December 1977 Vol. LIII No. 12 35p

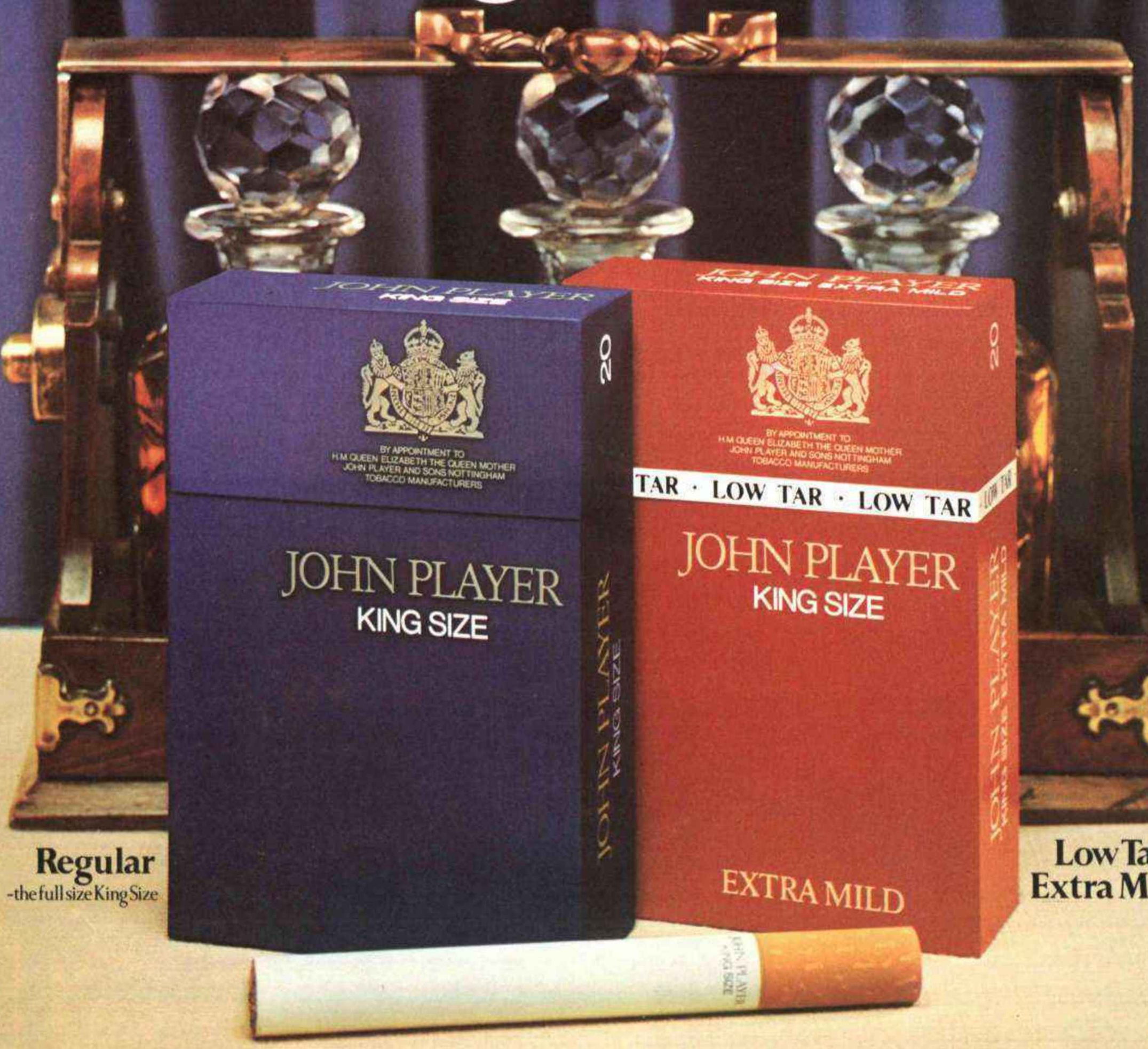
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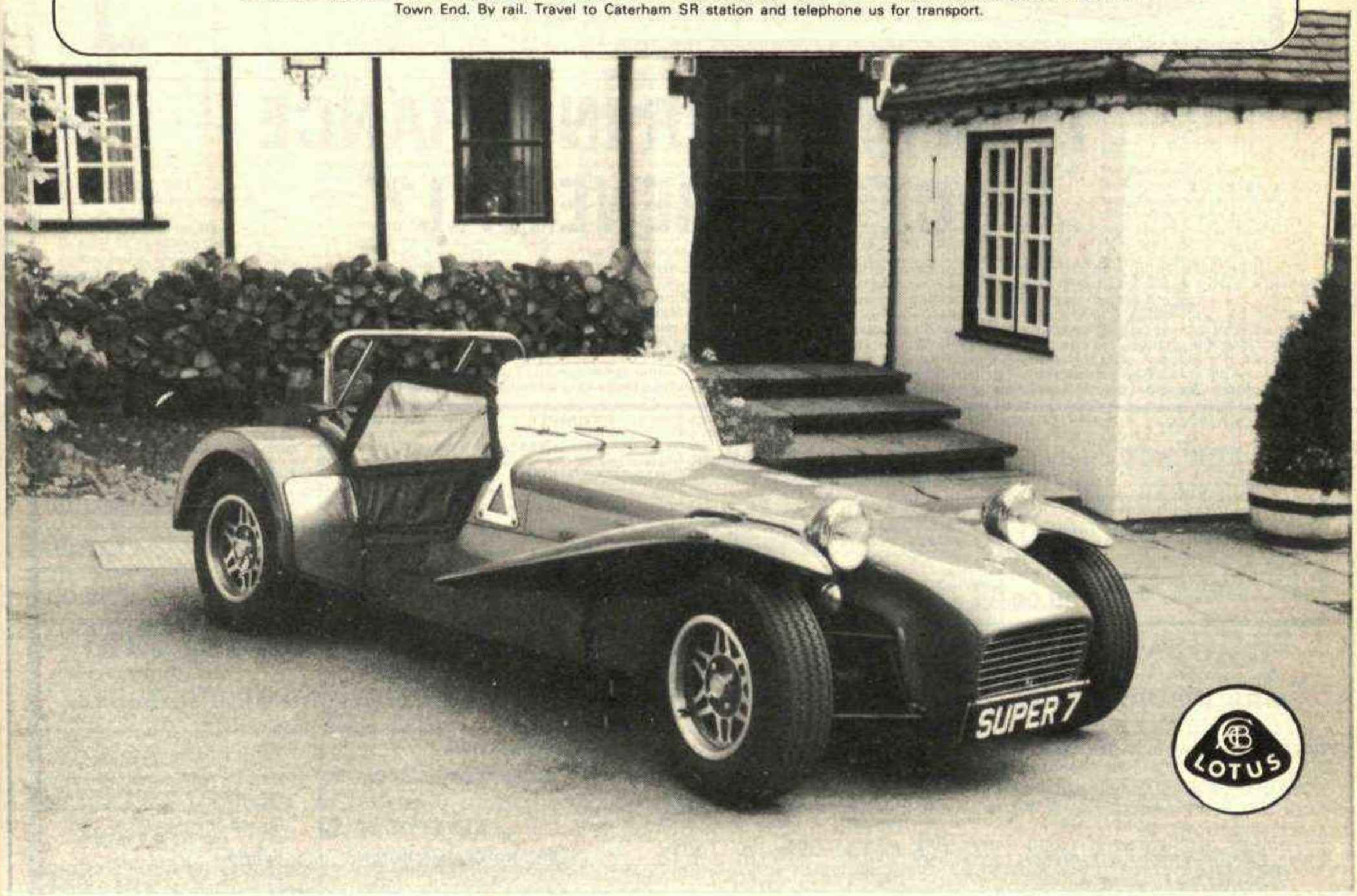
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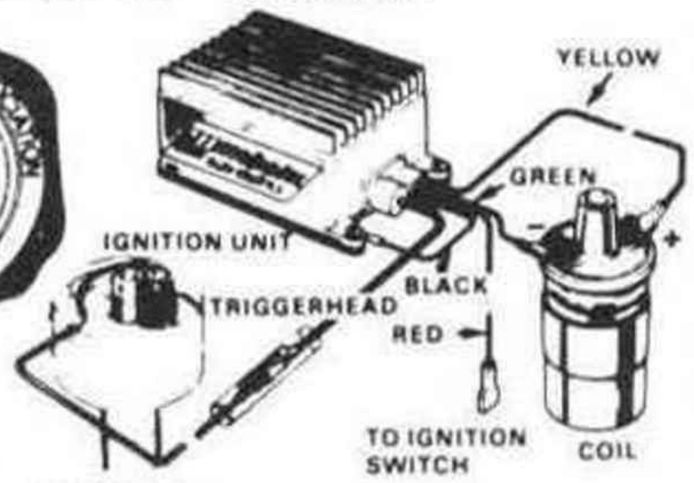
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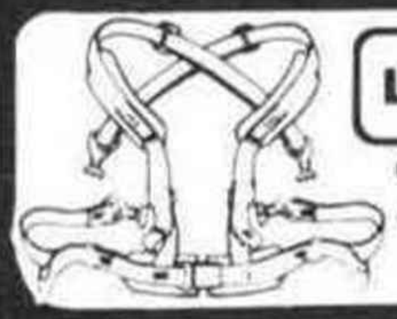
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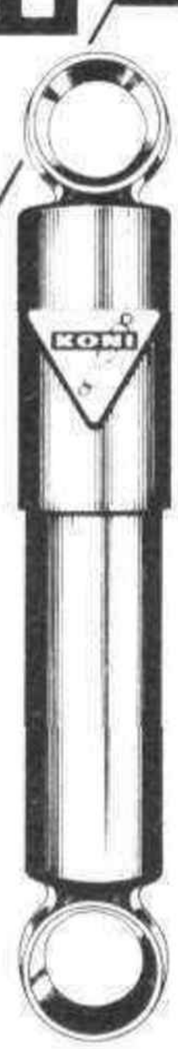
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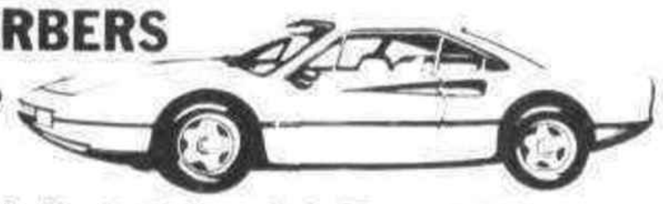


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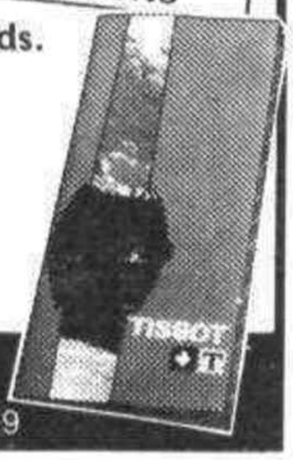
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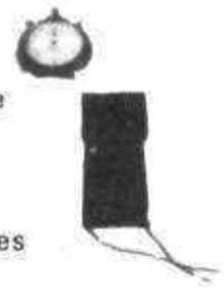
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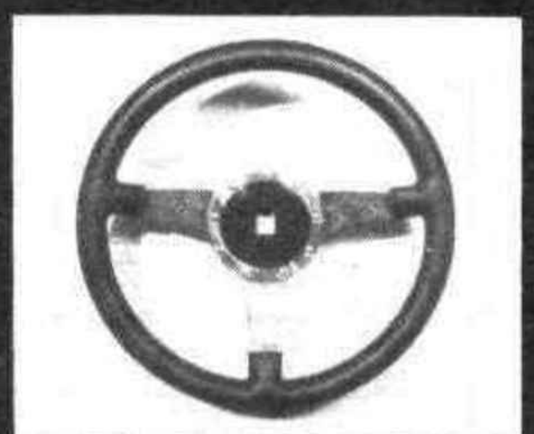
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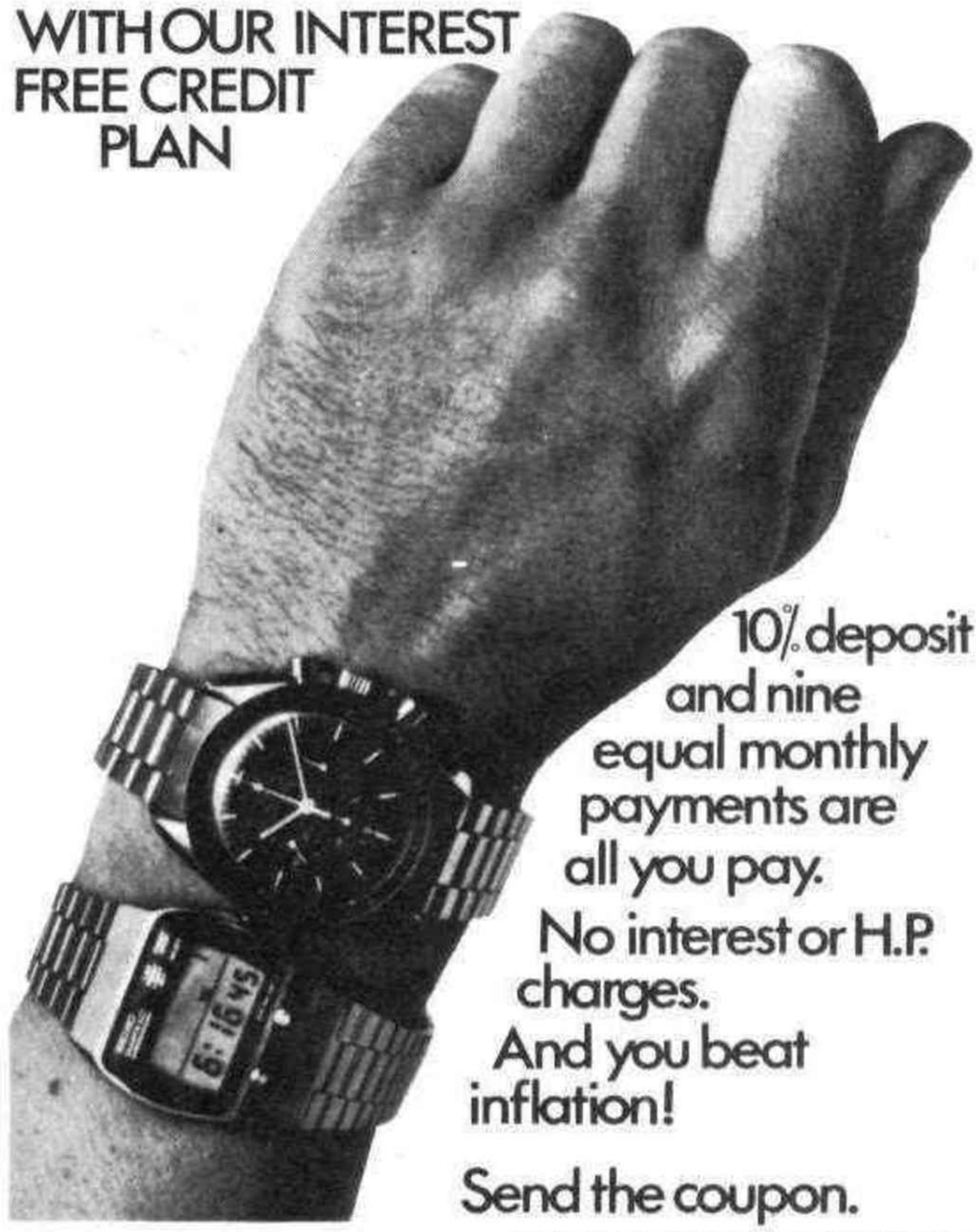




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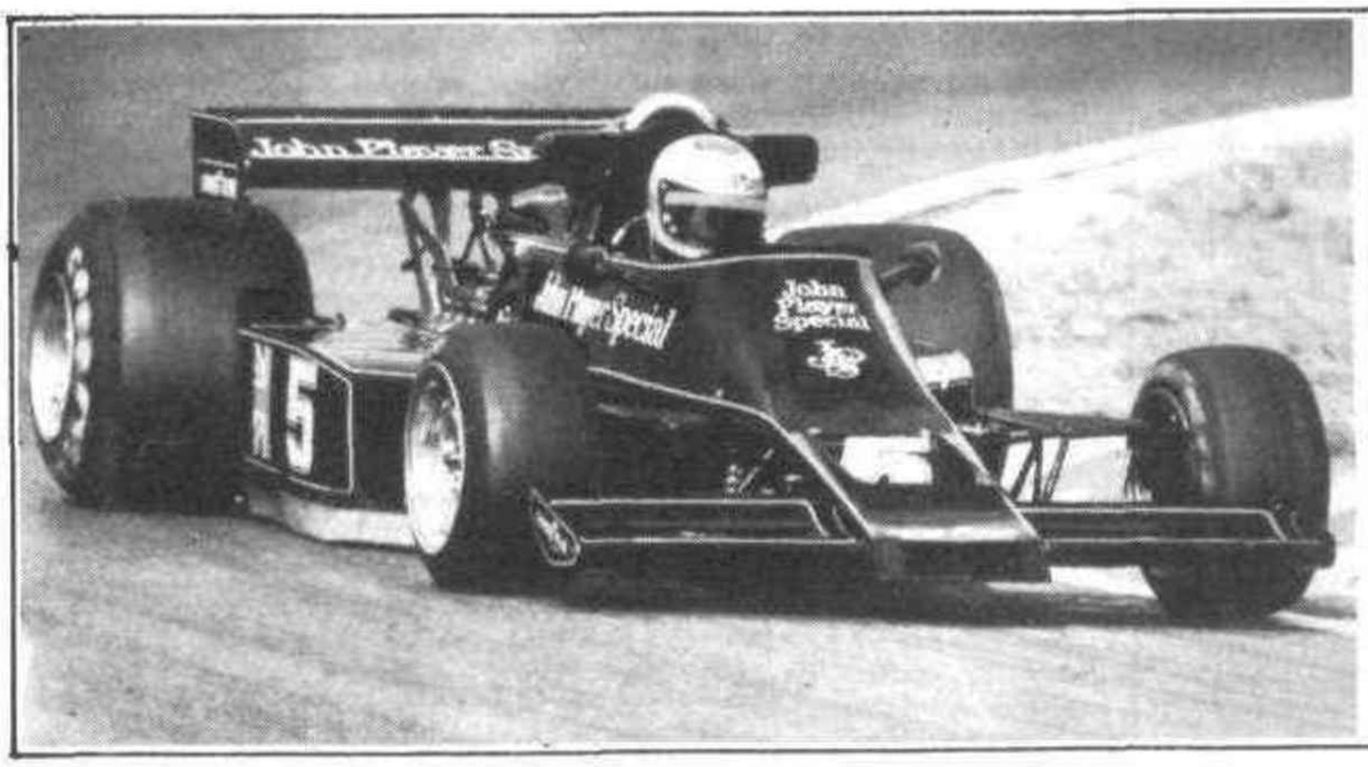
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NEW LOTUS

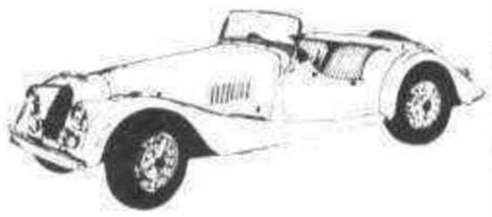
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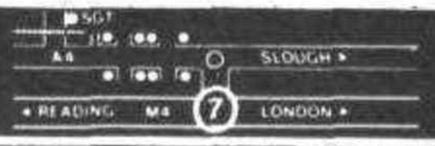
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TR6, 1974. Magenta, 21,000 miles, o/d **£2,495**
TR6, 1974. Pimento, 26,000 miles, o/d **£2,495**
TR6, 1973. Pimento, 19,000 miles, o/d **£2,395**
TR6, 1973. Mimosa, 20,000 miles, o/d **£2,295**
TR6, 1973. Mimosa, 25,000 miles, o/d **£2,195**
TR6, 1973. Mallard, 34,000 miles, o/d **£1,995**
TR6, 1973. Magenta, 47,000 miles, o/d **£1,895**
TR6, 1972. Pimento, 32,000 miles, o/d **£1,895**
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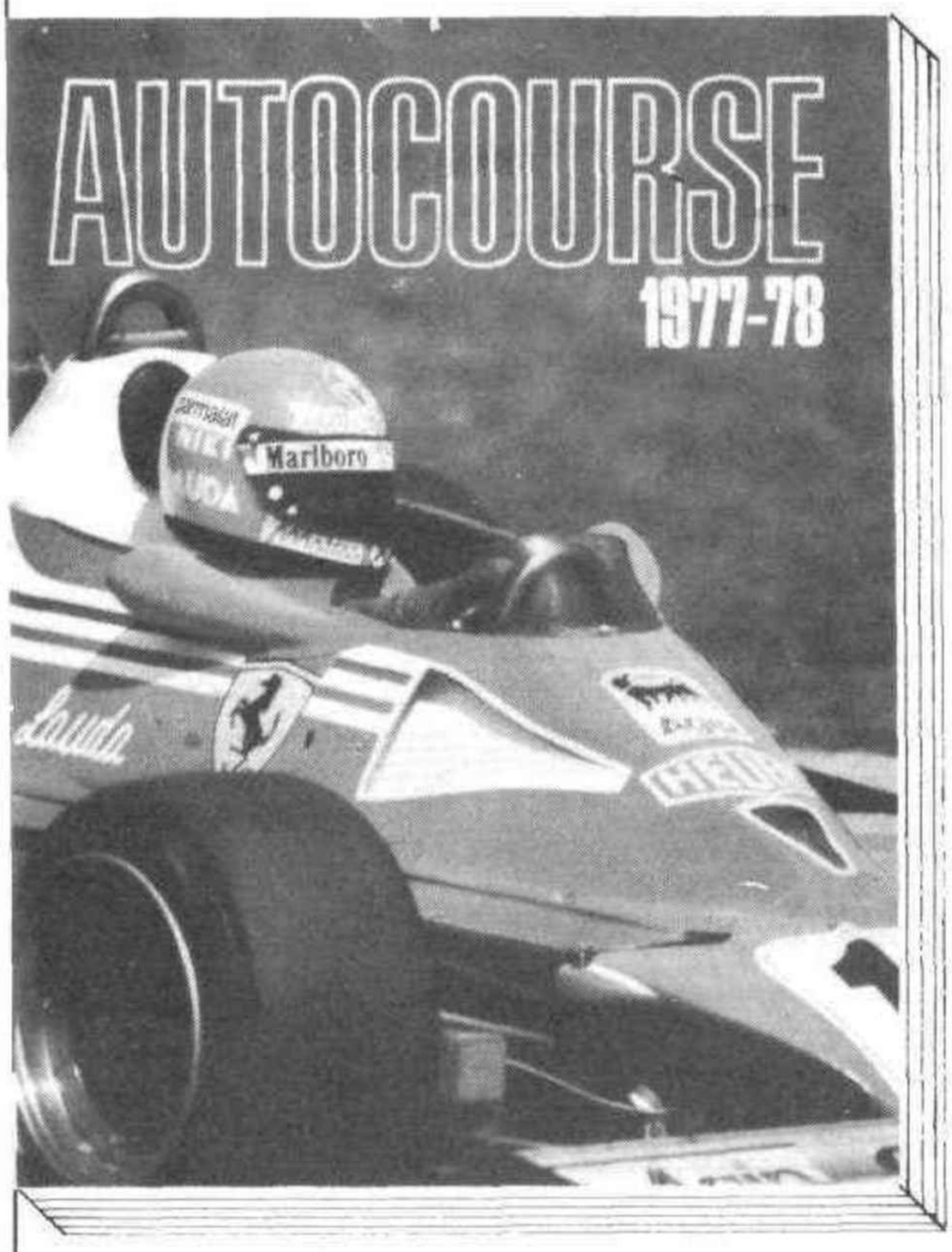
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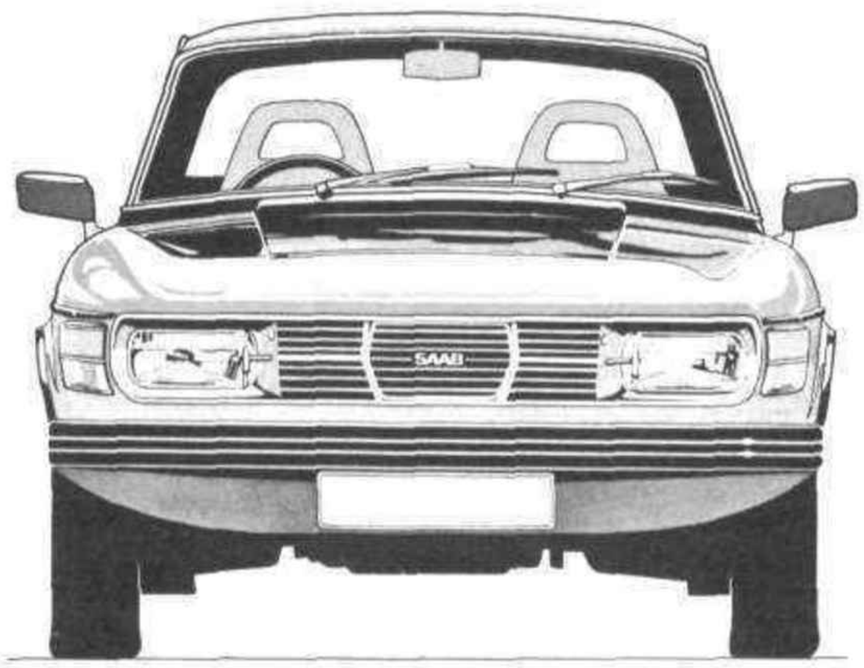
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MOTOR SPORT

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FRONT COVER PICTURE: H.R.H. PRINCE MICHAEL OF KENT driving Lord Montagu's 1903 22-h.p. four-cylinder Daimler in this year's London-to-Brighton Veteran Car Run.

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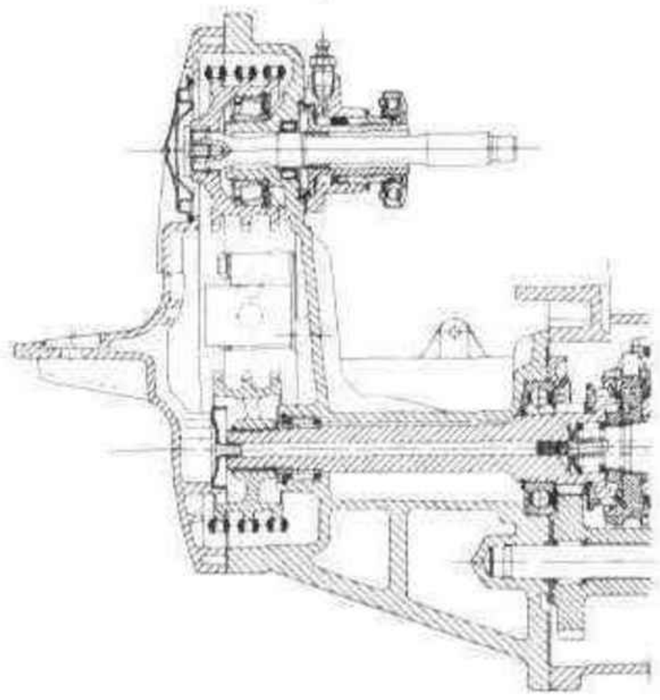
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MATTERS OF MOMENT

■ A FRONT-WHEEL-DRIVE BREAKTHROUGH

Before the war cars with front-wheel-drive, the Alvis and Tracta for example, were regarded as oddities until Citroën, DKW, BSA and a few more suggested that it was not so odd after all and soon the great *Traction-avants* from Paris and Slough effectively showed up rear-drive disadvantages. Pulling the smaller cars along by their front castors is now becoming universal and the layout of FWD in conjunction with a transversely-mounted engine, so effectively introduced by Sir Alex Issigonis for the revolutionary Mini-Minor, is justifiably popular. However, those who have heard the irritating rattle set up by the transfer gears, necessary between crankshaft and gearbox with this layout, from the Mini, through the BMC 1100s, even present in the more luxurious 1800, and not altogether eliminated from many of the current designs of various makes, know this to be the "Achilles heel" of an otherwise desirable engine and transmission layout.



The Renold/Saab primary-chain-drive

Now Renold, the chain people, have come up with a breakthrough. They told us about it at their impressive Research and Development Centre, close to Manchester Airport at Wythenshawe, where they test their many products in conditions of clinical cleanliness in an 84,000 sq. ft. building containing ten double test-cells and full laboratory and testing facilities. To many people Renold are thought of primarily as chain manufacturers. While it is true that they make every kind of chain and have absorbed other such makers, like Coventry, Brampton, etc., and that last year Barry Sheene won the 500 c.c. World Motorcycle Championship on Renold Five Star chain, they also make every other kind of gearing, worm gears included, milling machines, hydraulic motors and drives, variable-speed gear, conveyor-link-chain, coating machines, two-pedal fork-lift trucks, and much more besides, all of which we inspected (except the trucks) in the Leyland and Guy articulated mobile showcases-cum-cinemas which Renold use for publicity-tours.

The purpose of our visit was to see this very impressive Renold test centre, for which Mr. D. N. C. Davies, CEng., FIMech.E, MSAE, is responsible, and to try the chain-primary-drive which they have developed, starting in 1962, and which Saab has now adopted. In this case it is used with longitudinally-mounted power units, where the gearbox is not in line with the crankshaft. The claimed advantages are quietness, lower cost as simple and fewer bearings are admissible, and sprockets are cheaper than a gear-train, smoother take-up, higher efficiency, and an easy alteration of ratio if required. This Renold-Saab drive embodies triple staggered chains made to even closer tolerances than usual, and a clever self-lubricating tensioner. It has evolved from exhaustive tests of 16 converted vehicles from Mini to 7-litre Oldsmobile Toronado, a Maxi having covered some 200,000 miles. There was a demonstration car at the 1967 Motor Show. Saab came to Renold as the World's acknowledged chain experts; they will make the staggered-tooth sprockets themselves and Renold will supply the other parts of this Renold chain-drive.

We tried the drive on a Saab 99 Turbo and it was not only silent but was snatch-free from 20 m.p.h. in top gear. The Saab Turbo itself is an unexpectedly quiet car, which accelerates most effectively, for example from 75 to 90 m.p.h.

Continued on next page

We wish our readers

A Happy Christmas and New Year

January issue will be published on January 5th 1978

Motor Sport Fixture List For December

DATE	CLUB	RENDEZVOUS	NEAREST TOWN OR MAP REFERENCE	CATEGORY	TIME
Dec. 3rd/4th	**Automobile et Touring Club de Grece ELPA**	—	—	**Tour of Crete (European Rally Championship) (INT)**	—
Dec. 3rd/4th	Cannock & Dist. CC	F. W. McConnel Ltd. Car Park, Knighton	148/296722	TBN Rally (*R*)	22.30
Dec. 3rd/4th	North Devon MC	Taw Garages Used Car Centre, Victoria Road, Barnstaple	180/565328	Ilfracombe Rally (*R*)	23.30
Dec. 4th	MGCC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (*R*)	13.00
Dec. 4th	Southern CC & Cosmopolitan CC	Weavers Down, Liphook, Hampshire	186/809½314	Production Car Trial (R/C)	—
Dec. 10/11th	Sunderland & District MC	Newcastle Airport, Woolsington	88/185715	North Star Rally (*R*)	00.01
Dec. 10/11th	Bexley Light CC	Swan Hotel, Charing	189/948497	Witsend Rally (*R*)	23.01
Dec. 11th	TEAC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (*R*)	13.00
Dec. 17/18th	De Lacy MC	Hazelbush	105/666½582	Seven Dales Rally (*R*	24.01
Dec. 27th	BARC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (*R*)	—
Jan. 2nd	BRSCC	Brands Hatch Circuit	Fawkham, Kent	Rallycross (*R*)	11.30
Jan. 2nd	Port Talbot MC	Mynydd Epynt	—	Virgo Galaxy Epynt Stages (*R*	09.00

MATTERS OF MOMENT

Continued from previous page

The journey to Manchester, which was made in that outstanding new Ford model, the Granada 2.8iS, on those excellent Michelin TRX tyres, was an eye-opener. Not only is it nice to know that Sweden came to Britain to solve Saab transmission problems but our respect for Renold was greatly enhanced after seeing this magnificent Research and Development Centre, where test rigs work to taped instructions, running without need for supervision day and night. Renold products, from minute worm gears to enormous chains for driving marine-engine o.h.-camshafts, were impressive. Renold obviously hope to apply their chain-primary-drive to cars other than Saabs; we noticed a Renault 14 in the experimental shops, a car which might well benefit from a quieter drive between its transverse engine and gearbox, *vide* C.R.'s road-impressions published in MOTOR SPORT last month.

Mr. Davies recalled a motorcycle TT in which a Renold chain broke as the winner crossed the finishing-line. He was able to tell the naturally disgruntled champion that this showed efficiency, because it is a well-known adage that a racing machine should be designed to such close tolerances that it will give maximum performance for the distance of a race and then fall apart. When a Renold chain broke after three laps in another TT race, it was a different matter! From such disasters, however, stemmed any decisions by Renold to carry out extensive research; but for racing, Mr. Davies doubted whether the present fine Research Centre would have been built. Incidentally, today's chains last throughout a TT race and the same ones have been used for another; lubrication from Renold aerosols has materially extended chain endurance in racing and on ordinary machines.

The moral of this Editorial is that if Britain is not hampered by politics she can match the World when it comes to engineering and that here is yet another example of the proven value of motor, or in this case motorcycle, racing. . . .

The Renault 20TS

I WENT one dull November day to the Lygon Arms, Broadway, that Cotswold show-village which constitutes an American pilgrimage in the summer, this being a popular place for new-car previews. Incidentally, the row of massive garages, into which 1920s' chauffeurs used to drive their masters' Rolls-Royces and Daimlers etc., are now threatened, it appears, by extensions to this well-known hotel, where the Bugatti OC used to rally, before the War.

The car I had gone to sample was the new Renault 20TS, with an entirely new belt-drive o.h.c. 2-litre 4-cylinder engine which may later figure in F2 and F3 racing. Alan Dakers, who was due to drive a very different Renault in the Brighton Run, explained how this new car fits into the middle of Renault's up-market range without replacing any other Renault model, and Mr. Charles told of the ambitious area releases which had been arranged for the 20TS. It has an 88 x 82 mm., 110 b.h.p., 1,995 c.c. engine mounted normally, driving the front wheels through a 4-speed gearbox. Electric windows are controlled from facia switches, there is power-assisted rack-and-pinion steering, electro-magnetic door locking, and many other amenities. How Renault know that the 20TS will sell to men of an average age of 46, in the "AB" social group, I do not know. What I do know is that this is a compact, comfortable car, in which I felt at home immediately, under very nasty weather conditions, which goes effortlessly to 80 m.p.h. and well beyond (maximum quoted as over 105 m.p.h.), is perhaps a little noisier than I had anticipated, and which tended to understeer strongly until I adjusted to FWD after arriving in a Rover 3500. I did 70 miles at 23.33 m.p.g.; a longer stint will be appreciated.—W.B.

Correction

IN case it is thought that I can no longer read instruments, the Straker-Squire's oil-gauge, referred to on page 1610, indicates from 0—60 lb./sq. in., *not* to 10 lb. as printed.—W.B.

Unnecessary caution

A FEW MONTHS ago there was a minor row in print over tyres and their speed rating. The Automobile Association suggested that motorists could be prosecuted for fitting SR rated tyres instead of the HR rating installed as original equipment.

According to *Tyres and Accessories*, a monthly British journal for the tyre industry, this is definitely not the case. They say that the "AA were wrong. There was nothing in the Traffic Construction and Use Regulations to suggest that such fittings was outside the law". In vitriolic mood, and one that one tends to sympathise with, *Tyres and Accessories* add "the AA was founded to protect the motorist, and not to suggest new legislation with which to browbeat him".

It is interesting to note that the tyre manufacturers have apparently backed the journal on this point. Meanwhile, we would be interested to hear of any cases of attempted prosecution. . . .

Top people

BOTH Lotus and BMW have had good news to offer for individuals associated with them. Michael Kimberley, formerly of Jaguar engineering but a driving force behind the rather more seemly Lotus current style of customer liaison and car quality, is now Managing Director of Lotus Cars. This is very good news indeed, for Mr. Kimberley has made a terrific effort to improve both UK and USA standards of service on a product that had acquired some notoriety in this respect.

Over at BMW they have taken on Tom Walkinshaw, the driver of a 530i in British events and an experienced long-distance man in more powerful European BMWs. Tom is to be their General Manager, Motorsport Operations at the British concessionaires.

BMW Concessionaires MD Anton Hille says, "we will be ready for a full-scale onslaught in 1978 with the 530i." This could well mean that T. Walkinshaw's engineering company becomes the European centre for the conversion of BMWs into European Group 1/1½ racing trim. It may also mean Mr. Walkinshaw has to chose between driving and managing, but nobody is saying anything about that as yet.

Leyland Jaguar wins

THE AMERICAN Jaguar effort paid as big a dividend as possible to make up for some of the disappointments of Europe, which was especially valuable in view of the importance of the USA market. Bob Tullius won the drivers' section of the Trans-Am Championship, but they just failed to collar the manufacturers' title by two points; Porsche numbers ensuring that the Jag's three retirements in eleven outings were not enough to compensate for five category wins. The category? Production Cars, for Trans-Am also admits machinery that is a lot more radically modified than the 475 b.h.p. Jaguar.

Rally Review

Fiat clinches World Championship in Corsica



AT THE beginning of the year, when Fiat was the only manufacturer to declare a firm resolve to tackle the World Rally Championship for Makes, announcing a programme taking in all but one of the eleven qualifying events, it was commonly felt that they would succeed. Since the championship began it had never really been hotly contested, for the financial drain of tackling every rally in the series, including forays outside Europe to Kenya, Canada and New Zealand, would be too much for most teams' budgets to stand. Inevitably, one team would move ahead in the points scores as a result of successes in events which were entered solely on their own merit as good publicity catchers, and that team would then stay ahead to win the series.

With a strong team, first class drivers, a car which seemed to be as fast and as reliable as any, and a programme of ten rallies for which the budget must have been the envy of all other teams with an interest in the sport, all the odds were in Fiat's favour, particularly as they seemed to have no regular opponent to challenge them in every qualifying round.

Small wonder, then, that the Italian team should have won the championship. They finally clinched the series on the Tour of Corsica in early November, just a fortnight before the RAC Rally of Great Britain. But the surprising thing was the doubt which remained concerning the outcome of the series right up until the finish of the last round but one. It was fully expected that, with their powerful resources backing them on ten events (the one they missed was the Safari), Fiat would have gone into an early lead without any significant challenge from anyone, for no other team was planning such a major onslaught on the series.

But early in the year they didn't score as many points as they would have liked, and when Ford began to notch up a series of successes in the few events which they had entered as single sorties, without much thought for the series as a whole, it became obvious that the British team could well be a serious challenge to the Italians. Ford won the Safari, 1,000 Lakes and Acroplis, and there were good points scores in other events, and in mid-season the Boreham team moved marginally ahead of the incredulous Italians who had almost come to regard the series as rightfully theirs from the start.

Ford held meetings and a budget to tackle the remaining rounds of the series, hitherto not planned, was approved. Suddenly the World Championship took on a new significance. For the first time there was a real fight between two major works teams and the series was injected with energy and interest which it has never had before.

Ford and Fiat stayed closely matched at the top for a while, until the Sanremo Rally on Fiat's home ground when the Italian team moved substantially ahead. In Corsica they scored maximum points and this was enough to assure them of victory no matter what the result of the last round, the RAC Rally.

Corsica is a mountainous, Mediterranean mixture of French and Italian, governed by France but with strong Italian influences and an even stronger movement for breakaway from France and for independent government. There are often troubles on the island in this connection, but the annual spectacle of the Great Corsican Road Race, as the Tour is often called, is appreciated so much by Corsicans as well as mainland Frenchmen that none of these troubles is allowed to interfere with the running of the event.

Enthusiasm for motor competitions being so strong, among the authorities as well as the populace, it is possible to run a rally in Corsica in a manner which would encounter official disapproval, to say the least, in mainland France. The days of flat-out motoring all through the mountains on Alpine Rallies are well in the past, but in Corsica they live on. Indeed, the organisers go out of their way to give the event the flavour of a long-distance road race and make no secret of the fact that they have the Mille Miglia very much in mind when they lay out the route.

Base town alternates each year between Ajaccio in the South-West and Bastia in the North-East. This year it was Ajaccio's turn, and the 26 hour event (from Saturday mid-day to Sunday afternoon) climbed and meandered its way all over the island, crossing and recrossing itself along steep and tortuous mountain roads. There were nine special stages and four much longer tests which were virtually special stages but which were given another title. Furthermore, some of the inter-stage road sections were so tight that even a quick stop for a brisk pouring-in of fuel would bring a danger of losing a minute at the next control. The whole thing was at an extremely fast pace, and the authorities co-operated by closing so much of the rally route to other traffic, including road sections, that service crews had difficulty getting from point to point.

The weather plays a big part in the event, for the island can experience bright sunshine, gales, thunderstorms and even snowfalls all in the space of an autumn day, but this year it stayed fine and sunny throughout, save for a sharp deluge at Ajaccio on the eve of the start, holding up scrutineering for some five minutes as the large crowd moved *en masse* into the quayside tent which was used as a vehicle inspection bay.

Fiat brought an armada of 131 Abarths to the event, whilst Ford fielded only two of its works Escorts. Lancia, now working even more in conjunction with the Fiat team as the two outfits move closer and closer towards total integration into one team (which might even include Ferrari eventually), brought three Stratos, whilst Peugeot sent three of their little 104 ZS saloons from the factory and Leyland two of their Triumph TR7s from Abingdon.

Sandro Munari went into an early lead in his powerful Stratos, but retired early in the first half when he hit a patch of gravel which had been strewn across the surface of a bend by spectators. The car flew off the road and could not be extricated. With the favourite out of the running, eventual winner Darniche (Fiat), Bacchelli (Fiat), Pinto (Lancia) and Nicolas (Ford) began contesting for the lead. Nicolas gave the lie to the theory that a Fiat will always be quicker on twisty tarmac than an Escort (due to handling superiority) by staying up with the leaders, moving into second place for a while and making fastest time on more than one stage. Alas, after being delayed first by a deflated tyre and then a differential oil leak, his prop-shaft balance weights flew off and the severe vibration caused the shaft itself to fail, putting Ford's only hope of points out of the rally. Long before, the second Escort of Brookes had gone out when it grounded on the steep apex of a hairpin and cracked its differential casing allowing the oil to pour out.

Of the two works TR7s, Pond's retired on the very first stage when its gear selectors jammed, but Culcheth's went on reliably, save for some minor troubles, to take eleventh place. Jean-Claude Andruet's Fiat came to a stop on a hairpin when its battery finally ran out of power after alternator failure, whilst Timo Makinen put his Peugeot 104 off the road on the same hairpin as he went around the corner with eyes on the stricken Fiat. Team-mate Jean-Claude Lefebvre went on to win the Group 2 category and take a creditable tenth place overall.

Each year the Tour of Corsica emerges as a sort of hybrid event, half race and half rally. Taking this form causes no small problem for those who have to plan service arrangements, but perhaps it is the only form it can take and stay within traffic regulations. However, it would be better if the organisers and authorities were able to put their cards on the table and run the event openly for what it is, a road race. One envisages a race in four parts; Ajaccio to Bastia and back, the two-way journey being done twice but not necessarily along the same route. Time controls could be done away with, save for the start and finish of each part, and correct routing could be ensured either by a system of non-stop passage controls or even by simple road blocks. –G.P.

RESULTS

1st	B. Darniche/A. Mahé (Fiat 131 Abarth 4)	8h. 13m. 40s.
2nd	R. Pinto/A. Bernacchini (Lancia Stratos 4)	8h. 17m. 07s.
3rd	F. Bacchelli/Scabini (Fiat 131 Abarth 4)	8h. 24m. 07s.
4th	T. Carello/Perissinot (Lancia Stratos 4)	8h. 25m. 02s.
5th	F. Vincent/F. Calvier (Fiat 131 Abarth 4)	8h. 30m. 01s.
6th	J. Almeras/"Tilber" (Porsche Carrera 4)	8h. 34m. 24s.
7th	M. Verini/N. Russo (Fiat 131 Abarth 4)	8h. 40m. 58s.
8th	Miss M. Mouton/Miss F. Conconi (Fiat 131 Abarth 4)	8h. 50m. 48s.
9th	B. Swaton/B. Cordesse (Porsche Carrera 3)	8h. 58m. 39s.
10th	J.-C. Lefebvre/J. Todt (Peugeot 104 ZS 2)	8h. 59m. 01s.

120 *starters*—34 *finishers*

FORMULA ONE SCENE

WHEN I GO to a Formula One Grand Prix, in order to make a comprehensive report for MOTOR SPORT, it can involve as many as seven days during which Formula One cars, drivers, races and overall activity are foremost in my mind. Of all the things I see, hear about, discuss or just think about, during that time, only 10 per cent gets into print, the other 90 per cent are stored away to build up a background of knowledge and an overall comprehension of the whole business of Grand Prix racing. Whether it is valve design, driver's contract fees, suggested tyre size rules, sportsmanship, gamesmanship, lap times, race tactics, sponsor's politics or chassis numbers, it is all part of the Formula One scene and is knowledge that may be useful one day, if not in the forthcoming issue of MOTOR SPORT. Deciding which 10 per cent of the total shall make up the printed story is not as difficult as it may seem, for basically the object is to watch the progress of those cars and drivers who win the races, or look like winning them. You may spend two hours in discussion for the end result to be a single line in the story, but without that discussion you could not write that single line with honest conviction.

Considering that the average Formula One race lasts about 1 hr. 45 min., it sometimes seems disproportionate to let it occupy as much as seven days. There have been times when a race has proved to be deadly dull, or to turn out quite the wrong way, when I've said to myself "I've been here since Thursday morning to see that; it wasn't worth it." But mostly, the days before build up to a climax, which is the 1¾-hour race, and often it is nice to be able to spend two more days unwinding. Of course, I could go to some Formula One races on a Page and Moy one-day trip, arriving 30 minutes before the start and be back home in time for an early supper, but I like racing and racing cars too much to do that. The places and people and some of the travelling, which is all part of the Formula One scene, are often more enjoyable than the actual race, while the aftermath of some races is better than the build up.

Many journals at this time of the year carry a review of the past season, which is a sort of recap on all that has happened as regards the results. At best these are a repetition of what has already been written, and the regular reader knows it all already, though sometimes these reviews can provide an interesting analysis on what has gone before. Rather than review the 1977 Formula One season I thought I would add to it, by recalling some of that 90 per cent of information that never got into the reports, or even into the reflections which followed.

The French GP at Dijon was an example of a race occupying me for seven days, even though the 80 laps took Andretti and Watson less than 1 hr. 40 mins. to cover. The trip started on Wednesday with a run to Dover, lunch on the boat to Calais, and then a leisurely meander down the back roads to stop the night in the small village of Corbie. Next day, in real summer weather the journey was continued on yellow and white coloured roads on the Michelin Map, through the Champagne country into the Cote d'Or to the village north-west of Dijon where we were staying for the race. Friday and Saturday were pretty fully occupied with practice and paddock prowlings and Sunday, of course, was race day. Sunday night was spent reliving all the action of the race, with some friends, and this went on into the early hours of Monday. Another day's trip, northwards this time, with a deviation to visit Reims got me comfortably close to the Channel to get a mid-morning boat back to Dover on Tuesday. The journey home to Hampshire was broken twice in Kent, once to look at the pieces of a Type 23 "tank" Bugatti of 1923, that have recently been acquired from Czechoslovakia, and the other time to look at a new sports car being built around Jaguar "S" type components in a chassis that is a cross between a Lister and a Frazer Nash, the result being an exciting 3.8-litre modernised Le Mans Replica Frazer Nash type of blood and thunder road-burner. It is not difficult to occupy seven days in pursuit of a 1 hr. 40 min. Formula One race.

At that race I took one evening off away from the Formula One scene of the moment, to attend a forum of racing-engine designers. This was organised by the local branch of a French society for young engineers, and was held in the Peugeot factory offices in Dijon. The panel consisted of Hans Metzler (Porsche), Keith Duckworth (Cosworth), Carlo Chiti (Alfa Romeo), Georges Martin (Matra) and Francois Castang (Renault). It was an open discussion on engine design, in general as well as for racing, and proved to be an interesting evening. Porsche admitted they were watching the turbo-charged Renault with interest, knowing the problems involved; the differences between engine designs for a short Formula One event, and the Le Mans 24 hours were discussed at length and Porsche said they had run a 917 Le Mans engine on the test bed at maximum power for 18 hours. Duckworth admitted to a similar full-power test with a Formula One engine, but for no more than 5 hours. Matra preferred to do endurance testing on a circuit, and Alfa Romeo agreed with this. In general these engine designers were not happy with the way Formula One has developed and the type of engine and power it has encouraged, feeling that any knowledge gained has little useful purpose in the broad sense. The capacity limitation has caused this, and they would like to see a new engine formula where efficiency is rewarded, especially as regards fuel consumption.

All too soon that interesting evening finished, as did another one when we were invited to a "soiree amicale" with Monsieur Fred Chandon, of the Moet et Chandon Champagne family. This was an evening for wining and dining in the style that only the French can achieve, and discussion ranged from the seasonal Moet et Chandon Championships for Formula One drivers based on fastest race laps, with a mountain of Champagne at the end of it (James Hunt won it), to what is wrong with the management of Formula One, how it could be improved and where the CSI rules were heading, to say nothing of a little "looking back" on the French GP over the past 25 years.

In contrast to the French GP, the Italian GP was done in a rush, leaving home at 6 a.m. on Thursday morning and being back home just after mid-day on Monday. Such is the advantage (or disadvantage) of air travel, that I could have been back by Sunday night, but I felt that was exaggerating. A whole crowd of us were staying at a hotel literally on the top of a small mountain, about 30 kilometres from Monza, and invariably someone was without transport to the circuit. Thanks to Hertz or Avis hire firms there was a selection of Italian tin-boxes on wheels for general use, but even so someone always seems to get left behind. We got back long after dark on Friday evening to find we were one bod short, and a count-up soon showed who it was. Everyone thought someone else was bringing him back. The search party idea raised no volunteers, so we all sat down to supper assuming that the missing member of the party would telephone or find some transport. Very late, and quite unperturbed our missing scribe arrived, looking rather wind-swept. He had stayed on in the paddock after practice, and one thing led to another, so that it was 10 p.m. before he gave thought to the 30 kilometres. He said the Hesketh team had lent him a motorbike (you do not have to wear a crash-hat in Italy – happy country!) but the lights went out when the engine stopped. He had lost his way a number of times and been in the ditch twice, but no damage was done. Next morning I saw this "motorbike"; it was the sort of mini-bike used for getting around the paddock, not quite the smallest that is made, but in no way a motorbike. Personally I wouldn't have gone down to the village on it, let alone do 30 kilometres in the dark on unknown roads. Undaunted, our scribe had breakfast and then set off down the mountain to return his "motorbike" to the Monza paddock. Some of our reporters are heroes!

It brought to mind my first visit to Monza as a reporter, when I had been riding in the motorcycle Grand Prix the week before and while the others returned home to base, I stayed on and borrowed a Vespa Scooter for getting about. MOTOR SPORT were sending a photographer out by air "... and would I meet him at the airport." I had never been to Milan airport before and in those days it was at Malpensa, some 30 miles away. On that Vespa the journey seemed never ending, and I arrived rather late not realising that airline passengers had luggage. Our photographer was very tolerant and sat on the pillion all the way back to Milan, holding his suitcase in one hand and his camera bag in the other. At 45 m.p.h. on the Autostrada it was quite a trip.

After one practice at this year's Italian GP the organisers of a Racing Car Show held a small gathering to publicise the event. They had four "stars" to boost the show, Mario Andretti, Giacomo Agostini, Sandro Munari and Renato Molinari, stars of Formula One, motorcycle racing, rallying and power-boat racing, respectively. Outside on the lawn of the country club where the gathering was held, were "the tools of the trade" of three of these four; Andretti's Lotus 78 was still cooling off in the paddock after practice.

There was a racing Yamaha, a works Lancia Stratos and a sleek racing boat powered by a Lancia Stratos V6 engine. More than any other driver in Formula One today, Andretti makes himself available for such promotional activities. Even when the tempo after practice is running high, if he has promised to "meet the Press" or be available to assist in some promotion, he always gets there and always looks calm and unruffled, even though you know that all hell has broken loose in the Lotus camp. When some of our heroes talk of being "professional" I smile, for Andretti has brought a new meaning to the word in Europe.

Leaving the Zandvoort circuit the morning after the Dutch GP I was riding through some

mid-morning traffic when I was conscious of a Lancia coupe in front of me, with a GB plate on the back and a London registration. There were three people in it and all I could see of the driver was a bald patch on the back of his head, and some wispy side-burns. The car was threading its way past the Dutch locals in a very fluid manner, using all the available space and passing things with superb judgement. On my BMW motorcycle it was easy to follow the Lancia and I thought "that old codger is driving jolly well. I suppose he's an enthusiast who has been to the Grand Prix." Intrigued by the scene I drew up alongside at some traffic lights and looked down. It was Stirling Moss! – Old codger, indeed, he must be at least 10 years younger than me.

The Dutch GP is one of those races where it pays to walk from your Hotel to the circuit, if you are staying in Zandvoort, even at the far end of the seaside town. Traffic is chaotic, parking is ridiculous and you can walk through the whole steaming mob in 30 minutes, pausing for a glass of Heineken beer on the way. Meanwhile, cars, buses, vans, caravans etc, may have moved 100 yards. While walking through the traffic it is interesting to note all the various countries from which the cars have come. The freedom of Europe is never more emphasised than when you see spectators in Holland from as far apart as Denmark and Spain or Yugoslavia and Portugal, knowing they all just got into their cars and drove off from home. Compared with journeying from England, with a minimum of 1½ hours on a boat, the freedom of travel on the mainland of Europe is something special.

In South Africa there is a very different feeling, not unlike being back at boarding school. Once the "big-bird" has deposited its load of humans at Johannesburg, and they have gone to the Kyalami circuit and surrounding hotels, you know they have to stay there until the "big-bird" comes back for them. You could drive off to Durban or Cape Town in a hire-car, but you'd still be in South Africa and a long, long way from Europe and the next Grand Prix race. The South African race is held on a Saturday, and as the first available plane is Sunday evening, the organisers hold a Sunday lunch-time Barbeque and prize-giving at the home of Francis Tucker, the Clerk of the Course. This year I took the opportunity of joining a morning motorcycle run to Pretoria, about 35 miles away, held once a month for vintage and veteran motorcycles. Peter Blackwell, a MOTOR SPORT reader of long-standing, lent me a 1938 Triumph Speed Twin, while he rode his 1936 twin-port BSA and we rode in company with Peter Theobald, another long-standing MOTOR SPORT reader on his Model 9 Sunbeam. In South Africa you have to wear a crash-hat, and with riding on the left side of the road it was just like home. There were still problems over the supply of petrol to South Africa and a simple form of rationing was that petrol stations closed mid-day Friday until Monday morning. As petrol in tins is forbidden this automatically rations everyone to a tank-full of petrol for the weekend. Simple and effective and no paper-work needed.

A regular happening at the Monaco GP on the night before the race was to walk down to the Casino Square to admire the exotic, the bizarre, and the exciting cars. You can do the same with people if you wish. Around midnight the scene is a happy one as the cars circulate through the Casino Square to the admiring sounds of the watchers. This year it all changed. The Monaco police closed the Casino Square and the feeder roads to all traffic. All we could do was stand and look at one another and go home to bed. The sad passing of yet another harmless piece of fun.

If you go to Sweden by boat or plane you tend to land at Gothenburg and then there is a 3-hour drive to Anderstorp. For those racing teams who are based in England, and that means most of them, except Ferrari, Ligier and ATS, there is a Sunday night boat after the race that takes the big articulated transporters. In order to catch it you need to be out of the paddock by about 7 p.m., a few hours after the race has finished. The Swedish police provide an escort and this is in communication with a police helicopter that is surveying the scene from above, and advising on the best route through the home-going race traffic. It is an impressive sight to see the big DAF, Scania-Vabis, Ford or Leyland transporters swinging out through the paddock gates, one after another to join the line of vehicles behind the police car. I've often felt I'd like to skip the Grand Prix and drive off ahead of the traffic to somewhere out in the country and watch this high-speed procession go by. The names on the sides of the transporters make exciting reading to a racing enthusiast. Lotus, Tyrrell, March, Wolf, Surtees, Ensign, McLaren, Hesketh, Shadow, Brabham, Fittipaldi, they are all there, thundering northwards, while at a more leisurely pace the Ferrari transporter is heading south and the Ligier is heading westwards.

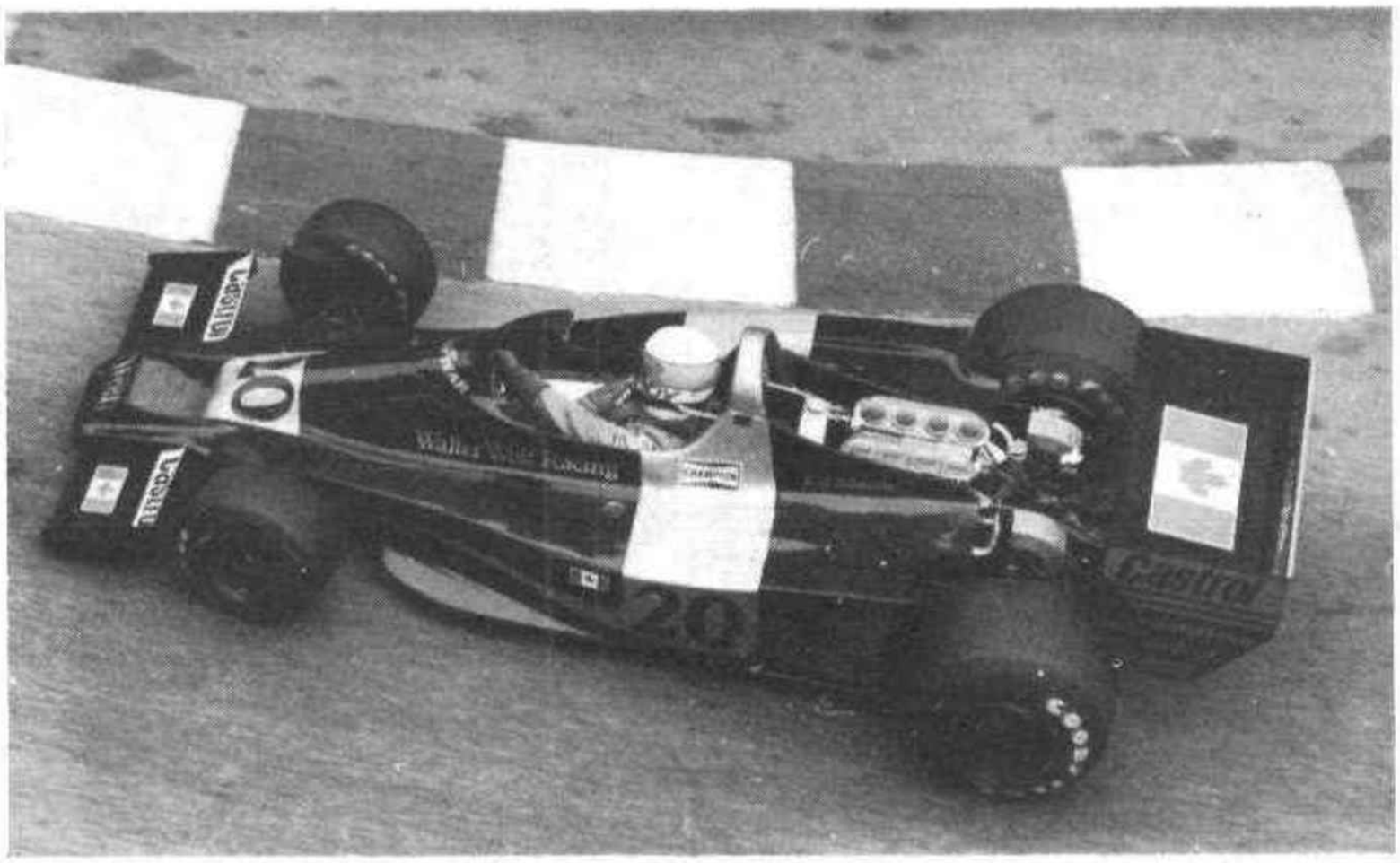
It was at the Swedish GP that I walked along the line of pits while the cars were being warmed up before the race. The variety of noises was wonderful, and made the adrenalin flow in anticipation of the race. The Ferraris were making that noise that only a Ferrari can make, the Matra was screaming on all twelve cylinders, the Cosworth V8s were making their hard, efficient sound and the Alfa Romeos were booming out loud and strong from their four megaphone exhaust pipes. It was glorious and each engine had its own distinctive sound and seemed to be trying to drown the sound of its rivals; no wonder some of the more sensitive people in the pits wear ear muffs. Personally I love the sounds, even if they have made me prematurely deaf to the idle chatter of the human being!

Each and every race has enough happening to write an individual book on the events of one day or seven days, depending on how you cover your Formula One race. –D.S.J.

Walter Wolf Racing

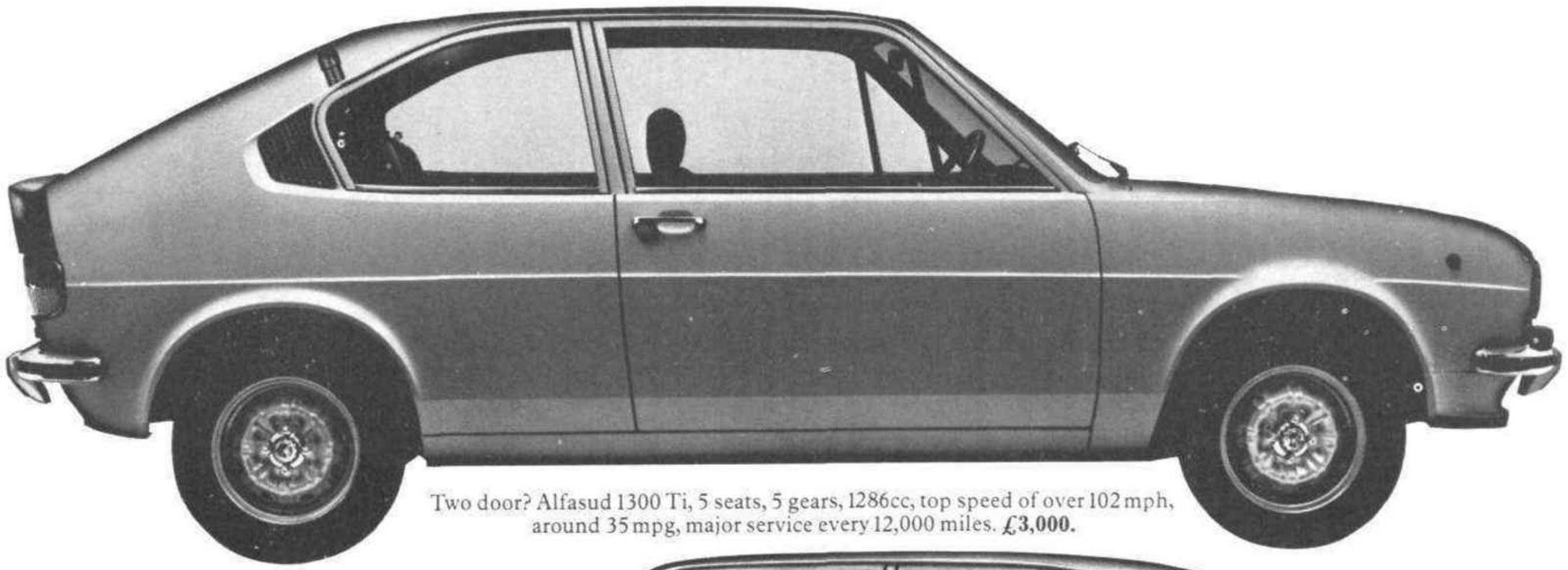
ALMOST EXACTLY a year ago we were being introduced to the new Wolf racing car and the new team. Walter Wolf had financed the Frank Williams team in 1976, with the Harvey Postlethwaite-designed rubber-spring car, with a variety of second-class drivers. This had got Wolf into the Formula One world, but he wasn't content to be at the back of the field, he wanted his team to win. Buying out the Williams share Walter Wolf Racing was formed with Jody Scheckter as the sole driver, Harvey Postlethwaite still in charge of design and Peter Warr from Team Lotus as Manager. The first new car WR1 was ready well before the 1977 season began and WR2 was finished in time for the first race in January. A third car was completed in March and Scheckter rang the changes on these three cars throughout the season.

With the pace of Formula One being as furious as it is, it is no surprise when a driver flies off the road, nor is it a surprise when a car is wrecked and totally destroyed. At best some of the components can be salvaged, but often the complete monocoque is scrapped. The past season has been a remarkably successful one for Wolf Racing, but surprisingly they ended the season still with the same three cars, none of them had a major accident and all three still retain their original monocoque chassis. Not one structural failure was experienced throughout the season and invariably the cars were up at the front of the field. At one time Jody Scheckter acquired quite a name for himself by having lurid accidents, but the 1977 Scheckter was a much more mature and relaxed driver, driving more competitively than ever before. He won three races for the Wolf team as well as numerous places and finished second to Lauda in the points race. As regards results it was a fairy-tale first season for Walter Wolf. His car won its first race, in Argentina, it won the social event of the year at Monte Carlo and it won

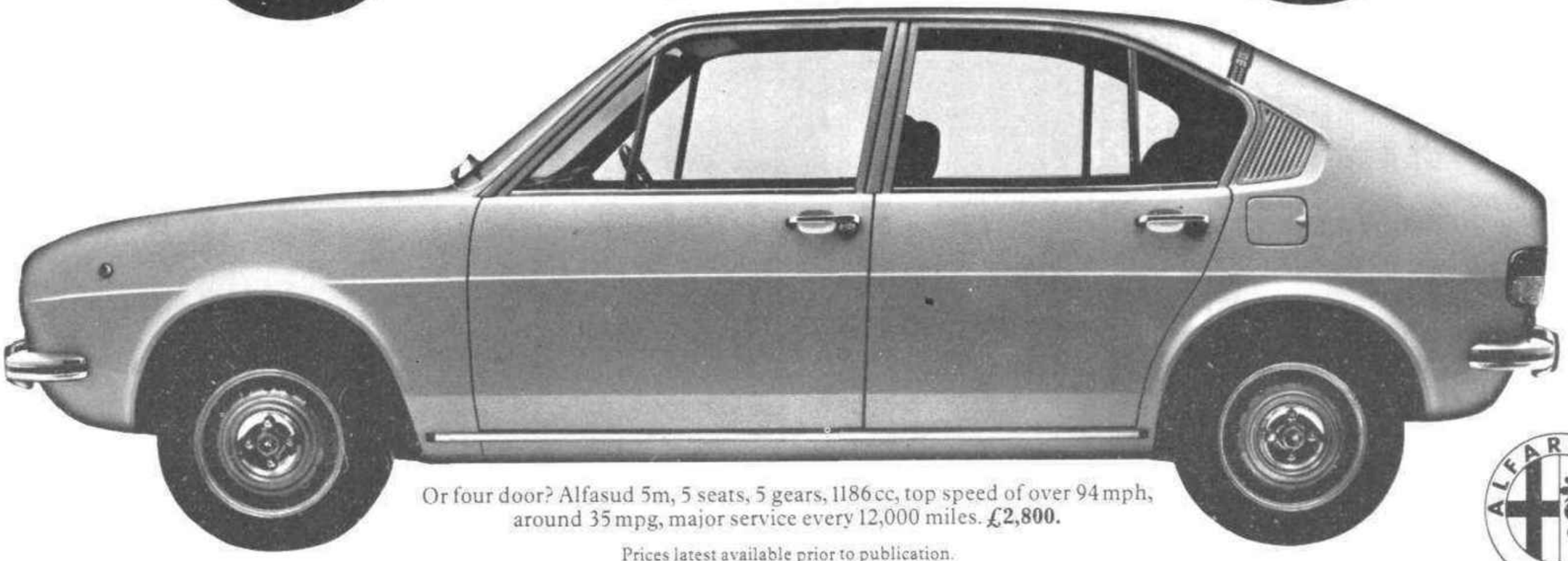


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MOTOR SPORT, DECEMBER 1977

1551

his own Canadian Grand Prix. He could hardly ask for more.

All told the team did seventeen Grand Prix races and the Race of Champions, and totalled 3,400 actual racing miles. In practice and private testing they did a total of 10,600 miles, a ratio of three non-racing miles to every one in actual competition. Their DAF articulated transporter which carries two cars, covered 15,000 miles in and around Europe, and their Mercedes-Benz 508D van, which will carry a single car, as well as wheels, tyres, engines, etc., covered 18,000 miles. While the total staff of Wolf Racing numbers 28, from chief designer to tea-lady, there were eight that actually went to races. Two cars were taken to each race, with two mechanics per car, a tyre mechanic and the transporter driver, plus Postlethwaite and Warr. To keep the wheels turning there were nine Cosworth DFV engines and five Hewland gearboxes to share among the three cars. While two cars were at a race, the third was in the Reading factory being prepared for the next outing, or already on its way to a test-day. Six of the engines were prepared by the engine department of Hesketh Racing, two were looked after by Cosworth Engineering and one by Nicholson-McLaren Engines. Of the team's three victories, two were with Hesketh-prepared engines (Argentina and Monte Carlo) and the third with a Cosworth-prepared unit. Quite by chance, all three victories were achieved with the original car, WR1. Before this was built at the end of 1976, a prototype mock-up was made, but never completed. During the season it was made into a complete, but non-running car for use in wind-tunnel testing. With the season over a new car, WR4, is being completed, differing only in small structural differences, and WR1 was stripped to the bare monocoque and modified in line with WR4, with larger cutaways for the driver's arms, a larger fuel tank space behind the seat and a tidier roll-over hoop over the scuttle. Meanwhile WR2 and WR3 were on a tour of Racing Car Shows in Germany, Italy and Austria, with WR2 having been at the Earls Court Motorfair.

The season will start in South America with WR1 and WR4, while the other two are up-dated for 1978. Whatever happens Jody Scheckter will be adequately armed for the coming season. A noticeable feature in the past season has been the remarkable similarity of the three cars, even Peter Warr cannot tell one from another, his identification being by the mechanics who are with a particular car.—D.S.J.

From the Wolf records we append the following, regardless of what has gone before or appeared elsewhere:

	Raced	Spare Car
Argentine GP	WR1	WR2
Brazil GP	WR1	WR2
South African GP	WR1	WR2
Race of Champions	WR3	WR2
USA West GP	WR1	WR3
Spanish GP	WR2	WR3
Monaco GP	WR1	WR3
Belgian GP	WR3	WR2
Swedish GP	WR2	WR1
French GP	WR3	WR1
British GP	WR1	WR2
German GP	WR2	WR3
Austrian GP	WR3	WR1
Dutch GP	WR2	WR1
Italian GP	WR1	WR3
USA East GP	WR1	WR2
Canadian GP	WR1	WR2
Japanese GP	WR3	WR1

A Pair of Sciroccos

Impressions of the GLS and the outstanding GLi

SINCE J.W. road-tested the Volkswagen Scirocco 1600TS in the July, 1976 issue of MOTOR SPORT, the model has been replaced by the more tastefully and luxuriously-appointed Scirocco GLS, available solely on the UK market. Recently I was able to renew acquaintance with the nimble and delightful coupé range, firstly with a straightforward manual gearbox GLS (an automatic 'box costs an extra £295) and a unique—at least in Britain—GLi, a GLS-trim Scirocco fitted with the 110 b.h.p. fuel-injection engine from the GTi. The GLi, left-hand-drive like the standard-production GTi, had been the personal transport of VW GB Managing Director Michael Heelas, until the PR Department —newly headed by Tony Hill—had whisked it from under his nose to let the Press have a taste of what might be if marketing strategists allow it. If I was Mr. Heelas I would be very upset indeed at being thus relieved of my pride and joy, for that GLi is a pure gem of a car.

The GLS came first, an extremely smart, cobalt metallic blue example with only 750 miles on the odometer and a truly first class standard of finish both inside and out. A much more sumptuous aura in the cockpit is its biggest advantage over the TS—it's amazing what effect a change in materials has. Instead of the harsh and almost spartan plaid upholstery of the TS, the GLS has beautiful corded velour upholstery, thick-pile carpets and carpet trim on the inside door trims. A more attractive, leather-bound, three-spoke, thick-rimmed steering wheel is nicer to the eye and hands. Other new features include bronze-tinted windows and an improved—and certainly effective—fresh-air ventilation system with a quiet-running three-speed blower. The "plus two" folding rear seat remains hard and cramped.

There have been no mechanical changes to this Guigario-designed, Karmann-assembled, front-wheel-drive two-plus-two: power continues to come from a transversely-mounted, 1,588 c.c., 79.5 mm. x 80 mm., four-cylinder, single overhead camshaft engine, which delivers 85 b.h.p. at 5,600 r.p.m., 92 lb. ft. torque at 3,800 r.p.m., has an 8.2-to-1 compression ratio and will happily consume two-star fuel at a modest rate through its downdraught twin-choke carburetter. Britain is now the only market to offer this engine: others choose from 70 b.h.p. or 110 b.h.p. Alloy wheels are standard wear outboard of strut and wishbone front suspension, the unique torsion beam rear axle and disc/drum brakes.

The test car's engine belied its small mileage, a very crisp and willing unit, bereft of the flat-spots which plagued J.W.'s TS and various Audi 80s I have driven over the last few years. A metallic hiss emanated from the induction side at low speeds, reminiscent of my first four-wheeled vehicle, an A35 van with the air-cleaner removed from the SU of its 1,100 c.c. engine (a *fun* vehicle!). It became a little bit buzzy from 5,000 r.p.m.



The GLS and GLi are externally identical. This is the GLi, fitted with a Hollandia sunroof. Metallic paint, single-arm wiper, rear wash-wipe and alloy wheels are standard. 1978 models have revised bumpers and wrap-around indicator lights.

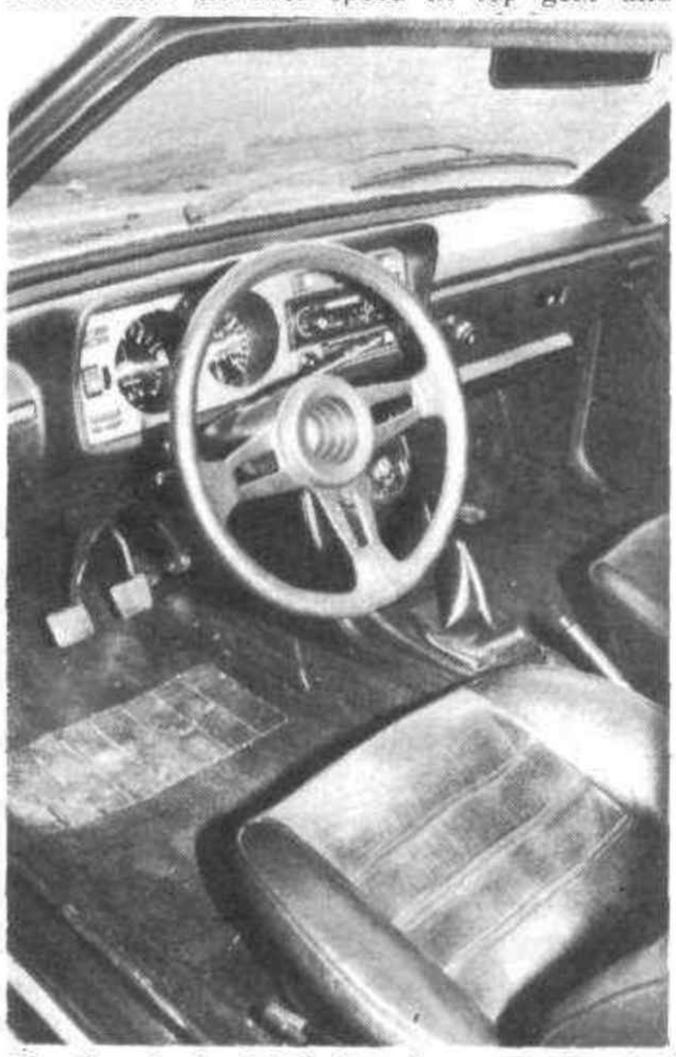
up into the cross-hatched 6,300 to 6,700 r.p.m. mark on its tachometer and there was a boom on the over-run at 4,500 r.p.m., but generally the Scirocco is an exceptionally quiet car for its size. Tyre, wind, suspension and cruising-speed engine noise is all well insulated or avoided, though there is a slight whooshing sound from the tail area, in common with most hatchback, two-box system cars.

An unusual handbook recommendation is not to drive at less than 1,500 r.p.m., strange, because flexibility is such that it will happily poodle along in traffic in the gears at tickover speed and set off from rest in third gear if one is cruel enough. Engagement of 3rd gear from rest is unlikely to be by accident, for the change to the four-speed gearbox is exceptionally positive, with a sweetness unmarred by its touch of notchiness.

The Scirocco's chassis behaviour isn't exceptional in any specific direction, but considered as a whole it is delightful—with the exception of the brakes, which on the new GLS were very soft, spongy and with a long pedal travel. It does not communicate to the driver with razor sharp precision, but it does have very high standards of roadholding, balanced handling, safe behaviour and a ride which, while kept firmly controlled by good damping, is most comfortable, especially when allied to the high-back bucket seats, which really are exceptional. There are no really violent front-wheel-drive sensations: the 175/70 SR 13 Continental radials spin easily in the wet if the driver is lead-footed and the wheel tugs under violent acceleration from a standstill if lock is applied.

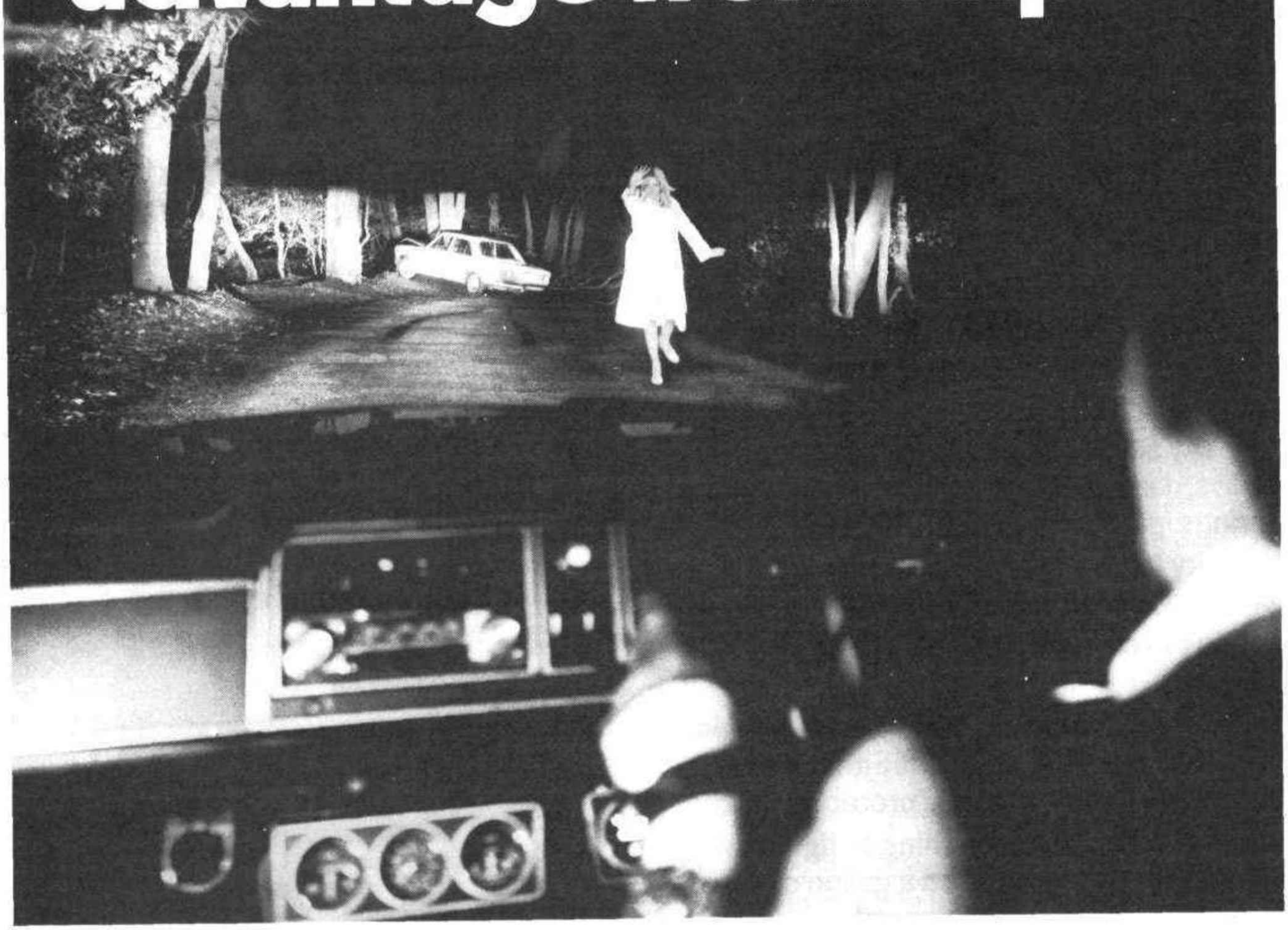
The GLS impressed as a pleasant, comfortable, quick and stylish car, but it paled at the side of the GLi, one of the most memorable and delightful cars of my testing year. Its so-sweet, Bosch K-Jetronic fuel-injected engine almost seemed to sing to itself as it screamed to an indicated 36 m.p.h. in 1st, 64 m.p.h. in 2nd and 95 m.p.h. in 3rd at 6,700 r.p.m. This felt much more like my idea of a baby Porsche than the 924 (and the switch gear is identical!), so much more lively and smooth and with a crispness and sewing-machine sweetness of power delivery throughout the range that it could have been a small, water-cooled offspring of the famous flat-six. The engine was identical to that fitted to the Golf GTi tested by J.W. in the March 1977 issue (except that this one was developing its proper power), giving 110 b.h.p. at 6,100 r.p.m. and 101 lb. ft. torque at 5,000 r.p.m., the peak of a very flat torque curve. A small number of left-hand-drive fuel-injected Scirocco GTis have been imported, though these are a bit more spartan than this GLi.

Like the GLS, the GLi started from hot or cold instantly and ran cleanly immediately, but it took a little while to warm up to its 1,000 r.p.m. tickover speed, below which the normally silky engine set the facia vibrating. Once the oil had warmed up—a detail shown on a gauge in the centre console fitted peculiarly in preference to a pressure gauge —it was ready to show the full extent of its flexibility. On the one hand it could be accelerated at full-throttle without a hiccup from *below* tickover speed in top gear and

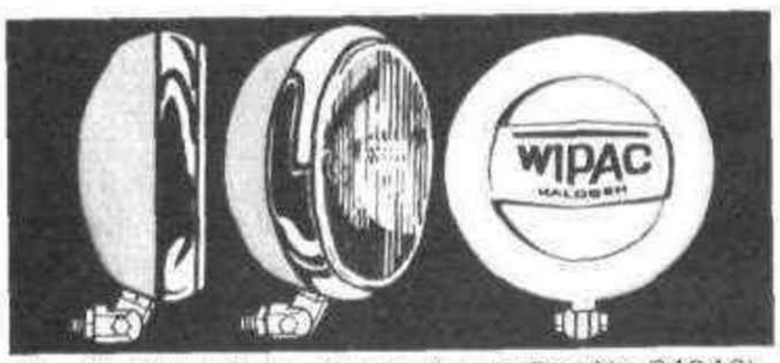


Details of the l.h.d. interior were identical to those of the r.h.d. GLS.

The 2½ second advantage from Wipac



Hair Raisers



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At Duckhams, we tested thirteen oils to see how many actually did.

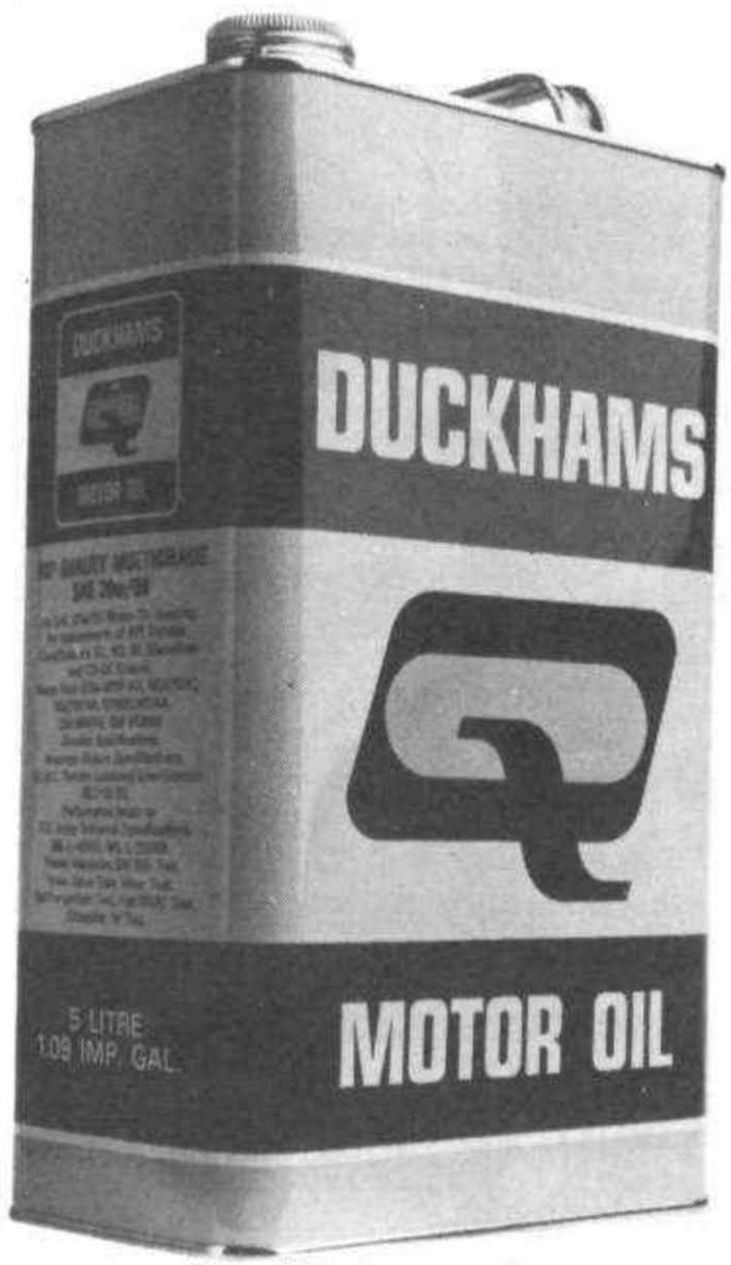
We feel it's only fair you should know the results.

No less than ten didn't contain all the additives we consider vital to protect your engine. Additives that we guarantee with Duckhams Q.

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Around and About



The new Alfa Romeo Giulietta, with Alfetta-style running gear.

Alfa announcements

THE ITALIAN taxpayer's view may be very different, but from where we sit Alfa Romeo is doing a grand job for Italy. The range is now one of the freshest in Europe and contains some interesting engineering at a time when conforming seems to be the key to survival. In Britain the Alfasud Sprint coupé has been introduced to the market at virtually £4,000, while in Europe the latest model is the Giulietta.

Reviving a name introduced in 1955 the new Giulietta combines the familiar 1,570 c.c. d.o.h.c. four with De Dion rear suspension and striking bodywork featuring a sharply truncated tail. Although the body is new to look at, the wheelbase and front and rear track dimensions are practically the same as the Alfetta saloon, from which it would make sense to draw that rear suspension/transmission layout.

In this capacity the famous twin-cam engine has a slightly long stroke (87 mm. by 82 mm.) and produces 109 b.h.p. That is enough, say the makers, to allow 108 m.p.h. Although the car looks a lot less bulky than the Alfetta, a glance at the dry kerb weight of that saloon (1,060 kg.) and the Giulietta, albeit a Giulietta fuelled and ready to run at 1,070 kg., would suggest very similar performance.

With the five-speed gearbox, the clutch and final drive, all encased at the rear, Alfa Romeo again expect 50 per cent weight distribution front to rear. Disc brakes (inboard at the back) are fitted for all four wheels and other excellent chassis features include rack and pinion steering and double wishbone front suspension.

Price of the Giulietta is not known at present, for the car does not come on sale in Britain until the middle of next year. Presumably it will fit in between the Alfasud and Alfetta lines. Now all that remains to be seen on the Alfa front is whether the V8 engine they used in the ill-starred Montreal is likely to re-emerge in a new luxury car to sit on top of the range. At present neither Fiat, nor Alfa Romeo offer a 2-litre-plus mass-production saloon. Perhaps the Government have dictated that luxury is to be left to Lancia's bold (but apparently pathetically received) Gamma models?

DTV 1978

RATHER surprisingly Dealer Team Vauxhall have said that they are to dispense with circuit racing, in which Blydenstein's men at Shepreth were largely so expert just two seasons ago. This has also meant dispensing with Gerry Marshall, the pillar of DTV for many seasons and one of the main reasons for the team's existence today. Gerry is to be offered a consultancy, but his driving talents are not included.

On the ill-important rallying front the Chevettes will roam a bit further next year. Pentti Airikkala has signed a contract for another season (reputedly for £50,000, though this is strongly denied by the team) and will contest all the rounds of the British Championship, plus the Swedish, Arctic and 1,000 Lakes internationals. Joining him on some foreign dates will be Chris Sclater, who is moved from his permanent number two slot in Britain to drive for a newly-created General Motors Continental team as part of a Vauxhall marketing drive in Europe.

The successful Group 1 Vauxhall Magnum campaigner Jimmy McRae will move into the Sclater position on the home team, but will be very busy as there is an interesting plan for McRae to contest a major British rally series with a Chevette powered by the rather cheaper s.o.h.c. engine: shades of a car for rally privateers that could be as popular as the Escort?

Other international events may be announced later. Meanwhile DTV seem to be sorted out for the coming year well in advance; it could well be an advantage they hold onto in competition as well.

New team at DoT

DEALER OPEL TEAM have had a pretty quiet time since Tony Fall left Britain to manage the West German-based Euro Hand-

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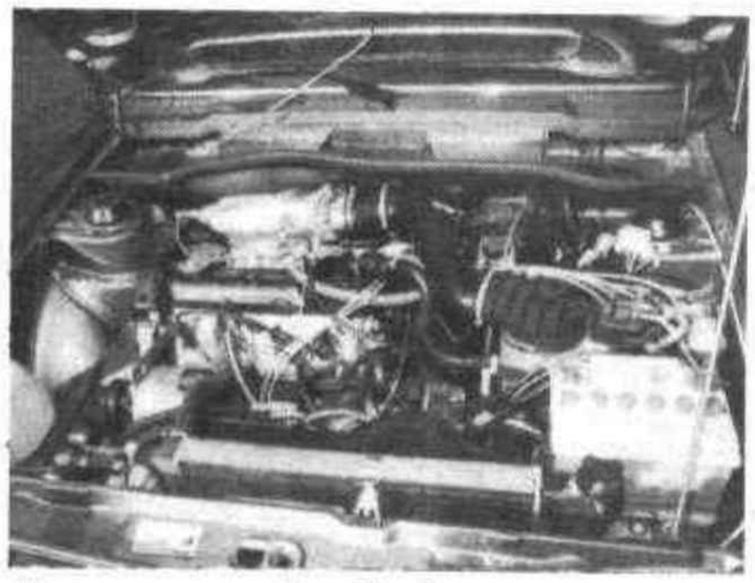
SCIROCCOS—continued from page 1552

pick up rapidly from any speed or r.p.m. whatever the gear. On the other hand, once pressed above 3,500 r.p.m. the tachometer needle would dart demoniacally round the scale as the ideally-spaced ratios were swapped around via the easy gearchange. This is one high-performance car on which a four-speed gearbox is entirely adequate; even in 4th at maximum speed (round about 115 m.p.h.) the engine felt and sounded unfussed. 0—60 m.p.h. appeared in little more than 8½ sec., which is well down into Dolomite Sprint area, yet this performance from the 1.6-litre, eight-valve engine was produced more quietly, more smoothly than by the British 2-litre, 16-valve engine.

Because the injection system cut down induction noise, the rapid GLi was even quieter than the GLS and it was this quietness and smoothness of operation allied to such flexible performance, comfort and agility that made this car so rewarding.

It was the nearest thing imaginable to a combination in a small, agile package of the different attributes of Porsche, Mercedes, Jaguar and BMW.

Naturally, the extra power created more torque reaction through the steering, which needed some help with centring against the pull through the wheels. Traction was good, but a full power application out of a tight corner provoked a touch of judder and tyre squeal. Adhesion on its Michelins was so good that there were occasions when I thought this sophisticated, fun-car-cum-comfortable, quiet baby limousine would tip itself on to two wheels rather than slide at the limit.



Busy scene under the bonnet of the 110 b.h.p. GLi.

It did have its Achilles heels, however: the obvious one of left-hand-drive, which didn't really bother me, and the brakes, yet again, which were soft and could be made to fade all too easily.

Sadly, the GLi, which is available in most l.h.d. countries, cannot be purchased in Britain at any price—yet—although the mechanically identical l.h.d. GTi is available to special order for £4,638. Right-hand-drive fuel-injection Sciroccos—albeit detoxed and emasculated—are available in Japan and Australia, so the conversion is not a physical impossibility and there is hope for us yet. The GLS can be bought for £4,231, however, which is good value for such smoothness, quality, comfort and hatchback versatility.—C.R.

ler Team for Opel at Russelsheim. Shortly before the RAC Rally it was announced that well-known saloon car driver John Handley had bought the Yorkshire Opel team and that it would be managed by Brian Gillibrand.

Since its inception in Britain, Opel's dealer team has had a stormier time than most. At one time both the RAC saloon car and rallying championships were undertaken. On the circuit the Commodore was very competitive against both Ford and BMW until the Opel factory failed to keep up in the homologation race off the track.

On the rallying side Fall found Tony Pond very quickly and Pond put in some memorable performances before his departure for Leyland two seasons ago, having driven both Ascona and Kadett with distinction. Fall himself landed top three placings on home international rallies with the Kadett, but as with the main factory effort the frustrating thing is to unlock reliable power to keep up with other international rival *marques*: a task Fall is engaged upon in Germany at present.

As the 1968 European Touring Car Champion (in a British Vita Mini managed by Gillibrand: small World) and a somewhat irregular but nevertheless fast circuit racer in recent seasons, Handley might well be expected to incline Opel a little more toward racing once more. Against that we have the fact, undisputed if you look at overseas entry lists, that the Group 1 Opel Kadett is the most popular privateer choice in rallying today.

Gillibrand comes to DoT from Roger Clark Cars, where he was a sales manager, but draws on years of experience fielding cars for both Leyland and Ford in rallying and racing.

One marque rallying

BOTH MAZDA and Ford are represented in recently announced schemes to operate one model in a "championship within a championship" next year. The Mazda series seems the more attractive with a bigger prize fund and a better-known Championship to compete within.

Mazda were also the first to announce their ideas (though Ford have done such things before, but for road rallying) which include £100 to the Mazda winner of each round, an £1,800 special price tag for their little 1300 hatchback and a basic kit of parts to convert the cars for competition. In rally trim, with Weslake's help on the head, carburation, camshaft and exhaust, the little cars should boast 90 b.h.p. Langrop Engineering, Anstey Garage, Cropston Road, Anstey, Leicester, will be the central point for all parts. Further information about the series can be obtained from David Palmer, Public Relations Manager, Mazda Car Imports Ltd., Longfield Road, North Farm Industrial Estate, Tunbridge Wells, Kent, TN2 3EY.

The Ford Escort Championship is for cars to 1300 Sport specification (though there's no reason why you should not convert a cheaper model) but all must be the later Mk. 2 type. Whereas the Mazda series runs within the Castrol/*Autosport* Championship, Ford's Escorts will be part of the Esso-BTRDA title hunt, a more club level affair over 10 rounds, the same as the Mazdas will



The old team of Moss and Jenkinson were together again recently at London's Steering Wheel Club on the occasion of signing 850 prints of the original painting by Frank Wootton, on their left, of their Mercedes-Benz 300SLR winning the 1955 Mille Miglia. The prints are available from Blaze Fine Arts Ltd., East Grinstead.

cover. First prize is £60, plus a free course of rally instruction.

As so much equipment is available for the Escort the instigators have sensibly ruled out the use of much expensive equipment. Full details can be obtained from Graham Robson (who is acting as the liaison man for the series: David Hardcastle will do much the same job for Mazda) who lives at Croft House, Brampton, Cumbria, CA8 1SG (tel. 06977 2166).

RAC helmet stickers

BELGRAVE SQUARE have moved into the helmet sticker market, but not for decorative purposes. Next year all helmets used in the sport must carry either an A or B sticker which will cover BS 2495: 1960 and Snell 1970 (A) or BS 2495: 1977 and Snell 1975 (B). On the subject of helmets the RAC also remind competitors of the dangers that can be encountered in painting them, particularly if they are made from thermo-plastic ABS, when premature failure of the shell can be encountered.

Vee exchange

SURVEYING the sad remnants of a Ford vee engine? Perhaps the load will be lightened a little by the news that the V4 and V6 Essex family of British Ford vee units are now available on exchange. The engines are the "uprated" units provided in the Consul 2000 from February 1972 to June 1974 and all Consul/Granadas made in 2½ and 3-litre V6 guise from 1972 onward. Also included are the 3-litre Capris, which came with the better-revving unit from October 1971. Incidentally, Transit vans with V4s that are suitable for exchange were made from May 1975 onward.

Prices vary from £240.68 for an automatic specification (*sans* clutch and flywheel) V4 to £331.83 for a fully equipped 3-litre V6.

Return of Z

A NICE title for a horror picture, and a "nice" bit of news, for the Datsun 260Z is to be made freely available in Britain once more. In today's terms the pricing is as keen as ever, the two-seater costing £5,728.21 and the 2+2 £6,529.66. Both versions come with alloy wheels and a good radio/stereo cassette player.

Abarth in UK

THOSE who wrote to J.W. trying to get hold of steering wheels for their Lancia Beta coupés may be interested to know that the Abarth range of speed equipment is now being sold in Britain.

The vendors are the go-ahead Huxford Group, through their garage at Hambledon Road, Denmead in Hampshire (tel. Waterlooville 54641).

Autosearch

THE LAMBORGHINI Countach featured in this month's colour pages was kindly loaned by Autosearch Ltd., a brokerage service for private buyers and sellers of high performance and quality cars. For buyers, Autosearch will find and demonstrate to them cars to their requirements. For sellers they will locate buyers, prepare and demonstrate the cars for sale and negotiate the best prices. Other services quoted are the arrangement of personal and direct export sales of new and used cars, "shopping round" for advantageous delivery dates and discounts on new cars and the negotiation of fleet discounts and leasing or credit finance for company vehicles. Directors Noel Gibbs, Christopher Allen and Ian Webb claim to have agents across practically the whole globe. The company lives at 24, Ormon Road, Richmond, Surrey (01-940 0015).

Airfield for hire

IS YOUR Motor Club or organisation in need of space to run its noisy outdoor activities? Then James Preston, of Gwynne Hart and Associates Ltd., a public relations company, informs us that he has clients who may have the very answer to your needs. How about a 2,200 yard concrete runway for a sprint? Or dispersal areas for driving tests?

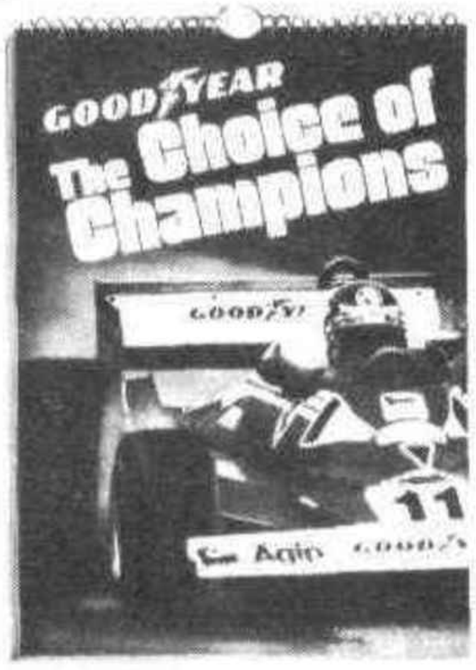
Gwynne Hart's clients have the unusual problem in this day and age of dwindling land resources of being stuck with an airfield for which they cannot find a use. Three-hundred-and-fifty acres of the old Handley-Page airfield at Radlett, Herts., to be exact, once the home of such famous aircraft as the Victor and now in a sad state of disuse. The clients believe that the airfield, which is under security guard and completely enclosed, could be of particular interest for drag racing, speed trials, motorcycling and other motoring activities, as there is little likelihood of creating a noise nuisance. Equally the site could be used for large-scale car auctions, motor fairs, caravan and car rallies. Two reinforced concrete runways are included, with access runways and waiting areas.

Licences to use the airfield can be made available on a negotiated rental basis by the day or for longer periods from James Holloway, at Edward Symmons and Partners, 56-62 Wilton Road, London, SW1 (01-834 8454).

GOODYEAR GIFT OFFERS

1 1978 RACING CALENDAR

1977 has been another fantastically successful year on the track for Goodyear. This year's calendar has 13 pages of dramatic colour photographs from the Formula 1 World Championship Grand Prix events, and includes one page of the world-famous Indianapolis 500.
Beautifully printed on top-quality art paper and wire-bound at the top, the calendar is available from mid-November. Stocks will be limited and orders will be treated on a strictly first come first served basis, so order now to avoid disappointment.



£1.80* inc. recorded delivery, p&p +VAT

2 SIX SILVER PLATED DRINK MATS

For the past two years, our limited edition drink mat sets have been a tremendous success, and this year's offer is bound to be a similar sell-out. The 3" dia silver-plated mats are engraved with a superb line illustration of one of the 1977 Champions in action, and are sure to become another collectors item. This years set consists of:-

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Looking Back with Mr. H. W. Butcher



The year 1922 in that Widemarsh Street workshop – in the foreground is an Eric Campbell, left of it a SCAT, the Bugatti is on the right, and behind it are a Garford van, a Model-T Ford on the hoist, a West-Aster lorry with a Darracq tourer behind it and, behind those, a Straker-Squire lorry, a Sentinel steamer, etc.

FROM TIME to time Mr. Harold Butcher has shown interest in items about happenings in the Herefordshire country where he grew up which have appeared in MOTOR SPORT and, realising that he knew intimately the Motor Trade during its formative years, I asked him to tell me more.

His father, Mr. George Henry Butcher (1875-1961) began his transport connections in the cycle-business, being Works Manager of Truscott & Son of Stonehouse, where the Wycliffe bicycles were made. There is a catalogue showing him mounted on a sports model, whereas Mr. Truscott and his son are on more sedate mounts. At the turn of the century Mr. Butcher, Senr., joined his cousins in business at Ross-on-Wye and saw the opening of the garage in Brookend Street. Wanting to gain more widespread driving experience, he went in 1906 to work for Mr. and Mrs. A. W. Foster, of Brockhampton Court near Ross, where they kept two Brasiers, one a 1905 40/50. Mrs. Foster, a rich American lady, liked being driven fast, whereas her husband, who was fond of horses, did not. Mr. Butcher would put Mr. Foster on a train at Fawley, near Brockhampton, and drive Mrs. Foster to London in the Big Brasier, and in-spite of the bad roads, towns like Oxford and High Wycombe to be negotiated, and Birdlip hill to be climbed, be waiting for his master at Paddington before the fast train arrived. The journey time from the house to Mann & Overton's in London used, in fact, to take about 4½ hours. One imagines that it was the influence of Mrs. Foster that resulted in the 40/50 Brasier being entered for Fromes Hill Climb. The Brasier had a Berline body with cane embellishments; there were no doors to the front compartment so the driver wore a fur coat. His log includes such sidelights on these fast runs as "Ran over duck –cost 2/6d," and "Lamps caught fire, providing excitement for the populace and burnt fingers for the driver".

Now the business of James Fryer comes into the story. This Welsh border coal merchant opened a bicycle business and showroom in Kington, to which he introduced cars from 1899. He had no mechanical knowledge but could price a car and spot a good driver. Later he drove, but only the Model-T Ford, it is thought. His business prospered and he opened in Leominster in 1907, and in Hereford in 1908, the latter premises being behind the Green Dragon Hotel coach-houses, the place then unroofed except for the lock-ups. The offices consisted of the stables with stone-sett floor. Mr. Fryer had met Mr. Butcher, Senr., at a dinner and he put him in charge of the Hereford garage. Three other premises were acquired later. Obviously Mr. Fryer was a man of considerable drive. He had signed for the Wolseley agency in 1904, the fifth to do so, and that year, before he had a Hereford branch, he had a tent put up in Eign Street by Barton Station Bridge during the period of the Hereford Small Car Trials, with a notice on it: "Come, Try, and Buy a Wolseley from James Fryer". In 1913, when Fryer's became a limited company, it was claimed to be the biggest in the West of England.

Mr. Butcher's father saw plenty of motoring while with this concern. He was a very good salesman. At the 1909 Olympia Show he sold a 40-h.p. Austin Chassis to a complete stranger, a Mr. Bacon of Norwich, because he was the only salesman who answered all the questions put to him without recourse to a catalogue. (When I was pursuing the fate of the team of four 1908 GP Austins in MOTOR SPORT many years ago the name of Mr. Hickman Bacon crops up, as a keen Austin owner.) There is a story that when Mr. Butcher ran out of petrol late at night, at Leigh Sinton before the first World War, he knocked-up a car-owner, and while borrowing some petrol sold him a Sunbeam. . . .

He had commenced his practical motoring in the true pioneer days, one photograph in his son's possession showing him astride a De Dion motor-tricycle in Chase Road, Ross. It is attached to a trailer, in which are seated Mrs. Butcher and two young daughters, With a rifle-carrier on tow instead of the "Basket", Mr. Butcher used to go off to the Volunteer manoeuvres on Salisbury Plain, a very considerable ride in those days, apart from this surely being one of the earliest examples of Army mechanisation!

When they were living at Ross he had taught A. F. Winnington-Ingram, who became the Bishop of London, to ride a bicycle in the Rectory garden and in later years, when he knew Lord Nuffield very well, he used to challenge him to cycle races round the Morris works, but the former racing cyclist always refused. On one of these occasions Mr. Butcher cycled from Hereford to Oxford in the day, at the age of 68, for an AGM. At these meetings the former William Morris used to ask him to jump up quickly after the presentation of the accounts, and propose adoption, so that no shareholder should object, as once happened!

His interest in the motor racing and hill-climbing of the day brought him into contact with many other famous personalities. On one occasion, around 1910, he raced a Minerva up Fromes Hill, against Louis Coatalen driving a



Inside the Widemarsh Street workshop, Hereford. In left foreground is a mock up from Hillman's (CJ 4906). Col. L. E. Wilks stands with a new 12.9-h.p. Sunbeam and on the right of the picture is George Bedford's famous racing Hillman. Behind, two lady clerks pose in a 16-valve Bugatti and an Eric Campbell International Junior tractor and a Dennis lorry will be noted.

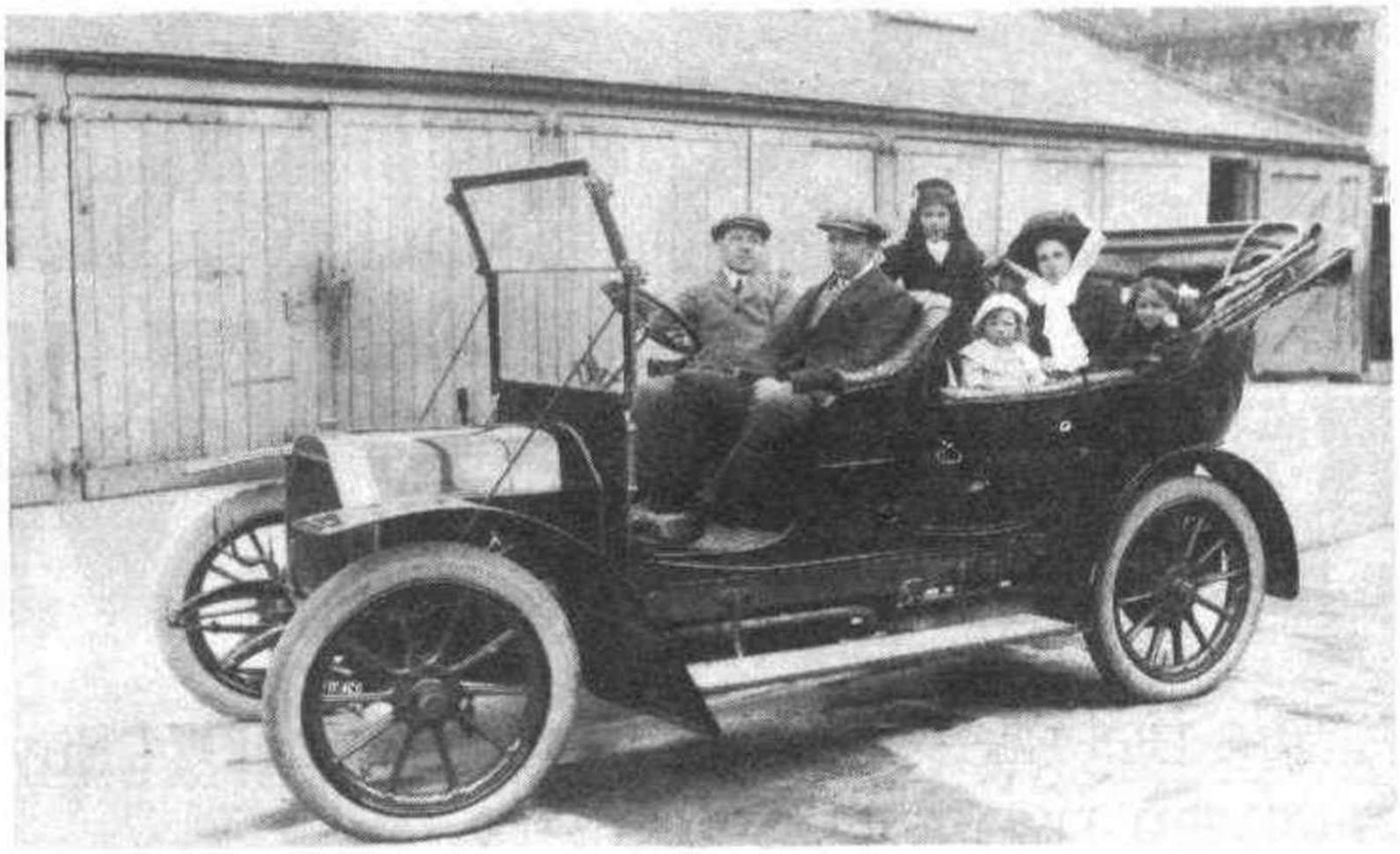
Sunbeam. The Minerva proved the faster car, whereupon Coatalen returned later with a faster Sunbeam, able to reach 40 m.p.h. in the middle of the hill, which began with a sharp bend that prevented it from being rushed. They used to time one another, from the respective passenger's seats. On this second occasion Coatalen gave Butcher a start, but he had brought a better Minerva and won again!

Another person whom Mr. Butcher knew very well was Herbert Austin. He had reason to drive him to the station early in their acquaintance and Austin asked "Who taught you to change gear?" "Self-taught" was the reply, to which Austin remarked "I wish you'd teach some of the b — here". It is said that Austin used to wait for railwaymen coming off duty in Birmingham and offer them better pay to work for him. If they could use a spanner or grease a signal it was a start. He might gather 100 men on a Saturday morning and tell them that it was up to them; he would teach them, but would require only 25 men at the end of the morning. Instruction would then commence, Herbert Austin swearing like a trooper at anyone who misused a file, etc.

Mr. Butcher, Senr., went to the 1913 French GP (his son still has the programme) and after the war he and his son were regular attenders at Shelsley-Walsh and Brooklands, etc. During the first World War the elder Butcher had won the MBE for his ploughing organisation. Using a chain-steered American Overtime tractor, the Hereford team won the British Shield and the Gordon Selfridge Cup for the most acreage ploughed in three months. Not to be outdone, the young Butcher in his best suit, spent a day with a cousin on a 3-ton Titan and returned home looking as if he had been through a flour mill. (Later Fryer's sold International and then Nuffield tractors). One of the Fryer employees at that time was Eric Williams, who had won the 1914 Junior TT and did so again in 1921 (on AJS machines). Herbert "Mickey" Minton was a motorcycle mechanic of theirs, whose somersault from a Norton when practising for the TT let Graham Walker into the team. A great push-cyclist, Minton was known locally as "Mickey-on-the-mile".

After the war was over there was such a shortage of new cars that Fryer's took any agency they could get hold of, the Michelin Guide of 1920 listing them with 26. But when the slump came in 1921 it was a very different story –they failed to sell an English-bodied Cadillac at half price and things such as big pre-war Mercedes went for about £7.10/-. One lucky sale at this time was a new Buick –to General Motors! They wanted one urgently and Fryer's happened to have it.

Naturally, all the local speed events were attended and it was this that first caused Harold Butcher to write to me. He had seen the reference in MOTOR SPORT to Len Weston's Hillman at the Upton Bishop hill-climb and told me that this came to their Widmarsh Street works in the winter of 1921/22, after George Bedford, the works racing driver, had finished with it. It bore the racing number 25 from the 200 mile Race in which it was seventh and was driven from Coventry with open exhaust by Col. John Eason Wilks, a Fryer Director, his younger brothers being Spencer and Maurice, of Hillman and Rover fame. This racing Hillman was priced at £500 and sold to Reg Brown, the well-known Sunbeam TT rider who passed it on to Len Weston of Weston's Cider, who used it in the Hereford and Upton Bishop sprint events, etc. (Incidentally, Mr. Butcher says the course of the latter event did not take in the S-bend through the village, as I had supposed, but a hill further along the road towards Gloucester, which I mention in case anyone goes chasing history.) Len Weston was of Much Marcle, apparently a close friend of the Chief Constable and the story is that this Mr. Rawson begged him to sell the Hillman, before one of his constables ran him in!



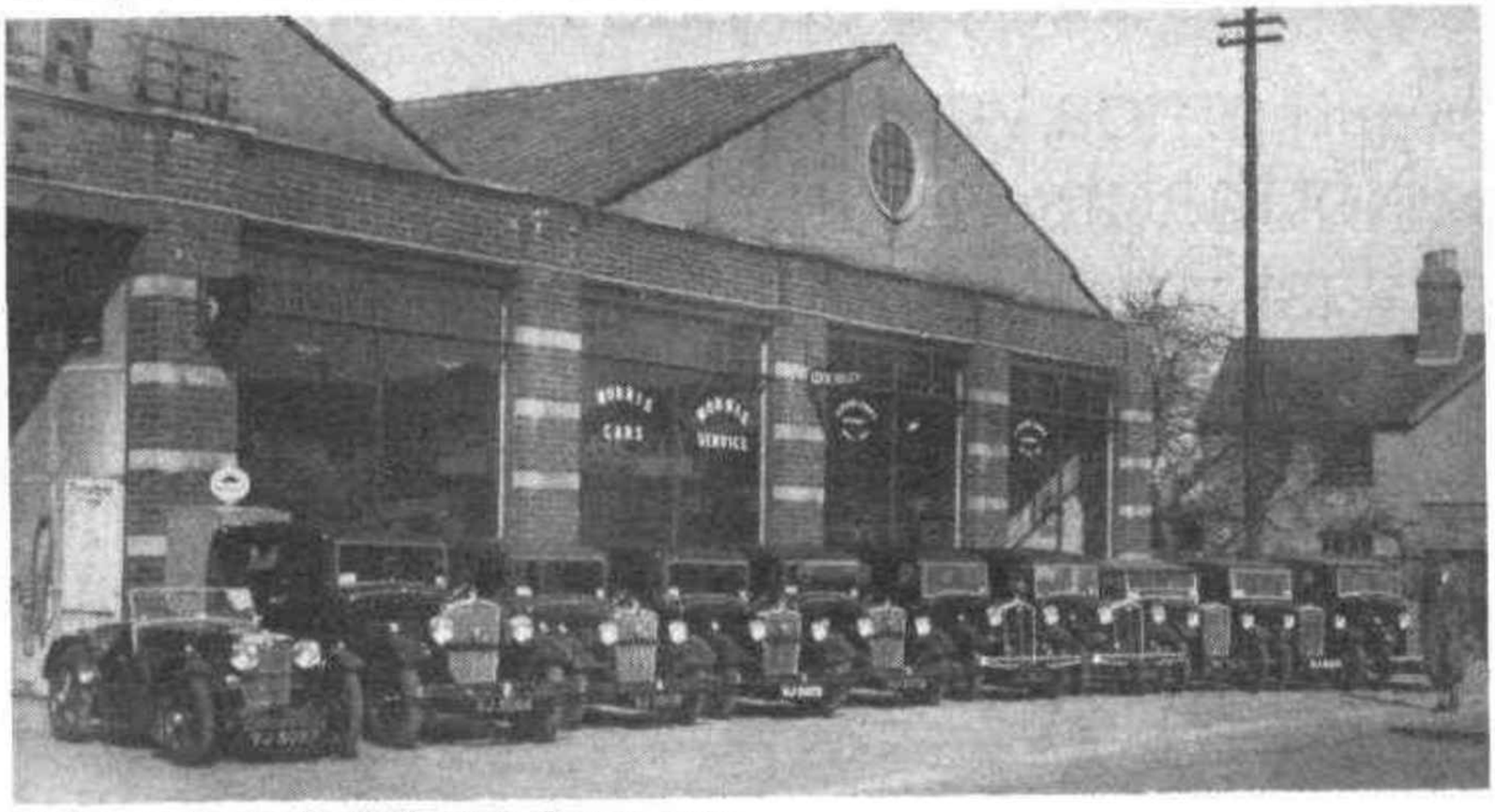
G. H. Butler, father of the informant, in a 24-h.p. La Buire belonging to Mr. U. R. Corbett-Winder, who is in the passenger's seat. At the time he owned a garage in Commercial Road, Hereford, which is now Ravenhills, the well-known Ford dealers. The photograph was taken before World War One, in Aubrey Street Garage, before the forecourt was roofed over, in 1915.

George Bedford did some of the drawings for a two-stroke Hillman which Fryer's tried out in the 1920s before Hillman's abandoned the idea. This had a four-cylinder engine of the same size as the normal 11 h.p. Hillman of the period. Fryer's garage at this time contained the racing Hillman, the new 1921 Sunbeam 12.9-h.p. tourer, and a 16-valve Bugatti owned by Mr. Bruckevitch, a dapper little man never parted from his bowler-hat and a tightly-rolled umbrella, but who loved this Bugatti and even ran it in the 1922 Hereford speed-trials. They supplied two new V8 Guy cars to the Dent cousins, hop-growers in the Frome valley, also a 1919 24-h.p. s.v. Sunbeam two-seater and a 1924 20/60 Sunbeam tourer; in the latter Harold Butcher once took three motorcycles and their riders to the Black Mountains and back, to ride in the hills.

At that time Fryer's used a 1908 Talbot as a tow-car, fitted with a more modern carburetter that gave 20 m.p.g but, being high up, necessitated reversing up the steeper hills. Our references to Randolph Trafford of Escley Court, Michaelchurch, remind Harold Butcher of how he drove a 40/50 Rolls-Royce two-seater with his mother, umbrellas up on wet days, as it had no hood, and of how, arriving home from Hereford, Mr. Trafford would turn the car into his drive by using full-lock and full-throttle! J. C. Wilding, who had the garage at Vowchurch, is remembered as a great rose-breeder.

One of Fryer's apprentices was R. T. Horton, who later became a very successful MG racing-driver, winning a 500-mile Race at Brooklands with Jack Bartlett. Mr. Butcher says he was never allowed to take nervous passengers to the station and is remembered for his Morgan 3-wheeler coming into the Widmarsh garage too fast, being unable to stop, and climbing a heap of scrap. "That's the best place for it", shouted the Foreman. Incidentally, the first, and at the time only, employee at the Widmarsh garage when it opened in 1908 was re-employed by Mr. Butcher just 50 years later, as a car-washer on his retirement. By then, Henly's had taken over, as they

Continued on page 1563



Easter delivery at the Widemarsh Garage, 1933.

*VW Golf N. Source: Motorists New and Used Car Price Guide, Oct 1977.

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It's not merely inflation that's given rise to the price you see on the right.

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BOOKS FOR CHRISTMAS

"The Four-Wheeled Morgan, Volume One The Flat-Radiator Models" by Ken Hall. 136 pp. 7 in. x 9½ in. (*Motor Racing Publications, 28 Devonshire Road, London W4 2HD. £5.45*).

One would be justified in saying that the writing of books about the Morgan has been somewhat overdone, fascinating as is the subject. Because when I remarked last month, when reviewing Peter Garnier's IPC review of the Morgan from its three-wheeler days onwards, that you cannot have too much of this make or of Aston Martin and Frazer Nash cars, I had not expected another Morgan book quite so soon! This one, by Ken Hall, is however, a rather different approach, being a very detailed discourse on the flat-radiator 4/4s (not that I remember any vee-radiator Morgans), presumably to be followed by a similar book about the later four-wheeled Morgans.

When I say "detailed" I mean just that, because after a preliminary piece of Malvern history Hall gives us chapters on the production and evolution of the Coventry-Climax, Standard Ten and Ford-powered Morgan 4/4s, including Le Mans Replica and a supercharged version, how these flat-radiator cars fared in competition-work and how to repair and maintain them, after which he branches out into how to run club events, including autojumbles, and how to judge a *Concours d'Elegance*, concluding with a chapter about the history and objects of the Morgan Sports Car Club (formerly the Morgan 4/4 Club). There are many large pictures, to which the book's landscape shape lends itself, of Morgans in pieces as well as in spirited action. Peter Morgan contributes the Foreword and, as W. O. Bentley did in another book, adds after-thought footnotes about the author's findings. Some of the illustrations have naturally appeared previously, and the colour cover picture is of the author's own well-publicised Le Mans Replica, but there is much that is entirely new in this useful book, which includes production figures for all the various 4/4 Morgans, and a list of competition successes from 1935 to 1953. The author has been unable to resist adding three postscript-pictures of later Morgans, with curved radiator grilles. This is one mainly for the more practical Morganist, who has work to do on his car. –W.B.

* * *

Those whose ambition it is to find and restore an aged truck, to use on the farm or for some other utilitarian purpose, may derive a modicum of pleasure from "Truck" by John Jerome (The Bodley Head, 9 Bow Street, London WC2E 7AL, £3.50), wherein the author, in a decidely off-beat fashion, tells of how he attempted to do just that with a 1950 Dodge pick-up.

* * *

"4-Wheel-Drive Fundamentals" by Granville King (Haessner Publishing, Inc.) is a very comprehensive soft-cover book about all kinds of four-wheel-drive cross-country vehicles, with good pictures of each, the history and type-definitions, driving impressions and test figures, references to where workshop manuals can be obtained, and even explanations, for the beginner, about how the basic mechanism works. Those interested in such things as Land Rover, Toyota Land Cruiser, the CJ-7, 4WD Subaru, Suzuki Brute IV, Chevrolet Blazer, Cherokee Chief, Dodge Ramcharger, Chevvy K10, Ford Crew Cab, GMC K-25, Jeep J-20 and others may care to note that this 158-page 11 in. x 8½ in. publication is available from Patrick Stephens Ltd. of Barr Hill, Cambridge, at £5.25.

* * *

The big coffee-table type of "annuals" continue to appear, most of them, in my opinion, useless to serious motoring historians, and a waste of money. In this category are "The Survivors Series", by Henry Rasmussen, handled here by Patrick Stephens Ltd. of Cambridge. If you like "arty" colour pictures, some deliberately blurred to emphasise this artistic flair, and photographs of well-known pre-war cars and bits thereof, from Europe and America, tied together by dramatised stories of some of those who are now fortunate enough to own such possessions, you may be prepared to spend £14.95 on each. I wouldn't be. In much the same category is "The Encyclopedia of the World's Classic Cars", by book-prolific Graham Robson. It comes from the New English Library, embraces 256 12 in. x 8¾ in. pages and short explanations and specifications of some 260 cars from A to Z and 1900 to 1977, with many colour pictures, the unfortunate thing being that the latter are an odd mixture, with big ones from the defunct "Profiles" series mixed up with others of different sizes and taken no doubt from other publications. So there is little new, pictorially, in this book, which becomes an odd way of learning motor-history, although more competitively priced, at £5.95.

* * *

We are glad to learn that after an unfortunate publishing experience in Henley-on-Thames, the *Meccano Magazine*, now in its 61st year of publication, has been taken away from Delta Graphics and will in future be published by Meccano Ltd. themselves, from the familiar address at Binns Road, Liverpool. The current issue has several motor transport items, such as a description of a giant Meccano model of a 6-wheel-drive Super Scammell Recovery Tractor of the kind supplied to the British Army in 1950, which is to a scale of 1:10 and took four years to design and build, a four-wheel-drive independently-sprung, cross-country Meccano chassis, pictures of the Mamod steam-car (already reviewed in MOTOR SPORT) and Mamod steam-wagon with Guinness van body, and an article by the Editor of MOTOR SPORT on Meccano and the Motor Car, illustrated with a Meccano chassis designed, we are told, by none other than F. Gordon Crosby, *The Autocar* artist, obviously in the early 1920s.

* * *

If you want to support a good cause, the Morgan Three-Wheeler Club is selling a 1978 Calendar, illustrated with large pictures of vintage Morgans, to aid Club funds. They are available for £1.50 each including postage to any country, payable to MTWC, from T. Birks, 14 Grosvenor Av., Streetly B74 3PB.

* * *

Frederick Warne Ltd., 40 Bedford Square, London WC1B 3HE, has issued "American Cars of the 1960s" in their Olyslager Organisation series. An 80-page indexed landscape book, with an average of about five clear pictures on each 9¼ in. x 7¼ in. page, it costs £4.25.

* * *

Peter Filby has completed his second volume of "British Specialist Cars", this 103-page soft-cover publication covering the roadsters, replicas and fun cars. Published by Bookstop of Cobham, it is priced at £3.85, and covers cars like the Albany, Arkley, Mk.6 Bentley Specials, Dutton, Gentry, D-type Replicas, Lotus Seven, Magenta, Morgan, Opus, Panther, Siva, Spartan, Status and Super Seven. For those who like such cars this is a book they will like.

* * *

The BBC has issued a "Beginner's Guide to Car Care" by Richard Hudson-Evans. This little soft-cover pubication is strictly for novices but might make a Christmas present for someone in this category, at £1.00, from the BBC Publications Department, 35 Marylebone High Street, London W1M 4AA.

* * *

I have handled some outsize books in my time but I think the record is probably held by "Morris Cars – 1913 –1930" compiled by Philip A. J. Garnons-Williams. It weighs nearly half-a stone and measures, wait for it, 16¼ in. x 12 in. It will need a coffee-table with specially-strengthened legs to carry it! One sometimes wonders where all the World's paper comes from and whether it is not being squandered faster than petrol. . . . The book is in fact rather disappointing, being reprints of contemporary Press reports and Morris sales-catalogues, although, as is usually the case, blowing up the many pictures to a large size considerably enhances them. An edition of 500 has been laid down, at a cost of £18.60 each from The Bullnose Morris Club, whose members receive a concession. –W.B.

* * *

The Haynes Publishing Group has produced a Foulis book about almost every aspect of recent hill-climbing and sprinting, copiously illustrated with little photographs, and seen largely through the eyes of Robin Boucher, who knows the fast acclivities from the cockpit of a McLaren M10B, sampled as a novice driver. He knows this specialised sport more intimately as a reporter and official, and his book looks at it largely through Roy Lane, who contributes the Foreword. Course maps, a list of RAC and other Hill-Climb Champions down the years, a chapter on how to take up this sport, one on motorcycle sprinting, all help along this big, £3.95 book.

* * *

Very specialised, but essential to any motoring library which claims to be comprehensive, is "Snow Travel and Transport", by Walter Lorch, a 159-page hard-cover book that takes in every conceivable form of snow-transport, in good and often dramatic pictures. The motorised sleighs, from airscrew-driven contraptions to a 1910 competition Rolland-Pilain (it won the Touring Club de France's Motor-Sledge Contest in the Vosges) to the 1928 Citroën Kegresse caterpillar, the Nyberg, Scania-Vabis and other vehicles on skis, and a Saurer-wheeled 'bus with snow-plough, are among these depicted. There is even a picture of a No. 93 London 'bus, *en route* for Epsom Station over a snow-covered road. Special tyres, snow-chains, ploughs, and blowers are shown and the book runs from dog and horse-drawn sleds, onwards. It is published in the Gawsworth Series, by Horse Drawn Carriages Ltd., The Coach House, Gawsworth, Macclesfield, Cheshire, no price quoted.

* * *

Although it does not contain much about vehicles, those interested in the First World War may like to know that Sir John Glubb, brother of Gwenda Hawkes, the racing motorist, has written his diary of 1914/18 war experiences, which Cassell are to publish next year.

Cars In Books

THIS COLUMN leans this month on a eader, Mr. J. S. Derry of South Africa, who rites as follows:

Would the following be of any use for the eature "Cars in Books"? In "Over Seventy" y P. G. Wodehouse, published by Herbert enkins, Wodehouse writes in Chapter Three, econd paragraph, as follows: "My income ose like a rocketing pheasant. I made £505 s. 7d. in 1906 and £527 17s. 1d. in 1907 and as living, I suppose, on £203 4s. 9d. In fact, on November 17th, 1907, I had not bought second-hand Darracq car for £450 (and mashed it up in the first week) I should soon ave been one of those economic royalists who et themselves so disliked."

Somewhere, Bertie Wooster speaks of his 'Widgeon Seven" hitting nicely on all four ylinders; this I think can only be an Austin even.

I bought my first copy of MOTOR SPORT n January 1954, and have only missed three ince then; once due to being on holiday and wo due to Rhodesian sanctions. The two atter I managed to borrow. I have often hought of giving it up since I am not in the conomic class which buys the cars you so dmire but the magazine is so interesting that t's like a drug—I just can't stop buying it.

Having been born in 1913 I deduce that I am a contemporary of Mr. Boddy. From 1928 to 1939 I read *Motor Cycling* and from 1945 to 1953 I read *Motor Cycle*. I envy D.S.J. his ownership of a four-cylinder Honda though I fear I have failed to progress and heaven is an overhead-camshaft Velocette. My present car is a Peugeot 404.

Best wishes and nostalgic sighs to W.B., D.S.J., and MOTOR SPORT—the book one can't give up.

Then I am indebted to Mr. R. H. Canter of Betley for recommending "The Remainder Biscuit" by Robert Hartman (Andre Deutsch, 1964), wherein appear some interesting motoring references and a fascinating account of life at Eton and Sandhurst and in the war of 1914/18, etc. The author's Uncle, on leave from India in 1904, bought a Panhard ... "It was a chain-driven, square-bonneted affair, with narrow wheels of large circumference, a door at the back, and a bulb-horn attached to the steering-wheel. It was in its day the very latest thing in up-to-date travel, and necessitated a new wardrobe of motoring clothes, caps, veils, gauntlets and fur-lined boots for my Mother." The young Hartman was sometimes taken for drives from their house, Hangmoor, at Virginia Water to Bagshot, the Panhard capable of 25 m.p.h. The advent of a motor in the family presumably led to C. S. Rolls calling to demonstrate "one of the earliest of Rolls-Royces, now probably standing in some museum". It would throttle down to 10 m.p.h. in top gear. But no sale was made, because Mr. Hartman Snr. thought that the French were the best mechanics in the World, so he would have a French car. He chose a Hotchkiss, "a splendid car which had been built to resemble as much as possible a Victoria or a piece of Hepplewhite furniture. It had a low round bonnet, doors at the side, a hood which excluded the driver, no windscreen, a display of large brass lamps, and a horn which boasted of a yard or more of flexible brass tubing between the bulb and the voice". It was apparently a 1906 model (so could the Rolls-Royce which the Hon. C. S. Rolls demonstrated have been an early 40/50?). An ex-Royal Navy Submarine-fitter called Sanger was appointed to drive the Hotchkiss and was "taken to London and provided with a chauffeur's winter and summer, fine-weather and foul-weather, outfits". Alas, he made heavy weather of maintaining this fine Hotchkiss and while it was out of action, and a pit was being dug in the stables for Sanger to get beneath it, a Vulcan was purchased. This also proved stubborn and on one occasion when it was going Mr. Hartman ran over a little girl outside Egham Station. She was quite unharmed, the wheels passing on either side of her, but Mr. Hartman decided to give up owning cars and to hire them in future – which he did, a steam car, which blew up, being engaged to take his son to Eton. –W.B.

OOKING BACK WITH H. W. BUTCHER

ontinued from page 1559

ventually did Hunt's garage in Leominster fterwards a Fryer's garage, where the Harry lawker aero-engined Mercedes once served as a reakdown-car. In those days, Mr. Butcher ecalls, the Michelin-man would arrive in a Stanard 14 tourer to demonstrate the new well-base m and balloon tyres, one of which he would eflate. He would then tear up the street, lock ard over at about 35 m.p.h. and slam on the ransmission foot-brake. As the car spun through 80 deg. a Scottish voice would call out: "Och! till on the wheel, still on the wheel!" A nasty acdent on the Leominster-Hereford road happend when the driver of an Overland tried to overake a horse-drawn timber waggon, then pulled- again. The car hit the waggon pole, which assed through the radiator, somehow missed the cylinder block and steering column, and went through the man's stomach.

In later years the Wolseley, Morris and MG side of the business prospered. There is a picture of the Easter delivery of 1933 – six Morris, two Wolseley, a Triumph, all but one saloons, and an MG J2. Mr. Butcher met many of the Abingdon personnel and recalls exciting demonstration runs with Fred Kindell, such as down the Newbury road in the then-new M-type Midget and later in the F-type Magna, and at stupendous revs. in an L-type Magna, along the Hereford-Ross road. They had a Mk. 1 MG saloon in which Mr. Butcher, Senr. sometimes went up to the golf-links. Its Reg. No. was VJ 2000 and one Sunday morning it was waved-on by a policeman to whom they at times gave lifts, but he stopped all their friends for a licence check. "Why didn't he stop me?" asked Mr. Butcher. "Because he was afraid you might not have a licence", his fellow-golfers replied! Later the Butchers had an MG KN Magnette saloon, which ended its days towing a fish-cart in Buxton. As another period of petrol rationing loomed up, cars were sold off for very low prices, especially during the war, such as 30/- for Morris-Cowleys, a 1919 Sunbeam for 50/- and a 1911 Rolls-Royce Hooper limousine with gas-lighting and a *circa* 1912 30-h.p. Austin for £8 each. A Rolls-Royce was rigged-up as a crane and an 1898 Daimler, found in NW Herefordshire with "flats" worn on its solid tyres, was purchased in 1938 "for pea-nuts", nuts", made to run, and is now in the Coventry Museum. An old 8/10-h.p. Talbot, dated 1906 or 1908 depending on which part you looked at, went to Mr. Emmett of Kington, who fully restored it. The rural aspect of Widmarsh Street had long since gone. In the 1920s, when the garage was being erected, Harold Butcher could walk home through a gate beside it, from the High School, and there was a cottage in the background, demolished in 1951 when Henly's extended the showrooms. There is a picture of the Aubrey Street garage prior to the first World War, before it was roofed-over, with Mr. Butcher, Senr. at the wheel of a La Buire belonging to Mr. U. R. Corbett-Winder, who used to have a garage in Commercial Road (now Ravenhill's, the Ford dealers), and became Master of Foxhounds to the S. Herefordshire Hunt in the 1920s.

During the Second World War the Widmarsh Street garage was first requisitioned as an onion store, and then used for aircraft production. The old atmosphere never quite returned, afterwards. As Harold Butcher says, it is odd how cars once regarded as "two a penny" are now in Museums and how people flock to see "King George V" run slowly back and forth in Bulmer's sidings, whereas heads hardly turned in the days when this splendid locomotive steamed regularly into Hereford Station. I only wish I had room for all the anecdotes this active 73-year-old (living in "injury time" as he puts it!) has of those long-gone pre-war days. – W.B.



Mr. G. H. Butcher with his home-made 1899 De Dion-Bouton-engined tricycle in Chase Road, Hereford, in 1901, three years before his son was born!

The Editor drives the 733i

One of the World's Satisfying Experiences



The nose of the 733i is modelled on that of the 633CSi. The electric sun-roof is an extra.

HAVING written of the BMW 633CSi as recently as last August, when I described this Bavarian motor-car as near to perfection, having now to describe the BMW 733i is indeed dealing in refined gold. In discussing the Rolls-Royce Silver Shadow II in the October issue of MOTOR SPORT I said that I refused to say whether or not I thought it the finest car in the World, remarking that either you think so or you buy a Mercedes or a moped – meaning that you do not think so or are not the kind of person who is concerned with luxury cars anyway. With this BMW 733i I feel the same – I refuse to rate it against other cars of like class. All I can say is that, had I £12,000 to spend on personal transport I could be well satisfied with this splendid production from Munich.

The BMW 733i retains the BMW six-cylinder overhead-camshaft, just-over square (89 x 86 mm) engine, when others are playing with fives and eights. It is employed for this model in Bosch L-jetronic fuel-injection form, giving 197 DIN-b.h.p. at 5,500 r.p.m. and a torque of 206 lb./ft. at 4,250 r.p.m., from 3.2-litres and on a compression ratio of 9.0 to 1. This is a superbly smooth and docile power plant, normally running well within its rev. limit of 6,400 r.p.m. but instantly ready to produce very impressive acceleration when extended – 0-60 m.p.h. in under nine seconds and a ss $\frac{1}{4}$-mile in 16.7 sec. The big four-door saloon is equipped with all the creature comforts and is handsome in the extreme, without being in the slightest degree ostentatious. If the manual gearbox is chosen, you have a silky gear shift, which becomes "notchy" if hurried, using a man-sized knob to move the short central lever, which is spring-loaded towards top and 3rd, which has a somewhat long travel. Reverse, over beyond 1st, engages as easily as do the four forward gears. The brakes on this BMW have 11 in.-dia. discs all round with *hydraulic* servo assistance, and they make a fine contribution to safety, although the pads are prone to the build-up of black dust on the wheel-rims. The pedal action is light but the hand-brake works on separate rear-wheel drums and it seemed inadvisable to employ it other than as a parking brake. The car also rolls a few feet after the hand-brake has been applied.

Driving the big BMW (big is relative – the wheelbase is 9 ft. 2 in., overall length 15 ft. 11.3 in.) out through the press of London traffic to the M40, I felt confidence in it from the first engagement of the clutch, an attribute of all BMWs. The ZF power-steering, although using the recirculating-ball system, is truly excellent, the 15¼ in.-dia. wheel nice to handle. It is geared rather too low for power operation, at just over 3½ turns, lock-to-lock, and on later experience, round fast bends, there is the faintest trace of understeer. Castor return is as one would wish. The suspension, which incorporates the new radius-arms allied to MacPherson struts at the front, and trailing-arm i.r.s., gives a comfortable ride, but there is harshness over bad surfaces and a tendency for mild transverse-wallowing to sometimes develop. The suspension, in fact, is the most disappointing aspect of the car. When all or most of the power is turned on there would be good reason for having a limited-slip differential but the 205/70 VR14 Michelin XDX on the test car largely off-set this need.

While this is a generally-quiet car, when cruising along the M40 there was much more noise, from the radial-ply tyres, then I had expected, and slight wind-intrusion. Fuel consumption is hardly a factor to trouble the owner of a BMW 733i and I did not make a detailed check. Suffice it to say that in rather quicker motoring than that on which a Silver Shadow II returned 15 m.p.g. this BMW was giving around 19½ m.p.g., which is – as one would expect of a fuel-injection 3.2-litre compared to a carburetted 6.7-litre engine. The BMW has a flush-fitting flap over the n/s fuel filler-cap, which is locked by the door-key, but otherwise no complications in that area; a tank-capacity of 18.7-gallons gives a reasonable range, guarded by a fuel-gauge the steadiness of which was a greater treat after the Rover 3500's ridiculously vague readings, and low fuel level further indicated by a bright warning light.

The accelerative capabilities of this luxury BMW come into their own, for instance, after you have been cruising down the M40, have negotiated the Oxford ring-road towards Cheltenham, and then come to that frustrating piece of 60 m.p.h. going before it opens out into the new much-appreciated dual-carriageway that by-passes the blanket-making town of Witney.



The ergonomic controls include an electronic test panel.

This ends at a rather dangerous roundabout, and I was glad to be in the BMW on the following, winding stretch to Burford, where I turned off for Stow, because there are very few places here where passing is safe unless a car can stride swiftly from 40 to 60 m.p.h., which this BMW does in 5.7 sec. if you slip into 3rd gear and, in not much more than four seconds in 2nd gear. The indirect gears are so quiet, by the way, that at first I found I was in 3rd gear when the 2.45 to 1 top speed would have sufficed – and this gives a 70 m.p.h. cruising pace equal to a mere 3,400 r.p.m. The kind of pick-up just referred to is equally useful along the "difficult" road from Burford to Stow, especially if there are crawling vehicles to overtake after crossing the picturesque but lights-controlled bridge the former village, which the BMW could do safely, even up the steep hill, mostly "blind", after the left and right-hand turn out of Burford.

To describe all the niceties and equipment of this excellent BMW might be tedious. May I just say that it has all those found in the 633CSi and some of its own? The interior is very nicely appointed, with an attractive "ridged" velour trim

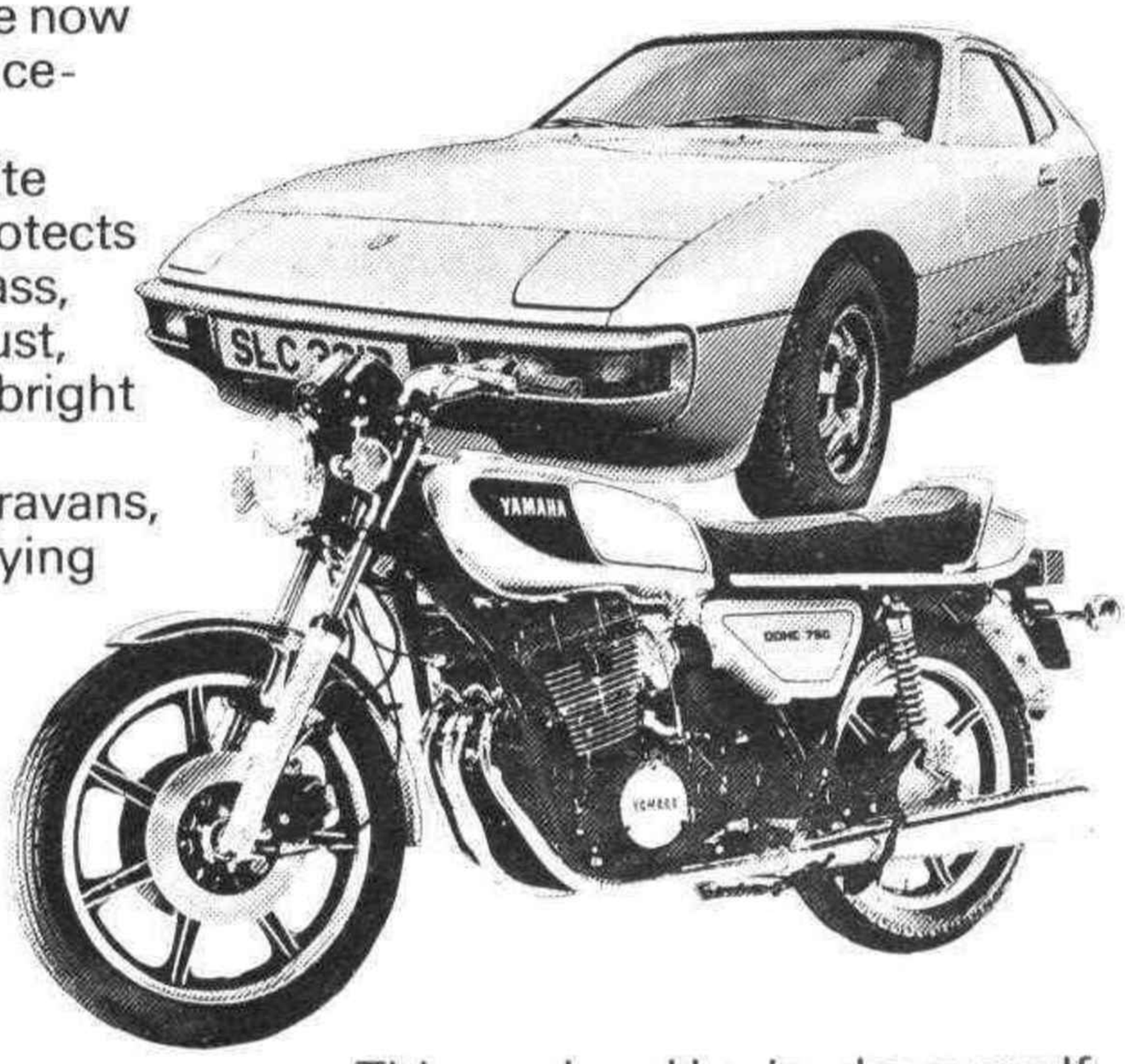


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on the doors, a black facia, not "handed" but with the hooded instruments-binnacle angled towards the driver, and dark and discreet decor below the vinyl door cappings. The 7-services test panel is on the driver's right, the instruments, with their white needles, are all easy to read, there are the typically-BMW rotary heater and ventilatory controls, cold-and-hot settings indicated by discreet coloured lights when the fan is in use, a good-sized (Rolleiflex-accommodating), lockable drop-well for the front passenger, good stowage-wells in the front doors and covered ash-trays in the back ones, and head-restraints to all seats. The rear compartment has its own, adjustable heater-cool-air vents and a central cigar-lighter.

The electric windows can be operated without the ignition-key if the driver's door is opened, there is central door-locking (which is a convenience all good cars should possess), the back-seats' central arm-rest incorporates a first-aid kit, the fitted BMW tool-kit in the big boot is more comprehensive than ever, and there is an admirable electrically-operated sun-roof with full or ventilatory settings – I marvel at the ingenuity in rendering this rain-proof but rain-proof it certainly is. The mileometer reads to six places, the m.p.h./k.p.h. speedometer reads to 145 m.p.h., the four horn pushes are on the steering-wheel spokes, there is high-grade cloth upholstery and fitted carpets, and the driving seat adjusts, by means of levers, for tilt as well as for squab-angle and fore-and-aft placing. If the steering column had not been adjustable I would have thought the latter seat movement on the mean side. Interior temperature can be set to any one of ten positions, the heater fan has six settings. I thought the cool-air feed still rather poor, but perhaps I did not "drive" the system effectively. Parking lights and front and rear fog lamps are provided, the lamps-switches and facia-lighting dimmer being rather tucked away, but accessible, on the facia, obscured by the steering-wheel pod. A Varta battery looks after the many electrical services. The sensibly-contrived equipment is one of the factors which make this 733i BMW such a thoroughly satisfying motor-car. It is so pleasant to drive and so nice to occupy, whether as a passenger or the lucky driver. But, as on my one time Editorial 520i, the screen-wiper blades tended to "graunch". The Philips radio/cassette-player has an automatic aerial; its knobs came off as I tried to set it to give me the news.

If the opportunity presents itself, top speed is nearly 100 m.p.h. in third gear, reached in 28 seconds, and the maximum speed is 122 m.p.h. Its ride and quietness do not match those of a Rolls-Royce, but it has most of the amenities, including a delay-action on the courtesy lights, an electrically-adjustable external driving-mirror that really is a useful fitting, and the specification includes a laminated windscreen, although I don't think the test-car had this, as a Compact Mk.II emergency screen was seen to be in the boot. The latter had an unobstructed floor and vast carrying capacity, although luggage has to be lifted into it and the movable button makes the key-action slightly imprecise; if the big silencer and twin-tail pipes break the symmetry of the back-view, at least they are set high-up, to give good ground-clearance. The vizors are recessed in the roof, once the mark of a Jaguar or a Rover, if I remember correctly, and the internal door handles are plated and pull-out, instead of being beneath the "pulls", where they might be instantly grabbed in an emergency. Otherwise, it is impossible not to be captivated by this good-handling and very fast BMW. W.B.

Road Impressions

The Colt Sigma GLX



IT SEEMS that the Japanese Companies of Datsun and Toyota are threatening to return to unrestricted selling of their cars in the United Kingdom and thus, with new Japanese makes like Suzuki, Subaru and Daihatsu coming in to join the cars of Colt, Honda and Mazda, the sales-war is going to be not only between Europe and Japan but between the different Oriental makes on sale in Britain.

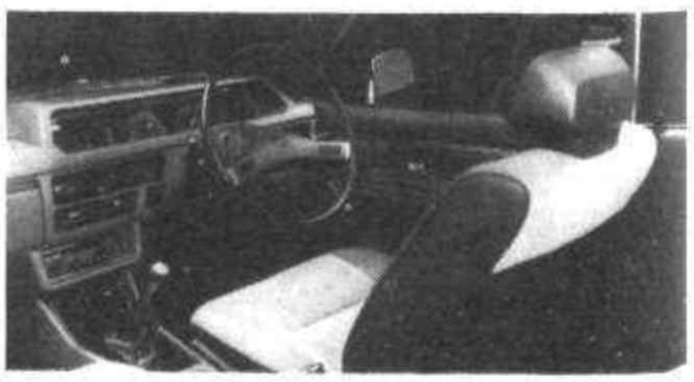
While I have no strong desire to assist the former, it behoves a motoring writer to acquaint himself with cars from all countries, independently of any prejudice or political feeling. So I have been taking a look at the top-model of the Mitsubishi Colt range, the Sigma GLX. Colt is a comparative newcomer to our shores and it depended on the bigger Japanese manufacturers restricting sales here to get a hold on the British market. Now it looks as if it must stand on its merits.

So let me say right away that the two weak aspects of Japanese cars, brakes and suspension, show considerable improvement in this 1,995 c.c. Colt, which sells here, very completely equipped, for £3,944. If the suspension is lively over the rougher roads, it is no worse in this respect than that of many European cars, and the brakes were pleasantly progressive, the central hand lever calling for a short movement when parking the car. The 2-litre overhead-camshaft engine is mated to a 5-speed gearbox noted for a smooth change, if when changing down one remembers to overcome the spring-loading to the centre of the gate (as on a Silver Ghost R-R). The Colt's fifth gear has been described as an overdrive or cruising ratio but to me it seemed that it might have been even higher—it is possible to run at 1,000 r.p.m. in this ratio and to pull away smoothly from about 1,500-2,000 r.p.m. so that although it gave a cruising speed of 3,500 r.p.m. at an indicated 70 m.p.h., a still higher ratio might have brought this down to 3,000 r.p.m. or even 2,500 r.p.m., true Rover 3500 country!

The Colt Sigma engine has a modern version of the Lanchester harmonic-balancer, driven from the crankshaft, but not apparent when looking at the power unit. This does seem to give the four-cylinder alloy-head 84 mm. × 90 mm. long-stroke engine a decent degree of smooth-functioning, or certainly the ability to pull calmly away from low r.p.m. Reverse is very easy to engage in the aforesaid 5-speed gearbox. Coming off a rather ponderous (in bulk) Rover 3500, I thought at first that this Colt was very frisky. But on a long run that night I revised my opinion. The performance in terms of top speed and acceleration is not outstanding and this Sigma GLX is below par with the average 2-litre family saloon for long-distance driving. The driving seat gets full marks for comfort, however, with lumbar as well as the usual adjustments, and there is ample internal stowage within the four-door saloon for small objects, although the cubby-hole does not lock. The luggage boot is of average size. Its lock is on the body, not the boot-lid; the key is needed to open the boot. The bonnet props open to reveal a very accessible dip-stick that showed no topping-up of oil necessary in the 860 miles I covered.

This Colt has been called heavy on fuel but I was not disappointed with 27.3 m.p.g. of two-star petrol. A 13-gallon tank (with locked filler-flap) ensures an excellent range. The steering has noticeable understeer and is low-geared, at 4½ turns lock-to-lock, which is perhaps why the horn-pushes on the single-spoke wheel were operated inadvertently until I became acclimatised. The instruments have somewhat difficult to define markings but a very sensibly placed dimming control, for their illumination. There are a loud clock, multiple air-venting, and a control which thermostatically holds heat to the desired level; or one can opt for the full Colt air-conditioning. More heat to the driver's feet would have been welcome but the Colt is notable for rear-compartment heater-feeds. The warning lights even include one to tell you that a door isn't quite shut but there is no fuel low-level light. There are decimal-readings for both trip and total mileometers and an unusually-shaped oil-gauge. The tachometer reads to 8,000 r.p.m. and the engine is safe to 6,000 r.p.m. Two stalk-controls operate the various services, the rotary lights on the r.h. stalk being very convenient. The lamps and wipers were efficient, the latter with a useful intermittent action, the l.h. stalk moving up to stop the blades in American fashion. Not only is this Colt Sigma very fully equipped at the price it sells for in Britain but there is good attention to detail. For instance, the bonnet release, on the correct side of the car, is plastic-protected like the seats on a new Colt, the oil dip-stick is calibrated, the 1978 cars will have k.p.h./m.p.h. dials to the 120 m.p.h. speedometer (even if top pace is around 94 m.p.h.), and the seat-adjustment levers and the bonnet-safety catch are easy to locate. The steering is light and smooth, apart from the tiring understeer, and the Bridgestone tyres held well in the rain. The radio can be put on at a touch on the main button but the rear-window heater and lamps full-beam warning lights are dazzling, at night.

I found this Japanese offering a very pleasant car in general, but towards the end of the test a piece of rear-trim fell off, revealing the word "GAL". So, thinking that the Sigma was perhaps changing its sex, I returned it to the Colt headquarters in Cirencester.—W.B.



The Japanese Grand Prix

Hunt leaves no doubt

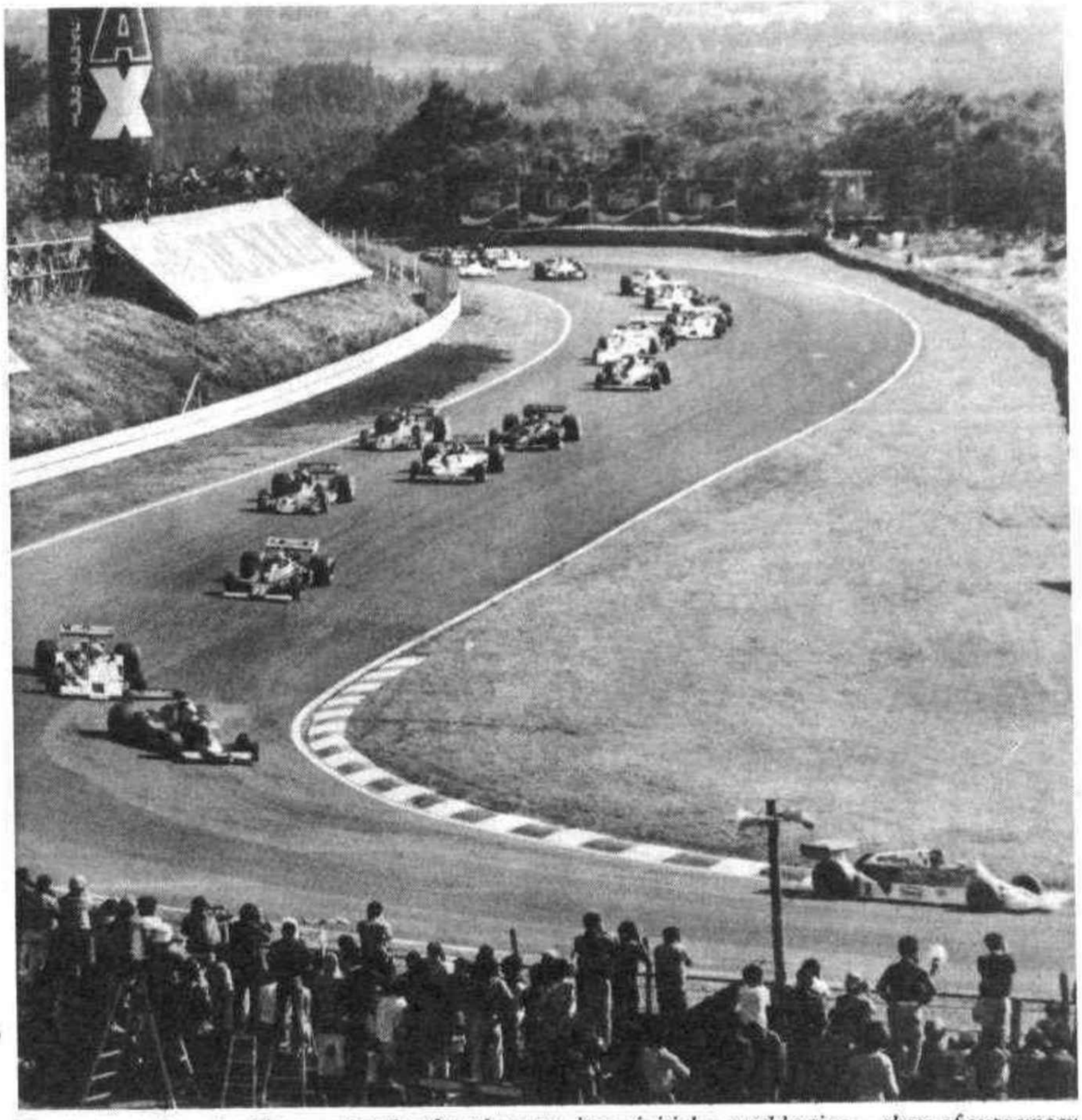
Fuji Speedway, October 23rd

ALTHOUGH the Japanese Grand Prix is a new event to the Formula One World Championship series, a race under that title was first held as long ago as 1963. Then it was won by a certain P. Warr at the wheel of one of Colin Chapman's little Lotus 23B sports racing cars. That of course was Peter Warr, then a keen amateur racing driver, and more recently known for his role of team manager at Team Lotus and, from the start of 1977, Walter Wolf Racing. In 1963 the race was held at the Suzuka circuit and now, after two World Championship races at the Mount Fuji Speedway, there is every indication that the 1978 Japanese Grand Prix will return to Suzuka.

The 1976 Japanese Grand Prix provided the organisers with a "fairy tale" finish to the World Championship as James Hunt snatched the drivers' title by the proverbial whisker and Mario Andretti put Chapman's Lotus team back in the winner's circle after a two year drought. This year things were different, and the organisers accepted that they were unlikely to be blessed with such a spectacular *finale* to the season as that enjoyed in 1976. However they were obviously, and justifiably, disappointed when they were deprived of 1977 FIA Points Champion Niki Lauda on the basis of the Austrian's personal whim, in addition to former Champion Emerson Fittipaldi whose Brazilian financed team felt that they would be wasting their time going all the way to Japan for another disappointing performance. It was understandable that the Fittipaldi team saw a programme of testing in Britain as a much more sensible alternative to competing in Japan and they were only exercising their F1 Association right to miss one race "outside Europe". However, with the French Renault RS01 also failing to make the trip along with Hesketh Racing and most of the "privateers", the Japanese Grand Prix had something of a "Race of Champions" atmosphere about it!

Compensating for loss of some of the international interest, there were three Japanese drivers in the race. Noritake Takahara and Kazuyoshi Hoshino were entered at the wheel of locally built Kojima 009s, developments of the very promising 007 version driven by Hasemi in last year's race. The two Kojimas were fitted with Bridgestone tyres and Hoshino will be remembered as something of a "local star" in last year's Grand Prix, working his Tyrrell 007 up into third place during the race's early rain-soaked stages before being forced to retire for the unusual reason that his pit had run out of fresh Bridgestone tyres! Hoshino's old Tyrrell appeared again at Fuji in the hands of Kunimitsu Takahashi, this time running on Japanese Dunlop tyres.

On the regular Formula One front there were still some driver changes to be seen in the dying moments of the Grand Prix year. Ian Scheckter arrived at Tokyo's Haneya airport only to find that he was not going to be granted admittance to Japan on the particular visa that he had been issued with. After a day or so of wrangling the elder Scheckter brother was on a plane back to London without having left the airport area. This unfortunate "mess up" in March's paperwork meant that their second entry, the Rothmans-sponsored 771, was to remain vacant for the entire weekend, something that did not seem to bother March director Max Mosley unduly much since he was just about at the end of his tether with the disappointing way things have been going for his organisation this season.



Hunt swoops into the distance shortly after the start, in an initial – and lasting – show of supremacy.

In the Ligier camp there was a second entry for Jarier at the wheel of Laffite's spare car JS/03, possibly in anticipation of a second entry from this team in 1978, but otherwise all the usual drivers were in all their usual cars. Watson's damaged Brabham BT45/6B and Nilsson's Lotus 78/4 had both been straightened out following their accidents at Mosport Park, although the Swede's car was painted in a red and gold pinstripe livery instead of its customary black and gold. Hunt was allocated the rebuilt M26/1 which had been built up out of a box of spares following his Mosport tangle with Mass while Patrese took over the Shadow team's spare DN8/3A after his usual car was wrecked in *his* Mosport accident. The Wolf team sent WR2 home and brought out WR3 from Britain to pair with WR1 for Jody Scheckter's use in the Japanese Grand Prix and both Surtees TS19s for Brambilla and Binder were back together again after *their* Mosport accidents!

After the circuit doctor was late in arriving for the start of the timed practice on Friday morning it did not take long for all the teams to agree to amalgamate the first two practice sessions and have a single two-hour stint between mid-day and 2 o'clock in the afternoon. Concern about the durability of Goodyear's softest tyre compound on Fuji's abrasive track surface didn't prevent most people from starting off using it although things were to look distinctly marginal once they began testing with full fuel loads on Saturday morning.

Andretti started off as he meant to continue, romping round this circuit, on which he scored his first Lotus victory, in 1 min. 12.23 sec., which was soon followed up by a determined James Hunt who got down to 1 min. 12.39 sec. After a few laps in his "new" car, the deposed World Champion decided that he didn't like the amount of understeer it developed under power so he exercised his right as team leader by commandeering team-mate Mass's M26/3 for the rest of the weekend. Hunt later remarked that his fresh car was much better but that the steering was a bit on the heavy side; "Jochen has got stronger arm muscles than I have."

Despite having to stop every half-dozen laps or so to top up his Alfa flat-12 with more water, Watson looked very competitive with a 1 min. 13.20 sec. best which was marginally faster than Stuck could manage in his healthy car (1 min. 13.33 sec.). Optimistic timing initially credited Jarier with a remarkable 1 min. 13.23 sec. lap which might well have left him fourth fastest overall had it been correct. Unfortunately for the French driver it wasn't and Jarier's time was subsequently amended to 1 min. 14.25 sec.

In the Ferrari camp there was nothing but gloom and despondency from Reutemann, despite the Argentinian managing 1 min. 13.37 sec., and a look of near bewilderment from young Villeneuve. Both drivers reckoned that the cars were quite simply "awful". Every time they touched the throttles the rear end slipped and

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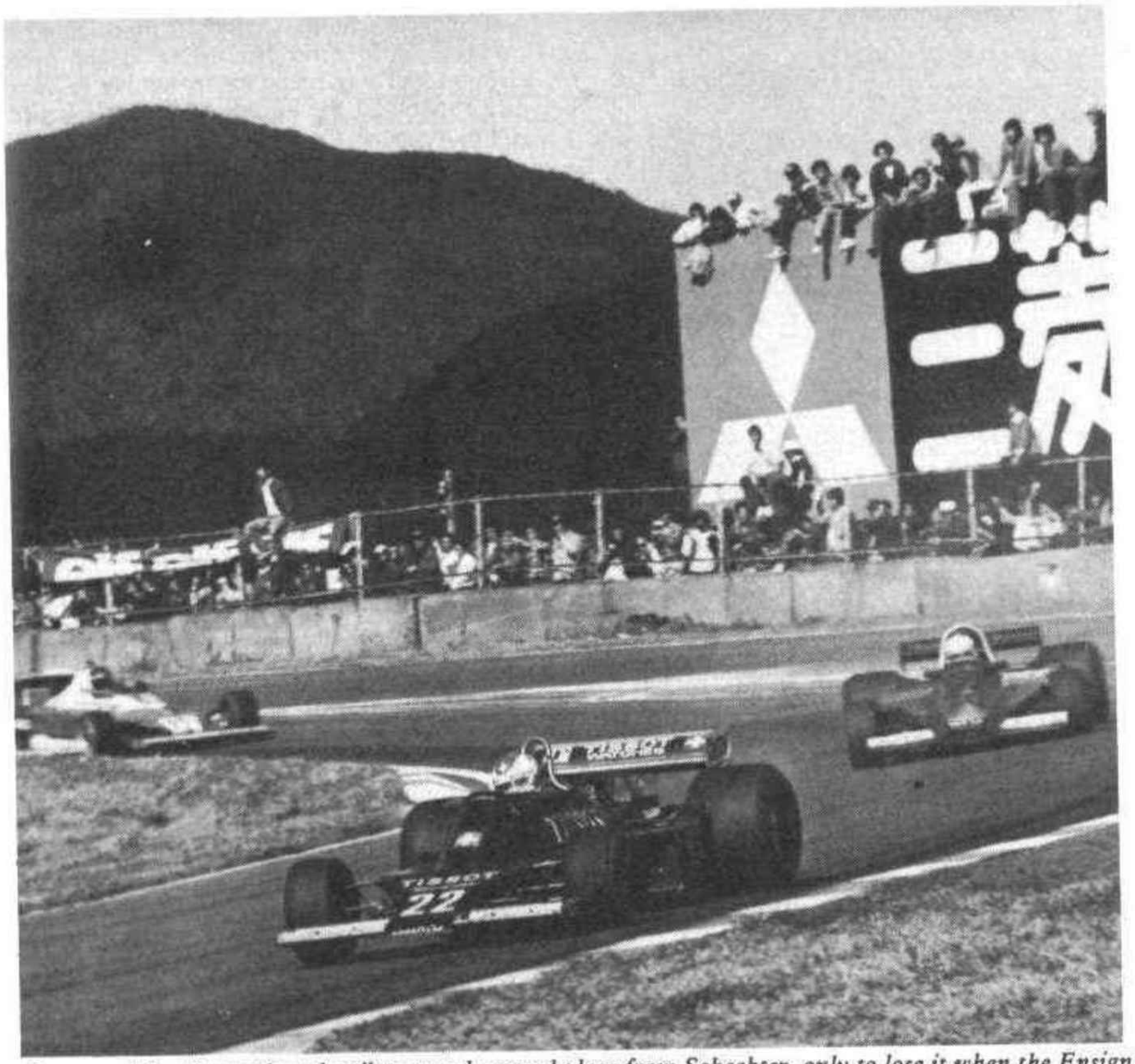


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Regazzoni fought tooth and nail to snatch second place from Scheckter, only to lose it when the Ensign lost its lubricant.

swayed about all over the circuit. They were so twitchy that they could barely take the long right hander onto the start/finish straight without lifting off. It was a lesson to those who thought that Ferrari drivers had an easy time and simply drove round "on rails". On the face of it it looked very much as though the Italian team were missing Lauda's analytical approach, but the Austrian driver had chosen not to come to Japan following his fourth place finish at Watkins Glen which ensured him the World Championship title on points.

Hoshino managed an extremely respectable 1 min. 13.55 sec. best on his soft "qualifying" Bridgestone tyres with the Kojima, which was quicker than Nilsson in the second Lotus (1 min. 13.66 sec.) and Mass in the second McLaren (1 min. 13.71 sec.). Clay Regazzoni was enjoying himself in the Ensign and managed a 1 min. 13.72 sec. before it ran out of petrol and Jones was hampered by the same understeer about which he had complained in Canada, taking the faster of the two Shadow DN8s round in 1 min. 13.90 sec. Team-mate Patrese had a disappointing day, ending up with a best of 1 min. 14.02 sec. after a shock-absorber mounting bolt came undone at the rear of the car and sent him on an unexpected trip up the escape road at the end of the start/finish straight.

Experiments with harder compound tyres on Saturday morning convinced Andretti, at least, that he would have to stick to the soft compound rubber for the race. During the untimed session which did not count for grid positions Andretti found that the harder tyres totally ruined the car's balance and endowed it with so much understeer that he reckoned the front tyres would wear out *anyway* before the end of the race even if he did use the harder rubber.

The times established by Andretti and Hunt in the first session were quite adequate to ensure that they remained on the front row for Sunday's race as nobody improved upon those times during the final hour of timed practice. Watson came very close with a 1 min. 12.49 sec. while Stuck improved to 1 min. 13.01 sec. to ensure that both Brabham-Alfa Romeos started from the second row of the grid.

Despite endless problems on the first day with fuel mixture adjustments, a problem that hampered both Ligier's progress, Laffite qualified fifth with 1 min. 13.08 sec. ahead of Jody Scheckter who had a very troubled time throughout practice. He started off at the wheel of Wolf WR3 on Friday but by the time he had got the cockpit adjustments sorted out to his liking and got into the swing of things the car's gearbox packed up owing to a fault in its assembly back in England. This meant that Scheckter was obliged to continue practising in

STARTING GRID

↑

1
J. Hunt
(*McLaren-Cosworth V8*)
M26/3
1 min. 12.39 sec.

5
M. Andretti
(*Lotus-Cosworth V8*)
78/3
1 min. 12.23 sec.

8
H. J. Stuck
(*Brabham-Alfa Romeo*)
BT45/1B
1 min. 13.01 sec.

7
J. Watson
(*Brabham-Alfa Romeo*)
BT45/6B
1 min. 12.49 sec.

20
J. Scheckter
(*Wolf-Cosworth V8*)
WR3
1 min. 13.15 sec.

26
J. Laffite
(*Ligier-Matra V12*)
JS7/02
1 min. 13.08 sec.

2
J. Mass
(*McLaren-Cosworth V8*)
M26/1
1 min. 13.37 sec.

12
C. Reutemann
(*Ferrari—flat-12*)
312T2/029
1 min. 13.32 sec.

22
G. Regazzoni
(*Ensign-Cosworth V8*)
MN07
1 min. 13.52 sec.

19
V. Brambilla
(*Surtees-Cosworth V8*)
TS19/06
1 min. 13.37 sec.

17
A. Jones
(*Shadow-Cosworth V8*)
DN8/5A
1 min. 13.56 sec.

52
K. Hoshino
(*Kojima-Cosworth V8*)
009/2
1 min. 13.55 sec.

6
G. Nilsson
(*Lotus-Cosworth V8*)
78/4
1 min. 13.66 sec.

16
R. Patrese
(*Shadow-Cosworth V8*)
DN8/3A
1 min. 13.58 sec.

23
P. Tambay
(*Ensign-Cosworth V8*)
MN08
1 min. 14.22 sec.

4
P. Depailler
(*Tyrrell-Cosworth V8*)
P34/7
1 min. 14.16 sec.

3
R. Peterson
(*Tyrrell-Cosworth V8*)
P34/6
1 min. 14.26 sec.

27
J. P. Jarier
(*Ligier-Matra V12*)
JS7/03
1 min. 14.25 sec.

11
G. Villeneuve
(*Ferrari—flat-12*)
312T2/030
1 min. 14.51 sec.

51
N. Takahara
(*Kojima-Cosworth V8*)
009/1
1 min. 14.36 sec.

50
K. Takahashi
(*Tyrrell-Cosworth V8*)
007/5
1 min. 14. 88 sec.

18
H. Binder
(*Surtees-Cosworth V8*)
TS19/01
1 min. 14.73 sec.

9
A. Ribeiro
(*March-Cosworth V8*)
761B/3
1 min. 15.01 sec.

PRACTICE TIMES

No.	Driver	Car	Friday	Saturday
1	J. Hunt	McLaren M26/1-Cosworth V8	no time given	—
2	J. Mass	McLaren M26/3-Cosworth V8	no time given	—
3	R. Peterson	Tyrrell P34/6-Cosworth V8	1. 14.49	1. 14.26
4	P. Depailler	Tyrrell P34/7-Cosworth V8	1. 14.94	—
5	M. Andretti	Lotus 78/3-Cosworth V8	**1. 12.23**	**1. 12.31**
6	G. Nilsson	Lotus 78/4-Cosworth V8	1. 13.66	1. 13.76
7	J. Watson	Brabham BT45/6B-Alfa Romeo	1. 13.20	1. 12.49
8	H. J. Stuck	Brabham BT45/1B-Alfa Romeo	1. 13.33	1. 13.01
9	A. Ribeiro	March 761B/3-Cosworth V8	1. 15.21	1. 15.01
10	I. Scheckter	March 771/1-Cosworth V8	withdrawn	
11	G. Villeneuve	Ferrari 312T2/030—flat-12	1. 14.84	1. 14.51
12	C. Reutemann	Ferrari 312T2/029—flat-12	1. 13.37	1. 13.32
16	R. Patrese	Shadow DN8/3A-Cosworth V8	1. 14.02	1. 13.58
17	A. Jones	Shadow DN8/5A-Cosworth V8	1. 13.90	1. 13.56
18	H. Binder	Surtees TS19/01-Cosworth V8	1. 15.26	1. 14.73
19	V. Brambilla	Surtees TS19/06-Cosworth V8	1. 14.23	1. 13.37
20	J. Scheckter	Wolf WR3-Cosworth V8	1. 14.38	1. 13.15
22	G. Regazzoni	Ensign MN07-Cosworth V8	1. 13.72	1. 13.52
23	P. Tambay	Ensign MN08-Cosworth V8	1. 14.22	1. 14.30
26	J. Laffite	Ligier JS7/02-Matra V12	1. 13.99	1. 13.08
27	J. P. Jarier	Ligier JS7/03-Matra V12	1. 14.25	1. 14.45
50	K. Takahashi	Tyrrell 007/5-Cosworth V8	1. 14.88	1. 15.14
51	N. Takahara	Kojima 009/1-Cosworth V8	1. 14.36	1. 14.44
52	K. Hoshino	Kojima 009/2-Cosworth V8	1. 13.55	1. 14.02
1T	J. Hunt	McLaren M26/3-Cosworth V8	1. 12.39	1. 12.67
2T	J. Mass	McLaren M26/1-Cosworth V8	1. 13.71	1. 13.37
4T	P. Depailler	Tyrrell P34/5-Cosworth V8	no time given	1. 14.16
20T	J. Scheckter	Wolf WR1-Cosworth V8	no time given	—



The field streams away into the hills, watched by a vast crowd of enthusiastic Japanese.

Wolf WR1, but that promptly blew up its engine after less than a dozen laps which meant that he was back in the newer car on Saturday. His 1 min. 13.15 sec. best was achieved despite all these problems and the South African driver remained highly optimistic about his chances once the race got under way.

Reutemann tried consistently hard with his ill-handling Ferrari, eventually gaining a position on the inside of the fourth row with a 1 min. 13.32 sec., a fraction faster than Mass's best in the other McLaren M26. Villeneuve was doing his best in the second Ferrari but that really was not good enough and the French Canadian newcomer was eventually consigned to a grid position right down at the back of the grid with only one of the Japanese, Binder and Ribeiro behind him. Reflecting wistfully about his drive at the wheel of a McLaren M23 in this year's British Grand Prix, Villeneuve did not face the Japanese Grand Prix with an air of excessive optimism!

The fifth row was made up of that potentially explosive duo Brambilla (1 min. 13.37 sec.) and Regazzoni (1 min. 13.52 sec.), the combination of which was devastatingly underlined during the opening laps of the Spanish Grand Prix earlier in the year. Nudging in behind, right in amongst the established mid-field runners, was Hoshino's Kojima 009 (1 min. 13.55 sec.) ahead of the Shadows of Jones (1 min. 13.56 sec.) and Patrese (1 min. 13.58 sec.), the two cars from Northampton facing the race from their now customary mid-field starting positions.

Nilsson qualified the second Lotus 78 on 1 min. 13.66 sec., while Depailler was the faster of the two Tyrrell drivers, the six wheel machines sandwiching Tambay's Ensign and Jarier. Although Patrick was trying as hard as he knew, one got the impression that Peterson was happy that the season was almost over. As it was there was to be yet another slice of unexpected excitement awaiting the Swedish driver once the race got under way.

Takahara pipped Villeneuve, while Binder complained about an un-nerving degree of high speed understeer in his Surtees and Takahashi seemed always to be spinning his Tyrrell when one looked up. Right at the back came little Alex Ribeiro in the lone factory March, almost three full seconds away from Andretti's pole position time. Neither he, nor his entrants, looked as though they cared by this stage in the season ....

In stark contrast to last year's diabolical weather, this year's race was run in superbly bright conditions with a warm sun overhead and a cloudless sky in all directions. The race started exactly on time, another contrast with last year's rain-soaked event.

Anxious to show everybody his true capabilities, James Hunt made an absolutely tremendous start and led down into the first right hand corner while Andretti let the revs drop away and his Lotus was swallowed up by a great horde of rival F1 machinery. Scheckter and Regazzoni did excellent starts as well, the Wolf slotting into second place with Mass just displacing the Swiss driver's Ensign for third when he slid the number two McLaren, brakes locked up, through on the inside of the first corner.

At the end of the first lap Hunt was away on his own already. Second was Scheckter, then Mass, Regazzoni, Watson, Laffite, Stuck, Andretti, Reutemann, Brambilla, Hoshino, Patrese, Nilsson, Jones, Depailler, Peterson, Villeneuve, Takahashi, Tambay, Jarier, Takahara, Binder and Ribeiro. Andretti was really annoyed about his tardy start and rocketed past Stuck at the end of the start/finish straight. Unfortunately the rugged little American driver rather overdid things half way round his second lap as he tried to run round the outside of Laffite's Ligier as they rounded the long right-hand corner that leads into the left-hand hairpin behind the pits. With the French driver moving over to the outside of the circuit on the exit of the corner, his legitimate racing line, Andretti's right front wheel came into sharp contact with the Ligier's left rear and in an instant the Lotus was sailing across the grass run-off area into the guard rail. The 78 shed its left rear wheel as it hit the guard rail, bouncing this back into the path of Takahara's Kojima which made quite firm contact and eliminated the Japanese car from the race. Binder's Surtees also spun in this *debacle*, catching debris from the accident and sliding onto the grass into retirement as well.

All this fuss allowed Hunt to get well clear and within seven laps Mass moved past Scheckter's Wolf to leave us the imposing sight of the two McLaren M26s running in 1-2 formation. Watson quickly followed Mass through into third place as Scheckter dropped away, his Wolf understeering too acutely for the South African driver to maintain his place with the leading bunch. Close behind, pressing him hard, was Regazzoni while Stuck was busy holding up a huge bunch consisting of Reutemann, Brambilla, Laffite, Nilsson and the two Shadows. Jarier's hopes for a good result in the Ligier came to an end after three laps when something went badly wrong inside the Matra V12 and he was forced to retire.

As Hunt set a cracking pace up at the front, things were going badly wrong down at the back of the field. Going into his sixth lap, Villeneuve inadvertently left his braking too late at the end of the start/finish straight and ran his Ferrari into the back of Peterson's Tyrrell. The Italian car climbed up over the six wheeler, knocking off its rear wing in the process, before launching Villeneuve into a heart-stopping series of end-over-end somersaults. The Ferrari was totally destroyed during its crazy flight which unfortunately ended over the top of a track side guard rail and in amongst some onlookers in a prohibited area. Villeneuve is a little chap and, by virtue of tucking himself deep down into the cockpit, luckily escaped without injury. Unfortunately a local marshal and a photographer were killed. Peterson, also, was out of the race as a result of the collision.

Hunt was running superbly and there was quite obviously nobody to catch him while Mass was doing an excellent "back up" job in second place just in front of Watson. Then came Scheckter and Regazzoni while Reutemann worked his way to the head of the sixth place bunch by the end of lap 20, Stuck dropping away as his tyres



Handling problems set back Scheckter's Wolf with a pit stop, while Brambilla made two stops to change plugs. Scheckter later recorded the fastest lap.

started to go off and eventually dropping into the pits to change the whole set on the Brabham four laps later.

Then, within two laps, Regazzoni suddenly found himself promoted unexpectedly to third place. At the end of the 28th lap Mass's McLaren had just crossed the start/finish line when its engine blew up spectacularly in a cloud of smoke and steam. The German driver coasted to a standstill at the end of the pit lane and walked back to the pits, bitterly disappointed that his very last drive for the McLaren team should have ended on such a disappointing note. John Watson had less than a lap to enjoy second place for the gearbox of his Brabham suddenly began playing up and eventually refused to select any gears. At the end of the 29th lap he pulled into the pits to retire, so Regazzoni now looked secure in third place behind Scheckter.

With Scheckter obviously in dire handling trouble, prospects looked bright for Regazzoni and Team Ensign. Little by little he closed in on the Wolf and was right up in the blue car's slipstream as he came up to complete the 43rd lap. As he crossed the start/finish line Regazzoni nipped out to the right of the Wolf and "sat it out" with Scheckter all the way down into the first right hander after the pits. The plucky

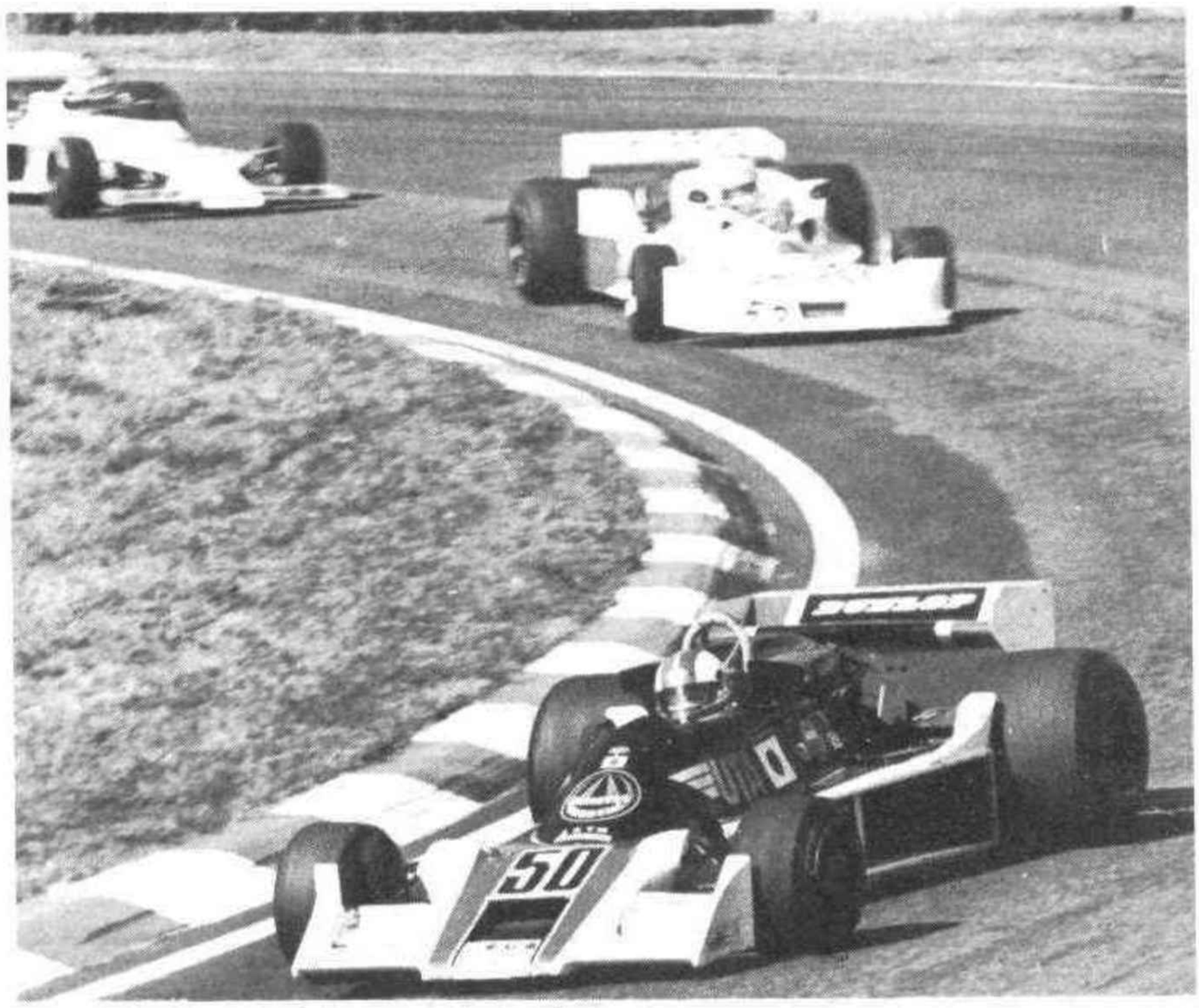


Laffite found other perks in Japan as well as fifth in the GP.

South African driver didn't want to give way, but "Regga" had the inside line and there was no way in which he was going to be prevented from taking second place. At the end of the lap on which he was passed by the Ensign, Scheckter bought the Wolf into the pits for a fresh set of tyres and an adjustment to the rear wing in an attempt to cure the car's now near-terminal understeer. He charged back into the race, well back, but started to lap much more quickly, obviously much happier with the car's handling.

Regazzoni, sadly, was not destined to take the second place that he'd worked so hard to gain. For ten laps the Ensign circulated in second place, well ahead of Reutemann's Ferrari which was now consolidating third place in the face of an attack by Laffite. The Ensign had been leaking oil on right handers for some distance and the lubricant was used up by lap 43, the oil pressure vanished and Regazzoni dropped out for good with 43 laps completed.

Five laps later and possession of second place changed yet again as the hard-charging Laffite forced his Ligier past Reutemann's Ferrari. Nilsson was now a fighting fourth, fending off a strong challenge from Jones's Shadow, while Depailler was sixth in front of Patrese. It now



Local heroes Takahashi and Hashino, in Tyrrell and Kojima respectively, finished ninth and eleventh.

looked as though the final race pattern had been finally resolved with just under 30 laps to go.

Unfortunately there was to be one more disappointment, this time for the determined Nilsson who seemed desperate to finish his season with Lotus on a decent note. On lap 58 he gave best to Jones, struggling with his gearbox as he did so, and then relinquished fifth place to Depailler on lap 62. On the next lap the disappointed Swede pulled into the pits to retire. His Lotus's gearbox was becoming increasingly reluctant to select any gear and, for the last few laps, Nilsson had been ramming them in with such brute force that the actual gear linkage in the cockpit was distorted. Sadly, it was a vain effort and eventually the Swede couldn't select any gears worth having.

There was one last twist to the Japanese Grand Prix. Jacques Laffite's Ligier ran out of petrol on the very last lap, promoting Reutemann back into a very lucky second place and Depailler, who had forced a way past Jones on lap 69, into third. Laffite was eventually classified fifth ahead of young Patrese who had driven his best race to date in the Shadow DN8.

Seventh was Stuck, after his pit stop, ahead of Brambilla's Surtees (delayed after two pit stops for a change of plugs), Takahashi, Scheckter, Hoshino and Ribeiro. In the closing stages of the race Scheckter set the race's fastest lap, beating Laffite's record from last year, a record incorrectly awarded to Hasenn's Kojiuia at the time.

But none of them could touch the superb Hunt. The McLaren team leader had been in a class of his own from the word go, proving that he is a fighter and never gives up trying. Unfortunately he made himself rather unpopular with the local dignitaries by failing to appear on the winner's rostrum and leaving the circuit immediately the race was over in order to catch a plane back to Britain that same evening. Reutemann failed to appear either, although he was still at the circuit. Hunt received a great deal of criticism for his apparently thoughless act but, disregarding this lapse, he certainly dominated the race in as impressive a fashion as anybody has managed in any Grand Prix this season. And, in the end, the "name of the game" is *still* winning – we think. –A.H.

Results:

JAPANESE GRAND PRIX—Formula One—73 laps—Fuji Speedway
4.359 kilometres per lap—318.207 kilometres—Warm and Dry

1st :	J. Hunt (McLaren M26/3)	1 hr. 31 min. 51.68 sec.—207.840 k.p.h.
2nd:	C. Reutemann (Ferrari 312T2/029)	1 hr. 32 min. 54.13 sec.
3rd:	P. Depailler (Tyrrell P34/7)	1 hr. 32 min. 58.07 sec.
4th :	A. Jones (Shadow DN8/5A)	1 hr. 32 min. 58.29 sec.
5th :	J. Laffite (Ligier JS7/02)	1 lap behind—*not running at finish*
6th :	R. Patrese (Shadow DN8/3A)	1 lap behind
7th :	H. J. Stuck (Brabham BT45/1B)	1 lap behind
8th :	V. Brambilla (Surtees TS19/06)	2 laps behind
9th :	K. Takahashi (Tyrrell 007/5)	2 laps behind
10th :	J. Scheckter (Wolf WR3)	2 laps behind
11th :	K. Hoshino (Kojima 009/2)	2 laps behind
12th :	A. Ribeiro (March 761B/3)	4 laps behind

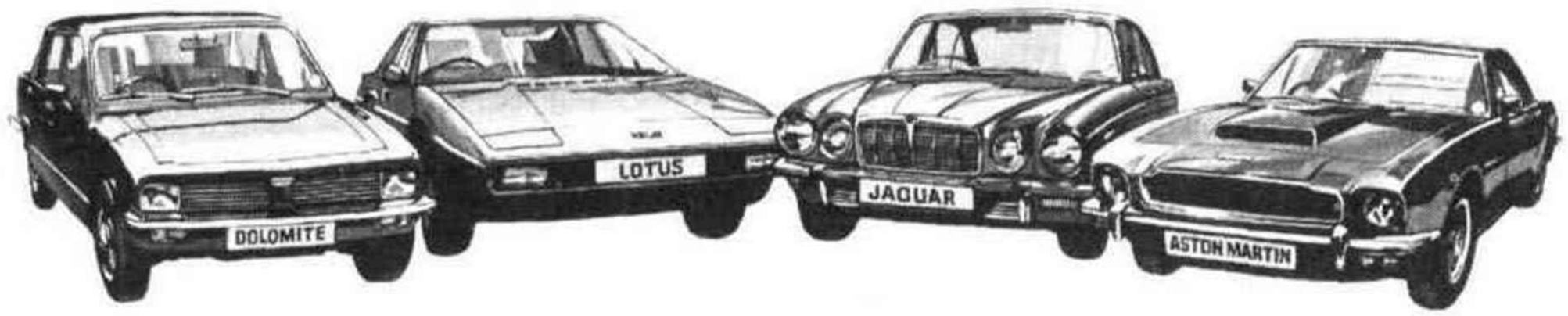
Fastest Lap : J. Scheckter (Wolf WR3) on lap 72 in 1 min. 14.30 sec.—211.204 k.p.h.

Retirements : M. Andretti (Lotus 78/3) on lap 2, accident; H. Binder (Surtees TS19/01) on lap 2, accident; N. Takahara (Kojima 009/1) on lap 2, accident; J. P. Jarier (Ligier JS7/03) on lap 4, engine failure; G. Villeneuve (Ferrari 312T2/030) on lap 6, accident; R. Peterson (Tyrrell P34/6) on lap 6, accident; P. Tambay (Ensign MN08) on lap 15, engine failure; J. Mass (McLaren M26/1) on lap 29, engine failure; J. Watson (Brabham BT45/6B) on lap 30, gearbox trouble; G. Regazzoni (Ensign MN07) on lap 44, engine failure; G. Nilsson (Lotus 78/4) on lap 64, gearbox trouble; J. Laffite (Ligier JS7/02) on lap 73, out of petrol.

23 *starters* — 12 *finishers.*



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European Letter

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

Dear W.B.,

As you well know the flow of letters we get from readers is truly remarkable, far too many to reply to individually, and certainly too many to publish them all, but nonetheless they are always welcome and provide a lot of interesting reading. Readers of MOTOR SPORT are very fortunate for on the first of the month they get a great wad of reading matter about cars, whereas we have either written it or read it already in galley-proof form. Now and then I am lucky enough to steer clear of Standard House for a month so that the new issue of MOTOR SPORT is as interesting to me as it is to the readers. Media or advertising type people often ask what the average reader of MOTOR SPORT is like, or what age group he is in, and the only answer to that is to show them the last postal arrivals where you find a letter from a schoolboy and another from an octogenarian, or a letter from Czechoslovakia and another from the West Indies.

I enjoyed the letter in last month's issue chastising us for muddling up Regazzoni and Reutemann in the colour centre-spread (not guilty m'lud – D.S.J.) and suggesting that it was my "unofficial deliberate mistake competition to see if anyone is paying attention". In 1976 McLaren Racing played just such a trick in a press handout to see if anyone was paying attention, and they discovered that virtually no-one was. It concerned the press release on the M26 McLaren which was put out to us on July 19th, 1976, giving details and specifications for the new car. Under the column Engine, it stated – "Ford Cosworth DFV 8-cylinder (92.5 x 55.5) prepared by Nicholson/McLaren Engines" and clearly no-one paid any attention to that simple statement, being more concerned with such details as the Nomex honeycomb used in the monocoque and the Kevlar body. During this past season I was doing some personal data collecting and recording and looked again at the 1976 McLaren data sheet and did a double-take when I saw the bore and stroke figures quoted for the Nicholson/McLaren Cosworth DFV. The standard Cosworth V8 has a bore and stroke of 85.6 x 64.8 mm which gives 2,993 c.c. and here was McLaren Racing quoting figures of 92.5 x 55.5. A calculation on these figures gave a capacity of 2,984.9 c.c. and there had been talk of John Nicholson experimenting with a short-stroke version of the DFV, but 55.5 mm seemed very short, to say nothing of the very large bore of 92.5 mm. Phoning Teddy Meyer of McLaren Racing I queried the figures (a year after they had been published, mind you!) and his reply was that they were false figures put in the release as a "try-on" to see if anyone was paying attention. He said "Denis, you are only the second journalist to notice it". He admitted that they had experimented with a short-stroke crankshaft, but not *that* short. Some of us *don't* pay attention, do we!

That V16 Auto Union that has appeared in Latvia caused quite a bit of correspondence and numerous readers were quick to notice the lack of space for a Grand Prix fuel tank between the cockpit and the engine. They rightly pointed out that it was not a bodge-up concocted by the



"... starting line outside the public bar ..."

Russians, but the 1939 Hillclimb car. The interesting thing is that it is very unlikely that any of them ever saw the car, nearly 40 years ago, though no doubt they have crossed the Grossglockner Pass in recent years, while on holiday in Austria. Nowadays the Pass is a solid stream of tourist traffic, with the occupants gazing at the glacier or the snow-capped mountains. I must admit that the first time I crossed the Grossglockner Pass, many years ago in my Porsche 356, I did not look at the scenic views, but gazed in awe at the road and tried to imagine a 6-litre Auto Union and a 5.6-litre Mercedes-Benz taking part in a timed hill-climb up the road to the snow and the clouds. The mind boggled at the thought. It would be nice if we could still hold such Mountain Hillclimbs and have specially-built Ferraris and Lotus taking part. There are still Mountain Hillclimbs in Europe, up passes like the Mendola and the Schauinsland, but no longer up the major mountain roads like the Mont Cenis or the Gotthard. As many of the Alpine passes are being eliminated by tunnels, it would be nice to think of a resurgence in Mountain Hillclimbs on a grand scale, with factory entries. At the moment the FIA have strict limits on the size and type of car that can be run in the Mountain Championship. If it became an activity for the major Grand Prix teams once again, I wonder who would drive the cars? Reggazoni for sure, and probably Mass, Stuck and Laffite.

Following my fantasy on the theme of the German Grand Prix at the Nurburgring in the September issue of MOTOR SPORT, there was a lot of favourable comment and everyone seemed to enjoy reading it. Many people read carefully between the lines and got even more enjoyment from it, and it was suggested that I should enlarge on the theme. Instead of going to Zolder for the Belgian GP, I should go to Spa-Francorchamps and use my imagination, and instead of Paul Ricard I should go to Reims or Rouen and do the same thing. The idea has endless possibilities, for I could even revive the Swiss GP at Berne and the Spanish GP at the Montjuich Park in Barcelona. I could even report a Silverstone race without the *chicane* at Woodcote, though it would not be fair on the people who paid to watch the cars passing through the ess-bend, instead of on the limit at 150 m.p.h. round the old Woodcote Corner; and think of some of the races at Monza before the *chicanes* were built. The sad thing is that it has been necessary to even think of the idea. Believe it, or believe it not, but we do have readers who think I am irresponsible in arguing against the great God Safety, when it emasculates our circuits down to kindergarten stuff. Woodcote, Spa, Monza, Barcelona, Reims, Berne, Nurburgring, they have all gone or been mutilated to make Formula One safe for the drivers, and here am I suggesting that Regazzoni would race a 312T2 Ferrari up the Grossglockner Pass. I must be mad. I'll never forget the letter from a reader who described me as an irresponsible, suicidal maniac with no sense of responsibility to the State, because I drive about in an open two-seater E-type Jaguar. It wasn't the E-type Jaguar that he objected to, it was the fact that it was *open*. No roll-cage, crash-bars, steel roof etc. etc. Unbelievable. His letter was unbelievable, not my enjoyment of open air motoring.

While we are on the irresponsible bit, I turned down an offer to go to the Canadian Grand Prix in order that I could take part in a club hillclimb on my 650 c.c. Tribsa racing motorcycle. It was virtually up the side of the cliffs overlooking the Atlantic, with the starting line between the door of the public bar of an inn, and the ladies lavatory across the way. It was one of the most enjoyable events I have ridden in. The United States Grand Prix went by the board as far as I was concerned so that I could ride in the Weston-Super-Mare Speed Trials (Brighton is not the only sea-side town that closes the Front for Speed Trials). To clock an official 100 m.p.h. with an open megaphone exhaust along the seafront with the official blessing of the Mayor and Corporation of Weston-Super-Mare, in these days of unmitigated restrictions, is sheer joy. Also, it keeps my sense of proportion straight.

Yours,

D.S.J.

THE WINNERS

If your book of motor racing says that the name of the game is winning, then this layout of drivers and cars, showing the results of the 1977 Formula One season, will make sense. With Andretti at the top with four victories and Lotus at the top with five victories.



Mario Andretti

1st USA West GP
1st French GP
1st Spanish GP
1st Italian GP

If your motor racing is guided by the FIA points system, which does not reward winning with much margin of points over finishing second, then the layout will not make sense, for Lauda and Ferrari are the 1977 World Champions by reason of having amassed more points than anyone else during the season.



Niki Lauda

1st S. African GP
1st German GP
1st Dutch GP



Jody Scheckter

1st Argentine GP
1st Monaco GP
1st Canadian GP



James Hunt

1st British GP
1st USA East GP
1st Japanese GP



Carlos Reutemann

1st Brazilian GP



Gunnar Nilsson

1st Belgian GP



Jacques Laffite

1st Swedish GP



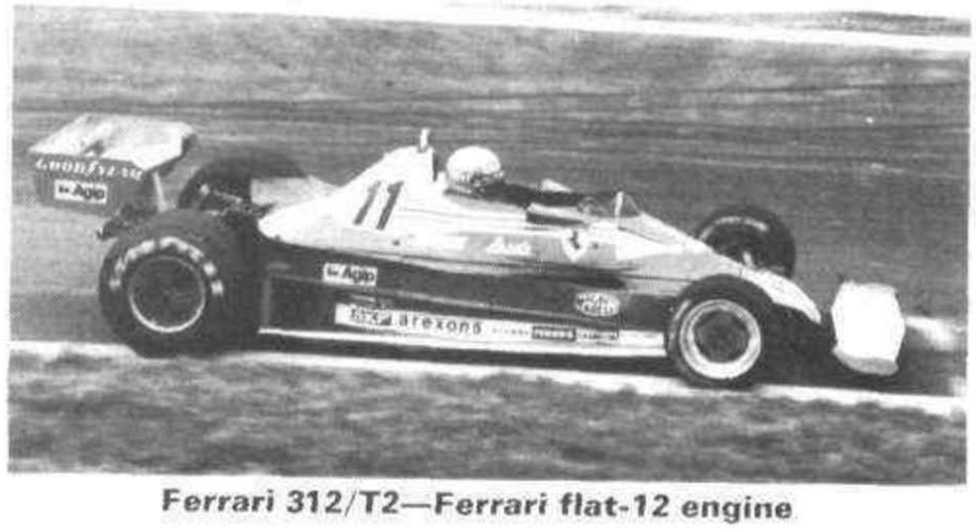
Alan Jones

1st Austrian GP



Lotus 78—Cosworth V8 engine

1st USA West GP
1st Spanish GP
1st Belgian GP
1st French GP
1st Italian GP

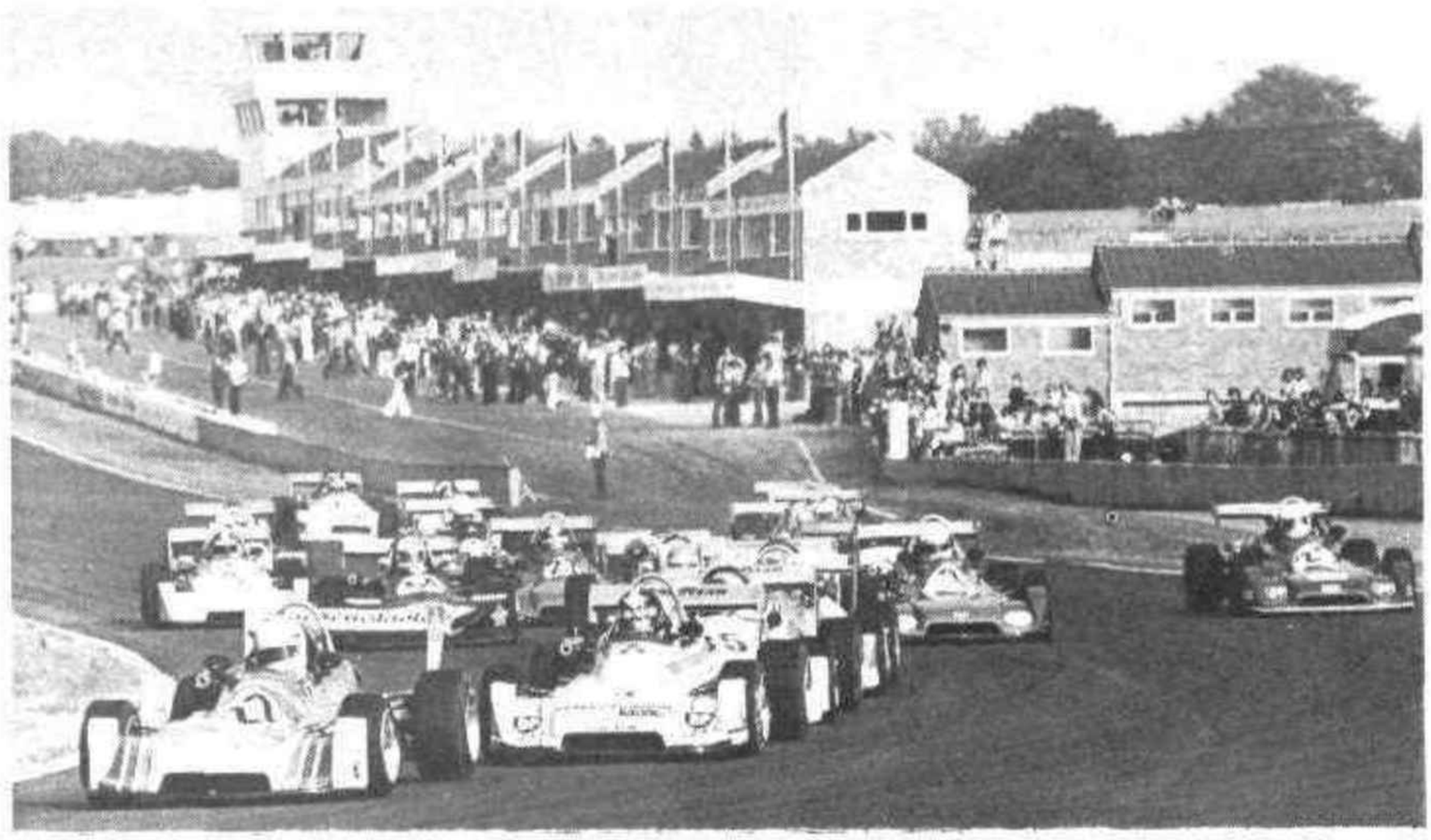


Ferrari 312/T2—Ferrari flat-12 engine

1st Brazilian GP
1st S. African GP
1st German GP
1st Dutch GP

Formula Three Review

The Year of South and Daly



DONINGTON has been the scene of a lot of F3 activity, this year, including a round of the European Championship. Pictured above, Thorkild Thyrring's Chevron leads Derek Daly away from the start of a national race, with eventual winner Eje Elgh lying fourth.

A REFRESHING breath of maturity has swept through the British Formula Three scene this season. This racing has been exciting, though rarely heart-stopping, technical, without becoming over-complicated, and clean, with only one major controversial accident all year. It has also produced two home-bred drivers of unquestionable ability in England's Stephen South and Ireland's Derek Daly. It is around the battle for overall supremacy between these two rivals that the story of the season revolves.

Both men had their share of good fortune and bad luck. For South, now into his third year of F3 racing, the season was to bring victory in the Vandervell Championship, controversy in the BP series, and an almighty accident at Silverstone from which he was extremely lucky to escape relatively unharmed.

For Daly, making his *debut* in F3, the season started tamely enough with a series of promising placings. Following the much-publicised Silverstone shunt with South, however, the young Dubliner suddenly shot to prominence by taking his first-ever F3 win at the Croix-en-Trois European Championship round, and thereafter won race after race before clinching the BP title in the last round at Thruxton.

The intense rivalry between the two men was not confined purely to the track either. There was certainly no love lost between Daly's larger-than-life sponsor, Derek McMahon, and the quiet and almost retiring South. And more than a few eyebrows were raised in surprise when the Stewards of the RAC quashed a disqualification imposed on South for a wing-height misdemeanor, thus instantly giving the Englishman a very real chance of snatching a championship "double".

In the end, though, it looks as though it will be Derek Daly who reaps the greater rewards from an almost classic season of F3 racing. The red-haired Irishman's attitude and utter dedication to motor racing is evident not only when talking to the man himself, but also in his style of driving – dramatic and calculated. For next year he has a very competitive F2 drive, plus the possibility of the occasional one-off appearance in the British F1 Championship.

South's future is not so rosy. At 25 years of age and with six years' racing experience behind him, Stephen can hardly afford the luxury of yet another year in F3. He has proved beyond doubt that he has the skill and style to go further, but as in most professional sports these days a marketable personality is as important off the circuit as the drivers performance is on the circuit. For the time being, however, South is the brightest hope English motor racing has for the future, and it would be a tremendous waste if his talent was allowed to wither.

Stephen South's racing plans, in fact, almost came to a grinding halt after the first two races when funds for his unsponsored March 763 began to run dangerously low. Fortunately he won both events, the first being a Vandervell round at the Silverstone International Trophy meeting and the second a BP round at Thruxton, and caught the eye of BP themselves in the shape of Les Thacker, who signed him up for the rest of the year.

The extra money also meant that Stephen no longer had to prepare and look after the car himself, this being left in the hands of Docking Racing.

South's initial impact upon the 1977 F3 season was to turn sour at Silverstone at the beginning of April. While waiting on the grid for the beginning of the third BP Championship round, the wing heights of both Derek Daly's Chevron and South's March were measured, and both found to be slightly too high. Daly's wing was accordingly adjusted, but South raced on as he was, coming third in the race, only to be disqualified at post-race scrutineering.

The rules of the Championship stated that any driver so disqualified must lose 20% of the maximum points total for the series, plus the points gained in that particular race. South thus found himself on minus 20 points, and with no chance of winning his sponsor's own championship. An appeal was lodged with the RAC, and when that failed the matter went before the Stewards of the RAC. To the utter amazement of everyone concerned, including South himself, they reversed the decision on the grounds that the punishment was too severe, and instead fined South £100.



NEW ZEALANDER Brett Riley earned full marks for determination by winning Britain's round of the European Championship after a series of misfortunes.

This bombshell hit the F3 circus just before the penultimate round of the championship at Donington where South, who had steadily been accumulating BP points, suddenly found himself back in contention for the title. His biggest rival, Derek Daly, won that race, and also the final at Thruxton, so justice, perhaps, ruled the day in the end.

By now South had already taken the Vandervell Championship, a shorter series than BP's and based mainly on Silverstone, despite becoming involved in, perhaps, F3's biggest controversy of the season.

Before all the F1 team managers and a huge crowd at the British Grand Prix supporting event at Silverstone, Derek Daly and Stephen South broke away from the rest of the field and in glorious sunshine followed each other nose-to-tail in a high speed game of cat and mouse for 15 of the 20 scheduled laps. Daly led all the way, weaving dramatically on the long straights in a vain bid to break the tow. Rounding Becketts for the 16th time, however, the Irishman missed a gear and slid wide. In an instant South was alongside. As the two cars approached Chapel they touched. Daly spun off into the corn, but South's white March leapt high into the air, rolling several times before crashing back to earth.

Fearing the worst South was rushed straight to Stoke Mandeville hospital, but incredibly, his injuries were confined to severe bruising and a very stiff arm.

Because of the importance of the occasion emotion and argument ran high after the event. Most onlookers, and Stephen South himself, felt the accident was Daly's fault, although photographs of the incident and the observations of the eventual winner, Anders Olofsson, supported the Irishman. At any other race it would all have been quickly forgotten, but this accident remained at the back of everyone's minds for the rest of the season.

After a disappointing come-back in a new March 773 at Donington, where a stone through a radiator put the car out in a heat, South showed he had lost none of his skill at Snetterton where he drove a brilliant race to win from flag to flag. That, however, was to be his last championship victory of the year. Disheartened by the failure of his appeal against disqualification South lost some of his aggression until too late when the RAC Stewards made their ruling on the wing height affair.

'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 35 mm 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.

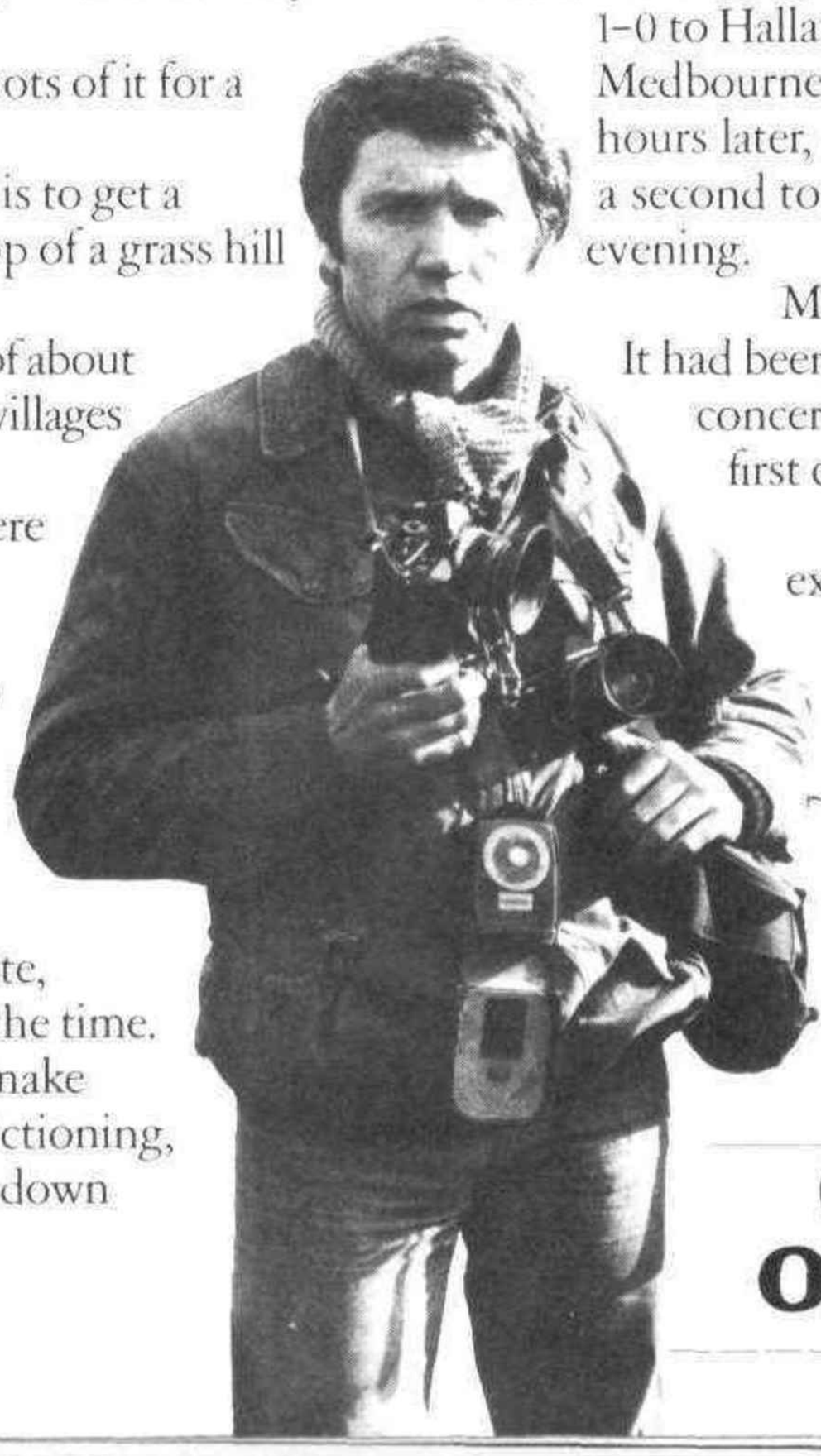
Medbourne managed to equalise a few hours later, and secured the match with a second touchdown during the evening.

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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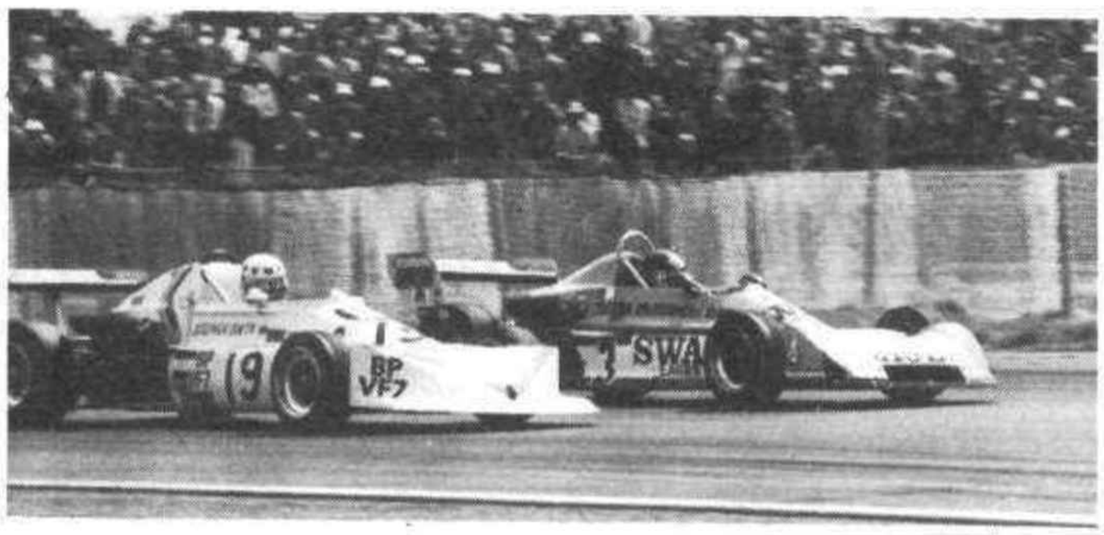
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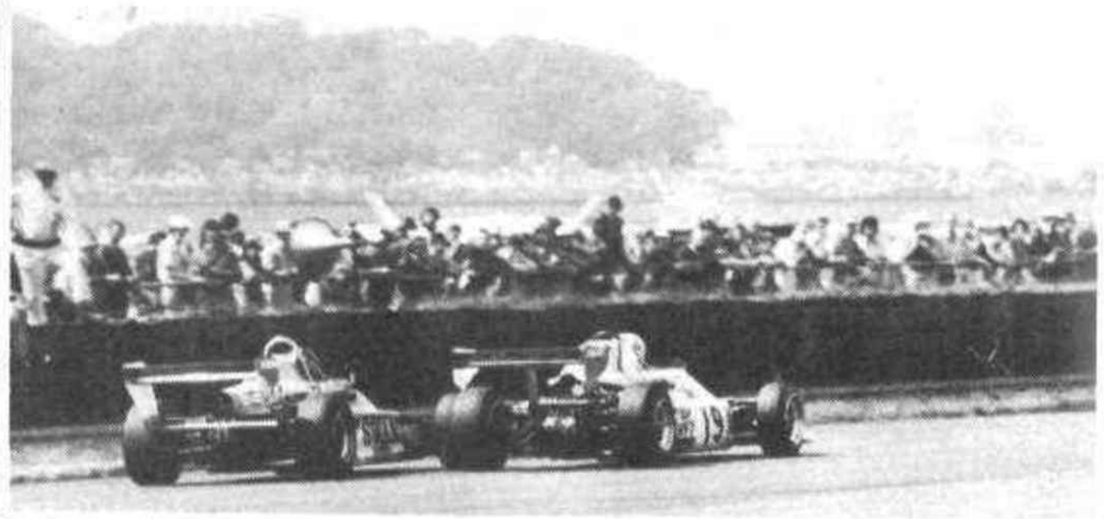
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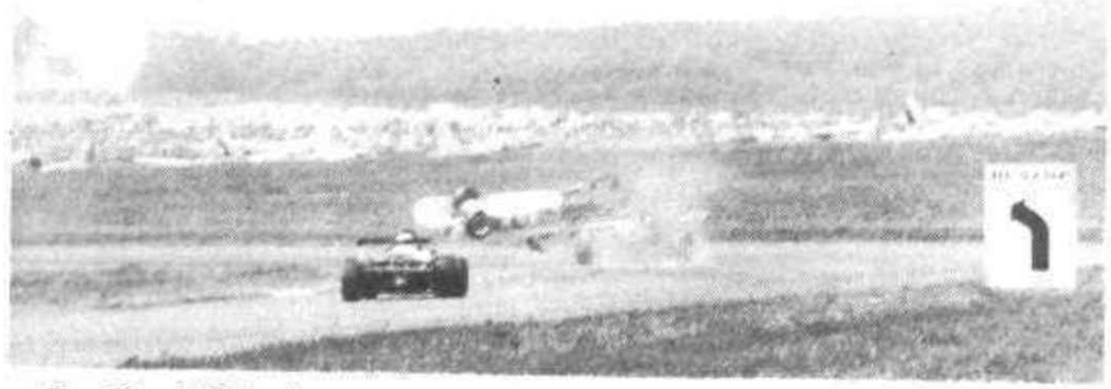
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WHOSE FAULT at Silverstone? Top left: Derek Daly's Chevron slides wide at Becketts and in a flash Stephen South has begun to slip through on the inside. Top right: Side-by-side the two race towards Chapel. Left: The inevitable happens and South's March rolls while Daly spins.

For Derek Daly the season got off to a slower start. The previous November he won the Formula Ford Festival at Brands Hatch, and then abandoned plans to go FF2000 when his major backer, Derek McMahon, provided enough money to buy an F3 Chevron B38.

It took the dedicated Dubliner a little time to settle down in the faster formula, but two fourth placings in the Championship and a third place in the BP Championship gave some notice of better things to come.

In mid-April he actually won a heat and led the final of the Zolder round of the BP series, but he had the wrong tyres for the main race and Piercarlo Ghinzani slipped through to win. At Monaco, a race where the British contingent failed dismally, he was involved in a coming-together with Stephen South and retired.

He had still not won a race "proper" until the British Grand Prix meeting at Silverstone where it all looked as though he was finally on his way to breaking the duck. That is until the 16th lap incident with South. Daly was badly affected by the "rock ape" tag most of the Press unfairly labelled him with, but he bounced back in the best way possible just one week later when he not only won his first F3 race final, but did it at the Croix-en-Trois European Championship round.

His second F3 victory came in the non-championship event supporting the Austrian Grand Prix, where his performance was good enough for Sid Taylor to promise him a one-off drive in F1 next year.

For the rest of the season Daly could hardly put a foot wrong. Four consecutive victories, including a win in the final at Thruxton, gave him the BP Championship. And he also made his *debut* in F2 at Estoril where he not only came fifth in the ICI/Newsweek Chevron, but set fastest lap as well.

Of anyone in F3 this year, Derek Daly looks the man most likely to follow in Rupert Keegan's shoes. He himself feels it would be wrong to step straight into F1, but after a season in F2 he looks certain to prove Eire's answer to Ulster's John Watson.



AFTER a promising start to the season the two Dolomite-engined Unipart cars proved more and more unreliable. Here Tiff Needell rounds the hairpin at Mallory Park.

While Stephen South and Derek Daly turned out to be the two great successes of the 1977 F3 season, perhaps the biggest failure was the Leyland-backed Unipart outfit. For them the season had opened on a very bright note with 1976 AG FF2000 Champion, Ian Taylor, taking pole position in the first two races of the year, with himself and Grovewood Award-winning team-mate, Tiff Needell also claiming two consecutive second places.

At the beginning of April things looked even rosier for Taylor was awarded first place at Silverstone after the first man home on the road, Geoff Brabham, had been disqualified over a leaking air restrictor. From then on, however, things went from bad to worse.

As in the previous year when Tony Dron was the driver, the team were using March chassis with their Holbay-tuned Triumph Dolomite Sprint engines. As they strove to keep pace with the development of the Novamotor Toyota engine, used by all their rivals, so the Triumph engine began to prove more and more unreliable. Everything from sheer lack of power to flexing in the stressed engine block were given as reasons for the team's poor performances. They even bought a Chevron chassis in which the engine is not stressed but that was never raced.

As if their mechanical problems were not enough, internal team relationships began to get a little strained towards the end and the news came as no real surprise towards the end of October that Unipart were withdrawing from racing for the rest of the season. Hopefully it won't mean the end altogether of Leyland's involvement with single seater racing, especially as Renault will be making a strong bid to upset Toyota's stranglehold on the engine front.

As far as chassis were concerned honours were about shared between March and Chevron, with Ron Tauranac's Ralt only winning in the hands of Geoff Brabham.

For March the American, James King, and the enthusiastic New Zealander, Brett Riley, both added to Stephen South's tally of victories. Riley's season started off on a sour note when the first cracks began to appear in the ill-fated AFMP March team. With backing from the Starz rock band and preparation by David Price Racing it all came good for Riley in the end, his season culminating in a brilliant performance in the final Vandervell round at Silverstone where he took the lead from Derek Warwick at Stowe on the last lap after a thrilling chase through the field. The likeable Brazilian, Mario Pati, was another to be let down by AFMP and he switched to a Ralt with moderate success.

Like Chevron, March switched to narrow track suspension mid-way through the season to keep up with the slippery Ralt on the straights, though by October one or two chassis had been fitted with 1978 specification suspension, with very promising results.

While Derek Daly's private machine was carrying the Chevron banner, the works cars of Eje Elgh, a Swede patronised by Ronnie Peterson, and triple Formula Ford Champion, Geoff Lees, both met with varying success. For a long time after South's disqualification and before his subsequent reinstatement Elgh actually led the BP Championship for quite some time, though the chances were ruined by Daly's run of victories in the closing rounds. Geoff Lees' only victory came at Thruxton. He was plagued by the lack of proper sponsorship, and blew his chance of clinching a possible deal at the Grand Prix meeting when he went off at the first bend during a heat.

Ralt did not enter a "works" car, but retained a great deal of interest in the progress of Jack Brabham's son, Geoff, in his Esso-backed machine. The young Australian was rather erratic, although when he was able to keep it all together he proved a very real threat to the regular front-runners.

A Ralt driver who did, perhaps, deserve at least one win was last season's European Formula Ford champion, Derek Warwick. He began this year with a Chevron, but became increasingly frustrated by the slow straight-line speed of his particular example, so he switched to a Ralt. Rad Dougall, who swept all before him in FF2000 this year subsequently hired Warwick's Chevron and was also unhappy with the machine's handling, so it looks as though that particular car was a one-off rogue.

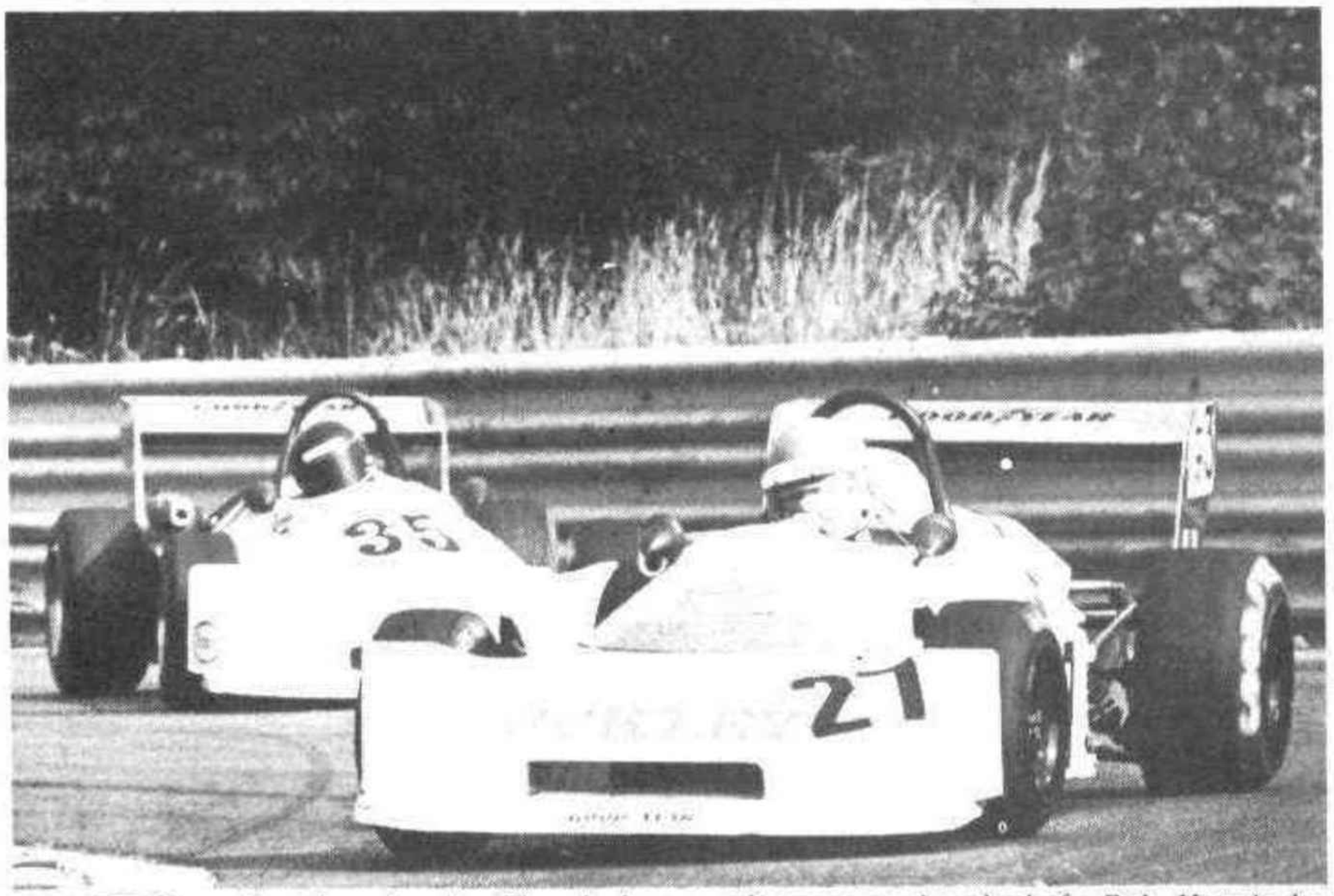
Upholding French honour has been Patrick Gaillard in his private Chevron, again another rather erratic driver who was still a force to be reckoned with. Britain's two Ians, Grob and Flux, were both on the verge of better things, particularly young Flux in his Ockley Ralt, while Paul Bernasconi was rather overshadowed by fellow Australian, Geoff Brabham.

Adding just a hint of variety to the chassis scene was John Bright, who struggled gamely with his under-financed Wheatcroft, a non-championship win at Donington being his sole reward for an enormous amount of effort and heartache.

These days the European F3 Championship carries very little extra prestige than the British F3 scene, and this season has been little exception. Piercarlo Ghinzani took the title in his March despite strong pressure from the impressive bespectacled Swede, Anders Olofsson, in a Ralt.

Indeed while the home scene has grown in maturity, the European circus seemed beset by ever more accidents. One man who did, perhaps, come off worse than most in that respect was Irishman David Kennedy, yet another victim of AFMP affiliation. He managed to get a drive with Argo during the latter half of the season, but never achieved the results of which he was capable. One of the last accidents he was involved in was started by Beppe Gabbiani, a volatile young Italian who earned a six month ban for a whole string of shunts.

Overall it has been a good year of F3. It has been interesting, exciting, and the rewards went to the right people at the end of it all. –D.P.S.



FORMER Super Vee champion, Ian Flux, had an erratic season at the wheel of a Ralt. Here he leads Geoff Brabham's example. Brabham Junior scored the only win for Ralt.

MINIATURES NEWS

I PARTICULARLY like the Targa Florio P2 Alfa Romeo, No.60 in Grand Prix Models' Classic Cars series, and their J2 MG Midget with the original fixed-cycle-type mudguards (No.58). The former has the flat-radiator and the spare wheel correctly let into the tail of this modified Alfa Romeo P2 in which Acchille Varzi won the Targa Florio in 1930. It is very detailed, even to the external fuel-piping from the petrol tank in the tail and the engine, and has the correct badge and racing number, etc. This little miniature admirably captures the spirit of Alfa Romeo racing at this period. Incidentally, I did Grand Prix Models an injustice in saying their J2 MG presumably had a second windscreen-wiper blade as a concession to DoE testing! I find that this MG was supplied as a new car with dual-wipers. Moreover, I should have known that bonnet-straps were not essential at Le Mans by 1962 and therefore the GP Models' Le Mans Morgan is correct without them; Chris Lawrence says he sat in the real car for a long time at Le Mans that week-end and the model is correct. Which just goes to show how accurate these particular miniatures are!

This raises a nice point made by a reader who owns a Rolls-Royce Phantom II limousine and who assembles models from the better kits, as a hobby. He says that having made-up a 1907 Bianchi he felt that there was a familiarity about the engine and chassis and comparing them with a 1907 Pekin-Paris Itala he had constructed, found them identical. Was there a connection, he asks, between the real Itala and Bianchi companies, or has the Japanese maker of these kits cheated, by using one chassis for two different models? Although it is true that the successful 7.4-litre Itala was copied, by BSA and Weigel in England, the explanation of the similarity of these two model-kits probably lies in the cost of production. As GP Models have pointed out, perfect castings for a tiny model would be possible but the cost would be at least £13,000 per model, so small casting holes, which can be easily filled-in with plastic, have to be accepted. In the same way, cost was no doubt behind the doubling-up of the Japanese Itala/Bianchi chassis, although this is not to be condoned. Meanwhile, we look forward to GP Models' miniature of the ex-Johnnie Lurani 1935 Ulster Aston Martin, now owned by Nick Mason. –W.B.

Conservative Transport Policy

THE CONSERVATIVE Party says that it rejects anti-motorist policies and would review traffic laws including the "totting-up" process of disqualification and the importance of such laws on the relation between the police and the public. It has come out strongly, and quite rightly, on the side of better pay for the police. A paper on Conservative Transport Policy by Norman Fowler MP has been published in book form, under the title "The Right Track". It is available from the Conservative Political Centre, for 60p.

Thruxton School

THRUXTON CIRCUIT has a new racing drivers' school, operating on the 2.35 mile Hampshire track every Wednesday and Thursday. Scorpion Racing Drivers School is operated by Michael Eastick, an Essex farmer who has branched out after four very successful seasons running Scorpion Race Hire.

Nine Formula Ford Royales, three FF 2000s (a Royale, a Hawke and a Merlin), two Escort Mexicos and an RS 2000 are available and tutors include Kenny Gray, Derek Daly, Brian Sims and Rob Wilson. Eastick can claim that unlike some of the cars used by other schools, his are competitive: in the last 18 months they have had over 50 wins in national FF1600 and FF2000 races to their credit and Willy T. Ribbs recently won the Star of Tomorrow Championship in one.

The full course includes eight lessons, each comprised of a one hour classroom lecture, two hours on the track and a ½ hour de-briefing. Further details from Michael Eastick or Richard Tyzack at The Clays, Church Lane, Hempstead, Nr. Saffron Walden, Essex (Radwinter 337).

BMW not BRM

TO those readers who were puzzled by the second reference to BRM, made in last month's Editorial when we were expressing regret at Jaguar abandoning racing, it should be explained that BMW was intended – in other words, we must ask ourselves why Jaguar cannot do, after long experience of motor racing, what BMW do repeatedly, which is to win races; so that, as J.W. has remarked, the British concessionaires would be justified in re-instating the arrogant slogan "Unbeatable BMW". Hardly BRM, who although they were once successful in F1 racing, have for a long time, as D.S.J. and A.H. have emphasised, been at as low an ebb in F1 as Jaguar in sports/car racing. –W.B.

Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS

The Brighton Run (November 6th)

ONCE AGAIN Renault Ltd. sponsored another successful RAC Veteran Car Run from London to Brighton, which brought in an entry of 278 pre-1905 automobiles, was very keenly supported by the public, who lined the route from Hyde Park to the Pylons, and which enjoyed a pleasantly summery day of sunshine and blue skies after torrential rain on the Saturday.

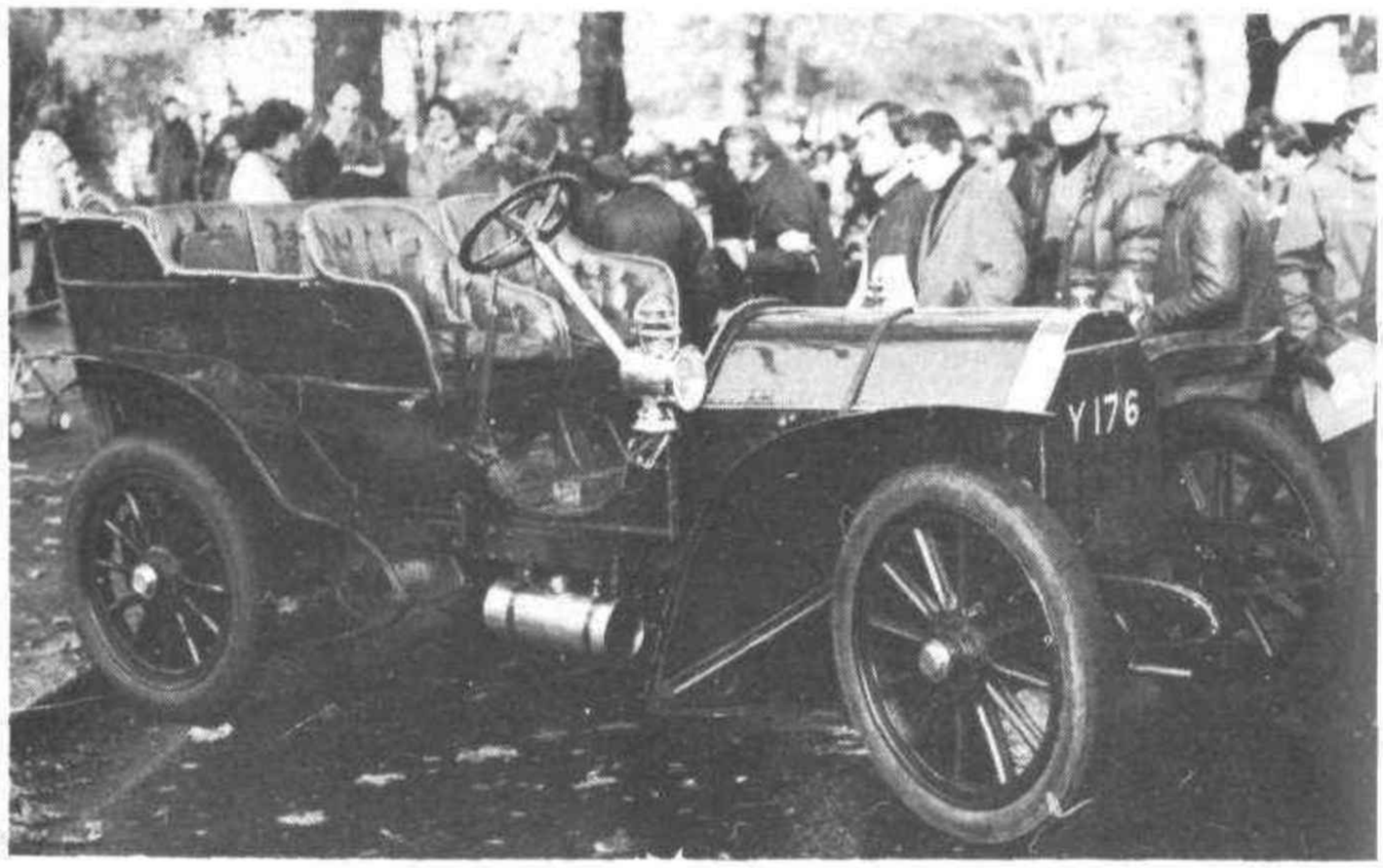
It was a memorable occasion for enthusiasts as well as the ordinary motorist or even non-motorist but the traffic seemed to be especially heavy, halting in three-lane jams those veterans which hadn't reached Brighton by mid-day. As usual, the event was celebrity-ridden, with Pam Ayres (on a De Dion Bouton) or The *Blue Peter* team allowed to join-in with a non-veteran Morris – to commemorate the 100th Anniversary of Lord Nuffield. It was also notable for participation by another celebrity, HRH Prince Michael of Kent, the first time Royalty has competed, although a Daimler from The Royal Mews took part some years ago. Prince Michael has proved himself a motoring sport enthusiast, so is a celebrity of the right sort. He drove Lord Montagu's 1903 four-cylinder 22 h.p. Daimler.

Having been offered a drive on a British Leyland entry which didn't materialise (perhaps next year), I accepted Roger Collings' offer of a seat on his 1903 Sixty Mercedes. I was reminded, as I did so, of how S. C. H. Davis, as a boy obsessed with motor-racing, encountered such a car: "One day in the Finchley Road I came across a big Mercedes and when the driver said 'Would you like a run? This is a reserve Gordon Bennett car', the moment was too full for words, the millenium had arrived. I went in ecstasy all the way to Barnet. . . ."

Having just gone down to Brighton in Collings' Mercedes I know exactly how Sammy felt. This fine specimen of this greatest of all sporting veteran cars is in original trim, even to low-tension ignition. Its performance is beyond compare. Its top speed with touring body is over 70 m.p.h.

Its acceleration would not shame the quicker modern cars, as the great 9 litre engine takes hold and hurls the car forward, barking out its splendid war-song. Yet in traffic, while the very light to operate scroll clutch may not be entirely happy, the machinery does not suffer, and the big machine is quite docile – in a brute force sort of way, accompanied by the most fascinating sounds.

We left at 8.30, five adults up, were passing Big Ben at 8.35 and although we stopped once, to buy apples, and for the latter part of the run Collings was deliberately trying to waste time and even let me drive, we were in Brighton by 10.30 a.m. That is how this great Mercedes



Roger Collings' 1903 60-*h.p. Mercedes, in which the Editor had an exciting ride to Brighton, before the start in Hyde Park.*

motors and what it must have seemed like 74 years ago, to those fortunate enough to experience it, especially if previous travel had been on a "turf-turf" or on a horse, is almost beyond imagination . . . Verily, this was a millionaire's plaything, a car that was king of the road. During this 1977 exercise, never once had the brakes to be used in earnest and we had an entirely incident-free ride.

I have no need to describe it here, because I did this in MOTOR SPORT back in 1973, when its proud owner used it, at my request, to commemorate Jenatzy winning the Gordon Bennett Trophy Race in just such a car. Suffice it to say that on the fast run to Brighton it never boiled, required refuelling, or missed a beat, although it did throw out a fair quantity of lubricant from its total-loss system, as Collings said sensibly that oil is cheaper than bearings . . . Although the police were as usual most helpful, the early traffic congestion was such that Collings did not get into fourth speed until we were well out into the suburbs. It was a very enjoyable experience – I can still hear the individual beat of those big cylinders as the great power unit took hold, to make the best possible use of gaps in the modern traffic stream. It was rather droll to be waved to the near-side of the road by well-meaning policemen, in order to give a clear passage to modern vehicles, when so often it was these that were holding the Mercedes back! Nearing Brighton we finally overtook Bill Lake's racing Mors, mechanic on the step, and thus the Mercedes ran onto the Madeira Drive the first car to complete the Run.

On a rapid journey of this kind one sees competitors stationary at the roadside, or others going along under full sail. There is little point in commenting, because so often those who appear to be in trouble arrive satisfactorily. With the Mors following us in, another blow was struck for low-tension ignition! Botham had stopped *en route*. I was, however, pleased to see Ted Woolley going as nonchalantly as ever on his 1897 tube-ignition 4 h.p. Daimler Phaeton, Johnny Thomas approaching Brighton at about noon on his 1898 Rocket $2\frac{3}{4}$-h.p. motor-tricycle and, having participated in Renault hospitality, we were by then on the way back to London in the contrast of a Ford Granada 2.8i S, the traffic by then stationary along much of the opposite carriageway of the A23, with Norman and Hodges pushing their 1903 De Dion Bouton up the last hill and Simon and his passenger both standing up on their 1900 6 h.p. De Dion in case the same help was required. –W.B.

Brighton Bits

Let us not forget the Veteran CC, which played a great part in earlier "Brightons" but seems played down, these days.

* * *

The official programme, price 30p, offered less information than formerly, about competing cars.

* * *

P. G. Newens' 1901 Toledo Steamer unfortunately broke a vital pump on the way to the start but his son started on the 1904 Star, passengered by Simon Coates.

* * *

Lord Strathcarron had a snug and this year successful run in the 1903 Georges Richard Brougham and Bill Harrah got in early in his 1902 Roi-des-Belges Panhard-Levassor. Alan Dakers drove a very pedestrian 1901 $4\frac{1}{2}$ h.p. Renault, as befitted the Publicity Manager for Renault UK, the Run's sponsors, and oldest car was Bud Cohn's 1893 $1\frac{1}{2}$ h.p. Benz, seen going well, flying the Stars & Stripes. J. Garrett had some difficulty in taming his 1895 Gladiator in Hyde Park. Tom Lightfoot's well-known Mercedes was noted, safely at his customary half-way halt, and Mrs. Rita Lightfoot had entered the Beaufort which W.B. drove last year.

* * *

The press were taken down and back in a 1933 Renault Paris omnibus, owned and restored by J. A. Elliott Ltd.

* * *

There were twenty-three non-starters, including the mysterious Celer, Corner's Mors and the Toledo Steamer which broke a vital pump on the way to Hyde Park. Non-finishers ranged from Bud Cohn's 1893 Benz to the Transport Trust's De Dietrich and Hampton's Mercedes. Collings drove his Mercedes back to London and home to Wales with absolutely no trouble.

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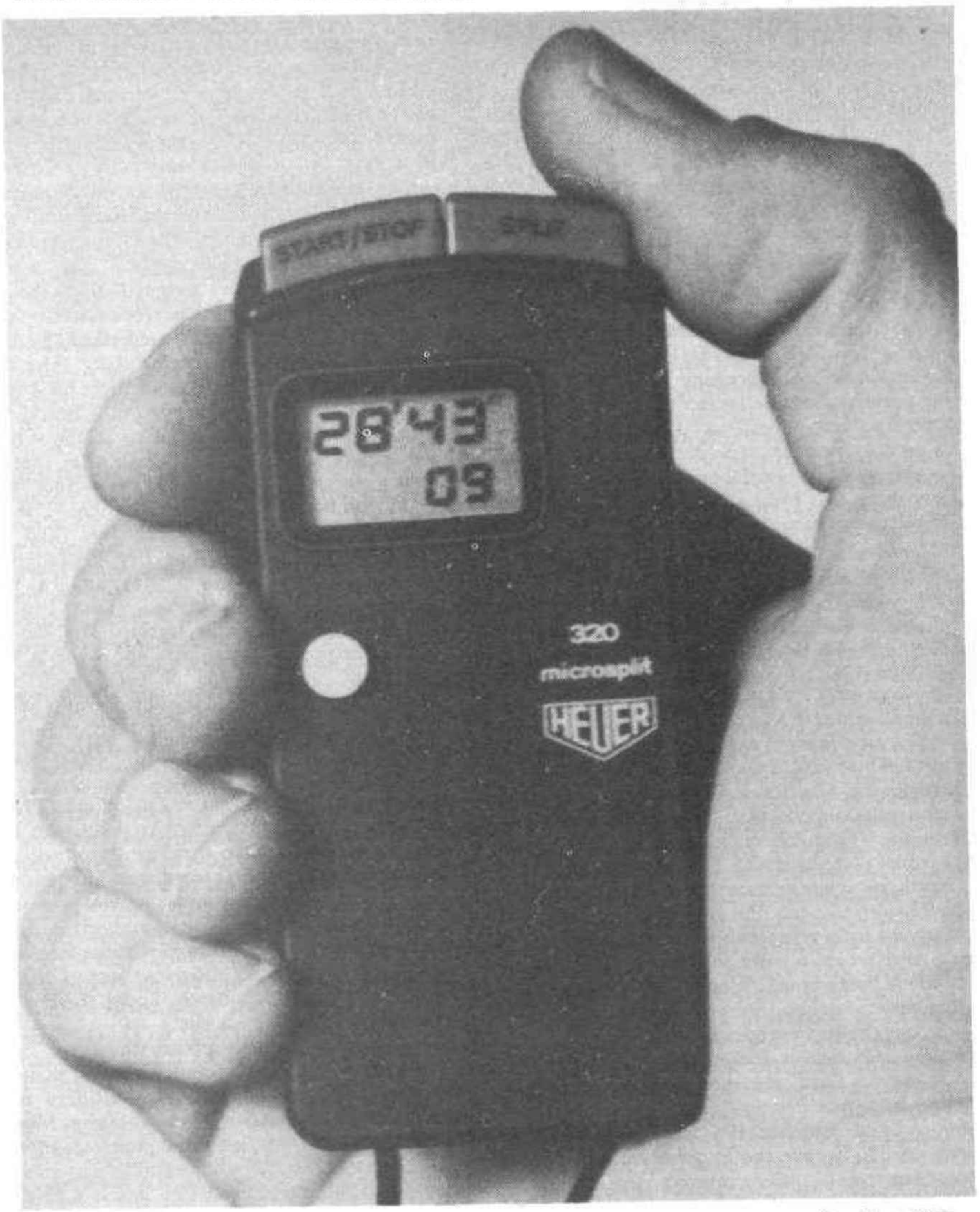
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Which Came First — Brooklands or Indianapolis?

IT IS universally accepted that Brooklands Track, built by Hugh Fortesque Locke-King in 1906/7 and officially opened on June 17th, 1907, was the first specially-constructed motor-racing track in the World. This has always been my impression and the Americans are said to have based their famous Indianapolis speed-bowl on the British Motor Course.

However, I have recently come across a reference to Indianapolis which casts a slight shadow across previously-established history. It is well-known that the great publicist and Napier-promotor, Selwyn Francis Edge, on hearing that Brooklands was to be opened in 1907, booked it for an attempt on the World's 24-hour record. He had made his announcement in 1906 and it was being widely discussed early in 1907. One of the points of controversy was: what was the speed and distance that Edge had to beat? This is usually stated to have been 1,096 miles, established by two Americans, Merz and Clemens, in 1905, and is what I quoted on page 10 of my book "The History of Brooklands Motor Course", before describing Edge's successful onslaught in detail. (Incidentally, to those who have kindly enquired, may I say that a revised edition of this book, with driver and car-indices, should soon be available, from the Grenville Publishing Co. Ltd.) Be that as it may, I now find that in January 1907 when *The Motor* was investigating the distance Edge would have to beat, it came up with some different information. This is to the effect that in November 1900 M. Coinilleau made a 1,000-mile non-stop run at the Crystal Palace track (this would have been the trotting-track) for Mr. Moffat Ford, driving a 5 h.p. Decauville. Next, *The Motor* said, A. G. Schmidt had driven the racing Packard "Grey Wolf" 1,000 miles in 29h. 53m.37s. at Detroit, in 1905. This was apparently followed by the Englishman, Charles G. Wridgway, reducing the 1,000-miles' time to 25h. 50m.1s., using a 24 h.p. Peerless. Then, later the same year, Guy Vaughan is credited with breaking the 1,000-mile record and covering more than 1,015 miles in 24 hours, with a 40 h.p. Decauville. It was remarked that very little tyre trouble was experienced during these record attacks, and that the officials instead of being bored, found it all so interesting that many of them insisted on staying at their posts for the two rounds of the clock. *The Motor* announced that at Indianapolis "last season", *i.e.*, during 1906, the record had been broken again and that "it was ascertaining the exact figures and whether the track was properly measured". It gave the information on another page, as 1,015½ miles, covered in 24 hours by Vaughan, but said that this had later been increased to 1,080 miles by a 40 h.p. National at Indianapolis which is the record that Mr. S. F. Edge and others will set out to beat". However, nothing was said about the track measurements.

It seems obvious that the distance of 1,096 miles in 24 hours was established later in 1907, not in 1905, as usually quoted. Edge, of course, shattered this handsomely, his 60 h.p. Napier covering almost 1,582 miles in 24 hours at Brooklands, although he had many stops for tyres.

The point I am now raising, though, is: was there a motor-track at Indianapolis before Brooklands was opened? Apart from mentioning that the Crystal Palace track, which would have been the trotting track, was used in 1905, *The Motor* does not tell us where the other 1,000-mile and 24-hour records were established, except that of the National, which it says was made at Indianapolis. The thought occurs that they may have been set up over closed public roads, forming a circuit. However, there is reference to "over 1,000 people on the grandstand until after midnight", at Indianapolis, which suggests a permanent track.

Yet it is generally accepted that the Indianapolis Speedway did not open until 1909, after America had been impressed by Mr. Locke-King's ambitious undertaking. The first race, over 250 miles, took place there on August 19th, and was won by Burman in a Buick. But fatal accidents showed up defects in the surface and the track was quickly closed, after that inaugural three-day meeting, for the surface to be relaid with bricks, and the turns banked. The last one, the famous gold-brick, was laid on December 17th, 1909. The first Indianapolis 500-Mile Race took place in 1911, and was won by Harroun's Marmon, at 74.8 m.p.h. But the question arises, over what track, if any, did the 24-hour record National run, in 1906? It was presumably a horse-race or cycle track and Brooklands' proud record unsullied. But it would be nice to know definitely, and historians, especially those in America, might well give some attention to the matter. . . .

Incidentally, Edge went so fast on his 24-hour inaugural Brooklands' run that those who had announced loudly that they would either run with him, or against his record soon after his run was over, quietly faded away, or else were disuaded firmly by the Track authorities from further damaging the virgin Weybridge banking. They had numbered Charles Jarrott (four-cylinder 60 h.p. De Dietrich) and J. E. Hutton (four-cylinder 60 h.p. Berliet).

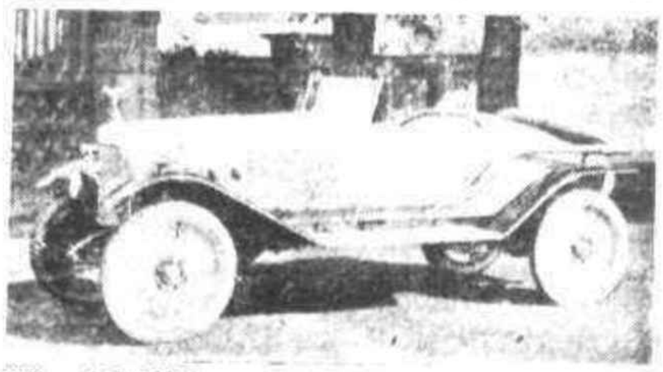
Finally, the thought occurs that most race tracks are built close to populated areas, in order to attract big attendances – Montlhery near Paris, Indianapolis close to a sizable city, Monza not far from a town. But Brooklands was in very remote territory in 1907 and even in the between-wars period, although it was then easy of access by road from London, down the Kingston-By-Pass, and was adjacent to a main railway line, it was still some 20 miles out, and thus it retained to the last its pastoral attractions. I was reminded of this a few minutes before writing this piece, by finding a charming photograph, in the current issue of *Aeroplane Monthly*, showing two Arrow Active biplanes at the Byfleet side of the Track, on the occasion of the 1932 King's Cup Race. They are parked on grass, by the Aerodrome road where it ran before the old wooden hangars, the simple skeleton of the Byfleet bridge to their right a flat-rad. Morris two-seater in front of them, and the outside world cut off by the long sweep of the tree-flanked banking. An exciting race may have been imminent. But the scene is one of peace, and country-isolation, which was hardly so much in evidence at other race tracks. –W.B.



The rare Mark Wild-designed 3½-litre 6-cylinder Rover of 1923 referred to by W.B. in Book Reviews last month.

V-E-V Miscellany. – In Ireland recently a lady died who bought her Twenty Rolls-Royce tourer in 1927 and went to the R-R training school to learn how to service it herself, which she continued to do until she was some 70 years of age. The car took part in the 1973 Mullingar rally and was used in that year to open the new showrooms in Dublin of Huet Motors, the Irish Rolls-Royce distributors. It is believed that Miss Overend was the longest continuous owner of a Rolls-Royce in Ireland. With her sister, who owns a 1934 Austin tourer, she farmed a famous herd of Jersey cattle. Last October a six-cylinder Crossley Canberra saloon was put up for auction in Australia. It was one of ten such cars imported in 1927 for the Royal Tour and used by the Duke and Duchess of York when they opened Parliament House in Canberra. Its present mileage is only 10,455. The Model-T Ford illustrated on page 1248 of the October issue was seen running on Blackpool promenade, not in the Brighton Speed Trials, and it is now in the Blackpool Motor Museum on the pleasure beach. Last summer the Railton OC took some of its cars to Brooklands and also to the one-time factory on the Fairmile at Cobham. Ken Fidgen's MG, referred to in the October issue, is a 1951 Model-Y, not a 1960 model as stated. A four-cylinder Type N9 SCAR is being rebuilt in Herefordshire, about which information is sought. The engine number is 775 and it is thought that the car may have been raced at Brooklands, where a number of 15.9 h.p. and 17.0 h.p. cars of this make competed from 1911 to 1913.

Having criticised the newspaper format and contents of the Veteran Car Club's *Gazette* we are pleased to announce that this has now reverted to a magazine, albeit of smaller page-size than formerly. One of the more entertaining Club journals – indeed, that is putting it mildly, because it is full of the very stuff from which enthusiasm for proper motor-cars is made – is the *Chain-Gang Gazette*, in other words, the official printed journal of the Frazer Nash Section of the VSCC. The last issue, for instance, contained much light-hearted material and reports of Chain-Gang activities, pictures of the GN Spider, and an article on how the Frazer Nash was developed, by Tommy Dorman, reproduced from MOTOR SPORT. However, like so many Club magazines, this one is short of funds and in an endeavour to keep it going to its present standard it has been decided to make copies available to non-members of the Section, at £2 a copy or £6 for a year's subscription. Those who believe in Chain-Gang activities and see this as a good cause should contact the new Editor, Trevor Tarring, at "Rickstones", The Heath, Weybridge, Surrey KT13 0UE – it even comes from the right town, you see! The Austin Ten DC, which caters for Austins of 10 to 28 h.p. manufactured between 1932 and 1939 has a membership of around 1,000 and its own comprehensive spares service of new and reproduction parts, so that these cars should never be off the road for long. The Club magazine, although



What is it? The sports small-car was advertised by a garage in Penrith in the 1920s.

duplicated, now has a colour cover and the 16 regional sections, including a BOAR one, hold monthly meetings. The Membership Secretary is: Peter Woodend, 3 Estcourt Drive, Widmer End, High Wycombe, Bucks. SL3 7JU, the annual subscription being £3.50. The prices of such Austins are rising but it is still possible to obtain a pre-war model in running order for less than £300. Vintage cars appear so frequently on Television these days as to scarcely merit comment but one, which appears impressively in almost every episode of the serial, is the Lincoln in ITV's "Love For Lydia".

Ted Inman Hunter had an interesting piece in the Autumn issue of the *AMOC Quarterly* on the identity of the drivers who drove each of the 1931 Team Aston Martins. Northrepps, near Cromer, in Norfolk, where Henry Royce spent some time around 1905/6 at work on the Silver Ghost, has not forgotten this, and the new village sign incorporates an R-R radiator motif. In connection with the recent controversy about the Legalimit Rolls-Royce, Michael Ware, Curator of the National Motor Museum, tells us that when he was going through R-R sales-books for the early cars, he found an entry which seemed to show that if Lord Northcliffe had a Legalimit delivered to him it did not last very long and that Rolls-Royce Ltd. were happy to delete any reference to it from its pages of their sales-books, nor were there any further references to these cars. Tony Bird continues as the popular President of the Riley Register; he also, of course, is Editor of the *Riley Register Bulletin*.

Out of the Past

FROM a reader in Naseby comes an old photograph-album passed on to him by his Aunt, a lady who, it is encouraging to learn, still drives happily at the age of 83, and for considerable distances solo, an Automatic Mini. The album is of the Muirhead's family-motoring. It opens with their first car, a chain-drive Albion, in 1903. It is seen to have a rear-entrance tonneau body of polished wood, with red bonnet and wheels, and to carry the "G" registration of Glasgow Burgh Council. It is depicted in fine country settings and outside Argrennan mansion, and it is interesting that it first had solid tyres, then pneumatic tyres on its front wheels, and finally pneumatics all round (with a spare in the back). Next we see the then very young Aunt driving an 8-h.p. single-cylinder Darracq in Speyside, photographed beside Loch Laggan and Loch Morlish. The next family car is a fine 1907 Humber tourer.



The Siddeley-Deasy and a visiting Argyll photographed by Loch Laggan.

By 1912 these had apparently given way to a big Rochet-Schneider, its bonnet and wheels, the latter with detachable rims, painted to match, of a different colour from that of the coachbuilt touring body. From 1912 to 1920 a dark green open touring Siddeley-Deasy was in use; it is photographed beside Loch Laggan in the company of what looks like a smaller Argyll. The Siddeley-Deasy is noted as having poor brakes but it was equipped with an extra-air valve to aid it when descending long hills. It still had the "G" registration of all these cars but the figures were now up to 937, the Albion having been 225 and the Darracq, James Muirhead's first car, having the same number as the Siddeley-Deasy, which was a very quiet car, disposed of because the sleeve-valves began to be troublesome. After the war a lady friend had a 1924 Hillman, and the family bought a brown 1930 Hillman, which had a too-high centre of gravity and proved to be a "skidder". It finally crashed on some tram-lines, turning right over and righting itself, when driven by Miss Muirhead, who was luckily alone. She was only bruised and cut, this being before Hillman's fitted safety-glass. –W.B.

V-E-V Odds & Ends. – No.1 racing 12/50 Alvis, dating back to 1923, was present at the 80th-birthday party of Jack Linnell, who has owned this sprightly car since 1924. F. Wilson McComb is doing regular motoring in a 1927 Chummy Austin these days, having sold the 18/80 MG he had owned for 18 years. It seems that the leaders in 1977 for the principal trophies of the VSCC of Australia were G. Hopkins (12/50 Alvis), W. Southgate (Lagonda) and John Needham (Austin 7). Humphrey Milling has obtained the Reg. No. for his beautifully restored 1920 3-litre GP Ballot that Malcolm Campbell had in 1923. A 1922 Talbot 8/18, with a Ford back axle, changed hands recently in the STD Register – and apparently it was not the ex-Eddie Wrigley car. A London antique dealer has been displaying a vintage Morris Authorised Dealer's plaque in his window. The VSCC's 1978 season opens on January 7th/8th, with the Measham Trophy night rally on the Welsh borders but meanwhile there will be driving tests at Silverstone on December 3rd. A reader has a badge inscribed "Beaver Motorists Union" and wonders if this registers with anyone? Another reader owns a T-head Austin stationary engine, probably of the kind made for use by the Services during the First World War. The Liverpool MC celebrates its 75th Anniversary, having been formed, as a motorcycle club, in July 1902 to replace the defunct Liverpool Self-Propelled Traffic Association of 1896, which had held an event at Everton Brow that year. The new Club held speed trials on Southport Promenade in 1903 but began to decline by 1908, to be reformed as the Mersey MC, through the enthusiasm of Frank Rees and Vic Horsman. This organisation was responsible for such events as the Pen-Y-Ball hill-climb and the Colwyn Bay speed trials. This split into three in later years but in 1915 Vic Horsman got it back to the Liverpool MC and in 1919 the Club revived. The Colwyn Bay speed trials went on until by 1928 speeds were so high that there was danger of the competitors crashing into the Pierrot Show. Other important events were the Open Reliance Trial and sand races at Wallasey Beach from 1923. Some 6,000 people attended the latter and races at Formby and Southport followed. Sir Alexander Jeans gave the Club a fine Gold Trophy, which in later years was used for the Jeans Trial. By 1926 there were 350 members, paying a 10/- subscription. The Club is as active as ever, retaining its links with the past and it even has a New York Section formed in 1959; Fangio has been an Hon. Vice-President since the end of the 1950s.



Pioneering days in Scotland – the 1903 Albion at Argrennan, with solid tyres all round at that time.


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Vintage Postbag

A Rare Sports Car

Sir,

A little over 50 years ago this La Licorne (The Unicorn) belonged to the brother-in-law of the King of Afghanistan. The owner raced it on the sands of Parame in Brittany, and subsequently sold it to the late Mr. Raymond J. Searle, then a resident of Sunninghill, Berkshire, who bought it whilst holidaying in France. I am not sure how many of the cars were made but I gather there were only a few. They were made in France and fitted with a Ballot engine with a long stroke and of low horse-power.

This clover-leaf sports-car, wherever it stood, commanded a lot of attention. The body and wings were thickly enamelled in blue, and the disc wheels in scarlet, the upholstery being of red, Moroccan leather. The third seat was provided with a removable metal cover which could be locked in position by a coach key. On each side of this seat metal-panels covered the tool-boxes.

The gearing provided three forward speeds with a somewhat high top. Constant gear changing was necessary in built-up areas but when once the car gained speed on the open road (there was not much traffic at that time) it maintained that speed with comparative ease. The clutch was heavy in operation and the accelerator travelled up and down a ring connection around the base of the steering column.

The exhaust pipe was hinged so that the silencer and tail pipe could be raised to give a straight-through exhaust by pulling a ring attached to a ratchet.

When the car was shipped to England, dockers surrounded it at Southampton, showing a keen interest in it. But the engine noise was an exceedingly loud "blub-a-lub-a-lub", and one of the dockers told Mr. Searle and his brother that they stood a strong chance of being stopped by the police because of it. The dockers therefore directed the Searles out of the town along a roundabout route, to avoid such an incident. After about half-a-mile and having about 60 miles to go, the Searles decided to try and do something about the noise. It was then they discovered that the straight-through exhaust was in operation and that they only needed to release the ring by the driver's seat, to close it.

On one occasion Mr. Searle's brother covered a distance of 415 miles in the car in one day. It eventually met its demise at Goody's scrap yard in Twyford, Berks, after Mr. Searle had sold it to another owner.

Wokingham JULIE GALLAGHER (MRS.)

(Any further details about this make would be appreciated by our correspondent. –Ed.)

Those GP Opels

Sir,

I was very interested in Mr. Corner's letter in your November issue about the 1914 G.P. Opels, in which he raises a query about the maximum speed of Mr. Phillip Mann's 1914 G.P. Mercedes.

The engine of this car has four separate cylinders of a fabricated type, using a forged steel barrel and head and fitted with welded on sheet metal water jacketing.

Before I commenced the rebuilding of this engine these cylinders, which were in a very worn



The La Licorne referred to by Mrs Gallagher.

state, and being too thin in the walls for a normal reboring process, had been sleeved by another firm and been bored to 90 mm. I had new pistons made to the original type, but to suit the new bore size. Inspection of the interior of the engine revealed that at some time in its life a connecting rod had failed.

Mr. Mann has in consequence not felt inclined to stress this engine to its maximum. Furthermore in consideration of the bore size now being 90 mm. instead of its original size of 93 mm., it is unlikely to conform to its 1914 speed.

I would like to point out that the 1914 G.P. engine is very similar in many respects to the Mercedes Aero engine of World War I. Drawings and photographs of this engine enabled many questionable points to be cleared up during the rebuild of the G.P. engine.

Sutton JOHN BLAND

Alvis Items

Sir,

I was interested to read Mr. Howlett's letter about the 1926 Alvis Rally and Race Meeting organised at Brooklands. The first of these was held as early as 1923, apparently the first of the one make rallies held at Brooklands and 150 Alvi attended. Whether these were held every year I have not yet discovered but the 1926 meeting was well reported in the motoring Press. Equally clearly Major Harvey was away competing at Shelsley Walsh and did not appear at the meeting. Paul Dutoit did and gave a fine exhibition of trick driving in the 1924 Alvis racing car, 2931, so beautifully-restored and raced in recent seasons by Eric Benfield. A picture of Dutoit savaging his Alvis appears in the recent series of articles written by Eric in the Alvis Register Bulletin. Dutoit also ran in the last race as a non-competitor and won from the scratch position. The reports of the meeting make no mention of the All-Comers' race won, Mr. Howlet recalls, by a Graham-Paige tourer.

Henlys repeated the event in 1927, with eight events plus Dutoit again trying to remove his tyres at 35 m.p.h. The third of these was open to any car and featured many well-known names, like T. W. Carson in a Paige. Thanks to Bill Urquhart-Dykes I have a copy of the original race programme and it makes fascinating reading. From this I found the complete name of the first owner of a 12/50 I am struggling to restore and found it had even won a Brooklands third place in the stopping and starting event in the programme. Sadly when I eventually tracked down the first owner from this information I was exactly two months late as he had just died.

Can I appeal to anyone else who has copies of the programmes for Alvis Day at Brooklands, which were held from at least 1923 on, to please get in touch so that copies can be made? While on the subject of records, the Staffordshire Record Office in Stafford has not long ago rescued the original works records for Dorman petrol engines of the Edwardian and Vintage periods. If one has the relevant engine number quite a lot of information can be obtained from these records, about the car in question as well as the engine. I will happily supply further details or particular information if people will provide the particular engine number.

Keele HUGH TORRENS

That Speed-way Model-T

Sir,

With reference to your article in the October 1977 MOTOR SPORT regarding the Speed-way Model-T Ford, I am pleased to inform you that it resides in the Autoworld Motor Museum on the Blackpool Pleasure Beach. Your photograph shows me driving it on Blackpool Promenade and not Brighton as stated. The vehicle was built by my grandfather and exceeded 100 m.p.h. on the speed trials at the opening of Blackpool Promenade in 1921 or 1922. I enclose a brochure of the Autoworld catalogue for your information. Perhaps at some future date you may like to do an article on the Museum.

May I state to you here and now, that all the vehicles in the Museum are used at regular intervals.

St. Annes-on-Sea N. E. J. BRADSHAW

History Wanted

Sir,

I have enjoyed your writings about Vintage cars and motoring for many years, and wondered whether you could help me with the history of my car from your extensive archives?

It is a 1928 Vanden Plas fabric saloon-bodied 4½ litre Bentley, XV 1291, chassis and engine numbers XR 3334.

I believe it to have been the show model on the Vanden Plas stand at Olympia in 1928. Registered on October 22nd 1928, it was originally blue but had been re-covered black when I bought it ten years ago.

Several things show traces of chrome plating – wheel rims (!), plug-lead tubes, etc. but all these are now painted over or polished off.

The two maker's seals on the camshaft drive are still in place and the car is as standard as possible.

If you have any material or memories relating to my car I would be delighted to hear from you.

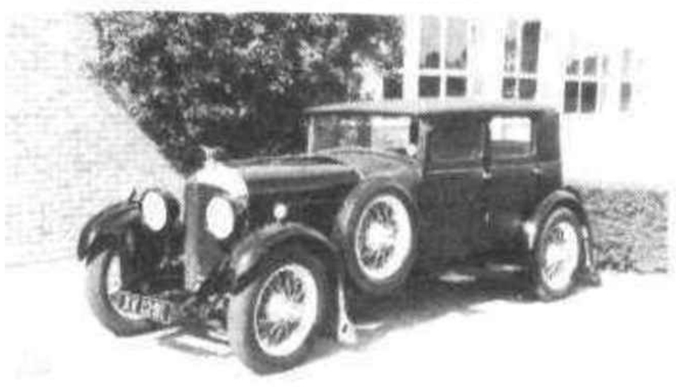
I contacted the original owner, Mr. Ogden (the jeweller) but he could only recall that "he bought a new Bentley at the show every year" and could not remember my car specifically.

The early owners were:
William Ogden '28-'29.
John Lindsay '29-'32.
Sabina Feather '32-'33.
Blackett Gill '33-'57.

It would add tremendously to the pleasure that I derive from this lovely car if you could shed further light on its history.

Weston-Super-Mare MICHAEL HASE

(The Bentley DC records confirm that Mr. Ogden took delivery after the 1928 Motor Show. Can anyone help further? –ED.).



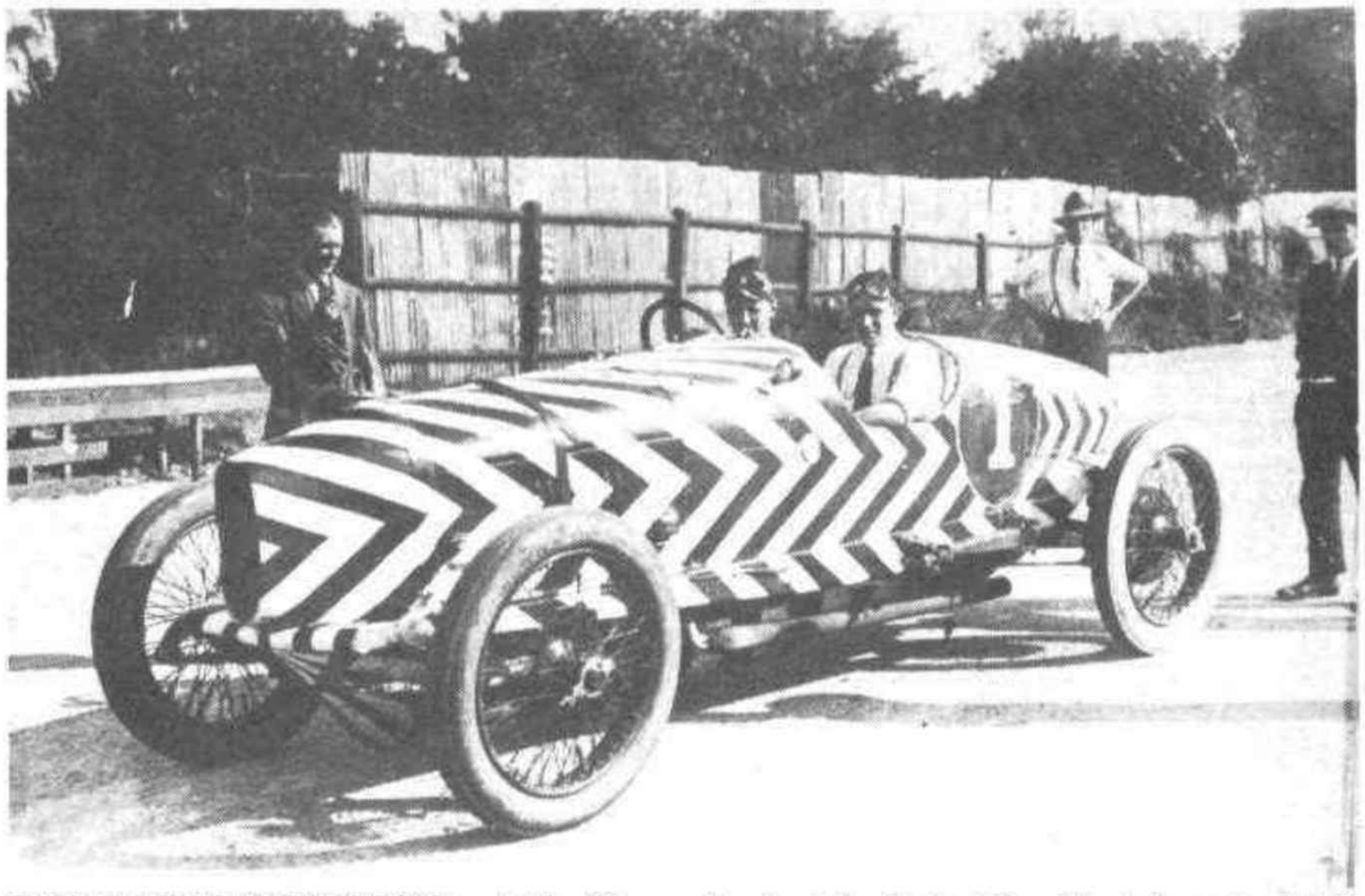
Mr. Hase's 4½-litre Bentley

ADRIAN LIDDELL'S STRAKER-SQUIRE

The Editor Investigates a Well-Known Racing Car which has Survived from Brooklands Days

IT IS fortunate that quite a number of cars built either expressly for Brooklands, or which were developed for racing at the Track, has survived. Among them is the 4-litre overhead-camshaft 1918/19 Straker-Squire, now owned by Adrian Liddell, and with which he is a regular competitor in VSCC Edwardian-class races and other events.

This Straker-Squire may not have been built specially for Brooklands' racing but it was certainly fitted with a slim two-seater racing body and its engine and chassis developed for that purpose. The Straker-Squire Company had built Rolls-Royce Eagle aero-engines under licence during the 1914/18 war and in 1919 they announced their new post-war car, which was seen to be of advanced conception, with a six-cylinder 30 mm. x 160 mm. (3,920 c.c.) engine having an overhead-camshaft prodding inclined valves, the stems of which and their springs were naked and unashamed, and the cylinders separate. The camshaft was driven by a vertical shaft at the front of the engine, which had a seven-bearing crankshaft. This noisy but sporting power-unit obviously owed its origin to the famous Rolls-Royce Eagle aero-engine or, more correctly, was similar to those Rolls-Royce Hawk airship engines which had run successfully throughout the war. This new Straker-Squire was designed by Roy Fedden, later to become the extremely talented designer of Bristol aero-engines. It was known first as the 20/25 h.p. model, later as the 24/90 h.p. Straker-Squire.



BERTIE KENSINGTON-MOIR and his riding-mechanic at the Fork at Brooklands in 1921 with the "dazzle"-painted 4-litre overhead-camshaft six-cylinder Straker-Squire that was so successful on the Track and in Sprints. It is still raced today by that great enthusiast Adrian Liddell.

Selling motor-cars after the Armistice of 1918 was a competitive business, for although new ones were in short supply, a multitude of post-war designs were battling for customers. Several companies had opted for what the buying public referred to as "aero-engine-type" cars, *i.e.* those with overhead-camshaft valve-gear based on war-time aero-engine concepts. These were usually noisy, could be very expensive to service, and to repair should a valve fall into a cylinder, and they were generally regarded with some suspicion. Consequently, after Fedden had got his new car off the drawing-board, if hardly into production, it became desirable to publicise it as much as possible. Before the war Straker-Squire had raced cars on the Brooklands Track, indeed, Sydney Straker's 25 h.p. Straker-Squire had

Continued overleaf

An Italian Designer

Sir,

Some of your readers may be interested in the career of the Italian designer Giuseppe Coda who has recently celebrated his 94th birthday. His biography in the Biscaretti Museum, Turin, records that after qualifying at the technical institute in Biella he joined the Ernest Breda Locomotive Works in 1903. During the next seven years he worked successively for Stigler/Ascencori, Isotta Fraschini, STAR, Brixia-Zust, and FIAT. In 1910 he was invited to join SCAT as head of the design office where he was responsible for the 70-h.p. OHV engine twice winner of the Targa Florio. From 1916 SCAT were part of the Brazier Group of Paris and for them he organised flow line production of the Hispano Suiza, V8 aero engine.

In 1919 and 20 Coda was a partner in the Society Veltro where he designed the 2 litre OHC car which was bought by Automobili Diatto and designated the Type 20. In 1921 he joined the company as Technical Director and immediately designed competition versions.

Alfieri and Ernesto Maserati were employed by Diatto from 1922, Alfieri drove one of the 1922 GP cars, which used a Type 20 touring car engine tuned to give 75 b.h.p. at 4,500 r.p.m.; he was also responsible for the preparation of these cars. Coda and Maserati were great friends and, in the words of the biography, he (A.M.) incorporated many elements of the design of the Type 20 in his first model. In fact the chassis of the Type 26 Maserati was developed from that of the 1922 GP Diatto, and although Coda had joined Citroen in Italy as Technical Director by April 1924 when the Maserati brothers completed their first eight-cylinder twin-cam engine, the design shows his influence.

He stayed with Citroen until 1934 when they withdrew from Italy due to the political situation, after which time he conducted research into hydraulic transmission. Surely a career worth noting?

Whilst writing I would like to defend the Mk.1 Lotus Elite which many people seem to think of as a beautiful failure. My everyday transport is a 1962 example which has just completed seventy thousand miles in my ownership and its total mileage must be twice that. It returns 36 m.p.g. over the year, does not rust or depreciate, and although parts have had to be replaced it has never let me down. It is true that the noise level is high but I don't find the pitch irritating. (Reg No. is 210 PK if any of the previous owners should read this.)

Chelmsford — FRANK W. LUGG

The Datsun "Seven"

Sir,

I was interested in the letter by Shotaro Kobayashi in the October MOTOR SPORT. The tyres he mentioned could well be useful to some of our members but my interest is aroused by his mention of the Datsun "Seven" of the 30s. We have recently conducted an "enquiry" in the pages of the 750 Bulletin on the origins of the Datsun.

Surveying the already published material the majority of writers seem to think that their first small car owed a lot to the Austin Seven and opinion seemed divided as to whether it was just a "Japanese copy" or was in fact built under licence from Austins. This item was followed up by a very interesting letter from Mr. Freddie Henry, who worked for Austin at the time and he remembers the arrival of the Datsun at Longbridge. Indeed he drove it on one occasion and reminiscing ". . . Found the engine rough, the steering poor and the car rolled on corners. This may have been due to the narrower track and absence of shock-absorbers." Freddie goes on to say ". . . we at Longbridge understood, at the time the car arrived at our works, that Lord Austin made it known to the Japanese that the Austin Seven was covered by patents and as a result of negotiations that followed arrangements were made for a licence." In a recent Datsun catalogue is a picture of an open Datsun captioned "Our first car manufactured in 1933 under licence". (It is ironic but apparently true that the immediate post-war Datsuns were A40s built under licence from Austin on production lines set up by Longbridge-trained personnel.)

In view of the foregoing it is interesting to hear Mr. Kobayashi recall an interview with the designer, Mr. Keigi, in which he said he was influenced more by the Benjamin than the Austin Seven. This throws our conclusions into doubt and I wonder if any of your more knowledgeable readers can throw any more light on the subject?

One thing I can enlighten Mr. Kobayashi about, the "Longbridge Datsun" is safe in the hands of Leyland Historic Vehicles awaiting restoration and subsequent display at Donington. Thank you for an opportunity to reopen this intriguing subject and for an ever interesting publication.

Stevenage — KEN COOKE
Austin Seven Director,
750 Motor Club

continued from previous page

competed in the very first race to be run there, in July 1907. So it was perhaps not surprising that it was to Brooklands' racing that the Straker-Squire Company turned, for getting their new car before the public's notice. In this they were in advance of Companies such as Lanchester, Leyland, Napier and Hispano-Suiza, etc. who had also introduced "aero-engine type" new cars but who either never raced officially, or not for some years after the Straker-Squire had become well-known at the Track.

Indeed, Fedden had a car ready for racing during the first post-Armistice Brooklands' season. In developing his new design he was assisted by the young (and then slim) Bertie Kensington-Moir, a nephew of Sydney Straker's. I have a letter signed by the late Mr. Moir, written to me when he was Director of The Woodcote Motor Co. Ltd. of Epsom, in which he says that he and Davidson drove the first two experimental Straker-Squires at Brooklands, after which he took over the racing side of the Company and developed the second experimental chassis into the car raced by him at Brooklands, and in sprint events all over the country. I am not clear whether, in the beginning, both these prototype cars were used for racing, but very soon it was a two-seater driven by Moir that was being used for this purpose.

Brooklands opened after the war in 1920 and at the August Meeting E. C. Davidson finished third in the Lightning Short Handicap behind Segrave's Opel and Foresti's Austro-Daimler. Before that Moir had driven a Straker-Squire at Shelsley-Walsh and he appeared again at the Essex MC Brooklands' Meeting with a Straker-Squire, coming in third in a close finish in the Essex Short Handicap, behind Marshall's Mathis and Bedford's Hillman. In the Essex Long Handicap Davidson, driving either the same or a second Straker-Squire, fitted with a black two-seater racing body having a properly upholstered seat, a full undershield, and a long vent-pipe to its radiator cap, went very well, coming up fast from the 27 sec. mark to catch Bedford's Hillman and Hartshorn-Cooper's giant Mercedes as they swept into the Finishing-straight, to win at 85½ m.p.h. The good work was continued at the Brooklands' Autumn races, when Moir, his car's radiator now cowled, was second to Frazer-Nash's GN in the 100 MPH Short Handicap, third in the "100 Long" behind the winning Mathis and Chassagne's scratch straight-eight Ballot, and second to the GN in the Senior Sprint Handicap.

Mr. Straker and Roy Fedden must have been well-pleased with this fine showing of their new model, especially as, at the end of the 1920 season, when the Essex MC and the BMCRC had combined to run a meeting at Brooklands, Kensington-Moir had had a grand battle in the Second Lightning Long Handicap with Vandervell's Talbot. As the faster car had lost a cylinder when an exhaust valve broke, as they ran to the finish, it had been the Straker-Squire which had won, by yards, at 90 m.p.h. The car had also commenced its considerable sprint career, having been awarded a silver cup for fastest-time-of-the-day at Spread Eagle, where Moir clocked 56.4 sec. for the 7/10th-of-a-mile hill, the radiator uncowled on this occasion. Finally, before the 1920 season was over, Moir captured the Brooklands' Test Hill record, formerly held by a 30/98 Vauxhall and a GN, in a time of 9.45 sec., a speed of 25.4 m.p.h., the engine doing 3,550 r.p.m. in bottom gear as the Straker-Squire breasted the top of the hill at 42



The Straker-Squire in action at Brooklands after it had been fitted with the remarkable "organ" six-pipe exhaust system. The car lapped eventually at nearly 104 m.p.h.

m.p.h. – Bertie must have had good eyesight to be able to note the odd 50 r.p.m. reading, as the car leapt into the air!

Whether or not more than one car was used originally to achieve these results, I think that Kensington-Moir soon concentrated mostly on the car he was to race in 1921. It was tuned partly by traditional Brooklands' methods, partly by some dodges of his own. Working on it with him was H. J. Bentley. An apprentice, F. P. Gowler, also lent a hand. As Moir told me, the engine used was an experimental prototype. Later the design of the production engines was somewhat revised, principally with a view to making this noisy engine quieter, but as noise did not matter for racing, the early valve-gear was used, in which the camshaft was driven by helical gears, with the vertical shaft biased to the right of the camshaft. On later engines the vertical shaft was positioned in front of the camshaft, using bevel gears (which were even noisier!) and the water pump, instead of being in-line with the dynamo and magneto on the near-side, was brought to the front of the timing-case. Incidentally, although the S-S radiator was quite small, this car pioneered the fitting of thermostatically-controlled radiator-shutters.

Improvements are likely to be made to any brand-new design and *The Autocar's* experiences with a four-seater Straker-Squire, admittedly a works hack, early in 1920, probably pointed the way. They had set off to cover the Colmore Cup Trial, first stopping at Selfridges in London's Oxford Street to buy warm coats, as the seating was very exposed. The camshaft gears were found to be noisy, oil exuded from the top of the hollow gear-lever, and the gear-lever jumped out of gear. After staying a night at the Dun Mow Hotel in Dunchurch, the journalists set off for their trials' reporting, but experienced terrible noises from a starved carburetter up Saintbury hill. . . .

To return to the racing Straker-Squire, to increase power over the 75 b.h.p. of the standard engine, which gave a lap-speed of about 80 m.p.h., all parts were very carefully run-in, the engine being turned by the workshop shafting for two or three hours before being started-up and run light under its own power. Tight spots on the pistons were then eased. This is normal preparation for competition work, as was the balancing of the crankshaft on knife-edges, to the nearest fraction of a drachm, according to contemporary notes. The pistons were reduced in friction area by 66%, by turning a 15-thou. groove about 1½ inches wide in their skirts and cutting these away at the bottom ring-land. Oil-escape holes were also drilled in them. The piston and con-rod assemblies were balanced on letter-scales. The bearings were burnished with a round steel bar. All this gave an extra 5 b.h.p. and some 7 additional m.p.h.

Next, more metal was taken from the pistons, which were aluminium as in the standard engine, and about 20 holes, of 5/16 in.-dia., were drilled in the piston skirts. The standard carburetter was then replaced by a 48RA Zenith and an 1/8 in. larger induction-pipe was fitted. This improved the output by another 7 b.h.p. and the lap-speed improved to 94.6 m.p.h., on a 3.05 to 1 axle ratio, which replaced the former 3.25 to 1 axle. The Straker-Squire was now doing over 100 m.p.h. The next step was to fit a racing camshaft giving an increase in inlet-valve lift of 3/8 in., from 5/16 in., and to remove all the metal from the sides of the Miralite pistons. Then, instead of three upper piston rings, a single Clew Peterson gapless ring was substituted, lapped in with metal polish. The bearings were also reburnished. This gave 91.3 b.h.p. at 3,000 r.p.m. on the Froud dynamometer, the limit of Straker-Squire's installation. It was in this condition that the car broke the Test Hill record, and top speed was now nearly 110 m.p.h. Even the universal joints, crown wheel, and the brake drums were carefully balanced as, obviously, were the road wheels. The oil-level in back axle and gearbox was kept very low, an old Brooklands' dodge, and the gear-gate was chamfered to expedite a quick change between 2nd and 3rd gears. At first the desired gear-ratio had been obtained by using different-size Palmer tyres on the back wheels and the story is that on one occasion Moir had complained of rapid tyre wear, only to be told by the Palmer Rep. that this would be improved if he used the same-size tyres on each side of the car – if this is true it shows in what a primitive way cars were set-up for racing in those days, compared with Formula One today!

At first KLG plugs with a 20-thou. gap had been used for the Straker-Squire but the Test Hill record was taken using Oleo plugs. Houdaille hydraulic shock-absorbers were fitted, to try to improve the poor track holding (the car had cantilever rear suspension) and between every race the engine was naturally stripped down. The radiator had been cowled, in order to keep the water-temperature to 85-deg. C. The fuel used was 50/50 Pratt's No.1 and 680 spirit.

Naturally, with all this racing, there were a few misfortunes. For example, on one occasion a front wheel came off behind the Members' Hill, due to both front hubs each having r.h. threads, and on another occasion the car caught fire because of a loose petrol-union and the engine had to be doused with earth from beside the

Continued in colour on page 1608









THE BRIGHTON RUN ROGER COLLINGS' 1903 60-h.p. Mercedes, immediately above, arrived first at Brighton carrying four passengers, including the Editor of MOTOR SPORT – see story elsewhere. Top, Bill Lake's 1902 60-h.p. four-cylinder racing Mors was overtaken by Collings' Mercedes a few miles from Brighton. A typical Brighton Run scene, top left, as W. A Pownall's passenger assists their 1902 De Dion Bouton. Boiling merrily, Tom Wheatcroft's 1904 20-h.p. four-cylinder Thornycroft arrives at Brighton, left. Below, competitors leave Hyde Park.

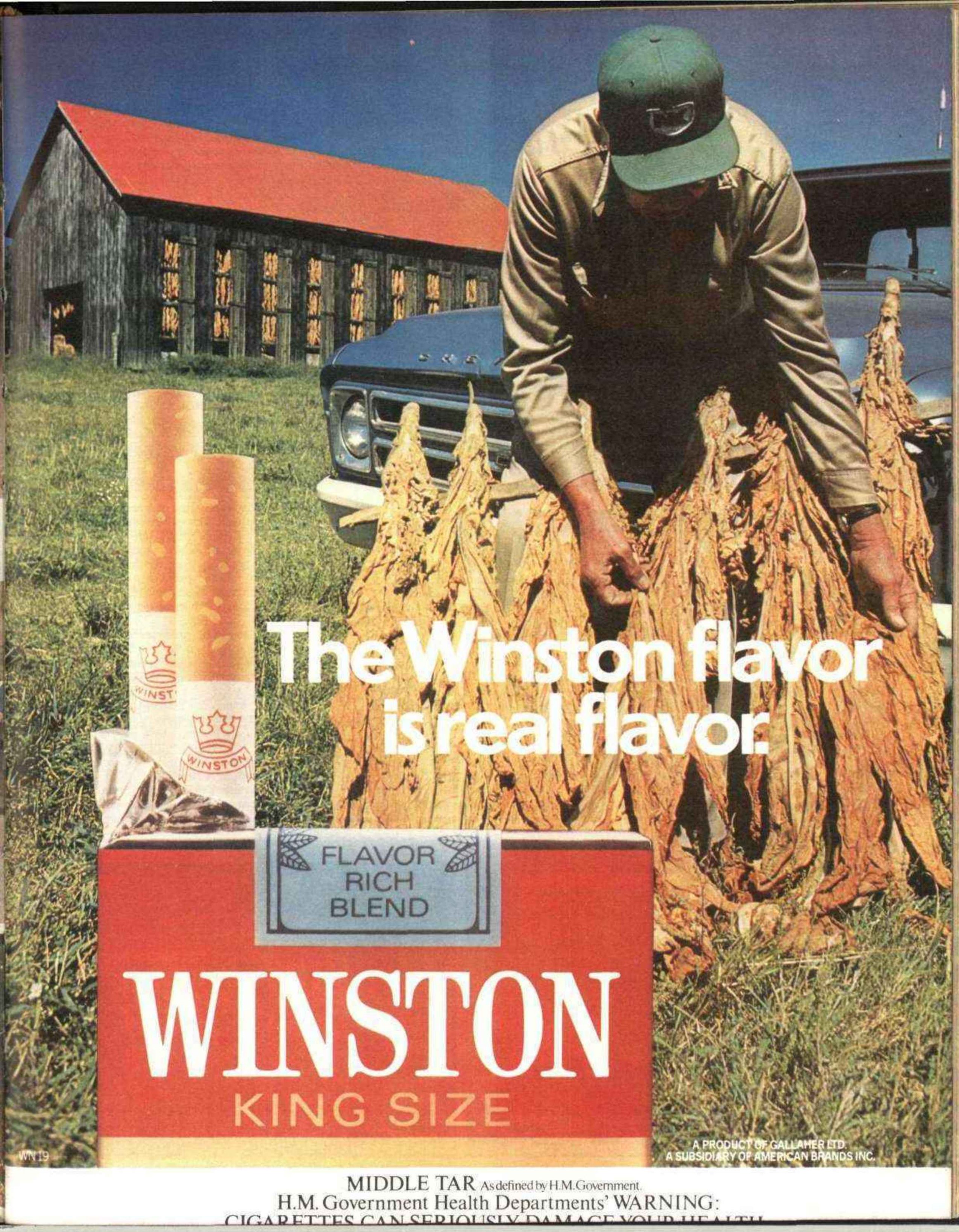


TOUR DE CORSE THE PENULTIMATE ROUND of the World Rally Championship resolved the battle between Fiat and Ford in the Italian company's favour. Winners Bernard Darniche/Alain Mahe (Fiat Abarth 131) are shown above. Below left, the fastest Ford was the Escort RS1800 for Jean-Pierre Nicolas/Vincent Laverne, which unfortunately retired whilst in the top three. Another retirement was the nippy Alpine-Renault A110 (*right*) of Jean-Pierre Manzagol, the local driver setting times in the top three on two occasions. Bottom right, the works Stratos of Raffaele Pinto/Arnaldo Bernacchini finished second, part of the Fiat-Lancia domination of the first five places.

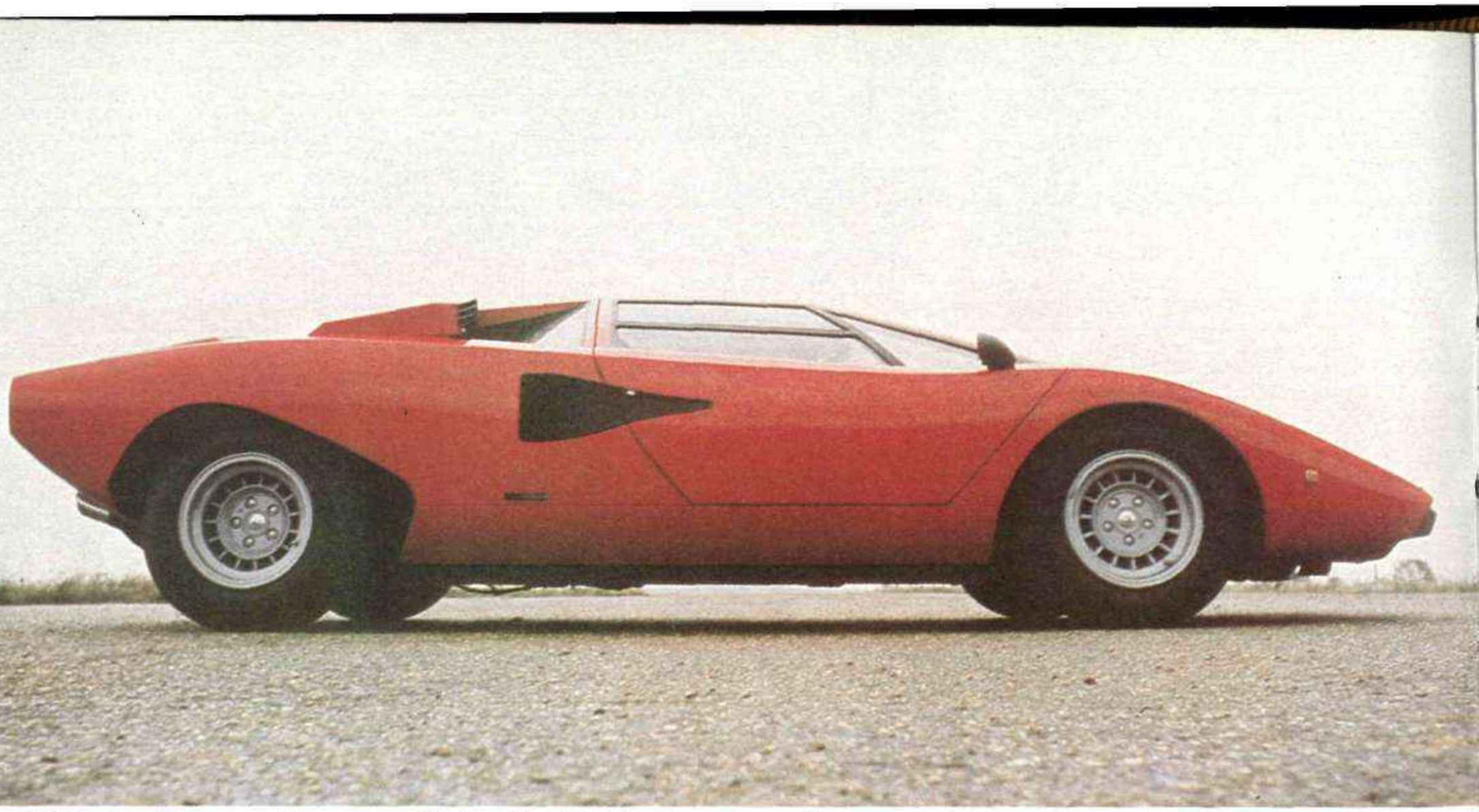








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The Lamborghini Countach

Rich man's toy and an engineer's dream

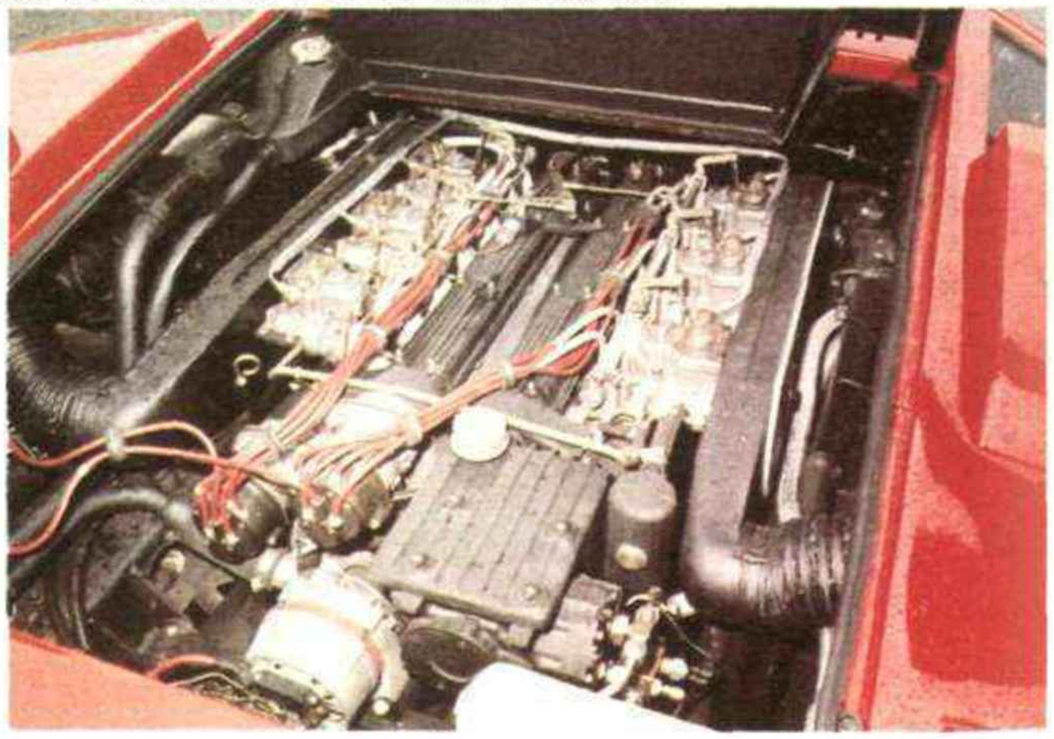
IT SITS there like a Preying Mantis, ready to pounce, a menacing, wicked, scarlet being with a cheetah's look of speed, at rest, Stylish, outlandish, a tribute to the car maker's art and probably the fastest true production road car in the world, the mid-engine Lamborghini Countach generates attention like a power station churns out electricity when its workers have a mind to. To the majority of the public and, most sadly, owners, the Countach is merely a motoring Picasso, a picture to be looked at, to be shown off by the man who has everything, a £30,000 abstract art form, stashed with visual excitement. As each Countach wings its way to the Middle East or to Britt Ekland's Beverly Hills home, one can but wonder how many owners will appreciate, or even be capable of exploring the fact, that the Countach is an animate machine, perhaps the ultimate supercar, capable of topping 100 m.p.h. in under 12 seconds or over 180 m.p.h. flat out, an adrenalin-inducing motorised dart, the closest to a productionised, road-going Porsche 917.

Like so many expensive, almost unreal and impractical flippancies in the topsy-turvy economics of the modern world, the Countach has proved far from a folly for its manufacturers, Lamborghini SPA. Such a stylist's dream, such a price tag and such exclusivity have ensured that demand from the world's richest extroverts is impossible to meet, even with production increased from one Countach to four a week from the 200 employees at the Santa Agata Bolognese plant in Italy. Indeed, anybody fortunate enough to purchase a new, list-price example of this most striking example of the Italian supercar art is practically guaranteed a worthwhile return on his investment. Out of the dozen Countachs imported to Britain, almost all have been snapped up on the resale market by overseas buyers and one was written-off on the M4. It is rumoured that only two remain in Britain, one of which, the most recent to be delivered, I have been fortunate enough to borrow for a long, memorable weekend.

The Countach (pronounced *Coon-tash*) first appeared at the 1971 Geneva Motor Show, and if its astonishing styling is eye-stopping today, one can imagine the reaction six years ago. The motoring world at large tended to dismiss it as another remarkable Italian design exercise, but by mid-1974 the Countach had escaped from styling studio to production line. An insane act, perhaps, to introduce a 10 m.p.g., 180+ m.p.h. supercar into the aftermath of a fuel crisis, into a world beset by economic problems and blanket low speed limits? Not a bit of it. Illogically, the supercar market has never been so good, as Ferrari with the Berlinetta Boxer and Porsche

Occupants are separated in the leather and suede-trimmed interior by a console over the space-frame chassis and gearbox. Note the swivel-up door. Power comes from this magnificent, 375 b.h.p., 4-litre, 4-cam V12 engine. The black box at the rear is the air-conditioning unit.





with the Turbo and 928 will join Lamborghini in vouchsafing.

Designed by Gian Paolo Dallara, the Countach eschews the transverse arrangement of its Miura predecessor's V12 engine in favour of a north-south mounting, with the 5-speed gearbox in the cockpit area ahead of the midships engine, transmitting 375 b.h.p. to the rear-mounted differential via a driveshaft passing through the magnesium sump, beneath the 12-cylinder, magnesium block. This helps achieve the excellent weight distribution of 43 per cent front, 57 per cent rear.

To open the bonnet, a front-hinged flap behind the cockpit, is an immediate answer to those who despise the Countach as pure styling gimmickry. The engine is a glorious masterpiece of engineering, 12 cylinders in a 60 degree vee topped by two overhead camshafts on each bank, the outer edge of each cylinder head festooned with three, twin-choke, horizontal Weber 45DCOE carburetters. One six-cylinder distributor is driven by each of the two camshafts on the nearside bank. This seven main bearing, mostly magnesium-cast, engine has a capacity of 3,929 c.c. from a bore and stroke of 82 mm. x 62 mm.; the original Geneva Show car displaced 4.8 litres and gave 440 b.h.p. A comparatively high state of tune, including a 10.5:1 compression ratio, ensures almost the magic 100 b.h.p./litre output: 95.4 b.h.p./litre from a total of 375 b.h.p. DIN produced at 8,000 r.p.m. The maximum torque reading of 267 lb. ft./DIN appears at 5,500 r.p.m.

This mighty engine is cooled by twin radiators mounted aft of the cockpit on each side, fed with air through those distinctive "ears" atop the bodywork and huge NACA ducts in the body sides.

Beneath the extravagant, all-aluminium exterior panelling is a complex tubular steel space-frame chassis and fully-adjustable suspension that follows pure racing practice, as the Countach's performance demands. The wishbone front suspension has single coil spring/damper units, while each corner of the wishbone rear suspension has two coil spring/damper units with the driveshafts passing between them. Both ends have large-diameter anti-roll bars and adjustable suspension ball joints. Normally, aluminium-cased Koni dampers are fitted all round, but I understand from Roger Phillips, Managing Director of Berlinetta Italia Ltd., the British importer, that the test car had Bilstein rear shock absorbers because of a supply problem. The suspension uprights are magnesium.

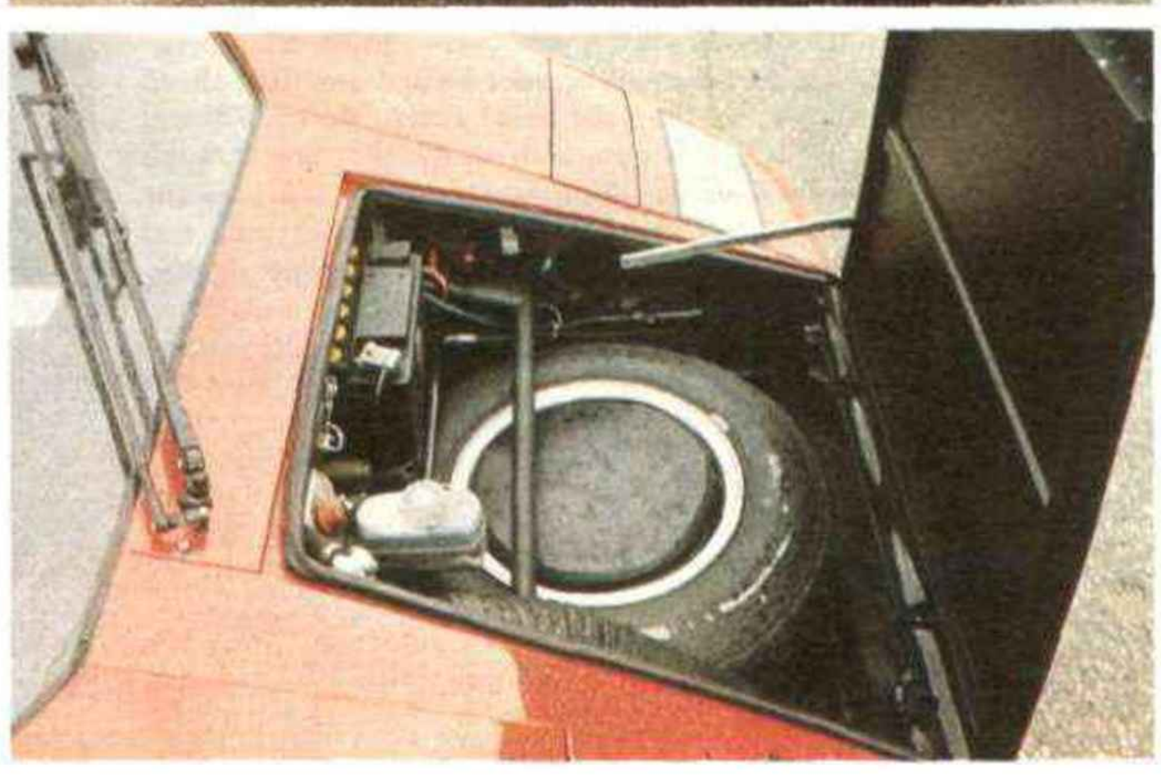
Thick, 10.51 in. diameter, ventilated, outboard disc brakes have Girling aluminium calipers. Small separate calipers serve the handbrake on the rear. The dual circuits have servo assistance. The rack and pinion steering affords three turns lock to lock. Magnesium wheels, of 7½J section at the front and 9½J at the rear, are shod with 205/70VR 14 in. and 215/70VR 14 in. Michelin XWXs respectively. The lack of front radiators allows the inclusion of a full-size, inflated spare tyre and wheel in that sharply drooping nose, one up on Ferrari's Boxer and flat-six Porsches. In fact in luggage space the impractical-looking Countach doesn't fare too badly at all: a deep, if narrow front to rear, carpeted boot under a separate lid behind the engine runs the full width – and that means 6 ft. 2 in. – of the body. A few more oddments can be squeezed into the nose "boot" which houses an excellent, circular tool-kit, complete with spare belts, in the centre of the spare wheel, the battery and hydraulics.

The bright red road test Countach was only three weeks and 1,700 km. old when it arrived outside Standard House, as conspicuous in this grey City street as a flying saucer from Mars. It had come through the good offices of fellow motoring journalist Ian Webb, City stockbroker Noel Gibbs and Christopher Allen, partners in a firm called Autosearch Ltd., of Ormond Road, Richmond, Surrey, a brokerage service for private buyers and sellers of high performance and quality cars. This car was an Autosearch investment, a flag-waving machine destined ul-

Spectacular, sensational, how not to travel in obscurity! The "ears" scoop air into side radiators. The single, parallelogram wiper is effective. A full-width luggage boot adds a semblance of practicality and a full-size spare wheel is carried.







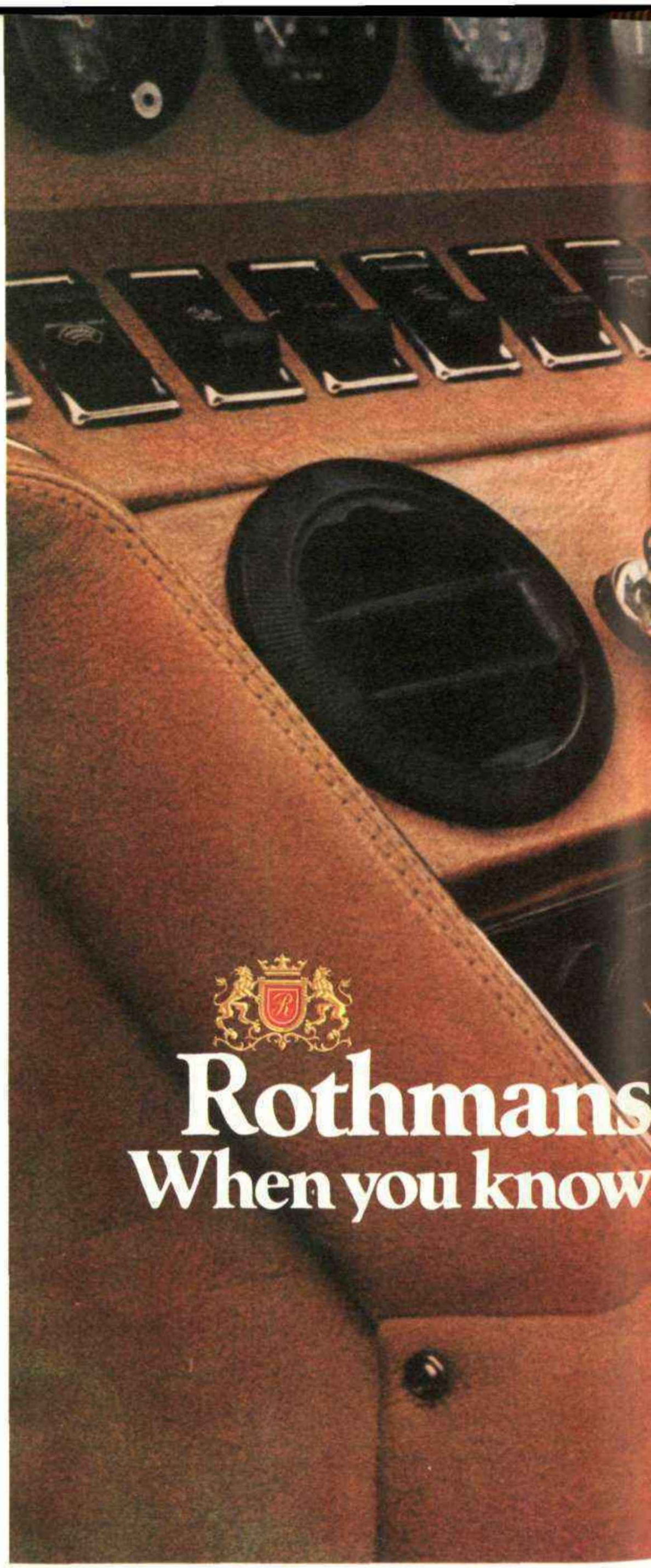
timately for resale and for us the only likely opportunity to test a Countach. It will be the last Countach imported to this specification: future imports will have suspension modifications, spoilers, wider wheels, Pirelli P7 tyres – and an extra £3,000 on the current £29,950 list price. On top of that can be added the cost of air-conditioning, with which the test car was fitted. Lamborghini dealerships are even more exclusive than their cars, there being only three British outlets, Berlinetta Italia Ltd., the Whyteleafe, Surrey, based concessionaires, Portman Garages, the London dealership and Maltin Car Concessionaires Ltd., the "country" dealership in Henley-on-Thames. Maltins supplied this Countach to Autosearch and it came to me direct from its first service in their workshops.

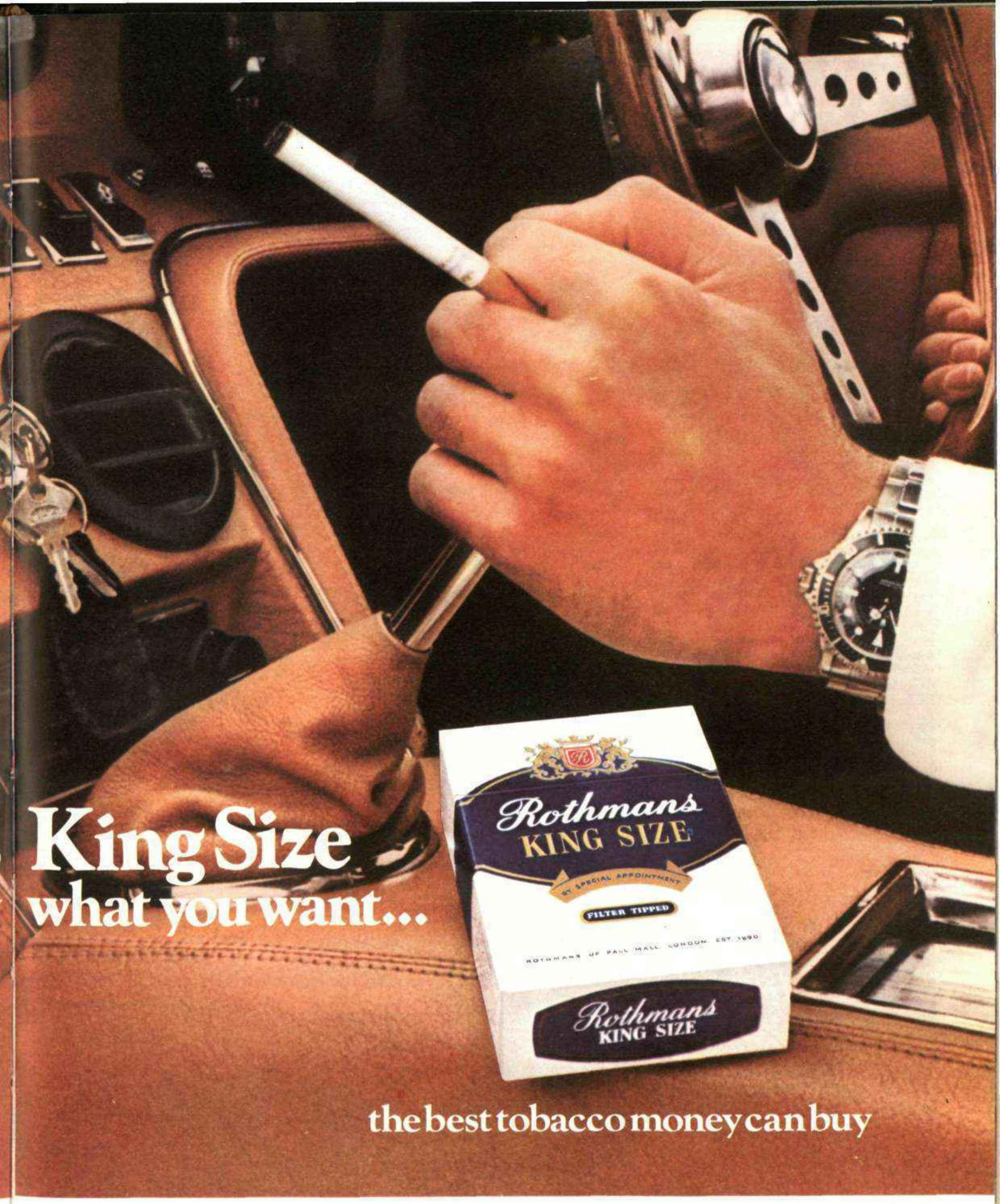
For me, the first thing to explore was how to enter this futuristic contraption. Door release buttons are concealed in the top edges of the NACA ducts and tugging and pulling at the doors will get you nowhere: they pivot skywards on a vertical plane from a hinge in each door's waistline front corner. Hydraulic struts support them in the open position. This clever idea means that the open doors do not protrude beyond the overall width of the car, a much better idea than gull-wing doors. In the unlikely event of this wide-tracked machine being rolled in such a way that neither door can be opened, the solution is to knock the screen out. The roof has a built-in roll-over bar, by the way.

Mysteries of the doors overcome, entering the car is easier than it looks: I found it best to put in my left foot first, slide across the wide, leather upholstered high sill, then follow through with the right foot, squeezing it round the wheel arch into the pedal well. The seats are curved, one-piece, leather-covered bucket affairs with built-in headrests with fore and aft and tilt adjustment. The more the seat is tilted, towards a semi-reclining driving position, the more the front of the squab digs into the thighs. The little, thick-rimmed, smooth leather-trimmed steering wheel is adjustable. Once the unorthodox door is slammed down into place, the initial effect is slightly claustrophobic, more because of the sharp tumblehome of the side windows and the low roof than because of confined space, for the cockpit at body width is wide enough. Occupants are separated by the massive, leather-covered centre console camouflaging the big gearbox and it is this that restricts breathing space. Acres of suede facia stretch ahead to meet the base of the vast windscreen, surely the most steeply-raked screen on a production motor car; its sharp line is followed through by the bodywork to the very tip of the nose, with its vestigial plastic bumper. This new car's floor carpets were already curling at the edges and looked barely worthy of a £2,000 vehicle. There were glue streaks on the fabric roof trim, too. Even the roof is unconventional in this extraordinary car; in its centre is a deep, trough-like depression, at the front of which, just behind the screen rail, is a tiny, inch-high window. All it seems to achieve is to cast a little bit of light into the top of the screen area. It is possibly a throw-back to the first prototype, which had a periscope mirror device, replaced in production by a conventional mirror viewing through the rear window.

Usable stowage space is limited. True, there are two sensibly large pockets in the leather door panels, but the laws of gravity spell disaster for their contents when the doors are opened. There is a lockable glove-box too, but a fuse box robs it of most of its space. Space between the seats and bulkhead is negligible.

For once I was overawed and nervous at the prospect of launching an unfamiliar car into Friday afternoon London traffic. I sat there for a few moments plucking up courage to turn the key, contemplating the rush-hour hazards of a £30,000, 375 b.h.p. car with a nose which is totally invisible from the driving seat, a vast overall width which cannot be judged visually by the driver, is broader behind him than ahead and at 6 ft. 2 in. is 2 in. wider than the bulky Aston Martin V8, and rear three-quarter vision which is non-existent, for the view through the door mirrors is chopped off by the rising rear wings. Turning the key provided the necessary distraction as the gorgeous whoomph and whirrings of a well-tuned V12 filled my ears. Most misgivings disappeared as I eased in the slightly fierce clutch against the modest bottom end torque and pottered up the road, for the steering is so precise, pleasant and sensibly light that the great bulk of the Countach seems to sense its way along through the most modest of slots. The greatest problem in traffic proved to be lane changing, because of the non-existent three-quarter vision. Within moments I had begun to feel elated and confident, no longer vulnerable. I reckoned not with the incompetence of other drivers, however. Within less than a mile of the office on this first, perilous venture, the Countach had proved itself a liability. My slumbers as I sat in the queue in a right-hand filter lane at red traffic lights were brusquely interrupted by a thump and a shake as an old Daimler 250 saloon scraped its side down the poor Countach's nearside rear wing. The lady driver of said Daimler con-





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The acute screen angle continues down to the nose of the Countach dart. The weather on the Hertfordshire airfield turned sour during our session.

fessed to having been so enrapt with the Countach that she neglected to give it a wide enough berth. Vulnerability indeed!

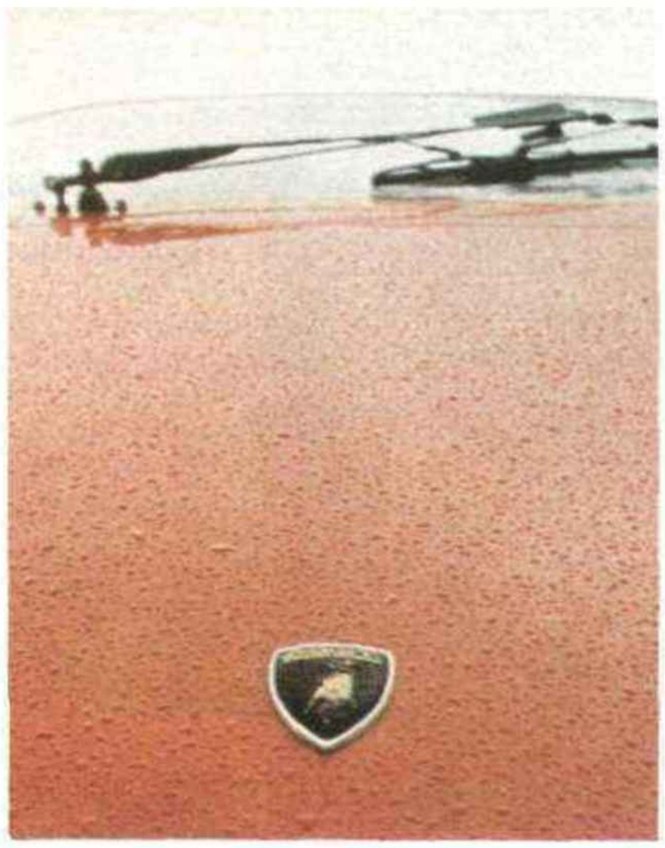
From then on, until I had to return it, I kept the Countach out of town for, precision of direction and lack of engine protestations apart, it is entirely incompatible with such use. Parking in normal situations is practically an impossibility, certainly on the nearside, where rear three–quarter vision is nil: a sloping window behind the door provides a nice view of the radiator intake, the side pontoon chops off angled vision through the rear window and nothing is visible within reasonable proximity beyond the end of the Ark Royal rear deck. Reverse manoeuvring close to driver's side solid objects is facilitated by opening the non-protruding door and leaning out, remembering to allow height clearance for the open door.

Enough of such urban impracticalities, for this is a car for the very open road, for high speed motoring when the boys in blue are asleep – or you happen to own the surrounding desert. Although I suspect that few are used to such purpose. Certainly in Britain I found it too conspicuous, too audacious a car to allow indulgence in prolonged extension of its relentless performance. No claims from me of "there I was, 190 on the clock," for a couple of bursts to 140 was nearer my mark, when the Countach felt to be dreaming along, the engine thrashing at a modest 5,700 of its available 8,000 r.p.m. I say "m.p.h.". In fact the test car had been supplied with a k.p.h. instrument (reading in 20 k.p.h. increments to an edifying 320), which is to be changed.

As might be expected, the highly-tuned engine demands revs. Admittedly it will trickle along in traffic at 1,500 r.p.m. with no sign of plug problems, or tick-over at 800-900 r.p.m., but to make it pick up and go demands at least 4,000 r.p.m. on the tachometer. Much more than a stroke of the throttle below that produces a dead-pan burble as 12 carburetter chokes dump their loads into unreceptive combustion chambers. A thrust of throttle once the engine is "on cam" sends the tachometer needle scurrying up the scale, leaping ever more agilely once beyond the 6,000 r.p.m. mark, by which stage the glorious Formula One-type howl from behind has the adrenalin churning with realisation of what the Countach is really about. Changing at the rev. limit would produce speeds in the gears of 65 m.p.h., 84 m.p.h., 113 m.p.h. and 150 m.p.h. Out of deference to the engine's newness (though all are pretty well run in on the dynamometer), I rarely took it to 7,000 r.p.m. and avoided its maximum. Even so performance was, shall I say, "more than adequate". The sensory effect of acceleration is less blatant than in the Porsche Turbo, perhaps because of the lack of tail squat, the bulk of the car, the angle of the screen, the invisible nose and the way one's body is supported by the curved seat. Tenacious grip from the rear wheels, fed through a limited slip differential, the 65 m.p.h. first gear and the modest power at lower revs make it necessary to abuse the clutch slightly for rapid standing starts. To achieve the sensational maximum standing start acceleration of which this car is said to be capable must surely necessitate taking the revs to the top of the scale, "dropping" the clutch and waiting for the wheelspin to stop. In normal road conditions the real measure of acceleration is the rate at which overtaken cars become infinitesimal dots in the rear view mirror, which fortunately gives adequate vision where it matters.

The gearlever, topped by a man-sized leather knob, slots through a proper gate, with first down to the left opposite reverse (which has a flick-over stop to prevent inadvertent engagement) and the rest in H pattern, a system which I prefer. First and reverse gears were often difficult to select from rest and though positive the change was often obstructive, hard work when driving hard and pushing the torque through the forward-mounted box, into which the lever passes almost directly without the usual mid-engine rod-and-prayer remote extension. It is fair to say that the change began to improve with mileage. Part of my gearchange difficulty lay with the length of shove required on the clutch pedal, to achieve which I was far too close to the other pedals. This enforced a permanently bent right knee and a pushing down action on the

Continued on page 1615



The mighty engine demands lots of louvres for ingress and exit of air. Note the tiny window in the roof trough. Lamborghini's Leaping Bull challenges the Prancing Horse.

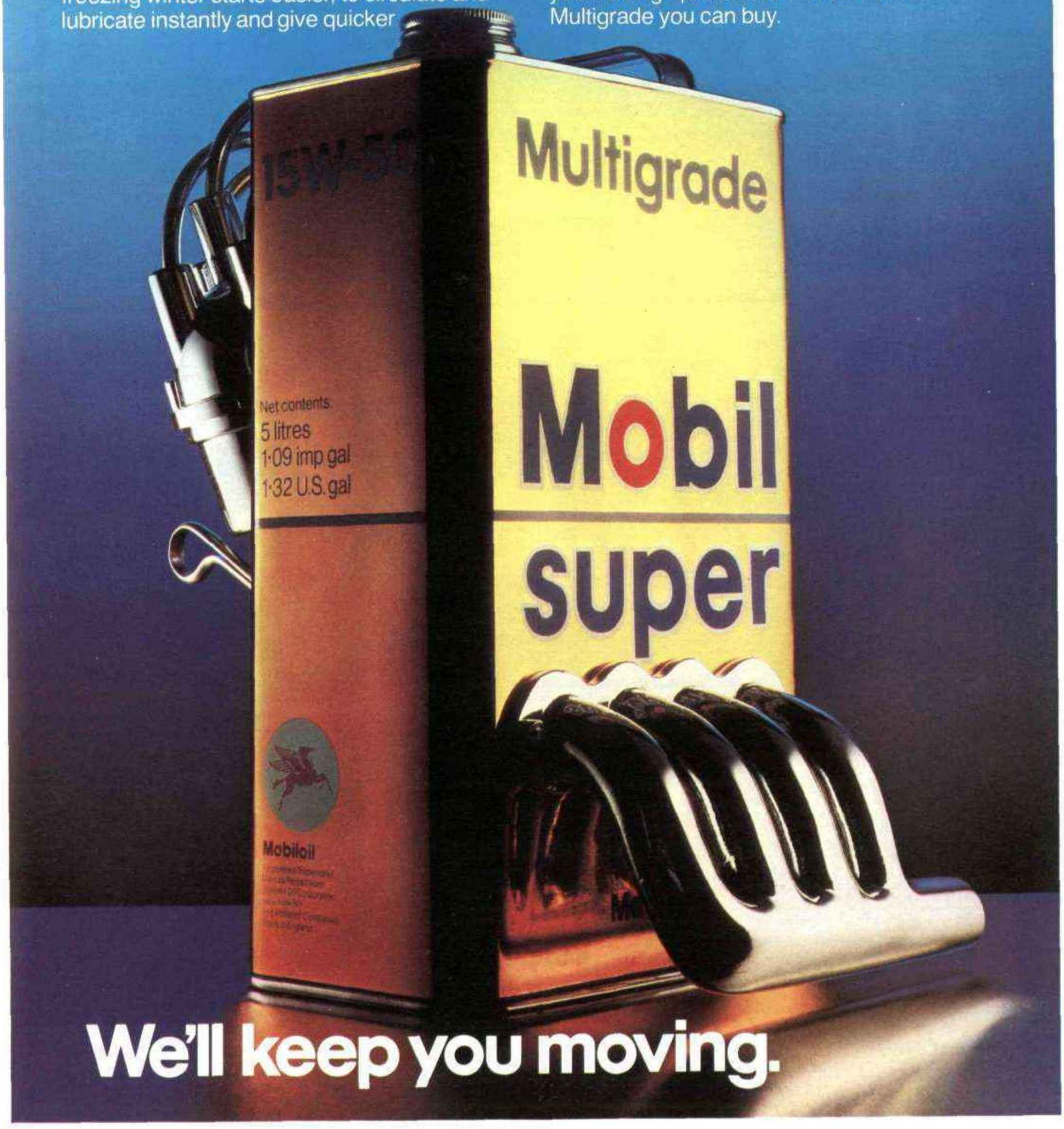


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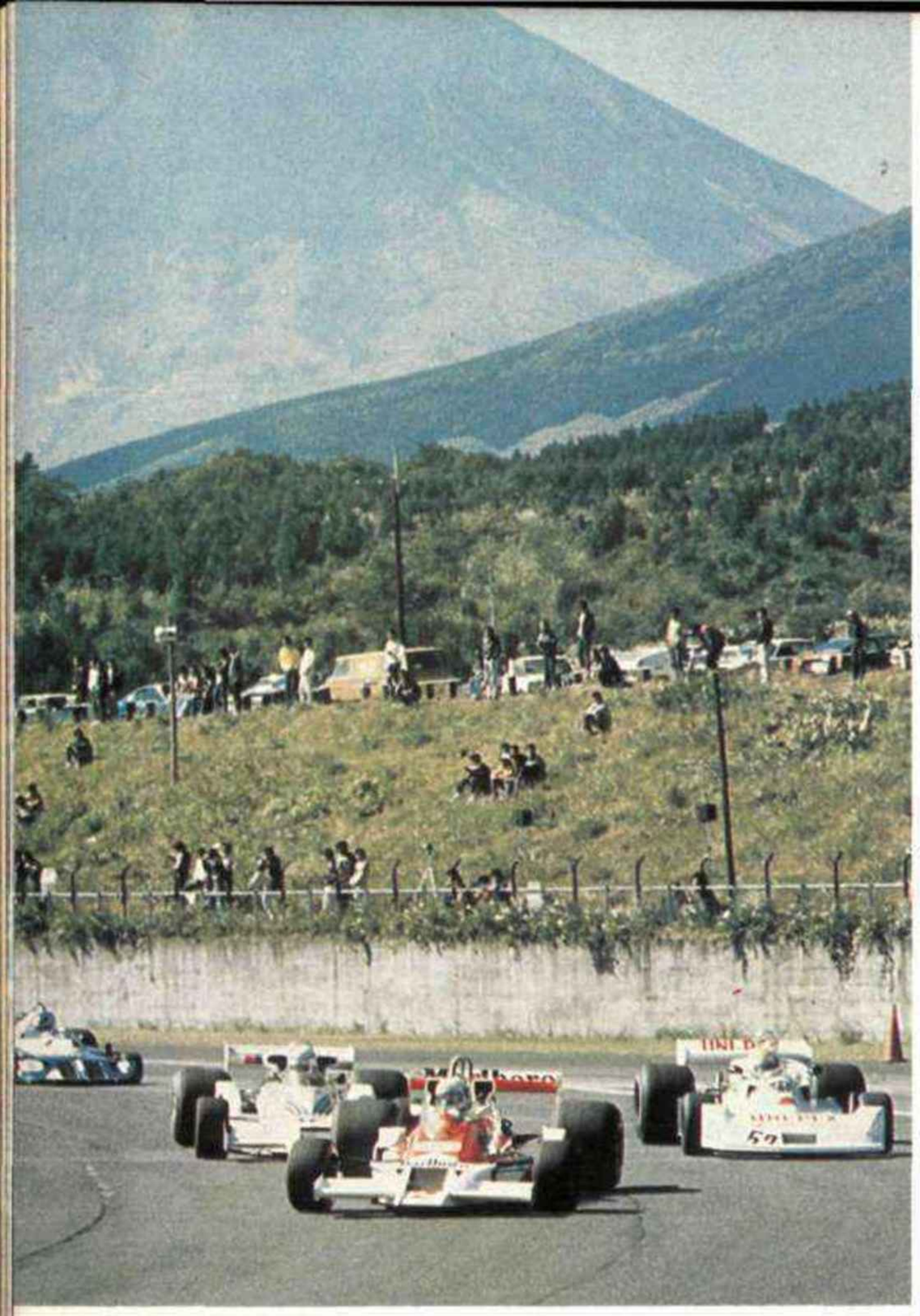
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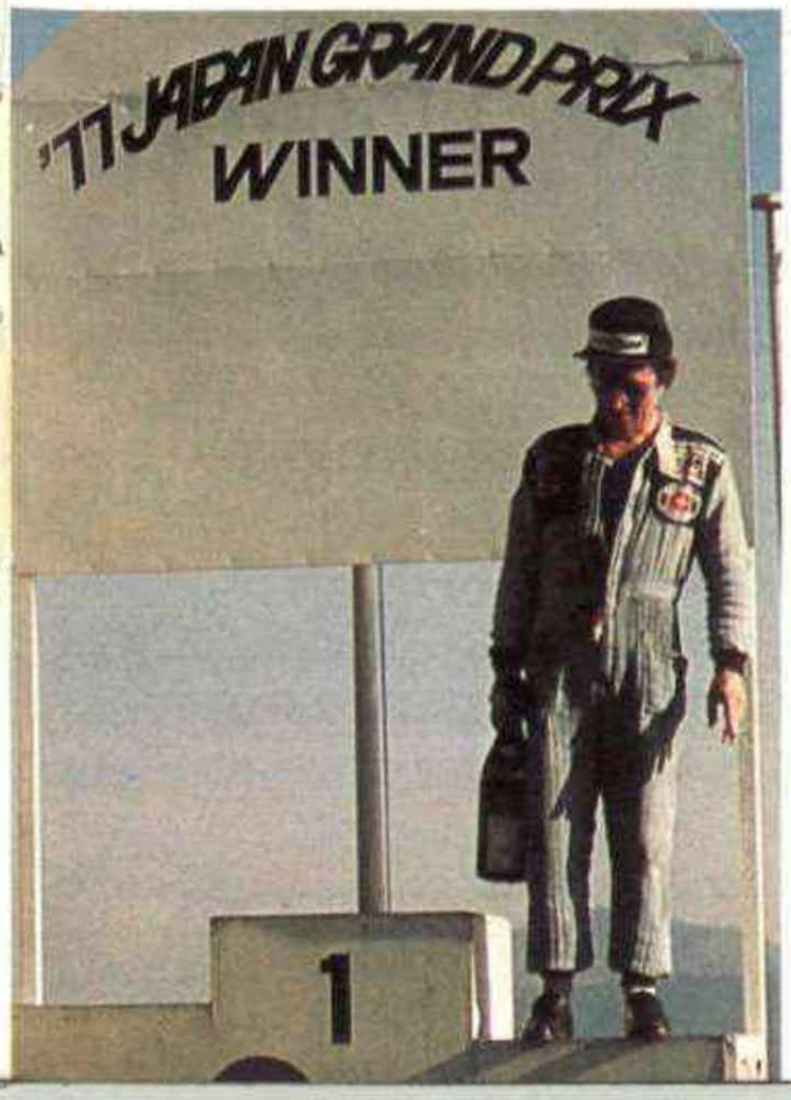
JAPANESE GRAND PRIX JAMES HUNT was clearly in a
leads Scheckter, Mass, Watson
to accept his victory garland. As Reutemann wasn't there either, Patrick D
DN8 and Depailler's Tyrrell. Top left, Mass's McLaren leads Hoshino's Koji
Bottom left, Villeneuve spins his Ferrari in a cloud of tyre smoke during pra
and hitting the guard rail, his Lotus shedding a rear wheel as it does so. T



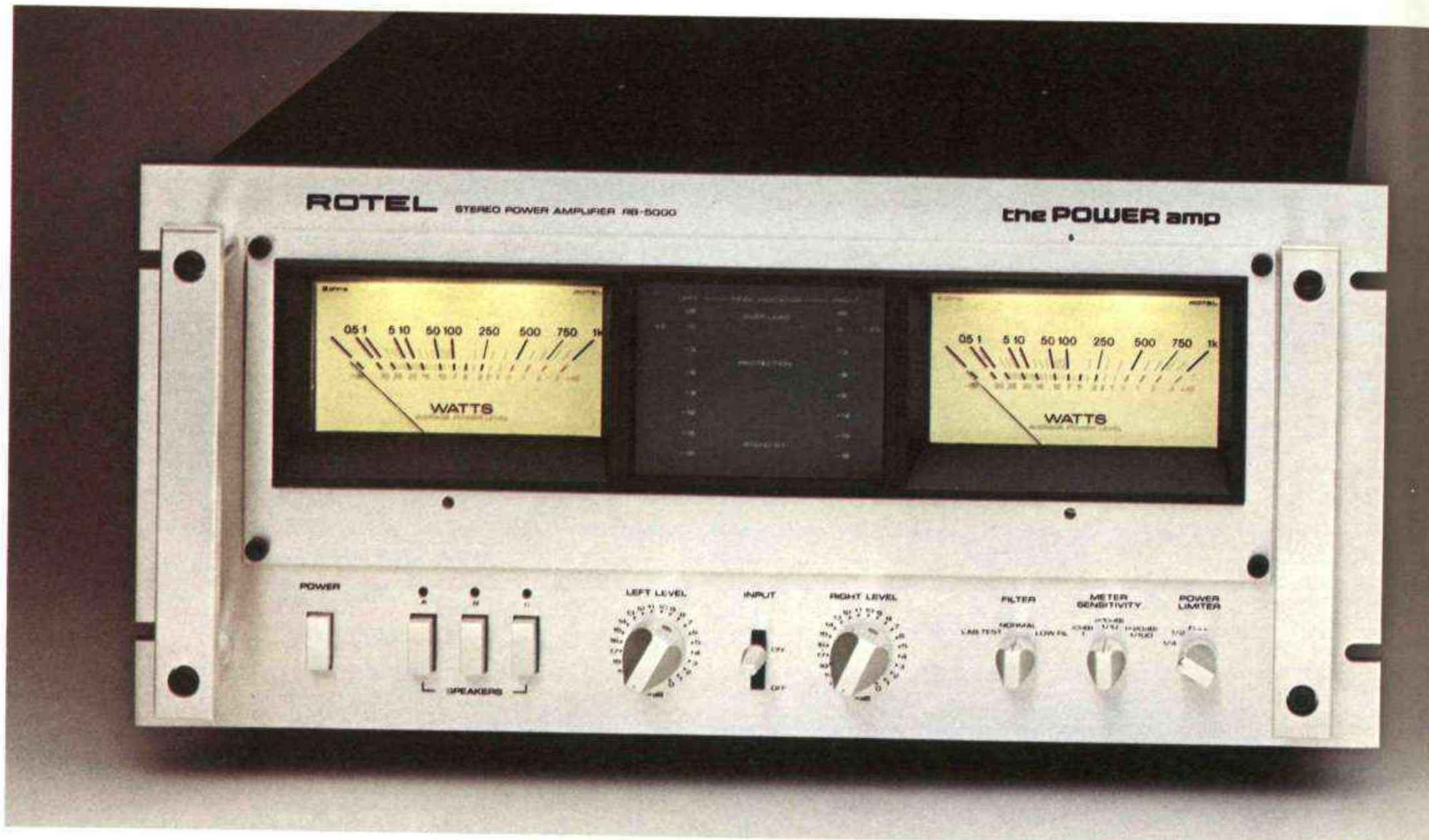




hurry on the race track at Fuji Speedway on October 23rd where he won the Japanese Grand Prix by a comfortable margin. Above right, Hunt's McLaren Regazzoni, Stuck, Laffite and the rest of the field through the first corner after the start. He was also in a hurry once he'd finished the race and declined pailler appeared on the winner's podium alone to accept his third place trophy. Bottom right, Nilsson's newly-coloured Lotus 78 leads Jones's Shadow na 009, Patrese's Shadow and Depailler with the Mount Fuji volcano providing an impressive back-drop. Centre left, Depailler on his way to third place. tice. Bottom centre, Reutemann leads Stuck, Nilsson and Laffite. Above centre, the sequence shows Andretti attempting to go round the outside of Laffite kahara's Kojima also gets involved as Binder's Surtees spins. All three cars retired instantly.







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Rotel RM5010 music centre.

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more," but they probably weren't thinking of a Rotel system like the one we show here.



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FORMULA THREE REVIEW

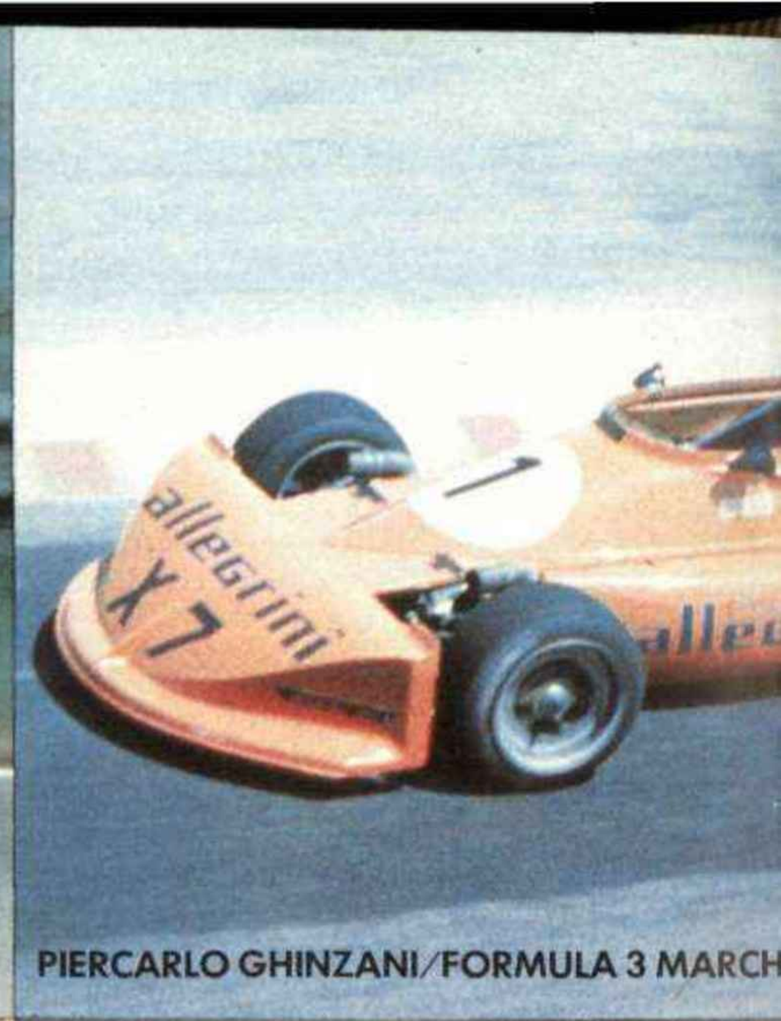
F3 ACTION FROM THRUXTON – Above, Derek Daly slings his McMahon Chevron into Club on his way to clinching the BP Championship. Geoff Brabham's Ralt follows just behind, while Geoff Lees' red Chevron and James King's March fight for third place. Below, Daly's Dublin friend, David Kennedy, has had a hard time in Europe, this season, but brought his Argo home fifth at Thruxton. Here he leads the Chevrons of Thorkild Thyrring and Patrick Gaillard. Right, Thyrring follows Rad Dougall out of the *chicane*. Dougall, the South African who swept all before him in FF2000 this year, could be the man to beat in F3 next season.







WILLI BERGMEISTER/1.6 VOLKSWAGEN SCIROCCO



PIERCARLO GHINZANI/FORMULA 3 MARCH



JEAN XHENCEVAL, PIERRE DIEUDONNÉ/BMW 3.2CSL



MANFRED WINKELHOCK/BMW 320i

1.6 VOLKSWAGEN SCIROCCO
Engine Capacity: 1600cc
to Group 2 Specification
Brake Horse Power: 178
Gearbox: 4 speed V.W.
Oil: Castrol
Liquid Engineering
Drivers: Willi Bergmeister,
Helmut Henzler
MAJOR 1977 SUCCESSES–
Winners of up to 1600cc Class
in European Touring Car
Championship Races at:
Monza
Pergusa
Nurburgring



WILLI BERGMEISTER

BMW 3.2 CSL
Engine Capacity: 3151cc
to Group 2 Specification
Brake Horse Power: 340
Gearbox: 4 Speed BMW
Oil: Castrol
Liquid Engineering
Drivers: Jean Xhenceval,
Pierre Dieudonné, Eddy Joosen,
Umberto Grano,
Claude de Wael
MAJOR 1977 LUIGI BMW
TEAM SUCCESSES–
Outright winners of the
European Touring Car
Championship races at:
Monza Brno Mugello
Jarama Pergusa
Class winners in the Le Mans
24 hour race.



JEAN XHENCEVAL,



PIERRE DIEUDONNÉ

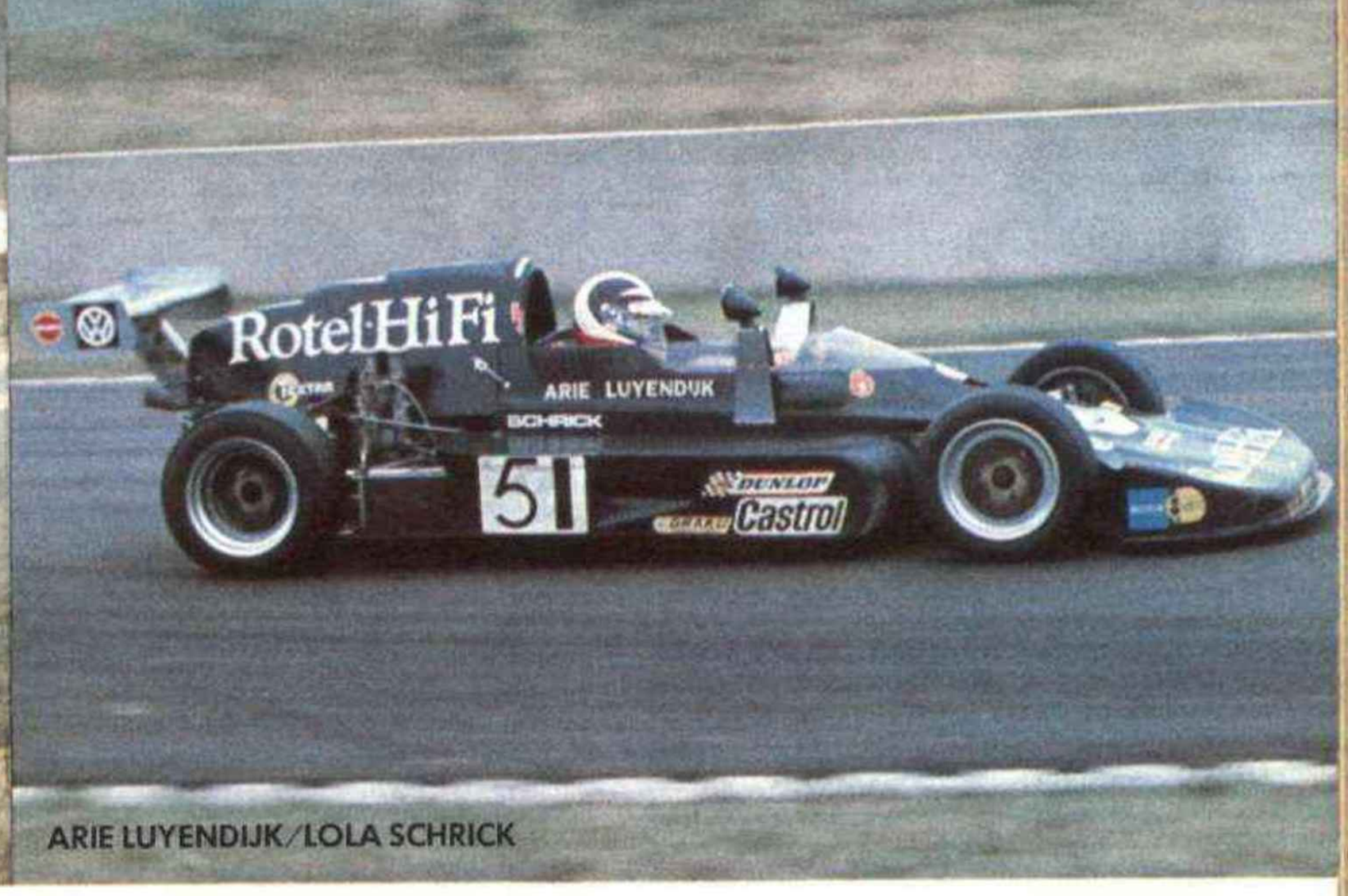
FORMULA 3 MARCH 773
Engine Capacity: 2000cc
Brake Horse Power: 165
Gearbox: Hewland 5 speed
Oil: Castrol
Liquid Engineering
Driver: Piercarlo Ghinzani
MAJOR 1977 SUCCESS–
European Formula 3
Champion





team Castrol

No. 6. European Racing



ARIE LUYENDIJK/LOLA SCHRICK



PIERCARLO GHINZANI

BMW 320i
Engine Capacity: 1998cc
to Group 5 Specification
Brake Horse Power: 300
Gearbox: 5 speed Getrag
Oil: Castrol
Liquid Engineering
Drivers: Manfred Winkelhock, Eddie Cheever, Marc Surer.
MAJOR 1977 SUCCESSES–
Winner of the up to 2 litre category of the German National Touring Car Championship and 3rd overall.



MANFRED WINKELHOCK

LOLA SCHRICK
Engine Capacity: 1600cc
Brake Horse Power: 163
Gearbox: Hewland 4 speed
Oil: Castrol
Liquid Engineering
Driver: Arie Luyendijk
MAJOR 1977 SUCCESS–
West-European and V.W.–
Castrol European Super V
Championship Trophy Winner



ARIE LUYENDIJK

Castrol

Castrol GTX - Liquid Engineering



JUSTIFIABLY PROUD OWNER – Adrian Liddell with the Straker-Squire with which he has done so well in recent VSCC competitions.

STRAKER-SQUIRE
Continued from page 1588

Byfleet banking and the car afterwards towed to the Edmonton factory for all-night repairs. When the tooth broke on the crown wheel after a racing start another was brazed in place, with no ill results. Eventually the engine was made to develop 115 b.h.p. and an extra three b.h.p. was once seen after mechanic Bentley had omitted to put the carbon brush back in the magneto! The car was registered MD 7901 and was driven from London to Brooklands.

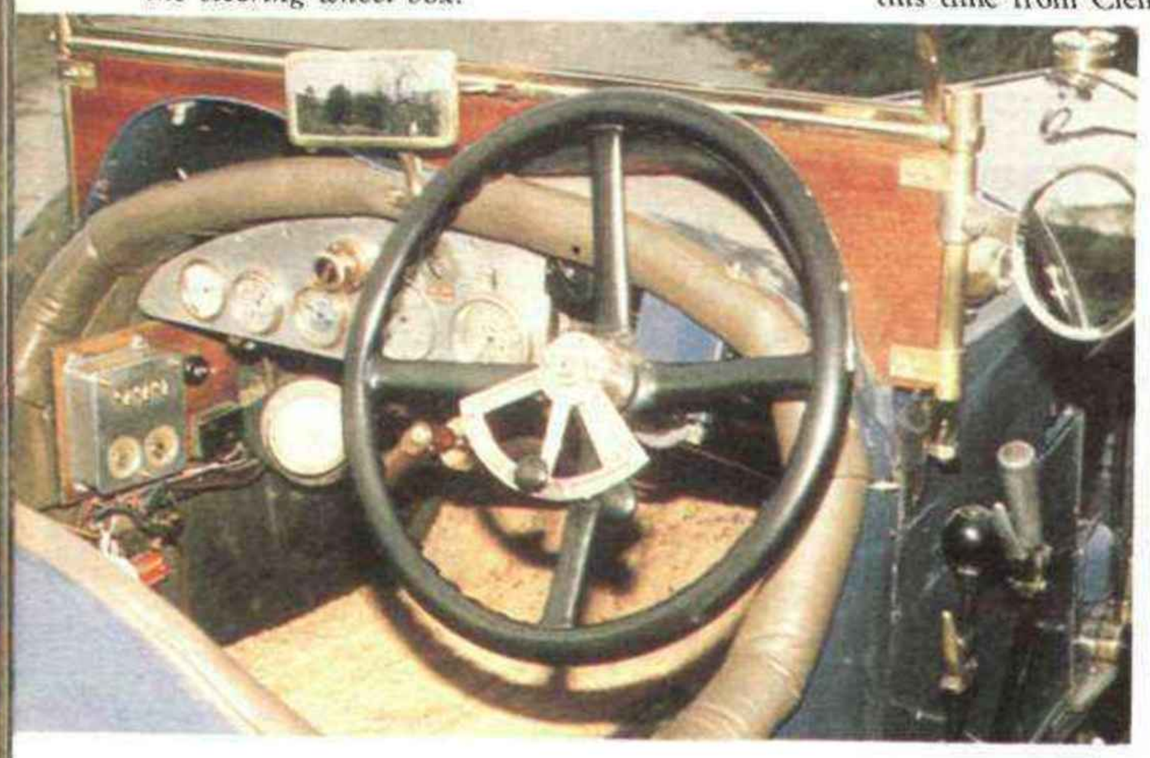
Although the new Straker-Squire Six was scarcely in production, Kensington-Moir continued the Company's racing activities in 1921. Non-starting in both its races at the BARC Summer Meeting, the black car then won the Senior Sprint Handicap from scratch from Waite's Austin Twenty, at 83.76 m.p.h. It was at the August races that the Straker-Squire created a sensation, being newly painted in black-and-white zig-zag stripes, which extended even to the radiator cowl and vee-fronted undershield. With its narrow body the car looked very rakish. Had it been used for long-distance racing this striking colour scheme might have been planned to pick it out easily before pit-stops, or to aid the official lap-scorers. But for short races this could only have been a publicity stunt; Tommy Hann used the same idea when he later painted his pre-war Lanchester and Delage racing cars in broad orange-and-black vertical bands. This certainly gave the S-S plenty of photographic publicity.

The new colour scheme suited the Straker-Squire and Moir lapped at 84.61 and 99.01 m.p.h. in his first race, failed to appear for his next, but again won the Senior Sprint Handicap, this time from Clement's 3-litre Bentley, which had a start of five sec. The speed was 86.59 m.p.h. and this was two days after the aforesaid fire. In fact, this unusual colour-scheme had been used earlier, at the MCC Brooklands' Meeting, when Moir won the 3-lap Handicap at 88.3 m.p.h. and the Albert-Brown Trophy Race at 98.6 m.p.h. (lap speed 102.6 m.p.h.), from scratch, leaving the start with spinning back wheels.

Up to now the exhaust system had been within the bonnet, the exhaust pipe emerging low down by the scuttle on the near-side. For the Brooklands' Autumn Meeting of 1921, however, six small-bore pipes were substituted, arranged organ-style, but horizontally, along the side of the car. The S-S had emitted a fine roar before this and the smaller multiple pipes may have quietened it. This was before the age of "tuned" inlets and exhausts and although the separate outlets presumably reduced back pressure, I suspect that this was mainly another gimmick to attract attention to the car. In the "Lightning Short" Moir lapped at 84.46 and 97.65 m.p.h. but was unplaced. He increased this to 84.16 and 100.61 m.p.h. in the "100 Short", again with no luck. However, he won the next race in an Aston-Martin, did a remarkable standing-start lap of 88.1 m.p.h. in the S-S in the "Lightning Long", with another flying lap of 100.61 m.p.h. and ended his day with third place in the "100 Long" at lap speeds of 93.14, 101.64 and 103.11 m.p.h. failing to catch Campbell's Talbot and King's Austin 20. At lesser Brooklands' meetings the car did very well, that year. Moir won the Surbiton Sprint contest by covering a f.s. kilo. in 28.2 sec. and at the Essex MC Meeting he was 3rd in the Lightning Short Handicap and then won the "Long" at 94.5 m.p.h. from Cook's Vauxhall. The Straker-Squire's best-ever lap- speed was 103.76 m.p.h., officially timed by A.V. Ebblewhite, at a combined car and motorcycle meeting in May 1921 at which, however, Moir wasn't placed. In 1920 it had taken three Class F records, covering two miles at 97.05, five miles at 95.04 and ten miles at 94.8 m.p.h. The car was also very successful in sprint events. In 1920 Moir had set the Spread Eagle hill record, at 52 sec. At Westcliffe in 1921, where its "dazzle" effect caused quite a sensation, Moir was beaten only by Duff's 90 h.p. Fiat, the S-S clocking 36.8 sec., and at Spread Eagle hill, also in its new livery, the Straker-Squire, with 3 cwt of ballast in the tail and hampered by a broken front dumb-iron, was 3rd, finishing at over 80 m.p.h.

The Company had gone into virtual

COCKPIT of the ex-Brooklands' Straker-Squire. Note the well-stocked instrument panel, the angled Smiths clock, ahead of the CAV switch-panel and the big ignition and throttle levers on the steering wheel box.



CANTILEVER rear springing of the Straker-Squire, which apparently made the car somewhat skittish on Brooklands' Track.

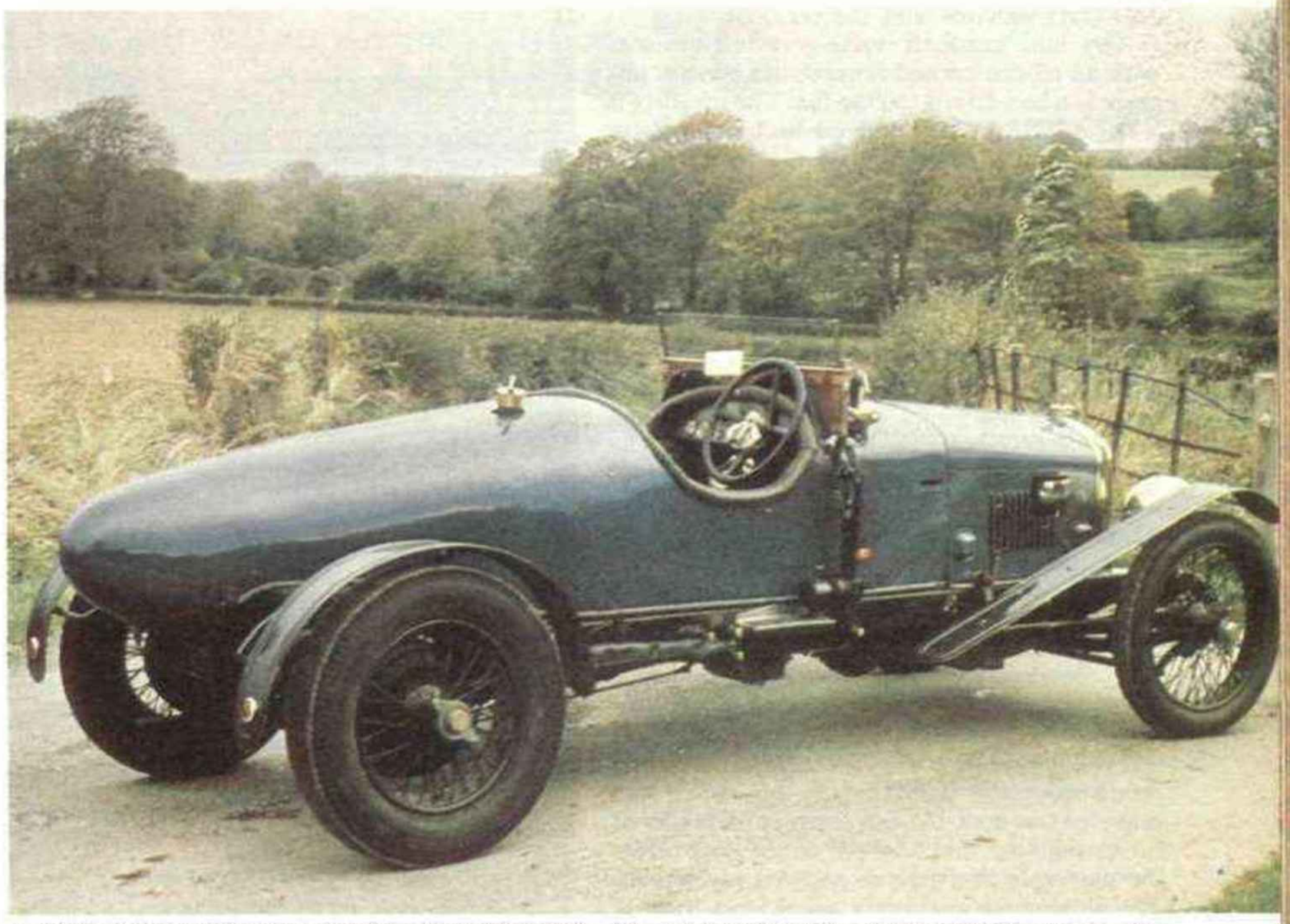


liquidation by 1922, when mechanics Kensington-Moir and Bentley had already left to join Aston-Martin, Moir soon becoming a well-known (and now portly) Bentley-boy. The racing Straker-Squire was sold to W. B. Horn, a Liverpool motor-dealer. He continued to run it in Northern events, such as at Saltburn in 1922, where it excelled over the s.s kilometre sand course, his best time being 36.6 sec., faster than a 30/98 Vauxhall and an Austin 20. It won from Cook's Vauxhall at Porthcawl and at Caerphilly hill-climb "the master", staying at the Park Hotel, Cardiff, returned to drive it, Moir making f.t.d. Horn then won his class at Colwyn Bay and had also driven at Pen-t-Ball and to f.t.d. or class wins at Scarborough, Waterloo Sands, and Southport, in 1923.

After this the car was lost sight of until, some considerable time after the end of the Second World War, I was told of some old cars which Mr. Maynard, a Director of Maple's, owned and which had been stored in the basement of the Company's premises but had to be disposed of, as the construction of the Euston Road underpass would eventually encroach on the building. I went to investigate, and found a curious state of affairs. This gentleman apparently had a passion for buying cars and then having them fitted with radiators from other makes. (I did not know this at the time and could never get a story on it afterwards.) The result was that, confronted by a six-cylinder overhead-camshaft car with a pre-1914 Vauxhall radiator and a two-seater body with dickey-seat, I assumed it to be an experimental Luton product. Among other cars in store were a big chain-drive Mercedes, Daimler, Buick, 20/60 Sunbeam, etc. – and, an Edwardian Straker-Squire chassis. I was told that a racing body for the last-named was somewhere up on a shelf. It did not immediately occur to me that this body might belong to the Vauxhall-radiatored chassis, nor that this was, in fact, a 24/90 h.p. Straker-Squire, the ex-Brooklands' car, no less. Avid as I was to acquire an ex-Brooklands' car, by the time "the penny had dropped" it was too late – Warren Street had acquired another "collectors' piece"!

In fact, the original Straker-Squire radiator and some spare cylinders were found with the car and the racing body was soon united with the chassis; the Vauxhall radiator might be explained, as Moir pointed out, by Horn being a Vauxhall agent.

I was able to trace the re-assembled car to S.E. London in 1957, where it was owned by Mr. Armato, who kindly gave me a run in it. Subsequently it passed through other hands, being owned by P. A. Mann and is now in Adrian Liddell's possession, an enthusiast who makes such good use of it.



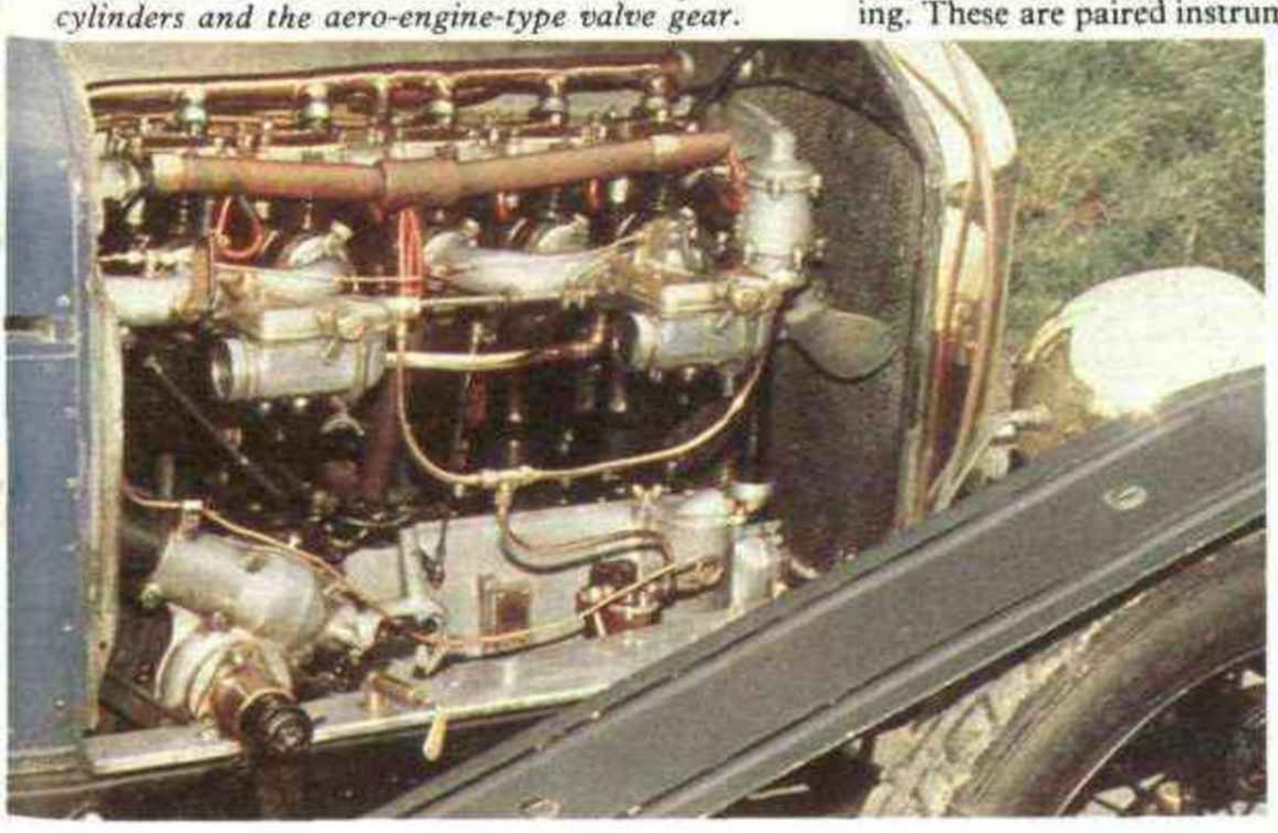
A TYPICALLY-BROOKLANDS' TWO-SEATER, this view of Liddell's Straker-Squire shows what appears to be the original racing body – note the "letter-box" slot still in the scuttle.

* * *

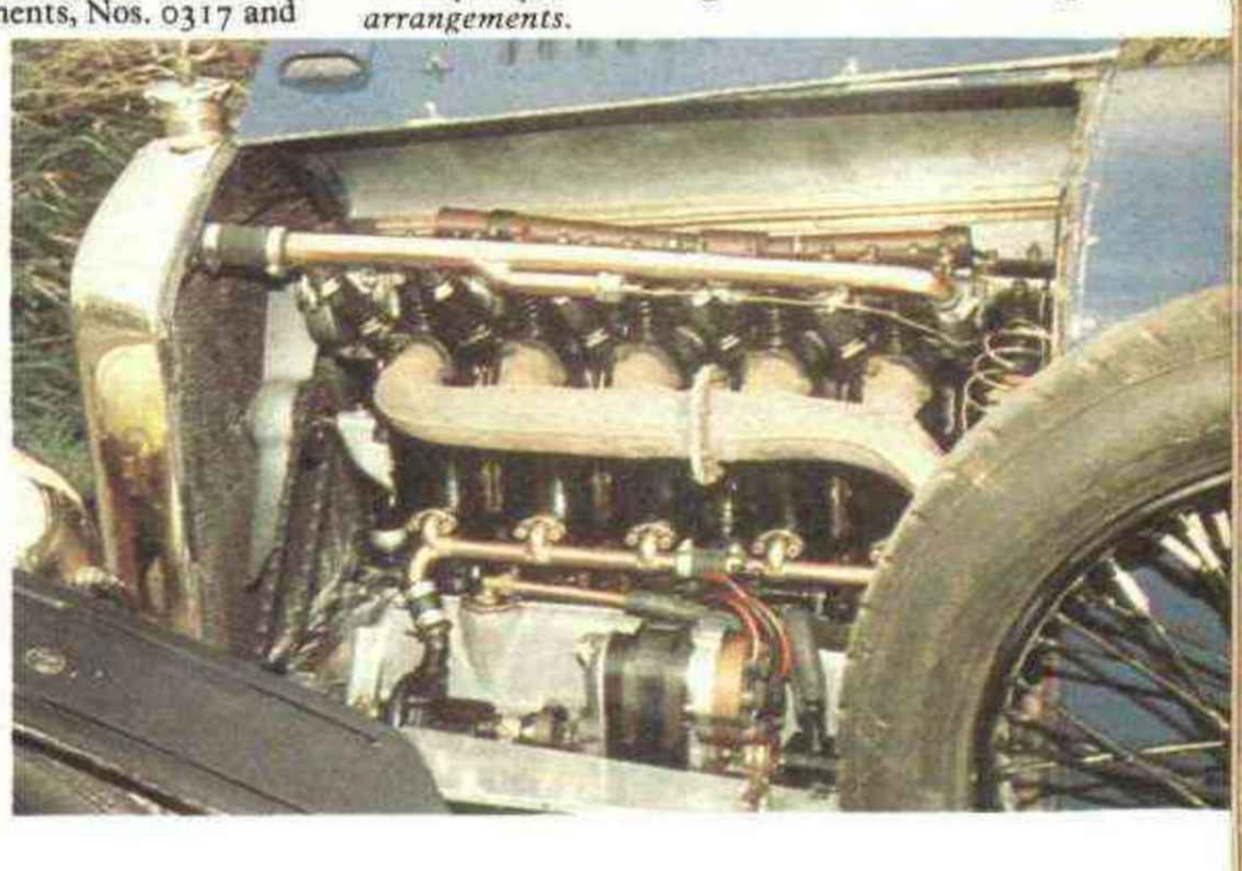
Last month I went down to Goodworth Clatford to drive this splendid survival from the days of Brooklands, public-road sprints, and sand racing. It is now painted blue and is very much as it was when Kensington-Moir raced it. There is a splendid story to the effect that the "dazzle"-painting was done after someone had given Bertie a pair of socks of zig-zag pattern, with red heels. He copied this for the car and even put a red "heel" on the tip of its tail. . . .

Technically not much has altered. The six-branch exhaust system is again within the bonnet, and on the off-side there are now two horizontal Zenith 36UH carburetters each feeding into a three-branch inlet manifold which could well be part of the original induction piping. These are paired instruments, Nos. 0317 and 0318, the front one protruding through the bonnet-side, and they make the car go so well that Adrian says he has no intention of replacing them. They are fed by air-pressure from a fuel tank which is certainly forward in the tail. This tank has a man-sized filler cap, with a bar to unscrew it with; there is a smaller tank in the scuttle, with a recessed filler. The taps for these fuel systems are down by the driver's right foot. The dynamo was originally in line with the magneto but a revised instrument is now driven from the carden-shaft. Liddell ran the car on b.e. tyres all round at first but the repeated loss of the rear ones, which not only ruins the covers but the rims also, has caused him to put 6.50-7.00 x 19 Dunlop Forts on Lagonda wheels on the back, the front wheels being shod with 820 x 120 Dunlops. First registered on June 2nd, 1922 (presumably having been driven before that on Trade-plates) the Reg. No. MD 7901 survives with the car

OFF-SIDE of the engine, which now has modern horizontal Zenith carburetters. Note the separate cylinders and the aero-engine-type valve gear.



NEAR-SIDE of the engine, showing the in-line water-pump and magneto and the cooling arrangements.



MD 7901 survives with the car.

The o.h. camshaft valve-gear is lubricated with an oil-can carried beneath the bonnet, and there is a belt-driven cooling fan. The magneto is a Lucas WBA6. The cantilever back springs have gaiters, and four screw-down greasers each side, and there is an imposing row of seven nuts and bolts visible along the horizontal flange of the back-axle beneath the high tail. Although scuttle-cowls now adorn the body, there seems little doubt that it is original, for even the "letter-box slot" in the off-side of the scuttle, purpose unknown, remains. Not only has this ex-Brooklands' Straker-Squire a starter but enormous brass headlamps of unknown make, and the torpedo side-lamps it always carried. The blade-type front mudguard on the near-side is cut away to accommodate the side-mounted spare wheel and behind the outside gear and brake levers is a small Klaxon horn.

Climbing into the non-adjustable, tight-fitting driving seat, I was confronted by a big four-spoke steering-wheel with a half-quadrant at the bottom carrying the ignition and hand-throttle levers, themselves of considerable dimension. Moving these to the near-side advances the spark and opens the throttles. The tiny round central accelerator-pedal is flanked by big clutch and brake pedals with the S-S insignia. A Nu-Swift fire-extinguisher has been put on the floor before the passenger in deference to RAC regulations. The aluminium instrument panel is in front of the passenger and is supplemented by a big Smiths clock on the near-side of the cockpit, angled towards the driver, with a CAV switchboard having tiny ammeter and voltmeter dials on the cockpit wall.

From l. to r. the instruments comprise a Rototherm thermometer reading 10, 30, 50, 70, 90, 100 and 110 deg. but normally registering about 70 deg., a Smiths oil-gauge going from 0-10 lb. sq./in. (normal pressure 20 lb.), the 0-10 lb. air-pressure gauge, a Smiths tachometer calibrated 4, 8, 12, 16, 20, 25, 30, 35 and 40 – and as it is widely spaced, Moir probably *could* read it to the nearest 50 r.p.m.! – and a matching Smiths 10-100 m.p.h. speedometer – quite incidentally, the total mileage reading when I tried the car was 25,390. A Ki-Gass and the vintage "barrel-twist" ignition-switch complete the instrumentation.

Being driven to Lobscombe Corner by Adrian, sitting high behind the low screen he had added, looking down onto the seemingly-short bonnet and brass-radiator with its water vented filler-cap, was sheer joy, the exhaust booming lustily behind and the performance far better than anything I had expected. The engine will cruise all day at 2,000-2,500 r.p.m., with the speedometer indicating close to the dual-carriageway legal speed, and "in anger" the proud owner is apt to go to 3,000 r.p.m., or a bit over. When I came to drive I was delighted to find that changing gear held absolutely no terrors. This is an absolutely delightful gearbox, controlled by a substantial lever operating conventionally. (The gate is naturally a trifle worn, so the aforesaid chamfering is no longer apparent.) One tends to change down just for the pleasure of it, from top into 3rd, from 3rd to 2nd and back again. The gears are surprisingly quiet and this is a "quick" gearbox; the lever likes to be tugged rapidly from 1st to 2nd. The plate clutch is light, its pedal having a short precise movement, but carelessness results in some momentary slip. Both foot and hand brake work on the back wheels. Originally there were separate shoes but these had opened out and the drums were very thin, so Ford drums have been adapted. Although we had no cause to try an emergency stop, both brakes reassured me and the hand-brake can be made to lock the wheels. The urge is as satisfactory as the pleasantly taut feel of the old Straker. It is probably about the same as that of a good 4½-litre Bentley and the car's showing in VSCC races should convince any sceptics.



THE STRAKER-SQUIRE is in road-going trim, with lamps, windscreen and spare-wheel, and has a convenient step for entering the cockpit from this side.

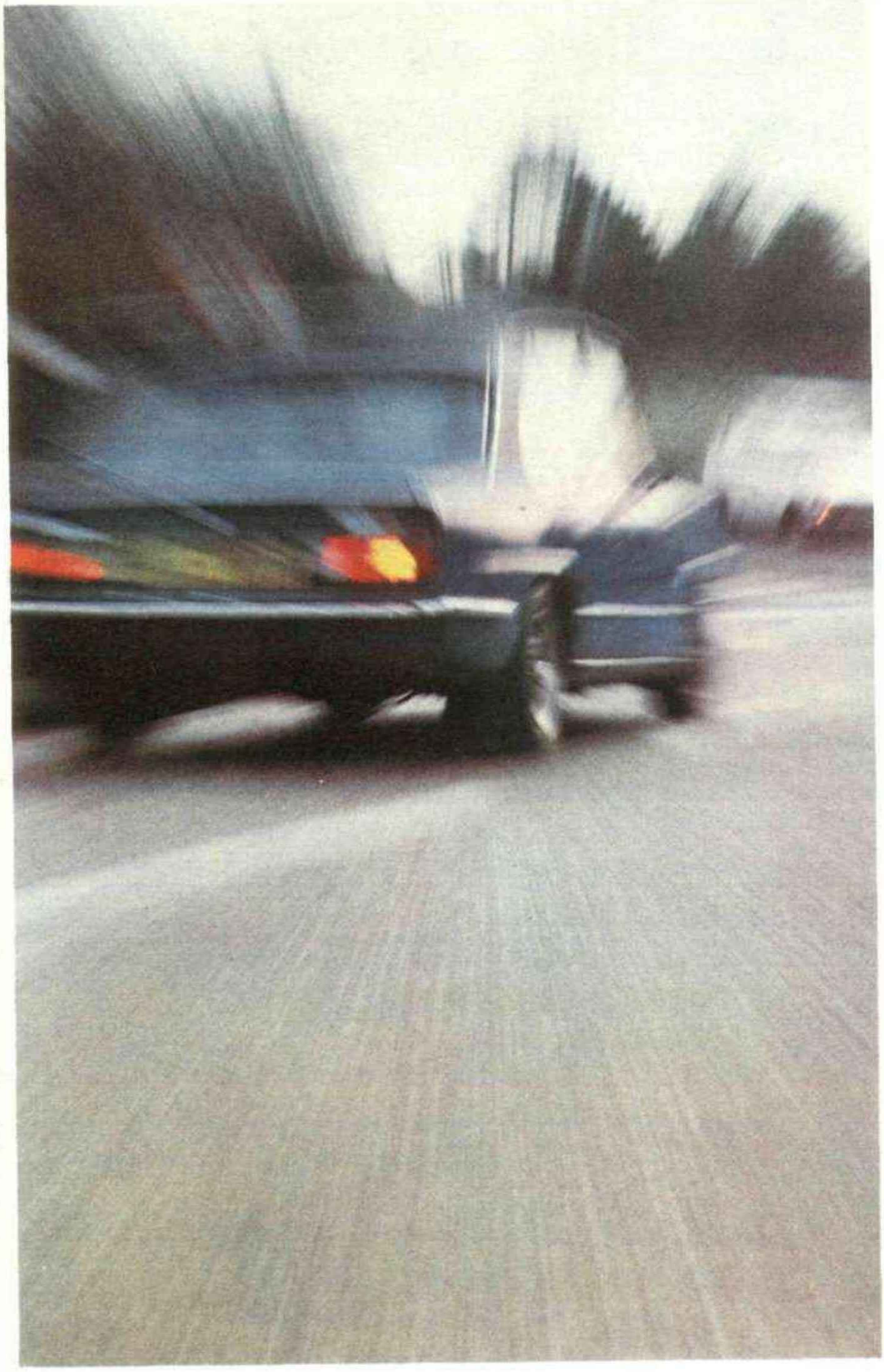
At Brooklands this 4-litre single-cam six was quicker than some of the twin-cam pre-war GP machinery and as a road-car the venerable Straker-Squire is one of the nicest cars of its kind that I have sampled. Liddell says that at Silverstone he sees 90 m.p.h. on the speedometer "but only very occasionally"! The car can also be thrown about effectively on the track, I gather. The springs are now damped by Hartfords, double at the back. The steering has absolutely no vices that I could discover.

Adrian tells me that he has greatly enjoyed racing the car, especially when he finished third in the Williams Trophy Race at Cadwell Park in 1976! Among the Straker-Squire's successes in VSCC racing can be numbered winning the Itala Trophy in 1975, 1976 and this year, taking the Edwardian and Edwardian Racing Trophies in 1976, and the Napier Trophy, when driven by Chris Mann, in 1971 and 1972, and when driven by Liddell in 1975, 1976 and 1977. Incidentally, the engine has not been modified since Adrian acquired the car. To go out in this Brooklands survivor is to capture more definitely than usual the fascination of vintage motoring and to savour something of those very early nineteen-twenties, when the roads were deserted and not many cars could live with H. K. Moir and his Straker-Squire. –W.B.



STRAKER-SQUIRE tailpiece. Adrian Liddell and the Editor of MOTOR SPORT commencing a run rendolent of the carefree nineteen-twenties.

Road-grappling Formula 70 make the most of all the stopping power your car can muster.



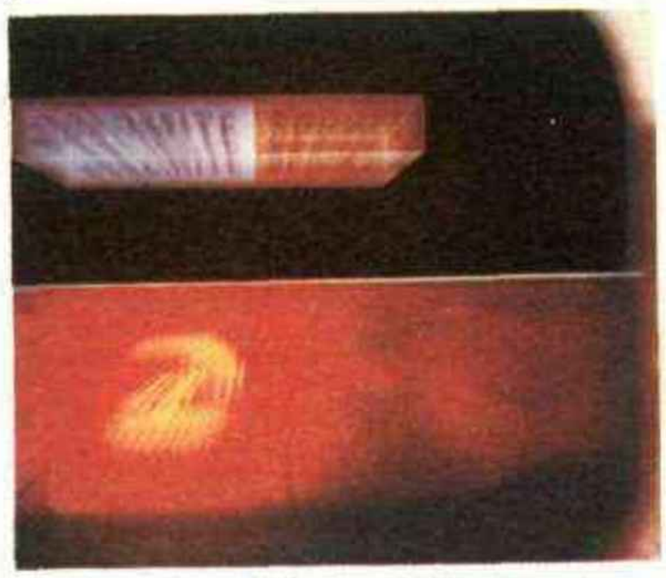
Formula 70 radials.

Wider, lower, power-profiled radials from Dunlop.

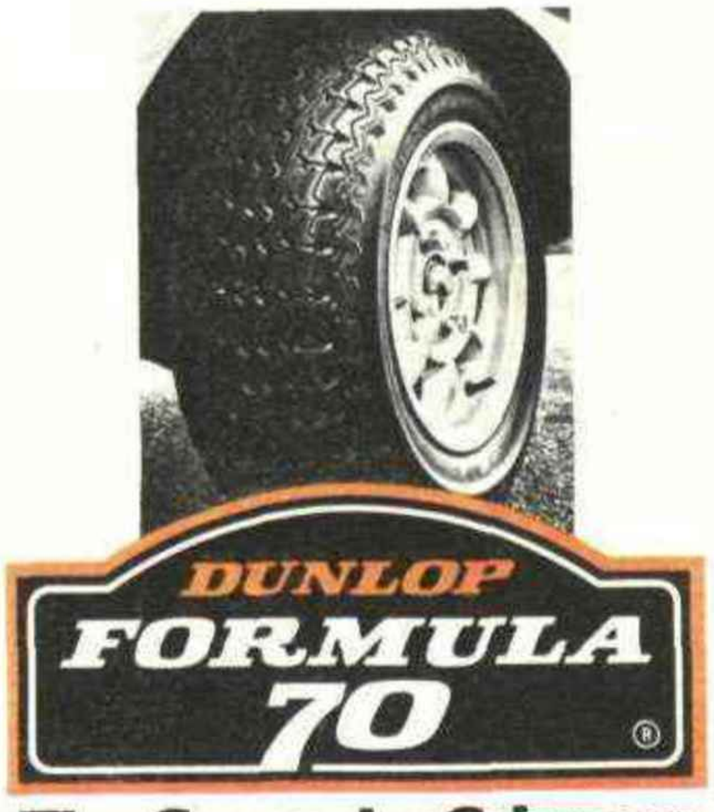
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Formula Two Review

The French Bow Out with Another Title

AT THE vast Estoril Autodrome in Portugal, little René Arnoux finally clinched the 1977 European Formula Two title in his Martini-Renault Mk. 22. He finished second in the October 1st penultimate round to put the coveted Championship safely out of reach of his few remaining rivals. Mindful of the bitter disappointment in 1976 when the Championship was stolen from his grasp in that incredible Hockenheim finale by Jean-Pierre Jabouille, the determined Arnoux made sure that it was wrapped up with a steady drive that earned him just enough points to claim overall honours. His strongest challenger, the 19-year-old American Eddie Cheever, finished almost alongside him, in third place in the tough Portuguese race, but the five-eighths of a second that split the two cars meant the dispute was settled before the final round of the thirteen-race season at Donington Park in England at the end of the month.

The race prior to Estoril had been right back at the beginning of August at Misano in Italy and it was there that Arnoux made a rare mistake at the first corner and crashed. Cheever too made an error, and had to settle for second place which meant that when they arrived in Portugal nearly two months later (the Zolder and Salzburgring rounds were cancelled) the Martini-Renault of Arnoux, the car that had led the Championship ever since winning the opening round at Silverstone, had a nine-point advantage over the Ralt-BMW of Eddie Cheever. In practice at Estoril it was Arnoux's team-mate Didier Pironi in the other Elf Martini that went fastest and alongside him on the front row was the Italian Bruno Giacomelli in the works March-BMW 772P. Arnoux was on the inside of the second row and next to him was Riccardo Patrese, the Italian driver of the Trivellato team's Chevron-BMW B40, and he too still had an outside chance of challenging for the Championship. Cheever was tucked in behind Arnoux on the third row in his Project Four/Ron Dennis Ralt, while sixth fastest, and making an impressive debut in the formula, was Irishman Derek Daly. He had been put in the ICI/*Newsweek* Chevron-Hart B40 run by Britain's Ardmore team and had quickly come to grips with the car.

The 50-lap race saw Pironi immediately in command and, although it was the first time he had led a Formula Two race, the young Parisian made no mistakes. He set a cracking pace. In the early laps Giacomelli in the March chased him hard and looked poised to overtake him when the March suddenly spun off the track at one of the wide Estoril hairpins (*above, opposite*). At that stage Arnoux was lying safely back in third, needing to take only a single point to clinch the Championship providing Cheever didn't score. However, Cheever's Ralt was at that point right in behind him in fourth place. As the race developed it seemed Cheever might have got ahead of Arnoux and forced the Championship sort-out into the final round but then Cheever himself started to come under increasing pressure from the Finn Keijo Rosberg who was running fifth in Fred Opert's Chevron-Hart.

Rosberg soon worked his way tight in behind the Ralt and, to Cheever's annoyance, began to attack at any opportunity. At every corner Rosberg was trying to dive through on the inside and as Cheever began weaving about to block the moves, Arnoux was able to edge away. Well into the race Rosberg was still trying desperately to snatch third place from Cheever when his efforts got the better of him and he slid round in a spin at the same spot that Giacomelli had gone off. With Rosberg delayed, Cheever was then able to catch Arnoux again yet, just as he was sitting in behind the French Martini once more, Rosberg had recovered and was shadowing the pair of them. Once again the fight was on and Rosberg began once more to press hard for a chance at Arnoux. He began trying round the outside of Cheever (*lower, opposite*) and as the three cars went into the final laps they were running nose-to-tail. However, they trailed Pironi's winning Martini across the line in the same order—Arnoux, Cheever and Rosberg—the three cars covered by less than a second!

Pironi had pulled clear of this battle to take his first win in the European Championship while Arnoux had secured the title. With a one-two finish, it was a great day for Tico Martini who was making one of his rare visits to a meeting. He has been busy this season back at his Magny Cours workshop in central France building the new Cosworth-powered Grand Prix car that he and Equipe Martini team manager Hughes de Chaunac intend to run in Formula One in 1978 for René.

Fifth place was taken by Daly in the Chevron after an excellent drive that also earned him fastest lap, and sixth was Patrese in the BMW-engined Chevron. Patrese had a fiery coming together in the closing laps with Cheever's team-mate, Ingo Hoffmann, and the Brazilian's Ralt was sent flying through the air. It rolled several times but Hoffmann emerged from the upturned car angry yet unhurt.

With a round to go the Championship was, in effect, all over. The race at Donington late in October might well have been a showdown finale if Cheever had managed to scrape ahead of Arnoux in Portugal, but as it turned out the American wasn't even at the last round. He injured his hand when his works BMW 320i rolled in practice for the World Championship of Makes race at Vallelunga a week before, so the Championship wound down to a rather hollow finish. Tom Wheatcroft wanted the Formula Two race to round off his first season at the ambitious new English circuit and, in spite of the series having been settled, the teams were keen to race at the fine new circuit which looks likely to become a regular venue for Formula Two. In 1978 Wheatcroft plans to run a Championship round in mid-season but to get that date he had first to accept the dreary October 30th fixture this year.

The entry for Donington was surprisingly good although, in contrast to Estoril, the racing was a disappointment. March wheeled out their prototype 1978 Formula Two model and the car, which had already done extensive testing, was able to pulverise the opposition. In practice Giacomelli was about a second faster than anyone else and in the 65-lap race Bruno simply drove away to win by half a minute, and set fastest lap. Into a distant second place Rosberg brought Opert's Chevron and third was Pironi in the Martini. Pironi had needed to win outright to wrest second overall in the Championship away from the absent Cheever. The Swiss driver Marc Surer had taken over the works March 772P chassis, which he took to a promising fourth place—Surer will be joining the three-car works March-BMW team in 1978—and fifth was Danny Sullivan, the American having his best result of the season in Brian Lewis' Boxer-Hart. Trundling home in sixth place, and almost lapped by Giacomelli, was Arnoux who claimed he flat-spotted his tyres while chasing Pironi in the early laps.

A lap down in seventh place was Brian Henton, the fifth driver of the season to handle the ICI/*Newsweek* Chevron, and eighth, after a troubled race, was Alex Ribeiro in the third works March. Patrese had challenged Rosberg for second place in the early laps before retiring with gearbox problems brought about by the loss of the clutch. It was a disappointing race run in cold, miserable weather and unfortunately reflected badly on Formula Two. Outside Britain the racing is usually tensely competitive, yet nearly every time the Championship crosses the Channel it is seen in a bad light. Perhaps it is something to do with the fact that the racing is always too early or too late in the season. Hopefully a Donington race next June will cure that.

In winning Donington Giacomelli had taken his third win of the season. That equalled Arnoux's number of wins, yet in the Italian's case was only good enough for equal fourth in the Championship with Patrese. March, on the other hand, had taken their fifth win of the year and thereby edged ahead of Martini who could claim only four outright victories. René Arnoux had become the fifth consecutive Frenchman to win the Formula Two title and the seventh since the series was started by the FIA in 1967. For the last four years Elf have backed the winning French drivers and teams, for the last three years the Championship has been won by French-built cars and for the last two years the Renault Gordini V6 engine has powered the winning chassis. Now the French are withdrawing from Formula Two to concentrate on other International racing, notably Le Mans and Formula One. Yet, with British constructors like March, Chevron and Ralt and European engine builders like BMW and Ferrari matched by Britain's Brian Hart, the racing should be just as good in 1978. The prospects, if anything, look even better because the racing should be a lot more open.

M.T.

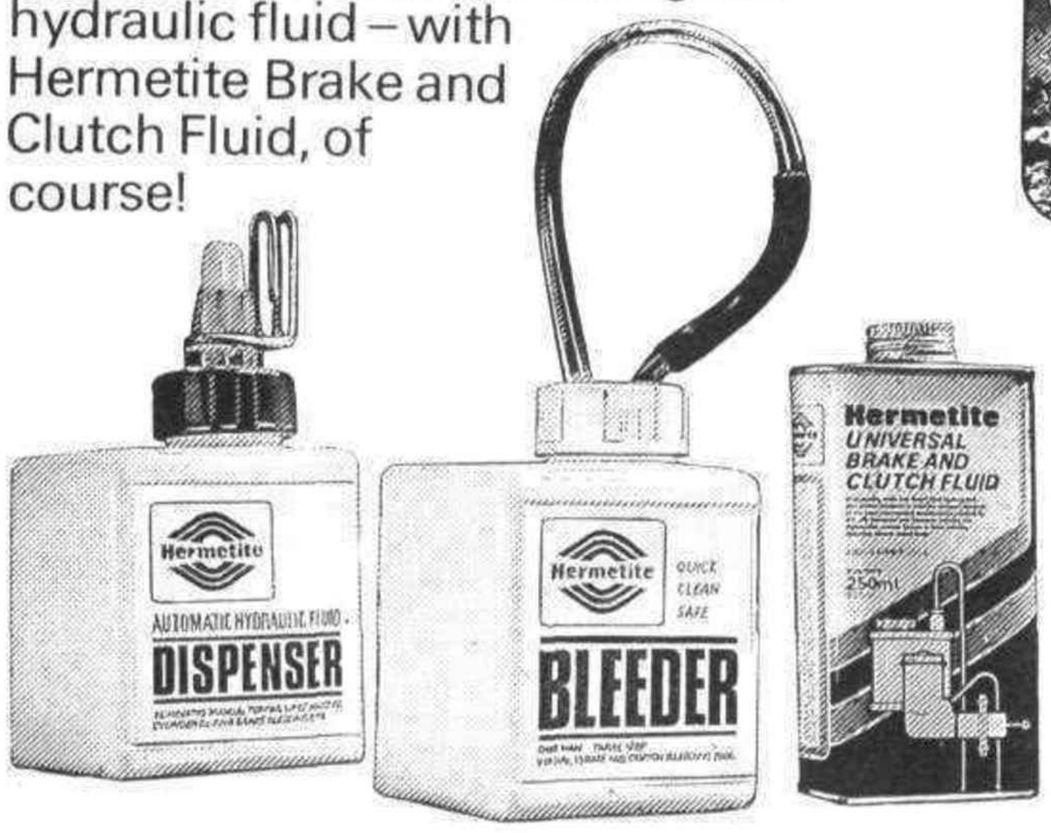
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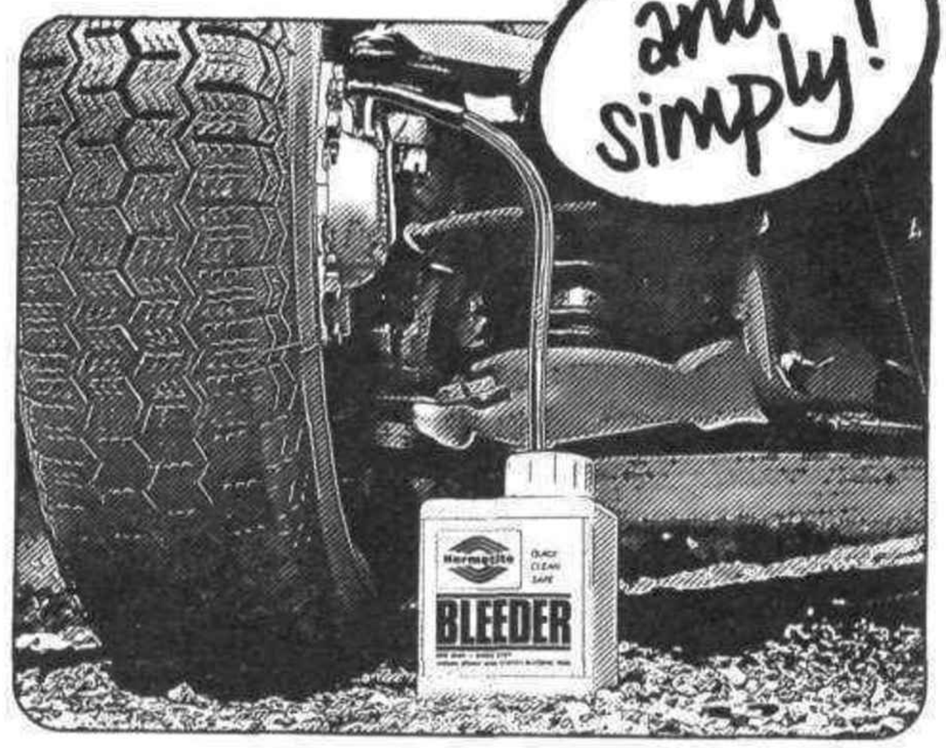
1st :	René Arnoux (Martini-Renault MK22)	52 pts.
2nd:	Eddie Cheever (Ralt-BMW RT1)	40 pts.
3rd :	Didier Pironi (Martini-Renault MK22)	38 pts.
4th :	Riccardo Patrese (Chevron-BMW B40)	32 pts.
	Bruno Giacomelli (March-BMW/Hart 772/772P)	32 pts.
6th :	Keijo Rosberg (Chevron-Hart B40) ..	25 pts.

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Letters from Readers

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

Eleventh Commandment

Sir,

It has long been my view that MOTOR SPORT reflects the views and interests of motorists.

Whilst I appreciate the fact that correspondents (including this one) express personal views, I feel that it is unfortunate that there should, through your columns, be exacerbated a problem which has existed for years and will exist ever after.

The motorist and the law have conflicted since motoring began. To impute the individual officer the responsibility for the whims of the legislature is in my view invidious. Certainly police officers seem to consider the motorist who breaches the "criminal" code as fair game, once properly apprehended within the current legislation. Equally a "shoplifter" would probably be considered fair game on apprehension and treated as such by the law enforcement officers.

The courts which then deal with such indiscretions cannot be blamed for convicting a defendant properly charged if the evidence is sufficient to warrant conviction. It is the legislation which is "at fault."

It is rarely the case that a Magistrates Court will respond to the cavalier attitude implicitly advocated by your correspondent Mr. Steinberg. Equally it is fair to say that there rarely exists any reluctance in convicting on proper evidence.

My moderation is borne not from apathy. I have suffered the dreadful effect of "totting up" for such dreadful offences as exceeding the speed limit and contravening double white lines. Three offences in three years. None bad. I had driven over 100,000 miles (accident free) in that time. I thought I needed my car and after some weeks my licence was restored after appeal.

I thereafter thought that there are lessons to be learned from such trials. I sold my M.G.B. to discourage the perceptive police officers. I purchased a Saab 96 and have rediscovered the joys of motoring.

In 70,000 miles there has been no crisis. It starts first time, does over thirty miles to the gallon, holds the road extremely well and, should I wish to, will cruise at speeds well in excess of the legal limit.

In conclusion. let us aim at the proper re-education of the legislature in matters motoring. In the interim let us have regard for the 11th commandment: – "thou shalt not get found out".

Cardiff PATRICK HARRINGTON

Letter of the Law

Sir,

With reference to the letter from a Mr. Prior of Daventry in the September issue of MOTOR SPORT under the heading "Unmarked Police Cars", I should like to make the following points.

Neither Mr. Prior nor any other motorist has the slightest grounds for complaint against the use of unmarked police cars provided they are behaving themselves and keeping within the law. If they are not doing so then they deserve to be caught and punished – it's as simple as that.

Now before anybody shoots off with any rubbish about fair play, etc., I would suggest they watch a line of traffic following a marked police car in a 30 m.p.h. area, all going along steadily and sedately – and I may add safely, too. Now see what happens when the police car turns off and disappears. Do they continue keeping within the law? Do they continue to restrict their speed to the one laid down? Not on your life! With the removal of the police vehicle it immediately becomes a case of frantic jockeying for position, overtaking, bad road manners, and a wholesale display of law-breaking. Is this fair play?

As a driver of 45 years experience without having had any trouble whatsoever with the police – not even for parking – and with a claim-free insurance right from the start, I am all in favour of unmarked police cars. There should be many more of them and they should be used in all parts of the country.

I am also very much in favour of a great in-

Continued overleaf

LAMBORGHINI

Continued from page 1596

throttle pedal rather than a smooth push forward. Some pedal adjustment is possible, with a spanner. Initial lost motion in the throttle pedal reduced power-on/power-off sensitivity for cornering. Tall drivers have little choice but to drive with legs askew, knees bent around the steering wheel, their heads touching the low roof and the rail above the door, in some discomfort.

Other hints that the Countach is a pure weapon of speed, not a vehicle of convenience, come from details like the side-windows, which wind down a mere three inches or so, and the twin fuel tanks in the sills, each of 13.2 gallons capacity filled awkwardly through fillers hidden in the rear of the NACA ducts; because of their positions and the width of the car it is impossible to fill both tanks from one side of a pump, a ludicrous bugbear in a busy filling station. Of more direct concern to the driver are the bad daylight reflections in the left hand instruments, including the speedometer. They are clearer at night, when one's progress is lit by four powerful headlamps in quick-lift nose pods. Separate lights for daytime flashing are housed in the bumper. All the instruments are housed in a huge rectangular binnacle. From left to right are: voltmeter, ammeter, 320 k.p.h., 3 in. speedometer with a vertical odometer but *no tripmeter*, oil pressure and water temperature gauges mounted centrally between the speedometer and matching 9,000 r.p.m. tachometer, a fuel gauge and an oil temperature gauge. A row of warning lights on the bottom edge of the facia was invisible from my seating position. The hand brake lever is a joke: tucked away in the right-hand sill, there is room for only three fingers to hold it. The separate pads on the rear discs are barely capable of holding the car.

I would not dream of describing this enounter with Countach chassis and engine number 1120276 as a road test. Only a long transcontinental journey on roads sufficiently bereft of traffic and police to permit full use of its sensational performance could possibly throw accurate light on the capabilities of Dallara's spectacular creation. I had to make do with a journey to Yorkshire (where E. C. "Cec" Booth, who used to conduct his ex-Culpen/Aldington Frazer-Nash Le Mans Replica – 3rd placed car at Le Mans in 1949 – to such good effect in the '60s, professed to quite like the Countach after a drive in it but would not dream of exchanging his much more sensible Berlinetta Boxer for one), and a handling and photographic session on Mike Franey's Hertfordshire airfield circuit.

The Countach's suspension is firm, yet the ride, if slightly choppy, is far from uncomfortable, indeed very gentle in its passenger treatment in motorway conditions. Noise level is high at cruising speeds over 80, largely from that massive lump of magnesium amidships, which roars so enthusiastically when accelerating. The suspension geometry almost precludes dive and squat under braking and acceleration and roll stiffness is tremendously high to the extent that there is hardly any roll at all. High speed behaviour is totally unruffled – total stability at all times, although whether the same can said towards the top end of its range I know not.

Other than the wonderful engine, I found the Countach's steering to be the most impressive feature, kart-like in its directness and precision, squirming a little to feed back exactly what those fat front tyres are doing. The brakes were less of a joy, spongey, feel-less and overlight (I have heard others who have driven Countachs complain about the heaviness of the brakes – perhaps they vary) and, unbelievably, they showed signs of fade on the road and when braking from a modest 7,000 r.p.m. in third on the circuit. Such fade may merely have been a sign of the lack of brake pad bedding-in. It was disturbing to find the tail of this 13 ft. 6in. long machine trying to break loose if the car was only slightly off line under heavy braking; a mid-corner emergency stop in the wet must must be terrifying.

On high speed bends this Countach behaved superbly, and so long as it was treated with respect at road speeds, its handling was always enjoyable, at least in the dry. But try too hard and use the throttle insensitively and it could be very vicious indeed, traits I reserved for exploring fully on the circuit. Try to tuck it in tightly or use a fraction too much throttle in mid corner and the back lashed round to 90 degrees instantly, very knife-edge behaviour. That could be caught with opposite-lock easily enough, but this was followed by an equally vicious tail swipe in the other direction, which necessitated incredibly rapid winding off of the opposite lock, or the outcome was a spin. What disturbed racing driver and high performance tutor Franey and I was that the speeds at which this behaviour occurred were not that high – lower than some far less exotic machinery we have tried on the same circuit. The symptoms of this low break-away point were suggestive of too much roll stiffness – it needed to roll more to give more adhesion. Though a very responsive car, it didn't generate the G-forces it ought to have done for a mid-engine car. What must be remembered is that this new car had probably not had its fully adjustable suspension set up and could no doubt be made much better. The Pirelli P7s of the new model should make a great deal of difference too.

To drive this Countach quickly on everyday British roads had me as shattered and sweaty as after a race, so demanding was it on concentration, reactions and physical action, particularly of the gearbox and clutch. But what excitement! This spectacular, quite sensational machine left me with mixed emotions: great admiration for the engineering, particularly of the engine, the shattering performance and the stunning looks, suspicion of its chassis behaviour and gratitude to the people who make possible such an outrageous V-sign to conformity. But I was not left with an overwhelming desire to own one. –C.R.

crease in random breath-tests. When I see all the packed hotel car parks, especially on Saturday evenings, I shudder to think of the potential that exists for even more highway slaughter.

And I also maintain that there should be greater use made of radar in weeding out our numerous speed maniacs. Once again it boils down to the simple fact "Behave yourself and you've nothing to worry about; ignore the law and you get what you deserve." Nothing could be fairer, surely.

I do not drive old bangers and dawdle along, as some cynics might try to infer from these views. My present car is a Stag – not exactly what might be termed a boot-dragger. But I do know and respect the fact that those round discs marked 30, 40, 70 mean exactly what they say, and I obey their instruction. I also know what double white lines mean and I keep on my own side of them.

It is not a case of a "holier-than-thou" attitude; it's a matter of realising that these regulations are made for the considered safety of all road users. The fact that in any particular circumstances I personally may consider the 30 m.p.h. limit unnecessary does not enter it at all.

Finally, by referring to the police as "fuzz" does not improve my opinion of Mr. Prior, nor does his apparent glee in mentioning the smart-Alec tactics of the driver who shot off down a side road. These references merely indicate a lack of appreciation of the splendid work done by the finest police force in the world – and I say more strength to their elbow.

In conclusion I would like to say how I enjoy the excellence of MOTOR SPORT, and can only hope that Mr. Prior's letter is one of those to which the heading of the "Letters" section applies, viz. "Opinions expressed . . . etc." But if it does, how can you justify the publication of the advertisement on page 1189 of the Radarspotter, which is purely and simply a device to obstruct the police in the execution of their duty. This, I feel, must surely be illegal.

Manchester LESTER HOLDING

(Opinions expressed . . . Ed.).

Scrap them!

Sir,

As an owner of two of Leylands' out-of-production obsolete cars I may say that I have yet to become the victim of unscrupulous dealers selling me cheap unused spares, though I am still hoping. I would like, however, to suggest an answer to Leyland's carping critics which would, at the same time, help to reduce the length of the dole queues. I suggest that Leyland, as part of a job creation scheme, should employ large numbers of people to destroy their obsolete in-production cars as they leave the assembly line. The benefits to road-users would be enormous; for the first time we would be able to see the complete life-cycle of a motorcar take place within the factory, and Leyland would never again have to worry about the cost of storing quantities of spare parts. Come on Leyland, show the world what you can really do when you bend your collective logical mind to the task!

Blundell Sands CLIFF JONES

F.750 Ladies Race

Sir,

In your October issue you were kind enough to reprint a letter I had published in the 750 Bulletin in my search for sponsors for the annual Reliant 750 Formula Ladies Race to be held at Snetterton. I thought you might be interested to know that we were able to secure sponsorship from Templar Tillers of High Wycombe who very generously gave the Ladies £100 for trophies and to offset some of the costs of RAC licences, medicals and entry fees.

Templar Tillers is the garden equipment company of Group 8 driver Tony Hazelwood who also sponsors Mick Hill's V8 Beetle, Bill Cox's Capri and Mike Wilds Group 8 Surtees, and Mike Wilds very kindly came along to present the numerous awards to all the Ladies.

The race was in fact won by Lynda Whatley driving the Centaur of Lyn Evans, in a time of 11.49.2 at an average speed of 68.12 m.p.h. closely pushed all the way by Lesley Robinson who finished second in a time of 11.49.3. We were also able to secure sponsorship from Warwick Printing Company of Leamington Spa and a Director of the Company, Marian Morris, finished 5th in the race after recovering from a last lap pin. Last year's Ladies' Champion Pamela Giles was well on the way to retaining her title when her borrowed DNC developed a mis-fire and forced her to retire whilst leading. We also had prizes from Levi Strauss, Chaldean of Sheffield, the Editor of the 750 Bulletin and five 750 Club members!

May I please, through your magazine, thank all the above, the organising club and all the Ladies for making the event possible.

Hemel Hempstead CHRISTINE ELMES

Motoring in the Arabian Gulf

Sir,

I have lived for the past two years in various oil-producing countries of the Arabian Gulf, and thought that you may be interested in some of my observations on the motoring scene here.

There are very few interesting cars anywhere, as most cars rust away in a few years because of the hot, humid and salty atmosphere. The few I have seen have included a large four-door Facel-Vega V8 in Bahrain (unfortunately it was too badly rusted to be a practicable proposition for me at the time), a Bentley S1 Continental in Dubai, a few Jaguar and Mercedes-Benz sports-cars and, surprisingly, an immaculate standard Vanguard Phase I.

I have also spotted an Excalibur and a Lamborghini Countach. The latter was seen several times at a private beach-club in Saudi Arabia, to get to which it must have been driven over about eight miles of unmade track, which I was reluctant to take a Fiat over.

Most cars here are either American or Japanese. The richer Arabs tend to buy Cadillacs in preference to Rolls-Royces, or Pontiacs rather than BMWs, but Mercedes-Benz are the only popular European car. The Japanese have the greatest proportion of the popular market.

Dubai, United Arab Emirates A.J. WOOD

Motoring Bliss

Sir,

A comparative newcomer to the ranks of enthusiastic MOTOR SPORT readers of four years standing, I feel I must bring to your attention the feeling of heavenly bliss in motoring promoted by the acquisition of two fine British motor cars in the last 18 months.

The first, a Jensen Interceptor Mk. I – so much to be said about this car and so little is mentioned in your monthly. Performance-exhilarating, road-holding superb. Consumption varies from 14–18 m.p.g., but this debit must surely be compensated by the car's ability to safely cover distances at a high average speed. The car's styling and its practical four-seat interior, also its 12 cu.ft. boot capacity are, too, its commendable pluses.

Maintenance? Well, bearing in mind the existence of Jensen Parts and Service means spares are obtainable and the car, mechanically simple, can be maintained by a non-pro enthusiast. Knowledge of Austin, Jaguar and Rover parts on the car is lighter on the wallet.

My other love – a Jaguar Mk. II saloon with a 3.4 engine. I have covered over 24,000 miles on company business in this 1962-produced classic in the last year. The only failure – broken fanbelt last February. What reliability. Again, speed, acceleration and styling of this five-seater sporting saloon are its notable virtues, whilst its consumption varies from 18 – 24 m.p.g.

To all enthusiasts of mediocre financial standing I greatly recommend an affair with either or both of the above cars simply to recapture the fun of motoring in soundly engineered British cars. This, at current market trends, can be achieved for a moderate outlay, when comparing value for money with *any* new motor car currently produced.

I would be interested to hear other readers' experiences and comments with regard to the above cars.

Congratulations for producing such a fine magazine of a consistently high standing, typically British and in keeping with the high standard of British Cars and British Motoring.

Redditch J. ZDANKO

Pioneering Techniques

Sir,

There are not many similarities between the motor car and the steam locomotive other than the enthusiasm and dedication each inspires, nevertheless I was interested to note that in the advertisement for the painting of the 300 SLR in the 1955 Mille Miglia, DSJ's roller was considered a pioneering technique in navigation. It may interest you and particularly DSJ to know that the one time Chief Mechanical Engineer for British Railways, R. A. Riddles, CBE, used the very same idea when supervising the record run of the Stanier Pacific, Princess Elizabeth between London and Glasgow and back in 1936.

There was no need for hand signals as he presumably shouted in the ears of the driver and fireman even above the indescribable din that occurs on the footplate of a steam locomotive when travelling at high speed.

Similarly Sir Nigel Gresley was inspired by Ettore Bugatti when designing his celebrated streamlined A4 Pacific Mallard. Additionally the wedge shaped front lifted the exhaust out of the vacuum created around the boiler and clear of the driver's vision. In the best Bugatti fashion science and art were brilliantly combined.

Great minds think alike.

Ashton Keynes G. E. WARREN

Beaulieu Autojumble

Sir,

Your correspondent N. J. Webb complains of the admission fee to Beaulieu for the Autojumble. As a regular visitor to the museum and the various functions, I would make the following points.

1 It is difficult if not impossible to effect a separation of the autojumble area and the rest of Beaulieu's attractions.
2 Ditto with respect to the feeding and toilet facilities.
3 If Mr. Webb goes to the event armed with a proper shopping list, his bargains and savings are so outstanding that the £1.40 fee pales into insignificance.

I have, of course, no formal connection with any part of the Beaulieu enterprise but long may it flourish. I shall pay my family's entry fees again next year!

Southampton DR. M. E. HORSLEY

Insurance Iniquities

Sir,

I am prompted to put pen to paper by Roderick Cook's letter from your November issue.

I too endured similar hardships as a motoring student.

From a Standard Ten which I bought for £50 in 1971, and which cost £55 to insure TPFT, I moved on to a Jaguar 3.8 Mk.II in 1973. I paid £295 for this at the age of 20. It became a standing joke between myself and my insurance brokers whenever I had to give them my particulars *i.e.*, age, occupation and make of car. Invariably, they turned to Cloverleaf, who duly took my £90 p.a. to give me TPFT cover.

When this fine machine was wrecked by a drunk, his insurance company paid me a paltry £165 compensation. In the accident I lost my car, £100 worth of Dunlop SP Sports (just fitted) and a total amount of around £225. In addition to this I was car-less for six months.

I now have another 3.8 Mk.II, and pay a reasonable rate at the age of 25, but it seems iniquitous that insurance companies get away with as much as they do. For example, post-accident values are determined by reference to a cross-section of *Exchange and Mart* advertisements!

I have seen Mk.II Jaguars for £1,700 and many more for £100. It doesn't take much to see that by this method, some owners are going to be well out of pocket. Should we really be expected to pay exhorbitant premiums every year, knowing we will never receive the full value of the car following an accident?

London W1 DAVID PRATT

Causes of Decline

Sir,

Mr. Piggot says lack of use causes engine wear. In that case, there must be an awful lot of sad boat owners around, because most boats are laid up for about six months in the winter, and probably used comparatively seldom in the summer.

I have owned boats with both petrol and diesel engines, and have never known any wear due to lack of use to take place.

Chicester G. de JONGH

AA Continental Touring Kits

Sir,

I was sorry to learn from Mr. Dexter's letter in your November issue that the AA were not able to supply a continental emergency spares pack for his recent journey to Italy and back, but perhaps it is not surprising considering that he was driving a 1954 Bentley R-Type Continental Sports Saloon.

However, I would not like the impression to be left from the wording of his letter that the AA no longer has such a service. In fact we have spares kits covering over 600 different models and in any one year many thousands of spare part kits are hired to our members.

Basingstoke R. S. CAMPBELL
Public Relations Manager
The Automobile Association

Eulogy to the RS2000

Sir,

In answer to W. B. Blydenstein's letter published in your October issue I would like to suggest a car which equals, or in my opinion, betters the Cavalier 2.2 he, not without just cause, so highly rates. I refer to my, or indeed any, RS2000.

Before I quote figures let me say I have owned my RS for some 6 months during which I have covered 15,000 miles, I am the current "Class A" (cars) leader in the BAMA BAOR Rally Driving Championships. I say this because I think that I know the RS fairly well even in the short time that I have owned it and hence am able to confirm (or indeed deny) any figures that "the book" offers, rather than just repeat them.

To deal with top speed, which I believe is a relatively unimportant figure anyway, the RS does do 112 m.p.h. (on the autobahn!) although I am not in the habit of driving at this speed. The second figure he quotes is that of 0-60, a figure again which the RS betters, however, how often does one drive one's car flat out from 0-60?

Perhaps the latter two, that of fuel consumption and torque are slightly more realistic figures, again, the RS betters fuel consumption and certainly doesn't come far behind on torque. The fuel consumption of the RS is by no means its good point however. I did 3,200 miles in two weeks in August in Germany, France and Britain which included a 390 mile "thrash" from Osnabruck to Colcus (and back) and I averaged 27 m.p.g. (approx.), a figure that even surprised me especially as one rarely goes below 80-85 on the autobahn (or indeed British Motorways).

The last and perhaps most important point to a lot of people, that of cost, must bring my point home, and I quote ..."conversion of the Cavalier, may I suggest he looks around and finds me a car costing less than £5,000 ...".

Let me quote you a figure, £3,400 (tax free) including steel sliding sun roof, tinted glass, vinyl roof etc. and even allowing for the £500 tax concessions I still seem to have saved approx. £1,000. (The cost of the basic car in Britain is £3,973. -Ed.)

May I suggest that I have found such a car.

To end obviously every car has its faults. The only complaints about the RS to date are stiff clutch cable which was replaced, a slipping clutch because the new cable stretched and this again was replaced and a coolant problem which was traced to the radiator cap which was at the wrong pressure. Other than that once again I believe that Ford have come up with a real "value for money" and the RS has given me much pleasure since May and hopefully will continue to do so for some time ahead.

Lastly let me apologise for the lateness of this reply but our recent move to Northern Ireland has been somewhat hectic.

Thank you for an excellent magazine.

BFPO Belfast RICHARD T. R. McCROW (Lt.)

ATS Information Required

Sir,

Is it possible through your pages to forward a plea for information concerning the Italian manufacturer ATS?

I have acquired an ATS Competition Berlinetta, one of a series of eight. Suspected 1,000-1,600 c.c. perhaps Cosworth, space frame construction dated approximately 1966-1970. Overall appearance is of a short-tailed Lola T70.

It could be one for which Moreno Baldi, during his attempt to revive the company, was responsible.

I would appreciate any leads which would enable me to fit a motor and gearbox of the correct type.

West Wickham P. NIELSEN

The Triumph Southern Cross

Sir,

I enclose a recent issue of the house journal of Patrick Motors Group, the Birmingham based Leyland distributors. The journal carries an article recounting the recently appointed Rover-Triumph dealers' long Triumph associations, to which I would like to draw your attention.

To quote from page 12, "we designed and built the first production run of the Triumph Southern Cross in 1932. At that time Patrick Motors had been building special bodies on a number of chassis ... the Southern Cross was the first model to be designed and produced by Patrick Motors specifically for a manufacturer".

Being a vintage enthusiast, and the owner of a Triumph TR3A, Graham Robson's excellent "Story of Triumph Sports Cars" is always close to hand for reference. With regard to the Southern Cross Robson states (page 22) "Body design was by Ratcliffe, but built by Salmons and Son, whose trade name was Tickford, at Newport Pagnell".

I believe Graham Robson to be a meticulous historian whilst the author of the PMG article appears well read – quoting from a MOTOR SPORT road test even! It is possible that the two sources are refering to different production runs, the PMG article certainly implies that there was more than one, but the question of the design remains.

Knowing of your interest in historical accuracy I wonder if you or your readers can throw any light on this question?

Many thanks to both you and your staff for such an excellent journal. So few motoring journalists these days seem to be able to distinguish between a tonneau and a tonneau cover, but thankfully all yours seem to be very well informed!

Birmingham PHILIP EDWARDS

Post-Script

Sir,

I would be grateful if any readers can throw any light on the history of my registration number, PS 1.

It was issued in 1904 by the Zetland County Council (now Shetland Islands Council) to one William Whittall, 7 Whippendell Road, Watford, Herts. His vehicle was a 4½ h.p. Peugeot quadricycle.

My council records cease when, in 1912, W. G. James, 14 Mortimer Street, Regent Street, London, transferred the number from a 20 h.p. Rothwell.

When I was able to bring PS 1 "back home" in 1976 its then owner could recall acquiring the number with a 1938 Aston Martin in Edinburgh about 1958.

This leaves blank the years between 1912 and 1958. *Any* information, or being a professional photographer the loan of any photographs would be especially appreciated –especially any similar Peugeot quadricycle.

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SEASON'S GREETING

To all our advertisers and a reminder that Classified Pages close on the 19th December for the January Issue.

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ASTON MARTIN Mk. 2/3 engine parts, also Mk. V front discs. Tel: Bradford 671340. (3543

1937 FORD 10 4-door, running, £125. 1937 Austin Big 7, excellent condition, £600. Phone: Hinckley (0455) 38347 or Wolvey (23) 250. (3561

TR6 1973. Yellow with black interior. Fitted overdrive. Exceptional value at £1,295. Halifax 57382. (3569

LANCIA FULVIA S2 Coupe 1972. Ziebart. Excellent condition. Seen Bristol Devon, London. £1,250. Cranleigh 2121 extension 128 (office). (3575

SAL 75 AUSTIN HEALEY 100/4 1954, ex-J. Chapman. Le Mans wings louvred bonnet, etc. Restored to high standard. £1,495. Tel: Bitton 3993. (3554

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KARMANN GHIA 1964. Full year's MoT. Dark red in beautiful condition. Definitely one of the best examples of this model. £700 o.n.o. Telephone: 01-661 1180 after 6 p.m. (3548

CITROEN SAFARI 1963. Scruffy but sound. Comfortable and reliable. LHD, so ideal for Continental touring. 30 m.p.g. Taxed and tested. £150. Winterbourne 773062 (near Bristol). (3547

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FIAT 500C 1954. Would easily make concours condition. Loads of spares. £450 o.n.o. Upper Warlingham 4404. (2957

ROLLS-ROYCE Shadow Convertible. Feb '68 exportable chassis No. 3401. 61,000 miles. 1 owner. Regency bronze, white trim, matching hood, air conditioning, tints. Virtually new condition. £16,500 o.n.o. 01-302 5570. (22173

ALVIS TE 21. 2 previous owners. Wire wheels, manual saloon radio, long MoT. £835 o.n.o. 0242 41451. (22174

MG-A MK. II 1961. Fixed head. Tartan red cream interior. Magnificent original example. 31,000 miles. Photo available. £2,800. Phone: Oxford 730659. (22121

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RELIANT SCIMITAR 1972. Nevada yellow, overdrive, MoT and tax Oct '78. Leather upholstery, new engine and back axle. Good all-round condition. £1,950. Phone: 04927 8034. (22172

HOTCHKISS GRAND SPORT 1947. £1,000 restoration done, £3,250. Tel: Horley 5878 daytime; Reigate 49694 evenings/weekends. (22196

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RS3100 CAPRI. Reg. 3 EWR. White/black. Excellent condition. 4 new P3s. Tax, MoT Sept. Available January. £1,795. Leeds: 825477. (22221

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FOR SALE—continued

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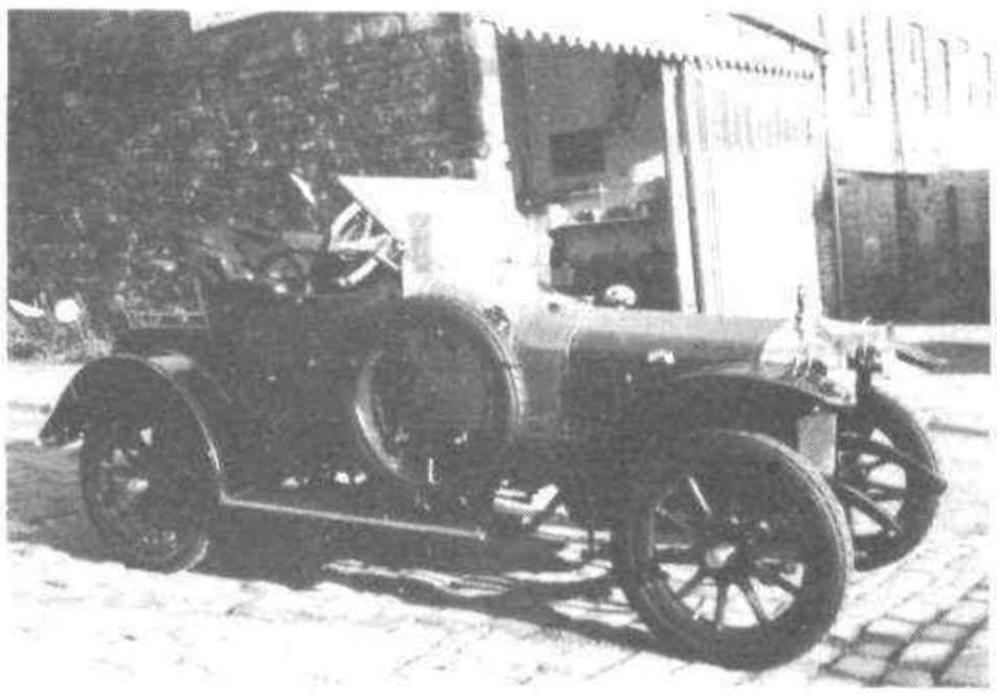
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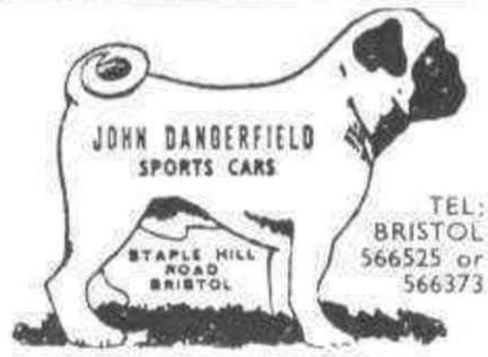
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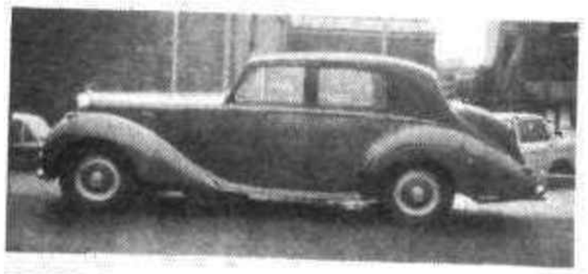
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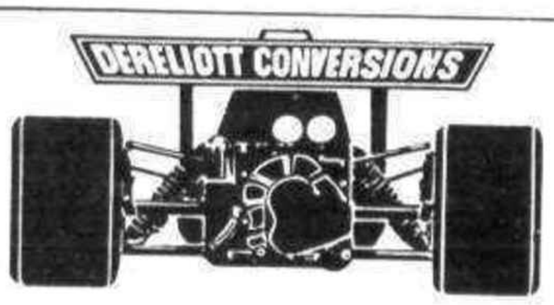


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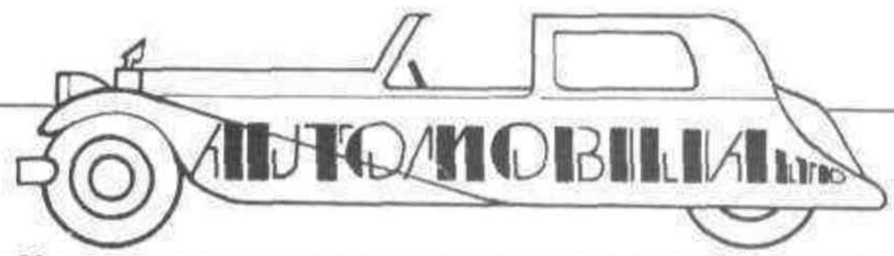
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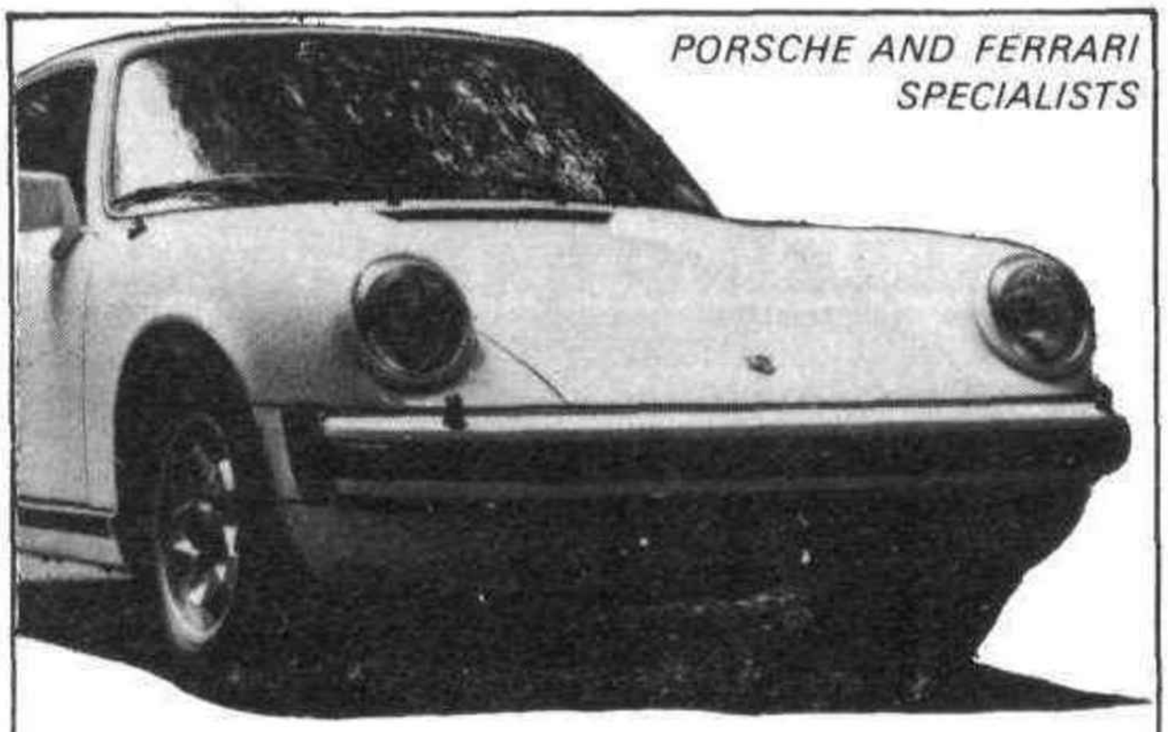
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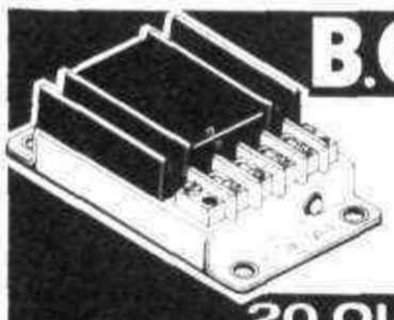
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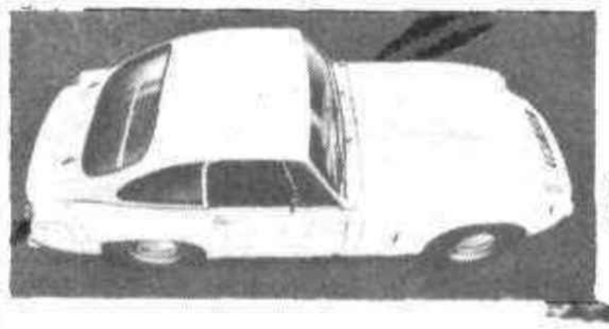
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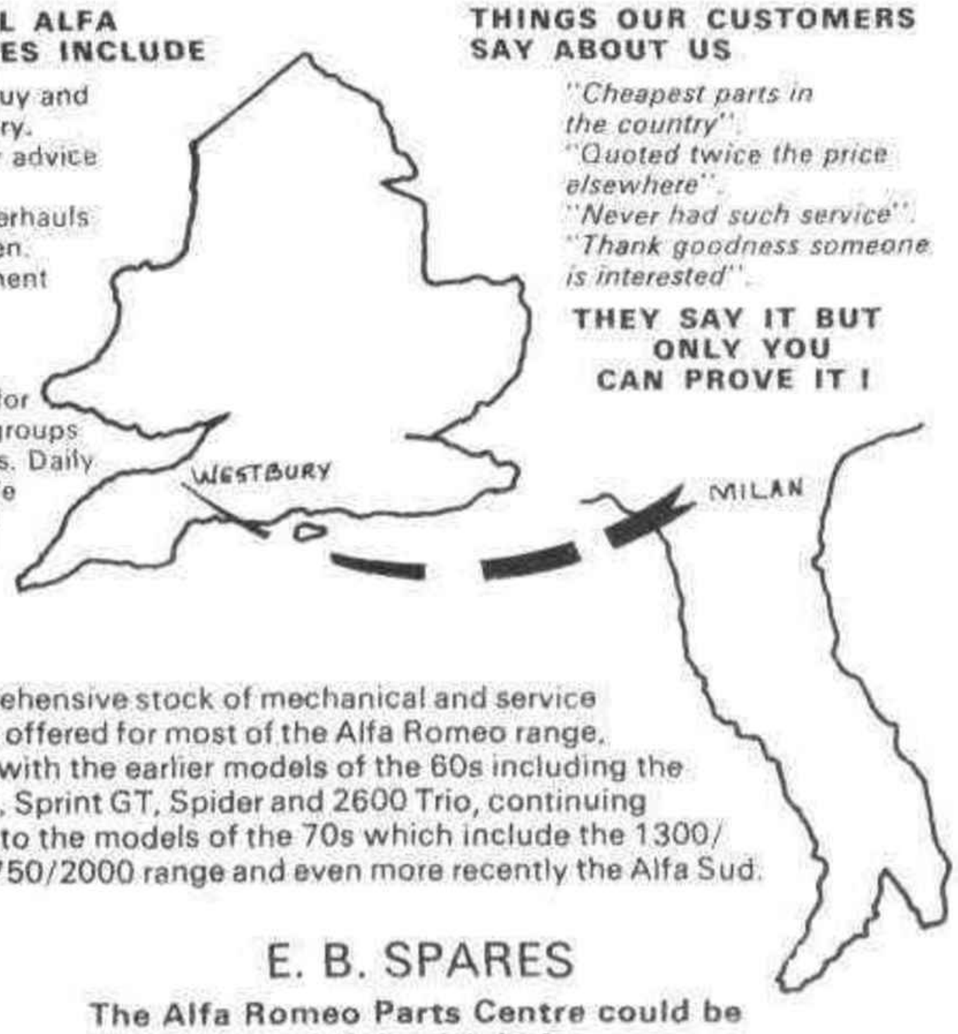
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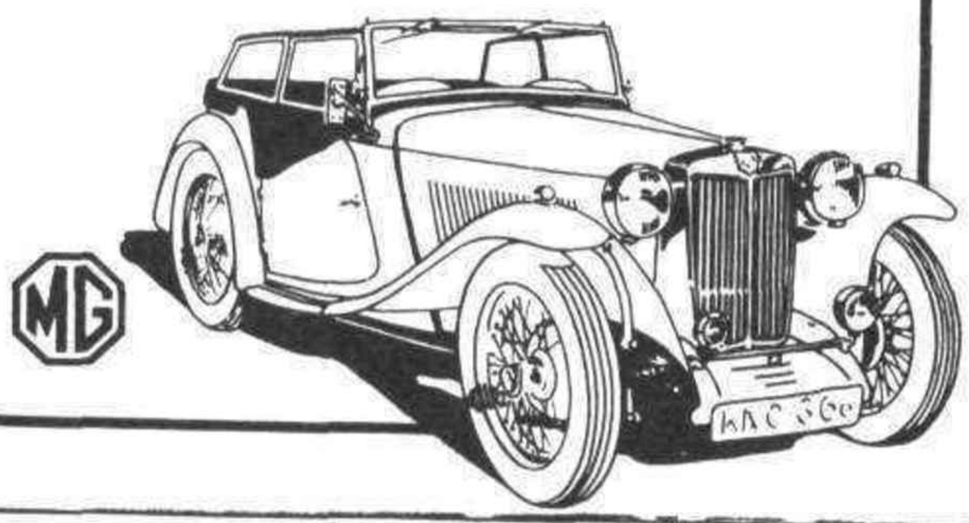
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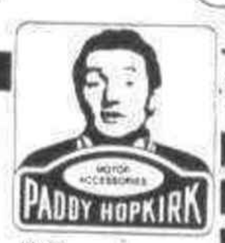
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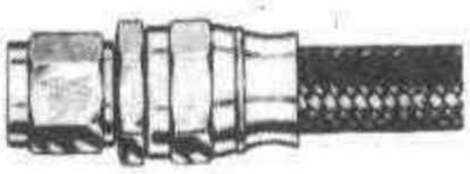
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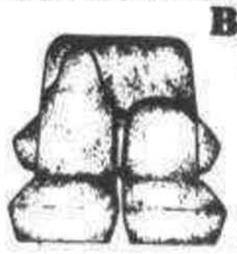
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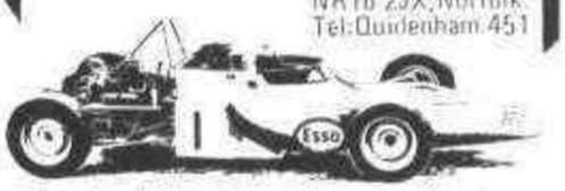
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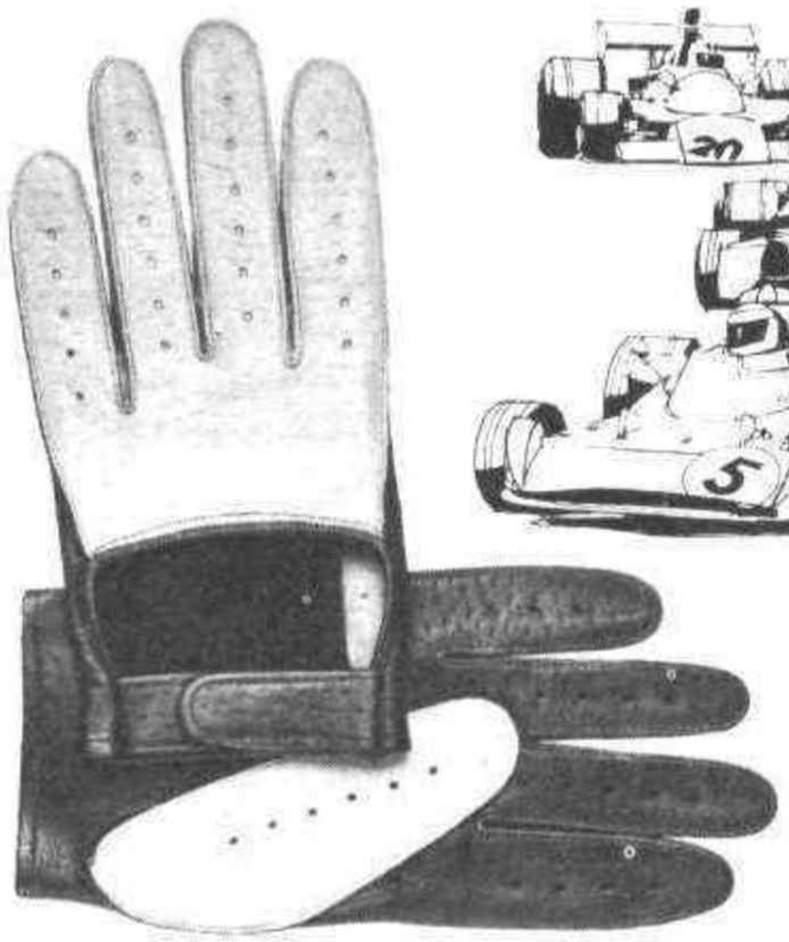
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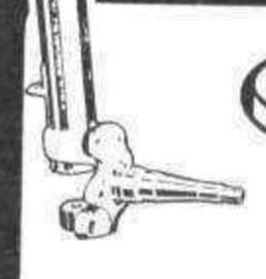
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Also arriving this month is the monster above. A superbly finished replica of the Porsche 935 Silhouette which won the World Championship for Porsche and Martini. The detail will include everything but a working engine, the steering operates, the engine has very conceivable miniature little piece and the suspension works correctly. Doors open, bonnet and boot are hinged to show the correct detail inside and the transfers supplied make it easy for you to put on the Martini striping, suppliers acknowledgements etc. Tyres are rubber, there's chrome where it should be and all in all this is another of those kits which we must say is one of the best ever. Over 12" long, needs no painting and is frankly superb value for money even at £24.90 plus £1 post, packing and insurance in the UK.

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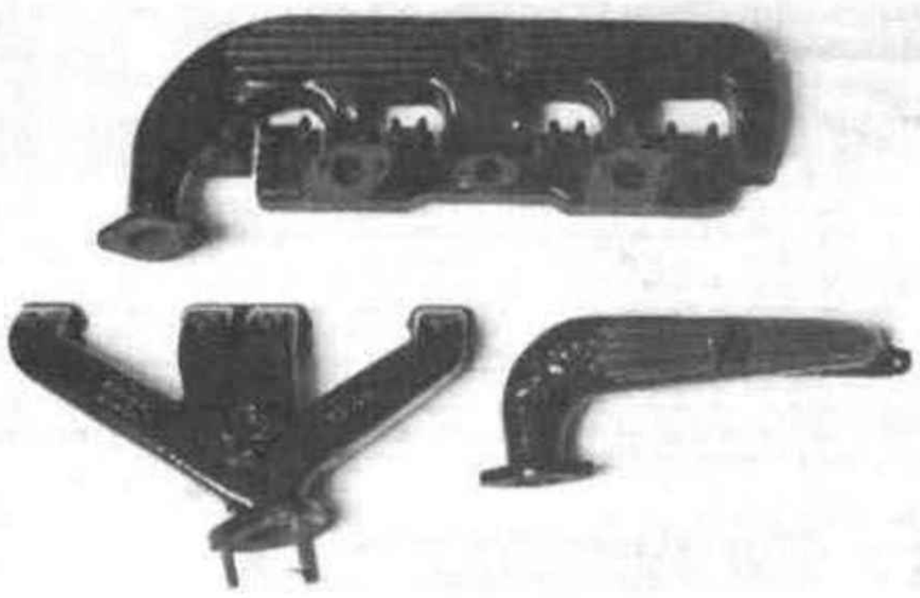
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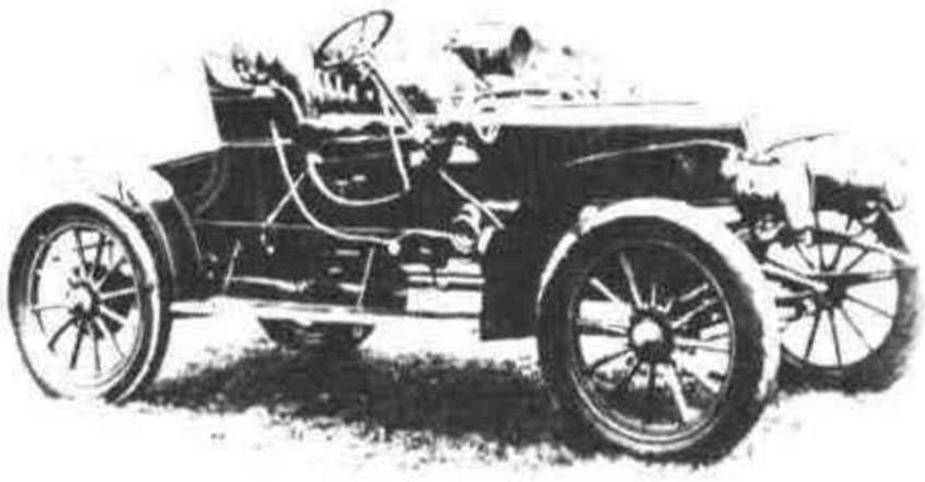
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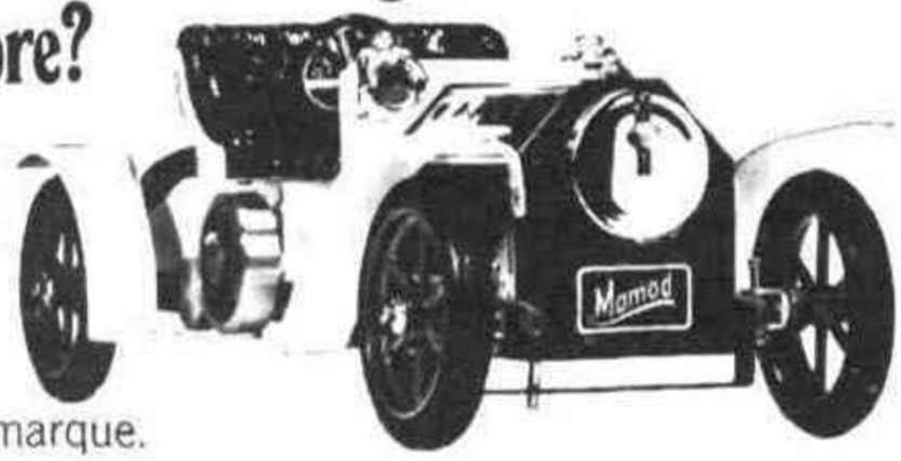
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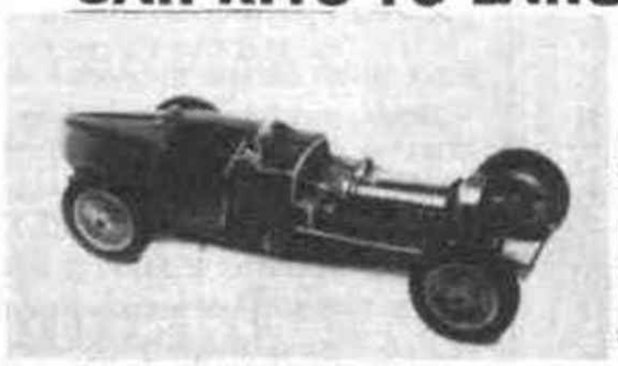
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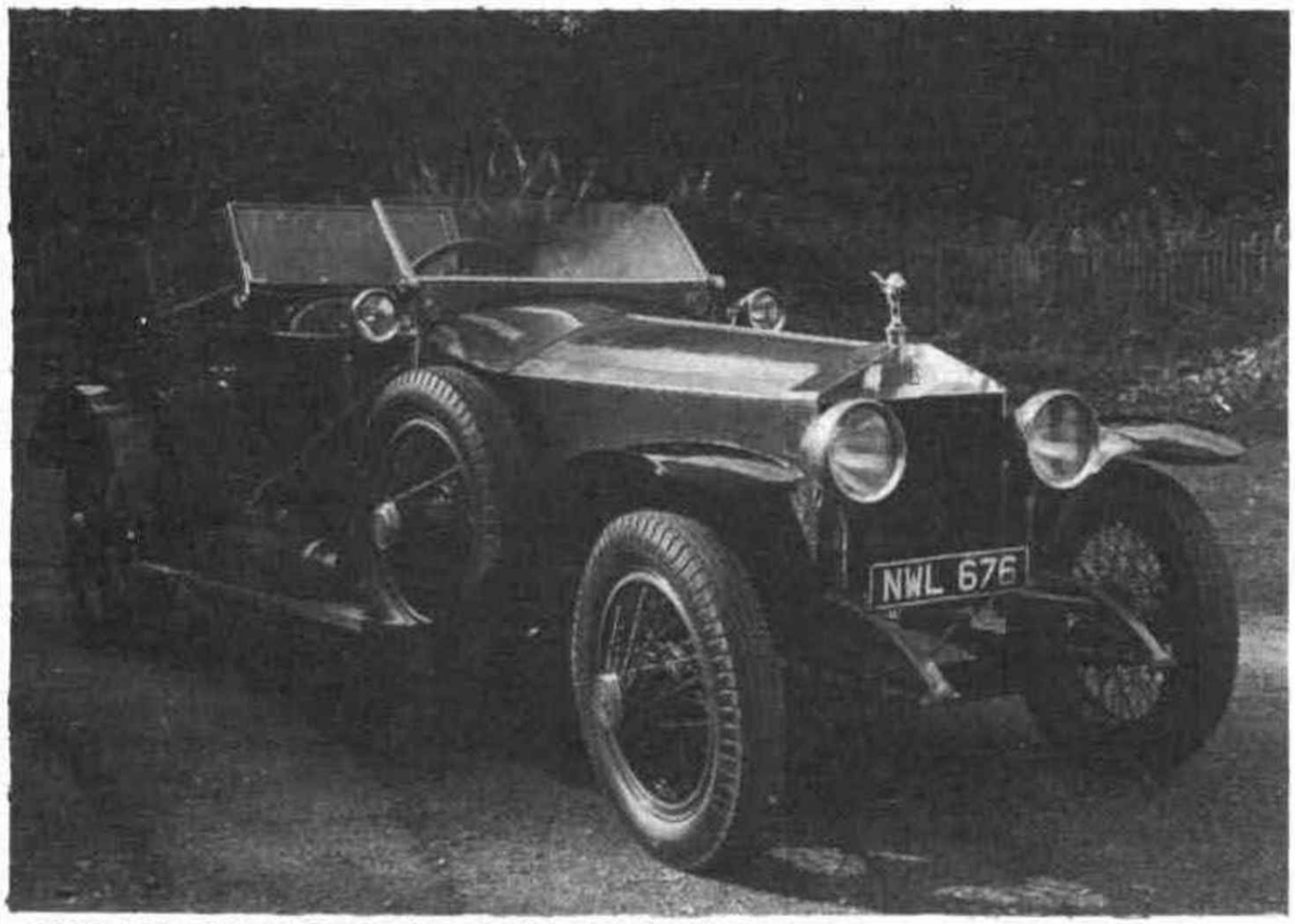
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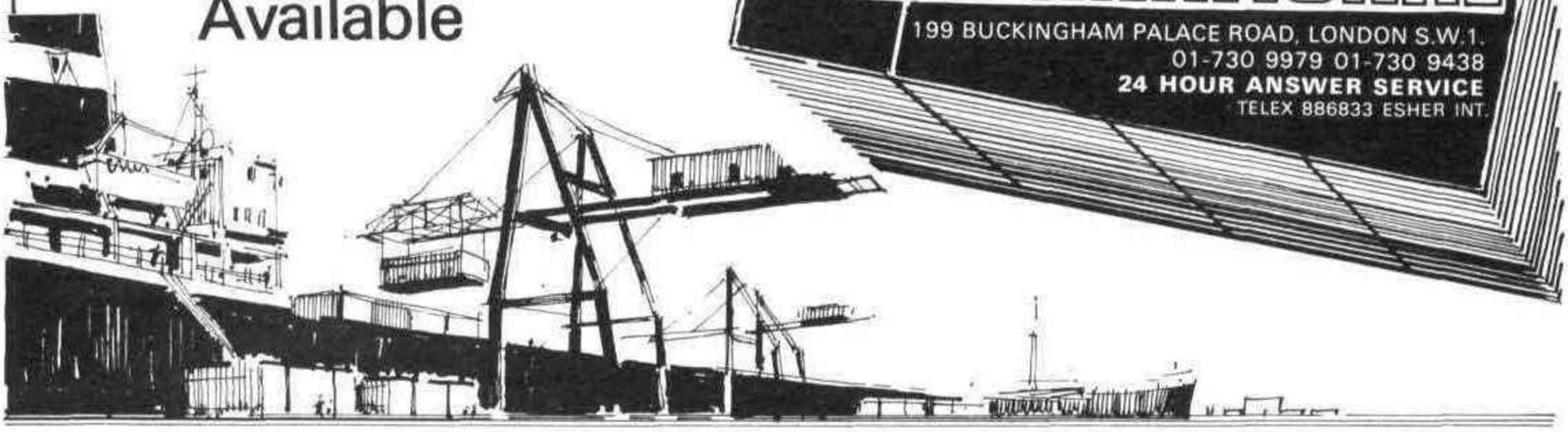
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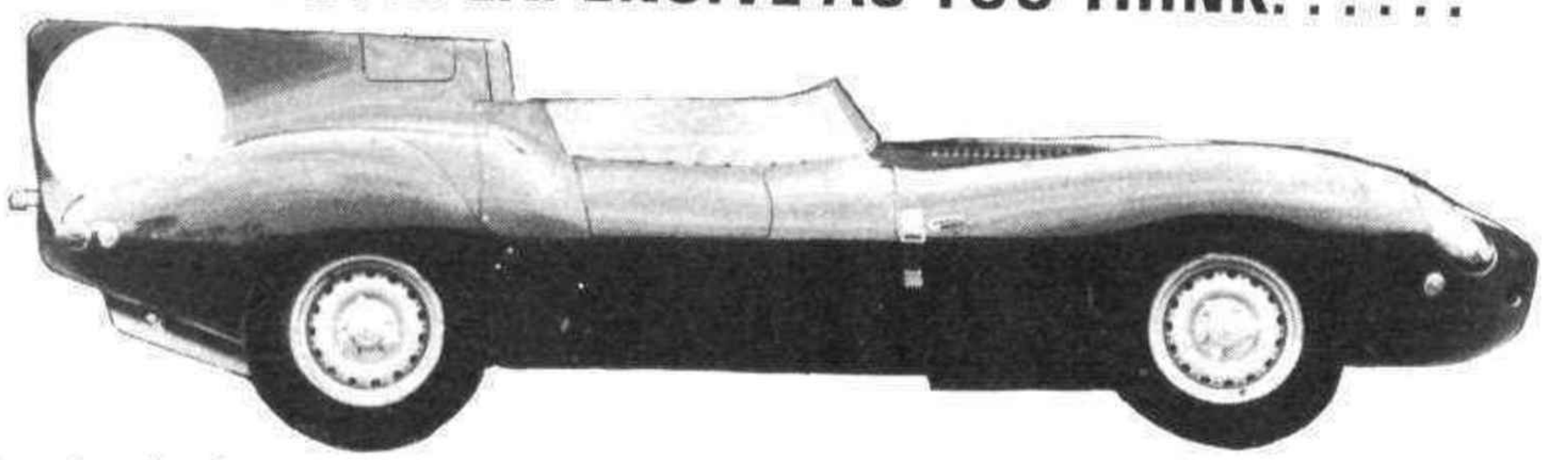
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£2,695. MGB GT V8, 1974. N reg. Harvest gold with nylon interior, overdrive, sports wheels, tinted glass, radio, one owner.



£1,145. FORD LOTUS-CAPRI. A superb 1970 Capri in red with black interior, fitted Lotus twin cam engine, radio, etc., reputed 26,000 miles from new.

£2,265. MGB Roadster, 1975, P reg. Glacier white with black interior, overdrive, radio, tonneau, etc.

£2,195. MGB GT, 1974. Glacier white with tan cloth interior, overdrive, Motorola radio, tinted glass, etc.

£2,195. FIAT X19, 1975 (reg.). Really attractive in chocolate brown and gold with beige interior, L.H.D.

£2,195. B.M.W. 2002 Tii, 1973, M reg. Colorado orange with black cloth interior, head rests, H.R.W., etc.

£2,165. RELIANT Scimitar GTE, 1972. Nevada yellow with black interior, manual with overdrive, sunshine roof, alloy wheels, radio, etc., one owner.

£1,995. TRIUMPH Stag Automatic, 1972. Exceptionally clean in white with tan interior, hard and soft tops, radio, etc.

£1,845. MG Midget, 1976, R reg. Tahiti blue with tan interior, fitted Radiomobile combined radio cassette player.

£1,795. TRIUMPH Spitfire 1500, 1975, P reg. Pimento red with black interior, 11,000 miles only.

£1,745. TRIUMPH Spitfire 1500, 1975. White with hard and soft tops, low mileage.

£1,695. B.M.W. 2002 Tii, 1972. Inka orange with grey cloth interior, P.B. radio, head rests, etc.

£1,695. AUDI 100S Coupe, 1972, L reg. Metallic turquoise with dark green velour interior, tinted glass.

£1,545. MGB, 1973. Red with black interior, overdrive, radio, etc.

£1,465. MGB, 1972, L reg. Red with black interior, wire wheels, radio, stereo, head rests, etc.

£1,145. TRIUMPH Spitfire Mk.IV, 1972. Royal blue with black interior, overdrive, hard top, radio, etc.

£1,065. FIAT 124 Sport Spyder 1600, 1972, M reg. White with black interior, hard and soft tops, 5 speed gearbox, L.H.D.

£1,045. MGB GT, 1970. White with black interior, overdrive, wire wheels, sunshine roof, Motorola radio, H.R.W., etc.

£915. TRIUMPH Spitfire Mk.IV, 1971. Yellow with black interior, radio.

£5,995. PANTHER Lima. New delivery mileage only, metallic burgundy and silver, chrome wire wheels, front spoiler, tonneau, etc.

£5,595. JAGUAR E-Type V12 Roadster, 1974. A one owner car in azure blue with tinted glass, manual gearbox, chrome wheels, with new narrow band whitewall tyres, radio, stereo cassette, etc.

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

£4,095. LANCIA Beta Coupe 2000, 1977. Superb in Rosso Corsa with gold cloth interior, electric windows, etc., only 5,000 miles and mint condition.

£3,995. B.M.W. 3.0 CS Automatic, 1972, L reg. Metallic Polaris silver with blue velour interior, tinted glass, electric windows, radio, stereo, etc.

£3,795. JAGUAR E-Type V12 2+2 Automatic, 1972. White with black interior, tinted glass, radio cassette, etc.

£3,595. LANCIA Beta Spyder S2, 1976. Only 9,000 miles from new, white with tan interior.

£3,145. TRIUMPH Stag, 1974. Java with black interior, manual with overdrive, hard and soft tops, tinted glass, 29,000 miles and in immaculate condition.

£2,595. LANCIA Beta Coupe, 1975, P reg. Dark blue with red velour interior.

£2,395. LANCIA Fulvia Coupe, 1975, P reg. A one owner car in metallic silver with red cloth interior.

£2,395. TRIUMPH TR6, 1974. Mimosa yellow with tan interior, overdrive, radio, stereo unit, etc.

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FORD ESCORT Sport 1976. 10,000 miles. Normal road use. Excellent condition. £1,950. Phone: Redhill 64401. (4455

TALBOT 110 BG. Sports racing pointed-tail body. Rebuilt engine. Needs finishing. Offers or exchange smaller car. 01-950 1019. Tanglewood Lodge, Common Rd., Stanmore, Middx. (4563

ASTON MARTIN DB6 Mk. II 1970. Auto. 54,000 miles. 2 owners. Dark brown metallic, beige interior. Almost original condition. £4,650. Aston Martin DB2/4 Mk. III fixed head, very rare; last owner 15 years. Original log book and handbook. 61,000 miles. Excellent original condition. £3,950. Phone: Henley in Arden 2841, after 7 p.m. (4564

GILBERN 1800 GT 1963. Overdrive, sunroof, tow-bar, wire wheels, electric fan, taxed, MoT. £425 o.n.o. Reason —wanted Invader or Scimitar 1969/70 or Genie. Tel: Goorum 0482 (Hull) 224332 (day); 798508 (night). (4565

VOLVO 1225 1964. Genuine 65,000 miles with corresponding interior and mechanical condition. Some bodywork needed. Owner going abroad. Offers over £250. Tel: 025-681 603 (evenings). (4566

1961 JAGUAR 2.4 overdrive saloon in Cotswold blue. Sympathetic new owner required for this one owner car who has to give up driving due to failing eyesight. Average condition for age. £500. Cirencester 2681. (4567

PROTOTYPE ALVIS V8 Coupe. This car was specially built in 1967 for a London businessman and has covered only 22,000 miles from new. Based on a modified TF chassis it is fitted with a most elegant one-off Park Ward body. Cellulosed in dark blue and trimmed in white hide. Unused last 5 years. Offered for reluctant sale at £3,975. Consider part exchange. Tel: Netherend 422 (Glos.) evenings, or write Payne, Severn Bridge Marina, Harbour Rd., Lydney, Glos. (4569

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1964 RILEY 1.5. Finished in Acquamarine and Old English White with unmarked green leather interior. One owner from new and in showroom condition. Taxed/tested May '78. £500. Ring: Doncaster 68861 or 57799 evenings. (4575

LANCIA FULVIA 1600 HF Lusso 1972. Goes beautifully, very good condition. Only £1,400 will mend broken heart. Hook Norton (Oxon) 737882. (4570

FOR SALE—continued

ASTON MARTIN DB2/4 Mk. 3, 1958. Not concours but in excellent condition. Much work done, body trim and mechanical. £2,750. Hulme 061-483 4276 after 6. (4576

JAGUAR E-TYPE 4.2, 1968. FHC. Sunroof, CWW, immaculate condition throughout. Resprayed, rechromed, engine completely rebuilt, new clutch, gearbox overhauled. Genuine collectors car. £4,000. Tel: Guildford (0483) 62865 day; Hawkhurst (05805) 2205 evenings. (4577

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LANCIA FULVIA 1.3S, 'L' Reg. 57,000 miles. Red with beige interior. Excellent condition. £1,250 o.n.o. Ascot 20506. (4583

ASTON MARTIN DB5, 1964. 5-speed. Usual refinements. Nice car at realistic price. £1,750 o.n.o. 0792 872669. (4582

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MG F1 MAGNA Saloonette 1932. Complete but dismantled. Rolling chassis with engine. Offers. 021-705 3855. (4733

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SCIMITAR GT 1968. V.g.c. MoT May '78. £700 or consider £300 and interesting p/ex 30, Coventry Rd., Burbage, Leics. Phone: Hinckley 39262. (4735

ROVER 100, May 1962. Overdrive, radio, v.g.c., new MoT, taxed. £285. Dr. Surtees, Sunderland 56256. (4736

VOLVO ESTATE, automatic, July 1969. First class condition, p.a.s., sunroof. £785. Dr. Surtees. Tel: Sunderland 56256. (4736

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ROLLS-ROYCE 1961, SC2. 67,000 miles. Black coachwork with beige leather upholstery. Immaculate condition as befitting a Rolls-Royce. £7,950. Phone: Medway 41065. (4732

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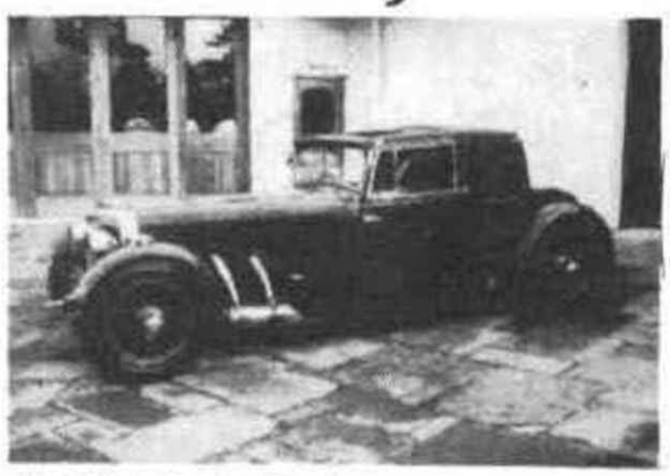
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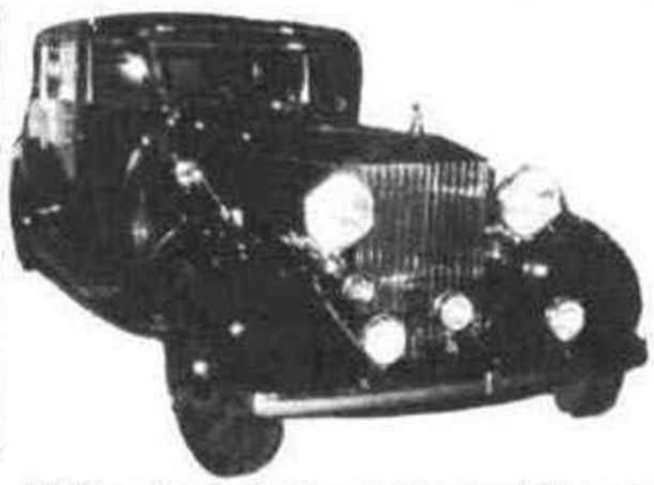
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1935 **Bentley** 3½ litre 'Airline' coupe. A very rare and desirable car.



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1954 JAGUAR XK120 Drop Head Coupe, last (lady) owner 11 years, phone for details.

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

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1976 MG Midget, 1,500 c.c., white, one lady owner, 9,943 miles, tonneau **£1,745**

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

1975 B GT Anniversary Model, green/gold, radio, tinted, overdrive, headrests, door mirrors **£2,375**

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

1974 B GT 'V8', aconite/tan, overdrive, radio, tinted glass, two owners, recorded mileage 30,012 ..... **£2,645**

1974 MGB GT, harvest gold, one owner, overdrive, radio, h.r.w. **£2,225**

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

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

1973 MGB 'V8' GT, white/blue nylon trim, overdrive, tinted glass, headrests, twin spots **£2,295**

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

1973 (Model) B GT, automatic, harvest gold, one owner, radio, tinted glass **£1,745**

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

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

1973 MG Midget, bronze yellow, choice of 3 others **£1,065**

1972 MGB GT, harvest gold, sunroof, overdrive, h.r.w., plus other small extras **£1,495**

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 +8, all black, delivery mileage, most factory extras.

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

1966 PORSCHE 911, grey/red, r.h.d. model, Blaupunkt radio **£1,595**

1973 RELIANT SCIMITAR GTE, white, chrome wheels, Golde sun roof, radio, rear wiper, h.r.w., vinyl roof, fog/spot, electric windows **£2,495**

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.

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

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

1974 TRIUMPH GT6, carmine, tan cloth, 29,000 miles, overdrive, Sundym, h.r.w. **£1,745**

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

1974 TRIUMPH Spitfire Mk.4, 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, one owner **£1,265**

1973 TRIUMPH Spitfire, magenta, Dr. owner, white hard top, tonneau, extra instruments, two owners ... **£1,225**

1973 TRIUMPH Spitfire Mk.4, white/brown trim **£1,195**

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

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

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1971 VOLVO 1800 E, turquoise, engine work 29.3.77 £228, 8 track, fuel injection, overdrive, mag. wheels, very rare car **£1,695**

1965 VOLVO P1800, red/black, overdrive, radio, stereo, record player, mirrors, spot lights **£895**

1933 WOLSELEY Hornet, 2/4 seater Tourer, black/red trim **£1,795**

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1926 Morris Royal Mail Van	1952 Vincent Rapide m/c
1931 Austin Chummy	1951 Allis Chalmers B Tractor
1927 Erskine Sedan	1913 Lagonda Tourer
1924 Ford Model 'T'	1933 Sunbeam 16 Coupe
1945 Chevrolet 3 ton Truck	1924 Vauxhall 23/60
1943 Case Tractor	1927 Francis Barnett m/c
1967 Daimler Sovereign	1929 Scott TT Replica m/c
1928 Sunbeam 20.9 Saloon	1928 Hillman 14 Saloon
1952 BMW 501	1952 A-Siddeley Whitley
1928 Salmson Tourer	1962 R.R. Silver Cloud II
1929 R.R. Phantom I Tourer	1903 Aveling & Porter Steam Roller
1948 Allard K1	1935 New Imperial m/c
1924 Vauxhall 23/60	1937 Norton/Swallow m/c combination
1955 Dellow Mk.IIC	1928 Chevrolet Tourer
1953 Riley RME	1912 Fiat Tourer

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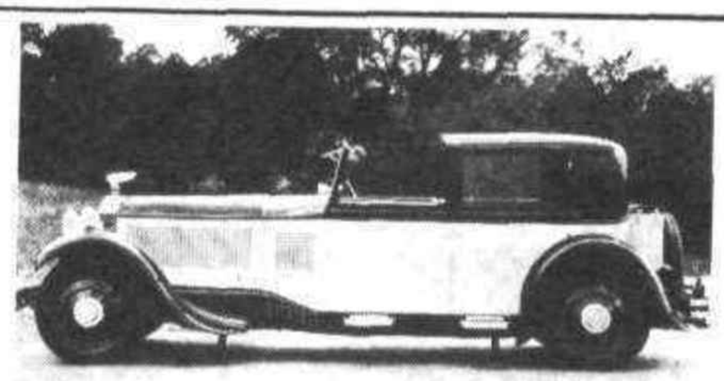
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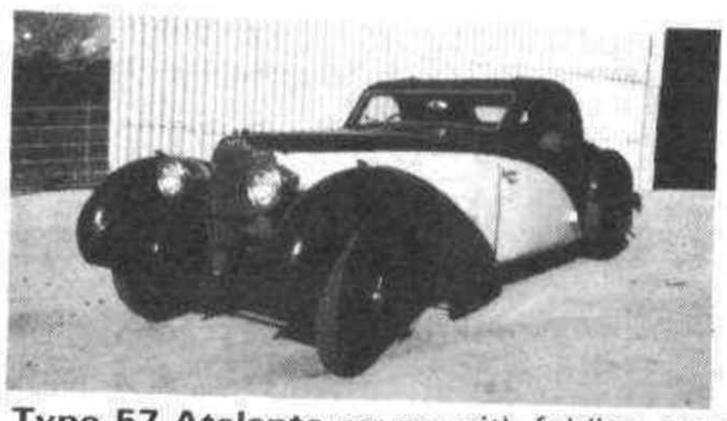
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FOR SALE—continued

MARCOS MANTIS, 1971. Red. Recent complete rebuild. House purchase forcing sale. Only 32 built. £2,750. Aylesbury 25202. (4410

CV8 1964. Good condition, engine, body, interior. Reconditioned gearbox (£300). Webasto roof, taxed MoT, £1,400. McClure, 35 Frensham Rd., Lower Bourne, Farnham, Surrey. (4409

1951 LEA FRANCIS 14 h.p. part restored. New home forces sale, £300. Phone Sheffield 349811 evenings. (4408

MG-B GT 'P' REG. Blue, Ziebart, tints, O/D, stereo radio. £2,595. Telephone: Redditch. 24946 (Worcs.) after 6.30 p.m. (4407

JENSEN 541S SPORTS Saloon. Excellent order throughout. MoT. Coventry 451158 days, or Leire 209125 evenings. (4405

MERCEDES BENZ 190SL, October 1960. Beautiful maroon bodywork, with hard and soft tops, white seating and recarpeted in deep red cord. Fitted Radiomobile, tyres are only slightly worn ZX radials. Maintained regardless of cost. Recent new fittings include starter motor, clutch exhaust and an original tow-bar. £1,800. Telephone 0793/34372. (4404

MG-B GT 'N' registered. Bracken tan interior, overdrive, radio, tinted glass, rustproofed, guarantee available, superb condition. £2,195. Harlow (Essex) 24384. (4403

BENTLEY: MULLINER Flying Spur. Unique 1957 Motor Show model. Excellent condition. Exchange for complete Ghost chassis, or classic vintage sports car, possibly in need of restoration. Horley (02934) 2246. (4401

JAGUAR 420G 1969. Automatic gearbox p.a.s. A rare classic in good condition. £995. Box No. 5608. (4400

1934 TALBOT 75. Very pretty Sports Saloon body by Darracq. New tyres. Needs attention to trim and sunroof. Potential beauty. £1,950 o.n.o. Phone: Grantham (0476) 71512 evenings. (4341

SCIMITAR GT COUPE 3-litre, overdrive, HRW, stereo cassette, 68,000 miles. GTE wheels + tyres (originals available), tow-bar, servo, brakes, new TRE + handbrake. Sparkling white with black interior. Year's tax + test. Reluctant sale by RSSDC member. £650 o.n.o. Gainsborough 3989. (4342

1971 FIAT VIGNALE Gamine. The rare "Noddy" Sports car. Under 12,000 miles. Needs tidying. £695 o.n.o. Phone: Grantham (0476) 71512 evenings. (4341

MG YA 1951 Saloon. Runner, new exhaust, TRE's. Requires work. £135 o.n.o. Tel: 0443 406274 (Pontypridd). (4459

LOTUS EUROPA S2 1971. Rare 1650 c.c. engine, 45,000 miles only. Offers around £1,650. Tel: Seagry (0249) 720401, ask for Mr. Dennison. (4458

GINETTA G15 1971. MoT November 1978. Tax March 1978. Recent conversion to 998 c.c. Four new tyres. Fast economical car in excellent condition, £900. Cambs. 834072. (4461

TRIUMPH STAG 'J' Reg. Automatic. White, very good condition, 12 months/12,000 mile garage warranty, 12 months' MoT. House purchase necessitates rapid sale, hence £1,200 o.n.o. Telephone: Oxford 50628 evenings; London 734 7282 Ext. 109 work. (4462

FACEL VEGA EXCELLENCE, 1959. A good example of an exceedingly rare model. One of the 13 RHD ever imported. Four-door pillarless Ministeriale Berline. 6.3-litre engine, automatic gearbox, power-assisted steering, electric windows, electric aerial, folding picnic tables. MoT tested January 1978. Replies to Box 5605. (2263

FERRARI 365 2+2 GT 1969. Beautiful car with all conceivable extras. Metallic blue with grey interior. £3,000. Tel: Bath 0225 704865 or 315643. (4349

CADILLAC 1913, complete chassis but requires restoration, no body, rare veteran. £3,500. And CS 8 Amilcar Tourer Straight 8, rebuilt motor complete free entry into UK or France. £6,500. Steinfort Box 74, Thornbury, Victoria, 3071, Australia. (4332

TRIUMPH SPITFIRE 1500, 1976. Carmine red. Overdrive. 8,000 miles from new. Mint condition. £1,995 o.n.o. Tel: St. Ives 62298 (Cambs). (4413

1974 (N) MARINA TC. Damask red. Genuine 15,000 miles only just had MoT and 12 months' tax. Cadulac rustproof, new exhaust, ZX's, full service history. Superb condition. Any inspection invited. Genuine reason for sale, £1,600. Princes Risborough 7108. (4412

JAGUAR 2.4 Mk. II 1961. Manual O/D. Genuine 31,000 miles. Property of retired Air Commodore until June 1977. Immaculate Old English White with unmarked blue leather interior. Original sales receipt, service records, tool kit. £1,280 o.n.o. Heather, 47 Grange Avenue, Hastings, Sussex. (4411

LOTUS CORTINA Mark I 1965. Taxed, tested, new Michelins on Dunlop alloy wheels. Immaculate original condition. Investment at £825. Tel: (0433) 50653. (4336

1936 WOLSELEY WASP. Engine rebuilt to very high standard. Front and rear axles rebuilt. Springs and radiator also. All wires renewed. Very good tyres. Stainless/copper exhaust. Body requires minimal work. Tons of spares. Used daily. MoTd. £500. Wilson, Rhyl 0745 2757. (4340

AUSTIN 10, 1938. In remarkable original unrestored condition. One owner to 1975. Runs well. A first-class vehicle for simple restoration. £550. 01-337 2949, Worcester Park, Surrey. (4334

FOR SALE—continued

1936 AUSTIN RUBY. Good condition. Tested. £800. Holmfirth 4186 2885 Yorkshire. (4331

FULVIA COUPE SB 'P' Reg., v.g.c. throughout. Maroon with tan interior, radio, £2,200 o.n.o. 01-690 4841; Edenbridge 5293 evenings. (4322

MORGAN 4/4 4-seater 1977. 8,000 miles. Signal red, black upholstery, wire wheels, rust-proofed. £4,750 o.n.o. Tel: Northampton 65552. (4324

1956 MERCEDES 190SL for renovation. Rare opportunity to acquire scarce classic car. Haggling starts at £425. Stoke Mandeville 2280. (4321

3.8 E-TYPE (Red) Jan. 62 FHC. Original £1,200 rebuild, including oil pump, brakes, floor, paint, coachwork, sills, battery, exhaust, tyres. MoT, £1,500. Aldershot 22647. (4483

GILBERN INVADER Mk. II, February 1971. Purple, full service history. Quantity of new and used spares. Offers around £650. Economy services, 15/17 Green Lane, Wincolmlee, Hull. Tel: Hull 20205. (4485

VOLVO 1800 ES, November 1972. Very good condition. Radio and 8-track stereo. Rare Sports Estate. £2,700 o.n.o. Telephone: Troon 312413 (evenings); Ayr 67842 (daytime). (22720

LANCIA FULVIA 1.3 S Coupe 1973. 26,000 miles. Very good condition. £1,450. Telephone: Horndean (Hants) 595587 evenings. (4484

1952 AUSTIN A40 Sports. Rare open 4-seater sports car. Sound and original. MoT August '78. £595 o.n.o. 021-743 6945. (4466

AUSTIN HEALEY 3000 Mk. IIA 1963. Red over white. Excellent condition. Gearbox rebuilt, steel windows. £2,095. 01-370 2054. (4482

+8 MORGAN 'R' Reg. Dark blue, 3,000 mls. Stored till March '77. Dentist must sell. £5,500 o.n.o. 061-427 5673. (4480

ROLLS CLOUD 1, 1957. p.a.s. Sand over sable. Fine condition. Excellent investment. £5,950. Gaylard, Taunton 412454. (4481

1927/8 ROLLS-ROYCE. Chassis GTN35. Body: Cockshot, Doctor's cab. Needs renovating. For details contact: Box No. 5606. (4470

GINETTA G15. BAR 16K. Green, alloy wheels, sunshine roof, HRW, tinted screen, tax, MoT April, 46,000 miles. New radials, brakes, suspension, carbs. Bills over £200 for parts alone. £935. Car for wife in p/ex., preferably Estate. Oxshott 3470 (Surrey). (4469

RENAULT CARAVELLE Convertible with detachable hard-top. 1968. Superb original condition. Whole car virtually as new. 34,000 miles. £1,650. Southend (0702) 73889. (4465

FOR SALE—continued

PRINCESS LIMOUSINE, long wheel base, 1964. Excellent. £1,250. Jaguar S-type 1968. £650. Both English number. Both exchange. 220D Mercedes, 71 upward. Romy, c/o Wadhvan, Bullow Str-30, West Berlin, West Germany. (4468

LOTUS EUROPA twin-cam, 1972. Black JP5. 24,000 miles. Perfectly maintained. Absolutely superb condition. Reluctant sale. Investment. £2,300. 021-354 4434. (4464

TVR 1600M NOV. '76. Gleaming white with black roof, every sensible extra conceivable. Very low mileage, hence immaculate condition—repeat immaculate. Certified by TVR as the very last 1600M produced. For further details ring Maidenhead 39999 after 2 p.m. £3,450 o.n.o. (4463

AMERICAN DODGE Charger 500, 1972. 2-door. Metallic green, automatic, radio, electric windows, tow-bar. Immaculate condition, re-registered 1975 ('N' plates). £2,100 o.n.o. D. Griffiths, "Erw-Wen", Llanllyfni, Nr. Caernarfon, Gwynedd, North Wales. Tel: 028-686 440. (4476

MINI 1275 GT. Red, excellent condition, body and mechanics. 18,800 miles. For quick sale, £1,450 or will part exchange for MG-B GT or Magnum coupe. Luton 503181. (4475

1954 MORRIS OXFORD. Grey, two owners, 46,000 miles. Very slight rust front wings, otherwise excellent condition. Tax and MoT. Some spares. Suggested value £500, but all offers considered. Full details from: 32, Nightingale Crescent, Brackneil, Berks. Tel: (0344) 25943 evenings/weekends. (4473

TR4A IRS 'D' REG. Black, superb condition, no rust. Recond. engine, new clutch, spoilers, tyres, etc. Overdrive, 35 m.p.g. at 70 m.p.h. £1,200. Topsham (Devon) 5903 evenings. (4472

GT6 MK. 3 'M' registered. New engine 3,000 miles ago. Overdrive, HRW, Sundym glass, 11 months MoT. Mechanics and bodywork excellent. Must be seen. £1,600 o.n.o. Leconfield (0401) 50163. (4471

LOTUS ELAN +25 130, 1971 K. Red, silver roof, HRW, stereo cassette, 47,000 miles, £1,800. Garstang, Lancs. 3938. (4457

MG YB 1951. Taxed, long MoT, many spares include engine, gearbox, laid up 1971-77. 7,000 since overhauled. Believed 60,000 miles. 7 first-class tyres. Only superficial rust, hence needs minor respray. Offer around £765. Tel: Hagley 6329. (4560

SUNBEAM 1933 18.2 Saloon in superb condition. Very original. Approx. £2,500 spent in loving restoration (all bills and history with car). £3,500 or nearest. (Large professional photograph £1, post paid.) J. Scoltock, 28 Market Place, Wednesbury, West Midlands. Tel: (work) 021-556 0682; (home) 4424. (4559

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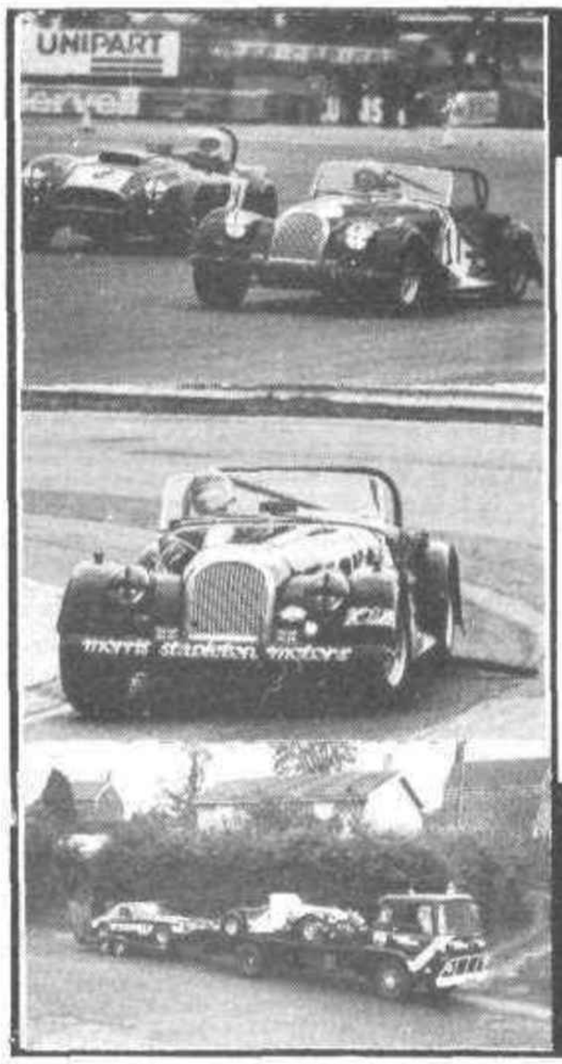
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morris stapleton Reece Mews, London SW7 01-589 6894

FOR SALE continued

TR4 1962, Immaculate Surrey h/s, tops, O/D, Reg. AD 30 (issued Dec 1903). Offers: 01-961 0872. (4763

LOTUS +2S, 45,000 miles, v.g.c. 'H' Reg. £1,500. Engineer owner for last four years. House purchase forces sale. Ring: Stubbington 2132. (4764

HUMBER BARGAIN: 1953 Super Snipe, mechanically sound. Suitable restoration. Believed tropical specification, radio, overdrive. Reluctantly selling, £350. 0682 329660. (2570

FAMOUS GULF OIL GR7/8 Sports car 1977 Spa winner. No longer required for promotional display: dummy engine and gearbox. Condition as found. Inspection South London area. Enquiries and offers: Gulf Oil, ASP Department, 01-995 1411. (22770

LADIES! A JAGUAR Mk. II 3.4 makes an ideal stocking filler and it appreciates (think of that fur coat). It'll keep him harmlessly occupied at weekends, tinkering, and we can start haggling over the housekeeping surplus at around £700, if you are attractive, bored and don't like cars ring anyway 'coz my wife doesn't read this mag. Ring now (08045) 2879 or 51961 (play it cool if "she" answers, say you're after a "Jag"). (4803

BENTLEY SII Saloon, 1960, 105,000 miles, good condition, £3,750. Halifax 31475. (4770

FOR SALE—continued

DELAGE D8.85 limousine 1935. Restored. Lots of spares. Offers. Can exchange for shorter chassis. Descamps, 73, Route d'Obourg 7000 Mons, Belgium. (22814

MORGAN: NEW PLUS '8' to be delivered shortly. Unfortunately now beyond my pocket but am willing to negotiate a premium to enable me to rebuild my 4/4. Offers to Box 5614. (4769

MG-B GT 1975, LHD, White, overdrive, Endrusted, Armaglazed, many extras, 28,300 miles. Excellent condition. Offers to: Kidderminster 63971. (4766

RILEY KESTREL 9 h.p. Sound body, partially restored. £700. Box 5615. (4767

DAIMLER CONQUEST 1953, MoT, tax. Used daily, needs respray. Early chassis number. £325. P/exchange Jaguar. Pagham 4974 (Sussex). (4768

MG-B GT 1972, Immaculate, Harvest gold. Only 25,000 miles, Sunroof, radio, head rest, HRW, overdrive, Wife's car, kids now too big. Phone: Mills, Cholmondeley (Cheshire) 230. (4772

RILEY 1½-LITRE RME 1953. Very original condition. In store for 9 years. Little work to bring to excellent standard. Interesting history. Sensible offers invited. Tel: Twigworth 730665 (Glos.). (4773

E-TYPE JAGUAR 2+2, 1966. New bonnet, clutch, etc. Chrome wires, engine overhauled. £1,750 o.n.o. Halifax 31475. (4770

FOR SALE—continued

LANCIA 1.3 Zagato, 1972. Orange/pink. 45,500 miles. Ziebarted, Piranha ignition, Motolita steering wheel, radio, very good condition. £1,200. Tel: 01-778 7776. (4771

1975 (P) 1600 BETA Coupe, one owner, Sunroof, velour seats, full service history, only 16,500 miles. Immaculate and huge saving on new. £2,650. Tel: Maidstone 675971 evenings. (4774

RARE CONVERTIBLE: 1960 Lancia Flaminia with aluminium body by Corrozz Touring of Milan. Fully restored following Harry Manning engine rebuild. Golden sand with red interior, new hood and tonneau, rechromed, etc. LHD with KPH instrumentation, Michelins, Blaupunkt, electric aerial, new battery, new Cibie Halogens, reconditioned radiator and unique number plates. Delightfully practical appreciating vehicle available at best offer over £5,000. Private sale due only to unexpected acquisition of Bentley. Ruislip 33033 (day) or write Brian Patterson, Breakspear Road, Ruislip, Middlesex. (4775

JENSEN-HEALEY MK. II, 1973, M Reg. 16,000 miles as new condition, unused one year, Hard-top, stereo £2,150. Hubberts Bridge 271. (4778

PONTIAC TRANS-AM, 455 HO. Auto. Blueprinted engine. Wolfrace, quad 8-track AM/FM radio, P.a.s., tilt de-fogger, air-conditioning, tax and MoT. Immaculate inside and out. £2,995 o.n.o. Phone: 01-540 6117 after 6 p.m. (4780

MORGAN +8, 1972, 18,500 miles. Immaculate car in BRG, open to any inspection. £4,500 o.n.o. or exchange with cash for Range Rover. Box 5612. (4779

1934 SINGER LE MANS. Non-original engine, Scruffy paintwork, but fast, reliable vintage style transport. Taxed and tested. £650 o.n.o. P. Smith, Burntwood (Staffs) 75507. (4776

MG-C GT AUTO, Genuine low mileage (second car), in attractive light metallic blue with unmarked matching interior. Fitted wires, excellent tyres, radio, recent exhaust and long tax/MoT. Always garaged and serviced. In absolutely immaculate condition. £1,550. Tel: Stroud (045-36) 5757. (4781

MG-B GT 'M' REG. Damask red, black int. Overdrive and HRW, chrome bars, 6,076 miles only. One owner. Can only be described as mint condition. £2,250. Albrighton 2631 after 7 p.m. (4591

FORD 10 SALOON, 1935. Extremely rare. Receiluloised. Original registration documents. Handbook. Years test certificate. Excellent investment. £750. 01-856 0772. (4722

TRIUMPH "ITALIA" TR3. The rarest TR of all. Attractive Italian body-styling on conventional TR3 chassis. Needs repaint, otherwise very solid collector's car. £695 o.n.o. 021-745 3576. (4725

FOR SALE—continued

MORGAN 1954 plus four, two-seater sports, needs work. £1,500 for quick sale. Doncaster 57801. (4723

MORGAN 4/4, 2-seater, works mileage only. Also Jaguar E-type V12 Roadster 1973, Manual, Sundym, chrome wire wheels, North American federal lights. White with red leather. £4,300—no offers. No P/X. Box 5609. (4724

MERCEDES BENZ Coupe '65 type. Left-hand-drive, fixed head 220S. Radio/cassette stereo. New engine 1 year ago. Good condition, £1,290. MG-B, MoT, 64 type. Radio, soft-top, recon. engine, o/drive, £375. Or both exchange for Diesel Transit Bus 74/75. No dealers. 385 7575 (London). (4726

GT COUPE of the mid-'60s. Origins unknown, but by no means backyard special. Chassis similar Lotus. Possibly eligible HSCC. £295 o.n.o. 021-745 3576. (4725

1959 FRONT-ENGINED Formula Junior, eligible for FJ or HSCC, complete with ments. Handbook. Year's test certificate. Box 5618. (4727

TRIUMPH TR2 1955. Immaculate, original, economical yet distinctive daily transport. Taxed and tested. £950 o.n.o. Telephone: Worcester 840252. (4728

AUSTIN-HEALEY 3000 Mk. II 1963. One owner. Black with grey side panels, wire wheels, overdrive in excellent condition. £2,100. Telephone: Great Missenden (02406) 4387 (evenings). (4784

CONVERTIBLE ASTON Martin DB5. New hood, tyres, brakes. Not perfect but good investment. Prefer exchange Porsche Targa but consider anything similar. 0621 891040 (Essex). (4783

1975 NSU RO80, Metallic silver, alloy wheels, rustproofed from new. Fitted radio, four speakers. Taxed. Perfect engine. Superb condition throughout. Would cost today over £8,000. Bargain price for quick sale, £1,995. Consider part exchange. Cash adjustment either way. Phone: Whitby (0947) 3778 for full details. (4782

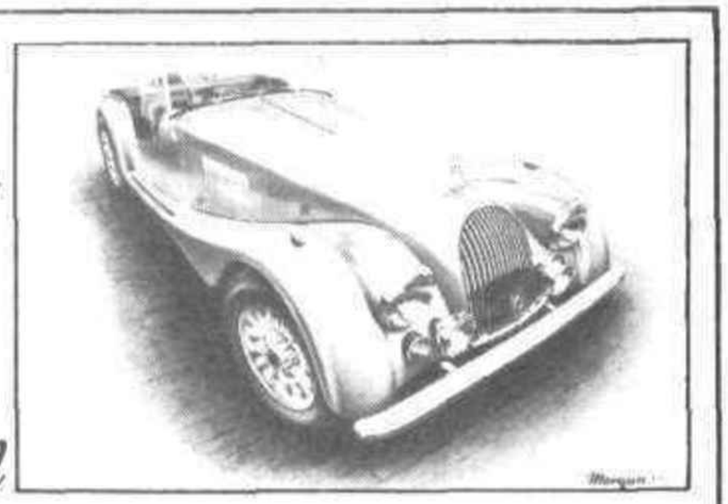
MG-B GT 1970, BRG, wire wheels, sunroof, 1 year's MoT, £850 o.n.o. Tel: Allan 01-302 4482. (40440

ASTON MARTIN DB5. Manual. Excellent condition. Only 20,000 on new engine, MoT. £2,400 o.n.o. Lincoln 50228. (4790

JENSEN-HEALEY Series 2, 1975, 4-speed, 39,000 miles. One owner, H/S tops, White, tonneau, radio, "cavity-sealed". £2,295. 061-747 7666 (day); 061-969 2229 (evng.). (4788

1958 MERCEDES 190 SL. Extensive bodywork welding completed but car still rough—no reasonable offer refused. Tel: Shaw 47775. (4798

ROVER 14 1948. Resprayed professionally deep maroon. Runner chassis and body good condition. Offers: Atherstone 3217. (4797



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TVR





Now is the winter of our discontent; ice on the roads and cars get bent. **Morgan Plus 8,** 1975, Signal red, black interior, wide chassis model, one owner who is now Mercedes-mounted. **Morgan 4/4 4-seater,** 1975, black, red leather, wire wheels, reclining seats, door handles, clock, reversing lights, this year has spent the whole of its life on holiday in Devonshire. **Morgan 4/4,** 1974, golden yellow, wire wheels, bucket seats, supplied new by our goodselves to a schoolteacher, expanding family ..... **Morgan 4/4,** 1976, pale



reddish-white, wire wheels, bucket seats, rear bumper, air cleaner, one lady owner. We have nearly sold this car, except that the man's guide dog doesn't like the colour! **Morgan plus 8,** 1977, metallic grey, leather trim, reclining and folding seats, alloy body door handles, anodised aluminium bumpers. **Morgan 4/4,** 1969H, Royal ivory, wire wheels, a mere 2 owners from new. **Morgan 4/4 4 seater,** 1972L, Signal red, bonnet strap, spotlights, torn-you cover, wing mirrors; this being a car we have had in stock 3 times previously. **Morgan Plus 8,** 1970, orange, chrome, luggage grid. **Morgan 4/4,** 1969, Nut Brown, tan hood and sidescreens, Brooklands 4-spoke steering wheel, an extensive bodywork overhaul was carried out at Malvern Link about 18 months ago. **Morgan 4/4,** 1971, Cambridge blue, bucket seats, radio, wing mirrors, air cleaner, rear bumper. **Morgan Plus 8,** 1974, Nut Brown with stone leather, white hood, Zeibart anti-rust treated, good registration number, we have been trying to persuade the one owner to part with it for about 3 years and he finally succumbed. **TVR 3000M,** 1978R (1977 model), Diamond blue, vinyl top, radio/stereo, latest



polished wheel, sunroof, one owner. **TVR Taimar,** 1977, white, brown stripe, overdrive, sunroof, Woolfrace wheels. **TVR 3000M,** 1973, blue, sunroof, radio, one owner. **TVR Tuscan,** 1970J, Flame red, overdrive, spoiler, oversize tyres. **TVR Vixen 1600,** 1971K, orange, black trim. **TVR 1600M,** 1976, red, sunroof, reclining seats, vinyl roof, one owner. **TVR 1600M,** 1975P, green, sunroof, radio, wooden dashboard. **Spartan V8,** 1976P, metallic blue. This is the make of car I was unable to remember last month. Chris Alford has driven and reports as follows: "The Spartan V8 is, as far as I know, the only one in captivity and really is the most frightening car I have ever driven in my life. The driving position is "Italian", i.e. short legs, long arms. It all equals something like 5 years off my life, 24 grey hairs and a pulse rate completely off the scale. All this in one journey from Earls Court to Totteridge Lane on a wet evening." **Lotus Europa Twin Cam,** 1972L, yellow, alloy wheels. From Cheshire. Nysha has added a footnote in this month's "Dear John" letter that during her absence on holiday last month someone's girlfriend typed it on the stock list as 'Twin Can'. However, there's no need to sneer, Nysha – I see you have typed it as 'Tin Cam'. **MG Midget,** 1973, blaze, radio. **MG Midget,** 1975N, bracken. **MG Midget,** 1976, red one owner, from Wales, p/x new **TVR Taimar. MGB GT V8,** 1974N, bracken, sunroof, spoiler, overdrive, radio. **Jensen Healey MkII,** 1974, Tangerine, radio, recently serviced by trained mechanic (he can beg, also plays 'dead'). **NEW MORGAN:** We are of course the Greater London Morgan Distributors, and you may take that how you will. Unfortunately there is a very long waiting list, but we do our best to administer this as fairly as possibly, in conjunction with Derek Day, Morgan's ever-cheerful Sales Director, new car allocator and hair tearer-outer. We are glad to show you the latest 4/4 and Plus 8, demo drive, brochures, prices, availability of extras etc etc. **NEW TVR:** We normally have a good stock of Taimars and 3000M's in various specs. and colours, but I must mention a Taimar which has just arrived. It is silver with a metallic gunmetal model band; this colour scheme suits it to perfection and it's one of the most attractive cars I've ever seen. We have a 1977 TVR Taimar demo car on hand awaiting the pleasure of any sober over-21 year old. Please ask for Morgan and TVR brochures – they are available ad lib. There is a special brochure on the Broadspeed-developed **TVR Turbo,** which includes a performance graph vs. the Porsche Turbo. From 0 – 120 mph, for instance, the Porsche occupies 43.0 sec., but the TVR does it in 29.6! ("Motor" magazine). **ARKLEY SS:** We exhibited two Arkleys (along with the TVR Prodsports racer) at the Motorfair at Earls Court. Interest was phenomenal, and the public practically ripped the cars to pieces on the first day, so that unfortunately we had to erect the hoods and lock the doors. However, some of the people who saw them must have been serious, because we have sold several kits and a couple of complete cars from the Show. The thing that annoys me most about the way people behave when they see the Arkley at a motor show is when they test the resilience of the front suspension by applying their full body weight in a rhythmic manner to the slim unsupported front wingtip. You may think I'm exaggerating, but I have seen it happen many times, and it is always the same sort of bloke that does it. Middle-aged, fawn raincoated etc etc. Here is



our Christmas list of Things. 'Morgan' and 'More Morgan', both by the excellent Houghton-Bowden, £5.95 each post free. 'The TVR Story', by the incomparable Filby, £6.50 post free. 'Roadsters, Replicas and Fun Car', Filby again, contains 3 pages of Arkley SS, £3.85. The 4 Wheeled Morgan Part 1' by Ken Hill, £5.45. Special offer on the full-colour Morgan poster, normally £1.50, only 90p cash-and-carry only. Morgan bonnet strap, black or brown with brass buckle supplied uncut so can be shortened to use as belt, £9.50 + VAT. Woodrim steering wheels are in again, the one we like most was and is Simon Green's Motolita 15". Complete with Morgan boss £37.10 inc. VAT post free. As usual our garage is CLOSED from Christmas Eve until Tuesday January 3rd. A Happy Christmas and a Safe New Year to readers one and all!





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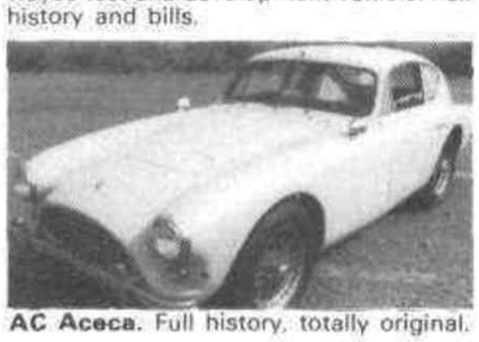
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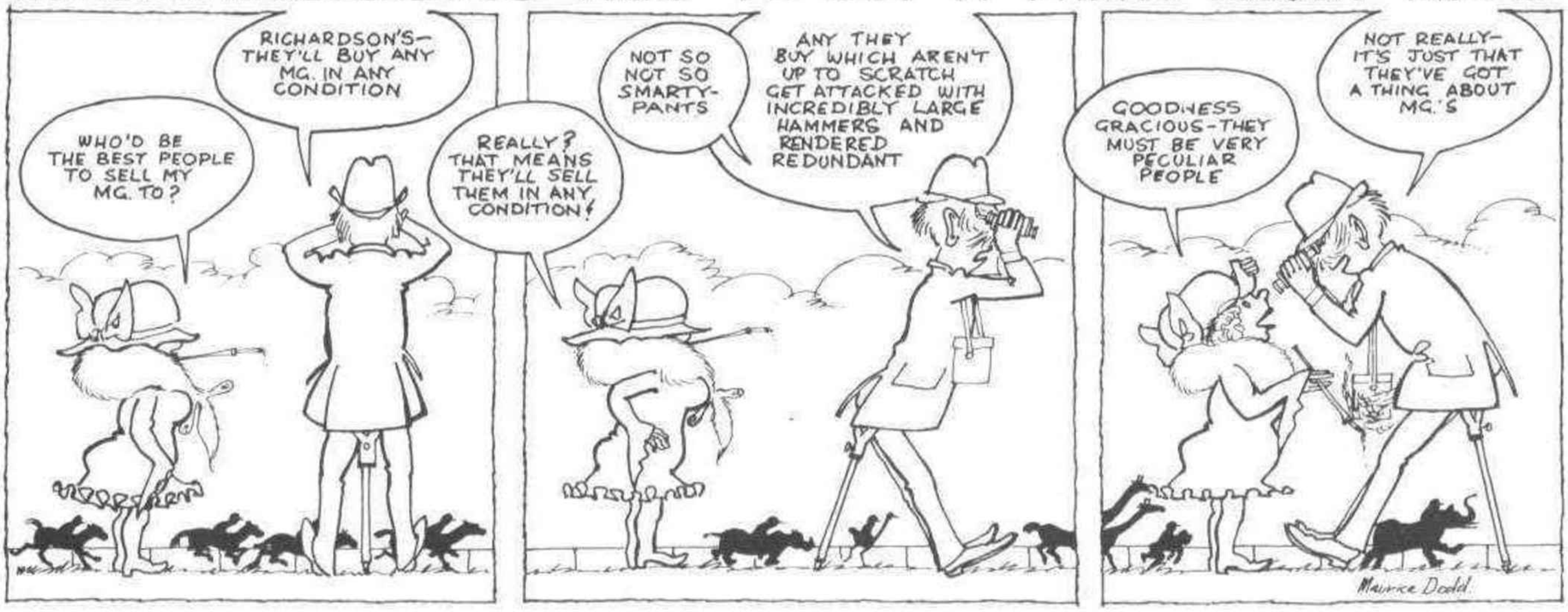
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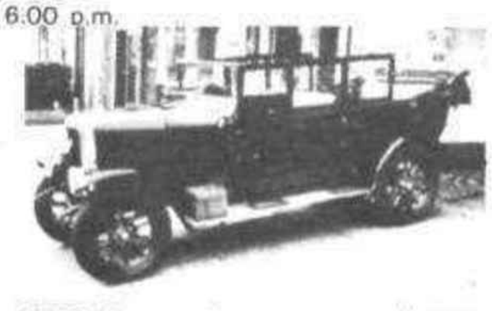
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1969 MORGAN 4/4 4 seater. Daytona Yellow, wires.
1969 MORGAN Plus Eight. Clementine, 41,000 miles.
1974 FERRARI Dino 246 GT. Viola, factory flared arches, wide wheels, one owner, 23,000 miles, radio.
1973 FERRARI Dino 246 Spyder. Red, 31,000 miles radio, stereo.
1972 FERRARI Daytona 365 GTB 4. Gialo Fly, 29,000 miles, leather, air conditioning, radio/stereo.
1976 MGB GT V8. Glacier White, one owner, 14,000
1975 MGB Roadster. Teal Blue, one owner, 14,000 miles, head restraints.
1975 CHEVROLET Corvette Stingray 350. T Roof.
1976 PORSCHE Turbo. Maroon Metallic, leather trim, ESR, 10,000 miles only.
1973 Series PORSCHE 911E. Black, ESR, Recaro's, radio, rear wiper, electric windows, low mileage.
1975 TRIUMPH TR6. Magenta, O/Drive, radio. **£2,395**
1971 Series TRIUMPH TR6. Hard/Soft tops, O/D **£1,195**
1974 Series JAGUAR E Type V12 2+2. White/Black leather, 25,000 miles, one owner, radio, Sundym.
JAGUAR E Type V12 2+2. White, 14,000 miles, one owner, chrome wire wheels, radio.
1970 JAGUAR E Type 4.2 FHC. Indigo. Chrome wires.
Jaguar SK150 FHC. BRG, wires.
1977 DATSUN 260Z 2+2. White, radio/cassette, 800 miles, S Reg., virtually brand new.
1977 Fiat X/19. Metallic Blue, 5,000 miles only.
1969 MERCEDES BENZ 280SL. Silver, new engine, hard top/soft top.
1972 CITROEN-MASERATI SM Coupe. Turquoise metallic, leather, radio/eight track, air conditioning. **£2,395**

393-395 Hendon Way London NW4 LP3 telephone 01-202 8011/2

FOR SALE—continued

MG-B GT 'M' REGD. 1973. Damask, low mileage, overdrive tinted glass, HRW, radio. £1,695. Congleton 77295. (4935

JAGUAR XJ6 Coupe 1976. Manual overdrive, tinted electric windows and sunroof, HRW, chrome wheels, stereo. £6,500. Congleton 77295. (4935

AUSTIN HEALEY 3000 Mk. 3. LHD. Excellent order. Jaguar XK150 Roadster, A-so LHD and good condition. Both very usable cars. 01-858 0093. (4923

RILEY 2½-LITRE 1951. MoT May 1978. Complete professional mechanical overhaul this year at cost of £800 (bills available). Roof and body in very good condition. Interior mainly sound but needs some work. £1,050. Chelmsford 0245 420578. (22884

JAGUAR XK140 FHC. 1956. Very poor condition. Offers. Box No. 5620. (22885

LOTUS SEVEN 1600GT. 1970. Fairly good condition. Revolution wheels. £1,450 o.n.o. Phone Rugby 812881. (4911

TR3A 1959. BRG. Reg. GMM 7. MoT Aug. 1978. Taxed Feb. New carpets, new front tyres. £650 o.n.o. Rock (Worcs) (0299) 266000. (4912

1965 JAGUAR E-type fixed head coupe. A two year £3,000 garage rebuild has just been completed using only genuine Jaguar parts. All bills available. For further information ring Hedingham (Essex) 60202. (4913

AUSTIN 16 SALOON 1929. Finished in dual brown/black. 3 owners from new. Laid up 1939-74. Mechanically/bodily excellent, interior needs some work. Taxed Sept. MoT June 1978. Used daily. £2,250 o.n.o. or exchange considered. Wokingham 781093 evenings or weekends. (4915

AUSTIN 7 box saloon, 1933. Good running order, new tyres all round. Very tidy body. Some spares. MoT till Dec. '78. Taxed. £950 o.n.o. Tel: Weston-super-Mare 812791. (4917

TR4: ONE OF THE FIRST. 1962. New engine, exhaust, good tyres (2 brand new XASs), overdrive, Surrey tops, clean body, no chassis rot, taxed, MoTd '78. A bit tatty inside, £475. Tel: Ashton Keynes 342 (near Swindon, Wilts). (4918

ROVER 100. Very good original condition throughout. £625 o.n.o. or p/ex. Gilbern Scimitar, WHY? Breamore 473. (4919

JENSEN INTERCEPTOR, p.a.s., Sundym, VHF, 8-track, new battery, long MoT, taxed, p/ex considered. £1,695 o.n.o. Billericay 56052. (4920

MARCOS 3L V6 1971. Red, exceptional condition, electric windows and aerial, radio, mag wheels, sunroof, overdrive, spoiler, engine rebuilt and tuned, averages 32 m.p.g. and has full MoT. £1,950 o.n.o. Berkswell 32247. (4921

P1800S (VOLVO) 1966. MoT Sept. 1978. Alloy wheels, radio and other extras. £795 or exchange. Phone: Ashwell 2195 (Herts). (4928

FOR SALE—continued

JAGUAR E-TYPE 1969. Series 2. FHC. Red, special number plate, super bodywork, transistorised ignition, Koni shockers all round, new steering rack, Cibie headlights, bumpers rechromed, radio, looks and drives like new. £2,250 o.n.o. Phone Bledlow Ridge 261. (4927

LANCHESTER LD 10. Barker body, 50,000 miles, MoT Oct. 1978. Good sound condition. Offers over £600. J. Vernon Jones, 57 Porth-y-Castell, Barry, S. Glam. (0446 /38523 evenings, or 734321 daytime). (4925

1960 AC GREYHOUND 2.2-ltr. Bristo engine with overdrive. Rare 2+2 (adults) alloy coupe. Red with matching leather interior. Chrome wires, radio, two owners from new. £2,500 o.n.o. Northampton (0604) 830341. (4931

4012 DF AUSTIN A40 1963. Good condition for year. Short MoT. Best offer over £80 secures. Eversley (Berks) 732896 evenings. Flat G. (4929

ALVIS TD21 drophead. 1962. Manual 4-speed, w/w. Dove grey, red leather. £2,000. Tel: Saltburn 2796. (4930

LOTUS 47, good condition, complete apart from engine and box. Eligible for historic racing. £2,500. Porter, 021-236 0141. (4932

LOTUS ELAN Sprint FHC, 1971 K. Stored past 8 months. Offers invited. Part exchange considered. Caton (0524) 770569. (4922

1920 VAUXHALL D-type. Rare 4½-litre 4-seat tourer with original Vauxhall body. Forerunner to the O.E. Totally restored to the highest standards. Offers in excess of £10,000. For details, etc., Tel: (Runfold) 025-18 2440. (4850

RILEY RME 1954. Excellent mechanics and roof. Body above average. Recent work reborе, big ends, shocks, springs, exhaust, brake pipes, new tyres + much more. Long MoT. Interior slightly tatty. Genuine reason for sale. Offers around £700. Phone: Sevenoaks 61153 for details. (4851

MG-A ROADSTER, 1956, W/W. Old English white, red leather trim. Beige hood. Completely professionally restored, concours. £6,000. Also "Frogeye" Sprite. Blue with matching hood. Taxed, MoT (Reg. 777 BOP). £550. Both vehicles privately owned. 137 Sedlescombe Road North, St. Leonards-on-Sea, Sussex. (4852

DATSUN 240Z. Janspeed, triple Webers, stereo, alloys. 1974 model. £2,300 o.n.o. Phone: HW 41729. (4853

GILBERN INVADER Mk. II, manual/overdrive, MoT, taxed. Usual Gilbern extras, v.g.c. throughout. £1,455 o.n.o. Leicester 739811. (4855

ROVER ESTATE, 1974, 3500 automatic with Owen estate conversion. Superb Avocado green coachwork with sunroof, cloth upholstery, headrests, Radiomobile, etc. £2,850 or offers. St. Albans 72503 evenings. (4861

FOR SALE—continued

PEUGEOT 204 1973 (Nov.). Sunroof, radio, light blue, beautiful, any trial, examination. £995. Hoddesdon 63743. (4857

TR6 1972 'L' REG. White/black trim. Overdrive. 205/70 Dunlops, new exhaust. Only 38,000 miles. Must be well above average condition throughout. £1,575 o.n.o. Bedford 851499. (4858

1934 LANCIA AUGUSTA—rare sports saloon with sunshine roof. Mechanics and bodywork superb. Many spares. Best offer by December 12th secures. Irons, Kintbury (STD 048 85) 681. (4859

ROLLS-ROYCE Silver Cloud 2, in superb all round order. AA or RAC inspection welcomed. Low mileage. For details Tel: 077682/343. (4860

WOLSELEY WASP 1935. Two owners from new. Unused four years, but drives o.k. apart from blowing exhaust. £550. Barnstaple 3645. (4862

LEFT-HAND-DRIVE Rover 3½-litre V8 Saloon in mint condition, under 40,000 miles. Will deliver Continent. £1,250. Tel: Exeter 56359 (evenings). (4863

1935 4-DOOR MORRIS 8 Saloon. In running order. Bodywork good. Some roof repairs needed. 2 owners. £750. Box No. 5616. (4867

TR6, 1970. Super condition, O/D oil cooler, only £825. Day 0722 25000; evening 098-062 307. (4980

E-TYPE JAGUAR 'F' registration. FHC 4.2. Webasto roof, CWW, HRW. MoT April 1978. £1,500 o.n.o. Phone: Hailsham 841806. (4933

FROGEYE SPRITE. Extensively rebuilt bodily and mechanically. Spares included plus rebuilt 1275 c.c. engine. £950. Full details. Telephone: West Wotton-under-Edge 3497 (Gloucestershire). (4938

ALFA GIULIA SPYDER 1965. Original, totally rebuilt engine, excellent condition. £850. Alfa Giulietta Spyder, 1960, for restoration. £250. Shenstone 480230 (0543). (4935

MERCEDES 190SL Roadster with hard top, 1958, LHD. Probably best available. £2,500. Reigate 41992 (Surrey). (4941

LOTUS ELAN drophead, 'K' Regd. Recent engine overhaul, new rear shockers, MoT to August, £975. Take Saloon part ex. Kegworth 2778. (4942

DAIMLER V8 250 Saloon, 1967, 48,000 rec. miles. Long MoT. Metallic grey. Beautiful condition. Drives perfectly. £995 o.n.o. Tel: Mr. Alexander, Huddersfield 27481 (day); Eland 74307 (eves). (4945

TRIUMPH STAG Aug. '74. Hard and soft top. Manual with overdrive. 39,000 miles. One owner. A1 condition. £2,850. Birmingham 021-440 6182. (4946

PORSCHE 911T 1968. Metallic red, radio, tinted windscreen. Porsche maintained and history. Sportmatic. £1,875. Exchange possible. Bournemouth 293541. (4952

FOR SALE—continued

LOTUS EUROPA Special (5-speed) 1972. One of 100 numbered Europa Specials built to celebrate 50 Lotus GP wins. JPS livery (black/gold) factory alloys, Sundym, oatmeal interior. MoT. Excellent condition. £2,250. Tel: Cannings 678. (4967

EXCELLENT INVESTMENT: 1954 Bristol 403. Fine condition. Good runner. £795 o.n.o. Also 401. New chassis, needs some rebuilding. Offers. 061-881 1318 or 061-881 0165. (4969

1953 MG TD part dismantled, sound. £1,300. Huddersfield 27348/664669. (4935

MG-B ROADSTER 1973. Harvest gold, overdrive, works hard-top, soft-top, tonneau, Abarth exhaust. One owner and genuine 19,000 miles. £1,650. Exchange possible. Bournemouth 293541. (4952

MG MAGNETTE ZB, 1959. Black. Very nice condition. £800. Tel: Kendal 22749. (4940

ASTON MARTIN DB4 and 5. Both cars are superb. AMOC member owned and £3,000 each. Tel: Wallingford (0491) 36390. (4971

HOT VOLVO 144 GT 1972. 140 b.h.p. road tested. 0—60 9 secs. Dark blue, new tyres, radio. £1,100. Penn 5154; Beaconsfield 71918. (4974

LOTUS ELAN S2 drophead. Completely rebuilt '76, FIA cage, wide wheels, arches, gold leaf colours. Marriage forces reluctant sale. £1,550 o.n.o. Erith 34876. (4975

1962 JAGUAR E-type Roadster. Engine 90% rebuilt to very high standard. Body rough. £800. Cheltenham 36775, evenings. (4977

LANCIA ZAGATO Fulvia coupe 1969. Silver, 47,000 miles. Subframe need repair. £200. Otford 4279. (4979

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 918 1610. (4977

1932 MORRIS 10/4 in excellent original unrestored condition. Very good running order. Car has lived in this country all its life. £1,000. Tel: Exeter 56359 (evenings). (4978

JAGUAR 3.4 S-TYPE, 1966, 69,000 miles. Manual, overdrive, Webasto roof, p.a.s. Good original condition. £695. Southport 28067. (4950

SCIMITAR GT 1970. One of last. Overdrive, taxed, tested 11,175. P/ex TF, Ace, etc. Chesterfield 850559. (4951

ASTON MARTIN DB4 Vantage (Series V). Rare model. AMOC registered history. Approx. 30,000 miles since new special series engine. Long MoT. Many concours awards. £2,600. Sussex. Telephone: (04352) 2869 or (03273) 37436. (4958

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1976 Scimitar GTE. Lincoln green, manual, o/d, elec. windows, tinted glass. **£5,350**

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1.6 Alfetta Saloon 1975 **£2,199**

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FOR SALE–continued

ALFA ROMEO Spyder 2000, 1976. White, immaculate, 12,000 miles. One owner, 5-speed box, 30 m.p.g. £3,999 o.n.o. Walton on Thames 22983. (4881

MORGAN 4/4 2-seater, 1972 'L'. One private owner and 18,000 miles from new. Extras include: wire wheels, boot rack, £3,250. 01-286 5315. (4884

ORIGINAL 1965 Vanden Plas 1100 with half a car of spares £325. Winterbourne 772261 (Bristol). (4885

E-TYPE 3.8 1963, Registration "4 SAU" Completely resprayed Carmen Red, retrimmed, rechromed, engine overhauled, new clutch, £1,500 spent. Superb complete example. Must sell, absolute gift £1,500 o.n.o. Tel: 01-993 2771. (4888

AUSTIN SEVEN box saloon 1932. Excellent condition, road worthy and original. Offers invited. Maiden Newton 641. (4864

ALFA ROMEO 2000 Berlina 1972, 'N' registered, Ziebart rustproofed, new clutch dampers, White, towbar. Superb throughout. £995. Further details Sherwood, Wilcombe 3301 (Cheltenham) office hours. (4963

TR4: GENUINE 59,000 miles. Signal red, wires, radio, new MoT. Beautiful car. £950. Ferndown 892211 (Dorset). (4966

TRIUMPH TR6 1971. Overdrive, radio. Year's MoT. Attractive. £1,050 o.n.o. Phone: Penn 4581 (High Wycombe). (4964

TR4: FOLLOWING considerable time/expense, regretfably owner selling immaculate 1964 Roadster. Surrey H/S tops, W/W, O/D, all sheet metal replaced. Resprayed original conifer. New trim incl. seats. Other new improvements too numerous for ad., MoT. Needs running-in. Genuine mileage 64,000, hence want £1,000. Time-wasters not appreciated. Coventry 78482. (4954

OGLE SX1000 number 59 of 60 built, 2+2 fibreglass with Mini Engineering, 1963, servo discs, twin headlights, etc. Very beautiful and rare car. Runner, but needs attention for MoT. Offers over £400 or exchange £200 + Beach Buggy or bike. Tel: High Wycombe 881895 evenings and weekends. (4955

TRIUMPH 2.5 PI Estate. Overdrive, cloth trim and tow ball, £1,575 or exchange late MG-B GT with cash adjustments. Phone: Pincham (090 868) 5318 (Newport Pagnell). (4956

JENSEN 541S, Imperial crimson. Beautiful condition. Offers invited over £1,500. Headley Down 2031 (E. Hants). (4959

LOTUS CORTINA Mk. I, 1966 Indianapolis Badge Model. Exceptionally good condition. Engine 10,000 miles. Gearbox 3,000 miles. New exhaust, starter motor, year's MoT. £625 o.n.o. Also Lotus twin-cam engine complete—offers. Farnborough (Hants) 514332 after 6 p.m. (4961

FOR SALE–continued

LANCIA APPIA 3rd Series sedan, 1961. MoT, LPG conversion 5 speeds, new clutch, brakes, guides, etc., v.g.c. Spare car as spares. LHD. Smallhorn, Hitchin (0462) 730267. (4973

1976 LOTUS ECLAT 520, £5,950, 17,000 miles. Excellent condition. Several extras. Phone: 0759 71740 days or 0759 71801 evenings after December 16th as owner presently overseas. (4953

FIAT 124 SPORTS Coupe twin-cam, 5-speeds, 1971. £799. Phone: Penn 4581 (High Wycombe). (4964

FIAT 130 COUPE, very rare manual 5-speed, 1972, but 1976 condition, LHD. Gold metallic, black vinyl roof. All available extras, Pioneer Hi-Fi (£210). £3,000. Tel: Windsor 63654. (22898

1959 FRONT-ENGINED Formula Junior, eligible for FJ or HSCC, complete with some spares. £1,995 o.n.o. Box 5618. (4727

1967 SERIES 2 E type 2+2. Pristine navy blue. New Webasto roof, chromed wire wheels, chromed engine parts. 1 year MoT. Unbelievable condition. £2,600. Tel. 0222 (Cardiff) 751081. (4949

1973 3000 CAPRI, fitted with Wade Supercharger, this car is sprayed in black with flared arches, etc. White vinyl sunshine roof. 17,000 miles from new. Many extras including Wolfrace wheels, Goodrich white wall tyres, Thrush outsiders plus original exhaust. Chromed parts on engine under specially made bonnet. Tinted windscreen, quadraphonic sound plus cassette and radio, special suspension and brakes fitted. Must sell at £2,500. Phone: Lytham St. Annes, Lancs. 725750. (4914

DAIMLER SOVEREIGN 4.2 litre, 1968, white. Superb blue leather and carpets. 55,000 miles, full service history. Must sell quickly, hence £795 o.n.o. Hildenborough 832618 (Kent). (4995

MORRIS 'BULLNOSE' Cowley, 1925. 4-seat tourer. Very good original condition. Extensively rallied in the recent years. Complete with original rear trunk. Current MoT. £4,350. 0543 490232 (Staffs.). (4996

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ALFA ROMEO Spyder 2000 Veloce. Reg. August 1977, radio, taxed, selling due to change of plans in the family! £5,100 o.n.o. Ring Coventry 504050 or 021 445 2903. (Both after 6 p.m.). (4997

EX-PROTOTYPE 2.6l. Healey. Registered 1971, wires, overdrive. Unique specification. De Dion rear, discs, four headlamp cowling. Wider, slightly longer wheelbase. World's rarest Austin? With documentation. £2,500. Consider characteristic exchange. Magnificent Midget, 1973M resprayed, rechromed. Numerous extras. Twinchoke "Weber". £1,000. Wanted restorable 8 cylinder Alfa/Bugatti similar. Pinfield Lodge, Barnt Green, Birmingham 445 2551. (4998

1952 RILEY 1½ litre RME. A most original example. Finished in black with tan leather interior. Recent £300 engine overhaul. £975. Telephone: 01-979 1290. (22919

BMW ALPINA 2002, Inka, tinted glass, wide alloys, front spoiler, must be seen. £1,950 o.v.n.o. Tel. 021-353 9156 evenings. (5010

MORRIS 8 Tourer, 1938. With three spare engines. Stored five years. £475. Tel. Malmesbury (Wilts.) 2388. (5014

TR4A 1966. Expensive restoration just completed. Overdrive, wires, radio, new hood, 12 months' MoT. Appreciating asset. £785. Tel. Hawarden 532495. (5011

BENTLEY 3½-LITRE. Three-position DHC. Total restoration and conversion of original saloon by Mann Egerton. Engine rebuilt, also chassis, suspension, brakes, transmission, wiring etc. New hide and carpets. Two tone beige with green interior. Tools and original handbook. Beautiful and immaculate. Intended for own use but cost of restoration forces sale. £9,000. Tel. 082572 3411 (Newick, Sussex). (5016

ASTON MARTIN DB6. December 1969. Manual gearbox, new tyres, stainless steel exhaust. Resprayed, engine completely overhauled. First class condition. £4,500. Tel. Mottram 62298. (5015

GT6 L reg, overdrive, sunroof, radials, HRW, MoT. £950. For quick sale. Leeds 791253. (5012

FERRARI DAYTONA 1973. 11,000 miles from new with full service history. Finished in metallic silver blue/blue leather trim. One of the very last RHD cars built. The whole car is in concours condition and is possibly the finest coupé available in the country. £17,450. Tel. 01-452 8115 or 01-486 3603. (5000

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E-TYPE, collector's item. FHC 1965, gun metal grey. Two owners, fully rebuilt engine, immaculate car in original condition. £3,500. Tel. 01-731 3115 (office). (5001

ASTON MARTIN DB5 Vantage. An excellent car with known history and much recent work including re cellulose, clutch, brakes, exhausts, etc. A genuinely appreciating asset at £2,450. Richard Goode 01-388 2051 (office). (5005

BENTLEY MK. 6 1948 saloon, good condition. £2,250 o.n.o. Wakefield (0924) 60409. (5002

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OPEL GT 1900 sports coupé, 1969, LHD, excellent condition, rustproofed. £11,000. Tel. Leeds 0532 456283. (5004

MG TD. Mechanics, chassis and body frame refurbished and painted to a high standard. Can be seen running. Stage Two engine, body partly dismantled. All parts available and all right including new ones where necessary. £2,350 o.n.o. Beaconsfield (Bucks.) 4003. (5006

1949 MORRIS MINOR Tourer – not just another Minor, but the very rare open 'Bullnose', with chrome grille, low headlights, side-screens, etc. Very good condition, tax/MoT. £750/offers. P/Ex Open Talbot 10, Triumph, similar. Details – 01-898 3829 evenings/weekends. (5007

E-TYPE Roadster, 1967, Series 1 4.2, (closed headlamp). Old English white coachwork, black hide trim, 51,000 miles, specimen example (stored last 2 years) many bills, much money spent! Hence sound investment £2,675. Tel. 01-458 7817. (5009

JAGUAR MK.II saloon, 3.4, manual o/drive. One owner from new! Full documentary service history. Excellent example. Bargain, £995. Tel. 01-458 7817. (5009

LOTUS SEVEN 1974, one owner, 19,000 miles, 125 b.h.p. crossflow motor, 7" Minilites, radio, heater. £2,000 o.n.o. Please write Harry Barke, Thurlestone, Mill Green, Ingatestone, Essex. (5003

LOTUS CORTINA Mark 1 Airflow, 1967. Long M.O.T., taxed, radio, new tyres, very sound, reliable, original condition. £750.00. Matlock 55522 (5051

ROVER 75 1950. P3 Cyclops Eye model, one owner, 69,000 miles, V.G.C., free wheel unused. All tools. M.O.T. Sept. 1978. £600. Poynton (Ches.) 3963. (5052

ALFA ROMEO 2000 GTV N reg. (1974), 37,000 miles, red, radio, Ziebart, cloth seats, full dealer service history, superb throughout. £2,050. 01-589 1830. (5055

TVR GRANTURA IIA 1963. This vehicle is in superb condition. MGA engine, W/W. Konis, recent new exhaust, battery and M.O.T. £650 ono. Tel. Medway 73114. (5072

M.G.T.F. REPLICA built August 1977. Completely new throughout, very smart and well finished, well worth viewing. Offers around £2,000. Tel: Nottingham 233567.

CADILLAC SEDAN-DE-VILLE 1966 black with grey cloth interior. Ex embassy car, usual extras, low mileage, very good condition, new M.O.T. £1,400 o.n.o. Phone: Banbury 810559. (5017

BRISTOL 405 Complete and sound but very tatty after 16 years with present owner and everyday use. Prestige No. PYN6, M.O.T. 5 months. Taxed Jan. 78. Good tyres, usual Bristol fittings plus handbook and workshop manual. Hertfordshire. Offers over £500 to Box No. 5623. (5019

HERALD CONVERTIBLE 13/60. Particularly attractive looking inside and out, radio, one year M.O.T., runs beautifully. £425. Haslemere (Surrey) 52130. (5024

300 SEL 6.3 V8. LHD. 1969. Midnight blue, white leather interior, full auto and power electric sunroof and windows, tinted all round. Fitted Becker radio, electric aerial, Goodyear Grand Prix tyres, 0-60 m.p.h. 6.8 secs., top speed 140 m.p.h., very little work necessary for American specs. £2,995. Romford 22751. (5039

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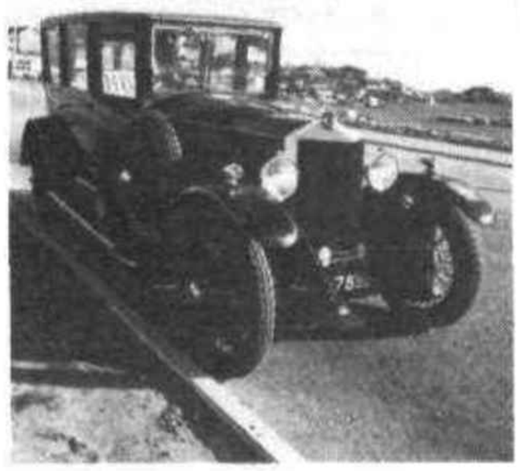
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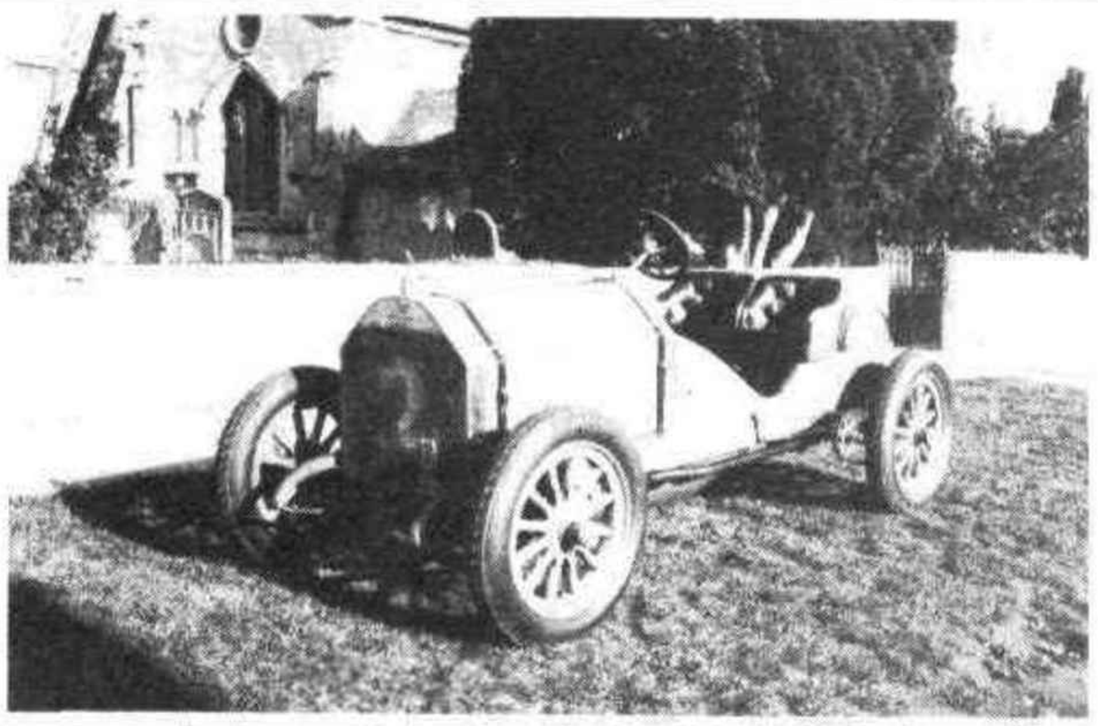


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MORRIS O'HEAD cam engine with vertical dynamo, engine similar to MG J2. Also side valve Morris engine circa 1929. Tel. 021 422 8177. (5023

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SPITFIRE 1500: 1975, Carmine red, 16,000 miles, one lady owner, immaculate condition, £1,595 or nearest offer. 0482 888524 (Humberside). (5021

300 SE COUPE 3 door hard top, 1965, 68,000 miles, genuine finished metallic sand beige, dark tan full leather interior. Full auto and power, completely re-chromed fitted radio, electric aeriel, 205 x 13 tyres, Staked lamps. This rare car is like new, bodily and mechanically. £2,250. Romford 22751. (5039

BRISTOL 408 finished in dark green with red upholstery and fitted with a Tudor sun roof. Motorola radio and Turbospeed tyres. £1,600. It may be seen in London by appointment. Telephone Bridgenorth 4685 (Shropshire). (5038

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MG MIDGET J reg, matching Bermuda hardtop, soft top, two tonneaux, Kenlowe fan, anti-roll bar, adjustable shocks, headrests, bootrack, Maserati airhorns, more extras, low mileage, excellently maintained, beautiful flame red bodywork. £775. Evenings, weekends 01 422 4410. (5028

ALFA ROMEO 2000 GTV. K registered. Body and paintwork good, recently mechanically overhauled. Stereo cassette radio. Taxed MoT £1,450. Phone 01 628 4741 ext. 28. (5041

JENSEN 541R 1959, manual/overdrive. MoT May 1978. Body and mechanics excellent. Chassis needs some attention. Offers over £600. Tel. Dunblane (Perthshire) 823530. (5040

GT6 1973 o/d radio/cassette, Sundym, HRW, cloth seats, servo brakes. Tel. Stroud 2854 evenings. £1,400. (5058

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AUSTIN A40 Sports, 1952. Jensen alloy body, four seater, drophead. Easily restored. Believed 61,600 miles, one owner! Log book and workshop manual. £180. 25, Shenley Road, Heston, Middlesex. (5063

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TRIUMPH STAG 1974. Carmine red, low mileage, hard/soft tops, overdrive, radio/stereo, XAS, distinctive registration, just serviced, taxed, used as second car and almost indistinguishable from new. £2,600 or exchange Renault R5 or similar plus cash. Wheathampstead (Herts.) 2225. (5067

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DUTTON 'B' K reg. Sprite 1275 engine, alloys, £390 or less engine/box £290. Tel. Birmingham 021 743 5672. (5043

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LANCIA 2000 FI Sedan, Oct. 73, 42,000 miles, taxed/MoT. Radio/cartridge unit. Excellent condition, full service history. £1,200. Phone 021 426 3015. (5047

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WANTED URGENTLY: A surprise Xmas present for a proud owner of a beautiful 1929 4½-litre Vanden Plas Tourer Bentley —a full-length old leather motoring coat, chest 44 in. Also leather helmet. Tel: 0222 753504. (4947

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FERRARI 275 GTB2 or preferably 4-cam. Good price paid by FOC member, Box 5613. (4777

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WANTED–continued

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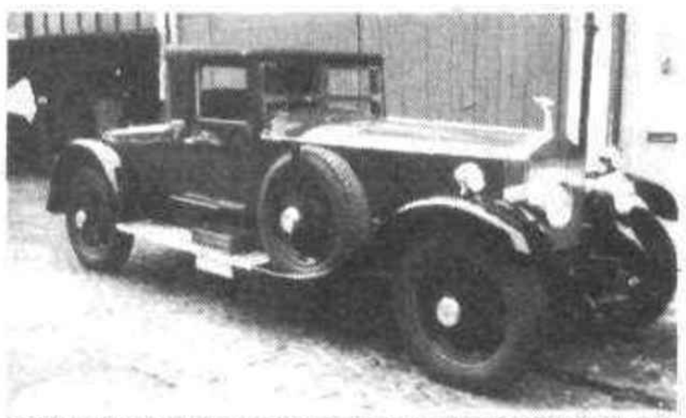
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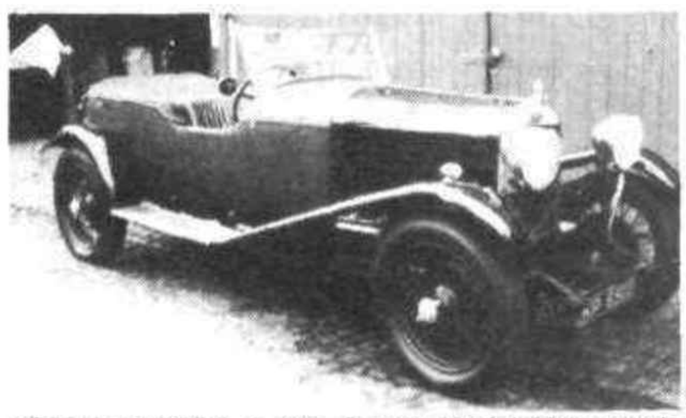
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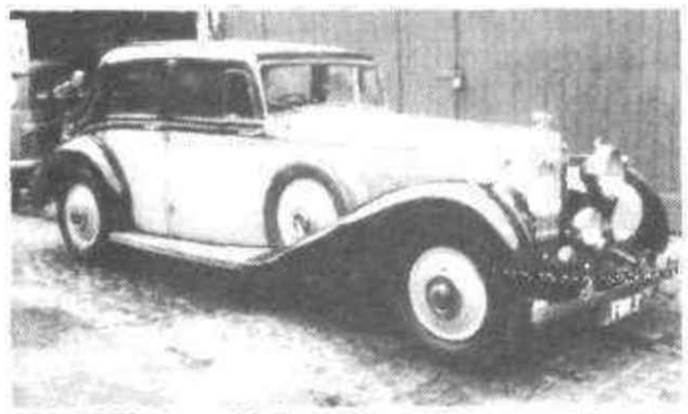
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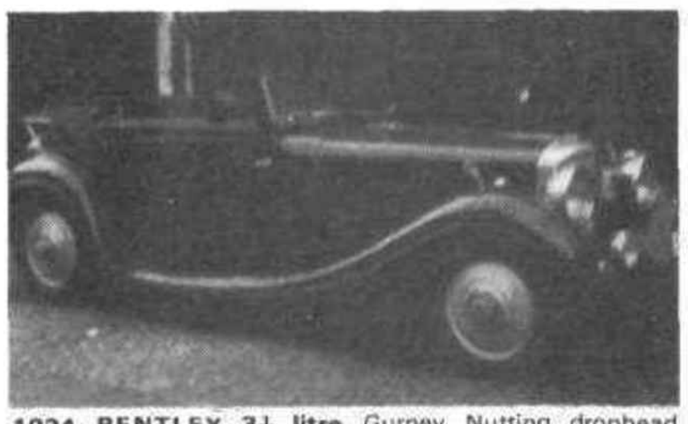
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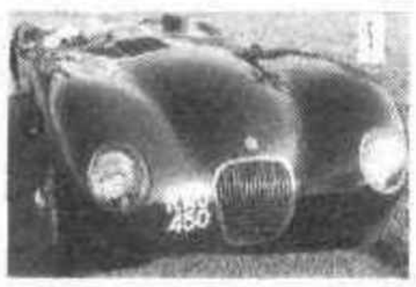
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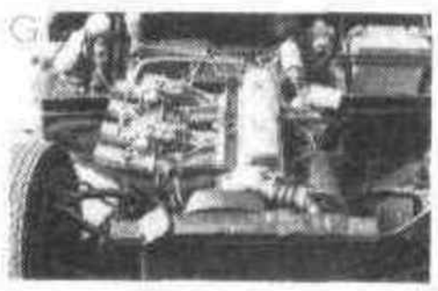
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This being the season when many periodicals abound with games and quizes, I've decided to give you my two-pennyworth. Merely identify the cars and match them with their interiors/engines. **No prizes, but all the cars shown are for sale!** (Solution at bottom of ad.)





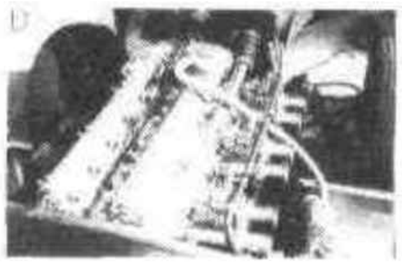
















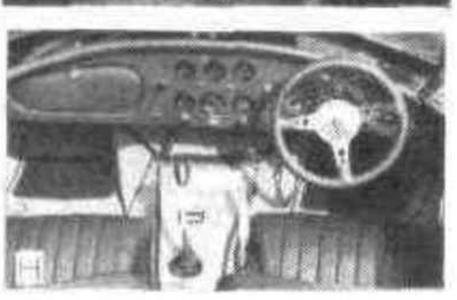












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LOTUS EUROPA twin-cam or Special. I will come to you and pay the best possible price for a car in good condition. For best cash prices phone 01-434 1340. (4479

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WANTED: MG GT must be in good condition, rust-free, properly undersealed from new. Cash available for the right car at a sensible price. Phone: Capt. Hunt, Bulford Camp 3371 Ext. 4498 or Bulford Camp 3212 after working hours. (4477

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MISCELLANEOUS

JENSEN PARTS. Dismantled SP 1972 Interceptor (6,000 miles), 1973 Interceptor III (9,000 miles), 1975 Interceptor III (11,000 miles). Thompson, 124 Shakespeare St., Southport. Tel: Southport 40047. (4937

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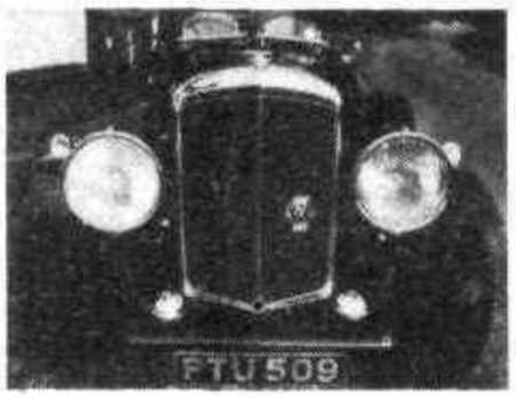


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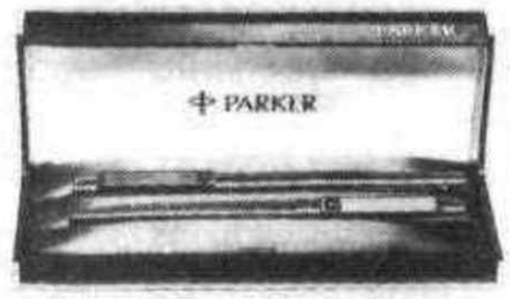
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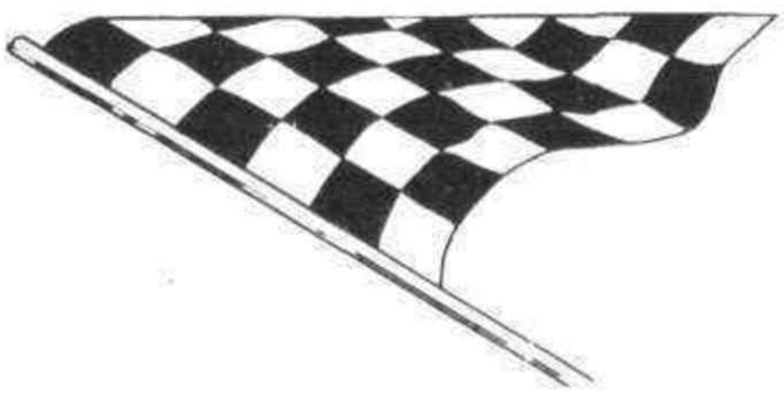
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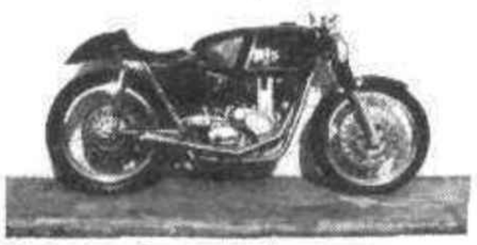
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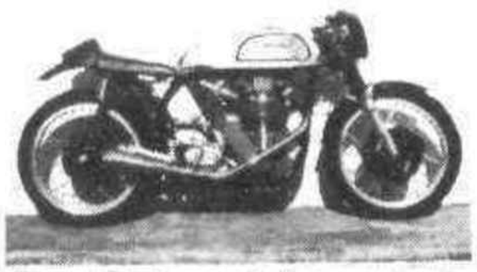
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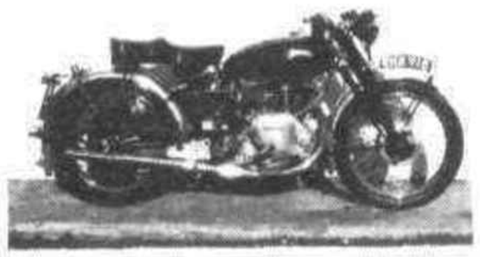
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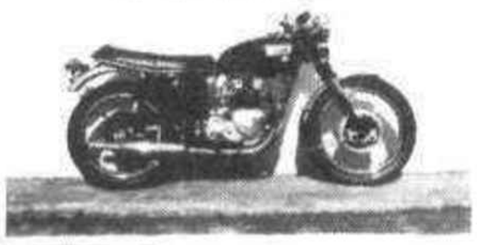
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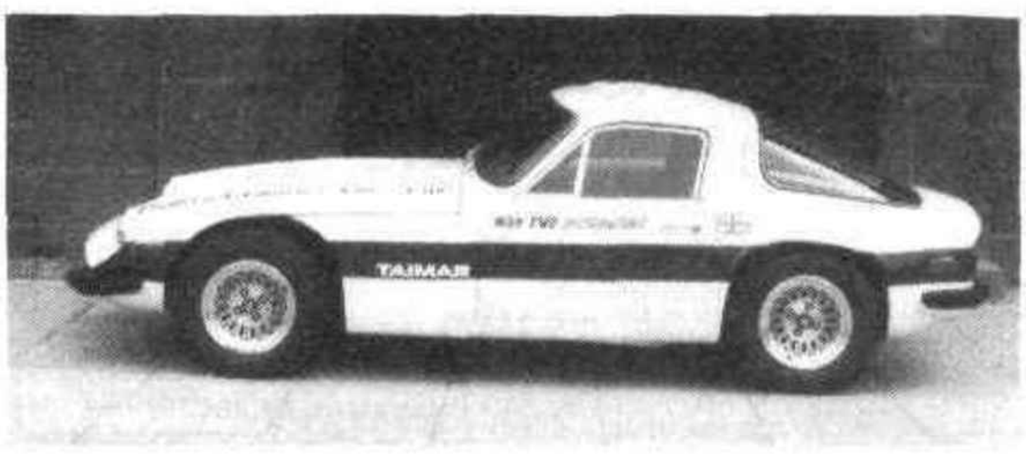
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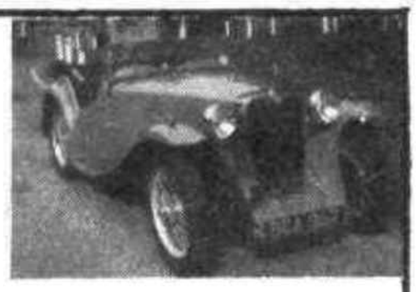
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1949 Rolls-Royce Silver Wraith. H. J. Mulliner. (Dalton Page 135.)

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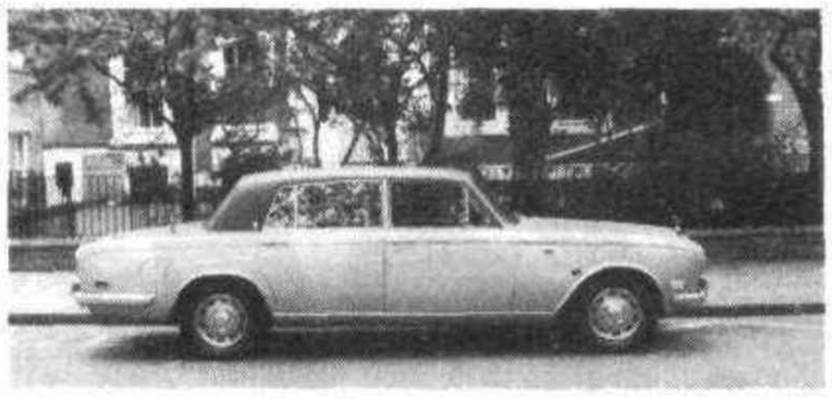
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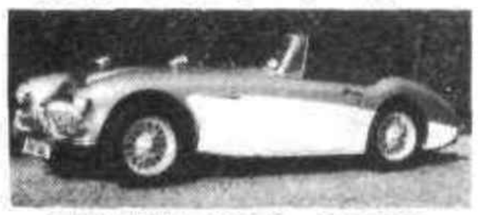
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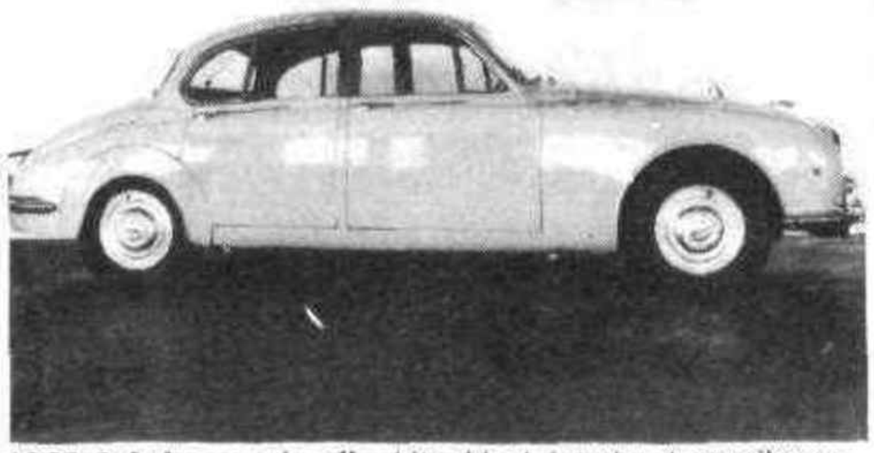
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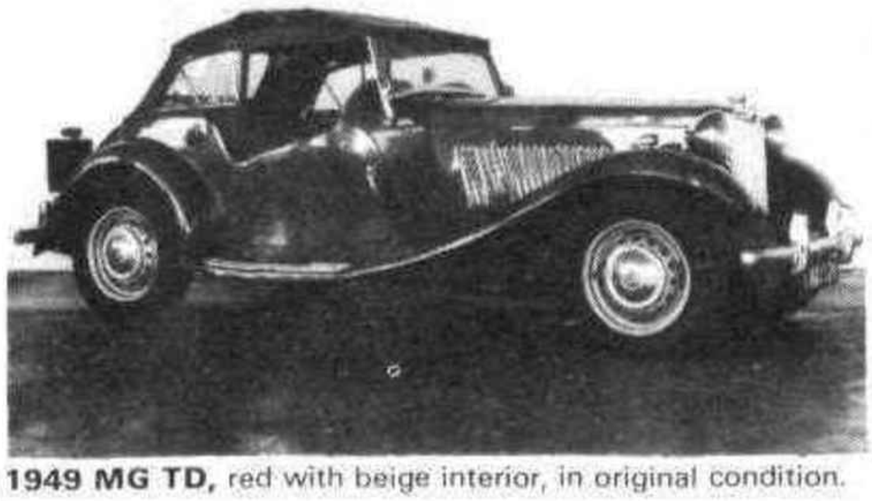
Daimler 20 h.p. Tourer, believed 1911, finished in dove grey with red leather interior.



1968 Lincoln Continental, finished in white with black vinyl roof, black interior.

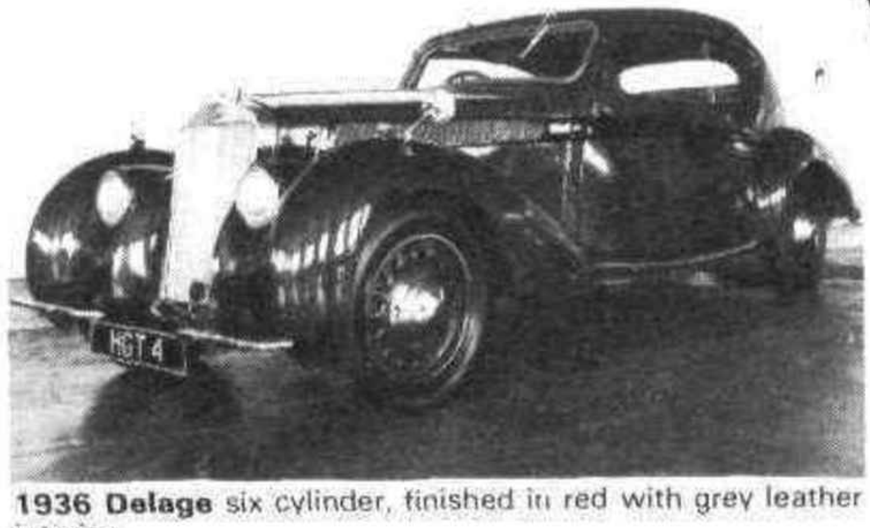


1968 2.4 Jaguar, in off-white, black interior, low mileage.

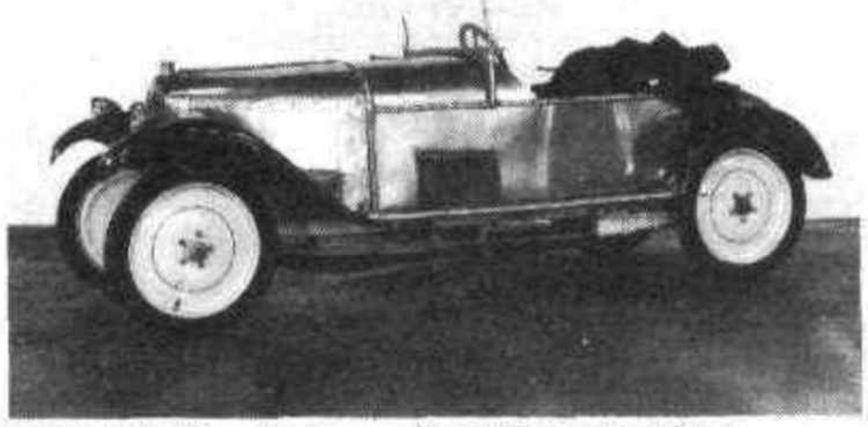


1949 MG TD, red with beige interior, in original condition.

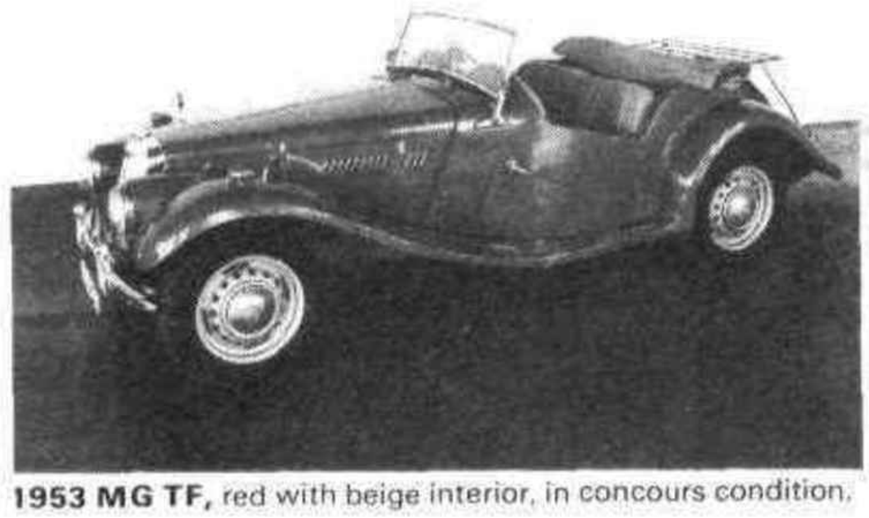
1964 Jaguar Mk.II 3.4, silver blue, exceptional.
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1936 Hillman Saloon in black, only 19,000 miles.
1938 Buick McLaughlin Limo. in black.
1959 Jaguar XK150, hard top Coupe in white.
1954 Lagonda Tickford Saloon, red, a fine car.
1973 MG Midget, blue, 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, 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.



1936 Delage six cylinder, finished in red with grey leather interior.



1922 ABC 2 seater tourer in polished aluminium.



1953 MG TF, red with beige interior, in concours condition.



1959 XK 150 fixed head coupe in pearl white with red interior, mint condition.

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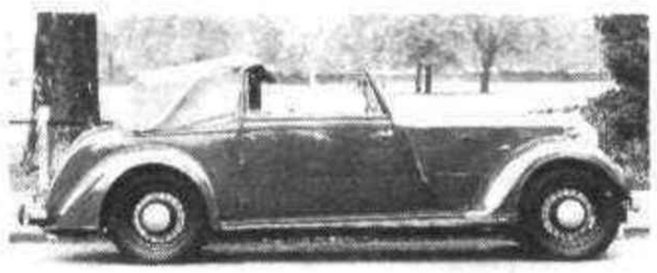
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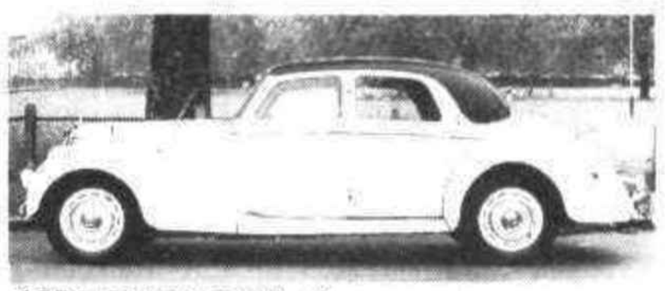
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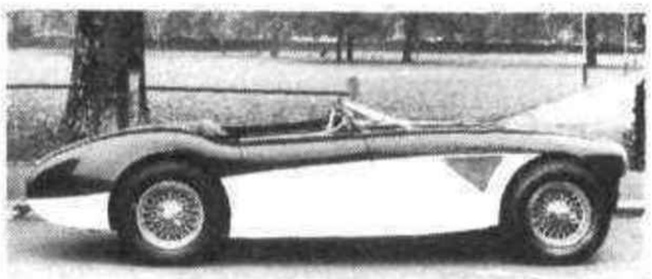
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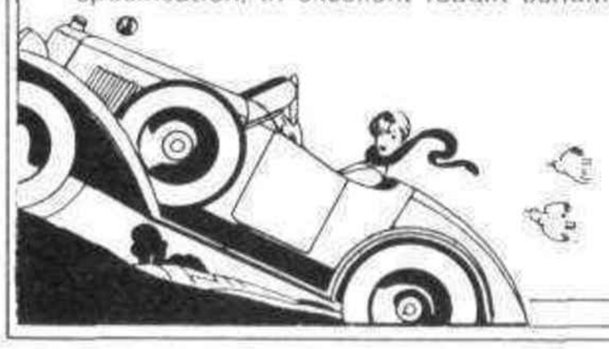
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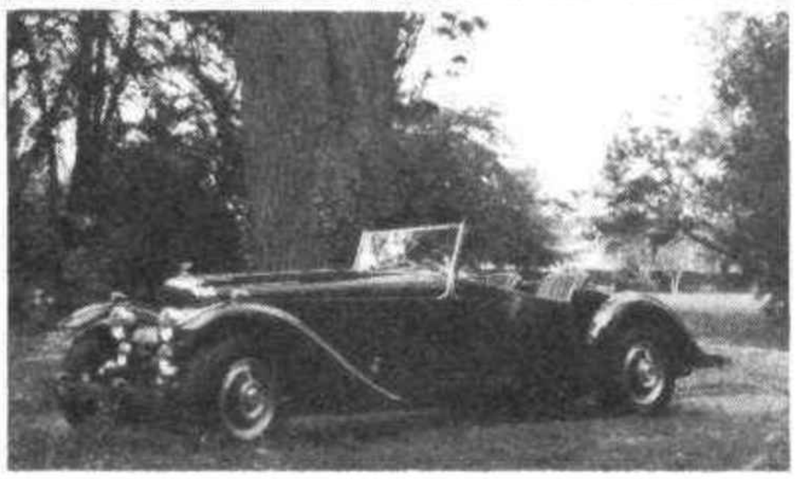
1938 Bentley Special
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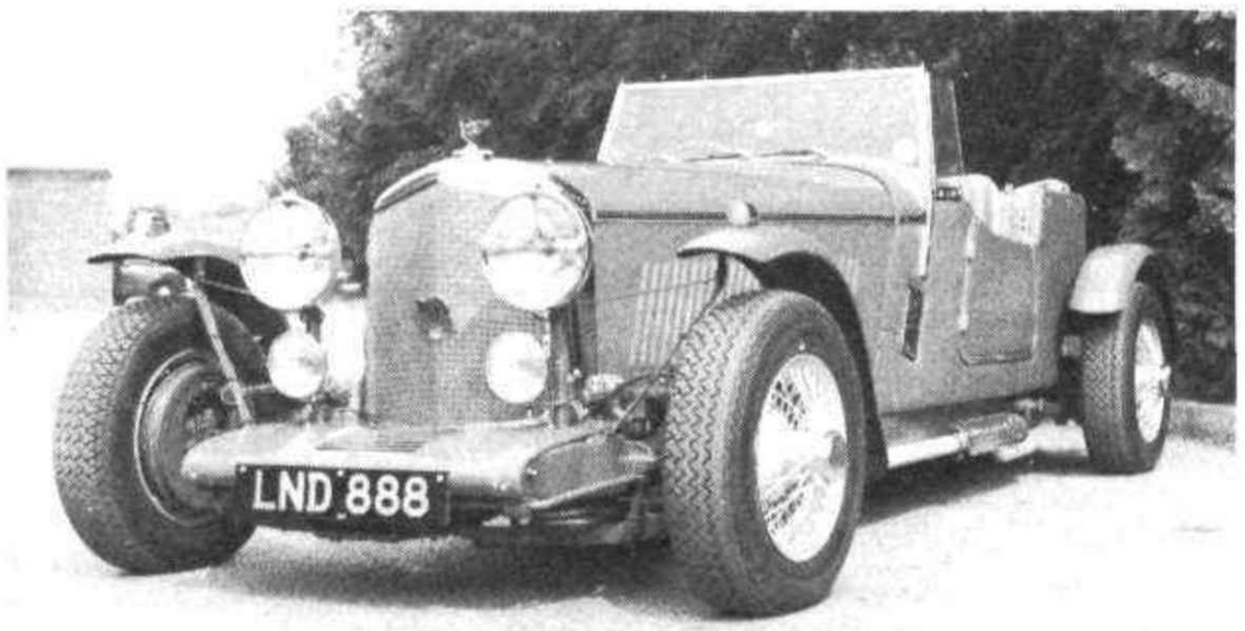
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BENTLEY S3 CONTINENTAL 2-door 4/5 seater saloon by H. J. Mulliner/Park Ward, April 1965, finished in blue with grey leather upholstery, equipment includes electrically operated windows, aerial etc., one of the last of this fine series, recorded mileage 68,000, the whole car is in outstanding condition, and is open to the closest examination on a ramp, and represents one of the finest examples of this superb model available.

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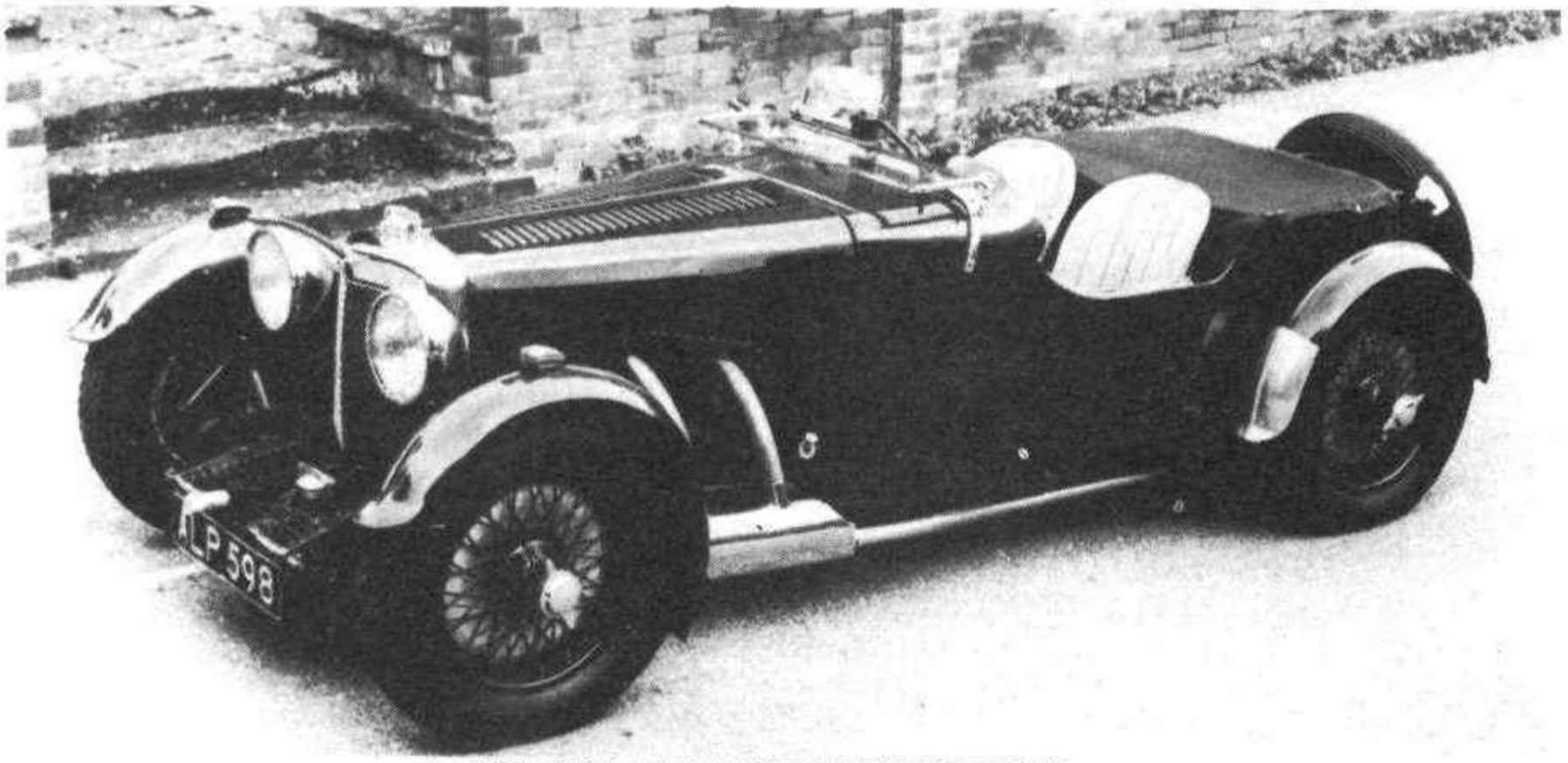


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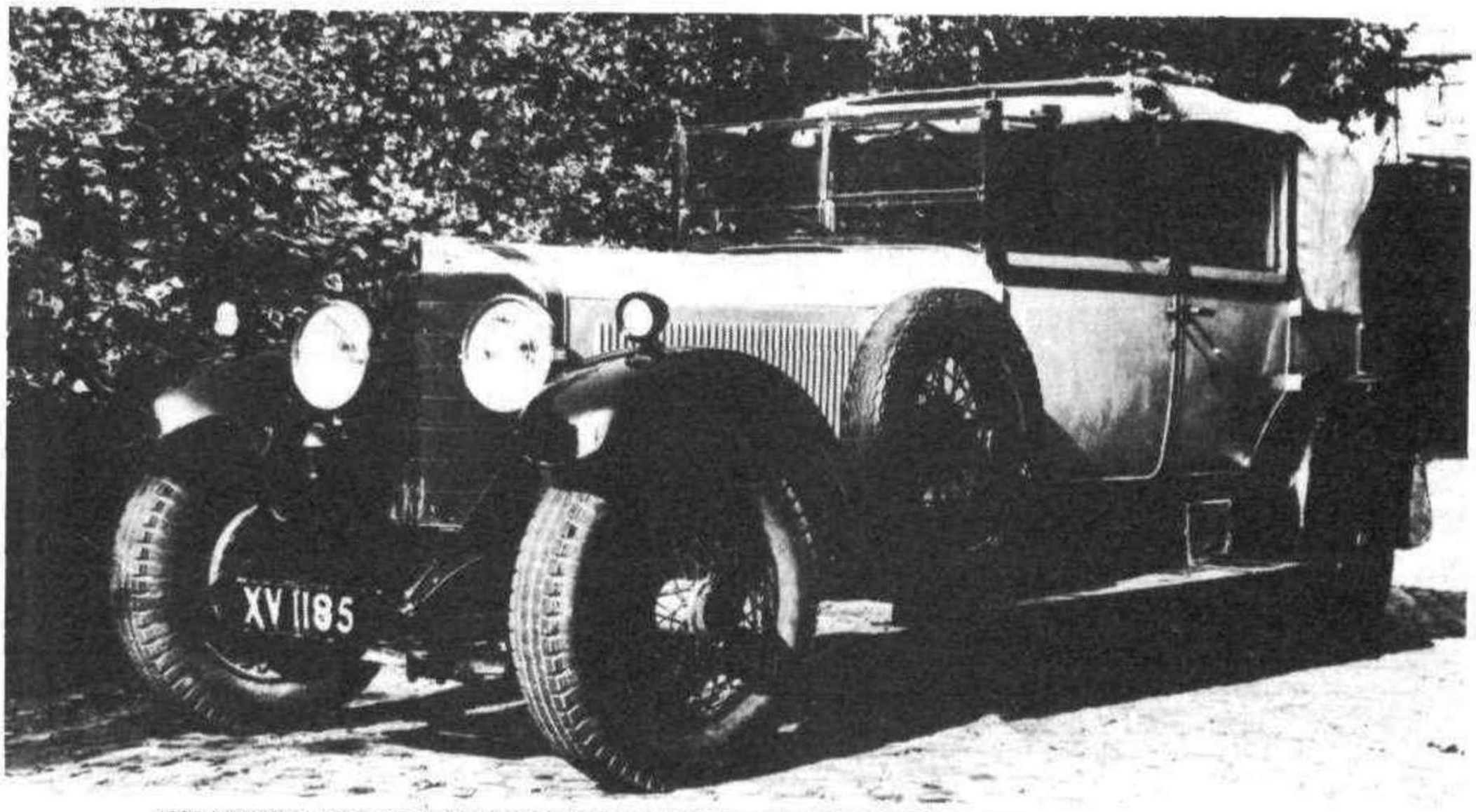
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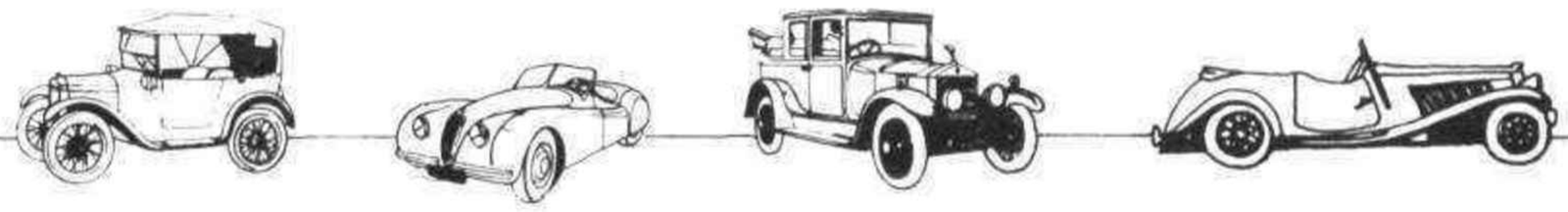
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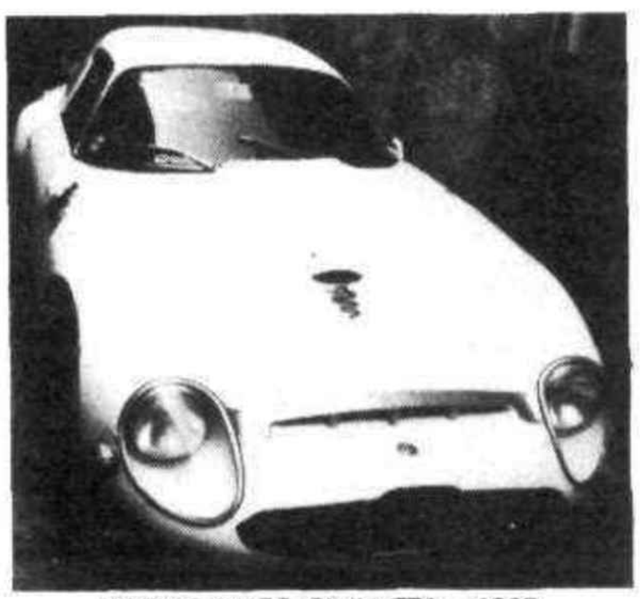
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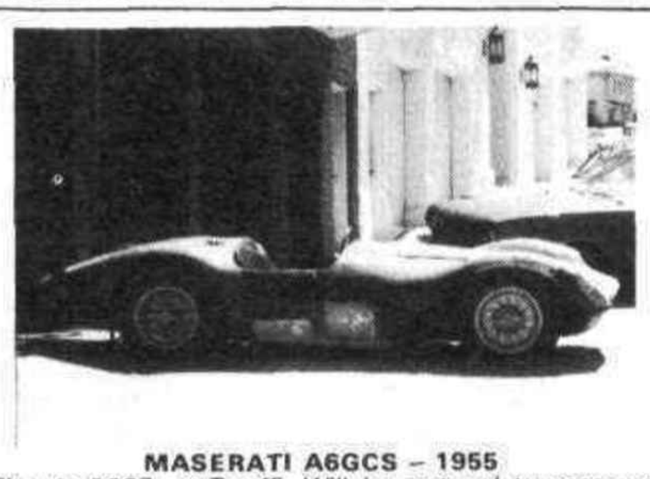
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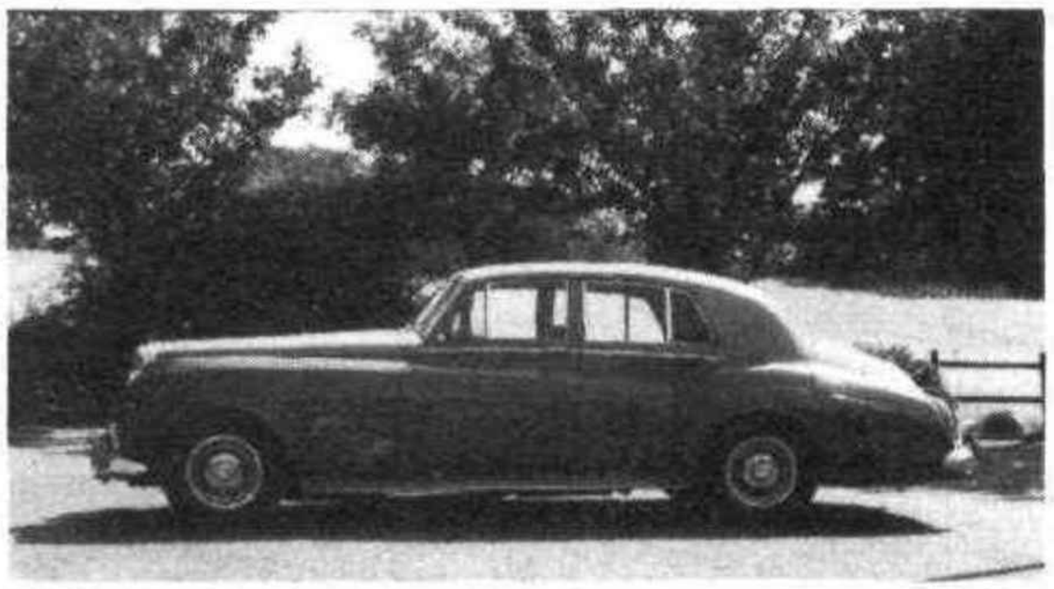
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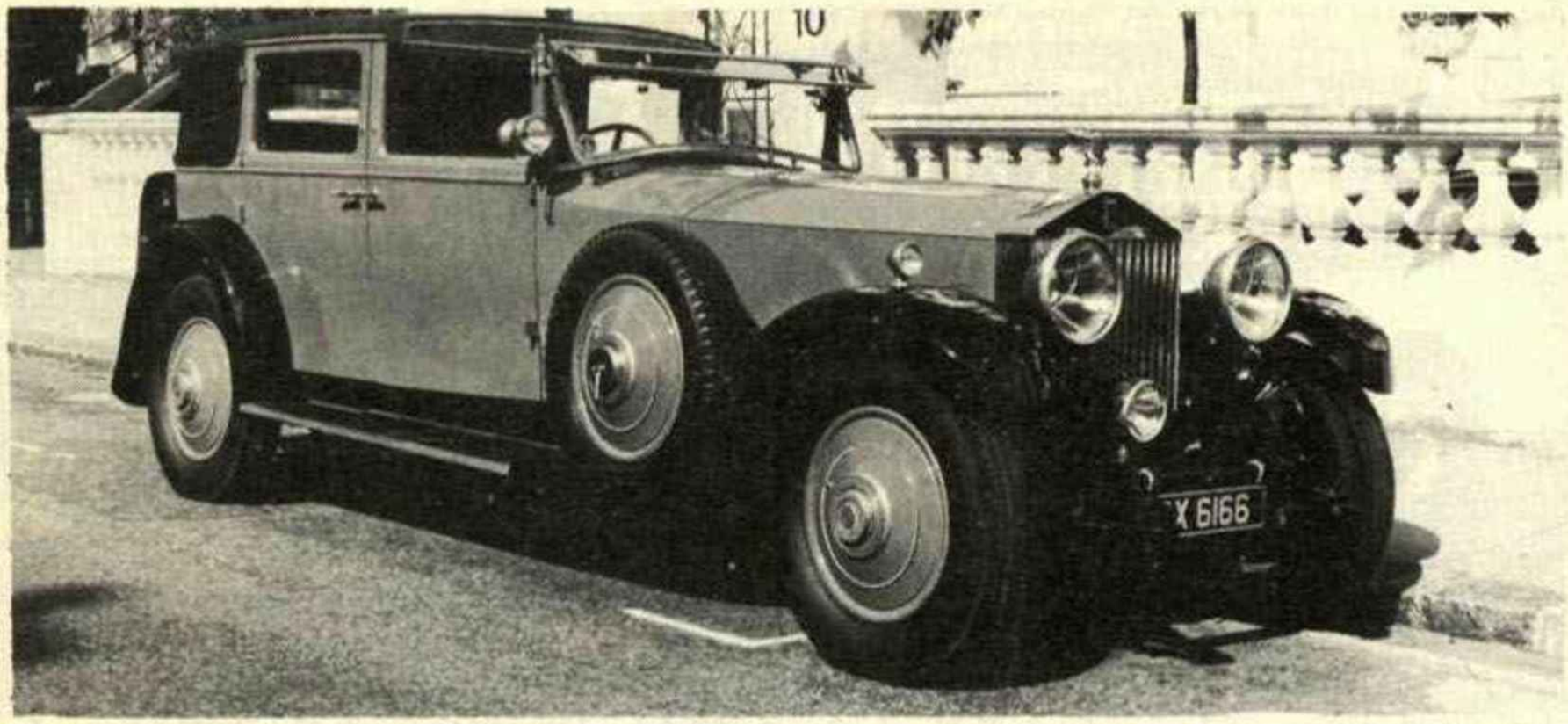
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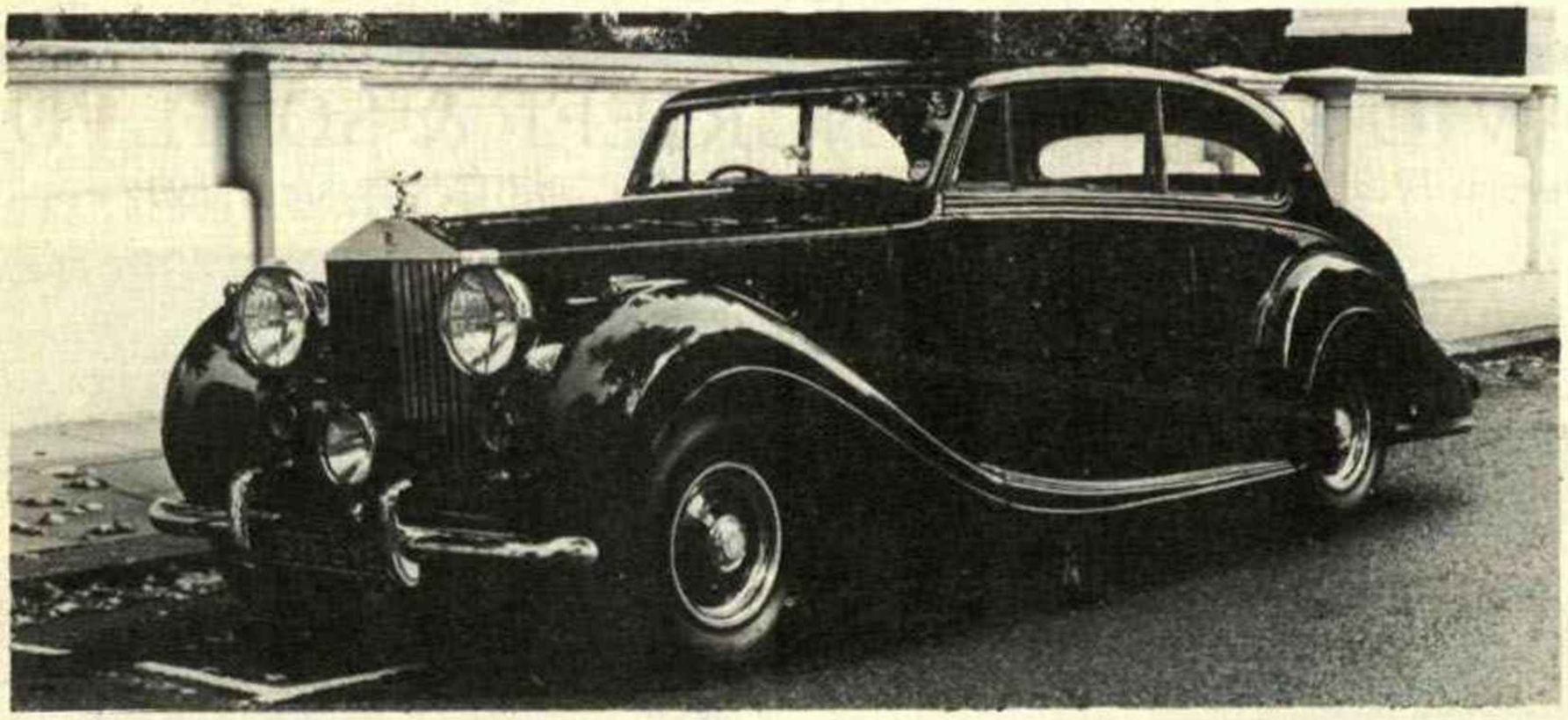
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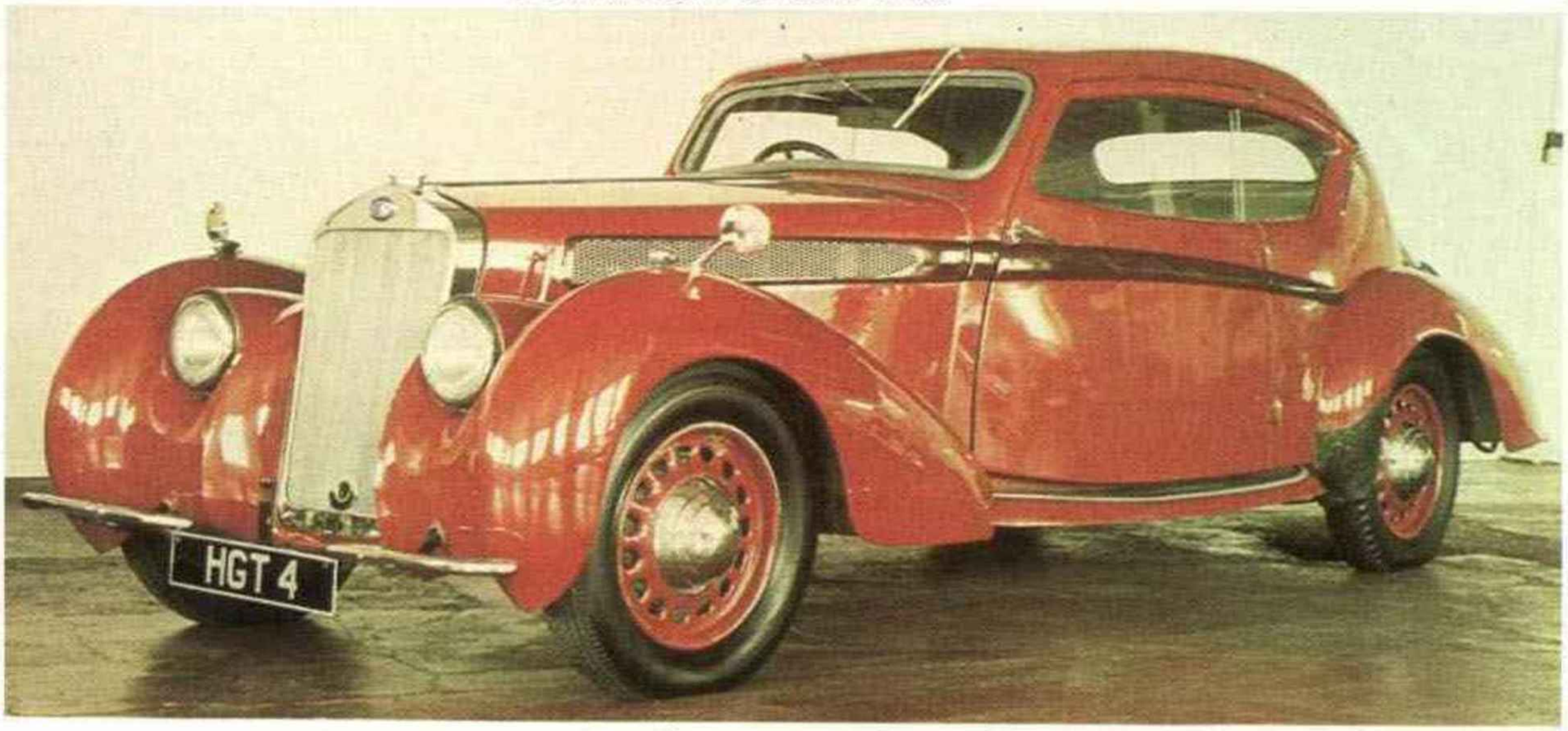
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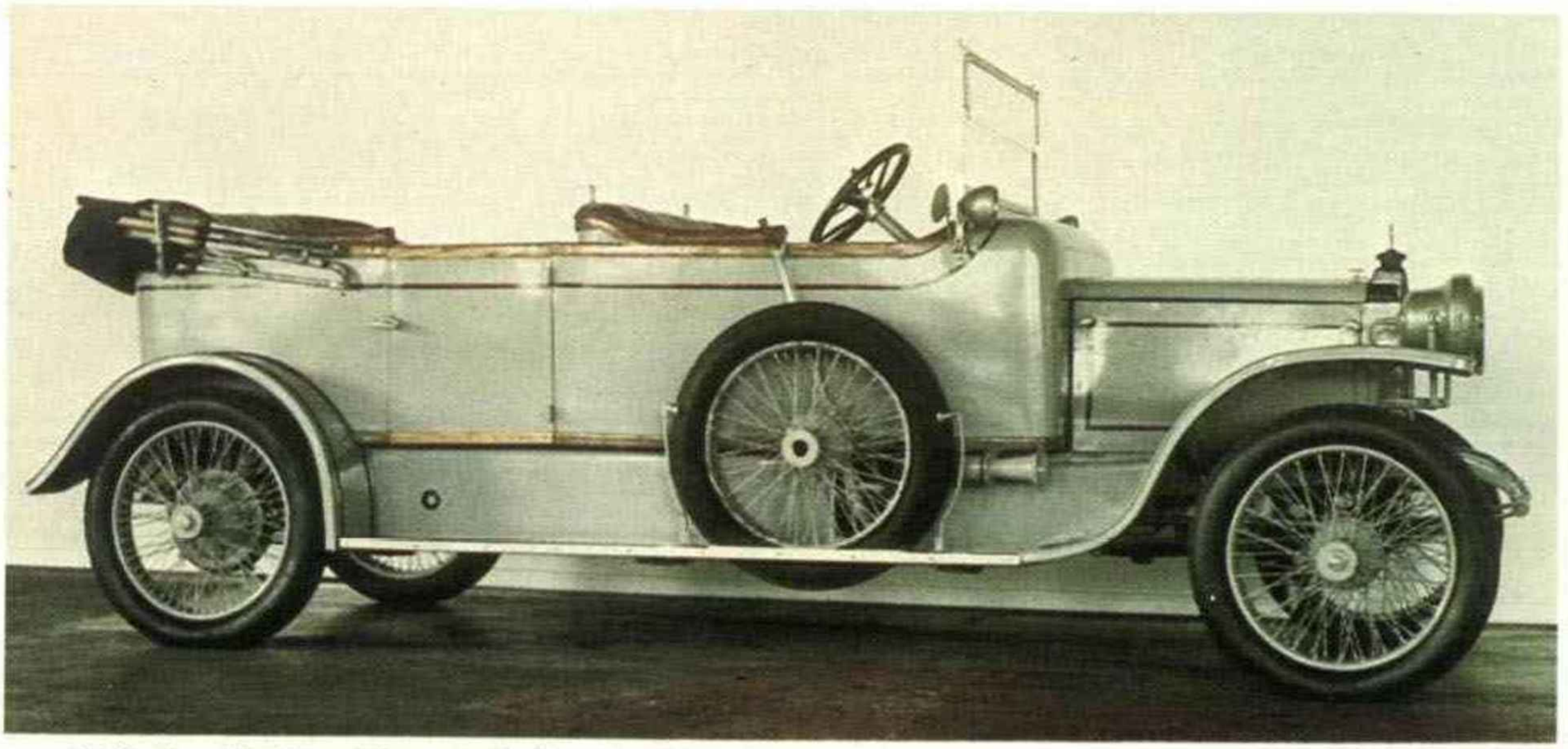
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