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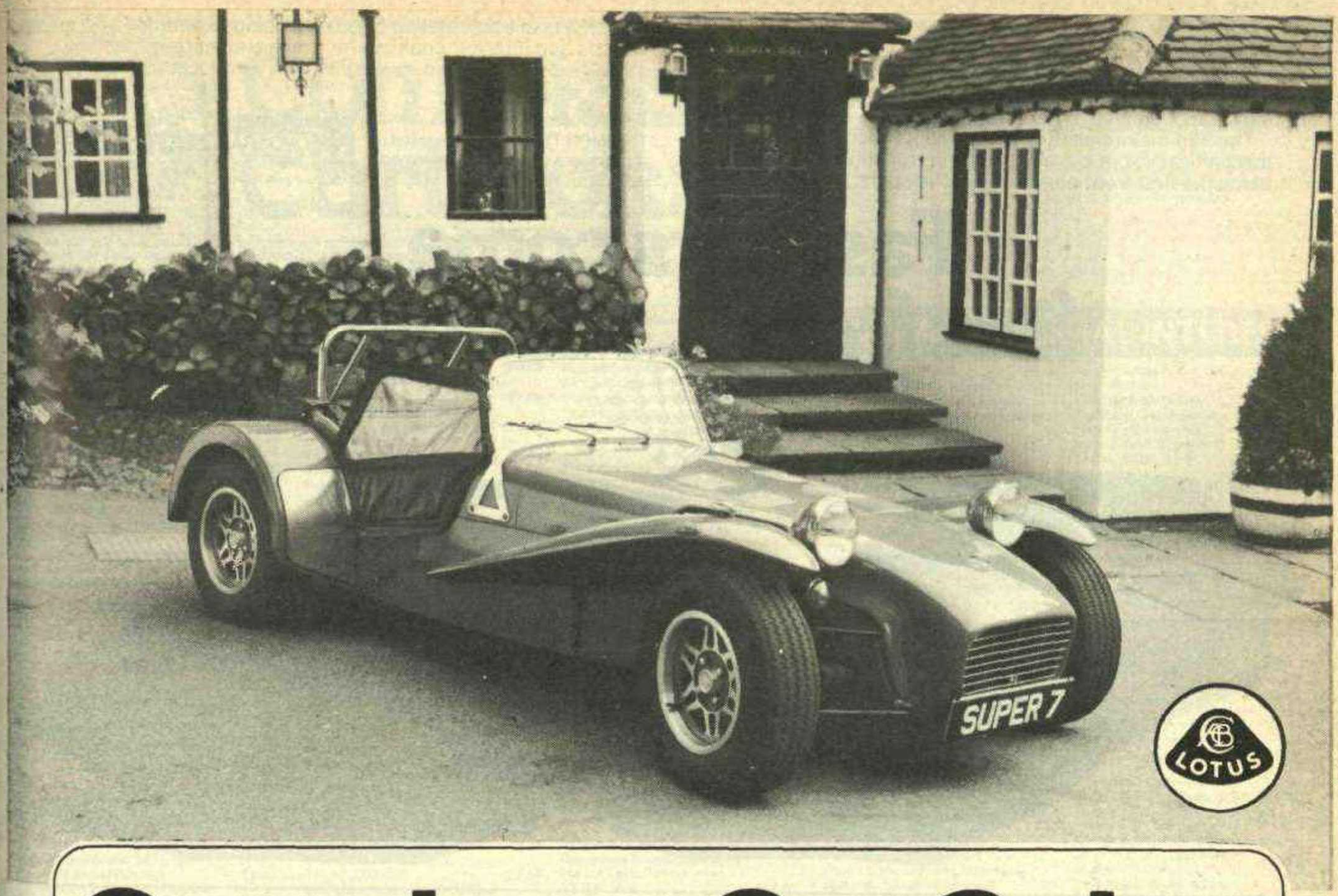
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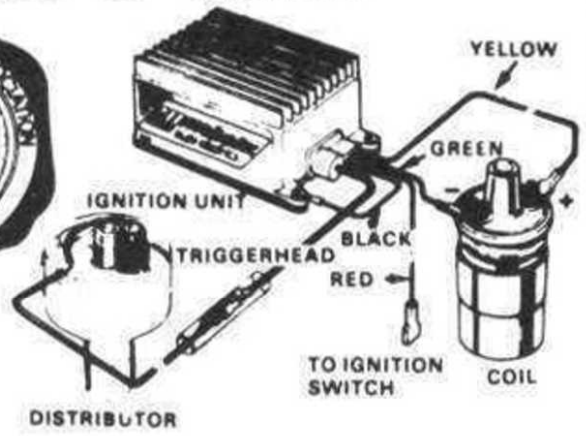
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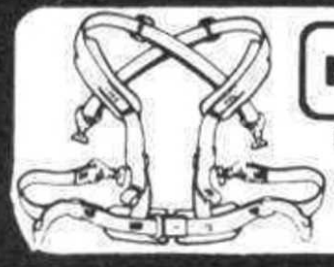
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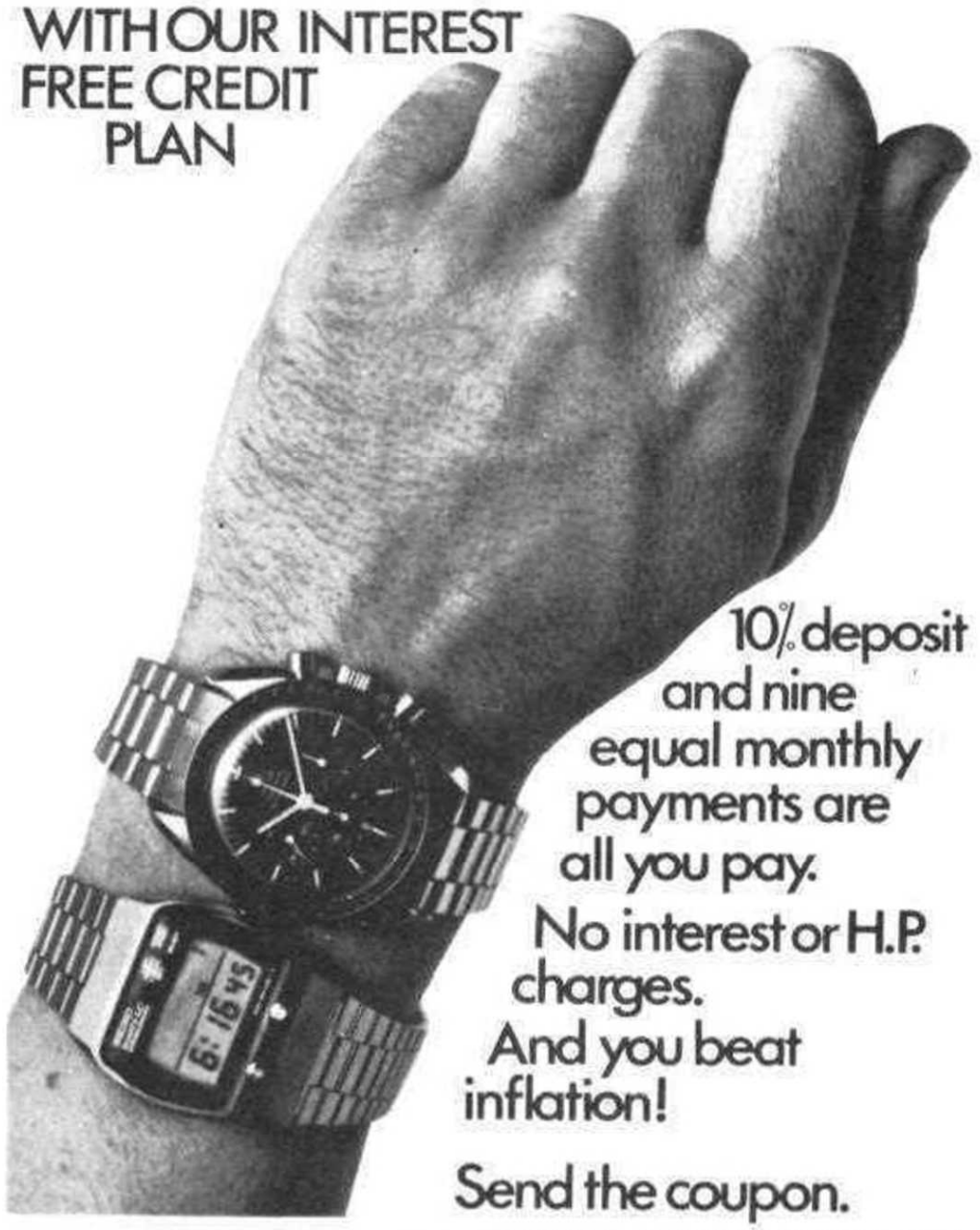
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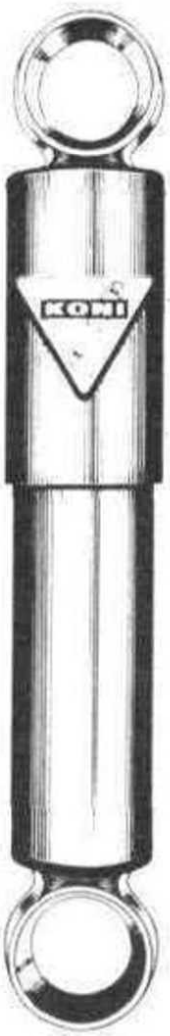
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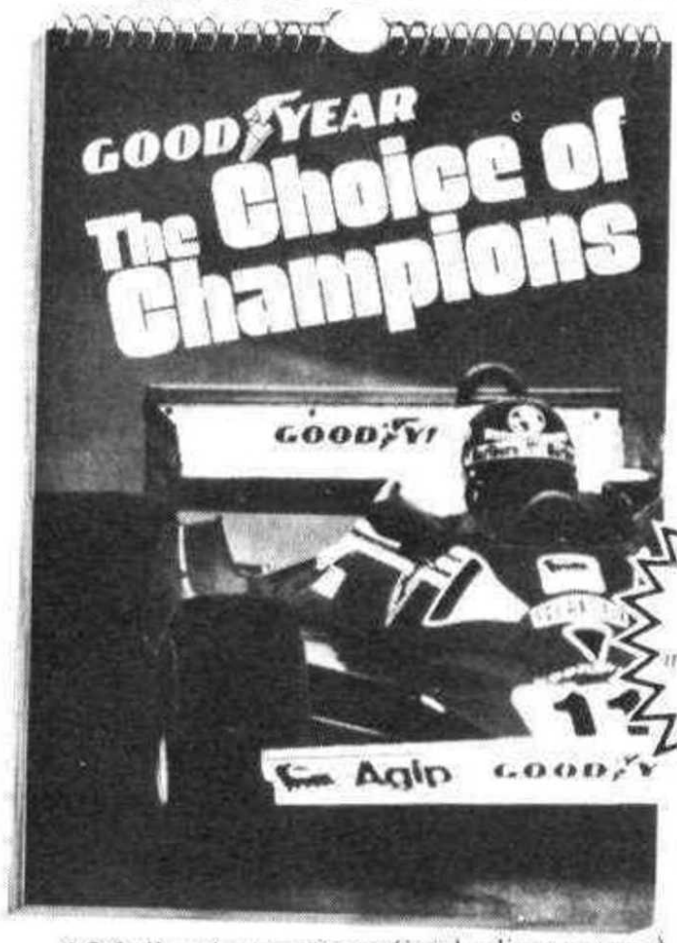
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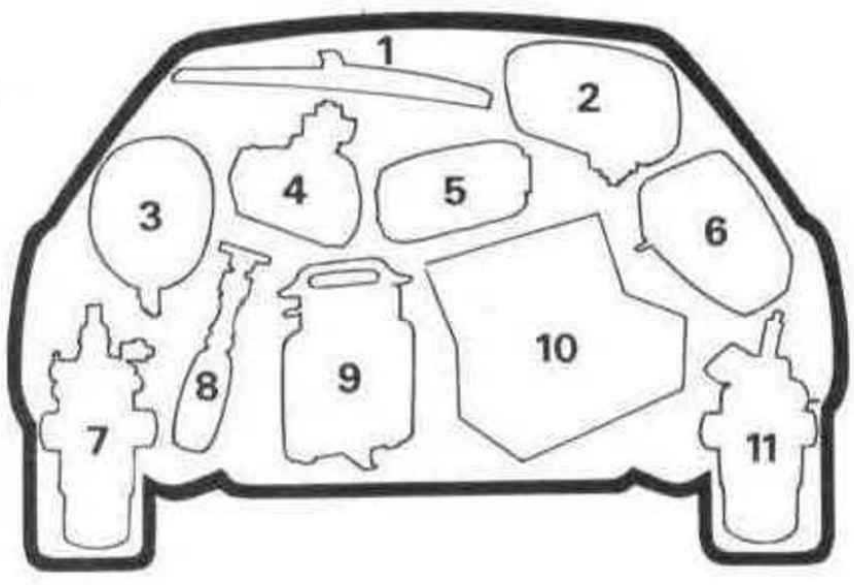
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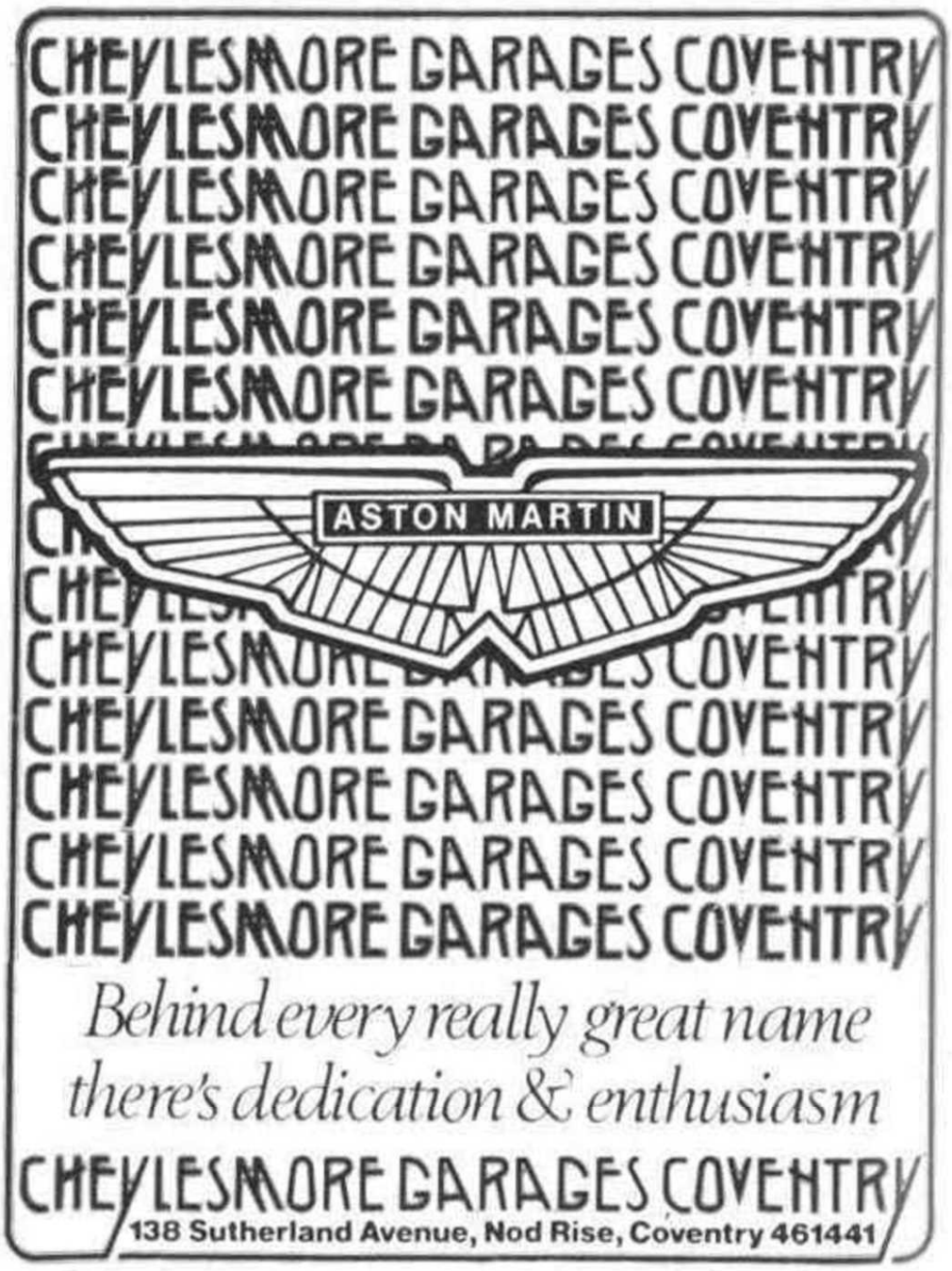
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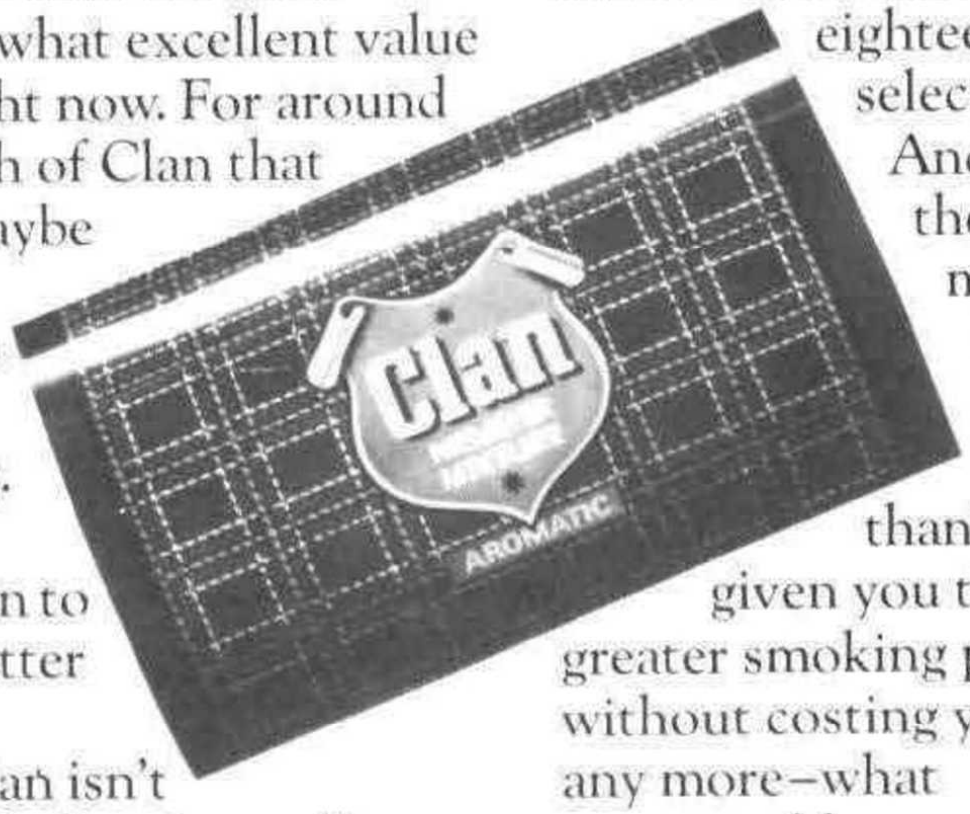


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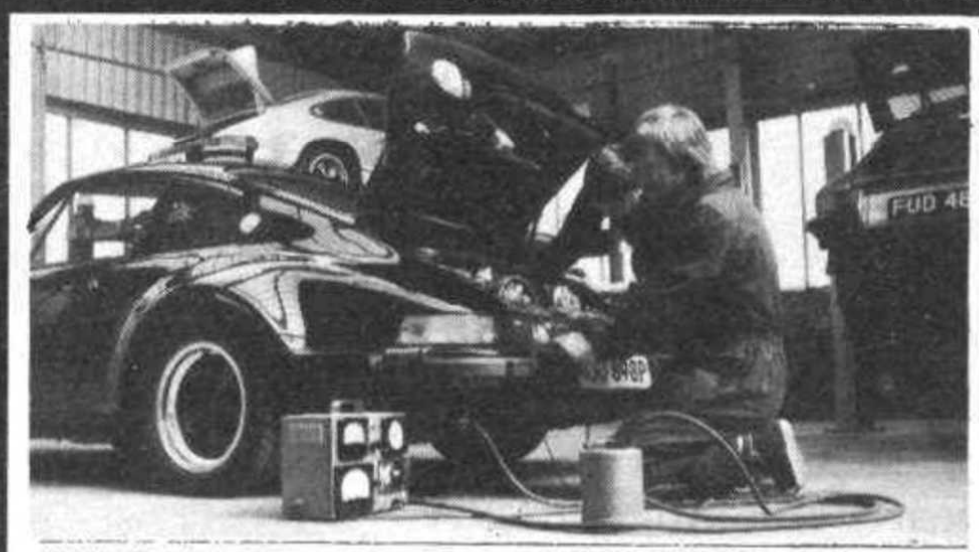
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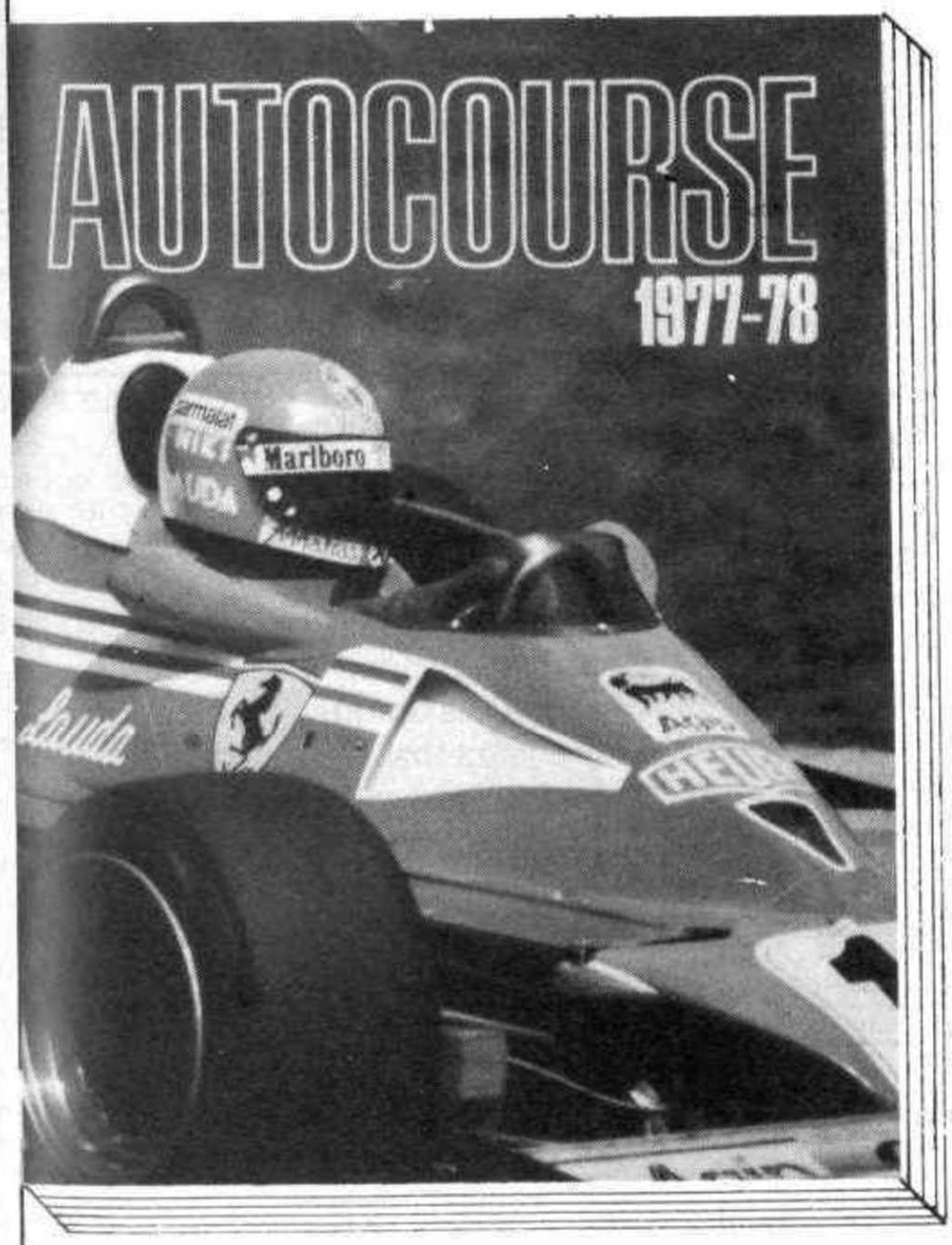
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MOTOR SPORT

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CONTENTS

	page
Matters of Moment	1383
Fixtures for November	1384
Miniatures News	1384
Canadian Grand Prix	1385
European Letter	1390
Road Impressions: Renault 14TL	1392
Brands Hatch 6-hrs	1392
More New Rovers	1393
New Fords	1395
Motorfair	1395
Veteran-Edwardian-Vintage	1396
A Remarkable Sunbeam Revelation	1397
Fragments on Forgotten Makes – No. 36: The Decauville	1400
Jantke: Spreading the Porsche Gospel	1406
The Scottish Motor Show	1409
Book Reviews	1412
United States Grand Prix	1413
Rally Review	1421
A Tense Tourist Trophy	1425
That V16 Auto-Union	1426
A Testing Session with the Dealer Team Vauxhall Chevette HS2300	1429
An Encounter with a Ferrari 250 GT SWB Lightweight Berlinetta	1440
750 MC 6-hrs. Relay Race	1448
Letters from Readers	1463

FRONT COVER PICTURE: MARIO ANDRETTI made an astounding start at the beginning of the Canadian Grand Prix, leading James Hunt's McLaren into the first corner by a healthy margin. Third in this picture is Gunnar Nilsson (Lotus 78) while the rest of the field is led by Jochen Mass (McLaren M26), Riccardo Patrese (on the outside, in a Shadow DN8), the Tyrrell P34s of Ronnie Peterson and Patrick Depailler and Alan Jones' Shadow DN8.

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MATTERS OF MOMENT

■ THE TREND OF DESIGN

Inspite of all the anti-pollution and fuel conservation restrictions, automobile design shows little curbing of initiative. The diesel engine, which MOTOR SPORT has advocated, is making surprisingly good headway, led by Volkswagen's noteworthy contribution, Mercedes-Benz, in this field, and Audi in the petrol-engine sphere, have introduced in-line five-cylinder power-units, and Colt have resorted to using a modern version of the Lanchester Harmonic Balancer to smooth-out their four cylinder power-packs. Light alloy retains its worthwhile place in engine manufacture, particularly at Rover's, the classic twin-cam valve-gear still finds it place under the bonnets of certain models made by Alfa Romeo, Fiat, Jaguar, Lotus, Mercedes-Benz and Toyota, and catalogue mid-engined coupes are multiplying satisfactorily.



However, anyone who has read about the way in which the Ford Fiesta was planned and developed will have no illusions about the importance now being placed on styling, by the big motor manufacturers engaged in the top sales-rat-race. Thus it is that heed will be taken of the views expressed last September in Frankfurt by Sergio Pininfarina, right, Head of the famous Italian *carrozzerie*, when he addressed the European Motor Conference on the subject of "Trends in European Design"

Pininfarina was founded in 1930 by Signor B. Farina, who died in 1966. It is an independent company which today employs more than 2,000 people and is engaged in building over 20,000 body-shells a year for Alfa Romeo, Ferrari, Fiat, Lancia, and Peugeot, styling prototype and experimental cars for the World's motor and other manufacturers, and studying aerodynamics in a wind-tunnel, opened in 1972. It is estimated that to date, more than 15-million vehicles have been built to Pininfarina designs. These have embraced American, Argentinian, British (even unto those dreary 1959 BMC 1½-litre saloons), French, German, Italian (of course), Japanese and Spanish makers.

After explaining the rather obvious reasons why American and European cars differ, neatly expressed as being affected by the enormous land surfaces, prevalently flat planes, wide roads, young cities, a rich economy, a high rate of individual income and, in former times, easy availability of low-price gasoline in the US, against the many mountains, tortuous roads, old cities with narrow streets, and a lower rate of individual income in the divided countries of Europe, which suffered so much from two World wars, Pininfarina referred to the adverse effect of speed-limits, introduced only recently in Europe. He also touched on the much shorter life of USA cars, produced by Motor Industry giants with a complex product-planning organisation. In this respect he reminded us that against a new American car model every year, European cars have to last a long time – he instanced the Volkswagen Beetle as basically the same for 40 years, the Citroen DS19 in production for 19 years, the 18-year span of the Fiat 500 and Issigonis Mini, and the fact that the Pininfarina-designed Peugeot 404 appeared 16 years ago. (The Mini is about to be replaced, we are told, with a smaller BL car subsidised by the Government – but it is depressing to learn that its mechanicals will apparently be largely unchanged, if this implies but a small improvement in noise-levels and harsh ride –Ed.)

It is significant that Sergio Pininfarina feels that too much emphasis is being placed on building safety into modern cars, when "the causes and consequences of accidents depend even more on road conditions and the human factors involved in driving". Here the great Italian stylist emphasised that the American ESV safety programme produced heavy, expensive prototypes "not at all suitable for mass production". He believes that total safety is not achievable and maybe is not even necessary, *"because the great majority of accidents which cause death and injuries happen at speeds lower than the one prescribed by the ESV technical specifications"*.

The ESV programme came out in 1969. But in 1963 Pininfarina already had a safety-prototype, the PF Sigma saloon, and in 1969 they built an F1 safety racing-car. Three years ago they did a study of vehicle directional-stability in cross-winds, for the Italian Government. Sergio Pininfarina pointed out the well-known dictum that safety-measures and energy-economics are in most cases diametrically opposed. But he said that among all the difficulties this presents, only one factor is positive – aerodynamics. In this

Continued overleaf

Motor Sport Fixture List For November

DATE	CLUB	RENDEZVOUS	NEAREST TOWN OR MAP REFERENCE	CATEGORY	TIME
Nov. 4/6th	**Automobile Club "Warszawski"**		**Poland**	**Warsaw Rally (European Rally Championship) (INT)**	—
Nov. 5th	Peterborough MC	Silverstone Circuit	Towcester, Northants	Race Meeting (*R*)	12.45
Nov. 5/6th	**ASAC Corse**		**Corsica**	**Tour of Corsica (World Rally Championship) (INT)**	—
Nov. 5/6th	**TEAC**	**Lydden Hill Circuit**	**Canterbury, Kent**	**Sat: European Rallycross Championship (INT)**	13.00
				Sun: RAC British Rallycross Championship (*R*)	13.00
Nov. 5/6th	Northumbrian MC	J. & S. Robinson (Ponteland) Ltd.	88/168728	Guy Fawkes Rally (*R*)	23.31
Nov. 5/6th	Manchester Industrial MC	Hillcrest Motors, Holywell		Digitus Trophy Rally (*R*)	23.15
Nov. 6th	BRSCC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (Formula Ford Festival)	10.30
Nov. 6th	RAC/VCC	Hyde Park	London	London-Brighton Veteran Car Run	08.00
Nov. 10/13th	**RACAL Club**		**Portugal**	**Tour of the Algarve (European Rally Championship) (INT)**	—
Nov. 12th	BARC	Thruxton Circuit	Andover, Hants	Race Meeting (*R*)	14.00
Nov. 12/13th	Southampton MC	Huxford & Son Ltd., Fareham	196/574047	Arno Solent City Rally (*R*)	23.01
Nov. 13th	BARC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (*R*)	14.00
Nov. 20th	Sevenoaks & Dist. MC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (*R*)	13.30
Nov. 20th	SCCN/WSMC	Snetterton Circuit	Thetford, Norfolk	Rallycross (*R*)	13.30
Nov. 20/24th	**RAC**	**Wembley**	—	**Lombard RAC Rally (World Rally Championship) (INT)**	09.00
Nov. 26th	MCC	Silverstone Circuit	Towcester, Northants	Race Meeting (*R*)	—
Nov. 27th	Rochester MC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (*R*)	13.30
Nov. 27/28th	**Touring et Automobile Club de Turquie**	—	**Turkey**	**Bosphorus Rally (European Rally Championship) (INT)**	—
Dec. 3rd/4th	**Automobile et Touring Club de Greece ELPA**	—		**Tour of Crete (European Rally Championship) (INT)**	—
Dec. 4th	MGCC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (*R*)	13.00

MATTERS OF MOMENT
-continued from previous page

context, he recalled the Lancia Aprilia built by his father in 1937 (The finest small-car I drove before the war. -Ed.) and the BMC 1800 – the "Big Mini" – exhibited at the 1967 Turin Show as a proposal for an ideal aerodynamic five-seater saloon. (What of the pre-war aerodynamic Fiat 1100 saloon, owned for a time by Lord Brabazon of Tara? -Ed.) Today Pininfarina carries on such experimenting in the wind-tunnel at their National research Centre.

Finally, the speaker said that he believed in a firm future for small concerns such as his and in the automobile as the basic and best means of transport. He reminded us that standardisation of design is unlikely and that those demagogues who propose it are losing ground to the peoples' love for individual cars and the popularity of the motor-car in Western and Eastern countries. He also remarked on the fact that competition motoring has never been so popular in every country as it is today, from rallies to Formula One. He said further, that as it is natural for men to admire a beautiful landscape or a picture (I am suprised that, as an Italian, he did not include beautiful women – Ed.), he considered that car-styling will remain the most aggressive factor the Automobile Industry has available for the promotion of sales, and therefore he did not see why ugly cars should be thrust upon us, maybe by legislation.

Which is where we came in . . . .

■ THROWING IN THE SPONGE

It is sad news for Britain in general and Jaguar enthusiasts in particular that the two Jaguar sports/racing coupes have been abandoned by Leyland Cars, without gaining a single race-victory (but a second at the Nurburgring), and after experiencing a most unfortunate string of retirements. Except, of course, that the cost, variously estimated at from £250,000 to £500,000, is public money, from which some of the "shareholders" might have wished for a better return.

There have been cars all through history which have either never appeared in the races for which they were intended or which have come to the starting-grid and ignominiously fizzled-out. The Jaguar XJ coupes aroused much interest, even admiration, and enthusiasm was shown for them by British spectators when they held the lead briefly in a European Touring Car Championship race. But they were prematurely announced, with far too much misplaced confidence – always fatal – and they failed to win at Le Mans, or elsewhere, as so many fine Jaguars had done before them. Now that they have been abandoned they will not even stand a chance of joining the notorious V16 BRM, which although a failure, *did* win a few races. Sad! For failure in F1, the top echelon of motor-racing, is more excusable than is a dismal flop in the easier field, technically, of Group 2 and Touring Car participation. The question that now forms in the mind is why can BRM do, repeatedly, what the long experience of Leyland, Jaguar, and Broadspeed have all failed to achieve? And has the right decision been taken? – inasmuch as eighteen months was, perhaps, too short a period in which to squeeze the mechanical bugs out of these complex and too heavy, V12 racing Jaguars. That other Nationalised Motor Company, Renault, is still persevering with its far more experimental F1 car!

It is all very unfortunate and what should be interesting Group 2 and Touring Car racing may now suffer from the demise of Jaguar, once a make with such a fine and proud competition record in this particular field. That the technical problems of these impressive-looking XJ Jaguars have proved impossible to solve cannot fail to have an adverse effect on the entire Leyland reputation. If the racing car of today teaches lessons applicable to the ordinary car of tomorrow, this applies even more so to sports/racing cars using production-type components. The Jaguar withdrawal, therefore, undermines confidence, even if ever so slightly, in future BL products, from the New Mini upwards. Unkind people have already suggested that BL's "Supercover" wouldn't be necessary if reliability in the first year's usage could be ensured – certainly our first experience of it, when the Editorial Rover 3500 expired recently, was that it works splendidly if the AA is at hand, but that otherwise the initial relief at prompt removal of the stricken Leyland product from the highway is tarnished when the BL Agent demands his towing-in fee; which, however, is apparently recoverable from the AA, *if you don't mind all the paperwork* . . . .

Ansaldo Register

ALASTAIR L. Wilkie, of 11 McGregor Street, Canterbury, Victoria 3126, Australia, informs us that an Ansaldo Register has been formed to promote interest in preservation and restoration of the *marque* Ansaldo. The Register hopes to help Ansaldo owners with spare parts and attempt to establish a small library of information on these cars, made in Turin between 1922 and 1935. Alastair Wilkie will welcome correspondence from interested parties.

MINIATURES NEWS

MOTOR-CAR models are now big business. To the wide range offered by Grand Prix Models of Radlett has been added a realistic 1924/5 Type 35 GP Bugatti. (No. 61 in their Classic Cars Series). From Meccano Dinky comes a very nicely made, large replica of the Volvo 265 de luxe estate-car. The makers of car miniatures choose models that will have a wide appeal, so it is a compliment to the Swedish car manufacturer that a Volvo is the subject of this Dinky toy No. 122. It is to a scale of 1/35th, making it 141 mm. long, and it retails at £1.49 in the UK. Dinky also have a set of three commercial-vehicle models, each using a standard cast-metal cab/chassis unit, but respectively with a skip-truck, farm-truck and dumper-truck body. The set costs £2.99 (No. 399) and although I usually confine these mentions to miniatures based on real cars or commercial vehicles, these Dinkys are interesting as having been styled by Ogle, the well-known full-scale design firm at Letchworth, who see them as having a future application to real vehicles. -W.B.

The Canadian Grand Prix

Dramas favour Scheckter

Mosport Park, October 9th

ALTHOUGH PLANS are afoot to transfer the Canadian Grand Prix to a makeshift "road" circuit round the Canadian National Exhibition Centre in the middle of Toronto, this year's race took place in the rural surroundings of Mosport Park some 70 miles away from the centre of the City. The cars came straight up from the United States Grand Prix at Watkins Glen and many teams faced a busy week rebuilding damaged machinery from the American race.

March Engineering were faced with a problem after Ian Scheckter crashed 771/2 beyond immediate repair at Watkins Glen, so they arranged to fly out the monocoque of 771/1 round which the mechanics built a fresh car for the South African to drive in Canada. Similarly Jones' damaged Shadow was rebuilt round the repaired monocoque of Patrese's DN8/5A which was damaged at Monza, but the Brabham team simply transferred Stuck over to their spare BT45/1B after he damaged BT45/3B in the American race, keeping their fingers crossed that they would not be requiring the luxury of a spare chassis.

Aside from the technical stuff, Mosport was the scene of a great deal of "political activity". To start with the Ferrari team had originally entered three cars for the Canadian Grand Prix, the third one to be driven by French Canadian Formula Atlantic driver Gilles Villeneuve who made his Formula One debut driving a McLaren M23 in this year's British Grand Prix. However, Lauda got involved in a very big row with Ferrari following the departure of his mechanic Ermanno Cuoghi at Watkins Glen; Coughi had expressed his desire to move with Lauda to Brabhams, so he was suspended immediately mid-way through the United States Grand Prix weekend. Lauda was also very cool towards the idea of the team running three cars at Mosport, so he eventually informed team manager Nosetto that he would not be taking part in the race, leaving Villeneuve and Reutemann to uphold the Italian team's reputation.

Leaving aside the long term implications of Lauda's decision there is no doubt that it was a sad blow for the many spectators who turned out hoping to see the 1977 World Champion Driver in action. However, there were other aspects of the race taking many people's attention, notably the bumpy, rutted state of the circuit and what were considered to be inadequate safety facilities. Despite a recent inspection by the CSI's Safety Inspector, most of the drivers reckoned that the guard rails were inadequately installed and the spectator fences were less than adequate and there were meetings between the Constructors and organisers, the drivers and the organisers and the drivers and themselves to try and sort the whole business out.

The first day's practice took place in bright and sunny, but very cool, weather with Andretti immediately underlining that he was going to be the man to beat at the wheel of the Lotus 78. He finished the first session fastest on 1 min. 11.58 sec. and although James Hunt tried tremendously hard with the McLaren M26 he couldn't get closer than a 1 min. 12.55 sec. best. But it was not practice times that dominated the conversation after the first hour and a half was over but reflection over how fortunate Ian Ashley had been to escape with minor injuries from a very big accident at the wheel of his Hesketh 308E.



Andretti 1st, Hunt 2nd, was how the finishing order could have been forecast at 60 laps. But unexpected dramas took both of them out of the race.

Coming back up the hill towards the start/finish area, the Hesketh apparently went light at the front end as it crested the brow at the top and was immediately pitched skywards. The car somersaulted three times, flew over the guard rail and then totally demolished a tubular steel television tower which was fortunately unoccupied at the time. The engine was torn right off the back of the monocoque, all the wheels were detached but the fortunate driver was extricated after 40 minutes' work by marshals and taken away to hospital with a broken ankle and two broken wrists. From this accident mushroomed another major bone of contention, this surrounding the lack of a permanent helicopter facility to fly injured drivers to hospital. The argument was eventually resolved when the organisers finally agreed to supply a helicopter for the remainder of the weekend, but the general tenor of the weekend was starting to degenerate into a major "slanging match" between the various factions involved rather than a motor race pure and simple.

Back on the circuit Hunt felt that he could have gone quicker if he hadn't lost much of his first practice with a broken exhaust pipe, while McLaren fortunes looked quite promising with Mass finishing the first second third quickest although 1 min. 13.48 sec. was a long way from Andretti's "flier". In the afternoon the "Racer's racer" went even quicker, trimming his time down to 1 min. 11.385 sec. but Hunt was keeping with him and took the McLaren round in 1 min. 11.942 sec. Although they were not to know it, rain would subsequently wash out the second day of practice leaving these two pace-setters sharing the front row of the starting grid of Sunday's Grand Prix.

Mass had a spin into the guard rail at the first corner after the pits when something broke on his McLaren but the German driver had managed a 1 min. 13.116 sec. best before he did so which left him fifth in the overall standings. Third and fourth were the Swedes Ronnie Peterson (Tyrrell P34), showing something of a resurgence of his old form with 1 min. 12.752 sec., and Gunnar

STARTING GRID

↑

1 J. Hunt (*McLaren-Cosworth V8*) M26/2 1 min. 11.942 sec.	5 M. Andretti (*Lotus-Cosworth V8*) 78/3 1 min. 11.385 sec.
6 G. Nilsson (*Lotus-Cosworth V8*) 78/4 1 min. 12.975 sec.	3 R. Peterson (*Tyrrell-Cosworth V8*) P34/6 1 min. 12.752 sec.
4 P. Depailler (*Tyrrell-Cosworth V8*) P34/7 1 min. 13.207 sec.	2 J. Mass (*McLaren-Cosworth V8*) M26/3 1 min. 13.116 sec.
16 R. Patrese (*Shadow-Cosworth V8*) DN8/6A 1 min. 13.435 sec.	17 A. Jones (*Shadow-Cosworth V8*) DN8/5A 1 min. 13.347 sec.
7 J. Watson (*Brabham-Alfa Romeo*) BT45/6B 1 min. 13.500 sec.	20 J. Scheckter (*Wolf-Cosworth V8*) WR1 1 min. 13.497 sec.
12 C. Reutemann (*Ferrari—flat-12*) 312T2/029 1 min. 13.890 sec.	26 J. Laffite (*Ligier-Matra V12*) JS7/02 1 min. 13.739 sec.
22 G. Regazzoni (*Ensign-Cosworth V8*) MN07 1 min. 13.999 sec.	8 H. J. Stuck (*Brabham-Alfa Romeo*) BT45/1B 1 min. 13.953 sec.
23 P. Tambay (*Ensign-Cosworth V8*) MN08 1 min. 14.464 sec.	19 V. Brambilla (*Surtees-Cosworth V8*) TS19/06 1 min. 14.222 sec.
10 I. Scheckter (*March-Cosworth V8*) 771/1 1 min. 14.855 sec.	12 G. Villeneuve (*Ferrari—flat-12*) 312T2/030 1 min. 14.465 sec.
30 B. Lunger (*McLaren-Cosworth V8*) M23/14 1 min. 14.930 sec.	28 E. Fittipaldi (*Fittipaldi-Cosworth V8*) FD05/1 1 min. 14.857 sec.
14 D. Ongais (*Penske-Cosworth V8*) PC4/03 1 min. 15.599 sec.	27 P. Neve (*March-Cosworth V8*) 761/7A-2 1 min. 15.510 sec.
18 H. Binder (*Surtees-Cosworth V8*) TS19/01 1 min. 16.568 sec.	9 A. Ribeiro (*March-Cosworth V8*) 761B/3 1 min. 15.770 sec.
24 R. Keegan (*Hesketh-Cosworth V8*) 308E/1 1 min. 17.000 sec.	

Did not qualify: J. P. Jabouille (Renault RS/01), 1 min. 18.899 sec.

Did not start:
N. Lauda (Ferrari 312T2/031), withdrew.
I. Ashley (Hesketh 308E/2), practice accident.

Nilsson with the second Lotus 78 on 1 min. 12.975 sec.

Despite several spins Depailler kept in sight of his team-mate with a good 1 min. 13.207 sec. lap while both the Shadow DN8s were going well in the hands of Jones and Patrese although the Australian driver felt that there was "something not quite right" somewhere in his rebuilt chassis. Jones's best was 1 min. 13.347 sec. which was almost equalled by young Patrese, the Italian driver beginning to find his feet in Formula One and managing a respectable 1 min. 13.435 sec. in the process. Anxious to put on a good performance in front of his patron's home crowd, Jody Scheckter managed a best of 1 min. 13.497 sec. in his Wolf WR1 during the afternoon session. His morning's practice had been interrupted when a water rail broke on this car and he was forced to take over the spare WR2.

Amongst the 12-cylinder brigade there were few smiles to be seen, John Watson qualifying the fastest Brabham-Alfa Romeo on 1 min. 13.500 sec. which was just over three-tenths of a second



Pre-race acrimony centred around circuit safety, including doubts about the wood-supported Armco, which was to be thoroughly tested in practice and the race.

quicker than Reutemann in the quicker of the two Ferraris. Villeneuve, in stark contrast to his impressive Silverstone outing, was struggling hard in Ferrari 312/030. He found the car extremely twitchy and difficult to drive when near the limit and although he diplomatically refrained from drawing a comparison with the M23 it was obvious that he wasn't very happy. The current Ferrari has never been a desperately competitive car at Mosport, so perhaps Villeneuve will show more impressive form in future races. At the end of Friday he unfortunately blotted his copybook rather badly by spinning off as he went into the hairpin. His Ferrari ended up amongst the catch fencing with its right hand suspension units badly bent as well as ruined nose section and rear wing, but the Ferrari mechanics had the machine ready to go again on Saturday morning. His best time was a 1 min. 14.465 sec lap which didn't put him as far up the grid as some of his more optimistic supporters predicted.

Jacques Laffite also swapped cars, using his spare Ligier-Matra JS7/03 after the engine broke on his race car 02 during Friday morning, but he was well in harness during the afternoon and recorded a 1 min. 13.739 sec. to head Stuck in the second Brabham BT45B (1 min. 13.953 sec.), Regazzoni's Ensign MN07 (1 min. 13.999 sec.), Vittorio Brambilla's Surtees TS19 (1 min. 14.229 sec.) and Tambay's Ensign MN08 (1 min. 14.464 sec.). The last named had trouble in the first session with an engine that wouldn't run properly but the mechanics fitted a different fuel metering cam, which improved things for the afternoon.

Engine failures plagued Fittipaldi's Copersucar, Binder's Surtees and Jabouille's Renault during the first session and the French team ended the day in a very despondent frame of mind. All the delays in the practice schedule enabled the turbocharged V6 engined car to be made

PRACTICE TIMES

No.	Driver	Car	Friday Morning	Friday Afternoon	Saturday Afternoon
1	J. Hunt	McLaren M26/2-Cosworth V8	1. 12.55	1. 11.942	—
2	J. Mass	McLaren M26/3-Cosworth V8	1. 13.48	1. 13.116	—
3	R. Peterson	Tyrrell P34/6-Cosworth V8	1. 13.58	1. 12.752	—
4	P. Depailler	Tyrrell P34/7-Cosworth V8	1. 15.88	1. 13.207	—
5	M. Andretti	Lotus 78/3-Cosworth V8	**1. 11.85**	**1. 11.385**	—
6	G. Nilsson	Lotus 78/4-Cosworth V8	1. 14.07	1. 12.975	—
7	J. Watson	Brabham BT45/6B-Alfa Romeo	1. 13.50	1. 13.724	—
8	H. J. Stuck	Brabham BT45/1B-Alfa Romeo	1. 14.83	1. 13.953	—
9	A. Ribeiro	March 761B/3-Cosworth V8	1. 16.03	1. 15.770	—
10	I. Scheckter	March 771/1-Cosworth V8	1. 15.97	1. 14.855	—
11	N. Lauda	Ferrari 312T2/031—flat-12		withdrawn	
12	C. Reutemann	Ferrari 312T2/029—flat-12	1. 14.12	1. 13.890	1. 59.568
14	D. Ongais	Penske PC4/03-Cosworth V8	1. 17.05	1. 15.599	—
15	J. P. Jabouille	Renault RS/01-V6 t/c	1. 46.70	1. 18.899	**1. 47.613**
16	R. Patrese	Shadow DN8/6A-Cosworth V8	1. 14.44	1. 13.435	—
17	A. Jones	Shadow DN8/5A-Cosworth V8	1. 13.94	1. 13.347	—
18	H. Binder	Surtees TS19/01-Cosworth V8	1. 40.92	1. 16.568	1. 58.077
19	V. Brambilla	Surtees TS19/06-Cosworth V8	1. 14.95	1. 14.229	1. 48.339
20	J. Scheckter	Wolf WR1-Cosworth V8	no time given	1. 13.497	—
21	G. Villeneuve	Ferrari 312T2/030—flat-12	1. 15.18	1. 14.465	1. 54.624
22	G. Regazzoni	Ensign MN07-Cosworth V8	1. 14.06	1. 13.999	—
23	P. Tambay	Ensign MN08-Cosworth V8	1. 15.43	1. 14.464	—
24	R. Keegan	Hesketh 308E/1-Cosworth V8	1. 17.00	1. 18.014	1. 54.468
25	I. Ashley	Hesketh 308E/2-Cosworth V8	1. 16.64	—	—
26	J. Laffite	Ligier JS7/02-Matra V12	1. 14.15	1. 13.739	2. 19.271
27	P. Neve	March 761/7A-2-Cosworth V8	1. 16.32	1. 15.510	—
28	E. Fittipaldi	Fittipaldi FD05/1-Cosworth V8	1. 19.90	1. 14.857	1. 51.871
30	B. Lunger	McLaren M23/14-Cosworth V8	1. 14.93	1. 15.359	—
34	J. P. Jarier	Penske PC4/02-Cosworth V8	—	—	—
20T	J. Scheckter	Wolf WR2-Cosworth V8	1. 14.30	—	—
26T	J. Laffite	Ligier JS7/03-Matra V12	—	no time given	—
30T	B. Lunger	McLaren M23/11-Cosworth V8	—	—	—

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to an end after 30 laps with valve problems in the engine of his March, but by far the most spectacular retirement of the race came two laps later in the form of Keegan's Hesketh.

Racing close behind Lunger's McLaren, Keegan came up to lap Binder's tail-end Surtees on lap 33 only for the Austrian driver to move over and give way to the American driver and then chop back into line without noticing Keegan behind him. The Surtees and Hesketh immediately tangled wheels, Keegan's car flying up in the air before crashing down into the guard rail, virtually head on. The young Southend driver emerged with a broken ankle and minor cuts; Binder was unhurt.

Although the race between the two leaders continued with tremendous spirit, there seemed little prospect of Andretti being deprived of his advantage by the pursuing McLaren. Hunt was maintaining the pressure, keeping the American "on his toes" but that wasn't enough to fluster the determined little driver from Nazareth, Pennsylvania. But there was one big chance available to Hunt. At their current rate of progress it was clear that they would lap Jochen Mass's third place McLaren some way before the end of the race, so his team-mate might well prove decisive in determining the outcome of the race. Nobody could have foreseen just how prophetic those thoughts were to become!

At the end of lap 60, as they swung through the right hander before the pits, the order was Mass-Andretti-Hunt and, down into the hairpin, Andretti attempted to squeeze past the German driver. But Mass seemed to have appreciated the situation and Andretti got onto the dust and "all screwed up" as he made his effort to pass. Although Mass therefore stayed ahead of this tight trio, Hunt managed to pass Andretti as they came back up the hill towards the pits. The ruse had apparently worked and Hunt was leading the Grand Prix for the first time. All he now had to do was to lap his team-mate which shouldn't have been so very difficult.



At least the winner and the runner-up were friendly at Mosport!

Through the pit area they went on lap 61 in the order Mass-Hunt-Andretti, down into the uphill right hand Turn Three where Mass moved to the outside of the corner, with the best intentions of waving James past on the inside line. Unfortunately Hunt had already decided to try the outside and as Mass moved over to the left the two McLarens collided, Hunt being pitched very violently into the retaining wall on the side of the track while Mass spun and resumed in fourth place. Hunt's M26 was written off in the impact, its driver briefly trapped in the wreckage, and the whole incident effectively spoilt what might well have been a McLaren 1-2 finish.

Hunt was furious, storming back to the pits to complain violently that his team-mate had pushed him off the circuit. On the way back he attempted to cross the circuit and was restrained by a marshal; Hunt's resultant impulsive response left the marshal on the ground, but it subsequently cost him over 2,000 dollars in fines for losing his temper and walking too close to the edge of the circuit. Meanwhile, Andretti led the race.

With under 20 laps left to run the incredible Lotus 78 driven by Andretti had lapped the entire field. But Chapman's driver wasn't taking any chances whatsoever. He dropped his maximum revs to 9,500, stayed well clear of the circuit edge on corners and even let Scheckter's Wolf unlap itself. Barring misfortune, there was absolutely no way he would be caught before the finish.

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Peterson passes Keegan's badly-damaged Hesketh, before Patrese and Brambilla wrecked it further.

So the Canadian Grand Prix came to an anti-climactic finish with Scheckter delighting his team patron Walter Wolf by scoring his third victory of the season, this time on "home soil" for the Austrian-born Canadian entrant. Depailler took a good second place ahead of the determined Mass, while Jones and Tambay were classified ahead of Brambilla after steady runs. Eleven cars were classified at the end of the race, but only seven were actually moving by the time the chequered flag came out, the other two being Ongais and Ribeiro in seventh and eighth places. -A.H.

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European Letter

(By means of which our European reporter occasionally keeps in touch with the Editor.)

Dear W.B.,

As I write this the Grand Prix season is coming to an end in Japan, the orientals having decided that motor-racing is a good thing, even though it must clash with their philosophy of peace and quiet and pure thought. Last year the Japanese were very lucky in that the drivers' Championship was decided at their race, even though Lauda handed it to Hunt on a plate by pulling out of the race because it was too difficult for him. Not *dangerous*, mark you, but difficult. This year it's all a bit different, Lauda has already won the World Championship by amassing more points than anyone else, and has fallen out with Ferrari so he opted out of his contract and missed the last two races of the season. To me he is a man with no pride. I grew up among champions who knew they were champions by their ability to beat any opposition, points and statistics did not enter into the scene. They were the Champions and it was up to the rest to beat them. This "creepy-crawly" attitude of becoming a champion by amassing more "points" than anyone else is a sad disease that has even permeated the two-wheeled world, where the "ya-hoo" who got the most points was apparently proud of the fact that he didn't need to compete in the last races of the season, as no-one could "out-point" him. To me that's a pretty poor sort of champion. A real one would accept the challenge of all races, and say "If there's a race, I'll be in it, and you just try and beat me."

Lauda leaving Ferrari to join Alfa-Romeo (oops! sorry, I should have said Brabham) is only history repeating itself for at the end of 1953 Albert Ascari left Ferrari to join Lancia. Ascari had driven for Ferrari for a number of years and had dominated the scene during 1952/1953 and then left, just like that. At the time it seemed unbelievable, for Ferrari had given Ascari his opportunity and made him World Champion. It seemed very ungrateful to leave and join the opposition. Enzo Ferrari made Niki Lauda, so it seems equally unreasonable and ungrateful to leave and join the opposition. I hope the same fate doesn't befall Lauda as happened to Ascari. At the same time that Ascari left the chief mechanic of Ferrari also left and joined the ill-fated Bugatti project. At the circuits Stefano Meazza was Ferrari, he was the man who held the wheels of the team together. When they were travelling and made a short overnight stop it was Meazza who woke everyone up at 4 am and had the coffee ready so that they were on the road again by 4.15 am. When there was friction in the team between Ascari and Ferrari it was Meazza who calmed things down. In the present era it has been Ermano Cuogi doing the same job. It was Cuogi who led the Ferrari team from the "chinese-fire drill" type of pit stop to the pit-stop that left the British teams breathless. This year at Zolder was a classic example. Now Cuogi has left the team, or rather he has been asked to leave, because his faith has always been in Niki Lauda, and this is nice. So he has gone to Alfa Romeo with Lauda.

However, although the 1977 season is ending, it is not yet time to reflect on it because the dust has yet to settle, but even so, it has been a good season with lots of interesting happenings on the various circuits. Equally, it has been quite a good season off the circuits. It must have been because it has all gone so quickly and so much has happened. Having finally decided that Europe has become so full of cars that "real" motoring, as we knew it in the 'fifties, is dead and buried, I spent a lot of the past season on two-wheels, on my Honda 500/4 and then on a BMW 75/7 motorcycle. Going to races on a motorcycle is a different way of life altogether, you have complete freedom to do what you want to when you feel like it and you can go along at your own personal pace. I spent a number of years sitting in traffic in the E-type Jaguar on my own, wondering why I was doing it, when I could have been on a motorcycle either riding down the outside or the inside of the queue, or merely going somewhere else. Once in a stream of traffic in a car you are committed, on a motorcycle there isn't a stream of traffic; unless you are going to a motorcycle meeting! I always remember meeting Willy Green (the historic 250F Maserati driver) at the British GP a few years ago, when he was on a BMW motorcycle, before they became fashionable. He was King of the Road, and the paddock, amongst the Ferraris, Maseratis, Aston Martins, Jaguars, Lotus etc. With a grin, he told me he was coming to the motorcycle meeting the next weekend at Silverstone, in a Ferrari because everyone would be on motorcycles!



"Both carrying the same badge."

While pre-viewing the latest range of BMW motorcycles at Goodwood House, recently, I had the occasion to help put the test bikes away for the night in the household stables. Querying as to how I would get back I was told a car would pick me up. Naturally, it was a BMW car, and I pondered on the nicety of an empire that produced two and four wheeled machines carrying the same badge. The only other one I could think of in the present scene was Honda. This same thought has often crossed my mind at races, about those racing teams who have an end-product in a road-car, like Ferrari, Lotus, Alfa-Romeo, Porsche, and even Renault this year. When Regazzoni was driving for Ferrari it was nice to see him arrive at meetings in his Daytona Ferrari, and today you will always see Mario Andretti at the circuits in his Lotus Elite. He doesn't drive it from Nazareth, Pennsylvania, naturally, but it is always taken to the races for his use between hotel and paddock. While I can see the satisfaction of owning a BMW car and a BMW motorcycle, as a "matched pair", I'm not too sure about a "matched pair" of Hondas. A tin-box, which I think is called the Civic, or something like that, would go well with a Honda 200 c.c., but would be incongruous with a Honda 750 or a Honda Gold Wing. A fascinating thought is what Porsche would produce if they designed a motorcycle. A 3-litre turbo-Porsche and a 750 c.c. Porsche motorcycle would be quite something, while a 928 and a 1,000 c.c. motorcycle from Zuffenhausen would be a real "matched pair". Until such time as that happens those of us who enjoy two wheels as well as four wheels with the same badge, will have to settle for a BMW. My only problem is that I don't really like BMW cars, I still enjoy my old-fashioned Jaguar car, with its simple three-spoke, wood-rimmed steering wheel and knock-off vintage hub caps; but I do like my two-wheeled BMW. Now, if Jaguar had made a motorcycle . . . .

This affinity between cars and motorcycles is much stronger than most people are prepared to admit. Personally I have never made any bones about the problem, I love cars *and* motorcycles, or for that matter, anything powered by an internal combustion engine. One well-known Formula One designer, whose car won the recent Canadian GP, would love to design a motorcycle, for he feels that the basic principles have never been really delved into. Unfortunately, Formula One only gives him two months break in a year, so he'll never get the opportunity to pursue the idea. As I said, a Porsche motorcycle would be quite something.

Yours, D.S.J.

High Performance Tuition

PORSCHE racer and Ministry-qualified driving instructor Mike Franey is offering a highly comprehensive course in high-performance driving for owners of fast cars. Franey, who finished seventh overall and won his class with Barrie Williams with his 3-litre Carrera in the Brands Six Hour Race recently, splits the course into two sections. Part One involves six hours of road driving in the client's car, split into two hour sessions, with the final two hours at night.

Part Two consists of three hours of car handling and full performance instruction on a private airfield 30 miles north of London, split into two lessons. The first hour includes circuit familiarisation before venturing into maximum braking and high-speed slalom practice on the main runway. Instruction on road surface recognition and under and oversteer is given, too. The second, two hour lesson, concentrates on cornering and high speed techniques, with emphasis on precision and accurate car control.

Franey points out that the emphasis throughout the whole course is on concentrated individual instruction, with opportunities for practice in any advanced road and track driving techniques the client wishes taught. Additional instruction on road or airfield can be bought by the hour.

We've used the airfield involved several times for road test cars, by the way, and would describe it as very safe, though hard on tyres.

Franey can be contacted on 01-734 3356, office hours.

SADLY we learn of the death of Miss I. C. Schwedler, the Brooklands driver who was racing in 1931, winning in Dunham's Alvis in 1933 and later taking to an MG Magnette, her team finishing 3rd in the 1934 LCC Relay Race.

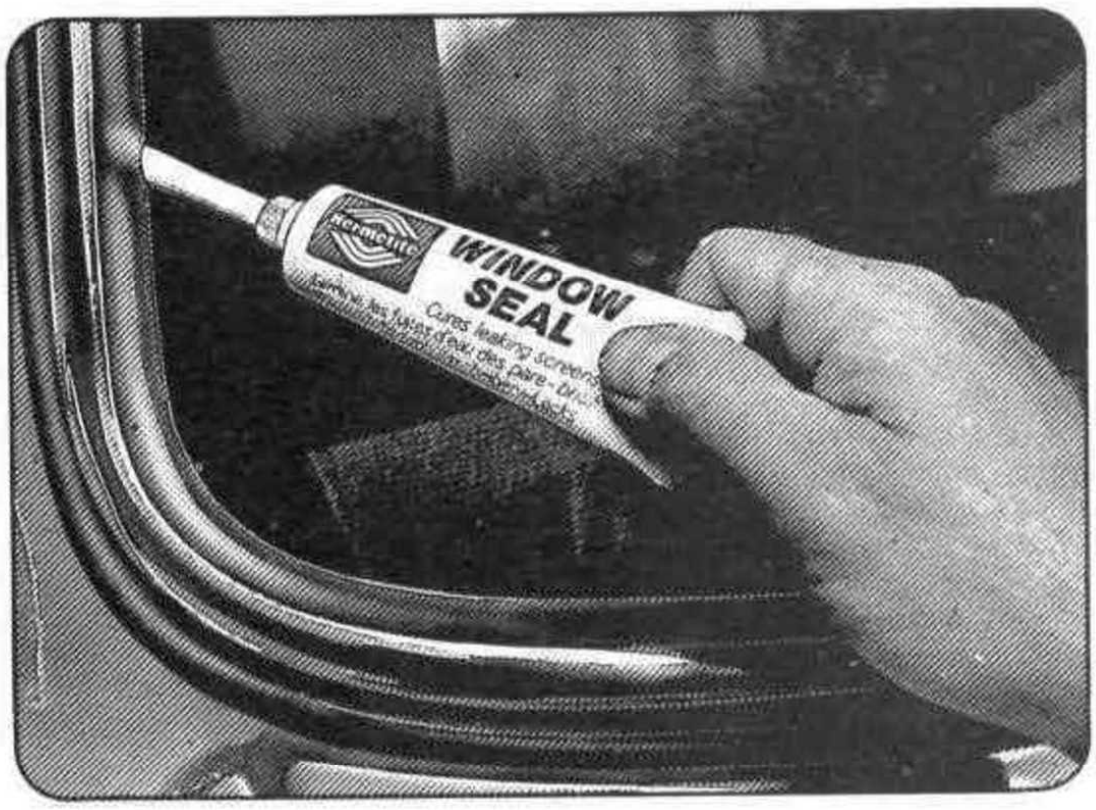
* * *

WE are sorry to record the death in Chesterfield Infirmary of Norman Higgins, Press Officer of the Motorcycle club and a staunch supporter of the Club's famous trials. He collapsed while competing in the Exeter Trial with Chris Betson, in the Imp which he had so generously loaned to W.B. to compete in the Lands' End Trial earlier this year.

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Road Impressions

The Renault 14TL



INTRODUCED to the British market several months ago with a lot of Bruce Forsyth hoo-ha on theatre stages across the land, Renault's 1.2-litre, five-door, front-wheel-drive 14TL slots between the three-door Renault 5 and the five-door 16. It is an addition to the range rather than a replacement for the 12, which continues in production. Renault claim that it will tilt at models as diverse as the Allegro, Golf, Alpine, Citroën GS and even the Austin Maxi, a sort of all things to all men car with more generous internal dimensions than its fractionally over 13 ft. length suggests.

Its French styling is a matter of taste: I find it rather aptly frog-like and less *chic* than say the Renault 5. The rear seat is of that most-useful Renault fold-down type, backed up by a particularly large, wrap-around self-supporting tail-gate, giving access to an area expandable from 11.8 to 34½ cu. ft.

This intriguing new Renault incorporates not a version of the 12 engine, as its 1.2-litres might suggest, but a transversely-mounted (for the first time in a Renault), 1,218 c.c., 57 b.h.p. at 6,000 r.p.m., four-cylinder engine, a product of the Renault-Peugeot-Volvo association. This single-overhead-camshaft engine, in unit with a four-speed, all-synchromesh gearbox, is canted backwards at an angle of 72 degrees. The alloy cylinder head is cross-flow, with bi-hemispherical combustion chambers, the block has removable wet liners, the crankshaft runs in five main bearings and the cylinder dimensions are well over-square, with a bore of 75 mm. and a 69 mm. stroke. The overhead camshaft is chain-driven. A Solex 32 SHA carburetter is fed from a mechanical pump driven by the camshaft, as is the distributor—directly from its end.

Like all Renaults, the 14 is particularly comfortable, the cloth-trimmed seats soft and cosseting, those at the front having reclining backrests. It has full carpeting and an attractive, basket-weave roof lining. Driver considerations are well contrived: a 100 m.p.h. Veglia speedometer, with trip and secondary k.p.h. markings, a battery condition indicator and fuel gauge and ten warning lights lie behind a single-pane glass sheet in a big, rectangular instrument nacelle, in the left hand edge of which are the convenient heater controls and, in the right, switches for the heated rear screen and hazard warning lights. Two-speed wipers and the electric washers are controlled by a left-hand steering column stalk, a long switch on the right looks after all light functions and a short stalk controls the winkers. The excellent heater benefits from an infinitely variable fan speed and side-window demister vents in the facia extremities. A large and very effective central fresh air vent breaks the monotony of a vast expanse of plastic facia. There are armrests on all four doors, but not in the rear seat, a glove box under the facia on the passenger side lacks a lid and only the driver's door has a pocket. The centre console has a useful tray. An annoying feature is that the front doors can only be locked by key from the outside and the passenger door lock can only be de-activated by the key, so that the lock remains in operation after the door has been opened from the inside, if you see what I mean.

True to Renault tradition, the 14 has extraordinarily supple suspension, so that hard cornering becomes a real door-handling job, but undulations and bumpy roads are treated with disdain. Yet while the McPherson front and torsion bar rear suspension glued the test car's Michelin ZXs to the tarmac in the dry, though it jumped and thumped across potholes, it was far less effective in the wet, this little saloon sliding all over the place if hard pushed. The small, four-spoke steering wheel has a thick, padded rim for good grip, of necessity, for a lot of steering effort is required on the rack and pinion system, particularly when driving hard or parking. The inside wheel picks up easily round tight corners and there is a lot of torque reaction through the steering. Understeer is very much the order of the day. The suspension operates noisily, with a lot of thumping from the front particularly.

The screeching disc/drum brakes are light and excellent, and the clutch light too. Gear-changing is positive but clonky and the synchromesh powerful. The ratios are sensibly matched to the engine too, but peculiar grating machinations from the innards were one of the road-test 14's more annoying features.

Performance is nippy, the o.h.c. engine smooth and willing and not too noisy if the heart isn't being revved out of it. Indeed, apart from the gearbox grindings, this is a very quiet little car on smooth roads. It cruises happily and comfortably at anything up to eighty though anything above that, up to its 90-m.p.h. maximum, is harder work. Seventy miles per hour motorway/main road cruising is this £2,829 car's real forte, comfort and lack of noise in these conditions being exceptional for a small car. In town it is less satisfactory, rather contradicting its purpose; heavy steering and too much roll make for hard work. Fuel consumption averaged round about the 31 mark.

All in all, a less inspiring car than Renault publicity would have us believe.—C.R.

The Brands Hatch 6 (sorry, 2¾) Hours

Brands Hatch, September 25th

THE BRANDS HATCH Six Hour Race, Round Seven of the World Championship for Makes, will be memorable more for the race that wasn't than the race that was. If that sounds double-Dutch blame the heavens, which opened their floodgates with such a vengeance that the race had to be halted after 1¾ hours, during which Jacky Ickx had put in a display of sheer wet weather mastery in the pole position works Martini Porsche 935/77, co-driven with Jochen Mass. After a long delay, the organisers started a new race of 2¾ hours' duration on a drying track, won by Ickx and Mass by two laps after an early challenge from Manfred Schurti's Jagermeister 935.

Practice had confirmed the possibility of a show-down race between Porsche and BMW, the latter having chosen Brands to give the 320 Turbo its European *debut*, with Peterson and Stuck at the wheel. The scrap for pole position became an exciting battle of wits between Ickx and Peterson, with the final decision falling to Ickx by a mere 0.12 sec. So Ickx/Mass were on 1 min. 26.25 sec., Peterson/Stuck on 1 min. 26.37 sec., Schurti/Doren on 1 min. 27.72 sec. and Wollek/Faure in a Kremer Porsche 935 on 1 min. 27.76 sec. The only other car to break the 90 sec. barrier was the Konrad/Joest/Wollek 935—then came a five-second gap before the next 935, showing

More New Rovers

A BRAND-NEW straight-six-cylinder, single overhead camshaft engine powers the new Rover 2300 and 2600, which Leyland have introduced as a lower cost, identically-bodied companion to the Car of the Year Rover 3500. They replace the Rover 2200 and Triumph 2000/2500 series. Prices start at £5,350 for the 2300 and £5,799 for the 2600.

The new "Six" is new from head to sump and shares no parts with any previous designs whatsoever. Only the crankshaft stroke and piston specifications differ between the 2300 and 2600 versions, apart from minor tuning items. The bore is common at 81 mm., but while the 2300 has a 76 mm. stroke, the 2600 has an 84 mm. one.

The gravity die-cast, cross-flow aluminium cylinder head has several things in common with that of the Dolomite Sprint, though it has but two valves per cylinder, each operated by the same camshaft. The inlet valve is operated directly by the cam, via an inverted bucket tappet, while the exhaust valve is actuated by a cast-iron rocker from the cam, which uses a toothed-belt drive for the first time on a Leyland engine. The combustion chamber is formed partly in a pentroof shape cast in the head, partly in the piston crown. Compression ratios are common at 9.25:1. Fourteen millimetre sparking plugs are used, as in the Sprint. The cast aluminium inlet manifold carries twin SU HS6 carburetters and the exhaust manifold feeds into twin down pipes.

The block is a practically symmetrical chrome iron casting, carrying the forged steel crankshaft in only four hefty main bearings, to reduce frictional losses. The symmetrical forged alloy steel connecting rods have fully floating gudgeon pins: those of the 2300 carry Hepworth and Grandage "W"-slot pistons, the 2600 Mahle solid skirt pistons. The oil pump is driven off the nose of the crankshaft, the Lucas distributor off the camshaft.

The Leyland engineers seem to have used their clean sheet of paper to good effect, for the small engine gives 123 b.h.p. at 5,000 r.p.m. and 134 lb. ft. at 4,000 r.p.m., whilst the 2600 offers 136 b.h.p. at 5,000 r.p.m. and 152 lb. ft. at 3,750 r.p.m. This compares with 155 b.h.p. at 5,250 r.p.m. and 198 lb. ft. at 2,500 r.p.m. for the 3500.

Leyland's excellent 5-speed gearbox, with the same ratios as the 3500, is fitted to the 2600 as standard. Standard wear on the 2300 is a four-speed version of the same gearbox, with five-speed optional. Borg-Warner 65 three-speed automatic transmission is optional on both models. Both models in manual or five speed trim use a 3.45:1 final drive, against 3.08:1 on the 3500 and the 2600 automatic.

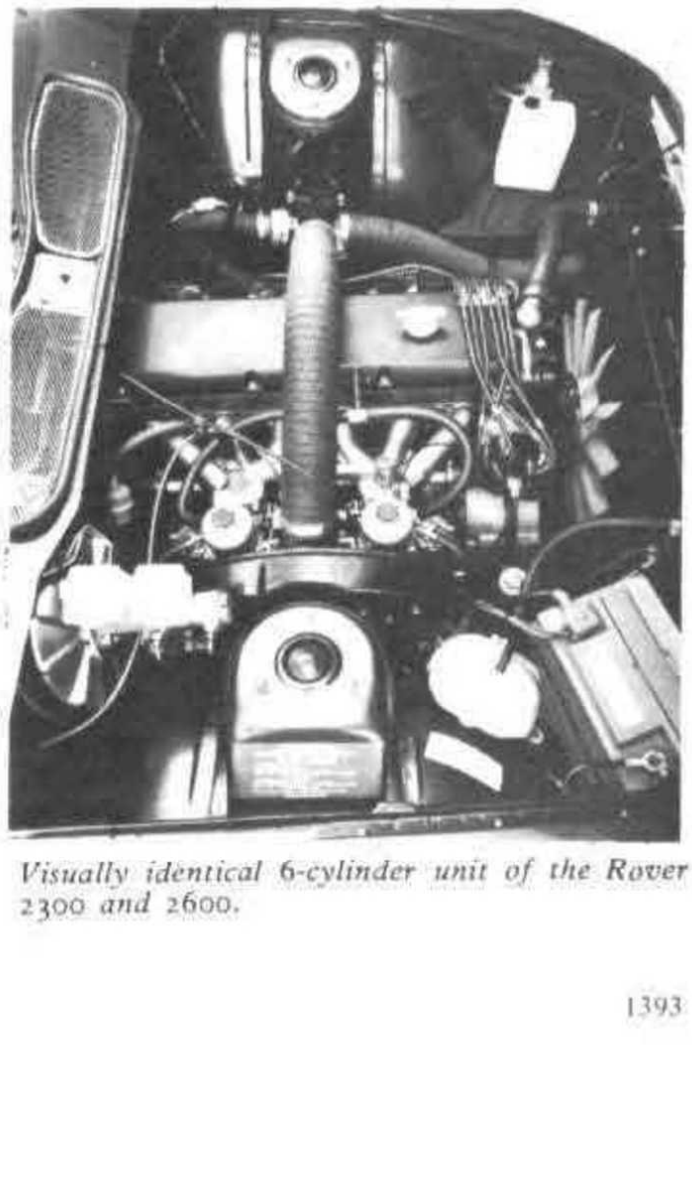
Other differences are slight. The 2600 has self-levelling rear suspension, the 2300 does not. Power steering is optional on both. Both have 5J x 14 in. wheels and 175 HR14 tyres (the 3500 has 6J x 14 in. wheels and 185 tyres or 195/65 on the optional alloy wheels, which are available too on the 2600). Disc/drum brakes, etc., are as for the 3500, from which the two new models are distinguished externally merely by different wheel treatment and a badge on the tail.

Owners of these cheaper models will lose out very little in luxury on the 3500 driver. Both have velour-trimmed reclining front seat squabs, folding rear seats and folding rear centre armrests, but the 2300 has a sewn pleated trim and the 2600 has box pleats. Instrumentation is similar on both models, but the 2300 lacks a tachometer and a couple of minor dials as well as the intermittent wiper control and a bulb failure warning light.

We were introduced to the new models in the Border Country north of Newcastle, still an area of modest traffic density and admirable road variety. We plumped for a 2300, four-speed manual, power-steered car first, expecting it to be a disappointment after our familiarity with the 3500. Not a bit of it! The engine responds to the key with a crisp, quite sporting note and it loves



Rear badges, plus narrower steel wheels (with black scallops on the 2600) distinguish the Rover "Sixes" from the V8 3500.



Visually identical 6-cylinder unit of the Rover 2300 and 2600.

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the standard at the front of the grid.

The 22-car entry was almost a Porsche benefit, with just one other BMW, a 320 for Walkinshaw/Winkelhock, breaking up the front runners. Variety at the back of the grid came from a De Tomaso Pantera, a Datsun 240Z, a Modsports Elan, an MG-B V8 and a Group Two Colt Lancer.

Despite treacherous rain, the first four laps provided a battle royal between Ickx and Stuck, until Stuck overdid things at Hawthorns, to plunge permanently into the catch fences. Ickx, driving brilliantly, dealt disdainfully with a challenge from Wollek and the two pulled out a lap on Schurti. Further back, the rain provoked brilliant performances from Lella Lombardi, leading the 3-litre class in a Porsche Carrera at sixth overall, and Win Percy, seventh overall in the Samuri Conversions 240Z, shared with C.R. [Who slid off on oil from a damaged tank on Winkelhock's BMW in the second race.—Ed.]

As the rain came down even more fiercely and incidents abounded, Clerk of the Course Peter Browning took the difficult decision to stop the race for reasons of safety after 37 laps.

Tragically for the likes of Lombardi and Percy, the first race had to be declared null and void, being too short under misguided FIA regulations to allow a restart to be made in race-finishing order. So when the rain began to abate a totally new race was started. With the BMW Turbo still sidelined, though entitled to race, it was left to Schurti to challenge Mass in the Martini Porsche. The orange Jagermeister car led for several laps, but Mass took the lead on a drying track and stayed there till the end of the shortened event. After one hour Mass lead by 34 sec. from Schurti, with Winkelhock up to third in the 320, two laps behind, and Wollek/Joest fourth, another lap down. The British crew of Franey and Williams pulled up to seventh overall and led the class, ahead of the Swedish 935-bodied Carrera of Lungardh/Kristoffersen. The Walkinshaw/Winkelhock 320 fell down to eighth when it stuck in 4th gear.

Mass/Ickx pulled out two laps on Schurti, to gain a somewhat hollow victory and half points for the World Championship in a dismal, if dramatic, day's racing.—C.R.

BRANDS HATCH "SIX HOURS"

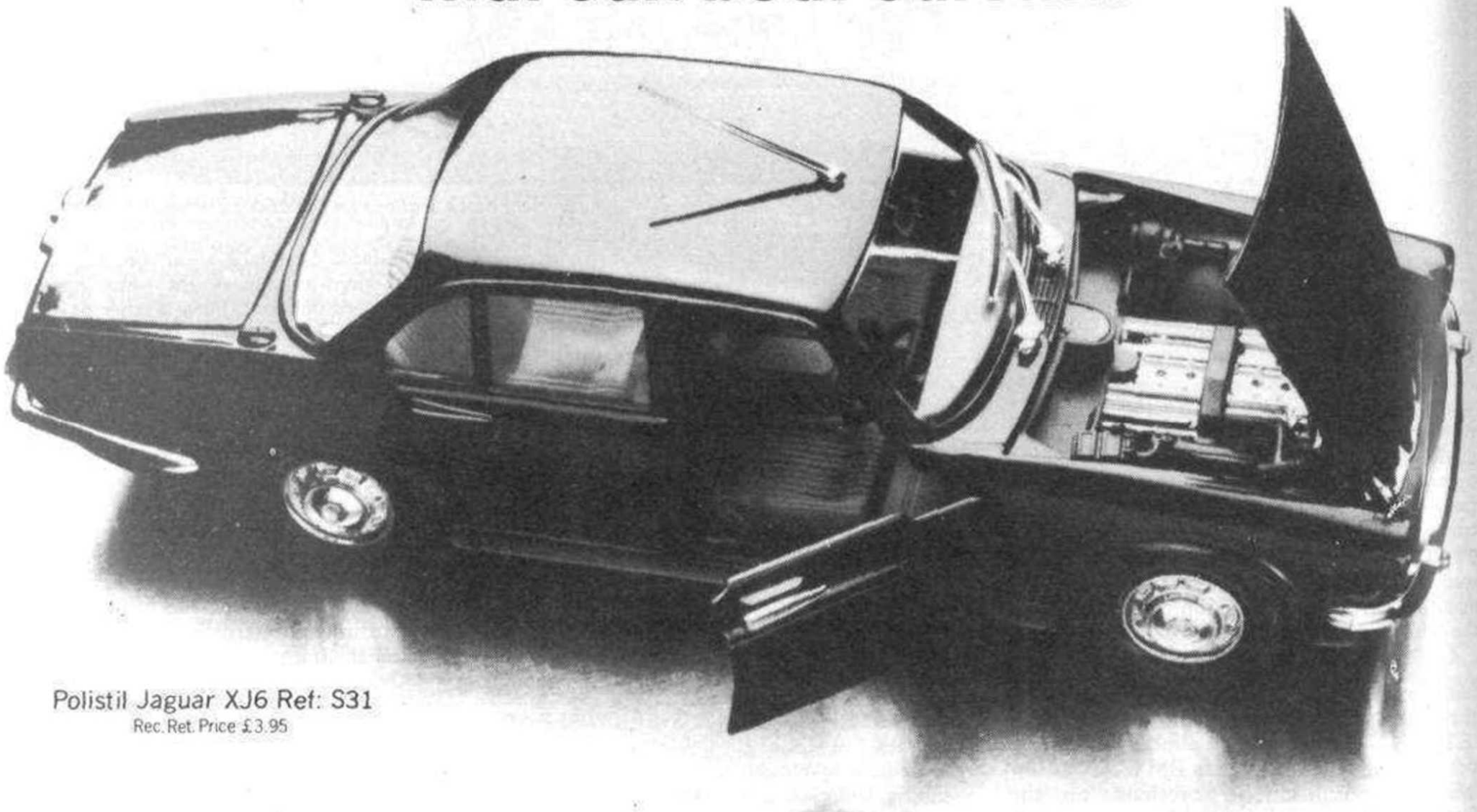
World Championship for Makes, round 7 reduced to 2 hours 45 minutes

1st : J. Mass/J. Ickx (2.9 t/c Porsche 935/77)—103 laps in 2 hr. 44 min. 30.8 sec. (97.69 m.p.h.)
2nd: M. Schurti/E. Doren (2.9 t/c Porsche 935) 101 laps
3rd : R. Joest/F. Konrad/B. Wollek (2.9 t/c Porsche 935) 97 laps
4th : B. Wollek/N. Faure (2.9 t/c Porsche 935) 95 laps
5th : E. Sindel/G. Steckkonig (2.9 t/c Porsche 935) 94 laps
6th : G. Haldi/M. Pallavincini (3.0 t/c Porsche 934) 92 laps
7th : M. Franey/B. Williams (3.0 Porsche Carrera) 92 laps
8th : M. Winkelhock/T. Walkinshaw (2.0 BMW 320i) 92 laps
9th : J. Lungardh/P. Kristoffersen (3.0 Porsche Carrera/935) 91 laps
10th : D. Schornstein/A. Peltier (3.0 t/c Porsche 934) 90 laps
11th : D. Sullivan/B. Classick/M. Fisher (2.8 Porsche Carrera), 90 laps; **12th :** J. Rulon-Miller/P. Lovett (3.0 Porsche Carrera), 87 laps; **13th :** G. Gottifredi (G. Capra/"Archimede" (3.0 t/c Porsche 934), 86 laps; **14th :** Marco Micangeli/Maurizio Micangeli/C. Pietromarchi (5.7 de Tomaso Pantera), 85 laps; **15th :** M. Chittenden/D. Mercer (1.8 Lotus Elan), 84 laps; **16th :** T. Goss/B. Neville (3.5 MG-B GT V8), 80 laps; **17th :** B. Muir/A. Shanks (1.6 Colt Lancer), 78 laps.

Class winners: Mass/Ickx; Franey/Williams; Winkelhock/Walkinshaw.

SINCE WRITING complimentary things about the Editorial Rover 3500 last month, this motor car took upon itself to expire on the A44 road with a defective fuel-pump. The mileage was 5,739. British Leyland's Super Cover functioned effectively in having the stricken vehicle towed away. But it has to be noted that the main BL agent in a County-Town had no spare-pump.—W.B.

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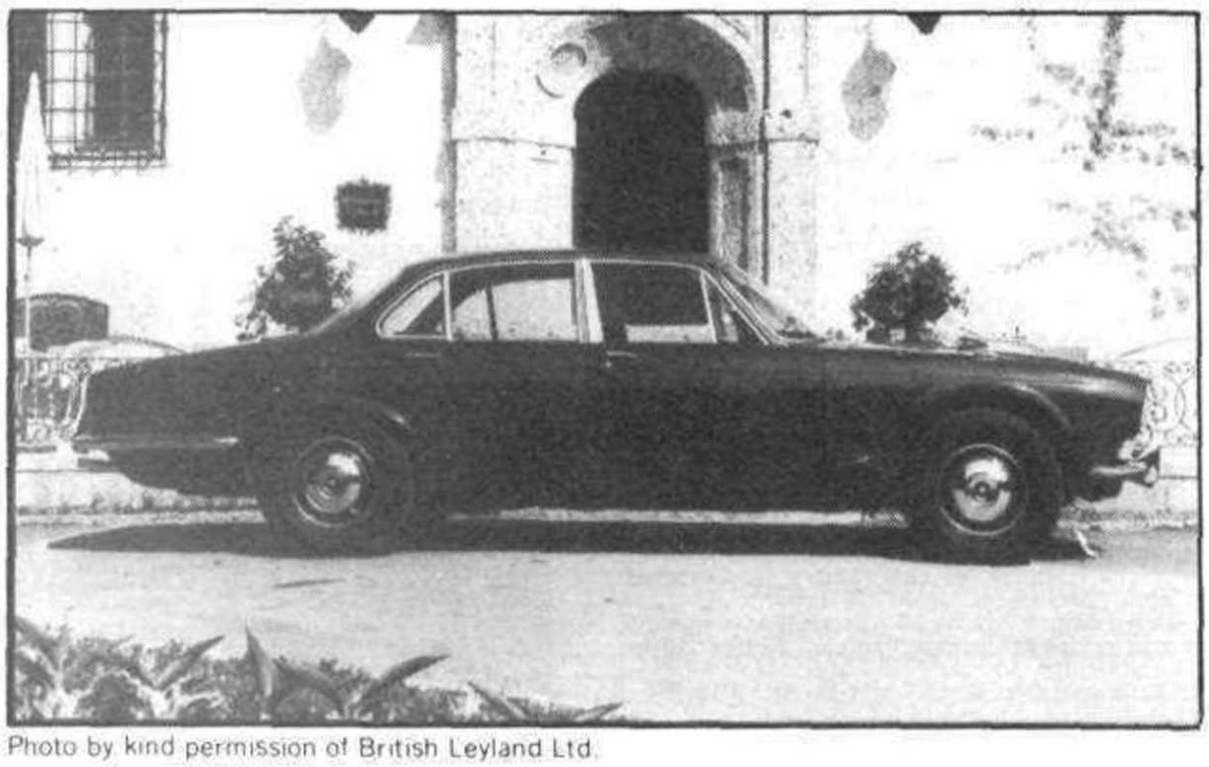


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Crisp, European lines of the new Granada.

New Fords

THE WEEKS preceding Motorfair at Earls Court were busy ones for the Ford press people, who introduced three important cars on one day sessions all over the country. Inevitably the driving and overall impressions of the car tended to be confused, but here are brief details.

Granada: a new body shape encasing either the 2-litre, four-cylinder s.o.h.c. engine of Cortina/Capri/RS 2000 type, or two German V6s of 2.3 and 2.8 litres. Better suspension and excellent power steering are immediately obvious behind the wheel. As an enthusiast buy, the Granada S comes of age with the installation of new TRX radials from Michelin, which complement the suspension superbly, and make little noise even when pushed really hard. The S also shows off the fuel injected option to the 2.8 litre V6, this ultra smooth unit (originally developed for Mustang II) yielding 160 b.h.p. That is enough to provide an honest 120 plus m.p.h. and 0-60 m.p.h. acceleration in the claimed 8½s. Compared with the British 3-litre V6s – which continue in Capri and Transit – the 2.8 units lack a little torque, but offers smoother operation and better fuel consumption. All Granadas, as with Capris, are made in Germany. Prices are from £4,144 to nearly £7,000 for the 2.8i Ghia.

Fiesta: a 1300 engine had long been forecast and is now available in either Ghia or S trim. The engine is more closely related to Escort crossflow four cylinder units, offering five main bearings (instead of the smaller Fiesta three bearing layouts) and 66 b.h.p. Naturally there is more torque and acceleration from rest to 60 m.p.h. is said to take 10.7s., coupled to a top speed of just short of 100 m.p.h. In our experience the cars handle well, but heavier steering and the bumpy ride may damp the ardour after a few months ownership. Prices for this sporting small car are £2,844 (Fiesta 1300S), or £3,213 for the Ghia version, increases well justified by the number of engineering changes made.

Cortina: Simply the 108 b.h.p. V6 of 2,294 c.c. allows 20% more torque and a far higher degree of refinement than the 2-litre of four cylinders that previously comprised the top of the British Cortina range. To be sold in S, Ghia or GL trim, we found the 2.3 S Cortina a very interesting car to drive, combining comfort (again the power steering included with the V6 is excellent) and a reasonable turn of speed. Performance claims include 106 m.p.h. and 0-60 m.p.h. in 10 sec. Prices are from £3,901 to £4,795, the latter figure for a 2300 Ghia Estate. –J.W.

Motorfair

THE combination of the *Daily Express*, the owners of Earls Court and the co-operation of the Motor Agents Association produced Motorfair. Devoted to a central theme (a foreshortened Monte Carlo) Motorfair occupied the annual London Earls Court Motor Show date. Inspired by the chance of making money, Motorfair's organisers introduced a whole range of sideshows and displays to make the event a lot more imaginative than in years before.

MOTOR SPORT readers may well have been most interested in the fundamental change: that you could buy a car. In fact you could buy anything from a cheap current model to a variety of "collectors' cars and motorcycles" auctioned by Christie's during the opening week.

Visually the show did try and offer the general public more excitement. There was a roadway from the balcony down to the "Monte harbour" and three shows a day to cover fashion, the inevitable pitstop competition and a comedy driving act. Away from that central attraction though the show felt a bit flat. Officially Lotus, Alfa Romeo, Rolls-Royce and Mercedes were not represented. In fact there were more Rolls-Royces on view than ever before (a very welcome variety) though the top class British manufacturer was staying away, like Mercedes, owing to the difficulty of keeping pace with demand. There were quite a few Lotus cars, but the sum total of dealerships combining to produce a stand of representative cars for each marque did *not*, as a rule, produce such an impressive stand.

There was an abundance of smaller car makers and competition vehicles on hand, apparently including Jody Scheckter's Monaco-winning Wolf: but I did not check to verify that. A display of record breakers included the 18.3-litre Sunbeam V12 that Campbell took to 150.87 m.p.h. in 1925. Alongside that, the Bluebird-Proteus that managed 403.1 m.p.h. in 1964, and Robert Hornes' 1970 Ferrari 512M that recently set 191.64 m.p.h. as the new UK flying-mile record.

Although I preferred the Dolomite Sprint mid-engined Delta prototype in aluminium, the star of the show was the Panther Westwinds extraordinary 6-wheel open two-seater. Powered by a mid-mounted Cadillac 8.2-litre V8, engineered with twin turbochargers by Miller in America, the car's near £40,000 price tag plus 200 m.p.h. claimed top speed were naturals for press coverage. In fact the car is said to have eight orders already, though no sort of weather protection is yet visible. However, last year's show headline-stealer, the Aston Martin Lagonda, is now in production.

The organisers do not expect to put on Motorfair again next year. Then the SMM&T will have the official show at the National Exhibition Centre, Birmingham. After that it will be fascinating to see if the SMM&T persist in Birmingham, expecially if there is an alternative London show.

The writer's assessment would be that Motorfair was not any kind of sensational advance in motor shows, as was claimed in the press briefings, but that it did offer a better family day out and displayed more imagination than expected at Earls Court Motor Shows. It had a strong flavour of the now-dead Racing Car Shows at Olympia and elsewhere. An interesting flavour, but not a great one without the full scale manufacturer displays. Combine the two, but how? –J.W.

NEW ROVERS
Continued from page 1393

to rev. The gearbox needs stirring to obtain the best from the engine, but with such a delightful box, who cares! Engine noise is not what one would call inconspicuous, but it is not overbearing and is balanced by low wind and road noise. Acceleration lacks the scorching athleticism of the 3500, 0-60 m.p.h. taking about 11.5 seconds, but once this smooth six is wound up it flies along very rapidly indeed, an easy 90 to 100 m.p.h. cruiser, even without the optional fifth gear. Leyland quote the maximum speed as 114 m.p.h. – we saw rather more than that, quite exceptional for such a big car of modest capacity.

The ride and handling is much like the 3500, save that this writer and a colleague both felt that this car's handling benefited from the omission of the self-levelling device, which sometimes goes out of phase under extremes of braking and cornering. The power steering was rather more accurate than that of the 2600 five-speed car we came to next.

We found the 2600 a bit noisier than the 2300, with an engine note and feel not quite so smooth. But the extra torque and overall performance were instantly obvious, feeling not too far removed from that of the 3500, though Leyland's 0-60 time of 10.7 sec. says otherwise. Both cars felt very deceptively slow when true speeds were very high – particularly in the 2600's fifth gear – and the driver needed to keep a watchful eye on his speedometer.

There is not a lot more to add, for in all other respects – brakes, comfort, convenience, appointments – these new models re-affirmed everything we have said previously about the exceptional 3500. In retrospect we found the 2300 the sweeter car of the two sixes, though its quoted touring average economy shows no benefit at all over the 2600 at 26 m.p.g. and only 1.7 m.p.g. improvement on the thrifty V8.

Leyland are tilting particularly at Granada sales with these new models. Having driven both Ford (the new model) and Leyland offerings we can say that they are alike as chalk and cheese. The Rover is definitely more sporting, tauter in its ride and harder on the ears, reminiscent of a BMW "six". The new Granada is a "softer", quieter car. The choice is one of matching human temperament to motor car temperament.

It will remain to be seen whether Leyland have done the right thing in putting all their eggs into the hatchback basket in this market sector. A conventional three-box alternative might surely have been a good idea? After all, the Audi 100 has topped the so-called "executive car" charts for two months running. –C.R.

Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS

VSCC — "The Welsh" (October 8/9th)

THIS IS the title by which the Vintage SCC's Presteigne Week-End is now generally known. The formula was as before, however, with the choice of a minimum 200-mile road run on the Saturday and a trial on the Sunday (entry=70) or a *Concours d'Elegance* and driving-tests at Presteigne/Knighton on the Saturday only (entry=27). There were some non-starters, including an HE, a Salmson and a Morris-Oxford in the former and a Vernon-Derby and a Zedel in the latter category, while the unfortunate Harper had to push his newly-acquired 1923 o.h.v. 16/40 Sunbeam tourer to the check point of the Saturday frolics due to a broken halfshaft, later jury-rigged to get him home. Roger Collings had changed an inner tube on the 1912/13 4.7-litre Brixia-Zust *en route*, with the road wheel *in situ*.

Across Presteigne High Street a banner, put up by the Radnorshire Arms, h/q of the event, welcomed the VSCC to this 39th rally (actually, it was the 29th, surely?) and a café displayed a welcome notice to all VSCC crews—a nice touch of Continental hospitality in remote, wet Welsh-Wales.

While the serious contestants were inflicting the road section on themselves and their cars, Rosemary Burke going to Donington in the Morris Minor as her 200-mile contribution, to watch the Allen Crankshaft Team win the 750 MC's Birkett 6-Hour Relay Race, we went to see the driving-tests. There were two Crossleys, Warburton's 1923 20/70 two-seater and Mellish's 1914 RFC-type twin-rear-tyred tourer. Angela Cherrett had brought her 6C Alfa Romeo, Hancock his outside-handbrake 15/60 OM, and Shapland's 1924 Lanchester 21 saloon competed in ghostly-progression with Macmillan's well-known Rolls-Royce 20 all-weather. Jeremy Collins and Bill Sant were light-car mounted, respectively in 1.7-litre Star Scorpio and Clyno Eleven, Brooks had brought his generously-tyred 1924 Darracq 12 tourer and Howard his more-sporting Type 40 Bugatti. Diffy's Humber 9/20 was presumably running on Pratts Perfection Spirit . . .

Some parked trucks slightly restricted the pylon-swerving, causing those on the wrong line or with restricted steering lock (Diffy, Mellish) to reverse, and it was left to Peacop in the Morris Minor to really lift an inner front wheel. The Royce was hurried round as usual, Diffy didn't hang about, Williams made his Alvis 12/50's tyres protest and Hartnell changed-down at the first pylon in order to give his smart 1925 Austin 7 Chummy more steam—talking of which, it appeared to have been boiling. The Bugatti understeered, and Roger Collings caused amusement by referring to the plan of the test as he drove through it; we hoped the policeman present realised that the lusty Zust exhaust-note was due to an open cut-out, which Roger would, of course, never use on the public road . . .



David Marsh's 1925 30/98 Vauxhall attempting Pilleth I observed section, in this year's VSCC Welsh Trial—he gained a second class award.

Sunday was showery, with sunny intervals, as the Weathercasters say, so entirely suitable for a Trial. The observed-sections were much as before, starting with Llangogh. There had apparently been little drama on the road-section, except for what befell the luckless Arnold-Forsters, whose GN shed a wheel, which had to be wired-on, Nigel then driving back to Basset Down to get another hub cap. The petrol level was found to be low on the Sunday morning and an oil-pipe was leaking. Which is perhaps why he drove, instead of Pam. Mrs. Crabbe, who was due to make her trials debut in the Ulster Austin, shared it with Colin, leaving Rosemary as the only girl to go-it-alone, for the distance. Again the 30/98s turned out in force, 14 being entered (no Bentleys), Townsend having a suitcase and rolled umbrella strapped to the back of his. A newcomer was Weeks' GN, which has discarded its flat-twin ABC engine for an air-cooled, vee-twin out of a BSA three-wheeler (the type used also in BSA f.w.d. and r.w.d. four-wheelers), so that it can now be designated a Hotchkiss-GN.

There is little point in discussing all the antics on the various hills. Concentrating on Pilleth 1, at that beautifully-situated farm where the VSCC is made so welcome and the many spectators are provided with a free car park, Bullett's 30/98 Vauxhall cleaned it, Winder's Chummy Austin walked it, actually accelerating, Spence's Lea-Francis indulged in a racing ascent of this long grassy climb, and Freddie Giles' Boulogne Frazer Nash took it slowly but successfully. The enthusiastic onlookers applauded clean ascents, like that of Stoyel's Super Sports Frazer Nash, which was blipped up, and the slow but so-sure climb by Laxton's Chummy Austin. Barry Clarke in an odd-looking Chummy made a determined onslaught and Hamish Moffatt, with Sir John Venables-Llewelyn in the other danger-seat, after traumatic experiences in a water-splash, arrived to set what must surely have been FTD in the Type 13 Bugatti, had the watches been out. Tom Threlfall's lofty Model-A Ford saloon was also in very good form.

Mrs. Burke, with Skinner bouncing (as he had ruptured his "wooden" Austin he should have been driving), made a very good job of getting to marker-9, and other good efforts can be credited to Lyles' Cup-Model Austin 7, McEwen's hooded Riley 9, Hamilton-Gould's Super Sports Frazer Nash which, at low revs, got further than Boyce's Frazer Nash, the latter's headlamps protected by Lucas covers, Elsom's sliding, smoking, revving 1922 Morris Sports, Lang's Chummy that picked its way carefully to marker-7, Parker's fabric saloon Austin 7 that did likewise, and the steaming Humber Special of Winder, Senr., which slowly dragged itself almost to marker-9. Fone's fabric-bodied Austin 7 two-seater was experiencing a less-good day, having discarded a wing-stay and

Continued on page 1426

A Remarkable Sunbeam Revelation

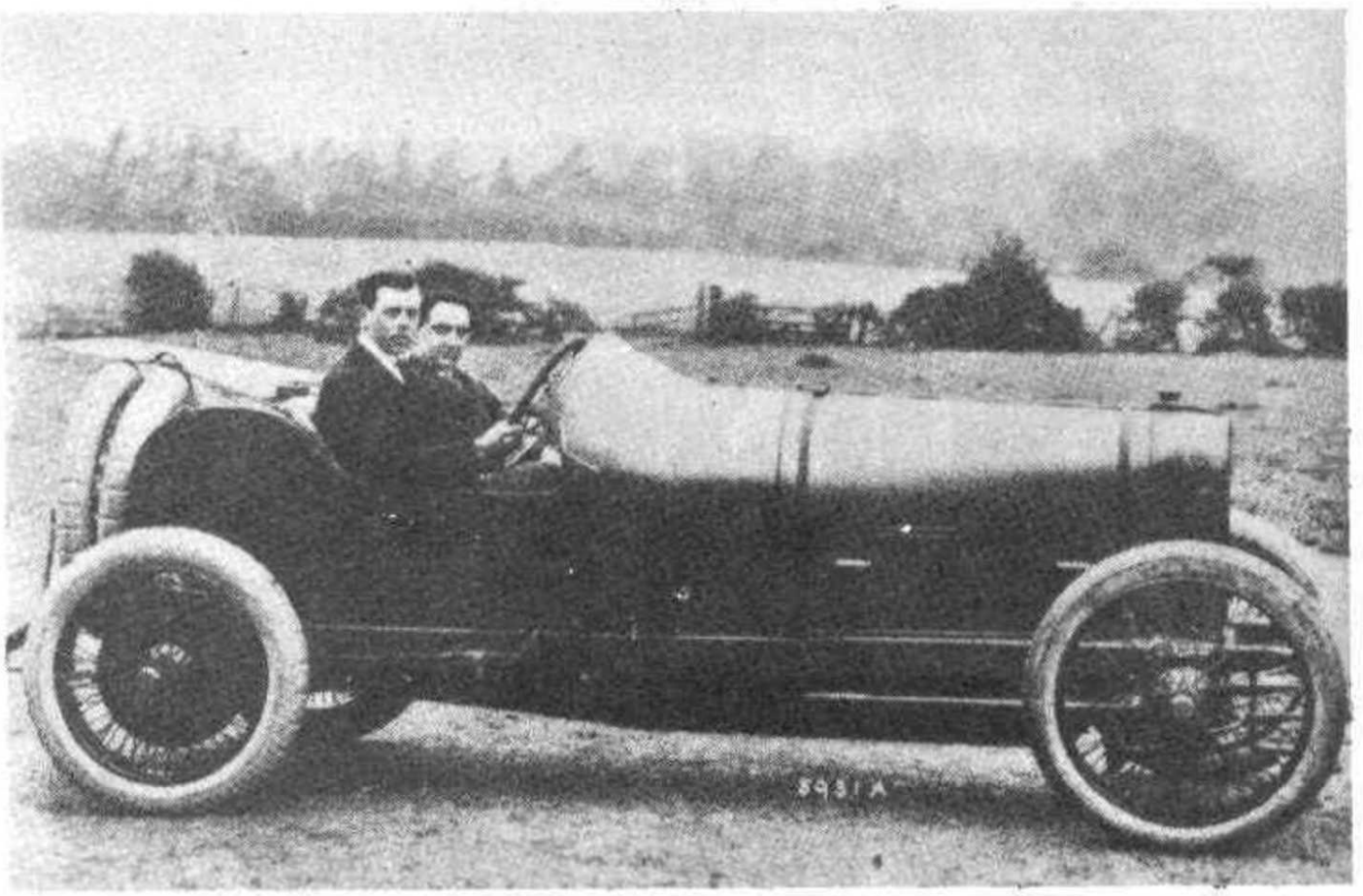
How Louis Coatalen copied a 1913 Coupe de *L'Auto* Peugeot for his 1914 TT cars

IT IS ACCEPTED that the Sunbeam that won the 1914 TT, driven by Kenelm Lee Guinness, was a direct crib of the famous and successful 1913 Coupe de *L'Auto* Peugeot. Louis Coatalen, who had come to the Sunbeam Motor Company in Wolverhampton from Hillman in 1909, had shown himself to be extremely keen on motor racing. He had scored a notable success with his 3-litre side-valve Sunbeams in the 1912 Coupe de *L'Auto* race but realised after 1913 that such engines had no chance against the new concept of twin-overhead-camshaft four-valves-per-cylinder power units which Ernest Henry had pioneered for Peugeot in 1912, enabling them to win the French Grand Prix with 7.6-litre engines against the monster 14-litre Fiats.

Coatalen was a man of action and was determined to have as good a racing car as these revolutionary Henry Peugeots. Many authorities say that he arranged to buy a 1913 3-litre Coupe de *L'Auto* Peugeot and have it copied in England, down to the last detail. There is also the more dramatic story that he "borrowed" one of these Peugeots for his purpose, unknown to Henry and the Peugeot factory. At this year's STD Register Wolverhampton Re-Union some very interesting details of this transaction were provided by 96-year-old Mr. A. P. Mitchell, C.Eng., AMIMechE. Through the kindness of Ken Fidgen and other members of the Register I was able to visit Mr. Mitchell and hear his fascinating account, made, as he says, "without prejudice".

I thought it would be a good idea to invite Anthony Heal to accompany us, as the one-time owner of a 1914 TT Sunbeam and the outstanding authority on Sunbeam racing history. He was on holiday in North Wales, so drove in his new Rover 3500 to Mid-Wales, where we transferred to the Editorial Rover 3500. Meeting Fidgen, who had driven up from Surrey in his 1960 MG saloon, we lunched in Bridgnorth before proceeding to the rendezvous at Tettenhall Wood.

How was it that Mr. Mitchell was "in" on this piece of somewhat clandestine Coatalen activity? This is easily explained. He had served his Indentures with the GWR at Swindon and the AEU Secretary, Billy Oates, told him of a job going at "The Sunbeam". Mr. Mitchell was there by 9 o'clock the next morning, to see Bill Jones, the Sunbeam foreman. He was given a job, making a simple machining operation to stacks of pistons. "There must have been a gross of them", he recalls, "but I got through them in a couple of days". This meant that other work had to be found for him, and he was moved into the machine-shop, from which the toolroom was annexed, and there started work with the other skilled fitters, at first on gear-driven oil-pumps. Incidentally, each



The race-winning 1914 TT Sunbeam, which was a copy of the successful 1913 Coupe de L'Auto *Peugeot, as the accompanying article tells.*

man had to draw the tools required for his particular task against his numbered docket, so that a check could be kept on the tools and their whereabouts. That was in the days when Sunbeam were toying with the odd little Maberly and more seriously with their fine four-cylinder 12/16 and six-cylinder 25/30 chain-drive cars. One improvement Mitchell suggested for these cars was using an oil-jet into the timing-case, to quieten the camshaft-drive gears. Mr. Mitchell remembers that around 1910 the gas main was brought across the fields to the back of the factory, and was used to supply two big gas-engines, which drove the machine-tools from overhead shafting. He soon found himself in the Experimental Department with five other mechanics, engaged on experimental and racing-car machinery. This took him to the Continent with the Sunbeam racing team, and when Bernard Bates became alarmed, when going as mechanic, at the way Chassagne drove on test along the roads and lanes near Amiens before the 1913 French Grand Prix, Mitchell was given his place. From that time onwards he was Chassagne's regular riding mechanic. He used to study a French dictionary while eating his frugal lunch at the factory, in order to better converse with his driver . . .

Naturally, from this position in the racing-shop, Mr. Mitchell knew about how the 1913 Peugeot was copied. The story is that Dario Resta had been provided by Peugeot's with the car with which Georges Boillot had won the 1913 Coupe de *L'Auto* race, his instructions being to take it round to all the French car agents, as a publicity exercise. Resta drove racing cars for Coatalen and he was able to arrange for Chassagne, another Sunbeam racing-driver, to collect this Peugeot and drive it to Wolverhampton. There it was driven to the drawing-room of Coatalen's then-residence, Waverley House on Goldthorn Hill, stripped right down, and the pieces laid out on the floor. Two draughtsmen, Hugh Rose and Ted Hatlands, then set about making detailed engineering drawings of the entire car. Mr. Mitchell made his own drawings, which we were privileged to see.

It seems that the house used for this secret work was then unoccupied by the Coatalens, although Mrs. Olive Coatalen was present some of the time—"A striking woman," Mr. Mitchell recalls.

After the drawings were completed the car was carefully re-assembled and then driven to the Sunbeam works, where the engine was bench-tested. I asked whether the rebuild had occasioned any difficulty—re-timing it, and so forth. "No", was the reply, "it was a wonderful engine; you couldn't go wrong". What a remarkable story . . .!

Whether all this *was* done without anyone at Peugeot's knowing isn't certain. Coatalen *may* have paid for the car. Even if he *had*, he would not wish anyone outside his own racing-shop to know what he had done. This is borne out by the letters he was soon writing to the motor papers, saying why he had decided to use ball main-bearings and four-valves-per-cylinder for his latest racing engine, etc! Never a mention of Peugeot. Obviously, Coatalen was determined to convince people that the 1914 TT Sunbeam, was designed in his own drawing office, so it was essential to examine the 1913 Peugeot in secret. Knowing something of Louis Coatalen's career, I can easily believe that, indeed, the entire operation was clandestine.

Naturally, we asked Mr. Mitchell how long the copying operation took. He wasn't able to give a direct answer, because at the time when the Peugeot was at Wolverhampton he was sent out to the Seine to work on some V8 Sunbeam-engined boats with Brooks hulls, made for the Smiths Financial Group, and from there he was instructed to proceed, *via* Cherbourg, to Indianapolis, for the 1914 500-Mile Race in which Chassagne was driving for Sunbeam. So he wasn't home in time for the IoM TT in June, although his wife went over, with a party of Sunbeam mechanics, to see Guinness win this two-day 600-mile race at 56.44 m.p.h. Having dominated the French Grand Prix of 1913 with 5.6-litre versions of their new design, Peugeot

If you can keep your tread when all about you are losing theirs...

...you're probably on Michelin XZX.



Get more miles per tyre (up to 25% more than textile braced radials) and save money on Michelin XZX.

built 3-litre cars for the Coupe de *L'Auto* race, which Boillot impressively won, on September 21st, 1913. Between then and June 1914, when Mitchell returned from America and found that an impressive number of identical engines, nine to a dozen he thinks, had been built by Sunbeam's, Coatalen must have conceived and hatched his copying scheme. The TT Sunbeam engine was enlarged from Peugeot's 78 x 156 mm. to 81.5 x 160 mm., and gave just under 100 b.h.p.

Some of these Henry-type Sunbeam engines found their way into racing-boats and when, at Monaco, the engine covers of one boat were left open, Resta peered in and retorted "That's my engine". Incidentally, Mr. Mitchell returned from Indianapolis on the *Aquatania*, strapped-up as a result of Chassagne's Indianapolis accident. The TT Sunbeam engine had a few improvements on the Peugeot, such as struts between the steel piston-crowns and gudgeon-pins. Coatalen made very good use of his cribbed design, the 4½-litre GP Sunbeam engines being similar, as were the war-time Sunbeam V8 aero-engines, although the complex Peugeot cam-follower was later changed for a finger between cam and valve. Incidentally, strength is lent to the story that Peugeot had no knowledge of what Coatalen was up to, if you believe the story that when Coatalen wanted Henry to design the 1922 GP Sunbeam engines he refused, because of the way his design of 1913 had been stolen, or was only persuaded by Chassagne to provide drawings. (It might have been thought that by then the Sunbeam DO would have been sufficiently well versed in 16-valve engines to do its own drawings!)

Mr. Heal asked Mr. Mitchell how it was that Burgess had used an identical design for the 1914 TT Humber, except for a "handed" cylinder block (to avoid copyright claims?). Mr. Mitchell would not be drawn, apart from saying that Mr. Howard, the Sunbeam Works Manager, knew Mr. Burgess . . . Mitchell was in charge of the cars at Indianapolis, at the time when Tom Harrison was in charge of the Experimental Department at Villiers Street. He was also at Brooklands in 1913 for the successful Sunbeam long-distance record attempt, when a 4½-litre single-seater Sunbeam driven by Chassagne, Resta, and Guinness covered more than 1,000 miles in 12 hours. Interesting asides were the quantity of tools, spares and portable work-benches, etc. shipped out to Indianapolis by Sunbeam's, the very simple and effective reverse-gear found on the Peugeot they stripped down in that Wolverhampton drawing-room (which was apparently the *winning* Coupe de *L'Auto* car) and that when they were plagued with plug trouble at Amiens in 1913, thick-electrode Olios effected a complete cure, and gave K. Lee Guinness the idea for his KLG plugs.

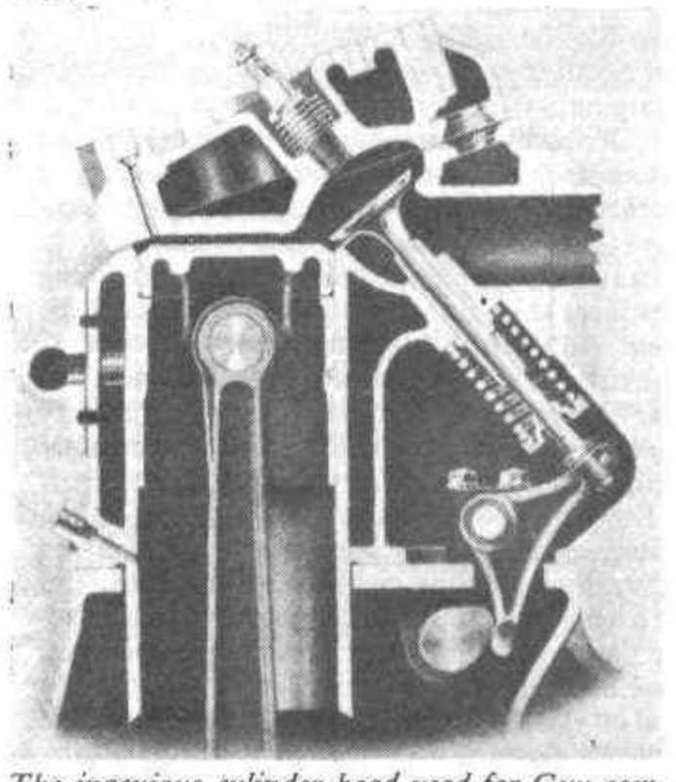
When the war came, Mr. Mitchell joined the Air Ministry in Lincoln's Inn Fields, on aero-engine investigation, looking at 54 makes in all. He remembers the chronic vibration troubles that afflicted the Sunbeam Arab V8 aero-engines, so bad that the magneto on a platform on the crankcase ceased to function, when he was over Brooklands with Alcock in a Maurice Farman, and the shafts of the double-reduction gearboxes sometimes flew



Ernest Henry, whose brilliant Peugeot design Louis Coatalen of Sunbeam's blatantly copied.

off the crankshafts of these engines, causing an urgent order for a large quantity of them to be held up . . . .

After the war Mitchell joined the Guy Motor Company, where they were assembling their first three lorry chassis in a small factory formerly occupied by the Gibson window-frame people. A Coventry-Climax engine was converted from thermo-syphon to pump cooling and put into a Rubery Owen chassis frame. Guy's were making heavy gearboxes for Maudslay and they also worked on the JB4 engine for AEC's. These engines ran all right on the test-bench, when fed with mains water, but they overheated when used with the lorry radiator. The cure was to improve the flow of water through the head gasket. Guy's then decided to make their own engines, using an ingenious inclined-side-valve head that gave something of the free gas-flow of an o.h.v. layout with the simplicity of a normal side-valve power-unit. The same layout was used in 1919, for the Guy V8 private car. I asked how many of these were made. "Nine", was the immediate reply! Mr. Mitchell recalled the automatic chassis-lubrication system of the V8 Guy, operated by the steering as right-hand corners were negotiated. "At first", he said, "you could tell where a Guy had been by the trail of oil drips we left behind, especially near corners!" Enot's eventually supplied a spring-loaded nipple to cure this. Incidentally, Guy's had a V8 Cadillac to copy but could never achieve the quiet-running gearbox of the American car.



The ingenious cylinder head used for Guy commercial vehicles and the short-lived Guy V8 private-car of 1919.

The subject of our interview later opened his own garage, next door to Guy's. He was able to convince his customers that if they drove properly they had no need of the new anti-knock petrols and he ended up selling 79,000 gallons of Power a year. I would like to thank Mr. Mitchell for this interesting interview and congratulate him on his excellent memory, which entirely belies his 96 years.—W.B.

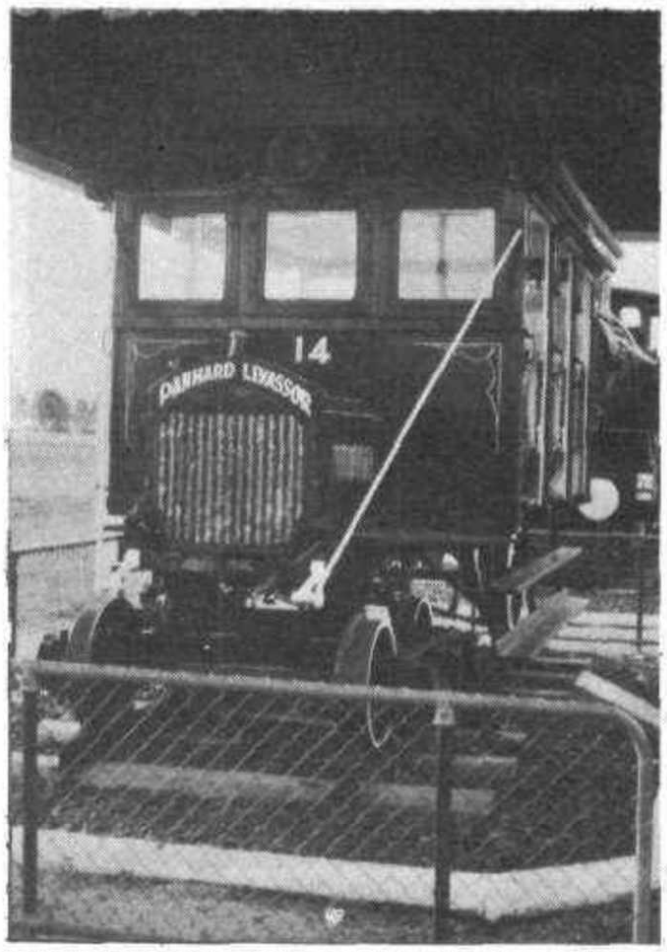
V-E-V Miscellany.—*The Gazette of the Veteran Car Club of Great Britain* has come out in a new format. The Veteran Car Run to Brighton takes place on November 6th. Incidentally, the VCC will celebrate its Golden Jubilee next year and plans are afoot to commemorate it. By the way, the Club's new address is Jessamine House, High Street, Ashwell, Herts. In America a 60-h.p. Fiat and a 1903 two-cylinder Ford are in process of restoration and in this country R.C. Skerman is busy with such work on a veteran four-cylinder Panhard-Levassor, while a 1902 twin-cylinder 7-h.p. car of the same make is being restored in Middlesex.

It never rains but it pours! Having referred to a marine-type sleeve-valve Daimler that turned up recently, we now learn that a similar engine has just been taken out of a boat, an eccentric driven water-pump being fitted to this marine-conversion. Which is a reminder that a 1911 Daimler landaulette which had stood in a garage since 1923 is on the road again and that in New Zealand another sleeve-valve Daimler, which was converted into a hearse around 1928, is being rebuilt. An Aero Morgan 3-wheeler and a Castle-Three 3-wheeler joined the motorcycles on this year's Graham Walker Memorial Run to Beaulieu.

Among those who went to the National Motor Museum for Lord Montagu's 21st Birthday Party for his *V & V Magazine* (which MOTOR SPORT missed, being at the R-REC Rally at Monmouth) were Anthony Heal's 3-litre twin-cam Sunbeam, with Len Gibbs as passenger, a rare 17.9 Swift tourer, a 1926 six-cylinder Austin Twenty Mayfair limousine, a 1926 Hillman 14, many pre-war Austin Sevens and larger Austins, a 20/25 Rolls-Royce, a 1939 Standard Super-Flying-12 and a 1923 Harper Runabout brought on a trailer, as well as many more recent vehicles. There are quite a number of non-Morgan 3-wheelers now in evidence – perhaps the Morgan Three-Wheeler Club should put on a special meeting, as host to them? Reference to a R-REC Rally reminds me that in writing jocularly last month of that Club's outbreak of "plaqueitis" I was premature in referring to one at Bournemouth; it has not yet been unveiled, this ceremony being scheduled for next year, to mark the spot where the Hon. C. S. Rolls met his death in a flying accident 67 years ago. And while making that correction, I am reminded that in last September's "Book Reviews" Ted Inman Hunter was wrongly credited with contributing the Bamford & Martin section to the original Aston Martin book, whereas he wrote the Bertelli chapters. The B & M section was the work of the late Fred Ellis. A 1933 Chrysler Kew

is being refurbished in Windsor. The AGM of the Pre '50 American Auto Cub took place in Oxford on October 29th.

The Fiat 15-Ter truck that was supplied new in 1918 to the Italian Government, and which came here as war-surplus, has passed from George Liston-Young's ownership into the hands of a Surplus Equipment Company in Surrey and is nearly ready for the road again. A new body had to be made for it, but retaining the original iron-work. A similar Fiat 'bus is known to be in the same county. A reader has sent us a copy of *RAE News* for last March, which contains the good news that the RAE's 1916 SE5a biplane, now the only authentic flying-example of this famous fighter, is airworthy again, after its forced-landing at Old Warden in 1972, caused by a crankshaft breakage. The engine had to be replaced, along with the undercarriage and other parts. A replacement for the Hispano-Suiza V8 engine, in the form of a 200-h.p. Wolseley Viper, was obtained from Mr. Shelley of Billericay, in exchange for a 150-h.p. Hispano-Suiza engine that was unsuitable for flight. Both this SE5a and Mr. Shelley's collection of aero-engines have been covered in the past in MOTOR SPORT. Does anyone know a spare Hispano-Suiza aero-engine, which one day might be needed by the RAE? The Bullnose Morris Club reports that a 1927 Morris tourer, which had stood in the open for some 40 years, is being restored in Truro and that a new Australian member has a Morris-Cowley which was purchased new by his stepmother in 1929 and used by her until 1967. Stanley Gibbons Ltd. inform us that 37 of the many Roman coins found when Brooklands Track was being built in 1906-07 are now in their possession, these coins dating from 295-300 AD. So it seems that some more Brooklands historical items will probably soon come under the hammer. The Press handout is optimistic in saying that the old Track "has been completely cleared, although more than half of it is now unused." In view of our recent articles on the Leyland Eight, it is interesting that the *Eire and Cork Evening Echo*, of August 19th last, published an action picture of the Leyland tourer in which Michael Collins was ambushed and shot dead in 1922. A reader, Mr. C. R. Turvey of Coulsdon, has sent us details of a 1918 Panhard-Levassor rail-car which was in use in the Australian Gulf Country from 1922 until 1929, when it was replaced by a larger AEC rail-car. It then became the spare on the 188-mile Normanton-Croydon-Normanton run, remaining in use until 1936, sometimes pulling a luggage box-van. It was finally scrapped in 1941 and is now in the Redbank Museum in Queensland. The engine is of 20-24 h.p. and this rail-car was known simply as, "The Panhard". Following our reference to a vintage Daimler Bass "bottle-van" at the new Bass-Worthington Brewery Museum in Burton-on-Trent, we were interested in a cutting from the *Coventry Evening Telegraph*, sent to us by a reader, about one of these Daimlers which Mr. Ernest White drove regularly from 1925 and 1939, when he was a Bass-Worthington sales-representative. He recalls these "bottles" as difficult to drive, with poor visibility, no rear window, no screen-wiper, and an outside handbrake. They were also very hot in summer, very cold in winter, and draughty. Mr. White drove round the country distributing publicity material and the Daimler was in trouble during the 1926 General Strike, as representing capitalist interests! Apparently there is real cork, in the bottle's nose. The Gurnsey Motor Museum, opened in 1976, has issued a souvenir guide, from which it is seen that among



The Panhard-Levassor rail-car in Australia.

the vintage cars it contains are a 1924 Citroen 5cv., a 1924 Trojan, a 1928 Rolls-Royce Twenty chassis, a 1928 18/50 Star Eclipse tourer, and Speedy and Ruby Austin Sevens. –W.B.

Fragments on Forgotten Makes. No. 36: The Decauville

DECAUVILLE CARS date back to 1898. First, from the works at Corbeil, Seine-et-Oise, emerged a sort of four-wheeled Bollee, originally called a Geudon. More conventional cars followed and on the strength of some literature kindly provided by a reader, we can look at Decauville as it was in 1906.

Founded in 1854 for the manufacture of distilling apparatus, the Company branched out later into the making of light railway locomotives and equipment, which meant substantially enlarging its factory. In time it became famous for Decauville narrow-gauge locomotives and rolling-stock and later made splendidly-equipped coaches and trucks for full-size lines. Motor rail-cars and automobiles came naturally to Decauville. By 1906 they had a factory extending over more than 50 acres, still on the banks of the Seine at Corbeil, together with a works at Dunkirk for export railway orders, and another near Liege in Belgium. The main factory employed more than 1,100 workers, the others a further 500.

The automobile factory's gear-cutters, lathes, drilling-machines and boring-tools were driven by overhead shafting and belts, as was then, and for a long time afterwards, customary, using electric power from the plant's own triple dynamos, these being driven by three engines developing a total of 550 h.p. In the first bay of the Decauville factory a visitor saw a big battery of different sized steam-hammers, used for shaping the main chassis members. Next, he entered a place where the smaller forgings were fabricated and the hardening of the steel parts was accomplished. Chassis were assembled in a shop where the honeycomb radiators and bonnets were also made. The machine-shop was equipped with automatic lathes, supervised by one man, and in the centre of the factory the detail parts were added to the chassis frames and the section beyond was where the Decauville engines were assembled and tested. In the next department the engines were put into the chassis frames and finally, in a well-lighted hall, the bodies were fitted and the finished cars were tuned-up. Decauville bodywork was made in a special joinery and upholstery department, before going to the paintshop. The finished cars were stored in a siding of the PLM railway, awaiting despatch.

In 1906 six Decauville models were in production, the two-cylinder 12/14, the four-cylinder 12/16, 16/20, 24/28 shaft/drive chassis, and the big 30/35 and 45/60 chain-drive cars. From all these vans (some used by Decauville themselves), lorries, rail-cars and motor-boat engines were devised. Decauville were proud of their rigid chrome-steel chassis frames and their very flexible engines, claimed to recently have been even further improved.

Engine bearings were bronze-lined, the 12/16 h.p. chassis had unit construction of engine and gearbox, and there was a choice of ignition, by trembler coil or h.t. magneto. Like Rolls-Royce, Decauville made their own carburetters and they had patented their propeller-shaft universal-joint. A cone clutch, quadrant gear-change, and big exposed flywheel in its pit between the united engine and gearbox, were typical of the times. A sprag was still supplied. The main engine bearings were bronze-lined and the water pump of the 12/16 engine delivered 22 gallons of water per minute. Power seems to have been taken at 1,000 r.p.m, at which speed the higher of the quoted horse-powers was developed. The valves were all interchangeable, the gearbox shafts ran on ball bearings, and the back axles were of fully-floating type. The 3-speed and reverse gearboxes had pinions of nickel-steel. The foot-brake operated a differential brake, at the same time withdrawing the clutch, and the hand brake applyed the expanding rear-wheel brakes. The two-cylinder chassis came in two wheelbase lengths and had coil ignition; a magneto cost an extra £25. The 12/16 engine normally had a Simms-Bosch h.t. magneto, coil and accumulators costing £15 extra. The big 35 h.p. car had a 4-speed gearbox, and dual ignition seems to have been standard on the bigger models.

Prices in 1906 ranged from £310 for the long-wheelbase 115 x 115 mm., two-cylinder Decauville chassis on 815 x 105 tyres, to £730 for the 30/35 128 x 130 mm. chassis on 915 x 105 front, 920 x 120 back tyres. A 12/16 landaulette was listed at £550 and English-built bodies for the more powerful chassis cost from £75 to £150. Miss Julie Neilson was the proud owner of a 24/28 Decauville. This suggests a British agent. Indeed, H. M. Hobson, Ltd., with showrooms in Oxford Street, had just moved into new premises at 29, Vauxhall Bridge Road, where their offices, garage and works were situated. The place was between an open space and existing residential quarters with railinged balconies to their first-floor windows, beneath one of which the entrance-arch to the garage was situated. There was a showroom to the three-storey brick building, to which 1906 Decauville chassis were delivered on horse-drawn low-loading drays. Counting the basement, there were three floors to Hobson's premises, access to them being by means of a Wavgood's hydraulic



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lift. The premises provided accommodation for some 50 cars, and space for repairing them. The basement housed not only machine tools, but forges. The ground floor held 16 cars, the second floor the offices and Directors' rooms, with more car-storage space available, and on the third floor was the tuning-bay, spares-depot, and further car storage space. Jentazy tyres and Pognon plugs were used here. A modern note is struck by the statement that "every Decauville car that leaves the Depot is in perfect running order, a detail which very few makers or agents in this country attend to." Mechanics time was charged at 2/- (10p) an hour; dismantling a car for examination prior to repairs cost £6 (600p).

Decauville agents were being appointed, F. E. Fox & Duffin of West Kent Garage, Sydenham, who also had premises in Beckenham, being one of these. They claimed to be competent "to drive and repair any description of motor vehicle, from one to 100 h.p." Their 1906 Decauville prices seem to have been slightly higher than those of Hobson's, up to £1,000 for the 45/60 chassis. They could hire-out Decauville cars with competent drivers, and were agents for any make of car on the market. All in all, it would seem that by 1906 the Decauville was a good and thoroughly well-established car. Yet by 1909 it was no more. Why? – W. B.

V-E-V Odds & Ends.—Gwenda Hawkes, perhaps the greatest lady racing motorist of all time, now aged 83, has recently driven alone across Europe, from England to Greece. We commiserate with the Vintage Motor Cycle Club in the loss of its President, the late Mr. John Rotherham and regret to learn of the death of Lionel Ropner, the one-time driver of a 30/98 Vauxhall at Brooklands, whom MOTOR SPORT interviewed some years ago. An Australian reader has in his possession a blue-and-white enamelled badge inscribed "Licensed Chauffeur No.155" and on the reverse "PO Stamp Works, Portland", and wonders about its origin. When, for example, were taxi or other licensed drivers given such badges? This one is copper, 1¼ in. in diameter. Rather like *Flutenews*, the duplicated magazine of the Vauxhall OC, which caters for pre-war and post-war cars of that make, so does the Hillman Register look after Hillmans, but only the 1907-39 cars. It has a magazine, *The Hillman*, the second number of which lists chassis numbers from 1907-1940, and the Secretary is: Clive Baker, 16, Parkfields, Wootton-under-Edge, Glos. The September issue of the *Bulletin of the Riley Register* contained, among other interesting items, information about the Big-Fours Rileys and how a Blue Label 3-litre Bentley was used for comparative studies by the Experimental Department at Foleshill, about the coachbuilding firm of Hancock & Warman, and descriptions of long runs by contemporary and current Riley Nines. *The Alvis Register Bulletin*, No. 126, contains some fine action-shots of Eric Banfield's 1924 200-Mile Race Alvis in action at recent Oulton Park, pictures of a 1928 TG 12/50 Alvis once owned by Mrs. Morgan, wife of H. F. S. Morgan of 3-wheeler fame, and an explanation of how Robert Wicksteed's No. 1 racing Alvis fared in winning the first race at VSCC Cadwell Park and why it is known as No. 1. Among last month's MOTOR SPORT printer's errors was one that gave the Rolls-Royce Legalimit 2-seater a wheelbase of 160 in.; this should have read 100 in., compared to 90 in., of the landaulette Legalimit chassis.

Vintage Postbag

The 1914 GP Opels

Sir,

I was interested to read your article on Mavrogordato's 1914 GP Opel. It would certainly appear that the only anachronisms are the ignition system, the Ki-gas, and the road wheels, as you point out, but I rather think that the steering wheel should have a celluloid-covered rim like ours, which seems to check-out with contemporary photographs. To my mind the car would be, however, improved by having a white-painted radiator, the air-pump transferred to its correct place inside the scuttle on the riding mechanic's side and by fitting beaded-edge tyres, which would definitely improve the general handling and steering, as we have already found out on our own car. Nevertheless, a very original motor car and a rare jewel indeed!

However, I think you are being less than fair in calling our car a "replica", although undoubtedly it is not as original as Mavro's car. It is a well-known fact that Brian Morgan built this bodywork in the 1940s after he had acquired the car from Bill Shortt in 1939. When purchased it had the two-seater body which you refer to on page 65 of your Brooklands book, but all Brian Morgan could use, according to a recent telephone conversation, was the radiator and bonnet. The rest of the car is certainly 1914 GP Opel and even has the same instruments as the Mavrogordato car, the speedo. being calibrated in km./hour, the oil-gauge in kg./sq. cm., and the fuel-pressure in "meter/wasser".

I have before me an interesting file of correspondence between D. C. Cull and Stanley Sears, whereby Cull verifies the Brooklands history of the two machines. He states that our car lapped Brooklands at 108 m.p.h., which seems very fast but certainly Jack Sears and myself have seen 100 m.p.h., which compares with the TT Sunbeam's speed of about 90 m.p.h. over the same distance. However, I would be very interested to know how you can be certain that the Mavrogordato car was driven by Joerns in the 1914 French GP. Certainly Cull could not confirm this in his correspondence and had been unable to find out even in 1920, only six years after the event. As you well know, the standard of reporting in those days concerning car chassis numbers was not very good and in many cases the chassis numbers themselves did not exist. We have had a similar problem in trying to ascertain exactly who drove our TT Sunbeam in the 1914 event. There is no doubt that rumours passed down over the years are eventually accepted as facts. But I think that anything less than the written word should be viewed with suspicion. For instance, at least three people claim to have the GP Bugatti in which Louis Chiron won the 1931 Monaco GP!

People like D.S.J. have made it possible to be adamant about the history of some post-war racing cars. But pre-war racing cars, not in themselves unique, are a very different matter—more so cars of the pre-Kaiser War! However, if you have any evidence, I would be grateful to hear about it.

It would be most interesting to know the maximum speeds of the 1914 GP cars. I have wondered about this since I passed Philip Mann's Mercedes down the straight at Silverstone in the 1914 Sunbeam and as the Sunbeam has a maximum of 95 m.p.h. and in the light of the Opel's Brooklands lap-speed I would have thought its maximum to be about 112. Would you agree? I would have thought that the Mercedes would have been quicker than both the Sunbeam and the Opel, or perhaps it just handled better. The Sunbeam would certainly be much faster than the Opel over a twisty course, as it is one of the best-handling cars I have ever driven.

Neasham E. N. CORNER

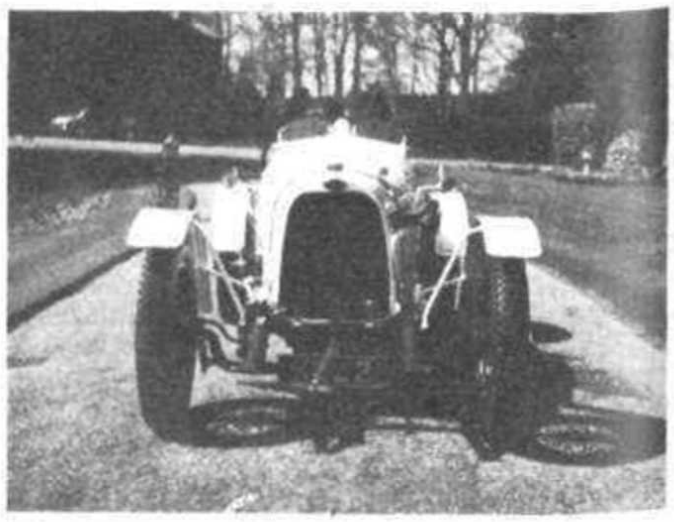
[The late Laurence Pomeroy did much to establish the flat-out speeds of various GP cars, in his great work "The Grand Prix Car". He quotes the 1914 GP Mercedes' top speed as 116 m.p.h. (later amended to 112 m.p.h.), that of the 1914 GP Peugeot as 116 m.p.h., that of the 1914 TT Sunbeam as 97 m.p.h. D.S.J., in his "Racing Car Pocket-book", quotes the 1914 GP Mercedes' speed as 112 m.p.h. As to which of these two once-identical Opels is the more original, as my description of Neil Corner's car as "a replica" isn't acceptable to him, I will leave the two proud owners to battle it out! The fastest *official* Brooklands lap-speed by a 1914 GP Opel is 100.41 m.p.h., achieved on May 24th, 1920, by Segrave in Mavrogordato's car.—Ed.]

The Majesty of the Law

Sir,

As Clerk of the Course of the VSCC's Race Meeting at Cadwell Park on August 28th, 1977, I request an opportunity to comment on the postscript to your report of this meeting. In this postscript you imply harsh treatment of Derrick Edwards. I would point out that Derrick was excluded for the specific reason that he was not in possession of his Medical





The two GP Opels – Mavrogordato's on the left, photographed outside Stag Lane aerodrome in 1931, when Mavro was using it regularly on the road, and Corner's on the right, as rebuilt by Brian Morgan.

Certificate. As you know, this is a matter in connection with which no discretionary powers are allowed to Clerk of Course or Stewards.

Kingsclere TONY BIRD

[It's just a matter of whether rules can very occasionally be very slightly bent, under certain circumstances, especially in more sporting and sociable old-car racing circles. I fully appreciate the importance of racing drivers being in possession of valid Medical Certificates, although we recall the unfortunate case of a driver so-equipped dying of a heart-attack during a race. And I remember telling the Doctor when being medically checked-over at Goodwood a long time ago, prior to taking part in a Journalists' fun-race over a few laps in a very tame Mini-Minor, that if I didn't pass the Medical I wouldn't be able to drive home, because I had driven down much further and just as hard, in the same sort of car . . .

That apart, as I understood it, at Cadwell Park, Derrick Edwards asked simply to be allowed to *practise*, not race, while his papers, which I assume included his Medical Certificate, were retrieved from his hotel. This was refused, so, not having practised, he couldn't race. Of course, if his Medical Certificate wasn't amongst those papers and Tony knew this, my criticism isn't valid. But Derrick had raced at Silverstone, complete with Medical Certificate, the *previous day*, when the Aston had been passed by the same RAC Scrutineer. —Ed.]

A Rare Crossley

Sir,

The photograph of the Crossley published with a letter in July shows a landaulette body on a Crossley chassis, undoubtedly the four-cylinder 19.6 h.p. I am certain of this because, many years ago, I was apprenticed to A. V. Roe & Co., Manchester. In addition to making aircraft, the firm used to make bodies for Crossleys; they also made a small fabric body for cars such as Swift and Standard.

The aeroplanes I was concerned with were the famous Avro 504K 110 Le Rhone engine and the later 504M with the undercarriage designed by our test pilot, Mr. Bert Hinkler. This did away with the "tooth pick" central skid, which in addition to protecting the propeller in the event of a bad landing, used also to trip up the unfortunate person swinging the prop.

In addition to these aeroplanes we also made, later on in the twenties, the Avian Cygnet biplane, I cannot remember the dates, as I am getting on in my 73rd year.

To return to Crossley cars, the 19.6 succeeded the very nice RFC type 25/30. Usually the latter had twin rear wheels. The Crossley radiator was one of the prettiest on the road, and was made of German silver. The 19.6 was a much more modern car, though not having f.w.b. at first. It had a monobloc four-cylinder engine with detachable head, Smith carburettor, side-valves, and was of some 4-litres capacity. My father had one of these and very nice it was. It was the successor to a 1914 "O" type 15.9 Belsize, which I remember to have been a nice car.

Later on my father bought a 20/70 Crossley, which was a hotted-up 19.6 sporting four-seater body and the hinged rear tonneau was fitted with twin aeroscreens. The handbrake was outside the body and I remember it as a very fast car, with a very loud exhaust note. When my father died in the early thirties he left the 20/70 to me but I couldn't afford to run it, having a Gordon England Austin Seven Cup model. I made several attempts to sell it without success and finally gave it away. I wish I hadn't, now!

While I was at Roes we made the Harper runabout designed by R. O. Harper. This was a little three-wheeled car started by handlebar, with a Villiers two-stroke attached at the side just in front of one of the rear wheels. In the twenties, A. V. Roe designed and made this first all-metal machine. This was the Avro Aldershot bomber. It was a large biplane with swept-back wings and was powered by two Rolls-Royce Condor engines, one port and one starboard. I think they were destined for Russia, but in any case were not a success. Incidentally, knowing your interest in models, I have nearly 100 model cars and aeroplanes.

Brighton TWEMLOW BOOTH

An Electric Austro-Daimler

Sir,

With reference to Kent Karslake's letter about the Mercedes-Lohner, I thought your readers might be interested to see the enclosed photograph of a similar vehicle but with rear wheel drive. These were apparently made in the Austro-Daimler factory but sold in England by the Mercedes Company. They were introduced at the end of 1906 and made during the 1907 season only, using the standard 45 h.p. engine. In the showroom behind the tourer could be seen a town car with forward control also using the rear hub electric motor system. At least one Mercedes electric was bought by the Kaiser.

Head Librarian, G. N. GEORGANO
The National Motor Museum

"Could It Be?" —A Mercedes Identification

Sir,

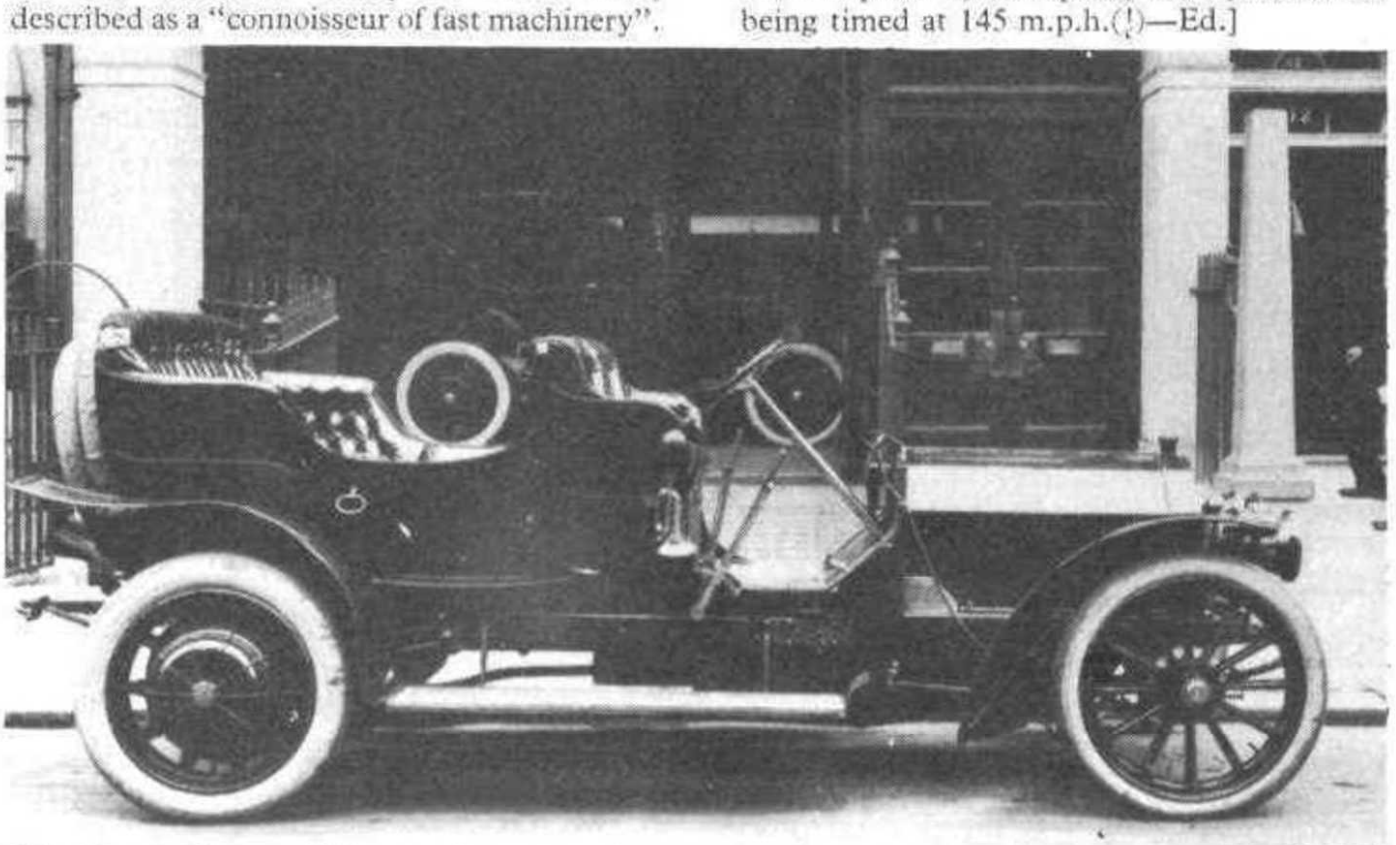
I suggest that the "hot-rod" shown on Page 1107 (Sept. issue) could have the chassis of a 1923 2-litre, four-cylinder Indianapolis-type Mercedes, rather than a 1914 4½-litre GP car. Fred Horsley's paper-covered book "World's Fastest Cars" of the early 1950s shows a deplorable rebuild of one of these rare Mercedes, perpetrated by Charles Zumbach for one McClure Halley of New York, described as a "connoisseur of fast machinery".

Horsley says the Halley special was based on a Mercedes which Ralph de Palma raced at Indianapolis, but fitted with a blown four-cylinder 137 cu. in. Miller engine and an all-stainless steel body, which required "half a year of hammering" to complete the "dazzling speedster". Another US authority states that the 2-litre Mercedes which Carl Sailer drove into 8th place in the 1923 Indianapolis 500 remained in America and was later fitted with a 183 cu. in. (3-litre) Miller engine and rebuilt for road use. Ralph de Palma did not, in fact, drive one of these smaller Mercedes at Indianapolis, but the front-wheel brakes, curved axle, rear-shackled front springs, multi-louvred bonnet and pseudo Brooklands silencer in the MOTOR SPORT picture suggest that it and the Halley special could be one and the same car.

Horsley adds that Halley sold it after 12 years, and that the new owner was driving it in Maryland when it caught fire and was "burned out". Might not the Gaslight Auto Parts hot-rod be an even more horrible rebuild of an unhappy amalgam of parts, with modern broad-rim wheels and tyres, hideous twin screens and those ridiculous Ruxton-like headlights?

Ewell CYRIL POSTHUMUS

[I have always said that if there is a motoring problem to be solved it is worth presenting it to our readers, who are such excellent sleuths, and often come up with an answer. Besides Cyril Posthumus, others, including Mr. Pert of Cap Martin, Mr. Bellis of Sefton Park and R. Baillie, in a telephone call, have drawn our attention to the references to this car in Horsley's and Stein's books; it was also, Mr. Pert tells us, featured on the front cover of the *Saturday Evening Post* in 1937. The difficulty is, as Posthumus says, that de Palma didn't drive one of these four-cylinder, 2-litre Mercedes at Indianapolis in 1923, but he *did* win that race in 1915, at 89.84 m.p.h., driving a 1914 GP Mercedes. However, just as all Bugattis were at one time "ex-Chiron" and most Maseratis are "ex-Moss", I suppose in the USA any old Mercedes would have been "ex-Ralph de Palma". So I think Cyril Posthumus is correct. Incidentally, the twin-cam Miller conversion was said to give over 200 b.h.p. at 6,500 r.p.m., the 2,250 lb car being timed at 145 m.p.h.(!)—Ed.]



The electrically propelled 1907 Mercedes referred to by G. N. Georgano, photographed outside the showrooms at 12 Savile Row, London, in August 1907.



'What a way to spend Easter!'

By Don McCullin.

My twenty years as a professional photographer have been interesting, to say the least.

In fact, I've got a portfolio that's virtually a celluloid version of the World Atlas.

And I've been through enough camera equipment to keep Wallace Heatons in business for life.

So when Olympus asked me to put their OM camera through its paces, they knew it wasn't going to get the kid glove treatment.

The first place I took the OM was the far East, to photograph landscapes.

I must say I was impressed with the lightness of the system, since I was carrying three lenses and two bodies around in temperatures of over 100 degrees.

Apart from dropping a camera body under a taxi in Taipeh, the trip went according to plan.

Then came the real test.

Every Easter Monday, at a place called Hallaton, in Leicestershire, they have what they call a "Bottle kicking."

I wanted to get some shots of it for a book I'm working on.

The object of the game is to get a small barrel of beer from the top of a grass hill to the opposite side of a river.

It's played by two teams of about forty blokes from the adjoining villages of Hallaton and Medbourne.

The rules are simple, there are none.

Straight after kick-off, the two teams got into a scrum that made Rugby League look like ring-a-roses.

Unfortunately, the camera somehow got into the middle of it. Equally unfortunate, I happened to be holding it at the time.

After a quick check to make sure that we were both still functioning, I caught the teams up half way down the hill.

By now, both teams had lost about a third of their players. Some with concussion, some with broken limbs.

And some because the pubs were still open.

Then a quick break by Hallaton brought the teams within a few feet of the river bank.

Another scrum, another break, an almighty splash and both teams were in the river.

This is where I knew I'd get my best shots.

I was using a 35mm lens, which meant any close-ups had to be taken the hard way, right there in the river.

Not a bad time to find out if the OM was water-tight.

It was also a good time to try out the motor drive, which I must say was the lightest I've handled.

In the time it took to bang off a roll of film, a Hallaton man was heading for the line.

A quick body swerve (very difficult in three feet of water) and he'd scored.

1-0 to Hallaton.

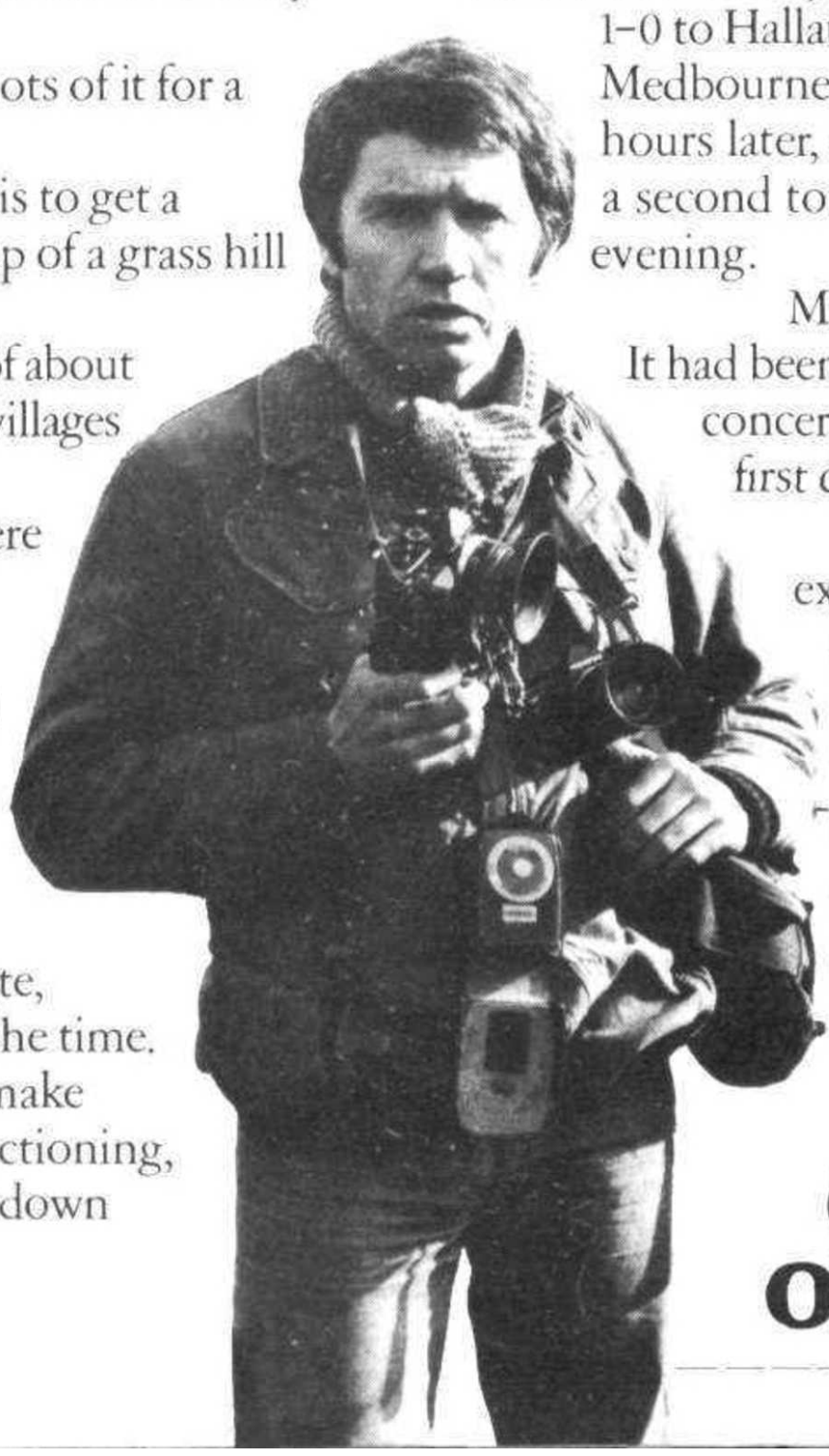
Medbourne managed to equalise a few hours later, and secured the match with a second touchdown during the evening.

Medbourne had won the day.

It had been a good day as far as I was concerned too, I took some really first class shots for my book.

The OM had performed excellently, it did everything I expected of it.

And that, believe me, is a hell of a lot.



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Jantke: Spreading the Porsche Gospel

THE RECENT Brands Hatch venue for a 6-hour round of the World Championship for Makes (Group 5) brought the Martini-sponsored factory Porsche personnel to Kent. While they were here, establishing beyond any possible doubt their second successive title in this fledgling series, we took the opportunity of talking to the man responsible for their sporting policies. Formerly the editor of a West German competition-orientated magazine, Manfred Jantke represents the Porsche character perfectly today. An excellent knowledge of English is backed up by an obvious conviction that the best way to continue the Porsche story is through engineering refined and proven in long distance racing. Although his job has obvious publicity aspects, Jantke has caught the engineering mood within the company : the link between road and competition cars is continually stressed. The interview also provided some interesting new information on the exciting 1.4-litre "Baby Porsche 935-2.0, but it seems that –despite the convenient size for Formula One and Porsche's lead in turbocharging –this unit is not the way they would ever choose to enter Formula One. As ever there seems no immediate prospect of the Stuttgart concern becoming involved in Formula One, or the rumoured Indianapolis project, but there are definite signs that they will be involved in other kinds of competition next year.



Manfred Jantke, below, Porsche's sporting overlord, is no mean man at the wheel, as he was busy proving at Hockenheim in a 911R in 1970.



SINCE WE were present at Brands Hatch to see Group 5 machinery, the first question was obviously how Porsche, one of three West German concerns who really were responsible for this category emerging, viewed their monopolistic role in the Championship?

The pungent reply was, "Our car has developed, but not the Championship!" Jantke stopped smiling as he added, "There are criticisms that we have gone away from the original production concept, but that was not our idea. There are already categories to look after more production-kind of cars. Group 2 and Group 4 are for these people. We wanted more spectacle; more power; high speeds; really things that you should see in a *World* Championship series. It's not cheap, of course, but then there are other ways to go, as I said before.

"I think the Porsche 935 shows this idea well. It really is a fast car – we timed it at 352 k.p.h. (219.29 m.p.h.) at Le Mans. There's the flames from the exhaust and good drivers like Mass and Ickx, so we put on a big show for the public, and our engineers learn at the same time. This car does the job we intended, just perfectly."

Perhaps too perfect to provide a good racing series? Jantke nods vigorously. "Exactly so. We made a mistake in the beginning. We pulled away too far. Originally there were Ford and BMW. Ford closed their Cologne competitions shop during the fuel crisis period, while we were all preparing for this Championship to start.

"Then we just have BMW. Still it could have been good last year, and for sure it was better than the races we have this year. We tried 100% from the start. This dismayed our opponents and it was only half-hearted opposition. I think we should have gone more slowly to develop the series." This is said with earnest intent as he adds, "because the FIA take so long to deal with the Group 6 sports car series, when Group 5 was getting ready to happen, makers such as Renault and Alfa Romeo were not sure what to do: we could have had them in the Group 5 series, if it had been clear about the World Championship at that time."

Jantke then turns to the car that now dominates this series and those customer machines which provide any life blood at all for the Group 5 to sustain any acceptable "spear carrier" entries at all.

"Our last *racing* engine was for the 917 and that was finished after 1971. In 1972, we at the factory did almost nothing in competition and we did not enter cars for the races. The first ideas for Group 5 were announced in 1973 and we started to run the Carrera, first with a normal aspiration 2.8-litre engine and then a 3-litre motor. It was all to tell us the way we should go for Group 5. The following year we made the 2.1-litre-turbo for racing at 3-litres. This car is more sophisticated in suspension than the present 935, where we have gone back to our Bananas." A snort of laughter follows this sally, as we realise that Manfred is actually discussing the nickname for the production-look rear suspension arms.

"So, for the beginning of Group 5 in 1976 we tried really hard in all areas, but especially on weight. At Weissach (the present centre from which the cars are built and subsequently operated: a true manufacturer involvement – J.W.) they had made the car perhaps 50 kg. *under* the weight the regulations say we must carry to race in the 4-litre class. In 1975 it was a development year. We made our 1974 car take the 2.8-litre turbo, ready for 1976." In 1974 that car weighed 800 kg., by the end of development it was 840 kg., so it was obvious that the 1976 Porsche 935 must start carrying ballast to reach at least the 970 kg. weight limit in 1976.

"That was the start: always the car is putting on weight with the work to make it faster and stronger. For this 1977 season the car carries *no ballast*. Now we have twin turbos (customer cars are still dependent on the 1976 turbocharger layout) and the extra pipework as a major weight increase. Also this season we have new bodywork, and this is like a second skin on the car: if you look you will see it has two rear screens. We have also fitted a radio now..." A small grin to reflect on the luxurious equipment found in this long distance racer, though this is little compared with what is to come.

"At the beginning of the year we tested power steering and brakes, but only the brakes we race with. Then Barth (Jurgen – J.W.) had this big crash, with Fitzpatrick at Mugello, and we still don't know what caused it. Perhaps it is possible that the power servo system failed, so now we take it off. The steering had a new geometry pattern after the power steering experiments and it's beautiful now: just like a Rolls-Royce!" It is relevant to note that Herr Jantke does drive the car occasionally at Weissach (as well as occasionally racing the working occupants of the Porsche Museum) so he does *know* what he is talking about.

Referring to the benefits gained by the double turbocharger installation Jantke stresses, "the gain is in ease of driving. This is very important in a long distance –you know we have even looked at air conditioning? –where the power curve is much more even than before.

"Normally we run the car at 1.45 atmospheres boost. This gives about 650 to 680 horsepower. We try never to go more than 1.5 atmospheres, but our customers do, expecially in the German Championship. We think these cars are so power-

ful that, for us, it is not worth the risk to gain 9-11 horsepower by increasing boost.

"Another development we have made in 1977 has been the wheels. We used to have 19-in. diameter wheels, but they lost air because of the leverage cracking the separate centres from the rims. It has been very expensive for us, but we have made our own Porsche wheel now, and we use these: the BBS we keep for the "Baby", and they are fine –there is less torque in this case, and the rims must be smaller.

"Maybe you thought it was funny to have the air conditioning in a race car, as I mentioned earlier? I say this so you can see how important we think it is that the driver is comfortable at high speeds over long distances. The problem of heat in the cockpit is a bad one for us, especially with the Baby Porsche which has less body inside to keep the heat of the engine, gearbox and turbocharger from the driver. At Norisring on a sunny day, the temperature was 50° C inside the car. The human body cannot breath properly and we had to stop racing that day because Jacky (Ickx) could not drive any more. So this is why we talk about air-conditioning."

Jantke was very, very cool on the future, and even the existence of, the Baby Porsche 935-2.0. Very frankly he said, "this is not a real Porsche. We do not belong in this class now. We do no business for customers here, all our road cars are 3-litres and more from 911 type. It has taken us 20 years to move up from 1100 c.c. to the present, where we can win outright. We are not willing to go backwards.

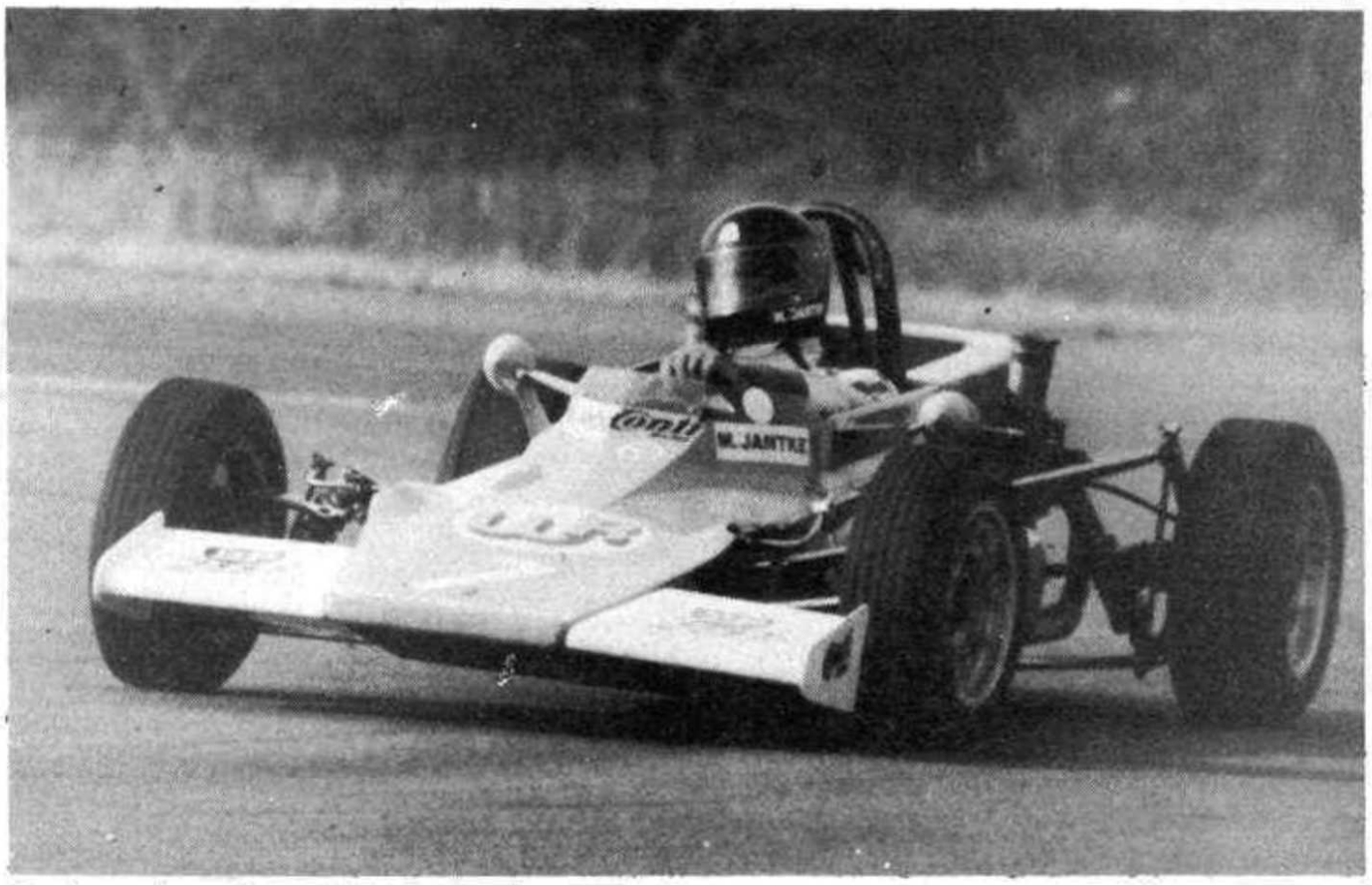
"This car was built to prove one thing: that we are better than the Fords and BMWs which are in this class in German races. We wanted to prove that we can beat them when they have decided they will not race against us in the big class." It is true to say that Ford and BMW were not willing to race against the turbo Porsches with their coupe saloons. It seems only BMW are now willing to take Porsche on in straight combat. One can sympathise with the manufacturer's reluctance to get involved in this sort of warfare when Porsche have the right motivation and equipment to deploy their engineering expertise in public to win.

Jantke declares, "the reaction from these other manufacturers to the Baby was to congratulate us when it was 13th on the grid at Norisring. Then, in the second and last time that it raced at Hockenheim it was the fastest in practice, and won the race easily. Then they are not so pleased. There is always talk to ban the turbo, or make us carry more weight: they do not think how to improve their cars, only to get us out. We do not like this hostility and I do not think we will race this car again: we did it only to show we can win in this class, if necessary."

Discussing the Baby Porsche technically Herr Jantke was able to clear up the misconceptions fostered about its weight, and how it was achieved, and the future of that 1.4-litre turbo six.

"First I must say this engine could not, definitely not, become a Formula One engine. You must remember it is still a single camshaft (per bank) with two valves in each cylinder: it is a developed production engine. So, if we are to do F1 we must make a racing engine.

"We do not think the turbo 1-litre is the way to do this. We could reach the existing F1 standard, but not go beyond, to pass, to win, to set a new standard. It would be more expensive and complicated than existing F1 engines. So there is no sense for us to do this. *If* we did F1, and we will explore the reasons why we do not plan it at the moment, we would use a normally aspirated 3-litre racing engine for this job."



Jantke racing a Super Vee in 1969.

Naturally we asked how Porsche felt about the Renault F1 programme. "This is a big interest for us: we think they will give proof that our calculation is right!" It was said with good nature, not arrogance, but the next statement was a more earnest, "we will be very surprised if they win. What we have seen so far is normal for the turbo engine. It can qualify quite well, you can boost it for practice, and it breaks the turbo, but it does a good time. The problem is to race for two hours with this practice power, and to overcome this throttle lag, so that you can race and win against opponents on the track, not a watch. Turbocharging is cheaper for a production-base engine to make more power. For racing in a formula car normal aspiration is cheaper and better," Herr Jantke concluded, though he was to return to F1 later on.

Back on the subject of the Baby Porsche Manfred Jantke told us some of the changes that had brought the car so close to the 735 kg. limit. "Really it is a much different car to the 935. The bodywork is much, much lighter with the lightest glass and plastic. The chassis has the steel centre section only –tubular space frames front and rear (the big one has tubular rear construction) –and that steel is the lightest we could use: thinner than before. Then we have the smaller wheels and really incredible things: the gas pedal is in titanium and so is the gear-lever: it doesn't make much difference but we do it with many things.

"In the car's mechanical parts we have saved the weight of piping for the oil cooler by placing it in the rear. The cooling for the engine is different, it works on an under-pressure scoop to pull air in, and was developed when we looked at the possibility to run our cars *without* the engine cooling fan. We find it would be possible, but not for a race with pit stops or any slow moving: it would have to be steady high speeds to make this safe.

"Of course then the engine has only the single turbocharger, so that is lighter, and we have less weight in the gearbox: it is five speeds from the 911, capable of holding 370 horsepower. The big turbo has a four speed 930 type of gearbox which is able to take 900 horsepower and this is naturally heavier, even with less gears, to absorb this extra power."

So far as the car itself was concerned this was the limit of our conversation, but there was one fascinating quote illustrating Porsche character clearly. Jantke said, "we have got so close to working with weight limits now, that we have to take into account the loss of weight in a race: on average our cars lose a kilogramme (2.2 lb) in brake wear and oil consumed. Of course the fuel load plays a bigger part in the car's weight, but we have to take into account even this little change. So, if there is a 735 kg. weight limit, for example we like the car to have a ready-to-race weight of 740-750 kg."

For next year the retention of Martini, as sponsors, and Jochen Mass/Jacky Ickx as drivers has already been confirmed, but Manfred Jantke has some very definite views on the Group 5 series next year. "Next year it is BMW's turn to support the Championship. The series must have other makes to survive, in 1978 it will be BMW's job to keep the series alive."

Jochen Neerpasch and the team have confirmed that a single works 320i-turbo will be campaigned at all rounds of the Group 5 series next year. A flotilla of works-assisted 320is will also attend. From a BMW viewpoint 1978 is the year when they will debut the mid-engined machine of mixed ancestry, it will run prior to its homologation at Daytona and Le Mans, where the organisers have made provision for such prototypes. So the Munich team have a pretty busy year to come, looking after Group 5 in the present, developing a limited production



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mid-engine road car, and racing the same project for the first time. No wonder Munich was unenthusiastic about saloon car racing against Jaguar in 1978.

Next year the 935 will run again in the hands of Mass and Ickx, but Jantke is pretty pessimistic about the future of Group 5 if Porsche should win the Championship again, without a fight. The signs are that, with a turbo-BMW driven by the calibre of top notch pilot normally employed by BMW at this level (notably Ronnie Peterson, Hans Stuck and David Hobbs) Porsche will not enjoy a walk-over. BMW pushed them surprisingly hard in the points table when they ran the big Group 5 CSL coupes in 1976.

Other plans include a foray into rallying on a one-off basis. These plans could not be confirmed officially at our interview. From other sources, we have heard that Porsche will enter next year's East African Safari with two 911 Carrera 3-litres. The writer would guess at Bjorn Waldegaard and Walter Roehrl as Porsche's favourite drivers, but there would be some tricky contractural negotiations to overcome.

Commenting once again on the F1 scene Jantke made it clear that it was not a lack of money that prevented Porsche's participation. In fact the economics of F1 look very good to Porsche, for they would be travelling to much the same places with some chance of initial reward, and a good share in the cake with success. Involved in Group 5, as they are, starting money prospects and rewards for winning are minimal, compared to the cost of reaching and preparing for a round of the silhouette championship.

While we were on the subject of other formulae, Jantke confirmed that the Group 6 Sports car, which won at Le Mans this year and last, would be appearing again at the Sarthe circuit, following the usual testing – along with the Group 5 machinery, at Paul Ricard in the first two months of the New Year. Concerning Le Mans drivers, it is at the moment only certain that Jacky Ickx will get a chance of becoming the first five-time winner at Le Mans. He will race a 936. His co-driver has yet to be finalised.

Peering further into the future Jantke commented, "Formula One is at a fantastic level of entertainment and competition. We are not so interested in just the publicity. We need a place to look for power, reliability and economy of fuel between pit stops. It is more interesting for us to be involved in this type of engineering because we are able to put it into our road cars." It is at this point that one is finally reminded what a unique establishment Porsche represents. Research needs competition –in this company's view –and while they are in competition further prestige accrues to an already leading name. From a Porsche standpoint, *not* being in competition would be unnatural. A rabid enthusiast might well wonder if Colin Chapman versus Weissach might not constitute the match of the decade when refereed by Bernie Eccelstone, but that is not to be, so far as we can see. What is evident is that F1 has been seriously considered recently at the very highest levels in the company.

More realistically Herr Jantke pointed the path for the front engined, V8 Porsche 928 model. "For the present we can meet BMW and their mid-engine car with our rear engine 911 base. I can tell you that this will be so, but also I must add that our next generation of Porsche competition cars will be based on our street cars, and that means we can win with the front-engine, transaxle 928 as well.

"The job is the same. We must solve engineering problems and improve the street car. Look what we have done with the turbo, it has many things directly from racing, and it makes a good base to go racing.

"We began with the problem of making the best handling from a rear engined car when everybody else said 'rear engine car is no good.' Now we have this optimum rear engine handling on the track and in the street.

"In the beginning we are thinking that 2.4-litres is the most we can make from our six cylinder: now we do 3.3 litres for sale. This has come from racing. We learn how to cool the air-cooled engine better through the aerodynamics and we research into metals, so that less metal is necessary between the cylinder bores." That example of Porsche's close identification with racing is used to close the chapter on the future of the 928 as a competition car, but one knows that brakes, suspension, gearbox and engine can show direct benefit from the Weissach racing research role, and that is just the obvious part. The depressing thought is to look for our British investment in automotive engineering for the future on this scale: it is not just the racing, that is part of much bigger commitment to a future of genuinely better road cars.

Talking about the 911 in the years ahead Jantke says, "as long as we can make 20 such cars a day it will stay in production. At present we make 70 cars a day on average at Zuffenhausen, and ten of those are 928 –these figures exclude completely the four-cylinder 924, of course.

"Now we are increasing to 20 of the 928 per day, but still we make more than enough 911 types. We would like to build the 911 at least for another four years to make a smooth changeover to 928," said Herr Jantke with a wistful smile.

Impeccably turned-out and precisely sure of what he was saying, I think Manfred Jantke talked to MOTOR SPORT in a way that typifies the approach of his company. Chapman is more dynamic and exciting, Porsche more established and convincing on the engineering side. It had been an illuminating discussion, and it remained only to say a rather gauche "thank-you".

J.W.



Jantke keeping his hand in with a 1961 Porsche RS60 in the 1976 Historic Car Race at the Nurburgring.

The Scottish Motor Show

HAVING POINTED out in last month's Editorial that there will be no London Motor Show at Earls Court this year, it is only right and proper to mention that the Scottish Motor Show will take place, traditionally at the Kelvin Hall in Glasgow, from November 11th. Although this differs from the former London Shows in being devoted to Agents' instead of Manufacturers' stands, it attracts most of the latest models and as Scotland is now an easy journey from London it may well be that those who miss not being able to visit Earls Court will take a trip North—while there are no frontiers and no visas are required, it might be added.

At one time the Scottish Motor Show was properly written-up by the leading motor journals and *The Autocar* in particular used to send its reporters there. Indeed, they made the journey by road, it having become traditional for their Midlands representatives to have the latest Sunbeam and Lanchester motor cars made available. This provided a means of writing road-impressions of these cars, as well as getting to the Show. Later Riley provided cars and Georges Roesch seems to have got in on the act, putting one of the first 14/45 Talbots at the disposal of the journalists.

It is a reflection on the changed travel circumstances that whereas the journey today would be an easy one, using the M1 and the M6 for most of the way, or going by British Airways internal services or by British Rail's fast Inter-City trains, if these are not on strike, in the vintage years the motoring writers, starting from Coventry or Wolverhampton, took two days to arrive in Glasgow. They regarded the winter run, which encompassed the 1 in 5 Kirkstone Pass or the Devil's Beeftubs near Moffat, as a mild adventure—and very cold, in the days of open tourers and later saloons without heaters.—W.B.


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Book Reviews

"Vintage Motoring in Malaysia" by B. Tyler and H. A. Stonor. 92 pp. 9¼ in. × 6 in. (*Available from P. J. Gibbs-Pancheri, Bentley DC, Long Crendon, Aylesbury, Bucks, for the benefit of the Malaysian and Singapore Vintage Car Register. £3.50 post paid.*)

I have realised for a long time what a keen bunch of enthusiasts exists out in Malaysia and how the vintage motoring fun they have must be like that which we used to enjoy in Britain before things became over-regimented and controlled here. Now comes this little book, to endorse this. There is not much in it, but what there is is highly nostalgic, and of vintage appeal. The pictures are good and depict, among other things, such cars as that racing Marlborough light-car that went out to Singapore, the legendary Renault 45 that resides there, seen prior to the start of a 1963 Shell Rally in Ipoh, and a Model-T Ford two-seater winning, if you please, the 1969 Singapore Grand Prix. Others run from Bentley, Lagonda, Alvis and Frazer Nash to PB and TA MGs, Wolseley Hornet, and Triumph Vitesse-6. You see Barry Swann driving ERA R2A in a 1965 sprint, the late Col. Vaughan driving the ex-Fane Frazer Nash single-seater in a Gap hill-climb, and the sort of "boy's-racer" vintage Sunbeam I have always wanted to build. You are shown Hugh Stonor ascending the steps of the Kluang Rest House in his 3-litre Bentley(!) and Founder-Member of the Club, Lim Ah Fong, in his 1923 7/12 h.p. Peugeot. Apart from Austin Chummies and Rolls-Royces, there is the sort of 1913 Wolseley Twenty tourer seldom seen here—also a rare Fiat which, however, is surely 1913, not 1903?

There is a chart of the pre-1940 car population in the area from 1954 to date, and of Singapore in the 1930s someone writes: "The British ran the country and yearly we celebrated 'Empire', a respectable word then but a dirty word today. Our Indian and Malay brethren helped the British to run the country, all for the benefit of the Chinese."

A little book in a good cause.—W.B.

"Pinin Farina—Master Coachbuilder" by Michael Frostick. 190 pp. 10 in. × 7½ in. (*Dalton Watson Ltd., 76, Wardour Street, London, W1V 4AN. £7.50.*)

Here is another of these beautifully-produced Dalton Watson books, this one entirely devoted to the skill and artistry of Pinin Farina, the great Italian coachbuilder, whose picture in colour forms a fine Frontispiece. The book is chock-full of Farina styling, and it is fascinating to turn the pages to see on what make of car his next-depicted body will be found. Frostick has spared us things like 1950s Farina Austins. But he covers the British Farina theme via Rover, Bentley, Bristol, etc. The book is divided into fifteen "variations" and has an Appendix listing chassis numbers and Farina job-numbers for Pininfarina coachwork made for Ferrari chassis from 1952 to 1955, with the names of the customers. Unfortunately, my copy of the book has the pages bound out of numerical order, which makes for confusion. However, this is a splendid eyeful of fine coachwork, from the era of fold-flat windscreens on Fiats and Lancias, to some very exciting competition coupés, etc. Farina advertising gets a brief look-in and the quality of the art reproduction matches the ideals of the great stylist himself.—W.B.

"The Rover Story—A Century of Success" by Graham Robson. 176 pp. 9¾ in. × 6½ in. (*Patrick Stephens Ltd., 9, Bar Hill, Cambridge, CB3 8EL. £5.95.*)

There have been histories of the Rover Company, of Coventry and Solihull, British "makers of fine cars" before this one. There was a mediocre pictorial coverage that excelled itself by captioning a picture of two racing GNs as Rover Eight Sports, of which "there ain't no sich hanimal" (although there was a push-rod o.h.v. conversion for this Rover flat-twin engine), and there is George Oliver's "The Rover", published by Cassell in 1971. So why should we want further Rover coverage?

That was the thought that occurred to me when words-spewing Graham Robson produced another Rover history. Having read his book I am all in favour, although this does not detract from my admiration for the adequacy of Oliver's work. There is room for both these books, inasmuch as, whereas Oliver's is straight history, looking intimately at the long line of Rover models from 1904 onwards, technically and historically, Robson's concentrates more on the history of the Company, and of its successes and failures under a long series of Chairmen, Managing Directors and Engineers. Both books deal with the bicycle-making beginnings of this great Rover concern (and with the Rover motorcycles) but whereas Oliver looks closely and interestingly at the early Rover cars as well as the later products, Robson hastens us on to the 1930s, when the Wilks brothers came to the aid of an ailing Rover manufactory. From there on he shows us what made the company tick (or the pendulum nearly stop) and he uncovers with no holds barred some very interesting financial and other "inside" facts.

Besides this, however, Robson, who has already devoted a book to the Land-Rover, has a great deal to impart about all the later Rover products, again with no holds barred. Naturally, he deals with the competition performances of Rover, including their inimitable Le Mans appearances with the Rover-BRM gas-turbine racers, etc., and I found the Appendix about experimental and still-born Rovers—which he calls "Blind alleys and oddballs—the Rovers that got away"—as intriguing as the main text. This gives much detail about the odd air-cooled Scarab and the little M-type of the 1940s, and other "lost" Rovers, including the mid-engined V8 coupé which so many of us would liked to have owned had this very promising Rover not been axed by Lord Stokes. Other appendices deal with Company personnel from 1888 onwards, Rover milestones, from 1877 to the millionth Land-Rover, and the launch of the new Rover 3500 and the main text has chapters on Rover's war work (some surprises here), the "Auntie" era, how the American V8 engine was adopted and developed, mergers and manoeuvres, like those of Alvis, Triumph and Leyland, the Ryder rationalisation, and so on.

Robson has done a pretty thorough job and he provides lesser-known facts, inside information, and a great deal of financial and other statistics, which make this an important book, for students of automotive affairs and for the enjoyment of those of us who enthuse over Rover products of many kinds (I write this just after the Editorial Rover 3500 has broken down and awaits spares!). The book concludes with a table of Rover vehicles, from the 8 h.p. car of 1904-1912 to the Forward-Control 101 in. military Land-Rover of 1975, but these specifications run only to engine dimensions. The pictures, too, are rather hackneyed and sparing—I could have supplied a photograph of the rare Mark Wild-designed 3½-litre six of 1923, of which only three, says Robson, were made, and I would have liked to have seen the Brooklands 14/65 racing car included.

However, this is a very readable book, which all those in any way associated with Rover should read, and which should disappoint only those more concerned with the early Rover days.—W.B.

"Rare and Exciting Cars" by Daphne Bampton. 190 pp. 8¾ in. × 5½ in. (*Colin Vernon Ltd., Uffington Press, Melksham, Wiltshire. £5.95.*)

This is rather a remarkable achievement. The authoress has stepped in fearlessly among well-known writers, to produce a little book about a miscellany of the older cars, from an 1898 Lutzmann to a 1926 Hispano-Suiza, and has made it very readable. It may have been an easy book to write, armed with tape-recorder, visits to well-known VSCC and VCC members, and a "dear husband" who gave technical advice. But, no matter, the result is an easy-to-read book, of short biographies of many cars familiar to us, but worth meeting again in print. There are very few technical errors that I could see, but some spelling mistakes. VSCC members like Ron Barker, Nigel Arnold-Forster, and Arthur Jeddere-Fisher obviously gave freely of their time to this new writer. The result is more than bearable, and, which is clever, it is a theme that can be repeated almost *ad infinitum*. Like the sadly expired "Profiles", although the present essays are devoted primarily to one particular pre-war car. Perhaps Mrs. Bampton might have made it clear that the o.h.v. Hotchkiss engine in "Old No. 1" MG is peculiar to that car and not the same as the Hotchkiss engines found in the production Morris cars, or maybe she didn't know? A pleasing, if expensive, little work.—W.B.

* * *

If you have wondered how seemingly-erudite motoring authors are able to quote production figures for the more obscure American cars, I can now tell you. They refer to "The Production Figure Book for U.S. Cars" by Jerry Heasley. Or if they haven't, they will now! For this 180-page, soft-cover book is packed with such information, broken down into types in many cases, with, for example, Oldsmobile figures from 1897 to 1975 and Cadillac data from 1902 through 1972. You learn that only 484 Chrysler New Yorker 300C convertibles were made in 1957 and that the production-total of the 1956 Ford Fairlane Crown Victoria Glass Tops was 603. This statistical goldmine is published by Motorbooks International, PO Box 2, 729, Prospect Avenue, Osceola, Wisconsin 54020, USA, at $6.95.

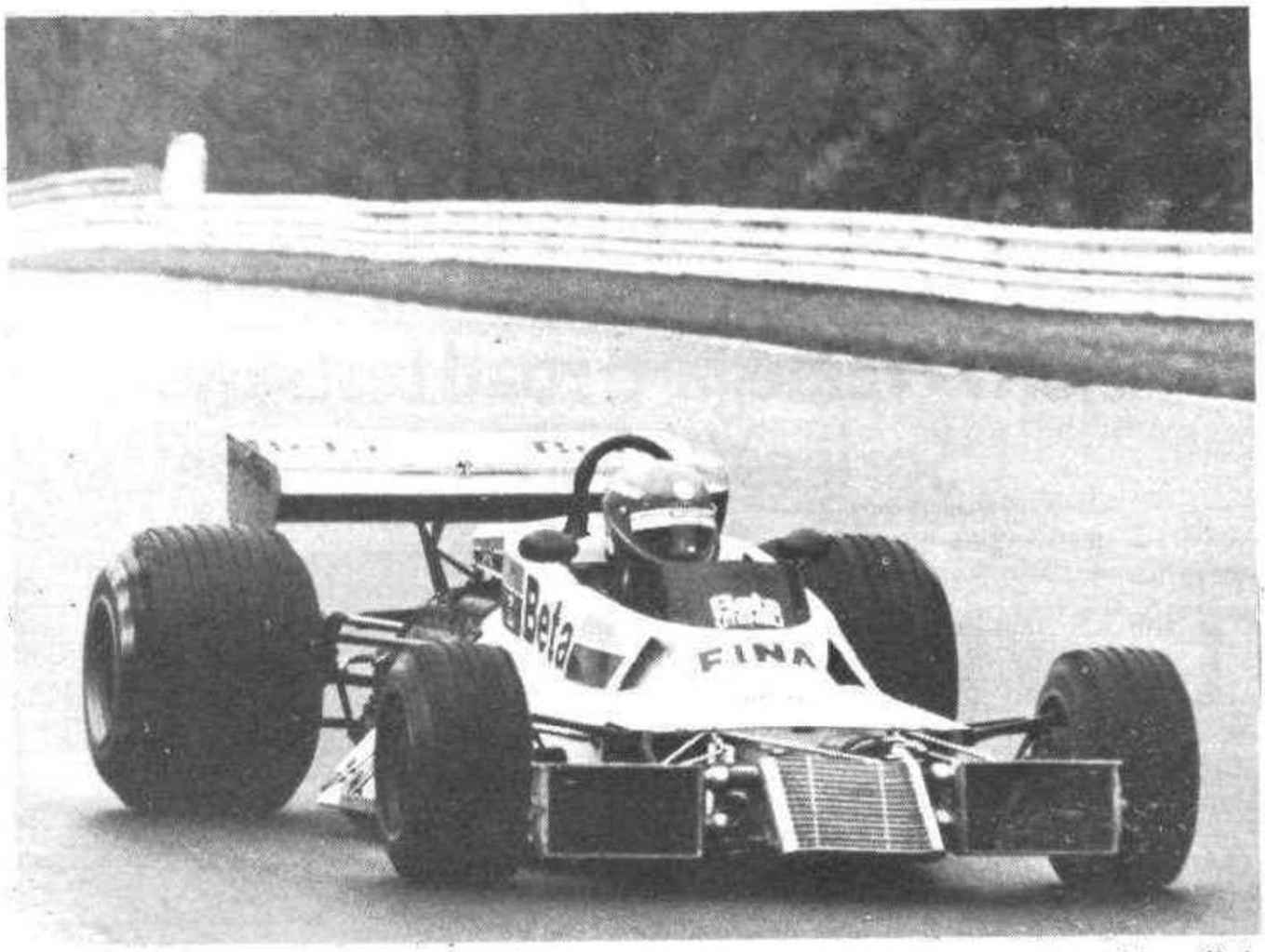
The United States Grand Prix

Hunt triumphs in the wet

Watkins Glen, New York, October 2nd. THE FORMULA ONE circus moved to North America at the end of September for the 15th and 16th rounds of the 1977 World Championship contest, made up of the United States Grand Prix at Watkins Glen on the weekend of October 1st/2nd and the Canadian Grand Prix at the Ontario circuit of Mosport Park on the weekend of October 8/9th. The two organisers shared the cost of transporting the Formula One cars across the Atlantic and, for the first time, in 1977 the "two race series" kicked off with the American event. Once the first race was finished a fleet of giant articulated long-distance lorries were loaded up with all the Grand Prix machinery and transported off to the next event.

Obviously local interest at Watkins Glen was centred round Italian Grand Prix winner Mario Andretti and his Lotus 78; not merely because he has been a regular winner this season, but because of the prospect of a "home" driver winning at Watkins Glen for the very first time. For Andretti, the race was similarly important for he not only wanted to win, but he wanted to achieve an unnofficial "double" and add victory at Watkins Glen to his early triumph this season at the "round the houses" United States Grand Prix West at the Californian city of Long Beach.

However, away from Andrettti and the other regular competitors, there were one or two car and driver alterations to note at Watkins Glen. To start with Andretti's team-mate Gunnar Nilsson was using Lotus 78/4, the chassis that has served as the spare car at most of the previous races, while the Brabham team had brought out BT45/6B for Watson to use after the Ulsterman had badly damaged the monocoque of BT45/5B in his kerb-jumping incident during the opening laps at Monza. There was a new Shadow DN8/6A to replace Patrese's car (also damaged at Monza), but the young Italian driver was committed to driving his Formula Two Chevron-BMW in a European Championship round at Estoril in Portugal, so the team hired Jean-Pierre Jarier for the weekend. Jarier, a former full-time member of the Shadow team up until the end of last season, was available as the ATS Penske team didn't make the trip to North America and as he was a known quantity to the Northampton-based organisation he seemed just the man for the job. Many people registered some surprise that the job didn't go to Shadow director Jack Oliver, particularly in view of his competent "stand-in" performances in the Race of Champions and at the Swedish Grand Prix, but the Englishman didn't make the trip to North America owing to "business commitments" at home in London.

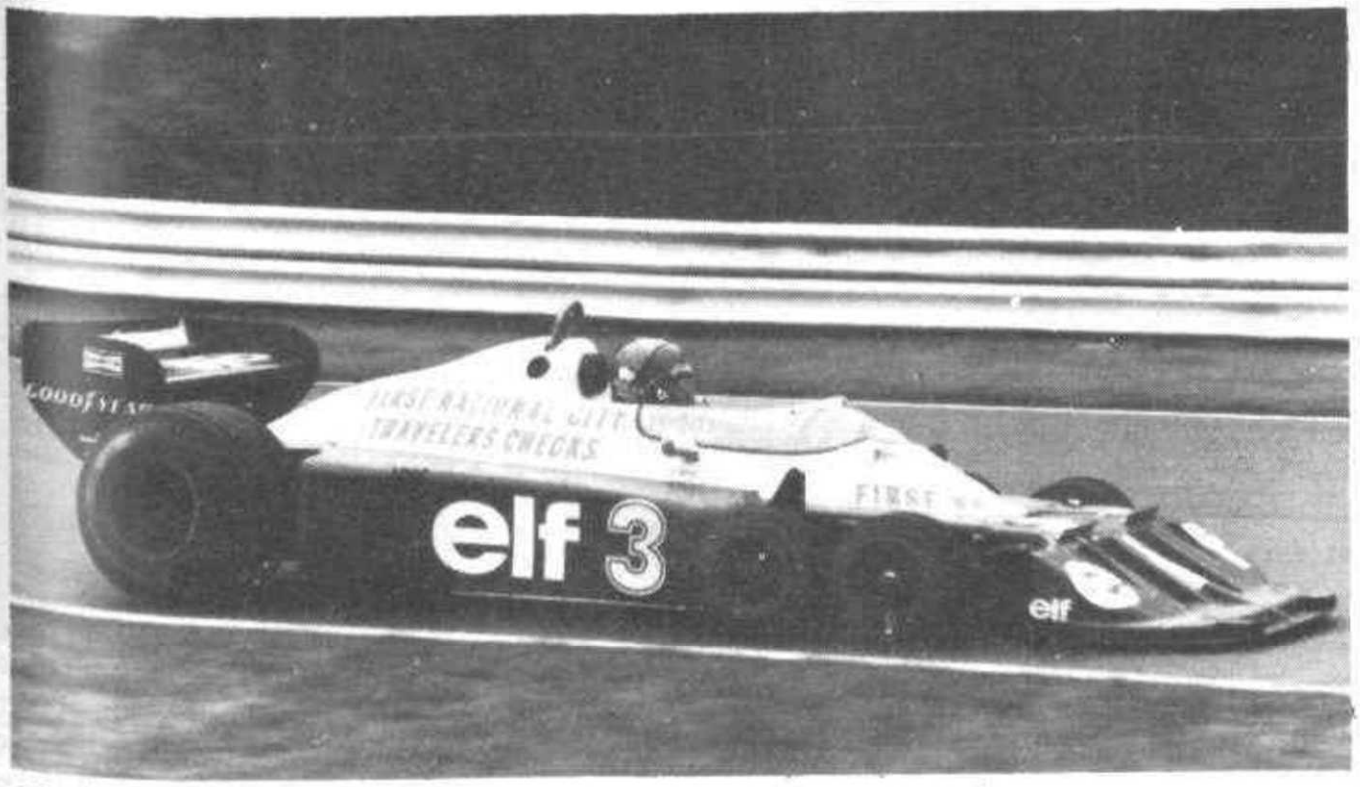


To the amazement of all, the brave Brambilla continued unabashed to the flag after wiping off the Surtees' nose-cone early in the race.

In the Surtees team things seemed to have gone the full circle as far as the second TS19 was concerned and, after Leoni's failure to qualify at Monza, the drive reverted to Austria's Hans Binder who drove the car earlier in the season. Binder was using the refurbished TS19/01, now brought up to later specification using parts borrowed from TS19/07. Team mate Brambilla had his usual Beta Tools TS 19/06 rebuilt after its excursion at Monza.

One totally new face in Formula One was American Formula 5000 and USAC driver Danny Ongais who had a brand new Penske PC4(03) built up to identical specification to those cars used by John Watson at the end of 1976. Entered and operated by Ted Field's Interscope Racing (which run a Parnelli-DFX turbo for Ongais in USAC events), the team received some guidance from former Penske F1 team manager Heinz Hofer and were equipped with a pair of ex-Parnelli Cosworth DFVs with which to tackle the two North American events. Apart from Ongais, the only non-FICA "independent" entries to come to North America were Jabouille's Renault RS01 (of course), Frank Williams' private March 761 for Neve and the brace of nicely prepared B & S Fabrications McLaren M23s for Lunger to chose from.

Practice started in fine, but crisp, windy weather on Friday morning and, from the outset, James Hunt dominated the day in his customary McLaren M26/2. Hunt was on tremendous form and ended up the first hour and a half long session comfortably quickest with 1 min. 41.408 sec., beating Hans Stuck's Brabham BT45B/3 into second place by over half a second. Mindful that the flat-12 Brabham-Alfas might prove a very strong threat on this fast circuit, Hunt trimmed his time to a superb 1 min. 40.863 sec. during the afternoon session and reckoned he could have gone even quicker when he dropped the M26's right-hand wheels over the kerb as he came out of the left-hand "Turn 10" a short way before the pits. Rather than lift his right foot, Hunt attempted to power the McLaren out of trouble, but it simply spun round and skidded backwards off the circuit on the left-hand side of the road. The impact wasn't very great and damage was confined to the right rear suspension plus a slightly rumpled corner of the monocoque.



Peterson showed a great deal of spirit – too much for some of the other drivers!

'Once behind the wheel, I felt I'd jumped back into my own rally car'.

Bjorn Waldegard road tests the new Ford Rallye Sport 'Series X' kits. This month, the Ford RS 2000.

The RS 2000 in this road test is the one I would have built for myself. Not literally, of course, but simply by specifying modifications to a standard RS using Ford's new Series X kits. They're so flexible you can make changes, either devastating or slight, to an RS 2000, Capri, Cortina, Fiesta or Escort. It's rather like designing your own car. You look down a long list of dealer fit options and specify as little or as much as you like.

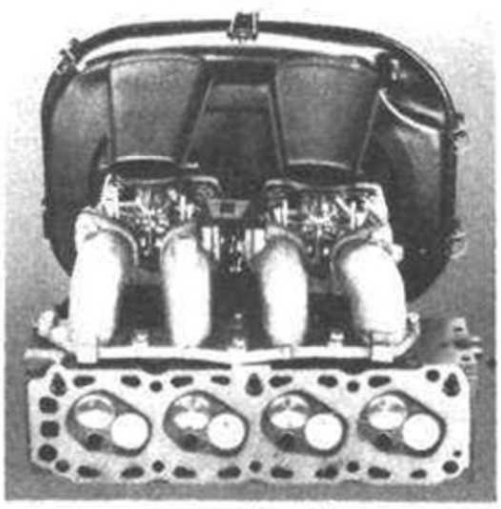
Take the RS as an example. Improvements were made to its performance, handling, roadholding, braking, steering, transmission and appearance. How big were the improvements and how worthwhile? To find out, Ford let me loose with a Series X RS 2000 for a day...



Waldegard at the wheel of a 'Series X' RS 2000.

The engine

One of the more impressive results of specifying the Series X engine modification is that you bring the performance up to Group One specification.



Group One Spec. engine.

You get two downdraught Weber carburettors, big valves, and a higher lift camshaft. This all helps to unleash an extra 35 b.h.p., bringing the power output up to 145 b.h.p. DIN. Consequently, you've got power on tap throughout the rev range. In top gear, for instance, I found it possible to accelerate from 30 mph to 125 mph with amazing smoothness. The smoothness, in fact, could lead you into bad ways. Unless you check the speedo, you find the car 'running away' with you over the legal limit. It *wants* to be driven fast.

Before Series X*	After Series X*
Top speed in	Top speed in
1st – 32 mph	1st – 48 mph
2nd – 57 mph	2nd – 74 mph
3rd – 80 mph	3rd – 98 mph
4th – 112 mph	4th – 120 + mph
0-60 – 8.5 secs	0-60 – 7.4 secs

*Ford computed figures.

The transmission and axle

It would be a shame to restrain a car like this with ordinary gear ratios – which is why a Rocket gear kit is such an asset, as part of the Series X modifications. It gives you an ultra close ratio box which turns the car's raw power into impressive performance (see left). OK, so a very high 1st gear isn't ideal for heavy traffic. But it's far from unmanageable and as my Ford engineer said, who buys an RS just to amble down to Sainsburys in?

Series X also offers you a limited slip differential, which proved to be a worthwhile option. Only boy racers appreciate wheel spin – I prefer to keep the power on the road. And that's what happens when you put your foot down in the



Rocket gear kit.



"So well behaved on corners".

RS, under virtually all road conditions – including loose chippings.

The suspension

I can imagine how, if you're not a professional rally driver, just sitting behind the wheel of the RS will make you feel like one. The moment I gripped the wheel I felt as though I'd jumped back into my own rally car. Would the handling betray the illusion? I hate 'soft' cars. I don't feel confident unless I can feel the road. Series X suspension was used to 'toughen' the RS, which, admittedly, in standard form is *ingen vekling* (no softie). Result: a car that was one inch lower and a lot stiffer.

The Series X modifications give you virtually the same suspension as the Group One set-up I use on some of my recce cars – except that for road use, the ride is lowered. You get gas filled front struts and rear shocks, stiffer front springs and single leaf rear springs.

Does it make the ride too stiff? Will it scramble your brains everytime you hit a pot hole? Over most surfaces I found the ride comfortable, and acceptable over poorer surfaces. On tarmac and motorways, where suspension movements are short, you'd think you were in a standard production saloon. Once you take on a corner at speed, however, everything tightens up beautifully and the car displays its rally breeding. Roadholding in fact is tremendous. So is the handling. It's so well behaved, so *predictable* you know exactly what's going to happen in all situations.

The wheels and steering

If you specify the handsome 7½ x 13 lightweight alloy wheels, you can fit ultra low profile tyres. I had a set of 225/55 x 13s. They're one of the reasons the car corners so perfectly. But be warned if you do have the fat wheels, you may be happier with the standard steering rack. I had the Series X option which reduces lock to lock from 3½ turns to 2½ turns. It's a tremendous aid to precision driving, because you need less effort to drive quickly. But at low speeds, you've got to have strong arms.

The brakes

Brakes on the standard RS 2000 have always been good, by production car standards. If you fit the Series X ventilated discs you get brakes that are good by any standards – outstanding in fact. Throughout 250 miles of hard fast driving I never experienced fade. 'Feeling' in the pedal was perfect and did a lot to inspire confidence.

My car also had the Series X anti-dive kit fitted to the front suspension. Under heavy braking it helps you keep the car under control when you've been fierce with your foot. You get a lot more stability and a lot less nose diving.

The body

Series X is mainly about performance and handling. But there are some pretty *hårig* (hairy) looking cosmetics included as well. My RS had a front airdam, rear spoiler and Zakspeed wheel arches, which follow the style developed for the successful Zakspeed team in Germany.

Everything's been aerodynamically styled – airdam and spoiler, for instance combine to give you greater stability at speed. But to me the real advantage is the added panache you get. Without Series X it's a stylish enough motor. With Series X, it looks mean and purposeful.

Conclusions

As you've probably gathered, I rate the Standard RS 2000 very highly. With Series X, the car is even more rewarding to drive. The kit seems to bring out the car's full potential. You find yourself with such reserves of power, handling and cornering ability, you can make it do virtually whatever you want.

Perhaps the highest compliment I can pay the Series X RS 2000 is to say that it's one of those cars that is genuinely a lot of fun. Driving it made me feel 21 again.

Now Ford Rallye Sport 'Series X' kits for all these cars:



CAPRI II
7½ x 13 Alloy wheels
225/60 x 13 tyres
Anti-dive kit
Wing extension kit
Rear spoiler
Group One Spec. engine
Large throat carburettor and large inlet and exhaust valves (3.0 L V6)
Group One engine kit (2.0 L OHC)
Limited slip differential
Gas filled front struts
Lower and stiffer front springs
Gas filled rear shock absorber
Single leaf rear springs
Ventilated disc brakes with Granada calipers



CORTINA Mk IV
6 x 13 Alloy wheels
185/70 x 13 tyres
Black polyurethane air dam
Black polyurethane spoiler
Short shift gear change kit (2.0 L)
Gas filled shock absorber kit.



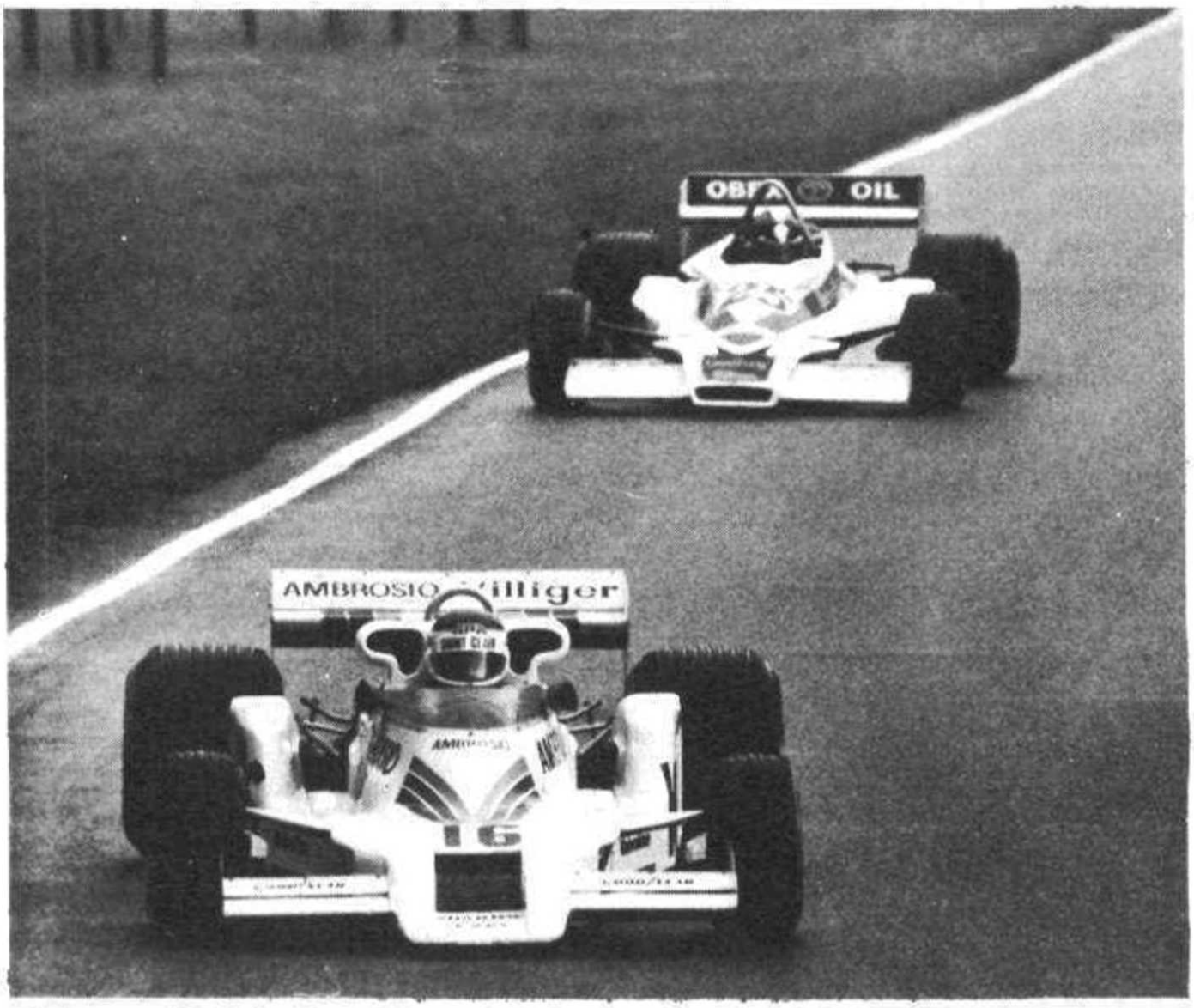
FIESTA
Body A
7 x 13 Alloy wheels
205/60 x 13 tyres
Speedo recalibration kit
Black polyurethane wing extension kit with air dam

Body B
6 x 13 Alloy wheels
185/60 x 13 tyres
Black polyurethane air dam kit
+ 20% engine kit — includes carburettor inlet manifold, exhaust manifold (1.1 L)
Increased diameter discs – use only with 13 inch wheels.



ESCORT
RS, Rally or Racer style body kits
Short shift gear change kit
Limited slip differential
Gas filled front struts (Gp 1 rally/road setting)
Gas filled rear shock absorber (Gp 1 rally/road setting)
High ratio steering rack
Heavy duty brake pads and shoes

Ford RS
RALLYE SPORT PARTS



Shadow stand-in Jarier leads Ashley's Hesketh.

The McLaren mechanics had the car repaired for Saturday's practice but the onset of heavy rain meant that Hunt had to work no harder and his Friday efforts secured him pole position for Sunday's 59-lap race.

In the Brabham camp both Stuck and Watson were proving extremely competitive, but it was the German driver who got really fired up to get closest to Hunt's time on Friday afternoon. He managed a 1 min. 41.138 sec. best even though he was forced to take over the team spare BT45/1B to do it after some cracks appeared in the gearbox casing on his regular machine. Despite being worried about his BT45/5B's worrying tendency of understeering madly on right hand corners and not left during the first session, Watson was roused by his team-mate's efforts and recorded a respectable 1 min. 41.193 sec. best in the second session which was to guarantee him third place on the grid for the race.

Sadly, the Lotus camp didn't emanate a very happy atmosphere at Watkins Glen. Having turned down a Ferrari contract in order that he should stay with Colin Chapman's team, Andretti was distinctly less than impressed with rumours that his team-mate for next season might be Ronnie Peterson and not Gunnar Nilsson. In fact it would be closer to the truth to say that Andretti was livid; what's more, not being a political animal for the sake of being political, "The racer's racer" is one of those people who call a spade a spade "and not a bloody shovel!" As far as he was concerned, there was only room for "one *prima donna*", as he put it, "in this team and I think the whole affair is ludicrous". As Chapman sought to pour oil onto the troubled waters existing within his team it became clear that, no matter who was partnering Andretti in 1978, it certainly wouldn't be Nilsson. Keeping his annoyance under control Andretti still managed to put in a very competitive best practice lap of 1 min. 41.481 sec. for fourth place on the starting grid.

Right behind Andretti came none other than Peterson, the Swedish "veteran" having decided to try and prove to everybody that there was nothing wrong with his driving that a decent racing car couldn't put right. Throwing his Tyrrell six-wheeler round with tremendous determination, and remarking that its balance seemed better than ever, Peterson recorded a best of 1 min. 41.908 sec. and his team mate Depailler wasn't too far behind with a 1 min. 42.238 sec. Sandwiched between the two Tyrrell machines were the Ferrari 312T2s of Carlos Reutemann (030) on 1 min. 41.952 sec. and Niki Lauda (031) on 1 min. 42.089 sec. It was pretty obvious that Lauda was very much out of favour in this Italian team following his decision to leave at the end of the season and, as has happened so frequently to out-going Ferrari team members, life wasn't being made exactly easy for him. It wasn't that there was anything particularly *wrong*, it was just that the sympathetic relationship between driver and team had vanished. However, it was the general consensus of opinion that the Maranello management had gone a little too far when they effectively "suspended" Lauda's mechanic Guoghi from working again on his car as from Sunday morning simply because he had *also* decided to leave the team at the end of the year and follow Lauda to Brabhams.

Jody Scheckter found himself working tremendously hard at the wheel of Wolf WR1, but all to no effect. The South African simply couldn't pinpoint exactly where things were going wrong because he felt the car was performing extremely well; it just simply wouldn't improve on a 1 min. 42.315 sec. best which he managed in Friday's second session. Similarly Jacques Laffite was a little disappointed with life because he'd just got into the groove during Friday's first session and lapped his Ligier JS7/02 in 1 min. 42.640 sec. only for its water pump to fail in the afternoon, forcing the Frenchman to change into the spare JS7/03 with which he failed to improve. Both Ligier-Matras were prepared to long-wheelbase specification.

Vittorio Brambilla qualified his Surtees 11th-quickest with a 1 min. 42.786 sec. lap after a remarkably uneventful day of practice, but Nilsson had an absolutely miserable time in the second Lotus 78. During the first session he was plagued by spongy brakes and it was only right at the end that one of the rear brake pipes was found to be "ballooning"; it eventually flew off the caliper altogether, spraying brake fluid all over the place. It was subsequently replaced but Nilsson could only manage a best of 1 min. 42.815 sec. during the second session which put him well down the grid.

Jones emerged fastest of the Shadows with 1 min. 43.019 sec., established in the first session, which put him just ahead of Jabouille in the turbocharged Renault V6 RS01 which went through its first day of practice with no

PRACTICE TIMES

No.	Driver	Car	Friday Morning	Friday Afternoon	Saturday Afternoon
1	J. Hunt	McLaren M26/2-Cosworth V8	**1. 41.408**	**1. 40.863**	**2. 14.537**
2	J. Mass	McLaren M26/3-Cosworth V8	1. 43.827	1. 43.242	2. 12.514
3	R. Peterson	Tyrrell P34/6-Cosworth V8	1. 42.487	1. 41.908	2. 12.368
4	P. Depailler	Tyrrell P34/7-Cosworth V8	1. 42.810	1. 42.238	2. 24.119
5	M. Andretti	Lotus 78/3-Cosworth V8	1. 42.496	1. 41.481	2. 13.294
6	G. Nilsson	Lotus 78/4-Cosworth V8	1. 48.355	1. 42.815	2. 15.340
7	J. Watson	Brabham BT45/6B-Alfa Romeo	1. 42.548	1. 41.193	2. 21.741
8	H. J. Stuck	Brabham BT45/3B-Alfa Romeo	1. 41.989	no time given	2. 07.750
9	A. Ribeiro	March 761B/3-Cosworth V8	1. 46.343	1. 45.473	2. 22.111
10	I. Scheckter	March 771/2-Cosworth V8	1. 45.338	1. 44.702	—
11	N. Lauda	Ferrari 312T2/031—flat-12	1. 43.405	1. 42.089	no time given
12	C. Reutemann	Ferrari 312T2/030—flat-12	1. 42.862	1. 41.952	2. 33.689
14	D. Ongais	Penske PC4/03-Cosworth V8	1. 47.240	1. 46.070	2. 22.299
15	J. P. Jabouille	Renault RS/01-V6 t/c	1. 45.656	1. 43.069	2. 19.811
16	J. P. Jarier	Shadow DN8/6A-Cosworth V8	1. 44.288	1. 43.516	2. 33.269
17	A. Jones	Shadow DN8/4A-Cosworth V8	1. 43.019	1. 43.310	**2. 07.127**
18	H. Binder	Surtees TS19/01-Cosworth V8	1. 45.909	1. 45.880	2. 43.293
19	V. Brambilla	Surtees TS19/06-Cosworth V8	1. 43.195	1. 42.786	2. 15.323
20	J. Scheckter	Wolf WR1-Cosworth V8	1. 43.236	1. 42.315	2. 19.758
22	G. Regazzoni	Ensign MN07-Cosworth V8	1. 44.208	—	2. 24.629
23	P. Tambay	Ensign MN08-Cosworth V8	1. 49.435	no time given	—
24	R. Keegan	Hesketh 308E/3-Cosworth V8	1. 44.550	1. 45.049	2. 16.833
25	I. Ashley	Hesketh 308E/2-Cosworth 48	1. 45.857	1. 45.100	2. 33.137
26	J. Laffite	Ligier JS7/02-Matra V12	1. 42.640	1. 43.382	3. 02.721
27	P. Neve	March 761/7A-2-Cosworth V8	1. 48.184	1. 45.845	—
28	E. Fittipaldi	Fittipaldi FD05/1-Cosworth V8	1. 43.938	1. 44.070	2. 27.587
30	B. Lunger	McLaren M23/14-Cosworth V8	1. 43.698	1. 44.009	2. 24.466
3T	R. Peterson	Tyrrell P34/5-Cosworth V8	—	—	—
8T	H. J. Stuck	Brabham BT45/1B-Alfa Romeo	—	1. 41.138	—
11T	N. Lauda	Ferrari 312T2/029—flat-12	—	—	—
19T	V. Brambilla	Surtees TS19/01-Cosworth V8	—	—	no time given
20T	J. Scheckter	Wolf WR2-Cosworth V8	—	—	—
24T	R. Keegan	Hesketh 308E/1-Cosworth V8	—	—	no time given
26T	J. Laffite	Ligier JS7/03-Matra V12	—	no time given	—
30T	B. Lunger	McLaren M23/11-Cosworth V8	—	—	no time given

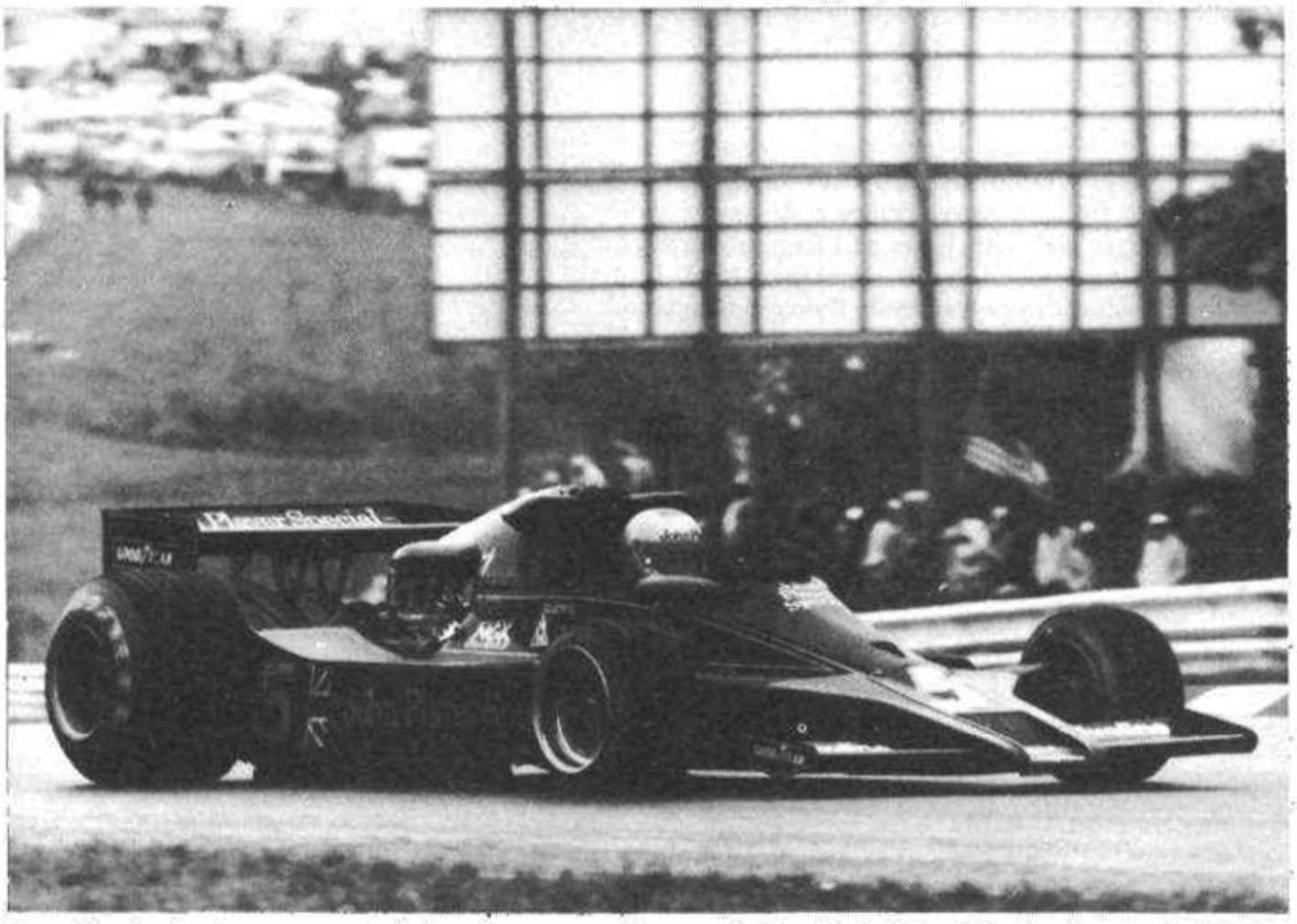
STARTING GRID

↑

8 H. J. Stuck (*Brabham-Alfa Romeo*) BT45/3B 1 min. 41.138 sec.	1 J. Hunt (*McLaren-Cosworth V8*) M26/2 1 min. 40.863 sec.
5 M. Andretti (*Lotus-Cosworth V8*) 78/3 1 min. 41.481 sec.	7 J. Watson (*Brabham-Alfa Romeo*) BT45/6B 1 min. 41.193 sec.
12 C. Reutemann (*Ferrari—flat-12*) 312T2/030 1 min. 41.952 sec.	3 R. Peterson (*Tyrrell-Cosworth V8*) P34/6 1 min. 41.908 sec.
4 P. Depailler (*Tyrrell-Cosworth V8*) P34/7 1 min. 42.238 sec.	11 N. Lauda (*Ferrari—flat-12*) 312T2/031 1 min. 42.089 sec.
26 J. Laffite (*Ligier-Matra V12*) JS7/02 1 min. 42.640 sec.	20 J. Scheckter (*Wolf-Cosworth V8*) WR1 1 min. 42.315 sec.
6 G. Nilsson (*Lotus-Cosworth V8*) 78/4 1 min. 42.815 sec.	19 V. Brambilla (*Surtees-Cosworth V8*) TS19/06 1 min. 42.786 sec.
15 J. P. Jabouille (*Renault V6t/c*) RS/01 1 min. 43.069 sec.	17 A. Jones (*Shadow-Cosworth V8*) DN8/4A 1 min. 43.019 sec.
16 J. P. Jarier (*Shadow-Cosworth V8*) DN8/6A 1 min. 43.516 sec.	2 J. Mass (*McLaren-Cosworth V8*) M26/3 1 min. 43.242 sec.
28 E. Fittipaldi (*Fittipaldi-Cosworth V8*) FD05/1 1 min. 43.938 sec.	30 B. Lunger (*McLaren-Cosworth V8*)* M23/11 1 min. 43.698 sec.
24 R. Keegan †(*Hesketh-Cosworth V8*) 308E/1 1 min. 44.550 sec.	22 G. Regazzoni (*Ensign-Cosworth V8*) MN07 1 min. 44.208 sec.
25 I. Ashley (*Hesketh-Cosworth V8*) 308E/2 1 min. 45.100 sec.	10 I. Scheckter (*March-Cosworth V8*) 771/2 1 min. 44.702 sec.
27 P. Neve (*March-Cosworth V8*) 761/7A-2 1 min. 45.845 sec.	9 A. Ribeiro (*March-Cosworth V8*) 761B/3 1 min. 45.473 sec.
14 D. Ongais (*Penske-Cosworth V8*) PC4/03 1 min. 46.070 sec.	18 H. Binder (*Surtees-Cosworth V8*) TS19/01 1 min. 45.880 sec.

Non-starter: P. Tambay (Ensign MN08)
1 min. 49.435 sec.

*Time recorded in McLaren M23/14
†Time recorded in Hesketh 308E/3



Troubles in the Lotus team failed to have any effect on Andretti's driving. The hard tryer finished second to the flying Hunt.

mechanical problems whatsoever. Mass could only manage 1 min. 43.242 sec. with the second works McLaren M26 after problems with a water leak and the throttle linkage not opening fully, Jarier recorded 1 min. 43.516 sec. and then came Lunger after a promising performance in his private M23 on 1 min. 43.698 sec.

Emerson Fittipaldi again felt that progress was being made with the Copersucar FD05/1 but he was still a long way off a competitive time on 1 min. 43.938 sec. while Regazzoni was the sole Ensign representative to make the grid after a troubled Friday in MN07. He only participated in the first session because, as they were stripping the gearbox to change gear ratios for the second session, his mechanics found a pinion bearing on the verge of breaking up. Effecting repairs cost Clay the entire second session and, with the onset of Saturday's rain, he had no chance of improving. As far as Tambay was concerned, the whole weekend was an unmitigated disaster as a water leak on Ensign MN08 resulted in his car overheating in the first session, requiring an engine change in the second session and then blowing all its oil out during Saturday's untimed session after the oil tank drain plug fell out. Then it started raining, so the luckless Frenchman ended up 27th in a line-up for a 26-car start . . . .

In the Hesketh camp Rupert Keegan started out using 308E/3 with a new double-deck rear wing and a six-speed gearbox for the first time, but he punctuated his first day's efforts with a gentle spin into the guard rail and, after trying the spare 308E/1 on Saturday, opted to race the older chassis. Ian Ashley, still flying the Godfrey Bilton flag on his 308E/2 qualified for his first Grand Prix this season with 1 min. 45.100 sec. The two Hesketh's sandwiched Ian Sheckter's works March 771/2 which the South African driver was to crash in Saturday's untimed morning session, leaving the Bicester mechanics with plenty of work to do in order to ready the car for the race. The last two rows of the grid were comprised of Ribeiro's works March 761B, Neve, Binder and newcomer Ongais' Penske which had been plagued with fuel system and plug problems on Friday.



Another new face: Danny Ongais.

After Saturday morning's untimed session, the final hour was lost in a deluge of rain, but it is worth recording that Jones bravely set the fastest lap of 2 min. 07.127 sec. an average speed of over 95 m.p.h. which really was extremely impressive in the absolutely diabolical conditions. Stuck was next up on 2 min. 07.750 sec., while the remainder, headed by Peterson's Tyrrell, were about five seconds slower at the very least.

Sunday provided very little in the way of respite from the weather, and the skies clouded over ominously for most of the morning. Eventually it started raining once again and, by the time the cars came out on their warming up lap, the field was pretty well divided between slicks and deep-grooved rain covers. In the short time that they took to complete their warming-up lap the rain had increased quite noticeably, so only the Brabham team decided to gamble and Watson's car started the race on slicks. Things might have been so very different if the Ulsterman's car had started on rain tyres like its team-mate.

At the start Stuck rocketed into an immediate lead, his Brabham-Alfa edging into the first corner as the only car visible, the remainder of the grid being swallowed up in a wall of spray in his wake. Twitching over the puddles with great armfuls of opposite lock, Stuck looked as though he was positively enjoying the situation and he completed the opening lap of the race comfortably leading a Championship Grand Prix for the first time in his career. Hunt was second ahead of Andretti, then came Reutemann, Peterson, Lauda, Jody Scheckter, Laffite, Nilsson, Jones,

Brambilla, Depailler, Mass, Regazzoni, Jarier, Watson (dropping back quickly on his slicks), Ashley, Keegan, Jabouille, Ongais, Lunger, Ian Scheckter, Binder, Fittipaldi, Ribeiro and Neve.

Second time round and Stuck was extending his lead slightly, Watson dropped back to last-but-one just in front of Neve, Peterson dropped behind Scheckter and both Jones and Regazzoni were making up ground hand over fist. The Australian Shadow driver was really flying in the rain, confirming the form he'd demonstrated in the rain on Saturday. By the end of the third lap he was seventh, right on Peterson's tail, but he didn't come round again. Trying to pass the Tyrrell, Jones lost control of the Shadow and charged through the catch fencing into the guard rail, seriously damaging the monocoque of DN8/4A as he did so. Jones subsequently expressed the opinion that Peterson was rather more to blame for the incident than he was, and this was an opinion that we were to hear from several other drivers later in the race.

Stuck's clutch operating mechanism failed on the third lap, but the young German driver pressed on in tremendous style as Hunt kept a watching brief on the Brabham, just out of spray's distance. Ongais slid out of the race on lap seven, Mass stopped the second McLaren M26 with drowned electrics on lap nine and Ian Scheckter spun very violently into the *chicane* catch fencing on lap 11, emerging unhurt from his March 771 but writing the monocoque off in the process. Jody Scheckter had quickly worked his way past Reutemann to consolidate fourth place, but Lauda and Regazzoni were also close behind the Argentinian's Ferrari by the time the race reached the 10-lap mark.

Stuck's superb performance lasted only until mid-way round his 15th lap. The Brabham BT45B apparently jumped out of gear as Stuck was rounding one of the Glen's corners and in an instant Stuck was off the road in amongst the catch fencing. Hunt assumed the lead, driving his McLaren beautifully in the horrible conditions, and the English ace was never headed again all the way to the chequered flag, although that wasn't exactly the whole story of the rest of the race!

For the next thirty laps or so, the leading half-dozen places were not the subject of any major disruption. Hunt edged away from Andretti, building up a cushion of about 12 sec. on the Lotus team leader, Scheckter's Wolf was third and Lauda through to fourth. Regazzoni took until lap 23 to displace Reutemann's Ferrari for fifth place, although the second 312T2 was misfiring quite badly by this stage. Behind this group, however, there had been plenty of activity, mainly centring round Peterson's Tyrrell.

On lap 18 Nilsson moved his Lotus up to challenge his compatriot for seventh place, moving his Lotus alongside the Tyrrell on the long back straight. Then, to Nilsson's amazement, Peterson moved over on him, pushing him off the circuit and forcing him to spin down the road into retirement. Laffite was the next to have a try and the Frenchman later admitted that Ronnie pushed him onto the grass a couple of times as he attempted to pull alongside the six-wheeler. Eventually Laffite passed Peterson and pulled away from him on lap 21.

The other man to show a great deal of spirit in this race, although in his case the odds were stacked against him, was Watson. Realising the futility of his situation on slicks, he stopped at the end of lap eight to change onto rain tyres. He immediately began making up ground, pulling through to 19th place on lap 15, 16th place on lap 20, 15th place on lap 25, 13th place on lap 27, finally reaching 10th place at the end of lap 38 when he was obliged to stop for fresh tyres again. Undaunted, off he went again after dropping a single place, and got back to 10th before stopping for a third set of tyres at the end of lap 42. That dropped him to 14th place but he was back up to 12th at the end, despite the effects of a rapidly drying circuit in the race's closing stages, after an afternoon of very hard work which reaped him precious little in the way of results.



American Formula 5000 and USAC driver Ongais made his F1 debut in a brand-new Penske PC4.

The only other retirement in the race was that of the Renault which, after running reliably in 11th place, stopped on the circuit on lap 31 when the alternator drive from the gearbox broke and flattened the car's battery. Peterson made two stops for fresh tyres, his Tyrrell being fitted with another set of wet weather covers after the team boss didn't feel Ronnie was ready for slicks on lap 34. That was a shame, for Peterson was back five laps later, this time for slicks, and the combined effect of the two stops dropped him to an impossible 16th place by the end of the race.

In the closing stages, with the track drying out, Hunt eased up to conserve his wet-weather tyres. But he was also worried about a soaring water-temperature gauge needle and what he thought to be a deflating rear tyre, so he eased off rather more than he'd intended and found Andretti within a couple of seconds of his McLaren as they went into the final lap. But Hunt wasn't going to be ruffled at this late stage in the proceedings and came home a delighted winner of the United States Grand Prix for the second successive time by fractionally more than 2 sec. from the hard-trying Andretti. Third place fell to Scheckter, while Lauda set the seal on his second Championship title with a cautious fourth place in what was to be his last race with the Ferrari team, Reutemann finished sixth behind Regazzoni, the second Ferrari lapped by the winner before the finish, while Laffite was seventh and Keegan's Hesketh a very promising eighth. Jarier survived to ninth while Lunger got the better of a race-long battle with Binder for 10th place shortly before the finish. From then on the finishing order read Watson, Fittipaldi, Depailler, Ribeiro, Peterson, Ashley (after a pit stop delayed another good drive) and Neve. Lastly, Brambilla bought his Surtees through to the finish in a nose-less 19th place, five laps behind the winner. He'd made a pit stop to have a fresh nose section fitted early in the race, having lost the original during a spin. The radiators were so distorted that Vittorio could not continue even *without* a fresh nose section as the mounting brackets were so distorted that there was no way in which he could restart. Unabashed, the burly Italian leapt from the cockpit, pulled the radiator brackets straight with his bare hands and climbed back in again. The mechanics watched with amazement as Brambilla went on his way!

A.H.

Results :

UNITED STATES GRAND PRIX—Formula One—59 laps—Watkins Glen
5.435 kilometres per lap—320.66 kilometres—Wet and Windy.

1st :	J. Hunt (McLaren M26/2)	1 hr. 58 min. 23.267 sec.—162.511 k.p.h.
2nd:	M. Andretti (Lotus 78/3)	1 hr. 58 min. 25.293 sec.
3rd :	J. Scheckter (Wolf WR1)	1 hr. 59 min. 42.146 sec.
4th :	N. Lauda (Ferrari 312T2/031)	2 hr. 00 min. 03.882 sec.
5th :	G. Regazzoni (Ensign MN07)	2 hr. 00 min. 11.405 sec.
6th :	C. Reutemann (Ferrari 312T2/030)	1 lap behind
7th :	J. Laffite (Ligier JS7/02)	1 lap behind
8th :	R. Keegan (Hesketh 308E/1)	1 lap behind
9th :	J. P. Jarier (Shadow DN8/6A)	1 lap behind
10th :	B. Lunger (McLaren M23/11)	2 laps behind
11th :	H. Binder (Surtees TS19/01)	2 laps behind
12th :	J. Watson (Brabham BT45/6B)	2 laps behind
13th :	E. Fittipaldi (Fittipaldi FD05/1)	2 laps behind
14th :	P. Depailler (Tyrrell P34/7)	3 laps behind
15th :	A. Ribeiro (March 761B/3)	3 laps behind
16th :	R. Peterson (Tyrrell P34/6)	3 laps behind
17th :	I. Ashley (Hesketh 308E/2)	4 laps behind
18th :	P. Neve (March 761/7A-2)	4 laps behind
19th :	V. Brambilla (Surtees TS19/06)	5 laps behind

Fastest Lap : R. Peterson (Tyrrell P34/6) in 1 min. 51.854 sec.—174.919 k.p.h.

Retirements : A. Jones (Shadow DN8/4A) on lap 4, accident; D. Ongais (Penske PC4/03) on lap 7, accident; J. Mass (McLaren M26/3) on lap 9, fuel pump failure; I. Scheckter (March 771/2) on lap 11, accident; H. J. Stuck (Brabham BT45/3B) on lap 15, accident; G. Nilsson (Lotus 78/4) on lap 18, accident; J. P. Jabouille (Renault RS/01) on lap 31, alternator failure.

26 starters — 19 finishers.

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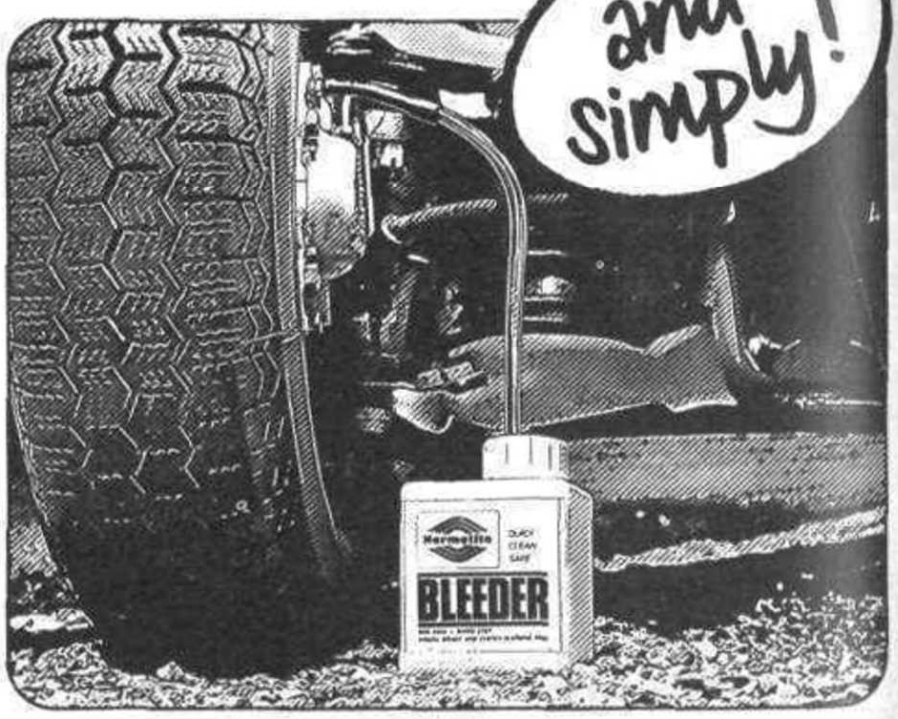
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RALLY REVIEW

Reflections on Canada and Italy



Andruet/Delferrier kept up Fiat's fight for the World Championship with a win on the Sanremo Rally.

PUTTING ASIDE for a moment the World Championship duel between Ford and Fiat, there is a more personal feature common to both the Critérium du Québec and the Sanremo Rally with which we would like to begin this month, and that is the staggering performance put up by the German driver Walter Röhrl. He finished neither event, his Fiat's engine stopping after an oil leak in Canada and brake fade sending his similar car off the road in Italy after arriving at a corner too fast. But in the first event, only his second in that car, he showed amazing superiority over Fiat's established Finnish drivers on loose-surfaced forest roads, and in the one stage which he completed in Italy he was streets ahead of his Italian team-mates and only three seconds slower than the Stratos of Sandro Munari over a tarmac distance of 33 kilometres. Even with the possibility that people may have been "playing themselves in" on the first stage, that was nevertheless quite an amazing achievement.

Röhrl, formerly an ecclesiastical clerk at Regensburg, first came to our notice when he drove a Capri in the Olympia Rally of five years ago and got it up to second place before its engine expired. Since then he has mainly appeared in Opels, but has recently driven for both the Fiat works team and, on a few events for development purposes, the Porsche factory. No doubt all three will be vying for his future services.

Although a Canadian rally has once before featured in the World Championship, the Critérium du Québec, run mainly in the dense forest regions to the North of Montréal, was this year a qualifier for the first time. Understandably, the organisers were without experience of diehard professionalism but they nevertheless coped exceedingly well and ran a fine rally well worthy of inclusion in the series. To run a World Championship event for the first time is one thing; to be landed with the tense struggle between the Fiat and Ford teams is another, and there were people at the ready to drive coaches and horses through whatever loopholes they could find. As an example, the regulations forbade the use of racing tyres but did not specify a penalty for using them. Fiat latched on to this right away and used completely slick tyres, although they did remove sidewall let-



A wet night Sanremo service halt for the Waldegard Escort.

tering proclaiming their purpose as soon as they realised that the organisers had discovered their use.

After a day of comparatively short stages, some on gravel, some on tarmac and one on the Mont Tremblant racing circuit, the rally moved into two eminently competitive legs on wet, slimy and often rutted logging tracks in the forests around and to the West of Mont Tremblant. It was here that the Fiat/Ford struggle became tense. The Fiat 131 Abarths had the edge on the tarmac but the Escorts were quickest on the dirt.

Ford driver Ari Vatanen was generally fastest in the forests but on the last night,



Pregliasco's Stratos finished fourth on the Sanremo.

when he seemed all set for a win, a trifling failure in the car's electronic ignition system stopped it in the middle of a stage and he was out of the rally.

Of the Fiat drivers, Walter Röhrl was unquestionably quickest, but both he and teammate Markku Alén stopped with oil-starved engines after fractures of the aluminium brackets which serve to support and separate the pumps and filters of their dry-sump lubrication systems. Earlier, the Fiat of Timo Mäkinen had blown its engine on the circuit test. Vatanen's departure left Ford's hopes pinned on Roger Clark, but he managed just third place behind Fiat drivers Timo Salonen and Simo Lampinen who were first and second respectively.

Mention must be made of American driver John Buffum who began rallying in Europe several years ago when stationed with the US Forces in Germany. He now drives for Leyland USA and in his Triumph TR7, initially prepared at Abingdon but now looked after in the USA, he put up some pretty remarkable times, often beating some of the visiting professionals.

Troubles with the car were numerous and both he and co-driver Vicki became used to various things falling off. Long before the final leg, the co-driver's seat broke away from its mountings and a violent jolt sent Vicki so hard into its side support that she broke two ribs. Despite the pain, she carried on, reading the notes, trying to avoid banging her side and for a long time changing gear whilst her driver had one hand out of the window keeping a broken and flapping bonnet from obscuring the windscreen.

CRITERIUM DU QUEBEC

1st :	T. Salonen/J. Markkula (Fiat 131 Abarth (4))	5h. 15m. 54s.
2nd:	S. Lampinen/S. Andreasson (Fiat 131 Abarth (4))	5h. 18m. 31s.
3rd :	R. Clark/J. Porter (Ford Escort RS (4))	5h. 20m. 56s.
4th :	J. Buffum/Vicki (Triumph TR7 (4))	5h. 55m. 54s.
5th :	J-P. Perusse/J. Bellefleur (Saab 99 EMS (4))	6h. 10m. 59s.
6th :	K. Shinozuka/R. Richardson (Mitsubishi Lancer (4))	6h. 12m. 27s.
7th :	H. Blok/R. Crandall (Mitsubishi Lancer (4))	6h. 16m. 54s.
8th :	W. Boyce/R. Edwards (Triumph TR7 (4))	6h. 49m. 46s.
9th :	P. Bourgeoys/P. Normand (Datsun 510 (1))	6h. 58m. 02s.

The World Championship points tally after the Canadian event was Ford 114, Fiat 112, the Italian team having shortened Boreham's lead. But of the three events to come, two were on tarmac, where the Fiats would probably out-handle the Fords. What is more, the first of those rallies was at Sanremo, on home ground for Fiat.

Again Ford sent just two cars, but they were not at all like the "forest racers" used on loose-surfaced events. They were lighter, lower, wider (with 8 in. wheels) and more powerful, the output said to be something like 260 b.h.p. But they still proved to be no match for the tarmac handling of the Fiats. Waldegård reluctantly agreed to have a brake servo on his car (he prefers the extra sensitivity of direct pressure braking) but disconnected it at the start of the second leg of the rally after realising that he was slowing down too much and too soon for almost every corner.

Fiat had no less than seven cars in the rally, three entered by the factory, one by Fiat France and three by Italy's Jolly Club—but all had factory support, of course. As a buffer, Lancia entered four Stratos, partly to keep Ford as much as possible out of the points-scoring positions and partly so that Munari could try for points in that ridicu-

lously complicated series for the FIA Drivers' Cup, a trophy which seems to attract a little interest in Italy, but nowhere else.

Röhrl went out on the second stage, as we have explained, though "official" words from Fiat blamed gravel on the road rather than brake fade. Later, Bacchelli's Fiat toppled on to its side when it left the road after the driver attempted to avoid stones presumably put there by uncharacteristically hostile villagers. Indeed, this caused something of a delay and the organisers wisely cancelled a second loop in that area, partly to avoid any more incidents of the kind and partly to get the rally back on time.

Lancia's rally was most uphappy, for Munari retired from a leading position when his gearbox mainshaft broke, and both Pinto and Carello crashed. Vatanen also hit a low wall in his works Escort and retired very soon after when a front suspension collapsed.

The final night began with the near certainty of a Fiat win, but with leader Verini very closely pursued by Frenchman Andruet in the Fiat France Fiat 131. The Italian seemed to have the edge, although there was very little to choose between them, but towards the end he had to stop to have a differential unit changed and this took so long that he collected two minutes' road penalty at the next time control. Those were decisive minutes, for Andruet's final winning margin over Verini was just 1 min. 57 sec.

There were rumours that pressure had been put on Verini to allow Andruet to win, but these occasions are always attended by a certain amount of intrigue and we found no proof that this was the case.

Lower down, Waldegård tried vainly to improve his position, cursing the ill-luck which earlier had brought him to a ten-minute stop on a special stage when the main feed pipe from the fuel tank folded and was pinched closed as a result of a spin backwards into a rock face. The back of the car was pushed well in, and the pipe folded when the fuel tank itself was moved forward and upward.

The final order listed three Fiats, a Lancia and a Ford at the head, the championship points tally now being Fiat 130 and Ford 124. Two rounds of the series are left, both in November. The first is the all-tarmac Tour of Corsica in which Fiat will undoubtedly have the advantage again, and the second the predominantly-forest RAC Rally in which Ford can be expected to have the edge. Never before has the World Championship been really contested, and we trust that the scores attained in Corsica will be such that the RAC Rally will emerge as the deciding round.

G.P.

SANREMO RALLY

1st :	J-C. Andruet/C. Delferrier (Fiat 131 Abarth (4))	10h. 27m. 43s.
2nd:	M. Verini/B. Scabini (Fiat 131 Abarth (4))	10h. 29m. 40s.
3rd :	T. Fassina/M. Mannini (Fiat 131 Abarth (4))	10h. 36m. 38s.
4th :	M. Pregliasco/V. Reisoli (Lancia Stratos (4))	10h. 38m. 30s.
5th :	B. Waldegard/H. Thorszelius (Ford Escort RS (4))	10h. 41m. 19s.
6th :	F. Ormezzano/R. Meiohas (Opel Kadett GT/E (2))	10h. 57m. 01s.
7th :	J. Ragnotti/J-M. Andrié (Renault 5 Alpine (2))	11h. 08m. 48s.
8th :	A. Presotto/M. Perissuti (Opel Kadett GT/E (2))	11h. 21m. 22s.
9th :	O. Dall'Ava/G. Russo (Alfetta GT (2))	11h. 29m. 50s.
10th :	C. Gardavot/G. Otto (Porsche Carrera (3))	11h. 32m. 43s.

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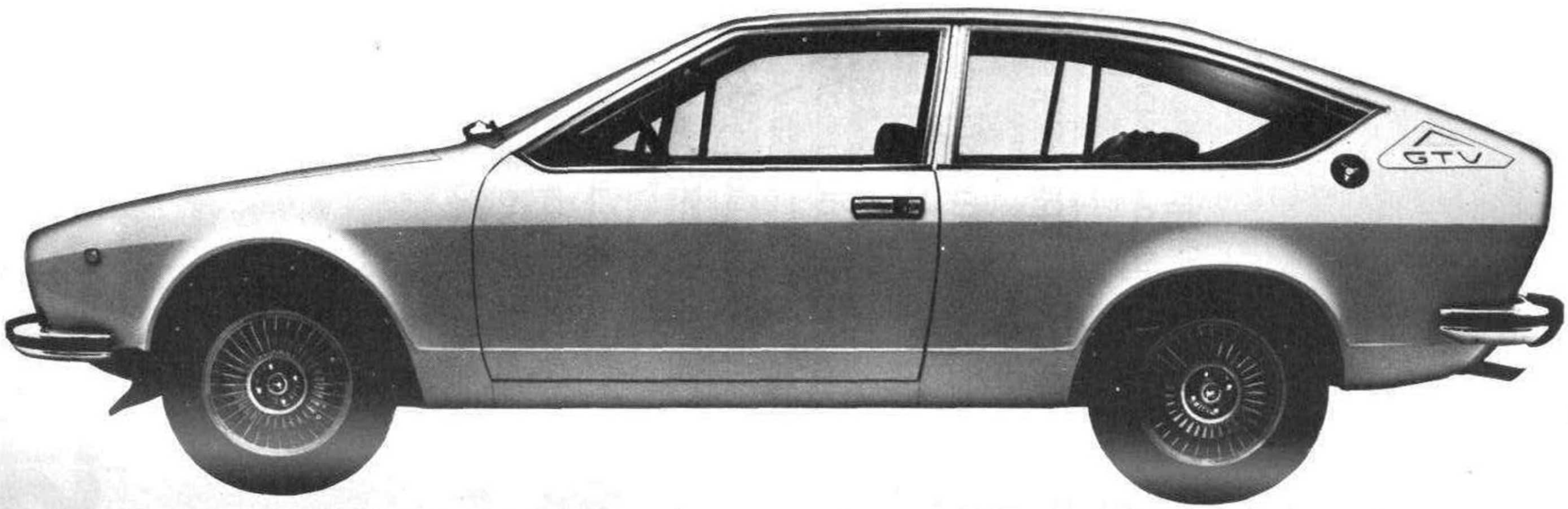
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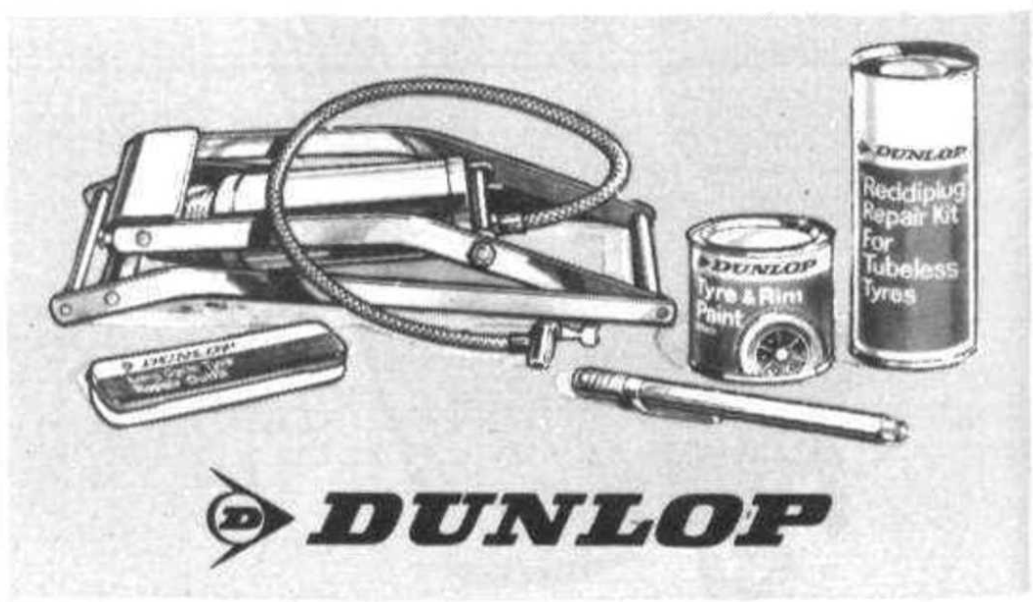
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A Tense Tourist Trophy

Silverstone, 18th September

DURING the seventies the RAC Tourist Trophy race has taken on a new mantle, that of Britain's only representation in European series which cater for saloon cars. The formulae under which the cars have raced varied from full-blooded Group 2, in the days of four-valve-per-cylinder sixes for Ford and BMW, to the comparatively tame *Trophée de l'Avenir* regulations, more like those seen in our own national Championship these days. This year's edition of the TT, sponsored by Access for the fourth time, allowed both European Group 2 and British Group 1½ cars, producing a monster 60-plus entry for the 44 places on the grid. In this case the quantity of the entry was also backed up by quality with the two Leyland-Broadspeed Jaguars taking the two premier places on the grid.

It was widely felt that this would be the race that produced a win for the two white and blue 5.4-litre coupés. Driven by the regular pairings of Andrew Rouse/Derek Bell and Tim Schenken/John Fitzpatrick, the fast corners of Silverstone were expected to spoil the 100% winning record of the BMW *marque*. Albeit they were private BMW CSL-equipped teams from Germany (Alpina), Belgium (Luigi) and Italy, represented by Martino Finotto's Imberti-prepared example, which he shares with Carlo Facetti.

Further down the grid there was the interest of a pair of BMW 320is facing up to the unexpectedly weak challenge of a Swiss-prepared Dolomite Sprint in Group 2 trim. It was not the fault of drivers Tony Dron and Jean-Claude Bering that the Triumph did not excel. The fact is that in three races the car has shown a strong tendency to blow head gaskets and generally creep round the scenery, making Leyland's misery with the Jaguars even more pronounced.

The two days of practice—Friday unofficial and two separate hours for each of the five classes on Saturday—produced two strong impressions. The first was that the Jaguars seemed unlikely to go much faster than the Alpina BMW of Tom Walkinshaw/Dieter Quester, barely 0.7 sec. covering the first three cars on the grid. Rouse was on pole with 1 min. 36.05 sec. (nearly 110-m.p.h. average), Schenken was 0.51 sec. behind and Quester had managed 1 min. 36.74 sec. after a glorious wheel-lifting effort on special qualifying tyres.

The second strong impression was of the speed achieved by a fleet of British Group 1½ Capris, the fastest on the fifth row, alongside the sparkling orange Jagermeister VW Scirocco of Willi Bergmeister/Helmut Henzler, the 1,600 c.c. VW in Full Group 2 trim.

We expected a good race between the Alpina BMW and the Jaguars at the front, plus plenty of interest in the midfield runners. This time saloon car racing really did deliver the goods. From a rolling 100-plus m.p.h. start a crowd of over 20,000 watched Andy Rouse gain the initial advantage. Schenken slipped past his team-mate to take over as Rouse's coupé was spluttering with a temporary fuel injection malfunction. The two Jaguars were under strong pressure from the Alpina coupé though. Their opening three-lap confrontation—heading some eight-strong midfield bunches of kerb-hopping, gaily painted saloons—reminded one how good this class of racing can be. On the fourth lap Schenken spun at Copse, leaving Rouse open-mouthed but in the lead!



The Woodman/Buncombe Capri, fifth overall and first in class, passes the distressed Schenken/Fitzpatrick Jaguar.

Rouse led for 20 laps while Quester and Schenken diced desperately for second overall. Quester would skip past the Jaguar under braking, particularly at Woodcote, but the bulky 2-door XJ would woosh past the BMW again, given the expanses of the Hangar straight. Once Quester did get into second place the British lead looked very precarious and he did get by Rouse after 24 laps. But that was not the end of the matter. Rouse retook the BMW on a more permanent basis—they had been staging a repeat of the Schenken *v* Quester squabble over second place—and after another five laps the Jaguar was in front to stay. Well, until its first fuel stop at 38 laps, when the BMW took over again!

Bad news for Leyland had begun on the second lap when Dron—winner of four consecutive RAC Saloon Car Championship rounds at the time of writing—found this Dolomite overheating again. Then, just a lap before the Rouse Jaguar fuel stop, Schenken found himself bounding along towards the catch fencing, in a Jaguar tricycle: a front hub had broken.

The second Jaguar looked like lasting the distance: ironically this Bell/Rouse machine had the older wet sump lubrication layout. Bell put in a typically gutsy drive, his traffic experience carving through the inevitably large bunches of traffic, and pulled back the BMW at an average 2 sec. a lap. Would it be enough to offset Jaguar's extra fuel stop?

That question became increasingly relevant as Rouse took over the Jaguar for the final stint. Exactly half a minute had been lost in a stop that saw the big coupé fed with new rubber (one front), oil, water for the brakes and fuel. Some 23 laps were left to run when the gap between the immaculate green BMW and the Jaguar was 19.2 sec. With 17 laps to go, the gap was down to 14.9 sec. on the anxiously-held Leyland-Broadspeed pit board.

Perhaps the miracle would happen. Perhaps Rouse would get close enough to pressurise the cool Walkinshaw in the BMW. Conditions conspired to tilt the odds slightly against Rouse, who has spent more time testing the Jaguars at Silverstone in recent months than even he cares to recall. The grey clouds spat a little more rain than they had earlier in the event and the Jaguar started to slither

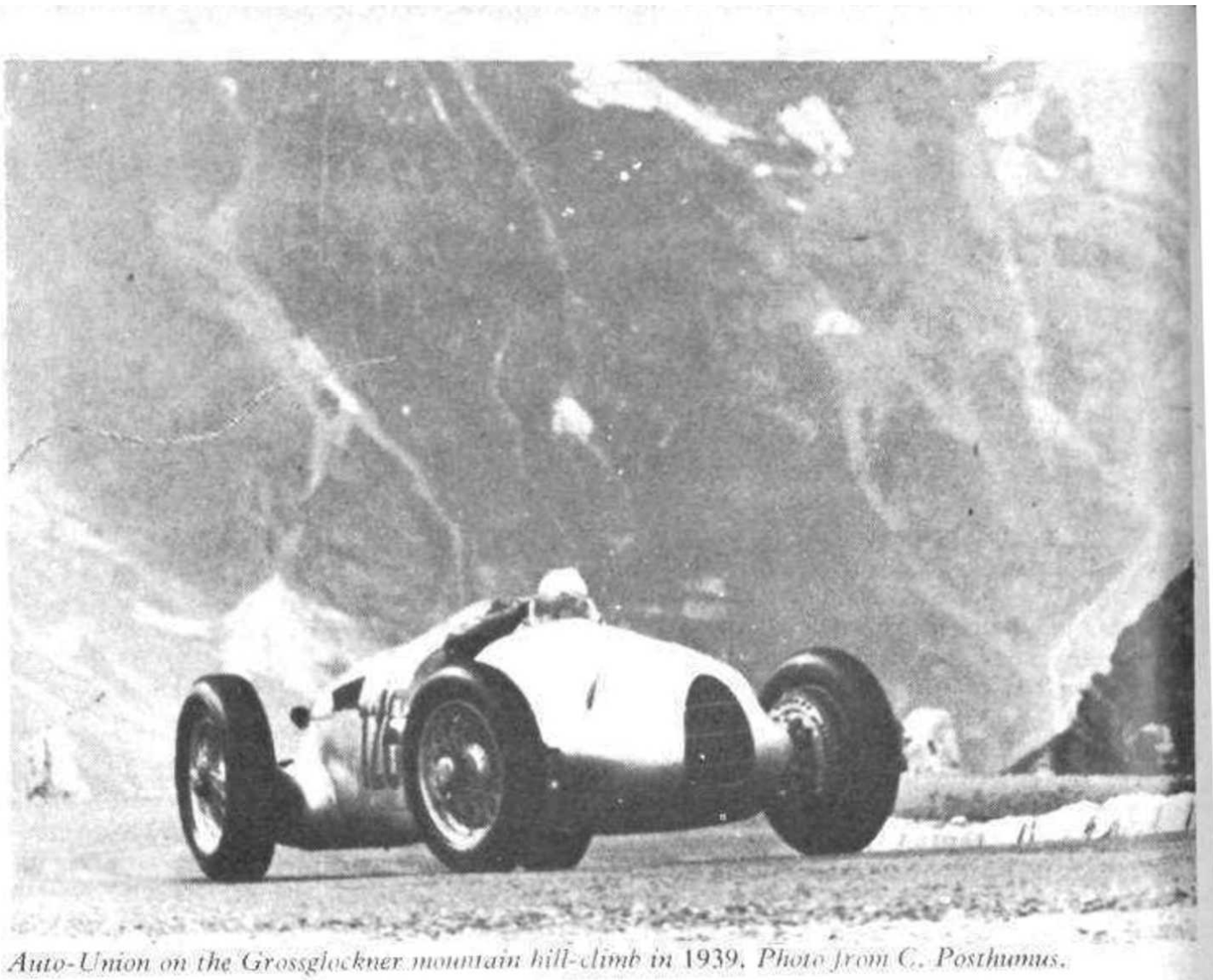


A posse of saloons at Copse. Graham/Handley drove the Brut 99 Capri, Marshall/Vandervell the DTV Magnum and Palmer/Markey the RX5 Mazda.

That V16 Auto-Union

LAST month we published pictures of a V16 Auto-Union at a rally in Latvia, the car having been acquired from Moscow, and this recent appearance of a complete car was the first sign of one of these 1934-37 Grand Prix cars since 1939. It was obviously not an authentic 1937 Grand Prix car as the wheelbase was shorter than normal, there was no large fuel tank between the cockpit and the engine, or filler cap in the headfairing, and the nose cowling was different from the 1937 cars, and looked more like a 1938/39 V12 car. It could only be a special hill-climb car that the works ran at places like the Grossglockner.

Cyril Posthumus came up with the answer by producing photographs from his archives of the car in action in 1939, one of which we publish on this page. There seems little doubt that the car that was in the Latvian rally was this special short-chassis hill-climb Auto-Union with 6.1-litre V16 supercharged engine, developed from the components of the 1936 C-type Grand Prix car by the factory. – D.S.J.



Auto-Union on the Grossglockner mountain hill-climb in 1939. Photo from C. Posthumus.

TOURIST TROPHY

Continued from previous page

away the power advantage it had been able to employ so successfully up to that point. Rouse became enmeshed in the traffic, Walkinshaw kept his head and the gap to the flying green BMW stayed static, around 12 sec. Just nine laps from the end, nearly three hours of sustained motor racing came to an end as Rouse lost that great big machine at Abbey, normally a flat-out left-hander where the Jaguar would be approaching 150 m.p.h. The car slid totally out of control towards the Armco. It was not that badly damaged in the ensuing accident, but it was the end of any real hope for Leyland to score a victory in the European Touring Car Championship . . . the Jaguars were withdrawn from competition after the following round, in Belgium, where 1½ hours of the dull Zolder autodrome was enough to produce mechanical failures in both cars once more.

Meritorious British performances came, aside from Walkinshaw's clever performance in the winning BMW, from Vince Woodman/Jonathan Buncombe, whose Group 1½ Capri (powered by a Broadspeed-modified V6!) was actually fourth past the flag, fifth on the results sheet behind the crashed Jaguar. In the early stages of the race Holman Blackburn and Brian Robinson in a fuel-injected Group 2 Capri showed the potential the Ford still has, holding down seventh place behind the Jaguar and BMW combatants. At the end of the day there was no escaping the fact that, with scant factory help, BMW had scored a remarkable *Tour de Force*. They filled the first three places overall; Alpina-BMW took the three-car team award, and BMWs filled the first three places in the 2-litre class. It cannot be long before the British concessionaires justifiably re-instate that arrogant "Unbeatable BMW" slogan! VW, who tie with BMW in the fight for the *marque* title within the ETC series (Quester is the leading driver), scored another class win from the efforts of a privately-entered Scirocco GTI. Alfa Romeo took the smallest class with a pair of Argentinian-financed Sprint coupés, prepared by Autodelta.

It had been a thoroughly good motor *race* but with a sad result for the home team. They could so easily have won; now the cars will just fade into history.—J.W.

Results:

RAC TOURIST TROPHY—107 laps
European Touring Car Championship, round 8

1st : D. Quester/T. Walkinshaw (3.2 BMW CSL), 2 hr. 58 min. 25.7 sec. at 105.5 m.p.h.
2nd: E. Joosen/U. Grano (3.2 BMW CSL), 2 hr. 59 min. 27.67 sec. ..... 104 laps
3rd : J. Xhenceval/P. Dieudonne (3.2 BMW CSL), 3 hr. 0 min. 0.86 sec. ..... 104 laps
4th : D. Bell/A. Rouse (5.4 Jaguar XJ5.3C), 2 hr. 43 min. 31.8 sec. (*not running at finish*) ..... 98 laps
5th : V. Woodman/J. Buncombe (3.0 Ford Capri II S), 2 hr. 59 min. 51.72 sec. 98 laps
6th : S. Graham/J. Handley (3.0 Ford Capri II S), 2 hr. 58 min. 34.2 sec ..... 96 laps

VSCC "WELSH"—contd. from page 1396

its brake pedal in morning, and now failing low down. Ryley's Hyper Lea-Francis went quite nicely and Sellers' M-type MG, with elaborate bonnet louvres, got to marker-9—all these observations are, of course, unofficial. But it was left to Adnams' Ulster Austin, proudly bearing the Union flag in competition with Mrs. Diffy's Jubilee umbrella, to challenge Moffatt's FTD clean ascent.—W.B.

* * *

At Presteigne Shapland's 1924 Lanchester 21 was joined in the car-park by a later Lanchester 21 with higher radiator, and two spectating Daimlers, one of which was the ex-Johnny Thomas' 1925 sleeve-valve 35/120 Hamshaw limousine, now in very nice condition and complete even to the filter in its radiator orifice, and with no maker's name outwardly visible except for the script on the Motometer. We understand that 7.00 x 23 inner tubes are required as spares for it.

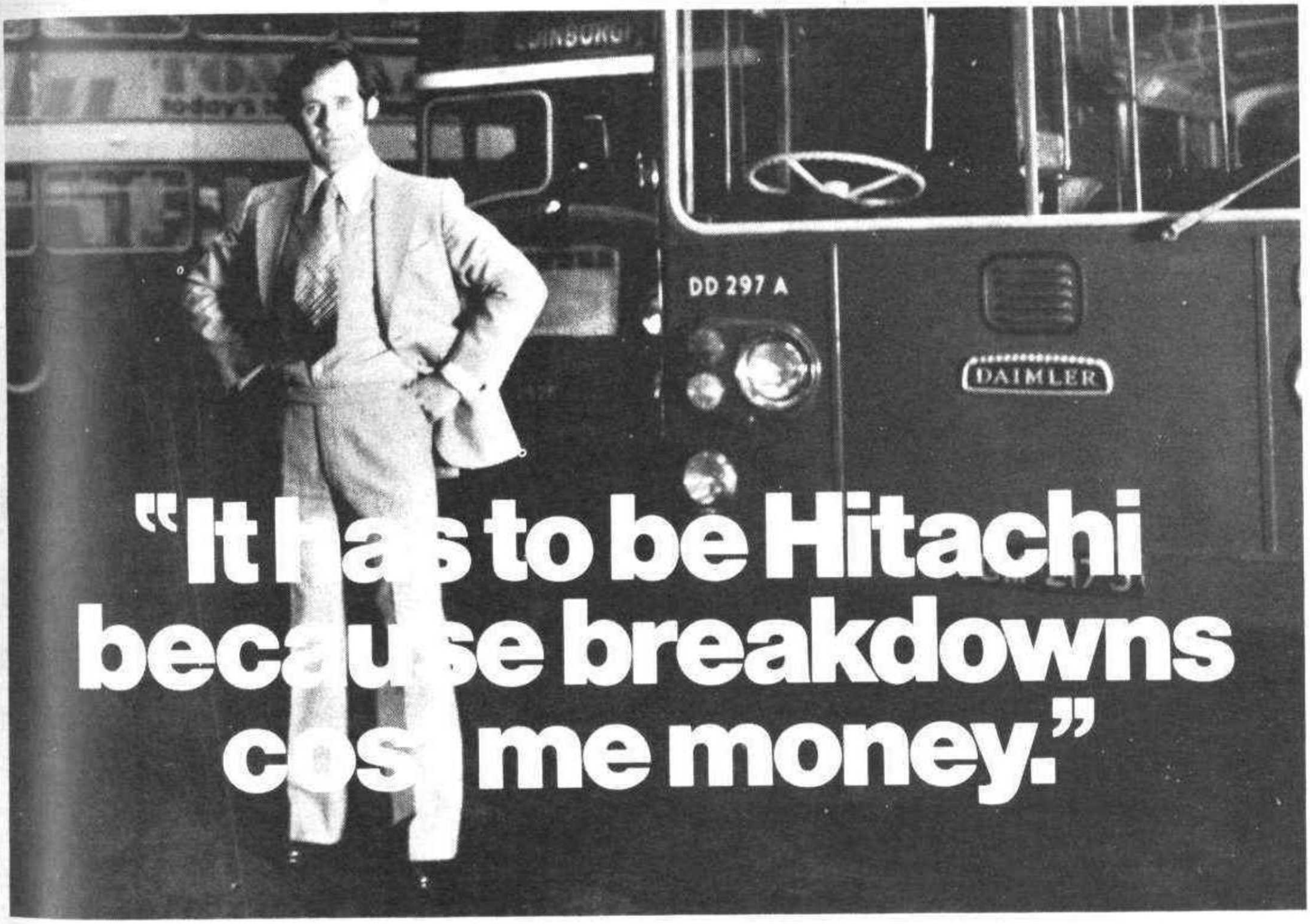
Results:

THE TRIAL :
Presteigne Trophy : B. M. Clarke (Austin Seven).
Harry Bowler Memorial Trophy : M. B. Bullett (30/98 Vauxhall).
Smatcher Trophy (newcomers) : B. Bowles (MG M-type).
Winder Trophy (for overcoming difficulties) : W. J. Fone (Austin Seven).
First Class Awards : H. F. Moffatt (Bugatti), N. J. W. Stoyel (Frazer Nash), T. J. Threlfall (Ford), J. F. Blake (Alvis), J. A. McEwen (Riley).
Second Class Awards : H. Spence (Lea-Francis), R. Adnams (Austin), A. D. Jones (Vauxhall), D. R. Marsh (Vauxhall), B. Grey (Vauxhall), M. U. Hirst (Alvis).
Third Class Awards : M. T. Joseland (Frazer Nash), D. G. Laxton (Austin), F. G. Giles (Frazer Nash), P. J. Morgan (Vauxhall), C. Lee (Alvis), G. W. Sanson (Vauxhall), C. E. Ayre (Alvis).

DRIVING TESTS/CONCOURS D'ELEGANCE :
Talyllyn Trophy : R. C. Howard (Bugatti Type 40).
First Class Awards : C. J. Hancock (OM), J. R. Hill (Triumph).
Second Class Award : Mrs. A. Cherrett (Alfa Romeo).
Third Class Awards : D. G. Diffy (Humber), J. M. Cartwright (Riley).

* * *

One of the 1905 Gordon Bennett Star racing cars has been unearthed. It is apparently car No. 1 with engine No. 2 and seems possibly to have been the one involved in an accident when Mr. Lisle was testing it along Wergs Road in Wolverhampton, prior to the race. Does anyone know its post-race history? A 1907 35 h.p. Type A1 Vanderbilt Series-C Renault is being rebuilt in America and information is sought about these cars. Since his letter was published last month, Michael Worthington-Williams reports hearing of two more derelict Angus-Sandersons. He is full of praise for Kent CC, which has filed its Registration records dating from 1904 and makes these available for inspection, enabling a new Log-Book to be issued for the Angus-Sanderson that is being restored. To celebrate the centenary of William Morris (Lord Nuffield) a special Exhibition has been staged in Thames Street, Oxford, by the Thames & Chilterns Tourist Board and the Oxfordshire CC Museum Services. Exhibits include an 1893 Morris bicycle and a 1913 Morris-Oxford It remains open until November 27th.



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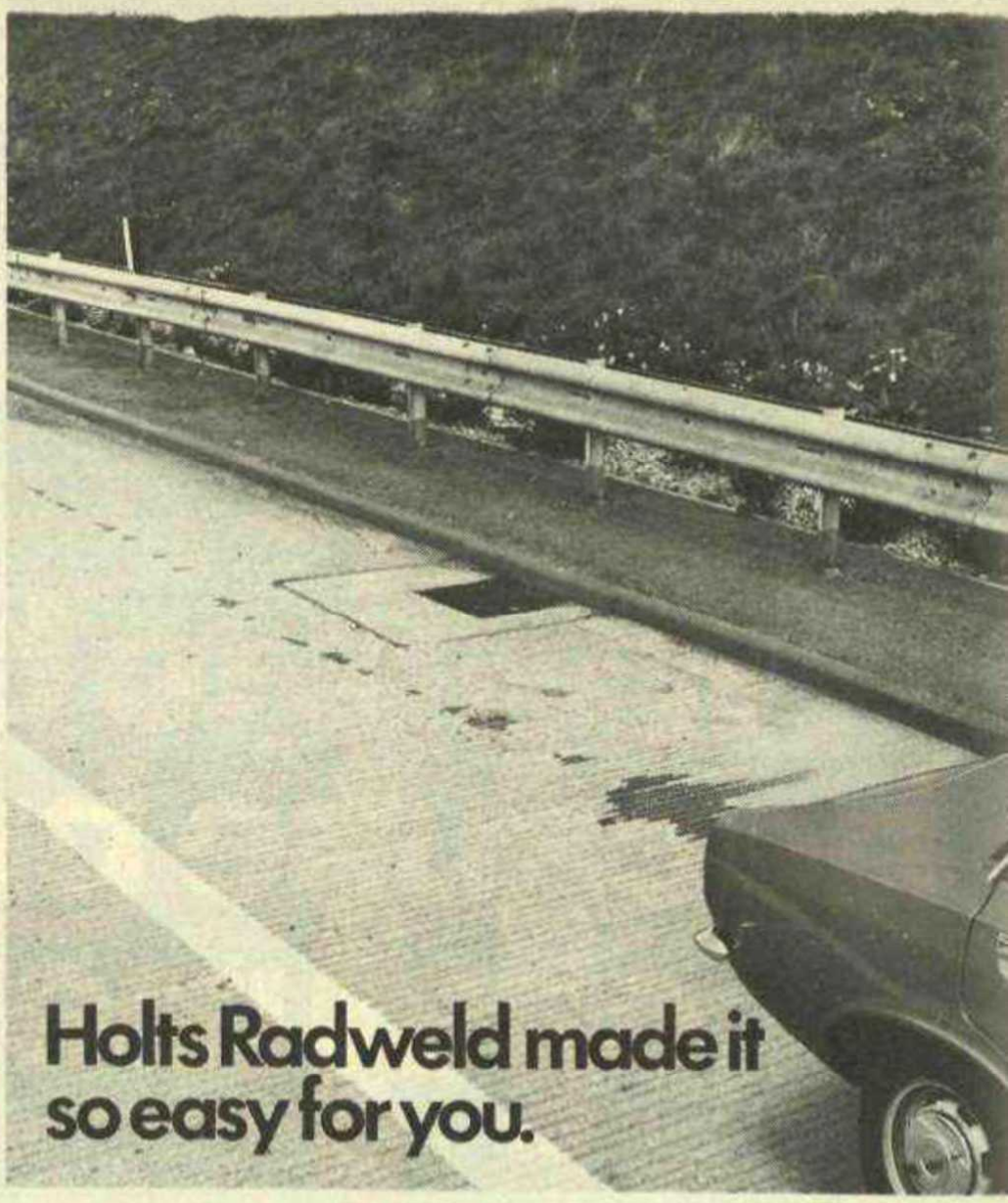
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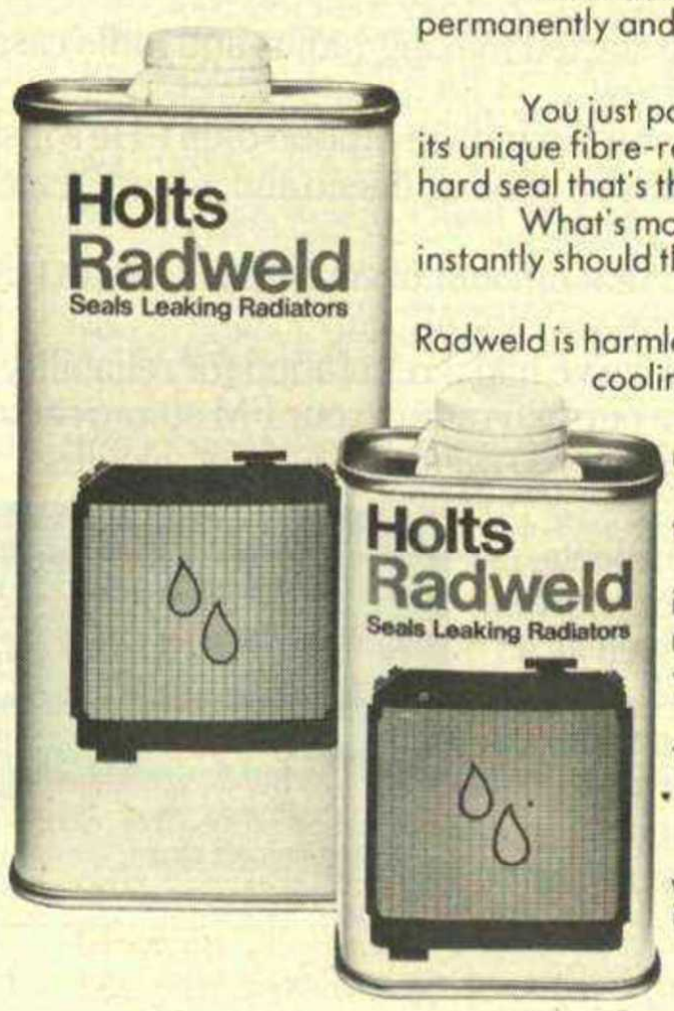
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A good job you chose Holt

A testing session with the Dealer Team Vauxhall Chevette HS2300

A RECORD that comprises two International rally wins well within the first year of competition is a record any manufacturer would be justly pleased with. When the team goes under the popular "dealer team" guise, then the pride is still there, though General Motors executives cannot crow in quite the same way as their open factory opposition, for General Motors are not in competition, are they? As enthusiasts it matters little what labels these effective Vauxhalls carry in competition. However, it did seem a good opportunity – especially as this is RAC Rally month, the first birthday of the Chevette's debut – to find out a little more about the people, and the cars, who have so quickly become the force to reckon with in any United Kingdom event.

Since we have already written quite a lot about Blydenstein and his modified road cars, it is as well to point out that the DTV division is housed and operates entirely separately. About a dozen people are employed full time. So far as working mechanics go, two of the available number concentrate just on racing, which means predominantly Group 1 Vauxhall Magnum 2300 coupes and always Gerry Marshall. Though it has not generally been one of their better years, for the Dolomite Sprint has prevailed this season, Marshall and DTV had every reason for pure delight at taking an *overall* second place in July's Spa-Francorchamps 24-Hour race.

Managerial responsibility for DTV competitions activities is vested with another Gerry, this time a Mr. Johnstone. He is a remarkable man: a former Vauxhall technical writer and racing mechanic to Marshall for many years, he has only been involved with rallying since Blydenstein's works took over from Coburn on January 5th, 1976. That first year was primarily concerned with fighting the good fight with the existing Magnum coupes in Group 1 and Group 2 forms: only by the slimmest margin were they beaten for the RAC Group 1 title. Ironically DTV did not renew the contract of Finn Pentti Airikkala for 1976, though he had been driving for Coburn. . . .



The Chevette HS 2300 rally car at rest. The bespectacled Pentti Airikkala expounds his view that, "Fiat do not spend too much on competition: everybody else spends peanut money. We have a good car in a short time, but you can always improve." Below: the CF van acted as the workshop for the disembarking Chevette.

The car on which the rally Chevette is based can be rather difficult to comment upon, as the HS 2300 has not actually materialised at the time of writing in road form. We are promised that 400 such cars have been made for homologation into Group 4 and we have heard that a press launch is in the offing as this is being written. Relevant to the rally car are the fitment in the roadgoing HS 2300 of a 16-valve, 140 horsepower version of the Vauxhall slant four, plus a five-speed ZF gearbox and Bilstein damping, with vertical installation of the rear dampers, the latter practically a must for a rallying saloon. The HS 2300 was passed for competition in Group 4 on November 22nd, 1976, and one car, that of Will Sparrow (driving his last event for DTV) lasted 2½ stages of last year's RAC Rally for the expected inauspicious debut. Expected because quite a lot of unsuitable parts had to be installed for the car to make the starting ramp at all. In fact the team genuinely had done well to get the car out at all; this was not to be one of those stories where the car receives a lot of pre-event publicity and then quietly fizzles out.



For this season Mr. Johnstone did manage to secure the services of Pentti Airikkala again, this time against stern opposition from other manufacturers, as the thoughtful Finn had dominated the RAC Rally after an excellent season in Escorts belonging to David Sutton Cars. Having secured an ace, Johnstone then picked a man who had been through all the ups and downs of rallying with every British manufacturer in the sport, plus a few abroad, Chris Sclater.

The results startled everyone, even the team. Sclater has something to prove, and is very much the top line competitive driver of before. Then Airikkala won the Welsh and Manx home internationals. Since one event is forest-based and the other a tarmac competition on pace-notes, the Chevette and those that put it into the arena have some cause for jubilation at the car's versatility, though none of them consider the Manx in quite the same light as the Welsh, for the stiffest opposition dropped out early. As a programme the Chevettes have concentrated on the British RAC Rally Championship, with an extra event overseas for each driver. When this was written DTV's Finn led the RAC series by 6 points, and the DTV Magnum led Group 1 as well. Airikkala also did the 1,000 Lakes in his



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homeland and showed the car was just as fast there, before the propshaft sheared.

On those events the score is: Airikkala, two wins, three seconds, a third and a fourth, five retirements. Sclater has taken two seconds; one third, a fifth place and a sixth overall, plus seven retirements. In fact one of those second places for Sclater was scored in his extra, non-RAC Championship event, a visit to Galway for their tarmac rally.

Overall Johnstone says, "the car has not changed much in basic form. We homologated the Bedford CF Salisbury rear axle and subsequently put in a new rear suspension arrangement for this layout, but otherwise the car is the same formula as we set off with. You'll notice," a twinkle comes into his eyes, before continuing. "Yes you will definitely have noticed, that we tend to have recurring problems. These must seem damn silly to readers looking at a professional team, but there are good reasons why we have suffered so heavily with problems like those encountered with the distributor. In this instance when we did find out what was breaking – and there was a lot of damage within so it was hard to see what had failed first, never mind why – it took us a very long time to gain supply of an alternative. In fact, if I have one over-riding worry it is the supply of components. The other point about the Chevette record is that the car has always been developed in public: there simply has not been time for proper private testing."

We were speaking at a private estate in East Anglia where a few miles of rutted roads were being covered at astonishing speed by Airikkala in one of the three DTV Chevettes currently in use. He was preparing for the Lindisfarne, eleventh round of the RAC Championship, lying but a single point adrift of Russell Brookes in the factory Ford Escort. He finished fourth on that event, after a roll, while Brookes was excluded, but the margin (with two events to go) is expected to be tight right up to the end. If the Vauxhall does win the series, it will be the first time Ford have been beaten since 1970.

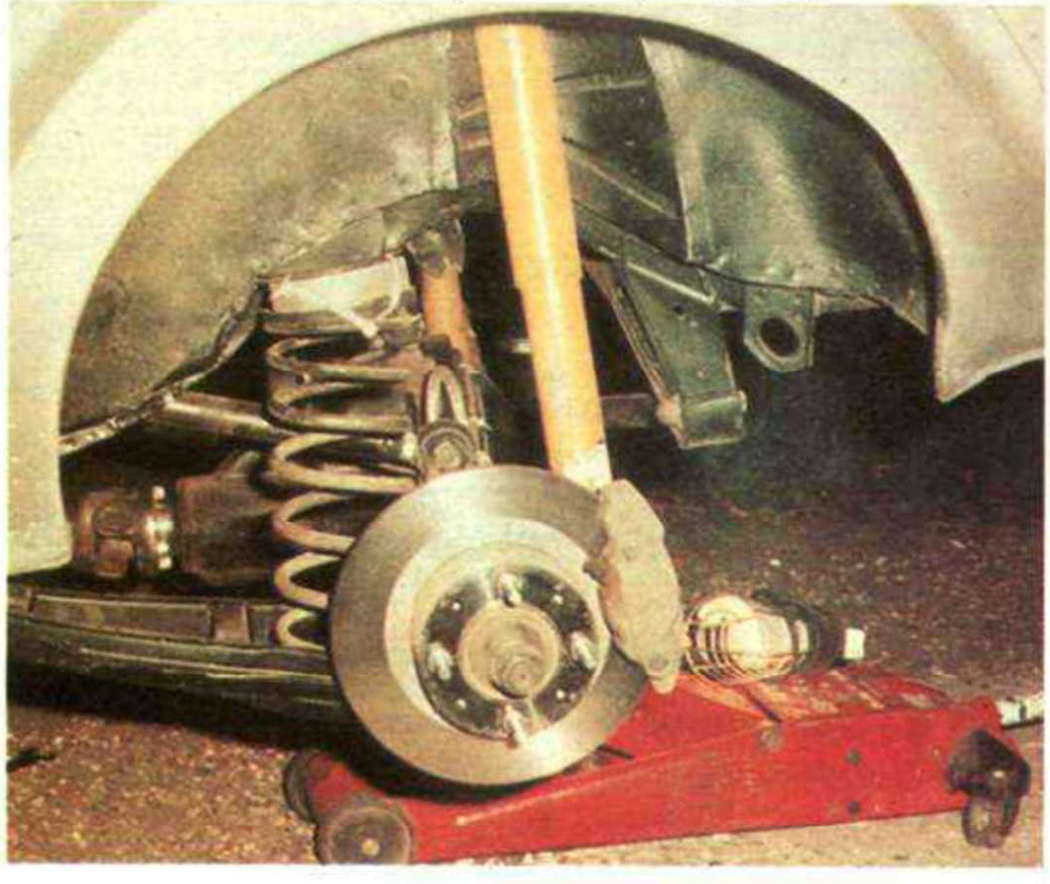
So far ten rallying Chevette bodies have been built at the Shepreth workshops. Just three cars have been for customers, who pay between £10,000 and £15,000 the latter figures reflecting the charge for a near duplicate of the factory car, which carries an engine that is worth £3,200. Of the three cars on the strength at present, Airikkala has two cars and Sclater one that alternates between Group 4 and 5. The machine I was watching in Norfolk, the lighter Group 5 model, was Airikkala's regular LHD example. This weighs 20 cwt. 8 lb. while the original car – which uses a steel bonnet and tailgate and glass, instead of the Group 5 machine's two glassfibre panels and three pieces of Perspex substituting for glass – that original weighed 21¾ cwt. In all cases the car is weighed with 13 gallons of fuel, and the radio installed.

Inside the workshops at Shepreth driver Chris Sclater (centre) and mechanic Ricky Bell check a few last minute details before Sclater takes the car for another Championship round. The cars are gradually changing to the use of Minilite magnesium alloy wheels, using either 6 or 7 in. rim widths.

For both the same carburated engine specification is used. Johnstone says sardonically, "we're going backwards fast with these. In 1975, on the Magnum, we had 230 b.h.p. The Magnum went onto a 1976 dry-sump system which the Chevette still has not been equipped with. Today we have an average 237 b.h.p. and try to operate with an r.p.m. limiter at 8,200 r.p.m. Of course our engine has an inherent 300 c.c. advantage over most of our rivals and we have got a better torque output (185 lb. ft.) haven't we Pentti?"

Airikkala looks up from the back of the Victor Estate with a big grin, "yes it's good. I can use from five and a half thousand revs. But, I always tell other drivers we have more power than they. This way they think, it's not my fault Airikkala wins: it is not him, it is the car, I cannot beat him." An explosion of laughter after this typical Finnish sally is a rare relief in an evening that has been devoted to mechanical niceties and a lot of hard work with the car; changing springs, trying to get the brake pedal action just *there*, "firm, like other car please." There is no more demanding master than a top rallying Finn.

Rear live axle is located by coil sprung arms, top mounting links and a Panhard Rod. As can be seen the interior is crowded when fulfilling the needs of a rally car.





Safety Devices are responsible for the strength of the bodyshell. From the debut onward, this Cambridge concern have worked on the DTV three-door saloon and wrought some pretty substantial changes. In the case of a modern mass-production saloon the primary tasks are to make sure that all the body seam welding is of the highest possible standard (CO_2 only is the motto at SD) and all the possible precautions of skidding protuberant parts are also taken. The three-door bodyshell should pose inherent problems, but SD have gone on record as saying that it is about 10% stronger than its conventional 2-door rivals thanks to "the amount of shape we put into the floor wells." As a bodyshell it carries the strength of an integral roll cage and the exterior character of glass fibre wheel arch extensions and the rakish front spoiler/nose section. Looking at the car from the side one would think that the 2.3-litre engine and droop nose allowed a pronounced nose-heavy weight distribution. That is a bit of an optical illusion: the sleek nose section actually hides a 55-45% nose-heavy weight spread. Airikkala says the steering response is not quite as good as an Escort, but they have improved it a lot with experience.



Our man gains an insight into the sophistication of rallying Britain today. The view from inside consisted mainly of trees and impending doom at first acquaintance. With experience it is apparently possible to guide the driver logically at speeds of up to 105 m.p.h.

One handicap they suffer is that the dampers and coil springs are separate. Instead of the Ford/Chrysler/Leyland recourse to Bilsteins with simple adjustment in ride height, these Vauxhall representatives have to "guesstimate" their requirements pretty accurately. If the ride height has to be altered, it is a question of removing the springs rather than playing with the normal ride height adjustment on the rival brands mentioned earlier. GM parts for the double wishbone front suspension and the trailing arm live back axle are used extensively. These parts are strengthened considerably over their original specification: usually this takes the form of extra bracing plates welded into the main structure.

The brakes have to be very special for this kind of work. At the front large ventilated discs succour instant retardation from four-piston calipers. At the rear straightforward discs are accompanied by equally simple single-piston calipers.

My ride in the car was centred around the vexed question of the brakes. In one car Airikkala had a firm pedal with instant response, while this one was pretty lazy. I climbed in at 9 o'clock at night and settled into the big black navigator's seat, which is set back and lowered from any potential accident as far as possible. That is not a reflection on Airikkala but on the speeds modern rally cars reach amongst the unprotected trees and sudden drops.

Behind the Corbeau seats a mass of equipment, including the fire extinguisher and a spare fan belt strapped to the integral roll cage, lurked. The full safety harness was quite a reassuring item, but the details are the impressive part. For example the engine bay has two lights so that it really is properly lit, and the gearbox tunnel features a gear lever with a proper gaiter, as well as the handbrake with a similar item. The important mechanical part is that the top of the tunnel can be entirely removed via quick-release clips.

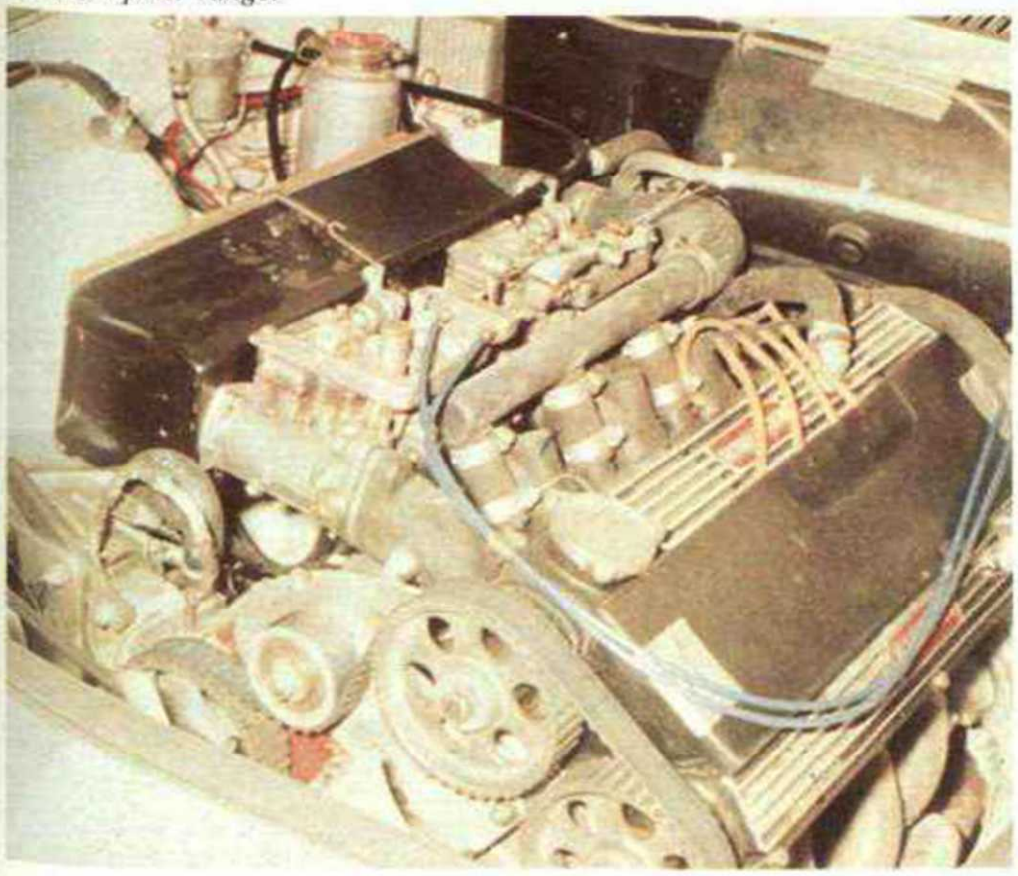
In front of the drive there is a mechanical tachometer, water temperature and oil pressure gauges. A 130-m.p.h. speedometer sits in the middle of the fascia, an unwanted legal necessity.

As serious competitors neither Johnstone nor his driver were particularly impressed by the track on which we were to perform. The point of the matter is that there is no option: either you go to Wales and find the real thing, a somewhat protracted and expensive exercise from East Anglia, or you settle, as they had, for what you can find within a two-hour drive.

I had noticed, while Pentti was absorbed in his testing, how docile the car is in ordinary situations. The Chevette backs off the trailer and forward in 1st gear just as Pentti so aptly reports: "my mother can drive it, it's just so easy." If this

Continued on page 1461

Engines, installed and in preparation at Shepreth. The pair of twin choke Dellorto 48 mm. carburettors feed a Vauxhall – based d.o.h.c. four cylinder. The iron block contains a steel crankshaft to extend the reliable r.p.m. range.







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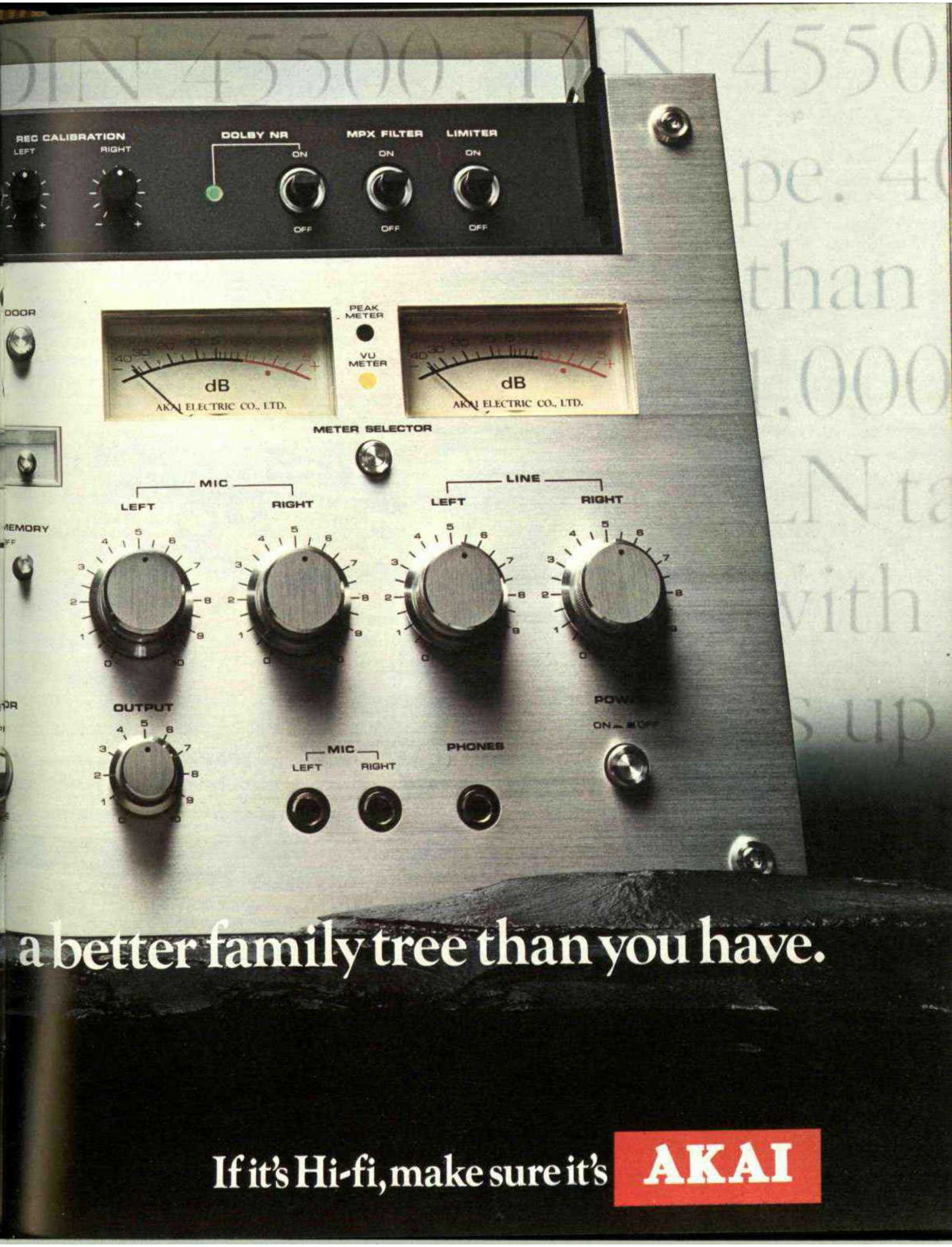
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RAIN FELL so heavily upon the World Championship of Makes Six Hour Race at Brands Hatch that the race had to be stopped after $1\frac{1}{4}$ hours. A second race of $2\frac{3}{4}$ hours was started later, and the first race "written-off", but not forgotten by spectators, who saw Jacky Ickx display wet-weather supremacy in the Martini-Porsche Turbo 935. Ickx/Mass went on to win the second race. Wollek/Faure were fourth with the Kremer-Porsche 935, below right. The Walkinshaw/Winkelhock Faltz-Alpina BMW 320i won the 2-litre class, below left. Following Ickx, above in the first race, is the eventual class winning 3.0 Carrera of Franey/Williams, the Micangeli brothers' Pantera and the Percy/Richardson 240Z.







Mille Miglia

The all time record win by Stirling Moss and Denis Jenkinson is now commemorated in an historic limited edition.

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About the signatories

STIRLING MOSS — needs no introduction. Perhaps the most famous of all British racing drivers, he led this country's motor racing revival in the 1950's and won everything except, ironically, the Grand Prix World Drivers Championship.

DENIS JENKINSON — "I needed some idiot that wouldn't be frightened so I thought of you" is how Moss put it. The "idiot" also happened to be a pioneer in road racing navigation using his roller map. Ex-world champion motorcycle side-car rider, Jenkinson is well known as a motor racing journalist.

FRANK WOOTTON — For many years commissioned by Motor Magazine to paint and illustrate motor racing events, Wootton's great talents as a painter in oils are perhaps even better appreciated in the U.S.A. where an increasing following recognizes him as an artist of the very first rank.

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VAUXHALL CHEVETTE



TRIUMPH T.R.7.



FORD ESCORT RS 1800



TOYOTA CELICA

VAUXHALL CHEVETTE
Engine capacity: 2279 c.c. to Group 4 specification
Brake horse power: 240 approx.
Acceleration: 0-60 in 5.1 secs. 0-100 in 14.0 secs.
Oil: Castrol Liquid Engineering.
Drivers: Pentti Airikkala and Chris Sclater
Team Manager: Gerry Johnstone
Entrant: DTV/Castrol
1977 MAJOR SUCCESSES
2nd overall Galway International
2nd overall Mintex International
2nd + 3rd overall Granite City National
1st overall Welsh International
2nd overall Jim Clark National
1st overall Manx International.



DRIVERS: PENTTI AIRIKKALA AND CHRIS SCLATER

TRIUMPH T.R.7.
Engine capacity: 1998 c.c. to Group 4 Specification
Brake horse power: 230 approx.
Oil: Castrol Liquid Engineering
Drivers: Brian Culcheth and Tony Pond
Team Manager: John Davenport
Entrant: Leyland
MAJOR 1977 SUCCESSES
1st overall Boucles de Spa International
3rd overall Mintex International
3rd overall Isle of Elba International
2nd overall Scottish International
2nd overall Manx International.



DRIVERS: BRIAN CULCHETH AND TONY POND

FORD ESCORT RS 1800
Engine capacity: 1998 c.c. BDA to Group 4 specification
Brake horse power: 245 approx.
Acceleration: 0-60 in 5.8 secs. 0-100 in 11.8 secs.
Oil: Castrol Liquid Engineering
Driver: Russell Brooks
Team Manager: John Andrews
Entrant: Andrews Heat for Hire
1977 MAJOR SUCCESSES
1st overall Circuit of Ireland International
1st overall Granite City National
3rd overall Scottish International
1st overall Jim Clark National
2nd overall Burmah International
2nd overall Ulster National



team Castrol

No 5. International Rallying





SAAB 99 EMS



DRIVER:
RUSSELL BROOKS

TOYOTA CELICA
Engine capacity: 1968 c.c. to Group 4 Specification
Brake horse power: 240 approx.
Acceleration: 0-60 in 5.6 secs. 0-100 in 11.6 secs.
Oil: Castrol Liquid Engineering
Driver: Hannu Mikkola
Team Manager: Mike Copeland
Entrant: Team Toyota
1977 MAJOR SUCCESSES
1st overall ShellSport Dean National
3rd overall Circuit of Ireland International
3rd overall Welsh International
1st overall Burmah International



DRIVER:
HANNU MIKKOLA

SAAB 99 EMS
Engine capacity: 1985 c.c. to Group 4 specification
Brake horse power: 225 approx.
Oil: Castrol Liquid Engineering
Drivers: Stig Blomqvist and Per Eklund
Team Manager: Bo Hellberg
Entrant: Saab-Scania
1977 MAJOR SUCCESS
1st overall Swedish International Rally



DRIVERS:
STIG BLOMQVIST
AND PER EKLUND

Castrol GTX - Liquid Engineering



Equally at home on the circuit, at soggy Thruxton, left, or on the road, right, Vic Norman's beautiful Ferrari epitomises the dual-purpose GT car of the '60s.

An Encounter with a Ferrari 250GT SWB Lightweight Berlinetta

"THE 250GT Ferrari must surely represent the ultimate in modern high-speed sporting travel, or GT competition and holds today a position rather similar to the Bugatti 57SC of 1939," said MOTOR SPORT, March 1963, in an article by K. H. Miska describing the development of the 250GT Ferrari. The respected American magazine *Sports Car Illustrated* describes the 250GT short wheelbase lightweight Berlinetta as "an automobile of absolute top class, the finest genuine sports car we have ever driven," in their road test of October 1960. Such eulogy was not without justification, for the 3-litre, V12 250GT Berlinetta dominated the 2,000 cc. to 3,000 cc. class in international GT racing from 1960 to 1962, when its competitiveness was usurped by the even more potent 250GTO. To exemplify, in its first year of competition, 1960, this road-going racer picked up 1st overall in the Tourist Trophy (Moss, in chassis no. 2119, who repeated the model's success the following year in chassis no. 2735), the Coppa Inter-Europa at Monza (Abate in chassis no. 1999), the Tour De France, (Mairesse/Berger, chassis no. 2129), the Montlhèry 1,000 ks. (Bianchi/Gendebien, chassis no. 2149), at Nassau (Moss, in 2119 again), not to mention fourth overall and first GT at Le Mans (Tavano/Dumay, 2001).

The precursor of all this success was the prototype, short wheelbase, lightweight 250GT Berlinetta, chassis number 1539GT, built and developed between August and October 1959 in time to cause a stir on the Ferrari stand at the October 1959 Paris Motor Show. Like all the competition lightweight SWB cars, 1539GT was panelled in aluminium, the first of about 70 lightweight versions out of a total of 152 SWB 250GTs, the "street car" versions of which were skinned mainly in steel. After the Paris Show and further development work at Modena, on March 4th, 1960, 1539GT was shipped to the USA, into the ownership of a G. Pilkington. On March 26th, 1960, this first of a noble line finished sixth overall in the Sebring 12 hour race, entered by NART and driven by Sturgis and D'Orey. One of 1539GTs early offspring, chassis number 1786GT, owned by Charlie Kreisler and driven by Hugus and Pabst, finished fourth overall in this classic 12 hour race, the winner of which was the Gendebien/Herrmann Porsche RS60. It was Kreisler's 250GT which *Sports Car Illustrated* road tested after the event.

At Sebring, the 250GTs were compelled to run in the prototype class. Homologation as a GT car was validated on June 16th, 1960, in time for Le Mans. The homologation papers, including photographs, were based upon that very first SWB lightweight, 1539GT.

Today, fourteen of the extant 250GT SWB Berlinettas reside in Britain, of which six are lightweight versions. And adjudged by the Ferrari Owners' Club to be the best of them all is that first of the line, 1539GT, which won last year's FOC *Concours* outright and this year was placed second overall and best 250GT. Its owner is Vic Norman, a young man who has little time for purpose-maintained *concours* cars; thus 1539GT covers some 1,500 road miles a year and is also sprinted and raced, the only regularly raced car in the Champions' (*i.e.* Class Winners') category of the FOC *Concours*. Thanks to Vic Norman's disbelief in the museum-piece syndrome, I was able recently to achieve a long-standing ambition – fostered by vivid memories of Moss in the dark-blue Rob Walker 250GT – to drive one of these fast and handsome thoroughbreds. Vic's generosity allowed me some three hours on the road and a few laps of Thruxton circuit in atrociously wet conditions, in which I would have had grave doubts about letting loose anybody in the long-term test Mazda Hatchback, let alone a £30,000 plus classic Ferrari!

Classic lines of leaping front and rounded tail, with polished Borrani wire wheels. Side and rear windows are Perspex. The huge Monza-type fuel cap is characteristic of the lightweight 250GT SWB Berlinetta.







A Brief Development History of the Ferrari 250GT SWB Berlinetta

In the late '40s and early '50s Enzo Ferrari regarded touring cars as very much a secondary string to his racing car bow. Until evolution brought about the 250GT, of which varied model range the SWB lightweight Berlinetta represented the performance peak of its day, and assembly line production, Ferrari touring cars were built on a tiny scale, with a variety of fixed-head and open bodies.

The 250GT's lineage began with the 166 Inter model of 1948/49, powered by the Colombo-designed 110 b.h.p. V12 of 60.0 x 58.8 mm. and 1,995 cc. The same stroke was retained right through to the 250GT Berlinetta. The Tipo 195 Inter succeeded the 166. Essentially the car was the same but the bore was increased to give a displacement of 2,341 cc. Power output was increased to 130 b.h.p. at the same figure of 6,000 r.p.m. The Tipo 212 Inter model introduced in 1952 had its engine's bore increased to 68 mm., its displacement to 2,562 cc. This unit gave 170 b.h.p. at 6,500 r.p.m. on three Weber 32 DCF twin-choke carburettors.

Ferrari produced a shorter wheelbase (7 ft. 4½ in.) 212, known as the 212 Export, in unison with the 212 Inter. Early versions had 150 b.h.p. single carburettor engines, later ones were endowed with triple Webers and 170 b.h.p., with competition in mind.

The Commendatore's next move was to increase engine capacity to 3-litres in the Tipo 250 Export which was to pave the way to the 250GT Berlinetta. However, rather than use the original Colombo-designed 12-cylinder engine as a basis, he used a linered-down version of the Lampredi-designed 4.1-litre engine from the Tipo 342 America, one of the larger range of Ferrari touring cars. With an exactly square, 68 mm. configuration, this new engine had a capacity of 2,963 cc. and gave 220 b.h.p. at 7,000 r.p.m. on three 36 DCF Webers. The Export retained a five-speed gearbox.

The 250 Europa of 1953-55 came a step closer to series production of Ferraris. Two models were produced. One retained the less satisfactory 3-litre Lampredi engine, with the same power output as the Export, but mated to a four-speed gearbox developed for sports car use. It had a particularly long, 9 ft. 2¼ in. wheelbase. Built on essentially the same chassis, but with a wheelbase of 8 ft. 6⅜ in. was the Tipo 250 Europa with a 73 mm. x 58.8 mm. 2,953 cc. Colombo engine, which produced 220 b.h.p. at 7,000 r.p.m., identical to the Lampredi engine output. It too had a four-speed gearbox with Porsche synchromesh. Instead of employing a transverse leaf spring in the double-wishbone front suspension, this Europa adopted coil springs, but it retained the live axle with semi-elliptic leaf springs and radius arms. Gendebien and Stasse took one to third place in the 1956 Liege-Rome-Liege Rally. Lightweight versions of this 250GT Europa were made instantly competitive by a change in FIA regulations in the aftermath of the 1955 Le Mans disaster. The regulations opened the way for road going sports cars, which the new Berlinetta (coupe)-bodied Ferrari celebrated by dominating the Tour De France.

For 1959, Ferrari engineer Giotto Bizzarini designed the 250GT short wheelbase Berlinetta as a successor to the ageing, long wheelbase Tour De France-type car. Firstly, though, some half–dozen Interim Berlinettas were built using the new Pinin Farina short wheelbase styling on the LWB chassis.

The new short wheelbase car, illustrated to the public for the first time by Vic Norman's car at the 1959 Paris Motor Show, was quite radically improved. Firstly, the wheelbase of the traditional welded tubular chassis was reduced from 102⅜ in. to 94.5 in. The 2,953 cc. Colombo V12 engine adopted the cylinder head developed for the 1958 Testa Rossa sports racing car, which had six separate induction ports instead of three siamesed ones, the spark plugs moved from the insides of the vee to the outer, exhaust sides, and coil valve springs instead of hairpin springs. Dunlop disc brakes all round replaced the previous drums. (Most historians credit Norman's car, 1539GT, with having drum brakes originally, changed to discs immediately prior to the Paris Show. Photostats of the original Ferrari build-sheet for the car, shown to me by Norman, reveal that it always had discs.) Tubular shock-absorbers replaced the lever-type of earlier cars.

Only one other 250GT SWB Berlinetta was built in 1959, numbered 1613GT. These two cars were both aluminium-bodied lightweight competition cars, with coachwork built by Scaglietti, as were all the first 22 of the breed. The first of the steel road cars (which mostly had aluminium doors, bonnet and boot lid) was 1933GT. The first handful of cars lacked the later characteristic vents in the front and rear wings. The rest of the production run was a mish-mash of varying detail fittings, mostly inconsistent with chassis number logic: things like wind-up or sliding perspex side windows, the introduction of opening front quarterlights and amber repeater lights of two different designs on the front wings. The last – and most prolific – version had a more horizontal top to the side windows and a larger rear window. A roof vent appeared in late 1960.

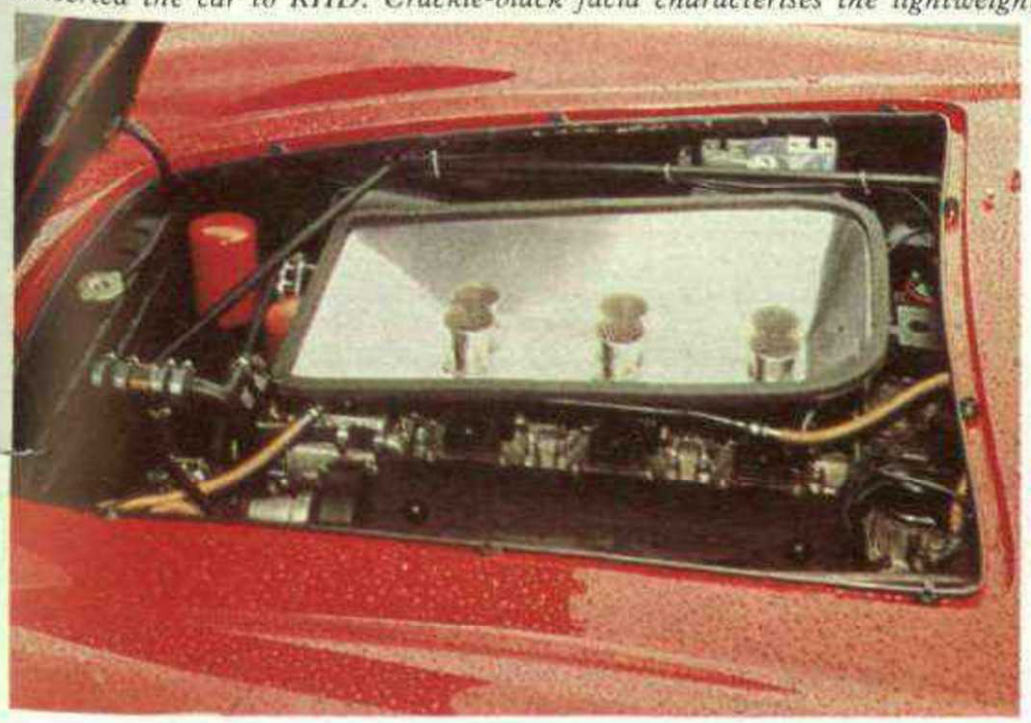
At this point there is no sense in my rattling on further about generalised details of the model, when even Ferrari experts find it difficult to be accurate. I return instead to 1539GT, which can be described specifically.

The first of a Line

After a brief sojourn in the States, this car was bought by Brian Naylor and registered by him in Britain as TJA 336 in 1961. Norman is unsure whether Naylor raced the car or not (in 1961 Naylor was racing the JBW Maserati in non-championship F1 races). Subsequently it passed to Heathcote-Drury and thence to David Piper,

continued on page 1461

Ferrari magic! Triple Webers and a plenum chamber surmount this 280 b.h.p. competition version of the Colombo-designed s.o.h.c. V12. Graypaul Motors converted the car to RHD. Crackle-black facia characterises the lightweight model.





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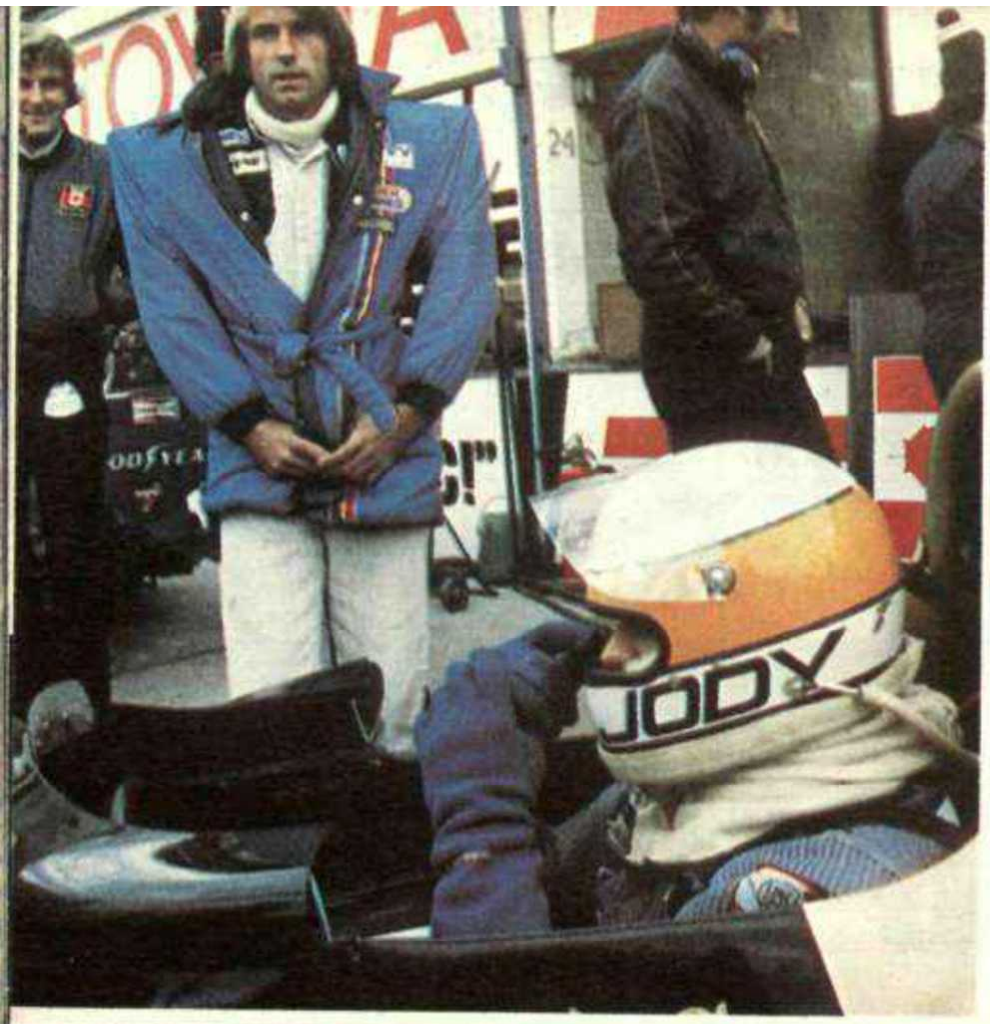
4 Save damage

Internal combustion produces soot. Mixed with oil, the soot produces sludge which slows down the flow of oil, resulting in loss of protection – even blockages – which could result in breakdown. Dispersant additives in Super Multigrade keep the dirt in harmless suspension.





For real engine protection- you can be sure of Shell





CANADIAN GRAND PRIX

MARIO ANDRETTI do
lapped the entire field.
his tail and actually took the lead for a lap before colliding with the
Brabham, Scheckter's Wolf, Jones' Shadow and Stuck's Brabham
and Brambilla are almost joined by Ongais's Interscope Racing P
crashed Surtees. Bottom centre, winner Scheckter laps local man Vi
Ensign and Villeneuve. Centre, the field streams out round the first
jacket; Jody Scheckter pretends he hasn't noticed!











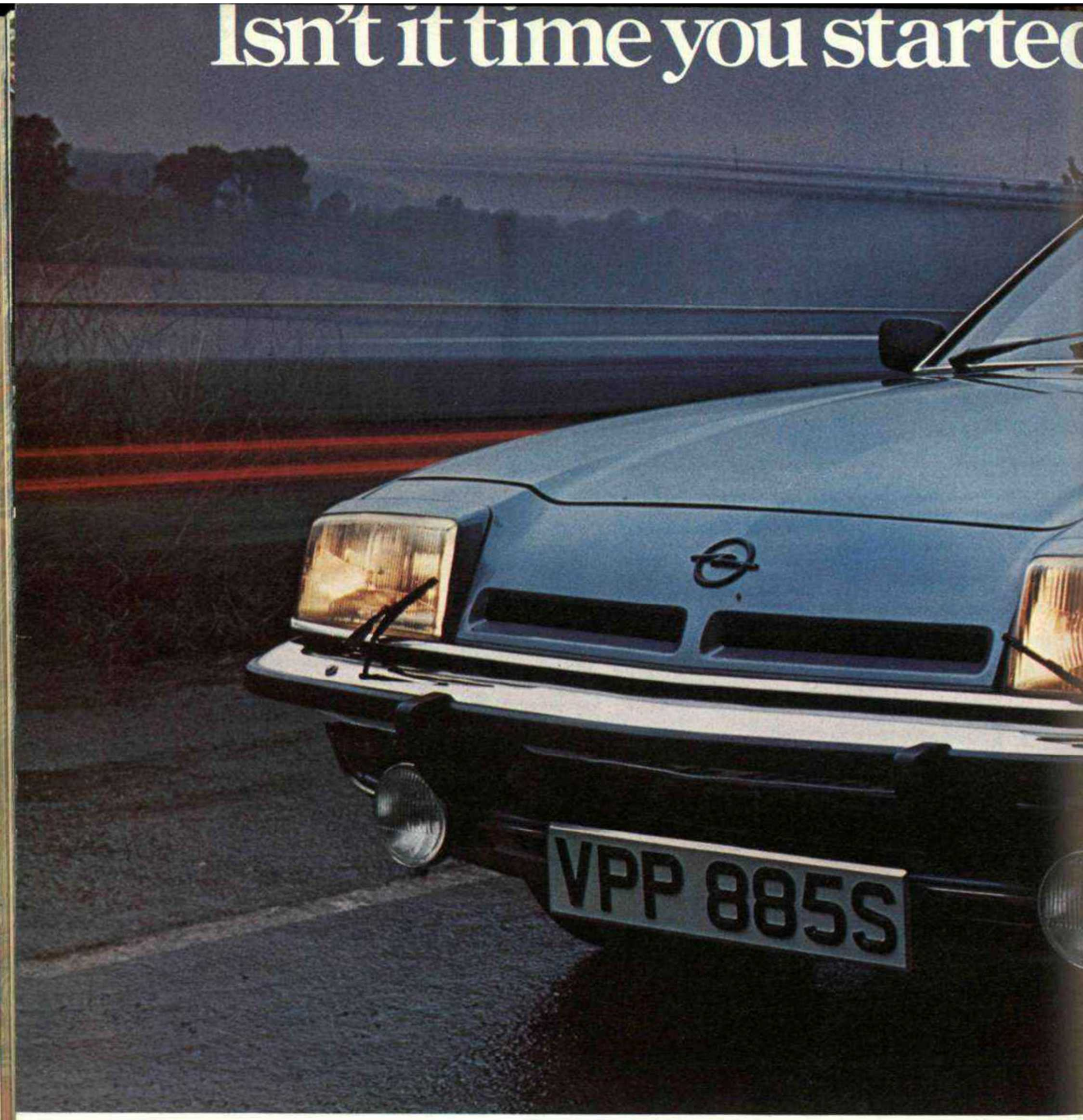
d the Canadian Grand Prix for most of its distance, at one point having seen above pursued by James Hunt's McLaren M26 which kept right on l McLaren driven by Jochen Mass. Right, Peterson's Tyrrell leads Watson's early stages of the race. Bottom right, the wrecked cars of Keegan, Patrese but the American driver rejoined the race. In the background is Binder's ve's Ferrari 312T2. Bottom left, Stuck leads Ian Scheckter's March, Tambay's after the start. Top left, comedy in the pits as Laffite clowns with padded-out







Isn't it time you started



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At Opel, we think we've got the classic solution. Called the Manta. Everything the family could ask for, and a lot more that's designed strictly for you, in the driving seat, to enjoy.

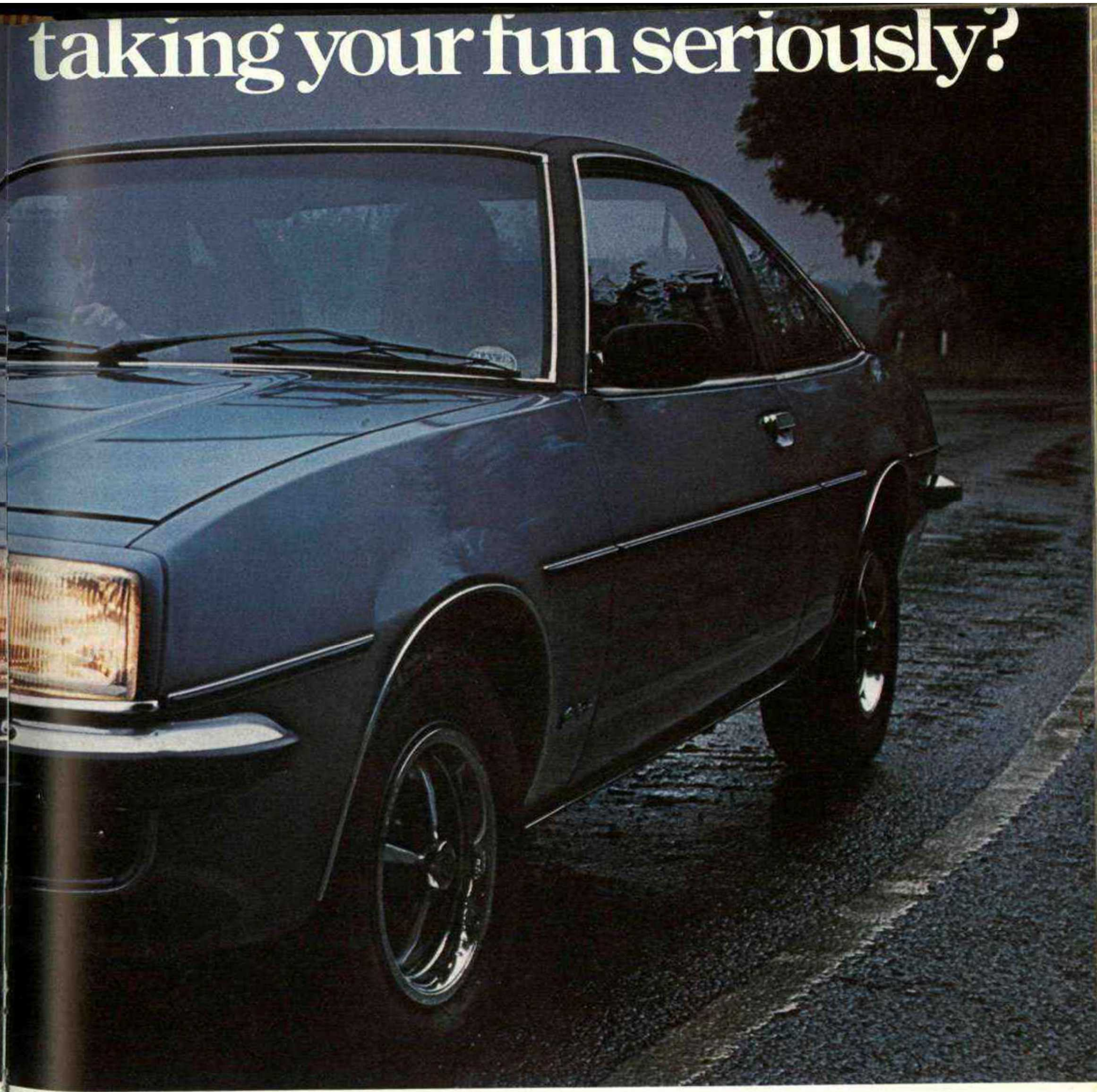
You've got the sheer quality of German engineering behind you for a start. Which accounts for the Manta's beautiful windtunnel-tested design and sophisticated features like the integrated front air spoiler, roll over bar and highly effective sound insulation system.

Performance and driveability you can put down to Opel's history of racing and rallying dating back to 1894, (The Manta's engine, in fact, is develope from the 1974 European Rally Championship Winner

You have a choice of power units – 1.6 litre in the de Luxe, 1.9 litre in the SR Berlinetta. Both are ver quick indeed – the bigger one giving you 0-60 in

OPEL GM

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11.1 secs, a top speed of 104 mph and 28 mpg into the bargain. ("What Car?" figures).

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The top-of-the-line SR Berlinetta also has halogen headlights with wash-wipers, rev counter, vinyl roof cover and wide sports wheels and tyres.

Next step is obviously a test drive. You can fix one up with any of our 200 dealers. Or get our free brochure by ringing 01-580 5221. Do it now. Before you settle for second best.

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Manta Berlinetta illustrated £4,048 excluding fog lights and metallic paint. Other Mantas from £3,601. Prices correct at time of going to press. Delivery and number plates extra.



A six hour surprise

AFTER 27 editions the 750 MC's 6-hour Relay is an established annual outing for the biggest variety of racing and road vehicles to share the track in Britain. A triumph of the handicappers art, it is designed to bring together the entire spectrum of British racing outside the pure single seater categories. The relay is a credit to the memory of 750 MC founder-member Holland Birkett, whose surname is often used in the official title of the race. This year's 6-Hour Relay had to be moved from Silverstone to Donington, owing to resurfacing work at the Northamptonshire track. The late change in date (to October 8th) and venue did not prove the bad omen that we had expected. Even the foul weather, predominantly rain after foggy morning practice, couldn't prevent an absolute classic in the history of these relays, handicap teams fighting all the way from start to finish. On distance covered The Porsche Superstars set of beautiful 911 derivatives beat the Exotics by six laps. In the handicap war victory went to the Allen Crankshaft team by less than a minute, on the same lap as the Historic Lotus Register men, after both teams had led three hourly results sheets apiece.

For the writer the whole event was a great surprise. Recruited into the Allen Crankshaft Team of road cars (all with larger engines, thanks to Mr. Allen's parts) he had expected to spend a quiet day surveying the machinery on hand and postulating various theories of how useful this type of event is to the continuance of motor *sport*. Perhaps there would be the occasional sortie out on to the track, but it would all be in the name of quiet research into the potential of a 1.6-litre Fiat X1-9 that I was to drive. On ordinary Michelin ZX road tyres this joint development between Radbourne brother Geoff Anstead and Gordon Allen was to see if the 1.6-litre unit -further developed over another car I tested for MOTOR SPORT some months ago -would stay together under racing conditions. The instructions were a delight, "just hammer the engine as hard as you can, we'll strip it down afterwards and see how it has taken it. Don't worry about the revs, with that nitrided crankshaft and the short stroke, it should take 8,000, no trouble at all." That Mr. Allen and most of the team's first attempt at the relay should end in a victory was a bonus. We did learn a lot about our 1625 cc. Fiat, and other members of this interesting saloon *mélange*, which comprised a 1,330 c.c. Mini, an 1,812-c.c. VW Golf, a pair of 1.6-litre Alfa Romeo Alfasuds and a 1,290-c.c. Mini.

We were managed by Allen's works manager, John Newman, timed by Helen Whiting, and credited with 46 laps initally. After practice this was amended to 55 credit laps, one less than our rivals on the Historic Lotus Register. The scratch team were the Porsche Superstars: Charles Ivey in a 3-litre racing Carrera, Tony Wingrove in a 2.7 Carrera and John Cooper in his roadgoing Turbo equipped with roll cage. The first team on handicap, with the lowest number of credit laps were the Exotics. Here Martin Morris had brought his flat -12 Alfa Romeo 33TT World Championship-type sports racer along. Amongst others in the same team was John Beasley, who drove a 4.7-litre McLaren-Ford MI to the fastest time in the speed trap, 129 m.p.h.

That speed reflects the nature of Donington: it is much tighter than tradition and spectating would ever make you suspect. It is also a more difficult track for such a mixed bag of cars, compared to the Silverstone Club "triangle". I was recruited after driving a 3-litre Capri at the circuit in July, when I was astonished how many of the corners were second gear in that 220 horsepower saloon. Blind brows immediately in front of these tight corners are part of the menu. The quickest corner is a superb downhill left (part of Craner Curves) and it is here that as a driver you see the third and fourth gear brave ones lifting wheels as they swoop down toward the looming righthand Old Hairpin . . . which is rather quicker than its name suggests.

Back to the event. While waiting for the Fiat to go through the friendly but efficient scrutineers I marvelled at the assortment around me. Naturally, considering who the organisers are, there are plenty of 750 and F1300 cars from the club's own formulae. In general the standard of presentation seems to have improved quite a lot, though there was one distorted sports racer that frightened me every time I saw it out on the circuit, the front bearing a distinct resemblance to a monstrous crab.

Porsches abounded, not only the obviously useful 911s (another 911 team actually finished third on scratch using three 2.7s and 2.2-litre S) but also a team of 356s were present and driven (rather bravely I thought) through the wetter sections of the afternoon. Another strong Porsche runner during the day came from dealer Peter Lovett, who had his 2-litre ex-hillclimb 910 on hand, one of many to be converted to Spyder bodywork for this use.

To look around the paddock is to be sadly reminded of the variety of sports cars Britain has produced. There were two Aston Martin Teams, who were destined to finish sixth and seventh on scratch, the AMOC combination of five DB4s and a 5 ahead of the same models listed to Team Superstat, who had David Preece on hand in a car that had been driven by Sylvia Rouse. There was a team of Ginettas, all G4s, save Jonathan Dodkins and his open G12. The modified MGCC Team featured three B V8s, including the highly modified Stratstone example, piloted by former Lotus Clubmans ace, Tim Goss. It was nice to see the MG name Beer appearing as well, in this case Malcolm, who was also V8-propelled.
Morgans abounded (mostly four-cylinder), as did Spridgets and Alfa Romeos. I was especially taken by the owner's club entries under the Alvis and AC *marque* names, though the AC entry was only that of reserves and did not contribute anything more material than a few nice examples of the breed in the paddock. The Alvis completed fewer laps in greater discomfort than any other team – or so it looked from my comfortable perch in the rain. The Alvis drivers may have been singing for joy rather than grimacing at the spray!

So, the full allowance of 24 cars, each representing a minimum of three cars in the team, were lined up for a normal grid start at midday on a grey Saturday. I did not expect to be "on" for some time, and so enjoyed the luxury of watching some motor racing. The first lap was just like the average hard British club sprint race, except for the incongruous spread of shapes

throughout the field. Representing the Exotics in a Porsche Carrera, well known dealer Brian Classic found himself caught out several times by his Porsche Carrera during the day, including two enlivening spins in the opening lap!

Unfortunately the second revolution caught Tim Goss in the V8 MG a pretty comprehensive swipe and he was in within the opening laps, straightening up the mauled front of the wide-wheeled GT. Thereafter Goss drove in such entertaining sideways style that he earned a special commendation from the commentators for his performance.

The race settled a little on the dampish track with Ivey's Carrera leading over the second Porsche Team's 911 of Adrian Yates-Smith. Our team's opener was Peter Baldwin in the bigger engined Mini, said quiet gentleman being the outright winner of two major British saloon car championship titles this year. By the time you read this, he will probably have secured a third! The team's little green Mini lay seventh initially but dropped back to eighth as the surprise Mini





The exotic side well portrayed as Peter Evans passes the Velcro from Beasley's McLaren to Morris in the waiting Alfa 33TT, left.

FWD tactics wore off on his opponents. Both Baldwin and Kitchen, in the better of our two 1.6 Alfasuds were equipped with radios, and the equipment was transferred later on to a pair of our other cars, proving extremely useful. I did not use the equipment, the consensus of opinion being that I had more than enough to be thinking about, and that the 96-b.h.p. Fiat was heavy enough, without extra burdens.

Although we were lying a strong second at the close of the opening hour – on handicap of course, the Porsche Superstars had already pulled two laps out on scratch over The Exotics – the Baldwin Mini was now in and we were relying on an anticipated short stint from Peter Kitchen's Alfasud. As with Baldwin, Kitchen provided a real flyer, more than a match for many of the cars on racing tyres and making up great chunks of time on our Lotus rivals. The latter team had real speed mainly vested with former Mini-racer and speed shop proprietor Roger Friend in a Lotus Elite used regularly for British championship club racing. Unfortunately for this branch of Lotus, the Elite had a secret flaw that shows up over 30 laps around Donington: the brake fluid boils.

We were not any more fortunate, for the Alfasud came in even before our expectations of faded brakes, when the head gasket blew. That left us to field Autocavan proprietor Geoff Thomas, driving in his first race for 10 years. In fact his bright yellow Golf was to prove our saviour, even though the exhaust manifold broke and a front wheel was falling off as he brought it in to change over to J.W. and the little blue Fiat.

In practice I had used tyre pressures of 31 lb. rear and 28 lb. front, and this guess proved fine while the track was dry. I expected to be out for some time after our team manager had dashed from the Golf to me with the red strip of Velcro that acted as a relay baton on this occasion: a simple and effective system, even at speeds of over 100 m.p.h.

However, this first stint was cut very short by rain descending rather more heavily. We had not expected the car to be much good on a greasy surface, and this apprehension was more than justified. Every corner produced large oversteer slides as I took my foot off the brake and tried to turn in.

As the rain increased my friendly Fiat turned into an unpleasant rogue. After just 10 laps I was thinking of calling it a day. By this stage we were fighting for every second with the Lotus register boys, and I had visions of Baldwin's racing wet-weather shod Mini waiting for me in the pits. Guilt overcame my pride and I signalled that I would come into the pits the next time. In an effort to try and find some more speed in a straight line, I let the engine run through the hiccup on the normal 6,500 r.p.m. red line and left the twin 40 mm. twin choke DCN Webers to feed the now wailing engine 'til 7,500 r.p.m. Changing at this point allowed just 5,000 r.p.m. in fourth, the speed building to little over 95 m.p.h. by the time I had to brake for the *chicane*, the slowest 2nd gear obstacle on the course.

Feeling thoroughly chastened I opened the door to Mr. Allen to apologise. In fact they had signalled for me to come in anyway, sending out Dick Adams in the other Mini, wearing slicks on the front and Dunlop road going radials at the rear! That did not last very long either, the car spinning twice on its *debut* lap. It was time to get serious again and Baldwin's Mini set off. The little green Mini sped round at enormous speed, but also not for very long, a suspected head gasket failure pulling it out and sending our rallying Alfasud and Nigel Rosser into the fray.

That wasn't the answer really either. While they frantically tried to repair the Mini – which they did, only to subsequently find it was losing water from a tiny radiator leak – this 1.6 Alfa proved a lot less sorted than Kitchen's car. Obviously there was something pretty desperately wrong as the times plummeted toward the late 1 min. 50 sec. and the Lotus Historic team started to get away.

There was nothing for it. The gallant Golf, our last quick FWD machine was having a missing carburettor intake bolt replaced, and some attention paid to the worrying habit of loosening off front wheel nuts when hard pressed. So the Fiat was rescued from outback Donington's massive stone paddock and wheeled into place.

Top: a polished row of carburetters receives attention from members of the strong Alvis contingent. Below: a Velcro strip acted as an efficient baton.

If variety is the spice of life, then the 750 MC's Six Hour Relay is a tasty event indeed. The first corner assortment (right) *have actually been left by the front row runners already . . . but they are about to meet one of them, a spinning Porsche* 911. *The solitary Fiat X1-9 was driven by our reporter, part of the handicap-winning team.*





Sitting down to watch the rain dribbling steadily down the tinted screen was not an uplifting moment. I remembered to have the tyres let down a little, and the fan to cool the carburettor induction area was switched permanently on: even with the raised rear engine cover, the heat builds up to an inefficient level without this extra fan and associated ducting. Determined to just stay on the road until they could get the Golf mobile, I set off.

I had taken a look at the three hour result sheet and noted we were behind the Lotus team, so whenever I saw anything that looked like a Lotus in front I made a special effort. Invariably some poor Morgan owner wondered why this fool in a Fiat wanted to plunge by just *here* but the exercise was working. I had forgotten completely about the dramas of the previous stint, for it was easier to drive in the soaking wet than the slime that prevailed earlier. In fact the Fiat was back to its normal incredible standards of roadholding, and quite unimpressed by the occasional submarine spell in the wake of that flat-12 Alfa Romeo.

Compared to a front-engined conventional sports car the big advantage seems to lie under braking for a corner. The Fiat has four-wheel discs of course, but it was still outstanding in slowing for the *chicane* from high speed with not a trace of weave, unless a muscle-bound Porsche was scurrying by just as the brakes were applied, breaking up the airstream. Exiting the *chicane* I now used 8,000 r.p.m. and this helped toward consistent times slightly better than the Lotus people were managing at that stage, though the twitches as I applied full power in second gear probably negated much of the advantage gained with such high revs.

In short the little car fitted into Donington's diminutive corners neatly, and I thoroughly enjoyed the second outing. When Allen had another FWD machine ready to go they called me in, but this time well pleased at our progress. While we analysed how the brakes had been improved by the removal of the front dirt shields for extra cooling, and the way the engine had performed at a steady 180 F plus, the Autocavan Golf was ready to re-emerge.

Then all I could do was watch the final hour. The Fiat was ready to go, but we also had the largely untried 1.3 Mini, into which Baldwin had stepped in case of any last minute hitches. The Golf stayed out circulating in very creditable times (below 1 min. 45 sec. with the least sign of a drying track) but it didn't look as though this would be enough for us. The Lotus Elite of Roger Friend was closing in. With about 20 minutes to go the Elite was past for the lead on handicap. The very next lap it was slowing, ready to retire with the brakes boiling once more. The lightly bearded Friend got out of the green car with a grin and said, "that's it, no more we can do."

He was absolutely right. The Golf sounded a little rough from a broken exhaust but it was more than a match for Michael Wheatley's beautifully restored Lotus Cortina, which had suffered both the dynamo dropping off (true nostalgia!) and an inoperative clutch. Clerk of the Course Gordon Connelly dropped the chequered flag at six p.m. Our little Golf struggled into view around the *chicane* with considerable decorum (compared with some of Mr. Thomas' superb earlier returns to his peak rallycross form!) to take our handicap win.

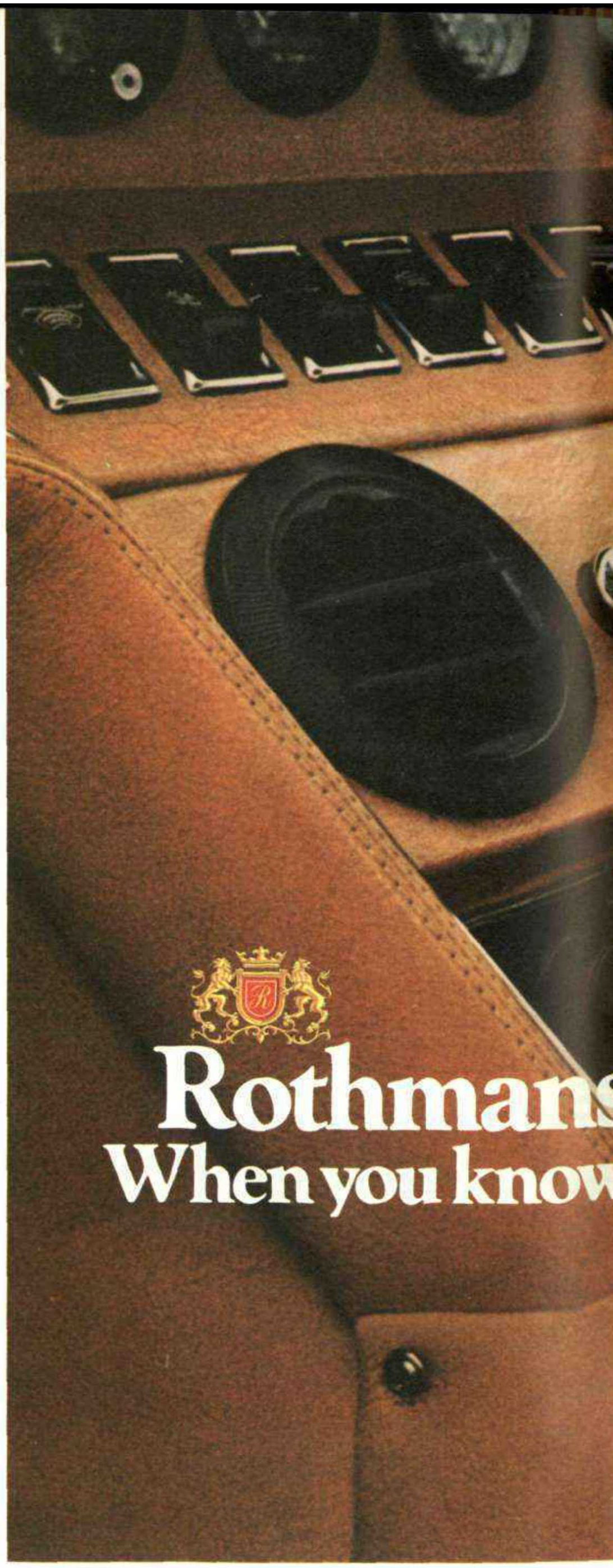
Our car had covered 205 laps, plus 55 credited. The Lotus Historic Register had the same total number, both of us a tribute to the abilities of handicapper Robin Birchall. We were 27 laps adrift of the justly self-styled Porsche Superstars, filling ninth place on scratch, a lap behind the Jaguar E-type team.

As an event I enjoyed participating very much indeed, but would emphasise that it is designed for participation rather than spectating, owing to the handicap. However, between secretary of the Meeting Brian Cocks and commentators Brian "model shop" Harvey/Neville Heath I was surprised to find I did always know what was going on. The results were by computer and were available far faster than at a conventional race meeting.

Two memories will remain. First somebody commenting how abrasive and grippy the Donington (spelt wrong on the RAC signposting to the circuit) surface is. My mind was full of images relating to spinning Porsches and many other unfortunates caught as the conditions changed. Then there was the following conversation on our radio.

Crackly voice: "hello, hello, have you got some wets?"
Team manager: "You've got them all on, twit!"
Crackly voice: Expletive deleted.
Team Manager: "Who is that?"
Crackly voice: "Team 13. I am B"
Team Manager: "Good luck son – we're team 12!"

It was that sort of day out. Long may it serve as good sport, and a useful nursery for aspiring long distance drivers. – J.W.

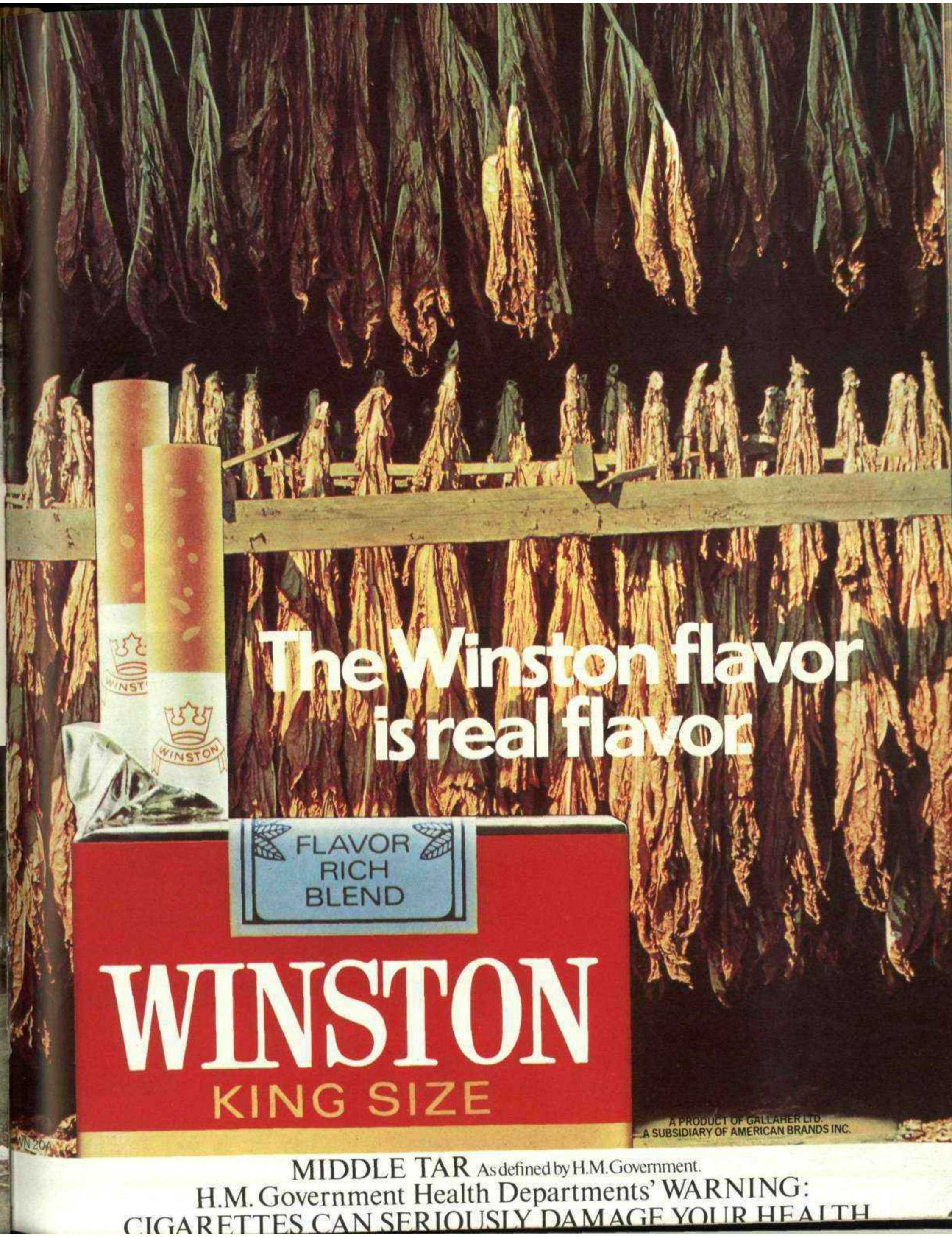




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THE RALLIES OF QUEBEC AND SANREMO

ON THE GRAVEL roads of the Canadian forests, Ford had the advantage over their World Championship rivals Fiat, but on the tarmac special stages of the Sanremo Rally, the better-handling Fiats had the edge. It turned out that both events were won by Fiat, the photograph on the left showing Québec winners Timo Salonen and Juhani Markkula on their first event outside Finland. Normally they drive for Fiat Finland but this time they were engaged by the factory team. Outstanding in Canada was the performance of American driver John Buffum in his Leyland USA Triumph TR7 (above). He kept well up with the European professionals, overcame many faults with the car and finished fourth even with co-driver Vicki in agony after breaking two ribs when her seat broke from its mountings. In Sanremo a welcome return to world class rallying was made by the French works team with two little Renault R5 Alpines. Against much fleeter opposition, Jean Ragnotti (*below*) finished a most creditable seventh overall in his 1.4 litre car.



MIDDLE TAR As defined by H.M. Government.
H.M. Government Health Departments' WARNING:
CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH

US GRAND PRIX JAMES HUNT triumphed in the wet conditions at Watkins Glen to take his second successive US Grand Prix victory in a McLaren, above. As the circuit dried out in the closing stages, Hunt gambled on remaining on wet tyres, which were bald at the end. Whilst Hunt sought out wet patches of tarmac to conserve the M26's soft rubber, Andretti's Lotus 78 almost caught the blond Englishman, to finish second. A steady drive to fourth place in the Ferrari 312T clinched the World Championship for Niki Lauda, who has just overtaken Patrick Neve's March 761, below. Reutemann's Ferrari bears down on Neve in the background.



SLIPPERY CIRCUIT: The wet conditions of the US Grand Prix caught out a number of drivers, including Alan Jones, who crashed his Shadow DN8 backwards into the catch fences. Scheckter (Wolf) and Neve (March) pass by.



CLAY REGAZZONI driving the works Ensign on the streaming wet circuit of Watkins Glen, where he finished 5th.

EARLY LEADER Hans Stuck drove valiantly on the wet track to lead Hunt and Andretti in the opening laps until he spun off the road.





A Sporting Proposition

Let's face it, few of us could afford a new Porsche.

Until Porsche came up with a very sporting proposition called a 924.

Not just a revamping or remodelling exercise.

But a whole new ballgame.

From the sleek, lean lines to the rear hatch for access to a large luggage area. From cat-like, balanced handling to a front mounted, water-cooled, 2 litre engine. Quick. But, thanks to petrol injection, frugal. (27.8mpg overall according to Autocar).

PORSCHE 924

And, just to reiterate that the 924 is, after all, a Porsche: 12,000 miles between services, a six year guarantee against sub-frame corrosion and uncompromising engineering and reliability. But here's what really makes the 924 a proposition. £7,350* for the anything but 'standard' version. £450 more for the 924 Lux with tinted glass, alloy wheels, wider tyres, rear window wiper and headlamp washers.

Optional extras for both models include sun-roof and automatic transmission.

924. Now isn't that sporting of Porsche?

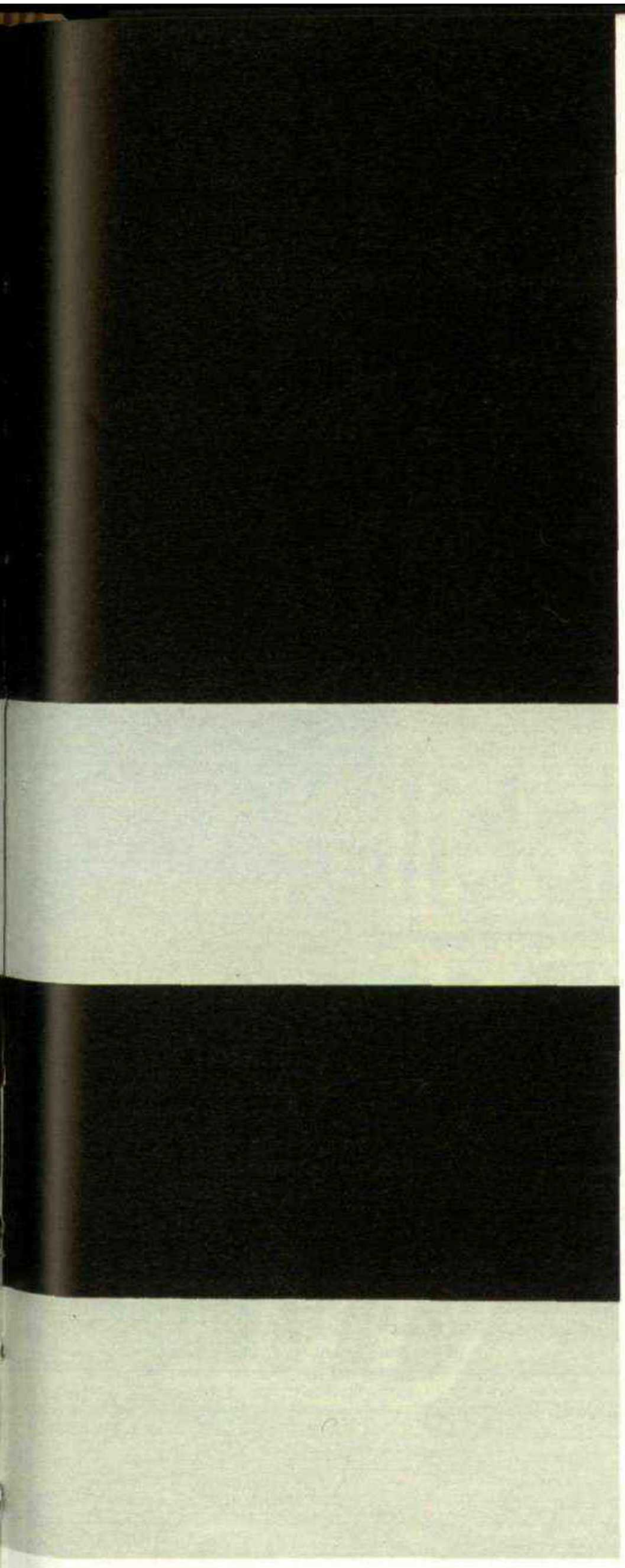
Write or phone for literature to Porsche Cars Great Britain Ltd., Richfield Avenue, Reading R91 8PH. Tel. 0734–595411. Tourist & Diplomatic enquiries Tel. 01-568 8700.

*Prices shown include Car Tax, V.A.T. & Seat Belts. Delivery and number plates are extra.

RAC TOURIST TROPHY HELD AT SILVERSTONE, this annual British contribution to the European Touring Car Championship highlighted the usual Leyland-Broadspeed Jaguar speed and the ultimate winning combination of reliability and pace from BMW. Below you can see Andrew Rouse leading Tim Schenken into Copse, pursued by the BMWs, on the opening lap. Above, the story of the year, and Silverstone, when the Jaguar departs the Alpina BMW of Dieter Quester takes over. In the background, the Schenken Jaguar lies abandoned at Becketts with three wheels only. Quester was partnered by Scotsman Tom Walkinshaw.



Only a dog can hear the



On paper, anybody can tell the difference between the Sony TC 186SD and an open reel tape recorder.

It sticks out like a sore thumb. It's the only significant difference there is.

There's certainly little to choose between their signal to noise ratios, distortion or wow and flutter figures.

But when it comes to frequency response the cassette deck isn't in the same league.

The open reel in the photograph for instance, has a frequency response of 30 to 24.000 Hz, while the TC 186SD can only manage 40 to 15.000 Hz.

Sounds a lot in black and white, doesn't it?

But in your living room only Rin Tin Tin would turn his nose up at the cassette deck.

An average human ear just can't hear the difference. It can't register a note lower than 40 Hz. or one higher than 15.000 Hz.

So, if all you want to do is listen to music and record onto tape, you don't need an open reel machine.

All this might be a little hard to swallow for anyone unfortunate enough to hear a cassette deck a few years ago.

They did sound more like a well known breakfast cereal than a rival to open reel.

But now that the Sony TC 186SD (and all the other Sony cassette decks) has the Dolby Noise Reduction System* and switches for Chrome and Ferri-chrome tape, its signal to noise ratio is as good as most open reels.

Add to that Sony's unique AGC Limiter and Ferrite and Ferrite tape heads, which last up to 200 times longer than ordinary heads, and you have a machine you couldn't tell from open reel blindfold.

'If cassette decks like the TC 186SD are so good,' you may ask, 'why does Sony keep on making open reel machines?'

Well, there are reasons why people need open reel. Enthusiasts, for instance, need open reel's extended frequency response to make copies of copies from one master.

And besides, aren't we supposed to be a nation of dog lovers?

difference.

See the TC 186 SD at your local Sony dealer or visit the Sony Showroom, 134 Regent Street, London W1R 6DJ. SONY.

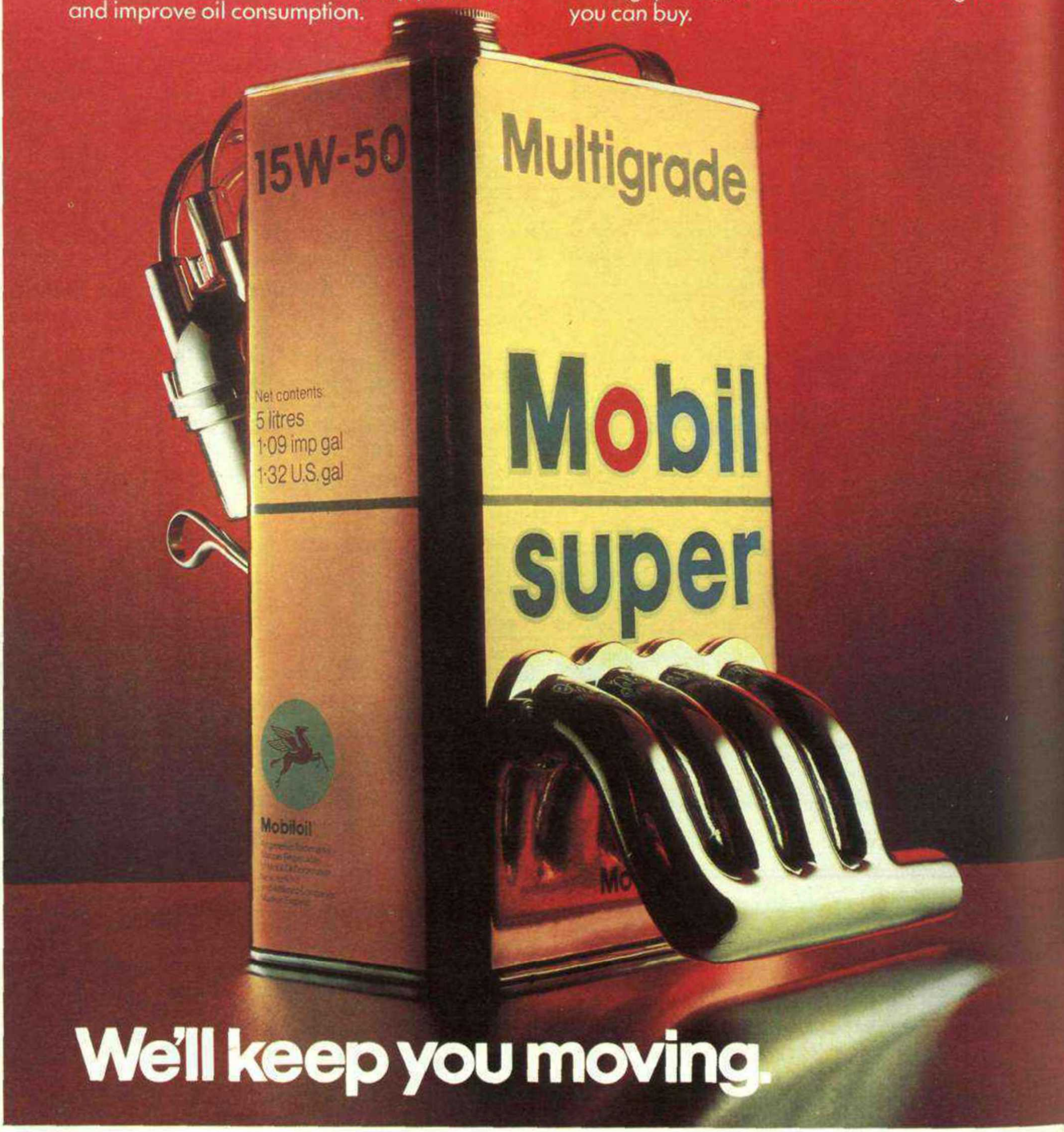
*Dolby is the registered trade mark of Dolby Labs. Inc.

When your engine's hot enough to fry an egg on, Mobil Super has what it takes

...protection to spare. Protection that exceeds the demands of all the major car makers. A 15W-50 Multigrade thick enough to beat the heat, to reduce wear and tear, stop piston stick and improve oil consumption.

The sort of protection that gives you peace of mind when your car's hot under the bonnet.

Mobil Super has what it takes to keep you moving - protection with the finest Multigrade you can buy.



We'll keep you moving.

FERRARI 250GT – continued from page 1441

from whom Vic Norman bought it in 1973. Vic re-registered it KUU 1, his late father's cherished number (acquired on a Bentley, which *marque* Norman Snr. ran in unison with Ferraris). Can anybody throw further light on this Ferrari's earlier history?

Whatever, the car was remarkably original and complete when Norman acquired it. Alas, though driveable it was in a fairly sad state and in need of a comprehensive "seeing-to". David Clark had recently formed Graypaul Motors at Shepshed, Leicestershire, and 1539GT became the first Ferrari to undergo a complete rebuild in the hands of this Ferrari specialist. Robert Houghton was in charge of the work for Clark. By sheer coincidence, on the day of my test drive Houghton arrived at Norman's home north of Cirencester to join forces with Norman in a company called Rosso Racing, which will specialise in the rebuilding and preparation of Ferraris and other high performance racing and road cars.

Norman reflects ruefully that the rebuild cost him over £9,000 in 1973, when labour charges were less than half today's. The cost is reflected in the unsurpassable result, however, which remains breathtakingly perfect four years later. A further £1,200 went into rebuilding the rear axle – untouched during the restoration – at a later date. Ferrari restoration is certainly not a job for the impecunious to tackle!

In spite of the scope of the rebuild, 1539GT is far from being a refabricated replica. The only parts of the original aluminium bodywork which had to be renewed were the door skins. Stripping the car revealed no evidence of serious accident damage and that the body is almost exactly as it stood on the Paris Show stand would appear to be confirmed by the subtly longer nose, reminiscent of the Testa Rossa, believed unique to 1539GT. Accurate comparison can be made with copies of the original homologation photographs and the 1959 Ferrari Year Book, both of which were presented to Norman on a visit to the Ferrari factory. The detail use of aluminium in this prototype is carried further than in later cars, even down to polished alloy window frames, guttering and front and rear window surrounds, all of which have survived. Graypaul Motors renewed the wind-up Perspex side-windows and contrived to make a new, curved rear window in Perspex by building up wooden formers and "cooking" the Perspex in an oven.

The only exterior alteration was to fit the later, rectangular brake air scoops in the front wings, in place of the squarer originals. Norman runs the car without bumpers – the state in which most 250GTs were raced – to enhance its beautiful lines. Most SWB Berlinettas carry four big "Snap Extractors" – said to be worth 2 m.p.h. at the top end – on their exhaust pipes, as did 1539GT after the rebuild. Recently Norman discovered that his car was built with four straight pipes, which it has now re-acquired for authenticity. Carello headlamps project forward vulnerably from that thrusting, eager nose, supported by Marchal driving lamps. The final, and essential gilding to this masterpiece: a wrapping of diamond-surfaced Ferrari red cellulose of rarely-seen quality. The Ferrari "stickers" on the flanks are authentic enough and seen on many a racing 250GT in their day, but they spoil the purity a little bit in my eyes.

The heart of any Ferrari – and particularly the SWB Berlinetta – is the Colombo-designed V12 engine, undoubtedly one of the finest automotive power units ever built. It is also where a fair slice of Norman's rebuild money went! Bob Houghton rebuilt it as new around a new crankshaft (the original was found to be cracked). New wet liners in the alloy block and new pistons kept the capacity to the standard 2,953 c.c., the camshafts (one overhead per bank) were reground and valves and all other wearing parts renewed.

That may sound a fairly straightforward job, but consider the specification of this all-aluminium, wet-sump engine. The machined steel crankshaft runs in seven main bearings, one each end, the rest splitting pairs of the twelve connecting rods. A gear-type oil pump is driven off the front of the crank and the cast alloy sump holds nine litres of oil. The two overhead camshafts are driven by triple chains. Very short rockers actuate the twenty-four valves and the end in contact with the cam is a roller follower. Each bank has its own Marelli distributor, at the rear. Three twin-choke, downdraught Weber carburetters sit within the vee formed by the two crackle-back cam covers, their intakes within a polished aluminium plenum chamber which seals around the air scoop in the bonnet for ram effect.

This basic description pertains to nearly all the SWB Berlinettas (a few special ones may have had different carburetter arrangements). The standard road engine gave about 260 b.h.p. at 7,000 r.p.m. (the concurrent LWB 250GT engine gave 240 b.h.p.) the competition engine more than 280 b.h.p. at 7,000 r.p.m. The competition engine carried bigger valves, different camshafts and larger Webers. Most references cite the road engine as having triple Weber 38 carburetters; Robert Houghton, who has worked on many, has yet to see one on anything other than 36s. However, 38s, 40s and 42s are homologated, the last ones not being used. Eighteen lightweight racers built late in the run, nicknamed "SEFAC Hot-Rods", carried triple 46s. The standard road engines were designated Type 128F, the competition engines in the lightweights Type 168. Hans Tanner in *Ferrari* (Foulis, Fourth Edition, 1974), says that Type 168 signified the later GTO's engine type and that "we have observed one late SWB whose engine was stamped Type 168". Norman's car, as the first of the line, refutes this. The build-sheet shows that a type 168 engine was fitted in September 1959 and it is this competition engine which remains in the car to this day. It has big valves and triple, downdraught, twin-choke Weber 40DCL6 carburettors, rebuilt by Alan Southon of Phegre Engineering. These are served by a belt-and-braces fuel system of a mechanical pump and an electric pump.

The drive is taken through a single-plate Fichtel and Sachs clutch to a four-speed gearbox with Porsche-type synchromesh on *all* forward gears. Ratios on this early, ribbed-case, competition box are2.64, 1.70, 1.26 and 1.00:1. Seven final drive ratios are available: 1539GT was built originally, and ran at Sebring with, a 4.25:1 ratio, the next to the lowest, and now has a 3.55:1 ratio, the next to the highest. There is a ZF limited-slip differential.

The tubular, welded chassis, which carries a space-frame-like superstructure at the front, was in good order, but was generally refurbished. The wishbone and coil spring front suspension, with anti-roll bar, and the live-axle, leaf sprung rear end, with radius arms, were rebushed. Those coil springs proved re-usable, but the leaf springs had to be re-tempered. Koni dampers were fitted all round.

There is one major departure from the 1959 Paris Show car specification: part of Graypaul Motors' restoration included the difficult task of conversion to right hand drive. Fortunately the

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DTV CHEVETTE – continued from page 1433

is where the hunt for the perfect shopping car is leading us, I am all for it.

Thus we set off deceptively gently. The lights glowed in the stark fascia, the engine sounded just like a normal saloon car with a bigger exhaust (much quieter, if anything). Pentti brooded over the sports steering wheel, the slack braking qualities, and his chances of obliterating the opposition.

We puttered around a hairpin. The Cibie-converted headlamps – auxiliary spot and fog-lamps were not installed at this stage – picked out an apparent small hole amidst the overhanging foliage. The pleasant man beside me apparently lost all self-control and the engine barked in surprise under the sudden command of the accelerator. We shot along the rutted tractor path like characters exaggerated in a cartoon film.

I have been as fortunate as most journalists in respect of rides over the rough with the stars, but I have never sat beside such a quick man at night. I could instantly see why the navigator's seat was so low and so far back; you simply could not concentrate with the full view revealed.

The biggest surprise came as we flew into an assortment of potholes, leading up to a deserted bridge, under which we would (hopefully) pass. I had driven my Group 1 car over this type of terrain and I knew it would have needed to fly into the parapet, bounced there by the rough terrain now under the wheels of this flying Vauxhall. In fact I hardly knew we had gone over any bumps, a fact confirmed by Pentti in terse "Finnglish" afterwards: "Now we have limousine to go flying in!"

To me the car seemed very responsive when required to turn left and right in quick succession. Pentti commented that all the competitive modified saloons were good in this sort of situation. I asked where he felt the Vauxhall was better than the ubiquitous Escort? "More torque, better balance, good traction. Balance does not look right because of nose, but the car is very good in this way.

"It is always possible to improve: just one tenth of a second per stage mile, that is all I look for. If I can find this I can win in England . . . it really is that close now." There have been situations this year where Airikkala and his biggest rivals have been separated by one second at the end of an event: truly that is "Forest Racing".

As for the Chevette itself, I was tremendously impressed. Taking all the rivals (which I have ridden in) from Ford, Fiat, Leyland, Toyota, Datsun and Chrysler it seems to me to be the best, already. The other cars have strong points, but this Vauxhall combines useable power, traction, and handling to an astonishing degree for a car so young in development years. The only better cars, in my experience, have been proper GT models like the Stratos and the Porsche 911. Obviously the interpretation for the road model must be less exciting. If Vauxhall keep the attractive combination of docile power, good ride and fine handling, *and* then ensure the reliability of the whole plot, the Chevette HS 2300 will have proved worth waiting for.

For myself, it was a night I will not forget. The sheer speed into and over such rough going was a revelation as to the abilities of Mr. Airikkala, and a car that seems to be setting the pace in development of the modern rally machine. That phenomenal acceleration and gruff engine note mark a new era in sporting prestige for the name of Vauxhall. – J.W.

mechanical parts necessary, including the high ratio steering box, were available from Ferrari. A crackle-black facia wasn't and an exact replica had to be hand made. So far as I am aware, this makes 1539GT one of only three right hand drive lightweights, the other two being Moss' Rob Walker cars.

Driving Impressions

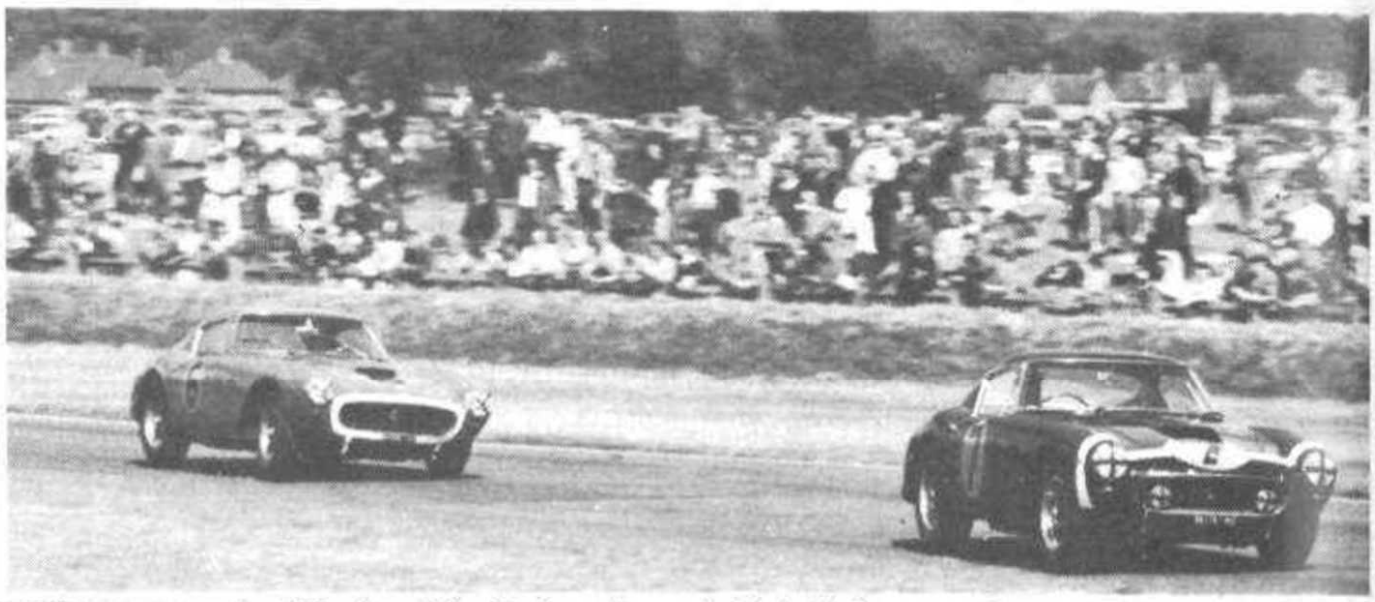
The Ferrari 250GT SWB lightweight Berlinetta was perhaps the finest example of a car built to meet the versatility requirements of the GT racing regulations of its day, thanks to the wide spread of unfussed power which 12 cylinders afforded. A fast, ultra-competitive and superlatively handling car on the circuit, it needed but a lighter throttle foot to make it amenable to road driving. Even three years' of ownership of 1539GT have failed to blunt the fascination which this double-edged charm holds for Vic Norman, and it was to prove this for myself that he had me head for Thruxton. He proves the fact regularly: for instance he has driven it to Belgium in each of the last two seasons to compete in the Ferrari Owners' Club races at Nivelles. This year 1539GT was the highest placed British car. Norman's versatile racing driver friend Chris Craft placed it fifth on the grid against a 512, a 312, a P3/4 and other desirable Ferraris at Thruxton last season. The day after coming second overall in this year's FOC *Concours*, this pristine machine won its class in a Goodwood sprint, Norman at the helm.

Norman points out that the later, more powerful 250GTO is far less happy in such a dual role, much fussier, less flexible. He should know: he owned the ex-Ecurie Francorchamps GTO, chassis no. 3757, third at Le Mans in 1962, at the same time as this 250GT SWB. He sold it some time ago, and, to my great envy, another famous Le Mans car, the ex-Ecurie Ecosse Jaguar D-type, MWS 302, sister car to the 1956 winner, has taken its place in his stable along with a Maserati 300S.

I had driven this SWB Ferrari very briefly around Fairford aerodrome's perimeter roads earlier this year, on the day Derek Bell and Robert Horne were attempting UK speed records with a Ferrari 512, so I had some idea of what to expect. First impressions were of a cockpit which is not that of a spartan racer. The hip-hugging bucket seats, centre console and door panels and pockets are leather-trimmed, as they always have been, though now they are black instead of the impractical white of the Paris Show specification. Quality grey carpet covers the floor and the shelf behind the seats.

Such niceties deceive. Turn the ignition key in the centre of the facia 180 degrees, push it in, for it doubles cleverly as the starter button, and a cacophony of mechanical melodies issues from under the bonnet as 12-cylinders, triple row timing chains, twin cams and 24-valves whirl into frantic, glorious action.

We started off gently out of Norman's steep, winding drive, giving all that machinery and litres of oil a chance to warm up. The V12 had started instantly from cold after a few jabs on the throttle – there is no choke. A couple of gentle miles and a stop to dump 10 gallons of five-star through that huge recessed filler cap into the tank which, with the spare wheel, all-but fills the boot, gave me the chance to get the feel of this eighteen-year-old thoroughbred. It is dated by its driving position: the seat back rest is upright and fixed, the huge and beautiful wood-rimmed wheel, with prancing horse on the horn push, is angled away from the driver so that the top of the rim is a stretch away when the bottom is close to one's stomach. Clutch and brake pedals push



Berlinetta memories. The late Mike Parkes chases the Rob Walker car of eventual winner Moss in the 1961 TT at Goodwood. Note the wing vents and straighter tops to the side window frames on these later 250GT SWBs.

almost horizontally into the floor, complemented by an organ throttle pedal placed ideally for heel-and-toeing. Visibility is excellent through the deep screen and the high roof line affords lofty spaciousness. Soup-bowl size Veglia speedometer and tachometer dominate the facia from cowls behind the wheel. Those 41,000 miles on the 180 m.p.h. speedometer may well be genuine, at least since this 250GT was shipped to the States in 1960, when presumably the m.p.h. instrument replaced a k.p.h. one. Fuel, water temperature, oil temperature and even a clock lie in a row in the facia centre. Norman had the new facia made to 1961 specification, in which the oil pressure gauge lies between the speedometer and tachometer instead of the original obscure position with the auxiliaries.

How road drivers, let alone racing drivers in the heat of battle, were expected to find their way around the row of unmarked turn-switches under the facia only the designer knows. I had to rely on passenger/owner Norman to sort out lights and wipers as the weather closed down, and even he had difficulty.

As we headed off cross country towards Thruxton we began to regret the choice of racing tyres for our exercise. The L section Dunlops, 600 x 15 in. on the front, 650 x 15 in. on the rear, all on sparkling 6 in Borrani alloy-rimmed wire wheels, had us "white-lining", pulling down the camber and jumping from bump to bump. Normal road wear is 185 x 15 Pirelli Cinturatos on 5 in. wide front and 5 in. rear Borranis, but Vic had thought we should shoe the beast for Thruxton. He has another set of racing Dunlops on 16 in diameter Borranis; the SWB was homologated with both diameters.

Fortunately, there is so much more to enjoy than chassis behaviour in this car. It is all related to the inter-action between foot, right-hand treadle and triple Webers. Stroke that throttle and there is instant, smooth obedience from the twelve cylinders, containing themselves with velvet manners in traffic. Poke the throttle hard in the right gear and the world erupts into violent acceleration, a glorious song of mechanical turbulence and intake roar booming backwards through the lightweight bulkhead to mix in one's ears with the howl from four exhausts, a motoring Halle Orchestra, an enthusiast's Hallelujah Chorus. As the tachometer needle swings towards the 7,500 r.p.m. maximum in the gears, this Ferrari jabs you in the back incessantly, as if to make the point that even eighteen years on there are few road cars so quick, even fewer so charismatic. Pushed to its limit on the present final drive, it would reach its crescendo at well over 150 m.p.h., but the joy would be in getting there.

The massive, palm-filling, alloy gear-lever knob reflects the tough, masculine command the four-speed gearbox demands. It needs strong, positive movements to shift its heavyweight innards, plenty of revs on the down-change to avoid crunching, and full depression of the heavy abrupt clutch.

The servo-less Dunlop disc brakes too demand muscle power, especially when cold. They are effective with 11½ stones applied to the pedal, but this is one area in which most modern very high performance cars have the upper hand.

Pottering through villages and towns like Devizes, 1539GT emphasised the dual role of this road-racer. It would burble along happily at 1,500 r.p.m. in top or third, valiantly obeying the speed limits which its very appearance makes ludicrous, and settle down comfortably at tickover speed at traffic lights. Plug sooting or wetting is unknown in this highly-tuned, yet docile engine.

Our Thruxton exercise turned out to be almost a waste of time. Michael Eastick, of Scorpion Racing School, who had the circuit on hire from the BARC for the day, had kindly agreed to let us use it during the school's lunch break. But the circuit was awash and extremely slippery and it and the hard compound Dunlop racers failed to mix. I had some very sideways moments, to which the accurate steering responded quickly, before the BARC's Sid Offord called a halt because he considered the car too noisy; relationships with some of the locals are still delicate. I found it hard to credit that a car fitted with the road silencers which were designed for it would be declared unwelcome on a racing circuit, but was secretly thankful for the relief from responsibility.

Another 1½ hour drive on the road provided solace. As I grew more used to the car, the more I began to enjoy its handling, although the conditions and the tyres wouldn't allow too much adventurousness. It is extremely well balanced and the roll which is apparent from action photographs is less apparent inside, though it does delay response from one cornering attitude to another. The steering is smooth and responsive with a modest amount of self-centring. I should imagine that on the right tyres in the dry one could take extraordinary liberties with it.

The thing which will always stick in my mind about this Ferrari is the engine, capable of sheer brutishness when requested, with all of its 280 b.h.p., perfectly restored by Houghton, working well, or at the other extreme, capable of kid-glove behaviour. The Ferrari 250GT SWB lightweight Berlinetta reflects the versatile best from a memorable era of motor racing, an exciting sports car of great character. –C.R.

Letters from Readers

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

Type Approval

Sir,

Your gloomy views on the building of specials are, I believe, justified only if the builder is starting from scratch, that is constructing an entirely new chassis, suspension, steering lay-out and the like. When the regulations* to which you refer were in draft the Historic Vehicles Committee did not give their minds to specials as such. We were however worried about another aspect.

The regulations, which are likely to be amended as mentioned below, provide that subject to certain exceptions, every motor vehicle which is manufactured on or after 1st October 1977 shall contain certain type approved parts. The definition of "manufactured" as it originally stood was: "A motor vehicle is to be regarded as being manufactured on or after (the relevant date) if it is assembled on or after that date, even if it includes one or more parts which were manufactured before that date".

Our Committee thought that the word "assembled" might pick up cars which were merely being re-assembled. We therefore made representations to the Department and for the word "assembled" was substituted the phrase "first assembled".

I do not consider that the modification of an existing vehicle amounts to a "first assembly". Nor need a somewhat more thorough exercise provided the identity of the original, basis vehicle is not lost. It is a matter of degree and that is up to the builder, sorry, modifier. "Once an Austin Seven, always an Austin Seven".

If you insist on "first assembling" your vehicle, then it is proposed that a further year's grace be given to vehicles constructed or assembled on or after 1st October 1978 and first used on or after 1st April 1979.

London EC4 JAMES W. T. CROCKER
Chairman,
Historic Vehicle Clubs
Joint Committee

*The Motor Vehicles (Type Approved) (Great Britain) Regulations 1976.

Whose Helmet?

Sir,

Chris Mann and Patrick Lindsay are not the only drivers making pit-stops out of sight of the race officials to exchange helmets. From the caption to your colour-spread of the Dutch Grand Prix, it seems that Regazzoni started the race in the No. 12 Ferrari, but wearing Reutemann's helmet. Later on, Reutemann took over both car and helmet to dispute third place with Nilsson. Or perhaps there were two No. 12 Ferraris? Was Regga trying to help Niki? If so, who was the invisible figure in the Ensign? El Cid?

The answer is, of course, that, following on the Grosse Preis von Deutschland, D.S.J. is having an unofficial deliberate mistake competition to see if anyone is paying attention. I do hope this explains the retrospective fitment of dynamometers to Talbots? (p. 1241). If not, could Anthony Blight explain to us why these dynamometers needed a starter motor?

Many thanks for your consistently well-written and interesting magazine, which has given years of good reading.

Naworth Castle, GERARD M.-F. HILL
Cumbria

[Oops! A sad case of brain-fade. It was Reutemann in the Ferrari, of course. The "dynamometer" was repeated accurately from the letter quoted.—Ed.]

Workshop Manual English

Sir,

While consulting the BLMC Workshop Manual for the Triumph Vitesse and GT 6, I was surprised to find that I was advised at one point to "put a choc under the rear wheel". I have heard of cars being held together by faith alone, but this must surely be the first instance of the use of Black Magic.

Godalming C. B. CARTER

Freedom and the Motorist

Sir,

As MOTOR SPORT is a champion of the cause of Justice in Motoring Matters may I through your correspondence columns bring to the attention of fellow motorists an iniquitous little sub-section of the Law, relating to Parking Meters.

My own experience was as follows—I parked my car in Finsbury Circus, London EC4 and incurred a ticket for Excess Charge (£2), and Penalty (£6). Fair enough, that is the cost of delay. I duly received the notice which I sent back with a cheque for the amounts due. No copies were kept.

Some months later I received a summons for "Failure to supply Statement of Ownership". For this heinous crime, I received a further fine of £23: Photocopy attached, payment in seven days or else! Apparently, the Road Traffic Act 1972 section 168 states it is an offence to fail to supply Statement of Ownership!

So, a few minutes excess parking cost me £31, which is severe enough. But if, like me, most citizens would assume that mere payment of the Parking Fine was sufficient to discharge their liability, beware, the Police State is Here; we are now forced by Law to sign and complete irrelevent parts of a trivial form, and if we forget, or are disinclined to complete it, or if we fail to pay the subsequent fine we may after a Distress Warrant has been issued, be committed to Prison for Contempt of Court.

Blackheath CHRISTOPHER A. MANN

[This is a disgusting piece of anti-motorist, anti-law-abiding-citizen (for over-parking and promptly paying the heavy fine cannot surely be classed as law-breaking?) legislation. More than ever do we, motorists and non-drivers alike, need to fight for freedom.—Ed.]

The Ashley Cleave Morris

Sir,

Mr. J. S. Bacon, in his letter published in the September issue, mentioned that he has lost sight of the much-modified Morris 8 campaigned for some 37 years by Ashley Cleave. To bring the record up to date, perhaps I may be allowed to reassure him that the motor car in question is still very much alive.

When I bought it from Ash Cleave in March 1974, I had intended to retire it from active competition and to use it simply as a summer "fun" car. However, its character and history (well documented in your article in the December 1973 issue of MOTOR SPORT) prevailed upon me to return it to the hills. I have used it in hill-climbs and sprints during the past three seasons.

My work prevents me from entering as frequently or as widely as Ash Cleave used to, so I have confined my activities (and hence the car's public appearances) mainly to Prescott and Shelsley Walsh. This year has allowed me only two climbs at Prescott and one at Shelsley Walsh; however, the Morris has also served as my sole means of transport for most of the summer, so it is very far from being in retirement.

As you know, the 918 c.c. s.v. engine was replaced by a 10/4 series M o.h.v. unit during the war. This engine now displaces 1,249 c.c. and wears a Laystall-Lucas aluminium cylinder head. Regarding the car's competitiveness, it may be of interest to note that the Morris is seldom beaten in its class by motor cars driven to the venue on road-going rubber!

Wittering FO R. W. MATHEW,
B.Sc., RAF

Causes of Decline

Sir,

Mr. Grossmark (September Letters) complained that the camshaft in his Range-Rover should have lasted longer than about 20,000 miles. However, he states that the vehicle has covered only 24,500 in five years. This implies an extremely low average annual mileage, indicating either long periods of non-use or a lot of short-journey use. Either case is likely to speed engine corrosion and hence premature wear. The lubricating oil and car manufacturers point out that oil changes (and other servicing) should be carried out at mileage or time intervals, whichever occurs sooner. In view of the low mileage, lack of sufficiently frequent servicing is a possible cause of Mr. Grossmark's unfortunate experience. If this is the case, he can look forward to piston ring or bearing failure as well!

Stirling Dr. J. R. PIGGOTT

Trials Tyres

Sir,

Your preamble to the Goodyear article in August's MOTOR SPORT took me back to 1959/60 when I competed in Sporting Trials. With the banning by the RAC of "knobblies" after the war, practically everyone used the Goodyear All Weather diamond treaded tyre —not for the diamonds but because the serrated buttress (tread edge), when run at 1 or 2 lb/sq. in. with the tyre bolted to the rim, gave the best grip available.

Goodyear discontinued the All Weather (in

our 500 × 18 size) around that time and I was able to find substitute tyres from Bellamy's of South Croydon who scrubbed the tread off brand new Uniroyals to retread them with the Goodyear All Weather pattern.

Rome GEORGE V. SIMPSON

Two BL Cars

Sir,

Whilst recently working in Canada, I had the mixed blessing of using two British Leyland products, the first a silver grey XJS '76, which had 12,000 trouble-free miles, and the second a '76 TR7 with 5,000 miles—both l.h.d.

The Jaguar was magnificent and I can but agree with your reported trip to Germany in such a car. On a brief 2,000-mile trip over five days, which varied from long stretches of 100+ m.p.h. cruising, to 10 m.p.h. crawls through a blizzard, it averaged 16 m.p.g. and used 2 pints of oil, and delivered its occupants fresh and eager to start the next day. It always started at the first turn of the key, and the owner had found this throughout the winter, which in that part of Canada is "normally" below—well below—freezing. Everywhere a crowd-puller and a fine example of "British is best"!

Alas, the TR7 was horrid, right down to the nasty "stick on" speed stripes, that appear to be essential to sell the car in the North American continent. It was into its second gearbox rebuild and still produced a second gear whine that made my MG NA sound quiet! The steering was absurdly heavy at low speed despite numerous replaced parts, and the interior trim apparently had never been designed to "fit". The use of chicken wire for the front screen vents was the ultimate in modern design! Thank goodness the engine ran well, and gave something to enjoy. Let's hope that the excellence of Jaguars will filter down . . . and what did ever happen to that mid-engined project they decided wasn't marketable!

May MOTOR SPORT continue to flourish . . .

D. ANDREW BROWN

Newcastle-upon-Tyne

The Only Way to Travel

Sir,

Epic high speed drives on public roads are a boast of the past.

So what remains for the enthusiast?

One answer is to give ageing machinery an endurance and reliability test. There is a certain fascination in the prospect of mechanical failure in remote parts without spares.

My recent contribution to this form of entertainment was 2,144 miles from London to Lake Como (Italy), and back in a Bentley R-Type Continental Sports Saloon C series built 1954.

The car was in regular use prior to the trip, not the subject of a rebuild, but well cared for and with 132,870 miles on the clock. Every known form of insurance, get-you-home service etc. went with me just in case, plus hoses, fan-belt, points and bulbs; neither Rolls-Royce nor the AA any longer provide a ready-made "Continental" pack.

Total consumption was 126 gallons of petrol at 17 m.p.g.; 3½ pints of engine oil; ½ pint in the gearbox; 1 pint of water in the radiator; two battery top-ups, and the odd pound per square inch in the tyres.

Leakage through the edge of the windscreen in a deluge and an unexplained increase in tick-over revs on the Simplon Pass were the extent of my "problems".

Rather disappointing in a funny sort of way. Next time I had better take something more modern and get my money's worth!

London, W5 E. R. DEXTER

Farewell Dear Beetle

Sir,

I should like through the columns of your magazine to pay tribute to one of the most reliable and underestimated of motor cars – The VW Beetle.

I own a 1967, 1200 c.c. model which has covered 72,000 miles to date with no major mechanical failures. It starts first time and is rust free.

I was saddened by the recent announcement that production is to be halted of this fine motor car. Though it may be said the Beetle's shape and refinements are primitive by modern standards, it has a character all of its own, and this together with its reliability and superb finish explains why 19,000,000 have been sold world wide over the past 30 years.

So it is with deep regret that we say farewell to the Beetle. It remains unmatched by any other car manufacturer.

Bath ROBIN M. SNOOK



Rare Rover

Sir,

Can anybody throw any light on the above, which according to the log book is a Rover 4-seater sports 14 h.p. Contact with another owner, an indication of its rarity or any further information in respect of the exact specification or original production would be appreciated.

Chaddesley Corbett, Worcs. N. I. CAMERON

(Can anybody in the Rover Owners' Club help? –Ed.)

A Student's Lot

Sir,

Having been an avid reader of your superb magazine since the age of 12, I feel that the time is ripe for the grievances of the oppressed student driver to be aired in your columns.

Now, we all know the problems that the young driver experiences, but in the case of the young student these problems are at best financially crippling and at worst just a plain bad joke.

I myself own a 1967 Morris Oxford (1622 cc) which is at present insured with Endsleigh for the reasonable premium of £54 for six months. However, this is partly offset by the fact that a "bonus" discount of 20% is only obtainable after 2 years continuous insurance, rising to 40% (presumed maximum) after 3 years if aged 25 plus.

One therefore naturally seeks out alternative quotes from major concerns which one expects to be more than Endsleigh, but with the guarantee of no claims bonus after one year.

However, life is not, unfortunately, that easy.

When one announces that one is both only 22 years old and a student to boot, then things take a decided swing to financial ruin.

This afternoon I have done some telephoning for quotes and received the following interesting spread of quotes:

(i) Commercial Union declined to offer a quote because of my age and occupation.

(ii) Sun Alliance: £158.

(iii) Guardian Royal Exchange: £298.

(iv) Pearl Assurance: £206.

(v) Norwich Union: £178.

(vi) Eagle Star: £140.

So there you have it. A spread of £158 between the lowest and highest for fully comprehensive insurance.

Now, I ask you, is the world sane when one is quoted nigh £300 for a Morris Oxford?

The next problem one finds is that a telephone quote is not directly equivalent to a "money down" quote and so the "game" goes on.

I could, of course, insure third party, but if one's vehicle is in good condition this approach seems not so much of an advantage when one sees the number of "stock car" drivers on today's roads.

So it's back to Endsleigh (indeed, thank the Lord for Endsleigh, who are at least realistic) and my advice to you people thinking of becoming a student is don't – if you want a car.

There are those who will doubtless find these amounts trivial, but one has to bear in mind the income of the average student is not much over £1,000 (we don't all get full grants, you know!).

May I conclude by thanking you for your indulgence and by congratulating you on producing the finest motoring magazine that can be purchased.

Gloucester RODERICK A. COOK

Motor Insurance Clarification

Sir,

Reading the July "Letters" column I was reminded of the old saying about "not seeing the wood for the trees". Your three correspondents on motor insurance all seemed to be surprised at the need for shopping around to get the best quote possible. I suppose that having worked in insurance for some years, I have got so used to this competitive situation, that I am surprised when laymen think this is unusual.

I suppose that the word "insurance" still to some extent conjures up pictures of little old men covered in dust, scratching away at leather bound ledgers with their quill pens. The reality could not really be more different. At present, there are over 250 insurance companies authorised to offer insurance in this country, a large percentage of which offer motor insurance to the general public. Each company keeps its own claims statistics which are the base on which their rating structure is built, and each company will get slightly different experience from its competitors.

Because of the amounts of money involved (last year body damage claims payments topped £300 million on their own), each company wants a slice of the cake, as much for the investment they can earn on the premiums as anything else, for the days of making a profit on the actual motor insurance have long gone with each rate increase having to be justified to the appropriate Government body on the basis of rising claims payments.

However, that is the limit of Government intervention (at present), and thus you have a

situation where motor insurance is probably one of the last areas where free enterprise rules supreme, with companies attempting to gear their rates to that section of the motor market that they think is most likely to give them a chance of breaking even. Competition is the name of the game, with special rates for various occupations and types of car and it is impossible for one individual member of the public to himself arrange the best deal possible, without either a slice of luck or professional advice.

The younger the insured or the more powerful the car, then the greater the apparent discrepancy in the premium.

A 15% difference between two companies where the premium is about £20 is almost not worth bothering about, but for the 21-year-old with an MGB needing Comprehensive in Central London, a 15% saving on a quote of £500 is £75!

So the answer is to get yourself a good Broker, and let him do the earbashing over the phone, as he is the man whose livelihood depends on him satisfying the vast bulk of his customers. Furthermore, he's probably about the only professional man whose advice you can seek, and whether you accept his quote or not, you won't end up with a bill for his services. In short, he's free!

I should perhaps add, I have no connection with any insurance broking concern, but earn my crust from one of the country's larger insurance companies.

Brighton ALLAN JONES B.A. (Hons.); ACII

Foreign Quality?

Sir,

Twelve months ago, I would never have dreamt of writing this letter to you but now I feel I must. Perhaps the letter should be under the heading – "DON'T KNOW WHAT'S HAPPENED TO THE FOREIGN CARS LATELY".

August 1st 1976 I took delivery of a new Volvo estate vehicle, soon to find out that I had only to take the vehicle back twice within weeks of the delivery with a nasty petrol leak in the tailgate. It should have been found the first time but it wasn't. Anyway they finally managed to put it right for me. As you can imagine the smell lingered on for weeks.

Happy motoring was not to be my tune, the vehicle developed steering faults, brake judder and a nasty vibration at between 45 and 50 m.p.h. The local tyre dealer was fed up with putting the wheels on track and weight mechanism for me. The brake judder vanished when new pads and discs were fitted to the front end and the steering fault vanished too for a while. The vibration – no it is still there. Even though the garage put two new front tyres on for me giving me a 30% bill for used tread amounting to over £20. The tyres made not a ha'p'orth of difference, the vibration still being there at the speeds mentioned. Quite honestly with the family in the car the vibration is very bad. Now the dealer is to try changing soft bushes on the front suspension for hard ones. I honestly don't think they know what they are doing.

So please, no more knocking of the British Car Makers, it does happen to the other side too or is it that the owners are too shy to speak out like I am doing in this case?

Whitchurch G. CHASE

The Law and the Motorist

Sir,

I really must take exception to your ex-policeman Raymond Pickering's letter (M.S. August '77). Its mixture of false suggestion and downright untruths exemplifies the usual police-apologist attitude. It is quite untrue to state that the police cannot decide which Statutes to enforce (which is what I presume Mr. Pickering means when he states that the police are unable to decide what they want to do). There are literally thousands of Statutes in force which the police, as part of their everyday duties, actively and passively decide not to enforce; many are meaningless or (today) stupid, many are important or significant. Yet there is curiously only one useless and stupid set of Statutory provisions which the police gleefully enforce with often no sensible reason for so doing, namely the speeding provisions in the Road Traffic Acts. The reason for this is simple, in that the procedure is so straight-forward and well tested that they can get quick, sure convictions virtually every time. Such prosecutions are thus merely a vehicle not (as some think) for increasing a policeman's conviction record as such, but for getting that policeman's conviction record up to a "respectable" level. This is because they know that whatever is said in Court, the intellectual capacity of the traffic magistrates is often so moronic that those magistrates are incapable of telling guilt from innocence in the face of even the weakest police claims, suppositions and opinions; they just convict. Indeed I once had a case in South Wales in which an obviously none too conscientious chief-superintendent wrote a letter to the motorist in response to the motorist's protestations (and proof) of innocence stating virtually that he didn't care what the story was, because he knew that whatever it was, the bench would convict. They did. All over England in my experience, the story from my fellow members of the Bar is the same. A barrister in a motoring case has to enter a magistrates court with a cavalier attitude to the bench. He will do his best; the motorist in question might be legally or morally quite innocent, yet the bench will usually convict. They may not even bother looking at the facts: the police say convict, the Clerk says convict, so they convict.

It is for this reason that Mr. Pickering is quite wrong in what he says. The police have merely discovered a simple and fool-proof method of securing convictions which they know will work almost every time. This is not so for the myriads of lesser known Statutes which the police choose not to enforce. They are thus irresponsibly enforcing Statutory provisions in cases in which such enforcement can only do harm to the broader spectrum of law and order-keeping by telling thousands of ordinary citizens that they are criminals.

In view of this it is important to understand that Mr. Pickering's attitude, whilst being understandable, if one can ignore all the relevant facts and effects, is totally unjustified.

London, W1 J. R. STEINBERG

Sir,

I have read your article in the March '77 Motor Sport about the Mazda Co. and its cars.

I have a 1973 RX2 Coupe which I bought new in April 1975, 2 years old yet without a previous owner. This was to replace my first RX2 Coupe which I wrecked in a snow storm.

I like the little beaut so much I would hate to part with it.

However, I would like to tell you General Motors recently announced they were dropping the Wankel engine development because, and I quote "it will not meet federal emission standards".

About a couple of weeks after this pearl was dropped came another gem.

Quote G.M., "we have a catalytic converter which will far exceed *any* emission standard".

So who is conning who? The RX5 Cosmo is available here in Ontario at a cost of $7,200 plus 7% sales tax.

However I believe it is not selling well; my local Mazda agent has a 1976 Cosmo in his showroom.

And for about the same price you can buy an Oldsmobile Cutlass Supreme "Brougham" with everything included.

My opinion is, Mazda can do it and G.M. can't. Remember that aluminium V8 fiasco?

'Nuff said.

Hamilton, Ontario DEREK CRANMER

A Register for Minor 1000 Convertibles

Sir,

As a Morris 1000 Convertible owner and enthusiast, I am considering starting a register for this model from 1956 to 1971. I am very keen to see as many of these cars rated as possibly can be.

Cobham, Surrey C. J. G. DURRANT

(Letters will be forwarded. –Ed.)

HOP IN

Sir,

We write in connection with "TAILPIECE" at the end of the readers' letters in the September edition of MOTOR SPORT.

It was rather nice to see the photograph of our Opel Manta Berlinetta demonstrator car, registration number – HOP 1 N. May we point out that we did not send you the photograph, which incidentally, was taken outside our garage here in Birmingham.

For the record, this number was issued to us by the Birmingham Licensing Authorities in 1975, and naturally, we have kept the number ever since. Being Main Opel Dealers in Birmingham, this registration number really does help sell motor cars.

In June of this year, we entered the car at the Cherished Numbers Rally at Dodington Park, Nr. Bristol, and were awarded a first prize for the best in its particular class, for which we received a silver salver.

May we say in closing, the number causes a great deal of interest wherever it goes.

Birmingham M. E. CREGEEN
Sales Manager,
St. Andrews Garages Ltd.

TAILPIECE



A sleepy area, no doubt.
[Photograph by A. B. Skinner.

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FOR SALE—continued

MORRIS COWLEY 1930 Saloon. Some restoration completed, remainder can at leisure because she is MoTd and taxed to April 1978 and in eminently good running order. £1,800. No offers. Forest Row 3836. (1949

LANCIA AURELIA B20 3rd Series, very good condition. Borrani wheels recent re-spray, long MoT, £975. Phone: 0305 66097 (Dorset). (1950

1929 MATHIS 20/50 Sports Tourer, VSCC racing history wheels re-rimmed and spoked, new tyres engine requires re-assembly after major work, radiator re-cored. All large expenditure carried out. New project forces sale, £2,000. Box No 5571. (1938

ALVIS TE21 Nov. 1974. One owner. Extensively rebuilt, £1,500 Box No 5572. (1916

MERCEDES DIESEL left-hand drive 250 shape (67 shape) Sunroof. Reg. 77. Tested MoT good condition. £795. No offers. Mercedes Coupe fixed-head LHD; MoT (65 type), £1,190 or exchange. Both for 604 6081; bus.: 686 3516 (London). (1909

JAGUAR 3.4 Auto, P.a.s. radio, Personal number 2 TTE. Very clean original condition. Offers Invited Phone after 6 p.m. 0772 683919. (1946

ALFA ROMEO 2000 Spider, 'P' registered, Ivory with black trim, radio, 19,800 miles. One owner Carefully driven and properly maintained. £3,500. Hascombe 276 (2561

SCIMITAR GTE 1974 'N' Overdrive, chrome alloy wheels, electric windows, sunroof, tan trim, radio/stereo Outstanding condition, £2,795. P/X possible. Welwyn 6746. (1948

PORSCHE 911T 2.2-litre 1970 'J' 'S' alloy wheels, radio HRW, Blood orange/black interior. Beautiful condition. £2,495. P/X considered Welwyn 4113. (1948

1973 GILBERN Invader Mk III Beautiful black £2,050. Details: Johnson, Swindon 39537. (1947

1930 HILLMAN 14 Saloon. Mechanically sound and original, body needs attention. Offers: Holmer Green (Bucks) 4279. (1931

BUGATTI T57 1937 with James Young close-coupled fixed-head coupe coachwork £11,000. Tel: Bosbury 674. (1940

TRIUMPH GT6 Mk II, 1970. Excellent condition throughout Radio, HRW, full MoT. Recent new clutch and gearbox. High mileage, hence £550 o.n.o. Telephone 061-794 8154 anytime to arrange viewing. (1937

1933 OHC WOLSELEY Saloon. Very rare county model. P100s, twin spares sliding roof. Shrewsbury 64374. (1941

ALLARD P1 SALOON 1951. Lack of time to complete restoration forces sale. Sensible offers to Broxburn (West Lothian) 85 3553. (1930

TR6 1973. Magenta, overdrive, hard/soft tops, tonneau, Mobelec, Wood Jeffrey Q/H headlamps radio, auto., aerial, Endrusted, extras. One owner from new £1,650. 061-442 6931. (1935

JAGUAR XK150 FHC. Excellent condition. Wire wheels, overdrive, long MoT. £2,750. 061-427 1876. (1936

OFFERS INVITED for rare Alfa Romeo 1600 Spider in excellent condition. Interested enthusiasts please ring Mr. White at Morpeth 4501 during office hours. (1934

BMW CABRIOLET, Alpina mods including engine Blueprinted + modified, hard suspension, twin headlights, etc., front spoiler radio + 8-track, Kiaxon. A beautiful and very quick car. £3,250 P/X considered. 021-743 5276 or Claverdon 2122 (1942

ELAN S4 DROPHEAD Coupe, rebuilt, 'K' registered. Red and white with Sprint transfers and badges Engine overhaul, new rear shockers, outstanding bodywork. Fitted Radiomobile, electric windows. Taxed 11 months MoT. £1,300 Kegworth 2778 (Leics.). (1925

E-TYPE JAGUAR 1965, 4.2 F/H, recent £300 overhaul, 9 mths. MoT needs tidying, £850 01-504 9322 after 6 p.m. (1926

ALFA ROMEO Montreal V8, 1975N, 5-speed gearbox, fuel injection HRW, electric tinted windows, radio cassette, 17,000 miles only, £4,950. P/exch considered Horley 6124 (Code 02934). (1932

VW SCIROCCO, February 1977. Platinum silver, alloy wheels stereo, Silent Travel, 6,000 miles only. Maker's warranty. House purchase forces sale of this superb machine at bargain price £3,600. Woking 60516. (2560

MORGAN 4/4 two-seater, September 1973. 34,500 miles Orange with black leather trim. Tonneau covers, reversing lights, rear bumper, luggage grid. Carefully maintained. One previous owner. Car at present in Jersey, but UK tax paid. Sensible offer secures. Phone: 0534 23659 after 5 p.m. (1918

MG J2 1933. Red, cycle wings, original engine. Fully restored. Superb condition throughout. £3,200. Telephone: Kegworth 3331 (between 5.30—7.30 p.m.) (1920

GINETTA G15, 'J' 55,000. Yellow/black sunroof, alloys, tinted rear screen, new clutch, steering UJs, MoT nice condition, £800 o.n.o. 051-428 2077. (1922

ALVIS TE21 Saloon, 1964, 5-speed, CWW, radio, tape player 69,000 miles. Taxed, MoT Sound, fast, elegant. £1,295 o.n.o. Chester 35819. (1921

TR6 1972, 30,000 miles. One previous owner. O/drive 2nd, 3rd, top. Hard-top, soft-top, tonneau and hood cover like new. Must be one of the best TR6s in the country. £1,650. Please ring St. Albans 58073. (1924

JAGUAR MK II 1968. Grey, red interior, manual 67,000. Good condition, £585. Tel: Cumnor 2759 (Oxford). (1912

1933 MG J2. Complete but some restoration needed. J2 engine included. Nearest £1,450. Also very clean rust-free Jaguar 340 overdrive 60,000 miles. Nearest £850. Cowbridge (04463) 3965 (S. Wales). (1913

TVR 1600 M, March 1976. White with black vinyl roof and black interior. Sundym, HRW, reclining seats 20,000 miles, v.g.c. £2,995 o.n.o. HP available. Tel: 08945 75809. (1914

LANCIA HF 1600 LUSSO 'L' Reg. Red. Very low mileage Excellent specimen for enthusiast £1,950 01-467 3099 (evenings). (1915

UNIQUE ALUMINIUM-bodied Marcos 1800 coupe prototype carefully and completely rebuilt. One owner, 11,500 miles. 'L' Reg. Some trimwork still required. Wedding forces sale £1,150 Phone: East Malling 843504. (1919

PORSCHE 911S, 1970 LHD. One owner, full factory 2.4 'S' specification. Maintained regardless by Porsche. Very fine rust-free condition. £2,995. Possible p/exch. Welwyn 6746. (1906

SCIMITAR GTE 1973 'M' Overdrive. Regency red tan leather trim, sunroof, alloys, stereo Really immaculate condition £2,375. Consider p/exch Welwyn 4113. (1906

SUNBEAM TIGER 1966 4.2 Excellent bodywork and mechanics. Reluctantly offered at £1,900 for quick sale Tel: St. Monans 249 (Fife). (1904

LOTUS EUROPA Special 1974 Series 5-speed. Absolutely immaculate throughout. Oatmeal, Sundym, alloys, radio, cassette, £2,975 Possible p/exchange Welwyn Garden 32692. (1907

BENTLEY CONTINENTAL drophead 1961 S II Coachwork by Park Ward Reconditioned engine. New hood and headlining Wilton carpets. Only £8,650. 01-549 7008. (2565

LOTUS EUROPA S2 1970 Beautiful in Porsche tangerine. Excellent all round condition. Very reliable. Regularly maintained. £1,275 Phone: Newport, Gwent 51267. (1910

E-TYPE 1964, FHC Immaculate body and inertia new steel bonnet, door skins, sills, rear wings. Finished in Carmen red New MoT. £2,250 Birmingham evenings 021-449 8606. (1951

MAGNIFICENT 1968 Daimler Sovereign. White chrome wires, radio, p.a.s. E-type steering wheel, 6,000 miles only since 1970. Unmarked inside or out Offers to Knutsford 4410. (1902

TRIUMPH RENOWN 1950 Long MoT. One owner, almost new tyres engine reconditioned perfect running order Offers invited Seen Henley-on-Thames Phone: Wargrave 2096. (1911

1956 ROLLS-ROYCE Silver Cloud I Left-hand drive Finished in two-tone green with unmarked beige leather upholstery, rust-free. Having spent all of its life in Portugal, it has had a replacement engine fitted by Rolls-Royce themselves less than 12,000 kilometres ago. Excellent condition throughout £8,950 Tel: 01-385 7531. (1903

ROLLS-ROYCE Silver Cloud III Beautifully finished in Burgundy with unmarked beige interior. Low mileage and in showroom condition. £8,950 Tel: 01-584 8567 office hours: 01-385 7531 evenings and weekends (1903

1976 CORVETTE Stingray 5.7-litre 180 h.p. V8 auto. Power brakes and steering, tilt-telescoping wheel, AM/FM stereo cassette, factory luggage rack, tinted windows and many other extras. One owner car in excellent shape and good service record. Top speed 130 m.p.h. Regular fuel 18 m.p.g. Burnt orange colour with black interior. £4,900. Write: H W Schulz American Consulate (GAO) Platenstrasse 7, Frankfurt/Main, Germany. (F65782

DAIMLER SP 250 in reasonable condition for quick sale Ring: Pocklington 2045. (21582

TRIUMPH TR6, fuel injection, 1971. Saffron and black. Radio and towing-bar. New tyres, 60,000 miles Ex. cond £940. Telephone: Basingstoke 781305. (21604

LINCOLN CONTINENTAL 4-door convertible 1966, 65,000 miles. Complete and original. Power everything New hood, tyres, exhausts, factory tape player Fast appreciating. £2,450 Harpenden 68628. (21602

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BIG AND FAST, 120 b.h.p. 0-60 in 9.8 secs., but 25 m.p.g. 5 seats. Big boot. Triumph 2.5 PI, 'L' Reg. Dark blue. Laminated screen, Radials, O/D, HRW, radio. Well maintained. Completely reliable. Workshop manual. £1,025 o.n.o. Bedford 211209. (2006

MG-C ROADSTER. Rebuilt and pristine. Enquire only if interested in superb example. £1,500. Would consider smaller MG p/ex. Box No. 5573. (1977

FIAT 124 SPORTS 1800 White with black trim 'P' registration. Genuine 11,000 miles. Immaculate condition £2,100. Ring: Shrewsbury 52415 or 61459 evenings. (21530

XJ12 JAGUAR 'M' registration. Turquoise. Cinnamon upholstery, electric windows, tinted glass, stereo, six double choke Webers. 57,000 miles. At 43,000 engine completely overhauled fitted 11½-1 Formula One-type pistons, nearly 400 b.h.p. and 450 lbs torque at 2,500 revs Over 15 m.p.g., averaging 70 m.p.h Offers to: Hagley 2705 (21429

MG TA with T/C mechanics, dismantled. Offers, Vis 668 1461. (1975

MG-C ROADSTER, 1968. W/wheels, h/top, s/top, tonneau, radio, 8-track, year's MoT. Excellent rust-free black bodywork. Perfect mechanics. £695. Might p/ex. something interesting 01-992 4678. (1939

TR6 'K' REG. 37,000 miles. Pimento red Bodywork immaculate. Ziebarted, mechanics A1. Radio/cassette. House purchase forces sale, £1,150. 449 3088 9.30—5.00. (1976

DAIMLER SP250. Rare 'A' specification. Ban forces sale before completion of restoration. Recently rebuilt engine gearbox, back axle and differential. New discs, exhausts. All standard except overdrive and servo brakes. Offers please. Bamford 388. (2085

40 KOB AUSTIN Cambridge 1960. Short MoT. Running order £100 o.n.o. Telephone: 0604 23 4434. (2090

CV8 JENSEN 1965. Blue, grey interior. Fine condition, MoT to June 1978. Originally demonstration model with many extras. Tool kit. Full service history. Two owners. Best offer over £800 by 15th November. Grasby (074 781) 732. (2087

BMW SALOON 501A manufactured 1955, complete and sound, ideal restoration project. Telephone: Wallingford (0491) 36091 evenings. (1974

FIAT DINO Coupe 2400 c.c. 1971. 50,000 miles. LHD. Second owner just returned from abroad but must sell this nice 'S' registered rarity. £2,400 o.n.o. or exchange equivalent priced VW. Minibus or Dorma. Contact: Ken Townsend. East Bergholt 460. (21623

CROSSLE SPORTS Racer. MoT to September '78. Very fast open 2-seater. Phone 01-961 4156. (2562

ROVER 80, 1961. One owner, in original log book. Full history. Bills, etc. Radio. 91,000. Needs clutch, some tidying, running order. £200. Offers Tel: Histon (Cambs.) 3814. (2568

ROLLS-ROYCE 1928/9 20 h.p. Chassis largely complete. Stood for 15 years. Good for spares or rebuild. £650 0925 76 2317. (2566

VOLVO 122 S 1966. Immaculate. Reluctant sale of this second car due to retirement. £850. 01-660 6227. (2569

HUMBER BARGAIN: 1963 Super Snipe. Mechanically sound. Suitable restoration. Believed tropical specification Radio, overdrive. Reluctantly selling. £350. 0682 32960. (2570

ALVIS TE 21 1964. Coachwork by Park Ward. Five-speed box, resprayed, seats renovated, new carpets, all wood French polished. New exhaust system, engine overhaul. Beautiful appreciating car. £2,995. Telephone day 529 1505; evening 518 1610. (2571



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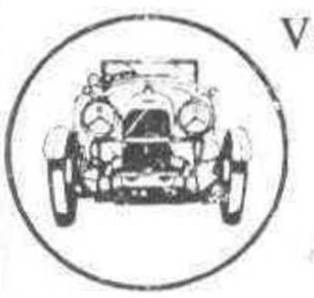
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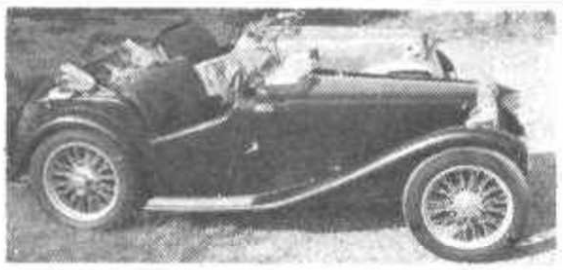
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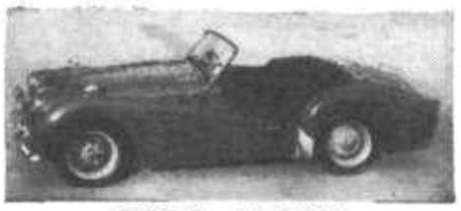


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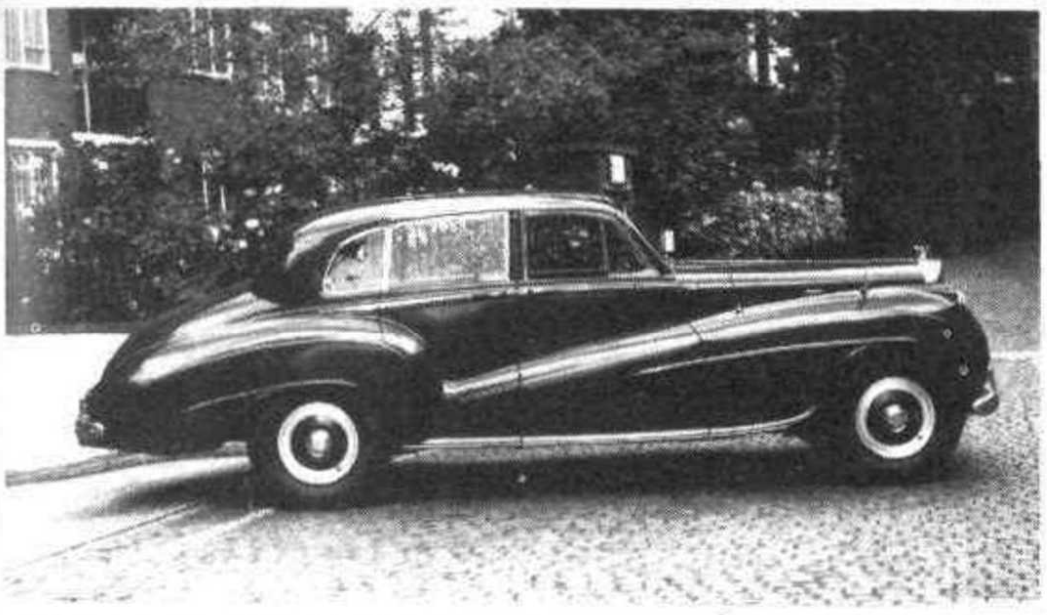


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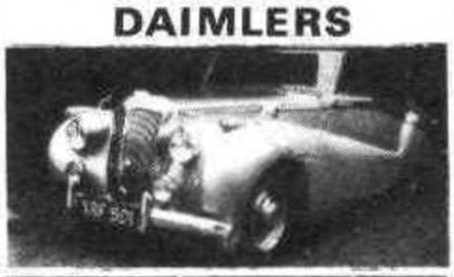
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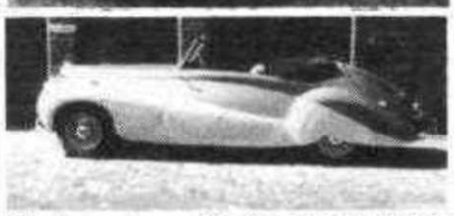
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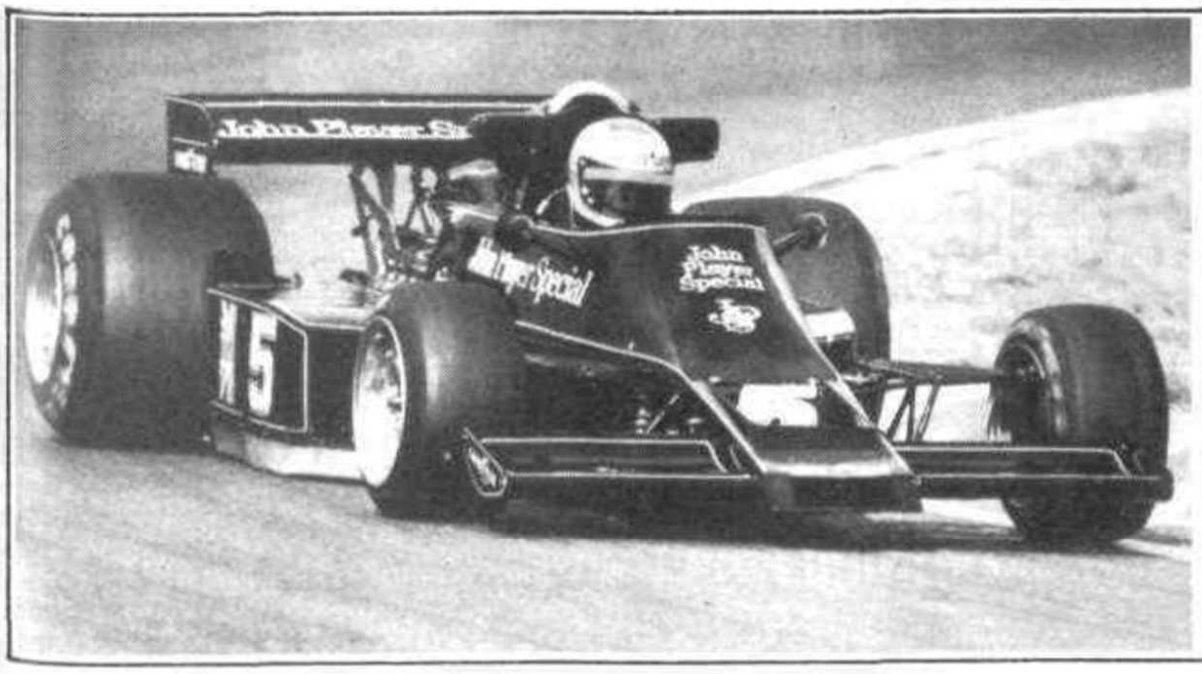
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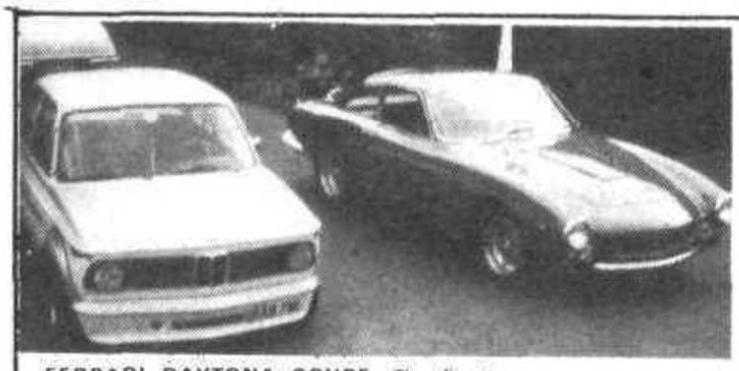
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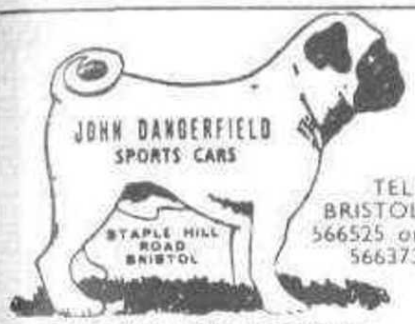
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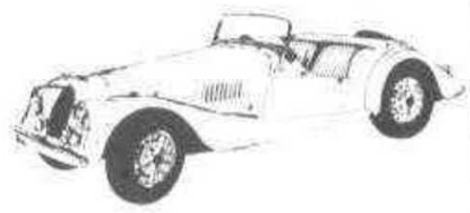
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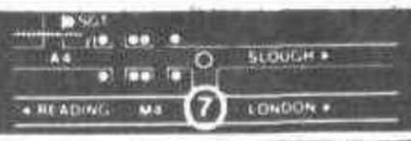
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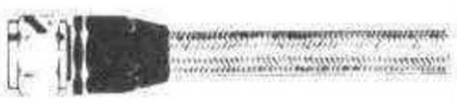
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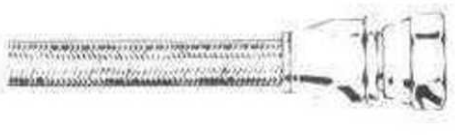
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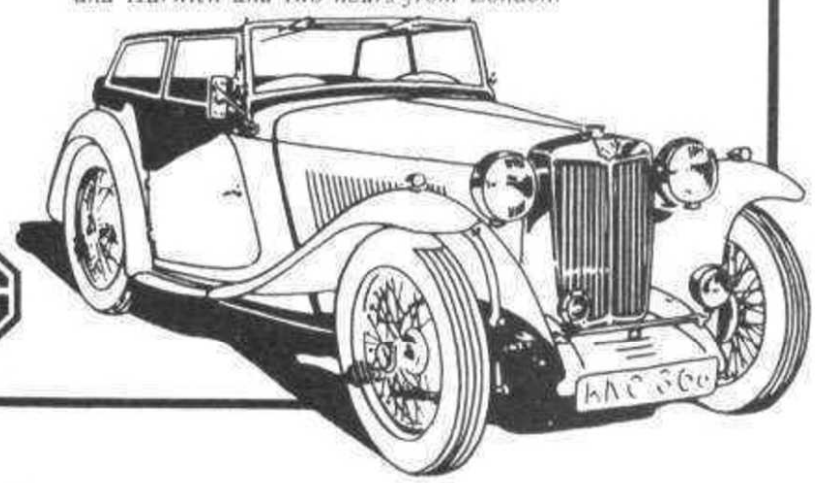
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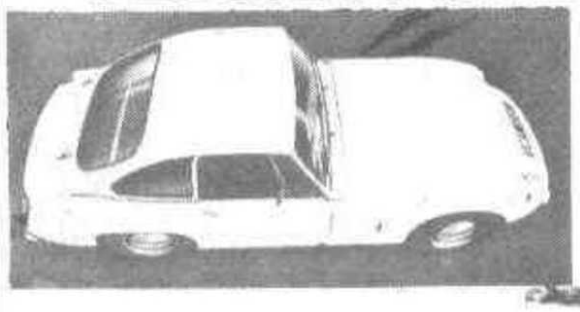
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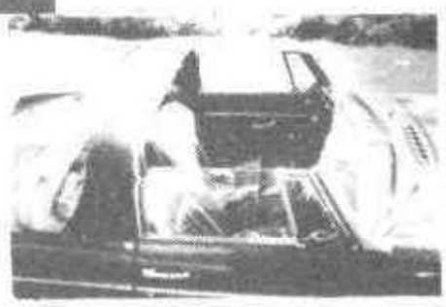


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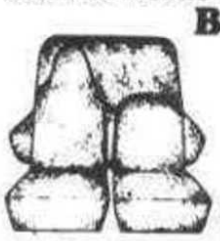
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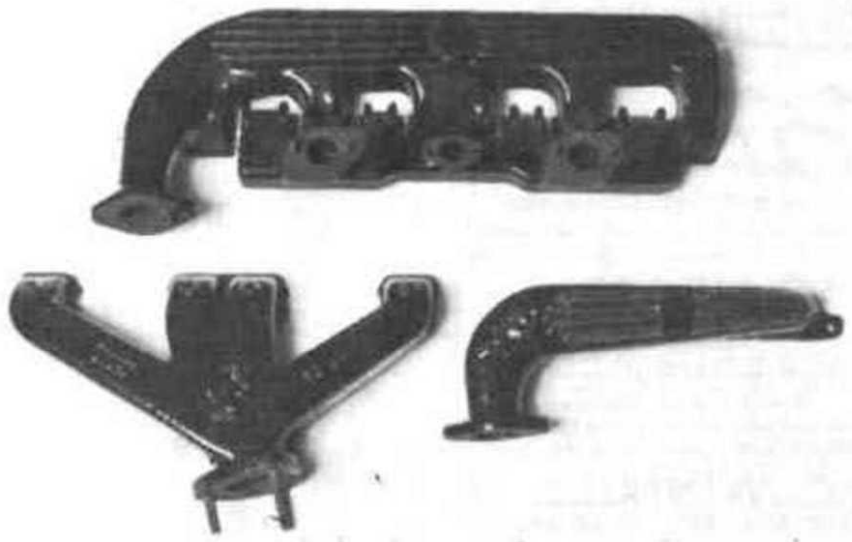
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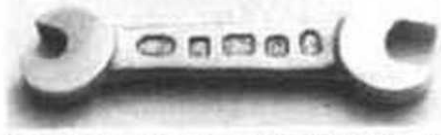


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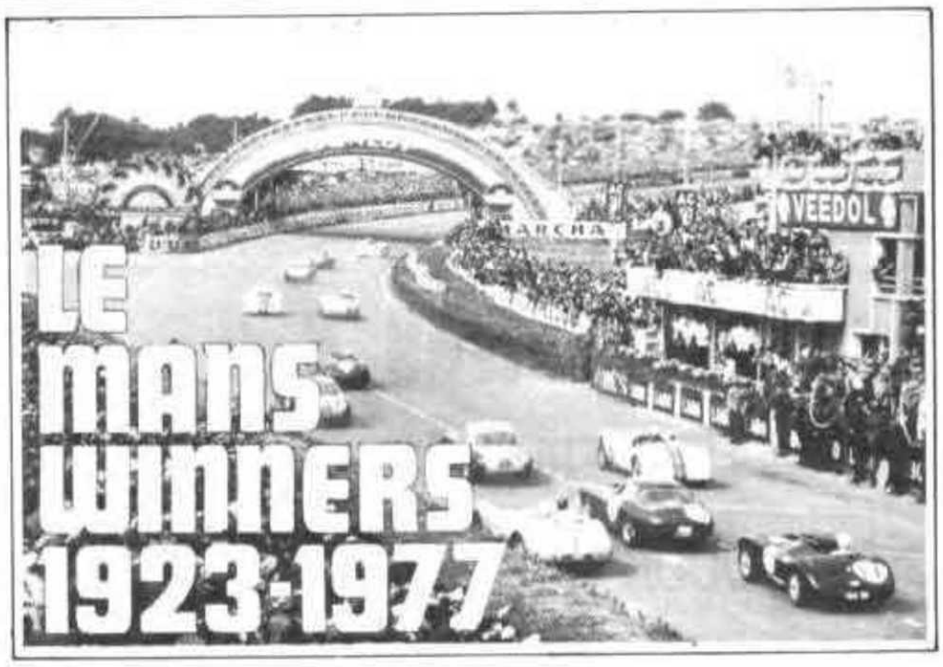
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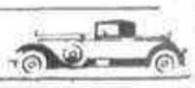
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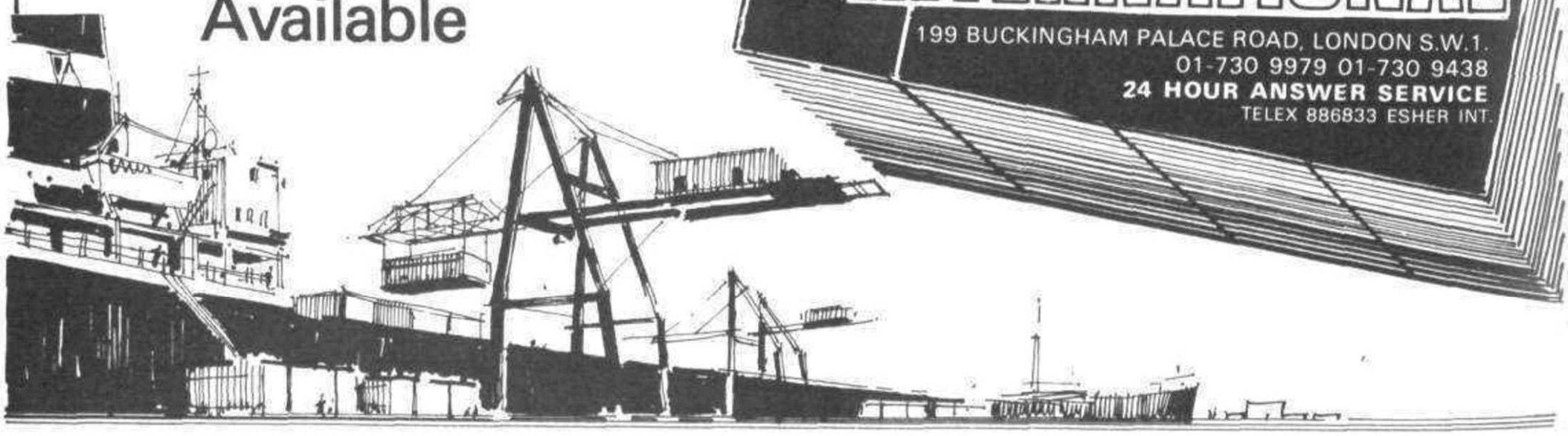
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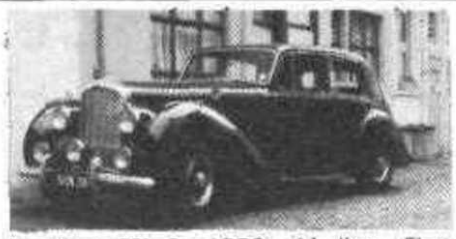
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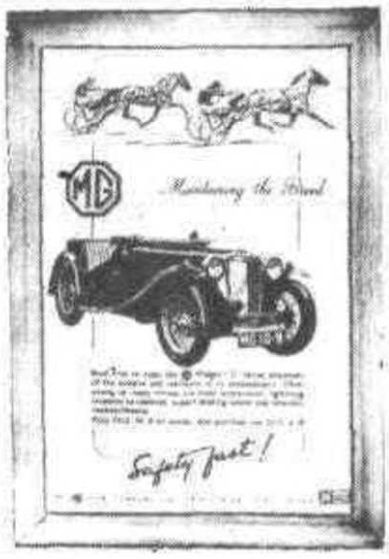
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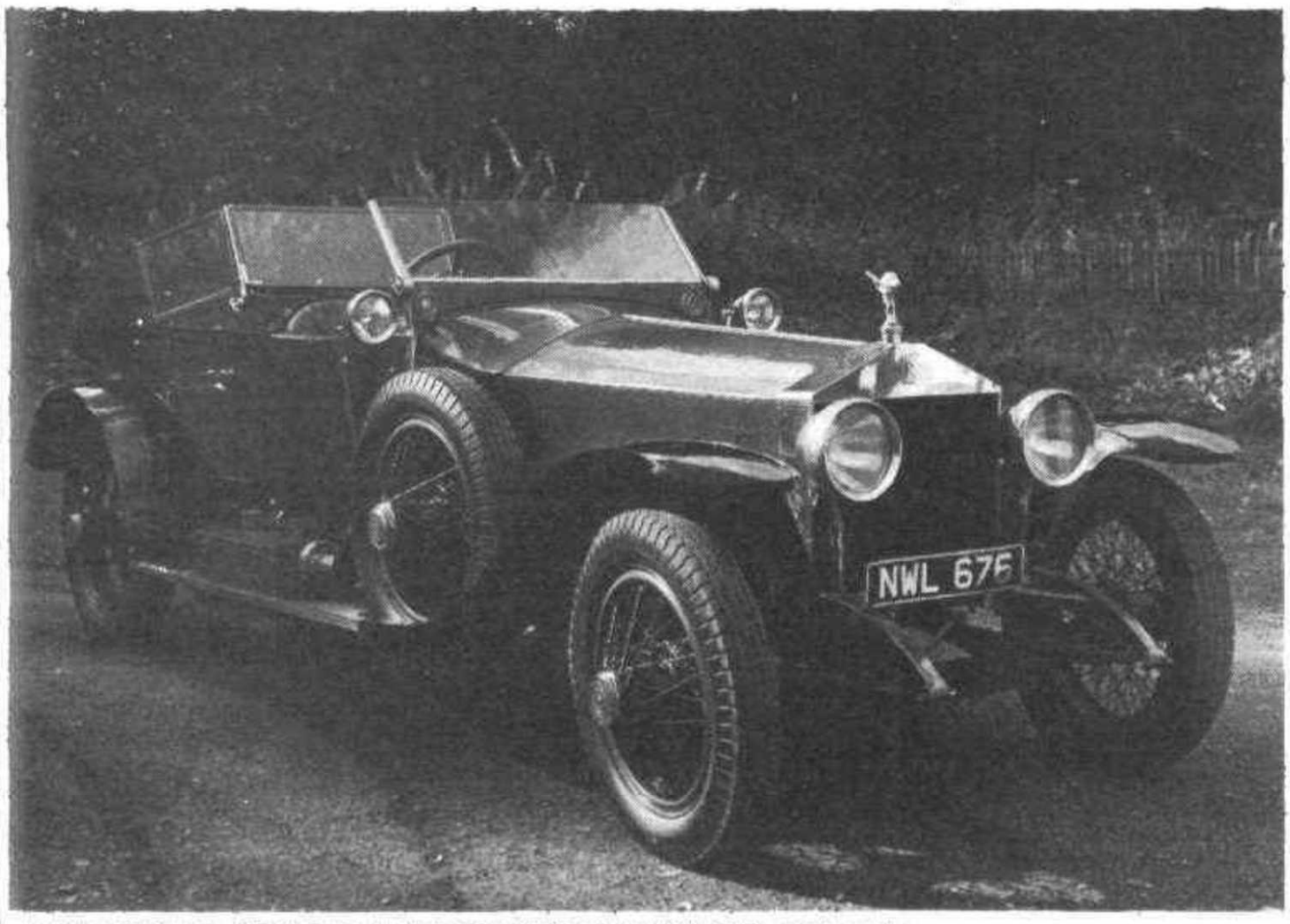
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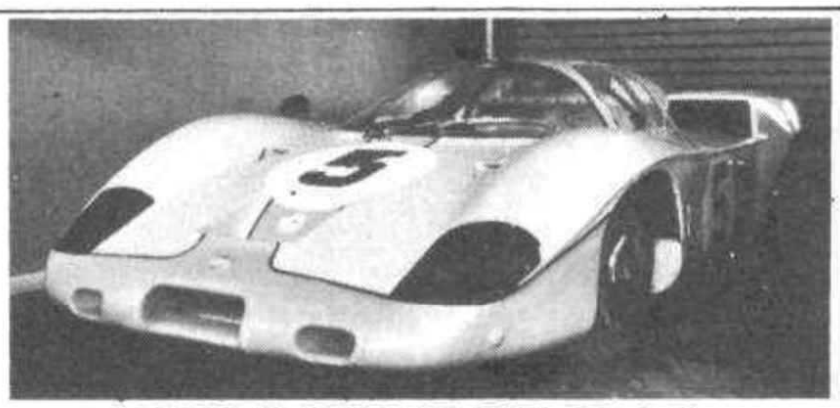
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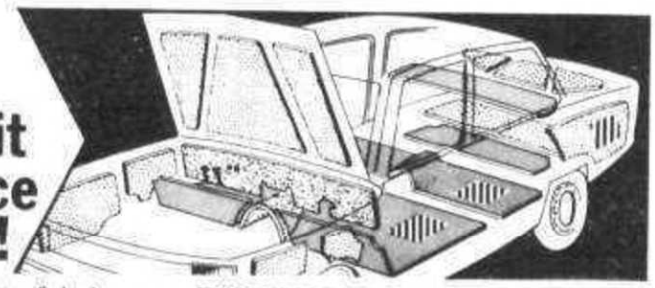


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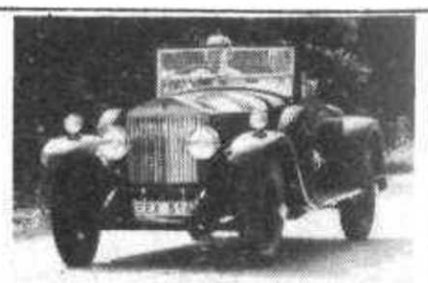
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ALVIS 3½-LITRE. Charlesworth body. One owner, 38,000 miles. First reg. 1936. Particulars: telephone Lundin Links 320 526 evenings. (21784

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SCIMITAR GTE 1975 'N' Reg. 32,000 miles, Celtic brown, good condition. £2,850. Sutton Elms 283218 (2529

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VOLVO 122 S 1966. Immaculate. Reluctant sale of this second car due to retirement. £850. 01-660 6227. (2569

VOLVO 145 Automatic Estate, 1969. Dark green. Below average mileage, p.a.s., power brakes, sunroof, towing bracket, etc. Taxed August '78. MoT May. Second owner. Reluctant sale. £895 o.n.o. Sunderland 56256 (after 6 p.m.). Dr. Surtees. (2486

MG-B GT V8. May '76. Red/black, undersealed, sunroof, alarm, 4 speakers, electric aerial, 18,000 miles, one owner. Pristine condition. £3,495. Tunbridge Wells (0892) 31557. (2489

ROVER 100 1962. Overdrive. Maroon. Grand old motor car. Taxed April. MoT. £220. Sunderland 56256 (after 6 p.m.). Dr. Surtees. (2486

E-TYPE SERIES II 1971 4.2 drophead. Ziebarted, 36,000 miles. Dark blue. One owner until last year. £4,450. Box No. 5579. (21769

PRIVATE SALE: Fully restored SS 1939 3½-litre Sports Saloon and fully restored 1948 Jaguar SS style 3½-litre Sports Saloon. Both finished in diamond white, equipped with every extra and ready to drive anywhere in the world. For sale 1st January 1978 to best offer received by 31st December 1977. Write Box 5584 Motor Sport. (2482

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BENTLEY S1 Freestone & Webb 4-door saloon, two-tone Dark Green, Grey interior, very attractive car. £6,850. Allard Saloon, one owner, 46,000 genuine miles, exceptional. £3,250. Tel: Dyserth (0745) 570307. Write Box No. 5582. (2630

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£4,895. BMW 3.0 CS Automatic, 1973. M reg. Ceylon gold with black velour interior, radio/stereo, electric windows etc.

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TRIDENT CLIPPER V8, 1976 model in v.g.c. 35,000 miles, £2,000 o.n.o. Full details on request. High Park, Windmill Lane Cockermouth Cumbria. (2659

1972 LOTUS ELAN Sprint FHC. Only 32,000 miles from new. Two owners. Finished in Lotus Pistachio Green. £2,395. 01-340 0929, 9 a.m.—7 p.m. (2660

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1973 De Tomaso Pantera, yellow with black interior, factory fitted air conditioning, electric windows and cassette stereo system, 45,000 miles with two owners. **£5,750**

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1963 Rolls-Royce Silver Cloud III, finished in midnight blue with light grey Connolly hide interior, electric windows, 8-track stereo system, a superb example. **£8,950**

1949 Rolls-Royce Silver Wraith, Sedanca de Ville by H. J. Mulliner, having been totally restored by our coachworks. Havana brown with cream through the sides, new magnolia Connolly leather throughout and matching Wilton carpets, must be seen.

1961 Rolls-Royce Silver Cloud II, velvet green with dark red interior, p.a.s., automatic transmission, excellent value. **£6,250**

1963 Bentley S3 Sports Saloon, finished in shell and tudor grey, all usual refinements. **£5,250**

1957 Bentley S1, 2 door sports, f.h.c. by James Young, totally restored, garnet with beige Lukan hide interior. **£6,950**

1957 Bentley S1, 4 door sports saloon by Freestone & Webb, an extremely rare car with all aluminium coachwork, shell and tudor grey with red interior. **£5,750**. A real bargain.

1971 AC 427 coupe, midnight blue with beige interior. **£5,350**

1953 MG TD, l.h.d., totally restored from chassis, old English white with new red interior. **£5,250**

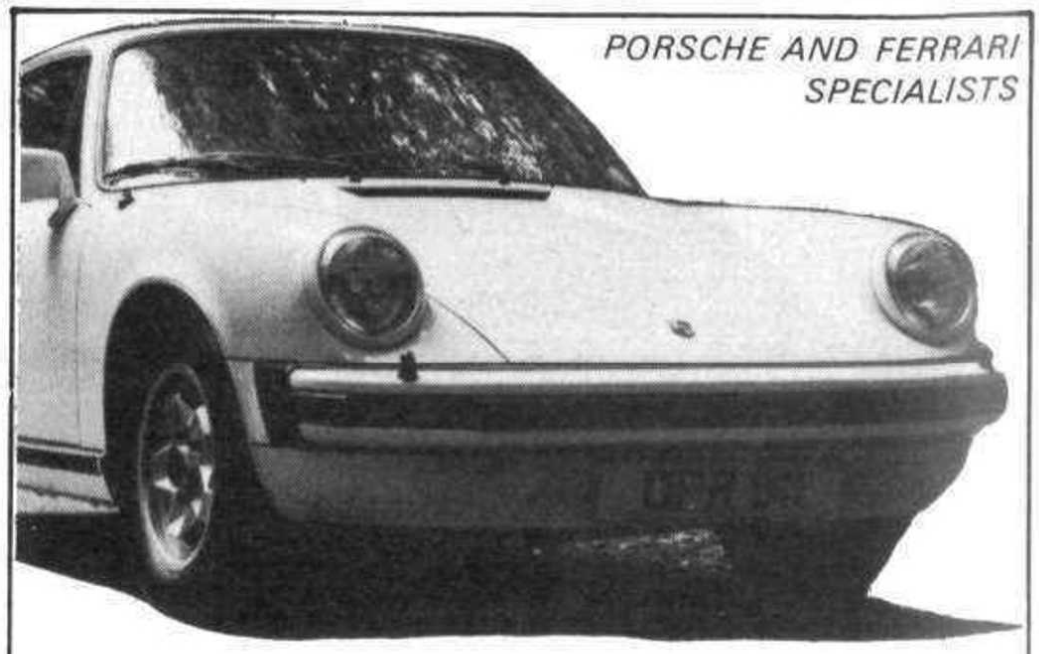


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1961 AC Greyhound, 1971 cc engine, green, green trim, wire wheels, Webasto sunroof **£1,995**

1959 AUSTIN HEALEY 3000 2-4 seater, Colorado red-black, o'drive, wire wheels, hard and soft top, tonneau cover **£1,795**

1967 ASTON MARTIN DB6 Superleggera, one lady owner (she watched it being made), olive green-tan hide, automatic transmission, power steering, *warranted mileage 37,917*, usual DB6 luxury extras **£3,995**

1973 BMW 3.0 SI, maroon, 1 owner, P.A.S., full history since new **£2,795**

1967 CADILLAC Sedan de-Ville, metallic green, property of the late Paul Getty since new, recorded mileage, 35,668, tinted glass, all electric **£2,500**

1960 CADILLAC Coupe de-Ville, cream, owned by the late Paul Getty since new, all electric **£3,000**

1974 CITROEN 'D' Special, white, one owner **£1,145**

1963 DAIMLER SP250, 2/4 seats, 'C' type, silver paint with red trim, nice colour, suits this type of car **£1,775**

Dog-Cart, restored by William Fyke of Keith **£750**

1972 (Model) JAGUAR V12 2+2, manual, P.A.S., tinted, radio, stereo, primrose-black **£2,995**

1969 JAGUAR 'E'-Type 4.2 2+2 Coupe, manual, chrome wires, headrests, sunroof, pale blue **£1,895**

1968 JAGUAR 3.4 'S'-Type, dark blue, red trim, manual with overdrive, £167 spent April '77 engine/carb work, with "Green" log book . **£895**

1967 JAGUAR 420 Automatic, grey-red, Webasto roof, radio, mirrors, HRW **£645**

1965 JAGUAR 'E'-Type 4.2, dark blue, chrome w'wheels, radio, loose covers **£1,645**

1976 JENSEN GT Fixed Head Coupe, 2+2, black-black nylon, 14,252 miles, electric windows, 5 speed box, tinted glass, radio, alloy wheels, HRW, electric aerial, rear wiper **£3,995**

1972 LOTUS Elan +2 'S' 130, red, silver top, black trim, radio **£1,995**

1972 LOTUS Europa Twin Cam (1558 cc), black-gold line, oatmeal trim, radio, cassette **£1,950**

1977 MODEL MGB GT, flamingo red, grey nylon, 1 Dr. owner, 1,749 miles only, £120 radio/cassette, manufacturer's warranty **£3,395**

1976 MGB GT, red-black nylon, overdrive, Sundym, radio **£2,945**

1976 MG Midget 1500 cc, white, one lady owner, 9,943 miles, tonneau **£1,745**

1975 (P) MGB V8 GT, flamingo red, black nylon, 1 owner, 21,530 miles, sunroof, Sundym glass, overdrive, radio **£3,150**

1974 (N) MGB 'V8', blaze-black cloth, sunroof, tinted glass, radio, headrests, overdrive, last of the chrome bumpers **£2,765**

1974 MGB GT, harvest gold, 1 owner, overdrive, radio, HRW **£2,225**

1974 (N) MGB GT, citron, black nylon, tinted glass, overdrive, headrests, £131 spent June 77 engine/brakes etc. **£2,195**

1974 (N) MGB, blaze, 1 owner, overdrive, tonneau, headrests **£1,695**

1973 MG V8 GT, white-blue nylon trim, o'drive, tinted glass, headrests, twin spots **£2,295**

1973 (M) B GT Automatic, harvest gold, 1 (Dr.) owner, rather nice **£1,895**

1973 (M) MGB GT, damask red-navy, overdrive, HRW, fog-spot **£1,845**

1973 Model B GT, Automatic, harvest gold, one owner, radio, tinted glass **£1,695**

1973 MGB GT, white-navy, overdrive, extra instruments, mild 'tweaking' with Weber carb. **£1,695**

1973 MGB, white-blue trim, 20,570 miles, 1 owner, radio, overdrive, tonneau cover **£1,695**

1973 (M) MGB, damask red, 1 owner, 43,788 miles, tonneau, headrests, overdrive **£1,645**

1973 MG Midget, bronze yellow **£1,065**

1971 MGB, blaze, overdrive, hard top, tonneau, bill for engine work £257 ..... **£1,045**

1969 MG 'C' Roadster, red, radio, tonneau, new windows in hood, lambswool covers, front 'spoiler', extra instruments, wing mirrors **£845**

1968 (Nov.) MG 'C' GT, green-black, two owners since new, one until 1975, rare automatic model, sunroof, wire wheels, loose covers, leather wheel, original "Green' log book **£1,195**

1952 MG TD, red, original log book, full details on request **£3,500**

1962 (Nov.) MERCEDES-BENZ 190 SL Drop-Head Coupe, pale blue, right hand drive, radio, rather nice **£1,795**

MORGAN 4/4 1600, royal ivory, 4-seater, most factory extras, delivery mileage only.

1973 RELIANT Scimitar GTE, white, chrome wheels, Golde sunroof, radio, rear wiper, HRW, vinyl roof, fog-spot, electric windows ... **£2,165**

1912 ROLLS-ROYCE SILVER GHOST TOURER by Regent Carriage Co. and J. Rothschild et Fils Ltd. **£50,000**

1938 ROLLS-ROYCE PH.III, 124,000 miles, coachwork by Windover, delightful owner-driver saloon, black, engine work being carried out at this moment **£8,000**

1963 SUNBEAM Alpine Mk.III GT, red-black, hard top, 1 owner, original log book, overdrive, 54,694 miles **£945**

1975 TRIUMPH 1500 Spitfire, orange-tan, hard and soft tops, radio, headrests **£1,745**

1974 TRIUMPH GT6, carmine, tan cloth, 29,000 miles, overdrive, Sundym, HRW **£1,745**

1974 TRIUMPH Spitfire Mk.IV, pimento, hard top, o'drive, headrests, radio stereo, Ziebart U-seal, spoilers front and rear, door and wing mirrors **£1,395**

1974 TRIUMPH Spitfire, magenta, radio, tonneau, lady owner, 33,824 miles **£1,375**

1974 TRIUMPH Spitfire Mk.IV, green mallard, radio, tonneau cover **£1,365**

1973 TRIUMPH TR6, yellow-black, hard and soft tops, overdrive, radio, tonneau, headrests **£1,795**

1973 TRIUMPH Spitfire, magenta, 29,951 miles, Cadulac underseal, 1 owner **£1,265**

1973 TRIUMPH Spitfire Mk.IV, white-brown trim **£1,195**

1973 TRIUMPH Spitfire, white, one family owner, radio, tonneau, headrests **£1,195**

1972 TRIUMPH TR6, white-black, 1 owner, *9,060 miles only*, rack, overdrive, tonneau **£1,995**

1971 (K) TRIUMPH Spitfire, conifer green, two owners, hard top, radio, bills available for £250 since 1975 ..... **£845**

1971 VOLVO 1800 E, torquoise, engine work 29.3.77 £228, 8-track, fuel injection, overdrive, Mag wheels, very rare car **£1,695**

1933 WOLSELEY HORNET 2-4 seater Tourer, black-red trim **£1,795**

1966 PORSCHE 911. Grey **£1,595**

1968 LOTUS Elan S4 FHC. White **£1,195**

1970 LOTUS Elan S4 DHC. Yellow ... **£1,345**

1964 VOLVO P1800. Red **£895**

1971 E-TYPE 4.2 Roadster. Red.

1969 DAIMLER V8 250, AUTO. Maroon, one owner.

1954 XK120, drophead. Maroon, last owner 11 years.

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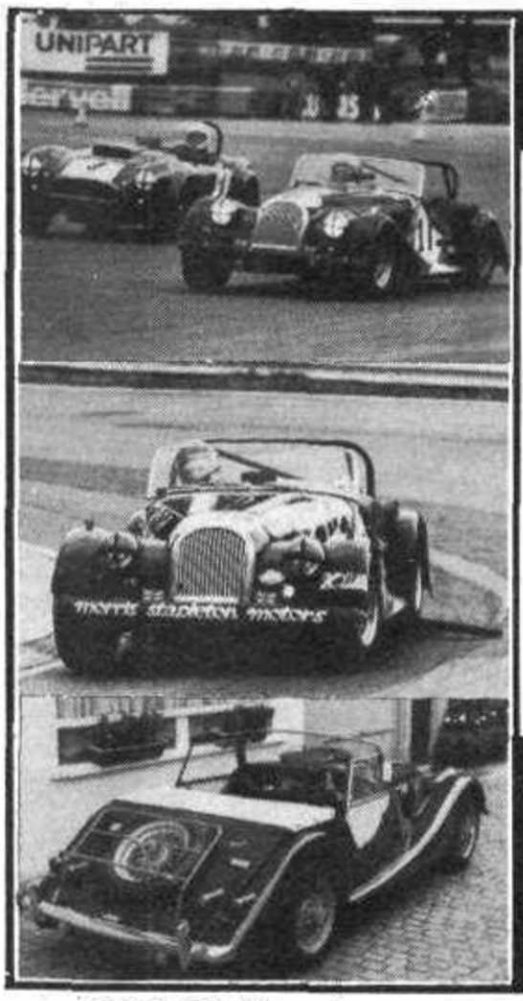
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As I write these little gems we are preparing for the Motorfair, and so, as you read this it will be all over. Be patient with our exhausted team should you call in or telephone, as 10 days at Earls Court is not dissimilar to crossing the Sahara desert in a gorilla suit! However feast your mince pies on some of our **MORGANS.**

1977 **MORGAN 4/4** 2 seater, 400 miles British Racing Green, wire wheels, luggage rack **£4,750.**

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1975 **MORGAN 4/4** 2 seater, indigo blue, wire wheels, reclining seats, luggage rack **£3,850.**

1965 **MORGAN +4** Sea blue, black leather, new wood in door posts etc. very good mechanics, we are contemplating fitting wire wheels which would make this an excellent buy.

1975 **MORGAN 4/4** 4 seater, deep brunswick green, wire wheels, reclining seats, 24,000 miles **£3,850**

1976 **MORGAN 4/4** 2 seater, Royal Ivory, 4,000 miles, chrome wire wheels, chrome luggage rack, bucket seats **£4,695**

1969 **MORGAN 4/4** 4 seater, Ebony black, red leather interior, very good engine and no rust **£2,495**

Hopefully the racing **MORGAN +8** will have one or two more informal outings this year and then a short hibernation until next season. We have had a successful season which we have thoroughly enjoyed and would like to thank everyone involved e.g. Marshals, timekeepers etc. who make club racing possible.

morris stapleton

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FOR SALE—continued

ALVIS SPEED 20, 1934, 2-door, long wing tourer 4-str. by Vanden Plas. Fitted Alvis 4.3 engine otherwise very original and immaculate. In black with red trim and wheels. £8,300. Woodhead, Crowhill House, New Road, Bromham, Nr. Chippenham, Bromham 335. (2764

ALLARD L-TYPE tourer 1977. Concours winner. Some spares. £5,000 o.n.o. For further details ring: Bayston Hill 3750. (2775

BMW 3.0 CSL lightweight coupe. Polaris silver, electric windows, alloy wheels, stereo radio/8-track, electric aerial, July 1973. Beautiful condition. Quick sale required, so first £4,400. Tel: Welford 619 (Northants) evenings. (2733

BENTLEY 4¼, 1937. Stylish sports saloon coachwork by Thrupp and Maberly. Stored many years. Very original. £3,500. Taunton 412454. (2779

HUMBER HAWK 1956. Mileage 49,000, full MoT. 1 owner until 1975. Superb car in excellent original condition. £750 o.n.o. Tel: 021-355 4991. (2777

MARCOS 1971 3-litre Volvo. Extras. V.g.c. Extremely fast. Full history. £2,250 o.n.o. Burns 061-740 4652 evenings; 061-834 7505. (2778

LANCIA BETA COUPE 1600. 1975. Ziebart rustproofing, low mileage, excellent condition. One careful owner. Dark red/off-white simulated leather interior. Hitachi radio/stereo cassette. £2,675 o.n.o. Tel: Mr Church, Luton 33757 office hours; or Silsoe 60815 evenings/weekends. (2774

LOTUS 7/41 Series II, a unique car, having Lotus 41 I.R.S. dual circuit discs all round, chromed suspension, magnesium wheels, new chassis/body unit, special bodywork, Ford 1500 engine, Webers, A2 cam, c/r gearbox, metallic green registered and taxed, suitable for road or track, many spares included, reg. no. BUD 780R, offers, serious buyers only please. Tel.: Wallingford (0491) 38672 (evenings). (21681

BMW 2002, 1973, excellent condition throughout, alloys, stereo, 46,000 miles, company car forces sale, £1,400. 01-550 5255 evenings. (21677

AUSTIN A40, 1959, described by M.o.T. specialist as in showroom condition, one owner, M.o.T. August 1978, £250 only for quick sale. Chapel-en-le-Frith (029881) 2936. (2345

LANCHESTER, 1938, saloon, mechanics sound, needs cosmetics, restore or spares, £160, no offers. Burton (Staffs) 61734 evenings. (2344

AUSTIN HEALEY 3000, Mk.II, 1963, one owner, black with grey side panels, wire wheels, overdrive, in excellent condition, £2,300. Tel.: Great Missenden (02406) 4387 (evenings). (2472

MGB GT V8, wedding forces sale, M reg., s/roof, radio, immaculate, £1,999. Weobley (Herefordshire) 437 evenings. (2470

MG TD2, 1953, completely restored, new radials, Konis, oil cooler, £3,000 approx. 051-652 1065. (2471

SEBRING HEALEY 3000, 1963, works car no. R9 (Hopkirk/Morley), unmodified, HSCC group II, offers. Clinkard, Assington, Colchester. Tel.: Bures 227378. (21680

FOR SALE—continued

MG-B GT V8, May 1976, flamenco/black, low mileage, undersealed, Webasto, sunroof, Waso alarm, 4 speakers, electric aerial, immaculate condition, £3,625 o.n.o. Phone: Tunbridge Wells (0892) 31557. (1322

ASTON MARTIN DB2/4, 1952, very good condition rebuilt engine, mechanically sound, body very good resprayed, a sensible offer, only reg. KWV 555. Phone 051-647 7718 daytime. (40547

1954 ROVER 60 in dual grey, one registered owner from new, 35,000 miles, taxed and M.o.T. tested, very original condition throughout, £1,100. Phone 01-393 6062 (Epsom). (1239

TOYOTA TWIN-CAM Celica GT, bronze metallic tinted glass, radio, etc., 21,000 miles, undersealed, in specimen condition, bodily and mechanically beautiful and rare car, £1,995. Tel.: Cheltenham (0242) 28989 after 8 pm. (1001

FIAT 132S 1800, 1973 (M), 50,000 miles, excellent example, £975, or might exchange. 061-445 2356. (99396

1962 ALFA Romeo Spyder, partially renovated, some work will produce beautiful Italian classic. Reasonable offers to Droxford (Hants) 625 after 8 pm. (21645

EX JENSEN owned C.V.8 test and publicity car, registration 12 REA featured in The Jensen Healey Story, nice condition, original, £1,275 or exchange plus cash. Sandy 80476. (21649

E-TYPE, 1968G, F.H.C., 26,000 miles, one owner, original excellent condition, £2,975. 01-235 7704 or Coventry 414914. (21647

TRIUMPH GT6, Mk.III, 1972, red, 45,000 miles, good condition, offers 01-979 8624 (2342

VAUXHALL CRESTA, 1955, excellent condition, 55,000 miles, 12,000 miles last 12 years, serviced every 1,000 miles, not licensed since Feb. 1976 due to owner's illness, M.o.T. test, driven only May 22 this year, new battery this month, garaged always, excluding oil and tyres £300 spent on it since 1961, A/C available, 2nd carb, ZX tyres hardly worn, retubed, 2nd pistons fitted, steering renewed 1970, price nearest £600 secures. Tel.: Harrogate 886918. (2341

TR4, 1963, white, hard and soft tops, overdrive, M.o.T. August, £450? Growing children force sale. 66 Redhill Lane, Tutbury, Burton-on-Trent 813310. (2349

BENTLEY R-TYPE, H. J. Mulliner lightweight saloon, 1953, education fees stimulate sale after 5 years reliable daily service, very presentable, sound coachwork and mechanics, silver over black, ivory leather, first cash over £3,000. Copthorne (Gatwick) (0342) 712363. (2347

CLAN CRUSADER, chassis no. 2, believed to be the first production 'Clan', fully documented history with special literature from the factory, black with black interior, tinted glass, Cosmics, perspex roof panel, new engine running in, all bills available, an appreciating asset in super condition. £1,495. 0434-83 596 day. (2350

TVR VIXEN S3, 1971, good condition, green, recent engine overhaul, 116 bhp, many extras including tow bar. M.o.T. Aug. '78. £1,200. Andy Walford, Bury St. Edmunds 63131. (21678

1930 ASTON Martin, very early short chassis international, mechanically completely original with special two seater body, rare and attractive car in good condition therefore expensive. Replies to Box No. 5578. (21676

FOR SALE—continued

140 MPH, air conditioning, fastest front wheel drive car in the world, superb 4 seater grand tourer with black hide interior, yes it is a Citroen FFI 2.7 Maserati engine, 5 speed box. This car is in superb condition having only covered 17,000 miles from new, private sale, £4,000 o.n.o., poss. trade. Ring (0473) 44874 eve., 911-914 356. (21678

JAGUAR S-TYPE, 1964, taxed, M.o.T., nice original condition, good tyres, battery (auto gearbox faulty), hence bargain, £250. Farnham Common 5707. (2474

OPEL MANTA 1.6S, auto (1973), used as second car, hence specimen condition, recording only 23,000 miles, £1,500, would consider part exchange for similar MGA coupe or Riley RM. Phone 024-458 855 (Chester). (2475

JAGUAR MK.10, automatic, 1966, tax, M.o.T., £230 just spent, beautiful engine that really motors and a good, solid, blue metallic, lovely looking body, respray would make it look a Piperoo, £550, no more, no less. Phone Knowle 5711 (Solihull, West Midlands). (2473

TRIUMPH TR6, 1975, white, 20,000 miles, hard and soft tops, overdrive, chrome wire wheels, tinted glass, all round two tone cloth trim, radio, cassette, full and half tonneau, head rests, reg. no. YPD 2 if required, £2,750. Romford 66276 after 6 pm. (2476

BENTLEY MK.6, twin pipe saloon, running but needs paint and metalwork, £950. Scott taken P. E. Smith, Cwmduad, Carmarthen. (2480

1926 HUMBER 12/25 tourer, original, lovely condition, £3,000, further details/photographs available, 031-445 2284 (Edinburgh). (2351

SS 100, reg. no. BSS 100, chassis no. 18016, completely restored two years ago and in superb condition, finished in dark blue with red leather upholstery and matching trim, substantial offers will be considered after viewing. For an appointment phone Dickleburgh 361 or write to David Barber, Semere Green Farm, Semere Green, Pulham Market, Diss, Norfolk. (2477

XK 150, F.H.C. 3.8. 1960, manual with overdrive, in very sound order throughout, used daily, much money spent, £1,950. Twyford (Hants) 712760 (evenings). (2479

TRIUMPH GT6 Mk III 'L' Reg. Overdrive, Motorola, tow-bar, HRW, Superb, but company car arrived! £1,250. Gravesend 66689. (2655

AUSTIN A35 1959 Saloon, Blue. Taxed MoT Dec, 31st 1977 Good order, £300. Tel: Dursley 2294 (2656

BLACK, 1937, Austin 10 Cambridge, believed 52,000 miles, recently resprayed, engine rebuilt and bumpers rechromed, new carpets, 2 new and 4 good tyres, M.o.T. 12 months, £785 o.n.o. Tel.: Templecombe (096 37) 401. (2912

DAIMLER 2½-LITRE V8, 1967, 63,000 miles, 12 months M.o.T., lovely condition both bodily and interior, Radiomobile, excellent tyres, automatic gearbox, could easily be made into a showpiece, an opportunity for the discerning investor, reason for sale, owner (JDC member) just bought 'E' type. £595. Fleet (02514) 22429 (Hants). (2913

MGB ROADSTER, 1972/3, overdrive, chrome Rostyles, Ziebart, tinted screen, Konis, electronic ignition, many extras, 40,000 miles, only used as second car, £1,325 o.n.o. Ring Martin, Sheffield (0742) 22028 day, 306861 evenings, but be quick! (2914

FOR SALE—continued

MG MAGNA, L type, 2 seater sports, 1933, 6 cylinder, o.h.c., rebuilt car, excellent driver and an investment, £3,950. Tel.: 01-385 1805 (Kensington). (2918

LOTUS EUROPA Special, 1973, white/black interior, 5-speed, alloy wheels, Sundym windows, immaculate, one owner car, £2,700. Maidenhead 27221 evenings. (2916

ALVIS SPEED 25 Charlesworth Saloon, 1937, all complete, mechanics very good, bodywork in need of restoration, £1,045. Tel.: 0270 68323. (2915

COOPER JAP, Mk.9, 1955, 500 cc, ex F3 car, rebuilt to original condition, ready to race, very competitive car, B.R.G., many spares, offers around £1,800 or exchange similar value Formula Junior. Tel.: Kingston Blount 51992 (Oxon). (2908

LANCIA AURELIA, 1951, Farina Coupe, original car, exhibited Motor Show 1951, 76,000 miles, 1750 cc, good condition, £1,400 o.n.o. Ashford (Middx) 54230. (2900

1962 MERCEDES 190SL, two seater, drophead, in outstanding condition and very beautiful, £3,500, exchange considered vintage or modern. Tel.: Boston (Lincs) 66141 evenings. (2903

MORRIS MINOR Convertible, 1963, white, certified 36,000 miles only by one lady owner from new, recent new M.o.T. licensed, genuine offers over £700. Rapley, Wayside Cottage, Homefield Road, Seaford. Tel.: 893520. (2910

HEALEY 3000 Mark 2, 1961, rebuilt fibreglass panels, aubergine/white, hard/soft tops, wide wheels, XJ6 tyres, Konis/Spax, Newman cam, £1,000. Stoke-on-Trent 272000. (2906

JEEP STORED last 16 years, 7,000 miles only, plus scrap Jeep for spares. Phone Hebden Bridge 3416. (2895

BRISTOL 406, excellent condition, rebuilt engine, restored interior, resprayed, rechromed, electronic ignition, towbar, hrw, first £1,600 secures. 0223 891964. (2898

1929 LEA-FRANCIS 12/40, 2 seat roadster, Meadows engine, car excellent throughout, current M.o.T., written offers around £3,500. To: The Advertiser, Corner Cottage, Hildersham, Cambridge. (2898

TR6, JULY 1973, mimosa yellow, hard top, overdrive and radio, in mint condition, low mileage, £1,750 o.n.o. Tel.: Soulbury (Bucks) 239. (2901

JAGUAR 2.4, 1961, Mark II, 63,000 miles, new M.o.T., exhaust, tyres and cylinder head overhaul, £460 o.n.o. Tel.: 01-856 2499. (2904

1948 ARMSTRONG Siddeley Hurricane, dhc, 55,000 miles since new, A.S.O.C. concours winner, dark brown with tan, three position hood, radio, heater, pillar lamp and spotlamps, a beautiful car in immaculate condition, offers over £2,750. Tel.: Malone 01-648 5418. (2907

JAGUAR MK.II, 3.4, manual o/drive, 1965, indigo blue coachwork, red hide upholstery, one elderly owner from new, complete with all original documents including log book, full history and all stamped up service documents, 90,000 miles, absolutely pristine condition, £1,195. Daimler 420, 1968, indigo blue/grey leather upholstery, 77,000 miles (newly built engine by Jaguar specialist, bill £400), absolutely mint condition (comparable with a 1975 XJ6), £995. 01-458 7817 (London). (2889

CAPRI 3100R/S, 1974, fully blueprinted, lowered, loaded etc., only 500 built by Fords Racing Division, many extras, one owner, 38,000 miles, good condition. £1,895. 01-458 7817. (2887

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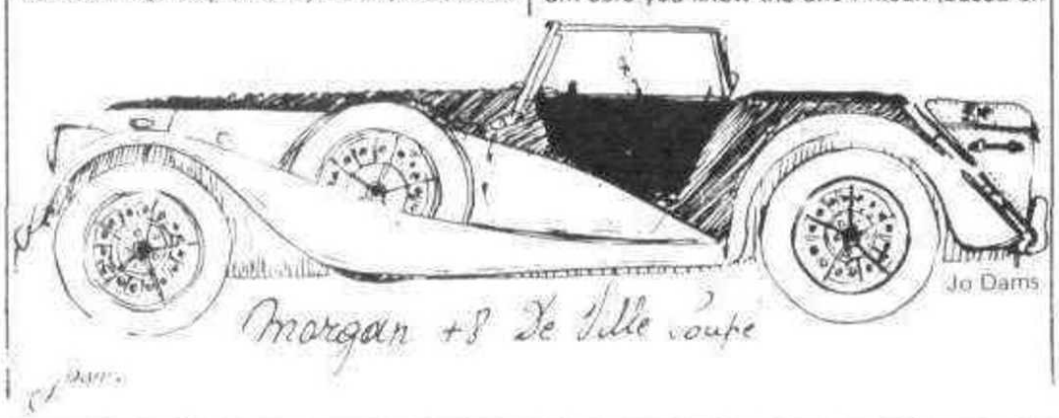
We sell sports cars, beautifully kept (the previous owners sold them and wept). **Morgan 4/4,** 1969G, brown with tan hood and sidescreens, Brookland steering wheel, rear bumper, bonnet strap, wire wheels, rebuilt ash body frame (at Morgans) last year. Sold by us some years ago and now traded in for newer 4-seater. **Morgan Plus 8,** 1975, signal red, bonnet strap, radio, headrests, has lived in Cheshire but would no doubt adapt to warmer climes. **Morgan 4/4 4-seater,** 1976 (November), royal ivory with red leather, wire wheels, another up-North Morgan. **Morgan 4/4,** 1976, pale pink, wire wheels, bucket seats, rear bumper, air cleaner, one owner. **Morgan 4/4 4-seater,** 1972L, signal red, tonneau cover, bonnet strap, spotlights, bucket seat, has passed through these doors no fewer than 3 times, last owner ("nice bloke") exchanged it for newer 2-seater. **Morgan Plus 8,** 1977, grey, reclining & folding seats, 5-speed gearbox. **Morgan 4/4 4-seater,** 1975, black, red leather, reclining & folding seats, wire wheels, door handles, clock, one owner, good registration number (10 and 2 letters), reversing lights, air cleaner, West Country car. **Morgan 4/4,** 1974, Golden yellow, wire wheels, bucket seats, rear bumper, tonneau cover, door handles, sold new by JBG to one owner, schoolteacher, expanding family (usual story). **Morgan 4/4,** 1971K, metallic green, stereo/radio, aeroscreens (detachable, by dear old Mr. V. W. Derrington, whose "Deep-Note" exhaust systems resonated in my dreams for about 2 decades), this car is accompanied by "n" bills for extensive work carried out to the stringent specifications of Morgan-Club-fanatic-now-Plus-8-owning previous owner. **Morgan 4/4,** 1971, Cambridge blue, bucket seats, radio, wing mirrors, rear bumper, tonneau cover; a car which we supplied to its last-but-one owner (Dr) and we've kept tabs on it ever since. **Morgan 4/4 4-seater,** 1973M, deep brunswick green, wire wheels, strapped bonnet, bumpered rear end, handled doors, sold by us 18 months ago to a chap called Mr. Stagg. He's now bought a Triumph you-can-guess-what. **Morgan Plus 8,** 1970, orange chrome, black trim, spare wheel cover, chrome luggage grid. **TVR Vixen 1600,** 1971K, orange, rear window wiper. **TVR 3000M,** 1973, dark blue, sunroof, radio, one owner (BBC wallah) fitted new engine some while ago. **TVR 1600M,** 1975, green, sunroof, radio, wooden dashboard, alloy wheels. **TVR 1600M,** 1976/77/R, red, sunroof, reclining seats, vinyl top, one owner. **TVR Taimar,** 1977, white with brown model band, oatmeal trim, sunroof, overdrive, radio, Wolfrace wheels, one owner. **MG Midget,** 1973, blaze with dark blue or black interior (can't quite tell which, as this car belongs to two dogs called Gladstone and Disraeli who have left a few hairs here and there around the interior). I say "belongs" rather than "belonged" as these dogs' master, a sailing crony of mine, has asked me to park the car at Arkley and accept the first not-unreasonable offer that comes along, so obviously there's no service or guarantee but he doesn't want too much for it. **MGB GT V8,** 1974N, bracken (latterday bronze yellow), sunroof, overdrive, radio, furry seat covers, front end spoiler, late property of member of the local cop shop (not my description, taken verbatim from this month's "Dear John" letter). **Panther Lima,** 1977, black with red panels, chrome wire wheels, laminated screen, front spoiler, the best condition second hand car I've ever seen. **Aston Martin, DB2-4, Mk.III,** blue, wire wheels, one owner in the last 10 years, wire wheels, astonishingly quiet engine. **Jensen Healey,** 1974, tangerine, radio &c. **Arkley SS,** 1975 based and 1977 converted, 1275 engine, damask red with gold pinstripe, Wolfrace wheels. **Arkley SS,** about which I know absolutely nothing except that it should be here by Nov. 1st. Also, I know someone who knows someone else who wants to sell an 'L' registered Chevy **Corvette Stingray,** colour red, engine size 7½ litres. **NEW MORGAN:** We have a new, unsold, cancelled order Morgan 4/4 arriving very shortly in black with chrome wire wheels, bucket seats, bonnet strap, spare wheel cover, grid outside door handles and Underseal, but will adopt our normal course of offering it 'Down the line" to people at the top of our waiting list until someone accepts, so if your pulse raced at the mention of this car, kindly tell them to desist. Demo. cars, brochures and order blanks are as ever at your disposal, but there is a long waiting list (and I mean years, not months). **NEW TVR:** November 1977 is TVR Superdeal month at JB, and I'm sure you will want to congratulate me for thinking of such an original sales slogan. It means, we offer a choice of no-cost extras on any new TVR bought in the next couple of weeks, and this is a JB special, not factory sponsored and not available from other TVR dealers. We have a number of new TVR's in stock and coming from the factory soon; colours include Jaguar Racing green, metallic blue, red, and silver + gunmetal. All are Taimars with the 3-litre unit. **ARKLEY SS:** I am writing this before, and you will be reading after, what we hope to have been a triumphant Daily Express Motor Show for the Arkley, which we haven't exhibited since they stopped having Racing Car shows. We are hoping to fit on to a stand the size of a pocket handkerchief: the Prodsports racing TVR 1600M, an Arkley SS (no problem) and another sports car, a kind of junior Panther, I am sure you know the one I mean (based on Triumph Spitire mechanicals) but I cannot for love nor money remember the name of the damn thing. Please excuse this oversight, I've been sitting at this typewriter for 3 days and nights and one tends to get a bit hazy. Also, during the aforementioned 3 days a couple of cars have arrived: **Lotus 7 SIII,** 1970, 1600cc power unit, polished alloy and aluminium. **Lotus Europa,** 1972 Twin Cam, yellow, another Cheshire vehicle. Book Dept.: We have "Morgan" and "More Morgan" both by Gregory Houston Bowden (a name which I consider ideally matched to the character and pedigree of these cars), £5.95 apiece. The more sleekly-named Peter Filby has, appropriately enough, written "The TVR Story" at £6.50 post free. Two new books this month: "The Four Wheeled Morgan Volume One", by Ken Hill, £5.45 post free. (Personally I *preferred "The* One Wheeled Morgan Volume 4" by the same author). And a slim Volume from "Autocar" entitled "Morgan Sports", price £1.50, postage 20p or post free with any of the other books. As a matter of fact we're giving up the second hand car game and going into books and pets – I notice that apart from the incorrigible and non-resident Rupert, we now have more animals than mechanics at Arkley: "Brutus" – an evil-looking black 4-legger, "Towzer" a similar but unrelated version of the same marque (semi-labrador I should think), and the undoubtedly related latest additions, of the tabby cat persuasion and named "Morgan" and "Taimar" respectively. Morgan lives in a box of cleaning rags in the main workshop, Taimar has claimed a shelf in the service bay, Towzer sits between Nysha's legs and the electric fire in the office, and Brutus slinks about after Sydney most of the time. You'd think they would have something better to do. The hardtop we advertised last month is for a Midget not an MGB, it's second-hand not new, and it doesn't belong to us anyway, I am told. Arkley SS kits are in stock on a hand-to-mouth basis, and what we have at the moment are at pre-increase price. Open to 7pm weekdays, 6pm Sats., closed Sundays.











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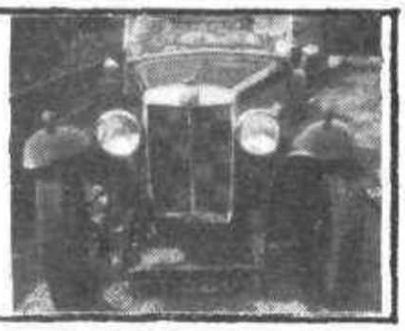
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M.G. L, 1933. Saloon needs restoring	£1,900
M.G.J1, 1933. Last owner 41 years	£2,000
M.G. TC, 1949. Immaculate B.R.G.	£3,400
M.G. TC, 1946. Needs restoring	£1,750
M.G. TA, 1938. Concours winner	£3,000
M.G. L, 1933. Jarvis body (restored)	£1,650



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FOR SALE–continued

BENTLEY R TYPE. Brown/yellow. 69,000 miles. Good interior & exterior. Renovations almost completed. AA report available. Highest offer. Write 25 Ferncroft Ave., London NW3. Flat 1. Phone: 01-435 2902. (3313

TR6-TR6-TR6 (1975). One of last of this genuine British sports car. In carmine red with black interior. Hard and soft tops. Radio, stereo, electric aerial, taxed. Only 26,000 miles with service history and bills. Absolutely mint condition. Offers around £2,750 01-942 8864 Evenings. (3314

LOTUS 7 1962 Series II. Totally rebuilt to Series III specification. Absolutely immaculate. £1,500. 0924-470297. (3271

1972 TVR VIXEN 2500. Sundyms, sunroof, new Strombergs, registration BMA 1K. New MoT, taxed, excellent. £1,440 or exchange Healey 3000. Redhill 66789. (3272

420G JAGUAR 1967, 41,000 miles, long MoT, taxed, very good condition auto, radio. A bargain at £695. 061-724 6062. (3273

AUSTIN COUNTRYMAN, 1954, 10 cwt. 1,200 cc. Gold Seal engine 20,000 miles only. Complete mechanical and body overhaul includes new K/pins, wiring loom, oil seals, brakes. Body panels replaced. Undersealed. Built like tank. Useful container for children, cats, police. Year's MoT. Not greedy at £340. Box No. 5594. (3274

TWO BMW's. 3.0 Coupé, automatic, 1972, blue, and 3.0 Coupé manual 1972, blue. Both available at trade prices. Details Southport 40047. (3274

PEUGEOT 504 Cabriolet. Feb. 1973, metallic blue, Wolfrace wheels, stereo. 2 litre PI. A smart, rare drophead. £2,900 o.n.o. Phone Marton Heath (Cheshire) 280 or 061-941 2313 Office. (3241

LOTUS ELAN +2S130. 1971 'K' reg. 36,000 R.M. radio, chrome wheels, usual Lotus refinements, excellent condition throughout. £1,850. Malvern 5408. (3317

JAGUAR Mk 5 Saloon 1949. 6 cylinder 2663 c.c. engine. 4 speed manual gearbox, prussian blue coachwork with fawn interior, excellent condition. 1 year's MoT. Price £1,900 o.n.o. Mr. C. M. Mitchell, 7 Sanday Road, Aberdeen, AB2 6DS. Tel: (0224) 36848. (3242

1924 MORRIS 'Bullnose' Cowley 4 seat tourer. Excellent condition, re upholstered, re-painted, re-wired. Runs beautifully. £4,950. (Vintage/PVT exchange considered). Tel: Worcester 840252. (3243

MG Z8, 1957, completely restored, two tone grey, maroon upholstery, collector's item, 1 yr. M.o.T., £600. West Mersea 3840 (Essex). (3045

ROLLS-ROYCE Cloud III, 1964, history, low mileage, absolutely rust free, has been in South Africa since new, this Rolls will be expensive (U.K. rot is too!) but the discriminating buyer should not miss this opportunity to acquire an original, immaculate, corrosion free Cloud. Box 9546, Johannesburg 2000, South Africa. Tel. 643 3928 (Jo'burg). (3070

PEUGEOT 304GL, extremely economical family estate, manufactured 1976, registered October 1977, metallic blue, 16,500 miles, £2,250. Hook 3227 (Hants). (3071

JAGUAR S-TYPE 3.4 saloon, 1968, 57,000 miles, automatic P.A.S., opalescent maroon, M.o.T. July 1978, one of the finest available, £1,500. Tel.: Ripon (Yorks) 3753. (3068

MORGAN 4/4, 1959, good condition, new engine, chassis, hood, etc., taxed and 11 months M.o.T., realistic offers. Phone Kingsbridge 3112 (evenings). (3069

ALFA ROMEO 2000 saloon, 1974, Italian red, all usual refinements, P.B., radio, stereo tape player, new exhaust system, lovely condition throughout, for quick sale £1,495. 051-709 9622 ext. 247 (office), 051-336 4644 (home). (3072

GILBERN INVADER Estate, beige, overdrive, sunroof, tow bar, new clutch and shock absorbers, £1,750. Northallerton 70170 (Yorks) evenings. (3066

1927 ALFA Romeo P2 racing car, clockwork model, original paintwork, No.2, length 21", to be sold by Christies, South Kensington, Tuesday, 15th November. (3060

GILBERN INVADER, Mk.III, 1973, black, tulip auto, mechanically good, new exhaust, 65,000 miles, hence £1,800 o.v.n.o. Baschurch (Salop) 766 weekends. (3063

LANCIA AURELIA GTB20-3893, 188 GBL, running, no M.o.T., complete, stored garage two years, view Horsham, £500, offers, Mayo, Tel.: (day) Slough 28311, (evenings) Maidenhead 22739. (3061

1966 HEALEY 3000 Mk.III, all replacement steel wings, bootlid, inner & outer sills, resprayed original ice blue over white, Radiomobile, w/wheels, Konis, ZX, rebuilt clutch, gearbox, engine, plus new exhaust & hood, a superb example, £3,250 o.n.o. Tel. 01-997 5614. (3067

ASTON MARTIN DBIII, 1959, professionally restored throughout and now in superb condition, £3,500. For details phone Ringwood (Hants) 6952. (3064

1936 FIAT 500 Topolino, light green, recently completely professionally restored to first class condition, not yet run in, £950. Brixham (Devon) 3001 (evening), Newton Abbot 3815 (day). (3065

SCIMITAR GTE, 1972, manual/overdrive, Shetland blue, black interior, Halogen headlamps/spots, alloy wheels, tinted screen, electronic ignition, well maintained, £1,850, no offers. Tel.: Coalville 34665. (3058

MINI COOPER 'S' Mk.2, 1275 c., 1969, by original owner as standard, never raced or rallyed, 11 months test and tax, excellent condition, new ZXs etc., 43,000 miles, offers around £750. Sheffield 661417. (3062

ROVER 90, 1959 model, overdrive, two tone grey, immaculate blue leather interior, new rear shock absorbers, reconditioned carburetter, taxed January 1978, M.o.T. June 1978, £365 o.n.o. (Daventry) 03272 2591. (3054

MG-B ROADSTER, 1973 (M), bronze yellow, overdrive, servo brakes, radio, tonneau, 39,500 miles, 10 months M.o.T., absolutely immaculate, £1,450 o.n.o. Sheffield 663861. (3055

ROLLS-ROYCE Silver Cloud III, 1964, smoke and sage green, unmarked throughout, a very exceptional Rolls, £7,975, 04216 7442. (3056

1968 SILVER Shadow, fridge, Sundym, Caribbean blue over shell grey, outstanding condition throughout, £7,500, finance arranged, 04216 2140. (3056

MG M-TYPE, half rebuilt as 12/12 replica, new body fabric, aluminium wings, tyres, aluminium side valences, new crankshaft, rods, special pistons, etc., much work completed, very little money needed to complete, £1,300. 061-366 0541. (3052

DAIMLER V8 saloon, 1966, has had little use (35,000 miles), therefore bodily and mechanically excellent, M.o.T. etc., paintwork not perfect, hence £585 o.n.o. 01-607 2997. (3050

TRIUMPH STAG, March 1973, blue, black interior, manual overdrive, hard/soft tops, radio/8 track stereo and electric aerial, new tyres, burglar alarm, £2,500. Tel.: Southport 75846. (3051

FIAT 130, V6 automatic saloon, November 1973, speedo reading 35,000 miles, usual refinements, outstanding performance, £1,400 for quick sale, Tanworth in Arden (Warks) 2271. (3053

TVR, Nov. 71, K reg. 2500 cc, white with black int., s'roof, overdrive, taxed & M.o.T. exc. cond., £1,300 o.n.o. Austin 1300 cc GT, 1972, white with black interior, taxed and M.o.T., new gearbox, exc. cond., £650 o.n.o. Tel.: Macclesfield 31857 (Ches). (3047

LOTUS SPRINTS, 1973, tawny/white, Sundym, sunroof, 33,600 miles, 1973, metallic blue, 34,300 miles, £2,650 and £2,500. Derby 515282. (3043

PORSCHE 911L, 1968 sportomatic, r/stereo, 51,000 miles, schedule serviced, no known faults, taxed, £1,975. Barnstaple 0271 2620 after eight. (3048

LOTUS CORTINA, 1969, highline dash, excellent condition, 14,000 miles on this rebuilt engine (1650 cc), Rostyles, £685 o.v.n.o. Phone Cradley Heath 66917 (West Midlands). (3049

1959 FROGEYE Sprite completely restored to original condition from floor up, bright yellow body with black interior, £750. Tel.: Troon 313406. (3044

FIAT X1/9, metallic orange, delivery mileage, registered May 77, £3,395. 01-980 9149 office, 01-981 2346 home. (2947

JAGUAR 420G, 1969, P.A.S., automatic gearbox, white coachwork, good condition, £995. Box No.5591. (2942

1935 4-DOOR Morris 8 Saloon in running order, bodywork good, some roof repairs needed, two owners, £750. Box No.5590. (2943

BUGATTI 43A, 1927, 2 seater roadster, very complete and original, two spare wheels, superb condition, would exchange for road equipped G.P. or possibly a joint deal, 43A plus very fast 35B. Replies to Box 5587. (2892

CLAN CRUSADER, 1973, 26,000, 998 cc, blue sunroof and all usual refinements including radio and stereo cassette, £1,225, Watford 32278. (2974

BMW 2000 Touring, Sept. 1972, black, very good condition, M.o.T. & Tax, £1,495 o.n.o. (H.P. arranged). Write R. P. Fish, 48 Conleigh Road, Malvern, Worcestershire or Tel.: Malvern 2398/2593 (office). (2971

SUNBEAM TALBOT 90, Mk.II, a convertible Coupe, sound condition, practical investment, only £425. Tel.: Milford on Sea 5448. (2975

LOTUS 7, 1959, partially dismantled, highly tuned 100 E, c/r gears, £600 or exchange pre-war M.G. same condition, W.H.Y. Tel.: Brockenhurst 2246. (2976

P REG., red, Audi 100GL, one owner, 25,000 miles, £3,300. Phone Mike Bell, office hours 051-639 7771, after hours 051-336 3734. (2977

LOTUS ELITE, 1974, brown, beige cloth trim, P.A.S., £900 engine rebuild 1,500 miles ago, year's M.o.T., slight crack in windscreen, hence price £3,750. Tel.: 0843 291059. (2978



FERRARI 275GTB. Two owners, very low mileage, concours.



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£2,750. JAGUAR XK120 ROADSTER. Louvred bonnet, twin aero screens, believed racing history, stark but solid and very cheap.



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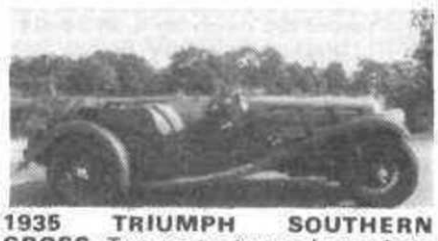
£2,250. SUNBEAM ALPINE. Concours, silver blue, floor change, rev. counter etc.



£2,250. 1949 ALLARD 'M' TYPE D.H.C. Fully restored, silver/maroon interior.



AUSTIN HEALEY 3000 Mk.III. LHD, low mileage, mint condition.



1935 TRIUMPH SOUTHERN CROSS. Two seater tourer, long wings, twin spares, rare and pretty car.



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FOR SALE–continued

JAGUAR 420G, 1970, two owners, 30,000 miles, private sale, £1,000, no offers. Lucas, Bournemouth 731302. (2894

VAUXHALL WYVERN, 1956, 30,500 miles, very sound, £295 o.n.o. Miss Burden, Bournemouth 731302. (2894

LANCIA FULVIA 1.6 HF Lusso, 1972, 2 owners only, Immaculate, rustfree, grey/bronze metallic, black cockpit, well maintained, h.r.w., mag wheels and new XVS tyres, best offer around £1,550. Tel.: Stow on the Wold 30554. (2899

E-TYPE ROADSTER Series 1, 1967, lovely car, finished in white with black trim, superb body condition, nice driver, £2,675. 01-458 7817. (2887

TRIUMPH 2.5PI K regd, immaculate, radio, overdrive, PAS, towbar, Bedford 712063 E&WE.(3297

DAIMLER V8 250 probably the most original and concours 250 in the country. Gleaming midnight blue with red leather, as new interior, as new engine compartment. 1967 24,000 miles with one perfectionist owner. MoT, tax. £2,500. 01-504 2064. (3298

UNUSUAL AC Bristol, exported Paris, April 1956, r.h.d., Henri Chapron coachwork, very sound mechanically and bodily, needs trim and chrome details finishing, spares include complete rear axle assy., tank, screen, wheels, car in Antibes, offers around £5,500. Headley Down 2147 (Hants).(2884

ROVER 110 1964. One owner, all service records and bills from new. MoT, tax, all mileage logged, always serviced by same dealer, £1,000. 01-603 9542. (2886

MORGAN PLUS 8, ivory, red interior, tonneau cover, delivery mileage only, £7,000. Phone day 01–739 7488, evening Potters Bar 58531. (2878

1935 RILEY Falcon, running, not taxed, small amount of work for M.o.T., numerous spares, offers Collingham Bridge 2626. (2885

1966 ALFA Giulia Spider, red, white upholstery, M.o.T. Sept. 78, very fast car, but needs some restoration (carpets etc.), £650. More details from 0734 22253. (2876

ASTON MARTIN DB6, 1969, superb example, metallic olive, black leather, chrome wire wheels, electric tinted windows, 5 speed manual, sunroof, 56,000 miles, new tyres, exhaust etc., maintained regardless of cost, £4,500. Dorking (Surrey) 2252 (day), 6030 (home). (2881

FERRARI DINO 246GT, 1971, red, new tyres, nudge bar, attractive example, £5,250, might exchange. Dorking (Surrey) 2252 (day), 6030 (home). (2881

FOR SALE–continued

TVR TURBO, December 1976, white, 12,000 miles, all but two extras, engine Broadspeed blueprinted, ultrareliable Turbo conversion by Allard includes electronic ignition, water injection, increased radiator, two fans, limited-slip differential, stainless steel exhaust, Spax adjustable shocks, etc., mint condition, offers around £6,500. Wheatley 3164 or 01–941 2194. (2883

JAGUAR 'S' type, 1966, automatic, hrw, all usual Jaguar requirements, gleaming cream coachwork, cherry-red leather interior matching trim, first-class condition, offers. 0926 21656 evenings and weekends. (2893

HISTORIC RACING car: J.B.W. Maserati, single seater, rear engined racing car, 2.5 litre Maserati twin overhead cam, injected engine, 6 speed box, very famous ex Brian Naylor car and sole survivor, very competitive and eligible HSCC or sprints, must be a winner every time subject to brave driver, a most reliable and trouble free history, offers. Tel.: Bolton (0204) 50694. (2882

MORGAN +8, M reg., yellow, black interior, £3,750 o.n.o. Phone 0272 872545. (2880

1936 ALVIS Speed 20, 4.3L special, the ex-Mike Cairns car, highly successful VSCC circuit and hill climb, Silverstone Club 1.18, Shelsley 42.2, road equipped, ready for next season, £6,500. Tel.: Milton Keynes 563345. (2873

1933 AUSTIN 16/6 Berkeley saloon, engine restored, resprayed, required, some work required to finish, spare engine, g/box, f/r axles, £950. Camberley 20419. (2875

MGB GT, V8, October 1975, P reg., red, 11,500 miles, radio, rust-treated, £3,150. Tel.: St. Benet's 380 (Norfolk). (2874

1928 FOUR-DOOR Berliet 12/25 tourer, right-hand drive, £1,000 spent, mostly on radiator (now as new), wooden wheels, tyres and tubes, otherwise unrestored, most original and complete (even hood), £1,750 o.n.o. Wilkins, Barham (Kent) 666. (2877

1921 ROLLS-ROYCE Silver Ghost, from Adrian Liddell's private collection due to acute W.O.-itis. My well known Fergusson bodied Ghost original and stately, just home from a 7,700 mile trip to Bombay without trouble and in generally excellent condition, £27,000. Also a number of excellent and desirable motorcycles including 1913 Lea-Francis, 1922 Norton, OHC AJS's, Velocette KTS, Rudge, Brough Superior, Coventry Eagle flying eight, etc. Adrian Liddell, Westover Farm, Goodworth, Clatford, Andover 2937. (21879

FOR SALE–continued

LANCIA 1.3 Zagato, 1972, orange/pink, 45,000 miles, Ziebarted, Piranha ignition, Motolita steering wheel, radio, very good condition, £1,200. Tel.: 01–776 7778. (2879

1949 ALTA Grand Prix car, later raced as Alta Bristol known as IRS by Joe Kelly, needs rebuild-complete with Riley engine, best offer over £4,500. C. Stewart, 01–629 2080. (21870

3½-LITRE LAGONDA, 1935, less engine, £525. 3 litre engine, £500. Also 1930s tourer windscreen, 21 years of 'Motor Sport', £15. Phone Fleet (Hants) 21662. (2643

LOTUS ELAN 1965 S2 DHC hard/soft top. Very good condition. New drive couplings, new front chassis members, front dampers. MoT, Tax. £995. 0543 490282. (3258

ASTON MARTIN DBS6. Blue/beige trim. Manual Vantage. Excellent condition, as seen autumn and summer concours. Complete engine rebuild 5,000 miles ago. Inc. clutch, front, rear suspension, shock absorbers, springs, exhaust etc. (Spares bills £1,500) £3,995. Genuine reason for sale. Bishops Waltham 04893 3189. (3259

SUNBEAM ALPINE 1962. Hard/soft tops, tonneau cover, overdrive, taxed, tested till August, 75,000 miles, beautiful little car. Now rare model, haggling begins at £525. 93 Barlborough Rd, Clowne, Nr. Chesterfield, Derbys. (3260

LOTUS ELAN S4/SE FHC 1970. One owner, only 30,000 miles. Yellow. £1,400. 0284 4853 evenings (Suffolk). (3262

ROLLS-ROYCE Silver Shadow, 1968, Regal Red, black trim, 52,000 miles, Sundym screen. New tyres. Taxed 1978. £800 recently spent. Immaculate. Private sale. £7,395. Phone: Day 0273 28639, Evening 0273 777996. (3261

1932 MG J2 for rebuild, all important components, some new. P/ex L/N 4 seater or sell £1,000. Write: A. White, Turle House, Somerton, Somt. TA11 7NZ. (3264

1922 MORGAN POPULAR. Original, reliable, concours winner. Believed only example of this model left. Offers over £3,500. Groves, Thatcham 62741 Ext 284 (office). (3265

VERY LATE C spec Daimler SP 250. Unique car near original condition. Engine completely rebuilt 10,000 miles ago. New hood, hardtop, tonneau etc. Full history. Only two owners. £2,250. 248 3751 or 839 6021 (eves). (3267

FROG-EYE SPRITE. Outstanding original, all steel example, blue, with hard top. £595. Heath, West Monkton (0823) 412691 Somerset. (3244

FOR SALE–continued

MUSTANG COVERTIBLE 302 1970. Last of the classic shape. One owner from new, service records. P.A.S. auto. Radio/tape, powet hood, metallic blue, set off by brand new Wolfrace wheels. White wall tyres, distinctive reg plate. This car is pristine and really must be viewed to be fully appreciated. £1,500. Southampton 769582 (3266

TR6 ROADSTER 1973. Low mileage, excellent condition, MoT'd and taxed, overdrive & other extras. Reluctant sale. £1,575 o.n.o. 0793 763554 (Evenings). (3269

1947 MORGAN F Super. Red/silver. Concours condition after complete and professional rebuild, reconditioned 100E engine 250 miles only. Terrific investment. £2,000. Potters Bar 54092. (3270

AC ACE 1955. Resprayed red, original trim, very good condtion, MoT. £3,350. 061-427 1876.(3304

LANCIA APPIA saloon, series 3, 1090 cc, V4, 40-45 mpg, 90 mph, MoT April 78, recently refurbished throughout by Lancia expert. £550. Berkhamsted 4127. (3305

MERCEDES 250 SL sports h/top, s/top, P.A.S., auto, radio, cassette, a truly magnificent car that will surely appreciate in value. A very fine example of this much sought-after car. Might consider cheaper car in P/ex. Finance arranged. Realistic price of £3,350 for rapid sale. Please phone 061-437 1220. (3308

1973 RENAULT 17TL Coupe. Detachable hardtop, full length electric sunroof. Radio, tape, tax, tested, 47,000 miles. Fast economical transport. Cheaper car considered in part exchange. Finance arranged. Sensible price for quick sale £1,095. Phone: 061-437 1220. (3308

DAIMLER V8 Automatic, G Reg. Taxed August 1978. £550, good condition. Hatfield 71508.(3309

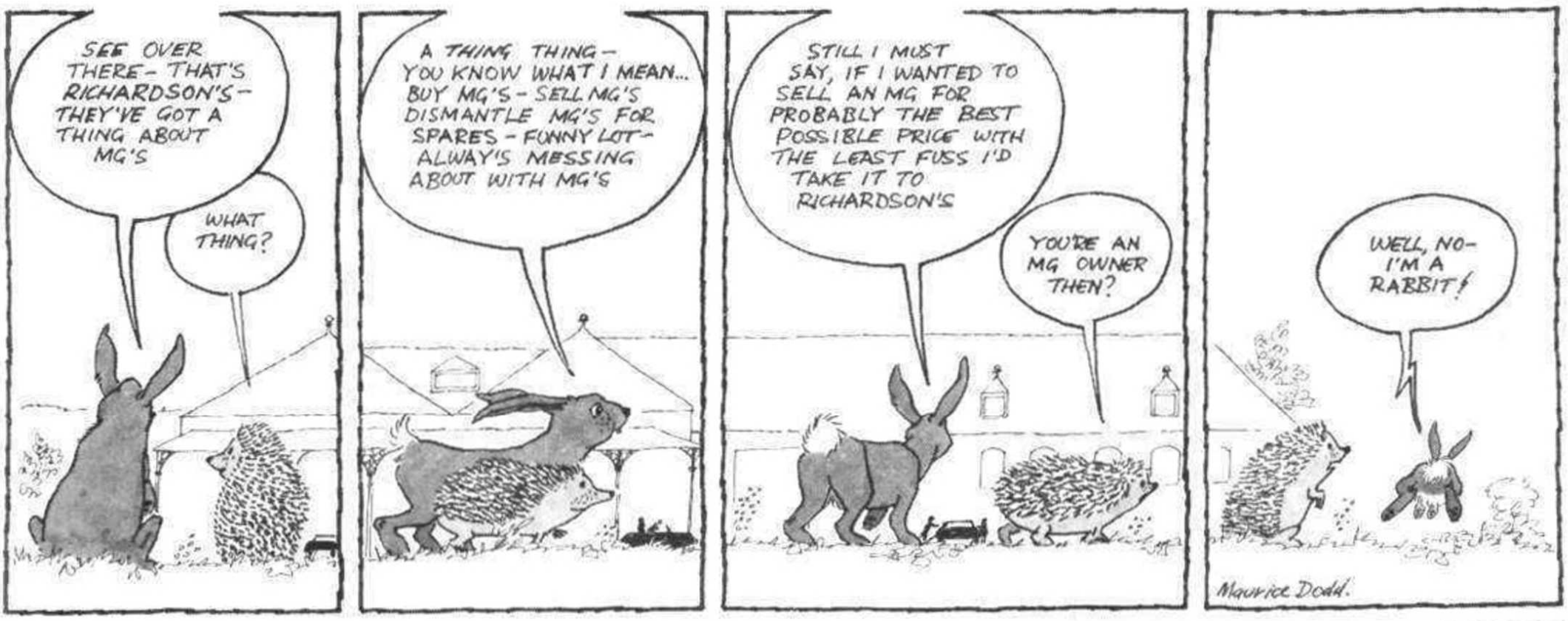
TRIUMPH GT6. July 1974, M reg, magenta/black trim, Sundym glass, radio, hrw, undersealed, one owner, 22,000 miles only. £1,595. Tel: Hereford 2363. Shop hours. (3312

MORGAN PLUS 4. Outstanding condition, two previous owners. 1960, 73,000 miles. Laurence Tune 2.2 Litres. Decambered front end. Lightweight body. Many extras, must be seen. Full AA report available. Best offer. Write: 25 Ferncroft Ave., London NW3. Flat 1. Phone: 01-435 2902. (3313

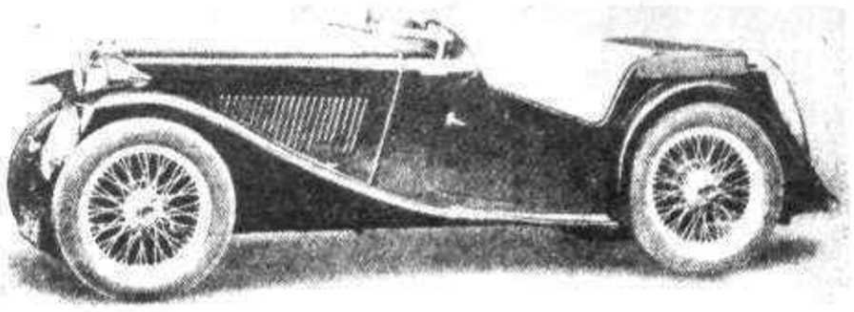
LANCIA BETA 1600 Coupe. July 1976, 11,000 miles, sunroof, radio, Endrust. £2,900 o.n.o. Cwmbran 61808. (3315

SCIMITAR GTE 23/11/71 'K' reg. Automatic, silver/black vinyl roof/black interior. Radiomobile stereo/radio. HRW, rear wiper. Taxed July 1978, immaculate condition. £1,775. Malvern 5408. (3317

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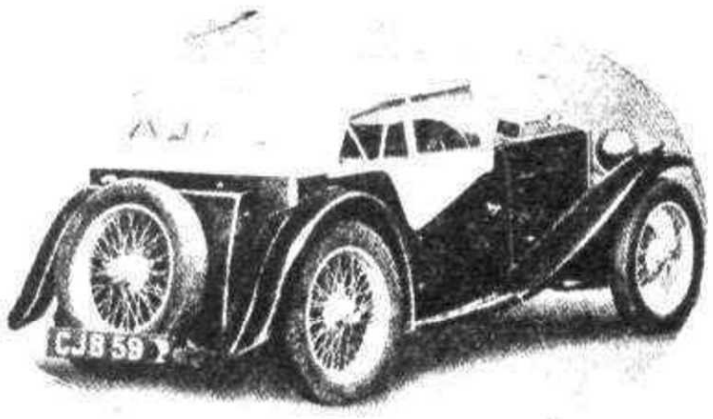


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DAIMLER V8-250, 1968, auto, PAS, beautiful black, red trim, taxed, M.o.T. Feb., very nice condition, 2 careful owners, 47,800, bills recent top overhaul, brakes, U.J.s, etc., attractive appreciating car, £1,350 o.n.o. Tel.: Kingston Blount 51316 (Oxon). (2976

TR4A IRS, 1966, 32,500 miles, all original conifer green bodywork, wires, long M.o.T., new clutch, this is one of the very best, time wasters not appreciated, offers over £1,500. 01-995 3064 (evenings). (2946

1937 STANDARD 'Flying 14', 4-door saloon, exceptional condition, 24,000 miles from new, stored 27 years (until 1973/4), no rust, M.o.T. until April 78, all in working order, must be seen, £1,100 o.n.o. Box 5589 (Suffolk). (2194

1931 MG 'C' type replica, collection of parts to build up, offers around £750. Upton-on-Severn 2788. (2949

AUSTIN TWO-SEATER dickey tourer, 1934, rebuilt, little work to complete, space needed, best cash offer accepted. 2 Wayside Ave., Maybank, Newcastle, Staffs. (2958

1934 ROVER drophead, very good original condition, engine rebuilt, etc., £1,950. Coventry 414914/01-235 7704. (2943

AUSTIN 7 box saloon, 1934 chassis, chrome, trim all completely professionally restored to highest possible standard, over £800 spent, requires assembly, potential concours example, offers in region of £1,100, serious enquiries. Phone M. Grassie, Kidmore End 2443. (evenings) (2953

MORGAN +8, new Oct. 15th, alloy body, 5 speed box, regency red, tan leather interior. Ashwell (046274) 2402. (2954

MG MIDGET, September 1974, 1275cc, rustproofed, citron, black trim; tonneau, 29,000 miles, £1,250. 021-355 3341 (Birmingham). (2945

1955 ROVER 90, tax to Dec., M.o.T. to Feb, Freewheel, bench seats, recent de-carb, exhaust valves, silencer, good tyres, original H.M.V. radio, handbooks, pump, jack, etc., £180. Phone Corsham (Wilts) (0249) 713728. (2948

WOLSELEY SUPER Six, 21 hp, 1937, Series II, black over blue, mechanically excellent, taxed and M.o.T., requires finishing, £775 or offers. Reading 473623. (2952

ROLLS SILVER Cloud 1, 1957, P.A.S., sand over sable, fine condition, £5,950, Gaylard, Taunton 412454. (2951

MG-C ROADSTER, rebuilt 2,000 miles ago, magnificent, about £1,375, would consider interesting p/ex. Rochdale 33516. (2941

WOLSELEY 4/44, 1953, M.o.T., Feb. 78, good body, good mechanics, £180 o.n.o. 29 Durley Ave., Cowplain, Hants, Fareham 81678. (2950

LOTUS ELITE, Series 2, 1962, Stage 3, ZF box, 52,000 miles, red, complete suspension rebuild, brakes renewed, 10 wheels, 5 original (tatty), 5x7" chromed spoked, well shod, £1,650 o.n.o., private. Tel.: Reading 61610. (2955

1962 +4 Morgan, dark blue, rebuilt engine and body, in very good order, £3,000. 1911 S.C.C. Burrell, 2 speed traction engine, recently completely restored, full boiler pressure, £7,000. Would sell both above for £9,500. A real bargain! Tel.: Headcorn 890211. (2964

FOR SALE—continued

AUSTIN HEALEY Sprite, Mk.IV, 1969, 1275 cc, 10,000 miles on new engine, w.w., bodywork immaculate in metallic blue, M.o.T. 10 months, £520. Tel.: Sittingbourne 78244. (2962

AURELIA 2500GT, 1954, for restoration, good mechanics, trim, chrome, tint windows, Nardi floor change, much non-vital underbody rust, £150. Also complete interior professionally retrimmed for Aprilia, v.g.c., £25, no haggling. Brighton 27638. (2961

AUSTIN HEALEY (100/6) 2+2, 6-port head, retrimmed, coloured, reground crank and new clutch just fitted, nice all round condition, £1,250 o.n.o. Phone (0203) 469366. (2960

TR4A, 1967, dark blue, overdrive, wire wheels, three owners, 66,000 miles, major mechanical body restoration, now mint, £1,500. Tel.: 01-254 8541 office. (2972

LOTUS ELAN +2S 130/5, 1973 M, metallic brown, oatmeal trim, alloys, Sundym, 32,000 miles, beautiful car, £2,495, might p/ex. Welwyn 6746. (2956

LOTUS ELAN Convertible S4/SE, 1970 J, genuinely superb throughout, full professional overhaul, Lotus maintained, £1,475, consider p/exchange. Welwyn 4113. (2956

PEUGEOT 204, 1973 (December), sunroof, radio, light blue, 36 mpg, excellent condition, £1,050. Hoddesdon 63743. (2965

ALFASUD Ti, October 1975, enthusiast owned, Alfa maintained, excellent body and mechanics, £1,775 o.n.o. Phone Mold 4724 (North Wales) evenings except weekends. (2969

WORKS HEALEY 3000, prepared by works to rally specification, reg. no. TON 792, originally the 1958 Earls Court Show 100/6, full race engine with alloy head works manifolding, nitrided crank, etc., tulip straight cut ratios, competition o/d, discs all round, 10" centre lock alloy rims on intermediates, complete with documented history of great interest, last used in mod sports in 1972 (Brands Hatch 57.2), partially dismantled and ideal for complete restoration. Enquiries to Medway 723985 (business), Maidstone 43720 (home). (2973

ROLLS-ROYCE Silver Cloud II, late model, only 49,000 miles, history available, NOM 1 reg., right car for the right person, superb example. Days 834 6677, ext. 3220, evenings Horsham 0403 62474. (1950

DAIMLER SP250 Dart in immaculate maroon, a beautiful and very original motor car. For further details Tel.: Spennymoor 815708 after 6 p.m. (3087

TR2 AND 1967 MGB, both very good, total value £1,400 or exchange for exceptional MGC. Bristol 681493 otherwise Box No. 5592. (3091

MG TC, very good order, M.o.T., nearest £2,400. Maidstone 812945. (3090

1932 STANDARD little nine, completely restored in 1972, rebuilt engine, new diff., reupholstered, resprayed, complete with current M.o.T., spares include gearbox, diff., propshaft, new pistons, £1,400. Waterlooville 55364. (3088

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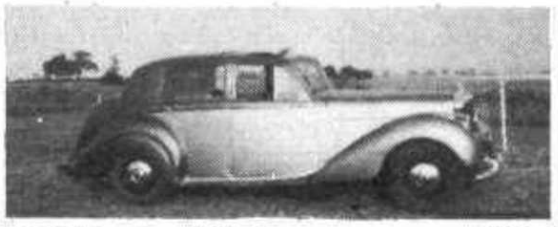
1935 Bentley 3½ drophead, by Thrupp & Mabberly. **£11,500**



1951 Daimler Barker Special sports. **£2,950**



1962 Aston Martin DB4 **£2,750**
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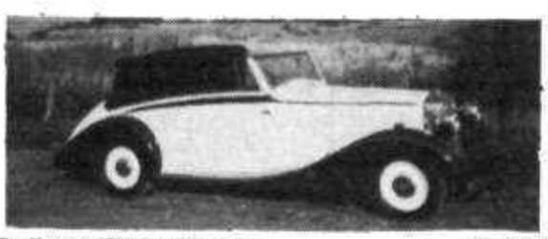
1957 Bentley Mk 6. **£3,650**



1959 XK150 drophead. **£4,950**



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MG-B GT, V8, 1975, mirage/black cloth, sunroof, radio, chrome bumpers, only 15,000 miles and in showroom condition. £3,100. Phone Newbury 48967. (3086

RARE ALFA Romeo 1600 Spyder Convertible, 1967. Alfa red, well maintained in good condition, now a collector's car and an appreciating investment at only £950. Tel.: (Essex) 0376 70557. (3085

TR6, 1971, dark blue, wire wheels, new hood, etc., maintained from new in very good condition by lady owner, genuine low mileage (31,000), index no. 500 KOL. £1,250 o.n.o. Tel.: (Essex) 0376 70557. (3085

TRIUMPH SPITFIRE, 1977, S reg., 1500 cc, latest model with overdrive, hard and soft tops, undersealed, electric aerial, only 1,500 miles on clock, cost when new was over £2,900, price now before the November increase only £2,550. H.P. can be arranged. Wellingborough (0933) 71402 evenings. (3089

TWO BENTLEYS, 1951, Standard Mark VI, one excellent, other stored for spares, all books, tools and loose spares. £2,000 the lot. (Evenings) Derby 21639. (3078

AUSTIN HEALEY 3000 Mk.III with overdrive, rebuilt engine and gearbox, excellent condition, set of wide wheels and roll over bar included in sale. £2,250 or exchange for modern SWB Land Rover. Stubbington (Hants) 5158. (3080

LANCIA FULVIA, S3, April 1975, 13,000 miles only, metallic blue, radio, cassette, electric aerial, £2,195 o.n.o., part exchange considered. (day) 01-499 8892, ext. 50, (evening) 01-228 8250. (3084

CIRCA ABOUT 1924, Renault Tourer and half-truck, both requiring total restoration, £750 pair. Reading 56838. (3077

JAGUAR V12 2+2 E-Type, 1973, finished in beautiful regency red with unmarked interior, manual gearbox, tinted windows, chrome wheels, radio, P.A.S. and H.R.W., 43,000 miles in truly mint condition, £3,945. Phone (day) 01-580 1447, after 6.30 01-868 7620 (Pinner). (3074

DAIMLER V8 250 automatic, 1965, 20,500 recorded miles, silver grey with red interior, £1,750. Tel., Christchurch (Dorset) 2402. (3075

LOTUS ELAN +2S 130/5, Dec. 1972, yellow, sunroof, radio, 40,000 miles, immaculate, enlarging family forces sale, £2,400. Stadhampton 890259 (Oxford). (3076

DAIMLER SOVEREIGN, 1973, 2.8 P.A.S., o/d, 49,000 miles, near mint condition, the type of car you look for and rarely find, radio, tax, private sale but H.P. available. £2,250. Tel.: 02993 2024. (3079

1933 AUSTIN 7 BOX. Sunroof saloon, fully restored regardless of cost to concours condition. £1,500 o.n.o. Phone Stroud 2876. (3226

WAR TIME (1939) Standard 12, Staff car - oak body; steel bonnet and wings. In good order. Engine and running gear need minimal repair. List of work required is available. £300 or offers. Further details from Milburn, The Old Rectory, Whitfield, Hexham. (21953

ASTON MARTIN DB6 Vintage, manual, 5 speed 1968, Red/dark blue interior P.A.S., Chrome wire wheels, electric Sundym windows. Radio, original tool kit, two owners only. Immaculate throughout, must be seen. £3,500. Oakwood Hill (Surrey) 391. (3222

ALFA ROMEO Giulia Super in red, K reg. Superb condition, radio, sunroof, full MoT. £725. Tel. Hawarden 532495. (3224

LOTUS ELAN +2 S130, L reg., absolutely immaculate condition, new clutch, white with silver roof. £2,150. 051-648 1932. (3221

TRIUMPH STAG II (M). Yellow, brown hardtop, sills and tail panel, black soft-top and interior. Every worthwhile extra including overdrive, alloy wheels, radio/stereo, towbar, etc. Beautiful, eye-catching condition. Enthusiast's second car, used fine weekends). Utterly reliable. £2,750. Full details, telephone 051-924 3492 (office), Southport (0704) 67296 (home). (3218

MERCEDES 280 SE 3.8 V8. Coupe. 1971 (round shape). This magnificent carriage which cost nearly £10,000 a few years ago is newly painted in original metallic red. Has covered only 8,000 miles per year. Incl. P.A.S. Automatic gearbox. Blaupunkt radio, electric aerial 8 track stereo. Air conditioning. Personalised No. HMH 888. Doctor's 2nd car. Offer over £2,995. Tel: 070-68 47775. (3220

HILLMAN MINX 10hp 1937. Good condition. MoT, lots of spares. Offers, Rufford Lancs. (0704) 821532. (3217

1927 HUMBER 9/20 tourer. Good cond. First £2,000. Jershaw, 15 Brookway, Lees, Oldham. 061-633 2098. (3214

GILBERN INVADER, Mark II, 8M8 972K. Porsche orange, black int., electric windows, radio, etc. good condition. £1,400 o.n.o. or p/x Bristol Jag etc. Tel: Rearsby (Leics) 614 after six. (3281

RILEY 1.5 1949. Good body, good engine, interior requires work. £700 o.n.o. 0475-24234, day, 0475-31219, night. (2567

RACING MARCOS. 1964, seventh 1800 built. Long successful circuit history, class winner 1977 HSCC GP2/AFN classic sports car championship. Immaculate, fast and 100% reliability this season. £2,700. David Pratley, Beaulieu 612462, evenings. (3213

DAIMLER CONQUEST 1953 saloon. Two owners only, bills for over £400, excellent condition and performance. Handbook and workshop manual. £625. 8, Higham Road, Padiham, Lancs. Tel. 0282 71629. (3212

JENSEN HEALEY Series II, 1973 'M' red 34,000 miles 12 months MoT. Taxed exceptional condition. Michelin XVS tyres. £1,675 o.n.o. (05385) 2871. Near Stoke-on-Trent. (3211

TVR 3000M 1973, blue, sun-roof, Sundym hrw, taxed, MoT, 35,000 miles, £1,900. 01-361 2508. (3210

1928 LEA-FRANCIS supercharged Hyper 'S' type 2 seater racing car. Good unrestored and complete condition. A rare opportunity to obtain a very competitive car, in almost completely original condition. £4,650. 01-549 7008 (daytime). (3236

EUROPA TC, 1972, Green, black int. Alloy wheels, radio, top o/haul just completed. Walsall 29327. (3227

DATSUN 260Z 2+2 '74, red, Wolfrace wheels, radio/stereo, rear wiper, recent tyres/exhaust. Excellent condition. £2,895 o.n.o. (0928) 32416 Cheshire. (3228

E-TYPE Jaguar 1965 4.2 FHC, maroon, well maintained, bills to show. £1,595. Newport (Salop) 810265. (3234

HEALEY 2+2 F.H.C. Built for 1947 Geneva show. Respraved, rechromed, new headlining and carpets. Requires detail work to complete this extremely rare car. £2,700. 1972 Gilbern invader Estate. Electric windows, sunshine roof, rear wiper, etc. Requires respray hence £950 for quick sale. Exchange either for small modern estate plus cash. Hundreds Motor Sports and Autosports back to 1950 send for wants or £35 lot. Johnson, The Thatch, Wistanswick, Market Drayton, Salop. Tern-Hill 237. (3231

MG-B GT, V8 M reg. Green Mallard with tan interior. £1,945. Telephone: High Wycombe 37283. (3230

MG-B GT. Ex works L.H.D. car built in 1974, first registered May 1977. This chrome bumpered model has done less than 12,000 miles, is damask red with black cloth trim and tinted glass. New M.o.T. £1,650. Ickford 328 (Bucks). (3229

RILEY R.M.F. 2½ 1953 Quite presentable, reliable and interesting. Black. £625. Offers, exchanges. Exeter 55982. (3233

CLAN CRUSADER, 1973 (M), Blue, sunroof, Sundym glass, alloys, radio/cassette, Piranha ignition, front radiator, taxed August, MoT January, good condition. £1,200. J. Orr 031-552 6261 Ext 229 9.00-5.00, Larbert 4855 evenings. (3232

1954 BRISTOL 403. Excellent investment. £795. Also 401, new chassis, needs rebuilding. Offers. 061-881 1318 or 061-881 0165. (3238

MG TD2 1953, cream with black interior, excellent condition, very sound throughout, stored last 5 years, offers over £1,900. Weaverham 3570 (Cheshire). (3237

1925 ROLLS-ROYCE. Phantom I. A very attractive 2 door fixed head coupé with pram irons. Mechanically exceptional. £9,700. Also a 1927 Phantom I chassis complete. £2,850. 01-549 7008 (Daytime). (3236

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JAGUAR E-TYPE 4.2 F.H.C. 1968 low mileage, two previous owners, black coachwork, C.W.W. particularly nice tan interior, Sundym, HRW, new Dunlop SP sport aquajet radials, new exhaust and extensive service just completed. New tools, workshop manual. An appreciating and thoroughly practical grand touring car. Genuine private sale £2,250. Kelsall Maple Court, Hacheston Nr. Woodbridge Suffolk, Wickham Market 746630. (3247

1973 FIAT 132S. Good condition with all the extras. The model that Giles Grace, space and pace with economy. View Herts or Somerset. £825 o.n.o. or earlier car part/ex plus around £400 cash. Tel: days George Berkhamsted 2123. (3248

1971 S COOPER Series III. Advertising owner from 1972. Full service History. £950. Selsey 4483 after 6 pm. (3251

1951 LANCHESTER L10. Complete and basically sound. Need garage space, offers £125. Phone Bath 310876 weekday mornings. (3248

AUDI 80 GTE. Fuel injection, 'R' reg as new, still under warranty, 2,400 miles only. Huge saving at £3,500. Phone Sheffield 665084 5.30 to 7.30 pm. (3250

ALFA ROMEO 1750GTV. 1970 taxed and tested. Fat Cosmics. Goes Great. Too cheap at £520 o.n.o.? Might p/e something cheaper. Try me, Barnsley 88602. (3249

DAIMLER DB 18 Saloon 1948. Genuine low mileage, new MoT. Registration number EDR 9. Good running order. £700. Telephone Tavistock, Devon (0822) 4339. (3253

VAUXHALL 'WYVERN' 1951. Complete and in restorable condition, for further details apply J. W. Allan, 3 Poplar Farm, Church Road, West Dereham, Kings Lynn, Norfolk, PE33 9RL. (3255

1976 COOPER 'S' R.H.D. Innocenti 1275 cc red sunroof, quadraphonic radio/cassette, cloth insert seats, tints, alloys, 15,000 miles, 105 mph 35 mpg. Kept for use by overseas owner, Superbuy Refined 'S' £2,200. Thomson, Bourne End (Bucks) 25773 after 7 pm. (3254

LANCIA FLAVIA 1800 cc Sedan. Must regretfully sell late husband's treasured Lancia, registered June 1968, metallic peacock blue, MoT September, regularly cared for by agents, invoices available. In lovely condition plus spare parts & extras. Offers in region £950. Tel: Dorking (0306) 2068. (3256

SUNBEAM RAPIER Convertible 1963. Superb condition throughout. Very low mileage. Ziebarted. £825. Thanet 21657 (Kent). (3257

TR4 1962, powder blue, w/w, o/drive, Surrey tops, radio, all steel, genuine 85,000 miles, excellent condition bodily and mechanically. Company car forces sale. £1,000 o.n.o. 3, Cherry Gardens, Bishops Stortford, Herts. (3275

FERRARI 365 GT 2+2, J reg, all extras, fabulous car, best offer over £4,000. 01-992 7689. (3277

LOTUS ELAN Sprint FHC, June 1972, yellow over white, radio, air horns, burglar alarm, 10 months MoT, excellent condition. £1,995. Phone Leyland 23087. (3276

LANCIA MONTE Carlo Targa. One year old, 8,000 miles, cost new over £6,000 LHD. Hence only £3,850. 01-346 5674. (3277

AUSTIN SEVEN 1935 special two seater aluminium body, slab petrol tank, lovely little car for enthusiast. £400. 021-459 5304 evenings. (3278

JOWETT JAVELIN 1951, suitable for rebuild, goodbye at £150 o.n.o. Tel: Bingham, Norwich (0603) 22833. (3279

FIAT X1/9, 1974, 46,000 miles, Bright red, no stripes, super condition, LHD. £2,100. Peter Mann, Ongar (02776) 2259, in evenings before 10 pm. (3280

1952 MORRIS OXFORD, FJA 184, M.O. series sidevalve, MoT and tax, any offer considered, Bewdley (Worcs) 403081. (3282

JOWETT JAVELIN 1953 de luxe, almost as new long MoT, daily use. £450 o.n.o. Redditch 23235. (3285

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INNOCENTI MINI 1977. RHD 1275 cc Mini engine – cloth upholstery, delivery mileage only, £3,750. 0795 842832 (Kent). (3289

1933 AUSTIN 7 Rolling chassis complete with engine gearbox. Hamblin Cadet fibreglass body for same if required. Offers 061-980 7088. (3294

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JAGUAR XK140. Good condition, full service history. Offers around £3,500. Bristol 568083. (3291

FERRARI 250LM Le Mans, road/racing car, road reg. (replica) red, 8 wires, rear-engined, similar to GT40, £4,500. Might exchange. Dorking 2252 (office) 6030 (home) Surrey. (3296

BUGATTI TYPE 35 (replica) 1927 road/racing car. Mint condition, taken four years to complete, offers or might exchange exotic/interesting car. Dorking 2252 (Mon-Sat 9am – 7 pm) (home 6030) Surrey. (3296

L REG FIAT DINO, Ferrari engine (overhauled), excellent example of this classic coupé 1 year's MoT, electric windows, Borrani wheels, five speed gearbox, beautiful yellow coachwork, tan interior, 42,000 miles approx. Original mileage. £2,350. Private sale possible p/ex Yank Jag. Barry Gt Yarmouth (0493) 58803. (3292

BRISTOL. A Chrysler mill in a set of British rails. All the elegance of 'that car' without its vulgarity. Model 407. About £1,400. Tel: 051-632 4146. (3302

LOTUS ELAN +2S, extensive body and mechanical rebuild over last year to produce a fine example of this appreciating car, electronic ignition and numerous other sensible extras, year's tax and M.o.T., £1,650 o.n.o., part exchange. Craddock 40317. (3340

JAGUAR MK.II, 3.4, 1961, absolutely immaculate, almost concours, inspection welcomed, shipping arranged, £1,000 o.n.o. Also 3.4, 1962, good original condition, an investment at £750. Tel: (08045) 2879/51961 (Torbay). (3335

MORGAN +4, 1956, black and silver grey, new chassis and immaculate bodywork, £3,000 o.n.o. or exchange, cash either way for pre-war Alvis, Lagonda, Aston Open Tourer, etc. Phone Halsall 840525 (nr. Southport, Lancs). (3336

MORGAN THREEWHEELER. Three speeder on its wheels; but not much bodywork, two Matchless V-twin engines, only £690 o.n.o. Tetbury 52488. (3337

TRIUMPH MAYFLOWER saloon, 1953, good all round condition, M.o.T., used daily, 2 spare engines and plenty of other spares, £800. 021-554 6607 after 7 pm. (3338

1938 RUBY converted, 1959 fitted Speedex, polished alloy body, new alloy wheels, tyres, 75% completed, good condition, spare engines, g/boxes, A.7 magazines. Offers to Wedmore 712143 (3339

DAIMLER DOUBLE-SIX, 1975 N, dark red, light beige interior, 27,000 miles, £500 just spent, all bills available, maintained by agents, new tyres, magnificent condition, only reason for disposal, owner has bought XJS, price £4,950. Tel.: Sheffield (0742) 350424. (3326

MG-B GT, V8, M reg., performance with economy, very attractive car in yellow with contrasting black bumpers of latest style fitted, £2,100. Stevenage 820813 evenings. (3330

COLLECTOR'S ANGLIA, 65, original bodywork and paintwork (shinier than new), but surprise, surprise 0–60 10 secs, top speed 100 mph, car only looks innocent and new, unique, must be seen, £750. Cupar (Fife) 3518. (3331

HUMBER SUPER Snipe, 1952, in very sound original condition, black coachwork, red interior, £600. Wythall 823127 (nr. Birmingham). (3333

MORGAN +8, 1977, 3,000 miles, lightweight in silver with black leather, as new, offers over £6,500. Woldingham 2025 or business 01-648 2084. (21984

AUSTIN HEALEY 3000, Mk.III, 1966, absolutely superb car owned by Healey enthusiast, highly placed two successive years in National Healey Day Concours, exceptional example of this magnificent marque. For details contact Maidstone (0622) 812825 after 6th November. (21985

FERRARI DINO 246GT Spyder of exceptional condition, having been stripped and re-sprayed to highest Ferrari standards, 33,000 miles, 1973, excellent mechanics, one of the best remaining, £7,250. Woldingham 2025 or business 01-648 2084. (21984

BENTLEY MK.6, 1952, good driver, sunroof and radio, needs some work on interior, carpets etc., £1,650. Phone Otterham Station 352 (Cornwall). (3320

1977 FORD Capri 3000 Ghia automatic, 7,000 miles from new, full Ghia trim in Jupiter red with black vinyl roof, most reluctant sale. Only realistic offers please to 0521 41137 (Lincs). (3318

ALFA ROMEO 2000 saloon, red, 1972 L, good condition, 62,000 miles, must sell, therefore £850. 061-483 4695. (3325

MK.I JENSEN Interceptor, exceptional condition, radio, sunroof, stereo cassette, much loved, for sale due to owner's imminent departure for camel country. Sir John Onslow, 26 Upper St., Gissing, near Diss or Tel. 037-977 258. (3370

LANCIA FULVIA Coupe 1.3, 1969, year's M.o.T., v.g.c., 52,000 miles, lively, economical, £550 o.n.o. Nutfield Ridge 2777 (nr. Redhill). (3369

LANCIA HPE 2000, Sept. 76, maroon/gold, 13,900 miles, electric windows, aerial, stereo, radio/tape, sunroof, £4,265 o.n.o., part ex. considered. 061-962 3432. (3367

1930 AUSTIN 16/6 open tourer, mint condition, rebuilt, many new parts, best offer over £3,500. Tel.: 041-639 7135 (Glasgow). (3366

LOTUS SUPER Seven SII, 1500 Cosworth, 31,000 miles from new, thus good original condition. £1,500. Saunders 061-224 6808 (evenings). (3368

JENSEN INTERCEPTOR, Mark I, P.A.S., automatic, electric windows, 6.2 litre, grey with dark blue leather, £1,925. Nantwich 64876. (3354

PEERLESS, 1958, phase one, all original, no mods, M.o.T., wires, Pirellis, overdrive on three, good motor, BRG, no prangs, must be one of last owned by original purchaser, now retired hence sale. Offers to Smith, Tuckaway, Cottage, Maidendown, Bulescombe, nr. Tiverton, Devon. (3353

MORGAN 4/4, red, 4 seater, 1974, wire wheels, reclining seats, 3,400 miles, well maintained by enthusiast, £3,500. Tel.: Telford 501433. (3371

ROVER 75, 1955, black/red leather, radio, tools, handbooks, original/superb condition, £500. Wokingham 787989. (3358

MERCEDES BENZ 220 SE Coupe, 1961, manual, red/cream leather, radio, cassette, tow bar, first owner Lady Quinton Hogg, rare superb condition, £2,000. Wokingham 787989. (3358

MG-B SPORTS, 1976, Brooklands green, wire wheels, radio, low mileage, immaculate condition, genuine reason for sale, £2,300 o.n.o. Ring Abergavenny (Gwent) 2506 after 6 pm. (3357

RAREST AUSTIN-HEALEY? Ex/prototype X300, C56.7, registered 1971, 2.6L, overdrive, wires, known history, extremely interesting vehicle, stored many years, £2,750. 1965, 3000, three owners, 49,000 miles, wires, requires some work, £1,850. Vincent "Comet" 1952, immaculate, £1,000. Riley, Barnt Green 2551 (Birmingham). (3355

MG ZA Magnette, one owner, from 1 June 1954 to October 75 and beautifully cared for, very original throughout, black with beige leather trim, serious enquiries please. Tel.: Crowhurst 386 (E. Sussex). (3356

E-TYPE 4.2, FHC, 1966, one owner, genuine 60,000 miles, immaculate, carmen red body, no rust, mechanically sound, £2,400. 01-954 4718. (3362

MG TDII, international concours winner 1976, absolutely immaculate condition, best offer over £5,750. Also MG TF with 1500 engine, chrome wire wheels, restored 1972, winner of many MGCC events, best offer over £4,750. 01-398 3638. (3361

MORGAN +8, Nov. 1973, black and white, one lady owner, good condition, £3,650. Tel.: 074-783 305 (Wilts). (3360

ZODIAC MK.III, 1965, 33,000 miles, metallic gold, black interior, absolutely superb condition throughout, one lady owner until June 1977, original log book, undersealed and garaged from new, £750. 0303 76788 (Folkestone). (3359

BMW 2002Tii, K reg., white, 5 speed gearbox, sunshine roof, radio, stereo, etc., £1,450 o.n.o. 090-566 664 (Worcestershire). (3350

LANCIA FULVIA, 1972 (L), exceptional example of this brilliant sports coupe, excellent red bodywork with black vinyl roof and sunroof, white interior, radio and cassette, only 35,000 miles, £1,500. 02993 2024. (3349

ALPINE GT, 1967, BRG, full M.o.T., £495 o.n.o. Bayston Hill 3664. (3348

ELAN S/E, DHC, 1967, recent new hood, tonneau, dynamo, starter, battery, water pump, Howe head cams and exhaust, XAS tyres, £825, consider p/ex. RS 1600. Shoreham by Sea (07917) 2534. (3347

LOTUS ELAN S4, fixed head coupe, 1971, red, electric windows, knock on wheels, stereo, good condition, £1,295 o.n.o. Nuneaton 387414. (3346

JAGUAR 3.4, Mk.II, 1962, less than 10,000 miles from new, this car must be unique, spent most of its life in a garage, still on original tyres! Offers around £3,750. Also many Mk.II spares, mainly mechanical but some body, e.g. good L.H. front wing, £50. Tel.: Bath (0225) 63714. (3364

MG-A 1600, Mk.II, a superb example, rebuilt, rewired, resprayed and retrimmed, detachable hardtop and some spares included, £1,660 o.n.o., consider part exchange. Doncaster (0302) 55932 evenings for full details. (3363

SUNBEAM TIGER, 1966, two owners, low mileage, a really outstanding example, and must be one of the finest available, only for sale due to enthusiast owner's death, offers. Burton Joyce 2714. (3352

MG-C GT, 1970, excellent condition throughout, extras include wire wheels, h.r.w., wood rim wheel, stereo radio 8 track, finished in silver grey metallic with contrasting red interior, maintained regardless of cost, known history, offers around £1,500. Tel.: 021 353 9367 business hours, 021-373 0071 home. (3351

FIAT 850 Sport Coupe, exceptional, K, one owner, 48,000 miles, much loved second car, recently new tyres, battery, exhaust, etc., taxed, M.o.T., nearest £700. Burford 2032. (3341

LOTUS ELAN +2S 130/5, 1973, lagoon blue, silver roof, oatmeal, 34,000 miles, immaculate, £2,495. Beckington 693 (evenings). (3342

BENTLEY T-SERIES, 1966, blue with grey trim, 81,000 miles, very good condition, original paintwork, low registration number, £6,500. J. Legg, phone 0225 63322. (3343

HEALEY 3000, Mk.III, red, immaculate, 1965, £2,850, no offers. Tel.: 037383 730. (3344

1934 ARMSTRONG Siddeley, close coupled sports saloon, original, runs well, needs painting and attention to upholstery, no rot, £650 o.n.o. Tel.: 0684 72779 (after 7 pm). (3345

1968 JAGUAR 340, Mk.II, manual, o/d, in absolutely superlative condition, h.w.w., leather upholstery, new headlining and carpets, genuine reason for sale, £1,775. Tel.: 0684 72779 (Glos) after 7 pm. (3345

FORD PREFECT, 1952, very sound, body/interior good, unused for one year, complete and driveable, no time, hence £95. Erith 37089 or Orpington 24241. (3391

PORSCHE 911E, 2.4 Targa, late 1973, silver, two previous owners, 49,000 miles, spoilers, Recarro seats, M.o.T., taxed, £5,300 o.n.o. 01-866 7110. (3390

JAGUAR 420 automatic, 1967, outstanding, well maintained, gleaming body/chrome, tool kit, history, M.o.T. March, JDC member, £650 o.n.o. 05258 2290. (3392

1961 AC Aceca-Bristol 10002, mechanically excellent, paint fair, new w/pump and radiator, M.o.T., £2,100. Orpington 26972. (3393

TR 250, 1968, R.H.D., signal red, fine example of this rare TR, taxed and tested, realistically priced for enthusiast or investor at around £1,395. Phone Durham 61768. (3372

SUNBEAM TALBOT 90 Sports saloon, 1956, 3 owners, good condition, low mileage, M.o.T., original tool kit, log book, workshop manual, some spares, £640. 01-407 3802. (3386

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BMW 3.2 CSLS lightweight coupe complete with homologated aero dynamic aids, first registered in 1975, silver colour with BMW stripes, only 7,000 miles from new, a mere 100 examples of this model were made, and only four imported into the UK, all of which are l.h.d. This car is a beautiful collectors item, **£8,750.**

Jaguar XK120. If you follow thoroughbred sports car racing you will know this is the car to beat, prepared and entered by Tester Engineering and driven by John Harper, it has set new lap records at "Brands Hatch", "Thruxton" and "Donington" this year. The car is in superb condition and ready to race, full specification on request, **offers.**

Jaguar V12, E Type roadster, 1972, chrome wire wheels, 28,000 miles, very nice car, **£4,250.**

Jaguar S Type saloon, 23,000 miles only from new, a superb example, **£2,450.**

Bentley Continental by Park Ward, 1957, excellent condition with manual transmission, **£7,750.**

Chevron B8 BMW. One of the few remaining cars of this type as yet unsecured by an historic race enthusiast. This exceedingly original example has just returned from the Far East and requires a degree of refurbishing. Basically a very sound car and well within the capabilities of the amateur restorer, **£3,750**

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1973 LOTUS Europa Special. John Player Special/oatmeal, radio/cassette alloy wheels, sundym glass
1973 Series LOTUS Europa Special. Lagoon blue with oatmeal, Wolfrace wheels, cassette player.
1972 LOTUS Europa Twin Cam. Pistachio, radio, alloy wheels, syndym glass, 34,000 miles only
1971 LOTUS Europa Twin Cam. Yellow, Wolfrace wheels.
1969 LOTUS Europa S2. Yellow radio.
1971 LOTUS Seven 1600 GT. Red with black trim.
1976 MORGAN 4/4 2-seater. Ivory, wires and louvred bonnet, one owner, 10,000 miles, extras, rustproofed.
1975 MORGAN 4/4 4-seater. White, wires, one owner.
1974 MORGAN 4/4 2-seater. BRG, wires, extras.
1973 Series MORGAN 4/4 4-seater. Cherry red/black leather, wires, 25,000 miles only, radio.
1971 Series MORGAN 4/4 2-seater. Colorado Orange, wire wheels, other extras.
1969 MORGAN 4/4 4-seater. Daytona Yellow, w/wheels.
1969 MORGAN Plus 8. Clementine, 41,000 miles
1974 FERRARI Dino 246 GT. Viola, factory flared arches, wide wheels, one owner, 23,000 miles.
1976 MGB GT V8. Glacier white, 14,000 miles.
1973 Series PORSCHE 911E. Black, ESR, Recaros, radio, rear wiper, electric windows, low mileage.
1976 PORSCHE Turbo. Leather, 11,000 miles.
1975 TRIUMPH TR6. Magenta, O/drive, radio etc. **£2,495**
1971 Series TRIUMPH TR6. White, O/drive, hard and soft tops. **£1,195**
1974 Series JAGUAR E type V12 2+2. Old English white, black leather, 26,000 miles, one owner, radio, sundym.
JAGUAR E Type V12 2+2. White, 13,000 miles, one owner.
1970 JAGUAR E Type 2+2. Ascot fawn, wires, sunroof, radio/stereo, sundym glass, new factory engine.
1970 JAGUAR E Type 4.2 FHC. Indigo, chrome wires.
JAGUAR XK150 FHC. British Racing green. Superb car.
1977 DATSUN 260Z 2+2. White, radio/cassette, 800 miles, S reg virtually brand new.
1974 Series RANGE ROVER. Sahara dust, radio, rear wiper and power assisted steering. **£3,995**

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FOR SALE—continued

CARRERA TARGA 2.7, 1974, light blue/black interior, 36,000 miles, radio/cassette stereo, tinted windows, superb. £8,950. 01-693 7379. (3373

E-TYPE JAGUAR, 1966, 2+2, good condition, recent new bonnet, clutch, engine overhaul, chrome wires, £1,750 o.n.o., Halifax 31475. (3385

BENTLEY SII, 1960, saloon, good condition, 105,000 miles, one owner since 1962. £3,750 o.n.o. Halifax 31475. (3385

NO ROOM, so must sell, two sought after, rather rare cars. Rover 75, 1949, tatty but original, offers around £300. Austin Metropolitan, hard top, 1957, red, white, pretty car, also tatty but original, offers around £300. Phone 01-337 7468, 9-5. (3387

JAGUAR, 1965, Mk.10, 4.2 automatic, P.A.S., heated rear window, two tone metallic blue/grey, 63,000 miles, good oil pressure, quite smooth motor, bodywork and red interior in excellent condition, new roof lining, full length Webasto sunroof, M.o.T. £635. Phone Rainham 58906. (3389

V12 E-TYPE, 1972, superb condition, JDC member and director-owned, maintained regardless, 8-track stereo/radio, manual, primrose, new exhaust, rear tyres, long M.o.T., better investment than the stock exchange and a jolly sight more fun, £3,200 or will exchange for Series 2 XJ6 4.2 automatic as only reason for sale, wife and three children complaining about lack of room. Phone Luton 28423 working hours or Kimpton 832125 otherwise. (3378

DAIMLER SP250 Dart, 1962, superb condition, h/s tops, tonneau, servo brakes, many new parts, £1,550. Basingstoke 20123, ext. 3402 (office hours), Mr. Dixon. (3377

1975 BMW 2002 Tii, lovely car in white with tinted windows, blue upholstery, 38,000 recorded miles, genuine reason for sale, £2,550 o.n.o. Phone Doncaster (0302) 67146 daytime. (3376

EUROPA S2, 1969 H (December), needs new piston rings but otherwise superb, Sondym tinted screen, electric windows, Lotus mags, SP tyres, Weber 45 conversion and freeflow exhaust, M.o.T., taxed, car in London, £920. Phone Earldoms 373. (3375

JAGUAR XJ12L, 74 Series II, special silver, black vinyl roof, blue leather, many extras, mint condition, guaranteed 49,000 1 owner, 12 months M.o.T., taxed, £3,450. Bucklers Hard (059063) 208 (Hants). (3374

LANCIA 1800 Beta, 1974, blue, fawn cloth, stereo installation, carefully maintained, taxed, £1,695. Bucklers Hard (059063) 208 (Hants). (3374

UNIQUE DAIMLER, probably the only extant pre-production Majestic 3.8 prototype, hand built at the works, genuine 14,000 miles only from new, stored for many years in a heated motor house, engine completely stripped prior to return to road worthiness and rebuilt with new parts, whole car in superlative condition, finish superior to the ordinary Daimler, a sure investment and potential concours winner, any offer over £800 considered, but car will go to the highest bidder. Tel.: Wells 75198 (Somerset). (3384

1923 VAUXHALL 23/60, Malvern bodied tourer in fine condition with all original road equipment, including lamps, instruments and rear screen. Tel.: Bosbury 674. (3383

SINGER JUNIOR, 1930, original, many spares, £1,250. Mini estate conversion, 1972, almost entirely rebuilt, unique, many extras, must view £950. 021-643 5203 (office), 078-988 2606. (3381

PRE-WAR BENTLEY, 4½ sports saloon, beautiful condition. £5,250 o.n.o. Tel.: 061-792 9491 evenings. (3379

SUNBEAM TIGER, 1967, midnight blue, re-built all metal body, reconditioned engine, all v.g.c., £3,000 o.n.o. Day 03865 2118, evenings 0386 6258. (3382

JENSEN INTERCEPTOR, reg. Nov. 1973, white/beige, usual refinements including air conditioning, radio/8 track, 38,000 miles, superb, £3,500 firm. Wife's MG Midget, 1971 (K), half and full tonneau, just serviced/tuned, white, £625. Chester 315719 or 051 336 2297. (3380

MG-B, MK.II, almost mint condition, rust free, new exhaust, tonneau, good hood, 8 track stereo, good tyres, taxed, long M.o.T., mechanically and bodily excellent, £875. Derbyshire, 062-982 2443 evenings. (3394

V12 E-TYPE Roadster, 1974, N reg., manual, azure blue, 25,000 miles, £5,500 o.n.o. Tel.: 0782 613584 office, Market Drayton 4734 evenings/weekends. (3408

JAGUAR, MK.II, 3.8 saloon, 1964, good engine, close ratio gearbox, high ratio steering, wire wheels, good Michelin XAS, sunroof, owned since 70, about £200. Sheffield 662886. (3409

AUSTIN HEALEY Frogeye Sprite, 1960, B.R.G., hard and new soft top, tonneau, very economical, v.g.c., £575. Bookham (Surrey) 58494. (3403

AC ACECA, 1955, FHC, AC engine, last owner 10 years, unused last seven years, over £1,500 spent on renovation, including retrimming, and mechanical overhaul, further details and history. Tel. Bournemouth 24919 or write to 33 Fortescue Rd., Bournemouth, Dorset. (3405

MG-A 1500, 1957, excellent condition, 6,000 miles since complete engine, gearbox, drive overhaul, h/s tops, spares, wire wheels, new Cinturatos, M.o.T., taxed September 1978, £790, unfortunate circumstances must sell. 01-348 9411 or Maidenhead 22714. (3401

JAGUAR XK120 Roadster, mint condition, ivory with red upholstery, best offer over £6,500. Tel.: Northwood 25435. (3400

JAGUAR V12, E Type Roadster, 1973, excellent condition, chrome wires, manual gearbox, 34,000 miles, £4,200, Northwood 25435. (3400

R.M. RILEYS, 1953, 1½ litre, superb original condition, £850 o.n.o. 1952, 2½ litre, excellent restoration project, rare model, £150 o.n.o., loss of storage facilities forces sale. Tel.: Chesterfield 450415 or 72883 evenings. (3399

1934 MORGAN MX2SS, threewheeler, aircooled Matchless V-twin, immaculate, £3,250 o.n.o. Tean (Staffs) 2594. (3397

AUSTIN HEALEY 100/6, 1958, overdrive, M.o.T., needs some work, drives well. Tel.: (Runfold) 025-18 2440. (3396

ROVER 75, 1956, two owners, black, complete tool kit, new tyres, immaculate, £295. Biggleswade 40484. (3415

MG-B ROADSTER, P reg., Tahiti blue, immaculate condition, low mileage, regularly serviced, new tyres, extras, £2,125 o.n.o. Tel.: Berkhamsted 5947 any time or 01-937 1392 evenings. (3420

COOPER S, 1971, 1293 cc, balanced engine, sun roof, details from 207 Leek Rd., Stoke-on-Trent. Tel.: Stoke-on-Trent 412051. (3423

ALFA ROMEO, 1929, supercharged, twin cam, 1750 super sports engine, Zagato style body incorporating dickey, completely rebuilt and not yet run in, £15,000. Write: 40A Hans Place, SW1 X0JZ. Tel.: 0306 730922. (3424

AUSTIN 7, Gordon England Cup model, runs but requires completing, offers over £1,500. Dorking 730922. (3424

R REG., Citroen 2CV, taxed, yellow, excellent condition, £1,360 o.n.o. Also Mark 1 Consul parts. Phone Woden Mill 361. (3421

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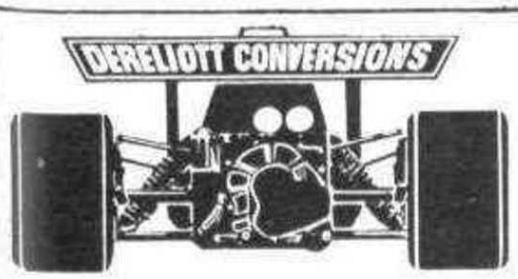
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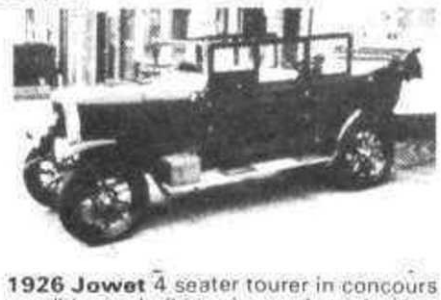
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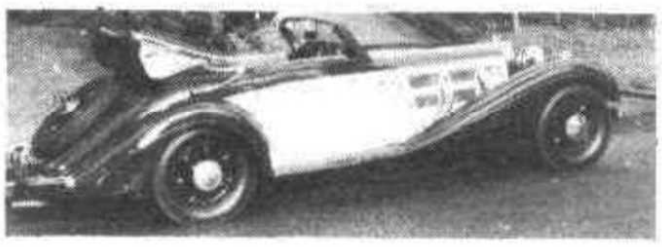
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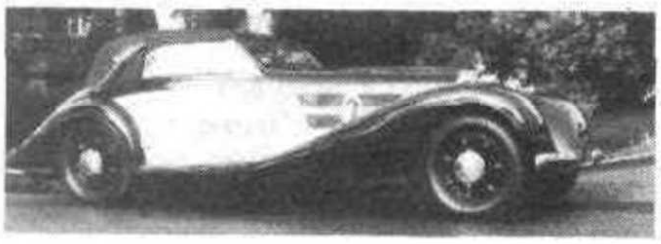
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on

FRIDAY, NOVEMBER 18th

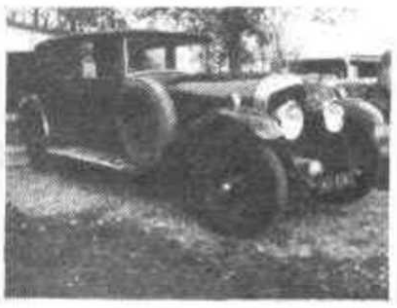
Entries include 1937 Mercedes Benz 540K cabriolet, not offered for sale since returning from India (ex Maharajah of Indore) and being restored – illustrated. 1927 6½ litre Bentley Mulliner saloon – illustrated. 1912 Belsize 14 hp 2 seater with dickey – illustrated. 1931 Rover Meteor Speed 20 tourer – illustrated. Bentley 4¼ high vision saloon – illustrated.

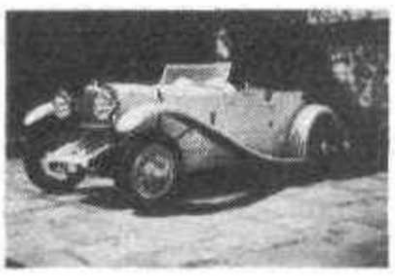












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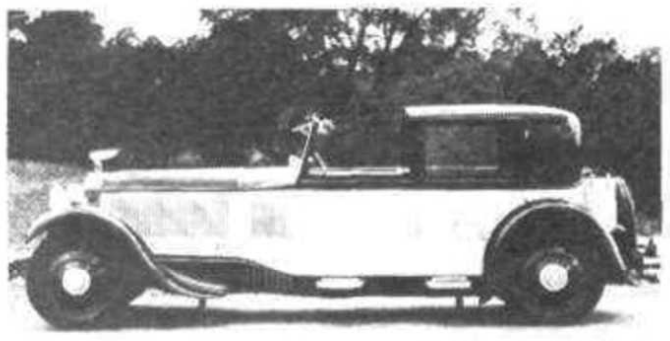
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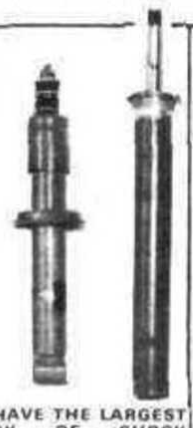
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BRISTOL WANTED, Loving home for 407 or later model. Tel. Rearsby (Leics) 814 after six. (3287

COOPER 500/1000 or similar wanted. Please phone with details, Coventry 0203 73091. (3311

WANTED: FOUR alloy wheels for TR6, 15x6 or 6½, will collect. Bournemouth 423462. (3268

LAGONDA ENGINE complete, 1936-7, 4½-litre, Sanction III for LG 45, will collect willingly. Bloxwich 75046. (3295

MG K3 wanted for restoration, restored or partly-restored considered. Tel.: Bedford 712721 (evenings). (3263

MG L/N, 4-seater wanted by MGCC member, prefer running order but consider work, cash or p/ex. J/P-type. Write A. White, Turle House, Somerton, Somerset. (3264

WANTED BY enthusiast, Bentley 3 or 4, 5-litre comparable Lagonda, Alvis (inclusive of Speed 20) or similar car, must be 4-seater open car and in perfect condition, cash payment. Detailed offers Box No. 5593. (F65967

JAGUAR MK.II saloon or similar Daimler to 1969, automatic gearbox essential, superb condition only. 164 Wear Bay Rd., Folkestone. Tel.: 52098.(3225

FOR ZEISS headlamps, pair of original type glasses 8⅜ diameter, pattern to suit 1924 4th Series Lancia Lambda if possible. Grime, Riley Bank, Manley Rd., Frodsham, Warrington. Tel.: Manley 220. (3223

LOTUS 7 wanted, alloy body, also Elan wanted, any condition, will travel. Southport 32080 (day), Rufford 822332 (night). (3235

MISCELLANEOUS

DELLORTO carburettors/spare parts. Everything available, enormous stocks, prompt despatch, export anywhere! Dellorto Concessionaires, 13 Boult Street, Reading 598955. (22039

GUIDE TO veteran and vintage car prices, actual prices of over 80 different makes and models listed, essential information for both buyers and sellers. Send only £1 to: 26 Spithead Ave., Gosport, Hants. (3406

1948/9 TRIUMPH Roadster doors, £50. Cluster instruments, £15, cylinder head, £24, all suitable reconditioning. 1920 Wolseley, 10 hp, radiator, £80. Box 5596. (3355

MOTOR SPORT, years 62, 63, 66-76 inc. complete, 64 January and 65 July missing. Odd copies 58-61, £25 lot, buyer collects. Tel.: 051-632 4727. (3388

JAGUAR SPARES Day, buy or sell, November 6th from 10.30 am at Kidlington Aerodrome, Woodstock, nr. Oxford, organised by the XK Register of the Jaguar Drivers Club, all welcome. Enquiries to Northwood 25435 or Hythe 846768 (Hants).(3400

WELDER/PANEL BEATER needed urgently for private restoration of stripped Alfa Romeo SS bodyshell, your shop or mine. No amateurs please. Evans, Tel.: Leeds, Yorks 0532/863969 (2346

HANDBOOKS, 1930-70: Austin (spares lists all models), Bedford, Ford, Hillman, Humber, Jaguar, James, Jowett, Morris, Riley, Standard, Vauxhall, Wolseley. Many motoring books, s.a.e. for list. Shapland, 23 Hampton Rd., Redland, Bristol. Tel.: 36391. (3327

AUTOCAR, 1902-1903, 4 bound volumes, £400. Vintage Bulletin 52-74, 85 copies, Bentley Review, 54-74, 89 copies, Motor Sport, 52-72, 222 copies. Bentley Bible, offers for complete sets, buyer collects. 2 Church Rd., Albrighton (Tel.: 2576) Wolverhampton. (3328

SUPERCHARGER FOR sale, Wade type 4R034/1400, suit 3 to 4 litre car, offers. Southport 68672. (3334

150 MOTOR Sports, sell or swap, World War II aviation books. Tel.: Penryn 0326 73626 (Cornwall). (3329

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RILEY PARTS, RME engines, gearbox, halfshafts, diffs, Pathfinder gearbox (o/d), diffs., propshaft, hubs, amount of pre-war Kestrel parts. Phone Sheffield 50353. (3324

MOTOR SPORT for sale, 160 copies, 1962 to date, some years complete. Tel.: Redruth 217909 after 6 pm. (3322

SET OF silver ingots struck by John Pinches to commemorate opening of National Motor Museum, Beaulieu, each depicts a famous car, also Classic Car complete, unbound, offers for either. 01-994 5781 after 8. (3290

MOTOR SPORT, 1966-1976, unbound, excellent condition, also a few books, offers. Ellis, Horley 3135. (3300

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MISCELLANEOUS—continued

DAIMLER, 1925, Rotax headlamps, dynamo, self starter, horn, Autovac, stored since 1940, offers or part exchange Hasselblad camera. Tel.: Saxthorpe 333. (3281

ANTIQUE AUTOMOBILE magazine (American), 60 copies 1964 to 1975, £30. Car magazine, 93 copies 1967 April to 1974 December, £25, all mint, buyer collects. Tel.: Worthing 38176. (3284

TYRES ONLY, 8.15x15 part worn (plenty of tread left), £12.50 each, 2 only, 8.20x15 unused, £25 each. Tel.: 061-437 1220. (3252

E-TYPE AXLE, £60. Driveshafts/hubs, £30 each. Roadster Series II door, £55. Jensen FF, 4 wheel drive complete, £350. New rear screen, heated/tinted, £90. Lotus Webers, £40. Twin cam short engine (ex S3 Elan), £45. BMW 2002 Alpine engine, P.O.A. Southport 40047. (3240

MG TA radiator, shell, badge, £50. Handbooks, A.H. 3000, Mk.III, £7. Ford 14/24 H.P., 1933, £5. Manuals, Wolseley 11/22, H.P. ohc, 1928, £12. Singer 12, 1938 plus spares catalogue, £5. P.P. extra. Lee, 3 Miles Hill Crescent, Leeds LS7 2EU. Tel.: Leeds 674411, ext. 301. (3316

HARD TOP, MG Midget, Mk.3, ex works steel with black vinyl covering, v.g.c., £80 o.n.o. Also complete exhaust system, £4. Plymouth 338004. (3301

MOTORING LITERATURE. Bought and sold, handbooks, books and magazines in stock at Vintage Motorshop, 500 Bradford Road, Batley, Yorkshire. Batley 470773, open Thursday, Friday, Saturday. (3059

MOTOR SPORT, 1955 to 1977, nine copies missing, offers, delivery possible. Bishops Waltham 2138 (nr. Southampton, Hants). (3083

MAGAZINES: Separate lists at 10p each. (1) Autocar, some pre-war and until 1972. (2) Autosport from 1950. (3) Cyclecar, odds from No.1, 1912. (4) Miscellaneous including Old Motor from 1963-1975. (5) The Motor, odd from 1940. (6) Motor Sport, odd from 1942 (350 issues). (7) Vintage & Veteran from 1956. (8) Vintage & Thoroughbred Car, Crookall, 46 Spinney Hill Drive, Loughborough, Leics. (3219

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WANTED: AUTOCOURSE 1961/62, 1964/65, Indianapolis Yearbooks 1956, 1958, 1960, 1967, Sporting Motorist magazines 1962 onwards. Lang, Chyreen, Parkelands, Bovey Tracey, Devon. (2897

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MISCELLANEOUS—continued

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PORSCHE CLUTCH assembly for 1969 911S, Fichtel and Sachs plate 1861327002, bearing 3151133201, cover 3082010031, new and boxed, £120. Phone 051-645 3481 or 051-653 5298. (2748

BENTLEY S.1/CLOUD parts, service manual mint condition, exploded drawings, £50. Auto gearbox service manual 1/2/3, £50. 01-573 4012 (Middx). (2770

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MISCELLANEOUS—continued

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Well, by the time you read this the dreaded hour will have changed and the DARK nights will be upon us. Now everybody knows that in South Yorkshire that nights are DARKER and the rain is WETTER and the fog is DENSER than anywhere else – SO, all you sunny SPORTS car people!! NOW is your chance to cheer us up by flying along the M1 and buying something potent that will excite you in the ice and snow. (We're all feeling winterised after suffering with the green snifflers) Come and see us, we promise to supply you with coffee – it's a good excuse for us to have one.

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1919 Standard SLS 2-seat & dickey (*Photo*). Original **£4,500**
1923 Oakland Model 6-54 . **£4,000**
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1933 Triumph Super 7. (*Photo*) **£1,950**
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1972 N.S.U. Ro80 ..... **£1,150**

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1953 Ariel MH 350 cc. Nice . **£250**
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1971 Rolls-Royce Mulliner/Park Ward 2-door saloon. Seychelles blue, magnolia interior, 6,750 c.c. engine. Door locking, air-conditioning. F.S.S. 53,000 miles. (Photo)

1964 Rolls-Royce Silver Cloud III. Antelope/golden sand, beige interior. Two owners, 68,000 miles from new.
1954 Rolls-Royce Silver Dawn. Auto, 2 tone grey, Red leather interior. 77,000 miles, three owners from new, concours condition throughout.
1969 Rolls-Royce Silver Shadow. Velvet green, beige trim, 59,000 miles from new, 13,000 since reconditioned engine and gearbox fitted.
1963 Rolls-Royce Silver Cloud III. Pine green, refrigeration, 3 owners, 69,000 miles.
1956 Rolls-Royce Silver Cloud I. Sand and sable, gen. mileage 66,000.
1954 'R'-Type Bentley Automatic. Black, blue interior. One owner, 37,000 miles from new. *Concours* prize-winner. Original immaculate condition.
1953 Bentley 'R'-Type. Black over shell grey, 118,000 miles.
1953 Bentley 'R'-Type. Shell over tudor grey, 100,000 miles, superb condition.
1953 Bentley 'R'-Type. Sand and sable, 100,000 miles. Superb condition.
1956 Bentley S1. Two tone grey, red leather interior.
1973 Jaguar XJ6L 4.2, auto. Dark blue, recorded 36,000 miles.
1974 Land Rover 12-seater Safari. Blue/cream. Towing equipment, free-wheel hubs. Privately used and in first class condition, 29,000 miles from new.
1975 Triumph Stag, o/d., magenta, h/s tops, tinted glass, radio/stereo; 17,000 miles.

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1912 Delage 12 h.p. (*illus.*) in concours condition **£8,850**
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1931 Morgan, J.A.P. engine, 2 speed **£3,750**
1934 Austin 7 Nippy, rebuilt engine **£2,500**
1934 Bentley, 3½ litre saloon **£5,450**
1947 Oldsmobile curved dash replica, Jubilee model **£3,750**
1949 Rolls-Royce Silver Wraith **£7,250**
1964 Jensen C.V.8 ..... **£1,450**
1975 Jaguar XJ 5.3 coupe **£5,350**

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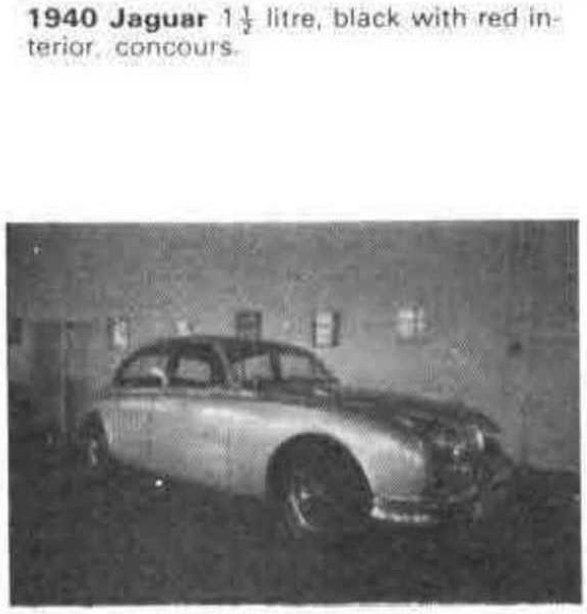


1940 Jaguar 1½ litre, black with red interior, concours.



Alvis TD21, silver with grey interior.

1964 Jaguar Mk.II 3.4, silver blue, exceptional.
1963 Jaguar Mk.II 3.8, dark blue, a good car.
1962 Jaguar Mk.II 3.4, green, exceptional.
1951 Armstrong Siddeley Whitley, black, a fine example.
1956 MGA, red, fitted with a 1498 cc engine.
1954 Triumph TR2 Sports, white, exceptional car.
1956 Bristol 405 Sports Saloon, an exceptional car in off-white.
1964 Jaguar 3.4 S-Type, manual in silver grey.
1968 Daimler Sovereign Saloon in green, an exceptional car.
1958 Lotus Seven Mk.I in carmen red, fitted with a 1340 cc engine.
1966 Mercedes-Benz 220 SE Coupe in blue, a fine car.
1960 Austin-Healey 3000 in black, L.H.D.
1936 Hillman Saloon in black, only 19,000 miles.
1938 Buick McLaughlin Limo. in black.
1959 Jaguar XK150, hard top Coupe in white.
1954 Lagonda Tickford Saloon, red, a fine car.
1973 MG Midget, blue, one owner, tan trim.
1972 MG Midget, orange, 2 owners.
1973 Jaguar V12 2+2, yellow with black interior.
1965 Jaguar 3.4 S-Type Jaguar, steel blue with blue interior.
1966 Daimler Sovereign, forest green with beige interior.
Jaguar 3.4 Mk.II, red interior.
1969 Jaguar 420G, dark blue with grey interior.
1965 Jaguar S-Type, forest green with brown interior.
1966 Jaguar 420, silver, wire wheels, sunshine roof, grey interior.
1965 Jaguar 3.8 S-Type, blue with grey interior.
1969 Jaguar 420, dark green with beige interior.
1967 Phantom V James Young.
1961 Rover 105, dove grey over blue.
1959 Rover 105, black with blue interior.
Bristol 409, silver with black interior.
Phantom V by James Young, finished in blue, cloth to the rear.
1958 Jaguar Mk.I finished in dove grey with red interior, low mileage, choice of three.
1960 Rover 105 finished in two tone grey with blue interior, choice of three including one with left hand drive.
1968 Lotus Elan, yellow, good history, very low mileage.
1967 Jaguar 420 finished in off-white with brown interior, low mileage, choice of three.
1972 'E' Type V12 finished in primrose with black interior, 51,000 miles from new.
1953 Armstrong Siddeley finished in two tone green, choice of three.
1946 Hudson Commodore Straight 8 finished in dove grey with blue interior, overall and appearance is outstanding.
1971 Mercedes-Benz 280 SL, gold with black interior, one owner.



1962 Jaguar 3.8, silver with red interior.



1951 Lagonda Tickford 2 door, maroon with red interior.



1965 Daimler V8 1965, one owner, low mileage, red with red interior.



Facel Vega HK500 6.3 coupe, metallic green with black interior.



1960 Rover 100, one owner, very low mileage. Black with tan interior.



1922 Dodge, black completely restored.



1968 'E' Type 4.2 1968 finished in black with black interior. A most attractive car in good condition, choice of three.



1965 Citroen DS21 Convertible, metallic green, dark green interior.

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FACEL VEGA HK500, in silver with red, 47,000 miles, manual with o/drive, one of very few examples in existence **£2,750**

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1961 BENTLEY 2 door Continental SII by H. J. Mulliner, the most beautiful Bentley ever made. This model is appreciating more than any other. Will be worth £20,000 or more in the next couple of years, **£14,000.**

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BENTLEY, 1960, S.11. Standard steel 4-door sports saloon. Two owners, known history, superbly finished in shell over tudor grey with grey hide trim and carpet. Exceptional condition throughout, mechanically outstanding. Just fully serviced and ready to go.



ROLLS ROYCE, 1971, Silver Shadow 4-door sports saloon. Another exceptionally fine specimen with an excellent service record. Indicated mileage 52,000. Coachwork elegantly finished in silver mink with contrasting navy hide trim. Refrigeration and sundym glass. Just completed major service.



ROLLS-ROYCE, 1961, Silver Cloud Series II. A superb example with standard 4-door coachwork. Cellulosed in gun-metal grey over steel blue. Interior trim in deep plum hide, indicated mileage 77,000. Excellent service record, just fully serviced, taxed and M.o.T. tested. A truly outstanding example of this classic series.



ROLLS-ROYCE, 1976 (P), Silver Shadow 4-door sports saloon, one owner, recorded mileage under 7,000. Elegantly finished in silver mink with blue hide trim and carpet. All extras virtually as new.

BENTLEY, 1950, Mark VI Standard 4-door sports saloon with sunroof. A fine example in black over tudor grey, partially re-trimmed in tan hide, new headlining and all new carpet, wood fillets re-polished, mechanically first class. An outstandingly original example of this compact economical series.



JAGUAR, 1974 (M), E type V-12 Sports Roadster. Elegantly finished in embassy black with constrasting tan hide trim, hard and soft tops, sundym glass, manual transmission, radio, stereo, agent maintained. A superb one-owner specimen, recorded 27,000 miles.

ROLLS-ROYCE, 1921, Silver Ghost, A.G. Series. Open touring car with magnificent 4-door coachwork by Haywards, twin side mounted spares, original Bell shaped head and side lamps, split windshield, rear auster screen, elegantly painted in champagne beige with ebony wings, trimmed in contrasting plum buttoned hide, full weather equipment including Tonneau and side curtains, mechanically excellent, good tyres, currently taxed and M.o.T. tested, this car was featured in the recent T.V. series "Wings".



ROLLS-ROYCE, 1973 (M), Silver Shadow 4-door sports saloon. An exceptionally fine specimen finished in ebony black with matching Everflex top and black hide interior trim. Recorded mileage 43,000, just fully serviced, taxed and tested. Outstanding example in every respect.

BENTLEY, 1956, S.I 6-cylinder series. An exceptionally nice specimen with standard 4-door coachwork. Recorded mileage only 76,000. Sedately finished in midnight blue with contrasting plum hide trim and carpet. Mechanically first class, a truly outstanding example of this economical series.

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1929 BENTLEY 4½-Litre 3-position drophead coupe by Park Ward.



1931 LAGONDA 2-Litre Speed Model Low chassis tourer.



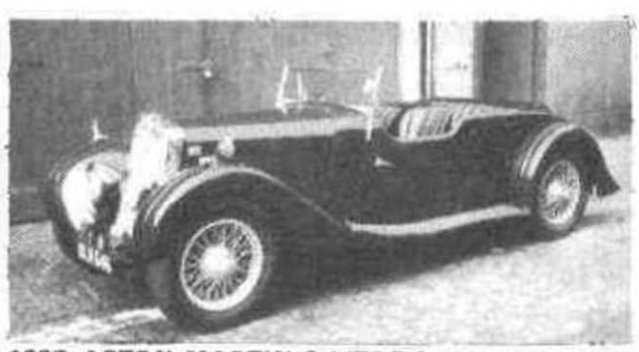
1928 HISPANA SUIZA H6B four-seater tourer.



1938 BENTLEY 4-Litre pillarless sports saloon by Park Ward.



1928 LANCIA LAMBDA 8th Series four seater torpedo tourer.



1937 ASTON MARTIN 2-LITRE four-seater tourer.

1938 ROLLS ROYCE Phantom III Razor-edged Sports Saloon by Park Ward. Chassis 3CM 108, fitted 8 cylinder Rolls Royce engine.

1925 ROLLS-ROYCE 20 Doctor's Coupe by Park Ward, undergoing restoration.
1937 ROLLS-ROYCE 25/30 owner driver saloon by Barker.
1964 ROLLS-ROYCE Cloud III; three owners, 107,000 miles, sage green, beautiful order.
1935 BENTLEY 3½-Litre Drophead Coupe by Gurney Nutting, undergoing restoration.
1952 BENTLEY MARK VI 4½-Litre coachbuilt saloon by H. J. Mulliner.
1935 ASTON MARTIN MARK II short chassis 2/4 seater
1931 ALFA ROMEO 1750 6c. Zagato type two seater.
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1936 LAGONDA LG45 4½-litre tourer.
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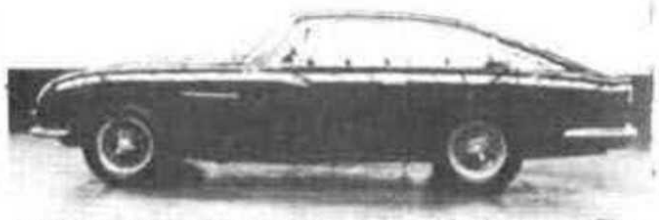
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1961 MERCEDES 190 SL. Finished in Mercedes Blue with a Blue interior, hard and soft tops. One of 3 available, all in very nice condition.



1962 ASTON MARTIN DB4. Repainted in Gunmetal Blue rechromed, retrimmed, new carpets. This car has been brought up to a very high standard.



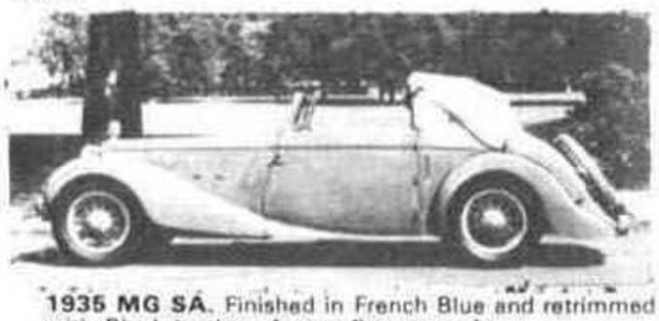
1967 ASTON MARTIN DB6. Maroon with wine leather interior. One of 3 available, all in first class condition.



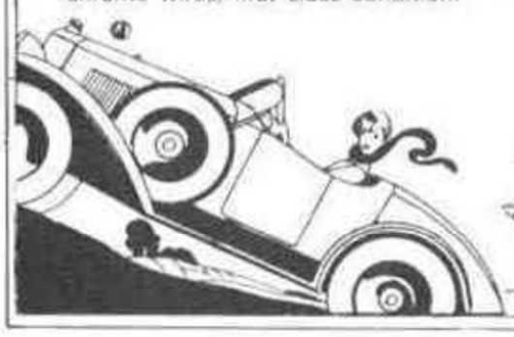
1974 JAGUAR E-TYPE V12. Drophead roadster. Automatic, 42,000 miles. Also available: 1973 V-12 E-type roadster, manual 39,000 miles, Carmen Red, chrome wires, first class condition.



1936 ARMSTRONG-SIDDELEY. Totally restored – a very fine example.



1935 MG SA. Finished in French Blue and retrimmed with Black leather. A very fine example.



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1971 Morgan 4/4
1940 BSA Scout – 4 wheeler

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NEWS FOR NOVEMBER

California was beautiful. I hope to return next year with a car to race at Laguna Seca, and show at the Pebble Beach Concours; **unfortunately my Telephone Answering Machine didn't work properly so I couldn't hear any messages that you left: PLEASE RING AGAIN.**



Our EX WORKS PORSCHE (left) has come through 1977 with flying colours, with a Class A 2nd overall in the BAT Historic Championship; being driven to and from each of the 7 Rounds, used for shopping in between and proving utterly reliable in Christ Stewart's hands.

This month I'm proud to offer two of the ultimate road/racing cars – a LOLA T70 Mk.IIIB COUPE, and a RIGHT HAND DRIVE AC COBRA 427 (7 LITRE), the standard of presentation of both these cars is the very finest than can be achieved, so only those with full piggy banks should enquire!



1954 ASTON MARTIN DB3S – UUY 504; a 'must' for the new 1978 major Group 1 International Historic Championship; the ex-Team Single Seater 3S, reconverted to proper 2 str. spec., with highly prized 12 plug 2.9 litre engine etc.; currently taxed and driven to the circuits, and just totally restored to 100 pts. *(Photo.)*

AC FORD COBRA 427 – RHD; the ultimate in open 2 str. sports-racing cars, from the same source as the Lola above, but ready now, and taxed!



1961 ASTON MARTIN DB4GT LIGHTWEIGHT – 18 TVX; a most famous car being the Essex Racing Stables DB4GT that Salvadóri raced to 2nd overall in the Tourist Trophy (among other successes); completely restored but with the original engine and all fittings etc.; Classic Car Concours winner, taxed and eligible of course for Historic Racing – 100 pts. *(Photo.)*



LOLA T70 Mk.IIIB COUPE; the ex-Mike de Udy Grand Bahama Racing Team car; 1 of only 16 IIIB Coupes, just stripped to the bare (original) tub and currently being built up into a brand new road trimmed/race prepared car by **BRIAN ANGLISS' 'COBRA PARTS'**; with its 350 c.i. (5.7 litres) Z28 based Chevrolet engine (Carello rods, 4 bolt block, steel crank, big valve heads, all blue-printed, with Webers etc.) it will be ultra competitive for Group 4 Historic events, but docile enough for road use; every part, save the as-new tub, is brand new – body, suspension, brakes, proper Lola wheels (12" × 16"), gearbox etc. – the lot! The end result, ready approx. end of 1977 will be a road/raceable showpiece to the highest standards. *(Photo.)*



1964 EX WORKS TRIUMPH SPITFIRE ALLOY GT – ADU 8B; the only one of the eight special works cars left; built for the Tour de France to Le Mans spec., with fastback hardtop, faired in lamps, alloy panels, Le Mans wheels; full works 105 bhp engine (alloy head, Webers etc.); registered and run in Group 2 events, road registered too; an inexpensive, pretty car for 1978 Historical Events, with spare engines etc. – 95–98 pts. *(Photo.)*



1967 AC 289 (COBRA) Mk.III – PPN 20E; approx. 15 of these, the nicest road Cobra built (4.7 litre engine in the 7 litre body/chassis) remain; this example having just been totally restored from the barest of chassis, with completely new body etc., is undoubtedly the very best of them, being simply like new throughout; 10" magnesium wheels, side exhausts, Le Mans filler, etc. – 100 pts. *(Photo.)*



1961 AC ACE-FORD 2.6; the ex-Betty Haigh car, raced internationally and registered and raced in Group 2 Post Historic events; fully road equipped and used, and extremely original; seen in Yorkshire or here by arrangement – 92/100 pts.

1967 EX WORKS PORSCHE 911 S/R – YBF 847J; built at the works for McNally/Lucas, for the South African series (Rand 9 Hours etc.); driven to and entered in Targa Florio (Class winner) and Le Mans, and latterly to and in every round of the BAT Historic Championship (HSCC Group 4), with a Class A 2nd place overall; 2 litre 205 bhp engine ('906' bottom end), special gears, brakes, suspension, lightened body but fully road trimmed, taxed and used for shopping etc! 23,000 miles from new – 98/100 pts. *(Photo.)*

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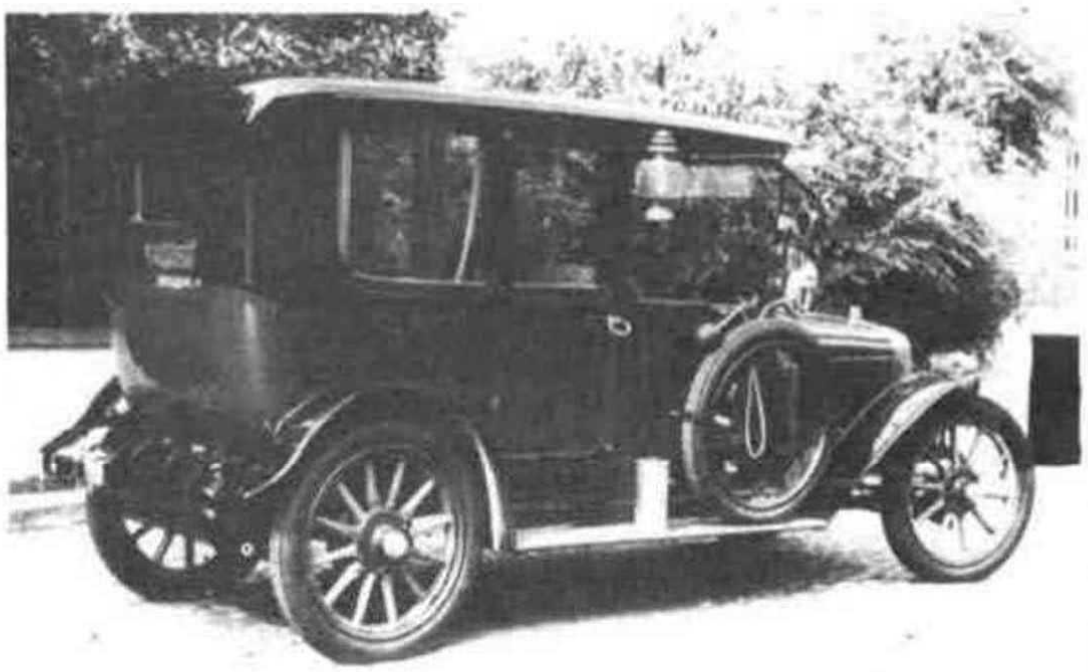
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An extremely rare motor car indeed. Surviving examples of this period are very rarely offered. The car has been tastefully restored to a high standard. Repainted in carriage red with black wings. The interior beautifully retrimmed in Fawn Velour with correct broadlace, elaborate vanities and speaking tube. All bright metal is brass with acetylene headlamps and running board mounted generator. The chassis has ¾ elliptic rear suspension, wooden artillery wheels and the 4 cylinder, 4.4 litre motor has lovely brass and copper fittings. The performance is exceptionally lively for a large Edwardian car. We consider this car to be worthy of inclusion in any fine collection or museum.







1931 Rolls-Royce Phantom II.

This unusual car is not the best looking Rolls we have owned, but is in very fine original order both bodily and mechanically and like a certain type of girl makes up for it's lack of beauty by having great charm. The rear compartment is like a railway carriage with two facing rows of seats. The car has it's original excellent blue leather throughout and the black and dark blue paint is very good. The car is really excellent mechanically with light steering, very good brakes and transmission and a quiet powerful motor. Highly recommended at the modest price for a good PII of £6,950.

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1952 SUNBEAM Talbot 90 tourer.
1953 BRISTOL 403.
1953 FORD V8 Pilot, woody.
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1964 MERCEDES 230/SL D.H.
1965 ALFA ROMEO 2600 Sprint.

1936 AUSTIN Ruby saloon, rebuilt throughout as new.
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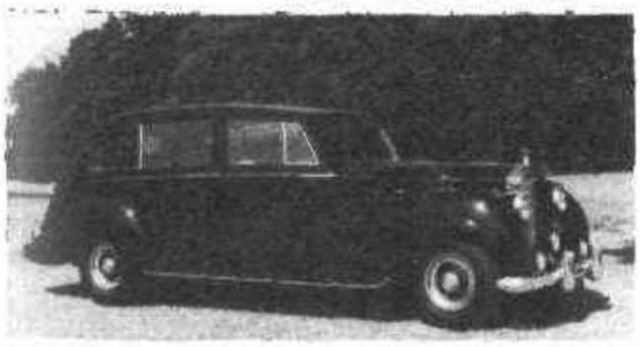
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ROLLS-ROYCE 20/25, 1934. Chassis no GLZ28. Fitted with Park Ward 4-door sports saloon with projecting luggage boot, finished in Cream and Brown with Dark Brown leather upholstery. A most attractive car in superb condition.

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ROLLS-ROYCE 20/25, January 1935, 4-door sports saloon by H. J. Mulliner. Finished in Black over Rose, with Brown hide upholstery. Genuine mileage 78,000 since new. Two owners only. Totally original with all small tools etc., spare bulbs, owners handbook. Unique opportunity of securing one of these classic cars in superb condition.

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ROLLS-ROYCE SILVER CLOUD II, 1962, 6.2 litre V8 engine 4-door saloon. Finished in Velvet Green with Tan hide upholstery. Electrically operated windows. A very well maintained car in excellent condition.

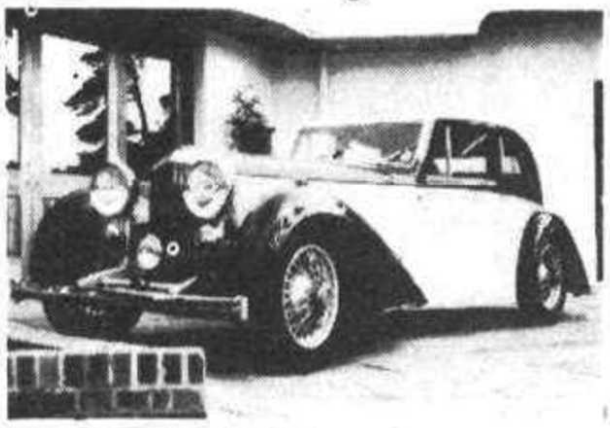
BENTLEY S3 CONTINENTAL Mulliner/Park Ward 2-door saloon. First registered April 1965. Finished in Blue with Grey leather upholstery. Recorded mileage 68,000. Electrically operated windows. Radio, etc. Last of series. A truly superb example of the model.

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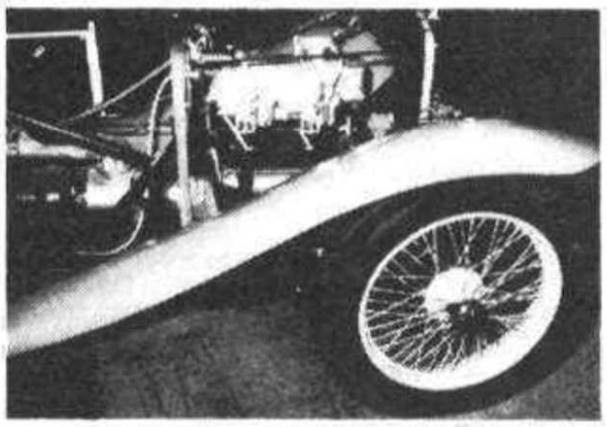
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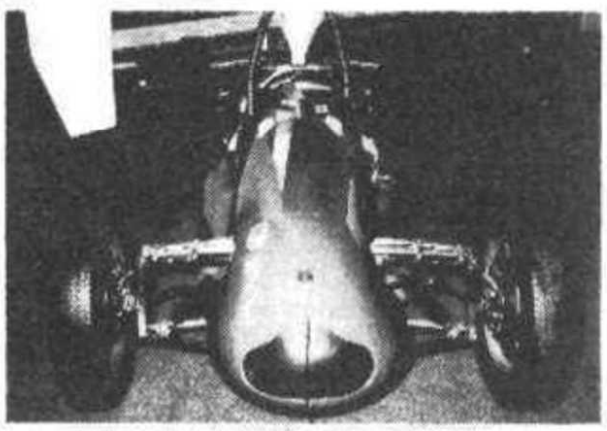
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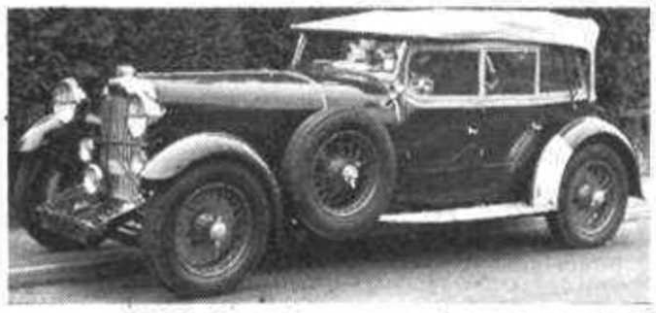
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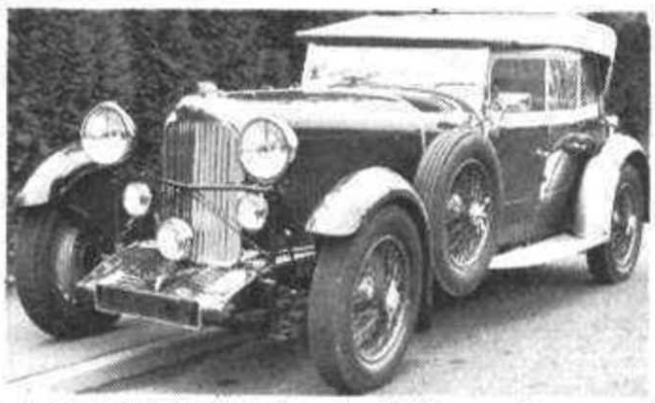
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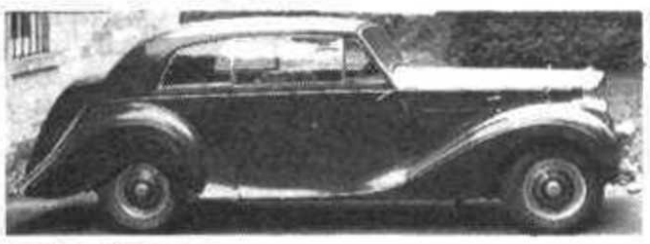
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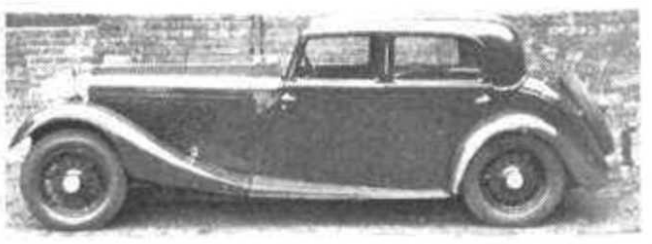
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1964 ROLLS ROYCE SILVER CLOUD III. Finished in black with beige hide upholstery. Totally original and in first class order throughout.



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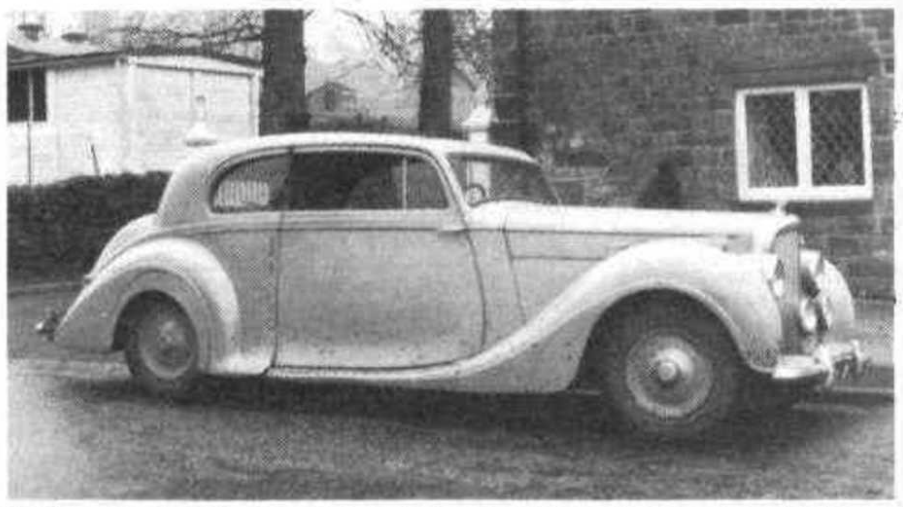
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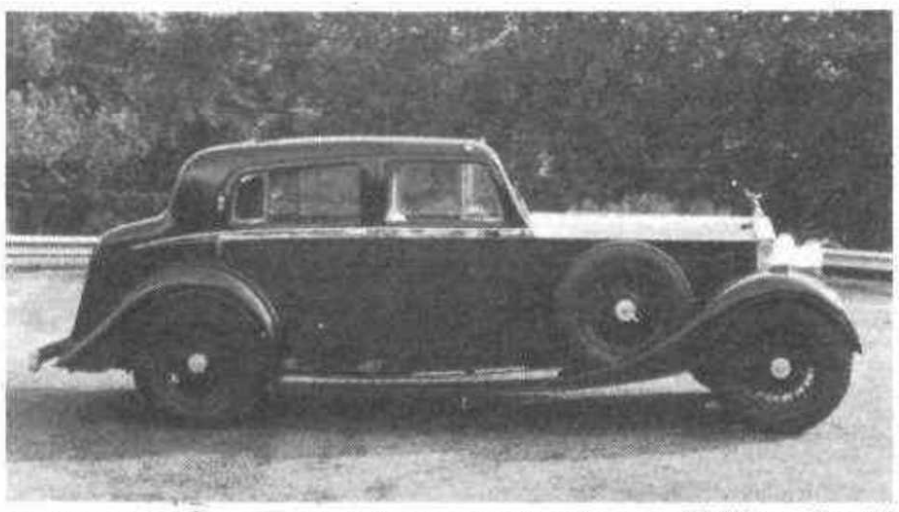
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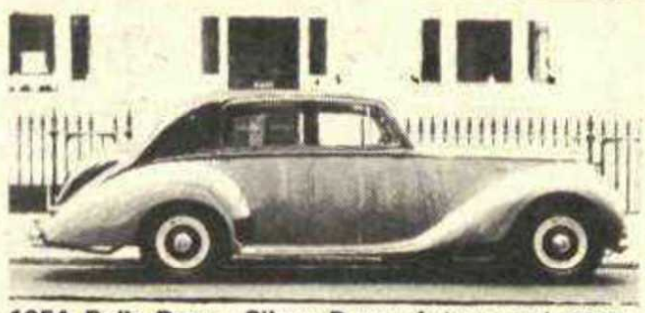
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1930 Rolls-Royce Phantom II Sedanca de ville, of Continental touring design, by H. J. Mulliner. Completely retored and finished in olive green and black with black fabric covered top, green hide to the front and fawn Bedford cord to the rear compartments. Equipped with a large rear trunk with three fitted suitcases.



1955 Rolls-Royce Silver Wraith divided touring saloon by James Young on the long-wheelbase chassis. This is one of the actual cars on the show stand at the International Motor Show, Earl's Court, 1955. It is ivory over black with magnolia hide and black headliner piped in magnolia. The luxurious interior includes folding tables and powered glass divider.



1954 Rolls-Royce Silver Dawn 4-door steel saloon. The smallest Rolls-Royce available and the only completely factory built model offered by the makers before 1955, less than 800 being made. This exceptionally fine specimen is black over sand with tan hide and is equipped with automatic transmission and the usual sliding steel roof panel.



1965 Rolls-Royce Silver Cloud III power-operated convertible by Mulliner-Park Ward. Velvet green with magnolia hide, folding top and cover. A beautiful two-owner, limited production car recording only 64,000 miles.



1958 Rolls-Royce Silver Wraith with H. J. Mulliner "Lightweight" divided Touring Saloon coachwork. Equipped with 4.8 litre engine, powered steering, automatic transmission, electric divider, folding tables and other detailed fittings; finished in Royal burgundy with tan hide interior.



1957 Rolls-Royce Silver Cloud I custom-built all-alloy power-operated drop-head coupe by H. J. Mulliner. This very rare example is finished in metallic peacock blue with grey hide, Wilton carpets and matching folding top, all to show standards. A one owner car with powered steering.



1967 Rolls-Royce Silver Shadow 2-door fixed-head coupe. A car which is exportable to the U.S.A. and which has been the subject of an extensive chassis overhaul; finished in nugget gold and equipped with Sundym glass and refrigeration.



1961 Rolls-Royce Silver Cloud II long wheelbase custom-built touring saloon by James Young. An outstanding craftsman-made car impeccably finished in midnight blue with smoke blue hide throughout, complemented by the finest close curled Walnut veneer and equipped with powered glass divider.



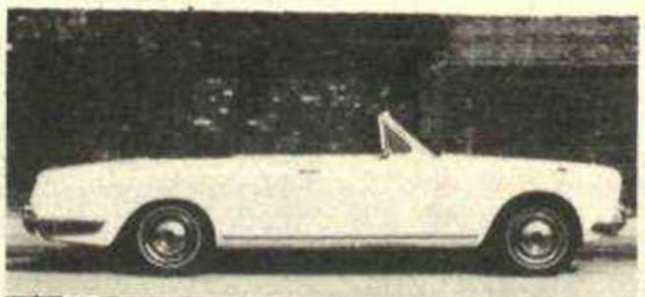
1937 Rolls-Royce Phantom III 7 passenger, swept-tail limousine by H. J. Mulliner. This example records only 38,000 miles, is finished in black over damson with black mudguards, having black hide to the front and fawn cloth to the rear compartments.



1971 Bentley T Series 4-door saloon. Regal red and grey hide, incorporating the 6.7 litre engine, central door locking and refrigeration. Recording only 49,000 miles under two owners.



1970 Rolls-Royce Silver Shadow drop-head coupe. Alpine grey with beige folding top and beige hide; a fine and comparatively rare example.



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1964 Rolls-Royce Silver Cloud III 4-door saloon. Burgundy with champagne hide and sun roof. An exceptional standard model with a servicing history.

1963 Rolls-Royce Silver Cloud III 4-door saloon. Brewster green with tan hide, tinted windows and whitewall tyres.



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1922 ABC 2-seater tourer in polished aluminium.

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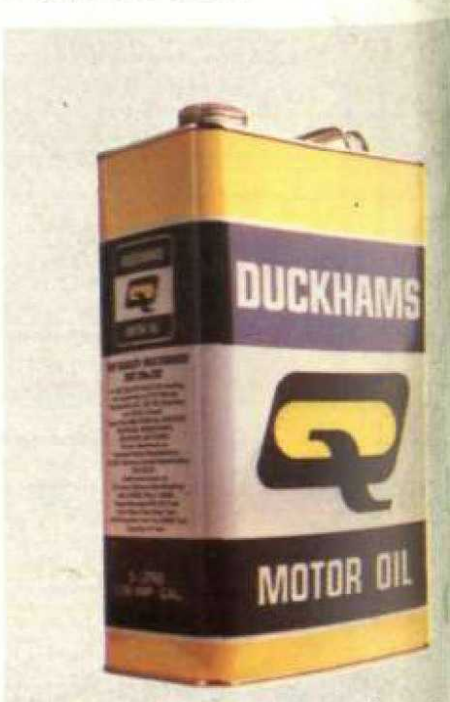
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