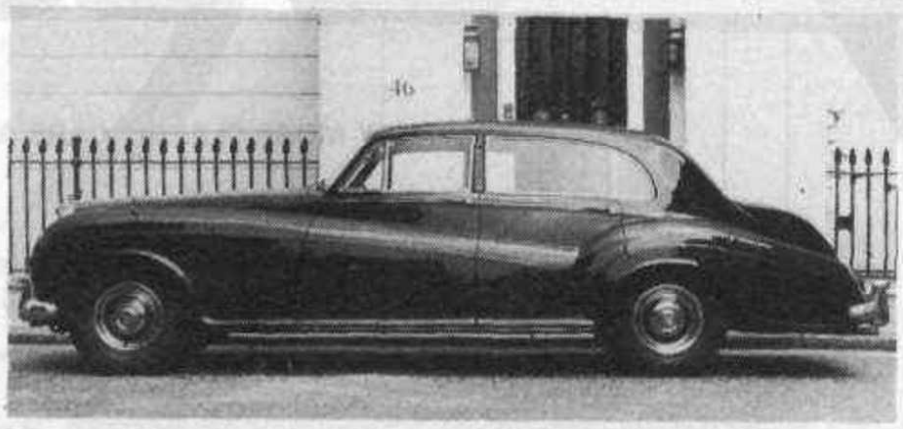
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1965 BENTLEY SIII L.W.B. bearing the outstanding James Young SCT100 coachwork. Midnight blue coachwork with black hide throughout. Ideal owner driver vehicle without division. The vehicle is fitted with the luxury fitments expected in the "Miniature Phantom V".

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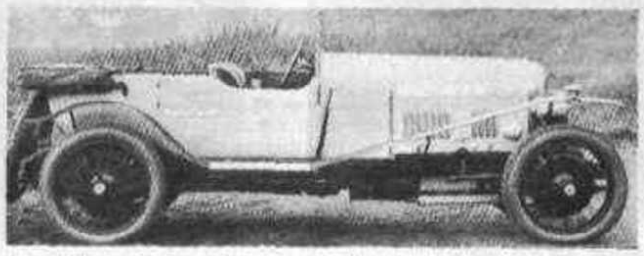
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Bentley 3-litre. Restored.

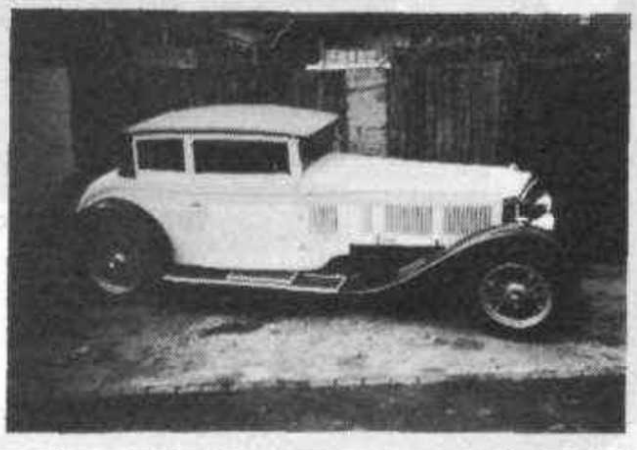
Speed Six chassis. Restored *(illus. left)*

Speed Six 2-seater drophead coupé. Restored engine, excellent condition *(illus. right)*



1929 4½-litre Bentley. Very original drophead coupé. New paint, a mint car *(illus. left)*

1930 Bentley Big Six coupé. Mint, *restored (illus. right)*



ALSO IN STOCK

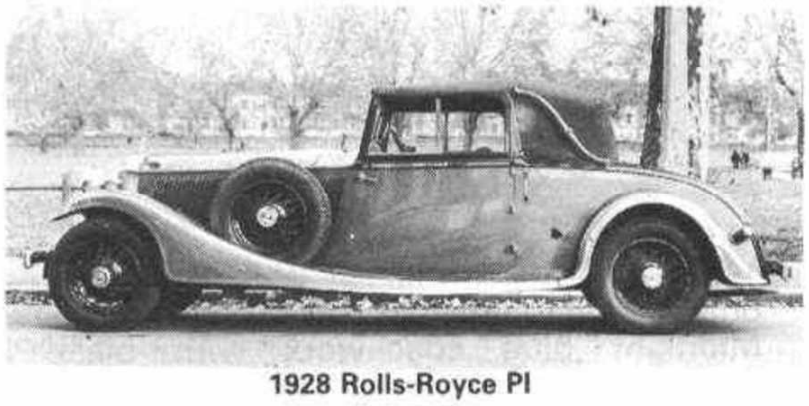
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1929 4½-litre Bentley VDP. Original
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1928 Rolls-Royce PI



1963 Bentley S3 Continental



1928 Lea Francis 'P'-Type



1935 Lagonda Rapide. Coachwork by Abbott



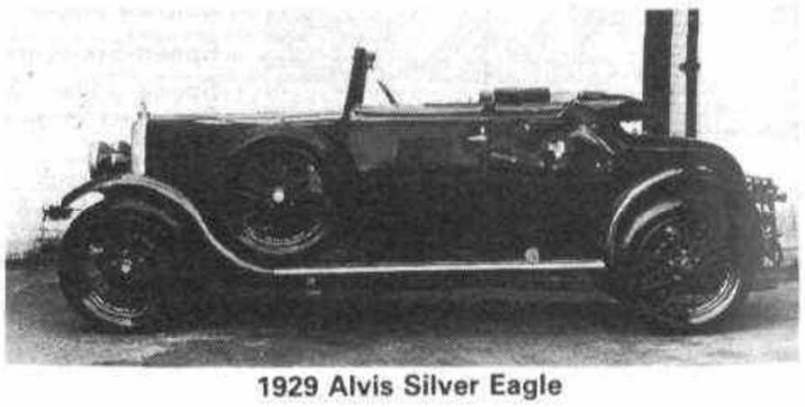
1963 Mercedes 220 SE



1968 Aston Martin DB6 Convertible



1931 Morris Cowley



1929 Alvis Silver Eagle

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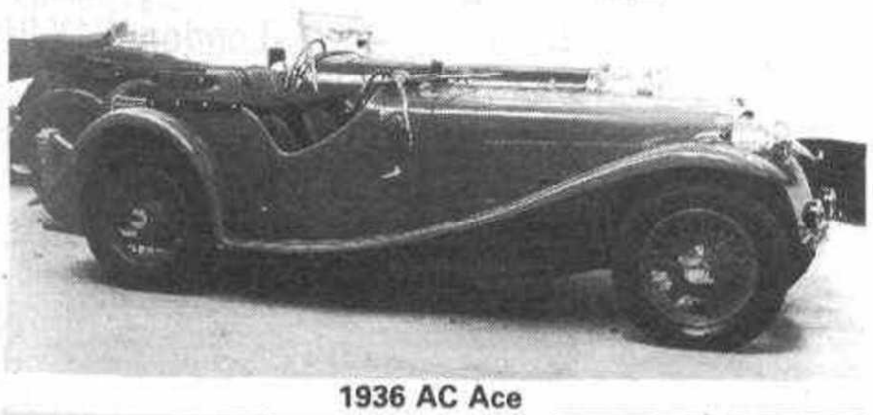
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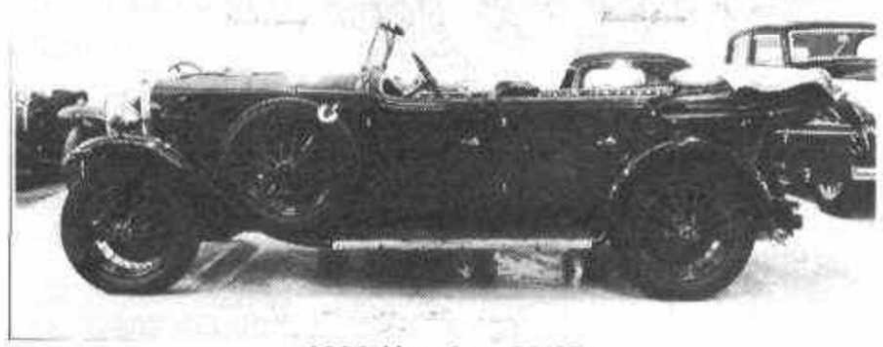
1925 Bentley 3-litre



1932 Alvis Speed 20 SB



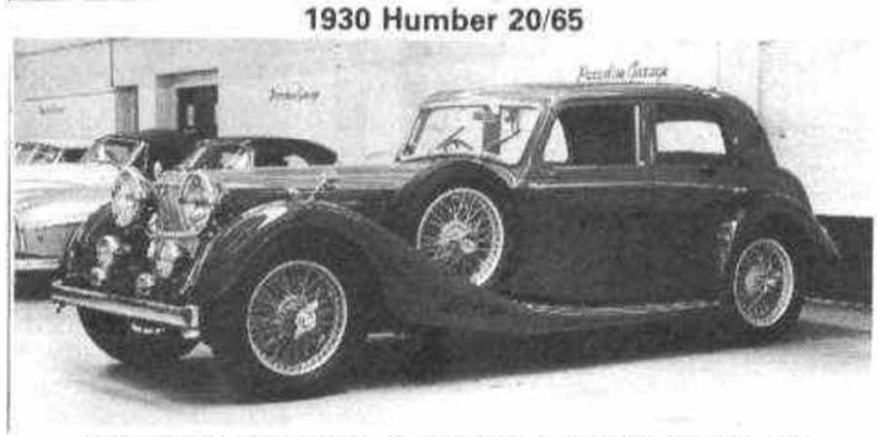
1936 AC Ace



1930 Humber 20/65



1931 Alvis Silver Eagle



1936 Alvis Speed 25. Coachwork by Charlesworth



1934 Riley Lynx



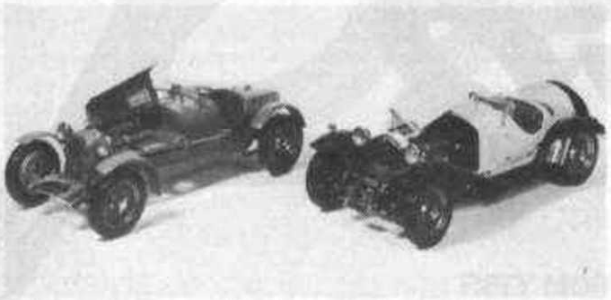
1934 MG PA

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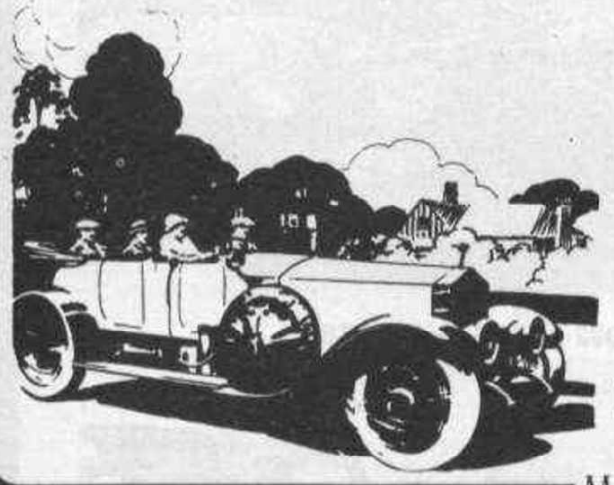
Two 1.8 scale Alfa Romeo models made by Pocher, Italy



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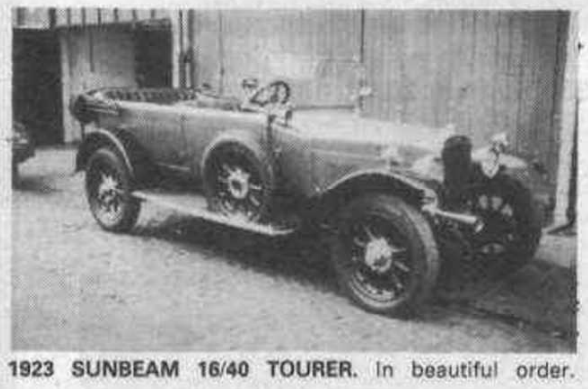
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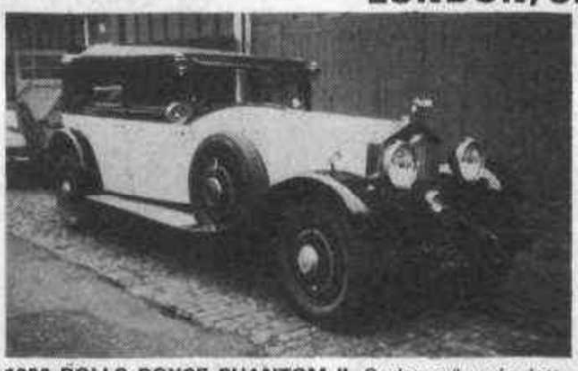
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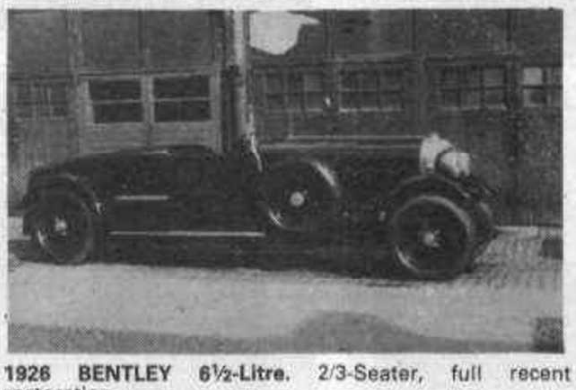
1930 ROLLS ROYCE PHANTOM II. Sedanca/Laudaulette by Barker, undergoing restoration.



1929 BENTLEY 4½-Litre. Van den Plas Tourer, original coachwork, recent restoration.



1929/30 AC ACEDES 2-Litre. 2-Seater with dickey, full history, excellent example.



1926 BENTLEY 6½-Litre. 2/3-Seater, full recent restoration.



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1959 STANGUELLINI FORMULA JUNIOR. Single-seater, mint condition.

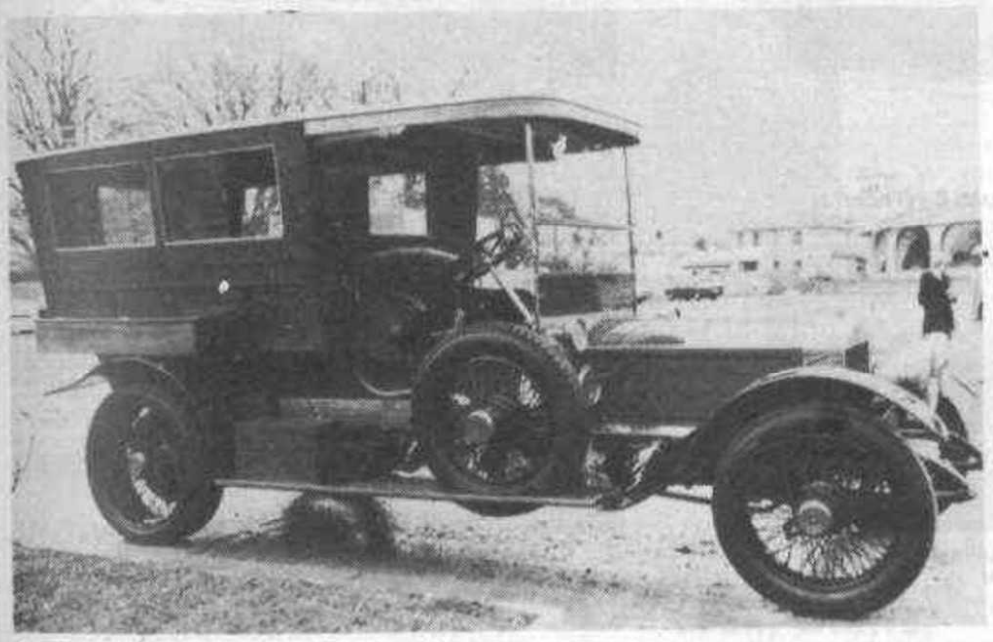
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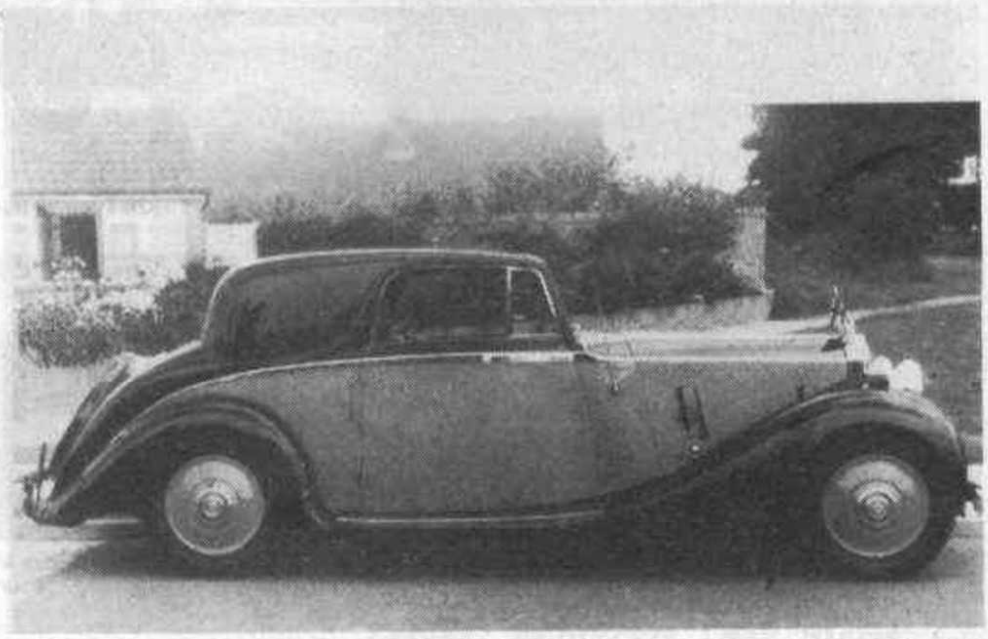
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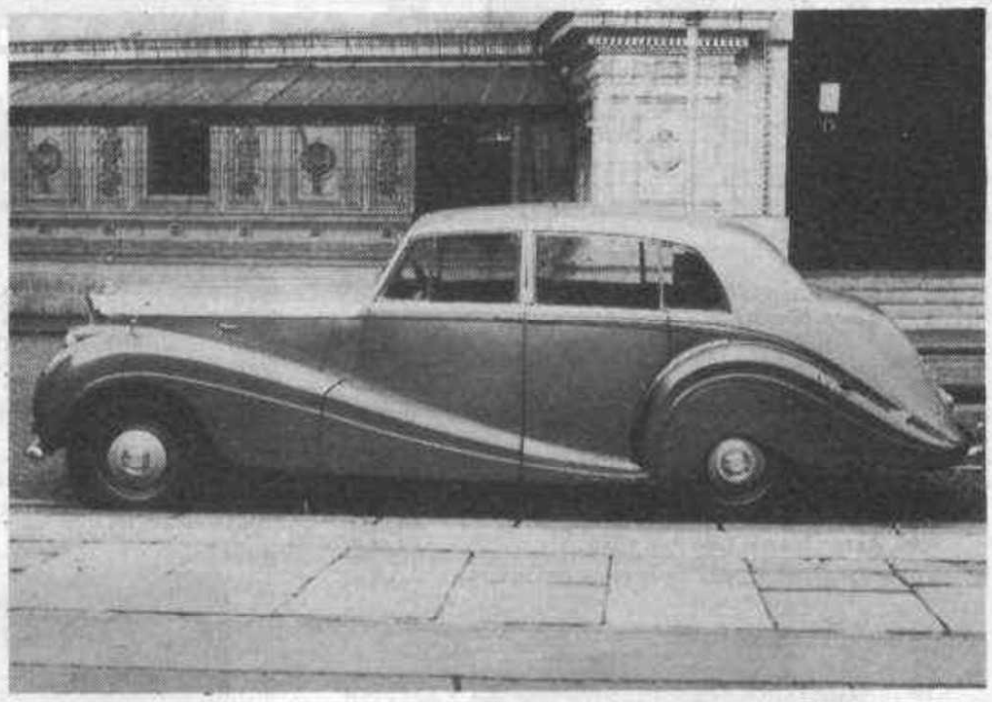
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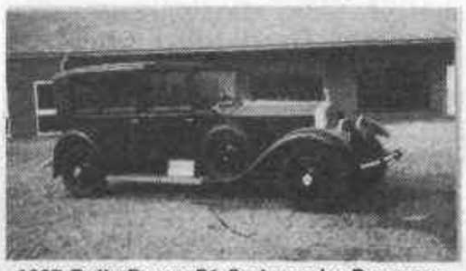
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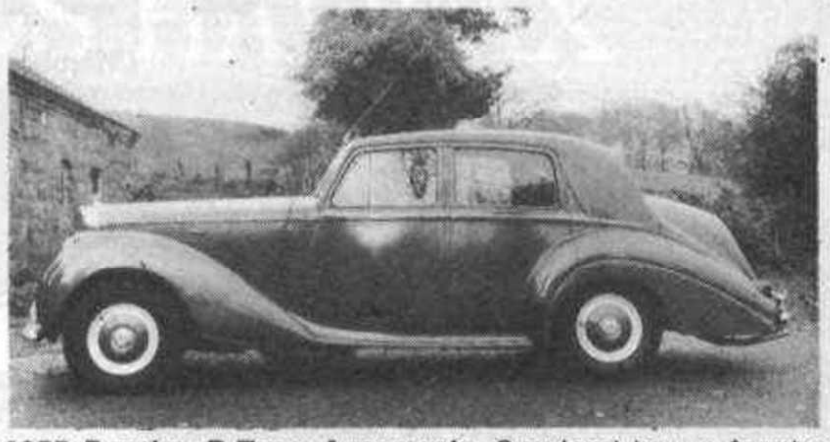
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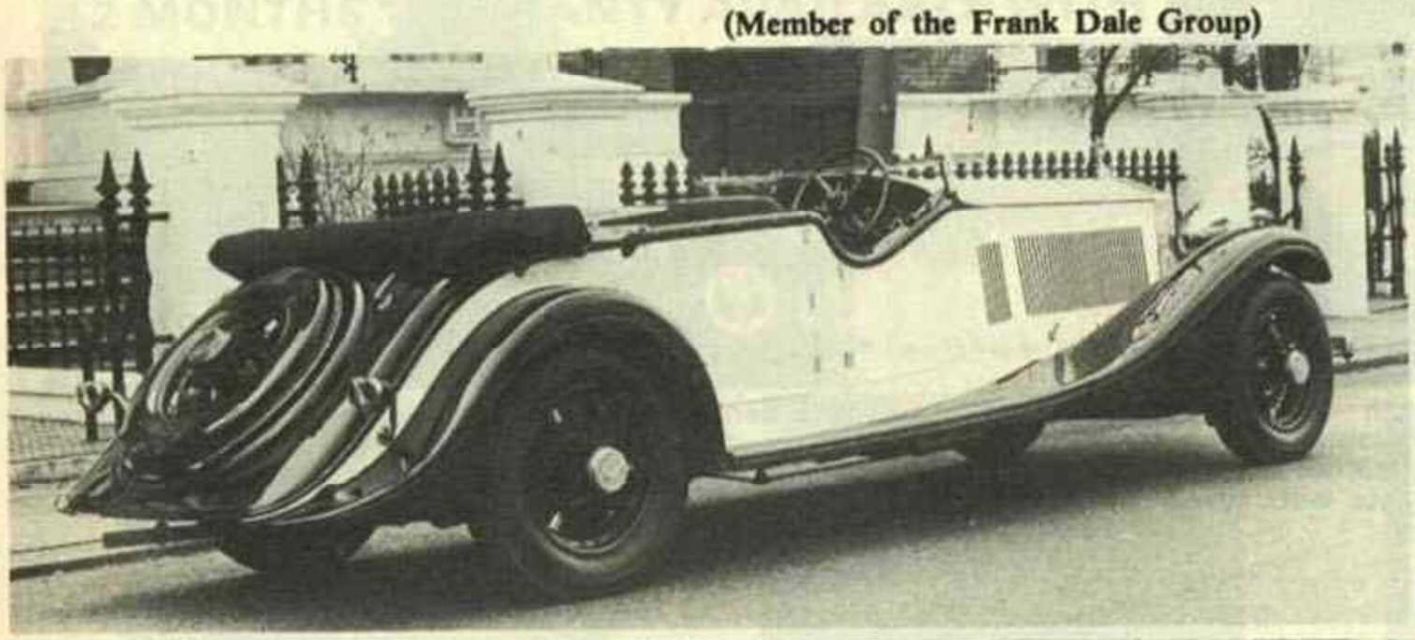
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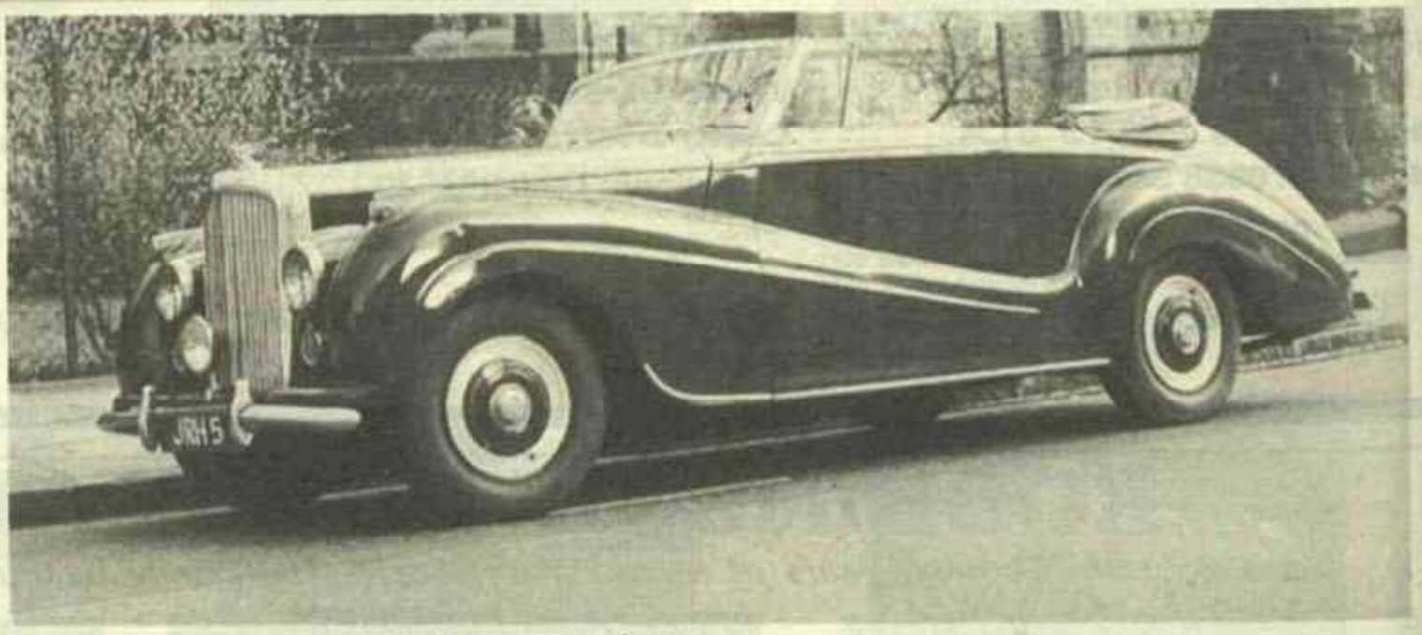
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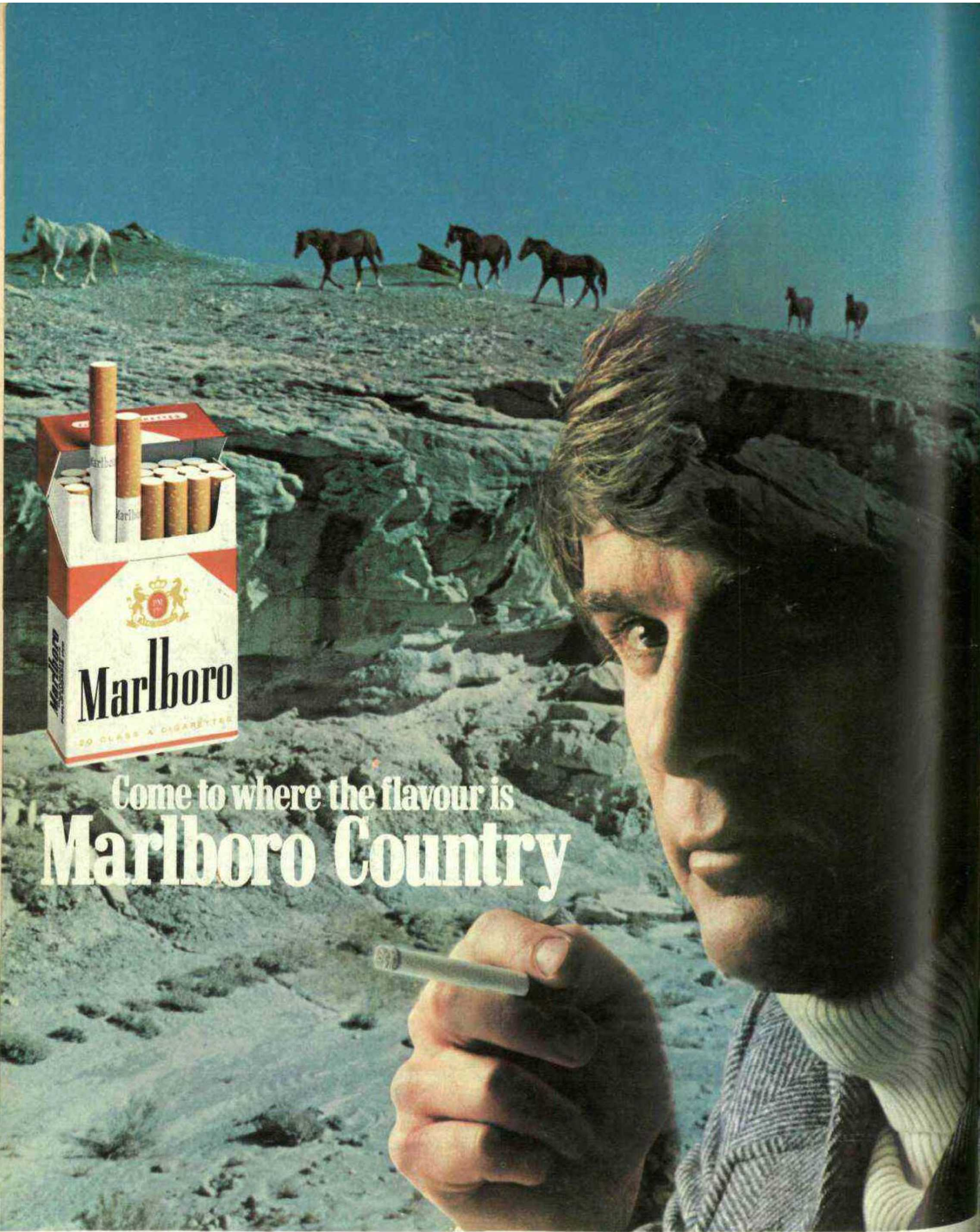
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