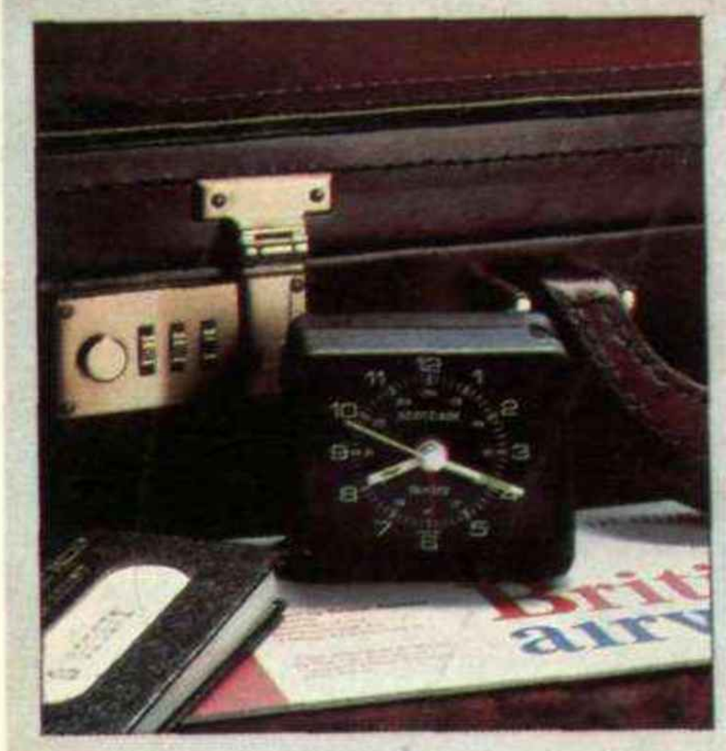
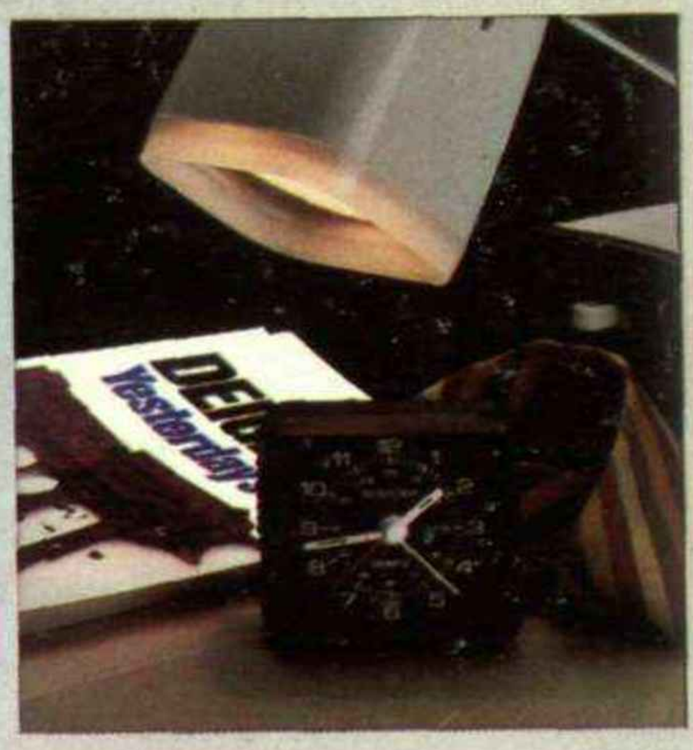
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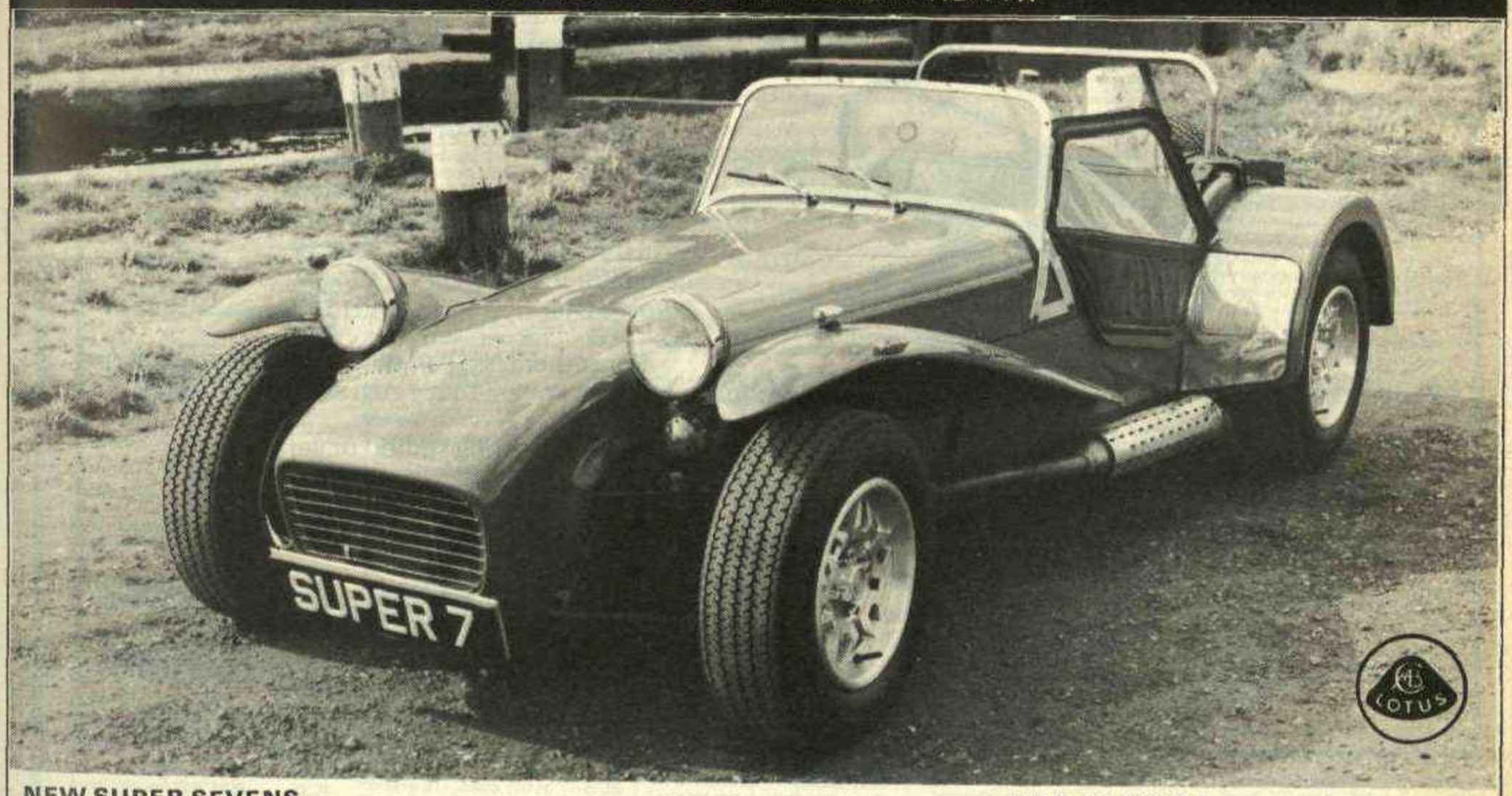
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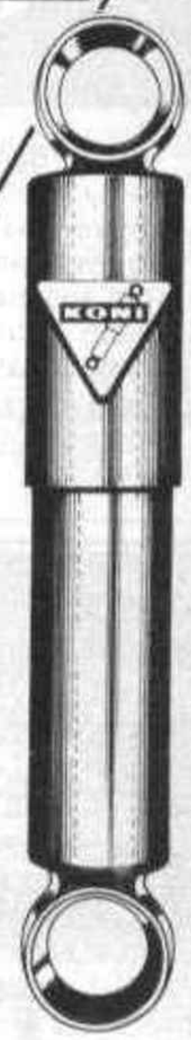
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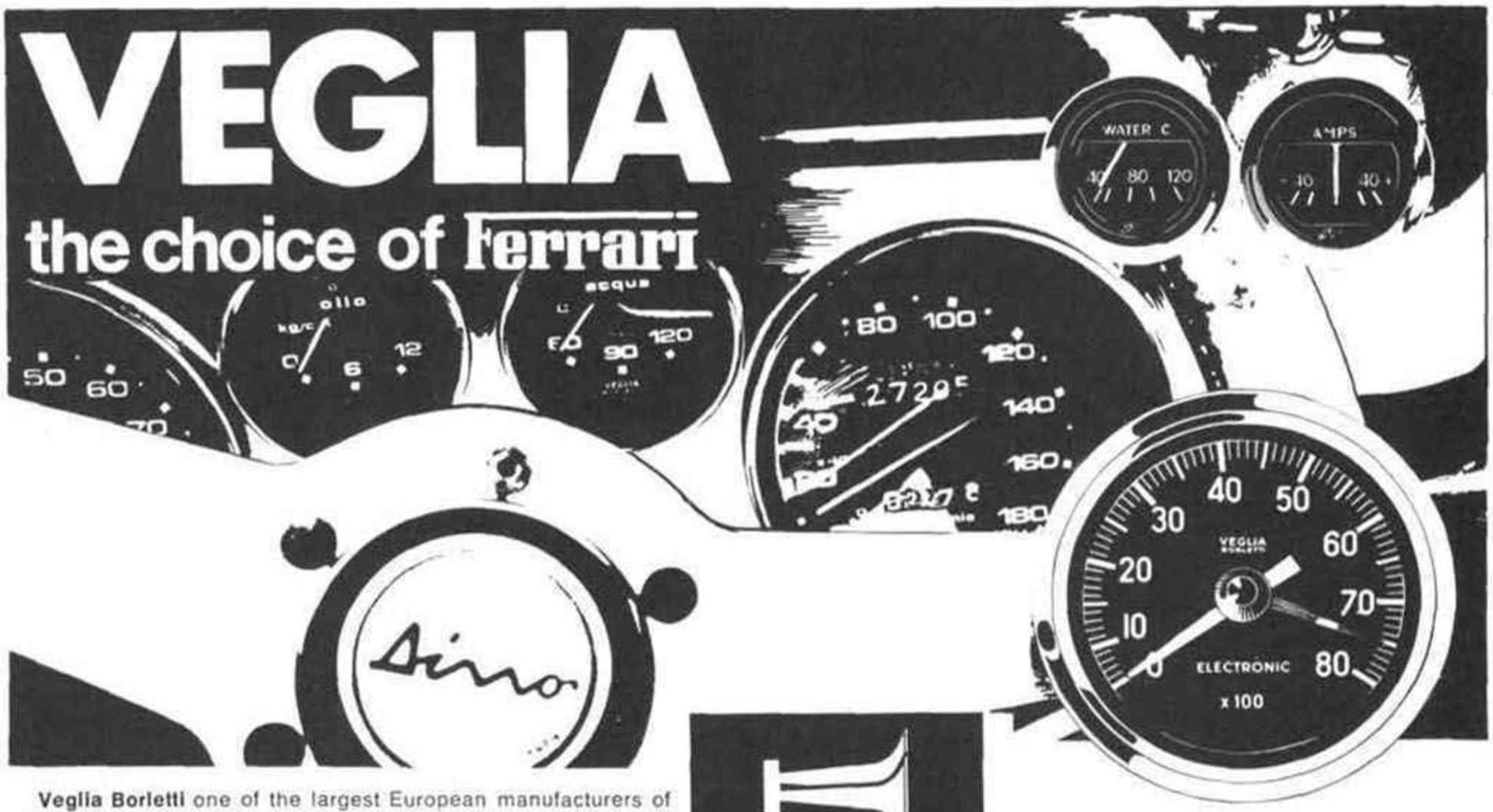
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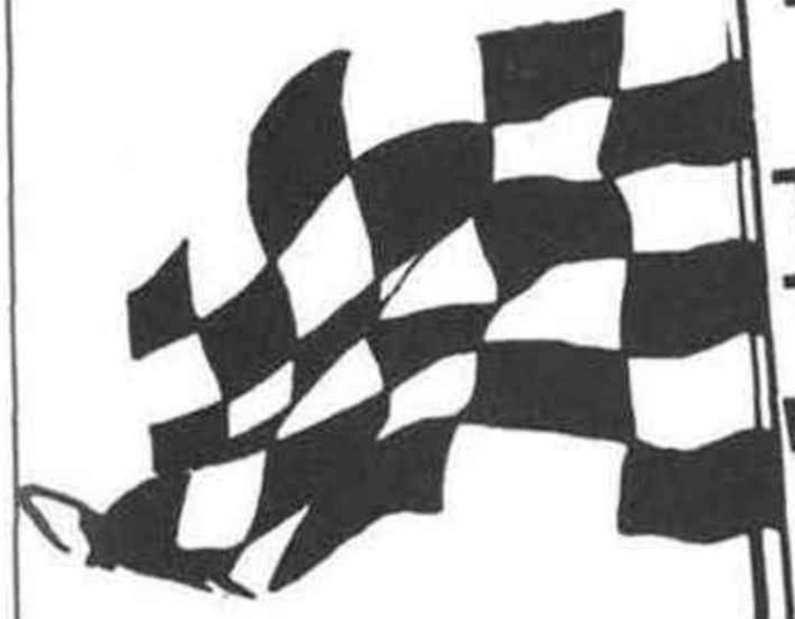
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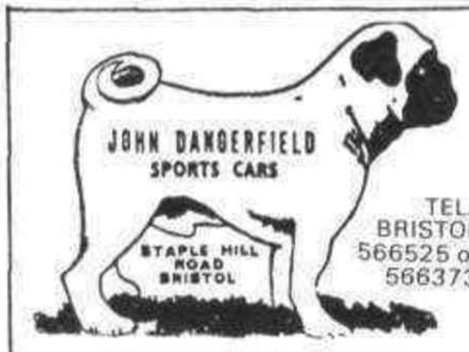
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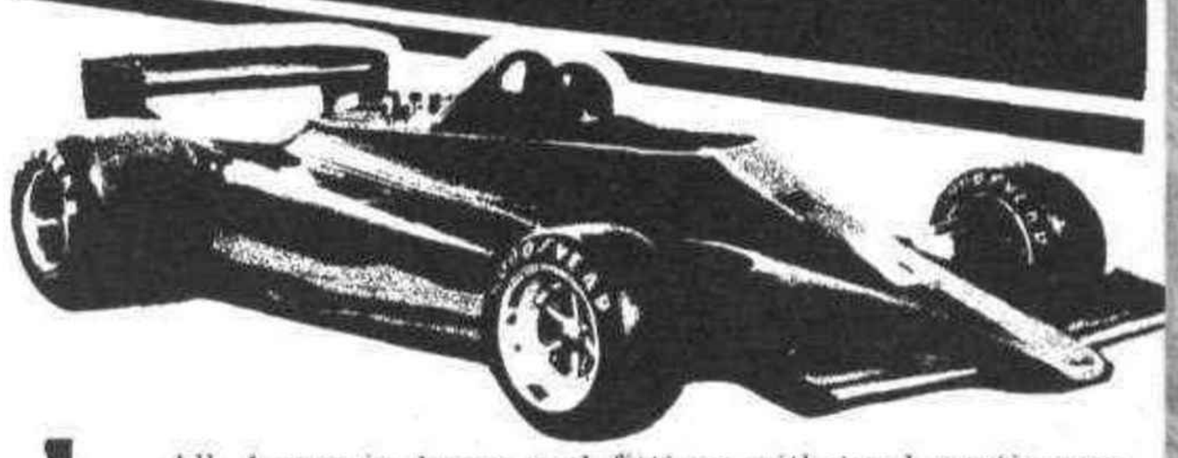
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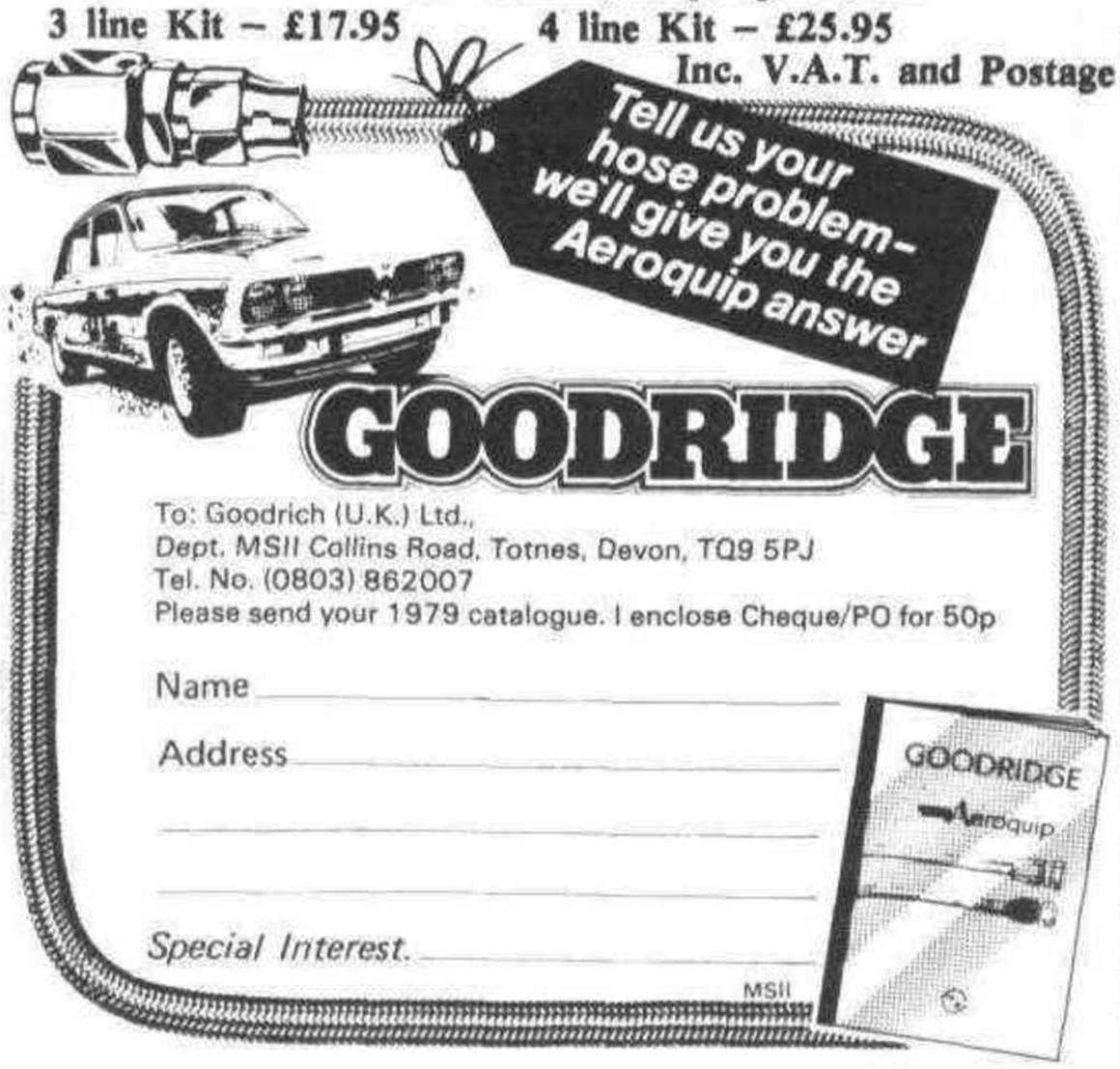
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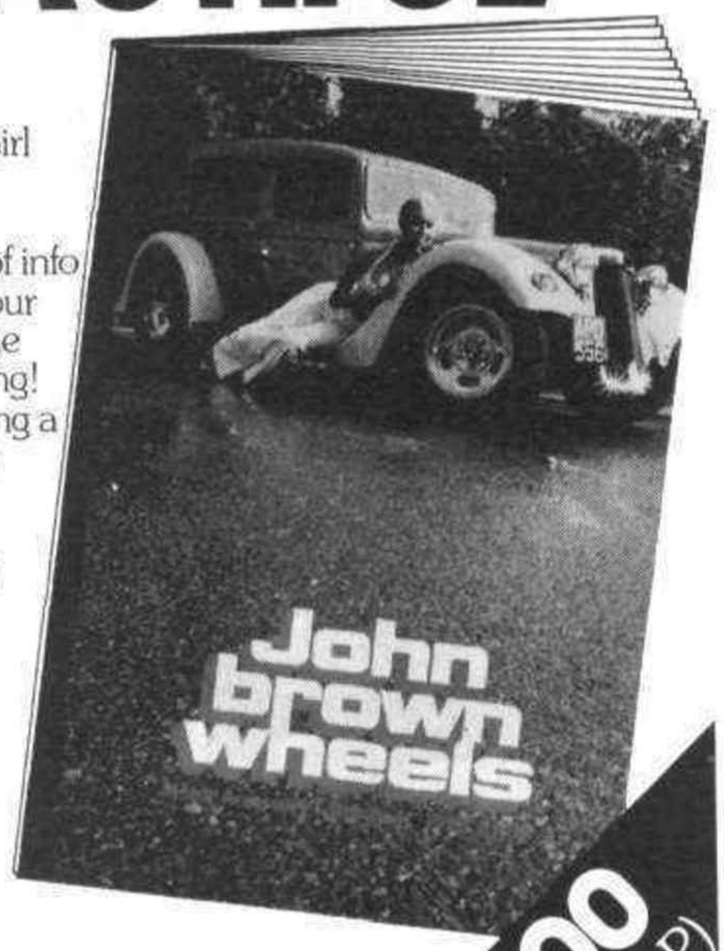
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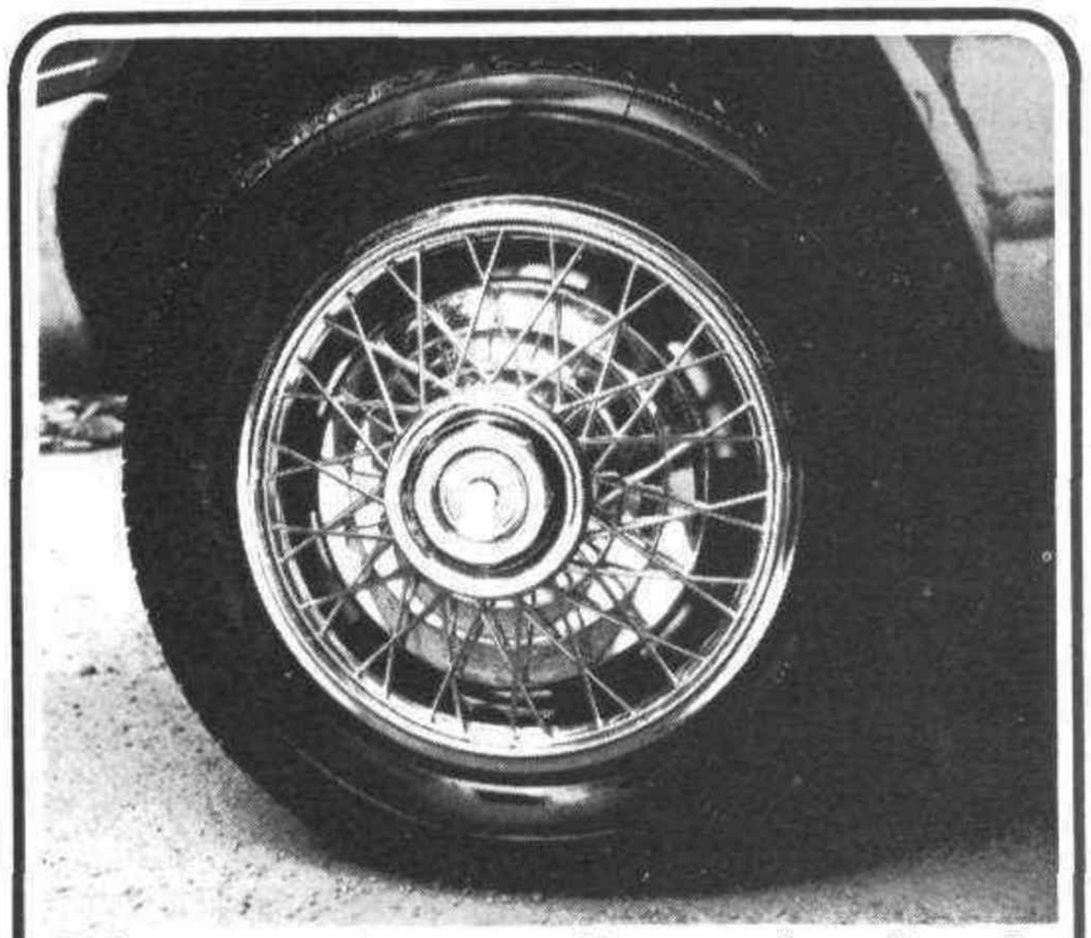
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DOUBLE LAUER 1 PCE	108-00
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JAUBRAND WORK	10-55
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LONG GAUNTLET (COLOURED)	26-00
UNDERWEAR	
VEST & L JOHNS (NOMEX)	23-50
VEST & L JOHNS (F.R.T.)	50-00 SET
HELMETS (B.S. 2495-77)	
BELL STAR II	56-00
XFL8	150-00

GRIFFIN CLUBMAN (H.P.)	36-00
BALACLAVAS	
UNIVERSAL (NOMEX)	4-95
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HELMET BAGS	
JAUBRAND	8-00
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BOOTS	
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TELESCOPICS

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	FRONT	REAR	FRONT	REAR	FRONT	REAR
ALFETTA 1.6/1.8 GT	21.30	19.40	13.65	13.05	10.98	10.98
ALFA-SUD L&T	44.30(2)	25.15	N/A	14.95	15.95(1)	9.50
GUILIA (ALL)	18.65	18.65	12.35	12.35	9.50	9.50
BMW 1502, 1600/1800, 2002			N/A	18.05(1)	15.95(1)	9.50
316, 318, 320	35.10(1)	25.10	N/A	25.60(1)	13.15(1)	N/A
2500, 2.8, 3.0 SE/S/133	35.10(1)	35.10	N/A	25.60	18.15(1)	21.76
MG TD, TF	54.80	54.80	N/A	N/A	N/A	N/A
MGA/B MIDGET	LEVERS	54.80(KIT)	N/A	40.95(KIT)	N/A	35.50(KIT
MGC	18.95	18.95	16.30	N/A	N/A	N/A
GILBERN GT, GENIE	N/A	N/A	N/A	16.30	N/A	N/A
INVADER MK.1 & 3	N/A	N/A	16.30	24.15	N/A	N/A
INVADER MK.2	N/A	N/A	24.15	24.15	N/A	N/A
GINETTA G.15 & G.21	N/A	N/A	14.35	17.60	N/A	N/A
JAGUAR XJ6, XJ12, XJS	19.40	24.10	16.30	18.20	10.95	15.95
MK 7/8/9 XK 140/150	24.60	24.60	16.30	16.30	10.98	10.98
D TYPE 2.4, 3.4, 3.8 340, 420	24.60	24.60	16.30	16.30	12.45	12.45
E TYPE, E TYPE 2+2	24.60	24.35	16.30	18.20	N/A	12.00
JENSEN INTERCEPTOR	27.80	27.80	16.30	16.30	N/A	N/A
HEALEY	24.10	24.10	11.70	11.70	N/A	N/A
LANCIA FULVIA (ALL)	18.65	18.65	12.35	12.35	10.95	10.95
BETA SEDAN/COUPE, GAMMA	35.10(1)	35.10(1)	N/A	N/A	18.15(1)	18.15(1)
LOTUS 7 SERIES 2, 3, 4 & EUROPA	32.30	31.35	18.25	18.25	N/A	N/A
ELAN COUPE S4, SPRINT	38.35	36.30(1)	18.25	N/A	N/A	16.25(1)
ELITE (60-68) + 74 ON	32.30	32.30				
MARCOS COUPE	N/A	N/A	18.25	18.25	N/A	N/A
MINI	18.50	18.50	11.70	11.70	9.50	9.50
MORGAN +4, 61 ON, V8	18.65	N/A	11.70	N/A	N/A	N/A
PORSCHE 356 49/50	18.65	N/A	12.35	12.35	N/A	N/A
356, 90 & 2000	19.40	19.40	12.35	12.35	10.98	10.98
911 71-78	36.30(1)	30.05	N/A	14.95	N/A	16.60
924 75 ON	35.10(1)	21.50	N/A	18.90	N/A	N/A
RELIANT SCIMITAR GT	N/A	N/A	22.80	N/A	N/A	N/A
SCIMITAR GTE 68 ON (STATE YEAR)	32.30	32.30	22.80	22.80	N/A	N/A
TRIUMPH DOLOMITE SPRINT	22.80	22.80	16.30	16.30	13.50	12.00
2000, 2500 TC & STAG	36.10(1)	20.55	N/A	12.35	15.95(1)	10.98
TR2, 3, 4, 4A, 5 & 6	19.40	LEVERS	11.70	LEVERS	10.98	LEVERS
TR7	35.10	20.53	N/A	11.70	N/A	N/A
TVR GRIFFIN S 200, 400, VIXEN						
S1, S2 TURBAN 3000M, 1800 etc.	30.55	30.55	16.95	16.96	N/A	N/A



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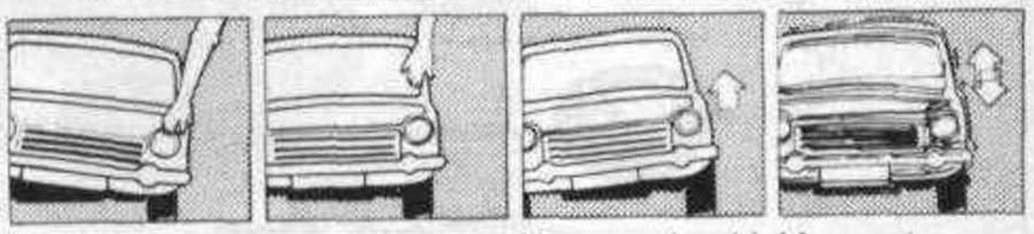
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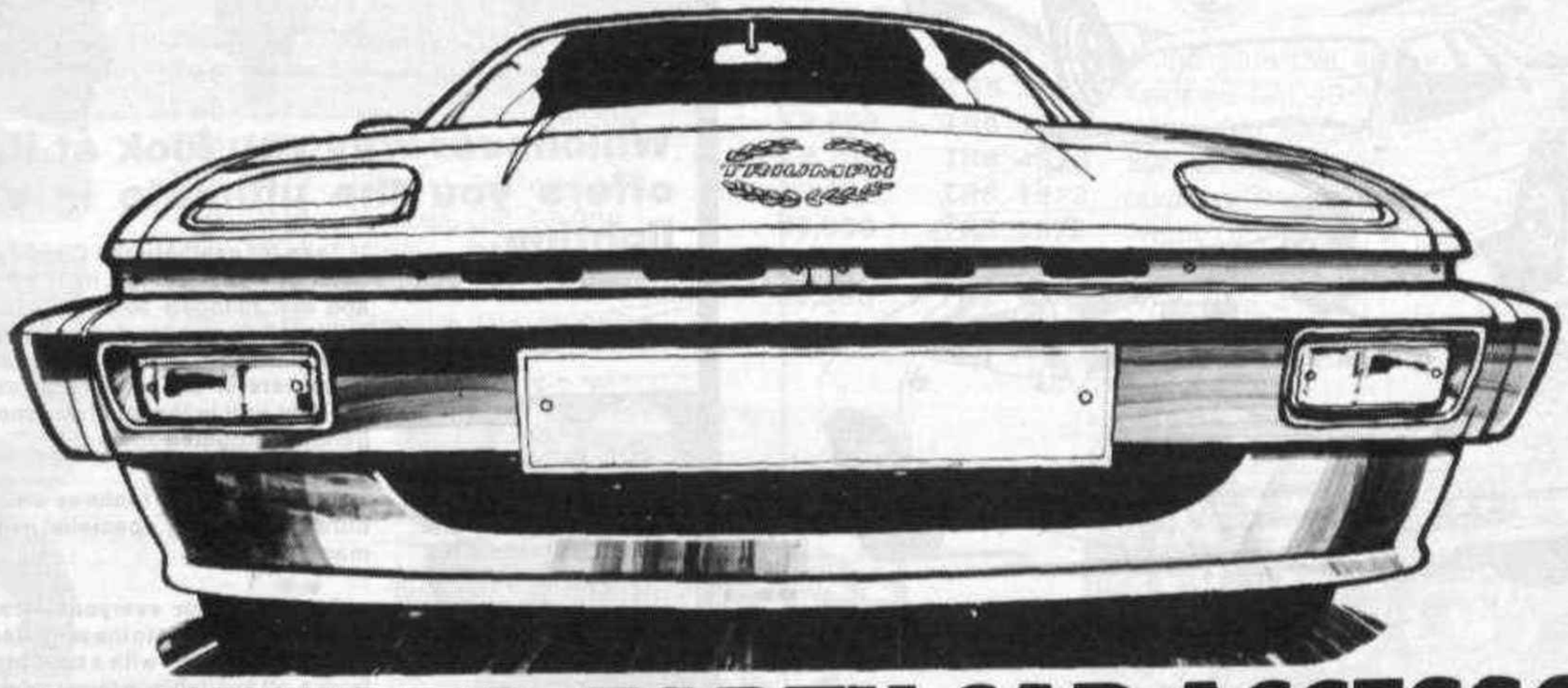
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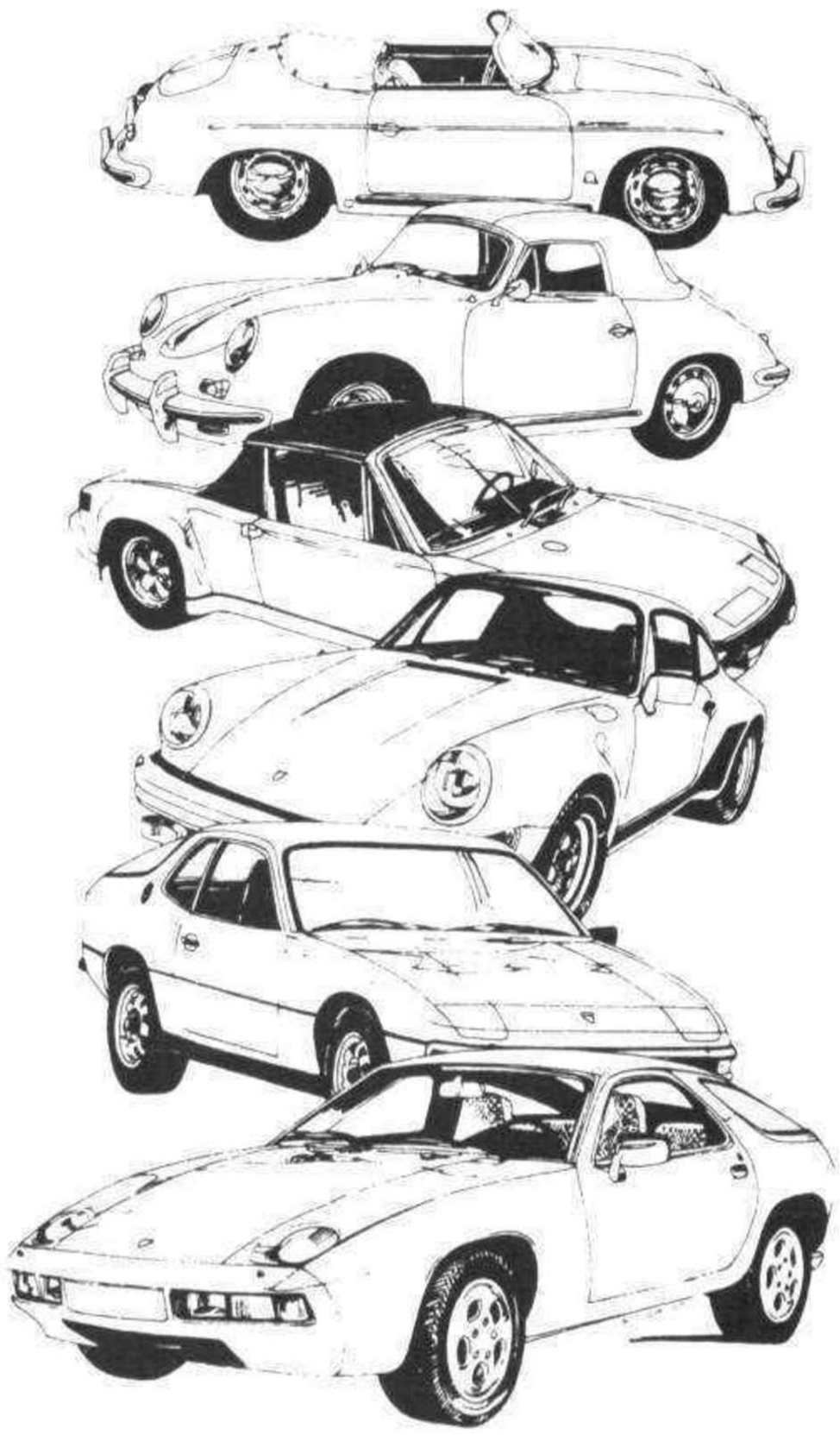
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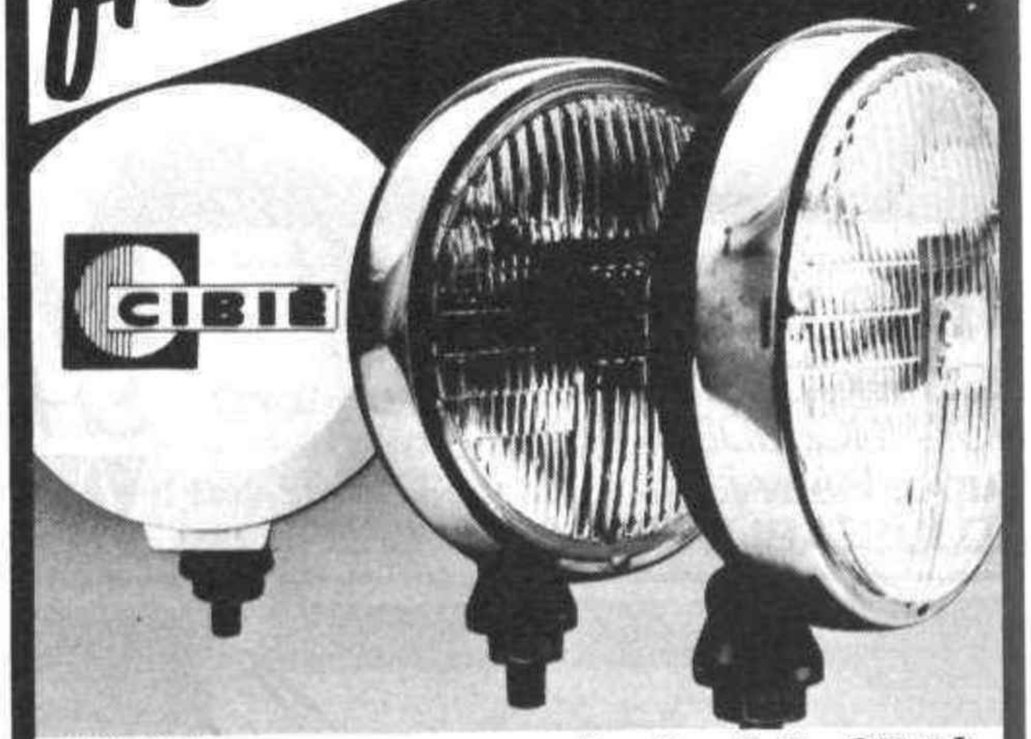
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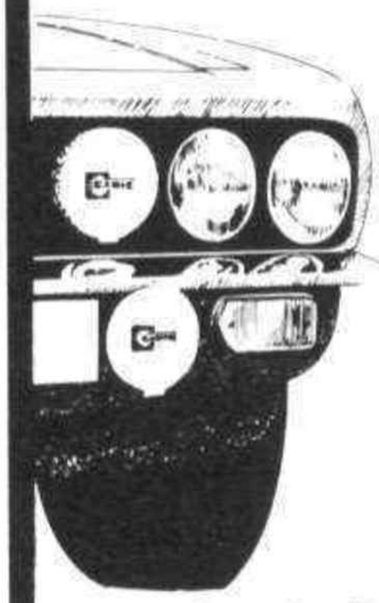
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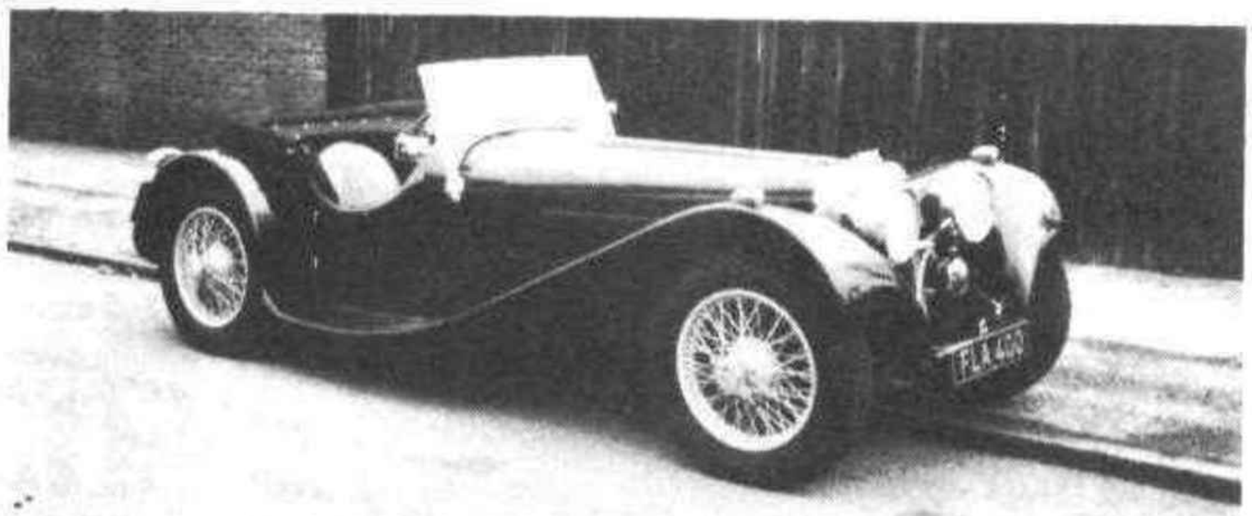
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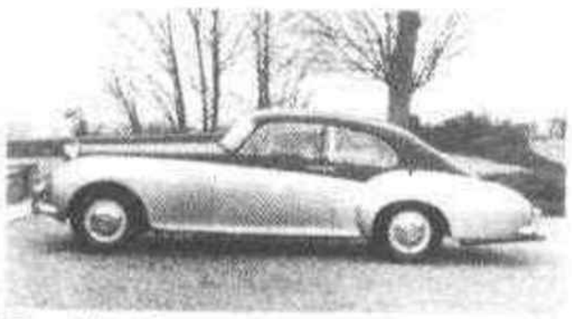
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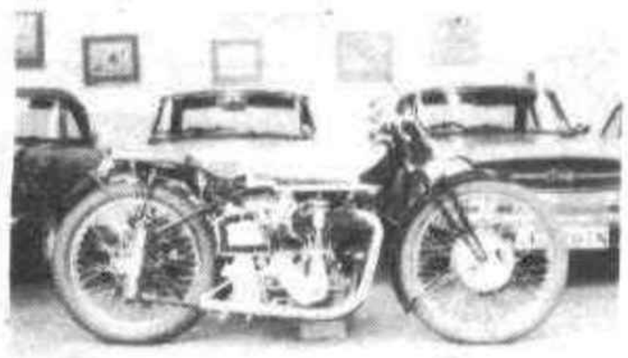
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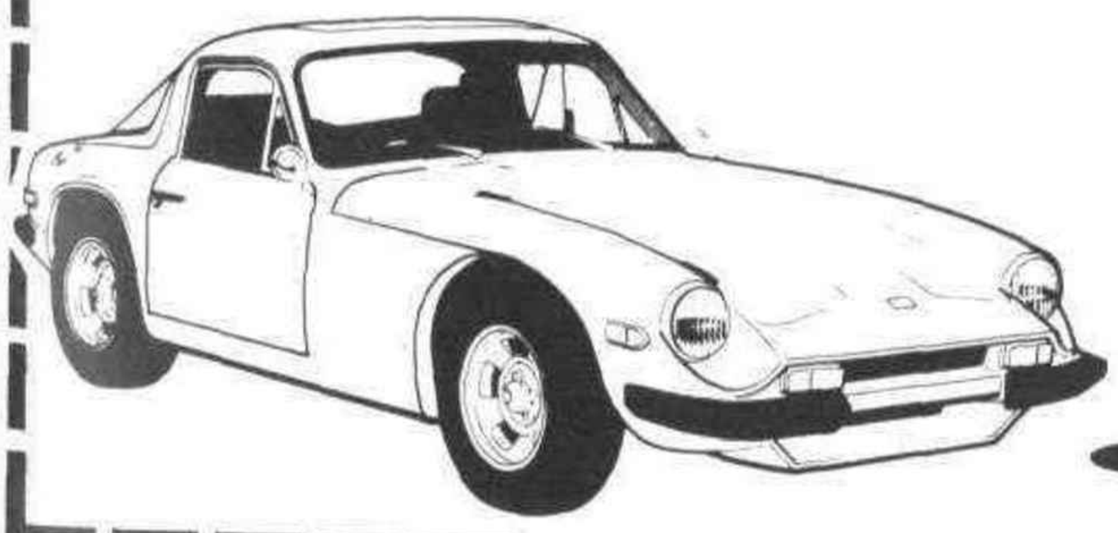
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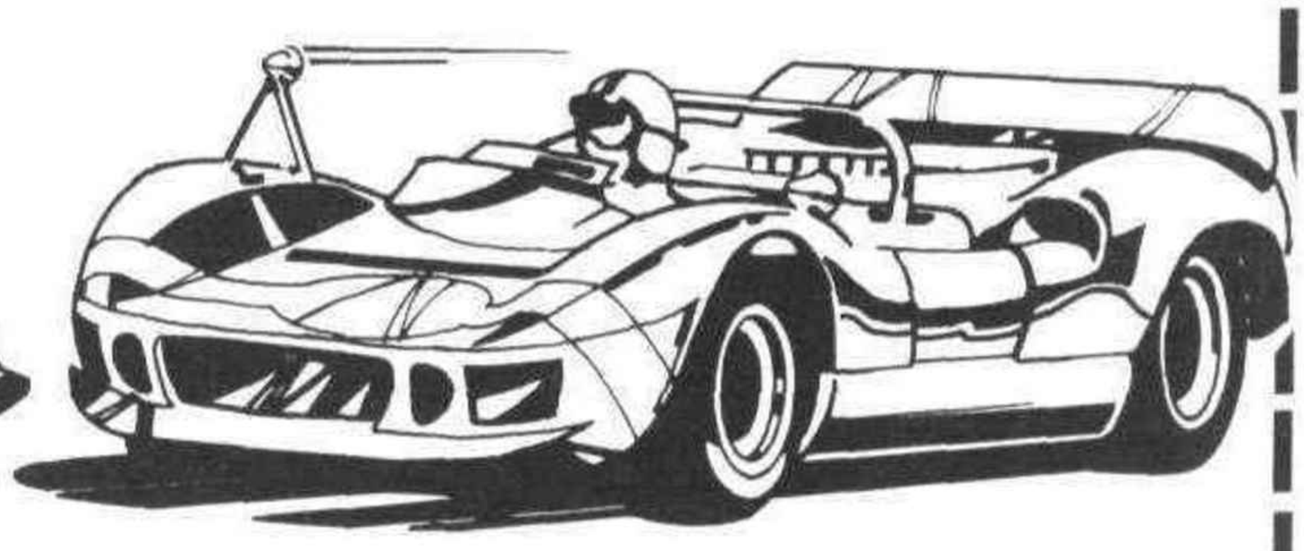
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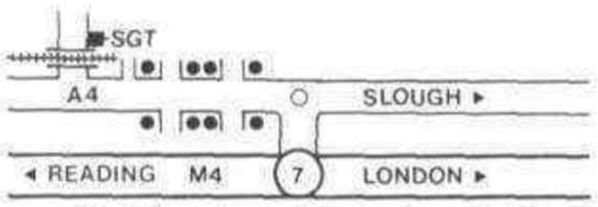
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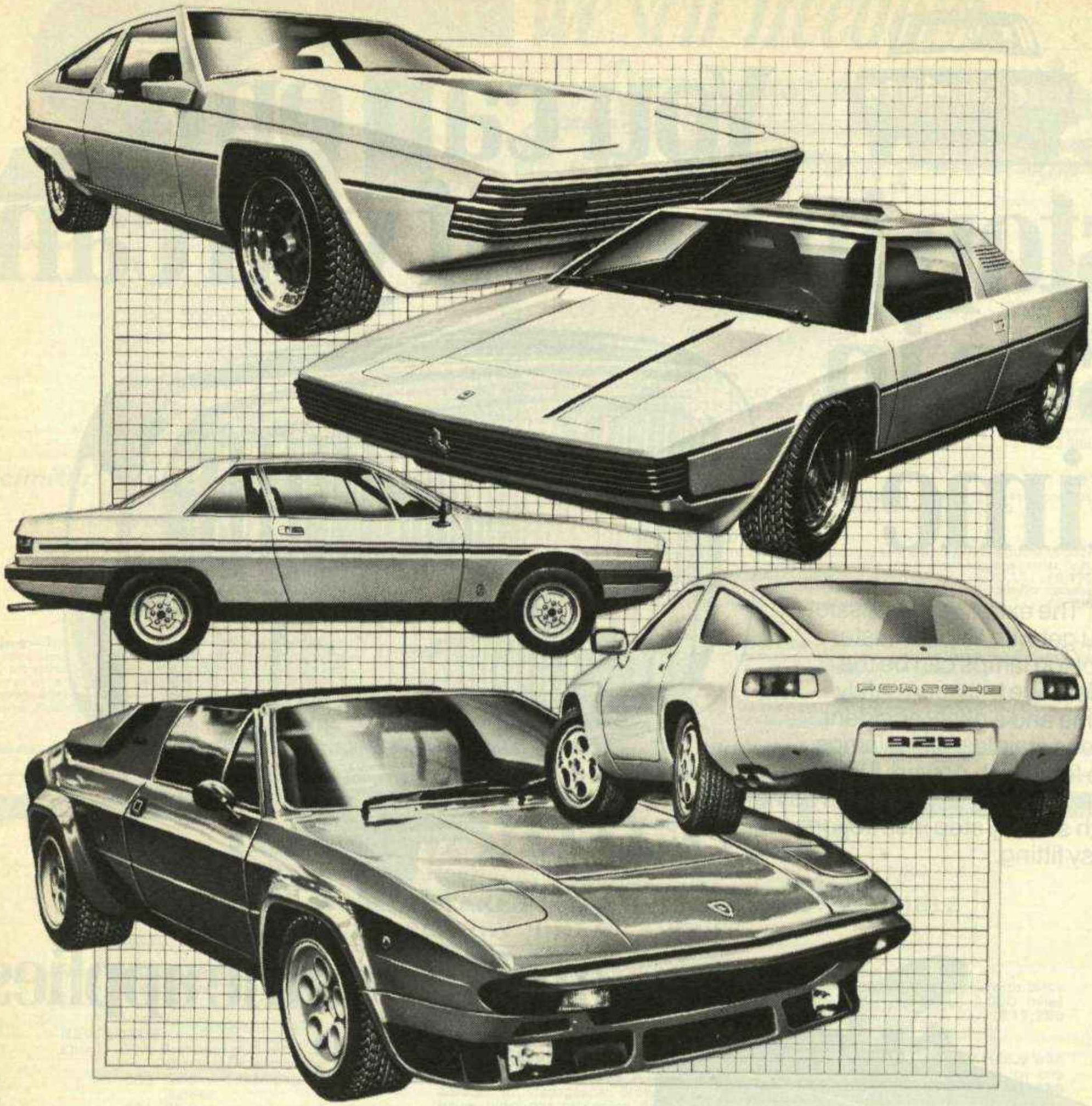
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MOTOR SPORT

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

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FRONT COVER PICTURE: THE TWO LIGIER JS11s totally dominated the Brazilian Grand Prix at Interlagos, with Laffite almost strolling to victory ahead of team-mate Depailler. Here Laffite has lapped Watson, who was right out of contention with the troublesome McLaren M28.

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MATTERS OF MOMENT

■ THE PRIDE OF FRANCE

It is too early to say whether the Ligier JS11s that have won convincingly the first two 1979 Grands Prix, with a runaway 1-2 victory in Brazil, will dominate Formula One this year. But following Renault's Le Mans success last year, these results certainly emphasise the enthusiasm France is now showing for top-level motor racing.

The triumphant appearance of a Le Mans Renault-Alpine A442 in the streets of Paris last summer and the fact that after the recent Brazilian GP Laffite and Depailler were flown back to France in a Concorde for an official reception indicates the importance France places on doing well in International motor racing. (We have yet to see the Minister appointed by the Labour Government to further British sport congratulating our motor-racing personalities after similar successes. Indeed, when the Editor of MOTOR SPORT sought to obtain an interview with the Minister about this matter, it never took place. No doubt kick-ball, with its million-pound player transfer and trouble on the terraces, is more in the Minister's mind ... Sad, too, that Britain now has only two Graded drivers in F1, James Hunt and John Watson ...)

The perhaps unexpected upsurge of the Ligiers has given fresh impetus and interest to F1 racing. Their superiority is based on the fact that for three years they had the advantage of the vast technical resources of the Matra Aerospace Organisation behind them, with its effective wind-tunnel facilities, that they are now using the proven Ford-Cosworth engine, and that their drivers are not only skilled but are amicable and work well together. So far the results have been excellent and one wonders if Renault would do better to repaint their turbo-charged cars blue! But the Ligiers have yet to race against the Lotus 80s and the Ferrari T4s, which is why all eyes will be on Kyalami on March 3rd. MOTOR SPORT's Continental Correspondent will report on what happens in South Africa in our April issue.

Meanwhile, France is entitled to come again into the forefront of motor racing, which after all started in that country 84 years ago. In those pioneer days, first Panhard-Levassor, building cars up to the incredible 70 h.p. (a company absorbed by Citroen in 1966), was predominant, followed by Mors and Richard-Brasier. Then Renault, a make which had done so well in *voiturette* racing, in which Marcel Renault lost his life, won the 1906 French GP. If the Italian Fiats and the German Mercedes then took over, Peugeot were very much on top by 1912 and 1913, and France had a renaissance after WW1, when Bugatti won hundreds of races (has Lotus or another make since caught up?) and the Talbot-Darracqs were invincible in the 1½-litre class (*see* page 313), with Delage dominating the GP field in 1927 with those complex 1½-litre cars, before Italy with Alfa Romeo, Maserati and Ferrari, and Germany with Mercedes-Benz and Auto-Union, again got into their stride and took to winning between the wars. So the present enthusiasm in France has strong historical precedents.

This must surely have a beneficial effect on the French Motor Industry in general and on Renault in particular. It is a pity, however, that one can no longer buy a new Matra mid-engined M530 sports-coupe from the company at Seine-et-Oise which was behind the conquering Ligiers in their formative years, and which enabled Jackie Stewart to take the 1969 World Championship with its Cosworth-Ford-powered F1 car and Henri Pescarolo and Graham Hill to win Le Mans in 1972 with a V12 Matra-Simca MS670. Whereas those who wish to associate themselves personally with Lotus can, if they are wealthy, purchase road-going models from Hethel – *see* the colour-section of this issue.

■ LEYLAND CARS

Our comment last month that demands for excessive pay-increases, if met, will merely increase inflation and thus reduce the purchasing power of the extra pay in an ever more vicious circle, has been heeded by some 66,000 workers in the Leyland Cars' factories, Longbridge excepted. They have rejected the call to strike-action and have settled for a productivity deal. Such sound common sense and backing for Britain surely deserves recognition? It would be nice to think that BL will now be helped to sell the products by fleet-users buying more Marinas and Allegros and Princesses and enthusiasts going for Leyland models, from the admittedly out-dated but handy and handleable Mini to the undeniably excellent Triumph, Rover and Jaguar cars. When these are properly put together they have much to commend them, nor should it be forgotten that Leyland is among the very few builders of genuine sports cars left in the World .... Under prevailing circumstances, it would seem sensible to buy British ....

■ RECORD CATEGORIES – AN EXPLANATION

IN LAST MONTH's piece about how a Morgan 3-wheeler beat an MG car for the honour of being the first vehicle to exceed 100 m.p.h. in the 750 c.c. class, it was recalled that MG did manage to reach this target before Austin in the car world, when Eyston did 103.13 m.p.h. at Montlhery in 1931. I remarked that what Eyston then officially held was the International Class-H record for the distance (5 kilos) but

Continued overleaf

Motor Sport Fixture List for March

★ **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*
Mar. 2/4th	**Helsingin Urheiluautoilijat RY**	—	**Finland**	**Hankiralli (European Rally Championship) (INT)**	—
Mar. 3rd	**South African Motor Racing Club**	**Kyalami**	**South Africa**	**South African Grand Prix (World Championship round 3) (INT)**	—
Mar. 3/4th	Wakefield & Dist. MSC	Service Garage, Barnsley	110 330063	Diplomat Trophy Novice Rally (*C*)	00.01
Mar. 4th	BRDC	Silverstone Circuit	Towcester, Northants	Race Meeting (Vandervell British Formula 3 Championship (*N R*)	15.00
Mar. 4th	BARC	Brands Hatch Circuit, Fawkham	Dartford, Kent	Race Meeting (*R*)	13.30
Mar. 4th	BRSCC (N)	Croft Autodrome	Darlington, Co. Durham	Race Meeting (*R*)	14.45
Mar. 6 11th	**Automovel Club de Portugal**	—	**Portugal**	**Portuguese Rally (World Rally Championship) (INT)**	—
Mar. 10th	Jaguar Drivers' Club	Silverstone Circuit	Towcester, Northants	Race Meeting (*R*)	13.30
Mar. 10th	BRDC	Oulton Park Circuit	Tarporley, Cheshire	Race Meeting (*INT R*)	13.30
Mar. 10th	Dukeries MC	The Post House, Sandiacre, Notts	129 470359	Dukeries Rally (*N*)	approx. 08.00
Mar. 10 11th	Brecon MC	Brecon Car Park	160 047285	Gremlin Rally (*R*)	23.00
Mar. 10 11th	East Berks MC	Aylesbury Centre Garage, Aylesbury	165 821135	Oakleaf Rally (*R*)	23.00
Mar. 10 11th	National Westminster Bank MC	Drake & Fletcher Ltd.		Moonraker Trophy Rally (*R*)	23.00
Mar. 11th	BARC	Thruxton Circuit	Andover, Hants	Race Meeting (Vandervell British Formula 3 Championship) (*N R*)	14.00
Mar. 11th	BRSCC (M)	Mallory Park Circuit, Kirkby Mallory	Leicester	Race Meeting (*N R*)	14.00
Mar. 15 18th	**AC di Palermo**	—	**Sicily**	**Targa Florio Rally (European Rally Championship) (INT)**	
Mar. 17th	BMRMC	Silverstone Circuit	Towcester, Northants	Race Meeting (*R*)	13.30
Mar. 17 18th	BRSCC	Brands Hatch Circuit, Fawkham	Dartford, Kent	Marlboro Race of Champions (*INT*)	12.40
Mar. 17 18th	Lindholme MSC	Ringways, York Road, Doncaster	111 556048	Dunfab Danum Rally	23.31
Mar. 18th	**AC Firenze**	**Mugello**	**Italy**	**World Championship for Makes (INT)**	—
Mar. 18th	**Vallelunga SPA**	**Vallelunga**	**Italy**	**European Formula 3 Championship (INT)**	
Mar. 18th	BARC	Donington Park Circuit	Derby	Race Meeting (*R*)	14.00
Mar. 18th	NSCC	Croft Autodrome	Darlington, Co. Durham	Race Meeting (*R*)	13.30
Mar. 24th	Kirkby Lonsdale MC	Kendal Showground	97 523942	Lakeland Stages Rally (*N*)	approx. 08.30
Mar. 24 25th	Newtown & Dist. AC	Newtown, Powys		Novice Special Rally (*C*)	
Mar. 25th	**BRDC**	**Silverstone Circuit**	**Towcester, Northants**	**International Trophy (European Formula 2 Championship) (INT)**	12.30
Mar. 25th	**AC Milano**	**Monza**	**Italy**	**European Touring Car Championship (INT)**	—
Mar. 25th	BARC (Y)	Croft Autodrome	Darlington, Co. Durham	Race Meeting (*R*)	14.45
Mar. 25th	HDLCC	Loton Park, Alberbury	Shrewsbury	Speed Hill Climb (Members' Practice Day)	12.15
Mar. 25th	Coventry and Warwickshire MC	Mallory Park Circuit, Kirkby Mallory	Leicester	Sprint (*R*)	12.00
Mar. 29 Apr. 1st	**Auto-Moto Klub 'Akademac'**	—	**Yugoslavia**	**Yu-Rally (European Rally Championship) (INT)**	
Mar. 31st	8 Clubs	Silverstone Circuit	Towcester, Northants	Race Meeting (*C*)	
Mar. 31st	AMOC	Wiscombe Park	Honiton, Devon	Speed Hill Climb (*C*)	12.30
Mar. 31st Apr. 1st	Appleby-Frodingham WMC	Thompson of Scunthorpe	112 879069	Firecracker Rally (*C*)	23.31
Apr. 1st	**ADAC-Mittelrhein e.V.**	**Nurburgring**	**Germany**	**European Formula 3 Championship (INT)**	—
Apr. 1st	**Vallelunga SPA**	**Vallelunga**	**Italy**	**European Touring Car Championship (INT)**	—
Apr. 1st	**Oto Club Koers**	**Zolder**	**Belgium**	**Aurora AFX British Formula 1 Championship (INT)**	—
Apr. 1st	BARC	Thruxton Circuit	Andover, Hampshire	Race Meeting (*NR*)	14.00
Apr. 1st	BARC	Snetterton Circuit	Thetford, Norfolk	Race Meeting (Vandervell British Formula 3 Championship (*N R*)	14.00
Apr. 1st	Astra MC & Tunbridge Wells MC	Lydden Hill Circuit	Canterbury, Kent	Festival of Motor Sports	14.00
Apr. 1st	AMOC	Wiscombe Park	Honiton, Devon	Speed Hill Climb (RAC National Hill Climb Championship)	13.00
Apr. 1st	Kirkby Lonsdale MC	Empire Car Park Morcambe	97/428642	Autotest (*R*)	10.30

MATTERS OF MOMENT –
continued from previous page

that today this would be termed a World Class record; in 1931 the World (mile) record was Campbell's, with the Napier-Campbell "Bluebird", at 246.09 m.p.h. This merits qualification. In the first place, there is no longer a Class-H. The 1979 FIA Year Book (which only a lawyer could fully understand) is blank on the matter of record-breaking. But it appears that if a 750 c.c. car broke records today, they would be in World Class-4, which caters for cars of 700 to 850 c.c.

That apart, Dr. Joe Bayley, the authority on Brooklands (BMCRC) motorcycle racing, has written to me enlarging on the historical aspect of this complicated subject. It seems that in the motorcycle and 3-wheeler world, governed by the FICM, *all* records were referred to as World's records, from the 1920s onwards, although later the BMCRC appears to have preferred the term "World's Class" records for other than the fastest speeds. Moreover, whereas in the car world records, apart from the absolute or World's figures, were not recognised outside the appropriate capacity class, i.e., even if a 1½-litre car had done a mile at 200 m.p.h. and a 3-litre car the mile at 100 m.p.h., the smaller car could not claim the 3-litre class record, Dr. Bayley points out that this was not so in the case of motorcycle records, where a 350 c.c. machine, for instance, if it exceeded a speed done by, say, a 500 c.c. machine, would be given the record in both classes, or in *all* classes if this was the outright fastest speed. – W.B.

The Things They Say. . . . ". . . the rear window washer but not the wiper has failed literally as I write, . . ." – John Miles writing in *Autocar* of the good service he has had from a Ford Granada Estate 2.3L, and showing great dedication to his profession by writing literally from the driving seat! – W.B.

BARC's new man

AT ONE stage in the winter it looked as though all the sporting clubs were looking for new men/competition persons, but now some of the gaps have been filled.

A familiar face stepped into the vacancy created at the BARC Thruxton when John Wickham left to join March, that face belonging to Denis Southwood. Denis was with the BRSCC as general manager for twelve years (1960-72).

By coincidence the man Southwood worked for, Nick Syrett, is now at Brands Hatch handling press relations while his old opposite number at the BARC, Graham White, is now with the BRDC and also covering press relations.

The more things change etc. . . . !

OBITUARY

M.O. (Bill) Meredith-Owens the founder and proprietor of the Stratford Motor Museum died suddenly just after Christmas. He suffered a stroke at the end of the summer and seemed to be making a good recovery. Bill was only 59 years old, was a fighter pilot during the war and competed in several Monte Carlo and Tulip Rallies in the early 1950's and also competed in the Mille Miglia in a Sunbeam-Talbot saloon.

Four years ago he started the Stratford Motor Museum with A.F. Rivers Fletcher. Exotic Rolls-Royce, Mercedes and Hispanos from India plus some of the finest sports and racing cars of the early 1930s formed the nucleus of a small but very interesting display. Bill's son, William Meredith-Owens, takes over the management of the Museum.

The Formula One Scene

HAD I gone to Formula One races in South America instead of keeping my sense of proportion by staying in the mud, snow and ice of our winter, this article could have been entitled "Reflections in the South American Sun", and with the sun being so bright the reflections would have been even brighter. As it was I left the races in Buenos Aires and Sao Paulo in the capable hands of A.H. On the purely mechanical front the Grand Prix scene has never been so active, while the changes among drivers and teams were rife and meant the starting of lots of new combinations, friendships and rivalries, all of which keep the scene very much alive. On the internal politics involved in running International motor racing, and in particular World Championship Formula One racing, the South American scene was a hot-bed of intrigue and power-politics which invariably bubbles up into a frenzy until someone starts up a Cosworth DFV. When a 24-fold mixture of DFVs, Ferraris, Alfa Romeos and Renaults start up together on the grid then common-sense prevails and we know Grand Prix racing is all right. It will be a sad day when the "do-gooders" in the world cause GP cars to be so quiet that we can still hear the sound of bitching, back-biting, barrack-room lawyers and power-politics when a Grand Prix race starts. At the moment all is well, but don't bank on it. To listen to some people you get the feeling that the hour-and-a-half of noise while the race is run, is an intrusion on the activity of race day. In case some readers are puzzled I would point out that I am referring purely to the politics of motor racing management, nothing to do with Labour or Conservative parties or Communist and Capitalist creeds. I have had letters from readers who have misinterpreted my comments about politics.

In 1977 at the Italian GP there was a Press Conference called by the CSI (the governing body of International motor racing) at which it was mentioned that the Association of Constructors of GP or Formula One cars was planning to take over the running of the 1978 German GP. At that time the association was called the Formula 1 Constructors Association, whose spokesman is Bernard Ecclestone, and due to the human beings' bad habit of abbreviating everything (I know I use the letters GP – I am not immune from bad habits) the title was abbreviated to F1CA. Now you can write F1CA but you cannot pronounce it, and the same human beings talked about "Feekar" and began to write FICA when they meant F1CA. In Italian the word pronounced by us as "Feekar" is a *very* rude one and no Italian journalist would use it in public or print it, so they always said "Fohkar" and wrote FOCA, which was quite logical as they were referring to the "Formula One Constructors Association". Eventually the idea sunk in and the F1CA became FOCA and everyone was happy. Everyone except some members of the CSI, notably the French member Jean-Marie Balestre. He considered the gradual infiltration of Bernie (abbrevs. again!) Ecclestone and his band into the running of International motor racing was a bad thing. The idea of them becoming involved in the organisation of the German Grand Prix was anathema to Monsieur Balestre and in an impassioned speech (in French, so it didn't get reported very well in our papers) he more or less said that Ecclestone and FOCA were a disease in motor racing as we know it and must be stamped out or at best severely controlled.



Confrontation: Mosley, Ecclestone and Balestre.

In 1978 Jean-Marie Balestre was elected President of the CSI and in his inaugural speech he stressed that Formula One racing was in need of a shake-up to put its house in order, and he was going to do it, or resign in despair. His whole policy was based on the fact that the CSI (and its predecessors) had governed Grand Prix racing since 1906 and as far as he was concerned they were going to continue doing so. Certain members of the FOCA have often said that the CSI was incompetent, and incapable of controlling Formula One racing and should hand over to professional people. They did not say as much, but they implied that FOCA were professional people. Bernie Ecclestone grew up as a second-hand car dealer, and his right-hand man in FOCA Max (Maximillian?) Mosley was a bright young lawyer who withdrew from the legal profession to play motor racing. I only mention this in passing.

The race at Buenos Aires was not only the first in 1979, but the first under the jurisdiction of the new President of the CSI and before the first corner there was a multiple accident in which a number of cars were badly damaged and two drivers slightly hurt. In the Italian GP last year there was a similar accident just after the start, and as we all know poor Ronnie Peterson lost his life and Vittorio Brambilla was severely injured (he is now pretty well fully recovered, I'm happy to say). After the race a group of the top drivers put the blame on Riccardo Patrese and pilloried him publicly. Anyone who made an honest study of that accident would agree that it was nothing to do with Patrese. I am told that the "hierarchy" among the Formula One "circus" schemed up the reprisal while they were at Peterson's funeral, but that may not be true. On all sides there was condemnation of the CSI because they did not take any strong action after the race, and we heard the usual platitudes about the Paris-based CSI being unfit to control the activities of a multi-million pound professional activity like Formula One.

After the accident in Buenos Aires the CSI, represented by its President Jean-Marie Balestre, went into action in a pretty shattering way. I won't go into the details of how they did what they did, or whether it was right or wrong, for so much depends on the interpretation of legal words and sentences, and French and English translations. Suffice to say that the Governing body of the sport put the blame squarely on John Watson and fined him 10,000 Swiss Francs (about £3,000), payable within 48 hours or he would be stopped from taking part in the Brazilian GP. Strong action indeed. All those who previously derided the CSI for doing nothing were now saying the action they had taken was all wrong! It was unfortunate that John Watson was considered to be the culprit, for he is one driver who can rarely be blamed for doing silly things, he is fundamentally a nice chap and everyone's feelings were "poor old Wattie." It was also unfortunate that it was the McLaren team who were involved because their chief is the best lawyer in the barrack room, so the acrimony was fast and furious, and doubtless is not over yet. To show their solidarity the FOCA payed Watson's fine to ensure his participation in the next race.

At the Brazilian GP on the Interlagos circuit at Sao Paulo there were more confrontations between the CSI and the FOCA, all of which is rather amusing because last December Monsieur Balestre explained in great detail that he was going to work closely with Mr. Ecclestone and FOCA for the benefit of the sport. He seemed to have forgotten that 14 months before he had more or less said he was going to destroy Bernie Ecclestone in the power-game that surrounds Formula One. Did I say this had no bearing on real politics? Perhaps I was wrong. Just before the race Jacques Laffite infringed a rule and little Bernie (I can say that, because I am only 5 ft. 2½ in. tall and can look him in the eye!) took him by



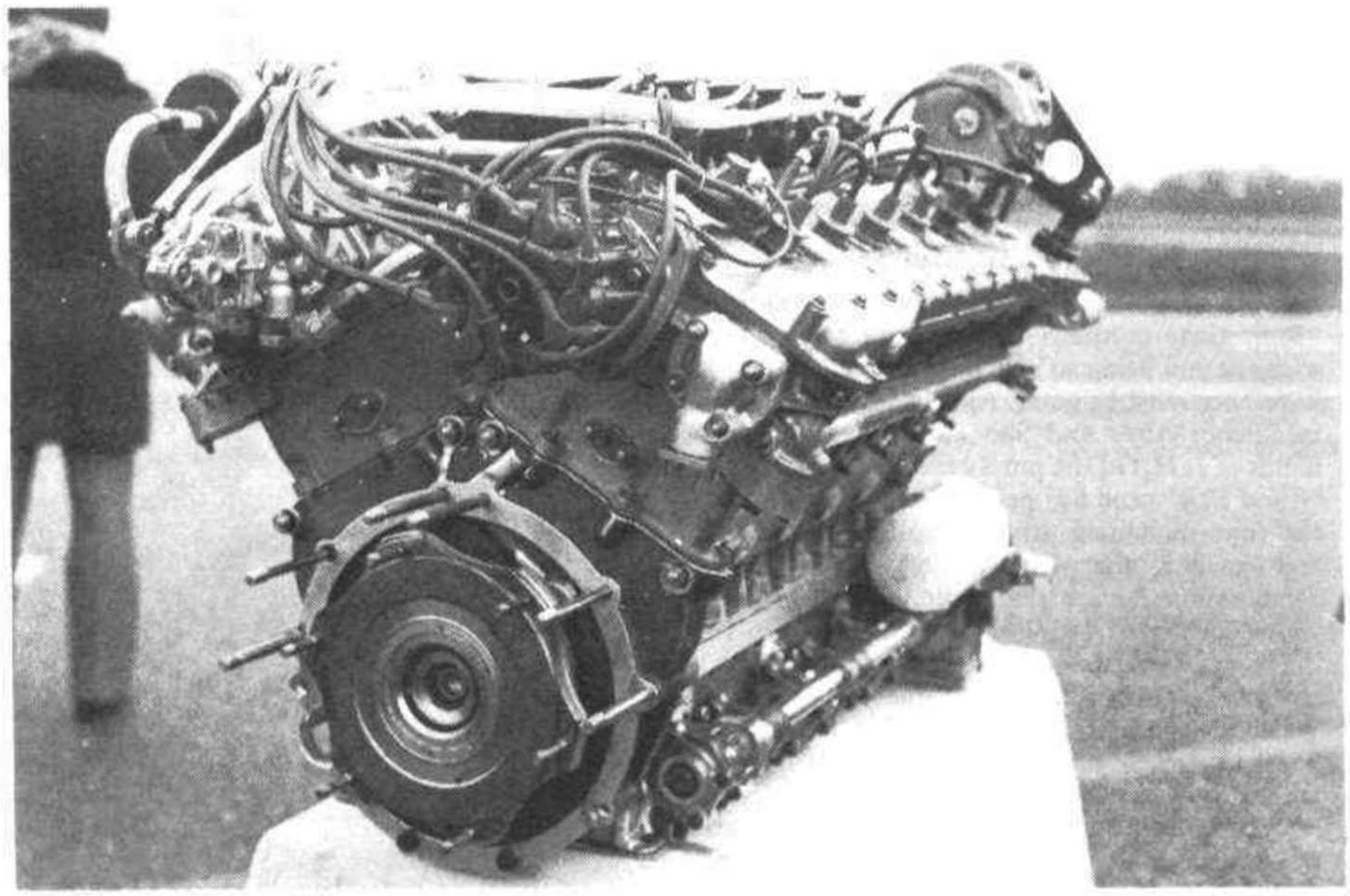
"A super looking car".

the ear up to the head-master, the race organisers, who promptly sent Mr. Ecclestone away with a flea in his ear, telling him that such things were no concern of the team-manager of the Brabham team! FOCA didn't enter into the act.

At the start of the race Carlos Reutemann broke two rules before he even got to the starting grid and a lot of people began to shout for "justice and action". The CSI and the race organisers brushed the whole thing aside, while team managers shouted and yelled and Ferrari's little man (all the teams seem to have a little man in their midst!) filled in a protest form. So as the Formula One "circus" returned to base in Europe (which includes Great Britain) the air was full of paper-work. Sometimes you wonder why they all bother to go to such far away places.

For those teams who went to South America to race their cars against each other the scene was equally busy and about as confusing. There were brand new designs from Ligier, Brabham-Alfa Romeo, Tyrrell, Wolf and McLaren. Some worked well, some showed promise and others were a disaster. The new Ligier JS11 was an umitigated success, principally because the team is a happy team, they were less disorganised than most, had done some good designing and calculating and a lot of useful testing. All the work had been done on the prototype car, JS11/01 and the results were collated and analysed correctly so that they built the next two cars 02 and 03 and took them to South America without running them. They ran more or less perfectly, finishing first and fourth in Buenos Aires and first and second at Interlagos, with pole position at both races as well as second fastest time, so both starting grids saw the Ligier team occupying the front row, and we thought only Team Lotus could do that. It says a lot for the design team at Ligier, led by Gerard Ducarouge with Michel Beaujon and Paul Carrello, and all the workers, that they were so successful "straight out of the box" with three major new problems to deal with. After years of working with Matra engines they were forced to turn to the ubiquitous Cosworth DFV due to *Engins Matra* withdrawing; they had to produce a brand new design with little or no bits coming from previous designs and they were committed to a 2-car team of formidable standing. As second driver to aid Jacques Laffite who was staying with them, they took on Patrick Depailler, which meant that both drivers would demand (and justify) the very best in equipment and preparation, unlike some teams whose second driver is a raw recruit and can make do with second-best. When you look back on a number of teams who have been using the Cosworth engine for a long time, who have built a new car and suffered "installation problems" (which means a design cock-up, in my language), resulting in oil or water systems needing altering, or fuel systems not working, or structural failures, all used as excuses for not winning, you have to admire the French team. When Laffite won in Sweden two years ago with the Ligier-Matra everyone in the pit-lane was very happy for them and congratulations came from all quarters. When Laffite won in Argentina with the new car similar effusive compliments were freely bandied about. When the French team annihilated everyone in Brazil there was a stony silence. Possibly it was of stunned disbelief, but more likely from honest concern.

A bright light on the mechanical scene was the appearance of a brand new engine design in the form of the V12 Alfa Romeo installed in the Brabham BT48. It was only bright until it ran, then it became dull. Remember how the Cosworth DFV blew everyone off on its first



A bright light on the mechanical side, until it ran: the new 60° V12 Alfa Romeo engine.

appearance, or how the Coventry-Climax V8 challenged from the word go, and the Mercedes-Benz M196 engine changed everyone's standards the moment it fired up at its first race. Good engines they were. I'm told that motor-racing is much more sophisticated and technical these days and teething problems are to be expected. My answer to that is "Hmmm." The new Brabham-Alfa Romeo was a dead-loss in South America, but time will tell and I will gladly eat my words when the BT48 starts winning because I think it is a super looking car and Gordon Murray, the designer, is a good lad.

The new Tyrrell 009 performed quite well, as it should have done, as it bears more than a passing resemblance to a Lotus 79, but as with Maurice Phillipe's previous design for Tyrrell, the 008, it doesn't seem to have been made strong enough and bits fell off and needed strengthening. It was really amazing last season how bits and pieces on the 008 series cars were strengthened, re-designed, gusseted, bracketed, braced and generally improved without anyone getting hurt in the process. It looks as though the 009 series of Tyrrells are going to have the same development programme. The new M28 McLarens were a big disappointment, partially because of driver accidents, but even so they were not living up to the form shown in winter-testing, and in Brazil there were signs of changed thinking on the aerodynamics. Similarly the new Wolf WR7 was not working at all well and both teams could have been excused on the grounds of "teething" troubles, if those Ligiers hadn't gone so well. You cannot suggest that the French know more about the modern Formula One car than the British, or that their drivers are better than ours. Or can you?

Through it all came the simple message, loud and clear, that some teams have caught up with last year's Lotus. So what do Lotus do now? The Lotus 80 is well on the way, though business happenings within the Lotus Empire have delayed progress on the Lotus gearbox and two-pedal driving technique that Chapman is set on. The Lotus 79 has not reached the end of its life by any means, and there are still some design tweaks up the sleeves of the brains in Norfolk, but do they waste valuable time on the Lotus 79, keeping it competitive or do they put all their efforts into the Lotus 80? We should know pretty soon. With a Lotus 79 on the second row of the grid in Argentina and second in the results, and with both cars on the second row of the Brazilian grid and a third in the results, you can hardly consider the Lotus 79 obsolete. Discussing the South American scene with AH, I commented that a lot of teams would like to have achieved a "one-two finish" like the Ligier team did. His reply was "a lot of teams would just like to have the two". Equally, a lot of teams would like to be up alongside Team Lotus, even though the Lotus 79 is last year's car.

One final word about the powers-behind-the-throne. Earlier I explained how the FICA was changed to FOCA. The governing body of all motoring matters is the *Federation Internationale Automobile*, FIA for short. It used to be the *Association Internationale des Automobile Clubs Reconnu*, or AIACR for short. The FIA delegated matters sporting to the *Commission Sportive Internationale*, or CSI. Our own national Club, the Royal Automobile Club, or RAC (abbrevs. are everywhere) is affiliated to the FIA and our sporting side, the Motor Sport Council, is part of the CSI. Now Monsieur Jean-Marie Balestre tells us that the Commission Sportive Internationale (CSI) is being renamed the *Federation Mondiale du Sport Automobile* or World Federation of Automobile Sport when translated into English, and you try and abbreviate that. No reason has been given for the change, unless it is to stop people saying "the see-ess-eye is bloody useless", which used to roll off the tongue nicely. To say "the World Federation of Automobile Sports is bloody useless" takes much longer and someone might start up a Cosworth DFV before you've got to the end of your statement. Perhaps Mr. Balestre is being very clever. – D.S.J.

Footnote

JUST before we went to Press, the Formula One Constructors Association met at Ferrari's Maranello headquarters and decided that an approach would be made to the FIA to obtain complete autonomy. The World's top racing teams, including Ferrari, have indicated that they will no longer have anything to do with the CSI or its controversial President Jean-Marie Balestre. More details next month after the dust has settled and hopefully the South African Grand Prix has taken place.

Around and About

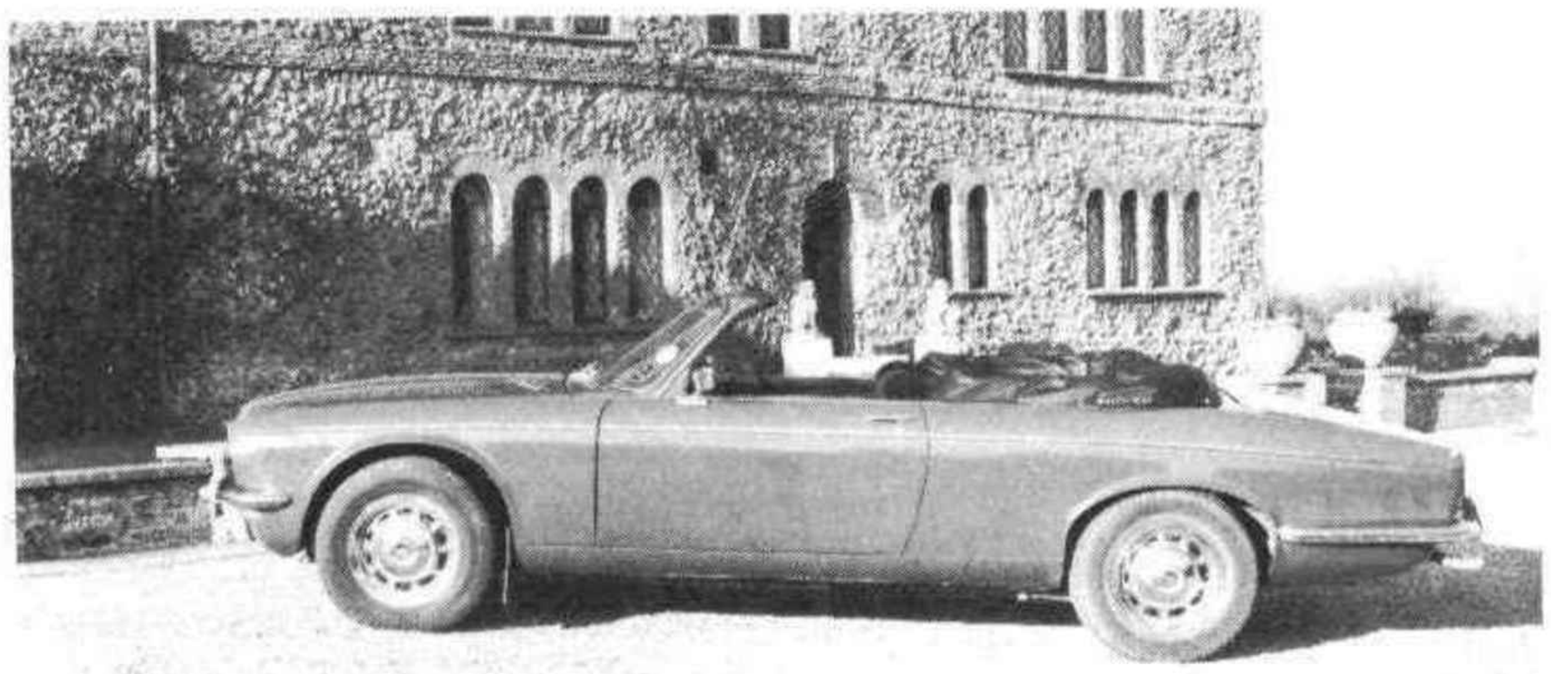
Drophead XJ
2-door produced

LYNX MOTOR CO. of Station Road, Northiam, near Rye, in Sussex are offering to convert the increasingly sought-after XJ6 Jaguar coupe model into a convertible.

At present they do not envisage doing the same for four-door XJs (which are in wider circulation, older and usually cheaper) but there may well be a convertible XJ-S from Lynx "in the not too distant future". What a shame Jaguar cannot afford to do the same!

The Lynx XJ convertible has a fully lined hood, which is power-operated via electric motors attached to the hood frame. Lynx say that their testing found the car to be completely free of wind noise and "totally weathertight".

The conversion price is £4,972 + VAT.



Lynx Motor Co.'s XJ convertible, a very good looker with the hood down. And to think of all the time Jaguar spent attempting to cut down wind noise in the coupe . . .

Northampton recognise Cosworth record

IT IS pleasing to record that Northampton Borough Council bought Keith Duckworth and other senior members of the Cosworth concern lunch the other day. During a civic luncheon the mayor, Councillor David Walmsley, presented Duckworth with a commemorative plaque to mark the first anniversary of the RAC Diamond Jubilee Trophy, presented to Cosworth last year.

The mayor said that the GP motor racing scene would not be the same without Cosworth (it would be rather quieter, one imagines, with three *marques* sharing the grid!) while Mr. Duckworth felt that Cosworth should have sought a little more publicity in retrospect. "Not only for Cosworth and Northampton, but for the country as a whole," in Keith Duckworth's words.

1979 BL sports planning

BL MOTORSPORT, the state-owned car company's rewly renamed competitions department, presented few surprises when they announced their 1979 plans about a month into the New Year. It was gratifying to see that 27-year-old Briton Graham Elsmore has his first full-blooded factory contract. Sharing with Stuart Harrold, his regular partner from his Ford Escort days, he will contest all the rounds of the home international championship, culminating in November's RAC Rally. In all cases the 3½-litre Triumph TR7 V8 will be entered, and there will be two such factory cars.

Otherwise there are few changes. The factory-backed Broadspeed Dolomite Sprints are no more, Ralph Broad retreating to the security of background engineering and development work after a good 20 years either racing or preparing saloon cars in the public eye. The British saloon car series will have a pair of Triumph Dolomite Sprints, but these will be the responsibility of, and partly driven by, Gerry Marshall with Triplex sponsorship.

Once again the Austin Morris Mini Challenge for 850s, 1000s and 1275 GTs will take place. This is *the* one-make series for good racing, reasonable competitor costs, and spectator spectacle.

Other rallying plans seemed a little indefinite as at February, but John Davenport has recruited Jean-Luc Therier and Simo Lampinen to drive Triumphs on "selected European rallies," so the further development of what many regard as rallying's fastest tarmac car will continue this season. What a shame Leyland and British Airways were not able to indulge in a full scale "fly the flag" operation within the European Championship – though with an anticipated six or seven Triumph 3½-litres at Abingdon, and the announcement of the Chequered Flag Triumph(s), it may be that an assault of sorts will develop during the season.

BL Motorsport will also continue to run their useful bonus scheme for competitors in 1979. Full details from Ron Elkins at Abingdon.



Mercedes-Benz's long-awaited cross-country challenger to the Range-Rover and Land-Rover has been announced and claimed to be probably the first car offered with a choice of four, five or six-cylinder engines. Designated the "G" range, for "Gelaendewagen", or cross country car, this rugged looking machine comes in three basic types: canvas top, van and station wagon. There are two wheelbase lengths (2,400 and 2,850 mm.) and four engines, two diesel and two petrol. These are the 240GD (2.4-litre, four-cylinder diesel), 300GD (3-litre, five-cylinder diesel) 230G (2.3-litre, four-cylinder petrol) and 280GE (2.8-litre, six-cylinder petrol injection).

Rally tales

RALLYING announcements have dominated the winter months and there seems no easing even now that the season is under way. Of course most concern cars painted in different sponsors colours but there are some snippets that may interest you.

First **Dealer Team Vauxhall** are promoting a £10,000 Chevette Cup, a bonus scheme for Vauxhall users and RAC competition licence holders, which is worth further enquiry if you are intending to compete with the Luton *marque* this year: it does not say if VSCC events are eligible, but you don't have to run a Chevette to qualify for awards. Paul Davies at DTV, Station Works, Shepreth, Nr. Royston, Herts is the man to contact.

Chrysler have now officially announced the competition programme we previewed recently in our article upon the 2.2-litre Lotus-Sunbeam competition car. The ten events they will tackle are as expected, but the Frenchman we referred to, but were not permitted to name, is Jean-Pierre Nicolas. It is that 1978 winner of the Monte-Carlo Rally and the Safari who will tackle Chrysler's European programme alongside Pond, the Frenchman's Sunbeams serviced from Boulogne-Billancourt.

Meanwhile the road versions of the Sunbeam appear to be coming along nicely. Rumours at press time said that the Sunbeam will now carry increased Lotus identification and badging than originally planned, so the liaison has presumably got off to a fine start.

Of the new colour schemes appearing late in the winter the best kept secret was undoubtedly that of **Chequered Flag** at Chiswick. The enterprising Graham Warner stepped in to help BL Motorsport complete their target of contesting all the rounds of the Irish Tarmac Championship (a series which includes three European championship events in six rounds!) with Derek Boyd as the driver.

"The Flag" launched the TR with typical vigour, posing it alongside their Lancia Stratos (which will still appear occasionally) and confirming that they were glad there was now a British sports car they could support in rallying. They started the year with the ex-RAC TR7 V8 of John Haugland (SJW 533S) and expected to

build their own new car to complement it, but unfortunately Boyd totally demolished the old car on the Galway Rally, injuring himself and co-driver Fred Gallagher.

Following their encouraging run on the Monte in the brand new Ford Fiesta, **Ari Vatanen/David Richards** appeared back in London with a Rothmans sponsorship deal for their Escort RS 1800 to appear in seven World Championship rounds alongside the existing two factory Escorts of Hannu Mikkola and Bjorn Waldegard.

Vatanen is a possible candidate for some more Fiesta drives on World Championship events on which the Escort team is not presently expected.

Rotary racer return

AMERICA has seen a three-car team of Mazda RX7 rotary-engine sports cars attacking both the Daytona 24 hours and land speed records. In Britain we have Mr. Tom Walkinshaw, minus BMW jacket, on hand for the launch of the Pentax-sponsored RX7 racer that will apparently contest the Tricentrol British Saloon Car Championship this season.

That means the rotary sports car will be appearing on grids full of Capris, Dolomites (the main class rival) and other sporting saloons. Quite how this state of affairs has come about is a question worth asking the FIA in Paris who have homologated the machine into this grouping. Following the same logic Porsches, four-seater Lotii and the like should be allowed in to give the saloon cars a hiding too?

Racing services in Twickenham will race-tune the 2.3-litre twin rotor engines, a wise choice since they have 99% of all known experience in the UK with these engines in the higher states of tune. Something like 180 b.h.p. should be realised and, in the lowline Mazda, this could provide speeds of over 140 m.p.h. The car will be driven initially by Tom Walkinshaw, who will also be forming a separate company to deal with his Mazda business whilst carrying on his Alpina, BMW and other businesses at Kidlington in Oxfordshire.

Race of Champions and International Trophy

TWO major meetings in March start the new British motor racing season in earnest.

The Formula One Constructors Association is fielding a strong entry for the Race of Champions at Brands Hatch on March 18th from which the for once charitable organisation and Brands Hatch have guaranteed £100,000 towards the Gunnar Nilsson Fund. The only British Formula One race in which the Grand Prix stars will appear this year includes entries for Reutemann, Lauda, Watson, Stuck, Villeneuve, Ongais, Hunt, Daly, Merzario, Depailler, Regazzoni, Mass and Keegan, while non-FOCA entries at the time we went to Press included Desiré Wilson, in the Monaco GP-winning Tyrrell 008, and Emilio Villota. The race will cover 40 laps (105 miles) of the Grand Prix circuit.

The BRSCC are making a full weekend out of the meeting, with practice days on Friday and Saturday, March 17th/18th. Formula One timed practice will start at 2pm on Friday. Saturday will also see a round of the Townsend-Thoresen Formula Ford 1600 Championship. A strong line-up of supporting races on Sunday starts at 12.40 with the first appearance of the new ShellSPORT Sunbeam 1.6Ti celebrity cars, driven by a mixed bag of sports personalities. The afternoon also sees the opening rounds of the Tricentrol British Saloon Car Championship and the BMW County Championship and rounds of the ShellSPORT Martini Super Ford and Chequered Flag Sports 2000 Championships.



The top of the range Renault 18GTS.

With Brands Hatch hosting this year's single non-Championship Formula One Race for World Championship contestants, Silverstone's 31st BRDC International Trophy Race adopts Formula Two status on Sunday, March 25th. Practice day on the Saturday includes an Esso Formula Ford qualifying race at 6pm. Racing on the Sunday kicks off with the 20-lap Vandervell Formula 3 race at 12.30. Other supporting races include rounds of the Chequered Flag Sports 2000, Tricentrol British Saloon and Esso Formula Ford Championships. The 47-lap International Trophy Race begins at 2.45pm. All the events will be run on the Grand Prix circuit.

The Gunnar Nilsson Cancer Treatment Campaign

OUR SINCERE thanks to all those readers who have donated so generously through MOTOR SPORT to the Gunnar Nilsson Cancer Treatment Campaign. Donations are continuing to come in and the amount so far received is £3,800. It is our intention to acknowledge all those contributors in a future issue. We intend to close the MOTOR SPORT collection for the Campaign in about a month and in the meantime any further contributions will be gratefully accepted at this office.

The Campaign Co-ordinator, Ian Phillips, informs us that a total of £210,000 has so far been raised towards the purchase of new cancer treatment facilities for the Charing Cross Hospital, and this before the contribution from the Race of Champions mentioned above. Encouraged by this overwhelming response, the Campaign target has been raised to £500,000.

Wrong caption

ONLY BY the skin of our teeth were we able to get our staffmen and their reports and photographs back from the Argentine GP in time to meet the deadline for the February issue. Which is by way of excuse for the caption "cock-up" in the colour centre spread, which had the very sideways Shadow of de Angelis captioned as the very sideways Shadow of Lammers!



The VW convertible Golf, the first open-topped version of a popular saloon introduced by any major manufacturer for over ten years, made its debut at the Geneva Motor Show on February 27th.

The Renault 18

THE NEW Renault 18 should be starting to appear on British roads this month and recently we drove a couple of right-hand-drive versions in the South of France. The 18 range comes with two engine options, both in-line "fours", one of 1,397 c.c. and 64 b.h.p. (an enlarged Renault 12 engine) and the other Renault's familiar 1,647 c.c., 79 b.h.p. aluminium unit, used in the 16, 17 and 20TL. There are four equipment specifications: TL, GTL, TS and GTS. The smaller-engined cars have four-speed manual gearboxes, the larger engines a choice of automatic or manual, the latter in five-speed form for the top of the range GTS version. The front-wheel-drive engines are mounted longitudinally, ahead of the front wheels.

This neat looking 18 is a conventional "three box", four door, five-seater saloon, with large separate boot. It is aimed at competitors like the Cortina and Cavalier and offers very well-equipped specifications at prices from £3,313 to £4,503, the latter being the GTS automatic which we drove in France. Details like electric windows are included in this comfortable version, but the example tested was not very pleasant in its handling and dead steering, although it rode well and rolled less than earlier Renaults on its double wishbone front suspension and rigid, coil sprung rear axle. Its performance was no more than reasonable for a 1650 automatic and this example had several faults which included an out of line gear position indicator and a faulty inhibitor switch which allowed the engine to be started with reverse engaged.

This was obviously a bad example, for the 1600 TS manual which followed had much more sparkle, its engine commendably torquey, tackling most of the hilly terrain in third gear where most competitors would have needed second. Both its handling and steering were good without undue understeer and with excellent grip in the dry conditions. Noise level was nicely subdued, though we found that the driver's door window bowed out and was impossible to shut at speed.

The Land's End Trial

POTENTIAL competitors in the MCC's Land's End Trial, April 13th-14th, should note that entries close on March 5th. Regulations and entry forms are available from the MCC General Secretary, V. Lovett, Cherry Trees, Dodds lane, Chalfont St. Giles, Bucks. (02 407 2779). The second of the three qualifying events for the 1979 Triple Awards and Individual and Team Championships, the Land's End has starting points at Bristol, Fleet, Lewdown and Oxford and finishes at Newquay, Cornwall.

Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS

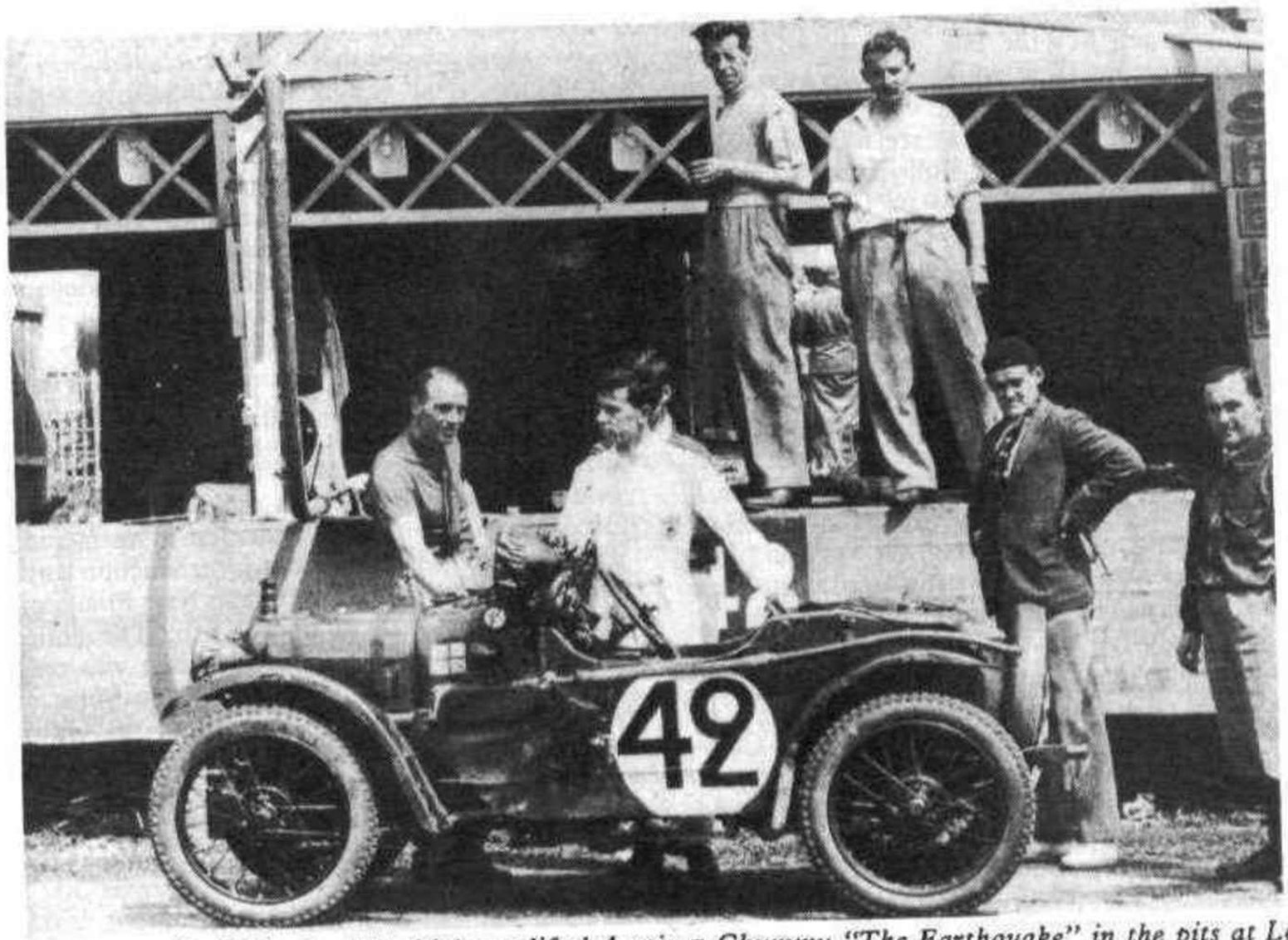
A Distinguished Chummy Austin

LAST SEPTEMBER we published a note about a reader who had to restore a Chummy Austin 7 and sought information about the one actually driven by Charles Metchim at Le Mans in 1933 – it retired from that race with a broken steering drag-link but the important thing was that its very enthusiastic young owner had competed in this classic International 24-hour race. I knew about this because I, too, thought the appearance of a Chummy Austin at Le Mans something that ought to be investigated. I tried hard to locate Hilton Paul (Charles) Metchim after the war, and eventually was successful. This led to one of the most fascinating motor-racing stories I have ever read, which I was very glad to publish in the issues of MOTOR SPORT for November and December 1956. It proved that Metchim was not only a very keen motor-racing enthusiast but that he had the ability to write extremely well, about how, as a completely inexperienced youngster, he had started racing with this cut-about Chummy. Finding a picture of the car was more difficult, that is, in its 1933 guise, for it was rebuilt for 1934 with an Ulster body and run again at Le Mans that year, where the coil ignition let it down. The only photograph I could locate was found in *The Times*' archives, and was not a very good one; they had at this time a small number of motor-racing photographs, mostly unidentified, but some of which I was delighted to avail myself.

I have now heard from Mr. J. S. Bevington, a cousin of Mr. Metchim who has all the Metchim racing records of this particular Austin 7, which ran in trials, high-speed blinds at the Track, the Dancer's End hill-climb, etc., as well as making those auspicious appearances at Le Mans. He kindly sent us the picture which heads this page. I have also been bombarded with pictures of the cars raced by Stanley and Donald Barnes, by the present Mr. Barnes, and as this modified Chummy was originally the idea of the Barnes brothers, I have seen more pictures of it now than when I was in receipt of Metchim's splendid article, thirty years ago. Incidentally, if the restorer of that Chummy still wants it, I will gladly send him a copy of the above picture. Charles Metchim's aforesaid article, which is such enjoyable reading, can be obtained from MOTOR SPORT's Photostat Department. It was also reproduced in full in that book "The Austin Seven" which Grenville (same address as MOTOR SPORT) published in 1972, for a modest 75p.

The Barnes/Metchim Austin had a big Solex carburetter, an alloy sump holding a gallon of oil, a large-capacity radiator, and it used the 4.4 to 1 back-axle ratio. The Barnes brothers had cut and hammered the Chummy body about so as to accommodate a 9-gallon petrol tank in the scuttle, with an external filler, the original under-scuttle 4-gallon tank and the battery being accommodated where the Chummy's back seat used to be. The doors were given cut-aways and an external exhaust system and a fold-flat windscreen fitted. The car, which incidentally had started life as the Barnes' single-seater, was then painted orange. Metchim observed that there may have been uglier cars in competition, but he doubted it! In his possession it was always known as "The Earthquake". But you can read all about it, if you get hold of those articles, or the Austin 7 book. ... At Le Mans in 1933, by the way, it ran for 16 hours before the drag-link broke, Metchim sharing it with Cecil Masters. But an MG was the first under-750 c.c. car to finish at Le Mans. ...

What a distinguished Chummy Austin this was, not to be confused with those which George Chaplin had run rather earlier and which were called "Mr. Flea" and Mrs. Flea", the latter being prone to periods, of crankshaft vibration. They, too, are described in that Austin 7 book, if you can locate a copy. ... – W.B.



A photograph of Charles Metchin's modified Austin 7 Chummy "The Earthquake" in the pits at Le Mans in 1933, kindly sent to us by a cousin, J.S. Bevington. Note the petrol tank in the rear compartment, outside exhaust system, huge spot lamp covered against dust like the headlamps, and the "water tower" on the radiator cap. The Austin ran at Le Mans again in 1934, but with an Ulster body.

"They Believed in Ghosts"

THE COMMENTS, under this heading last month, seem to have aroused some interest and this may justify rounding off my findings. The intention was to show that whatever the technical and performance merits of other luxury cars that came on the British market soon after the Armistice of 1918, the 40/50 h.p. Rolls-Royce reigned supreme. I set about recalling the notable service which the so-called Silver Ghost model from Derby gave to many high-ranking Generals and others on the Western Front and elsewhere during the recently-concluded war, and it does seem as if this, the reputation of the Rolls-Royce Armoured-Car divisions,and the very satisfactory service given by the Rolls-Royce "Eagle" aero-engines to pilots in the RFC, all had an influence on those who were shopping for new luxury motor-carriages in 1918/20. (Incidentally, the Rolls-Royce "Eagle" engine, a V12 power unit of 20.3-litres, was developed during the war from an output of 225 b.h.p. at 1,800 r.p.m. to an eventual 360 b.h.p. at 2,000 r.p.m. by February 1918. These and the Rolls-Royce engines, which someone will now tell us owed something to the Mercedes, were used for the Bristol Fighter, the DH4, the DH9A, the Handley Page 0/400, the Handley Page V/1500, the FE2b, the Spad, the Vickers Vimy and the Felixstowe flying boats, etc.) These things, coupled to the reputation of the Rolls-Royce as "The Best Car in the World", certainly put it ahead of all rivals in the period under consideration. As I have said, this is endorsed by the number of 40/50 h.p. Rolls-Royce cars that were sold. The total from Derby was an impressive 6,173, in the years 1907 to 1925, together with a further 1,703 made in the American Springfield factory from 1921 to 1926, a grand total of 7,876. That must indicate convincingly the superiority of the Silver Ghost, at all events in terms of cars manufactured.

However, to compare these figures with those for other luxury cars in the period after the First World War it is necessary to know how many of the rival makes were made and how the production of the Rolls-Royce 40/50 h.p. model was split up, pre-war and post-war. Figures are not particularly easy to come by, but it can be said that from the end of war up to 1925 Rolls-Royce built 3,360 of their Ghost-type car. If we concede that some chassis were produced during the period of hostilities, the Admiralty taking 20, for instance, in 1914, when production was at the rate of six chassis-a-week, then the pre-war total can be estimated as about 1,313, at a conservative estimate, as it is probable that output was not maintained, at the rate quoted above, for the whole of the war. If it is assumed that production of the Silver Ghost would not have got into its stride until 1908, the average annual output of the 40/50 was some 340 a year, which even allowing for a reduced output of chassis during the war, is not far away from the post-war target of around 500 40/50s per annum.

Lacking a year-by-year breakdown this is as near as I can get, but the fact that, in 1914, 750 chassis were made, of which 150 were exported, has to be taken into account.

It is rather interesting to see what happened after the Armistice. The Rolls-Royce Company had been thinking in terms of 1,000 chassis a year, after the war, but probably of both 40/50 and the new 20 h.p. cars. It is significant, remembering the comparatively small influence of the Unions on workers' welfare in 1919, that the Rolls-Royce Works Committee was conscious of its responsibilities. When it was proposed to cut-back on this 1,000 chassis a year figure (say 20 cars a week, against the one-time six), that Committee pointed out that this would mean a cessation of the night-shift and the laying-off of 200 day-shift employees, causing 250 machines to remain idle. It was considered that new markets should be sought, to maintain output.

It is only fair to say that much of what is quoted here, and some of the facts and figures used last month, have been taken from Ian Lloyd's new books about the Rolls-Royce Company, published by Macmillan. I was unable to attend the party held for their debut and MOTOR SPORT has not received review copies, which is why these three books have not been referred to in detail. But much fascinating material is to be found in these volumes – "Rolls-Royce – The Growth of a Firm", "Rolls-Royce – The Years of Endeavour", and "Rolls-Royce – The Merlin at War", total price £30.00.

I mentioned last month how, just after the Armistice, Rolls-Royce Ltd. experienced cancellations of orders for the 40/50 h.p. car which encouraged them to persuade Henry Royce to design the new push-rod-overhead-valve, three-speed, central-change, unit-construction (of engine and gearbox) Twenty. At this juncture, although the Derby works had a capacity for 2,000 40/50 chassis a year, it was decided that the target should be 500 a year of these and 700 a year of the "Kite", as the 20 h.p. chassis was then named at respective chassis-prices of £3,000 and £1,800. (The New Phantom was mooted as early as 1922, by the way, and the cost to the Company of converting the Ghost to front-wheel-brakes was to be nearly £14,000 or some £240 per car.)

So, what happened? Well, the R-R Twenty was introduced to a critical public in October 1922, priced at only £960, and by the 21st of that month orders for 223 had come in. This rate of demand for the smaller Rolls-Royce, which had resulted in batches of 250 being planned, against 50 of the 40/50, was not maintained. In 1923 the Twenty sold 562 chassis, against 415 Ghosts. By November 1923 the output of the Twenty was down to eight chassis a week, and production of the 40/50 was therefore increased. From then until the demise of the Ghost, production was maintained at an average of just over 500 40/50s a year, a total of 700 to 800 chassis a year if the Twenty is included. The totals after the war were 3,360 Ghosts, 2,940 Twenties, but it has to be remembered that the Twenty, which grew up into the 20/25, ran until 1929, whereas the 40/50 became the o.h.v. New Phantom by 1925 – more details in the aforesaid Ian Lloyd books.

Now, we have a firm figure of 6,173 British Ghosts, of which 3,360 were made after the war. My intention now is to show that this completely outclasses other luxury cars. As I have observed, figures are by no means so easy to come by as they are for the R-R products. But I have them for some of the more notable of the Ghost's challengers. The technically-advanced Leyland Eight just isn't in the running. I am prepared to accept the figure given to me for it by Sir Henry Spurrier of the Leyland Company in 1931-18. The overhead-camshaft 40/50 Napier, which lasted just about as long as the Rolls-Royce Silver Ghost, is quoted by Lord Montagu, in his "Lost Causes of Motoring" book, as having a production-run of 187, which ties in well enough with the total of 200 quoted by the Napier Company itself. The Lanchester Forty, another overhead-camshaft six-cylinder motor-carriage in the R-R class, was in production some four years longer than the Silver Ghost. Although its chronicler, the late Anthony Bird, avoids any output figure for it, Lord Montagu, in the aforesaid book, puts the total at 500. Of the straight-eight o.h.v. Isotta-Fraschini, the Tipo 8, which was concurrent with the Ghost, sold 400, according to its makers and even if we include the Tipo 8A, which was not in production until the Ghost had given way to the New Phantom, the I-F total rises to only 1,350. The entire output of these ungainly Italian cars was only 1,400. Only the splendid H6 Hispano Suiza of Marc Birkigt comes anywhere near the Ghost output, with 2,661 built at the French factory from 1919 to 1938 (note the far longer life of this great overhead-camshaft six-cylinder car) if we believe Michael Frostick, or 2,614 if we take the figure quoted by Jabby Crombac. I regret that I have no figures for the Daimler, but, that apart, the Rolls-Royce has all the advantage in terms of sales-successes, whatever snide critics or calculating engineers may say. In fact, the customers believed in Ghosts. ...

Contrastingly, American Luxury cars sold in comparatively vast numbers. Using Heasley's computations, I find that Cadillac made 140,390 V8s (Types 57, 59, 61 and V-63) from 1918 to 1925, that Packard turned out 27,215 Twin-Sixes and Eights between 1920 and early 1926, and that Lincoln produced 28,820 V8s from 1922 to 1925. This makes the Rolls-Royce output look like peanuts; but therein lay the Derby make's "exclusivity." Today the used-car dealers' advertisements show how well pre-war models of this make have survived, even to the extent when I sometimes think someone must be making them!

These figures are becoming an obsession! Did you know that in the first four weeks after the Rolls-Royce Phantom II had been announced in 1929 only 113 were ordered, whereas in the same period in 1925, after the New Phantom had been released, R-R received 145 orders for it? This trend is seen in the way in which the R-R chassis turnover for 1929 only just exceeded that of 1926, although a slightly greater number of chassis had been built. By 1930 the market for the big Rolls-Royce had virtually collapsed, with only 423 being sold, compared to 648 in the 1929 period. The average output from 1924 to 1929 was 546 40/50 R-R chassis per annum, however. By 1931 only 440 chassis in all were built by R-R, these including 76 l.h.d. cars made without profit for the American R-R Company. By 1933, however, the market had picked up, Rolls-Royce sales consisting of 890 20/25 h.p. cars, 540 3½-litre Bentleys, and 239 40/50 Phantom IIs. Incidentally, the total number of chassis made by the real Bentley Company from 1926 to 1931 inclusive was only 1,835, an average output of only just over 300 a year. The 8-litre Bentley which Rolls-Royce so feared at this later period of luxury-car manufacture sold at the rate of six a month from its introduction, the often-denigrated i.o.e. 4-litre Bentley at the rate of 19 a month. ... These figures I again owe to Mr. Ian Lloyd, who wrote his Rolls-Royce trilogy as the central theme of his work for a post-graduate course while he was at Cambridge. He was given full access to all R-R confidential documents and to their personnel by Lord Hives and completed the work in 1949. He was not permitted, for political reasons, to publish until the original Rolls-Royce Company had ceased to exist, but was granted permission to do so by Sir Kenneth Keith, Chairman of Rolls-Royce (1971) Ltd., in 1976. His books will tell you many intriguing things, such as how the Rolls-Royce Company was nearly engulfed by a Pierce-Arrow take-over, the true facts of the unsuccessful American Springfield R-R venture, and how Straker Squire sniffed round the cam-profiles and other details of the R-R Hawk and Condor aero-engines they were sub-contracting, before producing their new post-war car, the engine of which had much similarity with that of a R-R Hawk engine – W.B.

The R-R Chauffeurs' School

WE HAVE referred from time to time to the Rolls-Royce Chauffeurs' School, which is still in being. Through the kindness of a reader we have seen recently a notebook compiled by a chauffeur, Leonard Hester, who took this course of instruction in driving and maintaining a Rolls-Royce in 1933. (I think he drove GN193.) Much of what he brought away with him will be well known to many R-R followers but a few items seem worth setting down. The notes obviously apply to the Phantom II. The engine speed is given as 150 to 2,750 r.p.m. and it was to be decarbonised every 10,000 miles and its tappets adjusted every 2,000 miles, first pressing each rocker hard down onto its push-rod to exclude oil. The sump oil-level was to be checked daily, the minimum safe quantity of oil being a gallon, and every 2,000 miles fresh oil was required. Those recommended were Wakefield's (Castrol) XL, Price's Motorine-C, or Tonneline HCR. Oil-pressure was 25 lb./sq. in., with a safe minimum of 10 lb./sq. in., circulated by a half-engine-speed oil-pump at this pressure to the main, big-end and gudgeon-pin bearings and to the ignition-control relay, and at 3½ lb. to the valve rockers, at 1¾ lb. to the timing gears and fuel-feed vacuum pump. The engine was never to be washed out and the triple oil relief valve required no attention, being non-adjustable. The filter for the ignition control needed cleaning out every 1,000 miles. The cooling system held approx. 7½ gallons and had to be filled to within halfway up the top return tube. You had to screw down the water-pump gland lubricator a few turns every 2,000 miles with the engine hot and running, and lubricate the fan bearing every 5,000 miles. Heaven help you if the pump gland leaked – you had to repack it with single-ply asbestos yarn, using 15' for the inner, 9' for the outer packing, winding it clockwise, viewed from the driving end. For an anti-freeze R-R were recommending adding 2¼ gallons of trimethylene glycol, glycerine, or ethylene glycol.

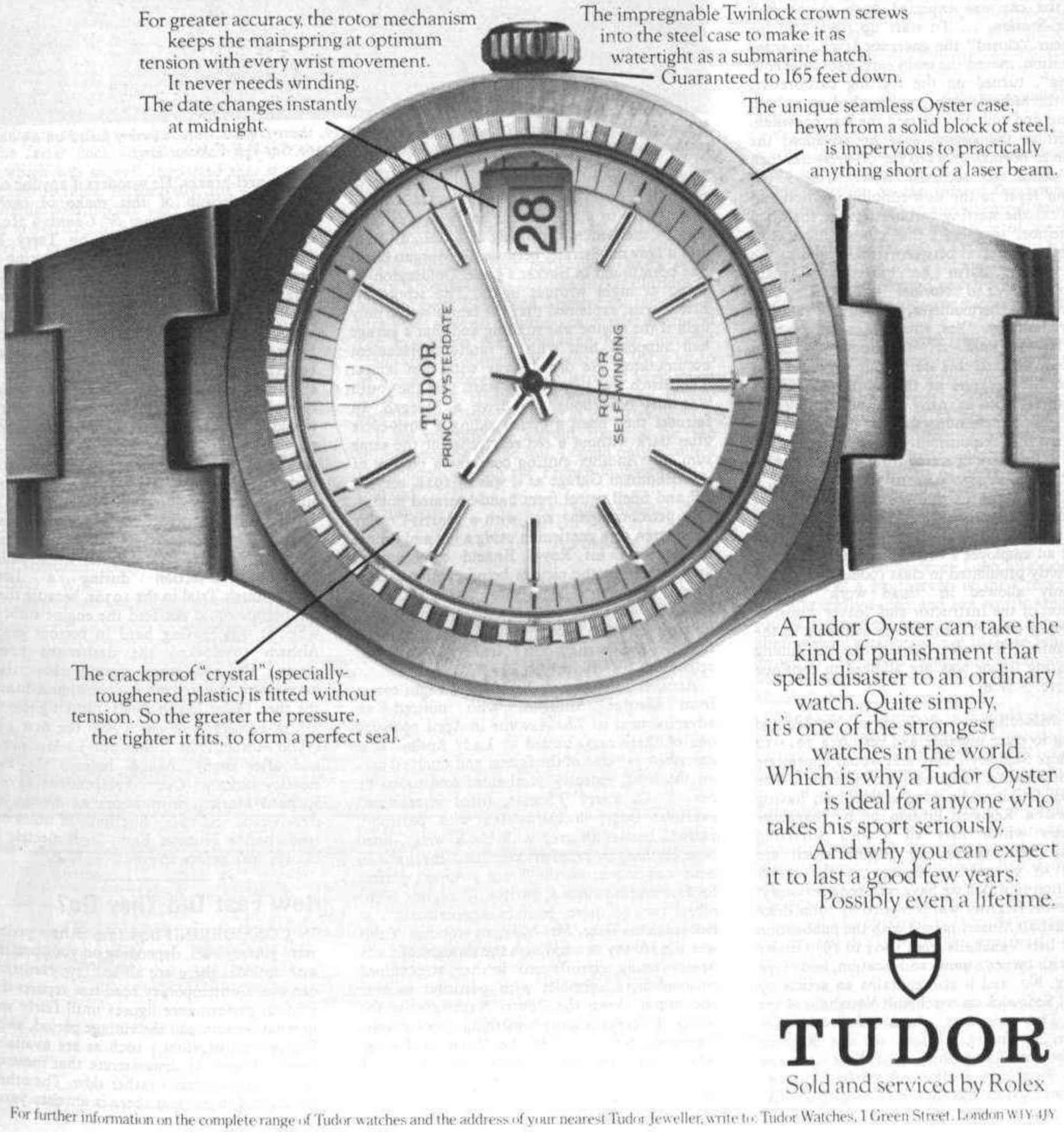
The fuel system held 20 gallons, with three in reserve, and R-R thoughtfully provided a ½-gallon gravity tank for priming a dry Autovac, suction for which was supplied by a valveless, ported vacuum pump. Even here there was work for the chauffeur to do – cleaning the extra air valve with a dry rag every 250 miles, cleaning the dashboard fuel filter every 1,000 miles, and releasing sediment from the petrol tank every 5,000 miles, at the same time cleaning the tank and Autovac filters and draining and washing-out the carburetter float chamber. The crankcase-breather gauze needed cleaning every 10,000 miles. And so it went on – clutch lubrication, to various orifices, every 2,000 miles (the dry single-plate Ferodo-lined clutch had a total spring-load of 1,760 lb. and a minimum of 40 lb., and these pressures were non-adjustable), check gearbox oil every 5,000 miles, using only

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Price's Amber-A gear oil (the brake servo was driven at half road speed from the 3rd motion shaft), use oil-gun on brake lubricators every 500 miles, every 1,000 miles ditto to prop.-shaft sliding joint, every 2,000 miles remove balance-weight caps and lubricate universal joints, every 5,000 miles check axle oil (when hot), using only Whitmore's O compound oil, every 500 miles lubricate front axle cups, every 2,000 miles top up steering box with Amber-A gear oil, and so on. And to think that I was complaining the other day that the Editorial Rover 3500 requires servicing at 3,000-mile intervals.

The Royce's centralised chassis lubricator was to be given a shot twice while starting a cold engine and then one every 100 miles, or every 50 miles on wet roads, and it had to be filled every 2,000 miles, with Motorine-C in winter, Amber-A in summer. Even the Klaxon needed oiling sparingly every 2,000 miles and the magneto looking to at 5,000-mile intervals. After 50,000 miles the car was expected back at the R-R Service Station. ... To start up from cold the chauffeur "closed" the governor lever, retarded the ignition, moved the main carburation lever to "Strong", turned on the starting carburetter, closed the radiator shutters, switched on to both magneto and coil, and pressed the starter-switch. As soon as the engine fired he advanced the ignition to normal, checked the oil-pressure, then after about 30 seconds, slowly raised the governor lever to the slow-running position and turned off the starting carburetter. He then had to remember to operate that chassis lubricator, allowing an interval between strokes, and as the engine grew warm he moved the main carburetter lever to "Normal" and, with 70 deg. on the water thermometer, opened the radiator shutters halfway. "Yes, your Grace; we are now ready for the Park. ..." (I wonder whether a word-code covered this starting-up procedure, as used in the cockpits of the more complicated aeroplanes?) With so many old Rolls-Royces still in use I hope these notes may be of interest but we cannot take responsibility for their accuracy.

The R-R School operated from 9 a.m. to 12.30 p.m., then from 1.30 p.m. to 5.15 p.m., with a ten minute break in the morning a 15-minute pause in the afternoon. Lost time was entered on the pupil's report and leave was only granted against an employee's writtten request. Smoking was strictly prohibited in class rooms and garage and only allowed in "road work" at the discretion of the Instructor and "never whilst at the driving wheel". Lunch was available in the R-R canteen for 1/6, but anyone consuming intoxicating liquor was not allowed to continue the course. – W.B.

V-E-V Miscellany. – A reader in New Zealand is trying to piece together and restore a 1911-12 18/24 h.p. Siddeley-Deasy and would appreciate any information anyone can provide. The Vauxhall OC is to be congratulated on having published a Register Edition of its magazine *Flutenews* which lists all known surviving Vauxhall cars, except the 30/98s which are covered in a separate register of the 30/98 Association to which we have referred previously. The present Register was compiled by John Price and Vauxhall Motors helped with the publication costs. It lists Vauxhalls from 1903 to 1957 under types, with owner's name and location, body type and Reg. No. and it also contains an article by Michael Sedgwick on coachbuilt Vauxhalls of the 1930s. The person to whom information for inclusion in future editions of this Register should be sent is Ron Shier, 41, Oxleys Cottages, Haynes West End, Bedford. A reader who also hails from Bedford has sent us cuttings from *The Bedford Record*, a paper which has been reprinting pages from its 1928 issues. One of these refers to a 16-year-old boy who was fined 10/- by the Bench, consisting of a Col., a Capt., and a lady magistrate, because his Morgan tricar had been found in Barker's Lane, Goldington, at 10.30 at night without lights. The schoolboy, Eric Curtis, explained that the lamps would only light if the engine was running and that a garage had supplied him with a faulty replacement accumulator. He drove away with dim lamps. The Bench was surprised to learn that the youth was just old enough to drive a Morgan. In fairness they fined a cyclist riding a push-cycle after dark without a red rear reflector the same sum. ... Another cutting contains a picture of the Bromham Garage as it was in 1928, serving BP and Shell petrol from hand-operated pumps, to a petrol-company rep. with a Morris-Cowley two-seater, to a gentleman using a jug and funnel to replenish his Royal Enfield combination, another car in the picture being captioned as a Clyno, although it looks more like a Cluley or Hillman two-seater – the point of this period illustration being that Mr. R. H. Southam, who founded the business fifty years ago, had just celebrated his golden jubilee.

Another reference to the Leyland Eight comes from George Milligan, who noticed an advertisement in *The Autocar* in April 1926 for one of these cars, owned by Lady Apsley. It is described as "One of the fastest and smartest cars on the road, recently overhauled and tuned by Mr. J. G. Parry Thomas, fitted streamlined cabriolet body, enclosed-drive with partition, painted battleship grey with black wings, lined blue leather, in excellent condition throughout, done 120 m.p.h. on the Track stripped, perfect for fast touring abroad, flexible, silent, one of the nicest cars to drive, seen by appointment", at Buckingham Gate. Mr. Milligan wonders if this was the Howey car and says the thought of Lady Apsley being chauffeured in her streamlined enclosed-drive cabriolet with partition at over 100 m.p.h. down the *Routes Nationales* to the South of France is quite something. Does anyone remember this car? Mr. Le Fanu of Repton recalls that when at Cambridge in the late-1920s he part-owned a S.L.I.M. fabric four-seater, which was of advanced design but had uncertain four-wheel-brakes. He wonders if anyone else can recall ownership of this make of car? Last summer *Shooting Times & Country Magazine* carried an interesting item by Terry Davies about the 1931 8-litre Bentley shooting brake used by A. J. McAlpine of Gerwyn Hall, Wrexham, which has been equipped with a 12,000-BTU Webasto central-heating system supplied by Smiths. Although Mr. McAlpine also has a special Range Rover and an Amphicat, it is believed that his Bentley is still in use at his shooting parties. An American reader is researching the Franklin car in this country and would like to hear from anyone who has photographs and memories of this make. Letters can be forwarded. The Salmson Register thrives and contains encouraging items about these and similar French sporting small cars. Group Capt. J. B. Altham, Rtd. sends us the nostalgic photograph reproduced on this page, of the late Richard Marker's Bentley after it had failed on an observed-section during a London-Scarborough Trial in the 1930s, because the twin SU pumps could not feed the engine sufficiently when it was revving hard in bottom gear and Altham overlooked the dashboard pressure-pump. He says that during this trial an astonished 4½-litre Invicta driver chased them up the then Great North Road, thinking this was a 3-litre Bentley, whereas it was the first 4½-litre ("Old Mother Gun"), that won Le Mans in 1928 and after many changes became the 6½-litre Bentley-Jackson. Our correspondent says that Richard Marker, with whom he did an outer-circuit race and many hundreds of miles on the road, had a Hudson Eight with electric gear-change just before the war. – W.B.



What ignominy! The late Richard Marker's Bentley, the 1928 Le Mans winner, failed on an observed section during a London-Scarborough Trial in the 1930s. See V-E-V Miscellany.

How Fast Did They Go?

IN CONSIDERING how fast or how pedestrian were vintage cars, depending on your preferences and outlook, there are all too few yardsticks we can use. Contemporary road-test reports did not contain performance figures until fairly well on in what we now call the vintage period, although I have used previously, such as are available, in these columns, to demonstrate that most of the older cars were really rather slow. The other day it occurred to me that there is another yardstick

to investigate, namely, those one-hour High Speed Trials at Brooklands organised by the still active MCC. The JCC also ran such events but as they liked to enliven theirs with corners or by employing some of the entrance and exit roads within the Brooklands estate, they are useless for direct speeed comparisons.

The MCC events started quite early in the between-wars period and in the p.v.t. era they attracted those who sought to put up some very spectacular speeds, aiming at 100 or more miles round the outer-circuit within the hour, from a standing-start. One day it might be interesting to dissect these performances. For the present I propose to look only at the last of the "vintage" MCC one-hour "blinds".

Now it has to be accepted that there was no compunction on entrants in these enjoyable events to drive their luckless motor cars flat-out. Medals of varying value were awarded for exceeding certain stipulated average speeds and the more wily competitors presumably tried to lap at just above the highest of these. However, with the expanse of the Track before them, I do not think that many of the drivers held much in reserve, especially as friendly battles would ensue between cars of like make and size. As the cars were ordinary ones, road-equipped, let us look at how the faster ones fared, in the 1930 MCC event, which was so well supported that it was run in two sections. Incidentally, the speeds set for winning gold medals were 52.57 m.p.h. for cars up to 850 c.c., 60.87 m.p.h. in the 1,100 c.c. class, 63.63 m.p.h. for the up-to-1,600 c.c. cars, and 66.4 m.p.h. for anything bigger.

In this 1930 "dice", the fastest 850 was Elwes' blown Ulster Austin, at 73.29 m.p.h. This is interesting, because that same year a similar car won the BRDC 500-Mile Race at 83.42 m.p.h., admittedly in stripped form; but this perhaps shows how much faster a works-prepared car usually is, always assuming that Elwes was driving flat-out. In the 1,100 c.c. division of the High Speed Trial the best speed was 67.39 m.p.h. by Chinnery's Riley. Of the 1½-litres Westbrook's 12/50 Alvis did 75.57 m.p.h., and the quickest of the big stuff was Wood's Speed Six Bentley, with an average of 91.38 m.p.h. I wonder whether you will find these speeds impressive or depressing and how, were the same facilities available to amateur speedmen today, the 1970s sports cars would fare? – W.B.

Vintage Postbag

Howey's Accident

Sir,

I read as always with interest your comment on Dr. Brian Hamilton's letter reference Dick (R.B.) Howey's tragic death in 1926 in the Ballot.

It is not often one is able to correct the Editor! So it is with a little malicious pleasure I am able to write to say that the accident occurred not during the speed trial, but during the hill-climb which was also part of the Boulogne race week.

I was an eye-witness to the accident, being over there with the Bentley team for the George Boillot Cup sports car race – with John Duff and Thistlewaite, both 3-litre Bentley drivers.

The accident occurred on a left-hand turn on the "Bainethun" hill which formed part of the circuit. Howey failed to complete the turn, and crashed into a small copse of trees just opposite to the spot on the inside of the bend where we were standing.

Safety for spectators was at a very low level in 1926. The speed trials proper were held on the switchback straight – also part of the circuit – and the road was barely wide enough for two cars to pass. We used to watch the cars from the ditch and could practically touch them as they went past.

The spectacle was particularly hairy when Parry Thomas on the Leyland Eight, Eldridge on his enormous FIAT and Segrave on the new 4-litre Vee-12 blown Sunbeam came past at around 140 m.p.h. on the undulating badly surfaced road, and the suspension of the cars left a lot to be desired. I remember we were all very much upset at the Howey accident – the Howey brothers were very well liked at Brooklands.

I am indebted to Harold Hastings for the correct spelling of the hill, I could only recollect the phonetics: from the French loudspeakers of that day!

Kenilworth WALTER HASSAN, OBE

A Postcard Mystery

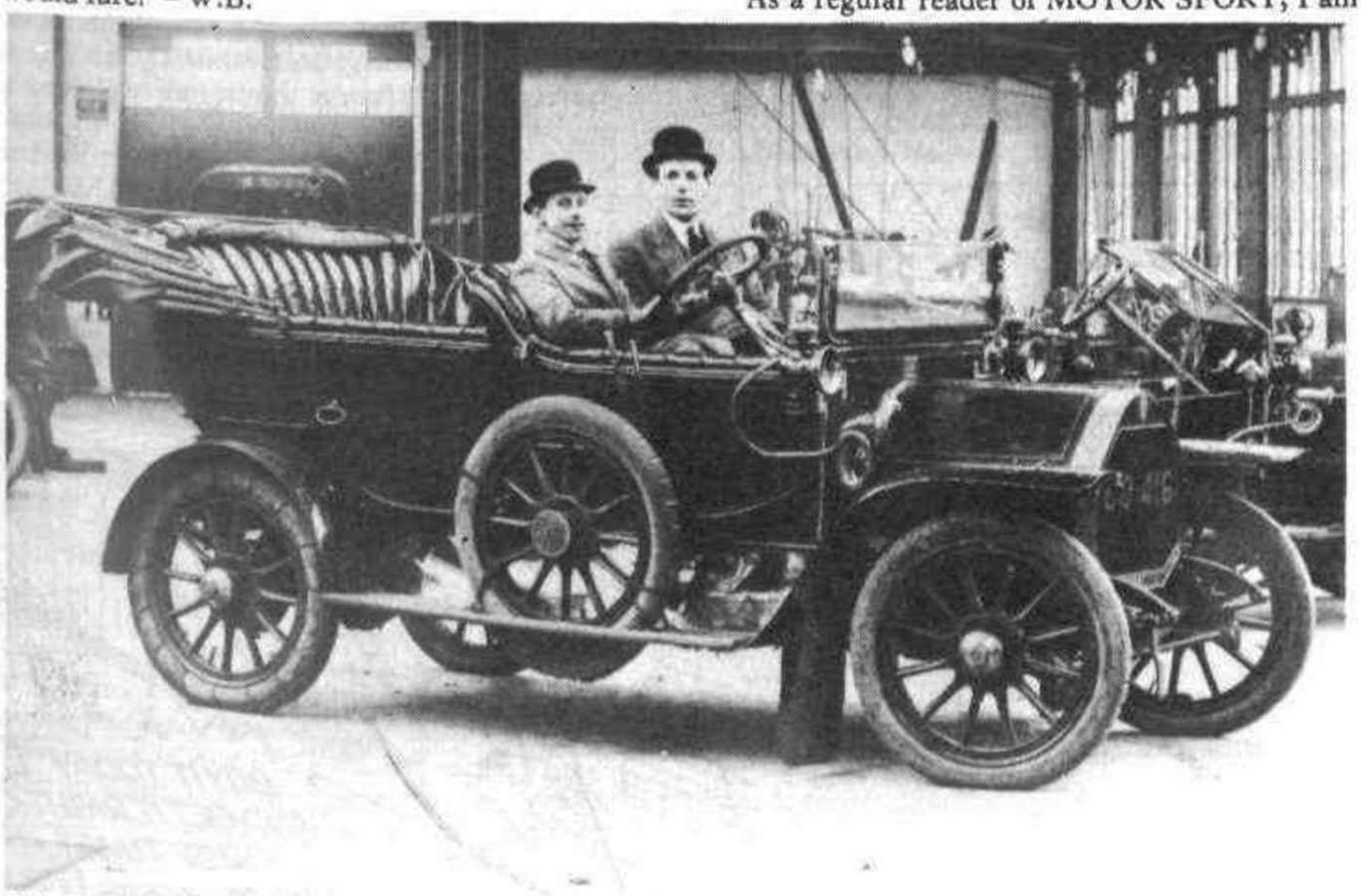
Sir,

As a regular reader of MOTOR SPORT, I am very interested in veteran and vintage cars. My main hobby however, is deltiology (the collecting of old postcards), and I have a large collection of Old Plymouth and Old Devonport, as well as a growing collection of early cars and early aviation postcards. My interests in Old Plymouth and old cars coincided with the purchase of the enclosed card at a recent postcard auction. The registration number – CO 416 – shows that it was one of the earliest cars registered in the Plymouth area, perhaps in about 1908. I am wondering if any of your readers could identify this car for me, as I like to append full details of each card in my album.

I am also wondering if the garage could be that of Messrs. W. Mumford and Co., which is one of the oldest established in Plymouth? My late father, Commander W. H. Rundell, purchased our first car, a Swift two-seater with dickey-seat, from them in 1923. They were also agents for Daimler, Riley, Napier, Maxwell, Star, Durrant and Straker-Squire cars in the early twenties.

Stevenage, Herts ROY RUNDELL

(Can anyone identify this car for Mr. Rundell? The VCC, perhaps? – Ed.)



Who and what? The mystery postcard referred to in Mr. Rundell's letter.

A Submerged Crouch

Sir,

With reference to the photograph on page 39 of the January issue: It was almost certainly taken on January 1st 1925. The gentleman in riding breeches on the side of the bonnet was undoubtedly my father and the small boy in the large cap on the right hand side of the picture was myself. The car was a Crouch 11.9 h.p. two-seater owned by a Mr. Paul and he was acting as "tender" to the racing Crouch which my father had been driving with some success earlier in the day.

A few minutes before the photograph was taken, the car had been submerged in about 18" of sea water, but after attention from my father it started, and was driven back to Manchester.

Even after a lapse of 54 years the memory of that drive home to Manchester in the "racer" is still vivid. My father and I were wet through, the car had no windscreen or hood and only tiny sidelights, to say nothing of almost solid shock-absorbers and high pressure beaded-edge tyres which did not take kindly to the almost universal stone setts of Lancashire.

By a strange coincidence I recently came into possession of a photograph of the Crouch racer but it is badly faded and not worth sending to you. The registration number was HP 9688. I often wonder what became of that car, which was owned by the Crouch Company of Coventry and was sometimes driven at Brooklands by Stirling Moss's father.

The races at Southport in those days were one-mile sprints and participants included Basil Davenport, the Jackson brothers of Blackpool, J. A. Joyce, Major Segrave, Bullough of Atherton in a Morgan and a very fast Star which was disqualified for trying to run as a 1½-litre car whereas it was known to be over 2-litres. The amazing feature of the incident is that "the sea never comes in" at Southport. But it did that day!

Amlwch F. E. GREAVES

(As I have observed before, if you want an answer, ask MOTOR SPORT's readers! – Ed.)

Memories of T & Ts

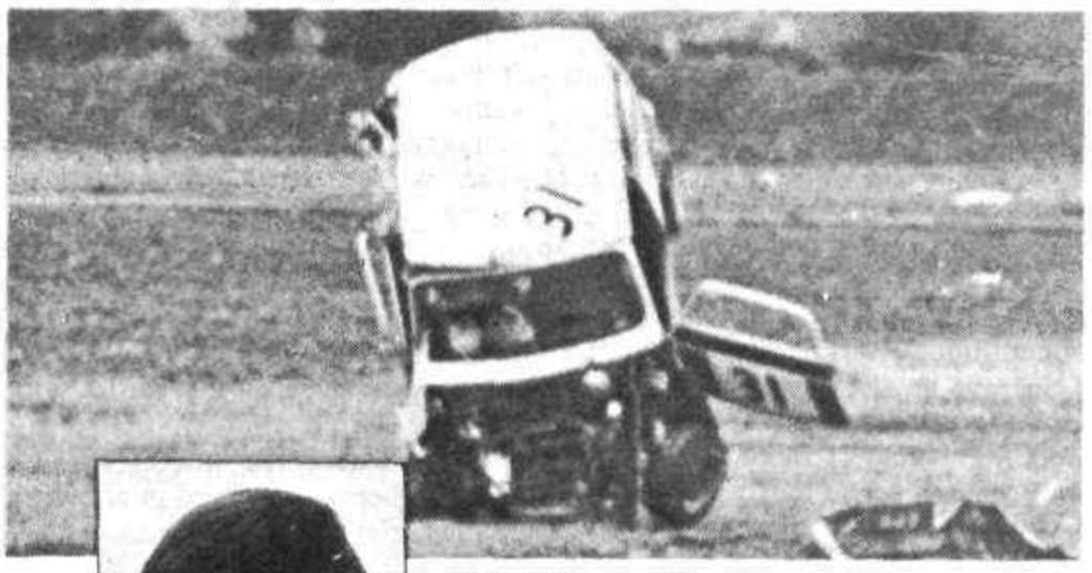
Sir,

I'm delighted that Ralph Beauchamp has decided to put down on paper his memories of working with Parry Thomas, Reid Railton, and Thomson and Taylor's. What he has to say fills in some very significant gaps in the history of motor sport and it is splendid that he is devoting

Could any body filler stand up to this?











"Yes" says rally cross driver Bruce Male, "Plastic Padding type Elastic does"

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

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

Your car may not be subjected to this sort of treatment. But it does have to take the everyday shocks and vibrations caused by bumps in the road, slamming of doors, bonnet, bootlid, etc.

If the filler you use for car body repairs has no 'give', it may crack or even fall out. But Plastic Padding type Elastic has the flexibility and the adhesive power to withstand these stresses and strains...and more!

EASY TO USE · GREAT ADHESION
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NEW! PLASTIC PADDING GLASS FIBRE PASTE
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When repairing rust holes, bridge the hole with new Plastic Padding Glass Fibre Paste, a strong, flexible, waterproof, fast setting glass fibre reinforced filler with maximum adhesion.

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so much of his time to doing so. This is rendered all the more important by the fact that virtually all of T & T's pre-war and immediately post-war records appear to have disappeared, a sorry state of affairs.

There are a couple of points which arise from the story so far. First, Parry Thomas and my father, Ken Thomson, in fact met before the First World War, when both were students at the City and Guilds Institute. Ken Thomson continued his association with Parry Thomas during the development of the Thomas Transmission which, as Hugh Tours has pointed out, was partly financed by Ken's brother, Hedley Thomson. This association was broken during the First World War, with Parry Thomas involved in development work at Leylands and my father, commissioned into the Royal Engineers, involved in building a railway to serve the allied troops in Salonika, along which he travelled incidentally in Model-T Ford railcars, photographs of which now rest somewhere in New Zealand. After the war, the association was renewed, with the formation of Thomas Inventions Development.

Second, there is a chance that one of the two Pipe cars used by Parry Thomas as a demonstrator for the Thomas Transmission may still exist. In the late 1940s, aged about 11 or 12, I distinctly remember exploring this car which was stored on blocks in a stable behind Hedley Thomson's house at Woodford Green. It resembled an early taxi-cab with a screened off compartment for passengers, resplendent with buttoned cloth upholstery, railway carriage-type windows with leather straps for raising and lowering them and a voice pipe for communication with the chauffeur. The driving compartment, open to the elements on both sides, was notable for the vast bulk of the transmission unit which occupied the centre of the floor area and an enormously imposing array of switches on the dashboard. As far as I can recollect the main control for the transmission unit was placed on a quadrant on the steering wheel ... but the recollections of someone aged 12 at the time are obviously not all that reliable.

In the early 1950s Hedley Thomson decided to return home to New Zealand, where he later died, and sold up the contents of the house at Woodford Green, including the Pipe. This, I heard, was bought by a Canadian and was presumably shipped across the Atlantic, where for all I know it still remains, with or without the Thomas Transmission. Hopefully a Canadian reader of MOTOR SPORT may be able to cast further light on the car's subsequent history and, possibly, of some fascinating sales literature for the transmission, which I remember seeing in a room, adjacent to the stable where the Pipe was stored. This referred, if my memory is correct, to a successful attempt to gain the Dewar Trophy with the Thomas Transmission Delahaye.

Finally an apocryphal tale, which may or may not be true, the sort of story elderly uncles delight in telling young nephews – this I heard from Hedley Thomson: Parry Thomas, I was told, took the Delahaye to Germany around about 1912 on a demonstration run. The car was then equipped with an extraordinary horn, in the form of a set of pipes mounted in a row which could be traversed across the exhaust outlet of the Delahaye giving forth a very loud yet pleasing sequence of notes. The story has it that Thomas was driving down the Unter den Linden in Berlin when, for some reason or other, he blew his horn. The results were amazing ... all traffic immediately screeched to a halt, hordes of army officers snapped to attention and saluted, policemen stiffened into icy rigidity ... the Unter den Linden literally froze, all except for Parry Thomas who sailed serenely on until eventually stopped by an apoplectic police official. It appeared that the only cars permitted to use such a horn in Imperial Germany were those of the Kaiser himself and that he was to remove his *immediately*. No doubt he did. But, as far as I know, there was thereafter no continued German interest in the Thomas Transmission.

Milton Keynes IAN THOMSON

Happy Days!

Sir,

May I have space to thank Mr. R. H. Beauchamp for his articles on T & T's. This was some of the most absorbing and exciting material I have ever read in MOTOR SPORT.

On the morning of Christmas Day, 1925, when I was 19, my father and I went to Malcolm Campbell's showroom in Knightsbridge. In the window was the 350 h.p. Sunbeam which at that time held the LSR at 150 m.p.h. Much to our surprise the shop was open, and in sole charge was a very nice young man who seemed lonely and glad to have someone to talk to. He willingly showed us over the car, and then said, "Downstairs in the cellar we have something that is going to do 180 m.p.h. Come and see."

Set up on blocks in the cellar was a pair of enormous frame members, without axles, or anything else, except a Napier Lion engine mounted slightly forward of amidships.

I believe the car was in its original form when it took the record at 174 m.p.h. Reporting this event in the issue of March 1927, MOTOR SPORT commented: "We feel sure that Capt. Campbell will not rest on his laurels until he has attained the self-appointed goal of 180 m.p.h."

I assume from Mr. Beauchamp's first article that the frame members I saw remained in service until the arrival of the Rolls-Royce "R" engine in 1932.

Banwell W. A. TAYLOR

Chitty III

Sir,

I was most interested in the letter from J. C. Northals Altes regarding the comments about the possible engines in Chitty III arising from my letter.

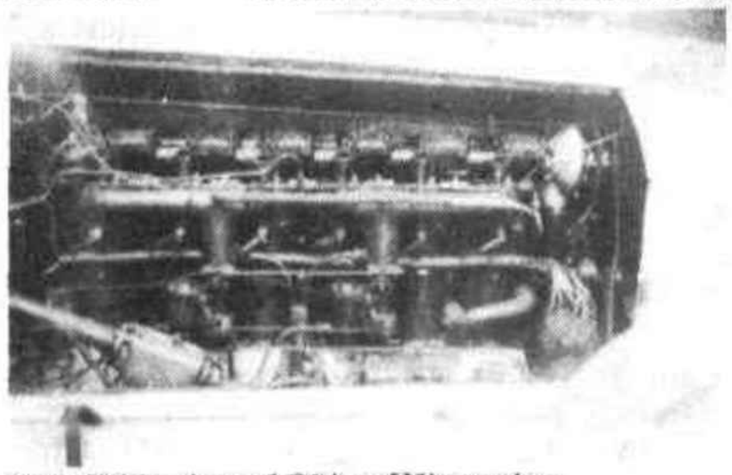
It is probable that your own comment is more accurate and I enclose a print of the offside of the engine lent to me by Bill Selby who took the photo when he was with me for some years in the 1930s and who looked after the car, amongst others, for me and remembers it well.

The photo confirms the skew-drive o.h.c., and shows the large magneto mounted at right angles at the front of the engine; this mag. supplied two distributors for the twin plugs in each cylinder.

There were two valves per cylinder, and the engine was in very good condition, smooth, quiet and powerful, b.h.p. unknown but, as R-R is wont to say – adequate!

I always thought it was a Maybach, but as you and your correspondent believe it was evidently a Mercedes aero-engine.

Hindhead CLIVE WINDSOR-RICHARDS



An offside view of Chitty III's engine.

A Vale Special

Sir,

I recently bought a 1935 Vale Special (advertised in MOTOR SPORT) which although obviously not "vintage" within the meaning of the Act is certainly so in spirit!

Unfortunately, the windscreen is missing and the car is fitted with spurious P100 headlamps. Nor is there a hood, or any signs of one having ever been fitted.

I suppose that it is asking too much to hope that anyone has a Vale Special Catalogue or a large clear photograph of the car's original appearance?

Any such would be very helpful to me. Incidentally, I wonder how many Vales still exist? Apparently only 103 cars were made, two of which were out and out racers. Production ceased in 1935, but my car, Chassis No. 335, was not registered (RN 2919) until November of that year.

No doubt someone, somewhere, knows the whole story!

Leicester G. B. WOOLLEY

Another Hurlingham?

Sir,

Around the end of September last, a customer when calling at Vintage Tyre Supplies, Neasden, produced a photograph of that boat-tailed rarity, the Vauxhall Hurlingham. Until this, it was believed that only three models existed in this country: (1) DR 9000, dark green, in recent years based in the Chichester area; (2) 9907 AP, chocolate brown, based at Ditchling near Brighton; (3) My own, MV 7340, aluminium, based at Chiswick.

So that the car which has now come to light can be recorded on the Vauxhall Register, I would be glad if someone could give me any information as to its whereabouts.

London, W4 STANLEY IRVING

(Letters will be forwarded. – Ed.)

Single-plate Clutches

Sir,

I notice with some surprise that no-one came forward in November with an answer to your "Historical Conundrum" on page 1436 of the October issue, in which it was suggested that Parry Thomas may have been the first to use a single-plate clutch.

De Dion Bouton cars from 1905 onwards, the models not fitted with the expanding-clutch gears, had single-plate clutches. A drawing showing that the principle was substantially the same as in a modern clutch will be found in Mecredy's "De Dion Bouton Motor Carriages" or its Autopress Ltd. reprint.

Tranmere, S. Australia G. H. BROOKS

Roesch Talbots

Sir,

I was very interested in the enquiry for coachwork construction details of the 1927 Talbot 14/45 six-light saloon. I well remember the coachwork construction. Except in the case of the bonnet, the fabric covering was not stuck on to metal panels as one might imagine. The wood framework was a very clever design by Weymann with insulated joints to prevent creaks which were such a problem at that time especially on the medium-priced cars of the day. The wood joints of the Talbot body were attached by very strong steel brackets resulting in a very rigid structure for this type of coachwork. The wood frame was then covered in chicken wire, tightly stretched, and reinforced with perforated zinc sheet on some of the curves to maintain the required shape. Next, a quite thick layer of cotton-wool quilting was applied and finally the exterior material was tightly stretched over and

secured with tacks disguised by fabric-covered beading. The exterior material was a type of Rexine with a glossy surface but had very little "give" by comparison with modern plastic-based trim materials. The result was a considerable saving in weight over conventional coachbuilt bodies giving improved performance and possibly better sound insulation. However, the snag was that damp usually found its way through the exterior fabric, the surface of which all too readily cracked, and serious rot set in amongst the material and timber frame.

My late father, Frederick Wilcock, was closely connected with the management of Clement-Talbot and his partner in his accountancy practice, James Todd, was the Chairman. F.W. ran Talbot cars of every type for 15 years until Rootes took over in 1935 although it is only fair to say that they were second-string to his 4½, Speed Six and 8-litre Bentleys. I have always been particularly fond of the 14/45 Talbot, probably because we had so many at home when I was a boy. By the way, although Georges Roesch was a close personal friend of the family, they never seemed to be called "Roesch" Talbots in those days, this must have come about with the passing of time.

The 1927 model referred to by your correspondent would be an "AD" series and these did give a great deal of trouble, I think Roesch was persuaded to put it into production before it was developed. The biggest snag was overheating and I remember my father telling me that the queue outside the Service Dept. on a Monday morning would stretch right up Barlby Road! By 1929, modifications including cooling fan blades fitted to the flywheel, sprung steering wheel, larger brake drums, more powerful Rotax Dynamotor and modified pistons. The pistons were a two part design consisting of aluminium crowns with cast iron skirts and were not too successful. It was not unknown for the piston to fracture and break up and very frequently the gudgeon pin would come adrift from the clamp bolt in the small end. The result would be a neat pair of tramlines up the cylinder bore usually requiring a sleeve to be fitted. By 1929, Roesch had realised this was due to the slender gudgeon pin and increased the diameter from, I think, 14 mm. to 16 mm.

The 14/45 was somewhat unusual in that the Smith's 5 jet carburetter was situated at the front of the engine and whilst it kept the front cylinders well supplied, the rear ones were not so fortunate at least in theory. On one occasion I asked Roesch why he had chosen this unusual arrangement and he replied "your father would not sanction the money to put it anywhere else!"

Jersey, CI — F. M. WILCOCK
Director, Jersey Motor Museum

Take Heed!

BACK IN 1935, when private flying was a more carefree affair than it now is, two pilots from the Cotswold Flying Club were fined 10/- (50p) each and ordered to pay costs of 14/6 (72½p) for taking up three passengers from an unlicensed aerodrome, to wit a farmer's field at Powick, near Worcester, and without holding a B-licence, and charging them 2/6 (12½p) towards the cost of the petrol. One of the pilots was an RAF Reserve Officer. As *The Aeroplane* said at the time, "perhaps if the pilots had asked their joy-ride passengers to go and buy a can of petrol apiece they might have got away with it. But one must not take money". This suggests a warning to those people who think that modern weddings can be improved if the bride and bridegroom ride away in a vintage car. If money is offered to the ordinary owner of such a car, to get it cleaned up, suitably bedecked, and used in this fashion, the owner may find that by accepting payment he is breaking the Law, by carrying passengers for hire and reward without the correct licence.

W.B.

V-E-V Odds & Ends. – The Historic Commercial Vehicle Club has announced the date of this year's London-Brighton Commercial Vehicle Run as May 6th. Its current magazine contains much 'bus material and an article on restoring a Bradford Jowett. An item in the Railton OC Bulletin caught our eye, namely a reminder that when the late R. G. J. Nash sought to build a motor museum in Surrey he was refused planning permission on the grounds that no-one would want to visit it. The Bulletin's correspondent calls this "pompous bureaucratic impertinence" and the Council concerned certainly seems to have been singularly shortsighted. This caused Dick Nash to break up his collection, his aeroplanes going to the Royal Aeronautical Society and many are now in the RAF Museum at Hendon. Of his cars, an 1898 Benz Victoria which was apparently driven by its original MP owner from Poole to Westminster, is thought to be in the Lips Collection in Holland. The story is that when it was restored again, some years ago, the original BF registration letters were refused, as likely to offend the public, and the Benz had to be re-registered FX 46 – more bureaucratic nonsense, especially as Radnorshire was permitted to use the letters FO. John Miles in *Autocar* is the latest person to perpetuate that stupid myth about Ernest Henry having been a cheap thief who stole the drawings of the first twin-cam racing engine from Marc Birkigt of Hispano Suiza, in spite of this having been convincingly disproved by Griffith Borgeson in *Automobile Quarterly*, in a long article in MOTOR SPORT, and never having been subscribed to by Kent Karslake, the authority on Hispano Suiza. – W.B.

OBITUARIES

Leo Villa

ONE OF the most famous of all the racing mechanics of the old school has died in hospital, Sir Malcolm Campbell's Leo Villa. Villa worked before the First World War for Guilio Foresti, having as a youth gained experience of cars from ownership of a Bedelia cyclecar. He served with the RFC during the war and then rejoined Foresti at his garage in Bryanston Square, London. Villa got into racing by riding with Foresti in his big pre-war Austro- Daimler at Brooklands in 1920. He continued as riding-mechanic with Foresti, in the 1921 Targa Florio in an Itala, for which Foresti was the English agent, and in a 2-litre Ballot in the 1922 Targa Florio, with which Foresti finished third, behind Count Masetti's Mercedes and Jules Goux's Ballot. This led to a job at Ballot's Paris factory but in 1922 Villa was engaged by Capt. (later Sir) Malcolm Campbell as his mechanic, for 70/- a week, at his private workshop at his house at Povey Cross near Horley in Surrey. He began on Campbell's Brooklands cars, such as the pre-war GP Peugeot and different Italas, etc., riding as Campbell's passenger, but was soon put in charge of the 350 h.p. V12 Sunbeam single-seater which Campbell had purchased from Louis Coatalen with the express intention of capturing the World's Land Speed Record.

Villa saw this aged car through all its vicissitudes, until it had set the record at over 150 m.p.h. on Pendine Sands in 1925 and he stayed with Campbell ever after, and, indeed, was the engineer in charge of all Campbell's many onslaughts on the LSR, until he had it at over 300 m.p.h. by 1935. Villa also worked on Campbell's record-breaking boats, Campbell's knighthood stemming from these high-speed activities. Villa refused to age and when Donald Campbell decided after the Second World War to continue his famous father's pursuit, Villa looked after the car, called "Bluebird" like the others, and the boat which eventually killed Donald Campbell. He became nearly as well known as the Campbells and was responsible for seeing Campbell-the-son through a difficult period of despair and at first indecision. The last time I saw Villa was at the Castrol Olympia racing-car exhibition, where he was searching for "my old Sunbeam". Few men have had such an intimate association with very fast cars and boats as Leo Villa and few can have held as much responsibility as he did, when races and record bids were under way. We shall not see his like again. – W.B.

Mr. Dalby

THE DEATH has occurred of Mr. Dalby, the well-known supplier of spares for pre-war Austin 7s, of Kirby Wiske in Yorkshire. From Mr. David Bayliss of Singapore we have received the following appreciation: –

There are probably more pre-war Austin 7s surviving than any other single make. This is due in no small part to the unequalled spares service provided over the years by Austin Seven Spares Service of Kirby Wiske, Yorkshire. For over 30 years Mr. Dalby ran this business, mailing the most obscure odds and ends all over the world, even to places as remote as Singapore. Speaking from experience I can say his was almost a "Chinese business" and everyone who has tracked down that collection of ancient cottages around the post office in Kirby Wiske will know what I mean. On a visit two years ago, a tour of the buildings revealed room after room stacked to the roof with gearboxes ("I like to keep at least 30 of your early 3-speed type in stock at any one time", he said), doors, radiators, cylinder blocks, etc. No doubt every building in Kirby Wiske contained something Austin 7. In the midst of all this confusion, in a space in which you couldn't swing a cat, the direct mailing service was carried out. At least finding a willing post office was no problem, because Mrs. Dalby ran one in one of those cottages. Then recently whilst in England for a short business trip I 'phoned Kirby Wiske to order a 1926 timing case and cover for "Jane", Ted Baillie-Reynold's everyday and only-Singapore transport, and learned to my deep regret that the Austin 7's best friend had suddenly passed away, only the week before. With his passing goes a great slice of Austin 7 folklore and we are all the poorer.

My 1926 bits duly arrived a week later, however, thanks to Dalby Junior, on whose young shoulders now falls the responsibility for maintaining a 30-year tradition.

CORRIGENDUM

THOSE who read the piece last month headed "100 m.p.h. From 750 c.c." may have realised that we made rather a bodge of it. Malcolm Campbell was given an Austin racing car by Austin's, not to "take him to Daytona Beach in America" – it might well have sunk in the Atlantic – but "to take with him to Daytona", and it was he, not George Eyston, who set the class-H mile record at 94.03 m.p.h. Eyston then got the MG up to around 97 m.p.h. and eventually exceeded 100 m.p.h. with it. Incidentally, he soon had the Class-H hour-record at over 100 m.p.h. for MG as well. – W.B.

RALLY REVIEW

The Monte-Carlo Rally

LAST NOVEMBER the Lancia Stratos was said to be making its final official appearance in rallying, and indeed when the Fiat Group announced its team for January's Monte-Carlo Rally there was no sign of a Lancia in the list. But in France a gentleman called André Chardonnet, who imports Lancias, derives considerable business and publicity from the successful exploits of Bernard Darniche and Alain Mahé in a Stratos finished in French Racing Blue, and he was certainly not going to switch makes merely to follow Turin policy. After all, Fiat and Lancia may have become one organisation in Italy, but their importers in France are still separate, and M. Chardonnet does not import Fiats.

It might have been with a mixture of concern, surprise and relief (the latter because Ford lost what looked like certain victory by a handful of seconds) that the Italians viewed Darniche's achievement in his Chardonnet Stratos. After no more than a reasonable performance throughout most of the event, he utilised some new found power on the last night, happened to choose precisely the right kind of tyres and took huge chunks of time off everyone on every stage, finally winning by six seconds. Actually, there was a little more to it than that, but one thing at a time.

Having stopped rallying with the Stratos, several such cars are now surplus to requirements at the Fiat workshops, and with beams of success on his face Chardonnet made approaches to Fiat concerning the acquisition of a second car for his own team. It is very likely that this will happen, and if so it's equally likely that he will consider entering Darniche in rather more rallies than he had at first planned. The diminutive Frenchman is a fine, versatile driver, so if he appears in future rounds of the World Championship he could turn out to be the cat among the pigeons.

But if pigeons lack ferocity, the works teams of Ford and Fiat do not, and before the Monte-Carlo Rally started all expectations were that the winner would come from one of these camps. There were other teams, of course, including two Renault 5 Alpines from the factory, a lone Opel Kadett entered by the Dutch dealers and several private Porsches, including that of 1978 winner Jean-Pierre Nicolas who had again "rented" a Carrera from the Almeras brothers, but the main protagonists were Ford and Fiat.

A year ago Escorts were considered the best cars for loose surfaces and Fiat 131s for tarmac, but gradually the balance levelled until there was little to choose between them on either surface. For Monte-Carlo Ford tipped the scales a little the other way, for suspension improvements and more work on engines resulted in the quickest and best handling tarmac cars ever to come out of Boreham, with some 270 b.h.p. available. Fiat, on the other hand, said that they had slightly reduced the power of their 131 Abarths in order that there would be no excess of unusable power on snow-covered roads.



Although there were f.w.d. cars from Renault, Ford, Fiat, Volkswagen and Citroen there was no real contest in this "class". Highest placed was Guy Frequelin's Renault 5 Alpine at eighth.

As it happened, the roads were predominantly snow-free and from the word go there was no doubt that the two Escorts of Hannu Mikkola and Björn Waldegard had the edge over all the others. Before the rally there had been very heavy snowfalls, but rain only a day or so before the start, and a rise in temperature, got rid of most of it even though the verges were still walled with ploughed, packed snow.

Tyres always play a vital part in the Monte-Carlo Rally. For completely snow-covered roads it is not at all difficult to choose the right tyres, nor is it for roads which are snow-free, but the mountain passes used as special stages during the Monte invariably run from tarmac up to snow and ice and then down to tarmac again. The problem here is to decide whether to use studded tyres for the snow, racing tyres for the tarmac, or one of many compromise types of tyre to cope with everything. Much of this choosing is based on sound, experienced technology and common sense, but some of it is down to personal preference, not quite like the angler who has his own very special flies for certain waters and certain fish, but approaching it.

Tread patterns, rubber compounds, sizes and the number, shape and size of studs all come into the decision, and although there are now strict rules limiting tyre studding (the days of chisels and porcupines are long gone) there are still enough variations available to demand careful thought before making a final choice. Much depends on this choice, for the best driver in the best car will throw everything away if he makes a bad tyre choice, which is why professional teams always employ non-competing competitors to man leap-frogging advance reconnaissance cars to note surface conditions on the special stages so that drivers will have as much up-to-date information as possible to help them make their choice.



Service activity attracts watchers as much as special stages, although the crowd around Waldegard's Escort at Digne was pretty small.

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Most of the time, certainly throughout the first (five stages) and second (15 stages) legs of the rally the Ford drivers made precisely the right tyre choice. It was raining most of the time, so slicks were right out of the lists of possibilities. The two Fords forged ahead of the Fiats, but Darniche was rather further behind than one would have expected from bad tyre choice alone and he later explained this by saying that the car was the slowest Stratos he had ever driven. It was unaccountably down on power and the mechanics were unable to find the cause.

Mikkola took the lead in the first leg and kept it through most of the second, despite twice having to change leaking water pumps, but two stages from the end he collected a puncture and team-mate Waldegard moved ahead. However, Escorts still held first and second places and the Ford team was delighted. But that evening a bulletin found its way on to the official notice board declaring that because a policeman in the Digne district considered that Mikkola had "overtaken dangerously some time between noon and 3 p.m. that day" the organisers were applying a penalty of five minutes, dropping the Finnish driver to fifth place. There was no actual evidence of any specific offence, merely an opinion, and the organisers took the action without even giving Mikkola a chance to speak in answer to the allegation. It was a high-handed piece of pseudo-judiciary from which the so-called sporting commissioners would not climb down, presumably lest they should lose face by reversing a decision.

As aloof as ever, they were not even prepared at first to grant audience to Mikkola and his team manager Peter Ashcroft, but eventually they allowed them to enter the inner sanctum, heard what they had to say and promptly confirmed that the five-minute penalty was there to stay. Of course, the regulations do provide for penalties for breaches of traffic law, but that is not to say that allegations of such breaches need not be proved. Mikkola could not remember any dangerous overtaking whatsoever; indeed, the only passing he could recall was when his own service car pulled over to allow him to get by.

The last night of the Monte-Carlo Rally is something of an institution. It comes after a break of more than 24 hours, takes up the whole of the Thursday night and loops and reloops through the stages several times over, the most famous of these being the Col du Turini over which it passed three times. Spectators take to the Alpes Maritimes in vast convoys and there is a sizeable invasion from over the Italian border to provide pretty fierce vocal and gesticulatory rivalry, not to mention the constant barrage of snowballs from one side of the road to the other. What is more, hundreds of these spectators arrive armed with shovels, and although the roads were nearly snow-free in the afternoon they certainly weren't by the time the rally made its first crossing.

Ford began the night with Waldegard holding a lead of more than four minutes over Alén's Fiat, and Darniche nearly another two and a half more minutes behind in sixth place. Over the Fiat the lead was comfortable but not, of course, decisive, whilst the possibility of Darniche becoming a challenger for the lead was very remote indeed. But whereas Ford had made the right tyre choices until then, they were much less right on that final night and they were being beaten sometimes by the Fiats, sometimes by Nicolas' Porsche and always by Darniche.

Apart from the shovelled snow on the tops of the passes the roads were dry and Darniche chose to run on slicks, making up on the dry climbs and descents what he lost by being very cautious indeed on the summits. The Fords were quicker over the snowy bits, but they lost out by having less grip on the dry tarmac. Furthermore, Darniche had finally found the power which had eluded him so far, presumably by a complete carburetter assembly replacement, and he made best time on all ten stages that night. More important, not only was he overhauling those ahead of him but he was getting perilously close to Waldegard's heels.

With two stages to go Waldegard's lead was a minute and a half, too much for even Darniche to make up in the distance available. But one of the great Monte mysteries (and there are many of them) cropped up again. Rounding a left-hander on the limit of adhesion, Waldegard was confronted by a boulder placed strategically just left of road centre. He jerked a little extra lock and managed to avoid the obstruction, but it left him off line and he was quite unable to miss a second boulder some yards further on, this time just right of road centre. The car hit the boulder, mounted it and stopped. Very smartly the two Swedes jumped out and freed the car but they lost at least half a minute in the process and by the time that stage was over Darniche was just 15 seconds behind them.

How the stones got there will remain a mystery. There were no slopes at that spot down which they could have rolled, and there were no spectators. Similar, in fact, to the incident in the sixties when Mäkinen's Mini came to a sudden stop against a large rock which unaccountably appeared in the road.



Although there was snow all around, the top of the Col du Turini had more water on it than anything else, with patches of ice here and there. The car is Markku Alen's Fiat 131.

The incident had a demoralising effect on Waldegard. He wanted very much to win the Monte for the third time, but he wanted victory for his team even more. Not only is he a fine driver but he is an honest, forthright and loyal one, and he knew only too well what a Monte win would mean for the British team. But he also knew that Darniche's rate of climb up the leader board would put him in the lead after that last stage, so rather than risk losing even second place by a mishap he drove fractionally below his limit on the one stage which remained.

But unknown to him Darniche had, for some reason, chosen lightly studded tyres for the last stage and was appreciably slower as a result. His time was just 21 seconds less than Waldegard's and he won the rally by only six seconds. Pondering on this, Waldegard wondered whether, if he had pulled out all the stops, he could have improved his time by six seconds or even more. But he will never know the answer to that one, and the 1979 Monte will probably go down in his memory as one of the great near-misses of his life.

The excitement of that last night, following the surprise domination of the Escorts, overshadowed whatever contest there might have materialised in the hypothetical "class" for front-wheel-drive cars. Ford sent two Fiestas for Roger Clark and Ari Vatanen, Fiat two Ritmos for Attilio Bettega and Per Eklund, Renault two R5 Alpines for Jean Ragnotti and Guy Frequelin, the two drivers who finished second and third in such cars the year before, and there were various Golfs, Citröens and the like in the field.

The two Fiestas were troubled by driveshaft and valve failure respectively, although both finished creditably high; Bettega put his Ritmo off the road and broke its radiator whilst Eklund had a water loss which flooded and destroyed his ignition. Ragnotti was in pain after a practice accident which left Frequelin the best f.w.d. driver, taking eighth place in his R5, some six minutes ahead of Vatanen who was tenth.

A point worth mentioning concerns the manner in which Anders Kulläng collected three punctures in the very first stage of the rally, being delayed more than his maximum. At one time it was considered folly to go rallying on tubeless tyres, but as cars became more powerful the torque exerted on the wheels worked against the tyre/road resistance on high friction surfaces, with the result that wheels often swivelled inside their tyres, snapping the valve stems. Tubeless tyres were then revived, and their bead/rim seals are nowadays man enough for most forms of violent treatment on special stages. But Kulläng's Kadett was entered by the Dutch Opel dealers who had contracted with Michelin. When Kulläng arrived at the rally converging point at Vals-les-Bains he found that the tyres all had tubes, and the result was precisely as we have described.

There is still much to see at, and to learn from, the Monte-Carlo Rally, but its organisation is stubbornly over-traditional, far too aloof and content to sit back on past laurels. Nevertheless, there is a magic about the Turini, a tense excitement which is unique and which, for all the organisers' impassiveness, impassioned spectators will never allow to diminish. – G.P.

Results :

1st :	B. Darniche/A. Mahe (Lancia Stratos) (4)	8h.	13m. 38s.
2nd :	B. Waldegard/H. Thorszelius (Ford Escort RS) (4)	8h.	13m. 44s.
3rd :	M. Alen/I. Kivimaki. (Fiat 131 Abarth) (4)	8h.	17m. 47s.
4th :	J-C. Andruet/Mrs. C. Lienard (Fiat 131 Abarth) (4)	8h.	19m. 20s.
5th :	H. Mikkola/A. Hertz (Ford Escort RS) (4)	8h.	23m. 07s.
6th :	J-P. Nicolas/J. Todt (Porsche Carrera) (4)	8h.	26m. 37s.
7th :	Miss M. Mouton/Mrs. F. Conconi (Fiat 131 Abarth) (4)	8h.	34m. 46s.
8th :	G. Frequelin/J. Delaval (Renault 5 Alpine)	8h.	44m. 27s.
9th :	J. Almeras/M. Gelin (Porsche Carrera) (4)	8h.	49m. 56s.
10th :	A. Vatanen/D. Richards (Ford Fiesta) (2)	8h.	50m. 15s.

233 *starters*, 154 *classified finishers*

Book Reviews

"Automobile Year 1978/79" Edited by Douglas Armstrong. 249 pp. 12½" x 9½" *(Patrick Stephens Ltd., Bar Hill, Cambridge, CB3 8EL. £17.50).*

This famous annual, now in its 26th year, is produced by that high-class publisher, Edita of Lusanne, and the English version is available, as above. A truly de luxe approach to recording in word and picture the competition and other motoring events of last year, this edition contains 365 photographs and 82 excellent colour illustrations. The records of 1978 are embellished by articles on other topics, such as a review of the Motor Industry by that specialist Edouard Seidler, a look at how cars may shape in the future by Prof. Hans Scherenberg, late Technical Director of Mercedes-Benz, Philippe de Bardy's review of mobile homes, and a survey of the latest new cars by Jacques Farenac leavened by a look at old-time motoring accessories and equipment. In addition, if you have been having enough reading about Gerald Wingrove's car modelling here is a novel touch – Cyril Posthumus, once such a modeller himself, writing about how he sees these miniature automobiles – and Cyril definitely approves. There is also a piece about those ridiculous vehicles constructed to attain 1,000-2,000 or thereabouts m.p.g.

On the racing side we have Pfunder's profound survey of FIA and CSI races, Dymock telling us about last year's Grands Prix, Paul Frère on the technicalities of racing's radial tyres, and a biography of Mario Andretti. And there is an appreciation of Ronnie Peterson. Other competition events such as Le Mans and the World Championship for Makes, the World Rally Championship, European Formula Two, Pike's Peak, F3, the European Touring Car Championship, and rallycross – they are all there, with the expected tables of 1978 results. The happenings in the Grands Prix are tabulated in much detail. "Automobile Year" is a high-class production and the advertising it carries is up to the standard set. This time it comes from Mercedes-Benz, Renault (pointing to their racing activities), Lancia, Fiat, Goodyear, Lucas, Peugeot, Cibie, Autolite, Michelin (again, pointing to their racing participation) and Mahle, to name only the motoring ones. – W.B.

"A Pride Of Bentleys" by John Adams and Ray Roberts. 224 pp. 12" x 9½" *(New English Library Ltd., Barnard's Inn, Holborn, London, EC1N 2JR. £19.95).*

There seem to have been an awful lot of books about Bentleys, one way and another, and still they come. This one is an immense coffee-table tome (no space for the coffee cups), containing some very fine colour photographs indeed, of all the Bentley range, from 3-litre to T2 Crewe model, not forgetting the 4-litre. There are also some pages from the old and recent catalogues and that sort of thing. The book takes after that recent Bugatti pictorial coverage, in that the cars depicted are currently owned and mostly portrayed in modern surroundings. The pictures, largely by Colourviews Ltd. who hold the copyright and have supplied the descriptions of the cars illustrated, are really rather fine, in very bright colour, so it is a pity that some of the big ones are bisected by the folded page. A few competition shots (modern) are included and no doubt every Bentley-boy's coffee-table will groan with this one. Others may well groan when they get to the price.... – W. B.

* * *

One for the boffins – Mechanical Engineering Publications Ltd., PO Box 24, Northgate Ave., Bury St. Edmunds, Suffolk, IP32 6BW have published "Fundamentals of Automotive Engine Balance" by W. Thomson BSc., CEng., MIMech.E, priced at £4.95. It covers engines from twins to V12s, including in-line three- and five-cylinder configurations with diagrams. Another book for the boffins is "Facts On Road Traffic Accidents And Safety Of Automobiles", being the research into 15,000 car crashes with passenger injury (how depressing) by German Motor Traffic Insurers and published by them in Munich in 1978.

* * *

Geographia Ltd., 63, Fleet Street, London, EC4Y 1PE, have brought out a new "Easy-to-Read" Atlas of Great Britain, costing £3.50. Maps, to a scale of 5-miles-to-the-inch, and the Index are very clear but some villages and minor roads have been omitted to accomplish this.

* * *

The 750 MC has again issued its annual Yearbook, containing reports on last season's Reliant 750 Formula, Formula 1300 and Formula Four and the relevant Championships, the activities of the Austin 7 and Specials Registers, its trials, rallies and other activities, and details of what it has planned for this year, together with all manner of useful information for those who belong to this leading Club in the low-cost motoring sport stakes. This 750 Yearbook isn't priced and I do not know whether it can be obtained by non-members or even whether any copies are still available. But it might be worthwhile if you want a copy to join the Club, or write to it, or something, mentioning MOTOR SPORT; the General Secretary is David Bradley, 16, Woodstock Road, Witney, Oxon. – W.B.

* * *

Continuing its series of *Autocar Special* books on one-make themes, consisting of very nicely reproduced articles from that journal, IPC Business Press Ltd., 40, Bowling Green Lane, London, EC1R 0NE, has issued the ninth of these books, edited by Peter Garnier. The subject is Bentley, from 1919 to 1931, an absolutely enthralling portfolio of road-test reports, colour-pictures, drawings, chassis-descriptions, interviews and photographs, covering all the W. O. Bentley cars from 3-litre to 8-litre, and the short-lived 4-litre. This book represents a rare treat for Bentley enthusiasts, at the modest price of £3.00, the book containing some advertising. It covers the Bentley racing days and a table gives the present whereabouts of the cars illustrated. A pity that the picture of a 6½-litre engine, on page 23, has been printed upside down. – W.B.

Cars In Books

THERE are some interesting references to cars in "The Unforgiving Minute" (W. H. Allen, 1978), the fascinating if at times almost unbelievable autobiography of Beverley Nicholls. When I first began to read T. H. White, as I still do, I remember that in "England Have My Bones", a book kindly given to me a long time ago by a Frazer Nash enthusiast, White remarked in the Preface that *his* England was not that of the *Saturday Review*, nor was it authoritative like that of the *Field*; it was not stately enough for *Country Life*, nor experienced enough to bear comparison with the works of A. G. Street or Adrian Bell. (I must explain that White's book was published in 1936.) Then he added: "I hope it is not the kind of country that is inhabited by Beverley Nicholls."

Be that as it may, let us look at the cars described by Mr. Nicholls. There is the Isotta-Fraschini which Geoffrey Hart crashed, causing his wife Dorothy to lose her unborn child. Nicholls recalls Hart as head boy at Harrow, senior classical scholar at King's College, Cambridge, and a millionaire at 25. Apparently he did everything at top speed and Nicholls remembers how, when he was being taken out in the Isotta-Fraschini, he enquired rather tremulously what speed they were doing, to be told by Hart, "This car is becalmed at ninety". I like that! It seems that after her husband died Dorothy Hart continued to look after his many business interests, and that in later years she had a chauffeur-driven Jaguar. Nicholls, who says he knows nothing about motor cars and feels apprehensive at 40 m.p.h. trundling along country lanes in an old Ford, once drove this Jaguar the 400 miles to Newcastle with Dorothy, starting in the dark in driving snow and sleet, when the chauffeur's wife was expecting a baby, so she wouldn't take him. To make matters worse, the Jaguar's screen-wipers packed up. . . .

Other car mentions are of the Baron d'Erlanger's Rolls-Royce; she had "a vast house in Piccadilly and a palazzio in Venice." . . . Then there is a reference to an accident in which Beverley Nicholls was involved, on the Great North Road (as it then was) late in 1932. What interested me about this is that in a story he wrote about the crash for his then-column in *The Sunday Chronicle* he refers to pulling out the ignition-switch, after the impact with the lorry. I wondered which car of this date had a pull-out ignition-switch, assuming this to have been correctly described, and thought it might have been a Renault. Reading on, I find that the car was indeed of that make; Nicholls describes it as "a smart little Renault, which I had bought for the sole reason that it was such a pretty shade of blue". But I have not checked whether a 1930s Renault would have had a pull-out ignition-switch – does anyone know? What else? Well, Hugh Walpole is described as using a large Daimler chauffeured by an immense middle-aged ex-policeman, around the year 1938/39 and I find that this is yet another book in which Brooklands is mentioned, because Beverley Nicholls had a go at finding out about flying there, presumably in a DH Moth. – W.B.

New Ziebart Services

THE Ziebart Vehicle Rustproofing concern has introduced new services for car users. One is their Envirogarde laminated windscreen-repair service. This uses the new Novus Method of repairing the damage, which is said to be less costly than a new windscreen, and the service is operated by a 24-hour mobile windscreen-replacement service. The other Ziebart services concern the Envirograde bodyglaze treatment of car paintwork, general car valeting, and the provision of a new glass-panelled sun-roof made of heat-reflective toughened safety glass. Details from Ziebart dealers and centres. – W.B.

JDC Silverstone

THE Jaguar Drivers' Club 20th Annual Historic Race Meeting will be run at Silverstone on March 10th. Races include rounds of the Aston Martin Owners Club Thoroughbred Sports Car Championship, the Wild Rose Caravan Park Historic Special GT Championship, the Grand Prix Models Classic Sports Car Championship, the Classic Saloon Car Championship and the usual Aston v. Ferrari v. Porsche v. Jaguar Challenge Race. A Jaguar Spares Day will be held in conjunction with the meeting.

The Editor Looks at the Legend of

THE INVINCIBLE TALBOT-DARRACQS

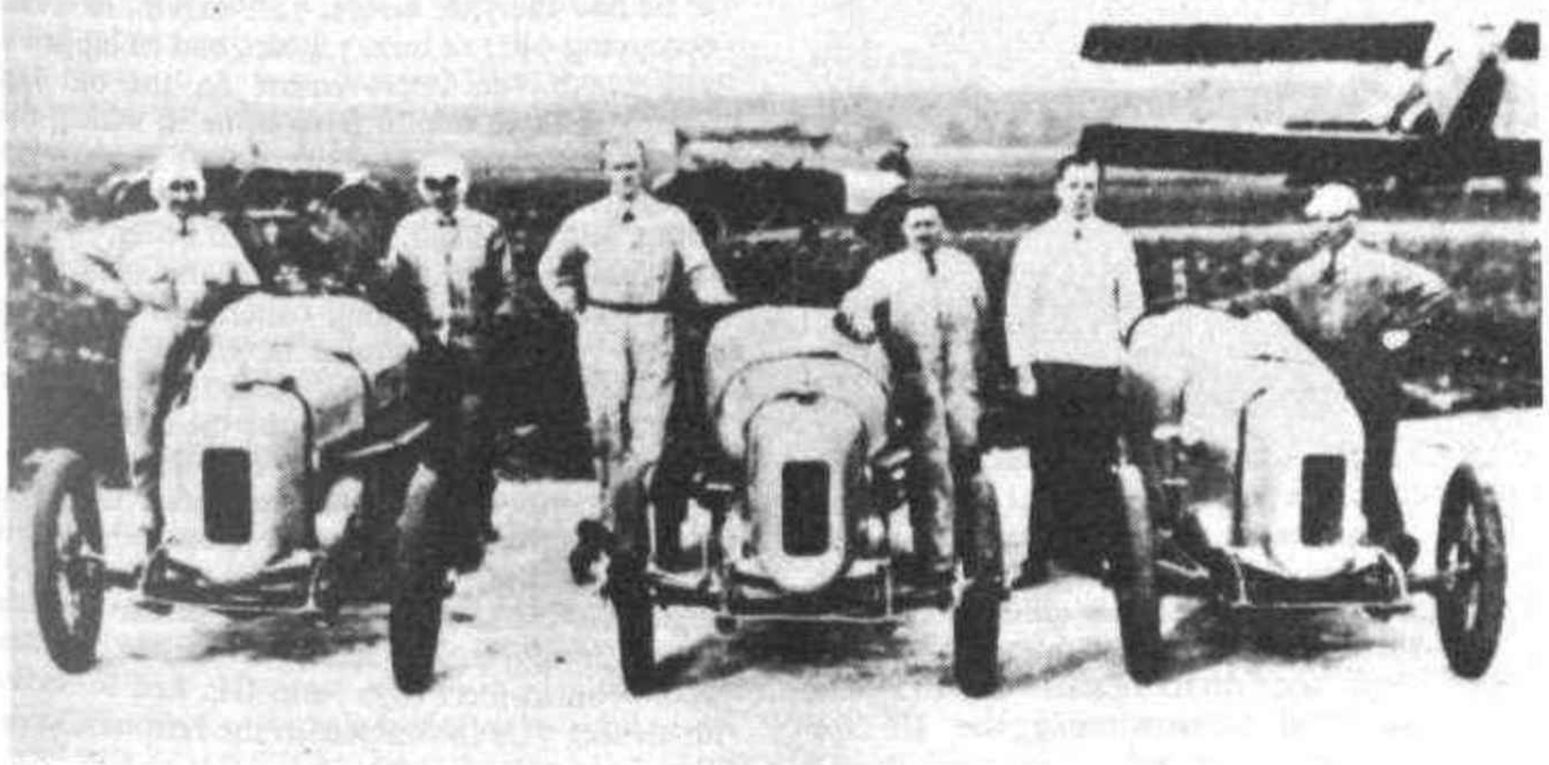
ONE OF Louis Coatalen's great interests was motor racing and when he became Chief Engineer of the STD organisation he was able to indulge this whim to the full, perhaps at the expense of the share-holders. Naturally, he set his sights on winning the Grand Prix. In 1912 his small cars, based on the standard Sunbeams, had given the bigger cars a fright. In 1913 Coatalen's side-valve GP Sunbeam had finished third at Dieppe behind the specialised twin-cam 16-valve Peugeots. Using a similar design for 1914 only fifth place was achieved. After the war Coatalen's cars were unready in 1921, in 1922 he was let down by employing the great Ernest Henry to design his 2-litre Sunbeams when that engineer was losing his eminence, but in 1923, aided by a modicum of luck, the dream came true, Segrave's 2-litre non-supercharged Sunbeam winning the French Grand Prix at Tours. Supercharged, these Sunbeams might have repeated the performance in 1924, had their German magnetos, fitted on the eve of the race, not let them down, and they went on to win the Spanish GP that year. It was, however, with his *voiturettes* or 1½-litre Talbot Darracqs that Coatalen really had the motor racing world in the palm of his hand....

* * *

Coatalen had used the Henry type engine for his 1914 GP Sunbeams and for the unsuccessful 3-litre straight-eight Talbot Darracqs he had built for the 1921 season. These latter racing cars had been built in the Darracq works at Suresnes, outside Paris, at Wolverhampton, and in the old Clement-Talbot works at Kensington. At the same time as they were being constructed, Coatalen had a team of 1½-litre four-cylinder racing cars built at Suresnes, their engines constituting, in effect, half those of the GP cars. This meant that they used aluminium cylinder blocks with bronze valve inserts and plug bosses and steel liners, the bore and stroke being 65 x 112 mm. (1,486 c.c.). Four inclined valves in each head, actuated by twin-overhead-camshafts were driven by a train of pinions at the front of the engine. A 3-bearing crankshaft ran in plain bearings, lubricated from a dry-sump system. Cooling was by pump and twin Solex carburettors were used. Ignition was by Delco battery and coil and more than 50 b.h.p. was claimed at 4,000 r.p.m. The engine drove through a multi-plate clutch to a 4-speed gearbox and the differential-less back axle was driven by an open propeller shaft. The ½-eliptically-sprung chassis had a wheelbase of 8′ 0″ and a track of 3′ 7″ and cable-operated four-wheel-brakes were used. These little Talbot-Darracqs were ready by the late summer of 1921 and one authority has described them as the direct spiritual descendants of Henry-designed Peugeot light Coupe de *L'Auto* cars of 1913 and 1914, and as pretty a team of light racing cars as perhaps the motoring world had ever seen. They were to live up to this high opinion, in the two years of their racing careers.

* * *

The first race in which Coatalen's new Talbot-Darracq *voiturettes* appeared was the *Coupes des Voiturettes* organised by the AC de l'Ouest at Le Mans (very definitely a road circuit in those days). For this debut Coatalen had secured the services of the Frenchman Rene Thomas and the Britishers Henry Segrave and Kenelm Lee Guinness as his drivers. Bugatti failed to appear but the T-D team faced opposition from Harvey's side-valve Alvis, three la Perles, Bedford's Hillman, Hawkes' Horstman, Marshall's Aston-Martin, an ancient Corre-la Licorne and five others. They had to race for 279 miles over the hardly sophisticated course. The little blue T-Ds ran away with it. Guinness did his s lap at 66.7 m.p.h. and later Thomas lapped at 74.5 m.p.h. The only mechanical stoppage they experienced was when Thomas came in to replace the clip on his front universal joint. These 500 kgm., Pirelli-shod cars finished the race in the order, Thomas, at an average speed of 72.1 m.p.h., Guinness, 1 min. 54 sec. behind, and Segrave, who was 40 sec. behind Guinness. They had never been challenged, yet they speeded up as the race proceeded, to the extent that had they been competing in the Grand Prix over the same course, in the latter part of that race only the winning 3-litre Duesenberg would have gone faster. It was a pretty convincing performance. Incidentally, to keep within the weight limit dynamos were dispensed with but the batteries lasted the four hours of the race.



The "Invincible" Talbot-Darracq team at Brooklands in 1921.

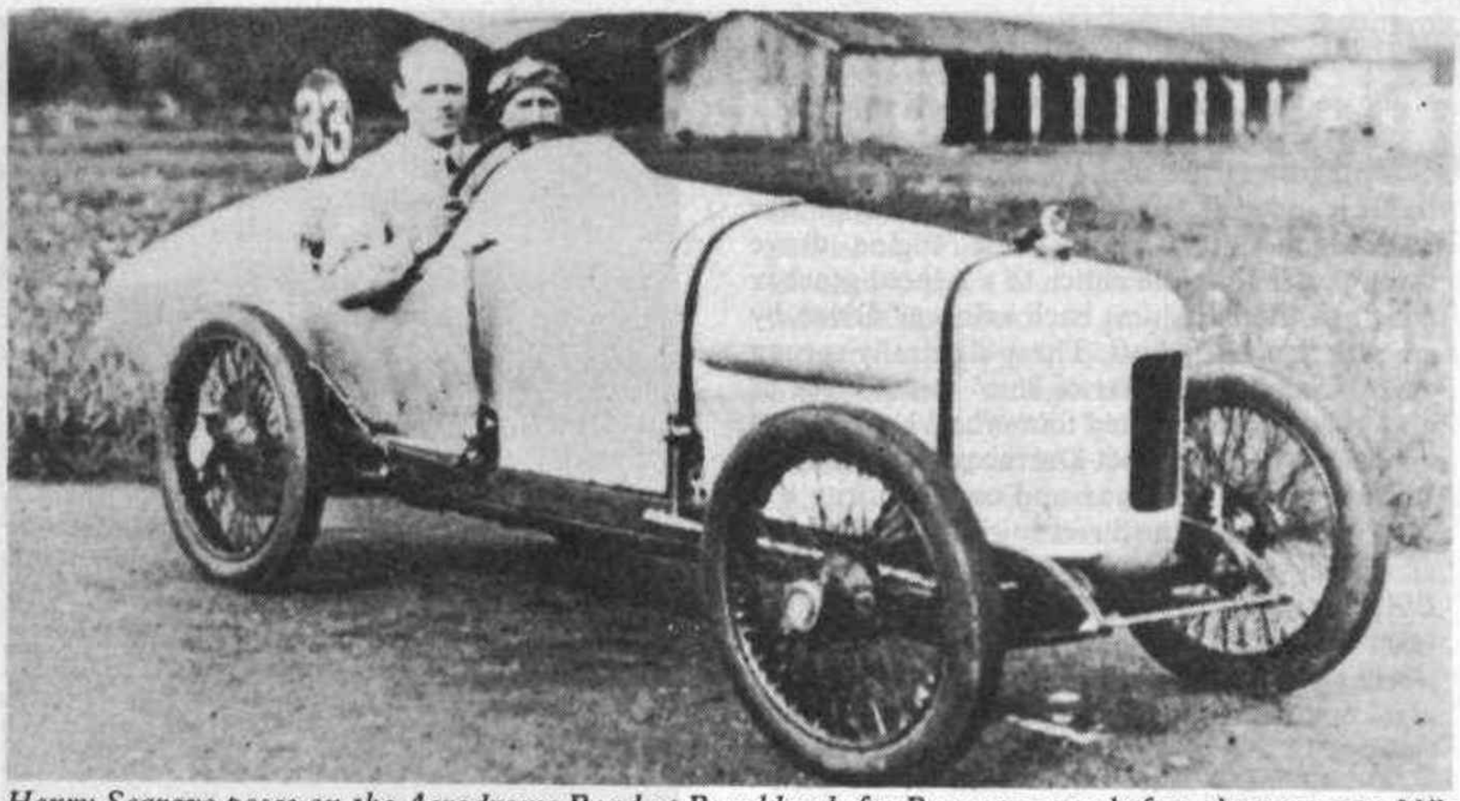


Louis Coatelen – Le Patron.

Indeed, Coatalen must have had every confidence when he entered his T-D team for the JCC 200-Mile Race at Brooklands that October. As this was in Britain Rene Thomas was replaced by Malcolm Campbell. Also, although as road-racers the cars had pointed tails, Coatalen thought that something even more streamlined was called for in this track race and got the Hawker aeroplane people at Kingston to cobble-up lightweight long-tailed bodies for the "200"; the radiators were cowled, and the front brakes removed. The aluminium seats were not upholstered and the drivers and especially the mechanics suffered badly in consequence.

In this pure track marathon the Talbot-Darracqs faced fast cars such as the newly-engined sixteen-valve o.h.c. Bugattis, two Alvis, the Le Mans Hillman, Anzani-engined Horstman, Coventry-Simplex-powered Horst-mans, and a bevy of Aston-Martins, of which Count Zborowski's had the new Robb o.h.c. 16-valve engine, and many more. However, among the anxieties of practice, which were many, the T-D team was put away early in the depot on the Byfleet side of the Track, and on race day Louis Coatalen was there, to see them dominate the race. They led throughout and finished in the order, Segrave, who averaged 88.82 m.p.h., Guinness who was 5.8 secs. behind, and Campbell, who finished 3 min. 56.2 sec. behind Guinness. Campbell had the misfortune of a burst tyre, on the o/s back wheel and running to his pit on the rim and changing it, inspite of the hubs being of knock-off type, cost him second place, for it seems that Coatalen intended the finishing-order to have been Segrave-Campbell-Guinness.† Had it not been for this tyre failure Talbot Darracqs would all have made non-stop runs, although Segrave finished the race on a flat tyre. As it was, Segrave and Guinness both lapped at 94.86 m.p.h. and actually broke several

†It has been said that Coatalen prearranged the order in which his drivers would finish a race. Being a stern disciplinarian, when Rene Thomas disobeyed the Patron's instructions at Le Mans in 1921, ignoring the pit signals, and, signalled by a friend at Arnage, came in first ahead of Guinness and Segrave (whereas it was intended that Guinness was to win, followed by Thomas and Segrave) the French driver was sacked immediately by Coatalen – he retaliated by joining the Delage team. Before that, in the 1921 "200", Segrave had been signalled from the Members hill by his wife, so that he could get a one-lap lead on Guinness and then ease up, behind the other Talbot-Darracq, leaving Guinness under the impression that he was in the lead. It seems that Coatalen's orders were that no driver should pass another during a race unless signalled to do so and thus if Segrave had not quickly got ahead of Guinness he would have had to follow him in, as Coatalen had intended Guinness to win the "200" to make up for Thomas having defeated him at Le Mans, which Segrave knew from the start, from what the mechanics told him. By the time Guinness received "faster" signals it was too late, Segrave being careful to keep that 5.8 sec. gap between them on the final lap. In later times, when the invincibility of the STD cars was assured, it seems as if Coatalen sometimes allowed the drivers to decide the order of finishing themselves.

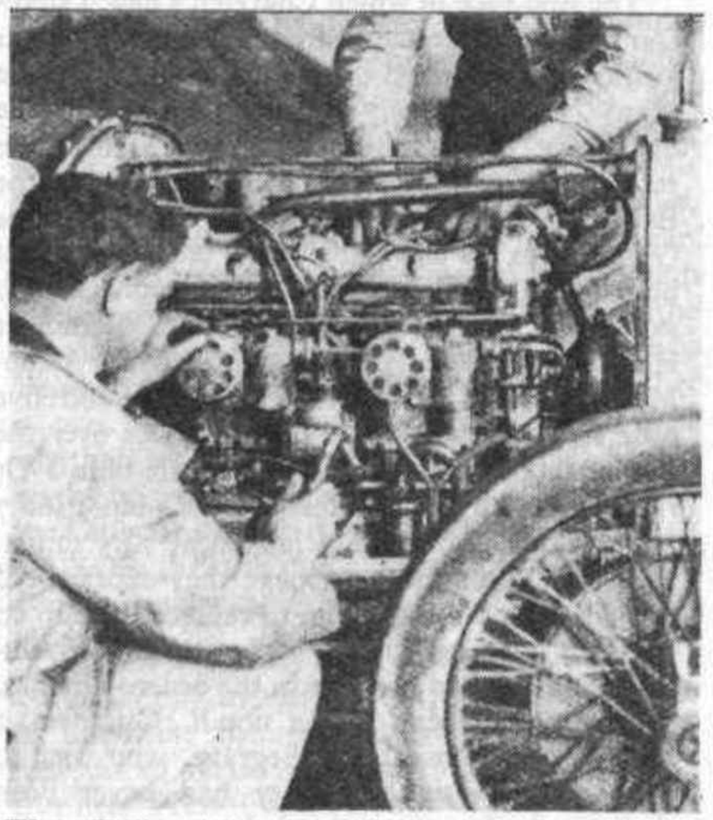


Henry Segrave poses on the Aerodrome Road at Brooklands for Press cameras before the 1921 200 Mile Race. Below, the Henry-type twin-cam engine of these cars. In this picture the car is in road racing form with uncowled radiator and front brakes.

International class records in the course of the "200", including the hour at 88.67 m.p.h. The engines ran at 4,000 r.p.m. with equinimity. The nearest the opposition got to this splendid performance was fourth place by de Vizcaya's Bugatti, but it was 5 min. 57 sec. behind Campbell. It may well have been more than co-incidence that the announcement of the new 8 h.p. Talbot-Darracq light-car came with the Press reports of this 200-Mile Race that had been such a convincing T-D walk-over ... Coatalen must have faced his first full season of 1½-litre racing in 1922 with every confidence.

The first 1922 engagement for these remarkable T-Ds came in June. The RAC had decided to revive the TT in the IoM and not getting much supprt for the main 3-litre race, added a 1½-litre class. Coatalen saw an opportunity to employ his unsuccessful straight-eight Talbot-Darracqs, now called Sunbeams, in this road race, nominating Segrave and Guinness to drive them. He also decided to run a full team of T-D *voiturettes,* the 1921 cars, overhauled at Suresnes but with their bearings unchaged, it was said, since their first racing appearance. The engines were said to be giving 54.6 h.p. on the test bed. The road-racing bodies had been refitted, likewise the front brakes, and the drivers were Sir Algernon Guinness, and two ex-mechanics, Albert Divo and Moriceau. They met a full team of Brescia Bugattis, and Enfield-Allday, an outdated Aston-Martin and Bedford's Hillman.

The race was run in appalling conditions and the inexperienced Moriceau skidded on the wet road while trying to overtake de Vizcaya's Bugatti, a tyre burst – here I would make the point that these really were small racing cars, using 710 x 100 back tyres – and the T-D left the road, and was eliminated. From the beginning the other two Coatalen cars had it all tied up, Guinness leading Divo. However, Guinness then suffered a puncture, but was able to re-start without being passed by de Vizcaya and he was able to overtake his team-mate and win at 53.3 m.p.h., after driving for 4 hr. 14 min. 56.4 sec. Divo ran in 2 min. 41.6 sec. behind Guinness in this very beastly race, and if this seems a biggish gap, let it be said that the best a Bugatti could do was to come home some half-an-hour behind Divo. Sir Algernon had averaged within 2.48 m.p.h. of the winning 3-litre Sunbeam driven for two more laps in the TT proper by Chassagne. Moreover, the little T-Ds were only slower than two of the big cars in their



The Talbot-Darracqs face a good deal of opposition in a JCC 200 Mile Race at Brooklands, below; in this starting line picture they are numbers 5 and 7.

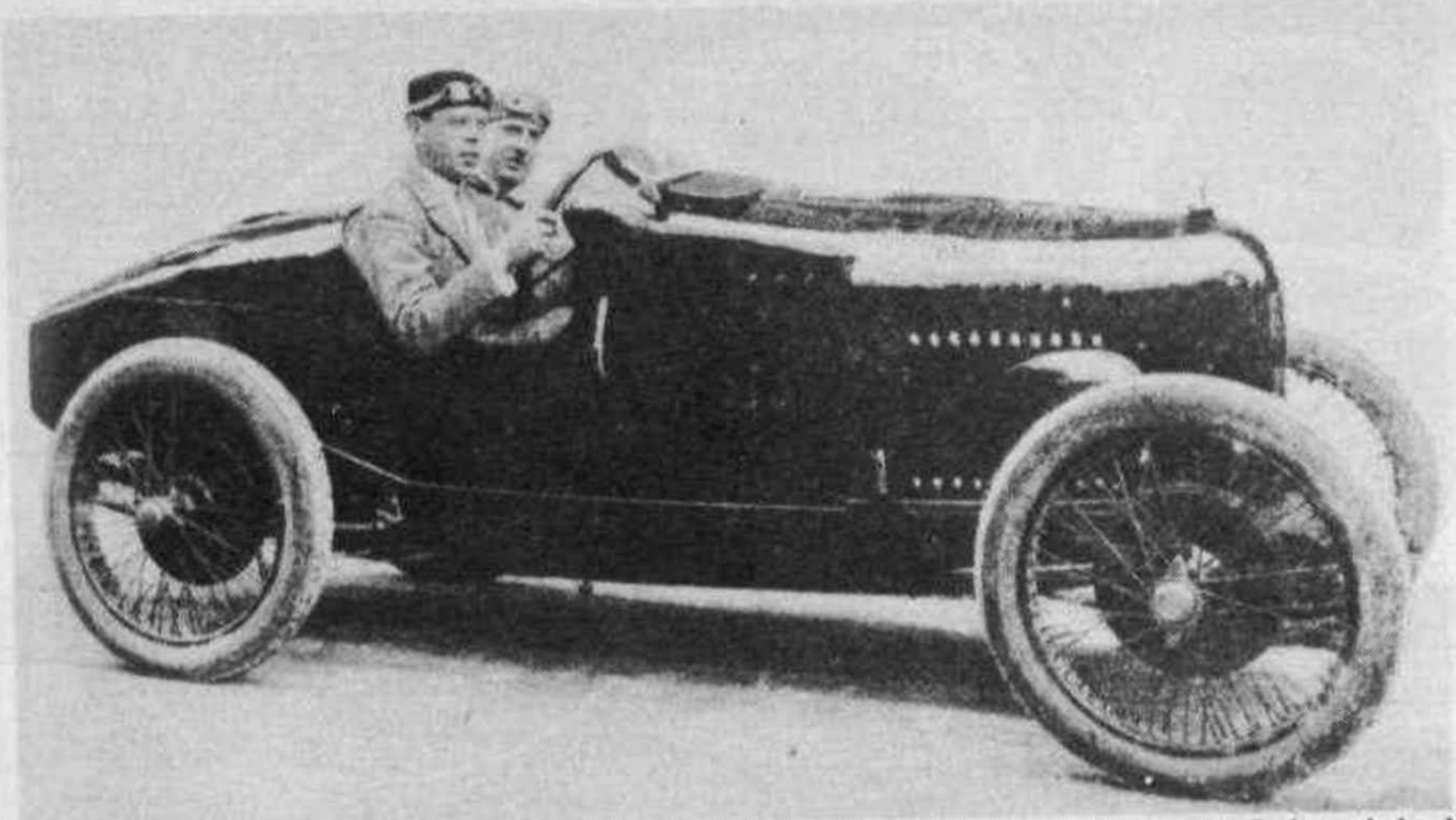


admittedly longer race.

The next appearance of the Invincible T-D team was in the 1922 JCC 200-Mile race, which was again run over the outer-circuit at Brooklands. The race had been moved forward to August and the drivers were to be Jean Chassagne, fresh from winning the TT for Sunbeam, Segrave, and K. Lee Guinness. The T-Ds faced the Aston Martins, now with Henry-type cylinder heads, the Bugattis, and many others. In the opening stages of the "200" Moir's Aston Martin led, and Zborowski's GP Aston Martin was fourth, closely pursuing Guinness and Segrave, Chassagne having stalled on the starting-line. It was clear that for sheer speed the AMs matched the T-Ds, for Moir was pulling away from Segrave, and Zborowski was almost level with Guinness, and soon passed him. The pace, however, was too great for the AMs and both the GP-engined cars retired, leaving the race, as before to the French cars. It was not quite a walk-over, though, because Guinness had to stop because the o/s rear tyre had left its rim and one report says he stopped again later to change over to the magneto from the coil ignition, both systems now being used, as his engine began to mifire. Then it was Chassagne's engine which began to mis-fire and he stopped to look to its plugs and test its compression. He was told by Coatalen, who was again at the Track watching over his team, to continue and after the mis-firing had cured itself the Frenchman set about making up lost time at great speed, taking the Railway straight at not far short of 100 m.p.h. This, perhaps coupled to the weaving past slower cars, caused the o/s rear tyre to burst. The Talbot-Darracq swerved and went over the top of the Byfleet banking, throwing out Chassagne and his mechanic Dutoit, on the way. Both escaped practically uninjured, and Chassagne's shoes were found neatly parked on the concrete. Next it was Segrave's engine that played up and although he stopped and put in new plugs, his lap-speed dropped by over 10 m.p.h. Possibly Coatalen had intended the finishing order to be Segrave, Guinness, Chassagne. But this final trouble changed things and Guinness ran home the winner, at 88.06 m.p.h., having lapped at 95.78 m.p.h. and second place went to Stead's old side-valve Aston Martin "Bunny" at 86.35 m.p.h., an astonishing performance, Segrave having to swallow his pride and accept third place, at 85.55 m.p.h. Guinness had been racing for 2 hr. 17 min. 37 sec. Stead finished 2 min. 43.2 sec. behind him, and Segrave was 1 min. 19.4 sec. down on the Aston Martin. The T-D team was in the 1921 guise of long-tailed bodies, cowled radiators and no front brakes, and the engines had been raised to give better Track clearance.

The T-Ds, then went to the *Coupe Internationale des Voiturettes* at Le Mans. In one way this was a rather hollow finale, because the only other runners were a Corre La Licorne and a back-braked Crouch. However, although the race distance had been increased since 1921 by 96½ miles Guinness averaged almost the same speed as he had the year before, 72.1 m.p.h., in a race occupying 5 hr. 12 min. 7.4 sec., and he lapped at 77½ m.p.h., an improvement on the old lap-record of three m.p.h. Divo came in within five seconds of Kenelm Lee Guinness but Segrave was delayed for more than half-an-hour with mis-firing, suspected magneto trouble being, in fact, fuel-feed blockage. Nevertheless, he took third place. This was a fitting conclusion to a two-season racing appearance in which these 16-valve, twin-cam T-Ds had never been vanquished, and which were, by the end of 1922, regarded as too old for further first-line racing.

One more race remained for them. Coatalen had been offered transport by Guinness, on his yacht, for the T-D team and two 4.9-litre-engined 1922 TT Sunbeams, together with a Sunbeam tourer, to Spain where the former would run in the Penya Rhin GP, and to Sicily for the big cars to compete in the famous Coppa Florio race. Presumably seeing this as a holiday and a solution to the problems of getting the



For the 1923 season Coatelen used these Fiat-like Talbots designed by Bertarione. Lee Guiness is in the driving seat and is seen below after winning the 1924 "200" with the car in supercharged form.

racing cars out by land transport, the Patron accepted. The T-Ds met much more competition than they usually did at Penya Rhin and Chassagne retired with a broken valve. This malady then occurred in Segrave's car, which broke an inlet valve, and kept on catching fire. Bill Guinness won in 4 hr. 55 min. 46 sec., at 65.4 m.p.h., 8 min. 14 sec. ahead of Zborowski's Aston Martin. A Chiribiri was third, Segrave fourth. So the Talbot-Darracq remained unbeaten, this being their sixth victory in six races.

Having been defeated in the Grand Prix by Fiat in 1922, Coatalen secured the services of the Fiat designer, Signor Bertarione, to engineer his 1923 cars. This paid off, because, with a certain amount of luck, Segrave won the 1923 French GP at Tours for Sunbeam, in one of the Fiat-like Bertarione 2-litre Sunbeams, after the new Fiats had retired. The car Bertarione had prepared for Coatalen's 1923 GP season was used as a basis for a new team of T-Ds, built at Suresnes, but eventually called Talbots in France, Darracqs when they raced in England, to tie in with STD policy. They had four-cylinder all-roller-bearing 67 x 105 mm. (1,481 c.c.) engines with separate steel forged cylinders. There were now only two valves per cylinder, operated by twin overhead-camshafts, still driven by a train of gears. Thus while the heads no longer bowed to Henry influence, the camshafts-drive did. A writer in *The Light Car & Cyclecar* had described the heads of the 1921/22 T-D engines as hemispherical but I would have thought they were more nearly pent-roof. Now the new engines got close to a true hemispherical combustion chamber. An output of 70 b.h.p. at 5,000 was quoted for them, using a single Solex carburetter and magneto ignition, and this was not regarded as an exaggeration. The chassis were still sprung on ½-elliptics and again there was no differential.

The new Talbot *voiturettes* made their debut in a Boulogne race in September, which Segrave won, from some Aston Martins and Bugattis but both his team-mates, Guinness and Divo retired. Next, the cars repaired to Le Mans, for the 257-mile *Coupe des Voiturettes* contest. Boulier's Talbot succumbed early, after going on fire, but Divo won in 3 hr. 36 min. 1.4 sec., at 71.5 m.p.h. which was only 0.6 m.p.h. slower than Segrave's 1922 average over 375½ miles, and Divo lapped at 81 m.p.h. Moriceau in the third Talbot was delayed when a throttle-cable broke and the o/s rear tyre left its rim, but he came second.

At this stage Coatalen must have been less



Segrave casts a glance at his riding mechanic during his disappointing drive in the 1924 200 Mile Race.



pleased than in 1921 and 1922, especially as Fiat, too, had some 1½-litre cars which had so far also proved unbeatable (with a change of chassis on the way), having won at Brescia and Monza. So when it was known that two of these supercharged Fiats were coming to Brooklands for the 200 Mile Race, with Salamano and Campbell to drive them, interest was intense. But if the spectators expected to see a Darracq/Fiat battle, they were to be disappointed, and indeed these two "unbeatable" 1½-litres cars never met. It has been said of Coatalen that he so feared a confrontation with these blown Fiats that he took his non-supercharged T-D team elsewhere. If so, can one blame him? I am not certain, however that this is quite a true story, that he entered and then withdrew his cars from the "200."

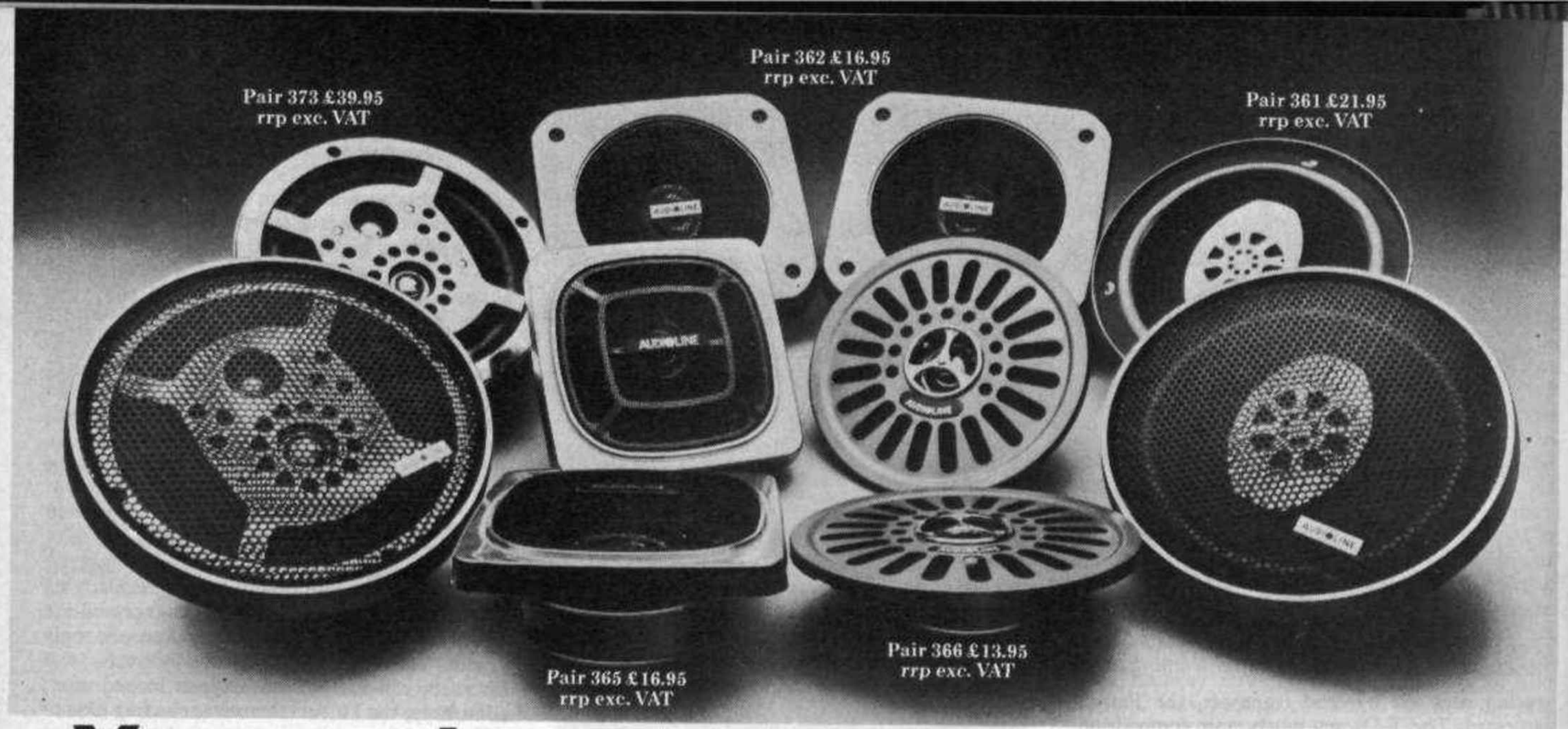
We have seen how Coatalen used sea transport to get his racing cars to Spain in 1922 and perhaps transport problems, which must have been quite acute over such distances 56 years ago, made it impossible to have them at Brooklands in 1923 and in Spain as well. The Spanish race took place nine days after the "200", which you may think lends strength to my argument. Coatalen had in any case won the "200" twice in succession. On the other hand, in 1924, when only eight days separated the "200" from the Spanish GP, at San Sebastian, Segrave and Guinness managed the journey in time – but then they had been driving the 1½-litre Darracqs in the former race and the GP Sunbeams were run in the latter, so only urgent transport for the two drivers was involved, which the Paris Express looked after, admirably; the Talbots themselves had 23 days to their next engagement, just across the Channel at Montlhery. So we must ask ourselves, did Coatalen ever enter for the 1923 "200" – the day before the race *The Autocar* did not have his cars as runners, although *The Light Car & Cyclecar* listed Segrave as a lone Talbot driver ... The ironical thing is that had he kept his cars in England he would almost certainly have won the "200", because supercharged though the Fiats were, they proved singularly unreliable on this occasion and both Salmano and Campbell soon retired with serious engine troubles...

Anyway, the Talbots went down to Barcelona and Divo won the Penya Rhin race in 4 hr. 45 min. 34 sec., at 67.5 m.p.h., the speed 2.1 m.p.h. up on the 1922 average, although the distance was only ten miles less. Dario Resta had led the race to half-distance but then experienced engine trouble, stopping for water. Zborowski's Aston-Martin was second, 3 min. 27 sec. behind Divo, and Resta managed third place, 32 min. 8 sec. behind the British car. Moriceau had a mishap in practice and non-started. Incidentally, the Talbots had been using Dunlop tyres (but with Michelins on the back wheels of Segrave's car at Boulogne) for some time and were on Discol fuel.

Resta made up for his poor showing by winning a race at the opening meeting on the Sitges banked-track, in 4 hr. 22 min. 1.5 sec., at 85.1 m.p.h., for the 373 miles. Among the ten starters were Nuvolari's Chiribiri and the Aston Martins. Divo was chased all the way by Resta, who passed when Divo eased up. He finished 10.5 sec. behind his team mate and 16 min. 52 sec. ahead of Zborowski's Aston Martin.

* * *

For the 1924 season Coatalen retained these eight-valve Talbots but increased their power by supercharging them with a Roots blower, driven from the front of the crankshaft, which increased their power output to over 100 b.h.p. They were, I think, given new bodies, or radiators, so that they no longer looked exactly like Fiats, and they were shod with Rapson tyres. The chassis were lower than before and a 3-piece front axle was used. The successes attained with the cars in this form were as impressive, as monotonous, as before. At Geneva Guinness won the Swiss Voiturette GP at 70 m.p.h. for the 248 miles from Resta's Talbot. A Fiat was third but as the blown 1½-litre Fiats are said never to have met the Invincible Talbots it was presumably of some



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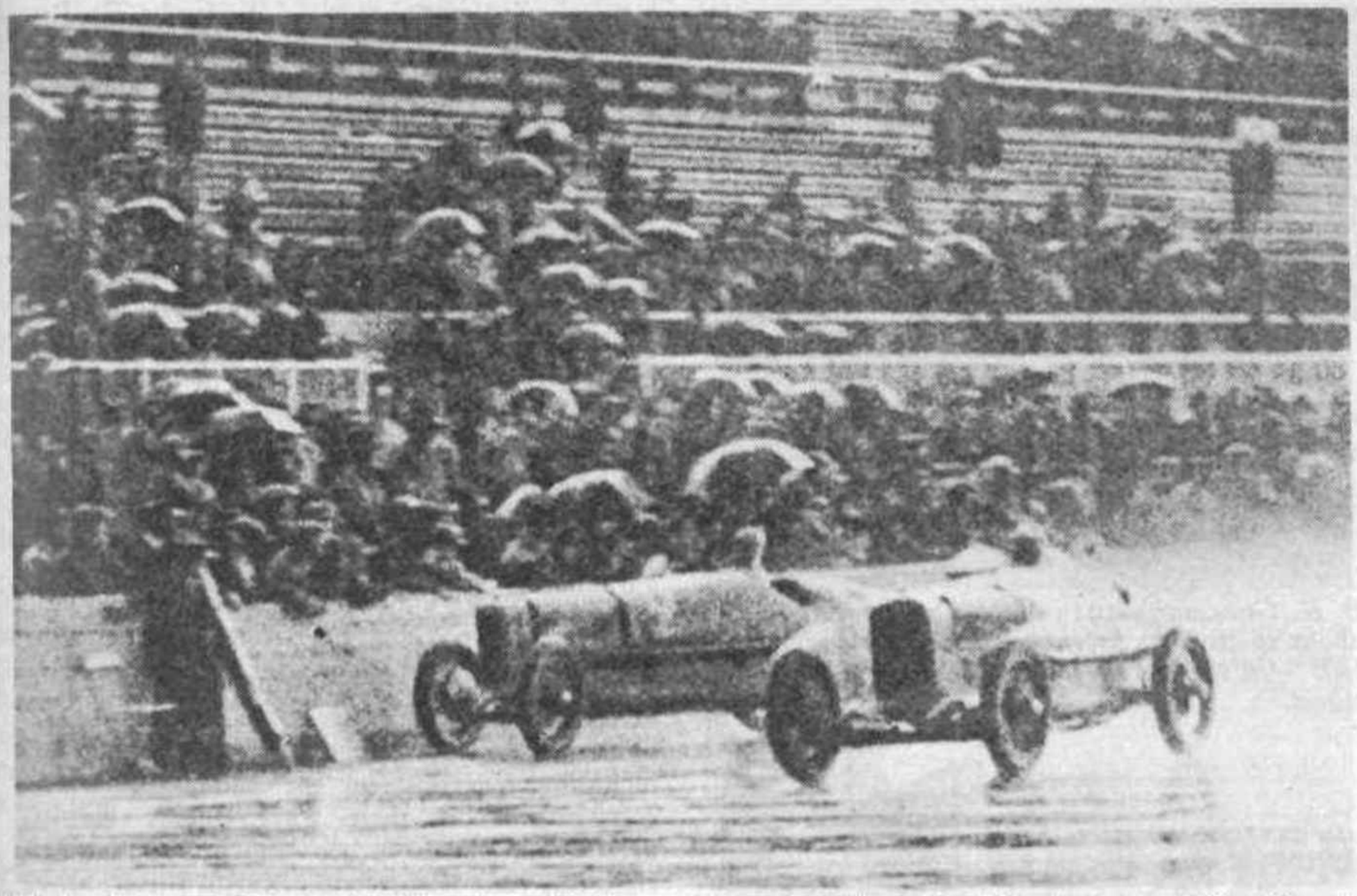
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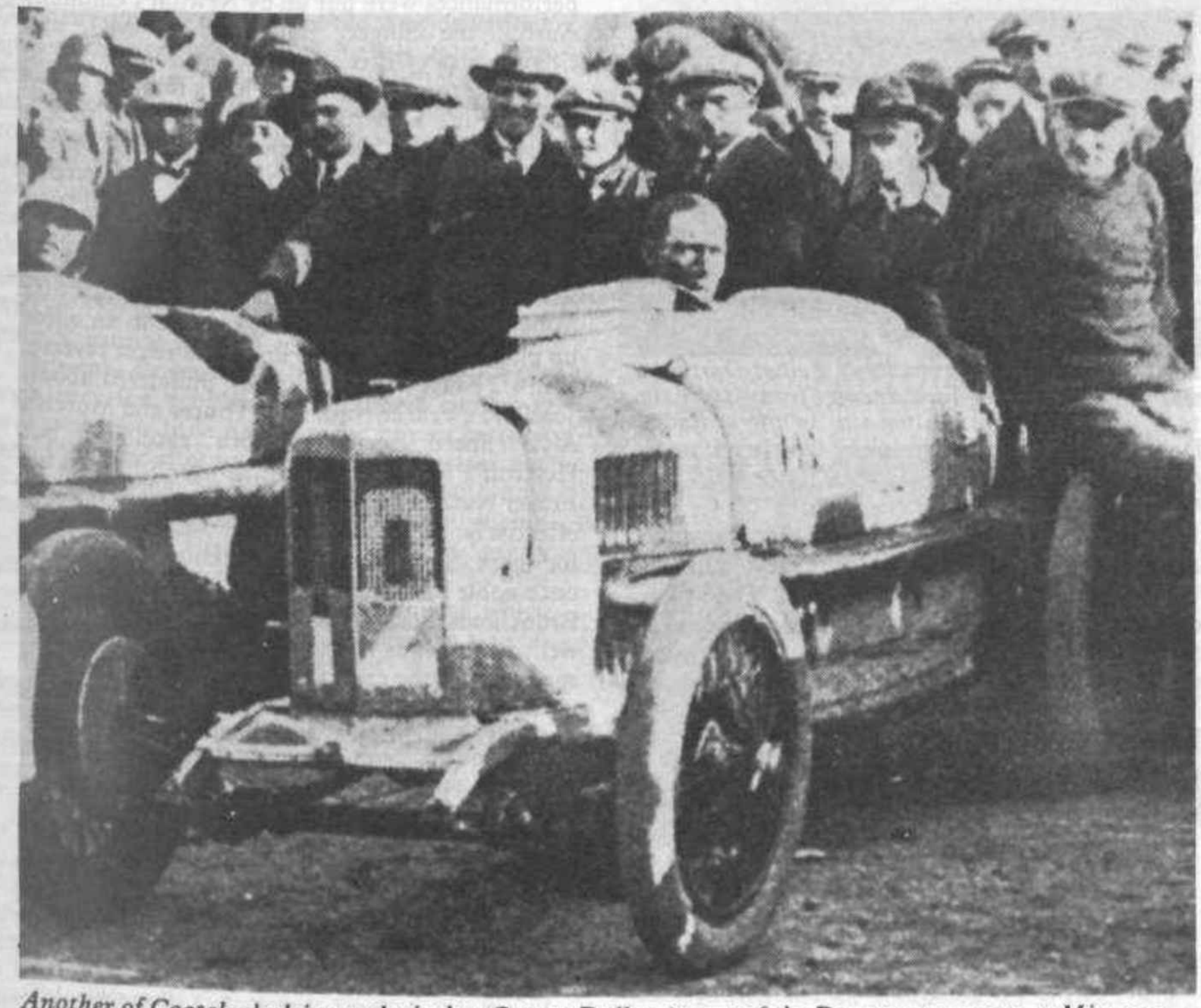


The beginning of the remarkable accident involving Count Conelli at Montlhèry in 1925, which allowed George Duller to win. Below, Segrave in the same type of Darracq after winning the 1925 200-Mile Race at Brooklands.

other type – further information about this ill-documented race would be appreciated.

In the 1924 JCC 200-Mile Race the cars ran as Darracqs and scored a convincing 1, 2, 3 victory, This time Coatalen thought special bodies unnecessary and the road-racing ones were used, and the front brakes were not removed. The cars finished in formation, like a line of destroyers, Guinness winning in 1 hr. 58 min. 30.2 sec., at 102.27 m.p.h. George Duller was next in, 1.2 sec. later, followed by Segrave, 0.8 sec. after Duller. Guinness had bettered the hour record, with an average of 101.93 m.p.h. and fastest race lap was shared between Duller and Segrave, at 106.55 m.p.h. Impressive! If you are wondering why Segrave was only third, it seems that Coatalen allowed his drivers to draw lots for their finishing order on this occasion. There was a repeat performance at Montlhèry in October 1924, when three Talbots overwhelmed the 186½-mile 1½-litre race, the drivers changing places among themselves before completing the race in line-ahead formation, in the order Scales, Segrave, Boulier. The speed was 100.3 m.p.h. and Segrave lapped at 109.6 m.p.h.





Another of Coatalen's drivers, the jockey George Duller, in one of the Darracq team cars at Miramas.

It all happened again in 1925, with the cars virtually unaltered, but rebuilt, somewhat lighter than before, and slightly more highly supercharged, in the GP d'Ouverture at Montlhèry in May. George Duller won this 312-mile race at 97.2 m.p.h. but Count Conelli, closing right up at the finish hit a wall, skidded, and overturned, just beyond the line. As MOTOR SPORT had a photograph of the actual incident at the time, I am able to reproduce it here, for you to see how this extraordinary calamity began. Conelli was not badly hurt, although an official who was hit lost a leg. Conelli was given his second place and Segrave was third.

It was the same in the 1925 JCC 200-mile Race, now run over a Brooklands' artificial road circuit. The team drivers were Segrave, Count Masetti and Count Conelli. Tyres of 29" x 4.4" were used. Conelli retired on his first lap, having taken a tooth out of the back-axle bevel with an over-keen start, and Masetti lost time by stalling. But Segrave ran on untroubled, until the n/s rear tyre burst. Masetti slowed at the end to wave Segrave past, de Hane winning in 2 hr. 35 min. 14.8 sec. at 78.89 m.p.h., the Count 1.8 sec. behind. There was really no-one else in sight! At Miramas, Segrave won the GP de Provence, from Cornelli.

That concludes my case for the "Inivincible" Talbots. By 1926 the Grand Prix formula was for 1½-litre cars and Coatalen had built straight-eight Talbots, which were a failure and caused STD retirement from racing, prodded no doubt by their financial situation. The old four-cylinder cars continued to notch up victories, however, Segrave using one to win the GP de Provence at Miramas in 1926, with Moriceau second. They were also used for the 1925 Montlhèry Touring Car GP, dynamos replacing their superchargers and touring bodies being rigged up, but one retired with steering trouble and the other ran out of fuel, to coast home in fifth place. One also figured as the pace car on a bicycle racing track.

I think it can safely be accepted that, of their generation, these four cylinder 1½-litre Talbot-Darracqs deserved the "invincible" label. Their successes can be summarised as: –

1921 Le Mans 1st., 2nd., 3rd.
1921 Brooklands 1st, 2nd., 3rd.
1922 IoM 1st., 2nd.
1922 Brooklands 1st., 2nd.
1922 Le Mans 1st., 2nd., 3rd.
1922 Penya Rhin 1st.
1923 Boulogne 1st.
1923 Le Mans 1st., 2nd.
1923 Penya Rhin 1st., 3rd.
1923 Sitges 1st., 2nd.
1924 Swiss GP 1st. 2nd.
1924 Brooklands 1st., 2nd., 3rd.
1925 Montlhèry 1st., 2nd., 3rd
1925 Brooklands 1st., 2nd., 3rd.
1925 Miramas 1st., 2nd.
1926 Miramas 1st., 2nd

If we allow the Coatalen-inspired cars of 1921-1925 their glory as unbeatable, there have been other "invincible" racing cars down the years, and when I discussed this with D.S.J. he quoted Ferrari, the Alfettas, etc., and in the vintage

The February (VSCC) Brooklands Meeting

WITH THEIR customary capability the VSCC use Brooklands for their post-Christmas driving tests, a convenient and historic venue, even if a bit bleak so early in the year – in the old days it was then still usually under repair and did not open until March. This VSCC fixture is now a regular one, so it can be referred to as the February Brooklands Meeting, just as in the past we had the Easter, Summer and August Meetings, etc.

This year's February Meeting brought in more than 70 entries, in three classes, if you include a few cars which appeared twice, in the hands of different drivers. Apart from the welcome regular entrants who lined up for the nine tests, there were other interesting runners which caught the eye, especially Blake's delightful 1922 Amilcar C4, typical of the delicate small French touring cars of the period and original even to its centrally pivoted windscreen. Then there were Creed-Mills' smart 1923 HE 14/40 cloverleaf, Watson's solid 1926 Armstrong Siddeley 14 drop-head, top folded, and Hinds' big 1936 Alvis Silver Eagle saloon, with sun-roof ajar. Howell had his rare Fiat 519 with fabric saloon body and those enormous brake drums out again. Ghosh pointed out that his ex-Alan May 30/98 Royce-Vauxhall was back at Brooklands for the first time since before the war, and Goodman had run up from Kent in his 1913 Napier 30/35 tourer, bringing Douglas Tubbs with him. To digress, Tubbs tells me that, anent my review last month of his new book "Art and the Automobile", we were both wrong – Octave Mirbeau didn't drive an 11 c.v. Renault on the pre-1914 Bonnard-tour, as the book states, although he did also use one, and I was wrong in following the TV programme and saying he did the tour in a Charron; the car he used was actually a CGV and the TV people employed Brian Goodman's car of this make, for which he built the replica Roi-des-Belges body himself, from 1904 coachbuilders' drawings. It was filmed near Reigate, not at Beaulieu, as I thought ... Admittedly, Charron and C.G.V. are closely associated.

To return to Brooklands and the tests, a stop-and-restart up the famous Test Hill defeated the Amilcar C4 but it managed later by omitting the restart. The Fiat saloon displayed wheelspin and surprisingly good torque, and Roger Collings, wearing his appropriate leather motoring coat which is only nine years younger than his 1903 Sixty Mercedes, made light of the gradient. A garaging frolic followed, in which the Napier unfortunately folded a wheel under itself – fortunately, there were no competing Rolls-Royces to gloat over its misfortune. Moving on to watch the manoeuvres on the Members' banking, these were seen to be so complicated, including reversing up the bank, that many competitors lost their way. Robbie Hewitt, driving bare-footed in her Amilcar CGSS, got it right but Judy Hogg (Aston Martin Ulster) asked "Have I gone wrong?" and Charmian Skinner, having charmed Barry Clarke's 1913 Singer up the Test Hill, called out "Was that right?" as she brought it off the banking. She was, Judy wasn't, if you follow. . . .

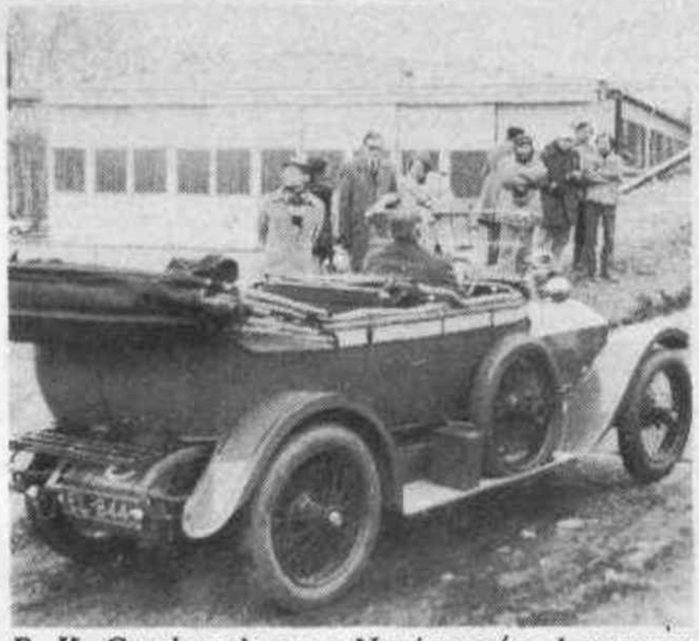
Here the HE, screen flat, grated its gears, Dowell's overpowering Sunbeam Long-25 with replica sports coachwork, killed a marker, and Conway, Junr., in the GP Bugatti, stopped to read the instructions, a pity, as he used opposite-lock elsewhere. (Someone remarked, seeing the Bugatti radiator, that an upside-down horseshoe is unlucky.) Howell, his Fiat groaning to itself, also stopped to "read the route", and the Armstrong Siddeley, gears whining in reverse, gave up. In contrast, Tony Jones was notably neat in his Chummy Austin, and very good performances were put up by Newton's Chummy Austin, the Singer, Bateman's J2 MG, and Charnock's 3½-litre Bentley fast-tourer which swished through quietly – it has a fold-flat screen to prove it's a sports car. Bull's PA MG took it fast, Collis took his Speed 20 Alvis high up the banking before losing his way, the engine steaming in protest, the Swift Ten had it all sewn up, Elder's 3-litre Bentley two-seater was very quick, and Gardner's J2 MG did it well. Mrs. Ashton was in trouble in the 12/12 Replica MG Midget, being on three cylinders due to an oiled-up plug and she was also unable to select reverse. Hall's 4½-litre vintage Bentley thundered about, Joseland's Frazer Nash Fast Tourer and Murch's Alvis Speed 20 were both excellent, but Hescroff's AC 16/90 took it slowly. Still used his Frazer Nash TT Replica (not *that* sort of replica) effectively. It seemed, however, rather pathetic for mere driving-tests to be taking place on the once-noble banking. . . . All credit, though, to the Brooklands Society for having cleaned it up so well. Brooklands is a good venue, with so much space for all the cars, and we wonder if it will fill up again as effectively for the Re-Union on June 24th? On February 4th there was a great assembly of onlookers' motors, among them a 12/24 De Dion Bouton, a 1904 Swift, and the Wolseley Moth 1. – W.B.

Results:

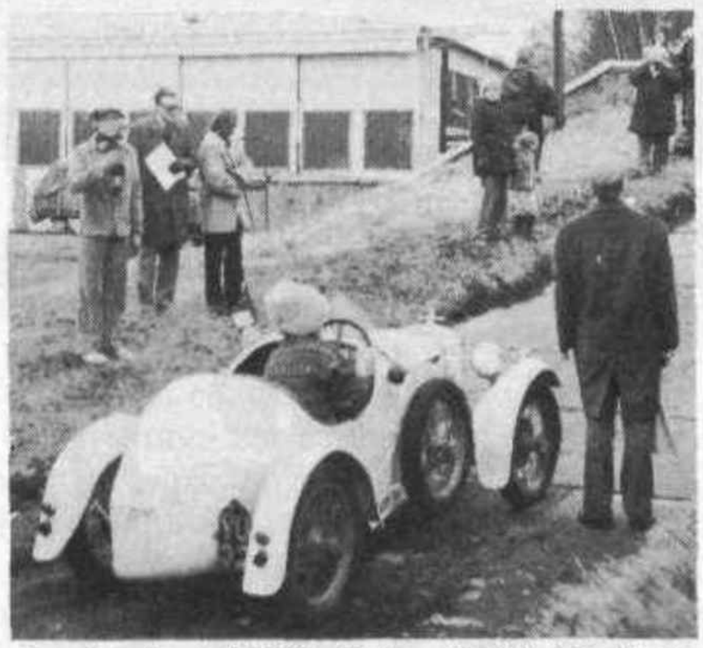
1st Class Awards: B. M. Clarke (Singer), R. M. J. Andrews (Riley), P. G. Gardner (MG), M. T. Joseland (Frazer Nash), P. W. Still (Frazer Nash), I. R. Taylor (Austin), B. Summerfield (Avon Bentley).

2nd Class Awards: A. D. Jones (Austin), N. Mason (Aston Martin), S. G. Harvey (Riley), N. H. S. Lees (Riley), R. Adnams (Austin).

3rd Class Awards: M. U. Hirst (Morris), R. J. Bateman (MG), D. R. Hescroff (AC), A. Gussus (Amilcar), T. T. Hunt (MG), J. C. Wilkinson (MG).



B. K. Goodman's 1913 Napier 30/35 h.p.tourer about to start its ascent of the Brooklands Test Hill – in the next test it lost the use of a front wheel.



Another intrepid hill-climber, Robbie Hewitt in her well-known 1928 Amilcar CGSS, which she shared at Brooklands with A. Geggus.

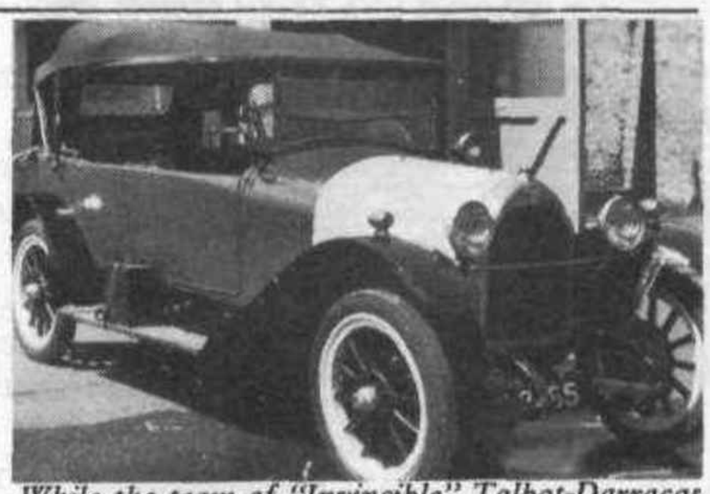
INVINCIBLE T-Ds –

Continued from previous page

period Delage. Keeping to the vintage years, at least for the moment, it is true that Delage, with those magnificent straight-eight supercharged Lory-designed cars, dominated the 1927 season, and in the Grand Prix field at that. But in 1926 they were far less successful, because they were burning their drivers' feet and legs with their exhaust pipes. For comparison with the T-D table of race results above, the Delage successes can, I think, be listed as: –

1926 French GP Bugatti-Delage-Bugatti (2nd)
1926 British GP Delage-Bugatti-Delage (1st, 3rd.)
1927 Montlhery Delage-Bugatti-Delage (1st.)
1927 Montlhery Delage-Bugatti-Bugatti (1st).
1927 French GP Delage-Delage-Delage (1st., 2nd., 3rd.)
1927 Spanish GP Delage-Bugatti-Delage (1st., 3rd.)
1927 European GP Delage-OM-Miller (1st.)
1927 British GP Delage-Delage-Delage (1st., 2nd., 3rd.)

You may say that the T-D successes were done with two different types of cars, and rightly so, but the GP Delage cars were radically rebuilt between their two seasons as works cars, the cylinder blocks being turned round, a single supercharger substituted for the twin blowers of 1926, and the bodywork modified. It is true that in later years these GP Delages did well for their private owners, especially for Dick Seaman after he had had his car rebuilt and lightened by Ramponi. I well remember Seaman's victories in the *voiturette* races of 1936, at Donington, the IoM, in the Coppa Acerbo and at Berne, at which time the old T-D cars, after a few runs at Brooklands and Southport, etc., had long vanished from the motor-racing scene. They are, for me, however, the cars which truly deserved the title of "Invincible" in those vintage years. – W.B.



While the team of "Invincible" Talbot-Darracqs was dominating 1½-litre racing from 1921 to 1925, the STD organisation was selling ordinary Darracqs like this. A few were built with twin-cam engines, giving a closer affinity with the racing cars.



Segrave in the 1925/6 type supercharged 1½-litre Darracq, seen at Miramas.

Ford's FWD rally Fiesta with a 4-WD secret



Roger Clark demonstrates on the Monte-Carlo Rally the new non-sideways style he has had to adopt for the front-wheel-drive Fiesta.

THE 1979 Monte Carlo Rallye will certainly go down in history as a dramatic motoring event, but away from Darniche's last night surge through the field to win by just six seconds there was another battle going on. A struggle that should also attract the attention of motoring historians. The fight within a fight was that of the major manufacturers with their front wheel drive hatchback designs.

The usual protagonists were there. In the Italian corner Fiat had sent along a pair of fuel-injected Ritmo 1500s. From France there came the defenders of the unofficial FWD crown, Renault. Last year *La Regie* had pulled off second and third overall! This year the same drivers were back with their Renault A5 1.4-litre machines.

The Germans were not directly represented, but they had an excellent chance of winning the FWD battle with the car most saw as the best – the Golf GTI, one of which was driven very ably by Jean-Luc Therier.

Representing "Multinational Enterprises Inc." and drawing on skills from Britain and Germany were Ford Motor Co. The Fiesta was making its rallying debut for the factory upon the Monte! That is a fairly harsh spotlight to enter the arena beneath, so we thought we would interview the men responsible at the Boreham end of things about the rapid behind-the-scenes development that made such a debut possible.

The Fiestas did not win first time out, but if it had not been for the Ford strike Ari Vatanen might well have finished eighth instead of tenth, and scooped the FWD honours from eighth-placed Guy Frequelin in the R5. How so? The Fiesta Vatanen used had to be built in a hurry in Germany and did not feature the same driveshaft spacer arrangement as the British entry; this made an effective cut in driveshaft length and led to a failure that cost Vatanen dearly. Without the road penalties he would have finished eight seconds behind the Renault, but since he was catching time hand over fist at the stage the failure occurred it seems reasonable to suppose that the young Finn would have won – neither the Golf (which was the fastest combination as well as the largest engined at 1.6 litres) or the pair of Ritmos finished.

Britain's Roger Clark, MBE, finished 13th with very few problems encountered, though it was perhaps a little nostalgic for him to be back in a FWD car after so many years of Cortina and Escort motoring. They did have a problem with a fuel filter "O" ring failure on the road down, but otherwise the British entry had a pretty undramatic run. A fact emphasised by the photographs which came back, none of which show Mr. Clark in his normal sideways stance.

The reasons for the lack of drama were apparent when talking to Ari Vatanen about his first competition FWD drive. "The steering is very good, you just point and drive." A slow grin spread over the young Finn's face as he added, "it needs all kinds of trick to get the tail out! The left foot is very important in this car, always braking and driving to keep the engine working. They say I can use 8,500 r.p.m. but I don't do this: it sounds enough at less, so why take a chance?"

Co-driver Richards added that: "The interior is very well laid out. A lot of thought has gone into making sure everything is where you want it. Noise? Much less than in a Group 4 car. Ari definitely needs to drive FWD more, I had the feeling he always had something in reserve."

Both noticed that the engine needed quite a lot of revving to keep running smoothly and it seems that, with near-racing power output extracted from the 1,599 c.c. Kent cross-flow motor, an extra spread of torque might be more welcome.

Accelerated development

For the 1978 season a number of low-key Fiesta development projects were announced or authorised by the factory. Russell Brookes took one out on a club rally; John Taylor looked at the rallycross and tarmac potential with a 150 horsepower plus version that featured the first of the Hewland gear sets within a modified production casing and Bill Meade, the Ford RS high performance parts engineer (as opposed to the competition engineer Allan Wilkinson whom I wrongly mentioned last month) produced a number of quicker Fiestas.

All this was peripheral to the Group 2 Fiesta we are discussing here. That really started with the homologation on May 1 1977 of the US Federal Fiesta 1600. That gave Ford a 1.6-litre pushrod engine base to build on.



Mechanics work on the front "corner" of Clark's Fiesta, which boasts ventilated front discs and four-piston calipers.

Just about a year ago, in the early months of 1978, former Weslake engineer and well known member of the Boreham staff John Griffiths was assigned responsibility for the construction of a Group 2 Fiesta, utilising the parts already homologated on that May '77 form.

The first step was to assign design responsibilities to Len Bailey (not Len Terry, as we had last month!), and Hewland. The latter were to produce a suitable pawl-type differential for the Fiesta, having already completed a perfectly satisfactory four-speed set of ratios for the competition Fiesta.

Bailey drew up the suspension for the Fiesta (which I will outline later), but there was sufficient doubt about the drive characteristics of the pawl-style differential to also investigate what Ferguson's four-wheel drive experts could offer up in Toll Bar, Coventry. Why Ferguson? Remember those 4-WD rallycross Capris? They used the Ferguson system, and such a production car was put up as a serious limited-run project.

The link was Bill Meade and the others at Boreham, who had persevered with those rallycross Capris. Meade was not officially brought into the project until the recent strike pushed the development schedule way off, but once in he displayed his usual full-blooded enthusiasm for anything new (he was an integral part of the J25 Escort Twin Cam project, amongst others) and the Ferguson differential had an ardent supporter on its side. Since they had used it in the Capri, Ferguson's transfer box had been notably refined by the deletion of mechanical clutches and the substitution of a viscous coupling. It was and is this component that gives the FWD Fiesta the snatch-free driving manner of a RWD car – though the handling is still FWD. The heart of the matter is a sealed canister to which both driveshafts are attached, but only one enters within. Inside the space is divided amongst multiple discs with small gaps between them and holes cross-drilled in the faces. The discs move through a silicon-based fluid. The faster the discs are turned, the more resistance is generated with attendant heat rise and pressurisation.

Therefore the effect is a very progressive



This photograph shows clearly the second rear screen which seals off the cockpit from the hatchback's fuel tank.

locking one on the differential action, rather than the reaction to torque generated in most mechanical differentials with a limited slip action. In testing it was found that a mechanically limited differential was fine on tarmac, but on the loose the car became all but undriveable through snatching violently from side to side. With the Ferguson layout the limiting action starts as soon as one wheel starts to spin. This does not happen on fast tarmac use – "you would be better off with the normal differential rather than a mechanical limited slip on the loose," Meade comments dryly – but when the differential is in action they reckon they can get up to 85 per cent. mechanical efficiency. "The closest parallel I can think of is a torque converter," says Meade. From a Ferguson viewpoint the design is totally new for this Ford application, but the principles had been established by their 4-WD development.

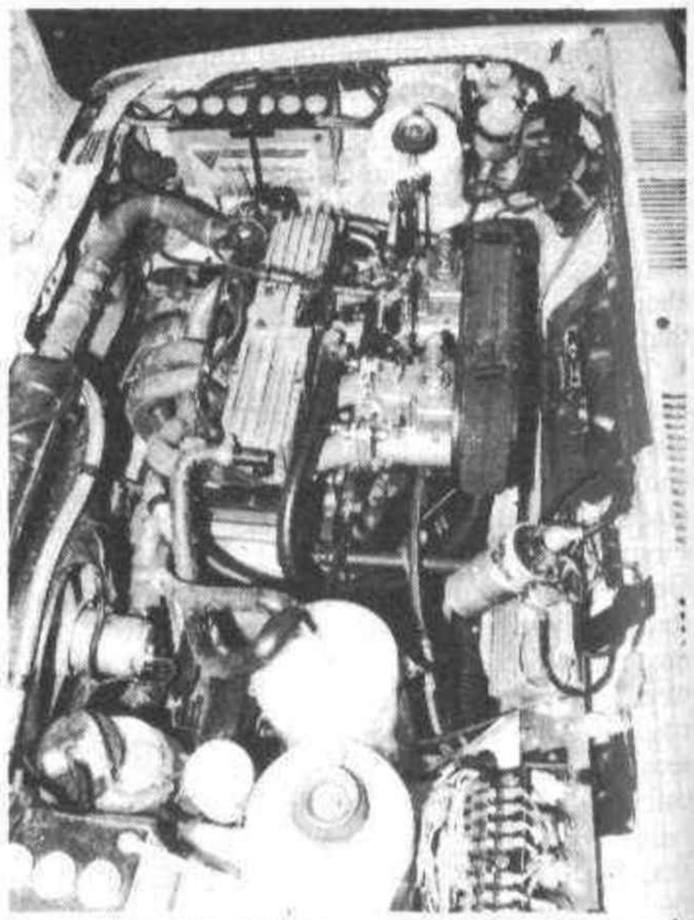
Testing with the Ferguson differential layout was underway by August/September of 1978. The body that appeared as DHJ 500T for Roger Clark had actually completed a lot of work before it wore that registration plate, for the Ford facilities away from public eyes were extensively used. As per Ford's normal practice in the UK, the bodyshell was prepared by Maurice Gomm at Woking. The 3-door hatchback received careful seam-welding, but the old Escort trick of re-mounting the rear shock absorbers in turrets is history on the Fiesta. The dampers remain in the production position and carry out the production job of locating the axle against modest torque forces through a strap that stretches over the top of the production dead axle and links down to the axle itself. Ugly, but effective enough for tarmac at present.

However, I should hate readers to think that Boreham/Gomm ingenuity is to die with the Escort. Though the Fiesta looks a lot simpler than the Escort, there are aluminium wheel arches and a 16-point roll cage to consider. The interior cage picks up in the rear damper top-mounting area, also covers the centre (B-post) with side location bolts and runs down the inside of the front screen, culminating at the dashboard. It would be tempting to run the cage on through to the front suspension mounting points, but that is possible future development. At present those front mounting points are just thicker and carefully welded.

Inside the rear hatch the problems started. A large 12-gallon bag tank was deposited on the floor with a dry sump tank to the right and myriad pumps to the left. Because of the Fiesta layout as a hatchback the team had to seal off the new fuel tank with perspex and alloy sheeting internally, so there is a rear window within as well as outside! Alongside the factory Monte car another Fiesta, originally the recce machine, was having its floor space below the rear passengers removed totally. The idea is that the large tank may be squeezed in here in future, possibly even with twin tanks, and the rear sealed compartment will be unnecessary.

At first I thought the round Lucas headlamps were some Meade throwback to the Escort TC days, but the Federal version has them anyway: the normal foursome of Cibie ancillary lamps are as usual.

The rough road testing swiftly highlighted the need for restraining the engine. This was done by a two-part crossmember along Escort World Cup principles that holds the motor in secure tension with the aid of silentbloc mountings and a location link from body to the top of the transmission bellhousing. "If the engine does move it upsets the handling and snaps constant velocity joints straight away," says Meade factually. "Anyone who is planning to do the same thing should note that the crossmember



A view of the 1,600 c.c., 150 b.h.p., push-rod, cross-flow engine.

needs dowelling and Helicoiling into the engine assemblies."

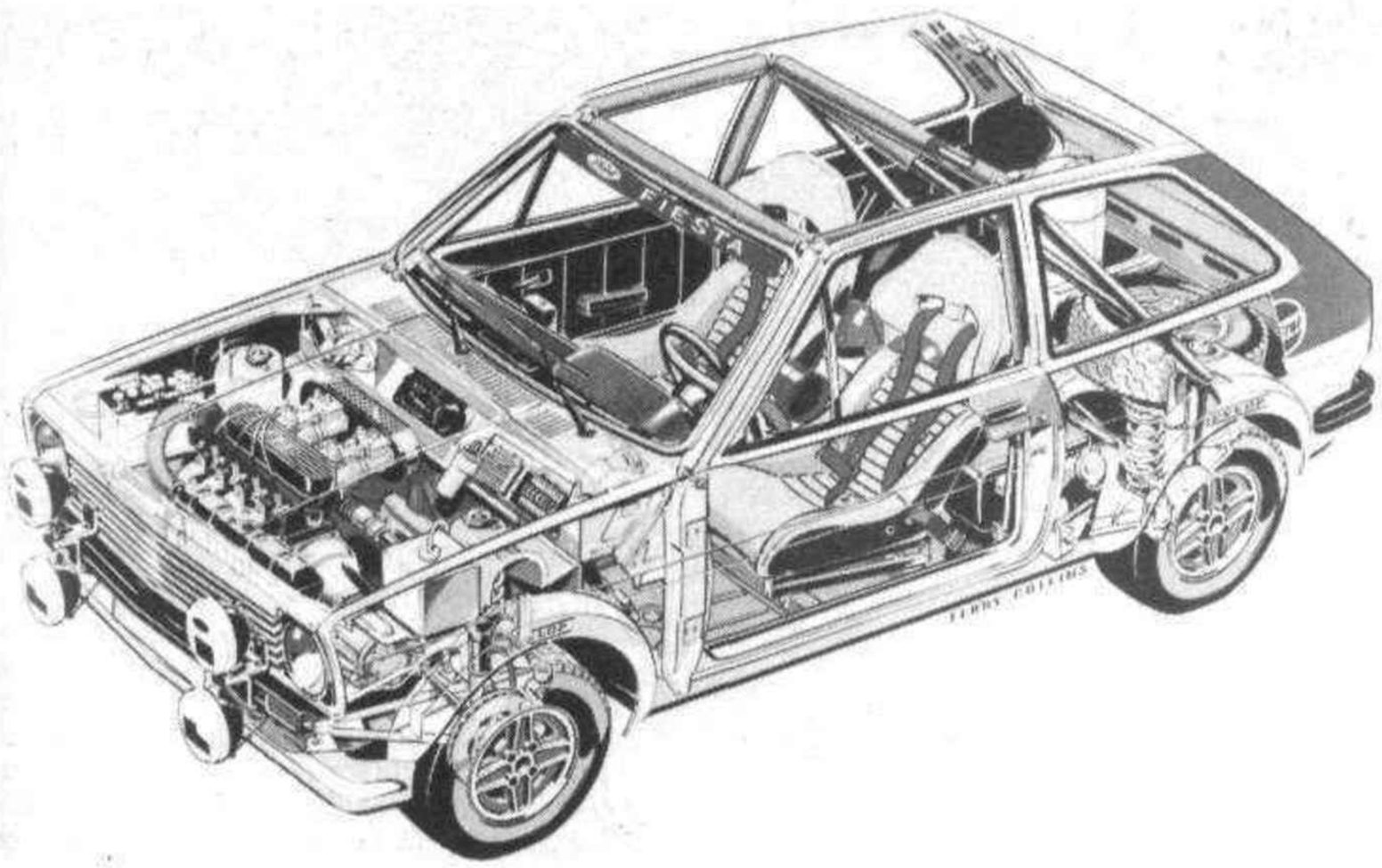
The front end of the car is where the money is spent. Apart from the close-ratio gearbox and the substitution of epicyclic and planetary gears instead of the normal bevel drive transmission (plus the Ferguson-modified differential action) there is a new suspension layout to consider. This revolves around a new bottom arm, triangulated in tubular steel with one Rose joint at the outer end, and rubber up front to give minimal compliance.

A freshly designed cast alloy upright houses the 2-row SKF new generation wheelbearings as well as having provision for calipers front and rear! It is possible that separate calipers will be used in the future.

Though this "bigger and better" upright pass replacement driveshafts (about an eighth of an inch thicker) which are attached to new, stronger, constant velocity joints. Many of these components, including the wheel bearings, are actually supplied on other brands of production



The rally Fiesta adopts round headlights and the usual Escort array of auxiliaries. Front tyres and wheels are wider than the rears.



A cut-away view of the new Group 2 rally Fiesta and, below, a tailpiece of Clark on the Monte.

car, but this is incidental to their suitability for competition.

At the rear new suspension parts are confined to the lower tubular steel location rods with Rose joints at one end. Boreham have now reduced their use of Rose joints in general feeling that too much of a good thing leads to, at least, premature wear and service demands. Of course Bilstein gas-filled dampers are fitted to this factory Ford, but they are directly interchangeable with production components. Looking at the damper central shafts on the rear you can see they are doing some location work by the extra-sturdy diameter of the central tube. New coil springs were made up, this light car asking only 170 lb. front and 150 lb. rears to provide handling that was generally widely praised.

Braking is an area of continuing development on the Fiesta at present. The cars actually went to the Monte with AP 4-pot calipers that had to be removed to change pads, and that demanded some extra machining inside those four-spoke alloy wheels. A new Girling AR5 caliper will be called into use on the front and this will allow pad changes *in situ*. Luckily Ford only had to change pads once on the Monte and that was in a 30 minute service area!

The factory Fiesta eventually used 4-wheel ventilated disc brakes some 10 in. in diameter at the front and around 9 in. at the rear: the handbrake was less of a problem than is often the case on Escorts because the rear wheels are so lightly laden.

Talking about setting up the Fiesta overall Meade commented, "anyone can set up an Escort *reasonably*, to set up a Fiesta requires a lot more knowledge. Some things are critical. You cannot play around with ride height readily because you alter the angles on the driveshafts with a consequent mechanical risk. Another inch on wheel offset can turn a good Fiesta into a right beast, twitching all over the place. That is because of the negative scrub geometry – thus the built up "hubs" inside our front wheels. Geometry is all important and that is one of the major improvements we have been able to make."

Meade makes the point that putting wider wheels on a production Fiesta can upset the handling and also cause malfunction in the cross-linked braking system. The factory used a variety of Dunlops on five, six and eight inch alloy wheels of 13 in. diameter. "We had always expected to use wider wheels at the front than at the rear with FWD," recalls Meade, "and that is how it turned out when we went testing, it's simply the better way."

One of the least satisfactory aspects of the Fiesta was the clutch operation. There is nothing wrong with the four-sintered panels on the clutch plate itself, but a bolt on the activating fork showed a tendency to shear (it can happen on the road cars too, but the extra loads involved on the competition unit obviously do not help!) and there was the need for changes during the rally.

As an old Boreham hand, Meade also looks at Fiesta gearbox removal with disfavour. The Escort has a quick release layout for its ZF five-speed, but on the Fiesta it would take three-quarters of an hour: "We'll get it down to 20 minutes, you see," Meade prophesied with a chuckle.

Incidentally there are four final drive overall ratios for the competition Fiesta at present. Together with the top speed they provide on Dunlop A2 tyres at 8,000 engine crankshaft r.p.m., they are: . 5.91:1 (87 m.p.h.); 5.31:1 (95 m.p.h.); 4.85:1 (105 m.p.h.) and 4.36:1 (114 m.p.h.). The first ratio was the one used on the Monte. Gear ratios no longer have to be individually homologated.

I have left the 1,599 c.c. four-cylinder engine until last because that is a familiar item from Ford's past – when it was usually homologated at 1,601 c.c.! – and it amounts to a pushrod Kent crossflow in a trim not far away from the old Clubman's racing specification. The motors were built by Brian Hart at Harlow for the event and, I understand from Ford, incorporated Cosworth pistons allowing 10:1 CR (approximate); "selected" connecting rods; a Gp2 iron crankshaft; Cosworth A6 camshaft profile and the assistance of twin double choke Weber 45 DCOE carburetters upon new inlet manifolding. New exhaust manifolding was also provided and the complete package was reckoned to produce 155 b.h.p. at a safe maximum of 8,500 r.p.m.

Since the Clark Monte car also tested with an 1800 BDA 16-valve engine installed, it seemed fair to ask what the engine future held for Fiesta. Surely it can only be a class-winning car with 800 kg. and around 160 b.h.p.? That has not been the Ford style since the advent of the Escort.

As far as I could gather the future does lie with the 1600 pushrod. It may grow fuel injection – the problem is where to mount the injection pump as the crossmember gets in the way on this transversely-mounted motor. They will also be tidying up the fact that the exhaust manifold has to be removed to get at the alternator: that component often needs to be reached in a hurry on a rally car. . . .

The Cosworth Ford 16-valve engine is *out* for the Fiesta unless Peter Ashcroft can persuade the powers that be to let a special run of 400 road-equipped BDA Fiestas into limited production. When I wrote this it seemed unlikely: I even heard a rumour that Ford wanted to produce a rear or mid-engined Fiesta BDA to give Renault a run for their money with that R5-turbo we have discussed recently! That seems even more unlikely to happen.

One thing's plain. The factory Escort is in its last season. They are talking about its final rally at the factory and the future in small Fords is about front drive machines. It is simply too early to tell whether this means the end of Ford as front-runners on international rallies – they could use other models in the range if overall wins are still the target and financially within reach. Alternatively a fuel-injection 1800 version of the Fiesta in pushrod form would be an effective weapon in the eighties when it is quite possible that only less-radically-modified cars of Group 1 and 3 will be permitted. Soon, say the prophets, you will not be able legally to run a Gp4 car on the road (an essential part of rallying of course) and when that day comes a Group 1 Fiesta (currently under development) will be just the job!

Personally I'll miss all the sideways motoring, but I expect Vatanen will have an answer with practice! – J.W.

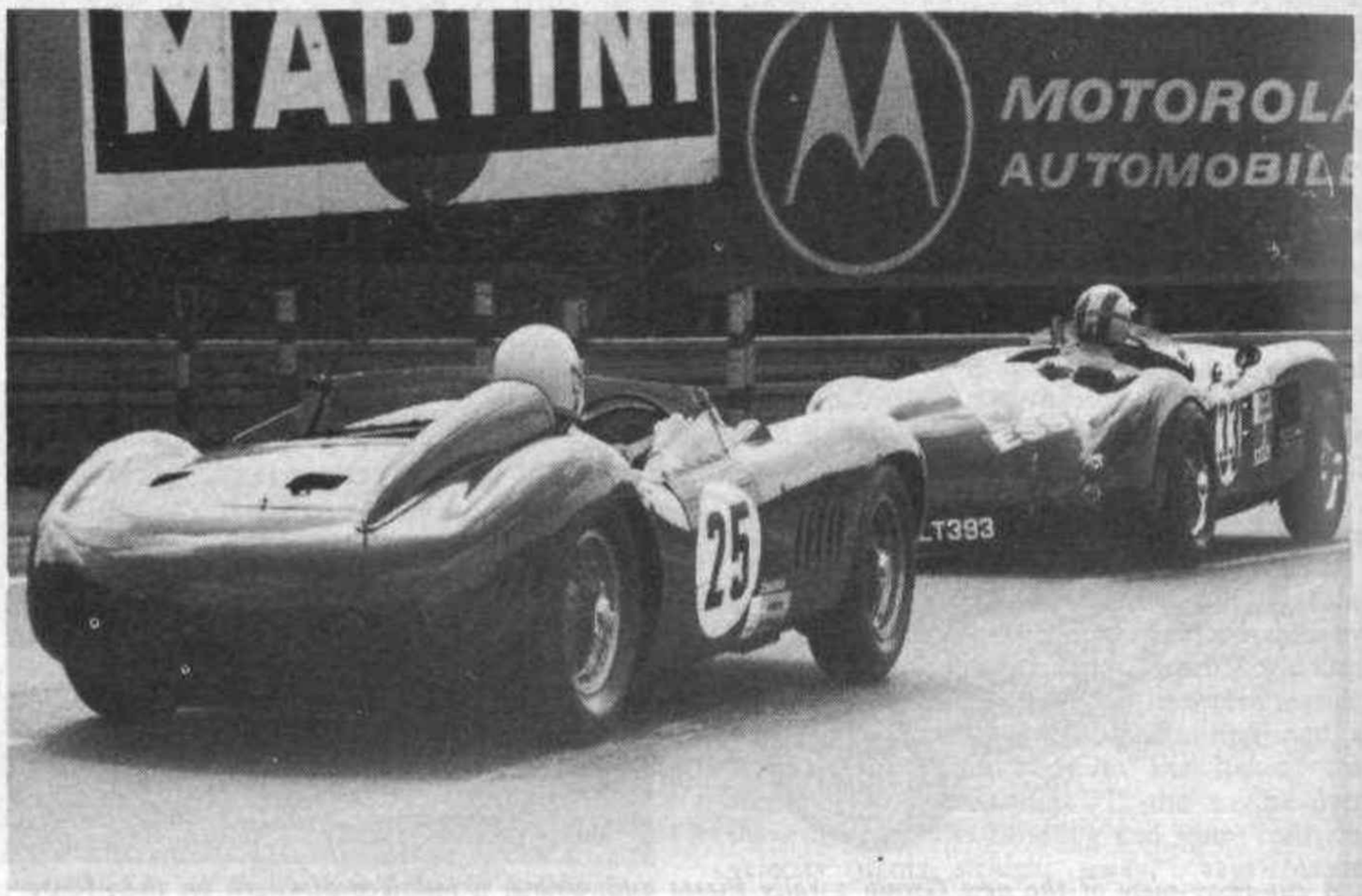


All in a Year's Work

In which the Deputy Editor reviews his 1978 motoring activities

SOME LOOSE reflections on my activities in 1978, preparatory to writing this by now annual review, recalled something of a grey year. In fact I was at the point where I would have gladly shelved the task completely had not the magazine deadline encroached and visions of empty pages goaded me on. Reluctantly, I sat down with pen in one hand and 1978 Rolls-Royce diary in the other – and suddenly the whole year sprang to life. Once again I had had my share of fascinating motoring experiences and sat behind the wheels of some of the fastest, most exciting cars in the world, current and past. There had been less test cars and less competition motoring than in the memorable preceding couple of years, although my annual mileage of 40,000 or so had been much the same. Quality had made up for quantity. My childhood ambition to race at Le Mans had been met, albeit not in the 24 hour race and I drove several of the cars which had fired my imagination in those contemporary D.S.J. and W.B. race reports read in MOTOR SPORTs thumbed surreptitiously beneath my school desk. Touch wood, I even acquired a clean driving licence for the first time in many years, very difficult to achieve in this business.

Yet despite all the apparent glamour it was something of a grey year for me and no doubt for many of us. What with petrol tanker drivers' strikes, power strikes, strikes for this and strikes for that even the most exciting life must tarnish a bit at the edges. And while readers might assume that all the fast cars and travel image is the full extent of this occupation, in truth it is only a small part of this motoring journalist's day-to-day labours, most of which are spent in production and the thousand and one other office-bound routines involved in the running of a magazine of this size and scope. Commuting the 25 miles to Standard House has become



Chasing Phillipe Renault's Jaguar C-type round Tertre Rouge in the Le Mans Historic Race with Vic Norman's Maserati 300S.

much more of a bind in the last 12 months. Traffic density seems to have risen dramatically in the area of the Capital and with it has come a deterioration in driving standards, especially on my own M1 route and, so my colleagues tell me, on the M4. Fast lane hogs at slow lane speeds are being bred intensively in the Home Counties and with them a new breed of hog, the overtake on the inside variety. It seems not so many years ago that personalities like Tommy Steele were singled out for disqualification for this offence after being reported by private individuals, yet every morning I see dozens of drivers risking their licences doing the self-same thing on the southern end of the M1. Either the law should be changed to allow an American freeway system in which overtaking is allowed on either side or the police should pounce on offenders. Overtaking on the inside is a safe enough practice when the driver being overtaken is expecting it, but few British drivers do, confirmed by the close side-swipe shaves I see daily. But this illicit overtaking is only the effect: it is time more education, and ultimately drastic action, was aimed at the cause, the slow hog in the fast lane.

With that little moan off my chest, so to happier concerns in 1978, which began, as most of my years do, thanks to the enthusiastic co-operation of M-B's Erik Johnson, in the honest engineering of a **Mercedes-Benz,** this one a rather well-used **280E W 123.** At which point, apologies for the incorrect caption on page 167 of last month's issue, which described a 280SE as a 280E. We really do know the difference! This standard-looking 280E, used for tyre-testing prior to the Singapore Airlines London-Australia Rally, in which 280Es finished 1st and second, had a much more sporting demeanour than its conservative saloon shape suggested thanks to a delightfully slick four-speed manual gearbox (now a special order, no cost option in the UK), stiffer coil springs and Bilstein gas-filled shockabsorbers for the suspension. Although the sweet-revving and crisply responsive, Bosch fuel-injected, oversquare, twin-overhead camshaft, 2,746 c.c., in-line, six-cylinder engine remained standard, this solid saloon had admirable performance, very powerful standard brakes and delightful handling and power steering. The combination of stiffer suspension and hard M-B seats was a bit tougher on the bottom than normal, but a very pleasing motor car none-the-less. I liked too the two-door coupe version of the aforementioned, the **Mercedes-Benz 280CE,** which came to me later with standard suspension and four-speed automatic gearbox.

Friendly co-operation between German manufacturers ensured that waiting for me at M-B's Brentford HQ when I returned the 280CE was one of my favourite cars of all, the **Porsche 911SC Sport.** This latest version of the long-running model produces 20 b.h.p. less from its 3-litre flat-six engine than the previous year's Carrera 3.0. I didn't complain, for the improved torque curve made this the happiest and most practical road-going Porsche engine yet. The old Carrera offered more performance and ultimate excitement, the latest 180 b.h.p. engine offers the perfect compromise for most conditions. Many other improvements were introduced with the SC



Undoubtedly the most exciting production car tested in 1978, the Aston Martin Vantage is pictured here with a De Havilland Mosquito at Salisbury Hall, London Colney.

model, including – to the horror of Porsche purists – servo brakes. The alarums were for nought, for the servo system loses little in sensitivity or progression, yet that remarkable stopping power is achieved for a lot less effort and makes the latest model a much easier car to drive in town. Front and rear spoilers, Pirelli P7 tyres and Bilstein shockabsorbers are included in the Sport package, which consequently has better high-speed stability, handling and roadholding than the similarly-engined SC. I adored this Porsche; even with unlimited financial resources it would be my personal choice of road car, yes, even at the expense of the 928 or Turbo (well, maybe ...).

Yet the Porsche was not the most exciting current production road car to pass through my hands in 1978. The **Aston Martin Vantage** was head and shoulders above every competitor in turning on the adrenalin, a searingly fast and agile car that has no peers in most of the performance scale nor in the sheer exhilaration it offers the skilled driver. With over 400 b.h.p. from its four o.h.c., all-aluminium, 5.3-litre V8, driving through its five-speed ZF gearbox, it has to be the most powerful car currently in series production. From hand-stitched leather interior to hand-built aluminium coachwork and an engine painstakingly assembled by an individual master of the art the Vantage is a classic example of British craftsmanship at its best. It may be regarded as old-fashioned in some areas, yet to interfere with its brutal looks, its traditional interior would be to ruin a unique character. For a car of enormous weight and not inconsiderable girth its handling is nothing short of astounding, while the De Dion rear end and limited slip differential enable all those horses to be utilised with extraordinary efficiency. I was captivated by this remarkable car and only reasons of practicality put it second on my personal list to the 911 SC Sport, for this Aston is far too exquisite to be used as an everyday workhorse, untemperamental though it may be.

Sandwiched between these spells with two of the world's most famous high performance car names came an interesting little snowy diversion in the French Alps, courtesy of Volvo. Serre Chevalier was the centre for a couple of days of winter testing on snow-covered roads and a frozen lake in **Volvo 244s, 245s, 264s, 343s** and a lone **66.** I have always thought the bigger Volvos to be cumbersome under normal conditions, but their Scandinavian design shows through in beautifully-balanced handling on snow and ice. The smaller Volvos handle well inherently and I have always thought it unfortunate that they should be burdened with the Variomatic transmission. I shall be interested to try the 343 with its recently-announced manual gearbox option.

A thoroughly good car which already had a first-class manual gearbox came my way shortly after this snowy sortie: the **Honda Accord,** the little 1,600 c.c. hatchback which has won acclaim all over the world. This was one of a few cars which escaped a full road test for reasons of space so it deserves a few extra lines here. Its 80 b.h.p. engine has a single overhead camshaft, is mounted transversely and drives the front wheels. The suspension is McPherson strut all round and gave good handling with a very acceptable ride by Japanese standards, although the test car had clonking experimental rear shockabsorbers.

Easily controllable, with quick, light, rack and pinion steering, this little hatchback showed more front wheel drive reaction through the steering wheel than the VW Golf family, especially in slippery conditions, when the Bridgestone tyres showed a distinct lack of grip. Leyland could take a few tips from Honda about making a five-speed gearchange work sweetly in the layout which they pioneered. Although the test car had a mere 750 miles on its clock the neat and purposeful-looking, cast alloy engine revved quite freely and smoothly, if a bit buzzily at higher speeds, even in overdrive fifth. There was some body resonance, but little wind noise. Few cars in its class are so comprehensively appointed as the Accord, with things like four halogen headlights, intermittent and two-speed wipers, a hatchback release operable from the driver's seat, automatic boot light, tachometer, illuminated ash tray, rear wiper and washer and radio. But with this specification in front of them the designers got carried away with gimmicks like a device in the instrument panel which serves as a reminder for oil changes, filter changes and tyre rotation and another which lights up the offending part of a little car diagram if a door is partly ajar or brake lights aren't working. There are neat little touches like a fuse box underneath the facia which unclips and pulls down for access.



Not so cumbersome on snow and ice: – opposite locking a Volvo 245 on the frozen lake at Serre Chevalier.

This is an airy car with a big window area and a particularly good heating and ventilation system. I would have appreciated better lumbar support in the front seats, but found this Accord to be generally practical, comfortable and good value. Its current price is £3,915.

Another example of excellent value for money from Japan is the **Mazda Hatchback,** a 1300 DL example of which was submitted for long-term assessment (see MOTOR SPORT, August 1978). This Toyo Kogyo-built car has a conventional front engine/rear-wheel-drive layout. I found it a strong, reliable, comfortable, spacious and versatile little car marred by some body resonance at speed, but comfortable and with good performance. I loathe having to make long journeys in small cars, but this smooth running and endearing Mazda was quite acceptable for such work. This was a small car with the air of a big one and I felt that in many respects it set standards by which I now judge other small cars. Subsequently I bought the test car and was sad when a change of circumstances forced me to sell it.

There was more exciting Japanese motoring to come. The redoubtable Spike Anderson of Samuri Conversions re-purchased his original **Datsun 240Z Super Samuri,** road-tested by me in MOTOR SPORT, July 1973. By now FFA 196L had had a very hard life and by way of rejuvenation Spike popped into it the engine and gearbox of the 240Z I had shared with Win Percy and eventually written off in the World Championship of Makes Six Hour Race at Brands Hatch in 1977. Not content with that he replaced the triple 45DCOE twin choke Webers with the larger choke 48DCOE variety, which lifted the power output another 8 b.h.p. to 223 b.h.p. The race car's suspension went underneath, together with a limited slip differential and ventilated disc brakes with four-pot calipers at the front. Thus was born Anderson's "Everyman's Road-Racer", as he termed it and this astonishing old 240Z warhorse



"Everyman's Road-Racer". Spike Anderson's Datsun 240Z Super Samuri in competitive modsports trim doubles as a formidable road car.



Practical, comfortable, well-appointed and good value, the Honda Accord.



As if put together by a Swiss watch maker: – Nick Mason's appropriately registered Ferrari. Words can't do justice to its engine and handling. Bobby Bell's nice Ferrari Daytona had handling quirks, but so-smooth power.

went out to do battle in modsports races, travelling to and fro under its own steam. Anderson is very much "anti-trailer" – his big ambition is to prove that a car could be driven to and from Le Mans and run in the 24 hours – and he pretty well proved his point. Old FFA held third in class in a national modsports championship for most of the season, came third overall at Cadwell Park and lay third overall for most of another modsports race at Croft. In fact FFA in its various states of road tune has a pretty formidable racing record, with 38 modsports races and a season of RAC Hill Climb Championship rounds under its belt since 1973.

I confess that I did not do too many miles in FFA on the road in its latest racing guise, because the conspicuousness of appearance and noise seemed a certain licence loser. But what performance! 0-60 m.p.h. took in the low five second region. I suppose maximum speed must have been 150 m.p.h. or so and it went up to 120 m.p.h. like the clappers. Although we had trouble with the brakes in the Six Hour race they were well up to fast road motoring and so long as the race suspension wasn't upset too much by bumps its roadholding and handling was magnificent. Quite entertaining!

The old, faithful **Ford Capri 3000S**, now in "III" guise was one of my favourite cars at any price in 1978 and undoubtedly represents the best value for money on the performance car market. Revised aerodynamics and one or two minor engine revisions seem to have given back this latest V6 some of the steam it lost in its later European emission Mk. II versions. A real character car, this, with that muscular, bellowing, unfussed engine as its lusty heart. Few cars could beat this Capri's handling for entertainment value – a really, forgiving, predictable bundle of fun and fire. I enjoyed the light and direct Cam Gears power steering, though I might have not liked it so much had I not been locked in place by the optional Recaro seats, a very reasonably priced extra "must" to get the full value out of this marvellous long-legged Ford, which I rate as having the best ergonomics of all my cars in 1978. Undoubtedly a fine, cheap, versatile substitute for the Porsche or the Vantage when image doesn't count.





The Ford Capri III 3000S, best value on the performance market.



This very original XK140 took the deputy Editor to a JDC day at Beaulieu.

An interesting newcomer to the sporting production car scene in 1978 was the **Vauxhall Chevette 2300 HS,** something of an homologation special, to ensure the eligibility of DTV's rally cars, but available to the man in the street none-the-less. It's a very rapid performer, as it should be with its 19 cwt. powered by a 135 b.h.p., sixteen-valve, twin-cam, 2,279 c.c. engine, its alloy head mounted on a slant-four, iron block. I first made acquaintance with the model at a Silverstone introduction; it understeered too much and faded its brakes under circuit conditions, but felt amenable on the road. Subsequently two were submitted for road test, but both coincided with periods when I barely had time to drive them and the first was plagued by misfire. I enjoyed the positive, light, Getrag gearbox, with first down to the left and nice ratios, but thought the overall gearing too low. Gerry Marshall's modified car, which I also drove, benefited from a higher final drive and a limited slip differential. Roadholding was excellent on 205/60 HR 13 Dunlop SP Sports; this wasn't a car to hurl sideways at a corner like a quick Escort, but it did respond best to having its thick-rimmed little steering wheel used with firmness, a "scruff of the neck" type touch. An interesting car which I would have liked to try for more miles.

For a touch of more esoteric motoring I furled back the hood of my **Alfa Romeo 2000 Spider Veloce** one sunny May morning and ambled down to Goodwood to watch the Ferrari Owners' Club and Modena Engineering invitees at play. The old paddock lived again to the sounds of Ferraris, Astons, Jaguars, Porsches, Maseratis *et al.* The invitation from Ian Webb at Modena Engineering had intimated that there might be a chance to drive one or two of the cars, but how do you ask somebody sitting in his £20,000 and upwards pride and joy if you might please take it out and thrash it round the circuit? So I stood there looking longingly at Nick Mason's **Ferrari 250GTO** until Nick took pity and strapped me into the left-hand driving seat. This is the ex-Ecurie Francorchamps car, third at Le Mans in 1962 and now one of the best 250 GTOs extant. Nick sent me out alone, trusting fellow, but the FOC members on the circuit entrance persuaded me to take with me an unknown and obviously unknowing, or simply brave, blonde, who tempered my style a little.

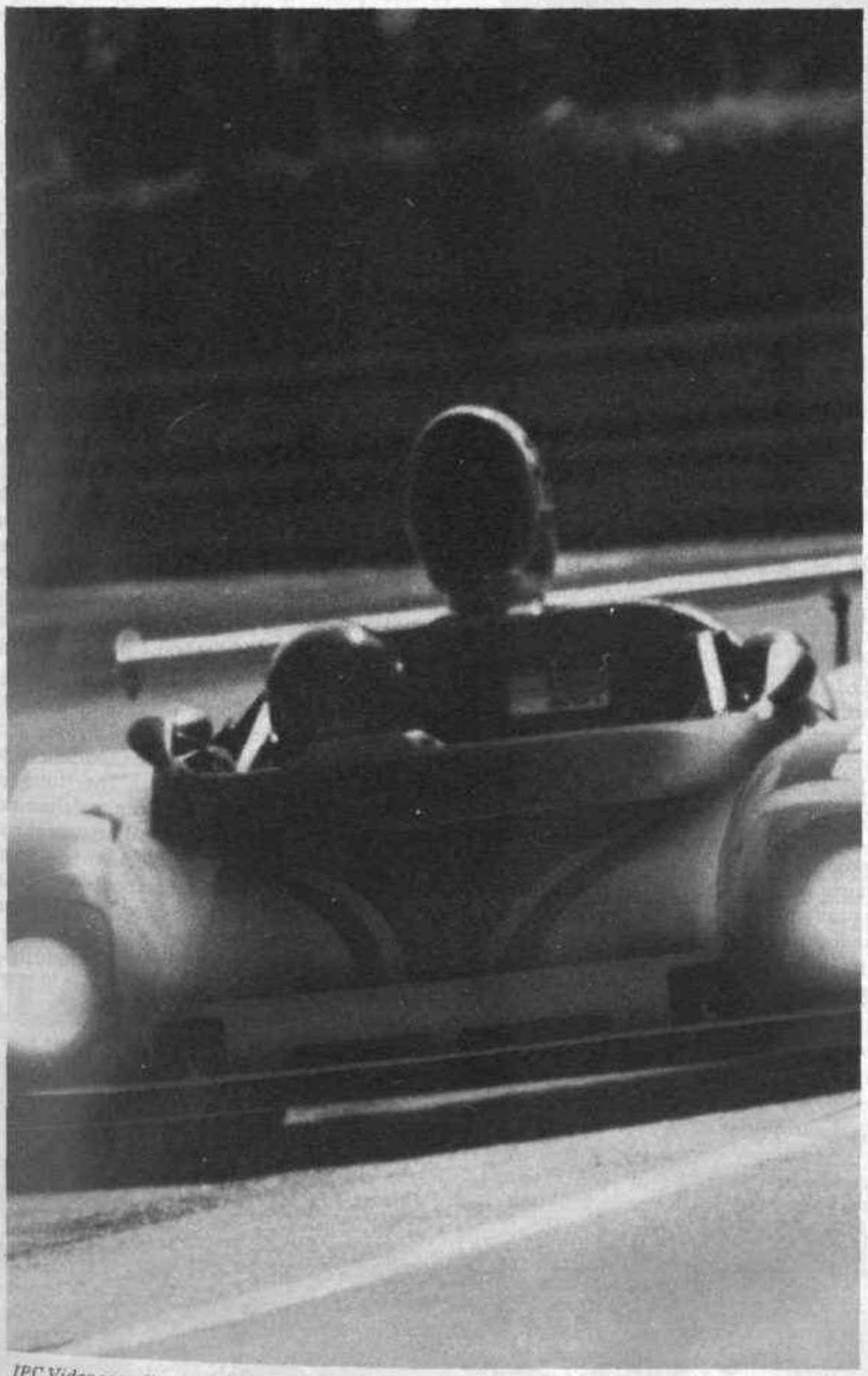
This 250GTO had once been owned by my good friend Vic Norman, whose 250GT SWB Berlinetta lightweight I tested on road and track in the November 1977 issue of MOTOR SPORT. Vic maintained that the 250GT made a much better road car, though naturally the later 250GTO was much better on the circuit. I doubt whether I shall ever again drive a racing car so pleasing in every sense as this GTO, which Mason maintains in superb order. It was as if the whole car had been put together by a Swiss watch-maker, an uncanny sensation of complementary attributes, from quite the smoothest and sweetest Ferrari V12 engine I have ever driven behind, through a crisp and so-positive gated gearchange controlling five closely-spaced ratios to handling which felt sensationally well balanced and forgiving. It was easy to understand why the GTO was such a successful competition car and why currently they command such high prices.

Not so forgiving, in fact quite vicious with its tail at times, was Bobby Bell's **Ferrari Daytona**, which I climbed into next. Bobby had been experimenting with rear shockabsorbers which is why the handling may have been suspect. Otherwise this Daytona was in concours condition and in a fine state of tune. It was the

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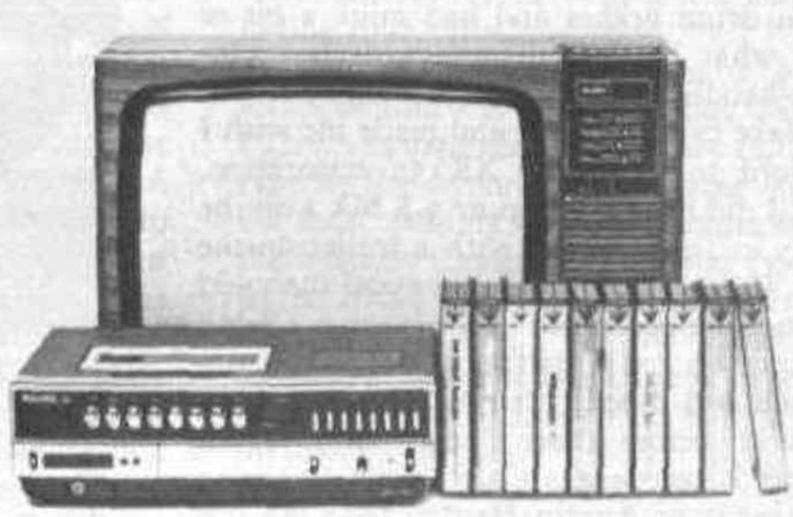
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The Midland Motor Museum's ex-works Aston Martin DB3S made a splendid road car.

first time I had driven the model, which seems to be acquiring the label of one of the finest and fastest production road cars of all time. Again that silken smoothness of power from another glorious V12; it really is impossible not to fall in love with the marque.

On the return journey from Goodwood to St. Albans an ominous rumble manifested itself from my Alfa Spider's rear axle. The Alfa dealer in Hatfield wasn't even sure which end of the car the noise came from. Alfa Romeo at Edgware Road thought it came from the differential and I agreed. Stephen Victor, the Alfa service dealers at Clapham Common, were authorised to change the complete axle assembly, but while so doing discovered that the fault lay with a collapsed wheel bearing. The same company also cured, at the second attempt, the variable brake pedal stroke, sometimes frighteningly close to the boards, which had bugged the car for most of its life. A new master cylinder and rear balance valve did the trick. Otherwise this classic, thoroughly enjoyable, soft-top Alfa has continued to give good service. But I wish it didn't leak so badly.

Two days after Goodwood found me sitting behind half the number of cylinders in a very original, low-mileage, 1955 **Jaguar XK140 DHC,** which Dick Sommerin had kindly arranged for me to borrow as appropriate transport to a JDC meeting at Beaulieu. It was some time since I had driven an XK and after the Ferraris it felt somewhat agricultural. But I soon came to terms with the low-geared steering and indifferent drum brakes and had quite a bit of fun with what by current standards is pretty imprecise handling. It went well though, helped by a Weslake cylinder head and made me wish I could afford to finish my XK150 restoration. However, I did have my **Jaguar 3.8 Mk 2** on the road early in 1978, mostly with a trailer on the back and after another long sabbatical it should soon be mobile once more. I also drove a 3.8 Mk 2 which Oldham and Crowther had built up from a new shell and mostly new parts.

The week before these Ferrari and Jaguar experiences I had done a little bit of interesting passengering in an **Austin-Healey 3000 Mk 1** as a guest of the Austin-Healey Club, which was celebrating the 25th Anniversary of the marque. My driver? None other than former BMC works rally driver Peter Riley, now Paddy Hopkirk's business partner, who recounted some fascinating stories of his experiences with rally Big Healeys as we wended our way in a celebratory procession of representative Healey models from Warwick to Meriden. There I was honoured to be a member of a forum panel with Donald and Geoff Healey, Peter Riley, John Sprinzel, Ted Worswick, John Chatham and Geoff Cooper, former liaison man between BMC and Healey, and a bit relieved that most of the questions were aimed at the two Healeys, for my Austin-Healey knowledge has sadly faded. John Chatham made a stirring sight with his famous racing Big Healey, DD 300, in the driving tests which followed.

I had a fairly inactive year on the competition front, racing only twice. I drove a "guest" car in the Debenhams Escort Challenge round at Donington Park in April, but didn't stand a look-in with the quick regulars like Wayne Wainwright and David de Costa at the front of the pack and found a deficiency in performance even down the straights. I finished a poor tenth, but was pleased to have had an opportunity to race at Donington.

By coincidence I finished tenth in my one other race too, but this was more serious stuff, a round of the FIA European Historic Championship over seven laps of the full Le Mans circuit. The Championship has received a fair share of criticism in MOTOR SPORT's correspondence columns recently, but whatever its general standing there was no mistaking the prestige of this particular round, held immediately before the start of the 24 Hour Race. My tool for the job was Vic Norman's very beautiful **1957 Maserati 300S**, the sports racing derivative of the 250F Grand Prix car, fitted with a 3-litre version of the famous straight-six, twin-cam, 12-plug engine of about 250 b.h.p. output. This was a thoroughbred which needed pandering to in the paddock, critical on its plugs and clutch and intractable at low manoeuvring speeds, a contrast to the untemperamental Jaguars which dominated the field. A bad start dropped me right down the field as we sped up the rise to the new Dunlop bridge. After that the limitations were caused by the 300S's low gearing and consequent lack of speed down the Mulsanne Straight, down which the Jaguar engined cars and John Goate's DB4GT had a 20-30 m.p.h. advantage. Although beautifully balanced and precise and quicker round the corners than its competitors the car needed more practice on my part (I hadn't driven it before Le Mans) to gain confidence enough to drift it in the style the model used to demand. I don't think it was set up quite as it should have been either and chassis sorting ought to be one of the priorities for this 300S's new owner, Martin Colvill, who has entered it for this season's Lloyds and Scottish Historic Championship.

The long stroke engine was a bit lethargic towards the 6,000 r.p.m. maximum revs I had been advised to use, yet back in England later I discovered that maximum power should not have occurred until 6,500 r.p.m. The four-speed gearbox with gated change had ultra close ratios upwards from a 70 m.p.h. first. Partway through the race oil began to spray around the cockpit, to the detriment of vision and eventually to tyre grip, which caused a couple of spins, exacerbated on one occasion by the imbalance of the temperamental drum brakes. Thankfully we



The Deputy Editor, in Bobby Bell's Lister-Jaguar at the Brighton Speed Trials, setting the fastest time ever made by a Lister over Brighton's standing-start kilometre sea-front course.

finished, in tenth place and with a class win, but Stirling Moss's overall win with JCB's 250F was even more pleasing.

Pole position in that race had been taken by Bobby Bell's immaculate **Lister-Jaguar**, which subsequently ran its bearings on the Mulsanne Straight and it was this car which was to provide me with another dose of exciting nostalgia later in the year. This is one of the quickest of all Lister-Jaguars, with close on 300 b.h.p. produced by its wide-angle, 3.8 D-type engine. As a novelty Bell offered to let me drive this racing car on the road and test its performance over the standing kilometre in the Brighton Speed Trials. As a road car it was astonishingly untemperamental and light to handle, with only the sharp take-up of the multi-plate clutch and the vagaries of the XK 150 close-ratio gearbox to cause concern. As for performance, the Vantage and Super Samuri were tortoises to this hare, which subsequently confirmed the potential it had suggested on the road with an elapsed time of 23.7 sec. for the standing kilometre and a terminal speed of 143 m.p.h., the fastest time ever recorded by a Lister at Brighton.

Yet more nostalgic memories were brought back by the lovely **Aston Martin DB3S** loaned for road test by the Midland Motor Museum. There was no opportunity to try the car in competition or to circuit test it, so the roads and hedgerows of Shropshire were made to reverberate to the sensational exhaust note from the 2,992 c.c., twin-plug head, straight-six. This was a former team car, DB3S/8 and although its authenticity was spoiled by a few details like a headrest, incorrect "eyebrows" over the front arches and the omission of additional air scoops in the nose, it was most beautifully restored. The engine was extraordinarily well-tuned and flexible. Indeed this famous racing car made a very fine road car, not too hard on its suspension for normal road surfaces, with mild, balanced oversteer at speed and beautifully responsive to the steering and throttle.

Rather more of a handful was the National Motor Museum's **supercharged 4½-litre Bentley** which Lord Montagu let me drive in France during the course of the Rallye International des Voitures Anciennes from Paris to Turin. I mastered the control of the huge, string-wrapped wheel, the restricted view over the long, louvred bonnet, the heavy steering and the centre throttle relatively easily, but the inertia of the massive gearbox internals and flywheel and the use of the clutch stop were a different matter which only much more practice would have perfected. Bugatti was probably not far off the mark with that "fastest lorry" remark, yet this Le Mans replica-bodied car certainly had a unique and fascinating character.

The bulk of that journey across Europe was accomplished in a **Lancia Gamma** coupe, a saloon version of which I tried in England. Like the blower Bentley the Gamma relies on a large "four-pot" engine, though in this case horizontally opposed, grossly oversquare and with a more modest capacity of 2,484 c.c. A fast cruiser, with excellent handling and outstanding, variable ratio, ZF power steering on the driven front wheels, the Gamma has many excellent features, but is disappointing in others, particularly in general refinement, of which scuttle/facia shake is the most obvious deficiency. The flat-four is a creditably flexible, responsive performer, a sporting engine of distinct character yet with an inherent lack of smoothness out of place in an expensive luxury car.

The same marque, but a very different



Patrick Depailler demonstrating smoothness of car control to C.R. in the Chequered Flag Stratos at the Texaco Rally Sprint, Donington.

concept, provided some of the ultimate in passengering enjoyment. I rode in the **Chequered Flag Lancia Stratos** with both Andy Dawson and Patrick Depailler in the Texaco Rally Sprint at Donington Park in October. Dawson, who was outright winner of this contest between Formula One stars and rally drivers, was a known quantity, after several co-drives for him on National and International rallies, including one with the previous Chequered Flag Stratos, so his performance came as no surprise. What did surprise was the ease with which Depailler adapted to this very difficult to handle, mid-engined rally car on a slippery surface, the smoothness of car control and gearchanging and the sheer relaxation of the man while setting a very competitive time. I have always thought that adaptability was the sign of a really good Grand Prix driver, but so few give themselves the opportunity to prove it today. Depailler certainly did in my eyes.

The most interesting production car tested last year was the much acclaimed **Porsche 928**, in a five-speed manual version of which I pursued the RAC Rally, followed later by the alternative model with the Mercedes-Benz automatic gearbox. As the road test appeared in MOTOR SPORT as recently as January there is not much point in making many comments, save to say that the car is so sensationally good in terms of roadholding and quality of engineering that it loses that essential edge of excitement and fun offered by less sophisticated high performance machinery like the Vantage.

Many, many more cars spiced the year, of which some of the best were the **Alfa Romeo Alfetta 2000 and Giulietta**, delightfully handling family saloons possessed of that classic twin cam engine, the little **Volkswagen Golf Diesel**, a great advance in the art of compression ignition, which W.B. hopes to road test soon and the outstanding **Opel Senator and Monza**, the road test of which appeared only last month. A **Saab Turbo** tried early in the year failed to measure up to the high standards promised, but another tried later was quite impressive. I was more impressed still by the new **Saab 900s** in their various guises which I tried in Sweden late in the year on tarmac, forest roads and Mantorp Park circuit. These longer wheelbase, much roomier and more refined Saabs handled exceptionally well under all those varying conditions and such was their stability that they were deflected from line not one inch when front tyres were burst deliberately under the gaze of Erik Carlsson. I have not been much of a Saab fan in the past, but this new model has already gone a long way towards converting me. I hope to write more about the 900 after what promises to be an adventurous trip from Finland into Russia with one later this month.

There were trips to Morocco to test the new **Chrysler Horizon**, where this eventual car of the year coped astonishingly smoothly and comfortably with some appalling road conditions and another to the South of France to try the new **BMW 323i**, fast but disappointingly noisy. A road test 323i tried at the end of the year was even noisier for less speed and BMW have promised to submit a new example, with the latest modified, quieter camshaft drive as soon as it reaches their fleet. That visit to the South of France gave me my one taste of motorcycling in 1978 on a **BMW 100 RS Motorsport**, the tarted up version with alloy wheels and works racing team stripes. It was so good to climb back on a motorcycle, particularly one of such beautifully engineered calibre. Another trip to Greece introduced us to the new **Citroen Visa**, a car in the Citroen small car tradition of comfortably supple suspension, door-handling cornering and astonishing roadholding. I enjoyed this model almost as much as the 2CV6, though it lacks some of the latter's uniquely endearing character and versatility. The Special and Club versions have a brand-new, all-aluminium derivative of the familiar air-cooled 652 c.c. engine, with three main bearings and electronic ignition. I preferred this to the Visa Super, powered by a heavier, water-cooled, 1,124 c.c., transversely-mounted in-line four cylinder engine.

Of the many races I watched in 1978, the most disappointing was the Silverstone USAC round – I grew so bored that I left before rain stopped the race for the second and final time – and perhaps the most exciting was the August 6th round of the Historic Championship, won by Neil Corner in the BRM P25, in which Willie Green crashed the Monza-Lister in the appallingly wet conditions and Bobby Bell and Gerry Marshall, in conventional Listers, had a nail-biting scrap for second place.

All in all another fascinating year's work.

C.R.

KYALAMI—

The South African Circuit

WHILE these words are being read in the March issue of MOTOR SPORT the South African GP will be in full swing on the fast Kyalami circuit north of Johannesburg. Over the years the Kyalami circuit hasn't been changed very much so it is a good basis of comparison and analysis. After the Grand Prix races in Argentina and Brazil there were a lot of variables and unknowns around the performances of the Ligier cars. I write this before the South African GP with the hope that the race on the Kyalami circuit will fill in some gaps and either prove or disprove various theories. The Argentine GP is always the spring-board for a new season and can seldom be taken seriously, while the Brazilian GP moved back to the Interlagos circuit, after a brief flirtation with the new autodromo at Rio de Janiero, so race knowledge and performance was two years old. However, Grand Prix performance at Kyalami is not the point of this article, it is to talk about another regular happening on the South African circuit which concerns South African motoring enthusiasts, but which I find very interesting.

Some years ago when visiting a friend in Johannesburg we were drinking a beer at his private bar at the end of his lounge, surrounded by motoring and racing memories when I noticed a plaque which said "Peter Theobald, Jaguar E-type, 118 m.p.h." As a Jaguar motorist this intrigued me and Peter explained that it was for a timed run through the speed trap on the Kyalami circuit, done at one of the special days that are laid on by the club. Now we all know that an E-type Jaguar can do more than 118 m.p.h. but not many of us can prove it. I know that the special Road Test E-type was timed at 149 m.p.h. or 151 m.p.h. depending on which magazine you read, and I know that my fixed head coupe did 143 m.p.h. and my subsequent open roadster only did 132 m.p.h. (such is progress, or truth!) but I've never had anything to prove it. Other E-type owners have their own ideas about the maximum speed of their cars, and few agree, but that is unimportant. The 118 m.p.h. of Theobald's E-type was relative to the conditions and when viewed in that light it is very interesting. In America you can take your E-type, or anything else, to the Bonneville Speed Week and get a speed certificate for your terminal speed. In Britain all you can get for your terminal speed is a ticket, an endorsement and a heavy fine!

The Kyalami circuit lies on a shallow hillside, is roughly rectangular and has a fast top "straight". This upper leg of the circuit starts at a climbing right-hand hairpin; this is followed by a length of straight, slightly uphill and then comes a dip and a flat-out right-hand curve followed by a straight climbing up past the pits. This reaches its brow at the end of the pits and then plunges downhill on a fairly long straight to the "falling-away" Crowthorne corner. In any car it is full throttle from the Leeukop Hairpin to the braking point for Crowthorne corner, and a Formula One car is very much on "full song" down the hill. Just before the cut-off point there is a permanent electronic speed trap that gives a good "maximum" reading for the circuit as the entry into the top straight is more or less the same for everyone. The highest speed ever recorded through the "traps" was during the 1971 Kyalami 9 Hour race by Jackie Ickx in a works 512S Ferrari, when he clocked 189 m.p.h.



Looking down the Kyalami's straight towards Crowthorne Corner. The speed trap through which Ickx's Ferrari 512S clocked 189 m.p.h., lies just before the braking point.

During the 1978 South African GP the current Formula One cars were clocking 170-180 m.p.h. (the fastest was actually 177 m.p.h.), while the little 1,500 c.c. Grand Prix cars of 1961-65 were usually in the 145-150 m.p.h. bracket. It is the unchanging nature of the Kyalami circuit that makes this speed trap and its results interesting.

Every year, and sometimes twice a year, the club have a Top Speed Day in which anyone can enter with any vehicle, paying a nominal entry fee and an equally nominal insurance fee. The actual runs begin from Clubhouse Corner on the lower leg of the circuit, so you get a run through the Esses, up the hill to Leeukop Hairpin and then a flat out run down to Crowthorne corner, with your terminal taken at the bottom of the dip. Some 500 enthusiasts enter for these speed days, in anything from standard saloons to exotic Italian cars and the results must enliven club nights for a long time afterwards. No one is silly enough to consider the speeds as the ultimate, but they are interesting for comparative purposes, and no doubt many a private wager is made on the side, and many a clubroom argument is settled on these Top Speed Days.

This is something that could be done at our Silverstone circuit, with a speed-trap on Hanger Straight just before the cut-off point for Stowe Corner, starting at the exit of Copse Corner. During the USAC invasion last Autumn the Indianapolis-type cars were timed at over 200 m.p.h. at that point, which would give us a good starting point for consideration if our standard XJ-S Jaguar did 112 m.p.h., for example. At the annual Speed Trials held on the sea-front promenade at Weston-Super-Mare every autumn the Burnham-on-Sea Motor Club always give terminal speeds at the end of the standing 500 metres and the faster cars have recorded 150 m.p.h., which is impressive on a normal width road. Perhaps the BRDC would like to consider the idea of a Silverstone Top Speed Day.

At recent Kyalami days some interesting speeds were:

	m.p.h.		*m.p.h.*
Jaguar E-type	124	Jaguar XJ6 saloon	101
Ferrari 330 GT	123	BMW 3-litre saloon	103
Aston Martin DB6	124	Mercedes-Benz 280SE	100
Ferrari Daytona	132	Jaguar 3.8S saloon	99
Porsche 911S	117	Mini 1000S	74
Chevrolet Corvette	141	Lamborghini Espada	112
Ford Capri 3000 V6	118	BMW 900 c.c. m/c	109
Lotus Europa	109	Suzuki 550 racing bike	125
Lotus Elan	107	Honda 750 motorcycle	111

When considering these speeds bear in mind the 189 m.p.h. of the prototype sports-racing Ferrari 512S and the general run of today's Formula One cars that record 175 m.p.h. – D.S.J.

GOOD TORCH

A DEPENDABLE electric torch is an essential part of the car-user's equipment, especially during the dark days of winter (you can say that again, in 1979) and on night-rallies, etc. For a long time I have found the best torch to be a Bardic. I have also had good service from an Everready Motomate II, which is less of a hand-torch, and useful in the house.

Another very good hand-torch is now available from Textile Mouldings Ltd., PO Box 22, Temlon Works, Exchange Street, Accrington, BB5 oLA. It is a waterproofed, shock-resistant right-angled torch made for some years for the Ministry of Defence for use in the three Armed Services. Defence Forces overseas and Police and Fire Services in the UK also use them. This torch is light-to-hold and extraordinarily strong, the NATO specifications calling for its polycarbonate lens to withstand the torch being dropped onto concrete, and it is claimed that a hammer can be beaten into the body of the torch without damage to this lens. It can be used in all climates, weighs only 300 grammes (10 oz.) with batteries, two spare bulbs are carried in the base-cap, and the torch-body has a clip, enabling it to be attached to belt or breast-pocket, so leaving the hands free – useful when that lead-lamp fails. The 3-position switch gives a signalling or a steady beam, and the case is available in non-reflecting olive-drab as used by the Armed Services or in visible golden yellow as used by the Royal Navy and Fleet Air Arm. A light-filter adaptor is available for the lens, giving three colour alternatives. The body and caps of this torch are of high-density polythene, the clip is of phosphor-bronze, and the external metal fittings are chemically treated, in matt black; the torch is waterproof, as neoprene-synthetic rubber seals are fitted at all joints.

Previously unobtainable by the public, we thought you might like to know that this THL torch, although not yet in the shops, can be obtained direct from the makers, for £2.70, inclusive of VAT and postage charges in this country. – W.B.

New Pilbeam

FORMER BRM designer Mike Pilbeam is making a return to the international racing scene with a brand new Formula Two "wing car", constructed in his Bourne workshop. Of late, Pilbeam has been closely involved with the British hill-climbing scene, and has constructed DFV-powered cars for leading runners Alister Douglas-Osborn and Peter Kaye (MOTOR SPORT June '78). It therefore comes as no great surprise that the first Pilbeam F2 chassis, the MP40, should be destined for the hills. The Hart powered car, an interim design, has been built for Kidderminster Company Director Martyn Griffiths, who last season lost the RAC title by one point, using the same engine.

The MP40 is the first ground effect machine to be introduced to British hill-climbing, but no exceptional performance gain is predicted as most tracks are bumpy and extremely tight and twisty. Last season's monocoque has been retained, and stubby sidepods incorporated in the bodywork. These house the water radiators and are shaped underneath so as to give some measure of "ground effect".

The new European F2 car will have a revised, much slimmer monocoque to allow wider, more effective sidepods. It will also feature a front radiator and inboard front suspension to clean up the air flow. The drivers for the European season have not yet been announced, but are known to include an up and coming British competitor with F2 experience. Two cars will be run for the works by an established F2 entrant. – I.M.B.

£10,000+ raised by private Porsche

OVER £10,000 toward the Gunnar Nilsson fund was raised by the enterprise of Henley-on-Thames exotic car dealers Maltins. As the key to their fund-raising activities they chose to run a Porsche 924 round the clock at Silverstone and a series of night public road runs.

After auctioning the car at the end – it performed perfectly so far as we are aware, 7,575 miles covered in that seven days and nights – there were some very relieved faces. The run had gone on in the face of both petrol crisis conditions and heavy snow.

We attended the first day of the run and drove the car a moderate part of the distance mid-week.

In cold conditions Barry Sheene, Britain's former World Champion motorcyclist, set off at 12.15 and was soon lapping with great gusto on a circuit that did *not* include the *chicane*, but the full-blooded Woodcote of old (well, almost, the kerbing does make it slightly tighter).

Maltins very capably arranged that we should drive a number of cars, including the very impressive Gordon Ramsay 924 in which Tony Dron won the Porsche 924 Championship last season, and a 3-litre turbo Porsche.

However the high spot of the afternoon was half an hour or so with Sheene conducting our reporter around the full GP circuit, tackling Woodcote with the ease that fellow motorcyclist Steve Parrish also displayed: the bike boys still race on the "proper" circuit, including Woodcote, you see. In fact they like to overtake opponents around the outside at this point!

The writer has also been conducted around this circuit by a number of interesting personalities – Jackie Stewart (Capri 3.0) and Andy Rouse (Broadspeed Dolomite Sprint) amongst them – so it was with extra interest that he settled alongside Sheene.

Quite simply the young bike rider showed more natural talent than anyone except Stewart, who was a lot more experienced. The braking was late and smooth – very difficult to achieve in a touring car – and the corners themselves were all



Mike Pilbeam and Martyn Griffiths with the Pilbeam MP40

covered in a perfect arc on, and slightly over, the natural tyre grip.

As we consistently lapped, Sheene explained that it was by no means certain that he would tackle the Aurora F1 British championship as the sponsorship money had not then been paid. He emphasised that he had covered only 250 miles in single-seaters and that, "I'm going to learn smoothly. No silly accidents, I'll build up gradually."

He has had fairly rough introductions to formula cars (a rumoured comprehensive accident at Donington Park in private practice amongst them) but I wonder whether his advisers are taking the wrong track? Sheene is young enough to learn from driving something like a F3 car a few times and then progressing upward,



Barry Sheene, right, with team-mate Steve Parrish, ex-Beatle George Harrison and 924 charity earner.

rather than plunging straight in at the top. Who knows, treated carefully perhaps he could be Britain's second car and bike champion? – J.W.

Morgan 3-wheeler Club's Annual Sportsmeet

This took place at the "Coach & Horses", a Motel near Great Haywood in Staffs, on January 13th. The weather was unkind, with freezing fog added to the icy conditions, so perhaps not surprisingly there was only one Morgan, an F-type, in the car-park when we arrived, in a Rover 3500 the eight-cylinder engine of which was the nearest we could get on this occasion to Morgan-power. This was a meeting mainly of those who raced Morgans and do not use them much on the road. Over 70 people attended. Among them was Cyril ("Charlie") Hale, who raced a Matchless-engined Morgan at Donington before the War and is now rebuilding one.The Club's President, Peter Morgan, was absent, as he was attending his son's wedding, but Mrs. Winifred Boddy presented the trophies for the best racing performances during last year. This was after the Club's new colour film, "First and Last", made by the Rochdale Cine Club, had been shown in the bar, after its late arrival due to fog on the Motorway. It depicts the Morgan 3-Wheeler Championship being raced for at Mallory Park, with an exciting duel for second place.

I knew the Morgan 3-wheeler crowd to be friendly people before I met them at this dinner. Did I not go to an MCC Silverstone race meeting some years ago and hear one say to another: "Your trouble is you're retarded", and another remark to his companion: "I think your head is cracked".... ? If the film was any indication, Morgan tricars are very safe; only once did we see a front wheel lift and the only competitor hanging out its tail seemed to be the ex-Ware replica. It was unjust that because E.B. Ware had a spot of bother during the 1924 200 Mile Race at Brooklands Morgans were banned from car races at Brooklands and elsewhere thereafter. But it was poetic justice that, when the New Cyclecar Club got this ruling rescinded in 1928, it was an Austin 7 which overturned in one of their races.... I can well remember how thrilling it was to watch the Morgan teams in the pre-war LCC Relay Races at Brooklands and how, from the pits, I used to pray that they would defeat their handicap and beat the Austin teams.... It is nice to learn that the Morgan Club has a full fixture-list for 1979, with races at Cadwell Park, Snetterton, Oulton Park and Donington, etc. if arrangements are confirmed, including races against T-type MGs., and that the Mallory "Mograce" is to happen again on August 26th.

W.B.

Rover 3500 – American style

JAGUAR ROVER TRIUMPH are currently working on the 50,000-mile durability and emissions runs that are necessary before the multiple award-winning Rover 3500 can be sold in America.

It is good news that Leyland are taking the Rover name back to the USA, for the old model received a fine reception in its early days.

If all goes well the Rover will go on sale in America in 1980. To get to the market at all a fleet of Federal US specification Rovers will have covered two million miles of testing in Britain with the American EPA carrying out its own 50,000-mile emission tests.

Midland readers may care to know that the Rovers stick to a predetermined 84-mile route in which drivers must make over 100 stops with the engine idling or switched off. The whole procedure is recorded via the type of tachograph that lorry drivers are presently resisting in Britain, but that is favoured in Europe to monitor times, speeds and distances.

Externally the Rovers carry door-mounted placards proclaiming their role. More fundamentally they can be identified by twin front headlamps in place of normal fared-in units, and the larger USA bumpers.

BMW change in Britain

AS FROM January 1 1980 BMW Concessionaires (GB) Ltd. will cease to be the controlling force on the sale and service of BMW cars and motor-cycles in this country. At that time BMW in Munich will take over sole control with a new managing director, working from the company's new £6 million headquarters in Bracknell, Berks.

The new managing director has started work alongside the present incumbent (Anton Hille), who will move onto managing the automotive division of BMW Concessionaires owners TKM. John Wagner, formerly head of Volvo and Audi-VW in Britain, is to be the BMW MD in Britain for the eighties.

Wagner is unlikely to alter very much about the highly successful BMW operation in this country. In 1978 they sold nearly 11,000 cars, 30% of them the most expensive six-cylinder models (a higher proportion than anywhere in the World). Next year a 23% increase in BMW car sales is forecast and the ever-ebullient Hille says the old organisation will go out with promotional guns blazing, such plans including the BMW County Championship with Tom Walkinshaw-modified BMW 323i cars.

FORMULA PACIFIC REVIEW

Fabi's March wins the title in New Zealand



Teo Fabi won six of the ten races in the New Zealand series and finished second twice.

NEW ZEALAND'S annual International motor racing championship, for Formula Atlantic cars, was won this January by the little Italian Teodorico Fabi in his factory-entered March. The series, spread over five circuits on five consecutive weekends, comprised ten, 50-mile races. Fabi was on pole position for eight rounds and won the first six in a row. He totally dominated the racing in his Scaini March 782, which was running the latest March 79B bodywork and fitted with sliding skirts.

The 23-year-old aeronautical engineering student from Milan, who will this year drive for the works team in the European Formula Two championship, set the pace at each race. His toughest opposition came from Australian driver Larry Perkins, who was driving the 77B chassis taken to New Zealand in January, 1978, by the March works team for Danny Sullivan. The American had finished fourth in the previous year's series, when the title had gone to the Opert Chevron of Keke Rosberg, the Finn who also won the 1977 Formula Pacific championship.

Perkins had driven a Ralt in the 1978 series and finished runner-up to Rosberg while Bobby Rahal's Opert Chevron had pipped Sullivan for third place. Until this year March fortunes in New Zealand hadn't been good, and the three seasons of Pacific racing since Formula 5000 was dropped had been dominated by British Chevrons with Ralts providing the only real threat.

However, this year, March were determined to show the form that has made their cars almost unbeatable in North American and South African Atlantic racing. The works team took out a Formula Two chassis, which was raced en route in the Macau Grand Prix by Alan Jones. The Australian had problems with broken spark plugs in that race, but had claimed pole position and shattered the lap record in his recovery through the field after a pit stop. The Macau race was won by Ricardo Patrese's Chevron.

In spite of his successful Formula Two debut in Argentina last November with March, Fabi arrived in New Zealand virtually unknown. His career began in international slalom ski racing, and he represented Italy in that sport before he took up karting. During two seasons of 100 c.c. kart racing he again represented his country, until, in 1977, he took up single-seater racing. His first year was spent racing an Osella in Italy's Formula Ford 2000 category and he won the championship outright.

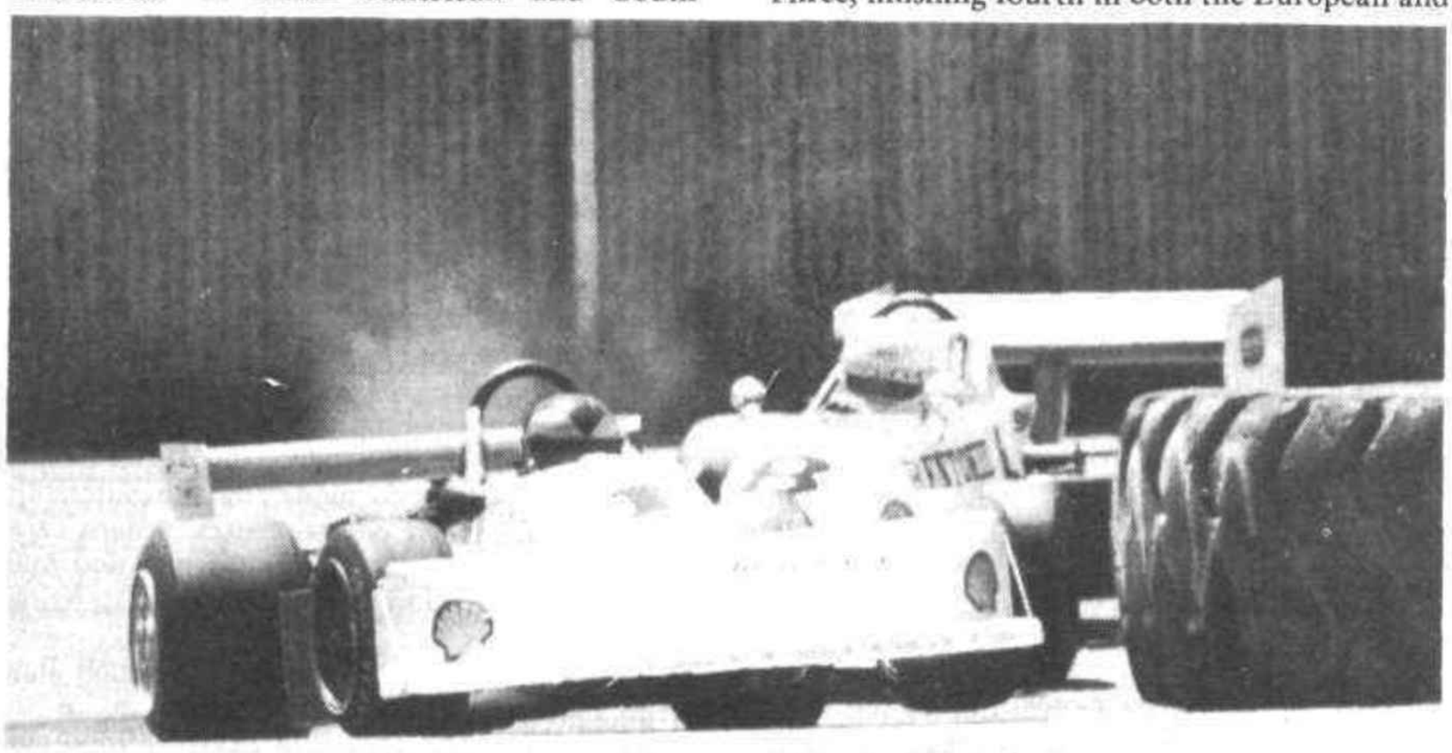
Last year he campaigned a March in Formula Three, finishing fourth in both the European and Italian championships after winning three races in each series. In Argentina at the end of the season his chance with a works March-BMW saw him finish a fine second to Marc Surer at Mendoza.

The quietly-spoken Fabi proved a hard rival for the experienced Perkins in New Zealand. Also ranged against the youngster, and also in Marches, were Brett Riley, the expatriate Kiwi who now leads the Unipart Formula Three team in Britain; leading American Atlantic driver Jeff Wood and the Swede Eje Elgh who raced an Opert Chevron in Formula Two last year. Opert had entered two Chevrons in the New Zealand series; however, the cars arrived but the American and his drivers didn't so Chevron hopes lay with local man Steve Millen, who had Chris Amon helping him with his Chevron B42. The leading Ralt runners in the series were the Australian John Smith and Aucklander Dave McMillan. The loss of the series sponsor and the non-appearance of Opert's men meant the entry was restricted to about 15 cars. A further blow to the promoters was a testing crash before the second race at Pukekohe which put the promising Australian driver Andrew Miedecke in hospital with two broken legs, and left his Galloway chassis badly damaged.

Fabi quickly established himself as the man to beat and Perkins assumed the role of challenger at the three North Island races. However, after winning both races at Bay Park Tauranqa, on New Year's Eve, both races at the New Zealand Grand Prix at Auckland's Pukekohe circuit and then both races at Manfeild, Palmerston North, on consecutive weekends, the Italian was looking invincible.

It wasn't until the two South Island races, at Teretonga, in Invercargill, and the airfield Wigram track in Christchurch, that the balance changed. The unusual scoring system, which gave points to the top ten finishers on the basis of 20-18-16-etc., meant that consistency, rather than winning, was important. As March found at Teretonga, failure to finish a race was a heavy penalty.

A fuel system problem sidelined Fabi in the first race and in the second the Italian had a coming together with Perkins which dislodged the nose section of the works March. A pit stop to



The March 77B models of Larry Perkins and Brett Riley skirt one of Wigram's tractor tyre barriers.

have it changed dropped Fabi to seventh. Perkins' March won both these races with Riley second. So, incredibly, the teams went into the two final races with Fabi leading Riley by a mere four points.

If Fabi had failed to finish either of those two Wigram races, the Pacific title would have gone to Riley who had been notching up consistent placings, albeit usually behind Perkins! A one minute penalty for a jumped start at Manfeild had already ended Perkins' own chances in this sudden death play off.

At Wigram, Fabi was beaten to pole position for the only time in the series by McMillan's Ralt, the local man suddenly finding form at the very fast airfield circuit. And, in the two Christchurch races, McMillan outran everyone. Although Fabi caught and passed the Ralt briefly in the first race, the March was slowed by overheating and had to settle for second place with Perkins and Riley in pursuit.

The championship rested on the final race and in the early laps McMillan led from Perkins, Fabi and Riley. The outcome wasn't settled until Perkins and Fabi had another clash, only this time it was Perkins who lost the nose of his car, leaving Teo Fabi to finish second to McMillan again.



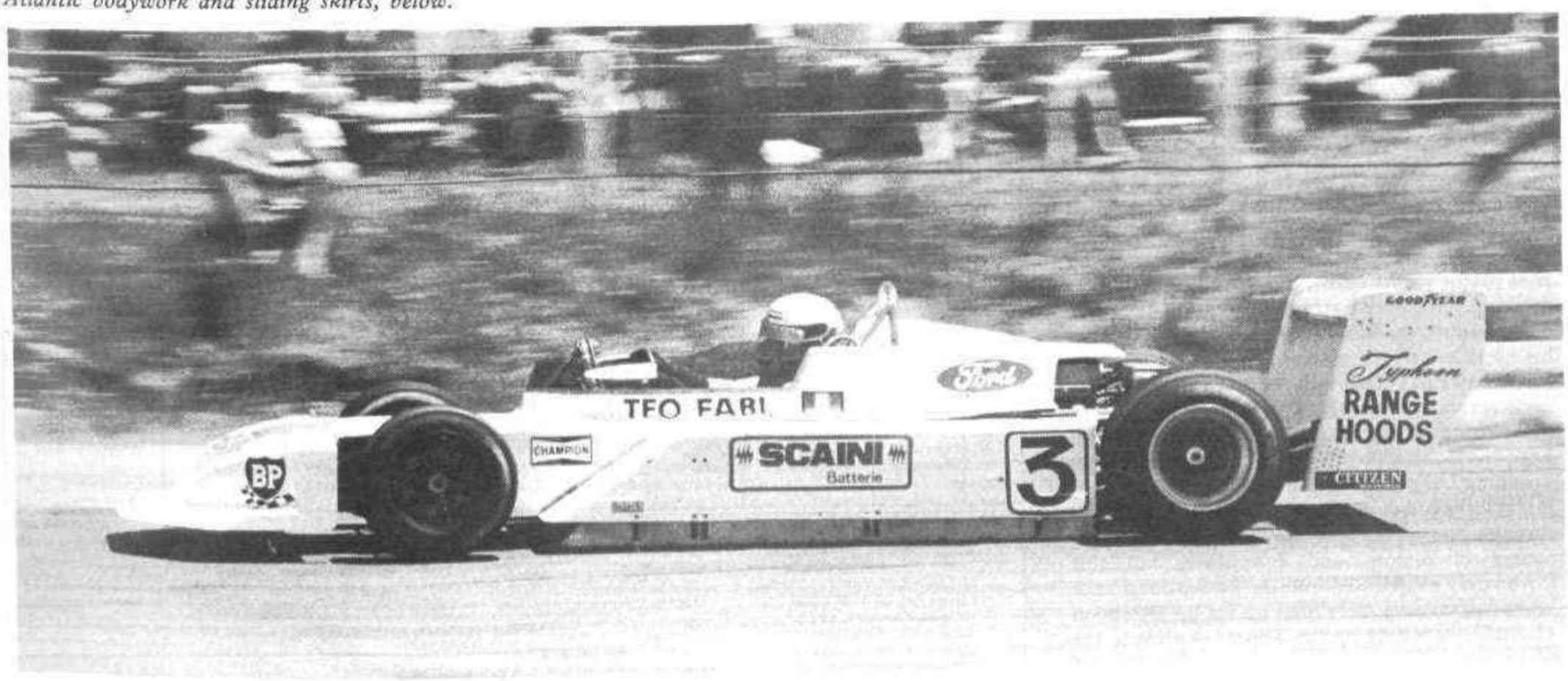
Breaking the March domination was Dave McMillan who came right with his Ralt to win the last two races in Christchurch.

Riley's March 77B was third and that was good enough to ensure him runner-up spot in the championship, only two points behind Fabi! Perkins, who had been knocked out of contention right at the start of the series by a first corner crash, salvaged third overall while McMillan's late bid meant he shared fourth overall with the disappointing Elgh. The Swede was never in contention and his results were a third, a fourth, a fifth and five sixths. Elgh and Riley were the only drivers to finish all ten races. John Smith's Ralt was sixth ahead of a dejected Jeff Wood and Millen, who had also had an unhappy series with the Chevron.

The vagaries of the scoring system ensured a thrilling climax to a championship which proved reasonably successful. Fabi's Hart-engined March had reasserted the English manufacturers as the undisputed masters of the formula and the brief season "Down Under" provided Italy's talented newcomer with some much needed experience in his short yet impressive career. – M.T.



The start at Bay Park, above, with Riley and Fabi leading the field after the rolling start. Fabi's March 782 chassis was fitted with the latest 79B Formula Atlantic bodywork and sliding skirts, below.



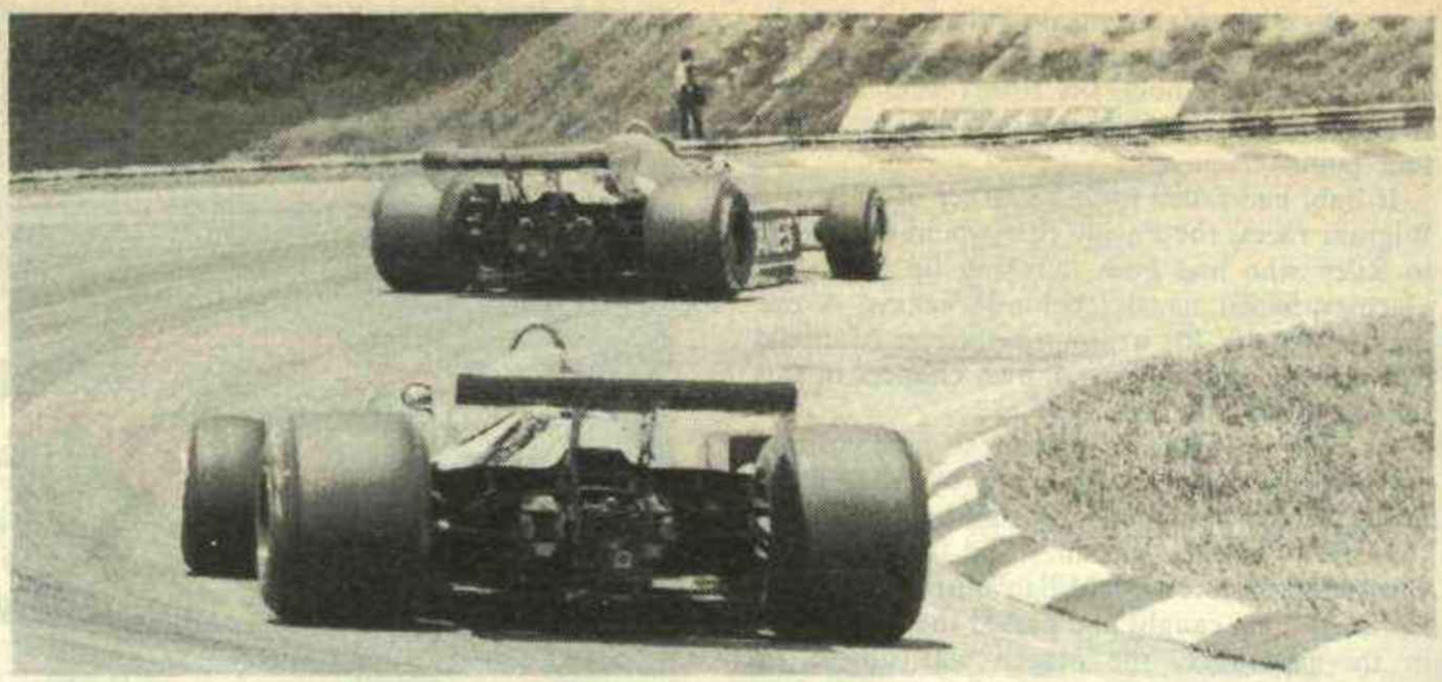
The Brazilian Grand Prix

Ligiers in formation

Sao Paulo, February 4th

TWO WEEKS after the Grand Prix season opened at Buenos Aires, the Formula One teams moved north to the spectacular 4.946-mile Interlagos circuit at Sao Paulo to where the Brazilian Grand Prix returned this year after being held at Rio-de-Janeiro for the first time in 1978. For the motor racing enthusiast there is no comparison between the two circuits, for while the Rio track is a tight, flat and boring little facility, Interlagos is spectacular, demanding on both car and driver, with plenty of very fast and slow corners wound into its length. Since Formula One cars last raced there in 1977 there has been an effort to resurface some of the more "troublesome" corners, but the ravages of the weather have taken their toll and the general consensus of opinion this year suggested that Interlagos was bumpier than ever before.

Whilst the hard-working mechanics toiled away unpacking and preparing their charges which had been flown up from Argentina, there was drama and argument going on away from the race circuit. Following the first corner accident in the Argentine Grand Prix, the stewards of that race had convened an inquiry and M. Jean-Marie Balestre (President of the Federation Mondiale du Sport Automobile, the new title assumed by the CSI at the start of 1979) made it quite plain that disciplinary action would be taken if a driver was found to be responsible for the accident. Eventually an inquiry was held on the Wednesday prior to the Brazilian race in Sao Paulo, the whole tenor of the proceedings taking on a distinctly unhelpful air when nobody from McLaren Racing was invited along. It was clear that the inquiry was examining John Watson's role in the affair and, whilst they were not obliged to ask any representative of his team along to the inquiry (or even take evidence from Watson himself) according to the international rules, because they were only considering imposing a fine and not a suspension or disqualification, it would have been helpful to FMSA/FOCA relations if they had done so. Eventually they came to the conclusion that Watson was to blame for the accident, having run round the outside of Scheckter's Ferrari and then collided with the Italian car as he attempted to cut back into line. A fine of 10,000 Swiss francs was imposed on the Belfast driver and it was made clear that if he didn't pay within 48 hours (again, sticking religiously to the rule book) then he would not be permitted to start the Brazilian race. What followed next was a massive "who runs motor racing" row, a thin veil of politeness masking some pretty strong feelings on each side of the argument. What does seem clear is that, in his haste to put the motor racing world to right, M. Balestre has acted in a provocative and rather uncompromising manner; just the sort of way to provoke stern reaction from the part-time "small print" men within FOCA's ranks, who were "running" the race in the absence of a sponsor just as they did at Hockenheim last year. All through the weekend there was an underlying feeling of discord and annoyance, but this fortunately evaporated into the background once 26 racing engines were fired up for an afternoon of unofficial testing on the Thursday prior to the race.



All the opposition saw was this view of the two Ligier JS11s.

Since Buenos Aires there had been a great deal of technical activity. Lotus had flown out revised rear suspension uprights for their 79s to use with Goodyear's bigger rear tyres; Brabham had devised modified fuel and oil systems for the new BT48s in addition to modified skirts for the side pods; Wolf had abandoned their clutch-operated impellor which cooled the oil radiators, remounting the coolers on extended side pods and Ferrari had flown out another T3 (chassis 034) for Villeneuve to use as his race car. Scheckter's accident-damaged 035 was repaired with more ease than expected, Arrows built up a replacement chassis for Patrese round monocoque 04 and Rebaque's team rebuilt the rear end of his Lotus 79/1 after the rocker mounting point breakage in Argentina.

Jabouille opted to use the spare Renault RS01/02 as his race car while Jan Lammers was obliged to take over the spare Shadow DN9/3B after crashing his usual car (2B) very badly during the unofficial test session on Thursday. There was plenty of work in the McLaren garage on Thursday night as well, for Tambay went off on a very fast corner and knocked a couple of corners off his M28. Some sterling work got the Frenchman's car repaired in time for the first official practice session on Friday morning.

During official Goodyear tyre testing last December, both Andretti and Watson had comfortably recorded time in the mid-2 min. 27 sec. bracket for the 4.9-mile circuit and it was obvious that James Hunt's official lap record of

Continued on page 341

PRACTICE TIMES

No.	Driver	Friday a.m.	Friday p.m.	Saturday p.m.
1	M. Andretti	2.25.33	2.25.85	2.24.28
2	C. Reutemann	2.26.55	2.25.91	**2.24.15**
3	D. Pironi	2.27.21	2.25.16	2.25.46
4	J. P. Jarier	2.28.64	2.28.22	2.27.89
5	N. Lauda	2.28.47	2.27.57	no time
6	N. Piquet	–	2.37.08	2.31.64
7	J. Watson	2.28.66	2.29.35	2.27.82
8	P. Tambay	–	no time	2.29.39
9	H. J. Stuck	2.33.64	2.32.27	2.33.03
11	J. Scheckter	2.24.48	2.30.59	2.27.74
12	G. Villeneuve	2.25.42	2.24.34	2.27.41
14	E. Fittipaldi	2.28.69	2.26.35	2.27.61
15	J. P. Jabouille	2.24.85	2.25.65	2.25.40
16	R. Arnoux	2.28.14	2.26.43	2.29.98
17	J. Lammers	2.31.66	2.31.60	2.32.88
18	E. de Angelis	2.30.58	2.33.80	2.30.29
20	J. Hunt	2.30.32	2.27.60	2.26.37
22	D. Daly	2.33.18	–	2.31.78
24	A. Merzario	2.34.08	2.36.44	2.34.86
25	P. Depailler	2.24.31	**2.23.99**	2.24.48
26	J. Laffite	**2.23.07**	–	2.29.55
27	A. Jones	2.30.44	2.27.67	2.28.70
28	G. Regazzoni	2.28.88	2.29.20	2.30.66
29	R. Patrese	2.29.09	2.28.68	2.28.08
30	J. Mass	2.30.32	2.29.99	2.29.42
31	H. Rebaque	2.33.74	2.32.86	2.32.66

ENTRY

No.	Team	Driver	Car	Model	Engine	Gearbox	Tyres	Main Sponsors
1	Lotus	M. Andretti	Lotus	79/4	Cosworth V8	Hewland	Goodyear	Martini/Tissot
2	Lotus	C. Reutemann	Lotus	79/2	Cosworth V8	Hewland	Goodyear	Martini/Tissot
3	Tyrrell	D. Pironi	Tyrrell	009/2	Cosworth V8	Hewland	Goodyear	–
4	Tyrrell	J. P. Jarier	Tyrrell	009/1	Cosworth V8	Hewland	Goodyear	–
5	Brabham	N. Lauda	Brabham	BT48/2	Alfa Romeo V12	Alfa Romeo	Goodyear	Parmalat
6	Brabham	N. Piquet	Brabham	BT48/1	Alfa Romeo V12	Alfa Romeo	Goodyear	Parmalat
7	McLaren	J. Watson	McLaren	M28/2	Cosworth V8	Hewland	Goodyear	Marlboro/Castrol
8	McLaren	P. Tambay	McLaren	M28/1	Cosworth V8	Hewland	Goodyear	Marlboro/Castrol
9	ATS	H. J. Stuck	TAS	D1/03	Cosworth V8	Hewland	Goodyear	ATS Wheels
11	Ferrari	J. Scheckter	Ferrari	312T3/035	Ferrari–flat-12	Ferrari	Michelin	Fiat/Agip
12	Ferrari	G. Villeneuve	Ferrari	312T3/034	Ferrari–flat-12	Ferrari	Michelin	Fiat/Agip
14	Fittipaldi	E. Fittipaldi	Fittipaldi	F5A/2	Cosworth V8	Hewland	Goodyear	Copersucar
15	Renault	J. P. Jabouille	Renault	RS01/02	Renault V6 t/c	Hewland	Michelin	ELF
16	Renault	R. Arnoux	Renault	RS01/03	Renault V6 t/c	Hewland	Michelin	ELF
17	Shadow	J. Lammers	Shadow	DN9/3B	Cosworth V8	Hewland	Goodyear	Samson Shag
18	Shadow	E. de Angelis	Shadow	DN9/1B	Cosworth V8	Hewland	Goodyear	–
20	Wolf	J. Hunt	Wolf	WR7	Cosworth V8	Hewland	Goodyear	Olympus/Texaco
22	Ensign	D. Daly	Ensign	MN06	Cosworth V8	Hewland	Goodyear	Teddy Yip Racing
24	Merzario	A. Merzario	Merzario	A1B/1	Cosworth V8	Hewland	Goodyear	Flor Bath
25	Ligier	P. Depailler	Ligier	JS11/03	Cosworth V8	Hewland	Goodyear	Gitanes/ELF
26	Ligier	J. Laffite	Ligier	JS11/02	Cosworth V8	Hewland	Goodyear	Gitanes/ELF
27	Williams	A. Jones	Williams	FW06/005	Cosworth V8	Hewland	Goodyear	Saudia Airlines
28	Williams	G. Regazzoni	Williams	FW06/003	Cosworth V8	Hewland	Goodyear	Saudia Airlines
29	Arrows	R. Patrese	Arrows	A1/04	Cosworth V8	Hewland	Goodyear	Warsteiner Beer
30	Arrows	J. Mass	Arrows	A1/03	Cosworth V8	Hewland	Goodyear	Warsteiner Beer
31	Rebaque	H. Rebaque	Lotus	79/1	Cosworth V8	Hewland	Goodyear	–

Spare Cars:

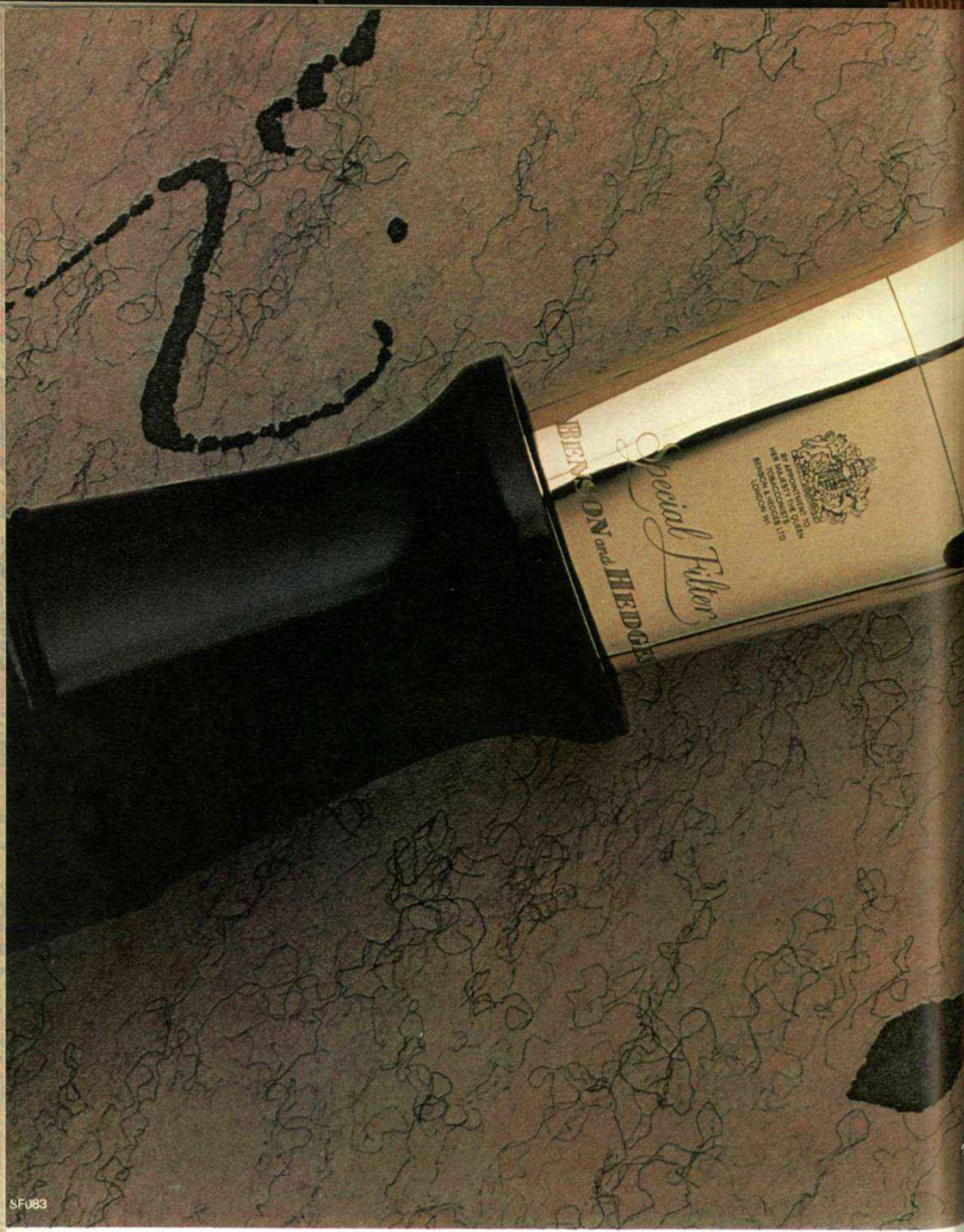
Lotus-Cosworth V8 79/3	– Used by Reutemann Friday p.m.
Tyrrell-Cosworth V8 008/5	– Not used
McLaren-Cosworth V8 M28/5	– Used by Tambay Sat. p.m. and for race
Ferrari–flat-12 312T3/036	– Used by Villeneuve Friday p.m.
Fittipaldi-Cosworth V8 F8/1	– Used by Fittipaldi Friday a.m.
Renault V6 t/c RS01/04	– Not used
Ligier-Cosworth V8 JS11/01	– Used by Laffite Sat. p.m.
Williams-Cosworth V8 FW06/004	– Used by Jones Friday a.m. & p.m. and in race



The Classic.

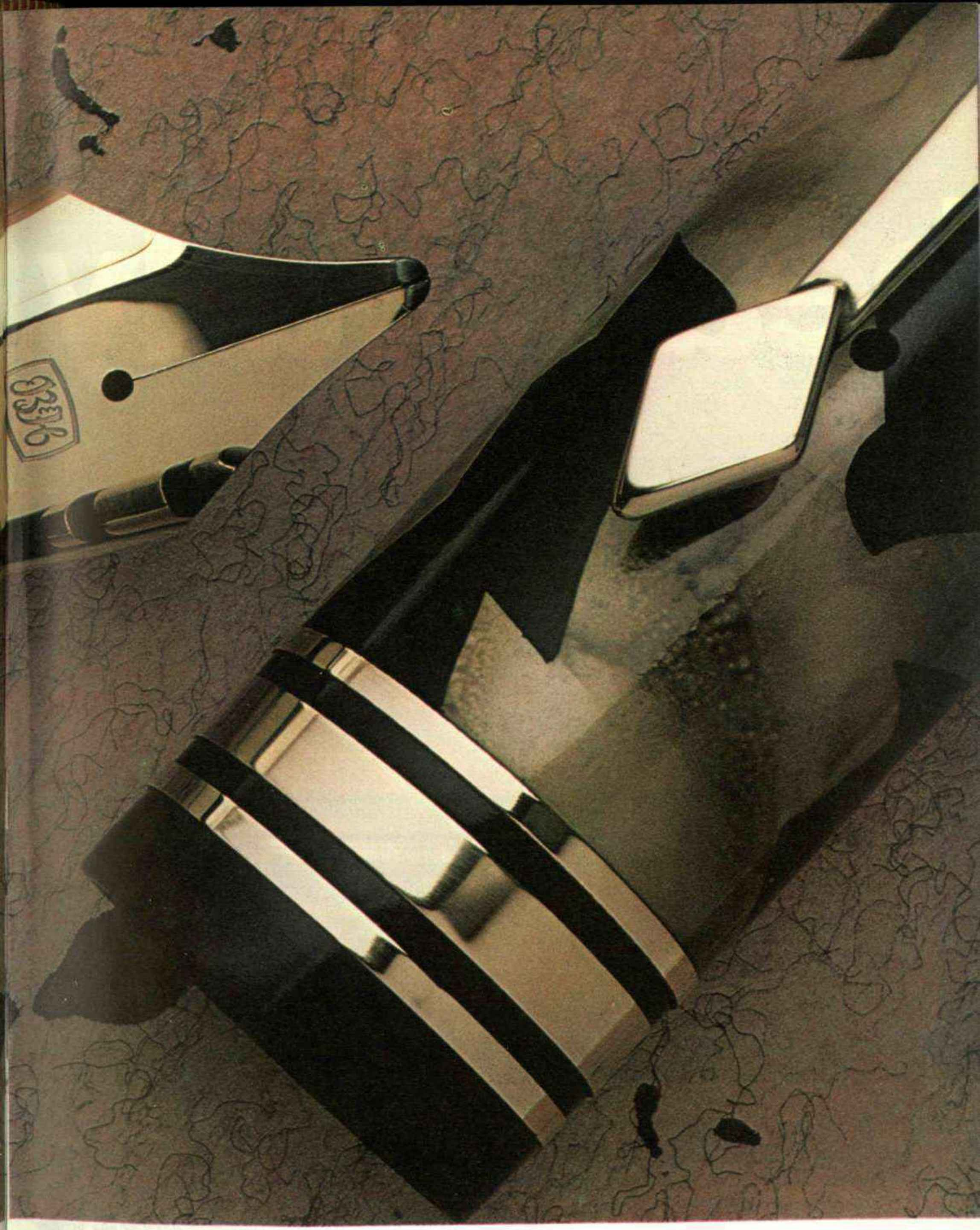
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For Tourist, NATO, Diplomatic and Personal Export Enquiries, Tel: 01-568 1313. The present Porsche line-up includes the 924 Coupe and Lux Coupe – from £8,550; the 911SC and 911SC Sport Coupe and Targa – from £14,549; the Car of the Year 1978, the 928, at £20,499 and the Turbo at £26,249. Prices shown are correct at time of going to press and include car tax, VAT and seat belts. Delivery and number plates are extra. For further information and details of leasing facilities available contact your nearest official Porsche Centre.

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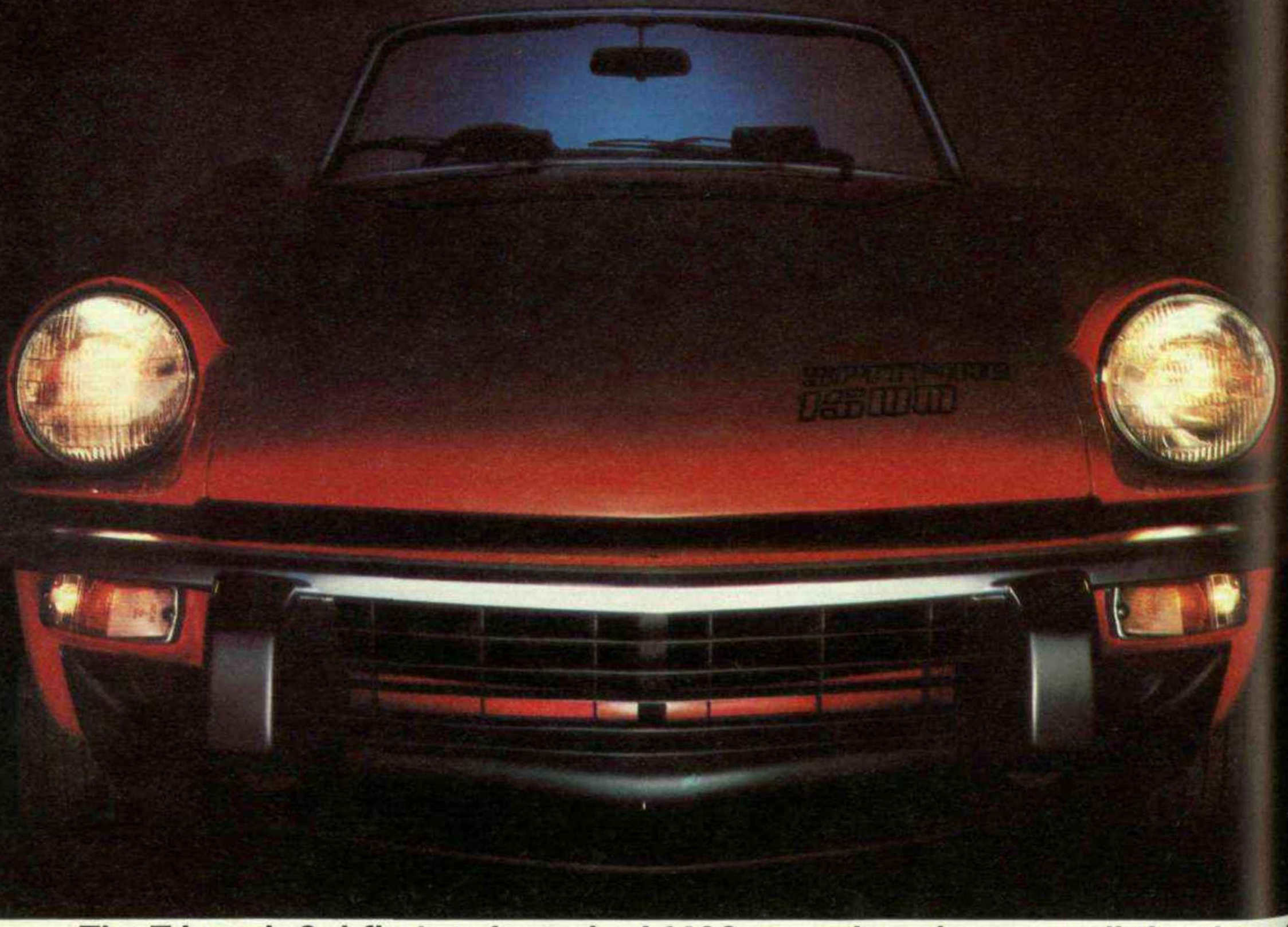
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Distinctive new wheels and a wrap-around front spoiler are features of the S2 version of the pretty, mid-engined, Guigiaro-styled Lotus Esprit. The Imperial War Museum's Shackleton towers over it at Duxford Airfield.

ROAD TEST

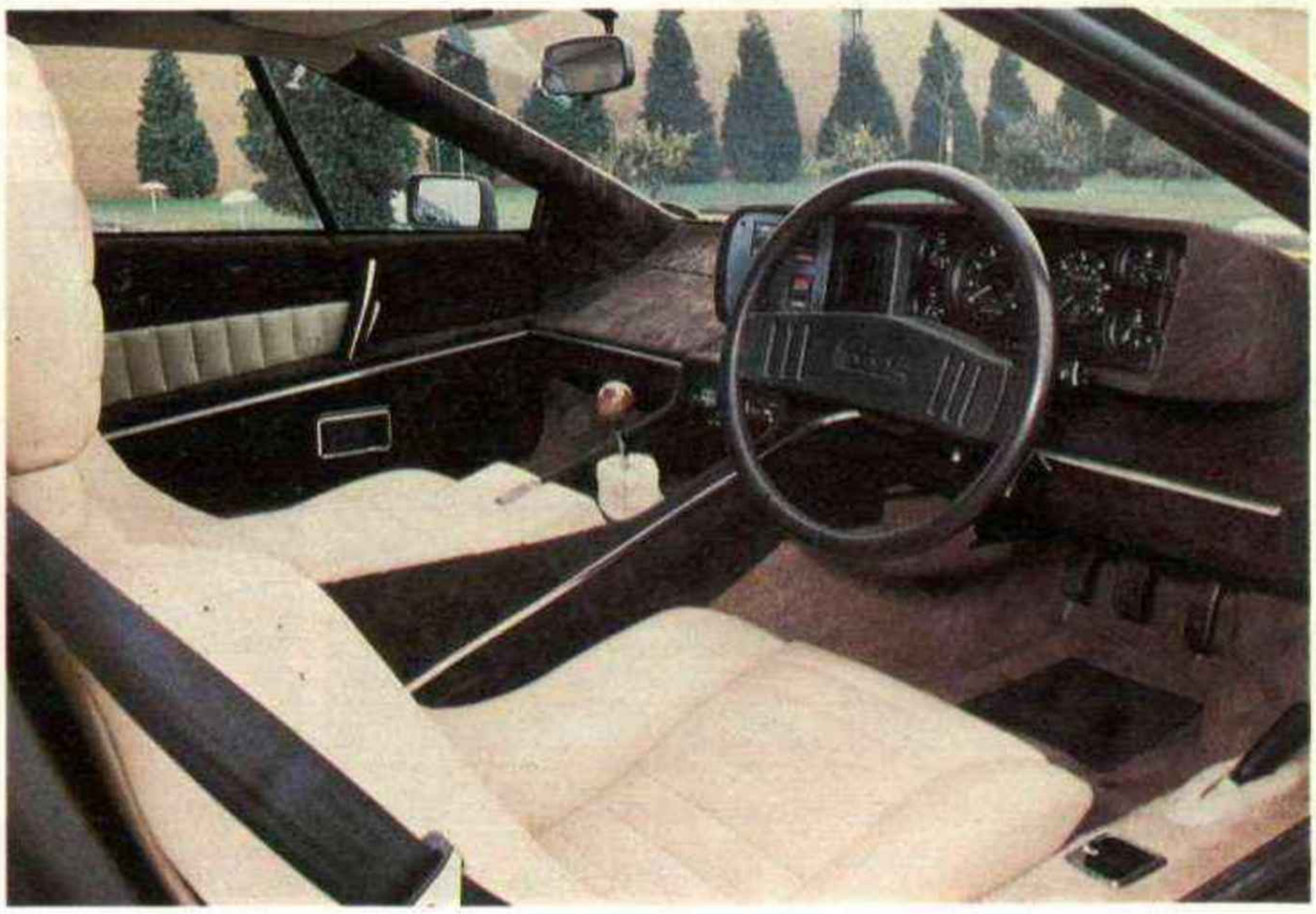
The Lotus Esprit S2

Fast, fun and frenzied

SINCE Colin Chapman first put spanner to nut in Hackney there have been few road cars available at any particular period in time to rival the Lotus for sheer exhilaration behind the wheel. The maestro's touch has inbred a unique agility of handling and performance in every road-going chassis. There have been inferior models, like the Renault-engined Europa, though even they have retained much of the Lotus verve, and a reputation for unreliability has pursued the *marque* even since Chapman moved his products up-market with the introduction of the current Elite. Alas, the road test Esprit S2 lived up to that reputation, the severe weather creating a touch of colic in its electrics. But the traditional Lotus magic has a special way of smoothing out these petty frustrations. There aren't many cars around like the mid-engined Esprit in which I've arrived at the end of every journey, no matter its length or the prevailing weather and traffic conditions, and thought, "Fantastic! I wouldn't mind doing that all over again."

Regular readers will remember that the Esprit caused MOTOR SPORT bigger frustrations than did these electrical malfunctions: we were quite unable to obtain one for road test, which resulted in a bitter little attack on Lotus in our December issue. Obviously this had the desired effect, for a bright-yellow S2 rolled off its transporter outside Standard House in mid-January. Through no fault of Lotus this coincided with the worst snow and ice of the winter, so that the test had to be extended to give more opportunity for driving the car and taking photographs. Even so, weather and schedules prevented our photographers from getting to grips with the car, so that I had to take most of the photographs myself on the journey back to Hethel. I say this to absolve our photographers from blame if the quality of the exterior colour shots is not up to their usual high standard! The interior photographs were taken by Lotus' own photographer at the factory. I wish to thank the Imperial War Museum for kindly allowing me to photograph the Esprit with the TSR2 and Shackleton, part of their fascinating collection of more than sixty historic aircraft, including Concorde 01, displayed at Duxford Airfield. (Open to the public between March 17th and November 4th, 11 a.m. to 5 p.m., excepting Good Friday and May Day Bank Holiday. Admission charges are a reasonable £1.50 for cars including occupants, or 50p for pedestrians, children 30p.)

The Series 1 Esprit made its debut at Earls Court in October 1975 and evaded our hands save for a brief session on the Hethel circuit with D.S.J. and J.W. (MOTOR SPORT, January 1977). Lotus were well versed in mid-engined road car design thanks to experience with the Europa. The strictly two-seater Esprit was a logical means of extending this experience into their new up-market position to give them a crack at the Porsche 911, Maserati Khamsin and Ferrari 308 GTB exotica. It was a matter too of trying to match the handling and performance of the nimble little Europa Twin-cam Special, which has to be one of the fastest production road cars in the world from A to B on a winding road, even today, with the improved refinement of the front-engined, rear-wheel-drive Elite and



Occupants sit in reclined comfort within the futuristic suede and leather interior. Instrumentation is clear, the handbrake awkward and the pedals close-knit.



The Esprit is much easier to drive than its width suggests. Four pop-up halogen headlights hide in the front bodywork. There are no auxiliary daytime flasher lights.

Eclat. There was no question of thinking, "Where shall we put the engine?" Lotus had their conventional cars. They needed a mid-engined car to complete their market spread and damn the problems of practicality and crash testing. They already had a special motor show design exercise which Guigiaro had built on a Europa chassis. Chapman and Tony Rudd took this as their base and developed it on a new backbone chassis, around the Elite's 907, 16-valve engine and using their patented GFRP body manufacturing technology. By all accounts the resultant Series 1 Esprit was a bit of a disappointment in some of its handling behaviour – it was said to understeer too much – noise level and some design details. The S2, introduced last August, set out to combat the complaints.

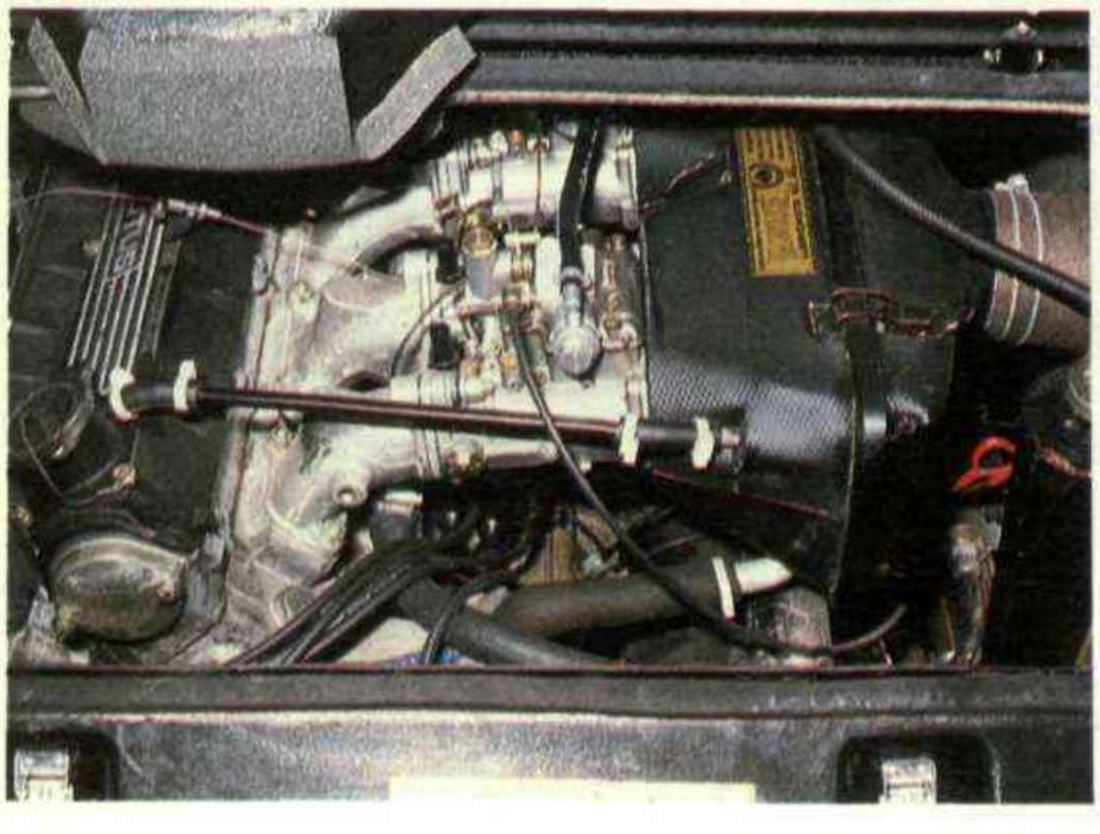
Among the more obvious modifications included in the S2 are a new wrap-around, black-painted, aerodynamically more efficient front spoiler in place of the original bib-type, new rear light clusters incorporating rear fog lights and very attractive Lotus 14" diameter alloy wheels, all of which make this eye-catchingly pretty Guigiaro design into a very appealing car indeed. Rim widths have been increased to 7" at the front, 7½" at the rear, shod with 205/60VR and 205/70VR Dunlop SP Supersport tyres respectively. Instrumentation and auxiliary switchgear has been improved, illuminated by fibre optics, and a digital clock fitted in the screen rail. Air inlets added behind the fixed rear quarter lights give a flow of air through the rear luggage compartment/engine hatch and into the engine bay and carburetter intakes. The angle of the window between the driver and the luggage bay has been revised to cut down those mysterious reflections which creep into the driver's peripheral vision in most mid-engined cars; some of these mirage-like effects remain, but they are not too disturbing. A new engine cover has a hinged rear section which allows access to things like the dipstick without removing the whole cover. Engine cooling is improved by a larger front radiator and improved ducting.

At £11,754, the Esprit S2 sits on its own little price pedestal in the specialised sports car market, discounting its conflict with various versions of the Elite and Eclat, which it now outsells. Closest on price down the scale comes the TVR Taimar Turbo at £10,844, but the nearest higher up the price range is the Porsche 911SC at £14,549. Clearly the Esprit has to sell on the novelty of its wedge-shaped, mid-engined two-seater image, for perforce it offers less value in practicality and refinement than the other Lotus models.

I described the Porsche 928 (MOTOR SPORT January) as a car for the eighties. Aesthetically the Esprit too is well-placed for the next decade, but whereas that expensive Porsche relies for efficiency on complexity and integrity of engineering and a large, multi-cylinder engine, the Esprit's recipe for efficiency is one of simplicity, lightness and a small engine. As a result there remains a certain feeling of crudeness and lack of refinement redolent of Lotus' kit-car days. This is emphasised by the choice of familiar off-the-shelf components like Marina door handles and steering column switches. But there is nothing "borrowed" about the chassis behaviour and performance, which is pure Lotus, a unique offering which makes the *marque* so special, its deficiencies so forgivable.

What makes Lotus so unusual in Europe as specialised, small manufacturers is the amount of in-house sourced material which goes into each car, especially in these days when even the larger combines such as Renault, Peugeot, Chrysler and Volvo are pooling resources. The only major components of the Esprit to be sourced outside Hethel are the Citroen SM five-speed gearbox, for which Lotus make their own bell-housing, a few General Motors parts in the front suspension, brakes, clutch, electrical components, carburetters, instruments, springs, dampers, driveshafts, wheels and tyres. The bulk of everything that the Esprit driver sees and feels originated at Hethel. The GFRP body is built in two halves in the Norfolk plant, the paint being instilled in the moulds, and is mated along the waistline. This is mounted upon the traditional Lotus backbone chassis, its location points extended by spaceframe members and steel bulkheads. A new £170,000 Trumpf tape-controlled cutting machine for sheet steel has recently been installed to facilitate chassis

The 16-valve engine is tucked away beneath a glassfibre cover within the rear luggage compartment. Additional restricted stowage space in the nose is spoiled by the lack of protective covering over potentially dirty equipment, including the under-size spare wheel.





manufacture. The 907 engine is made at Hethel, of course, with production now being extended to cater for Chrysler's exciting Lotus Sunbeam. Since I last visited Hethel the trim shop capabilities have been extended too.

The bared Esprit chassis in the Lotus entrance hall confirms the simplicity. Attached to the front end is unequal length wishbone suspension with coil springs, telescopic shock-absorbers, an anti-roll bar, rack and pinion steering and outboard, 9.7" front disc brakes. A tubular lateral link is attached to the bottom of each rear upright while each fixed-length driveshaft doubles as a top link. A sheet steel, fabricated, diagonal trailing arm runs forward from the bottom of the upright to the chassis. Coil spring/damper units are used as at the front. Disc brakes of 10.6" diameter are mounted inboard. The Citroen gearbox sits behind the engine and the driveshaft line.

This mid-mounted, in-line, slant "four" has a pair of the latest "E" camshafts driven by tooth-belts and operating 16 valves in the aluminium cylinder head. Its 1,973 c.c. (95.2 mm. x 69.2 mm.) deliver 160 b.h.p. at 6,200 r.p.m. and 140 lb. ft. at 4,900 r.p.m. Its crankshaft runs in five main bearings in the aluminium cylinder block, the compression ratio is 9.5:1 and its two Dell'Orto DHLA 45E twin-choke carburetters are still fed by an SU electrical pump, not the Bendix which was anticipated when the SU unit curtailed J.W.'s and D.S.J.'s testing of the S1 at Hethel.

To drive this Esprit is to wear it, just like a racing car. It is a mere 3' 7¾" high, its screen raked back over the seat line and the sills wide, so accessibility will not be kind to older limbs. The seats are enticingly form-hugging, locking the body in place between the high, upholstered backbone chassis, which bisects the cockpit, and the full-length arm-rests on the doors. The seats in the test car had the optional (£236) Connolly leather trim, my own preference and very neatly trimmed they were too, although the rear panel of the driver's seat came adrift. The driver is confronted by a winged instrument binnacle even more futuristic than that of the 928 though in the Lotus' case both the binnacle and the steering column are non-adjustable. I found the reclined driving position one of the most comfortable and relaxing I can recall – even the head-rest can be used as such, which is rare. The typically tiny and closely positioned pedals preclude the use of clumsy fashion shoes. I couldn't have asked for a better steering wheel position and the wooden-knobbed gearlever atop the high centre console is placed right where the hand falls naturally. Not all prospective customers will be so happy with their lot and taller drivers could be hampered by restricted seat movement, limited by the bulkhead, and lack of rake adjustment for the smoothly contoured seat.

The test car's engine was a very poor starter hot or cold, even after the original defunct starter motor had been replaced with the car immobilised in my driveway. Past experience suggests that the poor starting was not typical and when Lotus PRO Don McLauchlan said, "Try my own Esprit," it started at the first flick of the switch. A grumble from the test car's rear as the engine turned over on the starter showed up unwanted contact as the engine moved on its mountings and sympathetic rattles and resonances set in within the cockpit as the engine warmed up. The choke, a flimsy affair in the leading edge of the centre console panel and flanked by switches for the electric windows, refused to have any effect on the throttles to allow the 1,500 r.p.m.-2,000 r.p.m. warm-up tickover suggested by the handbook.



An advanced aerodynamic shape which will take Britain into the eighties overshadowed by one which should have done but won't: the Esprit with the controversial and ill-fated TSR2 at Duxford. The Esprit's main luggage bay and engine live beneath the awkward to open rear hatchback. Large, ridged rear lights are new for the S2.

After a couple of minutes' warm-up the test car's engine ran cleanly, though not so smoothly in tune as the 907 fitted to the Eclat Sprint tested in 1977. It was flexible down to about 1,000 r.p.m., though it didn't really come on song until about 4,500 r.p.m. Maximum revs of 7,000 r.p.m. are permissible, at which limit a rotor arm cut out intrudes, but 6,500 r.p.m. is the more normal maximum recommended and not really worth exceeding. One thing for sure, the Esprit does not have the sewing machine sweetness of the Porsche flat-six, the powerful smooth rortiness of the 308 GTB, nor even the lumbering, gruff power spread of the Taimar's Ford V6. Right from turning the key the engine behind one's ear in the Esprit makes itself felt as a harsh, noisy and buzzy four-cylinder unit. This is not for want of sophistication in four-cylinder engine terms, for the same engine behaves in a

Continued on page 353







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The start at Interlagos with Ligier, Lotus and Ferrari teams monopolising the first three rows of the grid.

The Brazilian Grand Prix

Continued from page 332

2 min. 30.11 sec. would be improved upon by most competitors. However it was the French Ligier team which totally dominated practice at Interlagos with Argentine winner Jacques Laffite actually setting the time for pole position during the first 90-minute spell on Friday morning. Reflecting just how well Ligier have got all their technical "variables" under control, Laffite was able to record his 2 min. 23.07 sec. best within an hour of the start of that session. For his rivals, it must have been the most profoundly demoralising sight imaginable. In the second session Jacques simply didn't bother to take his car out; he sauntered casually up and down the pit lane watching everybody else's progress with a big grin on his face. Then, on Saturday afternoon, when the cool conditions of the previous day had given way to much warmer weather, he simply took the team spare JS11/01 out for a few laps to check it over. Really, there was no realistic competition for this well-organised combination.

In fact, Depailler reckoned he could have taken pole position away from his team-mate if the weather hadn't become hotter on Saturday. His Friday best was 2 min. 23.99 sec., which stood him in as second quickest for the starting grid, but he failed to improve on the morrow. Depailler's car had been fitted with modified rear body cowlings on the first day and the driver felt that these upset the car's fine balance, so he reverted to the same configuration as Laffite's machine for Saturday.

It seemed as though the two Ferrari T3s would provide the strongest opposition to the Ligiers at the end of the first day, Villeneuve taking over his spare car (the one he used in the Buenos Aires race) to record a very promising 2 min. 24.34 sec. best which was a fraction quicker than his team-mate Scheckter who confessed to a spin on one of the slower corners. It was noticeable that Michelin's qualifying rubber would only just about last for a single flying lap round Interlagos and the two Ferrari drivers could be seen cruising round gently when the track was crowded, picking their moment to attempt a really worthwhile lap time.

Although it was much warmer on Saturday, that did not deter Team Lotus from launching a massive effort to displace the Ligiers from the front row of the grid. Friday had been a troubled day for Reutemann as his race car had broken a valve spring in the first session and he had missed a lot of time while the mechanics readjusted the cockpit of the spare to accommodate the tall Argentinian as it had originally been prepared for the World Champion's potential use. Reutemann spent the second session in the spare and improved to 2 min. 25.91 sec., while Andretti's best for the day was 2 min. 25.33 sec. which he recorded in the first session. There was an awful lot of delicate chassis tuning going on in the Lotus pits with changes of rollbars, springs and dampers. Then, during the final hour, Reutemann reached what he felt was pretty well his personal limit (given the amount of qualifying rubber available) and brought his Lotus 79 into the pits after recording a 2 min. 24.15 sec. best to snatch inside position on the second row of the grid and make the Ligier team raise their eyebrows a little. Andretti stayed out right to the end of the final session and, aided by a fresh set of qualifying tyres on the back and the front tyres which Reutemann had used for his "quick one", all but matched his team-mate with a good 2 min. 24.8 sec.

Neither Ferrari improved on Saturday, so they monopolised the third row of the starting grid with Jean-Pierre Jabouille proving that the Renault could certainly pose a threat to the establishment with a 2 min. 24.85 sec. for the inside place on the fourth row. Jabouille decided that blanking off the oil radiators with aluminium sheeting slightly improved the aerodynamic balance of the French turbo V6 car. Arnoux, handicapped by the late delivery from France of a fresh engine for his car, could only record a 2 min. 26.46 sec. best which was nevertheless extremely respectable for a driver with such modest experience of Formula One.

In the Tyrrell camp Jarier was feeling very off-colour and couldn't inspire himself to repeat his Interlagos form of 1975 and 76, so the responsibility for spearheading his team's attack fell upon Pironi's shoulders. The young French driver rose to the occasion admirably and, despite complaining about a slight tyre imbalance on Friday, returned a 2 min. 25.16 sec. lap, eighth quickest overall. Jarier noticed that his Tyrrell's steering seemed to be tightening up as he negotiated the faster corners at Interlagos and it was only discovered at the end of practice that the 009's monocoque was starting to come unstitched at the front, probably a long-term result of his Buenos Aires practice accident. Either way, his best lap of 2 min. 27.89 sec. did not amount to a great deal.

The Brazilian Grand Prix was a notable occasion for the local Fittipaldi family, for this marked the debut of their brand new ground effect car on which Ralph Bellamy had been working since last April. The result of his efforts is a strikingly good looking racing car with a conspicuously slender fuselage and side pods mounted distinctively far back and extending between the rear wheels and the engine. Front and rear suspension are tucked tightly inboard, in keeping with the current trend, while the exhausts are in effect reversed and come out just ahead of the rear wheels on either side of the car. Fittipaldi drove the car in untimed testing, briefly tried it during the first official Friday session and



Carlos Reutemann chased the Ligiers hard, but his Lotus 79 dropped out of touch to finish a distant (and controversial) third.

then reverted to his tried and tested F5A design for the remainder of practice and the race. The team was confidently hoping for a good result on home ground and, although they got themselves mixed up on differing tyre compounds during the final hour, E.F. emerged with a best of 2 min. 26.35 sec. which was ninth fastest.

The modifications carried out by designer Harvey Postlethwaite to his new Wolf WR7 design gave James Hunt a rather more encouraging time in Brazil than he had enjoyed in Buenos Aires. Although the Englishman was still complaining about acute oversteer, at least the car seemed more predictable than it had been at the previous race. Hunt seemed to be displaying a lot of his previous fire and popped in a 2 min. 26.37 sec. best in the final hour although he was very fortunate indeed not to be sitting on the sidelines for all of that last session. On his very first lap the gear lever came away in his hand and the Wolf slipped into neutral. He coasted to a halt at the side of the track and, with commendable promptness, jumped out of the cockpit and fumbled beneath the car, forcing it into one gear. He then climbed back in, persuaded the marshals to help him with a push start and roared off back to the pits for a permanent repair to be effected!

Flanking Arnoux on the eleventh row of the grid was Niki Lauda in his Brabham BT48, the Austrian getting to grips with the willing power of the new Alfa Romeo V12 engine and making some worthwhile progress. There is still obviously a lot to come from this new design and Gordon Murray expressed himself extremely impressed at the way Lauda simply gets down and works steadily at a problem rather than throwing up his hands in despair and giving up. Cautiously confident about his race prospects, Lauda recorded a 2 min. 27.57 sec. lap during Friday's second session. Overnight various chassis and aerodynamic modifications were made which seemed to hold up the new Brabham's progress during Saturday's timed session and Lauda spent all his time doing single laps and stopping at the pits, so he was not credited with a flying lap time in the final session.

As Piquet's BT46 had been reduced to scrap in the Buenos Aires accident, the young Brazilian was designated to use BT48/1 for his home Grand Prix. Piquet didn't feel like practising on Friday because his feet were still badly bruised, but he staggered round for half a dozen brave laps on Saturday to record a 2 min. 31.64 sec. which, whilst not startling, at least rewarded his doggedness with a place on the grid.

After the sixth row of the grid one moved into an area of complaints or dissatisfaction. Alan Jones, using FW06/005 gamely got to grips with Interlagos to record a 2 min. 27.67 sec. lap but

Not again! Tambay has his third pre-race incident, spinning the McLaren team's spare M26 over a kerb.



↑ **STARTING GRID**

26 J. Laffite *(Ligier-Cosworth V8)* JS11/02 2 min. 23.07 sec.	25 P. Depailler *(Ligier-Cosworth V8)* JS11/03 2 min. 23.99 sec.
2 C. Reutemann *(Lotus-Cosworth V8)* 79/2 2 min. 24.15 sec.	1 M. Andretti *(Lotus-Cosworth V8)* 79/4 2 min. 24.28 sec.
12 ★ G. Villeneuve *(Ferrari-flat 12)* 312T3/034 2 min. 24.34 sec.	11 J. Scheckter *(Ferrari-flat 12)* 312T3/035 2 min. 24.48 sec.
15 J. P. Jabouille *(Renault V6 t/c)* RS01/02 2 min. 24.85 sec.	3 D. Pironi *(Tyrrell-Cosworth V8)* 009/2 2 min. 25.16 sec.
14 E. Fittipaldi *(Fittipaldi-Cosworth V8)* F5A/2 2 min. 26.35 sec.	20 J. Hunt *(Wolf-Cosworth V8)* WR7 2 min. 26.37 sec.
16 R. Arnoux *(Renault V6 t/c)* RS01/03 2 min. 26.43 sec.	5 N. Lauda *(Brabham-Alfa Romeo V12)* BT48/2 2 min. 27.57 sec.
27 A. Jones *(Williams-Cosworth V8)* FW06/004 2 min. 27.67 sec.	7 J. Watson *(McLaren-Cosworth V8)* M28/2 2 min. 27.82 sec.
4 ★★J. P. Jarier *(Tyrrell-Cosworth V8)* 009/1 2 min. 27.89 sec.	29 R. Patrese *(Arrows-Cosworth V8)* A1/04 2 min. 28.08 sec.
28 G. Regazzoni *(Williams-Cosworth V8)* FW06/003 2 min. 28.88 sec.	8 P. Tambay *(McLaren-Cosworth V8)* M26/5 2 min. 29.39 sec.
30 J. Mass *(Arrows-Cosworth V8)* A1/03 2 min. 29.42 sec.	18 E. de Angelis *(Shadow-Cosworth V8)* DN9/1B 2 min. 30.29 sec.
17 J. Lammers *(Shadow-Cosworth V8)* DN9/3B 2 min. 31.60 sec.	6 N. Piquet *(Brabham-Alfa Romeo V12)* BT48/1 2 min. 31.64 sec.
22 D. Daly *(Ensign-Cosworth V8)* MN06 2 min. 31.78 sec.	9 H. J. Stuck *(ATS-Cosworth V8)* D1/03 2 min. 32.27 sec.

★Time recorded in Ferrari 312T3/036
★★Did not start. Car failed on warm-up lap.
Did not qualify:
H. Rebaque (L579/1) 2 min. 32.66 sec.
A. Merzario (Merzario A1B/1) 2 min. 34.08 sec.

Over-enthusiasm on the part of de Angelis resulted in this badly rumpled Shadow after Friday's practice. Amazingly, it was repaired for the race!





there was nothing good happening to the McLaren team and there were some very long faces to be seen in their garage. Watson wasn't able to make the M28 work over the bumps and ripples of Interlagos, complaining that it was not possible to balance it out and it wore its tyres harshly, whilst Tambay was hardly on the road for long enough to form an impression. After his M28 had been repaired on Thursday night he slid into a guard-rail on Friday, perhaps after a front tyre deflated, and although the damage was relatively minor there were no more M28 spare parts available. Thus Tambay had to take over the old M26/5 for Saturday practice and even then managed to spin it over the kerbing at one corner, ripping off a radiator cowling and dislodging a nose section as he did so. Fortunately the car was not badly damaged and was repairable in a short time.

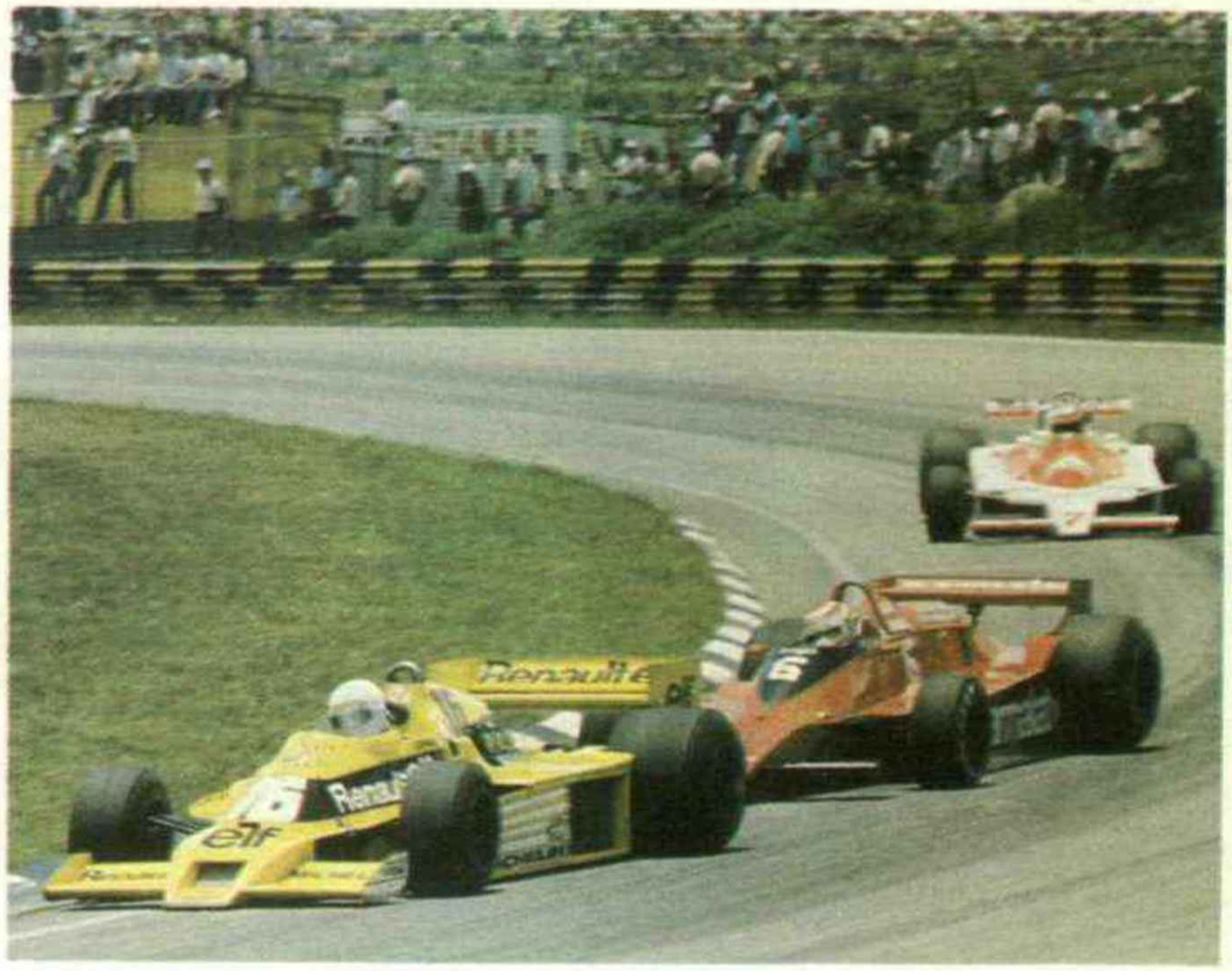
The end result for McLaren was Watson on the outside of the seventh row with a 2 min. 27.82 sec. best in the new M28 and Tambay on the outside of the ninth row on 2 min. 29.39 sec. Regazzoni plugged round in unspectacular style to record an uncompetitive 2 min. 28.88 sec. while both the Arrows drivers were very glum indeed. Neither Patrese (2 min. 28.08 sec.) nor Mass (2 min. 29.42 sec.) could adjust their cars properly for the circuit and when they did try to adjust them, more often than not it made no difference at all to their behaviour. There could be some small sliver of consolation that nothing was going well in the rival Shadow camp either, for on Friday de Angelis slid off the circuit to repeat Lammers' accident of Thursday afternoon, bending his Shadow DN9/1B extremely badly. To the credit of his mechanics, the car was stitched back together again in time for Saturday, but it stretched the team's supply of spares in doing so. The young Italian then rewarded their efforts with a 2 min. 30.29 sec. lap which got him comfortably on the grid and was comfortably faster than the rather unsettled Lammers.

Bringing up the rear was Daly's Ensign, which only began to handle well when Goodyear produced some of the smaller rear tyres and which missed the second session completely owing to a gearbox breakage, and Stuck in the precarious looking ATS. Daly's best was 2 min. 31.78 sec. which simply reflects just how difficult things are without a ground effect machine. Stuck, who hadn't been able to test at Buenos Aires as planned after the race, scraped in with a 2 min. 31.27 sec. after a host of minor problems. Non-qualifiers for the 24-car grid included Rebaque's Lotus (perhaps surprisingly) and Merzario's troubled special.

There was a slight kerfuffle during Sunday's untimed warm-up when Laffite stayed out for four laps after the chequered flag; something that seemed to send Bernie Ecclestone and Robert Langford into a right old paddy on the start/finish line. When Laffite finally came in, Ecclestone got really shirty with the Frenchman until it was pointed out to the Brabham chief just who was running the motor race. The whole affair seemed quite remarkable in retrospect, for after the race there seemed to be far more pressing matters prevailing (notably Reutemann's push start), a far more serious matter which provoked a far less hysterical reaction.

Minor problems in that warm-up session included Scheckter's Ferrari going off song (so a hurried engine change was carried out) plus suspensions wilting on both Patrese's Arrows and Stuck's ATS. Andretti's Lotus briefly caught fire at the rear end just prior to going out on its warming up lap, but this was quickly doused. However there was more ill-fortune awaiting the Lotus drivers when they arrived to take up their places on the dummy grid. Andretti's caught fire

Domination: Above, Laffite leads Depailler towards a convincing 1-2 finish. Below, Arnoux's Renault hangs on ahead of Piquet's Brabham BT48 and Watson's McLaren M28.





Mass's Arrows and Jabouille's Renault running in close company

again and Reutemann's would not start, so there was a scramble with extinguishers on one side of the road and compressed air bottles on the other. Andretti's 79 briefly disappeared behind a wall of extinguisher powder, but this was quickly dusted down and he set off on the parade lap with the rest. Reutemann's car steadfastly refused to start, so he was given a push and sent chasing off after the grid which was heading round its parade lap in slow formation behind the two Ligiers. Overtaking most of his rivals to re-position himself on the inside of the second row, Reutemann inadvertently infringed another "paragraph of the rulebook" which apparently forbids this sort of overtaking. Thus, by the time the Argentinian had got into his starting position, he'd technically infringed two regulations. What a shame Formula One has become so hide-bound by what appear so many petty rules which are sometimes enforced with such apparent vindictive delight!

One casualty of the parade lap was Jarier's Tyrrell 009, grinding to a halt with electrical failure, while the remaining 23 runners edged up to take the starting signal. As the lights on the gantry over the startline turned to green, Laffite made a copybook getaway to lead into the fast left-hander after the pits with Reutemann diving through into second place from Depailler and Andretti. At the bottom of the long hill, Depailler sped past the Lotus with contemptuous ease to take over second place and Andretti nipped through the same gap, so Reutemann was pushed back to fourth within a mile of the start!

Up back into the infield they came, round the tight hairpins and out onto the start/finish straight with Laffite and Depailler ahead pursued by Andretti, Reutemann, Scheckter, Fittipaldi (look at his grid position!), Pironi, Villeneuve, Lauda, Jones, Patrese, Hunt, Regazzoni, Tambay, Mass, Arnoux, Watson, de Angelis, Piquet (who had started the race on soft tyres and half empty fuel tanks as he realised his battered feet would not last the distance), Stuck and Lammers. Bringing up the tail end was Jabouille who had stalled his Renault on the line and was now embarking on a fine climb back through the field.

By the end of the first lap the two Ligiers were edging away from the Lotus twins and Hethel's challenge took a big dive next time round as Andretti pulled off into the pit lane. The cause of the small fire wasn't, as his mechanics had hoped, a drop of fuel spilt from a spray bottle, but a small hole in the metering unit diaphragm. This caused the engine to lapse onto six cylinders, from which point Andretti's race was doomed.

This retirement promoted Fittipaldi to fifth place, the Brazilian really flying in front of his home crowd. As they hurtled down the hill after the pits E.F. rushed right up on Scheckter's tail and slipped inside the Ferrari at the end of the straight, much to the frenzied delight of his fans in the crowd. But by this time everything else was starting to look a little irrelevant in the wake of the two Ligiers – even though Laffite was later to complain of acute understeer throughout the race and Depailler of acute oversteer.

Further down the field there was trouble brewing for the two Brabham-Alfas as Lauda, after a promising start, found that his gear selectors were causing him trouble every time he tried to find fourth and fifth ratios. He dropped back and it didn't take long for the enthusiastic Piquet to come up and pass him. Unfortunately the Brazilian driver's sheer zeal wasn't matched by his experience and he threw himself gamely into a battle for 12th place with the experienced Regazzoni. Going into one of the tight hairpins, Piquet thought he saw a gap and moved to go through it only for Regazzoni to chop across sharply. Piquet really hurt his right foot as he slammed on the brakes, but he couldn't slow the Brabham sufficiently to prevent it colliding with the back of the Williams. Regazzoni continued on his way unscathed, but Piquet trailed into the pits for good with the nose section of the Brabham askew and a surfeit of personal pain. At the same time, Lauda's gear-change became so badly deranged that the Austrian also retired.

As the two Ligiers pulled effortlessly away from Reutemann, Hunt soon encountered problems as he felt the steering go funny on his Wolf. With six laps completed he came in for attention and, although he subsequently managed another lap, the Wolf's steering rack was coming adrift so he couldn't motor any further.

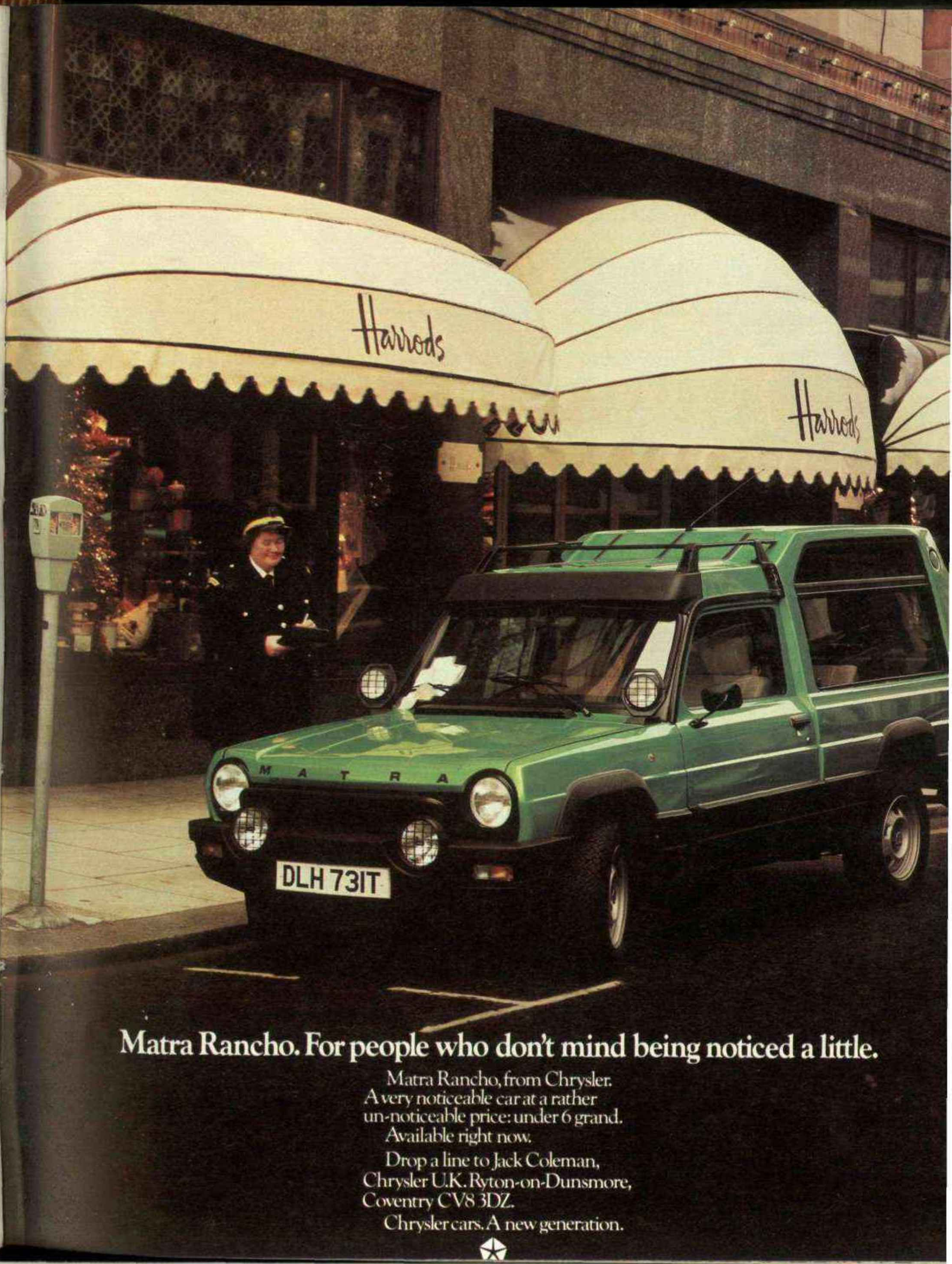
Reutemann was chasing the Ligiers gamely, but he was starting to feel the 79 understeering too much for his liking in fast corners and twitching to oversteer in the slower turns. Consequently he was working away harder than he would have liked to and this erratic handling gradually dropped him away from the leaders although he seemed able to hold Fittipaldi at four or five lengths behind him. Scheckter was falling away from this bunch and being pressed by the determined Pironi, anxious to score a good result after his Buenos Aires disappointment. Half-way round the sixth lap Pironi slipped his Tyrrell in front of the Ferrari, but immediately got caught up in the excitement of his success and momentarily let his concentration lapse as he braked for the tight infield hairpin which had claimed both the Shadow drivers during practice. In a trice, the Tyrrell had spun three times, just missing the guard-rail on the outside of the corner. It was a really close thing but Pironi wasn't daunted and selected second gear almost before the car had stopped. This little excursion cost him a couple of hundred yards and the wily Scheckter slipped by again on the inside of the corner.

Meanwhile Jabouille's Renault was enacting an impressive chase through from the back, cutting his way back to 13th by the end of the sixth lap. He was close on Tambay's heels when the McLaren driver tried to force his M26 on the inside of Regazzoni's Williams as they swung into a climbing left-hand corner. The Frenchman might have known better than to tackle the Swiss in such circumstances and the two cars collided, Regazzoni's simply spinning while Tambay completed a really demoralising weekend by wrapping up the McLaren in the catch-fencing complete with one battered front corner.

Continued on page 348

There was a good race between Scheckter's Ferrari and Pironi's Tyrrell, the Frenchman finishing fourth while the South African, delayed by a pit stop for fresh tyres, ended up sixth.



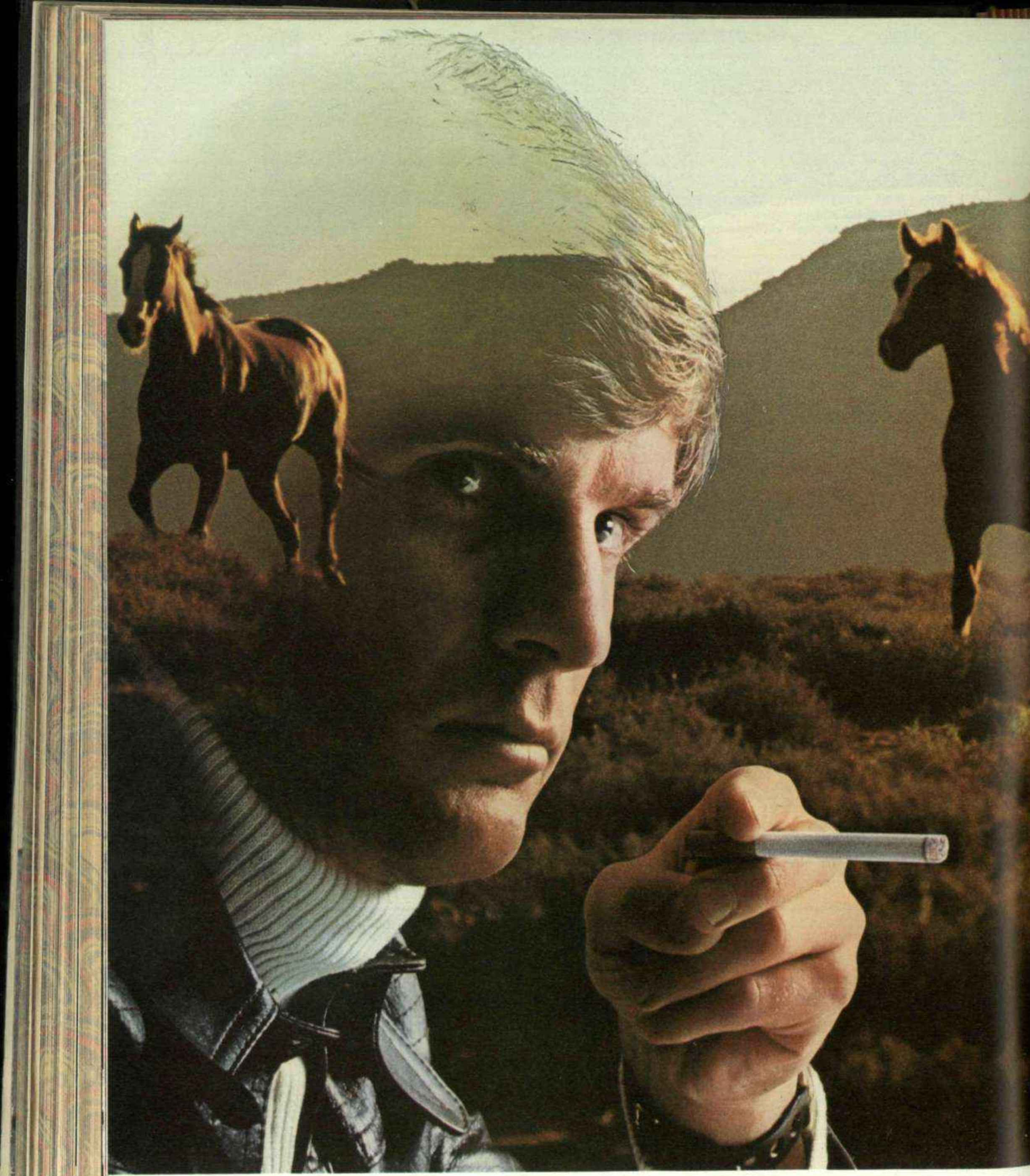


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BRAZILIAN GRAND PRIX –
continued from page 344

Regazzoni made a precautionary pit stop, but continued at the tail end of the field, while Jabouille made two places with no effort on his own behalf. On lap ten Pironi started attacking Scheckter again, and with the Ferrari's hard compound tyres wearing badly and picking up a surfeit of unwanted "gunge" from the track surface, it wasn't too hard for the Tyrrell to slip through halfway round the eleventh lap. From that point onwards Pironi pulled away from the South African and took care not to repeat his earlier indiscretion. Fittipaldi had dropped back slightly from the third placed Reutemann as he felt a vibration building up at the back of his car when he accelerated hard out of tight corners. But he maintained fourth place until just after the start of the 21st lap when he slowed suddenly, feeling a rear wheel to be coming loose. As he had only just passed the pits when this happened, he was faced with the best part of five miles to crawl back to the pits for attention.

This little drama meant that the race order was now Laffite, Depailler, Reutemann, Pironi, Scheckter, Villeneuve and Jones. Then came the two dejected Arrows drivers, Patrese and Mass, both struggling with badly wearing tyres and erratic handling. Patrese was eventually to ease off so much to conserve his tyres that Mass went through ahead of his team-mate, but they were both nursing their mounts home by the end of the race.



Fittipaldi tried his new F6 in practice but raced the older car.

Fittipaldi resumed in 12th place after finding that both his rear wheels had worked loose; a fresh set of tyres all round was slapped on when he stopped. Villeneuve also pulled in for fresh tyres at the end of lap 21, the French Canadian driver remarking that it was rather like driving on ice as his Michelins had picked up so much "gunge". He resumed 11th, but Scheckter stayed out until lap 27, only for a slow tyre change to drop him behind his team-mate when he resumed. The Ferrari troubles had helped Jabouille to rush back to sixth place behind Jones, but the Renault too was in dire need of fresh rubber and stopped for a change on lap 29. Arnoux had vanished from the fray a lap earlier when he spun his Renault to a terrifying, but fortunately undamaged, halt on the flat-out left-hander after the pits, a corner taken by the French V6s in sixth gear!

By lap 30 the order was Laffite, Depailler, Reutemann, Pironi, Jones and Mass: John Watson was still struggling round gamely behind the fast-recovering Ferraris, his McLaren M28 swinging from understeer on left-handers to oversteer on right-handers, behaviour which was slaughtering his tyres. On lap 31 Jones' unobtrusively efficient drive came to an end when fuel vaporisation began to make the car misfire badly. He came in to see if anything could be done, water was poured over the fuel pump and he went back into the race. But such treatment was to no avail and the disappointed Australian was in for good at the end of 32 laps.

From that point onwards there was little interest left in the race, the two Ligier JS11s coming home to an impressive 1-2 victory which left some of their rivals scratching their heads and wondering just what the Frenchmen had done right that they hadn't done. The answer, of course, is that it was a question of what the others "had done wrong" as the setting up of a Grand Prix car is a question of combining many variables to best effect. Ligier had "mixed the recipe" just right for Interlagos as they had done for Buenos Aires and there were a lot of enthusiasts grinning broadly at the end of the race as Laffite came across the line waving his right arm in the air with delight, just over five seconds ahead of his team-mate.

Reutemann finished a thoughtful third ahead of the promising Pironi, while Villeneuve and Scheckter were lapped in fifth and sixth places after their pit stops. Mass was a struggling seventh ahead of the similarly afflicted Watson, Patrese and Jabouille who was pleased that his Renault had suffered no mechanical problems at all for the very first time. Fittipaldi fought back to tenth ahead of de Angelis, Daly, Lammers and the trailing Regazzoni, while Stuck stopped with a broken steering wheel spoke after an earlier pit stop to add extra fuel in an attempt to cure misfiring.

An initial protest over Reutemann's behaviour on the parade lap was dismissed out of hand and then Ferrari protested the results on the basis of the Lotus' push start. It seems certain that the whole matter will be referred to the Sport's rulers in Paris, so it may be some months before we really know who finished third and below at Interlagos. But the one certain fact is that the Ligiers finished in 1-2 formation; and that was about the *only* certain fact about this year's Brazilian Grand Prix! – A.H.

Results:

THE BRAZILIAN GRAND PRIX – Formula One – 40 laps – Autodromo Interlagos – 7.873 kilometres per lap – 314.92 kilometres – Very Hot.

1st:	J. Laffite (Ligier JS11/02)	1 hr. 40 min. 09.64 sec. – 188.669 k.p.h.
2nd:	P. Depailler (Ligier JS11/03)	1 hr. 40 min. 14.92 sec.
3rd:	C. Reutemann (Lotus 79/2)	1 hr. 40 min. 53.78 sec.
4th:	D. Pironi (Tyrrell 009/2)	1 hr. 41 min. 35.52 sec.
5th:	G. Villeneuve (Ferrari 312T3/034)	*1 lap behind*
6th:	J. Scheckter (Ferrari 312T3/035)	1 lap behind
7th:	J. Mass (Arrows A1/03)	1 lap behind
8th:	J. Watson (McLaren M28/2)	1 lap behind
9th:	R. Patrese (Arrows A1/04)	1 lap behind
10th:	J. P. Jabouille (Renault RS01/02)	1 lap behind
11th:	E. Fittipaldi (Fittipaldi F5A/2)	1 lap behind
12th:	E. de Angelis (Shadow DN9/18)	1 lap behind
13th:	D. Daly (Ensign MN06)	1 lap behind
14th:	J. Lammers (Shadow DN9/38)	1 lap behind
15th:	G. Regazzoni (Williams FW06/003)	*2 laps behind*

Fastest Lap: J. Laffite (Ligier JS11/02) on lap 23, in 2 min. 28.76 sec. – 190.548 k.p.h.

Retirements: J. P. Jarier (Tyrrell 009/1) electrical failure on warm-up lap; M. Andretti (Lotus 79/4) injection unit fuel leak, on lap 3; N. Lauda (Brabham BT48/2) gear linkage failure, on lap 6; N. Piquet (Brabham BT48/1) driver unwell, on lap 6; J. Hunt (Wolf WR7) steering rack trouble, on lap 8; P. Tambay (McLaren M26/5) accident, on lap 8; R. Arnoux (Renault RS01/03) spun and stalled engine, on lap 29; H. J. Stuck (ATS D1/03) broken steering wheel, on lap 32; A. Jones (Williams FW06/004) loss of fuel pressure, on lap 24.

23 *actual starters* – 15 *finishers*

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THE FIAT GROUP has stopped rallying the Stratos, but the French importers continue to run a car for Bernard Darniche who found a reserve of power on the last night of the rally and moved rapidly up from sixth place to win by just six seconds.

Until the final night the two works Escorts outshone all other competitors, and Björn Waldegard would still have won despite Darniche's better choice of tyre type but for a delay of at least half a minute dealing with boulders placed in the road.

Last year Jean-Pierre Nicolas had a remarkable win in a privately-backed Porsche which he "rented" from the Almeras Brothers. This year he made the same arrangement, but in the face of much heftier opposition he managed just sixth place.

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Goldblatt & Webb Limited, St. David's House, Wood Street, Cardiff CF1 1ER. Tel: Cardiff 493530
SCOTLAND
Andersons (Newton Mearns) Limited, 268 Ayr Road, Newton Mearns, Glasgow G77 6NF. Tel: 041-639 2271
Lothian Sports Cars, 11 Milton Road East, Edinburgh EH15 2ND. Tel: 031-669 8444
Stevenson Motors, Harlaw Industrial Estate, Harlaw Road, Inverurie, Aberdeenshire. Tel: (0467) 20726
N. IRELAND
Malcolm Templeton Ltd., Broadway Avenue, Ballymena BT43 7AA. Tel: Ballymena 2161
EIRE
Ever Ready Garage, Donnybrook, Dublin 4. Tel: Dublin 693055
CHANNEL ISLANDS
British & Guernsey Garage Limited, South Side Street, St. Sampsons, Guernsey, C.I. Tel: 0481 47232

LOTUS ESPRIT – Continued from page 339

much more refined manner acoustically and vibrationally in the Eclat and Elite. Yet no criticism can be levelled at the way this Esprit goes. Conditions prevented any performance testing during my tenure, but Lotus' own figures, which I very much doubt the 5,000-mile-old test car could have matched, give some idea of the potential: 0-30 m.p.h. 2.4 sec.; 0-40 3.5 sec; 0-50 5.2 sec; 0-60 6.8 sec; 0-70 9.2 sec; 0-80 11.7 sec; 0-90 15.1 sec; 0-100 19.4 sec; standing quarter mile 15 sec. A 138 m.p.h. maximum at 6,300 r.p.m. in fifth is claimed and the test car cruised willingly at an indicated 120 m.p.h.

The gearchange is not the joystick delight of that in the Eclat Sprint we tested, but I would hesitate to criticise it, for it is one of the best in any sports car with an engine behind the seats. Though notchy, it is very positive, with short movements through the conventional Alfa-pattern gate. The engagement of the gears, their beautifully stepped ratios, the smooth take up of the light clutch and the unfussed temperament of the engine make this an extraordinarily easy car to drive fluidly. Slow moving traffic in the bad weather of the early days of the test and a predominance of town driving suggested that the Esprit might be overgeared in relation to maximum torque at a fairly high 4,900 r.p.m., yet once conditions improved the overall gearing proved well nigh ideal, the power spread wide, though lacking the effortless thrust of a big multi-cylinder unit. From rest the engine needs good synchronisation between adequate revs and feeding in of the clutch to avoid fluffing or stalling, at least when stopping and starting in slow, town traffic conditions. Fast standing starts need some brutality with clutch and revs to prevent the excellent traction bogging things down. Maximum revs of 7,000 r.p.m. produces useful maximums in the all indirect gears of 40, 60, 88 and 120 m.p.h. Fifth is very much an overdrive, offering 70 m.p.h. at a modest 3,200 r.p.m. and 100 m.p.h. at less than 4,600 r.p.m. This 0.76:1 gear in conjunction with the 4.375:1 final drive doesn't offer a lot in the way of acceleration at legal speeds and even motorway conditions demand frequent changes into the 0.97:1 fourth for swift manoeuvres. Third and fourth offer superb mid-range performance and combine with good throttle response to make the Esprit into one of the fastest, and thus safest, cars on the road in overtaking manoeuvres.

Performance isn't much good without a chassis to handle it and in this the Esprit S2 excels. In my own opinion this Lotus has the best balanced, most forgiving handling of any mid-engined car in current production. The S1 may have understeered over-much, but that criticism cannot be levelled at the S2. On the face of it the sheer width of the car (6′ 1″) might spoil the benefits of superb chassis behaviour, yet this is not so and I found the Esprit to be a car I could "place" with supreme confidence, steeply raked screen and drop-away nose notwithstanding. I'm glad I excluded Lotus from the theory that one of the main priorities for sporting motoring is a narrow motor car, mentioned in last month's test of the Alfa Romeo Giulietta 1.6. Even heavy London traffic held no qualms because the feel of the Esprit is so precise and positive, although to pass between parked cars in a couple of back streets I had to fold back the twin exterior mirrors which protrude beyond the body line. These mirrors, new to the Esprit S2, are electrically controlled by a joystick and change-over switch on the driver's armrest.

The Esprit's handling - and roadholding - is more than just practical, it is fabulously enjoyable. I'm not the greatest fan of mid-engined cars: most of them hang on to high limits then break away violently without warning and they can't be "chucked about" with the verve of a good conventional car. The Esprit is an exception. It is incredibly responsive and forgiving, feeding real feel through the seat of the pants and accurate steering. The steering jiggles not unlike a Porsche 911, giving very direct feed back. This, and an inherent slight twitchiness in a straight line, which varies little with speed, takes some getting used to and shouldn't be construed as a sign of instability, for this is a highly stable car, even at 130 m.p.h., the maximum I reached. The wide tyres are a little bit susceptible to aquaplaning, but never caused me any real concern. Gentle understeer is the dominant handling characteristic, but the faster the Esprit is pushed, the more this trait is neutralised. I could not have asked for better proof of good handling balance than the Esprit's behaviour on snow and ice, conditions which I hate to tackle with mid-engined cars, except for the Fiat X1/9. Most such cars try to spin like a top once the tail loses grip, or plough straight on. Not so the Esprit, which is quite exceptionally responsive to opposite lock correction and has first-class traction into the bargain. There was only a brief chance to try the test car on dry tarmac, on that run up to Hethel, when its roadholding proved phenomenal, as its excellent grip in wet and slippery conditions had already suggested could be the case. Also not unexpected was superlative braking, the type that hauls a car down from high speed like the switching on of an electro-magnet. There is plenty of feel for modest effort (the clutch pedal is reasonably light, too). Yet good though they were, I've experienced slightly better brakes in feel and ultimate performance on other Lotuses. I suspect that a lot of enforced slow motoring had glazed the pads. There was just a touch of lock-up a couple of times when braking very hard to a halt on greasy surfaces, but nothing to worry about, unlike with the Lancia Beta Monte Carlo.

The ride is a bit fidgety, but the comfortable seats prevent it from being any annoyance. Bad bumps neither deflect the Esprit, nor cause undue disturbance, for this is a softly sprung, but well-damped car, in the usual Lotus manner.

One major fault mars the Esprit's delightful road behaviour: noise, vibration and harshness, the awesome "NVH" of a research and development engineer's work. There is considerable boom and resonance, especially on the over-run, engine noise is frenzied and furious behind one's ear and the inevitable question is: "Why, when Lotus can make the Eclat and Elite so quiet and refined with the same four-cylinder engine, can they not achieve the same level of NVH control in the Esprit?"

There is too the inherent mid-engine problem of practicality. Save for an unlockable facia glovebox, a map pocket on the rear bulkhead and a tiny bit of space behind the seats if the occupants aren't tall, there is no interior stowage space. There is a reasonable amount of space around the engine, but only if baggage is soft or small. This area can be cloaked by a press-studded fabric cover and is accessible through a tailgate, released by a toggle in the driver's door post and, being handle-less, awkward to both lift and close. It s heated screen continually fused. The front boot, released by a bent wire bar under the facia, is cluttered by the unprotected servo, under-size spare wheel, screen washer bottle and so on: a formed cover would make it much more acceptable as a luggage bay.

Continued overleaf

Letters from Readers

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

Unbeatable Jaguar

Sir,

Having read with much interest the correspondence on the subject of the Jaguar XJ-S I thought I would add my experience.

I have owned two XJ-S – my first was RHD Chassis No. 15 and on that car I covered 42,000 miles. I experienced a few niggling faults initially, wind noise, sticking driver's window, and a change of rear axle due to whine. All these were gradually sorted out, and the headlamps were replaced by a later model, together with a heavy duty wiring harness to minimise voltage drop to the bulbs.

However, the problem which caused most trouble was front tyre wear. This was dealt with by Jaguar's Service Department with every possible care and assistance. They had two attempts, with various changes in geometry, which eventually seemed to cure the problem.

My second car, which I still own, has covered 13,000 miles, and to date the only real problem is again front tyre wear. Yesterday the local Daimler/Jaguar dealers altered the front suspension geometry to the latest specification – it is too early to comment on the result.

I drive quite an assortment of cars from time to time, but in my experience the XJ-S offers by far the finest value for money. What other car can offer 120 m.p.h. cruising (where legally allowed!) at the same time either listening to the radio or holding a conversation in air-conditioned comfort and complete safety, with plenty of margin in hand, should the occasion arise.

My main criticism – why not make an LWB version, perhaps complete with Vanden Plas treatment.

Usual disclaimers, but I have owned 17 new Jaguars and covered 420,000 miles in them.

My next car – watch the motoring magazines for the next few months – I'm sure you will guess.

Bournemouth PETER J. HARRIS

PS. The last five Jaguars I have owned have all been V-12s (total mileage 168,000) and I have not yet had need to put a spanner on any of these engines. Carry on the good work, Jaguar, and be proud to be British.

LOTUS ESPRIT – cont. from previous page

Esprit rear vision has been criticised by many writers. I didn't find it unduly bad by mid-engined standards and contrived to park without too many problems.

The air-mixing heating and ventilation system is adequate, but its controls are placed awkwardly behind the steering wheel in the binnacle, the wings of which house slide switches, there clear labels having lighting of variable intensity. Talking of lighting, the four pop-up halogen headlights give a good beam, but offer an inevitable delay for daytime flashing.

The Esprit has its share of problems, especially lack of refinement. I don't include mid-engined practicality amongst them, because if the layout is unsuitable the customer can always plump for an Eclat or Elite. The question is whether the inadequacies should be present in a car with a near £12,000 price tag. Yet at the end of the day there aren't many cars around so enjoyable to drive as this latest mid-engined Lotus. I would love to have one in my garage if somebody else's money bought it. – C.R.

Sir,

I was sorry to read Mr. Anderson's tale of woe, MOTOR SPORT January 1979.

I, too, have an XJ-S and have owned earlier Jags: first one was a 1961 Mk. II 3.4 – wonderful; half an hour in 25 minutes! No trouble, poser, handler, etc., etc. Second one was a 1963 Mk. 10 – very imposing – all trouble; no further Jaguars for 14 years – missed a couple of good models by all accounts.

Meanwhile, I try the foreign and home opposition; result: some good, some not so good.

Twelve months ago I took delivery of my XJ-S, all 12 cylinders of complex sophisticated beauty but then I am an engineer, and must confess that, as yet, I have not inspected the battery cover critically!

There have been faults, but all minor irritations when weighed against the superb refinement, arrogant power, and sure-footed handling are compensated for.

The car needs stiffer dampers for fast driving over bumpy roads and somebody should drill bigger drain holes in the air conditioner, not to mention a redesign of the electrically operated windows and self-locking system.

What next? Ferrari, Porsche (too much fag for everyday driving), Mercedes? Too much money for well-finished Ford; BMW? Can't hear yourself talk above 100 m.p.h.!

Conclusion: sometimes it's hard to choose British against strong foreign competition; in this case – no competition – XJ-S again.

Bolton A. CLEWS

Expensive Transfer

Sir,

Having just purchased from Jeep of St. James's a transfer to go on the bottom of a Cherokee Chief door, I am now in receipt of an account for £28. Should this be put forward as an entry to the Guinness Book of Records as the most expensive transfer ever sold?

London W8. PETER C. DINELEY

Earl Howe's Racing Colours

From the Rt. Hon. The Earl Howe

Sir,

In the January issue of MOTOR SPORT on page 41 "Post-Vintage Notes", I was interested to read that the Fiat Register reports about a Fiat 500 c.c. owned by my father in 1955. The paragraph refers to this Fiat being in its entirely original condition, still finished in Howe's racing colours of dark blue and black. The small point of detail I wish to correct is that my father's family racing colours were a bright blue and silver and on the continent his car was British Racing Green with his blue and silver racing colours along each side of the car. However his saloon motor-cars were finished in blue and black.

House of Lords HOWE

"Racing Driver/Racing Motorist"

Sir,

I enjoyed your article "Racing Driver – Racing Motorist", which also indicated that there are actually some people who read my articles in *Motor!*

What I found strange in it, however, is that you question the eligibility of USAC drivers to the racing *driver* fraternity. Surely the USAC ovals are not in any way full-bore affairs on which driving only amounts to keeping the cars on a more or less straight course – quite apart from the fact that many USAC races take place on proper circuits, rather similar to ours. So driving a USAC car on an oval is just as much an act of matching the speed through the bends to the available grip, as it is in what we still call "road racing", but isn't any more. I certainly agree that USAC racing on ovals involves much less braking and gear-changing, but it is certainly not typical banked track racing in the sense of the old Brooklands racing times.

As to George Eyston, surely he is a racing driver. In addition to the road racing feats you mention, I remember him heading Dick Seaman, both on Magnettes, in the Masaryk GP of 1934 which I attended as a schoolboy, and his second place in the 1929 Spa 24 Hours Race with Boris Ivanovski, driving a supercharged 1,500 c.c. Alfa (headed by Marinoni-R. Benoist on a 1750) is also worth mentioning.

Vence, France PAUL FRERE

* * *

Sir,

Doubtless you will receive an avalanche of letters for your winter space-filling controversy, in my case it has had the desired effect! I have thought carefully about the definitions which I conclude should be:

"Racing Driver" – One who irrespective of era, sex or status is capable of racing a "proper" car on a track at the optimum speeds at which the car is capable of being driven. Not many have this skill: to do it, a very particular balance has to be struck between risk taking, reactions, driving technique and sense of identification with, or a determination of the balance of the car at racing speeds. Jenks' "ten tenths" sums this up.

"Racing Motorist" – The rest of us who drive racing cars, and who race cars to the best of our ability! It follows that it is much easier to be a Racing Motorist, but a person can be both at different times. I think that the spectators, due to that subtle interchange between many "performers" and their "audience" are particularly able to detect the special atmosphere of seeing a real racing driver at work.

To differentiate between the two, at any time in motoring history, becomes the simple question (having settled the comparative "racing" qualifications of the car), "could anyone else have driven the same car slightly or substantially faster under the same conditions?" If yes, then the driver is only a Racing Motorist.

Therefore, in the Vintage era, I would consider Parry Thomas to be a Racing Driver, as well as a Racing Motorist, just as I would consider my grandfather Ernest Eldridge to be both as well. I doubt if another driver could have driven "Mephistopheles" as fast as he (to the point of foolhardiness), and during his short career he ran his own GP car in European events and at Indianapolis in 1925/1926, as well as running his Miller in record-breaking.

Apart from this cavil, broadly I agree with your own assessment. In the very early days, however, the assessment is much more difficult due to their reduced possibilities for competition and comparison. At the present time, probably all the USAC drivers are normally "racing drivers", but very few of them were racing at the Brands Hatch USAC Meeting!

The terminology is personal, it doesn't matter a damn, but it provides a diverting excuse for writing another letter to MOTOR SPORT, and a welcome break from the "jungle warfare" caused by the evolution of too much power by some

groups, so that they damage the entire community in their demands for more money. It seems paradoxical that some of the finest individualistic cars were produced at a time of great social and industrial unrest, but today the reverse seems true.

Blackheath CHRISTOPHER MANN

Fuller Information

Sir,

I am writing to correct part of the statement made by yourself in the December edition of MOTOR SPORT, under the heading of "Brooklands News". You state, *inter alia*, "We hear that . . . Oyster Lane Properties are taking down the original fencing along the outside of the embankment at Byfleet, preparatory to destroying the Byfleet banking – . . .".

Firstly, we are reliably informed that the fencing was not original and secondly, we are instructed by our clients to state that they have no plans for demolishing the Byfleet banking. The purpose of the removal of the fencing was purely to tidy-up what was considered by many to be an eye-sore.

Whilst writing, I notice you also state that the brass plaque previously on the flying ground Flight Booking Office "has fortunately been restored to its proper place . . .". We have no knowledge of what you report and the plaque has not been replaced to its wooden plinth on the building itself which, I would have thought, was "its proper place".

London, EC1. G. A. PEISER
Fuller Peiser, Chartered Surveyors

Low Flying

Sir,

It was with great interest that I read the quote in your January issue from Mrs. Ron Price about Tyson's aerobatic flying.

You pose the question as to whether people used to fly that low (Inverted, with the tail-fin clearing the grass – Ed.) and the basic answer is no, although a few used to, and a few still do, but equally few get away with it. The simple reason is that, once inverted, an aeroplane needs to lower its tail – i.e. bring it closer to the ground – before it can gain height, which it needs to do if it is going to be able to roll erect. However, once the top of one's rudder is actually on the grass, it can be seen that it is extremely difficult to lower the tail, since any lowering would simply cause it to run along the ground, and if you can't lower it one is trapped in the most vicious of vicious circles, the only possible solution to which is to hope that the ground might fall away from you.

The other factor is of course that one is going to be travelling at at least 100 m.p.h. and you can well imagine the difficulties of attempting to judge the height of one's tail above the ground, particularly when one is unable to actually see the top of the fin.

It always pleases me to read in the pages of MOTOR SPORT about your own breadth of mechanical interest, for while I retain a keen interest in cars, I certainly find that aerobatic flying presents a considerably greater excitement and interest than I used to get from Club racing an XK120 Jaguar. As a yardstick of performance, the Pitts Special that I display has a little over 230 h.p. for a dry weight of under 720 pounds, which puts it in the power to weight league of Formula One cars in a device which one can use in a practical fashion.

Many thanks for an excellent magazine.

London, W1 RICHARD N. GOODE

Sir,

I was most interested in your January issue especially about inverted flying and Geoffrey Tyson cutting the grass with his tail-plane.

I was flying Avro Cadets at Woodford in 1936, when Geoffrey Tyson was Hawker chief test pilot, and his aerobatics were quite phenomenal. He certainly cut the grass with his tail-plane. He also fixed a wire hook on his left wing-tip, and with an Avro Tutor specially fitted for inverted power picked up a handkerchief placed in the middle of the airfield, inverted, with a brief dip at the critical moment. He also had his own landing sequence, for all the aircraft, including Ansons, which might not be popular at Heathrow at present. It began with a flat-out downwind run at about six inches, then a pull-up with high rocket-loop, a quick half-roll out of this leading to a steep side-slip over the hedge and a perfect three-point landing. I remember all this very clearly, especially when Tyson had an engine failure in the Tutor downwind and inverted at an altitude of about one foot. He was fortunately doing about 130 m.p.h., and pulled up and over for a perfect landing.

Your incredulity about Geoffrey Tyson leads me to hope you may publish this letter; he was one of my heroes.

Beckenham W. VAN ESSEN, FRCS

A North Star Formula Junior

Sir,

You published a letter from M. J. Cowell in the February edition together with a photograph of a Formula Junior car, circa 59/60. This car was designed and built by Ron Robinson of North Star Engineering, Marton, near Coventry, Warwickshire. It was entered as a North Star for Bill Belcher to drive in several Formula Junior races in the middle sixties and also raced briefly as a Formula Libre car with a 1,500 c.c. engine.

Robinson constructed a second North Star chassis in 1967 and this was an ultra-slim and very elegant Formula Three design. Finance and the strength of the Brabham and Lotus factories prevented Robinson from gaining any success with the car. During the years 1964 to 1967, Robinson prepared various cars for me including U2, Lotus 23 and Brabham BT18 models.

Not only did he undertake the preparation of these cars to a near faultless standard, he also rebuilt the engines and I can truthfully say that in the whole of my racing career, I never had better prepared cars than those that were produced for me by Ron Robinson.

Castle Donington PETER GAYDON
Donington Park Racing Ltd.

Sacrificial Stag

Sir,

The letter from Maurice Clarke concerning convertibles is sadly appropriate.

I have owned four Triumph Stags and in no case have had trouble with the engine apart from a mysterious tendency for the cooling water to slowly disappear without apparent reason.

The cars would cruise effortlessly all day at the ton (a mere 4,000 r.p.m. in overdrive) and never failed to turn in 30 m.p.g. or better in normal rural driving.

They were badly designed in some respects, with serious instability in the tail, and a lot of rumble and fuss at low r.p.m. from what should have been a silky-smooth engine, but for old gaffers like myself they still represented the only chance of open-air motoring.

In view of the almost total lack of competition, Mercedes being now well out of reach of ordinary mortals, it seems incomprehensible that Leyland could not make a success of them, and in fact had not bothered to improve even the smallest detail during their ten years or so of life.

Presumably, like the mid-engined Rover sports, which could have been a World-beater, the Stag has been sacrificed to the loss-making God of volume car production.

What a pity!

Instow, Devon P. BRANNAM

That March Test

Sir,

I am a little behind with my reading and have just read Jeremy Walton's track test of the March 783 in the December issue.

As an ex-employee of March Engineering I wonder if I might correct an impression some readers would gather as to the specification of customers' cars as they leave the factory.

As we all know motor racing technology moves quickly and it is true that most customers embark on a development programme with or without the help of the factory. Any good mechanic will incorporate little tweaks to make maintenance easier for his circumstances.

However, to suggest that the ex-factory car is a basic product is a little unfair. In the 5½ years I spent with the company it was always our policy to offer the best we knew, without going to exotica like titanium driveshafts and so on. Apart from anything else, this policy was necessary because one never knew what Chevron and Ralt were dreaming up on long winter evenings!

It is also true to say that development ideas were coming along all the time, but to release them for production before adequate evaluation would have been unfair on ourselves and our customers.

There was an occasion a couple of years ago when we ran a rear suspension modification on the works Formula Three car that provoked cries of "unfair". That was what some people said until we found that it made the car slower and reverted to standard specification!

I have enjoyed reading J.W.'s reports for many years, even before he worked for MOTOR SPORT, and his impressions are to be respected. However, I have read MOTOR SPORT for even longer and admire your editorial quest for accuracy – hence this letter.

I would like to add that I thoroughly enjoyed my work for Robin Herd and Dave Reeves at March. It was only because I believe I can further my engineering career (outside motor racing alas) that I recently left on the best of terms.

However, I can still enjoy watching Marches win races and restoring my beloved Lotus 7 to return to my equally beloved hill-climbs. I can still enjoy driving my Hillman Hunter (yes, really!) and reading MOTOR SPORT – long may it continue.

Bicester, Oxon. S. C. BUTTERWORTH

(I was naturally flattered to read this letter, but feel that reducing weight by the measures described and some of the other specification changes amounted to the kind of modification I would have expected to encounter in touring car racing rather than a thoroughbred formula car. I am pleased to see March or any other British racing car manufacturer/component maker doing well in a business that provides an underrated source of income for the UK. – J.W.)

Topless TVR

Sir,

I would like to respectfully suggest that M. R. Clarke of Beckenham does not read his MOTOR SPORT properly. If he did he would find that the convertible is far from dead.

TVR's, up in Blackpool, have been producing a convertible for a few months now. Perhaps MOTOR SPORT could test one! Also, if Mr. Clarke has enough pennies, there is a turbo version. The Big Four are not the only ones who make cars in this country.

At this point I had better declare that I own a

1965 TVR 1800 S, which has provided me with many happy hours of motoring. Thank you MOTOR SPORT for providing the high spot of the month.

Bridgwater N. K. DEWAR

The A-HC and Concours

Sir,

I have been asked to write to you as the large, multi-sponsored *Concours d'Elegance* competitions have been the subject of much discussion at recent Austin-Healey Club meetings, both at local and national level.

It has now been decided that the Club will not support these events in future, as the amount of sponsorship, prize money and commercialism is a great departure from the original idea of the *Concours d'Elegance* competition, i.e. the "prettiest"/most intact vehicle after a competition. Although we will not be entering these large events as a Club, we will in no way try to deter those members who wish to enter as individuals from doing so.

Hertford ROGER W. BYFORD
National Vice-Chairman,
The Austin-Healey Club.

Healey Registration

Sir,

At the beginning of this year a decision was made by the AHC to develop a register of existing Austin Healeys in the UK starting initially with the oldest member of the *marque*, the 100/M, which celebrated its 25th anniversary only recently. Eight months later, with that register comprising some 170 vehicles only, in varying states of condition (*concours*, undergoing restoration, derelict etc.), we have appointed two further register secretaries to compile a register of the six-cylinder derivatives existing. In addition a further secretary is compiling a Sprite owners register.

Through your columns, therefore, we would be grateful of the opportunity to ask all owners of Austin Healey 100/6, 3000 Mk. 1 and 2, and 3000 Mk. 3, to contact the register secretary appropriate as shown below, whereupon they will receive a comprehensive specification sheet for completion and return in order that a detailed register of remaining vehicles and owners can be compiled and maintained in the future. Ultimately it is intended that contact will be made with other worldwide centres, who in some cases already have ownership details, with a view to collating information on all those vehicles still known to be in existence.

Ref. 100/6 Mk. 1 and Mk. 2: John Masefield, 52 Greenwood Road, Oxley, Wolverhampton.
Ref. 3000 Mk. 3: Hugh Ferris, "Tower View", 2 Castle Lane, Warwick.

Warwick HUGH W. E. FERRIS

Target Achieved

Sir,

In the September issue of MOTOR SPORT you kindly made reference to the Appeal Fund for the restoration of St. Andrew's Church, Shelsley Walsh which was supported by this Club.

Your readers may be interested to learn that the Fund's target of £10,000 has now been attained and the Club's direct contribution to this total amounted to over £2,400 mainly derived from the special Closed Hill Climb in aid of the Appeal which was held on October 1st.

Kidderminster MARK JOSELAND
Secretary, Midland Automobile Club

The LMB V8

Sir,

I was most interested in the letter from Mr. E. J. Warburton in the February issue, for the LMB V8 has always been one of my favourite cars from the time it was described in *The Autocar* (3?/12/1937) under the heading of "A Special of Specials".

All parts used were new but the engine and chassis (shortened by Bainshaws) were 1934 Model 4D Ford V8. The engine was mildly tuned and had 3 or 4 water off-takes on each cylinder-head to cure the boiling problems the Fords suffered from. The suspension was the LMB divided axle to give i.f.s. but, unusually, the radius rods ran forward from the axle ending under the beautiful Maserati-like radiator cowl. The whole car was built with minute attention to detail and regardless of expense.

H. G. Symmons, for whom the car was built, fell ill in 1939 and the car was advertised by L. M. Ballamy (I believe he ran it at Prescott) and was purchased post-war by Guy Warburton who then sold it to Reg Holt who re-registered the car as a V8 and KMB 300. Its original reg. no. was GMD 1.

Reg was most successful with the car. After crossing the finishing line at over 100 m.p.h. at an Ellesmere Port sprint a radius rod broke under braking causing some anxious moments. Thereafter a normal Ford beam axle was fitted.

At the end of 1950 Reg sold the car to Tom Leigh who only used it once and it was offered to me in 1951 for £450 – I was *very* tempted but decided my V12 Atalanta was a more practical car.

The car remained unsold until 1958 when a friend bought it (for £150) and he fitted a Mercury engine, wheels and i.f.s. from a Bedford CA van and made up his own de Dion rear end. He also changed the original grey to a dark green. He sold the car in 1960 and when I encountered it in 1965 it had an AC engine and gearbox and was painted red.

I was delighted to see the car at the Brooklands Re-union in 1977 and I had a long chat with the owner. Despite its many changes in specification it has always been well kept.

I should think most of the V8 specials were broken-up when they became obsolete. Their chassis had taken a lot of punishment and most were out of alignment!

Both the LMB and Hutchinson's V8 were written-up in MOTOR SPORT in 1944.

Turning to other matters, I was most disappointed that you omitted Britain's finest pre-war driver from your article "Racing Driver – Racing Motorist". I refer, of course, to Charlie Dodson, who, after a wonderful career racing motorcycles, turned to car-racing with instant success. Napier-Railton to twin-cam Austin, road or track, sports or racing cars, racing or record-breaking, he was most successful in all these. He was only prevented from joining the Auto-Union team because Hitler would not have two Englishmen in German teams.

Stockport DAVID L. GANDHI

PS. I have just seen the advertisement for the 1934 Ford V8 TT car. I'm so pleased one of those impressive cars still exists. Tommy Wise trialled the sister car in 1936 and I think Sydney Allard had the other before he built CLK 5.

. . . And Another V8 Special

Sir,

Concerning the interesting letters on Specials which appeared in February's MOTOR SPORT, I am renovating a car called the Cripps Special which was built after the war and registered in 1948. From 1950 to 1957 it gained an award in nearly every event for which it was entered.

The engine originally fitted was a blown 5,300 c.c. side-valve Chrysler straight eight and it managed the standing quarter of a mile in 14.9 seconds.

Later a 4.2-litre Chrysler V8 was installed then finally the car was fitted with a Jagua engine.

According to the letters which refer to thi vehicle the Cripps Special is mentioned in a early edition of Gregor Grant's book "Britis Sports Cars", it is also mentioned in severa other books, especially in one by C. A. N. Ma the title of which is unknown to me.

I have tried unsuccessfully to locate any of th books or any other history on this car.

I would be very grateful to anyone who coul assist me.

Shenstone DAVID C. GARDNE

Last Words on P4 Rovers

Sir,

Thank you for publishing my letter regarding P4 Rovers. You ask why someone does not specialise in these cars. Perhaps I may advance a few reasons:

1. There are plenty of good cars around as many of the 130,000 produced still survive.
2. Though good cars fetch good money the prices generally are low in comparison with many of its contemporaries.
3. Most P4 owners I know are keen users of the cars and do their own maintenance and repairs. Very few have professional restorations done and if buying a car usually purchase one in the private market.

As to spares, this market is well covered:

1. Much is common to contemporary Landrovers and 3-litres and some parts are still in current usage.
2. Most mechanical parts are available from Rover distributors and dealers.
3. The two clubs which cater for these cars have the spares situation fairly well covered.

I have been advising people about P4s for some 10 years now in my club and have owned several. My comments are based on long experience. I would certainly take to task comments on petrol and oil consumption. Firstly oil consumption which should be at least 250 m.p.p. with a good engine and a well rebored unit between 1,000 and 2,000 m.p.p. Those that do use oil heavily usually have a combination of the following faults: worn bores, pistons, or rings; worn inlet valve guides and seals; leaking crankshaft seals; other oil leaks from the block. As to petrol consumption I would make the following comments:

1. Most overdrive six-cylinder models are capable of returning over 25 m.p.g. on a run. My own car usually returns over 30 m.p.g. and this is at 65-70 m.p.h. I once achieved 38½ m.p.g. All checks are tankful to tankful with an accurate speedometer.
2. One magazine road-testing a 105S returned nearly 24 m.p.g. including all their performance testing. W.B. may also recollect his comments on road-testing a 100 in October 1961 which returned between 20.6 and 26.8 m.p.g. under varied conditions.
3. Those models with neither freewheel nor overdrive (*i.e.* 95 and some 90 and 100 models) tend to be thirstier on petrol, as do the 80 (unless driven slowly) and the 105R (particularly in town).

The P4 range makes a fine long-distance car. Without wishing to put anyone off buying one perhaps it would be wise to mention that they can be cumbersome on twisting, narrow, country lanes. These cars have a high centre of gravity and an engine placed well forward. As a result they tend to roll and understeer heavily. By comparison the P3 has neither of these faults. Driving both daily I find the two complementary.

Wiveliscombe R. M. STENNING

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1953 AUSTIN Somerset. 2nd owner, 85,000 miles, original engine as spare, plus many extras. MoT, taxed. Offers £450. Amersham 4780. (26484

TVR TAIMAR Sept. '78(T). Metallic gold, oatmeal trim, sun roof, stereo radio/cassette (auto reverse) low mileage. £6,450. Weekdays (08926) 63166 evenings and weekends (0732) 833615. (26487

MORGAN 4/4 76 2-seater, C.W.W. Luggage rack, immaculate, new metallic blue. £5,000 o.v.n.o. Tel: Devoran 862237 (Cornwall). (26646

LOTUS EUROPA Special, JPS No. 16, 5 speed, 1973. Radio/electric aerial, 28,000 miles, one owner, immaculate body/mechanics hence £3,150 o.v.n.o. Tel: 0455 (Hinckley) 613910. (26648

RILEY 1½ 1954. Magnificent original condition, rebuilt engine running in, long MoT. £1,695 Tel: Saffron Walden 22330. (26642

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NEW MORGAN 4/4 expected shortly. Specification and offers to Box No. 5977. (26714

BENTLEY S.I. 1957, immaculate. Shell grey, power steering, believed three owners. £4,650. Will take neglected Bentley in P.X. Tel: Southampton (0703) 766686. (26682

1928 PEUGEOT six-seater touring car Model 181B in running order with all original equipment including fitted trunk. £3,500. Tel: Owslebury, Hants 096274-349 (26651

MG-B GT V8 M Reg. Maroon, 49,000. Chrome bumpers, tints, cassette, radio, careful owner. £3,150. Tel: Mr. Till 066 640 420, collector's item. (26680

1973 ALFA Romeo 2000 Saloon, T&T, Webasto sunroof, rust sealed, radio, service records. Bargain £995. Tel: Kirkburton 5665 (W. Yorkshire). (26679

JAGUAR E-TYPE V12 2+2 – One of the last made. Maintained regardless of cost by J.D.C. Member for the last four years. Tape stereo, chrome wheels, tinted glass etc. Azure blue with tan trim. £5,650. Tel: Farnborough (Hants) 46183. (26717

'E' TYPE Jaguar, L Reg V12 Roadster – all white with chrome wire wheels and detachable hard top. This fine, low mileage example of a much sought after car offered at £8,500. Tel: Dunstable 63477 (Bedfordshire). (26719

PORSCHE 911S TARGA. Late 74, Guards red, complete history, immaculate. Porsche Club Member selling new one ready. £8,000 o.n.o. Tel: Oxford 54370 before 9 a.m. or after 6 p.m. (26715

ALLARD P TYPE 1950. Rebuild partially completed. Many spares. Will sell for best 4-figure offer. Tel: 043-34 508 evenings. (26716

BEAUTIFUL BLUE Mercury Cougar XR 7, 1973. Auto, p.a.s., electric windows, sports wheels, radio/stereo. New 5.7-litre engine approx. 4,000 miles use. Excellent order. Long MoT, taxed. Any inspection invited. £2,550. Telephone: Spalding 0775-4345. (26812

FORD ANGLIA, late 1940s. Sit-up-and-beg. Offers invited around £150. Tel: (07017) 88485. (27188

ROVER 3.5 Coupe, June 1971. Auto, silver grey, good condition, two owners. £1,250. Taxed March, MoT June 79. o.v.n.o. Home Rushden (09334) 2291, work Wellingborough (0933) 225844. (27181

PORSCHE 911T Lux sportomatic, November 1970 (71 model). White, elec. windows/rear wiper, rust-proof treatment, 2 owners (present owner 6 years). Excellent condition – all bills from new. Serviced by AFN & C. Ivey. Reason for sale new Porsche just arrived. £4,250 o.n.o. Telephone: Corsham (0249) 713847, David Mills. (27183

TWO RARE ONES. 1938 Chevrolet "Master" Sedan, MoT 21/12/79, tax 31/1/80, £1,000. 1959 Austin "Westminster" Vanden Plas, A105, MoT 29/5/79, tax 31/10/79, £500. Wanted: Pre 1940 American car and near mint A95/A105. Ellnor, "Hillcrest", Woodville Road, Altrincham, Cheshire. Tel: 061-928 2944 after 6 p.m. (27184

ASTON DB6, 1969. 36,000 miles, immaculate throughout, must be one of the best available. £8,500. Phone: Bicester (Oxon.) 3697 day, 3666 evening. (27185

FOR SALE–continued

ALFA ROMEO 1600 GT 1974. Maroon, radio, rustproofed, 30,000 miles. Offers. Phone evenings Walsall 34988. (26008

ROVER 100, 1962. Grey with red interior. An above average example for £425. Any inspection. (Manchester) 061-445 2356. (26937

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JAGUAR "E" Type Roadster, manual, October 1974. Blue, hard and soft tops, radio, electric aerial, luggage rack. One owner, £7,500 o.n.o. Finance available. Telephone Helen Reynolds 051-647 4221 (day). (26980

HEALEY 3000 Mk. III, 1967. White with red trim. A magnificent and much admired example. Over £2,000 spent during the past two years. £4,250 o.n.o. For full details phone 01-947 1700 or 01-876 3751 evenings. (26981

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ROLLS-ROYCE Silver Shadow, 1969, 3 speed, Caribbean blue, cherry hide interior. Personal reg. no. Absolutely superb throughout, usual extras. £10,650 possible P/X. 01-302 5570. (13490

1973 LOTUS Elan Sprint. Burgundy over white, good original condition. Registration number 1GYC. Sharp cassette, radio, Pioneer speakers. £2,800. Lytham 738244. (26934

1978 MORGAN +8. Silver and black, leather upholstery, roll cage, cassette, five speed. 8,000 miles, immaculate and looks fabulous. Must sell due to arrival of new car. Lytham 738244. (26987

1928 OXFORD Doctor's Coupe (with dickey seat). Restored and carefully garaged. Any inspection. £4,950. Formby 72018. (26987

DE TOMASO Deauville 1974. Very low mileage example of this four-door automatic Saloon. Metallic silver, p.a.s., refrigeration etc. Immaculate condition. Registration No. 10 KOO. Private sale. £8,950. Phone Mr. G. J. Murphy, Chelmsford 65582 daytime or Maldon 772701 evenings. (26988

1964 BENTLEY Continental MPW. Chocolate over metallic beige, red interior, 81,000 recorded miles. Stereo radio and cassette player with recording facility. Spare exhaust system. This car is in superb condition as it is a company director's car which has been maintained regardless of costs. Copies of all bills available. Telephone 061-330 9224 day. Price £16,000. (26720

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PORSCHE 924 Celebration, reg. March 1977. Modified by AFN to match the performance of their own racing 924. Full service history from new. Extras include stereo radio/cassette, cruise control etc. This car is in pristine condition and is believed to be the only modified 924 Celebration in the world. White paintwork with the red, white and blue side stripe. Heated rear screen, lowered suspension and improved steering. Red interior carpeting with black facia. £7,850 o.v.n.o. Tel. 01-994 6888. (26907

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SINGER LE MANS 2-seater 9 h.p., 1934. Restored from chassis up, absolutely immaculate. Spares too many to list with car. £5,250 o.n.o. Newport (Gwent) 75625. (26821

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FOR SALE–continued

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TRIUMPH TR6, 1972. Genuine 45,500 miles, red, soft top, tonneau cover. Tel: 0228-710268 Cumbria. (27192

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JAGUAR V12 E-Type 2+2, 1973 M reg. Pale primrose, black interior, automatic, Sundym, chrome wheels, radio/stereo, HRW, 46,000 miles. Recently fitted tyres, exhaust, timing chain and power steering overhaul. Absolutely perfect condition inside and out. Garaged, must be one of the best available. £5,800 Phone 01-592 8397. (27190

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JAGUAR E-TYPE, 2+2, 4.2 litres, Series 2, 1970. Automatic, 62,000 miles only, fully maintained in original condition. £3,650.00. Telephone Bournemouth 0202-420647. (27078

ASTON MARTIN DB5 Convertible. 5-speed ZF gearbox, limited slip, Selectarides. Blue/black, headrests, a beauty. £6,500. Tel: 0665 (Alnwick) 2353 before 8.30 a.m., after 7.00 p.m. (27088

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1918 MODEL-T Ford Shooting Brake. HCVC London-Brighton participant 1975/6. Mechanically excellent, slight cosmetic treatment will restore it to concours again. Offers over £5,500 to Riley, Broadway (Worcs.) 3440 after 6 p.m. (27089

LOTUS ELITE, 1974. Blue, air conditioning, Dictaphone radio/cassette, 43,000 miles, very good condition. (Readvertised due to thoughtless timewasters.) £3,850. Nottingham (0602) 818991, evenings. (27084

FERRARI DAYTONA, November 1970. RHD, silver, fixed headlight model, 35,000 miles. £15,500. Southampton 770245 (evenings). (27085

1934 MORRIS 10-4 Saloon. Needs reconditioning, was in regular use until 1974. Since garaged, still runs. £600 o.n.o. 01-864 8206. (27087

ROVER 105S, 1957. Black, eight months MoT, lot of work recently on engine, tow-bar. £475. Phone Newent 820869 (Gloucestershire). (27090

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ASTON MARTIN DB6. 1968. Superb immaculate, low mileage example, used summers only. Dark blue, blue hide, chrome wires, Sundym, PAS, radio, etc. One of the best available. £5,400. Reigate 49861. (27288

FROGEYE SPRITE. All steel, very clean. Alternator and front discs. Requires radiator to finish. Student owner must sell. £450. 053 05 2750 evenings. (27292

FORD ESCORT Mk. II Sport 1600 c.c. 1975 P reg. Four door, red, black vinyl roof. £1,850. Tel. Cropredy, Nr. Banbury (0295 75) 486 evenings. (27293

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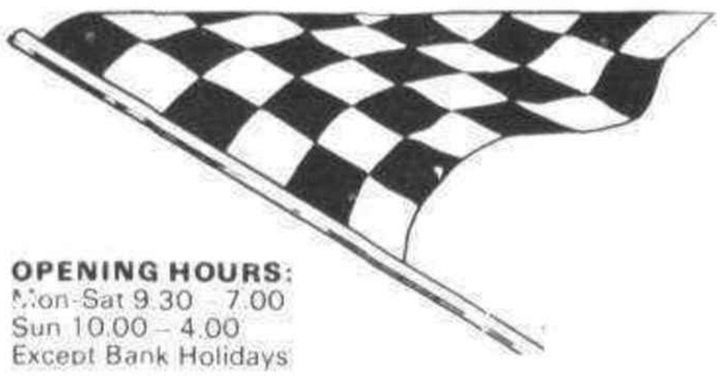
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TVR 250M. White with tan trim and model band, roof and sunroof. Radio/tape alloy wheels, etc. Very low mileage by sole owner. 1977. **£4,385**

MARCOS 3-LITRE. Clean example of this classic 3-litre Ford powered sports car. Tangerine with black interior, sunroof, elec. windows, front spoiler. **£2,985**

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ALFA ROMEO ALFETTA 2000 GTV. Pristine example of this practical Italian coupe, red *with grey velour trim*, alloy wheels, radio/cassette, Dec. 1977. **£4,985**



TVR

The new convertible is in stock plus the **3000M** and **Taimar** in choice of colours, **Turbo** to order for the brave only!

FERRARI 308 GTB. Unblemished 3-litre mid-engined *2-str in rosso chiaro with beige* leather, air-cond, elec. tints, radio, alloy wheels, etc. 1977. **£12,995**

MERCEDES 350 SLC. Elegant 1973 sports coupe finished in Byzantine gold with black hide trim, auto, PAS, elec. windows. **£9,985**

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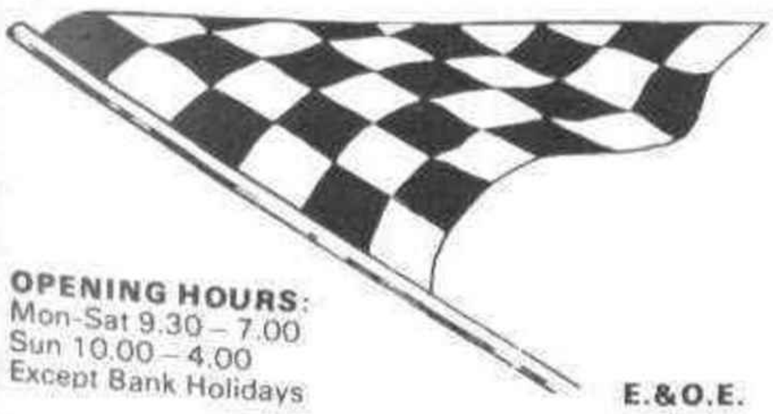
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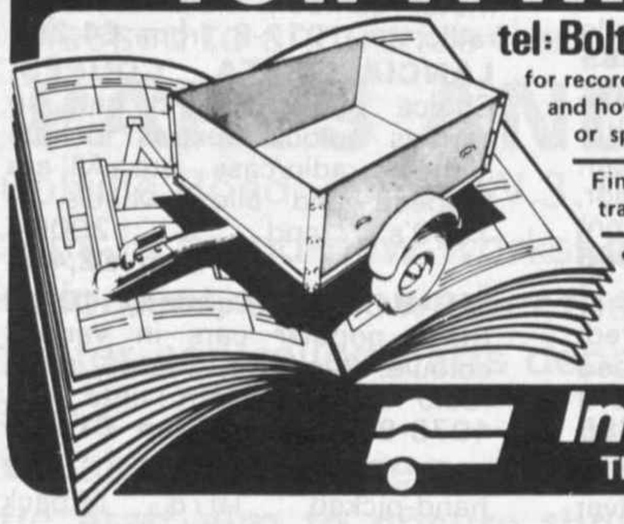
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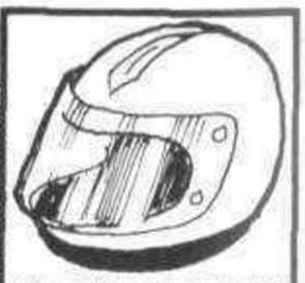
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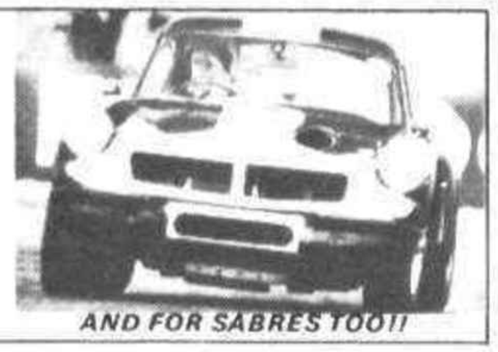
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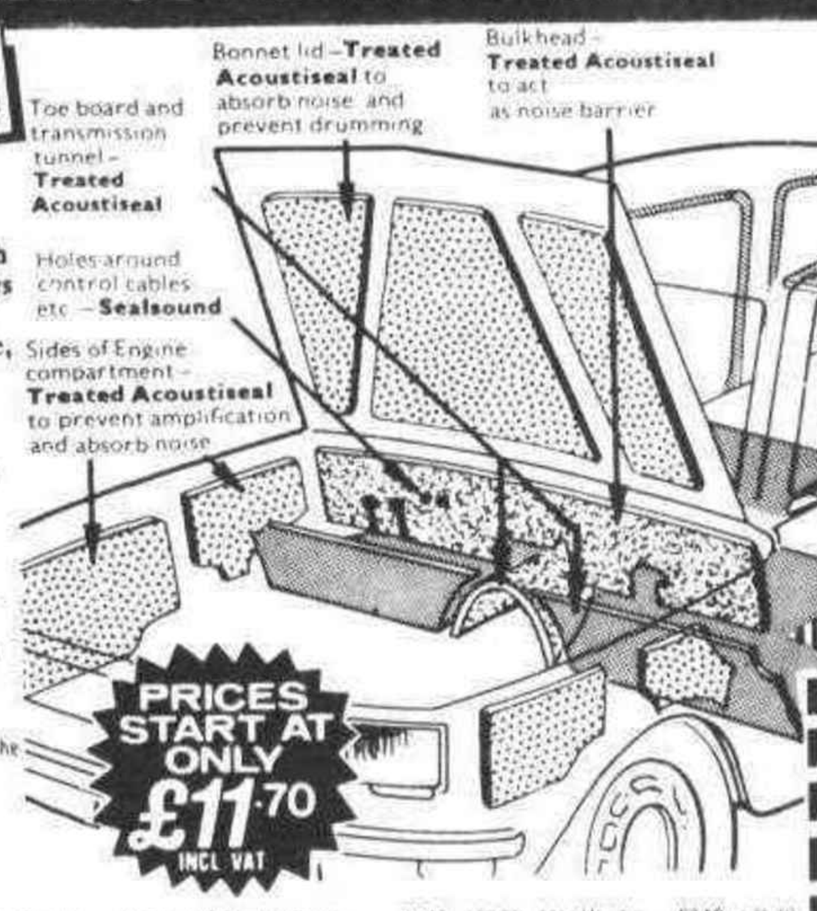
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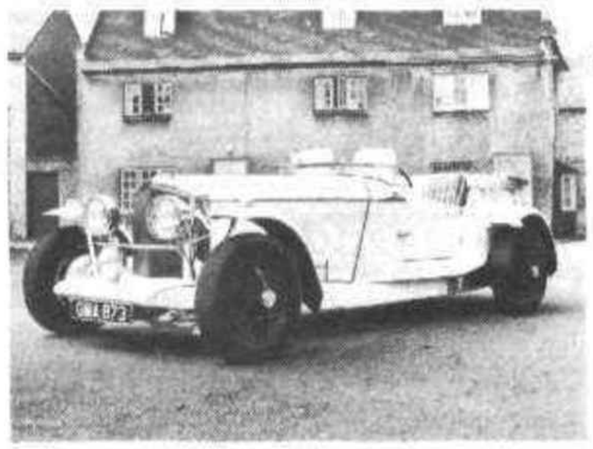
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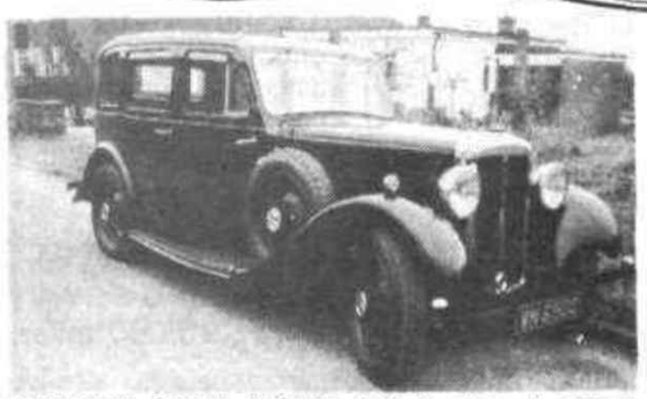
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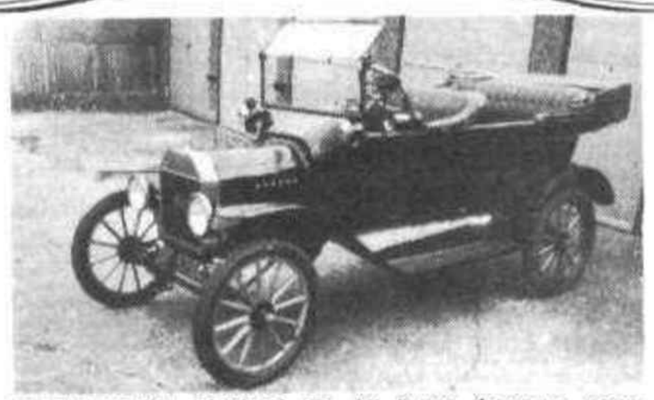
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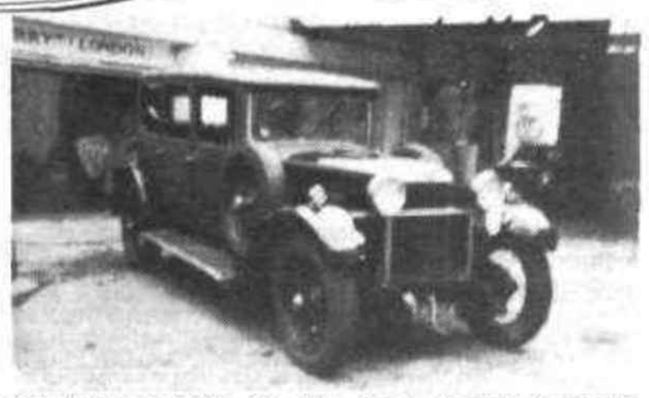
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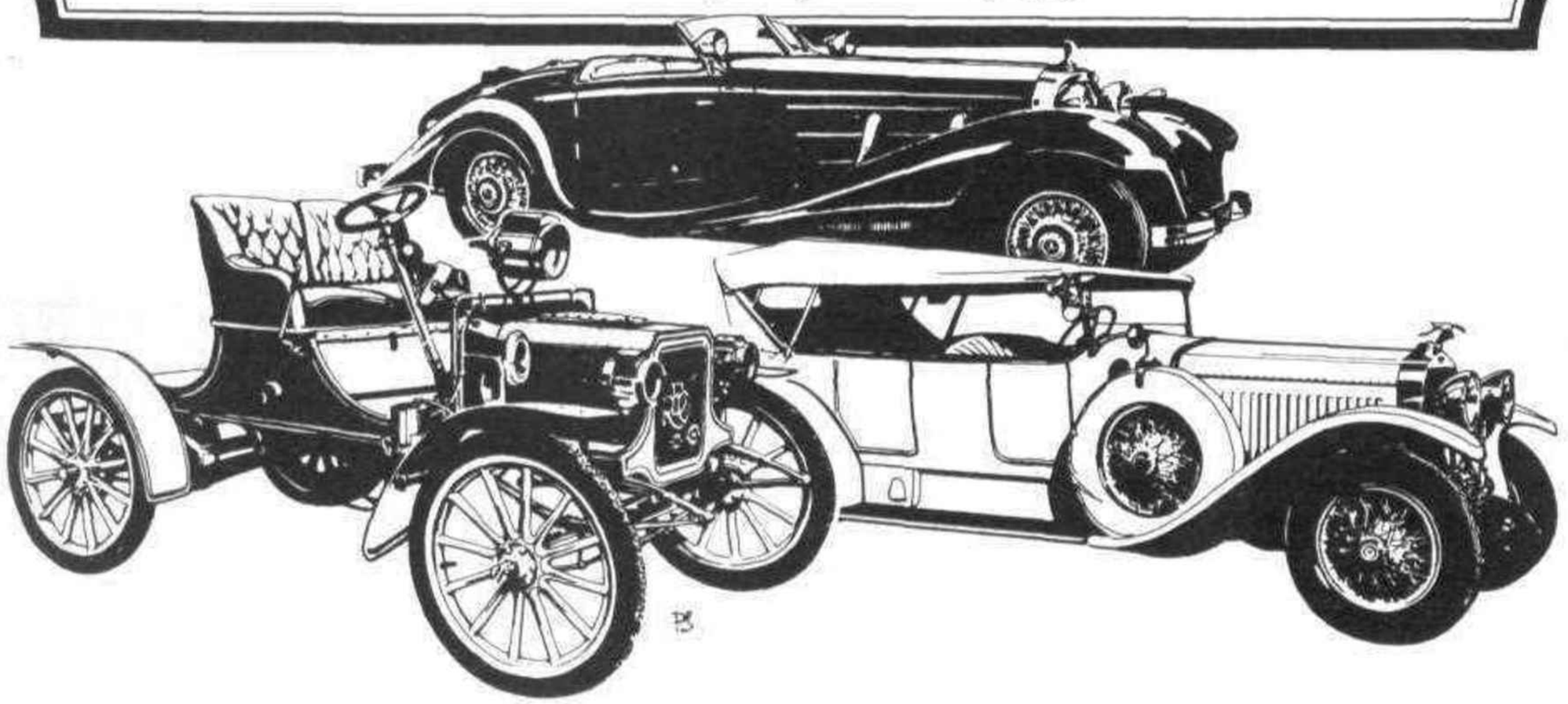
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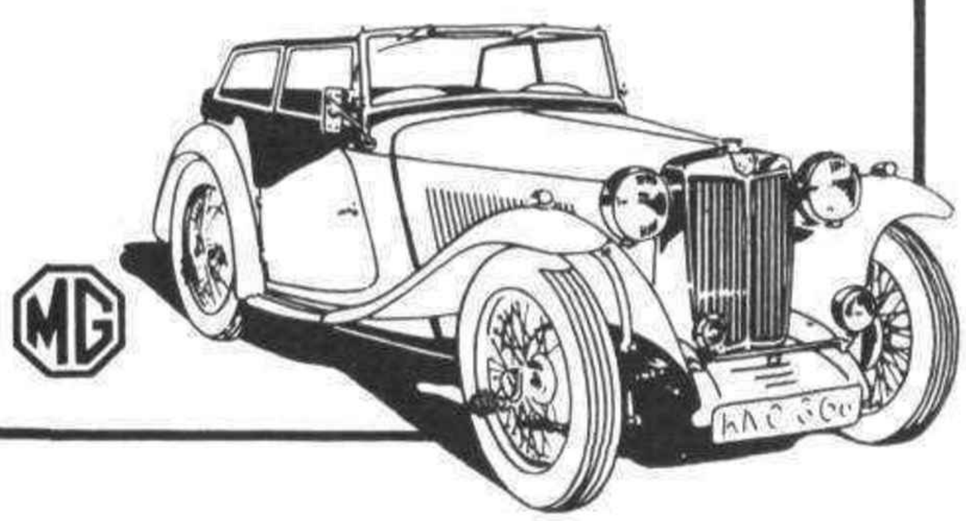
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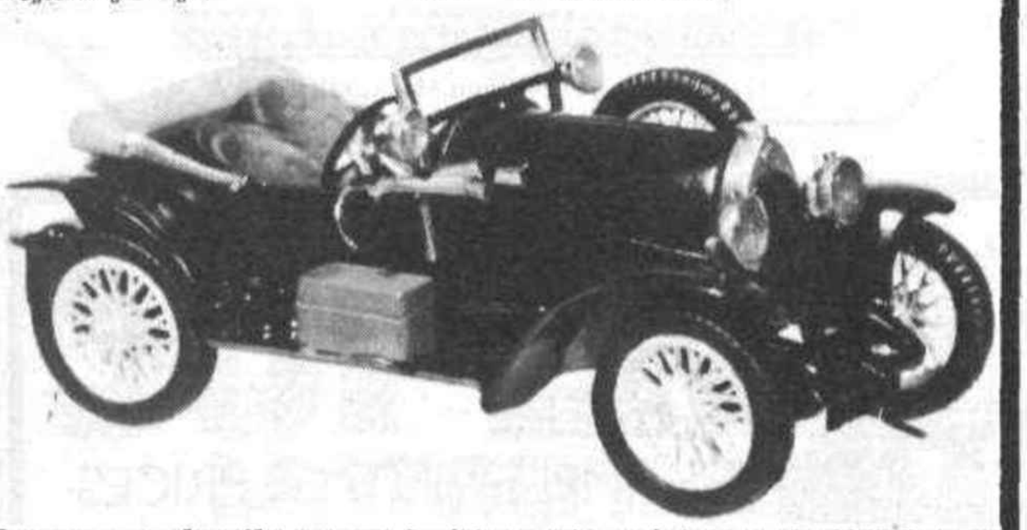
CLASSIC CHAMPIONS



This year just to emphasise that we're the World's leading makers and suppliers of scale model classic cars we're sponsoring the Classic Sportscar Championship – first round Silverstone March 10th. *During the year we will model* a number of cars from the Championship but meanwhile list below a selection of "Classics" available in precision metal kit form. All are in the serious collector's scale of 1:43rd (7mm of model to 1 foot of car) which makes for example a GP Lago Talbot 4" long, the "Birkin" Bentley 4½" *and the Aston P215 (pictured above) also about 4". Most* of the models we list come complete with illustrated instructions and are not difficult to make a worthwhile job of. They do present a small challenge but with a little skill and reasonable (!) intelligence you could start building your own collection of classics at a very reasonable cost – and – you'll have done it yourself not just bought ready-mades off the shelf! You may order from the list below (add 20p per model post UK) or if you prefer to see a catalogue first send for "Model Cars 1978" which covers most worthwhile miniatures and costs £2. If you've read this far you deserve a reward – this month we'll give (FREE!) a 1:43rd scale metal Porsche kit to the first 20 orders we receive for two or more kits. First come first served.

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Score ten out of ten if you recognised the car pictured above as the 1913 Bugatti made for Roland Garros and sometimes known in the UK as the "Black Bess". This superb machine is now the subject of a fine metal 1:43rd scale kit made by the late Reg Bishop (his last model alas) and is a fine tribute to his contribution to the art of scale model making and to that of Bugatti. Listed below is a small selection of good Bugatti models currently available in 1:43rd - both kit and ready built – prefixed K or B. Postages as above.

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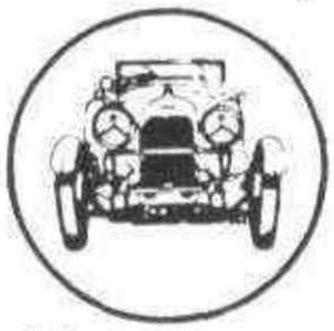


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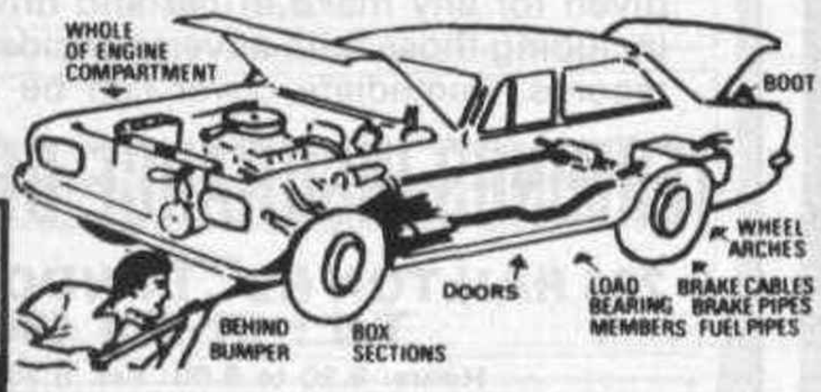
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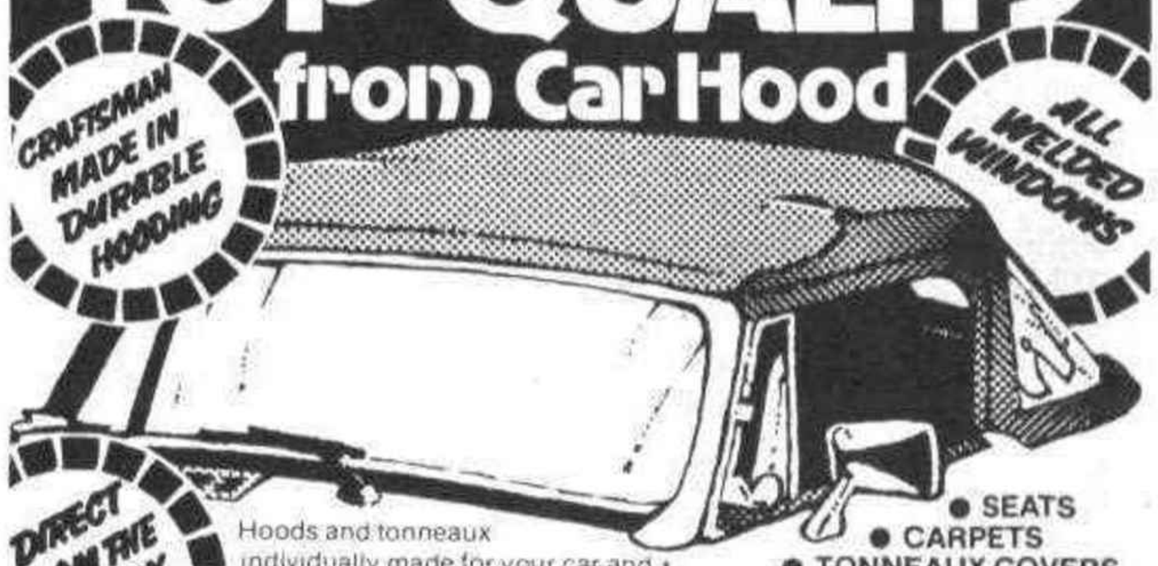
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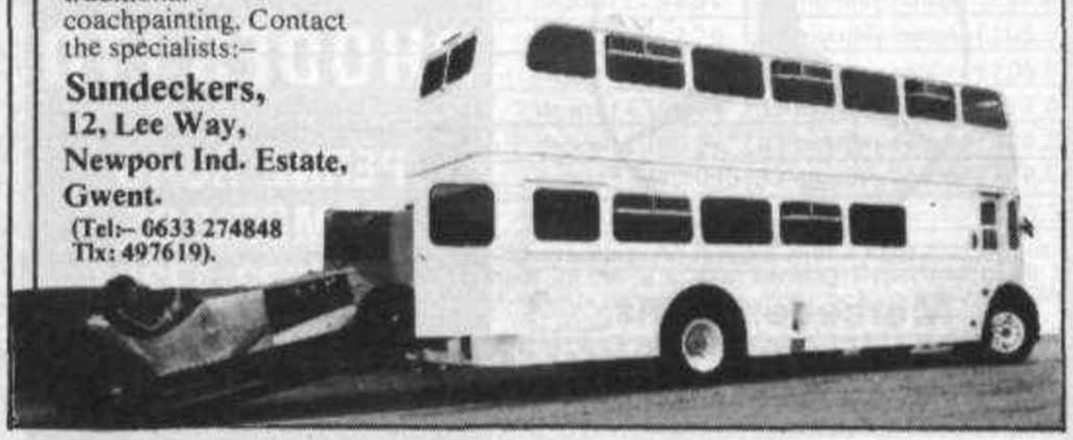
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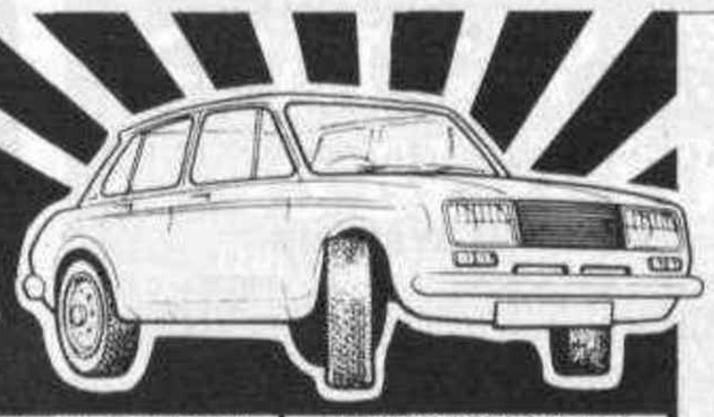
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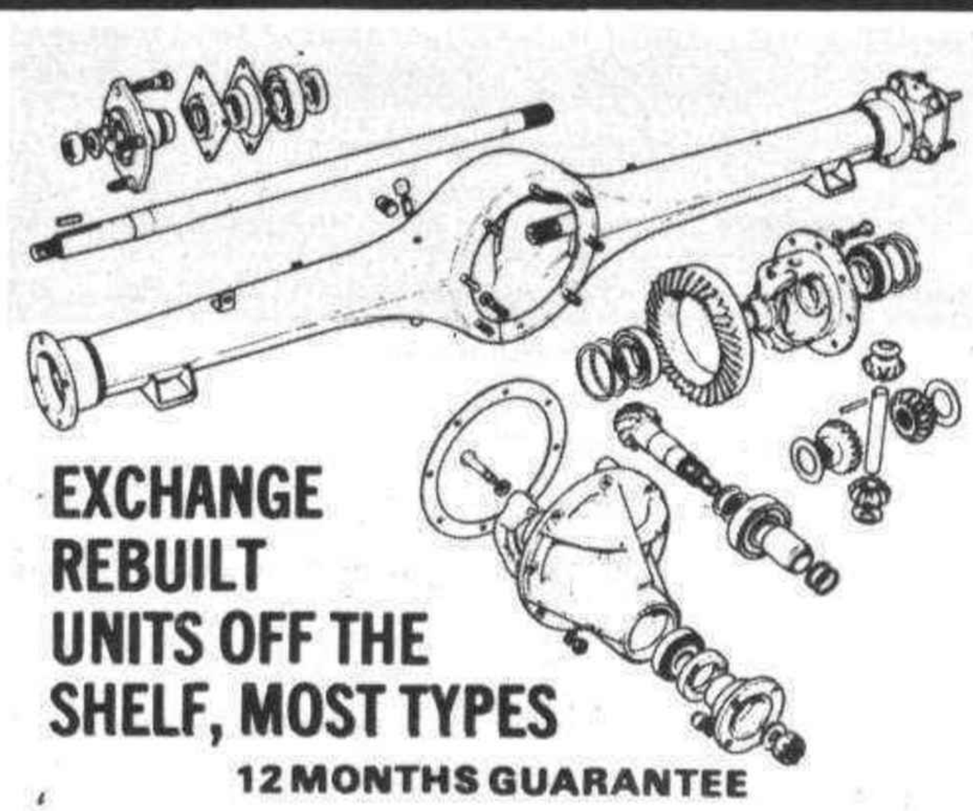
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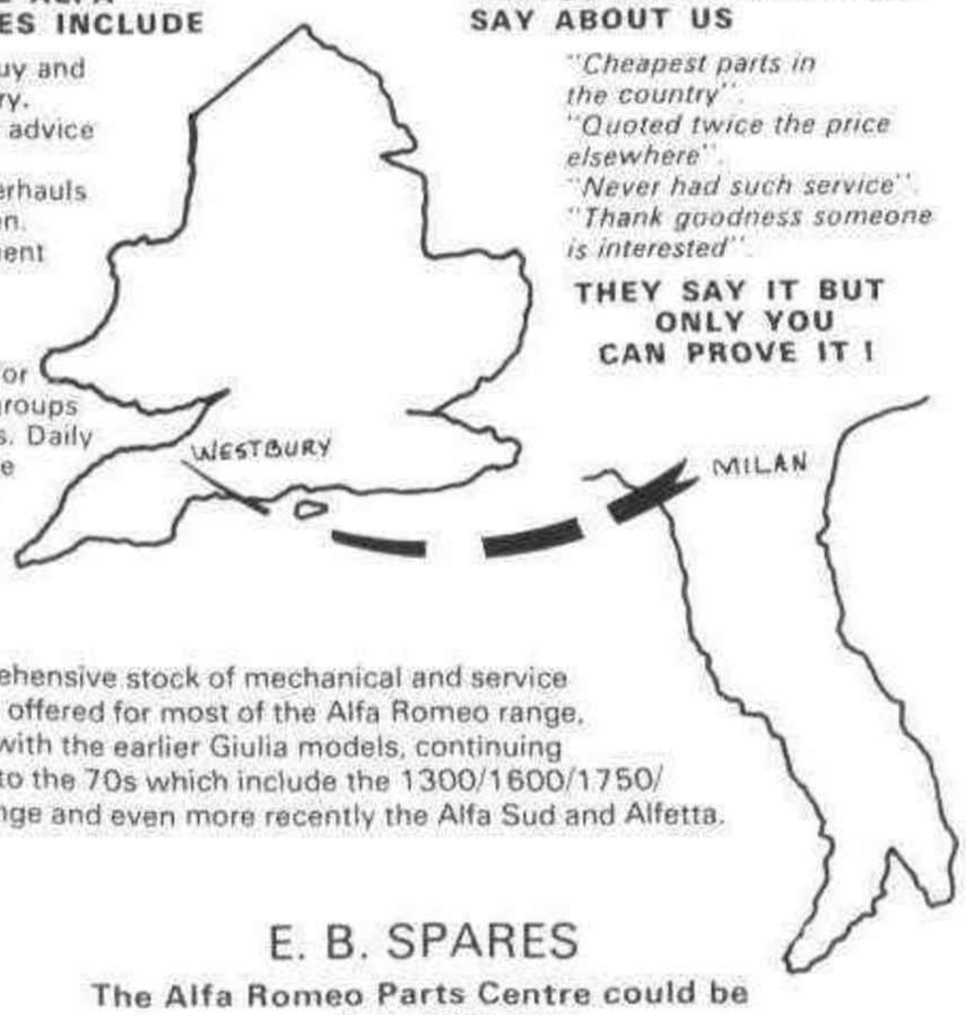
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£2,595 LANCIA BETA COUPE, 1975. *Maja yellow with velour* interior, 14,000 miles only, unblemished.



£2,495 AUDI 100S COUPE, AUTOMATIC, 1974. Metallic marathon blue with dark blue velour, factory metal sun roof, radio, etc., 26,000 miles recorded.



£3,195 RENAULT 17 TS, 1977. Metallic sand with tan cloth, factory electric sun roof and windows, tinted glass, Philips radio/cassette, e/aerial. Cost today approx £5,500.

£7,395 PORSCHE 924 LUX. AUTO., 1978. LHD, metallic copper with herringbone cloth interior, factory sun roof, radio/cassette unit, alloy wheels, tinted glass, rear wiper, etc.

£5,995 FIAT 130 COUPE, 1976, R Reg. One owner car in metallic blue with russet velour interior, air conditioning, radio/stereo, etc.

£5,995 ALFA ROMEO MONTREAL, 1976. A RHD example in metallic silver with grey cloth interior, radio/cassette, alloy wheels, etc., 21,000 recorded miles.

£5,995 LOTUS ELITE 503, 1975. Burgundy with oatmeal interior, air conditioning, power steering, Philips radio/cassette with microphone, one owner, service history.

£5,695 JAGUAR E TYPE V12. 2+2 AUTOMATIC, 1973. Midnight blue with black hide interior, Webasto sun roof, radio/stereo, etc.

£4,595 DATSUN 260Z 2+2, 1976. Metallic blue with black interior, alloy wheels, radio/stereo, tinted glass, etc., 19,000 miles recorded.

£4,395 BMW 320i, 1976. Most attractive in Sahara with tan check cloth, tinted glass etc.

£3,995 MG-B GT V8, 1976. Citron yellow with black nylon interior, sunshine roof, alloy wheels, tinted glass, overdrive, radio/cassette unit, etc.

£3,995 BMW 320, 1976. Metallic Fjord blue with check cloth interior, tinted glass, radio/cassette unit.

£3,995 LANCIA BETA 2000 COUPE, 1977. Dark chocolate brown with cloth interior, metal sun roof, electric windows, etc., 12,000 miles.

£3,765 ALFA ROMEO ALFETTA GT 1.6, 1977 series. Metallic olive with tan interior, radio/cassette, tinted glass, etc.

£2,995 ALFA ROMEO 1600 GT, 1976. Italian red with black interior, radio/cassette, 18,000 miles, outstanding.

£2,995 JENSEN HEALEY, 1975, P Reg. Red with tan interior, one of the last produced with 5-speed gearbox, impact bumpers, hard and soft tops, radio/cassette.

£2,595 TOYOTA CELICA 2000 ST LIFTBACK, 1976. Metallic blue with ivory cloth interior, radio, 5-speed gearbox, tinted glass, etc., 22,000 miles recorded.

£2,545 MG-B GT, 1975. Aconite with tan cloth interior, overdrive, radio/stereo, tinted glass, head rests, etc.

£2,495 BMW 1602, 1975. P Reg., *jade with tan cloth interior*, radio/stereo, etc., unmarked.

£2,395 SCIMITAR GTE AUTOMATIC, 1973. Ivory with tan interior, Motorola radio, etc.

£1,995 TRIUMPH SPITFIRE, 1976. Tahiti blue with tan interior, hardtop, radio/cassette.



£6,595 DE TOMASO PANTERA GTS, 1973. Yellow with black cloth interior, air conditioning, tinted glass, electric windows, radio/cassette.



£3,295 LOTUS EUROPA SPECIAL, 1973. Metallic tawny and gold, Wolfrace wheels, radio/stereo, etc.



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FOR SALE–continued

HISTORIC FIRE ENGINES. Private collector has two available for sale. For details please telephone 0745 583783. (27601
JAGUAR 3.4S Sports Saloon, 1968. Manual gearbox, 59,000 recorded miles. Superb condition throughout. £2,250. Taunton 412454. (27602
1951 HUMBER Super Snipe. Only 28,400 recorded mileage, good condition, taxed, MoT Sept. £895. Tel: 0483-66789. (27604
MG-C ROADSTER 1968 (G), red, radio, tonneau, w/wheels. New batteries, hood. Rebuilt engine, gearbox, s/rack, superb collector's car. £1,500. St. Albans 33858 (home); 01-363 3331 ext. 315 (office). (27613
MG-B GT V8, 1976. Brooklands Green. Excellent condition. 38,000 miles. Extras include front air dam (cures notorious overheating of rubber bumper models), Webasto sunshine roof, radio/stereo cassette player, new battery and exhaust. Taxed end July 79. £3,750 o.n.o. Anthony Rose, tel. Cirencester (Gloucestershire) 61393 (office). (27612
WOLSELEY HORNET Convertible. (1966). Toga white, black hood, red leather upholstery, good condition. One lady owner since 1967. Rugby 65429. (27611
JENSEN HEALEY, 1975. Soft and hard tops, h.r.w., Alba stereo cassette radio, electric aerial. Flame red. Well maintained and serviced. Larger family forces sale. £1,995. Tel. Cowbridge 3431. (27631
BRISTOL 405, 1955. Engine, gearbox rebuilt at Filton, new clutch, fixed first gear, Konis. Superb car. £2,750 o.n.o. Coventry 414472. (27633

FOR SALE–continued

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ALFETTA 1.6 GT, 1977, red/beige interior, 26,000 miles, radio, taxed August, 5 good tyres, regularly serviced. £3,095 o.n.o. Chandlers Ford (Hants.) 61027 (home); Andover 61212 (business). (27340
BRISTOL 407. Rare classic. Lack of time forces sale. Gearbox just rebuilt Bristol Cars. £2,250. Norwich 49037 (evenings). (27608
MORGAN PLUS 4 4-seater, 1956. Extensively re-built and in excellent running order. Silver/black with new black leather. £3,750. For further details Wormley (Surrey) 2943. (27607
MG TD, 1951, supercharged, beautiful restored condition. Maroon with black interior. Offers at least £3,500. Please call Ipswich 85240 (evenings). (27628
1927-28 RARE HUMBER, 14/40. Beautiful original vintage tourer. Good condition and ready to drive away. Offers around £5,595. (0253) 32576/33806 (p.m.). (27629

FOR SALE–continued

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MERCEDES BENZ 350 SLC, 1974. White with red leather upholstery. 52,000 miles with service history. Electric sun roof. Radio/stereo. Well above average. Telephone Great Dunmow (0371) 810604 or 810669. (27612
ROLLS SILVER WRAITH, 1950, with very elegant sports touring coachwork by H. J. Mulliner. Reputedly one owner since new and in excellent condition. A superb car and an appreciating asset. £10,950. Box No. 5982. (27339
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LANCIA SPYDER, four-seat convertible, 37,000 miles, 1975 (P) reg., red, stereo radio/cassette. £2,600. Phone 061-928 1816 (evenings). (27625
1934 MG-PA. Registered MMM car with all original engine/chassis numbers and equipment. Cellulose and chromework excellent, retrimmed seats, hood/screens, and M.o.T. April '79. Copies original invoices and 'brown' logbook to 1956. Price £4,000 o.n.o. Details (from MGCC member) through Box No. 5987. (27623

FOR SALE–continued

TRIUMPH STAG Automatic, June 1976, 21,000 miles, pimento red, black interior, hard/soft tops, p.a.s., electric windows, alloy wheels. £4,150. Derby 0332 43996 (evenings). (2762
1931 AUSTIN 7 saloon. 6'3" wheelbase eng./chassis restored. Body wants attention. £1,500. Phone 07515358. (27622
1939 MORRIS 12. Converted to electric power in 1939 by its titled owner. Recorded mileage 3,400. Complete with charging plant. Easy restoration. Must be really unique. £550. Eastbourne 51401 (evenings). (27621
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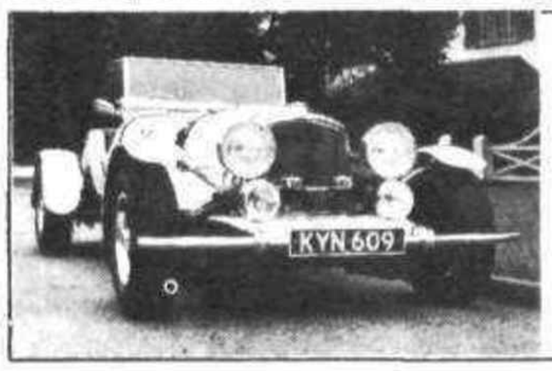
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1968 Daimler Sovereign, beige/tan, automatic, P.A.S., radio **£1,595**

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

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

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

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

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

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

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

1973 (M) MG-B GT, damask red, 49,387 miles, overdrive, sunroof, chrome wheels, tinted, radio/stereo, head rests, H.R.W. **£2,095**

1973 (M) MG-B GT, blaze, chrome wheels, tinted, radio/cassette, overdrive, recent tyres **£1,925**

1974 (N) MG Midget, tundra/autumn leaf **£1,375**

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

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

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

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

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

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

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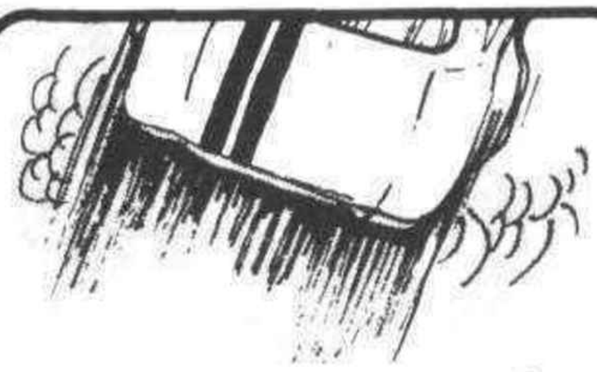
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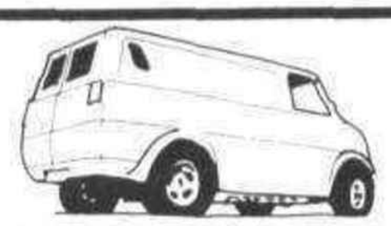
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ROLLS-ROYCE Bentley S2/Silver Cloud II. Two for the price of one? 1960 S2 with R-R conversion, complete with original Bentley equipment. Painstakingly restored over five years. £8,500. Phone Bloxwich 77476 (0922). (27643

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MORGAN. Our baby took nine months but my 4/4 Morgan 2-seater has taken 58 months and reluctantly I will have to sell. All usual extras. Reasonable offers to Box No. 5988. (27638

LANCIA BETA Coupe, 1600 c.c. November 1975 (P) reg. Sun roof, 26,000 miles, yellow, stereo cassette. £2,150. 021-745 6060. (27647

BENTLEY MK VI, 1951. Restored to Concours condition in California. Choice of two from a superb collection. $18,000 each. S. Read, 4555 Country Club Lane, Long Beach, California. Phone 213 424 4559. (27648

1967 ALFA ROMEO Giulia Sprint GTV. Mechanically excellent. M.o.T. Sept. Offers. Tel. Durham 2501. (27639

ALFA GIULIETTA SPRINT 1600. Recon. engine, needs body work. £225. Bubwith 583. (27646

LOTUS SEVEN, 1978 Series II. Red. 1500 c.c. Excellent condition throughout. Wolfrace wheels. M.o.T., taxed. £2,100. 01-647 8262. (27645

SCIMITAR GTE. Unmarked beige/tan trim. Automatic, radio, electric Sundym windows, alloy wheels. Exceptional condition. £2,450. Eccleston (Lancs) 451758. (27644

JENSEN HEALEY. Red. First registered Jan. 1973. One owner from new. All services with Jensen agent. Bills available. New pistons and liners fitted 2,000 miles ago and run in. Ziebarted when new. Hard top, radio, good tyres. M.o.T. just renewed, good original example of the marque giving pleasant motoring. So regret pressure on space by addition of company car forces sale. £1,850. Michael Davis, Aston Rowant, Oxon. Tel. 0895-58181 day, 08445-1335 evenings. (27635

MG-TD, 1954. Excellent bodywork, good mechanics. Two owners. Been in store. £2,850. Lincoln 50228. (27763

PRINCESS VAN-DEN-PLAS LWB limousine. Reg. 7 GPF. Ex. Princess Helena Mountafian. Midnight blue, low mileage. Outstanding original immaculate condition. Tel. 0492 47267. (27761

HEALEY 3000 Mk. I. Rolling chassis. Complete car stripped for restoration. W/W. Works hard top. £400. Would consider cheap Mini and cash. Ring Chichester 784184. (27758

TR2, 1955. Long M.o.T., taxed. Short door with o/d and w/w. Red with black trim. Stored thru' winter. Clean and tidy. £950 o.v.n.o. Tel. 021-764 2848 (evenings). (27756

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BMW 3.0CS Coupé. Fully rebuilt mechanically an re-sprayed to highest standards. Extras include vin roof, CSi wheeltrims, alloy wheels, etc. Regrette sale of this appreciating classic. Offers arour £3,500. Bristol 629040. (2776

OPEL GT 2-seater Sports. 1971 'K' registratio Super rare 1900 c.c. German thoroughbred. Sign red. Immaculate. Rarity value? Is there another or advertised? £2,950 or take Part X cash either wa 021-475 7235. (2776

MG-B GT V8, 1975. Rust-free Citron paintwor Radio, new tyres. Long M.o.T. and tax. £2,850 o.n. Daventry 3084. (2776

LHD 2.7 911 PORSCHE Coupé. Genuine 18,0 miles. Many extras. Turbo look. Absolute immaculate condition and totally unmarke throughout. £9,650. Phone 0639-720995. (2776

1935 VAUXHALL STRATFORD Tourer. 4-seate side-mounted spare. Very good condition. M.o. One of only four made. £2,600. Lincoln 5022 (2776

FERRARI-ENGINED Fiat Dino Spyd (convertible). Outstanding condition throughou Only 13,000 miles. 'K' reg. Beautiful car. Must b seen. £2,950. 01-567 5412. (277

TURBO 2002. Immaculate condition matched wi shattering performance and economy. 1975. Lo mileage, regularly serviced. All usual extras. £4,85 o.n.o. or interesting exchange. 021-475 855 (2776

JAGUAR 3.4S, 1966. 31,000 miles. Manu overdrive. New clutch. Midnight blue. Offers ov £2,250. Tel. 01-870 4210 (days); 01-878 67 (eves.). (277

TR6, October 1971 (K). Saffron. H/S tops, rad Recent new shocks, exhaust. PI linkage. Go runner. M.o.T. Oct. '79, taxed. Family addition, mu sell. £1,050. Phone 02204 2684 (Cambs.). (277

ASTON MARTIN DBS6 Vantage, 1970. 5-spee PAS, tinted windows, radio/cassette. Bodywork ve good. Metallic bronze. Engine and mechanics ve good. £4,250. Phone Melgle 206 (Scotlan (277

ALVIS SA SPEED 25 complete *chassis.* Lo mileage believed genuine. £1,700. Tel. Dronfie (Derbys.) 416667 (evenings). (277

E-TYPE FHC 3.8. No M.o.T. Austin Healey 300 Mk. II, no M.o.T. MGA FHC 1600, 3 months M.o Exchange for E-Type in good condition or similar c or vintage saloon. 061-766 4576. (277

R-R, 1965, SC III "Flying Spur". MPW 82,0 miles. Full history. Air cond. White walls. Deep p rugs. In excellent cond. Maroon with beige interi £26,500. 01-286 8630. (277

DETOMASO MANGUSTA GHIA, 1971. O owner. 19,000 miles only. Air conditioning, electr windows. Very rare and beautiful car, in fabulo condition. £5,950. 01-567 5412. (277

FIAT 124 SPORT, 1974. 1800 c.c. Long M.o Just serviced, good condition. 42,500 miles. Gree £1,175 o.n.o. Might P/X car/bike. W.H.Y? 01-2 8085 evenings. (277

ALFA ROMEO ALFETTA 1.6 Saloon. 197 Absolutely immaculate in dark blue with beige clo trim. 19,000 times. Radio, taxed. £2,150 o.n.o. T Bristol 28284. (277

1975 ALFA ROMEO 2000 GTV S/E. Excelle condition, stored all winter. Offers over £2,50 Tarporley 2422. (277

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Midlands Morgan Agent

MORGAN

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This month I have a picture for you of the youngest member of the Duncan family sitting proudly in his new Morgan. We have one in stock in yellow, and can quote a delivery of about four weeks. Unfortunately new cars are not so easy to come by, but we will be pleased to place your order with the works against an estimated delivery of about six years.

In stock this month we have:-



1977 +8, *red with alloy body work.*
1974 +8, green and only 30,000 miles.
1976 4-seater, black with green leather trim, wire wheels and alloy bodywork. This is quite exceptional car which I am sure will not be with us for long.
1972 4-seater in orange. Just resprayed and fitted with an *exchange engine. A one owner car.*
1966 +4 4-seater in red with black leather trim. +4s are really quite rare these days and this one is well above average.
At time of writing the **1952 +4** flat rad and F super three wheeler are still with us, but would appear to be as good as *sold. If you are interested please ring to see if we still have* them.
We also have:- Morgan V neck jumpers £7.00, Morgan ties £1.75, Cloth badges 0.75p. Morgan key fobs £1.10. Three-wheeler 1979 calendars 0.75p.

BOOKS
Morgan Sports £1.95. More Morgan £6.95. Four Wheel Morgan £5.45. Morgan Sweeps the board £9.95. Morgan etchings £8.00. All prices include p&p.

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our own showroom.



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FOR SALE—continued

ROVER 3-LITRE *Saloon Mk. I. Reluctantly offered* for sale due to house purchase, this gentleman's carriage of distinction. The engine has been re-built and a new torque converter fitted. It has a new battery and brake servo. Paintwork in black with tan leather trim. Must be one of the nicest examples of this prestigious car. £1,250. Tel. 01-807 6110. (27771

WILLY'S JEEP. Fully restored US Army regalia. One of the best roadworthy examples in Britain. Ideal Films, TV shows. Offers over £2,000. Tell. (0202) 295132 (Bournemouth). (27784

MG MIDGET, 1970. Taxed, full M.o.T. Wire wheels, tonneau, electric aerial. 59,000 miles. Good all-round condition. £675. 01-590 6943 (*Ilford*). (27785

JAGUAR 3.4 Mk. II. 1963. Manual, dark green. Owned by JDC member last 7 years. Very smart appearance. £950 no offers please. 37 Bath Road, Swindon, Wilts. Telephone 29486. (27779

JENSEN 541, 1957. De-luxe. Reg. no. UXF 541. For restoration. Best offer. Cholsey (04941) 651199. (27791

MORGAN 4/4 2-seater, 1963. Complete rebuild, very original. Reluctant urgent sale required. £2,750. Tel. Rochdale 33516. (27792

ESCORT MEXICO, 1975. Orange. Long M.o.T. Not rallied. Taxed. Very clean. Evenings/weekends *Ampthill 405216.* (27790

MG-C GT. Due to cancelled sale offered as last month. Excellent condition, not concours but rare as there is no rust. Tinted screen, new tyres, new batteries, h.r.w. Tax Dec. '79. Bills for close to £1,000. Return to Australia in April means sell so £1,550 o.v.n.o. 8 Bartletts Row, Somerton, *Somerset.* (27789

LANCIA FULVIA ZAGATO 1600 Sport. Superb example of this rare car. One owner from new. (L) reg. No rust. Interior as new. £1,850 o.n.o. Might be interested in swop or P/X. Genuine reason for sale. Southampton 552167. (27786

FERRARI in Essex. Ferrari-Boxer 365 BB. *Red/black, 1974, 17,000 miles. Maintained* regardless of cost by FOC member. History. £17,500 or offer. Telephone (office) 01-531 8139; (home) 01-508 5444. (27711

TR7 LHD. New unregistered. £2,750. European specification. Yellow with tartan trim. Still waxed. Opportunity for someone. 01-853 3869. (27794

AUSTIN HEALEY *Frogeye, 1959. Good condition.* All-metal body. Recently rebuilt. Hard and soft tops. M.o.T. £750. Harrogate 66841 (office hours). (27624

ROLLS-ROYCE, 1934. 20/25 Barker Sports Saloon Limousine. Original, excellent condition. £9,500 o.n.o. 37 Piemont Gardens, Bexhill, Sussex. (27793

LANCIA FULVIA 1.6 HF Lusso Rallye. 1973. red, immaculate, collector's car. £1,695. Genuine reason for sale. Telephone 05472 210 evenings/weekends. (27699

AUSTIN 7 short chassis, log book, axles, hubs, wheels, torque tube, tank, switch panel, radiator and shell, *front and rear wings, body scuttle, bonnet,* doors, windscreen, lamps; believed Arrow. The lot £325 o.n.o. Tel. 074883 2911. (27700

1975 ALFA ROMEO Alfetta, GK1 1N, 1800 c.c., Dutch blue, MoT 1980, company maintained. £1,300. Tel. 084325758 eve. and w/e. (27704

FOR SALE—continued

1948 HEALEY Westland tourer. This very rare model has been with its present owners for twenty years. Mileage 29,570, believed genuine. Mildly scruffy but excellent investment potential, serious enquiries only please. £2,500. Telephone: Ilchester 840329 in the first instance. (27701

ASTON MARTIN DB6 Vantage, 1966, black/red interior, new clutch, brake servo's. £4,500 o.n.o. Day 01-486 5457, evenings Burgh Heath 55534. (27702

FIAT 124 Sport 1800, "R" registered, one of the very last of this classic model, finished in primrose yellow with black vinyl, sunshine roof and alloy wheels. This car is in immaculate condition having done only 21,000 miles since new and has to be seen to be believed. £2,500. Tel. Blagdon Hill (Taunton) 386. (27718

MORGAN +8 1977. 15,000 miles, red, lightweight body, 5-speed box, various extras. £6,300. Available mid-April. Tel. 01 644 4355 (day), Norwood Hill 862557 (evenings). (27703

MORGAN 4/4 Ser II, 1172 c.c. o.h.i.v., Ford engine, BRG. Around £2,200. Phone Melrose 3050 after 6 p.m. (27705

1931 AUSTIN 7 Chummy, type 4-seat tourer. Beautiful and complete, MoT, etc. £2,300 or p/ex., model steam traction engine. Leatherhead 77652 eves. (27707

SUCCESSFUL 1000 Imp trials car. Only for sale due to death of owner, recently rebuilt, many spares. £500 o.n.o. Faversham (Kent) 4187. (27709

DAIMLER 2½ V8, 1966 auto., PAS, HRW, genuine 32,000 miles, superb original condition, previous titled owner, at present used as third car, good reason for sale. 031 440 0799. (27712

TR7, 1977. Endrusted, radio, Supercover April, 4-speed, reg. LBC4, genuine reason for sale. £3,000. Tel. Stafford 780296. (27713

MERCEDES 280 S, 1971. K reg., dark maroon, 58,000 miles, manual, carburetters, air conditioning, in immaculate condition inside and out, easy to service and maintain, this is a genuine well maintained Mercedes at *Mini money.* £2,350. 03745-55115 evenings. (27714

AUSTIN 1930 Sports, coachwork by Compton, balanced engine, loads of spares, offers over £2,000, moving house. Telephone 0952 882440. (27715

MG YA SALOON, beautiful condition, recond. engine, MoT, spares, stored many years, one family *for 20 years. £825 or offer. Phone Rayleigh 778029* Essex). (27717

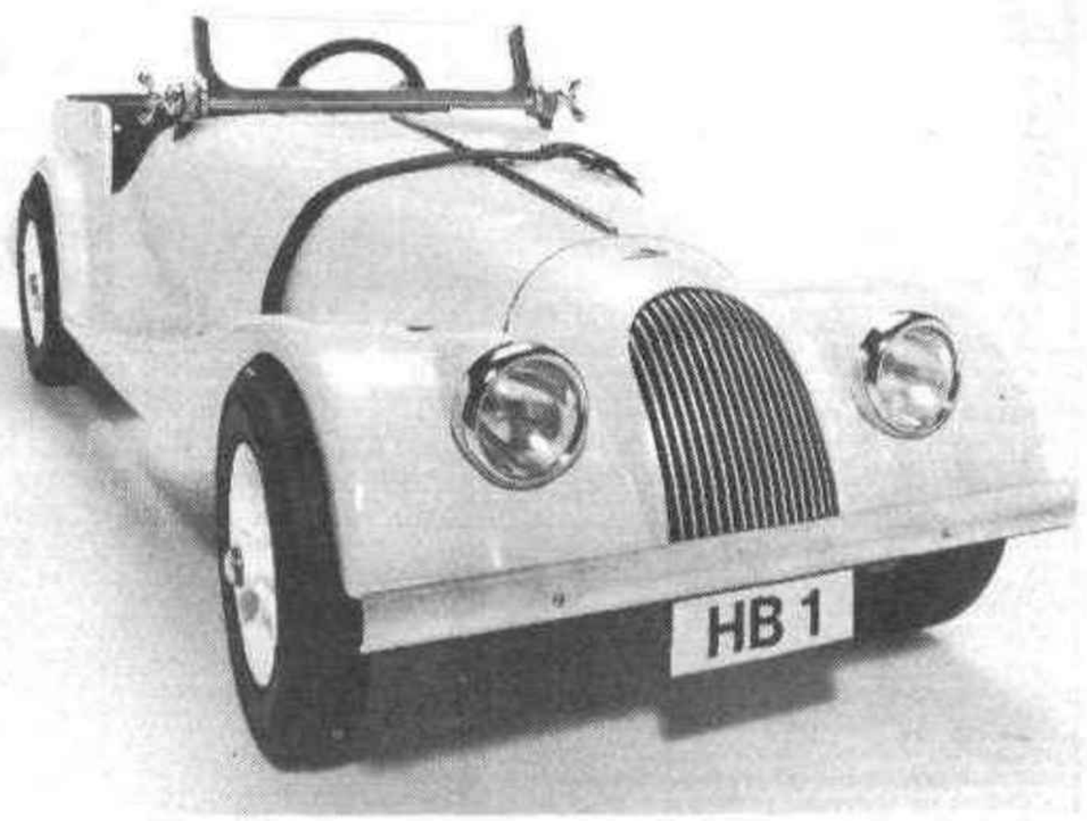
TROJAN. Early 1930's in need of complete restoration. Offers. Tel. Blagdon Hill (Taunton) 386. (27718

SCIMITAR GTE Auto., 1976 (latest model) with every conceivable extra, Caspian blue with blue *interior, PAS, Wolfrace wheels, radio, electric aerial,* tinted screen, electric windows, towbar, Konis, 42,000 miles, £4,250 o.n.o. Tel. Elland 74307 (evenings). (27721

BENTLEY "R" type 1953. 105,900 miles, mechanically sound, wings require attention. My ownership 12 years. £1,600. Driffield 43319, not *mornings.* (27722

HISPANO SUIZA Tipo 60, running chassis with tourer body frame, engine completely overhauled, unfinished special. Bargain at £3,000. Tel: 061-483 1574. After 6 p.m. and weekends Macclesfield 22991. (27723

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Like their parents, children want things to work, so they can steer, switch on the headlights, sound the horn, and see through the windscreen. Pedal power is safe and reliable and the car also looks *very* special.

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Morgan

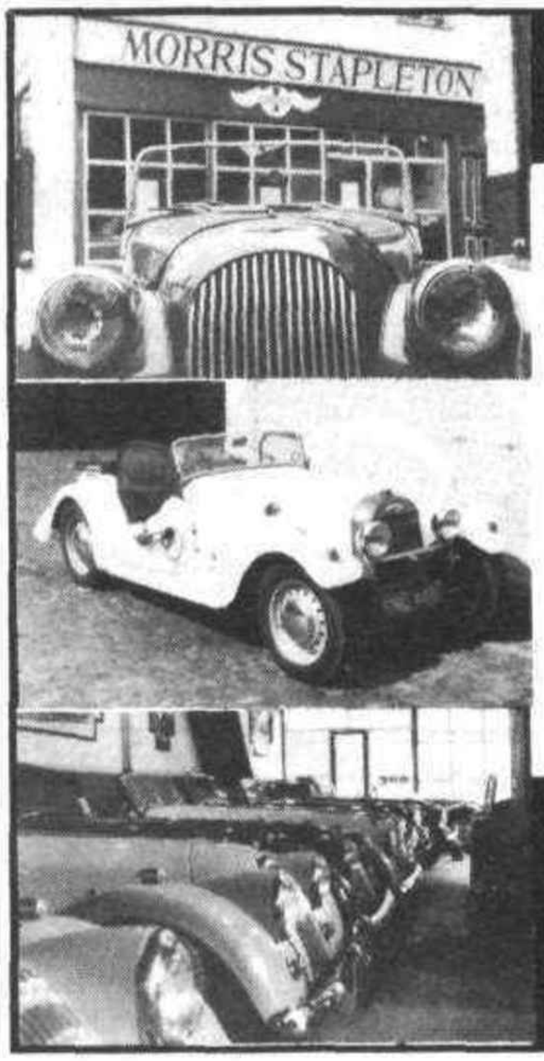
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The London *Morgan* Distributors

Beware the Ides of March don't drive your **Morgan** into the larch. In treeless Reece Mews, this month we have **Morgans** of all descriptions, but few bent by trees. You may well wonder what **Morgans** have got to do with trees. Nothing at all really, but their frames are wood. This is not the chassis which so many people seem to think is also made from wood. **Morgan** lovers naturally know all this, but how many of you know when a **Morgan** last had wooden pedals? The new **Morgan** pedal car has metal pedals, is finished in yellow with working horn and lights and bonnet strap. If your child becomes too overcome from **Morgan** pedalling, this strap may be used to advantage if he happens to be giving your **Morgan** a tow start at the time. A small investment at £195 + VAT. Having no doubt completely exhausted the poor chap he can crawl upstairs and into his bed where under his **Morgan** bedspread finished in blue or red (£10.50p + VAT) he can read this advertisement and induce you to come and buy another **Morgan** from us. Your old **Morgan** will be taken by us and blown up for not starting. After careful vetting, love and attention it will naturally see the light of day again in the hands of another **Morgan** driver. The following **Morgans** are here for your selection:

1979 **Morgan +8** in British Racing Green with black leather interior, folding and reclining seats, tonneau cover, spare wheel cover and luggage rack.

1977 **Morgan +8** finished in black with red leather interior, 5-speed gearbox, immaculate. This **Morgan** has never been used on the road and has only done 1,550 miles. The **Morgan** is well known around the race tracks and has now been put on the market as either a fast road car or we can supply it with prepared racing engine ready for the season.

We also have a 1975 **Morgan +8** finished in lemon yellow, black leather interior, one lady owner from new, funny the way everyone says that, how could it be one lady owner from old? Any way this **Morgan** has been supplied by us, serviced by us, loved by us (the car, not the owner) and comes with a radio, luggage rack, tonneau cover and a very thin black stripe down the side. £5,500.

The yellow 1972 **Morgan 4/4** advertised last month has been sold, but we now have a 1972 **Morgan 4/4** in red with bucket seats, 72-spoke wire wheels, tonneau cover, spot lights, luggage rack, reversing lights.

The 1977 **Morgan 4/4**, 4-seater has also gone and is replaced by a 1975 **Morgan 4/4**, 4-seater in British Racing Green with 72-spoke wire wheels, folding and reclining seats, black leather interior. £4,500.

1976 **Morgan 4/4**, 2-seater, signal red, that nice original bench seat is fitted and is finished in leather. Luggage rack and tonneau cover are also supplied. £4,750.

Many more **Morgans** for sale as well as the usual books on **Morgans**, wind deflectors are back in stock. One of the books actually has a picture of me in it! But who, am I?

morris stapleton

Reece Mews, London SW7 01-589 6894

FOR SALE–*continued*

FIAT XI-9, 1977, cassette, halogen headlights, still under warranty, 19,000 miles, immaculate bodywork, £2,500. John Woolgrove, 01-679 4975 (around 7 p.m.). (27724

DEC 72 show model Scimitar GTE Estate, white with black interior, Motorola and the usual Scimitar refinements. £2,150. Contact Cardiff 566747. (27725

JAGUAR E-TYPE Series III, V12, FHC, 2+2, manual, March 1973, fern grey, low mileage, chauffeur and professionally maintained in exceptional mechanical and bodywork condition since new by company chairman just retired. Offers. Tel. 0723 60119 Scarborough, North Yorks. (27726

FROGEYE SPRITE, 1960, white, black trim, all steel with Ashley fast back hardtop, soft top and tonneau, present owner 10 years. £950 o.n.o. Horsham 66773 (0403) after 6 p.m. or Sundays. (27727

GORDON KEEBLE, 1965 – 5,355 c.c.; unique opportunity to choose from three examples of this very rare Grand Tourer. £2,500-£4,500. High Wycombe 882276. (27728

TR4 1963, immaculate inside and out, much restored and finished in white/gold with black interior, must go to genuine enthusiast. £1,200. Nelson (0282) 692299 evenings. (27729

BMW 3.0 CSI, 1973, dark metallic blue, in excellent condition throughout, service history, a delightful driver's car. £4,700 o.n.o. Tel. Stevenage 721644. (27730

LANCIA BETA Coupe, 2-litre, silver, one owner, Nov. '76, sliding roof, radio, properly maintained by Lancia dealer – very clean. Tel: 06286 66581 or 02814 2229. (27732

MORRIS TRAVELLER 1960, 14,000 miles from new, one family owner, original condition, offers. Wilton 3111 (Wiltshire). (27733

SINGER LE MANS, 2-seater 9 h.p. 1934, restored from chassis up, absolutely immaculate. Spares far too many to list with car. £5,250 o.n.o. Newport, Gwent 275625. (27734

JAGUAR E-TYPE V12 Roadster, 1974, 9,500 miles, BRG with beige interior, excellent condition, £10,000. 01-904 3384. (27735

LANCIA 2000 Farina HF Coupe, 1975, electric windows etc. A very rare and beautiful car. £1,895. p/ex. considered. Gt. Cubley 39 (Derby). (27736

MG-B GT, 1978, absolutely unmarked, Brooklands green coachwork, striped cloth upholstery, head restraints etc., only 8,000 miles guaranteed. Endrust treated. Supercover warranty. £3,595. Tel: 02218 2161 (Wiltshire). (27737

CHEVETTE 2300HS, March 78, immaculate throughout, 7,000 miles only, very fast, silver with red strobes. £4,775 o.n.o. 051-424 5034. (27738

CAPRI 3000 GT XLR, in excellent condition, purple, taxed, full MoT, rebuilt engine fitted last year together with new clutch, exhaust, Grabber A60 tyres on rear and Weber twin choke carb. (bills over £500), personally maintained, excellent performance and handling, push button radio incl., £895 o.v.n.o., 01-594 1939 evenings. (27739

MERCEDES 300SR Coupe. A truly remarkable example of this rare 1967 vehicle with every conceivable extra, including £200 stereo. Garaged over winter. Overseas posting forces quick sale. Offers around £3,200. Phone 01-486 8733 now evenings. (27863

FOR SALE–*continued*

LOTUS EUROPA Special JPS, 5-speed, alloys, 1973, excellent condition, long MoT, part exchange possible. £2,500 o.n.o. Liskeard 43656 evenings. (27865

VOLVO 1800ES. L registration, metallic blue, exceptional condition throughout, overdrive, radio, HRW, only 2 owners, £2,850. Stevenage 64686. (27866

1976 (SERIES) Volvo 245 Estate. First reg 5/11/75. Fuel injection, manual overdrive, metallic bronze, tinted glass, rear fog lights, 1978 features: rear seat belts, tachometer, front mudguard inner shields. A much loved reliable car, never used for towing, at 48,000 miles is just run in! Genuine reason for sale. £4,075. Naphill 3657. (27867

TR7 1978. 5-speed, white, immaculate condition having covered only 11,000 careful miles. Full body protection. A bargain at £3,450. Ware (0920) 822294. (27872

LOTUS EUROPA Special. N reg, yellow, radio/cassette, 32,000 miles. £3,800. Mr Wood, Cheltenham 36111 ext. 431 (office). Gloucester 728895 (evenings). (27876

LOTUS ELAN Sprint DHC 1971. 48,000 miles, gold leaf colours, cylinder head just overhauled, MoT to December 1979, serviced by Lotus agents, much money recently spent, making this a good reliable example not to be missed at £1,895. Phone Mottram 64697 evenings and weekends. (27877

LOTUS ELAN S4SE 1970. DHC, Bahama yellow, V.G.C. £1,550. Details (0382) 541592. (27878

ALFA 2000 GTV 1975. Radio/cassette, cloth, well maintained, £2,000. 01-589 4206 evenings, 061-928 3957 weekends. (27879

STANDARD FLYING 9 1937. Very sound chassis, body, good mechanics, running. £350 o.n.o. Redditch 21441. (27880

VINCENT COMET, 1952C. Immaculate. £1,850. Midget 1978S (May), white, black trim, 3,847 miles, £2,200. Consider exchange, preferably vintage. Pinfield Lodge, Barntgreen, Birmingham 445 2551. (27884

JENSEN HEALEY GT. April 1976. Metallic bronze, 33,000 miles. £3,750. 0734 (Reading) 55888 or Henley 2320 after office hours. (27881

E-TYPE JAGUAR FHC 1966. Dark blue, superb condition. £3,000. At present stored in Hampshire. Owner returning to UK 13th March. Phone Bransgore 72896. (27882

FORD POP. 1954. Simply superb, undoubtedly the finest example in the country, totally original and virtually as new. £1,500. No offers. Telephone: St Merryn (Cornwall) 520672. (27885

ASTON MARTIN DB5 & 6. Both cars are in beautiful condition, and are AMOC member owned. The DB5 has the standard 282 b.h.p. engine, the DB6 has the 325 b.h.p. Vantage Weber Engine, both have 5-speed ZF, plus all usual refinements. £4,500 and £5,000 respectively. Please tel. Wallingford (0491) 36390 (Oxon.). (27883

JAGUAR 3.4 'S' 1967. Manual o/d, silver/dark blue leather, tinted windscreen, new clutch, tyres, battery, ignition wiring 3,000 miles ago. A beautiful classic car. £1,250. Just off the Great North Road south of Grantham. Ring Oakham 812134 or 55600. (27868

JAGUAR 420G, Manual with overdrive. Red/light tan interior. Goes well. Slight damage front wing. Suit enthusiast. £375. 0962-78 466. (27887

FOR SALE–*continued*

PORSCHE 911S Targa 2.4. Manufactured July 1973, N-registered, 57,000 miles, black Blaupunkt, Recaros, LHD, absolutely first-class condition. £6,250. Stratford-upon-Avon 68185. (27869

COOPER 'S'. Genuine Mk III 1971. 1978 National Production Car Trials Championship outright winner. Completely standard inside and out. Professionally re-built engine and refurbished bodywork, pristine condition, taxed and tested. £1,500. 051-424 6720. (27870

MORGAN +8 1970. Whole car in incredible condition, 38,000 miles from new, special silver/lacquer paintwork, absolutely no rust anywhere, service record for last seven years, used only summer months, heated garage winters, sundym screen and wind deflectors, luggage rack, recent tyres, king pins and re-chroming. Must be the best available. £4,500. Chris Woolmer 01-734 8376, Garston 77646 (home). When you see it you'll want it! (27871

BENTLEY S.1. 1956. Personal car of head of London diplomatic mission, lovingly maintained by master fitter. Silver-grey over grey upholstery, wine-red. New radio. Fine example of increasingly rare model. To be sold owing overseas posting. £6,500 o.v.n.o. Tel. 01-727 2995 (office) or 01-387 6654 (home). (27889

TRIUMPH ROADSTER 1800, 1948. Suitable for restoration. Reconditioned engine. Various new parts including new hood. £950. Chelmsford 59056. (27892

ASTON MARTIN DBS, 1969. White, 78,000 miles. Standard engine automatic. Good condition. £4,250. Telephone St. Austell 5536 (daytime), Mevagissey 3671 (evenings). (27890

JENSEN INTERCEPTOR Mk. III 7.2-litre. One regd. owner. Full service history. Superb showroom condition. Genuine 17,500 miles from new. £4,250 or swop for 'S' Series Bentley with cash adjustment considered. Tel. 0684 72779 (Glos.). (27900

MASERATI BORA, 1972. Yellow with black leather interior. Well maintained and regularly serviced. Distinctive number plate. Superb condition throughout. £7,450. P/X considered. Finance possible. Middleton-on-Sea 4638 (evenings). (27893

E-TYPE 3.8 Roadster. Left-hand drive. Just imported from Las Vegas, taxes paid. Blue, white hood, matching hard top. Superb CWW. Absolutely rust-free, good mechanical order. Substantial offers invited. Bishops Waltham 2858. (27897

MORRIS MINOR 1000, 1959, 2-door, Green. Bodywork good. M.o.T. May 1978. Genuine mileage only 19,000. 2 lady owners only. £650. Brighton. Phone 01-504 2100 (evenings). (27894

JENSEN INTERCEPTOR, 1968. Many new parts including recent new engine, 10 months M.o.T. Offers around £1,600. 021-429 2143. (27898

GORDINI 17. Metallic silver blue. 15,000 miles. 1976 reg. Excellent car. Part-exchange considered. £2,650. Tel. Monmouth 0600 2770. (27896

DAIMLER SP250 'C' spec. 1963. Hard and soft tops, stainless steel exhausts, electric fan. M.o.T. Oct. '79. £2,500. Tel. Stockton (0642) 66068. (27902

LANCIA FULVIA S2, 1972. Red, black trim. Excellent condition throughout. Full service record. £1,250 o.n.o. Tel. Corsham 712141 (Wilts.) after 6 p.m. (27908

FOR SALE–*continued*

RELIANT SCIMITAR GT, 1966. One of the last of 250 made. Excellent condition. Sun roof, towbar, stereo, sports cam. Well known RSSOC car. £1,000 o.n.o. Browning, Lower Roughwood Mill, Hassall, Sandbach, Cheshire. Tel. Sandbach 7523. (27904

LOTUS 2+2S 130, 1972. White/silver. Black trim. Sundym, mags. Taxed and M.o.T. Exceptional example. £2,250. HP/PX. Stamford (Lincs.) 0780-4312. (27909

ALVIS TA 14, 1949. Excellent all-round condition. New wings and interior head lining. Sun roof. Ideal for use as it is or for complete restoration. £1,295 o.n.o. Phone Mr. Godwin (Hellingsburgh) 4321 ext. 6128 (office hours). (27910

RENAULT 17TS. One of the real enthusiasts' models with the high performance 1600 c.c. fuel injection engine. Will eat most 2 and 2.5-litre so-called sports saloons. Bodywork excellent. Electric windows and sun roof. Clock reads 60,000 miles. Engine new at 40,000. Any trial welcomed. Offers over £1,500. Ring 073 56 3929 (daytime) or 025 66 7192 (evenings). (27912

BMW 2002 Tii, 1972. Golf yellow. Black vinyl S/R. 46,000 miles. Mich. Xs. M.o.T. Feb. 1980. Lovely car. £1,250. Thanet 23356. (27911

ROVER 110, 1962. Alloy panels. Seven years my car. Extensive history incl. much recent work. Excellent throughout. Plus huge collection S/H spares and panels. £650. Newcastle (Staffs) 612466. (27913

TR7, 1977 (July). 15,000 miles. White. Sunshine roof. Full service record and in excellent order. £3,100. Phone Weston (Herts.) (STD 046-279) 267. (27915

1969 AUSTIN 1000 Pick-Up Truck. Genuine 23,000 miles from new. Interior and bodywork excellent. Original tools and handbook. M.o.T. 1 yr. £1,500 o.n.o. Tel. (Aberdeen) 0224-714554. (27916

1949 BENTLEY Mk. VI. Probably the best on offer. Radio. New tyres and M.o.T. Magnificent. £4,950. 0222-514831. (27918

JAGUAR 3.8 Mk. II. Manual o/drive. The rare one. New clutch. Radio. VGC. £525. 0222-514831. (27918

AUSTIN-HEALEY 3000 Mk. I, 1960. Restored throughout. Immaculate. £5,250. Please ring Dise (0379) 2969 for full details. (27919

JAGUAR 3.4 MK. II, 1963. Automatic. Gunmetal with red hide interior. Chrome wire wheels. 55,000 miles only. Meticulously maintained. New RS5 tyres, front springs and exhaust. Koni shock-absorbers. A beautiful car. Probably one of the best. Sensibly priced. £1,595. Tadcaster (Yorks.) 833329. (27920

BMW 520, (NI reg. late '74. 52,500 miles. 1 year's M.o.T., taxed. Burgundy with grey velour interior with alloy wheels. Front and rear seat belts and all usual BMW fittings. First class order inside and out. BMW maintained. £2,600. Part-exchange considered. Private sale. Tel. Luton 504658 anytime. (27921

E-TYPE COUPE, 1970. 2+2 maroon body, tan interior, very good condition. Tel: Wantworth 3343 or Cheltenham 27808. (27946

ROVER 3500S estate car by H. R. Owen. Immaculately maintained, 18,000 miles only with full service record, N registered, Scarab blue, beige hide, probably best in country. £3,650. Phone 0602 255446 for further details. (27948

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V8s, Triumph TR7s, TVR Convertibles, Mercedes 350SLs.

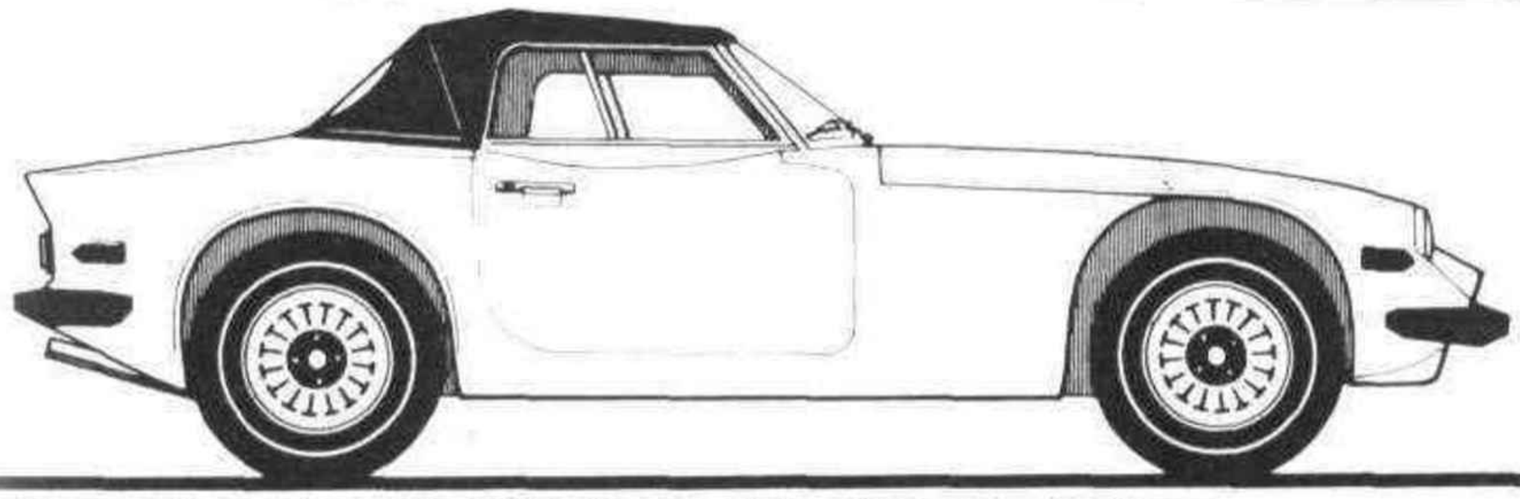
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TVR



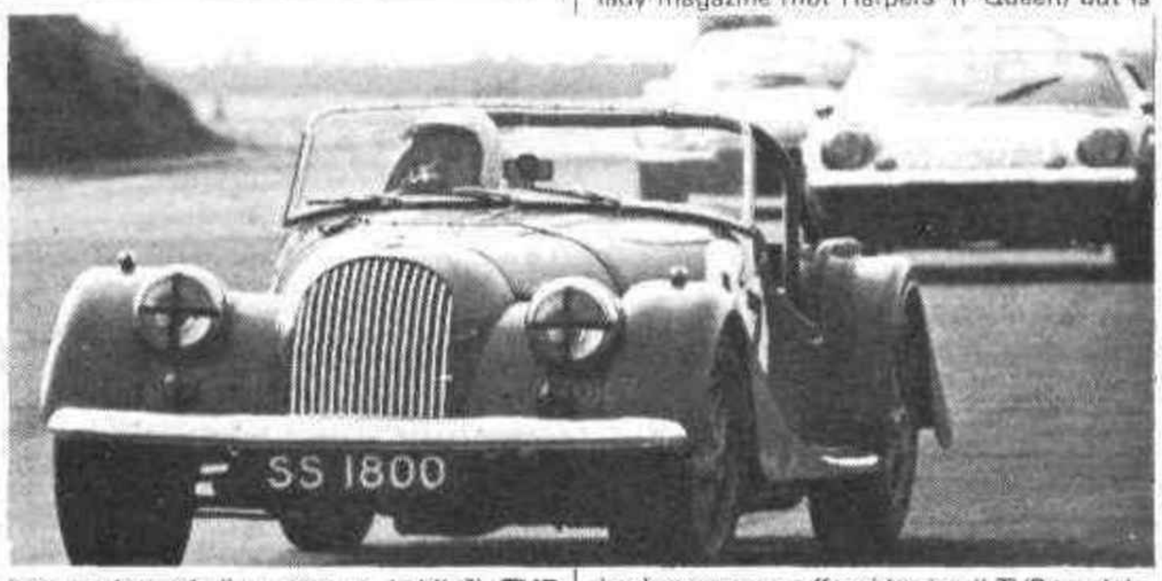
Requiring a sports car that won't dismay? Then visit the vehicles at Britten (J.). **Morgan Plus 8,** 1978, Glacier white, 1,100 miles, black leather, reclining & folding seats, bonnet strap, spare wheel cover, door handles, luggage grid, one lady. **Morgan 4/4 2-seater,** 1976, red, Restall seats, alloy body, rollover bar. **Morgan 4/4 4-seater,** 1972, indigo blue, wire wheels, leather upholstery, reconditioned engine, luggage carrier, non-removable badge applied by people on opp. page. We notice that people on opp. page sell **Morgan pedal car** for £195 + VAT, our price £175 + VAT to special order, see "HB 1" picture, car is made by Peter T. Brooks Esq. who has written to me as follows: *"The car is built to one-third scale, and is suitable for children up to the age of five years. One keen young lady driver of six years + regularly steers around the other vehicles on show at Bourton-on-the-Water Motor Museum; and therefore no definite age limits can be imposed when determination is an over-riding factor! The model Morgan 4/4 features: working headlights, horn, folding 'aero' windscreen, and alloy steering wheel. Mr. Peter Morgan, who has been keenly interested in the development of the 'mini-Mog' gave me permission to contact you with the details. We are now in a position to offer delivery within two/three weeks"*. You will note from the above that I may only be contacted by permission of Mr. Peter Morgan (my social secretary). To return for a moment to the people on the opp. page, I see that they are advertising a *boat* in Feb's Motor Sport, based in the South of France, price £17,500, powered by twin V8 engines. Not to be outdone, I wish to advertise my own boat, based in the South of England, powered by a triangular piece of cloth, a Harrier by name, price £280. **Morgan 4/4,** 1976, December, Deep Brunswick green, wire wheels, bucket seats, 6,000 miles, gently used by Rolls-Royce owner from Cumbria who currently lives in a dog kennel. **Morgan 4/4 4-seater,** 1978T, Caribbean blue, brown leather, alloy



body + alloy wings, reclining seats, door handles, triple wipers a la Plus 8, Underseal, petrol locking cap, late property of key Morgan Owners Club member from whom we acquire a car every 18 months. **Morgan Plus 4,** 1968, Jaguar BRG, wire wheels, luggage grid, aeroscreen, Motolita leather wheel, leather seats, rear bumper, Kenlowe fan, polished wooden dashboard. **Morgan Plus 8,** 1978, 500 miles, silver with black leather, like our other 1978 +8 it comes from deepest Hampshire. **Morgan 4/4,** 1963, yellow, wire wheels. **Morgan 4/4 4-seater,** 1975, Monza red, chrome wire wheels, stone leather interior, badge bar, luggage grid, from a ladies Faversham fashion shop, the educated person who writes our stock list says " . . . new Ford recon engine done in last year". Take that how you will. **Morgan 4/4,** 1968, white, wire wheels, bucket seats, rear bumper, 1600 engine, leather rim, currently convalescing in a wickerwork wheelchair at our paint shop. **Morgan 4/4,** 1978T, black, wire wheels, leather trim, reclining and folding seats, door handles, Underseal, reversing lights, Plus 8 spotlights, un-run-in. **Morgan 4/4 4-seater,** 1976, Signal red, wire wheels, Ziebarted, reclining & folding,



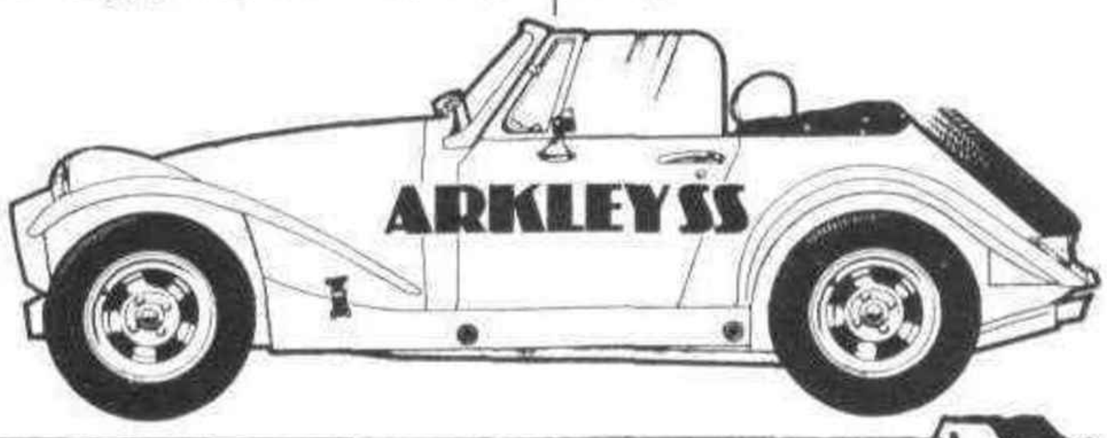
Morgan 4/4 4-seater, 1977, Signal red, wire wheels, reclining + folding seats, luggage grid, bonnet strap. **TVR Taimar,** 1978, Jaguar Racing green with beige model band, oatmeal trim, electric windows, one gentle butcher owner has driven the car for 5,000 miles, sold it only to go abroad and vows to have a new TVR directly he steps back on British terra-not-too-firma-justa-now. A very rare car as it is fitted with overdrive: the very last TVR thus equipped! **TVR Taimar,** 1977, metallic green, sunshine roof, electric windows, radio + cassette player, owned by bearded gentleman (CJA evidently believes that bearded gents drive



less, er, how shall we say, er, hairily?). **TVR 3000M,** 1977, dark bronze, dwelt in cosy Camberley, fitted with sliding sunroof, radio, vinyl top, tan upholstery etc. **TVR Taimar,** 1978, white, green model band, sunroof, radio, one owner. **TVR Taimar,** 1977, Black, Wolfrace wheels, radio/cassette, sunroof, designer/owner bought it from us new. **TVR Taimar Turbo,** 1977, white, brown model band, serviced by us. **Arkley SS,** 1978-built upon 1974 chassis, metallic golden sand, brown pin-stripes, Cobra alloy wheels. **Arkley SS,** 1978-built upon 1974 chassis, metallic regal red, gold pin-stripes, Conra alloy wheels. **MGB GT V8,** 1975, Glacier white, tan cloth trim, sunroof, radio, these cars seem to appeal to some people more than others; CJA is delighted with it whereas I think it is one of the worst cars ever built. **MG Midget,** 1975, blue, woodrim gear knob, not much else. **Triumph TR7,** November 1977, damson, sunroof, radio, one District Nurse owner (who now cycles to work on her Morgan). **Austin Healey 100-6,** 1959, Mist blue/white, works hardtop, overdrive. **1974 Mini 1275GT.** 1978 Renault 5TS Honda C50, 4,000 miles, laid up since 1969. Interesting motorcycles welcomed in part exchange. **NEW MORGANS:** I recently suggested to Morgans that they take over the now-defunct Jensen factory at West Bromwich in order to churn out some more sorely-needed cars and reduce the incidence of white hair among new Morgan owners. Answer came there none. Meanwhile, back at the Link, haste is *being made slowly*. **NEW TVR:** *Our white* TVR convertible demo. car has just been road-tested by Stirling Moss for a naughty-lady magazine *(not* Harpers 'n' Queen) but is back so we can offer rides in all TVR models, choice of colours and roofs for ex-stock delivery. **ARKLEY SS KITS:** Some years ago our US Arkley agent apparently lay down and went to sleep but we now have another one who has taken over the moulds. We were



therefore surprised and pleased to receive some royalty payments out-of-the-blue the other day, but sadly they were not inflation linked. Hark ye there in Portland, Oregon; I may visit you this month for big pow-pow. Walking into our workshops recently I found that all our larger tools had been neatly mounted on wall panels. One item thus displayed is a 22 in. carpenter's saw. On enquiring what it was for, I was told "Morgan body frames". Garages like ours seems to hold a peculiar fascination for the Iron Curtain sports car enthusiast, both we and (I understand) the people on the opp. page receive many requests, enquiries and letters from there. Today, for example, I received a letter from the Chairman of the Foreign Committee of the Department Council Automobiles and Heavy Machines in Warsaw. This optimistic body proposes to despatch 10 Polish students to us next summer, to spend one month learning about the "production achievements of our renowned firm". In fact, I like this idea very much, and we will do our best to find somewhere interesting but large enough to accept these students (which we of course are not).



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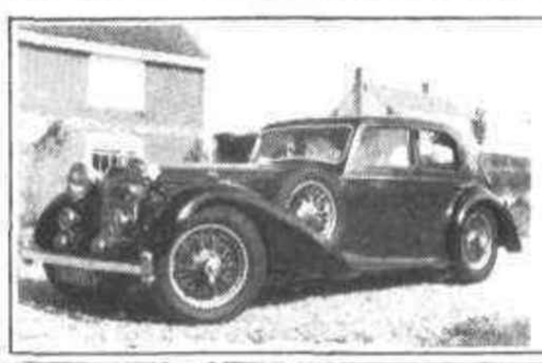
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Alvis Speed 25 Type SC Charlesworth Saloon. Dark blue, black wings. First registered October 1939. Probably one of the last built. Trim original leather. ACE Discs.

Over £2,600 spent on recent overhauls. Brakes and steering, crankshaft reground, new mains/big ends. New clutch and starter ring. Invoices available.

This car is in near concours condition and requires running in. £10,000. Exceptional opportunity to secure rare car.

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1929 Austin 12/4 Tourer.
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1936 MG NB 4 seater.
1955 Jaguar XK 140 DHC.
1965 Jaguar Mk. II 3.8.
1910 TH. Schneider.

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FOR SALE–continued

ROLLS-ROYCE PIII Hooper Swept Tail Limo. Fitted new 8-cyl. engine. Extensively restored including repainting, rewiring, most rechromed. New roof panel, running boards, luggage lid, new silencer, radiator core recond. First PIII shown on R.R. Stand, Olympia, 1935. Needs complete retrim in rear (approx. £900) and attention to brakes (necessary parts included). Completed 1,200 miles to rallies in last two years. Almost complete history and all bills available. £6,750. Tel. 0535 605149 (Keighley). (27922

BMW 2000 Touring, 1972. Red, two careful owners, Radiomobile. £1,500. Fraser, 116 Lockerbie Road, Dumfries or phone Collin 644. (27950

PEUGEOT 504 Ti (P registered). Metallic blue, sunshine roof, electric windows and aerial, push-button radio. £1,850. Telephone number Marlow (06284) 2795. (27951

1928 AUSTIN SEVEN Chummy in bits, most parts there, bodyshell poor. Offers many spares. Telephone 0789 292763. (27949

MASERATI MISTRAL, 1966. LHD coupe. Metallic gold coachwork, black leather interior, very good condition. Tel: Wentworth 3343 or Cheltenham 27808. (27946

TRAVELHOME CI Mk. II on V6 Ford Transit chassis, 1978, 1,600 miles only. Fully equipped as new. £8,000 o.n.o. Tel: Bursar, Taunton 5715. (27963

RSG 40M, Consul 3000 GT. Mileage under 43,000, manual gears, PAS, sympathetically used as second car and in fine condition. Around £1,450, consider interesting exchange. Worcester 355750 leisure hours, please. (27971

MERCEDES SPORTS COUPE 230SL, 64/65. Special number, RHD, MoT. Excellent, radio, AA-RAC tests welcome. Manual, floor change. £3,450. No offers, no time wasters. Or exch. 406D bus, 76/77, 385-6342 (London). (27964

RS1600 ESCORT Cosworth twin-cam, 16 valve, 120 b.h.p., white, black interior, MoT, taxed. £1,150. 01-647 8262. (27965

LOTUS ELAN F/H S4, H reg. A fine example both bodily and mechanically, fitted Sundym, radio, new tyres etc. and in exceptional condition throughout. £1,495. 01-989 1385 or 01-989 7374. (27966

JAGUAR 240. Rare automatic, gleaming BRG, unmarked interior, 41,000 miles near concours. £1,395. 01-504 2064. (27967

MG-B GT, 1977. Racing green, very low mileage and in superb condition. Many excellent "extras". Regretfully this fabulous car must be sold at £3,495 o.n.o. Phone 051-428 1200. (27961

1955 MORRIS MINOR Traveller. Good condition, garage maintained, family owned from new. £500 o.n.o. Haverfordwest 3530. (27962

SCIMITAR GTE, 1974. N reg. Auto, maroon, tan interior, tinted glass, stereo cassette, towbar, engine rebuilt, new stainless steel exhausts. Must be one of the finest available. £3,095. Tel: Whaddon (Bucks.) 090859 395. (27960

TRIUMPH GT6, Nov. 72, 12 mths. MoT, white, black trim, radio, O/D, HRW. Excellent condition. £1,450. Frensham, Surrey (025125) 3994. (27955

FORD MODEL "A" Travellers Car, 1930. Unique RHD, restored, retrimmed, repainted, running MoT. Eligible Brighton Commercial Run. £3,500. Phone 020379786. (27958

FOR SALE–continued

LOTUS Series II/III, 1,500 c.c. Engine recent rebuilt. New tyres, hood, very attractive car. £2,00 o.n.o. Dartford 22807. (2795

CLASSIC 66 STINGRAY Drophead 427 Turbo Jet. Manual Hurst shift, factory alloy wheels an factory extras. Good condition throughout, lo mileage, fine investment. £4,750. Tel: 0508 3125 East Anglia. (2795

MOTORHOME for sale. 1977 Ford "R" van 35 engine, auto/PAS etc. One of the most outstandin models in production of all American motor home 2/4 berth, ex-demonstration model. £9,750. Te *Surlingham 227 (Norfolk) for full details an* appointment to view, also Brochure required. (2795

1925 BUGATTI Type 35A. Totally origina documented GP car. Fully rebuilt mechanicall original body and trim. Could do with a repaint. Te 083 783 569 or write Brushford Barto Chulmleigh, Devon. (2795

BMW 30SA. Automatic, power steering, metalli green, sunroof, radio. Oct. 1972, 61,000 miles, very looked after car, v.g.c. and reasonable. £1,80 or no reasonable offer refused. Telephone 075 3727. (2797

1938 TALBOT 10 Sports Saloon. Some wor *required offers over £200. 0825 5599 (Uckfield* Sussex). (2795

MK. II JAGUARS, 1961-68. Private collection fo sale. Interest and propositions from Europea countries welcome. Please write Box No 5990. (2794

ALFA ROMEO GT Junior, 1,300 c.c. Red, sunroo Good condition, K reg., taxed and MoT. £700. Te Pontefract 73066. (2793

1957 AUSTIN HEALEY 100/6. Works h/top, so top, wires, o/drive. Concours condition. £2,50 Cardiff 514831. (2792

SINGER LE MANS Savoye replica. Beautifu needs finishing. Genuine enquiries only, offers ov £4,000. Andrew 0424 892060. (2792

JAGUAR MARK II, 1966. 2.4 Manual/overdriv Unused since respray, new sills, brakes and steerin overhauled, 12 months MoT. Offers over £1,60 Rawcliffe, Wensleydale 22630 (0969). (2792

MG-C GT. Mechanically excellent, good body, wir wheels. Radiomobile, DBRG, matched sunroo £1,000. S. Roberts, Ampney Downs Farm, Sto Road, Cirencester, Gloucestershire. (2792

ALVIS TE21 Drophead Coupe. 43,000 miles onl maintained to perfection by Red Triangle. Park War coachwork excellent, silver-blue, midnight blu hood, wire wheels, twin headlights, new SP radial £4,750 for quick sale. Phone 01-228 6782 after p.m. (2792

1939 BSA Series 6 Scout Sports for restoration £350. 1948 Sunbeam Talbot 80 Drophead fo restoration, £175. Private sale. 051-92 4144. (2792

ALFA ROMEO GTV 2000. Beautiful condition sunroof, stereo, long MoT. No rust, "L" reg. £1,39 Yeovil 5181, ext. 25 (office hours), N. Heath. (2794

ALFA ROMEO Alfetta GTV 2000. 1977 mode 20,000 miles, second car, black, sun roof, excelle condition, undersealed. New Alfa forces sale. Offe around £3,750 are invited. Telephone Holmfir 3223 before 8 p.m. (Yorks.). (2793

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1969 H Reg. Jaguar E-Type 2+2 Automatic. At present being rebuilt in our works. This car will be very suitable for a Jaguar collector. Wire wheels etc. a fabulous turnout. . . . . **approx. price £5,700**

1978 (S) Reg. Alfa Romeo Alfetta GT 1800. Built at the end of 1977. This is not an imported re-registered car but a car manufactured in 1977 and regd. in early 1978. One lady owner, only 18,000 miles. In magnificent Alfa red with dark grey cloth upholstery and the attractive Reg. No. VPL 8S. . . . . **only £4,295**

1969 Model Daimler V8 250 in Cotswold grey/red leather. Automatic – new gearbox just fitted, low mileage, and a very original car inside and out. **£1,995**

1957 BMW Motorcycle. Model R60, this is not just in concours condition, but infinitely superior to that demanding state. You will probably never again have the opportunity to see another motorcycle in this condition. **£1,990**

1973 Lancia 1600 Rallye HF Lusso. Fixed Head Coupé 2+2. One owner, 43,000 miles in silver metallic. A beautifully cared for example of this rare and sought after marque. As this model was only made for one year, it must become one of the most valuable and collectable Lancias. **£2,900**

1976 Model Volkswagen Scirocco with the 1,600 c.c. engine – in silver with special trim. Very hard to come by and an excellent buy. **£2,990**

1976 Lancia Beta Series II Coupé 2,000 c.c. in midnight blue with gold interior. Electric windows, radio, 18,000 miles, one legal owner, a Lancia enthusiast. **£3,850**

1978 Rover 3500 SDI Saloon in silver with black interior. Stereo and radio, one owner, low mileage car. £2,000 under list price, a bargain at **£6,400**

1974 Jaguar XJ6 in brilliant red with black interior. Automatic, radio, new gearbox, service history, vinyl roof. Superb performance. Marvellous value. **£3,999**

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This car has been renovated and embellished by the previous owner at a cost of over £3,000. Documentation available. The following are some of the items dealt with: custom conversion to wide wings; special tyres; Wolfrace wheels; conversion to 1,800 c.c. by Cartune including Pirana electronic ignition, twin carburettors, twin chromed exhausts; engine completely rebuilt in Sept. '77; special instrumentation; laminated windscreen; special vinyl Webasto roof; Hunting seats; Cibie spot lamps; heated rear window; undersealed. A remarkable car at the unrepeatable price of **£2,600.**

1975 MG-B GT. 50th anniversary model. One fastidious owner. This car has been known to us from new, and has only done 19,000 miles. In British Racing Green with gold stripes and special wheels. A very fine example. . . . **£2,999**

1973 Jaguar V12 Automatic Saloon in silver with red interior. 45,000 miles one owner, all the latest mods, full service history. Complete documentation and bills available. Cost new today £15,000. What a bargain. **£3,900**

1975 RO80. One of the very last of these advanced cars. One company director owner, and driven only by his wife for only 12,000 miles. In metallic blue with black velour interior. The car is indistinguishable from new and last known list price was between £7 and £8,000. The late engine and condition you cannot fault. **£3,600**

1963 Bentley, H. J. Mulliner 2-door Continental SIII Saloon. This superb and original car has only done 73,000 miles in the hands of two owners. A very tight chassis not like the majority of Bentleys on offer which have been round the clock four or five times. Finished in shell grey over black pearl, red leather and carpets. **£22,000**

1965 Bentley SIII Saloon. A very rare specimen of this most popular model. Equally as valuable as a Cloud III. The interior is remarkable for its original condition finished in velvet green with mistletoe green, and green Connolly hide. **£11,600**

1956 Bentley SI Slipper Back by H. J. Mulliner. A most beautiful example, only 78,000 miles from new. A complete documented history available with the car. Metallic black pearl with red leather and carpets. **£22,000**

1926 Rolls-Royce Phantom I Sports Tourer. This unique car was exported to Paris in 1926 as a saloon. It was brought back to England in 1936, and underwent a complete rebuild. A most beautiful skiff back boat-tailed 2-seater sports body in teak and aluminium was fitted. Crowds gather whenever this car is parked. **£29,950**

1974 Chevrolet Monte Carlo Fixed Head 2-door Coupe. One English owner, a Colonel is the British owner, must be one of the best looking American cars ever made. Registered 1977, and only 23,000 miles. **£3,999**

OPEN 9 AM - 7.30 MONDAY TO FRIDAY 9AM to 6 PM SATURDAY

FOR SALE–continued

1975 (N) MG-B GT V8. Flamenco red, tinted glass, black interior, sun roof, twin spots, HRW, o/drive, radio, black bumper, 28,500 miles. Immaculate appearance with real performance. £2,895. Telephone Latham, Kirkham (0772) 682889 after 6.30 p.m. (27939

FIAT 130 Saloon, Nov. 1973. Metallic silver, automatic, recent engine overhaul, MoT. All usual luxury refinements. £1,850 o.n.o. Tunbridge Wells 23153. (27936

MG-B GT, 1975 (P). One owner, 17,000 miles, red, black vinyl top, Ziebart, radio, overdrive. Super condition. £2,835. Phone Morecambe 410751 (after 6 p.m.). (27935

MERCEDES 230SL, 1966. LHD, white with blue, leather interior, h/s tops, tax, MoT. £3,800. Cherished number. Grays Thurrock 891201 (27932

TOJEIRO CLIMAX, 1958. Complete with engine, gearbox etc. Needs assembling, some history. Offers in the region of £2,000. Tel: Fordingbridge 53453 evenings. (27934

FERRARI DAYTONA and 275 GTS Spyder: Ferrari private collector wishes to sell two of his collection. A Ferrari Daytona and a 275 GTS Spyder convertible, both are chassis up rebuilds and are total concours condition and concours winner. Both red/black interiors and are without doubt the very best example of each in Europe, never used, kept in heated garage. Very substantial offers are required. Telephone Lapworth 2322 evenings and weekends. (27931

LOTUS ELAN Sprint DHC. Black/white and gold, low mileage, radio and cassette. Much admired. £2,595 or consider P/Ex. Tel: 0253 734875 or 0253733602 day. (27933

1974 MG-B Roadster. Immaculate chrome bumper model. One fastidious owner for last 4 years, finished in glacier white, special tinted windscreen. Full and half tonneaus. Well below average mileage. Taxed, MoT 1980. £1,900 o.v.n.o. Tel: Newton Abbot 61726. (27943

ROLLS-ROYCE Saloon 1929 in need of restoration, also Bentley 4¼ Saloon 36 partially restored. Offers wanted, telephone W. A. Barker on Leeds 634418. (27941

JENSEN INTERCEPTER 1, genuine mileage under 50,000. Metallic fawn, very good condition, history known. Maintained by Folletts. Seen SE London or Sevenoaks by arrangement. Phone B. H. Pearce 01-692 6611 or Sevenoaks 56690 (evenings). (28056

SWALLOW DORETTI for sale. 2-seater sports car, first reg. 1st Dec., 1956. Renovation has been started, need space, therefore must go, first with £800 gets. Must be outstanding buy. Ring Royston (Herts.) 72382. (28057

MORRIS 1000 4-door Saloon, 1968, 54,000 miles, one owner, Trafalgar blue. Excellent condition throughout, new MoT. £1,000. K. M. Hardcastle, Brook Lane, Thornton Dale. Tel: 540. (28058

LANCIA BETA Coupé 1600. P reg., MoT Nov. '79. £2,000. Mr. Hallows, tel: Aylesbury 27111 9.00 a.m.-5.00 p.m. (28055

FIAT 124 Sport, "N" reg. Absolutely immaculate throughout. Genuine 34,000, Cromodora wheels, radio. Must be one of the best available. Bereavement forces sale. £1,575. Tel: 0926-498468. (28062

ROLLS-ROYCE *chassis* 25/30. *Complete less* engine and rear axle. £1,000 o.n.o. Last chance for vintage tourer. Woldingham 2102. (28063

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"And last weekend?"

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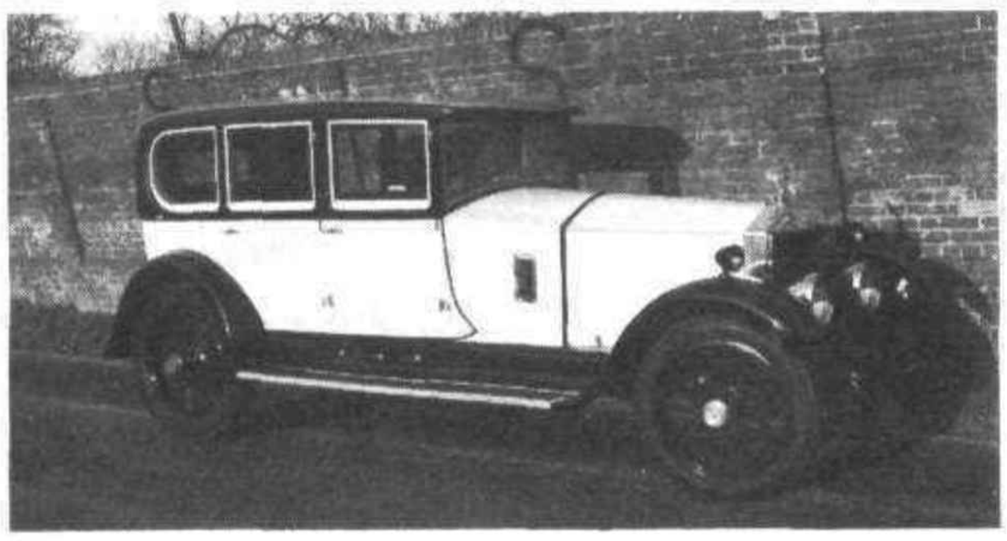
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Phantom II Sedanca De Ville



1927 Sunbeam Fabric Saloon



1921 Silver Ghost Cabriolet



1931 Horch Straight Eight Tourer

Also, not illustrated: 1915 Model T Ford, Phantom I dual cowl tourer, 20/25 Rolls fixed head coupe and saloon, 1906 Rover, 1903 De Dion, Straight Eight Railton tourer (original owner K. L. Guinness), 1925 Morris Bullnose, Silver Wraith sports saloon and sedanca, 1925 AC Royale, 1923 Vauxhall 23/60 limousine, 1929 Phantom II limousine, 1928 Vernon-Derby, Delahaye 135 MS, 1910 Stutz-Marion 30 HP 4/5 seat tourer, 1939/48 Nardi Dannesse racing car, 1977 Lancia Stratos, 1970 Mercedes Pullman limousine, 1935 Packard Super 8 limousine, Healey Silverstone, Aston DB6 Volante, 1957 BMW 507, Alvis Firebird tourer, standard coupé Silver Cloud IIIs, 3½-litre Bentley drophead, Armstrong Siddeley Special limousine, MG VA tourer, etc.

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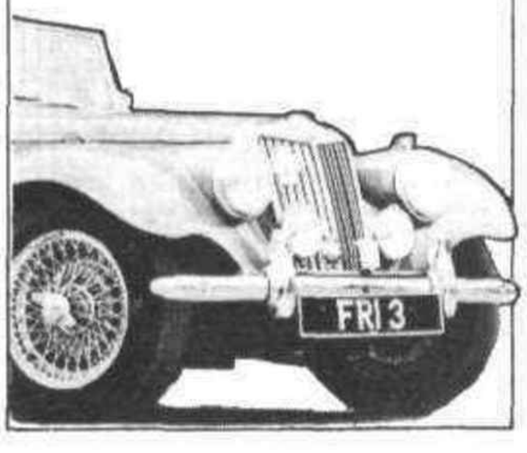
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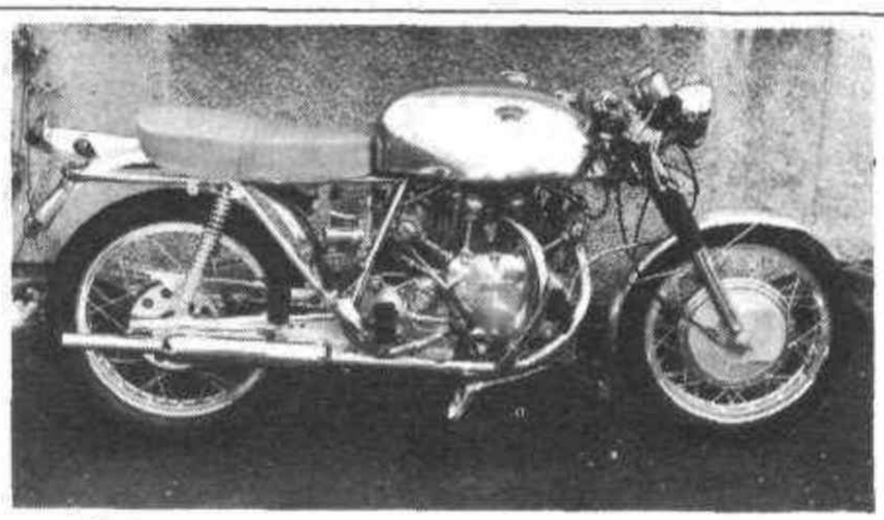
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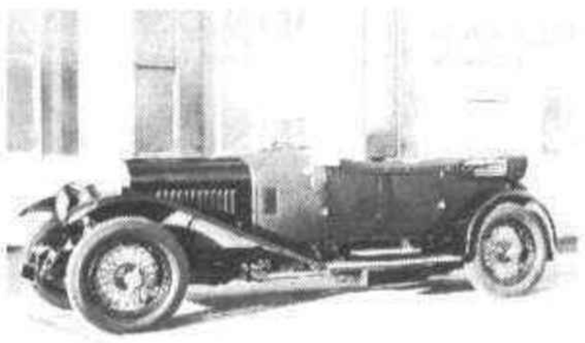
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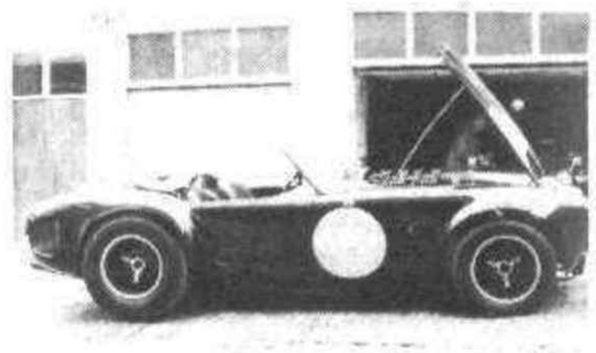
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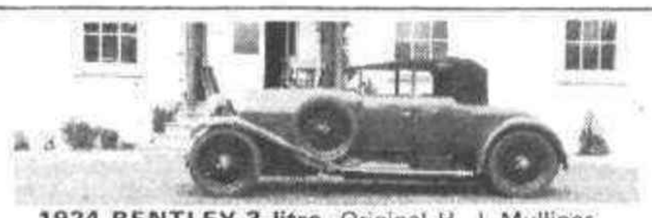
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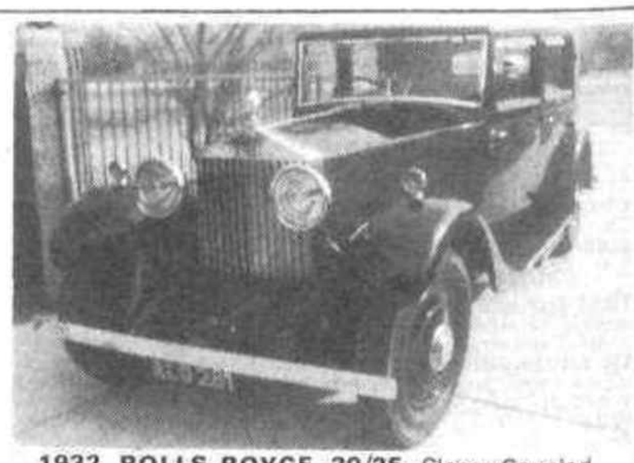
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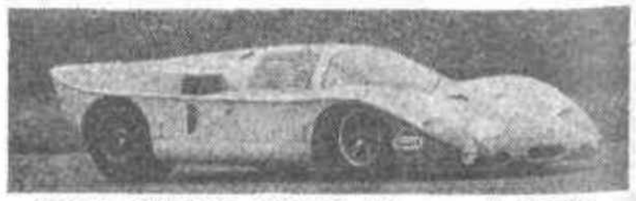
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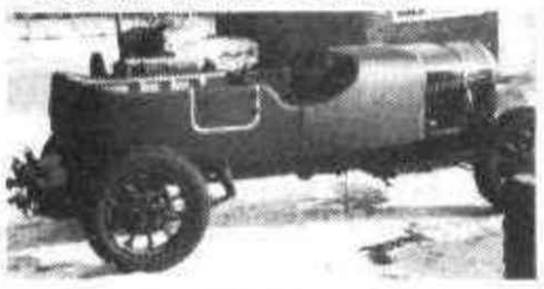
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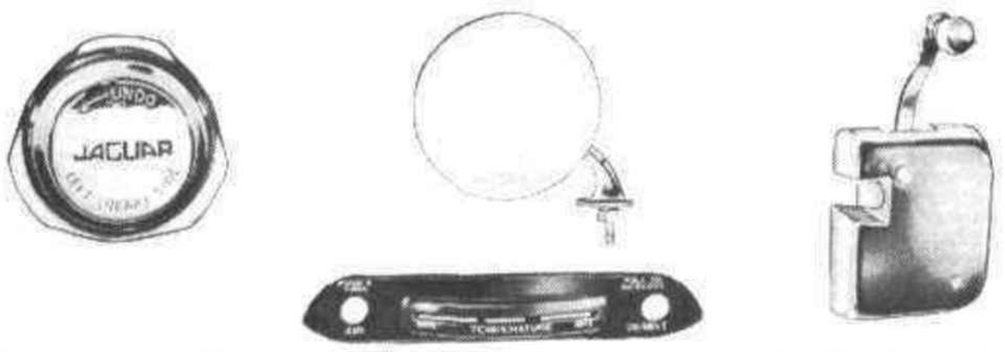
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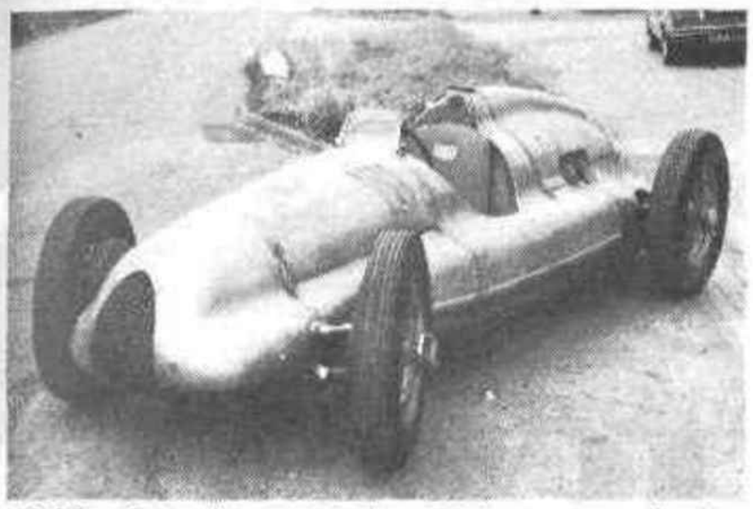
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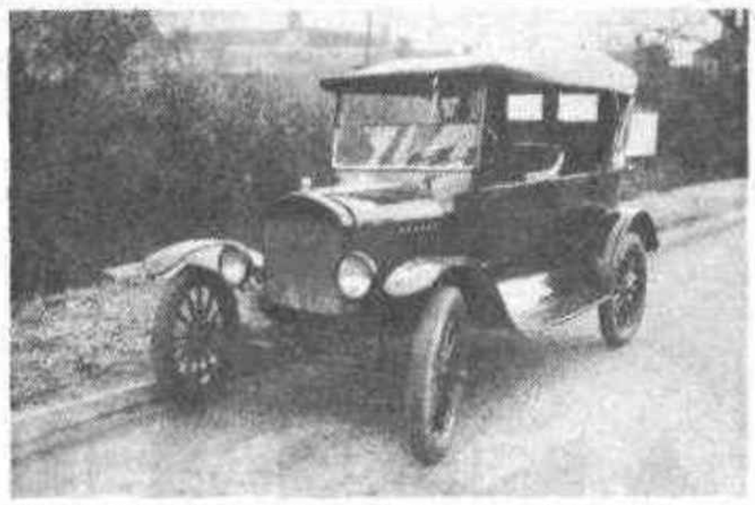
1928 Rolls-Royce 3 Position Drophead Coupe. Bodywork by Southern Coachworks, in black interior, upholstered in new Connolly hide, one owner last 20 years. Chassis and bodywork in concours condition. *(Photo).*
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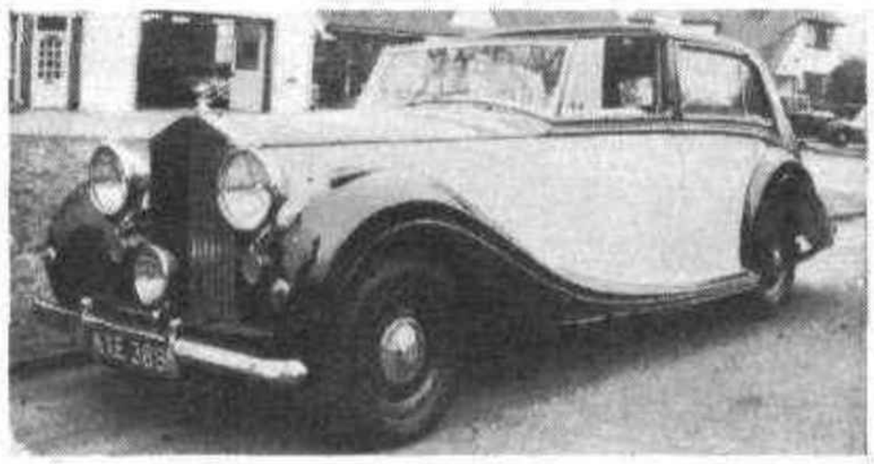
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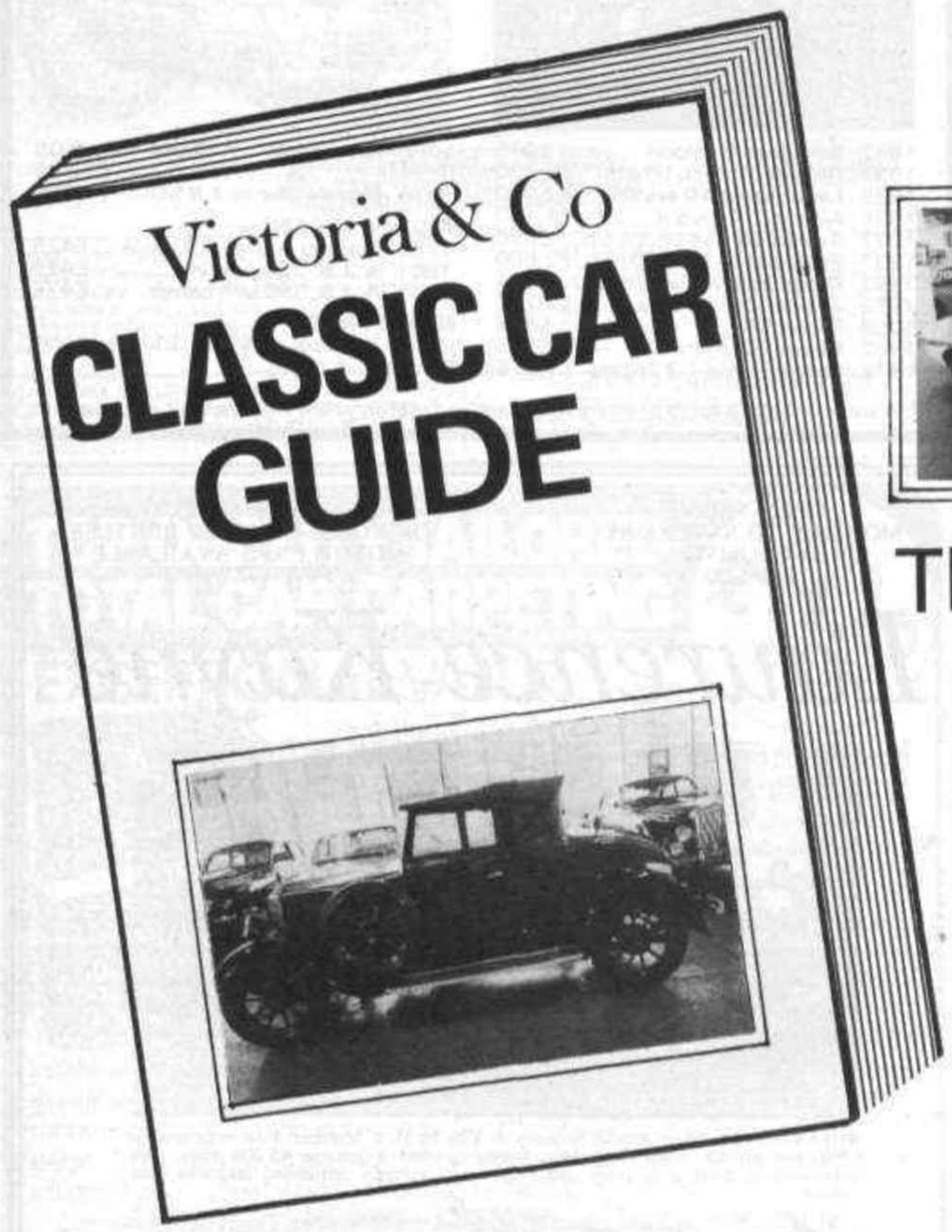
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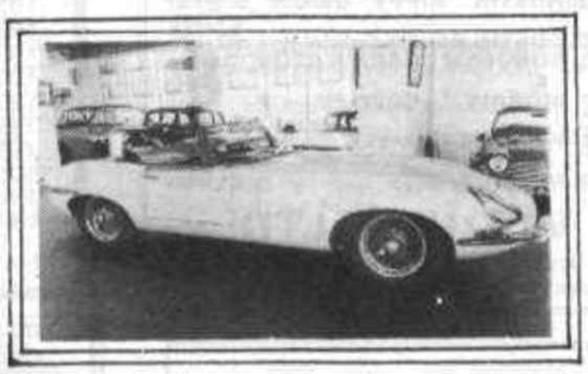
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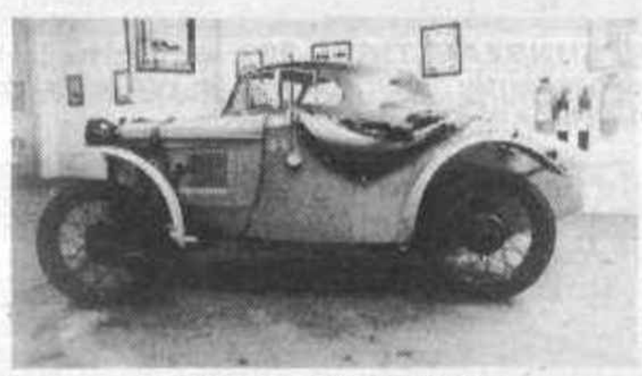
1952 AC 2-litre saloon



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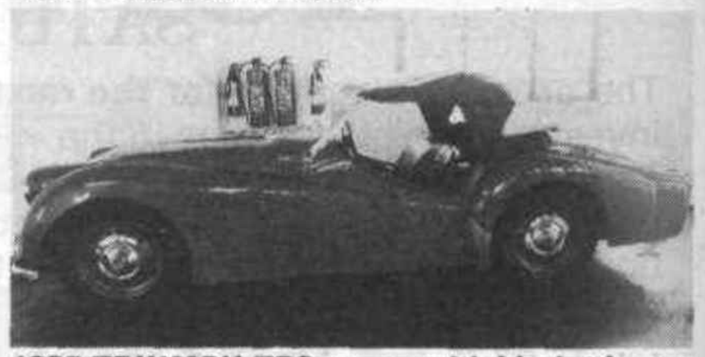
1966 SUNBEAM TIGER 289, ex. works L.H.D. model recently fully restored in red with black trim, choice of 3 similar models.



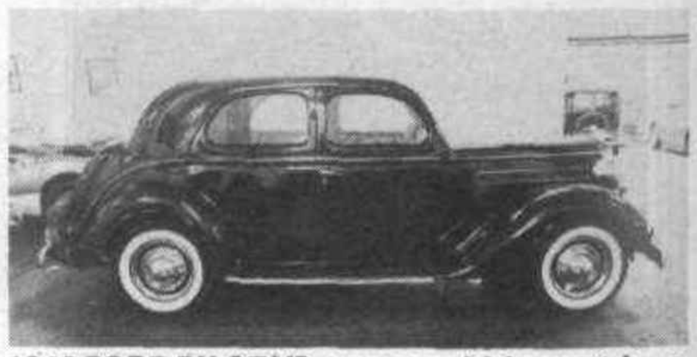
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1961 **ASTON MARTIN DB4,** blue
1964 **ROLLS-ROYCE SC III,** blue/silver
1971 **ASTON MARTIN DBS V8,** red
1969 **ROLLS-ROYCE SILVER/SHADOW.**
1966 **BRISTOL 409,** silver/grey
1963 **AUSTIN HEALEY 3000 IIA**
1965 **BENTLEY Continental Flying Spur**
1949 **BRISTOL 400,** gold
1973 **JENSEN INTERCEPTOR**
1963 **DAIMLER Dart,** red, w/w
1967 **JAGUAR 'E' Type 4.2 ROADSTER**
1956 ***JAGUAR SK140 COUPE,*** BRG
1966 **ASTON MARTIN DB5,** white
1948 **MG TB SALOON,** red
1946 **ROVER 16,** black/red
1923 ***DODGE 4Dr. SEDAN,*** *black/blue, manual*
1966 **JAGUAR 3.8 MK II,** C.W.W.
1938 **ROLLS-ROYCE 25/30** Sports Saloon
1973 **TRIUMPH TR6,** yellow
1961 **LANCIA APPIA ZAGATO**
1960 **MORRIS MINOR CONVERTIBLE**
1933 **VAUXHALL SILENT SPEED,** boat-tailed tourer
1957 **SUNBEAM TALBOT MK III**
1954 **ROLLS SILVER WRAITH** by Mulliner
1960 **ROVER 80 SALOON,** grey manual
1955 **ROVER 75 SALOON,** beige, LHD. Manual
1974 **JAGUAR XJ6,** L.W.B., air
1964 **ROVER 100 SALOON,** green, manual
1968 **BENTLEY 'T' TYPE**
1964 **ROVER 110 SALOON,** green, manual
1971 **ROVER 3½-LITRE COUPE,** grey, auto
1951 **BENTLEY MK VI MULLINER**
1946 **BUICK STRAIGHT 8**

1938 **MORGAN 3-WHEELER**
1960 **ASTON MARTIN DB4**
1958 **MG MAGNETTE,** pale blue, mint
1955 **SUNBEAM TALBOT 90,** blue, manual
1963 **ROLLS-ROYCE SCIII,** Continental H. J. Mulliner
1947 **RILEY RMA,** black
1956 ***JAGUAR SK140 ROADSTER,*** blue
1947 **ARMSTRONG SIDDELEY,** black
1967 **TRIUMPH TR4A,** BRG



1955 TRIUMPH TR2, green with black trim, as new, concours condition, choice of 4.



1948 FORD PILOT V8, maroon with brown trim, a well placed concours car, choice of 3.



1968 ASTON MARTIN DB6 VOLANTI, auto, old English white with black trim.



1965 ROLLS-ROYCE SCIII, silver grey, choice of 3, 1 fitted air conditioning.



1947 MG TC, finished in British Racing Green with beige trim, choice of 4.

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1961 **DAIMLER DART,** w/w
1950 **ALVIS TB14 TOURER,** BRG
1950 **FORD V8 PILOT,** *concours*
1967 **JAGUAR 'E' TYPE 2+2,** red
1968 **JAGUAR 'E' TYPE 4.2 2+2,** maroon
1973 **JAGUAR V12 ROADSTER**



1959 JAGUAR XK150, black with beige and red trim, chrome wires, choice of 6.



1959 BENTLEY SI by Hooper, fawn and black with tan trim (we can actually offer a choice of this model with Hooper coachwork).



1961 ALVIS TD21 Convertible, metallic blue with dark blue trim, manual, a very well cared for example, plus 2 fixed heads.



1974 ASTON MARTIN V8, white with blue trim, auto, choice of 4.

1961 **BENTLEY SII,** green
1970 **CADILLAC FLEETWOOD LIMO**
1973 **ROLLS-ROYCE SILVER SHADOW**
1948 **DELAHAYE 135M DROPHEAD**
1953 **BENTLEY MK. 6,** silver
1971 **DAIMLER DS 420 LIMO,** L.H.D.
1961 **VANDEN PLAS LIMO**
1971 **VOLVO P1800 S,** red
1974 **LOTUS ELITE 504**
1969 **DAIMLER V8, C.W.W.**
1964 **STUDEBAKER AVANTI**
1963 **BENTLEY SIII CONTINENTAL**
1961 **JAGUAR 'E' TYPE 3.8 ROADSTER**
1965 **BENTLEY SIII SALOON,** air conditioning
1958 **BENTLEY SI BY RADFORD**
1967 **JAGUAR 'E' TYPE 4.2 ROADSTER**
1928 **MORRIS COWLEY 2 SEATER COUPE**
1931 **ROVER BOAT TAILED ROADSTER**
1969 **ASTON MARTIN DBS6**
1947 **ARMSTRONG SIDDELEY/LANCASTER**
1963 **BENTLEY SIII,** gold
1964 **JAGUAR 3.8 'E' TYPE FHC**
1973 **JAGUAR V12 'E' TYPE ROADSTER**
1959 **AUSTIN HEALEY 3000 MK. I,** mint
1969 **JAGUAR 420 G,** blue
1966 **SUNBEAM ALPINE, C.W.W.**
1972 **FERRARI DINO,** LHD
1965 **LANCIA FULVIA 1.8**
1965 **JENSEN CV8,** red, mint
1960 **MERCEDES 190SL,** red
1961 **ROLLS-ROYCE SCII**
1975 **ROLLS-ROYCE SHADOW**
1929 **AUSTIN 7 BOX SALOON**
1965 **ALVIS TE21,** manual, w/w
1955 **DAIMLER CONQUEST,** blue
1968 **ASTON MARTIN DBS6 VANTAGE**
1973 **LAMBORGHINI ESPADA,** blue
1954 **TRIUMPH TR2**
1967 **BENTLEY 'T' TYPE,** fridge
1959 **BENTLEY SI,** silver grey
1965 **ROLLS-ROYCE SCIII CONTINENTAL**
1959 **MGA ROADSTER,** concours, red
1977 **PANTHER LIMA**
1955 **JAGUAR MK VII**
1963 **TRIUMPH TR4,** white
1968 **TRIUMPH TR5,** low mileage
1959 **BENTLEY SI HOOPER**
1967 **JAGUAR 4.2 'E' TYPE ROADSTER**
1966 **WOLSELEY HORNET CONVERTIBLE**
1938 **DAIMLER LIGHT 20 SALOON**
1959 **JAGUAR XK150 FHC**
1956 **LAGONDA TICKFORD**
1956 **JAGUAR XK140 FHC,** BRG
1958 **ROLLS-ROYCE SCI**
1969 **DAIMLER V8 250 SALOON,** brown, auto.
1964 **DAIMLER V8 250 SALOON,** black, auto.
1965 **DAIMLER MAJESTIC MAJOR,** auto, maroon
1934 **ROLLS-ROYCE 20/25**
1976 **JAGUAR Mk.II 3.4** white, manual, history
1961 **MINI COOPER D/H**
1963 **JAGUAR Mk.II 2.4,** *golden sand, manual*
1934 **FORD MODEL 'Y'**
1950 **JAGUAR Mk. V, 2½-litre,** white, manual
1971 **JAGUAR V12 'E' TYPE,** beige, auto
1970 **JAGUAR 'E' TYPE 4.2** *special Roadster*
1969 **BRISTOL 410,** blue
1967 **CORVETTE STINGRAY**

1938 **AUSTIN 10 RUBY**
1973 **FX4 TAXI,** Wood & Pickett
1947 **ARMSTRONG SIDDELEY D/H**
1974 **PONTIAC FIREBIRD,** 455 engine, fully loaded
1969 **HUMBER HAWK** with division, LHD, black
1975 **TRIUMPH STAG,** manual



1970 JAGUAR 'E' TYPE 2+2, maroon with beige trim, choice of 14 other models including Autos, FHCs, 3.8 and 4.2 models.



1966 BENTLEY 'T' TYPE, burgundy over silver with tan trim, choice of 4, 1 with air conditioning.



1969 MERCEDES 280 SL, dark metallic blue with black trim, totally mint, good history, plus a 250 SL in similar condition.



1965 AUSTIN HEALEY 3000 MK III, red with black trim, excellent condition, plus a choice of 12 other Austin Healeys.



1965 JAGUAR 3.8 MK II, manual, metallic blue with blue hide trim, choice of 3 others with chrome wires and 7 other models.

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THE WHITE STRAIGHTS OF SILVERSTONE . . .

The 1979 Historic Racing Calendar opens in traditional manner on **Saturday, March 10th** when **The Jaguar Drivers' Club holds its 20th Historic Race Meeting at Silverstone.** This is always a splendid event, featuring all manner of 'classic'/'historic' racing machinery from 1930-1975. **'NOSTALGIA'** will be there, on skis if necessary, so look out for our parkas and igloos in the paddock!



1933 ASTON MARTIN 1½-litre 'LE MANS' S/C 2/4-str. – VH 5361; the 'last nut and bolt' restoration of this all-time classic British P.V.T. has been carried out to the very highest standards achievable; it must be many years since a 'Le Mans' in this superlative condition has been offered on the open market. **95 pts.** *Photo.*



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

DEFINITELY COMING LATE MARCH: 1965/73 AC GHIA-WILLMENT COBRA '427' GT (RHD) – 92 pts.



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

POINTS SYSTEM: – based on the ratings that each car might expect to achieve at recognized **'Concours' events,** from my experience as a judge at such competitions; marks are for appearance only (incl. engine, chassis etc.) not for originality or mechanical condition.

1967/70 EX WORKS MG-C LIGHT-WEIGHT GT – VHY 5H; famous 'Targa Florio' car; 3,000 m. from new with last nut and bolt originality; road registered and used, also for *Post Historic Racing; all-alloy* bodywork and special everything else! **86 pts.**







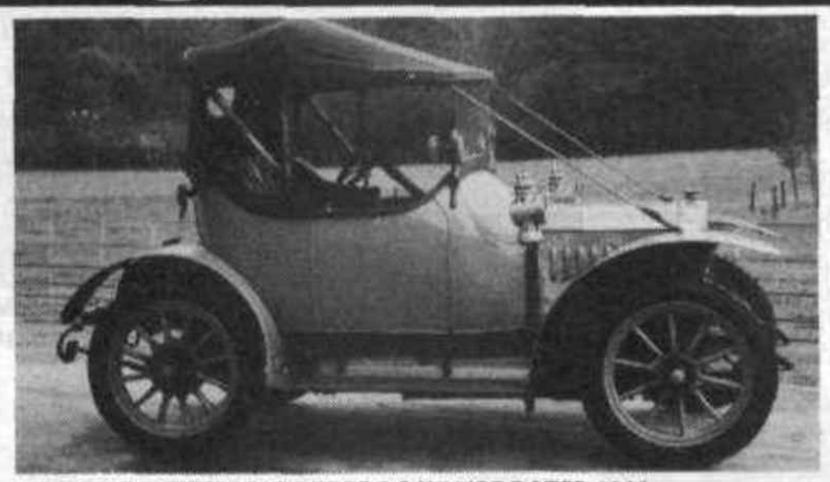
1956 MERCEDES 300 SL LIGHTWEIGHT 'GULLWING' (LHD) – 9 HMD; the definite article! The last of the 28 all-aluminium 'competition' models; ex Tommy Atkins and John Willment etc.; totally original but recently restored; proper 'Sports' engine, full undertray, Rudge Whitworth k/o wheels, perspex windows etc; possibly the only genuine lightweight in the UK, and one of the world's most acquirable pieces of motoring history! **93 pts.** *Photo.*

'THE GOAT': – monthly gatherings are held at **The Goat Pub – Hertford Heath Village Green,** for those who own or just like non-run-of-the-mill motor-cars, and a friendly pint too! New Cortinas only if it is raining, please! **NEXT MEETING – MARCH 4th, NOON.**

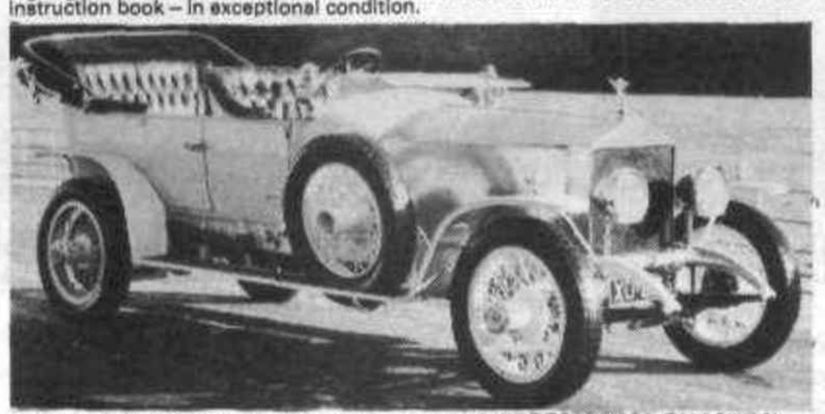
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Light green, brass fitments, varnished wheels, very original, De Dion tool box/tools, instruction book – in exceptional condition.



ROLLS-ROYCE SILVER GHOST Ch No 7049 CEREMONIAL PHAETON
Regency cream, original deep buttoned black hide, cape hood, in outstanding condition. Please ring for full details.



RILEY NINE 2-SEATER SPECIAL 1931
Mid green, red pencil lines/black hide, very handsome sporty body, painstakingly produced and restored throughout.



AC 1920 2-SEATER WITH DICKY
Rich red, black wings/black, all nickel fitments original lighting, solid disc wheels, new tyres. A *rare Edwardian in exceptional condition.*



AC 428 FHC BY FRUA 1970
Metallic green/black, auto., 7-litre Ford, Minilites, very low mileage – very rare.



LAGONDA 2 LITRE "SPEED MODEL" 1928
Green fabric 2-seater body with luggage or extra side seat compartment. New beige seats, carpets, hood, tonneau – subject of 5 year restoration.

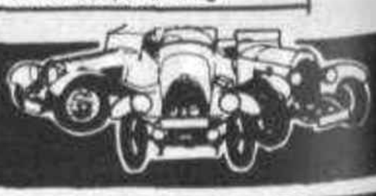


BRISTOL 401 1952
Resprayed Bristol red with new tan front seats, rechromed, new tyres. This car has been well restored mechanically and electrically.

ALSO AVAILABLE OR SOON TO ARRIVE
JAGUAR XK120 and JAGUAR XK150 *both ROADSTERS and LHD.*
LAGONDA 3-litre by TICKFORD 1960.
RILEY REDWING 4-seater 1927.
ALVIS 12/60 Beetle back 1926.
FIAT 2-seater 1924.
LOTUS ELAN SPRINT 1973 – Many expected new arrivals so please ring.



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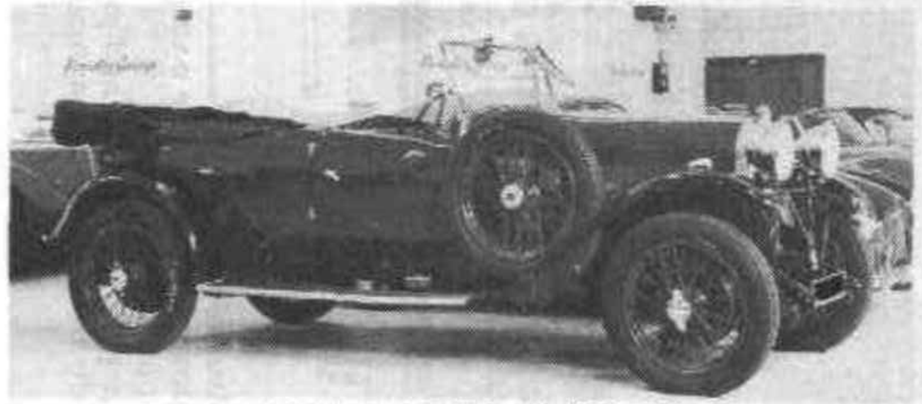
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1939 ASTON MARTIN 2 LITRE



1928 LAGONDA 2 LITRE



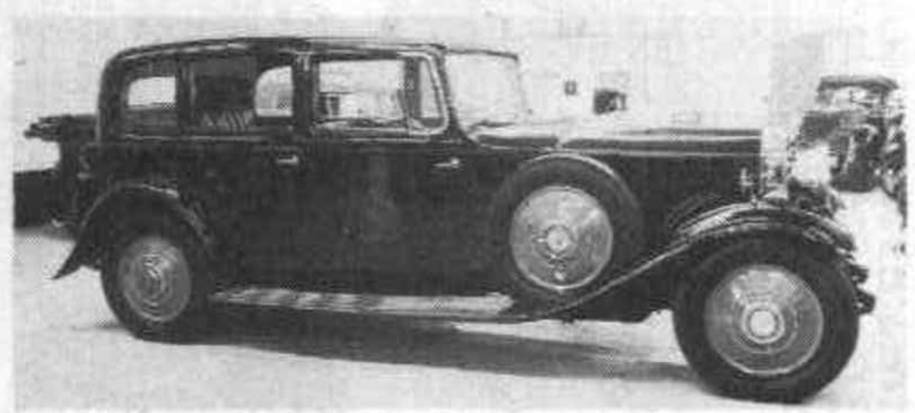
1953 MG TF



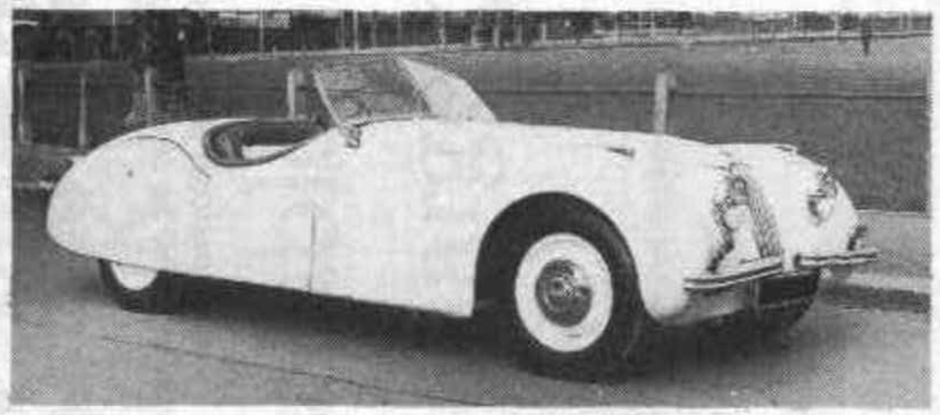
1935 BENTLEY AIRLINE 3½ LITRE



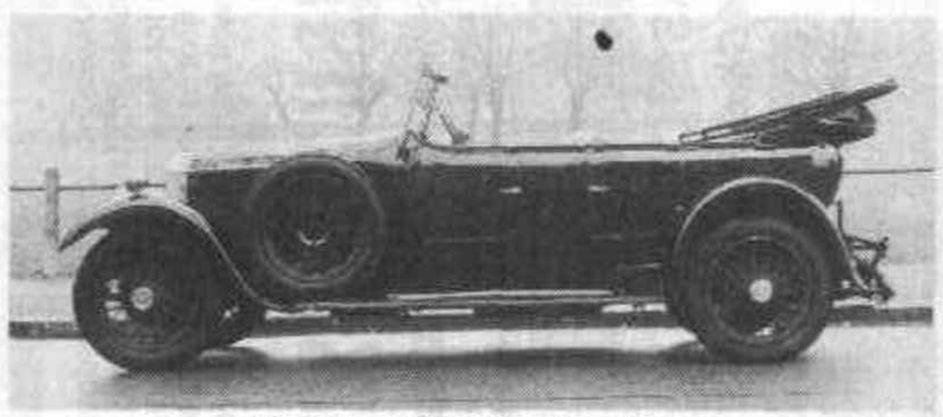
1964 ASTON MARTIN DB5



1932 ROLLS-ROYCE



1952 JAGUAR XK120



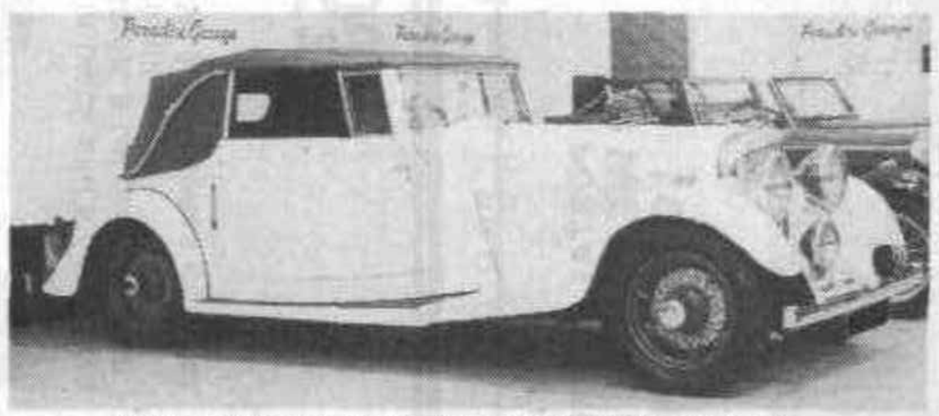
1927 ROLLS-ROYCE 20 HP



1969 JAGUAR 'E' TYPE LHD



1931 LAGONDA 2 LITRE



1936 BENTLEY 3½ LITRE PARKWARD



1935 ASTON MARTIN

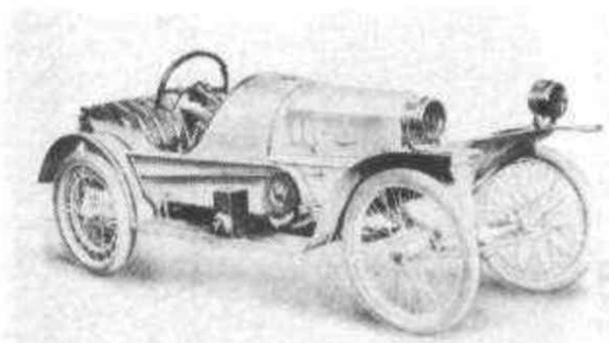
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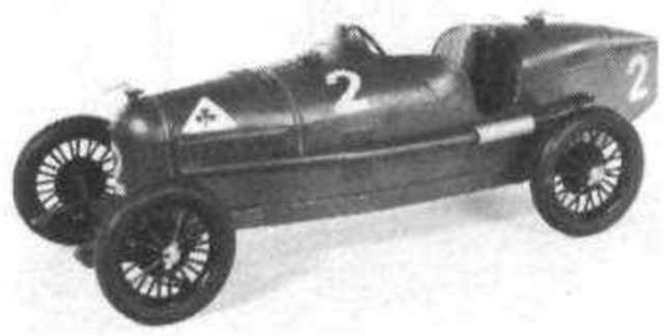
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"The Ballet dancer". A fine car mascot depicting a ballerina on points. Signed, J. Danack.



A good clockwork model of an Alfa Romeo P.II racing car. In sound original condition. To be included in a sale of models at Phillips Marylebone on March 28th. Please contact Peter Marsh on 01-723 2647 for further details.

To be included in our sale on April 19th is a 1930 Rolls-Royce 20/25 Cabriolet by Windovers in black and ivory, also a delightful pair of post-vintage battery-driven Renault drophead coupés suitable for motoring children, a Lalique "Faucon" car mascot and many other items of Automobilia for the enthusiast and collector alike.
If you have any item of motoring interest which you would like us to include in this sale, then please contact Jeremy Collins on 01-629 6602 who will be pleased to help you.

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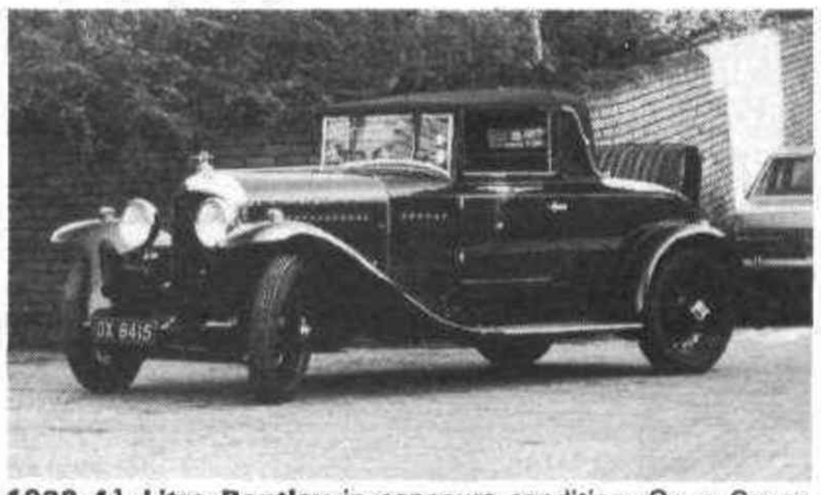
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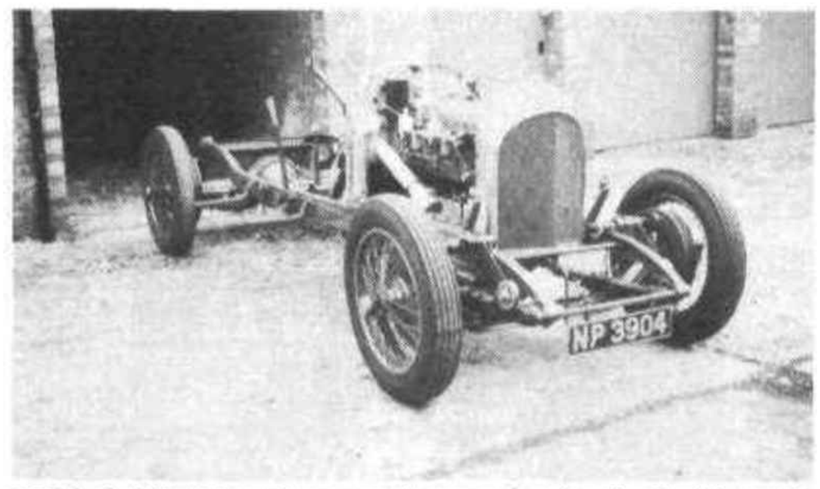
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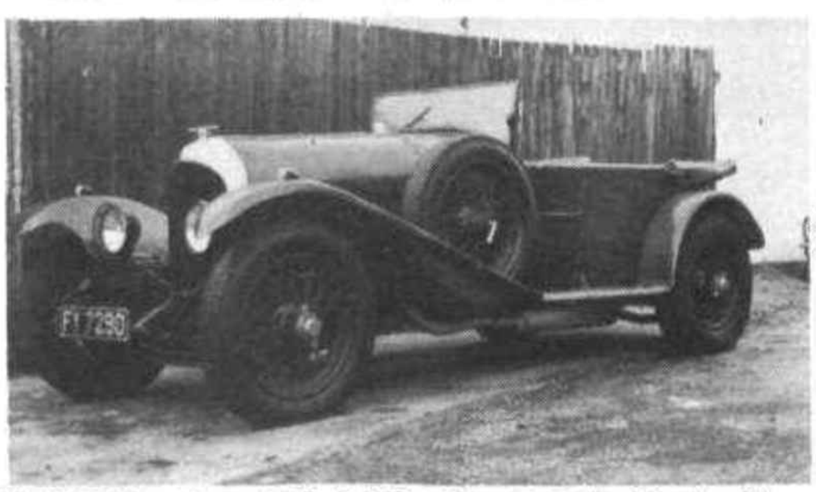
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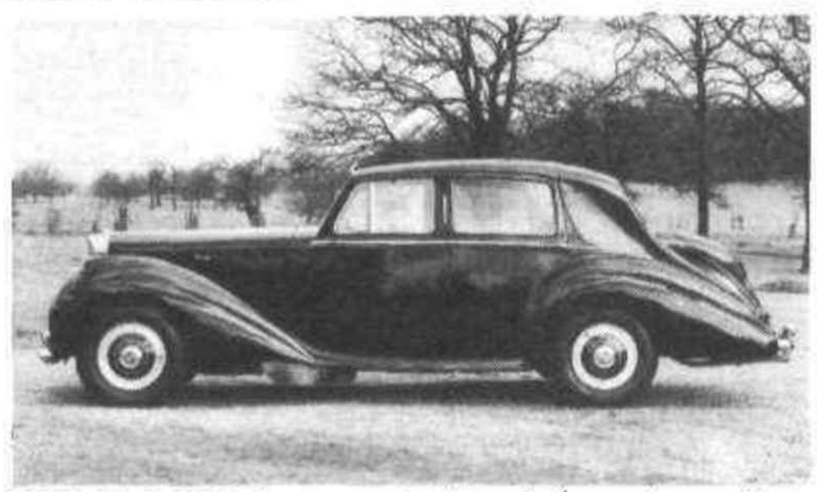
1928 4½ Litre Bentley in concours condition. Open Coupe body by Salmons, taxed, M.o.T., in perfect order.



1924 3 Litre Bentley complete professional rebuild, ready for body. For sale as is.



1924 3 Litre Speed Model Bentley: Body by Vanden Plas: very original, Sloper carbs, A type gearbox, 3.78 back axle, interesting history.



1954 R TYPE Auto repainted and in good condition. Excellent value. **£3,650.**

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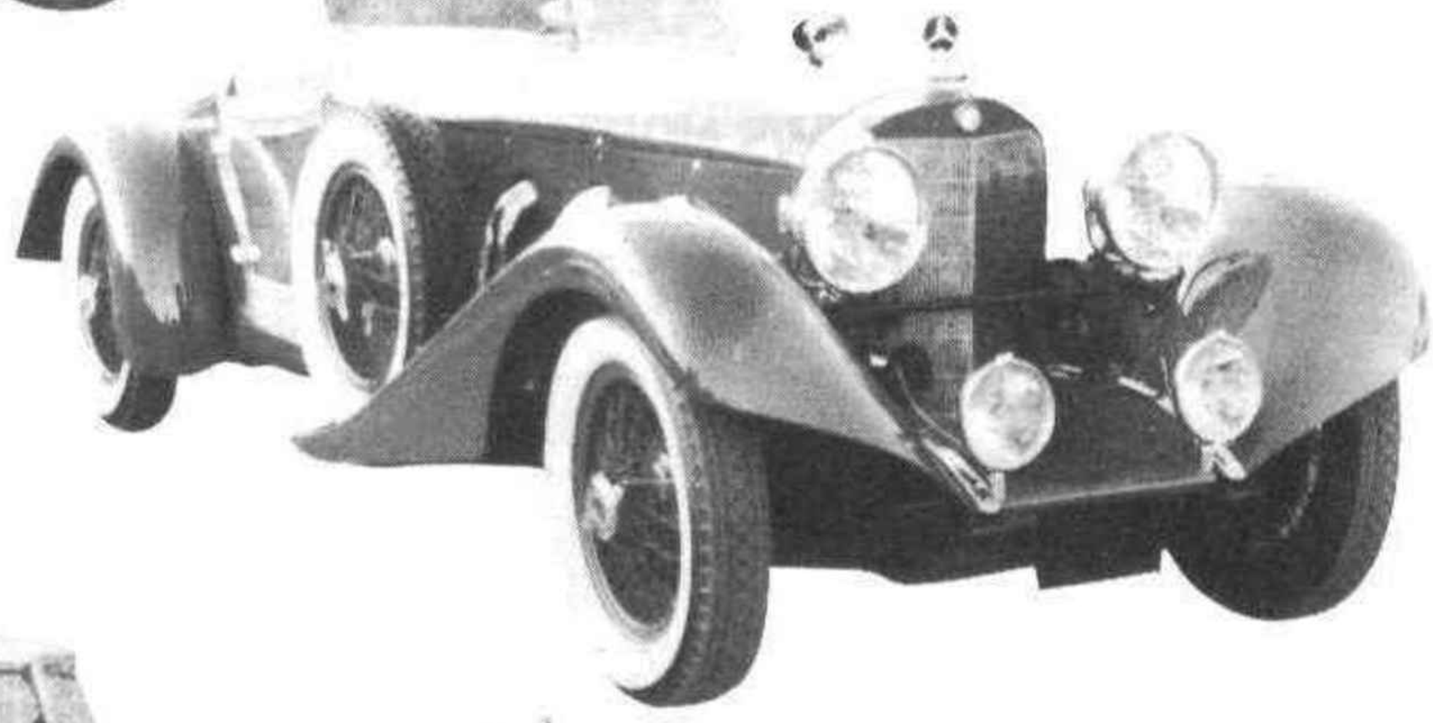
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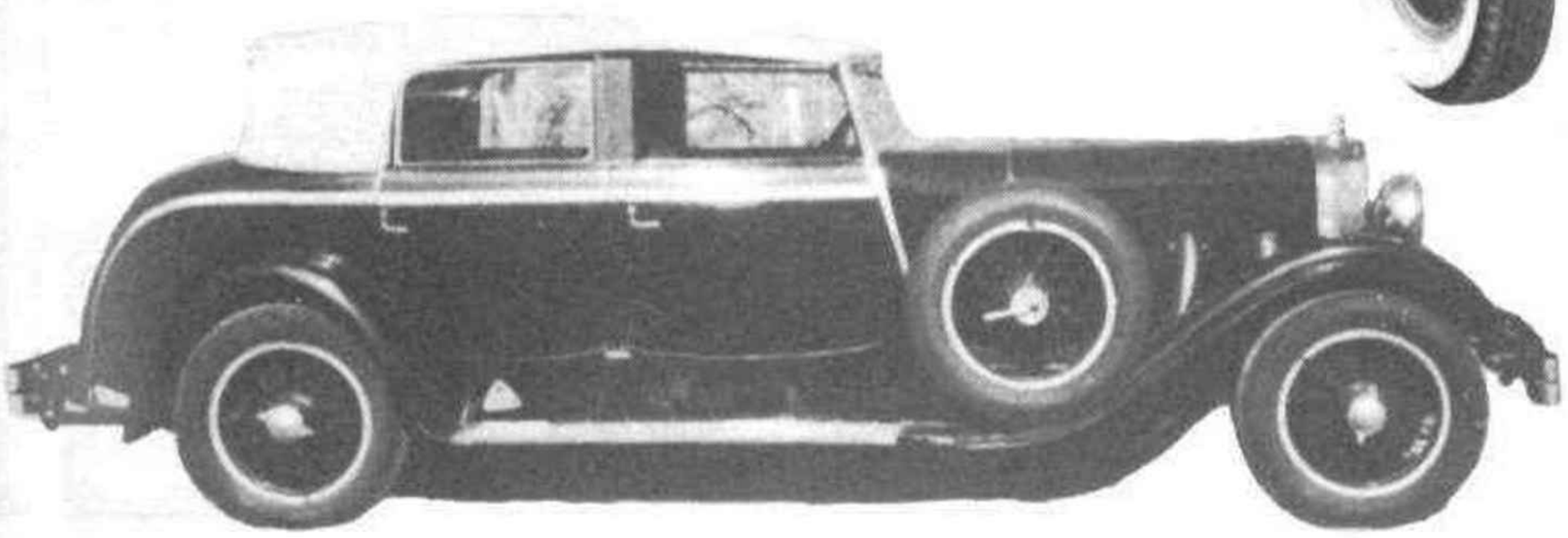
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1926 Bentley 6½-litre Mulliner Convertible

1929 Bentley 4½-litre Original VDP Tourer

1933 Cadillac 12 Cylinder Rumble Seat Roadster

1934 Lagonda M45 4 -Door Sports Tourer

1909 Fiat 30 HP Roi des Belges

1913 Delage Sports Tourer

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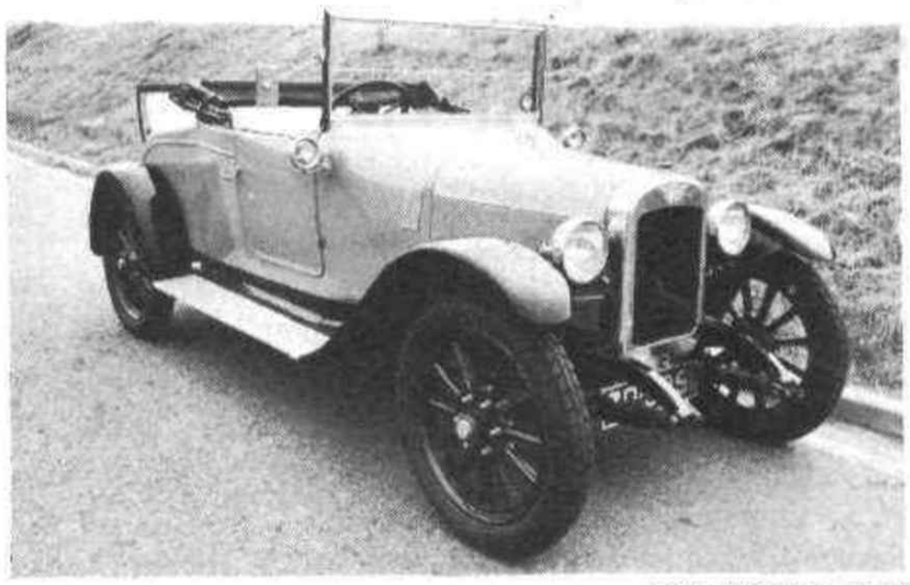
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1923 AUSTIN 12/4 2-4 seater MULLINER-BODIED TOURING CAR

This car has done about 1,000 miles since being COMPLETELY REBUILT to new original condition (mechanics, coachwork etc etc) for the Director of a well known specialist car manufacturer (the rebuild was done at his works). It is believed the oldest model of its type in the U.K. and the second oldest in the world. It has many distinctive rare features and has all its original fittings, some of which include, original dash-mounted non-electric petrol cigar lighter, original clock etc etc, all in full working order. It is in concours condition in grey and black, light beige leather interior, black hood, side curtains, original wooden wheels etc. As this superb Austin has had little use since its regardless of cost complete rebuild, and maintained in 100% condition since, it must be the finest example of its type that exist. (MOT & Taxed).

OTHER CARS IN STOCK OR BEING RESTORED INCLUDE:

1925 Bentley 3 litre open sports 4 seater.
1926 Bugatti Type 30 2 litre straight eight boatdecked 2 seater.
1927 Bugatti Type 40 1½ *litre boattailed sports/racing 2 seater.*
1920 Rolls Royce Silver Ghost 2 seater drophead coupe.
1938 Lagonda V12 Touring Limousine.
1938 Lago Talbot 4 *litre drophead coupe.*

EXPECTED IN STOCK LATER THIS MONTH
A SUPERB 1955 BENTLEY R TYPE 4.9 LITRE D SERIES CONTINENTAL 2 DOOR FASTBACK COUPE BY H. J. MULLINER, LOW MILEAGE – A COMPLETE ROLLS ROYCE DOCUMENTED HISTORY FROM NEW.

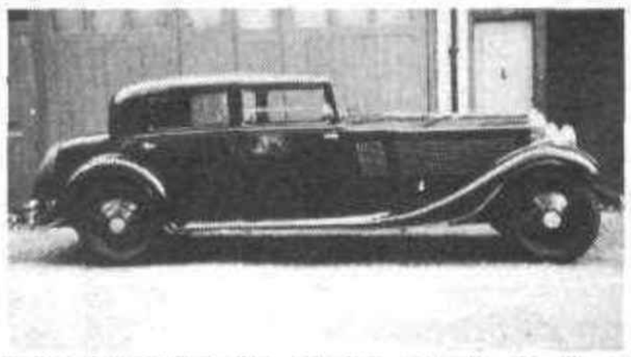
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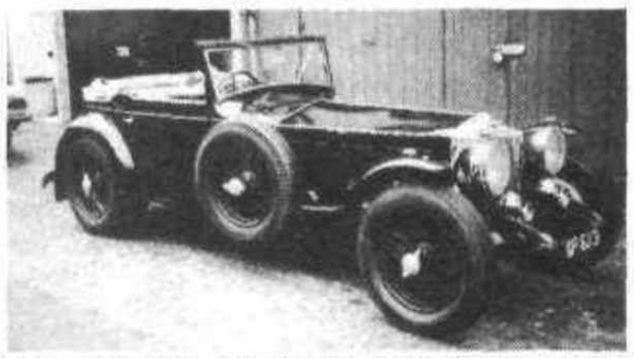
20 BROOK MEWS NORTH-LANCASTER GATE-HYDE PARK W2 3BW

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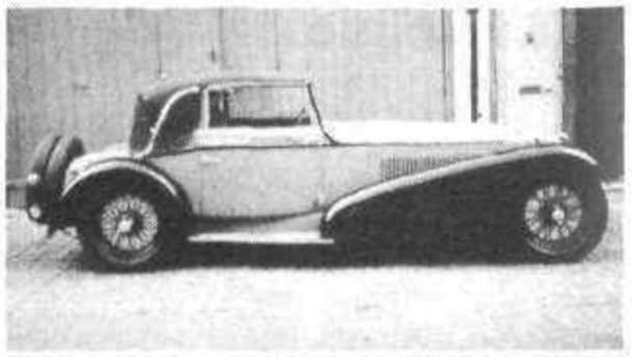
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1933 ROLLS-ROYCE Sports Saloon by H. J. Mulliner. Chassis 34PY. Fine example.



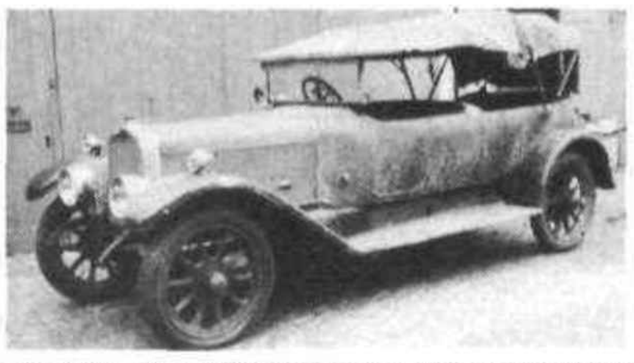
1932 INVICTA 100 MPH. Low chassis 4½-litre Drophead Coupe by Lancefield.



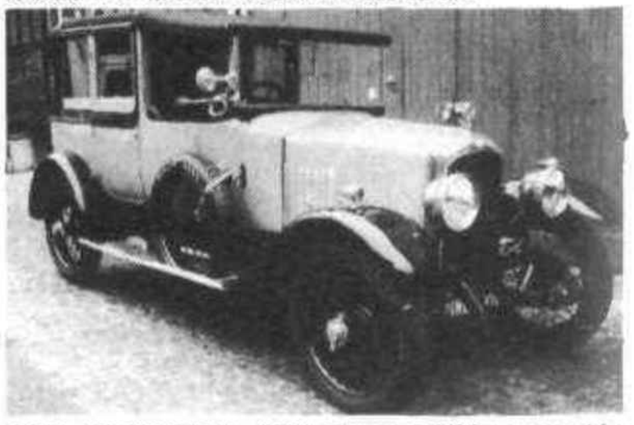
1932 ALFA ROMEO 8-cylinder 2.3-litre supercharged close-coupled Drophead Coupe by Graber. Chassis number 2211054. Mint condition.



1930 ALFA ROMEO 1750 twin overhead camshaft Drophead Coupe by James Young.



1920 TALBOT 6-cylinder Tourer. Completely original and unrestored.



1920 VAUXHALL "D" Type 23/60 open drive Landaulette by A. Mulliner. Extensively restored.

Also available: **1928 ALFA ROMEO 1500** twin overhead camshaft Sports two-seater by James Young.

1931 ROLLS-ROYCE Phantom II Continental Sports Saloon by H. J. Mulliner. Chassis number 49GX. Flared wings. One of the finest available.

BUGATTI Type 35A Grand Prix Car. An original example available shortly.

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1931 R-R 20/25 Sedanca de Ville by Windover.
1924 R-R 20 Saloon by Hooper.

BUGATTI
1928 Type 40 tourer chassis.
1928 Type 44 complete chassis.
1923 Bugatti Brescia.

1929 Lagonda 2-litre Speed model.
1949 Ferrari 195S Vignale Coupe.
1924 Bentley short chassis Speed model two-seater. arriving shortly.
1934 Riley Imp two-seater.

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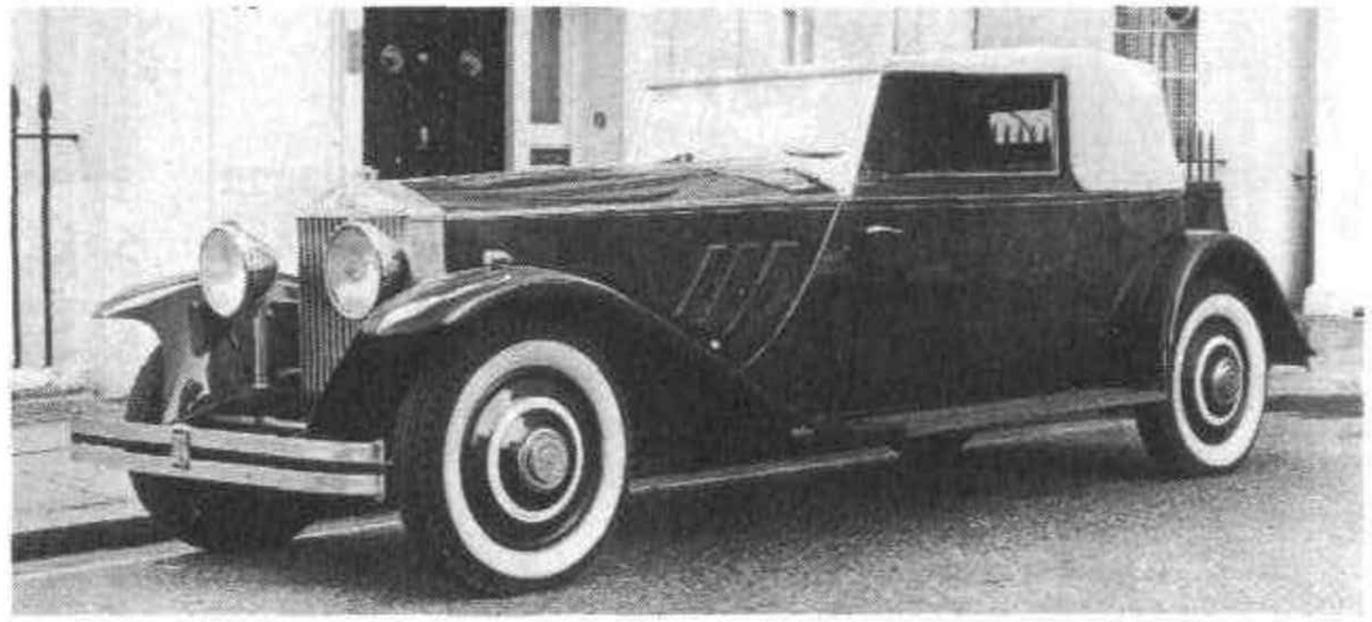
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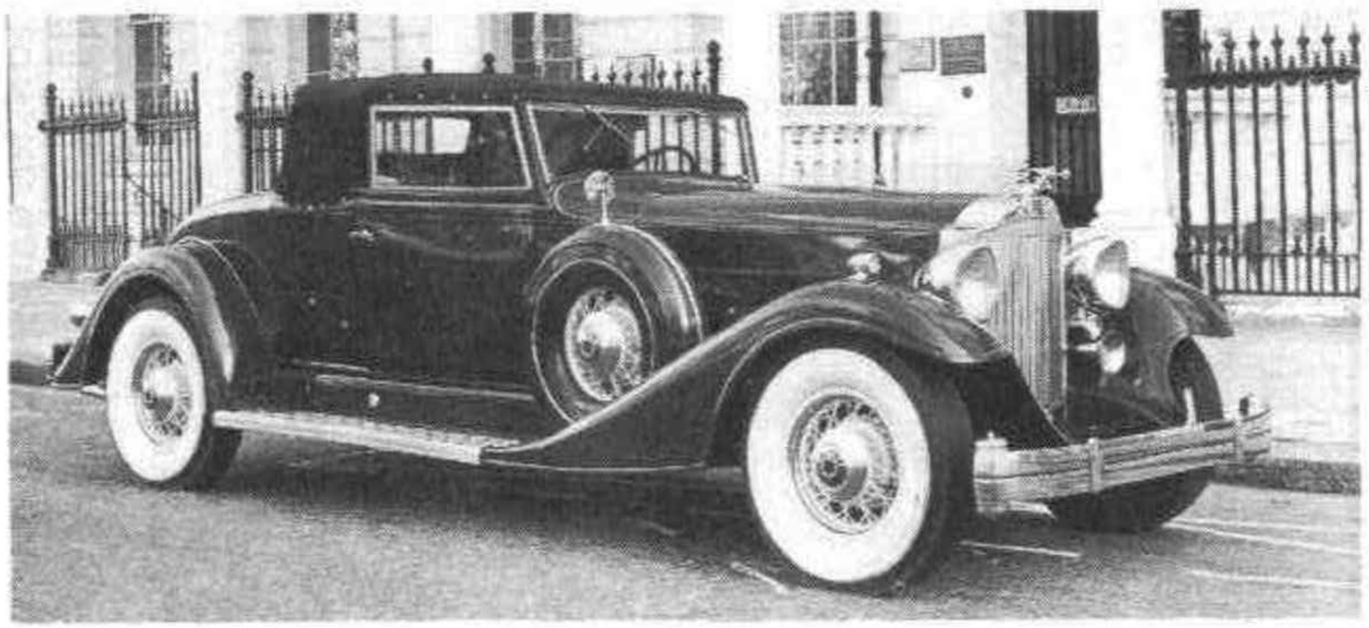
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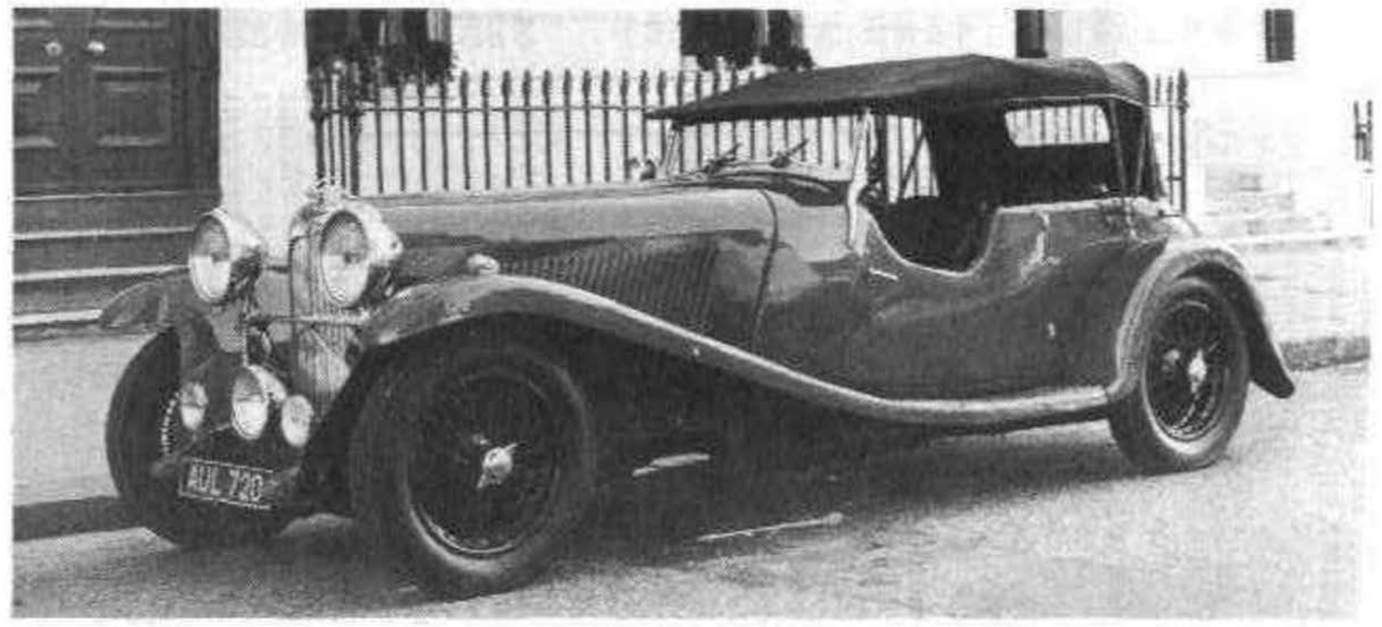
1955 BENTLEY 'R' TYPE CONTINENETAL DROPHEAD COUPE BY PARK WARD
This car has been beautifully refinished in metallic Forest Green and retrimmed in best quality materials. It has had only two owners from new and has been fastidiously maintained.



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1934 LAGONDA M 45 4½-LITRE 4 SEATER TOURER BY VANDEN PLAS
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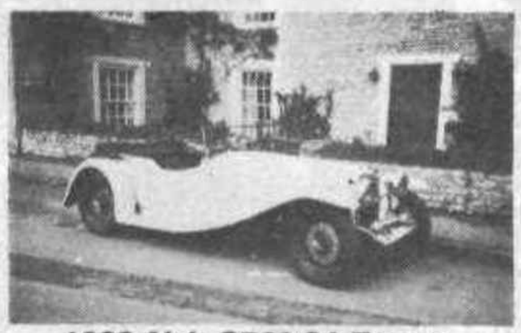
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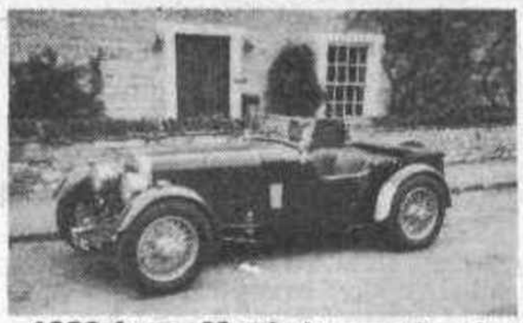
1930 Alfa Romeo 1750 D/H. £9,650



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1971 Aston Martin DBS6 manual. £6,150



1965 Austin Healey 3000 Mk.3. £4,450



1951 Jaguar XK120 D/H. £6,850



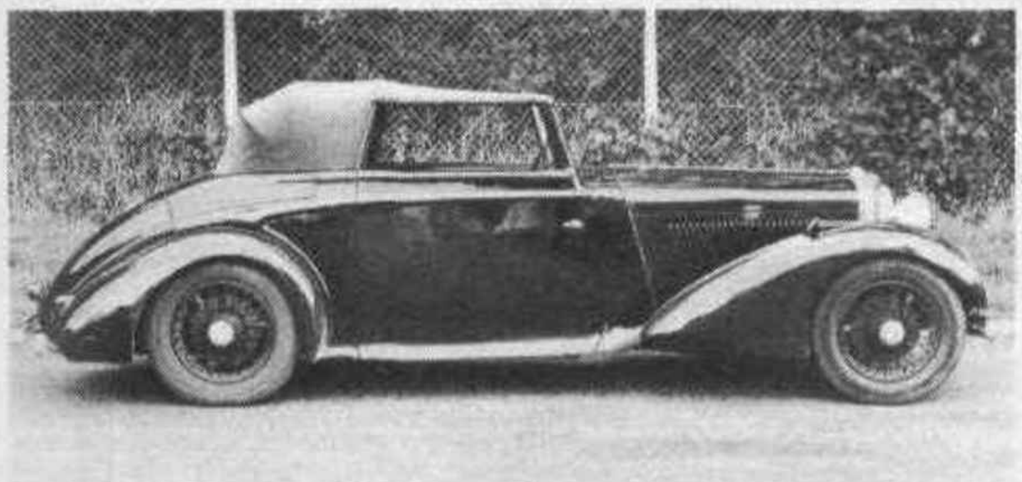
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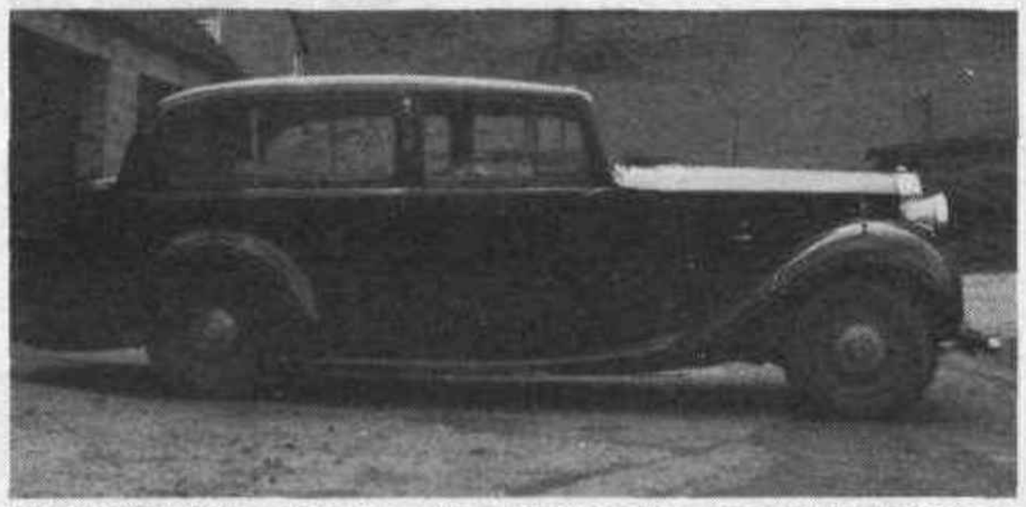
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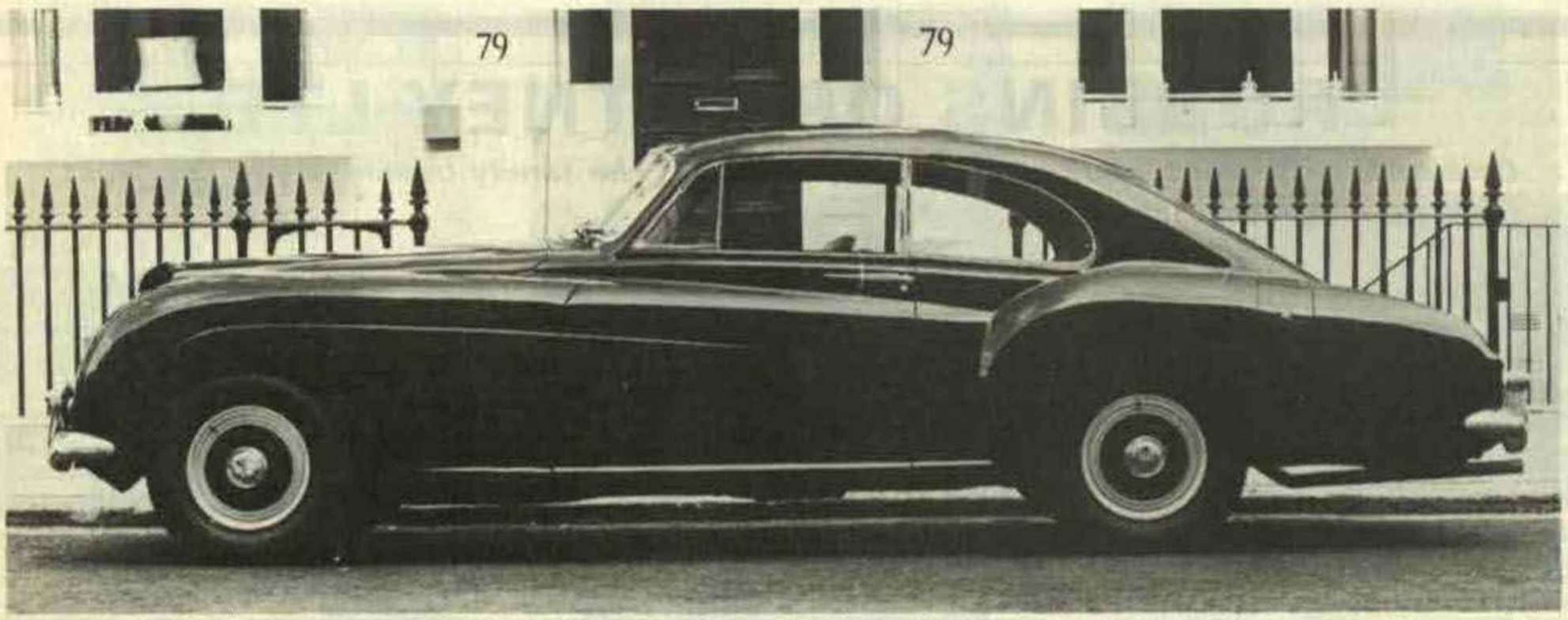
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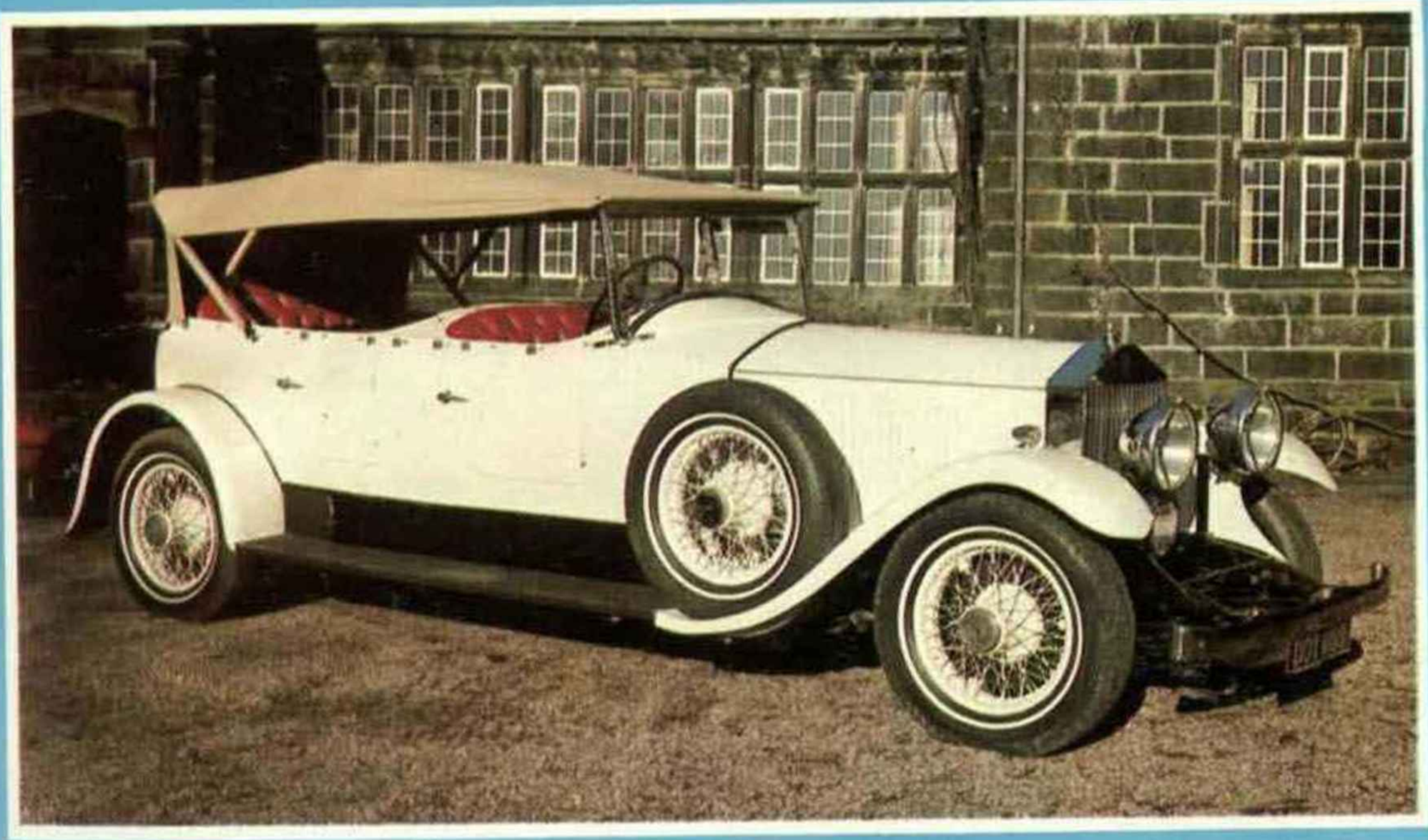
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