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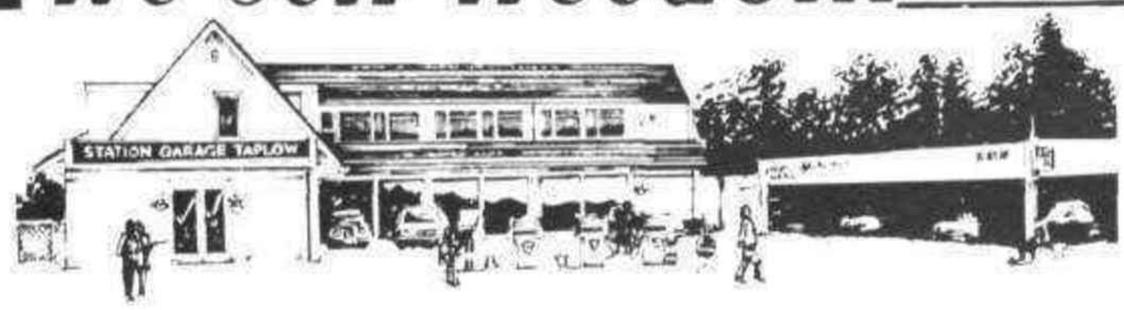


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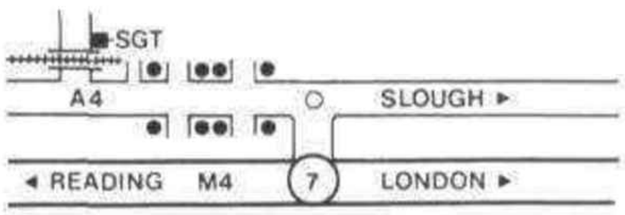
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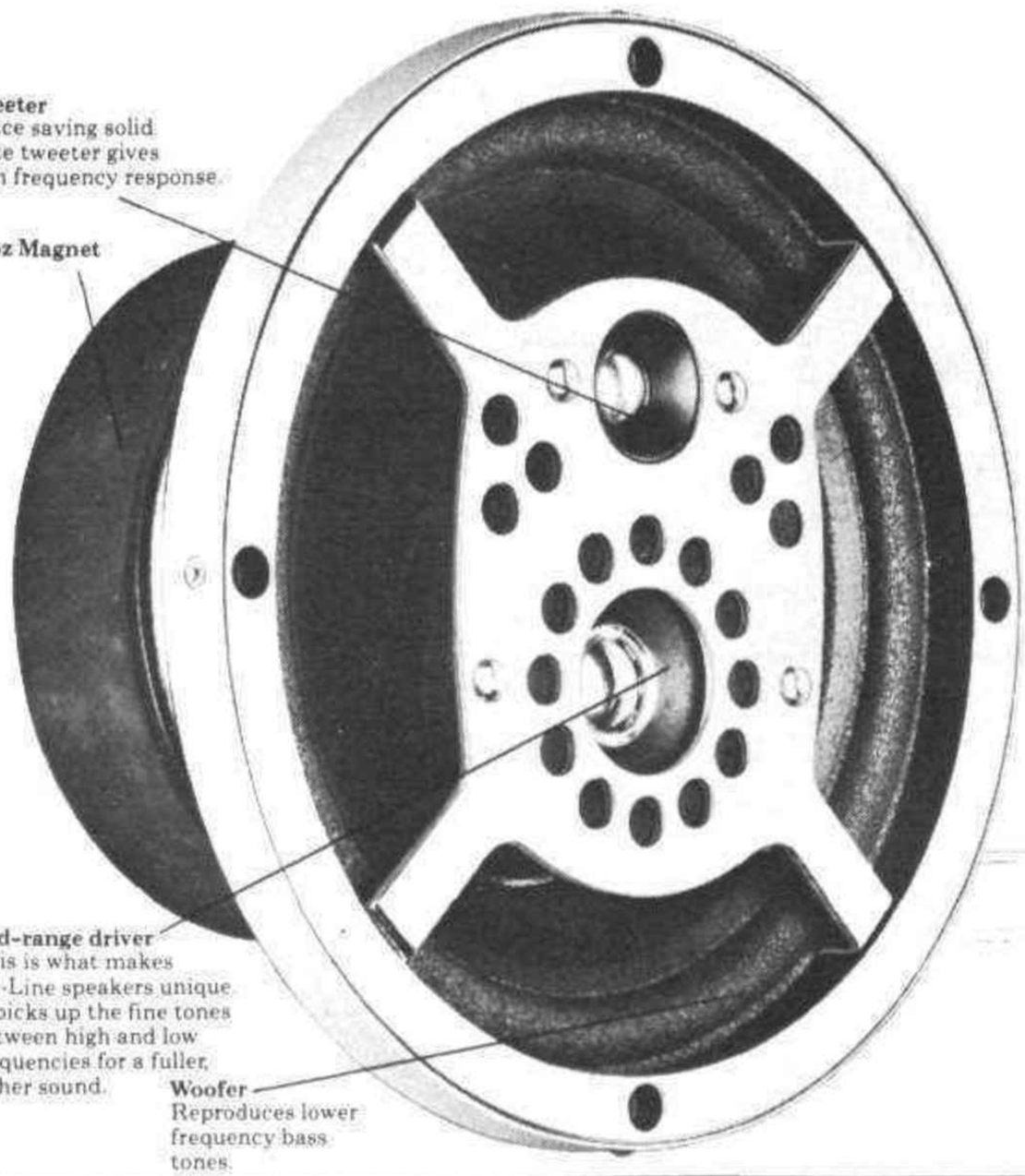


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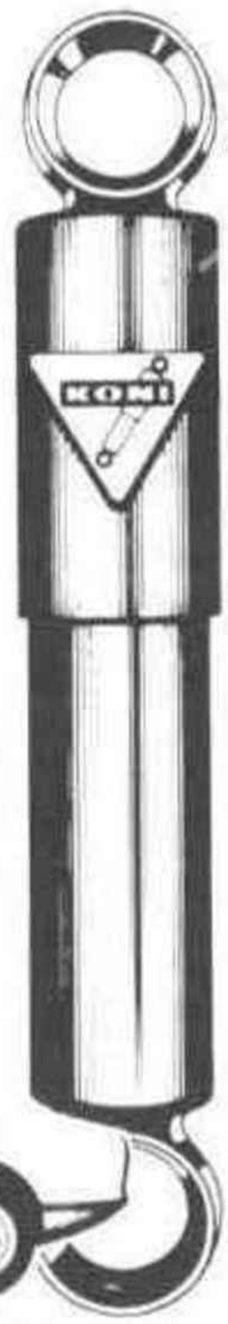
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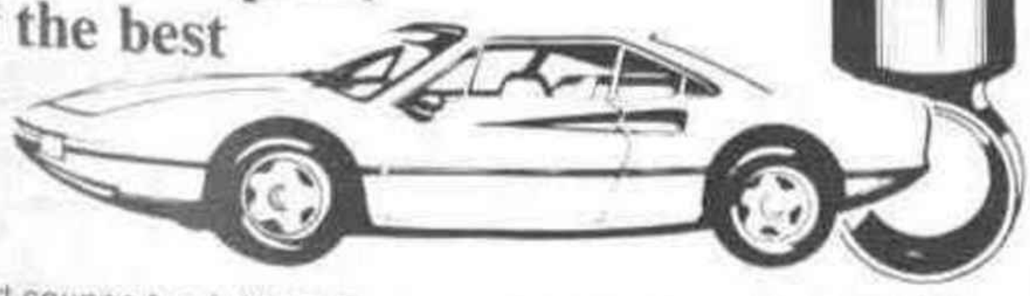
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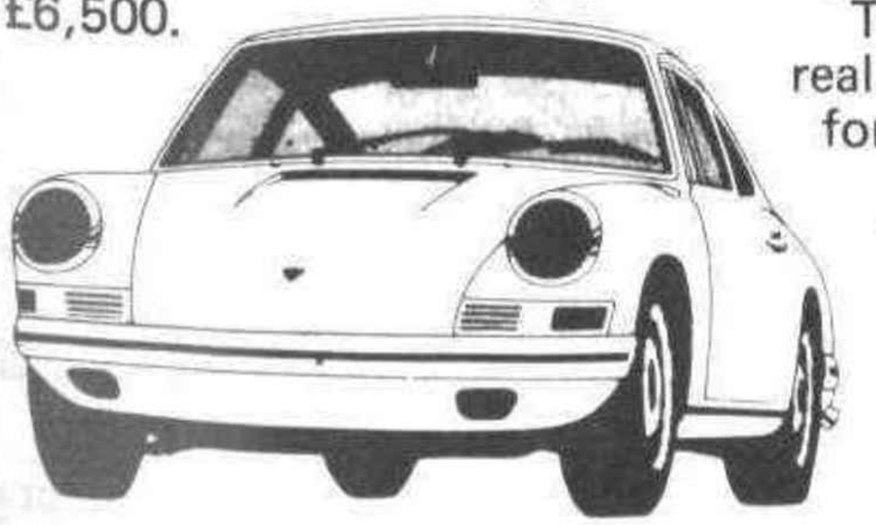
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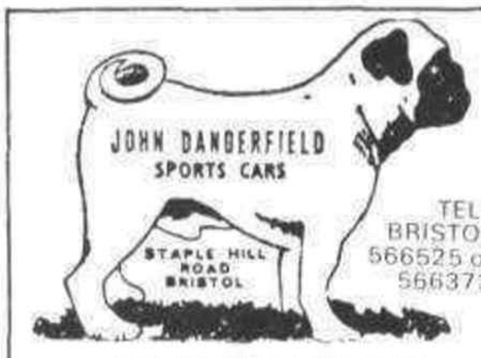
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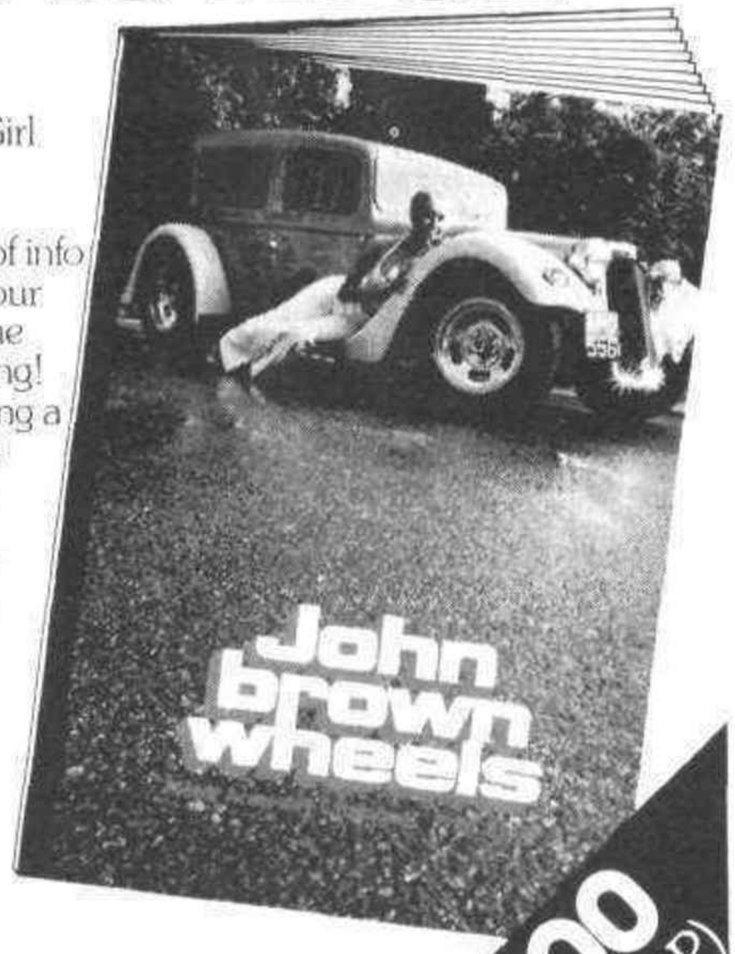
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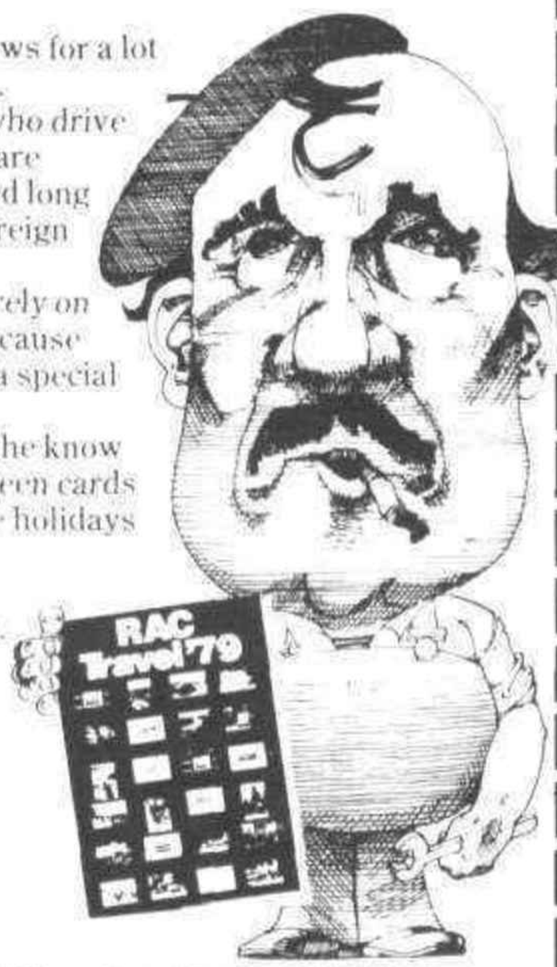
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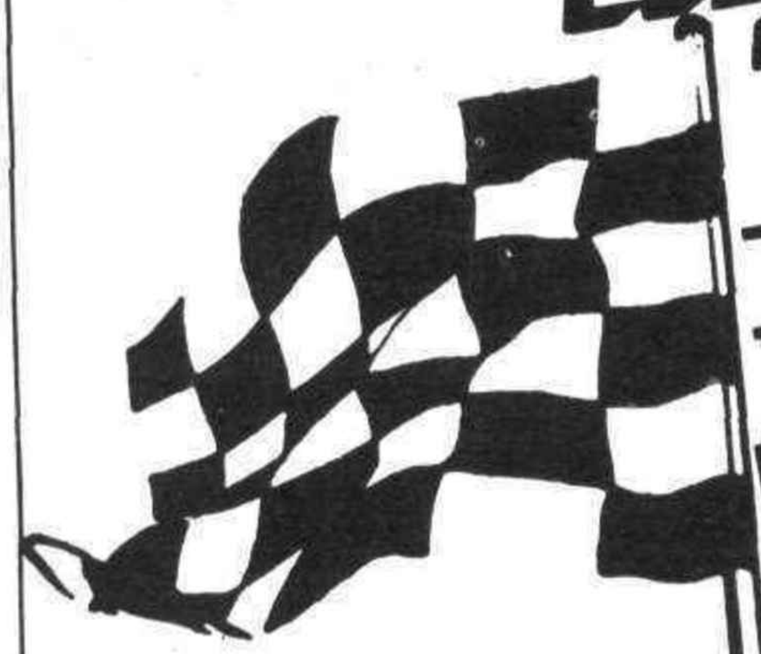
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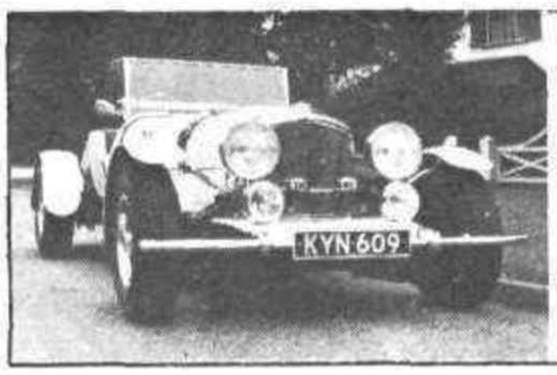
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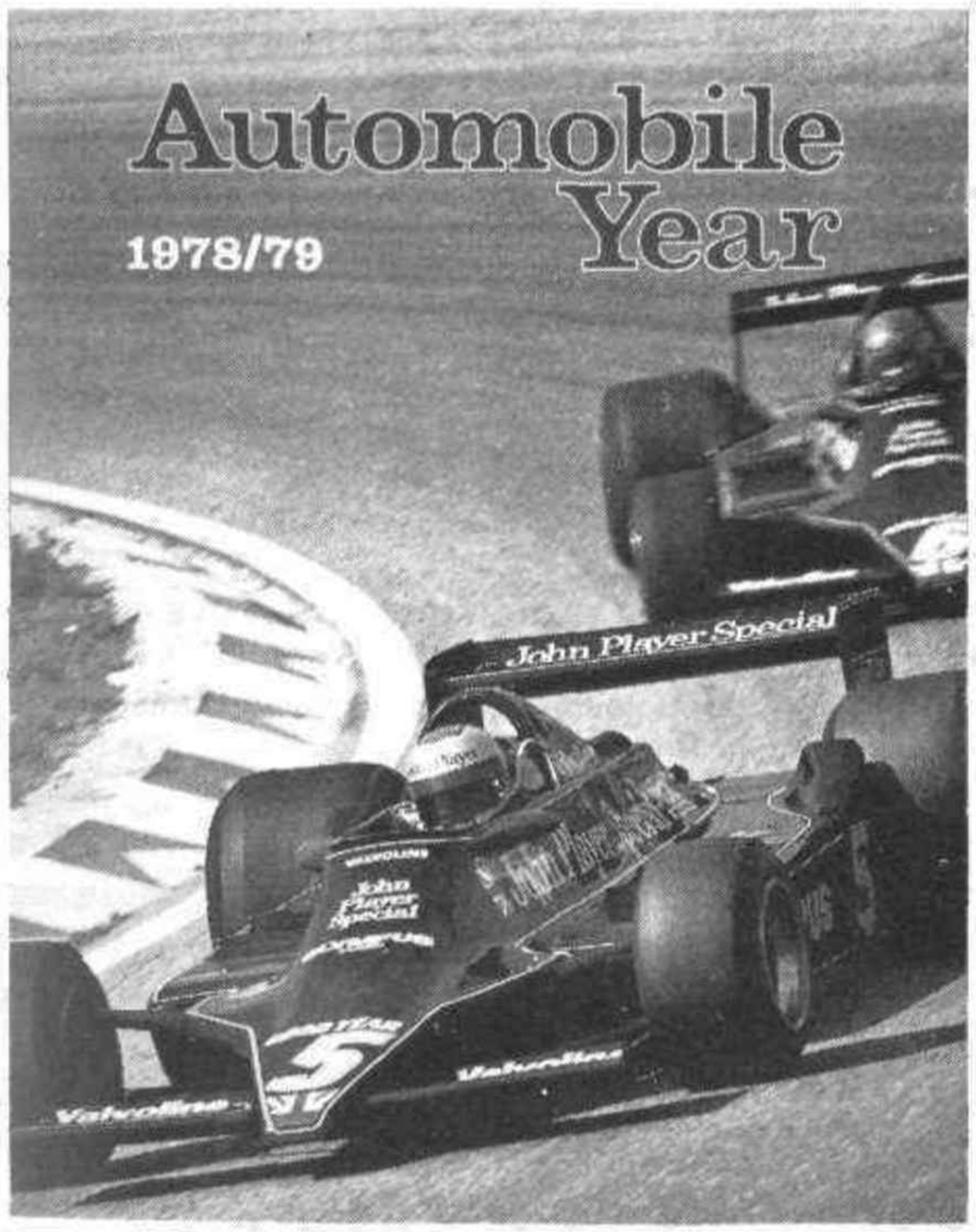
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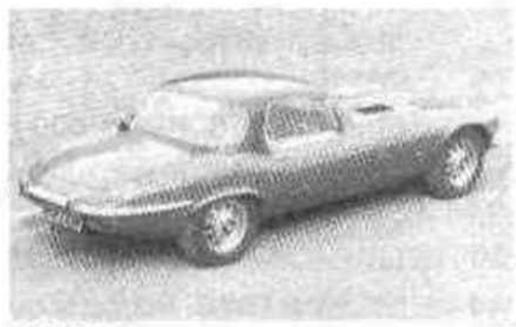
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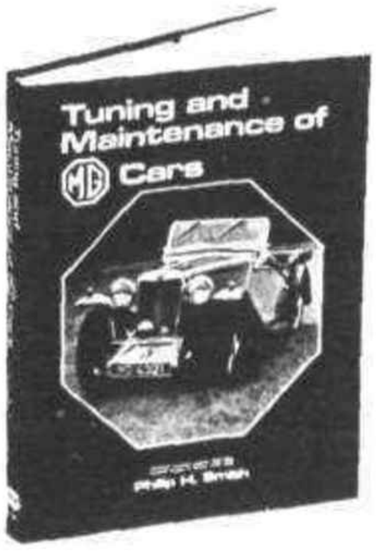
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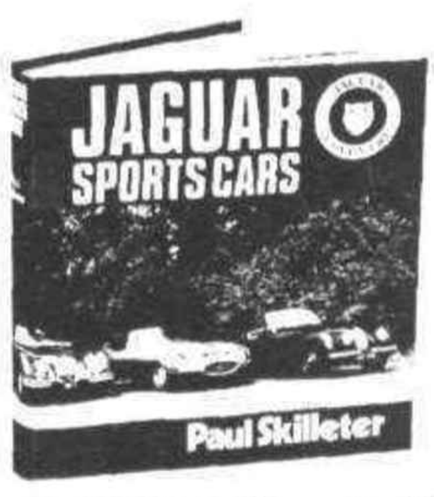
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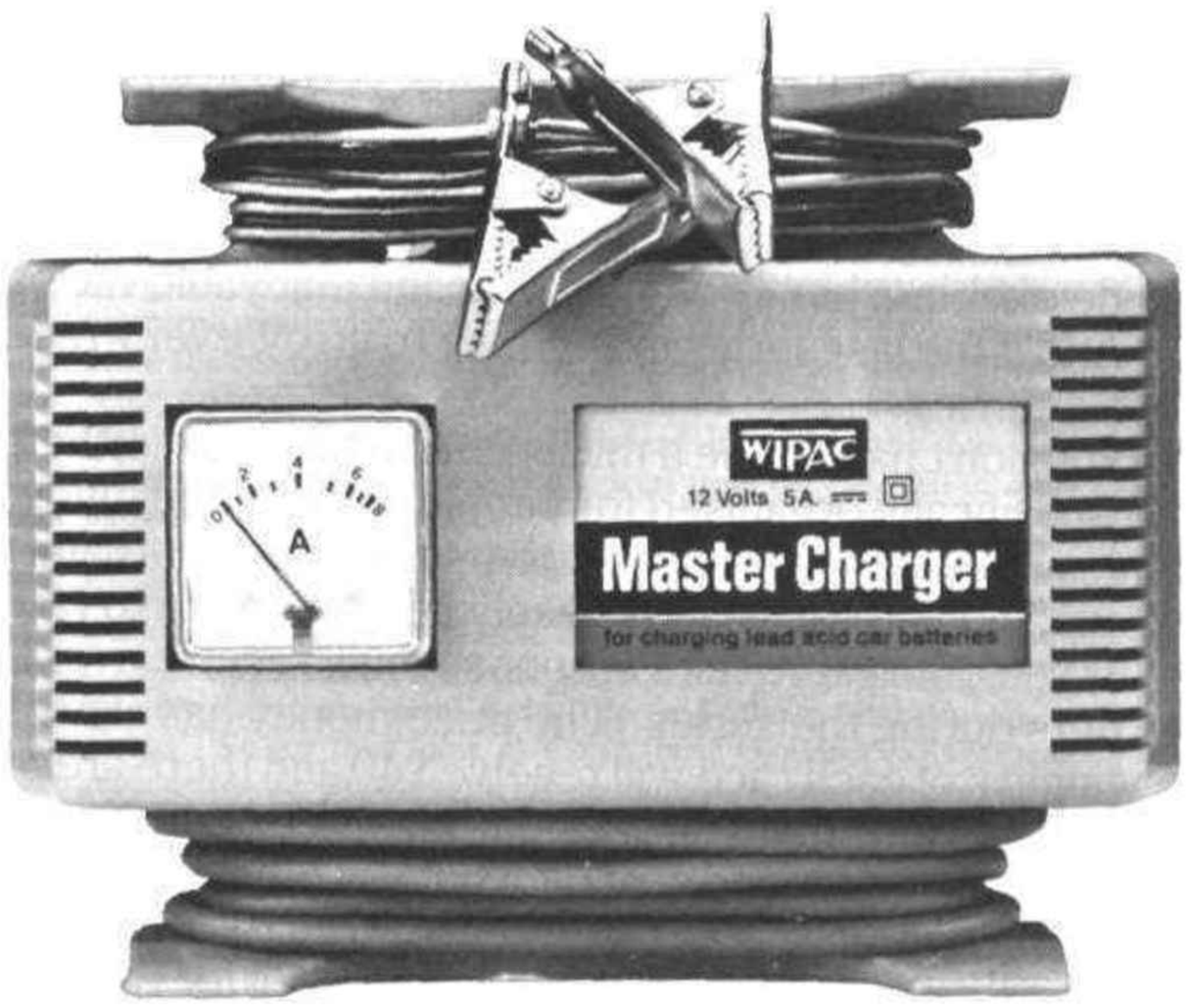
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FRONT COVER PICTURE: WAS IT REALLY BUILT? Emerson Fittipaldi driving the remarkable Lotus T56B-Pratt and Whitney turbine Formula One car to eighth place in the 1971 Italian Grand Prix at Monza. On page 180 D.S.J. examines some of the more unusual and incredible machinery to have been built for Grand Prix racing.

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MATTERS OF MOMENT

■ OIL!

The recent oil-tanker-drivers' strike must have made some people wonder what it would be like to live in a World from which all oil-supplies, which to the car-user means petrol, have dried up. This is a happening threatened by the Scientists and the Politicians with great frequency and the only consolation is that it is a scare which was with us in the nineteen-twenties, yet supplies, so far, are as prolific as ever, until a simple, selfish strike by tanker-drivers simulated all the frustrations of a natural cut-off. No-one seems to have any very valid ideas for road vehicles which will *not* require petrol for their engines, and we confess to not looking forward to driving electric or steam cars in the future! It may even be a case of back to springs, gravity, pendulums, hydraulics, compressed air, high-pressure gas, or liquids combines, and the like, which were forms of power specified by some of the would-be entrants in the Paris-Rouen Trial of 1894.



Be that as it may, one hopes that present-day motorists, and those who have motored for a considerable number of years in fact, appreciate how very well they are served in the matter of fuel for their cars, by the great petroleum companies. These companies are not even responsible for the savage price of a gallon of today's distinctly-precious fluid, because a sizeable slice of the cost is taxation, inflicted by the Government. Although presumably the higher pay to the tanker-drivers will again raise petrol prices. The World's oil-refiners may be multi-million-dollar profit-making companies. But we should be in a poor way without the service-stations they have erected to dispense their products. Once upon a time the owner of a horseless-carriage had to rely on chemists' shops for supplies of petrol of a specific gravity suitable for wick carburetters and unheated inlet-pipes. Garages later began to stock petrol, in those two-gallon cans, first used in 1898 by Pratts, which have since become "collectors' pieces", delivered to them at first in horse-drawn drays. The writer can just remember when a car-owner was dependent on these gaily-coloured stacks of tins, a nasty fire-hazard if stored in the home garage, and of a chauffeur being reminded to take in a stock before a long journey, say from Cardiff to Oxford (with an overnight stop deemed desirable if ladies were to be of the party), and this in the mid-nineteen-twenties, in as sound a car as an Austin Heavy Twelve.

Then came the roadside petrol pump and inconvenience was a thing of the past, except perhaps to owners of Austins in which the petrol-tank was beneath the front-seat or of small Humbers in which the fuel-filler protruded from the dashboard, so that the drips from the hose fell into the luckless passenger's lap.

It was the petrol pump that revolutionised fuelling the car. According to "Guinness" the first British one was seen in Shrewsbury in 1913. That shown in the accompanying picture is a BP pump, or "Bowser", dating from 1931, when petrol cost about 1s. 3d. a gallon, of the hand-operated kind. Very few of these remain in use and those that do merit photographing. (We see that some at Corse, near Gloucester, have been changed recently for the electric-type.) Even these automatic upright pumps are almost obsolete, the cabinet type having replaced them. Self-service has also crept in. All for the overall convenience of the car-user.

Thinking back to the crippling shortage of petrol caused by the strike, it was Esso that filled the tank of the Mercedes-Benz 280SE that brought us so comfortably and majestically down from Scotland after Christmas. But it was the local Elf and Esso stations that ran dry soon afterwards, when BP provided a tankful of petrol for a business journey. And even several days after the Media had informed us all that the strike was a thing of the past and there were no shortages, many garages remained closed and we had to queue on the M5 for some two-star petrol, which cannot have been good for the aluminium engine in the Rover 3500 we were driving, and a poor return to that car which had proved an instant starter under very abnormal winter temperatures, the vee-eight torque of which, coupled with plenty of litres, had got us out of some very sticky (or slippery) snow conditions, and the washer-bottle of which had proved virtually inexhaustible at a time when it was desperately needed to clear salt from the screen, thrown up by trucks whose drivers were not supporting their particular strike. . . .

Continued overleaf

Motor Sport Fixture List for February

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

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

DATE	*CLUB*	*RENDEZVOUS*	*NEAREST TOWN OR MAP REFERENCE*	*CATEGORY*	*TIME*
Feb. 2/4th	**Union Mecanisee Spa**	—	**Belgium**	**Boucles de Spa (European Rally Championship) (INT)**	—
Feb. 2/4th	**Automobile and Touring Club of Finland Arctic Rally**	—	**Finland**	**Arctic Rally (European Rally Championship) (INT)**	—
Feb. 3rd	Warrington & Dist. MC	Knowsley Safari Park	108/461934	Autela Stages (*C*)	—
Feb. 3/4th	**IMSA**	**Daytona**	**USA**	**Daytona 24 Hours (World Championship for Makes) (INT)**	—
Feb. 3/4th	Whitchurch MC	Vin Huxley Ltd., Whitchurch	—	Firefly Rally (*R*)	23.00
Feb. 3/4th	Hants & Berks MC	Frensham Great Pond, Frensham, Surrey	186/848405‡	Scatter Navigational Rally (*C*)	20.00
Feb. 4th	**CBA**	**Interlagos**	—	**Brazilian Grand Prix (World Championship, Round 2) (INT)**	—
Feb. 4th	**Light Car Club of Australia**	**Sandown**	**Australia**	**Rothmans International Formula 5000 Championship (INT)**	—
Feb. 4th	Newtown & Dist. AC	Anchor Inn, Newcastle-on-Clun	136/176851	The Greenhous Stages Rally (*R*)	11.00
Feb. 4th	HDLCC	Live & Let Live Inn, Neen Sollars	Bewdley, Worcs.	Geoff Taylor Sporting Trial	10.30
Feb. 9/11th	**Galway MC**	**Galway**	—	**Galway International Rally (European Rally Championship) (INT)**	**14.00**
Feb. 10/11th	Burnham-on-Sea MC	National Tyre Services Depot, Wells Road, Glastonbury	—	Carver Traders Rally (*C*)	—
Feb. 11th	**Adelaide International Raceway**	**Adelaide**	**Australia**	**Rothmans International Formula 5000 Championship (INT)**	—
Feb. 11th	Manchester and Salford Students' AC	UMIST Charles Street surface car park, Manchester	109/844¼975	Autotest (*C*)	11.00
Feb. 16/18th	**The International Swedish Rally Fack**	—	**Sweden**	**Swedish Rally (World Rally Championship) (INT)**	—
Feb. 16/18th	**Pena Motorista Diez Por Hora**	—	**Spain**	**Costa Brava Rally (European Rally Championship) (INT)**	—
Feb. 17/18th	Stort Valley AC	Marshalls Garage, Cambridge	154/468592	Starlight Rally (*R*)	23.30
Feb. 17/18th	Cramlington & Dist. MC	Jennings Tractor Depot	—	Mad Hatter Rally (*C*)	00.01
Feb. 18th	**Surfers Paradise International Raceway**	**Surfers Paradise**	**Australia**	**Rothmans International Formula 5000 Championship (INT)**	—
Feb. 18th	WSMC/SCCN	Snetterton	Thetford, Norfolk	Rallycross	12.00
Feb. 23/25th	**Rallyegemeinschaft RTC**	—	**Germany**	**Sachs Winter Rally (European Rally Championship) (INT)**	—
Feb. 25th	**Oran Park Raceway**	**Oran Park**	**Australia**	**Rothmans International Formula 5000 Championship (INT)**	—
Mar. 2/4th	**Helsingin Urheiluautoilijat RY**	—	**Finland**	**Hankiralli (European Rally Championship) (INT)**	—
Mar. 3rd	**South African Motor Racing Club**	**Kyalami**	**South Africa**	**South African Grand Prix (World Championship Round 3) (INT)**	—

MATTERS OF MOMENT –

Continued from previous page

It is at times of a fuel shortage that one wonders a little about the future. Soon after the war of 1914/18 was over there was much enthusiasm for petrol made from British coal and called Benzole, with the AA opening the first Benzole-station at Aldermaston, after tests by the RAC, using Sunbeam touring cars, had proved this to be a good and "patriotic" petrol. There is a flash-back to this in the National Benzole Co. of today. We do not pretend to know why petrol from coal cannot again be viable, any more than we have understood the power-politics of the Oil Barons along the years – it is said that C. G. Grey, when he was Editor of that lively weekly, *The Aeroplane*, first disclosed the presence of an oil-pipeline across Arabia, in 1923. He used also to discourse on oil developments in Abyssinia, that might bear re-reading today. Later, around 1928, came leaded "Ethyl" petrol, leading to today's high-octane fuels we all use, but with 5-star being phased-out. And who remembers the inexpensive ROP petrol, of Russian Oil Products?

All we can say is that it has not been a very good New Year, what with the petrol-shortage, train-stoppages (no longer "it's faster by rail"!) and the lorry-drivers' strike, all of which caused the VSCC to abandon its Measham Rally and led to the MCC Exeter Trial being postponed. We can only hope that we are correct in believing that the majority of Britain's workforce is decent at heart and will one day refuse to be led by Communistic influences into striking for higher pay, when its individuals must have sufficient intelligence to see that this will merely result in increased Inflation, which will in turn destroy the value of higher wages, a circle so vicious that it may well lead, if not curbed, to the destruction of all the desirable things that fair, as distinct from unrealistic, earnings can purchase, and greatly harm this country.

Opel Monza/Senator Fuel

I OMITTED to mention fuel consumption figures in the road test of the new 3-litre, fuel-injected Opel Monza and Senator models on page 195. They are not especially thrifty, averaging around 17-18 m.p.g. on normal day to day usage, but the Monza returned a reasonable 21.53 m.p.g. on a fast return journey to the Midlands. The Monza fuel tank holds 15½ gallons, that of the Senator one gallon more, so a touring range of safely over 300 miles can be expected.

Pressures of deadline and space also made me forget to mention these big Opels' excellent steering lock of just over 32 ft. between kerbs; the wheel takes 3¾ turns from lock to lock. – C.R.

FIA Year Book

THE 1979 issue of the FIA Year Book, a pre-requisite of any involvement in international motoring sport, is now available from Patrick Stephens Ltd., Bar Hill, Cambridge CB3 8EL. It costs £7.95.

For those who aren't familiar with this essential bible published by the Federation Internationale de L'Automobile, it contains between its yellow covers definitive words on vehicle homologation, recognition and classification, the International Sporting Code, International Championship Regulations, the 1979 International Calendar, a guide to circuits and hill-climbs, lists of graded racing drivers and seeded rally drivers, results of 1978 championships and a directory of useful firms. Multi-lingual, the "yellow book" contains many hundreds of pages, yet is pocket-sized.

Stocks are usually exhausted in a matter of a few months, so order quickly! – C.R.

Historic Overkill?

WITH two major National Championships to contest, competitors in historic single seater racing cars have a busy season ahead of them, which won't be helped by the proximity of some of the rounds in the two Championships. Most of the eligible cars like Maserati 250Fs could end up doing far more races, though nowhere near as many miles, as they did annually in their youth.

The Historic Sports Car Club's Historic Car Championship, for which prototype or sports racing cars are eligible too, continues this season with a six round series sponsored by Lloyds and Scottish Finance. With the rising cost of racing historic cars the HSCC felt it necessary to bring in sponsorship to expand the prize-monies and spread them down the grid. Some £1,500 per round in the Lloyds and Scottish Championship will include £500 for the winner, ranging down to £24 for each finisher.

Hard on the heels of the announcement of the HSCC's plans for its established championship came Donington Park's announcement of a six round Historic Single Seater Championship sponsored by Esso to the tune of £1,000 per race. The Donington Collection will enter some of its own cars in this series.

With rounds of the two Championships on consecutive days over the Easter weekend and several other rounds only one week apart, competitors in these fickle historic Grand Prix cars are going to be hard pushed to contest both Championships in their entirety, especially as many of them will also want to support VSCC and one-marque club races. As the number of raceworthy, eligible cars is limited, there could well be an entry conflict between the two championships.

One race competitors won't miss come hell or high water will be the Lloyds and Scottish round at the Silverstone British Grand Prix on July 15th. Other rounds are: Silverstone, April 16th; Brands Hatch, May 20th; Silverstone, June 23rd; Brands Hatch, August 27th; Silverstone, September 16th. *Continued on page 156*



ller in one of the successful new Ligier cars. He finished fo

IE ARGENTINE GRAND PRIX

igier Landmark

Buenos Aires, January 21st

NEW Grand Prix season started with a sh in Buenos Aires, for not only were we new combinations of drivers and teams the "musical-chairs" of the end of 1978, here was a remarkable number of new cars ring for the first time. Normally a new n opens with the scene very much like that e end of the previous season, but not this The Lotus 79 domination of last year d everyone up to greater efforts and new nd designs appeared in proliferation. It says for the morale in Formula One that so people rose to the challenge of the Lotus ven if some of them merely copied it in a ent colour. A domination by one team or driver can often spread alarm and ndency so that everyone gives up trying, not in Formula One at the moment. ners got stuck in and teams worked long to have their "Lotus beaters" ready for the race of the season. Some were able to get in a bit of testing before the Argentine race others had to set out with untried cars.

w designs were in the paddock from Tyrrell, nam, McLaren, Ligier and Wolf, while the ad uprated their 1978 cars to an interim ication, planning new designs to be ready South Africa or the beginning of the pean season. Details of the cars in Argentina r elsewhere in this issue.

e "driver-market" was very active during rief lull after the end of the 1978 season, to recap we now have Andretti and rmann in Team Lotus, with the World mpion and his World Champion car as er one on the entry list. Team Tyrrell have renchmen, Didier Pironi and Jean-Pierre , the Ecclestone Brabham-Alfa Romeo has ex-World Champion Niki Lauda and oung Brazilian Nelson Piquet; McLaren John Watson and Patrick Tambay; the an ATS team has Hans Stuck and Ferrari ody Scheckter and Gilles Villeneuve. The aldi team retains the services of the younger f the family, and the Regie-Renault have omed out into a two-car team with the h drivers Jean-Pierre Jabouille and Rene ux. The Shadow team of American Don ols has European F3 Champion Jan ners and the USAC star Danny Ongais, h Ongais was side-lined for this race by an tion on a troublesome elbow, his place being taken by the Italian F3 d r Elio de Angelis. Walter Wolf now has Jame unt as his chauffeur and Irishman Derek Daly is still with Morris Nunn's Ensign team. Like Renault the Ligier team has expanded to two cars, with Patrick Depailler joining Jacques Laffite. The Frank Williams team has also expanded to a second car, with "Clay" Regazzoni joining Alan Jones, and to complete the regular list the Arrows team have Jochen Mass to support their regular driver Riccardo Patrese. As very lonely privateers Hect Rebaque continues with the support of his family and Arturo Merzario by his own initiative.

The cargo-carrying planes disgorged the performers in South America, many of them from testing programmes in the south of France or Brazil and after an unofficial practice session on Thursday the serious business of official practice began on Friday morning. For everyone except the two Ferraris and the two Renaults it was a really serious start, for Goodyear had modified their previous decisions yet again about the supply of free tyres and the latest tyre technology, so that there was rather a lot of wrangling and rancour in the paddock, until the Goodyear chief suggested that if everyone didn't shut up, he might suggest to his firm that they pulled out of Formula One. In the ens hush most sensible people realised that Good knew what they were doing, even if they d ange their policy day by day. The object o ng in Formula One was to gain technology win races for the Akron firm, and it was a real concern of theirs where the knowledge came from or who won the races for them. Obvious hey would listen to the people who had so ng intelligent to say and make sure t ny potential winner was on the best possi s. They would also make sure that any al w ner was as best placed at the start of as i was in their power to do. Meanw. he Michelin firm were going their own qui ay with Ferrari and Renault, now with four cars to look after.

From earlier testing sessions it was very clear that big strides had been made in cornering power and last's year fastest lap was best forgotten. In addition to the new designs that were out for the first time there were numerous new cars to old designs as well as completely rebuilt and heavily modified "old" cars. For the start of a new season the scene has never looked healthier and nothing short of admiration is due to the workers in the various racing factories, as well as their outside suppliers, for completing so many projects. Clearly "industrial action" does not exist in the world of Formula One and its environs.

From the outset of official practice under shimmering blue skies it was he Goodyear runners who set the pace, o Scheckter's Michelin-shod Ferrari putting up any real opposition. Completely unexpected from a totally new design w s the performance of the Ligier team, now using Cosworth power in place of the wailing Matra engines. Apart from the JS11 bein a totally new design, the actual cars that Laffite and Depailler were using had never been

ENTRY

No.	Team	Driver	Car	Model	Engine	Gearbox	Tyres	Main Sponsors
1	Lotus	M. Andretti	Lotus	79/4	Cosworth V8	Hewland	Goodyear	Martini/Tissot
2	Lotus	C. Reutemann	Lotus	79/2	Cosworth V8	Hewland	Goodyear	Martini/ Tissot
3	Tyrrell	D. Pironi	Tyrrell	009/2	Cosworth V8	Hewland	Goodyear	–
4	Tyrrell	J. P. Jarier	Tyrrell	009/1	Cosworth V8	Hewland	Goodyear	–
5	Brabham	N. Lauda	Brabham	BT48/2	Alfa Romeo V12	Alfa Romeo	Goodyear	Parmalat
6	Brabham	N. Piquet	Brabham	BT46/7	Alfa Romeo–flat-12	Alfa Romeo	Goodyear	Parmalat
7	McLaren	J. Watson	McLaren	M28/2	Cosworth V8	Hewland	Goodyear	Marlboro/Castrol
8	McLaren	P. Tambay	McLaren	M28/1	Cosworth V8	Hewland	Goodyear	Marlboro/Castrol
9	ATS	H. J. Stuck	ATS	D1/03	Cosworth V8	Hewland	Goodyear	ATS Wheels
11	Ferrari	J. Scheckter	Ferrari	312T3/035	Ferrari–flat-12	Ferrari	Michelin	Fiat/Agip
12	Ferrari	G. Villeneuve	Ferrari	312T3/036	Ferrari–flat-12	Ferrari	Michelin	Fiat/Agip
14	Fittipaldi	E. Fittipaldi	Fittipaldi	F5A/2	Cosworth V8	Hewland	Goodyear	Copersucar
15	Renault	J. P. Jabouille	Renault	RS01/04	Renault V6 t/c	Hewland	Michelin	ELF
16	Renault	R. Arnoux	Renault	RS01/03	Renault V6 t/c	Hewland	Michelin	ELF
17	Shadow	J. Lammers	Shadow	DN9/28	Cosworth V8	Hewland	Goodyear	Samson Shag
18	Shadow	E. de Angelis	Shadow	DN9/18	Cosworth V8	Hewland	Goodyear	–
20	Wolf	J. Hunt	Wolf	WR7	Cosworth V8	Hewland	Goodyear	Olympus/Texaco
22	Ensign	D. Daly	Ensign	MN08	Cosworth V8	Hewland	Goodyear	Theodore Racing
24	Merzario	A. Merzario	Merzario	A18/1	Cosworth V8	Hewland	Goodyear	Flor Bath
25	Ligier	P. Depailler	Ligier	JS11/03	Cosworth V8	Hewland	Goodyear	Gitanes/ELF
26	Ligier	J. Laffite	Ligier	JS11/02	Cosworth V8	Hewland	Goodyear	Gitanes/ELF
27	Williams	A. Jones	Williams	FW06/004	Cosworth V8	Hewland	Goodyear	Saudia Airlines
28	Williams	G. Regazzoni	Williams	FW06/003	Cosworth V8	Hewland	Goodyear	Saudia Airlines
29	Arrows	R. Patrese	Arrows	A1/05	Cosworth V8	Hewland	Goodyear	Warsteiner Beer
30	Arrows	J. Mass	Arrows	A1/03	Cosworth V8	Hewland	Goodyear	Warsteiner Beer
31	Rebaque	H. Rebaque	Lotus	79/1	Cosworth V8	Hewland	Goodyear	–

Spare Cars:

Lotus-Cosworth V8 79/3	– Used by Andretti in restarted race
Tyrrell-Cosworth V8 008/5	– Not used
Brabham-Alfa Romeo BT48/1	– Not used
McLaren-Cosworth M26/5	– Not used
Ferrari–flat-12 312T3/033	– Used by Villeneuve Friday a.m. and Scheckter Sat. p.m.
Fittipaldi Cosworth V8 F5A/1	– Used by Fittipaldi Sat. p.m. and for the race
Renault-turbo V6 RS01/02	– Used by Jabouille Friday p.m.
Ligier-Cosworth V8 JS11/01	– Used by Laffite Friday a.m.
Williams-Cosworth V8 FW06/005	– Used by Jones throughout practice and for the race
Lotus-Cosworth V8 78/4	– Not used by Rebaque

run. It was Depailler, new to the car and new to the team, who set the pace on Friday morning, and no-one approached him. He set up a whole new bracket of performance for the Buenos Aires Autodrome, with a time of 1 min. 45.24 sec. Team mate Laffite was also in this 1 min. 45 sec. bracket, as were Jarier with the new Tyrrell 009, Scheckter in the T3 Ferrari and Reutemann on his first go in a Lotus 79. Clearly the Lotus advantage of 1978 had been eroded, either by new designs or new driver/car combinations. Formula One had indeed risen to Colin Chapman's challenge. Both Ligier drivers were impressed with the controllability of the new design, and its "response" to anything they did. The only trouble the team experienced was a broken retaining spring on one of the sliding skirts on Depailler's car. With Jarier performing so well in the new Tyrrell, and the car painted its usual Tyrrell blue, one could be forgiven for wondering whether Grand Prix racing had gone the full circle to French dominated days of the vintage years! The Tyrrell number one driver was not in luck and could not join his compatriots, for during the Friday morning session the front fell off the new Wolf on a fast section of the circuit and Pironi could not avoid running over the debris. This gave him a puncture in the right hand rear tyre and sent the Tyrrell spinning off the course, damaging the suspension and side-pod on the right and giving the Tyrrell mechanics a lot of work; the car could not be prepared in time for the afternoon practice and Pironi did not go out in the old spare car.

Last year's all-conquering Lotus team, in their new green colour, were not getting underway as well as they would have liked. Both Andretti and Reutemann were having difficulty in getting the cars balanced, fore and aft, on the latest Goodyear tyres. When they got the front end to stick in a corner the back would slide out, and vice-versa; total stiction on all four wheels was what they were after. Driving on your home circuit amongst your own followers and friends is always reckoned to be worth a second a lap, so it was no surprise that Argentine's hero was quicker than the man from Nazareth.

Just in case anyone was getting carried away by the "ground effects" theories which everyone is chasing, Scheckter's time in the "conventional" Ferrari 312T3 kept a sense of proportion. With a lap in 1 min. 45.58 sec. he was well in amongst the wonder cars, though they were all on Goodyear tyres and he was on Michelins. But maybe engine power still counts for something, and Ferrari engines have seldom lacked horsepower. His young team mate was in dire trouble all day, first the fuel pump packing up on his own car and then a similar thing happening to the *Muletta*.

Watson in the new McLaren M28 was not proving as competitive as pre-race testing had indicated, minor chassis and body alterations seemed to have upset the car's balance, its attitude changing viciously between entering and leaving slow corners. At one point this caused him to spin off across the grass, which didn't improve the sliding side skirts at all. Team mate Tambay never got going properly on Friday, his engine suffering from a mysterious fuel metering unit problem, until it was discovered it had been assembled incorrectly!

Most miserable of all was undoubtedly Lauda and the new Brabham-Alfa Romeo V12. He spent all day struggling with BT48/2, sorting out problems involving the fuel system, the side skirts and a hundred and one other niggling little faults that would have been found had there been time to test the car before leaving Europe. The Renault team were little better off, the intense heat affecting the turbo charged V6 engines very badly. Jabouille tried the spare car as well as his new one, while Arnoux was in continual trouble on his first appearance with the team. There must have been an installation fault in his car for it broke three engines during the two days of practice. There was more than enough trouble in the Wolf camp, with only one car, albeit virtually untested. During unofficial practice on Thursday a wayward bolt from a Ligier went through the radiator of the following Wolf and on Friday morning the nose section of the car fell off! In the afternoon the car was tried without nose fins, but it made it a bit uncontrollable, so that avenue was abandoned. Then the engine broke and while it was being changed after practice an embarrassing scene was enacted. Someone noticed that there were vanes on the clutch assembly that sucked air from under the car through the oil radiators. Recent legislation demands that any component that may have an aerodynamic effect on the car must remain motionless, so there was a bit of a stir in the ranks of the Constructors Association when they saw the Wolf. It was subsequently examined by Colin Chapman, Gordon Murray and Teddy Meyer and it was decided that the device would be acceptable if the ducting was modified to draw air from above rather than below the car. This was done on Saturday night. More cheating discovered within the honourable ranks of the "Bernie Club"? Unthinkable, they are supposed to be honourable and united, or is it that designing enthusiasm runs away with some people!

While a lot of the entry were in a shambles the Ligier team could hardly believe their luck, it was all going so well for them, and Tyrrell wasn't saying too much in case he broke the spell of Jarier's performance with the new 009. While the others worried or complained, or simply worked away at their problems, the boys in blue from France were smiling happily. Enthusiasm takes a lot of beating.

On Saturday morning, in the untimed test session things did not go at all smoothly. Andretti had a major set-back when a rear suspension rocker-arm mounting broke, which stopped any further experimenting, but it was repaired in time for the afternoon practice. There was hard work going on at the McLaren camp as well, for Tambay had had a wild spin and clouted a catch-fence pole with the rear end of the car, but that too was repaired in time for the all-important final practice. For one hour it was do-or-die, either in an effort to keep a good grid position, to improve a bad one, avoid being eased off the back of the grid, as only 24 of the 26 entries were being permitted to start, or in the case of Lauda and Arnoux, to scrabble onto the grid at someone else's expense. Trouble for some was still the key-note. In the not-quite-flat-out right-left "flick" after the pits Jarier was on "tippy-toes" when the rear aero-foil broke away from his Tyrrell 009.

The car went through the catch-fences and at first looked pretty badly damaged, but later inspection showed it could be repaired in time for the race. Practice was stopped while the damaged Tyrrell was recovered and the spare car 008/5 was got ready, but Jarier decided not to continue practice, his Friday time still standing good the second row of the grid.

Despairing of getting the new Brabham to work properly Lauda took the old flat-12 engined car for the final hour, in an attempt to get himself into the race. This meant that Piquet had to stand down, but such is the lot of a new recruit among the hierarchy. The Austrian had just got himself onto the back of the grid when the Alfa engine spewed all its oil out and splattered the circuit, which effectively put an end to last-minute heroic efforts for the rest of the field. However, before this happened Laffite had got a really clear run and had whistled the Ligier round in 1 min. 44.20 secs., three-and-half seconds faster than Andretti's pole-position time of last year; such is progress in Formula One. More oil was scattered by Tambay's McLaren when it sprang a leak, the oil getting on the exhaust pipes and catching fire, which then set fire to the bodywork. It was all happening in

STARTING GRID

↑

25 P. Depailler (*Ligier-Cosworth V8*) JS11/03 1 min. 45.24 sec.

26 J. Laffite (*Ligier-Cosworth V8*) JS11/02 1 min. 44.20 sec.

4 J. P. Jarier (*Tyrrell-Cosworth V8*) 009/1 1 min. 45.36 sec.

2 C. Reutemann (*Lotus-Cosworth V8*) 79/2 1 min. 45.34 sec.

7 J. Watson (*McLaren-Cosworth V8*) M28/2 1 min. 45.76 sec.

11 J. Scheckter (*Ferrari –flat 12*) 312T3/035 1 min. 45.58 sec.

3 D. Pironi (*Tyrrell-Cosworth V8*) 009/2 1 min. 46.43 sec.

1 M. Andretti (*Lotus-Cosworth V8*) 79/4 1 min. 45.96 sec.

12 G. Villeneuve (*Ferrari –flat 12*) 312T3/036 1 min. 46.88 sec.

8 P. Tambay (*McLaren-Cosworth V8*) M28/1 1 min. 46.56 sec.

15 J. P. Jabouille (*Renault V6t/c*) RS01/04 1 min. 47.46 sec.

14 E. Fittipaldi * (*Fittipaldi-Cosworth V8*) F5A/1 1 min. 47.15 sec.

30 J. Mass (*Arrows-Cosworth V8*) A1/03 1 min. 48.34 sec.

29 R. Patrese (*Arrows-Cosworth V8*) A1/05 1 min. 48.33 sec.

18 E. de Angelis (*Shadow-Cosworth V8*) DN9/1B 1 min. 48.51 sec.

27 A Jones (*Williams-Cosworth V8*) FWO6/005 1 min. 48.44 sec.

20 J. Hunt (*Wolf-Cosworth V8*) WR7 1 min. 48.77 sec.

28 G. Regazzoni (*Williams-Cosworth V8*) FWO6/003 1 min. 48.64 sec.

6 N. Piquet (*Brabham-Alfa Romeo*) BT46/7 1 min. 49.49 sec.

31 H. Rebaque (*Lotus-Cosworth V8*) 79/1 1 min. 49.36 sec.

24 A. Merzario (*Merzario-Cosworth V8*) A1B/1 1 min. 50.26 sec.

17 J. Lammers (*Shadow-Cosworth V8*) DN9/2B 1 min. 49.51 sec.

22 D. Daly (*Ensign-Cosworth V8*) MN06 1 min. 51.05 sec.

5 N. Lauda ** (*Brabham-Alfa Romeo V12*) BT48/2 1 min. 50.29 sec.

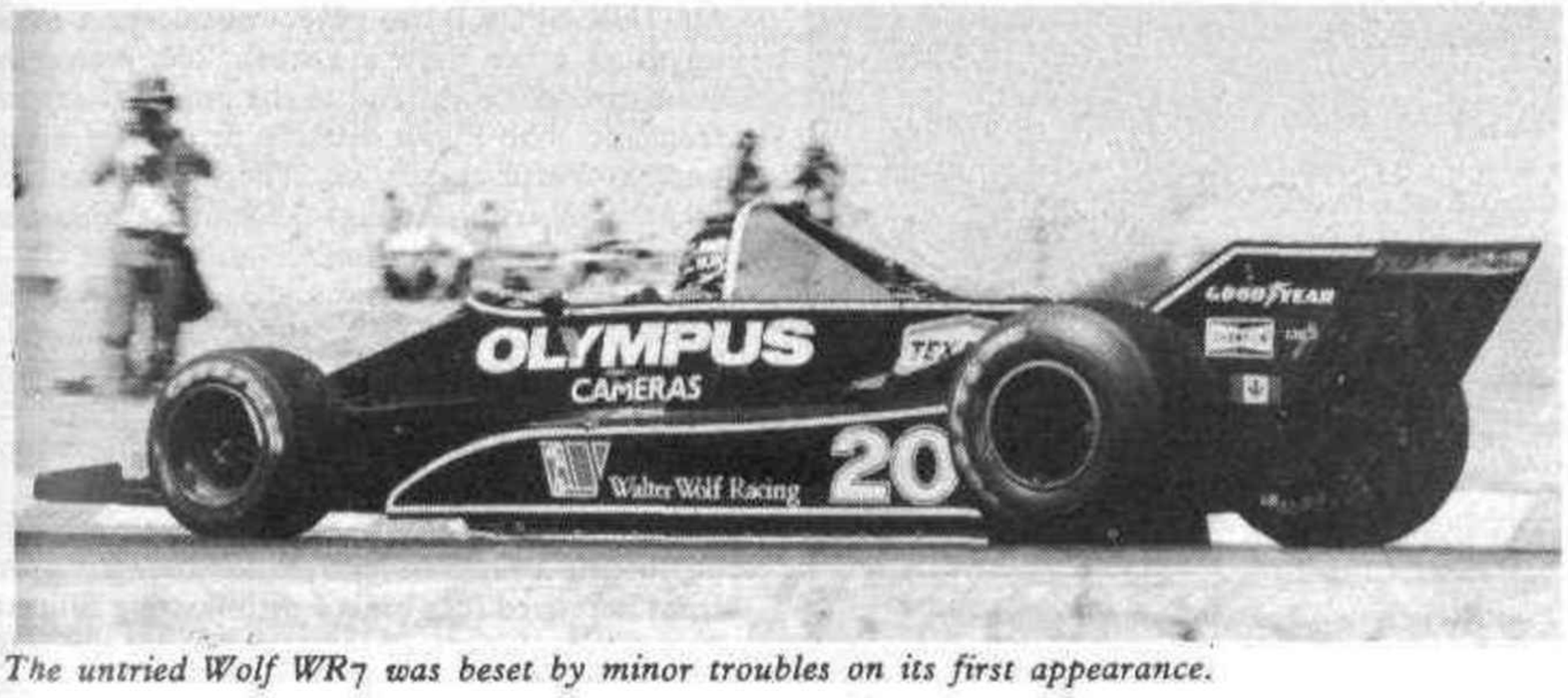
*Time recorded in Fittipaldi F5A/2
**Time recorded in Brabham BT46/7

Did not start:
R. Patrese (Arrows A1/05) due to accident in warm-up session. R. Arnoux as reserve was placed at the back of the grid.

Did not qualify:
H. J. Stuck (ATS D1/03) 1 min. 51.28 sec.
R. Arnoux (Renault RS01/03) 1 min. 51.52 sec.

N.B. In the first lap accident J. Scheckter (Ferrari 312T3/035), J. Watson (McLaren M28/2), M. Andretti (Lotus 79/4), P. Tambay (McLaren M28/1), D. Pironi (Tyrrell 009/2), N. Piquet (Brabham BT46/7) and A. Merzario (Merzario A1B/1) were involved.
Changes of car were made by: M. Andretti who took Lotus 79/3 while J. Watson used parts off McLaren M28/1.

Did not restart:
J. Scheckter (Ferrari 312T3/035)
P. Tambay (McLaren M28/1)
D. Pironi (Tyrrell 009/2)
N. Piquet (Brabham BT46/7)
A. Merzario (Merzario A1B/1)



The untried Wolf WR7 was beset by minor troubles on its first appearance.

Argentina. Scheckter's Ferrari broke its engine and he went out in the *Muletta* for a few laps just before practice finished.

Through all the trouble and turmoil under the blazing sun the message came loud and clear in blue and white. Laffite on pole position, with Depailler alongside him. Two brand new French cars on the front row. Behind them was Reutemann in the green Lotus, having risen to the local stimulus in the final hour of practice

PRACTICE TIMES

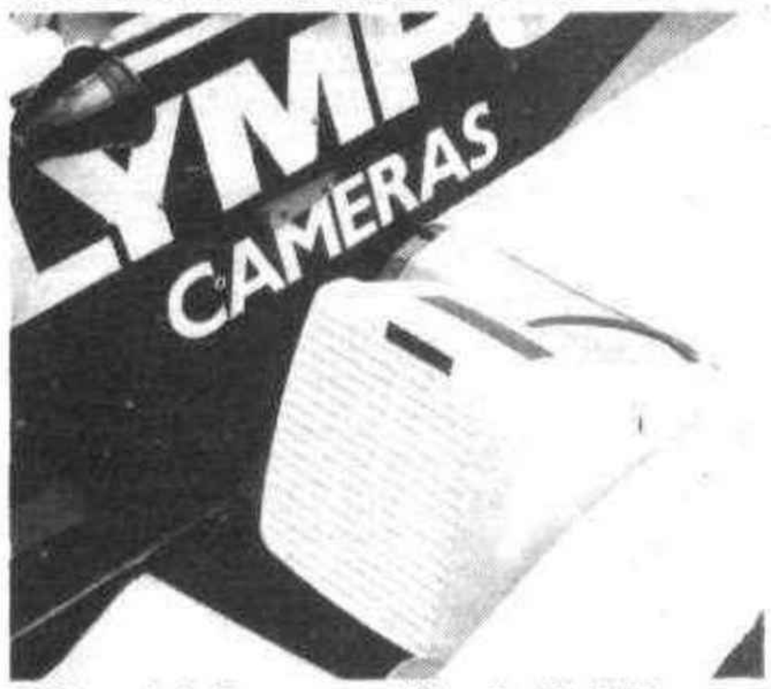
No.	Driver	Friday a.m.	Friday p.m.	Saturday p.m.
1	M. Andretti	1.46.80	1.46.47	1.45.96
2	C. Reutemann	1.45.68	1.46.07	1.45.34
3	D. Pironi	1.46.56	–	1.46.43
4	J. P. Jarier	1.45.40	**1.45.36**	1.49.54
5	N. Lauda	2.03.07	1.56.43	1.50.29
6	N. Piquet	1.50.59	1.49.49	–
7	J. Watson	1.46.49	1.46.73	1.45.76
8	P. Tambay	1.47.54	1.47.79	1.46.56
9	H. J. Stuck	1.51.28	1.52.67	–
11	J. Scheckter	1.45.58	1.48.05	1.46.39
12	G. Villeneuve	1.47.32	1.47.27	1.46.88
14	E. Fittipaldi	1.47.15	1.47.93	1.48.93
15	J. P. Jabouille	1.48.77	1.49.58	1.47.46
16	R. Arnoux	1.53.55	1.51.52	1.59.34
17	J. Lammers	1.49.51	1.50.30	1.49.55
18	E. de Angelis	1.48.51	1.49.31	1.48.62
20	J. Hunt	1.50.48	1.49.61	1.48.77
22	D. Daly	1.51.05	1.52.76	1.52.12
24	A. Merzario	1.53.54	1.54.35	1.50.26
25	P. Depailler	**1.45.24**	1.46.20	1.45.79
26	J. Laffite	1.45.78	1.45.50	**1.44.20**
27	A. Jones	1.49.03	1.49.08	1.48.44
28	G. Regazzoni	1.48.64	1.48.93	1.49.08
29	R. Patrese	1.49.50	1.48.65	1.48.33
30	J. Mass	1.48.34	1.48.70	1.49.14
31	H. Rebaque	1.49.36	1.50.00	1.49.58

and out-speeded his rather disgruntled American team-mate. Andretti was honest enough, saying that if he knew what was wrong he'd have done something about it. No excuses, simple factual statement. Left out of the race were Stuck (ATS) and Arnoux (Renault), the lanky German's yellow car had suffered a breakage of the left-rear suspension on Saturday morning and in the ensuing melee the car started to smoulder, so it was covered in fire extinguishant. There was not time to sort out the mess before final practice so Stuck had to stand by and watch his position drop off the grid. Arnoux never got into the swing of things all practice and viewed his first outing with the French national team in a rather jaundiced manner.

Most people felt that enough had happened already, and the race was not yet started, but there was more to come. In the warm-up session on Sunday morning Patrese tangled his Arrows with Piquet's Brabham-Alfa, the troublesome Italian claiming that his brakes had failed. Piquet politely walked down to the Arrows pit to register a mild objection. The Arrows was too badly damaged to repair so Patrese became a spectator, but the Brabham was mendable, the damage being to the monocoque just in front of the right-rear wheel. This should have let Stuck into the race, as first non-qualifier, but the ATS wasn't ready so Arnoux moved up in the turbo Renault, taking a position behind the last row of the grid, a space being left where Patrese should have been.

With all the Argentine Government dignitaries in their place in the official box overlooking the start, the national anthem was struck up by a colourful military band, and thousands of loyal Reutemann fans rose to their feet and stood respectfully. Then it was time for the serious business of the afternoon and the two bright blue Ligier JS11s led the field slowly round on the pace lap to take up their 24 places on the starting grid, with a space where Patrese should have been, and Arnoux on his own at the back. Everybody seemed very well behaved, they paused; the red lights went on, then the green, and the 1979 World Championship season was underway as the pack got off to a clean start amidst a glorious wall of sound with poleman Laffite just getting the jump on Depailler as they headed into the fast Esses beyond the pits.

Laffite, Depailler, Jarier and Reutemann got through without any problems whatsoever, running in tight formation, but immediately behind them we were treated to the worrying spectacle of yet another first lap shunt (no Paddy, we can't start races on the second lap). Jody Scheckter and John Watson got themselves tangled, the Ferrari spinning right in the middle of the pack in the centre of the road. As one would expect, all hell broke loose. Watson's M28 shot across the circuit and off onto the dust on the outside while Andretti also went off the circuit in his efforts to miss him. Tambay, Pironi, Piquet, and Merzario were also involved and Scheckter's Ferrari was reduced to a total wreck after being rammed by three separate cars. Nelson Piquet fared worst, being lifted from his shattered car with a broken bone in his foot. Whether something happened to the Ferrari or Scheckter simply lost control no-one knows.



A Vent-Axia fan was used by the Wolf Team on WR7 while it was stationary in the pits to prevent heat build-up.

Round at the end of that opening lap came the three Frenchmen to be confronted by crossed yellow flags indicating that the race was being stopped, in the order Laffite, Depailler, Jarier, followed by Reutemann, Villeneuve, Fittipaldi, Regazzoni, Jabouille, Jones, de Angelis, Daly, Hunt, Mass, Rebaque, Lammers and Arnoux. Interestingly, only Jones followed the correct procedure and stopped right on the startline.

After an hour's "clearing up", the grid reformed with only 19 runners. Scheckter had bruised his hand badly enough for the circuit doctor to stop him resuming, Andretti took over the spare 79 while Tambay's M28 had to be cannibalised in order to fix Watson's car, so the Frenchman joined Pironi, Merzario and the unfortunate Piquet as non-starters.

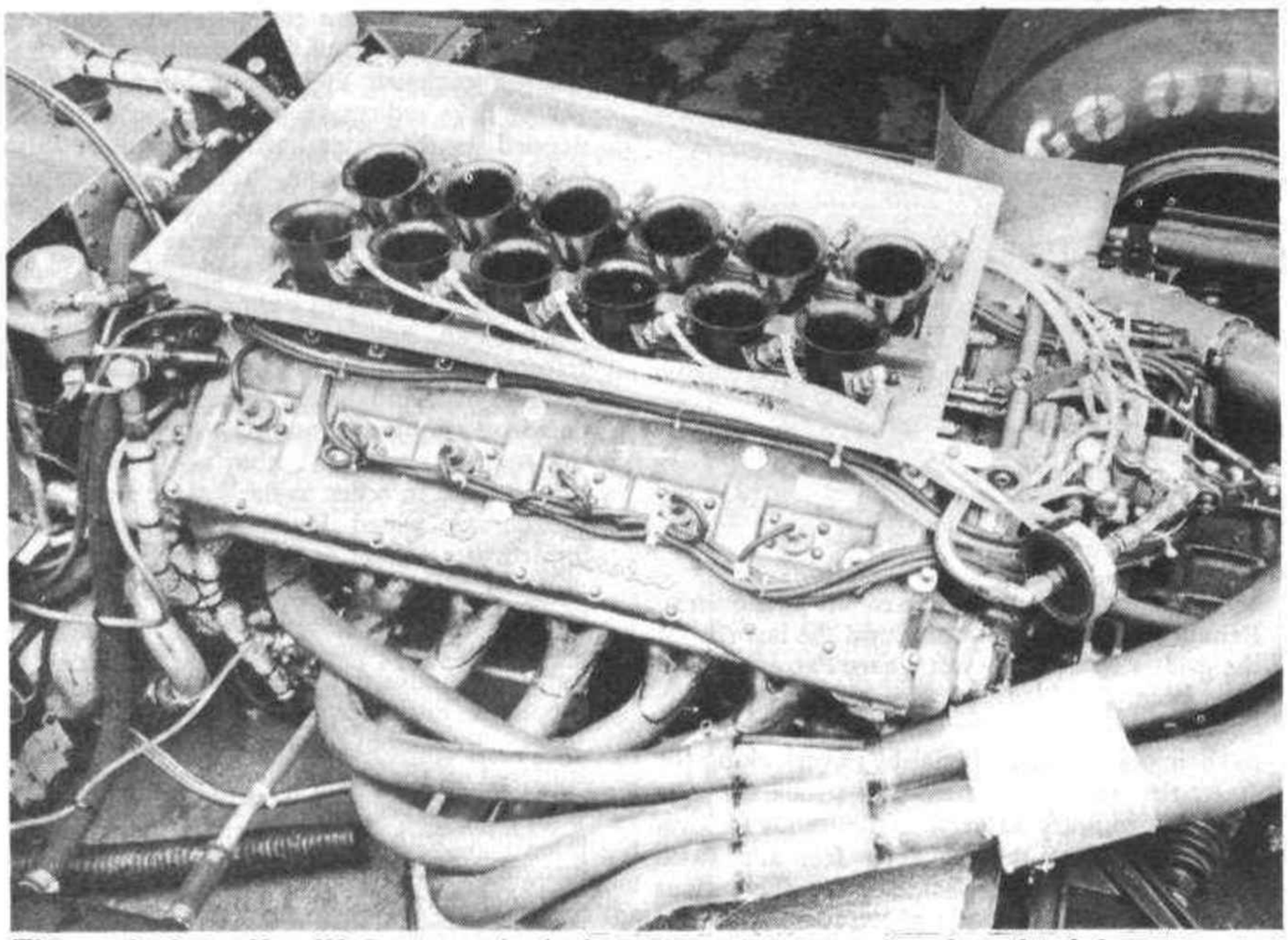
When the starting signal was given for the second time Depailler leaped into the lead, completing lap one ahead of Jarier, Watson, Laffite, Andretti, Reutemann, Villeneuve, Jabouille, Fittipaldi, Mass, De Angelis, Hunt, Jones, Regazzoni, Rebaque, Lauda (who'd stuttered off the line with low fuel pressure at the first start before stopping at the scene of the accident), with Arnoux, Daly and Lammers bringing up the rear.

It took only a lap for Laffite to nip past Jarier, the Tyrrell 009 handling none-too-perfectly after its Saturday excursion, and mid-way round lap 5 Laffite neatly out-did Watson under braking for the hairpin at the end of the back straight. Within a couple of laps he had spurted up onto the tail of his team mate, but Depailler was troubled with fuel vaporisation in the searing heat and his JS11 was popping and banging quite audibly by this stage. Reutemann quickly got into his stride, passing Andretti on lap three and quickly moving up to fourth at Jarier's expense. By lap 14 he had worked his Lotus 79 right up onto Watson's tail and the Ulsterman, suffering somewhat from bump steer owing to a suspension link being slightly bent in the accident, was in no position to deny the Argentinian. To the accompaniment of rapturous applause from the grandstands, "Lole" pulled through into third place on lap 16. But he was going to have his work cut out to do anything about those flying blue and white Ligiers.

Further down the field there were plenty of problems. Arnoux's Renault succumbed to the heat with another broken engine while Jabouille, running well in eighth place ahead of Fittipaldi, fell victim to the same malaise and trailed in to retire at the end of lap 15. Jarier, running sixth behind the Lotus twins, had his engine blow up spectacularly at the same time while Lauda had long ago sought the sanctuary of the pits, his new Brabham plagued by its "newness." He later emerged to do two more slow laps, but soon stopped for good.

As the two Ligiers circulated steadily at the head of the field, Reutemann led the chase with Watson and Andretti strung out behind. Fittipaldi took sixth place from Villeneuve on lap 20, the Ferrari's handling deteriorating as its Michelins wore down. Four laps later the Canadian driver made for the pits for some fresh covers to rid himself of this difficult handling. Thus equipped he fought tenaciously back to eighth place until engine failure caused his retirement five laps from the end.

Much of the race degenerated into a predictable and rather boring procession with Laffite gradually pulling away from his team mate as Depailler's car misfired continually and began to overheat. The only real interest left for the patriotic crowd was to see whether Reutemann could catch the second Ligier. He



The new 60-degree V12 Alfa Romeo engine in the Brabham BT48 has a bore & stroke of 78.5 x 51.5 m.m. with four overhead camshafts and 4 valves per cylinder and will hopefully produce 520 b.h.p. at 12,000 r.p.m. when it works properly.

came mighty close on lap 40, but then a cracked exhaust turned his engine slightly off-song and he dropped away slightly. When Depailler dived into the pits for water on lap 46 Reutemann was promoted to an unchallenged second. But he was quite unable to do anything about the superb Laffite who ran out a convincing and delighted winner first time out with the brand new Ligier-Cosworth JS11.

Third place fell to the reasonably satisfied Watson, Depailler charged back to fourth place following his pit stop but Andretti slowed right up over the final 20 laps. The body cowling over the left hand side pod of his Lotus had started to come undone and this was causing such a handling imbalance that he was having to drop from fifth to fourth gear for the long right hand sweep at the far end of the circuit. He cruised his way home into fifth place, keeping a watchful eye on his mirrors for the fast-closing Fittipaldi, whose car, despite a broken exhaust pipe, got to within a length of the Lotus at the flag.

Into seventh place came Elio de Angelis, proving not a bit daunted by the power of his Shadow although he looked as though it was all "lightning reflexes and press-on enthusiasm", and low fuel pressure slowed him over the last few laps. Jochen Mass struggled in eighth with broken suspension on his Arrows, while the Williams pair Jones and Regazzoni crossed the line next, both cars having stopped for fresh tyres. Daly was a game last in the uncompetitive Ensign. Lammers' Shadow broke a driveshaft joint, Hunt eventually retired with a mixture of electrical misfire and handling difficulties on the "too new" Wolf. Rebaque, who'd energetically chased and beaten Mass in the early stages of the race, stopped with a broken rear suspension mount shortly before the end although he thought that his tyres had "gone off".

Not a brilliant season-opener by any means, particularly in view of the first lap accident and the numerous mechanical breakages, but what a superb performance by the brand new Ligiers. Laffite thoroughly deserved his triumph and, although it would be unrealistic to expect them to reproduce that sort of form at every circuit on which they race, they have certainly established themselves amongst the first division of the "anti-Lotus 79 brigade"! – A.H.

Notes on the Cars at Buenos Aires

Lotus:

Gone are the sleek black and gold creations from Hethel, they are now green with yellow lining. Gone too is the fatuous title "John Player Special", they are now "Martini-Lotus" (though MOTOR SPORT has never considered a Lotus anything other than a Lotus). The reason for these changes is the end of the financial support from the John Player tobacco firm, after a long and successful association. Their place has been taken by Martini Racing, the Italian drinks firm owned by the Rossi family. Count Rossi was a Jim Clark enthusiast and told Lotus "here is our financial support, put our name on the car and make it look like a Lotus from the great days of Jim Clark." All British enthusiasts must applaud this sporting gesture by Count Rossi, and will no doubt drink a Dry Martini to their success.

The three cars in the Argentine were all Type 79 models from last year, little changed apart from improved rear brakes with floating calipers. Andretti had 79/4, Reutemann 79/2 and 79/3 was the spare. The original car 79/1 has been sold to Team Rebaque, with a proviso that if Team Lotus were in real trouble they might want to borrow it back.

Tyrrell:

Ken Tyrrell's design team, led by Maurice Phillippe, unashamedly looked long and hard at the Lotus 79 and produced the Tyrrell 009 on the same design principles, of air-flow under the side-pods. 009/1 was out testing well before the end of 1978 and the second car was completed in time to join the team in South America. Still with no major sponsor Tyrrell, like Lotus with their green cars, returned to the past with his own name on the side of his cars, though not from choice. Jarier had the original car 009/01 and Pironi had the second car 009/02.

Brabham:

The volume of work done by the combined forces of Ecclestone's Brabham factory and the Alfa Romeo competition department is nothing short of prodigious. While the Italians, guided by Carlo Chiti evolved a new V12 engine, using much of the cylinder head and valve gear knowledge from the flat-12 engine, Gordon Murray designed an entirely new chassis for it. This is the BT48, and BT48/1 turned its wheels under power just as 1978 drew to a close. A test session in southern France was snowed off, so BT48/1 ran seriously for the first time in Argentina. The missing BT47 is the still-born design that was to follow the controversial BT46B "fan" car that appeared in Sweden last year. A second new car was completed in time for the Argentine race meeting and these two were accompanied by one of last year's flat-12 engined cars, BT46/7. The two new cars were destined for Niki Lauda and the old car for Ecclestone's new young recruit Nelson Piquet. Before practice began BT48/2 (which had yet to turn a wheel) had its low-mounted rear aerofoil raised to a more conventional position at the top of the side-plates. BT48/1 had been tried with this modification the day before official practice began. Lauda was to concentrate on the new design, come what may, while Piquet "played himself in" with the obsolete car.

McLaren:

The new McLaren M28 prototype was running well before the end of last year and got in plenty of testing before arriving for the Argentine GP. Still in the red and white of Marlboro the cars now run on Castrol oil, the old-established British firm being delighted to provide support for a British car and British driver, in the shape of John Watson. Frenchman Patrick Tambay took over the original test-car, M28/1, while Watson had a brand new car, M28/2. The prototype had been completely

Continued on page 156

Results :

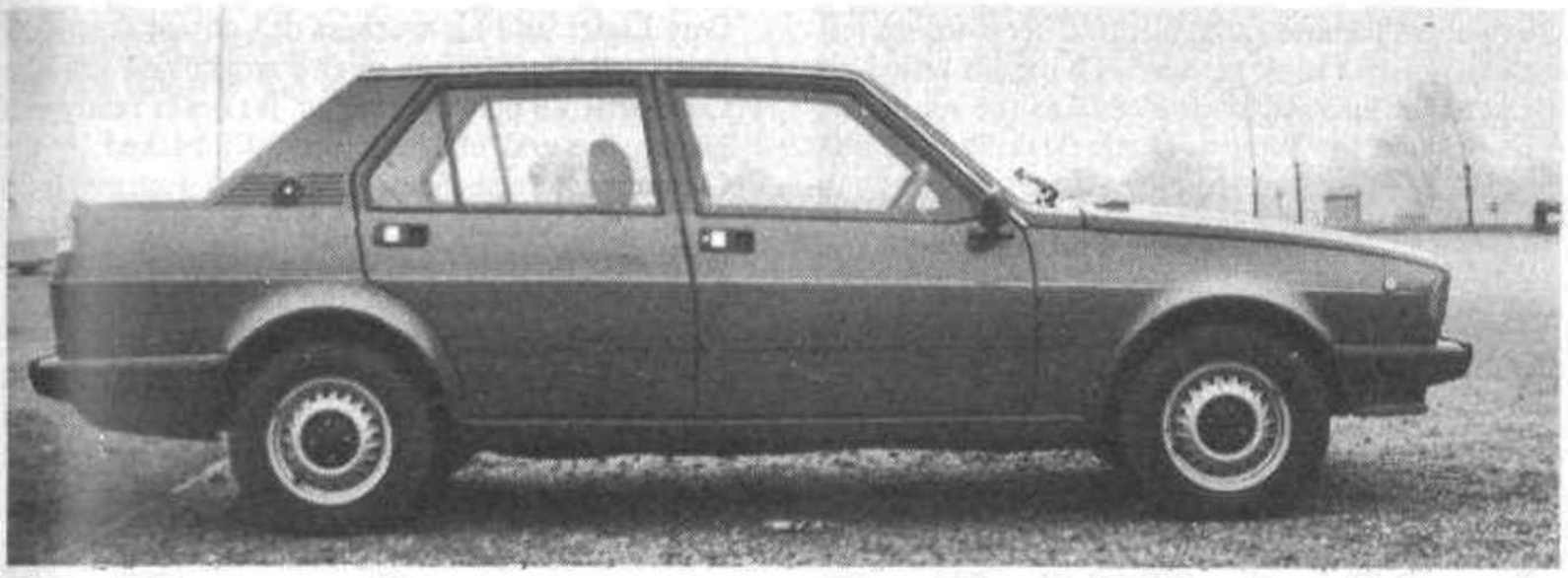
THE ARGENTINE GRAND PRIX –Formula One –53 laps –Autodromo Buenos Aires –5.968 kilometres per lap –316.304 kilometres – Very hot.

1st :	J. Laffite (Ligier JS11/02)	1 hr. 36 min. 03.21 sec. –197.587 k.p.h.
2nd :	C. Reutemann (Lotus 79/2)	1 hr. 36 min. 18.15 sec.
3rd :	J. Watson (McLaren M28/2)	1 hr. 37 min. 32.02 sec.
4th :	P. Depailler (Ligier JS11/03)	1 hr. 37 min. 44.93 sec.
5th :	M. Andretti (Lotus 79/3)	1 lap behind
6th :	E. Fittipaldi (Fittipaldi F5A/1)	1 lap behind
7th :	E. de Angelis (Shadow DN9/1B)	1 lap behind
8th :	J. Mass (Arrows A1/03)	2 laps behind
9th :	A. Jones (Williams FW06/005)	2 laps behind
10th :	G. Regazzoni (Williams FW06/003)	2 laps behind
11th :	D. Daly (Ensign MN06)	2 laps behind

Fastest Lap: J. Laffite (Ligier JS11/02) in 1 min. 46.91 sec. –200.968 k.p.h. (new record)

Retirements: R. Arnoux (Renault RS01/03) engine failure on lap 6; N. Lauda (Brabham BT48/2) loss of fuel pressure, on lap 8; J. P. Jabouille (Renault RS01/04) engine failure, on lap 15; J. P. Jarier (Tyrrell 009/1) engine failure, on lap 15; J. Hunt (Wolf WR7) electrical trouble, on lap 41; J. Lammers (Shadow DN9/2B) broken drive shaft joint, on lap 42; H. Rebaque (Lotus 79/1) broken suspension mounting, on lap 46; G. Villeneuve (Ferrari 312T3/036) engine failure, on lap 48.

19 *starters* –11 *finishers.*



The stubby-tailed Giulietta has a distinct wedge-shape.

Road Impressions

The Alfa Romeo Giulietta 1.6

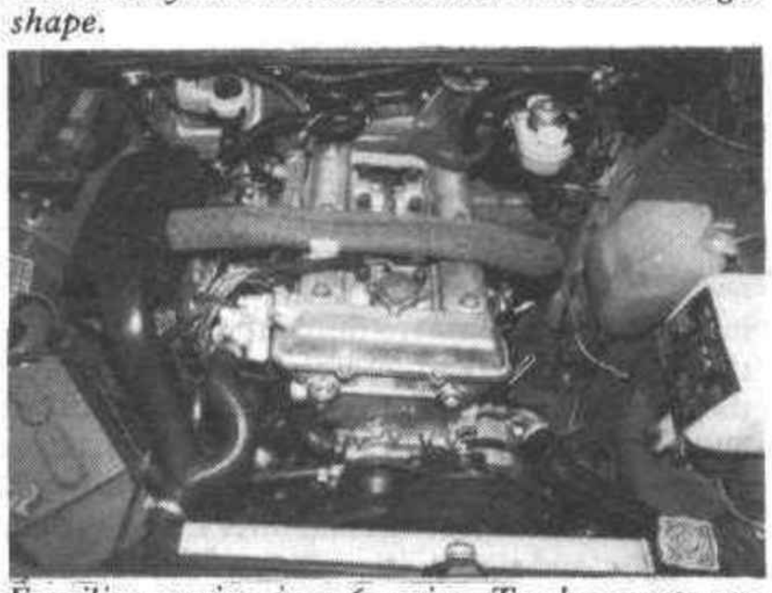
ALFA ROMEO first used the name Giulietta on a trend-setting sporting saloon introduced in 1955. Now it adorns Alfa's new gap-filler model 'twixt the Alfa Sud and Alfetta. I never drove the original Giulietta, but by all accounts it was a delightful handling and performing, compact package. This latest bearer of the name will certainly not disgrace it; the 1.6 version sold in the UK (a 1.3 is available in other countries) is a little charmer, producing excellent performance from its modest capacity, allied to handling, roadholding, braking and general character which make it an absolute joy to drive.

A four-door, four-seater, the new model is based on the floor pan and running gear of the Alfetta, the range of which has been rationalised down to just one model, the 2000L, so that there is no conflict between the 1.6 Giulietta and the earlier 1.6 and 1.8 versions of the Alfetta. Thus it has a five speed gearbox mounted in a rear transaxle unit, a coil-sprung, De Dion rear axle arrangement located by Watts linkage and diagonal trailing arms, and with telescopic dampers and an anti-roll bar, and torsion bar, wishbone front suspension, again with telescopic dampers and an anti-roll bar.

Alfa Romeo's classic, long-stroke, all aluminium, chain-driven twin overhead camshaft, in-line four-cylinder engine lies beneath the heavy, rear hinged bonnet. In Giulietta 1.6 guise it has dimensions of 78 mm. x 82 mm. for a capacity of 1,570 c.c., runs a 9:1 compression ratio and breathes efficiently through two twin-choke, side-draught Dellorto carburetters. It produces 109 b.h.p. at 5,600 r.p.m. and 105 lb. ft. torque at 4,300 r.p.m.

An up-turned stubby tail looks as though it had an accident when being unloaded from the transporter and caused many a grimace, including from my wife, who consequently hated the car to start with, then drove it and was totally captivated. At least the aerodynamically efficient, wedge-shape styling is distinctive, not another look-alike European square box, and adds another dimension to the Giulietta's individualistic character. The short tail makes for compactness, the depth of its boot compensates for length and the tip of the spoiler is a great aid to parking judgement.

John Miles made a point in *Autocar* recently (he was in turn citing John Bolster) that one of the main priorities for sporting motoring was a narrow car. I couldn't agree more, although my feelings for the likes of wide cars such as Aston Martins and Lotus admittedly conflict. This Giulietta is a narrow car with clearly defined



Familiar engine in 1.6 guise, Twelve vents are incorporated in the heating/ventilation system, yet ventilation is impossible when heating is on.



extremities. The driver sits high, in a commanding position with particularly good forward vision. One still has to adopt a semi-Italianate posture, but Alfa are gradually learning that we aren't all deformed. The steering column adjusts for rake and the seat back rest has vernier adjustment. The cloth-trimmed seats give good location, are pleasantly comfortable and all told I was very happy with the way this compact saloon cosseted me. Indeed I thought it slightly more comfortable than the Alfetta 2000 (see MOTOR SPORT, July 1978). The interior is surprisingly spacious.

Unfortunately Alfa Milano have let loose their eccentric interior designer once more. He has oozed out another chocolate brown moulding for the facia, complete with shallow, unlockable, awkward to slide drawer as a cubby hole and an odd instrument layout in a rectangular nacelle ahead of the driver. I know I confused myself when writing about the Alfetta 2000 tachometer needle's direction of travel, but really, the Giulietta's instrument does work anti-clockwise! Drum-type gauges cater for water temperature, fuel level for the 11 gallon tank and oil pressure. Red figures in a digital clock set in the screen rail above the mirror are illuminated only when the ignition is on. All major switch functions are controlled by three column stalks.

I normally start Alfa Romeo engines from cold by priming the carburetters with a few pumps of the throttle; in the cold weather of the test, the Giulietta preferred some choke and took rather longer than my Spider Veloce to run cleanly. As always, I followed Alfa's advice to warm up the engine and gearbox with the help of the separate hand throttle before driving off. This is essential to the longevity of Alfa synchromesh and when you drive away with the gearbox oil still stiff the reason is obvious; second gear is almost impossible to select without forcing it. Whenever road conditions allow me to do so without overloading the engine, I usually change direct from first to third on the first gear-change of the day on my own Alfa; that way I hope second gear synchromesh will survive. The Giulietta's gearchange retains the Alfetta range's notchiness in first and second even when warm, but the long linkage to the transaxle doesn't impede the rest of the gate.

The low final drive ratio (4.3:1) and closely stacked, all-indirect gear ratios are typically Alfa Romeo, allowing the free-revving engine to sing sweetly right through the range. The 0.83:1 fifth is ostensibly an overdrive, but the low overall gearing and good spread of torque make it a usable gear in most conditions. This 1.6 doesn't have the fifth gear accelerative characteristics of 2-litre Alfas, however. It's the sheer harmony of gear ratios to engine behaviour that make the Giulietta such smooth fun to drive. At an easily reached rev. limit of 6,400 r.p.m. speeds in the gears are 30 m.p.h., 50 m.p.h., 75 m.p.h., close on 100 m.p.h. in fourth and a claimed 108 m.p.h. in fifth. So the gearbox needs using to get the best from this saloon, comparatively heavy at just over 21 cwt. Cruising on the open road the story is different, for like all Alfas the Giulietta confounds its low gearing and becomes extraordinarily long-legged, so that it always feels to be going more slowly than reality. Three figure speeds are more difficult to achieve than in the larger engined Alfas, but once there this little 1.6 bowls along unprotestingly. Hard acceleration is accompanied by that rasping musical mixture of induction and exhaust roar unique to Alfa, an exciting urgency of tone which is always pleasurable, never offensive and disappears when the throttle is only lightly applied. Wind noise is well controlled, while suspension and tyre noise suppression is exceptional.

The rack and pinion steering is too low geared around town, 4.6 turns of the wheel being required from lock to lock for a turning circle of 35.9 ft. Yet the big Opel Senator tested elsewhere in this issue has a lock of only 32 ft. and needs only $3\frac{2}{3}$ turns from one steering stop to the other. Understeer feels predominant when hurrying through the back doubles, exaggerated by the amount of lock which has to be applied. These criticisms aside, the Giulietta is a good town car by virtue of its nippiness, compactness and ease of parking.

Out of town the true breeding comes out. The light steering and handling comes alive, the response and balance show themselves as quite marvellous and taut. Nothing seems to uspet it, whether there be bumps in mid corner or unexpected mud from a farm tractor. I thrashed the test car round a route which wouldn't have been out of place in a *Motoring News* road rally and its behaviour was impeccable. There is quite a lot of roll, yet it isn't sloppy and the car reacts beautifully to sudden changes of direction. Yet again Alfa Romeo have achieved extraordinarily high roadholding powers whilst sticking to narrow 165SR 13 tyres on $5\frac{1}{2}$J rims. These narrow treads avoid all the annoyances of white-lining and bump reaction which wider tyres tend to give. Very severe provocation indeed is needed

to "unstick" the Giulietta with the relatively modest power available. The same story goes for traction, when the transaxle layout and De Dion really score. Brake performance is another Alfa Romeo forte and those on the Giulietta are no exception. With 25 cm. disc brakes all round, inboard at the rear, those 21 cwt. are slowed very quickly, progressively and smoothly, undisturbed by bumps or changing road surfaces. At first I thought them slightly over-servoed, but this feeling soon disappeared. Persistent heavy use caused the pedal to lengthen slightly, but without the penalty of fade. Straight line stability is extremely good, even in strong cross winds, a complement to the be-spoilered wedge shape, and ride comfort is excellent.

Economy was not a strong point of the test car. A combination of city traffic and very hard driving out of town pulled it down to 20.6 m.p.g. on one tankful, when my own 2000 Spider never does worse than 21 m.p.g. when similarly driven. My best consumption figure was 23 m.p.g. I suspect that these figures might be abnormal; going by experience with previous 1,600 c.c. Alfas, 27-28 m.p.g. ought to be nearer the average.

At £4,500, the Giulietta 1.6 is pitched into a very competitive market including models like the BMW 316, Triumph Dolomite 1850, the 2-litre Fiat Mirafiori Sport (which I have yet to try – the 1,600 c.c. Super Mirafiori twin-cam car was disappointing, though it is £750 cheaper than the Giulietta), but I doubt whether any of them possess the same character and *joie de vivre* as this Giulietta. And in this model Alfa Romeo do seem to have taken adequate precautions to defeat their dreaded enemy, rust. – C.R.

NOTES ON THE CARS –
continued from page 154

rebuilt following testing, and minor modifications made to the body work, while the rear anti-roll bar was re-positioned, these changes being incorporated in M28/2. There had been problems with the bonding of magnesium castings to the aluminium Nomex filled honeycomb material of the monocoque, but these had been solved. In case of emergency the team had M26/5, one of last year's cars, with them.

ATS:

Built in England the German financed ATS team started on the "ground effects" theory in the middle of 1978. The first car D1/01 appeared briefly at the Dutch GP and was then written-off in a crash while testing at Silverstone. D1/02 was completed in time for the North American races at the end of the 1978 season, and this underwent a major rebuild with many modifications during the winter, with revised front suspension and inboard rear suspension, with new all-enveloping bodywork. The resultant car was D1/03 for Hans-Joachim Stuck to drive.

Ferrari:

The Ferrari team have been going the "ground effects" route, but are hampered by the flat-12 engine projecting sideways into the under-car airstream. However, experiments with double-skirts were made and the real results will appear in the T4 model later on. Meanwhile the team are using last year's T3 cars, "new boy" Scheckter having 312T3/035, Villeneuve 312T3/036 and 033 as the spare. The spare car was fitted with sliding side-skirts as against the flexible ones used normally, and Scheckter tried the car briefly in practice.

Fittipaldi:

For nearly a year now designer Ralph Bellamy, late of Lotus, has been working on the Fittipaldi F6A and though it had been out on test it was not in the Argentine. The team relied on F5A/2 for this race, with F5A/1 as the spare car. The new car may appear in the Brazilian GP and has already been seen to differ from a Lotus 79 in that the slim monocoque has nothing on its side until past the cockpit, when the "ground effects" side-pods begin.

Renault:

Basically unchanged from last year the Renault RS01 cars are being used until the new RS10 is ready. This new car will have twin-turbo chargers for its V6 engine, in an attempt to improve the low-speed pick-up. Meanwhile they are having to get used to preparing and running a two car team all the time. There were three of the yellow cars in Argentina, RS01/02 as the training car, RS01/03 for Rene Arnoux and RS01/04, a brand new one, for Jabouille.

Shadow:

After the law-courts decided that the Arrows team could no longer use their original Shadow-inspired cars, they were dismantled and most of the parts were passed over to Shadow Cars. For the start of this season interim models have been built which are in effect uprated DN9 models, designated DN9B. They have wider front track, modified rear suspension, narrower nose cowlings and body and new side pods fitted with sliding skirts and containing water radiators. Dutch F3 star Lammers had DN9/2B and Italian F3 driver de Angelis had DN9/1B, with DN9/3B as the spare.

Wolf:

A lot of night and day work saw the Wolf team, now supported by Olympus Cameras and Texaco, as well as Walter Wolf's money, complete their new design just in time to catch the transport flight from England. It was run round the Donington Park circuit to make sure everything worked, driven first by Derek Bell and then by its new chauffeur James Hunt, and during some brake experiments it locked-up and slid off into the sand-trap, stopping without damage, but requiring a total dismantle to clean everything out. This new car, WR7, is built round a monocoque of aluminium honey-comb structure, devised and fabricated by the Wolf factory. It is very light, very strong, and very impact resistant, so that the cockpit/monocoque unit satisfies the driver and the designer. Aft of the Cosworth engine is an entirely new Wolf casting containing the Hewland-made gears and drive unit, this casting carrying out numerous functions in addition to being a gearbox. It can be said that the whole rear end of the car is centred on this casting, it carrying the brakes, exhaust pipes, rear aerofoil, rear suspension and numerous ancillaries. Last year Harvey Postlethwaite was already on the "ground-effect" theme with his WR5 and WR6, so he knew where he was going when he started the design of the WR7.

Ensign:

Limited finances for the Ensign team has meant them starting the season with last year's cars, but a new design is on the way. To reduce transport costs they took only one car to South America, this being MN06, for Derek Daly to drive. In view of the anticipated heat in Argentina it carried an oil cooler in the nose cowling.

Ligier:

Early last season *Engins Matra* made it known that 1978 was to be their last year in Formula One, supplying V12 engines to the Ligier team. Guy Ligier and his workers did not sit down and weep salt tears. They got to work, and the new Cosworth V8 powered Ligier Js11 was ready well before the end of the year. Still backed by the Gitanes cigarette firm, with extra support from ELF, they courageously launched out not only with an entirely new car and engine, but also with two top drivers, taking Depailler onto their strength. Three JS11 cars were ready in time for the Argentine race, JS11/01 which had done all the test running at the Paul Ricard circuit was set aside as the team spare and the drivers each had a brand new car, totally untested but built with the knowledge gained on the first car. Laffite had JS11/02 and Depailler JS11/03, the trio of cars looking very striking in their Gitanes blue and white colours, and more important, they didn't look like Lotus 79 copies, though used "ground effects" air flow.

Williams:

Frank Williams' major step forward this season is to field a two-car team, and until their new car is ready the very successful 1978 FW06 models are being used. The car that was badly crashed at Watkins Glen, FW06/002, was completely rebuilt into a new entity FW06/005, and a new car was built from scratch, FW06/004, these for Alan Jones. The original car FW06/001 is now in Saudia Arabia "on show" and another new one FW06/003 has been built for Regazzoni.

Arrows:

The Arrows team have virtually had to start all over again, for the third time. By super-human efforts they got the team into action in time for the Brazilian GP last year, but these super-human efforts turned out to be less than honest in the eyes of the law, so they had to start all over again in mid-season. The Arrows A1 design was hurriedly completed, but at the end of the season all their efforts aimed at qualifying to join the elite of the Formula One Constructors Association came to nought, as their application for membership was turned down. The A1 design has been tidied up on many counts into a Mk. 2 version, and the team now has to go through the motions for another year before they can apply to join the "Ecclestone Clan". Membership is much sought after for it entitles the team to cut-price travel and transport deals, and a larger slice of the financial cake. Fortunately for the Arrows team they have a strong backer in the shape of Warsteiner Beer, who should see them through any financial difficulties. They had two cars in Argentina, A1/05 for Patrese, A1/03 for Jochen Mass.

Private entries:

Merzario was once again in his home built car, the first one, and Hector Rebaque had his newly acquired Lotus 79/1 and 78/4 in reserve.

MATTERS OF MOMENT –
Continued from page 150

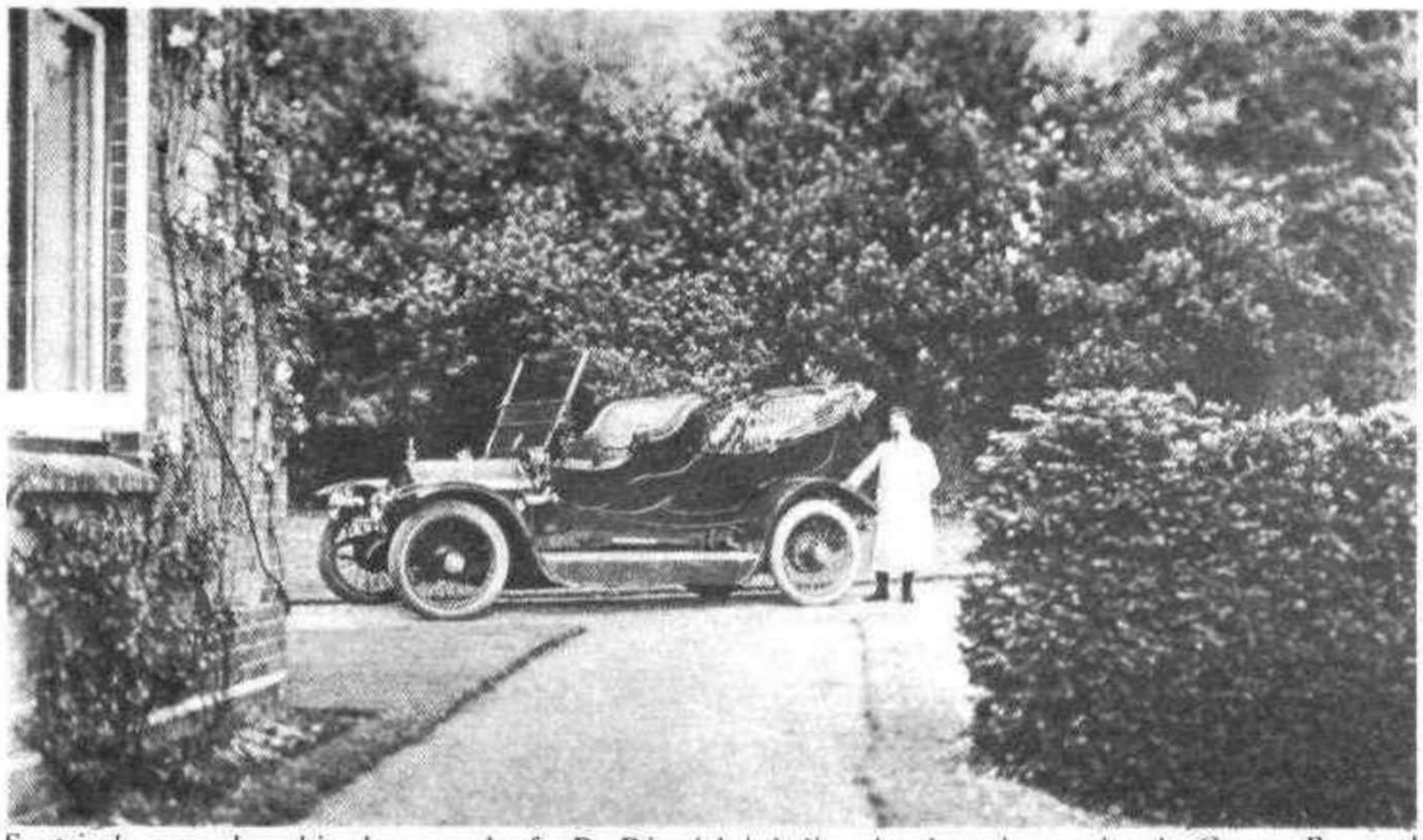
Dates for the Esso Championship are: Donington, April 15th; Thruxton, May 7th; Silverstone, May 28th; Donington on July 22nd, August 19th and September 9th.

Other HSCC championships for 1979 include an eight round series for Historic Special GT cars (1964-68) supported by Wild Rose Caravan Park and a fourteen round series for Sports Racing and GT cars (1960-64) sponsored by Brian Harvey's Grand Prix Models. – C.R.

Clang! –The photograph on page 45 last month was of a Mercedes-Benz W154, not of a W125 as captioned.

Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS



Sent in by a reader, this photograph of a De Dietrich is believed to have been taken by George Bernard Shaw in 1910.

100 MPH from 750 c.c.

AS I HAVE pointed out in the review of the book "Morgan Sweeps The Board" by Dr. J. D. Alderson and D. M. Rushton (see page 164) a rather interesting situation arises when we come to think in terms of which was the first car – well, vehicles if you like – to officially exceed 100 m.p.h. with an engine of not more than 750 c.c. capacity. Had this question been put to a knowledgeable Motoring-Quiz panel before the publication of the excellent book just referred to, I would be prepared to guess that the answer would have been – MG.

This would be quite correct IF the question had been differently phrased, to ask which 750-c.c. four-wheeled *car* was the first to officially better 100 m.p.h. – the magic "ton" – in Class H. It would have shown that whoever was first out with his or her answer had read of the rather dramatic battle between Austin and MG to achieve this particular record-breaking landmark.

By 1930 the popular 747-c.c. Austin Seven was getting a little old for high-speed work, because its side-valve engine imposed limits to its top speed. But by making good use of supercharging the Austin Motor Co. was hopeful, nevertheless, of an Austin Seven being first to reach 100 m.p.h. in Class H. Cecil Kimber was equally determined that his MG Midget should be the first to set this target. At this time the blown Ulster Austins were still meeting the newer MG Midgets in the long-distance sports-car races, apart from which, at the beginning of the 1930 racing season, 16 Class H records were held by Austin, the remaining eight records in this class being those of de Rovin and Grazide. The fastest record speed in this class (then known as International Class H records but which, for some obscure reason no doubt associated with the modern obsession with top-publicity, would now be called World Class H records, whereas in 1930 only *unlimited speeds irrespective of a car's engine capacity* were World's figures) was 98.57 m.p.h. by Veratier's Gradzide, over the flying-start 5-kilos, at Montlhery Track, and the quickest of the Austin records stood at 83.93 m.p.h. by Arthur Waite, at Brooklands, with his standing-start 50-kilo record. Late in 1930, however, after he had won the BRDC 500 Mile Race at Brooklands with the Earl of March (now the Duke of Richmond and Gordon), in a stripped supercharged Ulster Austin 7, S. C. H. Davis used the car for record-breaking and after a successful onslaught on long-distance and long-duration records at the Weybridge Track he came out again with a 4-speed single-seater Austin 7 and broke short-distance records, the Class H f.s. kilo record being set to 89.08 m.p.h.

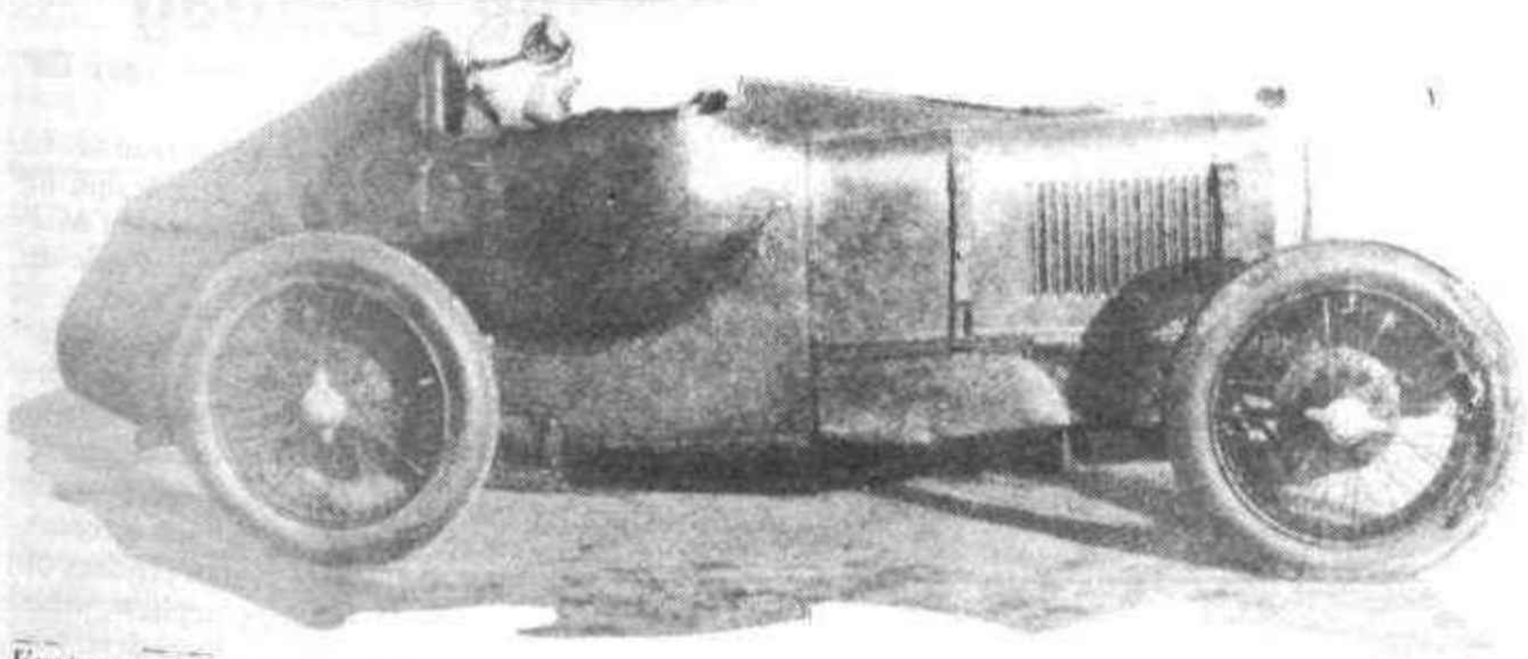
Thus encouraged Austin gave Sir Malcolm Campbell a rather ordinary car to take him to Daytona Beach in America when he went out to run his "Bluebird" for a LSR attack. The f.s. mile was covered by Campbell at 94.03 m.p.h., with the Austin. The battle to be the first 100 m.p.h. four-wheeler was hotting up!

Cecil Kimber was aware of this, and that the Austin Motor Company's Racing Division was preparing a very special blown side-valve car with off-set propeller-shaft, streamlined rather like Sir Henry Segrave's 231 m.p.h. "Golden Arrow" LSR car. So he persuaded Capt. George Eyston to stop playing about with a Ratier and a short-stroke Riley Nine and to concentrate on 750 c.c. record-breaking with an MG. Eyston's partner, Ernest Eldridge, thought a year would be lost in trying to better the Austin's performance unless a supercharged engine was used, in spite of the MG engine having an overhead-camshaft against the Austin's side-valves, to which Sir Herbert Austin was tied at that time for publicity purposes, as his production engines were of this kind.

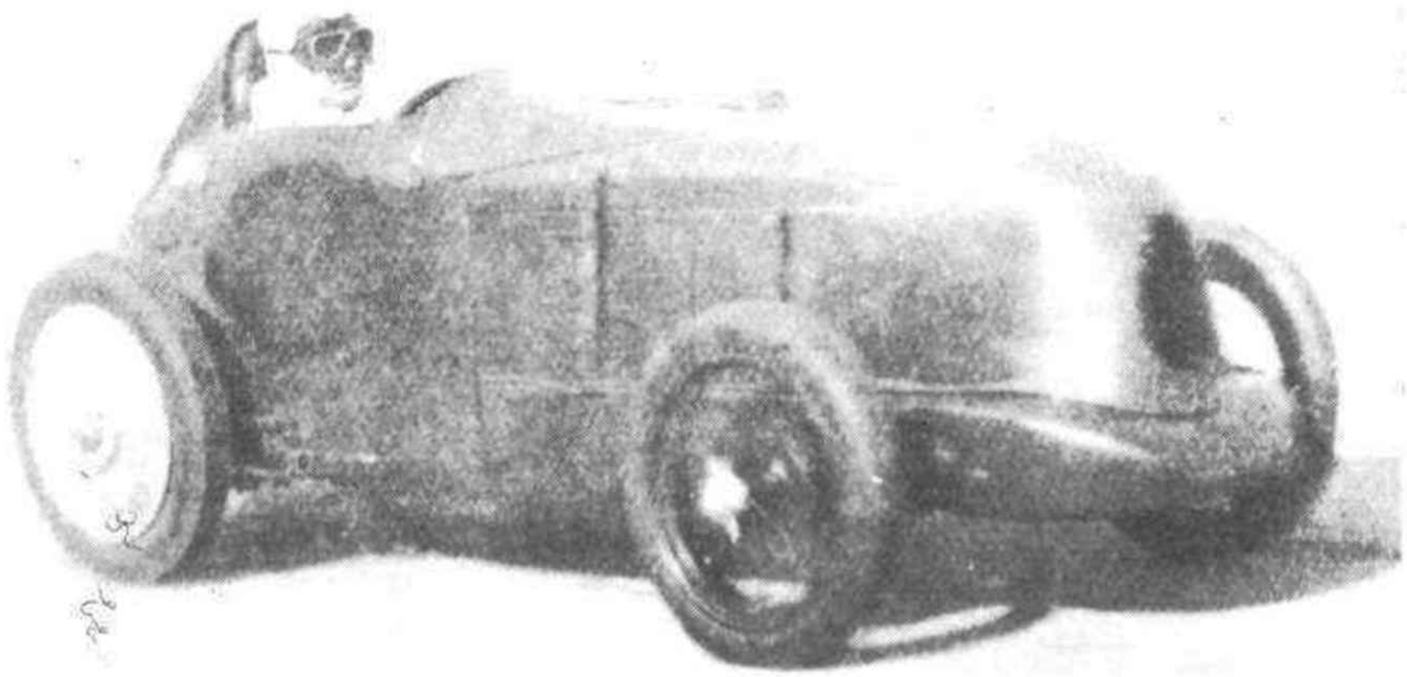
Eyston was responsible for the Powerplus supercharger, so one of these was adapted to an M-type MG engine, installed in a special single-seater record car, EX120. Eyston took the class mile-record to 94.03 m.p.h. but, using another engine etc., could not at first make the MG exceed a timed speed of 97.07 m.p.h. But after the radiator had been crudely cowled he went out again, at Montlhery Track, and in a nasty cross-wind, was successful in achieving Kimber's hoped-for target, because the four short-distance records had been broken, the fastest of them the f.s. 5-kilo record at 103.13 m.p.h. The date was February 16th, 1931....

As Wilson McComb has said in his book "The Story of the MG Sports Car", a great celebration took place at Abingdon, where the MGs were made, a nice gesture being invitations sent to the Austin drivers. One of these drivers was called Chaplin and this got around to be *Charlie* Chaplin, so the streets were crowded in consequence.... It mattered not that Austin, with their special racer, soon broke the MG's slower Class H f.s. kilo and mile records, at Brooklands, also at over 100 m.p.h. or that later the Viscount Ridley set the International Class H f.s. mile record to 105.42 m.p.h., also at Brooklands (so that this was also a British class record), with his twin-cam Ridley Special. What Cecil Kimber had been after was the honour of having the first 750-c.c. car to exceed 100 m.p.h....

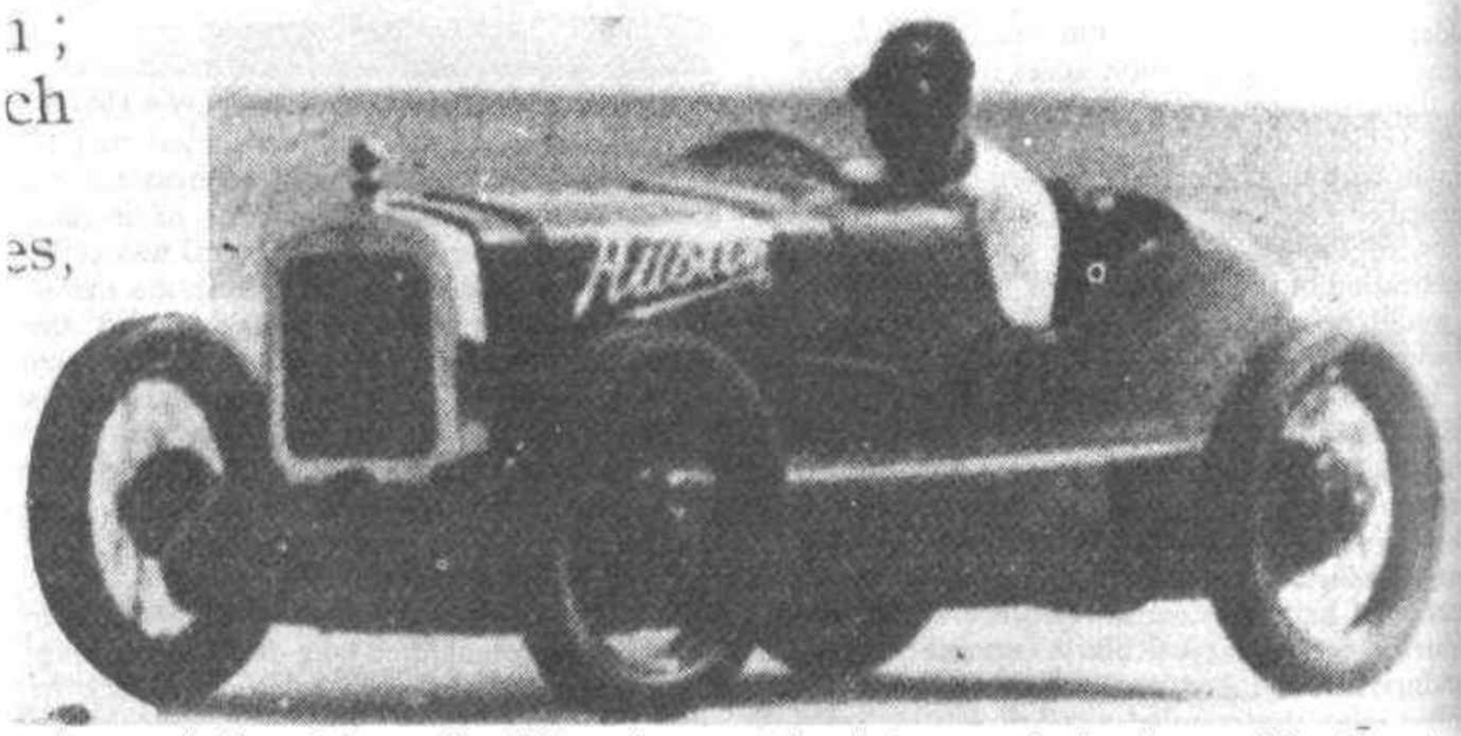
All well and good, until we read in that Morgan history that Gwenda Stewart had done 100.65 m.p.h. on August 31st 1930, at Montlhery, in a Class J Morgan 3-wheeler, that is to say one with an engine not exceeding 750 c.c. The joint authors, in the aforesaid Morgan book, explain that Mrs. Stewart and her engineer, Douglas Hawkes, had taken their two-seater 731 c.c. Morgan to Arpajon, a public road near Paris closed for record-breaking, and had covered the f.s. kilo at 99.11 m.p.h. on a drive rendered hectic by the camber of the road. Not satisfied, although she had courageously achieved 115.66 m.p.h. in her 1,096 c.c. Morgan single-seater, the pair returned to Montlhery and with



Eyston making an unsuccessful attempt at the 100 m.p.h. barrier with the special single-seater MG. EX120, at Montlhery.



After the radiator of EX120 had been cowled and rear wheel discs fitted, Eyston went out again at Montlhery, left, and broke the magic 100 m.p.h. barrier. Below, Malcolm Campbell covering the f.s. mile at 94.03 m.p.h. with the Austin Seven at Daytona.



the small engine in the single-seater Morgan (built for them by the Morgan Company at Malvern), Gwenda was timed at 100.64 m.p.h. for the flying 5-kilos. So a 750-c.c. cyclecar, never mind a car, had reached the magic "ton" in the 750-c.c. class, 5½ *months before Eyston's 100 m.p.h.-plus in the MG!*

I have not checked whether the Morgan's record was official, but I have no reason to think otherwise. It is listed at the back of the Alderson/Rushton book with others in Class J and it was timed over the 5-kilos used frequently at Montlhery, as this distance had been for the MG's quickest record in February 1931. A little confusion is caused because the authors have listed Mrs. Stewart's record as done in the "with passenger" class, but this was a distinction dropped by 1930, I think. They also quote the engine-size in the text of their book as 731 c.c. and in the table as 741 c.c. and between text and table the speed of the record varies, but only by 0.01 of a m.p.h. There is some confusion, anyway, between engines of 728, 731 and 741 c.c. quoted as being used by the Stewart/Hawkes *equipe* at this time, in their record-breaking Morgan. I feel certain, however, that their over-100 m.p.h. speed of 1930 was officially timed....

The reason that it passed unnoticed as motoring writers and journalists proclaimed the Great Austin/MG 750-c.c. battle to first exceed 100 m.p.h. is because cyclecar records were the concern of the Auto-Cycle Union, car records in this country of the Royal Automobile Club. Anyway, it didn't matter a damn to Lord Austin or Cecil Kimber, because they were concerned only with publicising four-wheeled cars. But I am sorry that Mrs. Stewart and her future husband do not seem to have been invited to the Abingdon celebration party....

Because you see, their Morgan 100 m.p.h. record is pretty significant, technically, even allowing for the lower drag(?) of the three-wheeler. Whereas the Austin was using a 15 lb./sq. in. boost and the MG was probably supercharged at an even higher boost for their 100-m.p.h. bids, it seems that the Morgan had an engine devoid of this helpful supercharge.... So it seems to have been a normally-aspirated vee-twin against a blown four-cylinder 54 x 81 mm. (743 c.c.) MG, running at engine speeds of 6,500 to 7,000 r.p.m., which rather diminishes Wilson McComb's description of the latter's performance as an "impact that can hardly be imagined nowadays ... it was tremendous." Aside from the variations in its quoted capacity, what I think it must have been was a 74 x 85 mm. 731 c.c. vee-twin JAP of the kind that G. E. Tottey is said to have built up for himself during the winter of 1924, out of five different JAP engines available to him at the JAP works at Tottenham, and which he used to good effect in his Omega three-wheeler when setting class-records in 1926. Others to use this excellent JAP engine were J. J. Hall in *his* Morgan, Teddy Prestwich of JAP's having fitted it himself, Robin Jackson for his Morgan record-breaking three-wheeler, Kaye Don, who had a water-cooled version tuned by Bert Le Vack in the four-wheeled Avon-JAP racing cyclecar, and Harold Beart, for his very special Morgan three-wheeler, later raced with this engine by Cecil Jay.

Thus does one come upon interesting facets, when delving into the motoring past. – W.B.

V-E-V Miscellany. – An MG Magnette NA, rebuilt to NE specification, which went to Germany some ten years ago, is believed to be the car that Freddie Thatcher raced at Brooklands and the present owner would like information about it. Edward Eves has bought the ex-Ken Roberts side-valve Anzani Super Sports Frazer Nash. The ex-Forrest Lycett 1913 Alfonso Hispano Suiza, used after WW2 by the Editor of



The Freddie Thatcher MG.

MOTOR SPORT, is said to be running well in Germany. In this year's MCC Exeter trial, postponed because of snow until January 26th/27th, vintage cars were fairly prolific. Tom Threlfall entered again with his Model-A Ford saloon and Sue Halkyard's Austin 7 Chummy, a J2 MG Midget, two Singer Le Mans, an MG PA "Cream Cracker", a 1934 Austin 10/4, Ellison's 1938 Riley 12/4, an Austin Nippy, an Austin Big Seven, a 1933 J2 MG, and several other pre-war MG Midgets, were among the entries, including an MG TA "Cream Cracker". The MCC Land's End Trial will take place on April 13th/14th. Magazine No. 1978C of the Austin Seven Club's Association contained a long article about the Austin Sevens raced by the late E. C. Gordon England. Congratulations to S. C. H. Davis, who was 92 last January. A retired chauffeur, aged 90, who used to drive John Boot, the second Lord Trent, is recalled in *Boots News* as having been in charge of Rolls-Royce, Bentley, Daimler, Packard and Renault 45 cars, etc. The *Mercedes-Benz Club Gazette* has suggested that Count Zborowski's Chitty-Bang-Bang 1 was buried in the Sahara desert and has associated this with W. Boddy's "History of Brooklands Motor Course", which is ridiculous. We regret to have to report the death of C. M. Simpson, for many years Chief Engineer of the Daimler Co. and responsible for many of its 'bus chassis in later times.

Vintage Postbag

Ballot in the 1921 GP

Sir,

I was interested for two reasons to read G. L. Easterbrook Smith's letter concerning Ralph de Palma's Ballot in the 1921 Grand Prix de l'ACF at Le Mans and his quotation from Peter de Paolo's description of the race in his book.

Firstly, I owned for a short period the car that has recently been so carefully restored by Mr. Humphrey Milling and, secondly, when I was in New York early in 1957 I had the good fortune to meet Peter de Paolo at René Dreyfus's restaurant "Le Chanteclair". Even if you, Sir, take a report by the late W. F. Bradley with "large pinches of salt", a statement by de Palma's nephew, who rode as his uncle's mechanic in the race, deserves greater credibility. You question how the modification to the gear-lever could have been

made without Ernest Ballot's knowledge or consent. It was done in New York when the car was over there for de Palma to drive at Beverly Hills, Havana and Indianapolis before it returned to France for the Grand Prix.

It has to be remembered that Ralph de Palma's car differed from the others in the team. Apart from the central gear-lever, the braking system was different. The cars driven by Wagner and Chassagne had Hispano type servo operation whereas de Palma's did not. Peter de Paolo told me that the car had a lower back axle ratio which allowed the engine to reach 3,750 r.p.m. whereas the other cars were limited to 3,500 r.p.m. It also had a replacement crankshaft made by Harry Miller after the original one broke at Beverly Hills. The car was maintained by de Palma's own team of mechanics plus Jules Le Boux who had been sent over from the Ballot factory. The other members of the team were the two de Paolo brothers, Johnny and Peter, Joe Brown and George Murdock. Uncle Ralph seems to have exacted a high standard of work and discipline from the members of his team.

Beaconsfield A. S. HEAL

(On Mr. Heal's authority I am willing to accept the authenticity of the central gear-lever – Ed.)

The Imperia

Sir,

I have read many articles in MOTOR SPORT covering the history of the Vintage era in which I am mainly interested and which gave me much pleasure. But I seem to now have only 1957-66 editions left in my possession. Has there ever been mention or history on the design details etc., covering the Imperia slide-valve car of Belgium origin, produced in the 'thirties and assembled at the old GWK works in Maidenhead (my old home town)? I remember only seeing two models in use locally, a saloon and tourer, with vee-pointed radiators. I also recall the prominent signboard alongside the main Bath road before reaching Maidenhead Bridge over the river near the railway arch at Taplow which read as near as I can remember:

"Home of the Imperia, the only slide-valve car in the world"

Perhaps a reader might possess some knowledge about this somewhat rare car with unusual engine valve design (short-lived as it was).

Chichester P. A. KING

Pedal-Power Alvis

Sir,

Miniatures News in the December issue contained a reference to children's pedal cars produced by Leslie Wilson of Shelsley Walsh fame and based on the 12/50 Alvis which won the 1923 JCC 200-Miles Race. In fact, these toy cars were approximately half-scale models of my 1924 200-Miles Race Alvis and even carried the correct registration number, RW 12. They were beautifully made with steel flitch plated ash chassis and 16-inch pneumatic-tyred wire wheels. The dummy engine was fitted with real sparking plugs and the body shape was faithfully reproduced in polished aluminium. Leslie Wilson manufactured about 50 of these cars which were priced at 15 guineas. Apparently a more realistic price would have been nearer £25 so the project was not a financial success.

I have always hoped to find one of these pedal cars as it would be just the thing for VSCC events when oil supplies finally dry up but not surprisingly they all seem to have disappeared without trace.

Harrow ERIC BENFIELD



Two views of Mr. Langton's 30/98



30/98 and 3-litre

Sir,

Enclosed are two photos of a 30/98 Vauxhall which I purchased in 1933 from a Mr. Penfold who owned a garage in Kakabya, Kenya, then the centre of a minor gold rush which I had been persuaded by a friend in the Kenya police to join, and had come out from England to do so.

Since before coming I had sold a 3-litre Bentley in England I thought that the Vauxhall would in some measure compensate for my very considerable sense of loss. This in fact it did.

The car was a 1924 – possibly earlier – E type with side-valve engine which preceded the later OE type with overhead-valve engine.

I think I am correct in saying that it had a 3-1 back axle ratio.

I had many hundreds of miles of trouble-free motoring over the sometimes appalling roads in Kenya in those far-off days and I must say that the car made a very good substitute for my Bentley.

Then came tragedy – the outside handbrake operated on the transmission shaft between the clutch housing and the gearbox and one day this shaft sheared – I supposed the metal was tired.

The car was towed into a garage in Eldoret owned by two brothers – Lofty and Tom Pretty – and there it was left to moulder in a corner.

I believe the part was ordered from England but I never remember hearing whether it arrived or not or whether the car was put on the road again. Not long afterwards in early 1936 I returned to England myself.

I feel constrained to add the now familiar adage "if only I had known".

The whole point of this letter is to try to find out if any reader remembers this car or knows what happened to it, or if it still exists. If so – please write.

The registration number looks like A2201 in one of the photos, whether this was English or Kenyan I have no recollection.

The 3-litre Bentley referred to I saw listed in the Bentley Drivers Club list of owners and cars, the registration number being GR3161.

In 1972 – 40 years almost to the day after parting with it – I went up to a garage outside Leominster in Herefordshire to see it.

The rather beautiful boat-shaped body by Felbert et Fils of Paris was no more. I could just distinguish the chassis no. NR514 on the dash and the flared front wings were the same. A restoration was being carried out.

S. Coast, Natal R. W. LANGTON

A Lea-Francis on the "Monte"

Sir,

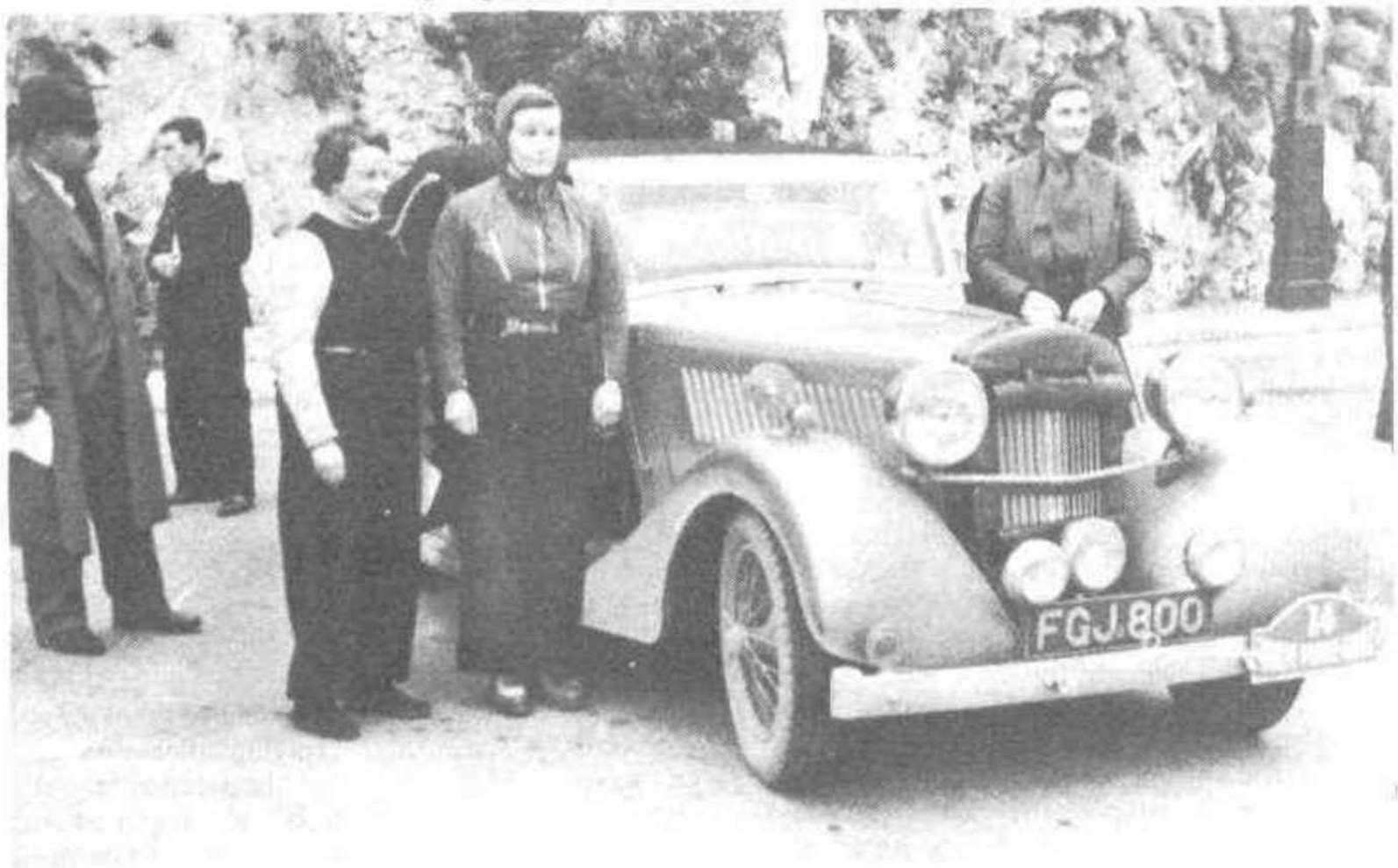
As a regular reader of MOTOR SPORT I notice from time to time you ask readers if they can identify certain cars from photographs you reproduce.

With this in mind I am enclosing a photograph (a copy from the original which I have in my possession) which may be of interest to you.

The car is a 1938 (3.12.38) Lea Francis D/H Coupe which was entered in the Monte Carlo Rally by Miss Violet Wilby who is on the left of the photograph.

Miss Wilby, who now lives in Gloucestershire, kept the car until 1964 taking it back to the continent several times. Originally finished in pale blue the car was camouflaged during the war and used for the Ministry around the London area.

I purchased the car in 1974, reputed to be the only one of its type left in this country, in virtual scrap condition as it had stood in the open for several years and have since completely stripped



The 1938 Lea Francis and crew on the Monte Carlo Rally.

it down to the last "nut and bolt" – it is now stored away until such time as I win the Pools or some other unlikely event!!

I have had the Leaf computerised at Swansea and it is now classed as a "2-axle-rigid-body coupe"!

Cheadle Hulme IAN WILLIAMSON

Two Historic Vehicles

Sir,

Enclosed please find two pictures which may be of interest to you. The first is of the Silver Ghost armoured car "Slievenamon" which escorted Michael Collins in his Leyland Eight at the time of his fatal ambush at Beal na Blath, Co. Cork. The gun inexplicably and controversially jammed and the Scottish gunner McPeake could offer no explanation for it. The Ghost is now stored in the Army Museum at the Curragh.

The second photograph is of Jimmy Foyle's 1923 Fiat 510S. This has an Italian coachbuilt body and is a two-seater with dickey. According to Jimmy Foyle, the flat radiator was optional at the time and was the same as that on the Super Fiat. The car was imported secondhand to England in 1928 and is YE registered. It was later brought to Carrick-on-Suir where Jimmy found it and rebuilt it to its present state with the help of his Australian Fiat friends. The only non-original item currently on the car is an Autovac and having read the article in November MOTOR SPORT, he has decided to keep the Autovac and not risk any inflammatory demise by reverting to the dashboard tank.

Thank you for an interesting magazine.

Kilkenny KIERAN WHITE

Re-Registering Old Cars

Sir,

Doctor Shapland's difficulties recorded in your December issue are directly contrary to my own experience in similar circumstances.

My experience was with a DE Type Delage which spent its working life in Australia, was dismantled prior to my buying it and which reached me as a bare chassis frame and a heap of pieces.

After rebuilding I took myself along to the local taxation office where the staff have suffered my particular brand of insanity over many years with great tolerance, and from whom I have always received great courtesy and assistance.

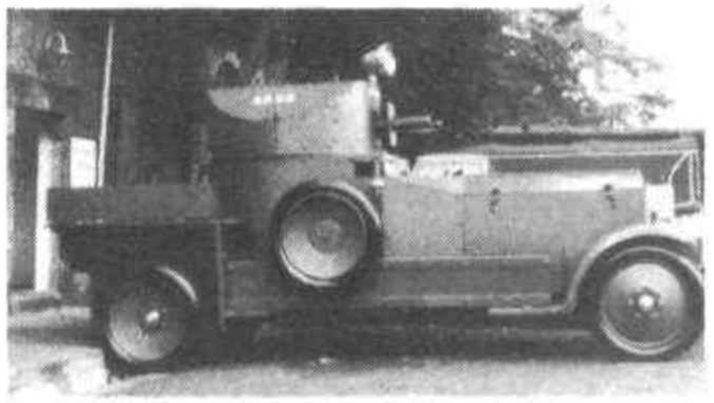
Having explained the situation to them that here was a 1922 motor car which had never been registered in the UK it was suggested to me that a 1978 registration number would look a bid odd, and if I would leave the matter with them they would seek Swansea's authority to allocate something more suitable. I repeat, this suggestion came from the tax office rather than myself, the car had not been M.o.T. tested, neither did I wish to tax it at that particular time.

A few weeks later I received a letter from the local tax office informing me of the registration number – two letters, four numerals – which had been allocated and that in due course the registration document would follow, and it did. The local police came along to identify the Delage against the import entry, which, thank heaven, I got with the "heap", so I was in business.

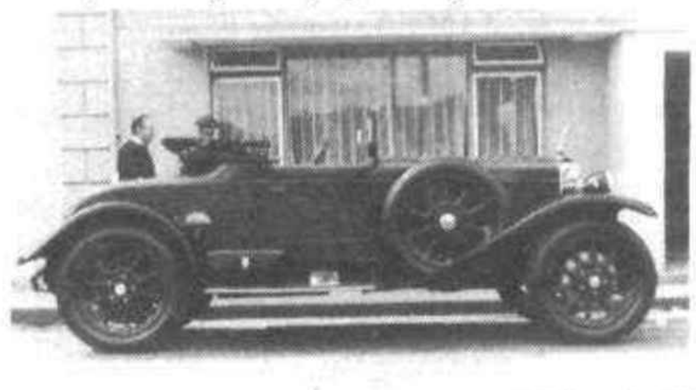
I write for the sake of "fair do's" and to make the point that there is sometimes gold in that which does not always glister.

Just in case any rules were bent in my case – I have no reason to suppose they were – I would ask the Editor not to publish my name and address, and sign myself "*Fortune*".

(Name and address supplied – Ed.)



The Silver Ghost armoured car "Slievenamon", above, and Foyle's 1923 Fiat 510S.



What is it?

Sir,

Ref. MOTOR SPORT, Dec. 1978 – page 1785 – "What Is It?". Rollsamel – one word – was the trade mark used by Messrs. Postans and Morley Bros. Ltd. of Trevor Street, Birmingham for their cycle and motorcycle enamel – until around 1927/28. At an earlier date, this firm's trade was more associated with cars and in those days, their Trevor Motor Grey was the correct colour for Morris Cowleys. Of the old paint trade car colours, only French Grey was marketed – colours such as Vauxhall Purple, Humber Grey or Napier Green, giving way to Motor Crimson, Motor Scarlet, Saxe Blue and Dark Motor Blue.

From memory, the makers of Robbialac objected to their marketing package in court and their narrow necked tin was replaced by a more orthodox one containing brushing cellulose, marketed under the name of Celamel.

Rolls-Royce Ltd. had no connection with this firm, and the pseudo Sankey wheel was used for advertising purposes.

Cwmduad, Carmarthen PHILIP S. SMITH

A Solution To A Problem

Sir,

In reply to your correspondent Mr. R. Meere (Dec. issue) the product to which he refers would appear to be "ROLLSAMEL" (one word). I see that it was being advertised in *The Motor Cycle* dated June 11th 1925 as "This New Enamel" but without the manufacturer's name and address.

However *The Motor Cycle and Cycle Trader* (May 21st 1925) gives the sole manufacturers as Postans and Morley Bros., Ltd., Trevor Street Works, Birmingham. There seems to be no reason why any connection with Rolls-Royce should be assumed. It is not unusual to incorporate "Rolls" in a trade name (*e.g.* Rolls Razor) and there is every reason to suppose that if "R-R" did give their blessing to any particular product they would expect their title Rolls-Royce given in full.

"Rollsamel" was in fact a registered trade mark (445269). By 1930 Postans, Morley Bros. and Birtles Ltd. were hard at it pushing "Celamel". I seem to recall sending to them for a free sample, and their replying that due to unforeseen postal restrictions the samples would not be available. In order to be able to give some idea as to how long "Rollsamel" remained on the market would mean thumbing through many old issues of *The Blue 'Un* and *The Trader* since my index of references compiled over a period of many years has its limits.

Amongst my own curios I have what must have been an advertising paper-weight. It takes the form of a single-cylinder, automatic inlet valve De Dion engine beautifully cast even to the hexagon nuts and the valve spring. It is about 5½" high and weighs approximately 12 ounces. The plinth bears the inscription "EXECUTE 40,000 FOIS* TOUS L'ONT COPIE AUCUN NE L'A EGALE*" I was away from school the day they did French but presumably a loose translation would be "40,000 made, Imitated by everyone equalled by none".

I do not suggest that these items are particularly rare – if they are how is it that I have one? But I would be interested to know how old it is and also in what metal is it cast? – my guess is an alloy of lead and antimony.

Tywardreath J. S. BACON

(These engines were issued by De Dion Bouton themselves, I would think around the year 1900 – Ed.)

Solution to a Problem

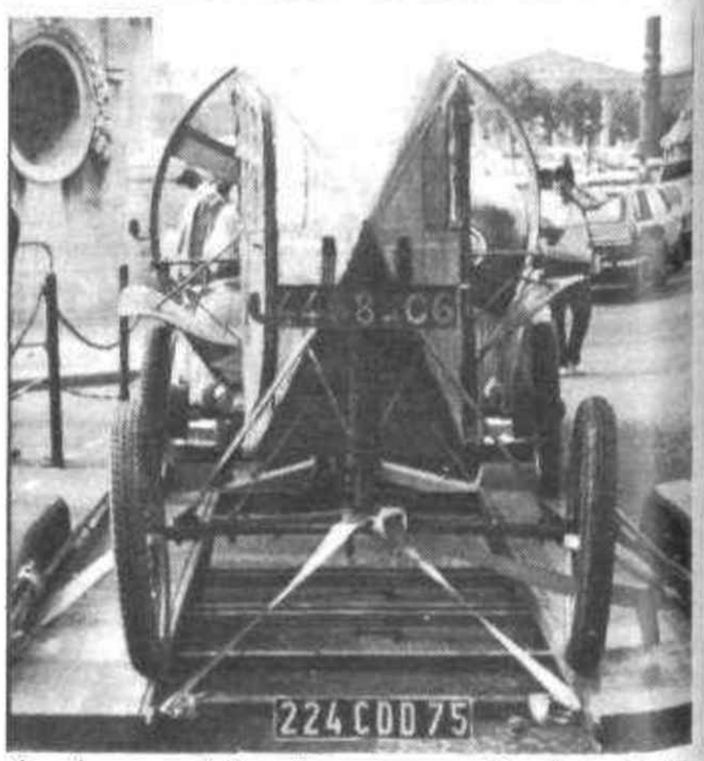
Sir,

I have only just seen the enquiry regarding "Rolls Amel" in the December issue of MOTOR SPORT. My interest in this product started in, I believe, 1926 when I decided to repaint my 1922 Morris Cowley, Mr. Cooper our local hardware and paint supplier recommended me to use this make of paint. It was an excellent product of the "coach paint and varnish type". It had a very high finish. I used a very dark maroon for the bodywork and a light grey for the wheels, the wings valances and chassis I painted black. I gave everything two coats of colour and one coat of varnish. After the final coat I locked up the garage and gave the key to my mother to hide for two weeks to allow everything to dry hard. The result was beyond expectations. Experts in the trade were full of praise for it as an inexpert effort. I am sorry I am unable to remember the name of the makers of the paint. I bought it as a kit with all brushes, abrasives etc. included, I cannot even remember the cost now, memory tends to fail at an age of 75. I do not think this "Trade Mark" had any connection with Rolls-Royce. Sorry I cannot give Mr. R. Meere a more detailed description of this product.

I do hope you and Mrs. Boddy are in good health and trust the new year will give you peace and prosperity. MOTOR SPORT is still the best.

Leicester BERNARD RANDLE

VINTAGE TAILPIECE



An air screw-driven Leyat, spotted by C.R. in the Place de la Concorde.



Louis Chiron's 1939 *"monoplace" Talbot before the Vallentuna race in Sweden in* 1947. (Photo from Ove Haak)

Formula One on Ice

IMAGINE, if you can, Patrick Depailler, Jean-Pierre Jarier, Rene Arnoux, John Watson, Rupert Keegan, Derek Daly and a few lesser lights, taking Formula One Cars to Sweden to race on a frozen airfield circuit for the Swedish Winter Grand Prix. Today, when the Formula One circus is sweltering in the heat of Argentina and Brazil it seems unthinkable, but in early 1947 a hardy band of Grand Prix drivers went to Sweden to take part in a race on the airfield at Rommehed, 10 kilometres south of Borlange, on a 3½-kilometre circuit of straights and sharp corners. The "foreign" entry comprised Reg Parnell, George Abecassis and Leslie Brooke with pre-war ERAs, supercharged 1½-litre 6-cylinders running on alcohol fuel, and a group of French and Swiss drivers from the European mainland which included Raymond Sommer and Henri Louveau with 4CL Maseratis, Louis Chiron with a 1939 single-seater Talbot and Eugene Chaboud with a 3½-litre Delahaye. The British drivers arrived in good time but the ship carrying the European contingent became locked in the ice outside Gothenburg and though the drivers got ashore there was no way of landing the racing cars.

The Winter Grand Prix was run on February 9th 1947 with but four starters, the three ERAs and a local Bugatti, with the rest of the entry as spectators. Something like 45,000 people turned out for the meeting, which included sports car races as well as the Grand Prix and the temperature was minus 24 degrees Celsius, (minus 10 degrees Fahrenheit). In view of the intense cold the race distance was cut drastically to just under 70 miles. Parnell won it in 59 min. 02.3 sec., from Brooke and Abecassis.

Two days later the stricken ship was freed from the ice and the Stockholm section of the Swedish Motor Club offered to put on another race for the benefit of those who had missed the Rommehed event. The venue was a frozen lake at Vallentuna, north of Stockholm, where a 5-kilometre circuit was laid out on the ice by first clearing off the snow and then rolling hot gravel into the ice, making a smooth and quite grippy surface. This event was scheduled for February 23rd and when the English drivers returned they brought with them special twin-tyred rear wheels for the ERAs, as used in hill-climbs. The temperature continued to fall and on race day an all time low of minus 35 degrees Celsius was recorded; even so, 30,000 heavily muffled spectators turned out to watch. With the full entry taking part this was a much better race and Sommer led for the first nine of the 25 laps, but then spun off and filled his engine with snow. Parnell was again the winner, ahead of Abecassis and Chaboud. Leslie Brooke had demonstrated a fine speedway style of opposite-lock cornering, which delighted the crowds, but had to retire with engine trouble and poor old Chiron could not come to grips with the scene at all. This time Parnell drove for 1 hr. 09 min. 19.4 sec. in the arctic conditions, averaging just over 67 m.p.h.

A MOTOR SPORT reader of today was a small boy living in Stockholm at the time of these Winter Grand Prix races and remembers the ERAs being tested in the streets outside his home. He made the journey out to Vallentuna to watch the racing, wrapped up like all well-winter-dressed Swedes, but still recalls the intense cold. We are indebted to him for the photographs and notes on these very cold races. – D.S.J.

Lotus and Chrysler sign contract

LATE in the old year Chrysler's press information service confirmed that the United Kingdom arm of Peugeot-Citroen and Lotus Cars Ltd. would "co-operate in the production of a high-performance version of the best selling Chrysler Sunbeam. The car will go on sale in the United Kingdom and Europe during 1979."

The contract that the two companies have signed calls for the production of slightly over 4,000 vehicles in all, considerably more than the 400 required as a minimum for homologation and consequent competition use in Group 4.

We discussed the development of the rallying version of this car in last month's issue, but the roadgoing version is a very exciting small saloon car too.

Instead of taking the easy way out and using the ordinary 2-litre Lotus 907 engine of 2-litres and 16 valves, Chrysler have elected to plump for that large number of cars with 2.2-litre engines. This means using a new crankshaft and is a much more expensive way of doing things: all we can say at this stage is that Chrysler and Lotus have put together a new standard in small car motoring, at least that is so, judged by the prototypes.

Inevitably comparisons will be made with Vauxhall's RWD hatchback, the HS2300. The Sunbeam Lotus is likely to benefit from a design team geared further toward sporting motoring, for Lotus and Chrysler's competition department are putting in the bulk of pre-production mileage.

As in the case of the Vauxhall, a five-speed gearbox will be part of the roadgoing specification. Though one tends to think of these ZF units as rough, tough, rallying units, the change, even on the rally car tried last month, was one of the smoothest and easiest encountered for some time. – J.W.



Henri Louveau in a 4CL Maserati in the frozen paddock at the Vallentuna race in 1947. (Photo from Ove Haak)

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ROAD IMPRESSIONS

The Vauxhall Carlton

THE INFLUENCE of Vauxhall quality and Opel initiative have made the General Motors' range of Luton cars a factor to be reckoned with for those seeking good small and medium-sized saloons. Just before Christmas I was provided with a new Vauxhall Carlton for appraisal, one of the best of these new models. For a time I was at a loss to know quite how to place it, although it brought me home quickly and comfortably. Then I remembered that a long time ago the Rootes Group used to make a range of family cars which were that much nicer and more fully-equipped than the average in their class, and I think that is how the smart Vauxhall Carlton luxury 2-litre saloon should be assessed.



Good looking and comfortably appointed, the Carlton is the Opel Rekord's Vauxhall cousin.

It may not do all that much for many of MOTOR SPORT's younger readers – it didn't for me – but it is essentially a produce to appeal to their parents and all those seeking a good transport return for an investment of only £4,600. Those who have a high respect for modern Opels will not find this suprising, because the Carlton is, in effect, a Bedfordshire Rekord.

Having been driving a considerable number of automatic-transmission cars I was perhaps unfair in thinking that this new Vauxhall should have rather more low-speed torque than the 116.5 lb./ft. it gives at 3,600 r.p.m., as it does not really like pulling away in top gear from 30 m.p.h., so that in towns one is encouraged to use the lower ratios. This is no great hardship, because the gearbox is quite nice to use, only slightly notchy in fact and the clutch is smooth in take-up. The stubby gear lever has a sliding sleeve guarding reverse. It is just that more gear shifting is called for than I had expected from a 100 b.h.p. (DIN) power-unit and this does not conform to my normally thrifty driving methods. The engine is the clever Opel cam-in-head four-cylinder of 95 x 69.8 mm. bore and stroke, which gives a capacity of 1,979 c.c. and from which maximum power is developed at 5,200 r.p.m. It is a smooth-running unit, noisy only towards top revs., but you cannot beat a six or an eight cylinder for real sweetness. However, I soon found that this Vauxhall Carlton was getting along very effortlessly indeed at an indicated 60 m.p.h. (the speedometer was reading quite fast, actually) and that along the Motorways its eagerness had to be repeatedly restrained, in deference to a clean licence. Its actual flat-out pace is better than 110 m.p.h. and it will accelerate from 0 to 60 m.p.h. in just under 11½ seconds. Being used to power steering, I had to get re-accustomed to using muscle-power for parking, but otherwise the Carlton's steering, as with its disc/drum brakes, is satisfactory, although I thought it a trifle low geared, at 4.2-turns, lock-to-lock. It is pleasing to know that this normal-looking droop-snout saloon can do 94 m.p.h. in third gear from its cast-iron 9.0-to-1 compression-ratio engine, if called upon.

Opel influence is reflected (not literally) in the simple panel, easy-to-read facia but although there is, I suppose, no real need for a tachometer when driving this kind of car, I would have much preferred one to the big clock that matches the Carlton's speedometer. Four warning-light



panels divide these two instruments and the only other dials are those for the contents of the 14.3-gallon fuel tank (which has a lockable filler beneath a flap) and engine temperature. The only stalk-control is a rather short r.h. one, operating all the services, with a twist-grip for the wipers – it always worries me, probably quite without foundation, that such a switch will one day short-out. I was glad I could remove the one key from the ignition switch without the need for two hands, as on the Opel Senator. The Carlton follows the very luxurious and fully-equipped Senator in possessing very comfortable seats, the driver's adjustable for height, and it has two external mirrors but no internal adjustment for the o/s one. Instead of the Senator's imposing row of facia switches there is just one, for the rear-window demister. Instead of the Senator's spoke horn-pushes, the Carlton has a central horn button. The elaborate and very good heating and ventilatory arrangements are easy to adjust and the Carlton owner has plenty of stowage spaces, from a big lockable cubby to front door-bins. I do not like plastic-cum-simulated wood interiors on modern cars, a stupid throw-back to the nice use of real tree-wood and leather on vintage and pvt. cars. The Carlton does not have the former to excess but there *is* a panel of imitation wood right before the front-seat occupant. Minor points are that, as with the Senator, the speedometer has no 30, 50 or 70 figures needed for British speed-limits, although the readings are so clear that an owner will presumably soon memorise these. Proper bumpers, the Rekord's rubbing strip, and a generous luggage boot, are more good items of Vauxhall's new car and on the technical front the new Macpherson-strut front suspension functions well, giving a comfortable ride and satisfactory cornering powers, but with some lean-over. One would not expect this lower-priced live-back-axle Vauxhall to match the outstandingly good road manners of the i.r.s. Senator, but it handles very nicely.

In conclusion, the Vauxhall Carlton is one of those very comfortable, nicely-appointed family cars which is undemanding on the driver and a pleasure to use. It gave me a fuel economy of 27.7 m.p.g. under distinctly winter and local-running conditions, restricted by being fog-bound, but I was surprised that cold-starts involved quite a deal of starter-churning and needed a second attempt after an initial stall. No oil was required in 500 miles. Another complaint was this. C.R. has mentioned, in connection with the Lancia Gamma, that he had thought scuttle-shake to be a thing of the past. I had thought the same about loosely-mounted interior rear-view mirrors, a less structural matter, but irritating nevertheless. But that on the Carlton was so bad that it defeated the anti-dazzle action – and the same was true on the £9,500 Opel Senator. There was also noticeable transmission snatch in traffic, from the Carlton. I also thought the headlamps could give a better beam. However, today's drivers are spoiled and these remarks should not be taken as detracting from the overall effectiveness of this competitively-priced Vauxhall. I would add that the test car, provided at short notice by Jerry Duller of Luton's obliging Press Department, had only covered a small mileage, making its willing performance all the more creditable. –W.B.



Book Reviews

"Morgan Sweeps the Board" by Dr. J. D. Alderson and D. M. Rushton. 255pp. 9¾" x 6¼" (*Gentry Books Ltd., 16, Regency Street, London, SW1. £9.95*).

One of the last books of 1978 was this chronological study of the Morgan 3-wheeler in competition, from 1910, to 1951 when production of these cars ceased – although Morgan 3-Wheeler Club members still race them, of course. I rate this splendidly-illustrated work my personal choice of "the motoring book of 1978". There will be those who will say that I am mad, because there are far more important subjects that deserve this accolade, such as accounts of F1 racing, today's drivers, full one-make histories and the like. If we take ourselves that seriously, my choice is wrong. But MOTOR SPORT also represents the ordinary enthusiast, surely, and in that context, who can fail to be intrigued, even delighted, as I am, by this history of Morgans in all manner of competitions?

I wrote a far less comprehensive study, ending at 1930, for Grenville some years ago. Now Alderson and Rushton, Morgan owners and fanatics, have covered the whole story. The publishers deserve congratulation, too, because all this book really consists of is a listing of what Morgans did in trials, races and sprints, the text scarcely tied together, so it is hardly literature. It is the magic of the Morgans themselves, together with the little flashes of new information the joint-authors have worked in, backed up by absolutely fascinating, mostly-large photographs, numbering 170, splendidly reproduced, often from faded old prints, many never before published, that combine to make this book so outstanding. Somehow the authors have contrived to tell us who used which Morgan, with what engine and other technical distinctions, at almost every competition appearance. Whether they have kept every known Press cutting, or have written to countless Morgan exponents to do this, I do not know. Both, I expect, and the result is intensely interesting. There is plenty of humour, too, in almost casually dropped-in sentences. We are reminded of how McMinnies, told it was too dangerous for him to have a passenger sitting on the tail of his *monoposto* Morgan in order for it to take part as a two-seater, complied with the regulations by having a 3-year-old boy sit on his knees during a Stile Kop hill-climb – and just imagine that happening in recent times; and the fuss if there were an accident! We learn of the passenger in a Morgan which had been inverted by its driver at Brooklands in practice being asked if he could get out, to which he replied: "No, and when I do, I am not getting in again"; which he meant, so that the car had to run with ballast, in its race. (This equals the GN story of Archie Nash telling mechanic Cushman he was contemplating prone seating for him, as the Regs. had nothing against this, to which Cushman replied: "And they don't say the mechanic need stay alive, either".) Then there is Lones, asked why he had painted his Morgan racer red, saying "so that the blood wouldn't show". And much more in this idiom.

In a way, this book is also a guide to the different JAP vee-twin engines, so serves in lieu of a full JAP engine history, which I should think would defeat any author. Another most interesting fact is that Gwenda Stewart took the



D. M. Rushton, left, and Dr. J. D. Alderson with appropriate machinery.

Class J f.s. 5-kilo. record in 1930 at Montlhery, in a 731 c.c. Morgan-JAP – the year before MG had done this with a 750 c.c. car, if the table of Morgan records at the back of the book (1912-1930, with 115.66 the fastest, again by Mrs. Stewart) is correct. Just think of all the journalists who have told of the dramatic battle between Austin and MG to be *the first 750 c.c. vehicle* to reach the magic 100 m.p.h....!

There are a few errors, of course. What were surely *International Class* records are invariably termed *World's* records, a picture captioned as taken in the Brooklands Paddock is of the old tuning-sheds by the entrance road, the Railway straight was ½-a-mile long, not one mile as implied on p.32, there was no bank by the Fork, implied about Ware's crash, and there are also a few printing errors, such as De Deitrich for De Dietrich, etc. And the start picture of the 1924 Exeter Trial is captioned as at Isleworth, when it was at Staines. Also I see that the Rotherwas Shell-Factory at Hereford, where speed trials were held in the 1920s, has been turned into an oil refinery! But it is all there, all the short races, the JCC "200"s, the LCC Relay Races, the MCC and all the other trials, the public-road and later sprints, described from the Morgan angle. The rivalry between the JAP employees, Ware and Le Vack, leads on to all the famous Morgan "names", far too numerous to list here, after the great early feats by H. F. S. Morgan himself. Just as H. F. S. often took his sister Dorothy or his wife Ruth in the "hot-seat", so other girls rode in competition Morgans and always the authors seem to know when, who these keen females were, and how they got on. Fernihough's fiancee, Miss Butler, actually broke records at Brooklands. If there is no picture of the later Morgans high up on the Brooklands banking, Morgans are seen on the Mountain and Campbell circuits, and Ware's is shown a bit low on the Members banking in pursuit of the Eric Longden cyclecar "Chunky-Chunky". Indeed, you can almost hear the crackle of vee-twin exhausts as you look at many of the pictures, especially that of Clive Lones getting away from the start of a Madresfield speed-trial in a tail-slide. ... Incidentally, this venue, now used by the VSCC for driving-tests, was a speed trial course until fairly recently, used by the Morgan 3-Wheeler Club up to 1951, in fact. Little touches, like reproduction of a bill showing how the Morgan Co. encouraged enthusiasts in 1930 by a spares-discount of 17½%, (but they once sent Clive Lones a bill for 2d., at a time when he was strongly publicising Morgans!) and of a letter from A. V. Ebblewhite to Lones in 1929, about his procedure for timing records, and a drawing of Robin Jackson's special chassis sleeves, are typical of this very satisfying book, which I rate the most enjoyable one of 1978. – W.B.

"W. O. Bentley – Engineer" by Donald Bastow, BSc. 366 pp., 10" x 7" (*Haynes Publishing Group, Sparkford, Yeovil, Somerset, BA22 7JJ. £19.95*).

The Bentley story, both that of W.O. himself and his great motor cars, and the history of the subsequent Rolls-Royce-produced Bentleys, has been covered thoroughly, in a number of very enjoyable books. Now Donald Bastow, who was a post-graduate pupil at Daimler from 1929 to 1932, after which he went to Rolls-Royce, working with Sir Henry Royce in the West Wittering drawing-office before joining W.O. on Lagonda and Armstrong Siddeley projects, has made his contribution. He has written his book from definitely the engineering aspect. First he looks at Bentley rotary aero-engines, again exonerating W.O. from the accusations made by Alec Ulmann that these BR1 and BR2 rotaries were Clerget cribs, as we did in MOTOR SPORT at the time. Indeed, W.O.'s classic reply to Ulmann, as published in our pages, is fully reprinted.

Bastow then analyses in great detail all aspects of the W. O. Bentley motor car designs, using mathematical calculations, blue-prints, and many drawings and photographs to embellish his findings. The extent of this study can be gauged from the relevant chapter headings – Conception and layout, Four-cylinder engines, Six-cylinder engines, Gearboxes and propeller shafts, Axles, springing, steering, frame brakes. In reading these obtuse chapters I had at times the feeling that I had heard some of it before, probably because, inevitably, many of the photographs and drawings have been used in other books and perhaps because the Bentley Drivers Club once put out a learned book listing all the materials used in W. O. Bentley cars, and the nature of these. This is not to say that those who can never have enough of the Bentley magic will not hang on every word Donald Bastow has provided.

The next part of his book is of more interest to those who seek new material, as it is in the same learned style but covers the Pre-WW2 Lagondas, and W. O. Bentley-designed Lagonda and Armstrong Siddeley cars after that war. In these chapters, again with very complete coverage by way of engineering drawings, diagrams, graphs and pages of calculations, Bastow looks at the Lagonda V12 and LG6 cars from the viewpoint of their conception and layout, and he analyses the V12 engine, the V12 and LG6 gearbox, and the chassis arrangements of both these fine motorcars. Then, in the post-war chapters, he tells of that 3-litre Armstrong Siddeley project of W. O. Bentley's that MOTOR SPORT made much of some time before this informative book was published, and he takes apart W. O. Bentley's 2.6-litre twin-cam Lagonda. It is not all drawing-board stuff, because Bastow discusses the handling properties of the 2.6-litre Lagonda and 3-litre Armstrong Siddeley cars, but again with pages of supporting figures and graphs. It is interesting that he says what a pity it was that the control of the Lagonda's development passed out of W.O.'s hands before the rear-end breakaway problem of the car's i.r.s. system and probable "oversteer in practice" could be cured.

Those who like Bentleys and Lagondas to a sufficient extent are going to read this book. But I warn them, they have some heavy going ahead of them! However, it is right that Bastow should get this off his chest and we may hope later for some perhaps more lighthearted reminiscences from his pen about his experiences at the Daimler, BSA, Metalastic, Jowett, Coventry-Climax, Birfield, Hardy-Spicer and Electric Vehicles factories, etc. His present book is dedicated to Margaret Bentley (I hope she understands it) and Walter Hassan, OBE has contributed the Introduction – W.B.

"Art and the Automobile" by D. B. Tubbs. 144pp. 11¼" x 8¼" (*Lutterworth Press, Luke House, Farnham Road, Guildford, Surrey. £6.95*).

This is an attractive theme, of interest to

collectors of motoring *objects d'art*, picture-loving browsers, and I suppose some historians. It has been done before, but mainly from the aspect of motor advertising. In this book the knowledgeable Douglas Tubbs looks at all forms of motoring art, from that of motoring pre-history in the nineteenth-century, commencing with steam coaches on their presumably lawful occasions, through paintings and drawings of the racing monsters of 1895 to 1905, to motoring sport in the modern times and car styling in the jazz age, etc. Tubbs also deals with the art of Ernest Montaut and has other chapters about the work of Gordon Crosby *(see* also review of Peter Garnier's book about Gordon Crosby in last month's MOTOR SPORT), Bryan de Grineau, Geo Ham, Roy Nockolds, Peter Helck and others. Motoring sculpture, mascots, and the like get a chapter to themselves.

The author has been able to include some reproductions of original Montaut drawings not previously seen. A point I would raise is that Tubbs says the car in which artist Pierre Bonnard travelled with Octave Mirbeau whose book was published in 1907 was an 11 c.v. Renault, whereas reviews of the recently revamped illustrations to this book and a TV documentary about them, called the car a Charron, even to the TV people, having the nearest they could get to the correct type of Charron filmed running at Beaulieu. A Charron's frontal treatment is subtly different from that of a Renault's, and I would back Tubbs as correct. I would, however, take him to task for referring to "the bad poster advertising Brooklands by Louis Vallet, b. 1856" because I have the framed original of this picture, almost certainly commissioned by H. F. Locke King himself, and while admitting that it is a rather odd representation of motor racing, it does cover the makes which competed at the very first Brooklands Meeting, in no more flamboyant a fashion, surely, than that adopted by many other artists not accustomed to the racing car? This painting was not originally a poster but an illustration used for a great many years on the covers of the BARC race-cards, although it was later used as an advertising poster then in black and white I think. (It would be nice to know why Locke King used Vallet, a horse-race artist I believe, although this fits in well with the Brooklands of 1907.) Finally, was not Count Zborowski's Christian name Eliot, *not* Elliot? Incidentally, we have been well-served with motoring art-books lately, with the Helck and Crosby volumes and that great Terence Cuneo book that includes his motoring works.

"Bunny" Tubbs is to be congratulated on collecting together so much very interesting information on this specialist subject and for finding so many fine illustrations even to photographs of motoring artists at work and engineering drawings, as well as the pure art-form, if that is a permissible expression for automotive art. Obviously it is largely the illustrations that make this book so attractive to look through, 225 of them, of which 50 are in colour. It is a pity that some of the best are diminished by being on the folds of double-pages. There is a comprehensive index, the paper is good, and the dust-jacket and the end-papers are part of the whole, as it were. The text is informative, for those who like art but not the motor car, as well as for us. I rate this a great achievement. It is exhaustingly complete.

I have said that there have been other books on automobile art and the author endorses this by acknowledging *L'Art et L'Automobile* by Maitre Herve Poulain (1973) which he regards as the standard work on the subject – another book for collectors? – and to which he was introduced by Peter Blair Richley, who also took Tubbs to the paintings of Comte Geoffroi de Beaufort.

Incidentally, have you noticed how publishers have started to drop 5p from their book-prices, for the same reason, presumably, as milliners once docked a farthing from the prices of *their* goods. – W.B.

"The Power Behind Aston Martin" by Geoff Courtney. 164 pp. 8¼" x 5½" *(Oxford Illustrated Press Ltd., Shelly Close, Headington, Oxford, OX3 8HB. £5.95).*

Rather odd, this one. It is written by a person who didn't discover Aston Martin until ten years ago, when as an evening provincial newspaper reporter he found himself near the Newport Pagnell Factory, and tested a DB6 for his paper. Courtney admits that he is not an Aston Martin enthusiast. His little book is illustrated with photographs taken by Roger Stowers and its short chapters are simply interviews with those who have built Aston Martin cars – Augustus Bertelli, Claude Hill, Sir David Brown, Harold Beach, Alan Curtis, Rex Woodgate and Sid Norman, Well, anything, within reason, which adds to one-make history is welcome, I suppose, but I would have preferred reprints of the very interesting articles on the late Lionel Martin and on A. C. Bertelli that the AMOC has published in its excellent magazine, and which were so informative. In this book the Lionel Martin days are caught only in a few pictures of his cars and in a list of AM production figures. The photographs of the celebrities the book is about are satisfying, Bertelli in a leather armchair with an antique chest-upon-chest in the background, Hill in a very modern arm-chair by a picture-window, Sir Davis Brown on a settee with good furniture behind it, Beach in his office, Curtis standing by what looks like an aeroplane in his front garden, Woodgate in the factory, and Norman outside his home-garage with Aston Martin TYE 758S – W.B.

"More Healey-Frog-eyes, Sprites and Midgets," by Geoffrey Healey. 224 pp. 9¾" x 6¼". *(Gentry Books Ltd., 16, Regency Street, London, SW1. £8.95).*

Geoffrey Healey's book about the Big Healeys was so informative, being written very much from the "inside", that one welcomes this additional book, covering in very great intimacy the small Austin-Healeys and associated models, which are now, I am told, "collector's pieces". It is a very interesting account of the introduction and development of these well-liked small sports-cars, not overlooking the manner in which, during their long innings, they were raced, rallied, and used for record-breaking. The book chapters, (following an interesting Introduction to Donald Healey, father of the author, who was responsible for these and other notable sports-cars, in which good pictures of his Invictas, Triumphs and Healeys as used for competition motoring appear) cover the small Healeys in respect of how the idea was conceived, the advent of the Frog-eye, the arrival of the Sprites and Midgets, and how these cars were developed, raced at Sebring, in the Targa Florio and at Le Mans, etc. used also in competition motoring by privateers, etc. The book has the expected appendices, lists of clubs, etc. and altogether is the "bible" for owners and enthusiasts for these cars. The illustrations are first-rate. I am sure the car which Geoffrey says in the book's Introduction that he liked best, the special Sprite built for the 1965 Targa Florio race, which would do 125 m.p.h., gave 35 m.p.g. on the road, was comfortable, its handling precise, and its only drawback was that it leaked water, is just the kind of small sports-car for present-day conditions. Geoffrey says he still has the drawings, in the hope of one day making another of these Targa Florio Sprites . . . –W.B.

"Theme Lotus" by Doug Nye. 200 pp. 10" x 7½". *(Motor Racing Publications Ltd., 28, Devonshire Road, London W4 2HD. £7.95).*

As if Doug Nye's name wasn't enough to guarantee accuracy and in-depth research, Colin Chapman's Foreword gives the absolute stamp of authenticity to this definitive treatise on Lotus involvement in Formula One. To elicit the full background to Lotus, the fastidious reader would do well to complement his reading of this meticulously researched work with perusal of MRP's other Lotus titles, *The Story of Lotus, 1947-1960: Birth of a Legend* by Ian H. Smith, and Nye's own *The Story of Lotus 1961-1971: Growth of a Legend.*

Nye's effort is a brilliant combination of conciseness and technical detail, for which the author has an uncannily perspicacious eye. Nevertheless it is not a particularly easy read, but the true enthusiast will find the story of the genius Chapman's 21 years of Formula One achievement both fascinating and compelling. For those with lighter reading in mind, the thoroughness of the captioning to the 200 or so excellent photographs will ensure him of a pretty thorough history on its own!

Nye relates that according to Chapman, Lotus drifted into Formula One against his wishes: "I was only interested in Formula Two and sports cars, and the Elite. I didn't want to get involved in Formula One, we weren't ready for it, but the drivers were all fired up and Climax were doing bigger engines, so away we went". The Lotus Formula One debut came in the BRDC International Trophy Race at Silverstone, on May 3rd, 1958, when Graham Hill drove a Team Lotus 12 fitted with a 1,960 c.c. FPF Coventry-Climax engine to eighth place. Nye guides us through the quite remarkable number of 26 Formula One types (including the Indianapolis and Tasman cars, so inseparably intertwined) from the 12 to the all-conquering 79. Along this overwhelming route Nye uncovers disasters ("when the brakes weren't failing the chassis was breaking, and when the chassis wasn't breaking then wheels were falling off – no wonder Graham got peed-off with it . . ." said Innes Ireland of the 16) and triumphs ("The 78? Well I'll tell ya – it's just beautiful. It feels it's painted to the road . . ." expressed Andretti about the 78).

This is a rivet and weld, alloy and steel book, not a race-by-race account of Lotus victories, failures and tragedies; the earlier books cover that side adequately. But the appendices at the back of the book contrive to give what must be the most comprehensive record yet published of Lotus Formula One race-by-race and chassis-by-chassis results and history.

Yet there is humour and a human side to the story. The sheer genius of Chapman is forever dominant and astonishing, but here was, and is, a genius surrounded by other legendary geniuses: Rudd, the Costins, Duckworth *et al;* and by the best drivers in the World.

Publication dates prevented Nye from taking his important, historical tale beyond July 1978, so we do not read of the terrible tragedy of Monza or season-concluding double World Championships. But perforce this is a story without a foreseeable end and even as I write this the Lotus 80 is taking shape at Ketteringham Hall. – C.R.

Cars In Books

I AM indebted to a reader, Mr. J. E. Robinson of Barnsley, for drawing my attention to a book with some interesting motoring references, namely "Portal of Hungerford" by Denis Richards (Heinemann). Had I known of it I would have read it myself, and I shall now set about doing so, if for no better reason than because the period with which it deals appeals to me and because I once had the temerity to write to Marshal of the Royal Air Force, Viscount Portal of Hungerford, KC, GCB, OM, DSO, MC, about the 1914 Berliet "Whistling Rufus" that he raced at Brooklands in 1923, when I was writing my book on the subject of that great motor course.

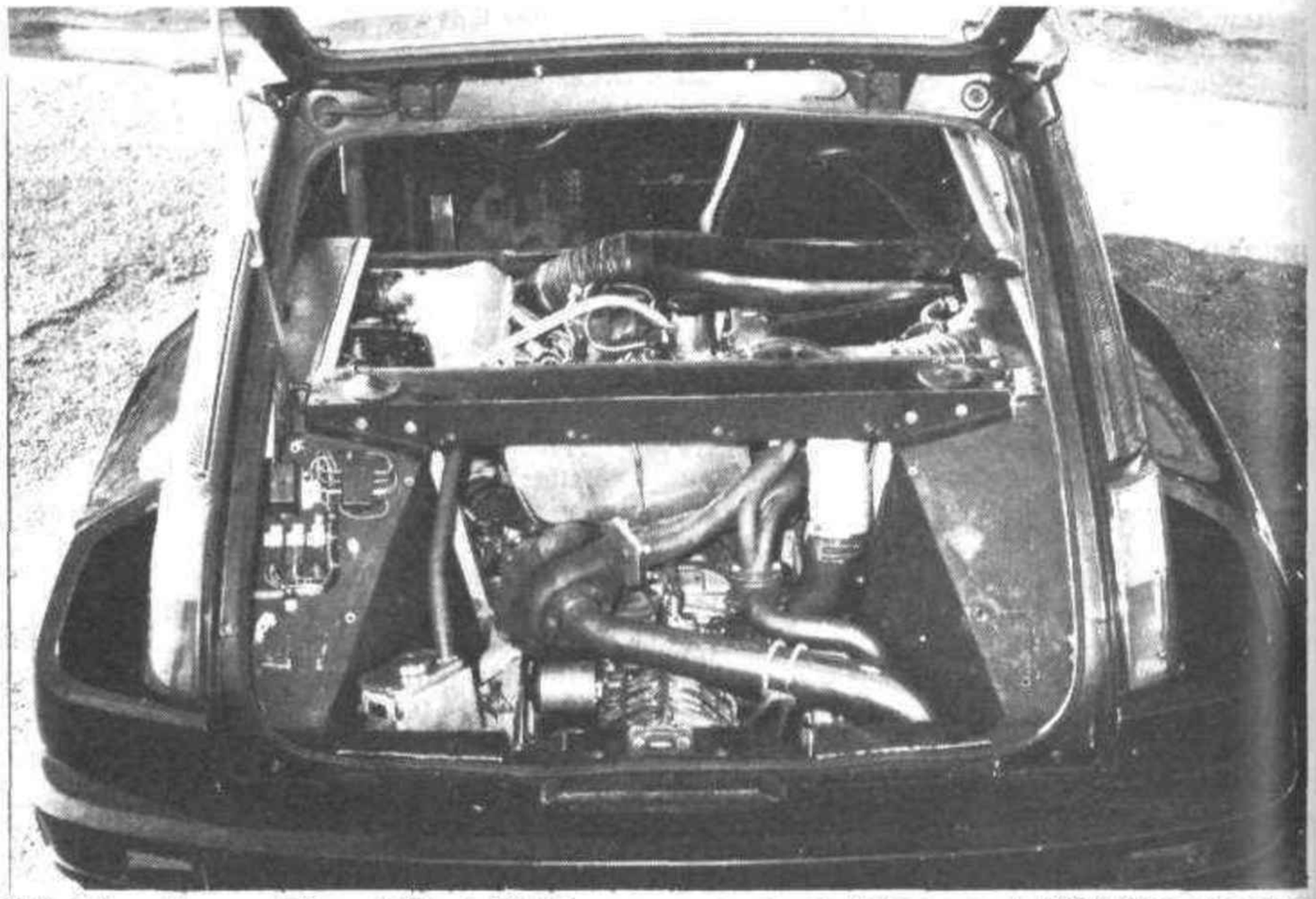
I received a courteous and informative reply, in long-hand, from which I deduced that in the midst of all the high-level business at the Air Ministry, Viscount Portal was happy to take time off and recall his old motor car. It is indeed mentioned in the book, and named as "his open Berliet 20 car, its bonnet held down by a strap (shades of Brooklands) ... widely known as 'Whistling Rufus' from its noise when the squadron leader piloted it at speed...." We are told that this Berliet was used for journeys from Portal's house in Woldingham in Surrey to the Air Ministry, to which he had been posted from Staff College in April 1923 and that it was to remain a cherished adjunct of the Portal household for many years. More about it, and details of its eventual fate, in my "History of Brooklands Motor Course" (which Grenville are about to re-issue in fully-revised form, now with a car-index, for those who still want to read it).

Apart from this reference to Viscount Portal's Berliet, the aforesaid book tells of how his sporting father, E. R. Portal, took up bicycling in 1893 and motoring in 1903, going to the Crystal Palace Motor Show in February of the latter year and buying a 10-h.p. Wolseley for £475. Later in 1903 he drove this car to Scotland and his love of motoring led to a succession of cars, named as De Dion Bouton, Fiat and Zedel, all of which Lil Portal also drove. They were used to journey to Scotland for the summer holidays but tyre trouble was rife, "an average of 188 miles without a puncture" being recorded in July 1914. Apart from his father's motoring, the beginnings of Viscount Portal's motorcycling days are referred to. He had a 6.6-h.p. BAT which he rode in 'Varsity events while at Oxford in 1913, spurred on by his friend C. G. (Jim) Brocklebank, who, of course, later raced a 1913 Grand Prix Peugeot car at Brooklands in the 1920s. It is recorded that at Kop hill in 1914 Portal on his BAT was able to beat the great Openshaw's 90-bore Zenith and Brooke's Indian, due to the slippery nature of the road – those who did not open out because of this being said, rather delightfully, to be suffering from "grease nerves". At this time Brocklebank had a Mathis car. In 1949 Portal joined the Board of the Ford Motor Company and had a Ford Pilot, which is said to have frequently shown 100 m.p.h. on its speedometer (which belies Ford's reputation for accurate speedometers!), and later Ford models.

W.B.

Mazda's record rotary speed

THE Mazda RX-7 sports car has clearly caught the imagination of the American public and it was obviously not going to be long before somebody capitalised on this 120-m.p.h. machine's competition potential.



This is how the men of Renault Sport filled the rear compartment of the normally FWD Renault 5 when they decided to make a rallying prototype. The Garrett AiResearch turbocharger can be clearly seen above the 5-speed transaxle. A low compression version of the 1.4-litre Renault-Alpine engine is also equipped with fuel injection and is expected to yield 260 b.h.p. A pair of such prototypes is now in running order, complete with side radiators in the large wheelarch extensions at the rear.



Car and Driver magazine took the car especially to heart and staff writer Don Sherman recently set a class record of 183.904 m.p.h. at Bonneville Salt Flats in Utah.

Goodyear tyres were mounted on special smooth centre wheels, with Koni supplying the shock absorbers (as they did for the World Championship Lotus in 1978) and NGK the spark plugs.

Silence!

THE RAC have extended the mandatory silencing of exhaust systems for racing cars still further this season. Last year six categories were affected, and a further six are to be drawn within the net for 1979, leaving only international formulae outside the web.

The largest outcry has come from the requirement to silence Super Saloon cars. By their very nature these machines carry all kinds of exotic power-plants, as we on MOTOR SPORT discovered when track testing a Volkswagen propelled by an elderly Cosworth DFV 3-litre some two years ago.

It does seem a shame to lose such an inherent part of racing, but when one considers how close some venues have come to closure over noise requirements, it is not a surprising measure.

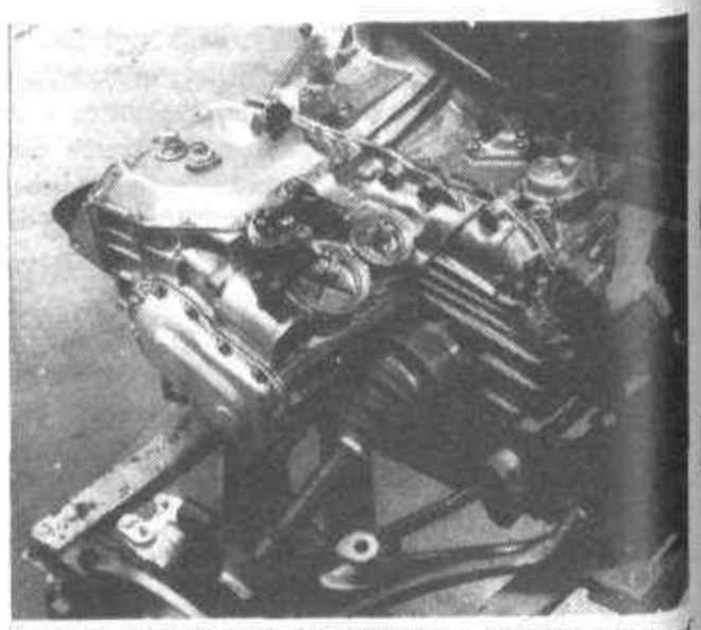
The exempt categories are: Formula 1-3 single-seater; Atlantic and International Group 1½ (though it is not an FIA formula); Group 2 saloons; Group 5 "silhouette" cars; Group 6 sports cars and recognised historic cars complying with past or present FIA regulations. The level required is 85 dBA at 16 metres, or 115 dBA at 0.5 metres.

Saloons *v* sports cars

DONINGTON PARK circuit's management have taken the courageous step of promoting a six-round Grand Touring Championship that caters for modified saloon and sports cars.

By accident it has been found that these two categories together can provide very entertaining racing. As an increasing number of sports cars are growing longer in the tooth, having passed from production some years previously (*e.g.* Elan, Marcos), this is a welcome fillip for such machinery.

Donington plan to divide entries into four classes: over 2,500 c.c.; 1,501-2,500 c.c.; 1,001-1,500 c.c. and up to 1-litre. The first five finishers in each class are to be rewarded on a scale that stretches from £20 to £60.



Lancia completed the six-year development of this significant three-speed automatic transmission for front wheel drive application, after originators AP decided to withdraw. Designed along conventional torque convertor lines, it is optionally available at nearly £400 on the Lancia 2000 ES Beta: later on deliveries will also commence upon the Beta 1600. An appreciated chance to drive the Beta 2000 automatic in Italy proved this automatic has been developed for the sporting driver, and is exceptionally sensitive to kick-down demands on the throttle.

My Year's Motoring

The Editor Looks Back on the Cars He Drove During 1978

I HAD intended giving this annual look-back a miss this time, after more than 25 years of summarising my previous year's road-test reports, especially as I do not wish what follows to appear to be the total road-testing done by MOTOR SPORT in 1978. However, as there is a move afoot to produce a quarter-of-a-century of these summaries of road-testing in book-form, I have been persuaded to write another article in the series. Anyway, it was not my idea in the first place. I simply copied H. S. Linfield of *The Autocar* and now everyone seems to do it; if quantity is a criterion, road-test reports must be the most sought-after aspect of any motor paper, for these days such reports are prolific. This being the case, it is to the credit of most of the manufacturers' and concessionaires' Press departments that we get such good service when it comes to borrowing new cars for assessment, although there are some unfortunate exceptions.

Looking at my 1978 Leyland diary, I see that I sampled a smaller number of cars last year than I have in the better years of the past. Nevertheless, it was a satisfactory year. It was in 1978 that I should have again had a clean driving licence because the endorsement inflicted by Cheltenham magistrates for a speeding offence expired technically in March 1978. That it is still there in 1979 and will remain on my licence until it is again due for renewal in 1983, for an offence committed in 1974, is another of the DVLC's nasty little ways. They explain that this is in no way an extension of the punishment imposed by the Justices but just a move to enable a Court to be aware of it if a driver is convicted of a further offence. It sounds very Irish to me. A term of punishment is served and the charge cleared; if it is to affect future Court procedure, how can it be said that it will never constitute an increase in the punishment, which Miss Grinnell of the Drivers Enquiry Unit at Swansea would have us believe? I have an idea that after another year I can buy myself a really clean driving licence, but as the Justices of the Peace decided that driving a small VW for a few hundred yards at 40 m.p.h. in a deserted road should cost a fine of £10, why should I be required to pay an additional fine to be rid of an endorsement which was to run for only three years anyway?



The year went out on a high, if cold, note with the magnificently engineered Mercedes-Benz 280E.



Yet another good product of the VW-Audi group, the Audi 100L Avant was discovered to be an exceedingly useful and economical hatchback.

Having got that off my chest, there is something else. I note that the old bogy of trying to make all drivers use dipped-headlamps at all times, even in well-lit city streets, is being flogged by a contemporary weekly as costers used to flog unfortunate ponies and horses. Those who retort that such headlamps cause dazzle are told that their eyesight must be faulty. But those who say they cannot see cars properly that are on sidelamps only might equally be told that they should see an optician, surely? I would feel a fool driving about in good daylight or blazing sunshine with even my sidelamps on, and have been spared this conspicuosity by not having been offered a Volvo for road-test for a very long time! But it has to be conceded that this rugged barge comes from a land where they know about bad weather. Yet what does a Volvo use for its permanent, wired-to-the-ignition running-lights – sidelamps, of course, not dipped headlamps. Taken to its logical conclusion, as something which moves is usually spotted sooner than something that is stationary, ask any Army or Police sniper, if moving cars need dipped headlamps all the time, even in brightly-lit streets, parked cars must presumably need them all the more, which is clearly nonsense. So cannot a bit of common sense prevail and drivers use the right lighting for prevailing conditions, as most of them do anyway, and this silly campaign be ignored? I am speaking for car drivers; the motorcyclists must think for themselves. What a horrible thing it would be to find oneself strapped to a car with its lamps all ablaze, its fail-safe

brakes working properly, its rear fog-lamps alight, and then to die from a heart attack through worrying about it all . . . which seems to be the way some drivers will go.

Another moan concerns the way in which local Councils who have the available manpower and mechanical diggers are forever straightening out nice bits of winding road, over which it was once a joy to drive. There are now many Motorways and dual-carriageways for commercial vehicles and business motorists so why do we have to tolerate the widening and straightening of country lanes and by-roads? It takes all the fun from driving and soon handling qualities and the feel of the steering will count far less than formerly in the assessment of a car's qualities. It is as if the bureaucrats would prefer that we never turned the steering-wheel at all! Even in my own, nicely-remote, part of the country, costly road-widening and straightening is the norm. The twisty little "mountain" that takes you from Llandegley to the Forest Inn, and to me represents the end of England and the entry to Wales, will soon, it appears, be gone, in favour of a straight switchback, and no longer will tourists on the A44 see anything of New Radnor village unless they look for it. In making all roads straight and the same, much of the pleasure of touring is lost, yet the nice road through the Aberdew valley is now a wide highway, "for the benefit of the tourists", we are told. What folly, what expense. . . Just what tourists don't want! These few examples can be multiplied one-hundred-fold, a thousand times. . . .

Another disappointment last year was the destruction of historic sheds at Brooklands, in one of which I took my first steps in writing for the motoring-press, and another disappointment the discovery that the Chairman of Bass-Charrington, whose premises will replace those old Brooklands premises, did not think it worth replying to my letter on the subject, a singular discourtesy. If I were a beer-drinker I know which brand I would avoid, from now on. . .

Anyway, to the cars of 1978. The first one I tested was the **Volkswagen Golf GTi.** This pleased me as much as the VW Beetle had done in its heyday. It performed remarkably well in this fuel-injection 1,588-c.c. guise, handled well on Pirelli tyres, and possessed a satisfying gear-shift, from a lever surmounted by a golf-ball! I have perhaps never derived so much satisfaction, as I used to do in those Beetle days, from a car elegantly finished, technically interesting, and



The Opel Rekord 2.0 Berlina, average family transport.



Sporting holdall. The Reliant Scimitar GTE in its latest form proved to be extremely good fun to drive quickly.

fun to use. The modern Volkswagens may not be unconventional, now that almost all small cars have gone over to front-wheel-drive and water-cooling, but they still exude much of the owner-appeal of the once-dominant Beetle. Incidentally, VWs remain in the family, as it were, a son-in-law having just taken delivery of a new Ziebarted VW Scirocco. The Golf was followed by another good product of this group, in the form of an **Audi 100L Avant,** which I discovered to be an exceedingly useful hatchback, capable on snowy roads, nice to drive, and again decidedly economical of fuel, which was in short supply at the time of the test due to tanker-driver strikes – how history repeats itself.

A third German automobile came up for appraisal next, an **Opel Rekord 2.0 Berlina.** Whereas the Audi had taken me to a non-motoring pursuit in the form of a visit to Wembley Conference Centre for the *Model Engineer* Exhibition (which had also attracted D.S.J., Bolster and others from our world), the Opel was used to tender my 1922 8-h.p. Talbot-Darracq when it set off to be successfully DoE-tested. This was probably an Opel rushed through for test, because bits of interior trim fell off it, a happening not exactly in the quality tradition of post-war Opels. I thought this new droop-snoop Rekord an average sort of car, fine for family transport, its boot size increased, quiet on Motorways, comfortable, but a bit lurchy on corners. After it had been returned to Mr. Ken Moyes of GM I had a **Renault 20TS** to try. Here



The Reliant Kitten, amusingly crude but capable.

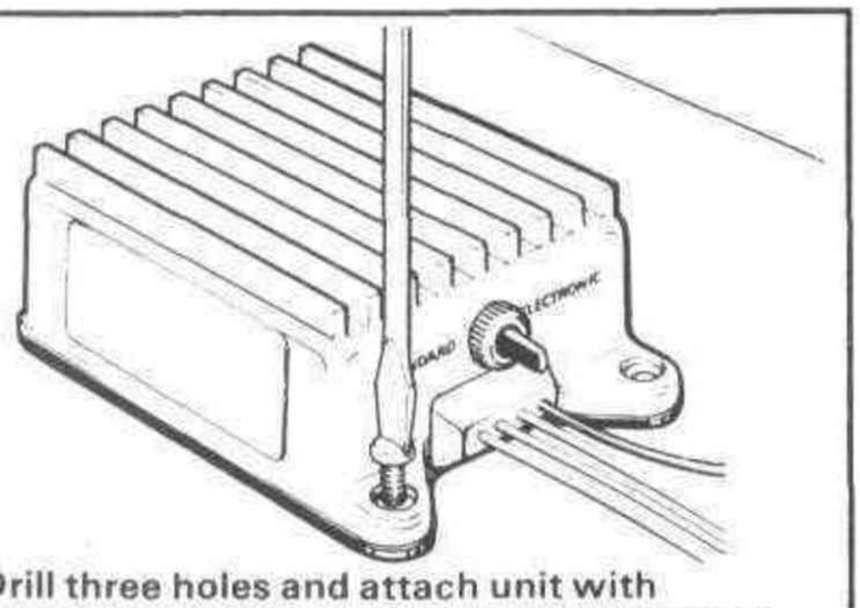
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FITTING IS AS EASY AS 1-2-3

Have you wanted to fit electronic ignition but were worried by complications, reliability and cost? Well, Mobelec MAX is made for you.

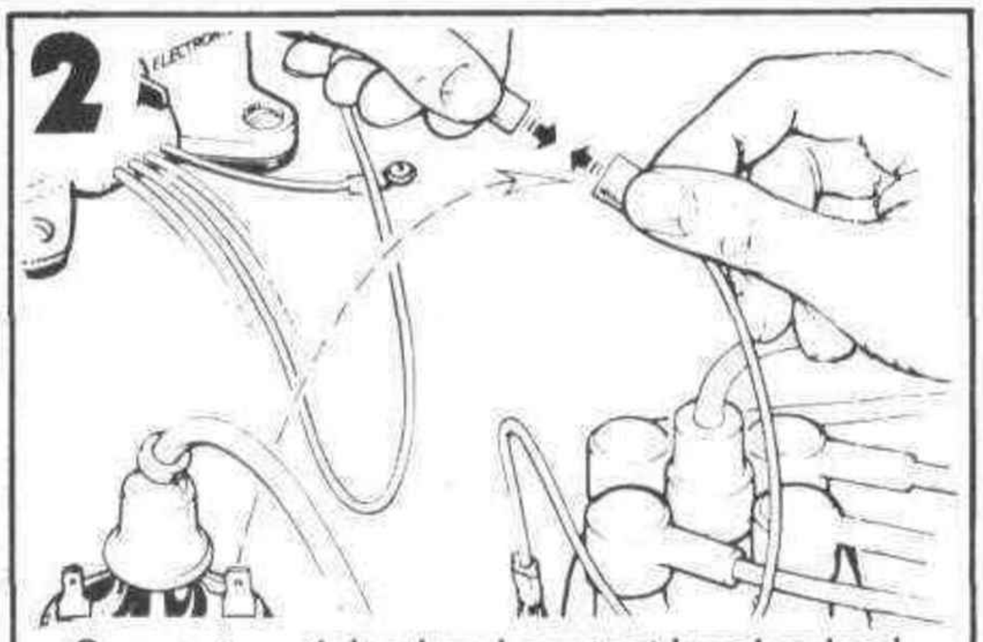
Fitting MAX is easier than changing a set of contact breaker points.

1



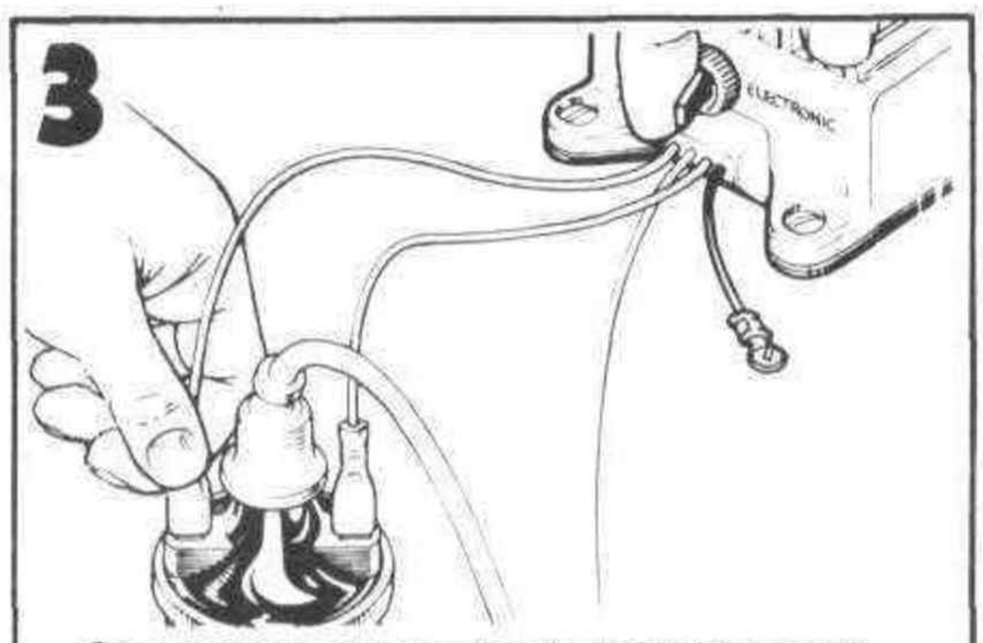
Drill three holes and attach unit with mounting screws provided for sure-footed vibration proof mounting.

2



Connect earth lead and contact breaker lead to unit.

3



Connect two system leads to ignition coil terminals and set security switch.

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Available from all good accessory shops.

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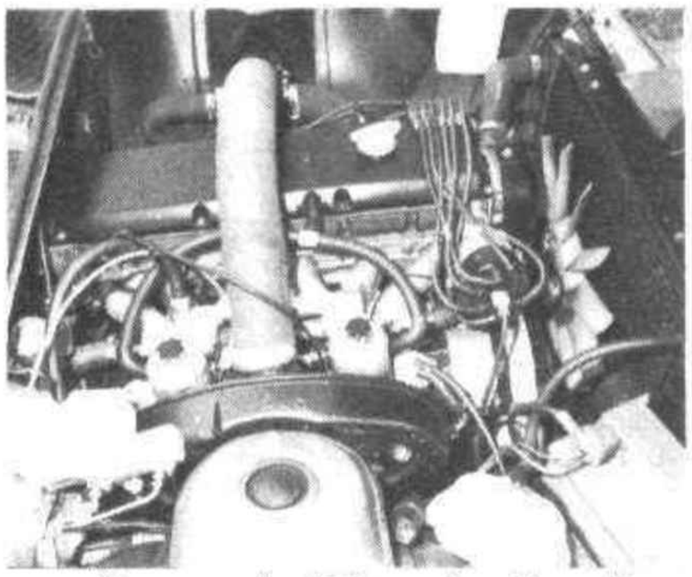
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No.1 IN ELECTRONIC IGNITION





The Rover 2600, with its six-cylinder o.h.c. engine, proved an extremely acceptable and thoroughly good temporary substitute for the indisposed editorial 3500. Right, the Vauxhall Chevette 2300 HS, an entertaining road burner.

was a fine example of the modern Renault, no longer over-softly-suspended, a five-door hatchback with central door locking (but not of the tailgate), rather indifferent power-steering, and the expected high degree of ride and seat comfort, a very good car indeed for those with loads to move, touring to do, and an eye for a bargain. Some expected items of equipment, such as no intermittent screen-wiping, no lock on the petrol-filler cap, etc., may have been skimped but

I thought the o.h.-camshaft Type 829 2-litre engine very well suited to the car, although the drive to the front wheels could be quieter. This Renault took us to the very interesting Welsh Folk Museum at Cardiff.

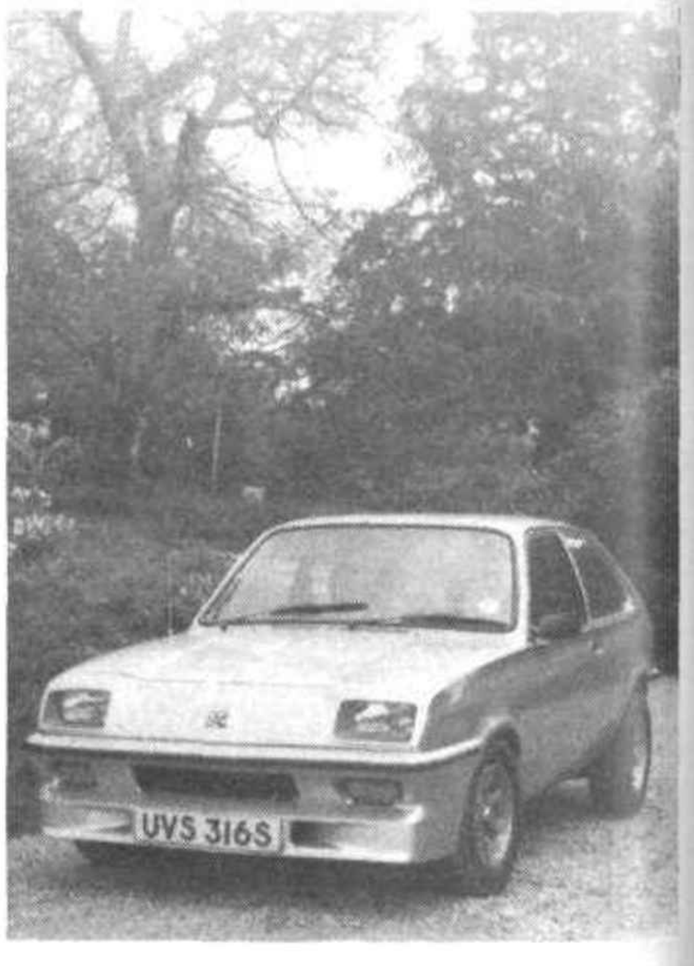
The only Fiat that came to me from Seth-Smith's emporium last year was a **Fiat 132 2000GLS** but our Fiat 126 continued to be useful and cheeky on local journeys. As the top-model from the great Turin plant, this Tipo 132 was a disappointment. Although not bad value regarded as just another family conveyance. It could certainly be hustled round corners, if not very tidily, with notable adhesion, on its special Pirelli P6 tyres, and if the boxy appearance is old-fashioned, the performance from the twin-cam, five-speed, 2-litre power pack was pleasingly sporting. An even more sporting holdall arrived next, or rather was collected from Tamworth, a **Reliant Scimitar GTE.** It was extremely good fun to drive quickly, especially remembering how



The Renault 20TS, a very good car indeed for those with loads to move, touring to do and an eye for a bargain.

long this glassfibre-bodied, rustproofed "businessman's-express" has been in production. I found it a car I liked, its controls sensibly laid-out, the 3-litre Ford V6 engine well suited to it, and the ride and roadholding now, in general, above criticism. Rather cramped about the elbows, like a Bristol, there is a pleasing if difficult-to-define air of "character" about a Scimitar which I found I still enjoy. The test car ran free from rattles and with the little back seats stowed there was an unexpectedly large luggage area, in which an English-setter who dislikes motoring made a comfortable enough journey, with much luggage, from London to Wales. It is to be hoped that Reliant survive, for no other car quite fulfils the function of their ingenious and nicely old-fashioned Scimitar.

During the year I also found myself using a **Reliant Kitten estate,** an amusingly crude but capable package, again with a non-rust body, easy to load, and very commodious. After a few unimportant teething-troubles had been rectified at first-service, this surprisingly willing little thing gave admirable results, at around 48 m.p.g. of petrol without trying for the over-50s it also returns if you drive that way. We became so captivated with it that my wife purchased this



Kitten and it is now giving a daughter and her husband very good service. Indeed, at Christmas it did London, N. Wales, Edinburgh, Yorkshire, London without any anxiety. This Scottish family reunion must have involved some 3,300 miles, as another daughter came up from London in a Ford Escort.

After an enjoyable day at Luton as guests of Derek Goatman of Vauxhall's, for that make's 75th anniversary party, I was allowed to drive away in the homologation-controversial **Vauxhall Chevette 2300 HS.** It would be trite to say that with this 2.3-litre 16-valve engine in a Chevette shell the vehicle performed well! It proved, indeed, a most entertaining road-burner, and just one more example of Chevette versatility. A calamity now entered the Editoral existence. The **Rover 3500** which was on long-term appraisal and in use when other short-term road-tests were not being undertaken, had been driven happily to Prescott for the Bugatti OC's party celebrations. It was parked on a steep downgrade in a field and on the run back into Wales the usual hush was broken by a whine from the back axle, which became progressively



The Princess 2000, not the near disaster it is alleged to be, above. At its best in traffic and easy to drive, the Peugeot 305, below, is an interesting car.

worse. Indeed, so bad was the cacophony that the car was pronounced undriveable by a friend who is a high-ranking BL engineer. The Rover people collected it on a transporter (at 14,560 miles from new), to avoid complete seizure of the axle, which was leaking oil – the downgrade at Prescott may have started this but I refuse to believe that the original oil-seals were allergic to grass! As a substitute I was lent a **Rover 2600.** Although obviously not as smoothly accelerative as its big brother, and on kick-down or in hold-two the 3500 vee-eight really does open-up most impressively, this six-cylinder relation, with the Triumph Dolomite Sprint-type valve-gear, proved an extremely acceptable substitute. I grew to like it very much indeed, on long runs to VSCC Oulton Park, the Brooklands Re-Union, etc. and I would rate it as a thoroughly good car for those who are anxious to have a Rover but do not want to fuel a big multi-cylinder engine. At the time I had a run in the new **Princess 2000** with Leyland's long-awaited overhead-camshaft engine and although the experience was too brief to form any lasting conclusions, I do not share the view of some writers that this car is a near-disaster. The Rover 3500, when I had collected it from Solihull, had been up-dated in minor ways and although it has ever since had a back-axle whine on the over-run, has been a reformed car, reliability-wise, except when the wiring loom caught fire in the Acton underpass and filled the car with acrid fumes. I said that I would report on it again when it had run perhaps 40,000/50,000 miles or so, which it has not accomplished as I write. But I must say here that few cars please me more, and many costly ones tried do not come to the Rover's overall "enjoyability" factor. Fuel consumption was put back to 21 to 22 m.p.g. and for a time the fuel-gauge's readings actually meant something! The gauge is now as vague as ever but I must say that on the winter snow the eight-cylinder torque and the grip of Michelin XVS tyres has proved useful (the originals, after 23,000 miles). In some ways this big Rover has been an unlucky car, incurring undeserved dents and damage not its fault, and it spun through 180° on the M50 in the dark and rain one evening when I had to swerve fiercely to avoid some heavy object in my path, which destroyed one of the car's very substantial front towing-hooks. To end up facing the wrong way in these circumstances, with fast-approaching traffic coming up, was a new experience, but some quick thinking and the Rover's acceleration saved the day. By their antics the other drivers were more alarmed than I was. During the year the car was fitted with a Skyport roof, rendering it more easily ventilated, making the interior pleasantly light, and also making this smooth, quiet-functioning car easy to pick out in a crowded car park.



Reverting to the BOC Prescott party, Peter Garnier kindly took me up the famous hill in his Lancia Aprilia, as I had driven these cars there before the war. Indeed, I did so at the Opening Rally in 1937 and clocked a very good time, not because I was the ace-driver some people seemed to think at the time, but because no-one except me had been allowed to even walk up the then-new Prescott beforehand, whereas on behalf of MOTOR SPORT I had made many ascents of it in a Fiat 1100 Balilla saloon, some time before this day of the timed climbs came round. . . I have "come clean" at last!

I went to another anniversary, the 1908 GP Itala's birthday party at Silverstone, in a **Lancia Gamma 2500** saloon and took this very complex flat-four Lancia to a gathering of the *marque* at VSCC Shelsley Walsh. As I did not have to buy the car I can say that I liked it, notably its low-speed torque and its good power-steering. As C.R. has commented both on the saloon and coupe Gammas, this will suffice, except to say that the Gamma is so contrived as to make me think that front-wheel-drive is maybe not the best arrangement for a car of this power. A little **Peugeot 305** was another interesting car, because there is such a noticeable number of new Peugeots now to be seen on British roads. At its best in traffic, as it is so easy to drive, this 305 did not manage to rekindle the warm regard I once had for all Peugeots, of so many figure-permutation types, and it blotted its copybook early on, when its speedometer ceased to function, so no fuel consumption figures could be taken. But these days, *pace* Issigonis, there are so many transverse-engined, front-drive little cars



A complementary rather than ideal pair. The Fiat 132 2000GLS was a disappointment, while the cheeky Fiat 126 continued to serve the Editor well on local journeys.



The complex, flat-four Lancia Gamma 2500 saloon took the Editor to a gathering of the marque at VSCC Shelsley Walsh.

about that it is difficult to distinguish one from another in enjoyment and appeal, unless concentrating on details and personal preferences.

I find with astonishment that only one Ford came to me in 1978, a **Ford Cortina Ghia 2.3 V6** estate, which fully lived up to what I had expected from this best-selling Ford in its top-model guise. It is just that it does most things just that much better than its rivals. Two Renault 5s, a **Renault 5TS** and a **Renault 5 Automatic 1300,** combined fun with economy as only small Renaults can and the Automatic version was used for some long, fast runs without giving its overall size or engine capacity a thought, so comfortable is "Le Car". The new **Vauxhall Carlton** is reported on elsewhere in this issue and although I have had the rare enjoyment of driving both the impeccably-behaved **Porsche 928 Automatic** and the new **Opel Senator 3.0E,** the latter one of the best-handling and most well-behaved of all big saloon cars I will leave C.R.'s comments on five-speed-versus-Automatic Porsche and saloon-versus-coupe Opels to endorse my very high opinion of these outstanding motor cars.

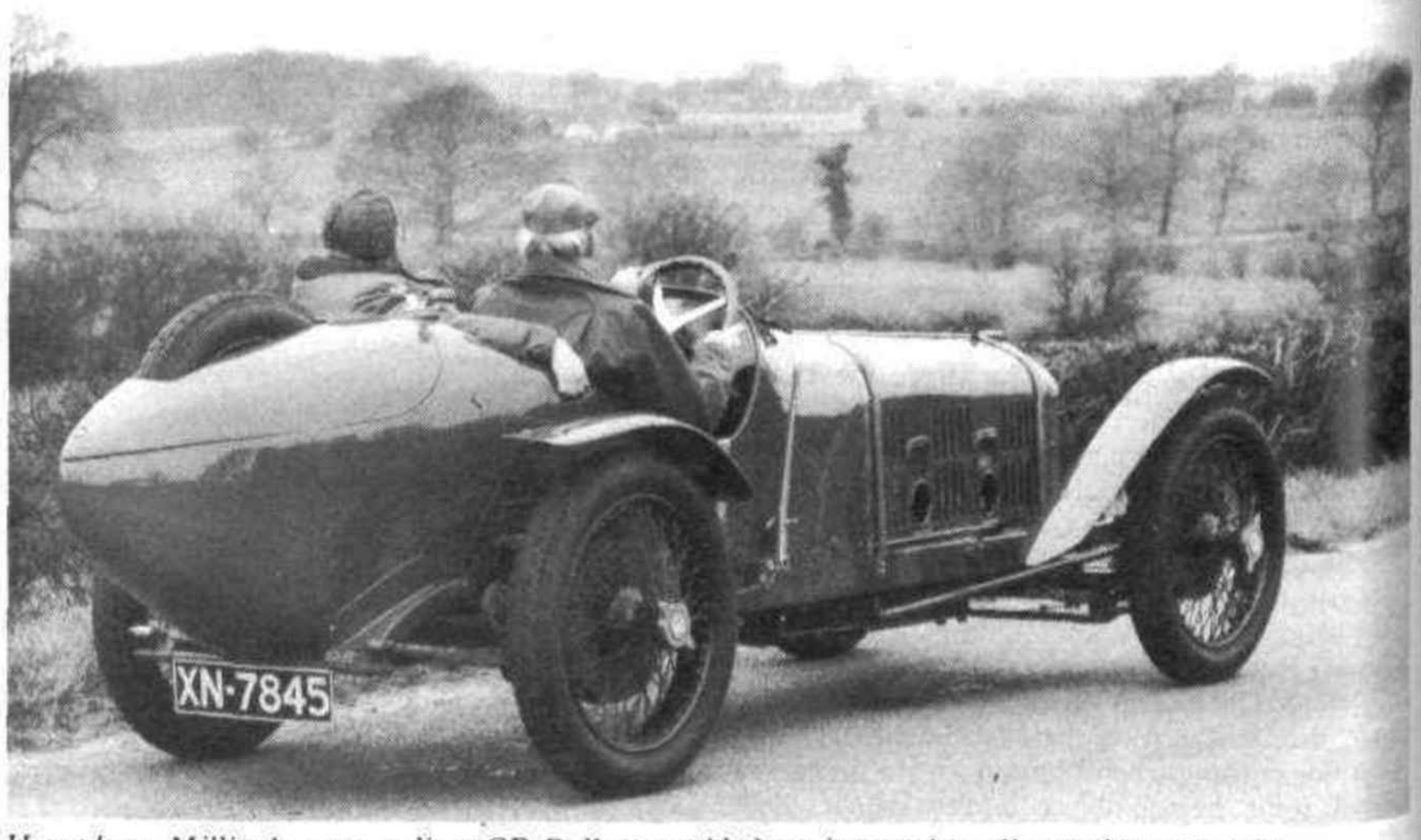
Finally, as my Christmas treat, Erik Johnson, of Mercedes-Benz (GB) Ltd., provided a **Mercedes-Benz 280SE** for the journey London-Wales-Scotland-Wales-London. This made what my friends told me would be a troublesome winter haul a great pleasure. The return run from Edinburgh to Powys was done, in teeming rain and gales, in well under six hours, including a stop, and the only grumble I have is that all the adventure has gone, since you can do almost the whole thing on the dual-carriageway A74 and the M6. This enabled us to average some 55 m.p.h. overall, whereas once the run to and from Scotland was, if not high adventure, certainly fun. That wasn't any fault of the 280SE, which, as perhaps the best-engineered saloon car made anywhere in the World, was sheer delight. I will not describe these delights one by one, for a Mercedes-Benz does not change greatly over the years and I have often written of them before. It is the small items that impress, the rear-window demister that extinguishes itself after some 30 minutes, the warning buzz, like a muted anti-thief device, to remind you that the car is being vacated with its lamps on, the splendidly progressive action of the brakes, the good power-steering, the smooth action of the DB automatic gearbox, and the very big fuel range, some 400 miles, so useful on this week-end of threatened petrol shortages. The Mercedes' dark veneer blends well with the interior *decor*, the heating is so quickly set to one's choice, the screen is top-tinted, one very substantial r.h. stalk controls the various services, there is a speed-control, central-locking of the doors also secures the fuel-filler flap, the instrument dials are easy to read but although the 2.7-litre, twin-cam, straight-six, fuel-injection engine revs. to 6,500 r.p.m., there is no tachometer to bother with, the boot-lid drains rain away from the interior, the bonnet has two simple-to-release safety-catches and rises under spring-action, and there is that neat electric sun-roof. This is a car that is always running 20 m.p.h faster than it seems to be, so effortless is it, and cruising it at around 80 m.p.h. does not reduce fuel consumption below some 22½ m.p.g. When you have tried them all, Rolls-Royce Silver Shadow, the BMW range, the new big Opels, or whatever, you come to the conclusion that the technicians at Stuttgart know it all and have provided a hugely successful car in this £12,749 Mercedes-Benz 280SE.

On the old-car front I had some motoring of a very different kind, in Adrian Liddell's racing Straker Squire, in Humphrey Milling's 1921 3-litre GP Ballot, in the Midland Motor Museum's 38/250 Mercedes-Benz, and on the Brighton Run in Leyland Cars' 1901 10-h.p. Wolseley, which is a nostalgic note on which to close these comments, on which the Photographic Department is going to hang some of its pictures. –W.B.

PETROL AND OIL CONSUMPTION OF CARS TESTED BY THE EDITOR IN 1978

Car	Petrol Consumption	Oil Thirst
Volkswagen Golf GTi saloon	33.1 m.p.g.	None, in 635 miles
Audi 100L Avant hatchback	Over 30 m.p.g.	–
Opel Rekord 2.0 Berlina	28.3 m.p.g.	None, in 800 miles
Renault 20TS hatchback	25.0 m.p.g.	–
Fiat 132 2000GLS saloon	27.6 m.p.g.	–
Reliant Scimitar GTE hatchback	25.3 m.p.g.	None, in 912 miles
Reliant Kitten estate	47.2 m.p.g.	–
Rover 2600 hatchback	25.7 m.p.g.	–
Ford Cortina Ghia 2.3 V6 estate	24.5 m.p.g.	None, after 600 miles
Renault 5TS saloon	37.8 m.p.g.	None, in 730 miles
Renault 5 1300 Auto saloon	32.7 m.p.g.	–
Vauxhall Carlton saloon	27.7 m.p.g.	None, in 500 miles
Mercedes Benz 280SE saloon	22.6 m.p.g.	None, in 1,098 miles

The tyres fitted to the test cars added up to nine cars on Michelins, four on Pirellis, three on Dunlops (one being on Denovos) and two on Goodyears. Fuel and oil consumption figures were not obtainable for all the cars tested.



Humphrey Milling's 1921 3-litre GP Ballot provided an interesting glimpse into the past.

The 1979 International Calendar

BY THE TIME this issue of MOTOR SPORT appears five international rallies will have been held in 1979, including the first qualifier of the World Championship, the Monte-Carlo Rally, in which Ford will have given rallying Fiestas their debut, one driven by Ari Vatanen and the other by Roger Clark MBE who most fittingly and deservedly was honoured in the New Year List for his fine achievements in the sport of rallying. Clark will have started from London, as will 1978 RAC Rally winner Hannu Mikkola in an Escort, but only one other car will have begun its rally with the short run from London to Dover, and that's a far cry from the convoys which used to leave from Glasgow.

The 1979 calendar contains all of 254 rallies of international status and it is interesting to note how they are spread, both geographically and throughout the months. Central Europe has by far the most events with 169, far more than the rest of the world put together – some two-thirds of the world's total in fact. Since rallying is more popular in Europe than elsewhere it naturally follows that the figures should reflect this, but they are artificially swollen by the tendency in some countries to seek international status for just about everything. France, for instance, has 43, Germany 33, Belgium and Italy 16 each and Spain 14, and that doesn't include rallies in overseas territories such as New Caledonia and the Canary Islands.

Great Britain has just seven international rallies (plus the Economy Run which falls within the definition of a rally) and that's rather odd for a country which organises the most popular rally in the world. However, perhaps these populated islands could not stretch to containing any more internationals than are presently held, and perhaps other countries seek to make up in quantity what they might lack in popularity.

Even stranger is the fact that the region which has produced more of the world's finest drivers than any other has no more than eight rallies spread over three countries. Sweden has only four, Finland three and Denmark just one. Norway has had no rallying for some years, of course, and the enthusiasts there often run small events across the border in Sweden with the co-operation of Swedish clubs.

In the Americas there are 21 rallies, but that figure has been achieved largely because Canada has elevated to international status practically all her national championship qualifiers and now has 14 rallies in the CSI calendar. Strangely enough, the USA has none, but enthusiasts there are very scattered indeed and the thin rallying population is made thinner by the fact that there are two national sanctioning bodies, not one as in other countries, both running their own series of events. What is more, they rarely see eye to eye and although the States themselves are united, the rallying is not. Mexico runs three international events, whilst there is one each in Brasil, Argentina, Paraguay and Ecuador, though the dozen or so rallies listed for Chile last year are no longer in the calendar.

Greece is another country which has elevated many of its national rallies to international and there are now 12 Greek events in the calendar. Also in the Eastern Mediterranean there is a fine international rally in Cyprus, worthy of more than its European Championship status, whilst further East there are two in Turkey and one in each of four Gulf states.



"French authorities will sometimes turn a blind eye to service crews taking over a complete village square . . ." A Fiat service point in a French village during the 1977 Monte Carlo Rally. The tyre piles are to give drivers ample choice – and Andruet is doing the choosing.

In the Pacific region several countries' rallies seem to have fallen by the wayside, or lost their international status, and the only rallies now remaining are six in Australia, including the Southern Cross Rally and the two-week Repco Reliability Trial, one in New Caledonia and the Motogard Rally in New Zealand, now back in the World Championship where it belongs. Japan continues to be without international events, which is odd for a country producing so many motor cars.

Africa has 13 international events on the continental mainland, and two more off the north-west coast in the Canary Islands. Kenya has just its Safari Rally and the Ivory Coast its Bandama Rally, both in the World Championship, whilst both Senegal and Zaire have scheduled one each this year. South Africa has increased its total to six, whilst the two events in Lesotho and the Trans-Kalahari Endurance Race in Botswana are all organised with the help and co-operation of clubs within South Africa.

There is still just one international event within the Soviet Union, the Russian Winter Rally, whilst Eastern European events add another 16 spread through seven countries, providing enough competition to run the Eastern European Championship, or the "Peace and Friendship Cup" as it is called.

Across the calendar it's very easy to see which are the popular months and which tend to be avoided. Spring and autumn are the periods of greatest activity, for organisers in populated countries (and they are the most numerous) have to avoid the months of greatest tourist traffic and the months in which snow can cause problems. March, September and October have the most events, 32, 30 and 30 respectively, whilst the months with the least events are January, July, August and December with five, 12, 17 and eight. All the other months have totals in the twenties.

Exceptions to this general rule are those events which run in countries with little or no traffic problem, or whose authorities tend to regard the excitement and popularity of rallies as considerations which far outweigh all others. Kenya, for instance, lifts her overall speed limit for cars competing on the Safari Rally, French local authorities will sometimes turn a blind eye to service crews taking over a complete village square and turning it into an open-air workshop, whilst in New Zealand the entire main streets of towns are often closed to all other traffic so that they can be used for arrival/departure controls and competitors' parking areas.

The World Championship this year consists of 12 events, one per month with the exception of June which has none and November which has two. They are run in Monaco, Sweden, Portugal, Kenya, Greece, New Zealand, Finland, Canada, Italy, Corsica, Britain and the Ivory Coast. It's a reasonably balanced series, although there are some who consider that it has too many events and some who feel that it has too few. But it is far more rationalised than the European Championship which continues to be top-heavy with all of 48 rallies spread over 22 countries.

But the European series is complicated by a coefficient system which divides the whole lot into four groups, each with a multiplication factor (1, 2, 3 or 4) determining how many points are scored by a place. Furthermore, many of the events overlap, and it's not unusual to find two, three, or even four qualifying events taking place during the same weekend.

* * *

Last month in MOTOR SPORT a table was published showing how the ten best placed teams scored their points in the World Rally Championship for Makes. That table was correct but one omission and one small error crept into the list below it of other makes to score points. We omitted to record that Vauxhall scored 14 points, a total achieved solely from Pentti Airikkala's third place in the Rally of the Thousand Lakes. The error was in the total scored by Mitsubishi; they gained 16 points, not 17.

Low mileage

AN ADVERTISER'S query in last month's issue as to whether or not his 1959 Morris Minor 1000, with 6,700 miles on its odometer from new, was the lowest mileage example extant, has been answered by a Cheshire reader whose 1000 has a bare 311 miles registered.

This reader bought the car new in July 1961, since when it has spent practically all its life in a dry garage, for complicated reasons which he does not reveal. It has all its original equipment, including tyres, was double-undersealed before delivery and has never been wet.

A future museum piece, we would hope – and no, we won't reveal the reader's name, nor forward letters! – C.R.

PAGE & MOY LTD

Specialists in Motor Racing Tours, Travel and Trade and Press Conventions

PAGE & MOY of Leicester are synonymous with motor-racing tours for enthusiasts. It all started back in 1959, when Tony Moy went to Le Mans with friends in a 1½-litre Riley, the year Salvadori and Shelby won for Aston Martin, and was so impressed with this unique race and the joys of Continental travel that he decided something should be done about both. At the time he and his friend Leon Page were working at different jobs but they decided to make another visit to Le Mans viable in 1961, by organising a simple tour, using the Dover-Dunkirk ferry and a small motor-coach, at a cost of 9½-gns. a head to those fellow enthusiasts who accompanied them. Tony acted as Courier. There was then no office, not even a telephone, and their brochure was just a duplicated sheet.

However, the seed was planted and by 1962 they took a half-page advertisement in MOTOR SPORT – it severely strained the finances – and this brought in so many enquiries that Page & Moy has never looked back. Indeed, this is now a Company with a Group turnover of more than £9,000,000. From that first ad. in our pages they took stitched-in reply cards, which brought in about 40,000 enquiries, and in recent years Page & Moy have advertised their high-class, comprehensive motor-racing tour-booklet in these pages – indeed, they say that they receive more response from this paper than from any other media in which they advertise, which naturally pleases us....

So in 1963 they decided to have a bash at a full programme, as motor-racing tour operators. They took a party to Monaco for 24½ gns., to the Belgian GP at Spa for 10½ gns., to the Dutch and French GPs, the latter the least-expensive venture, at just 10 gns. a head, and they ran three separate itineraries to Le Mans, from 11½ gns. So



Vintage and veteran Renaults landing in France for the 1977 anniversary of the 1902 Paris-Vienna Race. Page and Moy planned the entire route and facilities.



The centre of Page and Moy's activities, purpose-built offices in London Road, Leicester.

here is a tale of a British private venture that has been remarkably successful.

At this time Moy was living in London, Page in Leicester, and they used to meet in Newport Pagnell, at the *Swan Revived*, for their business meetings. They decided to leave their jobs and form Page & Moy Ltd., which they did that November – just themselves and a girl. Page's name was used first in the Company registration because they had decided to operate from Leicester and this was a postal convenience.

The Company had used Royal Tours of Ostend for a time but now branched out on its own, even to embracing visits to motor-cycle races, cycling, gymnastics and Judo meetings, etc. In 1964 Page & Moy flew their first charterflight to Nice, for the Monaco GP. That tour started from the grass aerodrome at Manston in Kent, using an Air Ferries twin-engined Vickers Viking that had to land at Lyon to refuel. The tour, supported by 28 people, cost 36½ gns. each, including five nights at the Hotel Alexandra, circuit admission, and the 'buses between Nice and Monaco.

It is interesting to look at how this Company, with just three Directors, Mr. J. M. Elsom having joined the Board later, has developed. In 1966 it ran a visit to the Indianapolis 500 Mile Race, taking in a tour of the Ford factory in Detroit. Only 40 persons were that adventurous, but this was sufficient to be viable. The following year came the blow of foreign-currency restrictions, only £50 a head being permitted, from which the Page & Moy hotel-costs, etc. had to be deducted, leaving Monaco GP visitors with £26 for six days' holiday. But they were not deterred...

The next year, 1968, is remembered as a time when disaster was close at hand but when P & M were able to show that they were capable operators and thus earned the praise and confidence of their clients; they always try to ensure that they deserve repeat bookings. What happened was that on the eve of the Monaco race France was at a standstill, with riots in Paris and across the country. They managed to get their visitors to Nice by flying them the long way round over Belgium, Germany, Switzerland and Italy, the landing, by British Eagle Bristol Britannia, being made after all Air Traffic Control and ground facilities, including customs-clearance, had ceased to operate, at Nice Airport. One member of the ground-handling staff was helpful, however, loading all the luggage into a Citroen 2cv van. After the race had been seen, real problems began. Nice Airport was picketed and no French coaches were running. P & M rose to the occasion. They used Monagasque coaches to take their clients to the Italian border, where they were transferred to Italian coaches, as the border was picketed. Some were even taken from Nice harbour to Monaco, for the coach connection by boat. The charter aeroplanes had been diverted to Genoa and everyone got home, not more than six hours or so behind schedule. Later that year De Gaulle's Referendum caused Le Mans to be



Page and Moy charters to the Targa Florio were always fully-booked. The inclusive arrangement cost as little as 34 gns. for three days. Those were the days!



British Eagle "Whispering Giants" were popular in the early days of Page and Moy.

postponed to September, which required more replanning for the tour operators. Incidentally, for this popular race they introduced in 1968 their exclusively-chartered ship, sailing from Newhaven to Dieppe, with a 1,000-person capacity. From two special trains to this ship, 50 coaches then take the passengers to the Sarthe, where they plan their race-visit much as they please. This trip cost 12½ gns. per person in 1968 and has operated virtually unchanged ever since. I remarked to Tony that the sight of so many motor-coaches taking motor-racing fans to Le Mans must be quite exciting but he remarked that the drivers are mainly Belgians, so too much competition to be first there does not enter into it....

You should now be getting some idea of how ambitiously this three-man company works. By 1969 a very keen crowd was flown out for the Targa Florio, direct from Luton to Palermo in a Britannia Airways Britannia 312, that much-loved "Whispering Giant", which cruised at 400 m.p.h. with four Bristol Proteus engines, carrying 132 passengers. In 1969 the visitors got three days and two nights away, and all the excitement of this Sicilian road-race, for a charge of 34 gns. By 1970, when the scheduled tourist-fare was £60, P & M chartered a jet aeroplane for the Monaco visit, which cost 39 gns. for the five nights' stay. In 1971 they instituted a four-day coach-tour to Monaco at £22, and even ten days in Austria, by coach, cost only £42. An innovation that year was the specially-chartered flight direct to New York by Caledonian Boeing 707, for the Watkins Glen GP. All 189 seats were easily filled. That led to more visits to far-away races, such as to Kyalami in 1973, 17 days for £249. The next year the programme of visits to all the major European races was widened considerably and the now-famous Page & Moy full-size brochure was issued for the first time – and if you have not applied for your copy, I recommend that you do so now, mentioning that you are a MOTOR SPORT reader, because not only will this explain the enormously complete coverage of race tours now operated by Page & Moy Ltd. but it contains some nice pictures of cars, drivers and circuit-maps, etc.

The year 1975 marked the charter of two British Airways Boeing 747 Jumbo Jets for the Monaco tour. Every seat was sold out, indicating how popular this race is. James Hunt flew into Nice on the first of these flights, which was the first time a Boeing 747 had arrived at Nice Airport. Even better was to follow! In 1976 there was a P & M return flight to the Brazilian GP – *in an Air France Concorde*. Only one passenger came up with the £1,149 fee but the prestige was worth it. That year a specially chartered Boeing 747 had to be laid on for the United States GP, so much interest was shown in this race, and 40 clients were flown to Japan to see James Hunt clinch the Drivers' World Championship. The pattern has changed to some extent since then, inasmuch as more use is now made of scheduled services, two Air France Jumbo Jets being used for the 1977 Monaco visit, for instance, and more than 100 people were flown to Long Beach. Last year the aforesaid Le Mans trip by boat, very informal and enjoyable, was on again, as it had been for ten years, but the cost per head was down to only £27 and the widest-ever range of tours to Monaco was organised – *see* that P & M brochure for 1979 details. You can get one free, from Page & Moy Ltd., 136-138, London Road, Leicester, LE2 1EN.

I asked Tony Moy which motor-racing tours were the most in demand. Monaco comes first, he said, with Le Mans a strong second, and the Dutch GP is popular, at a circuit where there is not a surfeit of Armco and the seaside is at hand. New circuits attract attention, too, from the race-going connoisseurs, such as Hockenheim, Dijon, etc., in their time, and Long Beach has proved attractive to many travellers, involving as it does a 10/11-hour flight and a stay on the *Queen Mary*. The German GP used to be near the top, when it was run at the Nurburgring. The season really commences in March, with the S. African GP at Kyalami, a 17-day luxury tour for £549 – but it's all in that colour-brochure.

What is not so generally known is that P & M Operate about 90% of all the Convention visits and tours run from this country. In the motoring firmanent alone their clients include Amoco, Alfa Romeo (GB), BMW Concessionaires, BP, Colt, Dunlop, Ferodo, Ferrari, Fiat UK, Jeep of St. James, M.A.N. Concessionaires GB, Mercedes-Benz UK, Renault, Steyr-Daimler-Puch and Volvo Concessionaires UK. For these and many great companies outside the Motor Industry they arrange Press previews, Dealer conventions, and other Trade gatherings, all over Europe, and to Japan, etc. complete down to the beautifully produced visitors' booklets of tour-itineraries, etc. Managed by Dave Hackett, this is an expanding business. It was responsible for Renault's 1977 anniversary of the 1902 Paris-Vienna Race, etc. In addition, P & M (Page & Moy sounds rather like something out of comic opera, but there is nothing comic about today's P & M operations!) organise many of those holiday package-tours which you see advertised in the better women's magazines, by ITV, and similar big undertakings.

Thus has this very successful business grown up, we like to think from that first half-page advertisement in MOTOR SPORT only 17 years ago. The Company now has its own purpose-built office-block, an imposing building on the left-hand side of the hill on the London Road as you drive up the hill out of Leicester towards the M1. The ground floor is occupied by the many enquiry and booking desks, for those taking P & M tours and employs many very attractive local girls. The offices are on the floor above, in this building of 26,000 sq. ft. Altogether the Company employs 107 people, not including Couriers and Overseas reps. It is looked after by three Secretaries, Janet Dobson, Angela Jeffrey, and Sue Martin, and has recently become interested in Anglo-Welsh narrow-boat canal tours. It is interesting that Page & Moy, now a £9 million concern, carries approximately 50,000 passengers on its tours every year, of which some 5,000 constitute the motor-racing fraternity. A very nice example of British private enterprise. – W.B.

The Midas

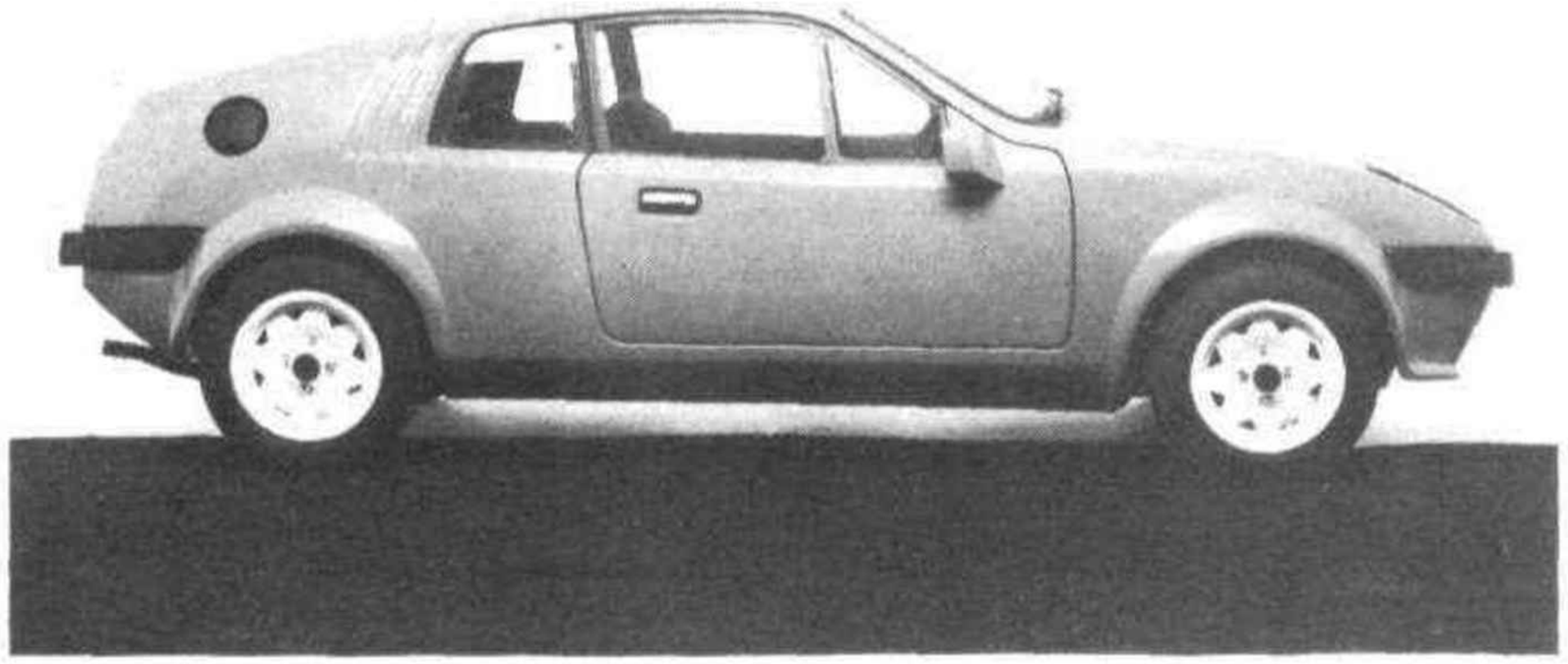
"THE FIRST 2+2 coupe to be designed as a kit car since the ending of Purchase Tax killed off so many fine efforts," claims Harold Dermott, Oldham-based manufacturer of the Mini-Marcos, of his new car, the Midas.

The little glassfibre monocoque Midas is based on the formula of the Mini Marcos, using Leyland A-series front-wheel-drive packages, from 850 c.c. to 1,300 c.c., but is a 2+2 with an opening hatch in frameless glass on gas-filled struts. Mini suspension units are retained for the front, but the rear end uses Dermott's own coil-spring suspension. Alloy rims of 12 in. diameter are fitted with Dunlop Formula 70 SP Sport tyres.

The glassfibre monocoque contains up to date safety features like roll over protection, burst proof locks, laminated windscreen, safety steering column and isolated fuel tank. Inside, moulded, suede finished trim panels are used for doors, roof lining and quarter panels and the facia and switch binnacle are in vacuum formed ABS. Cloth-trimmed seats and pile carpet are fitted.

The Midas comes complete as a fully finished and trimmed bodyshell. All the windows, trim and instruments are fitted and so are the radiator, fuel tank and wiring. The wheels, tyres and other special parts are supplied too. The customer has to supply and fit the Mini mechanical components. This basic Midas kit costs £1,995 plus VAT. Alternatively, Dermott will supply a complete kit with all parts needed to finish the car, starting from £2,800 plus VAT.

Further information from Harold Dermott at D. and H. Fibreglass Techniques Ltd., Heybottom Mill, Oakview Road, Greenfield, Near Oldham, Lancs. (04577 3813). – C.R.



INTERVIEW

Adrian Reynard

An embryonic Chapman, or mini-Broadley?

We talk to the 27-year-old proprietor of a commercial racing cars business, single-seater designer, motorcycle World record-breaker and above-average driver. What are the prospects for those struggling to establish formula car businesses in the UK? Where are the new generation of designer/constructors coming from? What does he see as the next design revolution in racing cars . . . and will he be one of those following or setting the pace of such designs?



ALTHOUGH a recent effort at recreating the late lamented BRSCC Racing Car Show did not meet with the audience such initiative should have been rewarded with, the racing car business seems very healthy indeed. That means a rather neglected source of revenue for Britain, firms like March, Chevron and Lola pulling in World currencies at an almost embarrassing rate for such small-scale engineering establishments.

On the basis that we ought to take a little more pride in the efforts of our racing car industry I wondered if things were likely to be as good, or perhaps even better in the future. Where were the new Colin Chapmans and Eric Broadleys coming from, was the 750 MC still the right place to enquire? Excellent institution that the 750 MC is for sportsmen, I discovered that the place to look nowadays, just as you might for future driving talent, is Formula Ford.

As I researched into the subject I was very tempted to go for a struggling FF semi-production outfit who actually could not find a driver for their cars. "What?" I thought, "everyone wants to be a driver, that should make a good story . . . and maybe we could help them find a suitable hero." Discussing the matter with those inside FF1600 revealed the truth – a very well known ace had tried the car and lapped several seconds off the pace. Neither he nor any other driver could make the thing go!

Suitably chastened I asked for recommendations. The unanimous verdict was to talk to Adrian Reynard. One famous name in the sport qualified his endorsement a little by suggesting I ask where Reynard lost his sense of direction. There was the feeling that he should perhaps be out in the World of Grand Prix Racing by now: after all, men like Tony Southgate and Gordon Murray are not that much older, and they have been turning out good designs for years.

Reynard has actually designed a Formula One car on paper – commissioned by Rupert Keegan's father in 1975 – but that design, which featured side pods and a delta theme for the aerodynamics, was destined for the drawing files only when Keegan found more success in proprietary chassis than had been anticipated.

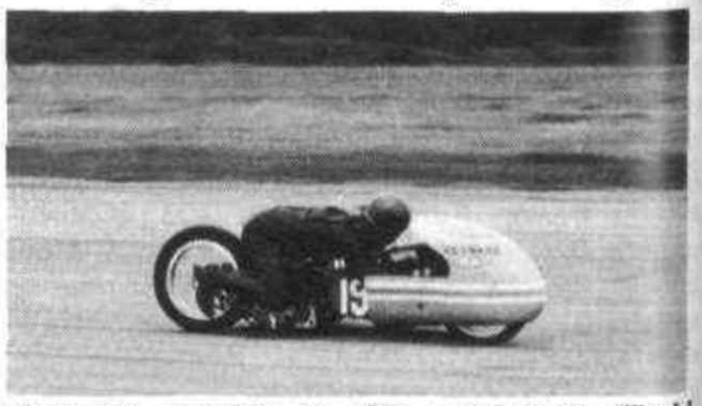
However there is a very good reason why Reynard is not to be seen wearing a FOCA pass in the hot-spots of the World. Since 1973 he has been devotedly working toward an ideal, the expansion and progress of the Sabre Automotive Ltd. racing car construction business, which makes the Reynard FF2000 machines. Nearly 60 have been made (58 to be precise – a few for FF1600 earlier on) since the original prototype of 1974, and Sabre are now quite a significant force in the manufacture of sub-contracted components for March, Chevron, Mallock and Royale. They also carry out a substantial amount of outside work of a general steel fabrication nature, plus the manufacture of useful racing items like quick-lift jacks and so on.



Practising the Reynard prototype 74FF at the 1974 Race of Champions meeting. The car was written off in Keegan's "flying" incident in the race. Note the distinctive "nostrils".

It is not a glamorous business. The grubby small premises at Bicester are packed with varying lengths of steel tube, men attacking it from all angles beneath the low ceilings. Somehow ten racing car frames for the 1979 season are approaching completion, their mixed square and round tubular frames tended by a predominantly young staff of unquenchable enthusiasm.

Reynard founded the business with former March employee Bill Stone in May of 1973: the only other employee was Geoff Baxter. Stone went back to New Zealand in October 1977 and Reynard ran the business, drove and designed cars as well as attracting some financial support for all these activities. Now Geoff Baxter, who also came from March, is the manager and both look keenly forward to the day when they will



Reynard speeding to five motorcycle World Records at Elvington, 1971.

occupy their own modern premises on the nearby Bicester trading estate. That day is not far away, the needed money loan has been negotiated and final Reynard plans drawn.

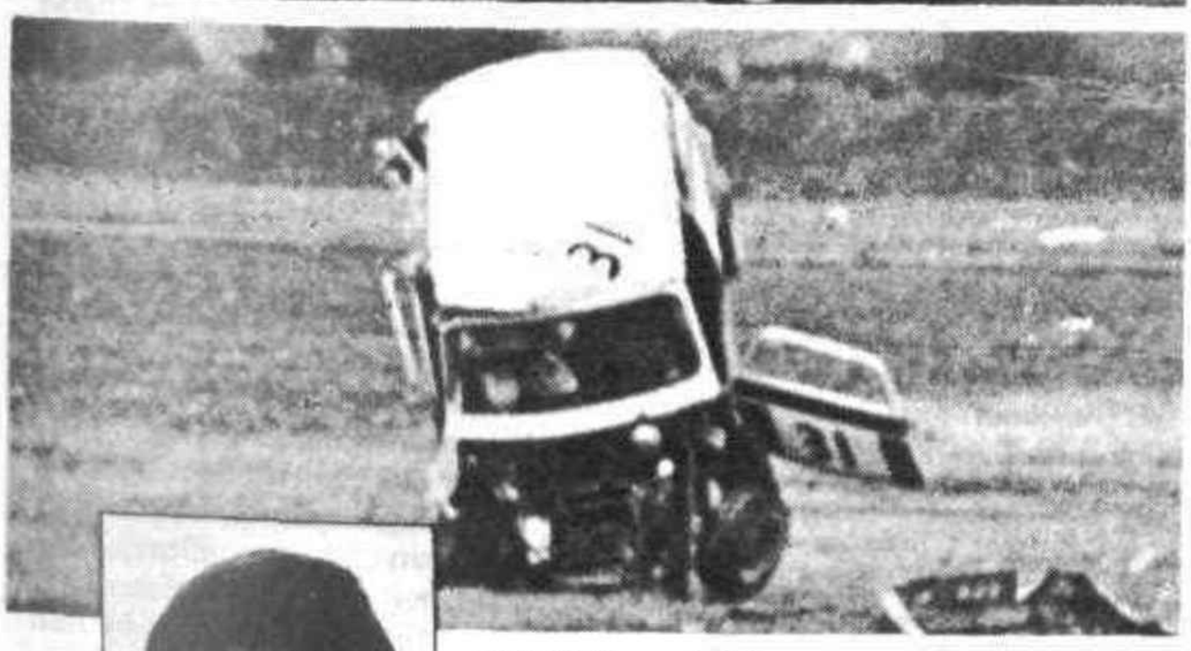
To do all this in a business as precarious as the racing car one demands determination and talent, but it is far from the limit of Reynard's aspirations. He describes building single-seaters as "almost a fashion business. You get waves when you are in favour and years when you are not. I have never had a real ace in my cars (more of that later) but we have always been at least competitive – and our customers get a spare parts service I am proud of. I say we have never been caught short for a part, that we always have a spare frame, stove-enamelled and ready to go. We will open at six in the morning if that's the only way our customer is going to get a race, and I hope we will always be that flexible."

The new factory site is clearly described, together with its purpose-built features to keep

Could any body filler stand up to this?











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

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

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

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

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

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the running of a racing car team separate from the manufacturing side. What racing cars?, I asked. A slow smile as Reynard said, "Well, we are ready now to go into Formula Three (he also designed one of those for Keegan: it appeared in 1976 but never raced despite testing promise in the hands of Henton, Keegan and Reynard) and I shall be drawing up a new design now. The car will be out as a pre-production prototype in August or September of this year. Don't look for anything too startling at this level: my production prototypes have to be as close as possible to what I think I can profitably make."

Reynard makes no secret of the firm's profitable situation – created largely by his clever use of steel at the design stage and the sheer enthusiasm of the workforce – and he aims to keep things that way by building cars that customers can afford and maintain easily. His earlier experience is very relevant here for he has learned the proper use of metals and was practically weaned on computers and their use for stress analysis and suspension performance.

So was the Bicester building to act as a Formula One base too?, I ventured. Surely it would be impossible to find the money to go even Formula Two racing in Europe, never mind Formula One? Coolly Reynard said, "The priority is to make this business rock solid. As it develops we will progress in formulae and I will be able to do the same thing on the driving side. So far the two things have matched up. Bicester will see us through Formula Two, beyond that is too far to see!"

None of this was accompanied by the remotest hint of bombast or hard sell. I had asked to come along, so I was told the facts as this remarkable young man saw them. Later on we discussed the future on the design side as he saw it, but first I delved back into the past looking for clues to see if this versatile character really had the credentials for such a future.



Last year was Reynard's most successful season as a driver. From July he scored three firsts, three seconds, three thirds and set four pole positions with the 78SF.

The spirit of racing

Adrian Reynard was born in Welwyn Garden City during March 1951. His father had a varied career with BP petroleum which encompassed a period looking after contracted racing drivers' fuel demands at meetings and a period on the marketing side of that company in America.

While the young Reynard was still in primary school he had seen a grimy Moss climbing in and out of the Vanwall with the layer of road filth that covered what remained of his unprotected face after the goggles were lowered: the youngster immediately went home and "grimed-up" with authentic goggle rings of white remaining!

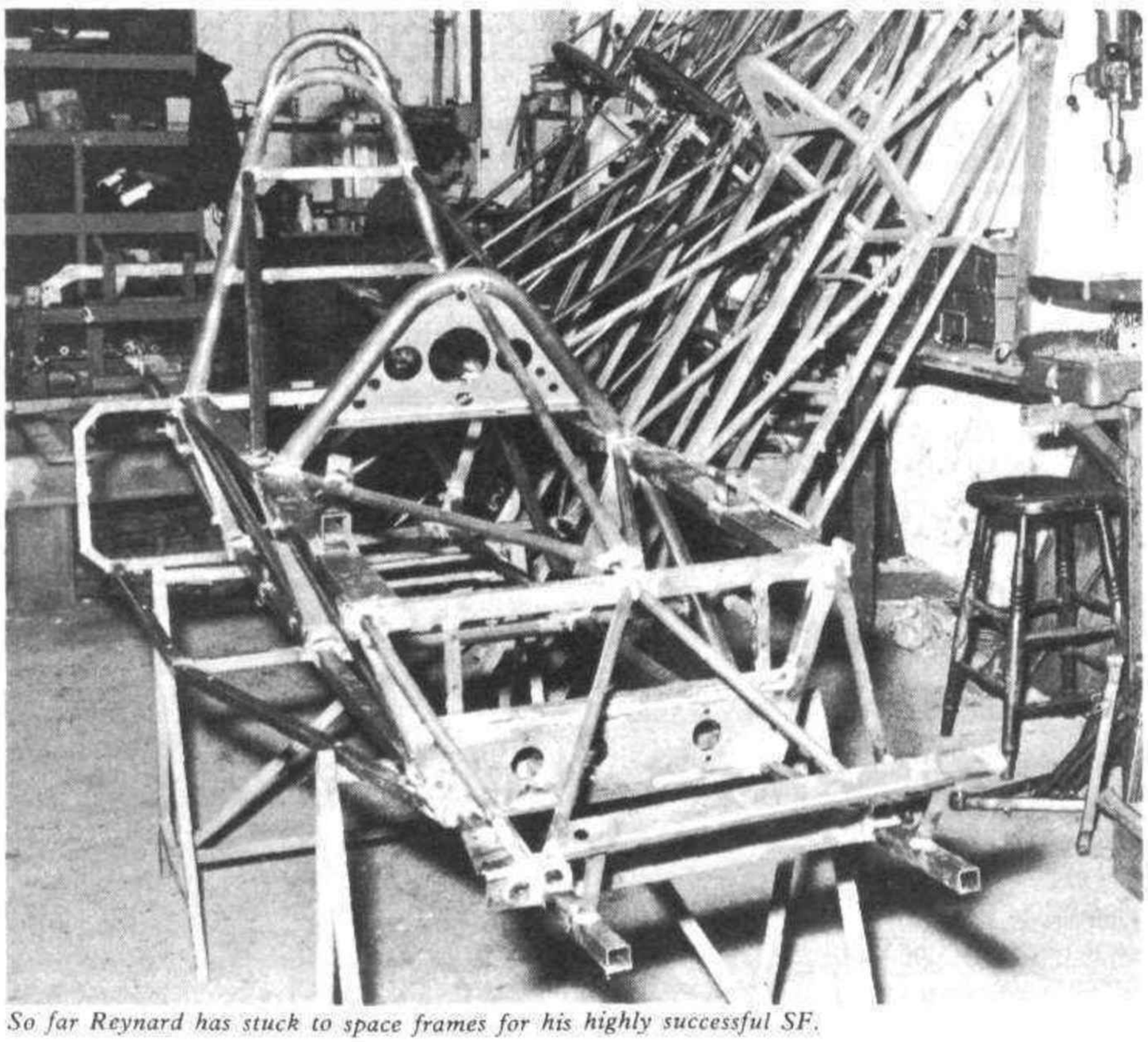
Still at primary school, his father bought him a Kart (Adrian says he really bought it for himself, of course). This Get-Kart with an Aspera engine was vigorously conducted in informal competition against the local youth (usually on grass) and the lightweight youngster was not slow to take advantage of his inbuilt power-to-weight advantage!

He had to give up karting to concentrate on the 11+ exam. He got into the local grammar, but shortly afterward – at the age of 12 – the family moved to Connecticut on the Eastern seaboard. Just before they moved Reynard remembers that his own mechanical engineering had progressed to the stage where he could strip and rebuild the single-cylinder two-stroke incorporating his own porting ideas, loop scavenging system, an extra couple of transfer ports and the conversion of the plain bottom bearing to needle rollers.

The American experience was absorbed and found to be profitable: mowing the vast lawns of neighbours netted enough for his own Blitz kart! This was equipped with an Aspera 100 c.c. engine for junior races back in England. He returned at 14 and raced pretty consistently as a member of a Cambridge club until the time came when his parents preferred a diversion into O and A-level study.

"Then I was really thrilled by two-strokes. I could take the theory in and apply it on my own machine, and then go on from there. I had every demon tweak I could think of in the engine, especially to build up crankcase compression." Reynard detailed the changes made, ending with "the interior looked like a bit of mouldy cheese by the time I had finished, all full of holes!" He won quite a lot of club silverware and remembers the Brise brothers were just giving up when he started.

The application to O-levels was worthwhile, he passed ten and went on to take three hated subjects in Maths, Physics and Engineering at A-level. He swiftly changed his mind about engineering draughtsmanship and that perked up his whole academic performance: "I did the subjects because I knew I needed them for racing, not because I liked them. It was *necessary*, I just had to do something with racing cars. Gradually I saw that being a racing driver was not the only thing, and I got more interested in the engineering side. Today the engineering is still more important to me than driving: you get a lot of blokes who can push a modern formula car around at the same speed. When we tested the F3 myself, Henton and Keegan all did the same time,



So far Reynard has stuck to space frames for his highly successful SF.

that's why the ace driver bit is not quite so important any more."

Later we discussed this depressing point (one which D.S.J. may care to elaborate on) with examples of drivers of undoubted talent like Derek Daly ("he's got everything" Reynard mused aloud) and Emerson Fittipaldi used to support Reynard's theory that, however good the modern GP driver, he must have as good a car as the best opposition to be competitive. I was sidetracked into wondering what Jochen Rindt would have done with a Hesketh, could he have qualified that more than in the last third of the grid? Look what happened to Peterson's performances between spells at Lotus. . . . .

Back at the story we find that Reynard's return from a sojourn in Europe had seen his patient father sift out the best offer of sponsored further education (University was financially out of the question), thus did Reynard do four years at Oxford Polytechnic for his Higher National Diploma in mechanical engineering with backing from British Leyland.

However, MOTOR SPORT met up with the youthful Reynard before his sixteenth birthday. The 15-year-old had been helping out in motorcycle sprinter and former racer George "Nero" Brown's Stevenage workshops. George plus brother Cliff decided to take the lad along for their record-breaking attempts at the annual Elvington weekends of 1968 and 69. "I held the rear wheel of the 1,147 c.c. Super Nero and 1,000 c.c. Super Nero bikes," Reynard laughed, "but it was good fun and I learned a lot about doing things correctly (especially from Cliff), for the Browns had so much experience in doing it *right*: I used to feel ashamed when I got things wrong, they'd always take it apart and start again."

Subsequently the 18-year-old Reynard was allowed to buy for £100 an older George Brown frame and equip it with one of two rare Enfield GP5 two-stroke singles of 247 c.c. He built this up, his father's Chevrolet estate car becoming a familiar sight at NSA sprints through 1970, the long-stroke machine's 14.0/14.1 sec. quarter-mile times enough to capture plenty of pots. The first Reynard fabrication was a simple tubular steel frame for a "sidecar" enabling him to run in two classes per meeting.

At the end of the year the 19-year-old appeared at Elvington himself. In the B1 class the 250 hammered home to five World records and six British! What made a lot of people sit up and take notice was that he was not satisfied with that: he built his own frame of T45 steel tube for 1971 with flimsy 14 gauge front forks and vestigial Norton "suspension" rubbers. The specification also included a rare five-speed Albion gearbox and a menagerie of parts within the fragile GP5 motor, including an Alfa connecting rod and the consumption of one machined-down piston per meeting! He went back to Elvington at the end of that season and broke most of his previous year's records.

The motorcycle and two-stroke enthusiasm was waning in the face of a Polytechnic equipped with all the hardware needed for the young Reynard to design racing cars! His entrepreneurial skill was to be seen in the car park where students' aged cars would be restored to MoT health by the aid of Reynard's portable welding gear: "We lost only one car," he says with satisfaction. Then I can see why close friends like former racing driver Jeremy Rossiter say he is as ruthless and as financially aware as Chapman, for he recounts the story against himself with real humour, adding that it was generally a very profitable business!

The year 1973 saw him put the Polytechnic's resources to the test. "I worked from ground principles up and researched, designed and built a Formula Ford 1600 racing car as a project. I was not meant to build a racing car, but I did all that they asked of me and a lot more besides in the course of getting the car from a drawing to the track. He finished the aerodynamic FF in the summer of 1973, shortly after Sabre was formed. The car was quite distinctive in its flattened front bodywork with a pair of "nostrils" carried in the nosecone. Adrian raced it once, in a non-championship round at Silverstone against excellent opposition – and it won. In a competitive formula such as FF1600 this 1973 deed impressed me, both on the driving and on the designing side. He had driven, and won, before in Formule Libre events with a single-seater Ginetta.

In 1974 Reynard again raced his FF1600, but the most noteworthy performance for his future came when he became involved in Rupert Keegan's famous flying accident at Brands Hatch (as Keegan's father owns BAF, this had the inevitable Fly Me – I'm Rupert headlines!), for this meant Reynard had to stop driving himself and look for somebody with a little more money and talent to race the Reynard.

Jeremy Rossiter, scion and manager of the Spax shock-absorber concern's fortunes, appeared in the closing races of the year, scoring "many excellent results". Though Reynard is generally inclined toward the "no-aces, let's compromise between driving talent and sponsorship" approach, I feel I should record the fact that *Motoring News* editor and Formula One reporter Alan Henry (A.H.) has gone on record as saying that Rossiter had the makings of a top-line GP driver, so Reynard had someone with more ability than is generally recognised on his side.

Before he left Leyland at the end of 1974, having graduated into a design engineering job at Longbridge under the very helpful Ron Nichols, Reynard had completed a lot of test miles and practical work on vehicle dynamics, both on the drawing board and at MIRA.

Sabre could not afford to employ Adrian full time, so he did a year at Cranfield Institute of Advanced Technology. Naturally Reynard was not content just to study and both he and his car appeared on a joint Reynard/Spax Racing Car Show Stand at the beginning of 1975. Rossiter had already acquired the Reynard FF1600 so Adrian was able to promote his newly designed space-frame FF2000 (the category that uses the SOHC Cortina motor for single-seaters with small slicks and wings) and take orders for it.

The result was two customer sales and another pair of cars for Rossiter and Reynard to campaign in bright yellow Spax/*Cars & Car Conversions* colours. At one time or another they held every circuit record for the category, eventually finishing third and sixth in the APG Championship behind Derek Lawrence and Bernard Vermilio. Rossiter was the more successful, Reynard having a self-confessed weakness for rushing off in the lead ("legacy from sprinting") and into the scenery.

The following year was a slack one for production of Reynard Racing Cars – though Sabre had a busy and diverse year with their seven employees turning out everything from land racing yachts to paper baling presses and the parts for eight racing cars (six assembled at Hawke). This was owing to Reynard's Racing Car Show encounter with Mike Keegan, Rupert's dad, who wanted a Formula One car designed for his son.

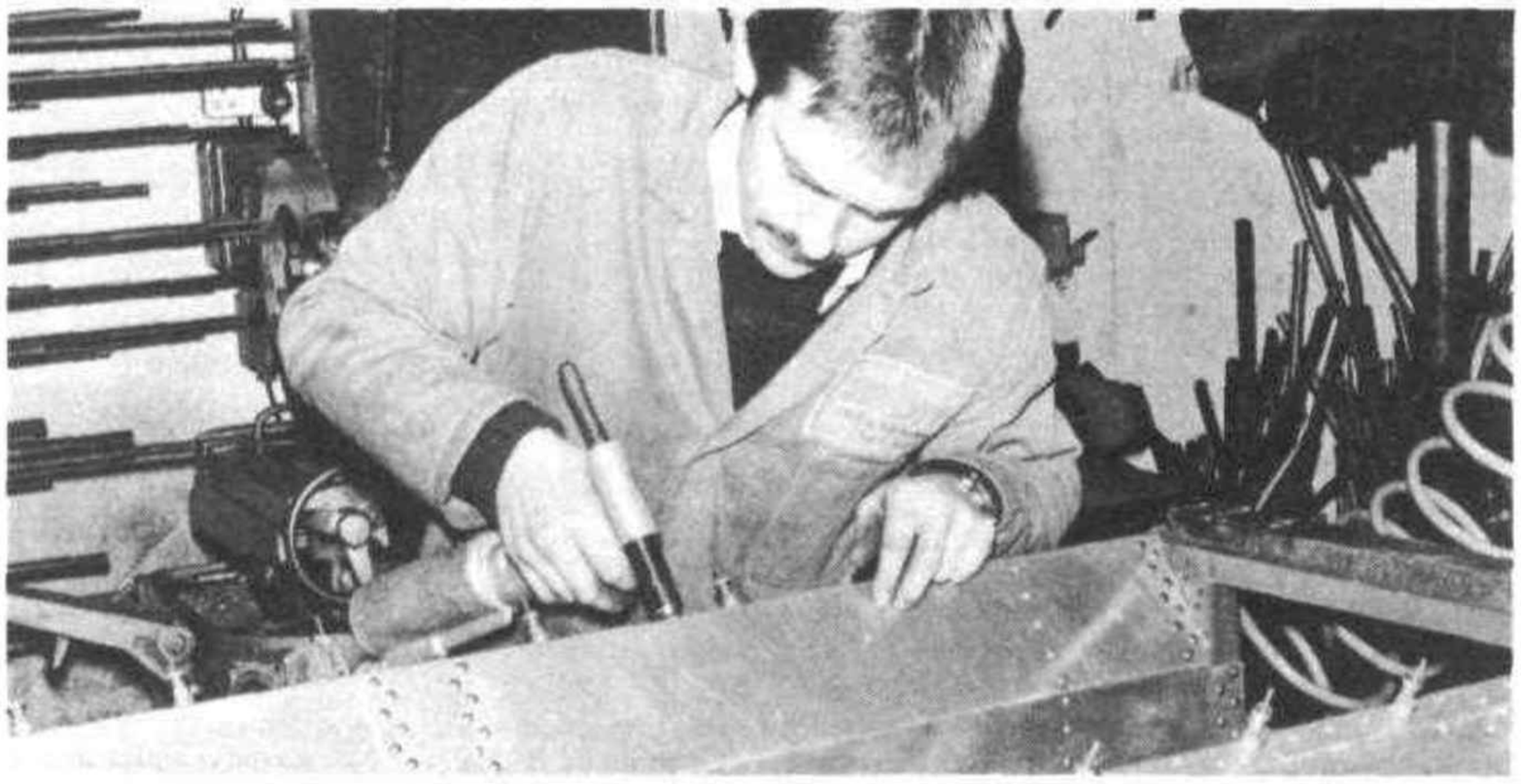
Reynard talked over the decision with his Cranfield tutors and decided the opportunity was too good to miss, joining Hawke as a BAF employee for most of that year. He did a lot of things there that year, including the F1 design, the F3 into reality and the body and chassis engineering for that year's successful Hawke DL 15 FF1600 design.

The F1 owed a great deal to the work Reynard had performed at Cranfield. By the summer of 1975 he had evolved a ¼-scale model with

Continued on page 183



Reynard leading Magee, Vermilio and Rossiter at Brands Hatch during his successful first year in Formula Ford 2000. His company builds and repairs monocoques for several teams.





Tyrrell P34 – "...did they really build that?..."

WERE THEY REALLY BUILT?

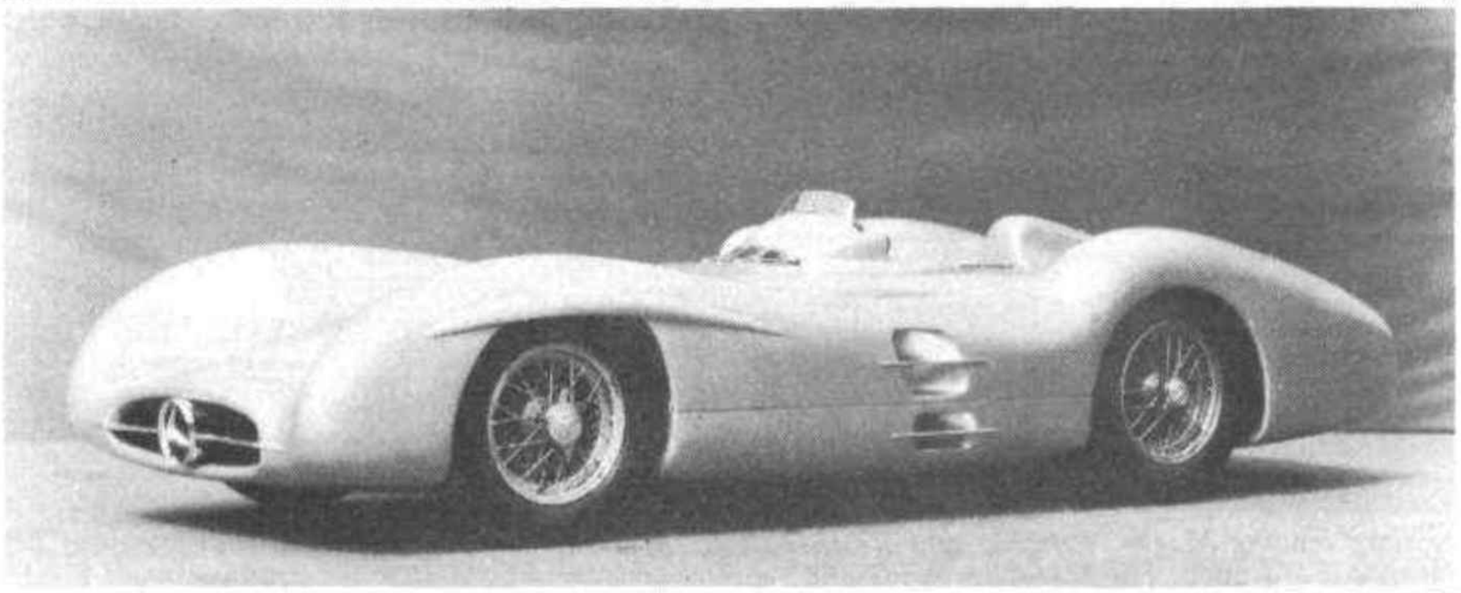
LOOKING at the photograph of the Bimotore Alfa Romeo that we published in the December issue of MOTOR SPORT, I could not help wondering if it really happened. The idea of building a car with a straight-8 engine in front of the driver and another behind, both driving to the rear wheels, seems almost too bizarre to be true. I can vouch for the fact that it did happen, as can many other people, for on my first visit to Brooklands in 1937 I saw George Harvey-Noble testing the car on the Outer Circuit. It was a very large and impressive piece of machinery.

Thinking on the reaction "did it really exist" I wondered what someone is going to say 40 years hence when they see a photograph of the six-wheeled Tyrrell P34. I feel sure they will say "did they really build that?" You and I know they certainly did, for we have seen the six-wheelers racing at a lot of circuits, but even after a mere two years I find myself looking at a picture of the Tyrrell and wondering if it really did happen.

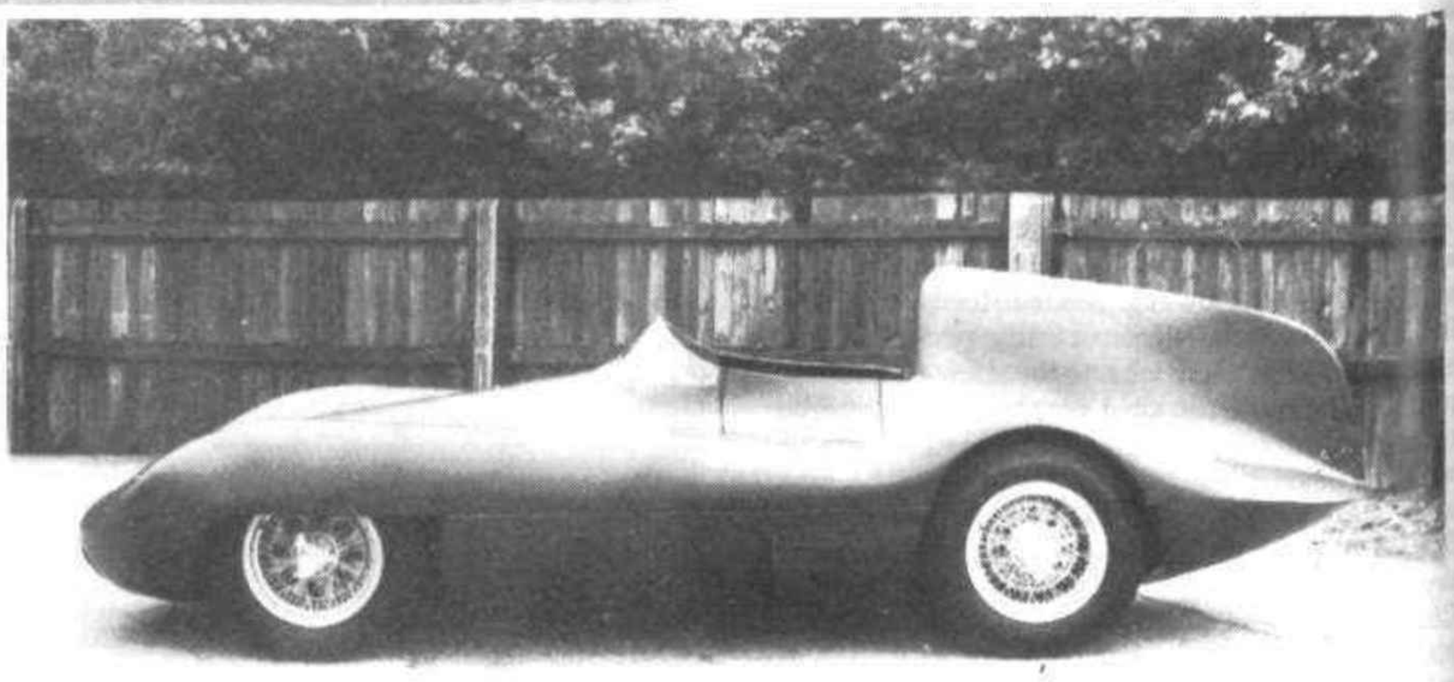
Almost everything has been tried in Grand Prix racing at some time or another, but over the years there have been some "off-beat" landmarks that make you wonder if they were real. One of the reasons that caused the Bimotore to be built, was the supremacy of German racing cars over the Italians, and it was the Auto Union that was dominating in 1935/36. To look at a 1936 Auto Union today is to wonder if it was real. The driver sat well forward with a large single fuel tank behind him (dare we say, like a Lotus 79) and behind that was a 6.1-litre V16 supercharged engine, with a gearbox sticking out the back. All the wheels were independently sprung and it looked a pretty fearsome beast, and by all accounts was a bit of a pig to drive.

When Grand Prix racing really got into its stride in 1954, the previous years having been an aftermath of pre-war racing, Daimler-Benz came out with their W196 Mercedes-Benz "streamliner" which to present-day eyes looks a bit unreal. Underneath the fully-enveloping bodywork were all manner of technical innovations that really worked. The straight-8 engine was lying almost on its side, it had direct fuel-injection, desmodromic valve gear and the power take-off from the centre of the crankshaft. The gearbox was an all-synchromesh 5-speed in unit with the rear axle, all wheels were independently sprung, all the brakes were mounted "inboard", there was ride-control operated from the cockpit and the engine emitted a noise peculiar to itself, that has never been reproduced. At the same time a small firm in England, named Connaught, produced an equally fully-streamlined car whose shape was even better than the Mercedes-Benz and delved into the realms of useful aerodynamics as an aid to road holding, whereas the German car was only aimed at slipperiness and speed. The Mercedes-Benz and the Connaught all-enveloping cars were good, but with reservations, and were abandoned for different reasons. The view forwards in the Mercedes-Benz was restricted and the drivers could not judge where the front corners were, while being unable to see the front wheels they found difficulty in positioning the car accurately. An open-wheeled version of the W196 was soon built, while the streamliner was kept for tracks like Avus and Monza. The Connaught problem was different. It was one of practicability; visibility was satisfactory, but problems arose when the car was in the pits. The top half of the body, including the large tail fin, lifted off in one piece, easily removed by two mechanics. If it was stood up against the pit counter a gust of wind could blow it over. If it was placed on the ground someone could fall over it or, worse still, drive over it. It was very vulnerable and caused the mechanics headaches when loading it into the transporter and so on. Not having the finance or facilities to start again with a sectional body, Connaught cut their losses and abandoned the idea on the B-type. Eventually the FIA panicked and outlawed all-enveloping bodywork in Formula One, fearful of people making unstable cars.

Another new car that appeared for the 2½-litre Formula was the D50 Lancia, and when you look at one now, as you can do in the Turin Museum, you can look at it in wonderment. All the fuel was carried in side-pods outrigged from the main part of the car, the V8 engine was a structural part of the car, there being no chassis members between the front suspension structure and the bulkhead behind the engine (the engine was at the front). The size of the bolts and screws holding everything together was minimal and would have made Colin Chapman proud to have



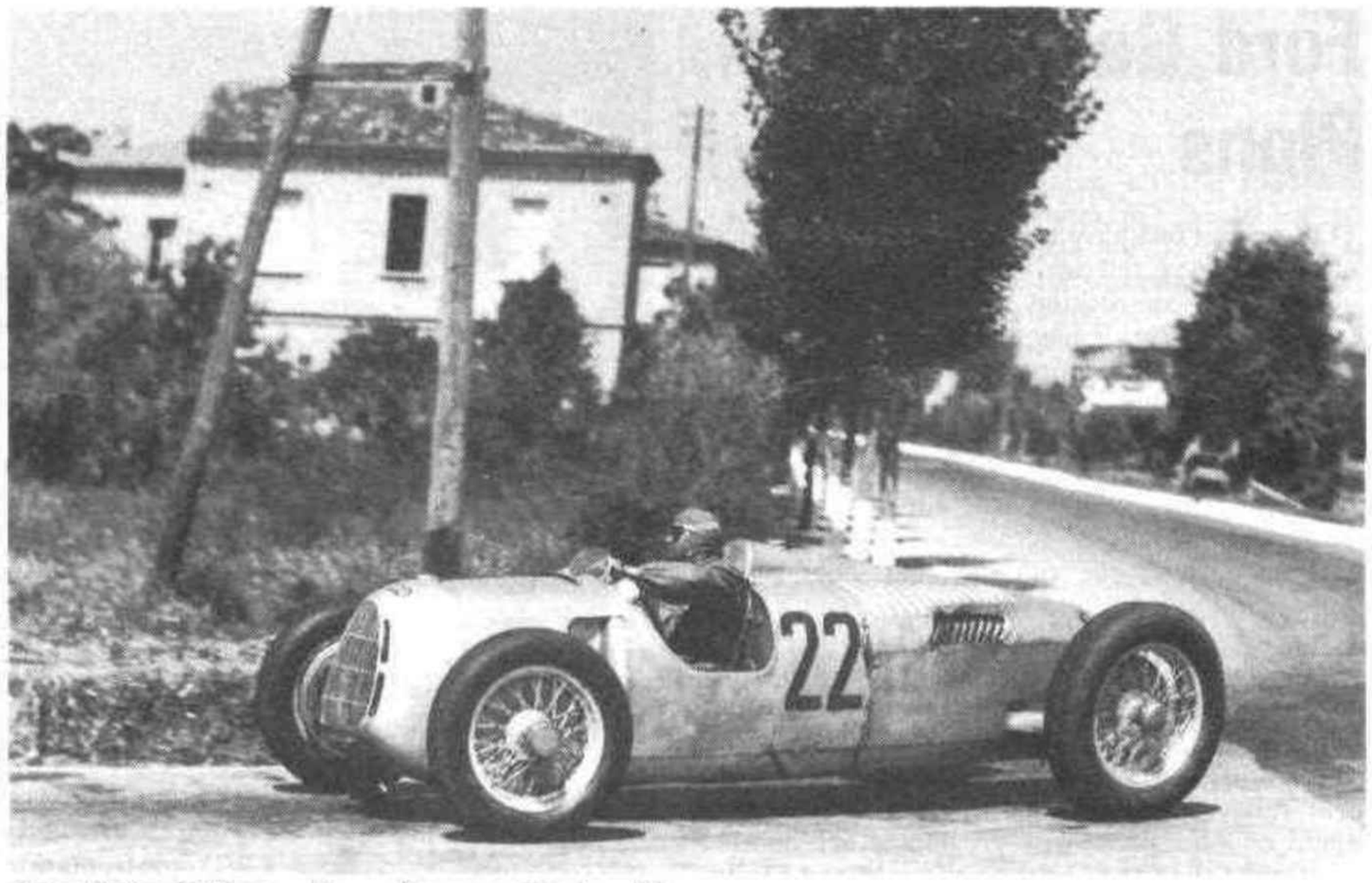
Mercedes-Benz W196 – "...full of technical innovations..."



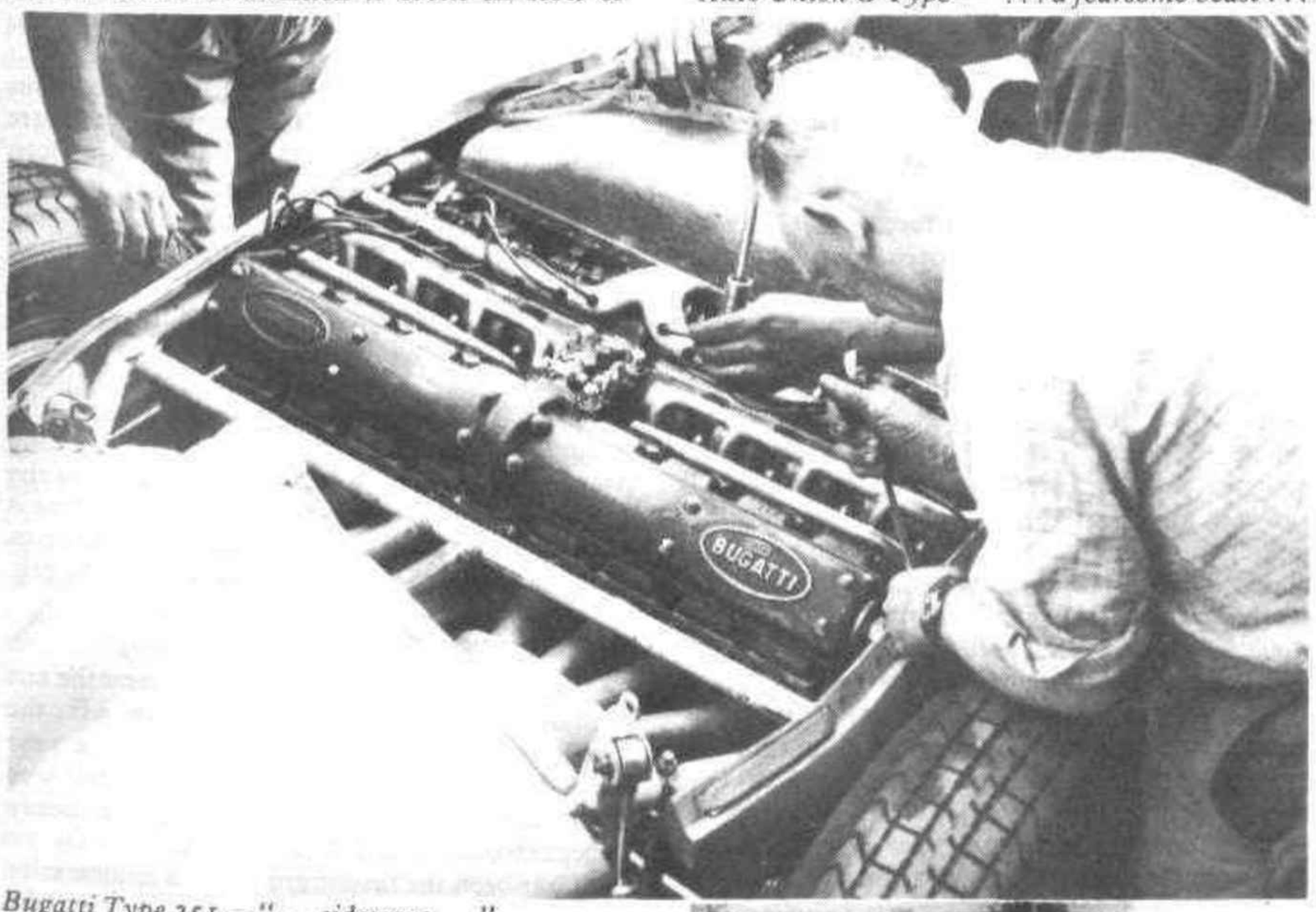
Connaught B-type – "...aerodynamics as an aid to roadholding..."

been associated with it. The whole design concept was a serious probe into very low polar-moments of inertia and it took the drivers a long time to get used to its handling, after driving cars with weight distribution like a dumb-bell.

A complete step sideways, literally, was the abortive Bugatti 251, which can now be seen in the Schlumpf Museum. You look at it and shake your head, thinking, "that really didn't happen". This was a short stumpy car with its straight-8 engine mounted behind the driver, but not in the orthodox fore and aft position, but transversely almost between the rear wheels. There was no problem with traction, but there were a lot of other problems. When Honda came into Grand Prix racing in 1964 their 1½-litre V12 had the same layout, and they made it work reasonably well. That little Honda also brought a new aspect with it, which was r.p.m. Until this appeared we all thought 9,000 r.p.m. was going some, and there was loose talk of 10,000 r.p.m. and over, but the Japanese appeared with this jewel of a 12-cylinder that revved to over 12,000 r.p.m., and that was nearly 15 years ago. The last attempt at GP racing that Honda made was with another unbelievable car, this being the 3-litre V8 which was air-cooled. In addition it broke all sorts of new ground in its construction, the chassis forming a back-bone behind the driver from which the V8 engine was hung. It really was a remarkable machine and it was a great pity that the firm's politics put a stop to the whole project.



Auto Union C-Type – "... a fearsome beast ..."

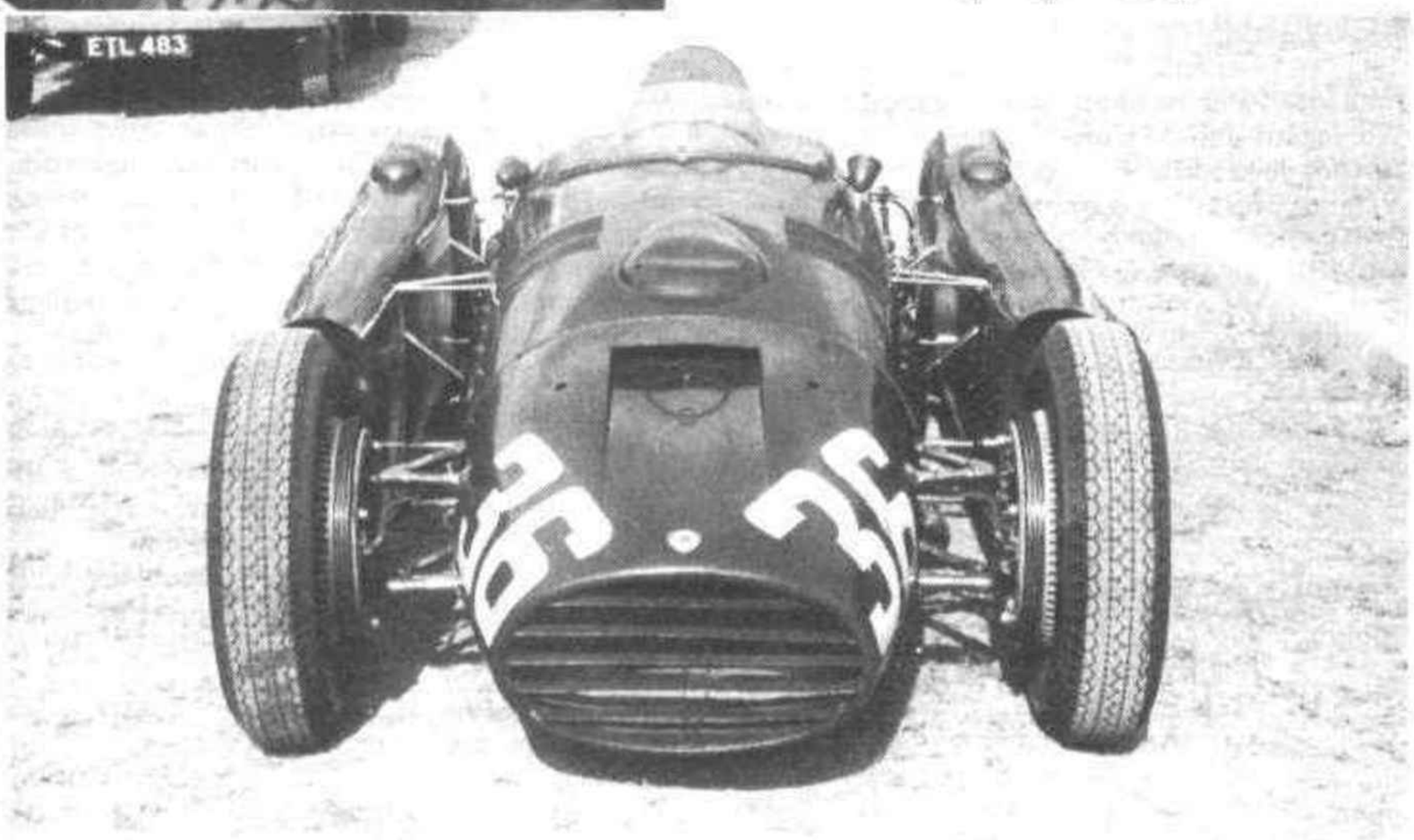


Bugatti Type 251 – "... sideways ..."

In 1971 I stood in the pits at Brands Hatch and said to Colin Chapman, "Unbelievable; you've done it again". We had just watched the Lotus Turbine-powered Grand Prix car take off. The whole Lotus Turbine project stemmed from an Indianapolis effort, and after that had been outlawed by the American rule-makers, Chapman built a Grand Prix version. It can be seen in the Donington Park Racing Museum and it makes you think "did it really happen?" The Pratt & Whitney gas-turbine engine sat behind the driver and drove all four wheels and made the most fascinating noise, while to watch the dials in the cockpit as the driver set off was to see a whole new world. Its development and progress was held back by two major factors, fuel consumption and engine development. It had to carry 62 gallons of fuel, against the 38 of a Cosworth-powered car, and the United Aircraft Corporation of Canada, who were building and supplying the Pratt & Whitney engines, were not very interested in European Formula One. Their interest lay in USAC racing, and Indianapolis in particular, so when they were outlawed by the opposition they lost interest in the idea. Without a turbine specialist firm working on the engine development side of things there was little point in Lotus progressing with the chassis.

The six-wheeled Tyrrell project suffered in a similar manner, for designer Derek Gardner was reliant on Goodyear developing and supplying the tiny 10-in. front tyres, which they did to start with, as they then had surplus development capacity to tackle the subject. As opposition from Michelin appeared on the horizon this development surplus faded and the 10-in. tyre development lagged, which slowed and stultified Gardner's programme.

There are people who keep saying that Grand Prix racing, or Formula One, is boring or unimaginative. I don't see that myself, perhaps because I stand up close to it and look at it all in wonderment, instead of viewing it from afar with an affected attitude of boredom, so that while I'm going through the motions of being bored I miss all the interesting things. – D.S.J.



Lancia D50 – "... fuel in outrigged side tanks ..."

Ford Competition Plans

FOR years Ford have held a January conference at which they tell an often amazed audience about their competition plans for the coming season. Of late this has really slid down into a parochial British affair of more benefit to the specialist rallying journalist than the media at large.

For us at MOTOR SPORT it has always been interesting to be able to talk to the Ford personnel at these occasions, for at these informal affairs one can pick out what really happened last year, and what to watch out for in the coming season.

Approaching Stuart Turner, now the Director of Public Relations in Britain, on the theme that the sporting plans had lost their "we'll take on the World" flavour, Turner agreed our challenge was valid. We asked how the amount of money spent now compared with previous years, and he confirmed that the competitions side had yet to recover in real monetary terms to the amounts spent pre-fuel crisis.

With a typical Turner twinkle he added, "When I arrived I remember seeing a well-known name appended to the bottom of an order for *ten* Alan Mann competition-prepared Escorts ... I cannot imagine us acting on that scale again in the foreseeable future."

The news content of the conference was low this year. Clever wording disguised the fact that Russell Brookes had been "turned loose" to follow his own Escort programme with Andrews, rather than run as a full factory entry. The rest of the drivers are retained: three Scandinavians (the Finns Hannu Mikkola and Ari Vatanen, with Bjorn Waldegard representing Sweden).

Roger Clark, now an MBE, will drive and develop the Group 2 Fiesta from the Monte onward. His programme will include predominantly tarmac events at the beginning of the year, switching to further loose-surface development in British forest events later on.

Other Britons who will drive on the rallying front are Malcolm Wilson (the youngster who won Britain's national series this year) and the man best-known for his rallycross achievements, John Taylor.

Ford will not be contesting all the World Championship rounds. "I expect to do between five and seven," commented Competitions Manager Peter Ashcroft, but they expect to run Waldegard and Mikkola in most events in the further-developed Escorts: for some events Vatanen will also be employed.

Ford in racing

Racing is not a priority with Ford of Britain and this was evident at their annual London press conference. It was confirmed that the Shell-supported Escorts would be withdrawn – a familiar sight at many British race meetings driven and regularly crashed by an assortment of "celebrities," but otherwise there was little of note.

It was a little disappointing that young Jeff Allam, a Grovewood award winner, was not immediately amongst those nominated for Capri support. This especially as the Competitions Manager commented forthrightly that he thought British saloon car racing featured too many old cars with too many old drivers! This would have been the golden opportunity for Ford to do something about it.



Clark's Monte Carlo Rally Fiesta takes shape at Boreham.

The main support for racing 3-litre Capris goes to 1978 Spa 24 hours victor Gordon Spice (and Chris Craft, though he keeps threatening to retire!) and Stuart Graham – who is also to repeat his French forays with Faberge sponsorship.

Fiesta competition engineering

As we went to press, on the Monte Carlo rally there was to be quite a FWD confrontation between mass-manufacturers Ford, Fiat and Renault. Ford's weapon, the Fiesta, was to make its factory international rallying debut and a few details about the development of this car were available prior to the event.

Although a proportion of the testing for the Monte was conducted by the FWD Fiesta in 2-litre Cosworth BDA-engined form, the Group 2 factory cars that were to appear on the event have 1600 pushrod engines of the crossflow Kent series. Equipped with double Weber carburetters the works rate them at 155 b.h.p., Brian Hart having built the works units for the Monaco event.

The whole front end of the vehicle has been re-designed and fabricated to take outputs of up to 250 b.h.p. The geometry must certainly be special, for Vatanen is said to have commented that the steering of these competition FWD devices is lighter than that of the Escort. Reflecting the all-change theme of the Fiesta is the fact that the Allan Wilkinson (of Boreham) and Len Terry suspension system calls for eight inch wide front wheels and tyres on tarmac, coupled to wheels two inches *narrower* at the rear.

A special set of Hewland gears is incorporated in the four-speed transmission, which also has new driveshafts and hub carriers. Braking features large ventilated front discs, and solid rear disc brakes.

The complete Clark car is very smartly turned out in BMW-style stripes on white coachwork, with aluminium wheel-arch extensions. Overall weight is 800 kg. (some 1,600 lb. plus), rather heavier than Ford at Boreham had hoped.

A front-wheel-drive rallying Ford, they will be offering colours other than black next!

Ford aim for a legal Mustang

Some confusion over the precise interpretation of recent UK vehicle regulations aside, Ford hope to put the first of an anticipated 500 Mustangs on sale in Britain as from February.

Initially the cars will all be the LHD, four-speed manual transmission models with Garrett AirResearch turbocharging for their 2.3-litre SOHC motors.

The price, including the Cibie quartz lights and Rover 3500-type door mirrors, will be £7,200.

Introducing the latest Mustang (it is the fourth major change since the launch in 1964 of the original set new World car sales records) Ford UK import executive John Hackworth made some very interesting points about American car exports in the future.

There are journalists who believe that the American economies of scale and their swing to FWD (all GM cars bar Corvette will be built on this pattern later in the eighties) will mean a flood of imports to the European scene.

Hackworth feels this is not so likely to happen as a gradually increasing sale of specialist vehicles – off road, luxury or the so-called "personal cars" (Ford Thunderbird and the survivors of the original Pony Car cult). Over Europe as a whole he feels the total number of American cars sold will not exceed 50,000 units, which is still a very healthy figure.

Back in America the current situation is that car sales have reached 13.8 million per annum, two million of these imported. Ford provide 22% of the cars purchased by Americans at home, General Motors an awesome 46% and Chrysler have 11%.

The latest Mustang has a number of features that are fairly new to Ford in the American market, amongst them rack and pinion, variable ratio power-steering, coil-spring suspension all round (struts front, live axle rear) with Michelin TRX radials (like those we first received on the Granada S) adorning aluminium wheels.

Later on RHD will be available, but there was no promise of us obtaining either the V6 2.8-litre engine or bigger V8 offered on the American market. Meanwhile the turbocharged version offers 120 b.h.p. – enough to give 110 m.p.h. and 0-60 m.p.h. in less than 10 seconds according to Ford.

The turbocharger itself is limited to a maximum of 6½ lb. boost before the wastegate operates: but the timing is also automatically retarded as boost pressure builds toward that point. Another detail is that the overall styling was by Jack Telmack, the man who gave us the Ford RS2000 "soft nose" and the same feature is echoed in the Mustang. Incidentally, in America Lincoln Mercury also sell the model as the Capri.

Ford's Fiesta million

On January 9th at Saarlouis in Germany the one millionth Ford Fiesta should have left the production lines. Since it was then only a year and two months ago that the model was introduced, Ford are delighted with the speedy acceptance of their FWD "baby".

It has been the fastest growth to a million sales recorded by any European Ford. To mark the occasion the company will be offering a number of special Fiestas with a number of standard features (such as a radio/cassette player) which will go on sale in March. – J.W.

* * *

Fabergé and Ford are combining to promote a motorsport championship for ladies, using Fiesta 1.3s. Six rallies and six races are included and each of fifteen Fiestas – bedecked in yellow and Fabergé's new Kiku product logo – will have a driver and co-driver. Each car will be run by a Ford Main Dealer.



The Ford Mustang Ghia Turbo.

ADRIAN REYNARD
Continued from page 179

adjustable wheelbase, yaw and pitch which carried a delta body style – narrow at the front, widening out over sidepods (not with reverse effect wings inside though) and, finally, a delta wing. The car looked very promising indeed, but when it should have been progressing into metal Keegan was not so keen, for it was obvious that his son had done enough to be offered other F1 drives at considerably less than the cost of constructing their own GP machine.

Commenting on his F1 today, Reynard is especially proud of the neat hub design – he has been using the SKF second generation wheel bearing assemblies since 1975 – and the delta wing concept. "People don't realise the potential there is in that" he says. Both wing and hubs were used in the F3 which tested on the equivalent of the current F3 record at four circuits in 1976 and below the record at one, "straight out of the box," comments Reynard. He feels that Keegan made the right commercial decision in not using an unproved design when his son was about to win a major F3 title, and adds that he should not really have agreed to execute the design at such short notice. The F3 passed on to Jan Lammers, now a named Shadow driver in F1, for the 1977 season, so it was not a total waste of time.

In September 1976 Reynard was able to leave Hawke and BAF for his own Sabre concern. Bill Stone had decently told him that he would be returning to New Zealand the following year, so Reynard had a year's notice, meaning the changeover to full control of Sabre in 1977 was far easier than expected.

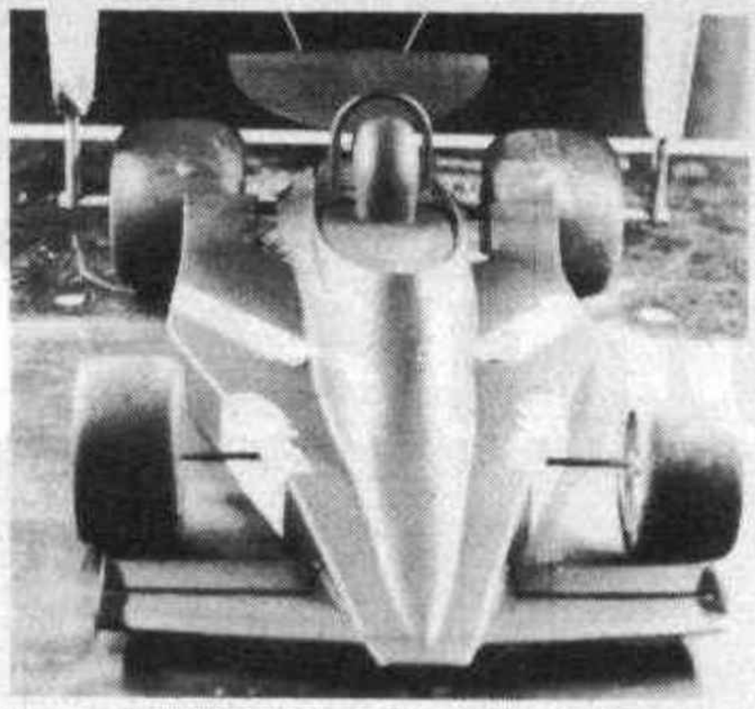
After infrequent appearances himself in 1976, Reynard teamed up with Rossiter again in FF2000 and they managed to finish second in both championships to South African Rad Dougal, who dominated the season. In 1977 15 of the Reynard 2000 designs were sold. Most go out in kit form saving nearly £1,000 on the £5,750 quoted to me for a complete car with Titan-tuned engine and Hewland gearbox. Incidentally the Reynard type numbering system is very simple: first there is the year and second the formula. So the 77SF (for Super Ford) was a very successful vintage.

Last year was the best yet for the Sabre-produced Reynards. There were more wins (but not the championship title which went to newcomers Delta of Brighton, Sussex) than any other Ford 2000 marque: ten victories shared amongst five drivers, including three for Reynard. Rossiter unfortunately suffered a severe accident and retired after one win: he and Reynard are now close neighbours.

Last year Sabre grew to 12 employees and they made 20 78SFs in between work for Royale, Van Diemen, Mallock, Chevron, ATS and March (they are the official repairers of March monocoques). Any lulls were filled in by parts manufacture for the TR Register – mainly sills and doorposts – and the construction of three monocoques for the Ehrlich F3 machines. Even that is not the end of the versatile output: since 1975 they have also made the highly successful Facsimile trials cars!

The prospects for 1979 are very encouraging with 10 cars definitely sold and an increasing amount of fabrication work to the outside racing car business going through. The new factory is certainly needed, for there is no shortage of work to fill it.

What of Reynard the designer? As I said he will be drawing and producing a prototype F3 car this season. But what principles would it use? Reynard said frankly, "I don't know. Doing it this way I have a chance to see if the wing/ground effect machines being produced for F3 and F2 this year really work before I have to finalise my car. I don't want to produce a prototype that I cannot duplicate for production."



Reynard's delta-design F1 model in the wind tunnel.

His overall philosophy is expressed articulately through the quotation: "Simplicity, especially in mechanism, is supreme excellence." That is what James Watt is recorded as feeling, while Reynard just says, "Nothing is simpler than nothing," emphasising that complicated technology can usually be simplified with better results through development.

He admits that some of the days spent upstairs in the drawing office of his new home in Kidlington, Oxon, are a total waste. "I just draw rubbish. Monocoques in the wrong materials, or parts that cannot be fitted without special tools." He is particularly proud of his hub design because a customer can "fit the front together with a small hammer and the rear with a slightly bigger one. Nothing else is needed!"

I grew a little restive and asked if he thought he would be able to break new ground in the same way as his idol, Colin Chapman, had done. What areas did he think were open to exploitation in F1?

He obviously felt that details were dangerous but he did outline a system of regenerative braking that would allow the energy created under braking to be re-released in short bursts at the wheels to provide another 100 b.h.p. or so for sudden spurts of speed. "Think how it would cut the time it took to get back to 160 m.p.h.," he said animatedly. The snag was the weight created by the storage and ancillary power systems.

Reynard also feels that the logical extension of the venturi ground effect design will be a return to front engines! We joked about Mallock having the key to the F1 car of the eighties while Reynard sketched out a front or middle-engined machine with the driver sat in the very back – dragster or Clubman's special racing style.

I left Kidlington convinced that Mr. Reynard senior, British Leyland, George Brown and many others who shaped this young man's life had produced at least an original thinker. He is too bright to put all his eggs in one aspect of the racing car basket, but I did also wonder if he was doing too many things at once! I remember Ken Tyrrell saying Chapman would sweep all the opposition aside if he concentrated on the formula, and that is what happened when the Lotus boss was able to concentrate on the R&D of Formula One. Now that the birth pangs of Sabre Automative are diminishing, I hope we will see what Adrian Reynard, HND is capable of at the drawing board in international formulae. – J.W.

FIA Graded Drivers

WITH THE arrival of the official FIA Yellow Book for 1979, containing all the rules and regulations for International events of all categories (see page 150), we have the list of drivers who have made the top grade. This year's elite is a bit of a mish-mash containing Grand Prix drivers, the winner of the Indianapolis 500 and those who have been successful in the rather emaciated world of Long Distance racing.

In the GP section we have the World Champions for the past five years, those who have finished at least twice in one year among the first six in World Championship events for the past two years, the F2 European Champion and anyone who has finished in the first six of a GP once, and in the first three at least once of a Group 5 Long Distance race. Amongst these is grouped the winner of last year's Indianapolis 500, so this gives us:

M. Andretti (USA)
V. Brambilla (Italy)
P. Depailler (France)
E. Fittipaldi (Brazil)
B. Giacomelli (Italy)
J. Hunt (GB)
J.-P. Jarier (France)
A. Jones (AUS)
J. Laffite (France)
N. Lauda (Austria)
J. Mass (Germany)
R. Patrese (Italy)
D. Pironi (France)
G. Regazzoni (Switzerland)
C. Reutemann (Argentina)
J. Scheckter (S. Africa)
H.-J. Stuck (Germany)
P. Tambay (France)
R. Unser (USA)
G. Villeneuve (Canada)
J. Watson (GB)

This gives us five Frenchmen, three Italians, two Americans, Germans and Brits, and one each from Argentina, Australia, Austria, Brazil, Canada, South Africa and Switzerland.

On the Long Distance scene the qualification is to finish at least twice in the first three, in one year, taking into consideration the last two seasons, providing not more than two drivers drove any particular car. This group reads as follows:

V. Brambilla (Italy)
E. Cheever (USA)
S. Dini (Italy)
J. Fitzpatrick (GB)
G. Francia (Italy)
J. Ickx (Belgium)
J.-P. Jarier (France)
J. Mass (Germany)
A. Merzario (Italy)
H. Pescarolo (France)
D. Quester (Germany)
M. Schurti (Liechtenstein)
R. Stommelen (Germany)
M. Surer (Switzerland)
R. Wollek (France)

This gives us four Italians, three French and three German, and one each from Belgium, Great Britain, Liechtenstein, Switzerland and the USA. It will be noted that Brambilla, Jarier and Mass have qualified under both categories.

All these drivers can complete in all full International events, but cannot compete in F3 events, nor can they compete in restricted International events, unless it is in their own country.

The list of International non-graded drivers covers just about anyone who is worth anything at all on an International scale, from A. J. Foyt and J. P. Jabouille, through Derek Bell and Brian Redman, to Sigfrido Stohr and Osca Pedersoli. In this category are a lot of drivers who were in Formula One last year, and may still be in this year: Rene Arnoux, Michael Bleekomolen, Alberto Colombo, Derek Daly, Harald Ertl, Beppe Gabiani, Rupert Keegan, Lamberto Leoni, Brett Lunger, Danny Ongais, Nelson Piquet, Bobby Rahal, Hector Rebaque and Keijo Rosberg. Among this year's newcomers or possibles to Formula One are Jan Lammers, Elio de Angelis, Eje Elgh, Patrick Gaillard, Piercarlo Ghinzani, Geoff Lees and Anders Olofsson. – D.S.J.

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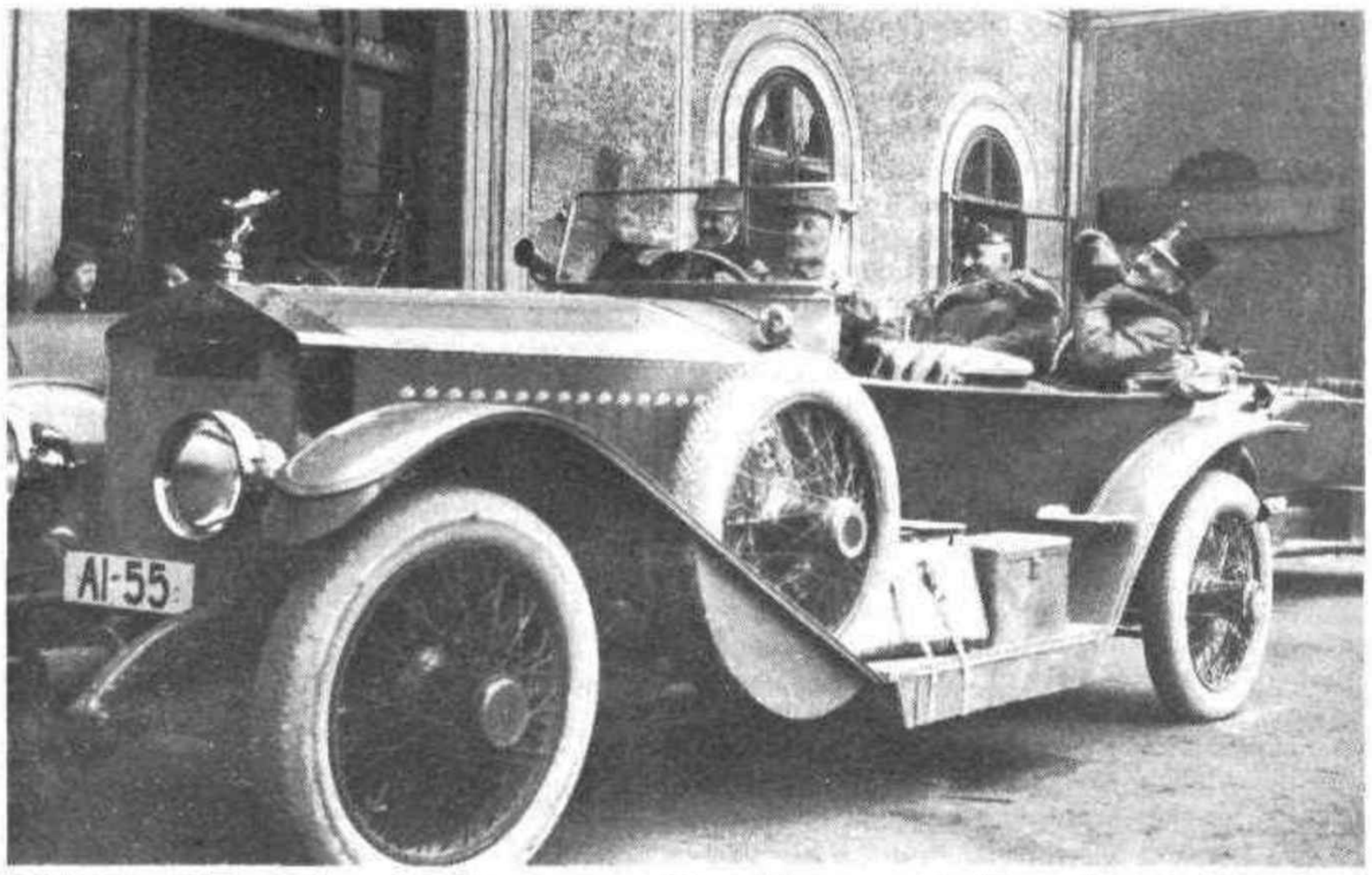
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They Believed In Ghosts



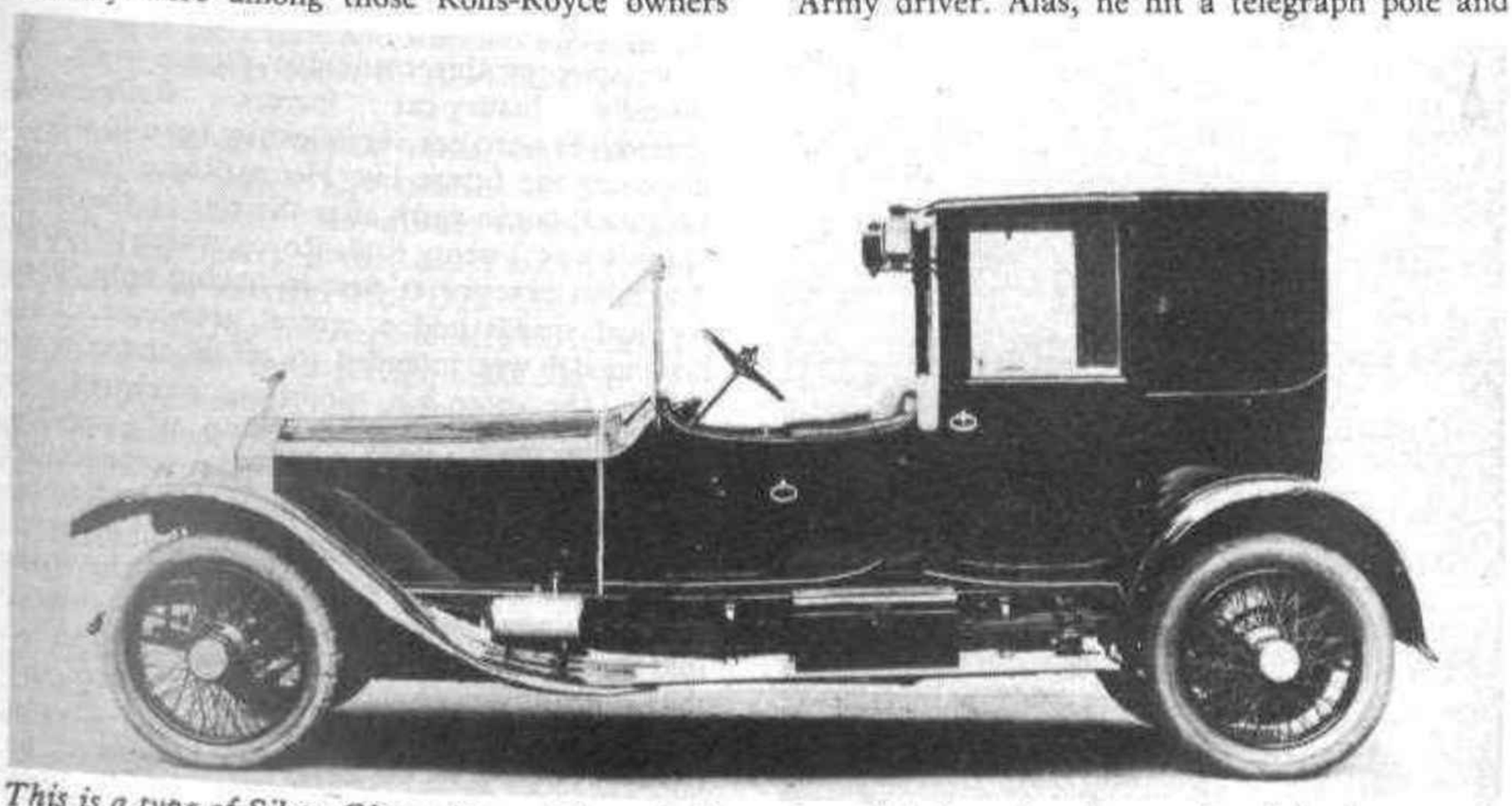
Rolls-Royce 40/50 models, universally known as Silver Ghosts, served with considerable distinction in the First World War. Can any of our historian readers identify either of the French officers shown in this example?

SOME years ago I enjoyed myself in these columns comparing the top-cars that were available to wealthy purchasers after the Kaiser war ended in 1918. It was apparent that on paper the short-lived Leyland of Parry Thomas, the first British production car to have a straight-eight engine, was the most desirable car, that the new "aeroplane-type" cars with their overhead-camshaft engines, offered by Hispano-Suiza, Lanchester, Napier, Ensign, Farman and others, were regarded with suspicion by many who were in the market for a new post-war luxury car, and that the 7.4-litre 40/50 Rolls-Royce, although dating back to 1907, remained the motor-car that was the most sought-after, in spite of its antiquated side-by-side-valve power-unit, which had been likened at the Paris Salon as an untidy Christmas tree, and a car which one engineer had dismissed as a triumph of workmanship-over-design.

It is interesting to consider why the Rolls-Royce held this unique position, remaining supreme in the affections of so many people, at this point in motoring history. It has been said that while the aristocracy followed the lead set by the Royal Family and in many cases continued to use Daimlers, it was the newly-rich, the war-profiteers, who felt it necessary to endorse their unaccustomed lofty eminence by being seen to own Rolls-Royces. There must be an essence of truth in this, but it is by no means the whole story. I think perhaps the fine service given by Rolls-Royce cars and aero-engines from Derby, during the terrible years of the just-concluded European War, may have persuaded many who were able to purchase new motor-carriages in 1918/19 that Rolls-Royce was the only car to consider.

Those serving on the Western Front and in other theatres of the battle no doubt encountered 40/50 Rolls-Royces, still universally known as Silver Ghosts, serving the Army with considerable distinction. They would have heard of the great distances over appalling roads covered by Sir John French in his Rolls-Royce limousine and of how the Duke of Westminster, Lord Dalmeny, Capt. Frederick Guest and James Radley were among those Rolls-Royce owners who joined the RAC Corps and offered themselves and their cars for war service. When the retreat from Mons was at its height it was three 40/50 h.p. Rolls-Royces that conveyed Sir General Snow at very high speed to GHQ at Le Cateau, after he had landed at Le Havre, so that he and his Staff could confer with Sir John French. The cars were driven by Radley, Oscar Morrison and Barrington-Stopford in formation across war-torn France, arriving far more quickly than the General had dared to hope. Radley then became the General's personal driver. The Duke of Westminster drove Major Hugh Dawnay, who was killed leading a charge at the first Battle of Ypres, Capt. Guest was Sir John French's ADC, and drove his Rolls himself, and Lord Dalmeny drove Col. (later General) Seeley. The late Brigadier-General Sadlier-Jackson, who raced a Type 43 Bugatti at Brooklands after the Armistice, used a Rolls-Royce offered to the British Army by the wealthy young Chilean, Raoul Edwards, and after two years and much driving along the shell-swept Menin and Zonnebeck roads, he described it as "a very gallant car indeed". Baron Rothschild gave his Rolls-Royce to the Allied cause, learning to drive so that he could take it over from its Army driver. Alas, he hit a telegraph pole and had to abandon the car to the Germans. The Duchess of Cazes gave her husband's Rolls-Royce to the military; it had done 25,000 miles without any attention and then did a further 25,000 miles, often in appalling conditions around Arras, requiring only the hand-brake relined before it was returned to her, still on its original sparking-plugs.

Although the Crossley tenders of the RFC, the Rover, Daimler, Sunbeam and Vauxhall staff-cars of the Army, and the Lancias of the RNAS, etc. also gave yeoman service under these abnormal conditions, it was no doubt these 40/50 h.p. Rolls-Royces that were best-remembered. A French volunteer attached to a British cavalry regiment drove one 18,000 miles in five months under atrocious conditions, for example, the only reported stoppage being caused by dust choking the carburetter air-valve. The French War Minister, M. Millerand, was using a Rolls-Royce at the beginning of the war and he ordered two more, which did 20,000 miles in three months, often doing 400 miles in a day and taking to the woods and fields when this was expedient. General Gourand's Rolls covered 60,000 miles under such conditions without need of repair and the then-Field Marshal Sir Douglas Haig had his personal 40/50 Rolls-Royce. It cannot have escaped notice, too, that when HM King George V came to the Front it was invariably in a Rolls-Royce limousine and that HRH The Prince of Wales drove himself in one of these cars. Then there was that historic journey by Col. Tom Bridges, who was ordered to drive to Antwerp from Sir John French's headquarters at Fere-en-Tarnenois. Leaving at 5 a.m., the open Ghost arrived at 10 p.m. the next night, and soon Bridges was with King Albert, explaining Sir John's case. Much of this fast 400 mile journey had been over Belgian Pave. It was four cars of this kind that ran the daily messenger-service between the French ports and British GHQ near Paris, a service carried on for two years without any delays due to breakdowns. Then there were the Rolls-Royce ambulances moving the wounded, and those in the RFC must have been well aware of the record for reliability of the Rolls-Royce "Eagle" and later "Falcon" aero-engines. This great reputation was endorsed after the Armistice when the Vickers Vimy biplane powered by two 360 h.p. Rolls-Royce "Eagles"

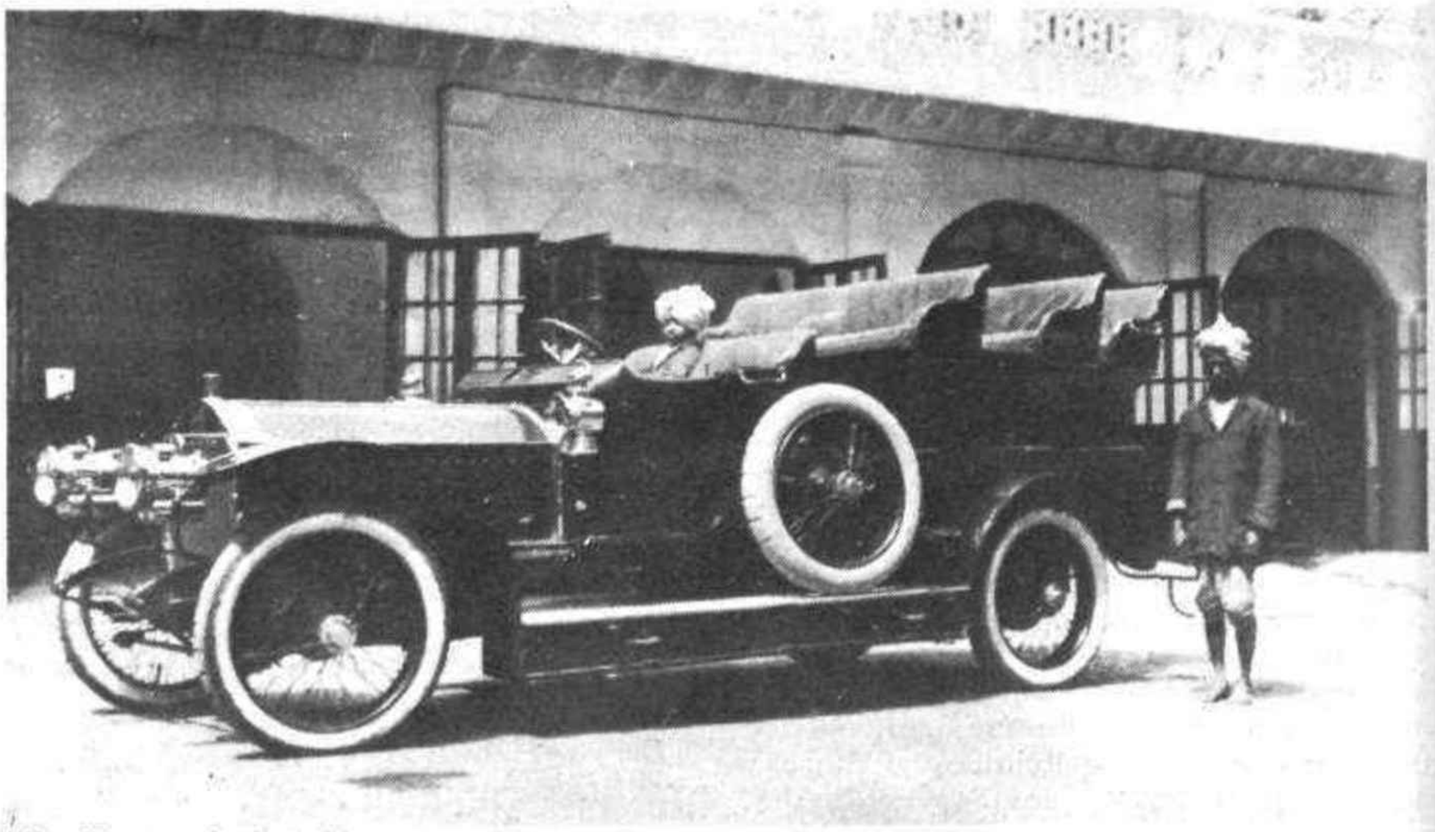


This is a type of Silver Ghost the wealthy and discerning might have bought post-Armistice in 1919, its chassis little changed since 1912.

made the first crossing of the Atlantic by an aeroplane.

Not unnaturally, therefore, the 40/50 Rolls-Royce was regarded as the leading luxury-car when post-war sales were resumed. I think it was this amassed reputation that was mainly responsible, together, of course, with this car's splendidly quiet and smooth functioning. Those who could afford to buy a post-war chassis priced at £1,575 would no doubt also have been impressed by the system of inspection of owner's cars carried out by public-school staff and the R-R Chauffeur's School to which they could send their drivers to receive instruction in how to operate and maintain their owner's choice of motor-car.

Before the war the one-model policy of Rolls-Royce had turned out perhaps 200 40/50 chassis a year and certainly overall output out-stripped that of other luxury chassis by a notable margin – a total of 6,173 Rolls-Royce 40/50s was made, not including the American Springfield cars. Compare this to the output of Napier, Hispano-Suiza, Lanchester and Leyland Eight, etc. and the impact of the R-R Silver Ghost can be appreciated, regarded as a commercial proposition, although ironically, it was the aero-engine side only of the Derby Company that made a profit, in later years. The quality of the Rolls-Royce compared to that of rival makes is a popular topic of discussion among R-R followers but just two examples must suffice here – the American cars of the post-war period often used knobs and Bowden cables to operate their minor controls, at a cost of under a dollar, whereas the Rolls-Royce system of using control rods and quadrants to control the governor, early-and-late ignition timing, and carburetter settings involved 227 components and 205 fasteners, and required the use of 23 patterns, 22 drop-forging dies, two punch-press dies, a hard-rubber moulding die and numerous drill-jigs, milling fixtures, chuck jaws, turret tools and engraving and brazing fixtures, bringing the price up to over 69 dollars. A R-R horn-button cost the equivalent of 12 to 14 dollars, whereas an American car would have had a button costing 75 cents. Yet it is interesting that the R-R mechanical servo brakes, r.h. gear lever, and governor-control of the throttle cost only 2% of the total chassis price in the immediate pre-war costing period, which indicates that these individual features did not contribute much to the cost of buying a Rolls-Royce (or a Derby Bentley).

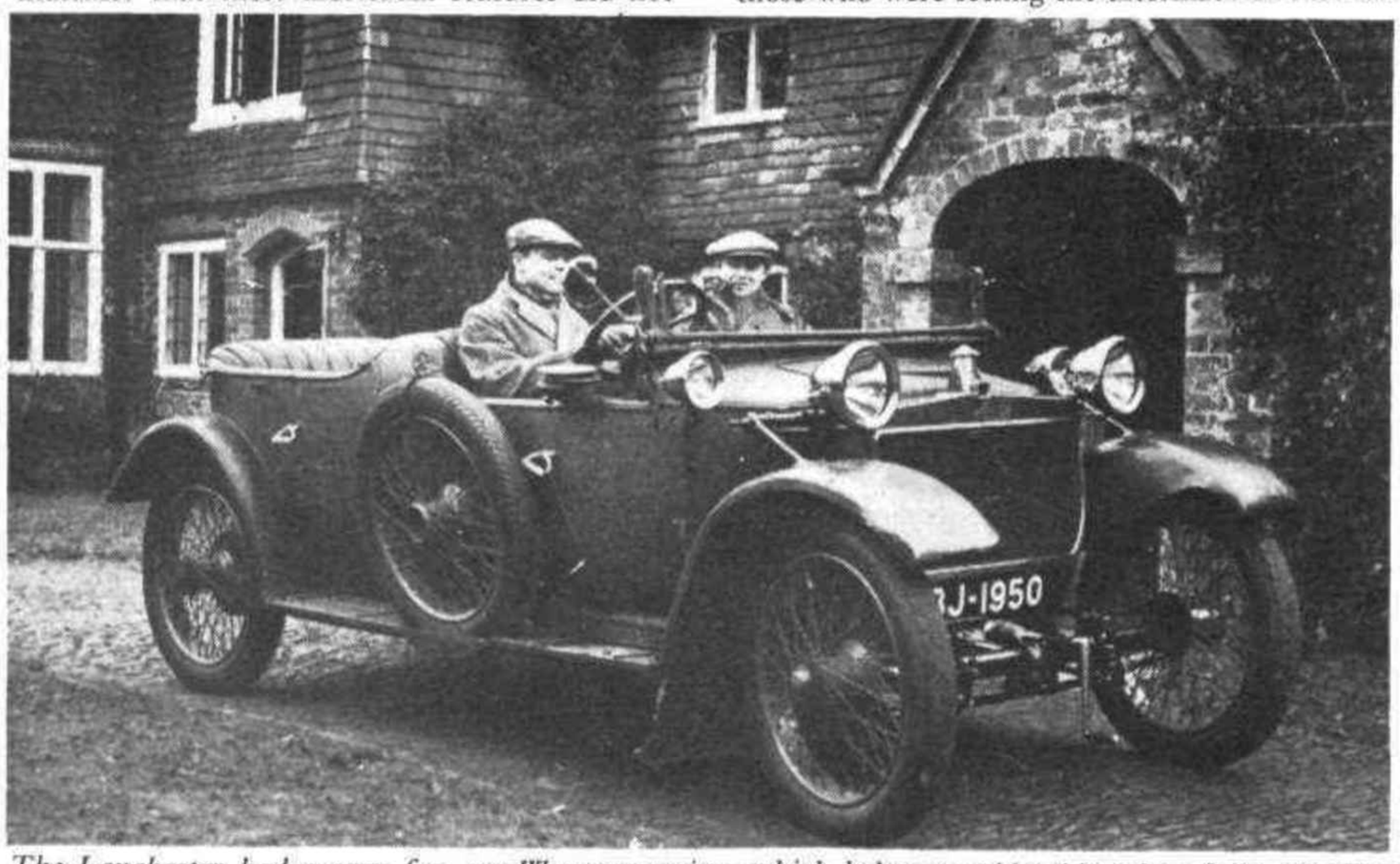


The Napier had built up a great pre-war reputation, as emphasised by this photograph of a six-cylinder model photographed in 1912 at the Palace Garages of H.M. the Maharaja of Gwalior – a picture taken by G. Cecil Knapp, the first Rolls-Royce rep. in India, and lent to us by John Fasal, who is writing a book about the Rolls-Royce Goshawks ... But there were those who wouldn't buy the post Armistice 40/50 o.h.c. Napier, because the Acton Company also made taxicabs . .

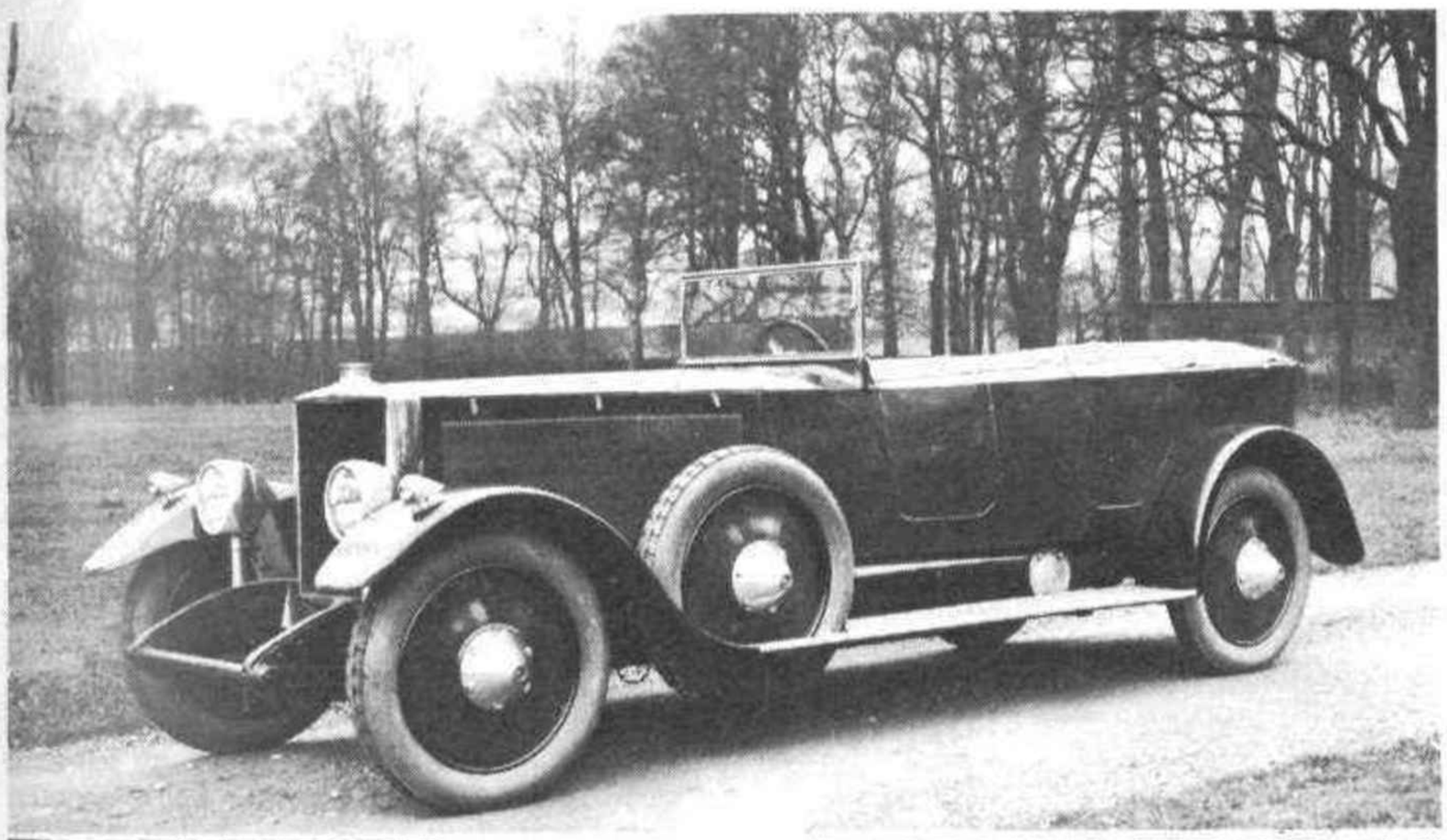
If we follow our would-be customer for a new luxury car to the 1919 Olympia Motor Show, a year after the war-to-end-all-wars was over, what do we find? Rolls-Royce occupied Stand No. 74 and on it showed a car with interior-drive cabriolet body built for HRH The Prince of Wales and another, with limousine body, for the King of Romania, the third exhibit being an open touring car. This caused *The Autocar* to suggest that a third "R" might well be applied to the car's initials, to stand for "Royal Rolls-Royce", which was a bit of a snub for Daimler. The 40/50 R-R engine had been given lighter parts, and improved internally for better performance, and the cantilever rear suspension was also improved, while easier starting *via* a Rolls-Royce chain-drive starter-motor was incorporated. Although those who were feeling the aftermath of the war might look at lesser cars on the stands of Armstrong Siddeley, Austin (whose new Twenty was admirable value-for-money), Crossley, Sunbeam, Wolseley and Vauxhall, etc., it is not hard to see why the majority bought a new 40/50 Rolls-Royce, or patronised the 30 and 45 h.p. models with their silent sleeve-valve engines, on the Daimler stand. Strikes in Italy had prevented Guilio Foresti getting a new Isotta-Fraschini to Olympia and anyway this, and the fine new overhead-camshaft, servo four-wheel-braked, Hispano Suiza, were distrusted by many British buyers, although they no doubt made a pilgrimage to the stands where the new o.h.c. Napier and Lanchester chassis were on view. Having seen these much publicised new cars, it says a great deal for Rolls-Royce that their back-braked, side-valve chassis took most of the sales. Yet the Silver Ghost, or more correctly this 40/50 h.p. Rolls-Royce was continued, with little change since about 1912, in its chassis, right down to 1929, if we regard the R-R Phantom I as just a push-rod overhead-valve version of the Ghost. . . .



In spite of this creditable success with the World's luxury-car buyers, Rolls-Royce themselves were not very clear in 1919 in which direction the future lay. Henry Royce (not yet knighted) began work after the war on the Kite, Goshawk or Twenty Rolls-Royce, which followed American practice at first in having only three forward speeds and a central gear-lever. This new model was intended to off-set the cost of making the 40/50 h.p. car having increased due to the war from £506 (made up of £124 for wages, £196 for materials, and overheads of 150% on wages) to £1,083, to which had to be added the agent's fee of 20% on the selling price of the chassis at £1,145, which lifted the total cost to £1,373, giving a profit of £77 per chassis sold through the Trade, or £387 if sold direct by the Rolls-Royce Company. During 1919 the chassis price was increased in March to £1,450 from £1,350, then to £1,850 in December, to £2,000 in April 1920, and to £2,250 in June 1920, orders for 110 chassis suffering 26



The Lanchester had a very fine pre-War reputation, which led to considerable sales of the post-War o.h.c. 40 h.p. six-cylinder model.



... and Leyland made lorries, which damned the new Leyland Eight in the eyes of some potential customers.



cancellations from the final price-increase, with another 48% of cancellations by November 1920.

Not surprisingly, R-R set about the production of their high-quality Goshawk or Twenty – about which I am expecting one of the most comprehensive of all Rolls-Royce histories to emanate soon, from the pen of John Fiscal. There were thoughts at this time of a 12 h.p. R-R chassis at a works cost of £500-£575 and Claude Johnson had asked for an estimate of a 10/15 h.p. Humber "improved to Rolls-Royce standards", which would have sold for £850 if not less than 1,000 were made – which must have infuriated Humber's, had they been told! In 1921 the Rolls-Royce Board decided that to reduce the Silver Ghost price below £1,850 would lead to the impression that "the present chassis was not up to the past R-R standard". So the great, if long-lived, 40/50 Rolls-Royce reigned supreme. But what did people do who had some personal reason for not investing in a Rolls-Royce? I am greatly indebted to the well-known Rolls-Royce historian and owner, John Oldham of Jersey, who had a relation in just this predicament for a time and who has allowed me to quote his letters about it. Mr. Oldham writes as follows: –

"I have always looked upon the Daimler, especially the sleeve-valve models, as Britain's premier make and it was always owned by the true Landed Gentry, if they could afford one, if not owing to taxation etc., then they ran an Austin Twenty, Armstrong-Siddeley or Humber, unless they went for a foreign make like Buick, Packard, Minerva. They were what they were and they did not need a pretentious car to try and show their position. The Rolls-Royce was purchased in most cases by the wealthy industrialist and trades people who had made a lot of money.

My grandfather started motoring in about 1903 in South Wales and his first car was a Crossley open tourer. He changed this for a landaulette in about 1908; he favoured a Crossley as these engines did give very good service in the works, Richard Thomas & Co. in South Wales. In about 1912 as he had a lot to do with Vickers he favoured a 50 h.p. Wolseley, but his younger brother Frank Treherne-Thomas had already purchased a Rolls-Royce with twin tyres on the back wheels (see page 27 of my R-R 40/50 h.p. "Ghosts, Phantoms and Spectres" book).

My grandmother, Nora Beaumont-Thomas, hated this Rolls-Royce 2445, when they took delivery. She wanted a cabriolet with a big window at the rear. This Barkers could not supply as the hood had to fold down, so the car was given two rear windows. There were constant rows over the bodywork on it.

A tour to the Chateau country in 1913 did not improve things; the car was virtually brand new and they had four bursts in the day, arrived late at Le Touquet with the tyres filled up with grass, and found that the rooms which they had booked had been let to someone else, so had to sleep in the car on the front for the night!

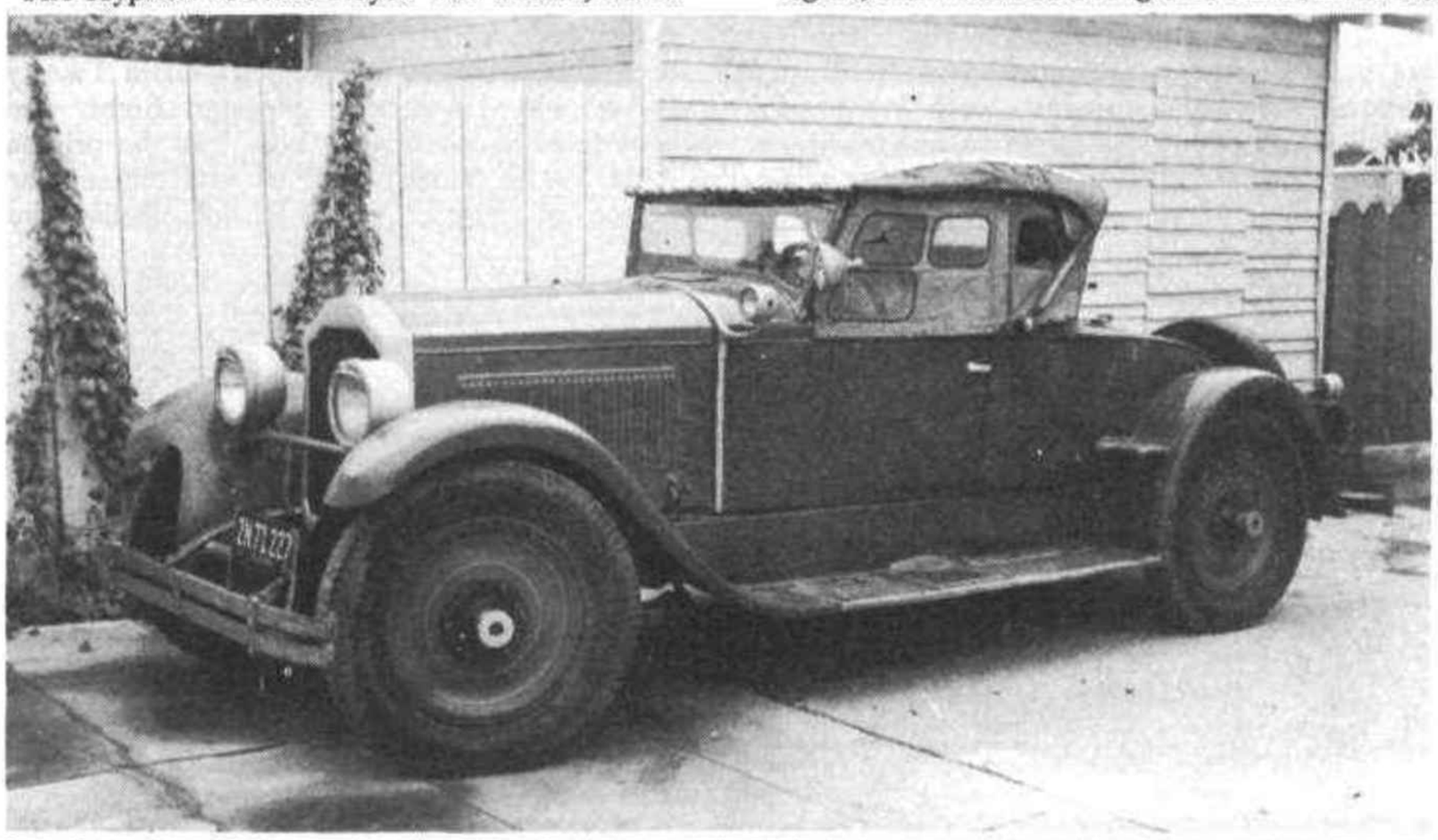
My grandmother sold 2445 (see page 126 "The Hyphen in Rolls-Royce" for details, and a picture of the car Plate No. 22).

At the end of the 1914/1918 War my grandmother had a Peugeot with coupe-Cabriolet body; she always said there was no place like England in the summer, so in the winter of 1919, having loaded the car with food from Fortnum and Mason (she did not like foreign fare), she and my Uncle Reggie Beaumont-Thomas, who would then have been just 17, set off with the chauffeur sitting in the dickey across France making for Switzerland. I gather they had snow *en route* and the chauffeur gave notice, as he said he could stand no more of this!

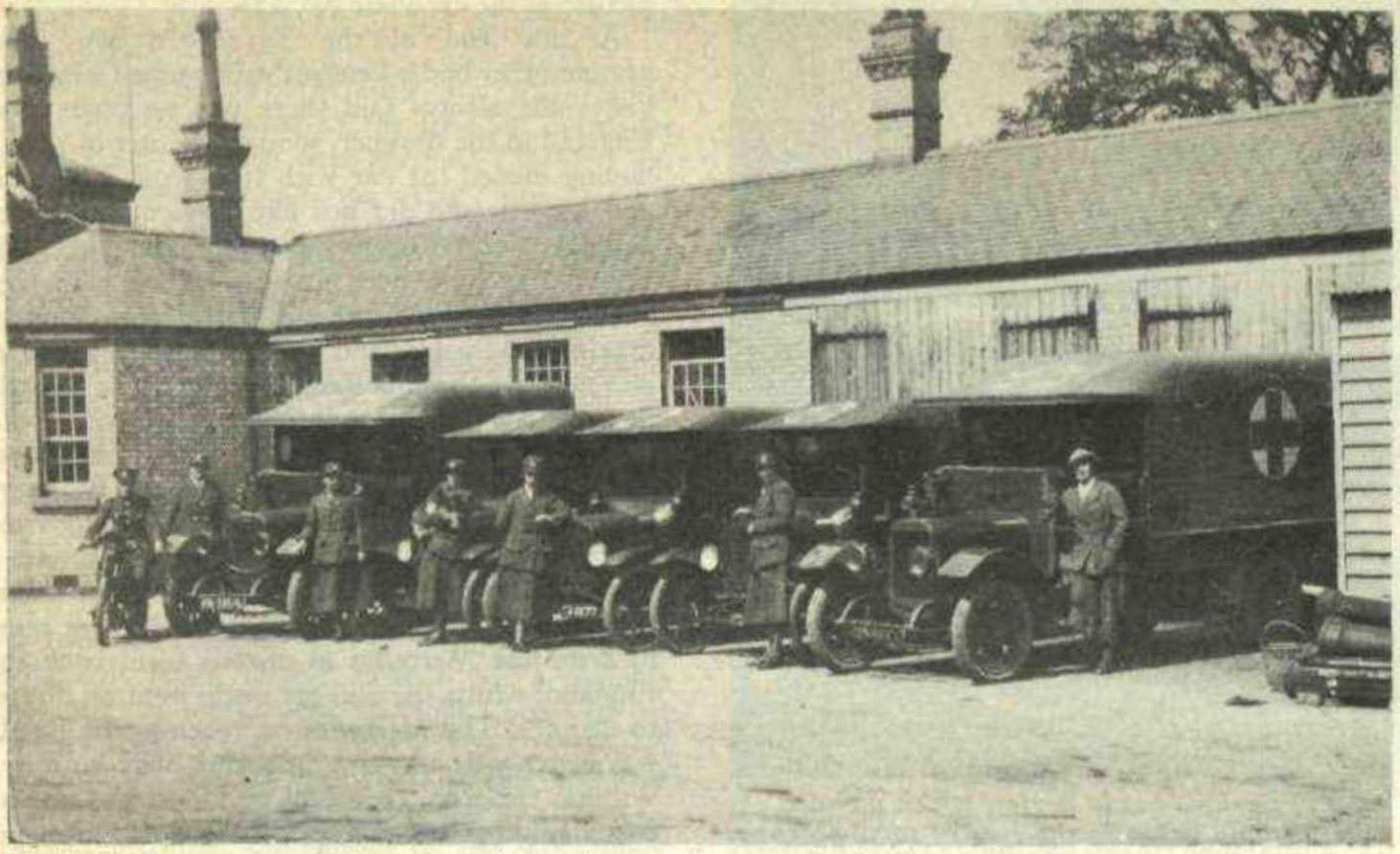
In Geneva they visited the Mercedes showrooms and my grandmother bought the very first chassis to come out of Germany; it had no copper or brass on it, it was about 24 h.p., a 4-cyl. sleeve-valve. So, as the chauffeur was returning to England, my grandmother got him to drive the Mercedes in chassis form back to England, whilst she and my uncle went on down to Cannes. The Mercedes on reaching England was fitted with a saloon-limousine body built by William Osborne, the yacht builders, who had a coachbuilding business in Whitechapel and who had already built a body on a Buick for my mother. The Mercedes was everlastingly breaking sleeves when going to and fro between London and Brighton; I rather think my uncle over-drove it.

It was for this reason that when my grandmother came to think of purchasing a big luxury British car she would not consider a Daimler because of the sleeve-valves and as she was anti-RR owing to the problems with the Barker body, on asking my uncle what to purchase, he told her the choice lay between a Leyland-8, to which my grandmother replied "Certainly not they make motor lorries". My uncle then said the next choice is a Napier, to which my grandmother said "They make London taxicabs".

So my uncle said this leaves only Lanchester and the one which my grandmother purchased had a Thorn saloon landaulette body, which had been built for a Maharajah, but which he refused to accept delivery of. The car had wire wheels, but as they had already had endless trouble with spokes breaking on the Peugeot, through the way my uncle cornered it, he suggested to Archie Millership of Lanchester that as the Lanchester was a "40" and far heavier and faster than the Peugeot, the wheels be changed to Michelin discs,



American cars were not popular with carriage-folk in Britain immediately after the Armistice, but John Oldham remembers that Packards, like this one, began to be seen in the West End of London, followed by Cadillacs, and that Lincoln later made a drive for sales here, with British coachwork on their V8 chassis.



The Rolls-Royce was not the only make to give excellent service in France from 1914-1918 *– Rover-built Sunbeam ambulances also did well.*

which were later to become a standard Lanchester fitting on both "40" and "21" models.

When four-wheel-brakes came into being my grandmother went into the question of converting the Lanchester, but as it was going to be so expensive, she decided, on hearing from my mother that Major Colin Cooper (Cooper's Stores) was thinking of selling his low-mileage 1925 Rolls-Royce Chassis No. 85 AU with Connaught limousine body, a hideous body with a very ugly oval window at the rear, to buy that car. My grandmother had it until 1930, when she took delivery of her Phantom II chassis, 167 GN, shown in "Those Elegant Rolls-Royce" and in "The Hyphen in Rolls-Royce", as Plate No. 23.

My grandmother spent her time divided between 106, Marine Parade, Brighton and her flat in Whitehall Court, going to London on a Tuesday and returning to Brighton on a Friday. She used the Phantom II 167 GN for this purpose, always heavily loaded. Sometimes she would drive the car herself, much to the chauffeur's horror; she was the only woman that I have ever known to drive one of the Phantom IIs, as usually women found them much too heavy. She never drove further than the Sutton by-pass. I did come up once with her at the wheel; it was in 1934, so as she was 78 when she died in 1944, she must have been 68. I know we touched 70 m.p.h. several times and the chauffeur, who was in front with her, had to ease the wheel to get the car on its correct side of the road at least twice. I was in the back with the sewing-maid and the pekinese dog. At Sutton Marston, the chauffeur took over. The other two cars which my grandmother drove regularly about Brighton, but always accompanied by the chauffeur, were a 1928 2-litre Rover with fabric 4-light saloon body and folding head and a 1931 Standard Big Nine coachbuilt saloon with sunshine roof; the Standard was vile, I drove it several times.

I think the whole point about Rolls-Royce is the clear-cut policies which Claude Johnson laid down; no car was ever obsolete, that spares are always available, and it is the endeavour of the Company that each owner will be more and more satisfied. Claude Johnson gave the cars a mystique, which they have never lost; the Company are charming to deal with and most efficient. Added to this they made so few models, that each in its way is a classic type, though the 20 h.p. and 20/25 were looked upon very much by my family and their friends as 2nd-class citizens; it was the 40/50 that was the "King of Cars" and until the time when I had my 20/25 none of the small horsepower models had ever been owned by the family. The Austin Twenty, Buick and Hupmobile Straight Eight were considered much better "buys" as the original outlay was much smaller and these cars performed better. One thing too, Rolls-Royce have always been fiends to break up with all the masses of nuts and bolts, and breakers who had them in took a long while to junk them; they liked to see them standing about their yards.

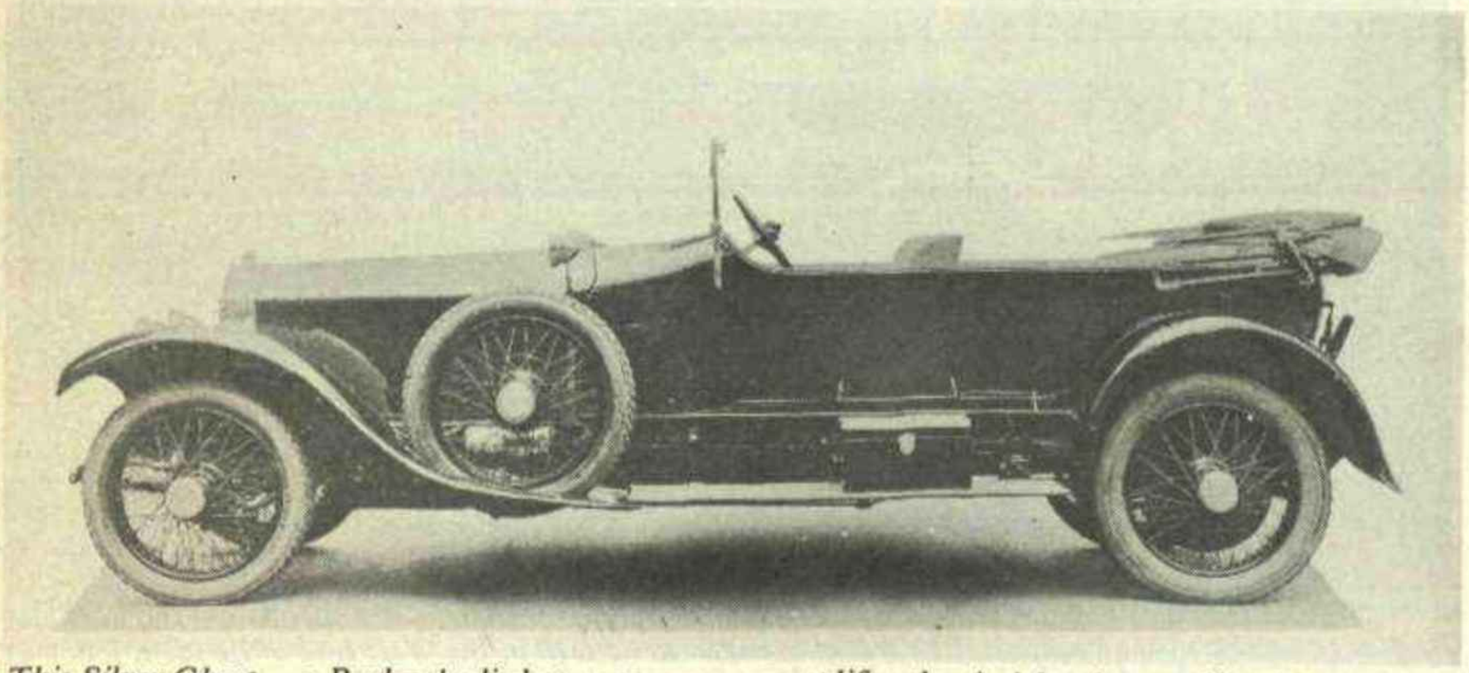
Daimler, on the other hand, made so many different models each sub-divided into a different type, so that the original purchaser could have exactly what he or she wanted. Spares were difficult at the outset, the Company saying they made cars to sell, not spare parts, that there is not really a classic Daimler type. The cars contained so much copper and brass and a great phosphor-bronze worm-wheel in the back axle, that the breakers found them very profitable, so that as soon as a Daimler entered the yard they broke it up. The sporting motorist does not as a rule like sleeve-valve engines, some Daimlers carried such gigantic bodywork that they gave the car generally the name of being sluggish as undoubtedly some of the models were. No effort was ever made by the Daimler Co. to sell their cars to the American market and only very few were imported; in fact, the only one I can think of was a 25 h.p. Maythorn saloon with fluid flywheel transmission and self-changing gears. What has happened to this car I have no idea; it is not on display at the Henry Ford Museum at



The Hon. C. S. Rolls put the Rolls-Royce on the map and started the long and successful run of the 40/50 h.p. six-cylinder, named the Silver Ghost.

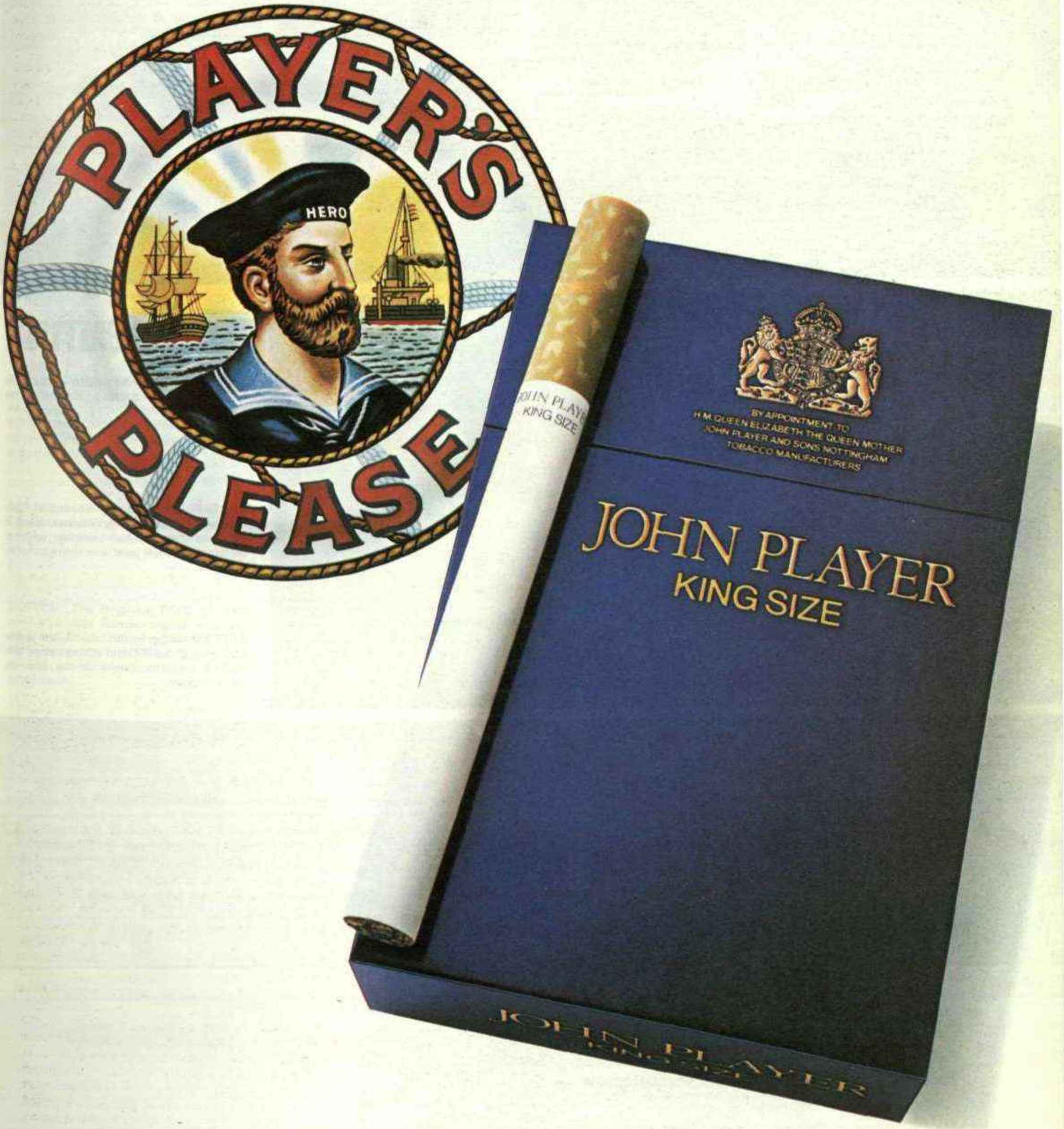
Dearborn, which I have visited. It was purchased from the Show Stand at Olympia by Edsel Ford."

As for American cars, Mr. Oldham thinks that at first there was an anti-American feeling in this country, as the USA came late into WW1 and made profits from it. Which probably explains why there was not much interest in the classic three American cars of the period, Cadillac, Packard and Lincoln, for some time after the Armistice. Fred Bennett showed the 5.4-litre V8 Cadillac on Stand No. 96 at the 1919 Olympia Motor Show, as a limousine with electric communication between the rear parlour and the chauffeur, but perhaps the presence on the same stand of the cheap Chevrolet cars kept the elite at a distance. Ford's luxury Lincoln was not yet available; Mr. Oldham tells me that in later years his mother, then a staunch Hupmobile user, tried a Lincoln but thought its V8 engine too heavy on petrol, compared with her straight-eight Hupmobiles. The Packard had also failed to show up at Olympia in 1919. So it was back to Rolls-Royce for many of the post-war customers.... – W.B.



This Silver Ghost – a Barker-bodied open tourer – exemplifies the model as it was offered in 1922, *two years before any major changes were made to the familiar chassis.*

It's still the tobacco that counts



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ARGENTINE

TOP: Winner Jacques Laffite in the new Ligier is seen passing Hunt in the unhappy new Wolf.

CENTRE: European F3 Champion Jan Lammers tail-sliding his Shadow round a left-hand bend before retiring with a broken drive shaft joint.

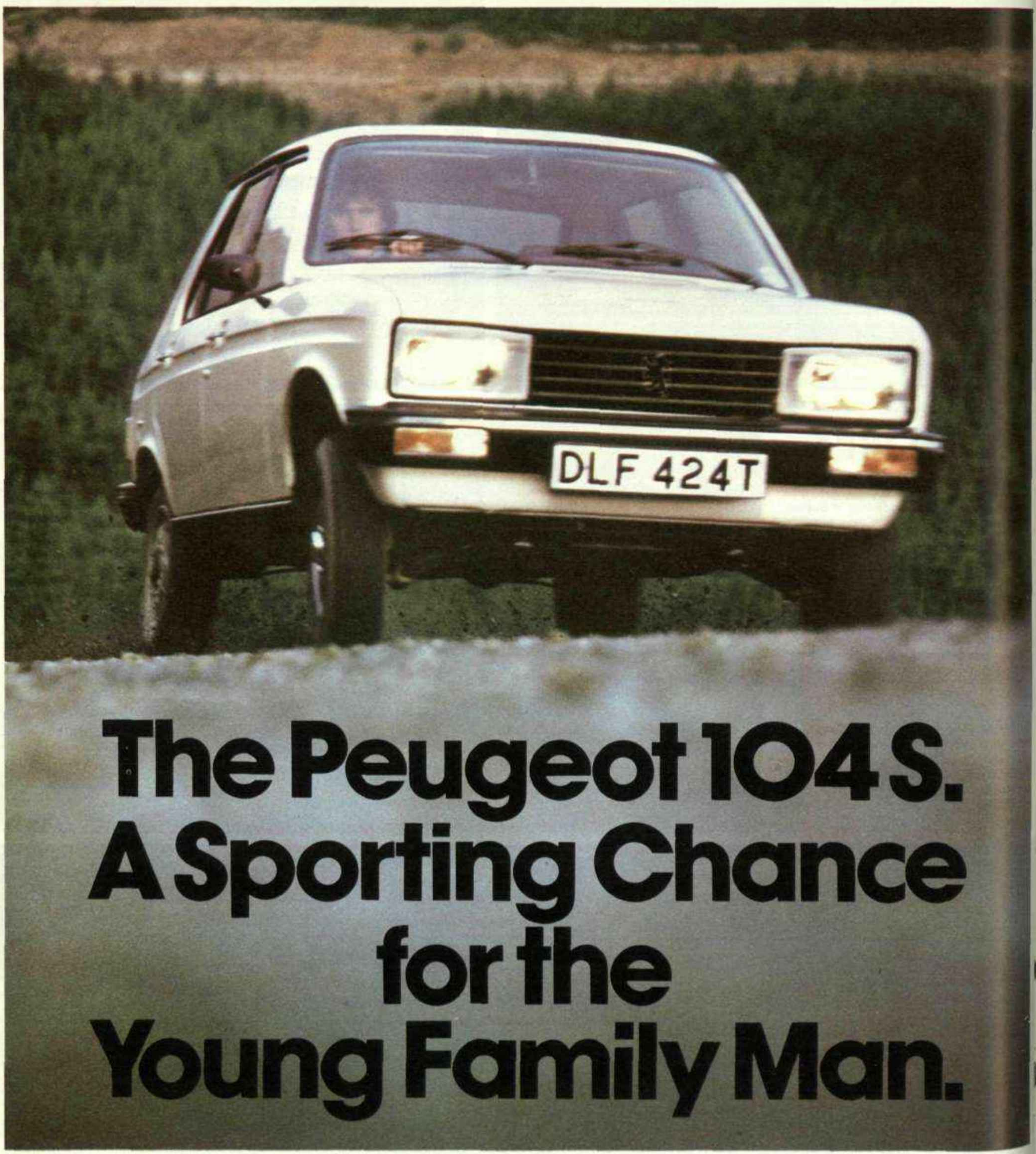
BOTTOM: Jarier in the blue Tyrrell leads Andretti's Lotus 79, and others before the packed spectator banks in the Buenos Aires stadium.

GRAND PRIX

TOP LEFT: John Watson in the new McLaren M28 with a backdrop of Buenos Aires city.
TOP RIGHT: Carlos Reutemann in his first drive for Martini Team Lotus came home a worthy second to the French.

CENTRE: In his first race for Ferrari Jody Scheckter didn't get far; here he is seen on the warm-up lap, the last time our photographer saw him.

BOTTOM: The Brabham BT48 with the new V12 Alfa Romeo engine was too-new and Lauda never had a chance to demonstrate its capabilities. The forward driving position accentuates the long wheelbase.



The Peugeot 104 S. A Sporting Chance for the Young Family Man.

Frequently the arrival of a new family means the departure of fun in motoring – but not any more. The new Peugeot 104 S enables you to take your family responsibilities seriously – and yet still enjoy your motoring to the full.

104 S – Power from advanced engineering.

Under the bonnet there's plenty of power from the new 1124cc light alloy overhead cam engine. This twin choke carburettor engine produces **66 bhp** at 6200 rpm, and has a top speed of **97 mph**, and takes just 15.4 seconds to reach 62 mph.

Powerful yet economical. Up to 46.3 mpg*.



The engine is mounted transversely driving the front wheels and is easy to maintain (main service intervals every 10,000 miles) and has been created using the best materials and technology and engineered for long life.

104 S – Performance with no complaints from the family.

The sophisticated all round independent suspension system incorporates front and rear anti-roll bars and has been developed to complement the car's sporty performance. A smooth ride with excellent road-holding is ensured, whatever the conditions. It enables each wheel to "soak up" roughness in the road surface and eliminates vibrations that would normally be transmitted to the passenger compartment. Each wheel cushions the car over the bumps yet remains firmly in contact with the road.



104 S – Fun in comfort.

The family travel in style in the 104 S. The attractive cloth covered seats are extremely comfortable and there's bags of leg room for front and rear passengers. The wheelbase is exceptionally long for a small car, enabling the passengers to sit in between the wheels rather than over them, ensuring a much more comfortable ride. The front seats recline and have head restraints as standard equipment.



*Fuel consumption (in accordance with official Government testing procedures)	
At a constant 56 mph (90 km/h)	46.3 mpg (6.1L/100 km)
At a constant 75 mph (120 km/h)	33.6 mpg (8.4L/100 km)
Simulated urban driving	30.6 mpg (9.2L/100 km)

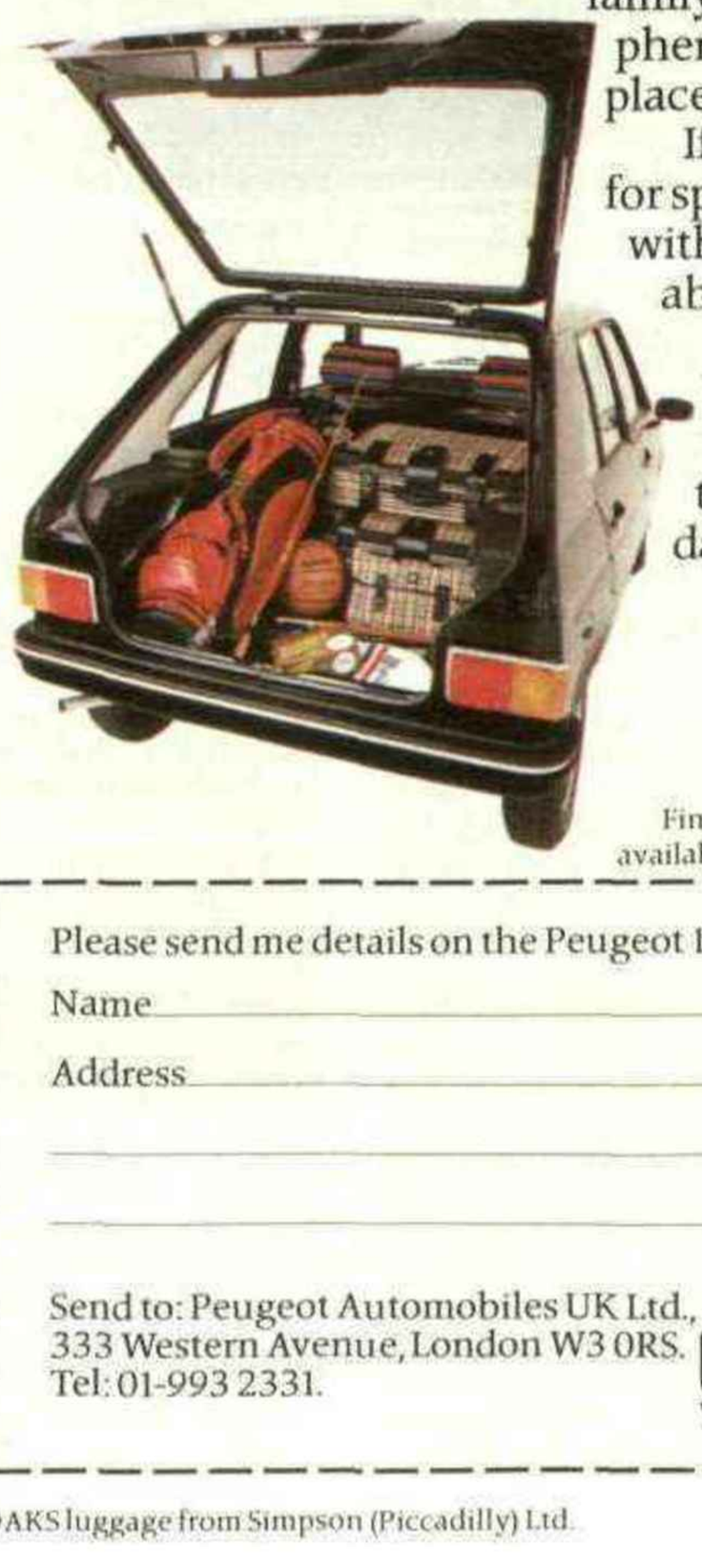


104 S – Comprehensive equipment is standard.

This sporting car is equipped to a very high standard. There is a small padded sports steering wheel, a modern dashboard with a comprehensive bank of instruments including a rev counter, alloy wheels, and to emphasise the sleek sporty look, there's the matt black finish to the sills, window surrounds and exterior driving mirror. Laminated windscreen, inertia reel front seat belts, servo-assisted dual circuit braking system, heated rear screen, all combine to make the 104 S a very attractive proposition.



We offer you the best of both worlds. A sporting chance, but with an eye to the practical problems of transporting a family and all their paraphernalia from place to place.



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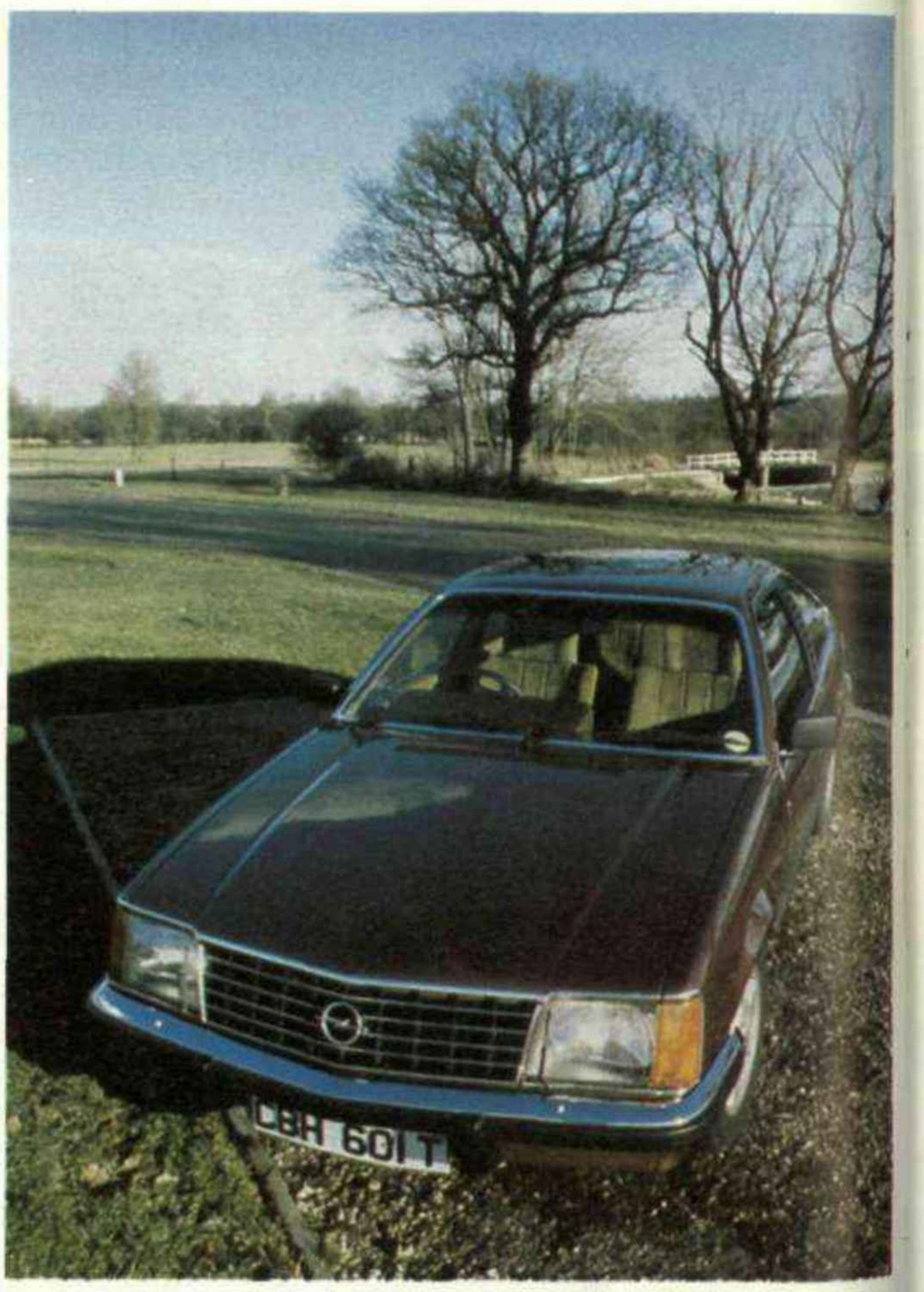
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The Senator, left, and Monza have identical chip-cutter nose treatment and mechanical details, but the former is a spacious five-seater saloon and the latter a sporting, three-door coupe.

ROAD TEST

The Opel Senator and Monza

Superb handling, performance, comfort and appointments help justify an apparent high price

OPEL's new Senator and Monza put General Motors' European offshoot firmly on the upper rungs of the quality car market ladder, pitched in price against such well-bred status symbols as the middle range BMWs and Mercedes and Jaguar XJ 3.4. The four-door, six window, Senator saloon comes into the UK at £9,975 and the three-door Monza coupe at £10,250. It's a hard and fussy market in the dizzy heights of the five figure bracket ar.d while the Senator and Monza tested undoubtedly justified a high price, I can't help sympathising with Opel's marketing team, who have one major hurdle to overcome in their new found aspirations: the image in a name.

The Monza and Senator are available on the German market with a choice of either 2.8-litre, carburetter straight-six engines or 3.0-litre injection versions. Only the big injection engine is available in the UK, the smaller engined models being sold under the guise of the Vauxhall Royale. Other than a 40 b.h.p. power deficiency, the Royale saloon and coupe have an almost identical specification to the Opel models, yet cost some £2,000 less, pitching them in the Rover 3500/Ford Granada Ghia 2.8i battle-field. These new Opels have replaced the old Commodore at the top of the UK range; a Commodore GS/E coupe gave sterling service to a colleague. In fact the Commodore lives on in Germany as a six-cylinder derivative of the current Rekord.

The new up-market Opels share an identical mechanical specification. Their latest version of the familiar camshaft-in-head (not overhead camshaft – the valves are moved by short pushrods), oversquare, in-line six-cylinder engine measures 95 mm. x 69.8 mm. in its bores, to give a capacity of 2,968 c.c. Fed by the latest Bosch L-Jetronic fuel injection, this cast-iron unit develops 180 b.h.p. DIN at 5,800 r.p.m. and 173 ft. lb. torque at 4,200 to 4,800 r.p.m. The 9.4:1 compression ratio demands four-star fuel, but maintenance is minimised by the use of self-adjusting hydraulic tappets and transistorised, contactless ignition. This engine drives the rear wheels through a three-speed GM automatic gearbox and a split propshaft. Four-speed manual transmission is available to special order on UK Monzas (not Senators) at no extra cost, an option apparently offered as a concession to the competition department's homologation demands.

Opel have moved from wishbone to McPherson strut front suspension for these luxury cars. An interesting feature of the semi-trailing arm independent rear suspension is the inclusion of so-called "Miniblock" conical coil springs, which have the advantage of progressive rate and reduced noise levels, for the shape prevents contact between the coils on compression. Anti-roll bars are fitted front and rear. ZF circulating ball-type power steering is standard and big, power-assisted disc brakes are fitted all round, the front discs being ventilated.

From the screen pillars forward the Monza and Senator bodies are identical, right down to the somewhat garish chip-cutter grille (I prefer the less fussy Vauxhall Royale design) and sloping, rectangular halogen headlights, fitted with wash/wipe facility as standard. To the rear of the pillars the Senator is a full five-seater saloon with a conventional and enormous luggage boot. The Monza too will take five people, but not so comfortably as the Senator for those in the back, whose head and leg room is more restricted. A big hatchback, supported on twin hydraulic struts, gives access to a reasonably commodious boot, which can be made vast by folding down the one-piece seat back, Rover-like. But unlike the Rover the Monza has only two doors in addition to the hatch, for this is meant as a sporting coupe, not a cavernous saloon. The boot space is covered by a rigid, detachable cover, part of which hinges up with the hatchback. The Monza's roof-line is over an inch lower than the saloon's and the coupe is 4½ in. shorter in overall length at 15.4 ft., most of which is lost in reduced rear overhang, although 0.63 in. is shaved off the wheelbase, 105 in. on the saloon. The 28 cwt.

Senator is just 1 cwt. heavier than the sporting coupe.

Most of my test mileage was spent with a Monza, for W.B. had the Senator for much of the period, but their general driving characteristics are very similar. Their engines enamoured me from the beginning with their instantaneous starting whether hot or freezing cold and smooth, unfussed "drive-away" after a night in sub-zero temperatures. The L-Jetronic injection gives perfect mixture control whatever the ambient or engine temperatures, so that this smooth and powerful straight six lacks any temperament.

Performance is considerable, not quite so fast as a 3-litre BMW perhaps, but quicker than the automatic Rover 3500, W.B.'s version of which I drove several times during the period of this Opel testing. Opel claim a 130 m.p.h. maximum for the Monza (133 m.p.h. for the optional manual version) and 127 m.p.h. for the Senator, a little bit optimistic perhaps, though the Monza was able to register 130 m.p.h. on its slightly over-reading speedometer. Less theoretical and more useful was the long-legged feel of both cars at 100 plus cruising speeds, academic perhaps to most UK customers, but essential on Opel's homeland *autobahns* and an indication of how lightly this General Motors machinery has to work at the British legal limit. This is in spite of relatively low overall gearing giving 20.8 m.p.h./1,000 r.p.m. in top, which means that the engine is running almost on to the 6,500 r.p.m.







Top to bottom, instrumentation and switchgear is first class and the driving position good, save for the pedals being too far to the right. This is the Monza's facia, identical to the Senator's except for a couple of switch omissions. The Senator's boot is huge; its lid can be opened electrically from the driving seat. The 3-litre, Bosch-injected, c.i.h. straight-six develops 180 b.h.p. Note the sensibly large washer bottle. Sporting style versus commodious practicality: the attractive Monza (top) and Senator.





red line at maximum speed. Sixty miles per hour comes up from rest in not much more than 9 sec., there being surprisingly little difference on standing start acceleration between the Senator and its lighter brother. Manual gearchanging of the automatic gearbox made little difference to the acceleration times, but to do so was to risk that usual General Motors automatic gearbox danger of banging the lever straight from second, through drive into the unprotected neutral. The light action of the Opel's gear selector made it much easier to make this mistake than did the stiffer selector of the similarly unguarded gate of the Porsche 928 tested last month. I confess to having over-revved the Monza's engine a couple of times for this reason and there appeared to be no ignition cut-out to safeguard the engine.

The GM automatic 'box has received high praise over the years for all its characteristics except for that vulnerable neutral. Yet I felt that on both the test cars it was a little too eager to change up and down on a constant throttle at times when the engine's torque characteristics felt not to need such help. Both W.B. and I when switching from Opel to Rover and back remarked on how infrequently the Rover changed gear in comparison and how smoothly the oft-criticised Borg-Warner gearbox made its fewer ratio swaps. Admittedly the lazy V8 is less demanding than the smaller, less "torquey" straight six, yet I'm sure the latter could tolerate less sensitive change-down settings. Full-throttle kickdown is heavy to apply, in common with most automatic cars tested recently, but responds quickly and when thus depressed will allow these 180 b.h.p. cars to run up to about 51 m.p.h. and 83 m.p.h. in the gears at 5,900 r.p.m.; manual hold offers seven or eight m.p.h. more at the 6,500 r.p.m. red line. The engine is beautifully smooth and quietly subdued for most of its willing rise up the rev. scale, but it does roughen up towards its maximum. Overall, however, it is a very fine, sweet-revving engine with excellent throttle response and, if I may reiterate, a satisfying lack of temperament which not only makes life easier, but also gives a feeling of solid reliability.

It is in chassis behaviour that the Opel Senator/Monza range excels most, to a degree that makes it outstanding even in the company of its compatriots BMW and Mercedes. In terms of the best compromise between ride, handling and roadholding only Jaguar surpass it in this section of the saloon car market – but then Jaguar is unsurpassed in this respect by any saloon, whatever the price, so this is high praise indeed for the Opel. The general behaviour of the two Russelsheim cars is very similar, but the Monza gains in outright roadholding and slightly more sporting feel from the fitment of those marvellous Pirelli P6 tyres of 205/60 section, mounted on 15 in. alloy wheels to give more or less the same rolling radius as the 195/70 tyres fitted to the Senator's 14 in. alloy rims. The Senator we had for test employed Pirelli CN 36 tyres; the example shown here, driven briefly for this photographic session, sported Michelin XVSs, which I preferred. The roadholding of either Opel model is excellent, that of the Monza quite superb. The degree of grip tends to accentuate initial roll in a corner, but this never rises to an uncomfortable degree. Both cars are beautifully balanced, neutral in behaviour and extremely forgiving. Few drivers are likely to push the Monza particularly beyond its limits of adhesion, but when they do they will find that the tail goes first and is very responsive to correction. Part of its forgiving nature comes from an ingenious pivot layout in the semi-trailing arm rear

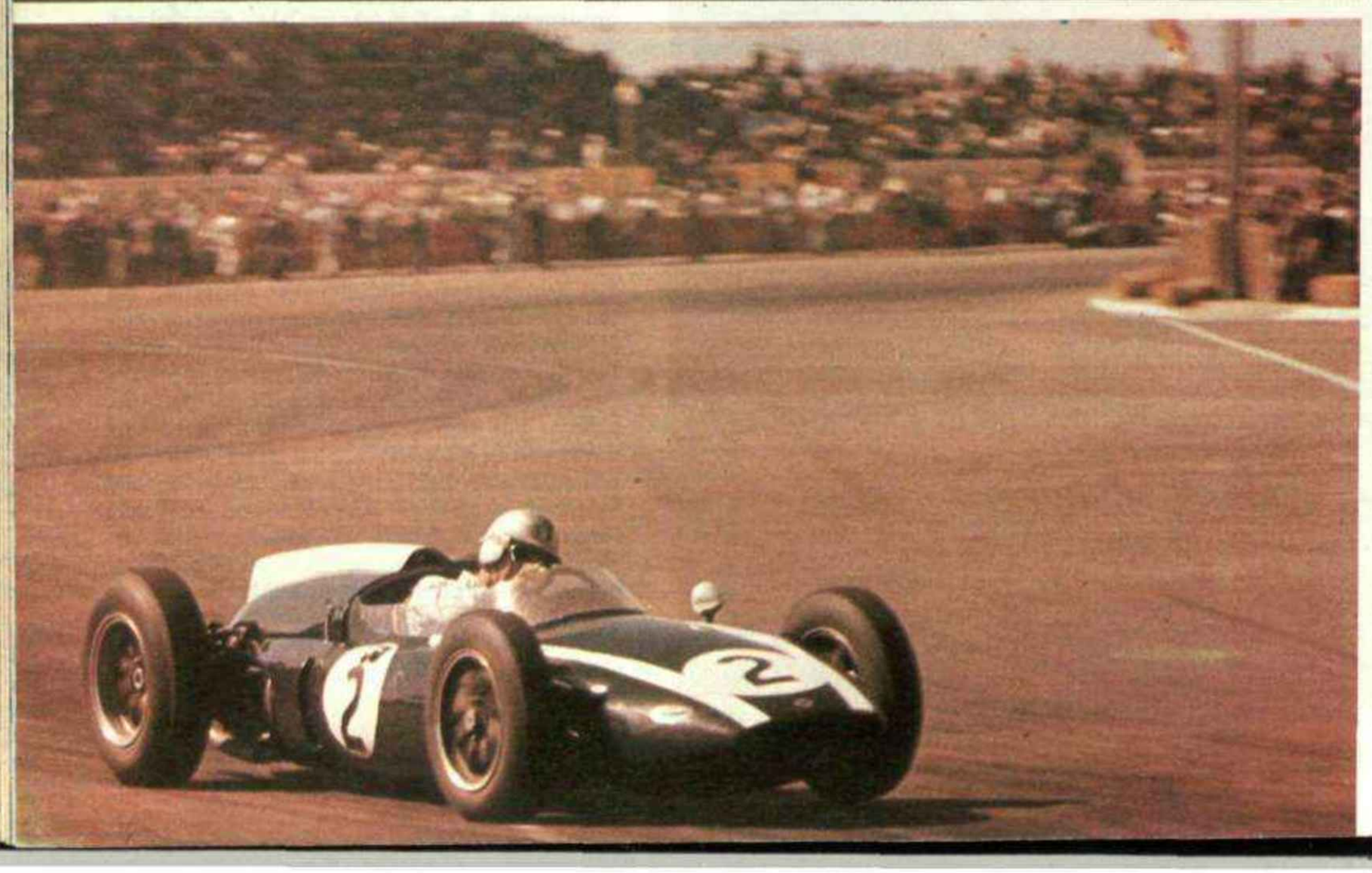
Continued on page 198


DUNLOP
40
40

















SIR JACK BRABHAM

IN THE New Year Honours List John Arthur Brabham became the first man to receive a knighthood for services to motor racing. The Australian, thrice World Champion, won 14 out of 127 World Championship races entered between 1955 and 1970. This pictorial tribute to Brabham begins at top left with his Formula One World Championship *debut*, in the 1955 British GP at Aintree with the disappointing, fully-streamlined, rear-engined Cooper-Bristol. He retired with engine failure. His first World Championship title came in 1959, when he confirmed the supremacy of rear-engined cars with the Cooper-Climax, in spite of crashing in the Portuguese GP at Porto while lying second, left centre. Victory in the 1960 Portuguese GP, bottom left, helped him to his second Championship, again in a Cooper-Climax. Below, rounding the Karussell at the Nurburgring with his Brabham-Climax, German GP 1965. Right, oversteer on the way to winning the 1966 Dutch GP with a Brabham-Repco BT20. That year he *became the first driver to win the* World Championship in a car of his own manufacture. His first European victory in a Brabham, a Coventry-Climax-engined BT7, came in the non-Championship Solitude GP of 1963, above right. Brabham's last GP win – at the age of 44 – was in the 1970 South African event, with a Cosworth-engined BT33, above centre. He retired at the end of that season.





OPEL SENATOR AND MONZA – continued from page 195

suspension, which minimises variations in camber and toe-in. The inside wheel can jack up a little under hard cornering, but doesn't interfere too much with traction, which is good. A limited slip differential is available for £168.

The overall feeling of tautness which this fine suspension engenders is emphasised further by truly excellent power steering which is just right in the effort it requires (slightly more than that of the BMW 635 CSi I took over on the day we did the Senator photographic session), and in feel and response. It is practically indistinguishable from manual steering except when parking.

The ride is extremely well controlled and taut whilst remaining comfortable. The suspension copes admirably with bumps, which fail to upset it even in mid-corner and only at slow speeds over rough surfaces is there any real degree of disturbance. All the while the suspension is commendably quiet in its operation and the Senator's overall road noise level is low. The Monza not unexpectedly suffers from more bump-thump and occasional roar from those fat P6s. Incidentally, the Monza can be ordered with a stiffer "S" suspension pack for £81.90. I drove a car so fitted at the UK Press launch last year and its handling was superb, at the expense of a harsher ride.

Backing up the impressive handling and roadholding characteristics are brakes which are nearer to Mercedes' high standards than to BMW's. Those 10.5 in. front discs and 11 in. rears haul these heavy cars down with reassuring powerfulness, slightly more effectively on the test Monza than the Senator, without requiring too much pressure.

These big, new Opels must be amongst the most comprehensively equipped cars on the road at any price and it is as well to take their full specification into account when comparing them with the basic prices of BMWs, Mercedes and the like, which can cost thousands to bring up to the same standard of appointment. Things like electric windows, a steel sun roof (not fitted to the pre-production test cars), exterior mirrors adjustable from inside, two stage heated front seats on the Senator, inertia reel belts (four in the Senator), four headrests on the Senator, two on the Monza, a stereo cassette-radio with aerial built into the laminated screen, tinted glass all round, headlamp wash/wipe, halogen headlamps, an electric central locking system, integrated rear fog lights are just some of the standard fitments. The Senator has an electric boot lock operable from the driving seat: the Monza would benefit from a similar installation. The toolkit puts most other manufacturers to shame. The Monza has a rear screen washer and wiper, but the test car's heated rear screen failed when the three prong contact between the hatchback and tailgate burnt out. A modified one has been brought into production. However, the powerful demister was able to clear the big rear window area in less than ten minutes. Heating and ventilation is excellent. Vertical sliding quadrant controls, including one for the four-speed fan, give easy selection and division of heating and demisting. There are large, adjustable ventilation and side window demisting outlets at the facia extremities and a fresh-air vent in the centre of the facia.

The driving position is good except that the pedals are offset too far to the right, especially noticeable by we of the left-foot braking school: so the Porsche 928 automatic is not alone in this fault. They are too high off the floor, too, with a big jump from throttle to brake. Both models have sumptuous front seats, although for some reason that escapes me they use different types, the Recaro-built thrones of the Senator proving a shade more comfortable and having map pockets in their back rests. Inexplicably too, only the Monza's driver's seat has height adjustment, whereas the cheaper Senator has it on both front seats. With this fitment the seats have an excellent range of adjustment. The height adjuster is a pivoting one similar to that of the Alfa Romeo GTV, with a handle which telescopes out to give greater leverage. The Senator's handles face rearwards, where they are easy to grasp, but the Monza's faces forward, thus conflicting with the useful, rigid door pocket, of which the Senator has four. A stalk on the steering column allows a clever tilt facility at the hub end of the steering column for the comfortable, four spoke wheel.

The luxurious appeal of the velvet-like upholstery on the well-shaped seats and the quality of the carpeting makes the BMW equivalents look somewhat cheap. It's a shame therefore that Opel have spoilt the ship by the use of cheap plastic finish to the facia and centre console and a preponderance of fake wood strips. This trim finish is out of keeping with the exceptionally high standard of engineering, paint finish and equipment. The facia finish and design has been kept down to that of the cheaper Opel and Vauxhall models instead of being raised to match the quality car image. At the same time, few criticisms can be levelled at instrumentation, which lives behind a rearward slanting glass panel, effectively preventing reflection. These easy to read dials include a large speedometer and tachometer, water temperature, oil pressure, fuel level and voltmeter gauges and are backed up by a substantial array of warning lights.

Apart from a large lights master switch on the right of the facia, which pulls out to switch on the interior light, and a bank of switches on the facia for auxiliary equipment, all major functions, including two speed plus intermittent wipers, are controlled by a slim stalk on the left of the steering column. Switches for the electric windows are housed in the centre console between the seats. An awkward, hook-type lever adjacent to the ignition switch has to be moved to release the ignition key.

Opel are aiming high with these new models and the standard of engineering exhibited has risen to the ambitions, expecially in the area of chassis design. The Monza and the slightly better value Senator have excellent performance, road behaviour and equipment worthy of the high price and offer a fine combination of luxury and driver enjoyment. Whether the image and the slight Americanised styling will impede the sales of these fine cars remains to be seen. – C.R.







The Monza's hatchback and fold-down rear seat gives Rover-like versatility. Halogen headlights with wipers/washers are standard on both models. The garish grille treatment shows these Opels' American ancestry, but the Senator has a neat and tidy rear view. Alloy wheels are amongst the comprehensive fitments.

BRANDS HATCH RALLYCROSS

ENGLISH-domiciled Cypriot Dini Mavropoulos, left, took the rallycross season opener at Brands Hatch on January 7th with a suprise but worthy win. Mavropoulos' immaculate Team Castrol 2-litre Escort inherited the lead when Richard Painton spun his seemingly invincible Mini into the snow when he missed a gear, locking the engine. Painton's Ripspeed car, on the right in the bottom photograph, proved ideal for the conditions, easily out-handling its rivals on the slippery, muddy circuit. He had no problem setting fastest time of the day. Clark's Mini makes way for the charging Painton, who is about to dispose of Mountain's Saab 96, Payne's Mini and Moakes' Escort. Squibb's Escort clips the markers in a tussle with Finch's Mini, below left, while Smith's Mini finds its bodywork suddenly modified. The season should have opened at Lydden Hill on New Year's Day, but heavy snow caused the meeting's cancellation.









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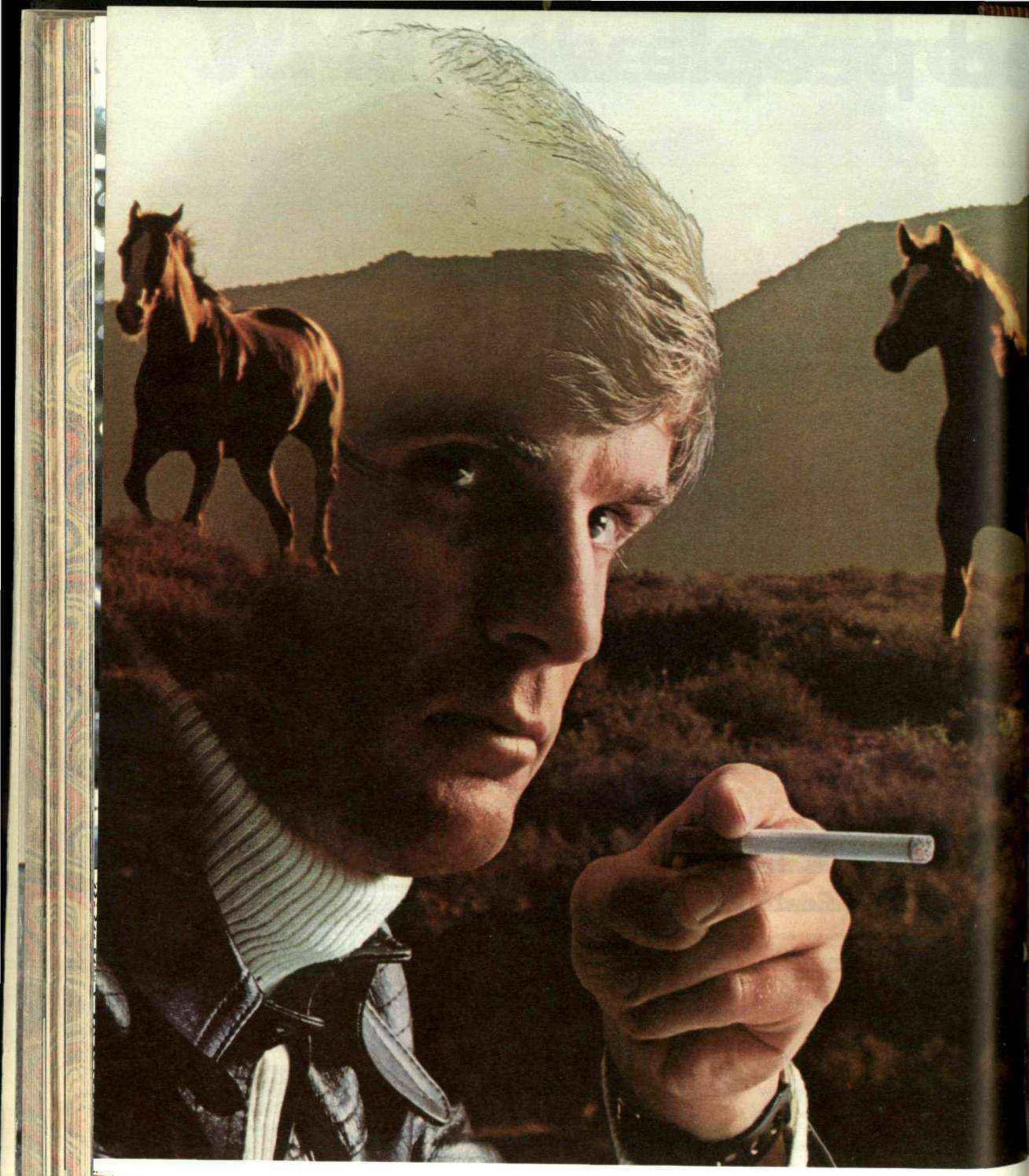
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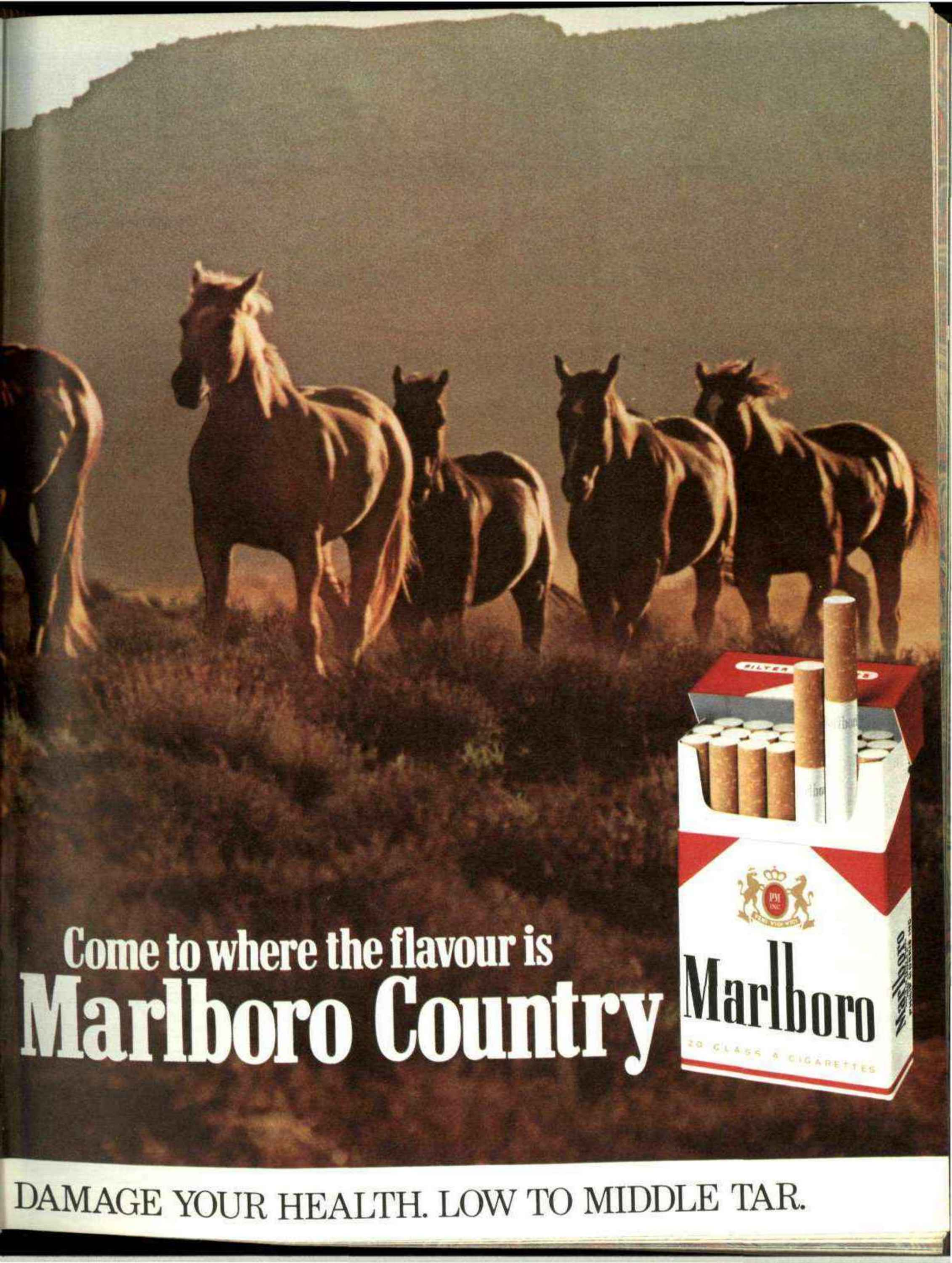
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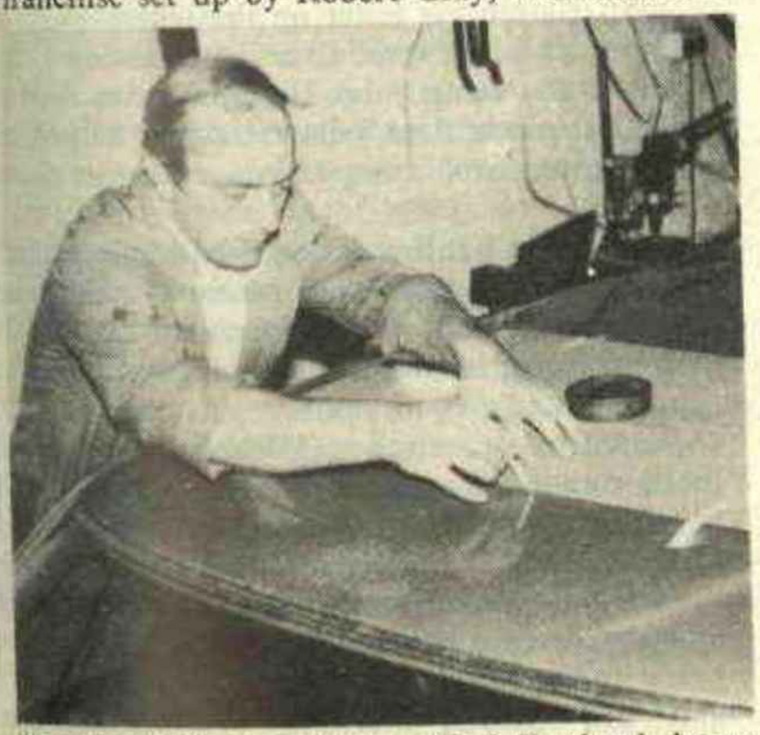
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Rover Roof

THE EDITORIAL Rover 3500 has been fitted with a rather novel Skyport glass sunshine roof to enable the Editor to savour once again at least some of the joys of fondly-remembered open-air motoring. We were curious to learn how such major surgery is carried out and watched the Rover go through the 2½-hour process at one of London's main sun-roof fitting specialists, Jack Kent Ltd., 89/99 The Arches, Wood Lane, London W12 (01-743 4582).

These Skyport roofs are imported from America by Skyport Sunroofs (UK) Ltd., a franchise set up by Robert Clay, who also runs

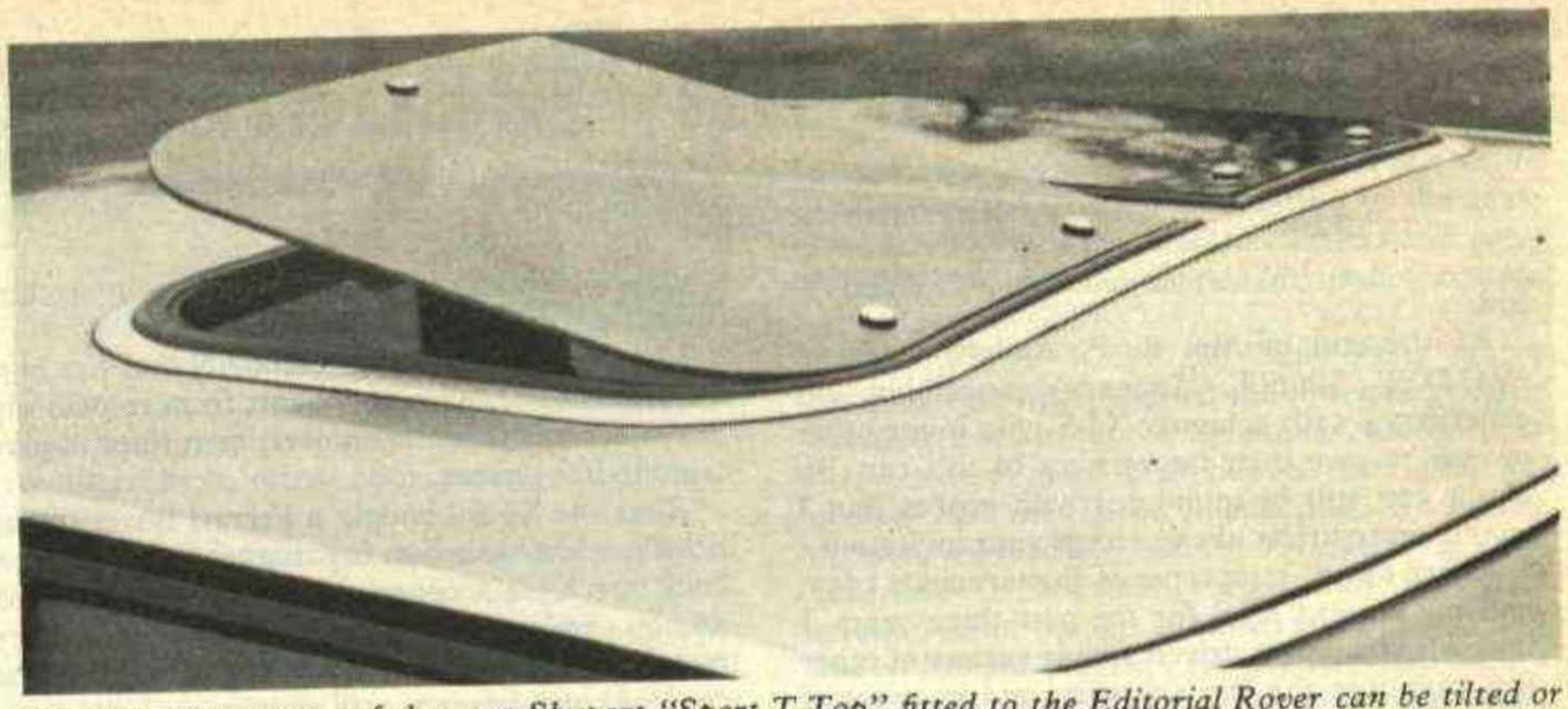


Kent's chief sunroof fitter Ted England draws round the template provided with the kit after measuring its position. After drilling four guide holes he was able to cut out the rough shape of the headlining. Sound deadening and two stiffening bars thus revealed had to be removed.

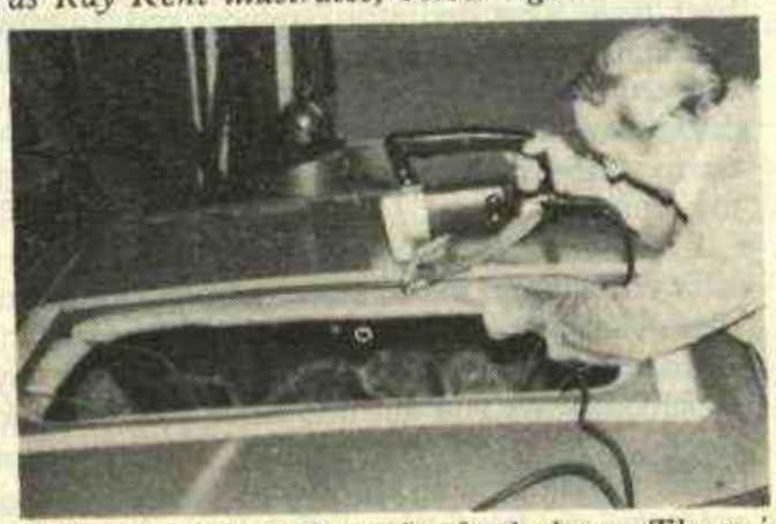


Point of no return! Electric shears cut out the rough shape of the aperture; cutting started from a hole made by a tank-cutter.





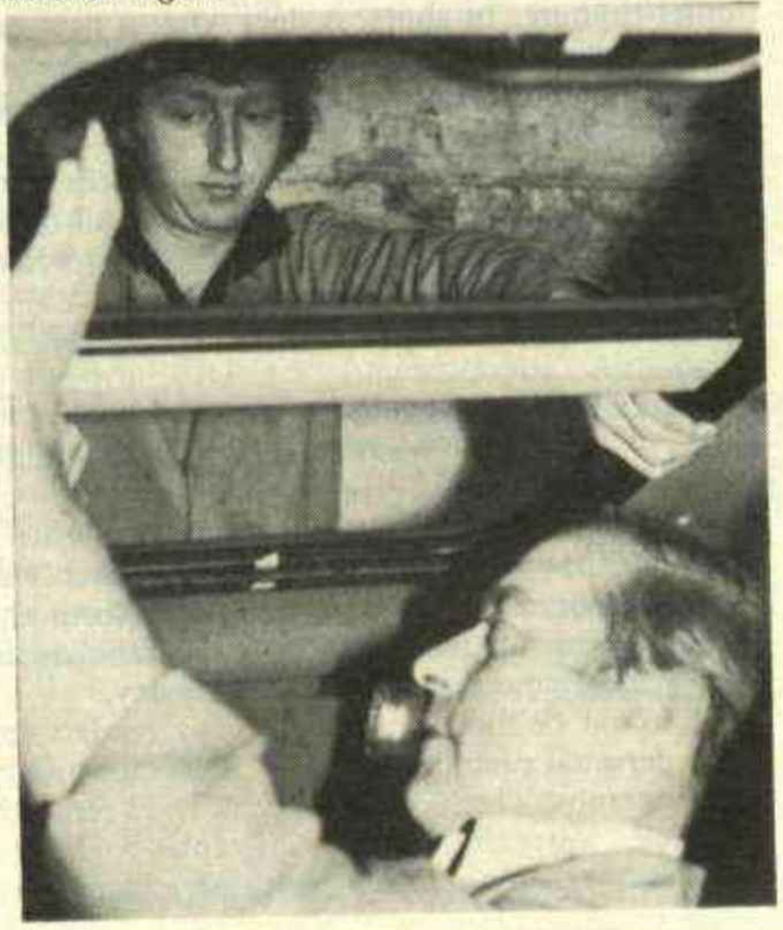
The twin glass panes of the neat Skyport "Sport T-Top" fitted to the Editorial Rover can be tilted or completely removed individually. The Skyport roof comes as a pre-fabricated assembly for easier fitting, as Ray Kent illustrates, below right.



Trimming the hole to its final shape. There is little latitude for inaccuracy. The frame assembly is then offered up, below, after a rubber packing strip has been affixed between the headlining and roof.



Final positioning. The lower and upper halves are screwed together with the roof and headlining sandwiched between. A special gasket and adhesive seals out the weather. Note the big interior light.





Bodyshield rustproofing. One advantage over conventional sunroofs is that they brighten the car interior all the year round; a disadvantage is that the car has to be stopped to remove and stow the glass. Two types are available, one with a single pane, the other a double-opening twin-top. W.B. chose the latter, in the largest 20 in. x 37.5 in. size. This cost £216 plus VAT, inclusive of fitting, with an extra £9 for a stowage bag. Each side of the twin-top can be removed or tilted individually – or both together. The wide-opening tilt position is easily achieved with one hand, but complete removal and re-fitting via hooks at the front and pins through the two rear clasps is a fiddly business. The tilt facility gives excellent, well-nigh draught free ventilation in all weathers at the expense of some wind roar. Another welcome feature of the twin-top is a large courtesy light mounted on its centre-strut.

These roofs are made from reinforced, titanium-coated, "solar cool" bronze (in the Rover's case) or silver-tinted glass, which reflects away most of the sun's heat and passes UK safety strength tests. The polished lustre finish metal frame is claimed to add rigidity to a car's roof. It appears to be thief proof, which fabric roofs are certainly not, and so far has proved completely weatherproof, except when the Editor tilted the glass when rain had collected on the outside. . . . The roof suits the Rover's design and gives it a distinctive appearance.

Clay has appointed 40 franchises throughout the UK. Details can be obtained from Skyport at Crown House, Number 7, Ashville Trading Estate, Abingdon, Oxon. (0235 27798). – C.R.

Letters from Readers

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

XJ-Satisfaction

Sir,

At the end of Mr. R. F. Anderson's letter (MOTOR SPORT, January) describing his experiences with a Jaguar XJ-S, you invite other owners to give their impressions of this car. No doubt you will be inundated with replies, but I would nevertheless like to accept your invitation.

I have owned most types of Jaguars since 1957, and my present XJ-S for the past three years. I have also owned or driven a wide variety of other fast cars over the last 35 years, and in terms of driving pleasure, smoothness, and absence of fuss at all times and, of course, unapproachable value for money, the XJ-S must come top of any list.

A few cars are faster, some are more luxurious, but not many and not much, and all these competitors are infinitely more expensive.

When my car was delivered, it suffered from some irritating faults: clock light not working, wind noise on doors, petrol filler pipe clip loose. These were put right at the first service. When the car was a year out of guarantee, I complained about a noisy rear axle to Henlys (South West) Ltd., of Churchfields Industrial Estate, Salisbury, who maintain the car excellently. They approached the factory, who sent down an expert of their own and the axle was changed free of charge. I would point out that Jaguars rectified a similar fault, after a similar time, in an XJ-6 I owned in 1969 through Couper's of St. Albans when I lived in Hertfordshire. This contrasts strongly with Mr. Anderson's description of factory indifference and incompetence.

I am very sorry indeed to hear of his disappointing and disturbing experiences with his car, but one thing in his account puzzles me. He writes that the "car boiled up ... engine misfired, vibration throughout whole car, driver's door misaligned, air dam came off ... air conditioning faulty again ... clouds of smoke came out of rear of car at speed. Rubber came off passenger door, still vibrating, horn not working." Then he adds, "Assumed car was OK to take on the Continent."

Surely in all the circumstances this was an unwise assumption?

Salisbury JAMES LEASOR

Happier Jaguars

Sir,

My sympathies to Mr. Anderson and his unfortunate experiences with Jaguars. My experiences are far happier, although there have been one or two minor annoyances.

I bought an XJ 4.2 coupe in February 1976. A faulty valve on the fuel system two days after delivery resulted in it depositing ten gallons of 4-star fuel on the road. I then covered 33,000 trouble-free miles in 12 months, and all this on the original set of tyres. The car was then passed to a colleague of mine and I bought an XJ-S. Within a week it required a new prop-shaft, one of a faulty batch I was advised. I then covered 18,000 trouble-free miles in the car with the exception of the car failing to start, due to an electrical fault, in our office car park one morning; the local dealer fixed this by lunch time. The boot never did fit and I found the wheel balance was critical.

The XJ-S was undoubtedly the smoothest, quietest car I have ever driven (including our Chairman's Shadow II) and the power delivery can only be likened to a jet airliner. My only criticism of the car was that it totally lacked character.

Our XJ-S is still in our company and has now covered 28,000 miles and, apart from re-painting under second year Supercover, continues to give trouble-free service.

After the XJ-S I bought a Ferrari Boxer to put a little spice back into my motoring. I also took back my XJ 4.2 coupe which has now covered 56,000 miles. The paintwork (silver grey metallic) is not in showroom condition, but the car looks and drives as well as ever.

Over the past nine months of use the car has let me down once. I returned from a very fast trip back from West Berlin to Europort and travelled overnight by ferry and then drove the five miles home. In my drive the old lady sighed and coughed and refused to re-start. One day's recuperation at the local dealer and she was back to normal.

I would certainly not criticise Jaguars. They offer standards of comfort and performance unmatched by cars costing considerably more.

On sunny days and quiet mornings I take my Boxer out for a run and the adrenalin rises and life takes on a different quality. I then return home, park the Ferrari in the garage having overcome my frustrations of the ever increasing restrictions forced upon us by Sonny Jim and his merry band. I am also happy in the knowledge that the original Boxer is appreciating at a rate similar to that of the fabulous Daytona.

Cottingham R. C. MILNER

Golfing

Sir,

Having read various tales of woe in your excellent and indispensable magazine (long may it reign) with regard to Mr. Anderson's dismal XJ-S etc., I am prompted to bring some belated Xmas cheer to your readers.

Last April I bought a new VW Golf GTi locally. It has now covered 5,000 miles in an exemplary manner and literally the *only item* which has failed me, was a few months ago, when the door switch controlling the interior light, broke. Nothing else, but nothing, has let me down. It starts on the button, the gearbox is a delight, the brakes smooth and powerful (they need to be), the whole car is rattlefree, tight, and quiet-running. In short, it does what a new car ought to!! As a Porsche owner for the last twenty years, I can also state categorically that the GTi is the next best thing to a 911.

My VW has brought an element of excitement back into motoring, and I would advise all those whose cars have fallen by the wayside to take heart and test-drive one! Usual disclaimers.

Croydon K. C. BAKER

From Lord Montagu of Beaulieu

"Royalty on the Road"

Sir,

I have recently been commissioned to write a book called "Royalty on the Road", which will seek to portray in basically pictorial form the involvement of the various royal families in Europe with motoring since the early days.

I would be most grateful to your readers for any personal reminiscences, or most importantly photographs, which could be considered for such a book. Naturally, any photographs would be treated with care and returned in due course by our Photographic Department here at the National Motor Museum at Beaulieu.

Beaulieu, Hants. MONTAGU OF BEAULI

Speci

Sir,

I would congratulate Rodney Leach (MOTO SPORT January letter) on the success of his br sortie on the road with his Can-Am Lola T160 I had the totally unique pleasure of being able wave him past my MG-B between Welwyn a Hertford.

I thus had a grandstand view of the effect was having on the Sunday afternoon Hertfo strollers and can report the result as ve satisfactory!

John Heseltine's letter on the whereabouts old specials in the same issue is interesting – th must be the same John Heseltine who used drive an immaculate yellow U2 and helped out in my first competition event at Lo Marston.

I have long felt that a Register (not necessari a Club) of "specials" both race and road goi would be useful with information from t various specialist clubs plus as many owners can be located.

Recently I acquired a TWM-bodied Conve (both companies used to advertise in MOTO SPORT) and will use this on the road in t spring. One famous car not mentioned by John the original Austin Seven-based Lotus IIIB whi now makes regular appearances at the Histor Lotus Register functions.

If any person knowing of specials, et (however unlikely) similar to the above wou care to write to me I will compile a register as t first step towards a mutual exchange information.

Barnet DAVID E. MORGA

(Letters will be forwarded – Ed.)

* * *

Sir,

John Heseltine's letter (Specials – Where a they now?) in the January issue sent me straig to my other Bibles – C. A. N. May's books pre- and just post-war trials – so do a litt *homework on V8 specials built for use in trial* Ford V8 saloons and cabriolets were in u before 1936. The beginning of the V8 special e seems to be the use of the 1934 Ulster TT Fo V8s in trials in 1935. These are described "low, fierce, open-bodied monsters" and t original Allard, CLK 5, appears to have bee based on one of them.

Ken Hutchison's special made its debut in th 1937 "Lawrence Cup" trial and was successf both pre-war and, in C. A. N. May's hands, pos war. Unfortunately, it was rebuilt and r registered after he disposed of it. So, FPD 67 would seem to be lost.

H. G. Symmons had a Leslie Ballamy modifie Ford before the war. Ted Lloyd Jones built tw "Triangle" V8 specials and Bill Butler coaxed Ford V8 under the bonnet of an unsuspectin Singer 1½-litre. This car survived the war an ended up with one of the Haskins family in abou 1947. Other re-engined cars include a V8 T Frazer Nash, entered in the 1939 Land's En Trial.

After the war, Guy Burroughes and D. W Price drove successful cars, Price's car using Mercury engine. The registration YY 7 onc graced a trials car. I bet it doesn't now! In fac several of the trials fraternity had distincti registration numbers, presumably due to the motor trade connections.

Tom Wise built two V8s, confusingly callin them both CW8. One was registered KUM 44 Guy Warburton, and then Reg Holt campaigne

an LMB-Ford KVB 300 (?). Whether this was Symmons' pre-war car I do not know. Watson's Mercury-engined Watson special was very successful in Scotland and made several forays south of the border.

Bill Butler built a "proper" special in 1947. At least one of the "Triangle" V8s survived to be used by Stan Astbury at about this time. Leslie Onslow Bartlett built two Mercury-engined cars, one for himself and one for Ron Faulkner. Bartlett's car was registered GRU 7 and Faulkner's GAA 555. Both disposed of their cars in 1951, Bartlett trying a weird JAP-engined device (KRU 7) and Faulkner going on to his very successful Paull special.

D. A. Armstrong gained a second class award on the 1951 Land's End, having failed Crackington with a Ford-Mercury. Whether it was one of the above cars I don't know.

1951 saw the end of the V8 "menace", their place in the trials world being taken by Ford 1,172 c.c.-engined specials, which in turn led to the highly specialised NTF cars of today. GAA 555 found its way to Cornwall where, although rebodied and very low to the ground, it was used with considerable success in trials, hill-climbs, sprints and driving tests, just as John Heseltine suggests was normal at one time. This was about 1964-67 in the hands of Ken Huthnance. It then passed to John Haswell, who had rather less success with it. It then went to ground for a second time, re-emerging in very poor shape from a leaky lock-up in Falmouth in 1974. This car I now own. There is much to be done and little time or money to do it with!

Like Mr. Heseltine, I am racing against the bureaucrats to see which is finished first, my car or the Classic Trial movement as we know it. I know of no other V8 trials car remaining, other than the Allards. Perhaps John's letter will encourage some reminiscences from trials men of that era. Perhaps other cars will emerge, as mine did, from damp or dusty corners of the country.

Chesham M. D. FURSE

* * *

Sir,

I read with interest the letter from Mr. John R. D. Heseltine in January MOTOR SPORT. I myself have always been a keen special building enthusiast. The mention of Fairthorpe prompted me to write. Last summer I purchased for the modest sum of £100 a Fairthorpe Electron Minor Special. As found it was in terrible condition and I have had to do a complete rebuild. The chassis and running gear are basically standard but every component has been extensively lightened. The body is alloy, the engine is Standard 10 featuring twin SUs, special four-branch exhaust and a very high compression ratio. I completed the restoration two months ago and the car is now my daily transport. I am hoping to enter it in some mild competition work next season. I have been able to find out very little of the car's past history, but it was originally used for sprints and hill-climbs during the 50s and early 60s. A photo of the car is included with this letter and any further information on its past history would be much appreciated.

Finally like Mr. Heseltine I would like to see more articles on interesting "Specials" of the past. And if anyone has an interesting Special in need of restoration I should be delighted to hear from them.

Kidderminster MICHAEL G. CROSHER

Sir, * * *

Mr. Heseltine's interesting letter in your January issue must have struck a chord with many motoring enthusiasts. Increased specialisation is surely one of the reasons why the interest in older sports cars is so great, and the



Mr. Crosher's Fairthorpe Electron Minor Special.

remarkable exploits of vintage and later all-rounders have often been prominent in your pages.

I enclose a couple of sketches of the V8-engined LMB trials special owned in turn by H. G. Symmons and R. E. Holt, which was a well-known competitor in trials in the immediate post-war era. I used to see this car occasionally on the road in the North Manchester area in 1959 or 1960. It was a handsome beast in British racing green and the bodywork seemed to be well constructed and finished. I last saw it spectating at the start of one of the early Manchester to Blackpool veteran and vintage car rallies, circa 1967, now painted red, so it was in enthusiastic hands fairly recently.

It is most unlikely that the owner of such a machine is not a reader of MOTOR SPORT, so perhaps he or she could tell us more about this interesting sports car.

Atherton, Manchester E. J. WARBURTON

Another Intrepid Pioneer

Sir,

As a member of that desperate band of brigands, "the motor traders", I feel I must reply to Barrie Crowe's letter in MOTOR SPORT.

A considerable number of us dealers do manage to drag ourselves away from our kerbside pitches for long enough to enjoy the sort of motorsport he describes. I personally covered some 10,000 vintage miles in Europe last year in machines ranging from a D8 Delage to a De Dion tricycle, competing in various races and hill-climbs and just touring, all without mishap provided one discounts being chased by the French, Dutch and Luxembourg police; also countless cafe proprietors begging me not to leave the area!

I disagree entirely with Barrie Crowe's remarks concerning the incredible 50-mile journeys described in the advertising section. Far from giving me neuralgia I have always regarded these intrepid pioneering trips into the unknown as having great entertainment value. Keep up the good work.

Chulmleigh, Devon N. S. HARLEY

Mystery Formula Junior

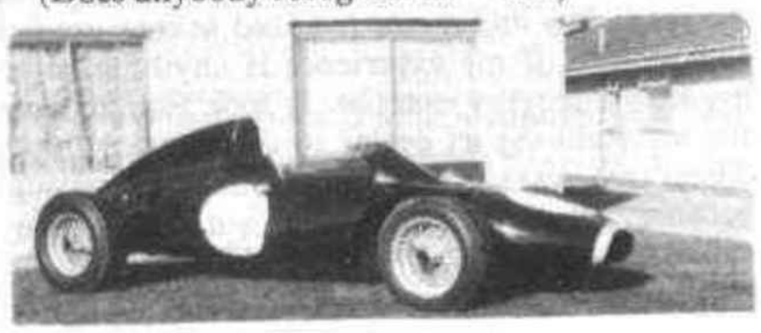
Sir,

I wonder if you could please shed any light on the origin of the car in the photograph. It was purchased by me some six years ago. From its dimensions and engine size it appears to be a Formula Junior car circa '59-'60. It is very professionally built and has been accepted by the Monoposto Club for Junior events. Although some of the members can recall seeing the car around, no-one seems to know its origin.

It is fitted with a 105E Cosworth engine and VW box.

Hereford M. J. COWELL

(Does anybody recognise it? – Ed.)



Sir,

Perhaps C.R. should have re-read his Saab Turbo test (MOTOR SPORT Dec. 78) before writing on the Porsche 924 Turbo in the same edition. To quote: "I can't understand why Porsche have lowered the *two* (my *italics*) bottom ratios".

The answer is in his Saab test, where commuter-driving "showed the low speed engine characteristics in a poor light; slow, second gear turns where most conventional cars pick up quickly had the Turbo floundering ..." In my opinion, Porsche, with obviously greater experience in production turbos, chose the better solution (even though another ratio between 2nd and 3rd might placate C.R.), rather than Saab's small turbo which in theory would provide better results at low revs., but on the evidence presented doesn't. And give me beautifully balanced, vice-free handling to snaky recoveries.

I also happened to come across a test by the same writer in the June edition of the BMW 323i. Almost the same acceleration to 60 m.p.h., almost the same top speed, far superior handling and a spare £1,700! Personally I would prefer a very satisfactory fuel-injected car to a production/prototype, unless its performance was generally outstanding – and I don't think that top-end acceleration and bottom end fuel consumption is enough.

Camperdown, NSW, Australia J. C. HLAVATY

(The fact is that neither Porsche nor Saab seem to have the perfect answer to gearing or low speed performance. I stand by my criticisms of both cars on that score. Like Mr. Hlavaty I'm still sceptical about the use of turbochargers on road cars – I find a conventional carburetter or fuel-injection engine with good torque characteristics and response and flexibility through the range to be generally more pleasant to drive. However, Jan Odor of Janspeed is about to try to convince me otherwise with his twin-turbocharged Rover 3500. I was most disappointed with a BMW 323i I have been driving for the last couple of weeks, but look forward to trying a hopefully better example before committing myself further in print. – C.R.)

* * *

Sir,

Your road test of the Saab Turbo was most interesting, and performance figures were, for the most part, impressive. However there were raised in my mind many questions relating to the relative efficiency of the turbocharger against the more traditional mechanically driven supercharger.

I had some experience flying Liberators during the war, these being propelled by Pratt and Witney engines with two-stage supercharging. Primary stage was achieved with mechanical centrifugal blowers while the secondary stage involved exhaust-driven turbochargers. These latter could be disengaged by opening the exhaust cut-outs and thus bypassing the gases from operating the turbochargers.

The turbochargers were considered so inefficient at low altitudes that, though they were operated during take-off, where every ounce of power was needed to pull the heavily laden bombers off the ground, they were soon, if I remember rightly, disengaged and only put back into operation when a substantial altitude had been reached. The drop in atmospheric pressure had then so increased the pressure differential between the gases in the manifold and the atmosphere that the turbocharger became highly efficient.

This can be illustrated by noting the tendency to altitude instability or "creep" which occurred in level flight at high altitudes. Any slight gain in height would result in an increased boost pressure, this in turn resulted in increased power. Naturally the aircraft would then climb higher still, at an ever increasing rate. The converse happened if quite a small amount of altitude was lost. Later aircraft were fitted with a compensating device to eliminate this tendency, but it does illustrate my contention that the turbocharger is inefficient at low altitudes – or so it seems to me.

My very small experience with supercharged car engines is restricted to having fitted an Arnott blower many years ago to a Mark I Ford Consul. As I remember it the conversion was easy and not very expensive. Performance was dramatically improved without any significant increase in noise level – except for a satisfying whine at high revs. Economy was only affected if the increased performance was used, otherwise the fuel consumption was improved. Power was increased over the whole range, except for very low revs., and there was, of course, no problem over throttle lag.

Why then this expensive and complicated system with its obvious drawbacks? Are there any inherent advantages? Little is obtained free in life and it would seem that the exhaust back pressure and resultant pumping losses would be just as great as the power required to propel a normal supercharger. Perhaps someone would enlighten us.

Robertsbridge ANTHONY BLACK

A Point of View

Sir,

I cannot let your rather uncharitable comments in December's MOTOR SPORT regarding the Austin 7 pedal cars go unchallenged.

It is well known that you do not particularly like auctioneers, or perhaps even the motor trade generally, but please be fair, report accurately and not in a manner which we are used to hearing from biased political commentators!

To take up this issue, firstly, these little pedal or battery-electric powered toy cars are certainly not crude. They are well made and accurate enough for the purpose for which they were designed. Secondly, it might have escaped your attention, but pedal cars *are* collected; numerous models survive such as Bugatti, Bentley, Vauxhall, Austin and the like. Lastly, whoever claimed them to be worth "vast bags of gold"?

We at Phillips have sold two of these children's Austin 7 racers recently, one pedal version and one battery-electric powered. As the receiver of complementary catalogues, you will have noted that the first, which was in need of a rebuild, was estimated at £125-£150 and the second, which was fully restored, was estimated at £250-£300. Both sold for well in excess of the estimates, which surprised us all, but what this does show is that there is a healthy market for these delightful things – remember the market sets the price, not the auctioneer.

Indeed, if a child's pedal car based on the 12/50 Alvis you mention turns up, what price at auction? You, sir, imply that we would all like to own one; if that is so, then if one does appear, I presume you will attend the auction and make a bid.

So, Sir, be fair.

London, W1 JEREMY COLLINS

Phillips Fine Art Auctioneers and Valuers

That New Bimotore

Sir,

I refer to the question raised by D.S.J. in the December 1978 issue of MOTOR SPORT as to whether the proposed new Bimotore Alfa Romeo can be classified as a genuine "third car" or a reproduction. Although the Scuderia Ferrari designed and built the original two cars they were running the racing team under an agreement with Alfa Romeo and the cars were called Alfa Romeos. Surely, therefore, the motoring press headlines should pronounce "Alfa Romeo transfer Bimotore production to Milan!"

Haywards Heath ALASTAIR J. ELDER

PS. Has Bernie Ecclestone been told that Alfa Romeo are building a 200 m.p.h. twin engined racing car?

PPS. How about Vittorio Brambilla driving a Bimotore in Historic Car Races....!

Rare books

Sir,

As manager of a large London secondhand bookshop I fully endorse Mr. Roger Woodward's comments in the November issue concerning the prices of rare motoring books. In our shop we have always worked on the principle that the prices we charge are no higher than the prices of equivalent new books. However, it is true that certain books in the field have acquired a scarcity value, and certain dealers are asking extremely high prices for them. "Putting it on" is a very common practice in the antiquarian book trade, relying on the assumption that there is, somewhere, someone with more money than sense who is willing to pay such exorbitant prices; and that, when all is said and done, the true value of a book is the price it will fetch.

Your only defence against this practice is to refuse to pay high prices and search out these books for yourself before the specialist trade get their hands on them. One of the main reasons why a book dealer *is* a book dealer is because he searches for books more energetically and jumps quicker than his customers do. It is not impossible to beat him at his own game.

Most of the above comments might apply to rare cars no less than to rare books.

Mr. Woodward's other suggestion – that of reprinting the rarer books – is no longer practicable. Our company is involved in a small way in publishing reprints of early lace-making books, and it is now over twice as expensive to publish a reprint as it was in 1970: the price of paper is mostly to blame. When we re-published our best selling title this summer we had to print 5,500 copies to bring the unit price down to a feasible level – and these were books with no photographic illustrations and a very utilitarian binding. Are there 5,500 customers waiting for Bradley's "Targa Florio"? Publishers are, regrettably, not so altruistic that they would be willing to tie up a good deal of money in printing a book which would sell only to enthusiasts, slowly, and in small numbers. They would rather publish books about anthropomorphic rabbits, and sell the film rights, and so on....

London SW16 ROGER MAY

Capri 3.0S plus X-pack

Sir,

Should anyone be considering fitting an X-pack to a Capri 3.0S, maybe some information from one who has had the operation carried out will be of interest.

First of all it is advisable to get a price list of the many bits and pieces required as they are not cheap. Also, if my experience is anything to go by, it is a lengthy exercise. It took four months for my Rally Sport dealer to collect everything. Then two weeks to fit. This may be unusual because the man who was working on my cylinder head took a week's holiday during the operation. Mine was done at Westlake Engineering and the labour charge came to £90. The other parts, racing carb., new valves, spoiler, anti-dive kit, gaskets, manual choke, valve springs, etc., came to £248. Fitting charge £106. Add VAT to the total cost and with this working out at £36, the final figure is £480.

Tell this to your friends and they will generally say "I wouldn't have thought there was any need to make a Capri 3.0S go any faster." I suppose they are right, really, but after owning a 3000 GXL four-headlight Capri in automatic form for 18 months, I was a bit disappointed in the performance of the manual 3.0S; in my view it did not seem to be as gutsy as the 3000 GXL. But now it is a much improved car, and so smooth and responsive. I have not been able to check the petrol consumption fully since I got the car back as the conversion is not yet a month old, but although it may have suffered on short trips, on a journey of about 60 miles, it seems to work out about the same. With an estimated 170 b.h.p. under the bonnet, it does take a bit of catching if you are in a hurry, and while there is little chance of using the speed available legally, it does shorten cross-country trips considerably.

I am not a "boy racer" but a 56-year-old who has been driving since 1953, although I did a fair bit of driving 15 and 30 cwt. Bedfords and 3 ton Chevrolets during my service with the RAF in the war years in India. I drive for pleasure only and do not cover a large annual mileage; for example in the past year I have only done 3,000 miles. But I do like to have a car that is interesting to drive and that little bit different from the bloke next door.

The work on my car was carried out by Stormonts of Tunbridge Wells and they did a very good job and returned the car without a grease mark on it; this in itself impressed me as so often garages are very lax in this respect.

Sidcup V. OUTEN

PS. I have been reading MOTOR SPORT since about 1948 and still reckon it is the best!

Battery Life

Sir,

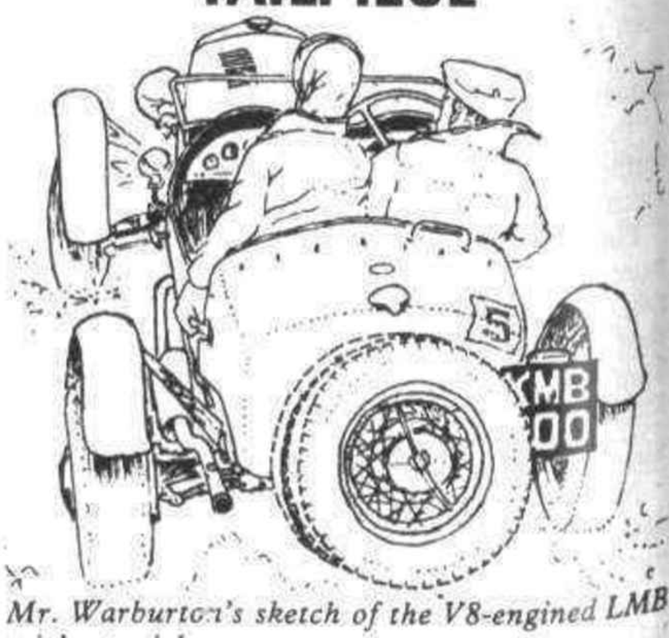
On page 51 of January's MOTOR SPORT, C.R. mentions the Dagenite battery of his XK150 retaining a small charge after six years of total neglect.

A friend, who owns a Rover 2000 TC, has recently changed his Exide battery after just over six years' service. It was naturally replaced by a battery of the same make.

Macclesfield PHILIP RAMBAUT

(For a battery to give good service in constant use and charged for six years is not uncommon. My Dagenite batteries had lain unused and uncharged for six years, a different matter, and they are at least nine years old. – C.R.)

TAILPIECE



Mr. Warburton's sketch of the V8-engined LMB trials special.

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LANCIA FULVIA Coupe, 1976 Series 3. Metallic bronze, 24,000 miles, taxed. Many extras, immaculate condition throughout. Excellent value at £2,175. Telephone Cardiff (0222) 29491 office or 752969 after 5 p.m. (25277

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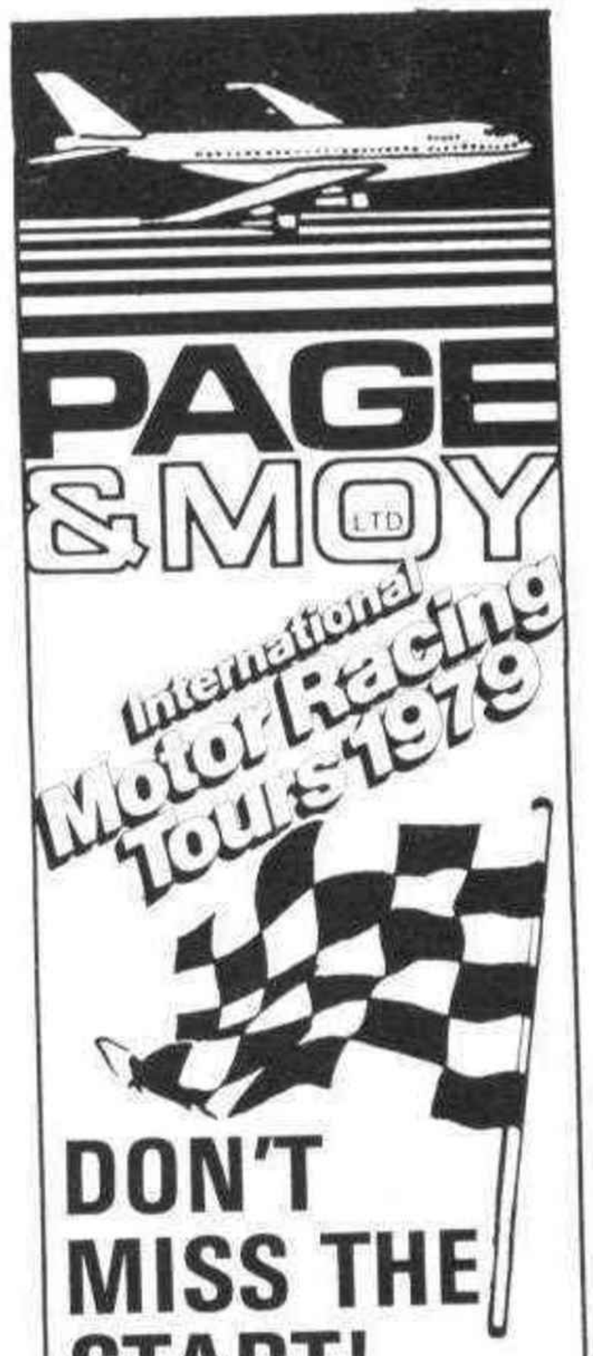
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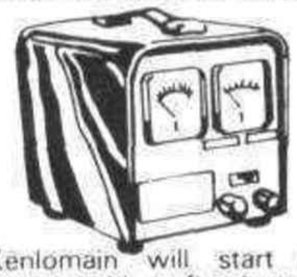
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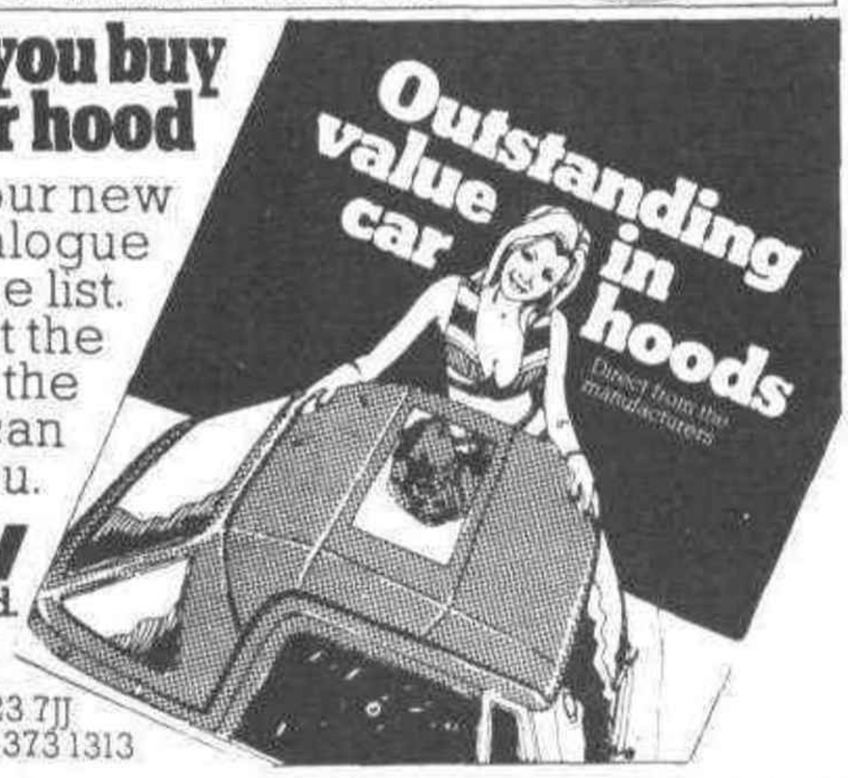
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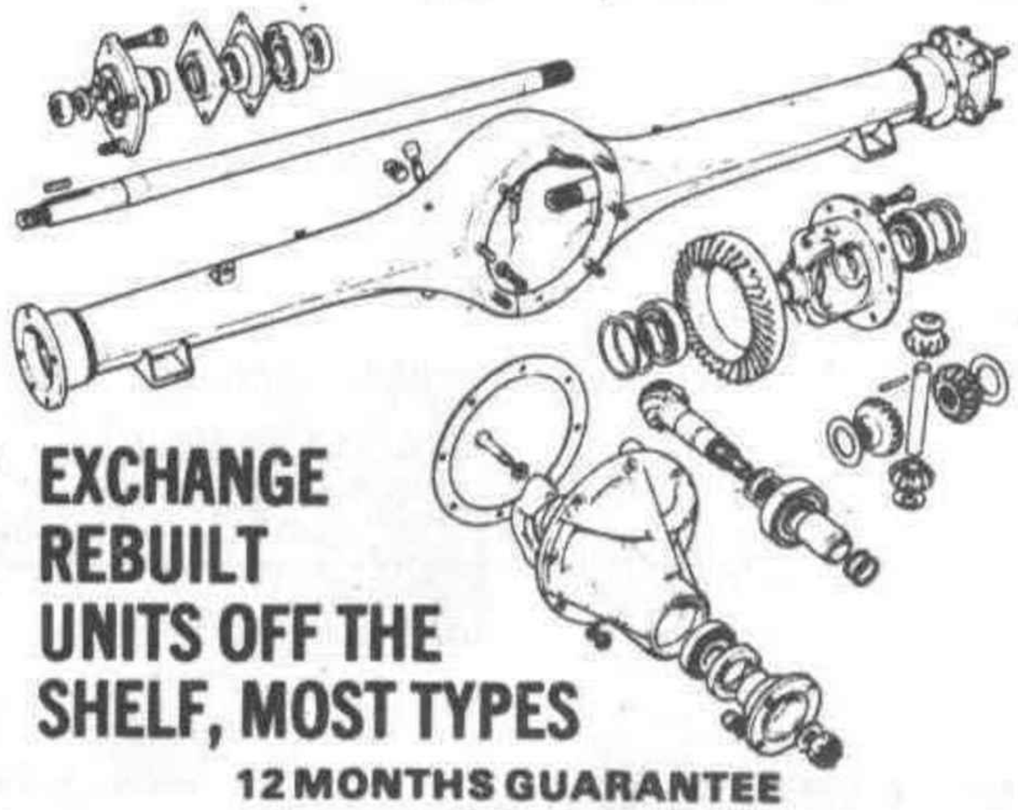
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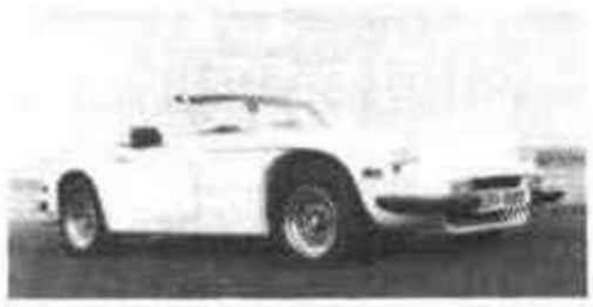
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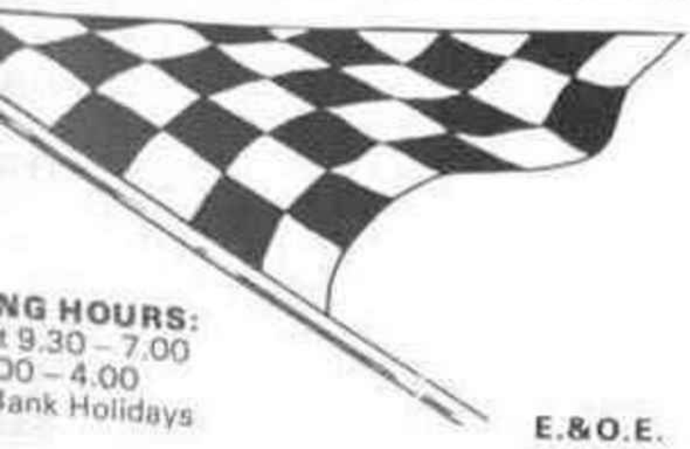
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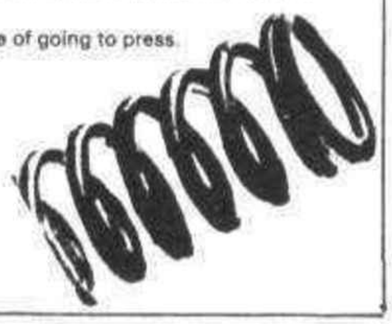
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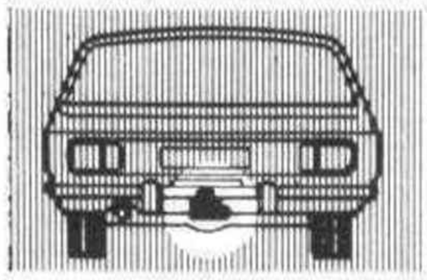
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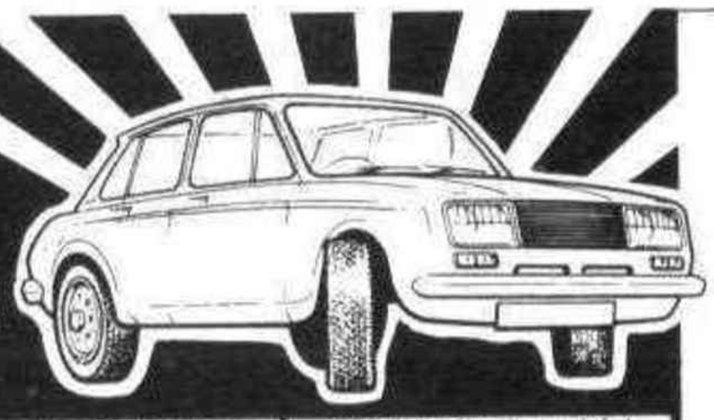
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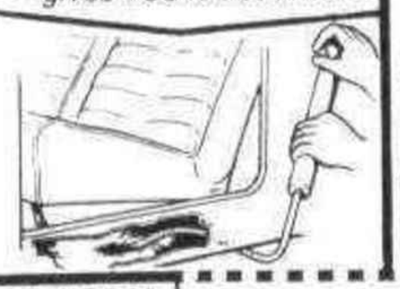
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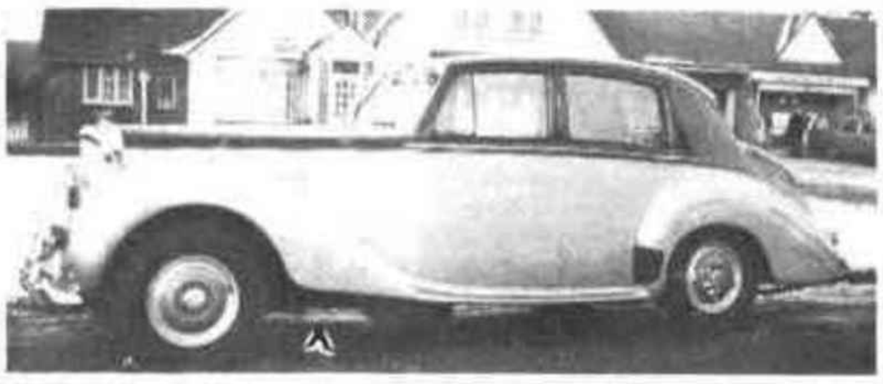
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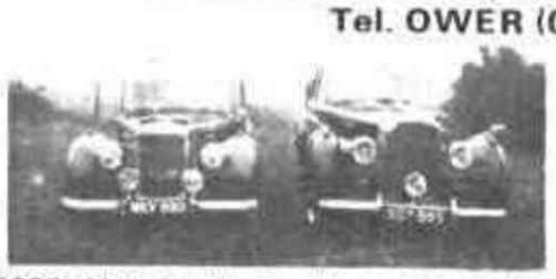


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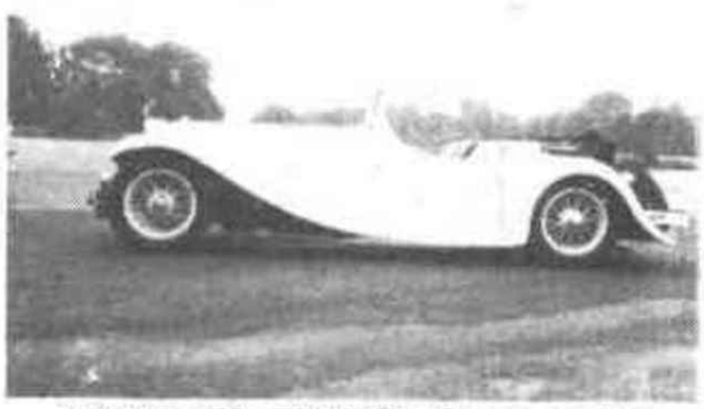
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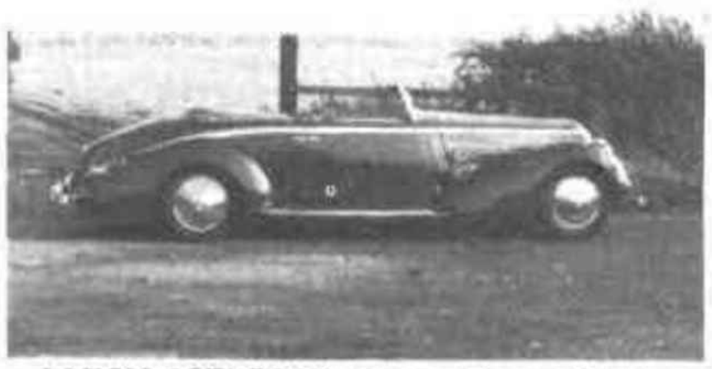
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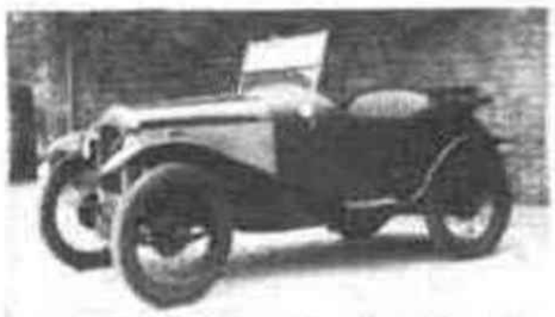
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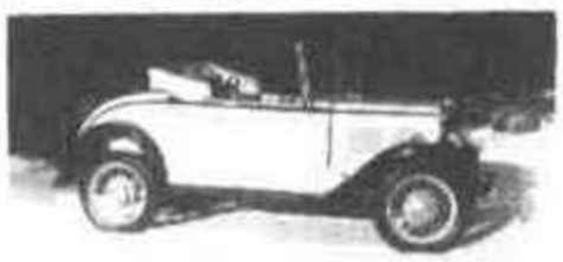
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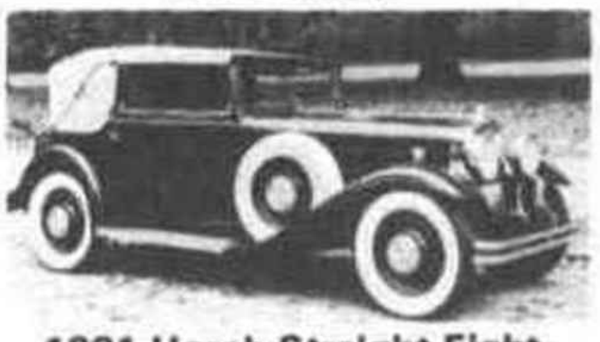
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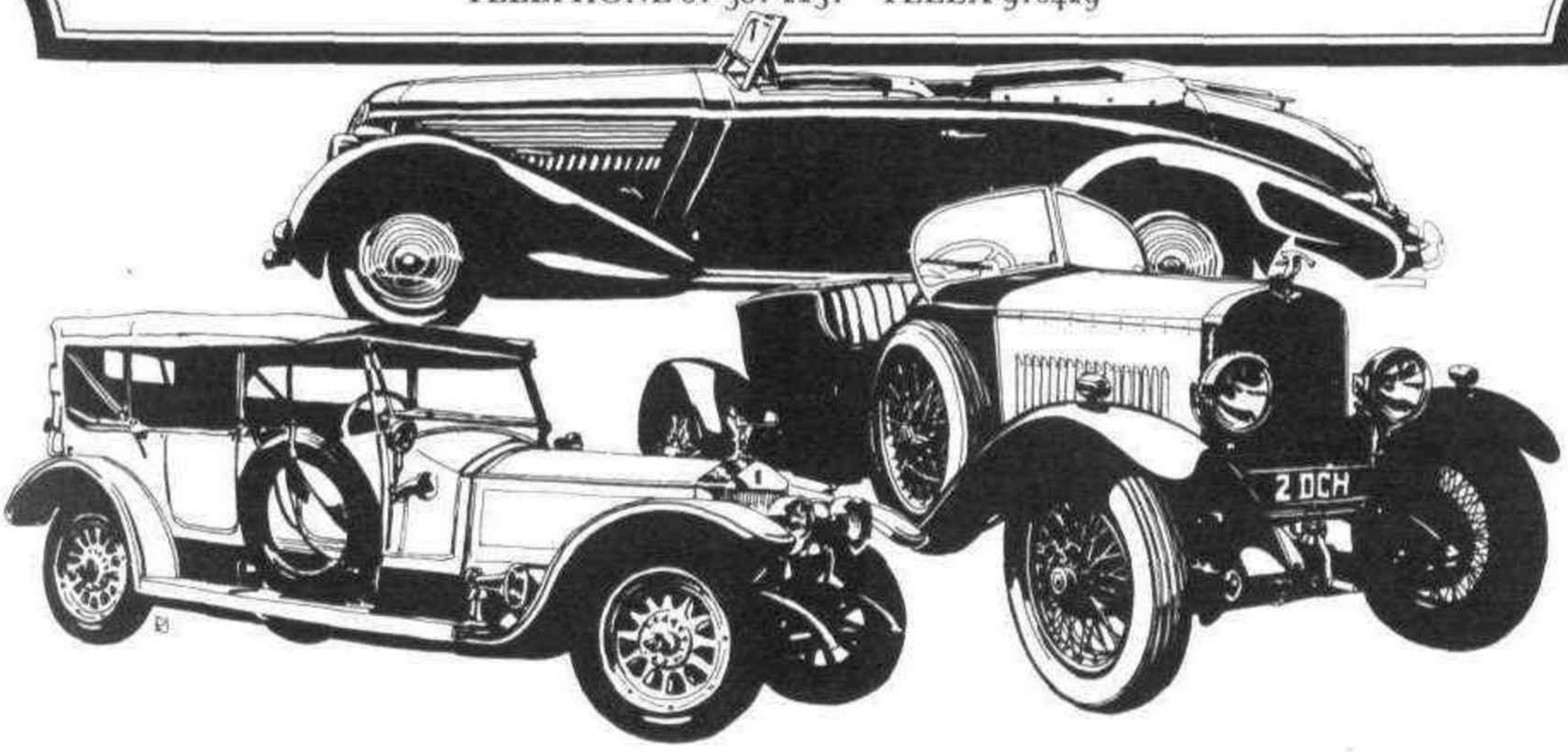
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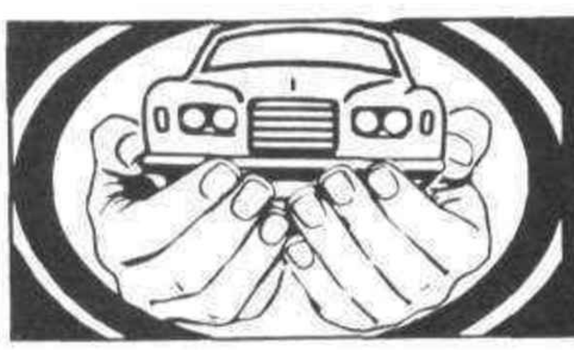
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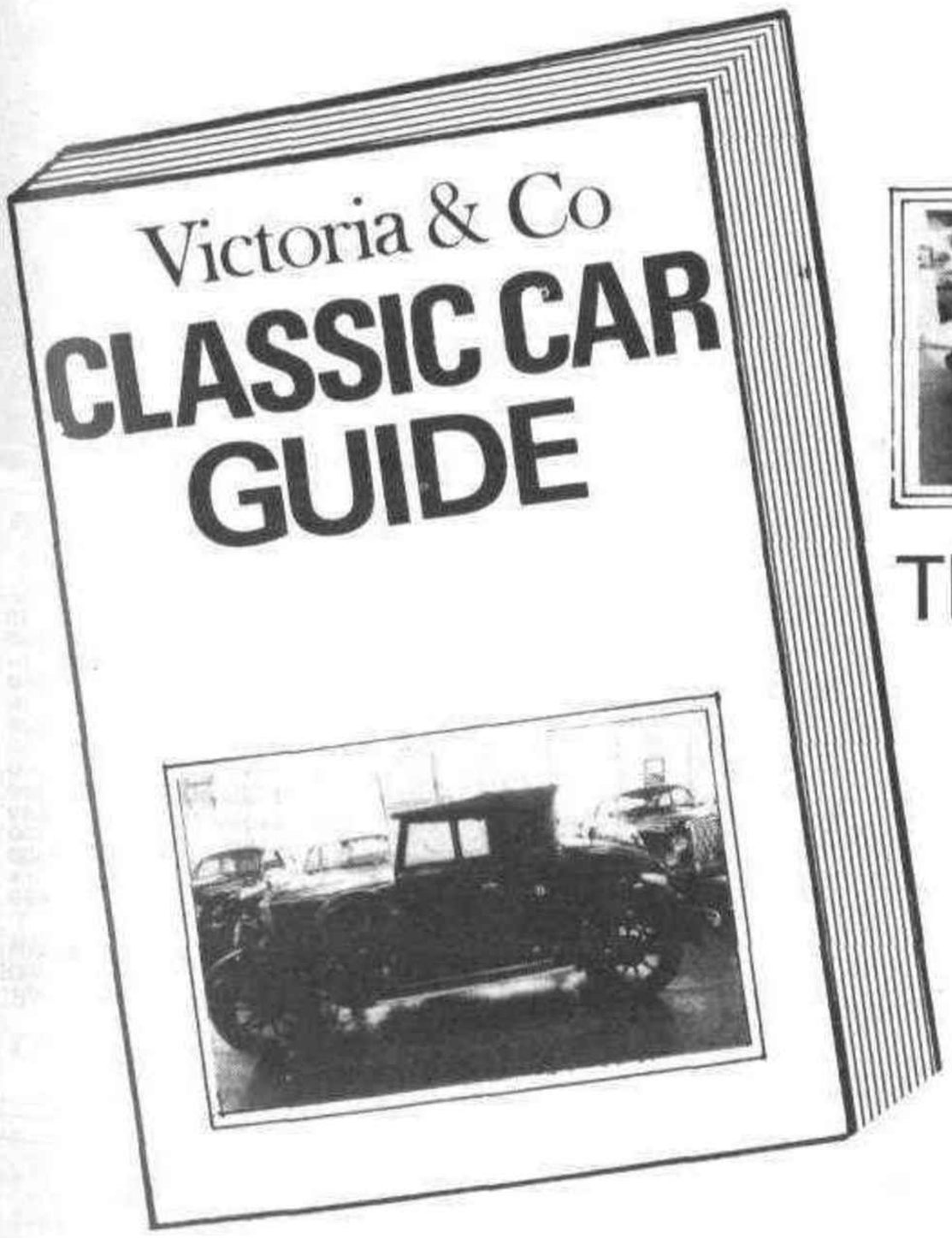
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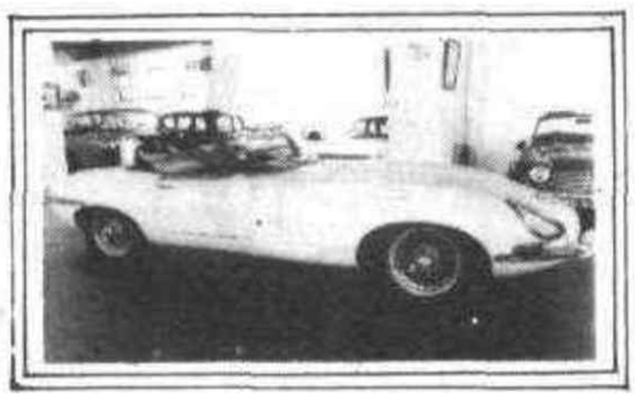
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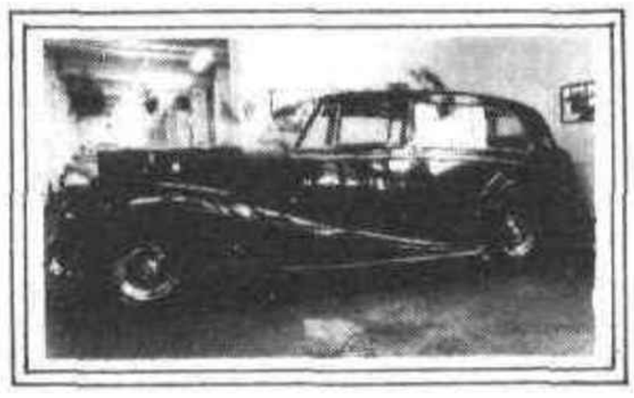
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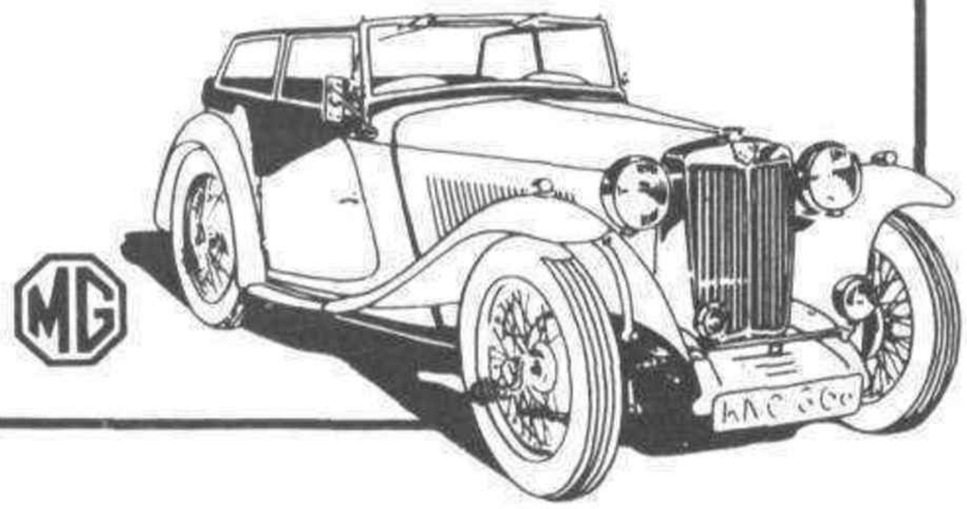
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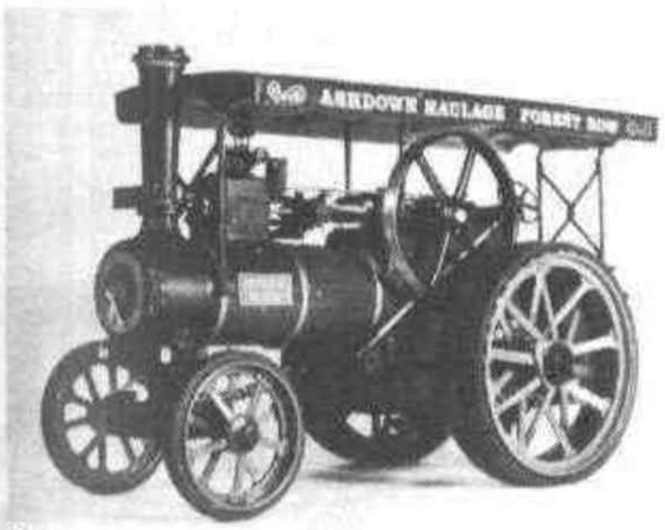
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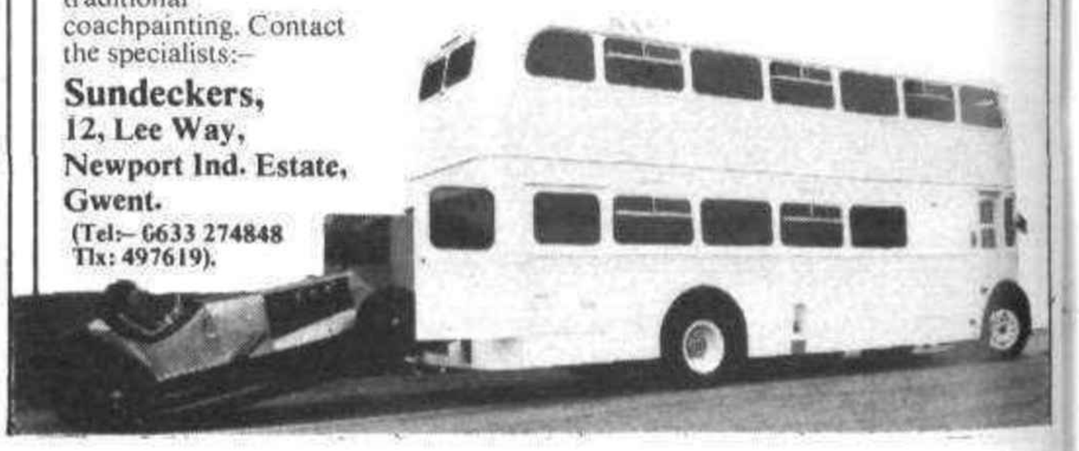
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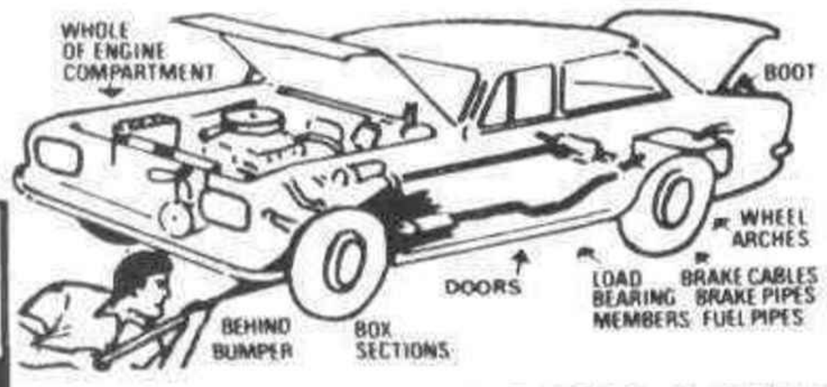
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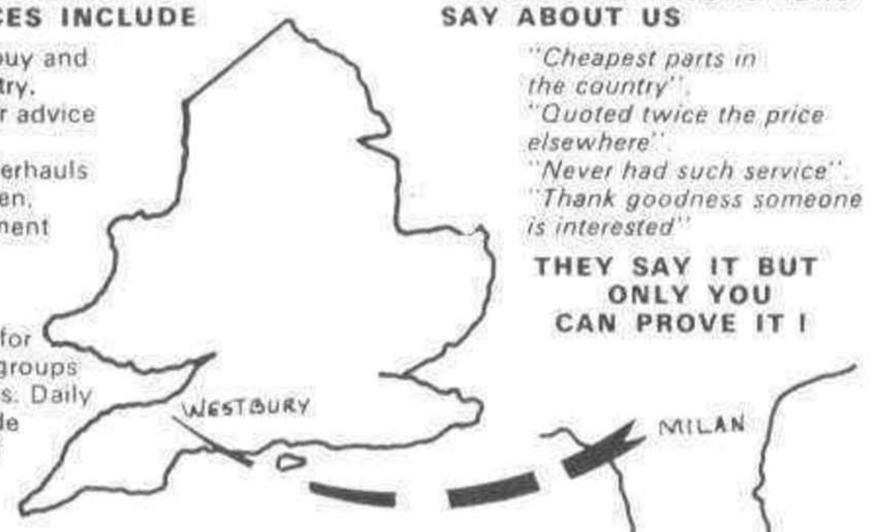
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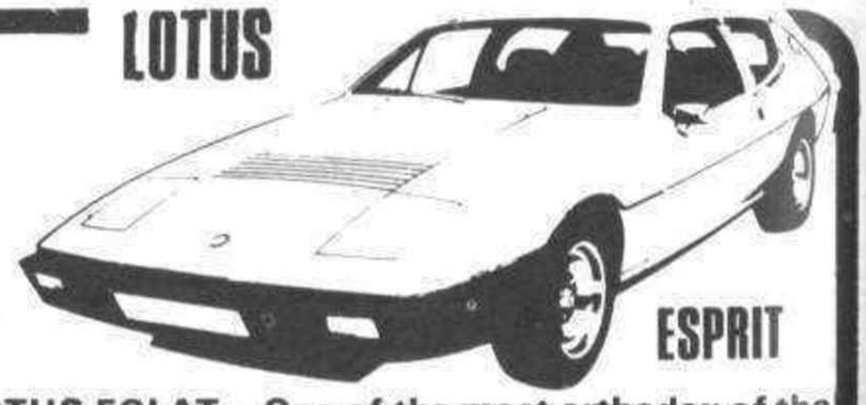
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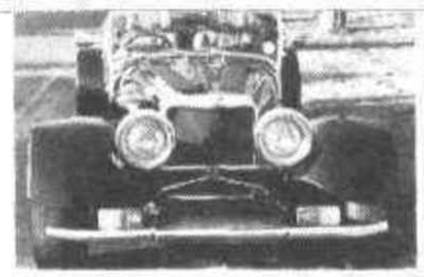
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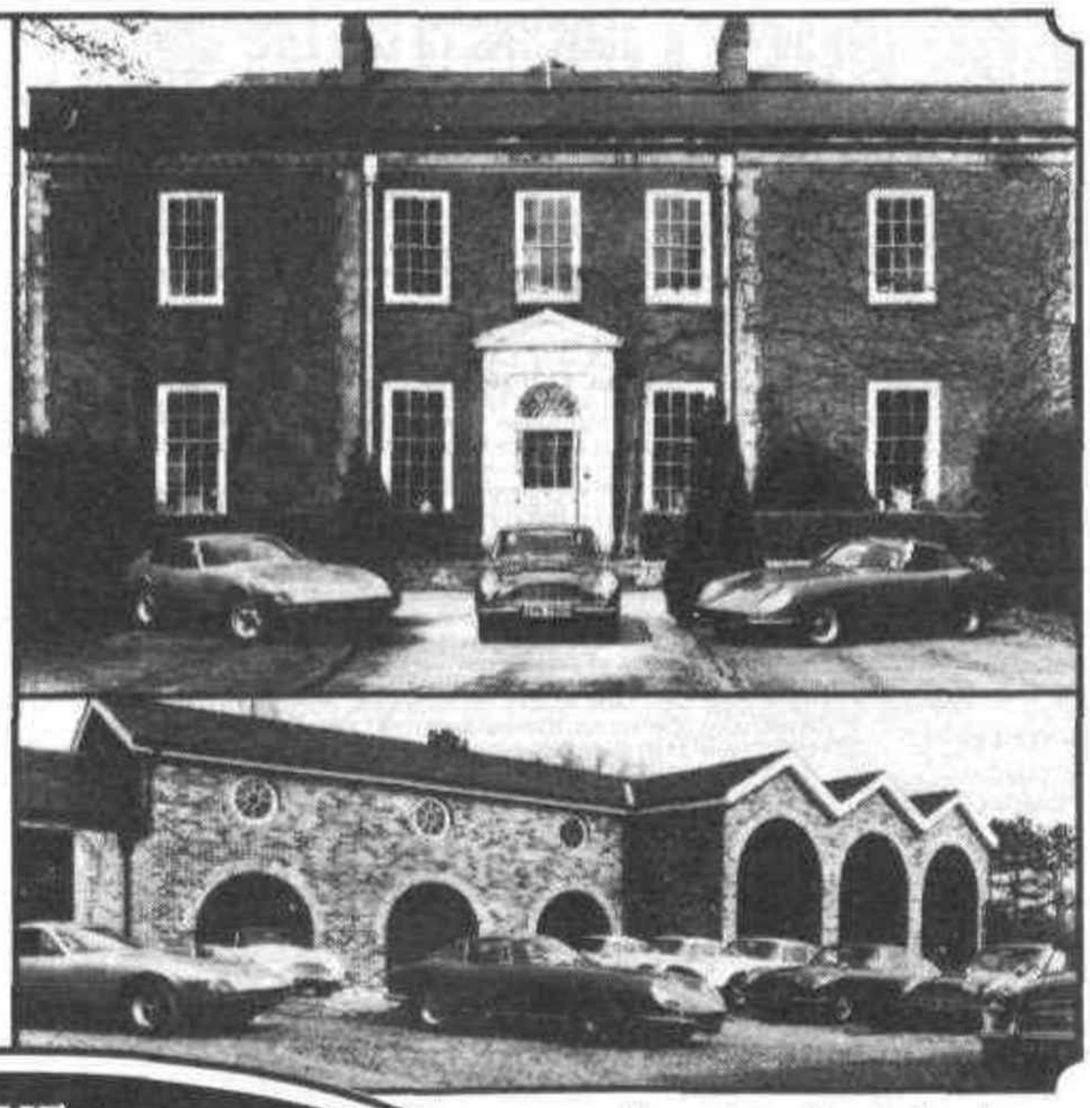
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LANCIA FULVIA 1.6 HF Lusso Coupe, 1972. Good condition, low mileage, MoT and taxed, £1,285 o.n.o. Saundby 337 (after 7 p.m.). (25797

BMW 2000 Touring, late 1972. Blue, regular servicing, always garaged. Limited number imported, rare opportunity for car in excellent condition. £1,800 Tel. Winchcombe 602324. (25796

MERCEDES 280 SL. First registered 1970, left hand drive, all taxes and duties paid, T registration. White coachwork, hard and soft tops, automatic and power assisted steering. £5,500. Winfield Row 2626, Nr. Ascot, Berks. (25795

FIAT 130 2 door fixed head coupe. First registered November 1973, finished in metallic blue with unmarked contrasting interior. Automatic and p.a.s., recent service records, superb throughout. £2,750. *Winkfield Row 2626 nr. Ascot, Berks.* (25795

JAGUAR XK150 DHC. Subject of 2½ year total rebuild from bare chassis to complete car. Only requires retrim and hood, but owner unable to complete. £4,500 for quick sale. Telephone *Tarrington 229.* (25794

1948 WOLSELEY 14 h.p. Sound running order, respray and a little restoration required. Pre-war shape. £600. Tel. Winsford (Cheshire) 52259. (25793

FIAT 130 *"M" reg'd. Metallic silver, believed* genuine 43,000 miles, ZF box, power steering, electric windows, tinted glass, prestige car, v.g.c. £1,650 o.n.o. Tel. Winsford (Cheshire) 52259. (25793

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LOTUS ELAN SPRINT. 1971, M.o.T., many new parts, body and engine in good condition, recent service/overhaul. £1,900. Farnborough (Hants) 44391 ext. 27 (office hours). (25847

MG-B GT. Sunset red, 1967, Laycock o/d, h.r.w., w/w, stereo, new wings, sills, long M.o.T., must be seen, excellent condition. Daventry (03272) 2779 evenings, weekends. (25848

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£4,195 TVR 3000M, 1976. R reg. Signal range with black interior, Wolfrace wheels, sunshine roof, tinted glass, radio/stereo, one owner.



£3,795 BMW 525, 1974 N reg. Metallic anthracite with beige velour interior, power steering, radio, etc.

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

£5,695 JAGUAR E-TYPE V2 2+2 AUTOMATIC, 1973. Midnight blue *with black hide interior, Webasto sun* roof, radio/stereo etc.

£5,695 DATSUN 260Z 2+2, 1977 S Reg. Metallic silver with black cloth interior, auto reverse radio/cassette unit with electric aerial, alloy wheels etc.

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

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

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

£3,895 BMW 2002 CABRIOLET, 1975. *Golf yellow with black pinstripe* interior, Bluespot radio/cassette, 35,000 miles recorded.

£3,795 BMW 525 AUTOMATIC, 1974. *Metallic Sienna brown with* beige velour interior, radio/stereo etc.

£3,795 ALFA ROMEO ALFETTA GT 1.6, 1977 series. Metallic olive with tan interior, radio/cassette, tinted glass, etc.

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£2,995 TRIUMPH TR7, 1977. Tahiti blue with tartan interior, pb radio etc.

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

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1928 ROLLS-ROYCE Barker-bodied tourer in exceptional condition throughout. This is an original car with many recent bills including almost a complete mechanical rebuild. Further details from: S. Erskine, 5 Woodlawn, Kingston Vale, London SW15, 01-546 2027. (25870

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MARCOS 1963. Similar to model raced by Jem Marsh in classic sports car series. Fully restored two years ago. Very low mileage. Offers around £2,000. Phone 021-453 8793. (25858

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MARCOS MANTIS 1971. Excellent condition after much improvement. £3,250. Telephone Albrighton (near Wolverhampton) 2997. (25867

TR6. *Carmine red, 1973 L registration, soft top,* tonneau, radio, M.o.T. to December 1979, only 43,000 miles. £1,950. Telephone Byfleet (Surrey) 45650. (25868

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

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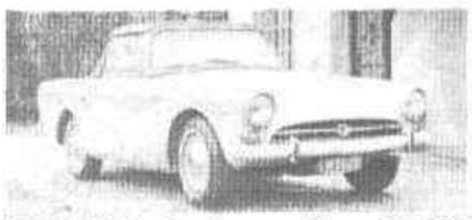
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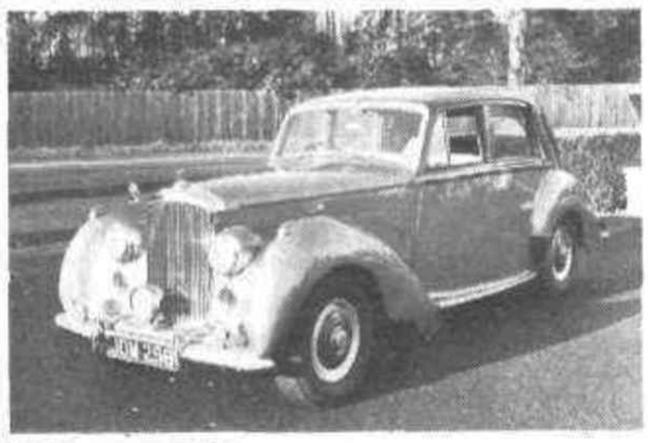


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We are delighted to announce that we have available for hire throughout 1979 two new **26ft COBRA FIESTA MOTORHOMES.** *Sleeps six* people. Equipment includes two air conditioning and refrigeration units, hot and cold running water and large refrigerator. Based on a Dodge chassis, these vehicles are very easy to drive and are fitted with automatic transmission, power steering and cruise control. No continental surcharge. The rental charge is £399 per week which breaks down to only £9.50 per head per night if there are six passengers on board. For the holiday of a lifetime please call us for reservations and further details.

PLEASE REMEMBER

Our **29ft SUPERIOR LA COSTA MOTOR-HOMES** are also available for hire at only slightly higher charges.



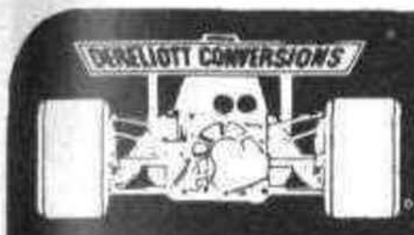
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Maserati Kyalami, Rosso Rubino, mushroom leather trim ..... **List**
TVR Taimar, metallic blue, expected shortly ..... **List**
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77 Scimitar GTE. Manual, overdrive, Caspian blue, blue cloth trim, usual extras, immaculate throughout **£5,990**

74 Scimitar GTE. Manual, overdrive, maroon, exceptional condition **£3,450**

78 Scimitar GTE. Manual, overdrive, ivory beige with blue cloth trim, Wolfrace wheels, tinted glass, laminated screen etc. Our ex show car, offered at **£6,850**

72 Scimitar GTE. Manual, in Highland purple, one owner, expected shortly.

77 Lotus Elite 501. Red with black vinyl roof, one owner, supplied and serviced by ourselves **£8,990**

77 Lotus Elite 501. Metallic blue, one owner, immaculate throughout **£8,990**

76 TVR 1600M. Metallic blue, one owner, all usual extras, full service history ... **£3,850**

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PYE 2271	**£27.95**
PYE 2272	**£38.95**
PIONEER KP.88G+GM.40	**£159.95**

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FOR SALE—continued

ALVIS TB14 Roadster 1950. Arguably handsomer than Jaguar XK150 and much rarer. Third model of very small experimental batch. Body-off overhaul by professional coachbuilding firm. Resprayed white. Trim unfinished hence sensible £1,875. 023572317 (Oxon). (26002

RELIANT SCIMITAR GTE Auto. 1973. Low mileage, sunroof, mag wheels, electric windows, radio/cassette, stainless exhausts, new tyres, battery, MoT Nov., superb condition. £2,450 or exchange for MG-B GT in similar condition. Derby 24147. (26003

BMW 2002 Touring 1973. Fjord blue, radio/cassette, many other extras. Taxed, tested, full service history. Recent new gearbox, clutch, exhaust. Superb condition throughout. £2,250. Harrogate (0423) 58384 evenings. (25997

MG-B ROADSTER, August 1976. Primrose, overdrive, 21,000 miles, new tyres and exhaust. Excellent condition. £2,395 o.v.n.o. Smith, telephone Leamington Spa 26517. (25993

JAGUAR E-TYPE Roadster 1965 4.2. Opalescent blue, 67,000 miles, hood & full tonneau, c.w.w., service history from new. Beautiful original example. Serious offers over £4,000. Godalming 23685. (25998

LANCIA FLAVIA Farina 2000 Coupe. "J" reg. Usual refinements plus stereo/radio, beautiful car. £950. Consider exchange. 01-989 2839. (26000

CLASSIC 1958 WOLSELEY 15/50. Grey, leather seats, good body, new battery/tyres. MoT July '79, taxed. Offers Sheffield 362947. (26001

LOTUS ELAN Sprint FHC. 1972 L registration. Immaculate example of this appreciating car, finished in red, well maintained, bills for inspection. £2,500 o.n.o. Tel: Stevenage 3126 evenings. (25996

1959 MORGAN 4/4. Immaculate, red, 2-seater, Lawrence tune engine, leather seats, only 1,000 miles since total rebuild to highest standard. £3,000. Phone: Potters Bar 54092. (25991

CONCOURS CONDITION (original) 1964 Jag. 420 Automatic. 24,000 miles (believed genuine), beige with green interior. This car is without doubt one of the finest of its kind in the country. Only car lovers need reply. Phone Welwyn 6280 anytime. Price £3,900. Full history available. (25988

LANCIA BETA 2000 HPE 1977. 1 owner, metallic sky blue, electric windows, sunshine roof, alloy wheels, radio. Lancia serviced since new, 31,000 miles. £3,900 o.n.o. Ring Hastings (0424) 430186 until 5.30 p.m. Heathfield (043-52) 3144 evenings. (25979

1938 FORD 8 De-Lux Saloon. One owner, no MoT, good condition, good working order throughout. Phone Plymouth, Devon 266025. (25980

PRINCESS VANDEN PLAS LWB Limousine. Reg. 7 GPF. Ex Princess Helena Mountafian. Midnight blue, outstanding original condition, immaculate, low mileage. £5,500. Tel: 0492-47267. (25984

RS 2000 Sept. 77 S reg. Signal yellow, 7,500 miles, underseal from new, tinted windows, alloy wheels, remote control door mirror, rear fog lamp, this car is in immaculate condition, repeat immaculate. Never driven in the rain, must be best ever. £3,595. 0273-26419. (25985

LANCIA FULVIA 1.3 S, 1974 (M). Metallic brown, gold interior, radio. Excellent condition, one owner, full service record, 42,000 miles. £1,700. Tel: Haywards Heath (0444) 412628. (25990

FOR SALE—continued

FORD CAPRI 3-litre GT Mk. II 1974. Good condition, 50,000 miles. £2,000. Tel: Bristol 835642. (25981

JAGUAR MK. II 3.4 1965. One owner, 65,000, blue with wire wheels and Cinturatos. Serviced, toolkit, handbook, Mot October, licence Sept, original and superb. £1,850. No offers. Woburn Sands Bucks) 0908 75221 day, 583707 evening. (25976

JENSEN INTERCEPTOR Mk. II. Moss green, auto., PAS, radio/stereo. Exceptional condition, £2,800. Ashwell 2387. (25975

ASTON MARTIN DB5 1964. AMOC. Dubonnet Rosso/tan trim, manual, radio/stereo. A real beauty, £4,800. Ashwell 2387. (25975

PORSCHE 911E 2.4 1973. Silver, 65,000 miles, history, long range tank, electric sun roof, tints, radio, leather Recaros, LHD. £4,500 o.n.o. Godalming 23685 (day), Aldershot 314682 (evening). (25982

PORSCHE 911T Lux 2.4 Sportomatic. Sepia brown, 70,000 miles, original and immaculately maintained, history. Certainly one of the best 2.4s around. £4,750 o.n.o. Godalming 23685 (day), Aldershot 314682 (evenings). (25982

TVR VIXEN. Dark blue, wire wheels, concours condition. £1,500. Horley 6340 after 4.30 p.m. (25969

ALFA ROMEO 1750 Spyder. November 1971. Two owners, well maintained and excellent condition, square tail model. Blue, radio, undersealed. £1,750. Neath 59120 evenings. (25971

1955 MORRIS MINOR De Luxe. Split w/screen, 2 owners, exc. cond. £395. 0782 44268, evenings 07818 2526. (25972

ALFETTA 1.6 (P). 34,000 miles, full Alfa service history. Ziebarted, dark green, truly immaculate condition throughout. £1,950. Roydon, Essex 2531. (25973

AUSTIN 7 1933, GV 2073. Chassis incomplete. Nicholson Book together with a 1931 Warranty. Roberts 0213537640. (25974

WHITE MERCEDES Coupe 1964. Perfect condition. £2,900 o.n.o. Please ring for details 01-589 3262. (25977

1969 FIAT 850 Sports Coupe Mk. 2. 50,000 miles, known history, good appearance, totally reliable and economical. £375 o.n.o. Sally Fletcher 01-894 1024. (25992

PEUGEOT 604 SL R reg. ESR. Manual, tints, stereo, taxed, XAS. 50,000 miles. £3,450. Slough 22459. (25960

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911 S 73. Electric roof/windows, Recaros, original, full history. **Offers**

911 T 73. Electric roof/windows, full history, as new. **£5,250**

911 T 71. *One owner, LHD, full history, all original.* **£3,250**

911 S Targa 69. LHD, 2.4 S engine fitted, leather int., finest example announced, a real classic. **£3,750**

All Porsches wanted, condition irrelevant, top price offered for superior example.

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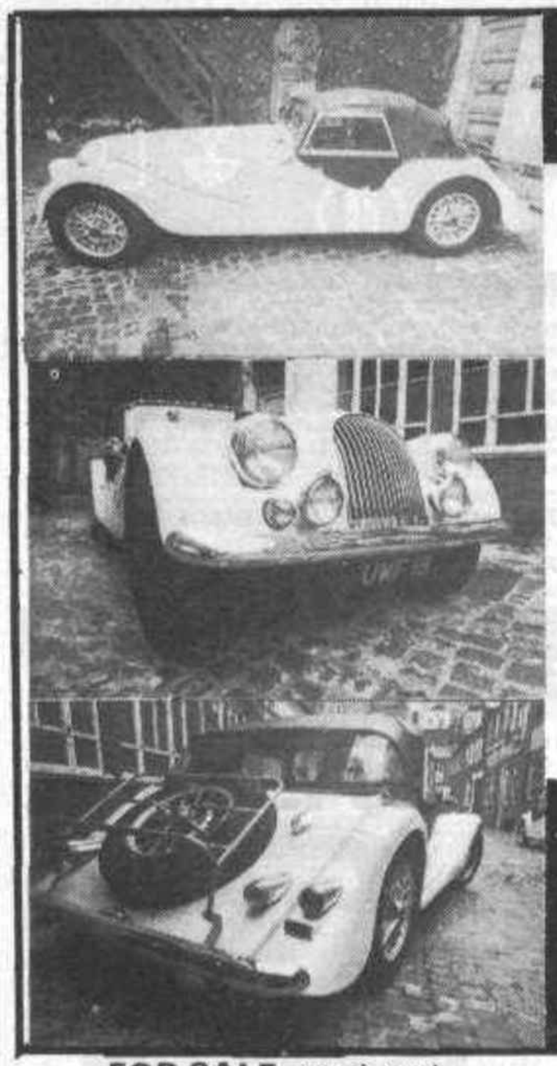
Well! A happy New Year to you all and I hope the salt is off the roads by the time this appears in print. I always worry about the aluminium body work on my 4/4, but it never seems to come to any harm if hosed down regularly. I have for you this month:



1978 4/4 2 seater, yellow with bucket seats 8,000 miles. **1976** 2 seater in red with black leather. Two **1976** 4 seaters one in red, one in blue, both with wire wheels. **1970 4/4** 2 seater in royal ivory. **1969 4/4** 2 seater, wire wheels. **1966 +4** 4 seater, red with black leather. **1952 +4** Flat rad. rebuilt and immaculate in crimson. NEW IN STOCK Morgan pedal car by Hamilton Brooks. Surely an instant collectors item.

Morgan Ties £1.75, Morgan badges 0.75p. Morgan key fobs £1.10.

BOOKS
Morgan Sports £1.95, Morgan first and last £7.95, More Morgan £6.95, Four Wheel Morgan £5.45, Morgan Sweeps the Board £9.95, Morgan Etchings £8.00, Morgan single size bedspreads £9.75, Morgan sweaters £6.50, Morgan 3 wheeler calendars 0.75p. All prices include p&p.



The London *Morgan* Distributors

South Kensington, like the rest of South England, has been blanketed in snow, and Reece Mews has become the victim of handbrake-turning **Morgans**. Slither round and peer at our lovely selection of **Morgans** and other interesting marques. Our production sports car, a 1977 **Morgan +8 5-speed**, finished in black with red leather interior, is for sale. With or without roll bar, many refinements, championship-winning car with 2 lap records. Makes a superb road car, ring or call in for more details.

1977 **Morgan 4/4** 4-seater, deep Brunswick green, wire wheels, leather upholstery, 14,000 miles with one family owner (N.B. Morgans are rarely ex sales reps or building site vehicles), £5,395.00.

1974 **Morgan 4/4** 4-seater, Signal red, black leather, with reclining seats, wire wheels, 12,000 miles only, supplied by us when new, remarkably good value at £4,250.00.

1972 **Morgan 4/4** 2-seater, yellow with black leather bucket seats, about to be resprayed, fitted wire wheels, 56,000 miles, new MoT, £3,450.00.

For those **Morgan** enthusiasts who find themselves a little too young to own a real **Morgan**, we have two alternatives.

1. **A Morgan pedal car**, superbly detailed with working horn and lights only £195 + VAT.
2. **Morgan Bedspreads.** Completely covers a single bed transforming bed into Morgan with wheels at sides and headlamps at front etc! Available in blue or red at £10.50 + VAT.

Other goodies include wind deflectors which attach on existing windscreen, headlamp stoneguards finished in chrome with quick release attachment. Aero-screens with fixing brackets, T-shirts, posters, badges, racing stickers, key rings etc, etc.

Just arrived a 1973 **Morgan +8**, midnight blue with light blue leather, new gearbox, very smart (recent respray), price about £4,000.00.

Vintage Dept:

1950 **Morgan 4/4** 4-seater, Royal ivory, brown leather, flat rad model with original Standard 10 (Morgan rocker cover) engine. New hood, tonneau and sidescreens. Restored and in full working order this car is an investment, £3,195.00.

1959 **Austin Healey 100/6**, red with black interior, wire wheel conversion, fully restored and possibly sold at this moment. Best looking of all big Healeys and very taut to drive, £2,750.00.

Coming soon a 1968 **Morgan +4** Drophead coupé, the cream of all Morgan variations, price around £6,000.00.

1977 **Morgan 4/4** 2-seater, silver fox with stone leather bucket seats, 8,000 miles, as new condition, £5,395.00.

1973 **Triumph TR6**, light blue, excellent condition with new clutch, gearbox and overdrive fitted by us this month, £2,095.00.

Finally, a 1973 **Sea Lance** 35ft, which is a very fast cabin cruiser. Based in the South of France and fitted with two V8 255hp Mercruisers, radio telephone, echo sounder, fridge etc. Ideal for Monaco GP and holidays, £17,500.00.

morris stapleton Reece Mews, London SW7 01-589 6894

FOR SALE—continued

1939 MORRIS 8 Series E Tourer in immaculate condition. Blue-black, taxed, reg. no. COD 72G. This car has covered only 6,000 miles since complete overhaul. Perfect weather equipment, tonneau, hood bag. New battery, MoT, runs like a watch. First to see will buy. Any trial. £1,650 o.n.o. Phone 01-363 1866 after 6. (25963

MG TD for rebuilding. Engine reconditioned, all chrome re-plated, good wires, but needs bodyshell rebuilding. £1,500. Tel: Burley 2338. (25964

MG-B V8. Tundra green, tan interior, sunroof, radio/cassette & usual V8 refinements. 30,000 miles, regularly maintained. Polperro 72637. (25964

GINETTA G21S 1976 "R". Coral red/black interior, 1,725 c.c. Holbay engine, overdrive, tints, spotlights, push button radio, HRW, hazard warning lights. Immaculate condition, super example of these very high performance hand-built British sports cars. £3,250. Tel: Threapwood 334. (25967

FORD CAPRI, 3-litre GXL, Ziebart rustproofed when new on 21/11/73, manual, sunroof, XVS tyres, Miami blue. Company directors' second car. Maintained regardless of cost and in first class condition throughout. M.o.T.'d, taxed for 10 months. £1,995 o.n.o. Lonsdale, 14 Parchment St., Chichester. Tel. Chichester 782949. (26242

ASTON MARTIN DB 2/4 Series I. Red, recently completely reupholstered in black cowhide and carpeting. £2,700 o.n.o. Phone: Roger Smith, Aldershot (0252) 850267. (26241

1968 JAGUAR 340. Excellent, o/d, new headlining, shocks, 68,000 miles. House purchase. Quick £1,150 o.n.o. Tel: Llangarron 357 Nr. Ross-on-Wye. (26240

CAPRI 3000E. Manual. J Reg. Beautiful condition. Rebuilt and uprated engine. Gas Struts. Mag Wheels. Steel sunroof. Vinyl roof. Excellent performance and handling. £875. Wivenhoe (Essex) 3803. (26239

LANCIA FULVIA. 1972. "Rallye" Coupe. Silver. 5 gears. Very clean. Enforced sale, hence £895. (0202) 526704. (26238

MG-B (J) BAHAMA. Hard/soft top, midnight blue, overdrive, recent new tyres, batteries. Radio, headrests, cassette. M.o.T.'d. £1,100. 0803 842748 (Torbay). (26237

BRISTOL 405 CONVERTIBLE. 1957. Chassis No. 405/4533. Extremely rare and absolutely concours. £9,000. For full details please tel. Wallingford (0491) 36390. (26235

ASTON MARTIN DB6. Vantage, 325 b.h.p. engine, manual ZF. 1966. In beautiful condition, white with red hide. £4,950. Please tel. (0491) 36390. (26235

ASTON MARTIN DB4 GT. This car has been meticulously rebuilt over the last three years to new condition without deviation from original specification. It must surely be the best Aston Martin DB4 GT available or likely to be available. Write with offers or interesting exchange proposals. Box Number 5965. (26234

LANCIA MONTE CARLO Targa. Gold metallic, 11,000 miles. £4,750. 1974 Fiat 126. Red, good condition. £750 o.n.o. Tel. (0326) 250591. Cornwall. (26236

CITROEN LIGHT 15 traction. 1954. *Engine/gearbox/bodywork good. Garaged for two years, hydraulics leaked away. Hence trailer required.* £800. 0252-713371. (26232/3

FOR SALE—continued

TVR 3000S CONVERTIBLE. October 1978, 1,600 miles, Phillips AC 860, as new, offers around £6,000. Tel. Derby (0332) 515282. (26231

ROVER ENTHUSIAST? 1963 110 stored three years. Some work needed otherwise nice condition. Cheap to good home. SAE details. Box No. 5966. (26229

SCIMITAR GTE. 1973 automatic, purple, quad 8 track, Radiomobile, taxed and M.o.T. until December 1979. Very low mileage, personalised registration 694 JOE. Must be seen. £2,400 o.n.o. Wimborne, Dorset 0202 886788. (26228

1978 FIAT X19. 9,000 miles, targa top in as new condition throughout. £3,495. May consider part exchange. Tel. STD (06493) 76935 Redcar. (26227

SCIMITAR GTE. Dec. 71 automatic. Excellent condition. 55,000 miles. M.o.T. May 79. £1,550 o.n.o. Tel. Haddenham (Bucks) 290538. (26226

S3 CONTINENTAL MPW Fixed Head Coupe. 1965. Considered "Best in Europe" by RR agents and enthusiasts alike. Colour Moorlands with grey trim. Useful equipment includes air-conditioning, speedhold, Blaupunkt Berlin, over-rugs. Full toolkit, handbooks etc. No superlatives can describe this magnificent car. Condition justifies price of £26,500. (Around half the price of its modern counterpart). Series enquiries to Box No. 5962. (Car garaged North London). (26154

SINGER 1926 10 HP 4-seater tourer. This car can only be described as being in immaculate original condition and must be seen to be appreciated. Open to any inspection – a rapidly appreciating asset. Offers invited around £3,750. Phone Tanworth in Arden 2471 (West Midlands). (26151

OGLE SX 1000. 1963. Collector's car, only 65 built. Cooper engine. Cosmic wheels, v.g.c. Very original, must appreciate. £1,150. Waltham Cross 36961. (26153

MG-C GT. Wire wheels, overdrive, h.r.w., 44,000 miles (believed genuine). Sensible offers please. Bolton 656665. (26145

JAGUAR 3.4 S. 1966 saloon. Manual gearbox with overdrive. Fine coachwork in genuine dark green with matching leather and walnut interior. Excellent mechanically. Regularly maintained regardless of cost. An appreciating car for a connoisseur. £2,250 o.n.o. Tel. Sandiway (Cheshire) 882215. (26152

TWO SUPERB MG's. 1935 PA. Green. 1950 TD, red. Both these cars are superb, and not to be confused with the amateurish rebuild. Offers approaching £10,000 for the pair. Might separate. Must be seen. Tel. Boston (Lincs) 66141 (evenings). (25505

1936 DAIMLER E20 Saloon. Taxed, M.o.T. Second car for spares, engine, gearbox, etc. Will not split. Replies to Box No. 5964 (26149

GN MARTYR. VSCC Historic Racing car, with vintage JTOR racing JAP V twin engine. £3,000. Also GN chassis, SV JAP engine and almost enough parts to build a GN special. £850. Nigglesworth, Old Century Cottage, Akeley, Buckingham. Telephone Lillingstone Dayrell 231 after 7.00 p.m. (26150

DATSUN 260Z. 'N' Registration. Metallic green. Tinted glass. New tyres, new M.o.T., only 43,000 miles. Superb condition. £2,295. 01-546 2878. (26062

MORRIS MINOR (Series II). 1956, 4-door saloon, very good example indeed. Reg. No. 106 ARB. Offers over £600. 0629 4637 evenings. (25247/8

FOR SALE—continued

ASTON MARTIN V8. Automatic, P reg., October 1975, 29,000 miles, finished in dark blue, with beige interior, and many extras, in immaculate condition. £12,000. Tel. Totton 7223. (26166

LANCIA AURELIA B20 GT. 1957. Mileage 67,000, blue with brown leather upholstery. In excellent order throughout. Perhaps the best and most original Lancia B20. £3,500. Selbourne Marlborough 53844. (26140

1971 BMW 2002 TII. 46,000 miles. Primrose. Webasto roof, radio, new XAS tyres. £1,500. Selbourne Marlborough 53844. (26140

LANCIA FULVIA COUPE 1.3S. 1970, outstanding after £800 spent. Last 10,000 miles include new engine. Transmission complete. Discs, alternator, shocks, tyres. Body top class blue. Hence £1,250. Tel. Salisbury 6222, ext. 2239 (day) 072275280 (evening). (26141

AC ACE. 1959, looks new and modified to look like Cobra. Everything re-chromed. Re-trimmed, fitted with Jaguar 3.8 engine. Regal Red. White hide interior. Fantastic looking car. Fabulous performance. £7,500. Possible exchange. Folkestone (0303) 38516. (26142

SUNBEAM TIGER. 1967. Last series made. Red/black vinyled hardtop. Long M.o.T. Good condition. Powerful investment, sensibly priced for *quick sale. £1,295. Folkestone, Kent (0303)* 38516. (26142

FORD CAPRI MK II 2.0 Ghia. N Reg., luxury motor. Current tax, M.o.T. Excellent condition. Hurstpierpoint 833828. (26143

1972 ALFA ROMEO 1750 GTV. Excellent condition throughout. Bills to prove over £600 spent. M.o.T. September 1979. £1,275 o.n.o. Tel: 01-789 7022 Mr. Chan. (26144

E-TYPE JAGUAR Roadster 318. Early 1961. Flat floor and side locked bonnet. Engine rebuilt. Very good body, hood and tyres. £2,500. Lincoln 50228. (26146

1933 MG J-TYPE. Four-seater tourer. Good bodywork, running order. £2,000 o.n.o. Lincoln 50228. (26146

1960 LOTUS ELITE. Stage III Climax, ZF-gearbox, oilcooler etc. famous history, immaculate condition, M.O.T.'d Dec. 1979. £4,500. Box No. 5959. (12213

PORSCHE 911 2.7 Coupé. 1976. LHD, metallic gold, plaid interior, black look tinted glass, big wing, quadrophonic, low mileage, pristine condition. £9,500. Phone 08926-63663. (26059

PORSCHE 911E 2.4 1972. Leaf green, virtually every factory extra including electric roof/windows, spoiler, long range tank, spots, collapsible and 'S' spare wheels, black leather seats, Blaupunkt. In very fine condition throughout, second owner selling. LHD but 'T' registered. £3,650 or offer. McDonald Wood. 01-487 2621 (office). (26065

FERRARI 365 GT 2+2 1969. Dark blue metallic/pale blue leather trim. Two owners, 68,000 miles, immaculate well cared for car throughout, ideal family Ferrari. Realistically offered at £5,950. Would take cheaper classic in part exchange, especially D84/5/6 in any condition. Telephone Southampton 23913. (26066

SCIMITAR GTE. 1975 (P), SE5. Overdrive, Alaska blue, leather, stereo cassette, alloy wheels, Konis, *stainless exhausts, new tyres, tow bar, mileage* 42,000. Sale due increase in family. Realistic price £2,900. Tel: Cardiff 842934. (26057

FOR SALE—continued

1927 MODEL A FORD. Recently passed MoT, excellent condition. £3,500, ring 01-240 0938. (26063

1950 AUSTIN A135 Princess, excellent original condition, electric partition, hydraulic jacking system. Stored last 8 years, full history. Lack of storage forces sale. £650. Hastings 427874. (26056

SPITFIRE, R *registration, overdrive, hardtop,* soft-top, low mileage. £1,875 o.n.o. 04882-405 or write Gables, Brightwalton, Berkshire. (26067

PORSCHE 911S Targa. 2.7. 1974. Radio/stereo, tints, rear wiper, etc., black, exceptional. £7,750. 061-428 6772. (26058

LOTUS ELAN Plus 2 130 1973M. Black, only 35,000 miles, MoT Jan '80, stereo & radio, Webasto sunshine roof, good condition, must sell, third car, new house. £2,450. Tel: 0656-89 504. (26161

MG-C GT. Excellent condition throughout. This car is not concours but no expense has been spared to remove any rust or to ensure total soundness. Tinted screen, new tyres, new batteries, radio, HRW, taxed until Dec. 1979. Bills for close to £1,000. Overseas trip forces sale £1,850 o.n.o. 8 Bartletts Row, Somerton, Somerset. (26164

VOLVO 132S, 1970. Genuine 70,000 miles, one owner since 1972, one previously, immaculate, new tyres, battery, no rust. Best offer. Hargreaves, Home 01-733 4677, work 01-499 8971. (26165

1303 S BIG BEETLE 1835 c.c. engine conversion. 6½J Revolution wheels, air horns, undersealed. 1974, black/blue interior, full history. £1,795 o.n.o. 01-690 7878. (26167

BRISTOL 406 1960. Unused past 3 years, exceptional interior. Mechanics good but brakes require overhaul. Smart appearance. Makers' oil pressure. Certainly worth £1,500. Consider exchange 403, cash either way. Telephone: Durham 63586. (26169

1980, 541R Jensen. Colour red, excellent condition bodily and mechanically, two owners, present owner 11 years. Member Jensen Owners Club. MoT to end July '79. £2,600. Tel: Emsworth 3866. (26171

SIVA SALUKI, 1978. Professionally built to exacting specification. Lamborghini styling, rare appreciating asset. £2,000 or exchange considered. Dartford 23456, ext. 419. (26174

SCIMITAR GTE O/D 1978 (Nov) T reg., russet red PAS, Wolfrace wheels, 2,500 miles. £6,650 o.n.o. Tel: Northallerton (0609) 70132 (Nr York). (26177

BRISTOL 411. Enthusiast parting with two of his collection. Ser II with air conditioning and sun-roof. In extremely good condition and will not disgrace its new owner in concours. £6,450. Ser III. Must be the best 411 currently available and as new in all respects. Latest spec self levelling, engine/gearbox just rebuilt. £9,500. Further details from Bitton 3199 (Bristol). (26176

MG-B GT V8 1974. Overdrive, sunroof, tinted glass, radio, chrome bumpers, below average mileage, very good condition throughout. reg. VGC 1M. £2,995. Tel: (after 6.30p.m.) Bishops Cleeve (Glos) 5127. (26178

MINI FERRARI! Bertone designed Innocenti mini, 3-door hatchback, 1,275 c.c., gold, tan jersey interior, tinted windows, reclining seats, headrests, HRW, wash/wipe, full instrumentation, Hi-fi, Kieber *tyres* etc., *low mileage*, quick, chic, & in perfect condition. £1,500 or £1,650 duty paid. 01-935 6286. (26180

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John Britten

Morgan TVR

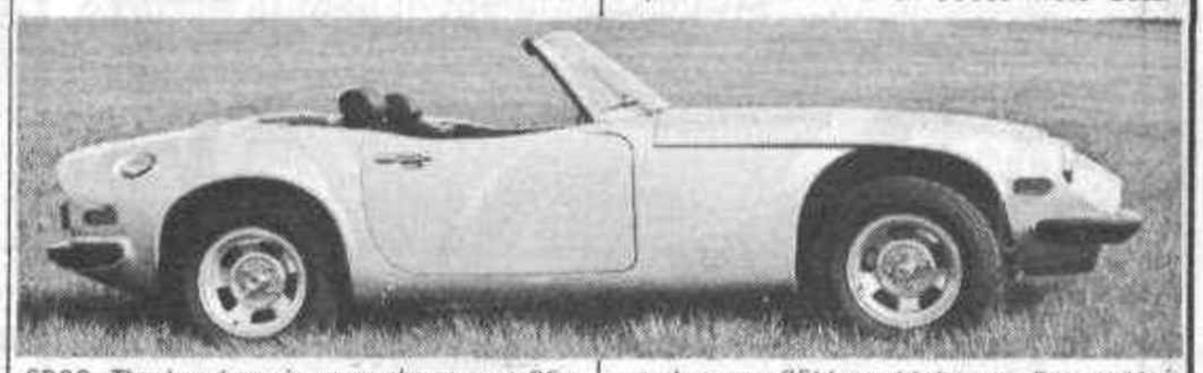
For Morgan maniacs (and their lasses), we've got cars with wooden chassis's. **Morgqn Plus 8,** 1977S, Ivory, roll over bar, 2,400 miles, 1 owner. 18 months ago I was writing this ad. on a typewriter with a Jqpqnese keyboard from ly hotel room in Tokyo, with *slightly confused results. This time je suis au* volant d'une machine française, which is perfectly OK except that the QWERTY . . . bit goes AZERTY . . . instead so if the Motor Sport compositors don't weed out all the Morgqns (I did one in error on the 2nd line) you will understand why the whole thing is looking a little aueer. **Morgan Plus 8,** same year, reg. letter and colour as above but no roll-over bar, has black leather reclining and folding seats, grid, even lower mileage, 1 lady. Oddly enough, both are South coast cars, Sussex and Hqmpshire respectively. **Morgan 4/4 2-seater,** 1976R, Signal red, wire wheels, bucket seats, stored since new and has only done a 3 figure mileage – will arrive from up North when petrol is available there. **Morgan 4/4 4-seater,** 1972, Golden yellow, a old friend we've had before, grid etc, etc. **Morgan Plus 4** 2-seater, 1968G, zire zheels, grid, aeroscreen Motolita leathern zheel, leathern seats, Kenlowe fan, rear bumper. There is some doubt regarding the colour of this car: both the stock list *and* the "Dear John" letter refer to it as 'Kaguar Racing Green' and that is K Kilo not J Juliet despite my zonky French typing machine. Perhaps it is a sort of Australian racing green for kangaroo-jaguars . . . We sold this car to its attractive lady owner when it was only 3 years old and she has now had to dispose of it on medical advice following an unprogrammed descent from a height of approx. 16 hands. **Morgan 4/4 4-seater,** 1972K, dark blue. I have not further details and haven't even seen this car as I have been absent from Arkley for some days now due pressure of other work. It seems from the aforesaid "Dear John" letter (by which our proprietor, during his all-too-frequent absences, is kept informed etc, etc) that this blue 4/4/4 was fetched from the South Coast by our new car-snatching team of Ratman and Bobbin, given to using such tasteless expressions as "Holy Catfish". Sometimes I wonder whqt things are coming to at Arkley. **Morgan 4/4 2-seater,** 1976 Dec., Deep Brunswick Green, wire wheels, bucket seats, 6,000M., supplied by us new and only discarded by Rolls-Royce owner so that he could move into a yet more palatial residence. **Morgan 4/4 2-seater,** 1976R, Signal red, Restall seats, alloy body, roll over bar, the ideal specification and age for a production sports racer. **Morgan 4/4 2-seater,** 1963, twin cam Lotus engine, virtually sold to taxi-driving US enthusiast by the intervention of an ex-Brooklands racing driver called T. Tozer. **Morgan 4/4 4-seater,** 1977, Signal red, wire wheels, reclining and folding seats, grid, bonnet strap, driven fro, new by well known Morgan enthusiast. Expecting a 1978 Silver **Plus 8** next month. Also *many* more Morgans (failing which "Ratman and Bobbin" will be in danger of reverting to their alter egos). Although I am not *too* worried about the *shortage of* Lorgans at Arkley as I havz decided to make a fortune by going into the bumper-sticker business, American style. I have already designed the first one; it reads as follows:

Danger. READ THIS! (You will have plenty of time to). I am the rear half of a two-car combo. I am following the car in front at a fixed distance of 40 feet. Together, the other car and I (although he may not be aware of his rôle) measure 70ft. long - the same as an RAF transporter. Treat us as one. DO NOT PASS, unless there is 1 mile of clear road ahead. If you try to come between me and my partner, I will accelerate hard and reduce the gap to 20ft. If you do succeed in squeezing your car into this gap, I will switch on my quartz iodine headlamps until your rear bumper melts into a silvery pool. I want you to follow me for the rest of your journey, 40ft. back. We'll make a 125ft. threesome, then nobody could pass!

TVR 1600M, 1972, metallic blue, lady owner. **TVR Taimar,** 1978, white, green model bqnd, sunroof, radio (Blqupunkt), one fastidious owner. **TVR 3000M,** 1976, Brown + Cream, viyl top, sunroof, radio/stereo, sold new by us to customer/girlfriend and *now in the fold once more.* **TVR Taimar,** 1977, metallic green, sunroof, electric windows, radio/cassette, supplied new by us



to the young master but mainly driven by his Dad while the YM was prospecting for oil in the Gulf. Then Dad bought q new Rover 3500. . . . **TVR 3000M,** 1977, Dark Bronze, vinyl roof, tan trim, radio, sunshine roof, led a quiet life in Betjeminurbia. **TVR 3000M,** 1976, metallic green, beige vinyl roof and model band, Panasonic radio/cassette, tan interior, slight Yorkshire accent. **TVR Taimar,** 1977, black, sunroof, electric windows, Woolfrace wheels, delighted prev. owner now driving the Alfa GTV2000 we sold him. We also sold another chap a TVR and took in his Alfa GT Veloce 2000 (1973, beige, radio, latest tyres etc) and as he was also delighted with both marques we seem to have a quite delightful situation building up among all these Alfa/TVR aficionados. **Triumph TR7,** November 1977, maroon, the ever-popular pre-strike model, one owner, sunroof, radio. **Ford Capri** 3000GT, 1974, extensively modified but fully street-legal. **MGB GT V8,** 1975, Glacier white, tan cloth, alloy wheels, sunroof, radio. **Arkley SS,** recently built on 1974 chassis, metallic regal red, gold pintsripes, Cobra alloy wheels, new Dunlops. **MG Midget,** 1975, blue, woodrim wheel, *Dorset car (actuqlly, the previous* owners name was Fred Dorset). **Mini 1275GT,** 1974, white, yellow trim, twin exhqust, leather rim. **MGB,** 1972, red, overdrive. **Renault 5TS,** 1976, black, those stripes, spoiler etc (from that accessory list they strangely call the 'Renault Boutique'). **Citroen CX2000,** 1976, metallic blue, one owner. **NEW MORGAN:** Delivery times are as long as my arm (did you know I used to be a policeman?) but we can provide solace with *brochures, test drives, cups of tea* etc. **NEW TVR:** We have just licenced our new "TVR 4" demonstration TVR, a white convertible as we normally have plenty of used Taimars and 3000M's. Delivery is basically 2 to 4 months but we do carry some stock cars as well. **ARKLEY SS:** I believe we have kits in stock once more after a lean period following surprise publicity in a newspaper whose name I've almost forgotten – quite a 'heavy' – could it have been the "Sunday Tomes?". The Arkley kits fits every Sprite/Midget from 1958 to 1979 and is not too much over



£200. The brochure is even cheaper at 25p plus your stamped envelope. We have now more-or-less recovered from Xmas, thrown away all the cards, stored all the useless presents like rhino horn graters (I did actually receive a chamber pot this Christmas) and find ourselves in need of two local part-time car washers and general factoti (A-level students would suit). I am very fussy about the way our cars are washed, and go purple when I see our boys using what I call the lah-de-dah method. This involves picking up a nice, warm sponge-ful of soapy water and, without necessarily looking at the car, describing a series of figure-of-eight loops again and again over the same area, while dreaming of rock music, toffee apples or schoolgirls. When the car dries out, a pattern of triangular or pip-shaped mud-patches is *revealed, being the centres* of the fig-of-8





loops. I always *insist* that the car to be washed is mentally divided into a series of sectors or areas like the cow-poster in a butchers shop or a phrenologist's china head. Each sector is then washed in shallow, square-Z strokes so that nothing is either missed or sponged twice. Will they do it my way? Well, all I want to say is that it sometimes mystifies me how they get through their A-levels! We once had a new car-washer who, on his first job, washed the whole (and quite muddy) car *except* for the bumpers, headlamps, rear lamps, hood,



windscreen, rear window, number plates and radiator grille. This youth did not, we thought, have a Managing Director's baton in his knapsack. Having got the Grouse of the Month off my chest, I am pleased to tell you some good news – the Morgan 3-wheeler is back in production. In fact, it isn't made or designed by Morgans or even called a Morgan – it just looks exactly like one. The exposed Vee-twin is an 850cc Moto Guzzi rated at over 65bhp, with its own 5-speed in-line gearbox driving the aft wheel via a motorcycle bevel box. Suspension at the front is coil springs and Triumph/Lotus wishbones. The backbone chqssis is also somewhat Lotus Elan-like, and it's no surprise thqt the constructor and his collaborators are ex-Lotus men. I have forgotten where you buy this nicely made £3,800 wire wheeled machine, but as its builder will doubtless read these notes and phone up to complain, I should shortly be in a position to forward your enquiries. Open to 7pm weekdays, 6pm Sats, closed Sundays. P.S. – I was only joking about being a policeman.

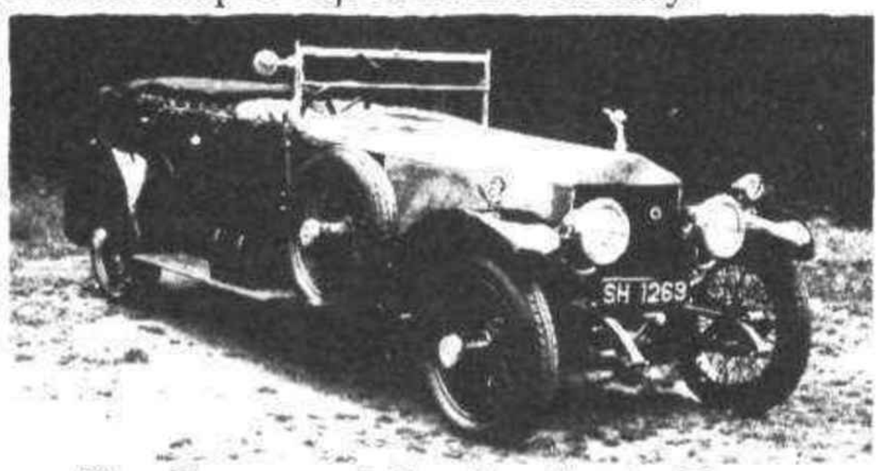


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1921 Silver Ghost tourer, bodywork attributed to Hooper. £40,000 – a new European auction record for the model.



1926 Alvis 12/50 "Beetleback". £6,000

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INVICTA 4½ 1927 SPORTS 4-SEATER
Repainted in deep blue, new Connolly beige hide, new beige hood, hood bag, tonneau. Re-chromed throughout. The engine has been rebuilt and is mechanically good throughout – a very usable 4-seater tourer.



LAGONDA 2-LITRE "SPEED MODEL", 1928
Fitted with an attractive 2-seater green fabric body, with luggage or extra side seat compartment. New beige Connolly hide, new carpets, hood and tonneau – subject of a 5-year restoration.



SWIFT VCC, DATED 1910 2/3 SEATER
Deep plum, gold pencil lines, very original, two owners, last owner 66 years. Exceptional condition.



BRISTOL 401, 1952
Resprayed Bristol red with new tan front seats, rechromed, new tyres. This car has been well restored mechanically and electrically.



ISO GRIFO by BERTONE, 1970
Bright red/black, manual box, Chevrolet 5.3 litre, alloy wheels, new tyres and exhaust, believed only 12 RHD imported, mechanically in good order.



AC ACECA, 1955
Bright red/black, completely restored throughout becoming a rare '50 classic.



AC 1920 2-SEATER WITH DICKY
Rich red, black wings/black, all nickel fitments, original lighting, solid disc wheels, new tyres – well restored.

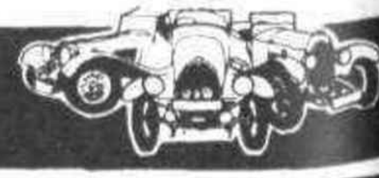


FRAZER NASH LE MANS COUPE, 1955
Metallic bottle green, original tan seats. Believed only three made. Engine and electrics all checked, rechromed – very rare.

ALSO AVAILABLE
JAGUAR XK 120 LHD ROADSTER, BRG/grey, w/w, reconditioned engine, rust free. JAGUAR XK 150 LHD ROADSTER. Met. bottle green, red hide in excellent order throughout. LAGONDA 4-DOOR SPORTS by Tickford, 1960. Completely restored. EXPECTED NEW ARRIVALS: LOTUS ELAN SPRINT, 1973; FIAT 1918; JENSEN INTERCEPTOR MK. III, 1973; ALVIS 12/60 BEETLE BACK, 1926; DE-DION BOUTON, 1911.



CLASSIC CARS AS ABOVE URGENTLY REQUIRED FOR CASH



FOR SALE—continued

PORSCHE 911S 1969. 2-litre fuel injection, immaculate interior and exterior, full history, low mileage, 2 owners. £4,300. 01-836 2336 (day) or 01-937 6042. (26181

RARE 1966 convertible Mercedes 300SE. Cream, recent new hood, MoT. Offers circa £3,000. Telephone 0279 56680 (day). (26182

1949 AUSTIN Princess DS2. Short wheelbase, touring saloon by Vanden Plas, black/tan interior, taxed, MoT. £1,100 o.n.o. Brentwood (Essex) 221600. (26183

MG-B GT 1971. White, sunroof, O/D, ramo, excellent condition throughout, complete service history, 49,000 miles. £1,600. Limekilns 601 (Fife). (26185

FERRARI DINO 246 LHD, 1971. Must be one of the best in this country. £6,500. Also Mercedes 300D 1960. Excellent order except for gearbox trouble, hence £5,250 o.n.o. Keleser Farm, Newark, Nottingham. (26188

ROLLS-ROYCE Silver Cloud III, 1964. Silver/astral blue, light blue leather, sunshine roof, beautiful car. £12,500. Box No. 5961. (26187

MERCEDES 1982 300D Auto. This car can only be described as concours. 64,000 miles from new, silver metallic with red leather interior, PAS, electric windows, stereo tape, radio. Over £3,000 recently spent. Offer over £9,500 to Box No. 5960. (26186

LANCIA HPE 1600, 1978, 11,000 miles, radio/cassette, warranted April, immaculate. £4,250. Lytham (0253) 723757. (26159

HISTORIC Lotus Seven S1, believed world's earliest surviving. £1,350. 1966 Heron bodied Turner 1098 c.c., MoT, respray, rebuilt wheels, new tyres, etc. £485. Interesting p/x? 01-368 3512. (26156

LANCIA MONTE CARLO 1978. March, metallic green, radio/cassette, 4,000 miles, one owner. Must sell hence £4,895. Coalville 33599. (26194

ALFA ROMEO 2000 GTV, L reg., immaculate condition. Sunroof, stereo radio/tapeplayer, taxed, MoT until November 1979. Must be seen to be appreciated. £1,590 o.n.o. Phone N. J. Heath, Yeovil 5181, ext. 25, office hours. (26192

MORGAN 4/4 4-seater, August 1978, blue, aluminium/brown leather, plus host of usual extras. Best offer over £6,500. Telephone: Clifton Hampden 7190 (Oxon). (26195

AUSTIN 10, 1932. Running but requires interior renovation. *Sound mechanics and excellent* bodywork. Engine rebuilt. Very sound original car. £875. Austin 7, 1932. MoT year, maroon/black paintwork on sound body. Runs well ready to drive away. £1,150. Phone Ottershaw 3899. (26193

TR6, 1971 (K reg.). Sapphire blue, white hood, well maintained. £1,200 o.n.o. Phone Farnborough (Hants) 513140. (26196

VOLVO 1800 ES. Sports/Estate. Cypress green, tan hide interior, tinted glass, heated rear screen, 55,300 miles from new, and the car is in absolute immaculate condition. Only 3,070 of this type were made. Offered at £3,000. May exchange for something cheaper but interesting. Castleton (N. Yorkshire) 478. (26197

JAGUAR 420G in beautiful royal blue. H registered January 1970. 42,000 certified miles with all the usual Jaguar refinements. Body interior and mechanics are superb having been maintained regardless of cost by Jaguar enthusiast. Bills for £1,300 plus include complete cylinder head overhaul *reconditioned torque converter* and automatic transmission (still under guarantee) and Dinotrol underbody treatment. Classic reliable luxury car £2,750. Phone Botley 3995. (26199

ASTON MARTIN DB6. A 1967 car in totally immaculate condition *throughout. Carefully stored* much of its life and just used summers, hence c. 50,000 miles only. Original midnight blue with contrasting red hide. All usual extras plus automatic gearbox. Perhaps not cheap at £5,950 o.n.o. but certainly the best DB6 available. 01-388 2051 (office). (26200

FROGEYE, 1960. MoT till Sept., all steel, H/S tops, tonneau, many new parts and spares. £400. Tel: 01-958 9822. (26201

1966 DAIMLER V8/250. Dark blue concours condition having covered genuine 31,000 with one titled family. Long MoT and taxed, automatic, PAS, HRW, radio, electric aerial, double underseal and Cadulac. Bargain at £2,000 o.n.o. Telephone Oxford 724683 evenings. (26203

MG TF 1954. Completely rebuilt, including ash frame, engine, gearbox, new tyres, rechromed and re-upholstered. Immaculate condition. £5,500. St. Albans 62877. (26204

PORSCHE 356A, 1960. Reg. 114 MBH, clean, original, *taxed/tested.* £975 or exchange Steg/similar convertible. 1919 Abingdon 'King Dick', V-twin, belt drive, restored, with sidecar. £1,500. Telephone: Sunderland 812151. (26202

LANCIA MONTE CARLO 1978. S registration, aquamarine/dark tan trim, *radio, 3,000 miles only, immaculate* condition. Bargain. £5,350. Telephone: Maidenhead 27914. (26205

E-TYPE JAGUAR, Drophead, 1970, red, excellent condition, fiat purchase forces sale. £4,500, o.n.o. Coventry 414914. (26211

GILBERN INVADER Estate 1972. Manual G/B, O/D, sunshine roof, recorded mileage 44,000. £2,000 o.n.o. Saltburn (028 72) 2796. (26212

FOR SALE—continued

BENTLEY S3, 1964. Metallic/grey beige interior, Sundym glass, air conditioned, e/windows, sunroof, new engine and gearbox, 1974/76 respectively by Lex Mead, radio/stereo, e/aerial. Car in first class order. £6,900. Tel: 370 2843 eve. (26222

MARCOS V6, 1969. Original log book, very good mechanically, recon. engine, 100 miles, new Wolfrace, tyres and tape. Retrimmed and attractive respray. First to see will buy £2,750. Holmer Green 2214. (26206

AUSTIN SEVEN box saloon. Sunroof, used regularly. For full details telephone Gilbride Wareham 2071 (Dorset). (26208

PORSCHE 911E *2.4 January 1974. Service history* from new, all usual extras, average mileage. A well maintained, company owned car in above average condition. £5,500. Coventry 415346 after 6 p.m. (26209

BMW 3.0si, 1973. *Manual,* white, blue velour interior, PAS, sunroof, mag/alloy wheels. Well cared for and maintained. Moderate mileage. £2,800. Kinoulton (Notts) 481. (26214

MG-C ROADSTER, 1968-G. Red, radio, tonneau, w/wheels, new batteries, hood, rebuilt engine, gearbox, s/rack, superb condition. £1,600 o.n.o. St Albans 33858 (home), 01-363 3331 ext. 315 (office). (26216

ALFA ROMEO Spider 2000, 1972 (L), white, radio, new MoT, tyres, exhaust, recent clutch, hood etc. £1,850 o.n.o. Havant (0705) 475271, evenings. (26217

LOTUS ELAN S3 SE DHC, 1967, v.g.c. £1,000 o.n.o. 8 St. Christopher's Cres., Scawsby, Doncaster, S. Yorks. (26219

DAIMLER 2.5 V8 Auto 1963. Only 88,000 miles on clock. Engine just fully rebuilt by Daimler specialist at cost over £300 – bills available. Completely rust-free and paintwork unmarked. New MoT. A beautiful collectors' car, only £800. Tel: *Maidenhead (0628) 39476.* (26221

MG-B GT 1976. Citron, one owner, 20,000 miles, HRW, O/D, tinted glass, immaculate condition throughout. £2,850. 01-485 3870. (26224

V12 E-TYPE 2+2. Manual, K reg., in beautiful *condition, finished in BRG with black leather interior,* genuine 39,000 miles, many extras including sunshine roof. £4,250. Tel: 021 353 3027. (26223

EUROPA twin cam, 1972. Blue, mag. wheels, good condition. £1,850 o.n.o. For details phone *Malmesbury 2582.* (26265

PORSCHE 911E, March 1973. Metallic blue, electric sunroof, personalised number plate, Sundym glass, electric windows, electric aerial, radio/stereo, front spoiler and rear wiper, headrests, HRW, must be the best in the country, immaculate throughout. £5,495. Leatherhead 79359. (26266

MORRIS MINOR 1932. Genuine 38,000 miles. Stored for many years and in most original condition, with superb interior. New tyres, MoT 12 months. £1,500. Tarporley 2054. (26268

SPORTS HATCH. Vauxhall Magnum 2,300 c.c. limited edition (one of 197 made), 1976, one owner, excellent condition, unusual opportunity of acquiring interesting and practical vehicle. £2,450. Phone Ringwood (Hants) 5144 office, 2992 home. (26269

1924 ASTON-MARTIN. 1½-litre, side valve, 2/4-seater, 'coal scuttle' bodywork, original and complete, very rare vintage sports car. £6,800. Reigate 41992. (26271

BENTLEY MK 6, 1951. 4½-litre full flow standard saloon. *Gunmetal with blue leather interior, excellent* original unrusted example. £4,600. Reigate 41992. (26271

HISTORIC racing car, Diva, Chevron 88, Lotus 23, Lotus 47 or similar. Alex Seldon, Guildford 70295 *(day), Frensham 2261 (night).* (26273

RARELY DO cars in this condition come on the market. Ford Popular saloon 1957, one lady owner from new, all original, hand books, only 19,000 miles. Reluctantly selling after two years in store. Or exchange old motorcycles. More details on request. £1,050. Tel: Petersfield 61522 (work), Tel: Horndean 596985 (home) evening after 8 p.m. (26274

BMW 2002 cabriolet 1973. Maroon/black trim, alloy wheels, head restraints, sports steering wheel, Ol four headlamp conversion, radio. An exclusive four-seater convertible. £2,950. 021-454 4005. (26276

JAGUAR XK150, FHC, manual/overdrive, wire wheels, rebuilt body and engine, requires finishing. £1,975 o.n.o. 041-632 6176 (office), 041-638 2745 (late evenings). (26277

1968 MG-C Roadster. Wife's car last seven years. Hard top, soft top, w/ws O/D, sound car. £750. 061 485 1873. (26278

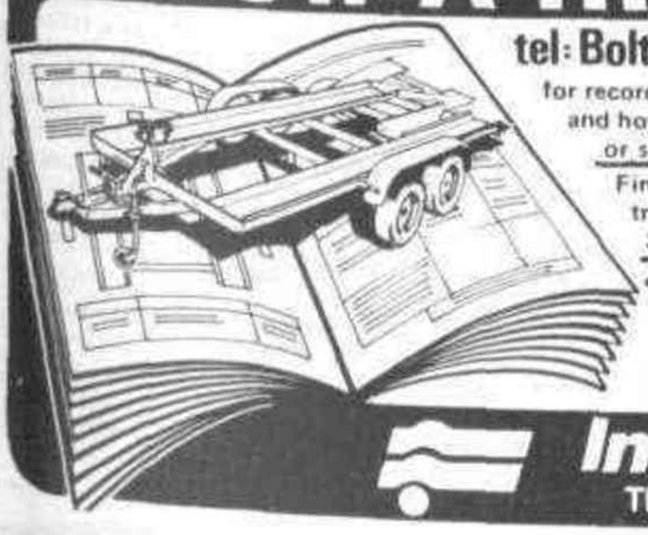
1929 ROLLS-ROYCE *Phantom II,* running rolling chassis virtually complete. £7,500. 061 485 1873. (26278

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"Noe noe. What aim saying is yaw emgee's strictly a fairweatha car, wooden chew say?"

"No. I wouldn't. The hood's quite tight and there's not a leak in her"

"Noe noe. What aim saying is ai know yaw sellir g caws of months awf rough weatha ahead, end ai'm baying caws aim beound to get it cheepa abeout neouw. Cheepa then yaw awsking. Do we understand each otha?"

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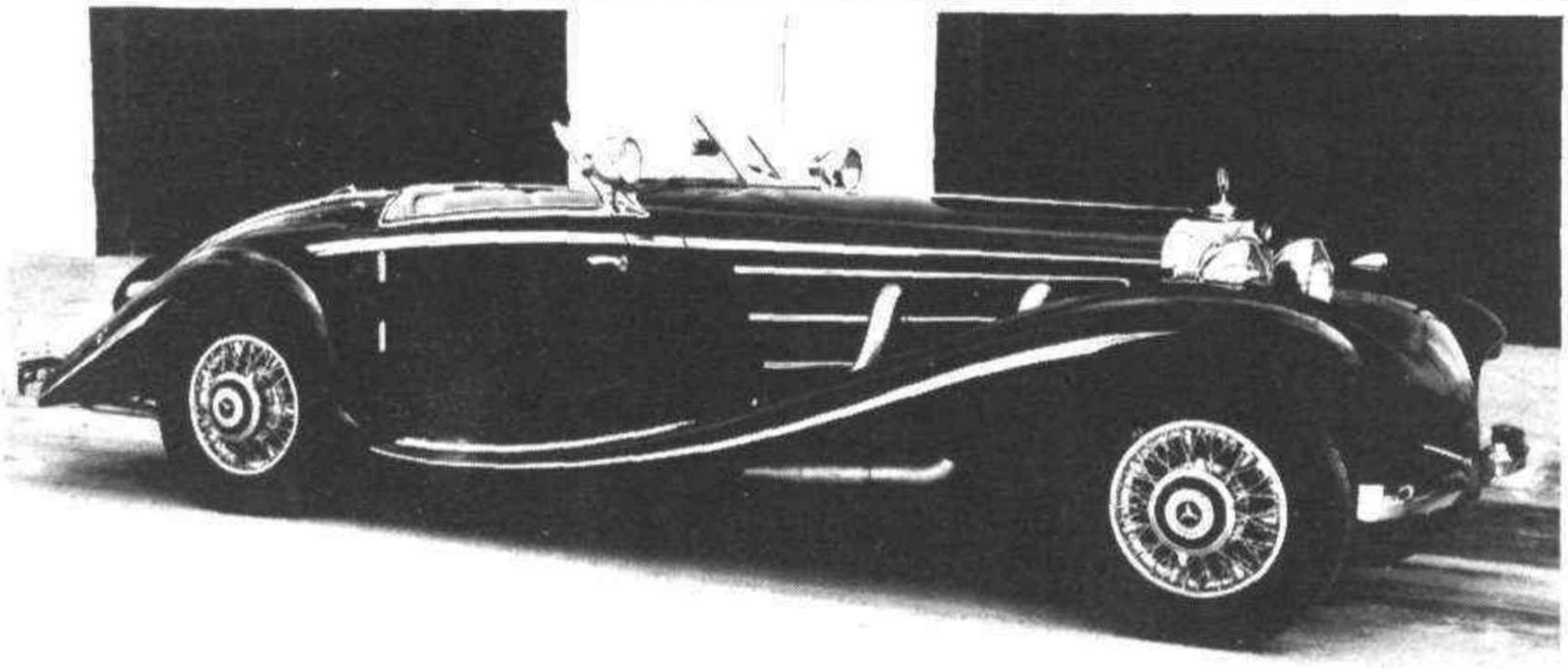
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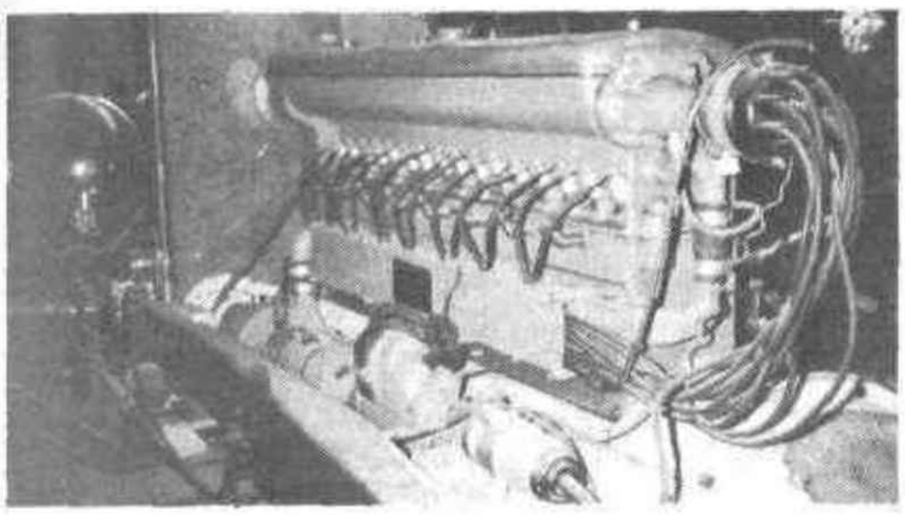
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MG-A FHC 1958. 11 months MoT, wire wheels, all steel. £650. Phone Nottingham 702111 daytime. (26291

DATSUN 260Z 2+2, R registered. Immaculate, silver/black interior, tints, self-seeking radio/8-track, electric aerial, genuine 12,750 miles. Offers in excess of £4,000. Tel: 074-631 363 (Salop). (26292

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ALFA ROMEO Spider Veloce drophead, 1978 June, 3,000 miles only, green with black interior, radio, immaculate condition. *£5,900 o.n.o. Tel 0253* 883953 after 6. (26360

VOLVO 1800E 1971. Overdrive, radio, red, low mileage, excellent condition. £2,500. Tel: Bristol 624849 (evenings). (26362

ALFA ROMEO Alfetta 1.8 N reg. Superb condition, beige metallic, tinted windows, stereo tape and radio, many new parts. £1,500. Tel: (0373) 864474 (evenings) 865050 *(business hours)* (Westbury, Wilts.). (26363

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E-TYPE Jaguar 1971. 4.2 fixed head roadster, Carmen red, genuine 32,000 miles, excellent condition. £3,500. Phone Bishop Auckland 832115. (26364

AUSTIN 7 1937. Static four years, many spares, garaged 30 miles north of Oxford. £400 o.n.o. Oxford 56147. (26368

TR4 DOVE 1964 reg. 5663EH. Body rough, interior good, mechanically good, ideal for restoration, offers. 051526 2561. (26369

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BMW 2002 Tii 1973. Fantastic performance, radio, recent tyres, bargain as later model arrived. £1,495. Stamford 0780-720568. (26466

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MG-C GT. 69 overdrive, wire, radio, 35,000 miles, blue. £950. 0282-66545. (26312

RS MEXICO in carnival red with tinted glass. May 1976. 46,000 miles, good condition, regularly garage maintained, one owner. £2,300. Tel: St. Albans 64966. (26313

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MERCEDES 190 SL. Restored except for bodywork (Reg. No. 1134 FS). £1,800. Tel. 056283 519. (26304

BOND EQUIPE 2 litre GT. 1969, overdrive, h.r.w., 57,000 miles, 2 owners, M.o.T. taxed. £450. 01-440 4192 (Barnet). (26314

ARMSTRONG SIDDELEY Star Sapphire Limousine. 1960. Only 80 were made. Excellent interior, good tyres, reconditioned engine, drives well. No M.o.T., because brakes need attention, and there is some rot at front nearside. Ideal restoration project. £450. P/Ex. W.H.Y. 01 397 6018. (26315

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1966 MG-B GT. BRG, beautiful condition. Extras include sunshine roof, Sundym screen, Radiomobile, etc. Sound investment at £850. Tel. Danbury, Essex 024541 3473. (26307

1968 MG-C GT. W/W, o/d, h.r.w., radio, 8 track, good condition for year. £995. Manchester 061-236 5110 work, Manchester 061-336 2528 home. (26309

1968 ASTON MARTIN DB6 Automatic. 60,000 miles, must be seen, two owners. £4,995. Manchester 061-236 5110 Manchester 061-336 2528 home. (26309

RARE MG-SA. 1940 undergoing restoration, bodywork completed. Offers over £2,500. Tel. 01-889 4065 after 6.30 p.m. (26310

JAGUAR 340 AUTO. PAS, 1967, very good condition, many new mechanics inc: new steering, service history 4 years. £975. Phone day 01-623 5501 evening 01-228 5276. (26317

T46 BUGATTI TOURER. Very original with original lamps, instruments etc. Good mechanically, requires retrimming. Tel. Bosbury (053186) 674. (26319

ALVIS TJ 12/50. 1931 4-seater tourer. Pearl grey with black wings. Exceptional condition throughout. For further details tel. 0222496435. (26320

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ROLLS-ROYCE 20/25. Complete running chassis, all instruments, luggage grid, headlamps, shot *blasted and primed, lovely radiator, ready for fitting a* body on. £3,500. Also Rolls-Royce 1933 Phantom II rolling chassis, ex-Viscount Kemsley, chassis number 76 PY. Very sound condition, excellent radiator, all *instruments, headlamps, complete except for* cylinder head. £3,250. Telephone 0253 726237. (26324

ATTENTION American Car Enthusiasts. 1962 Dodge Lancer Coupe (Compact model). 1 owner. Genuine 14,500 miles. Radio. Host of new spares. Drives and looks like new. Metallic green/cream. L.H.D. fast and economical. Investment at £1,350 o.n.o. P/Exchange considered. 0222-751082. (26327

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MORGAN 4/4. 1973, new factory engine and clutch, Konis, b/alarm, l/rack, red. £3,200. Phone Mr. Byers eves 01-360 0644. Days 01-995 1322 ext. 339. (26328

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1971 ALFA ROMEO 1750 GTV. Red, sunshine roof, radio, M.o.T., taxed, above average. Offers around £1,100. Tel: Kingswinford 3341 (West Midlands) ask for Mr. Gough. (26331

OPEL MANTA BERLINETTA 1.9SR. 1973, silver, 42,000 miles. Fast and immaculate. Phone Blackburn 21185 After 6 p.m. (26334

AC ACECA-BRISTOL 1956. Believed complete, sound and original. Ideal restoration project. £1,250. Swansea 57774. (26332

GT6 1968, overdrive, h.r.w., M.o.T.'d, taxed, 185 x 13's, refitted interior, good condition, must be seen. £480. Marlow 2521 or Maidenhead 70733. (26330

MG YA Saloon, metal sunshine roof, original log book. £300 respray, good chrome, good tyres. Stored many years. £725 or offer. 021 744 6015. (26406

D-TYPE JAGUAR (Lynx replica) due completion June 1979. Initial deposit of £10,000 secures finished vehicle to purchaser's specification. 0422 76753/78510 evenings. (26415

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1937 AUSTIN 10. Mechanics good, body partially restored. Good investment at £295 o.n.o. Tel. Doncaster 60265 office, or Doncaster 700879 after 6 p.m. (26416

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COSTELLO MG-B V8 Roadster. No distinguishing features, hard top. Much money spent new interior. New MoT. £2,500. Tonbridge 357152. (26424

1934 PHANTOM II by H. J. Mulliner. Recent rebore, new camshaft, clutch, most attractive body with Continental features. Six new tyres, complete tool kit. Reluctant sale. Part exchange considered with E-Type V12 Roadster. Telephone Woking 62825. (26438

PORSCHE 914. Rare RHD Crayford conversion. Targa top. 5 speed gears. Rebuilt £2,000 bills. Met. silver, external/internal trim matt black. Fuel inj. New heat exchangers. Spoiler, sports exhaust, GT wheels, radio/cassette. 30 m.p.g. MoT, taxed. A.F.N. serviced £2,750. Bagshot (0276) 75589. (26437

TR4 1963. Wire wheels, overdrive, good mechanics, bodywork sound but not concours. £850. Burley 2338. (26426

DAIMLER 2.5 V8 Saloon, 1965. Stood for considerable time. Runner with good trim. For spares or renovation £125. Phone Leeds (0532) 576683. (26433

MORRIS MINOR Traveller, 1955. Good condition, well maintained, 40,000, family owned from new. £500 o.n.o. Haverfordwest, Dyfed 3530. (26434

1975 – MG-B GT Anniversary Model. 42,000 miles, usual extras, plus sunroof. £2,300 o.n.o. Tel. St. Helens 25555 after 6 p.m. (26440

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240Z DATSUN, 1973. Black, 5 speed, Radiomobile radio/tape. Good condition, 12 months MoT. Quick sale, hence £1,450. Parbold (02576) 4339. (26408

TR4A, 1964. Surrey top, wires, overdrive, excellent mechanics. Body needs general tidying, long MoT. Quick sale, hence £595. Rufford (0704) 822 332. (26408

TRIUMPH TR6, L reg. Finished in white. Hard top, soft top and tonneau. Certified 29,000 miles. Plus full service history from new. One year's MoT. This car is perfect in every detail. Offers invited around £2,400. Tel. Folkestone (0303) 77345 evenings or (0303) 60268 daytime. (26418

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1935 MG NA Special. Alloy 2 seater body, pointed tail, super condition. £4,995. 01-648 7188. (25704

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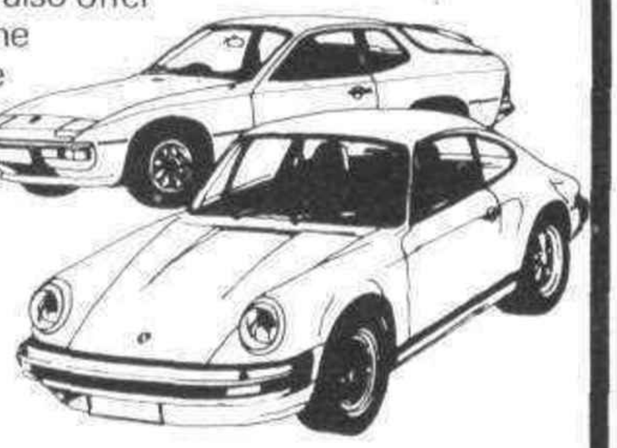
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WANTED–*continued*

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AUSTIN SEVEN chassis and log book, any year (or log book alone). Wanted to overcome future Swansea complications. Phone 021 445 3677. (25428
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MISCELLANEOUS

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MISCELLANEOUS – continued

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MISCELLANEOUS – continued

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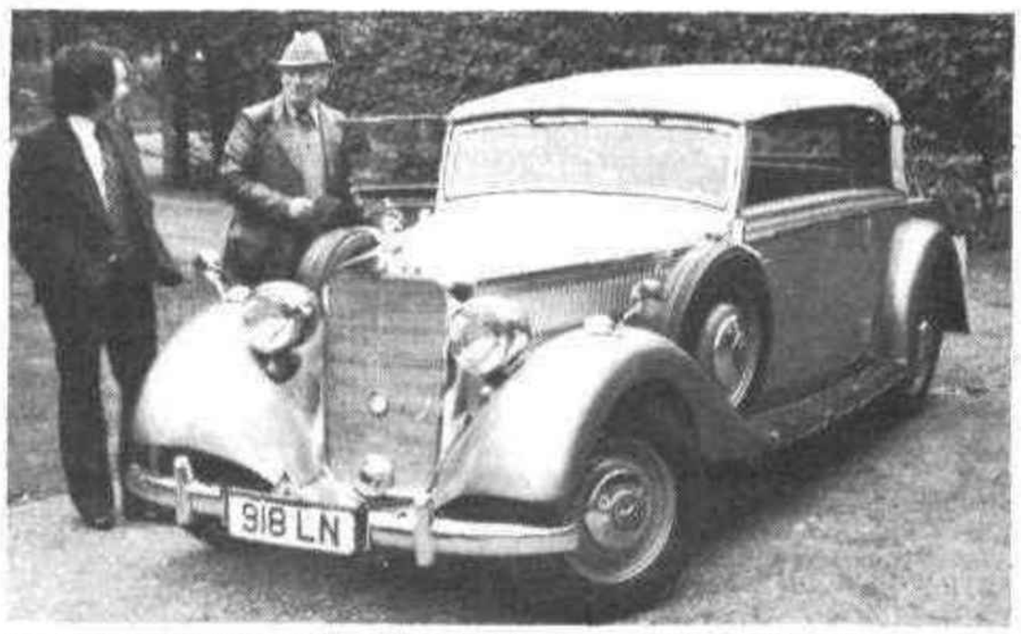
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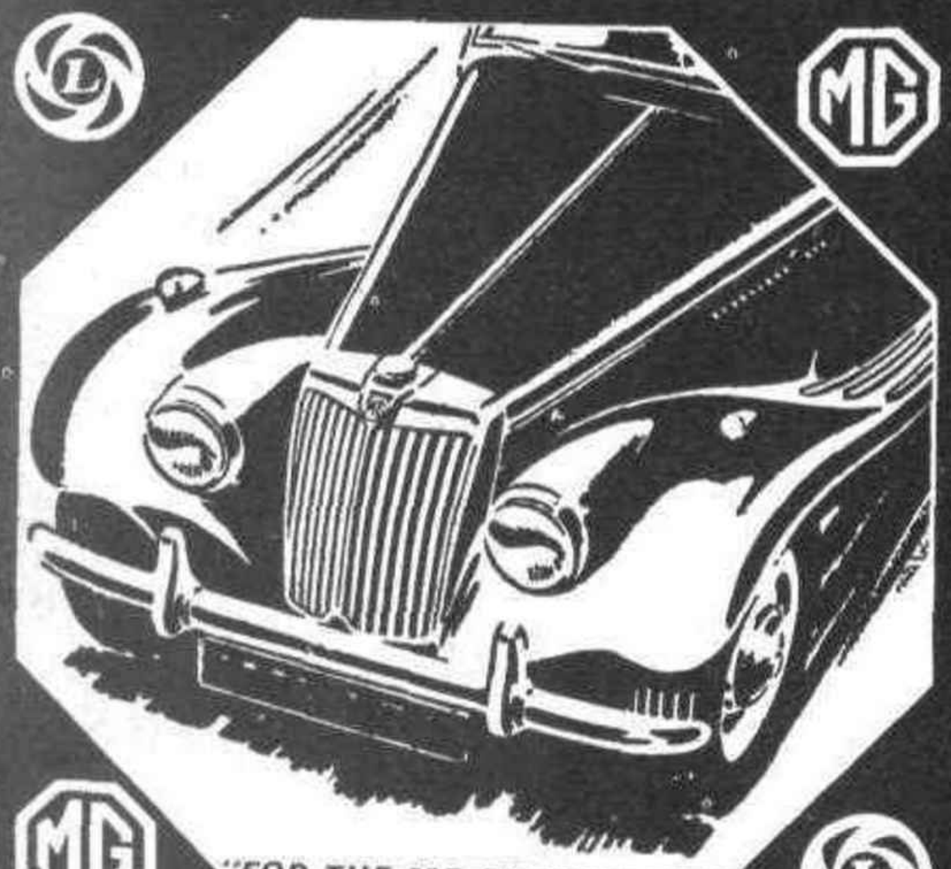
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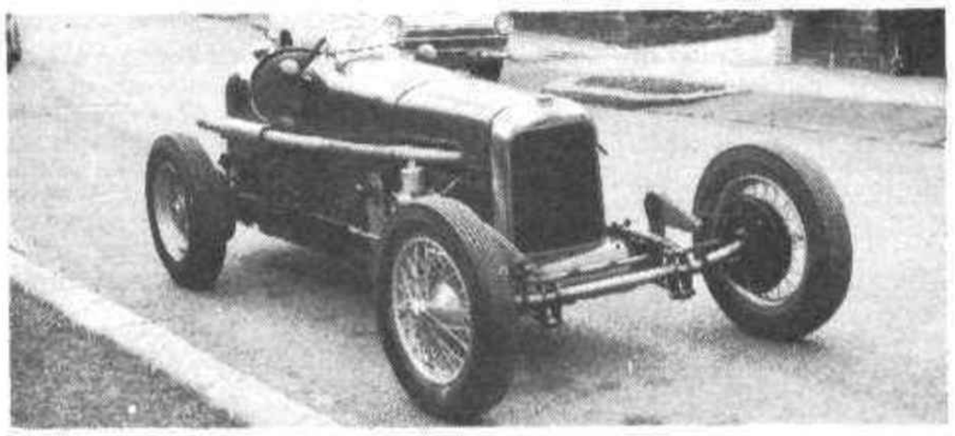
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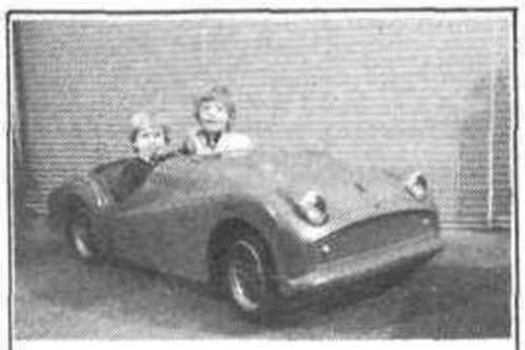
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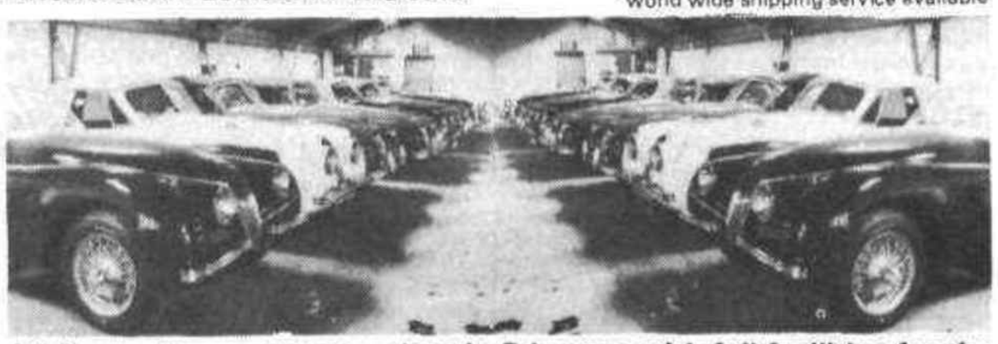
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XK120 Drophead Coupé. In fabulous original condition, BRG with brown leather, superb under-body condition, radio, new exhaust. You won't believe the condition till you see her. **£7,000**
XK120 FHC. In black with red interior, new headlining, excellent leather seats and carpets. "C" type cylinder head, chrome wire wheels, servo-assisted disc brakes, a very fast lady. The rarest of fixed heads for the discerning collector only. **£6,000**
XK140 Drophead. Red with black leather interior – restored some years ago and in remarkably excellent condition throughout that has been improved by our careful attentions, new exhaust, superb to drive – don't miss this one like you all missed our XK150 drophead last time – the queue was out of sight. The lucky lady who bought her has been besieged with enquiries to resell. – Unlucky all you slow chaps – been shown the way by a lady!!!
XK120 Aluminium Roadster. From Texas museum, left hand drive, and reputed 10,000 miles, all original with no corrosion, remarkable rare car – very, very expensive.



XK120 Roadster, right hand drive, white with red leather, recently *completely overhauled with new paint,* rebuilt engine, etc. Fabulous. *(Similar to picture)* **£6,500**

XK140 Fixed head coupé. Choice of several good drivable MoT'd cars – all in sound original condition ready to drive home to be polished & cleaned on Sunday mornings in the Spring under the admiring gazes of the next door neighbours who clean their Cortinas – from £3,000 – *don't be slow and miss the best ones.*
XK150 "S" Drophead coupé 3.8 c.c. White with green interior. All original car – last owner about 10 years – never restored and in excellent order throughout. If you want the fastest one in original condition this is it. **£6,500**
XK150 Fixed heads. Take your choice of our excellent bunch – too numerous to mention. From **£2,950**
The lone ranger – **"E" Type 2+2 Automatic.** Silver metallic, **LEFT HAND DRIVE** 1967 (exportable USA), in good order throughout. Just had spent £600 on mechanical work – (Bill to prove it). Not our cup of tea so only **£3,500**

BARGAIN BASEMENT
Mk. 9 Saloon, 1960. Power steering, power brakes, power to the people. **£1,150**

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OLDSMOBILE 9 Pass. Limousine, LHD. V8, auto, PAS, air cond., 21 ft. long, all black, T Reg, very impressive family transport £3,500
BENTLEY S3, 1963, 2 owners, Burgundy, tax, hide, well maintained £5,750
ALVIS TF21, 1966, 1 owner, 48,000 miles £4,750
MORRIS COWLEY Flat Nose 2 seater, 1927 £4,250
AUSTIN 7 PEARL Cabriolet, 80,000 miles recorded, super condition with most attractive Landau irons £2,400

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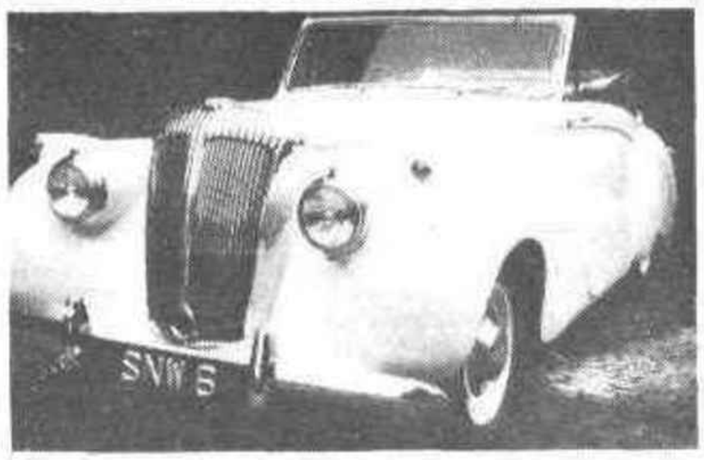
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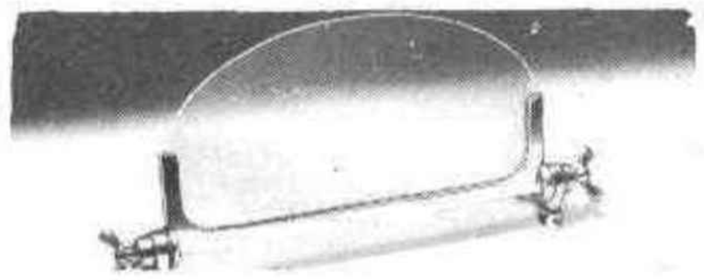
Pictured is a **Daimler Barker Special Sports** 2½-litre Aluminium Coupe sold last month. Rechromed, Recellulosed China White, coachlined Red, Retrimmed, hooded, carpeted, etc.
Another ready shortly, Rebored, Rebuilt head, new fully lined hood, Retrimmed, Recellulosed Ivory. **£2,645**

OTHER DAIMLERS include: DE27, DB18, Barker 4-seat DHC, a Conquest and a Century. Prices from £1,050.



BENTLEY Graber Drophead Coupe, 1952: 5-seater car with low mileage in mint condition throughout. Black coachwork with original mohair hood and black leather interior. This car is a superb investment at **£15,500.**
BENTLEY Continental James Young: 1958 SI. First James Young Continental ever built for Jack Barclay. Black coachwork with red interior. Immaculate condition; fully restored to the highest standard of craftsmanship. **£13,750 o.n.o.**
BENTLEY MK. 6, 1950: 55,000 miles from new under one ownership and in mint condition throughout. Black with brown leather interior. **£7,350.**
CORNICHE Convertible, 1974: 9,800 miles from new. New condition throughout. Sand with beige hood and tan interior matched with red carpets. Host of extras fitted at the factory.
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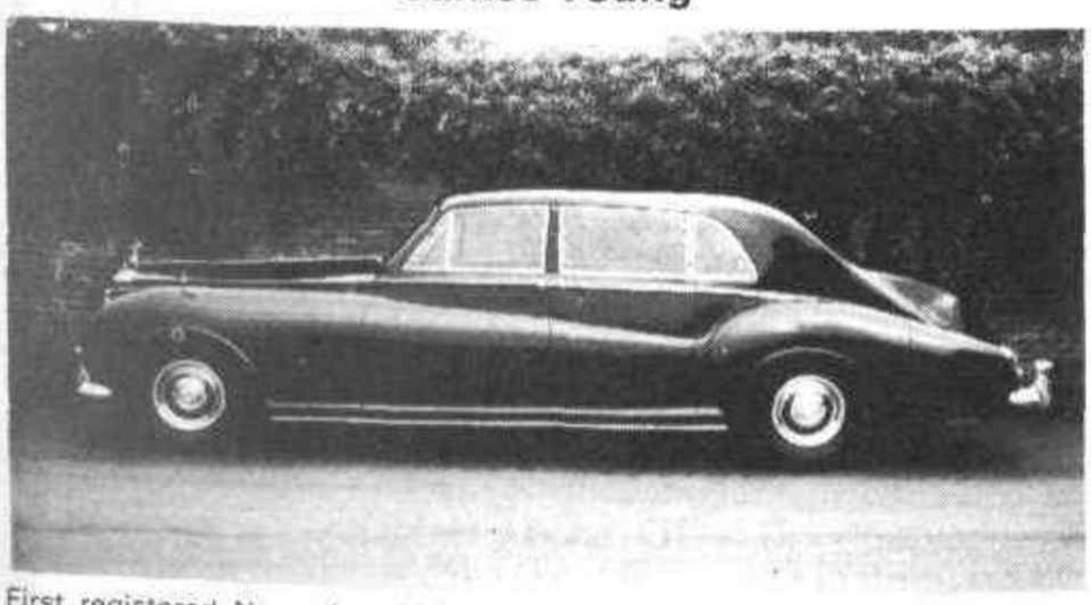
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Rolls-Royce Phantom V Touring Limousine by James Young



First registered November 1961, 88,000 miles with one owner from new. Finished in black over midnight blue with black leather upholstery front and fawn West of England cloth to rear. Usual refinements include, electric division, cocktail cabinet and occasional seats. Full service history, with original supplies, (Jack Barclay Ltd). This is an exceptional example of this most elegant car

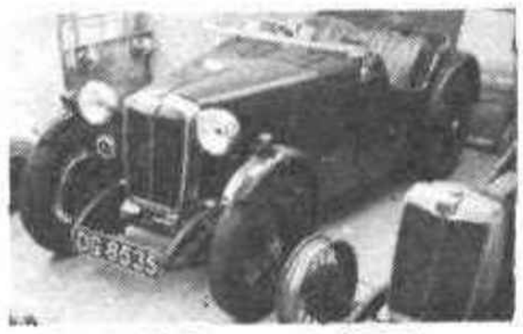
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- **1940 MG TB 2 seat sports**
- *TB 0628 with original engine for car.*
- Good sound running condition.
- Completely retrimmed in beige; also new beige hide seats & new carpets.
- Hood & side curtains.
- An unrestored original example of the rarest T Type **£3,350.**

(This car is complete with *original* 1940 log book)



- **The 5th P Type made (0255)**
- *The 1st sold to the public on the day of* release 1.3.34.
- Needs restoring, but runs well with new seating & rebuilt wheels. Cycle fenders & v. good chassis.
- A unique & valuable car **£2,650.**



- **MG VA 1937 1½ Litre,** 4-seat drophead coupe. Full history.
- Probably the finest original VA available.
- 1 owner from new, 36,200 recorded miles.
- Totally original including original engine for car, all tools in their rubber trays; mirror, horns, foglamp; beautifully *preserved apple green* hide upholstery & trim. Hood, hoodbag & curtains.

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NOSTALGIA

WINTER OF OUR DISCONTENT!

Snow, I maintain, should remain where it belongs – on mountains and Christmas cards! The only driving I've been able to do over the last month is a **Porsche 935,** but before you all turn bright green with envy, I should perhaps mention that it is only 14" long, and that the race track was my dining room floor!

Let us hope that by the time you read this, we shall have been able to exercise our various steeds on public highways etc., especially my **Lola T160 Can-Am, prominently displayed in the "Letter pages" of MOTOR SPORT last month.** C.R. may please note that the Lola is shortly to have its Bug-Eye headlights removed to the wings where they will be recessed behind perspex covers à la T70; following this I hope he will give it an airing round Hertford Heath, in the dry!



1967/70 EX WORKS MGC LIGHT-WEIGHT GT – VHY 5H: famous "Targa Florio" car; 3,000 m. from new with last nut and bolt originality; road registered and used, also for Post Historic Racing; all-alloy bodywork and special everything else! – **86 pts.**

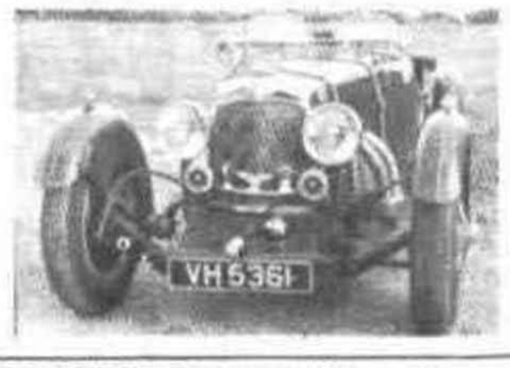


1960 EX WORKS TRIUMPH TRS LE MANS – 929 HP: the last of the famous quartet of unique TR's that won the Le Mans Team Prize in 1961 (this car was 11th overall); absolute total originality to the last detail, believed under 3,000 m. from new but presentation throughout is genuinely to show standards; the car is taxed and MoT'd for road use and a "must" for Group 1 Historic Racing this year. **93 pts.** *Photo.*



1965 AC FORD COBRA 427 (RHD) – FBD 599T; totally restored from scratch some 5,000 m. ago, with dual-quad full high perf. engine etc.; genuine Shelby Export Chassis No. (CSX prefix), with LHD conversion possible; just about the fastest Cobra I've ever driven, never previously advertised! **92 pts.** *Photo.*

1933 ASTON MARTIN "LE MANS" S/C 2/4 str – VH 5361; a magnificently restored example of this all-time classic pre-war British sportscar – **94 pts.** *Photo.*



1956 CORVETTE SPORTS (LHD) – MIK 550; an extremely rare model in first-rate condition throughout; 2 speed Auto., hard/soft tops etc. – **86 pts.**

ASPIRING YOUNG MECHANICS – BILL McGRATH, who is currently restoring my COOPER-MONACO to 100 pts. standards, requires an enterprising young person (approx. 17-23 yrs.) with mechanical knowledge and experience, to assist in the servicing/restoration of historic/exotic motorcars. Location: Boreham Wood/Harpenden. Tel. BILL McGRATH on REDBOURNE 2779 (STD 058 285 2779) anytime.

POINTS SYSTEM: – based on the ratings that each car might expect to achieve at recognized **'Concours' events,** from my experience as a judge at such competitions; marks are for appearance only (incl. engine, chassis etc.) not for originality or mechanical condition.

'THE GOAT': – monthly gatherings are held at **The Goat Pub – Hertford Heath Village Green,** for those who own or just like non-run-of-the-mill motor-cars, and a friendly pint too! New Cortinas only if it is raining, please! **NEXT MEETING – FEB. 4th AT NOON.**

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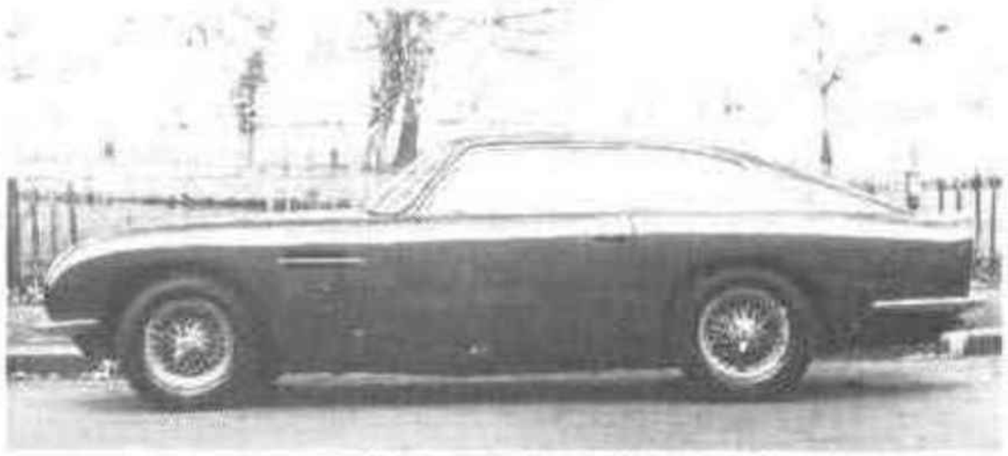
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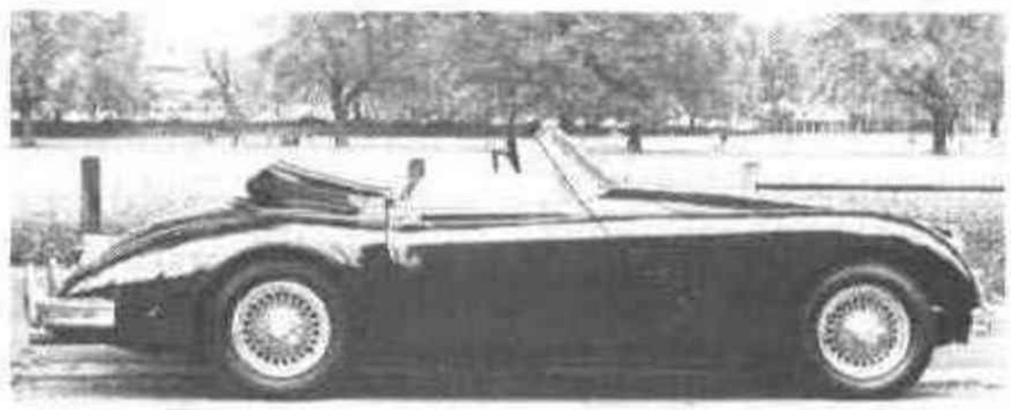
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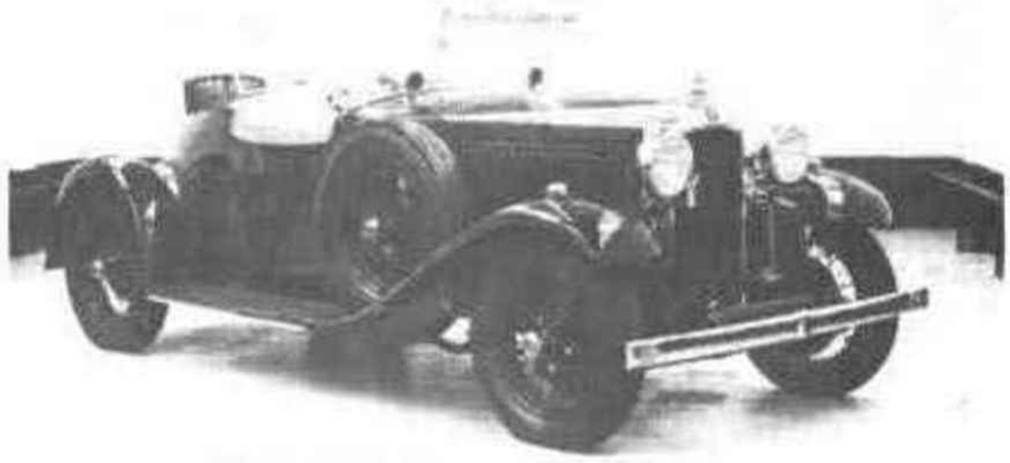
1966 ASTON MARTIN DB6



1959 JAGUAR XK150



1931 LAGONDA 2 LITRE



1930 VAUXHALL HURLINGHAM



1922 FIAT



1934 MORRIS 10/6



1929 LAGONDA 2 LITRE



1933 LAGONDA M45



1937 TRIUMPH GLORIA



1934 WOLSELEY

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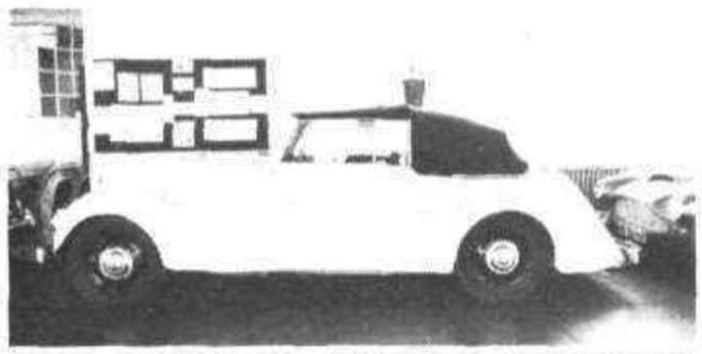
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1928 **MORRIS COWLEY DROPHEAD**
1966 ***SUNBEAM TIGER, LHD***
1956 **JAGUAR XK140 ROADSTER LHD**
1954 **JAGUAR XK120 ROADSTER, LHD**
1965 **AUSTIN HEALEY 3000 MK III**
1931 **ROVER BOAT TAILED TOURER**
1955 **ROLLS-ROYCE SILVER WRAITH, LWB**
1967 **JAGUAR 'E' TYPE ROADSTER,** yellow
1959 **MGA DROPHEAD,** *red, concours.*



1957 JAGUAR Mk. 1, BRG, 20,000 miles from new, concours.



1948 ARMSTRONG SIDDELEY HURRICANE Drophead, white/black, superb model.



1961 ASTON MARTIN DB4, metallic blue, c/w/w, sun roof, choice of 2.



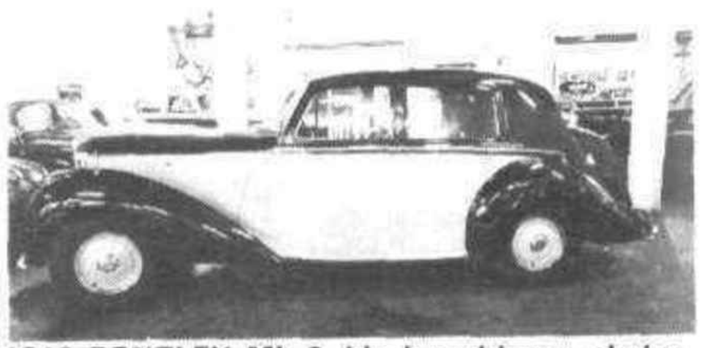
1963 JAGUAR E TYPE 3.8, LHD, green.

1975 **LOTUS EUROPA GS SPECIAL**
1969 **PORSCHE 911S,** white, mint
1927 ***MORRIS COWLEY 2 SEATER*** with dicky
1938 **DAIMLER LIGHT 20 SALOON**
1947 **MGTC** red, racing type
1975 **LAMBORGHINI URRACO,** mint
1968 **ASTON MARTIN DBS6 VANTAGE**
1972 **FERRARI DINO, LHD**
1973 **JAGUAR V12 'E' ROADSTER**
1977 **PANTHER LIMA,** modified
1965 **JENSEN CV8,** red, auto
1964 **JAGUAR 3.8 'E'** FHC
1972 **CITROEN MASERATI,** blue
1964 **ALFA ROMEO 2600 SPYDER**
1967 **MERCEDES 250SL,** gold
1939 **AUSTIN GOODWOOD SALOON**
1966 **ROVER 3 LITRE COUPE,** mint
1933 **ALVIS FIREFLY,** green
1924 **ESSEX TOURER,** blue
1952 **FORD POPULAR,** grey, v. low mileage
1971 ***LOTUS ELAN +2S,*** red
1956 **DAIMLER CONQUEST** drophead coupe
1961 **MORGAN+4,** yellow
1967 **BUICK RIVIERA,** bronze
1961 **ALVIS TD 21** drophead
1927 **ROLLS-ROYCE 20 HP** by Barker
1965 **ALVIS TE21 Coupe,** grey
1965 ***MERCEDES 220 SE Convertible***
1959 **BENTLEY S1,** black
1969 **MERCEDES 260 SL,** gold
1934 **DAIMLER LIMO.** By Hooper
1956 **BUCKLER 2 STR. Sports**
1936 **AUSTIN 10,** brown/cream
1961 **ASTON MARTIN DB4,** blue
1964 **ROLLS-ROYCE SC III,** blue/silver
1971 **ASTON MARTIN DBS V8,** red
1969 **ROLLS-ROYCE SILVER/SHADOW.**
1966 **BRISTOL 409,** silver/grey
1963 **AUSTIN HEALEY 3000 IIA**
1965 **BENTLEY Continental Flying Spur**
1958 **TRIUMPH TR3A,** black, w/w
1973 **FERRARI Dino,** red
1963 **DAIMLER Dart,** red, w/w
1967 **JAGUAR 'E' Type 4.2 ROADSTER**
1956 **JAGUAR SK140 COUPE,** BRG
1966 ***ASTON MARTIN DB5,*** white
1948 **MG TB SALOON,** red
1946 **ROVER 16,** black/red
1923 **DODGE 4Dr. SEDAN,** black/blue, manual
1911 **DAIMLER 3 Dr.** Tourer, grey
1938 **ROLLS-ROYCE 25/30** Sports Saloon
1961 **MORGAN +4 COUPE,** BRG
1923 ***ABC Roadster,*** *aluminium body, 2-seater*
1936 **DELAGE D6 Coupe,** red
1933 **VAUXHALL SILENT SPEED,** boat-tailed tourer
1936 **AC DROPHEAD** with Dickey, green
1954 **ROLLS SILVER WRAITH** by Mulliner
1960 **ROVER 80 SALOON,** grey manual
1955 **ROVER 75 SALOON,** beige, LHD. Manual
1960 **ROVER 100 SALOON,** black, manual
1964 **ROVER 100 SALOON,** green, manual
1964 **ROVER 100 SALOON,** grey, manual
1964 **ROVER 110 SALOON,** green, manual
1971 **ROVER 3½-LITRE COUPE,** grey, auto
1950 **HUMBER DROPHEAD** by Tickford, green
1928 **SINGER 9 HP SALOON,** maroon



1972 JAGUAR V12 Roadster, primrose, choice of 3 roadsters, choice of 3 2+2's.

1971 **ALFA ROMEO 1950GTV,** grey
1958 **STUDEBAKER HAWK,** black
1958 **MG MAGNETTE,** pale blue, mint
1955 **SUNBEAM TALBOT 90,** blue, manual
1963 **ROLLS-ROYCE SCIII,** Continental H. J. Mulliner
1963 **PEGASO SPORTS, V8,** V. rare, blue
1956 **JAGUAR SK140 ROADSTER,** blue
1947 **ARMSTRONG SIDDELEY,** black
1967 **TRIUMPH TR4A,** BRG



1948 BENTLEY Mk 6, black and ivory, choice of 4.



1957 BENTLEY S1, sand and sable, choice of 5.



1959 JAGUAR XK150 DHC, excellent example, refurbished throughout.



1962 ALVIS TD21, ice blue, excellent example, choice of 3.

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1955 **BUCKLER 36K SPORTS**
1950 **FORD V8 PILOT,** concours
1974 **ASTON MARTIN V8,** silver
1967 **JAGUAR 'E' TYPE 2+2,** red
1968 **JAGUAR 'E' TYPE 4.2 2+2,** maroon



1961 ROLLS-ROYCE SCII, blue on silver, choice of 3.



1971 MASERATI GHIBLI, yellow, magnificent example.



1972 LOTUS ELAN +2, unique example, white/black roof.

1933 **ROLLS-ROYCE 20/25 Limousine**
1948 **JAGUAR MK. V 3½-litre**
1973 **ROLLS-ROYCE SILVER SHADOW**
1948 **DELAHAYE 135M DROPHEAD**
1953 **BENTLEY MK. 6,** silver
1971 **DAIMLER DS 420 LIMO,** L.H.D.
1934 **ALVIS FIREFLY,** green
1931 **RILEY 9 ROADSTER**
1955 **ROLLS-ROYCE S/WRAITH LWB**
1933 **VAUXHALL BOAT TAILED ROADSTER**
1924 **ESSEX TOURER,** Mint
1963 **BENTLEY SIII CONTINENTAL**
1961 **JAGUAR 'E' TYPE 3.8 ROADSTER**
1965 **BENTLEY SIII SALOON,** air conditioning
1958 **BENTLEY SI BY RADFORD**
1967 **JAGUAR 'E' TYPE 4.2 ROADSTER**
1928 **MORRIS COWLEY 2 SEATER COUPE**
1931 **ROVER BOAT TAILED ROADSTER**
1961 **MORGAN +4,** new engine
1931 **MORRIS COWLEY DROPHEAD**
1967 **MERCEDES 250SL,** gold
1964 **JAGUAR 3.8 'E' TYPE FHC**
1973 **JAGUAR V12 'E' TYPE ROADSTER**
1959 **AUSTIN HEALEY 3000 MK. I,** mint
1939 **AUSTIN GOODWOOD SALOON,** black
1966 **SUNBEAM TIGER 289,** LHD
1972 **FERRARI DINO,** LHD
1974 **FERRARI 308 GT4,** LHD
1965 **JENSEN CV8,** red, mint
1960 **MERCEDES 190SL,** red
1969 **FORD GT CONVERTIBLE**
1936 **RILEY MONACO,** black
1929 **AUSTIN 7 BOX SALOON**
1965 **ALVIS TE21,** manual, w/w
1955 **DAIMLER CONQUEST,** blue
1968 **ASTON MARTIN DBS6 VANTAGE**
1973 **LAMBORGHINI ESPADA,** blue
1969 **PORSCHE 911S,** white
1967 **BENTLEY 'T' TYPE,** fridge
1959 **BENTLEY SI,** silver grey
1965 **ROLLS-ROYCE SCIII CONTINENTAL**
1959 **MGA ROADSTER,** *concours, red*
1947 **MG TC,** racing trim
1964 **ALFA ROMEO 2600 SPYDER**
1963 **TRIUMPH TR4,** white
1968 **TRIUMPH TR5,** low mileage
1958 **FORD SKYLINER,** all power
1967 **JAGUAR 4.2 'E' TYPE ROADSTER**
1966 **WOLSELEY HORNET CONVERTIBLE**
1938 **DAIMLER LIGHT 20 SALOON**
1959 **JAGUAR XK150 FHC**
1961 **MERCEDES SL190 ROADSTER**
1956 **JAGUAR XK140 FHC,** BRG
1969 **DAIMLER V8 250 SALOON,** maroon, manual
1969 **DAIMLER V8 250 SALOON,** brown, auto.
1964 **DAIMLER V8 250 SALOON,** black, auto.
1965 **DAIMLER MAJESTIC MAJOR,** auto, maroon
1965 **JAGUAR 3.4S,** two-tone brown, manual
1976 **JAGUAR Mk.II 3.4** white, manual, history
1963 **JAGUAR Mk.II 3.4,** *blue, auto, 1 owner*
1963 **JAGUAR Mk.II 2.4,** golden sand, manual
1965 **JAGUAR Mk.10,** auto, black
1950 **JAGUAR Mk. V, 2½-litre,** white, manual
1971 **JAGUAR V12 'E' TYPE,** beige, auto
1970 **JAGUAR 'E' TYPE 4.2** special Roadster
1905 **RENAULT ROLLING CHASSIS**
1961 **ROVER 95 SALOON,** *grey, manual*

1973 **FERRARI DINO,** red all new metal
1967 **TRIUMPH TR4A, BRG,** bills for £3000, LHD.
1960 **CADILLAC COUPE DE VILLE,** Ex. Getty
1974 **PONTIAC FIREBIRD,** 455 engine, fully loaded
1969 **HUMBER HAWK** with division, LHD, black
1955 **SUNBEAM TALBOT 90,** black, *manual, S/roof*
1961 **LOTUS ELITE,** yellow, mint



1974 MGB GT V8, yellow/black roof, superb model.



1931 AUSTIN RUBY, very good condition throughout.



1965 MERCEDES 220 SE, metallic bronze, choice of 4.



1969 JAGUAR E TYPE Series II, c/w/w, sable/oatmeal interior, choice of 3.



1957 ASTON MARTIN DB2/4, finished in bronze, sought after model.



1959 AUSTIN HEALEY Mk 1, red over cream, superb example, choice of 4.

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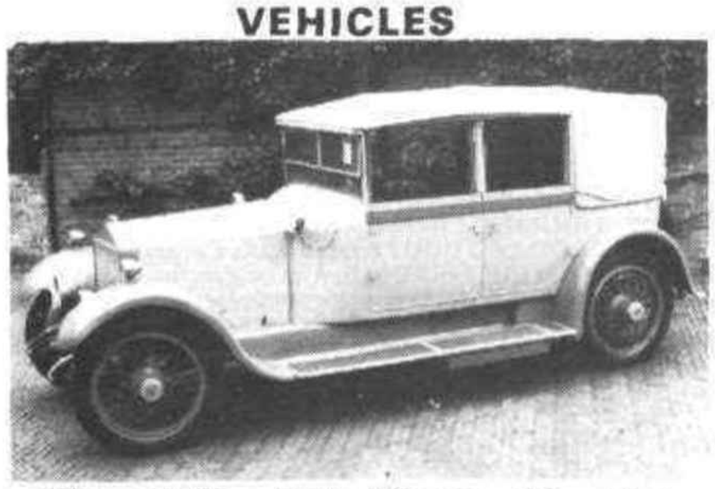
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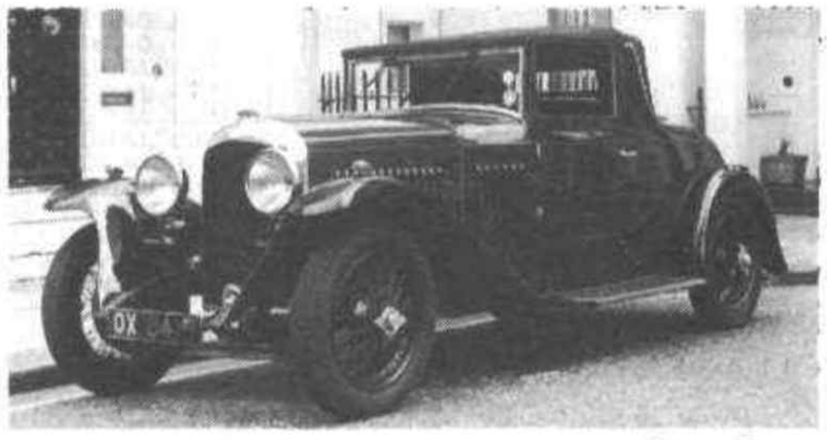
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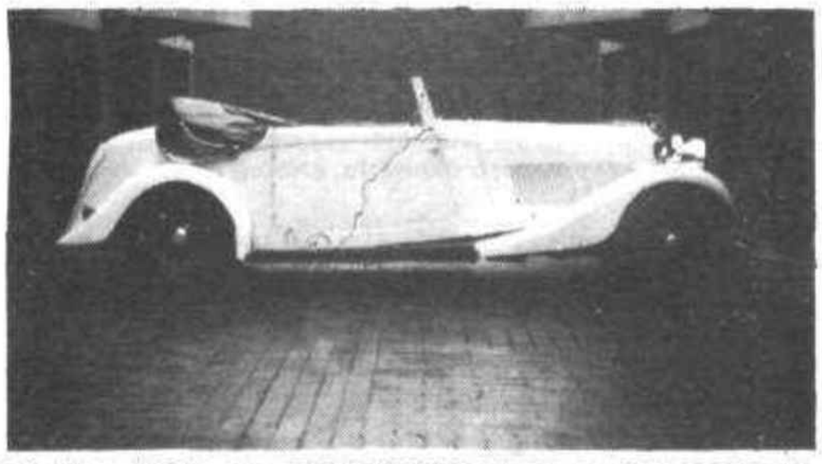
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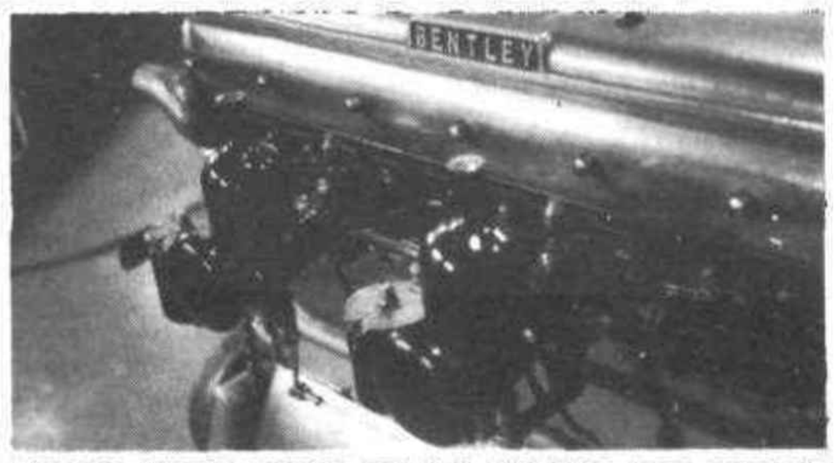
1924 3 Litre Speed Model Bentley: Body by Vanden Plas: very original, Sloper carbs, A type gearbox, 3.78 back axle, interesting history.



1928 4½ Litre Bentley in concours condition. Open Coupe body by Salmons, taxed, M.o.T., in perfect order.



3½ Litre Derby Bentley: Drophead coupe, four seater, in superb condition.

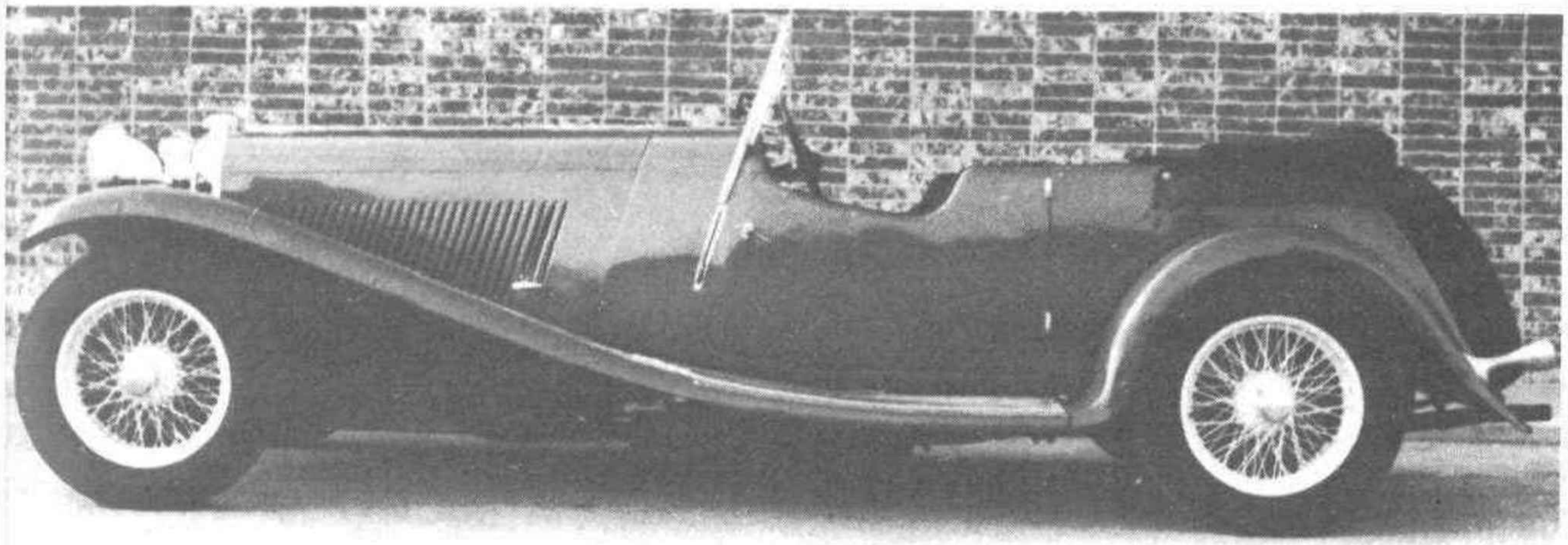


Vintage Bentley parts wanted. Anythihg from complete engines as above, to a side lamp.

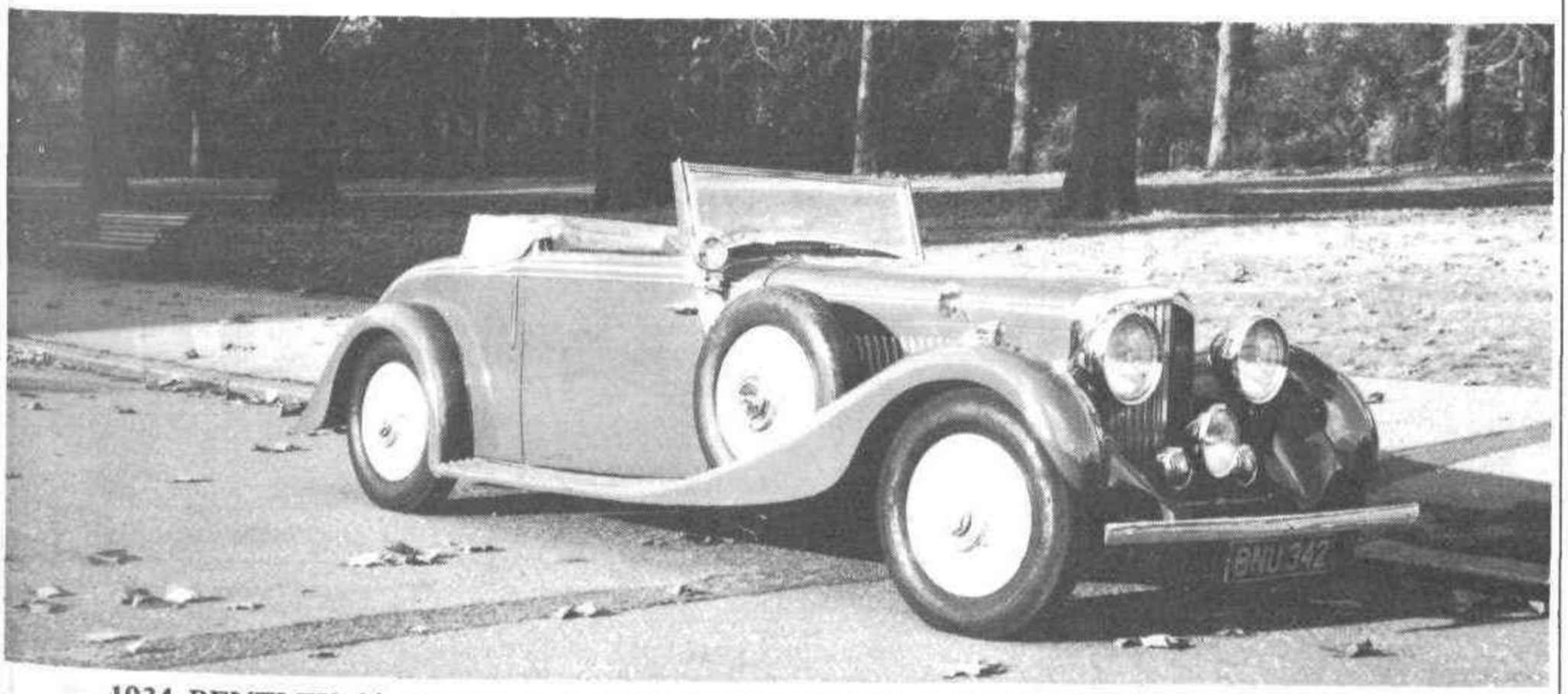
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ROLLS ROYCE 1975, SILVER SHADOW. Standard 4 door sports saloon, elegantly finished in moorland green with tan hide trim, rear headrests, lambswool over-rugs, speed control etc., recorded 36,000 miles. A truly outstanding example.



ROLLS-ROYCE, 1958, SILVER WRAITH. A majestic owner driver touring limousine by H. J. Mulliner. Elegantly finished in deep burgundy with magnificent beige hide trim, lambswool rugs and superbly veneered panelling. Automatic transmission with power assisted steering must make this classic hand built carriage a gilt-edged investment apart from the prestige motoring that only a car of this pedigree can offer.



ROLLS-ROYCE, 1974, SILVER SHADOW. 4-door standard sports saloon, finished in shell grey over Seychelles blue with grey hide trim and carpets. Full refrigeration sundym glass and speed hold. Recorded mileage, 46,000.



VOLKSWAGEN, 1971, BEETLE CABRIOLET. LHD, T registration, finished in golden sand with black trim, excellent condition throughout, just fully serviced, taxed *and tested.*



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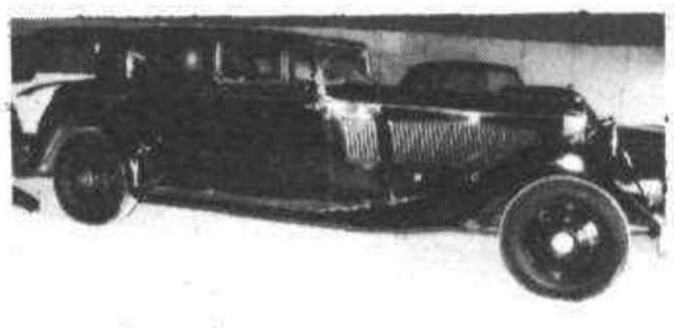
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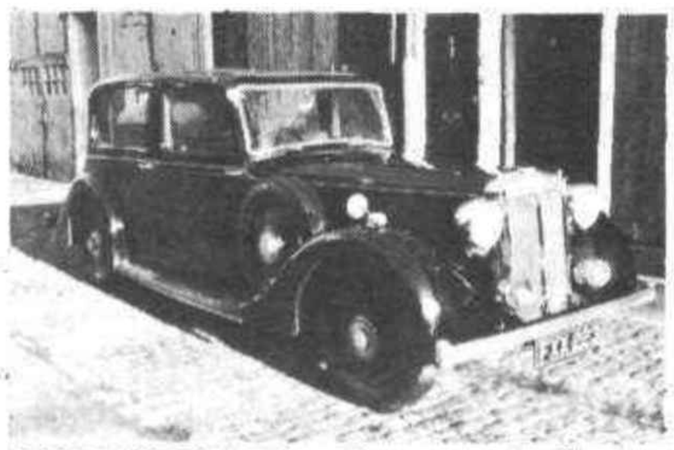
1950 FERRARI 195 Inter Coupe by Vignale. Chassis No. 0115S. Mint condition.



1934 ROLLS ROYCE Phantom II Sports. Saloon by H. J. Mulliner.



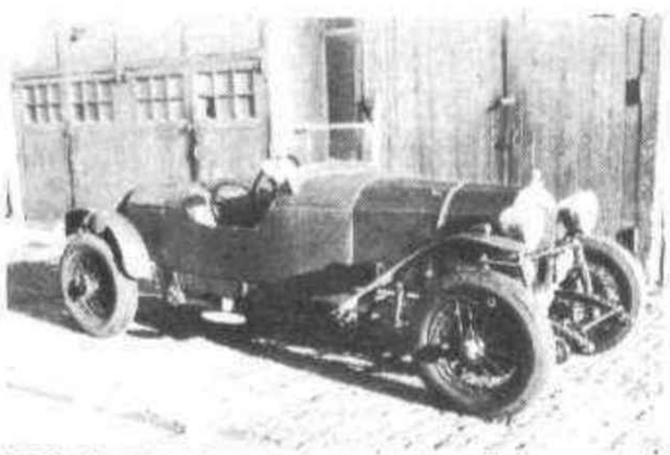
1928 ALFA ROMEO 1500 Sport 2 seater by James Young. Full History.



1939 DAIMLER 24 h.p. Sports saloon by Windover *Original.*



1931 ASTON-MARTIN International. 1½-litre tourer.



1929 LAGONDA 2 seater fitted 2.4-litre Riley engine.

1925 Bentley 3-litre Drophead Coupe by Corsica
1912 (circa) Itala 20 h.p. tourer
1932 Alfa Romeo 8C Supercharged Drophead Coupe by Graber
1931 Rolls Royce 20/25 Sedanca de Ville by Windover
1920 Vauxhall "D" type 23/60 Sedanca/Laudaulette by A. Mulliner
1920 Talbot 6-cylinder 4-litre tourer

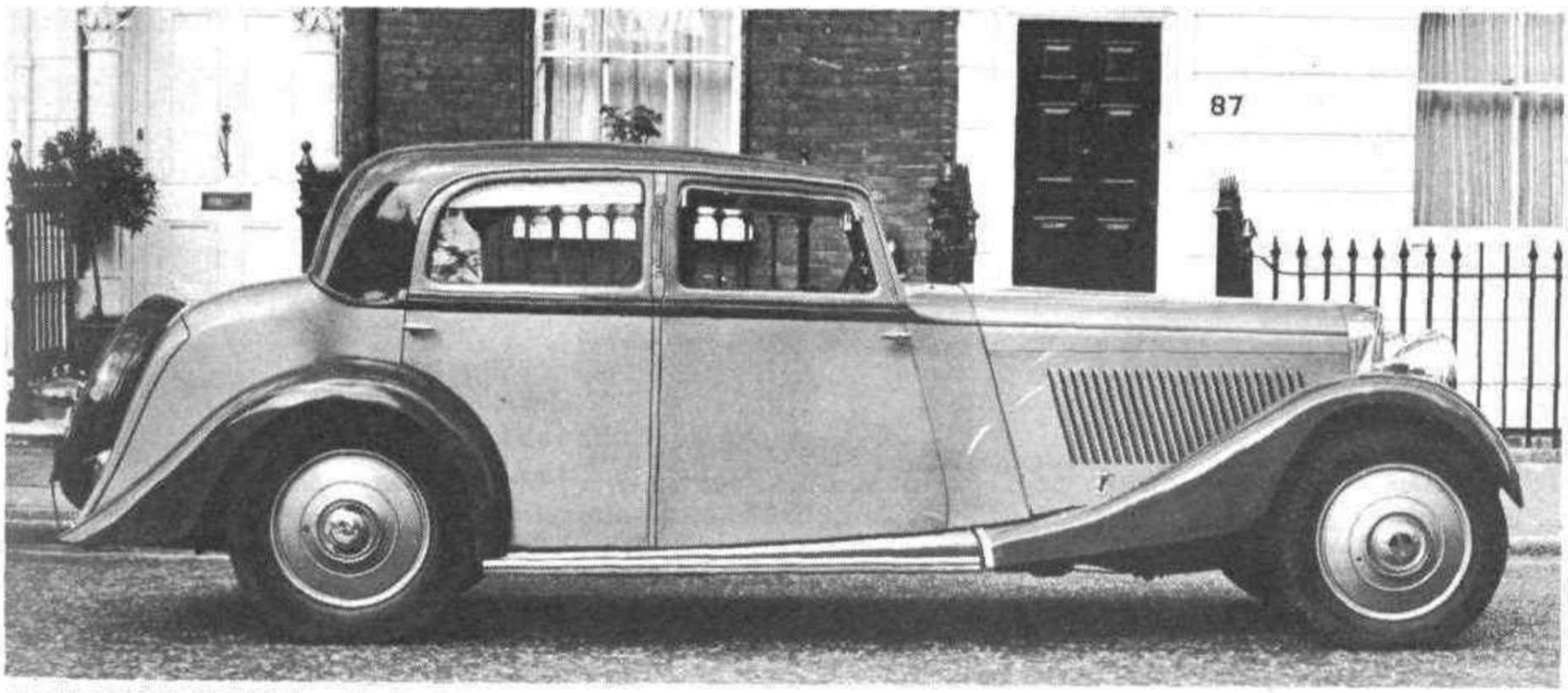
1929 Lagonda 2-litre speed model 2 seater
1934 Riley Imp 2 seater
1928 Bugatti Type 44 8 cylinder chassis.
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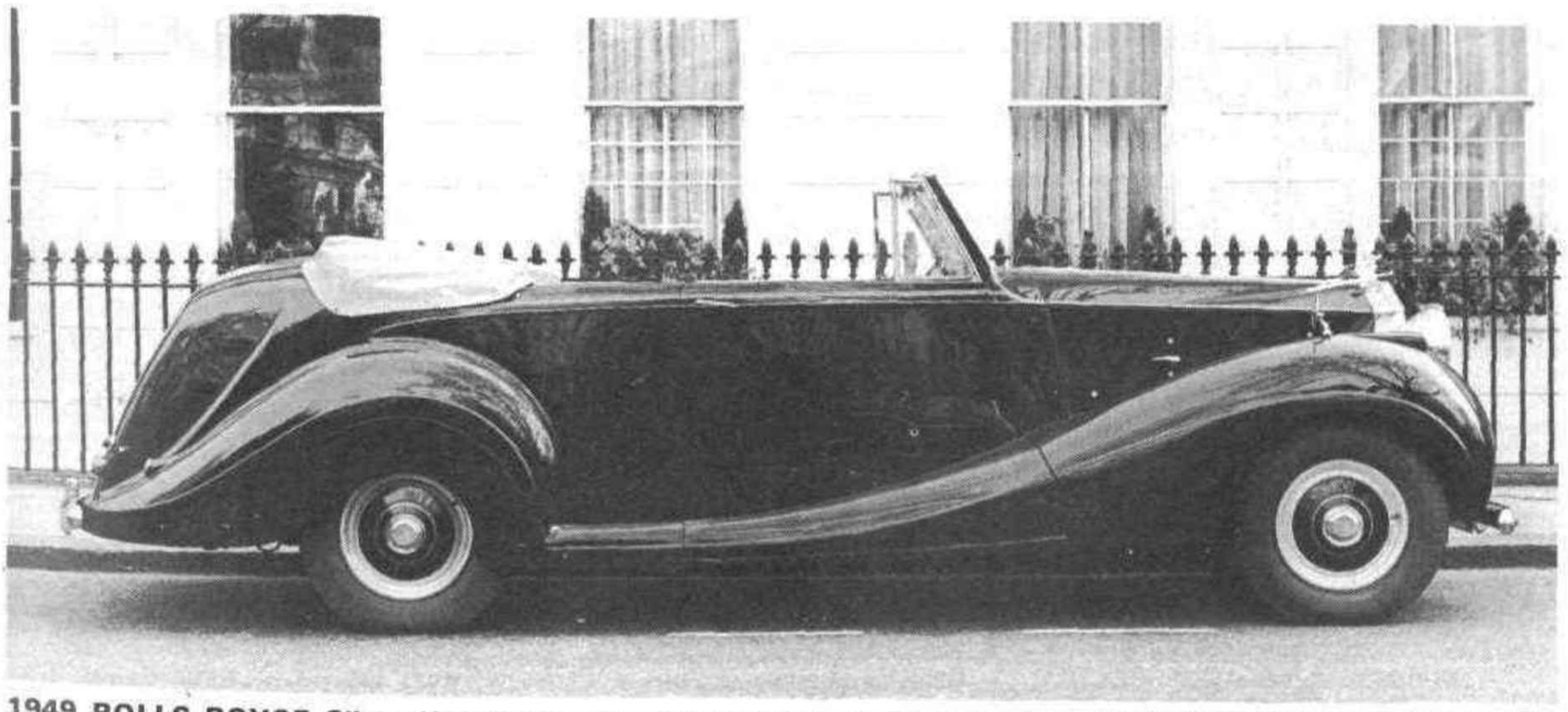
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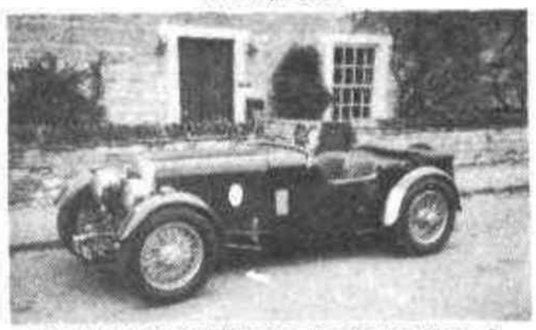
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1963	Sunbeam Alpine	1961	Daimler Dart	1936	Bentley 3½ litre
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