January 1978 Vol. LIV No. 1 35p

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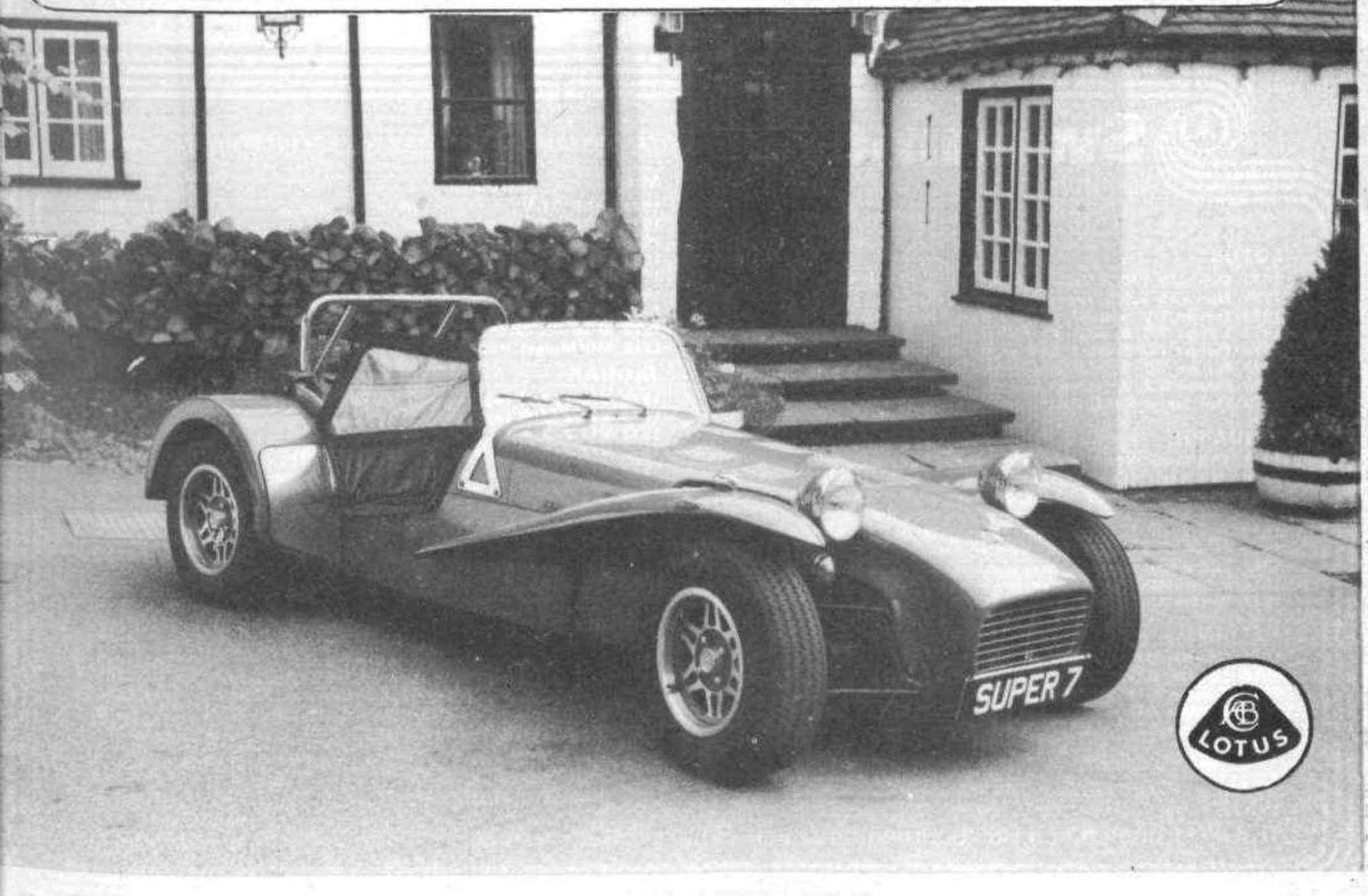


Pictured above is Chris Meek winner many times of the Production Sports Car Championship. Chris tested a Super Seven at Donington and commented afterwards "I do not know what the ban is about – the Super Seven should be included".

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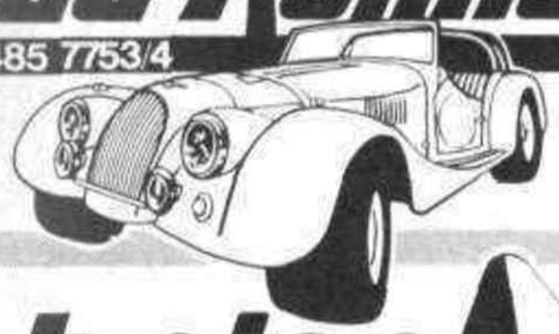
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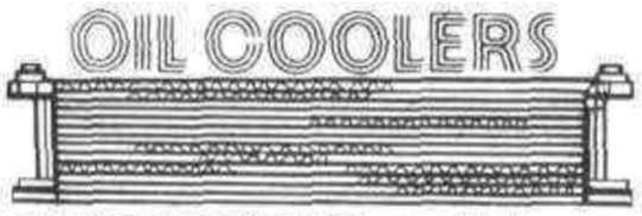
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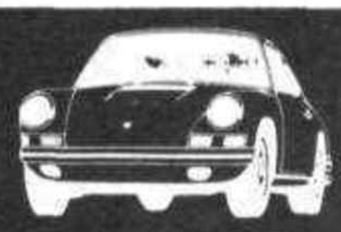
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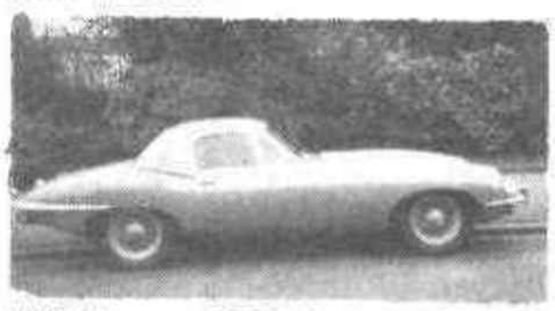
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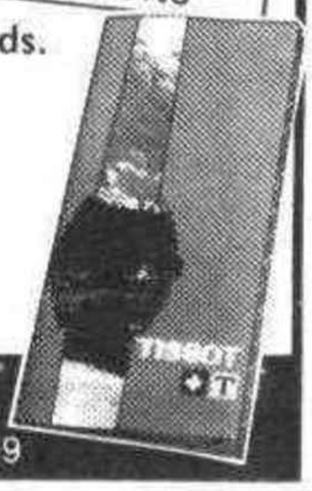
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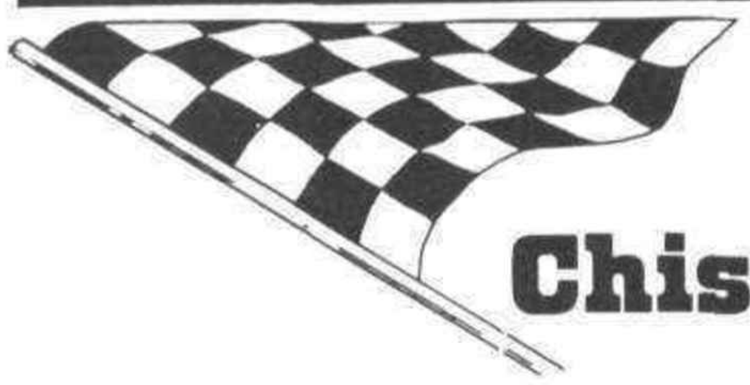
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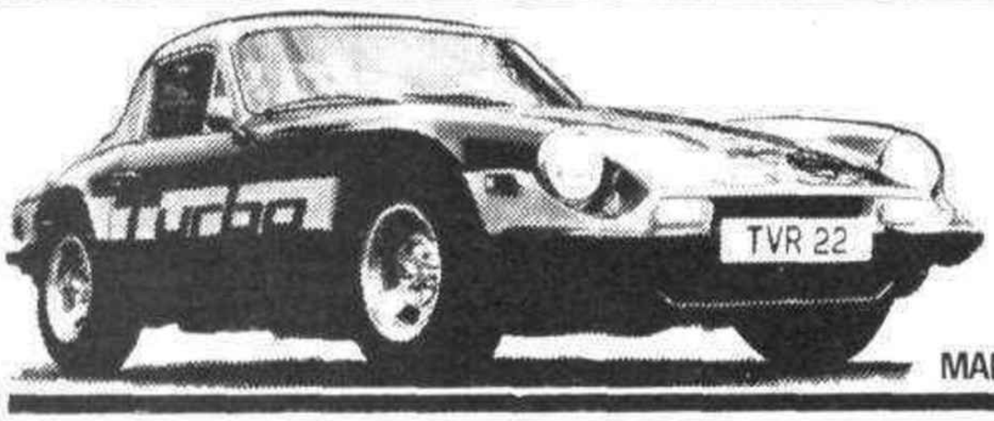
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Instalment the second with DVM and TVR. We are unfailingly impressed by the way our newly acquired "Executive Express" is going – our demo Taimar is now EXCEEDINGLY quick and is providing thrills for the local ego-tripping journalists: – "it's the sort of car in which one arrives at work B-R-E-A-T-H-L-E-S-S" said one overweight, unfit media man – he probably was, after he'd extracted his amazingly contoured, anatomical disaster of a body out of our supercar!! – but he'd definitely caught the SPIRIT of the thing, which is the REAL attraction of **TVR.** SO, all you sporting fiends, if your love affair with your exoticar is turning SOUR because its an absolutely expensive PIG when it goes wrong – come to DVM and moan about it; we'll catch you neatly on the rebound and introduce you to TVR, a stunner on top AND underneath!

| | |
|---|---|
| **TVR TAIMAR.** BRG/cream coachline, sunroof, radio, 1,800 only | £5,995 |
| **TVR 3000M.** Blue/blue coachline, radio, o/drive, list | £5,856 |
| **LANCIA FLAMINIA Coupe.** Reg. No. 3 FPX, further info tells us that this classic by Touring was built in 1960, one of only 792 ever made, full history/concours awards. A beautiful motorcar, which MUST be one of the finest examples anywhere, offers of well over | £2,000 |
| **1975 MG 'B' GT V8.** Sunroof, rustproofed o/drive, citron, 34,000 miles, absolute bargain at | £2,695 |
| **1971 RELIANT SCIMITAR GTE.** Excellent/original 140 bhp motor, new radiator, shockers, exhausts | £1,685 |
| **1974 JENSEN HEALEY.** Yellow, 40,000, N reg., radio/stereo | £2,100 |
| **1973 JENSEN HEALEY Mk.II.** Red, rustproofed, 34,000 miles, bills for £500 for recent refurbishing – full engine recondition and spray-bake. M reg. | £1,925 |
| **1974 MG 'B' Roadster.** H/rests, o/drive, chrome Rostyles, radio, sunroof, alarm, 34,000 miles, absolutely superb | £1,845 |
| **1972 TRIUMPH STAG.** White, man, o/drive, very good condition, h/s tops | £1,995 |
| **1973 ALFA ROMEO 2000 GTV.** Radio, new ZXs and exhaust, superb performer, this MUST be worth | £1,645 |
| **1973 TRIUMPH DOLOMITE Sprint.** Very sharp performer, M reg. | £1,495 |
| **1973 MG 'B' ROADSTER.** Hard top/soft top, o/drive, 35,000 only, radio, white | £1,395 |
| **1976 FORD ESCORT GHIA.** 11,000 miles only, luxury little car, rustproofed | £2,395 |

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**TVR**



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**1977 TVR Taimar** Monza red with cream colour band, oatmeal trim, overdrive, S Registration **£6195**
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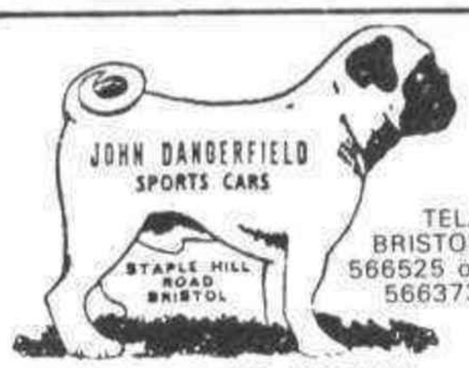
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**LOTUS Elan Sprint, F.H.C., 1971 (K).** Finished in white, radio/stereo, h.r.w., superb example ..... **£1,995**

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SCIMITARS

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**Scimitar GTE, 1974.** Manual, o/d, alloy wheels, tinted glass, superb condition **£3,195**
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**PORSCHE Carrera Targa, 1974.** Nov., guards red, 7/8" wheels, leather trim, 43,000 miles, history **£8,950**
**PORSCHE Turbo, 1975.** Black, tartan trim, elec. roof, 13,000 miles, history **£15,500**
**BMW 3.0 CSL, 1973.** Inka, £1,000 service bills just spent, stereo, excep. cond. **£4,750**
**BMW Turbo 2002, 1975 P reg.** Silver, elec. roof, elec. windows, Wolfrace wheels, mint condition .. **£4,950**
**BMW 3.0 CSL, 1972/3.** Silver, new tyres, stereo, elec. aerial, engine rebuild just completed, 48,000 miles, another in white from **£4,500**

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## USED ALFA ROMEO

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**1977** Spyder, silver, radio, stereo **£5,250**
**1977** Alfetta 1.6 GT, black, s/roof, alloy wheels **£4,595**
**1976** Sud L, red, radio **£1,995**
**1976** Alfetta 1.6 GT, red **£3,995**

## USED SCIMITAR GTE

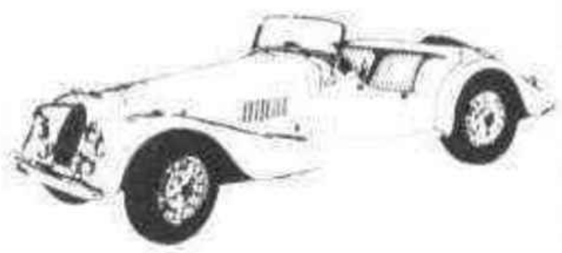
**1977** GTE, o/d, russet red, alloy wheels, elec. windows **£5,895**
**1976** GTE, overdrive, April yellow, tan cloth int., alloy wheels, elec. windows, PAS **£4,995**
**1975** GTE, auto, ivory, beige **£3,895**
**1975** GTE, o/d, signet grey, tan int., s/roof **£3,895**
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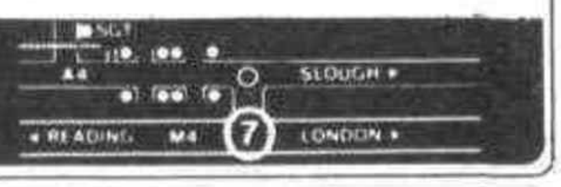
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# MOTOR SPORT

VOL LIV No. 1 JANUARY 1978

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

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Motor Sport Magazine Limited


**ONTENTS**


| | page |
|---|---|
| atters of Moment | 21 |
| tures for January | 22 |
| ernational Calendar for 1978 | 23 |
| e Targa Florio | 24 |
| rmula One Teams for 1978 | 25 |
| ad Test: The Alfasud 1.3 Ti | 27 |
| rard Larrousse: An Interview | 28 |
| teran-Edwardian-Vintage | 33 |
| ernational Race Results for 1977 | 37 |
| lly Review: The RAC Rally | 42 |
| ad Impressions: The Ford Granada 2.8iS | 44 |
| Sunbeam to Scotland | 45 |
| Sporting Tyre Makers: Pirelli | 49 |
| ad Impressions: The TVR Taimar | 51 |
| oks for the New Year | 53 |
| a Long Way to Ajaccio | 54 |
| National Motor Museum | 65 |
| ters from Readers | 67 |


**ONT COVER PICTURE:** WHEREAS
er cars were dented, battered and
chanically much less than perfect at the
of the Lombard RAC Rally, Bjorn
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# MATTERS OF MOMENT

## ■ THE FUTURE OF BROOKLANDS

The significance of Brooklands as an historic and nostalgic British motor-racing and aviation heirloom which most certainly should have been preserved for posterity, and still might be, is recognised more and more as time goes by. If it is to be saved, action is now a matter of some urgency. To save Brooklands is one of the aims of the Brooklands Society, which has as its Patron His Grace the Duke of Richmond and Gordon, as its President T. A. S. O. Mathieson and other eminent ex-motor racing personalities serving as its Vice-Presidents and on its Committee.

This organisation came into being in 1967, the inaugural meeting taking place in the MOTOR SPORT offices. It was then more concerned with the three Ms—Meetings (or Re-Unions), Memories and a Magazine. To hope at that time to acquire what was left of the old Motor Course was unthinkable, with the British Aircraft Corporation still in possession. Since then this Surrey land-mass which the Track encircles has become commercially available.




This has prompted the Brooklands Society to raise its sights. It is now concerned notably with the three Bs—Bringing Back Brooklands. It wants to obtain at least a stake in the place, but if possible to revive Brooklands in its entirety. To do this would appear to involve the expenditure of many millions of pounds, with tens of thousands more required each year for rates and maintenance. However, it is a highly laudable aim, which might be possible. The Railway Preservation Societies, the recovery of Brunel's Iron-Ship, the RAF Museum at Hendon, all are parallel ideals, endowed with success. A Government grant for Brooklands might be the solution, but this seems unlikely in the present financial climate. To Bring Back Brooklands is a formidable ambition. Fortunately, it has received much useful publicity. Papers like the *Sunday Times* and *Country Life* (the latter with a contribution of W.B.'s), etc. have backed the cause and there was that helpful BBC film which explained excellently the objects and hopes of the Society. The Society has itself spent money on a lavish publicity-brochure and has instituted various money-raising activities.

It would be indeed a tragedy if, after all these courageous attempts to "BBB" and the hard work put in by many members, led by John Wall, to clear debris (with BAC's approval) from the hallowed bankings, anything happened to retard the Society's efforts. Alas, some severe criticisms of the Society's officials are currently being circulated, which, unless checked, will do irretrievable harm to the Brooklands Society and its commendable aims and objects, which have the support of so many motoring, motorcycling and aviation enthusiasts.

We feel we have a responsibility to these people, to try to clear up this unhappy situation. The Brooklands Society was founded by the Editor of MOTOR SPORT, and the Proprietor of this Journal served for some time on its Committee. For several years MOTOR SPORT organised an annual Re-Union at the Track, sending free admission tickets to those who wished to attend and who had had some pre-war association with Brooklands. As the Society expanded it became more ambitious, hoping to acquire the Track and re-open it, which was never visualised originally. The Re-Unions became larger, were no longer confined to ex-Brooklands personalities, and a charge for admission was made. For various reasons, including that of not having visualised the BS as a commercial venture, W.B. and MOTOR SPORT's Proprietor resigned. The bestowal of Honorary Membership on W.B. was, however, greatly appreciated, and he is delighted that Cyril Posthumus is now making such a good job of the Society's magazine.

From the foregoing it will be clearly understood that MOTOR SPORT is greatly concerned about the stories concerning the conduct of the Society that are in current circulation. We have, indeed, received the following letter from Mr. R. O. Wilson-Kitchen, who we believe to have the "BBB" aim very much at heart. We are publishing it, because, as we have said, as Founders and supporters of the BS (the MOTOR SPORT-planned Re-Unions got it into its stride) we feel we owe this to those involved. There is no smoke without a fire and the best way to prevent a serious conflagration is to bring the inflammable matter into the open and hope that it can be extinguished. To do this is the duty of every responsible newspaper and journal.

*Continued overleaf*

# Motor Sport Fixture List for January

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

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

| *DATE* | *CLUB* | *RENDEZVOUS* | *NEAREST TOWN OR MAP REFERENCE* | *CATEGORY* | *TIM* |
|---|---|---|---|---|---|
| **Jan 2nd** | **Bay of Plenty Motor Racing Association Inc** | **Bay Park** | **New Zealand** | **Peter Stuyvesant Formula Atlantic Series (INT)** | — |
| Jan. 2nd | Port Talbot MC | Mynydd Epynt | — | Virgo Galaxy Epynt Rally (*R*) | 09.0 |
| Jan. 2nd | BRSCC | Brands Hatch Circuit | Fawkham, Kent | Rallycross (*R*) | 11.3 |
| **Jan 7th** | **NZ International Grand Prix Association (Auckland) Inc.** | **Pukekohe** | **New Zealand** | **Peter Stuyvesant Formula Atlantic Series (INT)** | — |
| Jan. 7/8th | West Essex CC | Jim Russell Garage, Downham Market | 143/611½027½ | Karebrand Rally (*R*) | 23.0 |
| Jan. 7/8th | East Berks MC | Ford & Slater Limited, Aylesbury | 165/806146 | Oakleaf Rally (*R*) | 23.0 |
| Jan. 7/8th | Torbay MC | Torbay | — | Olympia Rally (*R*) | 23.3 |
| Jan. 7/8th | Border MC Finningley | Yorkshire Caravans of Bawtry Limited, Doncaster Road, Bawtry | 111/647956 | Morning Star Rally (*C*) | 23.3 |
| Jan. 14/15th | Knowldale CC | Tebay Services, M6 northbound carriageway | 91/606062 | Mini-Miglia Rally (*R*) | 22.0 |
| **Jan 15th** | **AC Argentino** | **Buenos Aires** | — | **Argentine Grand Prix (World Championship Round 1) (INT)** | — |
| **Jan 15th** | **Manfeild Autocourse Promotions Ltd.** | **Manfeild** | **New Zealand** | **Peter Stuyvesant Formula Atlantic Series (INT)** | — |
| Jan. 21st/22nd | Haldon MC | Mercury Staging Post Motel, Kennford | 192/914856 | Monte Rally (*R*) | 23.0 |
| Jan. 21st/22nd | SWL MC | Battle | — | Marsh Mist Rally (*R*) | 21.0 |
| Jan. 21st/22nd | Redditch & Dist. CC | Brooklyn Garage, Redditch | — | Brooklyn Valkyrie Rally (*R*) | — |
| **Jan. 21st/28th** | **AC Monaco** | — | **Monte Carlo** | **Monte Carlo Rally (World Rally Championship) (INT)** | — |
| **Jan. 22nd** | **Southland Sports Car Club Inc.** | **Teretonga** | **New Zealand** | **Peter Stuyvesant Formula Atlantic Series (INT)** | — |
| Jan. 28/29th | Pegasus MC | Frome | — | Orion Rally (*R*) | 24.0 |
| **Jan. 29th** | **CBA** | **Rio** | — | **Brazilian Grand Prix (World Championship Round 2) (INT)** | — |
| **Jan. 29th** | **The Motor Racing Club Inc.** | **Wigram** | **New Zealand** | **Peter Stuyvesant Formula Atlantic Series (INT)** | — |
| Jan. 29th | BRSCC | Brands Hatch Circuit | Fawkham, Kent | Rallycross | 11.3 |
| **Feb. 4/5th** | **IMSA** | **Daytona** | **USA** | **Daytona 24 Hours (World Championship for Makes) (INT)** | — |
| **Feb. 5th** | **Oran Park Raceway** | **Oran Park** | **Australia** | **Rothman's International Formula 5000 Championship (INT)** | — |
| Feb. 5th | Circle CC | Brands Hatch Circuit | Fawkham, Kent | Sprint | — |

## *MATTERS OF MOMENT*

*Continued from previous page*

A copy of Mr. Wilson-Kitchen's letter was, of course, sent immediately to Mr. A. N. Child, Secretary of the Brooklands Society, for his comments which we have now received. We append both communications, from which we hope Society members will be able to draw their own conclusions, and feel that we have acted in the best interests of all those who have the future of Brooklands at heart.

### The Accusation

Sir,

A number of Members are getting concerned about the direction The Brooklands Society seems to be taking and feel that you as Founder may be able to glean more information than the ordinary Member can.

In their publication "Brooklands the Future", ambitious plans for the preservation and use of Brooklands were very well formulated and many Members joined the Society because they had great sympathy with the published aims and it was stated in the 1977 Spring issue that a wholly-owned subsidiary company had been formed named Brooklands Track Ltd. to implement them. But according to Companies House, no such company was registered until November 22nd, after a letter from another Member had pointed out this discrepancy on November 18th. Furthermore, another company called Flipworth Ltd., which had itself only been registered on October 24th, 1977, changed its name to Brooklands Track Ltd. on November 22nd. Was this company formed when we were told it was? If it was not, to whom was the large sum of money transferred by the Society?

The use of "The Steering Wheel" as an accommodation address in Mayfair (without any telephone facilities) has proved not only inconvenient but inefficient to the Membership. It led to the "loss" of two nominations for the Committee, although this was slightly ameliorated at the ensuing AGM. Is this Curzon Street address an endeavour to provide the Society with an ambience it does not warrant and has never needed?

One hears a lot about the negotiations for obtaining the "40 Acres". But has there ever been a written offer from BAC to sell them? There was considerable discussion on just this subject at the last AGM but one sees that this is not mentioned in the summary on page 8 of the Autumn Gazette. Surely this is a subject in which most of the Members are concerned and deeply interested.

It seems that as soon as Members seek any information to which they are quite entitled, it is seen as an attack on the Committee, who at once go on the defensive. Against what?

Some Members have been told that there is no connection between the Society and Brooklands Track Ltd. This hardly agrees with what is said on page 7 of the Spring Gazette. And if it is true, what is to prevent that august company from obtaining control of Brooklands and then thumbing their nose at the Society?

To those of us who have been members of the Brooklands Society since its inception and have seen it grow to over 1,000 Members in the last ten years, these misapprehensions come upon us with great sorrow which are not in any way dispelled by some of the answers given by some officers of the Society who never knew, nor will ever know, what Brooklands is all about.

Beckenham R. O. WILSON-KITCHEN
Member No. 12

### The BS Reply

Sir,

Thank you for the opportunity to reply to Mr. Wilson-Kitchen's letter. Our reply is, item-by-item:

**1. Brooklands Track Ltd.** A brief background to the formation of Brooklands Track Ltd. (BTL) is helpful here. When members of the Brooklands Society began negotiations in earnest with BAC, Oyster Lane Properties, Fuller Peiser, and the local councils over the future of Brooklands in the latter part of 1976, it became apparent that a new Company would be required to handle the financial matters involved in the proposed purchase and restoration of Brooklands. This was primarily because the Society, being a company limited by guarantee, was in no way suited to the issue of share capital necessary to raise funds. As a consequence, the name of Brooklands Track Ltd. was registered for this Company and draft Memorandum and Articles of Association were produced. No immediate urgency was put on the formation of the Company as its existence would only be essential after the lengthy preliminary negotiations were completed. It was felt better not to form the Company prematurely and then have to alter part of its structure later, but to allow time for the Articles and Memorandum to be carefully considered by the Society and to ensure that the type of share issue it would make would be the optimum. All negotiations were in any case being carried out by members of the Society whom it was expected would form the nucleus of Brooklands Track Ltd. The aims of the Brooklands project were given further publicity by the publication of "Brooklands the Future" and the screening of The Brooklands Society "Open Door" TV programme (BBC-2, May 2nd, 1977, repeated May 7th, 1977), both masterminded by Society members.

As stated in the letter, the Committee announced formation of this wholly-owned subsidiary, Brookl Track Ltd., in the Spring Gazette, with Roy Noc and Bob Wills as directors. As that issue went to p it was planned that this formation would have happ by publication date. Further developments in negotiations and further considered legal advice m that this plan was not fulfilled.

Also described in the same article in that Ga were details of the "40 Acres". The Brooklands T project had and has its long term objective of acquis of the entire site. However, the purchase and oper costs are phenomenal (estimated annual rate £500,000 p.a. for example) and hence as an initial realistic first step, the "40 Acres" scheme was opted The Gazette article asked for any ideas of how "Grand Scheme" could be realistically worked to b forward, yet not one was forthcoming. The "Why the "Grand Scheme" is easily answerable, the "Ho is not. Thus, the only realistic way that the negotia have been able to proceed is to opt initially for the Acres" to set up a working and profitable company to establish business credibility.

In the summer of 1977, negotiations had reache stage that the final financial organisation and form of Brooklands Track Ltd. was required. Two So members with very considerable financial exper were invited to join Brooklands Track Ltd. in forma They were Tony Venner, managing director of Sh bear Price Ltd, and Theo Casdagli, retired man director and friend of T.A.S.O. Mathieson for many y They agreed to join in September and together six members of the Society's committee (Roy Noc Peter Roddis, Ron Gillman, John Wall, Bob (ex-Secretary), and Andrew Child) appointed by Committee, met together under the informal tit Brooklands Track In Formation Ltd. early in Octo

It was the advice of the Company's firm of Solicitors that Brooklands Track Ltd. should be for by the purchase of a recently formed paper com and converted (a normal City practice). The compa Flipworth Ltd. was duly purchased and converted Brooklands Track Ltd. at the end of November. naive *in extremis* for Mr. Wilson-Kitchen to su that a letter of November 18th was the direct cau this formation a mere four days later, the legal proc taking as they do considerably longer than this.

Brooklands Track Ltd. exists at present as a Pr Company. It is planned to use £20,000 of its ca initially to defray formation, legal, prospectus and o expenses. When a professional feasibility study o project has been completed and, assuming the proje viable, the negotiations with the site owners and councils completed, it is planned to convert the C pany to a public one, issue a prospectus and raise general share issue a considerable sum of money which to purchase the land and get the project o

# The 1978 Season

T THE TIME of writing the first race in he 1978 Formula One season is only five eeks away, and by the time these words are eing read it will be a mere ten days before he Argentine GP takes place. All of which akes you realise that the Formula One eason of seventeen races is virtually an all-e-year-round affair and everyone wants to et on the band-wagon and share in the motor cing money-spinner that the Formula One onstructors have made for themselves. Those eople who went to the Japanese Grand Prix October 23rd last year returned to base a t jaundiced, looking forward to a week's oliday (if they were lucky) before starting all er again preparing for the first of the 1978 ces. World Champion Niki Lauda has gone record as saying that he thinks seventeen ces in the year are too many and suggested opping the Swedish GP and the Canadian P. He didn't think enough spectators went the Swedish GP to justify its existence and e Canadian GP was lagging behind in safety quirements. I shall be interested to hear hat our Swedish readers think about the lfish pronouncement from the World Cham-on, while the organisers at Mosport are no ubt already replying to a World Champion ho walked out on their race due to personal que. It is worth recalling that Lauda was iving like an old woman at the last Swedish GP, blaming everything he could when it was a clear case of "finger-trouble" in the cockpit, as Reutemann will tell you. At the Canadian GP he had a personality clash with the Ferrari management and opted out of his contract to drive a Ferrari in the Mosport race. No wonder he wants to drop those two races from the calendar.

Any readers who are reaching for pen and paper to write and tell me to "stop being unfair to the brave Niki Lauda who fought back so bravely from death's door after his German GP accident etc. . . ." can save their efforts. I know all about that and I am adequately impressed, but while Lauda goes on making selfish and silly statements to the media I shall continue to attack him, because I don't think he is doing the sport any good. I would prefer him to shut-up. In passing, and recalling 1977, those who keep prattling on about Lauda's remarkable recovery should spare a thought for Tom Pryce and Carlos Pace, for they never got the chance to fight for their lives, and there were many more last season, unfortunately.

To return to the 1978 season. Already the Japanese Grand Prix has been cancelled, after the organisers had requested a change of date from April 16th to October 22nd. The same thing happened last year, of course, but the race was reinstated at the end of the season. No reason has been given for the decision. Apart from that the list of Formula One Grand Prix races shown below seems reasonable enough. The Brazilian GP is due to be run on a new Autodrome at Rio de Janeiro, if it is completed in time. From photographs and descriptions it appears to be a typical "modern Formula One facility", boringly flat and unimaginative, clinically safe and pretty unspectacular. There are times when I wonder if we wouldn't be better off to build pure Super Speedways like Ontario or Talladega in the USA and just have an orgy of pure flat-out speed, rather than symmetrical radius corners round which all the cars can go at the same speed, providing the team has made the right choice of rubber compound for their tyres.

Our own Grand Prix will be at Brands Hatch this year, on Sunday July 16th and as compensation the Formula One "circus" has disdained to support the International Trophy at Silverstone on Sunday March 19th (no doubt mid snow and ice!). It is refreshing that in England there are no problems over our Grand Prix, at the moment; one year at Silverstone, one year at Brands Hatch, and there is never any doubt. There may be problems approaching, however, if Donington Park is lengthened and made suitable for a Grand Prix. The German GP has settled into a second-rate affair, like the Belgian and French GPs, and is again at the Hockenheimring, though the French GP may be in doubt as far as venue is concerned. It is due to be held at the Paul Ricard Autodrome on July 2nd, but Mr. Ricard has been reported as saying that he is not going to continue with his financial support of the great white elephant of the south, as it has lost too much money over the years, so the little French GP may shuffle back to the little Dijon Autodrome.

Reading "Porsche—Double World Champions 1900-1977" by Michael Cotton, which is an updating of the complete Porsche history started by the late Richard von Frankenberg and recently published by Haynes, I found it hard to believe how much we enjoyed the days of Long Distance racing, when the Porsche 917s battled with Ferrari 512 and before that the Ford GT40 set the scene. The point being that those were 1,000-kilometre races that involved a team and meant something. Last year the so-called sports car Long Distance races were a poor joke, some of them being as short as 400 kilometres and completed by a single driver in the car. The FIA tried to bring long-distance racing back to some form of reality and connection with everyday motoring by introducing Group 5 for the Long Distance events, which produced racing for cars like the Porsche Carrera Turbo and the BMW 320i, which was commendable. Their big mistake was to retain Group 6 sports cars (two-seater racing cars) and some of the races had a mere handful of competitors. They obviously thought that sports cars (like the 312P Ferrari and Matra-Simca V12) had lost their sense of direction and purpose, but instead of stamping them out they let them drag on in a half-hearted Sports Car Championship. In fact, Ferrari and Matra didn't continue, but Alfa Romeo did in a series of very hollow victories. This year the FIA have gone one worse, if that is possible, for they have restricted sports car activity to European venues, and most of them second-rate ones at that. Group 5 is intended to be the major activity for Long Distance racing, though it would appear much healthier if it was the *only* activity.

For those who lament the passing of the "prima-donnas" from the Nurburgring, it

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und. At present, the £20,000 is being raised. The t investor was the Brooklands Society whose Com-tee authorised £2,000 or 10 per cent to be invested. the money was to be transferred in October before Company had been finally formed, it was put in a k account in Weybridge with Mr. Casdagli and self (both Society members and one an Officer) as nt signatories. A small part of it was spent on forma-n expenses and the residue has been in the last week nsferred to BTL's official account. This £2,000 is the n referred to in the latter part of paragraph three of . Wilson-Kitchen's letter.

t goes without saying that now that the Company is existence and raising capital, it is no longer a wholly-ned subsidiary of the Society, the latter being entirely suited to the financial control of a multi-million und company. However everything has been done to ure that the Articles and Memorandum of Brooklands ack Ltd. and the personnel guiding it will do every-ng to maintain the original aims for the project.

When the original eight members of the Society met October as mentioned above, it was agreed amongst se eight that the initial Board should be as stream-ed as possible and hence the five of them with siness and financial experience (Tony Venner, Theo sdagli, Roy Nockolds, Peter Roddis and Bob Wills) ame the initial Directors. The remaining three yself included) and others are to be retained as n-financial Consultants. It should be pointed out ough that the Company's structure is still in its first ges.

**2. The Brooklands Society's Curzon Street dress** The registered Office of the Society is 47 rzon Street (*not* the Steering Wheel Club) by kind mission of Mr. John Morgan. This address was opted primarily for two reasons:

(i) The Registered Office's address is printed on all Society stationery. In the past, when the office was the Hon. Sec.'s home, changes of Secretary or the Secretary moving house resulted in large amounts of expensive stationery being wasted.

(ii) During the "Open Door" TV appeal in May, it was felt that a Central London address that was easy to memorise as it flashed on the screen would be advantageous.

The Curzon Street address is used for official correspondence and to receive new membership applications. e first page of each Gazette contains the addresses telephone numbers of the Hon. Sec., Hon. Editor Publisher for all other enquiries.

Two nominations for the elections to the Committee the last AGM (for Messrs. Wilson-Kitchen and mer) were delivered by hand to the Curzon Street dress some eight hours before nominations were ed. They were forwarded by the Steering Wheel ff and, despite careful checks made before the AGM, re not received as they were delayed in the post. It decided at the AGM however to accept the nom-tions and an election took place duly. The results are orded in Vol. 2 No. 4 of the Brooklands Society zette.

**3. The 40 Acres Offer** The proposed purchase of the 40 Acres by Brooklands Track Ltd. is a very sensitive matter both politically and financially to BAC. This has been one of the trickiest points of the negotiations and has yet to be absolutely finalised. As Brooklands Track Ltd. has not yet been able to show the colour of its money, no written offer has been made.

**4. The AGM Summary** The Summary is a summary and never claimed to be a complete verbatim report of the AGM. If it had, other matters than the one mentioned would also have been fully reported.

**5. A Defensive Committee** As can be appreciated, the negotiations behind Brooklands Track Ltd. have necessarily involved a number of confidences and confidential statements. Although the Society can justifiably lay claim morally to Brooklands, the harsh world of business requires it to prove it also financially. This it has started to do through the formation of Brooklands Track Ltd. as explained above. However it has been known right from the start that there is *no* guarantee that the Society, or Brooklands Track Ltd. now, will get the site, especially if it is "pipped at the post" by any other company which may wish to make an offer for the site. Consequently secrecy on this matter is necessary for the best interests of the project, as was explained on page 4 of the New Year 1977 Gazette. (It is also for this reason that this letter of Mr. Wilson-Kitchen's causes us most concern.) Be that as it may, the Committee has kept the membership as informed as it has been able through regular articles in the Gazette and announcements at the monthly film shows.

There is no other matter that I know of on which the Society has been defensive. Its operations, both financial and otherwise, are open to full scrutiny at each AGM and at all other times through the year by representation to any Committee member. I assume that Mr. Wilson-Kitchen is fully aware of this as he himself used to serve on the Committee.

**6. Connection between Brooklands Track Ltd. and The Society** From the above, I feel it is evident what the connection between the two companies is and indeed has to be.

As to what can be done to prevent Brooklands Track Ltd. from "thumbing its nose" at the Society, Mr. Wilson-Kitchen is technically correct in suggesting "nothing". The fate of Brooklands Track Ltd. will be controlled by its Directors and shareholders and it is very naive to think that the Society can legally be given control over the affairs of Brooklands Track Ltd. for moral rather than financial reasons. However by ensuring that Society members and other true motoring enthusiasts are very high on the list to be offered shares, by ensuring that its legal structure is the best possible and by ensuring that its initial directors know "what Brooklands is all about", the future of the project as originally envisaged has been ensured as well as is possible at this stage.

**7. Last Paragraph** The Society now numbers some 1,600 members.

Frimley, Surrey

ANDREW N. CHILD
Hon. Secretary

should be pointed out that this does not mean the Nurburgring is not being used. There are four major International dates, with many more German national fixtures. On April 2nd there is a Group 6 sports car meeting, with a Formula Three event in support; on April 30th there is the Eifelrennen for Formula Two; on May 28th is the classic ADAC 1,000 kilometres over 44 laps for Group 5 Porsche Turbo-type cars, as well as a supporting Formula Three event, and on July 9th is the 6-hour race for Touring Saloons. It's just that there is no more Formula One at the Nurburgring. Similarly there is no Formula One at Spa-Francorchamps, but it doesn't mean the Belgian National circuit is unused, for there is the 1,000 kilometres for Group 5 on May 7th and the 24-hour saloon car race on July 22nd/23rd.

Standing on its own merit as always is the Le Mans 24-hour race on June 10/11th, open to almost anything with more than one seat and with enclosed wheels.

In the list of special events that are outside FIA Championships, and none the worse for it, are two proposed events for American turbo-charged track cars to the USAC-Indianapolis Formula. These are planned for Silverstone and Brands Hatch at the end of the summer and should provide some interesting light relief to a season of club racing, with the likes of A. J. Foyt, coming over. I don't imagine they will be super-spectacular on our circuits and certainly not as "sharp" as Formula One, but they will be interesting. It would be fascinating to hold a mid-week session on the MIRA proving-ground outer-circuit banked track, running the cars one at a time to set speed standards.—D.S.J.

### GRAND PRIX RACES
**(Formula One Drivers' and Manufacturers' Championships)**

| | | |
|---|---|---|
| Jan. 15 | Argentine GP | Buenos Aires |
| Jan. 29 | Brazilian GP | Rio de Janeiro |
| Mar. 4 | South African GP | Kyalami |
| April 2 | USA (West) GP | Long Beach |
| May 7 | Monaco GP | Monte Carlo |
| May 21 | Belgian GP | Zolder |
| June 4 | Spanish GP | Jarama |
| June 18 | Swedish GP | Anderstorp |
| July 2 | French GP | Paul Ricard |
| July 16 | British GP | Brands Hatch |
| July 30 | German GP | Hockenheimring |
| Aug. 13 | Austrian GP | Osterreichring |
| Aug. 27 | Dutch GP | Zandvoort |
| Sept. 10 | Italian GP | Monza |
| Oct. 1 | USA (East) GP | Watkins Glen |
| Oct. 8 | Canadian GP | Mosport Park |

### SPORTS CAR CHAMPIONSHIP
**(for Group 6—two-seater racing cars)**

| | | |
|---|---|---|
| April 2 | Goodyear "300" | Nurburgring, Germany |
| April 23 | Monza 1,000 kms. | Monza, Italy |
| May 14 | Vallelunga Autodrome | Rome, Italy |
| June 4 | Imola Autodrome | Imola, Italy |
| June 25 | Estoril Autodrome | Lisbon, Portugal |
| July 2 | Jarama Autodrome | Madrid, Spain |
| July 16 | Pergusa Autodrome | Enna, Sicily |
| Sept. 17 | Salzburgring | Salzburg, Austria |

### CHAMPIONSHIP OF MAKES
**(for Group 5—special production cars and GT cars)**

| | | |
|---|---|---|
| Feb. 4/5 | Daytona 24 hrs. | Florida, USA |
| Mar. 19 | Mugello Autodrome | Florence, Italy |
| April 16 | Dijon-Prenois Autodrome | Dijon, France |
| May 7 | Spa 1,000 kms. | Francorchamps, Belgium |
| May 14 | BRDC Silverstone | Towcester, England |
| May 28 | ADAC 1,000 kms. | Nurburgring, Germany |
| June 25 | Osterreichring | Knittelfeld, Austria |
| July 9 | Watkins Glen 6 hrs. | Watkins Glen, USA |
| Aug. 20 | Mosport Park | Toronto, Canada |
| Sept. 3 | Vallelunga Autodrome | Rome, Italy |
| Sept. 24 | Estoril Autodrome | Lisbon, Portugal |
| Oct. 15 | Hockenheimring | Hockenheim, Germany |

### FORMULA TWO EUROPEAN TROPHY
**(for non-graded drivers)**

| | | |
|---|---|---|
| Mar. 27 | Thruxton Airfield BARC | Andover, England |
| April 9 | Jim Clark Trophy | Hockenheim, Germany |
| April 30 | Eifelrennen | Nurburgring, Germany |
| May 15 | Circuit of Pau | Pau, France |
| May 28 | Mugello Autodrome | Florence, Italy |
| June 4 | Vallelunga Autodrome | Rome, Italy |
| June 18 | Rouen-les-Essarts | Rouen, France |
| June 25 | Donington Park | Derby, England |
| June 9 | Nogaro | Nogaro, France |
| June 23 | Pergusa Autodrome | Enna Sicily |
| Aug. 6 | Misano Autodrome | Rimini, Italy |
| Sept. 24 | Hockenheimring | Hockenheim, Germany |
| Oct. 8 | Estoril Autodrome | Lisbon, Portugal |

### FORMULA THREE EUROPEAN CHAMPIONSHIP

| | | |
|---|---|---|
| Mar. 12 | Paul Ricard Autodrome | Bandol, France |
| Mar. 27 | Zandvoort | Amsterdam, Holland |
| April 2 | Nurburgring | Nurburg, Germany |
| April 16 | Osterreichring | Knittelfeld, Austria |
| April 23 | Zolder | Hasselt, Belgium |
| May 14 | Imola | Imola, Italy |
| May 28 | Nurburgring | Nurburg, Germany |
| June 4 | Dijon-Prenois Autodrome | Dijon, France |
| June 25 | Lottery GP Monza | Monza, Italy |
| July 2 | Pergusa Autodrome | Enna, Sicily |
| Aug. 6 | Knutsdorpring | Helsingborg, Sweden |
| Aug. 13 | Karlskoga | Karlskoga, Sweden |
| Aug. 26 | Donington Park | Derby, England |
| Sept. 3 | Kassel-Calden Airfield | Germany |
| Sept. 17 | Jarama Autodrome | Madrid, Spain |
| Oct. 8 | Vallelunga Autodrome | Rome, Italy |

### EUROPEAN TOURING CAR CHAMPIONSHIP

| | | |
|---|---|---|
| Mar. 12 | Brands Hatch | London, England |
| Mar. 26 | Monza 4 hrs. | Monza, Italy |
| April 23 | Salzburgring | Salzburg, Austria |
| May 7 | Mugello Autodrome | Florence, Italy |
| May 21 | Jarama Autodrome 4 hrs. | Madrid, Spain |
| May 28 | Estoril Autodrome 500 kms. | Lisbon, Portugal |
| June 11 | Osterreichring | Knittelfeld, Austria |
| June 18 | Brno | Brno, Czechoslovakia |
| July 9 | Nurburgring 6 hrs. | Nurburg, Germany |
| Aug. 6 | Zandvoort | Amsterdam, Holland |
| Sept. 17 | Tourist Trophy Silverstone | Towcester, England |
| Oct. 1 | Zolder | Hasselt, Belgium |

### EUROPEAN MOUNTAIN HILL-CLIMB CHAMPIONSHIP

| | | |
|---|---|---|
| April 9 | Ampus-Draguinan | France |
| May 1 | Alp | Austria |
| May 14 | Estrala | Portugal |
| May 21 | Montseny | Spain |
| June 11 | Freiburg-Schauinsland | Germany |
| June 18 | Coppa Sila | Italy |
| July 2 | Trento-Bondone | Italy |
| July 9 | Dobratsch | Austria |
| July 23 | Chamrousse | France |
| July 30 | Coppa Carotti | Italy |
| Aug. 13 | Mount Dore | France |
| Aug. 20 | St. Ursanne les Rangiers | Switzerland |
| Sept. 3 | Malaga | Spain |
| Sept. 17 | Cefalu-Gibilmanna | Sicily |

### TASMAN RACES

| | | |
|---|---|---|
| Jan. 2 | Bay Park | New Zealand |
| Jan. 7 | New Zealand GP—Pukekohe | New Zealand |
| Jan. 15 | Manfield | New Zealand |
| Jan. 22 | Teretonga | New Zealand |
| Jan. 29 | Lady Wigram Trophy | New Zealand |
| Feb. 5 | Oran Park | Australia |
| Feb. 12 | Surfers Paradise | Australia |
| Feb. 19 | Sandown Park | Australia |
| Feb. 26 | Adelaide Raceway | Australia |

### SPECIAL NON-CHAMPIONSHIP EVENTS

| | | |
|---|---|---|
| Feb. 19 | Daytona 500 NASCAR | Florida, USA |
| Mar. 19 | International Trophy (F1) | Silverstone, England |
| May 28 | Indianapolis 500 Miles | Indiana, USA |
| June 10/11 | Le Mans 24 hrs. | Le Mans, France |
| July 22/23 | Spa 24 hrs. | Francorchamps, Belgium |
| Sept. 15/24 | Tour de France | France |
| Sept. 17 | Norisring 200 | Nurnberg, Germany |
| Sept. 30 | Silverstone USAC | Towcester, England |
| Oct. 7 | Brands Hatch USAC | London, England |
| Nov. 4 | Kyalami 1,000 kms. | Johannesburg, S. Africa |

### CANADIAN-AMERICAN CHALLENGE
**(Can-Am)**

| | | |
|---|---|---|
| June 11 | St. Jovite | Canada |
| June 25 | Brainerd | USA |
| July 9 | Watkins Glen | USA |
| July 23 | Road America | USA |
| Aug. 6 | Mid-Ohio | USA |
| Oct. 8 | Laguna-Seca | USA |
| Oct. 15 | Riverside | USA |

## The Targa Florio

IN THE FIA calendar of races each ye events are listed as Full International Even or International Events and the races a marked I+ or I, thus an event like the Briti GP is marked I+ and a Mallory Park saloo car race is marked I. Since 1974 the Tar Florio has been marked I, which is to say th it is restricted to National Italian licence hol ers, even though the drivers may have fu international licences. This was because t FIA decided that the Circuit of Madonie, ne Palermo, was no longer suitable for the hero of full International Sports Car racing, but was all right for local lads from Sicily an the mainland of Italy among those "loc lads" being drivers like Vittorio Brambill Arturo Merzario and Sandro Munari. Sin 1974 when works Porsches were no long encouraged to race in the Targa Florio th race has been held every year with Lanc Stratos and Alfa Romeo 33/12 cars as th stars.

Now in the FIA Calendar for 1978 th Targa Florio, on its usual springtime dat which this year is May 14th, is given an I+ which means it is uprated to Full Interna tional. And there was a great rejoicing in th lands among motoring enthusiasts, and plan were made to return to Sicily to see th great event once again. Alas, it was all terrible mistake; the I+ was a typist's erro and it should have been the usual I. It doesn mean the Targa Florio won't happen, b drivers and teams outside of Italy will not h there. It is doubtful whether anyone in Sici will know what happened or even be awar of the excitement that was caused in the ou side world. For the Sicilians, springtime still Targa Florio time, but for the rest o the world the Targa Florio is forbidden.

It is often said that public opinion sway governmental decisions, if this is so, the the FIA had better take note of the remark able amount of motor sporting public opinio that was aroused over the thought of th Targa Florio returning to full Internation status and if the typist makes the same mi take in the 1979 calendar then it should b left alone.—D.S.J.

## New Guides from Berlitz

BERLITZ of Lausanne, who produce splen did phrase books for English speakers, cover ing 21 languages, have published a serie of guide books in the same pocket size, 4 in x 5½ in. They cover all manner of countrie cities and regions, are well illustrated an give all manner of useful information no provided by some other guides we have seen We "tested" them by comparing our ow knowledge of certain places with the guide for those places and they all passed the tes At 95p each they offer excellent value fo money and would be a worthwhile additio to the kit of anyone who travels whether fo business or for pleasure. In Britain they ar distributed by Cassell Ltd., 35 Red Lio Square, London, WC1.—G.P.

# Formula One Teams for 1978




*Andretti and Peterson with the Lotus 79. Note the lack of an oil radiator in the nose: a single oil radiator is in the left pontoon and a single water radiator in the right.*

**Ferrari:**

THE GRAND PRIX scene would be very dull without Enzo Ferrari; not only for his red and white cars, or their exhaust noises, or engineering, but also for his political manoeuvrings in the world of Formula One and the Constructors Association, of which he is a member only under protest. In a recent Press conference he made it very clear that he thought the CSI should allocate his racing number for next year, not Mr. Ecclestone and the FISA. He also expressed the view that the strength of the FISA was an illusion encouraged by the weakness of the CSI. However, there were two very important announcements, both of which would have far-reaching effects on Formula One. The first was that Ferrari's contract with the Goodyear tyre company was terminated, and for 1978 Ferrari cars would be racing on Michelin tyres. "Ho hum!" as they say, now that is an interesting, if not unexpected, move. The second thing that came from Ferrari was the likelihood of him running a turbo-charged 1½-litre engine in place of the long-established 3-litre flat-12-cylinder normally-aspirated engine. He went so far as to say that they had done a lot of test-bed running with a turbo-charged 1½-litre with encouraging results and the opening races of the 1978 season would see the Scuderia Ferrari making a decision one way or the other.

A new car was shown, and subsequently went on test, which was a modified version of the 1977 car and though it has been called a 312/T3 it is more in the nature of a T2½. A turbo-charged 1½-litre really would be a T3, but not a 312 – a 256 or a 158?

On the driver front we all know how Lauda walked out of the team in a huff and missed the Canadian and Japanese races at the end of 1977, which left Carlos Reutemann in charge, a situation the swarthy Argentinian did not object to. He had the small French-Canadian Gilles Villeneuve as his number two, and that is the situation for 1978. During last season Reutemann was very unhappy with the unrest that surrounded Lauda in the Ferrari team, and in Sweden when Lauda was saying the 312/T2 was useless and finished, and they must have a new car, Reutemann was very philosophical about the situation, pointing out that they could not hope to have a new car before the end of the season, so they should do their best with what they had. "Anyway," he said, "we have a good engine, a good gearbox and good brakes, which is much more than some teams have. We just can't get them all balanced together as a complete car; but it is not *useless*, Niki shouldn't talk like that." As far as Villeneuve is concerned he has gone on record as saying how much he is looking forward to learning about Formula One with the Ferrari team, and he hopes 1978 will see him score his first victory with a Ferrari car, before the end of the season. Refreshing to hear such things from a new driver; so much more reasonable than saying he hopes to amass plenty of points or even be World Champion.

**McLaren:**

McLaren Racing seem so adept at avoiding aggravation and complication that it cannot be luck, it must be good judgement. After a hesitant start the M26 soon got sorted out and 1978 should see it well to the fore. No matter what scandal, heroics, brashness, ill-manners, or whatever that the media have dug up about James Hunt over the past two years, there has never been a suggestion that his driving ability was insufficient, and rightly so, for he always drives hard and fast and any lapse is so rare that it is quickly forgotten. Half-way through last season he stopped the rumour-mongers in their tracks by warning them to leave him out of their 1978 predictions when they were stirring up "who drives what". He said loud and clear he was staying with McLaren for 1978 and that was that. And it was. A certain amount of sponsor politicking involved the dismissal of "Herman the German", alias Jochen Mass, and into the number two spot at McLaren Racing was inserted the very personable Frenchman Patrick Tambay. As a personality Tambay presents no problems, being very presentable, very articulate in English as well as his native tongue, and as reserved as Hunt is extrovert. They make a good matched pair of opposites. But what about Tambay's driving ability, you ask, for he is supposed to be the number two driver in the team. The International Results lists elsewhere in this issue speak for themselves. In half a season with a privately-run Ensign he achieved German GP 6th, Dutch GP 5th and Canadian GP 5th. A lot of much-fancied names never even appeared in the results list, so Tambay must be quite pleased with his first go at Formula One. He also cleaned up Can-Am racing, but that's a different league.

**Lotus:**

Colin Chapman, Mario Andretti and the Lotus 78 were a strong combination during the past season, and when all three worked in unison, which was most times, the combination was hard to beat. The only thing that kept getting out of step was the Cosworth DFV engine, and there were some pretty expensive explosions behind Andretti's head at times. This season will see the continuing of the Chapman/Andretti alliance, working with the Lotus 79, which just has to be one better than the 78. It is hoped the car will use the Lotus-designed automatic transmission which is in effect a clutchless-change gearbox, which has been on test for some time now in the original Lotus 78 chassis, 78/1. The 1978 Lotus is a logical development of the 1977 car, rather than a complete re-design, for there was no doubt that the Lotus 78 was developing along the right lines.

A small cloud on the Lotus horizon exists in the shape of Ronnie Peterson, who has replaced Gunnar Nilsson in the team. The young Nilsson was developing well and learning a lot from Andretti, but decided he needed a pay rise, and this Team Lotus were not prepared to do. They had the offer of Peterson, along with some sponsorship money from his backers, and decided to take the older Swede back into the team at the expense of the younger Swede. When you recall the disenchantment that existed between Team Lotus and Peterson when he left them two years ago, it's amazing that they should come together again. When Peterson left, to join March, he had lost confidence in Colin Chapman and Team Lotus and drove really badly as a result. It's difficult to see what has caused him to regain his confidence, if he really has. Andretti makes no bones about the fact that he doesn't welcome anyone as fast as Peterson in the team with him, feeling that the Swede cannot be considered a number two, and not prepared to share number one spot with him. The tough little Italian-born American has made it clear that he is number one and he has specified what that means, in terms of engineers and material and Chapman's personal attention.

**Tyrrell:**

The 1977 season must surely be one that ELF Team Tyrrell will want to forget. The six-wheeled Project P34 lost its way after a promising start, not entirely through its own fault. The little ten inch front tyres did not enjoy the development progress of the more regular thirteen inch ones used by other teams, or the standard large size rear ones used by the P34. Consequently the front end controllability of the six-wheeler suffered and the whole thing was confused by a continual increase in all-up weight. The design got onto a spiral from which there was no easy escape. Derek Gardner, who designed the six-wheeler, and all the previous Tyrrells for that matter, decided to leave the world of motor racing at the end of the 1977 season and his place was taken by Maurice Phillippe. ELF Team Tyrrell have returned to the orthodox, with Tyrrell 008, a very low and light, almost flimsy-looking, conventional 4-wheeler. Conventional in the general concept, but containing numerous "differences" such as the inboard front spring units being operated by the lower suspension wishbone instead of by the upper one in the more usual way; angled spokes on the front wheels to promote air-flow across the brake discs; fabricated rear hub carriers and various aerodynamic tweaks, like the swept-forward

"canard" fins on the McLaren-like chisel nose, to load the inner wheel more heavily in a "yaw" situation. While having a very low and wide monocoque chassis, the cockpit surround is very high and extends rearwards to cover the engine, with sunken ducts on each side of the cockpit to collect air for the Cosworth DFV engine.

This new Tyrrell 008 is fitted with recording apparatus that traces the suspension movement at all times, so that the handling characteristics can be analysed in the pits, without having to rely on the drivers' observations. This equipment will be on the cars during official practice to help the Tyrrell technicians to adjust the springs, anti-roll bar, suspension geometry and wheel movements for the conditions actually prevailing at the time. Patrick Depailler has been promoted to number one driver, the unstable Ronnie Peterson having left the team. Joining the faithful Frenchman Depailler is another Frenchman, Didier Pironi, a protege of the ELF racing programme from Formula Three and Formula Two. It is now ten years since the national French industry of "Essence, Lubrificant, Francaise" (ELF) joined Tyrrell and they are one of the oldest backers of the sport, if you ignore Castrol, Shell, BP, Esso, Dunlop, Goodyear, Lucas, Ferodo, Girling, Lockheed, Champion to name but a few, without whose support motor racing would be struggling. Nonetheless, ELF have done a power of good for motor racing, and for themselves and have always conducted themselves in a pretty reasonable manner considering their involvement. The new Tyrrell 008 has "elf" loud and clear on the nose, and four times down each side! I think they have made their point.

**Brabham:**

We still say Brabham, but it should really be Alfa Romeo. The biggest factor in the Ecclestone team for 1978 is the addition of World Champion Niki Lauda, who left the Ferrari team under a cloud of dissatisfaction and joined "the other flat-12-cylinder-powered team", the Brabham-Alfa Romeo combine based in Surrey and Milan. This has meant that the previous team leader, Ulsterman John Watson, has been demoted to number two, not due to any lack of ability or usefulness, but when the reigning World Champion joins the team, what else can you do? Watson was originally number two in the team to Carlo Pace, and when the Brazilian lost his life in an aeroplane accident, Watson automatically took over leadership. Hans Joachim Stuck joined him last year, but had to go when Lauda arrived, as a three-driver team was more than Ecclestone was prepared to cope with. It was a difficult decision to make as the fiery Stuck was very popular with the team personnel, but Lauda is noted for winning races, and that is what Ecclestone wants.

During last season the BT46 was announced, which was a new car utilising the Alfa Romeo engine and 6-speed gearbox, but nobody actually saw the car. Among many novel features was a "dart" shape to the monocoque and surface radiators for oil and water, as well as a lot of electrical "gizmoes" in the cockpit to confuse the driver. A certain amount of testing was done with the BT46, in private, and it is still going on, but all is not well with the design and Lauda and Watson will start the season with revised versions of the BT45, now in C-form. All eyes will be on the Brabham-Alfa Romeo team to see if Lauda can do for it what he claims he did for the Ferrari team. We may find that it was actually a case of what the Ferrari team did for Lauda, and it will be interesting to see if the Alfa Romeo team can do the same.

**Wolf:**

As explained last month the Walter Wolf Racing Team have no problems and are set fair to continue the way they were going last season; which was very well, so well in fact, that their efforts won them the coveted Ferodo gold trophy. Jody Scheckter will have the strong backing of an enthusiastic team and at least three complete cars always at the ready. He could hardly wish for more.

**Ligier:**

For a time the future for Guy Ligier's team looked a little unsettled, for a lot of his financial support comes from the French Gitanes cigarette company – "the other French cigarette", as they say – and the tobacco industry in France was being leant on by the Government to cut down advertising among the young, sporting fraternity. All would appear to be under control for a while, so support for the amiable Guy Ligier continues and Matra continue their good work with the screaming V12 engine. It would be difficult to visualise a Ligier-Matra V12 without Jacques Lafitte in the cockpit, but he may well be supported by a second entry for Jean-Pierre Jarier, as happened briefly at the end of last season. A two-car Ligier team would be a good thing, for we have been very conscious of the lonely battle that Laffite has been waging against all the Cosworth-powered cars and the Italian cars.

**Renault:**

The appearance of the Michelin-shod Renault RS/01, with turbo-charged V6 Renault-Gordini engine, on the Formula One scene last year made a lot of people sit up and pay attention. While it did nothing spectacular and suffered a lot engine and turbo-charger failures, its poten was not to be ignored and Gerard Larrousse the Renault-Sport team were reasonably satisf with their first attempt at Formula One. It continue in 78 as and when they feel th problems are being beaten, and may blossom into a two-car team one day; there is no short of up-and-coming drivers in France at the m ment, all waiting to join Jean-Pierre Jabouille Regie-Renault's works team.

**Shadow:**

This should really be written as Shadow for there has been a major rift in the lute, blam on various pipers not paying for the tunes. T whole affair is very muddled at the moment, it seems that Jack Oliver has taken the main gredients of the AVS-Shadow team away fr the Northampton base and installed them i factory down the road at Milton Keynes. W him have gone team manager Alan Re designers Southgate and Wass, chief mecha Pete Kerr and most of the other workers, and financial support of Franco Ambrosio, the Ita financier, even though he is supposed to be in cussion with the men from the Inland Reven Gunnar Nilsson has joined this group, thoug the moment there is no car for him to drive, Southgate and his men hope to have a new ready by the South African GP in March.

Meanwhile, back at the Northampton ca Don Nichols is left with a large collection of c including the 1977 DN8 models and a ha finished DN9, the financial support of Tab the cigar firm of Heinrich Villager and H Joachim Stuck ready to drive for him. November Tabatip, on behalf of the Shad Racing Team put out a Press release to say Stuck was joining them, saying that the yo German was "glad to join a professional te within which politics and problems don't exi (This, after leaving the Martini-Brabham-A Romeo set-up.) Perhaps they don't exist Northampton, relatively speaking.

**Ensign:**

Quietly getting on with it at Chaseside, in West Midlands, Morris Nunn and his ha family were thinking of running a two-car te if extra financial support could be found wasn't forthcoming so team Ensign will rema one driver affair. At the time of writing Re zoni was happy to stay with the team. The are being improved in the light of last seas experience and a lot of Ensign supporters looking forward to the day that Regaz notches up the team's first Grand Prix vict

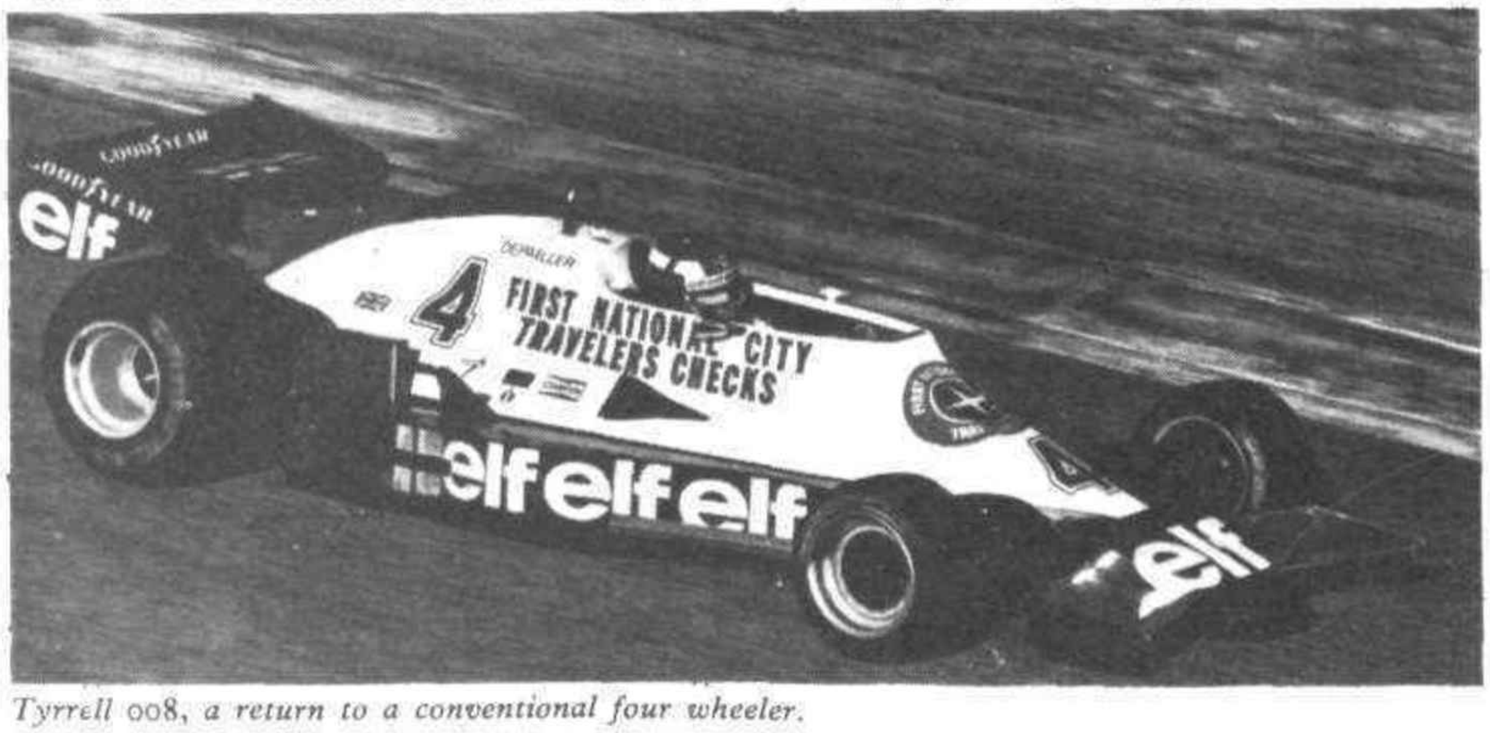
**Surtees:**

Factual news from Team Surtees is a bit on the ground at the time of writing, though sorts of likely and unlikely people have b thrashing round Brands Hatch in one of TS19 cars. It appears that Rupert Keegan wil driving a Surtees this year, presumably money from his father's air-line supporting h The rugged Brambilla and his Beta Tools sp sorship will continue to liven the scene, and knows, he may win another Grand Prix year, which will please everyone.

**Fittipaldi:**

Emerson and Wilson Fittipaldi have take long hard look at themselves and their Co sucar-financed team, and have done a m reshuffle. The designer of the original cars Richard Divila, but he quietly faded away;

*Continued on pag*




*Tyrrell 008, a return to a conventional four wheeler.*

## Road Test

# The Alfa Sud 1.3Ti

## A Great Little Car Costing Only £3,000




IT WAS FINE to be back in an Alfa Romeo product again, after all too long a lapse, even if the car I tried was only in the guise of the 1.3-litre Alfasud ti. It is well known that the original Alfasud, that front-drive small car from Naples, had almost everything an enthusiast confined to the lower-priced saloons could want, except acceptable performance. Now you can have your Alfasud saloon with the 80 × 64 mm., 1,286 c.c., 75 DIN b.h.p. engine evolved for the Alfasud Sprint Coupé.

This gingers things up to a useful degree—that is, if you can go along with a very compact slab-back package that is a genuine 100 m.p.h. car and which will take you from rest to 60 m.p.h. in a fraction less than 12 seconds. Urge apart, this Alfasud is a charmingly individual concept. A water-cooled, flat-four engine with belt-driven camshaft above each light-alloy cylinder head drives the front wheels through a good five-speed gearbox, a double-choke Weber carburetter supplies mixture to the widely-separated pairs of "pots", suspension is by coil springs and struts at the front, a beam-axle on Watts linkage at the back, and the handbrake operates on the *front* wheels, retardation being by vacuum-servo-assisted disc brakes all round. Steering is by rack-and-pinion, nicely geared at less than 3½ turns, lock-to-lock.

The Alfasud has other individualities. For instance, of the two stalk-controls under the sporty three-spoke steering-wheel, that on the right has to be turned to actuate the 2-speed wipers, pulled inwards to sound an effective horn. It is also supposed to bring in the heater fan, which one weekly contemporary describes as "a nice piece of rationalisation" and another as "confusing the issue"; in my case I never did find this control, in a car sent out without a handbook, but the heater functioned admirably in icy weather without it. There are big old-fashioned rotatable facia-sill vents and powerful electric screen-washers. The rear quarter windows open to provide additional ventilation. The pedals are somewhat biased to the left and prefer slim shoes to work them. Driver vision is good. The steering-column adjusts for height but not reach but the fussy, if they have an allen-key, can alter the height of the driving-seat squab. The seats are notably comfortable, the squat angle of the front ones knob-controlled, but the squab release on the passenger-seat was difficult to work.

The speedometer and tachometer dials are viewed past the steering wheel, and are supplemented by two small angled Veglia dials, for water heat (Aqua) and oil-pressure (Olio) in the centre of the facia, with provision for a third dial, presumably a clock, which was blank on the test-car. Here again, the unusual is present, because the water-heat warning light shows, not when the engine is too hot, but to remind the driver to go easy on the revs until things gain a little warmth. The engine ran cool, at approx. 85°C reading, and normal oil pressure was 40 lb./sq. in. There are a series of neat warning lights, with the unlabelled small low-fuel-level light in the tachometer dial, the heat, generator- and oil-deficiencies lights in the dial of the tachometer, which is yellow-streaked from 5,750 to 6,250 r.p.m. and then red-lined on to the 8,000-r.p.m. mark. The only stowages are the full-width open under-facia shelf and a small open well on the console. The fuel gauge is part of the tachometer dial and is ridiculously pessimistic about running dry, as are so many such gauges and warning lights in this Motorway age.

The wide doors on this stubby two-door body still lack adequate "keeps" and the lid of the luggage cavern, which is actually a quite roomy boot, easy to load, is released only by a little lever down on the floor on the off-side, by the front passenger's seat, a point missed entirely in two other road-test reports! It is inconvenient, but I suppose thiefproofing is the idea, and it does provide a cheap substitute for central-locking, if the tit on the passenger's door is first depressed. The four Fiamm headlamps are halogen, put on by rotating the l.h. stalk, and with flick dimming. The well-placed gear-lever is strongly spring-loaded to the centre (like that of a 40/50 Rolls-Royce) but the changes can be quickly made, given a little driver concentration. The clutch is light and although this is a front-wheel-drive car there is none of the snatchy take-off which used to plague some British Leyland and other cars.

There is an air-dam at the front of this 1.3 Alfasud and it has a tail-spoiler, both of which are said to be other than merely ornamental. The brakes are light and effective and this is a really jolly little car, in which to drive far and fast. One is, indeed, only reminded of the engine size when the revs go to 4,250 at an indicated 70 m.p.h. The suspension is said to be less good than that of the original 'Sud, but it has that pleasant Alfa Romeo characteristic of seeming absorbingly supple while keeping the 13-in. wheels (Kleber-shod on the test-car) on the road. Without exhibiting any unwanted f.w.d. tendencies, the road-holding and cornering of this attractive little car are highly reassuring. It is a roomy, comfortable, quite quiet fun-car, but although the seats are nicely appointed in cloth, with simulated leather edges, and there is full-width carpeting, and an anti-corrosion external finish (black on the test-car), the interior gives rather too great an impression of moulded-rubber and cheap plastic. This is a pity, for Alfa Romeo, in the 'Sud, have it in their power to present one of the finest *de luxe* small cars of all time.

I greatly enjoyed making re-acquaintance with the Alfasud in its more lively form, thought it splendid value-for-money at £3,000, and was much impressed by its commendable fuel-range of some 385 miles—which would mean that, if I had one, I could drive to the office and home again without refuelling, a comfortable thought should there ever be another tanker-drivers' strike! In rather unfair conditions I got a fuel consumption of 34.0 m.p.g. of four-star fuel, which may not seem all that good against the formidable thrift now displayed by some 1½-litre and 2-litre cars, but which is satisfactory for a fast-driven, free-revving little engine. It needs use of a tucked-away manual choke to start it, by the way. Before setting off for my 260-mile haul to Silverstone and return I thought I had better check the oil-level. The front-hinged, self-propping, light bonnet lid is easily released (but the lever is on the n/s of the facia), revealing the interesting machinery, and the very accessible Fiamm battery and oil dip-stick. Hardly any lubricant had been consumed although horizontally-opposed engines often pump it about. I would put the oil consumption of the 'Sud at about 1,200 m.p.p.

The 2-speed heater fan is, in fact, operated by moving down the r.h. control stalk. The fuel tank holds 11 gallons, so that a driver able to resist the temptation to extend this willing little motor car might well obtain a range of 400 miles or over. The fuel filler is a screw-cap under a sprung flap on the near-side. The doors have very well-located "leather" pulls and, as I have inferred, the boot is of useful capacity, with the spare wheel hidden beneath the floor, but it let in rain after the car had spent a night in the open and the sealing did not look very convincing. The aforesaid combination of quick steering and effective springing make the Alfasud a very safe, "dodgeable" car, so it seems unfair that it is liable to be rated, even in 1,186 c.c. and 1,200 c.c. forms, as a Group 5 insurance risk. The seat-belts impede entry to the spacious back seat. Risk of a broken fan-belt is absent, as an electric fan is used, and minor servicing intervals are at 6,000 miles and major servicing is required only at 24,000-mile intervals, while the price of the 'Sud includes seat-belts and number plates. During

*Continued on page 32*

## Interview

# Gerard Larrousse

### A man with a responsibility to win at Le Mans and in F1

GERARD LARROUSSE takes the role of driver-turned-professional manager to a new level. Many team managers are like their football equivalents, participants freshly charged with the task of exhorting and guiding their former team-mates to even greater things. None of the motor sporting directors I have met can really match Larrousse's record before he became the man responsible for Renault Sport's enormous competition programme. Enormous? Certainly a valid word in this case, for together with ELF, Michelin and Cibié they budget to win at Le Mans this year (four cars plus full-scale testing) and they will have three similar Formula One Renault RS turbo cars to contest the World Championship, though only one driver, Jean-Pierre Jabouille. Even that is only the tip though, for Renault are actively involved with the development of two rally cars (Alpine-Renault A310-V6 and R5-Alpine) and a Formula Three engine sales and support scheme. Then to consider is the promotion of three categories of Renault racing formulae (two single-seater and R5 saloons) which involves countries outside France as well. Truly a gigantic sporting effort, even for one of Europe's biggest and most successful vehicle manufacturing groups.

What sort of man is Larrousse, and how does he form the policies that guide the 150 Renault Sport employees, who operate from four bases? To discover a little more about the man and his current feelings regarding Renault's mighty commitment to "our" sport it was necessary to meet him in Paris. The venue was a modern office block, enlivened by Gallic wall decorations that leave the eyes watering and out of focus, on the grey concreted banks of the Seine at Billancourt.

Initially it is worth studying Larrousse's own sporting record. As simply as possible it amounts to winning major international long-distance races and rallies that matter, driving for Porsche, Matra and Renault-ELF. Ah well, you might say, that is not especially clever; Jochen Neerpasch and Roger Penske had a lot of success in sports-car racing too. The quick answer is to agree, but point out that Larrousse began his Porsche career driving rally cars. Who else has finished second overall on the Monte (three times!) and won the Tour de Corse, plus many other (mainly French) events of lesser status —and succeeded in racing, including winning Le Mans twice? I suppose Vic Elford's record is about the only racing and rallying one to outshine Larrousse's, the Frenchman racing but once in Formula One, and that in a then-outdated Brabham BT42.

Born in Lyon in May 1942, the dapper Larrousse looks every inch the Parisian today. He began to rally in 1961, using a Simca 1300: a rear-engined device that might have been mandatory for those who needed to acquire the skills of car control. The following year he switched to another rear-engine device, the Renault 1100 Dauphine, and scored his first win in a French event. By this time he was in his first year at business school in Paris, and was 20 years of age.




The next two seasons were also spent studying commerce and rallying Dauphines. He had some remarkable results in that third year with these Renaults, winning three good quality French events, including the Lyons-Charbonnieres. He also attempted a Coupe des Alpes in an R8 Gordini (even quicker car control!), a car that he used in 1965 as well, though only one win came his way.

For 1966 he was driving for the Ceida NSU team, and it could be seen that rear- or mid-engined cars were to be his forte: the only front-engine cars he has competed with seem to be BMW or Ford touring machines, with r.w.d.

In fact 1966 was good enough to reap a second place on points in the French Rally Championship, and Alpine-Renault scooped him up as a works driver in 1967. Together with present Renault Sport rally manager Marcel Callewaert as co-driver, Larrousse took eight wins in Alpine A110s of various capacities and again took the runner-up pl ing in the French Championship. He a started racing in 1967, giving up that rallying at the end of 1975, when he obtai his present position.

Alpine-Renault again employed Gérard 1968. It was as successful in sheer resu but he diversified, driving a 3-litre Alp sports car to finish sixth and ninth in Paris and Nurburgring 1,000 km., shar with Patrick Depailler. The double ca was established.. . . .

Porsche took Larrousse on from 1969-19 In his first year he won both the Tour Corse and Tour de France for them. Sinc also finished second at Le Mans *and* on Monte Carlo Rally, scored a third overall i 908 at Zeltweg, *and* competed in 21 events Stuttgart, the Germans must have noted h as a hard and adaptable worker, at ve least!

The following year he did 29 events, four were in other *marques*, including rally win in the interesting Chrysler-powe Simca CG prototype. The major wins the year all came in Porsche 908-2s, two 1,000-km. classics went his way (S Francorchamps and Nurburgring), plus event at Hockenheim. He also won Marathon de la Route at Nurburgring i mid-engined 914-6, one of that model's good results.

Again he was second at Le Mans Monte Carlo, but this time he drove a 4½-l Porsche 917 in the 24-hour race. So, Gérard Larrousse says a car is quick, he more than enough experience to put t remark in proper perspective.

The final year with Porsche saw m of Larrousse driving other makes as well. finished half the 34 events he was ente in and won major internationals at Sebr and Nurburgring (both with Elford) and w the Tour de France again. This time it w an adventure, taking a Matra MS 650 sp racing V12 and French journalist Joh Rives. Larrousse is not a humourless man that beautiful engine note must have chee up the intervening road sections too!

Also in 1971 he had some fine results w a sports Chevron-Ford B19, and share 3-litre Alpina BMW CS saloon with a c tain N. Lauda for part of the Spa 24-hou He finished neither Le Mans nor Mo




*SUCCESSFUL RALLY DRIVER: Larrousse finishing second for Porsche in the* 1972 *Mo Carlo Rally.*

Carlo that year.

For 1972 he had a far more free-ranging season, driving Lola sports cars (winning four events with four different type numbers) and sharing a Ford Capri with Jochen Mass, the pairing taking a win at Monza and Jarama. Yet another second place was his lot in the Monte Carlo rally 1972 (2.4-litre Porsche 911) and he did not finish Le Mans, but his racing career was due to take a real leap forward.

As he says today, "the seasons with Matra were fantastic (1973-74). Driving alongside Cevert, Beltoise and the others, I really learn a lot. I have much more confidence." Paired with Henri Pescarolo he not only won Le Mans twice but also scored four other major wins for Matra in 1973 and three others the following year, at tracks as diverse as Watkins Glen, Kyalami and Vallelunga.

In that first year with Matra he also drove Lola T292s for Archambeaud, Switzerland (this time with BMW power) and had another four outright wins. There were also three class victories in French rallying with a 2000 GTV Alfa Romeo, some more saloon car racing with Ford; a single outing with a Datsun 240Z, and an unsuccessful assault on the Tour de France with a Ligier JS2.

In fact 1974 was his most successful year with twelve outright wins scored mostly with Matra, or the Switzerland Archambeaud-ELF factory Renault-Alpine A441 sports-racer. A Lancia Stratos was used to win the Targa Florio and a Ligier for another Tour de France victory. At one stage he had scored six international victories in six weekends.

Gérard Larrousse's final competition year was all about Renault-Alpine sports or F2 cars in racing, save for a retirement when trying his luck again in Corsica's international rally. There were fewer wins than before, but he certainly acquitted himself quite honourably in the hungry F2 pack, taking a win and two second places. Naturally I asked how hard it had been for him to give up racing and come to Renault? Larrousse summed up his feelings carefully before speaking, allowing plenty of time to gaze at rather quieter wallpaper than that displayed in the rest of the building. Obviously paper chosen to display the splendid bright yellow competition devices shown within the abundance of colour posters.

"It takes me only two days to decide. Always the previous boss (Jean Terramorsi) has joked with me that I should take over his job. It is painful about these things. I was not happy about the way in which the Formula Two programme was run, and this unfortunate manager was ill (he died in August 1976 of a heart attack) so I already had the idea of managing, if only for a bet.

"In fact the job was much bigger than you can imagine. There were two different departments at Alpine in Dieppe, a Gordini organisation in Paris and another racing department at Boulogne. My first job was to try and blend all these things together . . . you know we did not even have a commercial department to sell people things . . . it was chaos."

Larrousse looks suitably appalled at the memory of an organisation that carried almost the same staff as today, but a staff who might be subjected to questioning by a public keen




*SUCCESSFUL RACING DRIVER: Winning at Le Mans for Matra in* 1974.

for the latest go-faster part, rather than digging further into their jobs.

"We had other problems too. The management wanted the Le Mans project to go ahead, and we had nothing to replace the A110 Berlinetta rally car." Since the A110 four-cylinder cars had secured the World Rally Championship for Renault-Alpine in 1973, this was also an important subject.

The number of employees when Larrousse took over, compared to that of today, is very similar. There may have been 10 less when Larrousse took over, but they were spread through so many areas that the effort of controlling them all was harder than today.

"Our answer, to try and make all the departments come together, was to make a new factory at Dieppe. It is just called Renault Sport, and here we do the sports cars for Le Mans and the rally ones." A significant shrug of the shoulders before Larrousse adds, "of course, we still have the old Gordini works in Paris to make engines (for everything) and we also make the Formula One car, in the same buildings as the engines.

"Our re-organisation took six months, and another four months to sort out the positions [status—J.W.] of the people within the new organisation!" When we talked to Larrousse, Renault Sport had been operating this manner for a year and he felt, "now we have a good business. Next year we will do a lot more, but now the customer can buy most Renault equipment from the advertising jackets and shirts to a proper Formula Three engine." Renault Sport are presently committed to the production of 20 engine kits for F3 next year, and there are the purely Renault formula engine parts to consider. As Larrousse grins, "OK, no way it can pay the costs of our competitions but it helps more and more in the future."

Asked where the initiative for the thrust into F1 came from, Larrousse says, "on July 29th, 1976, the Renault board (of directors) approved the programme." They were acting on a very carefully researched document provided by an outside consultancy, but the original F2 prototype with a 1½-litre Turbo engine was already constructed.

"The company really started track work for F1 on November 18th, 1975. On that date one of the World Championship Group 6 cars, from which much of the chassis data (especially the rear suspension) and the turbocharging lessons were taken for F1—one of these sports cars was testing at Paul Ricard."

The engine was coded 33T, and it accidentally proved capable of 12,000 r.p.m. while covering its first 374 track miles. While the engineers found out how it would perform, the management studied their work, and the outside consultancy report.

That document indicated that Renault would achieve World-wide prestige through Grand Prix participation, and when the engineers struck the usual cautious engineering note of optimism, so approval for F1 was given. Much of the credit for maintaining the enthusiasm must go to the Government-owned fuel and lubricant company ELF: they had ordered the two 1.5-litre turbo units for tests in February 1975.

"That we had been testing with a F1 car was announced after the Jarama tests," said Larrousse, adding, "now we have two cars with a third nearly finished. They look the same, but they differ in details.

"This I can say," (a broad grin of one who has listened to many troubles), "this car had no basic faults in the chassis. At Zandvoort we found that, if the driver climbed the cliffs [kerb-hopping—J.W.] we have to make the suspension at the rear stronger: I don't think kerbs were in the computer!"

Larrousse continues, "at present there is little we can find with the aerodynamics. This is work we are looking at in several years, it is not necessary in 1978.

"The engine? From the old prototype to the race car we move the unit (between the engine and the back of the driving compartment monocoque) and heat and vibration are different here. We suffer failures when it is first raced (the RS 01 made its public debut at Silverstone in July last year) and now we have had to make changes.

"Now the power is close to 500 horsepower, where we could say more than 500 before. Still we use 1.7 atmospheres boost, nearly the same as we started with. The most important thing was to try and cool the turbocharger, and we could only finally hold this problem back by reducing power . . .

"Regarding the engine itself, the reliability has not been all that we could have expected. The valves and pistons have given trouble (again overheating) but all these troubles are possible to overcome this winter. You know, people think we have many mechanics and a

huge number of engineers to make this engine. This year we had one engineer, one draughtsman and four mechanics to develop a new type of formula engine."

Another novel feature of Renault's F1 car was the adoption of Michelin radial racing tyres. Larrousse smiles as he says, "the development is really done with us over four years, though I know Michelin have worked with Ferrari a long time ago . . . much before us. They don't learn the same things with Ferrari, so for our car they start again.

"On the tracks they know with us—especially Ricard and Dijon—they are good . . . good as anybody: they have no advantage from us of F2 work; here we have used Goodyear. So at other tracks they have to learn a lot. At Zandvoort they were very, very good: at Silverstone and Canada (the latter was the event the Renault just could not even qualify for) the tyres were cold.

"This business of cold tyres is very important to us, with a turbo car. If the tyres do not work, you cannot make the engine work either: it is very important that the tyres give the best possible results: only then can we make the best possible performance from our turbo engine."

Having discussed the chassis, engine and tyres of the F1 project, it seemed only sensible to enquire about the progress of Jean-Pierre Jabouille, their experienced but comparatively unproved (in F1 terms) driver.

Larrousse's lashes hooded any sign of feeling in his then-hidden eyes when he replied, "our most important lesson was that we need two cars for practice. Jean-Pierre never got a full practice session in his season. You know, the sessions are just for adjusting the cars, but with our car, if we had problems it was just not possible to switch Jabouille into a second car. Now we will have a car available all the time . . . if we had been able to do this in Canada, I think we could have qualified. You just don't have problems in a Formula One practice session now, otherwise you are finished."

I asked if, in dire emergency, the Renault-turbo would be switched over to Goodyears to qualify for GPs this season? "Oh, it's just not that simple," opened Larrousse, continuing, "the tyres are not the same balance (grip) as Goodyear and you have to change everything on the suspension if you change from Michelin to Goodyear": which they experimented with in Canada, after the non-qualification.

Discussing F1CA Renault are naturally pretty relaxed, as they had few problems, positively zooming into membership. Gérard feels, "they are very professional. It was obvious that a racing Renault was good publicity, much more than a private team. We offered a lot for the sport of F1 racing: Mr. Ecclestone would have been stupid [one remark I can never recall being made about Bernie Ecclestone—J.W.] not to take us in." Again there is a long pause as Larrousse composes his thoughts, to the accompaniment of an almost sly grin: "you know we never ask . . . we are invited. It's good I think."

Our final Formula One topic was, "do you plan to sell the F1 engine—if it's a success—in the same way as the Cosworth V8?"

Larrousse was quite intriguing on this point, "I don't think we are interested *while we are still racing*," he said. In fact this is what has happened in Formula Two, Renault have withdrawn but the engines have been offered (at prices approximately £1,000 per unit below the rival BMW) to leading contenders.

Asked what the priority was for Renault's wide competition commitments Larrousse responded decisively, "Le Mans, without question. This race is much more important for us than Formula One. . . ." Renault Sport Public Relations man Jacques Poisson interjects, "maybe it is harder for you to understand in England because of your F1 teams, but for Renault, making 7,500 cars a day that must be sold, Le Mans is the best publicity

"This year, there will be, once more, the fight between Porsche and Renault. We have four cars and they will also have four or five cars. Last year with the TV and all other coverage, it was the equivalent of £1½ million, just for this race.

"Although we don't win in the two years of our factory cars, it is still good to take part against Porsche. They make 20,000 cars a year and believe in racing, we make more than one and a half million Renault cars for all sorts of people. For us it's good to run against Porsche . . . to race against them and win: that, oh yes that would be *parfait!*" Poisson grins happily at a dream, but one that Larrousse has already proved more than possible with a French sports-car team.

Already the Renault-Alpine turbo sports cars have completed over 20 hours flat-out running on one model at Ricard. Britain's Derek Bell was part of a team (Jean-Pierre Jabouille, J-P Jassaud and Patrick Depailler were others) who managed 3,500 km. in 22 hours, without major problems until a puncture stopped their A442.

Talking about sports-car racing in general, Larrousse is naturally sad to see this once-prestigious arm of motor sport so neglected. He commented, "It truly is a pity. The CSI have killed the sports car and Group 5 has now replaced them. Really, I feel Group 5 is only for those who have the good car.

"I think sports cars must specialise in long distances. The problem with these cars came when the short races were included. When you must do a race that is only 300 km. long, then this is a different car than you must have for Le Mans. You want the same type of races: I think a good Championship could be made with just five endurance World Championship runs over many kilometres. For instance, there would, of course, be Le Mans. Then it could be others like Monza, Osterreichring, yes Silverstone, why not Silverstone? It is very fast at this track . . . and also you have the possibility to go to Daytona and Nurburgring."

At the mention of Nurburgring I wondered aloud if Spa should not be part of the series too? Larrousse grinned amiably enough, but he felt very strongly that, "Spa is not a good place to go, definitely not." He would not be drawn further on the subject (he has won major events there, so it is not the prejudice of failure speaking) but he was forthcoming on the subject of the Nurburgring for F1 drivers, "to save a life is most important of all. I like the 'Ring and Spa myself, but I am a rally driver . . ." Pause as he drives his executive chair and gazes down an imaginary gorge, "and a rally driver he don't look down!"

More seriously Larrousse offered, "I agree with what the F1 drivers say. The racing is so hard, so much different to all other types that it is necessary for the drivers to decide. From a manufacturer's point of view it makes no difference if we win in Hockenheim or Nurburgring, there is no change in honour. So you can say that, even though I have driven at these places (Spa and Nurburgring) many times, I understand why a Formula One driver does not."

Leaving F1 firmly behind us I plunged into the opposite end of the spectrum asking, "Why are you rallying the R5 now?"

Larrousse warmed to the subject, "This car can do many things for us. First, we needed a car for customers to go rallying in: the A310 is a *beautiful* (said with much feeling) car, but you know, it is expensive. So, we make the changes with the R5 on the Alpine (1.4-litre) base. The car is made very strong so that we can enter the rough rallies all over the World. Also the R5 is one of our big selling cars, so it is good to show what it can do. We need a small car for racing and rallying to sell the parts.

"For the rallying one we start work on the Mille Pistes Rally (Summer 1977) but there is much more development to come yet. The cars also appeared on two World Championship rounds last year, one finishing seventh *overall* on the tarmac Sanremo event, and a pair of them were proving very popular on the RAC and leading the 130 class until they retired with transmission failures.

The A310 exists because, as Larrousse says, "We had nothing when I came. The A110 had won the 1973 Championship of the World, but then we had nothing to take over; no work had been done at all. We have made the A310 fast in Group 5 for French rallies . . . we just don't have the time to do everything. So you can say there is no chance for us to go outside France with this car for the World Championship. Yet (he grimaces at the lost opportunity) I know the car is good and it has beaten Darnich in the Stratos twice, but still we cannot do everything."

In Group 5 form the Alpine A310 has a carburated version of the 2.7-litre Renault Volvo-Peugeot V6 and can give up to 29[illegible] b.h.p. The milder Group 4 (for which it has also been homologated, so it *could* contest a World Championship series) is said to offer 245 b.h.p. from 7,000 to 7,200 r.p.m. This comes from engines equipped with a pair of triple-choke Weber 46 IDA 3C carburettors and a 10.5-to-1 c.r. The A310 weighs 18 cwt and has a tubular chassis clothed by glass fibre. The car is more striking in Group 5 carrying a large rear wing, but the production styling is very smooth on these rare, but quite refined, French GT cars.

Jean Ragnotti drove a rather lighter and starker A310 V6 to a convincing victory in the French rallycross championship this year and Guy Frequelin took the rally title with another Group 5 A310. Another title collected by the factory of rather more importance was the European Formula Two series, but La[illegible]

*Continued on page 3*

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*F1 TEAMS – continued from page 26*

David Baldwin joined the team from Ensign, but did not stay very long, and as a temporary measure Shahab Amed, from Surtees and Tyrrell, helped them out with the Baldwin-designed car. Now Ralph Bellamy has joined the team, direct from Lotus and brought with him a lot of the Lotus 78 thinking (but not necessarily all of it). Peter Mackintosh has forsaken the Formula One Constructors Association, of which he was a very efficient and effective secretary, to join the Fittipaldi brothers as team-manager and the faithful E.F. is still the number one driver. Already Bellamy has made the Fittipaldi look like a Lotus 78, and a lot of people would be pleased to see the Brazilian driver up at the front, where he rightfully belongs.

**Williams:**

After running a March 761 last year, Frank Williams lost no time in setting in motion the designs for a new Williams car, the pencilwork being done by Patrick Head. The first one is finished and ready to go, and a second is on its way. With Alan Jones being left out of all the wheeling and dealing up Northampton way, where the Shadows were darkening, Frank Williams quickly signed him up. Jones may not be among the inspired few who are automatically looked upon as race winners, like Andretti, Hunt or Lauda, but he is a good hard driver who keeps getting results. Williams is financed by Saudi-Arabian Airlines, along with numerous other sources like Goodyear, and Jones should be able to look forward to a full season of uncomplicated competition, compared with some drivers in his category. Not unnaturally the new Williams FW06 has been designed around the Cosworth/Hewland package.

**Hesketh:**

The Hesketh Motor Company, manufacturers of Formula One cars, still goes strong, with their engine department doing a lot of contract work on Cosworth DFV units. Team manager Anthony Horsley struggled to run cars last year on a Rent-a-Car deal, and Frank Diurnie produced a new design. Rupert Keegan and British Air Ferries were the mainstay of the Hesketh entries, which fluctuated from one to three. This year a single car is being run for Britain's most publicised lady racing driver, Divina Galica, with financial backing from her various supporters.

**ATS-March:**

Last year the German alloy road-wheel manufacturers ATS, ran a neat and efficient team of the two Penske PC4 cars, bought from Roger Penske's defunct Formula One effort. With the cars were some of the original Penske personnel and the ATS team, with Jarier driving for them, impressed by the way they got on with the job as a private-owner team. They scored points in the World Championship table, but not being bona-fide Constructors could not qualify to join the Ecclestone/Mosley clan. For 1978 the ATS team has made a contract with March Engineering (who, incidentally, scored no points at all in the Constructors Championship), for a Robin Herd designed ATS Formula One car, backed by March Engineering's facilities. In this way ATS become Constructors and March Engineering keep their head above water in Formula One. Jochen Mass has been signed on as number one driver, and this Anglo-German set-up could prove quite effective.




*The new Saudia-Williams*

**B&S Fabrications:**

The engineering firm of Bob Sparshot and John Woodington that does contract work for a great number of Formula One teams, supplying anything from an oil tank to a complete monocoque, also prepare cars for racing. Last season they looked after Brett Lunger's pair of McLaren M23 cars, which are sponsored by the Chesterfield cigarette company, and Lunger was among the better of the private-owners taking part in Formula One. This set-up will continue into 1978, the preparation and activity at the circuits by Sparshot and his men being a nice change from the business of basic manufacturing and fabricating work, which is the mainstay of the firm. It is not as easy or straightforward, especially if the driver crashes the car in practice, or an engine blows up on race morning, but the challenge is satisfying to overcome.

**Theodore Racing:**

This is the private racing team of Hong Kong businessman Teddy Yip, who is one of those people who is happiest among racing cars and racing people, and is prepared to spend his money on his hobby. Last year Yip, with Irishman Sid Taylor, ran an Ensign for Patrick Tambay to drive. This year Theodore Racing has had Ron Tauranac provide the basic design work for a Formula One car around a Cosworth/Hewland package. Len Bailey is now responsible for the completed car, which has been built in the old Ralt works in Woking; Ron Tauranac has moved his Ralt firm to the old Brabham factory at New Haw. Until the Renault is ready to race, Jean-Pierre Jabouille will drive for Theodore Racing.

**Martini:**

This is not the Italian drinks firm, but the racing car firm of Tico Martini, from Jersey. From a 650 c.c. Triumph-powered go-kart, Martini has expanded steadily and surely to a factory at Magny-Cours, supplying racing cars principally for French National Formulae. He ran works cars in Formula Three and then Formula Two, with great success and is about to take the big step into Formula One, with a Cosworth DFV powered car, to be driven by Formula Two ace Rene Arnoux.

**Stanley-BRM:**

Whatever happened to Stanley-BRM?

From the foregoing it can be seen that there is no shortage of activity on the Formula One front, much of it dependent on the continuance of Cosworth Engineering and Hewland Engineering, apart from all the accessory firms who provide bits. If those two major engineering concerns folded up Formula One would look a bit thin, with Ferrari, Alfa Romeo, Ligier and Renault left in control. Hopefully this will not happen as racing engines and gearboxes are still in great demand.

Anyone who says Formula One is dull has not been paying attention. –D.S.J.

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*LARROUSSE—continued from page 30.*

rousse indicates no feeling on that victory aside from pleasure that they did so well. One gets the feeling he is glad that there is one less item to concentrate upon.

I did try and tax Larrousse with the rather shabby driving and appearance of the R5 that bounce round the European circuits in pursuit of national and inter-European honours, but he relievedly put that down to another department.

In closing I asked Larrousse what he felt about the merits of rallying and racing from a company, and then a personal, point of view. He replied slowly, "this is very difficult. It is best to say that they are completely different worlds. But, I do think that, for us, the man who wins the RAC Rally is just the same quality driver as the World Formula One Champion. It's different, but it needs just as much skill.

"For myself, I have very good memories of both. I am not keen on Le Mans to drive . . . I have driven much better races than Le Mans. For me I think the Matra was the best team, I just learned so much more driving with really fast people, especially with Francois (Cevert) and Beltoise."

When you think about Renault's enormous support for racing and their record it makes you draw the obvious parallels with Leyland. It is interesting to see that, despite the most public failures at Le Mans, they persist . . . and the same applies to Formula One. Of course they have been backed to the hilt by the Elf concern, as well as their own governmental resources. It may well be that MOTOR SPORT will return to the subject of Elf's involvement to seek further clues to the current French sporting renaissance.

J.W.

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*ALFASUD—continued from page 27.*

the test a front tyre deflated and the wheel brace would not shift the wheel-nuts. The two warning lights for lamps-on and head-lamps full-beam in use do not dazzle the driver but the light from the dimmed head-lamps is very poor.

What a fascinating little car this Alfasud is. It is just the job for those not quite ready for Fiestas, Chevettes, Accords and the rest, and it must surely constitute the ideal second car for those running vintage, p.v.t., or large modern Alfa Romeos.—W.B.

* * *

Adrian Liddell's Straker Squire has never won the VSCC Itala Trophy as stated last month and this, of course, is for *vintage* racing cars. The Maples Director, who presumably once owned this car, is now thought to have been a Mr. C. C. Regnart, not Maynard, who seems to have taxed the car until 1936

Any further information would be welcome

# Veteran Edwardian Vintage

## A SECTION DEVOTED TO OLD-CAR MATTERS

### VSCC Silverstone Driving Tests

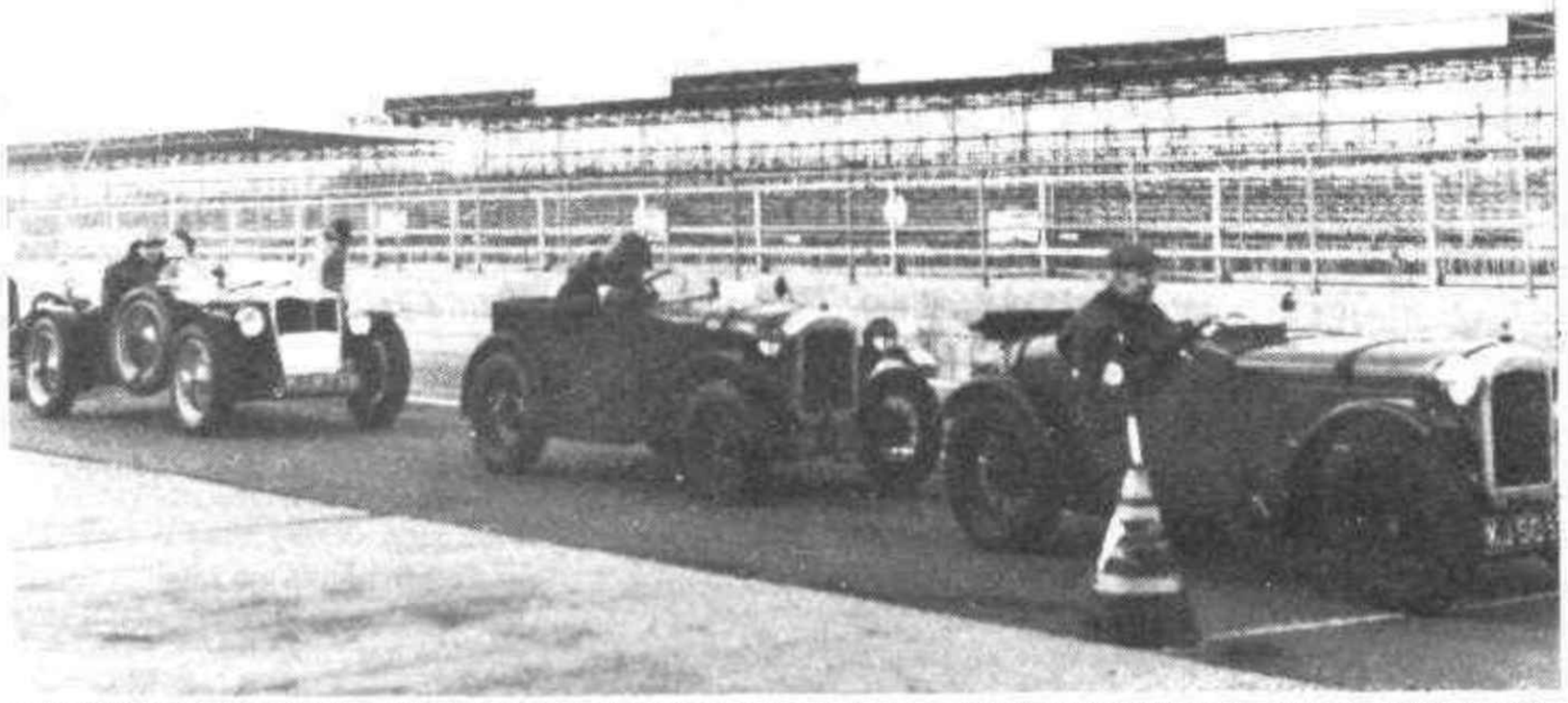
T HAS been said that only mad dogs and nglishmen stay out in the noon-day sun. might equally be said that only VSCC embers enjoy driving-tests at Silverstone December! Which they did, in the bitter mperature of December 3rd, an entry of of them, their cars divided into three cap- ity classes. It was rather a case of one's e preserved by Functional clothing dvert!). It is rumoured that this winter xture may not happen at this venue again, though the reason seems obscure—perhaps e circuit-owners fear a glacial subsidence . . . Looking at the cars lined up in the Paddock noticed that Majzub, Junr. had the hood on his Brooklands-model Riley 9 as if r the opening laps of an Ulster TT, in spite which he reported a very cold run to the rcuit (his father, he tells me, has bought the -Rowley 2-litre V12 Delage), that Bullett's 928 Chummy Austin might have been going



*bout to make a racing-start, Hugh Conway was 1st-class award winner in his fast Type 43 ugatti.*

for a *Concours d'Elegance* but later proved reluctant starter, that Leith and Mike Eyre ere driving a stark 1929 Chummy with ae aero-screen, no hood, and two bonnet- raps (shades of Chaplin's "Mrs. Fre- uently"), and that Parker's 1928 Austin 7 d much of its radiator blanked off with wspaper, although the girl displayed thereon as just not top-less. Word was going round at F3 Unipart driver Ian Taylor was aring Rosemary Burke's 1930 Morris Minor, being suggested that because of the present pression at British Leyland he was securing stake in this other Morris project. . . .

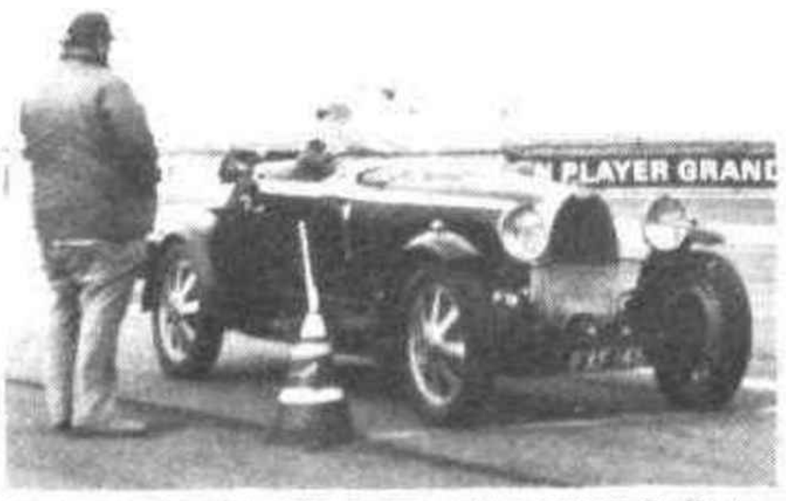
Some of the competing cars had come on ailers, which I wouldn't have thought much n. Events opened with a garaging frolic, in hich England took time to engage dogs, in s attractive 1931 Frazer Nash, Harvey's hart 1935 Riley Lynx belied its touring ap- earance by making much noise, from brakes well as exhaust, and Ryder-Richardson sat



*LINING UP FOR ONE OF THE SILVERSTONE TESTS. Reg Nice's Ulster Austin and the spartan Austin Chummy of Mike Eyre, which Leith also drove, the former winning a 1st-class award, Leith a 2nd-class award, head the procession.*

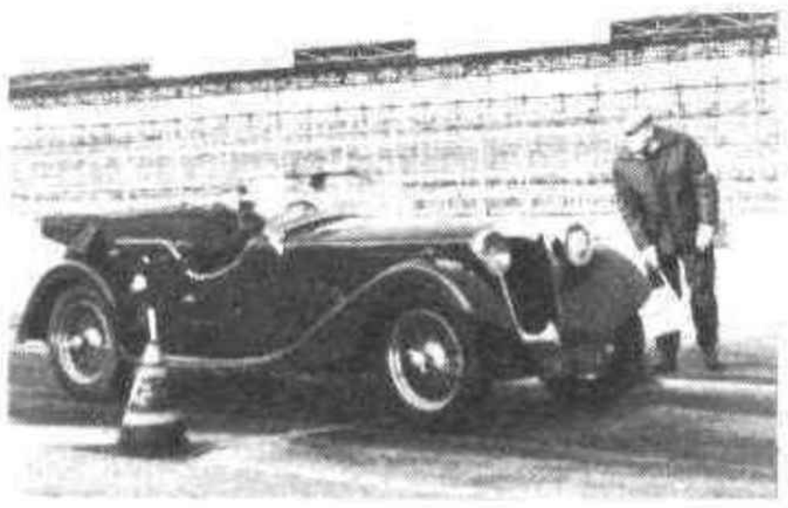
up aloft, looking over the folded windscreen of the only Edwardian running, his 1910 1.7-litre Adler, the brass of which shone not as diamonds. Ellison's 1,550 c.c. Riley Special was one of the trailered ones, Scholes drove a Riley Kestrel Six, March presumably represented the Metal Box Company in his 1927 Austin saloon, which performed admirably, the angle of roll alarming and the cogs snicking in. Monro's GN Special had shed reverse but this so-necessary adjunct to driving-tests was duly retrieved; it sports an SU carburetter with modern pancake air-cleaner to ensure hygiene for the Model-A Ford propellant.

It was pleasing to see that the tests had been laid out with plenty of ambition, so that highish speeds could be achieved. In one of them, involving driving round a pylon formed by the support of the bridge over the circuit, those with poor steering-locks came very close indeed to a solid brick wall, and no sand-bags or Armco were in evidence, a fine swan-song for Clerk-of-the-Course Tony Bird! Disasters were fortunately avoided, and it was all more heart-stopping for those of us watching than for the drivers, who could presumably better gauge the proximity of mudguard to the hardware. It was apparent from this test that Riley have commendably small turning-circles and that skilled Frazer Nash conductors can get the tail round in a handbrake turn, although one of them was too slow to effect this. It worked nicely for Dods, however, whose AC Special must surely have made fastest time in the previous test at Copse, where Ghosh's 30/98 had experienced furious back-axle judder in reverse and Mann's 4½-litre Invicta overshot the finish-




*Tom Threlfall, who runs the* VSCC Bulletin, *turns his hand to driving President Bernard Kain's Type 44 Bugatti – not only that, but he won a 3rd-class award, the owner taking a 2nd-class award.*

line, a thing England did later in the round-the-pylon thing. The latter test would seem unfair to the longer cars but maybe the idea was that those with greater swept-volume would have the advantage in acceleration; but wouldn't the bigger cars be heavier to stop? Many needed to reverse in this one, and those who had to reverse *twice* included Ghosh, Hayward's sad Hillman 14 tourer, Batt's Lagonda and the Invicta. Conway made a racing start in the faster of his Type 43 Bugattis, the GN shed a chain but continued undaunted, Steddy's 12/50 Alvis was slow but neat, Binns was very quick, fairly hauling the steering-wheel round in his Riley, Odell's Riley *just* missed the wall, and Rouse's 1929 Singer Junior saloon, with correct telescopic



*S. Harvey in a fine, early example of Riley Lynx tourer, a 1935 model, made plenty of noise when asked to perform at Silverstone.*

shock-absorbers, was among the many that reversed once. Tony Jones' Austin Chummy had sheared a wheel stud, *en route*, but he took over a Frazer Nash.

When I left at 3.30 p.m. they were still rushing madly round bollards at Woodcote and a Broadspeed TVR 3000M which had arrived looked like something from another world. Driving home, I noticed Majzub picking off the moderns on the road from Brackley to Banbury in his Riley far better than I could do in an Alfasud. . . .—W.B.

**Results :**

**Best Performance :** C. R. Pack (Aston Martin/Riley).
**First Class Awards :** D. J. P. Edwards (Aston Martin), G. Hare (Austin 7), M. Eyre (Austin 7), M. Cann (Aston Martin), C. R. Pack (Aston Martin/Riley), H. G. Conway (Bugatti).
**Second Class Awards :** C. Leith (Austin 7), P. J. E. Binns (Riley), B. Bowles (MG), M. T. Joseland (Frazer Nash), I. Judd (MG), B. B. D. Kain (Bugatti), D. Ellison (Riley), R. J. Burrell (Bentley).
**Third Class Awards :** P. Nickalls (Lagonda), T. J. Tarring (Frazer Nash), N. Mason (Aston Martin), M. H. Dods (AC), T. J. Threlfall (Bugatti).

**For Brooklands' Historians**

THERE IS sometimes controversy as to where the famous Blue Bird Restaurant at Brooklands, so well-patronised by the aviation fraternity, was situated, before it was destroyed by fire just before the outbreak of the 1914/18 war. It is often said to have been in the Paddock but more accurately, we have always thought, in one of the sheds on the aerodrome. A splendid picture in the December 1977 issue of *Aeroplane Monthly*, showing Noel Pemberton Billing flying a Henry Farman biplane over the Byfleet banking in September 1913, confirms that the latter was indeed the Restaurant's location. It is seen to be adjoining the shed of one of the Flying Schools and to have had a windowed-annexe in front of it, very close to the still-preserved Joy-Ride Booking-Office. Unless it is an optical illusion, this row of sheds appears to have occupied the line in which the T & T workshops, Parry Thomas' bungalow, and other buildings were later, or have been even closer to the flying ground, situated, not that of those aeroplane sheds which followed the curve of the Byfleet banking.

Incidentally, the aforesaid picture accompanies a most interesting article about how Billing took his Aviator's Certificate (No.632) in the record short-time of about $3\frac{1}{2}$ hours, after a wager with Handley-Page. Another piece of nostalgia was the account, in the November 1977 issue of *Aeroplane Monthly*, of how R. Dallas Brett, OBE, author of the pre-war two-volume "History of British Aviation", went solo in a DH Moth at Lympne in 1928 after only ten days' dual, totalling 5 hr. 20 min., at a cost of £12. –W.B.

**V-E-V Miscellany.** – The cylinder-bore of the Straker-Squire racing car which was the subject of a long article in last month's MOTOR SPORT is 80 mm., not 30 mm. as published. A 1927 10.8 h.p. Clyno Royal tourer owned in the 1950s by the Editor of MOTOR SPORT has left Shropshire to join a Gwynne Eight in Kent. Bill Briggs, the new Chairman of the Road Locomotive Society, tells us that during or just after the First World War the motor manufacturers who used Foden steam-waggons included A. Harper Bean, who had three, Lagonda Ltd. of Staines, and Humber and Standard of Coventry, while another Foden user was the Sopwith Aviation Co. A 496 c.c. Sima-Violet cyclecar is being rebuilt in Hampshire and its owner hopes to hear of a handbook, and he also requires wheel-centres and locking nuts for it; these resemble those used on early Salmsons. We do not know if this is the same Sima-Violet which was known to the VSCC some years ago.

The Chairman of the Historic Vehicle Silver Jubilee Tribute announces that the two-day historic-vehicle event held at Ascot and Windsor last May raised £21,221 for charity and that this has been donated as follows: Royal Borough of Windsor and Maidenhead Silver Jubilee Fund, £12,000; Transport Trust, £5,000; Motor & Cycle Trades Benevolent Fund, £3,000; All Saints' Church, Ascot, £1,000. One of our subscribers of long standing, Mr. Hardwick of Dronfield, has sent us cuttings from the *Sheffield Star* about Sheffield-built cars. There is a picture of a car claimed to be the first ever made in Sheffield, designed by A. Willis Dixon, the Chief Engineer at Vickers, and built by Wilfred Wills, which took the road briefly in 1901. Other well-known Sheffield makes are covered, including the Richardson cyclecar, the Charron-Laycock, a coupe model of which the famous actress Dame Ellen Terry bought at the 1920 Motor Show, the Yorkshire Engine Company's copy of the German Mercedes, and of course, the Sheffield-Simplex. There is a picture of four of the last-named cars, each one pulling two field-guns, in the drive of Earl Fitzwilliam's mansion at Wentworth Woodhouse, a house said to contain 365 windows. It is reported that only those favoured by the Earl could easily buy a Sheffield-Simplex and that most of these cars found their way to his Estate; when war came in 1914 he was Colonel of the West Riding Royal Horse Artillery, hence this use of his cars to tow field-guns. All very interesting, although we do not agree with the caption to a photograph of a racing Charron-Laycock saying that it "was a remarkable success on Britain's circuits" – there was only Brooklands in those days and about the best performance this car made was to finish 18th in the 1921 JCC 200 Mile Race, driven by Millward. The Bull-Nose Morris Club and the Morris Register held a rally last year to commemorate the William Morris Centenary, the cars present ranging from a 1914 Morris to 1950s versions. By special dispensation, 107 vehicles parked by the river at Stratford-on-Avon, their owners were entertained by local Morris dealers, and dinner that evening was taken at Nuffield College, in the presence of Mr. and Mrs. Alec Park, the Lord and Lady Mayor, and Sir Norman Chester, Warden of the College. Ken Revis proposed a toast to the memory of William Morris/Lord Nuffield. The next day over 100 cars assembled at Cowley, including many Morris commercials, a Morris chassis, and two MGs, and in the driving test the Morris Register beat the Morris Bulls-Nose Club by one point.

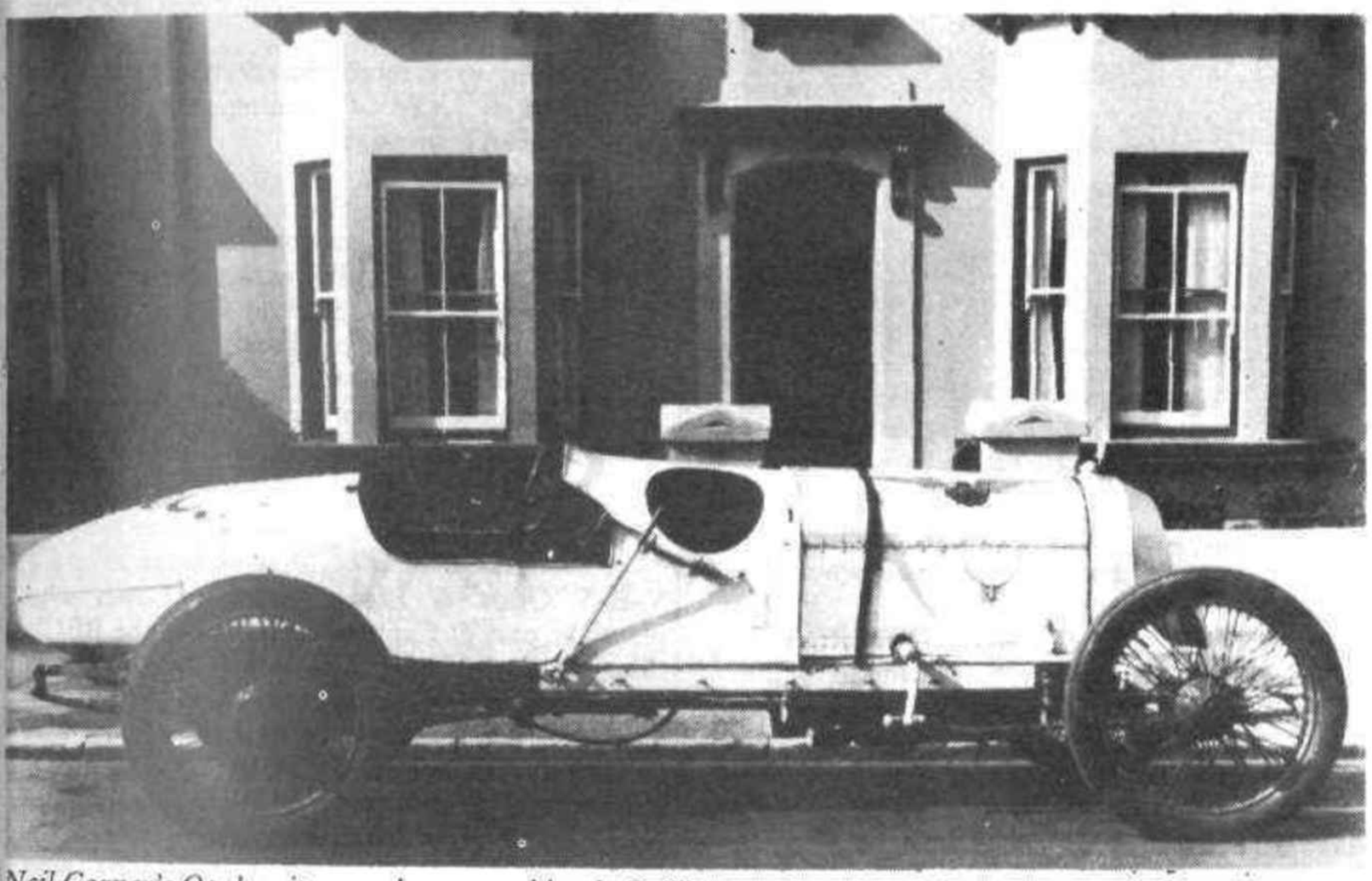
Another three-wheeler has turned up and is being rebuilt in Staffordshire. It is a *circa*-1912 Matchless, in very poor condition, in fact just a rolling chassis, so that any information of any kind would be much appreciated by the restorer. Incidentally, an article on three-wheelers appears in the current issue of Lord Montagu's magazine, and there is an incredible story in a Yorkshire newspaper of 22 surviving L.S.D. three-wheelers and the prototype four-wheeler L.S.D. being owned by one man (except that two were stolen), with another L.S.D. in the Ravensknowle Museum. A rear-model 1919 Karrier lorry has been discovered on a Yorkshire raspberry-farm and is to be restored, one of only about ten of this make to have survived. It looks as if another attack will be made later this year by a vintage Austin Seven on the 10,000 mile record. –W.B.

# Vintage Postbag

**Those 1914 GP Opels; Mavrogordato replies to Corner**

Sir,

I was most interested in Neil Corner's long letter re: our two 1914 G.P. Opels. I will deal first of all with his remarks about my car. It must be remembered that I bought it, in 1931, to use on the road, and to tow my racing motor cycles, on a trailer, to various meetings such as Syston, Donington, and Brooklands; *not* to show it off at VSCC meetings – did the Club even exist then? So, as beaded-edge tyres were almost impossible to buy at that period, I had perforce to change the rims to take 20 in. x 5 in. tyres, which were approximately the same diameter as the BE ones. The steering was instantly, and vastly, *improved* – (but I must confess that, at the same time, I did add quite a few degrees of castor angle to th front axle by means of ash wedges under th front springs). I can well imagine tha beaded-edge tyres improved Neil's steering afte those ghastly dough-nuts he had on previously As for the dual ignition on my car, the coil wa added to assist the starting, which I still do on th handle. It also had the effect of improving th acceleration and the flexibility of the engine. It i a strange fact that Opels did not use dual ignitio in the French Grand Prix, although they could easily have done so, with a double-distributo magneto, just as they did with the big 191 12-litre racer. They did, however, carry a spa magneto, bolted to the near-side crank-case we hence the curved copper water pipe on this sid (The 1914 G.P. Mercedes could have used fo plugs per cylinder, but did in fact use three.) Th Ki-gas, fitted only last year, was, of course, t assist the starting, and to obviate opening th bonnet and flooding the carburetter. As regar the steering wheel, when I acquired the car th steering wheel, which would only have been years old, was made of ash, enamelled black. Th joints had become un-stuck recently, and it wa easier to make a new ash wheel, exactly t pattern; but this time I put on four coats Bourneseal instead of enamelling black; purely please my eye, just as that beautiful bra radiator does! It could be that Corner's steeri wheel is more authentic than mine, although looks horribly modern. As, in 1932/9, I used th car at night, I had to fit a dynamo, and th meant replacing the flat fan belt and pulleys wi V-belt and pulleys. Of course, I regret this now also had the cylinder block re-bored +.010 in. t clear some slight scores made by the gudgeon p end pads, and Specialloid pistons made to the e act pattern of the old ones. The dashboard is no of wood, to replace the corroded aluminium on but is to the original size and shape. Other det modifications include modern grease-nipples t replace Opel's ridiculous 1914 ones, lino on th floor-boards instead of the corroded corrugat aluminium, and new upholstery in leather. agree with Neil that the air pump should be t side the cockpit, and I had already decided to this during next winter. I still have the origin under-shields; and four steel tool-trays, whi were awkwardly situated, under the seats; bu have not as yet fitted them. I did, however, ma and fit a non-authentic wooden tool and batte box, below and behind the bolster tank. Th above is a list of all the non-original and repl parts on my Opel; mostly, if not entirely, u important ones, I think you will agree. In all i portant respects, the car is exactly as it ran in t 1914 French Grand Prix, has not been "mucke about" or altered in any material way, and complete, even down to the original six bonn fasteners and all the copper oil pipes, etc., etc. is complete, because it has done very little racin has only had four owners since 1914 (the last o having cared for it for 45 years!), and has qu obviously done a very small total mileage. Dea ing finally with Corner's most serious "dig" my Opel, he tells us that there is some doubt th it is Karl Joern's Opel I, which was the only Op to finish the Grand Prix, in 10th place. I was d maved to learn this, having been told about and read about it, and having believed it u reservedly, for so long. But I admit that, if y ignore such respected authors as Kent Karslak Cyril Posthumus and others, the only writte evidence which I can think of is the letter wh S. C. Cull wrote to you, in which he states th two Opels came to Cheval Place in London, 1920, where he looked after both of them. O was a single-seater (Corner's); the other was



*Neil Corner's Opel as it was when owned by A. C. Westwood, before Brian Morgan rebuilt it. The badge on the scuttle is perhaps that of the Fiat Balilla Black Diamond Team, of which Westwood, whose initials are in the badge's centre, was a member.*

its original GP form, complete with bolster tank (mine). He writes that Karl Joerns brought both these cars to Brooklands for the August 1914 meeting, the bolster tank car being the actual one he, Joerns, had driven into 10th place in the 1914 Grand Prix. As is well known, both cars were "interned", on the outbreak of the War, and only six years later came to Cheval Place. I cannot believe that, in this short space of time, their history can have been forgotten or lost. Cull's letter to you was authoritative, and well-written by an obviously intelligent man (see Brooklands, Chap. XXIV). One wonders why he should have written in a different vein to Sears? Of the two Opels which came to reside in this country, there is one small but interesting piece of evidence, which would point to the fact that it was mine which finished the course in the French Grand Prix; Corner's car, at some time in the past, before Brian Morgan acquired it, suffered from a broken con-rod. It could have happened at Brooklands, in 1920, in Segrave's hands; but I rather doubt this, because the latter wrote to Westwood, who owned the car after 1928, that "the engine was extremely good, and reliable"; and it is therefore more likely that it happened during the Grand Prix race, and was the cause of this particular car's retirement. This, of course, is more in the nature of a theory than real evidence. It is conceivable that the present Opel factory might have records of their 1914 racing cars; in which case they would know whether Joerns drove the car whose engine no. is 30097. This no. is also stamped on the brass hinge of the bonnet; but I have never discovered any vestige of a chassis number. It would be interesting to know who drove Corner's car in the Grand Prix; but as his crankcase is a British made replica, I doubt whether it will carry the engine no.

As for that lap speed of 108 m.p.h. – as Corner would say, "anything less than the Official Brooklands Lap Speeds should be viewed with suspicion". Even Segrave never claimed more than 104 m.p.h.; and I think he was confusing this with the 101.4 m.p.h. which he put up on my car. But a lap of that rough track at 108 m.p.h. in such a flimsy device as a 1914 G.P. Opel makes one's hair stand on end just to think of it!

I note that Neil takes exception to your calling his car "more or less a replica"; but, taking "replica" in its dictionary sense to mean "copy", surely most of his car is just that? Does not the following list of replica parts confirm this? Bolster petrol tank, including wood tank bearers and bands; body (with ash frame, and somewhat the wrong shape); bonnet (with modern fasteners, strap, and ten vertical louvres); bulkhead complete; wheel hubs and caps (ex: 3-litre Bentley); cross-shaft, brake and clutch pedals; radiator filler cap, and overflow pipe (I have always wondered why the radiator is a different shape from mine – squarer, less Bugatti-like. Optical illusion?); crank-case, crank-shaft, camshaft; cylinder block, re-built flywheel; carburetter; copper oil pipes and modern Enots fittings; exhaust manifold and exhaust pipe (in copper); dual ignition – ? (the 2nd magneto may have been removed by now).

It is obvious, of course, that the replica body parts are not exact copies of the original 1914 ones; because, although Brian Morgan made his usual meticulous job of the re-build, it was not possible for him to make exact copies without my car, partially stripped down, in his own workshop, quite apart from the extra labour involved. To take a few examples at random, there is the bolster tank, with its fuel gauge and rather complicated wood bearers; the body, with its light steel frame; the bonnet, with its thirteen inclined louvres; the complicated steel frame-work of the bulkhead; etc. As far as I know, there are still certain important parts completely missing, such as the brass oil tank, with the full width instrument panel bolted to its aft surface, the stone-guard, the undershield, and the double universal joint between engine and gear-box. Sears completed the re-build regardless of cost, and the finished car certainly looks like a 1914 GP Opel.

I cannot quite understand Corner's remark that "the rest of the car is certainly 1914 GP Opel"; because, after deducting all the replica, pattern, missing and modified parts, "the rest" does not include very many of the original German unmodified parts, which circulated round the Grand Prix course in 1914. It is unfortunate that Neil's Opel has, since 1914, had to suffer so many people working on it, modifying it, repairing it, and "improving" it. The poor thing has had no fewer than four bodies fitted; the steering column has been moved to the middle – (when the drop arm was bent to clear the chassis) – and back again; the chassis and rear springs lengthened; various bits and pieces discarded or lost; even a ridiculous cowl fixed to the front of the radiator at one stage.

I have recently received from France an excellent photograph of the complete Opel team, taken in 1914; and all three cars appear to be identical. They all have stone-guards, oil tanks, undershields, and bonnets with thirteen inclined louvres, and no bonnet straps.

I sincerely hope that, in coming to your defence, I have not given away anything which was not already well known, and have not annoyed Neil. It has always seemed to me that Brian Morgan made a mistake in not leaving his car in its famous Hornsted/Segrave form, in which it had such a phenomenal history of successes at Brooklands in that one year of 1920, and started Segrave on his remarkable racing career. Incidentally, Brian is the only person alive to-day who has driven both Opels; and he commented on the superior acceleration of my car compared to his – due, no doubt, to the carburetter.

Before I annoy anybody else, I had better bring this long, and probably boring letter to a close.

Lymington M. N. MAVROGORDATO

**Those Tax Concessions**

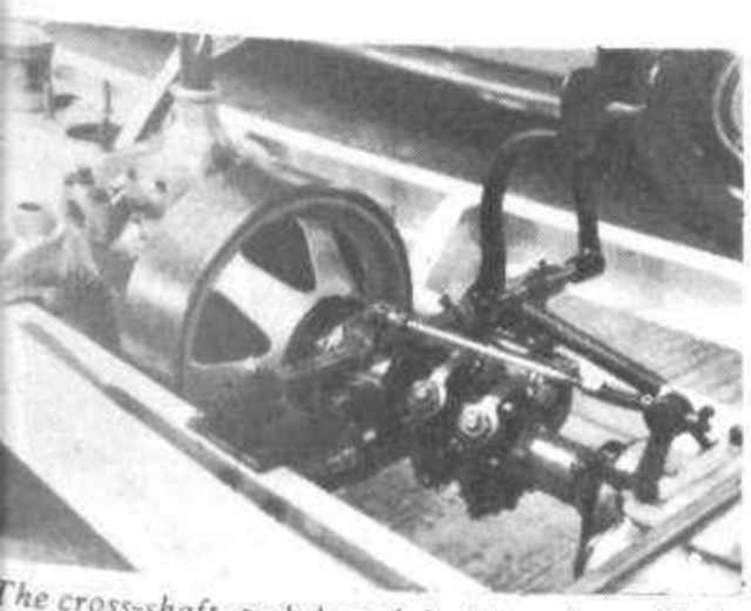
Sir,

Being born just after the event, I was totally ignorant of the matters referred to in the article headed "Those Tax Concessions" in your October 1977 issue. However, I read it and found it of interest, as I do most of the articles in the wide spectrum of motoring matters you cover.

Accordingly, when I was later shown a part of the *Grimsby Evening Telegraph* for June 18th 1947 on a totally unrelated topic, a story about the Grimsby firm of Lloyd Cars Ltd. and the effect of the Tax changes was doubly interesting as I knew the background to the story.

The firm of Lloyd Cars Ltd. is still in existence in the same premises but is now concerned with engineering and plating rather than the construction of cars, although I believe it was involved with some Formula One work some years ago. The firm is now run by Michael Dolly, who is, I believe, the nephew of Roland Lloyd. This gentleman used to be involved in 750 MC racing and in 1972 was driving a Rover 14. At that time he was also interested in Fairground Organs, though I have not spoken to him since.

There was still a Lloyd van in this area in regular use until about ten years ago and there are one or two examples of the cars but they are not often seen. I understand the firm is very helpful to current Lloyd car owners.



*The cross-shaft, pedals and double universal joint of Mavro's Opel; all missing from Brian Morgan's car when he purchased it.*

As owner of a 1937 Austin Seven Opel and a Mk.II Ford Cortina-Lotus I enjoy your Magazine for the diversity of matters it covers (reading also *Motoring News* for its coverage of Rallies and Autotests).

However I was disappointed to see no mention of the fabulous Austin Seven Club's Association Jubilee Rally to the Isle of Man this summer. I realize Sevens are not Rolls-Royces but this was a truly sporting event, encompassing as it did a reliability run (around the TT course), a hill-climb (Tholt-y-Will) a cross-country run, a driving test and a Concours D'Elegance, with some 100 Austins taking part. It even had sponsorship, (fortunately low-key) by "7 up"! Perhaps you could mention it, if only to thank the organisers for an excellent do.

New Waltham NORMAN GREEN

(The then Chancellor of Exchequer, Mr. Dalton, had just introduced the £10 flat-rate tax in 1947, when Roland Lloyd was announcing his 650 c.c. two-stroke car. "What difference is an additional £3, spread over 12 months, going to make to the cost of running a car that will do 50 to 60 m.p.g.?" he asked. In fact, his new model qualified for the 25/- concession, making the tax on it £8.15/-, had he realised it! See page 1236 of MOTOR SPORT for November 1977 – concessions still in force. –Ed.)

**That 3.3 litre Sunbeam**

Sir,

I was very interested to read, in the November MOTOR SPORT, how the Sunbeam company obtained detailed information on the 1913 3-litre Peugeot racing cars. You state that the engine was bench-tested at the Sunbeam works, but does anyone have first-hand knowledge of this appraisal?

Other sources have quoted 90 b.h.p. at 2,900 rev./min. for the 3-litre Peugeot engine, which agrees on a b.h.p./litre basis with the "just under 100 B.H.P." which your informant Mr. Mitchell remembered in connection with the 3.3-litre Sunbeam derivatives.

With regard to the engine of the 1914 TT Humber, this differed from the Henry concept in at least one important detail. The included angle between intake and exhaust valves was 90 degrees whereas the 1913 and subsequent Henry designs all used a 60 degree valve angle. I am indebted to Kenneth Neve for confirming this fact and I enclose prints of the cylinder block and piston drawings which I copied from Mr. Neve's own drawings earlier this year. You will note that the piston crown has a pronounced dome, whereas on a 60 degree valve angle design the use of more nearly flat-topped pistons would be expected.

Still on the subject of the 4-valve per cylinder concept, I wonder how many of your younger readers are aware that the twin-overhead camshaft 4-valve per cylinder layout preceded the "hemi".

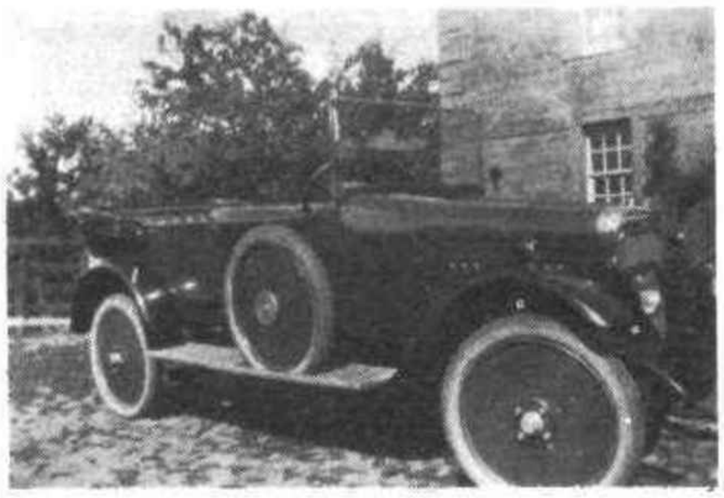
Can anyone enlighten me on the Frontenac conversion for the Model-T Ford? It is well known that the Frontenac (or Monroe) engine which powered the 1920 Indianapolis winning car was of strictly Peugeot layout. Was the same manufacturer's conversion a central spark plug 4-valve design and did it have o.h.c. or pushrod operation?

Rye. BRIAN PRITCHARD LOVELL

**What Is It?**

Sir,

A friend has suggested that you may be able to identify the car in the snapshot.



The photograph was taken at Southwaite, Cumberland, about 1922 or 1923. So far as I know, the car was bought locally, probably at Carlisle or Penrith, and was quite new when the photograph was taken.

Weeping Cross A. PRENDERGAST

(The car is an Autocrat, a sports model being shown on page 1582 of last month's MOTOR SPORT. It is thus a coincidence that this letter was received at about the same time and that the sports Autocrat was sold by a Penrith garage, while this tourer was in use in the same area. –Ed.)

**A fine Renault**

Sir,

After watching me work on my newly-acquired 20/25 Rolls-Royce, one of my neighbours brought me the negative which produced this print of her father's old Renault, *circa* 1922 or 1923. To my relatively untrained eye, the coachwork looks as good as any on the early R-Rs. Both my neighbours and I would be grateful for any information that members could provide, to help fill out the memories she has of the car. The only help she can provide is that it may have been the show car of 1922 or 1923.

Woodstock DAVID J. JAMPOLE

(This letter was forwarded to us by the Editor of the R-REC Journal – We have always thought that the Edwardian Renaults rivalled the 40/50 Rolls-Royce in respect of quiet running and quality of chassis and coachwork! This appears to be a fine specimen of pre-war, or just post-war 45 h.p. –Ed.).

**David and Goliaths**

Sir,

Your article in the November issue covering the 1914 Sunbeam cars was most interesting.

In your first paragraph you refer to the Peugeot of 7.6 litres winning against the monster 14 litre FIAT. I would have thought that 7.6 litres was enough to be termed a monster in itself. However, it is certainly remarkable that a car with half the engine size could oust the "big boys".

Something even more remarkable is the Type 13 Bugatti of 1,327 c.c. coming in second to a 10.5-litre FIAT in 1911!

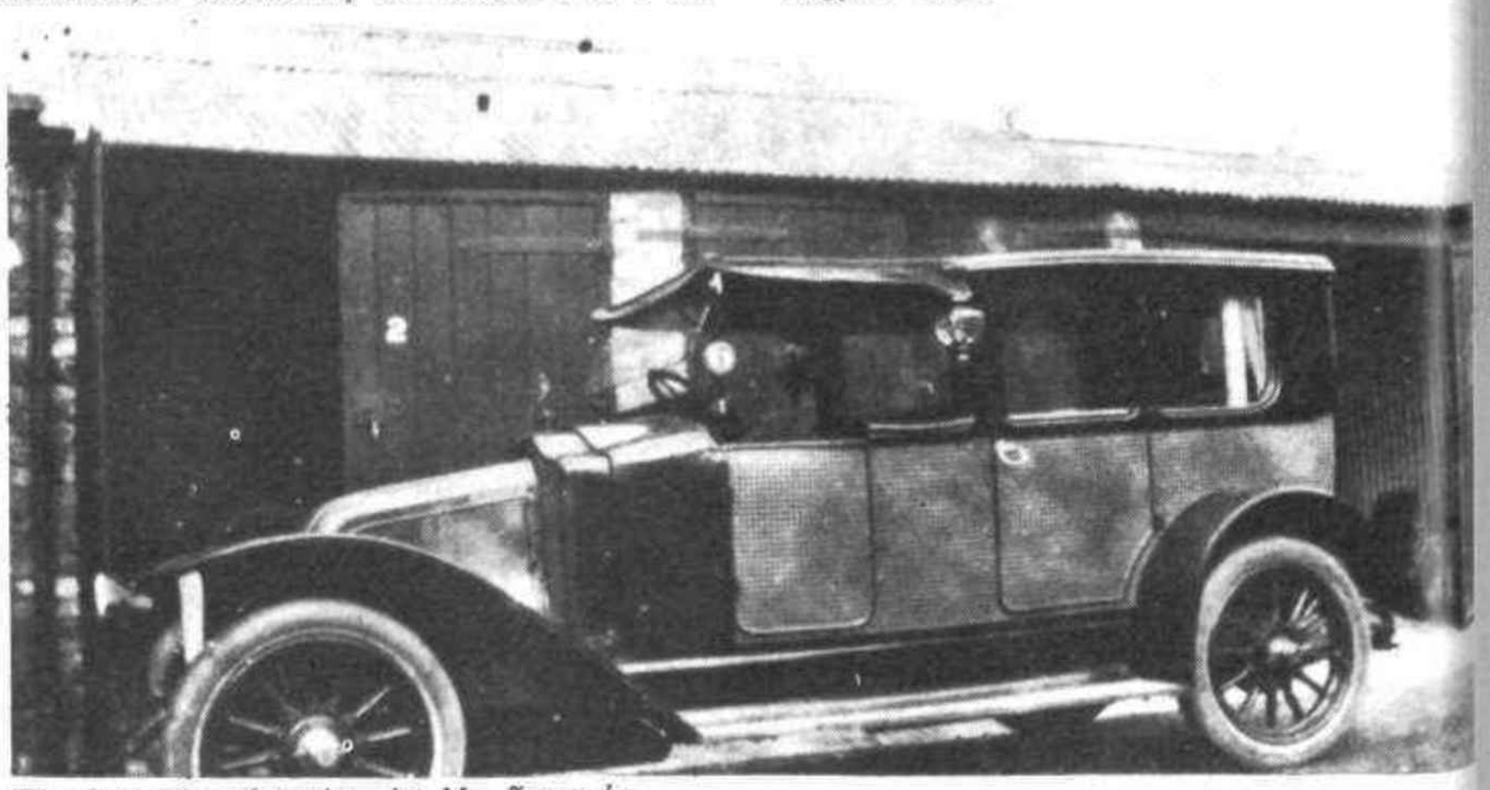
I also recall that in the 1920s a Mr. Frank Lockhart designed the Stutz "Black Hawk", a 3-litre straight-eight capable in tests of approximately 200 m.p.h. It was to compete for the Land Speed Record against a Triplex, using I believe no less than three Liberty Aero Engines, somewhere around 70-litres.

I wonder how many other David and Goliaths there are, for the subject is quite fascinating.

London, NW3 P. HOPKINS

**V-E-V Odds & Ends.** – Arthur Lowe, who plays the part of Capt. Mainwaring in the BBC's "Dad's Army" show and who is billed as Dr. Watson in a new Sherlock Holmes play, has a 32-metre, one-funnel boat *Amazon*, which was apparently laid down 83 years ago by a Mr. Tankerville Chamberlayne, according to an article in *Woman*. Could there be a connection here with the Tankerville-Chamberlayne who raced a 1914 Narraro at Brooklands in 1921, was the entrant of an ancient Charron for the actor Miles Mander, and later in the nineteen-twenties ran a London motor business for a short time with Parry Thomas? The father, perhaps? The motortricycle which that enthusiast from Wales, Johnny Thomas of the Big Bentley, rode successfully through the last Brighton Run, is a Rochet, not a Rocket as printed in our report, although when we saw it from the lofty heights of Roger Collings' Mercedes, it was certainly going like a rocket. . . . It has become quite the thing to have vintage motor-cars at wedding ceremonies and at a New Zealand wedding two vintage Morris cars and a 1929 Wolseley were present, and at another such ceremony in the same country a Morris-Cowley was joined by 1930 Chrysler and Dodge cars. The owner of a 1931 Morris-Cowley van has saved the remains of a 1927 Morris-Oxford which was originally used in London by the Redline Motor Spirit Co. Ltd.

A 1908 12.8-litre GP Panhard-Levassor, similar to that in the Schlumpf Collection in France, is being rebuilt in this country, and a rumour says that the 200 h.p. V8 engine from Guinness' 1905 Darracq still exists here. Having referred to the chamfered gear-gate on the Brooklands' Straker-Squire, done to speed-up the change from 2nd to 3rd gear, I find this to have been standard practice on the 1907 40 h.p. Argyll. –W.B.



*The Renault referred to by Mr. Jampole.*

# INTERNATIONAL RACE RESULTS OF 1977



## Champion Driver Niki Lauda in the Champion Car Ferrari 312T2

### GRANDES ÉPREUVES
### (events for World Championships)

| Date | Race and Distance | Location | First | Second | Third | Fourth | Fifth | Sixth | Winner's Speed, k.p.h. | Fastest Lap | Time Min. Sec. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Jan. 9 | Argentine GP – 316.314 kms | Buenos Aires | J. Scheckter (Wolf-Cosworth V8) | C. Pace (Brabham-Alfa Romeo) | C. Reutemann (Ferrari – flat-12) | E. Fittipaldi (Fittipaldi-Cosworth V8) | M. Andretti (Lotus-Cosworth V8) | G. Regazzoni (Ensign-Cosworth V8) | 189.435 | J. Hunt (McLaren-Cosworth V8) | 1. 51.06 |
| Jan. 23 | Brazilian GP – 318.4 kms | Interlagos ... | C. Reutemann (Ferrari – flat-12) | J. Hunt (McLaren-Cosworth V8) | N. Lauda (Ferrari – flat-12) | E. Fittipaldi (Fittipaldi-Cosworth V8) | G. Nilsson (Lotus-Cosworth V8) | R. Zorzi (Shadow-Cosworth V8) | 181.729 | J. Hunt (McLaren-Cosworth V8) | 2. 34.55 |
| Mar. 5 | South African GP – 320.1 kms | Kyalami ... | N. Lauda (Ferrari – flat-12) | J. Scheckter (Wolf-Cosworth V8) | P. Depailler (Tyrrell-Cosworth V8) | J. Hunt (McLaren-Cosworth V8) | J. Mass (McLaren-Cosworth V8) | J. Watson (Brabham-Alfa Romeo) | 187.630 | J. Watson (Brabham-Alfa Romeo) | 1. 17.63 |
| April 3 | United States West GP– 260.0 kms | Long Beach | M. Andretti (Lotus-Cosworth V8) | N. Lauda (Ferrari – flat-12) | J. Scheckter (Wolf-Cosworth V8) | P. Depailler (Tyrrell-Cosworth V8) | E. Fittipaldi (Fittipaldi-Cosworth V8) | J. P. Jarier (Penske-Cosworth V8) | 139.834 | N. Lauda (Ferrari – flat-12) | 1. 22.753 |
| May 8 | Spanish GP – 255.323 kms | Jarama ... ... | M. Andretti (Lotus-Cosworth V8) | C. Reutemann (Ferrari – flat-12) | J. Scheckter (Wolf-Cosworth V8) | J. Mass (McLaren-Cosworth V8) | G. Nilsson (Lotus-Cosworth V8) | H. J. Stuck (Brabham-Alfa Romeo) | 147.728 | J. Laffite (Ligier-Matra V12) | 1. 20.81 |
| May 22 | Monaco GP – 251.712 kms | Monte Carlo | J. Scheckter (Wolf-Cosworth V8) | N. Lauda (Ferrari – flat-12) | C. Reutemann (Ferrari – flat-12) | J. Mass (McLaren-Cosworth V8) | M. Andretti (Lotus-Cosworth V8) | A. Jones (Shadow-Cosworth V8) | 128.119 | J. Scheckter (Wolf-Cosworth V8) | 1. 31.07 |
| June 5 | Belgian GP – 298.34 kms | Zolder ... ... | G. Nilsson (Lotus-Cosworth V8) | N. Lauda (Ferrari – flat-12) | R. Peterson (Tyrrell-Cosworth V8) | V. Brambilla (Surtees-Cosworth V8) | A. Jones (Shadow-Cosworth V8) | H. J. Stuck (Brabham-Alfa Romeo) | 155.527 | G. Nilsson (Lotus-Cosworth V8) | 1. 27.54 |
| June 19 | Swedish GP – 289.3 kms | Anderstorp ... | J. Laffite (Ligier-Matra V12) | J. Mass (McLaren-Cosworth V8) | C. Reutemann (Ferrari – flat-12) | P. Depailler (Tyrrell-Cosworth V8) | J. Watson (Brabham-Alfa Romeo) | M. Andretti (Lotus-Cosworth V8) | 162.30 | M. Andretti (Lotus-Cosworth V8) | 1. 27.607 |
| July 3 | French GP – 304.0 kms ... | Dijon ... ... | M. Andretti (Lotus-Cosworth V8) | J. Watson (Brabham-Alfa Romeo) | J. Hunt (McLaren-Cosworth V8) | G. Nilsson (Lotus-Cosworth V8) | N. Lauda (Ferrari – flat-12) | C. Reutemann (Ferrari – flat-12) | 183.006 | M. Andretti (Lotus-Cosworth V8) | 1. 13.75 |
| July 16 | British GP – 320.824 kms | Silverstone | J. Hunt (McLaren-Cosworth V8) | N. Lauda (Ferrari – flat-12) | G. Nilsson (Lotus-Cosworth V8) | J. Mass (McLaren-Cosworth V8) | H. J. Stuck (Brabham-Alfa Romeo) | J. Laffite (Ligier-Matra V12) | 209.79 | J. Hunt (McLaren-Cosworth V8) | 1. 19.60 |
| July 31 | German GP – 319.083 kms | Hockenheimring | N. Lauda (Ferrari – flat-12) | J. Scheckter (Wolf-Cosworth V8) | H. J. Stuck (Brabham-Alfa Romeo) | C. Reutemann (Ferrari – flat-12) | V. Brambilla (Surtees-Cosworth V8) | P. Tambay (Ensign-Cosworth V8) | 208.496 | N. Lauda (Ferrari – flat-12) | 1. 55.99 |
| Aug. 14 | Austrian GP – 320.87 kms | Osterreichring | A. Jones (Shadow-Cosworth V8) | N. Lauda (Ferrari – flat-12) | H. J. Stuck (Brabham-Alfa Romeo) | C. Reutemann (Ferrari – flat-12) | R. Peterson (Tyrrell-Cosworth V8) | J. Mass (McLaren-Cosworth V8) | 197.94 | J. Watson (Brabham-Alfa Romeo) | 1. 40.96 |
| Aug. 28 | Dutch GP – 316.95 kms ... | Zandvoort ... | N. Lauda (Ferrari – flat-12) | J. Laffite (Ligier-Matra V12) | J. Scheckter (Wolf-Cosworth V8) | E. Fittipaldi (Fittipaldi-Cosworth V8) | P. Tambay (Ensign-Cosworth V8) | C. Reutemann (Ferrari – flat-12) | 186.88 | N. Lauda (Ferrari – flat-12) | 1. 19.99 |
| Sept. 11 | Italian GP – 301.6 kms ... | Monza ... ... | M. Andretti (Lotus-Cosworth V8) | N. Lauda (Ferrari – flat-12) | A. Jones (Shadow-Cosworth V8) | J. Mass (McLaren-Cosworth V8) | G. Regazzoni (Ensign-Cosworth V8) | R. Peterson (Tyrrell-Cosworth V8) | 206.014 | M. Andretti (Lotus-Cosworth V8) | 1. 39.10 |
| Oct. 2 | United States East GP– 320.66 kms | Watkins Glen | J. Hunt (McLaren-Cosworth V8) | M. Andretti (Lotus-Cosworth V8) | J. Scheckter (Wolf-Cosworth V8) | N. Lauda (Ferrari – flat-12) | G. Regazzoni (Ensign-Cosworth V8) | C. Reutemann (Ferrari – flat-12) | 162.511 | R. Peterson (Tyrrell-Cosworth V8) | 1. 51.854 |
| Oct. 9 | Canadian GP – 316.56 kms | Mosport ... | J. Scheckter (Wolf-Cosworth V8) | P. Depailler (Tyrrell-Cosworth V8) | J. Mass (McLaren-Cosworth V8) | A. Jones (Shadow-Cosworth V8) | P. Tambay (Ensign-Cosworth V8) | V. Brambilla (Surtees-Cosworth V8) | 187.762 | M. Andretti (Lotus-Cosworth V8) | 1. 13.299 |
| Oct. 23 | Japanese GP – 318.207 kms | Fuji ... ... ... | J. Hunt (McLaren-Cosworth V8) | C. Reutemann (Ferrari – flat-12) | P. Depailler (Tyrrell-Cosworth V8) | A. Jones (Shadow-Cosworth V8) | J. Laffite (Ligier-Matra V12) | R. Patrese (Shadow-Cosworth V8) | 207.840 | J. Scheckter (Wolf-Cosworth V8) | 1. 14.300 |

**Drivers' Championship Placings :** 1st : **N. Lauda.** 2nd : **J. Scheckter.** 3rd : **M. Andretti**
**Manufacturers' Championship Placings** : 1st : **Ferrari.** 2nd : **Lotus** 3rd : **McLaren.**

## SPORTS CAR CHAMPIONSHIP
### (for Group 6 – two-seater racing cars)



*Alfa-Romeo 33/12*

| Date | Race and Distance | Location | First | Second | Third | Fourth | Fifth | Sixth | Winner's speed, k.p.h. |
|---|---|---|---|---|---|---|---|---|---|
| April 17 | ACF 500 kms. | Dijon | A. Merzario/J. P. Jarier (Alfa-Romeo 33/12) | "Amphicar"/Virgilio (Osella-BMW) | A. de Cadenet/E. Berg (Lola-Ford) | G. Bormida/E. Pettiti (Osella-BMW) | M. Pignard/J. L. Bos/ F. Stalder (Chevron-Chrysler) | S. Plastina/M. Luini/ J. P. Pochon (Cheetah-BMW) | 164.612 |
| April 24 | Monza 493 kms. | Monza | V. Brambilla (Alfa-Romeo 33/12) | G. Francia (Osella-BMW) | D. Tesini/"Gianfranco" (Osella-BMW) | P. Hoffmann (McLaren-Chevrolet V8) | G. Ciuti/L. Colzani (Osella-BMW) | G. Schoen/"Pal Joe" (Osella-BMW) | 184.759 |
| May 8 | Spa 1,000 kms. | Francorchamps | C A N C E L L E D | | | | | | |
| May 29 | Vallelunga 400 kms. | Rome | V. Brambilla (Alfa-Romeo 33/12) | A. Merzario (Alfa-Romeo 33/12) | G. Francia (Osella-BMW) | C. Francisci (Chevron-Ford) | "Amphicar"/L. Moreschi (Osella-BMW) | D. Tesini/"Gianfranco (Osella-BMW) | 153.563 |
| June 19 | Enna 3 hrs. | Sicily | A. Merzario (Alfa-Romeo 33/12) | E. Straehl/P. Bernhard (Sauber-BMW) | G. Ceravolo/P. Anastasio (Osella-Ford) | F. Siliprandi/Castro (Chevron-Ford) | M. Casoni/C. Manfredini (Lola-Cosworth) | – | – |
| July 3 | Jarama | Madrid | C A N C E L L E D | | | | | | |
| July 10 | Estoril 2½ hrs. | Lisbon | A. Merzario (Alfa-Romeo 33/12) | V. Brambilla (Alfa-Romeo 33/12) | G. Francia/S. Dini (Alfa Romeo 33/12) | C. Craft (Lola-Ford) | E. Straehl (Sauber-BMW) | A. Birchenhough/I. Bracey (Lola-Ford) | 153.890 |
| July 24 | Paul Ricard 500 kms. | France | A. Merzario/J. P. Jarier (Alfa-Romeo 33/12) | J. Obermoser/P. F. Rousselot (Toj-Cosworth V8) | J. P. Jaussaud/J. Henry (Chevron-Chrysler) | A. Charneil/R. Smith (Chevron-Ford) | E. Straehl/P. Bernard (Sauber-BMW) | G. Morand/F. Alliot/C. Blanc (Lola-Ford) | 144.520 |
| Aug. 21 | Mosport Park | Canada | C A N C E L L E D | | | | | | |
| Sept. 4 | Hockenheimring | Germany | C A N C E L L E D | | | | | | |
| Sept. 18 | Salzburgring 300 kms. | Austria | V. Brambilla (Alfa-Romeo 33/12) | A. Merzario (Alfa-Romeo 33/12 t/c) | G. Francia/S. Dini (Alfa Romeo 33/12) | G. Edwards/R. Mallock (Lola-Ford) | H. Muller (March-BMW) | – | 203.820 |

**World Championship for Sports Cars :** 1st : **Alfa Romeo.** 2nd : **Osella-BMW.** 3rd : **Lola-Ford.**

## CHAMPIONSHIP OF MAKES
### (for Group 5 – special production cars and GT cars)



*Porsche 935*

| Date | Race and Distance | Location | First | Second | Third | Fourth | Fifth | Sixth | Winner's speed, k.p.h. |
|---|---|---|---|---|---|---|---|---|---|
| Feb. 5/6 | Daytona 24 hrs. | Florida | J. Graves/H. Haywood/ D. Helmick (Porsche Carrera RSR) | M. Finotto/C. Facetti/ R. Camathias (Porsche Turbo 935) | R. Joest/R. Wollek/ A. Krebs (Porsche Turbo 935) | G. Dyer/B. Frisselle (Porsche Carrera RSR) | P. Newman/E. F. Robertson/ M. Miltner (Ferrari Daytona) | L. St. James/J. Carusso/ E. Donaldson (Chevrolet-Corvette) | 175.098 |
| Mar. 20 | Mugello 6 hrs. | Italy | R. Stommelen/M. Schurti (Porsche Turbo 935) | M. Finotto/C.Facetti R. Camathias (Porsche Turbo 935) | V. Coggiola/P. Monticone (Porsche Turbo 935) | A. Merzario/G. Bianco (Porsche Carrera 934) | "Amphicar"/L. Moreschi (Porsche Carrera RSR) | C. Utz/R. Blind (Porsche Carrera RSR) | 140.659 |
| April 16 | Dijon 6 hrs. | France | C A N C E L L E D | | | | | | |
| May 1 | Imola 6 hrs. | Italy | C A N C E L L E D | | | | | | |
| May 15 | BRDC 6 hrs. | Silverstone | J. Mass/J. Ickx (Porsche Turbo 935/77) | R. Wollek/J. Fitzpatrick (Porsche Turbo 935) | R. Stommelen/A. Hezemans (Porsche Turbo 935) | R. Peterson/H. Kelleners (BMW 320i) | F. Konrad/P. Hahnlein (Porsche Turbo 935) | C. Facetti/M. Finotto (Porsche Turbo 935) | 180.891 |
| May 29 | ADAC 1,000 kms. | Nurburgring | T. Schenken/A. Hezemans/ R. Stommelen (Porsche Turbo 935) | R. Wollek/J. Fitzpatrick (Porsche Turbo 935) | M. Winkelhock/M. Surer (BMW 320i) | F. Konrad/P. Keller (Porsche Turbo 935) | D. Schornstein/G. von Tschirnhaus (Porsche Turbo 934/5) | M. Schurti/H. Kelleners (Porsche Turbo 935) | 168.150 |
| June 26 | Osterreichring | Austria | C A N C E L L E D | | | | | | |
| July 9 | Watkins Glen 6 hrs. | United States | J. Mass/J. Ickx (Porsche Turbo 935/77) | G. Follmer/B. Lunger (Porsche Turbo 935) | H. Haywood/B. Hagestad (Porsche Turbo 934) | D. Barbour/J. Rutherford (Porsche Turbo 934) | D. Ongais/F. Field (Porsche Turbo 934) | P. Gregg/C. Ballot-Lena/ J. Gunn (Porsche Turbo 934/5) | 155.280 |
| July 24 | Paul Ricard 500 kms | France | C A N C E L L E D | | | | | | |
| Aug. 21 | Mosport Park 6 hrs | Canada | P. Gregg/R. Wollek (Porsche Turbo 934/5) | L. Heimrath/P. Miller Porsche Turbo 934) | G. Villeneuve/E. Cheever (BMW 320i) | R. Tullius/B. Fuerestenau (Jaguar XJS) | J. Bauer/T. Spalding/ E. F. Robertson (Porsche Carrera RSR) | H. Bytzek/K. Bytzek/ R. Bartling (Porsche Carrera RSR) | 160.339 |
| Sept 25 | Brands Hatch 2¾ hrs. | England | J. Mass/J. Ickx (Porsche Turbo 935/77) | M. Schurti/E. Doren (Porsche Turbo 935) | R. Joest/F. Konrad/R. Wollek (Porsche Turbo 935) | R. Wollek/N. Faure (Porsche Turbo 935) | E. Sindel/G. Stekkonig (Porsche Turbo 935) | C. Haldi/M. Pallavincini (Porsche Turbo 934) | 157.216 |
| Oct. 9 | Hockenheim Two 3 hr. Heats | Germany | R. Wollek/J. Fitzpatrick (Porsche Turbo 935) | C. Ballot-Lena/J. L. Lafosse Porsche Turbo 935) | M. Surer/E. Cheever (BMW 320i) | C. Haldi/W. Christmann/ R. Wollek (Porsche Turbo 935) | F. Konrad/P. Hahnlein/ V. Merl (Porsche Turbo 935) | E. Sindel/G. Stekkonig (Porsche Turbo 935) | Agg. Times |
| Oct. 23 | Vallelunga 6 hrs. | Rome | "Dino"/L. Moreschi (Porsche Turbo 935) | "Victor"/P. Monticone (Porsche Turbo 935) | M. Micangeli/P. Pietromarchi (De Tomaso Pantera) | L. Lombardi/K. Leim (Porsche Carrera RSR) | Di Gioia/G. Agazzotti (Porsche Carrera RSR) | F. Bernabei/L. Picchi (Porsche Carrera RSR) | 132.756 |



## TASMAN RACES
### (Formula Pacific)

| Date | Race and Distance | Location | First | Second | Third | Winner's Speed, k.p.h. |
|---|---|---|---|---|---|---|
| Jan. 2 | Bay Park | New Zealand | S. Millan (Chevron-Ford) | B. Allison (Ralt-Ford) | D. MacMillan (Ralt-Ford) | – |
| Jan. 7 | Pukekohe 203 kms. | New Zealand | K. Rosberg (Chevron-Ford) | T. Gloy (Tui-Ford) | P. Melville (March-Ford) | – |
| Jan. 16 | Manfield–163.6 kms. | New Zealand | K. Rosberg (Chevron-Ford) | T. Gloy (Tui-Ford) | B. Allison (Ralt-Ford) | – |
| Jan. 22 | Teretonga–159.6 kms. | New Zealand | K. Rosberg (Chevron-Ford) | M. Kozarowitzky (March-Ford) | T. Gloy (Tui-Ford) | 159.000 |
| Jan. 30 | Lady Wigram Trophy–155.8 kms. | New Zealand | T. Gloy (Tui-Ford) | K. Rosberg (Chevron-Ford) | M. Kozarowitzky (March-Ford) | 176.126 |

**Pacific Champion: K. Rosberg**

## (Formula 5000)

| Date | Race and Distance | Location | First | Second | Third | Winner's Speed, k.p.h. |
|---|---|---|---|---|---|---|
| Feb. 6 | Oran Park–151.4 kms. | Australia | W. Brown (Lola Chevrolet V8) | P. Gethin (Chevron-Chevrolet V8) | J. Goss (Matich-Repco V8) | 138.677 |
| Feb. 13 | Surfers Paradise–160.6 kms. | Australia | W. Brown (Lola Chevrolet V8) | P. Gethin (Chevron-Chevrolet V8) | J. Leffler (Lola-Chevrolet V8) | – |
| Feb. 20 | Sandown Park–145.9 kms. | Australia | M. Stewart (Lola-Chevrolet V8) | A. Costanzo (Lola-Chevrolet V8) | G. Cooper (Elfin-Repco V8) | – |
| Feb. 27 | Adelaide Raceway–154.9 kms. | Australia | A. Jones (Lola Chevrolet V8) | W. Brown (Lola Chevrolet V8) | J. Goss (Matich Repco V8) | 172.795 |

**Formula 5000 Champion: W. Brown**

## MISCELLANEOUS RACES

| Date | Race and Distance | Location | First | Second | Third | Winner's Speed, k.p.h. |
|---|---|---|---|---|---|---|
| Mar. 20 | Race of Champions F1–168.28 kms. | Brands Hatch | J. Hunt (McLaren-Cosworth V8) | J. Scheckter (Wolf-Cosworth V8) | J. Watson (Brabham- Alfa Romeo) | 187.263 |
| May 29 | Indianapolis 500 mile | USA | A. Foyt (Coyote-Ford V8) | T. Snava (McLaren-Cosworth V8 t/c) | A. Unser (Parnelli-Cosworth V8 t/c) | 259.667 |
| June 11/12 | Le Mans 24 hrs. | France | J. Barth/H. Haywood/ J. Ickx (Porsche Turbo 936) | V Schuppan/J. P. Jarier (Mirage-Renault t/c) | C. Ballot-Lena/P. Gregg (Porsche Turbo 935) | 194.802 |

## FORMULA TWO RACES
### (for European Championship)

| Date | Race and Distance | Location | First | Second | Third | Winner's Speed, k.p.h. |
|---|---|---|---|---|---|---|
| Mar. 6 | International Trophy–221.7 kms. | Silverstone | R. Arnoux (Martini-Renault) | R. Mallock (Chevron-Hart) | P. Neve (March-BMW) | 202.287 |
| April 11 | BARC–209.2 kms. | Thruxton | B. Henton (Boxer-Hart) | E. Cheever (Ralt-BMW) | A. Ribeiro (March-BMW) | 189.612 |
| April 17 | Jim Clark Trophy Two Heats–271.2 kms. | Hockenheimring | J. Mass (March BMW) | R. Arnoux (Martini-Renault) | R. Patrese (Chevron-BMW) | 200.285 |
| May 1 | Eifelrennen–205.5 kms. | Nurburgring | E. Cheever (Ralt-BMW) | E. Cheever (Ralt-BMW) | K. Rosberg (Chevron-BMW) | 184.912 |
| May 15 | Rome GP–208 kms. | Vallelunga | J. Mass (March BMW) | D. Pironi (Martini-Renault) | E. Cheever (Ralt-BMW) | 162.170 |
| May 30 | Pau GP–162.8 kms. | France | B. Giacomelli (March BMW) | D. Pironi (Martini-Renault) | R. Patrese (Chevron BMW) | 130.489 |
| June 5 | Rhein-Pokal | Hockenheimring | C A N C E L L E D | | | |
| June 19 | Autodromo Mugello–220.3 kms. | Italy | B. Giacomelli (March BMW) | R. Patrese (Chevron-BMW) | A. Colombo (March-BMW) | 172.535 |
| June 26 | Rouen-les-Essorts–210.6 kms. | France | E. Cheever (Ralt-BMW) | R. Patrese (Chevron-BMW) | D. Pironi (Martini-Renault) | 184.210 |
| July 10 | Circuit of Nogaro–202.8 kms. | France | R. Arnoux (Martini-Renault) | R. Patrese (Chevron-BMW) | I. Hoffman (Ralt-BMW) | 150.759 |
| July 24 | Mediterranean GP Two Heats–297 kms. | Enna | K. Rosberg (Chevron-Hart) | R. Arnoux (Martini-Renault) | I. Hoffman (Ralt-BMW) | 185.040 |
| Aug. 7 | Autodromo Misano Two Heats–209.3 kms. | Italy | L. Leoni (Chevron-Ferrari) | E. Cheever (Ralt-BMW) | I. Hoffman (Ralt-BMW) | 170.269 |
| Aug. 23 | Salzburgring | Austria | C A N C E L L E D | | | |
| Sept. 4 | Circuit of Zolder | Belgium | C A N C E L L E D | | | |
| Oct. 2 | Autodromo Estoril–217.5 kms. | Portugal | D. Pironi (Martini-Renault) | R. Arnoux (Martini-Renault) | E. Cheever (Ralt-BMW) | 164.175 |
| Oct. 30 | BRSCC–203.9 kms. | Donington Park | B. Giacomelli (March-BMW) | K. Rosberg (Chevron-Hart) | D. Pironi (Martini-Renault) | 166.116 |

**European Championship:** 1st: **R. Arnoux.** 2nd: **E. Cheever.** 3rd: **D. Pironi**

## FORMULA THREE RACES
### (for European Championship)

| Date | Race and Distance | Location | First | Second | Third | Winner's Speed, k.p.h. |
|---|---|---|---|---|---|---|
| Mar. 20 | Paul Ricard–Two Heats and Final | France | B. Gabbiani (Chevron-Toyota) | B. Schafer (Ralt-Toyota) | P. Ghinzani (March-Toyota) | 147.370 |
| Mar. 27 | Nurburgring–114.1 kms. | Germany | P. Ghinzani (March-Toyota) | A. Olofsson (Ralt-Toyota) | U Svensson (Ralt-Toyota) | 143.066 |
| April 11 | Zandvoort–Two Heats and Final | Holland | A. Olofsson (Ralt-Toyota) | J. Nielsen (Ralt-Toyota) | P. Ghinzani (March-Toyota) | – |
| April 24 | Zolder–Two Heats and Final | Belgium | P. Ghinzani (March-Toyota) | P. Necchi (Chevron-Toyota) | G. Lees (Chevron-Toyota) | 150.889 |
| May 8 | Osterreichring–Two Heats | Austria | A. Olofsson (Ralt-Toyota) | P. Ghinzani (March-Toyota) | N. Piquet (March-Toyota) | – |
| *May 21 | Monaco Junior–79.4 kms. | Monte Carlo | D. Pironi (Martini-Toyota) | E. de Angelis (Chevron-Toyota) | A. Olofsson (Ralt-Toyota) | 111.816 |
| May 29 | Imola–Two Heats and Final | Italy | A. Olofsson (Ralt-Toyota) | O. Pedersoli (Ralt-Toyota) | P. Necchi (Ralt-Toyota) | 161.877 |
| June 12 | Enna–Two Heats and Final | Sicily | P. Ghinzali (March-Toyota) | B. Gabbiani (Chevron-Toyota) | M. Rosei (March-Toyota) | 173.680 |
| June 26 | Monza Lottery–Two Heats and Final | Italy | E. Eigh (Chevron-Toyota) | D. Kennedy (Chevron-Toyota) | P. Necchi (Ralt-Toyota) | 182.624 |
| July 17 | Hockenheimring | Germany | C A N C E L L E D | | | |
| July 24 | Croix-en-Ternois–Two Heats and Final | France | D. Daly (Chevron-Toyota) | B. Gabbiani (Chevron-Toyota) | N. Piquet (Ralt-Toyota) | – |
| Aug. 7 | Knutstorp–Two Heats and Final | Sweden | A. Olofsson (Ralt-Toyota) | N. Piquet (Ralt-Toyota) | B. Gabbiani (Chevron-Toyota) | – |
| Aug. 21 | Kassel-Calden–Two Heats and Final | Germany | N. Piquet (Ralt-Toyota) | D. Kennedy (Argo-Toyota) | A. Olofsson (Ralt-Toyota) | – |
| Aug. 27 | Donington Park–Two Heats and Final | England | B. Riley (March-Toyota) | E. Eigh (Chevron-Toyota) | D. Daly (Chevron-Toyota) | 157.941 |
| Sept. 18 | Autodromo Jarama–95.3 kms. | Spain | N. Piquet (Ralt-Toyota) | D. Kennedy (Argo-Toyota) | P. Ghinzani (March-Toyota) | – |
| Oct. 9 | Vallelunga–Two Heats and Final | Italy | O. Pedersoli (Ralt-Toyota) | P. Necchi (Ralt-Toyota) | P. Ghinzani (March-Toyota) | – |

*Non-championship event

**European Championship :** 1st: **P. Ghinzani.** 2nd: **A. Olofsson.** 3rd: **N. Piquet.**

*Continued on page 42*

# After 5 years se
# Volkswagen still

Our drive belts, filters and gaskets have proved themselves on millions of VWs, over millions of miles.

What you replace them with depends on how far you want to go.

Our brake linings are designed to bring you to a safe stop first time, every time.

Some of the alternatives don't bear thinking about.

Thousands of pounds went into developing the VW steering and suspension.

When it comes to replacements don't be tempted from the straight and narrow.




Forget what it says in the log book.

What might be a Volkswagen to you, might well be a different car altogether.

It all depends on the service.

Not that we're suggesting all other garages are rogues.

It's just that the parts Volkswagen dealers use are in fact made by or made for Volkswagen. And of course approved by Volkswage
Right down to the last nut and bol

Which is more than can be said for some of our competitors.

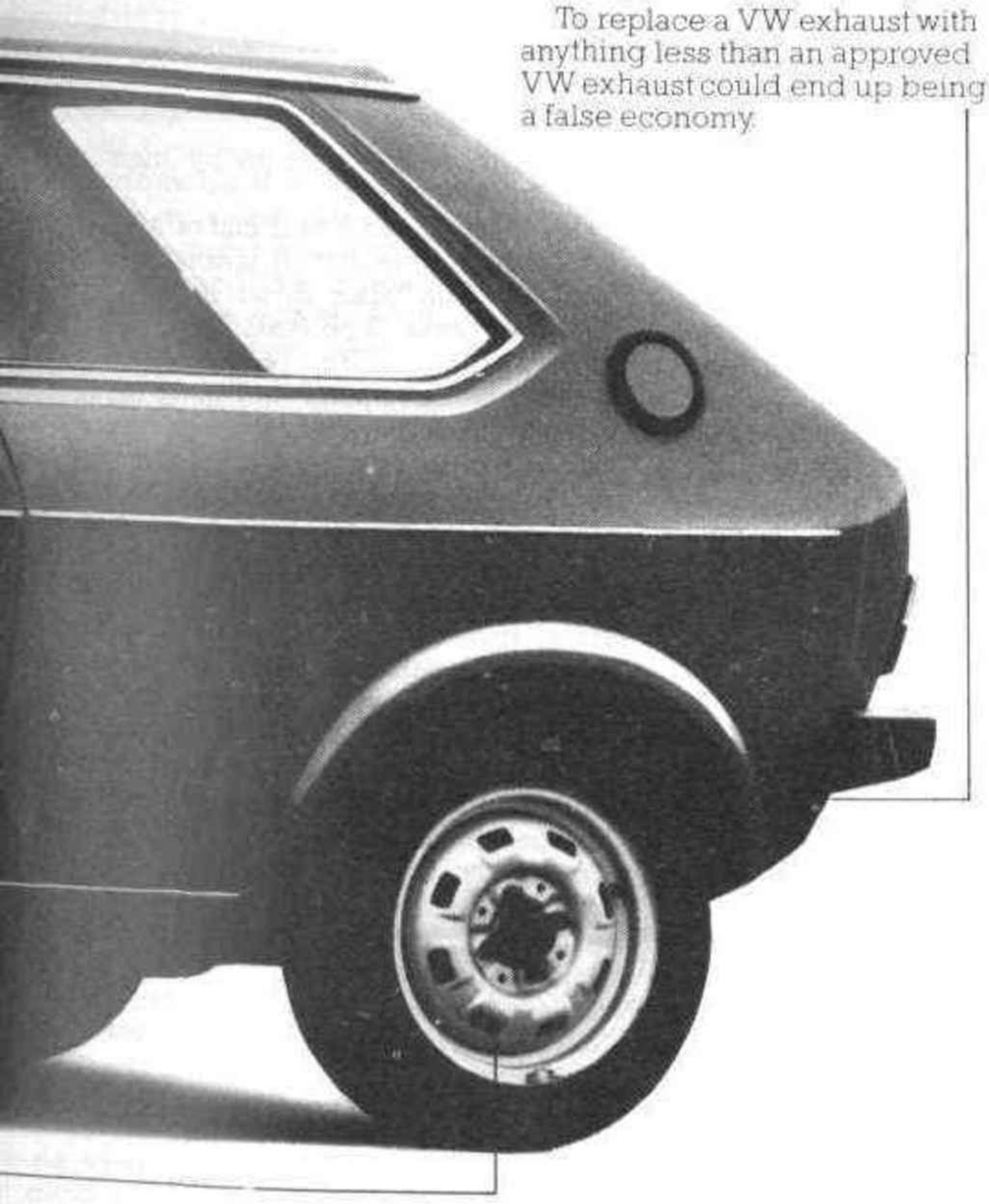
It's also true to say, every pa we build into a VW is built to last.

Because every one of our parts is tailor-made, you can be su they're the right parts.

(No matter how old your VW

Now, as you might have gue

# vicing will your pe a Volkswagen?



To replace a VW exhaust with anything less than an approved VW exhaust could end up being a false economy.

ed, our parts are sometimes that ttle bit more expensive to buy.

Yet, more often than not, they ost a good deal less to fit.

That's because, being Volkswagen, we make a point of using he most up to date servicing equipment.

And because our training acilities are some of the most dvanced in the country, it goes without saying, no one knows a Volkswagen like a Volkswagen mechanic.

So we're able to do the job faster, more efficiently, and keep labour charges to a minimum.

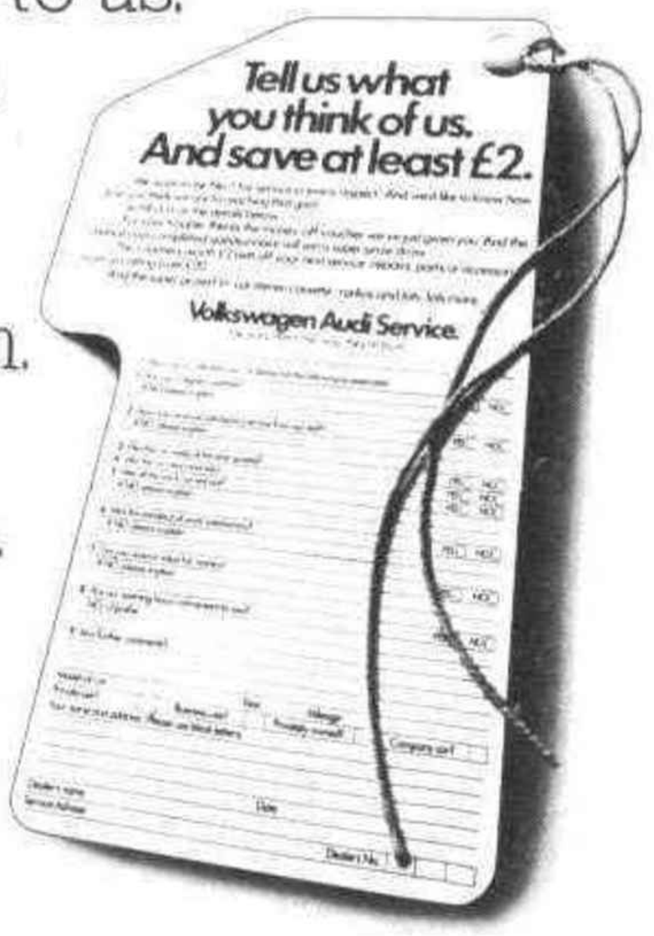
But it's not just VW's we care about. Because we're also Audi dealers: and as such we see to it that every Audi is serviced in just the same way. The best.

Which is why, after every service or repair, we ask our customers to complete a short questionnaire and then return it to us.

Because we believe if anyone can improve our standards, you can.

We want to be No.1 in service.

If you want the same for your car, we suggest you call in.




While you can still call your Volkswagen a Volkswagen.

**Volkswagen Audi Service.**

We keep them the way they're built.

Volkswagen (GB) Ltd., Volkswagen House, Brighton Road, Purley, Surrey CR2 2UQ.

## Rally Review

# The Lombard RAC Rally of Great Britain

ALTHOUGH ITS potential as the final round of the 1977 World Rally Championship for Makes was negated when the major tussle of that series, between Fiat and Ford, was settled in favour of Fiat during the Tour of Corsica two weeks before, the Lombard RAC Rally of Great Britain was nevertheless the most significant rally of the series, largely because it attracted the greatest assembly of works teams and professional drivers of any event in the year.

But that is really nothing new, for the rally has been the most popular in the world for some years, not particularly because it is the best organised, but because it is geographically well placed (if it cost as little to reach Nairobi as it did to cross the Channel, things might be different), has a fine assortment of good forest roads on which the stages are run, and presently has a currency exchange rate which renders Britain more attractive to foreigners than other countries are to Britishers.

The ability to attract foreign competitors is an asset which every rally organiser craves, and it has become quite common to measure success by the number of foreigners appearing in the entry list. In the past ten years the RAC Rally has attracted more and more each year, almost without trying. Other organisers go out to "sell" their events to competitors by sending representatives to other events. The RAC Rally does not do this, and still the foreigners come. This year there were 180 starters, and 114 of them were from outside Britain. Just like the Monte Carlo Rally of years ago, the RAC Rally has the entry market situation in its favour, but there is a limit to the size of competitive cavalcade which the British forests and their crowded link roads can take and it would make the rally almost unmanageable if every entry application were accepted. Thus limited, the organisers have a dilemma; they either start limiting the number of foreign competitors or alienate themselves from British crews who find it increasingly difficult to get a place. This year many were turned down and were understandably disappointed and angry.




*Never out of the top five, and third for a long period, were Dawson/Marriott, who went on to win the Tour of South Africa in a Mazda the following week. RAC colour pictures appear on the centre spread.*

However, the fact remains that the entry list was crammed with talent which would, and did, make other organisers forest-hued with envy. Manufacturers represented were Chrysler, Ford, Leyland, Honda, Toyota, Saab, Skoda, Wartburg, Vauxhall, Fiat, Lancia, Opel and Renault, and there were amateurs and part-supported competitors from all over Europe and Scandinavia, and from as far afield as South Africa, New Zealand and Japan.

Such an array made a fine spectacle and it was not unexpected that spectators gathered all over the country to watch the event pass by. It has become normal that millions will go out into cold, wet, foggy, muddy forests to watch the RAC Rally, and no longer can it be said that authorities were caught out by the numbers which flock to the special stages. The organisers this year started the rally on a Sunday morning, rather than the traditional Saturday, in order that weekend spectators would be confined to stages in public parks and stately homes, where control is far easier exercised than in open forests. Those with casual interest probably stuck to what they could watch on the Sunday, but from Monday to Thursday the forests still proved to be an attraction for vast crowds of enthusiasts who seemed to be as numerous by night as they were by day.

Wimbledon, the Cup Final or a Test Match attract large numbers of spectators, but they remain in one place to watch a sport which uses one venue. The RAC Rally is a moving attraction, and when spectators have seen cars pass through one place they move off to watch it in another. Spectators are therefore not only the people who line the forest stages, crowding the hillsides and banks within the tree belt (if they are sensible), but also the people in the convoys of cars moving from stage to stage, often causing traffic jams but nevertheless doing their utmost to give right of way to competitors. After all, if competitors can't get to a stage there will be nothing for the spectators to watch!

But over the years the organisers have learned about spectators, that they are not just people who may or may not turn up to watch, but people who most certainly do turn up in huge numbers. Consequently some special stages, mostly those with car parking facilities near at hand and with approach roads wide enough to take the volume of traffic, are made public, whilst the difficult ones are not.

Another point concerning spectators relates to the cost of running the RAC Rally. The Forestry Commission levies a charge on rally organisers for the use of forest roads

## *INTERNATIONAL RACE RESULTS*

*Continued from page 39*

### EUROPEAN TOURING CAR CHAMPIONSHIP
### (Group 2 Saloons)

| *Date* | *Race and Distance* | *Location* | *First* | *Second* | *Third* | *Winning Speed Km/h* |
|---|---|---|---|---|---|---|
| Mar. 27 | Monza–4 hrs. | Italy | C. Facetti/M. Finotto/U. Grano (BMW-CSL) | A. Merzario/A. Bigliazzi (Alfa Romeo GVR) | H. Kelleners/W. Bergmeister (VW-Scirocco) | 159.5 |
| April 24 | Salzburgring–3½ hrs. | Austria | G. Nilsson/D. Quester (BMW-CSL) | M. Finotto/E. Joosen (BMW-CSL) | C. Facetti/A. Bigliazzi (Alfa Romeo GTV) | 155.3 |
| May 8 | Autodromo Mugello–524 kms. | Italy | J. Xhenceval/P. Dieudonne (BMW-CSL) | C. Facetti/M. Finotto (BMW-CSL) | R. Eggenberger/W. Brun (BMW 320i) | 141.7 |
| May 22 | Enna–500 kms. | Sicily | C. Facetti/M. Finotto (BMW-CSL) | J. Xhenceval/P. Dieudonne (BMW-CSL) | C. de Wasl/E. Joosen (BMW-CSL) | 156.6 |
| June 5 | Brno–3½ hrs. | Czechoslovakia | C. Facetti/M. Finotto (BMW-CSL) | J. Xhenceval/P. Dieudonne (BMW-CSL) | J. Siegrist/A. Stocker (VW Scirocco) | 170.5 |
| July 10 | Nurburgring–4 hrs. | Germany | G. Nilsson/D. Quester (BMW-CSL) | D. Bell/A. Rouse (Jaguar XJC) | H. Heyer/A. Hahne (Ford RS1800) | 151.7 |
| Aug. 7 | Zandvoort–579 kms. | Holland | D. Quester/A. Hezemans (BMW-CSL) | J. Xhenceval/P. Dieudonne/E. Joosen (BMW-CSL) | R. Vanierschot/B. Hayje (BMW-CSL) | 148.8 |
| Sept. 18 | Tourist Trophy–505 kms. | Silverstone | T. Walkinshaw/D. Quester (BMW-CSL) | E. Joosen/U. Grano (BMW-CSL) | J. Xhenceval/P. Dieudonne (BMW-CSL) | 169.7 |
| Sept. 25 | Zolder–500 kms. | Belgium | D. Quester/P. Neve (BMW-CSL) | J. Xhenceval/P. Dieudonne (BMW-CSL) | H. Kelleners/W. Brun (BMW 320i) | 132.7 |
| Oct. 9 | Autodromo Jaramo–4 hrs. | Spain | U. Grano/E. Joosens (BMW-CSL) | J. Xhenceval/P. Dieudonne (BMW-CSL) | C. Facetti/M. Finotto (BMW-CSL) | |
| Oct. 16 | Autodromo Estoril–4 hrs. | Portugal | C. Facetti/M. Finotto (BMW-CSL) | D. Quester/U. Grano (BMW-CSL) | J. Xhenceval/P. Dieudonne (BMW-CSL) | 126.2 |
| Oct. 30 | Paul Ricard | France | C A N C E L L E D | | | |

European Group 2 Saloon Champion : D. Quester.

ecial stages. This came about when it was alised that the passage of car after high-eed car tends to rut the surfaces, but the arge has been increased several times and now stands at 42p per mile per car which rts the rally. The RAC Rally had 425 forest iles, which works out at a fee of more than 2,000. It is a crippling charge which some y is quite outrageous since it is likely that utine road reinstatement work in the forests probably left until after the rally anyway. ost certainly without the financial backing Lombard North Central the rally could not ke place.

The situation is very strange. The country's ost prestigious event brings in valuable reign exchange, adds much to the Exchequer in the form of taxes and provides a orld-wide shop window for Britain's motor dustry—a British car has won on the past x occasions. Nevertheless it has to run ithout any form of government support hatsoever, and is actually made to pay for e privilege of taking place. Although the orestry Commission is run as a company, nd therefore has to make a profit, it is owned y the State and it would be very easy to rry out a paper transfer of funds so that is fine event could be subsidised, not by the jection of hard cash but by the removal of a nancial drain. At the same time the Forestry ommission would not have a debit on its ooks.

The whole thing is really a very complex ndless chain; rallying creates a spectacle—therefore attracts sponsors—it costs money nd the sponsors provide some of it—the pectacle attracts crowds—the organisers have cater for them—that adds to the organisa-on headaches—and also adds to the cost. It's circle which is by no means vicious, but one ould say that a fine event is running the risk f strangulation by its own benevolence. ther countries charge spectators admission the forests, and the money obtained goes artly to the landowners and partly to the lly organisers. In Britain, private landowners charge admission fees, but the only charges forests are for parking. If parking fees were iscontinued and individual entrance fees harged instead, perhaps some of the difficulty would be overcome. People might have mething to say about paying to get on to ublic-owned land where rights of way often xist, but they would surely not object to aying to see a spectacle which they obviously njoy, thus contributing towards the cost of hat spectacle.

Of the competition itself, it must be said hat there were more potential winners in the ntry list than the rally has seen for some time. he form book can sometimes be used to make ague predictions about the results of some vents, but so many unknown quantities can ffect the RAC Rally that he would be a etermined gambler indeed who would wager n the outcome. A bitterly cold wind com-ined with heavy rain to produce conditions hich most people would consider atrocious, ut there are times when nothing but bad oing will satisfy rally competitors and this eemed to be one of them. There was even me ice and snow in Wales and Yorkshire to atisfy all tastes, but hardly enough to bring miles to the faces of the Saab team who were oping for snow from beginning to end.

Nearly every special stage was slippery, but so well are most forest roads engineered that their drainage was well able to cope. Some stages were muddy, but in most cases the mud was so thin that it merely created a slippery top dressing to the hard under-surface. On loose surfaces drivers tend to swing their cars in order to use the sideways movement to scrub off speed without using brakes and to get an initial help around corners, but when the surfaces are stony and not so loose, these tactics bring a great risk of punctures through the sidewalls as cars heel over. People tend not to regard slippery stages as particularly puncture-provoking, but the thin layer of mud on hard roads was most deceptive. The mud caused the cars to slide sideways, and the firm stone beneath then pierced their tyre sidewalls. Punctures were so common that people were picking them up in twos, whilst others were having to start stages knowing that they had flat tyres, simply because they had run out of spares and could not meet a service car until after they had completed the stage ahead.

This leads us to another point concerning the convoys of service cars which leap-frog their way around the rally route, meeting their competing cars as often as they can to attend to their needs. There was a time when the only competitors with service cars were those of factory teams, but nowadays almost every runner has a group of vehicles to support him by carrying wheels, tyres, fuel and all manner of spare parts from fanbelts to gearboxes. Competitors numbered 180, but officially registered service cars numbered much more, representing a pretty substantial auxiliary convoy.

In some countries the authorities hardly raise an eyebrow if two service cars and a truck set up shop in the middle of a town square and their crews begin to weld up exhaust pipes, beat out bodywork and scatter tools, spares, empty tins and waste oil all over the paving in front of M'sieu le Maire's statue. In Britain this just isn't done, but to guard against the possibility of police being upset by mechanics working on busy roads, or villagers being disturbed by noise in the middle of the night, the organisers scrapped a former rule which defined where servicing may not be done and replaced it with a rule specifying the places where it may.

A negative rule was replaced by a positive one, and it would have worked very well except that the service areas chosen were often far too small to accommodate all the service crews who wanted to use it. Furthermore they were sometimes on very soft ground, or in places at which no spectator control could be exercised. To say that mechanics were working under difficulty would be an enormous understatement, yet to see hard-working people, toiling enthusiastically in an open field, in pouring rain during a bitterly cold night, completing in minutes tasks which would take a commercial garage hours or even days to finish, would open your eyes wide in astonishment and admiration. It would also make you wonder how some garages justify their labour charges.

Authorised service areas were sometimes quite far apart, and very often competitors had to complete two, three or even more stages before they could meet their service crews. Regulations or no, nearly every works team, and even some of the private ones, used unmarked service cars to "patrol" the forbidden areas just in case their competing cars should need them in an emergency. Others employed the pursuit system, whereby another unmarked car carrying a mechanic, tools and emergency spares, would chase a car from stage to stage, always staying close behind to render assistance should it be needed.

We should explain that service cars had to be registered with the organisers and had to display prominent numbers on their sides so that any breach of the regulations could be traced to the culprit.

Having made digression after digression, we have almost arrived at the end of the available space without saying anything of what actually happened. To put that right, we would applaud the fine, polished performance of Björn Waldegård and Hans Thorszelius, who scored a popular victory, their first in the RAC Rally, but the sixth in succession for the works team of Ford Escorts. Waldegård, who also won the Acropolis Rally and the Safari Rally in 1977, is an intelligent driver who is often quite unspectacular to watch but invariably smooth and never wasteful of either an inch or a second. Indeed, he taxes his car only as much as it needs to be taxed and judges things so finely and expertly that he very rarely wins by a great margin. "If you win by five seconds you still win, so why risk breaking the car by trying to make it five minutes?"

Hannu Mikkola, the Finn who drove for Toyota in 1977 and will drive for Ford in 1978, challenged hard all the way through the rally but he had to be content with second place in the end. The works Fiats, of which there were no less than six, had a variety of misfortunes and their best position was that of Simo Lampinen who finished seventh. The four Triumph TR7s of the Leyland team also had a bad time, Tony Pond's eighth place being the best, whilst the two works Saabs, faithful visitors to the RAC Rally for many years and with several wins to their credit, managed one finish, by Per Eklund in ninth place. Opels, too, had a bad time, Chrysler an even worse one, whilst the unfortunate Vauxhall team began with Pentti Airikkala looking every inch a favourite until a variety of troubles dropped him to sixteenth place in his Chevette.

The process by which 180 starters were whittled down to just 67 finishers brought tales of misfortune and achievement which would fill volumes. The rally now has strong undertones of meticulous preparation and military-like strategy, but it is still a superb contest. We were pleased to see the previous year's shortcomings put right and proud that there is still something at which we in Britain lead the world.—G.P.

**Results:**

| | | |
|---|---|---|
| **1st :** | B. Waldegård/H. Thorszelius (Ford Escort RS1800) | 501m. 26s. |
| **2nd:** | H. Mikkola/A. Hertz (Toyota Celica) | 503m. 49s. |
| **3rd :** | R. Brookes/J. Brown (Ford Escort RS1800) | 511m. 55s. |
| **4th :** | R. Clark/S. Pegg (Ford Escort RS1800) | 516m. 21s. |
| **5th :** | A. Dawson/A. Marriott (Ford Escort RS1800) | 519m. 46s. |
| **6th :** | K. Hämäläinen/H. Scott (Ford Escort RS1800) | 522m. 17s. |
| **7th :** | S. Lampinen/S. Andreasson (Fiat 131 Abarth) | 524m. 24s. |
| **8th :** | T. Pond/F. Gallagher (Triumph TR7) | 525m. 04s. |
| **9th :** | P. Eklund/B. Cederberg (Saab EMS) | 526m. 02s. |
| **10th :** | B. Danielsson/M. Broad (Opel Kadett) | 526m. 22s. |
| **11th :** | T. Mäkinen/H. Liddon (Fiat 131 Abarth) | 535m. 25s. |
| **12th :** | M. Wilson/R. Palmer (Ford Escort RS2000) | 538m. 06s. |

*180 starters, 67 finishers*

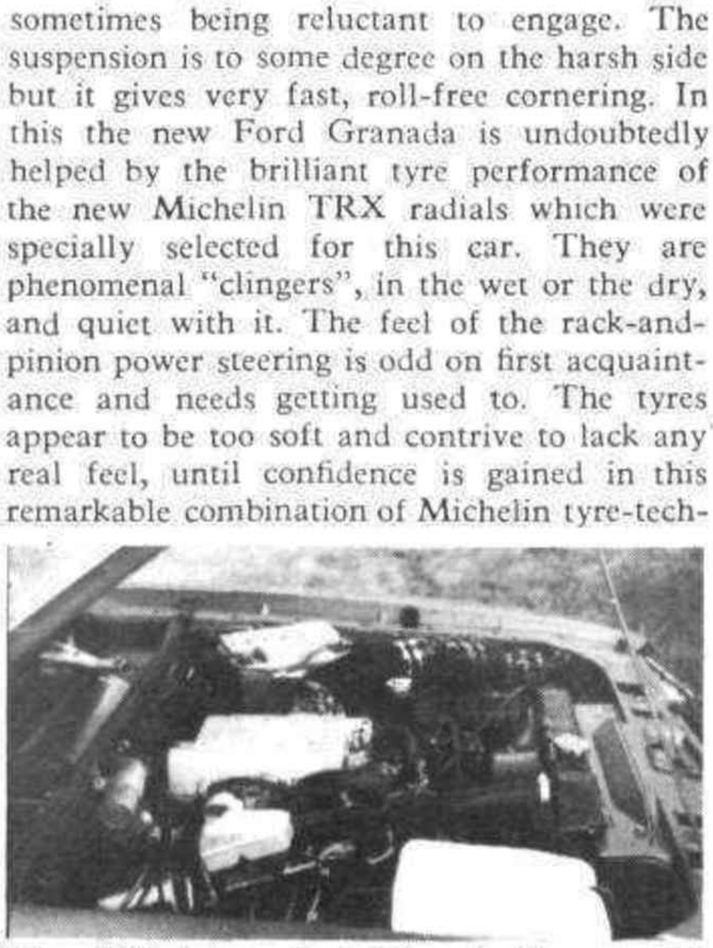
## Road Impressions

# The Ford Granada 2.8iS

### Another Triumph for Ford

FORD, who so frequently top the sales charts, having got their new baby car, Fiesta, off the styling-board and into production, and other new concepts of their so successful small-and-family-car models into the show-rooms, have turned their attention to the top Fords of the range, with replacements for the older Granadas, etc.

I was recently able to try one of the top cars (the Ghia is more expensive) of this top-of-the-European-Fords range, the new Granada 2.8iS. Let me say right away that it is a very impressive car. The Ford V6 engine may have been devised years ago with the Zephyr Mk. IV and Transit commercials in mind, and very fast these vans are, but it has been admirably developed for the private cars. This latest luxury Ford utilises the German-developed, 2.8-litre 93 x 68½ mm. (2,792 c.c.) fuel-injection version instead of the British-developed Essex-type V6, which is now made only for the British Capri, Transits and industrial applications. This German V6 is a notably smooth-running power pack, providing excellent performance with 162 ft./lb. torque at 4,300 r.p.m. It is not only exceedingly smooth but has no rev. limit inscribed on a tachometer, that gives a top reading of 7,000 r.p.m. yet normally there is little call to ever approach the 5,700 peak r.p.m.; 70 m.p.h. in top gear comes up at 3,300 r.p.m. Yet here is an engine which gives 160 b.h.p., or an increase of 22 b.h.p. over the former 3-litre Granada V6 and it likes to be turning above 4,000 r.p.m. if performance is to be maintained. It is coupled through a rather too-eager clutch to a four-speed gearbox (on the car tested) which offered the expected very pleasant gear change, the lever possessing however a quite long travel and first-gear sometimes being reluctant to engage. The suspension is to some degree on the harsh side but it gives very fast, roll-free cornering. In this the new Ford Granada is undoubtedly helped by the brilliant tyre performance of the new Michelin TRX radials which were specially selected for this car. They are phenomenal "clingers", in the wet or the dry, and quiet with it. The feel of the rack-and-pinion power steering is odd on first acquaintance and needs getting used to. The tyres appear to be too soft and contrive to lack any real feel, until confidence is gained in this remarkable combination of Michelin tyre-technique and the S-model Granada's variable-rate springing. Then the sense of safety and the enjoyment of fast cornering knows no bounds. I can vouch for the fact that in torrential rain, a driving cross-wind, at dusk, on a busy Motorway blacked-out by the Power-workers, I drove this Granada faster than most, not because I was in a hurry or in any way brave but simply because Ford have made a car in which this felt absolutely safe. . . .



*The* 160 *b.h.p. fuel-injected German* V6 *engine.*

The new Granada has a fresh body-style, of good lines, although the frontal aspect is so different from previous Fords that I found the car difficult to find in crowded car parks. This is a body of ample passenger and baggage-carrying capacity, with excellent vision for the driver, and a discreet interior decor, with a perhaps forbidding black facia containing, behind the steering-wheel, the 140 m.p.h. speedometer, tachometer, and the fuel-level and water temperature dials. As on other cars these days, including the Rover 3500, there is provision for dimming the lighting of the instruments but not for totally extinguishing the light. There is a clock away down on the console, with the cigarette lighter.

The uncalibrated oil-gauge, on the left of the instrument panel, worried me by indicating only very sluggishly, after the engine had started, but a check with the dip-stick showed plenty of lubricant in the sump and oil-thirst worked out at a modest 1,350 m.p.p. For easy inspection it would be better if the oil and fuel gauges were transposed.

This latest Granada has very comfortable seats, nicely upholstered in cloth, but there is some body resonance and exhaust drum. The driver soon comes to appreciate the fairly small turning-circle from steering asking 3½-turns, lock-to-lock, and the light action of the powerful, but juddery, brakes. The l.h. control stalk works the turn-indicators, as on German cars, along with the horn, two r.h. stalk-controls looking after the lamps and screen-wipers. The luggage boot lid no longer has to be unlocked with a key and there is the convenience of central door-locking on this new Ford. It also has another most acceptable piece of equipment, an external driving mirror adjustable from inside the car, and by manual means instead of with the electrical complexity used by Rolls-Royce and BMW.

Plenty of useful stowages are provided, from a lockable under-facia well and big nearside open parcels' shelf, to two smaller open wells. The former excellent Ford heating and ventilation arrangements have been improved, the claim being 30 per cent more heat output and a complete change of air every 20 seconds at 40 m.p.h. There is a 3-speed heater-fan, the knob of which matches that for rear-window de-misting, and the screen-wipers have an intermittent action which can be adjusted so that they wipe at intervals varying from every four to every 20 seconds. Add to such individual amenities the splendid sunshine roof, and it will be seen that this road-test Granada lacked for very little. However, such extras as the sunshine roof, central locking and remote control mirror had added £380 to its £5,910 basic price.

I would not necessarily rate this fine new Granada as a Mercedes-Benz or a BMW beater so much as a most acceptable luxury car in its own right—there is nothing to be ashamed of in owning a Ford and Ford-fans will surely regard this as a very inspiring example of what this great Company can do with European expertise. If you are looking for a biggish car that feels unbreakable, is not in any way ostentatious, but which will go to 117 m.p.h. if you let it, accelerating from rest to 60 m.p.h. in nine seconds, just like the big V8 Rover, and gave me 26.6 m.p.g. of 4-star fuel in hard motoring, you need look no further. The fuel tank gives a range of some 320 miles. It is such a pity that on a car of outstanding driver-vision the wipers left a blind-area on the off-side of the windscreen, however.—W.B.



*The new Granada has squarer styling than the old model.*

# In Sunbeams, to Scotland

## And in Other Cars as Well. . . But Read On



*The Editor used one of the new Chrysler Sunbeam* 1.6 *Ss to retrace the steps of* The Autocar *scribes of the* 1920s.

WHY SUNBEAMS? Why Scotland? I hasten to explain. In the 1920s it seems that whoever was then responsible for publicising the products of the Sunbeam Motor Car Company of Wolverhampton had the bright idea of asking the leading motoring writers of the day to accompany him on the long journey to the Scottish Motor Show, which the weekly motoring journals were then in the habit of covering in prolific style. This ploy not only saved these scribes a long train journey but enabled them to assess the merits of the latest Sunbeam motor-cars, on what was then a not inconsiderable (and often very cold) winter journey.

As I always enjoy trying to re-enact motoring history, when Chrysler UK revived the Sunbeam name on a new series of hatchback family saloons I thought it would be amusing to travel up to the Kelvin Hall in Glasgow, where the Scottish Show has been held since 1911, in a modern Sunbeam, traversing one of the routes used in the adventurous 1920s by those writers from *The Autocar* who had made the journey by road, so often at the invitation of the Sunbeam Company. This was duly accomplished, in a Scottish-built 1.6-litre Sunbeam S, naturally far more effortlessly and very much more quickly than in those earlier Sunbeams and other cars. First, however, let us consider these annual pilgrimages to the North, which became quite a journalistic occasion, as fleets of the latest demonstration models made their way to the show.

### The Nineteen Twenties

The first record I can find of *The Autocar* describing such a journey is in 1922, when the Show took place in January and much snow was encountered *en route*. That year L. V. Cozens of Sunbeam's invited two members of *The Autocar's* staff to go with him in a 24/60 six-cylinder Sunbeam sports-tourer. One of them was, I think, the great S. C. H. Davis. They prepared themselves with wool, leather, and fur garments and enormous boots, only to discover that Cozens had the hood and side-screens up on the sporting Sunbeam.

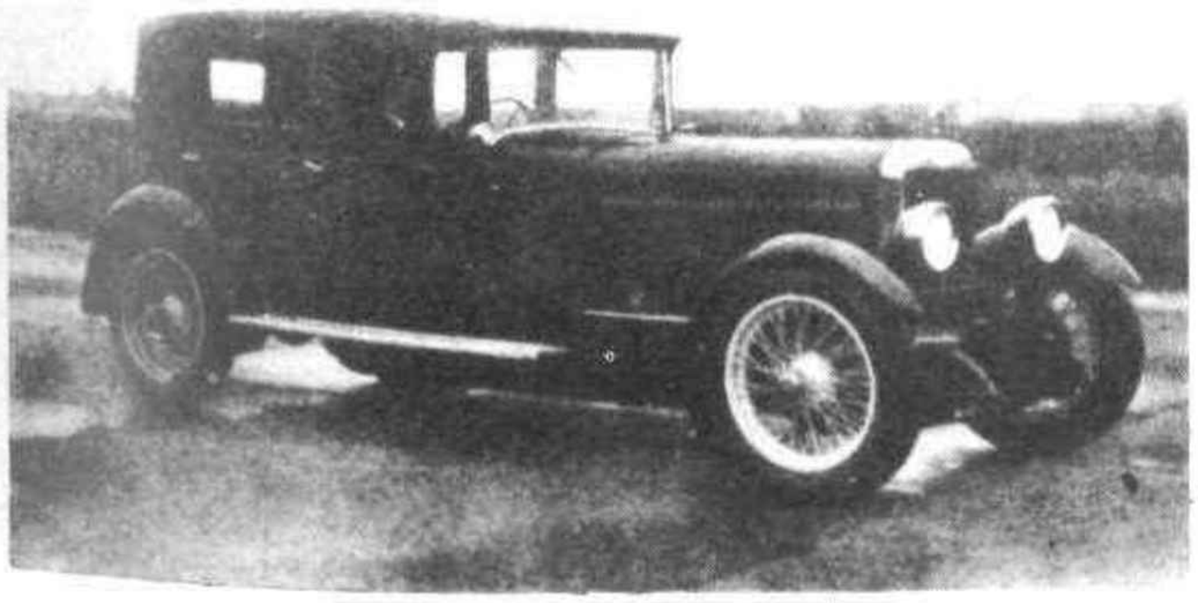
From the start, Cozens also heavily-clad, they encountered snow. But inside the Sunbeam the crew were warm and comfortable, one of them, Sammy I suspect, remarking that it was even possible to light "the unstained briar" more easily than in a first-class railway carriage, so few were the draughts, and the $4\frac{1}{2}$-litre o.h.v. Sunbeam also rode very comfortably. Soon Cozens retired to the rear seat, keeping a miscellaneous assortment of suitcases and impedimenta company. But he told off the man who was now at the wheel for changing down on a steep hill which the Sunbeam (70 b.h.p. at 2,000 r.p.m.) could take on the 4-to-1 top gear, so flexible was it. Thereafter bottom gear (11.9 to 1) in the four-speed gearbox was used only twice, when leaving an hotel yard and in a snowdrift. It was easy to start in top gear and the engine was very quiet except for a typical Sunbeam carburetter hiss. So bad were the roads that the car's full potential was never seen but the Jaeger speedometer reached 65 m.p.h. and 45 m.p.h. was "a mere nothing".

Lunch was taken in Preston and until Lancaster a full-force gale was encountered, just as with our Chrysler-Sunbeam in 1977. The 24/60's hood sticks "groaned like the wings of a Bristol Fighter in bumpy weather", to quote Cozens. Tea was eaten in Kendall, where the petrol was topped-up, the consumption coming out at 17 m.p.g. Shap had been closed the day before but was now open, and over icy roads, in the dark, the ascent was accomplished, the Sunbeam performing excellently. The night was spent in Carlisle and, hood down, this fine motor-car completed the journey the next day, *via* Gretna, Moffat and Crawford, where an early lunch was enjoyed. This top-gear run, which included Glasgow traffic, endorsed for those involved the smoothness, silence, and docility of this 1922 Sunbeam, the only criticisms of which were that mud was thrown too readily onto the body and that the oil-filler was on the opposite side of the engine to the level-cock.

That appears to have been *The Autocar's* first run to Kelvin Hall in a Sunbeam. The previous year, however, they had gone up through the night in a Swift Twelve tourer and a Morris-Oxford tourer, a tedious experience which may have given Mr. Cozens his idea of inviting them to enjoy a more luxurious form of travel on the next occasion. Incidentally, I think rival journals may have been on the road, for Davis stopped *en route* in 1922 to chat with the crew of a big open Isotta-Fraschini.

For 1923 the Scottish visit was accomplished with one of the new Rolls-Royce Twenty tourers and an Arrol-Johnston saloon. In the Rolls the writers left London and diverted from the usual route in order to climb Kirkstone Pass from Ambleside, completing 282 miles that day in time

*A* 1927, 3*-litre twin cam Sunbeam, similar to that in which* The Autocar *staff ventured to Glasgow that year to visit the Kelvin Hall, which is little changed today.*





for dinner, with a complete absence of fatigue. The early part of the run was done in winter sunshine, the only sound being the hiss of the tyres and the tick, tick of the speedometer drive – not the ticking of the clock on the well-stocked dashboard! All was praise for XM 2821, except for the brake pedal requiring a good deal of effort; the hand brake was used only for parking, by the R-R driver and the journalists. This Rolls-Royce was thought of as an ideal lady's car, requiring only top gear right down to a crawl, the automatic advance for the coil-ignition functioning well, speed rising to a "positive crescendo", with a gulp from the carburetter, if the accelerator was stamped upon, as the car swept along to cries of "Rolls" from village urchins. Incidentally, its power was given as 50 h.p. at 3,000 r.p.m.

It was lunch at Grantham (116 miles), tea at Leeds. There had been a tendency to forget to open the manually-controlled radiator-shutters and a luminous thermometer dial was therefore suggested. After tea the crew struck out for the lakes, *via* Ilkley, Settle and Kirkby Lonsdale, where a petrol check showed 215 miles covered at 21½ m.p.g. The long winding hill out of Settle called for a change-down, the gear-lever action being "exceptional", on this three-speed Rolls, and by 7 p.m., in the rain, they arrived in Kendall and, finding the hotels full, pressed on to Rigg's Hotel at Windermere. Pride, they say, goeth before a fall, but in the case of this Twenty Royce it was merely a lack of grip by the smooth-treaded tyres in the mud of the 1-in-5, 1,470 ft. Kirkstone Pass. The ascent had called for 1st gear at times, 2nd most of the way up, and by dropping back a few yards after stopping, a re-start was easily accomplished. At the summit the engine water temperature was 95 deg. C. After which it was on through Patterdale, Penrith and Carlisle, for lunch at Lockerbie. Glasgow was finally reached in daylight, the 30 cwt. 3.1-litre Barker tourer attaining nearly 60 m.p.h. on its 4.82-to-1 top gear during this comfortable journey. Its push-rod o.h.v. gear was the nearest approach the occupants had encountered to absolute silence and the aluminium pistons were devoid of slap, even from cold, but there was an almost imperceptible tap from the rear-most cylinders, which disappeared as soon as the engine had warmed-up. The verdict was: "A fine car, indeed!".

The £750 2.6-litre Arrol-Johnston saloon – a more appropriate car for this particular journey in 1922 than our American-financed Sunbeam of 1977 – was photographed with the Rolls-Royce outside Rigg's Windermere Hotel, and had taken its crew to tea at the Middleton Hotel in Ilkley, and then on to Windermere. Next day it climbed Kirkstone on its Dunlop Magnum tyres without coming to rest, as had the Rolls, but it was boiling at the top. This today-tame gradient had been included in the 1922 MCC London-Edinburgh Trial, incidentally. The A-J diverted to the factory where it was made, in Dumfries, but got to the Central Hotel in Glasgow, in a gale, in ample time for dinner.

The next year, 1924, the railway strike made the use of cars for the traditional January journey more desirable than ever. *The Autocar* has the use of four diverse vehicles. A Sidcot-suited, trilby-hatted Sammy Davis borrowed a works-hack 1½-litre 12-h.p. Palladium, which had been used for MCC trials, and contrived to get to the Clyde and back in two-and-a-half days, not bad, as he remarked, in an article laced with Roman history, for a hard-used small-car costing under £400. They had left St. John's Wood at 9.30 one morning, after the car had been brought




*A 1½-litre Palladium similar to that in which S. C. H. Davis of* The Autocar *made the journey from London to Glasgow and back in* 1924.

there the day before from the Palladium works at Putney. A goat-coat was provided for the artist (they were three-up), lunch was had at the "George" at Stamford, tea at Boroughbridge, where the Armstrong Siddeley fleet was seen. They missed Scotch Corner in heavy rain and mist, but made the County Hotel at Carlisle by 8.45 p.m. Glasgow was reached by the next midday. Then, one Friday night, the Palladium did the run back, the by-now-dim headlamps being switched off at Doncaster and the "George" at Grantham providing a much-needed breakfast. The 800 miles had been trouble-free, the Parsons snow-chains not being needed. But note that oil was put in more than once, a tappet and a headlamp-lead needed adjusting, but that four speeds and four-wheel-brakes helped the little car along.

Another means of getting North used by this famous weekly journal that year was in a wire-wheeled 2.3-litre Morris Six tourer, which did the run from Oxford, including climbing Shap, without using bottom gear in the three-speed gearbox, except for traffic stops. It proved capable of a speedometer 59½ m.p.h., at 26 m.p.g., but 2nd gear was on the low side, even in a car laden with three people, a week's luggage, a camera and golf-clubs, etc. The Sunbeam element was provided in 1924 by a 27/70 tourer, which made the expedition in company with the latest Lanchester Forty saloon. Two days were allowed for the 300-mile outward journey, the Sunbeam being joined up with in Wolverhampton and a start made in foul weather. At an easy 35 to 40 m.p.h. the two majestic motor-cars progressed steadily, no wipers fitted to their windscreens, of which the Lanchester's was vee-shaped. The human four-some lunched in Warrington, took tea at Kendal after which bad weather decided them to take the easier climb over Kirkstone Pass rather than up the "Struggle". The Lanchester led, closely followed by the Sunbeam, darkness and fog making the ascent hazardous, yet uneventful. A comfortable night was spent in the Ullswater Hotel at Patterdale, where the now-traditional photograph was taken next morning, and they continued in sunshine, overtaking many other cars bound for the same venue, all intent on beating the rail strike, on the fast road from Penrith to Carlisle. They detoured to Moffat for lunch after watching a horse-drawn ploughing match and got to Glasgow, over tram-lined roads from Hamilton, shortly before 4 p.m., everyone "as fresh as paint". The 27/70 Sunbeam (their designation) was praised for its excellent servo four-wheel-brakes, the big Lanchester as effortless in all it undertook.

It was much the same in 1925, when a straight-eight Sunbeam, a Lanchester 40, a twin-cam 3-litre Sunbeam, and a sleeve-valve Willys-Knight, all saloons except the Sunbeams, undertook the communal journey. This time the cars did the run rather faster, leaving Birmingham after 11 a.m., getting to Patterdale by 6.30 p.m., then starting out at 11 a.m. next day to reach Edinburgh by 4.30 p.m., although stopping for all normal meals and photography. It was Edinburgh because the Kelvin Hall had burnt down, and the date was now November. Moreover, normal clothes and walking shoes were now comfortable wear because, although this was before the advent of heaters, the bodies were now better sealed against draughts from the snow-laden atmosphere. Better acceleration and braking contributed to easier, faster running. In

*The Patterdale Hotel, Ullswater, one of the "watering houses" used by* The Autocar *staff on those long journeys to Scotland in the* 1920s.



the expected picture outside the Ullswater Hotel an 11/40 Riley saloon has joined the convoy. An impromptu cold-start test at the hotel was won by the 8-cylinder Sunbeam, in 8 sec., the Willys-Knight next, in spite of sleeve-valves, in 9 sec. The motoring writers changed from one car to another and wrote nice things about all of them. The Lanchester did 75 m.p.h. and felt like "a liner put to sea". The 8-cylinder Sunbeam was the only car that climbed Kirkstone Pass all the way in top gear (they took it from the easier, Troutbeck side), the 3-litre Sunbeam had steering that was disconcertingly light on initial acquaintance, went to "somewhere near 92 m.p.h.", and the booming exhaust note was more pronounced than the twin-o.h.c. valve-gear. It accelerated with "an elastic force".

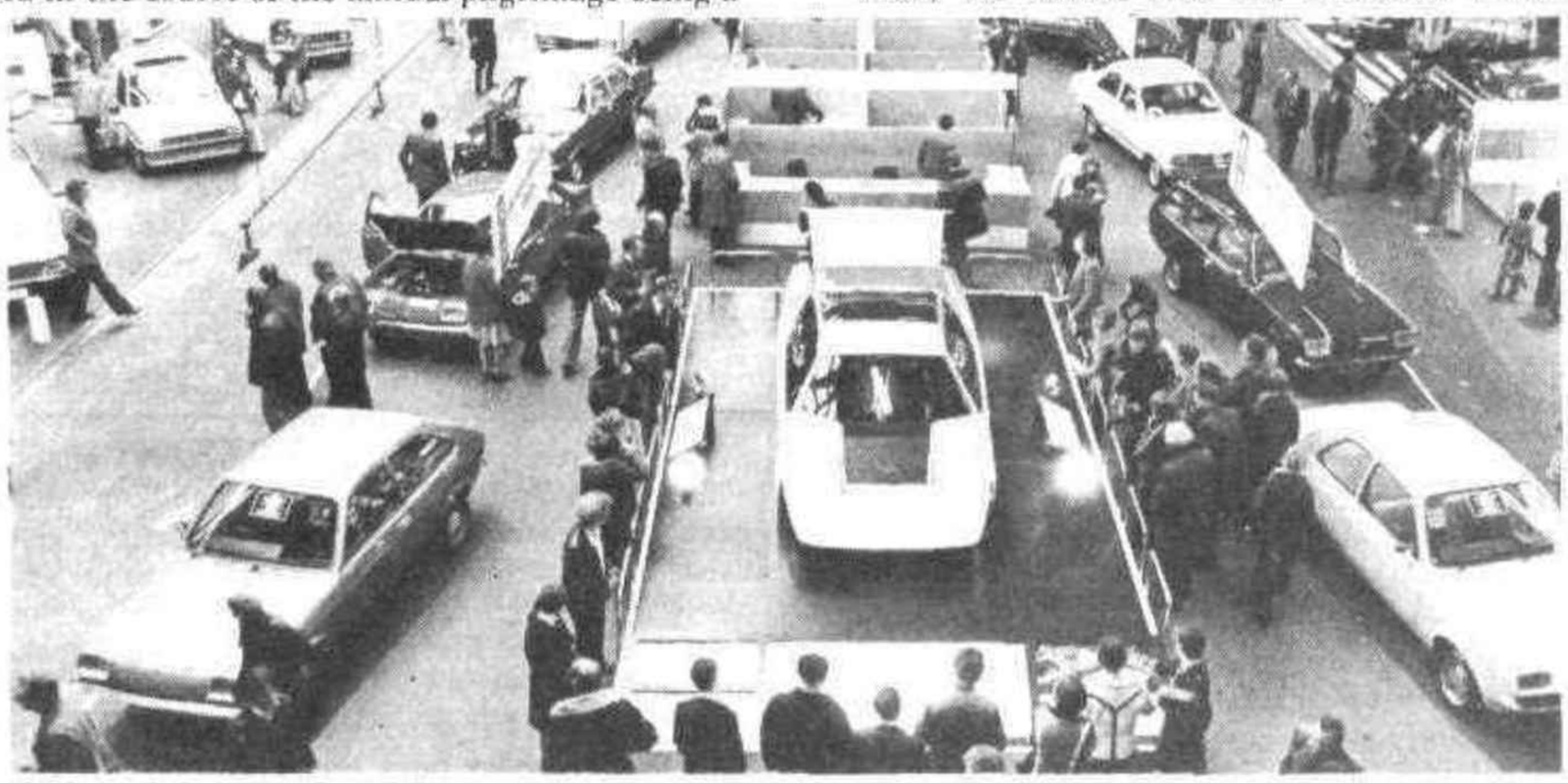
By now this collective run North was becoming an accepted part of the *The Autocar's* routine. In 1926, with the Show still in Edinburgh, Georges Roesch lent one of the first 14/45 Talbot tourers and there was a sort of "musical chairs" between a 14/40 Lea-Francis, a Riley Nine tourer, a Sunbeam Sixteen tourer, a Sunbeam Twenty-Five Weymann saloon, the inevitable Lanchester Forty saloon, a Riley Twelve and a Crossley Six. The date was now December but they tackled Kirkstone, and later the Devil's Beef Tub. The twin-cam 6-cylinder Lea-Francis had gone up Kirkstone, three up, at 22 to 23 m.p.h. without needing its 18.2-to-1 bottom-gear and with no sign of boiling; it then coasted down the "Struggle" in neutral and the four-wheel-brakes slowed it easily as hounds crossed the road for a kill. It also climbed Red Bank in second gear, after the occupants had had a late lunch in Ambleside and even got up Blea Tarn Pass without snow-chains. It gave about 25 m.p.g. to the Talbot's 27. The latter car had left London early. Its crew took breakfast at "The Anchor" at Tempsford (14/6d for four persons), lunch at the "Old Bell" at Barnby Moor, tea at the "Middleton" at Ilkley, arriving at the "Royal" at Windermere by 8.15 p.m. after getting hopelessly lost. The very stiff engine had given maxima of 18, 25, 35 and 52 m.p.h. In the morning the Talbot's special direction-indicators had been found to have been left on, flattening the battery, but the 1.6-litre engine commenced on the handle and Roesch's silent, single-unit dynamotor recharged the battery in five minutes. Kirkstone was vanquished easily, although there were four in the car, but it boiled at the summit. The brakes were up to the subsequent winding roads and after lunch at the County Hotel in Carlisle and tea in Moffat they were in Edinburgh a minute before 6.30 p.m. No oil had been needed. The cost per head was under £2, first-class rail-fares at that time costing double.

Of the other cars on this 1926 occasion, both Sunbeams were highly praised for their comfort and light controls, and the Twenty-Five ascended the "Struggle" from Ambleside easily in second gear, the Sixteen getting up the Devil's Beef Tub in top, although just passed by the bigger model. Petrol thirst was 18 and 24 m.p.g., respectively. All the cars received their mead of praise, the Riley Nine tourer climbing the "Struggle" twice, with the coolest radiator of them all.

The thing was now becoming almost monotonous. In 1927, by which time the Kelvin Hall was open again, *The Autocar* had the use of a 3-litre twin-cam Sunbeam saloon and a Sunbeam Twenty-Five Weymann saloon, joined at the Patterdale Hotel by a Big Six Bentley, a 16-h.p. Darracq, a 14/45 Talbot, a Riley Twelve, a 21-h.p. Crossley and a Lanchester 21, all saloons, and by an 18/50 Star tourer. This time the quick-starting sweepstake outside the hotel went to the Star, in 5 sec., the Darracq taking 5½ sec., the Lanchester 8 sec. I will not bore you further with an account of how all these cars performed on the trek North. What is worth remarking on, though, is the fact that a return run of 347 miles was made in one day in a Standard Nine fabric saloon, over the Penrith, Appleby, Brough, Wetherby, Doncaster, Newark, Leicester, Rugby route, finishing up at Leamington Spa. Remembering the roads of fifty years ago, this was quite an undertaking, especially as that November there was rain and snow, breaks were made for lunch, tea and dinner at hotels, and the maximum speed of the Standard was only 45 m.p.h. . . . Incidentally, in writing of the 3-litre Sunbeam, which was naturally noisier than the Sunbeam Twenty-Five, it was recalled that George Duller's 3-litre had covered greatest distance in that year's Six-Hour Sports Car Race at Brooklands.

In 1928 Geoffrey Smith, the then Managing Editor of *The Autocar* and father of today's Maurice Smith, DFC, wrote more briefly of going to Glasgow in stages in six 1929 demonstration cars ranging from a £555 2.9-litre 20/60 Vauxhall Velox saloon to a £1,095 4.9-litre straight-eight Stutz saloon, the other cars sampled in the course of the annual pilgrimage being a Sunbeam Twenty Weymann saloon, a 4½-litre Bentley fabric saloon, a straight-eight Lanchester and a 20/65 3-litre Humber limousine. All were duly photographed outside the hotel where they stayed, at Richmond in Yorkshire, where a 2-litre open Lagonda and a 14/45 Talbot coupé also entered the garage. The Stutz wandered on tramlines on its 6 in.-section tyres and had squeaky brakes, but was a top-gear car which "streaked up hills". The Sunbeam, of the kind Mr. Smith had owned in 1927, was quietly unostentatious, the Bentley engine had a period at 45 to 50 m.p.h. but the car did almost 75 in 3rd, 90 m.p.h. in top; the central accelerator and the positioning of the gear lever weren't liked however. The Lanchester droned along at 70 m.p.h. entirely effortlessly but its steering was too high-geared, the luggage-carting Humber was not fast but was sweet-running and had supple springing, and the beautifully-balanced engine of the Vauxhall was liked more than its central accelerator.

After this the journey was presumably too common-place to merit further articles. Just before and after World War Two Lord Rootes apparently sent his Show cars to Glasgow on special trains, their locomotives bearing his personal-crest, the off-loading being done at Stockcross Station.



*A view of the 1977 Scottish Motor Show, a far cry from the machinery of the 1920s. We wonder if the Vauxhall styling-exercise centrepiece has been seen at more shows than any other motor car.*

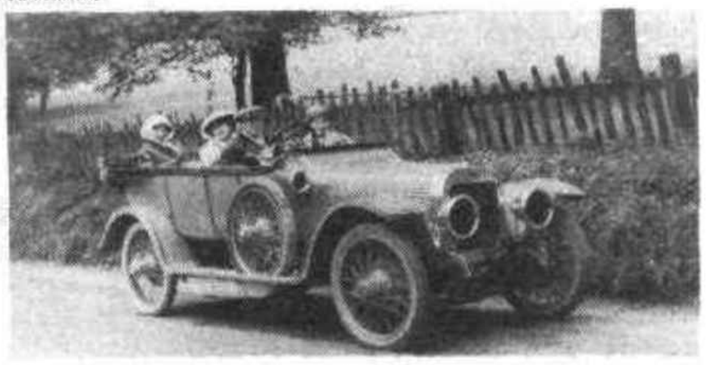
### Fifty Years Later

When I told John Rowe of Chrysler UK my plans, he willingly lent me the top-S-model new Sunbeam, a Dunlop SP4-shod hatchback, and after taking it over from the former Talbot/Rootes depot in Ladbroke Grove and using it for nearly a week, three of us, with much luggage, set off just after noon one November Friday, bound for the Kelvin Hall. The Motorway was joined at Chester and left at Kendal. Soon it was evident that we were in the Lake District. At Windermere we passed the afore-mentioned Royal Hotel, and the Steamboat Museum which should be worth a visit. In fading light we got up Kirkstone Pass as if it were a main-road gradient, the little car coming down the other, steeper, side in second-gear, scarcely using the effective brakes. Into Patterdale, and to Ullswater, where we found the Patterdale Hotel. Due to present-day staffing problems it is now shut out-of-season but it was nice to meet Mrs. Kathleen Tonkin, who has been there since 1924, and to know that the hotel has been in the hands of the same family since 1919. She did not remember the influx of 1920's motoring writers, but kindly dug out some old pictures of the hotel for us.

Next, we turned into the Ullswater Hotel where *The Autocar* so often stayed, obviously modernised since those long-ago days, very palatial, but where our hoped-for tea of bread-and-butter, jam, and cakes turned out to be just cream-and-jam scones (easier to assemble?), which cost £1.20. Further on, now in the dark, a garage in Penrith where we refuelled, did not know of the County Hotel, where *The Autocar* used also to stay. After looking at Gretna Green, which involved finding the old North Road, and being sickened by the flash cafes which have sprung up adjacent to the fabled Blacksmith's Shop, we used the fine dual-carriageway road, locally referred to as the motorway, to Crawford. Here, off to our right on the original road, we espied the well-lit Crawford Arms Hotel. Thinking this to be another port of call of those motorists of long ago we stopped there – in fact, the larger hotel they knew was on the site of the present Post Horn Hotel, on the opposite side of the old North Road. However, the friendly service and good meal provided by this little RAC hotel induced us to return there for the night (when the good initial impression was fully maintained, and the charges were found to be very moderate) after we had spent the evening in the company of John Coombs of the STD Register, whose father, as Publicity Manager at Sunbeam's in the 1920's, would undoubtedly have approved of the




*An appropriate Argyll advertisement on the occasion of the 1907 Olympia Show and an Argyll tourer.*



purpose for our journey.

Before going to the Scottish Show the next morning we drove to Alexandria, to look at the derelict but well-preserved Argyll factory. I have frequently asked our photographers to go there when they have been covering rallies in Scotland, but they have never made it, so I thought I would do so myself.

### The Argyll Factory

Glasgow proved to have many gaps in its dreary buildings, presumably relics of the 1939-45 bombing, but wide roads surprisingly free of traffic on this Saturday morning. A smart 1½-litre RM Riley saloon was spotted outside the National Tyre Services' premises, the only aged car we saw, and then we ran into Alexandria, where the old Argyll headquarters towers over all, complete with an imposing clock-tower, from which an Argyll car noses, the whole building an astonishingly vast structure. It was opened in June 1906 by Lord Montagu and cost so much that to this is attributed the eventual demise of this Scottish motor-car empire. Today it is guarded by Securicor. But they politely permitted me to take photographs, to enter the legendary marble entrance-hall and even to ascend the great marble staircase, up to the long corridors of offices and imposing boardroom. The whole place is very clean and presentable and we were glad to hear that a Preservation Order has been placed on it. In 1935 it became the Admiralty Torpedo Factory and much more recently Plessey, the present owners, occupied it. Now it is empty and if anyone is looking for impressive offices to rent, on the outskirts of Glasgow, I think Plessey would be glad to hear from them ... (It is said that the building originally cost £220,000, 40,000 bricks a day being laid during its construction; the Admiralty bought it in 1914 for £153,000).

After this detour in torrential rain we arrived at the Kelvin Hall by 11.30, to find, as with all Motor Shows, that it was impossible to park anywhere near it. The Show hall was brightly lit and very neat, cars and commercial vehicles in the main building and the motor-cycles packed tightly together, rather as an afterthought it seemed, on a cleared section of the cinema-floor. There remains no sign of the fine wooden roof, destroyed presumably in the 1925 fire. The Press Office was unmanned from the time of our arrival to lunchtime and no-one from London or Coventry was to be found on the Chrysler stand. So we were soon on our way South, the last memory of now-busy but still uncongested Glasgow being an Alfa Romeo badly crunched at a side-road – not a Show demonstration-car, I hope ....

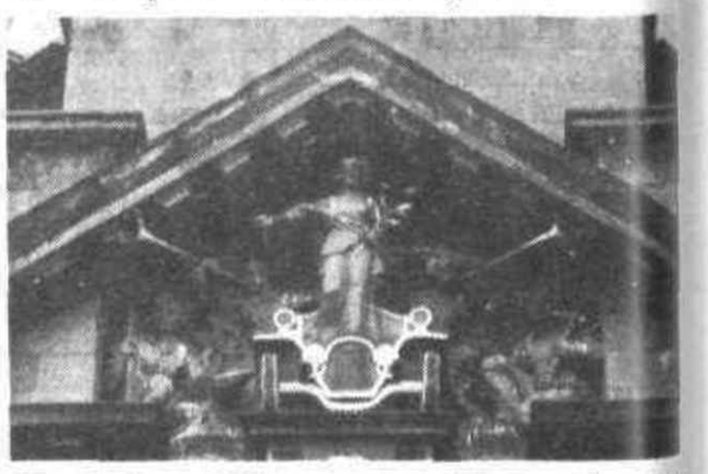
### The Chrysler-Sunbeam

The 1977 1.6-litre four-cylinder Sunbeam took us home in capital fashion, down the M6 Motorway. In fact, getting clear of Glasgow at about 1.35, we were driving through Wolverhampton by late tea-time, prior to eating in Bridgnorth. This in spite of pausing for petrol on the M6, where, as a lady driver was remarking, Forton charge dearly for it, in spite of theirs being a Self-Service Station.

The Sunbeam grew on us the more we drove it. Somewhat over-geared, (3,850 r.p.m. – a speedometer 70 m.p.h.) it will not go to peak revs. (6,000 r.p.m.) in top gear. However, the speedometer can be put to an indicated 76 m.p.h. in 3rd, to 95 m.p.h. in top, at a tachometer reading of 5,200 r.p.m. The gear-change must be the sweetest there is, the noise-level is low, the heater extremely effective, the brakes reasonable, the ride comfortable, and the handling good, even with a heavy load. The self-lifting glass rear-panel of the three-door body makes for very easy loading but two hands are required to close it, pressing on the screwed-in retaining hooks. The seats are worthy of praise and the wipers give a 100% clear windscreen-glass, although the n/s wiper rubber tried several times to escape. The stalk control for the turn-flashers is on the left, as on German cars, and is rather too short and the r/h wiper-stalk moves up for off as on a Colt. The instruments are easy to read but the smaller dials including that of the oil-gauge, are not calibrated. The engine would probably benefit from two instead of one Zenith-Stromberg carburetter, but, driven extremely hard, gave 29.2 m.p.g. of four-star fuel



*A view of the now empty, old Argyll headquarters, Alexandria, above, the building reputed to have broken the company, with the modern Chrysler-Sunbeam in the foreground. An Argyll car noses from the clocktower, below.*



The tank provides a range of better than 28[illegible] miles and has a simple, non-lockable bayonet filler. Nor do the very many useful interior parcels stowages and pockets possess lids. The DIN b.h.p. is 69, at 4,800 r.p.m.

I was favourably impressed with the Chrysler-Sunbeam, which in this S-form, with rear-window wash/wipe, sells for £2,984.66. It could well help to pull the Company out of its present financial predicament. At the end of the week's test this happy little car had covered more than 1,300-troublefree-miles and had obligingly conveyed a large miscellaneous load into London after which it needed about a pint of oil. –W.B.



*The happy little Chrysler Sunbeam has a self-lifting glass tailgate in its hatchback design.*

# The Sporting Tyre Makers

## Pirelli: racing yesterday, rallying today with techniques for tomorrow

AS THE astonishing publicity generated by their wall calendars fades into memories of 1974, Pirelli Ltd. in Britain have become one of the staunchest sporting supporters of all. Rally championships, a series of sporting forums and an accurate avalanche of publicity to exploit the company's considerable competition success, all are designed to ensure others are aware that Dunlop and Goodyear are far from the only sporting tyre firms.

Ironically our research was conducted as the news came through of Ferrari's Formula one intention to use Michelin. Just 20 years ago Pirelli were celebrating a year when Juan Manuel Fangio had won the World Championship driving a Maserati 250F. Although it might seem logical for Ferrari and Michelin to join forces in a Renault-Michelin-style F1 effort, there is a conscious Pirelli bias at present toward rallying.

In the Milan skyscraper that acts as HQ to Pirelli today (raised on the site where the firm's first building sprawled from its foundation in 1872) the feeling is that rallying Fiats, Opels, Toyotas and Fiats provide the best link between competition and normal road users.

Our purpose in talking to company representatives in Britain recently was to discover a little about the latest Pirellis, which hide under a bewildering number of designations. We wanted to know what the P3 and P6 and Plus One tyres did for the motorist, and the company. Originally we had thought that the P7 was a well-known quantity, but since that combination covers everything from a squat slick to tall Safari special rubber, even that required further elucidation.




*FIAT and Pirelli have long rallied together. This year they won the World Championship with aid of winning performances such as this one from Markku Alen in Portugal.*

Unlike Dunlop and Goodyear I can recall little being written about the Pirelli company in our pages, so a few general words should be useful. Pirelli is a business with strong family links, the grandfather of the present chairman founding the business 105 years ago. They quickly built up to about 40 employees, all able to pursue the applications of rubber through the aid of a 27-h.p. steam engine.

Today Pirelli employ 70,000 people, only 28,000 of them in Italy. The link between Dunlop and Pirelli is referred to at the Italian end as a union, rather than a merger. This is because all but the British Pirelli company retain a majority of Pirelli shares. In the United Kingdom, where 5,000 are employed mainly in Carlisle and Burton-on-Trent, Dunlop own 51% of Pirelli shares.

At the time Dunlop and Pirelli joined together, there was obvious direct competition between the companies, some of which has been eliminated. An example is Wellington boots on the Pirelli side, but they are still pretty diverse in their activities. Today 40% of all Pirelli business is tyres; 40% cables. The rest varies from those airport arrival and departure boards, newsprint and slippers.

As those with city interests will know, the Dunlop-Pirelli combine has encountered some pretty stiff losses on the Italian side since the union in 1971. In the last two years things have got considerably better: certainly on the car tyre front there has been exciting development with good commercial implications.

As a range of tyres the Pirellis tend to be somewhat confusing as the newer lower profile designs mingle with established names. Such names as the Cinturato (CF67), the immortal "Cint" that served the enthusiast of the nineteen-fifties and sixties.

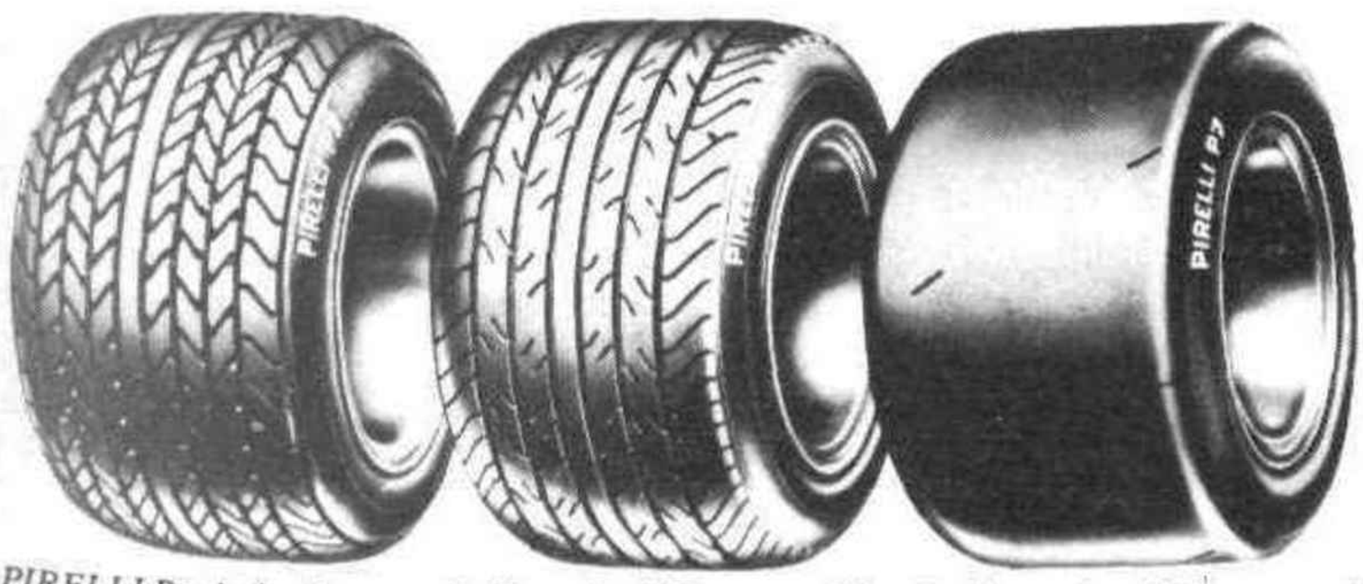
Pirelli production consists of 93% radial ply tyres. It was in 1951 that the Cinturato started the company off on the radial road. At first there were few cars that were suitable to this tyre design: ideally the suspension needed to be drawn up with the Cinturato in mind. Lancias and Alfa Romeos were among the first to benefit: as their road-holding properties became known, a few more sporting manufacturers followed suit.

In 1959 the textile fabric Cinturato came to Britain, and it has remained in production at the Burton-on-Trent factory ever since. Even now, when that distinguished tread pattern might be regarded as a thing of the past, Leyland retain their affection for the "Cint". The MG sports cars often come with these tyres, and Morgan use a few as well. The Rover 2000 was the first car in the United Kingdom to be specifically drawn around the advantages offered by the Cinturato.

In 1951 Pirelli had been the second company into mass production of the radial-ply tyre, albeit a textile radial. That French first company Michelin who have an even stronger grip on many areas of the tyre business today than even the considerable influence they previously exerted, set a pattern that could not be ignored: namely the steel-braced radial-ply tyre. High mileage coupled to good manners were traits that just could not be ignored; it is significant that most modern tyre makers have had to follow that Michelin lead in the end.

Pirelli's steel-braced tyre for the enthusiast came into gradual use through fitment to some small volume specials – such as the fuel injection Ford Capri RS 2600, which had adopted the CN36 SM (for Super Metallic: it had been a fabric-based plain CN36) by the early 1970s.




*THE PIRELLI P7 derivatives are the "standard" P7 as used for the Monte (top left); next to that is the P7 Safari. Left to right on bottom row are the designs for rain; an intermediate, and a slick.*

Ford, Opel and many others showed a preference for the SM Pirelli and it gradually spread from the enthusiast saloons (many of the FAVO Escorts rested on such covers) to the same kind of widespread acceptance enjoyed by the Cinturato. Ironically the new, live axle, Rover 3500 is a typical mass production example of the effectiveness of the CN36 SM.

The CN36 is very much with us today. Ford use it on the RS Escorts; Opel (Commodore and Kadett GT/E), Alfa Romeo (2-litre Alfettas), Lancia (mid-engined Monte Carlo and top level Beta saloons) but the real prestige lies in the success of the Pirelli-Veith organisation in West Germany. The CN36 SM is specified for Porsche 924s and is offered for the non-turbo Porsche 911s. Every German car maker takes CN36 on at least one member of its line, though in VW's case the company actually only list the fuel injected Audi 80 GTE and the five-cylinder 100.

In fact the fabulous 110-b.h.p. Golf GTI came on CN36 SM when I tested it in this country. I remember it particularly because the CN36 SM can be quite a handful in the wet on a live axle, front engine layout. On the FWD Golf the Pirelli was magnificent on some of the nastiest greasy conditions of 1977, and proved capable of maintaining extremely high speeds with a marvellous feeling of stability. This applied particularly to braking and cornering characteristics: 110 b.h.p. applied through the front wheels sharply is bound to provoke some wheelspin when accelerating hard.

Other CN36 SM fitments include SAAB (again good on the EMS, a FWD 118 horsepower device) and the 3-litre TVRs.

The latest conventional tyre design, this time using a steel and nylon construction that has much in common with Pirelli's current competition covers, is the P3. The British company were offered the straight steel-belted CN54 design as an interim between fabric radials and the steel and nylon system offered today, but they declined, preferring to prepare the British factories for either textile (Burton-on-Trent) or steel and nylon-based covers, the latter emerging from the moulds at Carlisle. The CN54 cover did arrive in Britain, but only to replace similar covers already fitted to the Fiat 127.

Thus the next major step in Britain was the adoption of the P3. This extraordinarily versatile tyre has the steel and nylon construction and has been produced in Britain since the Spring of 1974. It is far from the low profile, squat covers that are now coming in from Italy, but they all owe something to that popular (on the Continent) competition tyre range designated P7. Meanwhile, suffice it to say that the P3 is a very widely accepted tyre that competes in much the same area of the market as the Michelin ZX series, the real mass production part of the market; though you will also find them on Fiat's X1-9 two-seater.

The new generation of ultra-low profile Pirellis tend to be marketed under the collective Plus One term. A little confusing as the only real example of the Plus One philosophy is actually called the P6 on the sidewalls of the Fiat 132 2000. On this model Fiat (UK) Ltd. have asked for all cars to come in with P6s, which make an inordinate contribution to the handling of this previously rather insipid design.

The Plus One part of their marketing must be derived from the idea of using a one inch bigger wheel in conjunction with a tyre that loses an inch in overall height (profile) to bring the rolling radius back to the same as would be offered by a conventional 80%, and over, aspect ratio radial.

From a Pirelli viewpoint the Plus One is a rival to the Michelin TRX. There are major differences though. The TRX uses an odd wheel diameter, so calling for special wheels. Generally the Pirelli merely uses the next wheel size up: if the car has 12 in. rims (like Fiesta or some Escorts) then you would go onto 13 in. diameter, and so on. There are the obvious differences in construction (pure steel bracing for Michelin, or the usual Pirelli nylon and steel) and profile.

I have driven the Granada S with TRX and the Fiat 132 on P6/Plus One. The Granada experience was but 40 odd miles (at speeds indicated up to 130 m.p.h.) while the Fiat was driven for hundreds of public road miles. The Michelin produces terrific cornering power without fuss: I did not unstick the Granada S.

The Fiat could be driven in most enthusiastic style, relying on the progressive breakaway of the Pirellis to produce some most enjoyable motoring from a car that I had previously regarded as a rather solid model of the "understeer is safest" school. In other words the Pirelli feels more conventional and ought to be slightly cheaper.

At present the Plus One P6 is installed only as




*A 205/60 HR 15 is the Plus One for Rover 3500.*

original equipment (more announcements are expected) but the Plus One idea will eventually spread so that the enthusiast can convert his car to the system. Based on the remarks made to me about the sporting looks and character of the tyre, *I would expect the Ford RS Escorts to have* Plus One tyres shortly. Perhaps as an option? Once the new Escorts have them, then a lot more could be interested: those with secondhand Mexicos, and so on.

The story of the P7 range is inextricably bound with competition. The sports department at Pirelli consists of 30 men, headed by Mario Mezzanote (the English translation of his surname leads to the nickname, "Mr. Midnight") and assisted by Gianni Gariboldi. They have access to the 70,000 sq. metres of roads that comprise Pirelli's remarkable Vizzola test track, but the real *prove pneumatica* takes place in rallying.

Pirelli have a fine record in the World Rally Championship: in all but one of the years since 1972 they have provided the rubber for the victorious team, the exception being 1973 with Renault-Alpine on Michelin. The remarkable Lancia Stratos has accounted for a hat trick of these WCR titles; it was on one of these fabulous hybrids that Pirelli launched the P7 in public.

The occasion was the 1976 Monte Carlo Rally. Sandro Munari took his third win, but on the new tyres, which had contributed so much in a year noted for the one-pattern rule. Equally significant to the British teams was Walter Rohrl, driving an Opel Kadett GT/E on the same covers, who snatched the touring car prize from a Dunlop-shod Roger Clark. So the squat new Pirellis really made a double impact.

In fact the P7 had its first taste of competition with Raphael Pinto, then driving a Fiat 125 Spyder Rallye within a Sicilian event. It took 18 months to develop the first drawings into the cover used on the Monte, but subsequently the P7 coding has been applied to tyres that cope with everything from smooth dry tarmac to the flexible block 135/100 VR P7 that put the Lancia Stratos "up on stilts" for this year's Safari Rally. The narrow P7s were used solely for forging through mud, a 175/80 P7 being reserved as the cover for the majority of the Safari: normally the P7 carries a 205 mm. width and 60% low profile.

Despite the painstaking use of technology, Pirelli still reckon the Safari as the one classic they have yet to win in the rallying calendar. P7s have also been produced for straightforward rain conditions (extremely effective on the World Championship Fiats last year), an intermediate wet, and a straightforward slick. At one stage the Stratos was involved in Group 5 racing, showing a very promising turn of speed, so it is obvious that Pirelli can make a good racing cover still (the Lancia engine was not in the Turbo Porsche league). The intriguing question is whether Ferrari ever tried Pirelli while testing Michelin and Goodyear for F1 in 1978. Since Ferrari have chosen Michelin it seems unlikely that we will ever know ... but if Pirelli did join the F1 fight, how long could Dunlop resist the challenge? Presumably Pirelli would only be really interested in an Italian team (though both Toyota and Opel are happy in the rallying World to use Pirelli) and that means a very tough competition even to get onto the car that represents the pride of a nation.

The story of the P7 goes beyond competition though. The Porsche Turbo comes on a road version of the tyre which company people say is "little changed from the competition version. Ride quality and quietness are good in the rally tyres and remain as outstanding properties of the tyres fitted on these high performance road cars".

The Porsche 928, Lamborghini Countach and Urraco, all have now fitted the P7 as the standard equipment. In the Countach's case the low profile is taken down to an amazing 35%, easily *mistaken for a formula racing cover.* As ever the surprise is Ferrari, neither company giving any press reason for the omission, though Ferrari himself has always spoken most warmly of Michelin efforts, on and off the track. The writer can vouch for the fact that the Pirelli P7 (assessed on a rallying Stratos or the two road-going Porsches) does provide an extraordinary degree of civilised road manners with high grip and predictable handling. One would expect high road noise and a certain amount of wandering over white lines and other ridges on such wide covers, but Porsche and Pirelli engineers really do seem to have found the answers: comments from fortunate readers would be appreciated!

I have not attempted to explore the technical nuances of the Pirelli tyre range in this article, but I hope that what we have been able to provide shows why Pirelli is such a common name on every-day production cars and in competition. –J.W.

## Road Impressions

# The TVR Taimar

### Liftback versatility adds to the appeal

THE BIGGEST drawback to the stylish, Fibreglass TVR, ever since its conception by TreVoR Wilkinson, has been the impracticality occasioned by difficult access to the luggage compartment behind the seats. In my road test of the TVR 3000M in September 1973, I forecast that a hatchback version would answer that criticism by the end of that year. In fact, development problems and the need to cosset capital through the economic crisis caused TVR's Managing Director Martin Lilley to hold fire on his liftback model until the 1976 Motor Show. The result was the Taimar, identical mechanically to the cheaper fixed-back model, which continues.

Both lift- and fixed-back cars have the option of the Ford 3-litre Essex V6 engine, in normally-aspirated "cooking" form or turbocharged by Broadspeed. By all accounts the 230-b.h.p. Turbo is an indecently rapid machine with acceleration quicker than the Porsche Turbo; as this cheapest supercar (£9,241, 0-60 m.p.h. in under 6 sec., over 140 m.p.h.) has so far eluded me, as a result of the accidents or disorganisation of others, I cannot vouch for that. However, a standard 3-litre TVR is no slouch and, as second best, I was pleased to spend a week with a Taimar version, discovering its increased versatility in a test which encompassed mixed use, including shopping. From behind the wheel there isn't much difference between the Taimar and the fixed-back 3000M, but the Taimar's advantage was certainly pressed home on the weekly Saturday shopping trip. Those who have tried to pass boxes of groceries through the obstacle course into the tail of a fixed-back TVR will realise why!

Lilley's development time on the lift-up tailgate has been very well spent. The outcome is a particularly neat job which hasn't changed the TVR lines at all. The traditional large rear window, now in a separate Fibreglass frame and braced by two thin metal strips, swings upwards on two hinges fitted flush into the roof and is self-supporting on twin hydraulic struts. I particularly liked the electrical operation of the tailgate catch, by a little black button in the driver's door-shut-face. Occasionally the button needed pushing twice to stir the catch, which sometimes wouldn't release until pressure had been exerted on the tailgate.

The luggage area is fully carpeted and includes an almost full-width, shallow locker under a carpeted lid. The spare wheel is kept out of the way under the bonnet. There is need for a ledge on top of the high console between the seats to prevent luggage ploughing through the gap; on several occasions a corner of my heavy briefcase thumped my gear-changing arm as I braked and changed down. Another criticism which the Taimar has inherited from its forebears is the absence of door-keeps.




*The luggage space appears shallow, but should be adequate for two-up touring. The lift-back catch is operated electrically.*

As well as the lift-up tailgate, the Taimar enjoys a couple of other advantages over the 3000M, the major one being the incorporation of an air-blender heater and through-flow ventilation. The lack of effective ventilation in the TVR's cockpit confines has always provoked criticism, which Lilley has silenced by adopting perhaps the best ventilation system in the mass-production business – that of Ford. Air enters through eyeball vents at each end of the facia and exits through vents in the tailgate. Very effective the ventilation part of this system seems (in winter test conditions, however), though maximum heating is lukewarm and might benefit from changing the engine's thermostat. Unfortunately it has an uncomfortable draw-back: to accommodate the bulky Ford equipment has necessitated a new moulding for the passenger-side front bulkhead. The whole shebang, in the form of a big, carpeted square box section, intrudes into the passenger footwell at leg level, so that my wife complained that she could not cross her legs – and I wasn't driving *that* fast!

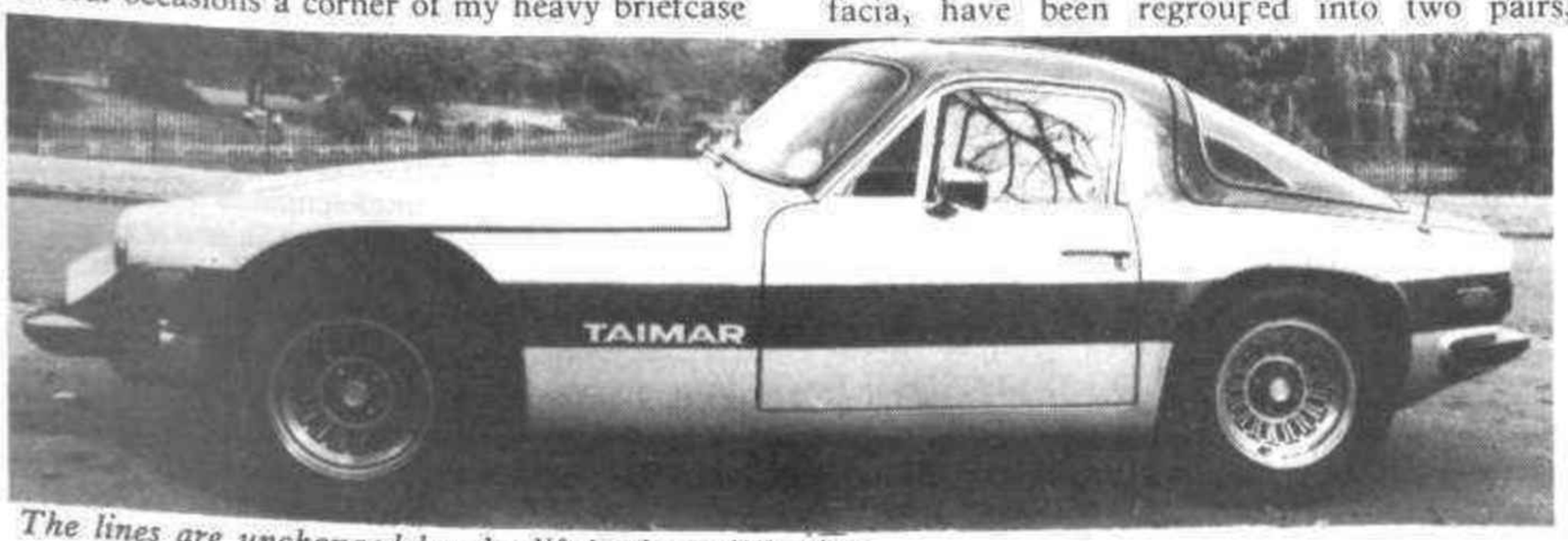
To accommodate the Ford horizontal quadrant heater controls and two-speed fan switch, the four auxiliary instruments, previously in a row above the radio in the centre of the facia, have been regrouped into two pairs, staggered on each side of the heater controls and radio. The effect is more attractive.

Between the padded, leather-grained vinyl facia and the huge transmission tunnel over the backbone chassis is a very useful cubby-hole, capacious enough for a 1976 MOTOR SPORT bound volume (rather larger than a Rolleiflex!), a London A to Z and a small tape-recorder. A row of rocker switches below this confounds contemporary thoughts on ergonomics, though clear labelling enables their positions to be learned swiftly. A lidded cubby-hole in the left of the facia ought to be made lockable, for there is nowhere to secure valuables. Tools stow in a well by the passenger's left foot. I liked the small, three-spoke steering wheel, its thick rim trimmed with real leather, but thoroughly disliked the dreadful Triumph steering column lock mounted out of reach, half-way down the column. Plans are in hand to change that. The column also retains Triumph stalk controls, with main beam, dip and flash on the left and winkers on the right.

The last TVR 3000M I drove (not the 1973 road test car) had uncomfortably-spaced pedals. On the Taimar test car the Triumph clutch and brake pedals had been bent towards the throttle for much improved comfort. Heeling and toeing was just possible.

The finish of the road test car, particularly of the all-black interior, deserves high praise and the non-standard, acrylic paintwork combination of metallic silver with a maroon roof and side stripe was most tasteful. Customers can order non-standard colours for this hand-made car at will, though at extra cost. The Webasto sun-roof was an £87 extra and rewarded with additional ventilation almost totally free from buffeting and draughts at up to three-figure speeds. Amongst other options are electric windows and leather seats, neither of which were fitted to the test car. Sundym glass and alloy wheels are standard. I was impressed by another optional extra, the latest National Panasonic model CQ 7300N stereo radio and cassette player, with automatic and manual reverse facility, though there was

*Continued on page 53*




*The lines are unchanged by the lift-back modification.*

# BOOKS FOR THE NEW YEAR

**"Porsche – Excellence Was Expected – The Complete History of the Sports and Racing Cars"** by Karl Ludvigsen. 886 pp. 8 in. x 9 in. *("Automobile Quarterly", 245 West Main Street, Kutztown, Pennsylvania, 19530.* 64.95 dollars; *leather-bound limited edition,* 85.95 dollars).

Although they have had shorter runs than those makes of cars born in the early days of the automobile, Ferrari and Porsche have, justifiably, had so much attention paid to them by authors and historians that the flood of recent books relating to these two famous cars, in all their model and bodywork variations and competition endeavours, has been very confusing. Now there is no need to experience this any longer, so far as Porsche is concerned. For that great and tenacious automotive writer Karl Ludvigsen has laboured to produce the entire Porsche story to date, for the Automobile Quarterly Library, in one great volume.

Since reading his great work on the racing Mercedes-Benz cars I have had enormous admiration for Karl's studious and very thorough approach to such tasks. Certainly he has excelled himself over the Porsche story. His great tome equals that "Bull-Nose" book in weighing nearly half-a-stone, runs to nearly 900 close-packed pages, and it embraces an enormous supply of photographs, colour-plates, diagrams, drawings and tables. After the familiar description of Ferdinand Porsche's pre-Porsche career the book gets going about everything Porsche, right up to the Type 928, in the greatest detail. I was reminded early on when reading it how interested I was when D.S.J. took me out long ago in his Type 356 Porsche, that he was to use for his Continental travels for MOTOR SPORT, as he demonstrated its ingenious and sensible features. I was soon to be reminded of my visits to the ever-enthusiastic Porsche factory at Zufferhausen and of trying the 1950s models on the near-by German *autobahn*. This book covers them all, the 1500s, the Spyders, the 356A, the RS models, the 911 and 912, the Carreras, right up to the present-day Porsche productions, including all the competition exploits and successes of the make. There are even maps of Porsche country, and the tabulated data covers Porsche competition victories from 1948 to 1976 and a long bibliography and indices run to 14 pages, that alone being a measure of the size of this comprehensive coverage, also so beautifully produced. Ironically, in the leather-bound review copy of "Porsche" the section about today's models has been inserted upside down and back-to-front, as if to put history in perspective. Porsche fanatics should have a good year, absorbing all the information and nostalgia that Ludvigsen has provided for them. –W.B.

**"Bugatti-Evolution of a Style"** by Paul Kestler 141 pp. 11 in. x 8½ in. *(Patrick Stephens Ltd., Bar Hill, Cambridge, CB3 8EL.* £16.95).

This is a book about the bodywork found on the more stylish Bugattis and if there is any single make, *marque*, call it what you will, that was beautifully styled, from the engineering as well as the external aspect, it was the Bugatti. The author, an electrical engineer appropriately from Alsace, has concentrated on the bodywork designed first by Ettore Bugatti himself, then on that from the drawing-board of his son Jean Bugatti, the coachwork dealt with thus ranging over the years 1913 to 1947.

The book provides a fresh look at the career of the Bugattis and is illustrated with 96 colour and 97 black and white pictures. Many of the photographs reproduced will be familiar to close followers of the Bugatti story and so it is from the sketches and colour-plates that most of the satisfaction will be drawn. The production of this book was in the hands of Edita of Switzerland, so high quality was ensured from the start. The book is divided into chapters about Ettore Bugatti in his formative years, the origins and successes of this quite remarkable, artistic family, the early days at Molsheim (magic name!), *pur sang* during the 'twenties, La Royale, Jean Bugatti's "hallmark", and the war-time and post-World War Two prototype Bugattis.

The Preface is by none other than the courageous Elisabeth Junek, Bugatti racing-driver, and there is a portrait of her in what must surely be a Type 43 Bugatti with a scuttle-cowl replacing the usual windscreen? This book is an expensive luxury, but I suppose if you can afford to run a Bugatti in 1978 you can brush aside its price. . . . –W.B.

**"The Triumph TRs – A Collector's Guide"** by Graham Robson. 128 pp. 7¼ in. x 9 in. *(Motor racing Publications, 28, Devonshire Road, London, W4 2HD.* £5.95.)

The story of how the rugged, popular Triumph TR sports-cars were evolved, from a variety of Triumph and Standard parts, commencing in 1952, has oft been told, but here is the entire story of this and the development of the TR Triumph through all its variants, up to the present controversial TR7 by, guess who – well, of course you guessed correctly – Graham Robson.

Robson has a special ability to write fully and accurately of Leyland products and in this book, although I do not see that TRs are so much collector's pieces as usable motor-cars, he expounds at length not only about how the different marks of TR were constituted but about how they performed, how they sold and also how to service them, and of how they fared as competition cars. The prototypes and specials, like the Zoom, Italia, Francorchamps and others, are not forgotten and the book abounds in good pictures, and it has information about spares and maintenance, handbooks, technical specifications, commission number-sequences, and home and export sales-figures. It is rather unfortunate that in a caption which commences: "What is Wrong Here?" the brake-lever is mistakenly referred to as the gear-lever! – Otherwise no complaints. Definitely one for TR fanatics and those who like to acquire an intimate knowledge of all motor-cars. What next, Robson? –W.B.

**"Maserati: The post-war sports/racing cars"** by Joel E. Finn. 224 pp. 12 in. × 9 in. (*Patrick Stephens Ltd.*, 9, *Bar Hill, Cambridge CB3 8EL.* Soft cover £8.50, hard cover £18.95.)

If the Bologna Trident means anything to you then you will have to buy this book. It covers the sports Maserati cars from 1946 to 1965 built specifically for competition purposes. Each type is covered in great detail as regards history, specifications, modifications, with a wealth of facts and figures. The photographs alone make this book worthwhile, but in addition there are reproductions of factory handbooks, brochures and specification sheets. The author owns a number of Maseratis, and while being a keen Maserati enthusiast he is not blind to the short-comings of the cars from Modena, nor to their mismanaged racing policies at times. Finn is not a professional journalist so his words are refreshingly simple and honest, without journalistic platitudes and clichés, "The 450S looked purposeful, covered with vents, scoops, holes and bulges, every element of the car contributing to conveying an image of brute force. It had it all."—D.S.J.

* * *

"The *Road & Track* Illustrated Auto Dictionary" by John Dinkel has little use to those who already know about what constitutes a motor vehicle, but might just be a suitable present for an American girl-friend whom you want to interest in your hobby. Naturally we looked to see how the author explained "hood" and sure enough the explanation is: "The lift-up part of the car body covering the engine; normally a term used only in reference to front-engine cars. In mid-engine designs this panel is usually called an engine cover or access panel and in rear-engine cars a deck lid." Published by W. W. Norton & Co., New York, no price quoted.

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A little "pot-boiler" but an enjoyable one albeit the pictures are "old chestnuts", is Shire Publications' "Lord Nuffield" by Peter Hull. No.39 in the "Lifelines" series. The name of the author ensures accuracy, the timing is appropriate, and the UK price of 75p is modest. The publisher's address is: Cromwell House, Church Street, Princes Risborough, Bucks. The little 48-page, soft-cover history has been compiled with the support of the Thames & Chiltern Tourist Board.

* * *

The RAC has taken some town-plans from its handbook and has bound them up into single volumes. That covering Southern England, with 63 towns in 78 plans, is available from them at £1.75; Curious that Reading and other important towns are omitted however.

## Cars In Books

IN "Drawn From Life" by John Skeaping (Collins, 1977) I discovered that in 1933 the famous sculptor sold his "lovely old Rolls-Royce" to a garage for £250 in cash, after it had broken a piston while travelling back to London at 80 m.p.h. from a week-end at Easton Neston. It was replaced by a Vauxhall estate-car, described as "just the job" for a tour in France the following year. I also learn that the author's son Christopher was a professional Formula Three driver of the 1970s and that Skeaping bought a Daimler SP250 for a trip to the South of France. The book also refers to Marion Hart, who had just flown her single-engined Beechcraft aeroplane solo across the Atlantic and was going on to circumnavigate the African continent. Apparently this 81-year-old lady had flown the Atlantic alone four times and did so again in 1975 – aviation-minded readers will note.

Some interesting motoring references appear in "The Tightrope" by Cecil Parrott (Faber Faber, 1975), which is a very readable account of how the author was tutor before the war to Peter

the Crown Prince of Yugoslavia, and about his later function in the British Press Reading Room in Stockholm, during the war, when he gained an intimate knowledge of Balkan politics. I was attracted to it by the dust-jacket, depicting what I at first thought to be a police hold-up of a Rolls-Royce Phantom but which, from a better picture within the book, I see depicts the unhappy assassination of King Alexander of Yugoslavia in Paris in 1934. The car is, I think, a Delage, but, remembering that a La Salle (or Cadillac) was in use in French diplomatic circles about this time, it could be the latter.

Leaving this sad happening aside let us look at the motoring references. It is intriguing to learn that in 1934 the Second Secretary at the British Legation in Belgrade, Mr. Cowan, was using a Riley. The Court cars in Hercegnovi at that time were Packards, which will please those who think this make to be the equal of Rolls-Royce! The Queen of Yugoslavia also kept a Ford roadster for the use of her young son, which she called "the bone-shaker". Cecil Parrott was invited to drive the Prince in it but although he had held a licence from the age of 13 (giving his age as 14) for motorcycles and cars, in England, he decided this task was too risky, in the unpredictable Balkan traffic and so he let a chauffeur take over. (One wonders what car Parrott learnt on and what he ran while he was at Cambridge.) He later refers in his book to a fleet of Yugoslavian Royal cars going to the Austrian frontier, when the Prince was on his way to his school in England and the King and other members of the Royal Family were seeing him off. The Royal chauffeur is described as taking the open-bodied Packard "at a good lick"; the subsequent adventures of this risky journey to England are well worth reading. . . . This book even recalls the model stationary steam-engines, one purchased at Hamley's, which the Prince played with in England (which reminds me of my own childhood). After the dramatic assassination of his Father, the boy was hastily brought from his school in Cobham, in Surrey, to Claridge's, in a Daimler hired from Daimler Hire Ltd., who had previously supplied, I assume, the "antique car" used to take the Prince down to his school, in which the chauffeur was fully exposed, "except for a top covering which made a great noise in the wind and twice blew off, so that a stop had to be made to retrieve it" – the author calls this a *cabriolet*, but it was really a *coupe de ville*, surely? I am surprised Daimler Hire had one of these, in 1934. There is a good photograph of the Daimler saloon used on the second, sad, occasion – Reg. No. GO 1080 – which should be of interest to Brian Smith, who wrote that fine book on Royal Daimlers which includes information about Daimler Hire Ltd. Incidentally, the car in which the King was assassinated is described as possessing "extremely wide running-boards", which might suggest a Delage rather than an American car? It carried the French (?) Reg. No. 6068-CA6.

The Crown Prince is referred to as having had at home two small model cars, one a Skoda, presented to him by the Czechoslovak Government, the other a miniature Adler, given by the Germans. He is said to have preferred the Skoda, but only because "it emitted whiffs of petrol as it went round corners", from which I deduce that these were working models the Prince could actually drive.

I scanned the new book "When The Riviera Was Ours" by Patrick Howarth (Routledge & Kegan Paul, 1977) but there is not much about motoring in it, apart from a reference to the cars and charabancs which ran from all the different Riviera towns in 1921 and the people who were arriving there in cars by 1923, Fiats, Citroens and Talbots being noted, and in 1924 or so, a return service from the Riviera in "luxurious half-open and half-shut" cars. There are brief references to early motor races on the Riviera, such as at Nice in 1904, when the Princess Daisy of Pless is noted as marvelling that Rigolly did over 100 k.p.h. in winning the third Henri de Rothschild Cup race in a Gobron-Brillee, and to the first Monte Carlo Rally taking place in 1911 and *concours d'elegance* before that. Woolf Barnato gets a brief mention, as a celebrity on the Riviera, but when the author comes to the first Monaco Grand Prix he writes of Williams winning the 1929 race to the crazy delight of the British spectators (but how many knew Williams as an English driver, at the time?) and of their regret that he was in an *Italian* car – whereas, of course, the Bugatti was by then a French make. –W.B.

## Miniatures News

MECCANO-DINKY have brought out a 128 mm.-long miniature of the Austin Princess 2200HL saloon, to their usual high standards, with glazed windows, interior details, and even door handles and the outline of the petrol-filler flap. It is No. 123 in the Dinky Toy series and the recommended UK retail price is £1.49. The finish is bronze, and the vinyl-covered door-pillars of the real car are correctly simulated. –W.B.

## The Things They Say . . .

"Mr. Hans Renold, who is one of the finest engineers in this country, said . . . that he had seen most of the best cars in Europe and there were a number of British-built chassis that were certainly not equalled by anything he had seen on the Continent . . . Well, having proved its ability in this way, the British industry asks for and deserves the fullest support which the British public can give it, and if the British public will give this support whole-heartedly we can let the enemy 'dump' until he is tired of the game and, however severe the trade crisis may be in other countries, the British trade, working hand-in-hand with the British public, will be able to pull through. Great Britain is making today no more cars than can be absorbed easily at home if foreign importations are ignored by the buying public" – Henry Sturmey, writing in *The Motor* in 1907. Over seventy years later his sentiments have a familiar ring!

## The Model Engineer Exhibition

ON JANUARY 5th, the 47th Model Engineer Exhibition will be opened at the Wembley Conference Centre by the Earl Mountbatten of Burma. Although this great congregation of model and woodworking craftsmen does not usually include many motor car models, there is usually much of interest to our world, and as the handout material features a Grand Prix Bugatti, perhaps this year there will be more in the internal-combustion and road vehicle line. The Exhibition stays open until January 14th, including Sunday, from 10 a.m. to 8 p.m. except that on the last day it closes at 7 p.m. Admission costs 75p for each adult, 50p each for schoolchildren, with a reduction for parties. The Exhibition Manager can be contacted via Box 35, Bridge Street, Hemel Hempstead, Herts, HP1 1EE.

*TVR TAIMAR – continued from page 51*

some disturbance on the UHF frequency. The test car's handbrake sprouted experimentally to the right of the high centre console rather than through it, as is standard; it pulled back conveniently to vertical, Aston Martin-like, but lacked the Aston's fly-off device.

In general driving terms the Taimar feels little different to the 3000M of '73, although the years have showed up its handling in a less pleasurable light. It is quieter from within, possibly because of better sound-proofing, certainly helped by much stiffer window frames, which no longer flap, whistle and let in draughts. But the enthusiastic, rorty magic from the twin exhausts remains to stir a sporting owner's blood. The comfortable seats have been raised, so that the scuttle no longer feels so high and old-fashioned. A lack of elbow room remains, noticed most when feeding back the wheel quickly, for it needs some help in self-centering. The test car's steering rack was a trifle stiff – they do seem to vary in this – and the steering a touch dead in the straight-ahead position. If the handling isn't amongst the World's best, it is more than adequate and interesting enough to provide fun and excitement. The tail soon lets go in slippery conditions, in which the 185 x 14 Pirelli CN36s are never at their best anyhow, but this TVR sits down flat and square on its all-round double-wishbone suspension, and is a very stable car at high speed – a good motorway cruiser. A little bit more positiveness to the overall feel, possibly through revisions to steering geometry, would add to the enjoyment. The ride of this short wheelbase sports car is choppy over bumps and a bit harsh, as might be expected, but I never find this TVR aspect particularly disturbing. The TR6 disc/drum brakes are excellent in this lighter car application and although a Cortina servo has replaced the out-of-production TR6 unit, the firm, progressive feel is unspoilt.

I am sorry to report that the performance has deteriorated slightly, Ford's fault, not TVR's. The current 3-litre Essex unit is about 15 b.h.p. down on the old units (blame European emission regulations) and this results in a noticeable blunting of the bite. But don't get me wrong: this remains a quick car, capable of 0-60 m.p.h. in just over 8 sec. and over 125 m.p.h. The torquey engine will happily take high gearing, to give very useful 6,000 r.p.m. maxima of 41 m.p.h., 66 m.p.h. and 91 m.p.h. in the gears on the current 3.45-to-1 final drive. Strangely, it feels and sounds low-geared when cruising quickly, the V6's buzziness revealing its dislike of high revs, although 4,000 r.p.m. in top equals over 86 m.p.h. Future production cars will receive a higher, 3.31-to-1 final drive to alleviate this. I hope this won't spoil the splendid top gear performance and flexibility. Overdrive is no longer available. The gearbox action is less pleasant than in its Ford application, because of the shorter lever, but requires only a wrist-flick through the gate. The test car recorded just under 20 m.p.g. commuting into London and in the mid-twenties out of town; the tank holds 12 gall.

I rather liked this handsome TVR Taimar, so full of character and exciting thanks to the willing, rorty, Ford V6. Maybe it is not the World's best handling sports car, but it does retain that feeling of brutishness, performance and air of handbuilt individuality – coupled now with additional sophistication and versatility – which are needed to justify a price of £6,223. The similarly-powered Capri 3-litre S may be much better value at more than £2,000 less, but would a lady be seen in rabbit fur in preference to mink? –C.R.



# It's a long way to Ajaccio, a long, long, way to tow!

## J.W. joins the Leyland team on the *Tour de Corse*

DURING THIS SEASON Leyland have pursued an increasingly ambitious overseas rallying programme with the Triumph TR7. That their efforts to sell cars to Europe would involve a member of our staff came as something of a surprise that, in execution, turned out just like the proverbial Curate's Egg . . . Good in Parts. The idea was simply that a reporter should accompany two works TR7s on their journey to Corsica. Once there, the penultimate round of the World Rally Championship was to decide the fate of this year's entertaining fight between Fiat and Ford. As reported last month, Fiat won.

I am indebted to Tony Pond's regular co-driver, Fred Gallagher, for an interesting record of what the Leyland TR7s had achieved internationally, prior to the Corsican elevation into the realms of WCR events.

The year had opened up really well with Pond winning the *Boucles de Spa*, a sort of winter road race in the famous Belgian road circuit's vicinity.

After that things were never to be as bright overseas. On the home Internationals both regulars Pond and Brian Culcheth took second overall placings (Scottish and Manx respectively) but on both the Ypres and Hunsruck rallies neither TR7 completed the event. On the Isle of Elba Pond managed a third, while Culcheth (commonly known as Culchetti when abroad!) took fourth in the rough *Mille Pistes*, a French event held on a tank proving ground.

So I was to accompany the Leyland team from their legendary base at Abingdon for their first overseas assault on a World Championship status rally, since the emotive days of the Mini and Healey 3000. My rendezvous at Abingdon was set at 16.00 on a grey Sunday. Filing through the ranks of silent MGs at the Berkshire plant we eventually picked out the new Leyland ST building beyond the old competitions/BMC Special Tuning site.

Unlike the works teams one normally meets, this outfit is loaded and ready to go. They have been away from the mainstream of RAC British Championship rallying for a few months, and the breather has given them time to sort out both an effective tarmac and forest road specification for the sharply styled Leyland two-seater. A new rally engineer, David Wood (formerly of Ford at Boreham, but who has also run his own competition car preparation business with success) has procured much better forest manners and increased speed on sealed roads.

Already in Corsica are a road-going TR7 and a type of 1975 Group 1 Dolomite Sprint: these cars are serving as reconnaissance vehicles for the crews, Culcheth/Johnstone Syer and Pond/Gallagher. The latter crew have been out there nearly three weeks, and the "seniors", Culcheth and Syer, for a week less. Much was made in the press of the fact that these were the only factory crews not to enjoy the luxury of full replica rally cars for their extensive practice wandering throughout the island. All the competitive crews – and there were works machines from Fiat, Ford, Lancia and Peugeot – had spent literally weeks on the craggy corners of Corsica looking and learning every one of the 11,000 corners noted in Mr. Gallagher's now creased foolscap pads. As Syer said in that rich Scottish voice, "I brought six new notebooks; by the time we'd done our notes I'd to buy another two!"

The personnel setting out from Abingdon are really the effective heart of the team. There are four mechanics, and all of them seem to have seen every rally Leyland/BMC have ever been involved in. However, Martin Reade and John West are far from the image of 1960s Mini mechanics. In fact they are paired up with two who really seem to have been everywhere and won everything in the glory days, Brian Moylan and Bob Whittington.

In charge of them is the bubbling Denis Greene, allegedly the workshop foreman but uncomfortably knowledgeable about competition and its place in a large corporation. Heading our trip is Bill Price, the manager of Leyland ST.

Our little convoy is all Pye radio interconnected and consists of the Rover 3500 I am to travel in with Mr. Price, towing Culcheth's rally car, KDU 497N. Then there's Greene in a Range Rover with Leyland PR Glenn Hutchinson and Tony Pond's fresher looking rally machine astern, OOM 512M. The four mechanics share two Sherpa 240 light commercial vans, both of which share MGB specification cylinder heads, a big single SU, overdrive (3rd and top) and onboard compressed air facilities, amongst the 2.4 ton payload.

Abingdon itself is stuffed full of competition cars inside the workshop. A pile of V8 engines (the former Rover-Buick unit in 155-b.h.p. Rover 3500 trim) sits in the shop full of TR7s in advanced state of completion for the RAC rally, where Leyland were able to mount a four car attack with the front-engined two seater.

Why the V8s? For months the company have been ready to launch such a car on the American market. The rally version is already close to 1 sec. per stage mile faster than the existing car. Good news, for this is a big improvement. True, if accurate, but my impression was that the company still have to embark on a full development programme before the V8 becomes a competition reality, and that is a lot more complicated than slotting a V8 of 240 b.h.p. where once a 220 horsepower four lurked. . . .

The journey: travelling, this kind of group travelling, is a very expensive business. You can expect each man to cost £400–£500 on such a trip as this. Taking into account fuel and boat fares it's not surprising that just £3,000 is needed to get the team to and from an event. The journey involves two boat trips: Southampton–Le Havre and Marseilles–Ajaccio (Corsica). From what I saw the real travel expense is *not* in the men, but in those who might exploit any scent of success: a film crew (seven persons), and the possible arrival of five Leyland executives. In fact Davenport and Wood appeared, plus just one office gent. Since he was responsible for much of the fact that Leyland are in competition at all today, and for much of the successful exploitation of the sport in the USA, Kevin Best was an interesting arrival.

Our trip did not get away to a flying start. Just a few hundred yards down the Abingdon by-pass we were encompassed in a pretty solid Sunday night road accident/jam. The radio hissed into life as the enmeshed convoy discussed possible shortcuts through their "home patch!"

Once clear of the accident scene, the trip proceeded much as you would expect, though the TR7 on the back (Culcheth's example which still bore testimony to the roughness of the *Mille Pistes* in its crinkly body) towed with a nervous "nibble" at the tow bar that upset the tranquillity of our ex-engineering prototype SD1. The Thoresen Southampton-Le Havre boat had much smaller cabins than I remembered, complete with an oven temperature in our case.

At Le Havre we waited over 1½ hours for the chief customs man to come and sign off the carnets covering the spares and cars. The spares lists are positively frightening, the little Sherpas carrying everything from 50 spare plugs to a complete axle and 5-speed gearbox.

Once away from Britain the Sherpas proved capable of cruising at 70 m.p.h. The slowest combination in the convoy was the Range Rover with Pond's TR behind. A long motorway incline could take the RR, which had a good complement of spares on board as well as welding gear, down to 60 m.p.h. and 65 m.p.h. was really the optimum flat road speed. It can be imagined fuel consumption tended to be pretty dismal: The 3500 managed 18.2 m.p.g. including a spell without the trailer at 90/95 m.p.h. The Range Rover came down to 11 m.p.g., and I gather this is not an out-of-the-way figure. The compensation – as I was to discover from Macon (our second overnight halt, Townsend Thoresen providing the first) to Marseilles, is that the massive load was handled with complete smoothness. By far the best towing combination I have encountered, for you get visibility, comfort and a fair amount of tackle on board, never mind the trailer and the car tacked on the back.

Paris came and went around midday and we slipped uneventfully to within an hour of Macon on a mainly dry Monday afternoon. Price and I were chatting when there was a dull thump from the trailer. "Something's broken", Bill exclaimed, as I thought, "only a leading tyre on the trailer, nothing to worry about."

The next quarter mile is engraved on my mind. In fact the bracket securing the aft end of the tow hitch to the car had severed, leaving a long flapping lever (still secured at two points further underneath) which set the trailered TR7 off on a really wild ride. I remember being able to read the Leyland Cars motif along one side panel through the rear window: at that point the Rover was swooping toward the righthand Armco while the trailer was snuffling after a fast lane barrier on the left!

Eventually the experienced Price managed to tame the outfit from 65 m.p.h. down to a standstill, half on the slow lane. Then the quality of the men around could be seen. Within minutes Bill and I were heading for the nearest garage/smithy to have the bracket superbly electrically welded together, while a Sherpa took on the

awesome task of pulling Culcheth's TR along. In fact the boys decided to get some miles in on the car and eventually unloaded it. You can imagine the faces of the toll-booth keepers when a convoy that had started out as two vans and two towing vehicles with trailers actually arrived at the booth as one van plus trailer, one snarling competition car, and a towing vehicle without a trailer, etcetera!

In fact we were little delayed on overall time by the incident. In the Rover, we were able to take half an hour out for the excellent repairs, which were conducted in a tin hut deluged by heavy rain and filled with every wheeled device from a tractor to a sad LHD Midget, yet still catch up. The radio proved invaluable at this point. The range is normally only 10 miles or so, but by using hilltops we were able to establish contact while still miles behind the convoy: on Corsica the team were able to transmit up to 30 miles. Unfortunately Fiat and Lancia would find those figures laughable, compared to their superb sets and an aircraft to act as a relay station.

We were at Marseilles by lunchtime on Tuesday, taking the overnight boat (the magnificent nine-month old Napoleon) to Ajaccio, the scene of this year's start to the 21st *Tour de Corse*. *Les Mouettes*, our seaside hotel home for the next week, proved to be within very handy distance of the local Leyland dealer, Garage Renaud, and the quayside scrutineering area.

Sitting in the strong early sunlight on Wednesday morning I squinted across Ajaccio bay at the mountains stretching up into the clouds. Subsequently I flew over and drove along most of the island. It is a magnificent site for the ultimate in tarmac, practised road events. Only one aspect sets it down and sums up the character, the astonishing proliferation of really tight, slow corners. They make the event a 24 hour grind composed of 90% sub-50 m.p.h. wriggles. Because of the tight organiser's schedule some of the linking road sections need to be tackled pretty quickly, the pressure never seems to ease. This applies whether you are running at sea level, or up amongst the vicious grey peaks with your headlamps reflecting nothing but air as the reward for an error. You would be lucky to do more than kiss third gear, before tugging back into first and second for the next succession of twists.

As an insider at Leyland the warts were pronounced by the opposition fighting for the title. The agonising contrast between the men of Turin controlling two teams, an armada of service vehicles (including three refettled practice cars with really good drivers to act as fast spares liaison/stage reporters shortly in advance of road closure), the aeroplane and on-site mobile doctor, make even Ford look penny-pinchers. Gone are the days when Dearborn would go to similar lengths (remember the fleets of GT40s and Falcons on the Monte?) and they benefited in media coverage as David taking on Goliath.

It was in the usual British organisational things that Fiat and Ford looked good, while Leyland were struggling a bit, handicapped by a complicated managerial structure which has not yet developed a crisp appreciation of sporting reality. For example the Leyland drivers practised in a very standard TR7 and Group 1 Dolomite Sprint. The Sprint was a lovely road car, as I discovered for myself, but the brakes swiftly became a memory in this landscape! Mr. Pond spent some of his recce time plunging through hotel car parks, contrails of smoke emerging from the hapless 8.7 in. dia. front discs.

Although Ford ran only two cars, they had two factory Escort duplicates (probably the engines were a few horsepower down) so the drivers had a very good idea of relating practice to the event. I found this made the biggest single difference to driver morale. Leyland drivers had their TR7s two days before the event and could only practice/sort the rally car within a fraction of the route, close to Ajaccio. As Pond said, "we've been here three weeks and we've done three laps of the complete route. It takes about six days to cover the course, so there's no way you can come here and memorise it. Fred's taken 22,000 notes, and I reckon about half of those are for individual corners."

Wednesday was a pretty full day. At the garage, tucked away beneath a residential area we got to grips with TR7 developments. MOTOR SPORT readers may recall a brief colour page introduction (May 1976) when the cars began rallying last year. The opening events were disasters. As with the Jaguars the cars were in competition prematurely, something the shop floor had no chance of deflecting the company from, though they were obviously painfully aware how much development work was needed.

Even this year the programme has been patchy enough for a wryly smiling John Davenport to



*IN Macon the vehicles lodged with a friendly Fiat dealer.*

feel dissatisfied. After Corsica the TR7s had recorded 19 starts, one win, two seconds, three thirds, a ninth, an eleventh overall and eleven retirements. For a car in its second year that does not seem dishonourable. Those were the statistics prior to the RAC, upon which great hopes were placed for Pond's winning chances.

As prepared for Corsica the TR7 reflected much of the speed found for the Manx home international.

The changes centre on new geometry for the front suspension, up to ½ a degree negative camber included, and the provision of progressive rate front springs, the stiffest poundage set at 280 lb. in. These, combined with 240 lb. ratings at the rear, work in conjunction with Bilstein gas-filled dampers. Of all customers that use Bilstein, Leyland have perhaps been the most strenuous in trying to promote British participation, but it seems to be a hopeless case: neither Girling nor Armstrong operate competition departments at present. Bilstein provide a superb service and a product that has proved itself.

The rear axle location has been tightened up a lot lately as well. The basic layout is much as before: the standard lower arms, reinforced and carrying a single coil spring in front of the axle. The vertical Bilsteins rise from behind the axle. New top location rods are provided, and a Watts linkage. For tarmac usage rose-jointing becomes extensive and the drivers have had to learn to live with the increased harshness.

As introduced, competition TR7 had a Rover 3500 five-speed gearbox. In fact it had to compete with the overdrive four-speed unit before the five-speed was really brought up to competition standards. Now there is to be a kit marketed to make the SD1 casing and ratios suitable for sale (a cheaper, but heavier ZF substitute?) though the impressive truth is that Leyland's transmissions people at Radfords in Coventry have learned a great deal from the competition programme. Many of the rallying changes really are incorporated in production now.

As yet there is no quick release arrangement for this gearbox (very relevant on our Corsican trip) but changes that have already taken place include the substitution, on the mainshaft, of a plain phosphor-bronze bush for easy gearbox changes; the adoption of close ratios and the use of stronger selection fork mechanism. The clutch is a 4-prong ceramic-treated single-plate unit and like so much of the car (such as standard wheelbearings) it comes from a production base.

That also applies to the engine still. I recall testing a 1974 Group 2 Dolomite Sprint and finding that the lower half of the engine was as standard, but dynamically balanced; much the same applies today. Leyland personnel are a bit evasive about the block. As I understand it both Leyland at Abingdon and Ralph Broad ran into strength problems as outputs crossed the genuine 200-b.h.p. mark and some specials were made up to cope . . . a practice that many other manufacturers have had to adopt in the past. I am told these stronger blocks have now passed into production.

The engines are much as we have described before. The single overhead camshaft engine is unique in offering 16 valves activated by the single shaft. This is fantastic for Group 1 configurations, but when you start modifying heavily, breathing through a pair of capacious 48 mm. side-draught Webers attached to the appropriate porting and camshaft, there comes a point where the single cam compromise begins to show up. On the power graphs this usually means a power dip around the 5,000-r.p.m. mark, for the more you try and benefit the incoming gases, the more you compromise your exhaust valve camshaft profile: with separate, dual overhead, camshafts you can profile for each set of valves of course.

As well as running production crankshaft, connecting rods, and pistons with an 11-to-1 c.r., the engines retain a wet sump lubrication system. Obviously there is the potential for fuel injection, a new cylinder head layout and dry sump oiling, but here we see the makings of the Leyland dilemma. Make the four into a real competition engine (risking an end product no better than its rivals?) or plunge into whole-hearted V8 work? There seems no comparison to this outsider – after all who has such a light and potentially powerful V8 as production equipment in a two seater? Leyland Cars are the subject of realms of advice from so-called experts, so I must presume they have their own reasons for not wading in with a determined V8 programme straight away. If the company was not "Honest-Joe-Leyland"

the TR7 would never have run with anything less than a V8, homologation being the fictional enterprise it is today!

Overall the ride height is down over two inches compared with a car prepared for forest use. At the front this is simple to arrange via the adjustable top spring mountings on the "leg" of the Bilstein MacPherson strut; at the back ride height adjustments can also be quickly made via top mounting plates for the separate dampers. As standard the TR7 has a six tooth rack and pinion layout; this ratio has gradually been quickened to the point where an eight tooth rack and pinion is employed.

For a tarmac event the rims of the Minilite wheels are stretched to 8 in., which means that bodyshell preparation exponents (Safety Devices of Cambridge) have to stretch the standard bodywork uncomfortably close to the limits at the rear.

Four choices of Dunlop were offered for Corsica: slicks; slicks with light pattern grooves; the CR82 intermediate racing tyre and the A2 cover originally hailed as the answer to every problem. Ford's European experience has shown the Dunlop wet lags behind the equivalent Pirelli, so the Leyland drivers were certainly hoping for dry weather, a prayer amply fulfilled in the clear event.

Incidentally you do not adjust the roll bar on the TR7, this integral part of the strut front suspension remaining the same, forest or tarmac: a rear bar was installed on the cars on the way down, but there was a degree of politics over the need to use it, drivers feeling it was a necessary aid to quicker responses.

That Wednesday evening, both TRs ventured out into the night for their first outing on the Island, both carrying experimental jettings and chokes for the double Webers. The objective, as explained by the articulate Wood, was "to try and fill in the hole. We trade 2 –3 b.h.p. at the top end for up to 7 lb. ft. of torque and better manners for the exit of these tight corners." In fact Culcheth was to stay with the new, richer, settings, while Pond went back to the original jets and chokes: in both cases the cars came back with just over 7,500 r.p.m. on their telltale tachometers.

I had a ride in both cars, but not for any serious work. There was something a little sad about Culcheth's comparatively dowdy mount. It was only in little items, like the trim of the centre console coming away and the fact that the older car has the interior brake balance adjustment tacked on below the dash, while Pond's had the knurled knob installed like a production item on the right of the fascia, but the feeling was there, nonetheless. You do not get the usual ZF clackity racket from the gearbox, and the differential is positively quiet, so the cars feel what they are, rather more production-based than most.

Wednesday evening is spent largely sitting around at the hotel – perhaps in a somewhat strained manner as the reporter had suggested having dinner with some of the rival teams and securing a supply of Dunlop A2s for "our" Dolomite! Around 11 o'clock the drivers, Davenport, Wood, Price, *et al*, started coming back. The anxious residents wanted to know just how the cars had performed? Were those new jets any good? In fact Culcheth was delighted with his machine, while Pond was to revert back to the original jets for a similar session on Thursday evening.

On Thursday morning I have the privilege of joining Culcheth for some note-taking on two of the first three stages. We take the Dolomite and settle gratefully amongst the supply of fizzy drinks. It really is hot outside for November, but after so long travelling in convoys it is nice to get out and actually see what terrain the drivers have to tackle. The stages we look at begin within 20 minutes' casual driving of Ajaccio, comprising the 14.9 km. Coti–Chiavari and the Acqua Doria to Stillicioni 16½ km. test, which I also see again after the rally is over, complete with black tyre marks into solid rocky scenery!

Brian is a bit suspicious of the first named test because it incorporates some loose surface (or road works in reality): he feels that slicks are definitely justified for the rest of the test, and that it's worth having them on over the loose, "especially as they'll probably cut it out."

The rest of our hours in the car are more typical, my level-headed driver giving a fascinating commentary while we skip over humps, bumps and hummocks, usually in 2nd gear. There are few moments with oncoming traffic, but other drivers are not so careful. The Italian flotilla has already lost a Stratos, reputedly in an end-over-end roll.

For my education I am allowed to read some notes. Luckily Brian is really only sorting out the question marks (is this right Very fast, or Flat out, or Absolutely flat?). As he says, if he had relied on my reading, "the accident would have been four corners ago ... and all our clothes would be out of style by the time we hit the bottom here!"

The views are absolutely stunning: ahead a little twisted tarmac track jinks through mainly uncultivated shrubbery, clinging to the side of steeper hillsides. The sea and the bay of Ajaccio are hard to reconcile with the grim determination and physical endurance a works driver will need to do well here.

The atmosphere is relaxed Mediterranean, until you look at the road, the opposition and the need for the absolute best in knowledge of that road. Everyone else is out learning; somewhere you have to try and learn more, and that's damn near impossible as a Briton. The French have a stranglehold on this event, which has only been broken by Munari's Stratos in recent years. Bernard Darniche (sweeping all before him in the Mediterranean area this season) and Jean-Claude Andruet are indeed formidable recruits to the Fiat 131 team. Ford have another Tour De Corse winner in Jean Pierre Nicolas (1973), but Andruet had won three times, Darniche twice and Munari twice, including last year.

I return from the morning a lot more conscious of the dangers inherent in rallying on tarmac through such rugged country. I observe that Pond is the one expected to do the charging. He may well feel the truth of the saying, "a little knowledge is a dangerous thing", since the combination of Corsican geography and his unloved practice mount might lead to a really large accident. Brian is more relaxed, he has made his mind up how to play things, "I agree with the Leyland France men, it really does prove something just to finish here. Often they have less than 20 survivors; we ought to be amongst them. There is a reliability and car toughness message Leyland need to make through comps, as well as the obvious need for speed," he quietly acknowledges.

They go out again on Thursday evening. I have spent a little of the time being briefed about service in the company of John Davenport, Gallagher and Syer, who are then drawing up the schedule for the support vehicles we brought down, which will be passed on to the crews this evening. The problems are knowing when roads will be closed, and how long they will stay shut.

The two Sherpas, each with its double checked 94-item spares list, are the effective front line the Rover 3500 and the more fully equipped Range Rover are a more agile supplementary service. Rock bottom emergency work and supervision is for Davenport and Wood in a rented Simca Alpine. Also, they have the motley crew of J.W., Hutchinson and photographer Alan Davis in the Dolomite. We are to provide a fuel chum service at three points, including one classic in the middle of a stage (well, a few kilometres from the end).

That evening the faces of the returning testers are not so happy. Pond's clutch is slipping and the gearbox will have to be changed as 3rd is becoming hard to engage. Gloomy tidings to consider before a twisty transmission torture such as the *Tour de Corse*. Culcheth is happier with a new driver's seat and a night check on one stage now completed. Everything has been practised as it will be encountered on the event.

While Pond's car was fitted with a new clutch and gearbox, at least a 30-minute job, we took Culcheth's TR7 to a morning press conference on Friday. About 30 journalists eventually appeared for this affair, nearly all overseas men and therefore absolutely vital to the occasion. The drivers, technicians, and one car, were on hand. Leyland were able to effectively anounce that they were in the island and give people a little run in the car. To me that seemed a very important and worthwhile break that the company took full advantage of. When you think most of the news coming out of Britain, and especially Leyland overseas, must consist of strike coverage it is nice to see something being done to emphasise the positive side.

Just before the press conference, Dunlop Jeremy Ferguson and John Horton had come to talk with Davenport. Remarks such as, "You can't do that, even if your truck driver is Fangio," emphasised Davenport's firm but friendly style on an occasion where tact was called for. Dunlop also had Ford to look after but both teams must be accommodated with as possible equality.

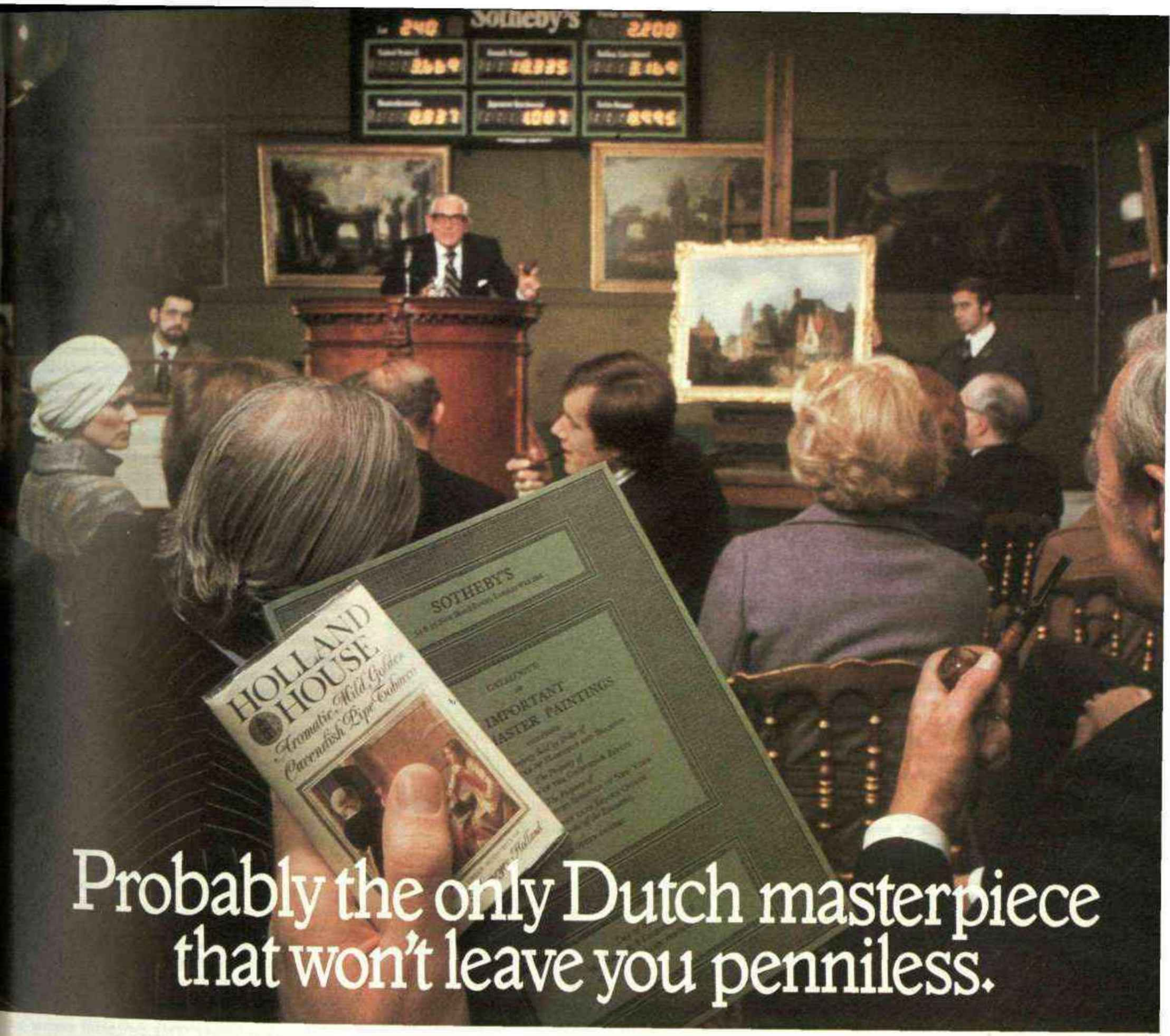
Afternoon is taken up with a walk down scrutineering. The two TR7s flash through with no fuss whatsoever. It is all over so effortless that I stay and watch the other teams turn up. Tony Carello, the light manufacturer's son, one of the most popular in his 1978 specification Stratos, which will see the Italian car in its final season of International rallying.

I also note how clean and tidy the Fiat 131s look now, their fuel-injection engines as clean as the interiors. The quayside location and several hundred spectators in the sunshine add to a slight feeling of carnival. I must admit I thought the women in one factory-loaned 131 (Michel Mouton/Francis Conconi) were a bit of a joke too. I should have remembered they had just won a Spanish International, for their subsequent eighth place on this Corsican event was deserved earned through courage and skill.

Saturday was a bright and clear as before, on Dolomite heading out into the foothills about mid-morning. Though the first car was not due at the test until nearly half past two in the afternoon, we wanted to make sure of parking as close to the time controls as possible, ensuring that we could get out of Tavera village and on to our next *fuelling point*.

Our amateur aid status was sharply reinforced by the arrival of Ford rally engineer Allan Wilkinson to set up shop near our solitary car and filler! He had a full works car (the Escort that Hamalainen won the 1000 Lakes ever

*Continued on page*




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*TYPICAL terrain as Culcheth and Syer take TR7 toward eleventh overall.*

*Continued from page 56*

with!), an Italian-speaking Dunlop-employed navigator, radio and proper tools. I concentrated on the mountainous view and appreciated Allan's polite conversation describing some of the earlier struggles in the World Championship.

Heightening our discomfort was a growing worry over Pond. Culcheth had been through – taking on a splash of fuel to encourage us, rather than out of necessity. As the myriad Opel Kadett Group 1 contenders arrived, and their competition numbers grew from the forties into the fifties and sixties, we knew the rally's tight schedule could not alloy Tony's further participation.

Here we were, standing *before the first stage*, dressed up in Leyland jackets waiting for a TR7 that had actually selected two gears at once, within 1½ hours of the start. Worse things have happened at sea, as the saying goes, but I have spent a lot of time, not wearing a Leyland jacket, waiting for Jaguars this summer.

We had Culcheth though and the urgent commands of that crew that we should be at the tiny one-building-and-a-spectacular-gorge pinprick on the map called Pinzalone that evening. This involved rejoining the main N193 main road that connects Ajaccio with the northern port of Bastia, this expanded replica of a mountain road becoming the lifeline for all sevice crews to shuttle up and down the island.

Because of the closed roads we had to wind our way north on the main road and then drop back south through minor roads that either were stages, or that had been at some time. I judged this from a solitary English piece of graffiti amongst the Italian and French aerosol can messages. The terse words were, "ALL FINNS ARE MAD DRIVERS". Somewhat out of place amongst the lonely trees and boulders defying gravity on yet another awesome mountain road, and presumably the work of an irate British co-driver as he picked his way out of the wreckage!

Our service point really summed up rallying in Corsica. We arrived, in daylight, about five. Parked the Dolomite on the stem of a T-junction, where the crew's lamps should pick it up, even as they tore downhill to the depths of the gorge below. We were 16 or 17 kilometres from the end of nearly the longest *Epreuve Routiere*, wh was 82 miles in distance!

We expected the cars around 7.30. As we set up our petrol can and dispatched photographer, there was time for a doze in ticipation of a sleepless night. When my opened, the scene was transformed. There figures all round the car, and some on it until protective *Gendarmarie* swept us a TR7-s patch, partially illuminated by our sidelig Perhaps 40–50 voices chattered in Italian French around the junction, but all the way the wooded slopes, beside a bumpy equivalen a B road, there were literally hundreds m The police watched impassively as bonfires lit, even staying put when trees were lit sparks cascaded down the banks between petition car arrivals!

The competitors were heralded in bursts light shafting the night as they climbed bri before descending past us in bursts of power this terrain the Stratos reigns supreme, q flicks of the steering and bursts of Italian played *fortissimo* for a spasm before the low-gear twist. Up and down the valley belo can see them: I amuse myself, in the wait Culcheth, by counting the time it takes Carello's Stratos to cover the straight comp with a swift local (Manzagol) in an elderly cylinder Alpine A110: 14 sec. versus 31 sec.

Quite frequently the slightly slower run are being overtaken by the time they reach and Culcheth is closely involved with another at first sight. However he's on his own as the white and blue Triumph arcs gracefully past Dolly, a toot of the horn to acknowledge, " we've seen you, but we don't need any p after all".

We pack up shortly after and my pers compensation is a long stint through the nigh the modified Dolomite. First we go back to A cio, then from there we traverse the is diagonally up to Ponte Nuova, 19 miles ou Bastia. Altogether I drive less than 130 m 11 p.m. to 5 a.m., but as the real drivers say takes hours to get anywhere". The Triumph steering is quite heavy on A2 covers, and t are many tight bends to feed through the s dard small rim steering wheel, making my p quite sore by morning. One glorious spurt in top takes this twin 2-in. SU-carburated flyer 110 indicated m.p.h. The really impressive as is the pulling power. This delightful engine

*ABINGDON FLEET: all save the Rover 3500 tow car are present.*



*BILL PRICE (left) confers across the roof of Pond's unlucky TR scrutineering.*



*ORSCHE, Peugeot, a horde of Opels, and the ne British entry to finish, Culcheth/Syer's R7, number 17 in* Parc Ferme.

g sufficient strength by 3,000 r.p.m. to pull ree adults out of an uphill corner swiftly, rev- ng very quickly indeed to 6,000 r.p.m. with most mannerly raspberry note from the Group rallying exhaust.

I never manage to do more than temporarily itch the Dunlops from grip with tarmac. Con- dering the fact that one in every 30 corners rns out to be a hairpin that is better not tackled 70 m.p.h. in OD 3rd, this is the finest testa- ent I have ever accorded a tyre. The only nalties are a continuous whine and the heavy eering below 50 m.p.h. This Dolomite is an ed recce beast; it bears the harsh duty it has countered extremely well, especially in the emendous engine and much abused overdrive.

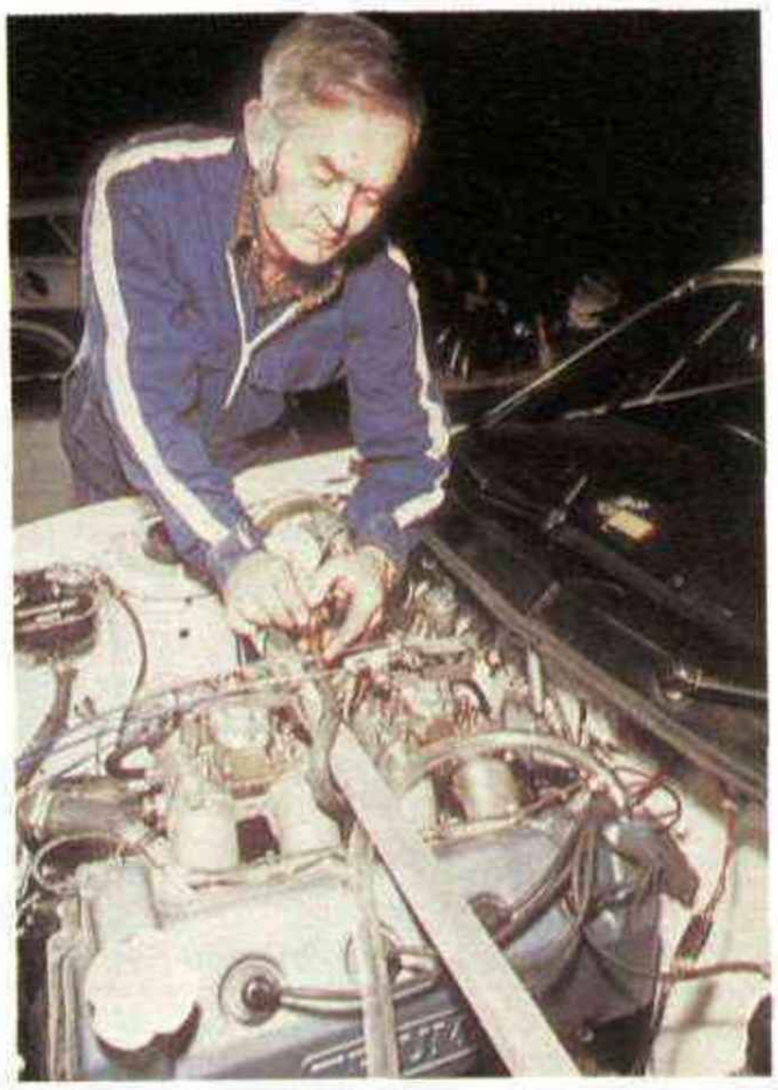
Our trip to Ajaccio is really wasted, for we just ss Culcheth as we first pop into the press office see where he is positioned. After three tests he s 19th, a position he does improve on despite a lf hour clutch change: oil is seeping into a TR7 mpetition unit again. The service crew say, "It ould be OK now. Apart from a vibration he sn't had any other problems . . . though you n be sure neither of them are too happy about eir placing".

Culcheth's Triumph is a welcome sight from perch alongside a bridge on the Ponte ova –Teddia "road race" classification section 60 miles length. The TR looks immaculate and now running at a position that reflected a final th on test times, road-penalised by Monday orning to eleventh overall.

The next viewing is not far away from the ast at Folleli and a large Sunday morning owd assembles, including Leyland France and e of their guests, the Dolomite Sprint driver in ance, Rene Metge. Leyland sell about 30,000 hicles a year in France, many of those Inno- nti specification Minis. Racing is a must from a st point of view, but the support they put hind the parent company's French efforts in llying is born of considerable enthusiasm.

Having watched the Triumph kick up the dirt ongside our bridge parapet, Corsica is all over, sofar as spectating was concerned. We used the ther more direct coast roads to shoot back to accio for the early afternoon finish. A halt for r own lunch with Martin Reade and Bob Whit- gton hints at the real work that goes on out of ght: both are grimy, tired and pretty hungry.



*ERVICE must be as fast as possible, but the ap- rently calm Brian Moylan, working on the 220 h.p. engine, is attending to carburation at ingdon.*



They do not miss out food altogether (that sort of thing belongs in the mechanic's tales from the Spa-Sofia-Liege classic) but a Sherpa van laden with spares is not much of a place to live and drive over mountain roads in a hurry. This is not to disparage the Sherpa, merely to point out something I realised when I spent two years with another works team: the mechanics are the heroes. The breed are astonishingly hardy, very articulate (especially the Leyland men, probably the best company to be found), and they do a mucky job for their own satisfaction.

After the event is all anti-climax. The French have already said to me, as a journalist, that Culcheth will probably be 11th, but I have not the heart to say anything more at Leyland's hotel as everyone looks pretty fed up about the anticipated tenth result . . . except the PR man, and that's his job.

After a quiet Sunday evening, the men split up pretty rapidly for the long slog home. A pair of mechanics fly away on Monday morning to prepare more of the four RAC TR7s; another pair take a fast drive from Marseilles to the coast to get Pond's clean TR back to the shop for re-preparation as Ryan's RAC mount. All of them, save the flyers, go to Bastia to catch a Monday afternoon boat back to Marseilles. The majority of that party get back to Abingdon on Thursday afternoon, having had to wait 'til 11 on Monday morning to retrieve the finishing car 17 from *Parc Ferme*.

It has cost Leyland thousands of pounds to contest this prestigious World Championship qualifying round. To show for it they have a new, first hand, appreciation of European rallying on tarmac at the top level; good pre-event publicity amongst the 190 plus media people who had come to watch this decisive round of the series, but almost nothing in Britain, save a cleverly financed TV film (World of Sport). Davenport is well aware of the difference between rallying for publicity (which this was) and rallying for a result and associated publicity (which this could have been with Pond still in). He said, "Neither I nor the team came here to achieve this. It's got to be about running at the front in future". – J.W.




# RAC RALLY

Some 2 min. 23 sec. were enough to separate Hannu Mikkola/Arne Hertz and their Toyota Celica-Schnitzer from Waldegard's winning Ford after five days rallying.

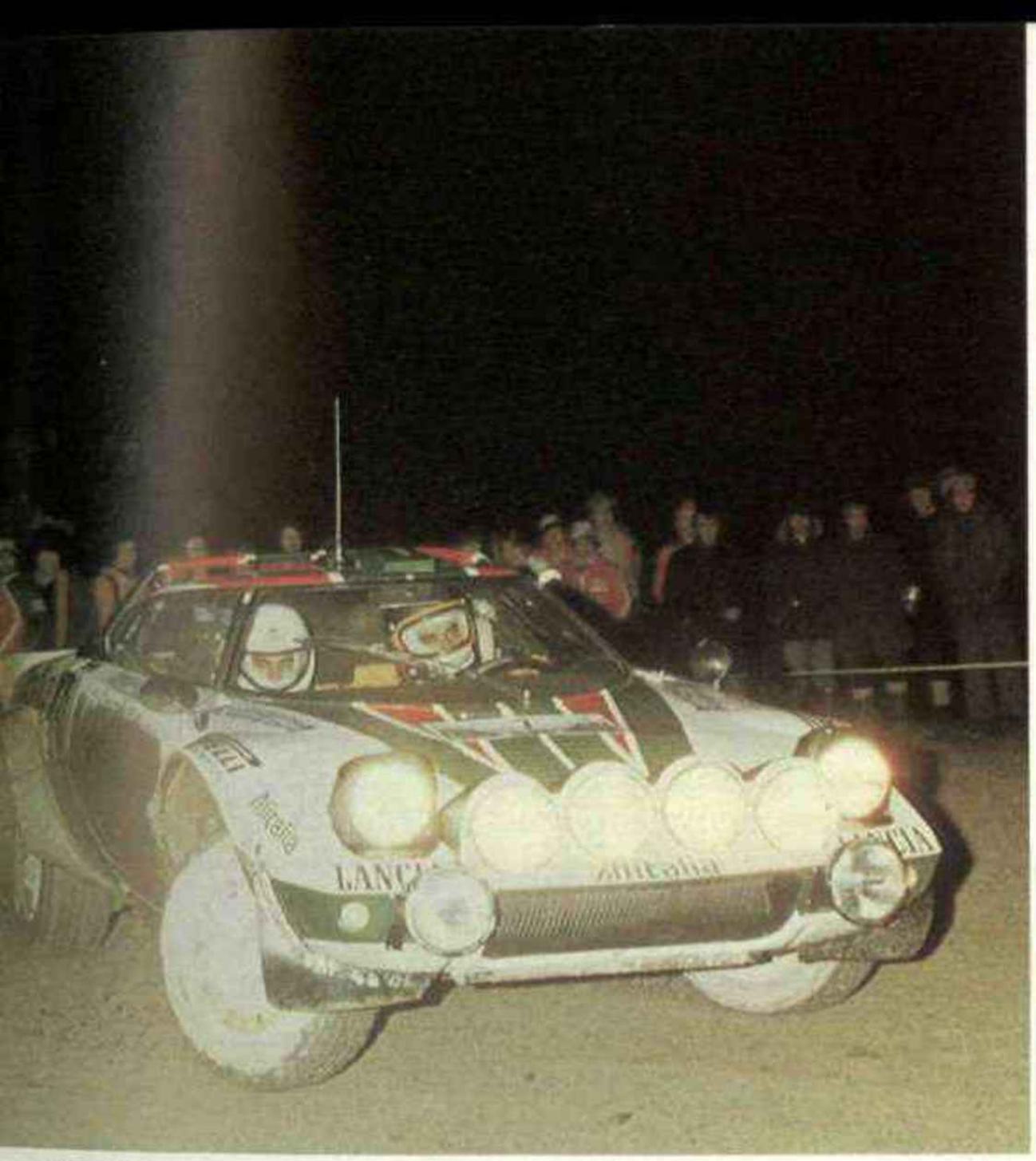



Above: Bror Danielsson/Ulf Sunberg's Opel was tenth. Below: Pentti Airikkala/Risto Virtanen (Vauxhall Chevette) finished well back after initially leading.




Below: Best of the Britons this year, third place and the RAC Rally Championship, fell to Russell Brookes/John Brown in their works-loaned Escort RS.





dro Munari/Piero Sodano put on a grand display in their factory Lancia os, but could finish only 25th after suffering several problems.



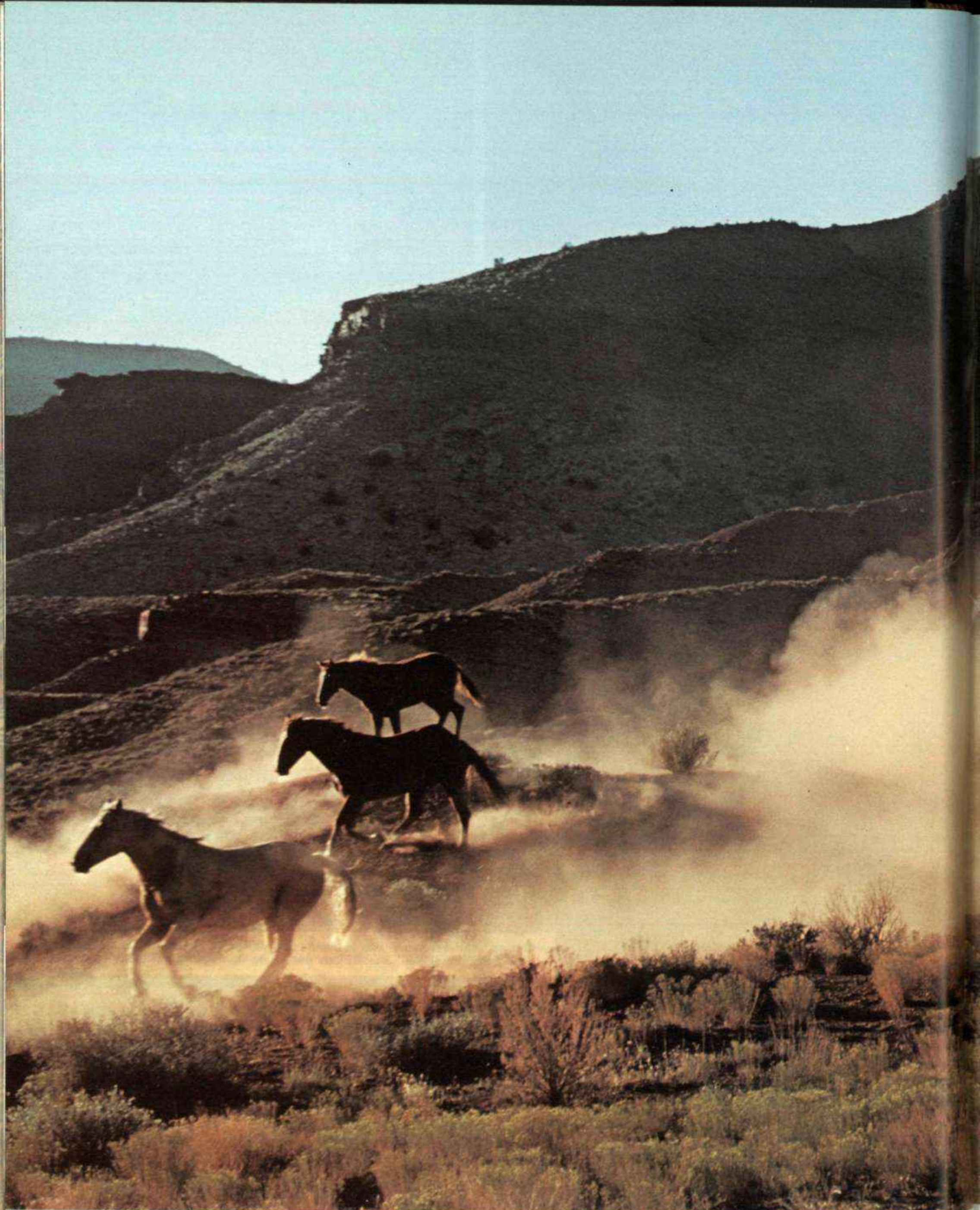

Not quite as spectacular as last year, but a finisher (eighth) was the Leyland TR7 for Tony Pond/Fred Gallagher.







Above: Simo Lampinen/Soelve Andreasson (Fiat 131) were seventh. Below: Saab 99 EMS of Per Eklund/Bjorn Cederberg managed ninth overall.



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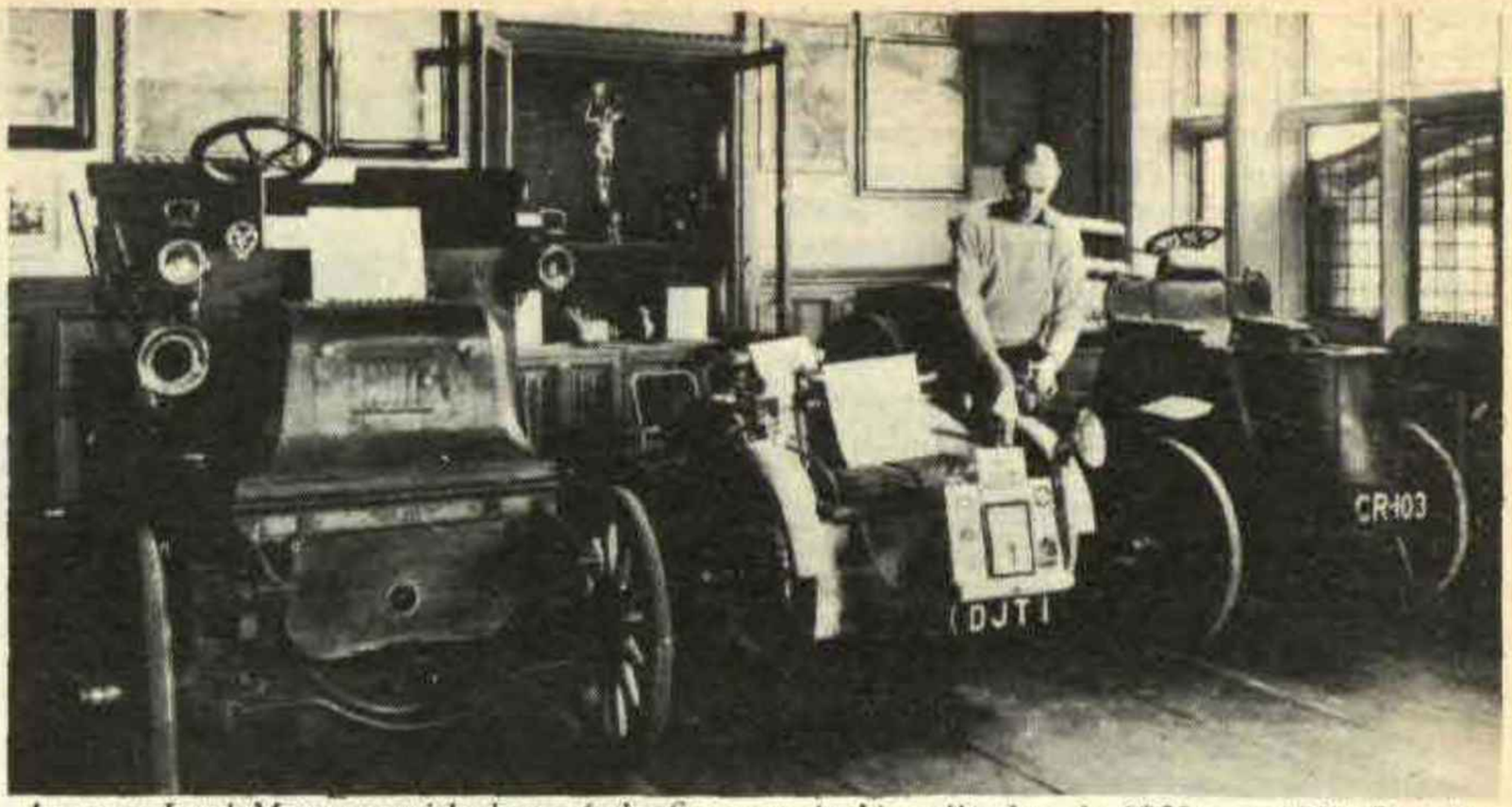



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# The National Motor Museum

## A look at Beaulieu's motoring monument at the end of its Silver Jubilee Year




*A young Lord Montagu with three of the first cars in his collection, in* 1952: *an* 1898 *Daimler, an* 1896 *Leon Bollée Tricar and an* 1898 *Benz.*

HER MAJESTY THE QUEEN was not alone among famous Britons to celebrate a Silver Jubilee in 1977. On April 8th, 1952, Lord Montagu of Beaulieu first opened to the public the beautiful Palace House and grounds at Beaulieu, shortly after inheriting the Hampshire estate from his father, the second Baron. In the entrance of Palace House, the twenty-five-year-old Lord Montagu displayed five veteran cars as a memorial to his father, one of the pioneers and a Parliamentary champion of motoring. From this small beginning developed one of the most famous motor museums in the world, the National Motor Museum. Twenty-five years later, the Museum's ultra-modern complex boasts a display of 140 cars and commercial vehicles and 70 motorcycles, while another forty assorted vehicles either await restoration or are part of a reserve collection. They represent a fascinating cross-sectional commentary on the history of the motor vehicle from the earliest days. In those twenty-five years over 10 million visitors, including no doubt a large slice of MOTOR SPORT's readership, have tramped over his Lordship's ever-hospitable door-step, from which influx his family has but one brief annual respite, at Christmas time. Such is the penalty of running one of Britain's major tourist attractions.

Just in time to catch Jubilee Year, we called at Beaulieu in early December to discuss the Museum's past, present and future with Michael Ware, the Curator, and Ted Veal, the Publicity Officer. A busy schedule meant that we were unable to avoid a clash with Lord Montagu's own diary and a brief chat whilst he hosted lunch for a shooting party was all we could squeeze in.

The 110-acre National Motor Museum Complex with its lofty, space-age buildings, a Monorail and all the fun of the fair is in marked contrast to that first, modest display of five veterans. Lord Montagu was quick to spot the fascination which his first visitors had for those inherited veterans, a 1903 De Dion, an 1898 Daimler, an 1896 Leon Bollée Tricar, an 1898 Benz and a 1904 Vauxhall. Spurred by instincts both commercial and those of a died-in-the-wool motoring enthusiast, he began to acquire more and more vehicles and motoring memorabilia, which rapidly began to outgrow their improvised exhibition areas in Palace House, by then a stately garage. The seams split in 1956, a year after a motorcycle museum had been added in the old kitchens and courtyard; to cope with the problem an old wood shed and a temporary wooden structure in the grounds were developed into a new Montagu Motor Museum, opened that year by Lord Brabazon of Tara, whose famous Austin racer from the 1908 French Grand Prix was, and usually still is (it is owned by Leyland Historic Vehicles), in the collection. Even this measure proved inadequate to cope with the increasing number of visitors—100,000 annually in 1957—and in 1959 Lord Brabazon returned to open a new and much larger wooden museum, visited by 260,308 people in its first year.

By 1968, attendance figures had risen to over the half-million mark, the Transport Library of reference and photographic work had been started (in 1960) and the collection had again outgrown its accommodation. That year Lord Montagu made plans to found a Charitable Trust to safeguard the Museum and Library collections for the long-term benefit of the nation. The National Motor Museum Trust was founded in 1970 and the foundation stone laid for the new National Motor Museum, to include 70,000 sq. ft. of exhibition space on a one acre site. The nucleus of the new Museum when it was opened by HRH The Duke of Kent on July 4th, 1974, was his Lordship's own vehicle and library collection, then valued at £500,000, at a peppercorn rent for a minimum of 60 years. A Trust fund was launched with a target of £750,000, of which funds already raised or covenants from industry and private individuals approach £500,000.

If that makes the Trust sound inordinately wealthy, it should be noted that almost all its income is needed to pay the interest on the original building loan. To indulge in future plans, of which more later, Lord Montagu is anxious for more income. Increased membership of the Trust, open to anybody, is one possibility. This would appear to offer good value. A Full Member's £5 subscription entitles him to a free three-year pass to the Museum, concessionary rates for his guests (the normal entrance fee is £1.40) and a car badge. A minimum donation of £25 acquires Life Membership: a free pass for life, concessionary rates for guests, an inscription in a special book and a car badge. Companies can become Sponsors for a minimum donation of £200 (all the major motor and component manufacturers are Sponsors). For this, the company has its name displayed in the Museum, in the Book of Sponsors and in the catalogue, the Chairman and Managing Director each have special guest passes and car badges and annual guest passes can be issued to other directors. Sponsors', Life Members' and Full Members' names are entered each year in a ballot for a seat in a veteran on the London to Brighton Run.

High overheads include maintaining a nucleus of 120 staff in the Complex, rising to 300 when students are taken on for the busy summer months. Of the senior staff, Ken Robinson is the Managing Director, John Willrich is Museum Manager under Curator Ware, Veal is Publicity Officer, Nick Georgano—he of the Motorsport and Motor Cars Encyclopaedias acclaim—is Head Librarian, Peter Brockes is Reference Librarian, Mrs. Vera Russell is Photographic Librarian, the Photographer is David Miller and Howard Wilson has succeeded Louis Giron as Workshop Head.

Ware emphasised that the aims of the Museum are to illustrate the vehicles which have frequented British roads since the 1890s, not to tell the story of the British motor industry. He regards such a theme as essential to enable visitors (590,000 of them in the last calendar year), the majority of whom are ordinary holidaymakers, not knowledgeable enthusiasts, to identify more easily with the vehicles on display. "We hope that there is a good reason for every exhibit—this is not just a jumbled collection. We have laid out cars in as chronological order as possible to show changes in body styles, advancements in engineering and as a social commentary," says Ware. The racing cars and record-breakers make a fascinating adjunct to the main theme. Incidentally, Ware's advice to the real enthusiast is to visit out of season, when the place is less crowded and fewer cars are away on exhibition elsewhere.

A strict collecting policy is administered by Ware, guided by an advisory board of experts, including W.B. An average of three vehicles a day are offered to the Museum, most of which are relatively modern cars to which people have a sentimental attach-

*In colour, opposite: Grand Prix cars of the past, like the Mercedes-Benz W196 and Type 35B Bugatti, rub shoulders with World Land Speed Record holders, modern Formula One cars and the mighty* 1907 *Itala. The* 1907 *Napier, bottom, is the temporary centrepiece of the main area.*

ment, like a 100E Ford Squire on the day of our visit; Ware can turn most of them down immediately without reference to the Board. Offers of veterans are infrequent, so the possibility of a 1901 Progress from the Automobile Palace at Llandindrod Wells is causing some excitement. A more problematical case is Ware's quest for a "£100 Morris", the little two-seater Minor SV of 1931, and the question of whether a "£112 10s" Minor four-seater on offer should be accepted and rebodied to the £100 specification.

The extraordinary Museum building, designed by Leonard Manasseh and Partners, and built of brick and geodesic steel lattice work, its diagonals capped by a huge, cruciform glazed light extended at each corner to form entrance canopies, is entered through the Alcan Hall of Fame. This impressive, aluminium-sheathed hallway, is used normally as a tribute to giants of the motor industry and heroes of the racing world, or as an exhibition hall for special features, such as the Ford 75th Anniversary display, which will fill it this year. Ware confesses to wishing it was a little bigger for such purposes. Its unusual centrepiece is the Trust's 1909 Rolls-Royce Silver Ghost, perhaps one of the most famous and widely travelled old cars in the world. On the day of our visit it was occupied in carrying Paddington Bear to Southampton Station, for some reason or other, illustrating another means of bringing cash into the Trust: hiring out cars for films, TV, commercials, special functions and, in the case of the Ghost and the 1906 Renault, for weddings, is good business.

It would be quite impossible here to describe the many exhibits: the Museum fills an attractive catalogue with that task and our accompanying photographs show some of the more interesting scenarios. Veteran, vintage and post-vintage car sections fill the upper, entrance level, while on the lower level are sections for sports cars, racing cars, World's Land Speed Record cars, sports cars and commercial vehicles, the last category occupying perhaps a disproportionate amount of space. The Graham Walker Motorcycle Gallery has its own gallery for exhibits ranging from a 1908 Ariel to a 1976 Norton Commando.

A viewing platform in the centre of the motorcycle gallery gives a bird's eye view of another facet of the Museum, the workshop, first formed in 1956 to administer to the Museum's own vehicles. Now it is so expensive to run that customer work has to be taken in to balance the books. Until recently it was run by Louis Giron, the one-time Bugatti and Birkin-Paget Bentley team engineer, who has retired into a consultancy capacity which keeps him just as busy as before. Mazjub's Pacey-Hassan 4½-litre Bentley engine and the engine out of the Villoresi Maserati 6C are among the projects currently occupying his "retirement". Howard Wilson and his staff have their hands full with a customer's Rolls-Royce Phantom II engine, a complete rebuild on a customer's MG TD, several motorcycle rebuilds and, more rewardingly, a complete restoration of an 1899 Fiat, the oldest in the country (and complete with broken crank and smashed crankcase!), for a Bahamas man and a



*A customer's R-R Phantom II shares the workshop with the Museum's 4½-litre supercharged Bentley.*

rebuild and rebody job on the ex-Peter Ustinov Mercedes 36/220, owned by the Trust for many years. The last two will both go on show in the Museum. Rewarding in more senses than one was the workshop's recently-completed rebuild of a 1913 Newton-Bennett for Mrs. Kathleen Jessop, the daughter of the original designer: subsequently she presented the car to the Trust. The workshop is recognised as a conservation workshop for the Government-financed Area Museums Service and undertakes work for other museums.

One of the most interesting parts of the Museum which, alas, the public never sees, is the basement, a glorious hidey-hole for the collection's overflow, vehicles awaiting restoration, spare parts and oddments. Here a 20/25 Rolls-Royce, there the Crowley-Millings Jaguar C-type, a 1928 Bean, a vintage Citroën, the Ustinov Mercedes chassis and the famous John Whitmore Lotus-Cortina racer, to name but a few. A locked compound holds thousands of mixed spare parts: "We used to collect parts like magpies, but now we just try to collect parts for our own vehicles," Ware explained, and indicated an immense stock of early timing chains, mostly surplus to use. Serious vintage and veteran restorers having problems with specific mechanical parts might well find what they need in this basement, but Ware does not want inquiries from time-wasters. In one corner a '20s period garage is gradually taking shape; Ware is anxious to find more period bits for it, especially cans, boxes, fixtures and fittings.

Michael Ware admits to shortcomings in the Museum, particularly that of lifelessness. It can't be easy to prevent a motor museum from looking like a big parking lot. A cut of nearly £70,000 from the original 1972 display budget didn't help. Plans are afoot to put much more action into the displays by the early 1980s. He hopes for a "mobile exhibition" in the basement, with the smell, sights, sensations and sounds which are a fundamental part of the motoring scene. These plans for audience participation will include examples of veteran, vintage and '50s cars for the visitors to sit in and touch. A Calcott and a Phase 1 Standard Vanguard have been singled out for the job; a veteran has yet to be selected. "Our ideas are fresh and bright. We are simply short of finance," says Ware. Another plan, already under way, is the creation of an Endowment Fund with aims which will include the rescue of significant vehicles from exportation, though not necessarily for display at Beaulieu. Ware feels that it is possible to make a museum too big, so that the average visitor is prematurely bored. The danger then is that the real enthusiast will feel he has not seen enough. As finances improve, Ware hopes to build up a significant reserve collection which enthusiasts and parties can see by appointment.

Talking of parties, the Trust has an Education Department to service school parties. Part of the service is to provide teaching packs to teachers before the visit to the Museum. The idea is to let the children observe the vehicles as part of our social and industrial history rather than as meaningless lumps of machinery.

The Museum's Library Services, housed in the John Montagu Building, are an essential extension to the Museum itself and include one of the most comprehensive motoring libraries in the world. In addition to 4,000 books and complete sets of the major periodicals (for which there is a cross-reference index for every make of car) are 20-25,000 brochures for cars, motorcycles and commercial vehicles down the years and some 10-12,000 handbooks. Visitors to Beaulieu can consult the library for no charge, although there are charges for photostats and research. The library is being added to all the time and 13,500 items have been acquired since 1973. The Photographic Library contains some 60,000 prints, well over 100,000 negatives, including the famous Brunel collection, and 4,000 5 in. x 4 in. colour transparencies.

From a modest collection of cars to this monument of the motoring world in a Silver Jubilee span is a splendid achievement. It is easy, as enthusiasts, to criticise The National Motor Museum as over-commercialised, but common sense dictates that without commercialisation this vital national archive simply could not exist.—C.R.

# Letters from Readers

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

### Tyre Speed Ratings

Sir,

I read your article "Unnecessary caution" (page 1546) concerning tyres and speed ratings with interest as some months ago I fitted a complete set of new tyres at a cost of £182.92.

My car, a Marcos (3 litre model), originally had Avon 175 HR13 tyres. However, several years ago, all the tyre companies except one ceased production of the HR (up to 130 m.p.h.) rating on this size, and when the car came into my possession it was fitted with Avon 175 SR13 (up to 113 m.p.h.).

Only Michelin with the XAS now make an HR tyre in this size but unfortunately the only comments of Marcos drivers with experience of this tyre were adverse.

I searched for some old Avon stock but none exists. I also requested advice from the tyre dealers and was given the option of 175 SR's 185/70 HR's or 195/70 HR's. Of the low profile tyres the 185 made the car's poor ground clearance of around $3\frac{1}{2}$ inches even worse and something I could not risk with driving 50 miles a day to work along the debris strewn M62. It was when discussing this problem with my local Tyre Services (Goodyear) dealer that I received the following shock.

I was told categorically that Tyre Services would not fit SR rated tyres to my car as a matter of policy, being a high performance sports car, and also that they had received a letter from their Head Office advising them that in an unspecified part of the country they had received reports of the Police stopping sports cars and checking tyre speed ratings.

Accordingly I investigated further through the AA and was informed that for my car SR tyres should not be used. The AA's Chief Engineer, I was told, was adamant that cars should not be under-tyred in any circumstances, and that although we have a 70 m.p.h. speed restriction the car has higher capabilities not only in speed but in cornering, acceleration and braking etc.

Since this argument seemed logical and I intend to drive on the continent I decided to fit Goodyear Rally Specials which at 195/70 HR13 have the same diameter as the 175 and so maintain ground clearance and performance capability – but at a price.

In their letter the AA said that up to present (June 1977) they had no information that any Police cases had been brought purely due to the fitment of "other than specification" speed rating tyres. But the implication seems to be that "incorrect" speed rating may be added to lists of other offences when making a case against a driver.

The only question which I feel needs to be satisfactorily answered by the tyre companies is whether an SR tyre on a high performance car is likely to fail when subject to the accelerating, cornering and brake forces from such a vehicle when keeping to a maximum speed of 70 m.p.h?

Leeds DAVID RATTEE

### HSCC Eligibility

Sir,

Although it is always up to the buyer to beware, it has become the habit of some advertisers to describe cars as "HSCC Eligible". Whilst in general this may be so, there is only one type of car that can truly be so described and that is one currently registered with us and which conforms to our strict originality rules. To check whether a car may be eligible, both as regards its make and model and its condition, direct contact with the appropriate HSCC Registrar via the Secretariat is highly recommended. This recommendation also applies to cars described as "HSCC Registered".

Queries should be addressed to :– P. T. J. Edbrook, Barncoose, Lower Hey Lane, Dysarts, Mossley, Lancashire, England.

Mossley P. T. J. EDBROOK
HSCC Secretary

### The Winners

Sir,

I fear I find an element of bias in your presentation of "The Winners" on page 1574 of the December MOTOR SPORT. I fail to see how 4 wins and 1 second place (Andretti) can be considered superior to 3 wins and 6 second places (Lauda), particularly as Andretti had what was undoubtedly the car of the year and the Ferrari proved distinctly difficult.

Short of awarding (say) 35 or more points for a win and 5 for a second place (which is ludicrous) there is no method by which Andretti's points can be made to exceed Lauda's. To score points in 12 races out of 14 (86%) is, to my mind, a feat greatly in excess of 8 out of 17 (47%).

Sporting Championships seem to me to fall into four categories: (a) those where there is a title holder who accepts challenges from others (e.g. Boxing) in single contests; (b) where the title is decided by a single event (e.g. athletics); (c) knock-out competitions (F.A. Cup); (These three include a large element of luck requiring peak performance on, effectively, a single occasion.) and finally (d) those competitions such as the Football League or the World F1 Drivers Championship where the element of chance is reduced to a minimum and the winner is the one who produces consistently the best performances. I consider type (d) to be the most effective one.

Accordingly I am unable to agree with your views on the 1977 World Championship.

Edinburgh H. R. DUNDAS

### Buy British and Follow the VSCC

Sir,

Practically everybody is getting into action to deride British Leyland, drawing attention to an ageing range of motor vehicles in which number the Marina is always picked out.

The Marina when it was first introduced was not a particularly good car; over the years it has been much improved. I have just sold a 1973 1.8 Marina Super, which over the 66,000 miles had hardly needed any money spent on repairs. A jammed thermostat, which I should have noticed but did not, led to a burst radiator and I have had to fit a new oil seal to the gearbox, that is all except for tyres and two exhaust systems.

I now have a 1.8 Marina Estate which has completed 3,000 miles of trouble-free running in. The improved roll resistance and stiffer rear springs have made it a very fine car indeed with excellent handling characteristics; combine this with 30 miles to the gallon average fuel consumption and prodigious torque so you can take Honister Pass in second gear makes the Estate a splendid car. One of the plus factors of the Estate is that it does not have the emission control version of the 1.8 engine fitted. The number of these cars used by members of the Vintage Sports Car Club is remarkable with a fair showing by members of the Frazer Nash Section and this indicates that you can have a British Volvo, with much better fuel consumption and road holding, and also save yourself several thousand pounds as well.

Northwich DAVID THIRLBY

(The VSCC, when not out in proper motor-cars, has advocated Light 15 Citroens, Lancia Aprilias, Volvo 122s, Rover 2000s, Range Rovers – and now Morris Marinas – well I never! –Ed.)

### Rusting Alfasud – the Owner Replies

Sir,

I think that Alfa Romeo (GB) Ltd.'s reply in your October issue to my letter in your September issue is rather unsatisfactory. Mr. Needham states that "no business organisation wishes to pay bills, however small, for work carried out without their knowledge." In my case I chose to have work carried out to my own satisfaction which I considered needed doing urgently. I told Alfa Romeo (GB) Ltd. that I was perfectly happy for them to make any investigations they felt necessary with the firm which carried out the work but they chose not to do so. I really do not see why the game should always be played according to the manufacturer's or importer's rules in the case of an unsatisfactory product. I should clearly have sued the suppliers as I threatened to do but did not. I thought that Alfa Romeo would be keen to protect their reputation but it seems that I was wrong.

Inspite of my dissatisfaction with the bodywork/paintwork of my 75SE, because the Sud is such a delight to drive I have just changed the SE for a 5M. I take heart from Mr. Needham's assurance that "cars manufactured today have had the problems of yesterday corrected". I shall certainly look to Mr. Needham and Alfa Romeo (GB) Ltd. to honour that assurance if I have any bodywork/paintwork problems with my 5M similar to those encountered with my SE.

Great Raveley ROBIN M. CHAPMAN

### David and Goliaths

Sir,

Your article in the November issue covering the 1914 Sunbeam cars was most interesting.

In your first paragraph you refer to the Peugeot of 7.6 litres winning against the monster 14 litre FIAT. I would have thought that 7.6 litres was enough to be termed a monster in itself. However, it is certainly remarkable that a car with half the engine size could oust the "big boys".

Something even more remarkable is the Type 13 Bugatti of 1327 c.c. coming in second to a 10.5 litre FIAT in 1911!

I also recall that in the 1920s a Mr. Frank Lockhart designed the Stutz "Black Hawk", a 3 litre straight-eight capable in tests of approximately 200 m.p.h. It was to compete for the Land Speed Record against a Triplex, using I believe no less than three Liberty Aero Engines, somewhere around 70 litres!

I wonder how many other David and Goliaths there are, for the subject is quite fascinating.

London, NW3 P. HOPKINS

### That Rover Tourer

Sir,

Mr. Cameron's Rover 14 4 seater sports (Letters, November) was a standard model in the early 1930's – probably 1934-35-36. Only the

chassis number would ascertain its exact year. During this period Rovers also produced a Speed 14 model with a different chassis series and featuring a triple SU cylinder head. Two other features of this model were the special headlight bars as depicted (though I thought these were only on the streamline coupe models) and knock-on-wire wheels. However there are many standard models with such extras so the only true deciding point is the actual chassis number. Looking once more at the picture the "elbow dip" in the doors rules out 1934 models and the vertical bonnet louvres (which I think I can see) indicate 1935, as 1936 models had horizontal louvres.

There was nothing in the chassis number before 1938 to indicate the type of body fitted. However the following chassis numbers may help to identify the car.

1934 – 14 h.p. chassis nos. 421001-423000, 2,000 produced. Speed 14 chassis no. 431001-431150, 150 produced.

1935 – 14 h.p. chassis nos. 521001-524556, 3,556 produced. Speed 14 chassis nos. 531001-531130, 130 produced.

1936 – 14 h.p. chassis nos. 621001-624908, 3,908 produced. Speed 14 chassis nos. 631001-631100, 100 produced.

Exactly how many tourers survive is unknown. There are a few around. The 14 and Speed 14 tourer was much the same as the 12 h.p. tourer of the same year, of which many more survive so restoration to original is not that difficult.

Wellington, Somerset R. M. STENNING

**The Future of MG**

Sir,

For some months now, many people have been aware of the fact that the MG Division of British Leyland will, in the very near future, cease production at Abingdon and that the marque will then either be put onto a variation of another Leyland car or, as is much more likely, disappear altogether. Quite probably it is already too late to do anything, if in fact public opinion could have any effect on this corporate giant which seems to manage to find ever new ways to astound us by its ability to get things into a muddle, but half a century of success cannot be allowed to be thrown away without comment.

Much of the talk these days centres around the extremes of the "New Mini' and the "New Rover"; the one, if Leyland survives long enough to put it into production, almost certain to be as much of a loss leader as the current version, and the other plagued by constant difficulties on the assembly line. Somewhere, lost in the shuffle, is one which to most people is nothing more than a sports car. In fact the MG is much more than that. While their quality saloons and tourers have been allowed to die, MG has always stood for motoring that was safe, fast, and affordable. The success of the car in racing, established in the 'thirties, still persists today in spite of the neglect heaped upon it for the past decade. Some of the international class records set by MG before the War still stand to this day.

No amount of enthusiasm could bring me to say that the MG is the best sports car to be had. It is not, nor has it ever been. But is is a standard, set for us by men with vision who wanted to create something of lasting value that everyone could enjoy. Can it be right that others of shorter vision can allow this thing to end in favour of another car notable only in its resounding lack of success? I refer to the TR7 which is being heavily out-sold by the 14-year-old MGB and is taking money *out* of our pockets even faster than the profitable MG can put it in. And please note that although the MG is no longer available on the Continent, much of this valuable profit is coming in the form of much-needed foreign exchange.

If this letter is published, I know that it will be read by only a few, and that of those who read it, fewer still will be forthcoming with any serious response. This is really not important anyway because, as I stated before, Leyland is most unlikely to be influenced. What does matter is that someone will have spoken out *before* a part of our motoring heritage is lost to us forever.

Aldingham GEOFFREY PFLAUMER

(A few, Sir. You may get a surprise. –Ed.)

**Yankee Not All Dandy**

Sir,

I have enjoyed over the last several months reading the woes of motorists caught with their "pedal to the metal" by unmarked police cars, the lack of service or parts on new autos, and now "foreign versus British" from Mr. Brownridge.

Yankee ingenuity, Japanese manufacturing ability, and even good old Uncle Sam have combined forces to create a device (citizens band radio) that almost neutralises the effectiveness of the "bears in the bushes" (police cars hiding off the road), "picture takers" (radar) and, "plain wrappers" (unmarked cars), and "spies in the sky" (police airplanes with radar). In addition to all of that, it also allows you on some occasions to miss "parking lots" (traffic jams) caused by accidents or the thousands of traffic lights that otherwise try to slow movement down over here.

As for the service on new cars, the English do not have a corner on all of the problems as I have now waited for over one year just for the spare tire (American made and therefore not a tyre) for my Pontiac "Belchfire". It took eighteen trips returning a Plymouth to the dealer to make it run properly and to have all of the pieces added that were ordered with it. Another friend of mine told me that it was "normal" according to a Ford service department to use one quart of oil every thousand miles in a new car. That was shortly before the engine was replaced, etc., etc., etc.

Concerning "foreign" cars (for you or for us), I was in England during a ten day rain storm in February. I had the good fortune at that time to have a Renault 12TL to use. Since it rained at least part of every day, the windscreen wipers and demisters were very vital to the operation of the vehicle. The Renault system worked beautifully, even keeping the side windows clean. While driving we noticed a number of cars, mostly English ones, that were considerably fogged up inside, including one that was so completely fogged that he almost hit me. Hurrah for the French! The demister in my Big Healey never had a chance to work but I find it does not matter since I have not had the top (hood) on it in eight years.

Each country must have its own joys of motoring. Ours is the 55 m.p.h. limit that is still with us – three cheers for CB radio!

W. WHITMAN BALL

**Peter Warr's Lotus 23**

Sir,

Your reference to Peter Warr winning the first Japanese Grand Prix in 1963 brought back many memories to me and hence this letter. The car was a very early Lotus 23 which had been purchased by Peter from a private owner, and the factory converted it to B specifications and fitted a new body for him to use in a few events paying suitable starting money. The engine was a very special (at that time) 1,650 c.c. push-rod unit built by Cosworth and the gearbox was an early Hewland 5-speed with rear exit gear change.

I purchased the car from Peter during the 1964 Racing Car Show and will never forget the trial ride as Peter's passenger on public roads! The car was maintained by Len Street (long before he reached Drayton Gardens) and after a practice day at Brands, where I spun it coming out of Druids, he entered it for me at Goodwood and Mallory Park. It was then crated and shipped to California by Phil Mortimer (again long before Swanscombe Auto-Exports). I also recall buying engine bits from Bill Brown at Cosworths and helping a young Austrian doing the same. His name was Rindt.

The car was raced extensively in SCCA regional and national events with many class wins and overall placings, as well as championship wins in 1965 and 1966. The car was also driven unsuccessfully in the professional races at Riverside, Laguna Seca and Pensacola, Florida, before I retired from the sport to watch my good friend George Follmer win the series in his Lotus 23B-Porsche and begin his International career.

If this car still exists, I would be pleased to supply the owner with its history during its years in my care. Meanwhile I will relive the early days in my Ulster/Nippy special as I did on my return to Mallory Park this past July to compete in the 750 MC Austin Seven race, and to Goodwood for the next A7 attempt on the 10,000 mile record in September 1978.

Usual disclaimers for firms and individuals mentioned.

Woodham, Surrey DAVID N. REILLY

**The Greater Menace**

Sir,

Like Mr. Patrick Harrington (December letters) I also enjoy MOTOR SPORT. But that, I think, is all he and I have in common.

Poor Mr. Harrington! Two endorsements for speeding, one for crossing double white lines. I will admit that I see no great harm in an MG-B achieving its mediocre maximum on a dry, clear open road, devoid of pedestrians, animals or tractors; and since Mr. Harrington gives us no details of his high speed heroism, charity compels me to assume that he restricts his speeding to suitable venues.

However, only a thoughtless oaf does 38 m.p.h. in a 30 m.p.h. residential road used by young children, or approaches the legal limit on the narrow, winding country lanes often praised by opposite-lock enthusiasts.

The same goes for crossing double white lines.

I rarely see one (law? –Ed.) that is not essential to the safety of the people who could be victims of Mr. Harrington's next accident. And since he mentions shop-lifting, I will mention that those who ignore double white lines are a far greater menace than petty thieves.

Before Mr. Harrington dismisses me as an old fogey, I will say that I am in my early 30s, and that though I have never aspired to membership of the MG-B(oy) Racers' Clique, I have owned a Tiger 110 motorcycle, AC 16/90, TR2, Lawrencetune +4, Coombes 3.8 Jaguar, XK140 and E-type. I also had a short, but promising, track career – which, as you know, involves *relative* speeds beyond the grasp of the average string-back road-hog.

While I dislike some policemen's attitudes towards motorists, their antagonism is scarcely surprising in view of the horrors they see.

On July 1st 1977, I saw my sister killed – fortunately instantaneously – by a driver who was going (a) too fast and (b) on the wrong side of a rural road.

The main difference between the driver of that

car and Mr. Harrington – apart from the fact that, thankfully, he will not get his licence back so easily – is his dubious excuse that there was no double white line for him to cross.

Cricklade J. R. M. ALLISON

**In Perspective**

Sir,

As a regular reader of your magazine since 1959, I must say how refreshing it was to read the letters in the December edition of MOTOR SPORT from Patrick Harrington and Lester Holding concerning police traffic patrols and the motorist. Over the years numerous letters have been published in your columns on this subject and despite your disclaimer that "The Editor does not necessarily associate himself with the opinions expressed," these letters have in the vast majority of cases been somewhat anti police. Is this because the silent majority don't write on this subject or do their letters perhaps not accord with your views and therefore, generally, not get published? I have often pondered this point.

As a police traffic inspector and having served some ten years on a traffic department carrying out various duties, I find the letters you print on this subject very interesting. I have often been tempted to write to you after reading some of the views expressed, some of which appear very prejudiced and not at all objective. I would add that I run an MG-B and am a local area secretary of the MG Owners' Club. So I am in close contact with motoring enthusiasts and always try and view this subject in an objective light. As Lester Holding implies in his letter, the majority of traffic laws are essential for everyone's safety. Take for example speed limits. These can not be done away with, since we do not live in the ideal world and many motorists would not tailor their speed to the prevailing conditions without them. These are my own personal views and I would urge that this somewhat emotive subject is kept in perspective. Thank you for a fine magazine and long may it prosper.

Guildford GRAHAM RICHINGS

**Insurance Iniquities**

Sir,

I would like, through the columns of your magazine, to reply to Mr. David Pratt whose letter quoted in the December issue referred to the hit and miss methods of Insurance Companies in determining the market value of a vehicle at the time of total or constructive total loss.

He is obviously unaware that all insurance companies and brokers offices engaged in the transaction of motor insurance have access to an excellent monthly trade guide which quotes the current market values "trade and retail" of every car on the roads at this time. Although this is only a "guide" the prices quoted are based on a vehicle in average condition and with an average annual mileage for the make and model in question. It follows therefore that in the event of a total or constructive total loss the insurance company would pay the equivalent market value of a similar make and type of vehicle at the time of loss up to but not exceeding the sum for which the vehicle was originally insured by its owner. Furthermore if the vehicle is in above average condition by reason of additional work carried out and the fitting of various extras etc., providing such bills and receipts are retained by the owner then such factors would be taken into consideration when determining a total loss settlement figure. The whole object of insurance is to place the motorist in his pre-accident condition neither making a profit or a loss as the case may be. I can only suggest therefore that if Mr. Pratt feels that he is paying an exhorbitant premium for something he is not likely to receive should he suffer a loss, then he either seeks the services of a qualified insurance broker or changes the one he already has forthwith.

Thank you for an excellent magazine, best wishes for the New Year and particularly to "Jenks" whom I last saw in the "Island" holding down Eric Oliver's chair and with the magnificent beard approximately half an inch from the road surface at the 13th milestone – those were the days. With kind regards.

Sutton, Surrey J. M. BARKER

(Mr. Pratt was referring to insurance valuation on older cars, in his own case a Jaguar 3.8 Mk.2. Presumably Mr. Barker's "monthly trade guide" is Glass's Guide, which does not deal with cars of any great age; its Jaguar valuations commence in 1968. We don't know of any guide which keeps accurate track of the values of cars which are – or are becoming – collectors' cars, appreciating in value, like the 3.8 Mk.2. –Ed.)

**Insurance Tips**

Sir,

Whilst I sympathise with Mr. Roderick A. Cook (November Letters) over his apparent inability to obtain Comprehensive cover at realistic premiums from the major Insurance Companies he cites, I am bound to enquire whether or not he has the misfortune (?) to be an orphan.

If not, why does he not persuade a parent to include his car on their policy with himself as a named driver?

I am, of course, assuming that one or other parent is a motorist with a private motor policy; but if this is the case, not only will the parent receive a 10% reduction of premium for the second vehicle, but also will Mr. Cook probably enjoy some no-claim discount in the payment he makes to his mother or father.

I have no axe to grind for the General Accident Company, other than as a satisfied policy-holder for the last ten or more years, but my taste in cars has been more or less always such that I pay Group 7 rates.

The General Accident have a scheme whereby, for a mere £2 extra, one can split the premium into five monthly instalments, payable by Bankers' Order.

I personally have used this method of premium payment for relately new Alfa Romeos (2000 GTV and Spyder) and at present an elderly (1970) Daimler Sovereign 4.2 Auto on which car I was delighted to receive a £19 return of premium half-way through the policy year recently.

Although I am not an Insurance Broker, I cannot recommend too highly their ability to shop-around for sound Comprehensive cover at realistic cost; incidentally has Mr. Cook considered describing himself as "of independent means" – not a lie – rather than the damning occupation of Student?

After a lapse of some years, I am again a regular reader of your august Journal, and it's as good as ever. Keep it up!

Penarth, Glamorgan PAUL. WARD

**To Spain in an S1 Bentley**

Sir,

Reading Mr. Dexter's letter in your November 1977 issue, prompts me to relate my own recent endurance and reliability test for "ageing machinery". My 1956 S1 Bentley Mulliner Continental, although two years younger than Mr. Dexter's R-type, is 21 today!

Complete with wife, two children and attendant luggage, she completed a 2,954-mile return trip to Alicante, Spain, using 154 gallons of petrol at 19+ miles to the gallon (this may be very slightly optimistic as I am bad at litres). Seven pints of oil went into the engine and nothing into the gearbox. No water was necessary for either radiator or battery and I got fed up with the tyre pressures always being correct when checked – incredible considering the air temperature changes involved. The brake pedal return spring came out of its location near Andorra and caused a stop lamp bulb to burn out. There were no other "problems" and my self-assembled "Continental Touring Pack" went unopened. The car is used every day and has done 154,207 miles without a rebuild (I know the history), except for a replacement gearbox.

May your excellent magazine similarly endure.

London, SE11 DAVID J. ROLFE

**Lord Howe's Fiat**

Sir,

I was most interested to note in your October issue on p. 1236 ("Those Tax Concessions") an allusion to "the smart blue Fiat 500 in which the Rt. Hon. The Lord Howe used to commute to the House of Lords", as I am the present owner of this very vehicle. It is entirely original, still quite smart, and finished in what I believe were Lord Howe's racing colours of black and dark blue, with a recorded mileage of around 25,000. Being first registered in 1955 it must be one of the very last Topolinos produced in r.h.d. form, and I would be delighted to hear from any other owners or sources of spare parts for this charming little 58 m.p.h./58 m.p.g. car.

Wheatley, Oxon. JOHN A. LOURIE PhD, FRCS

**Not a Breakthrough**

Sir,

In "Matters of Moment", December issue of your excellent magazine your headline "A Front-Wheel-Drive Breakthrough".

The article gives the impression that chain drive has not been used before in transverse engine/front wheel drive cars and you also instance the transfer gear rattle from BMC Minis, 1100s and 1800s.

The BMC 1800 is the one car which, in the automatic version, has had chain drive fitted since 1966 and in my example the chain, of the Morse Inverted V type running without a tensioner, is still perfect after 82,000 miles.

So, surely this is not so much a "breakthrough" as a development of an already established principle.

Great Yarmouth C. B. PITTAWAY

# TAILPIECE




*A Beetle with a sting in its tail.* (Photo: J. Clark)

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**MORGAN +8,** 1974, reg. 9 MOG, dark blue with black interior, self-seeking radio, 16,000 miles, £5,100 o.n.o. (22248

**FOR SALE** Dolomite Sprint, spotless, '75 (P), mimosa/black, Sundym, new tyres, 26,000 miles, usual extras plus rear fog lamps, £2,400. Tel.: day 0502 4395, evening 0502 61322. (5543

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**TRIUMPH 2000** automatic, 1966, 18,000 miles only, Wedgwood blue, showroom condition, £895 o.n.o. 021-772 5771 (office hours), 0926 32446 evenings. (5540

**AUSTIN A90** Atlantic hard top, metallic blue, M.o.T., good condition, regular use, very rare car, £900. Canford Cliffs (0202) 709608. (5537

**CHRYSLER TOWN** and Country Woody convertible, 1947 straight eight engine, the classic Hollywood star's car which is in very sound condition, believed unique in UK. 0233 25484 (Kent) or Box No. 5627. (22973

**1938 LANCIA** Astura two-door coupe by Pinin Farina, actual care pictured in Doulton Watson Lancia book bottom of page 76. The car is unrestored and running, but requires certain restoration. 0233 25484 (Kent) or Box No. 5627. (22973

**MORGAN +8,** Nov. 1973, *black and white, one* lady owner, good condition, £3,650. Tel.: 074-783 305 (Wilts). (5037

**FIAT 124** sports coupe, 1800 cc, 1973, genuine low mileage, taxed, full M.o.T., recent extensive overhaul, extras, a very attractive example, offers. 021-353 1046. (5249

**ALFETTA 1.8GT** coupe, Nov. 75 (P), 25,000 miles, service history, red, excellent condition, company car forces sale, £2,725 o.n.o. Tel.: Blackburn 56511 or Burnley 33726. (5252

**1961 TR3A,** all steel body in signal red, overdrive, *hard top, chrome wire wheels, restoration just* completed, an excellent example, £1,850 o.v.n.o. 0233 22587 (Kent). (22973

**JENSEN HEALEY,** L reg., basically very sound car but wants a good home, bodywork requires attention, 12 months M.o.T., new tyres, Ziebarted, hard and soft tops, some spares also, £980 o.n.o. 0952 882800 after 4.30 pm. (23027

**MG-C, 1968,** 3-litre roadster, white/black, excellent original condition, price £825. Phone 01-960 5073. (23025

**RILEY FALCON,** 1935, 12/4 1½-litre, blue/black, very good restored condition, price £1,250. Phone 01-960 5073. (23025

**ALFA ROMEO** 1750GTV, H reg., outstanding condition, 2 previous owners, always Alfa maintained, £725. 024-369 2684 (Sussex). (5259

**BMW 2002Tii,** 1972, white/blue trim, £1,495. Tel.: Woking 67803 (day), Runfold 2375 (evenings). (5258

**JENSEN CV8,** Mark II, registered July 1964, carefully maintained, sprayed dark brown with recently completed hide reupholstery to interior, spare engine and gearbox available, £2,500. Tel.: office hours 0272 874231 or 0272 873174 after 6 pm. (23004

**CRAYFORD ARGOCAT,** 12 months old, 6 wheel drive, twin-cylinder, two-stroke, amphibious vehicle, four-seater, fantastic performer, suitable for work and pleasure, £1,500 plus VAT. Townshend, Tile Barn Farm, Hartfield, E. Sussex, Hartfield 623. (5261

**ALFA ROMEO** Guilietta Sprint, 1290 cc, 1960, low mileage, exceptional rust free original bodywork, full M.o.T., LHD, £695 o.n.o., consider exchange Jaguar/WHY? Rugby 2685. (5257

**E TYPE** 4.2, Series 2 roadster, 1970, 39,000 miles, regency red, black leather, chrome wire wheels, white wall tyres, Sundym, radio/cassette, distinctive reg. no., long M.o.T., taxed Feb., beautiful example £3,000. Southampton 769582. (5956

**MORGAN 4/4,** 1600, 2-seater, P reg., Aug. 1975, white, black interior, w/w wheels, luggage rack, bucket seats, stereo, beautiful condition, £4,250 o.n.o. Tel.: Northampton 890257. (5255

**TALBOT 105** Brooklands Super Speed model replica tourer, V.S.C.C. eligible, engine rebuilt with racing metal, etc., car in excellent order, £7,950. *Phone mornings, weekdays only* 01-958 3789. (5254

**RILEY NINE** Monaco, 1933, good condition, complete, original, partly dismantled and restored, spare engine, £750. Tunbridge Wells 27869. (5544

**GINETTA G15,** 1973, M.o.T. Aug. 1978, v.g.c., white, radio, £1,000 o.n.o. Coventry 317867 evenings. (5569

**AUSTIN HEALEY** 3000, Mk.II, very good condition, extensive work done on this car, £1,750. Tel.: Lydney 3509. (5571

**TR4A, WHITE,** taxed, M.o.T., wire wheels, radio, all *steel, low mileage, original, v.g.c., £700 o.n.o.* Horndean 595903 or Cosham 83161 office hours. (5570

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**PAMPERED MARCOS** 1600GT, consistent concours winner, sunroof, alloys, chromed engine, taxed, M.o.T., £1,675. Salisbury 5480. (5547

**MGC GT,** F reg., extensively renovated bodily and mechanically, and stored since passing M.o.T. in 1976, £995 o.n.o. Appointment to view, Tel.: Mr A. Larvin, Leeds 459252 office hours. (5567

**COLLECTORS' CARS.** 1926 Daimler and 1959 Mini, original chassis no. A/AZ57/4873, reg. TDL 576, 3 owners, offers. Ryde 64752. (5545

**MG-B GT,** 1972, blaze, h.r.w., radio, £1,200 o.n.o. Sleaford 302409 (evenings only). (20363

**ROLLS-ROYCE** Cloud III, 1964, golden sand, beige trim, No.1 registration, finest available, £7,950. Also Cloud II. Details 01-853 3226. (20356

**ROLLS-ROYCE** Shadow Convertible, early 1968, chassis no. 3401, exportable, regency bronze, fitted white hood, white interior with brown piped seats, headrests, lambswool rugs, air conditioning, Sundym glass, full Corniche spec., 1 owner, 61,000 miles, 1" white band tyres, can only be described as virtually new, £16,500 o.n.o. 01-302 5570. (20358

**MORGAN 4/4** 1600 competition 4 seater, 1970, ivory coachwork with black upholstery, wire wheels, tonneau, excellent condition, 39,000 miles, £2,950. Langley Mill 66637. (30365

**AUSTIN 8,** 1939, original thru' out, no restoration required, used daily, £385 (view London). Medway 360446. (20356

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**SCIMITAR 3-LITRE** GT, 1967, alloy wheels, recent engine, s/roof, excellent condition, £1,000 o.n.o. Tel.: *Andover* 53463. (20364

**AUSTIN HEALEY** 3000, Mk.II, triple carb, works h/top, o/drive, all new steel, immaculate white body, £2,250. Tel.: Andover 53463. (20364

**TVR 1600M,** 1976, 9,600 miles, yellow, black vinyl roof, cassette, immaculate, £2,900. Tel.: Walsall 39744. (20766

**1947 AUSTIN** 10, 4 door, black, needs some bodywork, £580. Tel.: Fordingbridge 53498 evenings. (20371

**FORD POPULAR,** first reg. Jan. 54, original log book in fair condition, not been used for 7 years, £285. Tel.: Fordingbridge 53498 evenings. (20371

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**ASTON MARTIN** DB2/4, 1952, very good condition, rebuilt engine, mechanically sound, body very good, resprayed, a sensible offer only, reg. KWV 555. Phone 051-647 7718 daytime. (40547

**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, *M.o.T. tested January 1978.* Replies to Box No. 5605. (2263

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**FORD CAPRI** 3000 'S', February '76, red with black cloth trim, superbly maintained, must be seen, P.A.S., undersealed, mud-flaps, lovingly cared for, save £1,500 on new model, £2,695. Kenilworth 59463. (5886

**DATSUN 240Z,** 1972, 51,000 miles, no cost spared, red, coachline, Wolfrace wheels, tinted windows, five speed box, etc., ferocious performance, £1,595. Stone (Staffs) 3307. (5882

**JAGUAR 240.** 1968, low mileage, immaculate condition, radio, collector's item, £1,600 or offers. Ring Taunton 74894. (5889

**MG-C GT,** Sept. '69, white, overdrive, wire wheels, radio/cassette, super condition, M.o.T. July '78, £1,350, appreciating, genuine enquiries. Chilton Polden 722011 (Somerset). (5887

**MGB-GT** V8, July '76, flamenco/black, 13,500 miles, overdrive, tints, HRW, Radiomobile stereo cassette/radio, electric aerial, 4 speakers, quartz clock, leather wheel, Cadulac treatment, 2nd year Supercover until end July '78, superb condition throughout. £3,875 o.n.o. Aldridge 55941 evenings. (5878

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**MERCEDES 220S,** 1956 in very good original condition, long tax and M.o.T., used daily, original handbook, £475. 01-594 4287 day, Hornchurch 71180 evenings. (5843

**RILEY 1½,** 1951, completely restored, superb condition. Realistic offers to Stoke-on-Trent (0782) 23283. (5891

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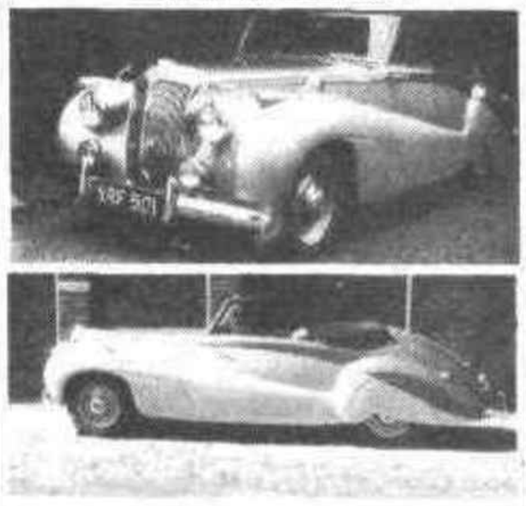
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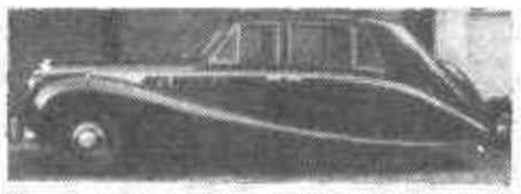
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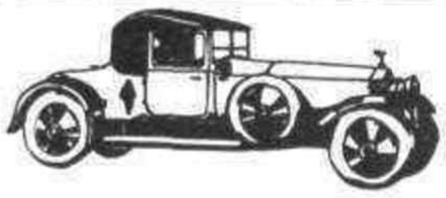
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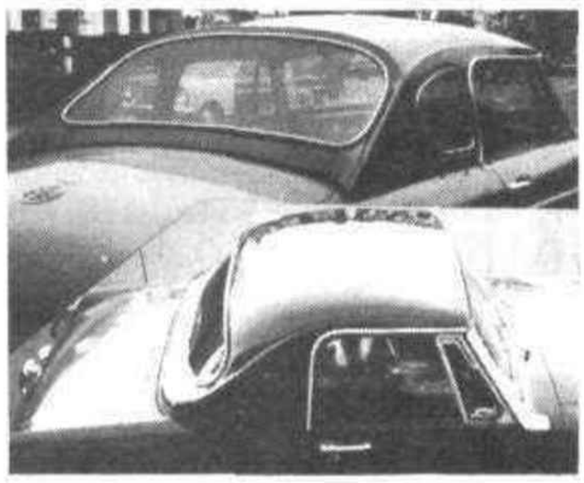
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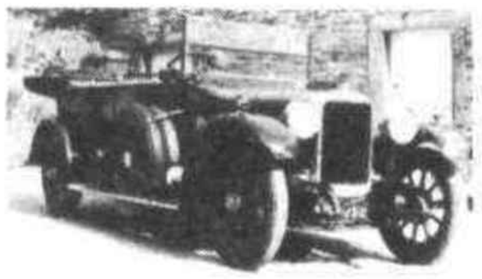
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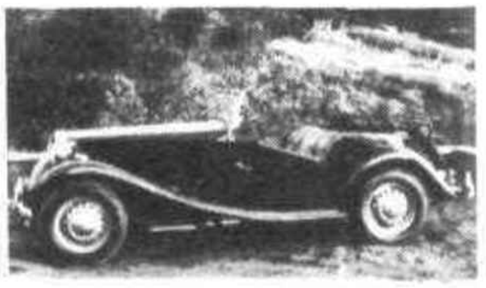
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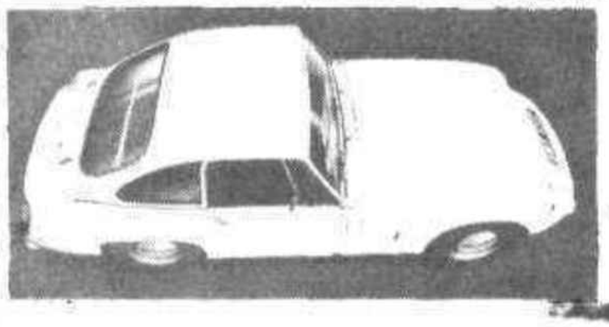
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A55, Mk 1, 2, A60, 1958-68
A99, A110, 1959-68
1100, 1300, Mk 1, 2, 3, 1963-74
Maxi, 1500, 2200, 1964-77
18-22 Series, 1975-77
10-12 Cwt, JA Vans, 1960-74
AUSTIN HEALEY
Sprite 1 to 4, 1958-72
100-6, 3000, 1956-68
BEDFORD
CA, CF Vans, 1961-79
Beagle HA, 1964-76
BMW
518, 520i, 520i, 1972-75
1600, 1800, 1964-71
2000, 2002, 1966-75
2500, 2800, 3.0, 3.3, 1968-77
CHRYSLER
180, 2 litre, 1971-76
Avenger, 1970-77
CITROEN
ID19, DS19, DS20, DS21, 1955-75
Ami 6, 8, Dyane 4, 6, 1964-77
GS, 1971-76
DAF
33, 44, 55, 66, 66 1300, 1967-76
DAIMLER
Sovereign 2.8, 3.4, 4.2, 1968-77
DATSUN
Bluebird 1600, 1800, 1972-76
Cherry 100A, 120A, 1971-77
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1000, 1200, 1200Y, 1966-76
1300, 1400, 1600, 1969-72
240Z, 260C, 260C, 1970-75
Pick up 521, 620 Series, 1968-76
FIAT
124, 125, 128, 1966-77
126, 127, 131, 132, 1971-76
850, 600, 850, 1955-74
1100, 1300, 1500, 1957-69
FORD
Anglia, Prefect, 1954-67
1001, Escort, Squire, 1959-61
Popular 100E, 1959-62
Thames 5, 7 Cwt Van, 1954-61
Thames 10, 12, 15 Cwt, 1957-65
Transit, 1965-77
Escort 1100, 1300, 1967-77
Fiesta 1976-77
Cortina, incl Lotus, 1962-77
Consul Mk 1, 2 1956-62
Zephyr, Zodiac Mk 1, 2, 3, 1962-66
Zephyr, Zodiac V4, V6, 1966-72
Consul, Granada, 1972-77
Classic, Capri, 1961-64
Capri, 1969-72
Cortina, incl V4, 2000E, 1963-76
HILLMAN
Avenger, GT, 1970-76
Minx Series 1 to 5, 1958-67
Super Minx Mk 1 to 4, 1961-67
New Minx, 1966-70
Hunter Series 1 to 3, 1966-68
Imp Mk 1, 2, 1963-76
Hunter GT, 1968-77
HONDA
N360, N600, Z, 1967-74
Civic 1200, 1500 1973-76
JAGUAR
Mk 2, 8, 1959-67
XJ6 120, 140, 150, 1502, 1968-81
2.4, 3.4, 3.8 Mk 1, 2, 1955-67
3.4S, 3.8S, 420, 1967-68
240, 340, 1967-68
E Type 3.8, 4.2, 1961-72
XJ6 2.8, 4.2 Litre, 1968-77
LANDROVER
1, 2, 2A, 3 (petrol) 1948-77
MAZDA
616, 808, 818 1970-75
RX-2, R100, RX-3, 1970-74
1200, 1300, 1969-73
1300, 1600, 1967-74
MERCEDES-BENZ
190B, 190C, 200, 1959-68
220B, 220, 250, 1959-68
270, 8, 250, 280, 1968-72
MG
Midget TA to TF, 1936-53
Midget Mk 1 to 3, 1500 1961-77
Magnette, ZA, ZB, 1954-58
MGA, MGB, MGB GT, 1962-76
1100, 1300, Mk 1, 2, 1962-71
MORRIS
Minor Series 2, 1000, 1952-71
Oxford 2, 3, 5, 6, 1954-71
Mini, incl Clubman, 1959-77
Mini Cooper, incl S, 1961-72
1100, 1300, Mk 1, 2, 3, 1962-78
1800, 2200, 1964-75
Marina, 1971-77
NSU
Prinz 1 to 4, 1957-72
1000, 1200, 1963-72
OPEL
Ascona, Manta, 1970-71
Kadett, Olympia, 1962-77
Rekord 'C', 1960-72
PEUGEOT
204, 304, 404, 1960-74
104, 504, 1968-75
PORSCHE
356A, 356B, 356C, 1957-65
911, 912, 1964-73
PRINCESS
18-22 Series 1975-77
RELIANT
Regal (incl Kitten) 1953-73
RENAULT
R4, R4L, 4, 5, 8, 1961-75
8, 85, 10, R6, R10, 1100, 1962-71
12, 15, 16, 17, 1965-76
30, 1975-77
RILEY
1.5, 1957-65
Elf Mk 1 to 3, 1961-68
1100 Mk 1, 2, 1300, 1965-69
ROVER
60 to 110, 1963-64
3500, 3500S, 1964-76
3 Litre, 2000, 2200, 1958-77
Range Rover, 1970-76
SAAB
95, 96, Sport, 1960-79
99, 1969-76
SIMCA
1000, 1961-77
1100, 1200, 1967-75
1300, 1301, 1500, 1501, 1963-77
SINGER
Chamois, Sport, 1964-76
Gazelle Series ZA to 8, 1958-67
New Gazelle, 1965-72
Vogue Mk 1 to 4, 1961-67
Vogue 1725, 1966-70
SUNBEAM
Alpine, Rapier 1 to 5, 1955-67
Rapier, H120, Alpine 1967-76
Imp, Sport, Stiletto, 1964-76
1250, 1500, 1300, 1600 1970-77
TOYOTA
Carina, Celica, 1971-74
Corolla 1100, 1200, 1600 1967-74
TRIUMPH
Dolomite 1850, Sprint, 1970-76
Dolomite 1300, 1500 1976-77
Herald, 1959-71
Spitfire Mk 1 to 4, 1962-76
Stag, 1970-77
GT6 Mk 1, 2, 1966-74
Vitesse 1600, 2 Litre, 1962-74
TR2, 3, 3A, 4, 4A, 5, 6, 7, 1952-77
1300, 1300TC, 1500, 1500TC 1965-74
2000, 2.5 PI Mk 1, 2, 1963-77
VANDEN PLAS
3 Litre, 1959-64
1100 Mk 1, 2, 3, 1300, 1963-75
VAUXHALL
Victor 1, 2, FB, FC101 1957-67
Victor VX4090, 1967-76
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Velox, Cresta, PA, PB 1957-65
Cresta PC, Viscount, 1965-72
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Typ 1600, 1700, 1968-76
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Rabbit, 1974-77
Scirocco, 1974-77
411, 1968-72
1500, N, S, A, 1961-66
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VOLVO
66 GL, 1975-77
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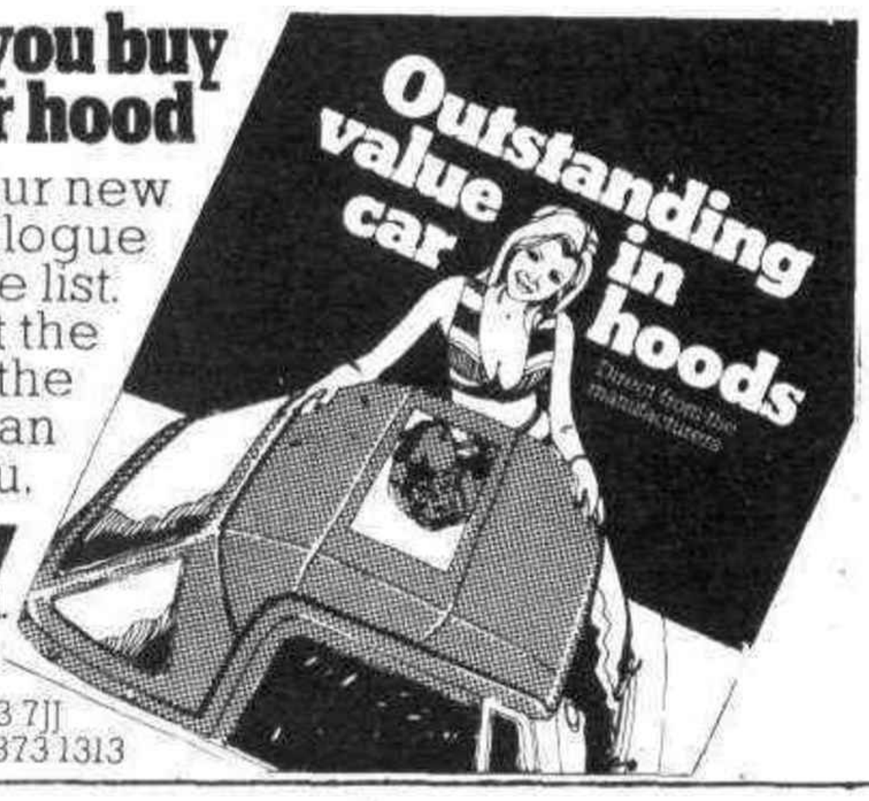

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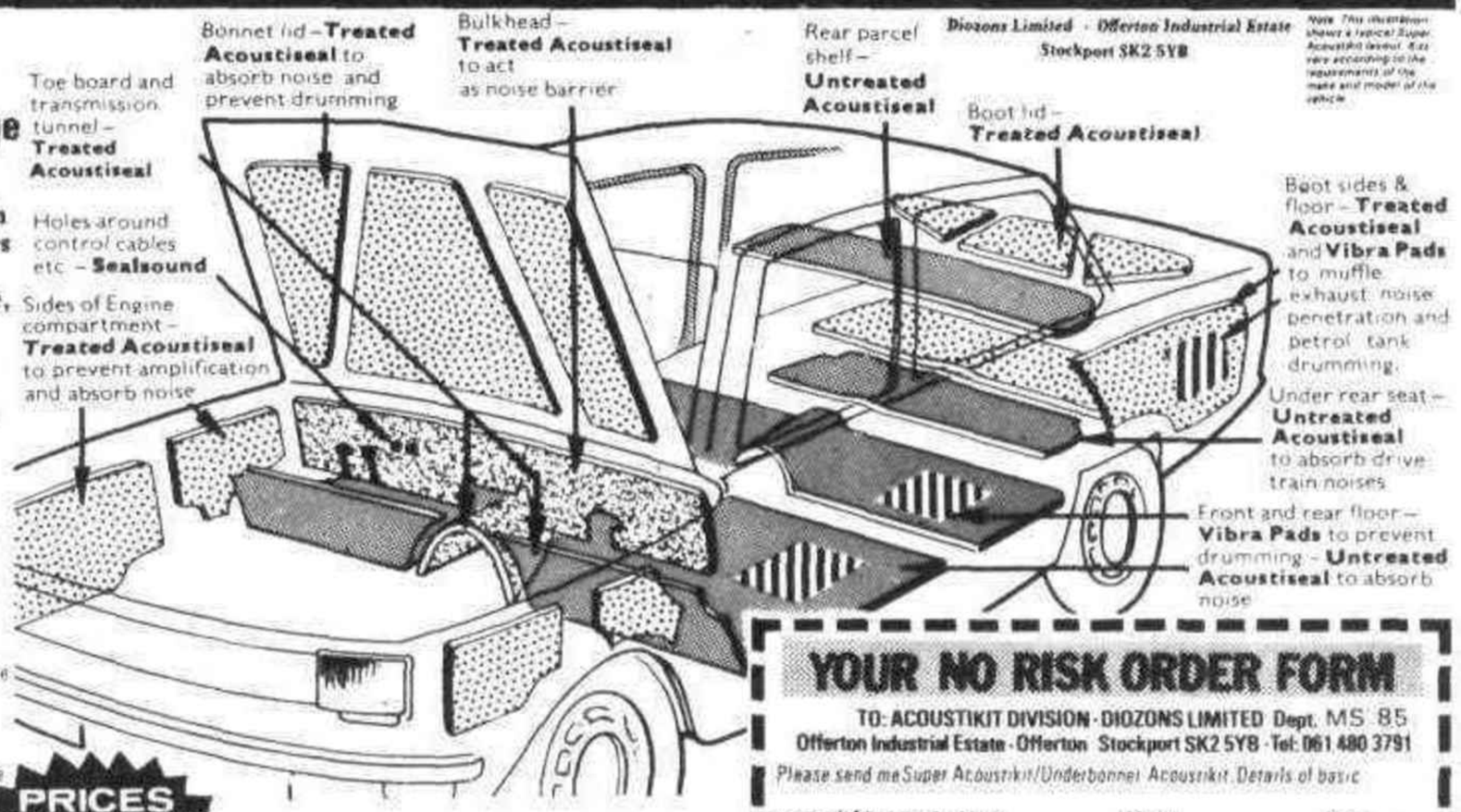
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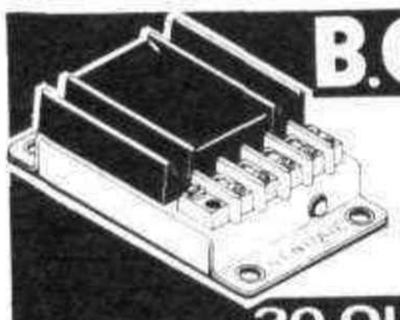
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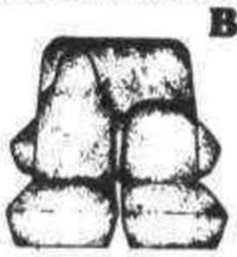
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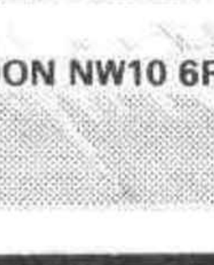
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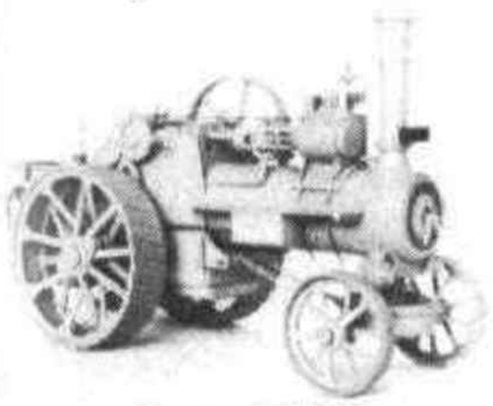
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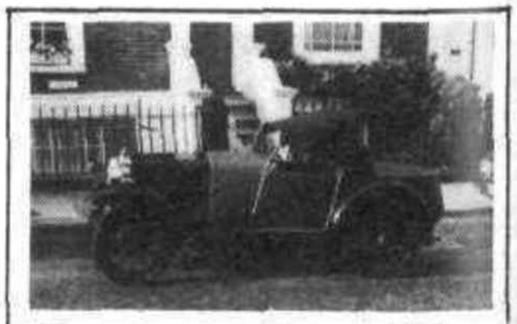
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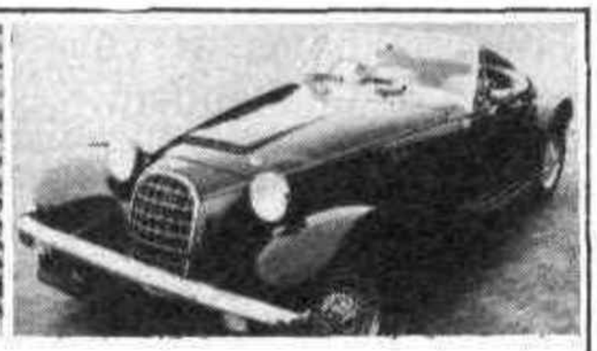
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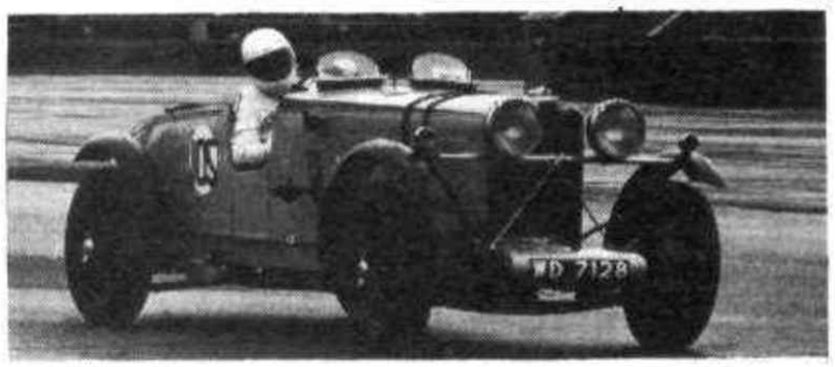
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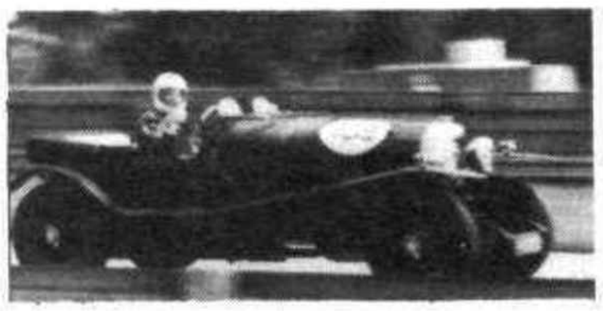
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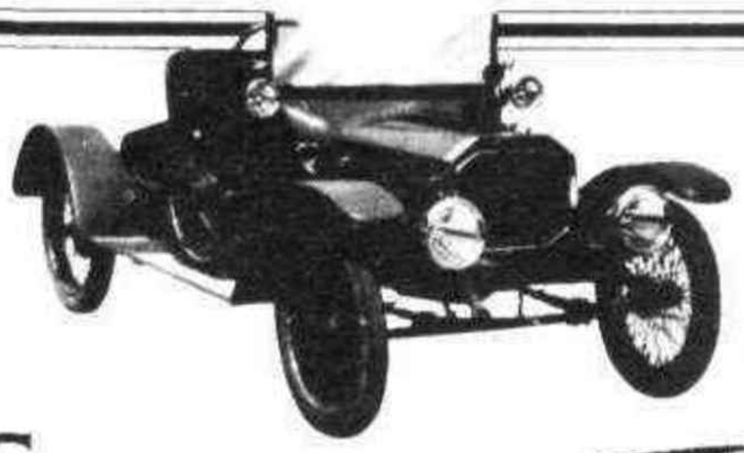
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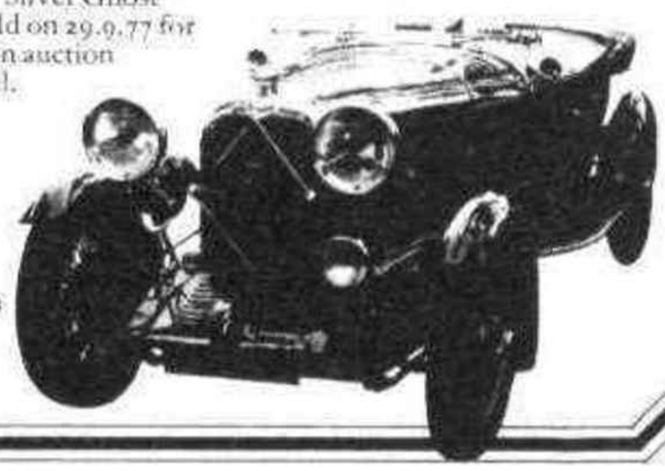
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We have opened a Specialist Export Department to cater for all overseas customer requirements. We stock a very wide range of spares covering all models from the mid-1950's to the present day – 1300 cc to 2600 cc.
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# Alfacenta

**Eversley, BASINGSTOKE, Hants, England.**
**Tel.: Yateley (0252) 876125**

## FOR SALE–continued

**INVESTMENT, 1957** Wolseley 15/50 Saloon in black with red leather interior, one owner, full service record, M.o.T., looks like new, £995 o.n.o. Phone 01-650 1683 after 6 pm. (5773

**FROGEYE SPRITE,** stored two years, ideal restoration, lost interest, best offer. 28 Knightstone Rise, St. Andrew's Rd., Bridport, Dorset. (6781

**JAGUAR 420,** 1967, auto, P.A.S., excellent cond., £750. Tel.: St. Annes (Lancs) 726017. (5780

**TR6, 1973,** L reg., mimosa, excellent condition throughout, £1,495 o.n.o. or exchange good 998 Mini Cooper plus £1,000. Sheffield 340875 after 4.30 pm. (5778

**SCIMITAR GTE,** o/d, 1972, L reg., alloys, Radiomobile, Shetland blue, black interior, genuine 29,500 miles, exceptional throughout, reluctant sale by RSSOC member, £2,000. Phone Northallerton (Yorks) 0609 70132. (5777

**BMW 73,** 3.0 SI, red, electric roof, radio, £2,600. Day 0732 (Edenbridge) 863465, *evening* 0825 (Uckfield) 4097. (5772

**1904 RENAULT** 10/14 H.P. twin cylinder, 1980 cc, fully restored, fast, reliable 4-seater, original V.C.C. dated, successful Brighton competitor, award winner, originally imported U.K., £11,000. Deale, Beechcroft, Ballyman Rd., Enniskerry, Co. Wicklow, Ireland. (5779

**MG-B,** R reg., Roadster, yellow, 14,000 miles, excellent condition, £2,450 o.n.o. Phone Penkridge 2798 evenings. (5770

**DELAHAYE 135** Carlton, sound, or Lancia B12 Aurelia, rough. Box No. 5632. (20357

## FOR SALE–continued

**TR4A, 1967,** *wire wheels, new XASs,* overdrive, mechanics good, although chassis requires attention, £190. Ashley 2769. (5771

**1939 SS 3½ SPORTS** Saloon, 1948 3½ Sports Saloon (SS style). Both fully restored to "concours" specifications. For *full details etc.* write *Box 5641.* (6072

**JAGUAR E-TYPE** FHC 2+2 automatic, V12, 1971, Light blue. Excellent condition, £2,975. 04216 7442 Southampton. (6076

**1929 FORD MODEL 'A'** 2-door Tudor Saloon. Restored regardless of cost to its *original* condition, an investment and rare opportunity to acquire perhaps one of the best examples of this model, £3,800. Aldridge (0922) 53232 business hours; or 021-355 3836 evenings and weekends. (6052

**ROLLS-ROYCE** *Silver Cloud II,* December 1960. Shell over steel blue. Grey leather. Electric windows. Mascot. All tools. £5,995. Tel: evenings and weekends: Hull (0482) 782901. (6075

**1951 MORRIS MINOR** Tourer. Only two owners. Good hood and interior. Offers over £200. Welwyn (Herts) 4563. (6074

**HEALEY 3000** Mk. III, requiring restoration, but low mileage and original. Spare engine, gearbox, overdrive, axles, doors, wings, screen, etc. Will split. Leamington 23473. (6071

## FOR SALE–continued

**1959 MG-A ROADSTER.** Finished in Old English White, with light tan upholstery. Tax/MoT. £2,750. Tel: Stamford 3834. (6073

**MATRA M530.** Mid-engined Ford 1700 c.c. Targa top. LHD. Excellent condition. 'R' Regd. Any reasonable offer. 0926 23473. (6071

**1933 AUSTIN 10/4** Saloon, valued £1,000. Completely rebuilt, repainted, rechromed, re-carpeted, etc. Best offer secures. Leamington Spa 29083. (6070

**FERRARI DINO** 246 GT. Dark blue, tan upholstery. November 1973. Mileage genuine 24,300. History available. This car came second in its class at the 1976 Ferrari Owners' Clubs concours and is in outstanding condition. Not entered in 1977 as owner was overseas at time. Car only licensed June to Sept. annually—laid up remainder of year. Garaged since new. Offers in region of £7,500. Working hours: Winchester 61781 Extension 315; evenings Andover 2597; weekends Godstone 3241. (6069

**MORGAN 4/4** 1949 Coupe. Very good condition. Long MoT. Need new hood. Bargain £1,750. Lincoln 50228. (6067

**1927 3/4½-LITRE** Bentley Vanden Plas Tourer valued £6,000 1973. Bailey, Hedgercus, Purbeck Swanage, Dorset. (6066

## FOR SALE–continued

**RILEY 1.5, 1962.** Showroom condition. Mechanically sound. Long MoT, radio. £500 o.n.o. Phone: Deganwy 83293. (6061

**BRISTOL 405** 1955. Excellent bodywork and interior. Good tyres. MoT. Low reg. number. Triumph engine, £900 o.n.o. Lincoln 50228. (6067

**ASTON MARTIN** DB5, 1964, in absolutely superb condition offered by AMOC member, £3,500 o.n.o. Please telephone for full details: *Wallingford (0491) 36390.* (6065

**LOTUS ELAN 2+2S,** 1970, 'H', alloy wheels, radio and stereo, sunroof, tinted glass black with gold coachline. Bills for £700. Rec. engine 5,000 miles. Exchanges. £1,675 Chesterfield 823302. (6063

**JAGUAR 240,** 1968, 28,000 miles only. Superb original condition throughout. One owner for 9 years, £1,700. 49 Hill View Rd., Llanrhos, Llandudno, Gwynedd. (6061

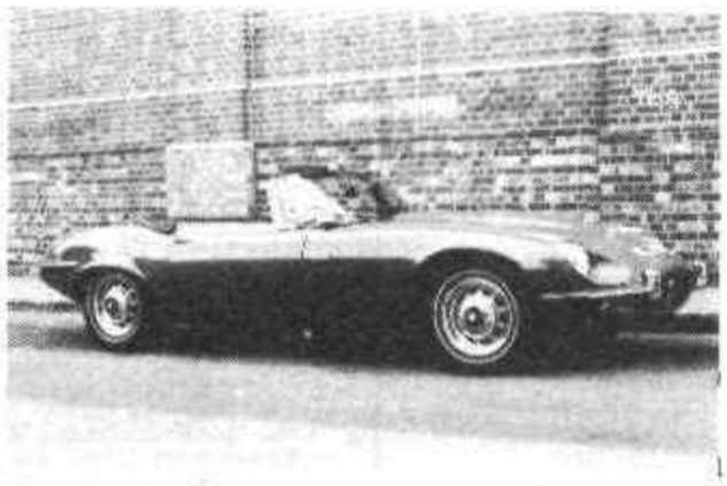
**CITROEN KEGRESSE** circa 1925. This *unique half-track, purpose-built* vehicle has been restored regardless of cost. With its 11.9 h.p. engine it was used in the heat of the Sahara Desert and in the Polar wastes. Featuring a novel gun box behind the driving seat and finished in *blue with Oxblood leather upholstery.* Box No. 5548. (6068


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**£3,795. BMW 2002 Cabriolet, 1975.** Golf yellow with black cloth interior, radio cassette, 27,000 miles and mint condition.



**£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.



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



**£1,565. LANCIA Fulvia 1.6 HF Lusso, 1972.** Sage with black interior, Cromadora alloy wheels, radio, H.R.W. etc.



**£3,995. BMW 3.0 CS Automatic, 1972.** L reg., metallic Polaris silver with blue velour interior, tinted glass, electric windows, radio, stereo etc., unblemished.



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

**£5,765. PANTHER Lima.** Delivery mileage only, metallic wine red and silver, chrome wire wheels, front spoiler, tonneau etc., substantial saving on new price.

**£4,895. BMW 3.0 CSL, 1973.** Golf yellow with black cloth interior, radio, stereo, electric windows, tinted glass, head rests, etc.

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

**£4,495. ALFA ROMEO 2000 Spyder, 1976.** Dutch blue with red *interior, push button* radio, etc.

**£3,145. TRIUMPH Stag, 1975.** Java with black interior, manual with overdrive, hard and soft tops, tinted glass, 29,000 miles and in immaculate condition.

**£2,995. BMW 2002 Lux, 1975.** Verona red with black velour interior, P.B. radio, etc.

**£2,795. LOTUS +2S 130, 1973.** M reg., metallic tawny with oatmeal interior, alloy wheels, tinted glass, radio cassette recent rebuilt engine.

**£2,745. VW Scirocco, 1975.** P reg., orange with tartan interior, radio, alloy wheels, etc.

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

**£2,695. BMW 2002 Tii, 1974.** Verona red with black cloth interior, fitted with sunshine roof.

**£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.

**£2,265. MGB Roadster, 1975.** P reg., flamenco red with black interior, overdrive, radio, 17,000 miles recorded.

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

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

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

**£1,845. MG Midget, 1975.** 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. 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.

**£1,195. JAGUAR XJ6 2.8.** Regency red with tan interior, auto with P.A.S., radio, etc., *exceptionally clean.*

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

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

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## FOR SALE–continued

**1932 SINGER** 9/60 "Daytona" Sports. Eustace Watkins two-seater coachwork. Superbly restored condition throughout. A very desirable, rare tourer (one of four known). Finished in Brunswick green with beige leather interior, matching hood, tonneau and sidescreens. £3,000 o.n.o.—or swap for decent Healey 100/4 + cash. Write for further details: Box No. 5640. (6062

**SOLID JAGUAR** Mk. II 2.4. £300 recent bills. MoT and tax. Excellent though overdrive not working. £575. Mr. Trotter 32, Ashchurch Park Villas, London, W12 9SP. 01-743 3627 from January 3rd (evenings). (6055

**1937 MERCEDES** 230 Cabriolet. Superb luxury motor. 1930 Delage D8 Tourer. Excellent order. Must sell one. Offers on either considered. 01-737 3426. (6064

**ARMSTRONG SIDDELEY**. Various models, Sapphire Star, Saloons, Limousines, for use, restoration or spares. Prices from £100—£1,000. Must reduce collection. Space required. ASOC member. Box No. 5642. (5879

**LOTUS ELAN** Sprint FHC. 1972. Finished in Burgundy/white cellulose. Outstanding example. Recent engine/brake overhaul. New exhaust/tyres, radio. Must be one of the best available. £2,250. HP arranged or possible exchange Capri. Phone: Derby 49980 (office); Belper 5432 (after six) Mr. Gregory. (6058

**1951 ALVIS TA21**. 59,000 recorded miles. £795. 1951 Riley 1½-litre Idea for restoration. £295. Four Alvis Speed 25 wheels—offers. Leamington 25305. (6059

**SCIMITAR GTE** Auto. 1973. White/tan interior. Sundym glass, chrome/alloy wheels. 44,000 miles; very much above average. £2,350 o.n.o. Blewbury 850 113, Oxfordshire. (6051

**MERCEDES BENZ** Coupe 220SE, 65 type, left-hand-drive, radio, stereo cassette, fixed head, new engine 1 year ago, £1,290. 01-385 7575. (6060

**280SE LEFT-H/D** 70-type, sunroof (electric), twin horns, radio (self-seeking), 2-spear economical 220 eng., automatic power steering. £1,490; or both exchange for 240D. 385-7575 (London). (6060

**ASTON MARTIN DB4** 1960. Superleggera. Over £2,000 spent on new engine, head, rad., exhaust, w/w. Excellent car. £2,950. 01-385 4704. (6051

**FOR SALE: 1930 SUNBEAM** 25 Sports, 1934 Sports Dawn, 1934 Rolls-Royce 20/25—all in need of restoration. For full details, viewing, etc. contact Box No. 5637. (5944

**CORTINA SAVAGE** Estate Mk. II, 1970. One owner, 24,000 mls. Genuine. Just had first decoke and overhaul. Weslake 190 b.h.p. engine, manual box, overdrive, oil cooler, adjustable dampers, Contour seats, roll bar, polished wood facias, vinyl top, 5½Js. Rare and magnificent, £1,500. Tel: Hastings 51175. (5959

**MG-A FHC**. Rare, Mk. II, 1622 c.c. Deluxe model. A total mechanical and coachwork restoration of particularly high standard has just been completed, making this a truly superb motor car. This much regretted sale is only possible due to unforseen circumstances. Please do not hesitate to ring Halstead (Essex) 2559 for details of the extensive work that has been carried out. Unfortunately it must be sold, so all sensible offers will be considered. (5958

**TRIUMPH TR6** 1973/4, 'M' Reg. Roadster with MoT, PI and O/D. White with black trim. Carefully maintained throughout. Genuine 25,000 mls. only. Cassette/stereo radio included. Interested parties only. £2,100. Evenings: Hagley (Worcs.) 3579. (5957

**LOTUS +2S 1974**. 31,000 miles. Engine recently rebuilt. Chocolate brown, oatmeal interior. Can only be described as concours and a beautiful appreciating asset. Consider P/X. £2,995 o.v.n.o. Phone: 0536 85445. (5955

**BRUT COLOURED TR7**. Green/silver, real eye-catcher. HRW, tints. Superb car. £2,475. Mike Sheer Truro 4433 office hours. (5954

**DAIMLER DB18** 1947. Black saloon export model. RH drive. Complete history known. Three owners from new. MoT, taxed, in daily use. Good condition. Mileage 70,517 kilometres. £1,150 o.n.o. Box No. 5636. (5964

**TR6 1972 'L' REG** White, o/drive, 207/50, new MoT and service. Plenty accessories. Alas, job forces quick sale, hence £1,200 neg. No time-wasters. Kdy. Fife 51598. (5963

**MORGAN +8**. September 1976. Signal red. Rustproofed. Extras. 8,000 miles. Factory serviced. £5,500. 021-553 2107. (5961

**RELIANT SCIMITAR** GTE 1972, 'L' Reg. Auto. Highland purple, tan leather, chrome wheels. Radiomobile radio / cartridge. 48,000 miles with two owners. A really superb, well maintained example. £2,175 o.n.o. Swanage 4564 (Dorset). (5960

**MG-C GT 'H' REG**. Exceptional condition throughout, many extras. Taxed, MoTd. Guarantee. £975 o.n.o. Part exchange considered. Details: Tel. Long-framlington (066 570) 678. (5969

**1964 HEALEY 3000** Mk. III. Superb throughout. Old English White, blue leather trim, O/D, W/W. Recent professional restoration of body. Rebuilt engine w/w brakes, new clutch, hood, exhaust. Moving house forces sale of most cherished possession. Sensible offers: Medway (0634) 63541 evenings/weekends. (5967

## FOR SALE–continued

**1969 LHD MINI 1000**. One previous owner. All bills from brand new, good condition, reliable, MoT, registration 449 D. £450 or sell registration separately. Guildford 38308. (5966

**FIAT 124 COUPE** Sports, January 1976, 9,000 miles only. £1,895. Tel: office hours 061-832 2226; evenings 061-773 7572. (5965

**WOLSELEY 4/44** 1953. Very good condition. £500 o.n.o. Phone: Sheffield 483330. (4343

**MG-B GT** June '73, 'L' Reg. Damask, tints, wires, radio, rustproofed, undersealed, 37,000 miles. Immaculate. £1,795. Gibbs, Long Crendon 208233 (0844) office hours. (5420

**1958 FROGEYE SPRITE**. Primrose, original metal; Shorrock Supercharger, radials, anti-theft device, good top, reliable, fun to drive. £435. N1, 01-249 8413. (6092

**ROVER 80, 1960**. Rush and shadow green. 21,000 genuine total mileage. The best example anywhere and in new condition. One owner. Best offer as space forces sale. 0743 55116. (6093

**MORRIS MINOR** 2-str. Tourer, 1932. Fully restored, near concours condition. £1,500. Winchester 2659. (6094

**MORGAN 4/4** 4-seater, 1973 Series. 35,000 miles. Black and beautiful. Rustproofed, tow-bar, boot rack. Owner going abroad. Doncaster 770461. (6096

**VOLVO 1800ES** 1972 Dec. 'L' Reg. Sports Estate. 47,000 miles genuine. Full history, tinted windows, radio, manual, overdrive. Gold with tan interior. Taxed August. £2,850. HP exchange considered. Bournemouth 293541. (6097

**JENSEN GT 1976**. Gold, black interior. One owner. 19,000 miles genuine. 5-speed, manual, electric windows. Very rare example. £3,850. HP exchange considered. Bournemouth 293541. (6097

**WOLSELEY 12 (1936)**. Black and green with green leather. Good original untampered condition. £670. Telephone Topsham (039-287) 5872 (weekday evenings please). (6099

**BUGATTI TYPE-35** 2-seater (replica). Road/racing car. Concours condition. Offers (Might exchange). Dorking 2252 day; 6030 home (Surrey). (6100

**FERRARI 250LM** (replica). Le Mans road/racing car. Road registered. 8 in. racing wire wheels. Similar to GT40, rear-engined. Ford V-engine, hence only £4,500. Might exchange. Dorking 2252 day; 6030 home (Surrey). (6100

**1974 JAGUAR** V12 E-type Roadster. Manual transmission. Power steering. Finished in turquoise green with biscuit upholstery. Many extras. Only 9,500 miles. Radio/tape deck. Chrome wheels. Absolutely immaculate condition. Owned by S. African resident, hence virtually unused. Offers around £6,500. Tel: R. Watson, London (01) 894 1940. (6101

**SCIMITAR GTE 73** (M). Auto. 40,000 miles. Shetland blue/tan. Quad stereo. A really nice motor car. £2,300. Would swap for MG-B. Andover 2530. (6102

**ROVER 1971** 3½-litre Coupe. White. 50,000 miles. One owner. Very good condition. £1,500 including prestige registration 1 FWJ. Must sell owing to illness. Marlow 4237. (6103

**E-TYPE JAGUAR**. FHC (1965). Flared headlights. T&T. Original condition. £1,500 o.n.o. Tel: 0772 864446. (6105

**STAG '74**. Manual. Blue. Regularly maintained, body and mechanical condition A1. 25 m.p.g. Extras: electric aerial, tinted windows, h/rests. Ziebarted. New tyres recently fitted. Taxed and tested. £2,200 o.n.o. Phone: 061-773 9860. (6107

**SUNBEAM TIGER**. Original example of this rare car in beautiful condition. H/S tops, alloy wheels, low mileage. £1,200. Blewbury 850 125. (6108

**ROVER 100 1960**. Overdrive, radio, year's MoT. Lovely condition. Many spares. £425. Ongar (02776) 2915. (6111

**DAIMLER DART**. SP250, 1961, 'B' Series. 50,000 miles, three owners. Resprayed Carmine red. Newish beige hood and carpets, top overhaul. DLOC member selling complete with handbook, workshop manual, tools and hardtop. £2,750. Tel: Ringwood 4251. (6112

**MERCEDES BENZ** 600 4-door Saloon 1965. Genuine 27,000 miles only. Serviced only by Mercedes Benz. All original with tools, handbook, manual, etc. Would cost today £35,000 approx. Investment at only £10,350. Leatherhead 75894 or Epsom 27777 evenings. (6113

**FERRARI 365 GT** 2+2, 1969. 31,000 miles only! Possibly the best available. Power-steering, electric windows, radio, etc. Ferrari red with tan hide interior. £5,850. Leatherhead 75894 or Epsom 27777 evenings. (6113

**DAIMLER V8 250**. 1969. 56,000 miles only. Specimen condition. Chocolate brown with tan interior. Automatic, P.a.s., original tool kit. Investment at £1,200. Tel: 01-863 1644 (Middlesex). (6114

**RARE CRAYFORD**/Corsair 2000 convertible. Fast, roomy, comfortable. Needs attention. Sale or exchange—offers? Phone 02802 4159 for details. (6135

**E-TYPE SERIES I**. 1967. Manual 2+2. Very good condition. £1,800 or p/x considered. Keighley 605445, weekdays to 6.20 p.m. (6132

**RS2000 MAY 1977**. Yellow, black interior. 5,000 miles, as new. £3,250. Norwich 868228. (6127

**ALFA ROMEO** 2000 GTV 1974. Excellent condition. White, black cloth trim. 35,000 miles. £2,050. Copthorne 712014. (6126

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

**1959 AUSTIN Healey 3000,** 2/4 seats, colorado red with black panels, fitted overdrive, wire wheels, hard and soft tops, full tonneau ..... **£1,795**

**1973 BMW 3.0 S1,** maroon, one owner, p.a.s., full history since new ..... **£2,795**

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

**1974 CITROEN 'D' Special,** white, one Director owner, p.a.s., low mileage ..... **£995**

**1968 (Dec) DAIMLER Sovereign Automatic,** dark blue, radio, p.a.s., one M.D. owner since new, engine being rebuilt this moment, available Jan '78

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

**DOG CART,** restored by Fyke of Kieth ..... **£750**

**1972 (model) JAGUAR V12 2+2,** manual, p.a.s., tinted, radio, stereo, primrose black ..... **£2,995**

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

**1967 JAGUAR 420 Automatic,** grey/red, Webasto roof, radio, mirrors, h.r.w. ..... **£645**

**1965 JAGUAR 'E' type 4.2,** dark blue, chrome wire wheels, radio, loose covers ..... **£1,645**

**1954 JAGUAR XK120 drop head coupe,** last (lady) owner 11 years, phone for details ..... **£4,500**

**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**

**1971 JENSEN Interceptor Mk.II,** white/black trim, air cond., p.a.s., Sundym glass, Wolfrace wheels, Blaupunkt radio, stereo ..... **£2,275**

**1966 JENSEN CV8,** 6276 c.c. engine, maroon/beige, two owners only, last one 4 years, sunroof, radio, cassette, very interesting car ..... **£1,995**

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

**1970 (J) LOTUS Elan S4 Drophead,** yellow/black, knock-on wheels ..... **£1,345**

**1968 (Nov) LOTUS Elan S4 fixed head,** white/black knock-on wheels ..... **£1,195**

**1977 Model MGB GT,** flamingo red/grey nylon, one Dr. owner, 1,749 miles only, as new, £120 radio/cassette **£3,295**

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

**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 ..... **£2,695**

**1974 B GT 'V8',** aconite/tan, overdrive, radio, tinted glass, two owners, recorded mileage 30,012 ..... **£2595**

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

**1974 MGB GT,** harvest gold, one owner, overdrive, radio, h.r.w. ..... **£2,165**

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

**1973 (M) MGB V' GT,** damask red, overdrive, tinted glass, headrests, clutch/gear box work Oct '77 £200. .. **£2,395**

**1973 MGB V8 GT,** white/blue nylon trim, overdrive, tinted glass, headrests, twin spots ..... **£2,195**

**1973 (M) MGB GT,** damask red/navy, overdrive, h.r.w., fog/spot ..... **£1,795**

**1973 Model B GT Automatic,** harvest gold, one owner, radio, tinted glass ..... **£1,745**

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

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

**1973 MGB GT,** white/navy, overdrive, extra instruments, mild 'tweaking' with Weber carbs ..... **£1,595**

**1973 MGB Roadster,** white, Cadulac underseal, new clutch, tonneau and overdrive ..... **£1,475**

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

**1971 MGB,** blaze, overdrive, hardtop, 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 Drophead 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

**1973 RELIANT Scimitar GTE,** white, chrome wheels, Golde sunroof, 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 PHIII,** 124,000 miles, coachwork by Windover, delightful owner driver saloon, black, engine work being carried out at this moment

**1965 SUNBEAM Tiger** (V8 engine) hard and soft tops, racing green/black trim, bills for £770 this year, just imported from Guernsey ..... **£1,495**

**1963 SUNBEAM Alpine Mk.III GT,** red/black, overdrive, 54,694 miles ..... **£945**

**1976 TRIUMPH TR7,** yellow/black, one owner, headrests, radio, sundym, h.r.w. ..... **£2,125**

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

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

**1974 TRIUMPH GT6,** emerald green, overdrive, Sundym glass, cloth trim, headrests, two owners, delightful example ..... **£1,695**

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

**1974 TRIUMPH Spitfire Mk. IV,** most attractive example in green mallard, fitted radio and tonneau ..... **£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,** white, one family owner, radio, tonneau, headrests ..... **£1,195**

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

**1971 VOLVO 1800 E,** turqoise, 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 ..... **£1,495**

*A Happy & Prosperous New Year to our many friends in the Motor Trade and to all our Customers*

**Our buying department would like to hear from anyone selling the type of car we sell. Private and trade all welcome.**

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# The London *Morgan* Distributors

"Owning one is heaven", said many in '77, so if a saloon car you hate, buy a **MORGAN** in '78. And where better than Reece Mews where an exhilarating selection is always on view. **1978** (be the first on your block) **4/4** 2 seater, brown with tan leather interior, wire wheels, 500 miles, as new, £4,895. Recent **MORGAN 4/4s** now feature an improved dashboard, auto, choke, a switch for washing the headlamps (no doubt to be fitted later) and some interesting plumbing under the bonnet which satisfies the gentlemen of the EEC. 1977 **MORGAN 4/4** 2 seater, signal red, bucket seats, wire wheels, 800 miles, as new, £4,795. 1975 **MORGAN +8**, metallic blue, red leather reclining seats, 24,000 miles, radio/elec. aerial, excellent condition, bargain, £4,750. We highly recommend fitting electronic ignition to +8s. Apart from better cold starting, it cures the dwell angle problem that is so crucial with a V8. New 5 speed models have electronic ignition as standard. 1976 **MORGAN 4/4** 4 seater, British racing green, brown leather interior, wire wheels, luggage rack, 16,000 miles, one owner, £4,395.

**TRICYCLE DEPT.**
1938 Matchless MX2 super sports 3 wheeler, completely restored with new wood frame and ally body, finished in polished ally with red mudguards, chrome wire wheels, red leather interior. Demonstration drive on padded track available! Speaking of padded tracks, pictured here we have our racing +8 driven by Bill Wykeham, demonstrating the new non slip surface at Silverstone. The car is in mothballs at present but woodworm permitting the mighty thunder of 3½ litres V8 Rover will not be heard next season. This is because the RAC are silencing motor sport, in the interests of local residents, and other rodents. You will, however, still be able to see the car at even more race meetings in '78 unless of course the RAC make everyone wear blindfolds!

**COMING SHORTLY**
**MORGAN +8**, 1977 5 speed model, silver grey, dark blue leather interior, 4,000 miles, one owner, cassette stereo, £6,150. 1972 **MORGAN 4/4** 4 seater, light azure blue, black leather interior, adjust. shockers, wire wheels, 41,000 miles, £2,895. 1969 **MORGAN 4/4** 2 seater, indigo blue, red leather interior, luggage rack, excellent wooden frame, £2,395. Our fully equipped workshops has been recently reorganised to give more thorough and individual attention to Morgan owners. Same day service on most items, special service record book supplied. Give Guy, our service manager, a ring. Morgan accessories are plentiful here including our full colour posters, pictured here, 3'x2' @ £1.50 + P.P. T shirts (value @ £2.20), Badges (75p), Stickers (35p), etc., etc. Finally a 1968G Lotus Elan S4, SE in superb condition, denim metallic blue, elec. windows, knock-off wheels, £1,395.

# morris stapleton

Reece Mews, London SW7 01-589 6894


## FOR SALE—continued

**1972 'K' REGISTERED** Elan +2S 130. White with black interior, black vinyl roof and sunroof. Company Director's car, £1,995 o.n.o. Telephone: Chertsey (093 28) 61211 (office hours). (6129

**ROLLS-ROYCE** 20/25 Open Tourer, aluminium bodied replica, similar to that of Ghost, bottom page 24, "Those Elegant R-R". Totally restored, including engine rebuild. Finished in black/maroon. Offers invited around £7,500. 01-540 5305. (6123

**MORGAN +8** LHD Roadster 1976. Brussels Motor Show model. Many extras, including white pigskin leather upholstery, matching hood/tonneau, carpets. Whitewall tyres and finished snow white cellulose. Hardly used, 3,000 kim, only, as new. £6,600. 01-540 5305. (6123

**LOTUS SEVEN SII**, 1965. Immaculate example of Classic Sports. Meticulously maintained by enthusiast past 7 years. Consider export USA. Details/photos Box 5648. (6125

**ISO RIVOLTA LELE** 1974 model. Metallic red. Automatic RHD, electric windows, tinted glass, air-conditioned, radio/tapes etc. £4,950. May part exchange. Maidstone: 812301. (6124

**LANCIA FULVIA** 1600 HF Lusso 1972 K. Extremely quick and in excellent condition. £1,400. Hook Norton (Oxon) 737882. (6144

**1962 ROLLS-ROYCE** Silver Cloud II LHD. New engine and gearbox. Fully serviced throughout. Black over Regal red, tan interior. Beautiful car. Offers? Box No. 5645. (6140

**1967 JAGUAR** E-type fixed head. Truly magnificent concours condition. Hobby car, 47,000 genuine miles. Works history. Offers near to £5,000. Box No. 5649. (6134

**LOTUS ELAN** Sprint Drophead. One of last made—March 1973. 21,000 miles. One owner car in excellent condition. Yellow. £2,800. Ring: Crowther, Haywards Heath 0444 55558 (evenings). (6149

**ALVIS TE21 1965.** Dark blue. Absolutely outstanding condition in every respect. One family ownership and under 50,000 miles from new. Concours coachwork and interior complemented by faultless mechanics and ZF gearbox. £2,850. 01-686 2599 Ext. 221 (office); 01-681 3376 (evenings). (6146

**1973 ALFA GTV 2000** in yellow, recent respray, sunroof, stereo radio/cassette, IR belts, full history, 2 careful owners, 50,000 miles. £1,820. Tel: Horley (02934) 3157. (6139

**MG-C H/S TOPS.** O/drive. Expensive rebuild. Really superb. Present Bank Manager owner. Must sell to avoid sending himself nasty letters. £1,150. Tel: Rochdale (0706) 33516. (6130

**1934 AUSTIN** Ten Tourer, 2-seater, with Director's coupe. Very rare, good condition all round, MoT tested, Reg. No. CLL 441. Best offer around £2,300. Telephone: Collin 216. (20867

## FOR SALE—continued

**BENTLEY S3**, 1964. Absolutely immaculate car. Regency red over silver. Red hide upholstery. High compression engine. £6,500. P/ex. Interesting motor. South Benfleet 4174 (Essex). (6128

**ROVER 3500S.** 'N' Reg. Mexico brown with tan upholstery. Having covered only 27,000 miles this car is in superb as new condition. £2,500. South Benfleet 4174 (Essex). (6128

**1924 FIAT 505** Tourer. One owner. Requires full trim, hood + some bodywork. Very sound. £1,750 or exchange plus cash for completed vintage. 051-638 3205/2154. (6118

**ROLLS-ROYCE** Silver Shadow, 1972. Electric sunroof, radio, stereo. Maroon/beige interior. £10,950 o.n.o. 01-670 7928; 01-654 1168. (6160

**MERCEDES 250 CE,** 1970. This superb 4-seater 2-door coupe has covered only 49,000 miles. White with black trim. Sunshine roof. Radiomobile. An appreciating investment. £2,650. Rainham 52617 (Essex). (6148

**MG-A TWIN-CAM** FHC. 44,000 miles, for restoration. All steel. Offers (or possible p/ex.?). 021-550 6283 evenings or weekends. (6145

**PHANTOM I** (1938 bddy). Exceptional opportunity to obtain this remarkable car. Hardly used since rebuild in 1938. Really handsome lines. Owned by Sir Malcolm Campbell. Available now, or after forthcoming restoration. Offers. Really superb mechanically. 1939 tax disc still affixed. Lincoln 31598 evenings. (6133

**ALFA ROMEO** 1750 GTV Mk. 2. 1970. Good condition. Sunroof. Radio. HRW, long MoT, £665. Keevil 352. (6117

**JENSEN-HEALEY**, Mk. II, 1973, 'M' Reg. 30,000 miles. Tangerine black interior, soft-top, radio. One owner, well maintained. £2,100 o.n.o. Ewell, Surrey. Phone 01-437 2843 (day); 01-393 7696 (after 7.30 p.m.). (6120

**MORGAN +4** four-seater, 1968. Restored, superb body finished in red, new hood, carpets, etc. Looks like new. £3,400. Blackmore 822504. (6142

**MG J2 1932.** Restored, new chrome, hood, sidescreens, tonneau, seats, etc., but fitted with MG Midget engine. Original block available. £2,000. Blackmore 822504. (6142

**TRIUMPH ROADSTER** 2000. Good working order. Suitable for restoration. Tel: 01-493 7681. (6121

**DAIMLER CONQUEST** 1953 Saloon. Two owners from new, original log book, driver's handbook and workshop manual. £800 recently spent. Classic quality at low cost. £595. 8, Higham Rd., Padiham. Tel: 0282 71629. (6151

**1933 ROLLS-ROYCE.** Exceptional condition and original owner driver by Mulliner. Excellent mechanics. Further details: 0642 590473. (6156

## FOR SALE—continued

**1971 'K' REGISTERED** Volvo P1800 Sports Coupe. One of the last built. Yellow coachwork, black leather interior. Whole car in outstanding condition. Fitted sunroof, radio, stereo, HRW, low mileage. One year's MoT. £1,695. Telephone: 01-878 2462. (6147

**SUNBEAM ALPINE** Roadster, left-hand drive, 1955 classic. Louvred bonnet, overdrive, exc. cond., £1,400. 061-773 1587 Russell, "Abingdon", 3 Hilton Lane, Prestwich, Manchester. (6150

**LOTUS ELAN S4/SE** FHC, 1970 J. 39,000 miles. Excellent condition throughout. Current MoT. £1,400. Tel: Mevagissey 2403. (6162

**SCIMITAR GTE 1972** Manual overdrive, tan leather trim, radio, factory replacement engine. Beautiful Highland purple paintwork. Must be seen. £1,995. P/X poss. Welwyn 6746. (6168

**JAGUAR XK150S 3.8.** Overdrive, fantastic condition and really super to drive. Also: XK120 Roadster. Beautiful car. 01-458 3172. (6161

**1936 3½-LITRE BENTLEY** 4-str. Tourer. Excellent condition. 4,000 miles since total engine rebuild. Tel: Warrington (0925) 61406. (6163

**LOTUS ELITE** 1962. 13,500 miles. Climax engine, MG-A box. Requires complete overhaul. About £1,000. East Stour 536. (6159

**AUSTIN RUBY 1934.** Early original example. Fine running order. Excellent bodywork. MoT. £850 o.n.o. Will deliver 100 mile radius. Romsey 516948 evenings. (6152

**PORSCHE 911E** Targa 1971. Metallic silver, black interior, alloys, Sundym, HRW, headrests, radio, cassette, tax, MoT. Recent service. Beautiful condition. £3,450. Possible p/exchange. Welwyn 6746. (6122

**LOTUS SEVEN** 1962. Very original car. Last owner 8 yrs. Original logbook, full weather equipment, long MoT. £995. No offers. Consider p/exchange. Welwyn 4113. (6122

**DAIMLER 250/V8** 1968. Sand with red interior, auto., p.a.s., 36,000 mls. from new. Service history. Original paintwork, new MoT. £975. Thame 4813. (6165

**BOND EQUIPE 2000** Convertible wanted. Good body and chassis essential. Write fullest details, everything answered. 125 Green Lane, Coalaston, Sheffield S18 6FJ. (6164

**MK. I FROGEYE SPRITE**, Reg. 12 HTF, for spares or renovation. Steel bonnet, 1098 engine, two new ZX radials—most original parts. Offers around £120. 061-904 9886 after 6 p.m. or Warrington 35961 Ext. 109 office hours. Must be sold. (6119

**ROLLS-ROYCE** Silver Wraith 1950 by H. J. Mulliner. 91,700 miles, with service history, P100 headlamps. Finished in black with tan interior, electric division, sunroof; original radio and handbook. Superlative condition, hence £10,850. 01-231 0067 (office); 01-693 7530 (home). (6223

## FOR SALE—continued

**FERRARI DAYTONA.** Totally as new. Delivery mileage since concours rebuild taking 2 years to make this the finest Daytona in the world. Complete underside stove enamelled and shining. Under bonnet also concours—2 sests of wheels, magnesium and a new set of chrome Borranis. £19,500. Lapworth 2322. (20794

**BMW TURBO.** Mint throughout. Special paintwork. New turbo/pump. 7½ in. Wolf-race wheels. Special tyres. Always serviced at Alpina. £4,250. Lapworth 2322. (20794

**BENTLEY 1952** Mk. VI. 4,566 c.c. big-bore, standard sunroof, steel saloon. Black/brown upholstery. Mileage under 86,000 but less than 300 miles since chassis body trim completely serviced and where necessary overhauled by Rolls-Royce in 1970. Copy invoice available. Taxed to 30/2/78. Superb condition. £4,100. Tel: 098-371 2151 (Seaview, IoW). (6198

**1953 RILEY RME:** A most original example of this much sought after marque. Finished in black tan interior; recent £300 engine overhaul. £975. Tel: 01-979 1290. (6300

**MG TC: SOUND** original example, but requires some minor attention. £2,500. Tel: 01-979 1290. (6300

**TR4A 1967 'F' REGD.** BRG. Kenlowe, fan, convertible, full half tonneaus, overdrive, wire wheels, rebuilt engine, suspension, brakes. New carbs, differential. Superb condition. £1,250 o.n.o. 01-304 9259 (Welling). (6116

**JAGUAR** 3.4 Mk. II 1966. Excellent condition throughout, low mileage—only 68,000 miles. Original logbook. MoT until July '78. Opalescent silver. Must sell at £595 o.v.n.o. Tel: Dartford 28772 after 6.30 p.m. (6302

**RANGE ROVER** 'M' registered. White with distinctive stripe, radio/ stereo, fabric seat covers, towbar. Low mileage, immaculate condition. £4,500. Tel: 01-318 1294. (6306

**BMW 633 CSi**, 9,400 miles, 'R' registered. Metallic charcoal grey, stereo, cassette, radio player. Immaculate condition. £11,500 o.n.o. Box No. 5655. (6296

**ALFA ROMEO** 2000 GTV. 'K' registered. Blue, beige upholstery. Bodywork good. Extensive mechanical overhaul. Radio/cassette player. MoT, good tyres, etc. £1,100. Box No. 5655. (6296

**PRIVATE COLLECTION** for sale: Jaguar Mk. 9, 1960 Saloon. Magnificent, two-tone red coachwork, splendid interior, sunroof, manual gearbox, perfect to drive. £1,250. Also 1961 Mk. 9 Saloon, in green two-tone, automatic, sunroof, lovely green leather interior. £1,150. Phone: Otterham Station 352 (evenings please). (6288

**DAIMLER 250 V8** Saloon, 1967. Probably one of the best examples around. Daily use. £950. Can be seen in London if required. Phone: Rilla Mill 62254 (North Cornwall). (6289


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*Morgan 4/4 & +8s, MG Midgets, MGBs, MGB GT V8s, Triumph TR7s, Mercedes 350SLs.*

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# John Britten

Morgan TVR

Happy New Year to all our readers, from JBG the **Morgan** leaders! **Morgan Plus 8,** 1974, brown, stone trim, white hood, Rover box, wide track, one owner, Ziebart, reclining and folding, have been trying to obtain this car for 2 years and finally succeeded when owner had to buy new house (so new his address is "The house next to Windmill Cottage with the concrete mixer in the front garden . . . "). **Morgan 4/4,** 1976, D.B. green (Deep Brunswick of course), bucket seats, get down*, leather trim, wire wheels, Kenlowe fan, door mirrors, Ziebart, the 2nd car we have had from this enthusiast living in a geriatric suburb of Bournemouth. **Morgan 4/4** 4-seater, 1972L, Canary yellow, wire wheels, wing mirrors, black leather, one owner (who got it from us), he has fitted a mini-heater (it could be a Mini-heater). **Morgan 4/4,** 1967, maroon, aeroscreen, leather trim, reconditioned engine, recent paintshop visit, one owner. **Morgan 4/4,** 1974, Golden yellow, wire wheels, bucket seats, leather trim, one owner. **Morgan Plus 8,** 1970, orange, chrome luggage grid, spare wheel cover. **Morgan 4/4 4-seater,** 1973 December, D.B. green, wire wheels etc. **Morgan 4/4,** 1969H, Royal Ivory – or might be Broken White, a colour redolent of my first Plus 8, wire wheels, two owners, wooden dashboard, new hood, refurbished trim, has done time in our workshops, obtained by



Roger Davies during West Country police-bashing trip (a letter has just arrived from the Chief Constable letting him off). **Morgan 4/4,** 1976, Imperial crimson, wire wheels, bucket seats, rear bumper, air cleaner, door mirrors and outside handles, 1 lady owner. **Morgan Plus 8,** 1977, grey, reclining and folding seats, alloy body, 5-speed box, 14" wheels. **Morgan 4/4 4-seater,** 1975, black, wire wheels, red leather, reclining and folding, door handles, clock, reversing lights, special reg. no., 1 owner. **Morgan 4/4,** 1976, D.B. green, now this D.B. stands for Deep *Bronze* just to fool you, stone leather trim, stone piping on hood (suit plumber), enthusiast owner was Hon. Jt. Sec. of undecipherable vintage motoring spare parts club. **Morgan Plus 8,** 1975P, Post Office red, outside door handles, wide track, Ziebart, 1 owner. **Morgan 4/4,** 1970 Nov., Canary yellow, wire wheels, bucket seats, re-con. engine, louvred bonnet and "black and silver cast plates", whatever they might be. **TVR Tuscan,** 1970J, Flame red alloy wheels, overdrive, oversize tyres, front spoiler, traded in for a 3000M by a TVR Owners' Club stalwart, "More exciting to drive than newer TVR's" – a 2-edged comment from CJA. **TVR 1600M,** 1976R, red, sunroof, reclining seats, vinyl top, 1 owner, supplied new by JBG. **TVR 3000M,** 1975, red, Wolfrace wheels, sunroof, radio, came in for new TVR, phonetically cared for (or could it be frenetically?). **TVR 3000M,** 1976 ('77 model), diamond blue, black vinyl top, sunroof, radio + stereo, polished wheels, door mirror, 1 owner (now Mercedes-mounted). TVR 1600M,1975,white, sunroof, radio, one owner, sold new by us and traded back against L***s E***e. TVR Taimar, 1977, white with brown Model Band (Blackpool's name for a stripe), overdrive, sunroof,



Wolfrace wheels, radio, during a recent trip to "France" CJA clocked 135 mph on the "N1". This car comes from Lincolnshire; Taimar the cat sleeps in the back (so, I have been informed, does CJA). Two stray cats came to stay a few weeks ago, they were kittens then, naturally we called them



'Morgan' and 'Taimar', poor Morgan was run over in Barnet Road, Arkley, but we still have Taimar (seen in the photograph on the right assisting with the filing). We normally have plenty of animals around, expecting s/h sleigh and reindeer as owner wishes to dispose due to breathalyser and constant parking tickets.



**Arkley SS,** works-built, Regal red, black trim, gold pinstriping, Cobra alloy wheels, SP Sports. **Arkley SS,** works-built, 1500 unit, black with gold pinstriping, tan interior, Wolfrace wheels. **Lotus Europa Twin-Cam,** 1972L, yellow with Oatmeal interior, alloy wheels, when driven it is easy to see why Chris Meek wins so often with his Europa. **MG Midget,** 1973, blaze with navy blue trim. **MG Midget,** 1975, bracken (a latterday bronze yellow; I live in the New Forest and have never seen bracken remotely that colour). Was that the year they did them with thick bumpers, thin engine – or is it the other way round? Make good Arkley. **MG Midget,** 1976, red, one country owner, part-exed for new TVR 3000M. **NEW MORGANS:** Over the past few years Morgan have reversed their policy of supplying cars to 'Ford Popular' specification unless you remembered to ask for the extras, – in fact even the heater was extra until a few years ago. Now the one-time extras that now arrive as standard include dual exhaust (Plus 8), bucket seats (4/4 2-seater), reclining and folding seats (4/4 4-seater), rear bumper (Plus 8). And all models have fresh air heating and demisting built in as standard. By the time you get the new car ordered this year it will probably have a turbocharger, Decca navigation system and ejector seats included in the price. All we can do for now is provide brochures, price lists, demonstration runs – and perhaps a second hand Morgan that we will take back when your new one arrives. **NEW TVR:** We have a selection of new cars in stock including a quite beautiful silver Taimar with metallic gunmetal model band. Like Morgans, TVR's will paint you a car in any colour scheme you like for an extra charge. We think this is the cheapest and best way of customising a car there is. We have demo. Taimars and 3000M in stock. Did you know that the latest Taimars have a very neat and time-saving electric tailgate release, controlled from within the cabin and avoiding the need to take the keys out of the ignition every time you wish to get something out of the back? **ARKLEY SS:** You are in time to convert your ailing / seedy / queer / crook / groggy / flagging / crippled / used-up / run-down / moth-eaten / paralytic / septic Spridget into a chipper / spry / sound-as-a-bell / fresh-as-a-daisy / fit-as-a-fiddle / in-the-pink / set-to-rights / superb motor-car / automobile / touring-car / torpedo / jalopy / wheel-chair / bath-chair / rickshaw / stretcher /mailcart/bassinette. I mean Arkley, but have been reading Roget's Thesaurus recently. Please send 25p for our rather out-of-date but still reasonably valid brochure + recent Autocar test reprint. Recently rated best kit car (out of a field of 20 or so) by What Car magazine. This is a 3-page feature on the Arkley in a book we sell on cars of this kind by Peter Filby, £4.95. This month the stock list has been received telephonically instead of the usual written version so I am lacking details on books, posters and other things that we have for sale at Arkley. We have 3 or 4 **Morgan** books, a **TVR** book, most spare parts for **Morgans** and **TVRs** except for body and major chassis parts (we do have a **Morgan Plus 8** front frame, wide track type, can be fitted to narrow or wide track car, used once, has not been *involved*. After our recent advert in which we compared the **Porsche Turbo's** acceleration figures unfavourably with the **Taimar Turbo's,** *Motor Sport* apparently received a number of angry phone calls from Porsche-lovers (oddly enough, none were made to Arkley). We are sorry that this flea-in-ear epidemic has reached our favourite motoring magazine, but the fact is that the figures we quoted were taken from the **TVR Turbo** brochure, and we therefore presumed them to be correct. Our

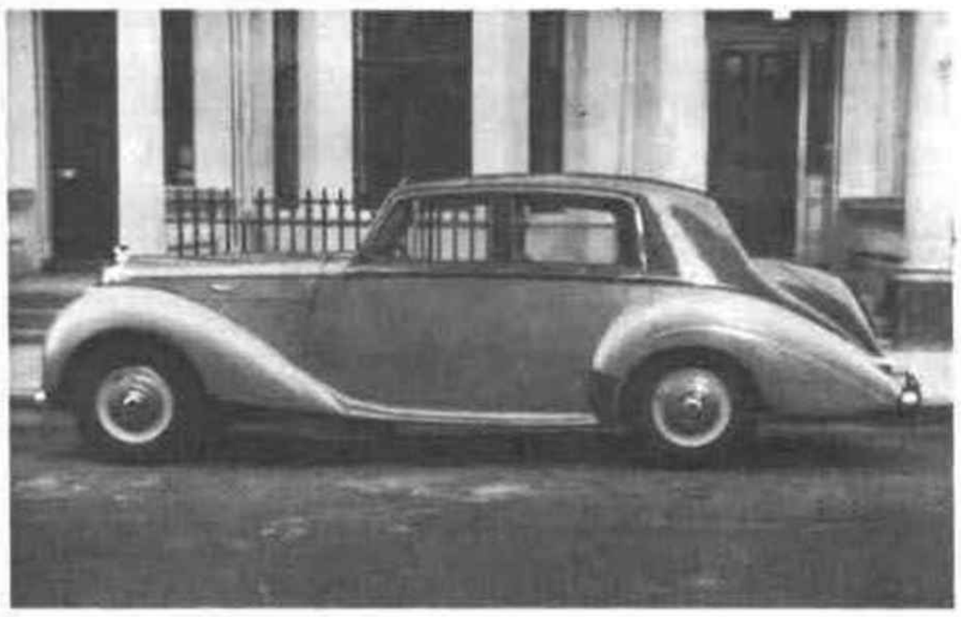


workshops are as ever ready to service or mend your ailing **Morgan/TVR**/British sports car; please book 5 to 7 days ahead. See you at Arkley soon; we're open to 7 pm weekdays, 6 pm Sats, closed Sundays and Jan 1st.

* Taimar the cat was helping with the stock list while it was being read to me – *J.B.*



JOHN BRITTEN GARAGES, BARNET ROAD, ARKLEY, BARNET, HERTS. 01-449 1144



**1953 Bentley R Type.** Standard steel saloon, finished in shell grey over tudor grey with blue grey interior. Fitted sun roof and radio, rebuilt engine, 62,000 miles, excellent all-round condition.

*ALSO AVAILABLE:*

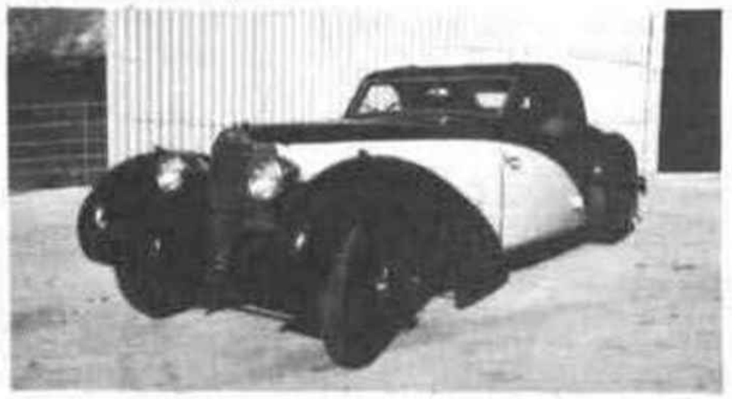
**1973 Ferrari 246 Dino Spyder.** 35,000 miles **£7,250**
**1965 Aston Martin DB5.** Last owner seven years, bills for over £2,500 **£3,500**
**1954 MG TF 1500.** Original condition.

**Wanted:** MG TF/D/C in any condition.
**Wanted:** Ferrari, Maserati and any sports/racing cars.

**JOHN SPERO AT**
**MORRIS STAPLETON.**
**LONDON, S.W.7.**
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**Maserati 4CLT.** I am pleased to offer another example of this rare supercharged 1½-litre GP car. Although the car offered is not in perfect concours condition, a fair amount of work would make it comparable to the one shown above. Priced accordingly.
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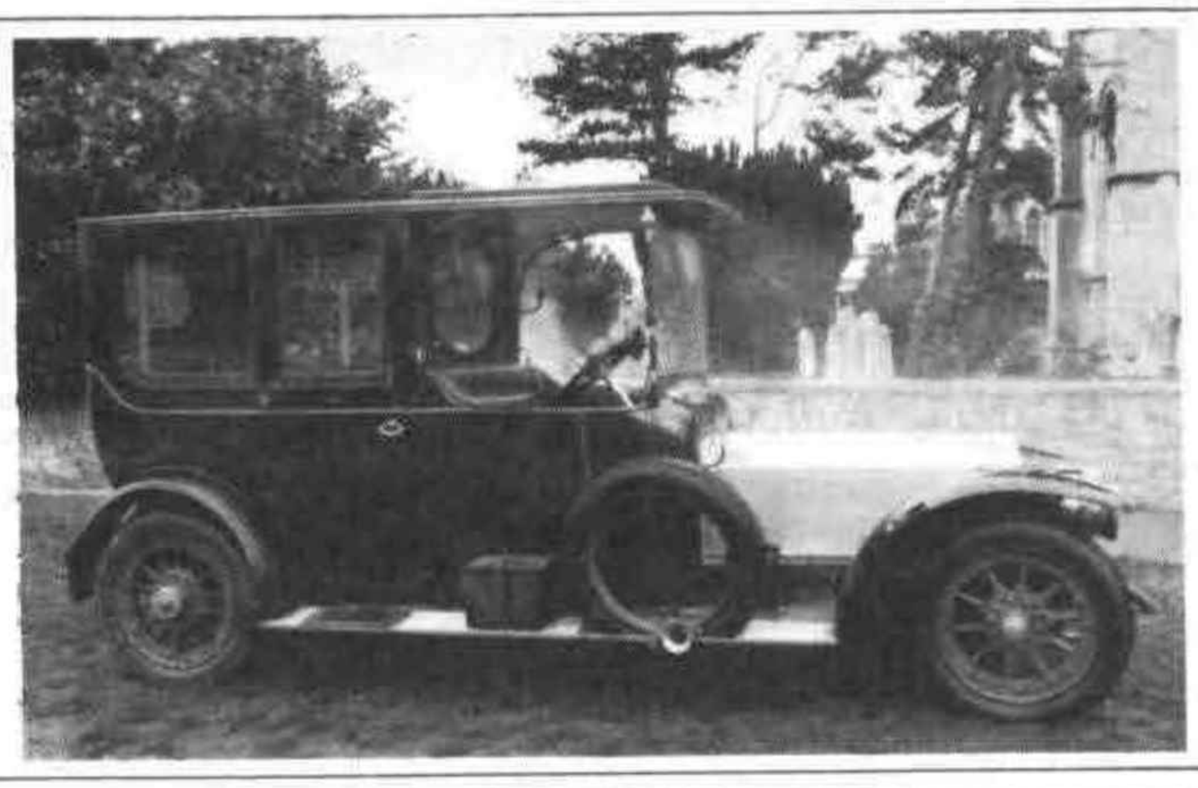


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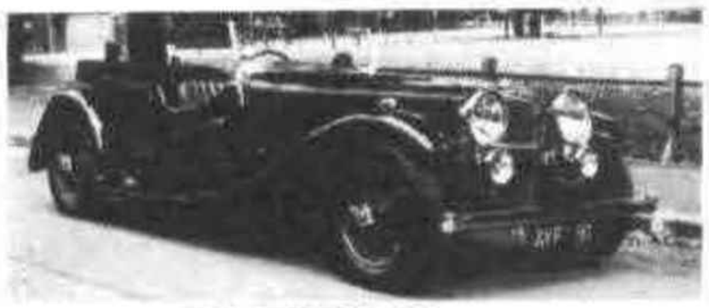
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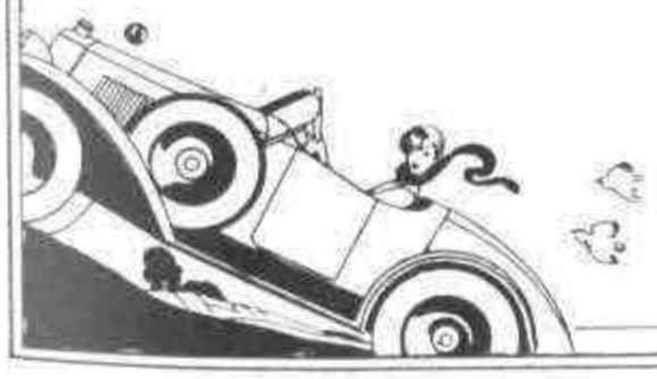
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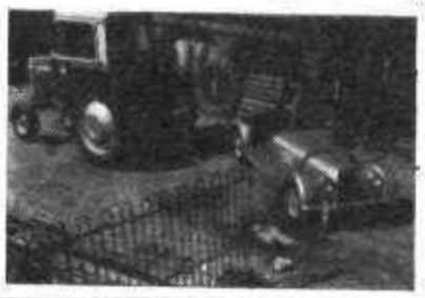
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**1973 VOLVO** P1800ES, Harvest gold, black interior. Low mileage. Very good condition, £3,200. Phone: Southport 60782. (6207

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"Correct" says you.
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*Phone sucks in breath "72? Bad year wunnit?"*
"Bad year?" says you.
*"Yerse" says phone "71 OK, 73 OK, but 72 . . . an' it's blue, innit, dint want blue – wot mileage?"*
"50,000" says you.
*"Caw – justabout flogged out" says phone.*
"Now look here" says you.
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*"Eesa mechanic, my bruvverinlor, well – eeza thug by trade but ee duzza bitter dealing' onna side – eel just take yer logbook forra drive rouna block an . . ."*
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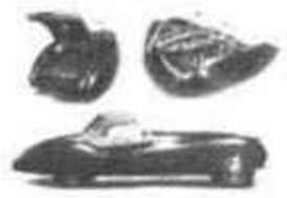
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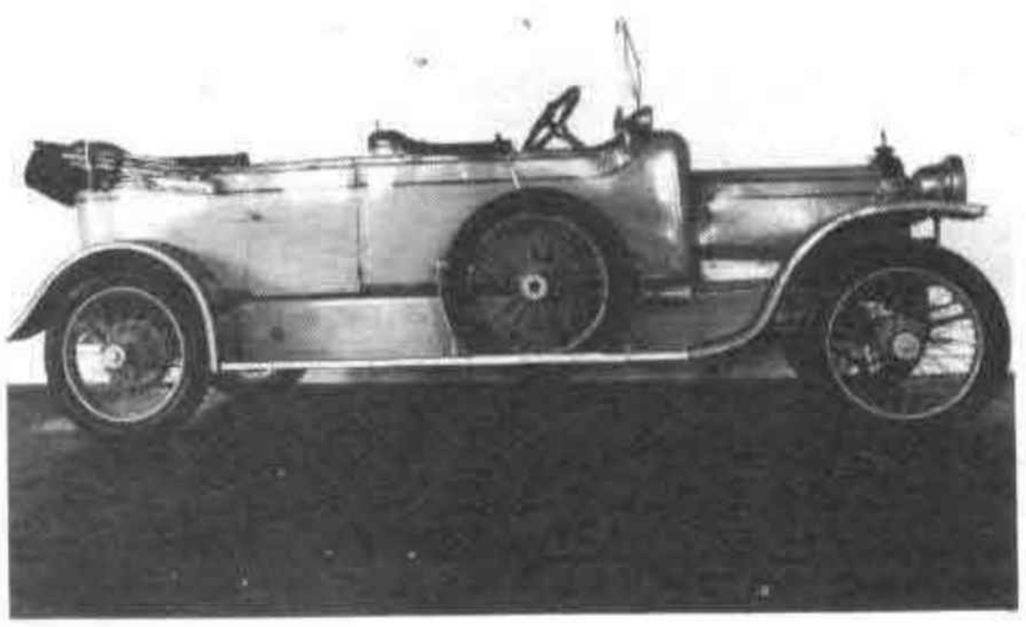
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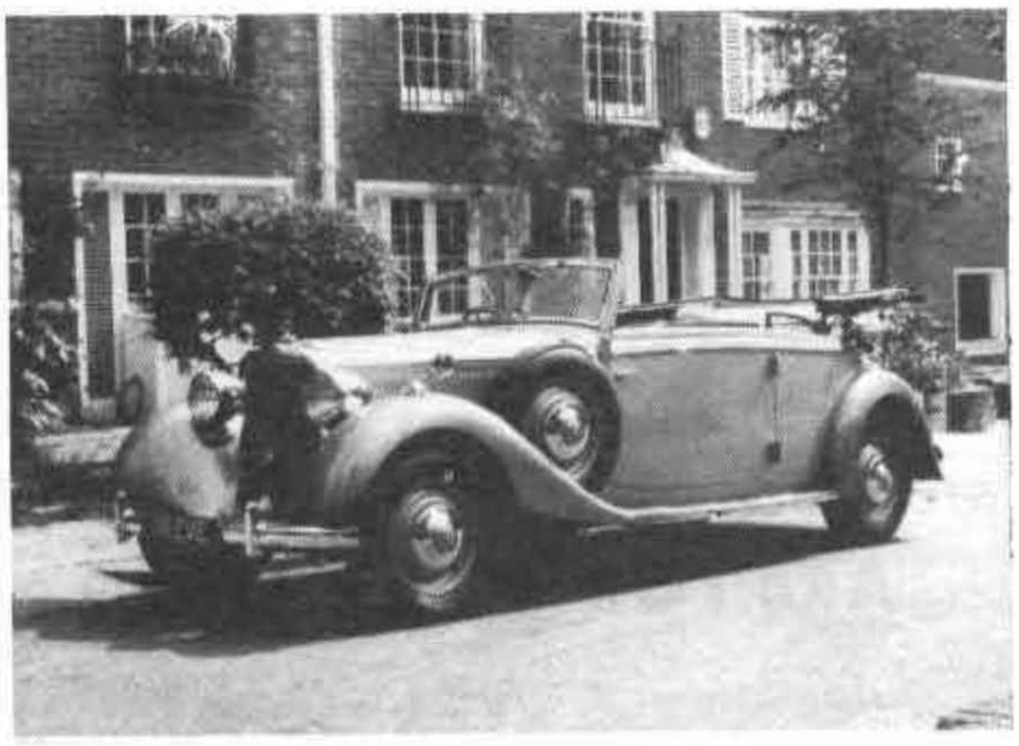
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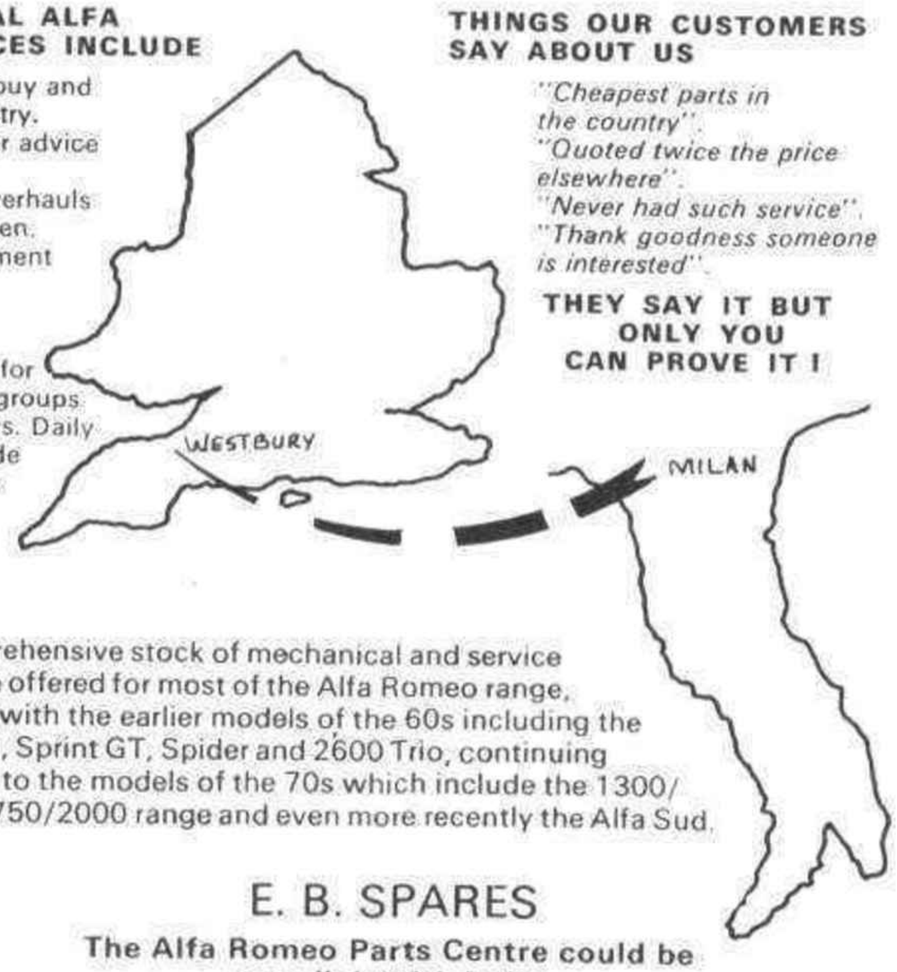
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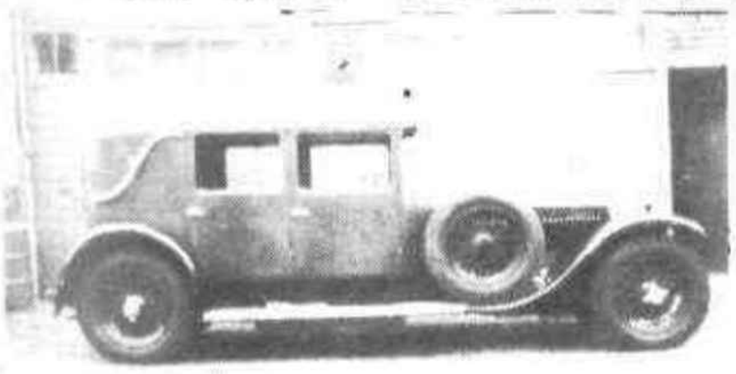
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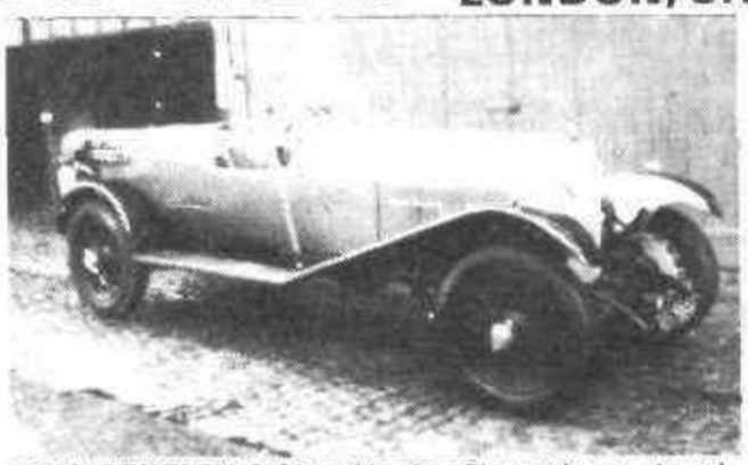
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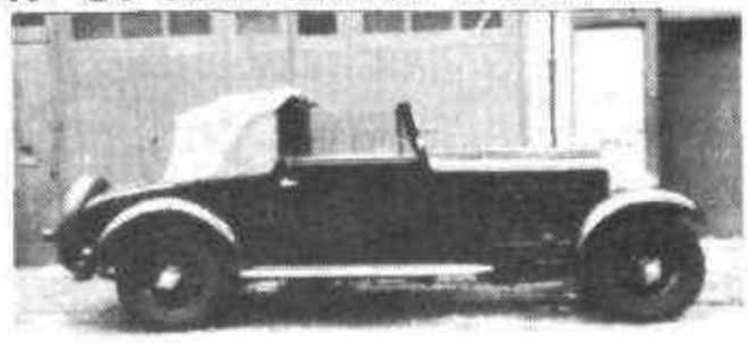
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**1928 ROLLS-ROYCE 20** with mid-thirties Coachcraft three position Drophead Coupe body, fitted 20/25 engine, extremely attractive example.



**1938 BENTLEY 4¼-Litre** "Jack Barclay" Pillarless razor-edged sports saloon by Park Ward, full history, outstanding example.



**1934 MG K3 Replica** (modified K2 chassis NA engine) in mint condition.

**1938 MASERATI 6CM 1½-Litre** 6 cylinder supercharged single seater racing car. 70% complete restoration project.

**1925 ROLLS-ROYCE 40/50 Phantom I** two seater Drophead Coupe, restored to mint condition.
**1928 LANCIA Lambda 8th Series** four seater Torpedo Tourer.
**1929 LAGONDA 2-Litre Speed Model** high chassis Tourer.
**1937 ROLLS-ROYCE 25/30** owner driver saloon by Barker.
**1925 ROLLS-ROYCE 20** Doctor's Coupe by Park Ward, undergoing restoration.
**1939 BENTLEY 4¼-Litre MR Series** Sports Saloon by Park Ward, undergoing restoration.
**1928 HISPANO SUIZA H6B** four seater Tourer by Carlton, undergoing restoration.
**1937 ASTON MARTIN 2-Litre** long chassis four seater Tourer, fitted 1948 D81 engine.
**1936 LAGONDA LG45 4½-Litre** four seater Tourer.
**1953 BENTLEY 'R'-Type** Standard Steel Saloon.
**1957 PEGASO Type Z102B** Coupe by Touring of Milan, fully restored.
**1929 MORRIS Minor** fabric saloon fitted 'Q' Type MG supercharged engine
**1938 TRIUMPH Dolomite** 6 cylinder Roadster.

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**WANTED** by serious Jaguar collector: E-Type 4.2 Series 1 Jaguar roadster. Must be white, have factory hard-top and c.w.w. I want to restore to concours so will purchase lowest mileage with the least rust. Spray, Oxnead Hall, Norfolk. Telephone: evening Buxton, Norfolk 255; day 0603 28478. (5253

**LAGONDA ENGINE,** 4½-litre, and ancillaries, preferably Sanction III for LG45. Will collect. Bloxwich 75046. (4962

**VETERAN CAR** required. Restored or unrestored. Home or abroad. Prepared to pay good price. G. Cussens, Gable Cottage, Forty Hill, Enfield, Middx. Tel: 01-366 0480. (4960

**RILEY MONACO** or similar wanted. Must be reliable and in sound condition. Pettifer, Rugby 832525. (4800

**WANTED FOR 1933** Wolseley Hornet Special: rear part of 3-piece exhaust manifold, radiator mascot, petrol cap, oil feed pipe to cylinder head, dynamo clamps, WHSC member. Phone: Caldbeck (Cumbria) 669. (4877

**MG K, L OR N-TYPE** (1933/6) six-cylinder engine wanted or block/crank for same. Please ring Mike Miles, 061-773 1434 (Manchester). (4842

**GINETTA G-15** wanted privately by enthusiast. Cash available for good example. Teague, Wheathill (Somerset) 319. (5056

**REVOLUTIONS:** Counter large model pref. elect, Zenith carb, 36 VH orig. from 1935 single-carb Riley. Van der Hoeve, Langeweg, 2 Hallevoe Sluis, Holland. (4590

**COBRA: PRE-1965**, Beaulieu 612462, evenings. (4740

**MG Y-TYPE.** Condition immaterial as long as original and complete. Wilson, Cheltenham 44671 (evenings). (4762

**RADIOMOBILE 8-TRACK**/radio model 108 SR required in perfect condition. Tel: Lutterworth 2059 after 6 p.m. (4579

**1904 OR EARLIER** car wanted, full market price offered. Negotiation in strict confidence. Will view anywhere. P. D. Harper, Stretton House, Stretton (via Warrington), Cheshire. Telephone: Norcott Brook (092 573) 411. (4585

**TOURER BODY** for Lagonda 3-litre, 1930-32—anything considered for restoration or adjustment to fit. 01-950 1019. (4563

**ASTON MARTIN** DB6 Volante wanted with manual transmission. Telephone: Hurst Green 304 (East Sussex). (4568

## MISCELLANEOUS

**TADCASTER AUTOJUMBLE:** Riley Smith Hall Tadcaster, Feb. 11th, 10 a.m.—4 p.m. Stalls £4. Bookings to NEC PWA, 20 Leeds Rd., Methley, Leeds. (20868

**MOTOR SPORT** 180 copies 1952—73 £30. Might split. 150 assorted motoring magazines 1970—77 £5. Pair P100's bottom hinging. Singer Le Mans fold flat screen. Offers. Buyer collects. Southport 68672. (6290

**RILEY SPARES:** RMF short engine (rough); Pathfinder head, sump, timing cover. Sensible offers. Penkridge 2690. (6257

**INVICTA BLACK PRINCE** 1948 Motor Show chassis, original unused with works drawings. Ideal for body building project or museum exhibit. Replies to Box 9653. (6249

**18 PAIRS OF GEARS** and two 1st gear shafts for Hewland Mk. 8 4/5-speed gearbox. Mainly unused, £250 o.n.o. Wetherby 62557. (6141

**MOTOR SPORT** 1952 to 1964; race programmes; Autosports; Motoring Encyclopaedia; 25-part "War in Air", late 30s. 01-698 6274, 129 Hazelbank, SE6 1LT. (6138

**NEW BSF BOLTS** and screws with nuts and two washers, all plated, most hex head H/tensile; wide assortment 3/16 in. to ⅜-in. dia. ½—2½ long UNF; also available: 200 pack (800 pieces) £8.50, post free; two pack £15. E. A. Clare, 25A Lenton Rd., Nottingham. (2629

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**JAGUAR CARPETS,** E-type Series I, II and III from £14. 2 sets only 420 red, black; 2 sets only 250G, Mk. 10, red, black £38 set. Genuine parts. Set Mk. V valves £45. Mk. V gasket set £18. Set XK valves £30. 1 pair XJ6 front wings Series Two £150. Tel: 0633 420608. (6154

**MOTOR SPORT** April 1925 to December 1939. 140 different including 31 1920s. Best offer over £1,000. Will exchange any for November 1929, March, July 1930. Replies to Box No. 5639. (6056

**THE ARMSTRONG SIDDELEY** Owners' Club provides spares, service, magazine and newsletter, Regional meetings and national days. Registrars for different models. For further details send SAE to Publicity Officer, ASOC Ltd., 38 Fulwood Row, Preston, Lancs. (5879

## MISCELLANEOUS – continued

**CARS TRANSPORTED** with utmost care anywhere/anytime, at reasonable rates. Veteran, vintage and race meetings attended by appointment. Brent Recovery Service, 01-864 6389 (Harrow). (20585

**COLLECTOR REQUIRES** ready built model, tinplate clockwork, steam cars, trains, aeroplanes, boats, etc. Your price paid. Bushell, 10, Salcombe Road, Southampton, SO1 3LA. (6054

**5 DUNLOP** 6.40 H15 RS5 tyres, £90. Tel: 02404 2191. (5950

**1928 MORRIS COWLEY** rolling chassis complete with engine/transmission etc. No body. Offers over £200 invited. 01-560 5682. (6155

**POCHER ⅛ FIAT** Model, hand finished. Offers. Also Indianapolis model cars and books and other motor racing programmes, etc. SAE: Mrs. Buxton, 7, Rugge Drive, Eaton, Norwich. (6153

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**ASTON MARTIN** DB 2/3, new spares, accelerator, speedo, handbrake cables, brake cylinders, DB2 wiper motor, DB3/4 fuel tank solenoid, rear shock absorber, brake pads, clutch cylinder, etc. Offers: Rochdale 48737. (5847

**ROLLS-ROYCE** Silver Wraith LWB tyres. 4 new Dunlop 750 x 16, cost new £40 each—only £30 each. Also Rolls Phantom II, 700 x 20 Dunlop tyres, 2 only, cost new £55 each—only £35 each; and 2 only new India 600/650 x 20, cost new £46 each—only £35 each. Telephone: St. Annes (0253) 726237. (5893

**ROVER 2000** wire wheels conversion, complete; (as new) five wheels, hubs, centre nuts, "Safety type' (not knock-ons) and spanner £40 o.n.o. 021-744 3637 evenings. (4568

**CAR RECOVERY:** Local, continental. *Suspended tow or trailer. Hythe, Southampton* (Hants) 843 101 evenings (STD 0703). (99056

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**CAR TRANSPORTATION:** Long distance and local VSCC member. Fully insured. Competitive rates. Access and Barclaycard welcome. Experience and care count. Tel: Haddenham (Bucks) 291262 or Stone (Bucks) 419. (20361

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## MISCELLANEOUS – continued

**ALEXANDRA PALACE** Autojumble, January 7th. 300 stalls available (£7). Door open noon. Mike Carter, 14 Broadway, SW1. Next Autojumble at Biggin Hill Air Fair, May 21/22. Stalls £5 only each day. (5884

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**MAGAZINES:** Motor Sport 1947—1960; Autosport Vol 1—Vol. 16, most issues. Autocourse, Sporting Motorist, Motor Racing, many issues. Some race programmes, club magazines. Best offer: 408A Brentwood Road, Romford, Essex. (6219

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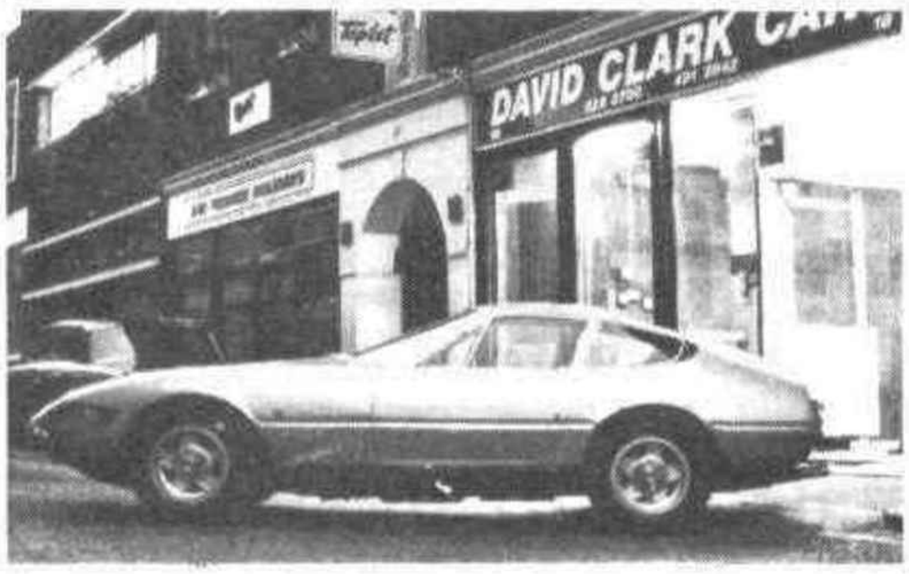
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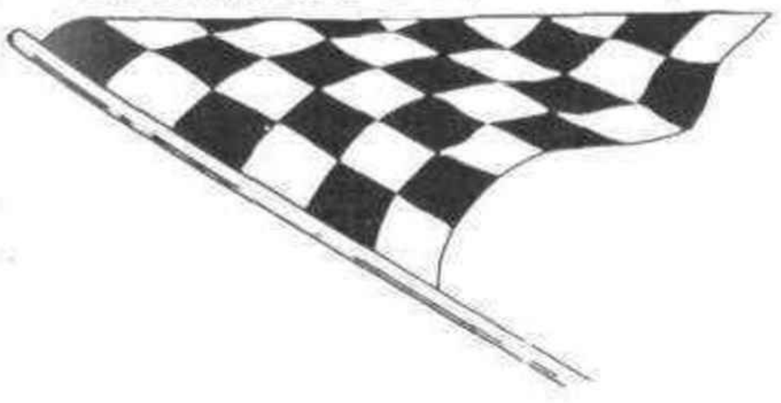
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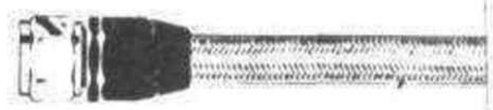
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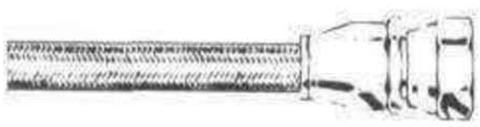
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**1961 'E' Type Roadsters,** 3 early cars all requiring total restoration.
**1968/9 XK150s,** both currently being restored, 1 not started, £1,250.



**1960 JAGUAR Mk.9.** Probably the most famous Jaguar saloon of all, holder of numerous records, ex property Allroyd Lees, what a price for history! £1,500.
**1974MG V8 GT.** The last of the real ones (proper bumpers not the silly dodgem style), one fastidious owner, o/drive, stereo radio, most impressive at £2,750.

**1950 BENTLEY Mk.VI.** A low mileage example in outstanding condition, superbly finished maroon over black, beige trim, bargain at £3,950.
**1955 ROLLS-BENTLEY,** restored at vast expense using new wings and sills, Silver Cloud conversion, tastefully executed make this inexpensive at £4,750.



**1948 ARMSTRONG-SIDDELEY 'Hurricane'** *(photo)*, a rare and highly desirable tourer, reconditioned engine, new hood & chrome, £2,350
**1937 AUSTIN 7 Ruby** needs detail finishing but has had chassis up rebuild with superb coachwork and new leather costing in excess of £700 (reg. no. AFN 18 a must for a Porsche fan!), £750.
**1959 ALVIS TD21** Drophead Coupe by Park Ward. This is a superb example having undergone a two years rebuild with new wings, etc., tremendous opportunity at £4,250.
We will shortly be tackling a **1964 TE21** D.H.C. 5 speed, wire wheels & very low mileage.
**1953 JENSEN Interceptor.** Why nobody has snapped up this rare alloy GT I don't know, £1,700.
**1967 FIAT 2300** by Ghia, previous titled owner, a very lovely car to look at, finished in midnight blue, £975.

SEVERAL INEXPENSIVE BARGAINS MUST BE SOLD TO BUY CHRISTMAS PRESENTS!

1948 Lanchester 10 H.P. by Mulliner, £395.
1967 Lancia D.H.C. Flavia, £450.
1954 Daimler Conquest, £250.
1954 Sunbeam Talbot Saloon and Alpine Sports £450 and £850.
1948, 1950 & 1951 Triumph Roadsters all three for £800!
1938 Triumph Dolomites, £395.
1937 Railton Eagle (the only one left), £1,250.
1957 Daimler DK400 Limousine, £350.

**EXPORT AND DELIVERY ARRANGED**

**Please contact Graig Hinton at EARL SHILTON (0455) 45698.**

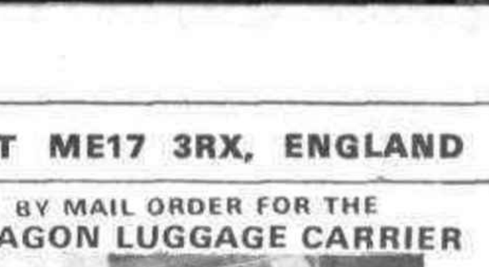
**Postal address only:** 19 Billington Road East, Elmesthorpe, Nr. Earl Shilton, Leicestershire, England.

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# Malcolm C. Elder Tel: Steeple Aston (0869) 40606

**Town House, Paines Hill, Steeple Aston, Oxfordshire**





**1919 Standard** SLS. *(Photo.)* **£4,500**
**C1921 Berliet** VBA tourer .. **£2,250**
**1929 R.R.** 20 h.p. Barker Limo **£7,250**
**1933 Triumph** Super 7 sports **£1,950**
**1933 Standard** 12 saloon .. **£1,950**
**1937 Pontiac** str.8 *(Photo.)* . **£2,500**
**1952 Jowett** Jupiter coupe . **£1,200**
**1959 Jaguar** Mk.IX auto .... **£875**
**1961 Jaguar** 3.8 Mk.II ww/od . **£925**
**1963 Alvis** TD21 saloon .... **£1,250**

**1971 BMW** 2002 (late model) **£1,100**

**MOTORCYCLES**
**1953 Ariel** MH 350 c.c. ..... **£250**
**1955 Matchless** G.8 350 c.c. . **£250**
**1957 Douglas** Dragonfly 350 c.c. ..... **£450**
**1964 Panther** 120S 650 c.c. **£495**
Two schoolboy scramblers:
**Honda** XR75, **£200. Italjet** X50, **£185.**

WANTED: Interesting cars! W.h.y.? Vintage, P.V.T., 30's sports, classics. Part exchanges considered. Finance arranged. Callers preferably by appointment.

---



**1964 Rolls Royce Silver Cloud III.** Shell grey/astral blue, 93,000 miles, 2 owners, good history **£8,250**



**1957 Bentley S1.** Power steering, astral blue/shell grey **£2,995**



**1949 Leyland PDI.** 35 seat bus, reconditioned Leyland diesel engine, superb to drive, car tax and M.o.T. **£2,500**



**1958 Princess DS7.** Grey/grey, under 30,000 miles, auto, P.A.S. **£1,500**



**1969 Land Rover.** 12 seater LWB caravan, F/W/A, 37,000 miles, 1 owner from new **£2,250**




**1933 Austin 7 Sports.** Engine rebuilt 50 miles ago, hydraulic brakes, red, polished alloy bonnet, super condition, competition winner **£2,250**

*ALSO*

**1966 Matchless 650 cc** twin combination, 1 owner, 8,250 miles only **£950**
New left hand drive **MGB GTs** available. Choice of colour (export only).

**1960 Bentley SII** **£3,995**

**1971 BMW 2000** Saloon, Auto, 47,000 miles, mint **£950**

**WM QUINT** **061–928 2922**

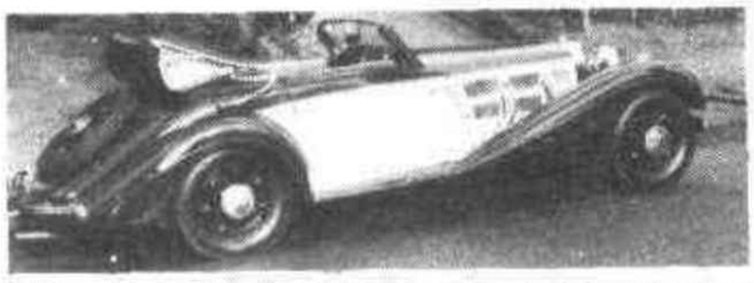
**CARS PURCHASED FOR CASH PARTICULARLY ROLLS ROYCE, BENTLEY, BRISTOL, MG (T TYPES), DAIMLER OR OTHER INTERESTING CARS.**

# MIKE CARTER

***Europe's largest auctions of Rolls-Royces & Bentleys and Veteran, Vintage & Classic Vehicles***

**Mike Carter would like to explain**

# WHY AUCTIONS???



Sold in November for £39,000 – a record for any pre-war car in an auction in Europe.

If you owned a Rembrandt or a Picasso you would almost certainly NOT sell it through an ad. in the Times or to a Rembrandt/Picasso enthusiast chappie from down the road who just happened to know you had it. Know the sort? No, you would put it into an auction at a leading specialist auction house; or risk being ruined and/or certified a loony.

Similarly with an important car. You don't know what the most anyone is willing to pay for it's totally impossible. So how can you sensibly sell it except through a very well advertised and attended auction? You can't.

Take the owner of the Mercedes 540K. He had heard that one had been sold (from one of the most exclusive show-rooms in Europe) for nearly £30,000, so hoped his might fetch this sort of money. Before the sale he nearly accepted an offer in this region, but I persuaded him not to. We sold it for £39,000 (breaking several records in the process) and with our excessively modest commission rates he netted well over £37,000.

Similarly, but on the contrary, the owners of 3 cars that spring to mind immediately – a Rover & 2 Alvises (and there were certainly others with similar histories) – were thinking of entering them in October, as I was urging them to do in the belief they would get more than they realised. But they know best and by the date of the auction each Alvis had been through 3 dealers' and the Rover produced a profit of about £2,000 at the auction. They must have lost out to the tune of about £5,000 altogether.

Our next sale is quite soon, so hang on, and reap the benefits of our enormous advertising and crowds. If you have an important and/or mint car you MUST try an auction of this calibre – it's the only way to find out just how far people will go with a car they discover (by seeing it – we have a captive audience don't forget) they want badly.

## Our 15th auction will be held on MONDAY FEBRUARY 13th 1978

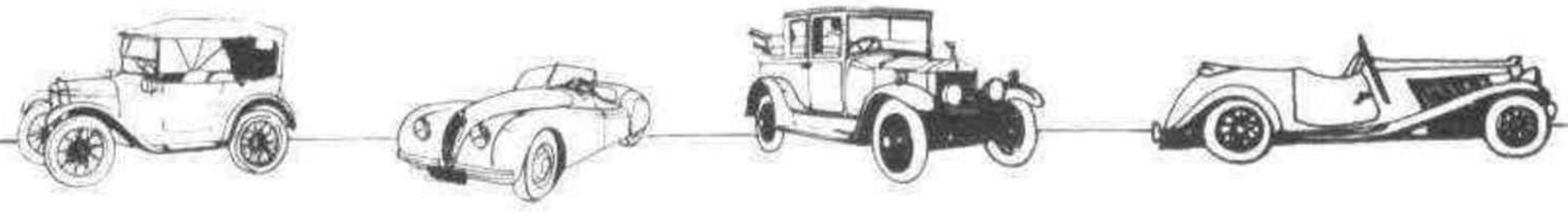
### ENTRIES NOW BEING ACCEPTED.

Illustrated catalogues available soon (closing date for inclusion January 6th) at £1.50 UK, £2 overseas Air Mail.

**And meanwhile don't miss our next Alexandra Palace Autojumble (bigger than usual as we have no auction car parking problem)**

**SATURDAY JANUARY 7th at 12 NOON**

## 14 Broadway, SW1. 01–828 7449





**1960 Ruddspeed Austin Healey 3000** 2 seater, works hard and soft tops, actual road test car as featured in many magazines. Also raced with success by "Bob Staples" in early sixties, 54,000 recorded miles, eligible for historic sports car races, etc., **FANTASTIC PERFORMANCE.**



**1952 Chevrolet Power Glide De Luxe** Sedan, l.h.d., 32,500 recorded kilometres, (20,000 miles), a very attractive and usable American post war car.



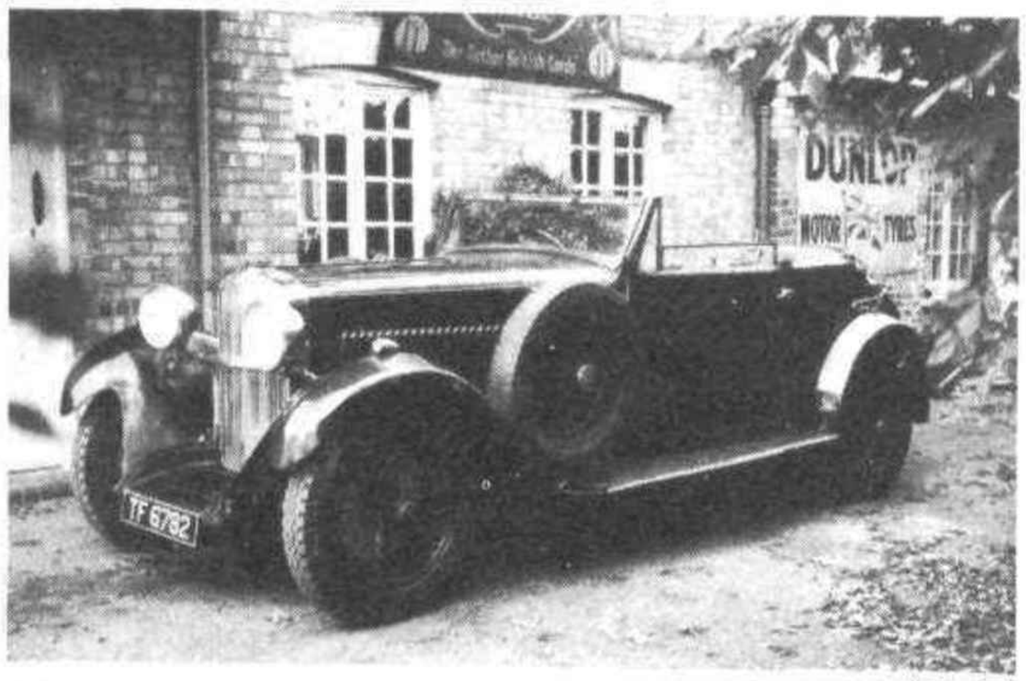
**1928 Lea Francis 14-40** Open 2 seater with dickey seat, 2 owners, restored to high standard, green body, black wings, a very attractive vintage roadster.

## JOHN KEEBLE

*VINTAGE & CLASSIC CARS*

**Bramford,**
**Ipswich IP8 4AP.**
**Tel.: 0473 42132.**

## R. J. NEWSHOLME Ltd.




| | |
|---|---|
| **1923 Ford Model T.** Four-seater tourer | £4,950 |
| **1928 Sunbeam 3-litre** Drophead Coupe *(illus.)* | £5,750 |
| **1930 Austin 7 Chummy** | £2,350 |
| **1931 Alvis 12/60.** Beetleback | £5,250 |
| **1931 Morgan.** 2 speed J.A.P. engine | £3,750 |
| **1932 Lanchester 12 h.p.** Saloon | £2,250 |
| **1934 Austin 7 Nippy** | £2,350 |
| **1934 Bentley 3½-litre** Saloon by Hooper | £5,450 |
| **1936 BSA Scout** Fixed Head Coupe | £1,350 |
| **1936 BSA Scout** Tourer | £1,450 |
| *c.***1947 Oldsmobile** curved dash replica | £3,750 |
| **1951 Riley 1½-litre** RME series | £1,450 |
| **1975 Alfa-Sud Ti** | £1,595 |
| **1975 Renault 5 TL** | £1,295 |

**Ring: KEIGHLEY 0535, 65850, or write to CONEY LANE, KEIGHLEY, W. YORKS for details.**

**SATURDAY AFTERNOON AND SUNDAY BY APPOINTMENT PLEASE**

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*'Our buyer will travel anywhere to purchase fine motorcars'*

**We urgently require any of the following in good condition:**

Rolls-Royce: 20/25, 25/30, Wraith, Dawn, Clouds I, II & III, pre '68 Shadow.
Bentley: 3½ & 4¼ litres, Mk.VI, 'R', S1, S2 & S3.
M.G.s: Pre & Post War including YA & YB saloons & tourers.
Jaguar: Any SS or 1½, 2½ & 3½ litres including Mk.V.
Morgan: Any three or 4 wheeler pre '68.
Aston Martin: DB4, DB5 or DB6.
Triumph: 1800 & 2000 roadsters.
Riley: Any open sports or tourers.
Maserati 3500GT.

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Cars & Spares MG 1929-1949

## . . . YES, REALLY . . . AGAIN!

- We are leaving WADHURST to return to a permanent home near London
- Chislehurst in fact, only 9 miles from centre of London
- We feel this will be a welcome move to our many customers from all over England & Europe who have found it difficult to visit us at WADHURST
- Our new location is barely 2 minutes off the London-Dover road (A20) at 5-ways corner
- We are re-introducing our evening service again – an even quicker mail-order service (can it be any quicker!) and above all, lower prices
- It's all to help YOU. Make sure you come and visit us when in London

## WE CLOSE AT WADHURST ON DECEMBER 22nd
## WE RE-OPEN AT CHISLEHURST ON JANUARY 1st

. . . with a *GIGANTIC CLEARANCE SALE* of used parts (1929–1949) to be held Jan 1st & 2nd – 11 am–5 pm. Really low prices – be sure to be there early.

**ALL CORRESPONDENCE AFTER XMAS TO: THE PRE-WAR MG PARTS CENTRE (BARRY WALKER), 1A ALBANY ROAD, CHISLEHURST, KENT, ENGLAND.**



**An unrestored, very original M.o.T.'d and running MG TC – 1949** ● 1 owner from new ● Needs some body work soon ● Completely original, incl. tools, jack, orig. seats, gauges, hood, tonneau, horn, air cleaner, etc. ● **£2,500.**

**Our ONLY Phone No. (at all times)**

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THIS MONTH – TWO CARS THAT MANY OF YOU HAVE REQUESTED.




**MG TA 'Tickford' 2, 1938** ● Fully restored 3/4 years ago, in excl. cond. ● Two tone, with all Tickford fittings in perfect order ● Runs superbly, paint needs attention at edges ● All re-upholstered, rebuilt body, rebuilt engine ● **Sensible offers.**

Also in stock: ● MG M, rebuilt, £2,750 ● MG PB, dismantled, £2,000 ● MG LI, needs work, £2,250 ● MG JI, mint, £3,500 & all spares 1929–1949.

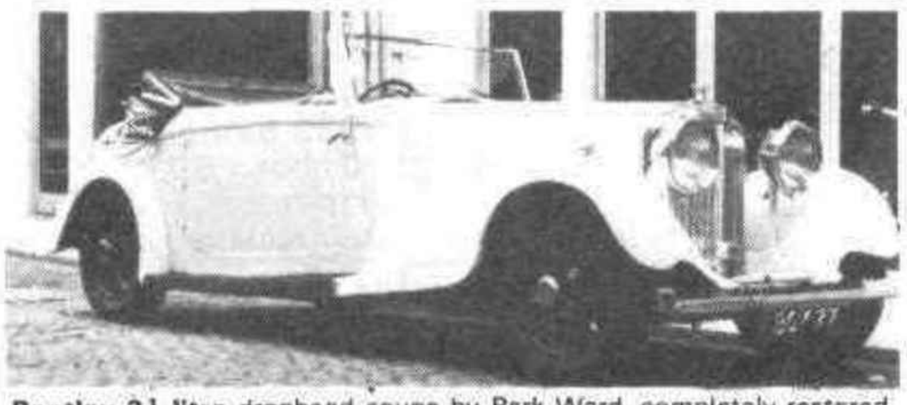
# LAURENCE KAYNE & CO



**Silver Cloud I.** Coachwork by Hooper and Co., one private owner from new, with extensive service history at Hoopers, one of the most desirable coachbuilt Silver Cloud Is available, **£10,950.**



**Rolls Royce Phantom V.** Left hand drive, beautifully finished in embassy over primrose, extensively restored by ourselves, usual refinements include air conditioning, cocktail cabinet, cut glass decanters and thick pile sheepskin over rugs.



**Bentley 3½-litre** drophead coupe by Park Ward, completely restored in 1970 and has been used very little since, finished in old Engish white, with unmarked red Connolly hide upholstery.



**Bentley SI.** Coachwork by James Young, with very rare all aluminium two door coachwork, fully restored to a very high standerd, **£7,950** (highly recommended).

**As well as the above illustrated cars, we are proud to offer ten coachbuilt Rolls Royces, seven Silver Clouds, three Silver Dawns and two Silver Wraiths. A comprehensive selection of Bentleys are also available including Continental's coachbuilt cars.**

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*01-723 2731* **Vintage Autos Ltd.** *01-723 2731*

**Managing Director: J. BOND, A.M.Inst.B.E.**

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**Acknowledged throughout the world as having the finest condition cars of their type in the U.K.**

## 1934 MG PA Sports 2 seater

This MG has only done about 1,500 miles since an extensive and expensive mechanical rebuild. The coachwork is now being restored to mint original condition and fitted 5 new tyres. When completed (about mid January) it will be immaculate in British Racing Green with matching interior. (The photo was taken *before* the coachwork restoration.)



**Expected in stock late January:** A superb **1935 Rolls Pii Continental** Sports Saloon with sunroof by Barker, similar to 96 SK page 49 in "Those Elegant Rolls Royce", and the finest customised E Type Roadster that exists, winner of "The Best Street Car Award" at the last custom car show.

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PRE WAR ALFA ROMEO, ALVIS, BENTLEY, BUGATTI, (1924/1938), BROUGH SUPERIOR, ETC.

POST WAR JAGUAR, FORD THUNDERBIRD, ROLLS ROYCE, ETC. (1949/1965).

**PLUS OTHERS THAT ARE NOT ADVERTISED.**

**I ONLY SELL CARS THAT ARE RESTORED, AND DO NOT SELL SPARES OR TYRES OF ANY KIND.**

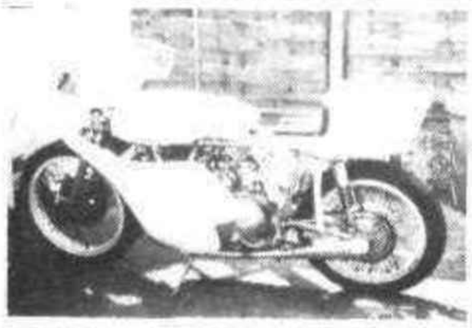
**I WILL PAY TOP CASH PRICES FOR CARS OF THE TYPE I SELL, BUT NO OLD BANGERS, PURCHASED, SOLD OR TAKEN IN PART EXCHANGE.**

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*Telegraphic address: Concourcar, London, W.2.*

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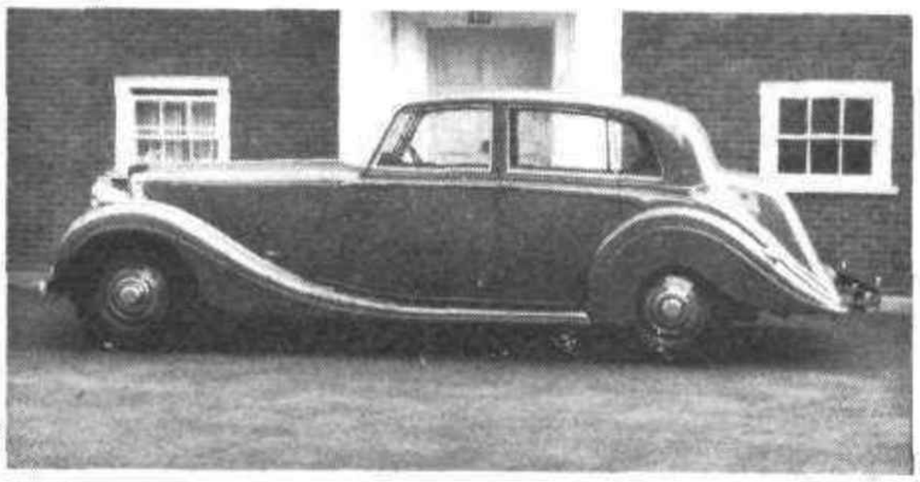


**1967 Ex-racing Triumph 650cc, £575.**
**1934 Rolls Royce 20/25** sports saloon by George Osborne, **£6,000.**
**1935 Rolls Royce 20/25** sports saloon by Thrupp & Maberley, **£5,750.**
**1935 M.G. PA** two-seater, **£2,900.**
**1931 M.G. 'M' Type** two-seater, **£2,550.**
**1949 Morgan 4/4** four-seater, **£1,950.**
**1947 Bentley Mk.VI** sports saloon, **£2,500.**
**1960 Jaguar Mk.IX** sports saloon, **£1,550.**
**1936 Morris 8** two-seater tourer, **£1,350.**
**1962 Lotus Super Seven** series III, **£1,500.**
**1965 Mercedes-Benz** 230SL roadster, **£2,700.**
**1959 Alvis TD21** drophead coupe, **£3,000.**
**1928 Rudge 500cc,** fully restored, **£1,250.**
**1938 Rudge Ulster 500cc,** restored, **£1,250.**
**1938 Rudge T.T.** road racer, restored, **£1,500.**

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# BENTLEY MK V SALOON
## *Chassis B30 AW*



This is a unique motor-car, being the only Mk.V to be built with coachwork by H. J. Mulliner.

First registered for the use of F. Llewellyn-Smith of Rolls-Royce Ltd., this Bentley has a fully documented history to date and is now for sale.

**P&A Wood**

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OF KNIGHTSBRIDGE

**1962 ROLLS-ROYCE Silver Cloud II** Standard Saloon finished in shell grey over steel blue with blue grey int., 49,000 miles only from new.

**1965 Bentley SIII** Saloon, dawn blue over shell grey, blue leather, 103,000 miles, excellent overall condition.

**Bentley SI** Saloon finished in sand over sable, fitted p.a.s., 105,000 miles, recon. gearbox.

**1953 Bentley R Type,** manual gearbox, 80,000 miles only from new, finished in dark blue with blue grey/int.

**High prices given for Rolls-Royce & Bentley cars.**

**Rolls-Royce specialists for 70 years. Specialised service for all models of Rolls-Royce & Bentley.**

**Paddon Brothers**
**60 CHEVAL PLACE, BROMPTON ROAD, LONDON S.W.7.**
**01-589 9477/8.**



# NOSTALGIA ... IS 5 YEARS OLD!

Perhaps someone (like W.B.) will enlighten me as to the correct grammatical term for which the above heading is an almost supreme example! Nevertheless the birth of today's preoccupation with things 'nostalgic' occurred roughly at the time my first ad. appeared exactly five years ago. At that time I featured the ex works MGC Prototype (£1,500), a Mk.2 Sunbeam Tiger (£1,200), and a Ferrari 330 GT Mk.2 (£1,900). **In February 1973, my ½ page spread announced that "all my cars will have one thing in common: I shall have spent whatever time and money it takes to restore them to the condition in which I should wish to keep them for myself. So you don't have to ask if they are immaculate ... they always are genuinely!"** I have adhered to this basic principle over the past five years, and I hope my record, through the type and quality of cars I've handled speaks for itself; and I do, of course, keep my own cars too! My aim for 1978 will be continual improvement to the quality and variety of the stock offered, and to this end, **I am restructuring my points System'. The points now awarded will be based on accepted International Concours rating, such as would be attained at Pebble Beach, California etc. An '85 point' car could however still be the best of its type in the UK, so please bear this in mind and also note that marks are for body/mechanical appearance only, and not for originality or performance.**



**TWO VERY EXPENSIVE ALL-TIME 'CLASSICS':**
**1950 JAGUAR XK120 ROADSTER – XK 1; recognised as the best original, unrestored XK anywhere** – (International Supreme Champion XK – 1976, and many other major Concours Awards); 20,000 miles from new; after 2½ years as my own favourite 'touring car', I now offer its unique qualities to another good home. With or reluctantly without Reg. No. XK 1. – 90 pts. *(Photo.)*



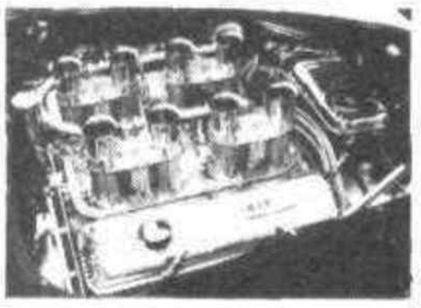
**1966 AC FORD COBRA 427; simply 'The Best Cobra in the World',** reconstructed over 3 years around the chassis plate of Bill Cosby's most famous '427', destroyed in 1971; the specification and presentation cannot be described adequately, but the words 'absolutely incredible' have often been used by Cobraphiles on both sides of the Atlantic, even after the 10th inspection! Full 500+ bhp NASCAR/Holman & Moody engine and Webers; 1,000 miles only, M.o.T.'d and taxed and for sale purely to finance other projects; Undetectable conversion to left hand drive possible; Reg. No. 4 COB if required. – 100 pts. *(Photo.)*

**OTHER CARS INCLUDE:**
**1954 ASTON MARTIN DB3S – UUY 504;** resident here at last, the final restoration details now complete; everything totally rebuilt including 2.9 litre 12 plug engine, needle-bearing gearbox etc.; M.o.T.'d, road equipped and used, and a highly competitive contender for the prestigious 1978 British & European Group 1 Championships – **90 pts.**
**1964 EX WORKS TRIUMPH SPITFIRE LE MANS GT – ADU 8B;** the only one left of the eight built, specially for long distance events; this, the 1964 Tour de France car, is to full Le Mans spec. – alloy panels, fastback h/top, faired h/lamps, Le Mans wheels, works brakes/suspension, 105 bhp part alloy engine (Webers etc.), special gearbox etc.; registered for the road and HSCC Group 2 Post Historic events; **£3,000 incl. spare engines – 70 pts.**
**1967 AC 289 (COBRA) MK.III – PPN 20E;** the best of the 15 or so Mk.III Cobras left, this model having the 4.7 litre engine in the 7 litre body/chassis (still capable of 0–100 mph in 13 secs!). Total restoration including new body etc., just 1,200 miles ago, with better paintwork than the factory original – **87 pts.**

**LOLA T70 MK.IIIB COUPE;** considered by many to be as desirable as a GT40, this is the ex Bahamas Racing team car, currently being restored by the company responsible for the 427 Cobra above; every single part: body, tub, all mechanics etc. are brand new, and with its blueprinted 351 c.i. Chevrolet unit, the result will be a highly competitive Group 4 Racing GT, trimmed and suitable for road use, and finished to **95/100 pts standard**; delivery early this year.



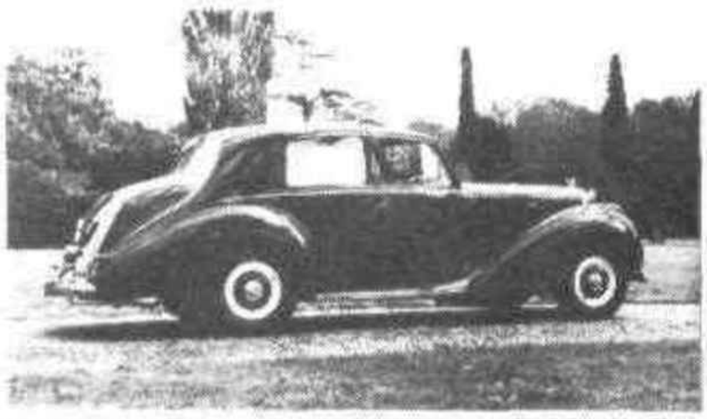
**1967 EX WORKS PORSCHE 911 S/R – YBF 847J;** a splendid and historic road/racing GT, being one of the very few special 911's homologated by the Works for International long distance events; this car, chassis 11820884, commissioned by Lucas & McNally, had a successful South African Series, won its Class at the Targa Florio, and entered Le Mans, to name a few; in 1977, it came 2nd overall in Class in the BAT Historic Champ., and was driven to, from and in between every round! 22,000 miles, full 200+ bhp engine, special everything, M.o.T.'d and taxed etc. **£5,750 – 82 pts.**



**NEXT 'GOAT' MEETING – SUN FEB. 5 NOON.**
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# DUNCAN HAMILTON & CO., LTD.



**1954 BENTLEY R-Type** finished in black with beige trim, full history, complete with all original tools. An outstanding investment.

## PROUDLY OFFER



FOR HIRE

Our new 29 ft. **SUPERIOR LA COSTA MOTORHOME** has now arrived in this Country and is available for inspection by anybody wishing to rent it during 1978. As this is the only vehicle available for hire, early reservations are advised to avoid possible disappointment.



**THE LAST ASTON MARTIN DB6 MK.II MADE.** Dark blue with blue trim. Chrome wire wheels. LEFT HAND DRIVE. Manual with power steering. Fuel injection, 21,000 klms only. Quite outstanding.



**1968 ASTON MARTIN DB6 MK.I,** white with red leather trim, automatic with power steering, 47,000 miles only. Outstanding value for money.



Our **SUPERIOR 2200 MOTORHOME** is now available for sale. A very full and comprehensive specification, 25,000 miles only. Available mid-January, 1978. Please call for further details.

**AS SPECIALISTS IN JAGUAR AND CLASSIC MOTOR CARS FOR THE LAST 30 YEARS WE ARE ALWAYS INTERESTED IN PURCHASING DESIRABLE AND OUTSTANDING VEHICLES.**

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# ROBBINS OF PUTNEY LTD.

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**ROLLS ROYCE PHANTOM V** 7-passenger limousine by Park Ward, 1960, finished in midnight blue with blue leather upholstery to the front seats and grey West of England cloth to the rear compartment, electrically operated division, wide face-forward occasional seats, recorded mileage 108,000, service history, a remarkably fine car, automatic transmission.

**ROLLS ROYCE PHANTOM V** 7-passenger limousine by H. J. Mulliner/Park Ward, 1964, finished in black with beige leather upholstery to the front seats and beige West of England cloth to the rear compartment, this is the dual headlamp model, and in superb condition, a most elegant and well proportioned limousine with full width face-forward occasional seats, recorded service history, one owner since new. The new price of the Phantom VI model starts at £50,000.

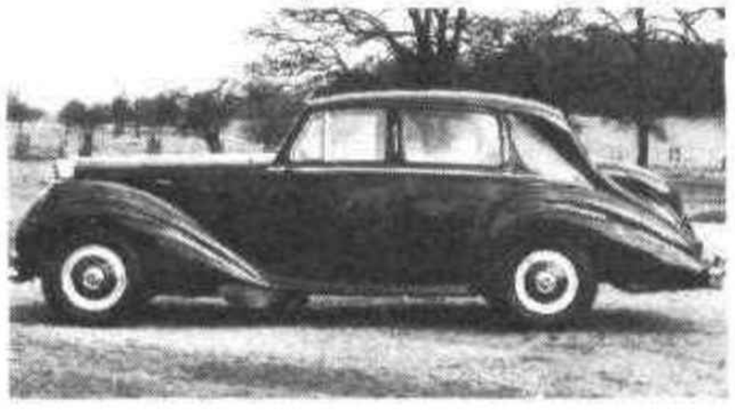
**ROLLS ROYCE SILVER WRAITH,** 4.9 litre, 6-cylinder engine with high compression engine, touring saloon with division by James Young, first registered 1957, finished in black over sable with beige leather to both front and rear compartments, automatic gearbox, power assisted steering, a most beautifully appointed car with typical James Young refinements, electrically operated division, walnut picnic tables, cocktail bar, etc., superlative condition, and undoubtedly a wonderful investment.



**ROLLS ROYCE SILVER SHADOW** long wheelbase chassis, 6.7 litre V8 engine, 4-door saloon without division, first registered 1972, finished in regal red with beige hide upholstery, black Everflex roof, equipment includes refrigerated air conditioning, sundym glass, radio, 8-track slot stereo, automatic speed hold, centralised door locking, 69,500 miles, in superlative condition in every respect.

**BENTLEY MARK VI** 4¼ litre, 1950, standard 4-door saloon finished in velvet green with beige leather upholstery, sliding roof, genuine mileage 87,600, this car has just been repainted, remarkably fine interior, leather, carpets, walnut veneers, etc., nearly all original small tools, owners instruction manual, etc., two owners since new, the first a titled gentleman for 15 years, recent service history, superlative mechanical condition, tyre equipment.

**ROLLS ROYCE SILVER SHADOW** 4-door saloon, finished in silver mink with black Everflex roof and beige hide upholstery, 6.7 litre engine, first registered October 1973, recorded mileage 19,000, fully equipped with refrigerated air conditioning, sundym glass, radio, automatic speed hold, centralised door-locking, this car has been modified in some respects to the later specification which includes flared wheel arches and wide profile white-wall tyres, in superlative condition in every respect.



**BENTLEY R-TYPE,** 4¼-litre, 6-cylinder, 1953, 4-door sports saloon, finished in black with beige leather upholstery, 4-speed manual gearbox, sliding roof, walnut picnic tables, a most superb example, recent recorded history, last ownership for past 14 years.

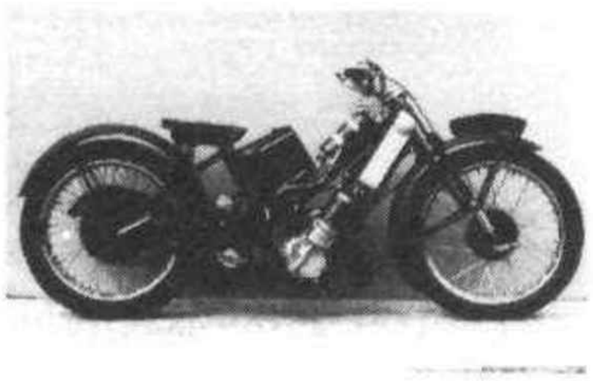
**ROLLS ROYCE SILVER WRAITH** 7-passenger limousine by Park Ward, 1953, black with grey upholstery to front seats, and fawn West of England cloth to the rear compartment, recorded mileage 82,000, full face-forward occasional seats, fitted picnic tables, cocktail cabinet, etc. This car was owned by the Rolls Royce Company for 12 years and is in remarkably fine condition.

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1952 **Triumph Mayflower.** One owner, 34,000 miles only. Full documentation. Black with red leather interior.



1951 **MG** TD11 in black with red interior. Original and in very good order throughout.



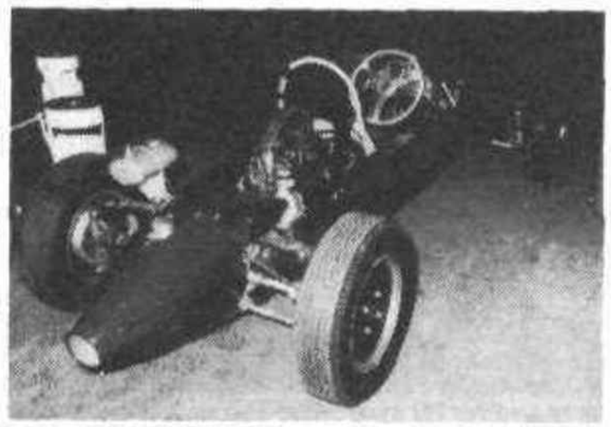
**Lotus** formula 2/3 type 35. Holbay engine–Hewland gearbox. In perfect original condition. A collector's piece but ready to race.

1923 **Rolls Royce** Doctor's coupe. With dickey seat–mint.

1937 **Rolls Royce** P111 Sedanca de ville by Vanden Plas of Brussels. 80,000 kms from new.

1934 3½ litre **Bentley** Airline coupe–complete with fitted suitcases.

1959 XK150 **Jaguar** drophead coupe. Overdrive–like new.



**Cooper** Mk XII D.O.H.C. Norton. One of the last built. With racing and sprint/hill climb tanks. 100% original.

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**1957** Rolls-Royce Silver Cloud I. Finished in black over shell grey with beige leather, 120,000 kms, excellent bodily and mechanically, **£6,250.**

**1960** Rolls-Royce Silver Cloud II. Finished in shell over tudor grey, blue grey leather, **£6,000.**

## BENTLEY

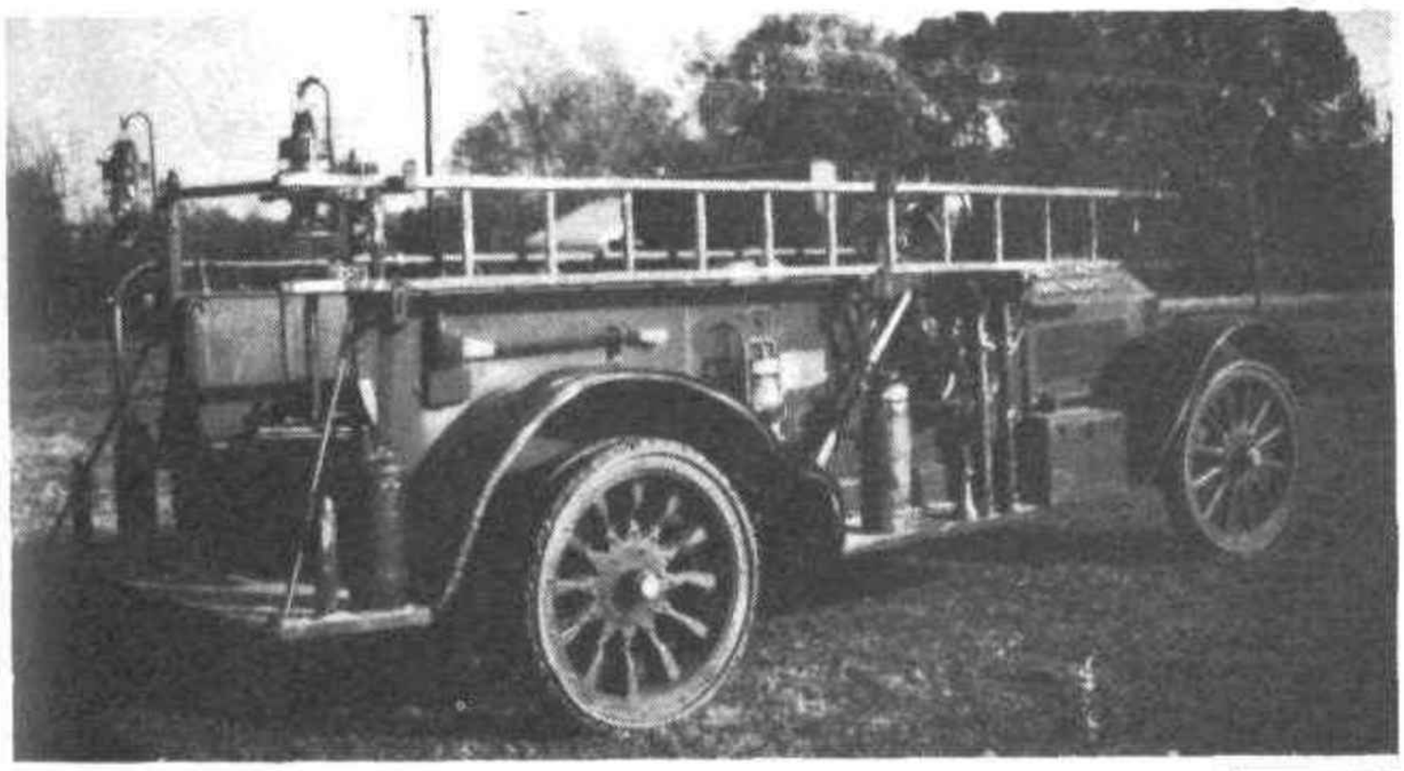
**1957** Bentley S1 Saloon. Finished in sage over smoke green with green leather, this fine original motor car represents outstanding value at **£3,750.**

**1957** Bentley S1 Saloon. Finished in tudor grey over velvet green with blue grey leather, 107,000 miles with service history, **£3,500.**

**1960** Bentley S2 Continental by James Young. Finished in black over shell grey with tan leather, **£8,750.**

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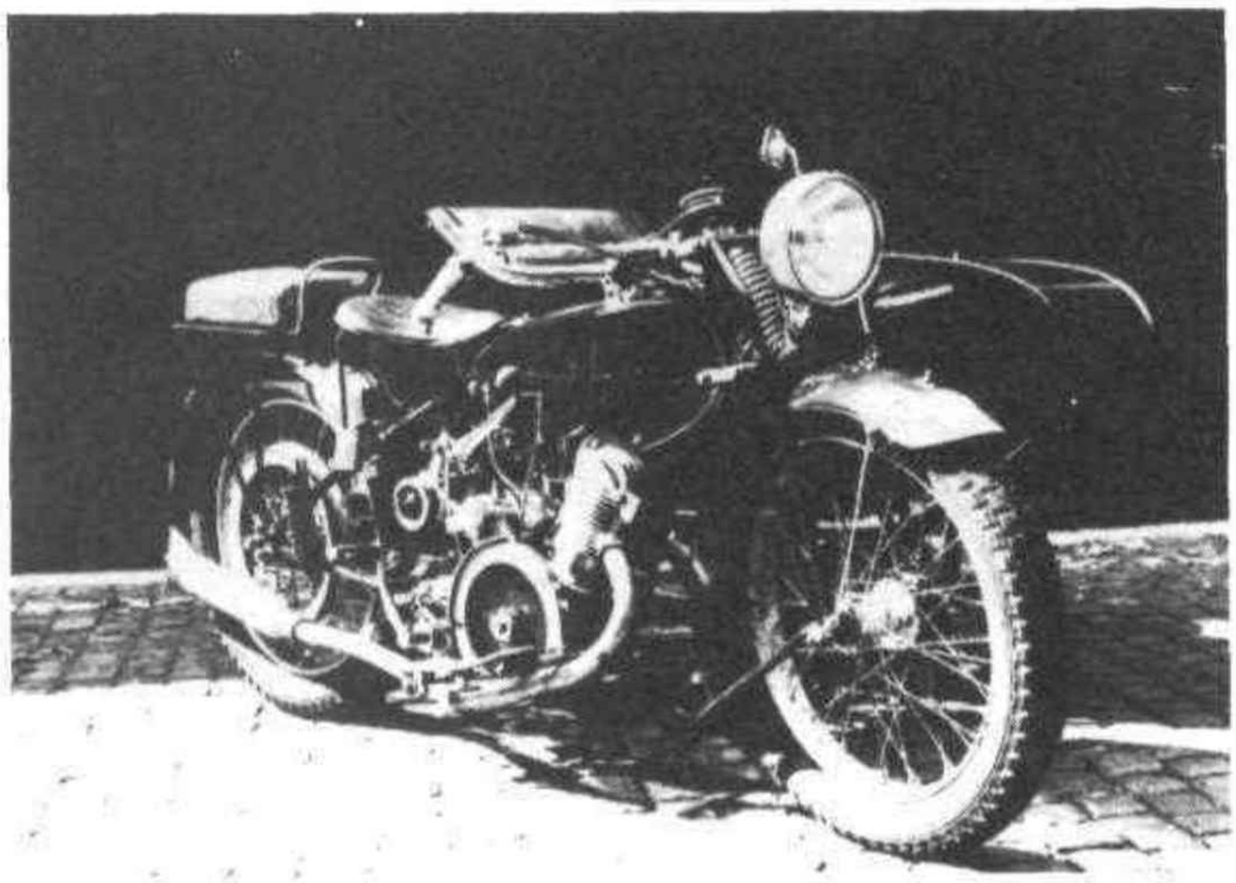
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**ROLLS-ROYCE, 1973, Silver Shadow.** Standard 4 door Sports Saloon finished in ebony black with matt Everflex top, white wall tyres, black trim and carpet, speed hold, sundym glass and of course air conditioning, recorded 43,000 miles only, just fully serviced and M.o.T. tested.

**ROLLS-ROYCE, 1973, Corniche.** 2 door, Fixed Head Coupe by Mulliner-Park Ward, this outstanding example is finished in metallic Caribbean blue with dark Everflex top, trimmed in black, all extras, recorded only 36,000 miles.

**ROLLS-ROYCE, 1961, Silver Cloud II.** Standard 4 door, coachwork recently repainted tudor grey over Caribbean blue, contrasting plum hide trim and carpet, under 80,000 miles recorded, a fine specimen just fully serviced throughout.



**BENTLEY, 1960, S2.** Standard 4 door Sports Saloon, another excellent example recently repainted in shell over black pearl, original grey hide trim, mechanically superb, just extensively serviced and ready to go anywhere.

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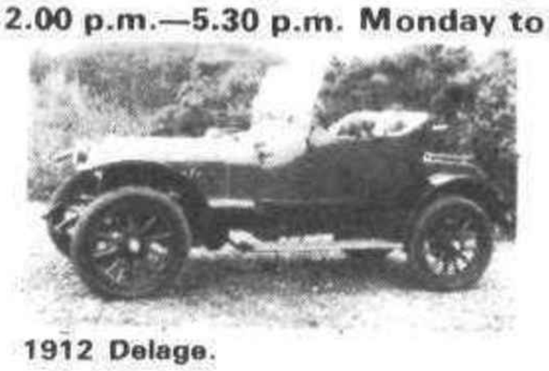
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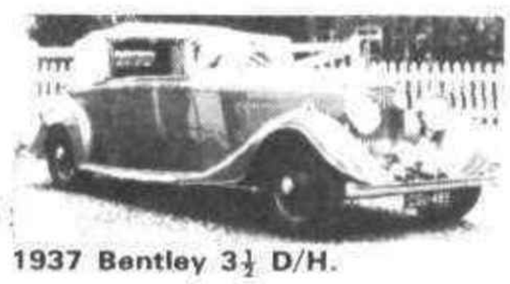
**1951 Bentley Mk.6 ..... £5,950**



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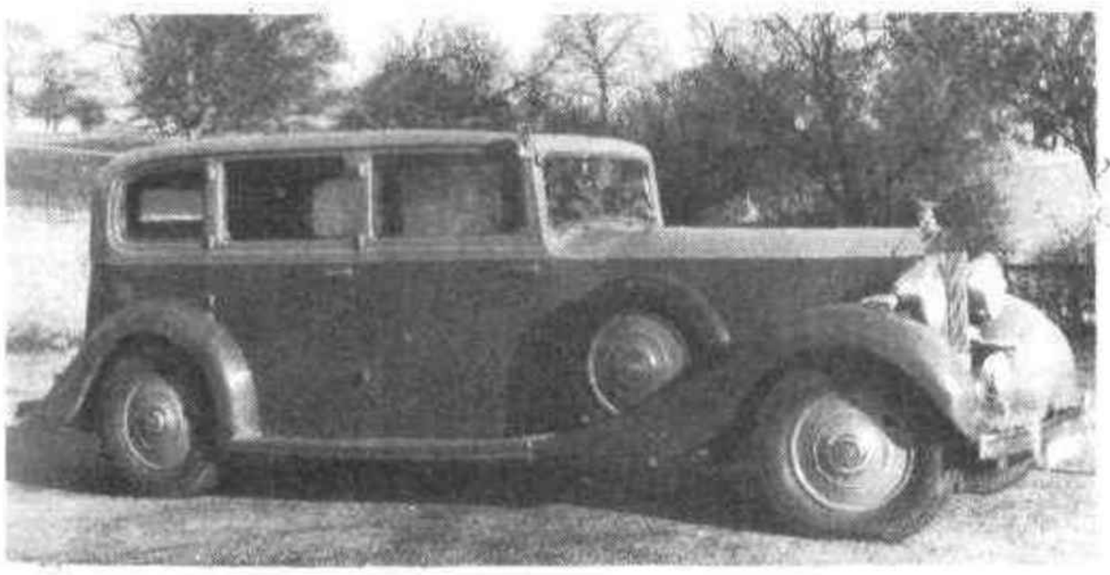
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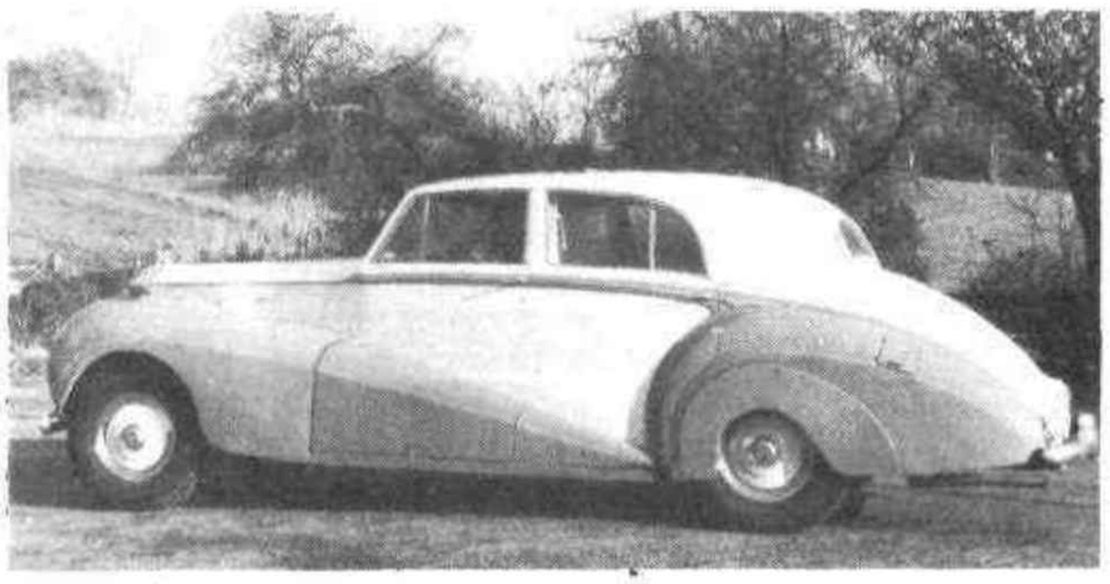
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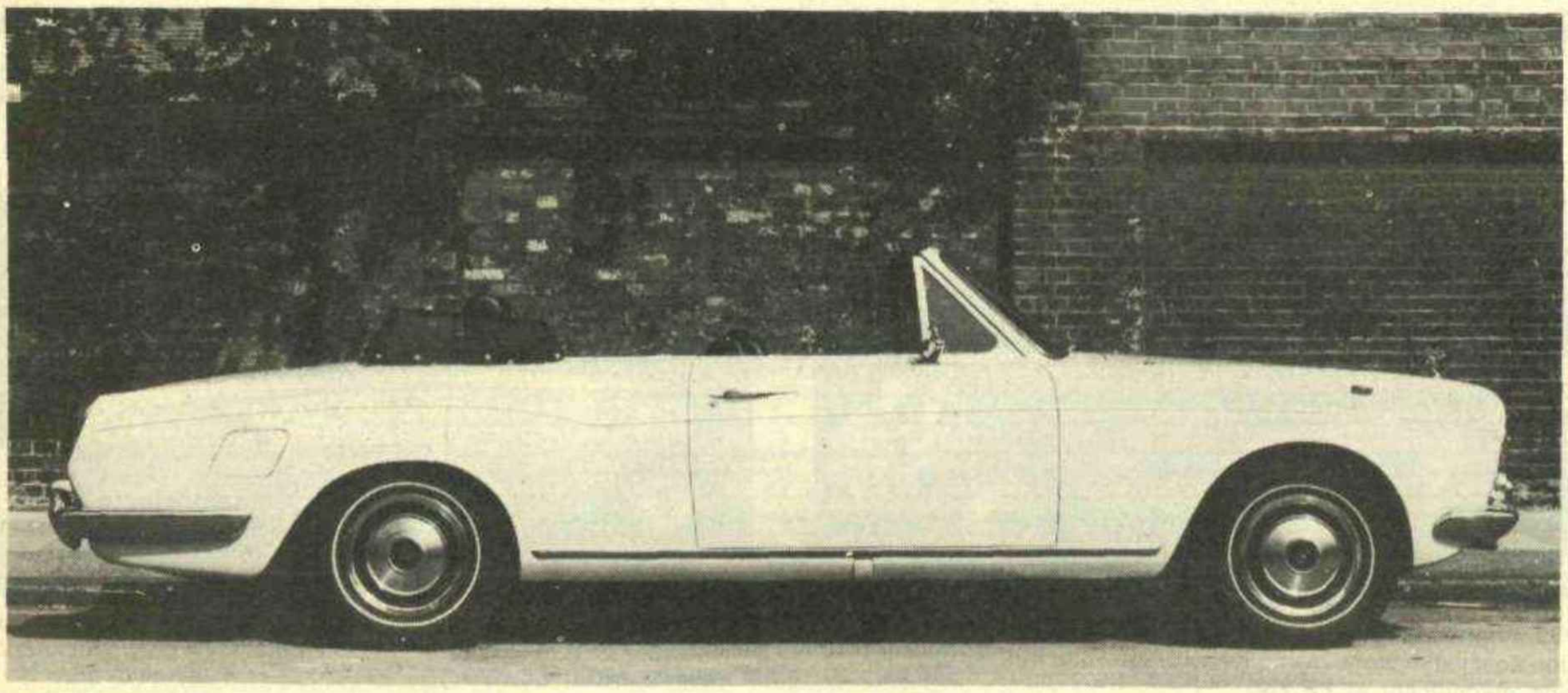
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**1961 Jaguar 2.4, Mk.II,** manual, green.
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**1959 Bentley S1,** midnight blue, PAS.
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**1912/14 Daimler,** 3 dr. tourer, grey.
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**1966 Jaguar Mk.10,** white.
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**1967 Daimler 420** saloon, auto, light green.
**1967 Jaguar 420** saloon, manual, red.
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