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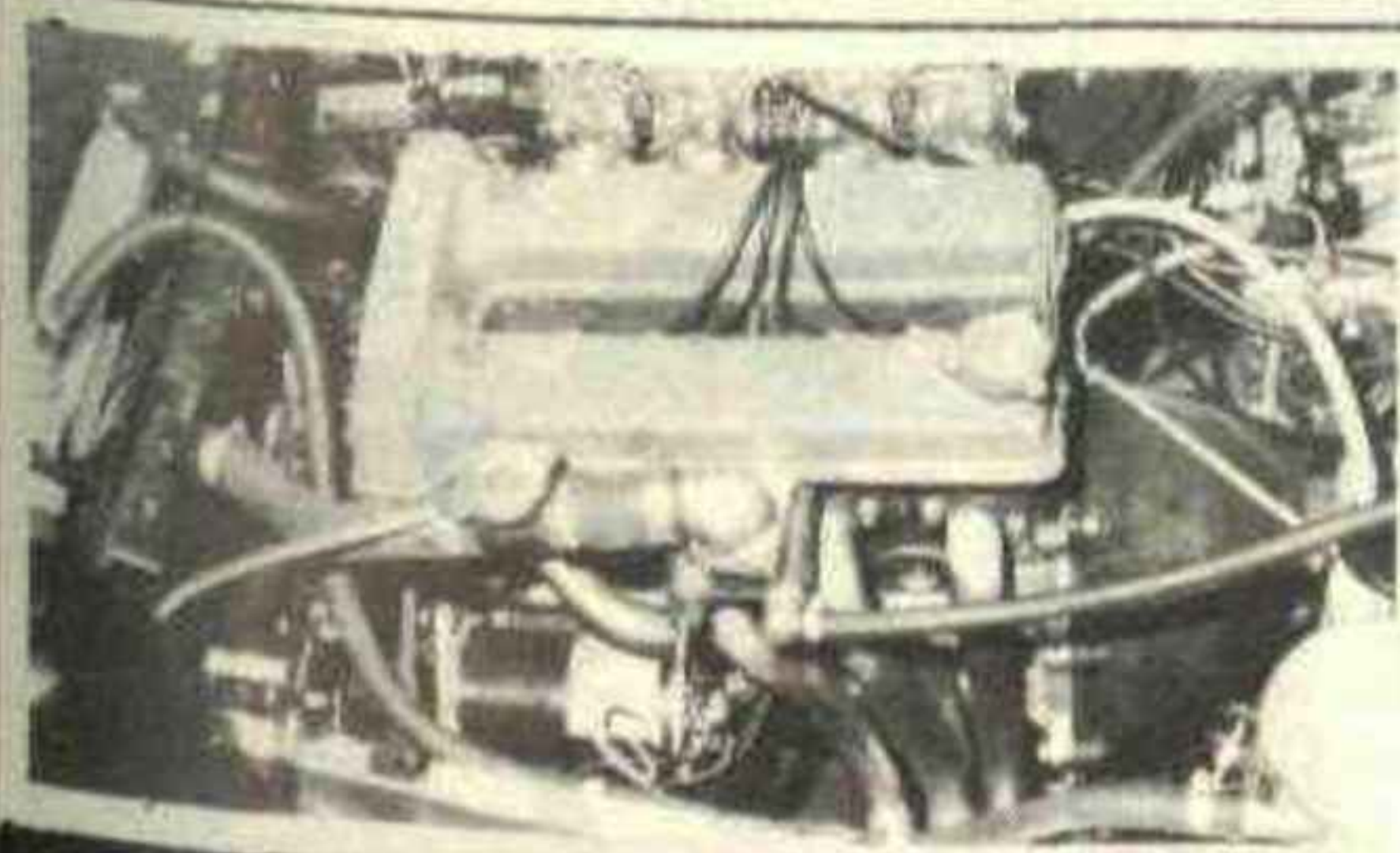
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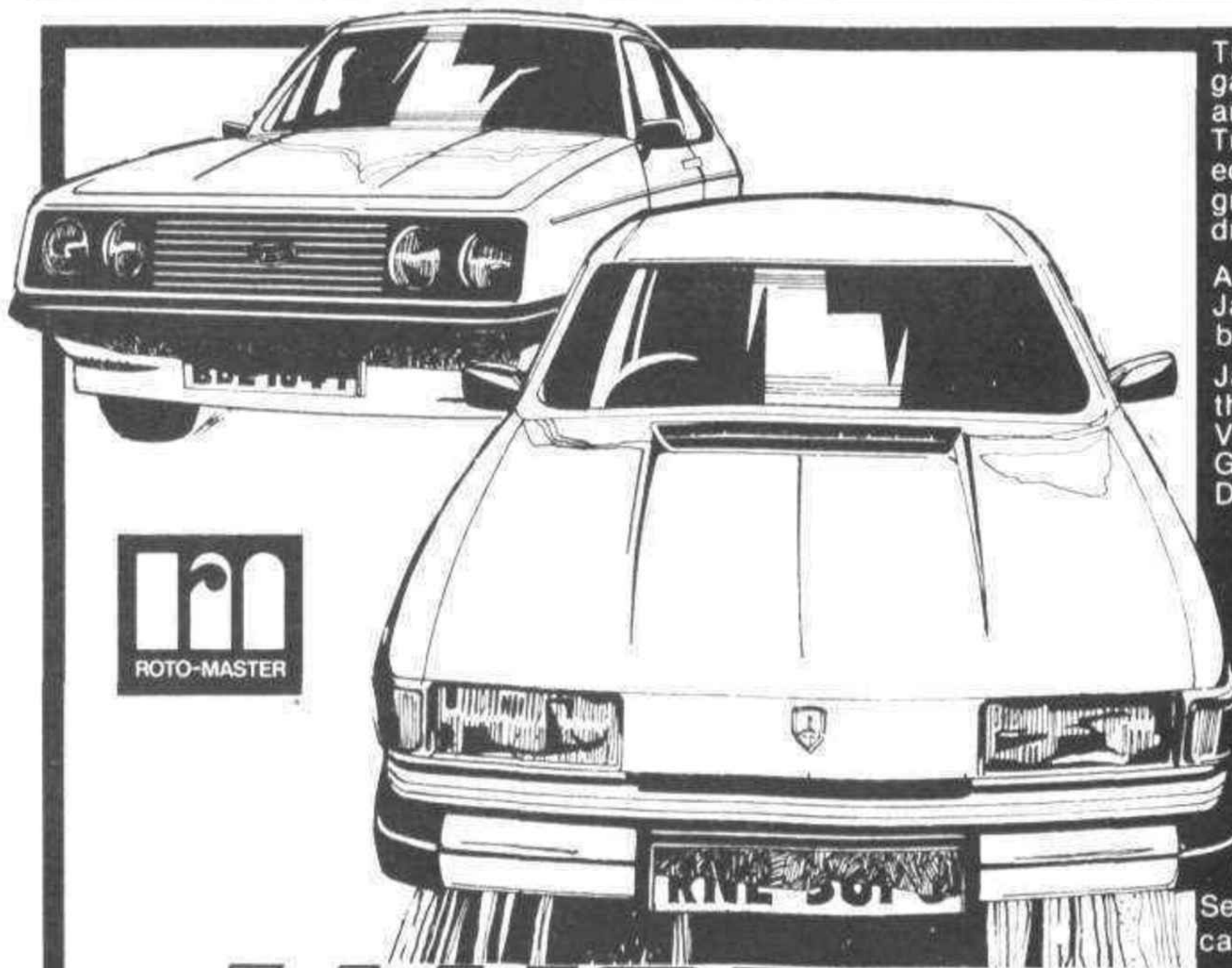
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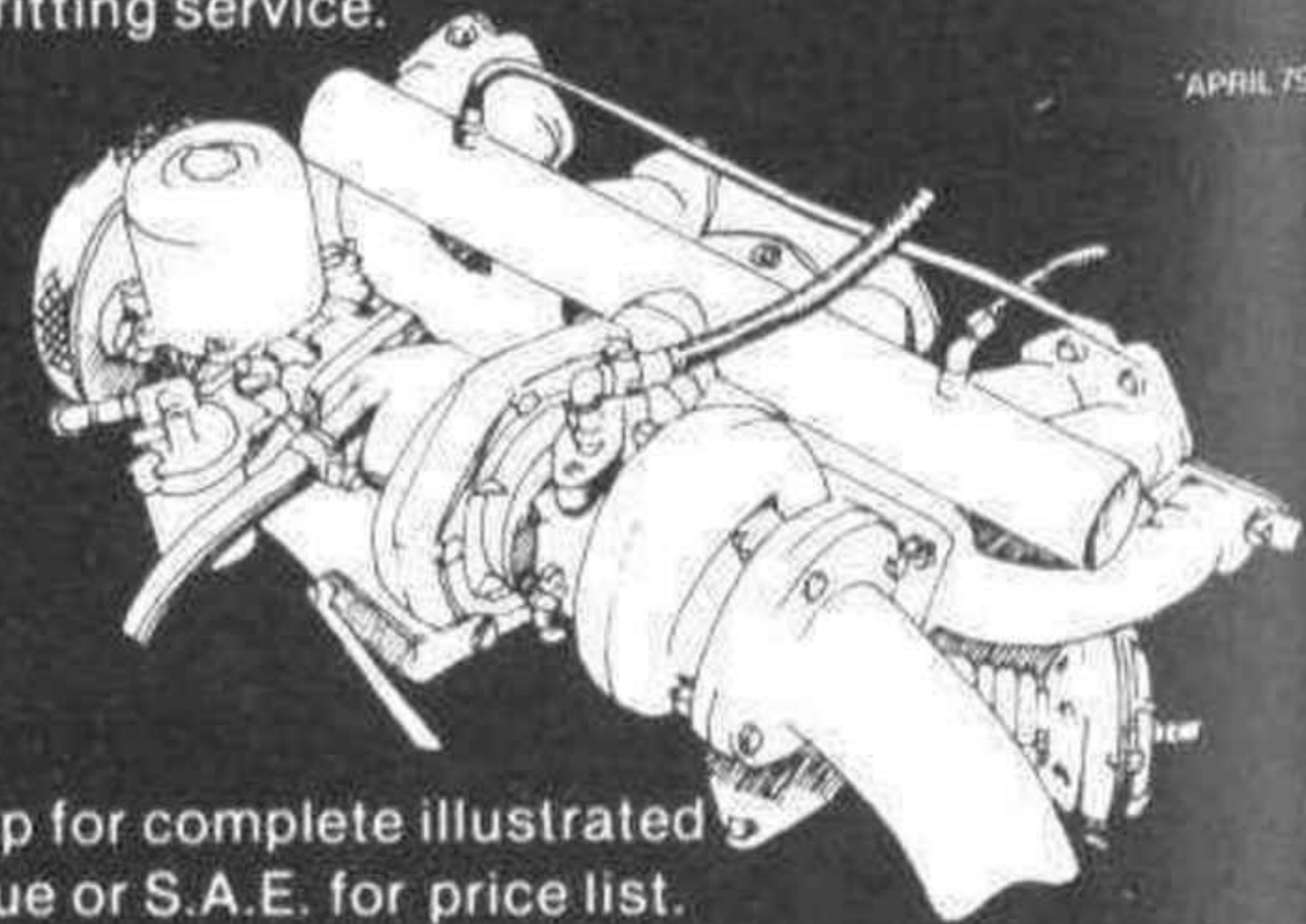
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1973 +2S.130, M-registered, radio, alloy wheels **£3,295**
1973 +2S.130, radio/cassette, met. tawny black **£3,245**
1973 Europa Special 5-speed, alloy wheels, radio **£2,995**
1972 Europa Twin Cam, 27,000 miles recorded, sunroof **£2,845**
1973 Elan Sprint FH Coupé, radio, lagoon white **£3,295**

JAGUAR

- 1973 V12 E 2+2**, low mileage, auto., radio, white.
1973 V12 E 2+2, chrome wires, tinted glass, radio/tape.
1973 V12 E 2+2, manual, chrome wheels, red/black
1972 V12 E 2+2, Auto., rustproofed, Regency/tan
1972 V12 E 2+2, manual, sunroof, radio, Sundym
1975 V12 E Rdstr., one owner, rustproofed, chrome wires
1974 V12 E Rdstr., N-reg., manual, radio, primrose
1973 V12 E Rdstr., 27,000 miles recorded, chrome wheels
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1973 Spitfire, overdrive, radio, hard and soft tops **£1,545**

OTHERS

- 1978 Ford Escort RS2000**, vinyl roof, radio, tints **£3,795**
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- 1977 2000 Spider convertible. Metallic silver, alloy wheels, radio. £5,750
- 1977 Alfasud Sprint 1.3. Orange with cloth trim, 8,000 miles, one owner. £3,695
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- 1979 Alfasud Super 1.5. Alfa red with cloth trim, 4,000 miles, one owner. £3,495
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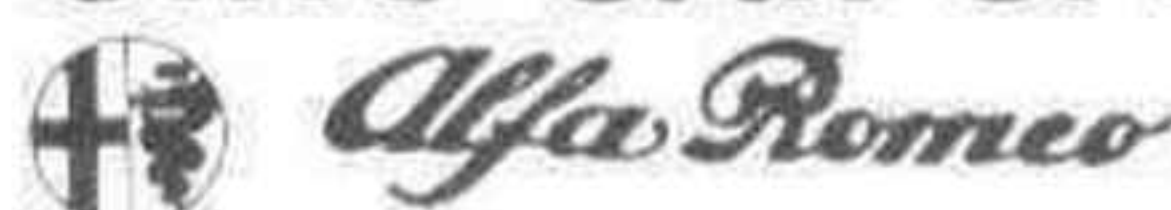


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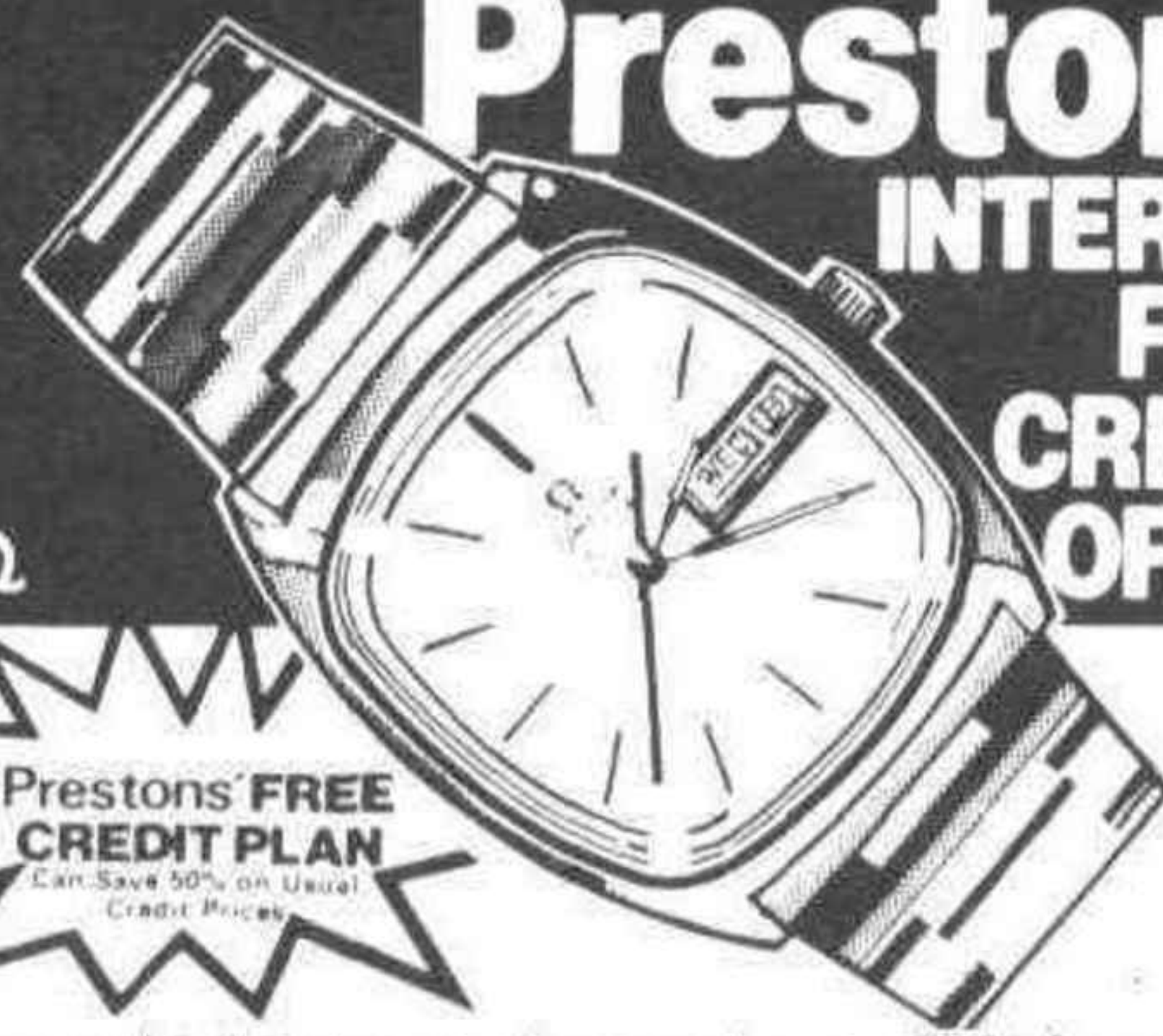
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Lotus Esprit S2. In gold, champagne leather trim List
Lotus Elite 502. In black, black vinyl roof, red leather trim List

TVR

TVR Convertible 3000S. Yellow, tan trim, radio List
TVR Taimar. In black, black trim, red model band, moon roof List
TVR Taimar. In gold, brown model band, sunroof List
TVR 3000M. In gold, brown model band List
TVR Taimar. In oyster gold, brown model band, sunroof List

Scimitar

Scimitar GTE. Overdrive, in champagne, book skin model band, chocolate trim, power steering, Wolfrace wheels List
Scimitar GTE. Overdrive, in black, red model band, black trim, moon roof, PAS, Wolfrace wheels List

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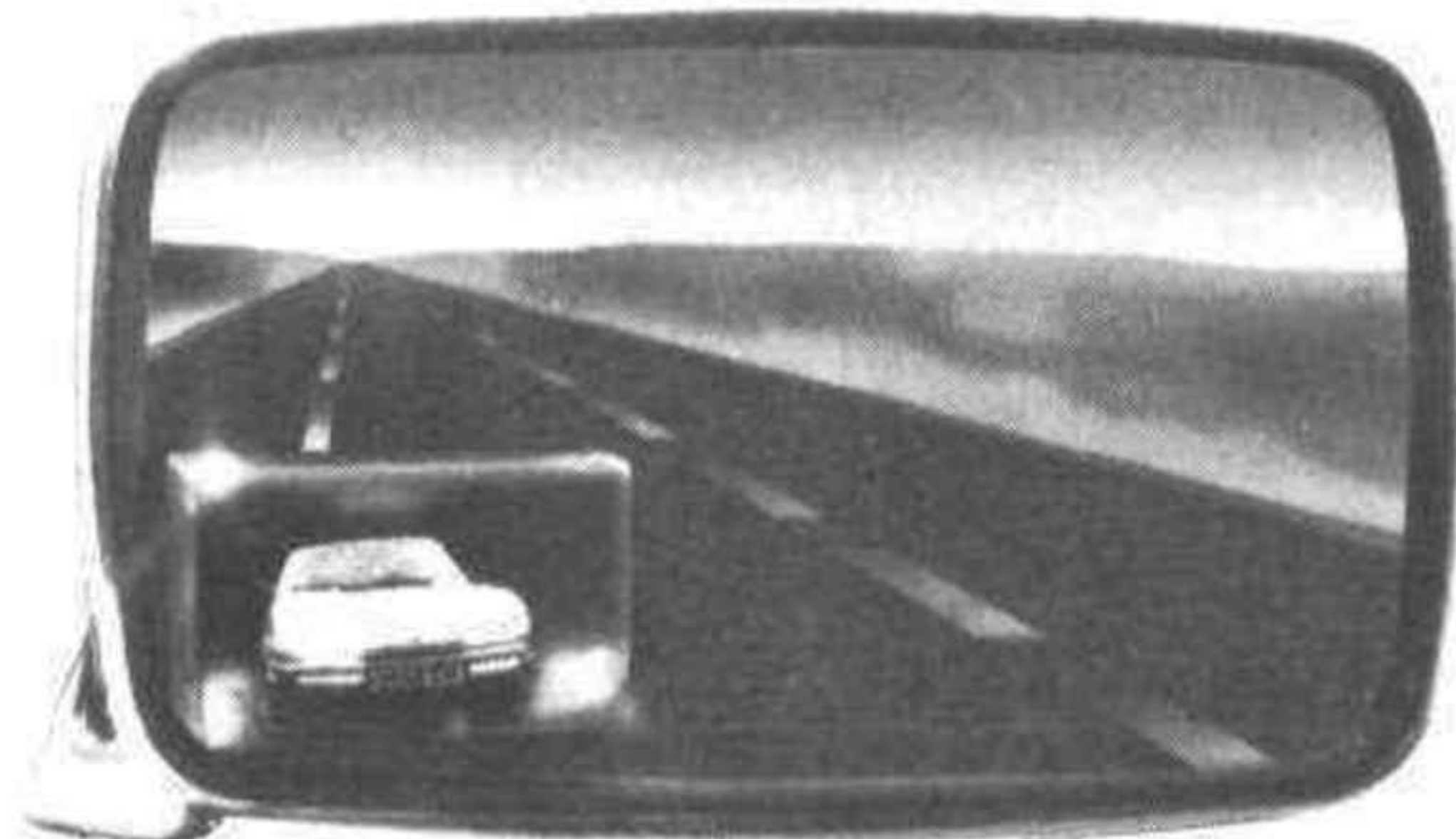
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Daewoo 1600 (1977-80)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 1800 (1977-80)	12.99	12.99	8.25	8.25	20.55	20.55
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Daewoo 1600 (1981-82)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 1800 (1981-82)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 2000 (1981-82)	12.99	12.99	8.25	8.25	20.55	20.55
DAEWOO						
Daewoo 1600 (1983-84)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 1800 (1983-84)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 2000 (1983-84)	12.99	12.99	8.25	8.25	20.55	20.55
DAEWOO						
Daewoo 1600 (1985-86)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 1800 (1985-86)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 2000 (1985-86)	12.99	12.99	8.25	8.25	20.55	20.55
DAEWOO						
Daewoo 1600 (1987-88)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 1800 (1987-88)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 2000 (1987-88)	12.99	12.99	8.25	8.25	20.55	20.55
DAEWOO						
Daewoo 1600 (1989-90)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 1800 (1989-90)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 2000 (1989-90)	12.99	12.99	8.25	8.25	20.55	20.55
DAEWOO						
Daewoo 1600 (1991-92)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 1800 (1991-92)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 2000 (1991-92)	12.99	12.99	8.25	8.25	20.55	20.55
DAEWOO						
Daewoo 1600 (1993-94)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 1800 (1993-94)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 2000 (1993-94)	12.99	12.99	8.25	8.25	20.55	20.55
DAEWOO						
Daewoo 1600 (1995-96)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 1800 (1995-96)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 2000 (1995-96)	12.99	12.99	8.25	8.25	20.55	20.55
DAEWOO						
Daewoo 1600 (1997-98)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 1800 (1997-98)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 2000 (1997-98)	12.99	12.99	8.25	8.25	20.55	20.55
DAEWOO						
Daewoo 1600 (1999-00)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 1800 (1999-00)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 2000 (1999-00)	12.99	12.99	8.25	8.25	20.55	20.55
DAEWOO						
Daewoo 1600 (2001-02)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 1800 (2001-02)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 2000 (2001-02)	12.99	12.99	8.25	8.25	20.55	20.55
DAEWOO						
Daewoo 1600 (2003-04)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 1800 (2003-04)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 2000 (2003-04)	12.99	12.99	8.25	8.25	20.55	20.55
DAEWOO						
Daewoo 1600 (2005-06)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 1800 (2005-06)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 2000 (2005-06)	12.99	12.99	8.25	8.25	20.55	20.55
DAEWOO						
Daewoo 1600 (2007-08)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 1800 (2007-08)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 2000 (2007-08)	12.99	12.99	8.25	8.25	20.55	20.55
DAEWOO						
Daewoo 1600 (2009-10)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 1800 (2009-10)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 2000 (2009-10)	12.99	12.99	8.25	8.25	20.55	20.55
DAEWOO						
Daewoo 1600 (2011-12)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 1800 (2011-12)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 2000 (2011-12)	12.99	12.99	8.25	8.25	20.55	20.55
DAEWOO						
Daewoo 1600 (2013-14)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 1800 (2013-14)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 2000 (2013-14)	12.99	12.99	8.25	8.25	20.55	20.55
DAEWOO						
Daewoo 1600 (2015-16)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 1800 (2015-16)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 2000 (2015-16)	12.99	12.99	8.25	8.25	20.55	20.55
DAEWOO						
Daewoo 1600 (2017-18)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 1800 (2017-18)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 2000 (2017-18)	12.99	12.99	8.25	8.25	20.55	20.55
DAEWOO						
Daewoo 1600 (2019-20)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 1800 (2019-20)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 2000 (2019-20)	12.99	12.99	8.25	8.25	20.55	20.55
DAEWOO						
Daewoo 1600 (2021-22)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 1800 (2021-22)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 2000 (2021-22)	12.99	12.99	8.25	8.25	20.55	20.55
DAEWOO						
Daewoo 1600 (2023-24)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 1800 (2023-24)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 2000 (2023-24)	12.99	12.99	8.25	8.25	20.55	20.55
DAEWOO						
Daewoo 1600 (2025-26)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 1800 (2025-26)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 2000 (2025-26)	12.99	12.99	8.25	8.25	20.55	20.55
DAEWOO						
Daewoo 1600 (2027-28)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 1800 (2027-28)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 2000 (2027-28)	12.99	12.99	8.25	8.25	20.55	20.55
DAEWOO						
Daewoo 1600 (2029-30)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 1800 (2029-30)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 2000 (2029-30)	12.99	12.99	8.25	8.25	20.55	20.55
DAEWOO						
Daewoo 1600 (2031-32)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 1800 (2031-32)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 2000 (2031-32)	12.99	12.99	8.25	8.25	20.55	20.55
DAEWOO						
Daewoo 1600 (2033-34)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 1800 (2033-34)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 2000 (2033-34)	12.99	12.99	8.25	8.25	20.55	20.55
DAEWOO						
Daewoo 1600 (2035-36)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 1800 (2035-36)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 2000 (2035-36)	12.99	12.99	8.25	8.25	20.55	20.55
DAEWOO						
Daewoo 1600 (2037-38)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 1800 (2037-38)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 2000 (2037-38)	12.99	12.99	8.25	8.25	20.55	20.55
DAEWOO						
Daewoo 1600 (2039-40)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 1800 (2039-40)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 2000 (2039-40)	12.99	12.99	8.25	8.25	20.55	20.55
DAEWOO						
Daewoo 1600 (2041-42)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 1800 (2041-42)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo 2000 (2041-42)	12.99	12.99	8.25	8.25	20.55	20.55
DAEWOO						
Daewoo 1600 (2043-44)	12.99	12.99	8.25	8.25	20.55	20.55
Daewoo						

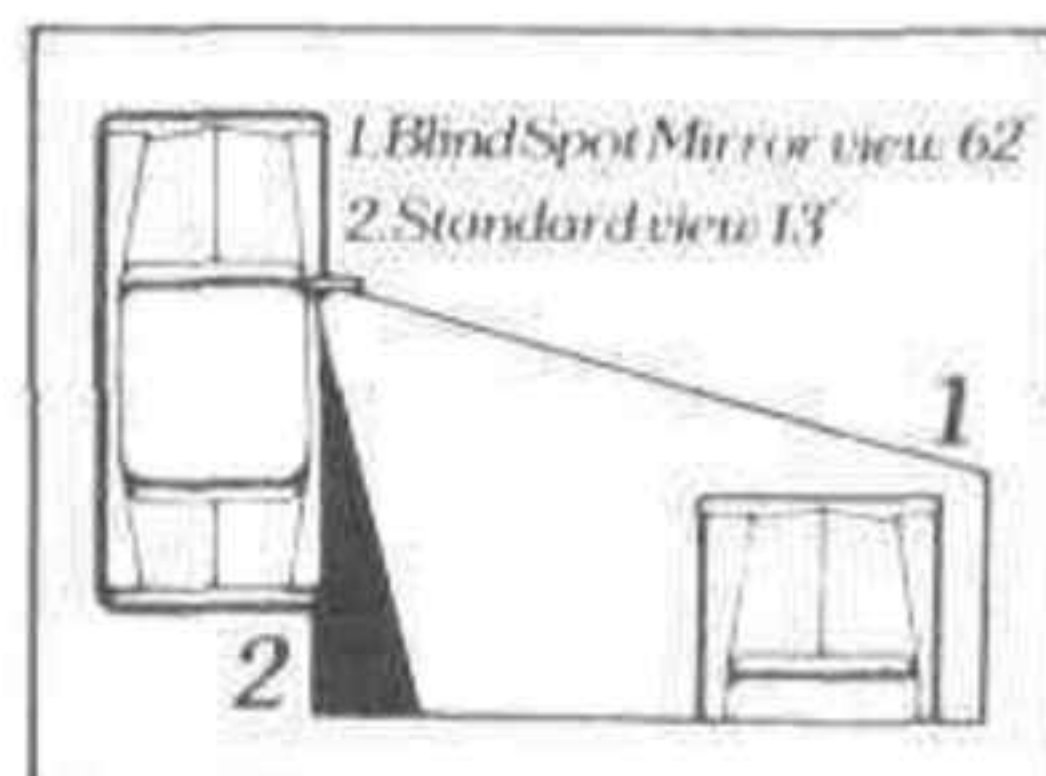
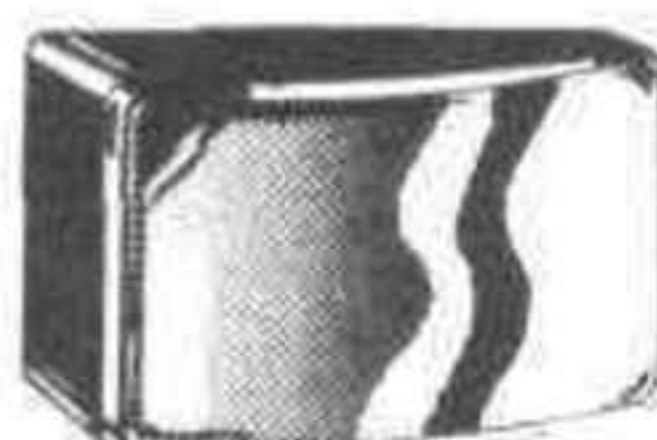
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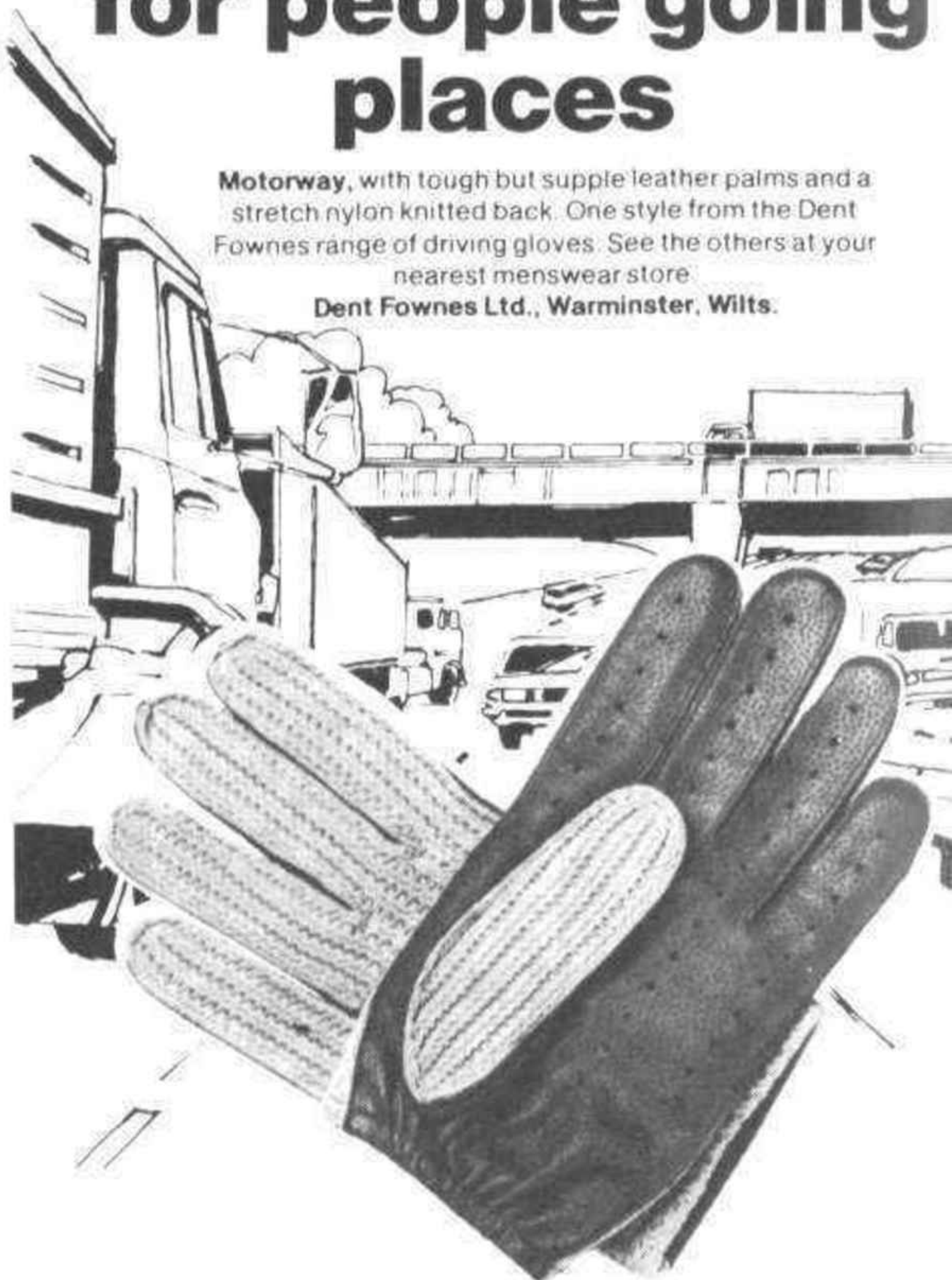
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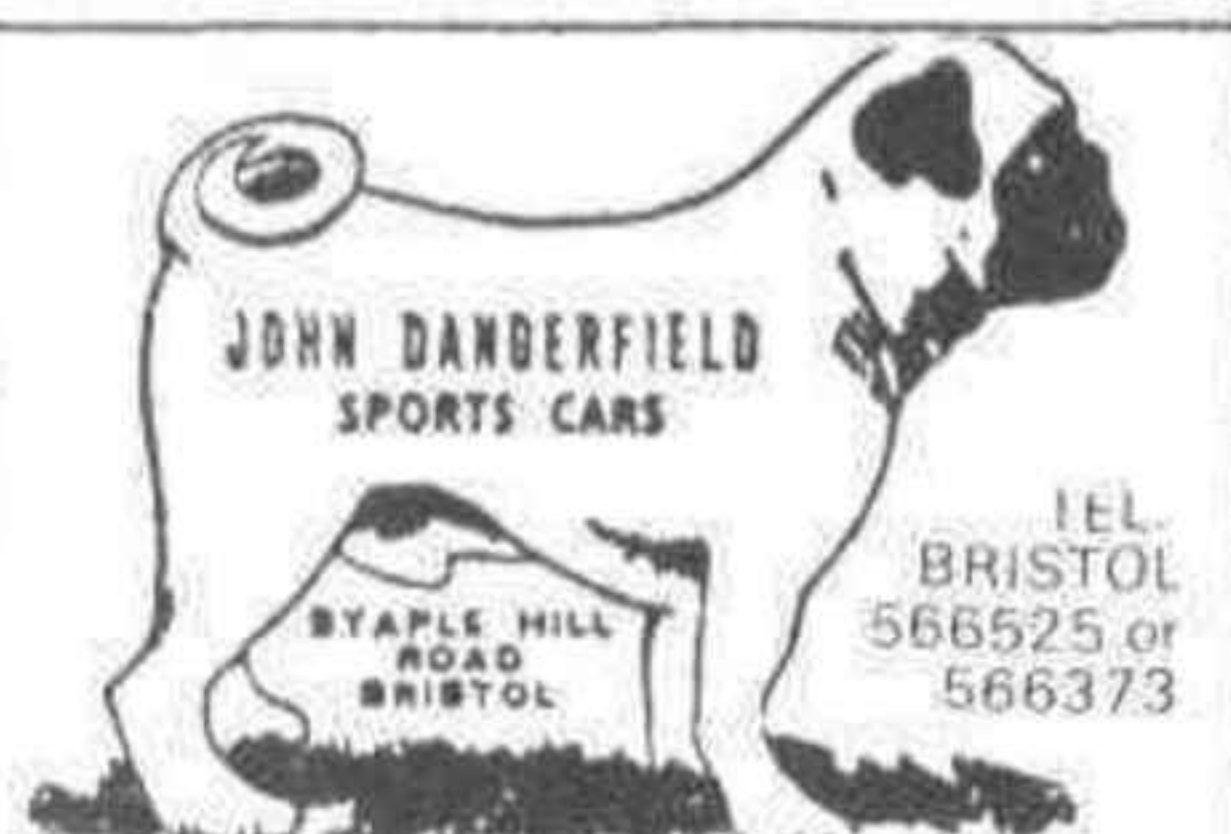
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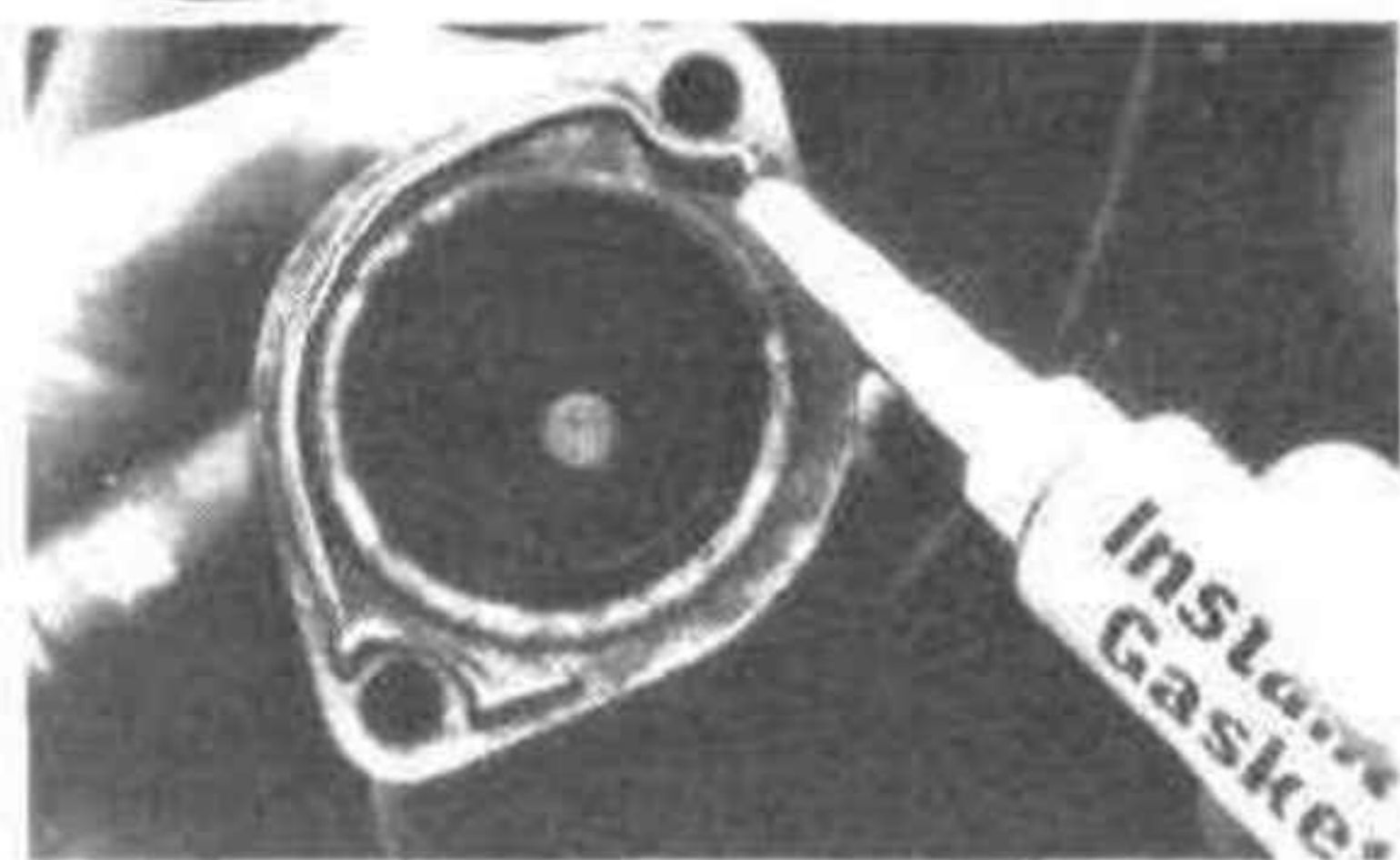
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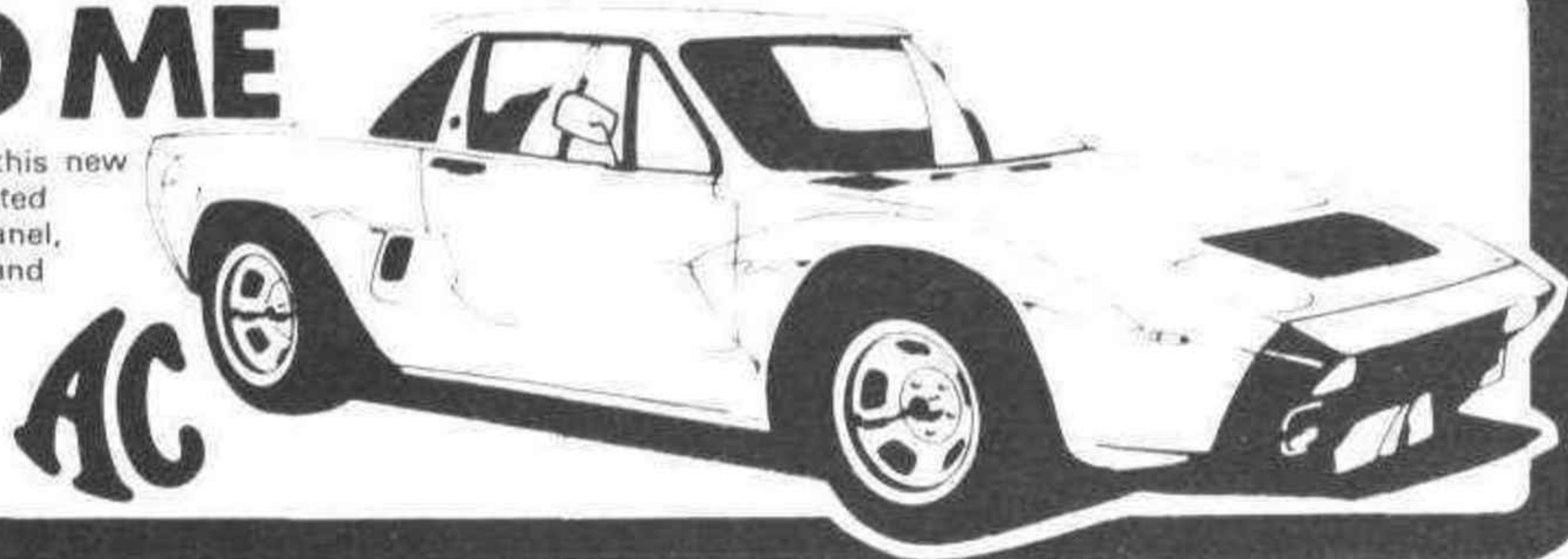
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Convertible. In BRG, black trim. **List**

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- 78 Dec. Alfa 1.6 GT. 10,000 m., 1 owner, white. **£3,950**
- 77 BMW 320i. Polaris silver, tint sunroof/tape radio, 21,000 m. **£5,385**
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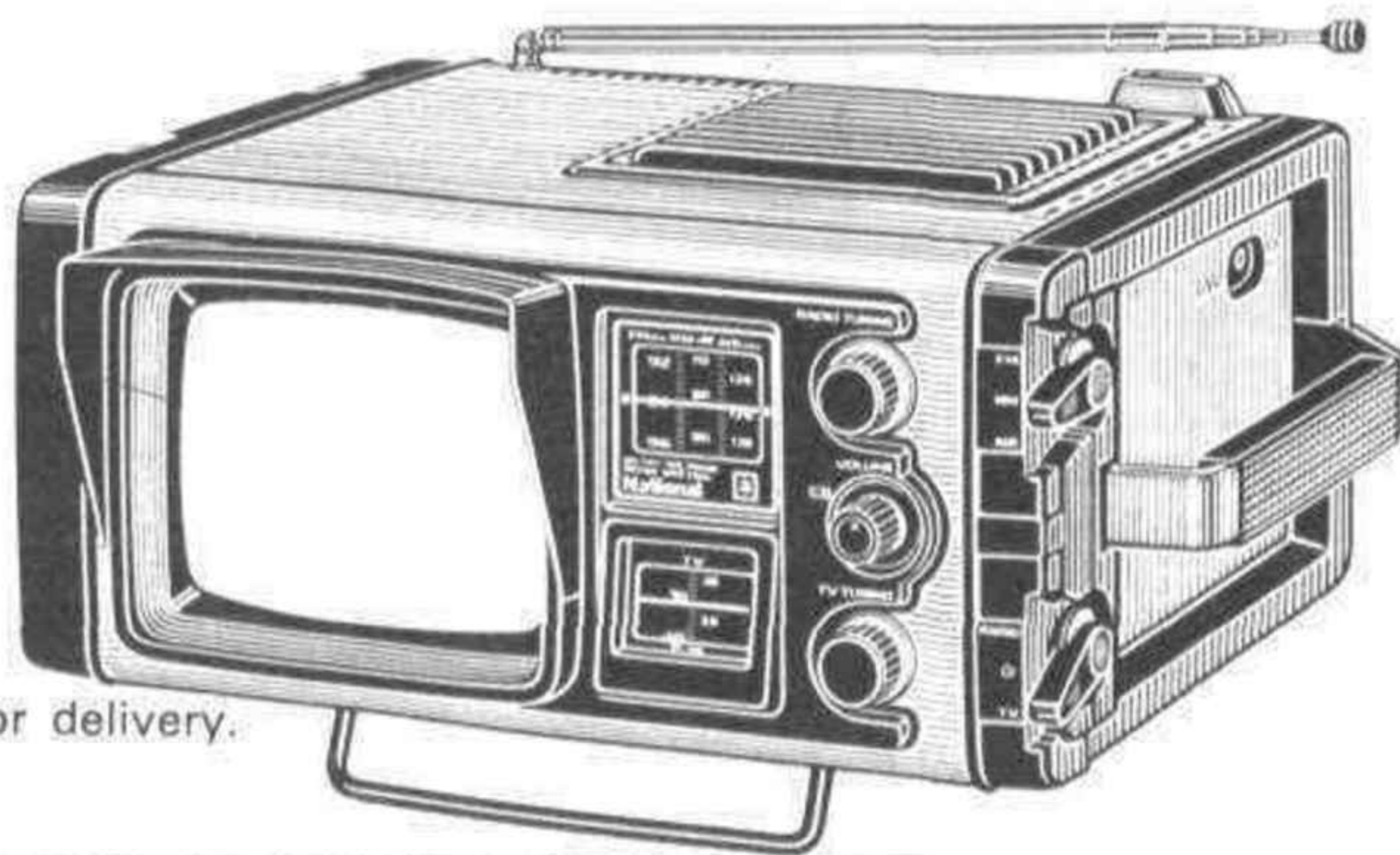
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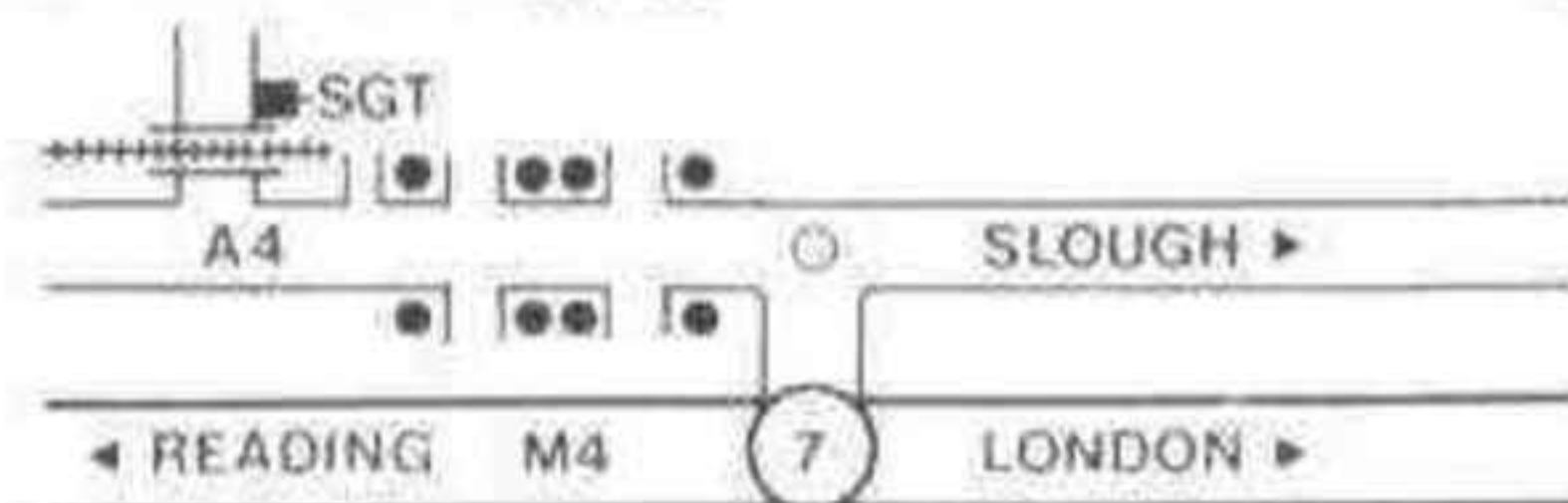
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 1979 GIULIETTA, Dutch blue, beige cloth interior, radio, alloy wheels £4,395
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Morgan

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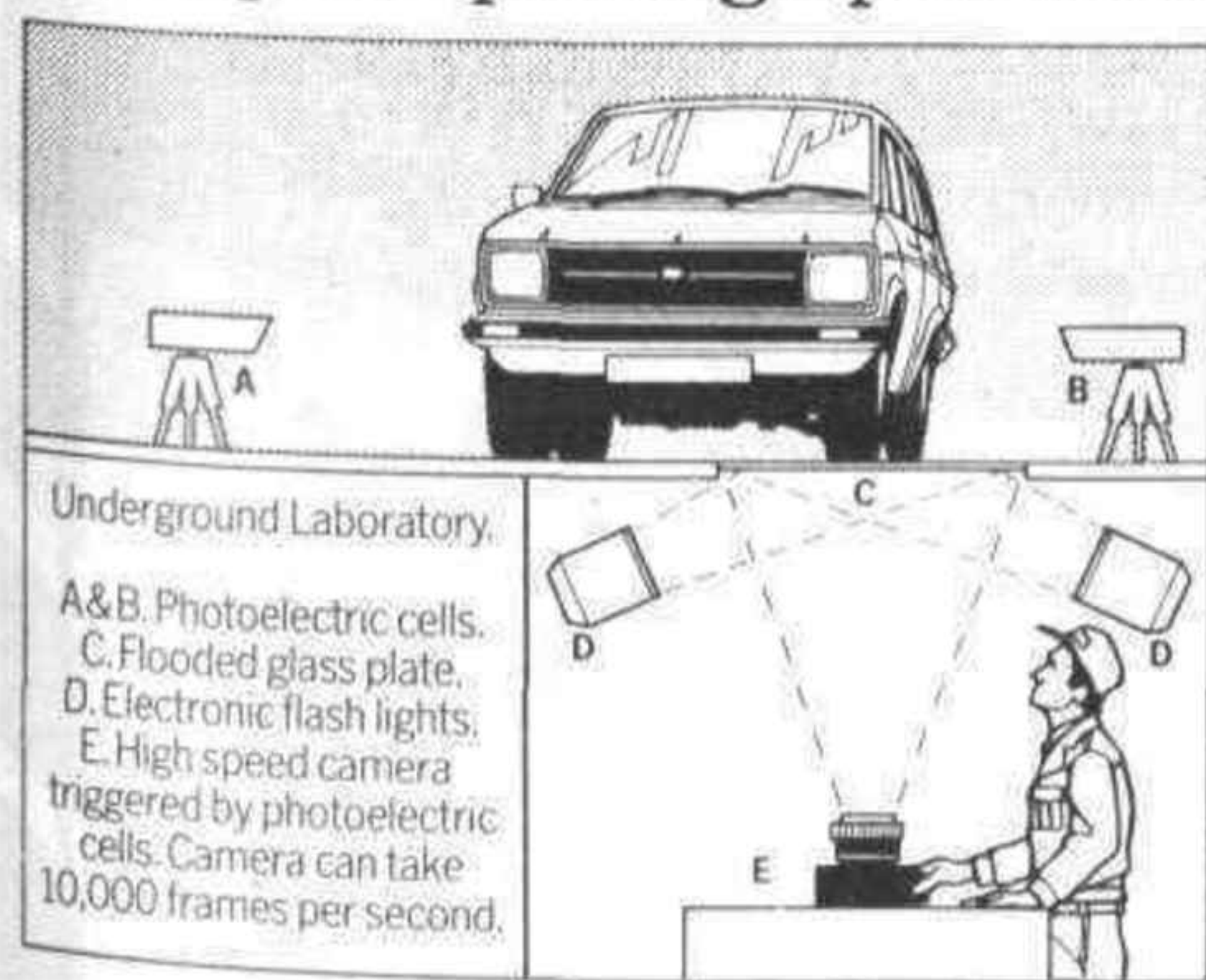
In Britain, if it's not actually raining now, you can bet it's about to. The new Grand Prix-S tyre from Goodyear has been developed first to give you increased mileage, but second, and probably more importantly, to give you greater safety in the rain.

One serious problem area for motorists is aquaplaning.

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A tyre's resistance to aquaplaning depends on the amount of tread it can force through the water onto the road.

To observe what happens to tyres at speed in the rain, we built a unique underground laboratory so that we could run cars over a flooded glass plate and take high speed photographs from beneath the road.



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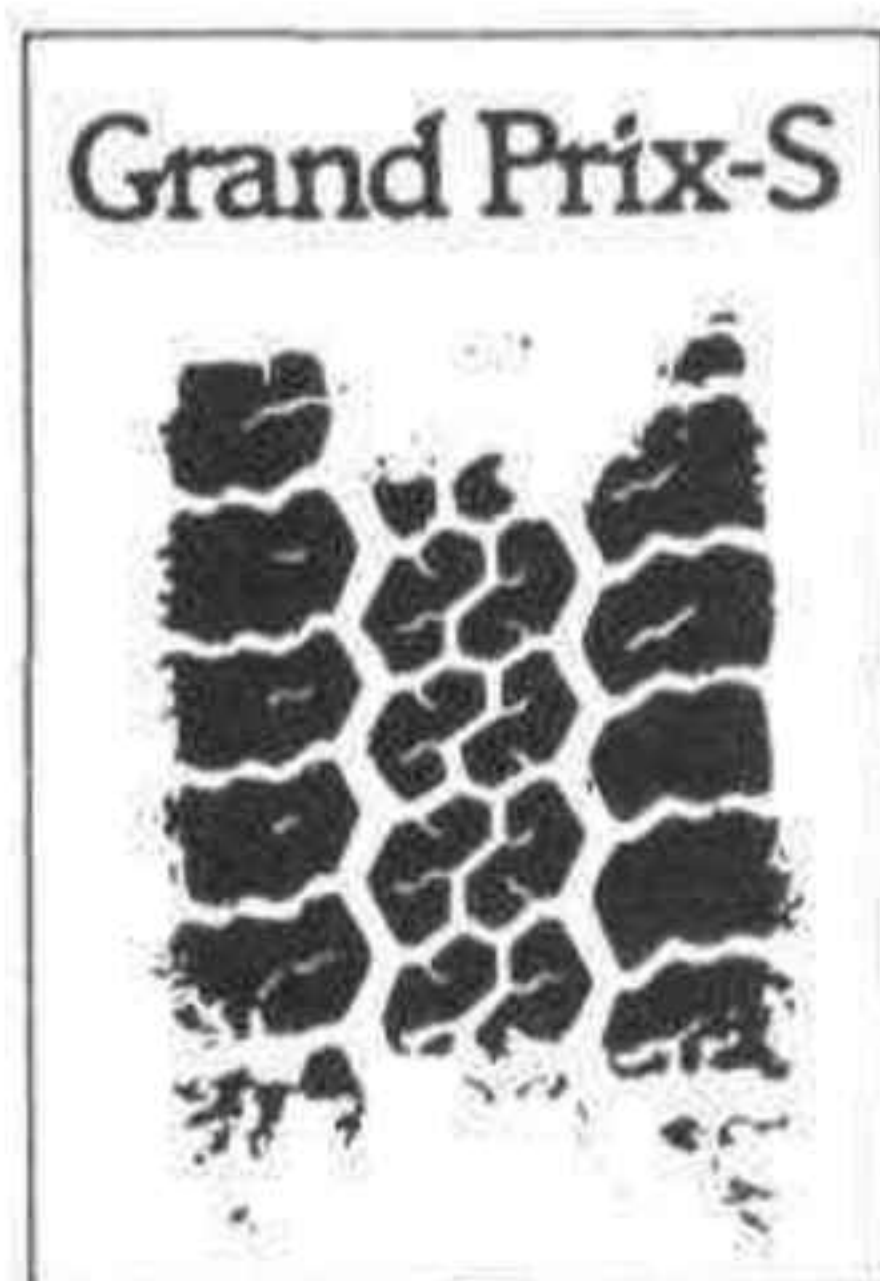
But the Grand Prix-S footprint at the same speed is remarkably different—over 70% still biting onto the road to keep you safe.

Tests RAC observed.

Further tests, also observed by the RAC, prove that Grand Prix-S also stops shorter in the rain, and keeps its wet grip longer.

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The new Grand Prix-S from Goodyear—it's been proved to be a major contribution to road safety.



Footprint picture taken from underground laboratory.

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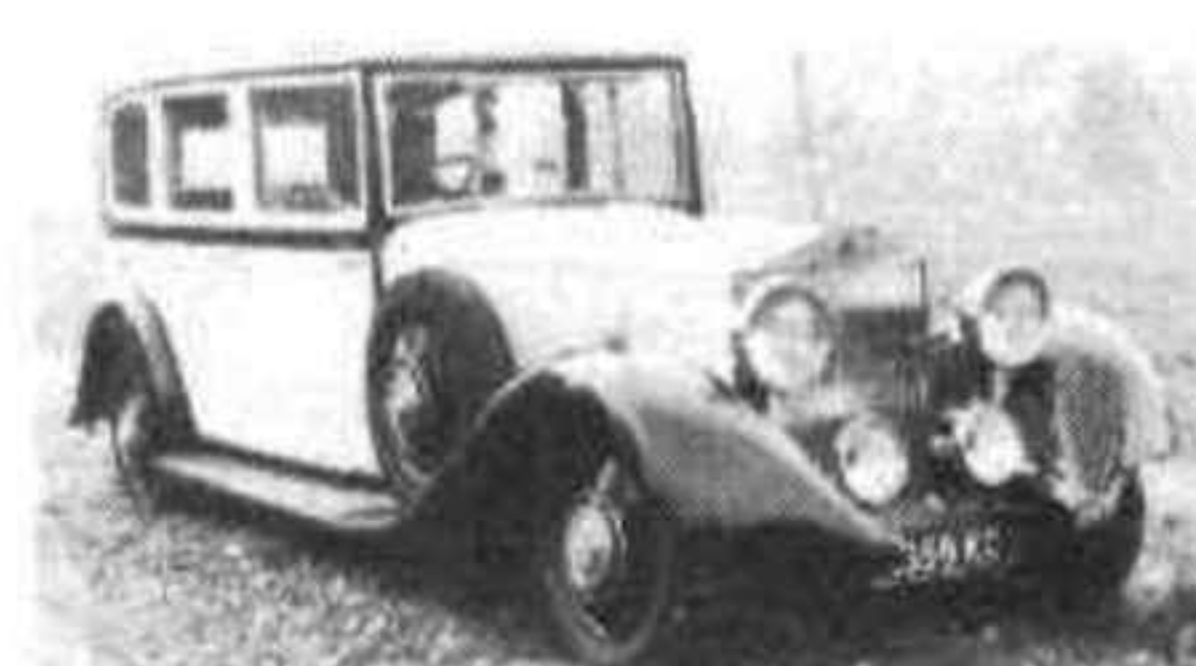
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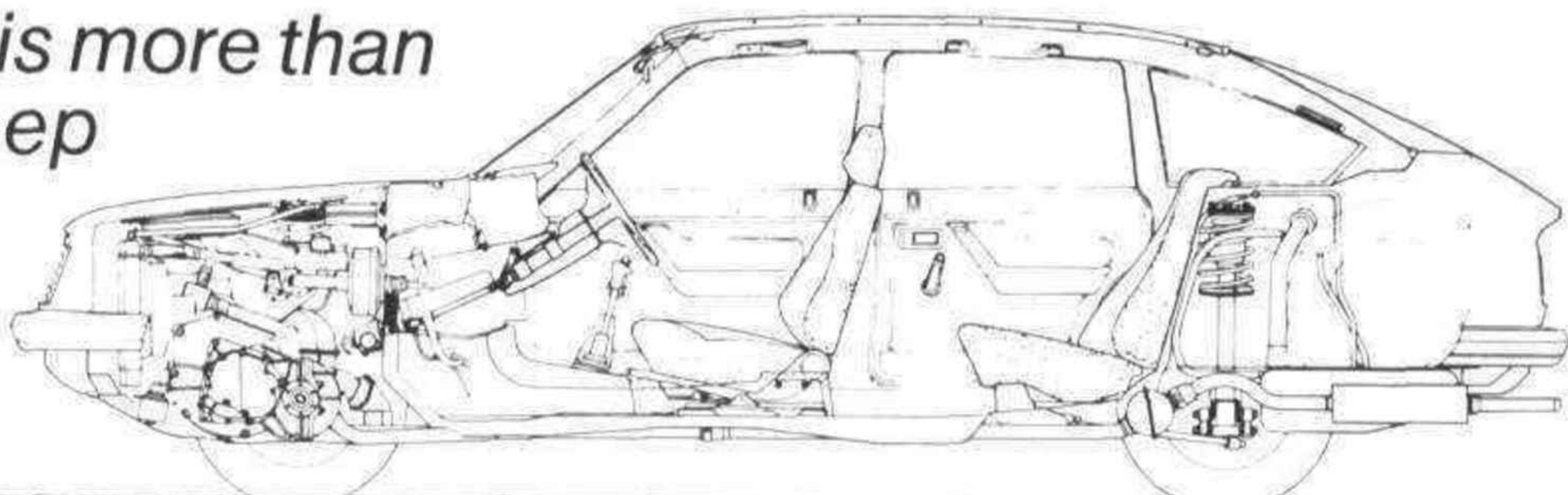
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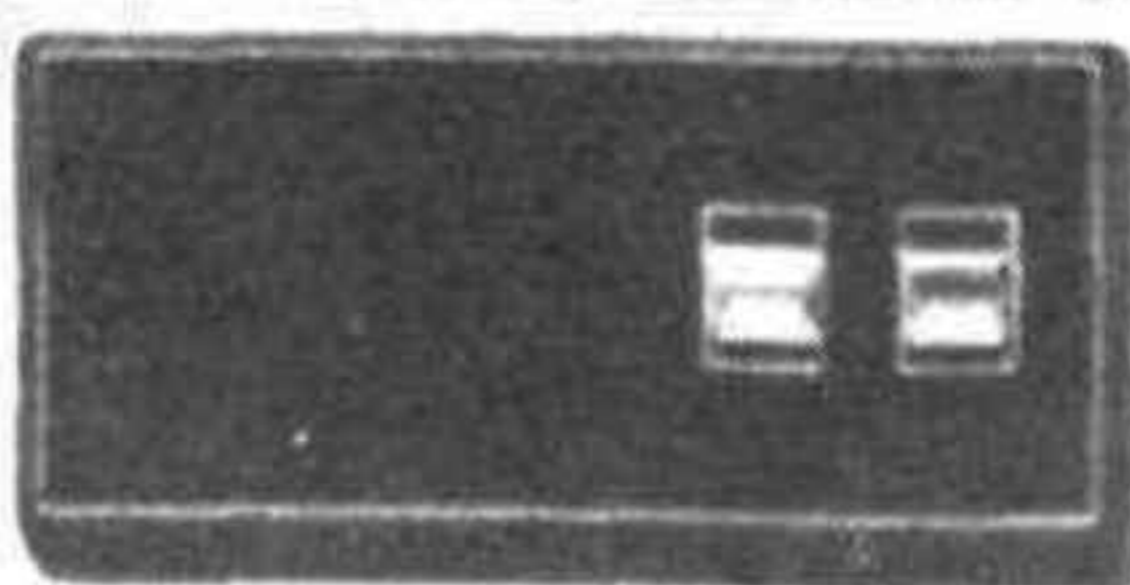
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MOTOR SPORT

VOL LV No. 9 SEPTEMBER 1979

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Publication date first of the month

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FRONT COVER PICTURE: ALAN JONES heads towards victory in the Austrian Grand Prix at the Osterreichring, his Williams FW07 shown cresting the rise beyond the start/finish line. It was Jones' second successive victory and the Williams *marque's* third.

ANNUAL SUBSCRIPTION RATES

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MATTERS OF MOMENT

■ BUNK OR NOT . . .

THE LATE, great Henry Ford is alleged to have said that history is bunk. In fact, he had a great respect for the past, witness his remarkable Henry Ford Museum and Greenfield Village at Dearborn, Michigan, where, incidentally, the car exhibits include a 40/50 Rolls-Royce as well as Fords from 1896 onwards. What Mr. Ford probably intended when he made his oft-quoted remark was that, in business, it is more important to look forward, to those 15-million Model-Ts perhaps, than to worry about past happenings. Today, as a result, Ford's name is prominent in rallying, racing, and on a wide range of practical cars and commercial vehicles.

The Motor Industry in general certainly cannot be said to ignore history. There has been the quite widespread retention of early make-names, to the extent of "badge-engineering", seen so very recently in the revival by Peugeot-Citroën of the Talbot *marque*, with its complicated background, for what were formerly Chrysler products.

The impact of history goes far. It has spread to the world of publishing, with many books, and new magazines, catering for those who derive enjoyment from looking back to the past. This reminds us that MOTOR SPORT was continued throughout the last war largely by concentrating on motoring history, then far less developed than is the case today. When war came in 1939 the Proprietor was about to say goodbye to the Editor "for the duration" when the latter said he thought it should be possible to continue. "But," retorted the Proprietor, "this war may go on for twice as long as the 1914-18 conflict. How would you find sufficient material?" "History," replied the Editor. And it was so, with much appreciated help from the readers, scattered all about the world on Service pursuits. An emergency issue was put together in some haste (the Editorial headed "It Is War") and we ran without a break for seven long, virtually-petrol-less years.

It was mostly history, with the important difference that whereas we were, and are, concerned with what cars were, and are, like to drive, race, and work on, there is now an obsession with what are termed "collectors' pieces", "appreciating assets", and the toting from one auction-sale or autojumble to the next of cars and parts, by way of financial speculation. We prefer to think in terms of only two classes of "collectors", those who amass historic vehicles for the pleasure their possession and use gives, and those who gather together old hulks in order to prevent them being scrapped, hoping eventually to restore them.

Museums are different again, but one is reminded that when Richard ("Mad Jack") Shuttleworth began his search for old cars and aeroplanes before the war, which has led to the present admirable Shuttleworth Collection, he did this not for financial gain but with the idea of getting his ancient machines back on the road or into the air, as the Introduction to that fascinating book "From Bleriot to Spitfire" (Airlife Publications) emphasises (review next month). So transport history is perpetuated in various worthwhile ways. In this context, the Bentley DC has its private museum, the Royce Foundation is in process of being formed, and the VCC has moved its library to its country headquarters. Many motor manufacturers have museums of their own, notably those of Daimler-Benz, Renault, BMW, NSU, Alfa Romeo, Fiat, etc., and British Leyland's Historic Car Collection has been given a fresh lease of life under Peter Mitchell's guidance.

If the petrol famine ever returns, or the cost of motoring rises steeply, history may be all that is left to us! Curiously, after the cost of petrol had risen the chronic shortage disappeared. What has presumably gone for ever is the all-day, late-evening, all-night, on-Sundays opening we used to be able to rely on from many service stations. This is something of which the great oil companies, having made rather a lot of money out of motorists along the years, should be ashamed . . .

The need to conserve the precious fuel will, we think, start quite a cult in the smaller cars, which need not be too dull. Indeed, to give but one example, driving a Renault 5 Gordini isn't in the least dull! This compact 93 b.h.p. package is quick enough to be very good entertainment in a straight line or round corners, yet used thus it will give some 38 or more m.p.g. It is also a comfortable and docile little car. Although even its makers warn that it is "a high-performance vehicle to which any driver without the necessary experience must allow himself time to adapt" (mustn't girls drive 'em?) and one report has called it "quite an infernal device", this Renault-Gordini is actually, like the late, lamented Jaguar E-type, surprisingly docile, as well as quick, accelerative, and very good fun. It follows in the tradition of such cars as the 4CV "1064", Dauphine-Gordini "1093", and a family of other Gordini-Renaults.

It is significant that it is produced by a Nationalised Company that won Le Mans last year, the French Grand Prix this year, which promotes the "Gordini Challenge" for young drivers racing standardised Fives, and which should be in International rallying by 1980. It is a theme other manufacturers might well copy.

Motor Sport Fixture List for September

★ 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
Sept. 1st	Tynemouth & Dist. MSC	Europa Lodge Hotel	88 322685 1/2	Lindisfarne Rally (N)	08
Sept. 1st	Hasting 1066 East Sussex CC	New Farm, Bodiam	Hastings	Hill Climb (R)	14
Sept. 2nd	Enna Autodromo Pergusa	Enna	Italy	European Touring Car Championship (INT)	14
Sept. 2nd	BARC	Silverstone Circuit	Towcester, Northants	Race Meeting (R)	14
Sept. 2nd	750 MC	Snetterton Circuit	Thetford, Norfolk	Race Meeting (R)	14
Sept. 2nd	Astra MC	Lydden Hill Circuit	Canterbury, Kent	Festival of Motor Sport (R)	11
Sept. 2nd	Bugatti OC	Prescott Hill	Cheltenham	Hill Climb (RAC Hill Climb Championship) (N)	11
Sept. 6/8th	ADAC-Schleswig-Holstein e.V.		Germany	Sachs Baltic Rally (European Rally Championship) (INT)	11
Sept. 8/10th	Automobile et Touring Club de Grece (ELPA)		Greece	Halkidiki Rally (European Rally Championship) (INT)	11
Sept. 8th	BRSCC	Oulton Park Circuit	Tarporley, Cheshire	Race Meeting (R)	14
Sept. 8th	SUNBAC	Silverstone Circuit	Towcester, Northants	Race Meeting (R)	14
Sept. 9th	AC Milano	Monza	Italy	Italian Grand Prix (World Championship round 13) (INT)	14
Sept. 9th	Real Automovil Club de Espana	Jarama	Spain	European Formula 3 Championship (INT)	14
Sept. 9th	BARC	Thruxton Circuit	Andover, Hampshire	Race Meeting (Aurora British Formula 1 Championship)	14
Sept. 9th	Donington RC	Donington Park Circuit	Derby	Race Meeting (R)	14
Sept. 9th	MGCC	Brands Hatch Circuit, Fawkham	Dartford, Kent	Race Meeting (R)	14
Sept. 9th	BRDC	Mallory Park Circuit, Kirkby Mallory	Leicester	Race Meeting (R)	14
Sept. 9th	BRSCC	Croft Autodrome	Darlington	Race Meeting (R)	14
Sept. 9th	BARC (LH)	Lydden Hill Circuit	Canterbury, Kent	Race Meeting (R)	14
Sept. 9th	Sporting Owner Drivers Club & Telford AC	Newtown		Telford Forestry Stages (R)	14
Sept. 13/15th	Manx Auto Sport LTD.	Douglas	Isle of Man	Mopar Manx Rally (European Rally Championship) (INT)	14
Sept. 13/16th	CASC	Oulton Park Circuit	Canada	Criterion du Quebec (World Rally Championship) (INT)	14
Sept. 15th	BARC (NW)		Tarporley, Cheshire	Race Meeting (Vandervell British Formula 3 Championship) (R)	14
Sept. 15/16th	Liverpool MC	The Runcorn Eurocrest Hotel	117 538796	Jeans Gold Cup Rally (R)	23
Sept. 15/16th	Forresters CC	Autopia Cwmbran	171 298944	Autopian Rally (R)	23
Sept. 16th	Vallelunga SPA	Vallelunga	Italy	World Championship for Makes (INT)	14
Sept. 16th	BRSCC	Snetterton Circuit	Thetford, Norfolk	Race Meeting (R)	14
Sept. 16th	BRSCC (M)	Donington Park Circuit	Derby	Race Meeting (R)	14
Sept. 16th	SMRC	Inghilton Circuit	Edinburgh	Race Meeting (R)	14
Sept. 16th	BARC (Y)	Harewood	Leeds	Hill Climb (Guyson BARC Hill Climb Championship)	11
Sept. 17th	BRDC	Silverstone Circuit	Towcester, Northants	Tourist Trophy (European Touring Car Championship) (INT)	12
Sept. 22nd	MGCC (SW)	Wiscombe Park	Honiton, Devon	Hill Climb (C)	13
Sept. 22/23rd	Southern CC	Pickard Motor Hotel, Burgh Heath, Surrey	187 242578	Southern Rally (R)	22
Sept. 23rd	BRSCC (EA)	Snetterton Circuit	Thetford, Norfolk	Race Meeting (Aurora British Formula 1 Championship) (INT)	14
Sept. 23rd	BARC (Y)	Croft Autodrome	Darlington	Race Meeting (R)	14
Sept. 23rd	Lindholme MSC	Doncaster Racecourse, Leger Way, Doncaster	111 593030	Norking Alcan Stages Rally (R)	08
Sept. 23rd	HDLCC	Cient Villa Farm, Hagley, Worcestershire	Stourbridge (139 933826)	Autocross	13
Sept. 28/30th	Cyprus Automobile Association	Oulton Park Circuit	Cyprus	Cyprus Rally (European Rally Championship) (INT)	14
Sept. 28/30th	Association du Rallye du Vin	Crest Hotel, Carlisle	Switzerland	Wine Rally (European Rally Championship) (INT)	14
Sept. 29th	BRSCC	Hornsea Pottery, Lancaster	Tarporley, Cheshire	Race Meeting (INT)	14
Sept. 29th	Cumbria Motor Sport Group	Palmer's Garage, Exmouth		Tour of Cumbria (N)	08
Sept. 29/30th	Bolton-Le-Moors CC	Montreal	97 492608 1/2	Bolton Midnight Rally (R)	23
Sept. 29/30th	Haldon MC	Zolder	192 0121 2821	Bow and Arrow Rally (R)	23
Sept. 30th	CASC	Thruxton Circuit	Canada	Canadian Grand Prix (World Championship round 14) (INT)	14
Sept. 30th	Otoclub	Mallory Park Circuit, Kirkby Mallory	Belgium	European Touring Car Championship (INT)	13
Sept. 30th	BARC		Andover, Hampshire	Race Meeting (Vandervell British Formula 3 Championship)	14
Sept. 30th	BRSCC (M)		Leicester	Race Meeting (R)	14

Brighton Speed Trials

BRITAIN'S oldest and sole surviving kilometre sprint motor sporting event, the annual Brighton Speed Trials, takes place on the Madeira Drive on Saturday, September 8th. Sponsorship this year comes from Chandlers, the Brighton BMW dealers. Entries range from 250 c.c. motorcycles to a 24-litre racing car, presumably the Bentley-Napier. The Speed Trials start at 9 a.m. with practice events, the competition events start at 11 a.m., and the meeting ends at 5.30 p.m.

Nilsson Pro-Am Tennis Tournament

EIGHT leading Grand Prix drivers, including Scheckter, Hunt (Retd.), Watson and Regazzoni plus four times Wimbledon Champion Bjorn Borg, and Vitas Gerulaitis will be amongst the stars doing battle in the last major event for the Gunnar Nilsson Cancer Treatment Campaign, the Avis Formula One Tennis Trophy, at the National Exhibition Centre, Birmingham, on Monday evening, September 24th.

Page and Moy Ltd. have chartered a special train on behalf of the organisers to take spectators from the South of England to the NEC. The train will leave Euston at 5 p.m. on its 90 min. journey and arrive back at 12.45 a.m. Second-class return

tickets will cost £5.70 each, first-class return £14.70 (reduced rates). Tickets are available from Page and Moy Ltd., 136-138 London Road, Leicester LE2 1EN or Dial-a-Train on Leicester 552521, asking for Mira. Tournament tickets are available from the same sources (at £3.50, £4.50, £6.00 or £10.00) or direct from the NEC booking office on 021-780 4141.

All monies received in excess of Page and Moy's costs will be donated to the Gunnar Nilsson Cancer Treatment Campaign.

The Great Moth Rally

IT SEEMS that we did Squadron Leader David Cyster and his wife Cherry an injustice in the caption for the Great Moth Rally in last month's issue, written prior to the availability of the full results. Far from being passengers in a Dragon Rapide, the Cysters in fact won the event overall, and the Tiger Moth class, in Tiger Moth G-ANRF. Second and third overall were Tiger Moths too, G-AZDY flown by Brian Mills and George Payne and G-AIRI flown by Mike and Ted Vaisey.

All About Talbot

WITH the re-emergence of the name Talbot it would seem opportune to remind readers that the

bible on the marque, Anthony Blight's "George Roesch and the Invincible Talbot", remains available from booksellers, price £8.75, or direct from the publishers, Grenville Publishing Co. Ltd., Standard House, Bonhill St., London EC2A 4DA at the same price plus 99p postage.

Lost Camera

A MOTOR SPORT staff member lost a Konica S2 Auto camera, No. 451804, we think, in a black leather case, at the British Grand Prix. Any information relating to it would be gratefully received.

Surer F2 Champion?

BRIAN Henton had only to finish ahead of Mark Surer in the Donington round of the European Formula Two Championship on August 19th to clinch the title (see Formula Two Review, page 1310). And he was doing just that, his Ralt-Hart RT2 lying second to Daly in the race with only three laps to go when he spun off, letting Surer's March-BMW through to second. If Henton's appeal against his disqualification at Enna is upheld, he could still be Champion, but meanwhile it looks like being Surer's year and March's fifth Championship.

Austrian Grand Prix

Third win for Williams

Knittelfeld, August 12th

IT IS always a pleasure to return to the *Osterreichring* after following the Grand Prix scene through the streets of towns, round the confines of small autodromes and the flat open space of airfields, for it is a modern racing circuit that has been built from scratch and done in the right way. It is fast, undulating, challenging, spectacular, spacious, impressive, and it was built exactly ten years ago. The first events were held in the late summer of 1969, and the first Grand Prix took place in 1970. In those short ten years it has become as established as the Nurburgring itself and has developed a similar character. It is the place for a Grand Prix, rather than a Formula One event, and the event is almost a week-long affair rather than a quick dash in, perform, and dash out again event, like some. If all Grand Prix events were like the Austrian one, on circuits like the *Osterreichring*, we would soon get bored. It is the variety in Grand Prix racing that is part of the attraction for those lucky enough to go to most of them.

After seeing the various performances on the fast Silverstone circuit, where the advantage was to those with nicely balanced cars that were uncomplicated but efficient, it was pretty clear that the same advantage would apply in Austria. The main difference in handling is that the flat airfield circuit tends towards consistent handling characteristics, whereas the Austrian circuit with its fast uphill corners and even faster downhill ones, called for an overall good quality, for some uphill corners tend to make the front end go light, and others make cars phenomenal understeerers because all the weight is transferred to the front tyres as the corners drop away downhill.

A rather depressing overtone to the meeting was the fact that many drivers who have not been doing too well recently have been blaming the cars or the team (never themselves!) and were either openly saying they had had enough of Team X and were moving to Team Z, or they were sniffing around for offers. Others were conscious that they were about to lose their jobs and were trying to put on a convincing show, which caused team managers to say "Why hasn't he been driving like that in previous races?" The human being is very fickle and too many of today's racing drivers are simple human beings and not super-men.

Not surprisingly at this time in the season there was only one brand new car in the paddock, and that was an ATS built from scratch along a ground-effect principle, as distinct from being a 1978 car modified to ground-effects as best as could be managed. Most of the cars were unaltered, either because they were working well, like the Williams, Ferrari, Tyrrell and so on, or because the design teams had run out of ideas. Lotus arrived with two cars that are best described as Lotus 79/80, or 79 plus or 80 minus. In other words a cobbled-up compromise that did not indicate any particular direction to the design principles. They had taken Lotus 79/2 and 79/4 and rebuilt the rear half completely. The Lotus-designed gearbox and final drive unit from the Lotus 80 was used, giving a 2½ in. longer wheelbase, but the brakes were moved outboard



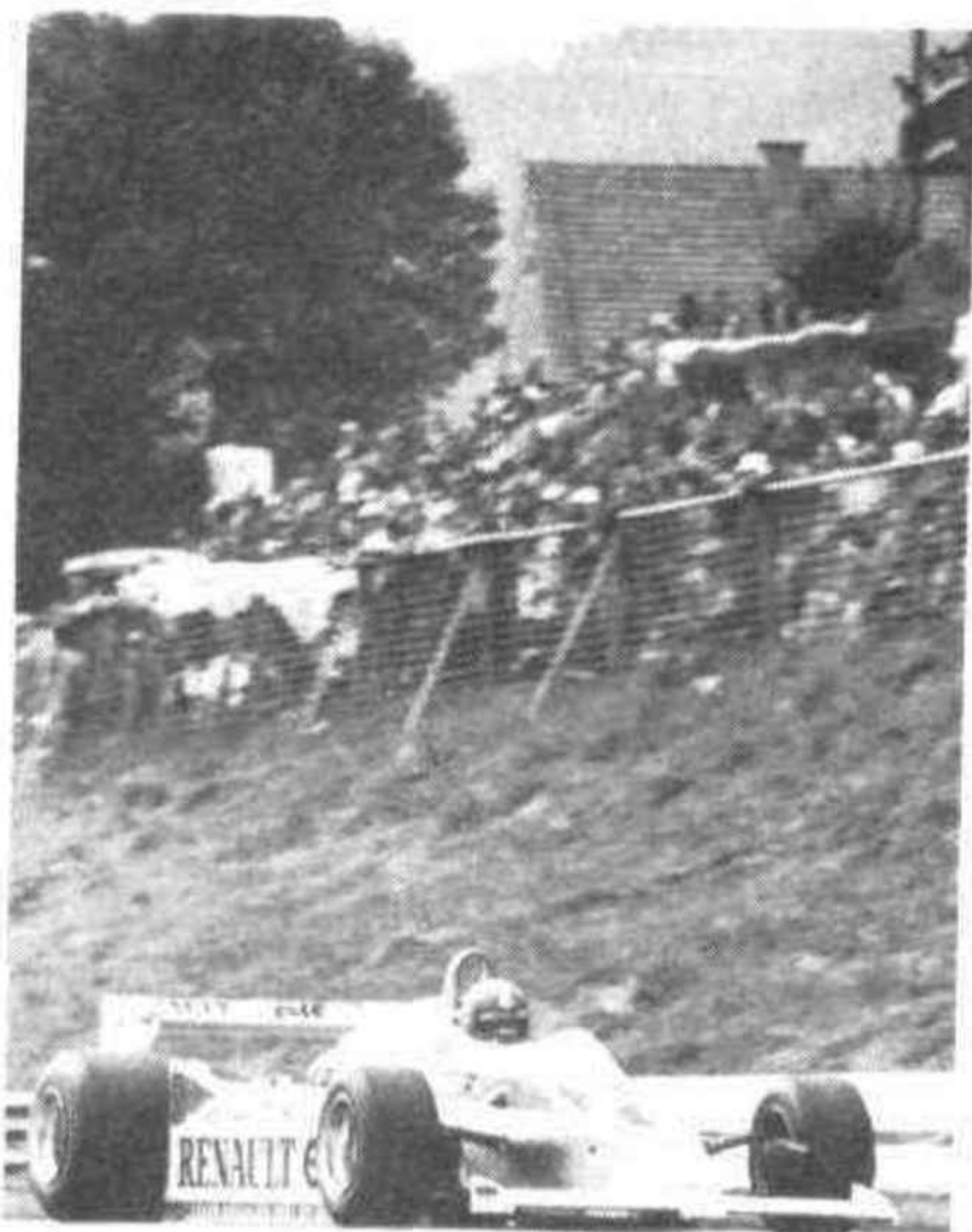
Villeneuve leads Jones through the chicane after his start to end all starts.

on to the hubs, which meant using Lotus 80 rear wheels, while the suspension members were all new and something of a compromise, not being tucked away out of the air-stream as on the 80, but hopefully better than the 79 as regards geometry and wheel movement. The spare car was Lotus 79/5 with normal rear end and Hewland gearbox.

There were no changes in the cars being used by Ligier, Tyrrell, Brabham, McLaren, Renault and Arrows, though the Alfa Romeo engines in the Brabhams had re-reinforced exhaust manifold pipes to overcome the spate of broken pipes they have had recently. They were still of titanium, but had strengthening gussets here and there and the standard of workmanship on the welding was a joy to behold. The major change in the Tyrrell team was that Derek Daly was to drive the second car, as Jean-Pierre Jarier was still not fully recovered from his liver complaint. Rather than give Geoff Lees another one-off drive, as in Germany where he had done well and established his ability by Formula One standards, Ken

Tyrrell decided to give Daly a similar opportunity to prove his ability in a one-off drive with a known good car. The Ferrari drivers were using the same cars as in Germany, but the spare car was 038, which Villeneuve had used in the British Grand Prix. Fittipaldi was using a new skirt system on his F6A car, hoping to overcome the problems of the skirts jamming up, and like most other teams they were trying out smaller front and rear aerofoils in the search for maximum speed rather than maximum downforce.

The Shadow team had returned to three cars, with the usual ones for the two young drivers and a mutual spare car, as they found the maintenance of four cars a bit too much and it prevented any development work back at the factory while the main part of the team were away. The Wolf team had two distinct cars, WR9 and WR8, the first in the form in which it was originally built and the second in a much-modified form. The rear brakes had been moved outboard, like the WR9, and the suspension members altered accordingly, and the rear aerofoil was supported centrally by two alloy



Jabouille pulled up to third place in the clutchless Renault RS11 before retiring.

blades (like a Williams!) in place of the normal Wolf arrangement of it being supported by large end plates. In consequence of this the bodywork at the rear was different. The Williams team were giving Regazzoni's usual car (FW07/002) a rest and he had 001, while Jones had the latest car (004) and the spare was 003. These cars are to such an homogeneous design and obviously work so well, that it would be difficult to imagine any alterations to the basic layout. The entry was completed by the single-car teams of Merzario, Ensign and Rebaque. The works Alfa Romeo team did not enter as they were hard at work on preparing two new cars to make their debut at the Italian GP.

Early on Friday morning, while the mechanics were preparing the cars for the 10 a.m. testing session, the rain was pouring down and the tops of the mountain were completely obscured by cloud. Although the rain had eased off by the time the track was officially open it was still very wet, but nearly everyone went out on heavily treaded "rain" tyres for there was no guarantee that the next three days were not going to be wet. Passing cars were more like power-boats than racing cars and there were quite a few heart-stopping moments for many of the drivers. Poor Nelson Piquet skated off the track and bent a track rod on his Brabham, so while it was replaced he went out in the spare car, and Jabouille tried the spare Renault as well as his own. Derek Daly was having a "baptism of water" rather than of "fire" on his first try out in a Tyrrell 009 and the Wolf team were running WR9 as it was too wet to learn anything about their modified car. Although the morning test session was only for one hour, it was long enough for most people and a relief when there were signs of the weather improving well before midday. By the time the afternoon timed practice period began at 12.30 the track was pretty dry and the clouds were breaking up fast, with occasional flashes of sunlight.

Lauda's Brabham was being tried with nose-fins, Rosberg was still in WR9, Stuck had the new ATS going quite nicely, Piquet was back in his own car and running without nose-fins, and Laffite was alternating between his own Ligier and the spare one. Everything seemed to be going along nicely, and as the track was now dry there was some hard trying in case the rain returned. The only problems were the Renaults and the Williams, as these two teams were well away and even some quite good runners were four seconds off the pace! Jones (Williams) and Jabouille (Renault) were the pacesetters and were well down in the 1 min. 34 sec. bracket and showing signs of going faster, while a lot of drivers were still struggling to approach 1 min. 40 sec. The

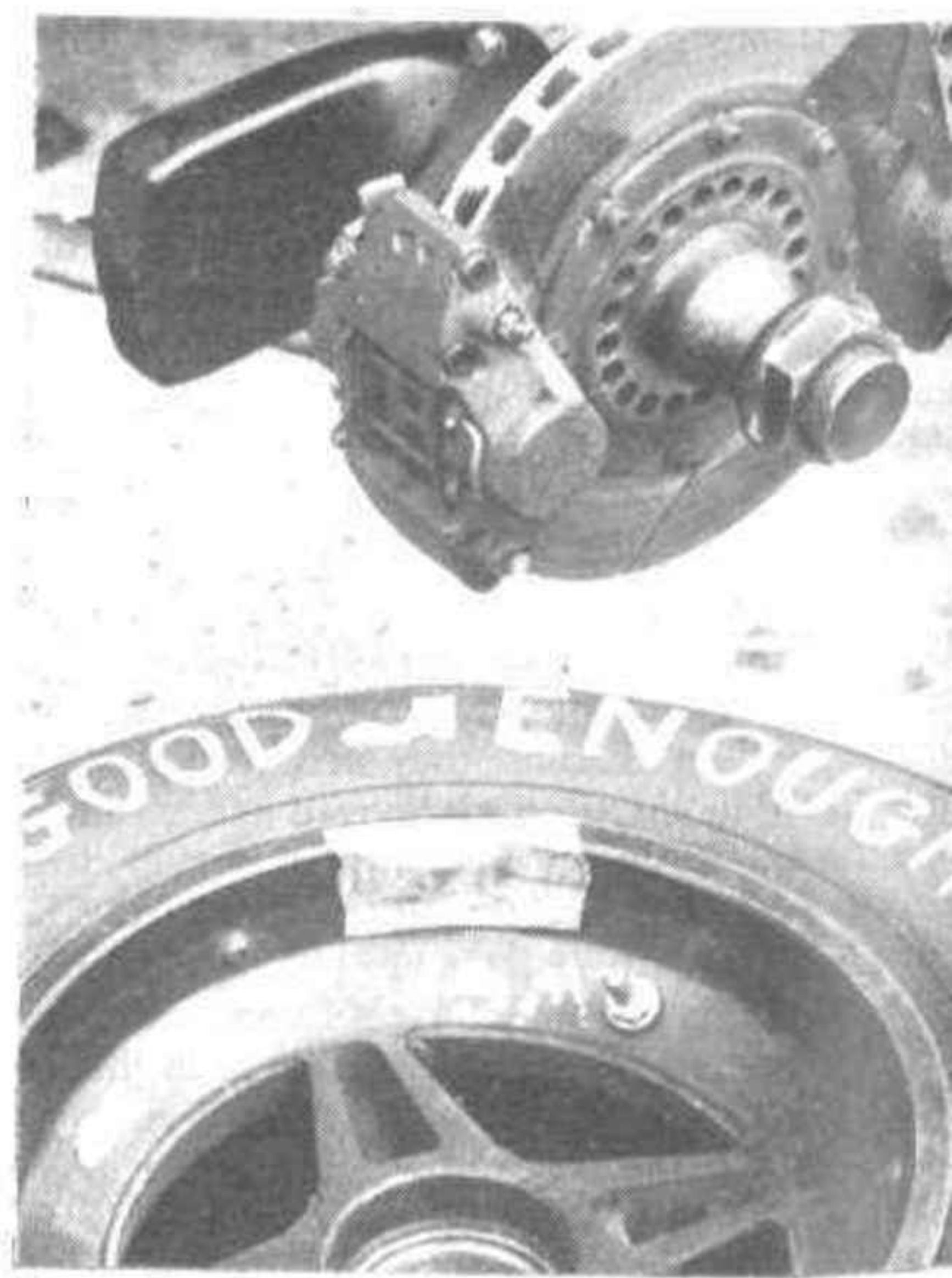
new ATS skated to a halt when a rear tyre burst and damaged the right rear corner, so Stuck had to continue with the spare car. Lauda decided that front aerodynamic fins were not necessary on his Brabham, even though he was more than 10 seconds behind the Williams and the Renault. Although the Cosworth powered Williams and turbo-charged Renault were turning in the same lap times, Jones 1.34.30 and Jabouille 1.34.35, their speeds past the pits on the Williams' timing beam-timer were markedly different. Williams was varying around 260-265 km/h while the Renault was consistently at 277 km/h. Goodyear were supplying Alan Jones with unlimited supply of soft "qualifying" tyres, which destroyed themselves in three laps, while the Michelins on the Renault did not look anything like as worn. On the soft Goodyears Jones would leave the pits and do a fast warm-up lap, then a flying lap and a third slowing down lap and return to the pits, by which time the front tyres were seen to have come up in enormous bubbles on the outside edges.

With twenty minutes of the hour and half practice was stopped as the Merzario and Ensign were off the track and in danger of losing positions. The Ensign had broken a drive-shaft joint, and was towed back making a nasty clanking noise. Regazzoni's engine had lost an edge in his Williams so when practice resumed he went out in the spare car (003). Elio de Angelis was using the spare Shadow as his own but it collapsed with a split hub carrier on the right rear corner. Jones and Jabouille were soon at it again vying for fastest time, but in spite of the tyre-destroying speeds Jones was still holding the advantage. Even though he was not in the Williams/Renault class, Laffite in the spare Ligier was also destroying front qualifying tyres. Tambay had an excursion off the track and destroyed the nose of his McLaren.

It had been a pretty hectic practice session and everyone was conscious that Austrian weather was not the most stable, so an instant good time from the grid was important in case the Saturday afternoon timed session was wet. Jones and Jabouille were in a class of their own, with Arnoux and Laffite not too far behind, but the rest of the top runners were two and three seconds slower, while the rabbits were as much as ten seconds behind.

ENTRY								
No.	Team	Driver	Car	Model	Engine	Gearbox	Tyres	Main Sponsors
1	Lotus	M. Andretti	Lotus	79.2	Cosworth V8	Lotus	Goodyear	Martini Essex-Tissot
2	Lotus	C. Reutemann	Lotus	79.4	Cosworth V8	Hewland	Goodyear	Martini Essex-Tissot
3	Tyrrell	D. Pironi	Tyrrell	009.6	Cosworth V8	Hewland	Goodyear	Candy Appliances
4	Tyrrell	D. Daly	Tyrrell	009.3	Cosworth V8	Hewland	Goodyear	Candy Appliances
5	Brabham	N. Lauda	Brabham	BT48.04	Alfa Romeo V12	Alfa Romeo	Goodyear	Parmalat Foods
6	Brabham	N. Piquet	Brabham	BT48.03	Alfa Romeo V12	Alfa Romeo	Goodyear	Parmalat Foods
7	McLaren	J. Watson	McLaren	M29.1	Cosworth V8	Hewland	Goodyear	Marlboro Castrol
8	McLaren	P. Tambay	McLaren	M29.2	Cosworth V8	Hewland	Goodyear	Marlboro Castrol
9	ATS	H. J. Stuck	ATS	D2.01	Cosworth V8	Hewland	Goodyear	ATS Wheels
11	Ferrari	J. Schekker	Ferrari	312T4.040	Ferrari flat-12	Ferrari	Michelin	Fiat Agip
12	Ferrari	G. Villeneuve	Ferrari	312T4.041	Ferrari flat-12	Ferrari	Michelin	Fiat Agip
14	Fittipaldi	E. Fittipaldi	Fittipaldi	F6A.1	Cosworth V8	Hewland	Goodyear	Copersucar
15	Renault	J. P. Jabouille	Renault	RS11	Renault V6 t.c.	Hewland	Michelin	ELF
16	Renault	R. Arnoux	Renault	RS12	Renault V6 t.c.	Hewland	Michelin	ELF
17	Shadow	J. Lammers	Shadow	DN9.2B	Cosworth V8	Hewland	Goodyear	Samson Shag
18	Shadow	E. de Angelis	Shadow	DN9.3B-2	Cosworth V8	Hewland	Goodyear	—
20	Wolf	K. Rosberg	Wolf	WR9	Cosworth V8	Hewland	Goodyear	Olympus Texaco
22	Ensign	P. Gaillard	Ensign	MN09	Cosworth V8	Hewland	Goodyear	Theodore Racing
24	Merzario	A. Merzario	Merzario	A2.04	Cosworth V8	Hewland	Goodyear	Flor Bath
25	Ligier	J. Laffite	Ligier	JS11.01	Cosworth V8	Hewland	Goodyear	Gitanes ELF
26	Ligier	J. Laffite	Ligier	JS11.04	Cosworth V8	Hewland	Goodyear	Gitanes ELF
27	Williams	A. Jones	Williams	FW07.004	Cosworth V8	Hewland	Goodyear	Saudi Arabia
28	Williams	G. Regazzoni	Williams	FW07.002	Cosworth V8	Hewland	Goodyear	Saudi Arabia
29	Arrows	R. Patrese	Arrows	A2.1	Cosworth V8	Hewland	Goodyear	Warsteiner Beer
30	Arrows	J. Mass	Arrows	A2.2	Cosworth V8	Hewland	Goodyear	Warsteiner Beer
31	Rebaque	H. Rebaque	Lotus	79.1	Cosworth V8	Hewland	Goodyear	Carta Blanca Beer

Spare Cars		
1	Lotus-Cosworth V8 79.5	— Used by Andretti Saturday p.m. and for race.
3	Tyrrell-Cosworth V8 009.1	— Used by Pironi Friday p.m.
6	Brabham-Alfa Romeo V12 BT48.02	— Used by Piquet Friday a.m. test session.
7	McLaren-Cosworth V8 M28.3C	— Not used.
9	ATS-Cosworth V8 D2.03	— Used by Stuck Friday p.m.
11	Ferrari flat-12 312T4.038	— Not used.
14	Fittipaldi-Cosworth V8 F5A.1	— Used by Fittipaldi Saturday p.m.
15	Renault V6 t.c. RS10	— Used by Jabouille Friday & Saturday a.m. testing and Friday & Saturday p.m.
18	Shadow-Cosworth V8 DN9.4B	— Used by de Angelis Friday p.m.
20	Wolf-Cosworth V8 WR8	— Used by Rosberg Saturday a.m. testing and Saturday p.m.
24	Merzario-Cosworth V8 A2.03	— Used by Merzario Saturday p.m.
26	Ligier-Cosworth V8 JS11.02	— Used by Laffite Friday p.m. and Saturday p.m.
27	Williams-Cosworth V8 FW07.003	— Used by Jones Saturday a.m. testing and crashed.
28	Williams-Cosworth V8 FW07.003	— Used by Regazzoni Friday p.m.
29	Arrows-Cosworth V8 A1.05	— Not used.
31	Lotus-Cosworth V8 78.4	— Not used.



A touch of humour from Jones' mechanics.

STARTING GRID

27 A. Jones (Williams-Cosworth V8) FW07 004 1 min. 34.28 sec.	16 R. Arnoux (Renault V6 1c) RS12 1 min. 34.07 sec.
5 N. Lauda (Brabham-Alfa Romeo V12) BT48 04 1 min. 35.51 sec.	15 *J. P. Jabouille (Renault V6 1c) RS11 1 min. 34.45 sec.
28 G. Regazzoni (Williams-Cosworth V8) FW07 001 1 min. 35.82 sec.	12 G. Villeneuve (Ferrari flat 12) 312T4 041 1 min. 35.70 sec.
26 J. Laffite (Ligier-Cosworth V8) JS11 04 1 min. 35.92 sec.	6 N. Piquet (Brabham-Alfa Romeo V12) BT48 03 1 min. 35.85 sec.
3 D. Pironi (Tyrrell-Cosworth V8) 009 6 1 min. 36.26 sec.	11 J. Scheckter (Ferrari flat 12) 312T4 040 1 min. 36.10 sec.
20 K. Rosberg (Wolf-Cosworth V8) WR9 1 min. 36.67 sec.	4 D. Daly (Tyrrell-Cosworth V8) 009 3 1 min. 36.42 sec.
8 P. Tambay (McLaren-Cosworth V8) M29 2 1 min. 36.72 sec.	29 R. Patrese (Arrows-Cosworth V8) A2 1 1 min. 36.71 sec.
7 J. Watson (McLaren-Cosworth V8) M29 1 1 min. 37.16 sec.	1 **M. Andretti (Lotus-Cosworth V8) 79 5 1 min. 37.11 sec.
9 H. J. Stuck (ATS-Cosworth V8) D3 01 1 min. 37.93 sec.	2 C. Reutemann (Lotus-Cosworth V8) 79 4 1 min. 37.32 sec.
30 J. Mass (Arrows-Cosworth V8) A2 2 1 min. 38.85 sec.	14 ***E. Fittipaldi (Fittipaldi Cosworth V8) F6A 1 1 min. 38.38 sec.
18 E. de Angelis (Shadow-Cosworth V8) DN9 3B 2 1 min. 39.44 sec.	25 J. Ickx (Ligier-Cosworth V8) JS11 01 1 min. 39.31 sec.
22 P. Gaillard (Ensign-Cosworth V8) MN09 1 min. 41.10 sec.	17 J. Lammiers (Shadow-Cosworth V8) DN9 2B 1 min. 39.45 sec.

* Time recorded in Renault RS10
** Time recorded in Lotus 79/2
*** Time recorded in Fittipaldi FSA/1

Did not qualify:

31 H. Rebaque (Lotus 79/1) 1 min. 41.16 sec.
24 A. Merzario (Merzario A2/04) 1 min. 45.75 sec.

PRACTICE TIMES

No.	Driver	Friday p.m.	Saturday p.m.
1	M. Andretti	1:37.11	1:37.32
2	C. Reutemann	1:38.80	1:37.32
3	D. Pironi	1:36.98	1:36.26
4	D. Daly	1:38.64	1:36.42
5	N. Lauda	1:36.72	1:35.51
6	N. Piquet	1:37.03	1:35.85
7	J. Watson	1:37.16	1:39.80
8	P. Tambay	1:37.87	1:36.72
9	H. J. Stuck	1:41.08	1:37.93
11	J. Scheckter	1:37.50	1:36.10
12	G. Villeneuve	1:37.28	1:35.70
14	E. Fittipaldi	1:40.30	1:38.38
15	J. P. Jabouille	1:34.45	1:34.49
16	R. Arnoux	1:35.49	1:34.07
17	J. Lammiers	1:40.69	1:39.45
18	E. de Angelis	1:42.86	1:39.44
20	K. Rosberg	1:37.82	1:36.67
22	P. Gaillard	1:45.59	1:41.10
24	A. Merzario	1:45.75	1:46.91
25	J. Ickx	1:40.66	1:39.31
26	J. Laffite	1:35.92	1:36.39
27	A. Jones	1:34.30	1:34.28
28	G. Regazzoni	1:36.86	1:35.82
29	R. Patrese	1:39.30	1:36.71
30	J. Mass	1:39.28	1:38.85
31	H. Rebaque	1:43.35	1:41.16



Regazzoni's Williams holds off Scheckter's Ferrari early in the race.

The fears for three days of rain were unfounded and Saturday was nice and dry, though barely warm. The hour of untimed practice in the morning was the last chance to try out ideas or make sure the spare cars were in good trim, so there was a lot of activity. Rosberg tried the modified Wolf but decided he preferred the normal one (WR9), even though the special one was faster; it was just that he felt happier in the standard car, and driver happiness is all-important. Alan Jones was testing the spare Williams (003), but Ferrari and Ligier were not using their spare cars. Jabouille got in a muddle while passing Daly and was put off onto the grass, the left-hand turbo unit picking up some bits in spite of good filters. This meant a change of turbo unit so Jabouille went out in the spare Renault (RS10) after having the nose-fins off his own car fitted to it. He was using nose-fins with very large end plates, while Arnoux had the more normal arrangement with small end plates. While all this had been happening Arnoux was really getting into the groove and turning unofficial laps the equal of his team-mate. It is rather pointless to say that Alan Jones was trying hard when he went off the road at the chicane, because he always tries hard. He can't see any point in being in a racing car unless you drive hard. However, he went off the track in a big way and crumpled the spare Williams rather extensively and though his own car was out in front of the pit and ready for him by the time he walked back, practice was nearly over so he did not go out again. During the morning Andretti tried the spare Lotus 79, which was unmodified, and decided he preferred it to the modified version, but both Lotus drivers were so far off the pace that you felt they could not be trying desperately hard. They were little quicker than Stuck in the new ATS, and one would have thought they could have taken a Lotus without an engine round quicker than that. There was a distinctly cool air in the Lotus pit, for an irresponsible Swiss journalist had interviewed Andretti and used his quotes completely out of context so that it looked as though he was saying that Reutemann was the cause of the unrest in the Lotus camp and that he'd have to go. The swarthy

Argentinian was not amused, nor convinced by the explanations, and was disenchanted with Team Lotus anyway and was obviously looking for somewhere else to go next year. All this sort of aggravation is not conducive to getting your cars on the front row of the grid.

In the afternoon conditions were ideal and while some drivers were ready to give everything they had got, others were moping around looking glum and beaten before they had begun. Drivers like the hard-nut Jones, the impassive Jabouille, the eager Arnoux, the enthusiastic Laffite, the cool Villeneuve, the quiet Piquet, the swarthy Regazzoni, and red-in-the-face Rosberg were all nicely wound up to give of their best. Lauda was about to try harder than he has done all season, not for the benefit of the Brabham team, but because he was in front of a very large home-crowd. Tambay was eager to do well, as he could see his job disappearing in 1980 and the Irishman Daly was very happy to be in a car which would prove whether he was competent or not.

Laffite was in the spare Ligier to start with, Rosberg was in the Wolf WR8, Jones was in 004, Jabouille in RS11 and everything was going fine. Arnoux was well in with Jones and Jabouille and the Brabham-Alfas were showing an improvement. Regazzoni was still not far away, but he could not match Jones, and the scene was developing into a battle of Jones against the two Renaults. Suddenly it all stopped, apart from Gaillard going round on his own in the Ensign, for Fittipaldi's engine had blown sky-high and spread oil and bits all over the track. There was a twenty-five minute pause while the mess was cleared up and the old F5A/1 was brought out for EF to use. The Wolf WR8 was put to one side and WR9 brought out for Rosberg, and Rebaque's Lotus 79 was being fitted with some spare skirts off Reutemann's car, as its own had been damaged.

As everyone dashed off again to continue the high-speed round of aiming for the front of the grid, trying to get on it anyway, or merely to change position from an embarrassing one to a more reasonable one, Watson was having the

steering column mounting altered on his McLaren M29. Jones was going so hard now that bubbles were appearing on his rear tyres as well as his front ones, and the supply of tyres from the Goodyear depot was amazing. The speed of tyre-fitting must have created a new record at the back of the paddock, for the supply of wheels was not unlimited. Andretti got back into his modified Lotus 79 after an oil leak had been cured, but still preferred the spare car, and Reutemann and Lauda were standing around waiting for something, though it was difficult to decide what. It was Arnoux that was giving Jones trouble and try as he might the Australian could not improve much on 1.34.30, but little Rene Arnoux was going quicker and quicker, and improved on Jones' best time and went on even faster. Jabouille could not keep up and felt that the engine in his car was getting tired so transferred to the spare car, yet again, but was no quicker. It was Arnoux all the way, but Jones never gave up trying and he kept his place on the front row of the grid, with Jabouille in third place. Lauda had pulled his finger out for once and beaten his young Brazilian team-mate, and Villeneuve beat Scheckter, but just before the end of practice he went off the track in a big way and slid across the run-off area like a grass-cutter, arriving back at the pits with the underside of the car full of grass and earth. Daly had put in a time very close to Pironi with the Tyrrell, which was satisfactory but not momentous, and Merzario and Rebaque had been left a long way behind and were the two to non-qualify.

It was something of a relief that practice was over and the rain had kept off, and as the race was due to start at 1.30 p.m. on the Sunday, instead of later in the afternoon as previously, there was every hope for a good dry race. The great god Television had fallen over itself in its business dealings; the *entrepreneurs* who are manipulating the money to be made from TV and motor racing had crossed swords with the Austrian national Television company and had lost, so nobody was having any live coverage of the event. The FOCA-BMW M1 Procar race took place after practice on Saturday afternoon, with the usual mixture of Grand Prix drivers and "local lads", and there were supporting events for Alfa-Suds, Formula Three and Renault 5s, as well as aerobatics by three different teams of stunt-flyers, fortunately not all at the same time!

On Sunday morning from 10 a.m. to 10.30 a.m. there was a final test session and final decisions were taken. Andretti was to race the standard Lotus 79/5, Rosberg was to race WR9, de Angelis was going to have to race his Shadow DN9/3B-2 with the inboard-brake rear end as there was insufficient spare parts to repair his car to the new specification, but otherwise everyone was in order. The spare Williams had been stripped down to its bare components, ready for a rebuild when it got back to the factory. During the half-hour the engine in Tambay's McLaren was not pulling as well as it might so an engine-change was started smartly. The engine in Ickx's Ligier was running rough and misfiring, but rather than change it the mechanics were changing the electrics and anything else that might help to make it run more sweetly, but they were not having too much success.

Shortly after 1 p.m. all twenty-four cars left the pit road and went round the circuit to line up on the dummy-grid in front of the pits, Reutemann taking advantage of the rules to nip into the pits and then make another lap. After a long wait the engines were eventually re-started and Arnoux led them all off on the pace-lap. They stopped at the

grid, before the pits, and lined up in pairs and when all twelve pairs were in order the red light came on. Revs rose, clutches began to grip and when the light went green we had a start that was memorable and will go down in history. Jones was convinced he could beat the Renaults away, but feared they might get well into their torque range before the steep hill up to the *chicane* and power past, so he made a super start. As the field started to move two things happened. A red rocket from the third row went past Jabouille and Arnoux and was alongside Jones as they roared up the hill; it was Villeneuve who made the start to end all starts, and he led Jones into the *chicane*. Meanwhile Jabouille made a hesitant start as his clutch did not operate properly, but back in mid-field Andretti barely moved, his clutch not gripping, and he completely confused Reutemann, Fittipaldi, Ickx and Lammers who were behind him. While Villeneuve sat it out with Jones, much to the Australian's surprise, for he had expected a yellow and black car to challenge him, not a red one, Andretti tried to get out of the way as he crept into retirement at the end of the pit wall. Lauda had followed Jones off very well and was in third place, ahead of Arnoux and Regazzoni as they finished the first lap. Villeneuve was giving it all he'd got, knowing that he could not hope to stave off the Renaults and Alan Jones, but making up distance on all the rest. Jones was right with him, knowing that he had to get by and away as soon as possible, before the Renaults got themselves sorted out. As the field streamed round the last corner at the end of lap 2 there was a cloud of smoke from the Arrows of Mass and 'Herman the German' pulled off to retire with a broken engine. Villeneuve hung on to his lead for three laps, but as he entered the pits straight he got a bit crossed-up and this gave Jones his chance to draw level and take the lead as they went into the fourth lap. Arnoux had got past Lauda on lap 2, but the hold-up had let the two leading cars get quite a way ahead. Jabouille soon got into the swing of things changing gear without using the clutch, and picked off Laffite, Lauda and Regazzoni in quick succession to move into fourth place. Once past the Ferrari Jones pressed on hard, for while he was not worried about the Italian car, even when driven by Villeneuve, he was worried about the two French cars.

Arnoux and Jabouille were gaining steadily on the Ferrari, but Villeneuve was not giving in, and it took Arnoux until lap 11 to get into second place, and the following lap for Jabouille to get into third place. Meanwhile Jones had pulled out a huge lead and was settling down to some very fast running, lapping around the 1 min. 37 sec. mark, a time that many would have liked to achieve in practice, let alone in the race. The intriguing situation at the front had rather overshadowed what was going on behind, though a lot of it was best overshadowed. With the leading Williams in front of the two Renaults, and the Ferrari of Villeneuve fourth, there was then quite a gap before Scheckter arrived with Regazzoni and Laffite in hot pursuit. Lauda had been elbowed back into eighth place, just ahead of Piquet, the two Brabham-Alfas running quite close to one another, with Pironi's Tyrrell not far behind. Then came Daly, Rosberg and Tambay settling down to a nice three-cornered fight, with Stuck and Patrese behind them. Watson was a lonely sixteenth, followed by Reutemann who was going so badly that de Angelis was keeping up with him. Fittipaldi, Ickx and Gaillard were trying to make up for the time lost at the start, but the Copersucar-backed car from Brazil was feeling very sluggish as unknown to EF the master

cylinder for the rear brakes had jammed and the rear brakes were binding, which was to lead to his eventual retirement, though he actually stopped at the pits because he thought the engine was tightening up!

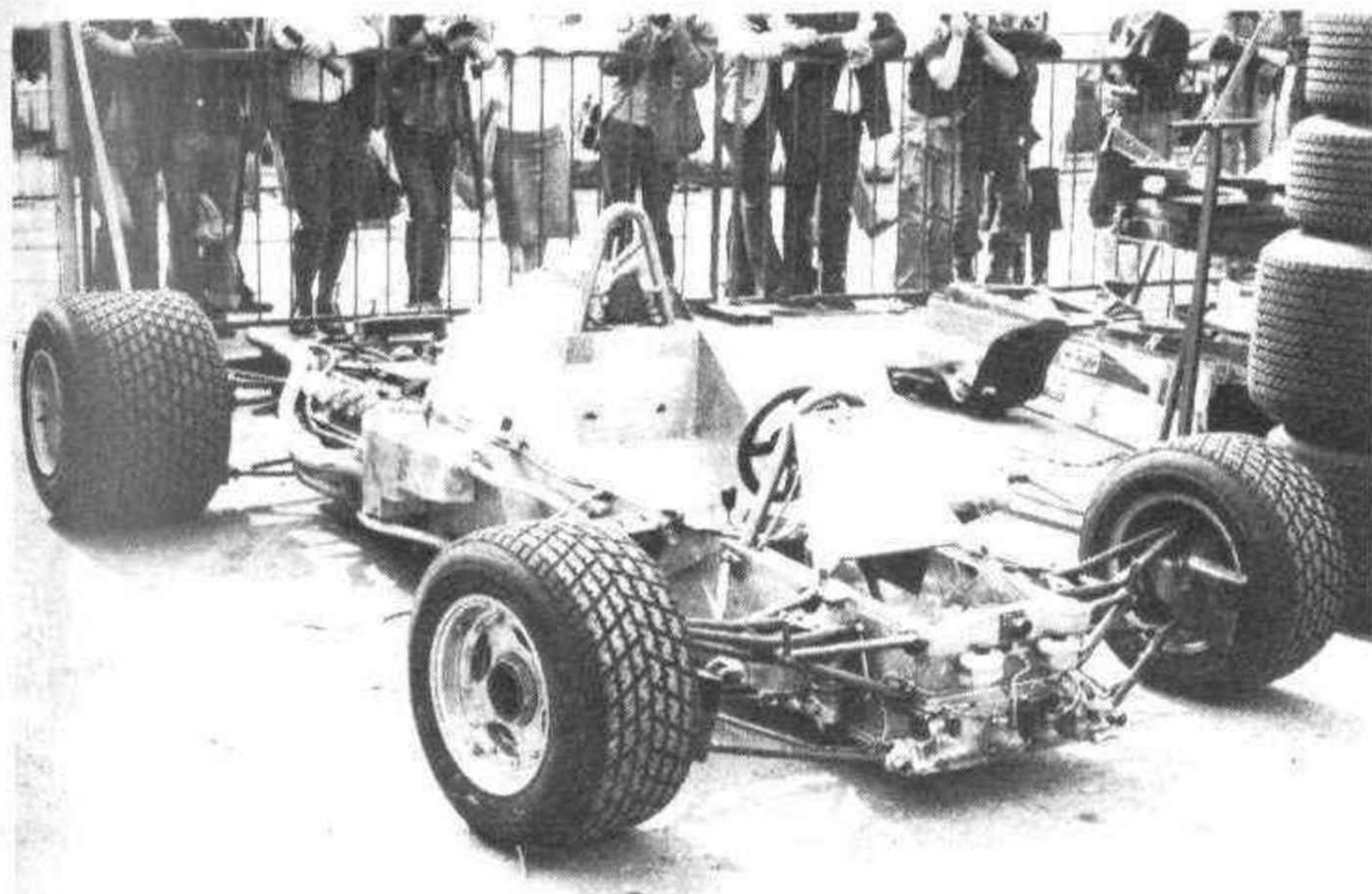
On lap 13 Arnoux waved his team-leader into second place, and while Jean-Pierre did his best to gain ground on the flying Williams of Alan Jones, Arnoux craftily made sure that Villeneuve did not gain anything. However, this situation lasted no time at all for Jabouille's gearbox protested at being used without the clutch and the Renault free-wheeled into the pits at the end of lap 17 to retire with broken gears. Arnoux could now stop watching his mirrors and concentrate on the scene ahead, but Jones was too far ahead to be seen, so everything was settled. It was Williams first, Renault second and Ferrari third, and nobody else in the picture, though Scheckter was still fourth, ahead of Laffite and Regazzoni, the Frenchman having got past the Swiss. The other Ligier, driven by Ickx went by the pits at the start of lap 27 making a horrid noise from its engine and we never saw it again.

While Frank Williams was happily watching his car lead the race, Colin Chapman was at the other end of the pits watching his only runner with a dejected air. Unable to get away from the Shadow of de Angelis, Reutemann came into the pits just before he was lapped by Alan Jones. In pit stop that was so leisurely it was laughable! He had a different set of tyres fitted and cruised away to try again. After two laps he was back to ask to have the original tyres put back on as the car felt no better, but was told to retire and have a cup of tea, rather than waste everyone's time. Gaillard brought the Ensign in from last place as the rear brakes had packed up, and after a long stop to affect a repair he rejoined the race.

Having dealt with Regazzoni and taken over fifth place, Laffite decided he could do something about Scheckter in fourth place, but as he was gaining ground his rev-limiter went on the blink and began to cut in earlier than it should. Fourth, fifth and sixth positions were stabilised, were first, second and third. The rest were being led by Lauda, but all had been lapped by the flying Williams, and Piquet had retired after a brief changing of places with Lauda, when his Alfa Romeo engine blew up. John Watson had



Vic Elford has returned to the world of Formula One as Team Manager for ATS.



Stripped of all its bodywork, the spare Ferrari, 312T4/038, looks like a sophisticated autocross special!

caught up with Tambay and Daly, Rosberg having retired with electrical trouble, so that the Frenchman was now the meat in an Irish sandwich, but then the Ulsterman got by his team-mate and began to race against Daly. From the tail end of the field Stuck had retired the ATS when the engine broke, and Patrese had retired his Arrows "because it felt wobbly" due to a suspension breakage and with ten laps still to run Lauda drifted into the pit lane with no oil pressure in his Alfa Romeo engine.

The leading Williams was running beautifully, oil pressure and oil temperature, water temperature and fuel pressure all as they should be, and Jones was reeling the laps off consistently below 1 min. 37 sec. As Arnoux went by to start lap 49 the Renault engine spluttered and popped and banged as the injection system became short of petrol, due to a malfunctioning somewhere in

the fuel system. Arnoux spluttered his way round and was able to free-wheel into the pits where some more petrol was rapidly put in and the engine fired up again. He roared away out of the

pits but Villeneuve, Scheckter, Laffite and Regazzoni had gone by and Jones was about to go by again. As Jones cruised round on the last five laps, with Villeneuve a very contented second, still driving his Ferrari as hard as it would go, Laffite was beginning to close on Scheckter, for the South African's car was running out of brakes. Jones lapped Arnoux, so that there were only five cars on the same lap, and at the back Watson was trying desperately to get by Daly, but failing. As Scheckter started his last lap the blue and white Ligier was catching him fast, and as they went up the hill to the *chicane* Laffite pulled out and went by the Ferrari into third place. Alan Jones waved triumphantly as he crossed the line and Frank Williams and his team were almost overcome at seeing one of their cars win the third Grand Prix in a row. As the north and south of Ireland did their last lap Ulster tried so hard to conquer Eire, and they crossed the line almost side by side, with the advantage to the south.

Totally content with the way the Williams had performed Alan Jones was full of praise for everyone who had worked so hard for him, from Patrick Head the designer to the lad who cleaned his visor during practice. It was a truly happy team and the only comments Jones had to make were that he missed a gear-change once, his own fault, and had a slight vibration near the end when a balance weight came off a wheel, otherwise everything was perfect, which is more than can be said of all the others. — D.S.J.

Results
AUSTRIAN GRAND PRIX — Formula One — 54 laps — Österreichring — 5.942 kilometres per lap — 320.87 kilometres — Dry

1st:	A. Jones (Williams FW07 004)	1 hr. 27 min. 38.01 sec. — 219.706 k.p.h.
2nd:	G. Villeneuve (Ferrari 312T4 041)	1 hr. 28 min. 14.06 sec.
3rd:	J. Laffite (Ligier JS11 04)	1 hr. 28 min. 24.78 sec.
4th:	J. Scheckter (Ferrari 312T4 040)	1 hr. 28 min. 25.22 sec.
5th:	G. Regazzoni (Williams FW07 001)	1 hr. 28 min. 26.93 sec.
6th:	R. Arnoux (Renault RS12)	1 lap behind
7th:	D. Pironi (Tyrrell 009 6)	1 lap behind
8th:	D. Daly (Tyrrell 009 3)	1 lap behind
9th:	J. Watson (McLaren M29 1)	1 lap behind
10th:	P. Tambay (McLaren M29 2)	1 lap behind

Fastest Lap: R. Arnoux (Renault RS12) on lap 40, in 1 min. 35.77 sec. — 223.378 k.p.h. (New Record)
Retirements: M. Andretti (Lotus 79.5) clutch failure, at start; J. Mass (Arrows A2 2) engine failure, on lap 2; J. Lammers (Shadow DN9.2B) accident, on lap 4; E. Fittipaldi (Fittipaldi F6A 1) brake trouble, on lap 16; K. Rosberg (Wolf WR9) electrical trouble, on lap 16; J. P. Jabouille (Renault RS11) gearbox failure, on lap 17; C. Reutemann (Lotus 79.4) driver dissatisfaction, on lap 23; J. Ickx (Ligier JS11.01) engine failure, on lap 27; H. J. Stuck (ATS D3.01) engine failure, on lap 29; N. Piquet (Brabham BT 48.03) engine failure, on lap 33; E. de Angelis (Shadow DN9.3B-2) engine failure, on lap 35; R. Patrese (Arrows A2 1) chassis failure, on lap 35; P. Gaillard (Ensign MN09) front suspension failure, on lap 43; N. Lauda (Brabham BT48.04) loss of oil pressure, on lap 46.

24 starters — 14 finishers

Austrian Afterthoughts

THE TWO teams in which there are no problems at the moment are the Williams team and the Renault team, so it is no surprise to see them out at the front. Lotus have lost their way technically and the discord between their drivers is not helping much; Tyrrell has driver trouble in Jarier being unwell; Brabham are far from happy for Ecclestone seems to spend more time being "obergruppenfuhrer" of FOCA than team-boss, and Lauda has made it clear he is fed up with the whole operation and in particular Carlo Chiti and the Alfa Romeo V12 engine; McLaren lost their way technically early in the season and have generally suffered from having two number two drivers, while design changes have upset the balance of the staff and Alister Caldwell has left after 12 years, due to disagreements with team policy; Ferrari, well they would be alright if Villeneuve would stop going faster than Scheckter; Shadow can hardly hope to make much impression with two novice drivers in their first season of Formula 1; Ligier have been unsettled by superior cars catching them up and also by losing their "charger" Patrick Depailler; Arrows expected too much from their new design and neither of their drivers is very good at feeding back information to the design team during testing, and they also have internal

problems because Dave Wass wants to leave and the rest of the management are afraid he will take his know-how learnt at their expense with him. Single car teams can hardly hope to be out front, but Fittipaldi is very disillusioned by designers and technicalities, Rosberg is doing his best for the Wolf team, but his best is limited, Ensign is struggling to keep going on limited finance. Rebaque has the finance but is limited by available cars, so the team is building its own improved Lotus 79 with the aid of the Penske organisation, the ATS team has its ups and downs and with Vic Elford now managing things they hope to improve and Merzario is being left behind by all the advances.

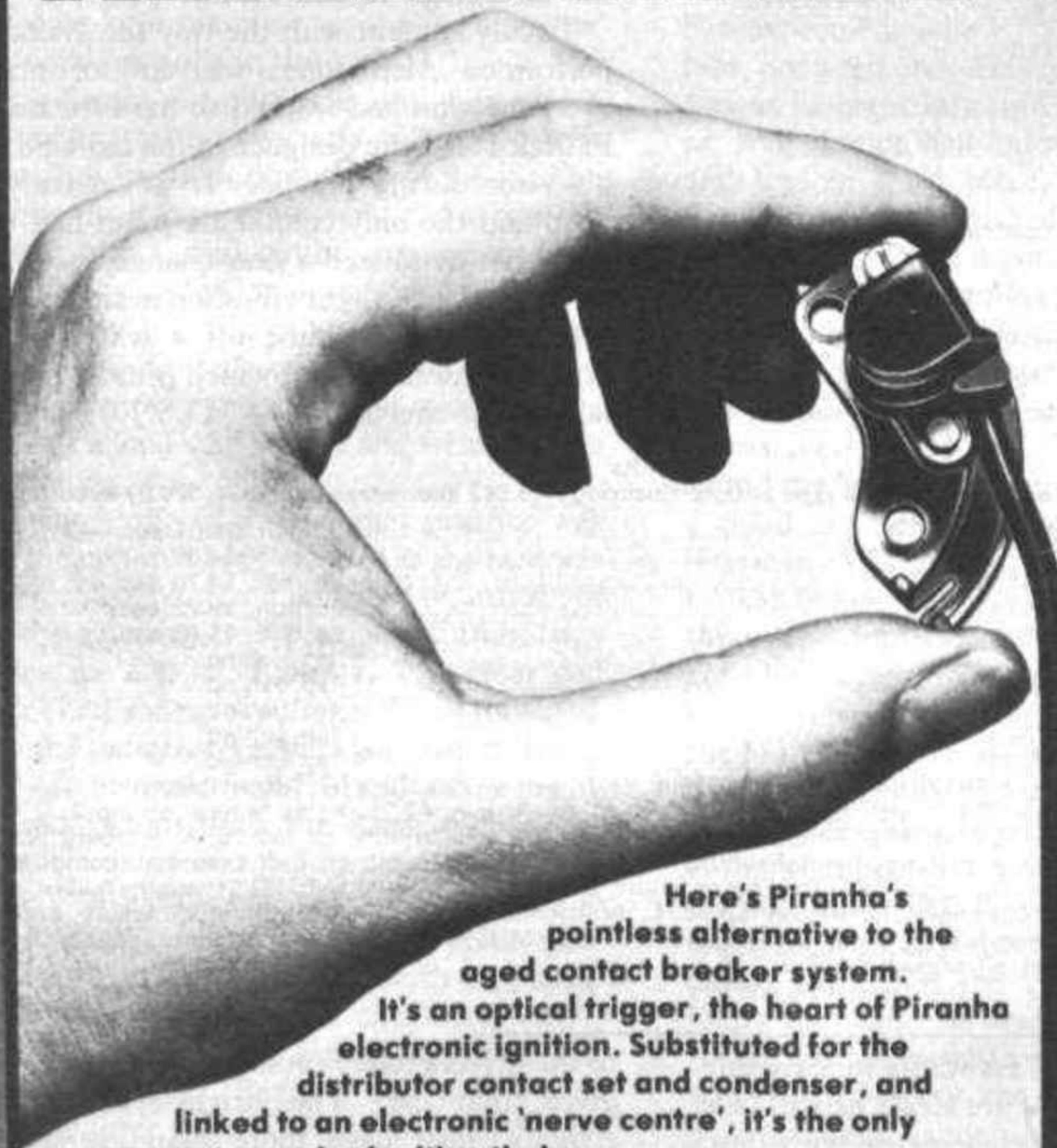
A lot of people keep asking what is the secret of the Frank Williams team success, but it cannot be put down to any one thing, though compatibility has a major influence on everything that happens. The compatibility in the Renault team has a similar effect.

On the starting grid for the Austrian GP last year the last car on the grid was the Martini-Cosworth V8 driven by Rene Arnoux. This year the same driver was on pole position with the turbo-charged Renault, which is some progress in twelve months, though there will be people who say that it is all down to the car. Undoubtedly the Renault is far superior to the Martini, but it still has to be driven and not many

of the drivers today could guarantee pole-position given that car. The bright-eyed little Rene Arnoux must have more than average talent, though many of his rivals would not admit it. Looking at last year's grid it is interesting to note that Rosberg was in the privately-owned Wolf WR3 and this year was in the factory Wolf, while Daly was in row 10 with the works Ensign and this year was in row 6 in the works Tyrrell, alongside Rosberg who had jumped up from the twelfth row last year.

After the race, as is normal procedure, the first six cars were put into a compound to await any protests, and at the same time have various details checked by the scrutineers. There being no protests the cars were released but the officials asked to verify the capacity of the winning Cosworth V8 engine, as they have every right to do. Rather than take the engine apart in the paddock the Williams team agreed to have the engine sealed and to pay for a FISA official to travel to the Cosworth factory to check the bore and stroke when the engine goes in for its routine service. Last year the winning Ferrari engine at the British Grand Prix was checked for its capacity after the race, and this year at Dijon the winning Renault was measured to make sure it was a 1½-litre. It is all quite normal, though the English daily papers seemed to think something awful had happened. — D.S.J.

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* Motor, w/e March 24th 1979.

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V.M.W. Motors Limited, 253 Badmington Road, Coalpit Heath, Nr. Bristol.
Winterbourne: 778271

Atlantic Garage, Manilla Road, Weston Super Mare. W.S.M. 26208

BEDFORDSHIRE

Auto Technique, Unit C, Kingsway Industrial Estate, Luton. Luton 414000

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CLEVELAND

Dixon & Roy, Billingham Road, Norton. Stockton on T. 551541

DORSET

Wey Valley Service Station, 680 Dorchester Road, Upwey, Weymouth.
Upwey 2683

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Mowatt Motor Engineers, Pound Lane, North Benfleet, Wickford. Basildon
726225

Tricentral Limited, Robjohns Road, Widford Industrial Est., Chelmsford.
Chelmsford 64111

Kings Head Garage, High Road, North Weald. N. Weald 2545

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Downham Auto Spares, 446 Bromley Road, Downham, Bromley. 01.697.4419

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Rally Equipe Bolton Street, Bury. 061.761.1178

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Mitcham Motors, 472 London Road, Mitcham. 01.648.3865

Alfista Motors, 219 Gloucester Rd. South Norwood, Croydon. 01.689.7154

V. W. Derrington Ltd., 159 London Road, Kingston Upon T. 01.546.5621

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TYNE & WEAR

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WARWICKSHIRE

Broadspeed Engineering, Banbury Road, Southam. Southam 3191

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Rally & Tuning, Meadow End, Kilmington, Warminster. Maiden Bradley 391

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A.V.J. Developments, Pershore Trading Estate, Pershore. Pershore 3494

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Motorist Mecca, 148 Michelgate, York. York 24017

Hesley Bridge Garage, Broadfield Road, Sheffield. Sheffield 52404

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Motor & Sport Limited, 15 Donegall Pass, Belfast. Belfast 33357

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A SECTION DEVOTED TO OLD-CAR MATTERS

The cars of Major-General Sir Evelyn Fanshawe

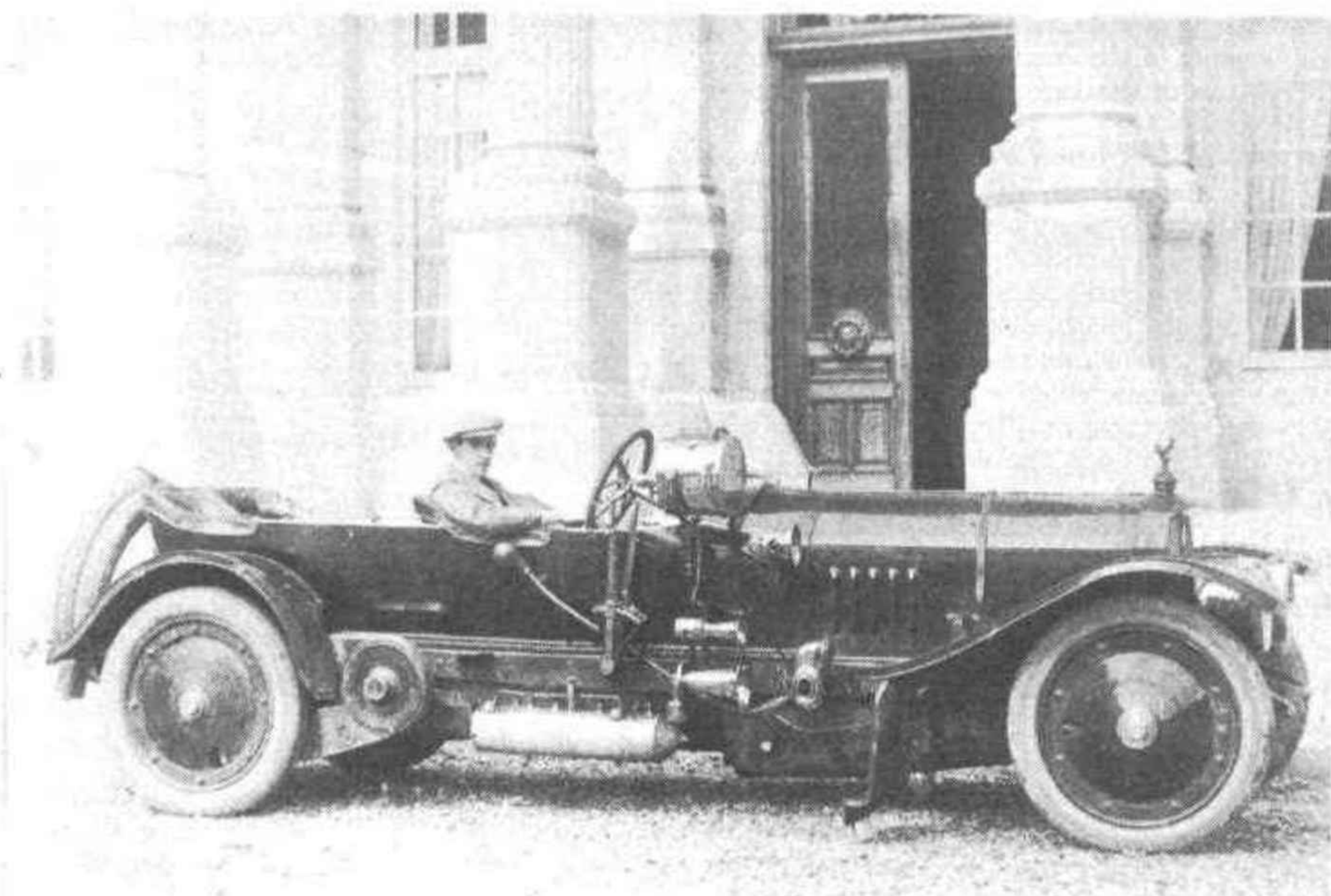
WE HAVE received the following very interesting communication from Mr. J. G. S. Norman, MIMechE, MR AeS, AMBIM, FIAgrE:—

Sir,

I enclose copies of some photographs which belonged to the late Major General Sir Evelyn Fanshawe. Sir Evelyn was a keen motorist, and won a gold medal in a pre-1914 Six Days' Trial. He served in the RFC flying Bristol Fighters in the Middle East, and was a famous horseman as well. To the end of his life, he was a good and considerate driver of horse-box and Range Rover. He was a close friend of Count Louis Zborowski, and the photograph shows, a big car, possibly with Zborowski at the wheel, although the driver is clean-shaven. I would guess that the house is Higham.

The reproduction lacks the clarity of the original. In the original, one can read "Palmer Cord Tyre" on the front tyre, as well as what looks like "Dunlop" on the rim of the front wheel, near the tyre valve. The wheels look as though they may be wooden-spoked, fitted with discs; this ties in with the spare covers, as opposed to spare wheels.

Note the searchlight, with perhaps its acetylene generator, below the gear and brake levers, three bulb horns, Klaxon, and siren, the enormous engine sump (or under-shield), the AA badge on the radiator, which has a dangerous-looking peak projecting from it, and the radiator cap carrying



THOSE WERE THE DAYS. — This photograph is one of three sent to us by a reader — see accompanying item. It shows the young Count Louis Vorow Zborowski outside his house "Higham", at Bridge in Kent. The magnificent motor car in which he is sitting is presumably the 90 h.p. Mercedes he owned, circa 1912. It could just be that the chassis of this car was used after the War for building Chitty-Bang-Bang I? The car below is the open tourer referred to by Mr. John Norman — could it be a Chandler? The reason for the oil sidelamps on a car of this period is obscure.



what looks like a running nursery maid as a mascot.

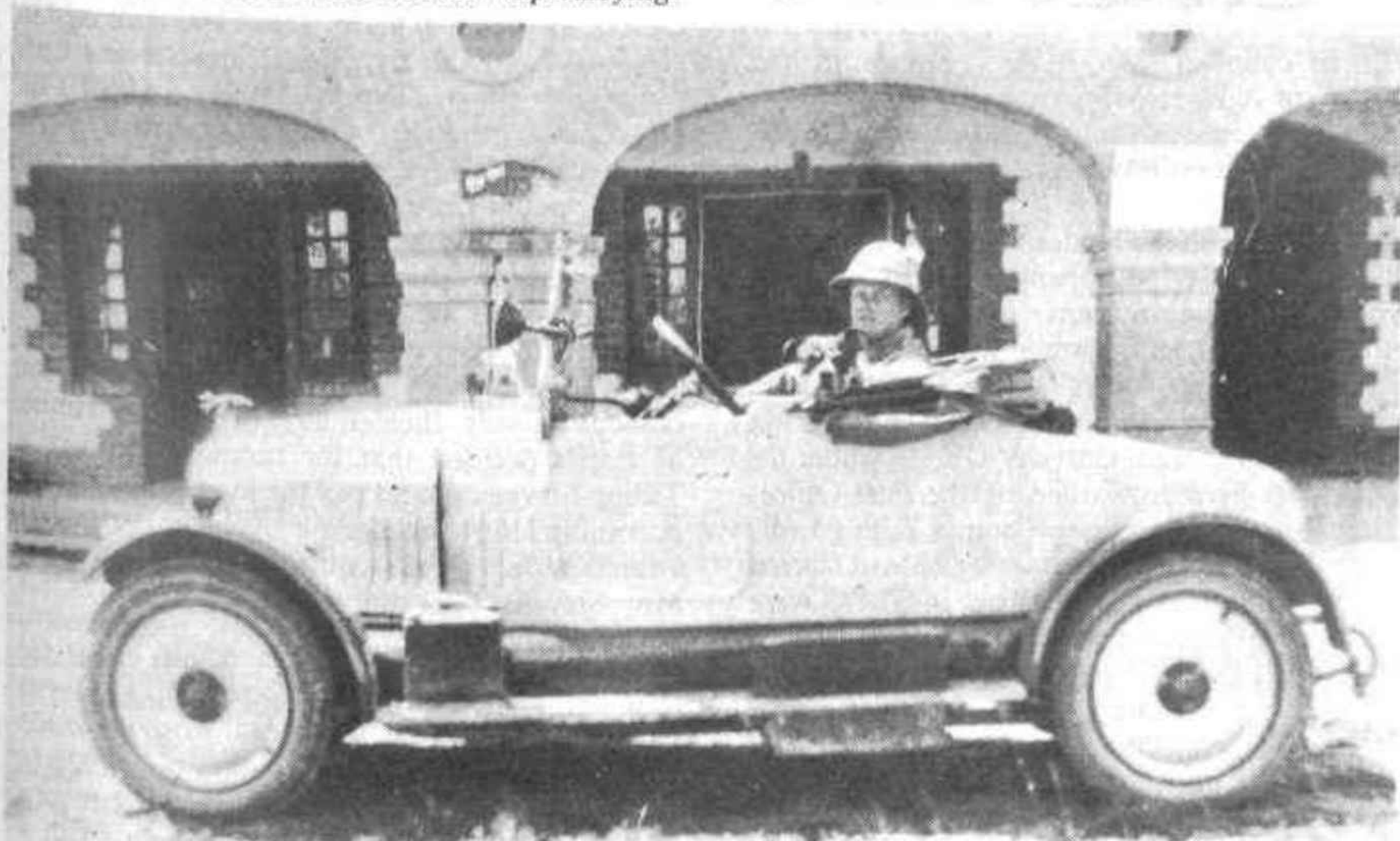
The Morris-Cowley was clearly snapped outside some Colonial Government office, probably in India. Note the wheel discs, fox mascot, and the bull-dog passenger.

Can anyone identify the open tourer in the third photo? It appears to date from about 1920, with electric headlights, oil sidelights, and rear-wheel brakes only. The scene is, again, probably India, so the car is probably of a make popular there — possibly a Napier or an American such as a Buick? Guilsborough
JOHN NORMAN

[I think the big car in the photograph kindly sent to us by Mr. Norman must be the Ninety Mercedes with Gordon Watney body which the young Count Zborowski bought after his mother died in 1911. I am aware that he bought a huge rotary-valve Itala in Italy, gave a big Rolland-Pilain to the local Fire Brigade after a somewhat timid fireman had called at Higham to explain that their horse-drawn engine was too slow to reach distant conflagrations (Zborowski had a suitable body put on the chassis by the local coachbuilders, to the eternal gratitude of the Brigade), and that he owned a FWB 1914-period Isotto-Fraschini. We can discount the Rolland-Pilain, because it had a De Dion back axle and wouldn't have been chain-driven, and of the other two, I think the Mercedes fits better — Ed.]

A Car for a Fiver . . .

THE OTHER day I was looking through a pile of 1930s copies of *The Aeroplane* to see what the famous Editor of this paper had to say about the oil situation, in case this had any bearing on our present petrol-famine. I found, however, that C. G. Grey was too erudite for me to follow closely and that as Britain has in the intervening 45 years given away most of her Overseas possessions, his arguments were no longer entirely valid. At the bottom of this pile of old aeronautical papers there happened to be a single copy of a Show-Time

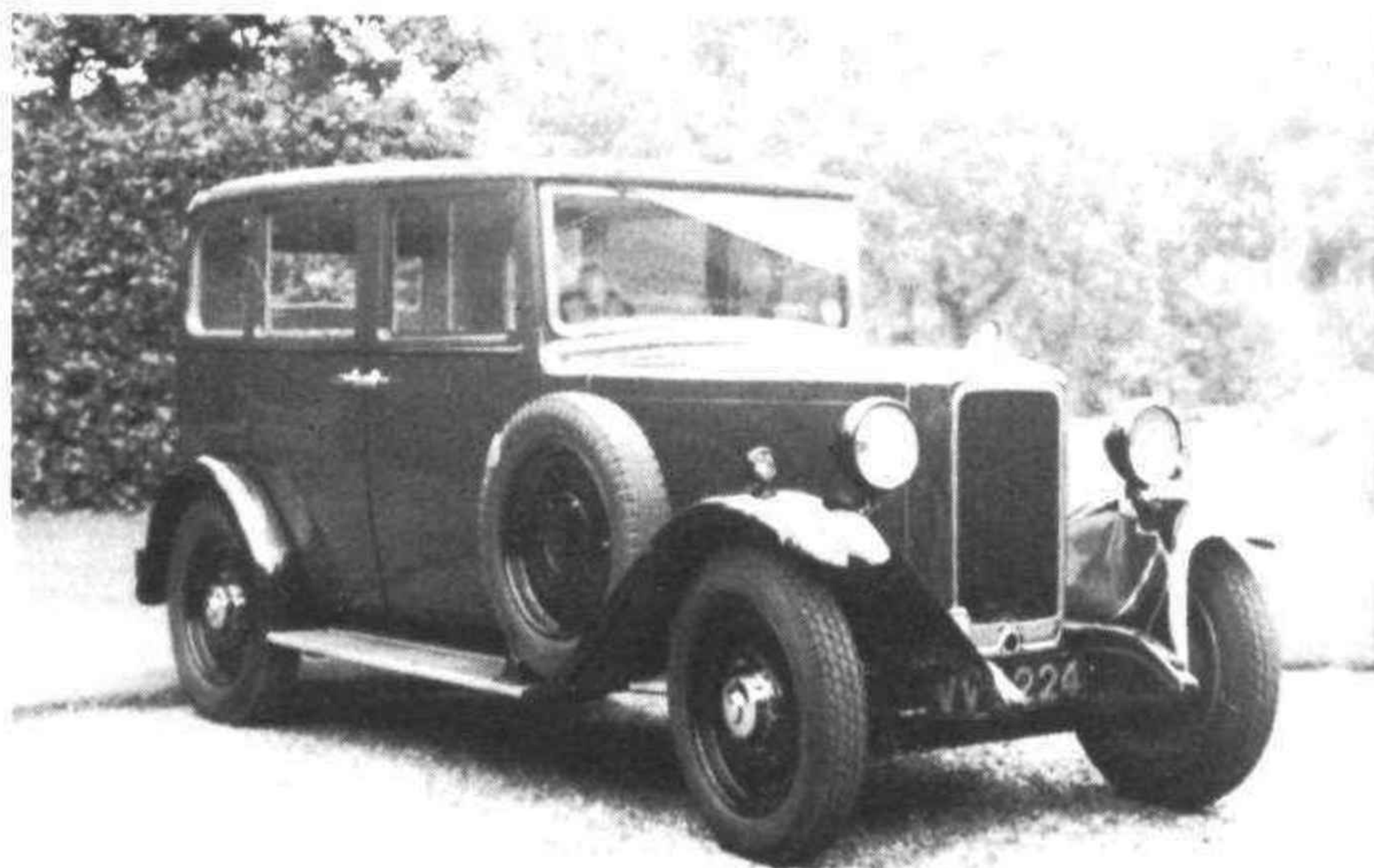


The Morris Cowley owned in India by Major-General Sir Evelyn Fanshawe, who clearly did not have to heed the "Do Not Park" instruction in the background!

1932 issue of *The Autocar*. I soon found that I was idly turning to the small advertisements therein, as a means of wasting time on this hot summer afternoon.

It was not long before I discovered something I had forgotten, namely that people, even firms, thought it worth taking advertising space in those days relating to astonishingly cheap cars. It might be amusing to analyse how many used cars were on offer, make by make, of which was the lowest price at which you could buy one under each such heading. The afternoon being too sleep-inducing for such researches, I contented myself with checking which was the least expensive car to merit paying for an announcement about it. Surprisingly, I did not have to look long before I found advertised a 1925 Talbot Darracq 12 for 5 guineas and then a 1923 Vulcan for the proverbial "fiver". The former, described as "in very good condition", was being sold by Roland Smith's of Hampstead (from whom I once acquired a Zenith Gradua, sans driving-belt, for 25/-) the Vulcan, an all-weather, by Speechley's of Acton. The ads. must have cost each vendor about 7/- (35p). I also noticed a 1904 Brighton Run Minerva offered by Rex Judd of Edgware for £10, and a six-cylinder Calthorpe with "large racing FWB, close-ratio gearbox, and a special sports 4-seater body", for which 70 m.p.h. was claimed — a model I thought previously had never gone into production — for sale in Putney for £25. But enough . . . — W.B.

V-E-V Miscellany. — The NE Section of the Morris Register is holding its annual Donington Rally over the week-end of September 1st/2nd, with driving-tests on the Saturday and a *Concours d'Elegance* and a gymkhana on the Sunday. The Austin/Morris Trophy will be competed for and many other attractions are promised. The Railton OC is one of the smaller such clubs (its membership is 155) that makes up in enthusiasm for a restricted membership and does much to keep the cars it caters for on the road. I am glad to see that it is fighting the abnormal price-rise in the old-car field by exposing some dubious "bargains" in its *Bulletin*. It was pleasing to find that at the Open Day at the Parkside works of Rolls-Royce Ltd. at Coventry recently the Armstrong Siddeley OC was invited to display cars which had been manufactured at Parkside before R-R took over, and the lavish programme contained a history of the Deasy, Siddeley and Armstrong Siddeley products, with perhaps the main emphasis on the aero-engines, as well as the many Hawker-Siddeley and Rolls-Royce products made there. The pre-war cars on display included a 1925 14 h.p. Armstrong Siddeley doctor's coupé, a 1931 Twelve, a 1936 Fourteen and a 1938 Seventeen, backed up by representative post-war Armstrong Siddeleys. This information was sent to us by Mr. Dave Blackburn, who has restored a 1931 Twelve saloon, the six-cylinder Light Economy model, to original condition and paint finish, except for those few items modernised to meet MoT requirements, but retaining its single, engine-driven screen-wiper. The Club has a membership of more than 700 and was able to buy the remaining spares for its members' cars from Rolls-Royce Ltd. in 1972. The annual Vauxhall gathering took place at Vauxhall Motors' sports ground at Luton in June, the assembly ranging from a 1921 30/98 to 1950s models. The Pre-'50 American AC reports a 1938 Cadillac Sixty Special and a 1937 Oldsmobile coupé to be on the market; incidentally, this is another Club that takes care to warn against paying excessive prices for duff machinery. The



The three owner, 1931/32 Armstrong Siddeley Light Economy Saloon restored by Dave Blackburn. It has a 11.9 h.p. six-cylinder 1½-litre engine and cost £226 15s. 0d. new, with sunroof and fire-extinguisher. Note the like Sir Henry Royce, Sir Cyril Siddeley disliked bumpers.

Pre-War Austin Seven Club has been researching the Austins built by L. M. Williams before the war, for its *Newsletter*.

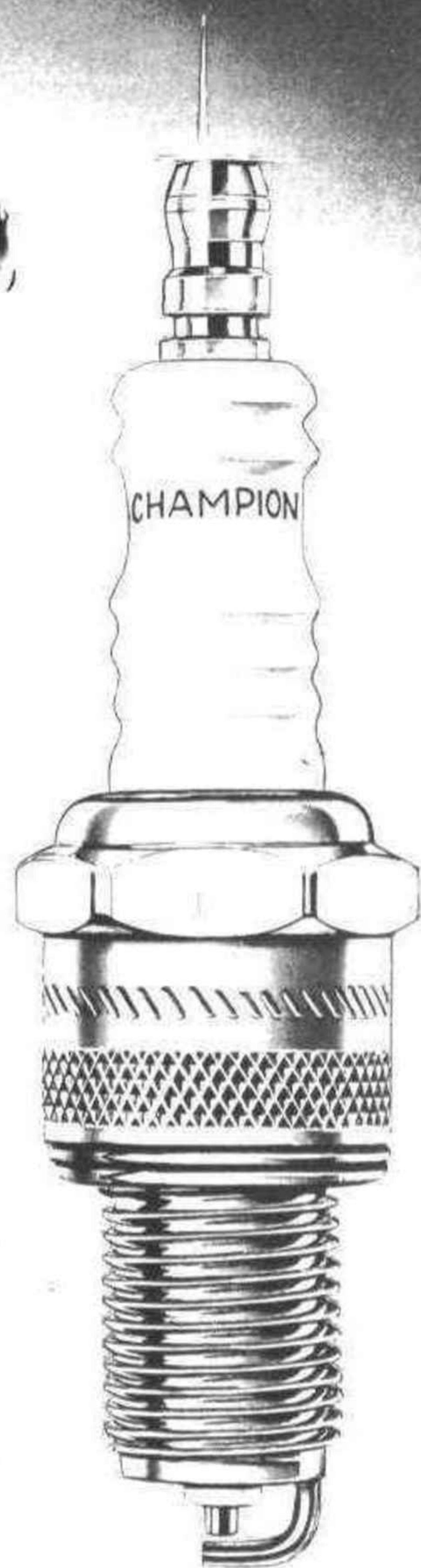
Sir John Richmond has sent us details of two cars which were auctioned at Coldham Hall, Bury St. Edmunds in May 1918. These were a 1913 11.9 h.p. Humber and a 12/18 h.p. Brasier with brown coachwork by E. & H. Hora Ltd., upholstered in maroon leather, the interesting item being that the Humber had gas headlamps but electric sidelamps at this late date. At the AGM of the Trojan OC the retiring Chairman, Derrick Graham, was re-elected and Alistair Hacking continues as Secretary. The Club's Chairman, Peter Reading, asks anyone owning a Trojan of any age or type to please register it with him. A copy of the list will be sent to all who comply, he says, and he promises that they will not be pressed to join the Club; his address is "Madgwick", 55, Madaline Road, Petersfield, Hampshire. A Berkshire reader who requests any information or photographs relating to a 1904 two-cylinder De Dion Bouton-engined Cottreau (letters can be forwarded) remarks that a pristine 1912 six-cylinder Pope-Harford stands in the foyer of the AAA Headquarters at West Hartford, Connecticut. Alas, it seems that this Model-28 60 h.p. roadster never leaves its dais, not even for the odd rally.

It is pleasing that a reader who remembers as a child the solid-tyred, open-top, double-decker Type TS3 Tilling-Stevens 'buses operated by Southdown between Portsmouth and Bognor circa 1922 [as I do these 'buses on the No. 57 route in London — Ed.], received useful information about this make from Chrysler UK, to whom his enquiry has been forwarded by the Post Office. This make originated when Thomas Tilling Ltd., London's oldest 'bus operator, which had started in the then-village of Peckham in 1847, were forced to buy motor-buses when their horse-trams were threatened on the profitable West End-to-Peckham route by the new electric trams. Wishing to keep on as many of their old employees as possible, it became necessary for their horse drivers to handle the new vehicles. Their difficulty was changing gear and so Thomas Tilling looked to petrol-electric transmission, which obviated the gearbox, or, indeed, any mechanical connection between engine and

back-axle. Apart from being easy to drive, such vehicles were smooth-running and there was no danger of wear in or breakdown from the vulnerable gearbox. Several American chassis dating from about 1903, used the system, as did Daimler and B.T.H.-Wolseley, around 1906 — all to no avail. [Parry-Thomas also designed his own petrol-electric vehicles — Ed.] Then a Mr. W. A. Stevens was introduced to Richard Tilling, the grandson of the founder of the business, now in charge, at the 1906 Commercial Vehicle Show. Stevens' Company, Percy Frost-Smith of Maidstone, had converted his own car to petrol-electric transmission in 1905. He was appointed Chief Engineer to the 'bus company, and his first project was to so-modify a Hallford chassis in 1908; he also converted four Dennis chassis, two of which went to India, two to Holland, and he built some battery-powered Milnes-Daimlers. In 1911 Thomas Tilling asked him to build petrol-electric chassis exclusively for them, on which they would put their own bodies. These soon replaced all their horse-buses and their other makes of petrol 'buses and remained in service up to 1930. By 1915 Tilling-Stevens Ltd. took over and Types TTBI and TTBC gear-driven chassis were also listed. The Company made its own engines, etc. However, it is the petrol-electric vehicles by which the Maidstone Company is best remembered, the rugged chassis which provided a generator for other purposes besides driving it, its radiator protected by vertical bars, a vehicle that became very popular with Travelling Showmen, for obvious reasons. Incidentally, in 1926 the House of Lords decided that for taxation purposes Tilling-Stevens should pay the lower rate of Duty prevailing for all-electric vehicles, another attraction for those acquiring used specimens. Mr. Stevens left the Company in 1917 but remained faithful to his chosen transmission which he had tried for trams in 1913 and for trolley-buses in the mid-1920s. Tilling-Stevens began to run down production by 1929, but made isolated vehicles for the War Office from 1936 to 1941, apparently with a Cotal gearbox between engine and generator, but it is thought, with conventional 5-speed gearbox and no "electrification" on the the last of these chassis.

W.B.

TEAM UP WITH CHAMPION.



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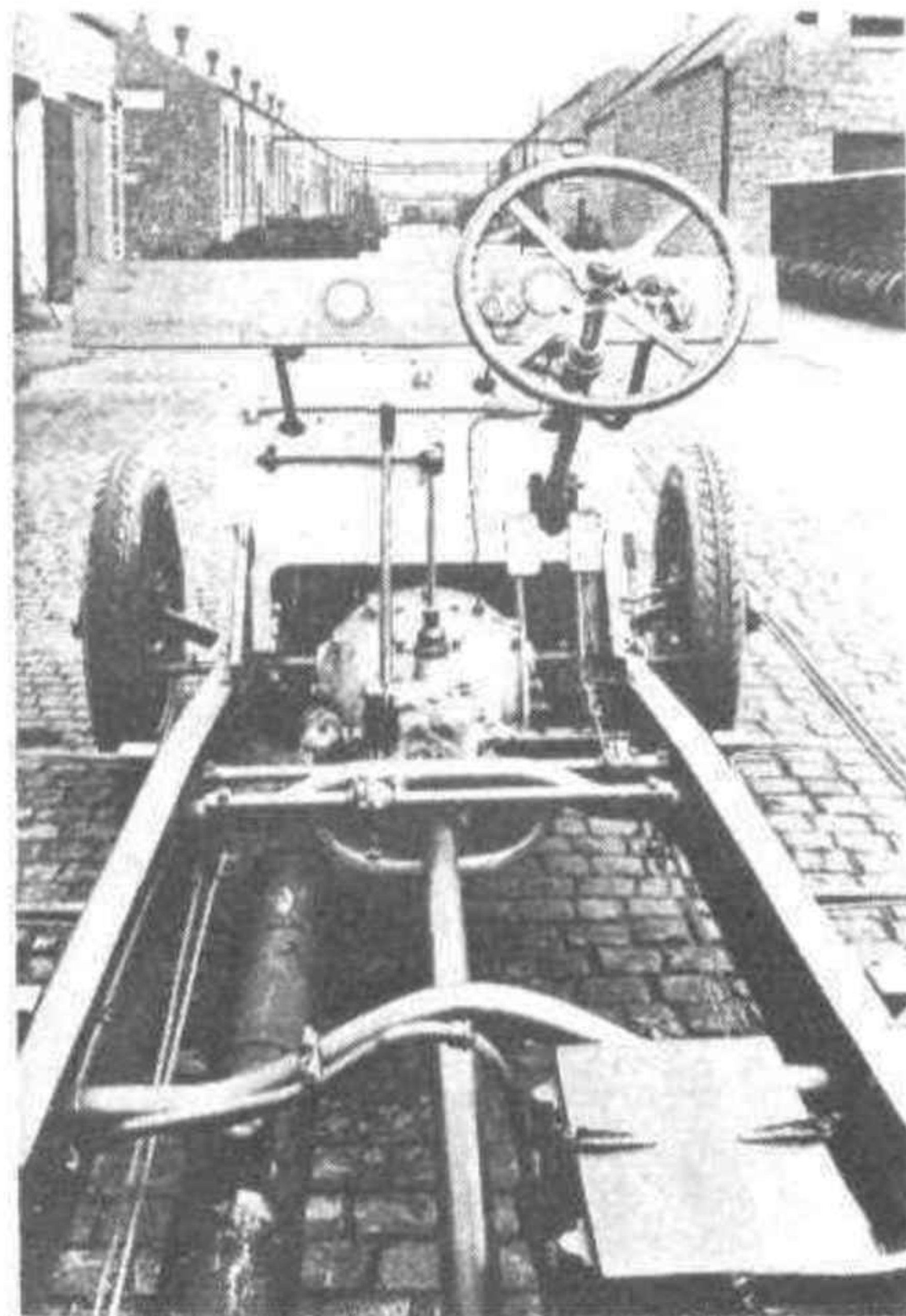
CHAMPION

**THE WORLD'S
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The Rolls-Royce Twenty

WHEN I reviewed that astonishingly comprehensive new book about the Rolls-Royce Twenty by John Fasal, in the July issue, I commented that I might have more to say on the subject at a later date. Having re-read this remarkable coverage of the smaller Rolls-Royce of the vintage years, there are some points that bear enlarging on, although it would obviously be unfair to this painstaking — that's the word! — author and enthusiast for the Twenty-Royce to quote verbatim from his 560 pages of Rolls-Royce profundity. It is, however, interesting that after a series of letters had appeared in the motoring Press criticising the specification of the then-new small Rolls-Royce, which letters are published in full in Fasal's book, the Company issued a defence of the car early in 1923 to its senior personnel. This countered the suggestion that Americanisms in the form of a three-speed unit gearbox with central gear and brake levers, push-rod o.h. valves, etc., were detrimental to the R-R image. Amusingly, though, the Twenty was later given a r.h. brake lever and then a separate 4-speed, r.h.-control gearbox (and servo brake gear driven therefrom), as on the 40/50 h.p. chassis, although the open propeller shaft was retained. Apart from R-R's own defence of the original Twenty design, there is an amusing test report which Edgar N. Duffield (disguised as "A.B.C.") wrote for *The Auto* in January 1923, in which he stated that he was convinced of the absolute correctness of the Twenty's design and performance — all the more interesting to me because I met recently E. N. Duffield's son.

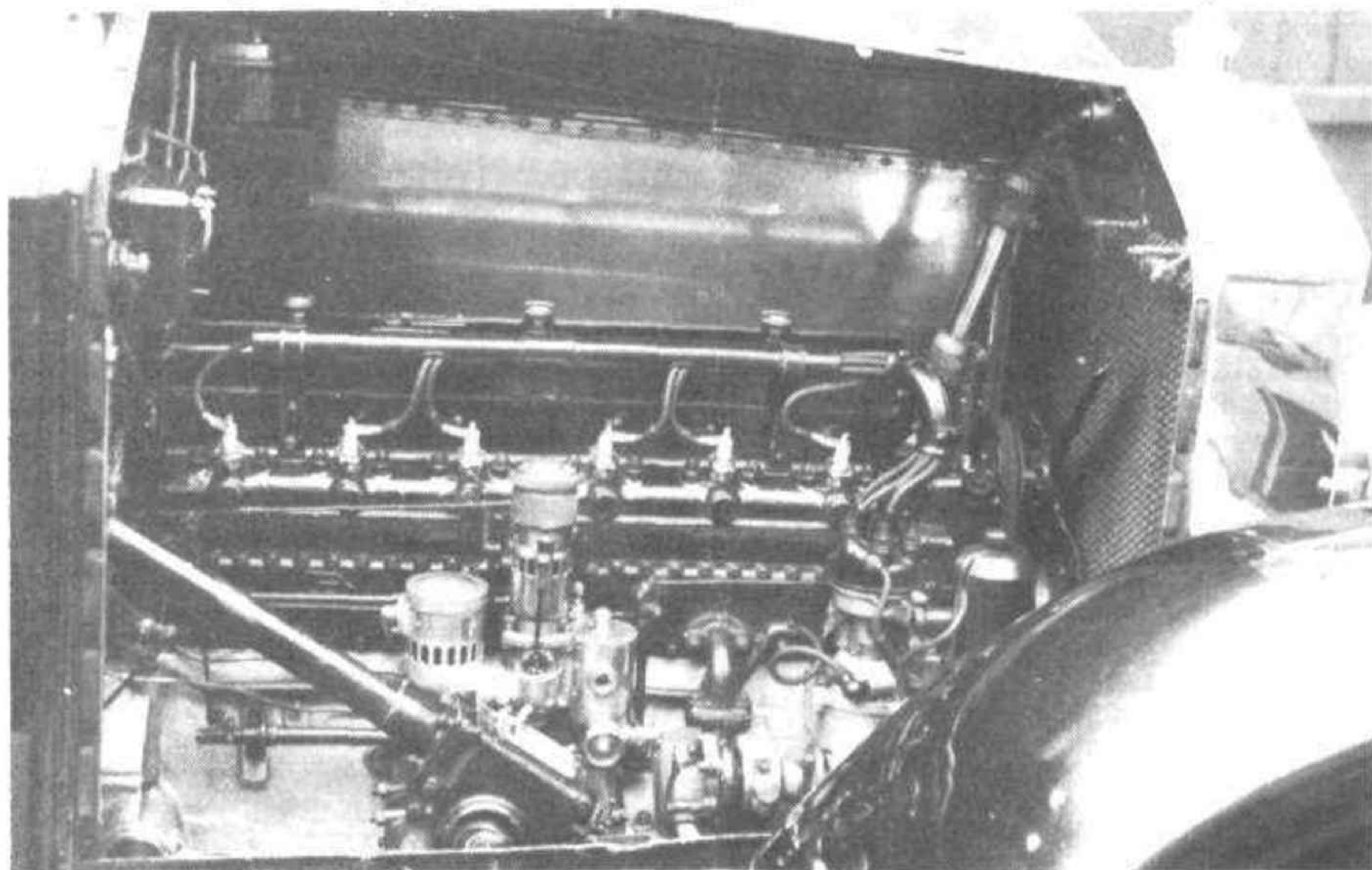
Also as a counter to the correspondents' harsh words, testimonials from owners of the 20 h.p. Rolls-Royce are given in the book — it is amusing that one owner referred to the petrol consumption on a night journey from Glasgow to Bradford as "23.1 m.p.g. or thereabouts", which rendered the decimal point a trifle suspect! On the matter of the design of the first Twenty, the author is quite open in admitting that "Pa" Royce admired the Buick, that a drawing of that car's battery-box had been made by Elliot in July 1919, that Royce



A picture showing the controversial unit (three speed) gearbox with central gearlever, and open propeller shaft, on the 20 h.p. Rolls-Royce chassis at the time of its introduction in 1922. [Photo: J. M. Fasal]

no doubt noticed the horizontal radiator-shutters of the Hudson Super-Six, and that he had a four-cylinder Essex down at West Wittering, where he worked, in 1921, which was said to have influenced the Goshawk II (20 h.p.) engine design and its bonnet and spare-wheel mounting. Conversely, S. F. Edge, Ettore Bugatti and Signor Lancia are referred to elsewhere in the book as all mad on the 40/50 h.p. Rolls-Royce . . .

So detailed is Fasal's book that we learn of the type of (non-electric) lighting used in the West Wittering drawing-office up to 1933, and of an even smaller R-R car than the Twenty that was contemplated, based on the 15.9 h.p. Humber. Incidentally, I am surprised to see that in one of the famous memos issued by Royce, in this case to the R-R Sales Department, the great engineer specified Castrol "R" for the engine of the



Impeccable engineering: the engine of a 1925/26 four-speed Rolls-Royce Twenty supplied originally to Mr. S. A. P. Kitson, with a Hooper limousine body.

Goshawk — presumably the rather staid 3-speed Twenties used to proceed in an aura of exciting racing-car scents! Here I may say that some of Royce's memos, written when he felt his instructions were being ignored, have a very terse ring to them, even to the extent of a comment that he would not continue to take an interest in the Company's productions if his information and recommendations were ruthlessly wasted . . . Royce made it clear that he would rather lose orders than the Company's good name — this connection with overloading the Twenty and fitting it with side-mounted spare wheels. Later he made it quite plain he detested bumpers on a car and that disc wheels should not be used on a Rolls-Royce because they acted as an amplifier of unwanted noises, which might, observed Royce, go unheeded on lesser cars.

It is rather astonishing, but all part of engineering I suppose, that some seemingly simple defects arose on the Twenty which one might have thought development of the 40/50 would have obviated, and which proved difficult to cure — like oil leaks from engine and universal-joints, surface-seizure of axle gears, ignition failures, cracked cylinder heads, etc. Some of these, one supposes, were attributable to the different design of the 20 h.p. car from that of the 40/50 — o.h. instead of side valves, Hotchkiss-drive instead of a torque-tube, etc. and, by the way, the "Depot Sheets" reproduced in Fasal's book should be invaluable to those rebuilding or maintaining vintage Twenties. There are even details of the special tool devised by R-R for removing the distributor rotor-arm if this couldn't be easily removed by hand.

Rolls-Royce are described as the first English car manufacturers to set up a depot in Paris — and so detailed is the book that there are photographs of this and other overseas R-R depots, with notes about who worked there (in the case of the Conduit Street R-R premises we are told what went on on each floor, under which executives!). Some 64 Twenties went to France, 33 of which were of the 3-speed, 2-wheel-brake variety; they were given mostly Kellner and late Binder coachwork. It was for this model that R-R began to fit bodies at their own works as a normal activity, these being ordered at first in batches of ten, mostly from Barker, who were the prime R-R suppliers anyway, and from Hooper. Rolls-Royce issued lengthy instructions on the care of bodywork, not overlooking the detrimental effect close proximity to a stables would have on paintwork and upholstery, due to ammonia fumes from manure. (A Twenty owner in India kept a snake in the car to destroy rats!) Those interested in coachbuilding, apart from having a wealth of photographs to feast their eyes on, will find 2 different types of body described by Fasal, while there is a breakdown even of how many Twenties had Weymann fabric bodies and who made these.

In the context of such thoroughness, the fact about that assembly of cars at Brooklands in 1934 at the behest of HH The Maharaj Rana of Jhalawar are included, even though no Rolls-Royce sales were achieved. Another worthwhile item in Fasal's book is a consideration of how Rolls-Royces depreciate less than other makes, based on prices of used cars advertised in 1929, when £495 was being asked for the least-expensive Twenty tourer, compared to £26 for a Lanchester 21, down to £60 for a 23/6 Vauxhall landaulette. By 1935, when you could get a Daimler TB 6/21 landaulette for £15, a one-owner 1924 Twenty Royce limousine was advertised at £95 . . . When such cars were new Geoffrey Francis, Heraldic Artist to HM The

Queen, painted coats-of-arms on such cars but he refused to do psychedelic patterns on a Rolls-Royce belonging to one of the Beatles, regarding this as sacrilege.

There is the speech in full which Henry Royce made in London at a luncheon given to celebrate his Baronetcy, of which some words ring true today: "The future throughout the country and the whole world looks depressing, but being an optimist I refuse to think that with the *increased ability* to produce the necessities of life things can long be bad. It is not famine or excess ill-health, how therefore can it indicate bankruptcy or death, but I do warn our dear Old England that she is spending more than she is earning, and will have to mend her ways or become a second-rate nation." Sir Henry Royce, Bt. said that in July 1930 . . .

This book I have been quoting from should keep Rolls-Royce enthusiasts happy for the rest of their lives and will cause one to look in future at the smaller Rolls-Royce cars in a fresh light; apart from which it is a very handsome addition to any library. — W.B.



It was possible to rise from the ranks at Rolls-Royce Ltd. — Bill Frost, here seen carrying a briefcase for the great Claude Johnson, then Managing Director and holding open the door of the 40/50 Rolls-Royce for the Duke of Sutherland and Mrs. Johnson, on the occasion of the unveiling of Royce's statue in Derby in 1923, rose to an important position in the company.

The "Brakevan" Body

IN CONNECTION with the above references to the Rolls-Royce Twenty, it is of especial interest that a reader, Mr. A. N. Bond of Vancouver, has kindly sent us a tear-out sheet from *The Field* of August 1937 about a special body *not* included in John Fasal's book, although reference is made by that author to "Replica" bodies fitted to R-R cars in later years (and different from replica bodies on today's rebuilt cars). This 1937 body was known as the "Breadvan" and was designed, made and sold by none other than Kevill-Davies & March Ltd. of Berkeley Street. It was described as suitable for any chassis from 10 h.p. upwards but was illustrated on a 20 h.p. Rolls-Royce, which amusingly, in view of Sir Henry Royce's dislike of them, was fitted with wheel discs. This body was wood-slatted and had six seats that folded into the floor, four doors, etc. It was obviously intended for country use, as the advertisement emphasises. Old cars could be converted, read this advertisement, from £80. — W.B.

On Welsh Roads in the 1920s (Postscript)

THE COMMENTS I made last month about motoring on Radnorshire's roads soon after the 1918 Armistice aroused much interest, so I feel I can return briefly to the subject. I remarked that motor vehicles were very few, and infrequently encountered, in this remote part of the country in the early 1920s, and I listed all those registered for the first time by Radnor CC in 1921. I explained that these would include pre-1921 vehicles in use then, as *all* had to be put into the new Log-books introduced in that year. Since listing these I have come across a few more very early Radnorshire FO-registered cars. Thus FO 6 was issued to a 22.8 h.p. Daimler which was used by the Bishop of Norwich until 1929. Why this one was first registered in Wales is open to speculation. Perhaps the Bishop bought it while on holiday there, from the Automobile Palacé, or he may have been a Cleric there before his Norwich posting. Otherwise, one would have expected him to have bought the car from Coventry; unless he was seeking a used one, that had turned up in Wales.

FO 7 was issued to a 30 h.p. Fiat, which seems to have ended its days in London in 1925. Both these cars appear to have been in use in 1921, so should be added to the list published last month. FO 39 belonged to a 3½-h.p. Triumph motorcycle but this must have been laid up during the war, as it wasn't re-registered until 1922; it went in the end to Bristol. FO 45 was on a 13.9 h.p. sleeve-valve BSA tourer which was in use in Llandrindod Wells as a taxi until 1924 and is, I believe, still in that town, awaiting restoration by the original operator. That, too, should be added to last month's computation, as should an Enfield motorcycle I omitted accidentally. FO 73 went to a 1¼ h.p. motorcycle quoted as a "Nondescript"(!), this being another apparently that had been out of use for several years, being taxed again in 1924 and scrapped in Teddington that same year. Even if these additions are added, the total of motor vehicles registered in

Radnorshire in 1921 was a mere 593, a very small number indeed compared to those in other parts of the country.

This was emphasised when I was trying to obtain some photographs with which to illustrate last month's discourse about motoring in Radnorshire at this time. There were so few cars about then that there was very little to photograph, apparently. At all events, all I was offered were a picture of what I think was a Darracq, posed for its portrait at Marteg Bridge (but it was of about the 1911 period) and two later pictures depicting the very clock-tower at Rhayader crossroads aforementioned. These two must have been taken in the mid-1930s. They show what a quiet place this town was, even then. One shows a few cars parked nose-in-to-the-pavement, these consisting of a few Morris-Cowley tourers, and an earlier Austin Twelve tourer with those "railway-carriage" door-handles, among which a 1930s Austin Seven saloon looks positively modern, as it probably was. The other photograph, taken from the same point, shows only two cars, a Morris Major or Oxford-Six saloon at the crossroads and a circa-1934 Austin Seven saloon in the background, with pedestrians walking unconcernedly along the road . . . Since those times the yellow-lines and No-Waiting signs have arrived in Rhayader and the Traffic Warden attends on Wednesdays . . .

Yet this still remains a pleasantly uncongested environment. Only yesterday I overtook a horse-drawn cart (and it wasn't a pneumatic-tyred pseudo-gypsy holiday caravan) on the A44 road. Reverting to the past, during the First World War the insatiable demand for coal by the Royal Navy, with train-loads thundering continually, day and night, from Cardiff to the Northern Naval dockyards, brought quick prosperity to South Wales. But further up country this new-found wealth hadn't penetrated, and neither had the motor-car, to any extent. As I observed last month, a look at what was registered in Radnor in 1922 would make the point, even better than the 1921 statistics which included all vehicles in use, including pre-war ones. Those registered for the



This Ford Model-T with FO registration is still to be seen at rallies, having been rebuilt by Reg Worthing.

first time in 1922 would have been mostly new vehicles and I haven't been able to resist the temptation to sort these out.

Although a number of earlier registration numbers were used up that year, in the main the FO registrations ran inclusively from 1089 to 1198, and the total comes to — 115, a minute proportion compared to sales in other areas, at a time when motoring was picking up after the war and enjoying a post-war boom. Of these 1922 Radnor registrations, 61 applied to motorcycles, including a lone Morgan three-wheeler, 50 to cars, light hackneys and goods vehicles, and four to commercials. Again Ford was the most popular make, all Model-Ts, with a total of 13, of which all but one were either taxis or goods-carriers. Next in popularity was the Overland, two down on Ford, again with six of these in the latter category, except that one doubled as a private car-cum-lorry. GWK ran next in popularity, perhaps because the horse-minded found its friction-transmission less alarming than a box of gears! It is rather astonishing that the only Austin registered that year was a Twelve, not surprising that the canny Celts refrained from taxing anything in the last month of 1922, saving their money until 1923. . . . One of the GWKs doubled up as a car and a goods vehicle, possibly one of those Traveller's vans made at Maidenhead. Otherwise, the new small cars were presumably regarded as unsuitable for Welsh terrain, for only a Charron-Laycock, an 11.4 Talbot-Darracq, an oil-cooled Belsize-Bradshaw, and an 11.6 Standard together with three Morris-Cowleys, one a goods vehicle, are noted. It seems that some of the cars were still pre-war or war-time models at this period, like a 30.4 h.p. Wolseley-Siddeley.

Among the motorcycles, the Royal Enfield (or Enfield) led easily, with a total of 15, some of them the big 8 h.p. job, from AJS with seven registered. One wonders why this Redditch make was so welcome in Radnor? Two people were taking to the dusty lanes of 1922 propelled by Wall Auto-Wheels, given in one instance as of 1 1/4 h.p., in the other as weighing 66 lb. The filling-up of the new tax forms caused one honest rider to put "obliterated" against the engine number of his machine. A Simplex was quoted as of 1 h.p., a contrast to two of the powerful Harley-Davidsons and a lone 7/9 Indian. It can be assumed that some of these were 1921 models, first taxed for 1922, but mostly new machines. The four commercials comprised a couple of Guys from Wolverhampton (one owned by the Radnorshire Company from whom we buy supplies today), a Samson tractor, and a 14-seater Talbot charabanc, the last-named a private-car chassis, I think.

Although I did not know Radnorshire until much later, all this brings back faint memories of motoring on similar roads further South, when a shy small boy thought even the most ordinary car or motorcycle enormously exciting. Especially on those golden days when he was taken out in a dignified dark-blue Austin Twenty landaulette, sitting either on one of the little cord-covered occasional seats within or, much better, beside the chauffeur on the leather seat up-front — or when there were runs to bathing beaches, sometimes all the way from Penarth to Portcawl if the grown-ups felt ambitious, in an open Chevrolet or Overland, when, if the children's pleas for the ribbon-speedometer to be forced up to 55 or 60 m.p.h. were met, a high-pressure tyre was very likely to give way with a loud report, victim of the little-used, flinty roads of those days. Those happy days . . . — W.B.

The 1922 Radnorshire registrations were:—

CARS: Ford 13; Overland 11; GWK 4;

Chevrolet, Morris-Cowley and Rover 3 each; Belsize and Wolseley 2 each; Standard, Sunbeam, Talbot-Darracq, Crossley, Charron-Laycock, Austin, Belsize-Bradshaw, Studebaker and Wolseley-Siddeley one each.

HEAVY-GOODS VEHICLES, TRACTORS, ETC.: Guy 2; Samson and Talbot one each.

MOTORCYCLES: Enfield and Royal Enfield 15; AJS 7; BSA 5; Clyno and Douglas 3 each; Ariel, Scott, Harley-Davidson, Rudge and Wall Autowheel 2 each; Bradbury, NSU, Morgan, Humber, Indian, Sunbeam, JES, Levis, Royal-Ruby; Simplex; Martinsyde, Economic and Raleigh one each.

V-E-V Odds & Ends. — Some Welsh motoring history, additional to the comments we have been publishing about conditions there in the 1920s, has surfaced, due to the premises occupied by Ace's of Tenby having closed after nearly a century of trading in bicycles and motor vehicles. The business was founded by George Ace, who came to Tenby in 1884, and it was carried on by his son, the late Graham Ace. The Company's Southcliffe Street premises fell into the hands of the Pembrokeshire District CC and the site is now occupied by a block of flats. The Warren Street depot, opened in 1886, still exists, however, with much of the place unchanged, although closed last July. The *Western Telegraph* published a special feature on the Company and its founder, George Ace, a great racing cyclist, is shown in a Standard Tourer he was using during Christmas, 1909. His first car, and the first in Pembrokeshire apparently, was a 3 1/2-h.p. Benz, on which he drove to London in 1896, the 285-mile journey occupying eight days due to belt breakages. He then had a Léon Bollée, followed by a 4 1/2-h.p. De Dion Bouton and a 10-h.p. MMC. He took part in the 1,000-mile Trial and had been to the pioneer motor show, in Richmond Park. Buying the very first 8/10-h.p. Humber, Mr. Ace became an agent and at the age of 78 was the oldest living Humber agent — he drove a Humber up to the time of his death and he had had experience of every one of their models. Ace's sold their first Wolseley in 1906 and 60 years later were the only British firm to have held the agency for that length of time.

The Weston-Super-Mare MC celebrated its 75th anniversary last June. Its President, John Rowland-Hosbons, whose late father knew C. S. Rolls, held a commemorative party, the guests including two daughters of the founders, one of whom still drives regularly her Triumph 2000 and Morris Marina. The Club used to organise speed trials prior to 1914 and a picture shows what may have been the first motor-meet in Somerset, held at the residence of Commander Hippisley, RN, in June 1906. One of the ladies who attended the anniversary party is sitting in the Argyll, fifth from the left, and the Daimler on the extreme left of the picture was the Hippersley's own car. The child on the front seat, Mr. John Hippersley, still uses Reg. No. Y93 on his Land-Rover. We think the other makes depicted are Mercedes, Darracq, Talbot, Lanchester, more Daimlers and a Swift, but can the VCC experts name them all? The Model-T Ford Register is having a two-day rally at the Lorch Foundation Seminar Centre at Lane End, Bucks., on September 15/16th. Details from: The Rally Organiser, Forge Cottage, The Green, Cuddington, Aylesbury, Bucks. A reader whose mother was a member of Lady Sybil Grey's very first detachment of women drivers to go to France in 1916 to drive ambulances is anxious to know who took the photograph of Sunbeam and Model-T Ford ambulances which we published in the February 1979 issue. If this catches the eye of the reader who sent us the photograph, perhaps

he or she would kindly communicate with us.

As a commentary on old vehicles that are Radnor now, as distinct from those we have been recalling that were on the roads in the 1920s, the Rhayader MC held its usual veteran and vintage display at the Royal Welsh Show in Builth Welch. Rather fewer exhibits were there than in former years but some of the vintage motorcycles have been found in the area within the last twelve years or less and been restored. The most popular of these was a 1911 Rolls-Royce, which took the form of a rosettes, the rendering in the programme of the name of its (Roi de Belges) body perhaps hinting that this is a replica. It was opposed in its class only by Reg. Worthing's 1913 Model-T Ford Tourer, which has an early FO registration plate and came on its trailer. In contrast, John Carter's 1924 Morris-Cowley two-seater had come from winning the Distance Prize in a Morris Register event in Yorkshire, so it richly deserved the Welsh award it gained — it was laid up between 1928 and 1976, incidentally. The Editorial 1924 Talbot-Darracq was prevailed upon to make a local run to be present, and this time there was a strong Austin 7 contingent, from a 1924 coupé Seymour Price's 1936 Nippy, and including a 1933 Opal two-seater bought for 30/- and now nearly fully restored. It was all very peaceful, in contrast perhaps to the Horsham Vintage Transport Rally, which last year attracted some 900 or more entries!

The Alvis Register, whose *Bulletin* now comes out in a more attractive format, in order to try to identify a racing Alvis which is puzzling them, asks if any of our readers can recall the colour of the car driven by C. M. Harvey at Chinkwell and Shelsley-Walsh in 1924?

The Guildford town show takes place on Sunday September 2nd with an historic vehicle cavalcade, organised in conjunction with the Brooklands Society and incorporating a drive round the town. Details and entry forms together with a first class s.a.e. is advised from Francis Clarke, 58 Meadrow, Godalming, Surrey.

— W.

Vintage Postbag

A 1914 TT Sunbeam on the Road

Sir,

After reading, in the June issue, your fascinating account of Mr. Lake's 1922 G Sunbeam, the reference to the 1914 3.3-lit machines tempts me to reminiscence. In 1927, the summer training course of the Oxford University Air Squadron, my Flying Instructor — Flying Officer G. D. Armour — owned one of the 1914 cars, and I coveted it. At the time I had a very staid 9 h.p. Fiat two-seater, as I was a little weak at the knees after several rather hairy years with a Blackburne-engined Aero Morgan. Mr. Armour was about to get married, and persuaded him to do a swap. The story of the Sunbeam appeared to have been that, after lying in the Wolverhampton works during the 1914-18 war, it had been converted into a two-seater sports car for the use of some senior member of the Sunbeam staff. The engine had been slightly "softened"; I suspect that they had fitted new camshafts, and there was a large single carburettor attached to a copper water-jacketed manifold with a priming cock. Otherwise everything, including transmission and chassis, seemed unchanged. The conversion was true



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Possibly the first motor-meet in Somerset, held at the residence of Commander Hippisley, RN in June 1906. See VEV Odds and Ends, page 1290.

professional, and quite lavish; a nice two-seater body — doorless, it is true — windscreen, the “cape cart hood” of the time, electric lighting and starting, speedometer and clock on each side of the big tachometer, even a little gradient meter attached to the body fairing under the driver’s elbow. It was a marvellous car; the gear-change was so superb, that, like you, one made quite unnecessary changes up and down for the sheer pleasure of the operation — without touching the clutch, of course. Maximum speed about 75 m.p.h., which was pretty good in those days, when most of the high grade production sports cars could not manage much more than 85. The 1914 Sunbeams did not have front wheel brakes and I remember the rather pleasant hiss of the metal-to-metal rear brakes, with their steel drums and iron shoes. Petrol feed by air pressure, with the original hand pump, although, once under way, pressure was maintained, more or less, by a small mechanical pump, linked to one of the camshafts. The general engine design, with integral cylinder heads, must have been very similar to the 1922 version. I remember the big oil-tank under the driving seat, with the cylindrical brass filter and distribution vessel alongside the crankcase, from which sprouted tubes leading to the various lubrication points. In constant fear of lubrication failure, and destruction of some irreplaceable part, I always used “Castrol R” — castor oil — which one used to buy in green one-gallon cans, costing ten shillings. Fearful oil leaks in the system were virtually incurable, and the oil consumption was terrific; it was certainly a very oily engine! I have no recollection of any tap to control feed back, which used to happen in a big way. There were certainly no visible dash-mounted drip feeds. I remember one Sunday morning cocktail party at the house of R. C. Gallop at Hythe (Kent), when my old warrior was parked alongside Gallop’s immaculate 3-litre Bentley. Below the front end of the Sunbeam was the usual little growing pool of oil. I said to my host — “Go on, laugh.” His gentle reply was characteristic — “I never laugh at good machinery”. This pleased me enormously,

because, at the time, Gallop was right-hand man and “Racing Project Engineer” to Count Zborowski at nearby Higham Court. I remember, also, that on the same occasion, he told me the story of the Peugeot origin of the Sunbeam engine design. Starting the old car in winter cold was a problem which I solved by what must have been a pretty dangerous expedient — injection of a few drops of ether through the priming cock in the induction manifold!

I motored very happily for a good many thousand miles, and eventually sold the car to a man, whose name I’m ashamed to say, I can’t remember, but who lived at Rolvenden in Kent. Sad to say, the subsequent history of the car is unknown to me; some years ago, Mr. Cecil Clutton suggested that this might have been the one which had passed into the hands of Mr. Anthony Heal, and was then undergoing restoration to its original form. Perhaps one of your readers can complete the story? I am not proud of the fact that I myself did not attempt the rebuild and restoration, which, in retrospect, seems to have been a near duty! But, as a youthful, and impecunious, enthusiast I lacked the resources to do very much. All I could manage was to lift the block — with the assistance of a friendly professional mechanic — in order to inspect and grind the valves, all 16 of them! We inscribed our initials in red enamel inside the camshaft-drive casing.

Aldeburgh

D. V. T. FAIRRIE

Ernest Henry Designs

Sir,

A few years ago I rebuilt the engine of a 2LS Ballot and was able to compare it in detail with those of the GP Sunbeams then being restored by Paul Grist and Barry Peerless. The two engines differ in many respects, besides the layout of the auxiliary drives and the provision of a dynamo and starter motor on the Ballot.

The Ballot has a wet sump which is topped-up automatically from an auxiliary tank on the dashboard. It has a two-piece crankshaft whereas that on the Sunbeam is fully built-up from six

pieces, though the reason for this is obscure as plain big-ends are split in the normal way. A possible clue lies in the first description of the engine in *The Autocar* which spoke of “ball bearing big-ends of a special type”. The Ballot has floating big-end bushes lubricated by jets feeding collector rings secured to the crank webs. One can deduce from various features, that the Sunbeams were originally designed and built with a simple oil system, but they now have pressure feed to directly-metalled big-ends from each end of the crankshaft. This modification was presumably made before the French GP after early trials had disclosed a weakness. The Ballot camshafts are driven by a vertical shaft and bevels. The valves are symmetrically disposed at a 60° included angle and there is one plug per cylinder. The bore and stroke are 69.9 x 130 mm. and the gearbox is separate.

The Sunbeam engine does, however, resemble the Ballot more closely than the 1921 1½-litre Talbot-Darracqs with their light-alloy blocks and plain main bearings. Further evidence pointing to Ernest Henry being the designer is contained in an announcement in *The Autocar* of December 10, 1921, that he was about to leave the Ballot to take technical control of the STD racing department [Actually, of the Talbot-Darracq branch, not the Sunbeams — Ed.], a move which has been confirmed by M. Fernand Vadier who worked with him at Ballot.

King’s Lynn

A. ARCHDALE

Rolls-Royce Armoured Cars

Sir,

In your interesting reference to Alec Ulman I note that he refers to the 1919-20 Norperformer Expedition, of which I have no knowledge, but he does not think that the 70 m.p.h. quoted for Lawrence of Arabia is reasonable. Perhaps Lawrence may have been using the Rolls-Royce armoured cars of the 1914-18 War period.

I was the driver of the leading car of the RN No. 2 Squadron Rolls-Royce Armoured Cars under the command of the Duke of Westminster. These cars had single rear wheels and to

appearances were normal "Ghosts" fitted up for war. The cars were delivered to us in December 1914 and after training, landed in France on March 1st, 1915. During my stay in France, I had occasion to "adjust" the engine, after which I tested the car on a slight upgrade road, and soon the car picked up to 65 m.p.h. Satisfied with the performance on this short run, I returned to camp. I write this to explain that Lawrence may have been using one of our cars, which I heard after being turned over to the Army were afterwards sent to Africa. Meantime I had transferred to the RNAS, aircraft section and later served in France until 1919, with No. 10 Squadron RNAS afterwards No. 210 Squadron RAF. Please excuse the writing, as I am 88 years of age.

Oakham

ARCHIBALD SMITH
Ex-CPO(E)

Cardens and Bugattis

Sir,

Could I make two points regarding R. S. Peacey's letter about Cardens and Bugattis?

He omits to mention that the gear he described on the Carden monocoque — not motor car — was a reverse gear, so it was not meant to be engaged when moving, the result of trying to do so would be similar to any other type of reverse — but I do not think it could have damaged the driving chain — it wasn't strong enough to do so.

I am somewhat surprised he liked his Type 30 Bugatti, as the Weymann saloon I had — photo enclosed — was one of the most unpleasant cars to drive I ever owned, because of an awful vibration period from about 40 m.p.h. to 50 m.p.h. in top. It came from the engine, which I had overhauled by a Bugatti specialist, when I discovered an 8-cylinder crankshaft with only three ball-and-roller main bearings — a pretty stupid design, surely?

Chichester

G. de JONGH

Apologies!

Sir,

Thank you for publishing my letter re. Carden Cyclecars in the July issue.

However, either my young scribe or your printers have got it "screwed up" a bit! (1) The early Carden AV: it wasn't the *rockers* which flew off but the *rollers*. (2) I dictated "fun to drive and practical" — not "Thunderdrive". (3) Bugatti Grand Prix Montife should of course read "Modite" and "Course Invitation" is, of course "Course Irritation". (4) The noble driver was Chris Staniland (not "Hanalan")

I wouldn't like your readers to think that, though paralysed in body, my mind was going slowly "round the bend".

Cheltenham

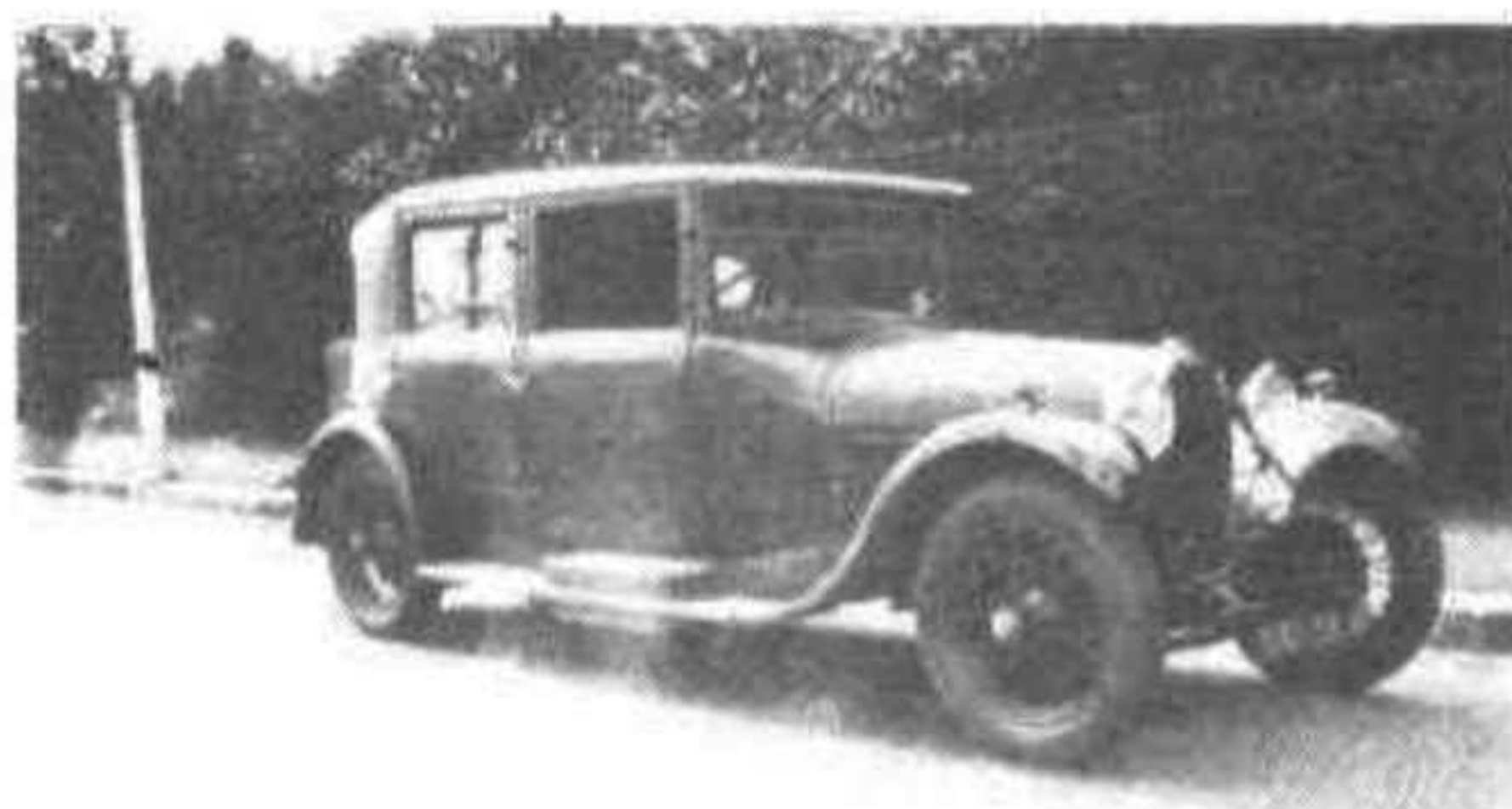
BOB PEACEY

The 1923 200-Mile Race Newton

Sir,

I read with great interest your reference to the 1923 200-Mile-Race Newton that I took over early in 1965 from Nick Sloan. I would like to try and correct the widely-held misconception that the car had anything at all to do with Ceirano (S.A. Giovanni Ceirano, Turin). As you mention, the car was commissioned by Newton & Bennett through Noel Newton. Both the design and construction was by 26-year-old freelance Olivio (not Oliver) Pellegatti in Milan, without any involvement from Ceirano. I believe that Pellegatti finished his career in the USA as chief designer for Johnson, the outboard-engine people, and died in Northern Italy in 1968.

All the evidence available to me suggests that



The Weymann bodied Type 30 Bugatti once owned by Mr. de Jongh.

three cars and four engines were built in 1923, two of the cars being for the 200 Mile Race and the other one a longer touring chassis. In the 14 years in which I have owned the Newton I have been unable to find any reference to the other racing car — or the touring car — after the October 1924 London Motor Show. They were interesting chassis — what happened to them? Perhaps one of your readers knows?

As you say, the engine with my car was in poor condition — mainly through poor castings rather than wear or misuse. The crankcase (and many of the other light-alloy castings) was of magnesium and daylight could be seen through the main bearing webbs! Corrosion over the years had not improved matters. Very few people could cast magnesium in 1923 and I assume that Newton was supplied (back door?) by the Milan works of Isotta-Fraschini. Certainly I.F. is clearly stamped on several of the timing gears. The spare engine came through Neil Smith to Gordon Stewart-Brown, and finally Julian Beresford most kindly agreed to let me have the engine in 1971. I think this touring-specification engine must have been the fourth, or spare, as it does not seem to have had any use. It also had a very nice cast-aluminium crankcase! A complete engine has now been put together for me by Bob Danaher of Stradishall using the ex-Beresford castings and lovely Martlett pistons, but the more sporting crankshaft/flywheel/clutch and valve gear from the original engine. The long restoration of the car is now well advanced but sadly the need to earn a living, family, a house, an Anzani Nash and a twin-cam Sunbeam will together make it unlikely the Newton will be running in 1979. However in 1980 — we shall see!

Abbots Langley

G. M. HARE

Vauxhalls of the 1920s

Sir,

Thank you for your most enjoyable article in the July issue on Vauxhalls of the 1920s. My father had a 14/40 in that era and always swore it was one of the finest. The registration number was XR 2866 and if the present owner cares to get in touch I can tell him much of the car's long history. One anecdote of general interest: My father shipped the car to India in 1924 and told me this did not involve any formalities at all; the number, the licence and the insurance were valid throughout the Empire in those days!

Market Harborough

JULIAN DE LISLE

The Straight-Eight Wolseley

Sir,

Your recent article on straight-eights prompts me to write about a Wolseley I bought at the end of the last war. Until then, I was not aware that Wolseley ever made a straight-eight.

At the time, I owned a 4½-litre Bentley Vanden Plas tourer, which badly needed new tyres. The chance of getting new ones was nil, so when I heard of the Wolseley, and discovered that it had a good set of tyres of the size I wanted, I was very interested. It had been laid-up during the war,

but the radiator had not been drained, and it had a cracked block. The owner had died, so the car was sold, and I bought it for £20.

After I had switched the tyres to the Bentley, I started to examine the Wolseley, which was in very good order, apart from the cracked block. It had a dickie seat for two, with a fold-down windscreen and sidescreens. The engine was similar to the six-cylinder Wolseley Viper, but instead of the overhead camshaft drive being through the dynamo, it just had a plain shaft. No dynamo was visible under the bonnet, but further exploration revealed that it was mounted *behind the gearbox*, and the drive to the rear axle passed through it! Needless to say, it was a very substantial affair, and only charged when the car was in motion.

I was now interested in getting the car on the road, if the block could be repaired cheaply. I freed-up the pistons, which were partly seized in the bores, with liberal doses of Redex, and after draining stale petrol from the tank, and fitting a battery, the engine started quite easily, and ran for some minutes in its "air-cooled" condition. I then approached a local welding expert, known to Belfast motorists as "The Yank" (he had an American accent) who had the reputation of tackling any welding job. The block was cracked right along one side, and I asked him if it could be repaired without removing the engine, and to my surprise he agreed to "have a go". Some days later, he rang to say the job was finished. Apparently, he welded a few inches at a time, and so avoided pre-heating.

The car was now on the road, and was a pleasure to drive. It had a three-speed box, but once under way, you could forget about the lower gears, as it had steam-engine torque in top. I discovered the car had once belonged to Sir William Morris (later Lord Nuffield) who was a personal friend of its late owner.

Alas, one day when I was giving it one of its infrequent outings (petrol was still rationed) it went on to seven cylinders. A check-up showed that plugs and ignition were OK but there was no compression on the dud cylinder. Further investigation revealed that the piston in that cylinder was permanently at TDC. Removal of the sump revealed that one of the dural con. rods had broken just above the big-end, which was still bolted to the crankshaft, so there was no drop in oil pressure. The piston was held at the top of the bore by the top piston ring. A knowledgeable friend informed me that all dural rods required a process known as "normalising" after a period of time, especially if the car had been laid-up, otherwise the metal crystallised.

As there was little hope of getting a new rod, I reluctantly decided to scrap the car. Apart from the fact that it would have been well-worth preserving, as I understand only a few of this model were made, I had decided that it would make an interesting second car.

Strangford

STANLEY PORTER

[It was news to me that these Wolseleys had a dynamo incorporated in the transmission and surely the gearbox gave four forward speeds? — Ed.]

The Things They Say . . .

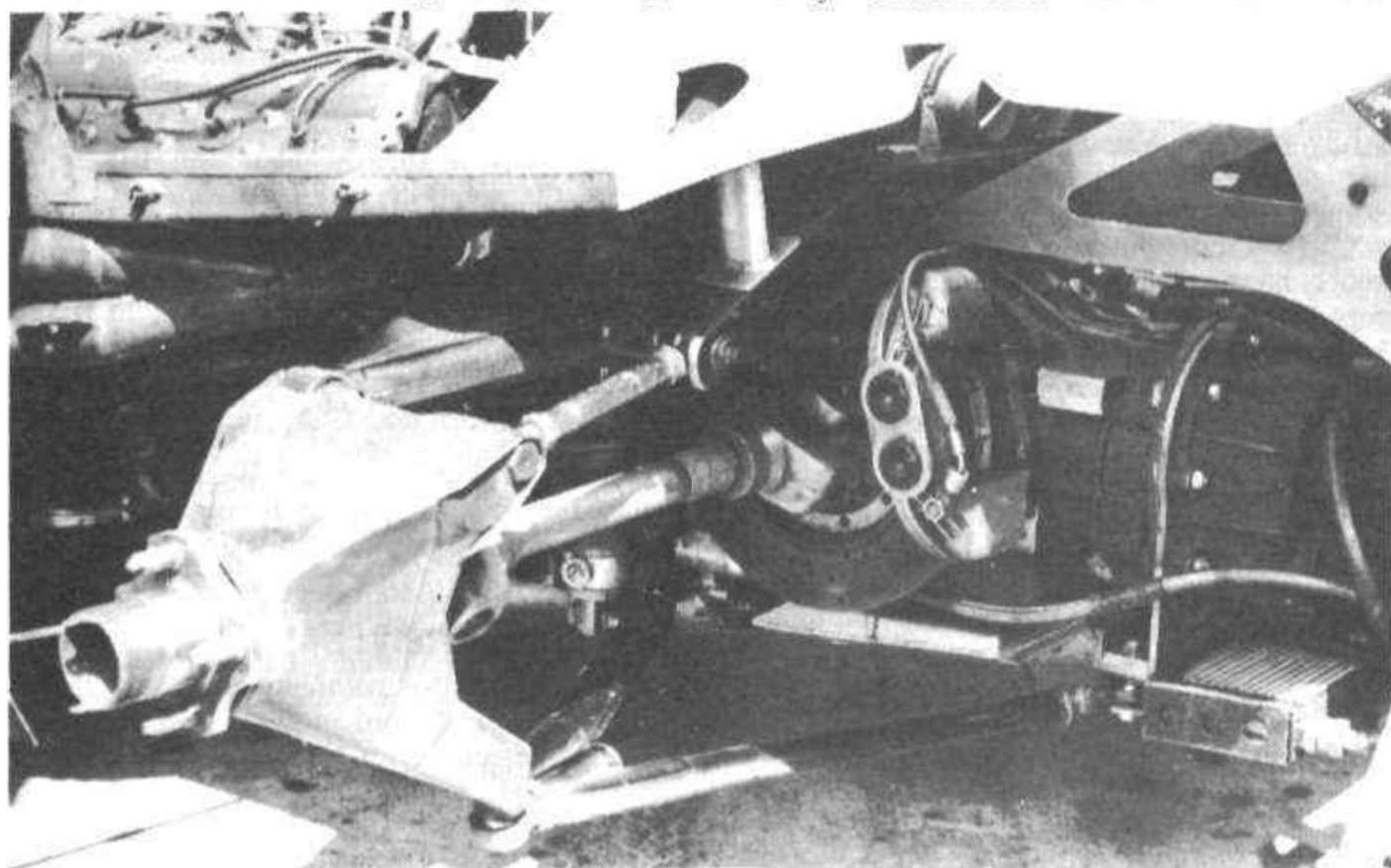
"The electric car is no solution . . ." — Bob Lutz, Chairman of Ford of Europe, discussing energy conservation with Edouard Seidler, in an interview reported in *Autocar*. "The Transport Minister must encourage faster research into electrically-propelled vehicles . . ." — Sir Clive Bossom, RAC Chairman, speaking recently to the Worshipful Company of Carmen. — W.B.

FORMULA ONE TREND OF DESIGN

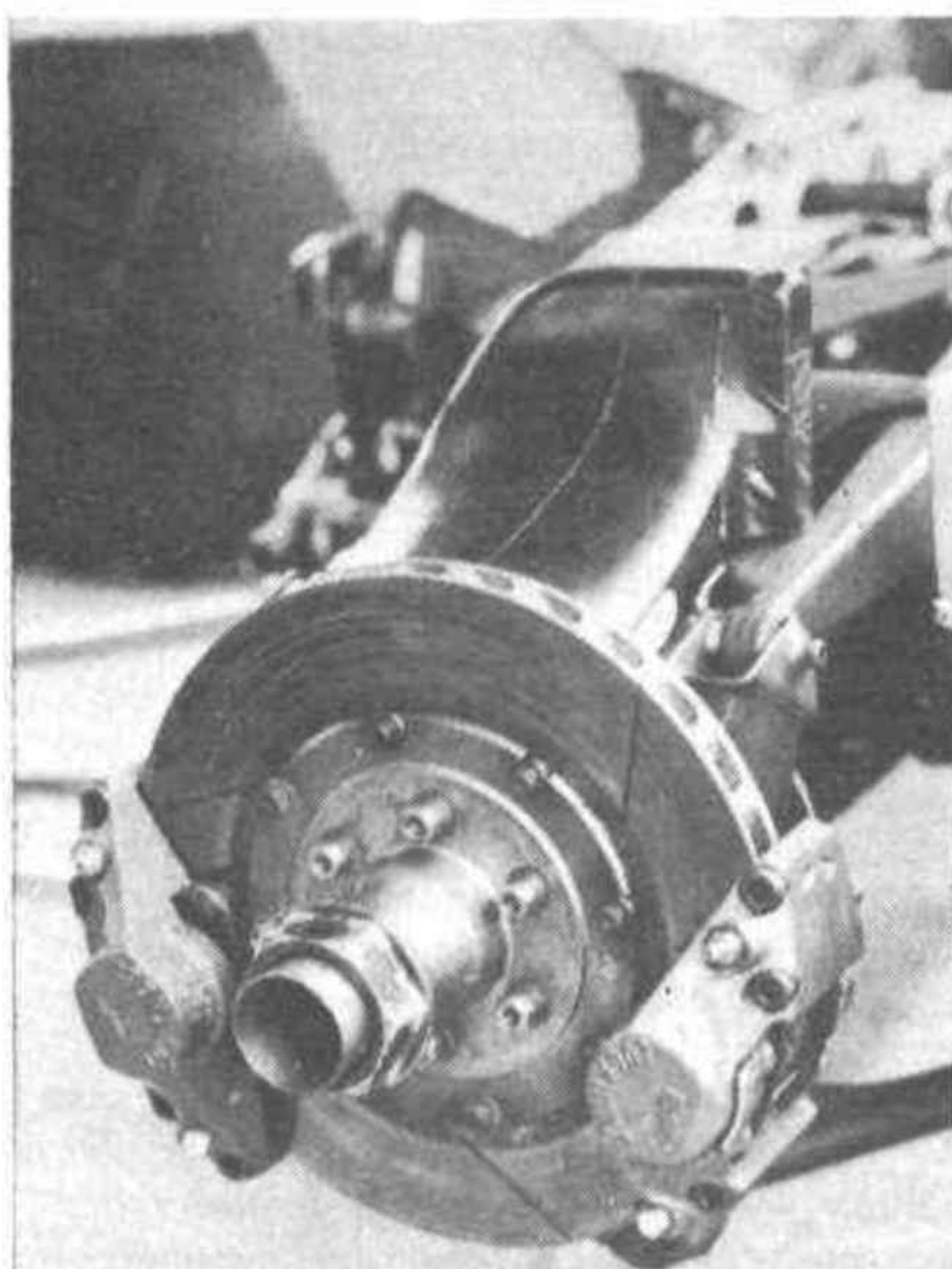
Rear Brakes

ONCE the rigid, vintage type, rear axle had been done away with where the rear brakes were naturally on the ends of the axle tubes, some thoughts began to be given to the rear brakes on racing cars. Independent rear suspensions gave way to the de Dion layout and then sophisticated independent rear suspension began to take over. This final trend came with a great interest on overall weight and also of unsprung weight and the great mass of a rear brake pounding up and down with the wheel and the hub was considered a bad thing. Mounting the brakes inboard, on each side of the final drive housing became the obvious thing, and some designers had achieved this with de Dion layouts. In the present 3-litre Formula the Hewland transmission was almost universally used and when the demand was sufficient Mike Hewland modified his production racing transmission to accommodate inboard mounting of the calipers and discs, so all at once inboard rear brakes became the fashionable thing.

In recent years tyre characteristics and suspension thinking has led to a belief that unsprung weight is not all that important. Prior to this it was the ratio of sprung weight to unsprung weight that was all-important, but this factor is no longer number one priority. One of the problems with inboard-mounted rear brakes is dissipating the heat that is generated when they are working. Loosely speaking people talk about keeping the brakes cool, but what they really mean is getting rid of the heat that is being generated. If a brake does a given amount of work in stopping the car then a given amount of heat is generated, and this heat must be got rid of before it soaks into the brake components and surrounding parts of the car. You often see large scoops and ducts leading air into brakes with little or no way for it to get out. You cannot feed air into anywhere unless there is a way out for it. Inboard rear brakes have often been the cause of the failure of other components, such as drive-shaft universal joints, gearbox bearings and shock-absorbers, simply because the heat being generated under braking is allowed to soak into those components, affecting



A rear corner on the Ligier JS11 showing the disc mounted inboard with the twin-pot caliper at the rear, leaving space for the suspension spring unit in front.



The outboard brake mounting, with fore and aft calipers on the Williams FW07.

lubrication, grease seals and fluids.

With the current advent of under-car airflow everyone is aiming to give the air the easiest flow-path out through the back of the car and one of the obstructions on many cars has been the rear brakes. This was a good incentive when designing an entirely new car to mount the rear brakes outboard on the hub carriers. Brake pad design and quality is such that rear brake temperatures can now be kept within reasonable limits no matter where they are located, so the simplest thing was to bury the whole lot within the rear wheels, well out of the air-stream. Gordon Murray did this on the Brabham BT48, and he was followed by Renault on their 1979 cars and by Patrick Head on the Williams FW07 cars. None of them were worried about the unsprung weight, as modern tyres need a certain amount of static weight on them and the disc brake assembly of today is not an unduly heavy component. Chapman retained inboard mountings on the Lotus 80, but before long has redesigned the layout and moved the brakes outboard, and Harvey Postlethwaite mounted his brakes

outboard on the Wolf WR9, whereas they had been inboard on the WR8. The latest modifications to the Shadow DN9 series has seen the rear brakes moved outboard.

Those designers who more or less followed the lead of the Lotus 79 left the brakes inboard, as on the Tyrrell 009, the Ligier JS11, the Ensign, the Fittipaldi, the ATS, the McLaren M28 and M29 and even the unusual Arrows A2. The T4 Ferrari was a different case, for the transmission and brake layout followed the T3 and the rear brake discs are buried deep within the mechanism.

While there are two distinct schools of thought on the position of the rear brakes, either inboard on each side of the final drive housing, or outboard beyond the hub carrier, there are many variations on the system and number of calipers and pads that are used. Of the outboard mountings the Brabham and the Shadow use a single caliper, while Lotus, Renault, Wolf and Williams use two calipers, one in front of the hub and one behind. There is similar variation among those adhering to inboard mountings, Tyrrell, Ferrari, and Ligier using a single caliper but of the two-pot variety which means it has four brake pads, while Fittipaldi, Ensign and Arrows use two calipers. Everyone uses ventilated discs, which is to say the disc is provided with radial slots which lead into an annulus around the mounting hub and air is fed into this annulus so that it centrifuges radially out through the disc. Ligier use drilled discs while the others use discs with radial slots cut in them to disperse brake pad dust.

It is true to say that no two Formula One cars have identical rear brakes, even the pipe layouts vary according to the whims of the detail designers. Renault are unusual in that the inner caliper of their twin-caliper layout, is part of the hub casting, an idea introduced by Lotus some years ago. Some designers use Lockheed calipers, others use Girling and the majority use Ferodo brake pads. From brakes being universally mounted inboard, the trend now is to mount them outboard in the interests of getting them out of the under-car air-flow, so we have gone the full circle. — D.S.J.

The Isle of Man Hill-Climb

September 23rd

ONE TENDS to think of the roads in the Isle of Man only being closed for the TT motorcycle races and the Manx Rally, but they can be closed for many other things as well (oh happy land!). The Longton & District Motor Club, in the NW of England cross over to the island and have a section of the motorcycle circuit closed for a hill-climb. It runs the reverse way of the course, from Hillberry up to Brandish Corner, then to the famous Creg-ny-Baa and on up to Kates Cottage, a distance of 2.15 miles of very fast motoring.

As part of the IoM Millenium Year the Club are putting on a match race between Brian Redman in a racing car and Phil Read on a racing motorcycle, the actual vehicles yet to be decided. This is in addition to all the usual hill-climb classes with over 80 entries. A three-day special holiday weekend is offered to spectators and details can be obtained from Mrs. G. Nicholson, 17 Lansdown Hill, Fulwood, Preston PR2 3WD.

The Things They Say . . .

" . . . the 90, 105 and 100 models . . . were outstandingly successful in sports car races and in rallies between 1930 and 1935" — a contemporary, reporting on the revival of the *marque* Talbot by the French combine that now owns Chrysler UK. But how many races and rallies did these Roesch Talbots win outright.



Nought to nothing. Before your very eyes.

It may shock you. But your smart new car starts rusting on Day 1, before there's one mile on the clock.

A process that swiftly accelerates along a one-way journey to the scrap-yard.

So rather than let it disappear before you, ask the car salesman about rustproofing.

Best of all, ask him about Bodyshield.

He should tell you it's clean, doesn't smell and doesn't drip.

He should also tell you it's a very thorough system. That it's applied by very powerful equipment that forces the solution into every nook and cranny, and all the hidden spaces.

And he's bound to mention that if you want to test just how thorough it is, then you can inspect your car body with some very special equipment, similar to the equipment surgeons use to examine human bodies.

If he's really clued up, he'll also inform you we not only give an unlimited mileage guarantee that's transferable an unlimited number of times* but that we automatically send out reminders for your car to be regularly inspected.

He'll have to admit that many of our competitors don't do this and that a missed inspection with them could mean a null and void guarantee within a year.

Finally, when he states that our product is made by Castrol, we'll let you draw your own conclusions as to whether the No.1 oil company would put their name to a product that wasn't A1.

But if you still want further convincing, ask him for our brochure.

If, however, he hasn't one or doesn't even deal with us, contact the address below and we'll speed a brochure to you.

Once you cast your eyes over it we guarantee you won't just sit there doing nothing.

*Ask to see our guarantee



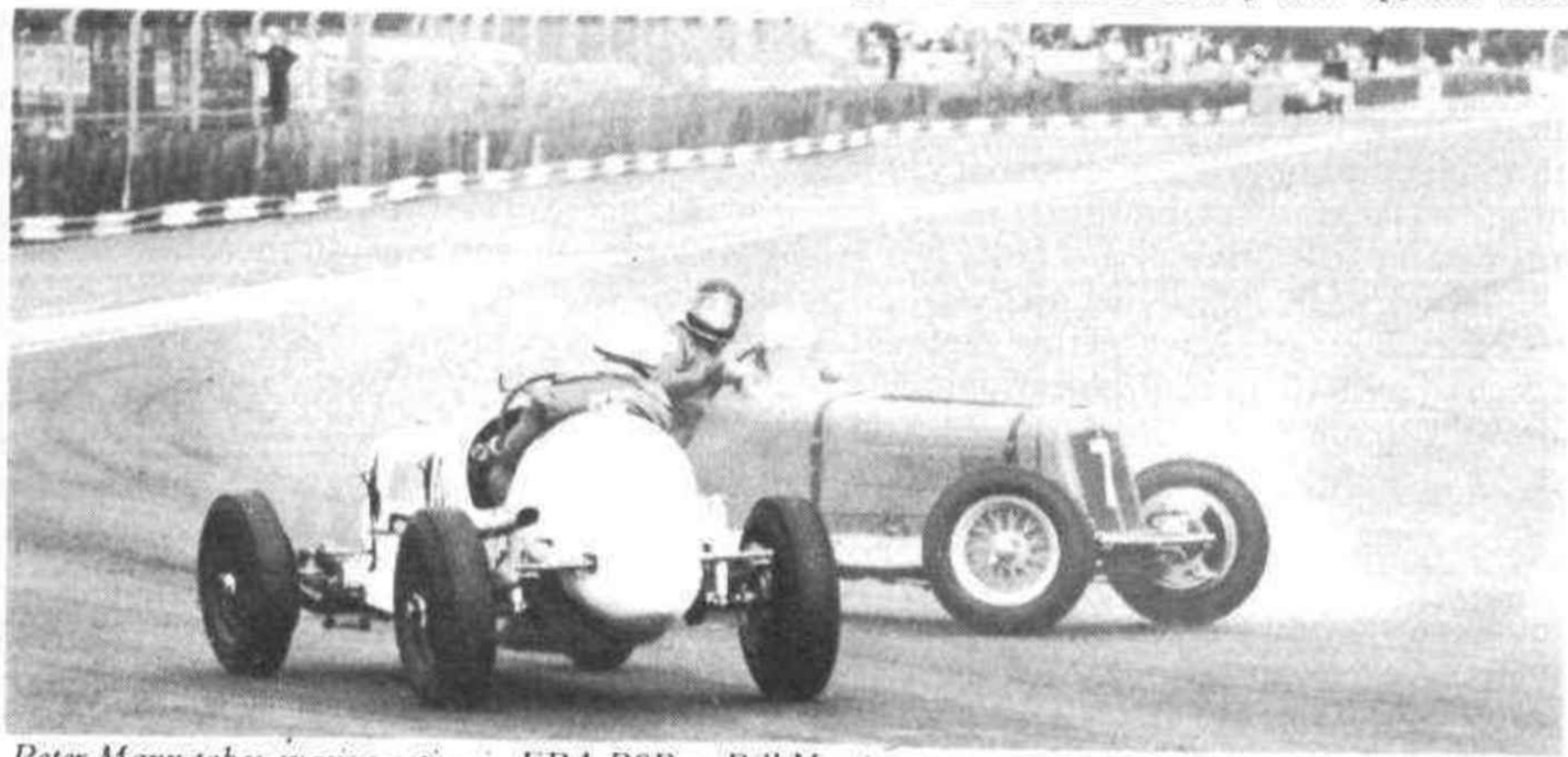
For a brochure and a list of centres, or if you'd like a Bodyshield franchise, write to us at Bodyshield, Crown House, Unit 7, Ashville Trading Estate, Nuffield Way, Abingdon, Oxon.

The VSCC Hawthorn Trophy Silverstone Meeting

(July 28)

BY THE TIME this issue of MOTOR SPORT is due on the bookstalls the VSCC will have wound up its 1979 racing season at Cadwell Park, so only a brief report of the Hawthorn Trophy Meeting is included here. Escaping the threatened rain, this had 148 entries (27 fewer than last year) and was well attended. First there was a five-lap scratch race, which Ulph's single-seater Cambridge Austin 7 dominated, with Hulbert's alloy-bodied 12/70 Alvis Special hanging onto second place throughout, perhaps by reason of a tuned twin-SU inlet and exhaust system poking out in the air, with Collis' four-seater Alvis Speed-20 third. Tedham's Austin 7 Chummy was going well, getting past Rogers' Le Mans Aston Martin on the inside going into Woodcote.

Another of these short races followed, this time led all the way by Dolton's MG-PB, with a big gap before Cook's Riley Merlin Special took second place and a similar gap before Mrs. Fleming finished in her husband's Riley Special. Two more 12/70 Alvis Specials ran, Chant's with filters over its two exposed SUs. A sad sight at the end was Wicksteed in the stationary 1923 Alvis racer, trying for compression on the handle. . . The Bill Phillips Trophy went to Taylor's Aston Martin. So to the 10-lap Boulogne Trophy Race. Peter Morley had spent a couple of days putting another Napier Lion engine into the Bentley, the one from the former Sunbeam-Napier. In this he was ably helped by Mike Nicholson of 215 Squadron, who was present to keep an eye on the installation. Peter spoke of more power than ever, to be put down through the well-used Firestone rear tyres. It paid off, for he was never headed, although Tim Llewellyn had a try, before the 8-litre Bentley got too warm after four laps, and so did Moffatt in Wall's Bugatti, who cheekily came up to about two lengths away at the corners, after which 24-litres wafted Morley away. The average was 78.07 m.p.h., fastest lap at 80.18 m.p.h. compared to 78.46/81.3 m.p.h. when Morley won the race last year. Moffatt was second, Ward's GP Type 35B Bugatti third. Harper's splendid Aero Morgan and Smith's Frazer Nash won the other classes. Julian Ghosh in the Vauxhall RRS was seen to be fearlessly conducting experiments into the effect that the placing of brakes on the front



Peter Mann takes evasive action in ERA R9B as Bill Morris spins Hanuman at Woodcote during the Pre-War Allcomers Race.



Bill Summers winning the Pre-War Allcomers Race ahead of the ERAs of Mann and Lindsay in his 6-cylinder Maserati Type 34.

wheels might have on an automobile.

A fine mix-up of types came out for the five-lap handicap that included Edwardian and light cars, with Warrington's 1932/34 MG Magna pulling it off from Mrs. Threlfall's Ulster Austin and Seber's Wolseley Hornet Special, with the Liddel 1918 Straker Squire netting the Edwardian Award, as is its habit, from the Arnold-Foster Bugatti and the Beaulieu Alfonso Hispano-Suiza, and Mrs. Cooper's Austin 7 Chummy taking the Light Car prize before making for home on its trailer behind a smoky Morris Minor van.

The eight-lap Pre-War Allcomers scratch race was very pleasant to watch, because Bill Summers' beautiful 4-litre Type 34 Maserati was running really well, so that it was never challenged, winning easily, with a lap at 84.76 m.p.h., a fine reward for much hard toil. It averaged nearly 82 m.p.h. including a 10-second deduction for starting too soon. Bill Morris threw away his second place in the ERA "Hanuman" when he spun harmlessly at Woodcote on lap five, leaving Peter Mann's ERA in that place, and the Hon. Patrick Lindsay's ERA was third. Note for historians — the programme gives "Remus" as 1½-litres but after it had gone to press Patrick had had the engine size increased to 2-litres, so far to no avail. Brian Classic's ERA finished fourth, ahead of Dan Margulies' 4CL Maserati. The Bentley-Napier was a non-starter this time, due to obscure fuel system problems having developed. The "Fox & Nicholl" sports car 8-lapper went to Symons' 4½-litre Invicta, with Hine's LG45 Lagonda and Hall's Bentley next up, and then

came the 15-lap Hawthorn Trophy Race. In it Bruce Halford ran away from the rest in his Lotus 16 until after five laps it began to steer from the rear at Becketts, so he came in, a n/s rear wishbone mount having fractured. That gave Bobby Bell, in the Bell & Colvill 250F Maserati chassis no. 2526, his opportunity and he won from Macpherson in the Cooper-Bristol. Pilkington had been third until two laps from the finish, when the Talbot-Lago's engine went round and he came in — this is the car used for the Talbot TV ads, filmed on the bumpy Simons banked test-track in France. With the Talbot the other 250F Maserati driven by Duly, from Switzerland, was third, ahead of Classic's shrill-sounding ERA, which took the Robert Ashley Memorial Trophy. Halford, who lapped at 91.59 m.p.h. (against 89.2 m.p.h. in 1978) retired last year while in the lead, with loss of gears on the last lap.

There were two more 5-lap handicaps, the first won by John Howell's indomitable blown 3-litre Sunbeam, pushed-up for its continuing racing appearances, with Bibb's Lagonda Rapier second, Dods' AC Special third, while in the concluding race Frank Lockhart was back in winning form with the now 2.6-litre Rover Special, from Gauntlett's vintage Bentley Special and Farquhar's Riley 9. All that remained was for the Crompton Parkinson "Driver of the Day" prize to be presented to Stuart Harper for his meritorious conducting of his fast Morgan, which cornered as if on three wheels, Stuart putting the lower of its two speeds with a backwards flick of his right arm before the corners — W.B.

Results:

- Hawthorn Trophy Race:**
1st: R. H. Bell (Maserati), 85.41 m.p.h.
2nd: R. J. S. Macpherson (Cooper-Bristol)
3rd: K. R. Duly (Maserati).
- Pre-War Allcomers Race:**
1st: W. H. Summers (Maserati), 81.91 m.p.h.
2nd: P. A. Mann (ERA)
3rd: Hon. P. Lindsay (ERA).
- Boulogne Trophy Race:**
1st: F. P. Morley (Bentley-Napier), 78.07 m.p.h.
2nd: H. F. Moffatt (Bugatti)
3rd: J. Ward (Bugatti).
- "Fox & Nicholl" Trophy Race:**
W. H. Symons (Invicta), 69.28 m.p.h.
- First 5-lap Scratch Race:**
D. K. Ulph (Austin), 65.69 m.p.h.
- Second 5-lap Scratch Race:**
A. D. Dolton (MG), 68.26 m.p.h.
- First 5-lap Handicap Race:**
C. A. V. Warrington (MG), 64.80 m.p.h.
- Second 5-lap Handicap Race:**
J. Howell (Sunbeam), 67.91 m.p.h.
- Third 5-lap Handicap Race:**
F. S. Lockhart (Rover), 75.87 m.p.h.
Fastest lap of the afternoon: B. H. Halford (Lotus), 91.59 m.p.h.

ROAD IMPRESSIONS

THE NEW FORD CORTINA

THE FORD CORTINA has long been one of the most successful cars of its kind. The first version appeared in September 1962 and the Cortina has been successively improved ever since. The Mk. I sold to the tune of more than 1,000,000 and so did the Mk. II and III. The Mk. IV that came out in 1976 is well on its way to a similar very complimentary sales success. In the first six months of this year nearly 120,000 were sold, which is more than the Cortina has ever before achieved and double the sales of any other car apart from the popular Ford Escort. In fact, for six out of the past seven years the Cortina has consistently out-sold every other car on the British Market; in 1976 it was surpassed in this respect by the Escort.

With buyer-satisfaction at such a high level Ford could have rested on their laurels. However, C. G. Grey, Editor of *The Aeroplane*, remarked in 1939 that when he heard of people resting on their laurels he always wished a little holly could be mixed with the laurel, so he would have been glad to know that the Cortina has been improved and made more attractive still, under a £50-million development investment started four years ago. Ford claims that, by listening to experienced drivers' comments, the latest version is the most economical, most refined, best-protected and fastest Cortina of them all — which, in view of the model's popularity, is significant.

The range continues with the four-cylinder 1300 c.c. Kent push-rod-engined Cortina, the HC o.h.c. 1600, 1600 2V and 2000 (these engines gain a substantial power increase from the fitment of twin venturi Weber carburettors instead of single venturi Motocraft), and the HC push-rod 2300 V6-engined cars. The model-range has been extended by choice of the S (improved handling)-pack now being available for the 1.6L, 2.0GL and Ghia, and the 2.3 GL and Ghia models, and a new Estate, or "Business Wagon" (which I see has adopted the Fiat 126's slogan of "A Vehicle for All Reasons"), is available. The styling has been enhanced, and the engineering changes are directed at improved fuel economy by the use of an average weight reduction of 40 lb., a new Weber carburettor and a clutched fan, and slightly raising the gearing of the 1.6 and 2.0 models. Also by reducing piston-ring friction and valve-spring loadings on the o.h.c. engines. This has resulted in increased power outputs. The V6 Ford power-pack has been given larger valves, a 9.2 to 1 c.r., transistorised-ignition, and timing and carburation changes, resulting in eight extra b.h.p. The new bodies are not only very handsome but have an increased glass area for improved driver-vision, and inside there are improved seats, with special resistance to sag after a period of usage, and sound-damping and trim have likewise been improved. The radio has been rehoused, and Ford's hitherto excellent ventilation system enhanced by two additional louvres in the fascia centre. For improved handling the coil-spring suspension now has a bigger front anti-roll bar in conjunction with 9% reduction in spring rate. At the back the 1980 Cortinas have springs stiffened by 5% in initial response and by 9% under full load. The new Cortinas are the first Fords to have revised anti-corrosion protection, introduced after a study of 4,500 vehicles across Europe, searching for the real reasons why cars



The 2.0 Cortina Ghia tested by the Editor, one of a new range of Cortinas available from September 13th.

rust under salting of highways, etc. Closed cavities are flushed before priming, wax is injected after painting, and stone-resistant PVC is applied to wheel arches and the lower body panels, while after assembly the entire underbody is sprayed with a special wax coating.

Other aspects include items that assist servicing, which is now set at 12,000 miles, with an interim 6,000 mile inspection. The very heavy bonnet-lid is hinged at the back. Plugs, battery and dipstick are accessible but there is a tortuous top water hose. These Cortinas which have been subtly but effectively improved go on sale on September 13th and those interested should presumably place orders immediately.

I was allowed to try the new four-cylinder-in-line o.h.c. 2.0 Cortina Ghia Saloon before the public announcement. It is a very fine medium-sized family car. The impression I got is that it might be put in the same category as a BMW, a category towards which Ford (and GM Opel) have been steadily moving in recent times. The whole car now feels solid, with nothing "tinny" about it. It corners with precision and in appointments, instrumentation, and appearance is a very up-market product indeed. There is performance in the order of comfortably over 100 m.p.h. and the ability to get to the normal legal pace of 60 m.p.h. in 9.8 seconds. The gear change (not spring loaded) functions with the expected Ford infallibility and smoothness, even when reverse is required. The clutch is very light and smooth, the seats are extremely comfortable, the sound level low, so that a little wind flutter can be heard round the driver's door, and this Michelin-X shod saloon was stable under rapid cornering.

The instruments in their "woodgrain bezel," to quote the specification, are easily read, but the steady-indicating fuel-gauge is rather oddly marked (not calibrated), so that its needle traverses very little of its arc from full to half-full reading, far more of it down to "empty," apart from which it takes a long time to indicate a drop from the tank full position. However, this was not intended to deceive, for the fuel economy is generous — the check I did showed 31.9 m.p.g. (four-star) from the Weber sequential twin-choke carburettor.

This would not have disgraced a mediocre

1½-litre family saloon some years ago, and is praiseworthy from a decently high-performance 2-litre. The tank holds 12 gallons, giving a range of some 360 miles. The fuel filler and its flap are not lockable. Ghia equipment includes a tachometer, Kent alloy road wheels, 185/70 tyres, pile carpet, clock, wood cappings and remote-control door-mirror, etc.

Ford use triple stalk-controls, but the turn-indicators are operated from the l.h. one in Continental fashion, and I did not altogether care for the separate r.h. lever that puts on side lamps and headlamps, with dipping to be done rather clumsily; from the r.h. lever. There are two high-mounted, rather vulnerable, Ford Carello spot-lamps to supplement the Lucas-Ford halogen headlamps on full beam. The headlamps are cleaned by four water-jets. The car's 1980 styling caught more than one eye, when it was all supposed to be hush-hush, testimony to the handsome, attractive new lines. The boot holds 11.8 cu. ft. of luggage. I would have liked central-door-locking but enjoyed the wind-open sunroof. This was a very new car, so one can overlook the slam needed to completely shut the o/s rear door and a vibrating rear-view mirror. The disc/drum brakes are powerful but spongy, which is better than being over-servoed but they are not entirely reassuring, although powerfully progressive. And under emergency action the front end of the car became a trifle "squidgy," as on a Granada. These are, however, minor matters in a car of high overall good qualities, although perhaps without much "character." The rack-and-pinion steering asks 3.7 turns lock-to-lock, with a turning circle of 32.8 feet between kerbs. The wheel is small and mounted sensibly low. The Ford's ride is good but not outstanding. This 102 b.h.p. (PS) 2.0 Ford has an engine that peaks at 5,400 r.p.m., runs safely to 6,000 r.p.m., gives maximum torque at 4,000 r.p.m. (which makes it just outside the all-day-in-top-gear-if-you-must kind of car) and is geared to do 70 m.p.h. at just 2,300 r.p.m., which is economy gearing indeed. No oil was required in over 600 miles. My preview of the newest 2.0 Cortina Ghia convinces me that the 1980s models will continue to maintain Ford's fine sales-records. Comments on the 1979 Cortina 2.3 Ghia Estate appeared in November 1978. — W.B.

Louis Coatalen 1879-1962

ANTHONY HEAL, the Sunbeam historian, traces the career of this great engineer, who was born at Concarneau one hundred years ago.

LOUIS Hervé Coatalen, MIAE, was born on September 11th, 1879 at Concarneau, Finisterre, the second son of hotelier François Marie Coatalen and Louise le Bris. He was educated first at the Lycée de Brest and then took the strenuous three year engineering course at the Ecole des Arts et Metiers at Cluny. After doing his military training he got a job in the drawing office of the pioneer motor manufacturing firm of De Dion Bouton et Cie, Puteaux, Seine, going on from there to Clément & Cie, at Levallois Perret and to Panhard et Levassor. Seeing greater opportunities for young men in the motor industry in England, he came to this country in 1900. For a few months he worked for the Crowden Motor Car Co. at Leamington Spa and then, at the age of 21, he joined Humber Ltd. at Coventry as chief engineer. He designed two new models, the 8/10 h.p. and the 10/12 h.p. The success of the latter, a 4-cylinder medium-sized car selling for £300, restored the fortunes of the Humber Company. The demand entailed increased production, to the extent that the cars were being completed in the street. Coatalen was not content just to be a backroom designer. The Chairman, Edward Powell, said "We cannot keep him at his desk. He will get out on the road and drive a car". In the 1906 Tourist Trophy race he drove a Coventry Humber into sixth place, averaging 32.1 m.p.h.

In 1907 he entered into partnership with William Hillman of Coventry to produce The Hillman-Coatalen. He designed a 25 h.p. 4-cylinder car which he drove in the Tourist Trophy race that year. He put up the fastest lap at 37.5 m.p.h. but crashed at Quarter Bridge. Two new cars with 4-cylinder (4" x 5") engines were built for the race in 1908. Coatalen drove one, the other being handled by Kenelm Lee Guinness, who was later to become famous not only as a racing driver but also as the maker of KLG sparking plugs. He retired with a broken chassis.



Louis Coatalen, right, at Brooklands with Count Conelli.

Coatalen finished 9th having been delayed by a leaking petrol pipe.

On the recommendation of Thomas Cureton, managing director of the Sunbeam Motor Car Co. of Moorfields, Wolverhampton, Coatalen was engaged as Chief Engineer in February 1909. His first product was the 16/20 h.p. 4-cylinder Sunbeam which competed in numerous hill-climbs and reliability trials, and distinguished itself by its performance in the Scottish Six Days Trial. This success encouraged the company to launch a smaller 12/16 h.p. model (80 x 120 mm.) with T-head and pressure lubrication. The factory had to be extended and production facilities were expanded to meet the demand. In the following year Coatalen married Olive Mary Bath, daughter of Henry James Bath, consulting engineer and director of the Sunbeam Motor Co. They had two sons, Hervé Louis (b.1913) and Jean Louis (b. 1916). Coatalen believed that the saying "Racing improves the Breed" was as true of motor cars as of horses. He drove "hotted up" standard Sunbeam cars with success at Brooklands track and in 1910 appeared with a special streamlined single seater "Nautilus". Its 4-cylinder 92 x 160 mm. engine had 16 overhead valves operated by push rods and rockers. The radiator was mounted behind the driver and, not surprisingly, the engine suffered from overheating. In 1911 a more

advanced design, with 8 inclined valves, operated by an overhead camshaft, was produced. Fitted with a narrow single-seater body and known as "Toodles II", this 3,217 c.c. racing car won several races at Brooklands during the season and set a new 16 h.p.-Class Short Record (1/2-mile) of 1.12 m.p.h.

In the same year, Coatalen re-designed the engine of the successful 12/16 h.p. Sunbeam giving it a monobloc cylinder casting and a flat L-head. One was entered in the Coupe de l'Auto Voiturette race at Boulogne, the Sunbeam company's first entry in a race abroad. Driven by T. Richards, he was lying 7th when he was forced to retire on the 8th lap due to a broken steering connection.

Before the introduction of his new 25/30 h.p. 6-cylinder model at the Motor Show of 1911, Louis Coatalen subjected it to a severe test, thereby giving a convincing demonstration of its speed, stamina and reliability. One of the chassis, fitted with a single-seater body, was driven at Brooklands for 12 hours, the engine running non-stop for the whole period. Driven by the designer and T. H. Richards, the Sunbeam averaged 75.66 m.p.h., setting up 15 world records from 4 hours to 12 hours. During the 1911 season Sunbeam cars competed in numerous hill-climbs, speed trials and races at Brooklands with considerable success, winning nearly 50 prizes and setting up 15 World Records.

The dynamic influence of Louis Coatalen was felt throughout the Moorfield works. Automatic machinery was installed and production was increased. He not only designed the cars but organised the factory, engaged his talent, and in 1912 was elected a Director of the Company. His colleagues, however, impressed him that it would be better if in future only the people who drove the cars in competitions!

The Coupe de l'Auto Voiturette race in 1912 held at Dieppe simultaneously with the Grand Prix of the Automobile Club de France. The Sunbeams, slightly modified 12/16 h.p. (80 x 149 mm.) were prepared for the two day 956-mile event. The Sunbeams took the first three places in the 3-litre race and astonished everybody by finishing 3rd, 4th and 5th in the Grand Prix, being beaten only by a Peugeot with an engine more than twice their size and by a Fiat nearly five times as large. The combination of high efficiency and outstanding reliability, resulting from high speed development at Brooklands, had triumphed.



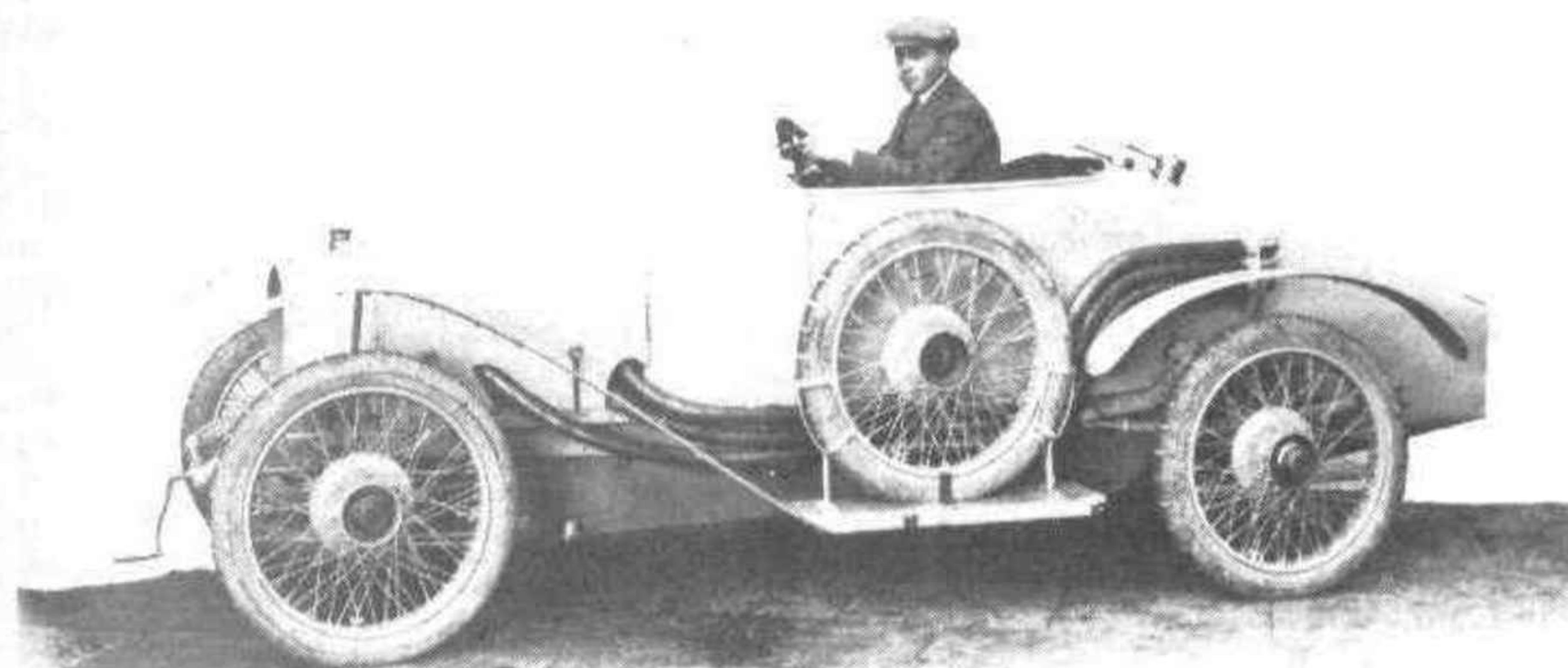
A replenishment stop for the 30 h.p. six-cylinder Sunbeam during the successful 12 Hour World Record attempt at Brooklands, September 1st, 1911. Mrs. Coatalen and a mechanic are holding down the Heath Robinsonish "quick-lift" jack to raise the front axle. Louis Coatalen is by the offside front wheel, giving directions.

One of these side-valve 3-litre cars, driven by R. F. Grossman and D. Resta, later in the season, set up 19 Class E Records and 6 Worlds Records at Brooklands from 50 miles to 1,000 miles. (76.1 m.p.h.). The fastest lap was at 86.77 m.p.h. A couple of weeks later Resta took the Class E record for the kilometre at 100.94 m.p.h. A team of 4½-litre 6-cylinder cars with side-valve engines were prepared for the Grand Prix at Amiens in 1913. J. Chassagne finished 3rd and Resta 6th, being beaten by Georges Boillot and Jules Goux on 5.6-litre Peugeots. Towards the end of the season, Coatalen produced a new Sunbeam racing car designed for track racing and World Record attempts. Driven at Brooklands by Jean Chassagne, it lapped at over 117 m.p.h. and set up 8 World Records, including 1 Hour at 107.95 m.p.h. The 9-litre 12-cylinder engine comprised a pair of Grand Prix type 6-cylinder blocks mounted on the crankcase in V formation at 60 degrees.

But the days of the side-valve engine in Grand Prix racing were numbered, for in 1913 the

were adopted for several Sunbeam-Coatalen aero-engines. Over 20 types were produced and power output rose from 150 to 900 h.p. Sunbeam engines were supplied to the Royal Air Force and the Royal Naval Air Service, as well as to the French and Russian air services, and five 275 h.p. 12-cylinder "Maori" type engines were fitted to the British rigid airship R34 which made the first out and home flight across the Atlantic in 1919.

Sunbeam-Coatalen engines were also fitted to the Short seaplanes of the RNAS that gave the Higher Command information about the disposition of the enemy's ships in the Battle of Jutland. In an obituary notice Lord Sempill wrote "As one who served in the RNAS and was closely concerned with the technical side, I am sure that a sincere tribute is due to Louis Coatalen, designer of the engines which powered the large majority of our seaplanes and airships. As a designer he was ahead of his time". The French Government showed its appreciation of his service to Allied aviation by nominating him Chevalier of the Legion d'Honneur.



Coatalen in one of the 12/16 h.p. 4-cylinder Sunbeams prepared for the Coupe de l'Auto Voiturette race at Boulogne in June 1911. These were the first Sunbeams to be built for and entered in an international motor race on the Continent.

Peugeot cars, designed by the Swiss engineer Ernest Henry, with their twin-overhead-camshafts and sixteen valves, were invincible. They won both the Grand Prix and the Coupe de l'Auto races, beating the Sunbeams into third place in both events. Coatalen was quick to respond to the challenge. One of the 3-litre Peugeots was procured and taken to Wolverhampton where it was closely studied. Not surprisingly, the Sunbeam cars which competed in the French Grand Prix and Tourist Trophy races in 1914 bore more than a slight resemblance to the designs of Ernest Henry. The latter race was won by K. Lee Guinness's Sunbeam, but in the Grand Prix both Peugeot and Sunbeam were defeated by the new Mercedes racing cars.

Following the death of Thomas Cureton in 1914, Coatalen was appointed Joint Managing Director of Sunbeam's with Mr. W. M. Iliff, who had joined the Board some months earlier.

Some time before the outbreak of war in August 1914, the Sunbeam company had a 150 h.p. 8-cylinder aero engine already in production. Coatalen had purchased a Farman bi-plane in 1913 to which this engine had been fitted and on its early test flights the machine had been piloted by John Alcock, who later made the first Transatlantic flight, for which he received a knighthood. Known as the "Crusader" this engine had side-valves but the ever increasing demands of the services for more power caused the company to apply some of the lessons learned in building their racing car engines. Twin overhead camshafts and four valves per cylinder

Although the Sunbeam Motor Car Co. Ltd. was busy turning out a wide variety of engines for aeroplanes, airships and coastal motor boats, and airframes of Short seaplanes, Louis Coatalen nevertheless managed to design and produce a couple of 4.9-litre 6-cylinder racing engines on the lines of those used for the 1914 Grand Prix. Using aluminium pistons, they developed 156 b.h.p. and were fitted into two Grand Prix chassis. Josef Christiaens and Frank Bill took them to the USA where they competed in several track events during the 1916 season. At Indianapolis, Christiaens after some tyre trouble, finished fourth. He had to hold the engine speed down to 2,900 r.p.m. owing to a vibration period at 3,000 r.p.m. Louis Chevrolet drove one of the Sunbeams in a 20-mile race at Indianapolis later in the season. In overtaking Hughie Hughes' Duesenberg he took the engine up to 3,200 r.p.m. only to have a connecting rod come through the side of the crankcase.

Soon after the Armistice in November 1918, Coatalen started to prepare for the return to motor-car production again. Revised versions of the pre-war 16 h.p. and 24 h.p. cars were announced. He took the first post-war 24 h.p. 6-cylinder car on an extended test run over the war damaged roads of France. The long straight Routes Nationales provided opportunities to prove the car's speed and stamina and the Alpine mountain roads tested its power and the efficiency of its cooling in a way that was not possible in England.

Following the merger of the Sunbeam, Talbot

and Darracq companies in 1920, Louis Coatalen was appointed Chief Engineer and announced his intention of opening a drawing office and experimental department in Paris in addition to the one in Wolverhampton. With the re-opening of Brooklands and the revival of motor racing in France there was plenty of scope for him to embark on an extensive racing programme. The two 4.9-litre Indianapolis Sunbeams had been rebuilt with shorter chassis and returned to the USA for the first post-war 500-mile race in 1919, but they were withdrawn as it was alleged that the engines exceeded the capacity limit of 300 cubic inches which the race regulations stipulated. At Brooklands, however, these cars were immediately successful, driven by H. G. Hawker, G. L. Geach, and by André Boillot who lapped at 111 m.p.h.

The 12-cylinder car with which J. Chassagne had taken the one-hour record in 1913 had been sold in the United States, where Ralph de Palma had won a match race with it at the Sheepshead Bay Speedway, Long Island at 113.7 m.p.h. It was also driven at other tracks by Hughie Hughes and came to an untimely end in a 100-mile race at the Kalamazoo dirt-track when it skidded right across the track and eight cars ran into it. It had been Coatalen's intention to produce a luxurious touring car using the V12 engine but the outbreak of war in 1914 prevented him from realising his ambition of marketing the first 12-cylinder car. The Packard company bought the 12-cylinder Sunbeam and produced a 12-cylinder racing car of their own, which was the prototype for their 12-cylinder "Twin Six" production model.

To replace it Coatalen designed and built a new car for Brooklands races and Worlds records. It had a specially-built 350 h.p. V12-cylinder engine in a narrow chassis frame with a single-seater body. It made an inauspicious start to its racing career. In June 1920, when driven by H. G. Hawker, a tyre burst on the banking and despite his great efforts to hold it the Sunbeam went through the corrugated iron fence along the Railway Straight. No great damage was done and in October the big car was taken to Gaillon in France where René Thomas succeeded in setting up a new record for the hill at 108.6 m.p.h. To comply with the regulations for this event a second seat was cantilevered from the near side of the single-seater body and a simple wind shield was fixed in front of it. With this adaptation the scrutineers accepted the car as a two-seater!

A limit of 3-litres was agreed internationally for Grand Prix events in Europe and for the Indianapolis 500-mile race in USA. This provided Coatalen with an opportunity to produce a team of new racing cars of the latest design. They had 8-cylinder engines with very light aluminium cylinder blocks and followed the practice pioneered by Ernest Henry of four valves per cylinder operated by two overhead camshafts. The dimensions, 65 x 112 mm., were also in line with Henry's latest design for Ballot, but Coatalen used plain bearings, which resulted in a rather lengthy crankshaft. The low chassis frame was upswept over both front and back axles and to achieve a low centre of gravity the line of the transmission sloped downwards towards the front. Cable-operated brakes on all four wheels, which could be adjusted while the car was in motion, were an innovation. These cars had to represent the three marques, Sunbeam, Talbot and Talbot-Darracq. This was achieved by fitting different radiators. Two Sunbeams and a Talbot-Darracq ran at Indianapolis. The latter retired early in the race but the American driver, Ora Haibe, took his Sunbeam into fifth place at



mobelec's

MAGNUM

contactless electronic ignition

HIGH CALIBRE FIRE-POWER!

What it is

Magnum electronic ignition is an advanced contactless system using modern solid state components and incorporating new integrated circuits to provide superior performance and reliability.

The system is encapsulated and sealed in a rugged die-cast alloy box and the new contactless triggerhead fits simply into your existing distributor without the need for critical gap settings.

Magnum converts *your* existing distributor to a contactless electronic ignition system of the same type as used by *all* volume car producers, both in America and Europe since 1975.

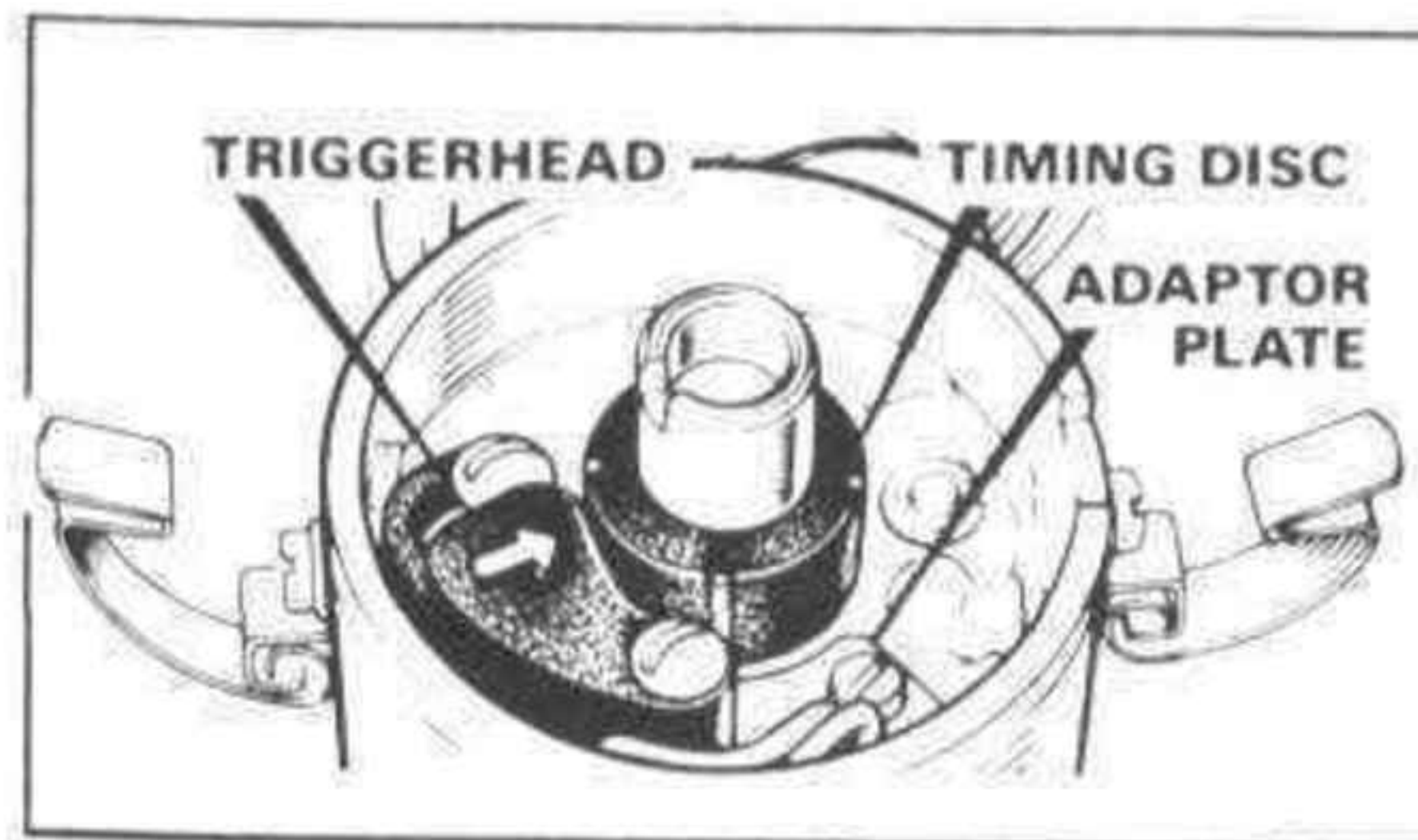
What it does

Improves engine performance by providing a constant spark with the precision the engine requires. This helps ensure complete fuel combustion — reducing overall fuel consumption. Reduces misfires giving increased torque and horse-power. Hesitant low speed running is dramatically improved and your engine becomes smoother. Starting under all conditions is easier, no more continuous cranking on those first cold mornings. You can look forward to saving money on maintenance as once fitted, the distributor setting never needs changing or adjusting.

How it works

In a standard ignition system — like the one in your car — the contact breaker points soak up about 5 amps of battery current and are attacked by up to 300 volts of ignition coil voltage every time they make and break. Even at moderate speeds, they make and break 100 times each second. Also the cam wears away the "heel" of the points. From the moment they are installed your contact breakers arc and burn. In a few thousand miles your ignition voltage is down, causing poor starting, rough idling and misfires under load. Equally serious, your engine timing is changing and that means gradually increasing fuel consumption.

Magnum overcomes all these problems by replacing the mechanical contact breaker points with a solid-state electronic triggerhead. It does not move or wear so it can never go off tune. That means precise timing over the entire speed range of your engine, for the life of your car.



Reliability

Mobelec reliability is based on years of research and experience with over 250,000 systems sold — 25,000 with over five years of service.

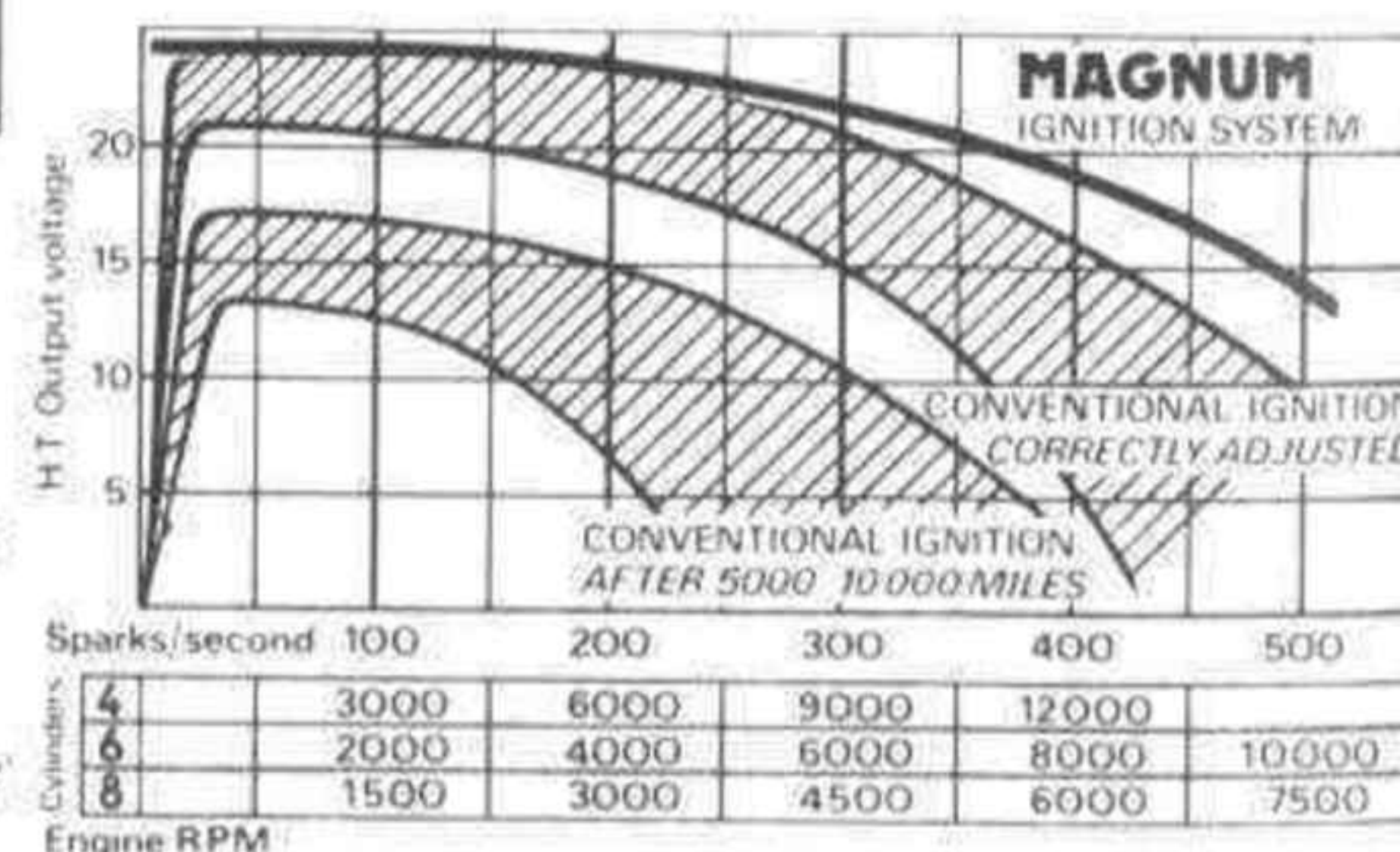
Mobelec is Britain's most successful accessory electronic ignition — chosen first by "Motor" magazine* and has also been awarded the A. A. Seal of Approval. A Mobelec product also won the 1977 Accessory of the Year award — Class A by the A.A.R. *August 1974.

Why MAGNUM

Magnum is "real" electronic ignition. What is real electronic ignition? Some "electronic ignition systems" still use the old fashioned contact breaker points, but do not cure all their faults. Contact breaker points not only arc and burn away, they are quickly worn away by the cam, in fact on some makes of distributor "heel" wear by the cam is far greater than the point arcing effect. Every one-thousandth of an inch of heel wear causes about one degree of timing error. For this reason real electronic ignition is always contactless.

Magnum electronic ignition uses magnetic sensing, as do all car manufacturers throughout the world! Magnetic sensing is not affected by dirt and is mechanically rugged. Furthermore the Magnum triggerhead works at all possible engine speeds.

See the difference



Fitting is easy

Adaptor kits are available for a wide range of cars — including all popular makes and models. Installing your Magnum system takes about the same expertise as changing a set of contact breaker points. It comes with comprehensive illustrated step by step instructions and all the normally required installation accessories are supplied in the kit. Fitting time is about one hour — from then on for the life of your car there will be no more costly ignition tune ups.

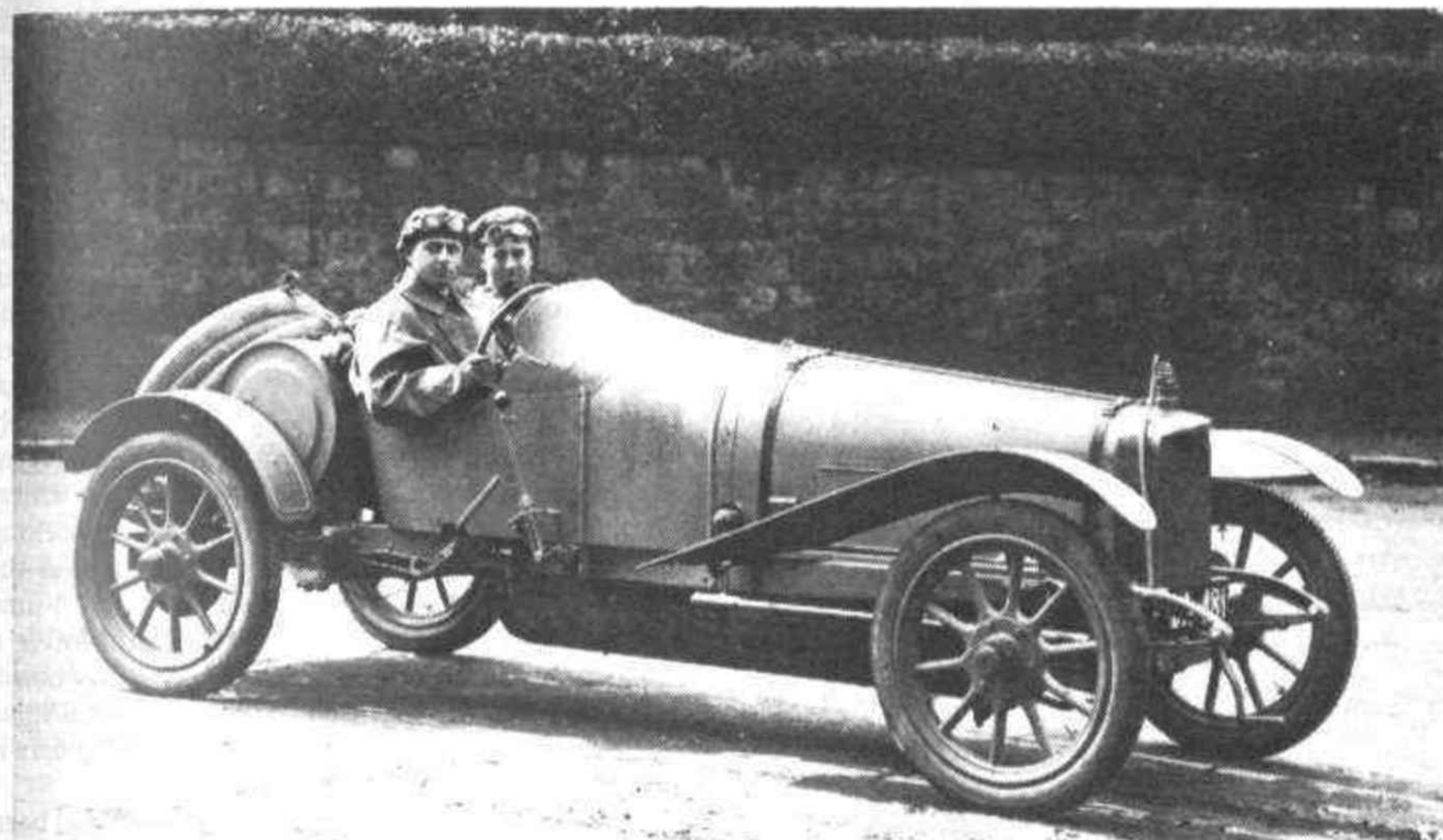
Mobelec Magnum keeps a good car going better!



Motor magazine
TOP 10 accessories

TOP 10





Louis Coatalen at the wheel of one the 4½-litre, 6-cylinder Sunbeams built for the 1913 Grand Prix de l'A.C.F. Dario Resta is in the mechanic's seat.

83.86 m.p.h. René Thomas was lying third until shortly before the finish when he was forced to retire due to a broken water connection.

Coatalen planned a mass attack for the first post-war Grand Prix de l'Automobile Club de France which was to be held at Le Mans in July 1921. No less than seven 3-litre straight-eights were entered, two Sunbeams, two Talbots and three Talbot-Darracqs. It was too ambitious a programme for the Racing Department to fulfil. As a result the two Sunbeam entries were withdrawn but K. Lee Guinness and H. O. D. Segrave, who were to drive the Talbots, exerted all their powers of persuasion on Louis Coatalen to allow their cars to start. For Segrave the whole of his future career as a member of the team depended on putting up a good performance in this, his first Grand Prix. A less determined person might well have given up. The road surface disintegrated and flying stones made a hole in the oil tank, pierced the steel cowl in front of the driver, knocked his mechanic Moriceau unconscious and caused continual tyre trouble. During the race Segrave and Moriceau changed wheels 14 times and had to re-time the ignition by the roadside. Guinness had his troubles too. Despite everything, three out of the four cars finished the race, André Boillot in fifth place, K. Lee Guinness eighth, and Segrave ninth.

In contrast to the not very successful début of the new Grand Prix cars, Coatalen's 1½-litre Talbot-Darracqs scored an immediate success in the *Coupe Internationale des Voiturettes* held on the Grand Prix course at Le Mans in September 1921. René Thomas, K. Lee Guinness and H. O. D. Segrave finished one, two, three and a similar success was achieved in the 200 mile race at Brooklands a month later, Segrave winning followed by Guinness and Malcolm Campbell.

These neat little cars had 4-cylinder engines that were virtually half the Grand Prix straight-eights, 65 x 112 mm, with 16-overhead valves operated by two overhead camshafts driven by a train of gears at the front. The rear axle had no differential.

All the Sunbeam models announced for 1922 were equipped with new overhead valve engines. The 16 h.p. and the 24 h.p. 6-cylinder were continued in improved form and a new smaller 14 h.p. car was added to the range.

The racing season started off with some encouraging successes at Brooklands. Segrave was

successful with one of the Indianapolis cars and J. Chassagne and Guinness both won races with the 350 h.p. 12-cylinder Sunbeam. At the May meeting, Guinness set a new lap record at 123.39 m.p.h. and later, Worlds Records for the mile and the kilometre at 129.17 and 133.75 m.p.h. He was timed over a half-mile during this record attempt at 140.51 m.p.h. Malcolm Campbell took the big car to Saltburn Sands and achieved 138 m.p.h. over a kilometre.

The RAC revived the Tourist Trophy race in the Isle of Man after a lapse of eight years. There were two classes: 3-litres and 1½-litres. Three 3-litre straight-eight Sunbeams and three 1½-litre Talbot-Darracqs were entered. Sir Algernon Guinness won the *voiturette* race for Talbot-Darracq and Jean Chassagne the 3-litre race for Sunbeam. H. O. D. Segrave put up the fastest lap.

This was the last International motor race run on the 3-litre formula, for the AIACR had already decided on a 2-litre limit for Grand Prix races in 1922. As a result, Coatalen had to build a team of new racing cars. Influenced perhaps by the success of the 16-valve 1½-litre Talbot Darracqs and the 4-cylinder 2-litre Ballot he commissioned Ernest Henry to design a car to the new formula. Despite Henry's experience of the 8-cylinder engines of 4.9-litres and 3-litres capacity he had designed for Ballot, he decided on a 16-valve 4-cylinder with the inlet valves much larger than the exhaust valves.

The dimensions, 68 x 136 mm., gave a 2 to 1 stroke/bore ratio which compared unfavourably with 1.54 of the winning Fiat. The system of servo brake operation, which Henry had used successfully on the 3-litre Ballots, was adopted for the Sunbeams. The cars lacked the speed of the 6-cylinder Fiats and in the Grand Prix at Strasbourg all three retired due to broken inlet valves. Just as Ernest Henry's 16-valve Peugeots had dominated Grand Prix racing 10 years earlier, so the new Italian cars now eclipsed his latest design. Despite the failure of the new 2-litre Sunbeam cars in the Grand Prix, the 1½-litre Talbot-Darracqs continued to be invincible in *voiturette* races in France and Spain, as well as at Brooklands and the Isle of Man. To conclude the 1922 season, which had started so successfully, Sunbeam cars won three out of the four classes for which they were eligible at the Brooklands Speed Championship Meeting.

If his Sunbeam and Talbot-Darracq cars had achieved success Coatalen's private life was not running smoothly. He worked mostly in Paris and was seen only occasionally at the works in Wolverhampton. His marriage to Olive ended in divorce in 1922 and in the following year he married Mrs. Enid Florence (Iris) van Raalte (née Graham).

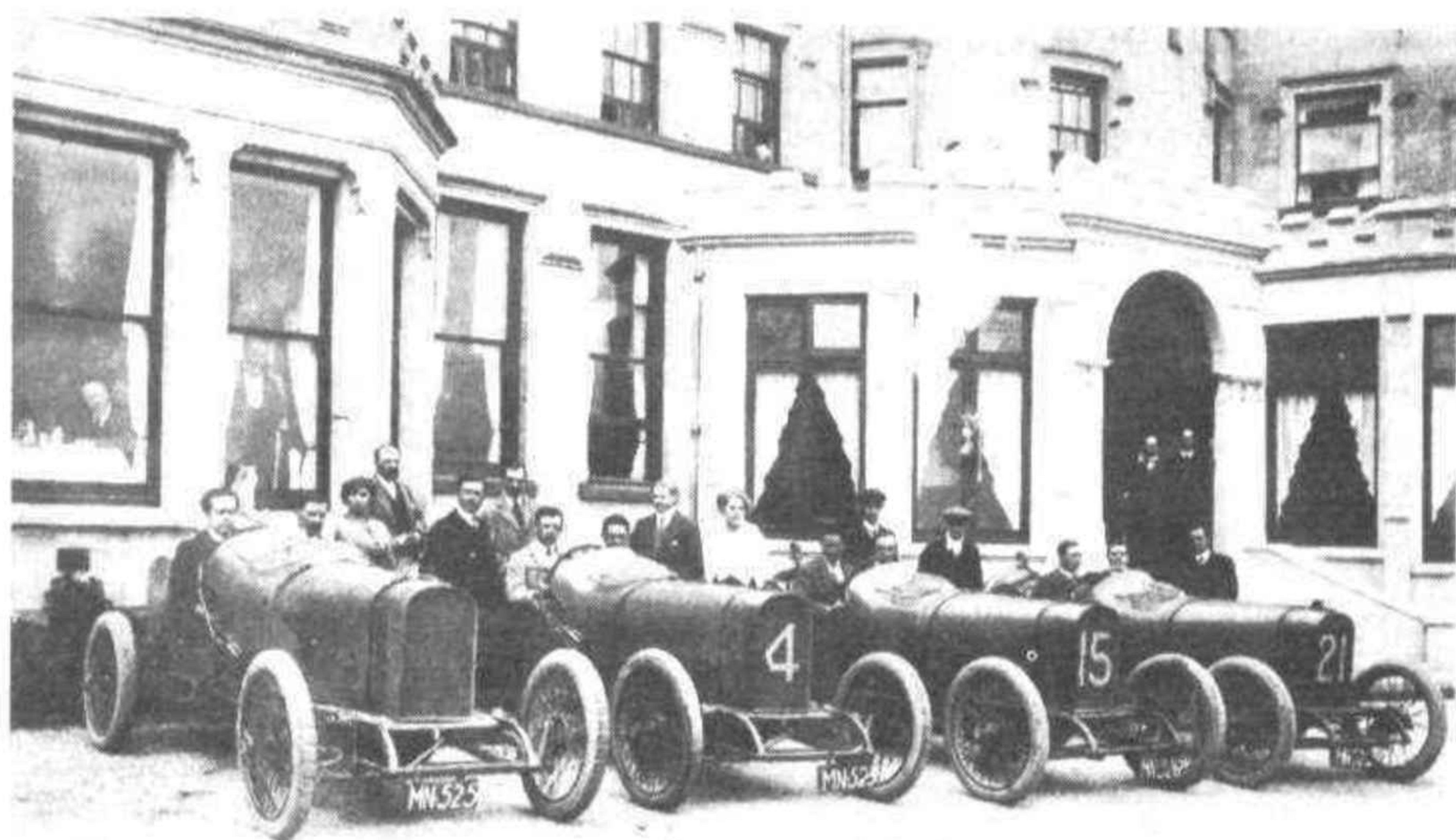
Just as in 1914 Coatalen had realised that his early designs were outdated, so in 1922 it was clear that Ernest Henry's design had been superseded by those of the Italian engineers. Coatalen's response to the challenge was to engage the services of Vincent Bertarione who had worked with Fornaca and Cappa to produce the successful 2-litre 6-cylinder Fiats. Bertarione started work on a new 2-litre 6-cylinder engine with two valves per cylinder set at 96 degrees. The cylinders were fabricated with welded-on water jackets. Split-race roller bearings were used for both mains and big ends. With 7.4 to 1 compression the new engines gave 108 b.h.p. at 5,000 r.p.m., nearly 25% more power than the 1922 design. They were mounted in the same chassis that ran at Strasbourg, but the bodywork followed the lines of the successful Fiats.

In the Grand Prix de l'ACF at Tours, the strongest opposition to the new Sunbeams was provided by the eight-cylinder Fiats which were using superchargers for the first time in Grand Prix racing. They proved to be the fastest cars in the race, but all three retired with engine trouble. The Sunbeam proved to be both fast and reliable, finishing first, second and fourth. Segrave's car won the race at 75.3 m.p.h., the first Englishman and the first British car to win the Grand Prix since its inception in 1906. Later in the season, the Sunbeams were again successful at the Boulogne meeting and in the Spanish Grand Prix at the new Sitges Autodrome.

Bertarione also produced a new 8-valve 4-cylinder engine for the Talbot-Darracq *voiturettes* and these cars continued their invincible career. Segrave won at Boulogne and Divo carried off both the Coupe des Voiturettes at Le Mans and the Grand Prix de la Penya Rhin at Barcelona.

For 1924 the Sunbeam Company introduced three new models with overhead valve engines in unit with the gearbox, torque tube transmission, cantilever rear springs and four-wheel brakes on all but the 12/30 h.p., the smallest and cheapest car in the range. The latter was discontinued after two years but the six-cylinder 20/60 h.p. model continued, with periodic modifications, for several years.

The speed of the supercharged Fiat cars at Tours caused Louis Coatalen to start experiments with forced induction. The Wittig vane type supercharger had not been successful in the Grand Prix, but after adopting the Roots type of blower Fiat had been victorious in the Italian Grand Prix. Following their example, the Sunbeam Experimental Department increased the output of their successful Grand Prix engine using a Roots-type blower driven at crankshaft speed. Like Fiat, the supercharger forced air through the carburettor to the engine. Experiments were then made with the supercharger drawing mixture from the carburettor and discharging it into the induction manifold. This arrangement increased the power output from 115 b.h.p. to 138 b.h.p. at 5,000 r.p.m. Bertarione designed a new lower chassis with wheelbase increased by 4" to accommodate the longer engine and supercharger unit. The transmission was revised, incorporating a new multi-plate clutch, four-speed gearbox and torque tube. The brake-servo introduced on the



The Sunbeam team for the 1914 Tourist Trophy Race. Left to right are Hornsted and Smith with the reserve car, Mrs. Resta, Capt. A. Rawlinson, Louis Coatalen, Capt. H. W. Bunbury, K. Lee Guinness and Cook in No. 4, Thornton Rutter (Daily Telegraph), Olive Coatalen, Resta and Harrison in No. 15, a mechanic, Algernon Guinness and Smith in No. 21 and Claudel, a technician.

1922 racing cars and the three-piece front axle were the only vestigial features which remained of Ernest Henry's influence on Sunbeam design.

It was evident that the Sunbeam team had the fastest cars on the Grand Prix circuit at Lyons in 1924 and even the Alfa Romeo team with their new supercharged eight-cylinder cars readily acknowledged this before the race. But if Sunbeam had won in 1923 through the misfortunes of Fiat, now in 1924 they lost the race as a result of their own bad luck. Segrave led for the first three laps and put up the fastest lap at 76.25 m.p.h., but was then slowed by persistent misfiring. Plugs were changed but to no avail and he could do no better than finish fifth. New magnetos had been fitted to the Sunbeams, on the advice of the Bosch representative, the night before the race. On examination afterwards some of the windings were found to be broken. When the old magnetos were fitted again the misfiring disappeared.

Two Sunbeams ran in the Spanish Grand Prix at San Sebastian driven by K. Lee Guinness and H. O. D. Segrave. The former took the lead at the outset, but Segrave decided to start gently and to watch the opposition, which included Bugattis, two 12-cylinder Delages and Count Masetti driving a Mercedes. This was the first Grand Prix since the 1914-18 War in which German cars had been permitted to take part. The course was not in good condition and clay had been spread on some corners instead of sand, which added to the dangers. Guinness took the lead but on the wet clay on one of the corners his car went straight on up a steep bank and overturned three times. Both he and his mechanic Barratt were thrown out. The mechanic was killed and Guinness suffered severe injuries.

The sight of his team mate's crashed car caused Segrave to drive with great caution, lying second behind Masetti's Mercedes until the latter stopped to refuel. The Sunbeam then took the lead and Masetti, in trying to catch Segrave, went off the road, leaving him to win the race, with Constantini's Bugatti in second place followed by the Delages of Morel and Divo.

Bertarione had also redesigned the 1½-litre Talbot-Darracqs with superchargers and they continued to be unbeatable in their class. Guinness and Resta were first and second in the Swiss Voiturette Grand Prix at Geneva at

70 m.p.h. In the 200 Mile Race at Brooklands the cars finished in team order, first, second and third, Guinness, Duller and Segrave, averaging 102 m.p.h., and in the 1½-litre race at Montlhéry, Scales, Segrave and Bourlier repeated the same result at 100.5 m.p.h.

At Brooklands in September, Dario Resta, with Bill Perkins as his mechanic, set up several short distance International Class E records, from 1 kilometre (f.s.) at 121.18 m.p.h. to 5 miles at 114.23 m.p.h. As the result of a tyre leaving the rim, the Grand Prix Sunbeam crashed through the fence on the Railway Straight. Resta was killed and Perkins severely injured. Later in the same month Malcolm Campbell took the 350 h.p. car to Pendine where he achieved a World Record for the kilometre at 146.16 m.p.h., the mean of runs in both directions of the course.

Despite the disappointment in the Grand Prix at Lyons, the new supercharged cars had shown themselves to be fully competitive with the Italian and French machines and Coatalen must have been well pleased with their achievements. To add to his satisfaction a daughter, Marjorie, was born during the year.

In March 1924, W. O. Bentley wrote a lengthy letter, which was published in the correspondence columns of *The Autocar*, in which he challenged the often repeated and commonly accepted statements that "racing improves the breed" and "the racing car of today is the touring car of tomorrow". He maintained that the specially-designed racing car has nothing in common with the standard touring car and that the racing of a "standard car" is the only way in which its weaknesses can be exposed so that its design may be steadily improved. This attack on the specially designed racing car as the instrument of progress naturally enough produced a spirited reply from Louis Coatalen in which he cited several features of current automobile design which had been developed by racing. These included high-speed engines, dry-sump lubrication, nickel-chrome crankshafts, special steel for valves, unit construction of engine and gearbox, torque tube transmission, quickly detachable wheels and four-wheel brakes. "In my opinion," he said "the production of special racing cars for experimental purposes is absolutely necessary if progress in touring car design is to be made quickly..." "Sunbeam

touring cars are very closely related to the designs from which they have conscientiously developed."

Credibility was added to the latter statement by a somewhat premature announcement early in May that a new 3-litre Super Sports Sunbeam with a twin overhead camshaft 6-cylinder engine was being developed. The hard-hitting and courteously phrased correspondence between two leading automobile engineers continued to the end of May, when Coatalen had the last word. "The burden of my argument was that racing car practice accelerates development... The Sunbeam Company enters races and builds special cars because it is seeking justification for its future designs... just as Bentley is a modification of accepted old-racing practice, the new 3-litre Sunbeam is a modification of modern racing practice. My objection in racing is primarily the very great research value that is obtained. The production of racing cars is amply justified by the results."

The 24-Hour Race at Le Mans, which had been run for the first time in 1923, was won in 1924 by a 3-litre Bentley driven by J. F. Duff and F. Clement at 53.8 m.p.h. Coatalen considered Bentley as a development of the typical racing car design and, no doubt, felt that ten years later a rather more sophisticated and up-to-date design could not fail to be successful. Vincenzo Bertarione was therefore commissioned to design a 3-litre 6-cylinder engine with twin overhead camshafts and dry sump lubrication with an eye on achieving success in the 24 Hour Race.

If the engine was an up-to-date design, the chassis in which it was mounted was basically that of an ordinary Sunbeam touring car. Two of the 3-litre Sunbeams were entered for the 1925 Grand Prix d'Endurance, one to be driven by Segrave and George Duller, the other by Jean Chassagne and S. C. H. Davis. After the chassis frames had been strengthened at the Talbot works in Paris the cars started the race without much testing during the practice period. Nevertheless they achieved a creditable result. Segrave led the race for the first 11 laps, engaging in a hard fought duel with Kensington Moir on the leading Bentley which resulted in the latter running out of fuel. The Sunbeam was later forced to retire with clutch trouble. Chassagne and Davis finished in second place despite a rear axle badly damaged when the Sunbeam was forced off the road by another competitor. They covered 1,343 miles, 52 miles more than Duff's Bentley achieved in 1924. Coatalen had successfully demonstrated the superiority of his 3-litre car over the Bentley which had been the object of the exercise, and the Sunbeam Sales Department began to receive public demand for such a car to be put on the market. After the main weaknesses of the prototypes had been remedied, the 3-litre Super Sports Car was added to the range of Sunbeam models offered in 1926.

Early in 1925, one of the supercharged Grand Prix cars driven by H. O. D. Segrave and J. G. Thomas had attacked the 12 Hour Record at Montlhéry but the attempt had to be abandoned because of engine trouble and a snowstorm. Nevertheless new World's Records for 3 Hours and 500 Kilometres were set up at 102 m.p.h. Segrave later put up the fastest time at the K. Hill and at Shelsley Walsh hill-climbs, and Malcolm Campbell set up new World's Records for the mile and the kilometre at Pendine with the now ageing 350 h.p. Sunbeam. His mean average speed of runs in both directions was 150 m.p.h.

The Grand Prix cars ran again in the French

Grand Prix at Montlhéry in much the same form as the previous year. Count Masetti finished third behind the 12-cylinder Delages of Benoist and Wagner. Segrave and Count Conelli both retired due to mechanical troubles. After the race, Masetti took Conelli's car to Switzerland where he put up fastest time and a new record for the course at the Klausen Pass hill-climb beating A. Divo, driving the 10-litre Delage, by 16 seconds. The Spanish Grand Prix, in which Masetti retired at half distance, was the last International Grand Prix in which the Sunbeam Motor Car Company's supercharged 2-litre cars were officially entered. For 1926 Grand Prix racing was to be restricted to cars of 1,500 c.c. The Talbot-Darracq *voiturettes*, in their last season, continued to be unbeatable in their class. Duller, Conelli and Segrave took the first three places in the Grand Prix de l'Ouverture at Montlhéry and Segrave and Masetti were first and second in the 200 Mile Race at Brooklands. The *marque* had enjoyed an invincible superiority in *voiturette* racing for five consecutive seasons.

This achievement was going to be much harder to maintain with the 1½-litre class becoming the arena for International Grand Prix racing. New cars of the most advanced design would be needed. Coatalen commissioned Bertarione to produce a worthy successor to the successful 4-cylinder *voiturettes*. The new cars had 8-cylinder roller-bearing engines with superchargers driven off the front of the crankshaft, which produced 145 b.h.p. at 6,500 r.p.m. Very low frontal area was achieved by off-setting the engine and gearbox so that the driver sat between the torque tube and the 10" deep chassis frame. The front and rear axles passed through slots in the side members. The whole car had a striking, workmanlike appearance. Early in the season they suffered from teething troubles with their brakes and front axle breakages but these were overcome before the end of the racing season. Segrave and Divo were first and second in the 200 Mile Race at Brooklands, and the first three places in the Grand Prix du Salon were taken by Divo, Segrave and Moriceau.

At the Sunbeam works a new 12-cylinder 4-litre racing car was completed early in 1926. It comprised two 2-litre Grand Prix cylinder blocks mounted at 75° on a common crankcase with a large Roots supercharger driven off the front of the crankshaft. This engine, which gave 306

b.h.p. at 5,000 r.p.m., was fitted into a chassis 3½" longer than that of the Grand Prix cars. The whole car weighed only 18 cwt. Despite some trouble with the large supercharger, Segrave set up a World's Record on the sands at Southport, covering a kilometre at a mean speed of 152.3 m.p.h. for runs in both directions. Two smaller superchargers were later substituted for the large one, which overcame the trouble experienced with cracked casings. In July the 4-litre car was sent to San Sebastian to compete in the Spanish Grand Prix. Segrave led for the first four laps but had to retire when the front axle broke. After a new axle had been fitted at the works, Segrave drove the car again in the 6 km. Speed Trial at Boulogne where he put up the fastest time and won the *Coupe Crouty* with a speed of 140.6 m.p.h. Driving the 18 cwt. car at this speed on a highly cambered *Route Nationale* resulted in Segrave admitting that, for the first time in his life, he had been really frightened in a motor car. The Sunbeam was loaded into a railway van and consigned to Milan where it was to run in the Italian Grand Prix. When Segrave got there the car had not arrived. He was missing an opportunity to practise on the Monza circuit and was getting anxious. The Sunbeam was only located in a railway siding after he had personally made a search of the goods yard.

Segrave, after his first practice, was disappointed at his lap time, despite making every effort, but after watching the Italian drivers on the banked circuit he followed their example, using the top of the banking. As a result, he set up a record lap at 110.5 m.p.h. In the race itself he led for 20 laps but then had to retire due to loss of oil from the gearbox.

The record set up by the 4-litre Sunbeam at Southport earlier in the year had, meanwhile, been broken by J. G. Parry Thomas with his 500 h.p. Liberty aero-engined monster known as "Babs", which had achieved over 170 m.p.h. Coatalen and Segrave agreed that even with its two superchargers the 4-litre Sunbeam could not be developed to exceed this speed. It was evident that considerably more power would be required to regain the record.

Financial considerations would make the design and construction of an entirely new machine impossible. Nevertheless, they devised a scheme which was ingenious, practicable, and not

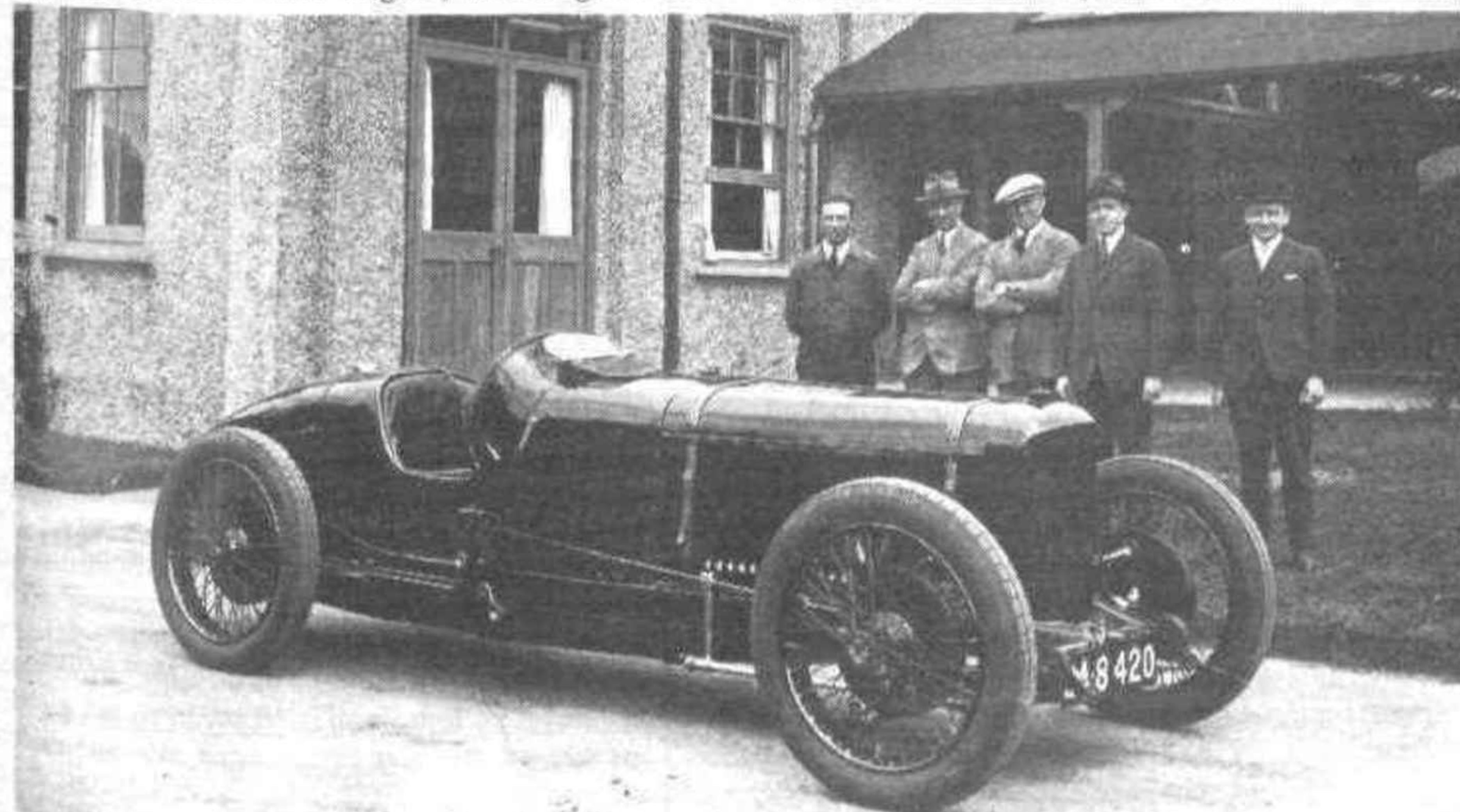
impossibly expensive. Two old Sunbeam "Matabele" aero-engines, which had been modified for use in the racing motor boat "Maple Leaf VII" in the 1921 Championship of the Sea in USA, were to be mounted fore and aft of a specially constructed chassis frame, coupled together, driving through a three speed gearbox and a bevel driven countershaft, with final drive by outside chains to the rear wheels. The detailed design was undertaken by Captain J. S. Irving with great skill. The engines were stripped and rebuilt and the chassis was assembled and tested by coupling the rear hubs directly to Heenan and Froude dynamometers. In this manner the car was run satisfactorily at the equivalent of 210 m.p.h. The body shape was evolved by wind-tunnel tests. Dunlop designed, made and tested special tyres which would transmit 1,000 h.p., each tyre carrying a weight of over one ton, at 200 m.p.h. for 3½ minutes.

H. O. D. Segrave and K. Lee Guinness took the car to Daytona in March 1927. Arrangements were made with the FIA to check the timing mechanism. Test runs at moderate speed were made over the course but these gave misleading results due to spectators crossing the timing strips. The final-drive ratio was altered to improve the car's acceleration and on March 29th all was set for the record attempt. Segrave drove to the south end of the course, turned the car and made his northward timed run. He turned again, made his southward run with the wind, and returned to the timing stand. After the timekeepers had checked the times for each run his average speed was announced: one kilometre — 202.98 m.p.h. One Mile — 203.79 m.p.h. Five kilometres — 202.67 m.p.h. thus beating the previous record by no less than 29 m.p.h. On his return to England a luncheon was held at the RAC in honour of Segrave and the Sunbeam, with members of the British Motor Industry and other distinguished guests. Many other dinners and receptions were held in his honour both in London and Wolverhampton in the weeks that followed.

The advantage from the safety angle of the diesel engine for aircraft use had occupied Coatalen's mind and he had designed a 9-litre Sunbeam-Coatalen diesel engine with this purpose in mind. In 1929 an engine had been built and development work was in hand. Coatalen's name was displayed prominently on the side of the engine. Some members of the STD Group were opposed to the scheme as they felt that it was beyond the resources of the Group to finance the successful development of such an engine. Coatalen entered into negotiations with the makers of Indian motorcycles. The negotiations were abortive as the company changed hands and the new owners dropped the idea. Coatalen now seldom visited Wolverhampton. He had his drawing office in Paris and as the result of ill-health he spent much of his time at his villa in Capri.

Towards the end of 1929 work was started on a new record-breaking Sunbeam. The two supercharged 12-cylinder engines were largely of light alloy and were said to be intended eventually for use in aeroplanes. With a cubic capacity of 24-litres each engine was expected to develop 2,000 h.p. Two overhead camshafts on each bank of cylinders operated four valves per cylinder. Split-race roller bearings were used for both the main crankshaft and big-end bearings. The two engines were mounted tandem fashion at the front of the chassis. They were coupled by a countershaft running at 2.3 times engine speed. From the three-speed gearbox two parallel,

Concluded on page 1305



Sunbeam 1, reg. No. DA 8420, the first of three 2-litre, 6-cylinder supercharged cars built for the 1924 Grand Prix de l'A.C.F. at Lyons. Standing behind are, left to right, W. R. Perkins, racing mechanic, Capt. J. L. Irving, Chief of the Experimental Department, Dario Resta, killed later in a crash at Brooklands while making a record attempt with this car, Louis Coatalen and General Huggins, Chairman of Sunbeam's Technical Committee.

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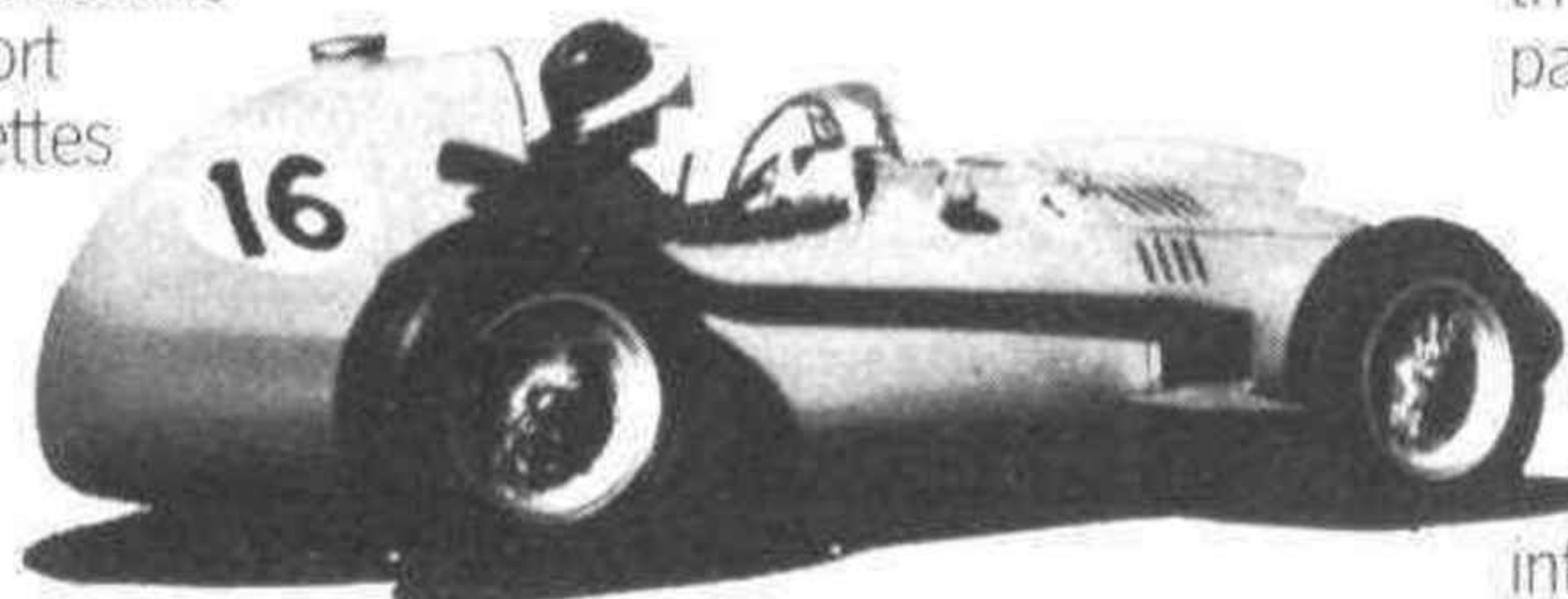
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Book Reviews

"La Scuderia Ferrari" by Luigi Orsini and Franco Zagari. 430 pp. 11" x 9". Editoriale Olimpia, S.p.A. — Firenze, Italy. 26,000 Lire.)

must for enthusiasts for Enzo Ferrari and his Scuderia and for Alfa Romeos in particular, but not for Ferrari cars, for it covers the activities of the Scuderia from 1929 to 1939 when Enzo was running Alfa Romeos in every form of racing, and also motorcycles as well.

It contains something like 500 pre-war photographs of which this reviewer has seen less than 5% previously. This remarkable collection of hitherto unseen photographs was found by photographer Zagari and writer Orsini has joined them altogether with the text and gathered other photos and information from many of the people and families who were involved with the Scuderia Ferrari during those ten years. There are magnificent photos of 8C Mille Miglia Alfa Romeos, the Avus Tipo B on test on an Autostrada, normal Tipo B "monopostos" galore, the twin-engined Tipo A, a Monza engine on the test-bed, chassis and engine drawings of the 1935 twelve-cylinder, the original Tipo 158 Alfetta, and just about everything else.

If you cannot read Italian you can just drool over the photographs. Doubtless some enterprising book dealer will be importing this fine volume into this country fairly soon, so watch the advertising. At about £18 in its country of origin, it will be costly when it arrives here, so get a friend to bring you one back from the Italian GP. — D.S.J.

COATALEN — continued from page 1303
contra-rotating propeller shafts transmitted the drive to the rear axle. The driver's seat was positioned between the two shafts. It was originally intended to use multiple Roots type superchargers but a large centrifugal blower mounted between the engines was eventually used instead. The slim body terminated in two large fins with a pivoted flap mounted between them which could be used as an air-brake. Little testing had been possible before the car, known as the "Silver Bullet", was shipped, early in 1930, to Daytona. Kaye Don was chosen to drive it.

The record attempt was like a Greek tragedy. Nothing went as planned, the beach was not in good condition, the car was not as fast as expected. There was friction between Coatalen and the driver. Some blamed Don for not "putting his foot down" and others said the engines did not deliver the power required. The only record achieved was a local one, five miles at 151.62 m.p.h. The highest speed recorded was 186 m.p.h. The continued delays were costly and after six weeks the expedition returned ignominiously home.

The accusation that Kaye Don was afraid to drive the "Silver Bullet" to its limit was belied by the courageous way he drove the 4-litre 12-cylinder Sunbeams "Tiger" and "Tigress" at Brooklands. He three times held the lap record, finally gaining the Daily Herald Trophy when he broke Birkin's record with a lap at 137.38 m.p.h.

With Coatalen's influence removed and in the difficult economic conditions of the time, the affairs of the STD Group were in decline and in 1935 Motor Industries Ltd (a subsidiary of Rootes

Cars in Books

I DID not expect to come upon any references to cars in "After Kilvert" by A. L. Le Quesne (Oxford University Press, 1978), although it is an excellent book about the changing conditions in the Welsh countryside much the same as that touched on in the references to motoring on Welsh roads in the 1920s that has been appearing in the V-E-V columns of MOTOR SPORT, in the case of Le Quesne's book, at any time between 1870 and 1970. The surprise reference, apart from a mention of "... big Sentinel steam lorries thundering along the main road up the valley at a fearful lick between the wars (the road in question is that through Clyro, from Hereford to Brecon), is about the cars used at one of their meetings by the Kilvertians (members of the Kilvert Society whose interest lies with the Diaries of the Vicar of that name, which describe his life in the area in the 1870s), which are described by the author as "... typical Kilvertian cars, Triumphs, Morris Oxfords, Cortinas, that sort of thing — no Minis, no 2000s." This is an interesting associating of persons of a certain class and interest with their cars, as seen by this Oxford historian...

In something the same way, I find it interesting that whereas when Lew Grade was trying to persuade the actress Shirley MacLaine to do a TV series for him in England in 1971 he put "a full-time chauffeured Rolls-Royce" at her disposal, as well as a butler, a cook and a gardener, in the house in Windsor Park that he had leased for her use for five years, as she tells us in "You Can Get There From Here" (The Bodley Head, 1975), it was a "hired Daimler" that took Jessica Mitford from the family house at Swinbrook in the Cotswolds to Buckingham Palace for her coming-out presentation, just before the war, as she tells us in "Hons and Rebels" (Victor Gallancz, 1961). And when her

Securities Ltd) acquired the assets and goodwill of the Sunbeam Motor Car Co. Coatalen had, meanwhile, acquired from Gustave Baehr the Lockheed Hydraulic Brake Co. in Paris and had launched KLG Sparking Plugs in France. His marriage to Mrs. Van Raalte came to an end and he married Ellen Amy Bridson in 1935. Development work on diesel aero engines continued. An Hispano Suiza engine was converted to diesel operation, using Coatalen's special injection pump which worked at very high pressure. The fuel pipes from the pump to the injection nozzles were the Achilles heel of the system as they started to leak after 30 to 35 hours of continuous test running.

The German invasion in 1940 caused the evacuation of the Lockheed Brake Co. to Bordeaux until the total occupation of France, when the company returned to Paris. Much of the plant was lost or damaged during the war and the advent of the jet engine put a stop to the development of the diesel aero engine.

In 1953 Louis Coatalen was elected President of the Société des Ingenieurs de l'Automobile. He was still actively engaged in the affairs of the Lockheed Brake Co. at the time of his death in Paris on May 19th, 1962. The French mint, in 1974, struck a bronze commemorative medal, bearing a bas-relief portrait by Lhoste and the inscription *Louis Coatalen 1879-1962 — ses moteurs vainqueurs sur terre, sur l'eau, dans les airs*, and the date 1923, the year of the Sunbeam victory in the Grand Prix de l'A.C.F. It is for his work for the Sunbeam Motor Co. and for the successes they achieved that Louis Coatalen will be chiefly remembered.

father and mother went to Germany the Nazis lent them "a chauffeur-driven Mercedes-Benz."

W.B.

Obituary

R. R. (ROBIN) Jackson, BACantab. — The ace tuner of the Brooklands days died recently as he approached 76 years of age, having been in failing health these last few years. Robin Jackson was a fully qualified engineer when he left Cambridge and set up his own tuning establishment within the Brooklands Track, just outside the paddock. Engine development was his prime interest, though his firm also built racing specials for clients, and he was closely involved with many of Thomson and Taylor's projects.

His tuning wizardry was applied to everything from V-twin Morgans and 750 c.c. MGs to 6½-litre Bentleys and he was a fair driver himself. The famous R. R. Jackson establishment soon became known as the "Robinery" and was a centre of high performance activity up to the war in 1939. During the war years he worked on engine development at the Bristol Aeroplane Company and was tempted to accept an offer to stay on with the Bristol Engines when the war finished. However, the lure and excitement of racing engines was still strong and though Brooklands did not re-open Robin Jackson re-established himself in Weybridge and developed the two-stage supercharged V-twin engine for the successful Freikaiserwagen hill-climb car, as well as tuning Alfa Romeo and Maserati engines. He did a lot of work for the old 500 c.c. Formula Three, especially with Double-knocker Norton engines, and even after he retired he was still an active consultant engineer for all manner of projects. Meticulous was his watch-word, right up to the time of his death. — D.S.J.

Odds and Ends

THE 750 MC's Six Hour Relay Race moves to a Sunday date this year — October 7th. The venue will be Donington Park, for the third consecutive year. This year's event will have two classes for road-going cars (cars genuinely used on the road and fully equipped to comply with Construction and Use Regulations, except that racing tyres may be used), in addition to classes for sports-racing and modified saloon and sports cars. A special prize will go to the highest-placed team recognised by the HSCC. Regulations are available from Dave Bradley, 16, Woodstock Road, Witney, Oxon.

Also at Donington Park, the TR Register will be holding its annual International Weekend on September 1st/2nd.

Abingdon-on-Thames celebrates 50 years of MG car manufacturing in the town with over a week of Golden Jubilee Celebrations from September 1st to 9th. The week's festivities are being organised jointly by a committee from MG's Abingdon plant, and the local council, industry, town organisations, MG distributors and component suppliers are all giving support. Highlight of the week will be the carnival on Saturday, September 8th, which will boast over 70 floats and more than 70 cars covering the 50 years of manufacture at MG. Highlights of the day will include a display by the Red Arrows (when this writer worked at Abingdon these amazing pilots ran a fleet of red MGs — now they run red Cortinas), a special MG hot air balloon, the largest ever to fly in this country, free-fall parachute jumping and an ox-roast.

Spa Francorchamps

Reborn in time for a hectic 24 hours

THIS year two young Belgian brothers by the names Jean Michel and Phillipe Martin took outright victory in the 16th consecutive running of Belgium's annual *24 heures de Francorchamps*. The pairing kept their heads through a fraught event that included 1½ hours running behind pace cars. The organising Royal Automobile Club de Belgique were forced to repair and replace crash barriers after five substantial accidents at the first downhill corner (Eau Rouge), which was plagued by the usual pits rivulet running across the track at that corner's entry.

Once again it was a British-built Capri from C&C Racing in Yorkshire that won, part of a three Capri assault by the Gordon Spice team looking for a repeat of last year's splendid first win for a Briton. Then Spice won outright, paired with Teddy Pilette in their 3-litre/220 b.h.p. Capri S.

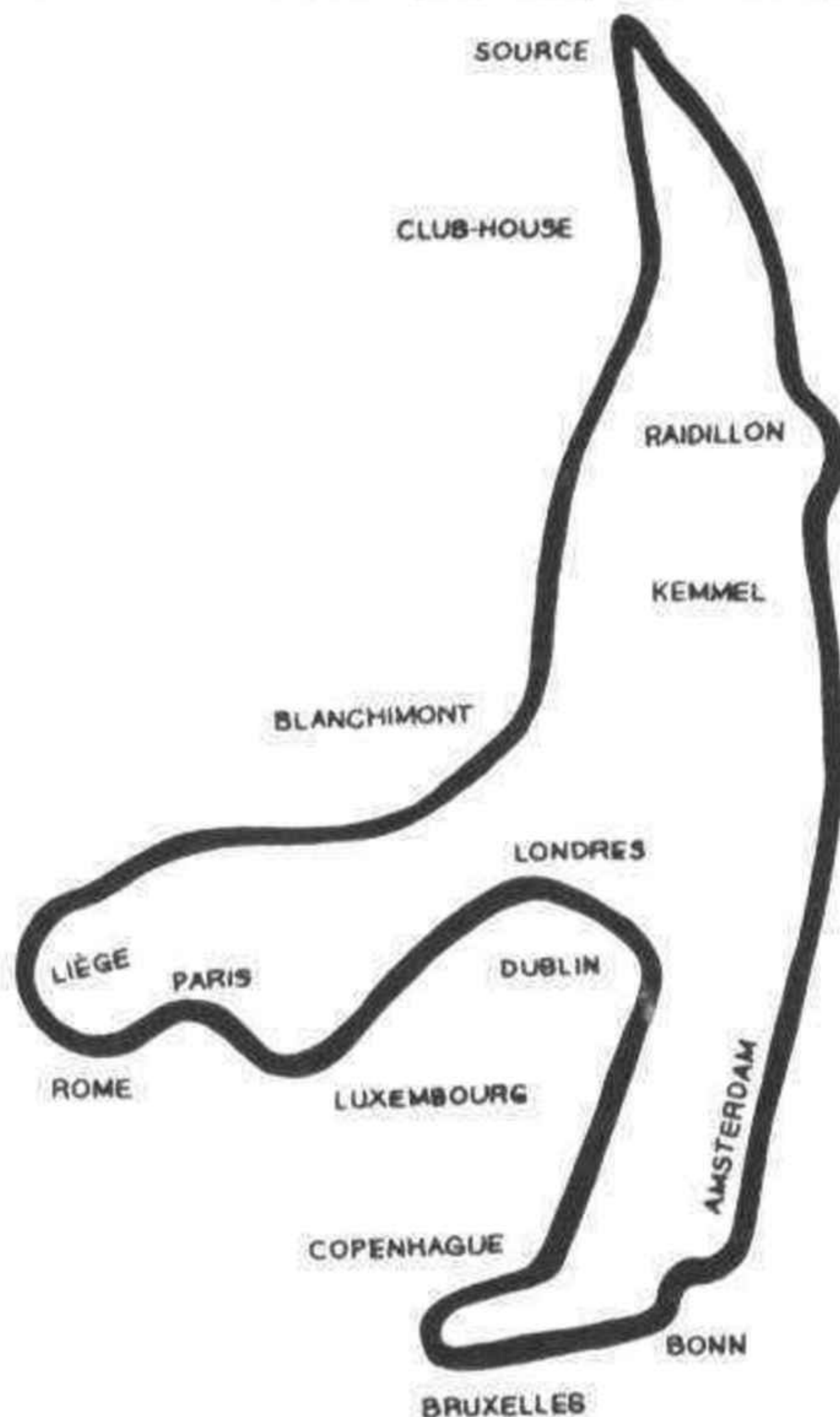
That was about the only thing in common with last year from the competitor's viewpoint though, for this was the debut of the new 4.35-mile version of the old 8.75-mile Ardennes circuit classic. At least, it was the debut so far as four-wheel racers were concerned. The Belgian GP for motor cycles had made headlines in June when senior competitors like Sheene and Roberts had declared the new section of the track unsafe for competition and walked out on the event!

That rather ominous portent, plus the fact that the British teams running Capris had publicly declared they felt the 1979 regulations for the event — regulations which are as individual to the event, year by year, as those of the rather better known 24 hour annual at Sarthe — favoured BMW, they said. Scrutineering would be hell, they said. The RACB would have to sign documents guaranteeing that, once scrutineered, the Belgians would not change their technical minds at the end of 24 hours and throw a well-placed car out upon a technicality, they said. In all "they", the more voluble of British entrants, said an awful lot ... but none of it was to be relevant.

Scrutineering was the usual relaxed affair in the municipal park of Spa town, a ten minute drive along fast, often bumpy roads, from Francorchamps. Some competitors arrived by road, as is the tradition, in their competition cars, but not as many as in previous years. Even the "Group 1½" saloon car is a pretty specialised competition vehicle these days, the main problems for bumpy roads being the low ride heights and extra-deep spoilers (permitted for this event). Although Spa-Francorchamps always was a pure road circuit, the public tarmac which comprised its sweeping length was only linked in name to the road-building technique favoured for normal Belgian roads.

Scrutineering was distinguished by the RACB's use of what the English rudely dubbed bathroom scales to weigh each end of the car separately, one scale per side. Not surprisingly every car turned out to be at least 100 kg. over the organiser's specified minimums when this primitive weighing system was employed!

On the night of our arrival we took a midnight look at the circuit, or tried to. We could not thread our 2-litre Capri into the new section that



swings downhill from Les Combes on the old circuit, to Blanchimont, the area in which cars used to come winging back from their adventures around Burnenville, Stavelot, Malmédy and the fabled Masta.

Those evocative names are to be consigned to history, but what a history! Spa-Francorchamps was created in 1923 and always provided a thrilling high-speed counterpoint to the Nurburgring, which is situated just on the other side of the thickly forested Ardennes.

The first Belgian GP was run on the long circuit in 1925 with Antonio Ascari winning at an average 74.56 m.p.h. in the Alfa Romeo P2. The last time the Belgian GP was held at Spa was 1970, featuring a thrilling duel between one of the circuit's masters, Pedro Rodriguez (BRM) and Chris Amon (March). Amon left the circuit record

at 3 min. 37.4 sec. (151.99 m.p.h.) Rodriguez won in the V12-engined British GP at an average 149.85 m.p.h.

As our Ford squealed around Burnenville Malmédy (which had a *chicane* even for saloon races by 1974) I recalled that the GP speeds have been impressive, but they were no ultimate on the old circuit. The JW Porsche rivals Siffert and Rodriguez actually used slipstream and touch bodywork as they hit their blue and orange 917s at Spa-Francorchamps' unique combination of curves and longer straights. According to *Facts and Feats*, a Guinness-sponsored publication, Rodriguez and Oliver put in the fastest ever race average at Spa. In 1971 he recorded 154.765 m.p.h. for 4 hr. 1 min. 9.7 sec. In the 1970 and 1971 seasons Siffert and Rodriguez both proved in a class of their own at Spa, both smashing the lap record repeatedly though to Siffert went the final 1971 outright figure of 3 min. 14.6 sec. (161.98 m.p.h.)

That was not the end of the Spa speed story though. In 1973 Henri Pescarolo (Matra-Simca MS670 V12) managed 3 min. 13.4 sec. (162.99 m.p.h.). Incidentally I must say that the m.p.h. speed figures given are according to my own Casio AL-8 calculator; the official conversion in MOTOR SPORT of the time was 163.09 m.p.h.

Looking at the kind of saloon cars raced at the annual Spa 24 hours I see that Spice's fastest this year was 2 min. 48.8 sec. (92.44 m.p.h.) whereas last year the Ford-mounted automobility businessman from Windsor was lapping in the region of 120 m.p.h. average ... in patchy fog! When I drove with Hanson in 1972 the BMW averaged 104.9 m.p.h. for the 24 hours just winning its class. This year's winning average was badly distorted by the early accident which was heavy rain down to 79.8 m.p.h., but the pole was made.

The old Spa track was an ultimate challenge in terms of speed. There are people who say it's just boring and customers cannot tell if a car is doing 120 or 160 m.p.h. Standing on the outside of Burnenville last year and watching Derek Warwick wrestling with a BMW 530i, or any of the other Capri men, was exciting enough for me to have had seen the top sports and GP cars whizz through. It was the fascination of seeing something you could not, rather



Opposite, Jean Xhenceval in one of two Luigi BMWs that were fast in practice, fragile in the race, overtaking the remarkable privateer Opel Monza that finished third overall. On the map of the new circuit the new section is from Bonn to Liege. The Raidillon and Amsterdam sections were more commonly referred to as Eau Rouge and Les Combes, the new circuit sweeping off just before Les Combes. Above we show the ravaged barrier and condition of Eau Rouge in the early stages, while below are the Luxembourg-Paris S-bends.



watching Ronnie Peterson through the old Woodcote.

However, all this is written for the record for I am glad to welcome the new track. If it means that GP cars will race again in the Ardennes (1980 or 1981, according to differing sources) the months of hard work and millions of Belgian governmental Francs will have been worthwhile. Remembering the toll in lives that the annual 24 hour race extracted, both of marshals and drivers, is another reason for welcoming the track.

This year the accident rate was exceptional, but even when Jean Pierre Beltoise's BMW burst into flames, after sliding into the Eau Rouge barriers, there were no injuries. The fire fighting deserved the simple expression *magnifique*. The comparatively short length of the new track has allowed a dramatic improvement in such vital trackside facilities.

Following our night reconnaissance of the past, daylight brought the opportunity of trying the new circuit for ourselves. Courtesy of the American Motors Highball team we explored the new section with a 5-litre AMC Spirit V8, a machine that made all the right rumbling noises, accelerating with real spirit thanks to an alleged 300 b.h.p., while handling so stiffly that I was fairly convinced its hubs were attached directly to the chassis with steel girders.

The climb up from the pits via Eau Rouge and to Les Combes is pretty much as it was, though Eau Rouge has the large areas of modern kerbing that have also been applied to other areas of new and old circuit. Hans Stuck, who was there sharing a BMW with pole-position winner Patrick Neve, was most enthusiastic about the new track and foresaw only three major areas of work before FI could take place: Eau Rouge ("needs some

run-off"; what a prophetic remark that was!), La Source hairpin, and new pits. "The present pit lane is too narrow by far," Stuck commented. The experienced German went on to say that the circuit had obviously been designed for drivers, by drivers like Ickx, rather than on the drawing board according to pet theories.

As you swing off the old track, just before the lefthand Les Combes, the beginning of the new track is not promising. It squiggles through a complex of right, left, right called Bonn. There's a short straight and then a corner even the cheerful Reine Wisell described to me as "a bit of a b . . .", the long righthander with off-camber called Bruxelles. This was the type of corner where it looked wise to enter in second and leave, as it opened up, in third. It amounts to a slower version of Paddock Hill Bend at Brands Hatch.

Then there was a good half mile sprint downhill, where the Capris and BMWs of 3-litres would just snatch top before the demanding double apexes of Dublin and Londres. This long sweep right, almost a straight between those two apexes, looks as though somebody decided to give us a real pang of nostalgia for the old track. Beltoise, occasionally Tom Walkinshaw (Capri) and very few others, were attacking this still in fourth, or (more commonly) by changing to fourth halfway round.

The result was extremely impressive to watch. At 100 m.p.h. or so the saloons would start to rock on their suspensions, Rene Metge and Jean Pierre Jaussaud lifting the two inside wheels of their fleet Triumph Dolomite Sprint through here.

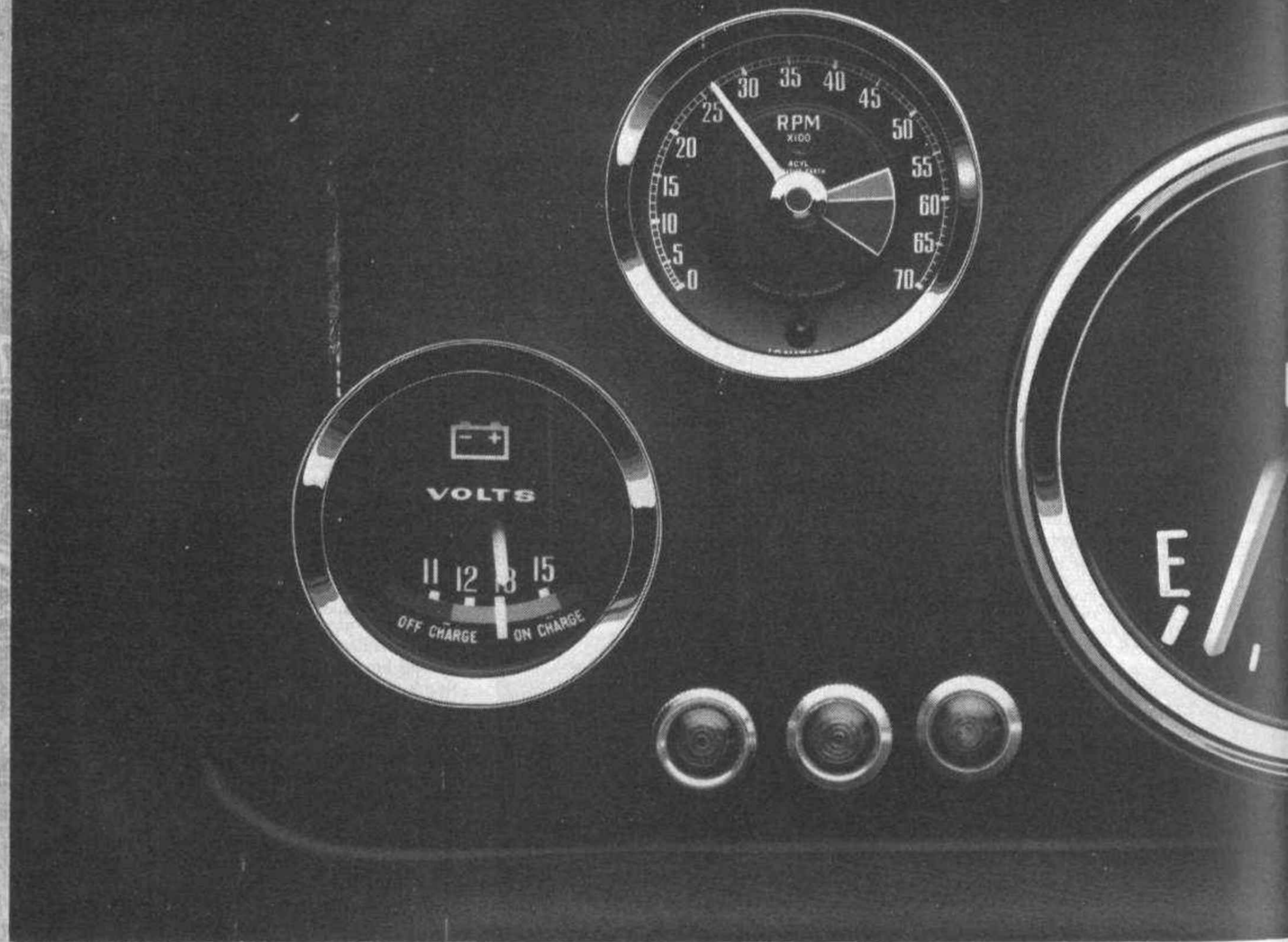
Speeds in the 130 m.p.h. bracket must be reached on the next gentle straight slope, a third gear right leading into a conventional S-bend modern complex (shades of Paul Ricard) called Paris and Rome. Another plunge downhill and one leaves the circuit in flat out, 90-100 m.p.h. saloon car style, around the longish right entitled Liege.

Then you are back on the old circuit and ready for the confusing series of lefts that lead you down to Club-House and La Source hairpin. The change in surface from old to new track, and vice versa, is marked. The new section is as smooth as you would expect, but gave no slipperiness problems in relation to those experienced just after it was first sealed for that motor cycle GP. Some sections of the old circuit are a bit too rough for a modern formula car, but that is not an insurmountable problem.

This year's Spa 24 hours was overshadowed by the implications of the new circuit, but was nonetheless an exciting event. Once again over 100,000 Europeans were said to be spectating and they saw a BMW 530i mainly Belgian-inspired effort versus the 3-litre Capris of British origin (mostly, such Fords are usurping the traditional BMW strength in Europe).

At first the BMWs looked to have things well under control, after the inevitable short early lead of Pilette's 5.7-litre Camaro. Then the two Juma-prepared 530s that had dominated the proceedings until the early hours of Sunday morning hit trouble and the Martin brothers were through to a lead they held until the finish at three on Sunday afternoon.

Best-placed British crew were the experienced Chris Craft sharing with the promising young Jeff Allam in fourth place with another Spice/C&C Capri. Spice himself was delayed to fifth overall by an accident that involved his co-driver. Still, the Capris won the *Coupe de Roi* team prize. Let us hope the British are as successful at the next Ardennes Belgian G.P. — J.W.



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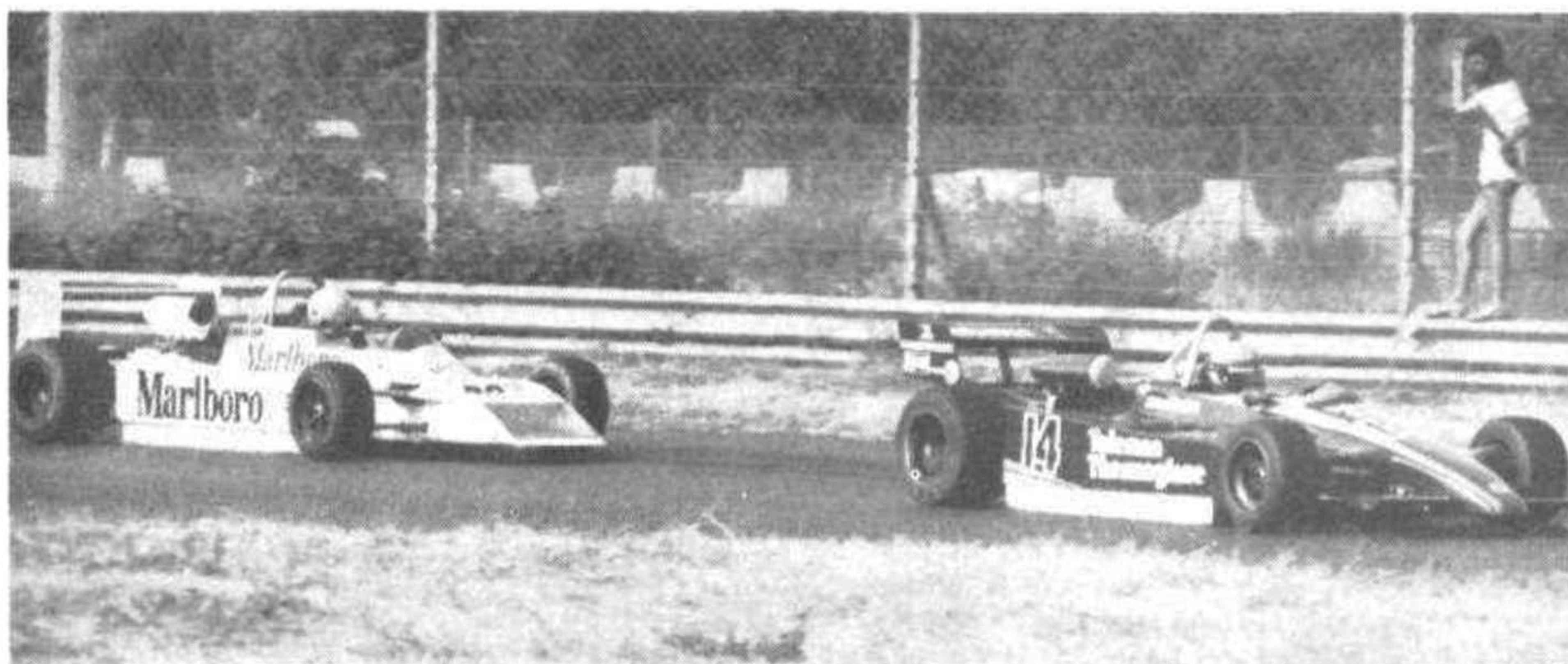
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Eje Elgh's March chases Henton's Ralt at Enna.

Formula Two Review

A British Champion?

ALTHOUGH the 1979 European Formula Two season is one of the shortest on record, it has also been one of the toughest. A dozen races isn't a long season for a FISA championship, but the racing throughout the year has been exceptionally close and six drivers have vied for the title. In the build-up to the finale at Donington there had been seven different race winners, while the battles between BMW and Brian Hart; Ralt, March, Osella and Chevron and Goodyear, Pirelli and M&H had kept the contenders in suspense.

Before the BRDC Donington race, scheduled for August 19th, Englishman Brian Henton had pulled out a slender one point lead over his season-long rivals Eddie Cheever and Marc Surer. Henton, driving a Hart-engined Ralt RT2 for the Toleman Group, had built up 33 pts. with two outright wins, a second (in a March 782!), a third, a fourth and a fifth. Pending were nine more points for a disqualification in the race at Enna Pergusa in Sicily. Henton won on the road but was subsequently disqualified, so his team have appealed and the crucial decision is expected "later this year".

Unfortunately, that dispute could have a bearing on the outcome of the championship and it is quite likely the ultimate fate of the F2 title will be decided in a Paris committee room, long after the Formula Two circus have packed up, sold off their cars and are looking towards the next season . . .

Cheever has won three races in his Italian-built Osella-BMW while Swiss driver Marc Surer, who was runner up to Giacomelli in 1978, has taken two wins in his works March-BMW. Our last review, in the May issue of MOTOR SPORT, covered the three early rounds of the championship that had seen Cheever win at Silverstone in the wet for Osella and Pirelli, Keijo Rosberg take a fine win for the ICI March-BMW team at Hockenheim and Rad Dougall score a surprise victory at Thruxton in the Toleman team's year-old March-Hart 782. Since then the championship has seen even more variety and Henton and Surer emerge to join Cheever in the title chase.

After Thruxton Dougall had been leading the championship as the teams headed back to Germany in early May for the fourth round at the magnificent Nurburgring. In practice Rosberg, who was again standing in for Derek Daly in the

ICI March, took pole with an impressive 7 min. 6.9 sec. lap. However, race day was overcast and the start of the race saw the 14-mile track still damp after rain. It was a gamble on tyres but most chose wets — and subsequently had to stop and change to slicks at some stage during the nine laps. Surer bravely decided to start on slicks and his shrewd ploy won him the race. As others slithered about and crashed, including ICI team-mates Rosberg and South who went off at the same corner, Surer's March worked steadily through to take a well judged win.

As the track dried, the Politac March-BMW streaked away from the field, giving Surer a superb win in the classic Eifelrennen race. Henton had reverted to his year-old March-Hart 782 for this race while his Ralt was further developed, and after his early stop to change tyres, the Englishman stormed back through to second place. Third fell to German driver Manfred Winkelhock, who had raced all the way on slick M&H tyres on his Ralt-BMW RT1. Fourth and fifth were the Chevrons of Siegfried

Stohr and Huub Rothengatter while Dougall in a March, was sixth.

Surer followed up his Nurburgring win another soon after in Italy when his March triumphed at Rome's Vallelunga Autodromo. However, his win in round five was at bitter cost to Henton, who punctured a tyre while leading strongly in the March, and later crashed into wreckage of an abandoned car that was partially blocking the track. Also out of luck was Surer who qualified on pole only to tangle with Cheever during the first lap and both cars ended up in catch fencing. There followed a whole string of accidents and it was Stohr in his Chevron who picked his way through to take second place. Maurizio Flammini third from Bobby Rahal's works Chevron, Dougall's Ralt and young Italian driver Andrea de Cesaris, who was standing in for Derek Daly. After five races the championship lead was shared by Dougall and Surer. Poor Daly, missing three rounds to try and qualify for the European Grand Prix, wasn't even in the picture.

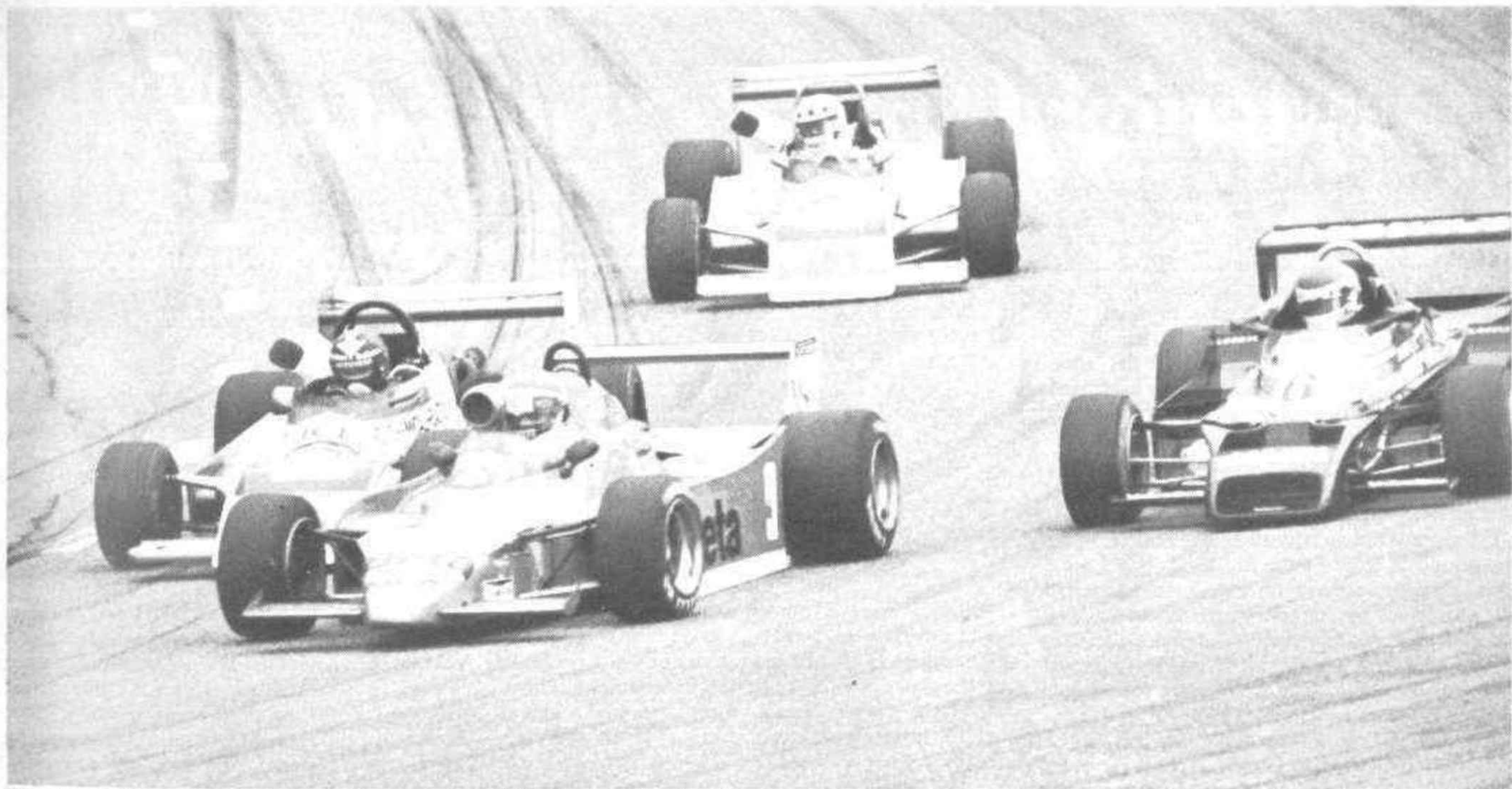
Henton was back in his Ron Tauranac-designed Ralt for the next Italian round at the Mugello circuit north of Florence a week later. He scored a runaway win after starting from pole position. It was the first win for the sleek chassis.

Daly, back in the ICI March again, qualified alongside Henton but was eliminated in another of those all too prevalent first collisions. This time it involved Henton, Regazzoni and Surer too, and only Henton came away unscathed! Henton sprinted away to take over the lead while Beppe Gabbiani brought his works March home second ahead of Eje Elgh and Fabi, both in March-BMWs, Derek Warwick in March-Hart and Rahal in the Chevron.

The only French race of the year, following cancellation of the Rouen Les Essarts and Nurburgring rounds, was at Pau and it turned out to be another wet race. From a lowly twelfth on the



On the Enna Pergusa rostrum Henton enjoyed the traditional champagne celebration, but within hours he had been stripped of the victory and disqualified. The Toleman team have appealed against the decision.



Cheever's Osella heads Rahal's works Chevron and the ICI Marches of Daly and South into the Tarzan corner at Zandvoort. The Pirelli-shod Italian car went on to win the Dutch race.

Cheever took advantage of the clearly superior Pirelli wet compound tyres to lead home the seven survivors.

Once again there were many incidents in the atrocious conditions. Henton slid off on the very first lap and Cheever punted off Daly, after the Irishman had led for 30 laps. It was Stohr who lasted the distance to take second place from Surer with Gabbiani fourth and Frenchman Patrick Gaillard fifth in a Chevron. The only other finishers were the Marches of Guerra and Colombo.

It was back to Hockenheim in mid-June and, after Henton faded early with gearbox trouble, no one had an answer for a very press-on Stephen South as he took a decisive win in his March-BMW. The Londoner was comfortably fastest in practice and simply romped away from his pursuers.

South won both 20-lap heats and the overall placings saw his team-mate Daly take second from Gabbiani, Gaillard, Surer and Rahal. Surer had dropped back after overshooting a chicane and Hans Stuck, who had challenged for the lead in the first heat, went out with a blown engine.

After a lengthy lay-off the teams travelled to Holland for the first Formula Two race there since the old FVA days. The Zandvoort race gave Cheever the chance to prove his Pirellis didn't only work in the wet because he took a fine win at the Dutch seaside circuit. Teo Fabi's works March hounded the Osella to get second and Surer had to settle for third. Colombo was fourth and Henton — the early pace setter — slipped down to fifth after tyre problems. Elgh's March was sixth.

That win gave Cheever the lead in the series, with Surer then second and Henton third, but it might have all changed in that tenth round at Enna Pergusa in Sicily. Indeed, it might still change with that appeal pending. Henton was on pole but overshot the first corner and was then thrown out of the results for the way in which he rejoined the circuit.

The gruelling race developed into a fight between Henton and Elgh and the Ralt only narrowly beat the Swede's March on the road. Daly had been delayed by a spin during the confusion at the first corner, so he did well to get back up to third, and South made a superb recovery to fourth after a stop to change a damaged nose section. With Henton disqualified, everyone moved up a placing, giving Cheever fifth and Dougall sixth.

Henton shrugged off his mistake in Sicily by winning the most recent race at the Misano circuit on Italy's Adriatic coast. Again he started from pole and after Daly ran into gear linkage problems and retired, the way was clear for Henton to pick off another win. The track broke up badly at this

race, causing many problems, although Gabbiani kept going to take second from team-mate Surer in the closing stages. Cheever was left with a lowly sixth behind Juan Traverso's March-Hart and Stohr who had switched to a March.

With the showdown at Donington to come Henton had edged fractionally ahead of rivals Cheever and Surer. March had taken six wins, to the three notched up by Osella and the two for Ralt; while Brian Hart's engines had been credited with three wins over BMW. However the final position still depends very much on the outcome at Donington — and probably the later appeal about the Enna result. In spite of the messy Sicilian affair, it promises to be an exciting showdown. — M.T.



Pre-season favourite Derek Daly has had to miss three Formula 2 rounds because of Grand Prix commitments and, in spite of several good showings and four second placings, is yet to win a race in the European championship this year.

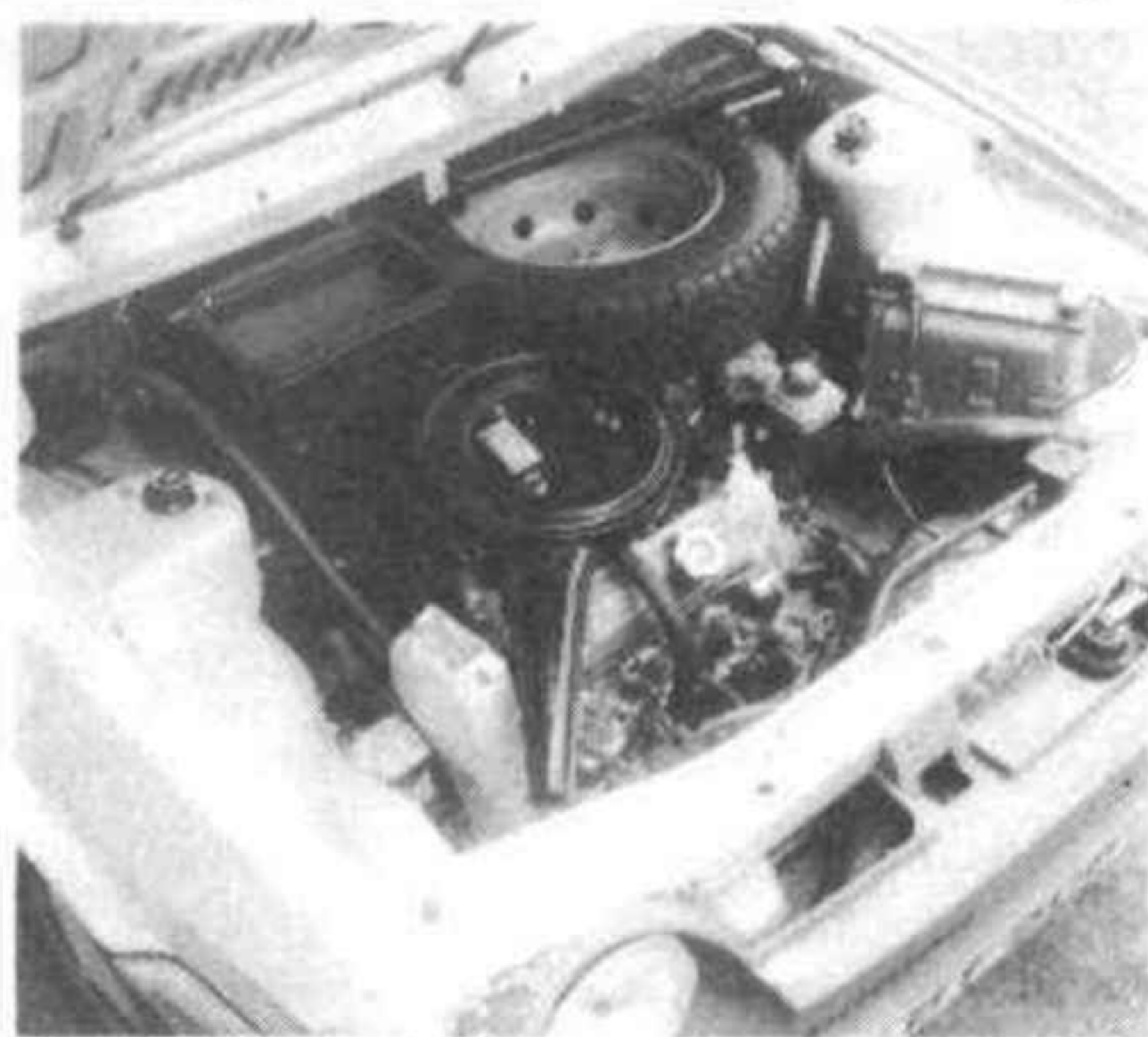
Road Impressions

The Fiat Strada 65 CL

WHEN I remarked recently that if we are being driven towards smaller-engined cars by the petrol situation this need not necessarily be dull, I might have had a Fiat Strada, or Ritmo, in mind! This new small-car will be dismissed either as too gimmicky or liked very much for its sheer individuality. This new generation Fiat hatchback is very ingenious in many practical aspects but it is not a handsome car. But nor was the Citroën 2cv and the same purpose lies behind each — to provide a commodious hold-all rather than a car intended to catch the eye.

The Strada has an ugly air-intake grille atop the bonnet lid in front of the driver, its two frontal inlets above the radiator grille differ in depth, and its wheels are the ugliest in the business. The circular external door handles are odd, too, and within there are some more distinctly unusual, but sensible ideas. You will either love it, or dismiss it as a rather poor joke. Yet in this age of the economical car, a degree of difference may be just what is needed to launch a small-car cult.

The Strada I tried was a pre-production model, and there was no instruction-book to explain its many abnormalities. It was the five-door, five-speed, 1,300 c.c. 65CL version. I hadn't long been pounding down the M4 in it keeping up with most of the traffic but feeling that its top speed of 96 or so m.p.h. would take some building-up, when I overtook an Italian-registered Ritmo. Within a few days I had encountered more than one British-owned Strada — the ploy is catching on, perhaps? The main impression apart from the gimmicks, is that there is a really spacious body on this little car, and that it has very comfortable, spacious seats. The transverse 86.4 x 55 mm. (1,301 c.c.) four-cylinder power unit is essentially that of the Fiat 128. It is not altogether quiet but it makes a rattley rather than a roaring sound at speed, a considerable improvement on the noise-level in so many small-cars. It drives through a five-speed gearbox, controlled by a substantial lever without a separate knob — the shape is one moulding. This gear change tends to balk going into bottom gear but otherwise it is quite reasonable, if not exactly delightful to use. That fifth speed, located towards the driver, in line with weakly-guarded reverse gear, is really a Motorway cruise-ratio but I found the engine



The transverse 1,301 c.c. power unit develops 65 b.h.p.



"A commodious hold-all rather than a car intended to catch the eye."

willing to tolerate it down to quite modest speeds and used it to get some very good m.p.g. figures. The clutch is smooth and the engine starts readily if the choke control, a plastic strip extending from the fascia, is used. There is some lower-gear whine and a little transmission snatch, but nothing to really complain about.

The Fiat Strada does not corner exactly like a sports-car and ridges in the road can play tricks with the rear transverse leaf-spring. Again, however, there were no real complaints and the suspension is soft enough to cope with rough going. The servo disc/drum brakes work well and the steering is accurate, being rack-and-pinion, the rather thick-rimmed wheel's vee-spoke gives good instrument-vision. The practical aspects? Well, there are ash-trays at the extremities of the fascia, the neatly grouped small barrel-type switches are coloured to show whether they are in use or not, as are the unusual internal sill door-locks, the heat and ventilator fan are controlled by rotating circular switches, with the degree of heat or air-flow indicated on side dials with geared-down needles (although I never did discover why the knurled-knob for projecting heat or ventilation up or down appeared to have an illuminated arrow to its upper location), and before the driver is a bottle-container — so useful when you buy a bottle of milk, for instance, which is almost impossible to stow safely in most cars. Oh, and for some reason a Ritmo has a curved foot-plate for the accelerator. . . .

For stowage there is a small but handy drop-cubby on the fascia and divided rigid door-wells, etc. Fiat's triple minor-control steering-column stalks are retained, the inside door handles are functional in construction, and the door trim looks of high quality. At first I thought the fuel-thirst was going to be disappointing but off the Motorways it improved, to give an excellent 37.1 m.p.g. of 4-star overall. I think some commuters would exceed 40. The tank, with a screw filler-cap, holds 11.2-gallons, so the range, so important nowadays, is highly commendable, too. The back seat folds and the hatchback lid lowers the usual cover over the luggage as it is closed. It lifts easily. The spare wheel lives beneath the bonnet. To conclude, I liked this Fiat Strada. On the grounds of petrol economy, a low noise level, a very roomy interior, enough performance, and decided ingenuity, it must earn high marks from those who recognise it as a very ingenious fun-car, full of practicalities. The price, now £3,629.11 for the 65 CL, is also

notably competitive. (A 75 CL 1½-litre version will be available). Equipment includes Voxson FM stereo-radio as standard, floor carpets, head-restraints, cigarette-lighter, wiper-wash, oddly-shaped but effective mirrors, fog, reversing, and hazard-warning lights, side-repeaters for the turn-indicators. The 44.1 cu. ft. luggage area in a car claimed to devote 82% of its volume to passengers. Luggage is notable, from a wheelbase half-an-inch over eight feet. The power output is 65 b.h.p. (DIN) at 5,800 r.p.m. and the 5-bearing alloy-head engine will rev. well beyond this peak. Servicing periods are the now-standard 6,000/12,000 miles, and Fiat have a two-year Mastercover warranty of 24,000 miles. There is a 400-strong Fiat Dealer network in this country.

This robot-built Strada, which is advertised with some very clever TV film, has put some of the fun back into utility motoring, just as the Mini and Mini did years ago. Its full claim to fame and notoriety is as the car which was designed by a computer, silenced by a laser, and built by a robot. It seems good to me, whatever the reason, that it does to Trades Union leaders. — W.B.

Glad Tidings From Lotus

WE WERE happy to see that, following an interview with Lotus MD Mike Kimberling, the Group Lotus were able to declare some promising financial results this year.

The company report says that they made 1,000 vehicles in the last financial year and that pre-tax profits went from £557,000 to £716,000.

Lotus have also said to the national press that they expect to double engine output in 1979 "over other car firms". Outside work at present includes Talbot with their Sunbeam saloon car and a consultancy development programme for J. Edgar Delorean's V6 sports car.

Sorry To See You Go

WYNNE MITCHELL, the man who did so much to develop the Lotus-Sunbeam version of the former Chrysler saloon car, and to help many privateer rallying and racing competitors over many years, is to leave the new Talbot company's Coventry competition department.

No successor has yet been named, but it is known that the decision came as a severe blow to leading British driver Tony Pond in his last season with the Chrysler Talbot marque.

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VSCC Prescott Hill-Climb

RAIN came, to dampen the second-half of the annual VSCC Prescott speed hill-climb, on August 12th. The slippery conditions after the lunch break were such that only three drivers improved on their morning times — Vessey in his off-white Lancia two-seater by 0.3 sec., Baller in his smart 1934 Hotchkiss Type-615 tourer by 0.5 sec. — this car had caused some amusement by arriving with three small children in the back compartment, their heads protruding through three holes in the tonneau-cover — and Shute's Monza Alfa Romeo, by 1.3 sec., but Crosse's side-valve JAP-powered "Grannie" was only 0.1 sec. slower on its second ascent. In spite of the later slippery conditions there were no accidents, but in practice Young had had the misfortune to overturn his C4 Amilcar at Pardon hairpin, when it ran wide, fracturing an arm.

The Meeting, which had 130 competitors, had a "Classic" overtone, as Martin Chapman's 1957 Monza Lister Jaguar made FTD, in 43.4 sec., on its only appearance, apart from its *ascent d'honneur*. It was unchallenged in its class. Brian Grey was the next most impressive performer, in the mid-engined Hardy Special, which set a new 1,100 c.c. racing-car class record of 44.6 sec.; which simply meant that it improved on its previous best, in 1976, of 45.54 sec. The best vintage time was done by Ron Footitt in the Cognac AC-GN, in 45.8 sec.

In the up-to-1,100 c.c. sports-car class P. D. Venables in his neat Lester MG Special headed the rest, with a climb in 54.8 sec., D. J. Chester's 1929 Austin 7 being second and also the best vintage performer in this class, in 56.3 sec. Out of a big entry in the 1,100-1,500 c.c. sports-car section Keith Knight's fierce Riley triumphed, with a run in 51.3 sec., G. Jones being second in his Riley, in 52.0 sec., while Tony Jones in the Frazer Nash "Patience" cleaned up the vintage section and was third overall, in 52.1 sec. The class for 1½-3-litre sports-cars was also well supported. The fastest car here was C. Jones' Big-Four Riley Special, in 47.7 sec., far and away better than the rest, of whom J. Hulbert's 12/70 Alvis Special with outside hand-brake and drilled chassis frame, was second, but took 53.7 sec. It was Tom Threlfall's well-known and much used 3-litre Lancia which was both third and best vintage runner, in 54.0 sec. Of the over 3-litre sports-cars, R. Felton's 1931 2.6 Alfa Romeo won, in 49.3 sec., from Gauntlett's blown 4¼-litre Bentley Special (49.8 sec.), and Ronnie Symondson's seemingly-ageless Type 57S Bugatti "gentleman's fast-tourer" (52.1 sec.). That was all too quick for the vintage 3-litre fraternity, but this sub-section went to Horton's Type 43 Bugatti, in 52.8 sec., from Nutter's enormous 8-litre engined Speed Six Bentley, surely the biggest handful up the BOC hill, which took 55.4 sec.

The Edwardians, perhaps the best show of a Prescott event, had the usual class to themselves. Roger Collings' 1903 Mercedes, recently given a new crankshaft by Gordon Allen of Slough, as the original had developed a crack after 76 years, and new driving chains, managed a lofty 60.1 sec. but the 1908 GP Itala was persuaded upwards by Sam Clutton in 54.6 sec. — compare with times for some of the quicker, far more modern machinery! Even this wasn't good enough, for Nigel Arnold-Forster's 1912 chain-drive 5-litre Bugatti clocked 54.4 sec., and the Handicap fell to



Johnty Williamson awaits the "Go" signal in the 10½-litre V12 Delage.

Harrison's little 1911 950 c.c. "one-lunger" De Dion Bouton, with a slow change out of bottom gear — 90 sec.

As previously mentioned, Grey dominated the 1,100 c.c. racing-car class and here Freddie Giles cajoled the GN "Salome" up in 49.0 sec., to lead the vintage contingent. Bill Morris with the ERA "Hanuman", had been put into the 1,100-1,500 c.c. racing-car class, as the conversion to 2-litres which is afflicting several of these formerly 1½-litre cars hadn't been completed. This gave him first place, in 45.1 sec., with Marks' beautiful Type 51A GP Bugatti second, in 51.0 sec. Yet again, third place was also first in the vintage category, this falling this time to M. Gibbs in the venerable supercharged Wolseley-engined Becke Powerplus, which revved freely, in 51.8 sec. Second-best vintage car was the awesome BHD (54.1 sec.) and it was amusing to see it arrive at the start trailing long lengths of hose-pipe from its exhausts, these having been adapted as the silencers which are compulsory, up to the start, at post-war Prescotts.

Hamish Moffatt, really burning rubber away from the line, won the 1½-3-litre racing-car class in his 2-litre ERA, in the very good time of



Prescott paraphernalia. Start line procedure at the VSCC meeting.

44.8 sec. Not to be entirely outdone, Footitt, the GN with the Hampton radiator, did 45.8 sec. to head the vintage runners. That left the big 3-litre, racing cars, where Guy Smith's Alvis-powered 3½-litre Frazer Nash scored, with 47.2 sec., best vintage time being done by T. Llewellyn in the 8.3-litre Bentley (47.8 sec.). Johnty Williamson got the 10½-litre V12 Delage up in 51.5 sec., beaten by Ghosh's Vauxhall Special by 0.1 sec. and, against Smith, Tom Bianchi clocked 48.2 sec. in his monoposto 3½-litre Alvis Special. FTD by M. Chapman had been in the post-war historic class, in which the Lister Jaguar was the only runner.

Interesting cars included Neve's TT Humbly Grove with a Ferodo relined clutch (59.8 sec.), Tedham's lowered Chummy Austin with a screen (60.1 sec.), Jarvis' small-radiator side-valve 1923 Aston Martin with genuine period-replica body (68.7 sec.), Collis' twin-cylinder 3-litre Sunbeam (63.8 sec.), White's 16-litre Lagonda (63.6 sec.), Gjertson's FWD Citroën two-seater, reminder that Tim Carson favoured these cars when he was VSCC Secretary (60.5 sec.), and Waive's neat new single-seater Riley 9 (59.3 sec.), to give some idea of the variety to be seen at a vintage Prescott meeting. Brooklands was represented, as it were, by Peter Harris in the borrowed Wolseley "Moth" (62.4 sec.) and by the 200 Mile Race Alvis (57.2 sec.), and sand-racing by the 1915 side-valve Riley Redwing (60.9 sec.). — W.B.

The "Brakenvan" Body

WE SHALL blame a touch of the summer sun on the typewriter for making a nonsense of the article on page 1289 of this issue, relating to a special-bodied Rolls-Royce 20s, under the heading "The 'Brakevan' Body". This should have read "Brakenvan", short for "shooting brake and van", as should "Breadvan" in the text, an error which will no doubt please Ferrari enthusiasts. — W.B.

RALLY REVIEW

Motogard Rally of New Zealand

AS ANY schoolboy will tell you, the process of fact learning demands a conscious effort to commit to memory whilst other data, both useful and otherwise, pleasant and unpleasant, seems to find its own way right into the memory. So it is with the facts which form the basis of these reviews, and when writing in retrospect about an event already several weeks old we consider, with but few exceptions, that incidents which cannot be recalled from memory without reference to notes are really not sufficiently important to take up space in a review.

If asked which car finished in sixth place on the 1966 Monte-Carlo Rally we could not answer without consulting written results, but we could expound on the subject of Mini-Cooper headlamps straight from memory. Already such statistics as special stage times have faded from our memory of July's Motogard Rally in New Zealand, but the incidents which led to the disqualification of two works Datsuns from second and sixth places because the team refused to allow the cars to be scrutineered have lodged permanently in the memory cells.

Unprecedented as far as we can recall, the disqualifications were certainly the talking point of the rally when it was all over, and we are sure that Hannu Mikkola and Arne Hertz will forgive us for putting the cart before the horse by not first mentioning that they won the rally in their Ford Escort, Mikkola getting back into the joint lead of the World Championship which he now shares again with his team-mate Björn Waldegård.

Two years ago, unfavourable and unfair reports on the Radio New Zealand Rally led to the FIA omitting the 1978 event from the World Championship, an omission which in our view was quite unjustifiable. However, in 1979 the rally was back in the championship under the title Motogard Rally which it gained in 1978 when its sponsorship was taken up by Motor Specialities Ltd., New Zealand's leading distributors of parts and accessories. The sponsors did far more than back the event financially; they provided premises for use as an office before the event and as headquarters during it, staff, equipment and facilities which would otherwise have been very costly to the organisers.

From the time New Zealand's international event was called the Heatway Rally it has by tradition alternated on a two to one basis between the North and South Islands, being held once in the South Island for every twice in the North. This year was an exception in that it was the third year in succession that it took place in the North Island, being based at Auckland and not even visiting Wellington which has been its base in the past, though not because that city was being visited by HRH Princess Anne at the time.

Much of the running time was at night and the Sunday to Wednesday event was divided by two substantial rest stops by day, one at Tauranga on the East Coast and the other at New Plymouth on the West. The special stages were largely in forests or on forest-type roads and they were of an extremely high quality, far better than many which are used regularly in Europe. The loose, dirt surfaces were often covered by gravel chippings and the tortuous nature of the roads was complemented by high degrees of camber.



Motogard winner Hannu Mikkola, on the right, behind his own Escort, rubs the tiredness from his eyes, while mechanics work to resuscitate Vatanen's car in the background.

Indeed some of the cambers were so steep that if one ventured along them slowly one would risk sliding into the inside ditch. New Zealand's logging truck drivers move along pretty smartly!

There are some tarmac stages, on public roads closed by local authority order, one on a banked oval track with a dirt surface, and several at race circuits, using the circuits themselves and dirt-surfaced inner and outer access roads.

For a European team a visit to the New Zealand Rally is a costly business, but Ford, Datsun Europe and Dealer Team Vauxhall, all based in Britain, made the trip with five cars. Ford sent two cars for Mikkola and Ari Vatanen, whilst service was in the hands of the local Masport Team which not only sponsors a most useful team of Escorts but runs its own workshop into the bargain. They are not Ford dealers but makers of various light machinery (lawn mowers, for instance) and the name is a derivative of Mason and Porter. Two Boreham mechanics led the competent local men.

Datsun's drivers, Timo Salonen and Andy Dawson, came from Europe, but the cars were shipped directly from Japan and the service staff were largely local, although two mechanics and a Dunlop tyre expert did come from Tokyo. Vauxhall's expedition was in similar vein, instigated by the formation of a GM Dealer team in New Zealand. One Chevette was shipped from Britain to be driven by Pentti Airikkala, whilst there was Shepreth supervision for the locally staffed service arrangements.

Airikkala made a storming start on the banked oval track which was the first stage, actually taking to the high banking and putting his Chevette sideways within inches of the rim. He did this to get out of the slippery mud (it was raining hard) on the inside and actually passed Mikkola's Escort, but it cost him dearly for mud clogged his radiator and the car subsequently overheated until repeated bouts of hosing cleared the obstruction away.

Later the Chevette retired as a result of a simple electrical disconnection. Beneath the dash the wiring loom is dual-purpose, for left or right hand drive, and a multi-pin plug fits into one of two sockets depending on whether the car is r.h.d. or l.h.d. That plug fell out on a special stage and

neither Airikkala nor his local co-driver Roger Freeth, a successful racing motorcycle, could trace the fault. They spent a frustrating time waiting at their lifeless car until the whole rally had passed, when mechanics drove in and rectified the fault in a minute or two.

Mikkola took the lead, followed by Vatanen who was having his first rally for several months due to the need to recuperate after straining his back early in the year. But there was much consternation in the Ford camp when, after the second leg of the rally, both cars needed to have blown cylinder head gaskets changed. Mechanics worked at amazing speed and it is to their considerable credit that the jobs were completed sufficiently quickly to avoid losing any significant road time.

During the final leg Mikkola kept a steady pace, never overtaxing his engine, losing a little time to his rivals here and there but never in such amounts as to put his outright victory at risk. Vatanen had the misfortune to have his gasket blow again, and it was a very sick car indeed which finally had to be manhandled on to the finishing ramp. They had stopped several times to top up with water and were running with a large can nestling between the knees of co-driver Dave Richards. At one time they removed a spark plug and found the cylinder full of water!

Whilst this was going on local drivers such as Blair Robson, Mike Marshall, Paul Adams, Jim Donald, Tony Teesdale and John Woolf, all in Escorts save for Woolf who was in a Mazda RX3, were driving extremely well, but Marshall blew a gasket, Teesdale broke a half shaft, Donald had his engine explode and Woolf his differential break.

Salonen, after several little problems including having his gear selector jam in second, had got himself up to second place at the finish, which pleased him immensely as it came so soon after a similar placing on the Acropolis Rally. But his pleasure was short-lived, and he must have been bitterly disappointed to be disqualified through no fault of his own. Another bitter pill was the fine of 200 NZ dollars imposed on him, as the driver of one of the affected cars, by the stewards.

When the rally was over, the cars were put into

Continued on page 1319

Mille gra



zie, Stirlinging.

“ The **Alfa Romeo Alfetta 2000** is outwardly just another saloon. Yet even the name is a clue: the car inherits its title from the almost unbeatable, super-charged Grand Prix Alfa single-seaters which, though designed before the war, went on to win four World Championship series during the late Forties and early Fifties. The Alfetta 2000 possesses thoroughbred virtues too: the engine is the classic twin overhead-camshaft Alfa Romeo design, and the clutch and the gearbox are mounted at the back, next to the differential, to improve the car's weight distribution and handling.

Other details also give away the car's pedigree. The steering-column angle is adjustable, to give you the driving position you want. All the controls are easy to reach, and a full set of deeply-nacelled instruments faces you from behind the neat three-spoke steering-wheel: rev-counter, water temperature gauge, oil pressure gauge, fuel gauge, speedometer and clock. The pedals are well positioned for heel-and-toe gear changes, aided by a good-sized lever for selecting whichever of the five well-balanced ratios you want.



Alfa Romeo

The twin-cam engine is very willing to provide the performance which the car's pedigree cries out for. Its noise level goes up with speed, but all the noises are healthy mechanical ones, and the overall level is still quite subdued. Road noise is very low, and the suspension is firm without being harsh. It handles beautifully and the car simply begs to be driven hard and quickly.

There are one or two snags: when I tested the car the brakes were good to begin with but they tended to fade rather quickly. And while the Alfetta is a neat and compact car, the turning circle is disappointingly large. In the wet, the wipers seemed to keep the passenger's side of the windscreen clearer than the driver's - perhaps a consequence of the original design being for left-hand drive. However, these points apart, the Alfetta is a super car, immensely enjoyable to drive, and well worthy of the honoured Alfa name.

So long as makers with this kind of experience go on producing cars with this kind of character, then we'll still be able to enjoy sports-car driving, even when the traditional

sports car itself finally fades into the past. ”

A handwritten signature in black ink, appearing to read 'Stirling Moss'.

Stirling Moss

Motoring Correspondent of Harper's & Queen Magazine

Alfetta 2000 Saloon £5,749. Alfetta GTV £6,526. Prices are all-inclusive on the UK mainland. For tax free sales, contact Alfa Romeo (GB) Ltd., Edgware Road, London NW2 6LX. Telephone: 01-450 8641. (Prices correct at time of going to press.)

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THE GERMAN GRAND PRIX

A Williams One-Two in the Hockenheim Stadium

Hockenheimring, July 29th

IF one did not go to the Eifel mountains on the way down to the Heidelberg/Mannheim plains, and do a lap of the Nurburgring it would be easy to forget that the German Grand Prix used to be a great event. An event where racing drivers could prove themselves and make legends that would join those created since the start of the German Grand Prix, that would live forever in the annals of Grand Prix racing. They could also die on the Nurburgring, just like Jim Clark died on the Hockenheimring.

The German round in the Formula One championship series seems settled in the dusty concrete stadium of the Hockenheimring and nobody seems to be particularly worried either way. You either like Germany or you don't, and if you do you accept the vastness of the stadium and the paddock area as being convenient for working on racing cars and sending them off into the woods to see if they work. The area beyond the stadium seems a sort of no-man's land, hidden visually and orally from those inside the amphitheatre, and you get no excited anticipation of hearing the cars approach, and when they are in the stadium the corners do not provide much of interest. While they are gone from view, which is quite a long time by present day standards, with a lap time of 1 min. 50 sec. or more, there is nothing to encourage the imagination, so you simply wait with a vacant stare on your face until they return. When I first went to the Hockenheimring in 1950 I was not very impressed, having already been to the Nurburgring, and nearly 30 years later I am still not impressed.

The Mosley/Ecclestone "arrangement" with the AVD decided that 95,000 paying spectators that you can see and count, are better for their pockets than a mythical 250,000 that you might see, but certainly could not count among the hills around the Nurburgring. So we all went to Hockenheimring to see the German Grand Prix and fortunately it was nice and warm and

RALLY REVIEW—Continued from page 1315 a closed park and the scrutineers, following the usual practice, notified the teams whose cars were subjected to a post-rally eligibility check. Salonen's Datsun had not only taken second place but had won the group two category and was therefore required to be inspected. But Andy Dawson, team manager of Datsun Europe as well as one of its drivers, told officials that he had been instructed by the Datsun company not to allow the cars to be stripped under any circumstances until they had arrived back at the factory. This final scrutiny was clearly laid down in the regulations and the organisers than notified the stewards with a request that they should decide what course to take.

The next morning the stewards held an open meeting attended by Dawson, the organisers and other interested parties including Ford team manager Peter Ashcroft. After all, if Datsun were to be allowed to get away with refusing to allow inspection of their cars an immense precedent would be created, and Ford and all other teams were certainly interested in that.

Dawson repeated that he had been instructed not to allow the inspection of Salonen's car and the stewards brought in a prompt decision to



Alan Jones in Williams FW07/004; a long-overdue victory.

everyone was friendly and pleasant so it was better than no German Grand Prix at all.

Following their victory in the British GP at Silverstone the Frank Williams team did not sit down and wonder what had happened, like some teams have done when they win a race. They arrived at the Hockenheimring ready to go and ready to challenge anyone. There was a brand new car for Alan Jones (FW07/004), the usual one for Regazzoni (002) and Jones' previous race car as the spare (003). The hard-worked original car (001) was left at home and given a well-earned rest. All three cars were looking their usual neat and trim selves, with no alterations to the design, or 'bodes' to cover up original defects or design faults. It is a great credit to Patrick Head, the designer, that the FW07 design was about right from the word go, just as his FW06 design was last year.

In contrast the Team Lotus scene was very sad, with no sign of the Lotus 80, from which we had all expected so much nor the Mark 2 Lotus 80. Andretti and Reutemann each had a Lotus 79, albeit modified in many small ways to improve the rear suspension, and they had another Lotus 79 as spare. This situation must surely be temporary,

disqualify the car from the results. Next highest in group two was Dawson himself, and he was then given an opportunity to submit his own car for inspection. He repeated his refusal and he too was disqualified. A period of one hour was allowed for an appeal, but none was made.

The obvious inference from this remarkable train of events is that Datsun had something to hide. They claimed, through Dawson, that they wished to inspect the cars' engines before they had been touched by anyone else, but since they knew full well that successful cars are checked after major events this seems a flimsy excuse. We cannot really comment on whether there was really something to hide, but if one applies logic to the whole thing by asking a few simple questions, a logical answer appears to be suggested. One thing is certain; the stewards took the only course open to them and their decision was certainly the correct one.

Who, if anyone, had something to hide? Who, if anyone, had something to gain? Who, if anyone, later had cause to be aggrieved? Were they in a position to retaliate? Did they retaliate? The answers to the last two questions are both negative, and we leave you to make your own deductions.

for Colin Chapman never gives in, and he has produced too many successful designs in the past to assume he cannot do it again. While Lotus are floundering, McLaren seem to be regaining their feet; the new M29 went well at Silverstone in the hands of John Watson, and another one was now ready for Tambay, with Watson's old M28/3C as spare. The Ferrari team rung the changes once more on their set of T4 models, the drivers having the cars they had used in the French GP (Scheckter 040) and (Villeneuve 041) with Scheckter's Silverstone car (039) as the spare, no major changes being made, merely some puzzled looks as to where their domination had gone. Equally puzzled were the Ligier team who were so dominant at the beginning of the year and were now floundering in a muddle trying to find out what had gone wrong, when in reality nothing had gone wrong. The other 1979 cars, like Ferrari, Renault and Williams, were better than the Ligier when they appeared part way through the season. The French team seemed to be worrying unduly and looking for tiny details, like modified steering arms and different front suspension geometry, when in fact their cars were not going at all badly.

continued overleaf

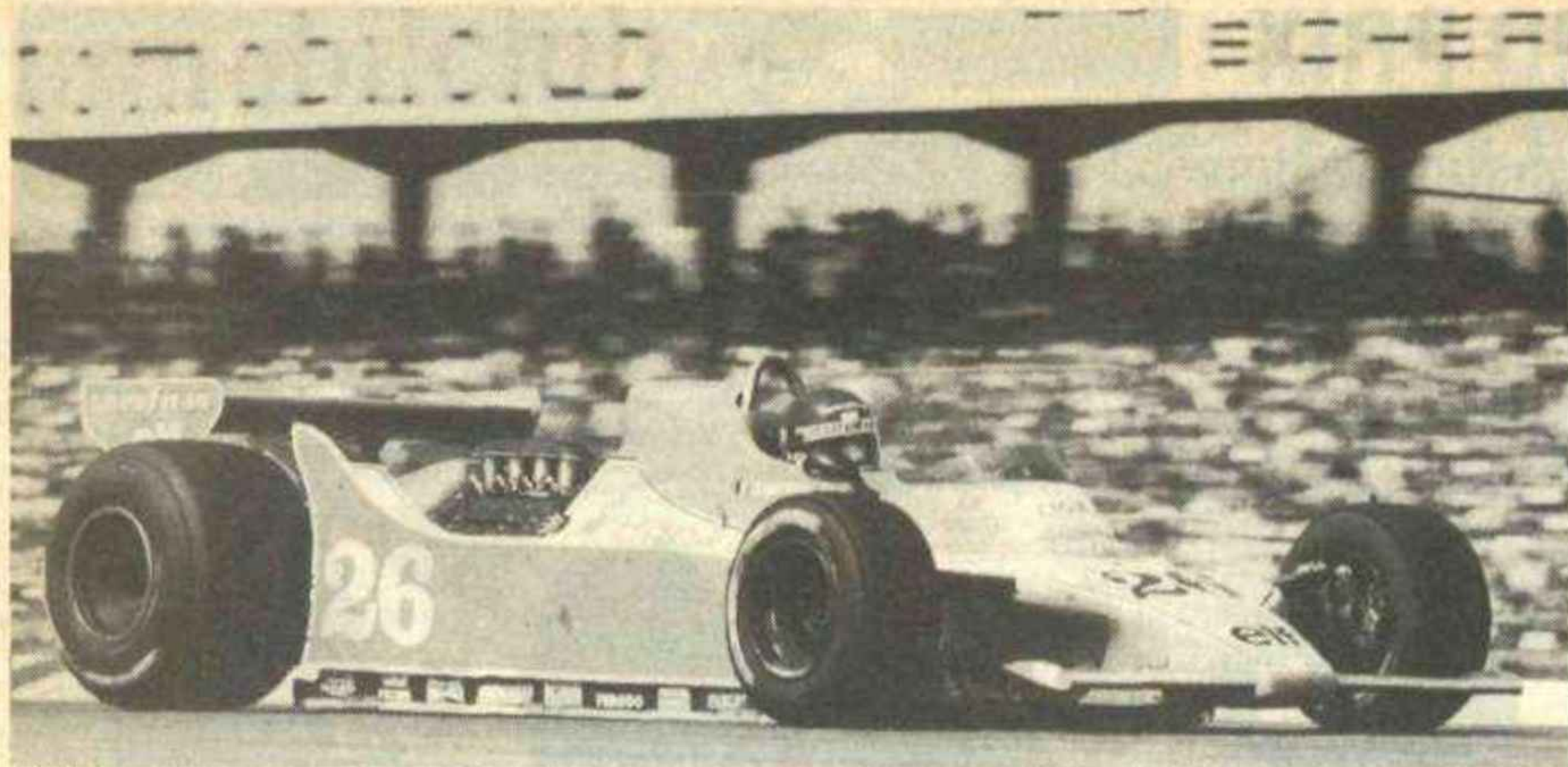
The World Championship for drivers is now again led jointly by Mikkola and Waldegård, each with 71 points, ahead of Markku Alén who has 34. Alén's chances of winning are no more than theoretical, but it will be interesting to see how the fight between the two Ford men, both good friends, one a Swede and the other a Finn, is resolved.

Among the makes, Ford has moved further ahead and now has 86 points to Datsun's 63. Fiat has 41, Renault and Vauxhall 24 apiece, Opel 24 and Lancia and Saab each 18. — G.P.

RALLY RESULTS

1st	: H. Mikkola/A. Hertz (Ford Escort RS (4))	8h. 05.78m.
2nd	: B. Robson/C. Porter (Ford Escort RS (4))	8h. 27.05m.
3rd	: A. Vatanen/D. Richards (Ford Escort RS (4))	8h. 29.68m.
4th	: P. Adams/M. Franchi (Ford Escort RS (4))	8h. 29.90m.
5th	: S. Murland/P. Parnell (Vauxhall Chevette (4))	9h. 04.39m.
6th	: D. Parkes/S. Green (Ford Escort 1600 (2))	9h. 09.57m.
7th	: B. Green/R. Orr (Ford Escort RS (4))	9h. 12.61m.
8th	: R. Goss/C. Green (Mazda RX3 (2))	9h. 26.25m.
9th	: M. Stewart/D. Parkhill (Ford Escort Mexico (2))	9h. 31.25m.
10th	: B. Robb/M. Gavin (Datsun 710 (2))	9h. 37.55m.

80 starters, 23 finishers



While the Ligier team were wondering what was wrong, Laffite took third place in the German Grand Prix, to prove that things weren't going at all badly after all.

If there was any trouble it was probably psychological, for Laffite no longer had the needling impetus of Depailler behind or alongside him.

Emerson Fittipaldi had his 1979 car out again, considerably redesigned from the monocoque outwards, the side pods and under-car airflow being much more on the Lotus/Ligier principles and shape. New front brake calipers by the Brazilian Varga firm were being used, with Lockheed rear brakes and the total redesign of the rear suspension layout to provide passage for the under-car air also incorporated new rear hubs with large diameter ball-races and the ultra-large hub nuts, rather like Ferrari, though the front ones remained small; this layout requiring two sizes of pneumatic wheel-nut spanners.

Not long ago the entry seemed to be overwhelmed with French drivers, but now they seem to be falling by the wayside through no fault of motor racing. First Depailler put himself out of action with a hang-gliding accident and now Jean-Pierre Jarier was on the sick list with a serious liver complaint. This meant that Ken Tyrrell needed another driver for his 009 team, and he gave the chance to Englishman Geoffrey Lees. Apparently Tyrrell had contemplated giving Lees a try at the end of last season, after watching him perform in an Ensign, but a shortage of cars prevented this happening, but now he was being thrown in at the deep end to support Didier Pironi in the blue Tyrrells. The darker blue cars of the Shadow team were their usual four for their two young rent-a-drivers and they each had an uprated car. That of de Angelis (DN9/3B-2) having been modified for Silverstone, and a similar layout being now added to Lammer's car (DN9/2B). Mainly this involved an entirely new layout at the rear to bring it in line with Lotus 79 thinking, tucking the suspension units and exhaust system out of the way, to get the air out from under the car. The blue-black Wolf cars for Rosberg were the latest one, WR9, with the outboard rear brakes, and WR8.

In the Brabham camp it was a case of no change, Lauda and Piquet having their regular cars and a spare one to share, and a seemingly pious hope that the V12 Alfa Romeo engines would prove reliable. With Alfa Romeo withdrawing their own entry, to concentrate on preparation of new cars for the forthcoming races in Austria and Italy, Carlo Chiti and his engineers were paying more attention to the Brabham team. Renault were still quietly confident after their French GP victory, knowing full well why they only (only!) managed second place in the British

GP. They arrived with their two cars for Jabouille (RS11) and Arnoux (RS12) and the spare (RS10) was following later. The remaining teams of ATS, Arrows, Ensign, Merzario and Rebaque were all in their normal condition, an equal and unchanging scene amidst the chorus.

The stadium was very dry and dusty and the air was very warm, so that the concrete atmosphere became very warm. Any misdemeanours by drivers within the stadium showed up as an enormous dust cloud, and brightly coloured cars arrived at the pits looking grey if they had been off the road, so that drivers could not make any excuses. During the hour of testing on Friday morning there were quite a few excursions off into the dust, one of the first being Jabouille with the Renault. Andretti was having the angle of the steering wheel on his Lotus 79 reset and everyone was looking toward the Renault pit, for Jabouille had recorded an unofficial 1 min. 50 sec. before spinning off. As last year's fastest practice lap was 1 min. 51.90 sec. by Andretti, this initial flurry by

Renault was important, even if it did end the dust. Spinning off in the wiggly bit of circuit within the stadium was not important itself, it was the after-effects that were important. The dust clouds could easily clog up the throttle slides, and sideways travel over the kerbs could ruin the side-skirts. Villeneuve came in with his front suspension, which was bent, and Scheckter's skirts were bent. Rosberg was off the road, and de Angelis was in the shadows watching his mechanics fit a new clutch on his Shadow. Piquet was stopped by a manifold pipe on his Brabham-Alfa Romeo which seems to be a regular happening and Laffite were trying their spare cars. Williams driver because of gearbox trouble on FW07/004 and the Ligier driver to compensate for the handling of his two cars. Although the morning session was only for one hour an increase in amount seemed to happen and the mechanics had more than enough work to do in the lunch-break.

It was getting very warm in the afternoon when official timed practice took place between 12.30 and 2 p.m. Laffite was back in the cockpit on his JS11/04, but Jones was still in the spare Williams. Rosberg was still in the spare Wolf. Villeneuve and Jabouille were in their cars. Almost before the rest had got warmed up it was announced that Jabouille had put in a lap in 1 min. 48.48 sec., which sent everyone spinning. For most of the top runners were just beginning to set their sights on a lap of 1 min. 50 sec. It became a case of who was going to be second fastest at this point it was Alan Jones in the Williams at 1 min. 50.86 sec. The gearbox trouble on the new Williams had been put right so Jones came in to transfer to it, only to find the pressure registering on the gauge when the car was started. Assuming that the new car was ready to go, the mechanics had started rectifying some trouble on the skirts on the spare car. Suddenly Jones found himself without a car. While one group of Williams mechanics

ENTRY								
No.	Team	Driver	Car	Model	Engine	Gearbox	Tyres	Main Sponsor
1	Lotus	M. Andretti	Lotus	79/5	Cosworth V8	Hewland	Goodyear	Martini/Essex
2	Lotus	C. Reutemann	Lotus	79/4	Cosworth V8	Hewland	Goodyear	Martini/Essex
3	Tyrrell	D. Pironi	Tyrrell	009/6	Cosworth V8	Hewland	Goodyear	Candy Applia
4	Tyrrell	G. Lees	Tyrrell	009/3	Cosworth V8	Hewland	Goodyear	Candy Applia
5	Brabham	N. Lauda	Brabham	BT48/04	Alfa Romeo V12	Alfa Romeo	Goodyear	Parmalat Food
6	Brabham	N. Piquet	Brabham	BT48/03	Alfa Romeo V12	Alfa Romeo	Goodyear	Parmalat Food
7	McLaren	J. Watson	McLaren	M29/1	Cosworth V8	Hewland	Goodyear	Marlboro/Castrol
8	McLaren	P. Tambay	McLaren	M29/2	Cosworth V8	Hewland	Goodyear	Marlboro/Castrol
9	ATS	H. J. Stuck	ATS	D2/03	Cosworth V8	Hewland	Goodyear	ATS Wheels
11	Ferrari	J. Scheckter	Ferrari	312T4/040	Ferrari flat-12	Ferrari	Michelin	Fiat/Agip
12	Ferrari	G. Villeneuve	Ferrari	312T4/041	Ferrari flat-12	Ferrari	Michelin	Fiat/Agip
14	Fittipaldi	E. Fittipaldi	Fittipaldi	F6A/1	Cosworth V8	Hewland	Goodyear	Copersucar
15	Renault	J. P. Jabouille	Renault	RS11	Renault V6 t/c	Hewland	Michelin	ELF
16	Renault	R. Arnoux	Renault	RS12	Renault V6 t/c	Hewland	Michelin	ELF
17	Shadow	J. Lammer	Shadow	DN9/2B	Cosworth V8	Hewland	Goodyear	Samson Shag
18	Shadow	E. de Angelis	Shadow	DN9/3B-2	Cosworth V8	Hewland	Goodyear	—
20	Wolf	K. Rosberg	Wolf	WR9	Cosworth V8	Hewland	Goodyear	Olympus/Texas
22	Ensign	P. Gaillard	Ensign	MN09	Cosworth V8	Hewland	Goodyear	Theodore Race
24	Merzario	A. Merzario	Merzario	A2/04	Cosworth V8	Hewland	Goodyear	Flor Bath
25	Ligier	J. Ickx	Ligier	JS11/01	Cosworth V8	Hewland	Goodyear	Gitanes/ELF
26	Ligier	J. Laffite	Ligier	JS11/04	Cosworth V8	Hewland	Goodyear	Gitanes/ELF
27	Williams	A. Jones	Williams	FW07/004	Cosworth V8	Hewland	Goodyear	Saudia Airline
28	Williams	G. Regazzoni	Williams	FW07/002	Cosworth V8	Hewland	Goodyear	Saudia Airline
29	Arrows	R. Patrese	Arrows	A2/1	Cosworth V8	Hewland	Goodyear	Warsteiner Beer
30	Arrows	J. Mass	Arrows	A2/2	Cosworth V8	Hewland	Goodyear	Warsteiner Beer
31	Rebaque	H. Rebaque	Lotus	79/1	Cosworth V8	Hewland	Goodyear	Carta Blanca

Spare Cars		
Lotus-Cosworth V8 79/3	— Used by Reutemann Saturday p.m. and for race.	
Tyrrell-Cosworth V8 009/1	— Not used.	
Brabham-Alfa Romeo V12 BT48/02	— Used by Piquet Saturday p.m.	
McLaren-Cosworth V8 M28/3C	— Not used.	
ATS-Cosworth V8 D2/02	— Not used.	
Ferrari flat-12 312T4/039	— Used by Villeneuve Saturday p.m.	
Fittipaldi-Cosworth V8 F5A/1	— Not used.	
Renault V6 t/c RS10	— Not used.	
Shadow-Cosworth V8 DN9/1B	— Not used.	
Shadow-Cosworth V8 DN9/4B	— Not used.	
Wolf-Cosworth V8 WR8	— Used by Rosberg Friday and Saturday practice and for race.	
Ensign-Cosworth V8 MN08	— Not used.	
Ligier-Cosworth V8 JS11/02	— Used by Laffite Friday a.m., Ickx all Saturday and for race.	
Williams-Cosworth V8 FW07/003	— Used by Jones Friday a.m. and p.m. and Saturday a.m.	
Arrows-Cosworth V8 A1/05	— Not used.	
Lotus-Cosworth V8 78/4	— Not used.	

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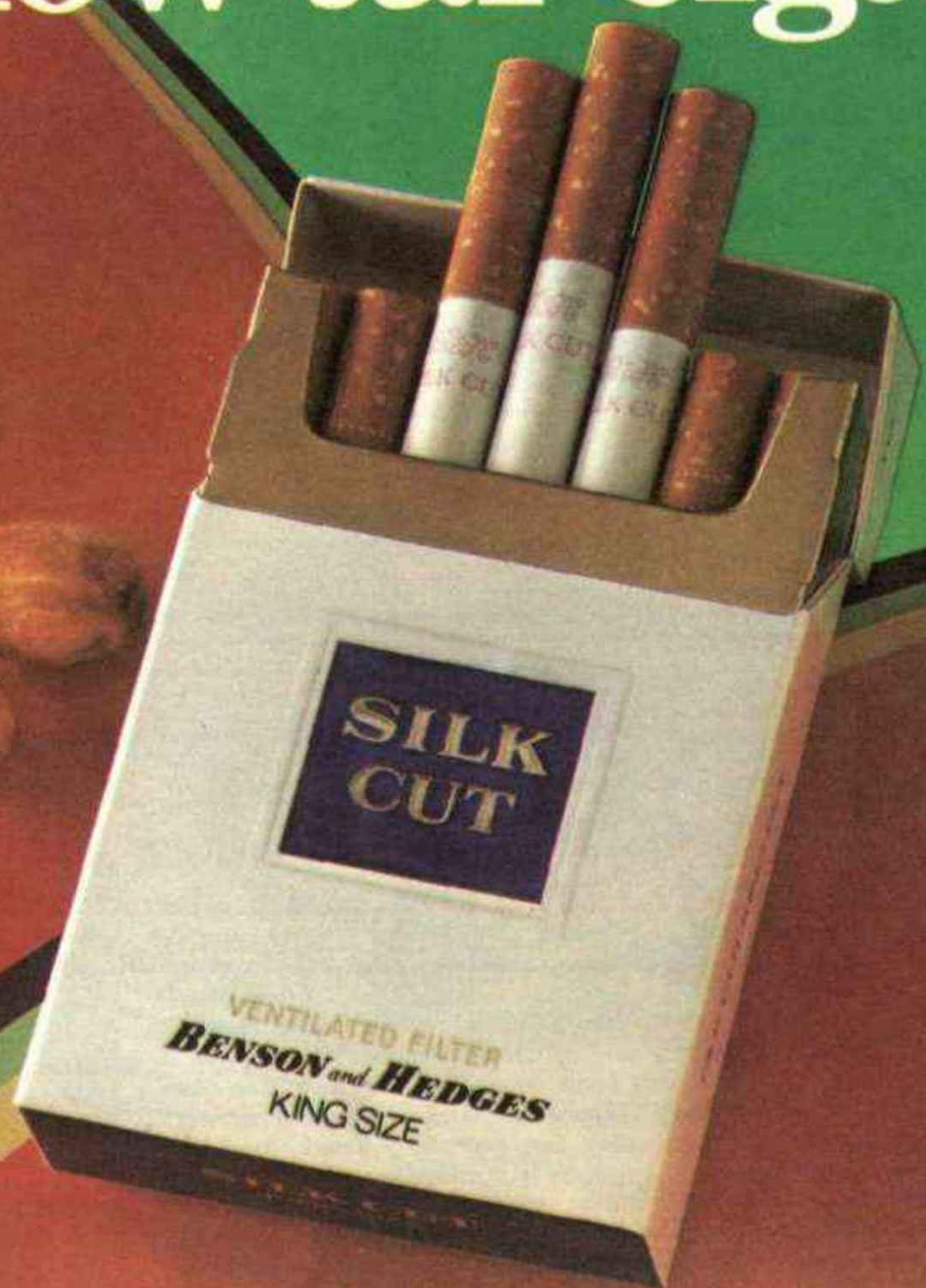
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The low tar cigarette.



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Once Arnie brings out the Bacardi
half-time can last for hours.



At Arnie's, football matches are always keenly contested, for the whole of the first half.

Then Arnie treats his team to a pep-talk and some cool glasses of Bacardi rum with ice, mixed with "Coke" or whatever takes their fancy.

This does wonders for team morale.

In fact, if it stays light, they may even get round to playing the second half.

Bacardi rum.



The one from the sun

STARTING GRID

27 A. Jones (Williams-Cosworth V8) FW07/004 1 min. 48.75 sec.	15 J-P. Jabouille (Renault V6 t/c) RS11 1 min. 48.48 sec.
6 *N. Piquet (Brabham-Alfa Romeo V12) BT48/03 1 min. 49.50 sec.g	26 J. Laffite (Ligier-Cosworth V8) JS11/04 1 min. 49.43 sec.
28 G. Regazzoni (Williams-Cosworth V8) FW07/002 1 min. 50.12 sec.	11 J. Scheckter (Ferrari flat-12) 312T4/040 1 min. 50.00 sec.
3 D. Pironi (Tyrrell-Cosworth V8) 009/6 1 min. 50.40 sec.	5 N. Lauda (Brabham-Alfa Romeo V12) BT48/04 1 min. 50.37 sec.
16 R. Arnoux (Renault V6 t/c) RS12 1 min. 50.48 sec.	12 G. Villeneuve (Ferrari flat-12) 312T4/041 1 min. 50.41 sec.
7 J. Watson (McLaren-Cosworth V8) M29/1 1 min. 50.86 sec.	† M. Andretti (Lotus-Cosworth V8) 79/5 1 min. 50.68 sec.
25 J. Ickx (Ligier-Cosworth V8) JS11/02 1 min. 51.07 sec.	2 **C. Reutemann (Lotus-Cosworth V8) 79/3 1 min. 50.94 sec.
4 G. Lees (Tyrrell-Cosworth V8) 009/3 1 min. 51.50 sec.	8 P. Tambay (McLaren-Cosworth V8) M29/2 1 min. 51.47 sec.
30 J. Mass (Arrows-Cosworth V8) A2/2 1 min. 52.74 sec.	20 K. Rosberg (Wolf-Cosworth V8) WR8 1 min. 52.01 sec.
17 J. Lammers (Shadow-Cosworth V8) DN9/2B 1 min. 53.59 sec.	29 R. Patrese (Arrows-Cosworth V8) A2/1 1 min. 52.93 sec.
14 E. Fittipaldi (Fittipaldi-Cosworth V8) F6A/1 1 min. 54.01 sec.	18 E. de Angelis (Shadow-Cosworth V8) DN9/3B-2 1 min. 53.73 sec.
31 H. Rebaque (Lotus-Cosworth V8) 79/1 1 min. 55.86 sec.	9 H. J. Stuck (ATS-Cosworth V8) D2/03 1 min. 54.47 sec.

* Time recorded in Brabham BT48/02
** Time recorded in Lotus 79/4

Did not qualify:

P. Gaillard (Ensign MN09) 1 min. 55.95 sec.
24 A. Merzario (Merzario A2/04) 2 min. 01.84 sec.



Jones makes a brilliant start to head Laffite and Jabouille into the first right-hand bend. The deflating rear tyre on Williams' FW07/004 almost cost him the race.

The German Grand Prix

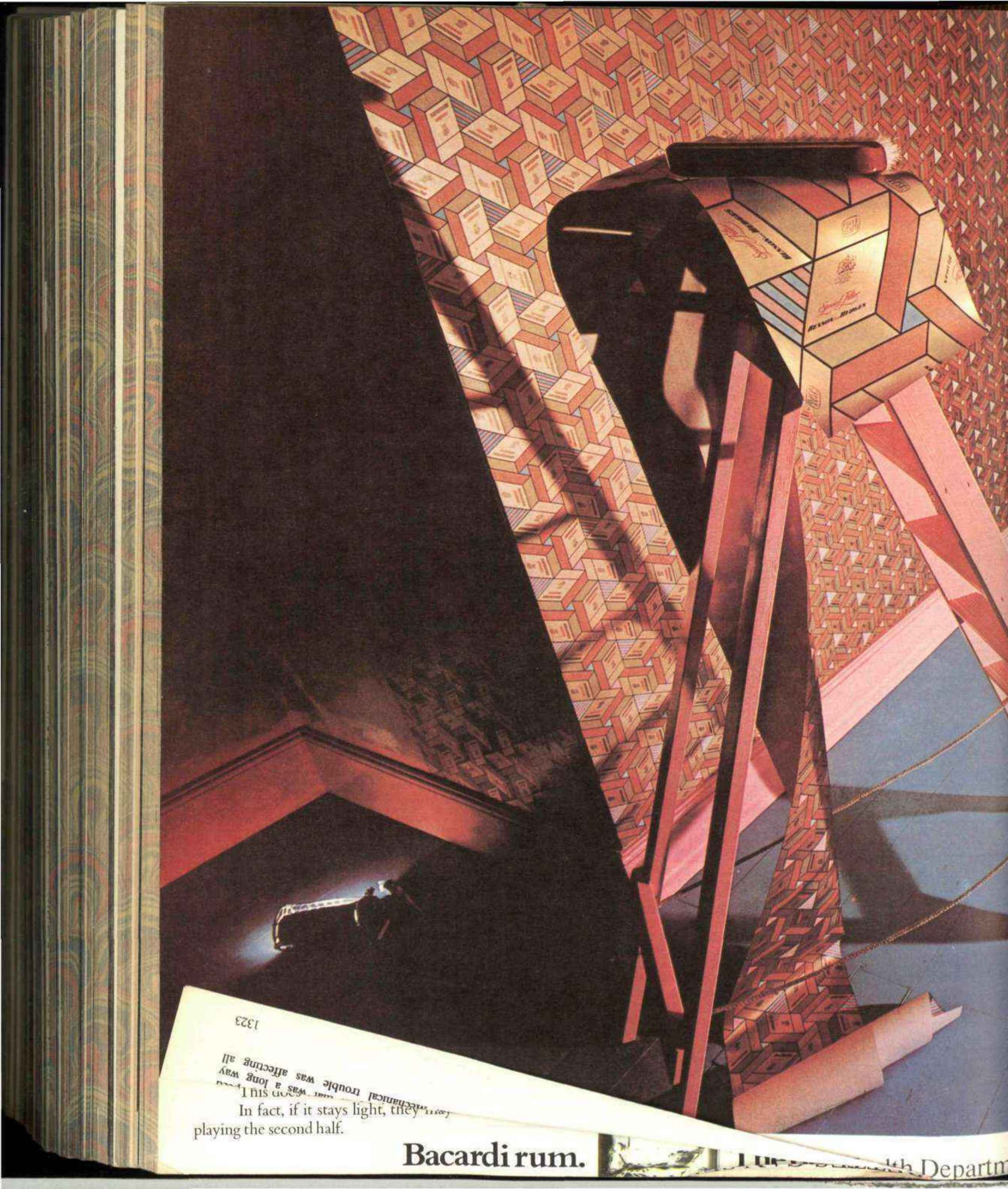
Continued from page 1320

away to finish off the spare car, another group were vainly searching for the cause of the lack of oil pressure. Meanwhile Jones had to stand by and watch the other teams approach his best lap time and then surpass it. While he stood there his position as second fastest to the Renault dwindled to fourth fastest, then fifth and sixth. Pironi, Lauda, Arnoux, and Laffite all improved on the Australian's time, but none were within sight of Jabouille's time, and to beat 1 min. 50 sec. was going to be heroic stuff, even though it would be 1½ seconds slower than the Renault! Lauda's progress was halted by more Alfa Romeo exhaust-pipe trouble, and his team-mate was in

real trouble when his Alfa Romeo engine blew up in a big way. As the spare Brabham was adjusted for Lauda's leg-length there was a bit of panic behind the pits to reset everything to fit Piquet, but time ran out before it could be done.

As Regazzoni was about to join those happy drivers who had got themselves ahead of Alan Jones, the rugged Williams team leader was strapping himself back into the spare car. In no time at all he was into the low 1 min. 50 sec. laps and then did a 1 min. 49.94 sec., which not only retrieved his second fastest overall, but put him into a very elite class with Jabouille, but still 1½ seconds down on the Renault and at a lap speed approaching 140 m.p.h. that was a long way behind. Mechanical trouble was affecting all





1323
Last mechanical trouble was affecting all
that was a long way
on still
In fact, if it stays light, they
playing the second half.

Bacardi rum.

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Regazzoni followed home his team-mate Jones to present Frank Williams with a magnificent 1-2.

manner of people, Rebaque stopping after only seven laps when his gearbox failed, and Merzario never did get out to practice. The Renault team were so placid about their superiority that it was difficult to tell whether it was a lucky fluke or it was genuine, and many teams felt that it was totally unreal, and that the Williams team was the one to judge the situation by.

The Saturday morning test-hour saw Ickx in the spare Ligier, as its front suspension had been altered to suit the latest large-diameter Goodyear tyres, whereas his own car had not been altered. The spare car felt so much better that it was agreed that he should use it for the race, unless some unforeseen disaster befell Laffite's car. The new Wolf WR9 was being tiresome, with minor bothers, so Rosberg was settled to race WR8. The mysterious loss of oil pressure on the Williams that Jones was to use had cured itself, being something obscure like a sticking pressure-relief valve, so all was well. Piquet's Brabham was functioning once again, with a new engine, and it had aluminium deflectors riveted on to the leading lower edge of the side pods, all in the search for improved aerodynamics. The ATS was giving Stuck a lot of trouble as it dived off one way on acceleration and the other way under braking, suggesting something wrong in the limited-slip differential. A broken drive shaft encouraged the team to take the gearbox off and replace the whole assembly. Patrick Gaillard came into the pits in a grey coloured Ensign that had started out red, the thick layer of dust everywhere being self-explanatory.

Speed along the straight parts of the circuit seemed to be all important and various experiments were being done to try and gain a few more r.p.m. in top gear, such as removing nose fins (Williams and Fittipaldi) and adjusting

the rear aerofoil to minimal down-force. Nothing very conclusive was discovered. The Ferrari team were very unhappy as they seemed to lack a bit of everything, even sheer speed, which had them all baffled. The sleek little Williams FW07 and the powerful and equally slick Renault twin-turbo cars were untroubled by a lack of anything, though Arnoux's car disturbed the peaceful scene by breaking its valve gear so that instead of preparing the car for the afternoon timed session a leisurely engine change was begun. As the spare Renault was adjusted to the lank Jabouille's measurements there was no possibility of the stocky little Arnoux driving it, so he had to sit-out the Saturday afternoon session.

It was getting very hot and the pit area with its concrete base and surrounded by the concrete stands was behaving a bit like an oven. Alan Jones was feeling very happy with the new Williams, it feeling right from the moment he got into it, and Regazzoni was equally happy with his car. The Ensign was not ready when the timed practice session began, still having the dust got out of it and the skirts repaired. Rosberg was in the Wolf WR8, Ickx was happy with the spare Ligier and everything started off well, with the really fast runners aiming to break into the sub-1 min. 50 sec. bracket, and others just hoping to get somewhere near 1 min. 50 sec. There was little point Jabouille going out, as he had done all the testing he wanted to do in the morning, and until someone got within half-a-second of his Friday time there was nothing to worry about. With Arnoux's car in pieces the team just stood around in the shade of the pits while their timekeepers kept the watches on the opposition. It was a very cool piece of gamesmanship — there was even a suggestion that the English press might like to take a cup of tea with Jabouille and interview him

while official practice was in progress.

When this session was just about through there was a scurry in the Lo prepare the spare car, as news had come that Reutemann had crashed violently at the end of the circuit. The car was badly damaged but the driver was OK. Seeing the wreckage on the track most of the drivers pulled into the pits. It was a convenient excuse for stopping their heads against a wall, for few of them had finished within two seconds of Jabouille's Friday time. After 20 minutes of clearing up, practice resumed and almost immediately the spare Brabham was being got ready for Piquet, as his own car had died with an electrical failure. Alan Jones was in the front row with Jabouille in the timekeeping and Laffite was getting close with a lap time of 1 min. 49.43 sec. In a very leisurely fashion Piquet prepared himself and then went out to the track. The flat exhaust note of the turbo-charged Renault engine giving no feeling of urgency, the stop-watches told everything. As if to warn the Renault put in some low speed laps, and then a 1 min. 49.75 sec.; not as Jones had gone but well in the selection. Jones had the fastest time with 1 min. 49.43 sec. which put him on the front row of the grid, still a quarter of a second off Jabouille's Friday time. Piquet was out in the spare car and beginning to get well wound up, when the spare Ferrari when his own had trouble, but for once couldn't match the leader's time.

In the Tyrrell camp the new boy was doing alright, having recorded 1 min. 50.00 sec.

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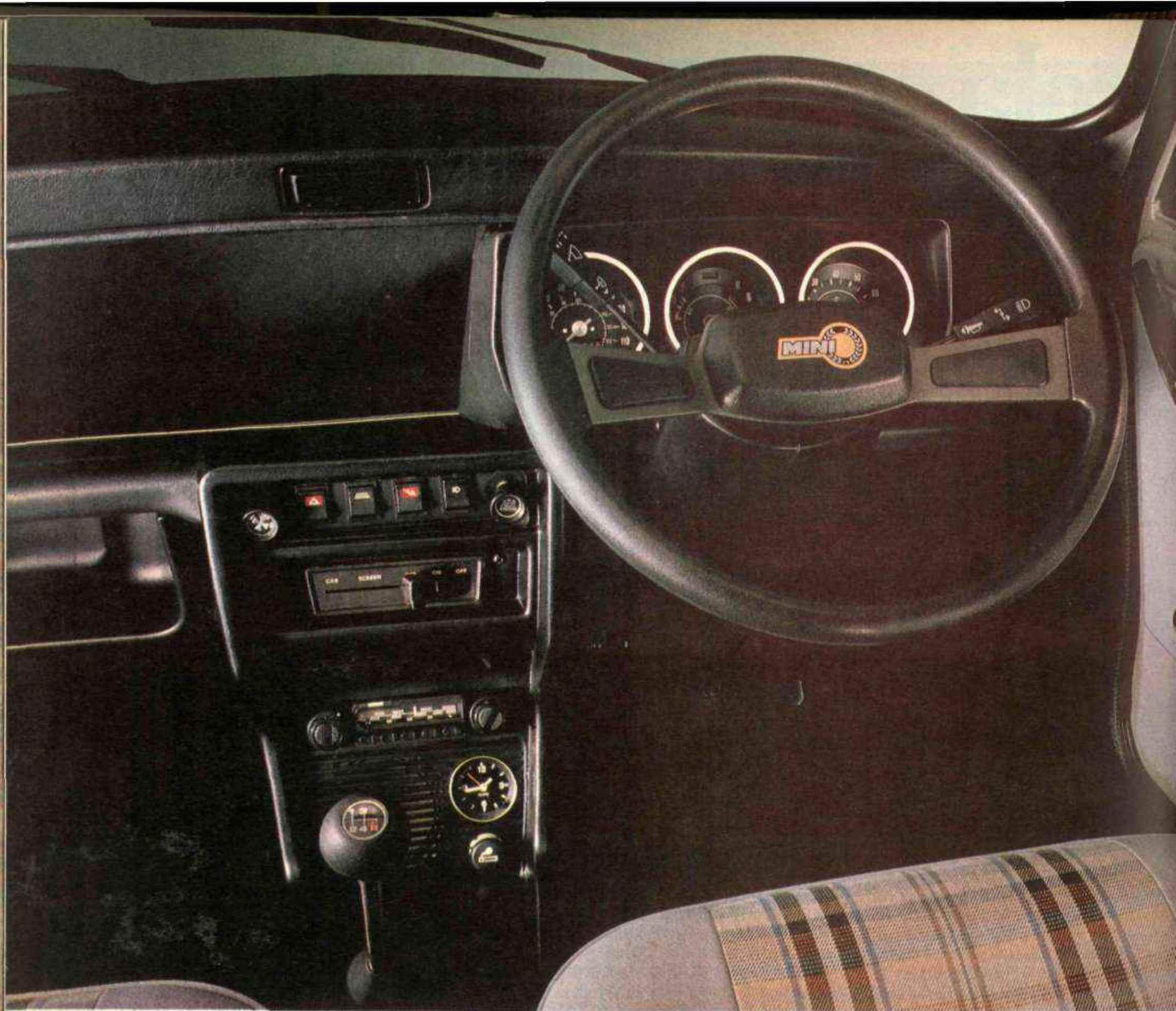
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It wasn't Ferrari's day, Scheckter finishing an uninspired fourth. Charging down behind him comes team-mate Villeneuve, out to un-lap himself after a pit-stop to replace a collapsed rear wing.

on the first afternoon, and improved on that to 1 min. 51.50 sec. in the final session. Pironi was very close to the 1 min. 50 sec barrier, and for a brief time took Lees' car as the spare Tyrrell wasn't ready. In the closing minutes of practice Piquet was under 1 min. 50 sec., which gave him fifth place overall, but he hadn't finished and a rapid tyre change and a final effort gave him 1 min. 49.50 sec. which placed him in fourth place and on the second row of the grid, alongside Laffite. Lauda's last-minute rush prevailed him nothing and he had to be content with a place in the fourth row of the grid, behind Scheckter and Regazzoni.

It all ended at quite a fast tempo, not so much

Geoff Lees replaced the unwell Jarier in the Tyrrell team and drove a sensible race to seventh place.



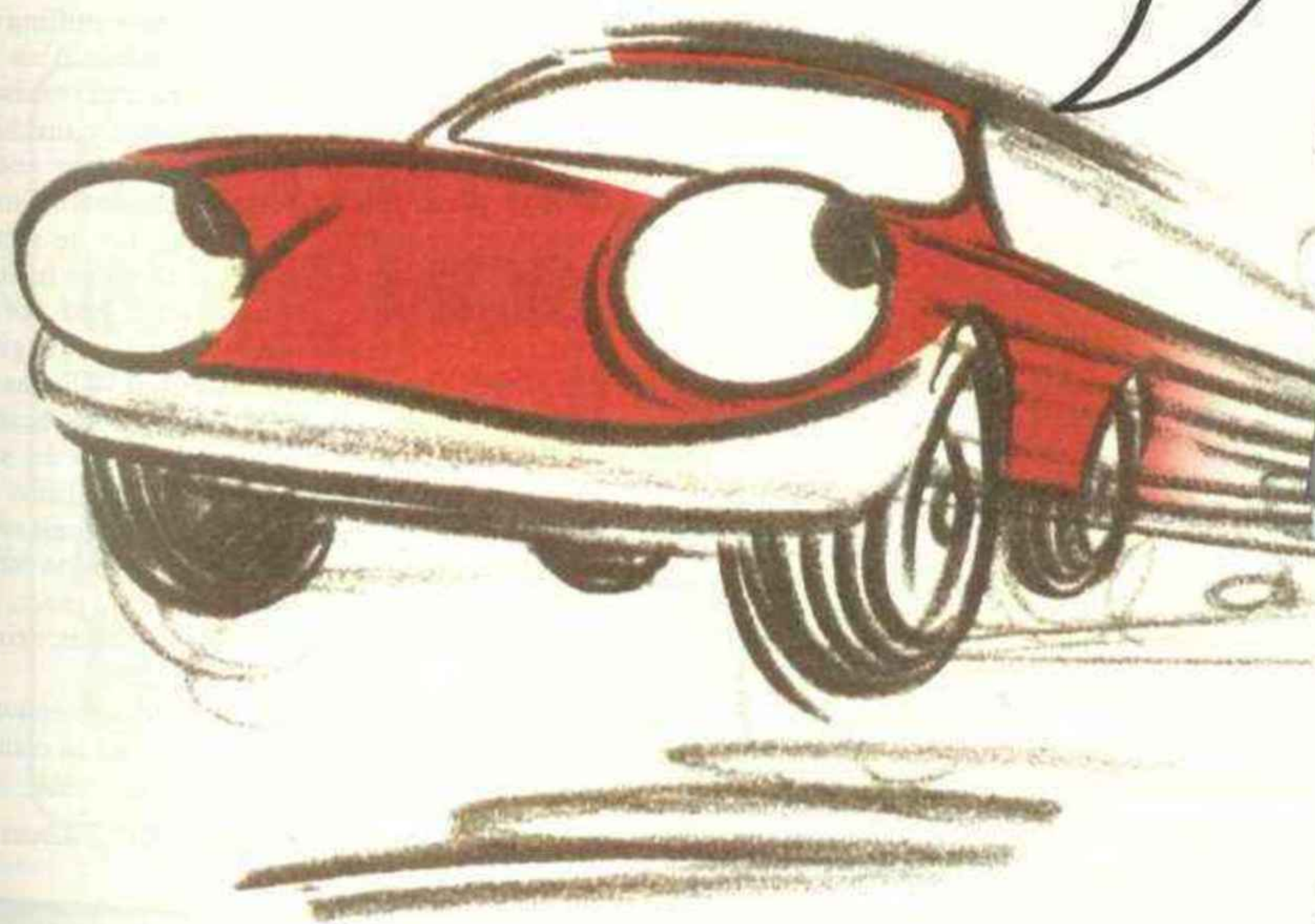
to qualify for the grid, or get on to the front row, but more to save face for the Renault time of Friday was embarrassingly fast. With only one practice session to his credit Rene Arnoux was in the fifth row of the grid, which gave some indication of the potential of the turbo-charged Renault. While BMW races, Touring Car races and Formula Super VW races took place the Formula One team were all hard at work in the paddock preparing cars for the big Sunday event. Fresh engines were installed, gearboxes checked, brakes serviced, tyres mounted, wiring looked at, aerodynamic aids scrutinized, suspension systems checked, fuel tanks drained, fuel systems cleaned out, nothing could be overlooked, even though

the race was only going to last less than 1 1/2 hours. Overnight rain helped to lay the dust and made it rather uncomfortable for those who were out and about, working or camping. By Sunday morning all was warm and dry and ready for the half-hour warm-up session, 24 starters were ready, the two unfortunate non-starters being Gaillard with the Ensign and Arturo Merzario with his own car. Reutemann was feeling far from well, the after-effects of a high speed crash affecting his reflexes and judgement, and though the spare Lotus had been race-prepared he was unsure about starting the race. The Wolf team had decided to run the WR8, as the new car had been suffering from gearbox problems, and Ickx was pleased to race the Ligier. Apart from a little trouble with the gearbox on Lauda's Brabham, all seemed well and the interval before the start was filled in with Renault R5 racing an impressive aerobatic display by the Red Arrows. Shortly after 1.30 p.m. the drivers came to the pits one by one to drive round the circuit and assemble on the starting grid. By 1.45 p.m. the cars were all neatly lined up in pairs, with Ala-

PRACTICE TIMES			
No.	Driver	Friday p.m.	Saturday
1	M. Andretti	1.51.50	1.51.50
2	C. Reutemann	1.50.94	1.50.94
3	D. Pironi	1.50.66	1.50.66
4	G. Lees	1.54.12	1.54.12
5	N. Lauda	1.50.70	1.50.70
6	N. Piquet	1.50.90	1.50.90
7	J. Watson	1.51.17	1.51.17
8	P. Tambay	1.52.93	1.52.93
9	H. J. Stuck	1.56.58	1.56.58
11	J. Scheckter	1.50.93	1.50.93
12	G. Villeneuve	1.51.18	1.51.18
14	E. Fittipaldi	1.54.01	1.54.01
15	J-P. Jabouille	1.48.48	1.48.48
16	R. Arnoux	1.50.48	no practice
17	J. Lammers	1.56.02	1.56.02
18	E. de Angelis	1.54.86	1.54.86
20	K. Rosberg	1.53.83	1.53.83
22	P. Gaillard	1.57.06	1.57.06
24	A. Merzario	no practice	no practice
25	J. Ickx	1.54.10	1.54.10
26	J. Laffite	1.50.26	1.50.26
27	A. Jones	1.49.94	1.49.94
28	G. Regazzoni	1.50.76	1.50.76
29	R. Patrese	1.54.31	1.54.31
30	J. Mass	1.52.74	1.52.74
31	H. Rebaque	1.56.25	1.56.25



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on the front row alongside Jabouille, the Australian determined to get to the first corner first, but wondering how long it would be before the yellow and black Renault powered past his Williams. Behind them were Laffite (Ligier) and Piquet (Brabham), the Frenchman also having his sights on being first into the first corner, but the young Brazilian was ready to drive to team orders, which dictated that he took things easy for the opening stages, even if lots of competitors went by him, and to speed up when things had settled down. In the third row Scheckter was at least satisfied at being ahead of his young team-mate, and alongside was the swarthy Regazzoni seeing no reason why he shouldn't win another race, then came Lauda and Pironi, Villeneuve and Arnoux, grinning at each other and recalling the Dijon race, and wondering what the 'nagging old women' would say if they had another dice together. Andretti and Watson followed, and then the rest, Reutemann prepared to start the race and see how things went. The new boy Geoff Lees was in quite a respectable position, in row eight alongside Tambay in his new M29 McLaren,

was one missing! It was Hans Stuck and the ATS, for as he braked for the *chicane* on the return leg of the circuit the suspension collapsed.

Next time round Piquet let Lauda go ahead, as arranged, and Arnoux and Tambay passed Villeneuve, as was not arranged. The French-Canadian was finding his Ferrari engine a bit flat, as if the timing or mixture was not quite right! As Reutemann came into the second *chicane* Jochen Mass crowded him, and the Lotus shot off the track and demolished the right-front corner against the guard rail. Two laps gone and two cars retired. The first visible gap to open up was between Regazzoni and Lauda; once again the Austrian was unable to keep up with the leading bunch and led "the rest". Villeneuve was back ahead of Tambay, and at the back of the field Fittipaldi had got ahead of Rebaque. By lap four a clear pattern was evolving, with Jones and Jabouille pulling away, the Renault driver seemingly biding his time behind the Williams. Then Laffite, Scheckter and Regazzoni were in close convoy, with the Swiss eyeing the two cars in front of him with a serious look. The rest were



Emerson Fittipaldi had his 1979 car, F6A/1, out again, considerably redesigned from the monocoque outwards.

having survived being thrown in at the deep end.

At 1.55 p.m. the field was flagged away to do a parade lap, with Jabouille setting the pace, and they all arrived safely back in the Stadium to line up before the red light. Everyone was in position when the red light went out and the green came on, and it was one of the better starts as all 24 cars powered off the line in an impressive blast of sound and cloud of smoke from spinning wheels. As expected, Jones was into the right hand bend first, and gave it all he'd got up towards the first *chicane*. The Renault did not power past, as expected, but sat in third place behind Laffite until they reached the return leg when it went by the Ligier. As they streamed back into the stadium the order was Jones (Williams), Jabouille (Renault), Laffite (Ligier), Scheckter (Ferrari), Regazzoni (Williams), Piquet (Brabham), Lauda (Brabham), Pironi (Tyrrell), Andretti (Lotus), Villeneuve (Ferrari), Arnoux (Renault), Tambay (McLaren), Ickx (Ligier), Watson (McLaren), Reutemann (Lotus), Mass (Arrows), Lees (Tyrrell), Lammers (Shadow), Patrese (Arrows), Rosberg (Wolf), de Angelis (Shadow), Rebaque (Lotus) and Fittipaldi. Twenty-three cars, there

trailing along, with Fittipaldi lasting only one more lap before electrical trouble intervened. On lap six Jabouille began to move closer to the leading Williams, and at the same time the number two Williams was leaning on the Ferrari of Scheckter. They were both much closer to their quarries on the next lap, and as Alan Jones appeared in the stadium to complete lap eight the Renault was uncomfortably close, but uncomfortably close is as near as it got, for as he braked for the left-hand hairpin inside the stadium Jabouille over-did his braking, locked the wheels, slid onto the loose stuff and spun off in a cloud of dust, just as a great cheer went up from the crowd for Regazzoni was ahead of Scheckter as they took the right-hander into the Stadium. It was a momentous lap eight.

With eight laps gone and four retirements it began to look as though we would run out of cars before the 45 laps were up, and when Arnoux disappeared two laps later prospects looked grim. The right rear tyre had burst at full speed on the Renault, and it had taken a lot of the bodywork panelling away, but Arnoux was able to control the car and skate to a standstill. He had just got past Lauda, as had Villeneuve, so now the Brabham-Alfa driver was trying his best to hang-on to the number two Ferrari. Scheckter

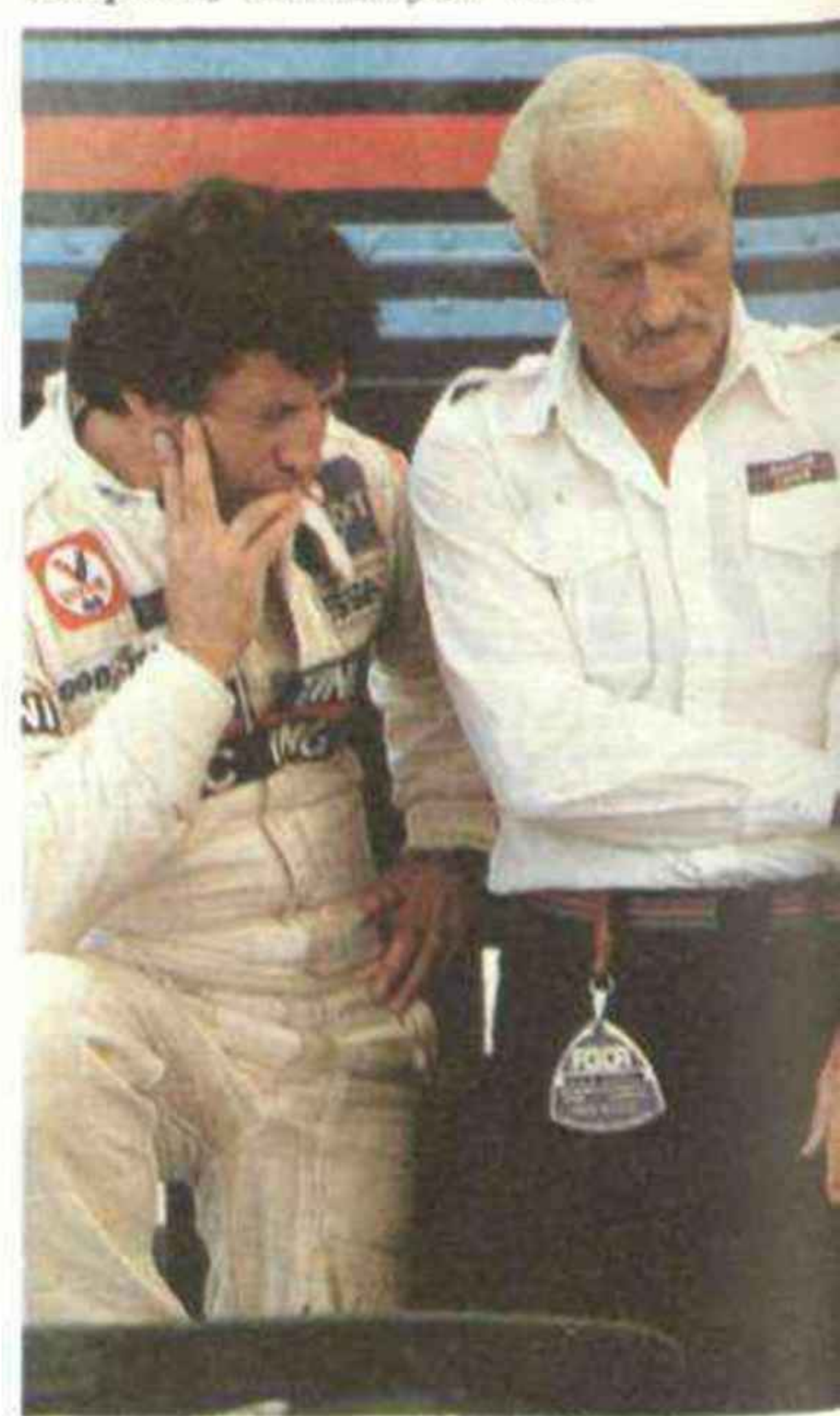


John Watson talks to Gordon Coppuck, reasonably happy with the McLaren M29's p

had made no attempt to stay with Regazzoni he went by, and the Swiss was now sniffing heels of Laffite's Ligier. Meanwhile Alan was out on his own, lapping fast and consistent without taking risks or straining the machine. On lap 13 "Regga" was by the Ligier and second place to the accompaniment of an enormous roar from the crowd, for he was popular with the German spectators as he was the English ones. Passing Laffite had not been easy, and the Frenchman was not about to give in. He clung on to the tail of the Williams in a spirited fashion, obviously driving his head and refusing to give in. For six laps he was there, but then had to give the Williams a wide berth, realizing that he was driving over the limit with Regazzoni and that could not go on for so he eased slightly into a secure third place. It had been a fine example of a tenacious driver's work.

For the second Grand Prix in succession the Williams team were running 1-2 and in command of the situation, the

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green-and-white cars looking really nice and no doubt giving the Saudi Arabians who back the team with finance, an enormous amount of satisfaction. On lap 17 Andretti disappeared quietly, the rear brakes of his Lotus 79 having transferred heat to the inboard universal of the drive-shafts, and one of them broke-up when the grease escaped due to the heat. At 20 laps, with Laffite now settled in third place, Scheckter an uninspired fourth, Villeneuve a long way back in fifth place, with Lauda still behind him in sixth place, the race as such seemed to be over. Piquet had failed to make any improvement to his position as the race settled down, and in fact, had been passed by Ickx, who was really enjoying his Ligier and trying his brilliant best. The Belgian was very happy and was closing on Lauda and Villeneuve, but just when he had caught them up his right-rear tyre exploded at full speed on one of the straights. The effect was as if a bomb had gone off under that corner of the car, for the whole hub assembly was ripped off the suspension members, taking the drive-shaft with it, and lots of the bodywork. Ickx was able to control the car and slithered to a stop without hitting anything, but he was very lucky. This was on lap 25 and a lap before Rebaque had retired, so that a third of the field had gone with the race only just over half way.

As Jones started his 28th lap his works Cosworth engine faltered a little on acceleration, and next time round it was still doing it. There was a burbling misfire as of fuel-injection trouble or fuel-delivery to the injection system. Although it hardly affected his lap times, it was very disconcerting and was causing him anguish, remembering how he had lost the British Grand Prix through engine failure. Frank Williams and his pit staff were equally worried, and though Regazzoni was in second place and sounding as strong as ever, it was no consolation. As this misfire in the Williams had started Lauda's Alfa Romeo engine gave up completely and he coasted into the Stadium and parked the Brabham up the escape road. This gave Piquet a clear road in front, so he promptly piled on steam and caught up with Villeneuve, who was far from happy with an engine that was still flat and an unbalanced feel to the car due to the rear aerofoil beginning to collapse. Just as Piquet passed the Ferrari, on lap 33, an exhaust manifold-pipe broke on the Alfa Romeo engine and made it sound rough, but it was still going alright.

In quick succession after Lauda's retirement Rosberg stopped with no oil pressure in the Wolf, Tambay coasted into the pits with engine trouble and Patrese suffered a tyre blow-out on the right-rear, it not being quite so spectacular as the other two blow-outs, for the walls remained intact, though the whole tread came off. Before starting lap 38 Villeneuve was in the pits as the rear aerofoil had collapsed on the left side and a complete new unit was fitted, this stop dropping him back to ninth place behind Lees, who was running neatly and consistently. By now there were only six cars on the same lap, the Williams of Jones and Regazzoni, the Ligier of Laffite, the Ferrari of Scheckter, the Brabham of Piquet, and a long way back the McLaren of Watson, then came Mass leading Lees and Villeneuve, with Lammers, Pironi (after a pit stop) and de Angelis being the only others still running.

Even before the misfire had started on the leading Williams the team members on the pit wall could see that something was happening to

the right-rear tyre, for it was taking on a darker colour than the left one, which usually means a loss of pressure. Running with only 12-15 p.s.i., the loss of even 1 lb. can be critical, and their fears were right for a leak had developed and the pressure was dropping and causing the tyre to overheat. It wasn't long before Alan Jones sensed an imbalance between right and left corners and on the straights he was looking into his rear-view mirror and seeing the changing shape and colour. There were still more than 10 laps to go by the time he faced up to the realization that he had got a slow puncture, and he did not have enough lead over Regazzoni and Laffite to allow for a pit stop. Changing his driving tactics to ease the load on the right-rear tyre, his lap times only dropped by a second and a half. He could hold the same speed on the straights and round right-hand bends, but had to pussy-foot round left-handers, and he wasn't helped any by the constant misfiring on pick-up. He would appear into the Stadium at his normal speed, but then almost coast round the left-hand hairpin and be slow out of the right-hander onto the pit straight, as the misfire plagued the pick-up. He was holding his lead alright, but it was no easy task, and while there was little chance of Laffite catching him, there was every possibility of Regazzoni catching up — and going by!

While everyone waited tensely during the final laps, no-one was more tense than "Jonesey-boy" for if the tyre got too hot it could blow-out and

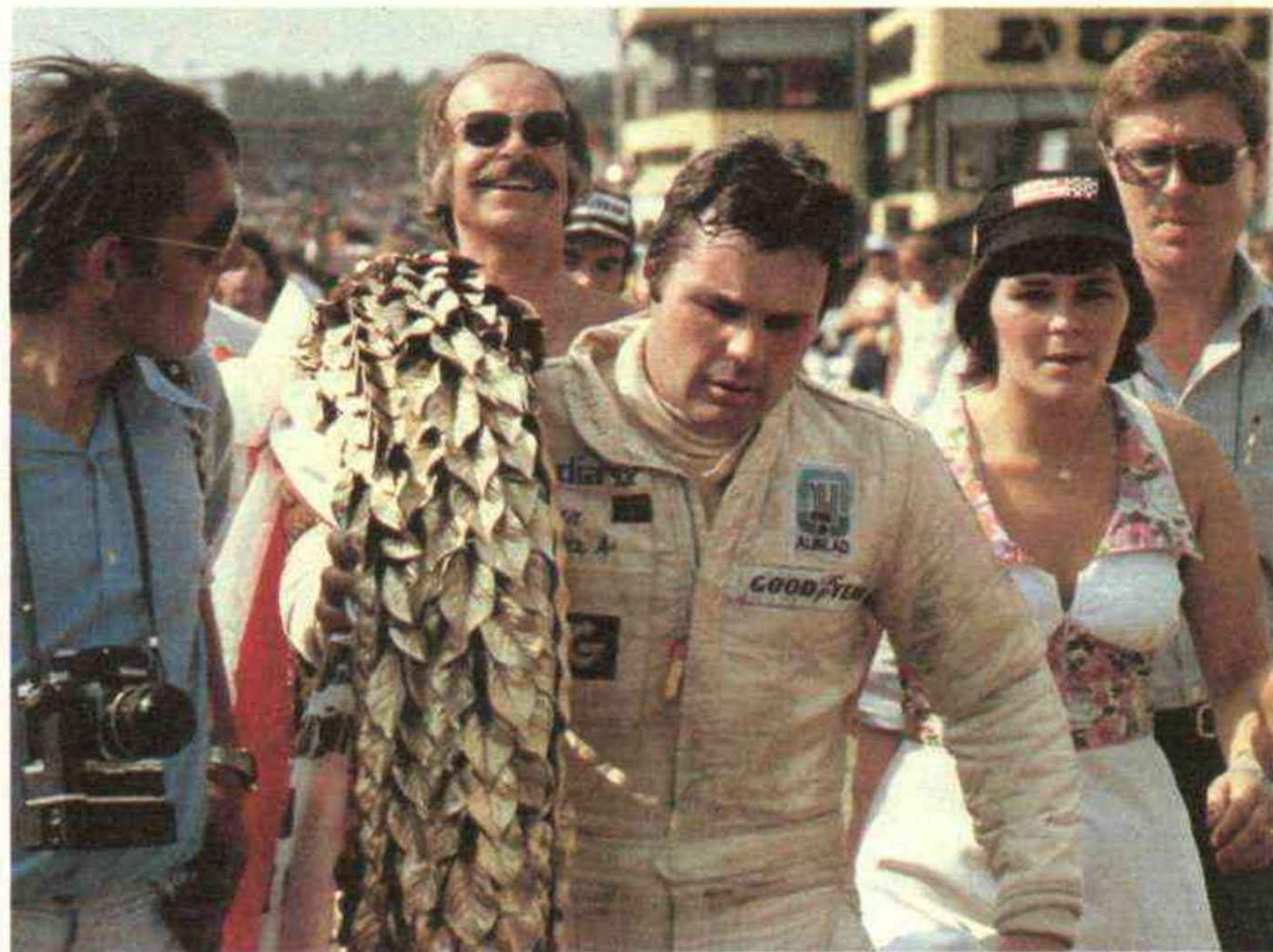
snatch victory from him. So great was the tension of following the leading Williams that the disappearance of Piquet went almost unnoticed on lap 43. A certain fifth place went out the window with a big bang in the Alfa Romeo engine and most of the valve-gear seemed to be in the air intakes. The two Williams were in sight of each other as they started the last lap, but there was a great sigh of relief as number 27 re-appeared to complete lap 45 and cross the line ahead of number 28. It was a magnificent Williams one-two, thoroughly deserved by both drivers and the satisfaction for Frank Williams and designer Patrick Head was enormous, as it was for all the mechanics who had worked so hard on the cars. For Alan Jones it was a long-overdue victory for he has been so near and yet so far during his two years with the Williams team. As the two green-and-white cars did their slowing down lap nose to tail there were some tears of emotion in many eyes and enormous happiness for the Williams team. And dear old "Regga" scored another worthy second place, and he was very happy about it, no matter what other drivers may say about him. Some team sponsors who view the whole Formula One business as nothing more than an extension of their normal business life show little apparent interest or elation if their team wins. The Saudi Arabians who back Frank Williams were beaming with delight, and it would be true to say that Frank and all his men received a royal smile of approval. — D.S.J.

Results
GERMAN GRAND PRIX — Formula One — 45 laps — 6.789 kilometres per lap — 305.505 kilometres — Very warm

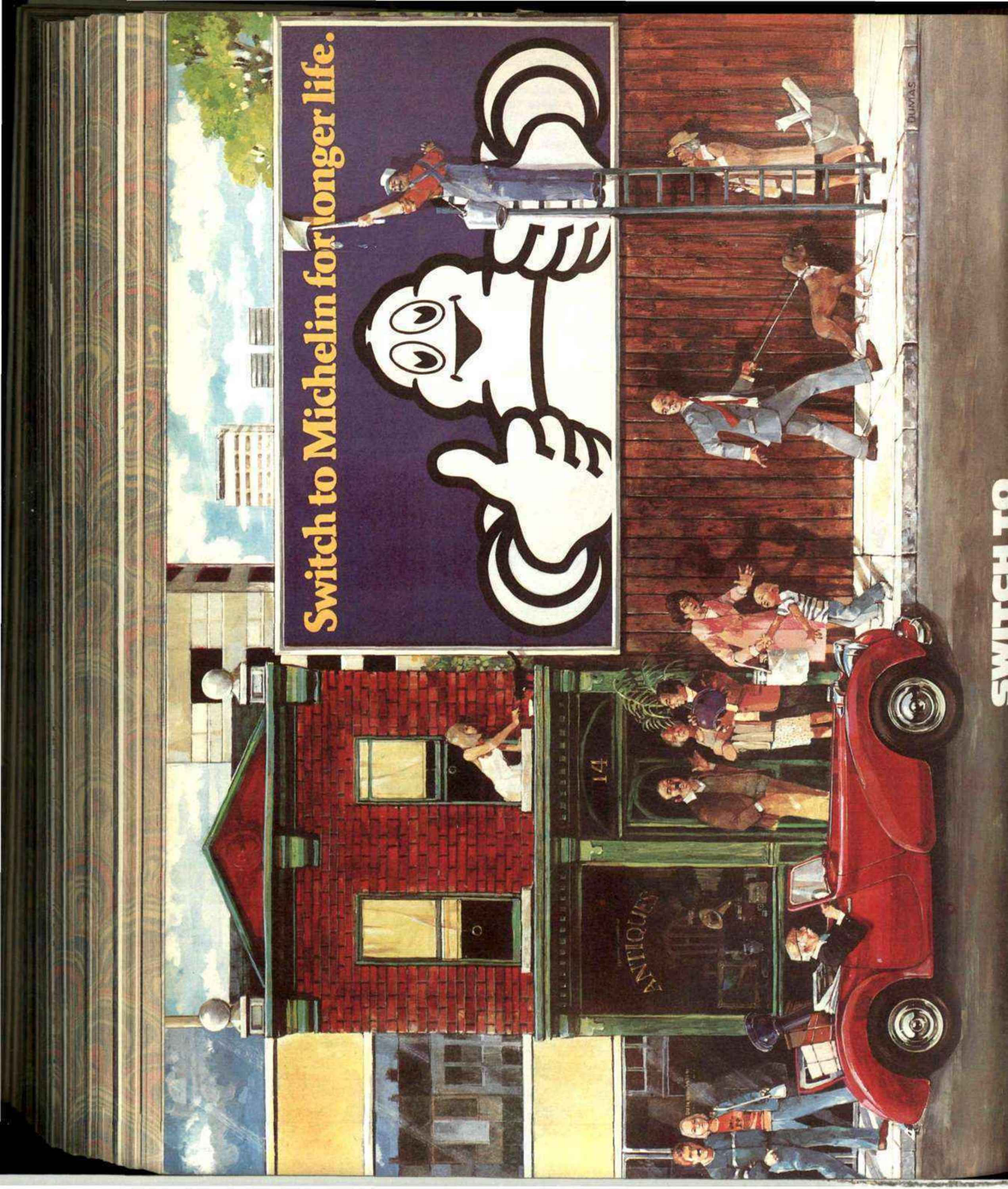
1st:	A. Jones (Williams FW07/004)	1 hr. 24 min. 48.83 sec. — 216.092 k.p.h.
2nd:	G. Regazzoni (Williams FW7/002)	1 hr. 24 min. 51.74 sec.
3rd:	J. Laffite (Ligier JS11/04)	1 hr. 25 min. 07.22 sec.
4th:	J. Scheckter (Ferrari 312 T4/040)	1 hr. 25 min. 20.03 sec.
5th:	J. Watson (McLaren M29/1)	1 hr. 26 min. 26.63 sec.
6th:	J. Mass (Arrows A2/2)	1 lap behind
7th:	G. Lees (Tyrrell 009/3)	1 lap behind
8th:	G. Villeneuve (Ferrari 312 T4/041)	1 lap behind
9th:	D. Pironi (Tyrrell 009/6)	1 lap behind
10th:	J. Lammers (Shadow DN9/2B)	1 lap behind
11th:	E. de Angelis (Shadow DN9/3B-2)	2 laps behind

Fastest Lap: G. Villeneuve (Ferrari 312T4/041) on lap 40, in 1 min. 51.89 sec — 218.400 k.p.h.
Retirements: H. J. Stuck (ATS D2/03) suspension breakage, on lap 1; C. Reutemann (Lotus 79/3) accident, on lap 2; E. Fittipaldi (Fittipaldi F6A/1) electrical trouble, on lap 5; J. P. Jabouille (Renault RS11) spun off, on lap 8; R. Arnoux (Renault RS12) tyre failure, on lap 10; M. Andretti (Lotus 79/5) universal joint failure, on lap 17; H. Rebaque (Lotus 79/1) poor handling, on lap 23; J. Ickx (Ligier JS11/02) tyre failure, on lap 25; N. Lauda (Brabham BT48/04) engine failure, on lap 28; K. Rosberg (Wolf WR8) loss of oil pressure, on lap 30; P. Tambay (McLaren M29/2) engine failure and suspension trouble, on lap 31; N. Piquet (Brabham BT48/03) engine failure, on lap 43.

24 starters — 11 finishers



A tired-looking Alan Jones walks from the winner's rostrum, overwhelmed by his long-overdue victory.



Switch to Michelin for longer life.

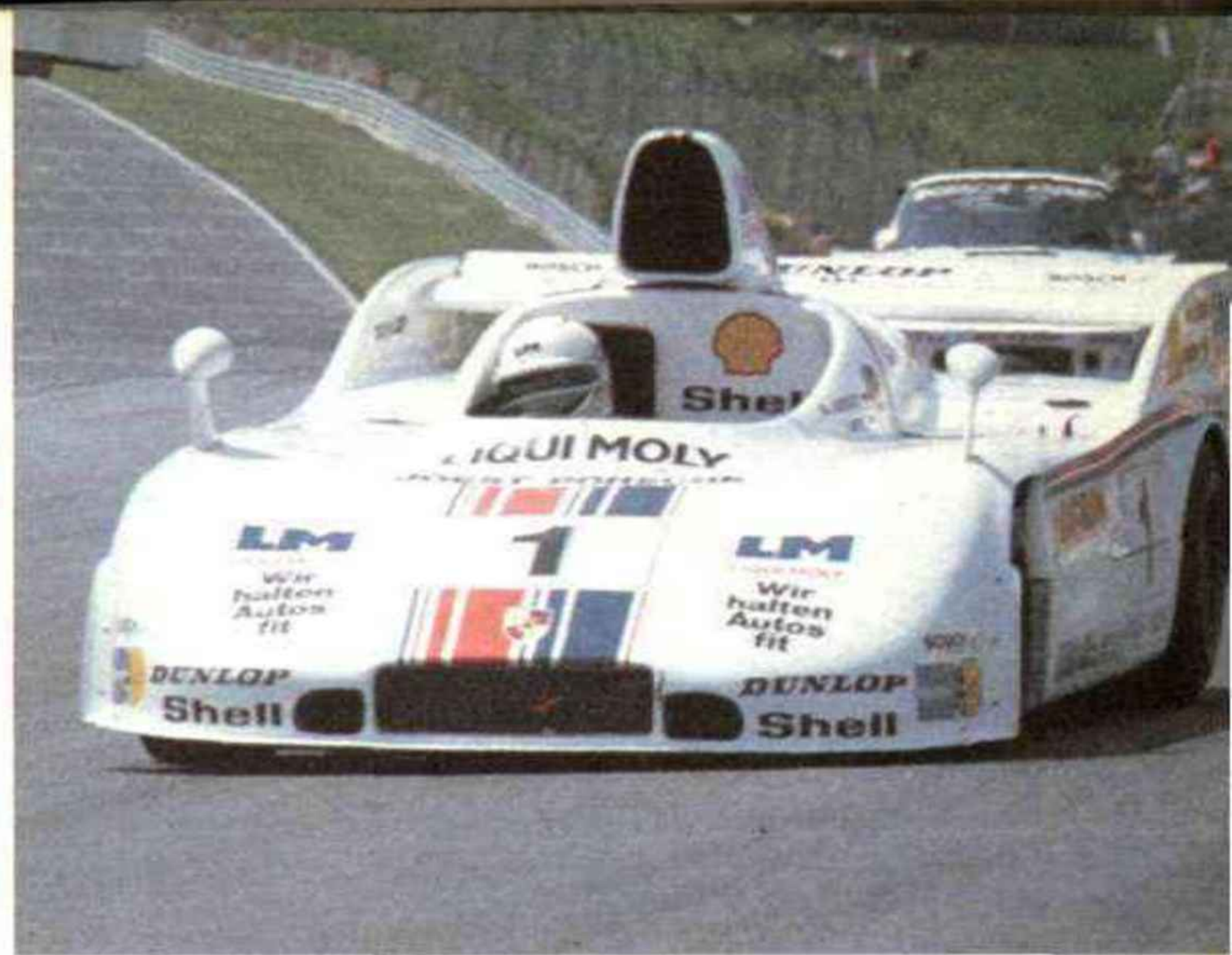


DUMAS

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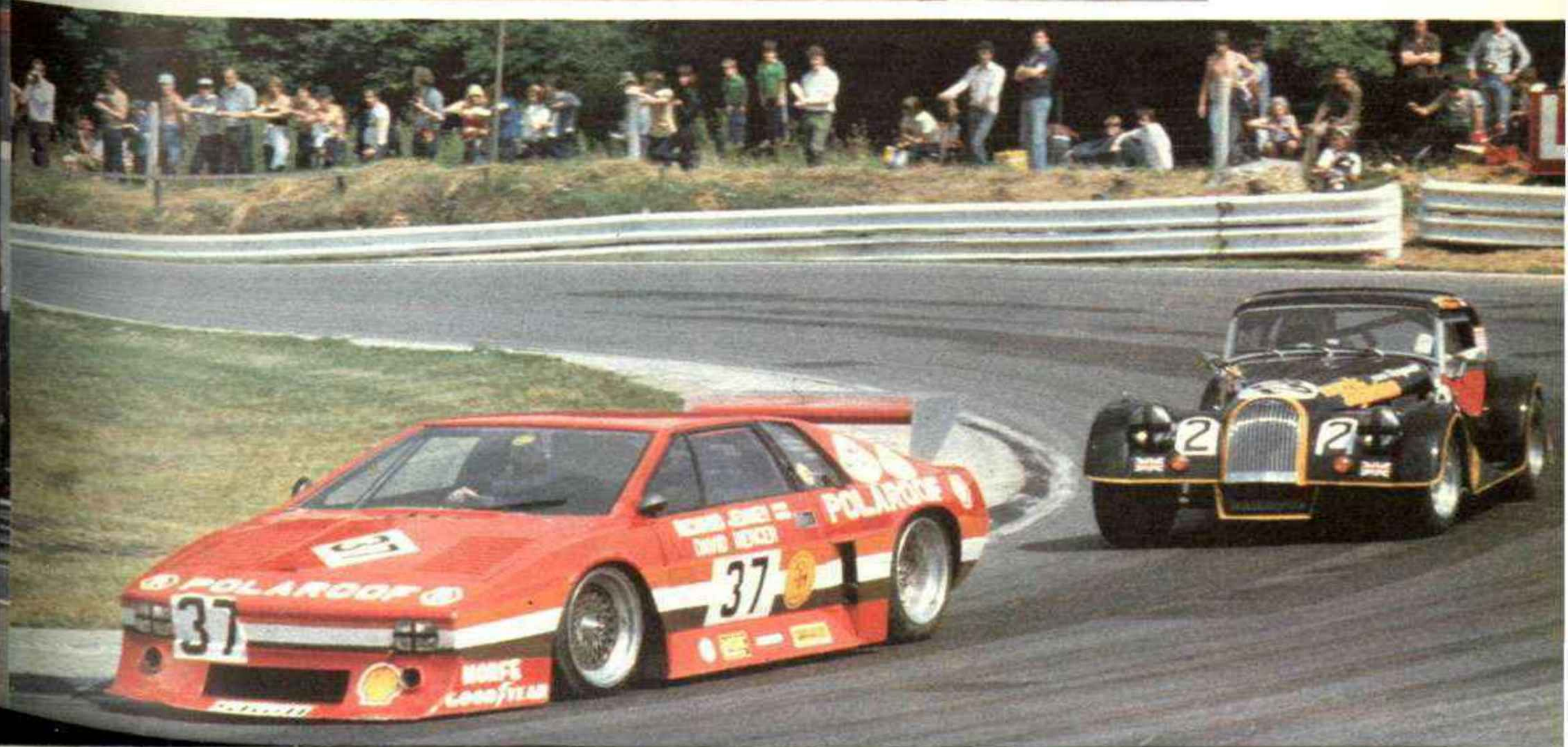
ANTIQUE

SWITCH TO



BRANDS HATCH SIX HOURS

The six hour long Rivet Supp World Championship for Make race at Brands Hatch on August 51 was led for all but the first two lap by the turbocharged Porsche 908 of Reinhold Joest and Volkert Me (pictured above). Top left, the turbocharged works Lanc Montecarlo of Patrese and Röh that won the 2-litre Group 5 class and finished fifth despite a minor collision at half distance. First 2-litre car home, however, was the Group 6 Chevron B36 of Charne and Raymond, pictured left leading the second placed Kremer Porsche 935K3 driven by Ludwig and Plankenhorn. Below, two of the more interesting British cars in the race were the Jenvey/Mercur Lotus Esprit and the Morgan Plus 8 Classic, Wykeham and Spero, the being the first international race for any contemporary Morgan since 1968. The Morgan finished 18th the Lotus an unclassified last.



MICHELIN





THE AUSTRIAN GRAND PRIX Jones on his way to victory, far left, his Williams ahead of Villeneuve's Ferrari and Arnoux's Renault. Top centre, Jones, Villeneuve and Laffite celebrate victory. The Brabham-Alfas of Piquet and Lauda both retired, bottom left. Arnoux, centre, finished sixth in his Renault after a pit stop for extra fuel. Below, Daly's Tyrrell just pips Watson's McLaren for eighth place. Stuck's new ATS D3 went well, above, but stopped with engine failure. Right, the spectacular backdrop to the splendid Osterreichring circuit as the field heads off on the first lap. Bottom right, Scheckter ahead of Laffite past the pits, but the order was reversed by the chequered flag for third and fourth places.





THE SPA 24 HOURS Out of the turmoil of 24 hours of racing on the 4.35 mile Spa Francorchamps circuit a British Ford Capri 3-litre, crewed by Belgian brothers Jean Michel and Phillippe, emerged victorious, above. Phillippe takes the wheel from Jean Michel, left. Joosen/Andruet BMW 530i led for over 200 laps and finished second, below, after a run of train-like reliability came the Weisheiding/Hackner/Sonnta Monza, bottom right. Eau Rouge, the corner after the pits, picturesque at night, the scene of metallic carnage early in the race, bottom left.



the new
sh-built
Martin.
ft. The
. Third.
g Opel
ght, but



Dark brown or tan grain leather
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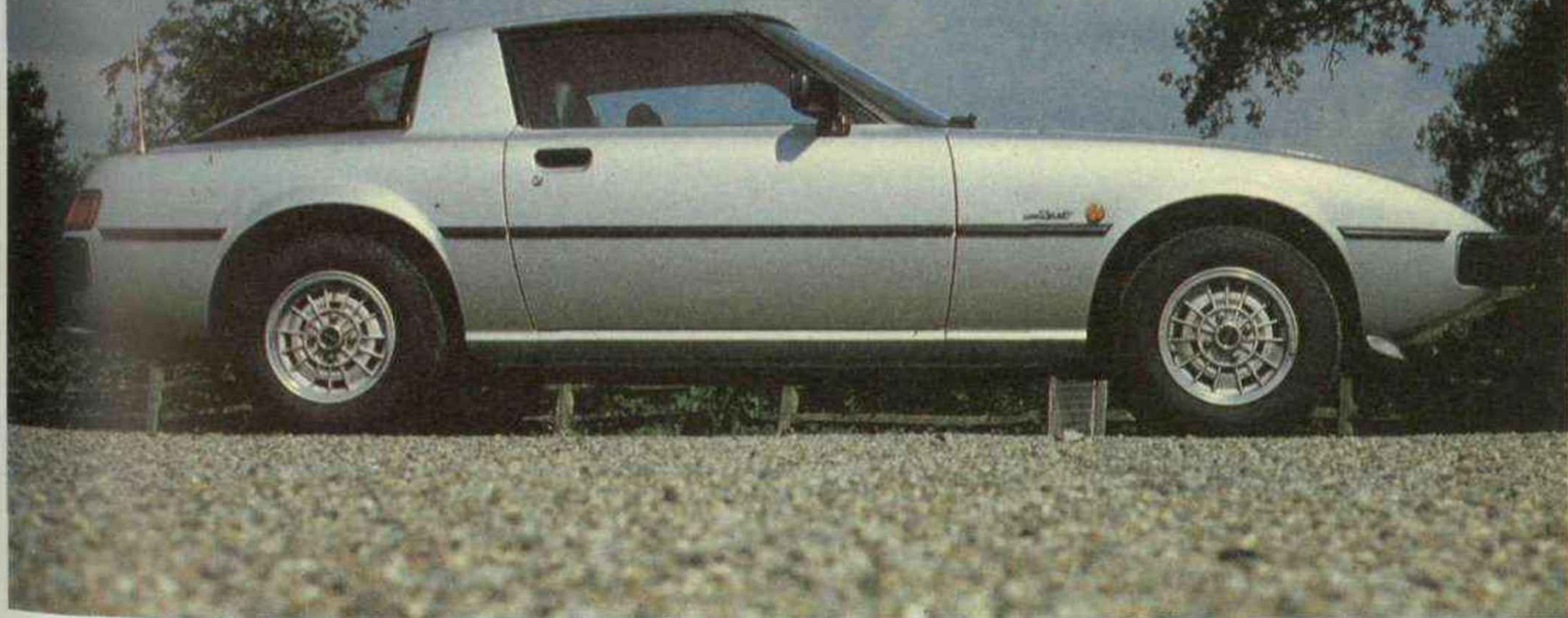
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Road Test

The Mazda RX-7

A 120 m.p.h. 2 plus 2 rotary engined sports car which behaves as well as it looks.

Expensive, but individualistic.



THE VERY pretty, rotary-engined Mazda RX-7 has taken the North American sports car market by storm since it was launched there in May 1978, two months after its introduction in Japan. June-July 1979 sales figures of 5,000 per month in the USA easily exceeded those for the Datsun 280ZX and Porsche 924, the popular peers in this intensively competitive and critical market. Today, September 1st, the RX-7 goes on sale in the UK and **MOTOR SPORT** is pleased to publish this exclusive road test of the interesting newcomer.

At the time of the test, our silver RX-7 was the only example registered in the UK for road use, but to British race-goers this sporting Mazda model was already a familiar sight, the rapid Pentax-sponsored car of Tom Walkinshaw then leading the British Saloon Car Championship. Saloon Car Championship? There's the irony, for though this petite 2 plus 2 undoubtedly looks like, has the character of, and is described by Mazda as a sports car, its internal dimensions comply with FIA saloon car regulations, the proverbial quart in a pint pot, much to the chagrin of Walkinshaw's opposition. In the USA the sports car definition is more clear cut, versions for that market having only two seats within the same 95.3" wheelbase as the 2 plus 2 sold in Europe and Japan.

The styling of the road test car reminded most professional observers of the old Lotus Elan Plus

2, perhaps Colin Chapman's most elegant design. Could it be that D.S.J. inspired Toyo Kogyo, the Hiroshima-based manufacturers of Mazdas, when he described his road test Mazda 110S Cosmo of 1968 as "the Lotus Elan of Japan"? The 110S, the RX-7's direct ancestor in Mazda sports car terms, was the World's first rotary engined production car; since they launched it into full production in 1967 the Hiroshima factory has produced well over 1 million rotary-engined cars.

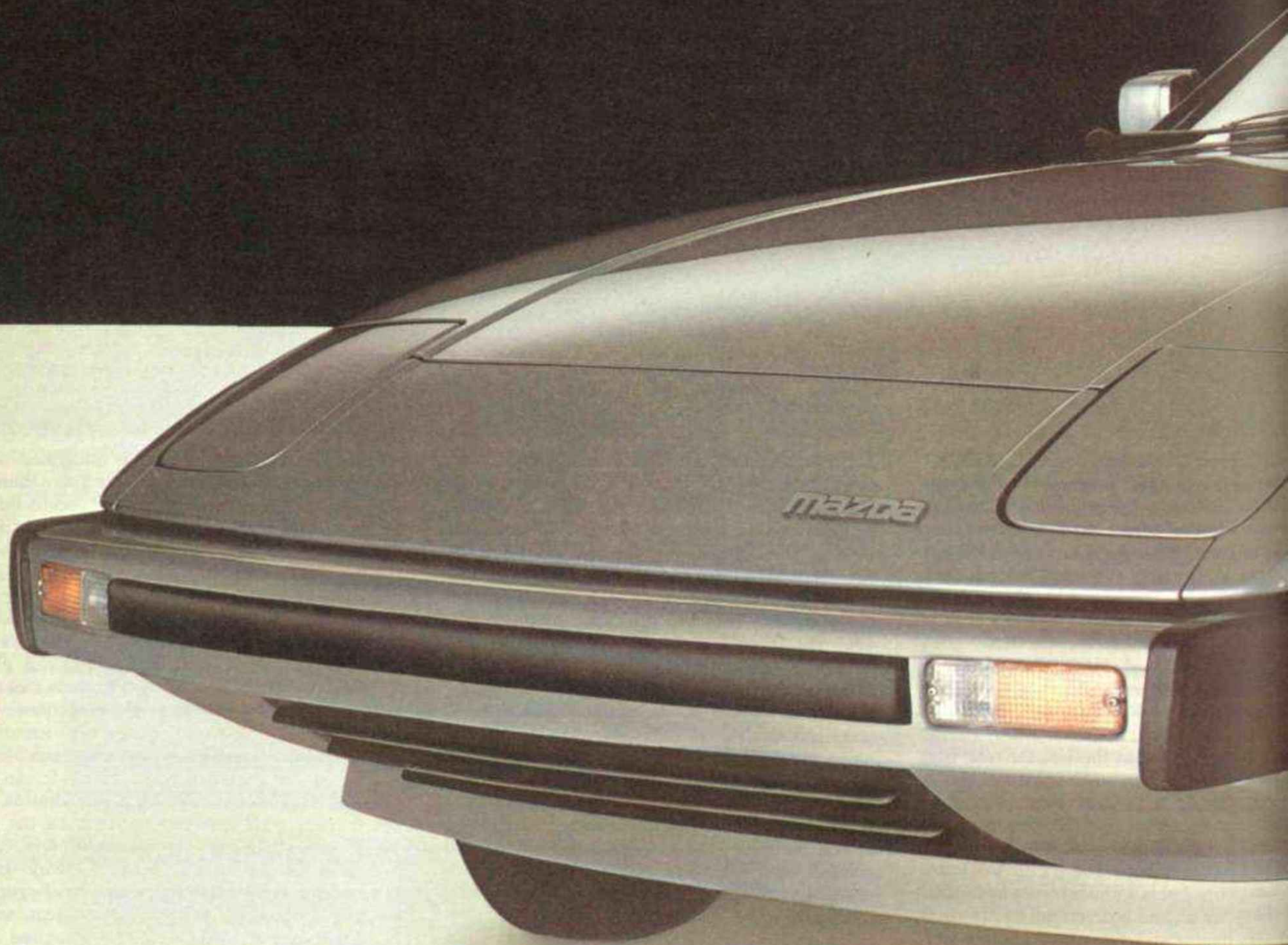
Public tastes have changed since 1968 and to meet them this latest Mazda sports car is much more civilised and sophisticated than the 110S, a noisy, oversteering and very controllable machine which D.S.J. found great fun. The RX-7 doesn't have that same degree of in-built fun factor, but all production sports cars have had to go this way to suit public demands. Instead it has adhesion, comfort, quietness and all the "mod-cons" to make it civilised everyday transport for the discerning motorist of the '80s, a softer breed than he of the '60s. But the RX-7 still has enough of that fun factor to make it highly enjoyable.

Its layout is conventional — front-engined, rear wheel drive. Viewed in silhouette the delicately curved lines look aerodynamic and bear this out with a respectable drag coefficient of 0.36. D.S.J. described the 110S as "frilly on the outside"; the RX-7's very balanced looking shape is free from extraneous protruberances or fussy trim, the "cleanest" car to come out of Japan. The

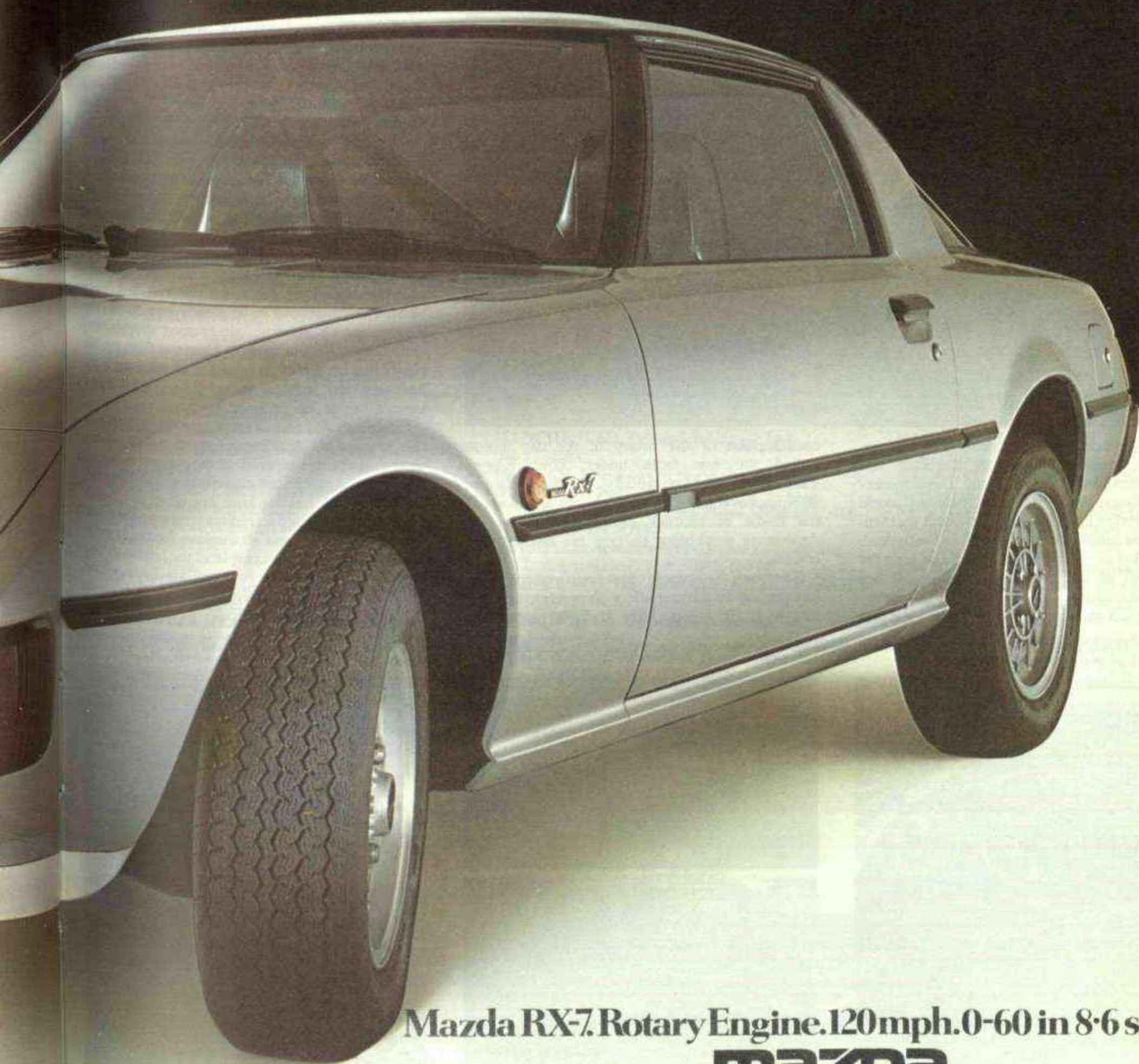
colour-matched front bumper is integrated with the body instead of sticking out like a sore thumb, yet still meets American impact regulations. Halogen headlights are retractable, radiator ducting tucked away between the bumper and a shallow and vulnerable bib-type spoiler. The curve of the low bonnet line flows into a curved and steeply raked, laminated windscreen, bonded in place, the smooth theme continuing over a short roof section into a wrap-around rear glass area. From a distance, this vast expanse looks to be all one piece, but is in three sections, the curved quarter panels fixed, the big, frameless centre panel forming an opening hatchback supported on twin hydraulic struts. It can be released either electrically by a push-button on the fascia or by a conventional lock on the tail panel. Overall height is a modest 49.6 in. The bodywork is sheet steel, produced with great concern for anti-corrosion; treatment of specific areas varies with the particular rust threat, some being galvannealed, others electro-galvanised, yet others PVC coated, while sections in close proximity are separated by plastic protectors.

The compact, Wankel-type rotary engine allowed a low bonnet line without headaches for Mazda's engineers, who describe its installation as "front mid-engine", for the unit sits well back behind the axle centre-line, to permit a 51/49 weight distribution. This choice of a twin-rotor engine is interesting, probably controversial and a

The Orii



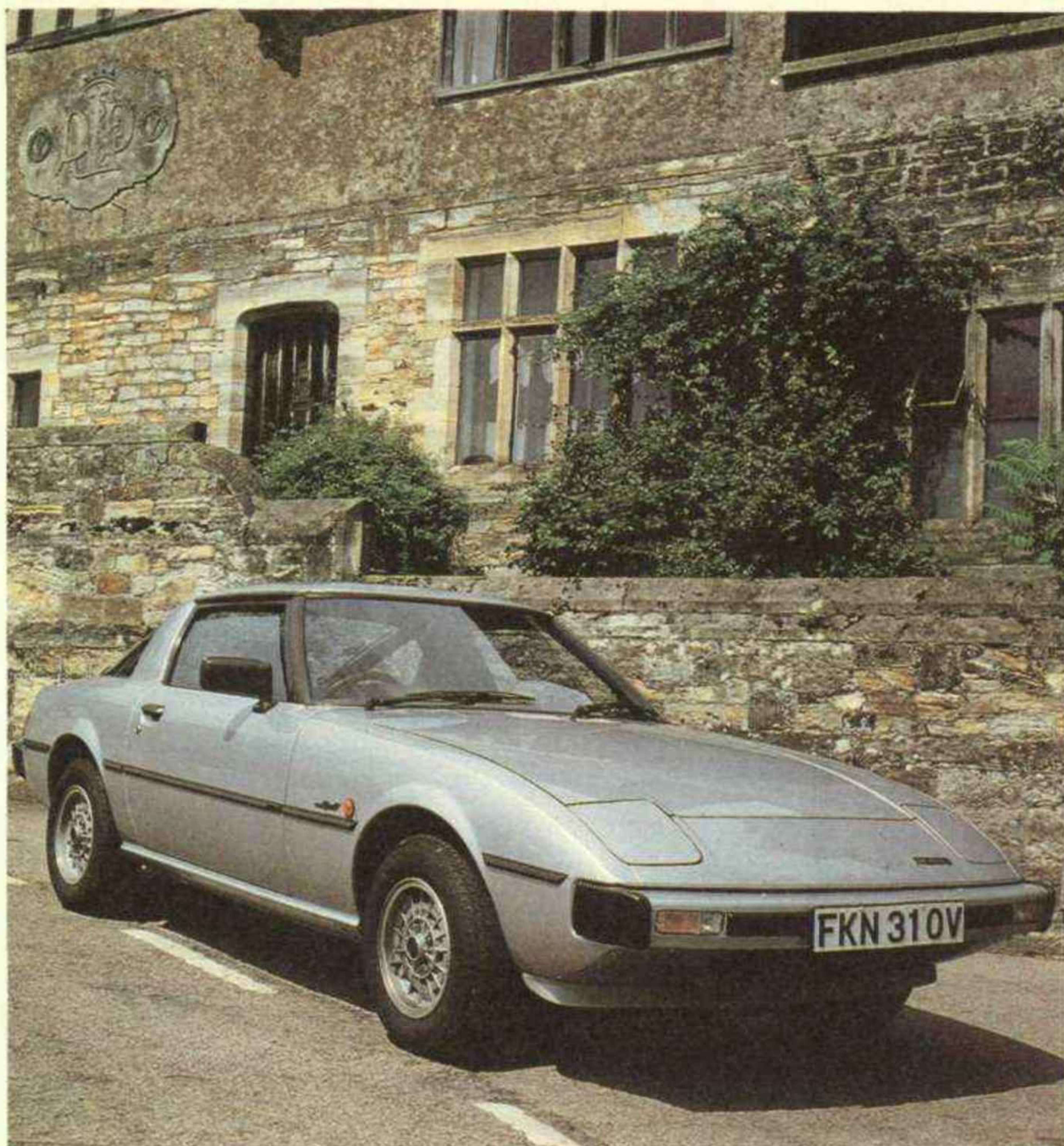
nt Express.



Mazda RX-7. Rotary Engine. 120mph. 0-60 in 8.6 seconds.

mazda

Performance figures from Road and Track magazine.



monument to one man's faith and perseverance. Kenichi Yamamoto, Managing Director and General Manager of Research and Development at Toyo Kogyo, and the acknowledged world expert on rotary engines (he has worked on them since Mazda made a licence agreement with Audi NSU/Wankel in 1961), fought hard and long for the survival of the power unit which all but finished his company during the '73-'74 energy crisis. The US market's reaction to the poor fuel

consumption of the rotary of the day almost pulled the mat from under Toyo Kogyo. Yamamoto worked on stolidly, achieved a claimed 40% improvement in fuel economy and now, in the midst of another energy crisis, has the Americans scrabbling to buy his latest rotary offering.

The quest for economy and improved emissions has not had an adverse effect on power output. In fact with 105 b.h.p. DIN at 6,000 r.p.m. and

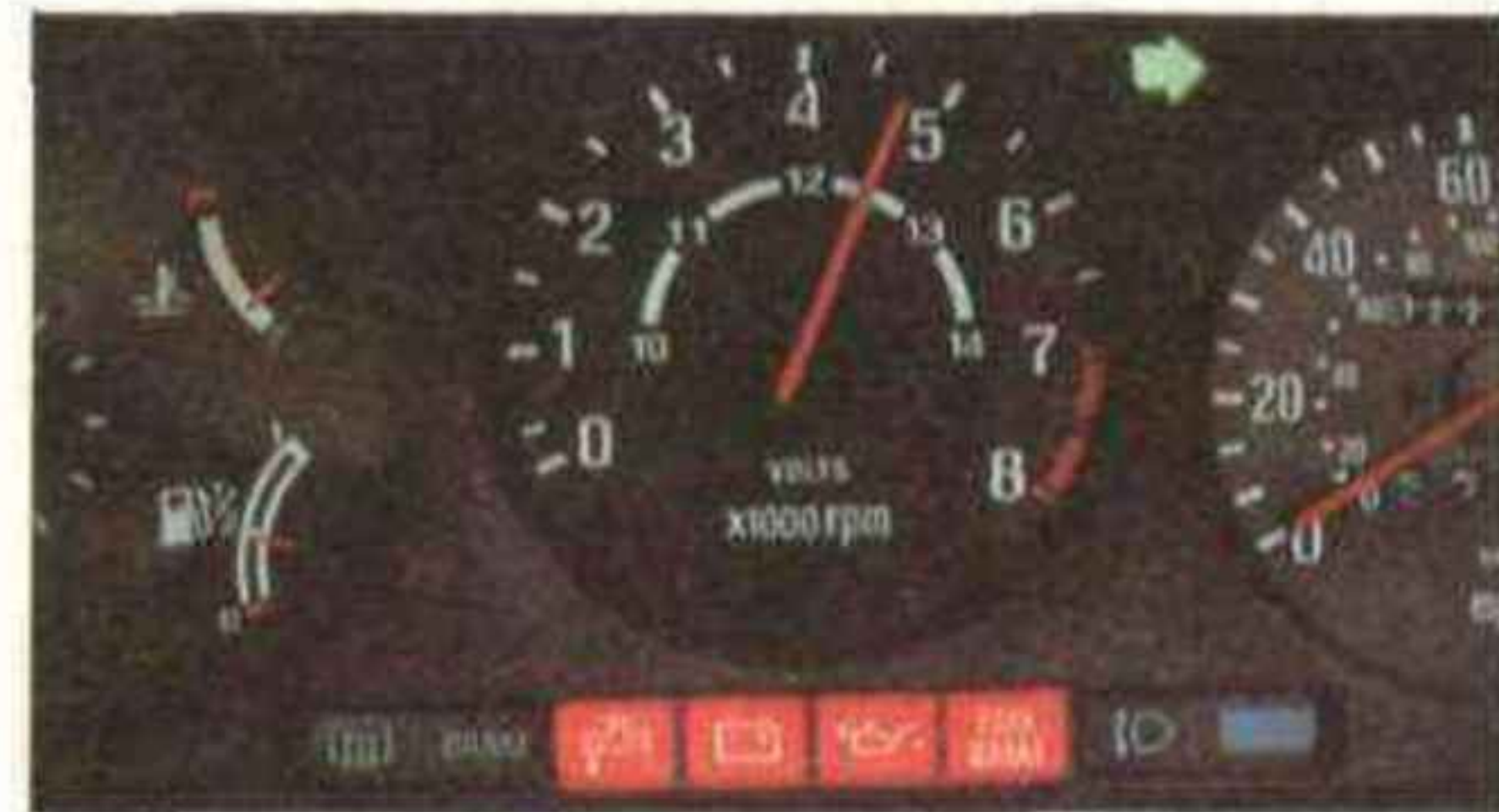
14.7 m.k.g. torque at 4,000 r.p.m., this $\times 2$ displacement twin rotor unit, which at 2,292 c.c. by FISA's multiplication for motoring sport, is about 6% up on the displacement 12A engine in the familiar. Nonetheless the figures sound modest. A combination of slippery shape, sensible and a weight of 20.5 cwt. enabled the test to pull a maximum of 121 m.p.h. and accelerate to 60 m.p.h. in around 9 seconds. Mazda's must be pretty strong ones, for the RX-7 is substantially quicker than the slightly slower TR7, of identical b.h.p. and more torque.

Economy, emissions, reliability and serviceability are all said to be improved by the latest Mazda 12A rotary. Changes in the metallurgy and construction of the rotor housing and rotors, repositioning and reshaping of the combustion chambers in the rotor housing, improvements to the all-important apex seals have been part of the RX-7's maturing process. It is fitted with a transistorised, high energy, contactless ignition system, one distributor fed from two coils and two individual systems for the trailing and leading spark plugs in each rotor housing. The power is supplied by specially developed NGK triple electrode

The UK rotary engine carries the de-toxification equipment as the US version, including a thermal reactor, a secondary air supply into the exhaust port areas from a pump, deceleration control, crankcase ventilation control and an electronic control unit. The carburettor is a down-draught, two-stage choke Nikki. The engine runs a compression ratio of 9.4:1 and happily consumes two-star fuel. Routine maintenance is a side benefit of the rotary engine design; alternator, distributor, carburettor, air filter and oil filter and filler are all positioned on top of the engine, which in fact has very few moving parts. The front bonnet has to be propped by hand.

Simplicity and ease of service carries through to the suspension. McPherson struts at the front with wear coil springs tapered at their lower ends so that the tyre centre can run closer to the kingpin axis, to give a smaller king pin offset for better braking stability and to reduce steering vibrations. Tie rods give fore and aft location for the lower control arms. An anti-roll bar completes the layout at the rear axle is located by four trailing links and a Watt linkage with unequal length arms. An anti-roll bar and vertical, gas-filled

The interior layout is neat, seats and driving position excellent. Clear instrumentation includes a tachometer which doubles as a voltmeter. The rear seat folds flat for extra luggage space. Erect, it's a cosy "+2"



Where to book a seat on the Orient Express.

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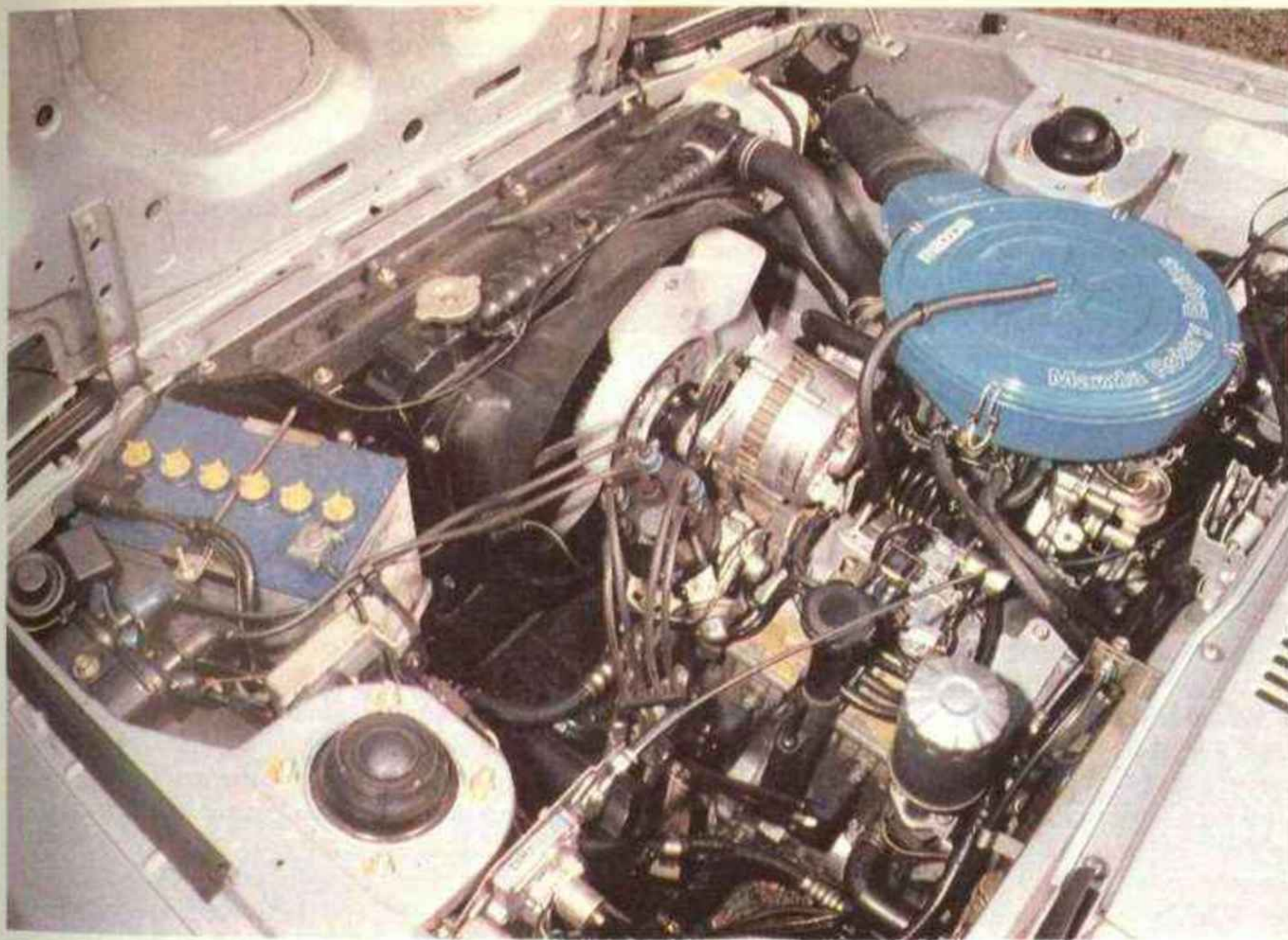


LANGS SUPREME

For your pleasure



Simply an outstanding whisky.



Accessible ancillaries on the compact, 2-rotor Wankel-type engine. Pop-up headlights are halogen. Alloy wheels are standard; UK market cars will wear Pirelli tyres.

absorbers mounted behind the axle tubes. Coil springs seat on top of the tubes. On paper the axle looks to be extremely well located, so we were surprised to find axle tramp during our acceleration tests. This did not obviate itself during normal road driving.

The dual circuit braking system has a 7" direct servo and pressure proportioning bypass valve. Front discs are of 9" diameter and ventilated. Rear drums are mildly finned and measure 9" x 1.3"; they give a very effective handbrake via a lever mounted on the passenger side of the transmission tunnel.

First impressions of all who drove our test RX-7 were of the ease and pleasantness of control, a complementary combination of light and smooth steering, a delightful five-speed gearbox, light, progressive clutch, well-placed controls and above all a feeling of tautness, smoothness and tractability right through the drive line. Characteristics which would smooth the efforts of even the least co-ordinated driver. Much of this has to do with the flat torque curve of the rotary engine, which is turbine smooth all the way from the 1,000 r.p.m. tickover speed to the 7,000 r.p.m. red-line. There is no definite point where the power begins to build up (no camshaft means no "camminess"!); although there is a step in throttle progression when the secondary chokes open. A warning buzzer shrieks as the tachometer needle passes 6,800 r.p.m. which it does all too easily in first and second; although the engine will rev safely above the 7,000 r.p.m. limit, to do so regularly will reduce the life of the seals. We found there to be no advantage in revving beyond the limit during our performance tests. Make no mistake, though, the engine does thrive on revs to release its natural liveliness, but the speed and slickness of the gearchange, controlled by a big leather knob, makes this a pleasure rather than a chore. The 3.909:1 final drive is a happy compromise ratio for acceleration and fast cruising, the latter in conjunction with an overdrive fifth gear in which 100 m.p.h. equates to 4,750 r.p.m. I would have preferred a narrower gap between the 52 m.p.h. 2nd gear and the 84 m.p.h. third gear. Although I didn't try it, fourth speed should pull to 7,000 r.p.m., equal to the

121 m.p.h. maximum in fifth. Maximum speed needs a long, long wind up, but 110 m.p.h. plus is reached easily. The single plate, diaphragm clutch had no problems coping with the harsh standing starts of our performance tests.

Those tests, on a car with only 1,500 miles on the odometer and on a less than ideal surface for tyre bite, showed that those 105 horses are very efficient ones, shires rather than ponies, for the performance figures more or less parallel those for the 3-litre Capri S. They are as follows:

0-30 m.p.h., 3.3 sec. 0-60 m.p.h., 9.2 sec.
0-40 m.p.h., 4.7 sec. 0-70 m.p.h., 12.1 sec.
0-50 m.p.h., 7.0 sec. 0-80 m.p.h., 15.2 sec.

Standing ¼-mile, 17.0 sec.

At the other end of the performance scale the RX-7 is a very flexible town car, happy to pull down to 1,200 r.p.m. in the gears. But considerable exposure to particularly heavy London traffic produced a top-end misfire when the engine was opened up for the first time out of town. This plug fouling did not occur on a US specification car driven in even heavier traffic in Los Angeles recently.

Economy, or lack of it, was one of the worst features of the early Wankel engines. Looked at in terms of the performance offered rather than the nominal engine capacity the figures for the RX-7 seem reasonable. Department of Energy figures quote 18.1 m.p.g. for the Urban Cycle, 33.2 m.p.g. at a constant 56 m.p.h. and 27.0 m.p.g. at a constant 27 m.p.h. In mixed use, including commuting into heavy London traffic from Hertfordshire and using more revs most of the time than most owners would, the test car averaged 18.61 m.p.g. on two-star, but this rose to a respectable 25-26 m.p.g. under motorway conditions, a figure paralleled by the American RX-7 I drove down the Pacific Coast Highway from San Francisco to Los Angeles. The fuel gauge on both cars was pessimistic. The tank holds 12.1 gallons and is slow to accept the last couple. Although modifications to the carburettor float chamber are said to have eradicated the old bugbear of fuel cut off during hard cornering, a similar symptom exerted itself during sustained 100 m.p.h. cornering at our test track when the tank was down to its last two or three gallons.

This would seem to indicate a problem at the pick-up in the tank, but we were never troubled by it on the road.

Oil consumption must also be taken into consideration in the case of a rotary engine, which has a total loss system, since it uses oil to lubricate the gas seals by metering oil into the combustion chambers. The test car used approximately ¾-litre per 600 miles.

No starting problems were encountered with the engine hot or cold. The pull-out manual choke on the left of the steering column is locked in position electro-magnetically when the ignition is on. It is automatically released when the engine is warm should the driver forget to push it in earlier. Start up is always accompanied by a paraffin-like smell from the exhaust, which emits almost a V8 burble when the choke is out.

With a wide track (4' 8") and low centre of gravity, the 14' long RX-7 looks as though it ought to handle well and doesn't disappoint. When the test car arrived it wore Bridgestone tyres, original equipment in Japan. So equipped the car was a little disappointing on "turn in" into corners and on the degree of understeer. Subsequent tyre testing found it to be much more responsive and better balanced on Pirelli CN36s and these have now been adopted as standard equipment for the UK market. They are of 185/70HR 13" size mounted on 5½J alloy wheels. The handling is of a very safe and progressive nature, with a mild degree of built-in understeer to safeguard the less competent. Pushed hard it makes a gentle transition to mild oversteer. I was inclined to think that the Porsche 924 had better handling than the RX-7, though it is rougher and noisier in other respects, until I tried the RX-7 over the same section of "mini-Nurburgring" test track that I took the road test 924 in 1977. Where the 924 had felt "tip-toey" and changed very abruptly to roll oversteer, the RX-7 was safe and progressive.

Whatever its other shortcomings a live rear axle, with zero camber change, can be an asset to predictability and the RX-7, which responds well to quick changes of direction between opposing corners, bears this out. Traction too is excellent.

Bumps in mid-corner are a reminder of that

rear end rigidity, but not unduly perturbing and the general stability on the long, 90-100 m.p.h. corners on the test track was impressive. Roll angles are modest. Hard cornering causes the windscreen washers to trickle incontinently, just like those of the Mazda Hatchback I had on long term test last year.

So the RX-7 handles well, with no vices. But somewhere its solid handling, taut though it is, could do with a bit more liveliness; a keen driver would get more satisfaction out of the more "chuckable" handling of Ford's RS 2000, for instance. Part of the reason is compromise to achieve a good ride without making the suspension too stiff — though Lotus' successful recipe has always been to combine relatively soft springing with good damper control. However, more fundamental to overall feel is Mazda's insistence on variable ratio recirculating ball and nut steering. It lacks the direct communication and precision of good rack and pinion and has too much lost motion. On the credit side it does cut down bump reaction, is light and smooth enough and doesn't require overmuch twirling; the 3.7 turns lock to lock are more an indication of the good turning circle than low gearing. It is controlled by a very comfortable, leather trimmed, thick rimmed wheel of quite small size and with the horn push mounted where all cars ought to have it — in the central boss.

By sports car standards this Mazda's ride is very good, live axle or not and the suspension works away quietly, without undue thumping. UK owners will notice a bit more tyre thump from the Pirellis than overseas owners will from their Bridgestones, but the handling benefits are worth it. The ride characteristics are matched for driver and front passenger by superbly comfortable, cloth trimmed, reclining bucket seats with built in head restraints and contoured hip supports. They are built up with urethane inserts with three different levels of hardness: in the centre sections, for lateral support and for lumbar support. After spending nearly fourteen hours in one day in the seats of that American RX-7 without suffering any aches and pains I feel well qualified to judge their comfort level!

The disc/drum brakes are light in action, but not over sensitive. They are a little bit lacking in feel. Actual stopping power is good and they

impressed by the way they stood up to the rigours of our test track without fading.

Noise levels are very civilised, a factor which combines with sheer ease of driving and general comfort to make this sporting Mazda a very relaxing car to drive by any standards. From a gentle burble at tickover the engine note rises to a busy drone towards the upper end of the scale, but never becomes over-obtrusive. On a light throttle at medium speeds there is barely evidence that the turbine-like rotary engine is functioning at all. I have spoken above of the low levels of suspension noise and the wind noise is of modest proportions. All these characteristics, the inherent straight line stability and the general lack of vibration and harshness give the little RX-7 a comfortable high speed, long distance cruising ability which its size belies.

The thought which has gone into body design and chassis behaviour continues through to the attendant interior trappings, which include as standard a separate Clarion AM/FM stereo radio and a cassette player with four speakers. An electric aerial, with manual switch, is part of the package. Tapes can be accommodated in a lidded locker between the seats. Japanese plastic interiors have a reputation for lack of taste, but the RX-7's fascia is conservative and neatly laid out. Three large instruments are gathered in a cowled nacelle and as befits the free-revving Wankel engine, central pride of place is given to the 8,000 r.p.m. tachometer, itself a model of Japanese electronic ingenuity, for it doubles as a voltmeter when the ignition is turned on, before the engine is started. On the right is a 130 m.p.h. speedometer with trip and on the left a combination dial incorporating a clock, water temperature gauge and that pessimistic fuel gauge. A row of warning lights along the base of the nacelle includes two for low oil and low water levels. The right hand steering column stalk and the big knob on its end look after two-speed plus intermittent wipers, powerful washers, headlamp flash, dip switch and wipers. The lamps master switch is on the left. The headlamp pods rise quickly, driven by twin electric motors, when the headlights are switched on. A separate switch on the centre console enables the pods to be raised without the headlights on, useful for car washing and so on. Alas there are no separate daylight

flasher lamps and the headlights do not automatically with the flasher switch. A handbook advises that the pods be raised a up with the separate switch if flashing is required, but who wants to run around with pods raised in daylight, with their 6% increase in drag, on the offchance that headlight flasher might be needed?

A neat centre console houses the two quadrant heater/ventilation controls and knob for the multi-speed heater fan (the engine cooling fan has a viscous coupling, by the way). A supply of fresh air can be supplied through central vents, and vents at the ends of the front and others in the footwell. Warm weather in Britain and scorching Californian heat make heater trials impossible, but our photog commented that the V-registered photog's car (our test car was T-registered) was s demist when he was caught in heavy rain. There are separate demister vents for the side windows and the opening section of the rear glass is heated. The radio and tape player are next in line on the console and switches for aerial, rear window wiper, headlamp pods and cigar lighter below these. The console continues rearwards around the gearlever and has a useful coin tray in its rear. A sliding-top ashtray between the seats is pinpointed by a green light at night. The ashtray box is lockable.

The driving position is well nigh ideal for most people, but very tall people, who may find the footwell a little cramped in any case, and the ergonomics of a high standard. That the gearlever lies close to hand, the pedals are well placed and the left foot has its own adjustable rest. All round visibility is first class. Seat belts slide into the side pillars (part of a roll-over hood) and are comfortable to wear.

Adults would not wish to travel very long on those rear seats, for both head and leg room are understandably restricted, but for occasional adult use they are a very useful asset. For children's seats they would seem to be comfortable and cosy. Access is gained by tilting the front seat back rests, which annoyingly do not return to their original position. The passenger seat slides forward when the backrest is tipped and again needs readjusting after use. Luggage space is restricted, though not impractical when the rear seat back rests in its place. Some sort of cover would be desirable for this luggage area, like the roller blind of the Renault 5. There are straps on the floor for tying down suitcases. The rear seat folds down to form a spacious, flat luggage area. Tools are stored behind the carpet in the tail panel and the spare wheel lies beneath the boot floor carpet, which had already taken on the shape of the wheel tyre in the test car, suggesting a fast wear rate.

At £8,549 this attractive Mazda is aimed at the expensive and demanding market sector where its charisma can count almost as much as engine excellence. Unusually for a Japanese car it has the looks which ought to gain it that charm in the right circles. More than that it is easy and pleasant to drive, comfortably and uncannily smooth and vibration free. It is a far cry away from the old hairy-chested sports car of a delightfully civilised and practical sports car which should hold no qualms for inexperienced and give plenty of pleasure to the experienced. Mazda seem to have conquered the bugs which gave the Wankel engine its name in its early days and made the benefits of turbine smoothness well worth having. Carefully engineered and well finished the RX-7 is very pleasant to live with; I enjoyed it immensely.




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Mazda's IMSA Racers

SALES OF THE RX-7 in the USA have been matched by popularity and success on the racing circuit, boosted by a remarkable first and second in class and fifth and sixth overall for a pair of factory-entered cars in last February's Daytona 24 Hour race.

For Mazda, Daytona was just one of 16 rounds in the IMSA (International Motor Sports Association) GTU Challenge, GTU being the up to 2.5-litre category in the overall Winston GT series. Mazda take their US racing very seriously, running two IMSA cars out of a Competitions Department managed by Damon Barnett within the Mazda Technical Centre at Los Angeles, and giving practical and technical assistance to several other RX-7 IMSA runners. The successful Daytona cars of Katayama/Terada/Yorino and Bohren/Downing/Mandeville were both Barnett's responsibility. Bohren now has charge of his car and is currently lying second in the GTU Championship. Mandeville is down to drive the



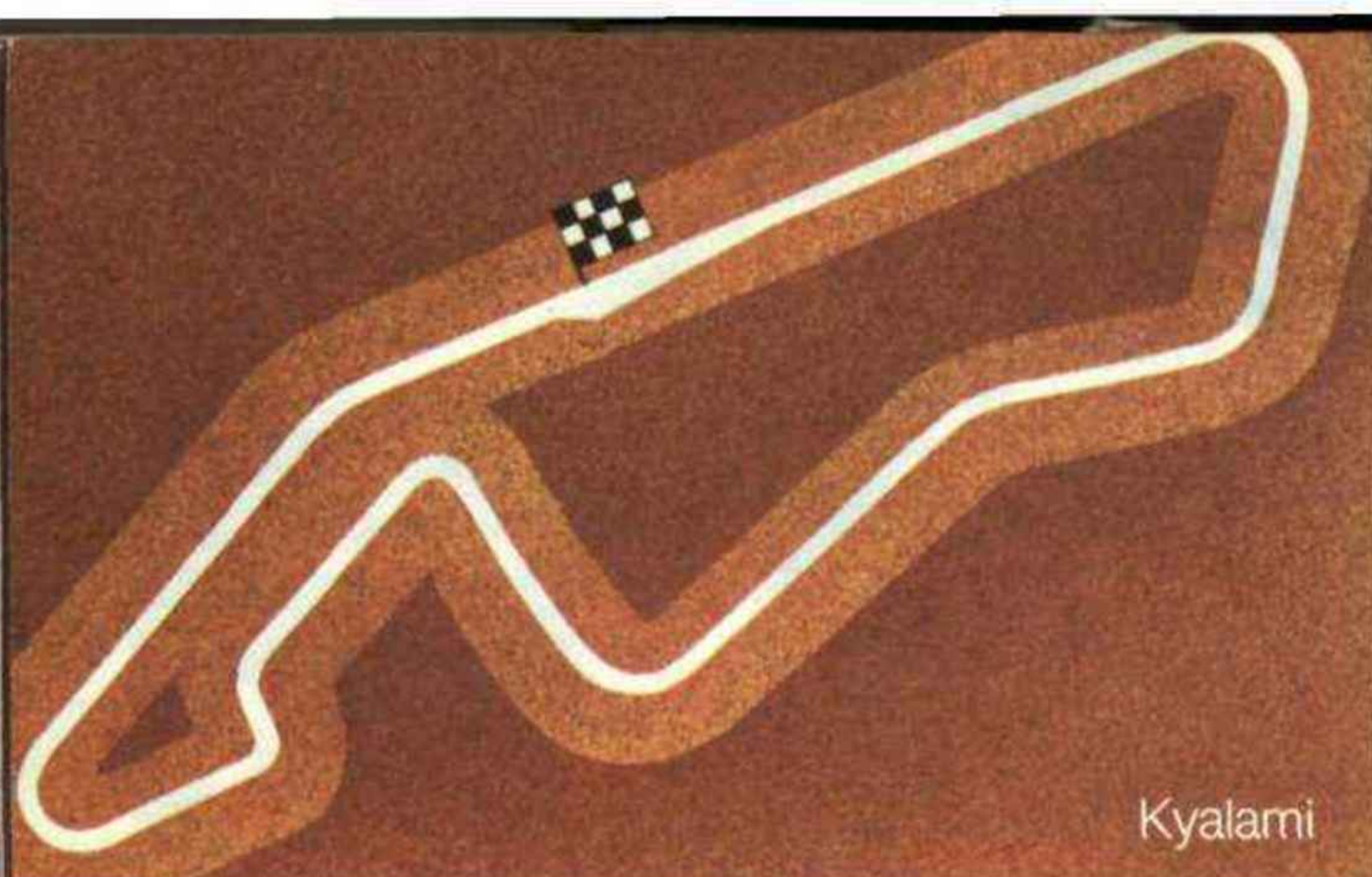
Above left and right, words of advice to the Deputy Editor before his track test of Bergstrom's RX-7 from the team's technical "wizard", Harry Haggard. Flat out in fourth into Turn 2, above. Road going cosmetic replicas of this attractive racer are being offered through Mazda's US Competitions Department. Left, the peripheral ported rotary engine of Stu Fisher's SCCA specification RX-7, an identical unit to those in the two IMSA cars shown. Below, left and right, C.R. takes a ride in the hot seat of the works Daytona class-winner with Katayama. Note the big wing and the Relamix fuel fillers.

Katayama car for the rest of the season, though Formula 2 and March-Mazda sports car driver Katayama was brought in from Japan for the races at Sears Point and Portland. Currently lying third in the Championship is veteran racer Bob Bergstrom, with his privately prepared and entered, though factory assisted RX-7.

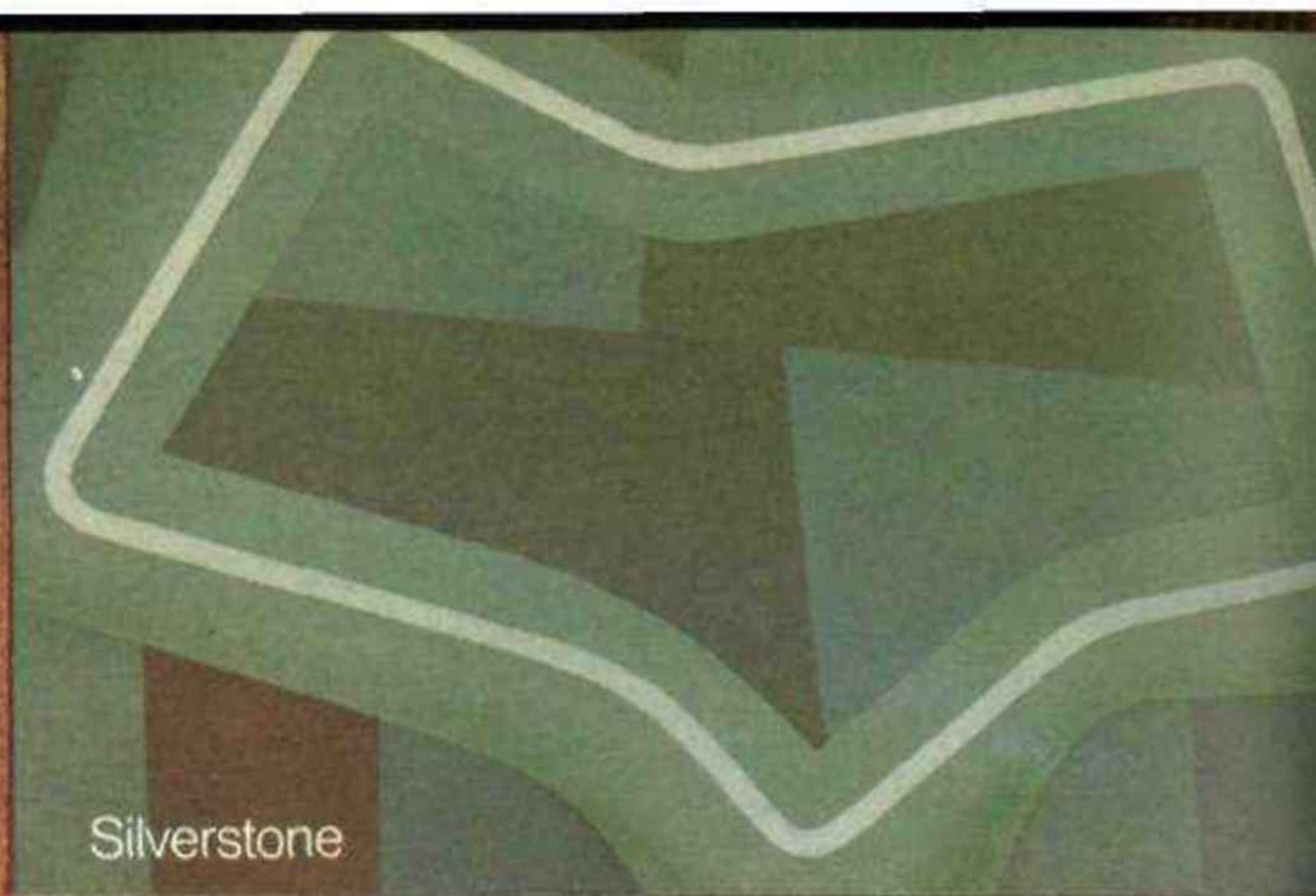
Our proposed track test of Tom Walkinshaw's British Saloon Car Championship contending RX-7 was stymied by post Grand Prix damage, a lack of engines and a lack of willingness on Walkinshaw's part. With Mazda's very willing co-operation it seemed expedient to survey the US RX-7 racing scene instead, a plan which tied-in conveniently with the eleventh round of the GTU

Continued on page 1357

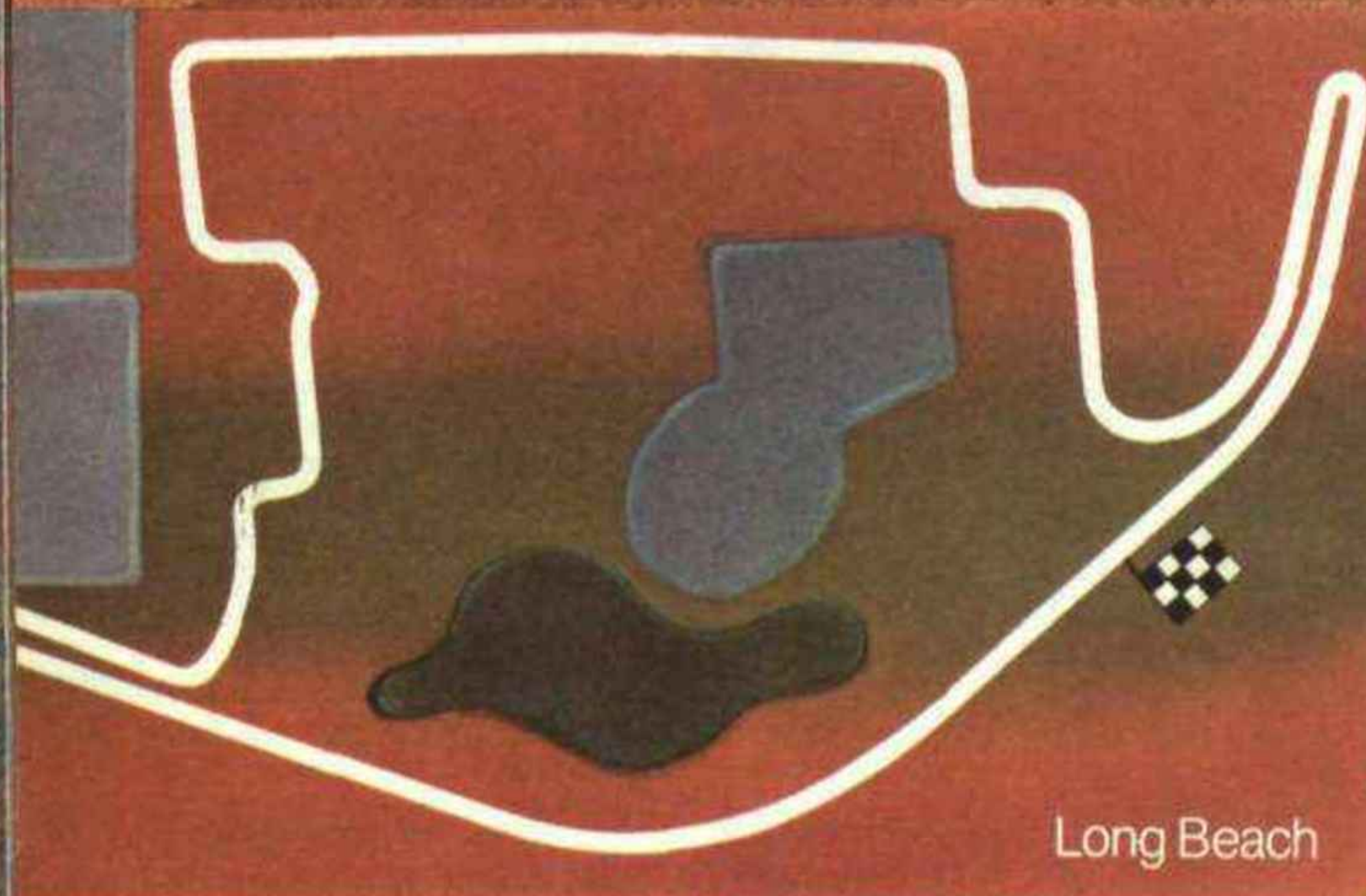




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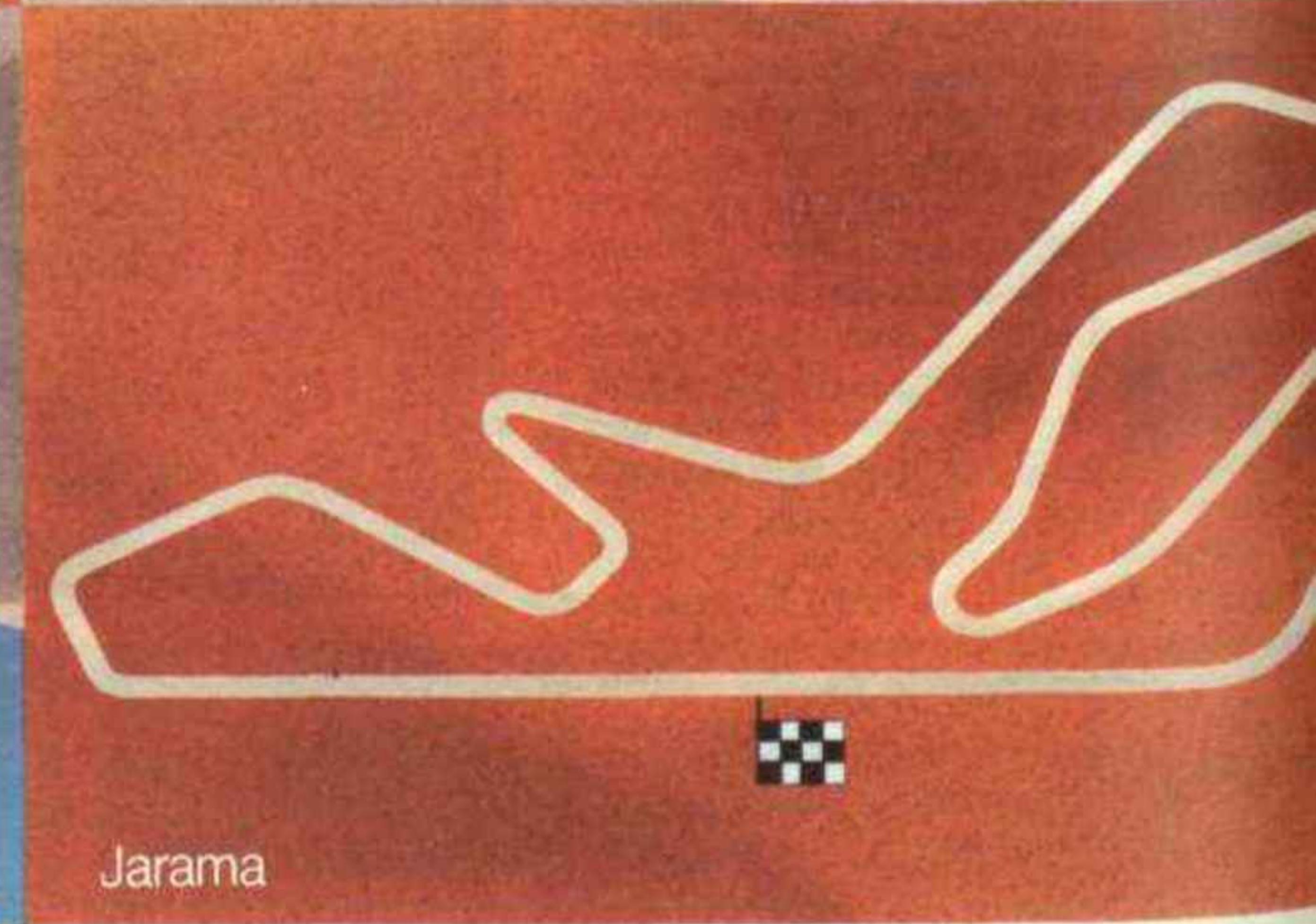
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MAZDA'S IMSA RACERS —

Continued from page 1353

Championship at Sears Point Raceway,
California.

Sears Point nestles on the side of a bone-dry hillside in Sonoma County, thirty-five miles north of San Francisco. Most days this twisting, hilly circuit is occupied by the fleet of orange Datsun 280Zs and saloons of Bob Bondurant's racing school. On the Wednesday leading up to the Sprite Grand Prix meeting, of which the GTU race was a part, the dry and sun-browned hills echoed with the high-pitched bark of racing RX-7s, the most ear-splitting sound on the circuits.

My interests centred on the green and white Katayama car and the orange and white Bergstrom machine, prepared by two very different schools of thought. The IMSA regulations allow modifications more or less on a par with European Group 2, plus a bit more flexibility in some areas. But IMSA rules are nothing if not flexible on the part of the organisers and the RX-7s particularly have suffered chronically this season because of IMSA's fears and lack of knowledge about the rotary engine. At the beginning of the season they gave the RX-7s the same weight handicap as everybody else: 0.9 lb./c.c. After Daytona, when IMSA found that the rotaries were running peripheral inlet ports instead of the standard side ports — quite legally — they upped the handicap to 1.1 lb./c.c., adding another 458 lb. for Sebring. It was equivalent to racing with an extra three passengers and the cars were hopeless on handling and suspension reliability. IMSA relented, shifted the handicap to 1.0 lb./c.c. and more recently have reverted to the original 0.9. Amidst all this shilly-shallying they are happily letting Datsun run 280ZXs with short-stroke engines to get them into the 2.5-litre class, and cross-flow heads. And British competitors complain about the RAC!

The Katayama and Bergstrom cars use similar factory built 12A engines rated at 270 b.h.p. (SAE) at 9,000 r.p.m. and 165.8 ft. lb. (SAE) at 7,500 r.p.m. The combustion spaces are fed from a single twin-choke 481DA downdraught Weber carburettor through peripheral ports in the rotor housings, the direct route instead of the tortuous route from carburettor through ports in the side housings. Exhaust ports are peripheral on both standard and racing engines. Inlet and exhaust ports are 43 mm. The 9.4:1 compression ratio remains as standard.

There the resemblance between the two cars ends. Katayama's engine stays where Mazda intended it, Bergstrom's sits 4" further back (permissible so long as the bulkhead isn't affected), necessitating a remote oil filter. The result is a weight distribution of 48/52 instead of 51/49, partly prompted too by the use of a bigger rear axle assembly, using a Ford Fairlane differential with limited slip and special axle tubes, to give a wider choice of final drive ratios and fully floating halfshafts. On this are mounted 11.97" x 1 1/2" ventilated discs and Lockheed four piston calipers. Katayama's car retains the Mazda axle, fitted with small discs and floating calipers and a pretty well standard suspension layout, whereas the other car has equal length and parallel locating rods, the top ones attached to the internal crash cage for rigidity, centrally mounted Watt linkage with equal length links, Bilstein coil spring/damper units mounted behind the axle and a 17-mm. adjustable anti-roll bar. Both have Bilstein inserts in the front struts, but whereas Bergstrom's struts have rose-jointed, adjustable top mountings, the factory car has standard strut

tops. Both have 25-mm. adjustable anti-roll bars. Again, the Bergstrom car has the big discs.

Both cars are hampered by having to run standard gearbox ratios, except for a slightly lower fifth. They run 15" wheels, 10" wide at the front, 12" rear, Bergstrom's shod by Goodyear, Katayama's by Bridgestone.

As Katayama's car was running its race engine and in the midst of a strict test programme it was deemed prudent for me to restrict my driving to Bergstrom's exquisitely prepared and more sophisticated car, which was due for a pre-race engine change. First though a taste of action in the hot seat alongside Katayama, the little Japanese hurling the car over the blind crests and corners with the verve of a rally driver to overcome an inclination to understeer. The suspension felt too soft at the front to me and Katayama wasn't very happy with it, though this didn't stop him keeping the tachometer needle between 9,000 and 9,500 r.p.m. most of the time.

Bergstrom too had complained about understeer and poor front brakes early in the day, but by the time I had strapped myself in the seat and helmet of this so very helpful sports shop proprietor, he had sorted the car to his satisfaction. There was no mistaking that this was an American specification racing car, with stout crash tubes down either side of the cockpit and a multiplicity of bracing bars in the roll cage, the whole designed into the structure of the car between front and rear suspension so that it almost constitutes a space frame chassis. The mandatory NASCAR safety net in the side window and twin bracing bars down the windscreen area gave a claustrophobic feeling.

Cockpit drill included switching on the electric pump which circulates gearbox oil through a cooler, and starting the fuel pumps. "Pumps" is very much in the plural — there are four of them! Two pump fuel from the main tank into a 2-gallon surge tank within the main tank and another two take fuel from the surge tank to the carburettor. A fail-safe one-way valve system ensures that the failure of one pump won't halt fuel flow. A fuel gauge connected to the surge tank shows full until the 2-gallons begins to drain off after the main tank has run dry, to give Bergstrom plenty of warning to head for the pits in a long distance race. All these US racing RX-7s run with oil mixed in the fuel, à la two-stroke, instead of metering a supply from the sump into the carburettor inlet tracts. The little metering pump usually fixed to the front of the engine is dispensed with and its drive used to run a mechanical tachometer.

Sears Point is a difficult circuit to learn, a challenging series of blind brows and corners and strange cambers as the tarmac weaves its tortuous path through cuttings in the hillside. I found roughly where the corners went in a few laps in a very beautiful road-going Mazda RX-7 fitted with the similar glass-fibre wings (sorry, fenders) and spoilers to the racer's, a road pack which Bergstrom's Doell Racing concern will be selling through the Mazda US Competitions Department. But to get to grips with the racer in only a handful of laps was an impossibility, especially as the wrap-around side supports on the seat made for the taller Bergstrom trapped my shoulders and restricted arm movement. And Sears Point is all about arm movement. Thankfully, this was a much more finely balanced, more neutral handling car than the Katayama car had felt, and with a high-ratio steering box.

Like the road engine the racing rotary revved with a dynamo smoothness, but accelerated the

tachometer needle so much faster. Race tuning hadn't spoilt that flat torque curve nor cost flexibility, which was fortunate on this circuit where the gap between second and third gears was a hindrance. Where a conventional engine would have fallen "off the cam" in third, this kept going, but it still cost time, for the rotary's performance didn't become urgent until at least 7,500 r.p.m. was registered on the Jones tachometer.

Good traction is especially vital at Sears Point out of the two tight hairpins and round the uphill Turn 4, which suddenly drops away so that the car goes light. The racing Mazda scored in this respect, reflecting the good traction of the road car. The heavy, unservoed brakes hadn't as much feel as I would have liked, but their stopping power was to best racing standards.

I wasn't able to drive this Mazda as hard as I would have liked to get a real idea of its potential, but there was no doubt that here was a very good handling car with a lot of performance in spite of a weight of 2,100 lb. The RX-7 will be homologated in Group 2 for European touring car racing; with a 2,029 lb. minimum weight limit it could spring a few surprises.

From a journalist playing at "racers" over to the serious business. Practice and the early parts of the race could almost have been laid on by Mazda to impress this visiting UK journalist. Katayama shattered the lap record to make pole position, with Sam Posey in the Bob Sharpe Racing Datsun 280ZX alongside and Don Devendorf's factory-backed 280ZX partnering Bergstrom's Mazda on the second row. Bohren's Mazda was a non-starter, stuck 3,000 miles away with a transporter problem. Devendorf's Datsun, with a rumoured 320-330 b.h.p. SAE, had been expected to dominate practice, but a major rebuild following a heavy crash in testing looked to have taken the edge off this quickest GTU car. The rest of the field weren't in the same league as these four, not even the potent-looking 2.4 Porsche 911s or White's 16-valve Schnitzer-engined BMW 320i. Katayama and Bergstrom made a magnificent start, chased by Devendorf and Posey into Turn 1. Bergstrom parried every Devendorf manoeuvre, letting the Japanese Mazda driver break clear. First Posey then Bergstrom smashed the lap record, then Bergstrom again as these fast four set a tremendous pace, well clear of Jeff Kline's fifth-placed Racing Beat RX-7. Even the experienced Posey fell out of contention as Katayama turned on all the taps and Devendorf hounded Bergstrom. Then suddenly Bergstrom was past Katayama out of Turn 11 on the eighth lap as the leaders moved through slow traffic. Bergstrom pulled out a 3 sec. lead as Devendorf made furious efforts to pass Katayama and break up the two Mazdas. His break came on lap 22 when Katayama's Bridgestone tyres began to go off and then the Datsun hared after Bergstrom. The Mazda domination finally waned on the 25th lap as Devendorf took the lead as slow traffic bogged down Bergstrom. As the flag fell at 30 laps, the Datsun had a 10 sec. lead over Bergstrom, Katayama and Posey, with Kline 5th.

Devendorf's win gave him a 52 point lead over Bohren in the Winston GTU Championship with five races to go. Datsun still have the whip hand, but as Katayama says, the Mazdas are still in their first season and only 80% developed. One thing everybody agrees is that the RX-7s have put new life into the IMSA GTU Championship and whilst they and the Datsuns are able to make good racing, nobody is going to say too much about short-stroke 2.5-litre engines in 2.8-litre cars... — C.R.

Letters from Readers

N.B. — Opinions expressed are those of our Correspondents and MOTOR SPORT

does not necessarily associate itself with them. — E.D.

Healthy Formula One

Sir,

Have you noticed that the face of Grand Prix racing is changing? Only a couple of years or so ago, darkness was all that could be seen and, as we all remember only too well, power struggles, disagreements over petty rules, stagnation of design, inspiration, money and the pre-eminence of safety matters all combined to give the "sport" a distinctly sordid look — enough to send any racing veteran, whether competitor or spectator scuttling back to safety in the past. These things still go on, of course, but, to the average spectator, at least, they are far less in the limelight, and Formula One is now as healthy as it ever was. Where has the stimulus for all this come from? Not from the "old hands" at the (modern) game, for sure, but from two fairly new sources — at least, to the 1970s: from the big commercial manufacturers, notably Fiat, Alfa Romeo and Renault, and also from the new young driving talent, mainly Italian and French, but also from South America, and with the brightest star of all from Eastern Canada, the incredible young Gilles Villeneuve. [Not to mention Australia! — Ed.]

These two factors need to work together, of course, because, no matter what James Hunt says, a good car with a bad driver is no more likely to win races than a good driver with a bad car (and winning is now the name of the game again, is it not?). James Hunt was, of course, of the "political" school, whose colourful but controversial career cannot, even in the eyes of his supporters, be said to have exactly done the sport much good. Even in his retirement, he brings sourness to the circuits (the BBC should recognise that a successful sportsman does not necessarily make a good sports commentator) and even if he does think that Jean-Pierre Jarier is "a pig-ignorant idiot" or that Jacky Ickx is "suffering from old age" (BBC British Grand Prix commentary) he has no business to tell the whole of the television-watching public of his own personal dislikes.

As we all know, of course, the British Grand Prix itself was finally and — with condolences to Alan Jones — deservedly won by Clay Regazzoni (what did Hunt say, not long ago, about Regazzoni being "over the hill", then?). This is a symbolic victory, which links the spirit of the past with that of the present, for Regazzoni is a man of a past era, who treats motor racing, business though it is, as *fun*, first and foremost, and the risks (while not being irresponsible in any way over the matter) are things one must learn to live with. In a way, perhaps, the new breed of Grand Prix driver is more professional than the likes of Regazzoni, but of the unpleasant and unsporting political buffeting which has recently been unfortunately predominant in the top echelons of the sport, they take no real part — their business is motor racing, and so they simply get on and do it, like the drivers of old. Regazzoni's victory thus symbolises the return of top class motor racing from being a political business to being a real sport once again; there is a bright future once more, and Regazzoni himself, my own personal favourite, can no doubt expect to take some honours in the welcome renewal of Formula One motoring *sport*. Now then, what about taking out those nasty and dangerous chicanes at Monza...?

Many thanks for a traditionally excellent,

always sane, and usually well-balanced magazine
Shrewsbury PETER M. MESSENGER

Arbitrary Measures

Sir,

With the petrol crisis growing in proportion there is an issue which poses a real threat to owners of larger vehicles (I speak as the owner of a 4-litre Daimler DC27 and a 3½-litre Armstrong Siddeley Sapphire). A recent report in the press indicated that France is imposing a massive £60 supplementary road fund tax yearly on vehicles above 17 h.p. capacity. There needs to be the strongest possible objection by all motoring organisations to arbitrary measures of this kind.

If I choose to drive 300 miles at 10 m.p.g. in my Daimler instead of 900 miles at 30 m.p.g. in my smaller car, that seems to me a matter for my own choice and preference. Rationing should be by quantity of fuel rather than by engine size. If you drive a large car, you may have to accept that your ration of fuel will take you less far. But it is not the Government's duty, in a free society, to tell you what size of car you may or may not drive. We shall have to be very careful that the EEC does not impose the French ruling on the rest of us. It could happen very suddenly, and the EEC has a cunning way of springing these things on you by stealth!

Port Erin, IoM (Dr.) MARTIN PULBROOK

Pity the poor motorists

Sir,

I dare say you will have noticed that in the great fuel panic of the last few months the "target for tonight" has been, as usual, the poor motorists.

Hardly anything has been said, certainly not in the Commons, about the greatest fuel-waster of a time, the scheduled air-liner. A few months ago I went to meet my wife at Manchester Airport and while I was waiting a Boeing 707 arrived from America. Twenty-six people alighted from this huge gas-gobbler.

A friend of mine recently flew back from Toronto on a 747 Jumbo on a scheduled flight. He told me he was astonished to find that he was one of only 77 passengers on this vast 350-seat aircraft. The stewardess told him that these flights were rarely more than half filled; and the Government has the cheek to suggest that we shouldn't drive about alone in our four-seater cars! I suggest that the motoring organisation should get together and lobby Parliament to do something about this kind of lunacy, instead of meekly accepting all the stick we are given.

Look at it this way. How many people use scheduled air-liners compared with the number who drive cars?

A democracy is supposed to be governed for the benefit of the majority. The government should perhaps take a look at the figures and think of them as numbers of votes at the next election. Stockport R. SANDBACH

PS. On a double crossing of the Atlantic a Boeing 747 uses as much fuel as the average motorist uses in 20 years. That's how bad it is.

The fastest road car

Sir,

Before my "entrant" Mr. R. R. C. Walker took up his quill over your mention that his Delahay finished "second in that contest in 1939 at the Brooklands Track to decide which was the fastest road car" in your report of the Brooklands Reunion, may

scuttle in to try and put the record straight for your readers?

I am aware that Track chat would have said the Delahaye finished first but that Hugh Hunter's Alfa Romeo was the moral winner in the contest to establish which was the fastest road car in Britain — a contest prompted by an earlier *Autocar* scribe, John Dugdale, now with British Leyland in the USA.

In fact, according to a tome open beside my IBM Selectric, ("The History of the Brooklands Motor Course" by the eminent William Boddy) Arthur Dobson in the Delahaye made the best of the start in the first of the two "heats" — one over 3½ laps of the Campbell circuit, the other over 5 laps of the Mountain circuit — but was beaten by Hunter's 2.9 Alfa by just 0.8 sec. The race over the Mountain circuit started with excitement when the Delahaye caught fire and Dobson leapt out while extinguishers quelled the blaze which probably came from the carbs — according to Rob it still does that from time to time! Dobson stormed back into the race with a vengeance, catching and passing the leader (Ian Connell's Darracq) and winning comfortably. The Alfa Romeo? It had stopped on the first lap with a gearbox problem. Dobson was judged winner on aggregate winning a prize of £50 and a painting of the car by F. Gordon Crosby.

I'm sure Mr. Walker will want to know how you manage to class his car as second in that event 40 years ago, when, by your own pen in 1957, you describe the events as I have recounted them!

Don't stop wielding the whip just because you inadvertently proved yourself to be in error . . . and remind the readers that old motoring books are still the least expensive form of vintage motoring enjoyment . . .

EOIN S. YOUNG
East Horsley

"We will make a V8 engine"

Sir,
I was more than surprised to read David L. Ghandi reporting that the Ford V8 engine was always a harsh, rumbly unit, but the 22 h.p. V8 was economical and popular.

In 1929 no car manufacturer was making a medium-priced car with a V8 engine stuffed under the bonnet. Ford sales against Chrysler, GM and others were on the wane. Chevrolet were making splendid progress with the sixes which inspired Henry Ford to go from four cylinders to a V8.

Fred Thoms, Ford's right-hand man, was told "Go and get what V8 engines you can of different makes and let's see where we can beat 'em."

Ford had a reasoning that when a bolt was wanted to join two things together it could be made as one; so it was that the V8 engine block was cast as one piece. Ford's cast alloy crankshaft was hailed as a masterpiece.

What a lovely engine the V8 became, what lessons were learnt in its manufacture.

In 1930 the first experimental engine was finished; in 1931 it was put into a model IB chassis or, more to the point, an A chassis which was called a B.

The engine had its troubles. First the water pumps were put in the heads. These were trying to pull hot water from the top of the engine instead of pumping cold water in from the bottom to assist the syphoning. The 90° V8 had flat cylinder heads, heat-treated aluminium alloy pistons, counterweight crankshaft running in three main bearings, con-rods running side by side on the crank pins, the usual type of well tried Ford mushroom end valves, non adjusting, heavy rubber engine mountings holding the cylinder block and flywheel housing, all cast in a single

unit which resulted in a short compact crank.

This assembly produced about 65 b.h.p. It was light by comparison and took up little room, it would push the car along at 75 m.p.h. It had not been in production long before I tested a car in 1936 which would do a good 87 m.p.h.

The engine was quiet; walking past a car with its V8 running one had to listen hard to know if the engine was running or not. It more than anything "sold" the car, so much so that a Dr. Gandhi of Henley, who was something of a car enthusiast in those days, bought one after being inspired and introduced to it by Joe Hill, the manager of Chatfields in the Thirties. Now the V8 22 was a mess, it gulped up oil, plugs constantly oiled-up, it was forever wanting piston rings; all in all a flop, a mechanic's nightmare.

Audley A. H. J. CYRIL BUTTERS
Auntie at the British GP

Sir,
Some random thoughts on the TV coverage of the British Grand Prix, and especially the "high-powered commentary team" (the BBC's phrase, not mine). At the outset, I would like to give credit where credit is due and recognise that we enjoy, with the current "Grand Prix" series on BBC-2, the widest pictorial coverage of Grand Prix racing world-wide, ever. However, back to the commentary service.

Since Raymond Baxter, who is the most knowledgeable and professional motor racing commentator that I have heard on TV and radio, is no longer used by the BBC (for what reason I know not), we have to learn to live with Murray Walker, who strews his path with an ever-increasing selection of superlatives. Anyone who even steps into a F1 car is "brilliant", and it escalates from there — "incredible", "amazing", "fantastic" — which all serves to camouflage a lack of deep knowledge of F1 racing, and an inability to quickly size up what is happening out on the track, and on his commentary box monitors.

At the recent British GP I found the inclusion of Jackie Stewart in the commentary team an additional annoyance. Leaving aside the hysterical stridency of his delivery, which is very wearing, his obsession to include a commercial reference or "plug" in virtually every remark was quite nauseating. As the man "credited" with steering F1 racing in a commercial direction, he showed he had lost none of his touch.

He started off the way he meant to carry on: "Nice to be back on the BBC". Quite unnecessary. People were already tuned to BBC, but it was clearly a station identification habit picked up in American commercial television, and thus an oblique reference to his connection with ABC-TV's "World of Sport" in the States. On the warm-up lap: "Giving their seat belts another tighten". I find that really fatuous. I cannot believe any driver would use a warm-up lap to tighten his seat belts, but J.Y.S. is a self-appointed prophet of safety — and a director of Britax.

His extended comments on tyres skated over compound differences, but concentrated on comparing the performances of the two makes on the day, liberally sprinkled with the names of the manufacturers, and finishing up by saying "It's a great day for Goodyear". One could go on: "Another expensive Ford Cosworth V8 engine"; "under the Daily Express bridge" etc., etc.

By contrast, James Hunt's comments were refreshing and, as one would expect from one so recently removed from a place on the grid, most knowledgeable. Right at the beginning he accurately forecast that the superiority of the

Williams car on the Silverstone track was such that should Jones fail, then the experience and ability of Reggazoni would triumph. He discussed tyre compounds in a most interesting way, and his remarks on the baulking tactics of back-markers — especially his extremely frank comments about the behaviour of Jarier — were quite hilarious.

On Grand Prix racing generally, I realise one cannot turn the clock back, but am I alone in longing for Grand Prix racing more as it used to be — an exciting sport with class drivers on Europe's great circuits (Spa, Clermont Ferrand, Nurburgring) in all conditions? Today we have a commercial circus, dependent upon starting money, appearance money, performed on deadly dull circuits with such wide margins for driver error that the quality of the driver counts for little, and the victor is a combination of the talents of the aerodynamicist and the tyre manufacturer — all the driver has to do is to keep it on the track (which they still fail to do in a great many instances). In addition, the race must not last too long, and must be run in near perfect, dry conditions. All this is preceded by a totally artificial practice session, where cars run on "super sticky" tyres that only last a handful of laps. What's next? A super-tuned 600+ h.p. engine for qualifying that expires after one flying lap?

It used to be said that Grand Prix racing was the test bed for the motor car of the road. It has now become quite artificial and divorced from all motoring reality, in the way that "Bond" films have strayed from the books of Ian Fleming. Only the name is the same.

Larkhall, Lanarks J. L. M. COTTER
Capt. G. E. T. Eyston
and the MGCC

Sir,
Whilst reading the appreciation of Captain G. E. T. Eyston in your August edition I could not help but notice that no mention was made of a post held by Captain Eyston of which we know he was quite proud. That post being President of the MG Car Club. He was President until his recent death and until that time he was quite active in that post, giving speeches to our centres in the USA only last year.

We in the MG Car Club were proud that he should be our President. I never met him personally but others that have always speak of him in the best of terms. He will be missed.

Greenford PAUL W. FLINT
S. E. Centre, MGCC

Mellowed Motor Cars

Sir,
Judging from the statements in the letters section of your paper it would appear the majority of your readers are, like myself, long term devotees of MOTOR SPORT. Reading of this paper has become almost a religion as opposed to the "something to do on a bus, train or plane" function fulfilled by most other papers. In recent years I have felt an editorial move to increase the content aimed at those to whom something new is a necessary social crutch, done at the expense of the content for the real motoring enthusiast. Most of us, I am sure, are not really interested in the first six months' teething troubles, but more in how a car identifies with its owner after it has "grown up". I remember a series of used car test articles which were very interesting. They really showed how in some instances cars mellowed (P4 Rovers) whereas others broke up (Lotus Elans), very important to the enthusiasts who do not support the "till ashtrays full" ownership policy.

Up to a few years ago everybody adhered to the

same yardsticks of measurements for the qualities of a motor car. However in recent years, due to advertising saturation and the fantastic amount of government money spent to convince everyone, regardless of personal effort and reasonability of just reward, that they should expect the best, people have become totally self-centered and full of excuses to prove that their choice is the best there is. Glossy brochures have replaced objective comparison of design and workmanship qualities whilst company expense accounts have removed the need to even consider accessibility, availability of parts and the cost effectiveness of after sales service. In many circles it is almost as though the shorter the time a car occupies one's driveway and the more excessive the operating overhead, the better the personal status symbols.

One result of all this is a widening gap between the people who buy for the pleasure of driving and those like myself who buy for the pleasure of ownership.

At this point in time there are few, if any, new cars which satisfy the latter and with the advent of automatic transmission, often the only transmission offered, fewer and fewer satisfying the former.

My own yardsticks represent the majority of people but not the majority of money being spent with regard to cars. A car must be reasonably priced and must not suffer massive depreciation. Spares must be readily available but original workmanship must be exceptional. The car must bring a smile to my lips on all occasions and not just the 0.5% of the time when I am doing ton-up motoring in some foreign country. The interior must seat four people in as much opulence as possible and providing it can move from A to B in less than average time at 20+ m.p.g., I am prepared to forgive a lack of nimbleness on back country roads. It must be of classic line but not too large overall to park. The exterior must display the classically artistic use of plenty of good English chrome whilst the interior must have thick carpet, thick leather, wood trim and controls which are symmetrically not strategically designed. Above all my car and I must enter into a relationship of intimacy and understanding and not one where I have to be the master.

After 30 years, driving over 50 different models, the following are my, hopefully, objective findings:

American cars are still too big. Detroit have not yet learned to make a small car and their efforts still produce the most awesome flaws in design. They have really refined the art of building a product to "self-destruct" after a short pre-defined time, both my present Ford Granadas broke their timing chains between 29,000 and 30,000 miles despite totally different driving environments, and at 50,000 both are having exactly the same troubles.

Continental cars are mostly overpriced. Of the ones which are not, well I still hate uniquely shaped switches placed to "be in easy reach". Rubber mats belong in a baby's cot and plastic with dull stainless steel does not turn me on — ever! I was recently treated to a drive in a friend's new Audi. Its only saving grace might have been its front wheel drive but with that ghastly automatic, engine control through corners is not possible.

Though I work in Canada my home is just south of the Lake District and that is where my dream car resides, its odometer reads 50,000 and is climbing at 2,000 miles each year.

To satisfy my requirements my car must be British, though most people have probably forgotten what constitutes a British car. My

choice narrowed to two makes, Jaguar and one other. I have owned nine Jags and whilst they were a joy to drive, especially the 3.8 mark II, the design, quality of materials and workmanship were atrocious, my last, a new 1973 V12 E-type roadster — was without doubt the worst car I have ever owned combining the worst of design, workmanship and materials, all at one time. That was a disastrous and very expensive six month relationship.

Well my dream car has a honey beige body, white roof, Ro-style wheels and a sumptuous leather interior. It exceeds the ton comfortably, betters 22 m.p.g. and draws looks from young and old alike. Presently she is near perfect and getting better every year. Even as I write this, 3,000 miles away I feel a surge of pride. She's the most under-rated car of today. This probably because few owners sell them. After all what would they buy? She's the last real British car priced to a build not built to a price.

Did you guess! She's one of the last batch of 1973 3.5-litre Rover Coupes, and has now matured beyond the faults implanted by her maker.

Ontario, Canada BRUCE HEATHCOTE
Facel Vegas

Sir,

I would like to appeal to your readers for help in establishing which of the Facel Vegas listed below are still in existence,

- 13 RHD Excellences (we know of only 7), where is 11SPF, chassis no. B120?
- 29 RHD Facel IIs. What happened to:— A111, A112, A117, A170 (ex-Rob Walker ROB 2, automatic) A172, B104, B105, B148, B151, B153 (G. Mitchell of Minstrels fame) B154, B158, B165 (Sir Derek Wheeler).
- 25 RHD Facellias (we know of 12). Where is 66 VPE? Where is JYF - - - N?

We are compiling a worldwide list of "extant" Facels (no, not fossils) and would appreciate any information however small. I think 11 SPF (red) belonged to a trainee dentist in Maida Vale. I would like to hear from him.

Carshalton JOHN BARTON
Spares Secretary, FVOC

[Letters will be forwarded. — Ed.]

Grand Prix Energy Saving

Sir,

Three items in your August issue prompt me to write to you concerning a possible fuel consumption formula for Grand Prix racing. The first is the announcement (p. 1136) that the RAC British Motor Sports Council is studying the possible implications of the energy crisis on motor sport. Secondly, your article on gas turbine cars raises both the problem of equating their power units to conventional ones, and also the improvement in fuel economy obtainable by fitting heat exchangers to the former. Finally, D.S.J.'s "Reflections" on the exhaust turbo-charged Renaults again emphasise the difficulty of equating different types of power unit.

I see the chief merit of a fuel consumption formula as the renewed sense of purpose it would engender in the sport by virtue of the highly relevant technical problems it would set. This should both help to dispel the showbiz image it currently presents and encourage increased participation by the motor industry. It would also, of course, permit an almost limitless variety of engine types. Other potential benefits include an increased emphasis on drag reduction as opposed to adhesion at almost all costs; the challenge to drivers to perfect techniques of fast

economical driving; and the tactical possibilities would offer.

Although such formulae have been attempted in the past, they have suffered from the disconcerting tendency for the faster cars to drop out through lack of fuel. Accordingly a flexible formula — consisting, say, of restrictions on fuel tank capacity and on method, or rate, of refuelling — would seem preferable to a fixed fuel allowance. In this way a new dimension would be added to the possibilities facing the designer — whether to opt for high or low power with corresponding thirst. Finally, an incidental advantage of such flexibility is the freedom it would provide to modify regulations without automatically disqualifying existing machinery.

I. J. G. BERRY

Progress

Sir,

I continue to be amazed by the apparent progress in automotive engineering (and possibly the tooling for production in large numbers commercially) during the past 40 years. The thought is again prompted by reading with the utmost interest W.B.'s contribution "How Fast Did They Go?" on pages 304/305 of your March 1979 Number.

In May 1937 I acquired, new, a London Talbot 75. By that time the Company belonged to Rootes, but my car was a true Roesch design, one of the last, possibly, in production in that, in 1938, we had the 3-litre Snipe-engined Talbot (followed later by the 4-litre Pullman engine which was a fine unit in its own right).

On a tour of Europe in 1938 with the Talbot OC, we had a paced run along a section of the Cologne-Munich autobahn. My 75, with a very accurate speedometer, held — flat out on the level — an indicated 75 m.p.h. for 2 km. and that was the speed recorded for my run. This, from a skilfully-designed, well-built unit of 2 1/4 litres. I was a good performance at the time.

Today, by contrast, my wife's 1975 Vauxhall Viva of 1,256 c.c. will no doubt exceed 80 and will hold an indicated 74/75 m.p.h. — probably a legal 70 — all the way up the M1 without distress. It makes my beloved Talbot seem rather cumbersome when a high-production small car can outpace it like this. Such is the tribute we pay to development, and to the excellence of Vauxhall production lines. Incidentally, the Viva must be one of the most economical cars on the road, judged by our experience. In 44,000 trouble-free miles it has returned an overall petrol consumption of exactly 40 m.p.g. and it is still running on its issue Pirelli Cinturatos, which still show plenty of tread.

I read, and have read for over 50 years, MOTOR SPORT with so much pleasure. Good luck to you!
Old Windsor C. CARTER

TAILPIECE



The latest option from Crewe?
[Photograph by Peter Ward]

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electric windows, etc. m.p.g. 30+, genuine reason for
sale. £6,495. Tel: 021-747 3577 (home) or Knowle 5264
(work). (37118)

JAGUAR XK150S 3.8 DHC. New upholstery, clutch,
hood. Engine stripped and rebored, a very nice car.
school fees for sale. £4,800. Tel: 0780 783000. (37119)

TVR TUSCAN, V6, 1971. Stage two tuned, recent
respray, new parts. Needs quite a lot of work to
complete restoration. Owner going abroad. Highest
offer by early September. Tel: 01-589 0722 or 0732
832162. (36928)

BMW 2002 Lux. 1975(P) November. Mint green,
velour upholstery, approx. 34,000 miles, present
ownership 2 1/2 years. House purchase, hence £2,275
o.n.o. Comprehensive details tel: 0742 685771.
(daytime). (36927)

SCIROCCO GLS, 1978. Colibri metallic green, approx.
9,000 miles, radio/cassette, taxed May 1980.
Obviously immaculate, house purchase this month
hence £3,975. Cheaper exchange? Tel: Sheffield
685771 (office). (36926)

VAUXHALL FIRENZA Special 2.3 coupe. Late 1975,
sports modified head, special addition, sunroof,
stereo/radio, good condition. £3,500. Contact G. L.
Barton, 233a Felixstowe Road, Ipswich. Tel: 0473
75830. (36925)

ALFA ROMEO Giulia Sprint GT, 1966 1600 c.c.,
similar to GTV 2+2, 55,000 miles from new, good
original condition, regularly dealer maintained. £850
o.n.o. Tel: Crawley 514298. (36924)

E-TYPE JAGUAR roadster, 1967. Series 1 1/2. F-reg.
good hood, lot of money spent recently. £3,650. Tel:
Dunford 259 (near Guildford, Surrey). (36923)

AC COBRA 289 Mk. III, 1968. 2nd from last built, works
hardtop, superb. Offers over £20,000. Tel: Dunford
259 (near Guildford, Surrey). (36923)

FIAT DINO 246 coupe in superb condition. 2 owners,
believed only 58,000 km., S-reg. £3,200. Tel: 01-584
9128 (office) or 01-945 2613 (evenings). (36922)

LANCIA Monte Carlo. Red, convertible, 12,000 miles,
rustproofed, 2-year warranty, immaculate. £5,500
o.n.o. Tel: Norwich 20634 (evenings). (36920)

TR6, 1969. Damson, tan interior, really exceptional
condition for year, undereased from new, 68,000
genuine mileage, luggage rack, tow bar. £1,490 o.n.o.
Tel: Biggleswade 313945 (Beds.). (36919)

R4 1958 Rover 75, MoT December, taxed September,
new tyres, runs well, some rust. £200 o.n.o. Tel:
01-300 3211. (36918)

LOTUS SUPER Seven Twin Cam. March 1978, 14,000
miles, yellow polished aluminium Goodyear alloys,
heater, oil cooler, tonneau, radio etc. Absolutely
superb. £4,500 o.n.o. Tel: Petersfield 3972 (evenings).
(36916)

1932 STANDARD Little Nine saloon. Fully restored in
perfect running order. MoT. £2,500 o.n.o. Tel: 051-428
8397. (36915)

RELIANT SABRE convertible, 1966. 1703 Ford engine,
ZF gearbox, wire wheels, very rare and nearly
immaculate, indicated 60,000 miles, open motoring
without rust problems, any offers? Tel: Sherborne
2739. (36913)

FERRARI 308 GT4 2+2, N-reg., blue, air conditioning,
leather upholstery, stereo, 36,500 miles, MoT June
1980, taxed. First class condition throughout. £6,950.
Tel: Beccles (0502) 713241 (evenings). (36912)

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078 971 2640. (36910)

FORD RS 2000, 1978 (S). Yellow with black vinyl roof,
A1 condition, average mileage, no rallying etc. twin
speakers, fog lights, new tyres and exhaust, taxed
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(afternoons or evenings). (36908)

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excellent condition. £1,135. Tel: 0386 792189.
(Worce.). (36907)

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LSO. Tel: Preston (0772) 313065. (36906)

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Surrey). (36911)

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many trophies, MG registration, British Racing Green
paint and trim. Full details and offers Gregory 26
Hudds Lane, Haddenham, Bucks. Tel: Haddenham
291725. (36905)

MORRIS MINOR 1000 Traveller, 1967(FI). Excellent
condition, recent work includes respray, new steel
wings, carpets, wood etc., MoT June 1980. £895 o.n.o.
Tel: West Malling 842222. (36904)

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Tel: Birmingham 445 2551. (36899)

FOR SALE-continued

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example, details on request. £5,950. Tel: Bishops
Stortford 59083. (36901)

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5778 (day) or 609 3766 (evenings). (36900)

ROVER 100, Two-tone green, 1962. Above average
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including toolkit and radio. A little time and effort
would make superb example. £795 o.n.o. Tel:
Fareham 233010. (36898)

SCIROCCO GLS, R-reg. 20,000 miles by one lady
owner, pearl metallic, alloy wheels, radio/cassette,
excellent condition, growing family forces sale.
£3,150. Tel: Formby (Merseyside) 75167. (36897)

MG-C GT, 1969. Bright red, black leather interior, wire
wheels, overdrive, one of the nicest examples
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valve reconditioned engine. Tel: 04483 3638
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leather, delivery mileage only, every extra including
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FOR SALE-continued

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Immaculate condition inside and out. Original
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Mechanically sound, runs well. A real investment.
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834688 evenings. (37211)

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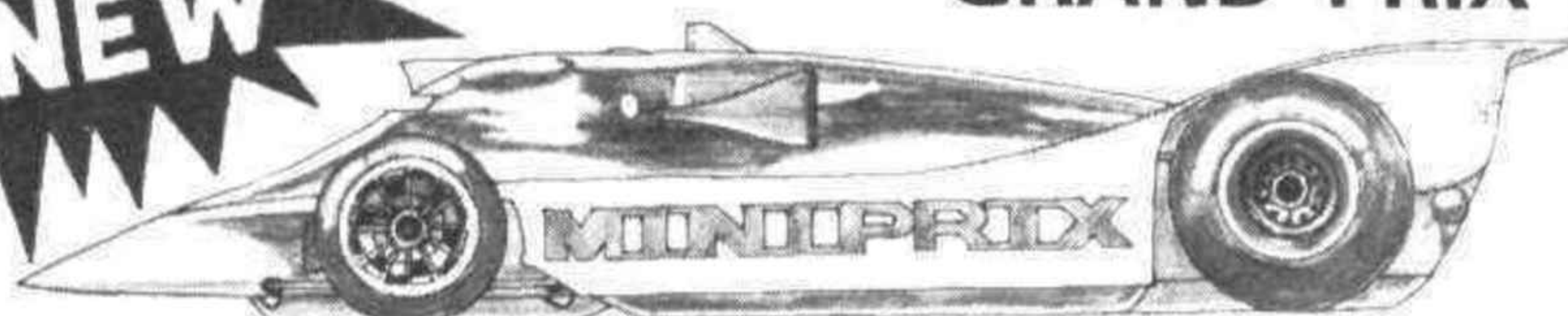
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MG-B GT V8 1973 M Reg. Green, o drive, radio	£2,495
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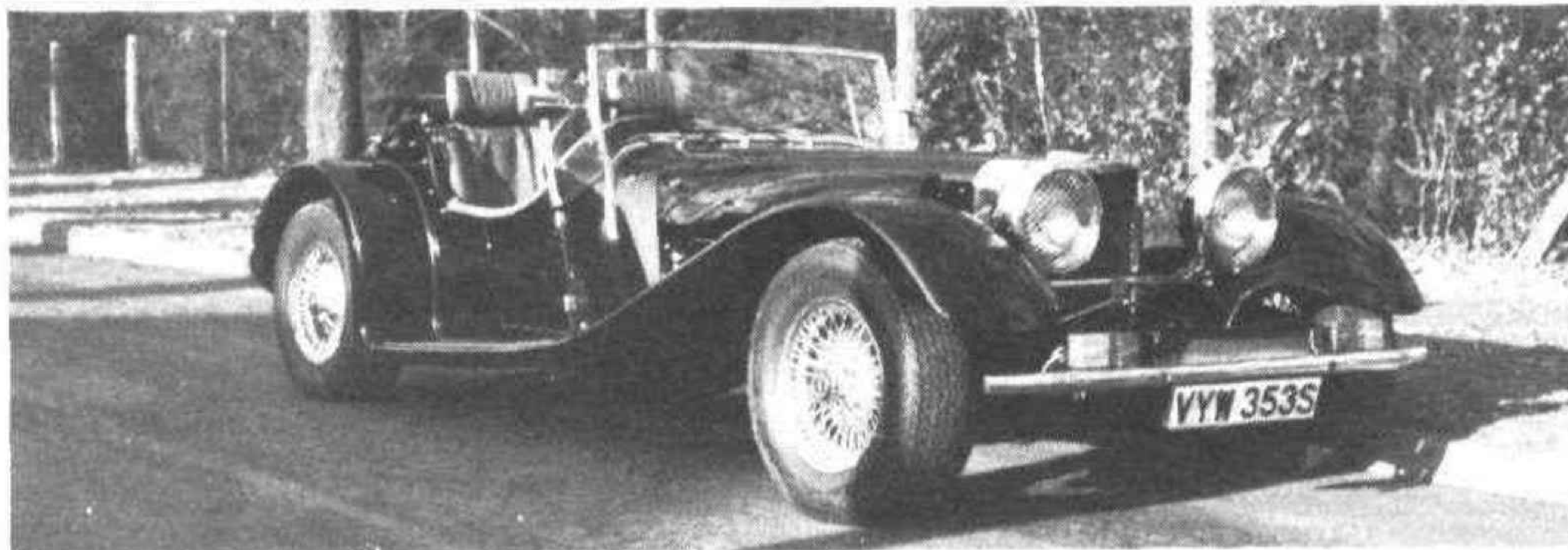
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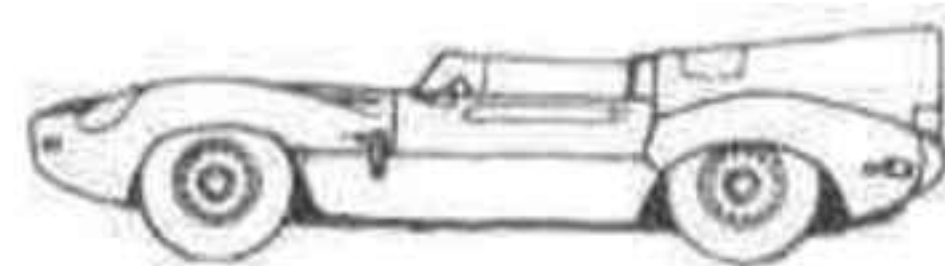
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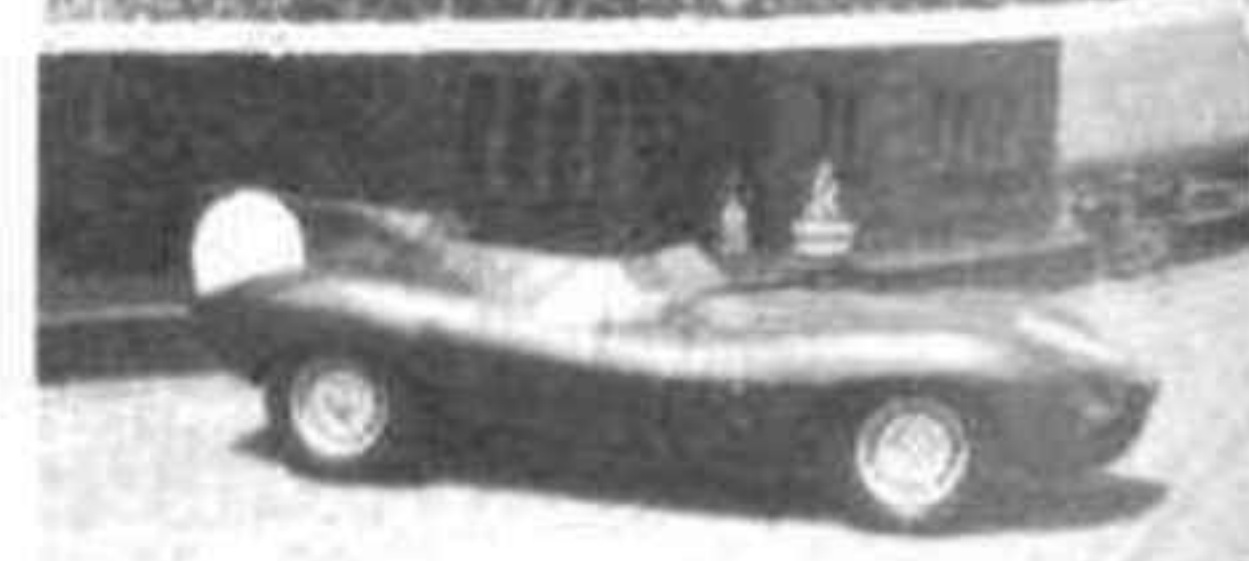
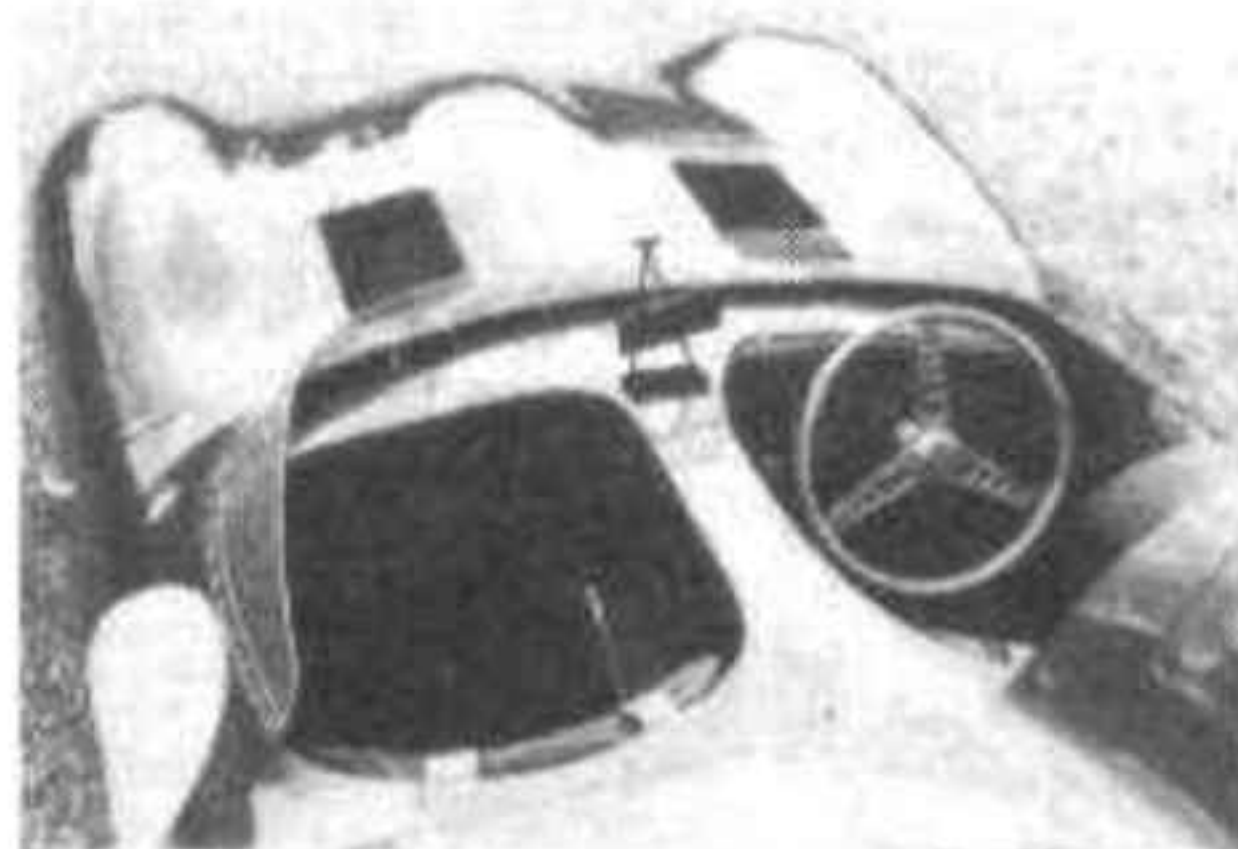
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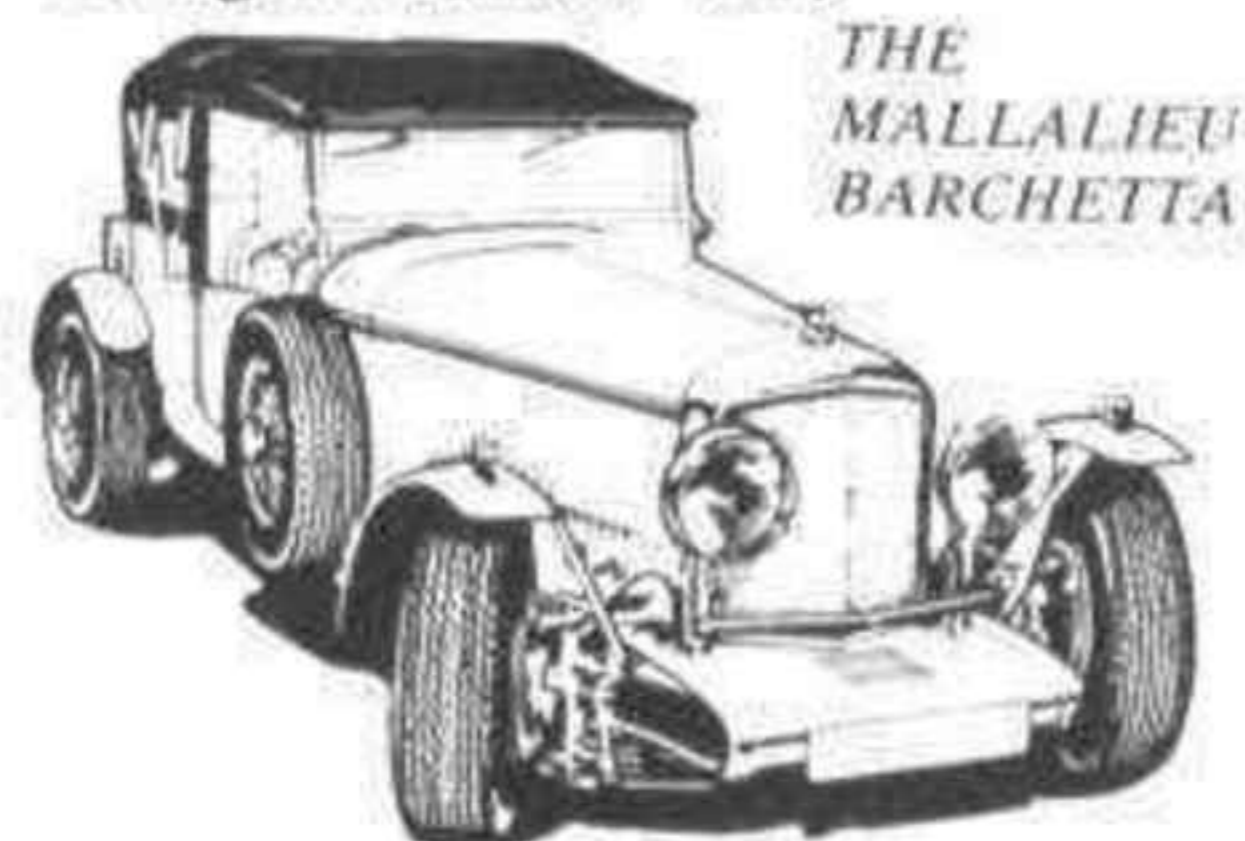
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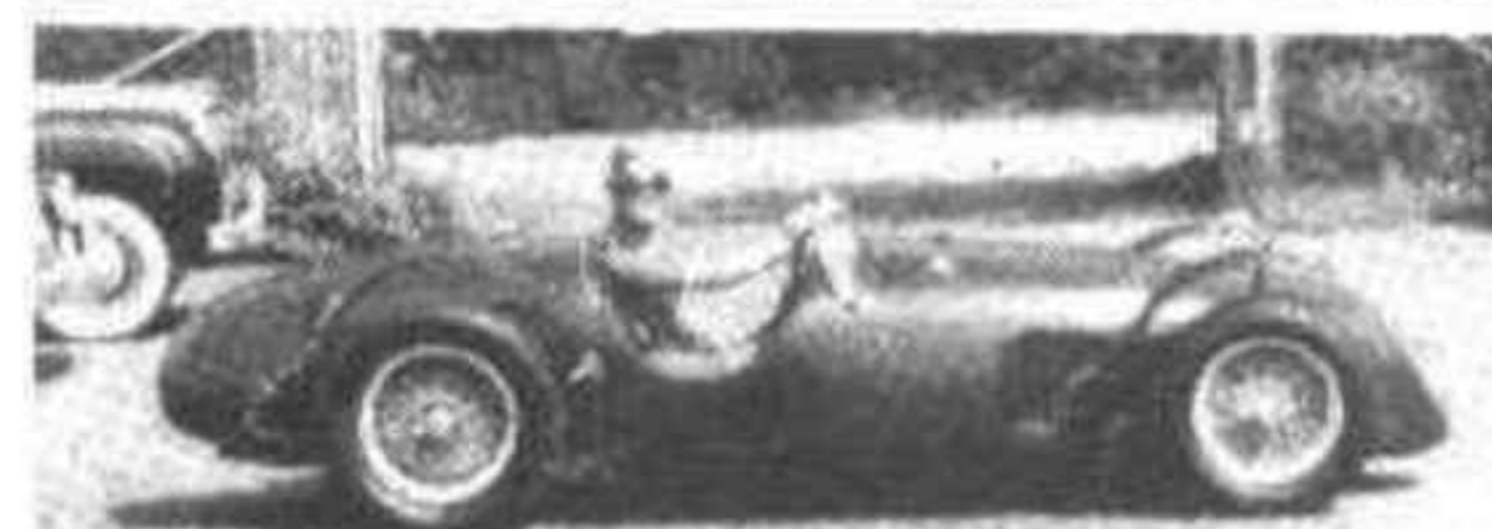
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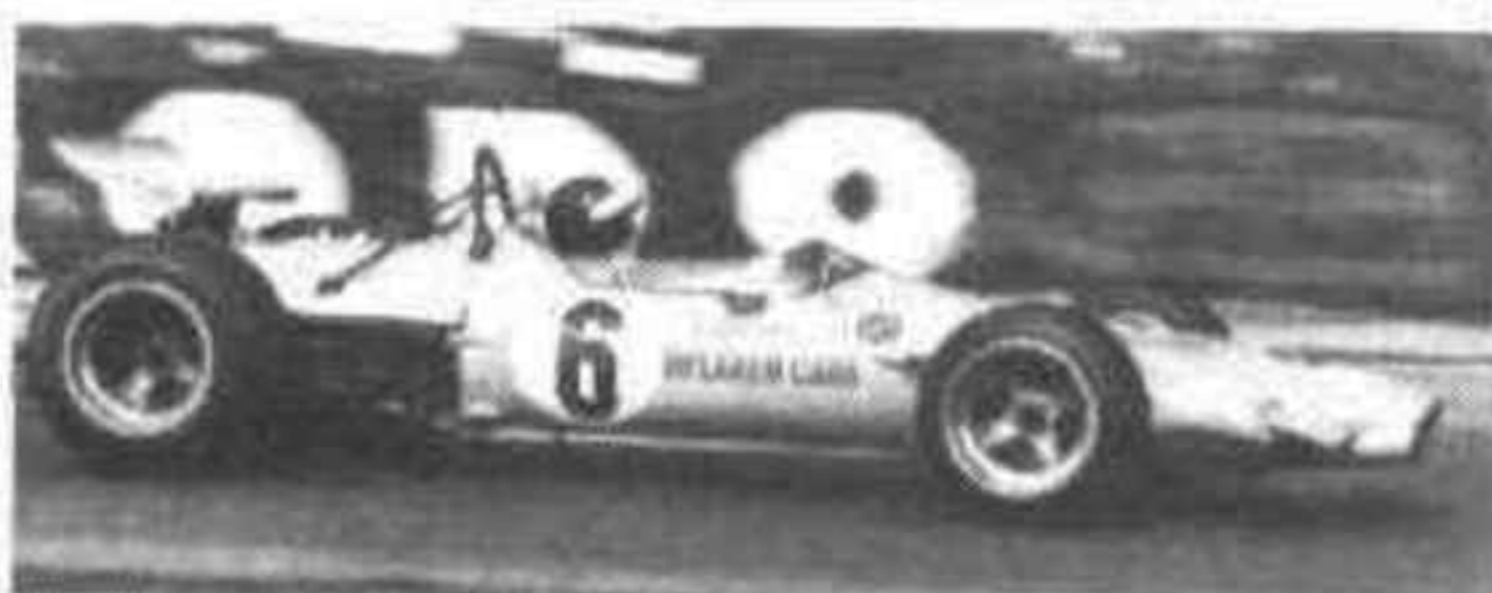
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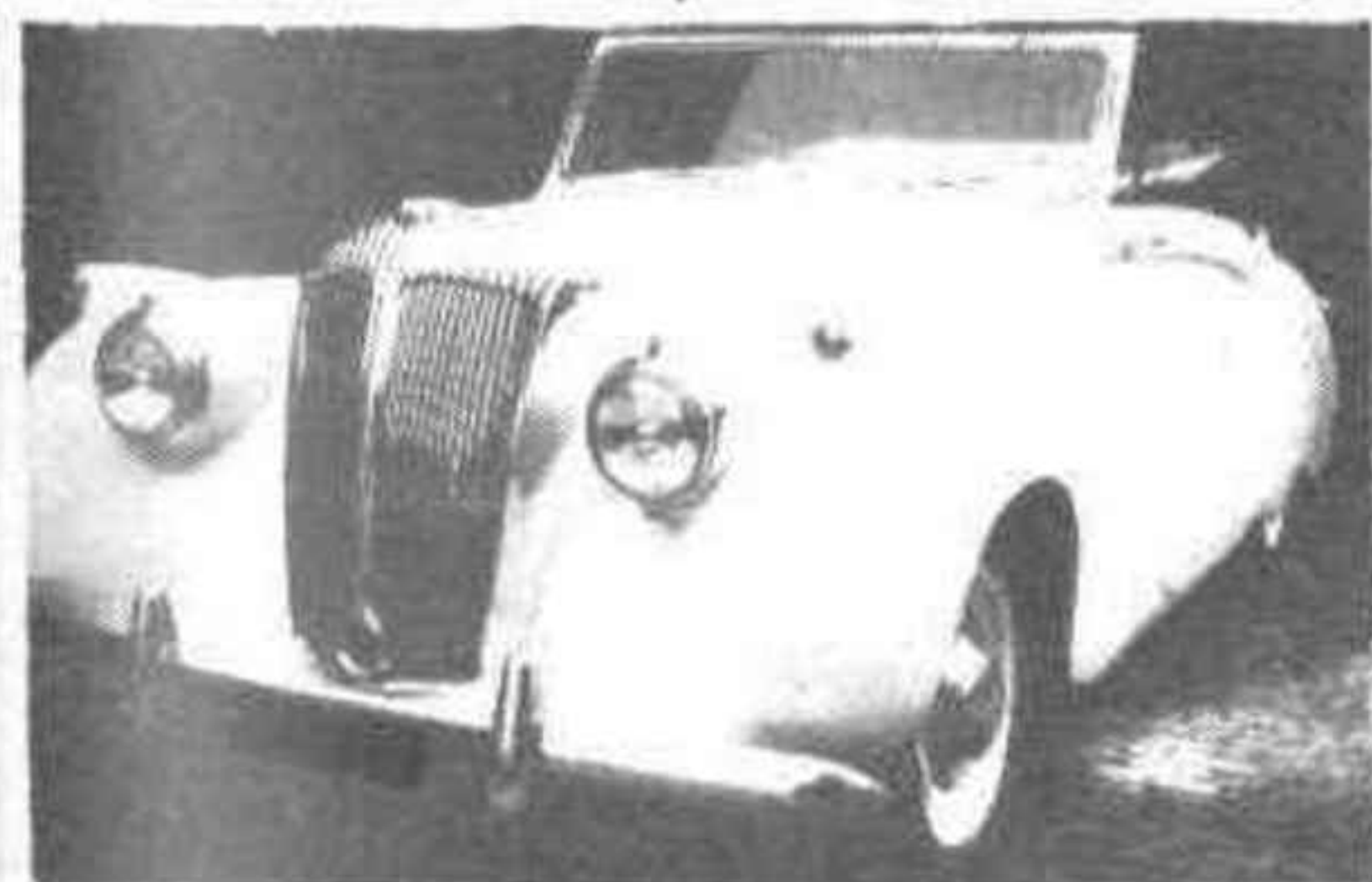
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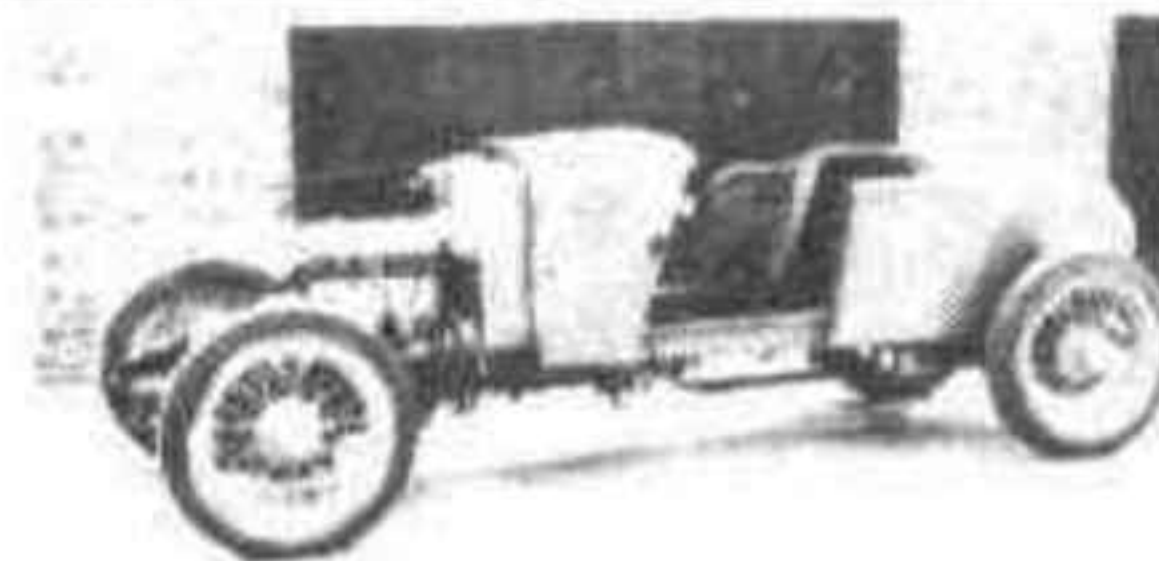
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WORM'S EYE VIEW . . .

The first International Historic Weekend at Donington (July 20th-22nd) was most enjoyable and successful, and is, I believe, definitely to be repeated next year. Maybe in 1980 I shall have a slightly less unusual view of the actual racing than was the case on July 22nd — as I glimpsed the circulating machinery through the spokes of some 180 wire-wheels! (The honour of being appointed a judge at the National Classic Car Concours meant the inspection of some 45 Austin-Healey/Jaguar/MG, etc. chassis!) Exciting new additions to the stock this month — see below . . .



1960 AC ACE-BRISTOL 100D2 — 220 PPC; actual Earls Court Show Car incorporating one of the very rare S2 spec. engines; ground-up restoration including complete mechanical rebuild just completed to 'as new' Concours standards in all respects — inside, outside and underneath, etc. Certainly one of the best examples anywhere, never previously advertised — 97 pts. *Photo.*

1977(S) FERRARI 512 B/BOXER; 1 owner, 11,000 miles; all options incl. air-cond., etc.; the best looking Boxer colour scheme of metallic blue/cream leather interior, all as new.



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1960 EX-WORKS TRIUMPH TRS LE MANS — 929 HP; a full colour feature on this, the fast member of the Works quartet that won the Le Mans Team Prize, appeared in 'Thoroughbred and Classic Cars, July '79 issue; the car itself may be seen at the International TR Rally, September 1st/2nd at Donington — 90 pts. *Photo.*



1965 JENSEN CV8 MKII — EVE 200 D; totally restored, winner Strathcarron Concours Trophy 1973/4/5 and 6, just 1,500 miles since — 92 pts.

1966 FERRARI 275 GTB/2 CAM — LHD; many people's favourite Ferrari, the long-nose torque-tube 275GTB, 2 owners and 28,000 miles only; recent £5,000+ engine rebuild due purely to an unfortunate mechanical accident; silver with as-new black/red interior — 91 pts. *Photo.*



**INTERNATIONAL TR RALLY — SEPT. 1st/2nd —
DONINGTON GOAT PUB — HERTFORD HEATH — Sun. Sept. 9th — Noon**

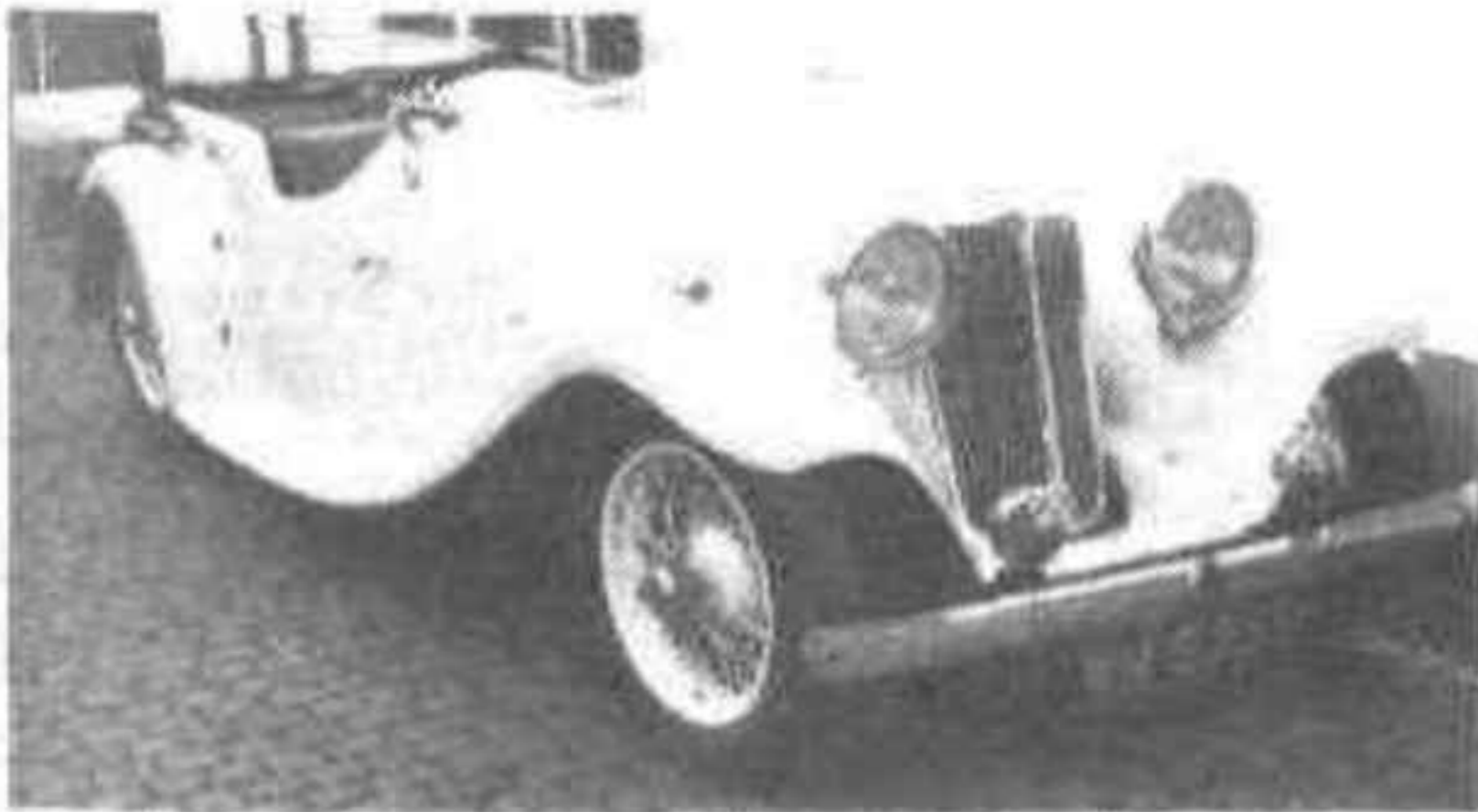
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SUNDAY SEPTEMBER 2nd

This is a drive in, drive through sale, with no booking required, just bring your vehicle, be it a vintage or classic car, motorcycle or horsedrawn carriage, and for a small fee you can put it in the Automarket. For no extra fee apart from commission on sale, we will run it through the auction sale. There is also a large autojumble for your attention (sorry — too late to get a stall at this stage.)

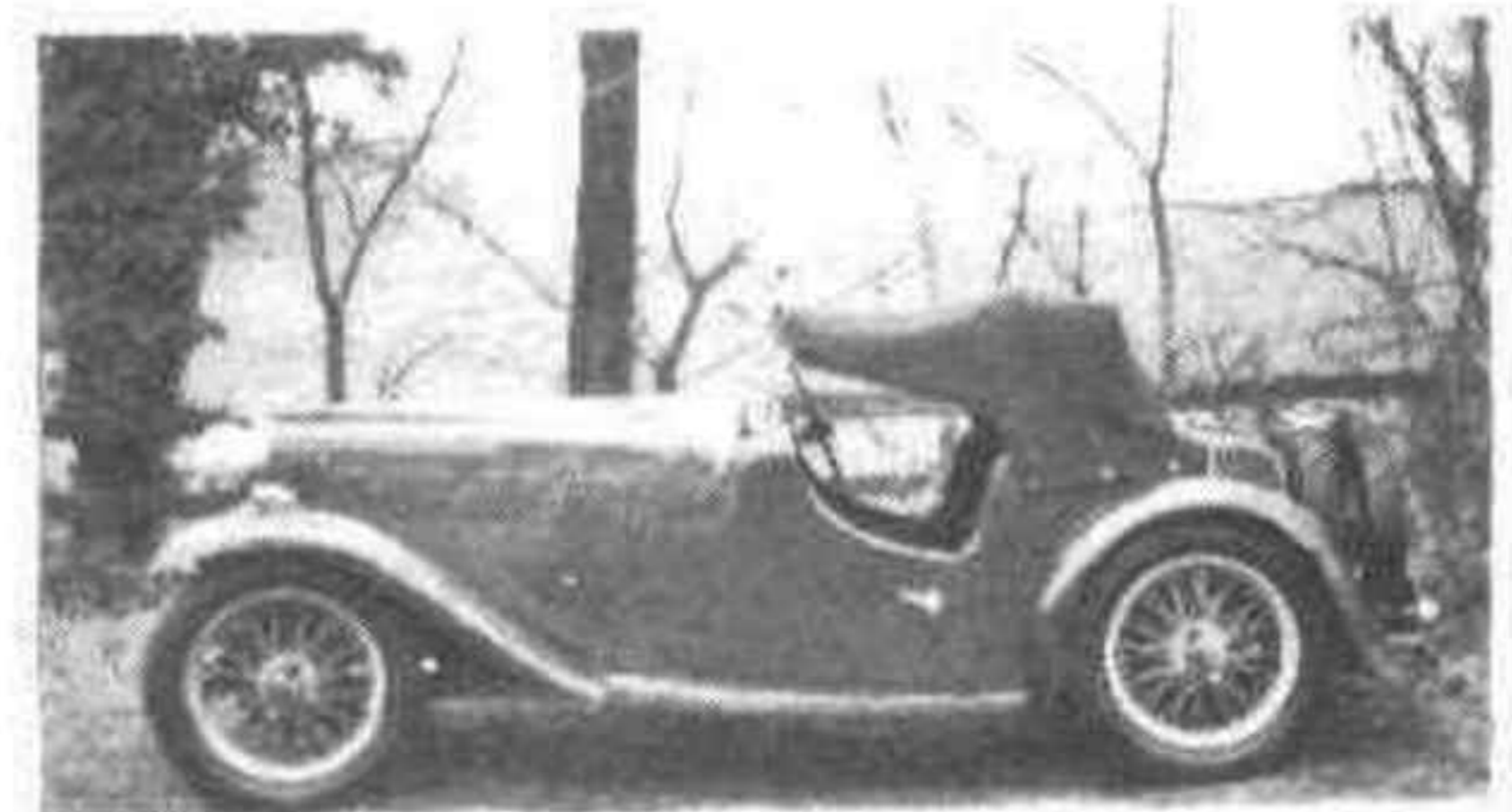
Although cars don't need to be booked in, already by August 3rd a few had:



1934 SS1 tourer



MG TC



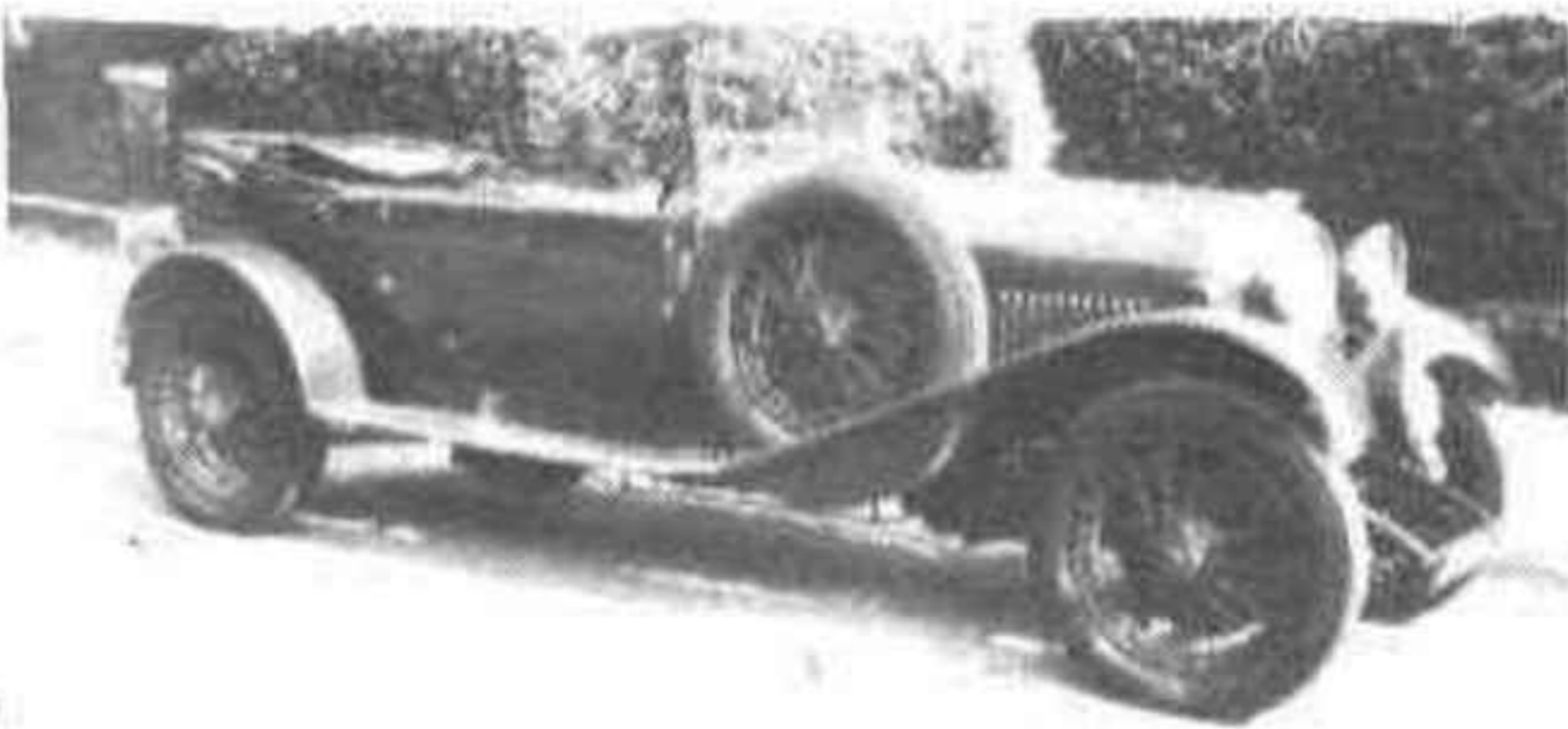
Singer Le Mans

(See miscellaneous classified section for some more)

Last year we had over 100 good cars on offer, so if you're selling get there as soon after 9 am as possible, and if you're a potential buyer come after 10 am with oodles of cash.

Admission £1 per person includes 50p refreshment voucher.

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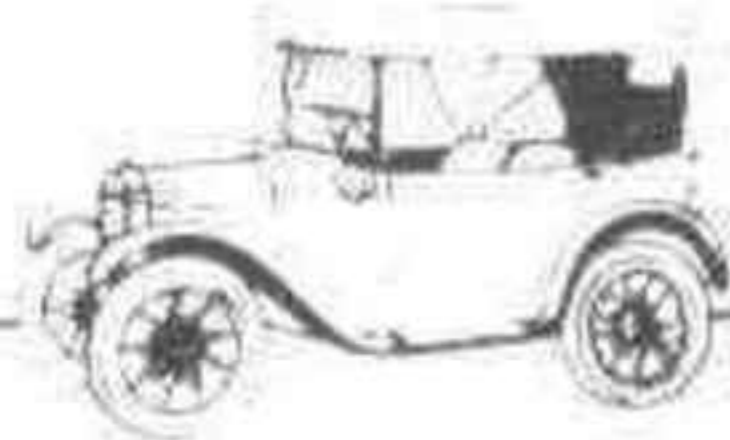
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1936 Bentley 4 1/4-litre Thrupp and Maberly cabriolet in basically sound condition (bottom page 201 Green Book) a car with great potential and outstanding lines. £9,250

1949 Bentley Mk VI H. J. Mulliner sports saloon in sound condition, having been in store several years, again a car with potential. £2,850

1952 Bentley Mk VI 4 1/2-litre H. J. Mulliner sports saloon, a very elegant car in need of some restoration (centre page 262 Green Book) £3,850

1952 Bentley Mk VI 4 1/2-litre Saloon finished in grey. A very smart example in very sound condition £3,750

1953 Bentley "R" sports saloon by James Young. A car with good history in very sound condition, having been in titled ownership many years (top page 256 Green Book) £3,850

1953 Bentley "R" manual saloon, finished in black over blue with grey interior. Much history and in very nice condition. £4,750

1978 Range Rover finished in Sahara Dust with brown sunroof, tinted glass, PAS, etc., 13,000 miles, one owner. £9,850

Wanted: Parts or information for Rolls-Royce, Bentley, Hispano Suiza H6 and Straker Squire.
Westover Farm, Goodworth Clatford, Andover, Hampshire
Telephone: ANDOVER 3643



FOR SALE—continued

MG-TA. 1938 two-seater roadster. An incredible seven year chassis-up rebuild; also features famous Laytal Lucas race mechanics. A superb combination to produce a very rare pre-war thoroughbred. Reluctant sale due to cottage restoration, hence price £5,950. PX/HP. Tel: Falfield 8639 evenings or write, Mr Harvey, Poplar Cottage, Falfield, Gloucester GL12 8TW. (37517)

MORGAN - 8. A very pretty aluminium bodied 1976 model in metallic gold with cream upholstery. Many extras including spots, stereo, bonnet strap, underseal. Low mileage and recently serviced and checked at the Malvern Factory. £7,000 Tel: 021-643 5366 office hours. (37518)

1949 LAGONDA 2 1/2-litre saloon. Mechanics in first class condition, coachwork very sound and tidy. New M.o.T., a classic for every day use. Private sale. £2,000 o.n.o. Tel: Cranmore (Somerset) 395. (37516)

AUSTIN NIPPY Sports 1934, good condition, mechanically rebuilt, very fast and economical. Tel: 0444 82237 (Sussex) (37515)

AUSTIN A30. 1956, good running order, excellent basis for restoration, new battery. £220 or offers. Richards, Hesterworth, Hopesay, Craven Arms, Salop. Tel: 058 87 487. (37513)

TVR CONVERTIBLE. November '78. White/black band. Under 4,000 miles. 28 m.p.g. Radio. Immaculate condition. £6,250 o.n.o. Tel: 061-643 6241. (37511)

ROVER 95. 1963, two tone blue, blue leather upholstery, taxed, long M.o.T. v.g.c. ideal collector's car. £1,050 o.n.o. Tel: Ashford (Kent) 26251. (37508)

LAND ROVER 1949. Good condition. £500. Reg No: FAY 153. Munton, 31, Church Street, Digby, Lincs. (37505)

JAGUAR 420G. 1970, auto, hrw, pas, dark blue. Excellent condition, low mileage, M.o.T. 11 months. £975 for quick sale. Cheriton Fitzpaine 488 (Devon). (37433)

DOUBLE WINNING 1939 4 1/4 litre Vanden Plas Bentley for sale. Beautiful dual green colour scheme. Absolute concours finish. Car to be seen by appointment only. Tel: Tony Robinson, North Stables Coachbuilding 0235 834753. Customer requires in excess of £20,000. Best offer secures. (37432)

MARCOS 1500 GT. Black, Wolfraze wheels, new tyres, very nice car. £2,000 o.n.o. Tel: Mike Dartford 22807. (37439)

TRIUMPH GT6 MK III. M Reg. 50,000 miles, overdrive, hrw, deep purple with black interior. Sundym windows. 8 track radio, v.c.g. £1,450 o.n.o. Tel: 0283 71 2393 (evenings). (37438)

LANCIA FULVIA Sport Rallye S2. In almost new condition. 22,700 miles from new. 1973. In white with black upholstery. Must be the finest on offer. Private sale. £1,875. Tel: 0262 707187. (37437)

MORGAN PLUS 8 1978. 250 miles only, imperial red, stone leather upholstery, rustproofed and other extras. £7,500. Tel: 0386 792731. (37436)

1800 ES VOLVO. 26,000 miles only, L reg., automatic, blue/green metallic, tan interior, two owners, quite superb condition. £3,595 o.n.o. Tel: Weybridge, (Surrey) 47444. (37435)

MG-C RARE ROADSTER Automatic. Recent complete rebuild. No expense has been spared to keep this car in immaculate condition. Full history available. Baby forces reluctant sale. Sensible offers. Tel: Penn 4883 (Bucks). (37434)

FOR SALE—continued

JAGUAR 3.4 MK II. 1960, manual with overdrive, Chrome wire wheels, two owners from new, in outstanding condition. £2,000. Tel: Formby 79460. (37431)

JAGUAR 3.4S. 1965, auto, VGC, good paintwork, chrome. Dark blue/grey interior. Above average condition. 56,665 miles. 10 months M.o.T. and tax. Underbody sealed and oil painted, can't see a rust. Good for concours. £1,250. Arnold 115, Fernside Road, Poole, Dorset. (37120)

MGC SPORTS. Original model Tonneau. One owner, specimen condition, new panels, becoming collector's car M.o.T. Taxed. Offers around £12,000. Can be seen, tried anytime. Tel: Liphook (0428) 723837. (36847)

MORGAN PLUS 8. Dec 1975. B.R.G. excellent condition. 21,000 miles, garaged, detailed, history, numerous spares and extras. Posting to Far East forces, reluctant sale at £6,000. Tel: St Marybourne (026473) 400 evenings. (36849)

BRISTOL 408 1965, engine and interior excellent, very good body, sunroof. £2,650. 01 722 0424 (evenings). (36850)

ALFETTA 2000 SALOON. 1978 T Registered, white, grey cloth interior, sunroof with black vinyl to waist, alloy wheels, mud flaps, radio cassette, auto aerial, rear fog, spot lamps. Immaculate. 18,000 miles. £4,450 o.n.o. Tel: Painswick 813601. (36851)

MG-B V8 June 1975. Chrome bumper Ziebart M.o.T. June 80. Radio cassette, good condition. £2,750. Tel: Castleford 558763 (evenings). (36852)

ALFA ROMEO 2000 Berlina, Automatic, 1975 N Registered. Webasto sun vinyl roof. Blue Spot stereo radio cassette. 60,000 miles. Very good condition. £995. Tel: 01-302 0021 office hours. (36859)

MG-B ROADSTER. June 1974, damask red, Cadulaced and undersealed, overdrive, tonneau, headrests. V8 alloy wheels plus new original wheels and tyres. 7,000 miles only. £3,250 cash. Tel: Alcester 2563. (36853)

JAGUAR 420G. 1968, automatic, beautiful car in dark light blue, 12 months M.o.T., 3 months tax. No rust. Must appreciate. £950. Tel: Oxford 47804 Business hours Mr Fieldhouse. (36854)

MORGAN 4/4. 4-seater 1969 Nov., leather interior, B.R.G. wire wheels, mechanical rebuild recently, only needs minimal body attention. Must be driven to be truly appreciated. £3,200 or offer. Tel: Portsmouth 732638. (36855)

MG-B ROADSTER. S Reg., 1978. Black with silver grey striped trim. Super looking car. Genuine reason for sale. £2,900. Mr. Bond. Tel: Chester 679621 or Bolton 29401. (36856)

CITROEN 2CV6. June 1978, yellow, black roof, 12,000 miles. Fully serviced, in excellent condition. £1,600. An ideal second car for those with economy in mind. Tel: Patrington (0964) 30369. (36857)

ASTON MARTIN DB4 Series 5, 1963, last listed AMOC Register. Dubonnet black. Two previous owners. Genuine 38,000 miles. Absolutely unmarked motor car. Fitted overdrive, limited slip diff., h.r.w., radio, complete with all tools, handbook. £6,500 o.n.o. Tel: Bressingham (Norfolk) 615 after 6 August. (36858)

JAGUAR E-TYPE. 1967 Series L 4 2 F.H.C. Recent £600 engine rebuild. Currently completing restoration. Available mid-August. £4,950 o.n.o. Tel: 01-979 9603 (Surrey). (36864)

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FOR SALE—continued

XK 150S 3.4, 1959. O drive, w.w. The rare one, indigo blue, mohair hood, exceptional condition throughout. £5,500 Tel: Otley 56326 (36860)

BMW 528i, 1978 Model. This car was specially prepared for BMW. Specification as follows: black with air dam and BMW motor sport stripes. Manual gearbox, Sundym, Alpina wheels, electric sunroof and door mirror. Radio-stereo. Correctly maintained. Company director owned. Higher than average mileage which is reflected in the price. £8,100 o.n.o. Tel: 0602 394334 (office), Mansfield 882380 (home). Finance arranged. (36862)

FIAT 130 SALOON, 1974 N Reg'd. 19,000 miles. Blue with grey velour trim, auto, P.A.S., electric windows, etc. Immaculate condition. Genuine reason for sale. Offers over £2,800 considered. Tel: 0429 68625. (36863)

ASTON MARTIN DB4, 1961 B.R.G. Beautiful condition, superbly maintained. £5,500 o.n.o. Private sale. Tel: 01-240 1926 (36839)

MG 1937, Chassis up rebuild 2 1/2 years ago, excellent condition, current owner past ten years reluctantly selling to finance TB rebuild. £3,750. 0222 514626 (36388)

JAGUAR "E" type, 1970, 4.2 Roadster. Superb red coachwork, unmarked black leather interior, 30,000 miles genuine and still drives like a new car, absolutely immaculate. £6,950. 01-504 2064. (37607)

REMEMBER OPEN cars? Recapture lost youth, feel wind in hair in '66 Mustang Convertible 289V8 Auto, 20 m.p.g. £675. Reading 695193. (37606)

MERCEDES 250SL, 1967. Navy blue, auto, hard top, new soft top, new battery, excellent condition, 58,000 miles, full recorded service history, new MoT, taxed. Phone Farway 292 (Devon). (37605)

SINGER LE-MANS nine-speed model. Stored many years, original, well maintained, and in good running order, 1934, factory prepared for competition use, must be seen. Offers over £3,500. Genuine enquiries only, SAE for photographs to 33 Sinclair Road, Kileen, Bangor, Co. Down, NI or telephone, eve., 0247 65862. (37601)

1937 CHRYSLER KEW, Bodywork recently rebuilt and resprayed, good mechanics, long MoT, used daily, rare and beautiful. Offers, Brixham (Devon) 4682. (37604)

TRIUMPH SILVER Jubilee Bonneville, Brand new, unregistered. £1,450 o.n.o. Telephone: Leicester 768978. (37600)

JEEP CJ7 Renegade, 1978, T reg, 7,000 miles only, blue with black hardtop, good condition, many extras. A giveaway at £5,000, no offers. Phone: Swansea (0272) 34506 or 25503 after 6. (37599)

LAGONDA 1934 M45 Tourer, Vanden plas body, nice condition and very original. Offers over £18,000. Photo and details Box No. 6138. (37598)

MG-A ROADSTER 1600 Mk 2, 1962. Ultimate body off chassis up restoration to concours. Red, black interior, wire wheels. £5,000. Rushden (09334) 55874 after 10th September. (37596)

RELIANT SCIMITAR GTE, 1971. Red, black interior, excellent condition, low mileage, magalloy wheels, 6.5. exhaust, new tyres, p.b. radio. £1,550 o.n.o. Phone: 0734 415211, ext. 35 10344 54051 (evenings), Berkshire. (37594)

FORD POPULAR-93A, Taxed to Dec. 31. 71, stored internally since. £150. Replies to Box No. 6139. (37734)

FOR SALE—continued

RILEY BROOKLANDS 9 h.p., 1928. WK 7162. Complete except for body and requires restoration, authenticated history. £3,000 or best offer by September 30th. Phone Newtown Llantwit 202217 (near Cardiff). (37593)

RILEY SPRITE 1 1/2-litre, 2-seater, 1938. GNW 265. Original, complete, but requiring some restoration. £4,500 or best offer by September 30th. Phone: Newtown Llantwit 202217 (near Cardiff). (37593)

BEST BMW Limo. in UK is now for sale. 3000SA, 1972, restored to new condition by expenditure of £3,850 by BMW enthusiast. 62,000 miles, makers' specified pressures, silver fox with blue velvet interior, radio/tape stereo. Available in September, London/Surrey, business cash flow problems — hence sale and price about £2,600, worth at least £1,000 more. Dorking 5133. (37592)

GORDON KEEBLE, Recently resprayed, re-chromed and retrimmed, metallic brown with tan interior, very fine example. £6,000 Tunbridge Wells 38057. (37591)

RS 2000, November 1978. Custom, signal yellow, 2,500 miles, completely as new. £4,000. TEL: Darlington 0325 51849. (37589)

1975 SAFARI Landrover Dormobile conversion, 12,500 miles only. £4,600 or possibly exchange Jensen Interceptor. Telephone: Clawddnewydd 639 (North Wales). (37586)

MERCEDES BENZ 300 SEL 6.3, Two owners, full service history, metallic green, black leather, electric tinted windows, central locking, electric roof, air conditioning, power steering, cassette and radio, many new components, special number, excellent condition. £4,000 or offers/exchange? Telephone: day 01-836 1230 ext. 2947 or eve. 373 0939. (37585)

ALLARD L-TYPE, 1948, Sport Tourer, Open top, just finished restoration, and in beautiful condition throughout, black with cream upholstery. Offers please. Tel: Dewsbury 453412, office hours. (34615)

MG-B GT, 76R (1977 model), Tahiti blue, sunroof, fully undersealed with many extras, superb condition throughout, 26,000 miles, genuine reason for sale. Offers around £2,895. Tel: Woodborough (0660-744) 2918 (Nottinghamshire). (37731)

1936 MG PB, Chassis, reconditioned engine and carbs, new clutch, gearbox, propshaft, diff, ash frame, firewall dashboard (complete), exhaust, many extras. Offers. Tel: Bingley 2321. (37727)

ISO GRIFO, 1967, Garnet, beige trim, 66,000 miles recorded, new tyres, 5.3 engine, long MoT, owned by me last 5 years. £5,995 o.n.o. Phone Lancaster 751629 eve. (37726)

1966 SCIMITAR 2.6 Coupé, Red, wire wheels, overdrive. £525. Phone Lancaster 751629 evenings. (37726)

1932 MORRIS light van, Requires renovation. Apply Holmsdale, BA, Mwrrog St., Rhithin, Clwyd. (37725)

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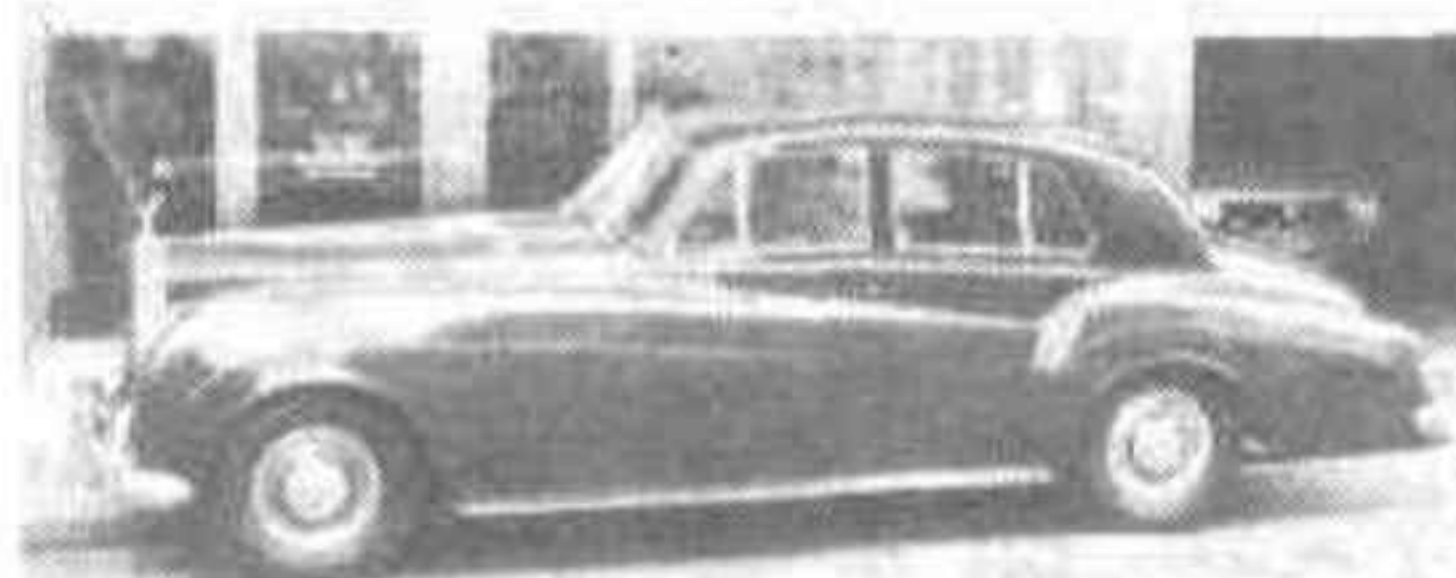
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1972 Silver Shadow, Astrakhan over sand with tan hide interior, 49,000 miles only, quite superb.

1961 Bentley SII sports saloon, shell on Tudor grey with beige hide interior. History from new including recent extensive overhaul. 71,000 miles.
1965 Silver Cloud III, smoke green with beige hide. Recent replacement engine and gearbox, service history, 130,000 miles.
1961 Bentley SII 2-door Continental by H. J. Mulliner, Eau-de-nil over Sage green with red hide interior, 86,000 miles from new. Quite outstanding overall condition.
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BENTLEY, 1965, Series III. Standard four door sports saloon, finished in black over steel blue with blue/grey hide trim. One owner with only 23,000 miles recorded, all tools etc: a really exceptional model.



ROLLS-ROYCE, 1952. SILVER WRAITH, Touring limousine with rare exotic Sedan de Ville coachwork by H. J. Mulliner, full flow 4 1/2-litre engine finished in Embassy black with tan hide trim to front and rear, occasional seating, electric division, P100 lamps, etc: mechanically outstanding, just fully serviced, all tools etc.



BENTLEY, 1956, Series I. Standard four door sports saloon, ex-property of famous entertainer, extensively restored and mechanically first class, finished in pearl over Tudor grey with grey hide trim.



ROLLS-ROYCE, 1970. SILVER SHADOW, Four door sports saloon, finished in Seychelles blue with powder blue hide trim, full refrigeration, Sundym glass, recorded 82,000 miles.



ROLLS-ROYCE, 1970. SILVER SHADOW, Four door sports saloon, finished in silver grey with plum hide trim, full refrigeration, recorded mileage only 43,000, an outstanding example and superb value.



BENTLEY 1967, 'T' Series four door sports saloon, sedately finished in pearl grey with tan hide trim, all the usual refinements, mechanically first class and just fully serviced.

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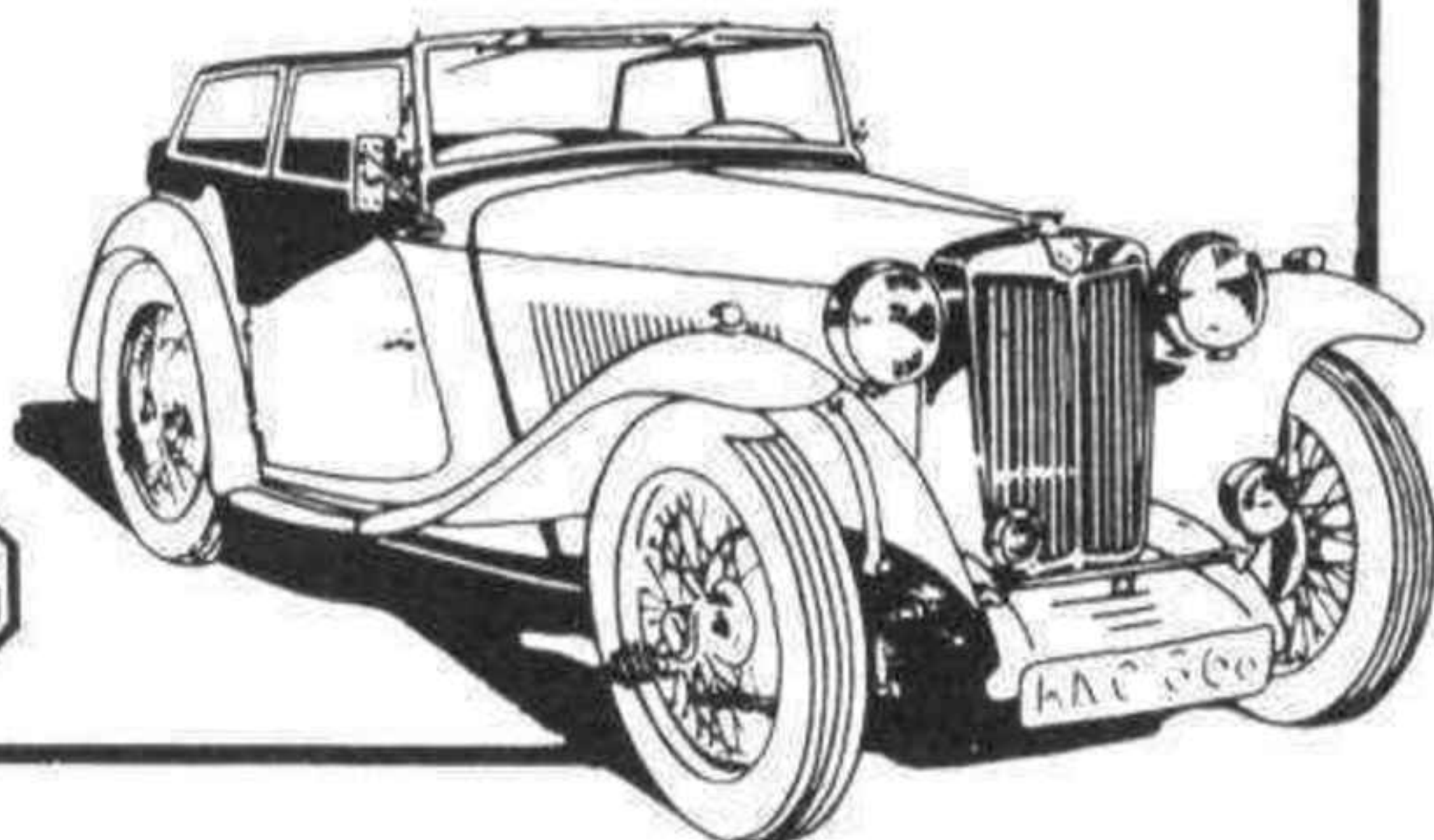
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1952 RILEY 1 1/2-LITRE RME. Absolutely outstanding throughout. Only 48,000 miles recorded. Green. Taxed. £2,350
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1954 MORRIS MINOR CONVERTIBLE. Split screen model in superb order. Lovely grey paint with red interior. £1,750

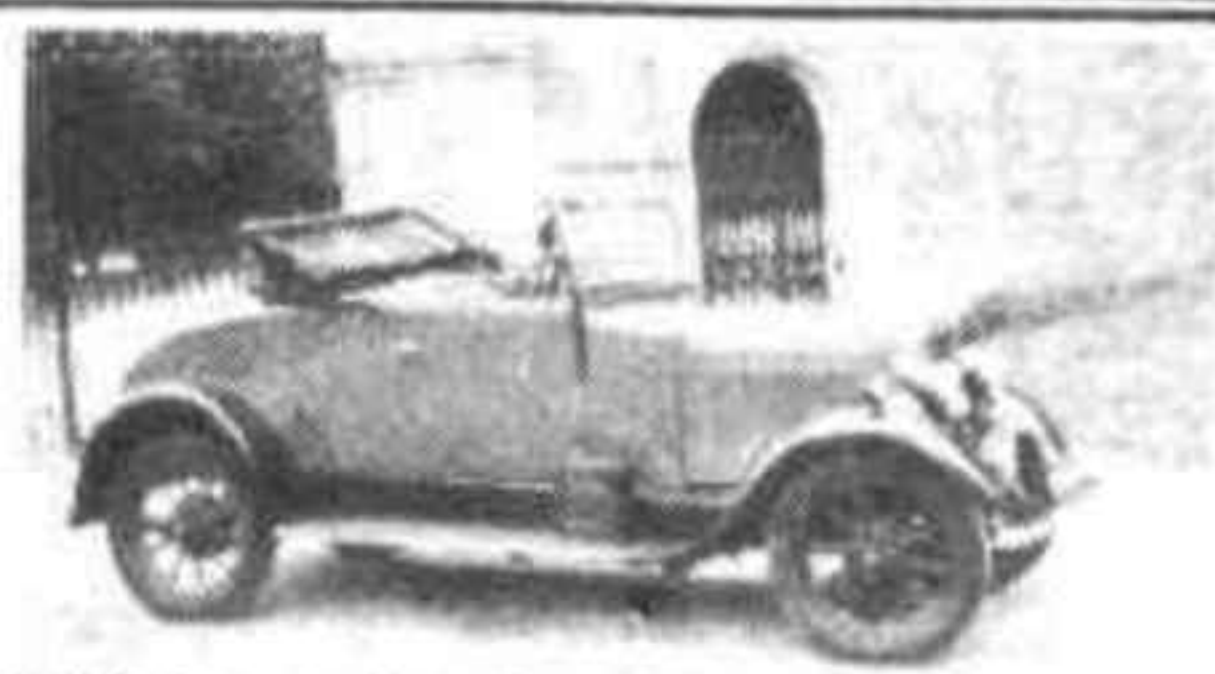


1930 AUSTIN 7 ULSTER REPLICA SPORTS. Superb condition throughout. Dark green. £2,250
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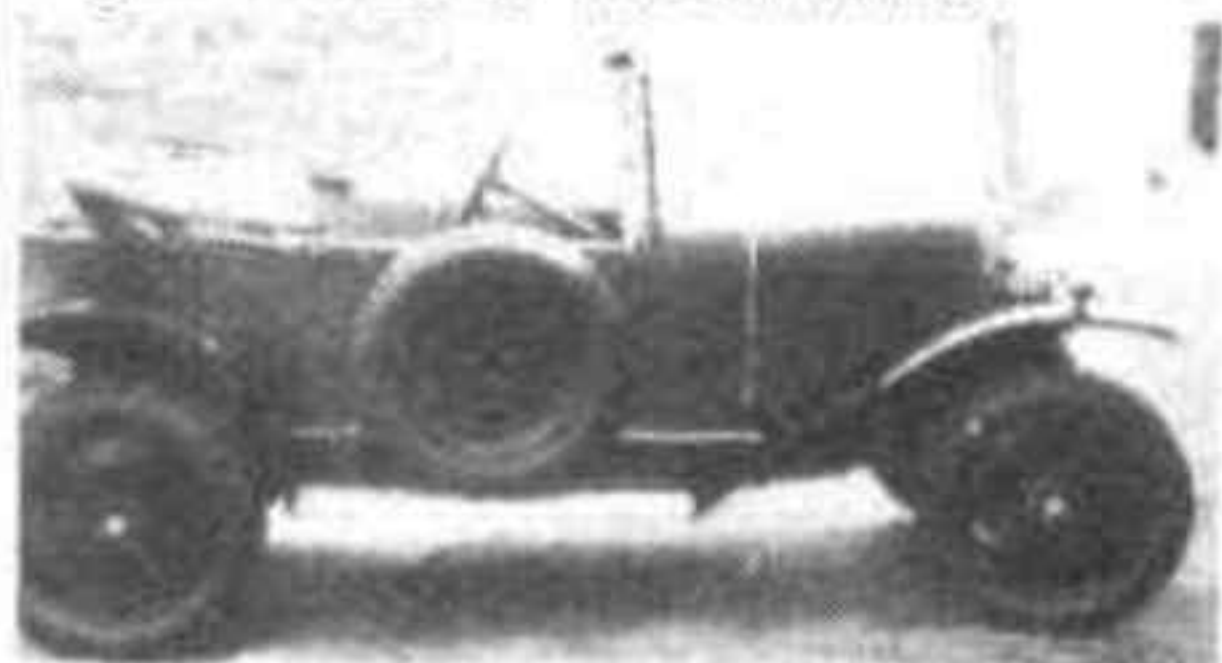
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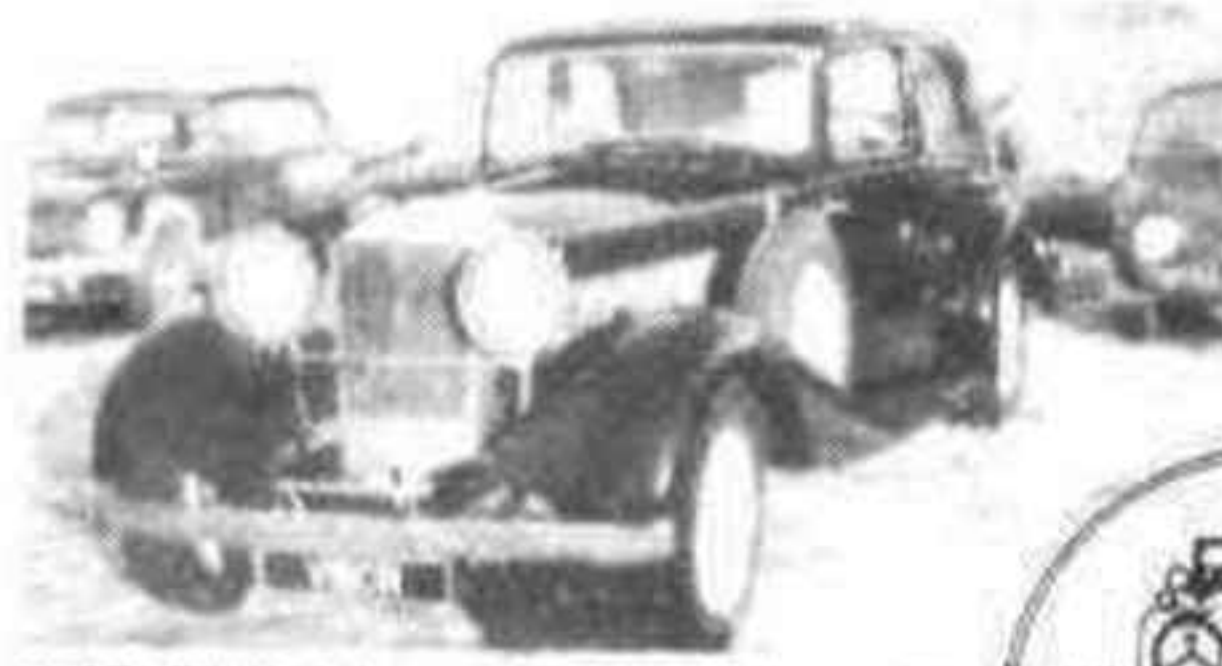
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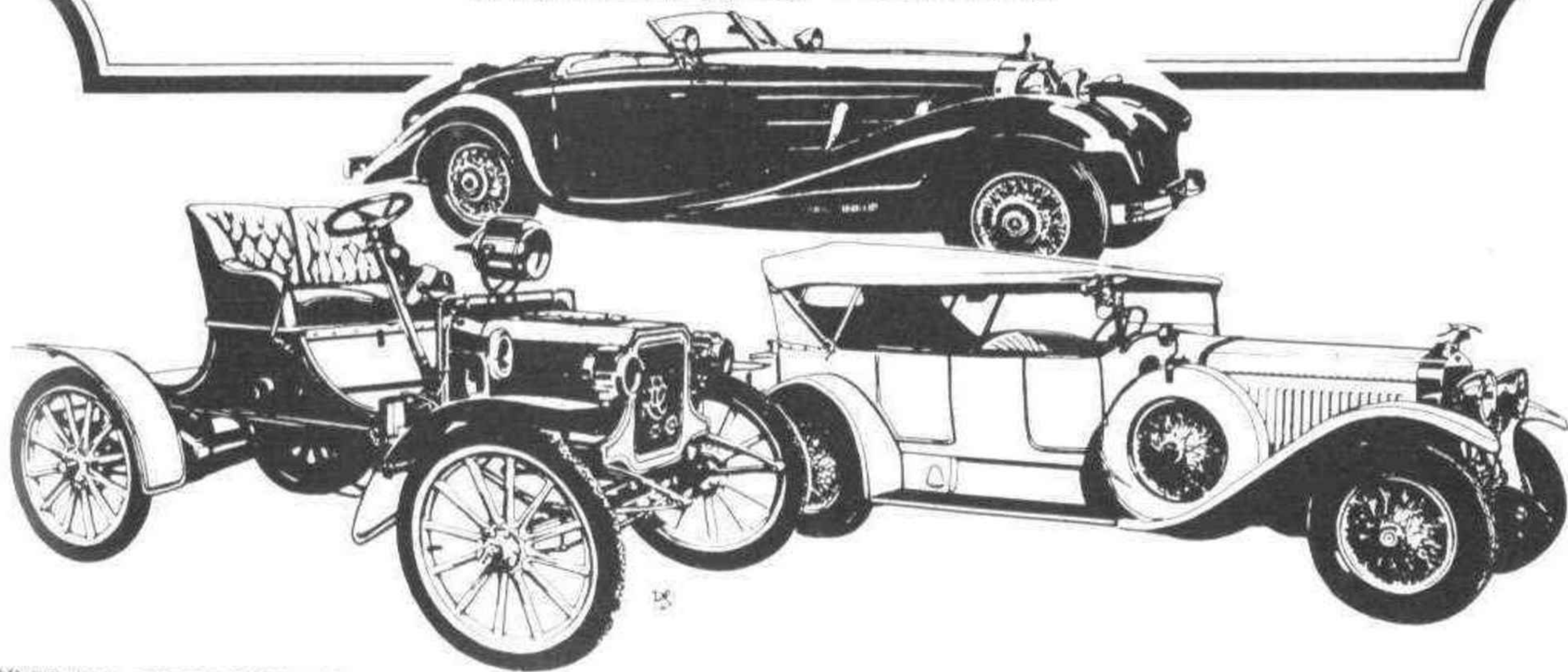
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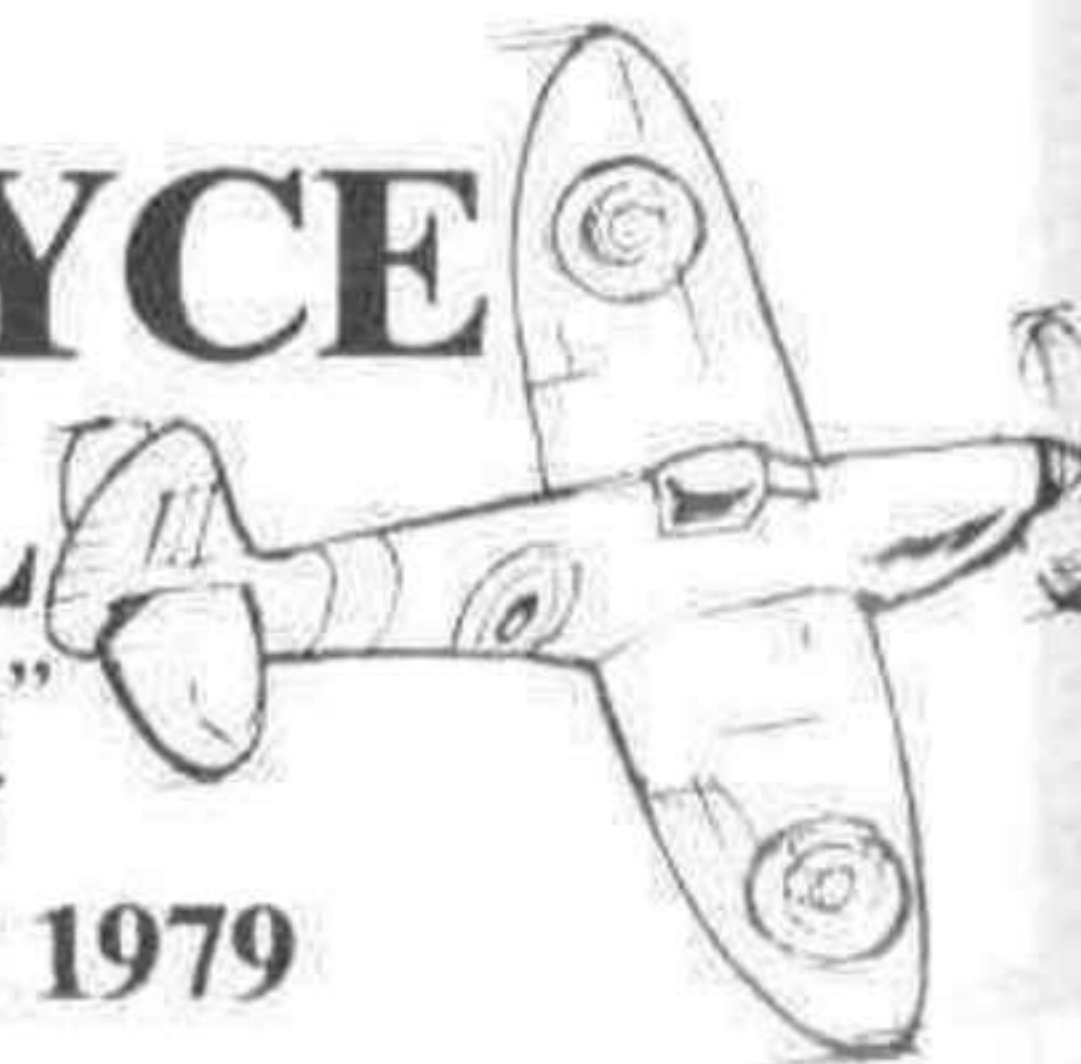
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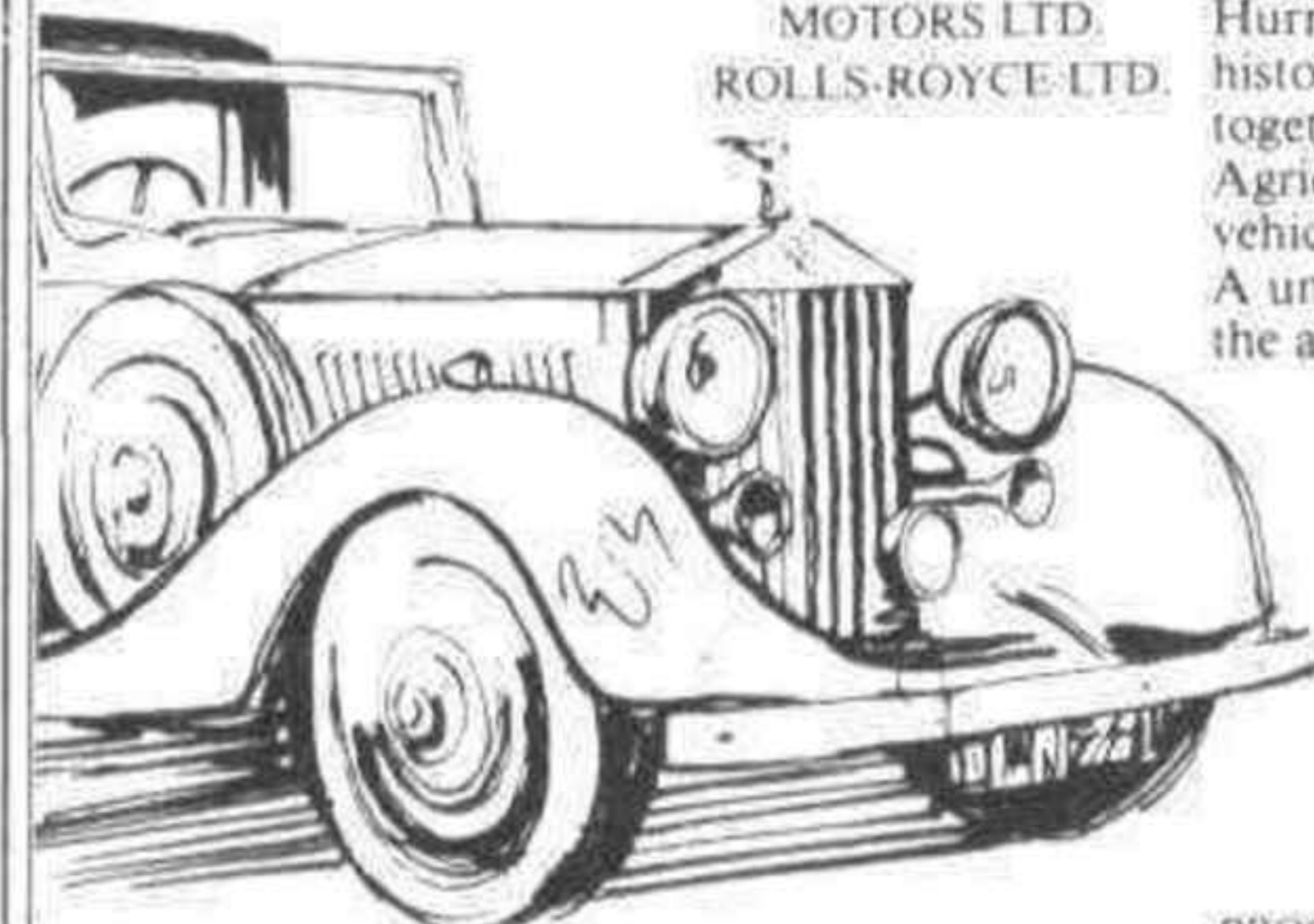
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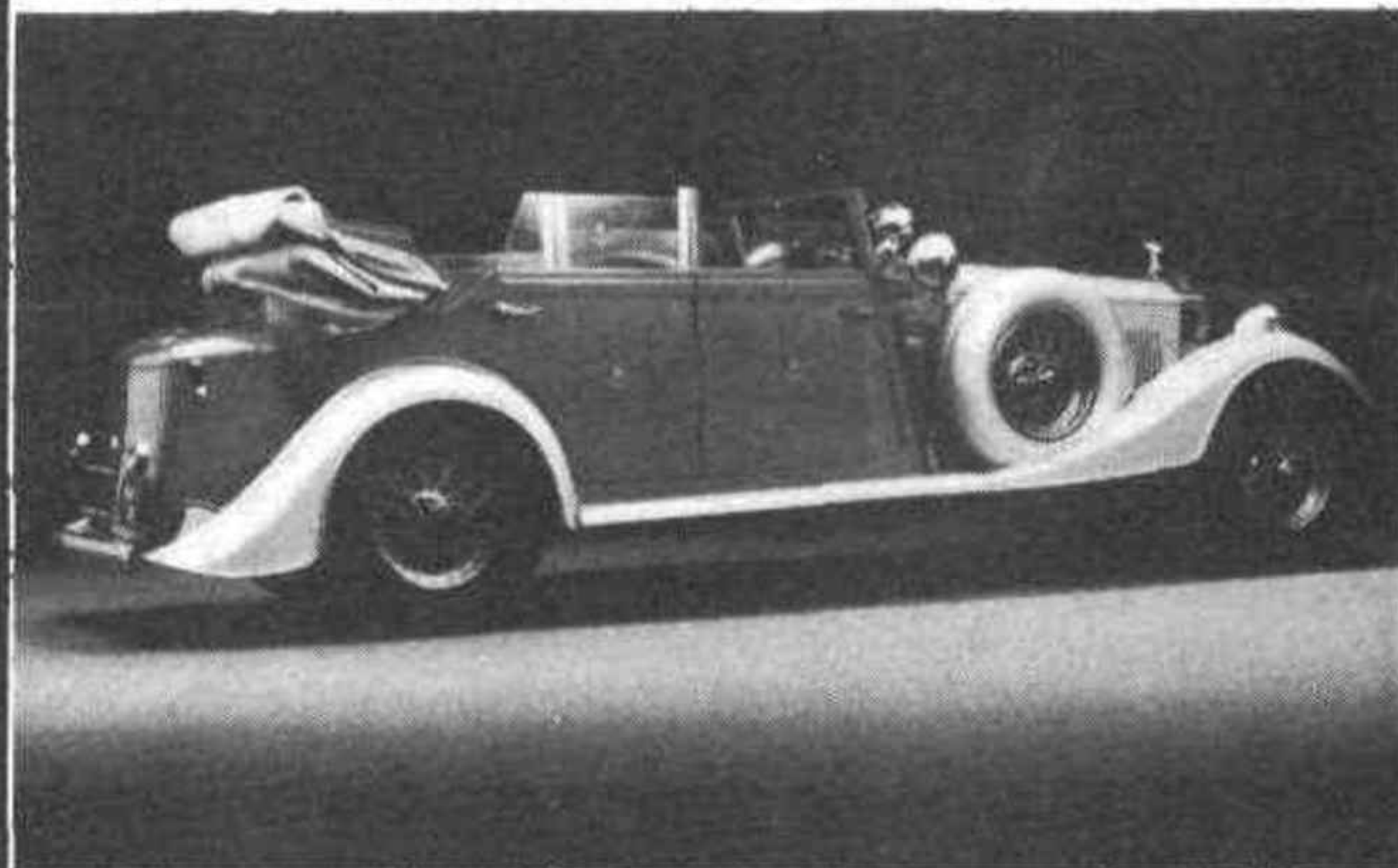
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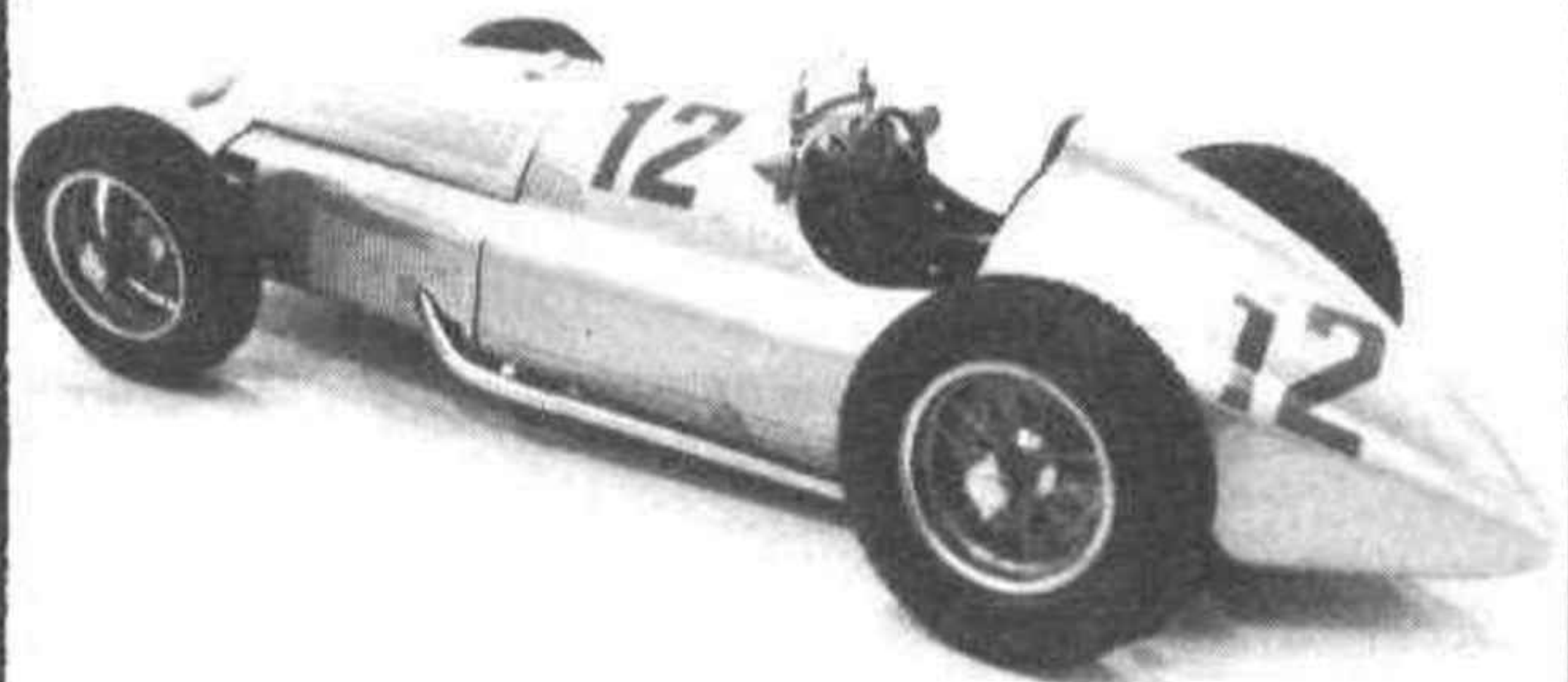


The 1934 Rolls-Royce Torpedo cabriolet model pictured above is over 24" long and probably the most beautiful and detailed scale model we have ever had the pleasure to offer to "Motor Sport" readers. But — be warned — read no further if you are not prepared to be a very patient builder, ask for advice when you get stuck, use all your intelligence and above all work from step one in order through to the end! — why do we say this? ... simply because this is a screw-together precision scale model with 2,095 parts that is not easy to build unless you are willing to use patience, intelligence and attention to detail. If you are then it can be easy and very rewarding — well-built examples have recently been sold for over £1,000 at auction! What do you get for your £159 (post free UK) — a set of parts pre-coloured so all that you have to do is study the drawings and photographs supplied, identify the parts and very carefully put them together.

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The Mercedes Benz W154 of 1939 (pictured above) is another superbly detailed, very high precision model in kit form but made to the slightly smaller scale of 1/20th — ideal for those who are going to build a small collection of super-detailed classics. A majority of the parts are die-cast metal, the model is ready-painted needing only fine detailing and assembly to make it into a superb display piece that as with the Rolls-Royce above is worth when built at least three to four times the kit price. The set of parts features virtually every detail from the full size car including — working front suspension with rocking trapeze arms and helical springs, working De Dion rear axle with working suspension, three-row ready-spoked world patent wire wheels with correctly patterned tyres, full cockpit detail with all instruments and controls, and, even full under bonnet detail with all engine piping etc. This is of course the car that was driven by Seaman, Von Brauchitsch, Lang and Caracciola and is a fitting memory to the last races of the golden era before the '39-'45 war.

These models do not require previous modelling skills (nor do the ones at the top of the page) but they do need patience, intelligence and attention to detail. All are complete with full instructions which are easy for even a newcomer to follow — and — if you get stuck our experts will always try to help!

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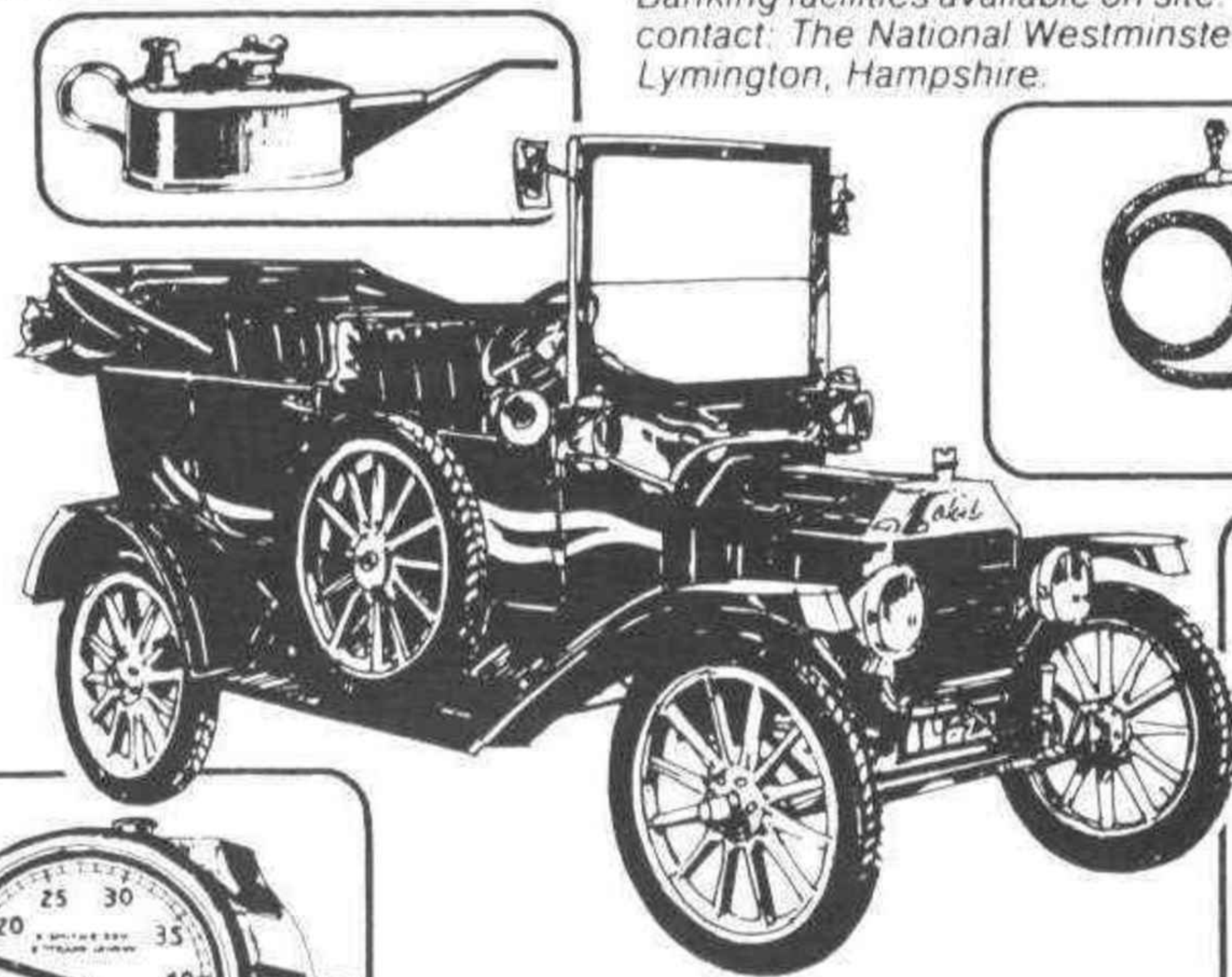
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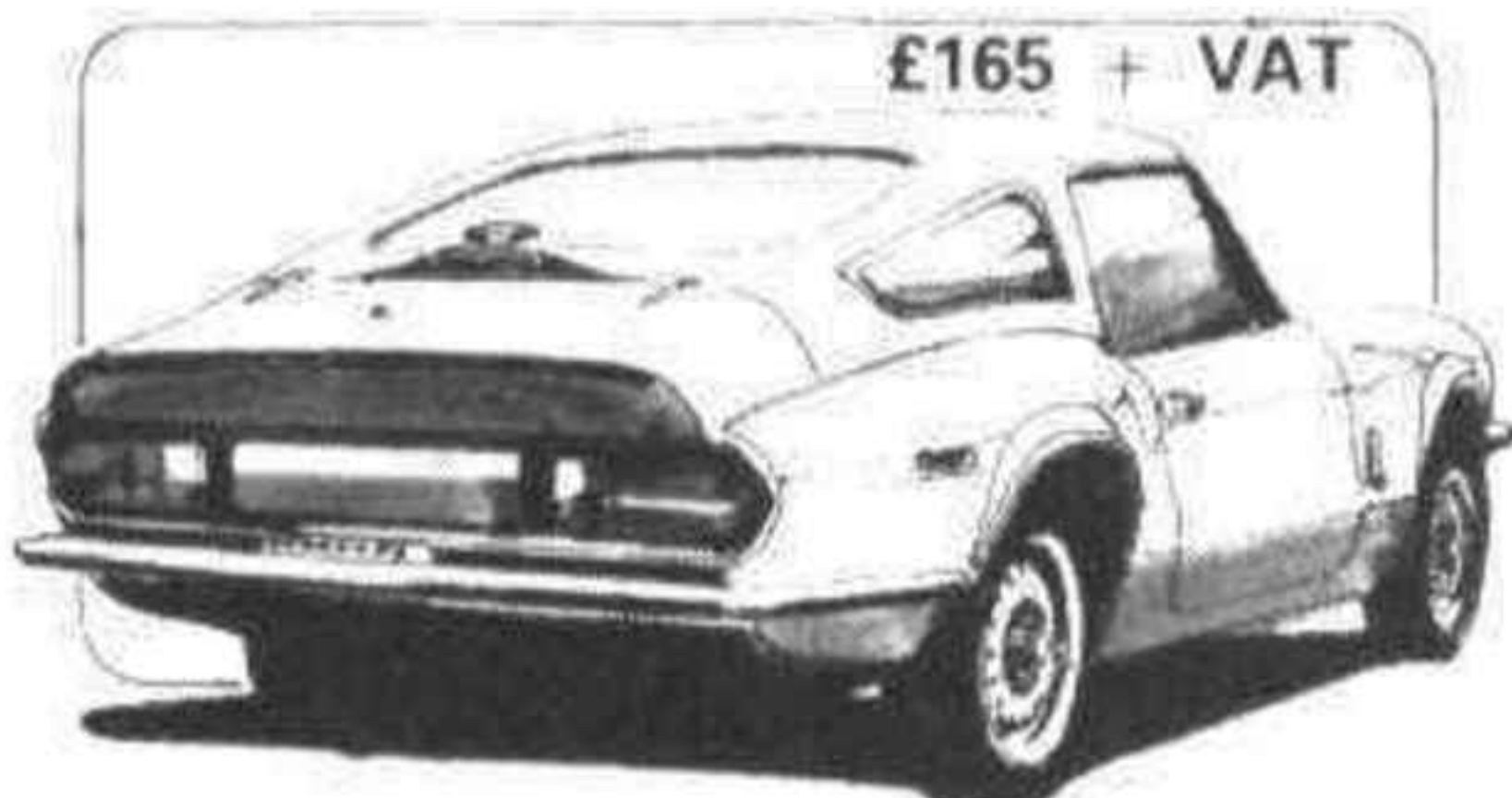
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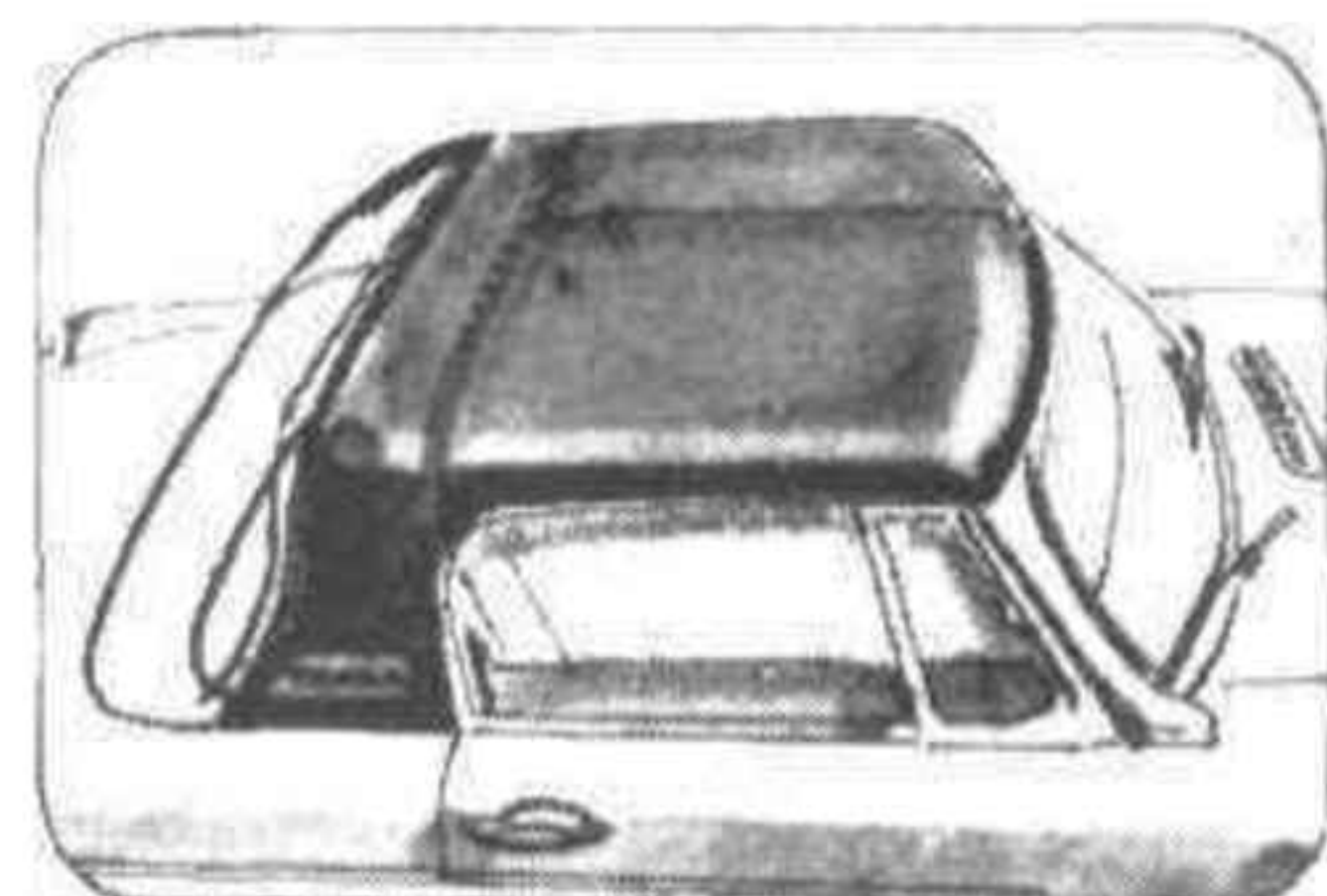
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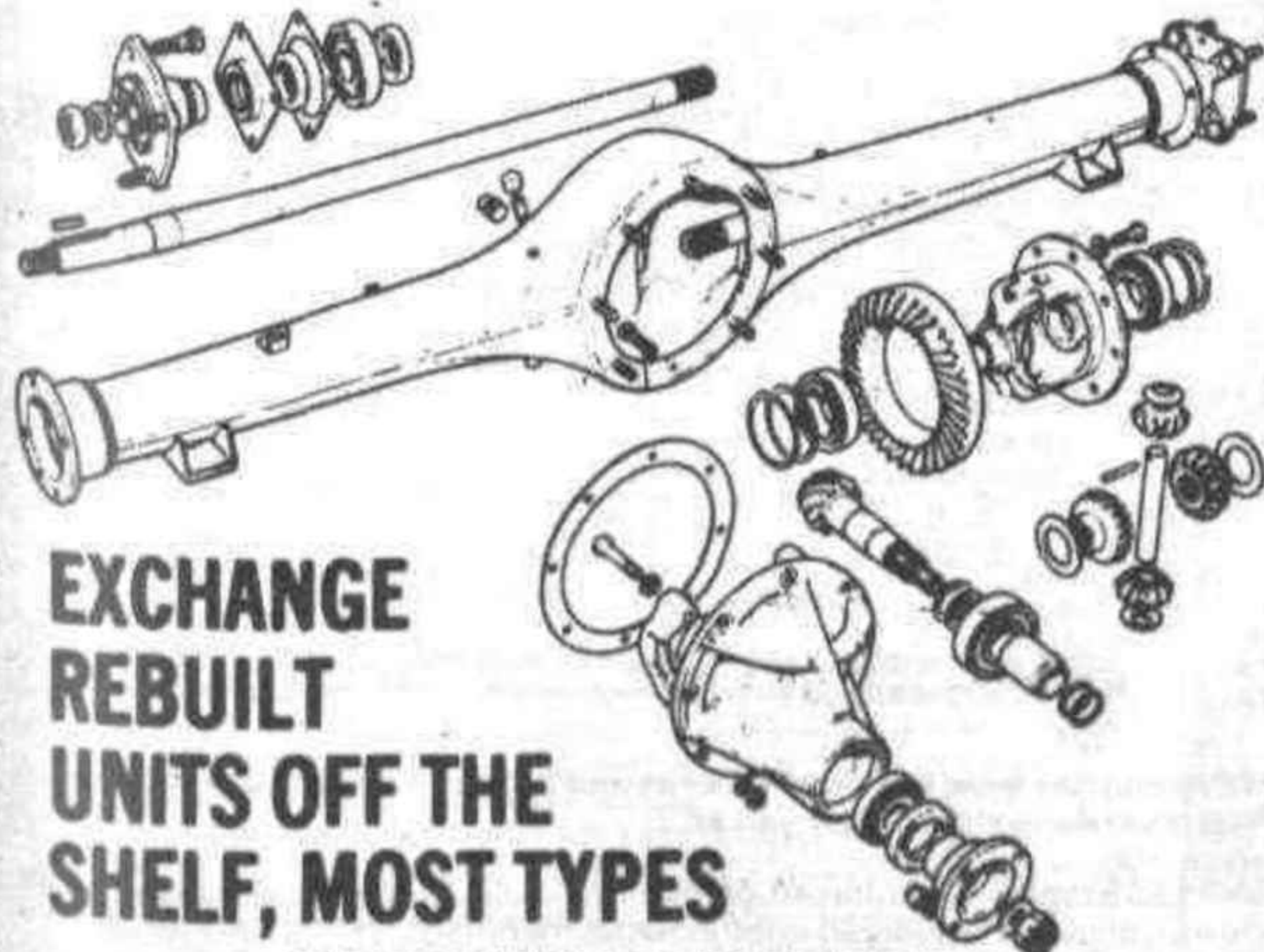
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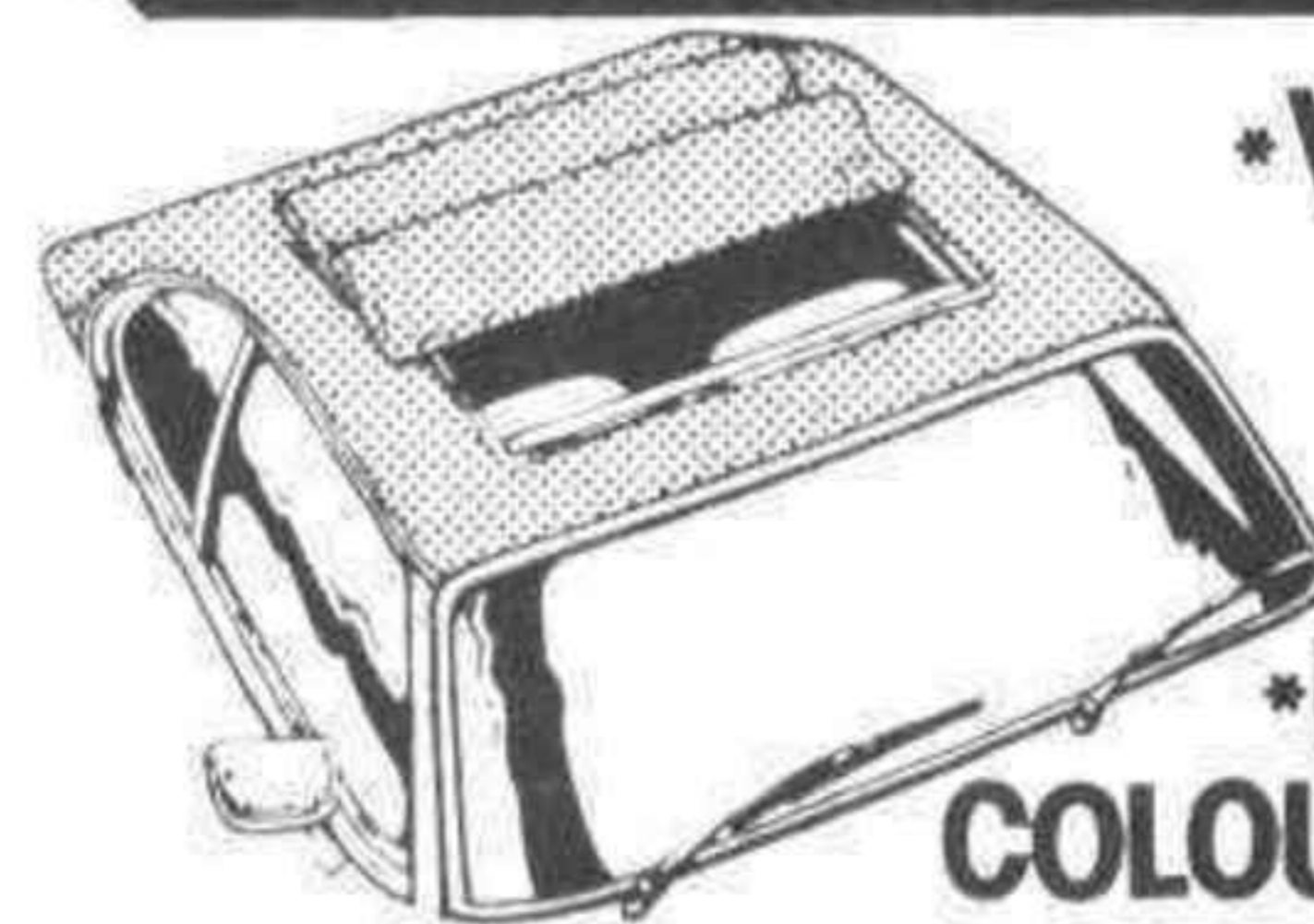
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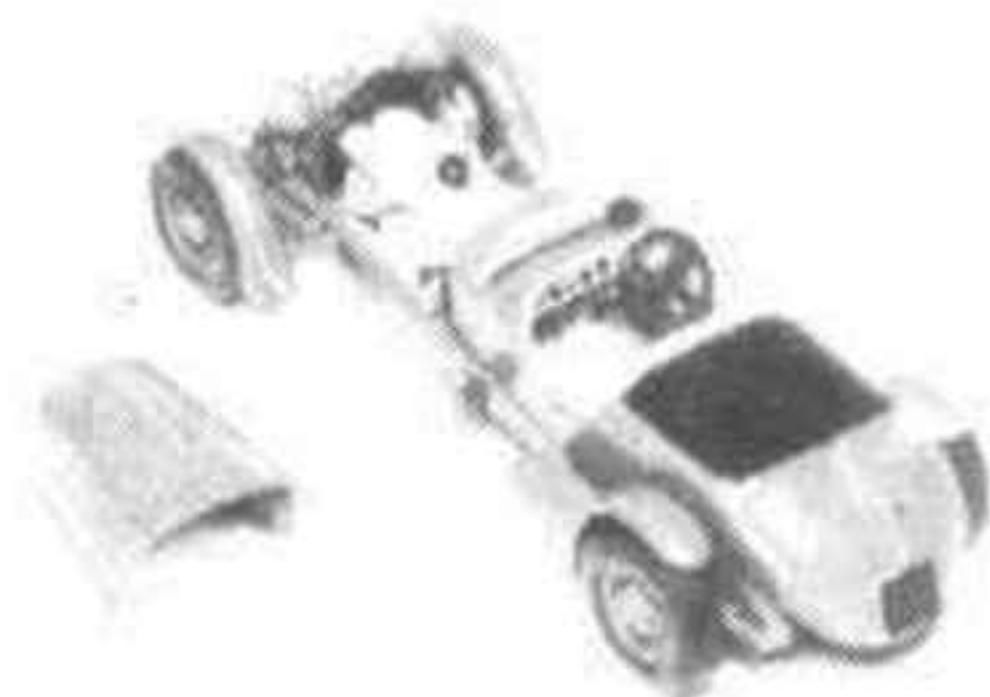


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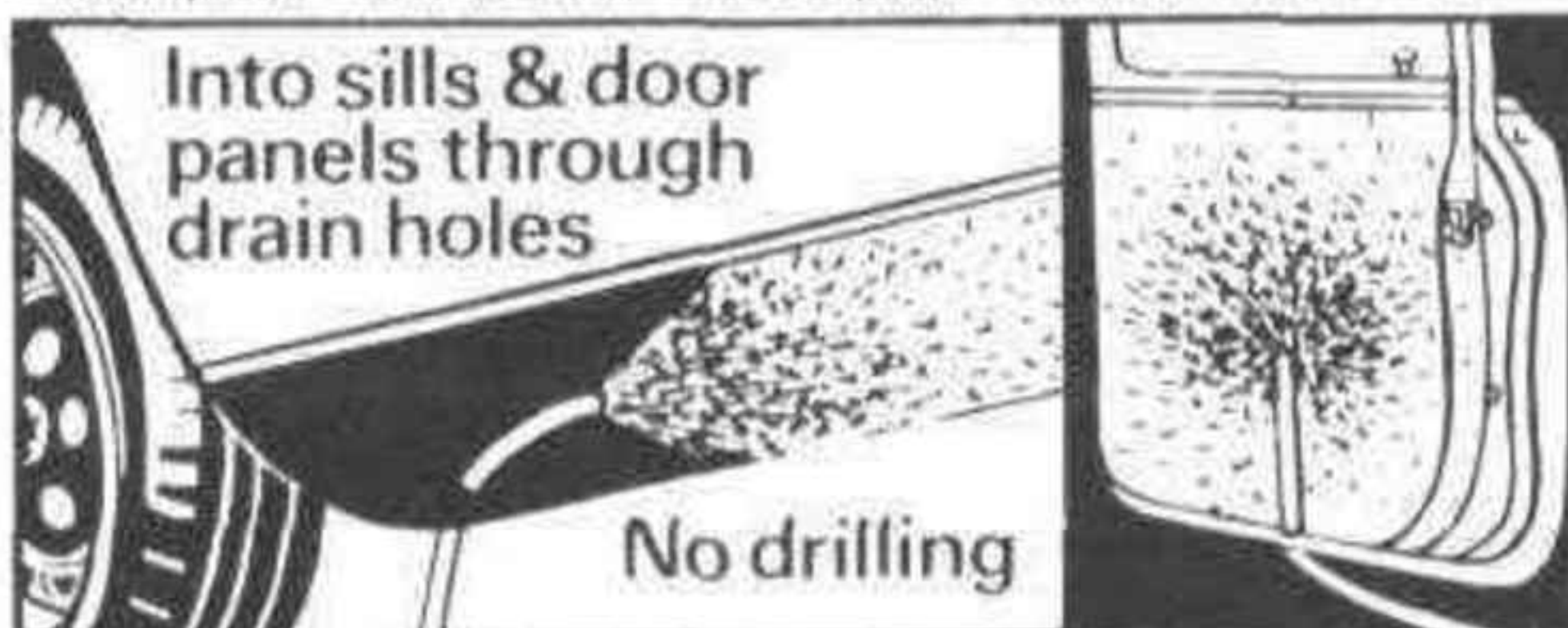


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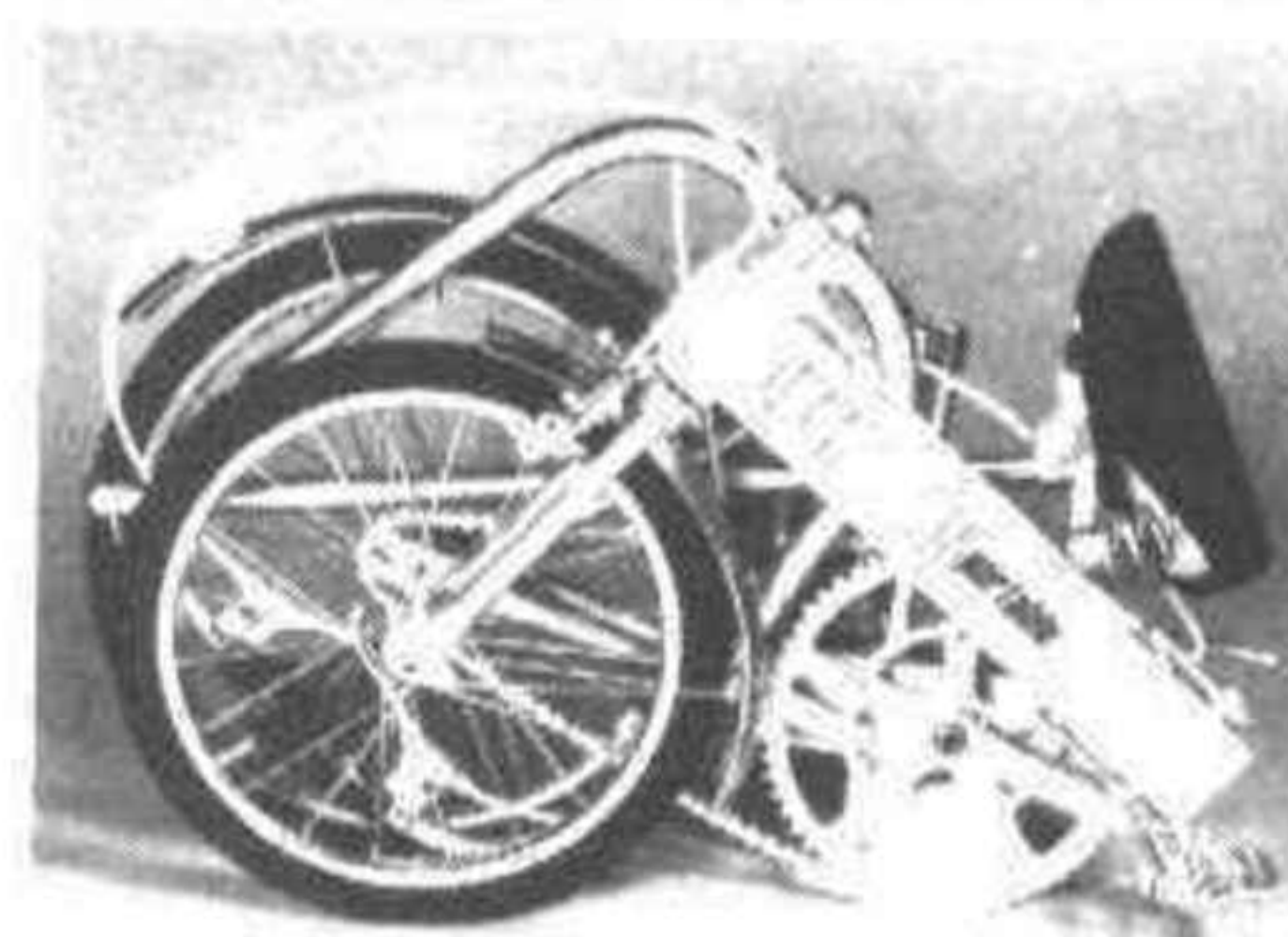
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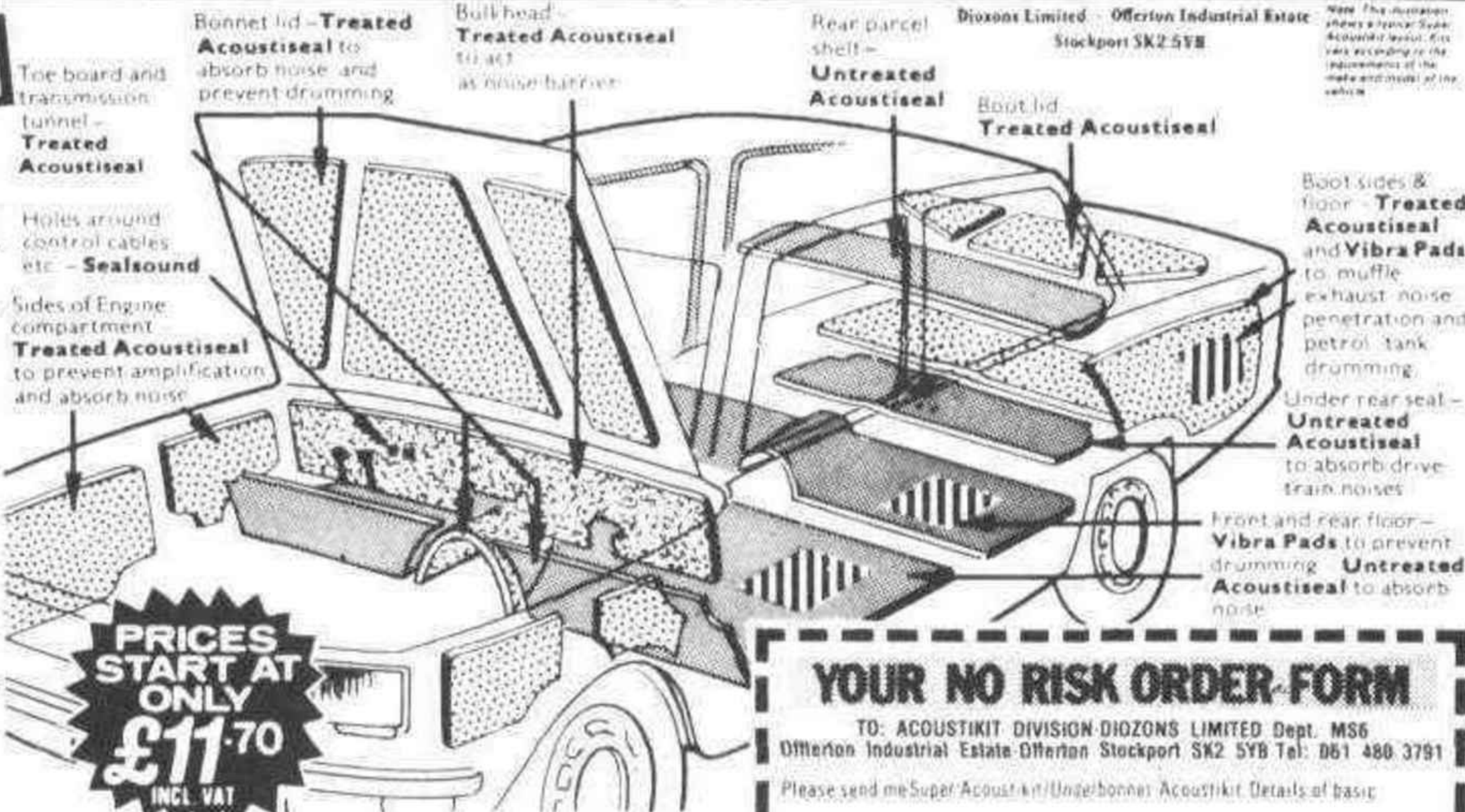
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£1,295 FORD CAPRI 1600, 1972 ("L"-reg.). Suluki bronze with tan interior, only 26,000 miles from new and most exceptional.



£7,695 BMW 528 AUTOMATIC, 1977. Black with black velour, tinted glass, PAS, Philips radio cassette, most attractive.



£5,575 ALFA ROMEO 2000 SPYDER, 1977. White with black interior, push-button radio, one owner, 18,000 miles.



£4,795 BMW 3.0 CS AUTOMATIC, 1973 ("M"-reg.) Metallic Ceylon gold with black velour interior, electric windows, radio, stereo, etc.



£3,395 BMW 316, 1976. Verona red with check cloth interior, one owner, 29,000 miles only.

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The scoop news for September is that the pioneering Provincials at DVM are extending operations SOUTH — the reason being that lots of customers south of Watford Gap never venture up the M1 to Yorkshire — perhaps they think that we still eat babies up here in the great wild wastes! So — out with your pens and make a note of the number, because if you buy from our SOUTHERN outlet, you'll still be paying NORTHERN prices, which has got to be good news for the inflation-ridden sports car enthusiast in the South!

DVM's brand new outlet is: STATUS CAR CENTRE, Warren Road, Purley, Surrey, tel. 01-668 9559-4010, which is not a million miles away from the Metropolis! We shall endeavour to build up stock down there, but meantime we will cater for genuine enquiries on a demonstration-by-appointment basis. Full service, Crypton and M.O.T. facilities are available, and specialist conversion work is welcome — you try US; and WE'LL try for YOU.

TVR TAIMAR New. Squadron blue with metallic silver band and optional Wolfrace wheels. We nearly sold it to an inventor, but he was too inventive about his part exchange! My, my, how we suffer! £8,950

TVR CONVERTIBLE 3000 S 'T' registered in May 1979. Avoid the quantum leap in VAT! Red with oatmeal, nominal mileage. £7,700

TRIUMPH STAG 'S' registered, whitetan with h & s tops, manual with overdrive, excellent condition, one owner. £5,950

PONTIAC FIREBIRD 1976, 'S' registered. Metallic silver, Firebird motif, 22,000 miles, Hurst manual shift, Mighty, muscular monster! £5,650

MATRA SIMCA RANCHO 1978 'T' registered. 14,000 miles, in as new condition. Red, fitted with radio cassette. One previous owner, who has now decided to stick to the highways with his new TVR! — e hope £4,800

TVR TAIMAR 'R' registered Dec. 1976. White-brown coachband, Wolfrace wheels, sunroof, 24,000 miles, oatmeal interior, new tyres. £5,350

TVR 3000 M 1976. Yellow black band, sunroof, Bright, immaculate eyecatcher! £4,350

MG 'B' Roadster 1976. Citron yellow, overdrive, rustproofed, 25,000 miles. £2,550

PIPER GT PII Coupe. Rare, rare car. You can drive it if you're under 5 ft. 10 in. tall! Double halogens, removable roof panel. £2,150

MG 'B' GT V8 1976. Tundra green, 52,000 miles, one owner. £3,495

TRIUMPH TR7 1976. Java green, Wolfrace wheels, Protrac tyres, 30,000 miles. £2,650

MG MIDGET 1977. Lady owned, attractive little soft top in primrose. £2,195

MG 'B' GT 1974, 'N' reg., chrome bumpers, white, o.d. £2,295

ALFA ROMEO SPIDER VELOCE 1975. Elegant, refined drophead in yellow with black coachband. Super condition. £3,650

MINI COOPER 1275 S 1968. Immaculate white Webasto roof. New S unit and gearbox. 2,000 miles old. £1,350

TVR TAIMAR 1977. 18,000 miles, beautiful colour scheme, special number, quite exceptional. £5,995

TRIUMPH TR6 Convertible. O.D. 'N' registered. £2,500

TRIUMPH TR7 1978. Brown, tartan cloth interior, low mileage and immaculate. £3,350

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FOR SALE—continued

ASTON MARTIN DB5. 1964. Excellent condition, Selecta ride suspension, 4-speed gearbox with overdrive, low mileage. £3,500. Phone: (0967) Strontian 2333. (37723)

MERCEDES 200SE Saloon, 1965 model. Requires extensive rebuilding but mechanics are good. Radio, aerial, workshop manual. £250, no offers. Phone Barkway (076-384) 759. (37722)

BMC 350 EA 2-ton van. Very good bodily and mechanically except requires major engine rebuild. Ideal for carrying vintage car to meets, used regularly for transporting Citroën. £250, no offers. Phone Barkway (076-384) 759. (37722)

FERRARI DINO 246GT. 1972. Red, black interior, engine rebuilt, just MoT'd by Maranello, new tyres, radio, an excellent example. Consider part exchange. £6,995. Phone Hayling Island 5392. (37720)

TVR 3000M. L-reg. £2,750. Push button radio, stereo cartridge player, Sundym windows, sunshine roof, new Spax adjustables and exhaust recently fitted, taxed and tested, good fast car in Bahama yellow. Tel: Halifax 205490. (37719)

ASTON MARTIN V8. 1971. 50,000 miles. Ming blue, white trim, superb condition throughout. £6,950. M. Ward, Nottingham 268144 or Mansfield 882856. (37718)

1924 BENTLEY three litre saloon — speed model engine still running in. Perfect. £19,000. Tel: 01-854 3181 or SHORNE 2514. (37713)

1968 DAIMLER 250. Manual/overdrive, Motorola, HRW, excellent midnight blue body, grey leather, heads overhauled, brakes rebuilt, new 8000's, exhausts, year's MoT, taxed December. £998. Bradford-on-Avon (02216) 6245. (37714)

TR5. Excellent red bodywork with beige trim. Surrey. Full hood, very good engine, quiet and economical. Best offer. 01-650 7101. (37712)

DOLOMITE SPRINT. 1976 (R). Tahiti blue, beige trim, overdrive, undersealed, rustproofed, truly superb example, low mileage. £2,400 o.n.o. Standish (Lancs) 423265. (37711)

MORGAN, 1971. 4/4 4-seater. V.g.c., red with black leather reclining seats, rear bumper with overriders, klaxon, door handles, map light, fog lights, chrome finished lights, chrome luggage rack and tonneau, MoT, taxed, 57,000 miles. £3,850. Telephone: Weston-super-Mare 25226. (37709)

TR4 IRS. 1967. White with black trim, wire wheels, overdrive fitted, boot rack, taxed, full MoT, good condition for year. £845 o.n.o. Bognor Regis 27298. (37707)

JAGUAR XK140 Drophead Coupé. Black/tan leather. Excellent hood and tonneau cover, beautiful original condition, 46,000 miles. Known history, present owner since 1966, just serviced and MoT until June 1980. £5,750 o.n.o. Phone: 01-267 2991. (37708)

MG-B GT V8. 1974. Chrome bumpers, sunroof, gold with black interior, new tyres and exhaust system, radio, full MoT, v.g.c., just had major service, 12 months warranty. £2,700 o.n.o. Terms/exchanges. Milton Keynes (0908) 613878. (37706)

1938 RILEY Big 4, 2.4-litre. Original condition, immaculate, must be seen. £2,850. Exchange for Morgan Grimsby 63774. (37705)

JAGUAR E-TYPE Coupé 3.8. New exhaust, good tyres, wire wheels, needs work. £950. Folkestone 53531. (37703)

DAIMLER SOVERIGN AUTOMATIC. 1968, BRG, 78,000 miles, history, Motorola, HRW, rebuilt engine, no rust. Beautiful inside and out, taxed November. £795 o.n.o. Tel: 01-360 0849 (Southgate). (37858)

LOTUS 7 SII, CATERHAM. 1978. Vagantune twincam stage III, red, all extras, garaged, totally immaculate, must be seen to be appreciated. £5,000 o.n.o. Tel: Earl Shilton 43825. (37857)

ALFA ROMEO 2000 GTV. 1974. Low mileage, superb throughout, long MoT, excellent stereo, radio cassette, very fast, quite exceptional. £1,795. Tel: Bristol 422120. (37854)

PORSCHE 911S TARGA. 1973. lhd, 60,000 miles, v.g.c. V-reg. Service history. £4,500 o.n.o. Tel: Wilmslow 523790. (37852)

RELIANT SCIMITAR. 1976 R reg'd, Caspian blue, matching blue cloth trim, auto, elec. windows, stereo-cassette, elec. aerial, very low mileage, second car. £4,250. Tel: Leighton Buzzard (0525) 374282 (office) or Leighton Buzzard 373366 (home). (37851)

PORSCHE 911E. 1972, rear shell immaculate. From gear shift backwards, many other parts, Sportomatic box etc. Tel: Wilmslow 523790. (37852)

JAGUAR XJ6 4.2 AUTO. 1973 (Series II). All usual extras. £1,750 o.n.o. Tel: Chepstow 3860 (home), Pontypool 57241 (office). (37847)

MG-B GT V8 1974. Excellent condition, radio, tape player, long MoT, usual V8 extras. Tel: Lydney 2000 evening or Chepstow 5464 day. Price £3,950 o.n.o. Part exchange considered. (37850)

MINI COOPER or Mini Cooper 'S' wanted. The ideal car would be mechanically excellent, rust free, mildly tuned, fitted with wide wheels and tinted windows. Very slightly tatty or battered bodywork would not be a serious disadvantage. View London or Southern England. Tel: 05902 3666. (37845)

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TRIUMPH SPITFIRE. 'R' reg. red with black upholstery. Rustproofed, 30,000 miles. One owner now with company car. £1,795. Tel: 0386 792066 evenings. (37843)

RALLY FIRENZA or Sprint. Business forces sale of strong competitive clubmans car. Highest offer around £2,000 must take. Tel: Portsmouth 27220. (37842)

TR6. 45,000 miles, 1973. Excellent condition throughout, carmine red with black trim. XAS tyres, overdrive, factory hard top and soft top. £2,450. Tel: evenings High Wycombe 40379 or Office Maidenhead 23456 ex 338. (37841)

ASTON MARTIN DB6. 1968 auto. Connaught green. Black interior. Car in mint condition and maintained regardless of cost. History known. Annual mileage 5,000. Offers invited in excess of £12,000. Tel: Grays, Thurrock 0375 77499. (37840)

ASTON MARTIN V8 MANUAL. September 1978. Storm red with hide interior and rear fog lights. Very, very low mileage, one owner, immaculate condition. Used as directors second car. £22,950. Tel: Ashford (Kent) 20401 between 9 and 5, Aldington (Kent) 309 evenings and weekends. (37839)

MG PA. 1934, 4-seater, original, running until stored, another for spares. Also 1937 TA, complete and original, both for restoration. XPAG engine and other spares. Offers region £4,000 the tot. or separate. Box No. 6141. (37834)

FOR SALE—continued

MORGAN PLUS 8. 1971, black, 54,000 miles, luggage rack, rollbar, new exhaust, resprayed. £3,900. See Norfolk or London. Tel: 01-351 1202 (evenings). (37721)

MGA 1600. 1959, all metal body. Good condition. Retrimmed 1978. Tax and M.O.T. £2,000 o.n.o. Tel: 837 1056 after 6 p.m. (37720)

BMW 30CSL LIGHTWEIGHT COUPE 1979. Immaculate. Polaris silver. Alpina wheels. Mechanically excellent, all usual extras included. AM/FM stereo, radio/cassette, new tyres, exhaust system. £4,650. Tel: Wisbech (0945) 2055 evenings. (37719)

RS2000 ESCORT. 'The 122N', yellow/orange dec. Mechanically good, bodywork fair, M.O.T., one owner. £1,700. Tel: 01-995 5702. (37718)

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TR5. 48,000 miles, immaculate condition. £2,300 o.n.o. Tel: Ruislip 36961 after 6 p.m. (37713)

BMW 320i. 1976 P Registration, 38,000 miles, sunroof, radio, cloth seats, tinted glass, metallic paint. Partner's car, maintained by firm. Price £4,250 o.n.o. Tel: Office hours Marlow 4353. Evenings/weekends Watlington (Oxon) 2625. (37712)

VW BEACH BUGGY. LWB, 1,200 c.c., white hot black star fire finish. 1979, £300 overhaul, M.O.T. 1980. £800 o.n.o. Tel: Maidstone 44003. (37711)

ROVER 3500 AUTOMATIC. Uses cheap LPG or petrol. 600 miles fuel range. 1976, one owner. Four Dams and five unused Cinturato, P.A.S., sunroof. £3,300. Tel: Cobham (Surrey) 4066. (37710)

ALVIS TD21. Late series 2, gold sand saloon, wires, five-speed box, radio, tow-bar, mechanically sound, bodily good, genuine classic. £1,850 o.v.n.o. Mareham-le-Fen 349. (37709)

LANCIA FULVIA Coupé S3. 1975, 37,000 miles, beautiful throughout, 10 months M.O.T. £1,950. Part exchange might be considered. Tel: Carlisle 28957. (37708)

ALFA ROMEO 2600 SPRINT. 1964, good engine, interior, spare gearbox. £275. Tel: Peterborough 72497. (37707)

TR4A IRS. 1966, white, excellent condition, much loved and tended. £1,275. Tel: 01-941 0342 evenings. (37706)

ROLLS-ROYCE. 1955 Silver Wraith, five seats sports saloon, electric division, body James Young. £10,000. Fine condition. Tel: Southend-on-Sea 712729. (37705)

BMW 2002. Second owner, 39,000 miles, 1972, excellent, superb, recent tyres, clutch, etc., long M.O.T. £1,300. Tel: 01-886 3080. (37704)

MORGAN 'B. 1974, yellow, black interior, 38,000 miles, M.O.T. April 1980, recent big overhaul, new tyres, luggage rack and bonnet strap. A real catcher in lovely condition. £4,850. Tel: Stalford 80607. (37703)

MERCEDES 350SE. 1975, P Reg., metallic maroon/grey velour, electric roof, windows, central locking, radio cassette, 44,000 miles, immaculate. £9,750 or exchange Porsche 911 similar condition. Tel: Kinver 3741 evenings. (37702)

INVESTMENT OPPORTUNITY. 1956 Alfa Romeo Giulietta Spider, hard/soft tops, red, stored since 1971. £1,750. Tel: Theford 61973. (37701)

MERCEDES 450SE. 1974, silver green saloon v8, electric roof, headlamp wipers/washers etc., 62,000 miles. Property of company director and very meticulously maintained. It looks like new. £9,950. Tel: (0272) 662206. (37700)

TRIUMPH TR7. S Reg., Brooklands green with white coachline. Good condition. Stereo cassette player. £2,850. Tel: Winchester 66686. Hants. (day time). (37699)

BMW 525. Very interesting car, triple twin carburetors, M.O.T. February 1980. Reg. February 1979. Metallic silver, blue interior, VHF radio, tinted glass, full garage service history, 53,000 miles. £3,000. Office 01-606 4647, home, Chelwood Gate 377. (37698)

PORSCHE 911 LUX. July 1976, metallic plating, 42,000 km., stereo radio cassette, a.c. ind., a.c. maintained immaculate condition, must sell. £8,853 or offers. Tel: Nigel Rush, 01-686 0555 day or 01-686 533 evenings. (37697)

V8 MG-B. 1976, 28,000, red, tints, stereo, chrome wheels, very good condition. £3,500 o.v.n.o. H. Wycombe 29289. (37696)

NORTON 1958 Manx 350. Lancefield prepared engine, good original condition, ready to race. Offers over £3,000. Rogers 0785 44303. (37695)

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MORGAN 4/4. 1974. Special colour and number, low mileage, extras, wires, radio, spots, rear fog lamp. £5,000. Phone: St. Ives (Cornwall) 4670. (37693)

AUSTIN HEALEY 3000 Mk III. 1966, MoT overdrive, wires, black trim, immaculate all steel red bodywork, many new parts including hood, exhaust, brake owned abroad. Only £2,800 o.n.o. for quick sale. 09062 5887 evenings weekends. (37692)

VAN, FORD 10 cwt. 1939/55, Model E83W. Absolute concours, as new condition, express blue-black. £1,550 o.n.o. Tel: Leicester 785596. (37691)

ALFA ROMEO Alfetta GTV 2000. S-reg. V. mileage, high m.p.g., cloth seats, radio stereo, excellent condition. Genuine private sale. £3,900. Tel: 01-947 7411 (days) or Epsom 22986. (37690)

JAGUAR XK150S, hardtop. 1960. Oldham & Crowder door sills, battery boxes, door posts, spare wheel housing. £100-£120. Petrol tank £10. 2 new unrun rear wings £100. New roof panel £80. Transmission tunnel £10. Green carpets, headlining and same type free. Recon. unused rad £20. Rear window £10. Chassis plus front suspension offers T. Jack. Stops, 14 Curzon Street, W1. 01-499-6291. (37689)

DAIMLER V8 2 1/2 litre, H. registration, September 1969. Mileage under 38,000, Regency red, one owner (present one) from new, passed MoT July 20th 1978. Excellent condition. Bargain at £18,000. Telephone Lancaster 64503 after 7 p.m. (37688)

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- 1977 Alfa Romeo Spyder Veloce 2-Seater Drophead. 1 lady owner. 4,091 miles only. radio/cassette, electric aerial. Ziebarted £6,555
- 1973 BMW 3.0 Si, maroon/grey velour, owned by us since Oct. 76, approx. £400 spent 31.7.78, new radio/cassette just fitted, power steering £1,995
- 1963 Bentley series III, two tone green, personalised number, local owner last six years £7,545
- 1967 Cadillac De-Ville, met. green, 40,609 miles, ex late Paul Getty £3,255
- 1979 Chevrolet Corvette Split-roof coupé. L82 engine, extras too long to list here. Blue with silver factory pinstripe oyster leather, 250 miles only £12,050
- 1977 Chrysler Avenger GLS 1600, brown, one owner, 22,925 miles £2,295
- 1977 (Oct.) Datsun 260Z 2+2, met. aubergine, 14,564 miles, alloy wheels, 5-speed, stereo, plus self-seeking radio £5,445
- 1954 Daimler Conquest Century 2½-litre, black, 18,474 miles, original log book shows two owners, first one for 21 years £1,995
- 1926 Ford "T"-type, 2-seater £6,000
- 1974 Jaguar 4.2 XJ6. Dark blue, one owner, new engine just fitted by us, total bill £980. Air cond., sunroof, radio, electric windows, P.A.S., automatic £4,445
- 1970 Jaguar E-type 2+2, automatic, sable/tan, 67,620 miles, chrome w.w., radio, Webasto £3,995
- 1967 Jaguar 420 automatic, dark blue, approx. £500 spent by us, brakes, carbs, exhausts, timing chains, etc £895
- 1974 Jensen Healey. Red, hard and soft top, radio/cassette £2,125
- 1977 Lancia Beta HPE 2000. Red, 29,788 miles, radio, 5-speed, electric windows, rear wiper, sunroof £3,795
- 1970 (Dec.) Lotus Elan S/E S4 coupé. Yellow, last owner Midland Lotus Club member. Lot of recent work, radio, electric aerial, exceptional example £1,995
- 1969 Lotus Elan 2+2. Red/black, last owner 9 years, 47,212 miles; history since new, must be seen to be appreciated £2,195
- 1976 (V Reg.) Mercedes-Benz 450 SL. One owner, 1,200 miles, hard and soft top, auto, P.A.S., limited slip diff, red, other extras £22,045
- 1971 Mercedes-Benz 280SL, LHD. White/black, hard and soft tops, manual, P.A.S., radio £3,995
- 1977 (Model) MG-B GT, green, one owner, 28,149 miles, tinted £2,995
- 1977 MG Midget, yellow, 11,000 miles £2,145
- 1976 MG-B GT V8. Harvest gold, 14,726 miles, chrome wheels, tinted, overdrive, etc £4,545
- 1976 MG-B GT. Red, chrome Rostyles, overdrive, tonneau, choice of 3 £2,495
- 1976 MG-B GT V8. Tundra, 26,767 miles, overdrive, tinted, sunroof, radio/cassette £4,395
- 1976 MG-B GT. Citron, overdrive, wire wheels, Sundym, sunroof £2,865
- 1976 MG-B. Red/black, overdrive, headrests, tonneau, radio, 28,871 miles £2,695

- 1975 (74 model) MG-B GT V8, bracken tan, tinted, fog spot light, overdrive, radio £2,995
- 1975 MG-B GT (Anniversary Model) limited number made, only 33,345 miles, usual extras £2,995
- 1975 (74 chrome bumper model) MG-B GT, Grey mirage black nylon, overdrive, tinted, radio, rear fogs £2,445
- 1975 MG-B GT V8. Grey mirage, 27,128 miles, usual V8 extras including radio/cassette £3,775
- 1975 (P) MG-B GT V8, Red black, 22,943 miles, sunroof, radio, overdrive, tinted, headrests £4,215
- 1974 MG-B GT. White/tan, overdrive, radio, two owners only £2,245
- 1974 MG-B GT V8. Chrome bumper model, 37,074 miles, Damask red, chrome wheels, overdrive, radio/cassette, two owners £2,995
- 1974 MG-B GT V8. Chrome bumper model, 25,275 miles, Harvest gold/black, recent £150 radio/cassette, sold by us to last owner £3,295
- 1974 MG-B GT. Auto, Damask red, 18,130 miles only, sunroof. Here when ad. appears £2,175
- 1974 MG-B GT. Citron/black nylon, overdrive, tinted, radio/cassette £1,995
- 1973 MG-B GT, automatic, white, headrests, radio, rear fog lamps £1,865
- 1973 (Oct.) MG-B GT. Damask red, overdrive, radio, HRW, mirrors £1,645
- 1972 MG-B GT. Teal blue tan nylon, tinted, overdrive, stereo radio £1,945
- 1977 Morris Marina 4-door 1.3 Super, brown, one owner, 18,687 miles £7,845
- 1977 (Sept.) Porsche 924 "Lux". All black, sunroof, tinted glass, alloy wheels, 9,700 miles, one owner £1,395
- 1976 Renault 6 TL. One owner, 23,137 miles, yellow, radio/tape £2,245
- 1976 Renault 16 TX. Auto, one owner, 37,735 miles, roof rack, central locking, electric front windows £2,675
- 1977 (R) Triumph TR7, yellow, green trim, one owner, 25,851 miles £4,995
- 1977 Triumph Stag Convertible, racing green, tan trim, one owner, electric windows, radio, P.A.S., overdrive, alloy wheels £3,295
- 1977 (Oct.) Triumph TR7, green, one owner, 16,368 miles, 5-speed, sunroof, headrest, Sundym £1,445
- 1972 Triumph Spitfire Mk. IV. White, headrests, tonneau, very clean example £3,195
- 1974 Triumph TR6. Green mallard, hard top, radio, overdrive, 36,294 miles £1,595
- 1973 Triumph GT6. Magenta, one owner, 26,065 miles, radio/cassette £1,695
- 1973 Triumph GT6. Magenta/blue cloth, engine rebuild 2.6.78 £460, overdrive, HRW, AM/FM radio, Sundym, stereo £1,695
- 1972 Triumph TR6. Hard top, damson, one owner only, modified to Strombergs, original invoice with car £1,045
- 1974 Triumph Spitfire Mk IV. Wedgwood blue, hard and soft tops, radio £1,595
- 1972 (Oct.) Triumph Mk. III GT6. White, two owners since new, mileage 42,674, radio

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FOR SALE—continued

BEAN SPRINT FHC, 1972(L). Red/gold, rebuilt engine and gearbox, bills £600, bluespot. £2,850. Bishops Stortford (0279) 74666 (Herts). (37917)

1973 VAUXHALL Viva 2300. Blydenstein head, luminition ignition, new ZX tyres, 43,000 miles, outstanding condition. £1,100. Tel: (evenings), Mr. Longhill, Great Glen 2008. (37932)

LOTUS ELAN + Two, S130/5, 1974. Low mileage, Blaupunkt stereo, excellent condition. £3,500. Phone: 0672-40629 after 6.30 p.m. (37926)

LOTUS ELAN S4/SE DHC. Gold leaf colours, in excellent condition, much above average. Only £1,875, part exchange considered. Highcliffe 72592. (37925)

BENTLEY "R-TYPE". New stainless exhaust, new tyres, new steering, resprayed, 160,000 miles, MoT and taxed. £6,000. With registration 32R, £7,000. Bentley 1951. 73,000 miles guaranteed from new, MoT and taxed, history. £6,000. Both cars have been maintained to a high standard. Wayne, Swansea 41206. (37924)

ROLLS-ROYCE. Hooper Silver Wraith, 1948. Cash offer or exchange open tourer, or E-type; cash adjustment either way. Tel: 06333-65976. (37921)

MATRA SIMCA Bagheera, 1976. 3-seat sports car, 110 m.p.h., 35 m.p.g., LHD, 27,000 miles, 1 owner, eye catching car, v.g.c., 1 year's MoT, any trial. £2,800 o.n.o. Serious offers only. Tel: 01-351 0481. (37931)

FERRARI 365 GT4 2+2, 1973(M). A fine example of this stunning rare model finished in metallic brown with tan leather upholstery. Faultless 160 m.p.h. V12 engine, moderate mileage, air conditioning, refrigeration. Electric windows, stereo radio/cartridge player. Superb investment. £9,750 o.n.o. Tel: 041-810 3021 (day) 0436 2835 (evening). (37930)

LOTUS ELITE. Metallic lagoon blue, cherished plates, 27,000 miles, lovely car. £5,650 o.n.o. 061-428 6605 (Cheshire). (37927)

"PICKUP" FORD Cortina MkIII. Not a conversion (imported), right hand drive, 39,000 miles from new, first class condition, "R" reg'd., year of manufacture: December 74, removable glass fibre canopy would suit customising project, leaf sprung rear axle. Offers to J. Cooper, 7 Linden Close, Woodloes Park, Warwick, or Tel: Claverdon 2761 (nr. Warwick) office hours. (37928)

LOTUS EUROPA Special, 1974(N). 5-speed, oatmeal interior, Sundym glass, alloy wheels, 36,000 miles, white, immaculate. £3,850. First to see will buy — I did! Tel: (office) 0442 42261 ext. 569; (eve) Watford 25481. (37927)

VINCENT COMET with matching aluminium Garrard sports sidecar. Immaculate outfit. £1,850. WHY. Ring Saddleworth (Lancs.) 4942. (37939)

PORSCHE 2.7 Carrera RS, 1973. 68,000 miles, original specification, MoT £8,750, 01-866 7110. (37938)

MG-B GT, 1972. 1973 registration, blaze, tinted windows, HRW, o/drive, radio, black cloth seats, Rostyles, Ziebarted, new battery and new tyres, 3 owners from new, below average mileage, used as second car. £1,300 o.n.o. Would consider part exchange on TR6. Tel: Winchcombe (0242) 602556. (37936)

TRIUMPH STAG, 1976. One owner, 19,000 miles, manual overdrive, soft and hard tops. £3,995 o.n.o. 041-632 6176 (office), 041-638 2745 (home). (37935)

LOTUS ELAN + 2 130S, L-reg. Green/silver, all usual extras. Offers over £2,500. Tel: Stevenage 820369. (37934)

FOR SALE—continued

FIAT 850 COUPE, 1971 (K). 37,000 miles, three owners from new, taxed, M.o.T., full anti-rust protection, VGC. Available Surrey after 12th £775. Box No. 6144. (38014)

1935 ROLLS-ROYCE 20/25 Hooper sports limousine in need of some renovation. Offers subject to viewing to Box No. 6143 (Essex). (38001)

1933 MORRIS 10/4. Basically very sound and original but requires some restoration as has been laid up for many years £395. Telephone 033-36-270. (38016)

1952 JOWETT JAVELIN de luxe. Distinctive, reliable motor for £525. M.o.T., spares. Moreton-in-Marsh 50751. (38011)

BENTLEY S3 (S2 conversion). Blue over silver, tinted electric windows, M.o.T. and tax Jan. 1980, cherished number, full tool kit, handbook, etc., VGC £5,750 o.n.o. Also 1966 Jaguar 3.8S, 33,000 miles, taxed, 12 months M.o.T. £1,275 o.n.o. Exchange one or both. Tel: 0254/55722. (38012)

LOTUS ELAN + 2 130, Dec. 1971. 1 lady driver from new, 25,000 miles, stored last 2 years, £1,100 just spent on mechanical overhaul. Need cash £2,450. Papworth St. Agnes 572 (0480-88) Huntingdon. (38018)

"E-TYPE" H reg. 2 plus 2 auto, extensive respray and £700.00 spent mechanically £3,350.00 o.n.o. Also 1.5-litre Jaguar 1947 saloon complete but restoration commenced, offers invited. Telephone Tunbridge Wells 38763 (day) Crowborough 61362 (evening). (38019)

BRISTOL 405. As new £12,500. 01-658 1747 anytime. (38007)

ASTON MARTIN DB4GT. The best £18,000. 01-658 1747 anytime. (38007)

MASARATI INDY, 1972. RHD, red black trim, just superb £5,250 o.n.o. Fiat 130 coupe "N" reg., needs tidying £1,895 o.n.o. Would exchange one or both. Tel: Blackburn, Lancs 55722. (38008)

1965 E-TYPE FHC. Gunmetal/red, fully rebuilt engine, balanced, lightened flywheel, Powermax h/c pistons, excellent paintwork and body. Must be one of fastest genuine Es in country. Low mileage, known history £4,950. (38010)

1969 PORSCHE 911S. Metallic blue/red leather. Low mileage, known history, new heat exchangers and clutch, rebuilt gearbox and brakes, beautiful taut car. Kept in hot dry country from new, LHD £2,950. (38010)

1936 RILEY 12/4 Adelphi saloon. Good original condition, requires new headlining and carpets. M.o.T. May 1980, taxed, log books from new, spares available if required £2,300. Tel: Cardiff 63892 (evenings). (38004)

ALVIS SILVER EAGLE, 1936. Cross and Ellis 6-light saloon. Some detail differences to normal body, may be unique. Excellent throughout and very original, believed 58,000 miles, known history, new M.o.T. A fine car at a reasonable price £2,650. Steve Sheppard, 42, Cunningham Park, Harrow, Middlesex. 01-427 9829. (38005)

1934 TALBOT 105 saloon. Dismantled, M.o.T. tested 1965. Best offer over £1,000 secures. Sheffield 53969 evenings. (38006)

MORGAN + 8, 1970. White, English reg., 100% original, resprayed, new hood £3,900 or offers. Write K. Lund, Laasbytoft 5, DK-6000, Kolding or phone DK 5538339. (37999)

LOTUS EUROPA Special, 1975. JPS 5-speed, reputed sixth last made and youngest in UK. Must become a collectors car, baby forces reluctant sale £4,500. 01-529 4398 evenings. (38002)

FOR SALE—continued

ALPINA 170 BHP Tii, 1975 (N reg.). Chance to own one of the quickest BMWs on the road. Full works-built specification on all systems provides truly exhilarating performance. 0-60 sub 7 sec., 125 m.p.h., full stereo sound, white, one owner, full history £3,950. Tel: 022 04 2827/St. Albans 52488. (38013)

ALFA ROMEO GT Junior 1600, 1976. Last of the classic shape, fast yet economical, very good condition, Ziebart, stereo, red with black vinyl roof, average mileage for year £2,400.00 o.n.o. Brighton 734169. (24216)

BENTLEY, 1934. 3 1/2-litre sports saloon. Park ward, good condition, used regularly, black/grey, original leather upholstery £7,500. Milford on Sea 3233. (38003)

AUSTIN HEALEY Sprite, 1959. Rebuilt, new floor, trim, loom, paint BRG, hood, tonneau, 1 year M.o.T., taxed, a gem £1,400. Minster (Sheppey) 875409 after 6 p.m. (38017)

MG B GT V8, 1974. Chrome bumpers, white tan trim, overdrive, alloy wheels, tinted glass, HRW, XAS tyres, twin speaker radio, electric aerial, taxed, M.o.T., 59,000 miles £2,200 o.n.o. Tel: day Ashton-in-Makerfield 716596, after 6 p.m. Parbold 3714 (Nr. Wigan). (38162)

BENTLEY, 1926 3-litre. Rare nine foot chassis, 100 m.p.h. Super Sports. Only fifteen built, original pointed tail, two-seater sports bodywork by Surbiton London. Believed to be car top of page 31 Green Book £26,500 o.n.o. For further details P. J. Heys, Albany Hotel, Winn Road, Southampton. Tel: 556428 (38159)

ROVER 105S, 1959. Lot of time and money recently spent on mechanics, newly resprayed, 12 months M.o.T. £550. Newent (Gloucestershire) 820869. (38163)

1954 CITROEN Light 15. Slough built, sunshine roof saloon, tax and M.o.T. to Nov. £800 o.v.n.o. Tel: Bedford (0234) 851278 after 6 p.m. (38161)

1927 LAGONDA 2-LITRE Tourer (VB 889). Restoration needed following frontal accident damage. Necessary parts included to complete. Best offer by September 30th. Phone Newtown Llantwit 202217 (near Cardiff). (37593)

PANTHER LIMA, 1977 "S", red/black, 5,000 miles and absolutely immaculate. Used three holidays only by overseas owner £4,900 for instant sale. Tel: N. Sawyer, York (0904) 27500. (38117)

ALVIS TD 21, 1959. M.o.T. d, taxed, blue leather seats, new tyres, lovingly looked after. Beautiful car, must sell or jealous woman goes £1,825 o.n.o. 01-834 5152. (38118)

1934 AUSTIN 12 HP Ascot. In need of restoration £350 o.n.o. Ring North Walsham 3707 daytime. After 6 p.m. North Walsham 2235. (38119)

LOTUS ESPRIT. Registered May 79, 2,500 miles only, red with grey interior, condition as new, genuine reason for sale £11,400. A saving of £2,000 from new price. Stage payments considered. Phone evenings Feltwell 828230. (38120)

FERRARI. A pair of 365 GT4 2+2s are privately offered for sale by company directors. One 25,000 miles; metallic bronze, the other 42,000 miles, pale metallic blue. Both with air conditioning, stereo radio, electric aerial, etc. Prestigious, reliable and properly maintained £13,750 each. Telephone Chichester (0243) 781228 or 59303. (38122)

PORSCHE VW 914 open Targa, 1974. Metallic blue, fuel injection, beautiful, fast-appreciating example, might p/ax m/cycle £2,600. 0782-515645 (Staffs). (38121)

FOR SALE—continued

BMW 3.0 CSL. Rare lightweight coupé, excellent condition, two owners, orange £3,995 East (Hampshire) 385.

65 LANCIA 1.8 Zagato Flavia. New sills, brake and radiator, blue alloy body, good overall condition. Offers wanted from all connoisseurs of fine cars. Melton Mowbray 82230.

FOR SALE. DB2 Aston Martin, XK Jaguars 12 140, Porsche 356, would exchange any of above Ferrari. Phone Hinckley (0455) 38347/30328.

LANCIA FULVIA COUPE 1.3S, 38,000 miles. "N" rust-proofed. This bright red classic is possibly best one around £2,075. Tel: 021-355 1723.

AUSTIN HEALEY 3000 (BJ7), 1963. First condition throughout. Original bodywork in excellent condition and many new mechanical Overdrive, soft top, BRG, lovingly maintained enthusiast preferred £3,400. Nottingham 785356.

MORGAN 4/4. Brand new 2-seater, red, with delivery mileage only. Offers. Tel: 0625 4411 to Friday 9.00-1.00 and 2.00-5.00.

MERCEDES 230 SL. Two-owner car, 8,500 miles only, recent new engine, tyres, exhaust, etc. Excellent motor car, not rusty, LHD £4,500. Telephone 0202 (Dorset) 700200 or write Box 6145.

MORGAN 4/4 June 1977 4-seater, red with upholstery, one owner, truly excellent with extras Tel: Bournemouth daytime (0202) evenings (0202) 745795.

ELVA COURIER Mk. IV T-type, 1965. First reg'd. 1971, major surgery completed, requires a £750. Robertsbridge 880200 evenings Rye 3334.

COOPER T56 Formula Junior, 1960. Cost 998 c.c., Citroën Ersa gearbox, Jack Knight, excellent condition, Don Parker trailer available offer over £3,000. Kingston Blount 51992.

LANCIA 2000 Farina HF coupe (1975), windows, etc., a much sought-after car, meticulously maintained £1,595 o.n.o. P/ax possible. 033 5 (Midlands).

LOTUS ELAN S3SE Coupé. Alternator, Regularly maintained, attractive car in good all-condition, year's M.o.T. Ipswich 642480 office.

MASERATI SM Citroën, 1972. White with Bur cloth trim, 60,000 miles, known history £1,999 01-349 1777.

MG B ROADSTER, 1978. White, one owner, miles, radio, immaculate, save £1,400 on new £3,300. Derby 810862.

JENSEN INTERCEPTOR III. Red, black trim and roof, factory maintained, all bills available, gem, immaculate, AP/PX £4,000. Kidderminster 60789 Stourport 77586 eve.

SCIMITAR, 1968. 3-litre coupé, o/d, 12 months reasonable condition £675 o.n.o. 01-302 1127.

LOTUS ELAN, 1966. Much loved friend, last four years, new exhaust, hard top, petrol steering wheel £1,250. Telephone Mid-week (0507) 601111, Leslie Shepherd.

ROVER 90, 1956. Taxed, M.o.T., good reasonable body, original H. Malet, Luxbo Watchet, Somerset, Washford 361.

LOTUS ELAN +2S 130/5, 1973. Tawny, oatmeal alloys. Within last 3 months engine, gearbox overhauled, clutch, rotaxflexes, brakes, tyres. Cullompton 2782.

DUNCAN HAMILTON & CO., LTD.

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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.

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1973 FERRARI DINO SPYDER finished in metallic gunmetal grey with red leather trim. 20,000 miles only. Full service history. Magnificent.

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1974 JENSEN INTERCEPTOR CONVERTIBLE. Finished in primrose yellow with black hide trim, 19,000 miles only, excellent throughout.

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FOR SALE—continued

TVR 3000M Sports Coupé, immaculate, blistering performance, fibre-glass body, exclusive 2-tone coffee/cream, sunroof and stereo, one owner, only 45,000 miles. For quick sale, offers over £2,000. 021-440 1622. (38158)

HUMBER SNIPE 80.23 h.p., 1930. Restored original, 700 miles since engine overhaul. Unique collection of documents by one owner over 40 years. Offers over £5,000. Tel: Aldridge 56035. (38140)

SUNBEAM TIGER, 1965, Red, hardtop, white soft top, new carpets, body 100% restored to concours condition, mechanics excellent, engine recently replaced. Car used daily and totally reliable. My new Royale has arrived hence sale £1,950 o.n.o. David Frances. Tel: 0226-43201. (38146)

MGB white with soft top, 1972 K reg. One private owner, genuine 17,000 miles, overdrive, fastidiously maintained, offers around £1,100. Tel: 061 236 2151 Mr. Mackay (9.5). (38143)

MORRIS 1000 2-door, 1968, Under 19,000 miles, one owner, Trafalgar blue coachwork, looks and performs as new, 40 m.p.g., no depreciation! Offers: 053 755 563 evenings/weekends. (38147)

SUPERB TR6, immaculate K registration, very low mileage by original owner, signal red/black trim, overdrive, wire wheels, tonneau, Maserati horns, extras on dash, underseated, current M.o.T. Can be viewed in London £1,950. Tel: East Grinstead (0342) 28282. (38165)

MERCEDES-BENZ 280 SL, 1971, Good condition, new engine, his tops, power b/s £6,750. 021 742 5468 evenings. (38148)

MGC GT, Non-runner, but M.o.T. till March 1980. Requires restoration, offers around £350. Tel: Burton-on-Trent (0283) 216522. (38133)

1928 FORD MODEL A, Tudor sedan, completely restored, concours winner, copy of original logbook and history available £4,950. Tel: Bacton 485. (38137)

RENAULT STS, P reg., white, red int., all usual TS refinements. Well maintained and in excellent condition throughout, quick yet very economical £1,575. Full details ring Chesterfield (0246) 69179. (38189)

FERRARI 308 GT4 May 1978, Air conditioning, factory wide wheels, metallic dark blue, blue interior, complete history, 7,000 miles £11,500 o.n.o. Daytime 0534-35355 x22 evenings 0534-61295. (38142)

SCIMITAR GTE, late '74, 35,000 miles, O.D., radio, alloys, tints, new tyres and exhaust, regularly serviced. £3,075. Tel: 051-442 7279. (38235)

TRIUMPH BONNEVILLE, Jubilee, As new, matching panniers, best offer over £1,000. Emigrating. Tel: Richard on Leics. 771420 (evenings). (38238)

1970 420G, Automatic, electric windows, PAS, white/blue trim, one owner, 9-years chauffeur driven, 100% garage maintained. Factory replacement engine and transmission, 26,000 miles since. Good condition throughout. £2,250 o.n.o. Tel: Oakham 3873. (38239)

MG-B GT late 1974, Chrome bumper model, Ziebart, Selmar overdrive, citron yellow, black trim, full service history, genuine 20,500 miles. £2,495 o.n.o. Tel: Birkenhead (051) 877 3945. (38241)

LOTUS 7 Twin Cam, 1972, White, 43,000 miles, radio, new head, (one of the originals, not a Caterham 7). £2,850. Tel: 01-951 1533. (38240)

MG-B ROADSTER, T-reg, Inca yellow, 12,000 miles only, immaculate condition throughout, taxed until November, one careful owner. £3,250. Tel: Warsaw 2824 (evenings). (38232)

FOR SALE—continued

MORGAN PLUS 4, Excellent condition, engine rebuilt 2,000 miles, must be sold £2,500. Tel: Hayling Island 3109. (38233)

SELLING COLLECTION, Viewing invited, some have new MoT, some none, (minor jobs). Jaguars: 1967 2.4 £375, 1968 2.4 £495, 1969 2.4 £895, 1968 3.4 £625, 1955 MG Magnette £595, 1957 Magnette £375, 1955 Standard 10 £375, 1966 Jaguar 3.4 S-Type £625. Wanted nice Jaguar VII, VIII or IX (buy or exchange) Tel: Mr. Lencorn 061 620 3323 (Oldham). (38236)

E-TYPE ROADSTER, 1968, Daytona yellow/black leather, genuine 54,000 miles. Just undergone complete mechanical engine overhaul. New wheels, tyres, clutch, immaculate rust-free bodywork. £5,195. Tel: East Grinstead 22507. (38237)

BENTLEY, 1937, Park Ward Coupé, black, very sound and elegant, well maintained, present owner 26 years. £6,500. Also Bentley 1961 Mk. VI, black over shell grey, excellent general condition, present owner 21 years. £3,750. Tel: 09972 277. (38236)

BLACK MG-B GT, R-reg, Sunroof, underseated, tints, radio, tan interior, new exhaust, tyres £3,095 o.n.o. Tel: 075543439. (38227)

AUSTIN HEALEY 100.6, 1958, LHD, maroon/black interior, wire wheels, overdrive, full mechanical overhaul, bills for £1,000 rust free California car, V-reg, taxed tested. £2,450. Tel: 05446 481 (Herefordshire). (38229)

1933 AUSTIN 7, 7-seater, 4-seat, MoT, tax, new tyres, exhaust, brakes etc. Good condition. £1,795 o.n.o. Tel: Sunderland 0783 42313. (38228)

JAGUAR Mk. V DHC, 1951, 3 1/2 litre finished in black and shell grey, tan hide interior with tan hood. Condition excellent; must be best example of this model left. MoT tax. Offers around £12,000. Tel: Maidstone 861836. (38243)

1933 MG L2, Complete restoration over five years, xpag engine and gearbox. Rewired, retrimmed, rechromed, wheels rebuilt and new tyres. Absolute mint condition. £4,500 o.n.o. Tel: Brierley Hill 78865 (West Midlands). (38223)

FERRARI 365 GT4 2+2 V12, November 1973, 38,000 miles, light blue metallic, dark blue hide interior, radio-stereo player, electric windows, refrigeration. Very good throughout. £12,250. Tel: Mr. Wood 01531 2611 (office) or 01360 4241 (home). (38226)

RELIANT SCIMITAR GTE, 1969, Silver, new clutch and rear axle, rebuilt engine, regularly maintained, bills available, 12 months MoT, taxed. £1,500 o.n.o. Tel: Fleet 5939. (38230)

ROVER 3500S, P reg, White, black roof, all extras, one owner, managing director's car, always garaged, used long runs only, immaculate condition. £2,000. Woodley Tel: Gaddesby 419 (066 472 419). (38231)

JAGUAR, 1949 Mk V, Rare 2 1/2 litre saloon, MoT, good condition, interesting registration. £1,200 o.n.o. Tel: 0952 813677 (Shropshire). (38224)

SCIMITAR, April '78, 14,500 miles, one owner, manual, O.D., tinted electric windows, Wolfraces, PAS, greengage yellow, tan trim, private sale. £6,150. Tel: 01-488 0653 (days) or 0293 883022 (evenings). (38218)

GILBERT INVADER Mk III, 1972, Autumn gold, Wolfraze wheels, new tyres, sunroof, 40,000 miles, part stainless exhaust, v.g.c. inside and outside. £3,400 o.n.o. Investment. Tel: Caerphilly 866180. (38220)

BRISTOL 400, Very good mechanically and original, new M.o.T. £2,500. Also Bristol 405 with new M.o.T. £1,500. 021 430 3767. (38274)

FOR SALE—continued

MORGAN 4/4 2-seater, Sept. '77, 16,500 miles, 711M 1600 x flow giving best part of 140 b.h.p., just run in. Roll bar, Koni rears, negative camber, b/nylon competition bucket seats, total protection, sealed from new immaculate red, black trim. £6,500 o.n.o. Includes 5 6" x 14" alloy wheels, spacers, nuts, modified stub axles, track rod, and unused factory supplied tow bar, ball and lighting socket. Tel: St Buryan 214 (Penzance) evenings and weekends. (38221)

1953 BENTLEY R-type, Exceptionally fine manual standard saloon, 82,000 miles. Taxed year, offers around £4,500. Simmonds, 10 Priory Road, Marston, Oakham LE15 8ST. (38222)

DE TOMASO Pantera, Seychelles blue, black interior, 35,000 miles, reg Dec 72, wide alloy wheels, new lettered Goodyears, 5.7 litre Ford V8, 5-speed ZF, stereo, electric windows, etc., Ferrari looks and economy! £5,350. 01-467 7244 home 01-464 7438 office. (38247)

DAIMLER V8 250, 1966, Auto, year's MoT, full history, 85,000 miles, one previous owner, sound shiny body and chrome, smart leather interior, drives superbly, workshop manual, parts manual and tools £1,250. Phone Tharnt 53153 or work 01-546 2297. (38273)

ALFETTA GTV 2000, 23,000 miles, May 1977, green, radio, fully maintained directors car. £2,950. 01-769 8766 office hours. (38246)

P. C. CLARK re-opened under new management. Many goodies in Lucas, Girling, Lockheed, OH, Trico, AC, gaskets, filters, plugs, carbs, hoses, valves, belts, pumps, pipe, oils, paint, etc. Back to fifties and earlier. Call or SAE with enquiry. Closed Sat. open Sunday 10-2, 53 Red Lion St, Holborn, London WC1 01-242 8051. (38248)

WOLSELEY 1500, 1959 51,000 miles, 5 owners, new M.o.T., tax, superb mechanics, bodywork £495. Maidenhead 23831. (38271)

ALFETTA 2000 GTV, 1977, Silver, 27,000 miles, immaculate condition. Very fast, economical motoring, regularly serviced. £3,600 o.n.o. 021-351 4147. (38268)

TRIUMPH TR7, 1978, Finished in flamenco, fitted 16-valve sprint engine, mag wheels, stereo cassette unit, one owner from new, a very fast car. £3,500 o.n.o. Finance possible. Tel: 021 705 4040. (38290)

MORGAN PLUS EIGHT, 1978, Finished in flame red with black upholstery. Under 8,000 miles since new. £8,795.00. Telephone Oxford (0865) 40101 daytime or Watlington (049161) 2190 evenings. (38270)

MARK II Jaguar 3.4, manual overdrive, full length sunroof, new M.o.T., radio, excellent condition for year, very pretty blue metallic paintwork, beautiful chrome, excellent interior, good oil pressure, distinctive number. Good investment as is, even better potential. £925. Phone Biggleswade 314979. (38275)

LOTUS ELITE 501, Silver grey, February 1976, excellent condition, wife's car, offers. Birmingham 021 353 9555. (38245)

1939 TRIUMPH, New 12 saloon, one of 3 survivors from 60 cars manufactured, good running order. £1,175. Tel: 0763 61628. (38263)

TRIUMPH TR6, June 1975, Hard and soft tops, overdrive, radio, taxed November 1979, M.o.T. June 1980. Bills for over £600 spent in last year to maintain in superb condition throughout. £3,250 o.n.o. 01-997 0715. (38264)

FOR SALE—continued

TR3A, 1961, Signal red, o.d. present owner seven years, long M.o.T., TR Reg No. A nice one. £2,250 o.n.o. Southampton 441385. (38265)

AUSTIN Big Seven, turned chassis, good engine, gearbox, radiator and a7 running gear. Can deliver £150. Hythe 0703 843101. (38266)

LOTUS EUROPA twin cam, 1972, 47,000 miles, blue oatmeal trim, good condition. £2,150 o.n.o. or p-ex GTE. Tel: Malmesbury 2582 (Wilts). (38267)

TRIUMPH STAG 'S', Reg Inca yellow, black interior, Sundvyn, electric glass, head rests, h/s tops, £600 overhaul within last 3,000 miles, excellent condition, p-ex, poss. £4,495. 061-792 9423 or 061-764 2282. (38258)

INVICTA Black Prince 194, Motor Show chassis, never bodied or registered, completely original. Offers to Clifford Bentham, Low Bentham, Nr. Lancaster or ring 0468 87604. (38259)

BEDFORD 6-cyl ambulance, Removable seating for 10, carry small 5-seater, tow bar, good tyres and batteries, needs painting. £200 o.n.o. 0468-61604. (38259)

HONDA 5800, Beautiful car, first to see will buy. Ring Paul Naisa 5824. (30260)

FERRARI 246 GT-Spyder, 27,225 miles, beautiful condition, might p-ex. Classic motorcycle. Phone Redruth 215974. (38261)

FERRARI 308GT4, "N" Reg, metallic silver, 19,000 miles repeat 19,000 miles only. No expense has been spared to keep this car in concours condition. New exhaust, clutch and tyres, full Maranello service history, air conditioning, stereo cassette radio. £8,950. Tel: 292 4474 office 906 0534 home. (38262)

JAGUAR 3.4S Sports Saloon, 1968, Manual gearbox with overdrive, 52,000 recorded miles, exceptional condition. £1,650. Winkfield Row 2717. (38254)

MG 1300 saloon, navy, 67,000 miles, fitted owner most of its life, probably best in Britain. Will sell (around £650) or swap equal condition and year. (H) MGB drophead or MG Midget. Phone 0403 56341 after 6. (38255)

PORSCHE 912, Excellent mechanically, body needs derusting at front, Carrera front and back seats, LHD, T Reg. Offers over £1,000 or repainted, full M.o.T., carpets, etc. £1,500. Phone 0403 55341 after 6. (38255)

TRIUMPH DOLOMITE Sprint, 1975, White, black cloth upholstery, radio, sunshine roof, one owner from new, regularly serviced by Triumph specialists, very good condition, taxed and M.o.T., £1,895 including distinctive registration number. Telephone Hitchin (0462) 53822. (38256)

1929 MERCEDES-BENZ Tourer model 350 in fine condition, must go to first reasonable offer. Tel: 01-950 1019 Write Tanglewood Lodge, Common Road, Stanmore, Middlesex. (38257)

LANCIA FULVIA Rallye S, 1968, LHD as advertised June issue. Will all those who phoned please call again. Ohgar 3348. (38244)

GILBERT INVADER MK III, Late 72 (L), super condition, must be seen, usual refined extras, low mileage. £3,500. Tel: Sedgwick (Cumbria) 60145. (38251)

LOTUS ELAN S4SE DHC, red, black trim, all SE mods, tax, M.o.T., excellent throughout. £1,795 o.n.o. Phone 01-303 3713 after 6.30 p.m. (38253)

LOTUS ELAN Sprint DHC, 1971, K-reg Colorado on white, Koni shock absorbers, new tyres. £2,500 o.n.o. Tel: Checkendon 680606 (evenings) after September 8th. (38287)

MIKE DUNCAN LTD
 Midlands Morgan Agent



92 WINDMILL HILL,
 HALESOWEN, BIRMINGHAM



TEL:
 CRADLEY HEATH (0384) 67675



The summer has nearly gone once more and prices should be coming down a little. However last months private adverts were a real eye opener as several cars were a thousand pounds and more above what we reckon to ask. At the moment we have:

1968 4/4 Black, wire wheels	£3,400
1972 4/4 Yellow, 42,000 miles	£3,750
1973 +8 Red/stone, very quick!	£4,400
1976 4/4 Royal ivory/black	£4,700
1977 4/4 Brown/stone, wire wheels, 5,000 miles	£6,300
1977 4/4 Green/black, w/w. All, 5,000 miles	£5,800
1977 +8 Green/brown leather, owned by TV personality	£7,300

BOOKS, Morgan First and Last £7.95, More Morgan £7.95, Morgan Sweeps the Board £9.95, Morgan Sports £1.95, Four Wheel Morgan £5.45.
 Morgan T Shirts £3.50, Sweat shirts £6.00, Morgan badges 75p, Morgan key fobs £1.20, Morgan etchings £8.00, Morgan umbrellas, Morgan bedspreads £9.50, Morgan ties £1.75.
 All prices include p. & p. (UK only).

MORGAN'S RETURN TO INTERNATIONAL RACING

At the Brands Hatch 6 hours endurance race our +8 finished 18th overall 7th in class. It completed the 6 hours at an average speed of 90 m.p.h. without missing a beat. Our thanks to the drivers Bill Wykeham, Brian Classic and John Spero, the pit crew, Heuer Time and all the people who helped us have such a successful and enjoyable day.

IN STOCK

+8 78 "T" black	£7,900
+8 78 "S" silver	£7,300
+8 74 white	£4,900
+8 69 blue	£3,650
4/4 79 green	£6,200
4/4 78 green	£5,900
4/4 72 orange	£3,500
4/4 68 black	£3,250
4/4/4 77 blue	£5,900
4/4/4 74 white	£4,850
4/4/4 72 red	£3,850
+4 coupe 67. Mint condition. P.O.A.	

The London Morgan Distributors



morris Stapleton Reece Mews, London SW7 01-589 6894

FOR SALE—continued

LOTUS ELAN -25, 130 S. White, 1973, 39,500 miles, recent service history includes rear axle overhaul and cylinder head recondition. Radio, taxed, 9 months M.o.T., excellent condition throughout. For quick sale, first offer over £2,650 will secure. Phone Southend-on-Sea 525604 4159. (38252)

E-TYPES, Roadster 1969 (H), new hood, tyres, chrome, paintwork, Magnificent, £3,950. Also FHC 1965 Series I 4.2. Very sound. £1,975. Both carmen red, CWW. Imminent Ferrari forces sale. Tel: Downland 52917. (38297)

1953 XK 120 Roadster, Carmen red, very good order, one owner 20 years. Offers Tel: Rickmansworth 73002. (38300)

"MIDAS" AMERICAN motorhome, 27 ft. long, 3 double beds, lounge, dinette, toilet and shower room, kitchen — with 4-burner stove, oven, microwave, 7 cu. ft. fridge with freezer, 6 1/2 k.v.a. generator, 50 gallon fresh water tank, 2 large holding tanks, running hot water, side awning, cruise control, and many other extras. Excellent condition, only 3,200 miles, especially imported for present owner approximately 1 year ago. £21,650 o.v.n.o. Tel: Rustington 74834. (38293)

TVR TAIMAR, May 1977. White with dark brown coachband, white sunroof, and oatmeal interior, 14,000 miles, Sundym glass, alloy wheels, Radiomobile, immaculate and as new. £5,250 o.n.o. Tel: Macclesfield (0625) 25094. (38294)

GILBERT INVADER estate Manual, O.D. sunroof, radio/cassette, S.S. exhausts, dralon interior. Offers around £2,200. Interesting exchange considered (Morgan, Lima), Tel: York (0904) 707058 (weekends). (38295)

HEALEY 3000 Mk. II, Engine rebuild and balance by Gordon Smith Engineering. Rebuilt gearbox, chassis stripped, rustproofed and re-undersealed. Brand new hood, windscreen, bumpers, headlights, distributor, springs etc., etc. Genuine 43,542 miles. Restoration project needing completion. Full details tel: 021-523 7694. (38296)

E-TYPE FHC, G-reg 1969, 73,000 miles, black, red interior. Above average condition for year, rust-free bodywork, a very attractive looking car at £3,250. Tel: Reading (0734) 595055 (daytimes) or 22852 (evenings). (38285)

MARATHON MINI 1275 GT 3rd in class, 1977 London-Sydney rally, untouched since. All original equipment, some work required! Offers Also Mercedes 280E (not the rally-winner!) 1975, red-black, automatic, central locking, radio, immaculate. £4,500 o.n.o. Full details, Box No. 6149. (38286)

MORGAN 4/4, 2-seater, October 1974, 29,000 miles, signal red, very pretty. £4,250. Tel: Wallingford (0491) 37337. (38288)

TRIUMPH GT6, N-reg. Red, 46,000 miles, overdrive, HRW, radio, sunroof, tinted windows, good condition. Tel: 021-353 8247 (evenings). £1,850. (38283)

1955 MG ZA Magnette saloon. New sills, good body but needs respray, original engine, and spare engine/gearbox, wheels, tyres, rad., etc. No time so best offer over £200 secures. A. White, tel: 0458 72467 (Somerset). (38277)

VOLVO 1800ES Sports estate. Warranted 24,600 miles, manual with overdrive, beautiful car. £3,595. Tel: 0454 772197 (Avon). (38278)

CITROEN SM, 1972, Webbers, Ziebart, new clutch, MoT, enthusiast maintained, super car. £3,150 o.n.o. Tel: Sheffield 367518. (38282)

FOR SALE—continued

MIDGET, 1976. White, black trim, Cadulaced, cassette radio, one careful owner, tested April 1980. Around £1,500. Tel: Matlock 2529. (38299)

MORGAN -8. Exotic specification lightweight, 230 b.h.p., quad Webbers, flowed big port heads, solid lifters, etc. Very tractable. Rack and pinion steering, Koni, negative camber kit, Moss gearbox, XVX 205-14 tyres, 8" appliance rims, wide wings. Completely rebuilt from chassis up over one year. All new paint and trim, superb condition throughout. Will sell with standard engine if required. Offers around £7,500. Tel: 01-749 3935 (days) or 01-203 4078 (evenings). (38276)

ROLLS-ROYCE 20 h.p. 1928. Fine restoration now 4-seat touring chassis almost totally original body, half original and altered professionally. £12,000. Tel: (Cadnam) 042-127 2182 (evenings). (38284)

AUSTIN HEALEY 3000 Mk. III, 1965, BRG, overdrive, radio, 72 spoke wire wheels, 205 section tyres, mechanically perfect. £2,875. Tel: 01-950 5293 or 01-580 9780. (38339)

SUNBEAM ALPINE sports, MK. IV GT. Very good condition, taxed, tested, plus body and mechanical spares £700. Tel: Lancaster 770188. (38328)

BMW 2002 touring, Dec. 1972. Excellent condition, average mileage, MoT July, 1980, dark blue, sunroof. £1,500. Tel: Halifax 61697. (38331)

SCIMITAR GTE, 1973(M), Overdrive, good order throughout, 64,000 miles. £2,250. Tel: Chishall 382. (38332)

JAP. V-TWIN engine (Morgan three-wheeler) 1,100 c.c., 60 h.p. v.w.c. Rebuilt with many new parts. Offers over £650. Tel: Chalfont St. Giles (Bucks.) 3137 — Mr. Stewart. (38340)

JEEP RENEGADE, T-reg. Under 1,000 miles, automatic with or without LL 3-ton trailer. Sell or swap for interesting vet/vintage vehicle. Tel: 07605320 (evenings). (38324)

ALFA ROMEO 2000 GTV, 1977 R-reg. 30,000 miles, metallic blue, grey cloth, taxed, stereo/radio. £3,100. Tel: 01-886 7258. (38325)

PORSCHE 911E, 2.2-litre, fuel injection, very quick. Tints, radio/cassette, early '72 with private reg. New h/xchanger just fitted, excellent condition. Offers around £4,200. Tel: Warrington 56544 (evenings). (38335)

RILEY 1 1/2 RME, Very good condition, MoT, taxed, stainless exhaust, new battery, good tyres £950. Tel: Kings Langley 62659 (after September 3rd). (38336)

1968 SCIMITAR 3-litre GT rear axle, engine, gearbox and overdrive, 1967 Sunbeam Tiger 260 front axle complete with steering rack and rear axle with springs. Tel: Lymm 3453. (38337)

JAGUAR XK140 fixed head, overdrive, C-type head, suitable for restoration. £1,475 o.n.o. Tel: Studley (Warwickshire) 3947. (38323)

1933/4 LESTER-MG L-type special. Last car built by Harry Lester before tubular monkey stable type cars. Has been highly successful 1947-9 in sports car racing. Latterly also successful in VSCC events since 1977. As the engine is unsupercharged, 1,100 c.c. it is a very economic but quick car for racing in oil shortage times. Silverstone club circuit 1:25.4. Just won 1,100 c.c. class at VSCC Prescott hill climb. Offers in excess of £6,500. Tel: Venables 01-599 1502 or White Roding (027976) 367 after 7 p.m. (38326)

ASTON MARTIN DB 2/4 Mk. I. Absolutely superb condition with many class awards. £7,250. Tel: Stockton-on-Tees 763988. (38303)

FOR SALE—continued

RELIANT SCIMITAR GTE, 1973. Recent major overhaul, 3,100 c.c. gas flowed balanced engine fitted. New road springs and Koni shockers, alloy chrome wheels, stainless exhausts, Cibie headlamps, sunroof, Sundym windows, good radio/cassette, expensive respray in dark blue. Superb and unmarked £2,500. Tel: 04203 (Bordon Hants) 2165 (evenings). (38329)

SAAB 99 EMS, January '79, 4,500 miles only and still under maker's warranty. Equipped with all the usual EMS refinements such as fuel injection, tinted glass, heated front seats, headlamp wash-wipe, etc. and in addition stereo radio/cassette, 6" Wolfraze wheels, rustproofed and soundproofed. Very striking appearance in anthracite grey metallic with contrasting silver "speed stripes" and black vinyl roof. Reluctant but genuine reason for sale. Price £5,000 possible finance arranged. Tel: Liverpool. 051-933 8100 (office) or 051-924 1382 (after 6 o'clock). (38330)

ALFA ROMEO 1600 GTV, 1968. Alfa red imported from Australia therefore L-reg. High performance with outstanding economy, tax, MoT, company car forces reluctant sale. £495 o.n.o. Tel: (0530) 222840. (38317)

MORRIS MINOR 1000 convertible, 1957. Major restoration work done, runs perfectly, very smart in red, long MoT £750. Tel: Blakesley 546 (Northants). (38318)

LOTUS EUROPA Special, N-reg. 1974. Excellent condition, 36,000 miles, regularly serviced. £3,500 no offers. Tel: Cheittenham 513578. (38321)

TR6, 1971. White, overdrive, director's car, summer use only hence only 25,500 careful miles. Original and excellent condition. £2,500. Tel: 0843 21703 (Thanet). (38320)

ROLLS-ROYCE, 1927 Phantom I limousine by Windover. Chassis No. 60 LF. Eng. No. VF 35. Genuine mileage 48,606. In good original condition having been repainted with many coats and engine extensively overhauled by present owner. Box No. 6151. (38322)

LANCHESTER, 1933. Sportsman's coupé, black/grey, Chassis No. 21735. Eng. No. 22489 Rating 9.99 h.p. Good original condition and well shod. Mileage 70,948. Further details Box No. 6151. (38322)

FILM-FASHION team Mercedes. Immaculate, only 5 months private use. 22-feet with massive equipment storage. Air conditioned with special seating. Fridge and refreshment facilities. Diesel engine. Special suspension. Many extras. Tel: 01-228 5347 or 04893 2085 (evenings). (38310)

ASTON MARTIN DB5, Metallic blue, red interior, manual. New tyres, many hundreds spent, superb concours winning condition, 12 months MoT, excellent appreciating investment. £6,950. Tel: 0452 410513 or 0452 66493. (38314)

BMW 3.0 CS coupé, 1972(K). Metallic tundra beige velour trim, 58,000 miles, tax, MoT. Offers around £2,900. Tel: 021-550 3440. (38313)

JENSEN CV8 Series II, 1964, BRG, absolutely mint original condition, looks and sounds magnificent, ex-titled owner, full history. £3,750. Tel: 0222 514831. (38315)

BENTLEY H. J. Mulliner Park Ward 2-door fixed head (Corniche type) 1967 model. This magnificent vehicle is absolutely unmarked and as new inside and out. £10,000. Tel: Stockton 64948 (days) or Osmotherly 254 (evenings). (38312)

FOR SALE—continued

PORSCHE BLACK 911T, H-reg. Sportomatic, ESR tinted many extras, pax. considered. Cheaper WHY? £2,975. Tel: (0202) 524826. (38333)

1953 MORRIS Oxford saloon. Genuine 29,800 miles. Immaculate inside and out. MoT, taxed. £700. South Cumbria. Tel: Dalton-in-Furness 62611 (evenings). (3834)

2+2 ALFA coupé GT 2000, 1974. Piper yellow, black trim, tinted screen, radio, 57,000 miles, well maintained, any trial welcome. £1,550 o.n.o. Stamford Lincs. Tel: 0780 4312. (3830)

DAIMLER V8 250, 1968. Automatic, PAS, rustproofed, midnight blue grey leather. Outstanding car, excellent condition, new house forces sale hence only £1,200 o.n.o. Tel: Curwain 01-282 8314 (anytime after September 7th). (3830)

RILEY ADELPHI 12-4 six light sports saloon. TONY automatic clutch, pre-selector gearbox, 83,500 miles since new in 1937. Very recent mechanical overhaul specialist Black Hawk tuned. Fitted with original extras. This carriage is in most beautiful original condition having been professionally owned and maintained. MoT and tax 1980. £4,000. Box No. 6152. (3834)

GILBERT INVADER Mk. II, 1971 (December). One owner since new, automatic transmission, sunroof, electric windows and aerial, heated rear window, s.s. exhaust, dark blue, white upholstery. All usual Gilbert refinements, mileage 67,000, but new engine fitted only 25,000 miles ago. Brand new tyres and battery, current MoT. Car in constant perfect use open to any inspection. £2,500 or nearest offer for quick sale. Tel: 024361 (Selsey) 4580. (3831)

MORGAN -8, July 1971. Late Moss gearbox, red leather upholstery, very good condition. Offers. Tel: Malvern 65558. (3831)

PEUGEOT 304S coupé. Blue, 1973, sunroof, radio, ladies car, 43,000 miles, excellent condition. £1,300 offers. Tel: Harrigate (0423) 770077. (3830)

MG MIDGET, LFN 24, red, 1976. MoT, taxed February 1980. New Pirellis, 32,000 miles, two lady owners. £2,000 with number plate or £1,750 without. Tel: 084 23356. (3820)

BMW 3.0SI, 1972. Beautiful condition, 44,000 miles, towing and radio/stereo equipment, power steering, tan cloth upholstery, 4 new tyres, taxed, MoT March 1980. £2,500 o.n.o. Tel: Abergavenny 6197. (3830)

MG-C GT, 1968. Blue W/Ws, HRW, overdrive, 12-month MoT, tax, new exhaust £900 o.n.o. Tel: Turgis Green 228 (Hants). (3831)

LANCIA 1600HF, 1972(K). Red, 39,000 miles. Great fun and appreciating. £2,150. Tel: Stonehouse (Glos) 3184 until 6.30 p.m. (3830)

AVENGER TIGER Mk. I. All factory extras plus sunroof, towbar, radio tape, superb example of racing car, tax, MoT £1,150. Tel: 0603 743862. (3847)

COLLECTOR'S CAR MG-C GT, G-reg, good condition, tinted glass, wire wheels, radio, MoT December £1,000. Tel: Horwich 691020. (3847)

AC 1939 DHC. Rare model, complete but engine (1952) not fitted. Tel: 04 893 2101 (office hours). (3847)

MG-C GT, 1968. Red, overdrive, wire wheels, ne MoT, clean throughout. £875. Tel: Cleveleys 82212 (STD 0253). (3847)

DATSUN 240Z, M-reg. 50,000 miles, metallic bronze Wolfraze wheels, radio, tinted glass. Absolute superb. £2,250. Pregnant wife forces reluctant sale. Tel: Maidstone (0622) 61768 evenings and weekends (away from September 5th-9th). (3847)

Hire a Sports Car

Morgan 4/4 & +8s, MGBs, MGB GT
V8s, Triumph TR7s, TVR Convertibles, Mercedes 350SLs.

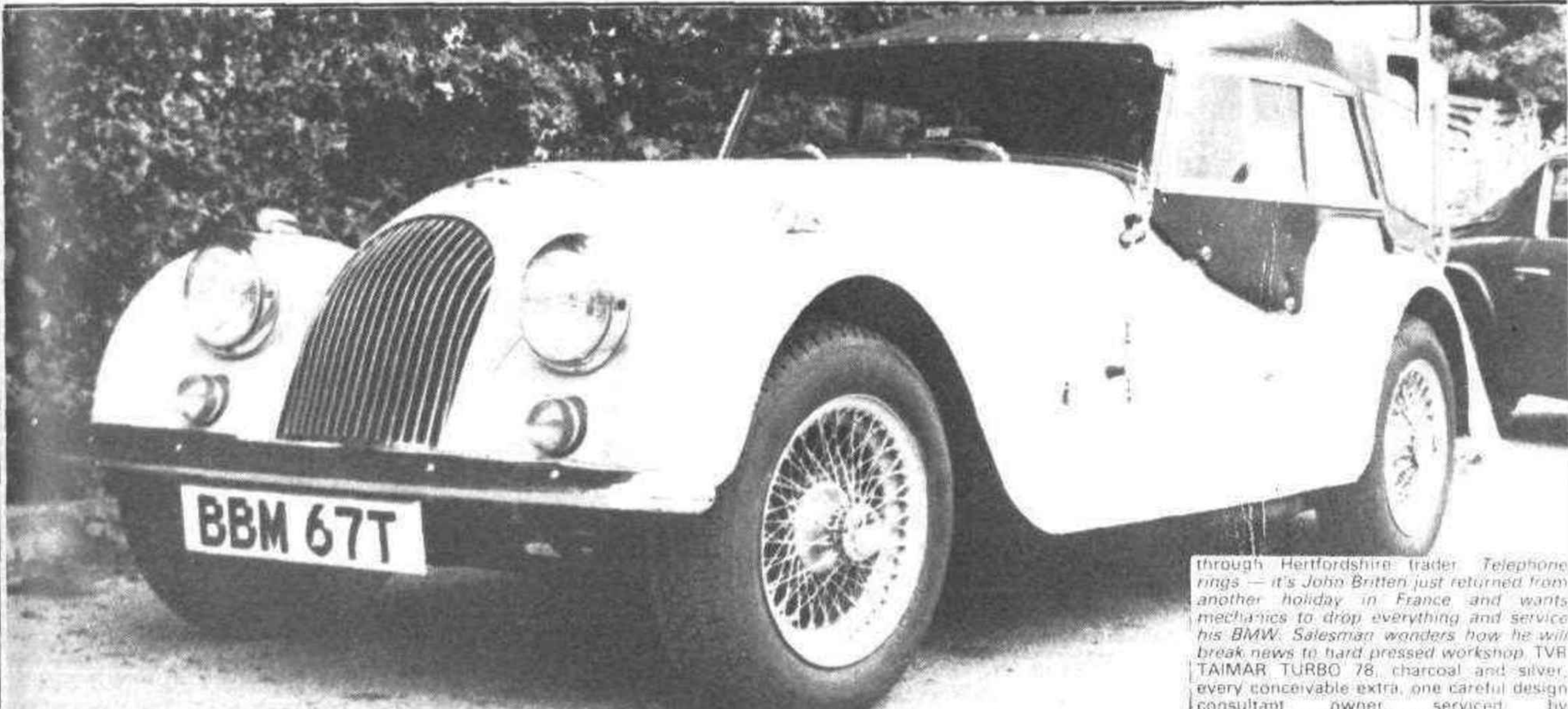
sportshire

Reece Mews, London SW7 01-589 6894 01-589 8309





John Britten



Phone rings — it's Motor Sport again wanting copy for next month's advertisement. Weary salesman scratches head and tries to think of something to say (not usually one of our salesmen's shortcomings). Takes deep breath and starts writing.

MORGAN 4.4 2-SEATER, 59, Royal Ivory, 1500 engine, 4-speed gearbox, perfect condition, taken in part exchange against equally immaculate +8. Street legal in the USA. MORGAN 4.4 2-SEATER, 75, golden yellow, 26,000 miles, one owner, w.w. luggage rack, cherished registration number MEB777. Lived all its life in very flat countryside. MORGAN 4.4 2-SEATER 77S

Director's BMW MORGAN 4.4 2-SEATER, 79V (August), deep Brunswick green, w.w. luggage rack, rustproofing, door handles, delivery mileage, genuine reason for sale. MORGAN 4.4 2-SEATER, 72L (Oct), orange, w.w. luggage rack, very rare +8 spot lights. Once cherished possession of Irish doctor who part exchanged it for a +8. Door opens, it's Vernon from the workshop wanting rise as he has just read in last month's Motor Sport that he is the Service Manager. Door shuts. MORGAN 4.4 4-SEATER, 72, signal red, reclining seat, luggage rack, spot lights, taken in part exchange for much younger 4-seater from old and valued customer. MORGAN 4.4 4-SEATER, 73, silver, white

writing. MORGAN 4.4 4-SEATER, 72, golden yellow, w.w. brown leather interior, luggage rack, radio, just returned from taking the waters at the Morgan factory where it has had a total body rebuild costing almost £2,000. MORGAN 4.4 4-SEATER, 79V (August), signal red, w.w. reclining seats, bonnet strap, delivery mileage. The purchase of this car was in some ways responsible for the weariness of aforementioned salesman. MORGAN +8, 73M (Dec.), Royal Ivory, red leather trim, only two owners and 35,000 miles, described by previous owner as being in Concourse condition although we would not entirely agree with this. Phone rings — it's Motor Sport again. MORGAN +8 78T (August), black, stone leather trim, engine tuned by Morgan specialists two pages away from this advert. Purchased by Roger on trip to Brighton to see new topless beach — he got more than he bargained for! MORGAN +8 79, deep Brunswick green, alloy body, delivery mileage, at present under negotiation. MORGAN +4 4-seater, 56, black and silver, 4 spoke Brookland steering wheel (an old 'un but a good 'un) MORGAN +4 4-seater, 68, hedge green, w.w. at present being inspected by car consultants for man in Canada. MORGAN +4 COUPE, 68, deep Brunswick green, w.w. leather seats, one owner from new, full service history, loathe to part with but open to sensible offers. Door opens — man comes in wanting to sell 1970 J. MORGAN 4.4 2 SEATER with w.w. half an hour later car is sitting in yard. Beaming salesman continues with ad. TVR 1600M 73, red, Wolfrace wheels, radio cassette, known history, taken in part exchange for newer 3000M from local builder. TVR 3000M 74, black, Wolfrace wheels, sunroof, radio, serviced for the last two years by JBG and in mechanically tiptop condition. TVR TAIMAR 77, green, neutral modelband, sunroof, radio cassette, 16,000 miles, one owner, electric windows, previously owned by oil executive. Telephone rings — man wanting to know what is the mystery car in last month's edition of Motor Sport — told that it was a stillborn project using a Rover V8 engine from our tame designer in the South of England. TVR TAIMAR 77, white, brown modelband, o.d. radio cassette, one owner, leather seats, sunroof, electric windows, supplied and serviced by our good selves, taken in part exchange against convertible Turbo from another Hertfordshire builder (we're thinking of going into the building business!) TVR TAIMAR 78, red, black modelband, one owner, 9,000 miles, bought

through Hertfordshire trader Telephone rings — it's John Britten just returned from another holiday in France and wants mechanics to drop everything and service his BMW. Salesman wonders how he will break news to hard pressed workshop. TVR TAIMAR TURBO 78, charcoal and silver, every conceivable extra, one careful design consultant owner, serviced by aforementioned mechanics. TVR CONVERTIBLE 78 T (August), black oatmeal trim, Wolfrace wheels, one owner, 17,000 miles. Supplied and serviced by JBG for sale now due to owner's wishing to change allegiance from Blackpool to Malvern. TVR CONVERTIBLE 1979, white, ex-demonstrator, less than 2,000 miles, for sale to make way for the next car to bear our cherished registration number, TVR4. A photograph of this car can be seen in last month's P**** magazine revelling amongst the naughty nudes. Phone rings — man enquiring about NEW MORGANS, faints when told waiting list is over 10 years. ARKLEY SS 76, black, gold pinstrip, 8" cobra alloy wheels, the best Arkley we have ever had. ARKLEY SS 74, gold, woodrim steering wheel. In fact this car has a deposit on it (not the kind you scrape off). Door opens — man comes in wanting to purchase secondhand TVR, goes away sometime later with Brown Taimar 77. Rubbing hands with glee, Salesman picks up pen again. ARKLEY SS 73, red, Wolfrace wheels, radio, Paddy Hopkirk seats, built by Hampstead garage mechanic with no expense spared. MG-B 77, red, radio, 2,500 miles, taken in part exchange against +8 Morgan only £2,495. TRIUMPH TR7, 77S (Nov), maroon, sunroof, radio, one owner, 18,000 miles, rebuilt engine, £2,650. MG-B GT 72L, blaze o.d. sunroof, radio, £1,495. VW SCIROCCO 78, metallic green, vinyl roof, sunroof, radio cassette, one owner, 16,000 miles, taken in part exchange for new TVR Taimar from a professional man from Northampton, £3,950. Phone rings again — it's JB wanting to know why we haven't sold his Jeep Golden Eagle. Salesman remembers to put details in ad JEEP CJ 10 pickup, 79V (August), white, golden eagle motif, every possible extra, £6,500 - VAT. BMW 528 77, metallic bronze, radio cassette, one owner, £6,400. PANTHER-LIMA 79, blue and silver, radio cassette, one owner, 4,700 miles, front spoiler, owner now driving TVR 3000M, photo in this advertisement, £6,500. NEW TVR's — we can offer immediate delivery and excellent discount on two brand new Convertibles, one Burgundy, fitted with radio and one red, and can always offer early delivery on any new model TVR. Phone rings — man wants Arkley brochure, is told to send 25p and a stamped addressed envelope ARKLEY SS KITS — loads in stock. Our opening hours are 9.00 a.m. to 7.00 p.m. Monday to Friday and 9.00 a.m. to 6.00 p.m. Saturday. Sunday is the day we go motor racing, or to Church! Phone rings — it's Motor Sport again.



(Nov), Bugatti blue, w.w. leather seats, luggage rack, 9,000 miles, on its second sojourn at our humble establishment. Phone rings — some joker wanting to know if the Arkley body kit will fit his rusting Riley 1.5 and is 'politely' told it will not. MORGAN 4.4 2-SEATER, 78, golden yellow, black leather reclining seats, w.w., 14,000 miles, previously driven enthusiastically in the Yorkshire dales. MORGAN 4.4 2-SEATER 79, (May), indigo blue, stone leather, luggage rack, reclining seats, door handles, 3000 gentle miles in the hands of journalistic lady who works in Holland. MORGAN 4.4 2-SEATER 79 (April), deep Brunswick green, w.w., 3,500 miles, supplied new by ourselves and taken back in part exchange for a 4-seater, being more practical for business use. Door opens, postman delivering more recorded delivery parking summonses for the Managing

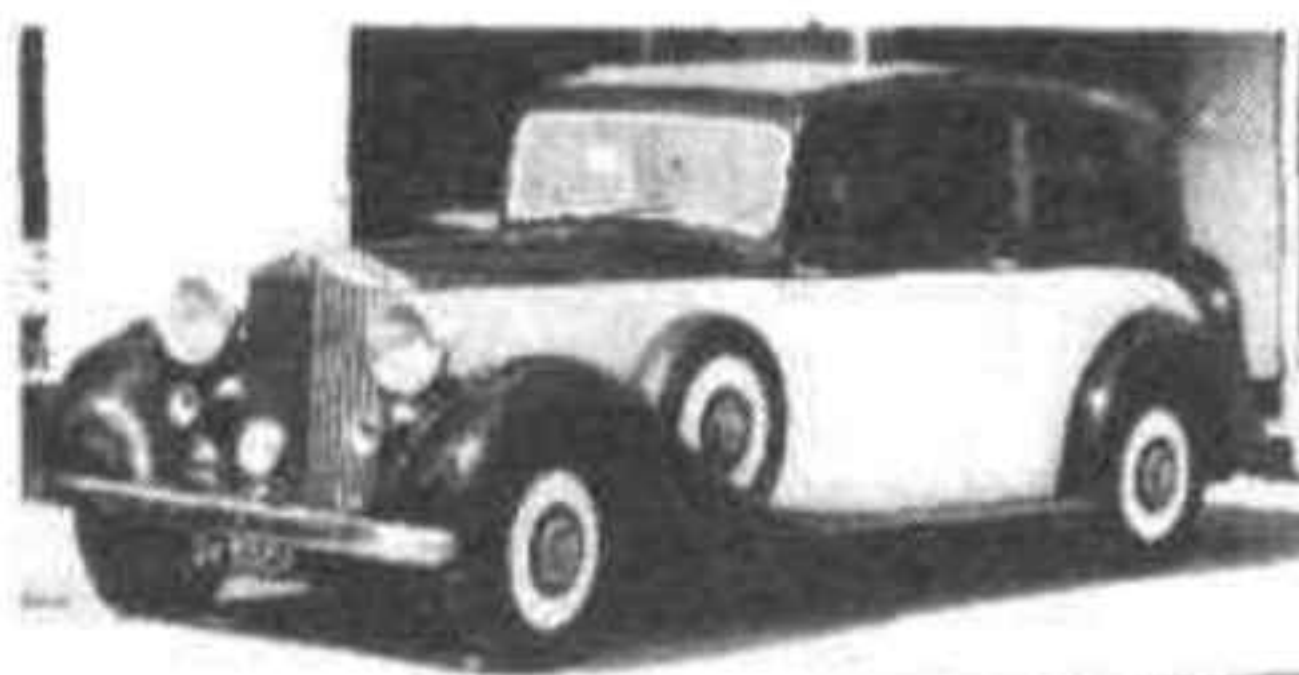
leather reclining seats, w.w. property of young Bristolian saleswoman and possibly on its way to a new home in Australia. MORGAN 4.4 4-SEATER, 74, deep Brunswick green, w.w. radio, luggage rack, 31,000 miles, used to reside near the Morgan factory. Telephone rings — some nutter from Knutsford wanting to buy a 79 Morgan at a 71 price. Salesman explains the difficulty and suggests he goes to the folks on the opposite page. MORGAN 4.4 4-SEATER, 78T, (Sept.), French Racing Blue, w.w. reclining seats, luggage rack, reversing lights, door handles, radio stereo, Ziebart, one owner, 9,000 miles. Previously lived life of pampered luxury in Stockbroker Belt. Door opens yet again — Gary arrives back from local hamburger joint with sustenance for exhausted sales staff. Suitably revitalised Salesman picks up pen and continues

JOHN BRITTEN GARAGES, BARNET ROAD, ARKLEY, BARNET, HERTS. 01-449 1144

Straight EIGHT



FERRARI 365 BERLINETTA BOXER 18,000 miles, service history, radio/stereo. Red, black hide interior, air conditioned (Illustrated)



ROLLS-ROYCE PHANTOM III 1937 Hooper bodied limousine. Black over yellow. Centre division, twin side mounts, etc. (Illustrated)

BENTLEY S2 STANDARD STEEL SPORTS SALOON 1961 Shell grey over ming blue, 95,000 miles, main agents, service history, very nice example **£6,250**
BENTLEY S3 CONTINENTAL 2 DOOR 1963 by Mulliner Park Ward. Absolutely beautiful, Garnet with beige hide **£15,950**
PORSCHE 911 2.7 TARGA 1975. LHD, metallic green, radio/stereo, T Reg. **£7,950**
MERCEDES 280 SE 3S CONVERTIBLE 1971. Stack headlights, magnificent, white with black hide interior, automatic, PAS, radio/stereo, electric tinted windows, Mercedes type alloy wheels **£13,950**



JENSEN INTERCEPTOR CONVERTIBLE late 1974 "N" registration. Gleaming olde English white, black hide. Automatic, PAS, electric power hood, radio/stereo, whitewall tyres etc. (Illustrated)



BENTLEY "R" TYPE 1954 automatic, magnificent black cellulose, beige hide, original tools and handbook, sunroof and radio. A superb example. (Illustrated)

MONICA 1973 4 DOOR GRAND TOURER. Royal blue with beige hide, LHD, automatic, PAS, electric windows, electric door locks, radio/stereo, air cond., etc. A good example of this incredible classic **£6,995**
BMW 3.0 CSA. Metallic green, beige velour interior, electric sunroof, electric windows and alloy wheels, radio, etc. **£3,350**
DAIMLER V8 250 1968. Metallic burgundy with red hide interior, automatic, PAS, one owner, service history, 47,000 miles **£1,795**

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MK X & 420G CONVERTIBLE



JAGUAR MK. V, VII & IX
 3 Mk. Vs all needing work from £575.
 2 Mk. VIs one auto 'M' Type from £975.
 4 Mk. IXs currently being restored from £350, when completed around £2,500 to £3,500. (That may seem expensive. I can assure you nothing offers better value in this type of motor car.)



JAGUAR/DAIMLER 420s & 'S'
 We have several to choose from including a very good 46,000 mile "Sovereign" at £1,750 (Photo.). Also several less expensive from £350.

1965 Daimler "Majestic Major" 4 1/2-litre V8. Most impressive **£1,750**
 1950 Armstrong Siddeley Limousine Actual Motor Show car and concours winner **£4,000**
 1959 Armstrong Siddeley "Star Sapphire" Superb 1 elderly owner example, all tools, etc **£2,950**
 1946 Standard 8 A good little car was in regular use. Fitted with O.H.V. **£975**
 1965 NSU "Spyder" 2 Seat Sports production prototype exception and rare **£1,975**
 1958 Daimler "104" Probably lowest mileage example existing. This super 3 1/2-litre example has been chauffeur driven and has a full service history plus a good Reg. No. "NRC 2" **£2,000**

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JAGUAR MK. I, II & 340
 Choose from more than 20 cars, including a 1959 MK 1 3.4 at £1,750, 1968 240 at £750, 2 superb 3.4 MK IIs, three 3.8s including a superb 2 owner example from £350.



JAGUAR MK. 4 420 G
 We almost certainly have on offer the best examples in the country (Photo.). These really are superb motor cars offering grace, pace and space in a manner which no other marque can do.

FOR SALE—continued

TVR 1600M, 1973. Excellent condition, green, black interior, sunroof, alloy wheels, radio, electric aerial, vinyl roof, etc. £1,900. Tel: 0532 869175 after 6 p.m. (38438)

BENTLEY S2, 1960. White, near perfect, all parts either mint original or new. Rolls-Royce conversion available if required. Consider late immaculate DM4 Princess Limousine in part exchange. Offers around £7,300. No time-wastes. Tel: Bloxwich (0922) 77476. (38437)

TR6 M-reg. Hard top, new PI system, new tyres, chrome rims, excellent condition. £1,885 o.n.o. Interesting exchange considered. Tel: 021-308 6969. (38446)

AUSTIN HEALEY 3000 Mk III, 1967. BRG, black interior, year's MoT, immaculate condition. £3,500. Tel: 0332 812004. (38445)

E-TYPE Jaguar. White, F-reg. (1968), 66,000 miles, good condition. £2,950 o.n.o. Tel: Freshwater (Isle of Wight) 2159. (38443)

ROLLS-ROYCE, 1926 Phantom 1 original elegant vee windscreen Windovers limousine. Black over burgundy, excellent condition inside and out, new Connolly hide to front, grey West of England cloth and Bedford cord to rear, twin side mounts, chassis no. 45YC, taxed and MoT, a magnificent car in superb order throughout. Tel: Huddersfield 652993. (38441)

MARCOS MANTIS. One previous owner, genuine 33,000 miles. Interior, exterior, engine bay all immaculate. Prize winner 1979 Marcos Rally. £4,200 o.n.o. Possible p.ex. Tel: Northampton 810470. (38444)

VOLKSWAGEN KARMANN Ghia. One owner from new, low mileage, 1967, has been stored for last 3 years, sound mechanical order, requires some attention to bodywork. Fabulous investment bargain at £250. Tel: 061-273 3691 (daytimes). (38439)

JAGUAR Mk. II 2.4, 1963. Mileage 45,000, documented history, Cotswold blue, unused toolkit, perfectly maintained, seat covers last 12 years, etc. New MoT, immaculate condition. £1,850. Tel: 021-354 4434 (Birmingham). (38449)

PORSCHE 911E, July 1973. Sportomatic, electric roof and windows, 55,000 miles, Porsche maintained. £5,500. Tel: Walsall 26493. (38448)

TVR TAIMAR Turbo, 1977. Supercar performance and 25 m.p.g., ex-Motor Show car with all extras, sunroof, electric windows, leather, Blaupunkt radio/cassette and much, much, more. Immaculate, pampered car. £6,500. Tel: 01-551 5264. (38447)

DAIMLER SP250 "C" specification. Fitted with adjustable S-A front and rear. Kenlow fans, alternator, rebuilt wheels 185 70 VR 15, fog and spot lamps, map lamp, burgundy with soft hard tops, tonneau, fawn upholstery. £2,000. Tel: 01-889 4742. (38471)

LANCIA 1600HF, L-reg. Really above average car, Dellorto carburettors, new tyres and battery, upholstered in black moquette, radio, silver grey, 47,000 miles. £1,700. Tel: 01-889 4742 — 76, Trinity Road, London N22 4XZ. (38471)

LOTUS +2S 130.5, 1973. One of 50 celebration models in JPS colours, £1,000 recently spent on mechanics, excellent condition. £3,750. Tel: Ashbourne (03355) 2432. (38470)

ASTON-MARTIN V8. Carbs, manual, Konis, low mileage, good condition, LHD. £7,750 o.n.o. Tel: 0752 862655. (38467)

PORSCHE 911T Lux 2.4, 1972. Black, Recaro seats, radio cassette, RS spoilers, XWX tyres. Offers around £4,500. Tel: 0472 50232 (daytimes) or 0472 52218 (evenings). (38469)

SINGER Le Mans 9 h.p. two-seater, 1935 restored 1972. New hood, sidescreens, tonneau cover, MoT June 1980. Excellent condition £4,000. Tel: Normandy (Surrey) 3855 (Monday to Thursday evenings only). (38450)

ROLLS-ROYCE Silver Dawn, 1951. Black with beige upholstery, very good condition, MoT August 1980. £7,500. Farnham Castle Newspapers Ltd. Tel: Farnham 725224. (38450)

WOLSELEY 1500, 1962. Blue coachwork, grey leather trim, beautiful condition, long MoT. Offers over £650. Tel: 025486 475. (38451)

LOTUS ELAN S4SE DHC, 1971. Low mileage, v.g.c., electronic ignition, halogens, bills for 4 1/2 years. £1,850. Tel: St Ives (Cams.) 0480 62735 (home) or 52181 ext 9 (work). (38452)

RILEY 1 1/2 RME, 1953. Running but no MoT, needs tidying, forced to sell. £300 o.n.o. Tel: Atkins, Ramsey 840420. (38466)

ROLLS-ROYCE Silver Cloud II, 1961. 117,000 miles, very nice order throughout. £8,500 offers. Tel: Saffron Walden 22330. (38464)

FIAT X1.9, 1979. 1500, five-speed metallic blue, 6,000 miles, Philips 860. £4,650. Tel: 051-652 9587 (Merseyside). (38465)

DAIMLER V8, 2.5, 1964. New exhaust, good radial tyres, radio stereo. £400. Tel: Yeovil 21709. (38459)

1951 BENTLEY Mk. VI 4 1/4-litre Steel sports saloon. Black/moss green, original beige upholstery, 2-owners only, v.g.c. £4,000. Tel: Wrington 862351. (38463)

MORGAN 4/4, 1969. 4-seater in excellent condition with wires, tonneau, etc., tax, MoT. £3,500. Tel: 01-890 7661. (38462)

RILEY MONACO, 1937. Aluminium coachbuilt saloon, party dismantled, but complete. £575 o.n.o. Tel: Parkstone (Dorset) 746226. (38461)

ALFA ROMEO 2600 Spider, 1964. In good condition throughout, very rare, must be seen, regrettably for sale. £2,200. Tel: Churston (Devon) 844439. (38460)

FOR SALE—continued

ROYAL ENFIELD 500. Probably manufactured 1954. Brand new, unused and unregistered. Original and immaculate in every respect. Metallic grey with blue pin striping. £2,500 Bromley PO Box 30739, Nairobi, Kenya. Tel: Nairobi 65411 between 6.00 and 9.00 p.m. (38453)

SINGER Le Mans 1.5-litre team car which competed gaining 7th position overall and 2nd in class in 1934 Le Mans driven by Hindmarsh and Lewis. Interesting history. Chassis No. LM12. Vehicle complete and very original. Slight cracks in body but no rust. Mechanically almost perfect. £7,750 Bromley PO Box 30739, Nairobi, Kenya. Tel: Nairobi 65411 between 6.00 and 9.00 p.m. (38453)

1936 LANCHESTER 10. Blue/black coachwork, restored and in good order, MoT. Many spares included. £1,750. Tel: 0487 830354 (located Sawtry, Cams.) (38454)

OPEL GT Turbo 1900 c.c. Two-seater sports car, very rare, LHD, turbocharged, 1974 manufactured, P-reg MoT, engine rebuilt. £2,800 o.n.o. Tel: John, Newark Notts 76855 (evenings). (38458)

1932/4 SUPERCHARGED 6-cylinder, OHC engine MG racing 2-seater. Excellent condition, sensible offers. Tel: 0908 55 271 (N. Bucks.). (38456)

1958 WOLSELEY 1500. Immaculate grey finish and chrome original interior, good investment and most comfortable and refined than a Morris Minor! Best offer over £675. Tel: Tiverton 2418. (38457)

SCIMITAR GTE, 1975. Manual/overdrive, Alaskan blue/black upholstery, chrome wheels, radio/stereo, electric windows, Sundym glass, 35,300 miles, full service history, outstanding condition. £3,350. Tel: Wickesley 3627 (Yorks). (38455)

LOTUS ELITE Climax, Series II, 1962, stage 2. Full service and rebuild records since 1972. Offers around £3,500 Bath 24142. (38483)

FERRARI DINO 246 GT. Immaculate condition, silver grey, black interior, recently serviced, full service history available. £9,750. 01-981 3031 office hours, 0279-84 2450 evenings. (38482)

PORSCHE 911T 2.2. Blue/black, service history, recent clutch and engine overhaul, front spoiler, clean original car. £3,700. Emsworth 3343 (Hants.). (38480)

TR6 1973, 150 b.h.p. O'd. 46,000 miles only. TR Register car. Maintained in superb condition. £2,250 o.n.o. Phone: Mr. Marsh on Camberley 62121. (38479)

HONDA S800 Coupé Mk1. 62,000 miles, very good condition, only 1100 of this model ever imported. £750 v.n.o. Phone: Chichester 782418. (38477)

ASTON MARTIN DB5, Superleggera, 1966. AMOC, dubonnet, black leather, manual ZF, fresh engine-clutch overhaul, new exhaust, shocks, radiator and tyres. Superb example of marque thus £5,750. Eriswell 2391 (Suffolk). (38520)

SCIMITAR GTE, 1973. Manual, 70,000 miles, new tyres and alloy wheels, several extras, excellent condition, MoT until 1980, taxed. Tel: 0222 703525. £2,650 o.n.o. (38518)

TVR TAIMAR, July '78. 9,000 miles, fitted sunroof, electric windows, stereo cassette/radio and electric aerial. Immaculate vehicle available because Company Director now working abroad. Offers considered around £6,000. Available for inspection at 65, Cambridge Road, Southport, Merseyside. Phone: Southport 28895. (38517)

JAGUAR MKII, 3.8-litre, 1964. Overdrive, radio, new brakes, excellent condition, metallic blue. £1,550. Telephone: 01-204 5242. (38515)

EXCALIBUR 1973. Pale yellow, 24,000 miles, LHD convertible, new suspension, completely serviced. £3,000 was spent on it at Xmas. Immaculate condition. £10,000 o.n.o. Tel: 01-731 5537. (38514)

FERRARI DINO 246 GT, 1971. Red, personalised number, new doors and sills, sound engine, good XWX tyres, needs some work, long MoT. £4,250. Exchange Range Rover or Lotus/Chevron Historic Sports Racer. Tel: 01-940 9371. (38507)

190SL MERCEDES, 1960. RHD, hardtop, suitable for restoration or parts. £1,250 o.n.o. 01-452 2902 (evenings). (38516)

SCIMITAR 1973. Nevada yellow, auto, cassette, radio, 38,000, fine condition, fully serviced, inspection invited. £2,300 East Grinstead 24915. (38513)

MERCEDES 190SL, 1963. Convertible. Red, new tyres and exhausts, tax, one year MoT, complete with original Mercedes-Benz Workshop Manual and parts book. £3,200. Tel: (evenings) Walton-on-Thames 40101. (38512)

RILEY Big Four Blue Streak, 1938. Beautiful condition. For details apply to Box No 6154. (38511)

MG MIDGET, 1977. Brooklands green, low mileage, 1 owner, immaculate. £2,000 South Benfleet 4174. (38508)

PORSCHE 911S, 1967. 85,000 miles, good body and mechanics, AFN history. £2,500. Bourton-on-the-water 20879. (38505)

1962 3.8 E-TYPE roadster. Completely rebuilt and retrimmed. £10,000. 01-340 0929. (38504)

BMW CSA Coupé, 3-litre, N-registered. Metallic silver, 51,000 miles, in superb condition, full service record, recent cylinder head overhaul, MoT till Sept. 1980. Reason for sale: owner going abroad. Price £4,900. Telephone: Camberley 66084. (38504)

TVR TAIMAR, July 1978. 12,000 miles, halogens, sunroof, model band. £5,550 o.n.o. Possible p.ex. Mansfield (0623) 57550. (38498)

1973 ALFA 2000 Spider. Alfa red, 52,000 miles, cherished no., super condition. £2,550. 061-439 7042. (38496)

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FOR SALE—continued

AUSTIN HEALEY 3000, MkIII, 1965. Overdrive, adjustable column, radio, wire wheels, one owner for last ten years. £3,750. Telephone: Stevenage 813254. (38503)

LOTUS -2S 130, 1972. 45,000 miles genuine, immaculate condition, new exhaust and battery, cassette, radio, used as second car. £2,250 for quick sale due to expanding spouse. York 30092 (eves.) 54533 ext 57 (bus) after Sept. 2nd. (38502)

ALVIS "GREY Lady" drophead. Excellent condition. £2,300. Rover 100, immaculate inside and out. £750. SAE for full details. Biasseti, Hillcrest, Crosshill, Ayrshire. Phone: 210 (evening). (38500)

1976 BMW Alpina 2002Ti, Anthracite grey with beige velour, 32,000 miles, full 170 b.h.p. Alpina conversion inc. alloy wheels and turbo brakes, superb performance, 27 m.p.g., magnificent condition. £4,250. 061-439 7042. (38496)

1975 PORSCHE 911 2.7, Stunning silver turbo coachwork, LHD, new 8" and 10" Pirelli P7s, stereo equipment, extensive mechanical overhaul just completed. Absolutely immaculate throughout. £8,950. No offers. Tel: 0639-720995. (38495)

LOTUS EIGHTEEN, Racing single-seater, 1960, 1098 c.c. Formula Junior, full rebuild, mint condition. £3,950. With spares, will deliver. Tel: 0928 33931 (near Oulton Park). (38494)

MGB ROADSTER "S", reg., latest specification, wax rustproofing, flamenco, immaculate throughout. £2,750, or consider exchange with Fiesta RS2000 or Sud Ti. Warwick 498083 evenings. (38490)

AUDI 100 coupé, Manual, two owners, 1974 £1,850 or exchange ACECA or A/H 100. Kilsyth 827139. (38488)

FIAT 124 1800 Spider convertible, "S" Reg. USA specification, immaculate throughout, very rare. £1,875 or consider part exchange. Telephone Uttoxeter 2008 day 4346 night. (38487)

1934 ALVIS Speed 20 rolling chassis. Rebuilt to a very high standard. Engine completely overhauled, rebored and fitted with new pistons, crank reground, exchanged con-rods fitted, new clutch & starter ring gear, Dynamo, magneto, starter motor rebuilt by specialist. Chassis re-wired. Vehicle complete with bonnet, P.100 type headlamps, pass lamps, front bumper bar and batteries, spare wheel and dash panel. Offers around £5,000 (Osmond Langport 251-249). (38493)

LOTUS ELAN - 2S, 1970. Reconditioned engine, low mileage, 2 owners. Telephone 044633638 evenings after 10th September. (38492)

MGC GT, 1969, Overdrive, radio, new inner-outer sills, rear wheel arches, doorskins, wings, etc. Resprayed in snowberry white, excellent condition. £1,325 o.n.o. Exchange original Cooper, Cooper S considered. 0207-507443. (38491)

MGB ROADSTER, 1973, RGU2L, harvest gold with chrome bumpers, overdrive, tonneau, undersealed, MoT. May. Diligently maintained therefore in excellent condition. £1,450. 01-863 3468 (Harrow). (38486)

AUSTIN HEALEY 3000, 1961. In good running order, tonneau, w/w, radio. £2,500. Tel: Kirby Misperton (Yorks) 638. (38485)

300 SL GULLWING, Complete car for restoration. Also fire damaged Gullwing body shell and chassis frame with many parts. Burnt out engine, gearbox. Also 300 SL Roadster chassis body damage without engine or box for sale as one lot. Telephone Chertemham 27808 or Wentworth 3343. (38484)

FOR SALE—continued

JAGUAR XJS, 1977. Manual, 27,000 miles. Immaculate condition throughout, black with matching interior. All usual XJS "extras" including air conditioning. £9,250. Tel: Cuffley 2945 (Hertfordshire). (38612)

JAGUAR E-TYPE 2-2 auto Series 1 1/2. Full body, mechanical and interior restoration by JDC member including brand new bonnet. Reluctant sale of this immaculate car due only to house purchase. Offers over £3,000. Tel: Huntingdon (0480) 58205 or Ramsey (0487) 812092 ext. 398 (work). (38610)

MERCEDES 280SE 3.5, Automatic, PAS, electric roof, windows and aerial, air conditioning, central locking, new HR tyres, 1972, white. £3,750. Borough Green, Kent. Tel: 0732 883314. (38609)

MGB GT V8, November 1974. Glacier white, chrome bumpers, 41,000 miles, eight track, quartz headlights, overdrive, current owner last 3 1/2 years. £2,750 o.n.o. Tel: Twyford, Berks. (0734) 341654 (evenings, weekends) or Reading 585211 ext. 2625 (weekdays). (38608)

MGB, 1972. One lady owner from virtually new. Damask red, mag. wheels, fitted works hardtop. Car is immaculate inside and out. £1,500 o.n.o. Tel: Whitchurch (Bucks) 487. (38607)

ELAN S2 DHC, Hardtop, tonneau, Cibias, Maseratis, Radiomobile, overhauled, top-Webers, brakes, rear shockers, radiator, tank, rewired. Best over £1,500. Tel: (0272) 24588 (days) or (0225) 832574 (evenings). (38606)

1934 3 1/2-LITRE Bentley rolling chassis. Specially lowered and shortened with new 16" wheels and tyres, lowered radiator and bulkhead, reset springs etc. Engine needs rebuild. Ideal basis for competition car. £1,850. Tel: Chieveley (06352) 1505 (Berks.). (38605)

FIAT 127 Sport, March 1979. 6,250 miles. Black with black interior, radio-stereo cassette. Excellent condition plus Master Cover and membership to RAC until February 1980. Tel: 01-529 4632 (evenings). (38603)

FIAT ABARTH 131, Road version never raced, one owner, December 1977, racing red, all optional, many extras, as new LHD, must be seen. £5,500. Tel: Woodchurch (023386) 591. (38604)

COUPE 2+2 Peugeot 304S, Hatchback, sunroof. Rare and attractive, one lady owner, 32,000 miles, full service schedule, tax, MoT 1980. £1,450. Rowley, 2 Longwood Road, Aldridge, Staffordshire. Tel: 0922 52347. (38602)

TR6, 1971, Damson, wires, XASs, radio, long MoT, carb conversion around 120 b.h.p., 30 m.p.g., fast, reliable, very good condition for age. £1,275. Tel: Littlehampton 7634 (after September 4th). (38601)

MORGAN 4/4 4-seater, 1971. Chocolate and cream, wires, s.s. exhaust, radio, heater, bonnet strap, rear belts, tonneau, Kenlowe, luggage carrier, full year's tax and MoT. £3,200. Tel: Reading 27644 (Berks.). (38599)

CLASSIC CAR for £1,350! 1963 Alfa Romeo Giulia Sprint (Giulietta shape). Restoration almost complete, needs detail finishing. Tel: Dorking 730397. (38598)

DAIMLER CENTURY saloon, 1956. Superb condition, low mileage, factory rebuilt engine, taxed, MoT. £850 o.n.o. Tel: 09295 3593 (Wareham). (38596)

E-TYPE ROADSTER 3.8 Series I, 1954, extensive rebuild and professionally resprayed in red. 12 months MoT. Realistically priced at £3,250 o.n.o. Tel: Pontybodkin 467 (near Chester). (38595)

FOR SALE—continued

914/6. PROBABLY the only one owner one driver fully verifiable car equivalent to new example in the UK. The sport darling of a Porsche slave. Serviced regularly and knowledgeably but used intermittently, still under 80,000 miles. Serious enquiries only, please, at around £5,000. Tel: Mr. Hendry, 0224 631406 (business) or 03306 263 (home) for full description of this near unique vehicle's many virtues and few known faults. (38597)

RILEY 2/2, 1952. New timbers, reconditioned engine, rewired, smart car but not concours. £1,250 o.n.o. Write or call 1, Havelock Road, Belle Vue, Shrewsbury SY1 7NQ (Shropshire). (38504)

DAIMLER 250 V8, 1968. Gleaming golden sand with tan trim, automatic, PAS, HRW, near concours, much admired, reluctant sale. £1,450 o.v. n.o. Tel: 032-735 475 (Northampton). (38591)

SCIMITAR GTE, 1974. Manual, green, 35,000 miles, radio etc, sunroof, overdrive, excellent mechanical condition, well shod, any trial. Offers around £2,500. Tel: Wokingham 795139 (days) or 01-908 1072 (evenings weekends). (38590)

1973 SERIES, Lotus Elan Sprint, DHC. White, 29,000 genuine miles, radio-cassette, personalised number plate, vehicle surveyor's report available. £3,750 or offers. Sean London (Hendon) Tel: Wootton Bassett (Wilts) 3252. (38589)

1962 E-TYPE FHC, Chassis 8600747, 73,000 recorded miles, some history. Now being resprayed original silver grey metallic, recent vinyl black trim, new CWW tyres, battery brakes, long MoT, original log book, personalised registration, absolutely no corrosion, potential concours motor car. £4,500. Tel: Aldershot 21765. (38588)

LOTUS SEVEN, 1968. BRG, 1500 c.c., wide alloy wheels, well maintained, enthusiasts car. £2,500 o.n.o. Tel: Hoddesdon 65853. (38598)

PORSCHE CARRERA RS, 1973. Service history, no competitions, recent survey by AFN, full Ziebart treatment. Tel: Tockwith (090-15) 418. (38586)

MGB GT V8, August 74(N). Teal blue, all usual extras, absolute mint condition, bought and restored as investment, cottage forces reluctant sale. Please phone for full details. £3,000. Tel: Kewlith 54497. (38585)

BMW 3.0 CS coupé, Automatic, 1974. N-reg. Polaris silver, radio, electric windows, aerial etc. Alloy wheels, absolutely faultless, must sell urgently for financial reasons at far less than even trade price (look it up!) £3,500. Tel: Bristol 422120 (away 7th to 14th). (38584)

MG TB 1939. One owner last 25 years. Extensively restored in 1960 and under 500 miles since. MoT and taxed. £4,000. Tel: 0782 534786. (38639)

ARROL JOHNSTON, 1920. Model A, 15.9 h.p. engine in running order, new tyres, body in need of some restoration but basically sound, original log book. Offers over £6,000 considered. Box No. 5118, c/o Motor Sport magazine. (38637)

XK150S, 1960. The car was completely rebuilt by a professional. Every part was dismantled and replaced where necessary. The rebuild from the chassis upwards was documented by photographs. The car performs and looks as new. £5,850. 01-242 9462 office hours. (38635)

BMW 2000 Touring, 1973. Extensively rebuilt including engine, new gearbox, discs, sunroof and paintwork—over £1,000 spent. £7,850. 01-242 9462 office hours. (38635)

FOR SALE—continued

ALFA GIULIA Spyder 1600, 1964. Red, regularly driven, unused 1 year, good body, interior, hood, factory hard top, radio, newish tyres. £425 o.n.o. 01-340 8938. (38634)

MGB-A 1600 Roadster. Restored bodily and mechanically, must be seen and driven. £1,595. 0761 52390 (Bristol). (38633)

MGB-A 1600 Drophead. Professionally restored, looks and drives like two year old. Unbelievable at £2,150. Bristol 686645. (38632)

JAGUAR 3.8 MkII, Overdrive, wires, restoration project or spares, reconditioned engine, interesting registration. £295. Bristol 686645. (38632)

LOTUS SEVEN S4 Yellow, 1,650 c.c., chambered head, twin 40's, balanced, etc. £900 spent on engine-gearbox, stainless exhaust, alloy wheels, rewired, £2,750 or possible swap for saloon. Storrington 4197, evenings. (38631)

TRIUMPH STAG, 1975. Immaculate condition, only 12,200 miles (used as second car). Automatic, carmine with chestnut interior, hard soft tops, PAS, electric tinted windows, radio and extras, full service history. £3,800. Tel: 01-508 5293 (Essex). (38630)

MGB MIDGET, 1976. Red, one owner, immaculate throughout, 8 months full warranty. £2,100 o.n.o. Evenings, Rayleigh 779576 (Essex). (38628)

MGB GT, 1973. Genuine 23,000 miles, o.d. HRW, radio-stereo, blue. £2,500. Tel: 0293 22523. (38627)

MERCEDES 280E, 1972L. Green, auto, PAS, electric roof, stereo radio 8-track, tinted glass, with service history, 70,000 miles service just completed and in excellent condition. £2,650 o.n.o. Tel: Rattlesden 602 (Suffolk). (38626)

JENSEN INTERCEPTOR MkII, August 1971. 59,000 miles, registration no. 336HRH. Finished in metallic light green with all the usual Jensen refinements: Sundym glass, electric windows, air conditioning, PAS automatic gearbox, stereo, etc. Present owner since 1975. Reluctant sale. £3,200. The George, Desborough, Northants. Kettering 76027L. (38625)

JPS EUROPA, Black and gold, 5-speed, big valve with race pistons, rebuilt engine, etc., bills to prove, immaculate condition. £4,250 o.n.o. Tel: 021-742 1217. (38624)

TR3A, Completely renovated, including all steel body, wires, overdrive. Cost over £2,000 to rebuild three years ago. Reluctant sale due to house purchase. £2,250. 01-650 3345. (38623)

LOTUS EUROPA twin cam, 1972. 53,000 miles, red, radio, Wolfraes, one owner, v.g.c. £2,400. Bookham 56678. (38621)

LOTUS ELAN S4 SE, 1970. Recent reconditioned engine, gearbox, many other new parts. Excellent investment at £1,895. Tel: 060-874 200 (S. Warks.). (38620)

JAGUAR MK1 1/2, "E" type Roadster, 1968. Signal red, cassette radio, beautiful condition, property chief engineer. Price reduced to £3,950. Hyde, nr. Manchester. Phone: 061-368 1275. (38618)

LOTUS EUROPA, 1971. Low mileage, MoT, radio, cassette, excellent condition. £1,850 o.n.o. 051-645 1124. (38617)

LOTUS ELAN 2-2S 130, "K" reg. Yellow silver, radio, etc. tax, MoT. £1,850 o.n.o. 051-645 1124. (38617)

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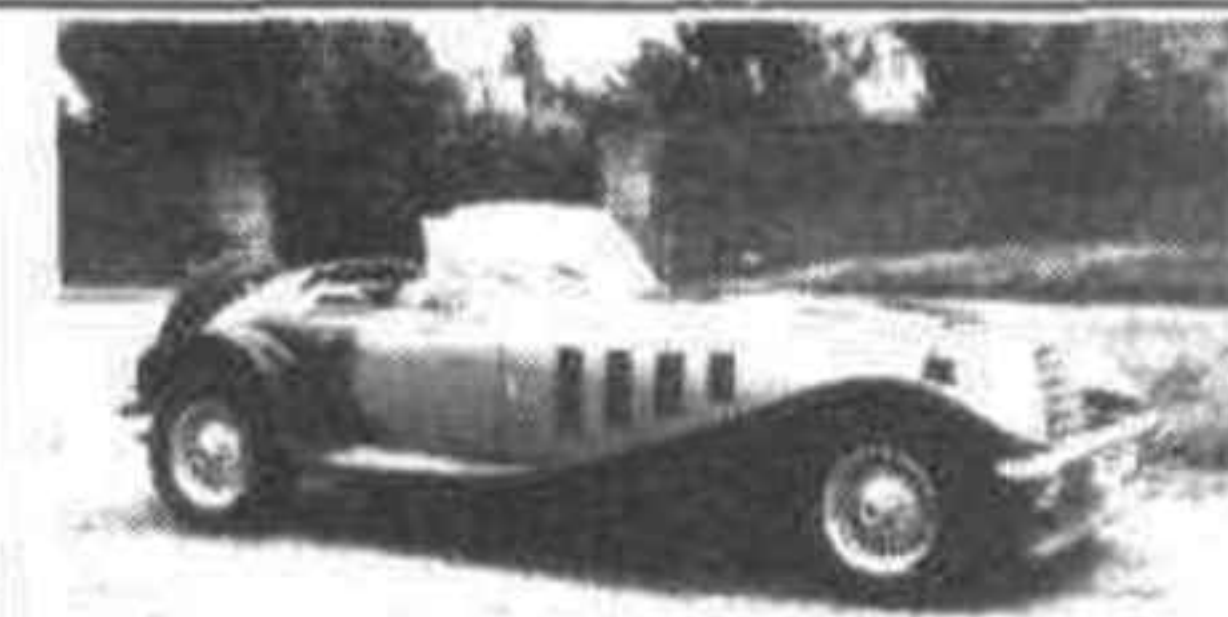
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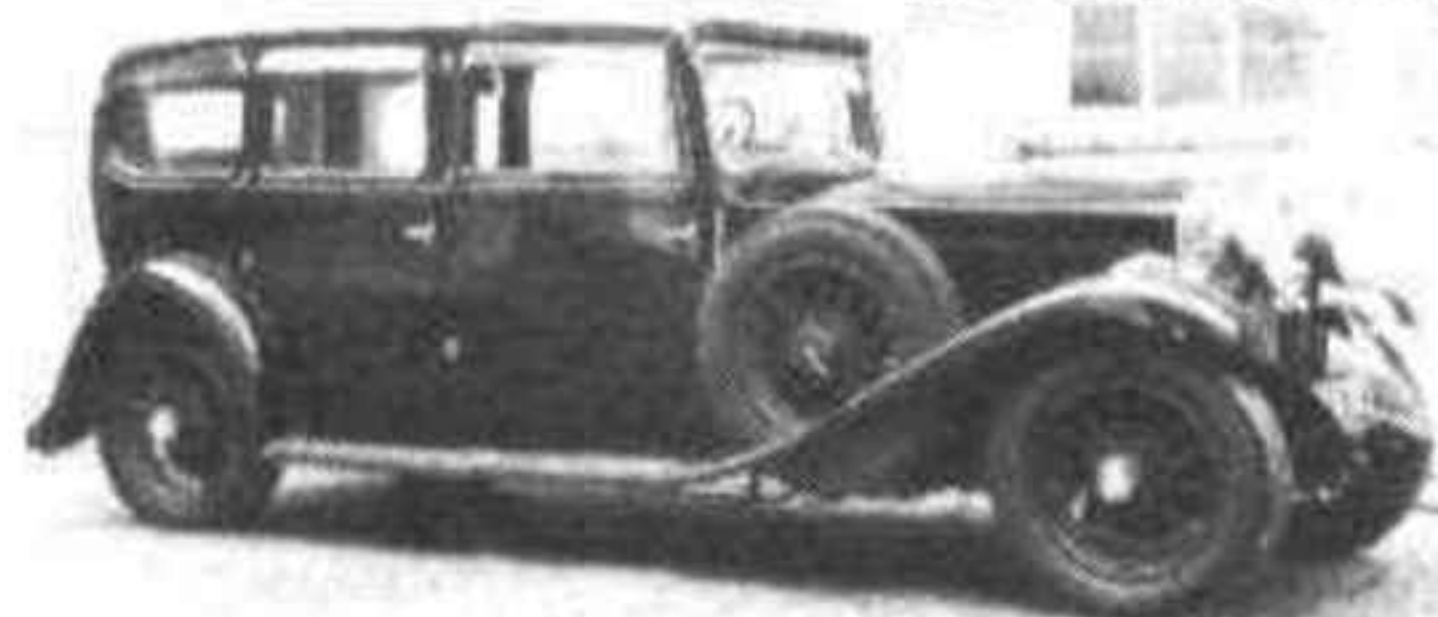
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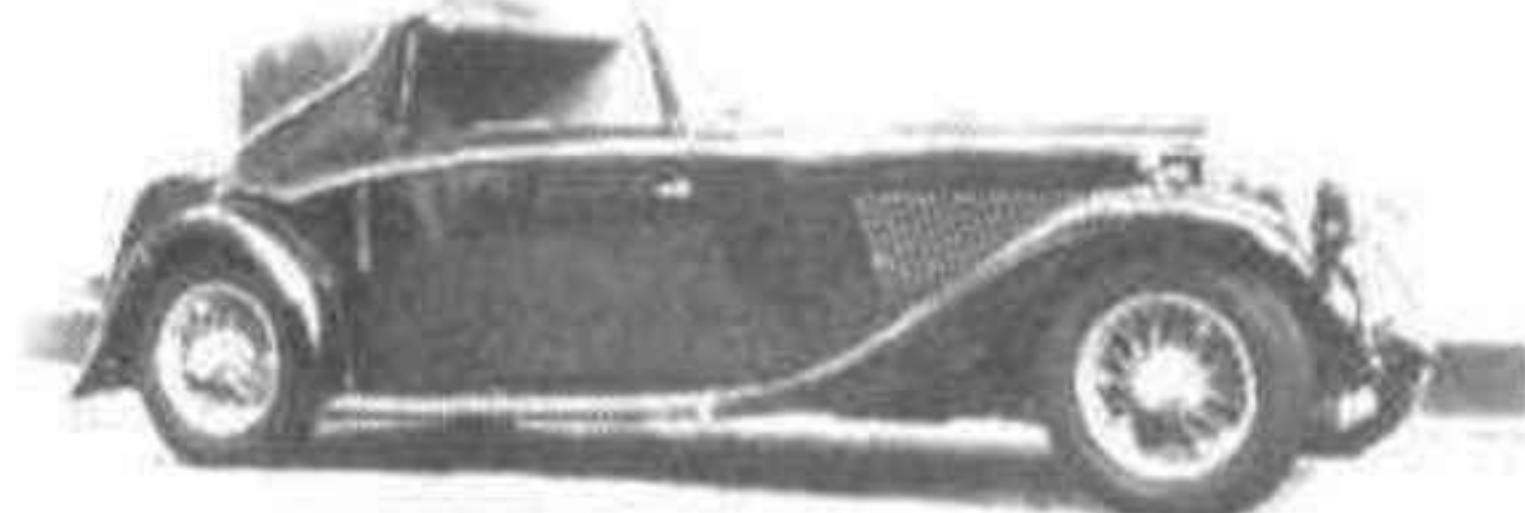
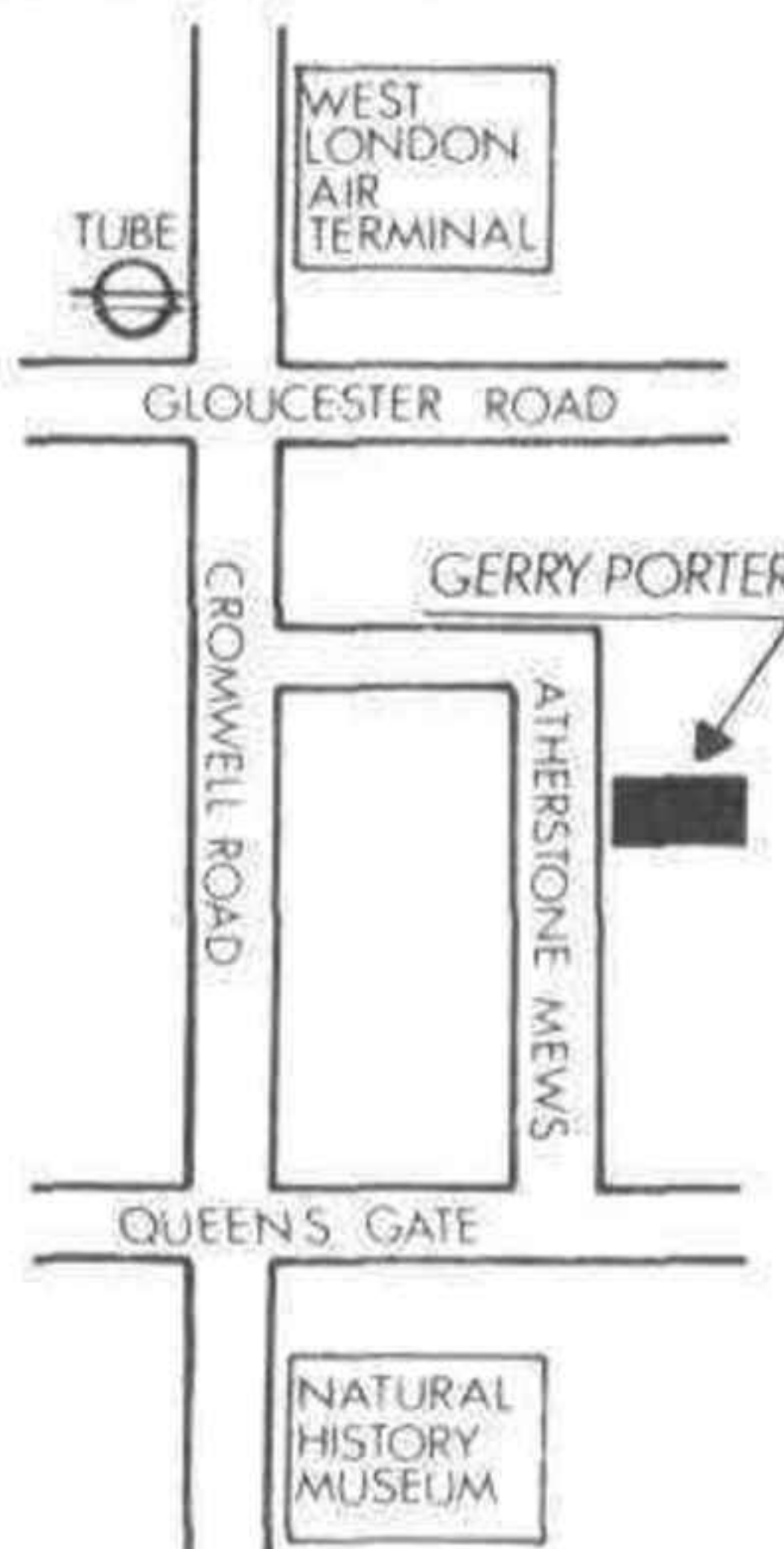
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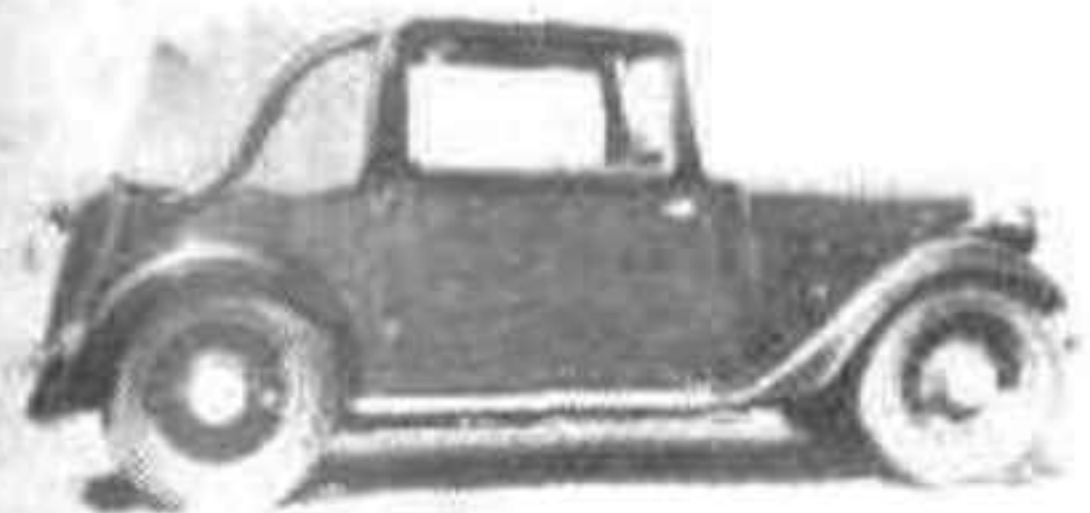
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RILEY RME 1.5. Mechanically sound, requires attention to bodywork £750 o.n.o. Tel: Ramsbottom 3423. (38572)
ASTON MARTIN DB4 Superleggera. 1961. Treasured vehicle, wearing better than its lady owner who, on medical advice, must now give up driving it. Mileage 66,200, specialist maintained, wire wheels, original paintwork, offers over £5,500. Telephone: High Wycombe (0494) 28697. (38569)
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3100 RS CAPRI, 1974 (N), yellow with sunroof, flared arches, Bilstein alloys, etc. as standard. Recent engine overhaul with stage 2 (160 b.h.p.) mods, electronic ignition mechanically sound, excellent bodywork, radio cassette, company car forces reluctant sale, rare and very fast car, M.o.T. 1 year £1,725 o.n.o. Tel: 0632-877430. (38567)
MG-B GT VS. 1976 (R) 25,000 miles, Endrust, sunroof, overdrive, HRW, etc. £3,950. Phone Halkyn, Clwyd 103521 780744 or 051-236 3831. (38561)

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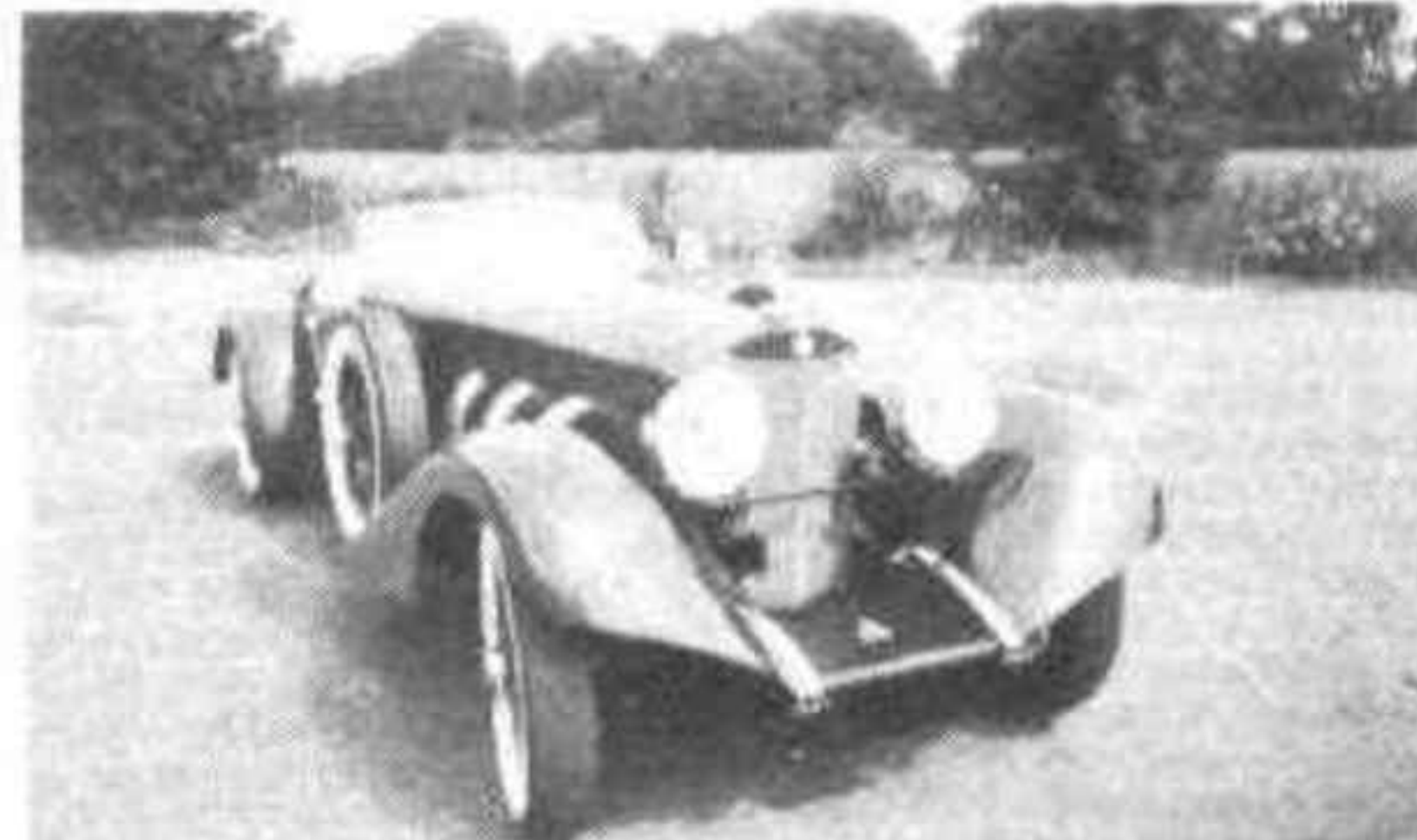


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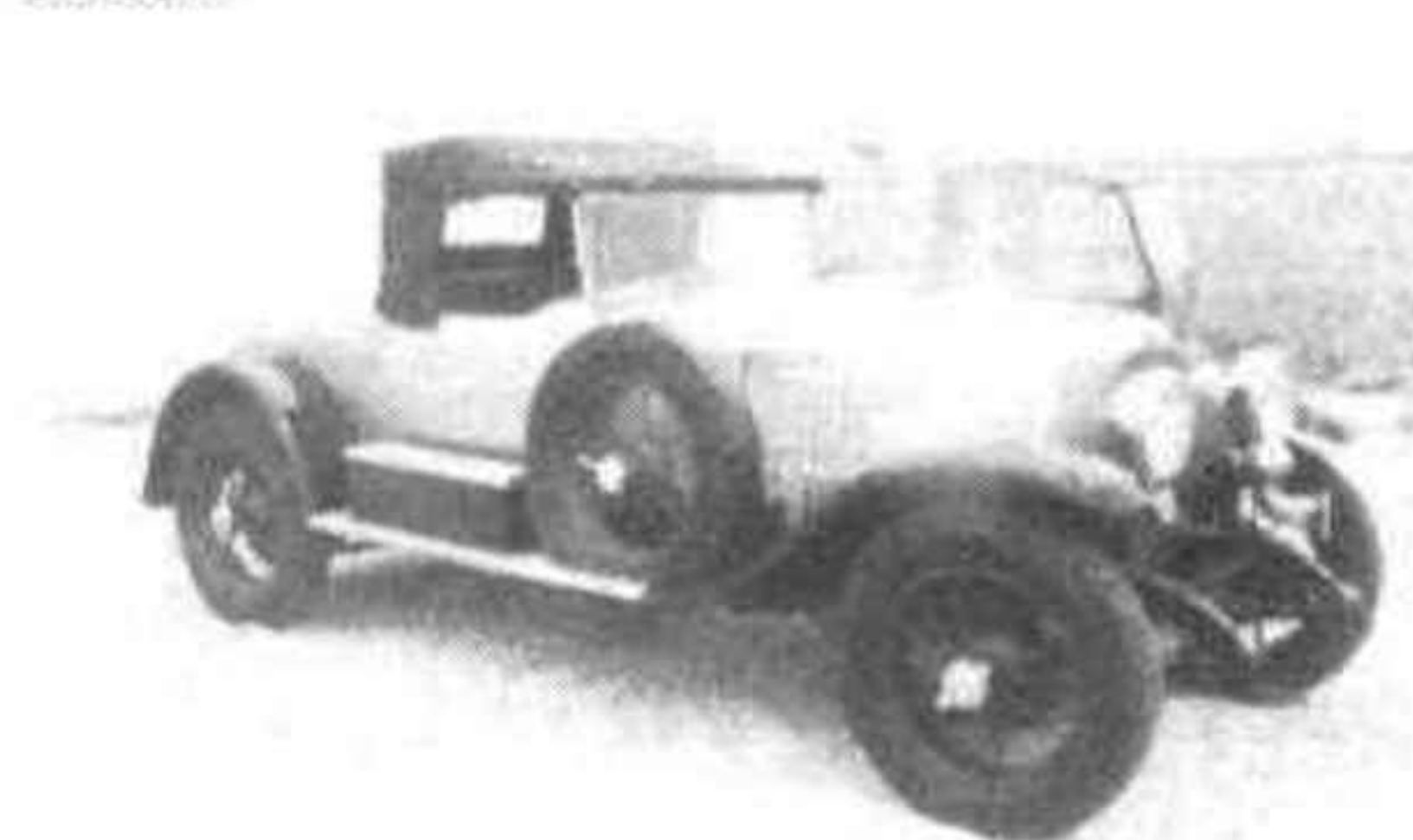
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MORGAN 4/4 2-seater, 1978. Ivory, 20,000 miles, wires, many extras £5,600. Tel: Broadstone 699442. (38552)

TVR 2500M, Sept., 1972. Green with sunroof and overdrive, good condition, M.o.T. until Feb., 1980 £2,350. Bristol 298828. (38551)

LANCIA MONTECARLO, 1978. Red with beige cloth trim, 6,000 miles, extras, immaculate £5,495. Tel: 01-657 8664 after 6 p.m. (38550)

TR6, 1973L, Pimento, M.o.T., taxed, new hood, all bills, bargain £1,850. Keynsham 61629 (Bristol). (38707)

LANDROVER motor caravan, LWB, petrol, 1975, 4-berth, elevating roof, almost new inside and out, genuine 26,000 miles, privately owned, fully fitted, 7-seater so dual purpose as station wagon, tow-bar, AA inspection very welcome. Accept £3,850 o.n.o. Consider exchanging. London: 01-876 5717 or Norwich (0603) 898 492. (38706)

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MG-B GT, Nov. '73 "M". Genuine 51,000. Citron yellow, overdrive, radio, etc. Service record, owner going overseas £1,850. Haywards Heath (0444) 50786 or 73417. (38705)

ASTON MARTIN DB4 Series Five Vantage. Metallic red/tan, has just completed a rebuild and bare metal respray. A spectacular car at £6,000. Phone East Horsley 3088. (38704)

ASTON MARTIN DB4, 1961. Burgundy with cream interior, beautiful condition, offers. Walton on Thames 22916. (38703)

TVR TURBO, 1977. Yellow, tan interior, Wolfrace wheels, stereo radio/cassette, etc. Immaculate throughout £8,450. Pix considered. Emsworth 6560. (38700)

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JAGUAR E-TYPE, Oct., 1973. V12, white, black soft top, 33,000 miles, tinted windows, 5 new tyres, manual, excellent condition £6,500 o.n.o. Huntingdon (0480 890238). (38698)

GILBERT INVADER, 1979 (The last one?) Metallic blue, white interior, overdrive, radio, taxed, 1,000 miles only. A unique opportunity to acquire this beautiful compact coupé at bargain price £5,500, 0782-515645 (Staffs). (38697)

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FOR SALE—continued

TR6 SOFT-TOP, "P" registered March, 1976. Mimosa yellow, black interior, genuine 22,000 miles, one owner, used as second car, garaged, regularly serviced, overdrive, Zeibart, radio-cassette, headrests, tonneau cover. Must sell to accommodate baby and trappings. Price £3,850. Ring Marchington (Staffs) 337. (38694)

MG-B GT AUTOMATIC, 1969. Excellent condition £895 o.n.o. Tel: Bedford 712006. (38693)

ALFASUD 1.5Ti, 1979. 6,000 miles, sunroof, rustproofed, white. Cost today £4,200, save £750, as new £3,450. Esher 66525. (38725)

MG-B GT V8, 1974 "N" Reg., white, black vinyl roof, sunroof, radio, other extras, good condition £2,800 o.n.o. Tel: 01-852 6493. (38724)

MORGAN PLUS 8, 1975. Black on black, 30,000 miles by 2 owners only, radio, tonneau, long M.o.T. and tax. VGC due to sunny day use only. Best offer around £5,500. Tel: John Bell, Chester 35107 or Winsford 56161 (work) after hols. 18th Sept. (38722)

AUSTIN HEALEY 3000 Mk IIA, 1963. 21,000 miles from new, completely original condition, overdrive, wire wheels, tonneau, works hardtop, hood cover, genuinely immaculate car. Offers over £5,000. Phone Jones Walford 40758. (38709)

LANCIA BETA coupé 1600, 1976. Dublin green, gold interior, sunshine roof, etc., 10 months M.o.T., 43,000 miles, VGC £2,350. 01-459 8330 daytime; 01-527 6646 evenings. (38710)

ROVER 80 in sound condition and good running order. D.o.E.d and taxed. Offers around £500. 13-60 Herald convertible, 1970. Recond engine, new hood, hardtop available, good all round condition, D.o.Ed and taxed £375 o.n.o. Ring Denbigh 3663. (38708)

LANCIA FULVIA 1.3S, 1974. Full history, 46,000 miles, mechanics and performance excellent £1,225 o.n.o. 01-286 3696. (38721)

BMW 2002 Ti (the fast one) K reg. Orange with brown stripe, special cloth bucket seats, Minilites, spoiler, "Park Lane" twin headlamp conversion, radio, tow-bar £1,300. Chelmsford 71159. (38720)

TRIUMPH STAG, 39,000. Hard and soft tops, electric windows, second car from new, first to see this much admired car will buy £1,399 o.v.n.o. Phone Prestetyn (N. Wales) 7735. (38719)

£10,950 DE TOMASO Pantera GTS, 1976. Outstanding in silver, wide wheels, side lettering, air conditioning, tinted glass, tax, M.o.T., 16,000 miles. Southport 40047. (38717)

LANCIA MONTE-CARLO, 1977. Metallic blue, one owner, 25,000 miles £4,650. Very good condition. Lincoln 24576 (office) Basingham 214 (home). (38726)

FOR SALE—continued

JAGUAR MK II, 1966. Red, auto 3.4, Reg. No. lovely condition £1,250 o.n.o. Wafford 26108. (38727)

TVR 3000M, M reg. Black, gold trim, sunroof, 5 windows, rear screen wipe wash, 7" Wolfrace, 8s, HRW, exceptional condition, very reliable o.n.o. 01-394 1178. (38728)

MERCEDES 300 SE coupé, 1965. Automatic sunroof, cassette/radio, etc. Metallic gold with leather, full service history, maintained by Mercedes in magnificent condition. Offers around £1,000. Tel: Cobham (Surrey) 5238. (38729)

MINI MOKE. Completely rebuilt with Cooper engine finished in white. "Ideal for the yacht" £1,950. 01-398 5593. (38730)

ALFA ROMEO Alfetta 1.6 GT, July, 77. Color Zeibart protected, one careful owner-driver from soon commencing work abroad £3,100. 01-89 (Ealing) after 6.00 p.m. (38731)

1927 AUSTIN CHUMMY tourer, running order, v.n.o. Phone 0920 3366 (Ware). (38732)

FIAT 124 Sports 1600 '75 (N). Red, 63,000+, £995. Tony Bowman 01-748 5733. (38733)

ALFA ROMEO Alfetta 1.8, 1977. Green, brown trim, tinted windows, Zeibart underseal, document service history, plus set of winter tyres, immaculate well-cared-for car £2,300. Tel: Milton Keynes 72434. (38734)

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1973 SCIMITAR GTE. Manual, overdrive, bronze yellow/tan trim, chrome wheels, M.o.T., immaculate throughout £2,395 o.n.o. Tel: 06 3488 day 061-338 4112 evening. (38736)

MERCEDES 300 SL Roadster, 1960. This exceeds rare low mileage classic is in outstanding condition (inspection invited). Finished in red, black upholstery complete with original hardtop. Offers a £17,000 invited, private sale. Phone 6654071. Kent evenings and weekends. (38737)

MG TF, 1954. This car is in exceptional condition, tyres M.o.T., and in daily use. First offer for quick sale. Private, phone 66 54071 evening weekends. (38738)

1970 SERIES E-TYPE Roadster, 48,000 miles, reluctantly for sale by second owner, under new, original pale blue coachwork, crashed, original Dk. blue hood, hood bag, hardtop, chrome wires, laid up winter tyres, fastidiously maintained, lovely straight original. Tel: 0524-64128 Lancaster. (38739)

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TVR Taimar 1977. Sunroof, Sundym, alloy wheels, silver	£5,995	MG Midgets 1973/77. Choice of three, from	£1,295
Lotus Seven S4 1972 T/Cam. Alloy wheels, one owner, yellow	£2,795	Triumph TR7 1977. Choice of two, from	£2,895
Jaguar XJS Auto 1976. Speed hold, one owner, blue	£8,995	Triumph Spitfire 1500 1975/79. Choice of seven, from	£1,895
Scimitar GTE 1977. Overdrive, PAS, Sundym, radio, yellow	£5,195	Datsun 260Z 2 + 2 1976. Alloy wheels, blue	£4,095
Jensen Healey 1975. Five speed, hard/soft tops, orange	£2,895	Datsun 260Z 1974. Alloy wheels, white	£2,495
Jensen Healey 1974. Hard/soft tops, red	£2,450	Panther Lima 1977. 4,000 miles, alloy wheels, spoiler, yellow	£4,995
MGB Roadsters 1971/76/77/78. Choice of four with o./drive, from	£1,145	Escort Mexico 1978 T. Custom pack, white	£3,295
		Fiat X1/9. 9,000 miles, one owner, orange	£3,695

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1975 (Series) LOTUS Europa Special. Met. blue, 30,000 miles, alloys, oatmeal, Sundym.
1975 (Series) LOTUS Europa Special. 5-speed, Roman purple, 27,000 miles, oatmeal, alloys, Sundym, radio/stereo.
1973 LOTUS Elan Sprint. DHC, blue, 11,000.
1973 LOTUS Elan Sprint. DHC, white, 29,000.
1973 LOTUS Elan Sprint. DHC, white, 36,000.
1973 LOTUS Elan Sprint. FHC, red/white, orig.
1973 (Series) LOTUS Elan Sprint. DHC, red.
1972 LOTUS Elan Sprint. FHC, red.
1972 LOTUS Elan Sprint. FHC, yellow.
1977 MORGAN Plus 8. Silver, 12,000 miles.
1972 MORGAN Plus 8. Silver, superb.
1978 MORGAN 4/4. 2-seater, royal blue, 2,000.
1978 MORGAN 4/4. 2-seater, red, wires, 10,000.

1976 MORGAN 4/4. 2-seater, black, 13,000.
1973 MORGAN 4/4. 2-seater, blaze, wires.
1972 MORGAN 4/4. 2-seater, blue, 35,000.
1960 MORGAN 4/4 plus 4. 2-seater, Super Sports Special, cream, leather, wires, full history.
1976 MORGAN 4/4. 4-seater, red, wires, 6,000.
1974 MORGAN 4/4. 4-seater, white, wires, 20,000.
1972 MORGAN 4/4. 4-seater, BRG, wires, 21,000.
1979 (Series) FERRARI 400 GT. Auto, celeste, one owner, 8,000 miles, radio/stereo, air cond.
1978 FERRARI Dino 308 GT4. Brown, one owner, 13,000 miles, radio/stereo, air cond., leather.
1974 FERRARI Dino 246 GT. Red, 35,000 miles, flares, service history, radio/stereo.
1973 FERRARI Dino 246 GT. Blue, 48,000 miles, full service history, radio/stereo.
1971 FERRARI GTC 4. Celeste, 28,000 miles only, recently serviced.
1974 (Series) JAGUAR E-type V12 Roadster. Manual, white, hardtop, 20,000 miles.

1973 (Series) JAGUAR E-type V12 2 + 2. Auto, white, one owner, radio-stereo, 35,000 miles, full service history.
1970 JAGUAR E-type 4.2 2 + 2. Manual, sable, full history, new engine.
1977 (Series) PORSCHE Carrera 3.0 Targa. 25,000 miles, one lady owner, white, full history.
1974 PORSCHE 911 S Targa. White, 48,000 miles.
1974 PORSCHE 911 Targa. LHD, 41,000 miles.
1973 PORSCHE 911E. Metallic, 45,000 miles.
1977 (Series) MG-B GT. Blaze, 8,000 miles, Ziebart.
1975 MG-B GT. Blaze, low mileage, radio/stereo.
1971 MG-B GT. Blaze, low mileage, radio.
1974 (Series) ASTON MARTIN DBS V8. Royal blue.
1972 ASTON MARTIN DBS/6 Vantage. 5-speed, celeste, 47,000 miles.
1965 ASTON MARTIN DB5. 5-speed, metallic.

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FOR SALE—continued

PORSCHE 911S. 1970, LHD (IN Reg.), ex Vic Eiford road car, factory-fitted 2.4S engine, Stuttgart maintained, Tax M.o.T., superb £4,250. 01-857 1862. (38783)
PORSCHE 912. 1970, Chocolate, 5-speed, 911 wheels, 48,000 miles, AFN serviced, Tax M.o.T. superb, example £3,000. 01-857 1862. (38783)
BMW 3-LITRE CSA (coupé). 1973, Blue with blue cloth, 63,000, fully serviced, near mint condition throughout, 26 m.p.g. with care. Offers above £3,500. Day: 01-353 7202. Home: Aldbury Common 375. (38802)
ROLLS-ROYCE. 1939, Sports saloon, 4 owners from new, original brown log book, runs well but requires interior and wiring sorting, etc. £6,500 or exchange for Ferrari Dino 246GT. 051 546 0329 (Liverpool). (38776)



1971 Mercedes 350SL. Hard/soft tops, automatic, power steering, red coachwork. £6,950
1977 (V-reg.) Corvette Stingray. 10,000 miles. £6,750
1927 Ford Model T. 2-door coupé. £4,950
1954 Bentley R Type. £4,950
1955 Rolls Silver Wraith. £12,500
1964 Rolls Cloud III. £12,500
1965 Alvis TE21. £1,850
1927 Morris Cowley 2-str. drophead. with dickey. £4,250
1933 Riley 9 Gamecock. £5,950

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FOR SALE—continued

BENTLEY R-TYPE. Standard steel saloon, automatic, complete history, one of the finest available £6,750. Tel: 01-398 5593. (38714)
VOLVO 1800ES. Reg No. TRB 333K, Yellow, tinted glass, radio, 64,000 miles, immaculately maintained by enthusiast, growing family forces reluctant sale £3,500. Tel: Scaiford (Leics) 225. (38684)
ALFA ROMEO Alfetta GT 1.8. Red, black cloth interior, tints, Strada alloys, Ziebart from new, low mileage, superb condition and unmarked. Now need four-door car so consider part exchange, or sell £2,950. Ferndown 877332 (near Bournemouth). (38688)
VOLVO 1800 ES. Automatic, green, January, 1973, 53,000 miles, sunroof, cassette radio, excellent condition £3,000. Tel: Cardiff (0222) 372733. (38687)
MG-A 1600 drophead. Excellent original condition throughout, lovely sky blue, all steel and very sound, original logbook, 2 previous owners, superb mechanics, genuine very low mileage from new with recent complete overhaul, drives beautifully, wire wheels, tonneau, M.o.T., tax. Well cared for and much regretted sale. Offers around £2,550. Tel: 01-731 3159. Weekday evenings. (38675)
MORGAN 4/4 4-str competition model. 1973, Twin spots, full tonneau, luggage rack, 31,000 miles, 2,000 miles since rebuild £1,200 spent on new parts including new chassis £4,200. Bishops Stortford 870698. (38679)
MORGAN 4/4 4-seater. Sept. 1977, 8,000 miles, red aluminium body and wings, wire wheels. £6,750. Bolton 46386. (38678)
TR250 (LHD TR5). Very rare car, 55,000 miles, immaculate condition, 12 months M.o.T., taxed, overdrive, ideal investment £1,875. Phone Hinkley 36018. (38680)
MG-B V8. 1975, O.d., sunroof, tinted windows, radio and stereo, two lady owners from new, excellent condition £3,350. Tel: Etwell 2394 (Derby). (38685)
1969 JAGUAR E-Type 2+2. Carmen red, black interior, chrome wire wheels, 51,000 miles, immaculate £4,750. Tel: 01-398 5593. (38678)
BENTLEY MK VI Freestone and Webb saloon. A most original example with only 80,000 miles recorded £6,750. Tel: 01-398 5593. (38676)
JAGUAR 3.4S. 1967, Manual, 53,000 recorded miles, 12 months M.o.T., recent clutch, exhaust system, etc. Selling only because company car acquired, excellent condition £1,095 o.n.o. Kidderminster 69049. (38690)
MK I LOTUS-CORTINA. 1965, Rebuilt over last 3 years using all new panels, new Grand Prix tyres, year's M.o.T., spare engine and gearbox. Offers around £1,200. Tel: 03272 3321 day 5986 evenings. (38683)

FOR SALE—continued

ROVER 100. Fine appearance and mechanical order. Many spares available (046 030) 476 (Axminster area). (38677)
ROLLS-ROYCE Silver Shadow. 1977, Brown-Biscuit interior, managing director's car, usual refinements, excellent condition £30,000. Wakefield (0924) 78222. (38689)
TRIUMPH TR5. 1978, Magnificent yellow, black hood, rebuilt injection, T AND T, 1900 recently spent, bergam £1,500, or p-exchange tatty TR4. Redhill 63237. (38691)
DAIMLER V8 saloon 2 1/2 litre. 1965 model in good condition and very well maintained, engine and gearbox overhauled, 30,000 miles ago, mileage now 68,000. Offers to Mr. Elston 11, Royal Circus, Edinburgh Tel: 031 225 8055. (38755)
IMMACULATE L-REG. TVR. One owner, 3rd car, little used, new tax and MoT. £1,600. Tel: Brede 882313. (38752)
MORGAN 4/4, 1971. Carnation red, always garaged and carefully maintained, completely repainted, last year, husband forces sale. £3,950 o.v.n.o. Tel: 0404 87 344 (Devon) evenings. (38751)
LOTUS EUROPA Special JP black. 1974, Oatmeal trim sunroof, Sundym glass, Radiomobile, mag wheels, 5-speed, any trial welcome £2,995 o.n.o. Tel: Stamford (Lincs) 0780 4312. (38750)
BRISTOL 406. 1960, Maroon with white interior, good condition throughout, engine rebuilt last year, spare gearbox, MoT £1,800. Tel: East Kilbride 47129. (38749)
AUSTIN HEALEY 100 6. 1957, Body dismantled rear of dash, much repair work done, new short engine fitted 1973. Negligible mileage since, many new parts. £1,450. Tel: Leamington Spa 27347. (38765)
MORGAN F4 Three-wheeler. 1936, Blue, very clean and driveable, 2+2 seats, Ford 100E engine, MoT, taxed. Offers around £1,800. Tel: Burnopfield 70090 (Newcastle). (38764)
ASTON MARTIN DB6. 1968, Manual, red, special wide wheels, wireless. £5,000. Price Barnstaple (0271) 4386 (office hours). (38763)
LOTUS ELAN 2-2 130S 1974, Maroon with cream leather interior, electric windows, Blue Spot radio with electric aerial, absolutely superb condition. £2,750 o.n.o. Tel: Scarisbrick 880619. (38762)
MORGAN 4/4 4-seater. 1975, Aluminium body, orange, many extras, one woman owner, driver, full documentation, 1978 condition. £4,750, will haggle. Tel: 0323 (Alfriston) 870691. (38760)
260Z DATSUN 2-seater. Jan. 1979, T-reg, 6,000 miles, excellent condition, owner gone abroad. £5,200. Tel: Stevanage 61841 (office) or 3076 (evenings). (38759)

FOR SALE—continued

LOTUS EUROPA 52. 1971, 53,000 miles, red/white engine, brakes and suspension rebuilt in last 18 months, MoT June 1980, good condition for year. £1,575 o.n. Tel: Mansfield 27486 (home). (38758)
ALFA ROMEO Montreal. 1976, Blue, only 24,000 miles, electric windows, superb investment at only £5,800. Tel: Slough 20304. (38768)
ALFA ROMEO Giulia Spider convertible. 1966, White, long MoT, new hood, radio, in daily use. £875 o.n.o. Tel: Exeter 51501 (daytime). (38766)
SCIMITAR GTE. 1973(L). Manual, overdrive, green, tan trim, 54,000 miles, sunroof, radio, chrome alloy wheels, new clutch, excellent throughout, company car coming. £1,850 o.n.o. Tel: Broadstone 695951. (38767)
ALFA ROMEO Alfetta GTV 2000 coupé. 1977, 5-speed box, tints, push-button radio, elegant fast and economical, full service record. £2,850. Tel: Amersham 21336 (evenings). (38769)
MG-A 1600 Mk II convertible. Magnificent condition, 2-owners from new, low mileage for year (1962). All metal, gleaming red, good chrome, tonneau, possibly the best, MoT 1 year. £2,550. Tel: (0695) 75633 (Ormskirk). (38770)
AUSTIN HEALEY 3000 Mk II. 1962, Triple carbs, overdrive, wires, new tyres, works hard top, tonneau, brilliant condition, rebuilt engine, 1 year MoT. £3,100 no time wasters. Tel: (0695) 75633 (Ormskirk). (38770)
1936 RILEY 2-seater tourer. rebuilt 12.4 engine, new bodywork, taxed and MoT, very reliable car. Offers or part exchange MG P-type. Tel: 061-773-1434. (38774)
AUSTIN HEALEY Sprite Mk I Froggyle. 1959, Excellent condition, MoT, extras. £675 o.n.o. Tel: Manton 295. (38773)
PONTIAC TRANS-AM 455. Due to phone fault — thanks GPO!, the car on page 1230 "Motor Sport" is still available. Tel: 021-440 5756. (38772)
ALFA ROMEO 2600 Berlina. 1965, RHD, Very rare, mechanically good, new engine etc, bodywork needs attention. Offers. And an even rarer 2600 Zagato, one of only 3 in the country, excellent condition. Phone for further details 01-670 4153. (38746)
LANCIA FULVIA 1600HF Lusso. M-reg. Superb condition, immaculate metallic green paintwork, 12 months MoT, Radiomobile, HRW. £1,900. Tel: 061-439 8791. (38733)
GINETTA G155. 1972, 998 c.c., Wolftrace wheels, flared arches, sunroof, tinted screen, new road springs, taxed, long MoT, good tyres, 50+ m.p.g., excellent condition, very reliable, used daily. £1,200. Tel: Rothbury 20976 or Widsopen 2953 (Northumberland). (38732)



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 77 TVR Taimar, white, one owner, oatmeal trim, sunroof and all extras, overdrive, only 10,000 miles £6,550
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 77 Scimitar GTE, manual overdrive, ivory beige, blue leather upholstery, all usual extras £5,750
 77 Lancia HPE 1600, beige, immaculate throughout £4,250
 76 Volkswagen Scirocco, black, offered at £3,250

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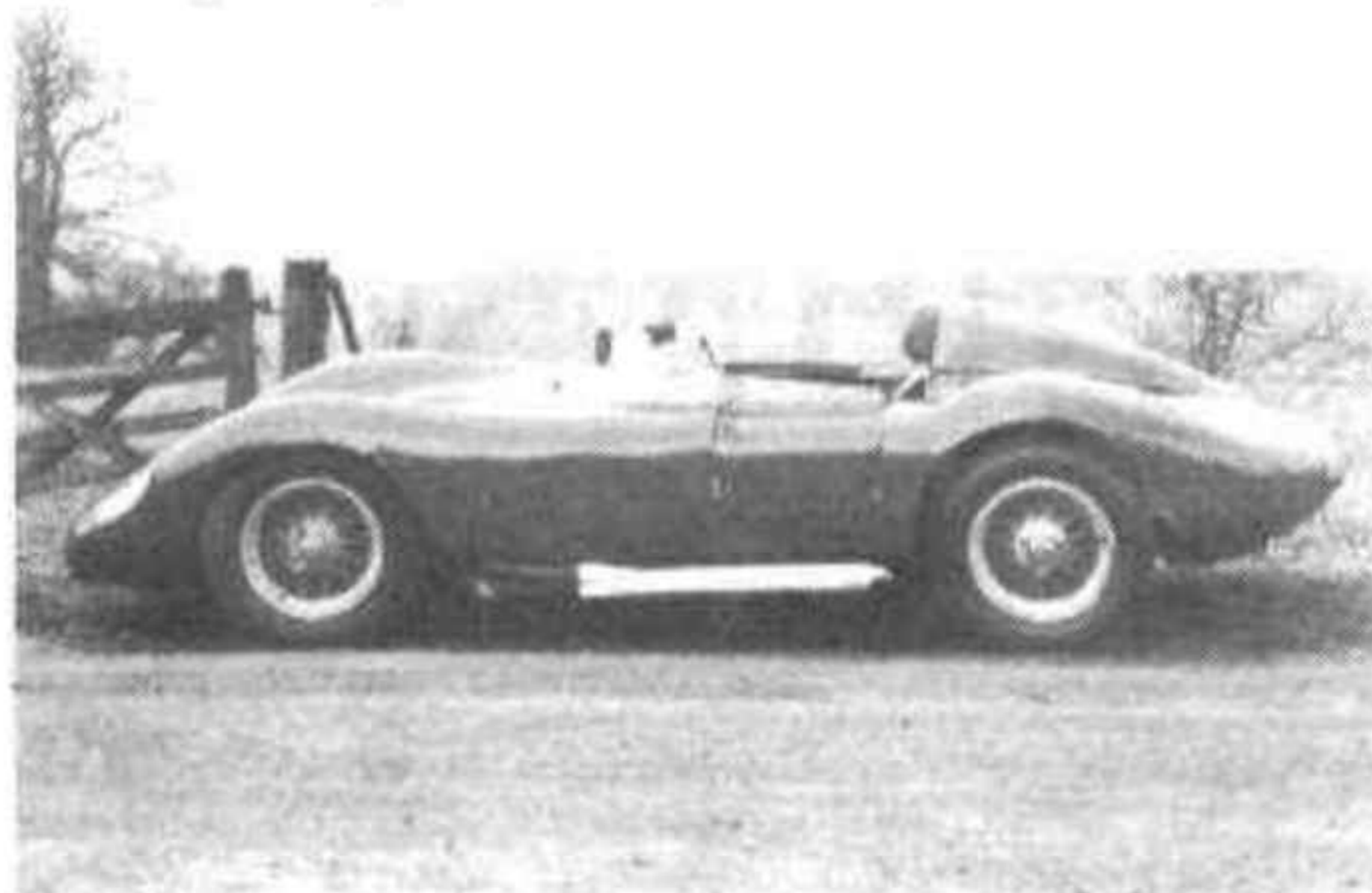
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1956 Maserati Mille Miglia 200Si. Sports racing car chassis and engine No. 2401. 2-litre 186 b.h.p. dry sump engine, 5-speed gearbox, ex works car/Jim Hall etc. Price **£28,000**

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FOR SALE—continued

TVR VIXEN S3, Nov. 1971. Orange, good condition £1,650. Tel: (Cheltenham) 0242 511240 (after 6.30 p.m.) (38734)
LOTUS +2S 130 S, 1974. Green with silver/lake roof, deluxe oatmeal trim, 32,500 miles, impeccable inside and out £3,850. Tel: Ponteland 25623 (Northumberland) (38735)
BMW 3-LITRE coupé. White, blue trim, new tyres, MoT, superb condition throughout, 48,000 miles. £3,650. Tel: Leeds 623485 (days) or 629661 (evenings) (38736)
SALMON, 1927 Vintage. French 1,100 c.c. twin overhead cam. This is the 1½ seater used very successfully by the late Ian Maxwell in VSCC racing and stored since his death at the end of 1978. Car has 4-speed box and many desirable features. £5,000 offers. Tel: Stow-on-the-Wold (0451) 30662. (38738)
MERCEDES 250SE pillarless coupé 1966, automatic, PAS, radio, cream black leather. MoT and taxed, superb throughout, any trial £2,650 p.n.o. Tel: Rugby 76390. (38739)
MORRIS EIGHT Series E tourer 1939. MoT April 1980, good runner. £950 o.n.o. Tel: Tenterden 2808 or Appledore 342. (38740)
MINI 1275GT, February 1978. Immaculate, sunroof, 7,000 miles, red. £2,000 o.n.o. Tel: Chester 679752. (38741)

DAIMLER CENTURY II, 42,000 miles, two owners, original condition, maroon with red interior. £800. Tel: Taunton 74970. (38742)

ASTON MARTIN DB 2.4 Mk. III, 1958. Showroom condition, beautiful investment, year MoT, low mileage, metallic silver, blue leather interior. £6,950. Tel: Frodsham 32566 or 01-821 1250. (38744)

LOTUS ELAN Sprint DHC Red over white, complete rebuild recently effected, new chassis, reconditioned engine, over £2,000 just spent on work by Vegantune. Offers over £3,000. Tel: Paul Green Rotherham 75561 (daytime) or Sheffield 369198 (evening) (38745)

AUSTIN TEN, 1938. All original, including tools, j.c.k., hand pump, service history. £750. For details phone Romford 63636. (38731)

JAGUAR 420, 1968. Superb condition and completely original throughout, royal blue with grey hide interior, 47,000 miles, chauffeur driven, maintained at Henlys, automatic, PAS, HRW, Radiomobile, not a restoration £2,850. South Chard 20893. (38798)

TR6, 1972, 150 b.h.p. model. Enthusiast owned since new, member TR register, 32,426 miles, stereo cassette radio, truly immaculate throughout £2,450. Dartford 23456 Extn. 419. (38695)

AC GREYHOUND. Good condition, resprayed, rachromed, new carpets, new exhaust, MoT, Aug. '80, Cobra wheels. Offers: Egham 7735. (38801)

P4 CONVERTIBLE Rover 100 DHC. Rare car in top condition, original but refurbished where necessary at 80,000 miles, D.O.E.d. taxed, new hood, tyres, carpets. Offers or information Box No. 6158. (38786)

ALFA ROMEO 2000 GTV. Pine green, tan interior, "S" reg. October, 1977, 10,000 miles only, immaculate, always well serviced, full free voucher book. Entrusted from new with certificate. Genuine reason for sale £4,900. Phone day 051-334 2994 evening 051-327 4685. (38788)

JENSEN FF MK. II, 1970. 68,000 miles, all refinements including sunroof. Offers over £4,500. Widecombe in the Moor, Devon. 036 42 218 after 7 p.m. (38785)

FOR SALE—continued

MERCEDES 250SE Pillarless coupé, 1966. Auto. power steering, fuel injection, taxed, MoT, white/black interior, fine example of this rare model £2,800. 0872 3334 (Cornwall) (38795)

DAIMLER V8 saloon, 1963. Auto, taxed, MoT, grey/blue interior, original, immaculate condition, possibly one of the best in the south west £1,600. 0872 3334 (Cornwall) (38795)

MGA MK. II 1622 c.c. Roadster. First registered July 1962. A cherished car in superb condition, most original, finished in char-ot red, offers over £2,500. For full details telephone Cheltenham 42545. (38792)

BMW 3.0 CSI fuel injected coupé. Manual gearbox 1975. Metallic maroon grey velour. Alpina wheels etc. etc. Well maintained example of this powerful yet economical executive's express. Chance of a lifetime at £4,680. Telephone Hase/er, Knob 205 (Warwick) anytime. (38791)

RELIANT SCIMITAR GTE, 1977. 26,000 miles, brown maping director's car £4,650. Phone Penn 45 (Bucks) for appointment to view. (38791)

BENTLEY MK. VI, 1951 saloon by H. J. Mulliner. Under 75,000 miles, two owners, not taxed for six years. Needs new exhaust and slight attention but still worth more than the £4,000 asked. Tel: 0226 82765. (38791)

E-TYPE JAGUAR, 1965. FHC 73,000 miles, taxed, November, MoT, July 1980. Very fine condition and reluctantly offered by private JDC member £3,300. Further details details Fleet 224429 - evenings and weekends (Hants) (38791)

BMW 2500 "M" Reg, 1973. Manual silver, 53,000 miles, taxed, MoT, VG condition, radio, power steering, new tyres, new exhaust, £1,900 o.n.o. Telephone day 01-764 5050 eve 679 1261. (38791)

MORGAN 4.4, 1971. Rare opportunity for enthusiasts to buy unrestored 2-seater. Available October. Best offer over £2,750. SAE for details Box No. 6158. (38791)

TRIUMPH TR6, 1969. Concours rebuilt bod. British Racing Green, new Prodsports engine and gearbox. Absolutely superlative. Offers £7,500. Swallow Duretts 2-litre, 1955. Good original condition. Resprayed black, new MoT, many spares. Offers £1,500. Divorce forces sale! Ale: Pringle, Brighton (0273) 506366. (38791)

TRIUMPH SPITFIRE Mark IV, 1971. 41,000 miles only, radio, extra instruments, taxed until May, MoT until April. £900. 01-886 2474. (38791)

LATE TRADE ADDITIONS

PHONE 01-628 4741 for details

PORSCHE 928, 1979. Blue, all usual refinements, one owner, very low mileage, hp px. Rickmansworth 75204. (38791)

BENTLEY S3, 1965. One owner from new, full service history, hp px. Rickmansworth 73382. (38791)

LAMBORGHINI ESPADA, 1976. Manual gearbox, air conditioning, one owner, very low mileage, faultless condition £13,850. Tel: Northwood 25435. (38791)

1972 BMW Csi Sports Coupé. White with blue cloth interior, special aluminium road wheels, first-class condition throughout £3,995. Highcliff 5351. (38791)

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FOR SALE—continued

RARE LANCIA, 2000HF Coupé, "M" Registration, 5-speed, power steering, electric windows, radio/cassette, gold, Ziebart £1,000. Basingham 545, Mansfield 860581. (38800)

WANTED

MG SPORTS cars wanted for restoration, 1929-1955. £1,000 minimum paid for complete original cars, dismantled or not. More paid for driveable or M.O.T'd cars. Phone Nottingham 702111 daytime. (38790)

MORGAN +8. New car considered if sensibly priced. Genuine sellers only please. Telephone 0983 64575. (38756)

AC GREYHOUND or Peerless GT. Preferably in good condition. Details to 7 Babbington Gardens, Dumfries. (38737)

PAIR WALPRESS racing mirrors, Lucas 518 rear lamps. Beech Cottage, Oldlands, Uckfield, Sussex. Tel: Nutley 2855. (37514)

FERRARI 308 GTS Anything considered. Tel: Penkridge 2244 or Kinver 3226. (37446)

WANTED LOTUS 19 any condition or parts also Lotus 18 and any Climax parts, might consider similar type of car. Box No. 6135. (37453)

WANTED: RALLY name plates from Monte Carlo and other classic European events. M. Diggles, 513 Haverhill Road, Joppatowne, Maryland 21085, U.S.A. (37234)

ISO LELE automatic. Tel: Basildon (Essex) 0268 45097. (37849)

WANTED, MOTORSPORT magazines, especially 1945-1960, also other motoring magazines and literature. Tel: 02406 5140 (Bucks). (37859)

CORVETTE STINGRAY and Camaro Z28. Private buyer seeks a model of each. Rough or mint, any year, paying cash. Repeat, Camaro Z28 and Corvette Stingray. Tel: 052133212. (37823)

MG-TF WANTED in any running condition, might consider T.C.D. Tel: 01-886 3080. (37817)

WANTED, TR2/3/3A, 4/4A, Healey 100/4, Frogeye or similar roadster. Tel: St. Albans 34584 (business) or 02406 5140 (home). (37859)

WANTED, WOULD the secretary of a Lancia motor club in the U.K. or Southern Ireland please contact me with view to membership. R. F. B. Griffin, Ruau, Gortnagross, Cookstown, Co. Tyrone, N. Ireland. (38124)

ELDERLY GENTLEMAN requires touring car made between 1924 and 1938. Price relatively unimportant but the car must be in original condition as regards the upholstery fittings etc. Mr. Britton, Brockenhurst (Hampshire) 3667. (38145)

PRIVATE COLLECTOR seeks Bentley drophead 31/40. Preferably in original condition. Not necessarily mint, but must be complete. Buyer will be in England September 12th-14th and will inspect interesting offers. Please send offer to Box 6142. (37919)

XX 50S Roadster. Tel: 085-880 304. (37916)

BOOKS ON motor racing wanted, particularly pre-War and early post-War publications. Send offers to Phillips, 12 Tudor Lane, Old Windsor, Berkshire. Tel: Windsor 67281. (37595)

LEA-FRANCIS. Wanted, information of any kind to trace 1920-23 Lea-Francis 11.9 h.p. "Alderson" car. Dr. Pulbrook, Maynooth College, County Kildare. (37702)

WANTED—continued

LOTUS ELITE (Climax) wanted for restoration. Detailed offers with price. Box 6137. (37440)

DELAGE DI, DM or D8 tourer or coupe, Lagonda 2-litre, OM or other sporting type. Private VSCC buyer. Write 17 Bracebridge Road, Four Oaks, Sutton Coldfield, West Midlands B74 2SB. Phone 021-308 1078. (36825)

PRIVATE COLLECTOR moderately financed desires to purchase one of the following in good original running order: large Edwardian/Vintage tourer or saloon; 1957 era Mercedes 300SC coupe or convertible; Bentley or other wooden bodied estate; Bentley Continental, or Vintage motorcycle with sidecar. Prefer to view vehicles in the South or in Ireland. Please submit photographs, full description and price in first correspondence. Reply Motor Sport Box Number 6113. (35663)

ROLLS-ROYCE Phantom or Twenty chassis wanted, cash paid or would consider vintage Rolls saloon if reasonably priced. Nudd, Hemmington House, Shardlow, Tel: Derby 792177 anytime. (35489)

EARLY FIFTIES racing special, prefer alloy body, Ford or Austin, need not be road-equipped. Box No. 6122. (36189)

MAGNIFICENT MONSTERS, rotten wrecks, in-betweens and surplus spares wanted for club members all over. Send details, price Vintage Transport Club, 14 Broadway SW1. Tel: 01-834 9225. (31393)

NIKON, Canon, Pentax, Olympus, or Minolta SLR required. Would consider complete outfit. Please phone Simon on 01-431 0447. (3397)

WANTED. High gear crown wheel and pinion for 1956 Ford E931A. [4.41:1 or 4.7:1]. Also close ratio gearbox sought. Phone Eugene, Swindon 764158. (34179)

DUTCH MUSEUM wants any interesting vehicle, prefer prestige cars in running order. Cash available. Distance no objection. Photograph to PO Box 198 Eindhoven, Netherlands. (32859)

WANTED BENTLEY Continental. Any model considered, good condition preferred. Excellent price paid. Tel: Wood & Krailing (Lancia) Ltd., Theydon Bois (849) 3831. (28353)

HIGH PRICES paid for old toy and tin metal cars, trains, figures, boats and aircraft. Tel: 01-733 7358. (26944)

URGENTLY WANTED. Rolls-Royce and Bentleys. High price paid. Phone now 01-302 5570. (25257)

ROLLS-ROYCE Silver Dawn wanted for immediate cash. Tel: Uppingham 2674 (evenings). (33310)

ROLEX OYSTER, Cosmograph, Explorer, Submariner, GMT or Omega Speedmaster required. Please phone Simon on 01-431 0477. (33971)

URGENTLY WANTED V12 E-Types, d/heads. High price paid. Phone now 01-302 5570. (25267)

WANTED URGENTLY. Austin Seven Ulster engine and gearbox or any parts of the same, especially crankcase and cr gear set. Ring Monmouth 2768. (37038)

FROGEYE/MGJ2 spares needed. Frog rev-counter "gearbox", J2 petrol tank, cycle wings, speedo, seats. (AHC/MGCC member) 01-898 3829 evenings. (36917)

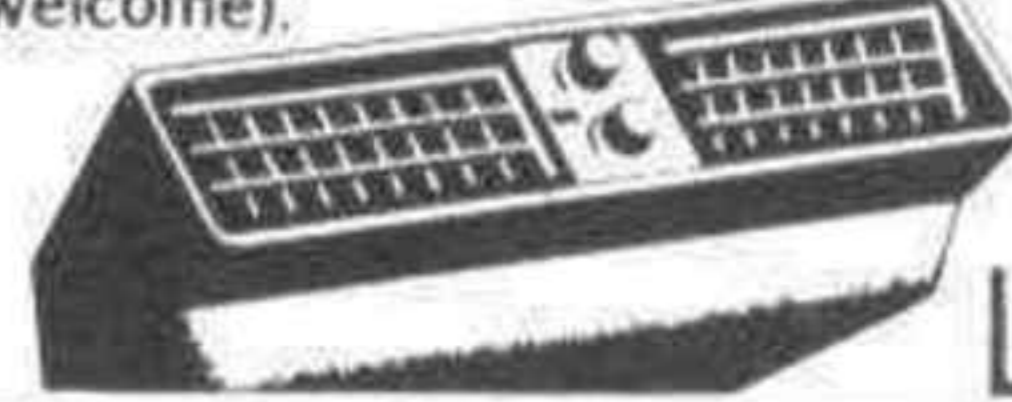
WANTED. V8 Costello MGB GT or roadster, good condition only. Telephone Blandford 52209. (37126)

BENTLEY workshop manual wanted for 1952 R Type. Tel: 04463 3638 evenings. (37040)

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RELIANT SCIMITAR GTE '75(P). Auto. April yellow, black trim, fogs, tints, elec. windows, radio/cassette, one owner, service history..... **£3,950**

PORSCHE BMW Ferrari

WANTED—continued

TRULY GENUINE private enthusiast requires to purchase 1968-71 Mercedes Benz 280SE Convertible. (Where offered to any person knowing the whereabouts of a car for sale.) Would prefer 3.5 but a six-cylinder not objected to. Telephone: Augnton Green 421626 home or 0695 77644 office. (38301)

FROGEYE SPRITE wanted by wife. Must be in first class condition, with original specification. Details, price, returnable photo, please. Taylor, 65 Bittell Road, Barnet Green, Birmingham B45 8LX. Tel: 021-445 2365. (38298)

MG-A's WANTED — all conditions. Phone Simon Robinson, Harrogate (0423) 780519. (38280)

£6,500 AVAILABLE for 1974 (G Series) Porsche 911. Must be RHD, low mileage, undamaged and immaculate. Preferably red or black. Box No. 6149. (38289)

WANTED Lotus Elan Sprint DHC. Private purchaser offers cash for immaculate example. Tel: Cardiff (0222) 810023. (38327)

WANTED BY ENTHUSIAST for restoration, MG, Riley, Singer Le Mans or similar in any condition. Replies to Box No. 6147. (38297)

ENTHUSIAST REQUIRES interesting pre-war car. Whole or dismantled sports model preferred. Tel: 0302 770243. (38279)

E TYPE 4.2 2-2 Series 2 wanted. I am a private buyer seeking to acquire the aforementioned. No dealers please. Amersham (02403) 22201 anytime. (38225)

BENTLEY WANTED: Mk 6, R or S type, any condition considered. Private cash buyer. Warwick 42166. (38342)

BENTLEY S1 engine wanted. Any condition, preferably complete with ancillaries. Mirfield (Yorks) 0924 494502 evenings. (38292)

WANTED LOTUS. Anything Lotus pre-1962, road or race, anything considered, car, engine or any spares. Tel: Armitage (Code 0543) 490232 (Ansaphone). Also wanted 1500 c.c. MG XPEG block. (38436)

VINTAGE BENTLEY, prefer original tourer. Mercedes, Hispano, Delage, etc., considered. Good condition preferred, some restoration OK. 01 274 8109. (38636)

PREWAR ALVIS, Lagonda, Riley or MG tourer wanted in good condition. Some work not objected to. 01-674 6461. (38636)

AC 2-LITRE engine wanted in good condition. 01-828 6306. (38636)

ROLLS-ROYCE Phantom III engine in any condition. 166, Clifton Ave, South Benfleet, 4174 Essex. (38638)

JENSEN HEALEY wanted privately. Low mileage, well cared for car with good, preferably original paintwork. Ashby de la Zouch (053 04) 5679 (Leics.). (38613)

P4 ROVER workshop manual wanted, part No. 4503 (60-110 models). Good price paid. Telephone 0487-840129 evenings. (38592)

WANTED: Windscreen-mounted Grebel spotlight. Derby Bentley 4.4 engine or complete chassis. South Benfleet 4174. (38508)

TVR WANTED: 1600M or 3000M around £3,200 must be immaculate. Possible p.ex. 75PI TR6 31,000 miles, h.v. tops, magenta, immaculate. A West 75 Meadow Court, Boycott, Droitwich, Worcs. (38497)

BENTLEY WORKSHOP manual for 1952, "R" type. Tel: 04463 3638 evenings after 10th September. (38492)

WANTED: Singer Le Mans 9 h.p. or 1 1/2-litre in any condition, preferably complete. Tel: 0929462229 Dorset. (38489)

LAGONDA M4S Tourer. Preferably with T8 body (two similar doors for driver and front passenger only). Box No. 6156. (38753)

FERRARI 500 Superfast engine. 1964.5 model. Good repairable. Tel: Quorn (Leic.) 42021 after 5.30. (38771)

WANTED! Wanted! Enthusiast requires any old or interesting sports or racing car. Best payment. Telephone: 01-385 1805 (W. London). (38692)

MISCELLANEOUS

AMERICAN AUTO PARTS. We are probably the best supplier of parts for your car in the US, and we are proud of our track record. We have supplied parts for 1915 Buicks to motors for AC Cobras and when you get your part you can be sure that it is the right part. Send as much info on your requirements and we shall send you a price. Call US (617) 429-2269. Carson Auto Parts, 235 Shawfarm Rd., Holliston, Mass. 01746, USA. (38780)

ONE 20 H.P. head, one 20/25 block, one 20/25 engine, one Auster screen complete, two 20/25 carbs, three 20/25 wheels, one P2 dynamo, one 20/25 starter. Ring 01-399 8099 office hours only or ring Esher 63222 after 8 p.m. (36199)

1930s RACING Alfa Romeo, Ferrari team cars. 100s of photographs previously unpublished in "La Scuderia Ferrari 1929-1939". Fantastic new heavyweight in Italian by Orsini Zagar. 430 big pages, many technical drawings. Personal Ferrari photographs, Nuvolari, Varzi, P3, Bimotore, Monza, 1750, etc. Important historical item. £27 including surface post. Personal service. Eoin Young, PO Box 3, East Hursley, Surrey. (38481)

BOUND VOLUMES Motor 1904.5 with adverts. Autocar 1905, Motor Cycle 1903-1957. Mint. Tel: St Albans 51675. (38509)

NEW TYRES. 13, 14, 15, 17 and 18 in. radial and crossply. Tel: 023 373 2216 (Kent). (38478)

MG-B, MIDGET, V8 owners. Replacement MG motif wheel badges available 85p each (£2.20 for four). Complete MG-B Rostyle S.S. wheel centres £2.25 each (£8.00 for four). Excellent value original equipment items. Prices incl. P&P. Cash with order to David Price 11, Colleton Drive, Twyford, Berks. (38600)

DAIMLER V8 2.5. Engine, carbs, distributor, four wheels, etc. £150 the lot or will split. Tel: 01-686 1401. (38594)

AUTOCOURSE 1950s and 1960s full and part years wanted. Tel: 01-226 1200 ext 22 (office) or 01-464 7083 (home). (38571)

CASTLE ASHBY sale, Sunday September 2nd. Promised vehicles include: SS1 Jaguar tourer, 1923 Bullnose 2-seater-dickey, Singer Le Mans 2-seater, 1954 MG-TF, 1949 Healey Sportsmobile, 1937 Vauxhall 25 h.p. cabriolet, 1929 Riley 9 fabric tourer, 1933 Rolls 20/25 Barker faux-cabriolet, 1960 Mercedes 220S coupé, 1951 Rover 75, 1963 Alfa 1660 Spyder, 1968 MG-C Roadster, Bentley S2 with Cloud conversion, 1968 Daimler Sovereign 420, 1968 Daimler 250 V8 manual, 1961 Hillman Minx convertible, 1967 Daimler Majestic Major, c1880 omnibus, pony-driven child's gypsy caravan, a Governess cart and other carriages, etc. Most vehicles however will just come on the day, unexpected, so make sure you don't miss just what you're looking for by being there about 10 a.m. See display ad for more details. (38636)

MISCELLANEOUS — continued

PRE-1940 Motoring books. V & V Magazine complete (17 vols. bound) £250. Stall 338-339 Beaulieu or tel: 0872 2315 10-4 p.m. (weekdays). (38519)

RILEY 9 spares. Large quantity including engines. Derby Bentley wheel spanners £15. Tel: South Benfleet 4174. (38508)

BSA FRONT wheel drive club stand 608-609 Beaulieu autojumble, caters for all BSA FWD three-wheelers "Scouts", specials. Welcome new members. Autojumblists bring us your BSA FWD spares literature. Enquiries: Iverna Cottages, High Street Prestwood, Bucks. (38442)

MG-A SPARES many body, trim and mechanical parts including hard top. Tel: 0761 52390 (Bristol). (38633)

BIG BRITISH bike. 1972 BSA 650 Thunderbolt. Extensively rebuilt to original specification, an appreciating asset and usable transport. Tel: Penrith 64609. (38622)

JAGUAR SPARES dismantling most models of Jaguars, used E-type parts always in stock. All parts dismantled and cleaned. Phone us to discuss your requirements. Tel: 01-965 7896. (38619)

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MOTOR SPORTS, 1955-1965 most issues, in good condition. Buyer collects. Offers Bracknell 22298. (38166)

ROLLS-ROYCE Phantom I engine, cast iron head damaged but repairable £1,250. Silver Ghost rear axle with torque tube £250. 20/25 and 20 h.p. chassis frames £150 each. Ring North Walsham 3707 daytime, after 6 p.m. North Walsham 2235. (38119)

FERRARI OWNER'S CLUB. For past and present Ferrari owners. Send for membership brochure. Quarterly magazine on subscription to all and bi-monthly News Spot. Competitive and social events in the UK and on the continent. Write Secretariat, 10 Whittox Lane, Frome, Somerset. (38136)

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"FERRARI" The official publication of the Ferrari Owners' Club. On subscription to all. Write for details to Secretariat, 10 Whittox Lane, Frome, Somerset. (38136)

MEADOWS 3.68 spares. Various magnetos, Panhard, Levassor carb, Lanchester 10 spares, Smiths carb, Lea Francis 8 Cozette supercharger. Wanted Dilambda wheels or hubs. Box No. 6146. (38141)

LARGE collection Autosport Magazines in fine condition. Storrar 23 Sarum Hill, Basingstoke. Motor racing books wanted. (37922)

MOTOR SPORT Oct 59-Jan 65 (except Jul. 62) and Aug 73-Nov 74 Plus Autosports, various, 73-76. Offers, 021 308 5185. (37941)

PROFESSIONAL artist specialises in veteran, vintage, classic and thoroughbred vehicles. Many enthusiasts already own a unique painting of their car. If you are interested phone Michael Turville, Bristol 45801. (38000)

MOTOR REPAIRS. Earls Court Coachworks specialise in MGs and Minis. For crash repairs, full mechanical facilities and Crypton tuning come to 6 Cluny Mews, London SW5 (corner of Cromwell and Warwick Roads). 01 373 7625. (38250)

COMPLETE unbound, mint Motor Sport January 1969 onwards £25. Ditto Motorcycle Sport, December 1970 £15. Miscellaneous "Classic Car" from October 1973. Redruth 216354. (38307)

FIVE MINILITE wheels ex Mercedes-Benz, suit most models. Four new chrome Jaguar wheels, hard top for CJS Jeep. 0695 421626 after 6 p.m. (38301)

MOTOR CYCLE spring, seat, saddle covers. Original £8.50 V.V. pannier tool boxes £17.50 pair, brass licence holders £3.30. Earnshaw, Brookside, Ripponden, Sowerby Bridge. (38338)

COIL SPRINGS. Road, race, rally. Aston, Bristol, Clan, E-type, Gibern, Lotus, Scimitar, etc. Plus Escort, Fiesta, Chevette, Lada Range Rover. Specials designed. Any car spec. Sheffield 442676 day 583569 night. (38334)

ORIGINAL MANUALS. Parts lists, handbooks, motor racing books. Send stamped envelope for lists. Offers invited for following: Manuals, Aston Martin DB2 4 (plus handbook), Lagonda 2.6 and 3L, A.H100 Six, MGA 1600, MGA TD and TF. Parts lists, MG TC, TR 2, 43 Sough Hall Avenue, Thorpe Hesley, Rotherham S61 2QJ. (38272)

JAGUAR "E" TYPE. LSD final drive unit 3.54.1 £90. TR4 and 4A water pump £8.50. A35, A40, Sprite, king pins and stub axles £10. All new and unused. Tel: 074 20291. (38277)

MOTORISTS' EUPHORIA. 3 miles from Chobham, Surrey. Modernised farmhouse, 5 beds, covered swimming pool, etc., with spacious outbuildings, barns and workshops plus further land to choice. Phone: Chobham 8550. (37855)

BROOKLANDS. Collector's items. Mint original cast bronze plaque 8 1/2 in. diam. on wood base, awarded by BMCRC to winner 1920 Junior 100 Mile Race, engraved name, time, etc. Also mint BRDC "500" 1937 "Mechanic" arm band and programmes for International Trophy 1933, 1935. BRDC "500" 1937, JCC "200" 1938 & BMCRC May 1938. For sale as one lot only to best cash offer received by 24th Sept. 79 to Box No. 6138. (37430)

MOTOR SPORT magazines for sale. 1974 onwards, incomplete. Also some "Classic Car". Details, Coventry 27798. (37441)

END OF TERRACE shop and workshop, SW19. Flat over, small covered yard and storage, suit vintage restorer £27,000. Phone: 01-542 6518. (37509)

1/24th SCALE Merit D Type, Aston and Lotus exchange for Vanwall of same series. Little 5, Point Neptun House, Fowey, Cornwall. (37510)

SPECIAL OFFER. Hooding material cotton (better as double duck) 150 cm wide, colour blue-grey, inside tan. £9.95 per running metre. We have also a large range of first quality trimming material as other hooding materials, wool headlining and cloth; Wilton carpet, original trimming material for Mercedes cars and ready made Sonnenland hoods for all SL-types. See us on this year's Beaulieu AUTO Jumble, stall 532-535, Ground B arena gmbh hower brack 43 d-2050 Hamburg 80. Tel: 040 7230699 or telex: 0217983 are d ask for free samples. (37454)

MOTOR SPORT for sale. 1958 Oct-Dec, 1959 Feb-Dec, 1960 ex. July, 1961 Jan-July, Oct-Dec, 1962, 1963 complete. 1984 ex. April. Offers 01-504 3048. (37233)

MISCELLANEOUS — continued

SINGLE AND DOUBLE jowring facilities for bonnets and valances available at North Stables Coachbuilding, 51 Milton Trading Estate, near Abingdon. Tel: 0235 834753 for further details. (37432)

600/650 x 18 Dunlop Vintage Tyre. £30. 01-590 2020. Ilford, Essex. (37230)

GULLWING MERCEDES triplate model (Auto-Dux) of the Prototype 300SL Gullwing; plus two original Gullwing sales brochures and one leaflet in folder. All in fine condition. Price £60 the lot. Tel: 01-834 3118. (37297)

BADGES. Comprehensive restoration service for your vintage and classic car badges using original glass enamels, nickel and chromium plating. We will be pleased to see you at Beaulieu, stand 724, Pamela David Enamels, 6 Overtons Close, Radford Semele, Leamington Spa (0926) 23018. (37588)

BOOKS ON MOTOR racing for sale including many rare classics. Send SAE for list to Phillips, 12 Tudor Lane, Old Windsor, Berkshire. Tel: Windsor 67281. (37595)

AUSTIN HEALEY 100/6 gearbox. £50. Tel: (Macclesfield) 0625 73781. (37590)

NUMEROUS JAGUAR 1 1/2, 2 1/2, 3 1/2, Fiat 501, Triumph Roadster, 1948 Rover 14, Vintage tyres and sundry other spares for sale. Phone: Chorleywood (09278) 4413. (37689)

NUMEROUS BENTLEY Mk 6 and S1 boot and interior parts, some mechanical parts for sale. Phone: Chorleywood (09278) 4413 for availability and price. (37689)

ZF 5-SPEED gearbox. Out of Aston Martin DBS, running condition, normal wear. £250. Crayford 523659. (37603)

CLASSIC JAGUAR Mark III Saloon Rally 23rd September at Cliveden, A National Trust property situated at Taplow (B476) near Burnham and Maidenhead, Bucks. Close to M4 and M3 motorways. All Jaguar and Daimler owners and enthusiasts welcome. A day not to be missed. Last Jaguar rally of the year. (37704)

FREEHOLD GARAGE premises and dwellinghouse on A5 at Corwen, regulation MoT test bed, Laycock hoists, 7,400 sq. ft., 93 ft. frontage, forecourt and petrol pumps. Full details including price and viewing arrangements from the auctioneers, Harry Ray & Co., Welshpool, SY21 7RR. Tel: 2555. (37715)

FOR SALE — Motor Sport January to August 1939 — 19 issues Buganiga May 1936 to September 1939 — motor car cigarette cards, Players 2nd series. East offers accepted. R. Morris, 6 Paget Rd., Leicester, LE3 5AL. (37733)

HISTORIC VEHICLE display. Ash, Canterbury, Sept. 29th, 12.5 p.m. Stalls, bar. Phone: 0304 812014, 0304 812185. (37730)

VALUABLE BOOKS for sale. Brooklands Gazettes, Motor Sports to 1930, 40 copies. "Combat" number 71 of 100 edition inscribed "from Kim 1933", Kimber? £150. "Automobile Year" volumes 1 and 2, £300. "The Life of Sir Henry Royce", Pemberton, large first edition, £50. Bentley Drivers Club Review copies from 1948. Bound "Motor Sport" from Volume 7 to Volume 46, 1970. "The Complete Motorist", Young 1904, £30. "Autocourse" 1961/62 and 1963/64, £22 each. Replies to Box No. 6140. (37811)

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MOTOR SPORT from 1952 onward. £1 per year, buyer collect. Phone Penn (Bucks) 2291. (38629)

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MOTOR SPORT 1943 to 1946 (35 copies) offers please. Edwades, 6 Blackall Road, Exeter EX4 4HD. (36861)

BOLTON AUTOJUMBLE and Fleamarket Saturday, September 29 in the Drill Hall, Silverwell Street, Bolton. Vintage vehicles, spare parts and literature, as well as antiques, coins, old toys, militaria, railwayana, etc. (largest event of its type in the country) 10 a.m. to 5 p.m. Alan Whitehead, Pool Fold Farm, Church Rd., Bolton. Tel: Bolton 491763. (37031)

THE SHUTTLEWORTH Pageant of historic aeroplanes and early road vehicles will attract you and your family to Old Warden Aerodrome, off the A1 near Biggleswade, Beds on Sunday 30th September. Entry: car and occupants £5. Coach bus passenger, cyclist or pedestrian £1, child 50p. Send SAE for times of buses from rail stations. Arrive early for prompt 2 p.m. start. (37043)

MARSHALL'S 70th Anniversary Pageant of Motoring. Entries are invited for this special event to be held on Sunday October 7th, 1979. Historic parade through Cambridge, concours, free luncheon, medalion to all entrants. Open to all cars and commercials — preferably Austin, Morris and BMC orientated. Full details from Mr. R. Scholes, Marshall (Cambridge) Ltd., The Marshall Car Centre, 400 Newmarket Road, Cambridge. Tel: (0223) 65111. But hurry offer closes September 8th. (37032)

MIDLAND MOTOR Book Mart buys books, please send details. Some duplicates for sale, R. V. Roberts, 73 Rosemary Hill Road, Little Aston, Nr. S. Coldfield. Tel: 021 353 7640. (34415)

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THE DAIMLER & Lanchester Owners' Club cordially invites all members to their Northern Rally to be held at Harewood House, near Leeds, Yorks, on Sunday September 2nd, 1979. Details from Yorkshire Secretary, K. E. Beales, 71 Main Street, Shadwell, Leeds LS17 8HL. Tel: Leeds 663455. (3597)

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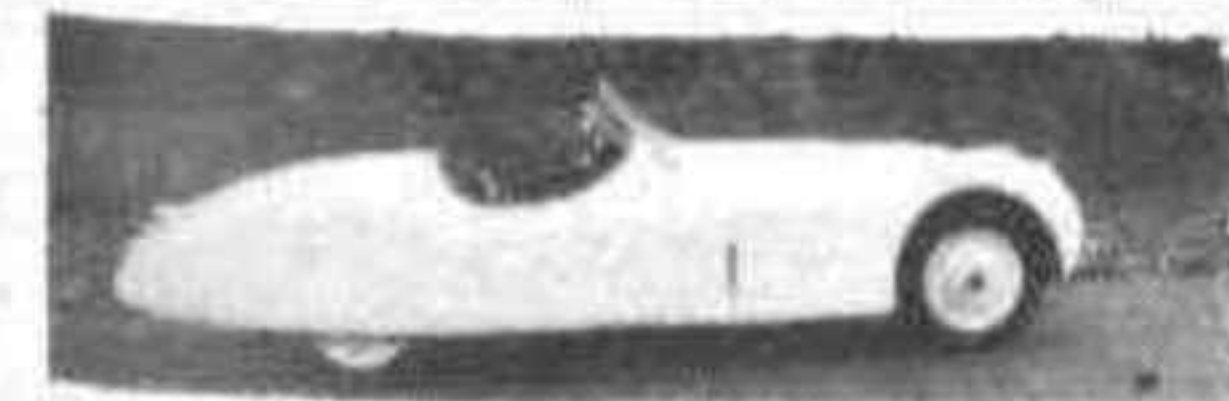
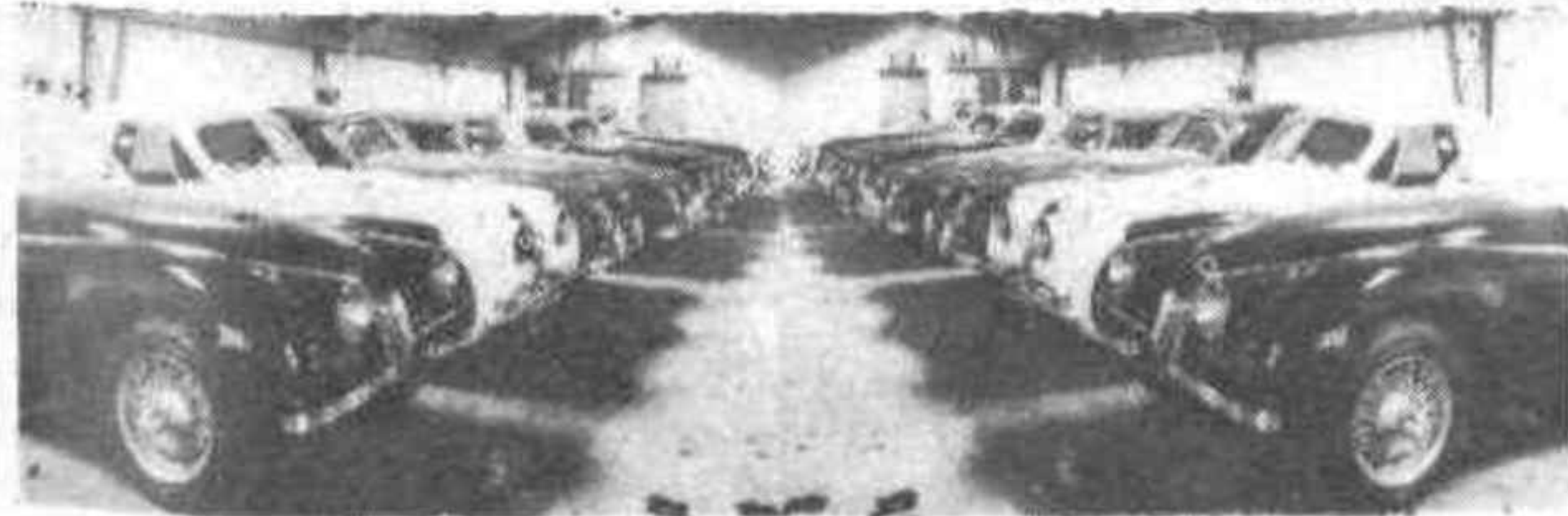
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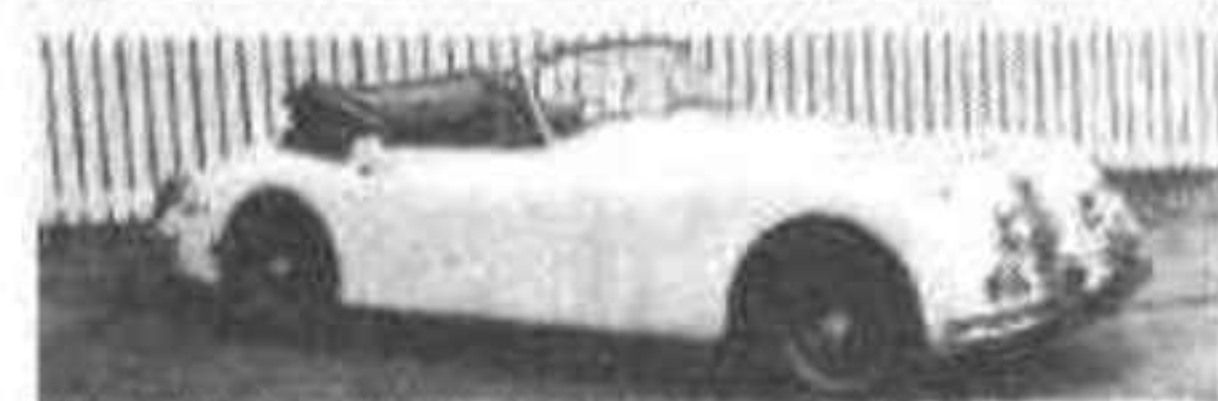
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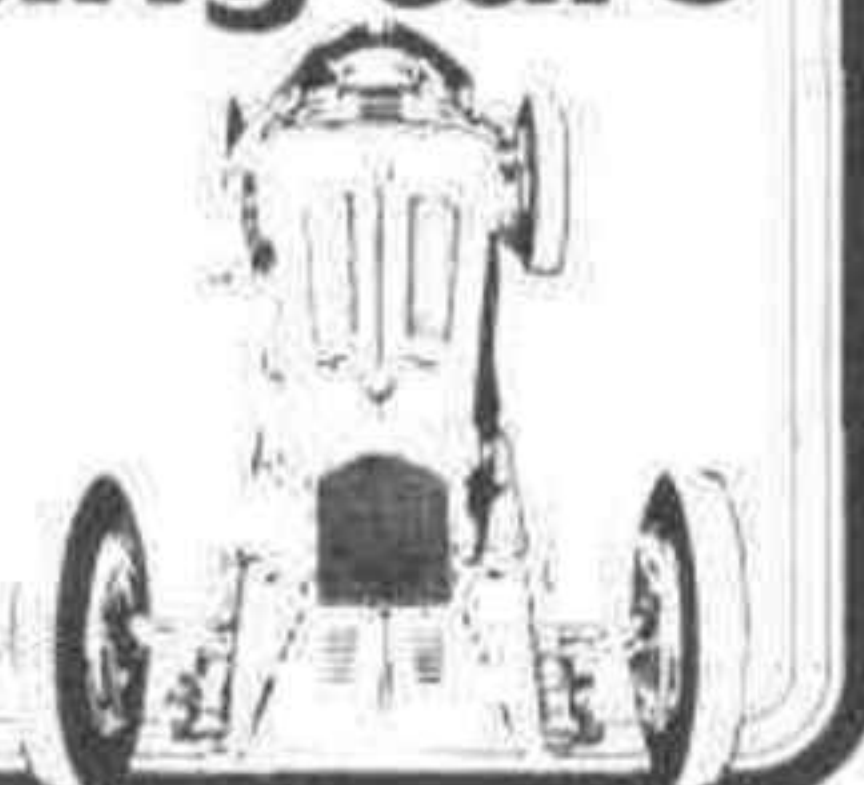
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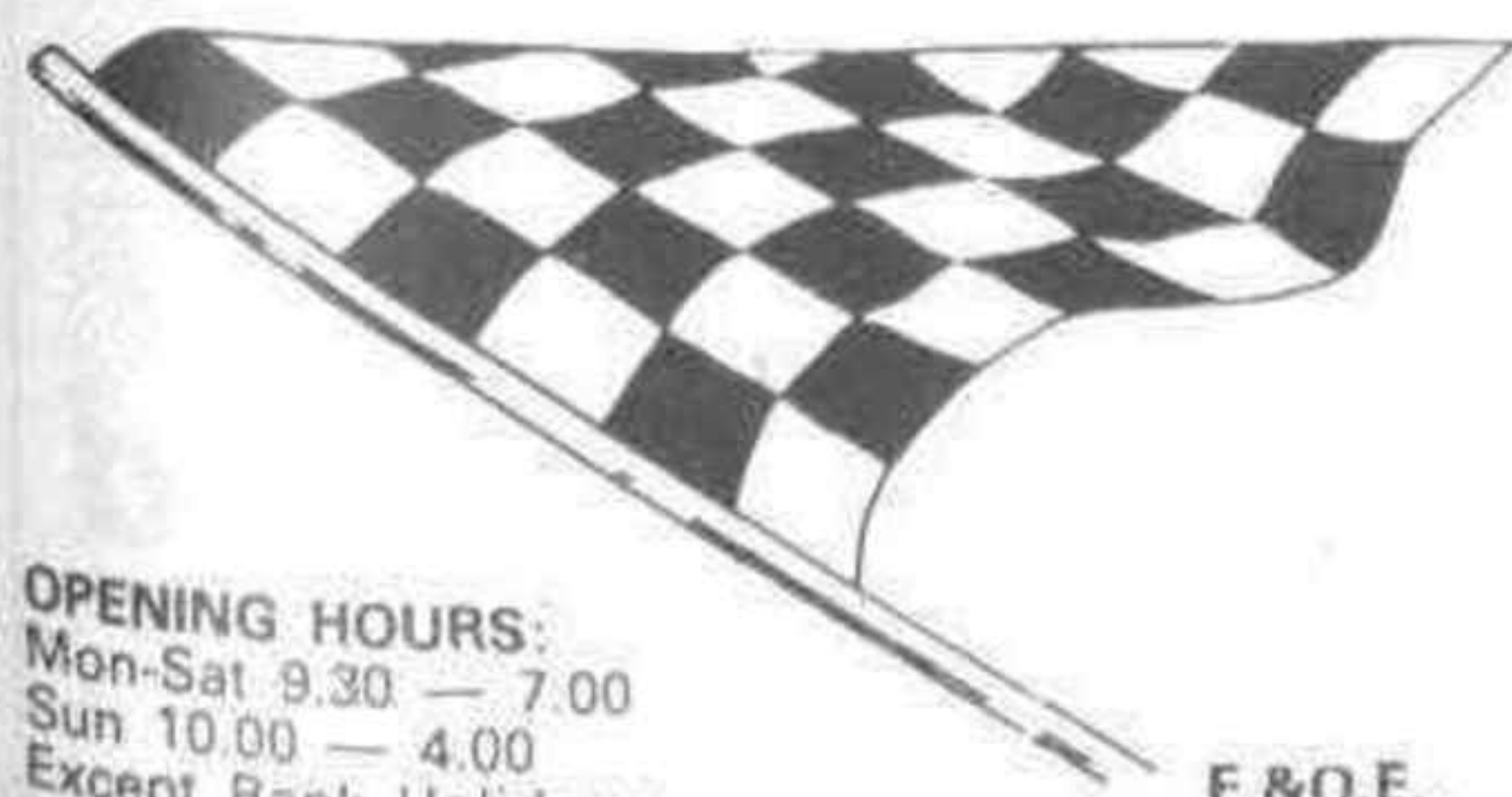
FERRARI DINO 246 GT. Excellent 1973 example in Jupiter red with black leather, alloy wheels, elec. windows, radio/tape, etc. **£8,985**

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LOTUS ECLAT 523. In metallic gold with brown marcasite trim, brown vinyl roof. List.

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1977 TRIUMPH TR7. In white with black trim, stereo cassette/radio, 9,500 miles only. **£2,895.**

1977 TRIUMPH STAG. Automatic, in brown with matching trim, PB radio, one owner, 23,000 miles. **£5,295.**

1976 TRIUMPH STAG. Automatic, in red, 43,000 miles. **£3,950.**

1974 (N) JAGUAR V12. Automatic saloon in greensand, PB radio, 46,000 miles. **£1,895.**



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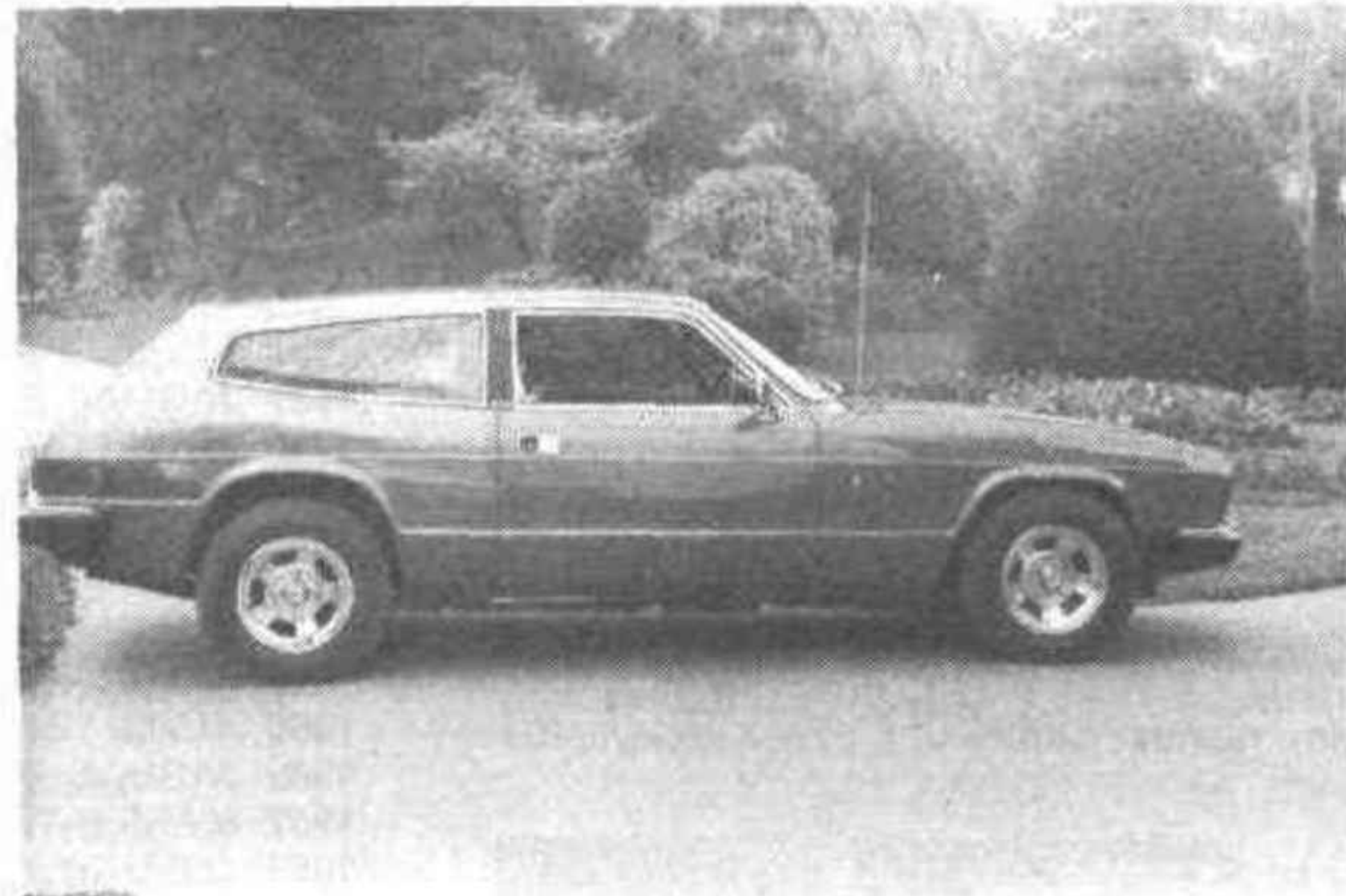
SCIMITAR

TR6



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NEW TAIMAR, in gold with chocolate coachband, oatmeal trim, sunroof, radio
1979 T TAIMAR, in silver with black coachband, sunroof and interior, stereo cassette, 2,500 miles £6,995
1977 R 3000 M, in Monza red with white coachband and sunroof, oatmeal trim, 26,000 miles £4,495
1976 P 3000 M, in white with black sun and vinyl roof, stereo cassette, Wolfrace wheels, 32,000 miles £3,795



SCIMITAR

NEW GTE, in white rose with black trim, manual, overdrive, power steering, Wolfrace wheels, tinted glass, electric windows, stereo cassette.
NEW GTE, in champagne with chocolate trim, automatic, power steering, electric windows, tinted glass.
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1976 P GTE, in russet red with tan interior, overdrive, power steering, electric windows, tinted glass, Wolfrace wheels, 28,000 miles £4,495



VARIOUS

MGB GT V8 1975 N, in citrus with black trim, overdrive, radio, undersealed, 41,000 miles, immaculate £2,995
MGB GT 1977 S, in black with matching trim, overdrive, sunroof, undersealed, 26,000 miles £3,495
MGB GT 1975 N, in blaze with black trim, overdrive, radio, undersealed, 34,000 miles £2,495
TRIUMPH GT6 1974 M, in magenta with black trim, overdrive, HRW, tinted glass, radio, 47,000 miles £1,795
TRIUMPH GT6 1973 M, in mimosa with tan trim, sunroof, radio, HRW, tinted glass, 49,000 miles £1,695
TRIUMPH SPITFIRE 1976 P, in red with black interior, hardtop, overdrive, radio, undersealed, 36,000 miles £2,195
TRIUMPH SPITFIRE 1975 N, in sapphire blue, black trim, overdrive, radio, 38,000 miles £1,795
MG MIDGET 1977 S, in mid blue with black trim, fitted radio, undersealed, 21,000 miles £2,195
JENSON HEALEY SPORTS 1972 L, in signal red with black trim, radio, 30,000 miles, by one owner £1,895
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1976 P, in Java green with black trim, sunroof, 5-speed, radio, 18,000 miles, one owner £2,495

TR6s

1975 N, hardtop, in mimosa with black interior, overdrive, radio, headrests, 41,000 miles, one owner £2,995
1975 N, hardtop, in mallard with black trim, overdrive, radio, headrests, 46,000 miles £2,995
1975 N Roadster, in carmine with tan interior, overdrive, radio, rustproofed, 44,000 miles, one owner £2,995
1974 M, hardtop, in sapphire blue with black trim, overdrive, radio, headrests, 40,000 miles, one owner £2,995
1974 M Roadster, in pimento with black trim, overdrive, stereo, undersealed, 48,000 miles £2,895
1974 M Roadster in white with blue trim, overdrive, radio, Wolfrace wheels, 46,000 miles £2,895
1973 M, hardtop, in mimosa with black trim, overdrive, radio, headrests, 49,000 miles £2,695
1973 L Roadster, in pimento with black interior, overdrive, radio, headrests, 45,000 miles £2,695
1973 L Roadster, in sapphire blue with black trim, overdrive, radio, 51,000 miles £2,495
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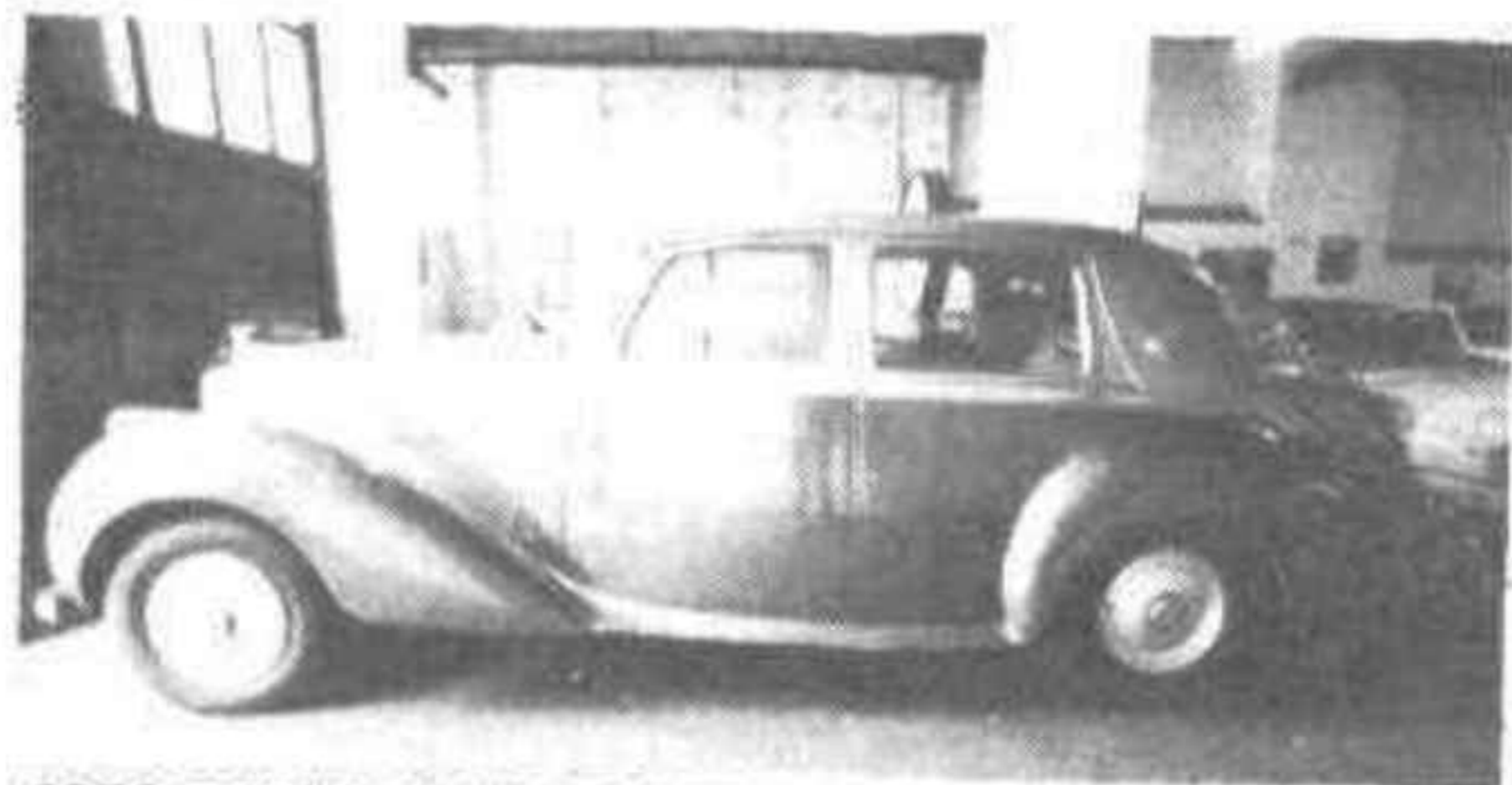
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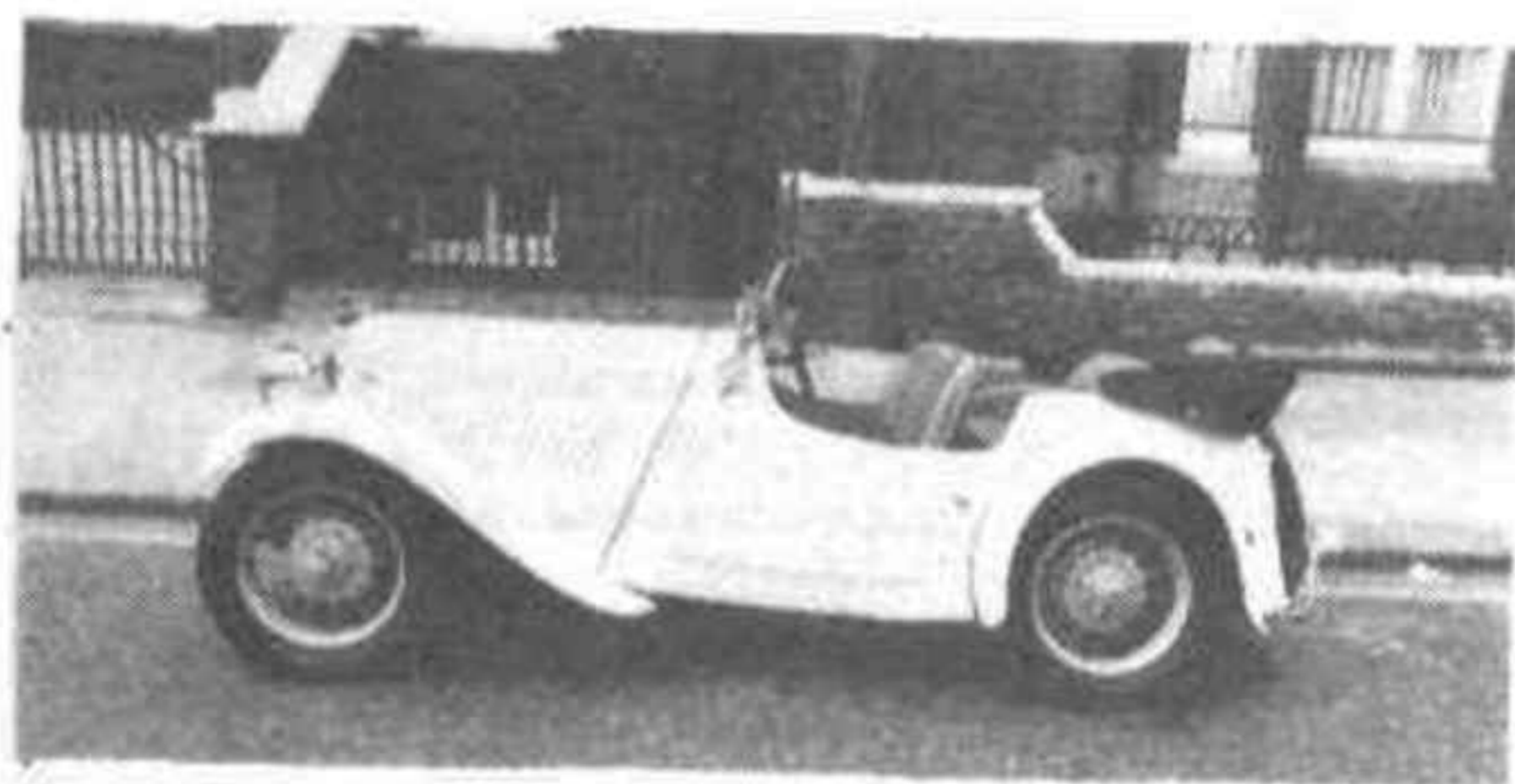
1965 ASTON MARTIN DB5
 1968 JAGUAR 420, grey
 1968 LOTUS ELAN +2S
 1970 JAGUAR 'E' FHC
 1957 JAGUAR 3.4 MK I
 1961 ALVIS TD21 D/H
 1959 ROVER 100, mint



1973 JAGUAR E-TYPE V-12 ROADSTER, blue with black trim, manual, choice of 5 plus 7 six-cylinder models.



1952 BENTLEY 'R' TYPE SALOON, shell grey over blue, blue trim, choice of 3.



1934 SINGER 9 ROADSTER, white with red trim.



1960 JAGUAR XK150 'S' CONVERTIBLE, 3.8, carmen red with black trim, choice of 5.

1963 BENTLEY SIII
 1955 BRISTOL 405
 1960 JAGUAR XK1505 D/H
 1972 DE TOMASO MANGUSTA, RHD
 1963 JAGUAR 3.8 MK II
 1968 MERCEDES 300 SEL
 1957 DAIMLER CONQUEST
 1954 SUNBEAM TALBOT
 1968 JAGUAR 'E' 2+2 AUTO
 1963 ROVER 3-LITRE
 1949 BRISTOL 400, GOLD
 1934 ALVIS SPEED 20
 1967 JAGUAR 3.4 S
 1949 JOWETT JAVELIN
 1960 DAIMLER SP250 DART
 1955 BUCKLER SPORTS
 1950 BENTLEY MK VI
 1959 AUSTIN HEALEY SPRITE
 1949 ARMSTRONG SIDDELEY
 1950 ALVIS TB14 ROADSTER
 1969 JAGUAR 'E' ROADSTER
 1967 MASERATI QUATROPORTE
 1958 JAGUAR XK150 FHC, red
 1959 ALVIS TD 21 COUPE
 1965 AUSTIN HEALEY 3000
 1964 FORD CAPRI GT
 1956 JAGUAR MK VII M
 1951 LANCIA ARDIA
 1972 MASERATI BORA, LHD
 1973 BMW 3.0 SI
 1972 AC 428 COUPE
 1957 MG MAGNETTE
 1931 ROVER TOURER
 1952 MG YB SALOON
 1967 CORVETTE STINGRAY 327
 1937 ROLLS-ROYCE PIII
 1969 VANDEN PLAS LIMO
 1956 JAGUAR XK140 FHC
 1961 AUSTIN HEALEY 3000
 1935 ROLLS-ROYCE PII
 1966 BRISTOL 409 BRG
 1957 MORGAN +4
 1972 ASTON MARTIN DBS VANTAGE
 1937 VAUXHALL 14 DeLUXE
 1970 MGC GT, blue
 1953 BRISTOL 403
 1950 ASTON MARTIN DB 2/4
 1966 JENSEN CV8
 1968 BRISTOL 410
 1966 SUNBEAM ALPINE

1961 JENSEN 541S
 1960 MERCEDES 190SL
 1928 AUSTIN ULSTER
 1934 FORD MODEL 'Y'
 1956 LAGONDA TICKFORD
 1964 RMB GENTRY
 1955 AUSTIN HEALEY 100/4



1959 BENTLEY SI SALOON, sand over sable, choice of 5.



1937 ASTON MARTIN 2-LITRE TOURER, blue with red trim, recently restored.



1965 AUSTIN HEALEY 3000 III, blue over white with blue trim, choice of 12.



1971 PORSCHE 911 TARGA, apple green with black trim, LHD, regularly serviced, choice of 2.



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 1952 AC 2-litre SALOON
 1971 CITROEN MASERATI
 1956 JAGUAR MK VII M
 1970 LOTUS ELAN +2S



1969 ASTON MARTIN DBS6, manual, oyster grey with red trim, choice of 6.



1934 LANCIA AUGUSTA. A beautiful little car recently restored and finished in blue and black with fawn cloth trim, RHD.



1950 BENTLEY MK VI, slate grey with grey trim, mint condition, choice of 3.



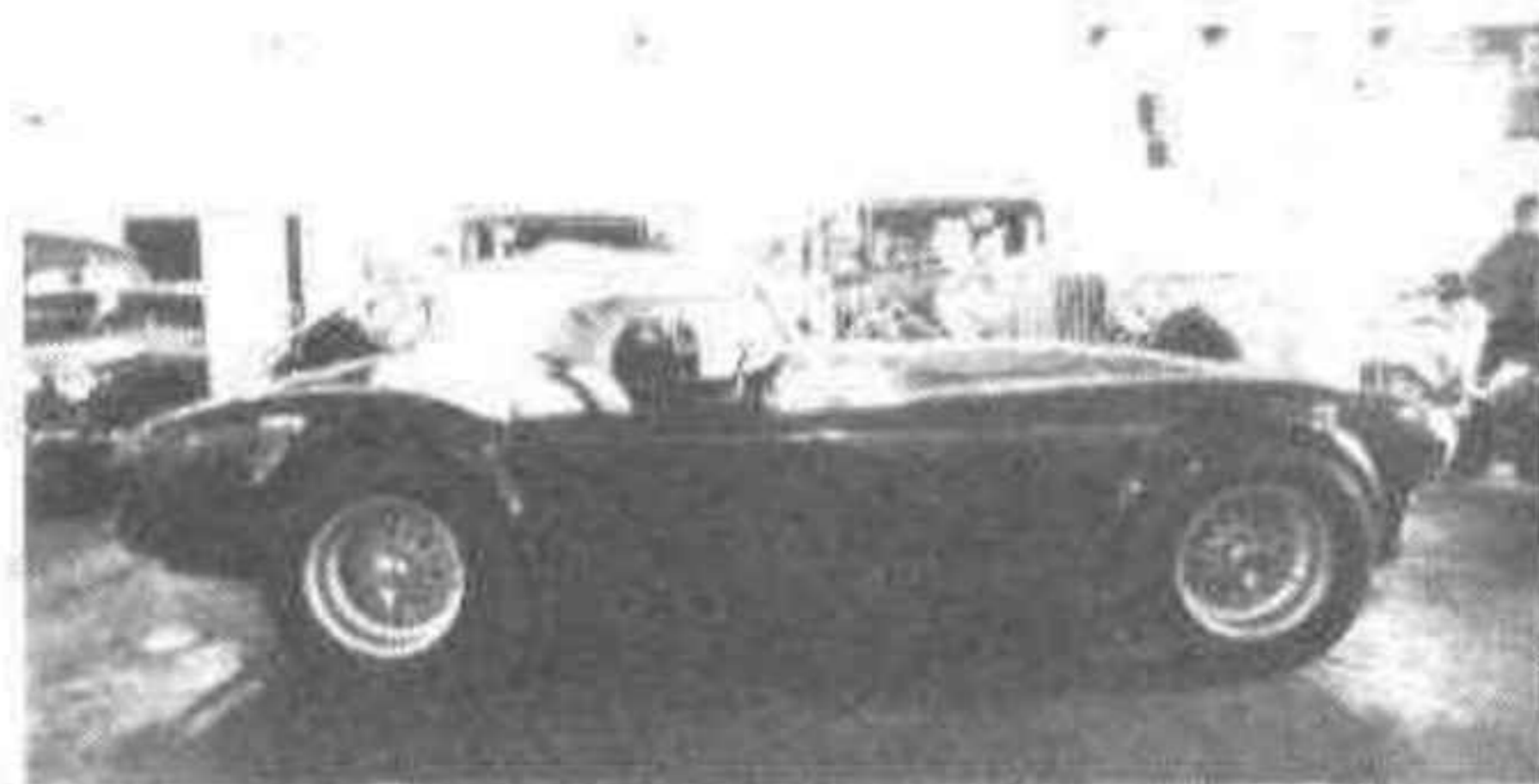
1960 AUSTIN HEALEY MK I SPRITE, BRG with black trim, fitted hardtop, choice of 2.

1967 ASTON MARTIN DB6
 1959 BENTLEY SI HOOPER
 1959 JAGUAR XK150 D/H LHD
 1961 ALVIS TD21 D/H
 1961 JENSEN 541S
 1950 BENTLEY MK 6
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 1964 BENTLEY SIII
 1933 ROLLS-ROYCE SEDANCA
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 1948 ROLLS SILVER WRAITH
 1935 BSA SCOUT
 1930 HUMBER 16/50 TOURER
 1949 ROLLS WRAITH SEDANCA
 1951 JAGUAR XK120 LHD
 1937 ASTON MARTIN TOURER
 1931 ROLLS-ROYCE TOURER 20/25
 1953 JOWETT JUPITER
 1935 BENTLEY 3½ AIRLINE
 1955 AUSTIN HEALEY 100/4
 1909 ROVER SINGLE CYLINDER
 1960 JAGUAR XK150 'S' D/H
 1927 MORRIS COWLEY COUPÉ
 1948 ALVIS TA14 ESTATE
 1938 CITROEN LIGHT 12
 1961 LANCIA APPIA ZAGATO
 1967 BRISTOL 409, red
 1966 GORDON KEEBLE
 1970 ROLLS SILVER SHADOW
 1948 MG YA SALOON
 1970 AUSTIN COOPER 'S'
 1960 BEARDMORE TAXI
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 1976 PORSCHE 924, LHD
 1968 DAIMLER V8 MANUAL, CWW
 1963 ALVIS TD21 COUPÉ
 1963 AUSTIN HEALEY 3000
 1973 JENSEN INTERCEPTOR SP
 1971 ROVER V8 COUPÉ
 1956 SUNBEAM ALPINE ROADSTER
 1967 JAGUAR 'E' TYPE 2+2
 1965 JAGUAR MK II 3.8
 1959 BENTLEY SI, silver
 1969 JAGUAR 240, red
 1964 BENTLEY SIII, gold
 1973 JAGUAR V12 'E' D/H
 1967 ASTON MARTIN VOLANTE

1973 JAGUAR V12E 2+2
 1928 ROLLS-ROYCE 20/25
 1933 VAUXHALL ROADSTER
 1964 ROVER 110, green
 1969 JAGUAR 420G
 1950 DAIMLER DB18 D/H
 1968 ASTON MARTIN DBS VANTAGE



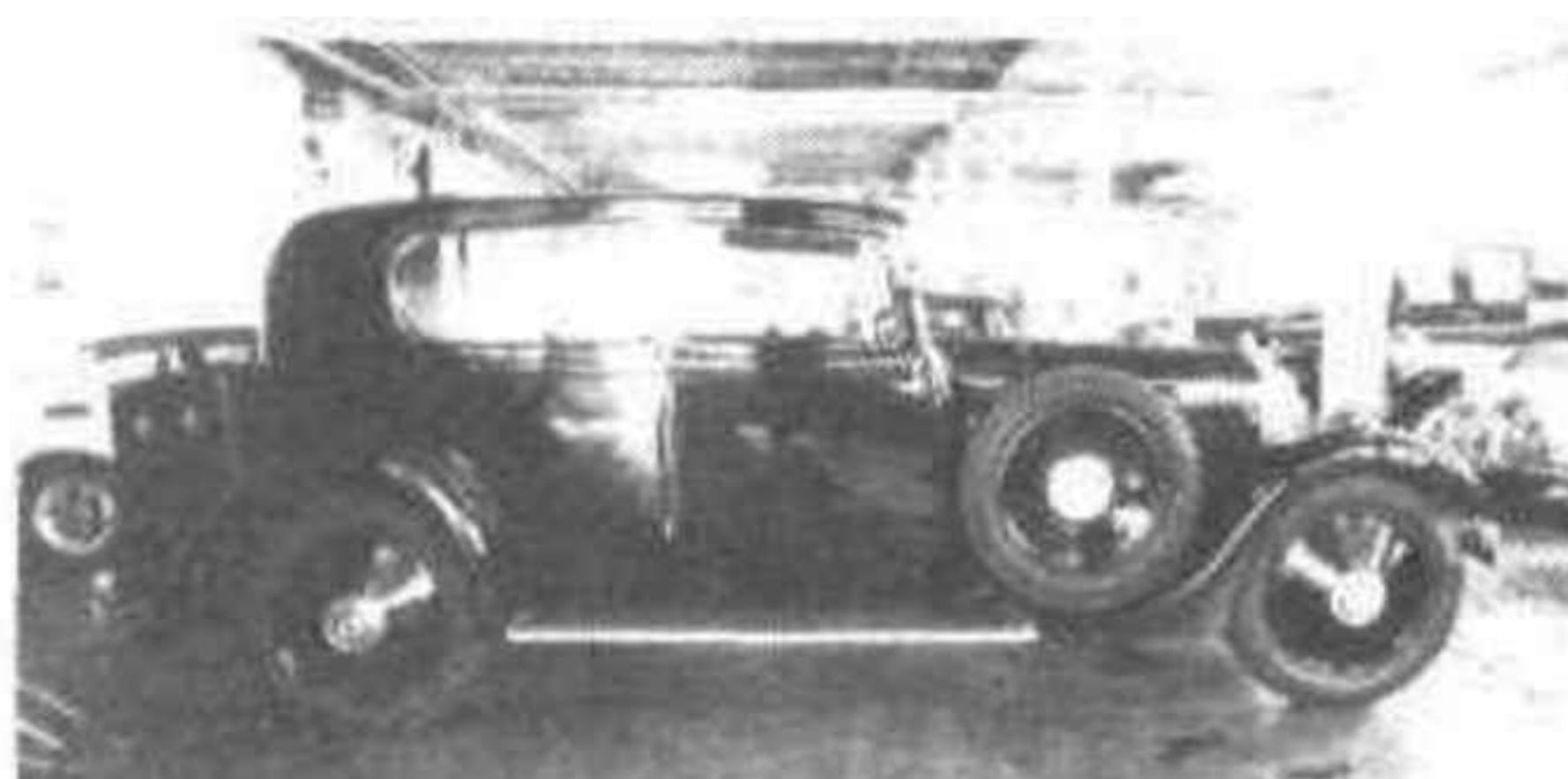
1935 BENTLEY 3½-LITRE SALOON by Park Ward, brown over cream with beige trim.



1959 AC ACE, 3.8 Jaguar engine, regal red with white leather trim and hood.



1975 ROLLS-ROYCE SILVER SHADOW, metallic bronze, with tan trim, choice of 2.



1928 ROLLS-ROYCE 20 HP SALOON by Glassbrook, black with red trim.



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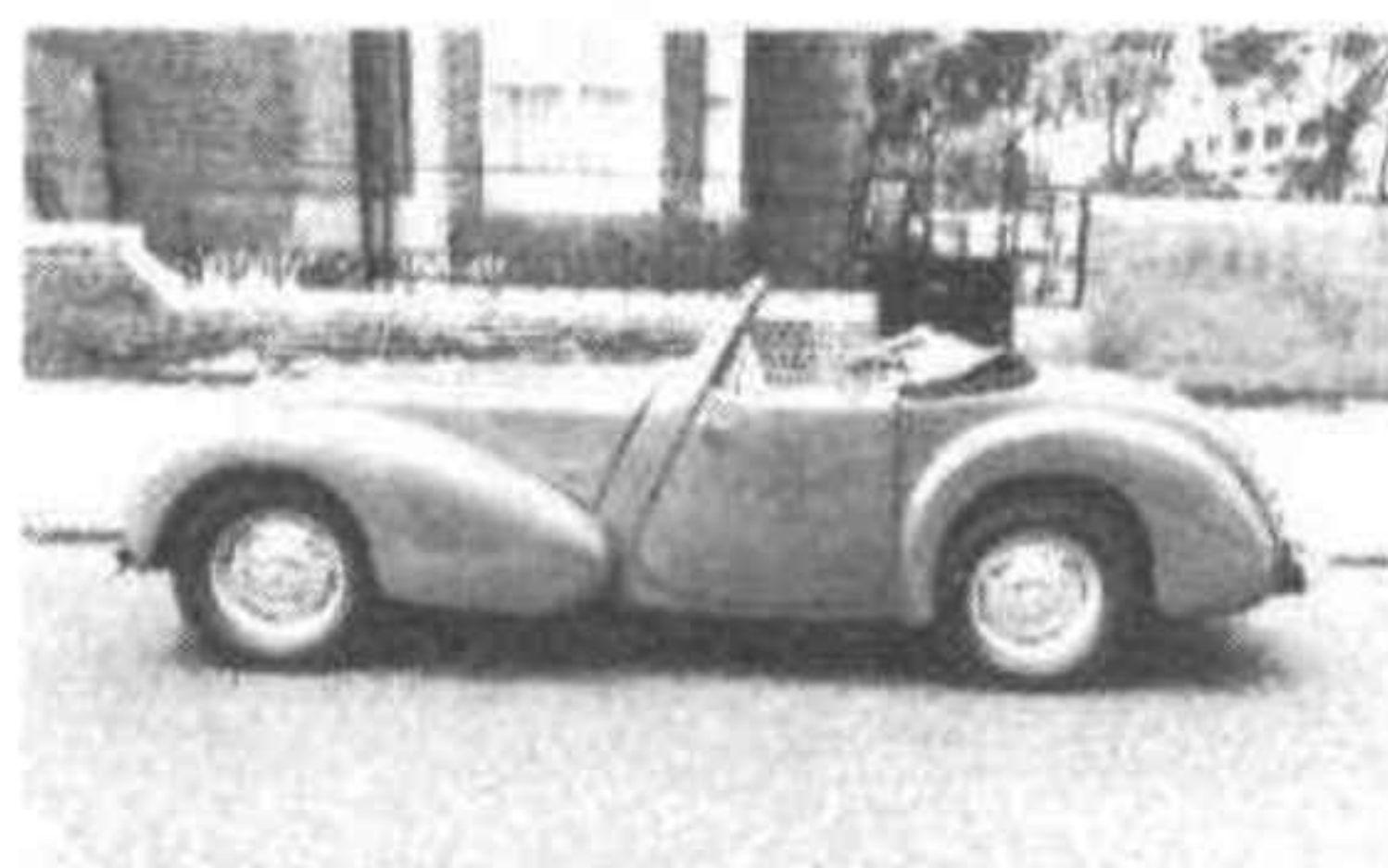
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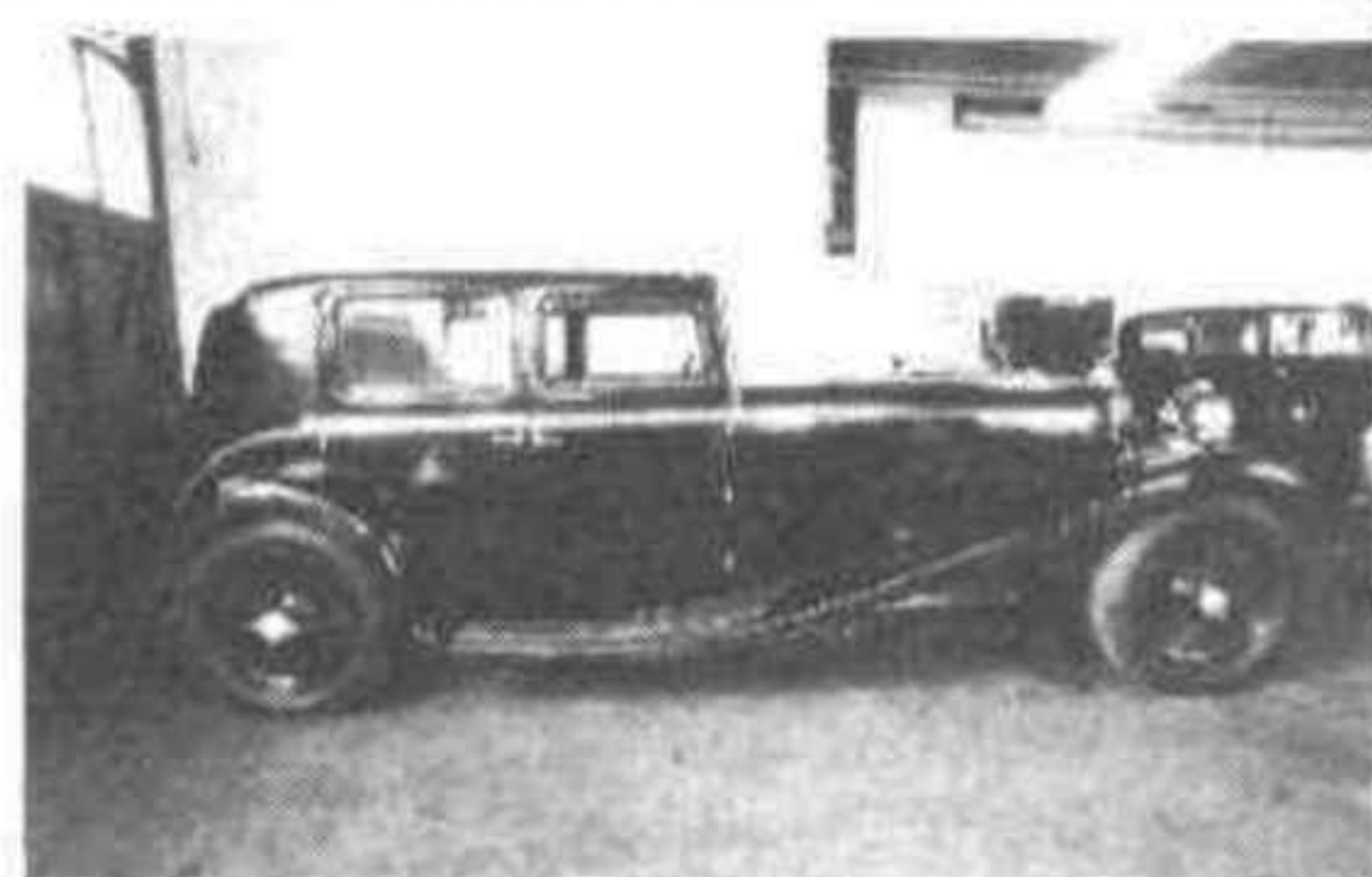
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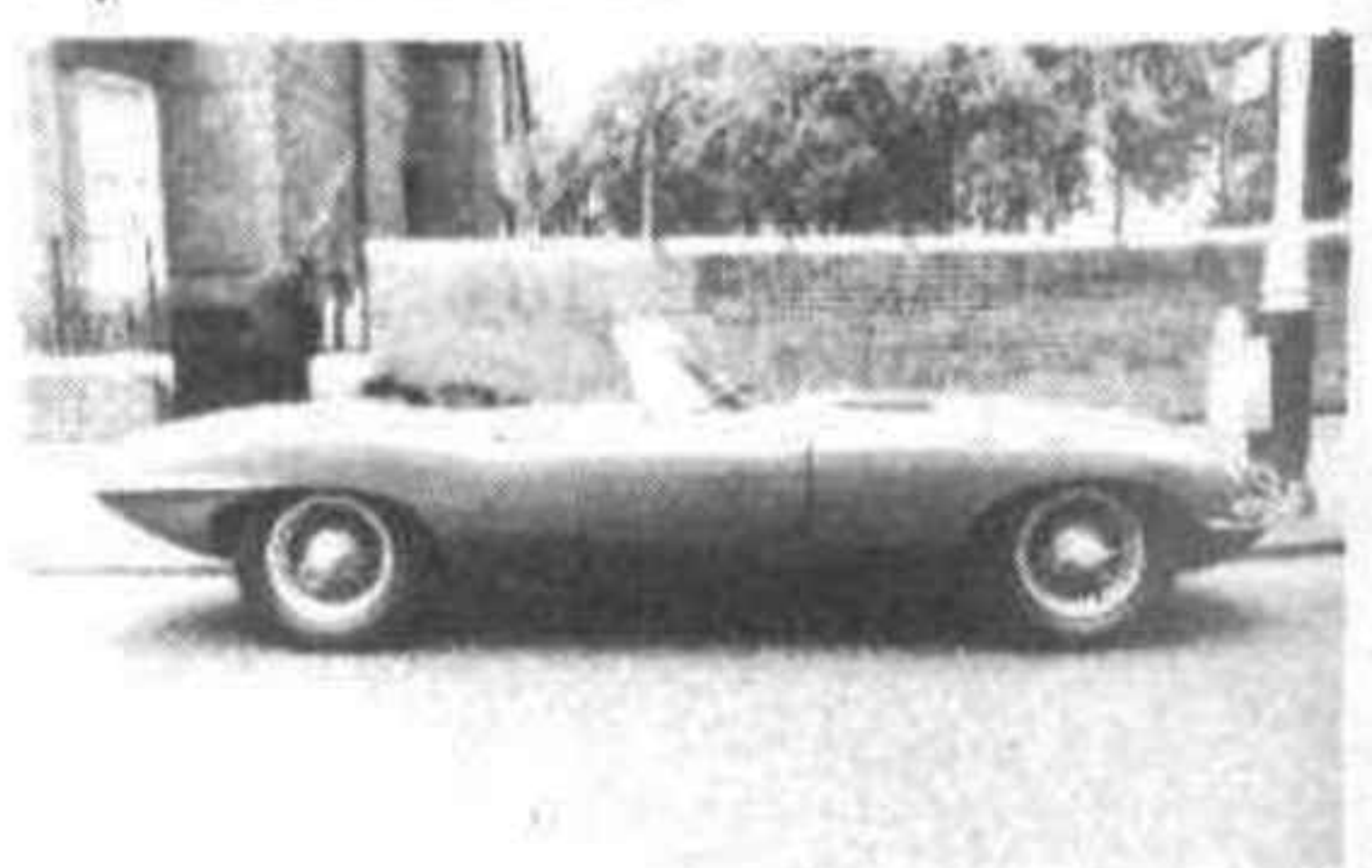
1934 Bentley 3 1/2-litre Tourer
by Park Ward



1963 Ferrari 250 GTE, rebuilt



1922 Citroën 5CV



1964 Jaguar 3.8 "E" type
Roadster

1928 Rolls-Royce 20 h.p.
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1975 Rolls Silver Shadow
1960 Austin Healey Sprite

1935 Bentley 3 1/2-litre
1963 Ferrari 250GTE
1963 Rolls-Royce SCIII
1922 Citroën 5CV
1971 Jensen II
1975 Bentley "T" type

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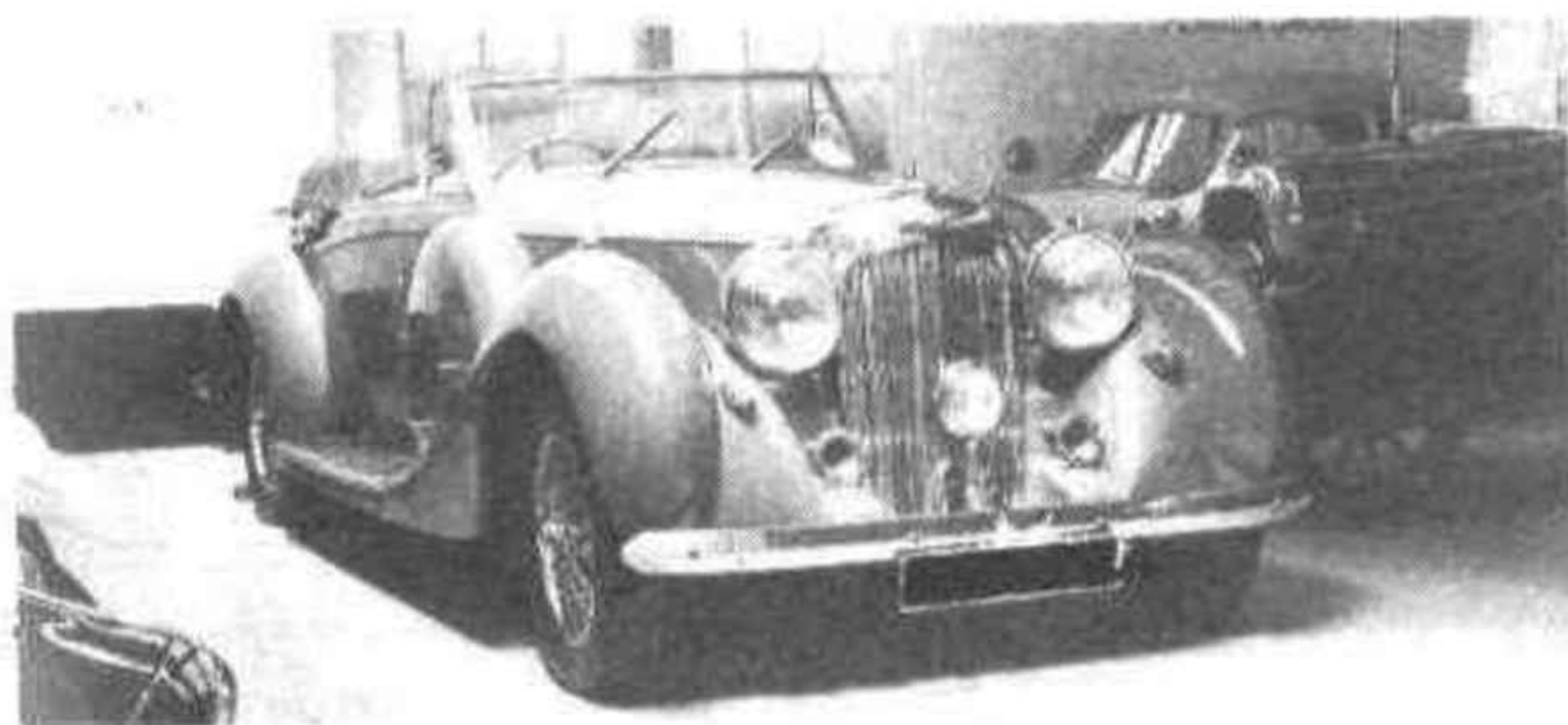
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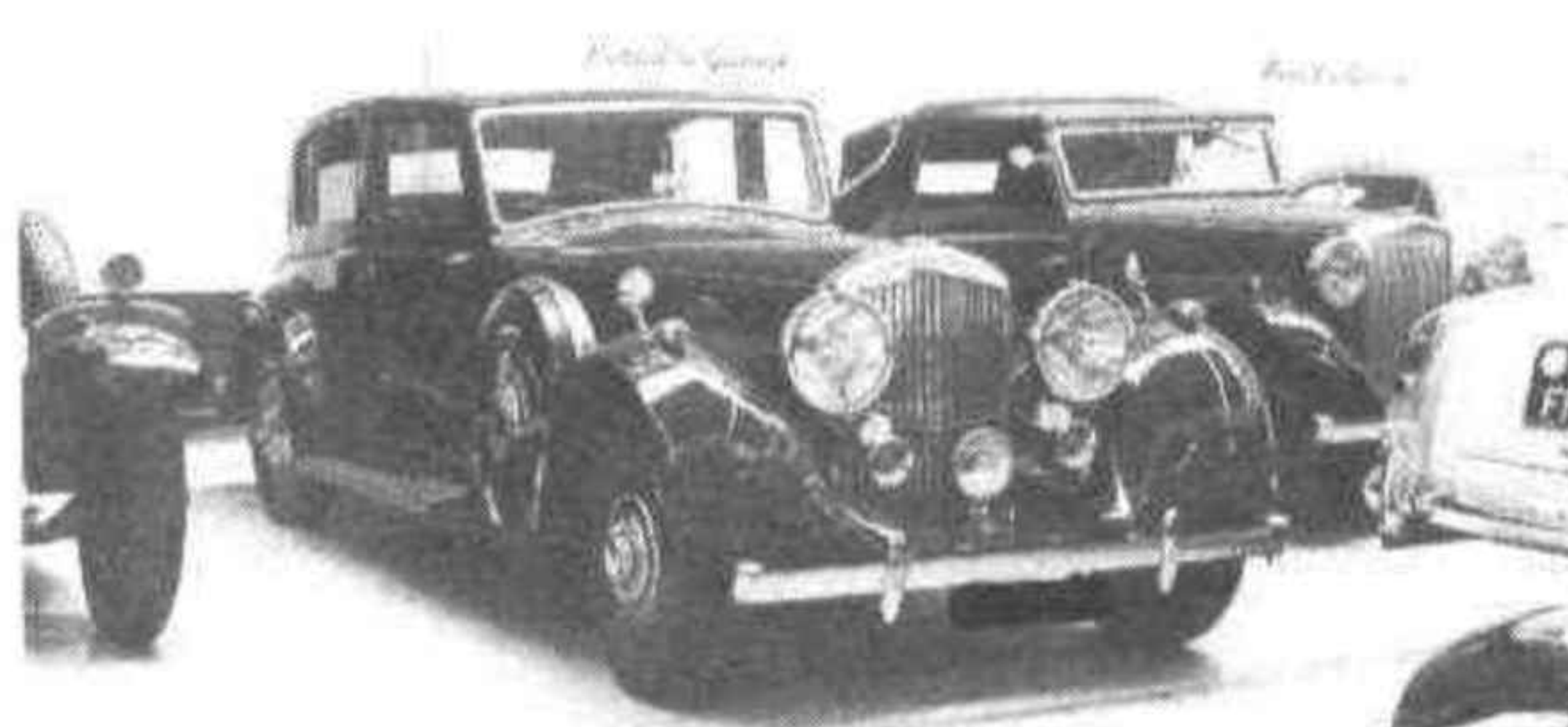
1939 LAGONDA LG6



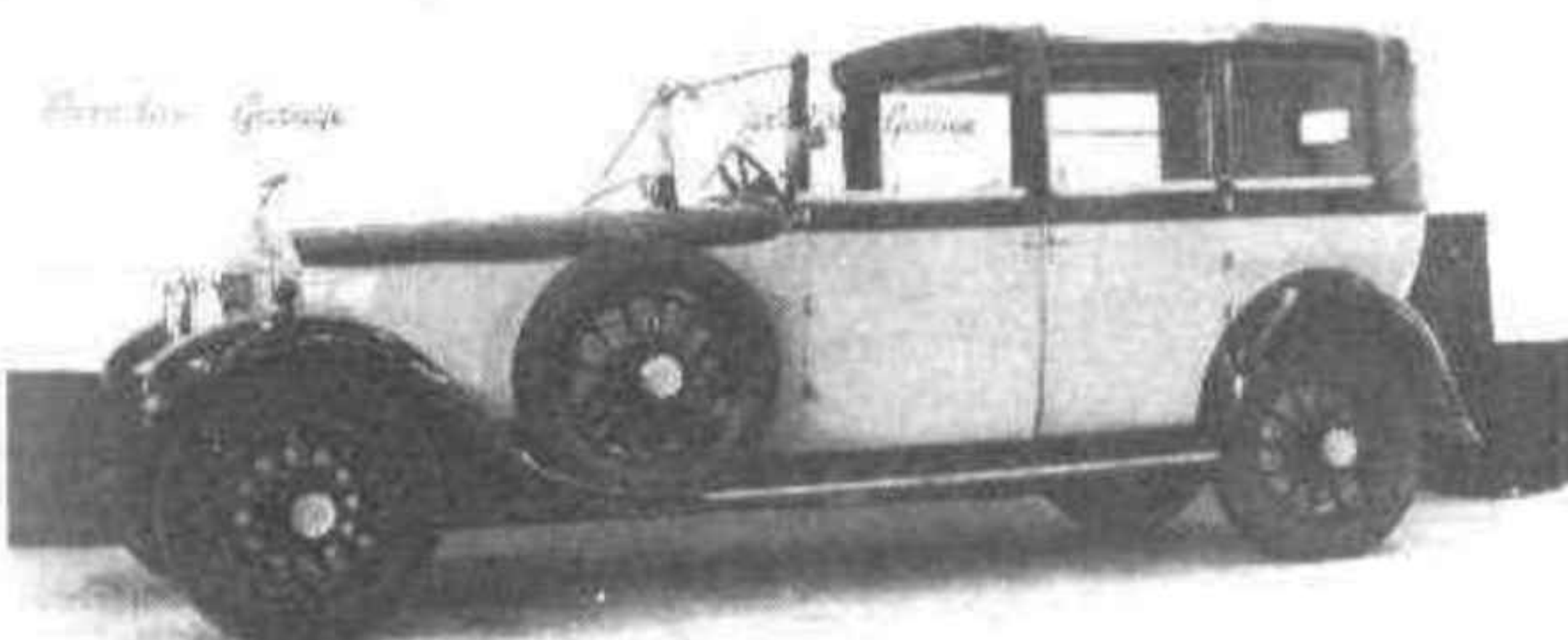
1955 XK 140 LHD



1950 HEALEY SILVERSTONE



1939 BENTLEY 4 1/4 MR



1929 ROLLS-ROYCE PI SALAMANCA



1964 BENTLEY S3 FLYING SPUR



1934 LAGONDA M45



1967 ASTON MARTIN DB6

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- 1940 Ford V8 Convertible
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- 1960 Jaguar 3.8 MkII Saloon by Coombes
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- Choice of two MG TDs

- 1952 MG YB Tourer
- 1949 MG TC
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- 1959 Mercedes-Benz 300SL Roadster
- 1928 Rolls-Royce 20 HP Saloon by James Young
- 1927 Rolls-Royce Phantom I Tourer
- 1936 Riley Lynx
- 1936 Rolls-Royce 20/25 Saloon by Hooper
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- 1935 Talbot 110 Tourer

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1958 Bentley S1, sable & sand, a very original example	£4,950
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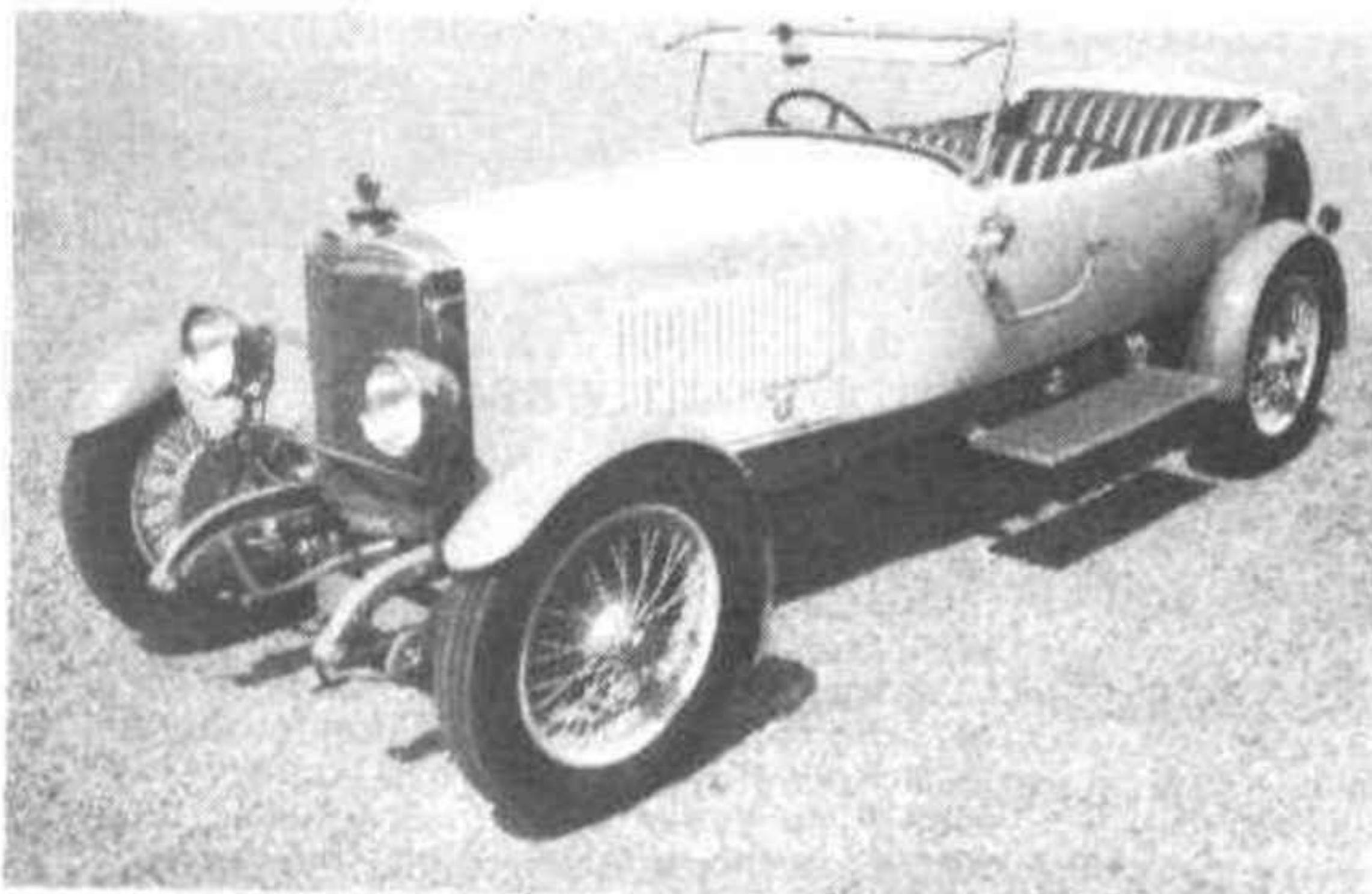
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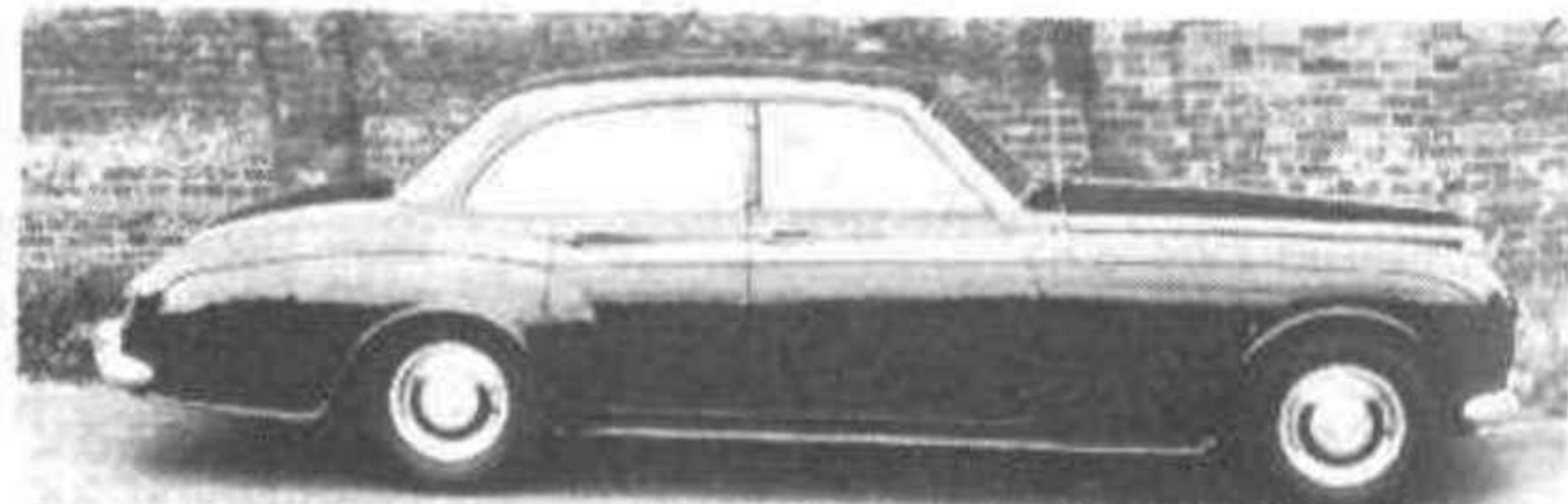
1926 SUNBEAM TWINCAM 3-LITRE.
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Bentley S II Continental Flying Spur by H. J. Mulliner, 1962. Finished in powder blue with beige upholstery. Only 29,000 miles from new. Complete and original in every detail, a sure investment.



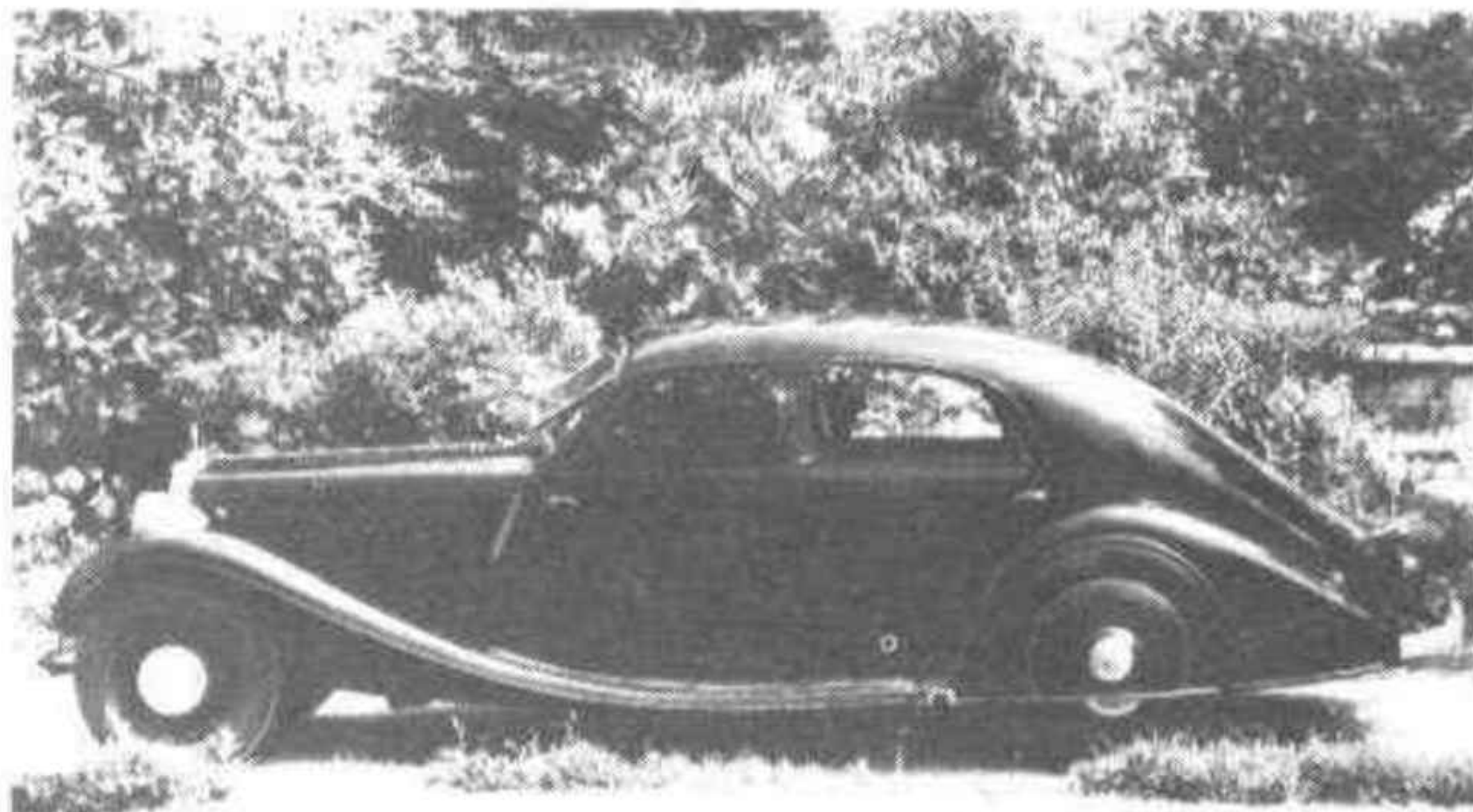
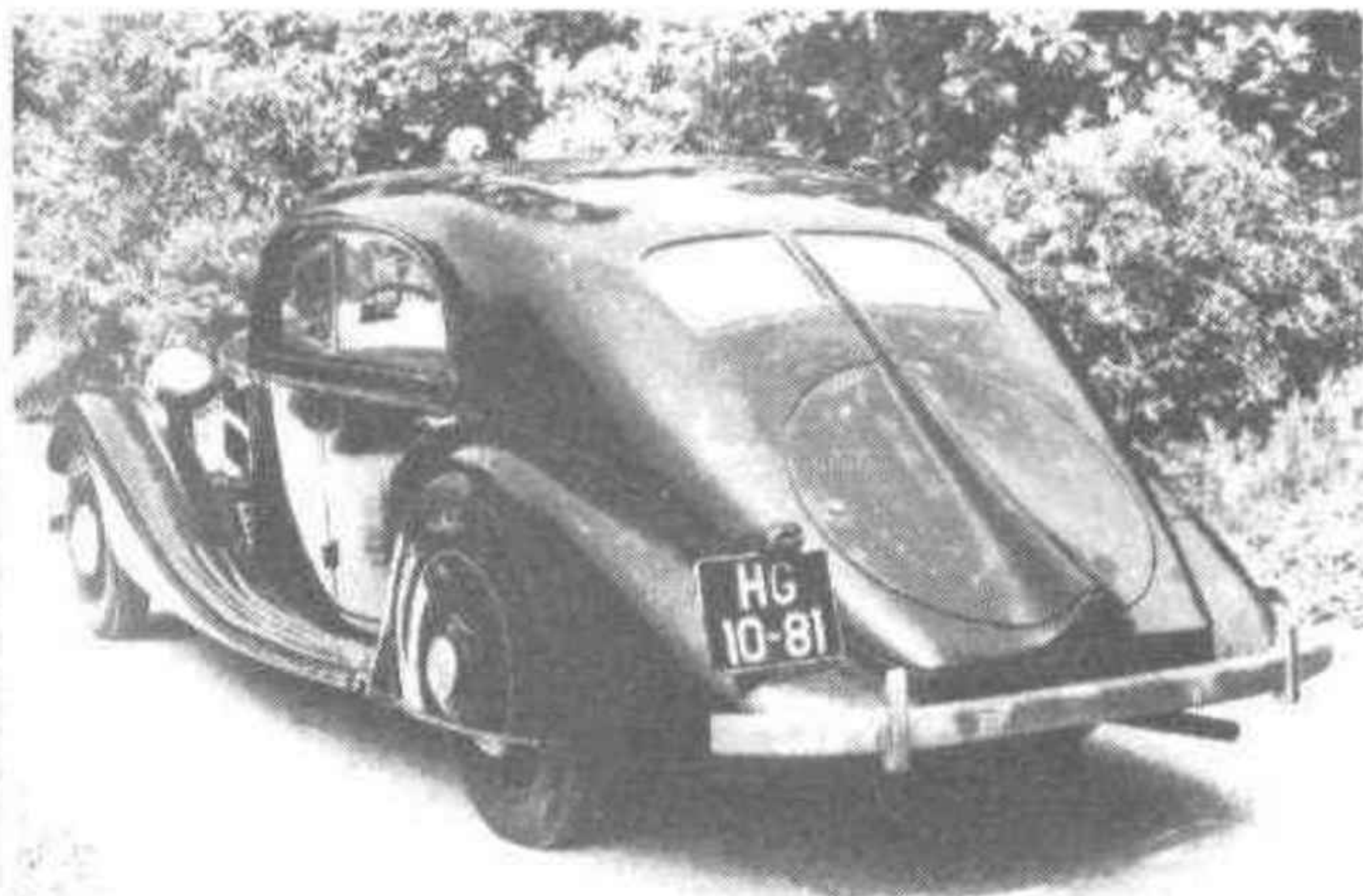
Bentley S III Continental 4 door saloon by James Young, 1965. Finished in Oxford blue with grey upholstery, 92,000 miles. Fitted with air conditioning and Sundym windows. An excellent example.

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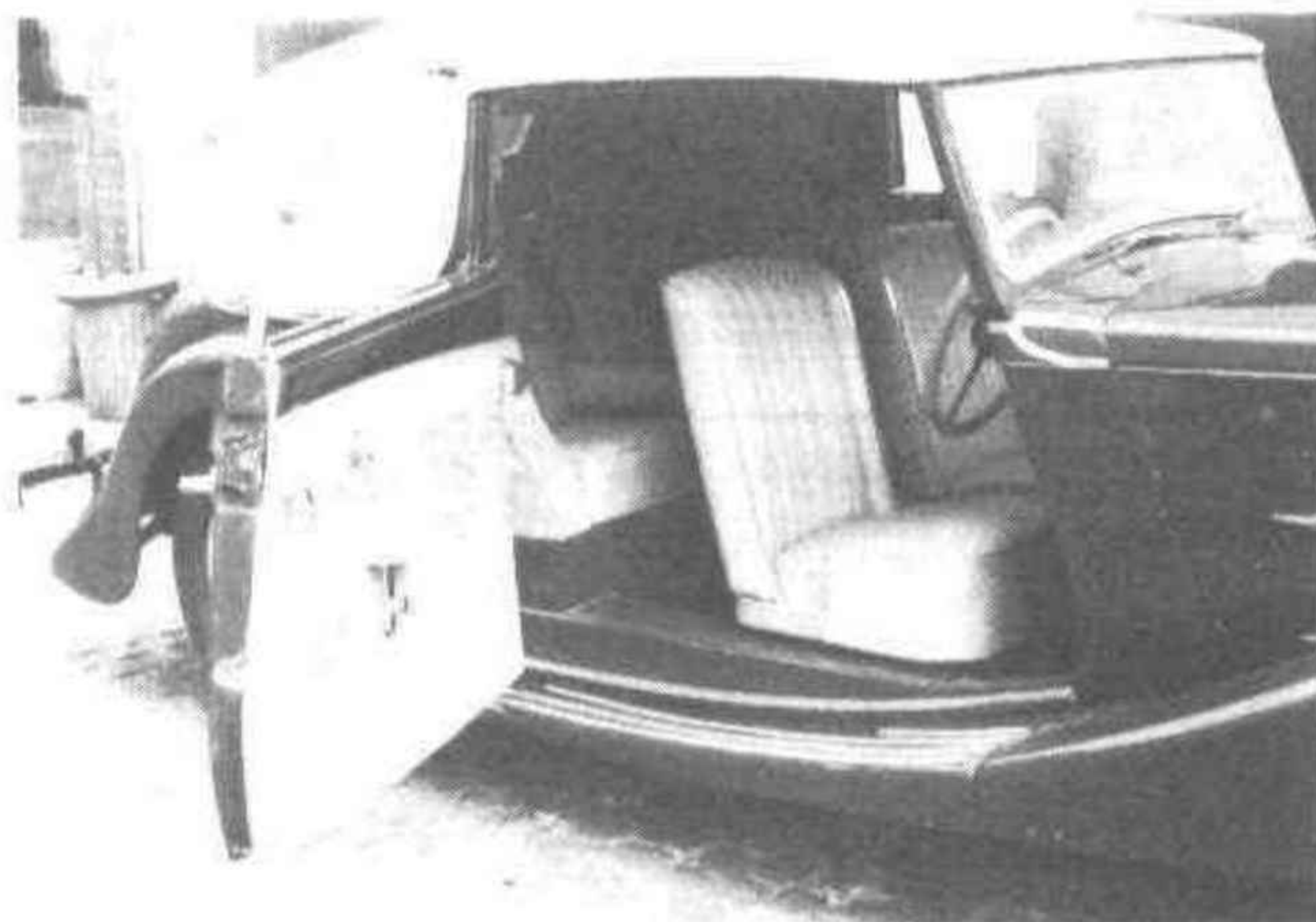
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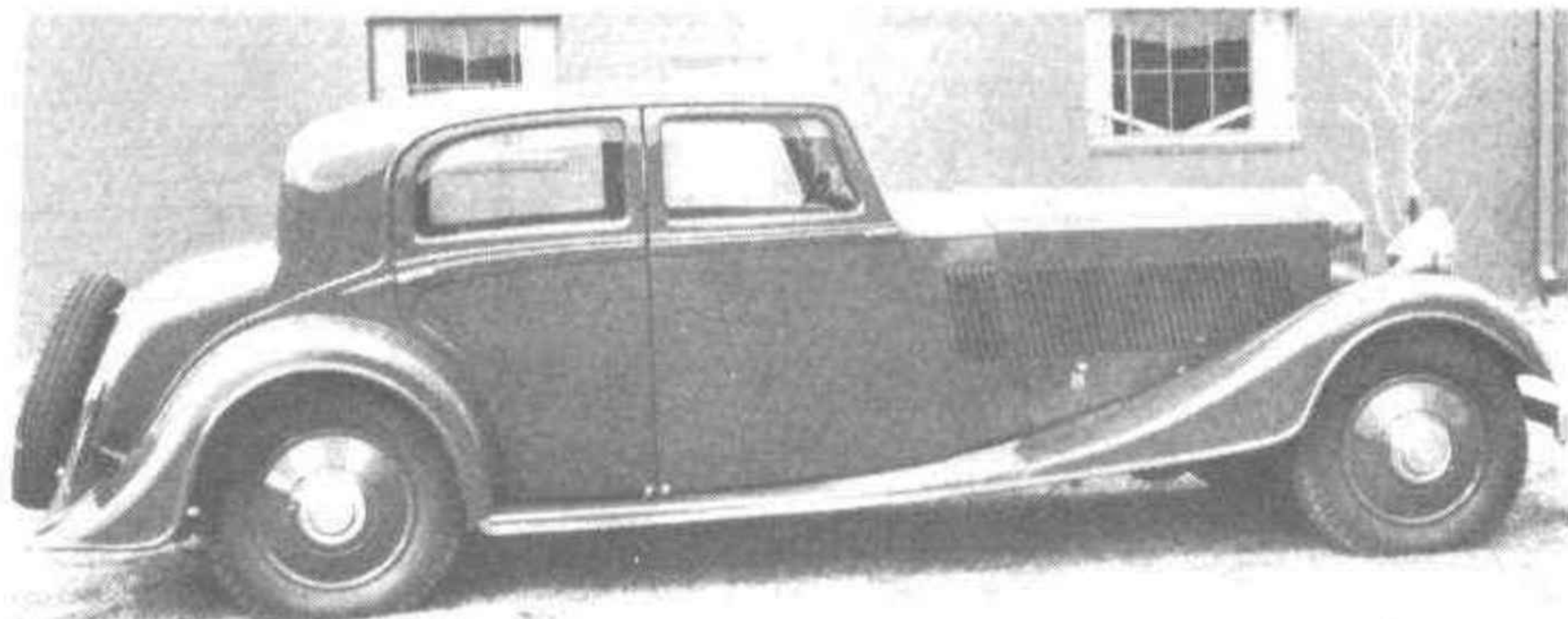
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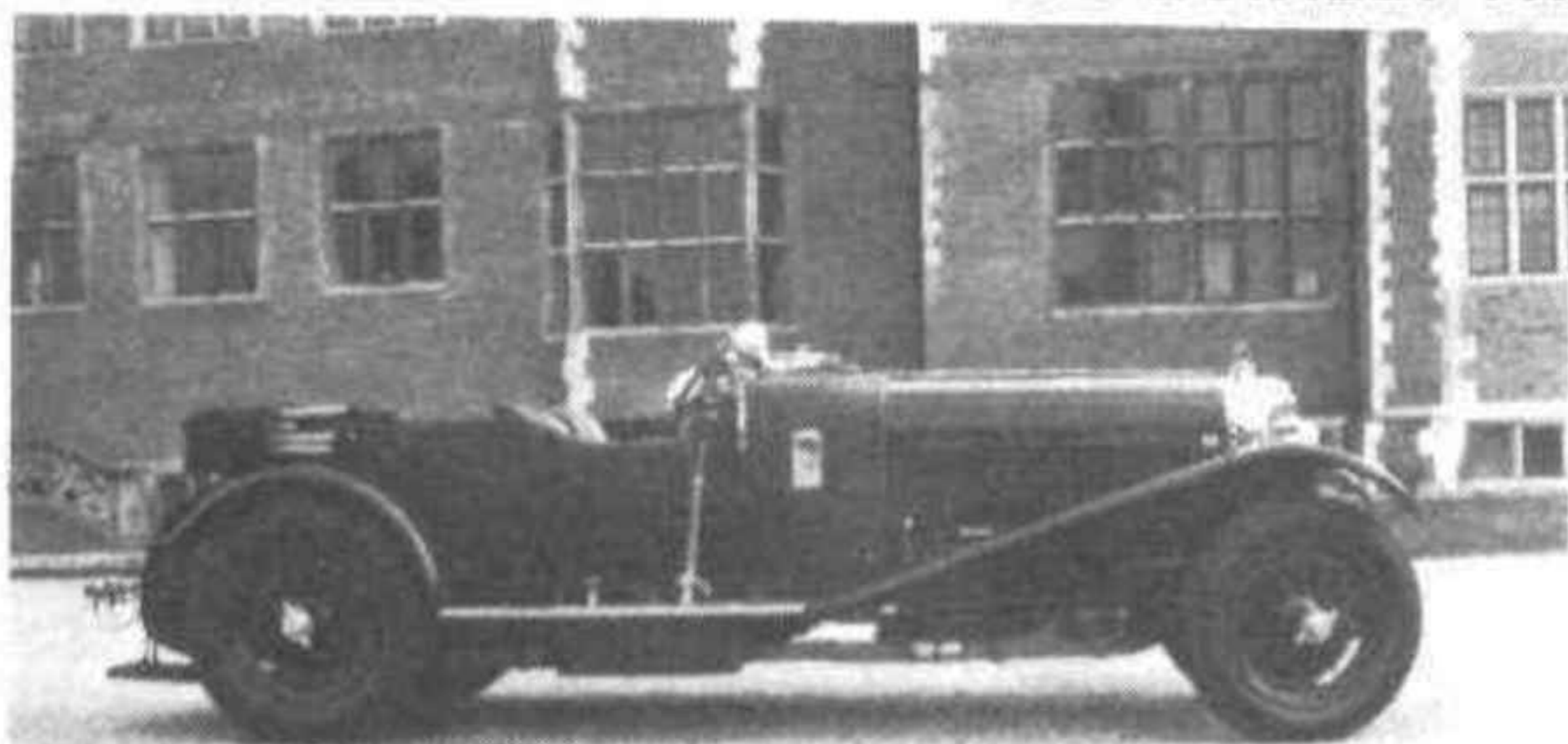
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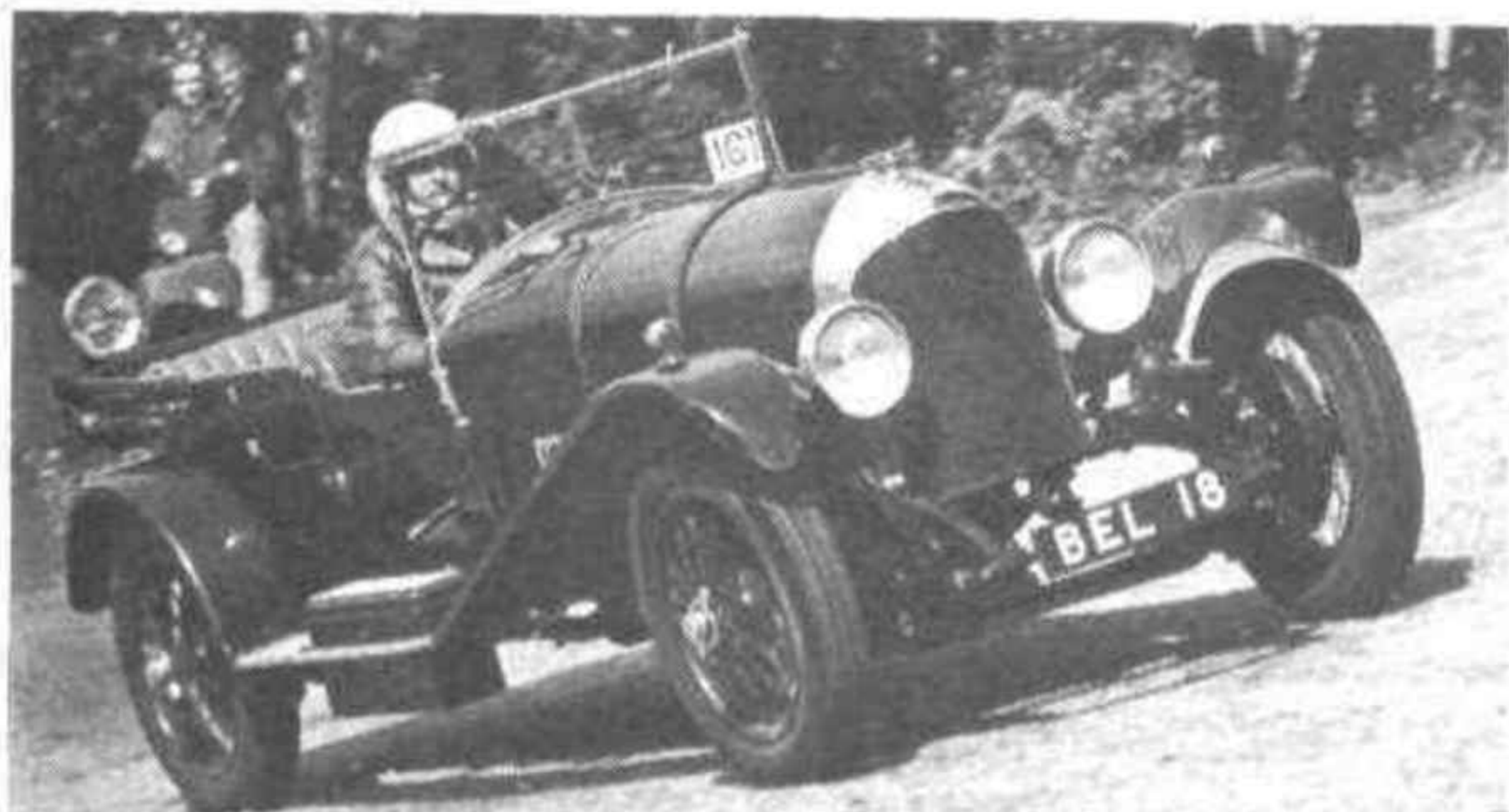
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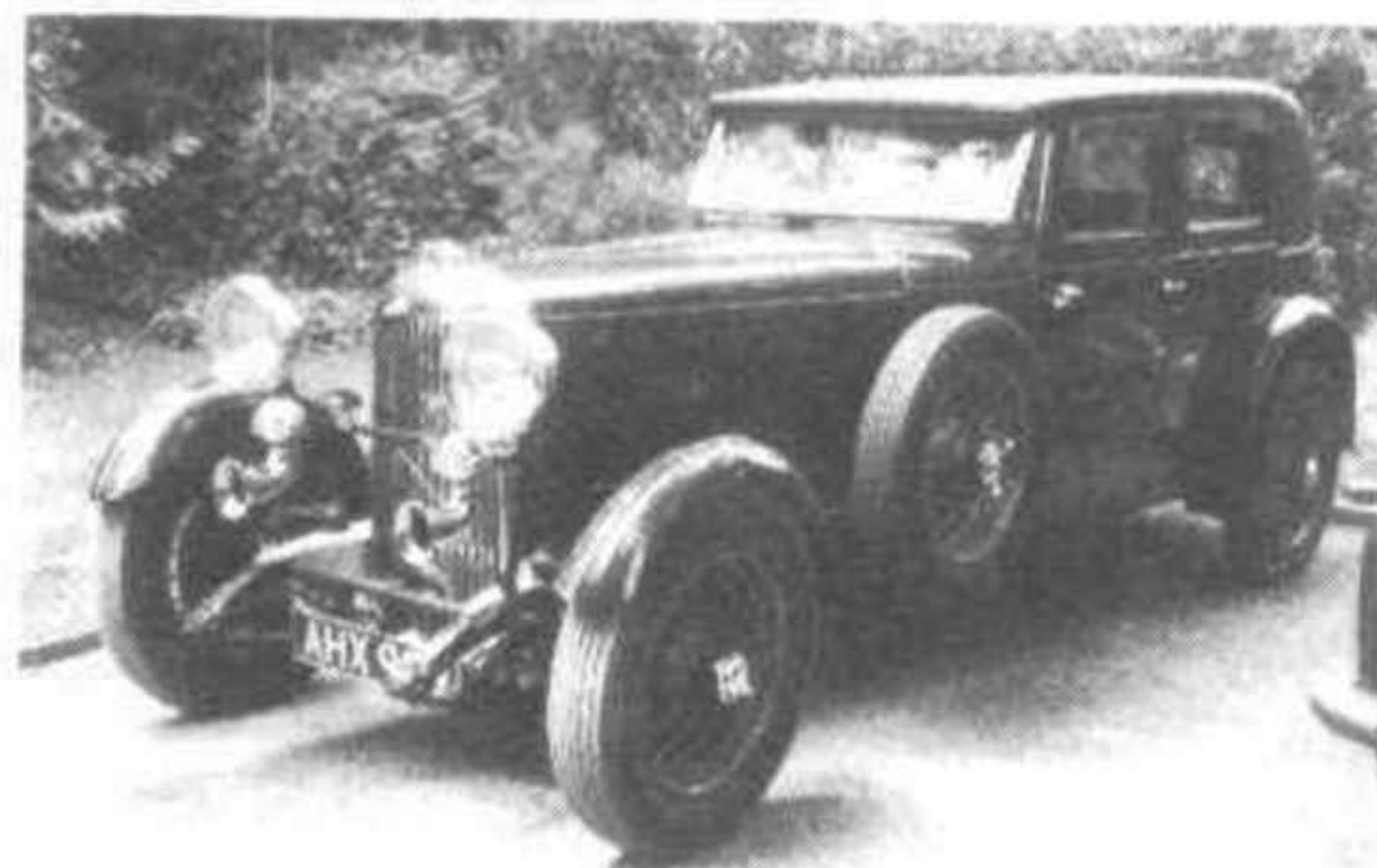
1930 Speed Six. Concours champion VDP open tourer. Total restoration by R. C. Moss. Without doubt the best Speed Six to be offered for sale for many years.



1928 6 1/2-Litre. In mint condition. Engine, mechanics, body all recently restored. Engine to Speed Six spec. Very attractive coupe body.



1925 3-Litre. Not silenced by laser or built by robots but an original 3-litre VDP Red Label Speed model tourer by Bentley Motors. Mint.



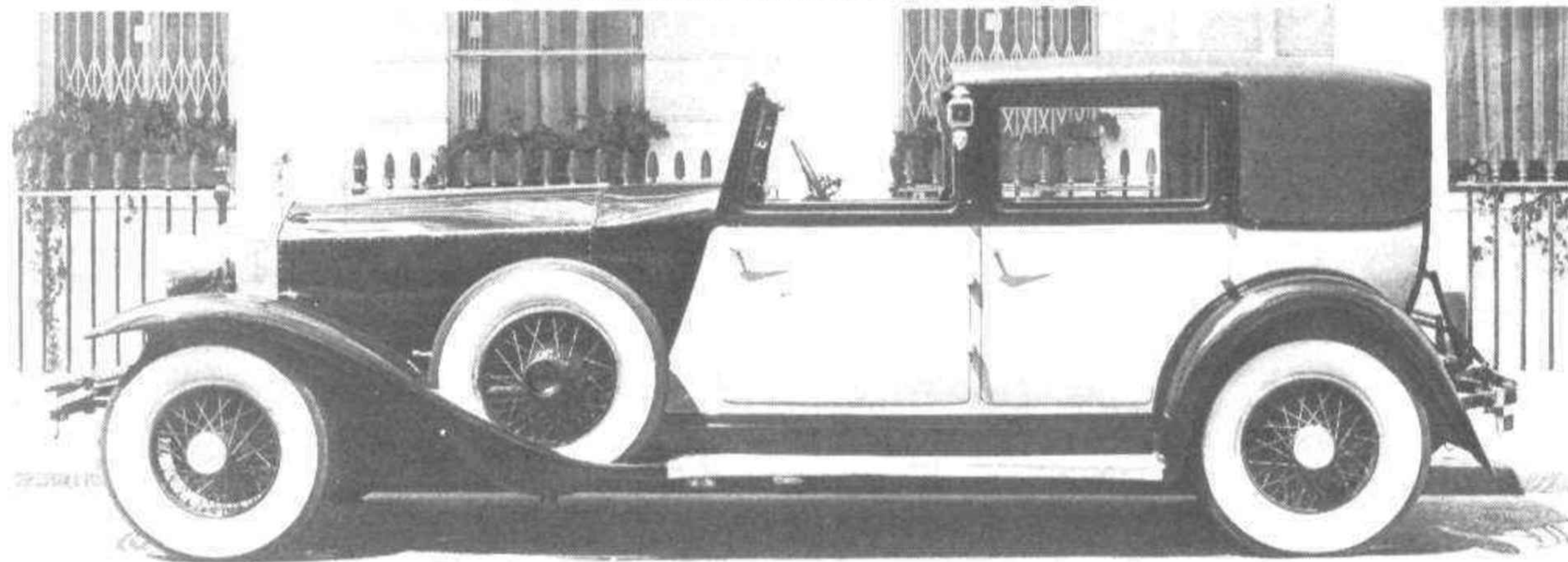
1933 Lagonda 3-Litre Saloon. Mint original condition.

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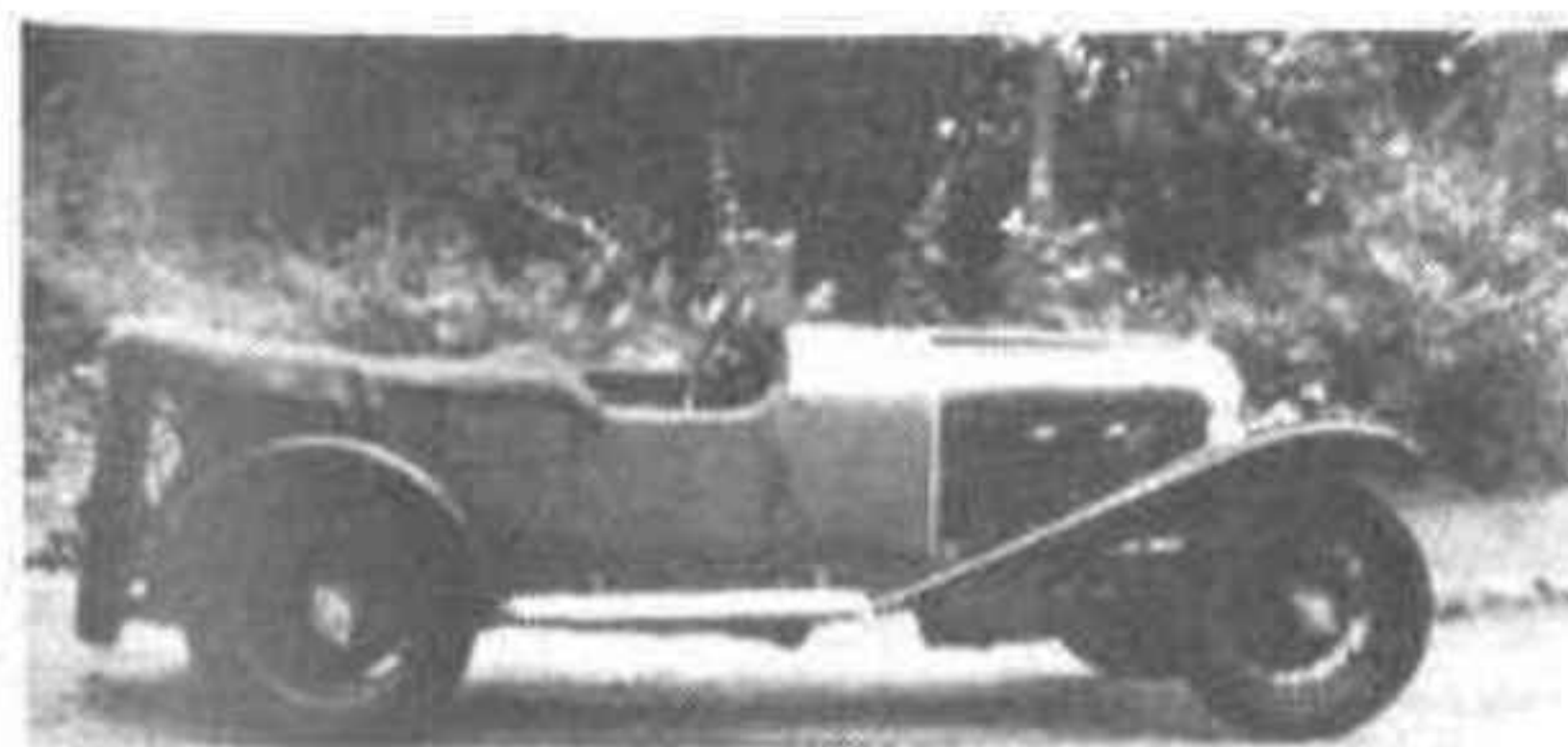


1927 ROLLS-ROYCE NEW PHANTOM BROUGHAM de VILLE. Purchased new by American client and exported to the USA. Subsequently modified for owner by Schultz of New York to be in keeping with contemporary fashion. Later the car was owned by Universal Studios and featured in many Hollywood films including 'Singing in the Rain'. Restored some years ago to exacting American standards and finished in black and beige paintwork.

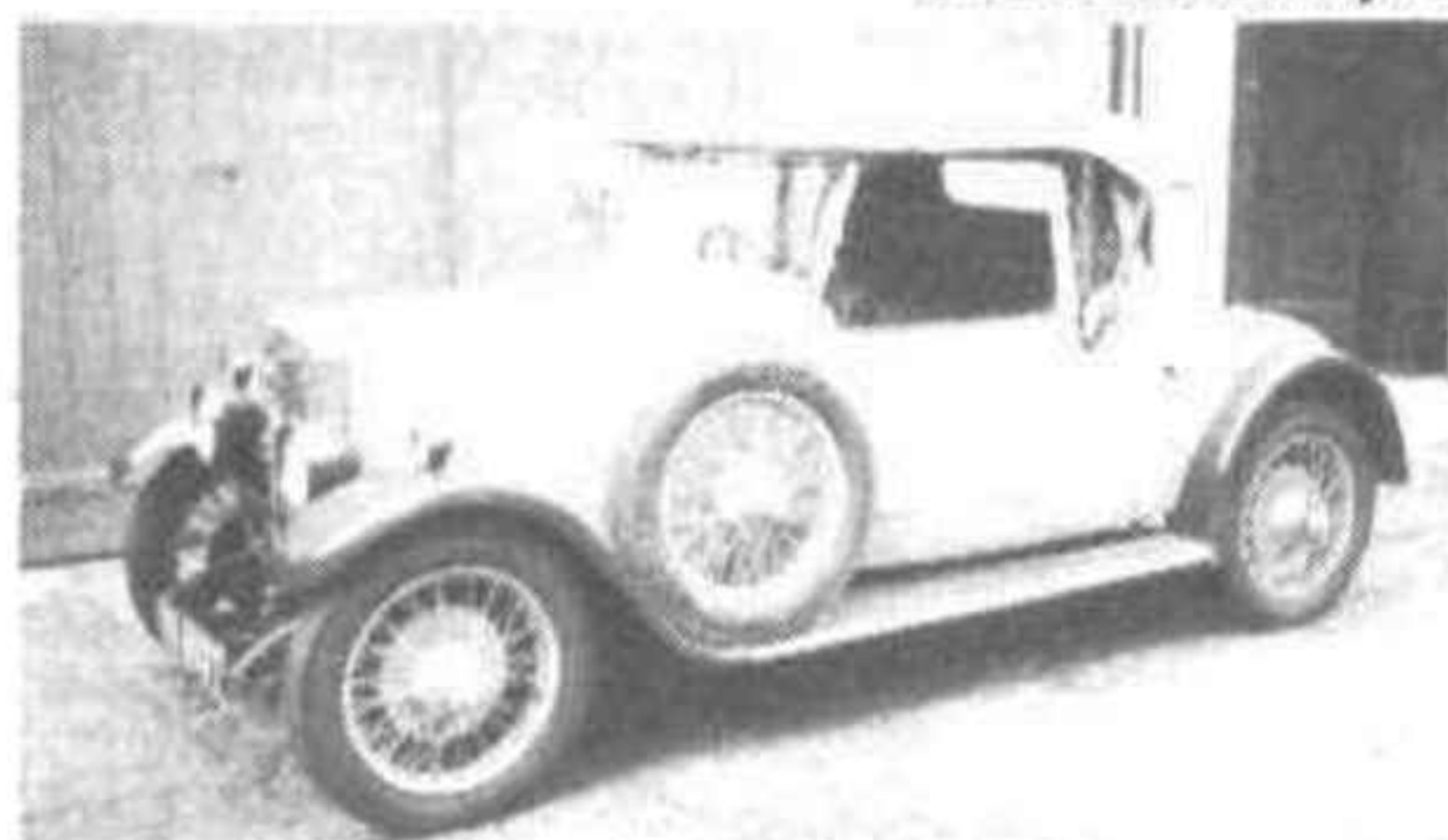
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1928 BENTLEY 3-litre short chassis speed model Van den Plas Tourer. Original coachwork.



1928 LEA FRANCIS 1½-litre two seater with dicky. Well maintained example to original specification.



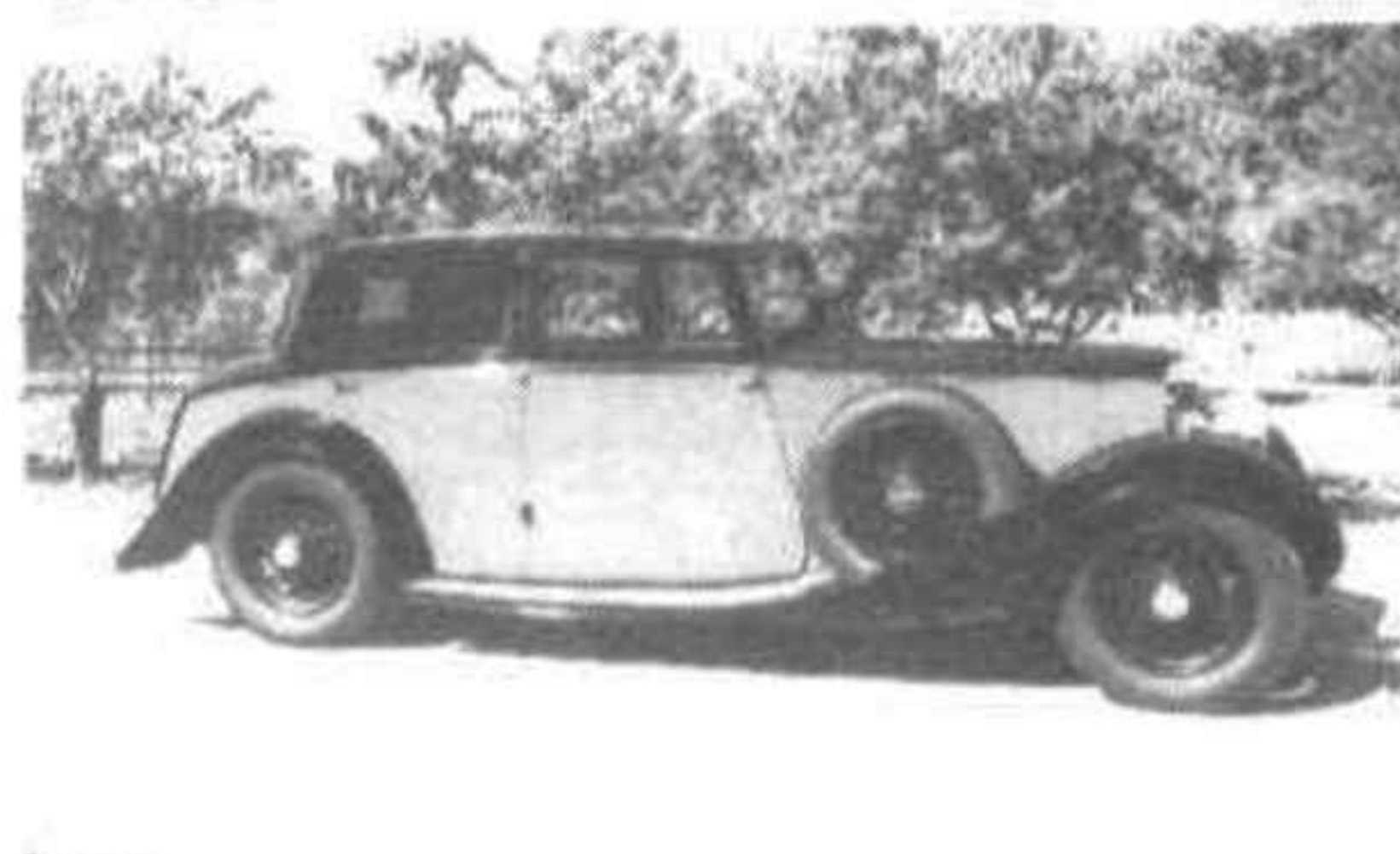
1963 PORSCHE CARRERA 2 COUPÉ. Original, low mileage. Left hand drive example of this rare car.



1930 ROLLS-ROYCE PHANTOM II, chassis 67XJ. 12' wheel base shooting brake. Ex-Earl of Moray.



1936 BENTLEY 3½ LITRE sports saloon by Mann Egerton.



1936 ROLLS-ROYCE 20/25 chassis GBK 63. Actual car pictured page 79 "Those Elegant Rolls-Royce".

1955 FERRARI 750 "MONZA" 3-litre sports racing car. Full details on request.

1932 MASERATI 4CS 1,100 c.c. supercharged sports racing two seater.

1928 BROOKLANDS RILEY 2-seater

1935 BENTLEY 3½-litre two seater fixed head coupé

1928 ALFA ROMEO 1500S twin camshaft sports 2-seater.

1929 MG 18/80 4-seater tourer.

1926 BENTLEY 6½-litre 2/3 seater in mint condition.

1948 HEALEY 2½-litre Westland Tourer.

1923 STANLEY STEAMER model 735 Phaeton.

1938 ROLLS-ROYCE 25/30 sports saloon by Thrupp & Maberley.

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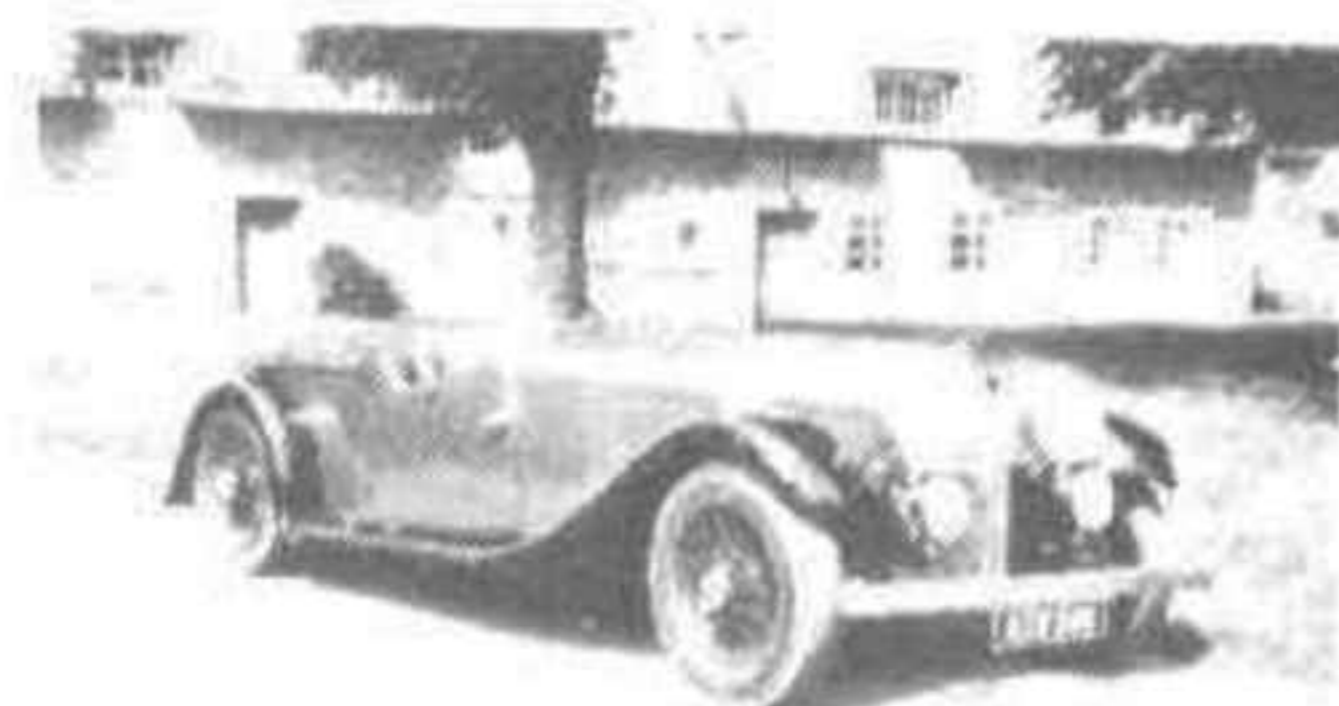
1930 Bentley 6 1/2



1933 Rolls-Royce Phantom II D/H



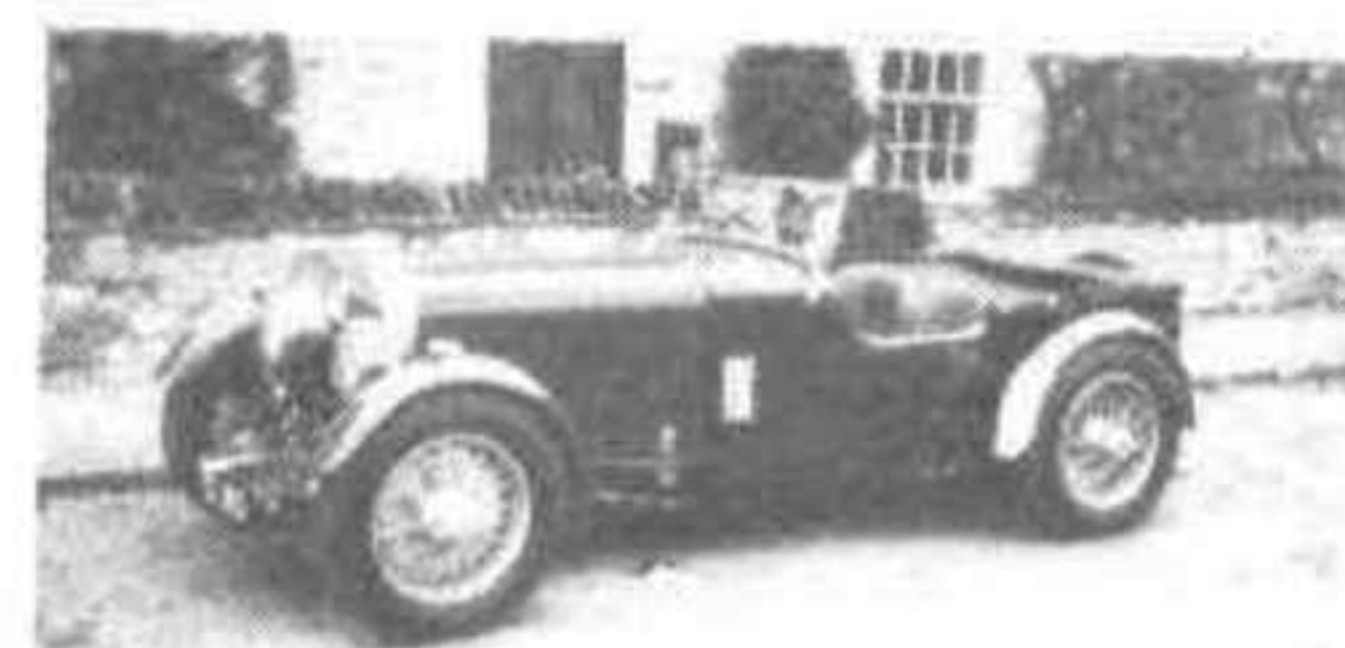
1924 Bentley 3-litre
Red Label, two owners



1935 Alvis Speed 20



1930 Sunbeam 3-litre tourer



1933 Aston Martin International

- 1920 AC 2 seat. £4,850
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- 1930 Alvis 12/50 2-seat. £4,600
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- 1928 Chevrolet Saloon. £5,850
- 1924 Overland Tourer. £5,450
- 1931 Austin Box saloon. £1,800
- 1934 Austin Opel. £2,250
- 1934 Bentley 3 1/2 Sports saloon. £6,000
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- 1931 Morris 2-seat. £1,975
- 1930 Sunbeam 20.9 D/H. £5,850



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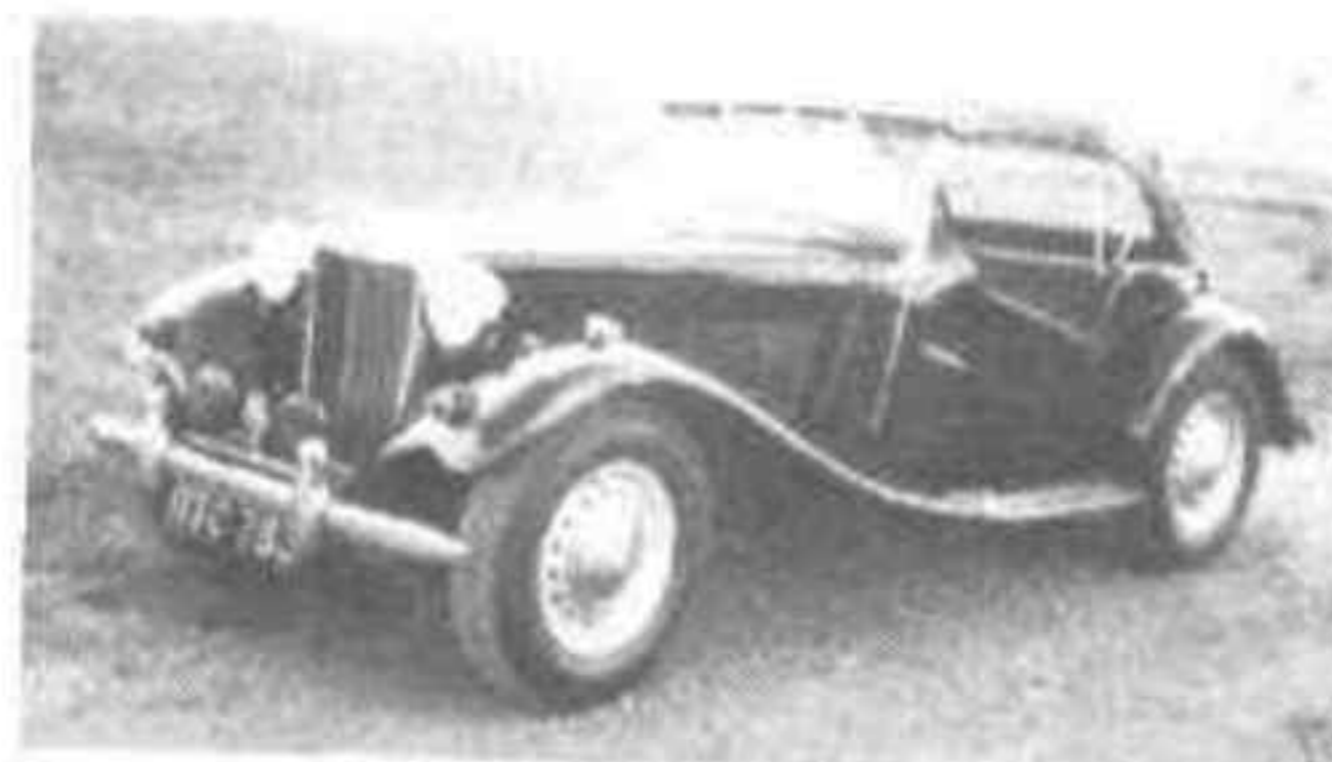
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- 1947 Allard KI Alpine Rally Car. £3,850
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1969 DB6
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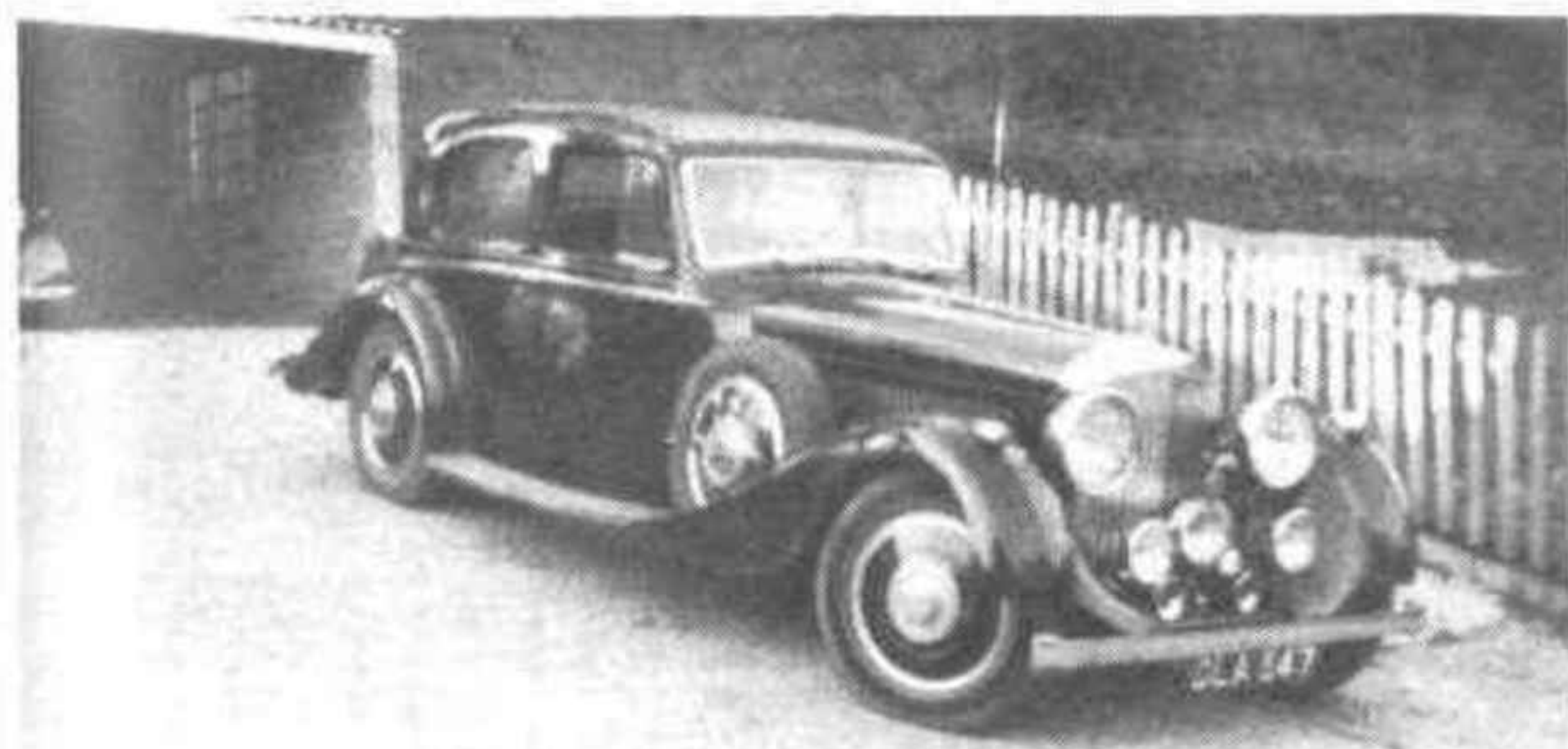
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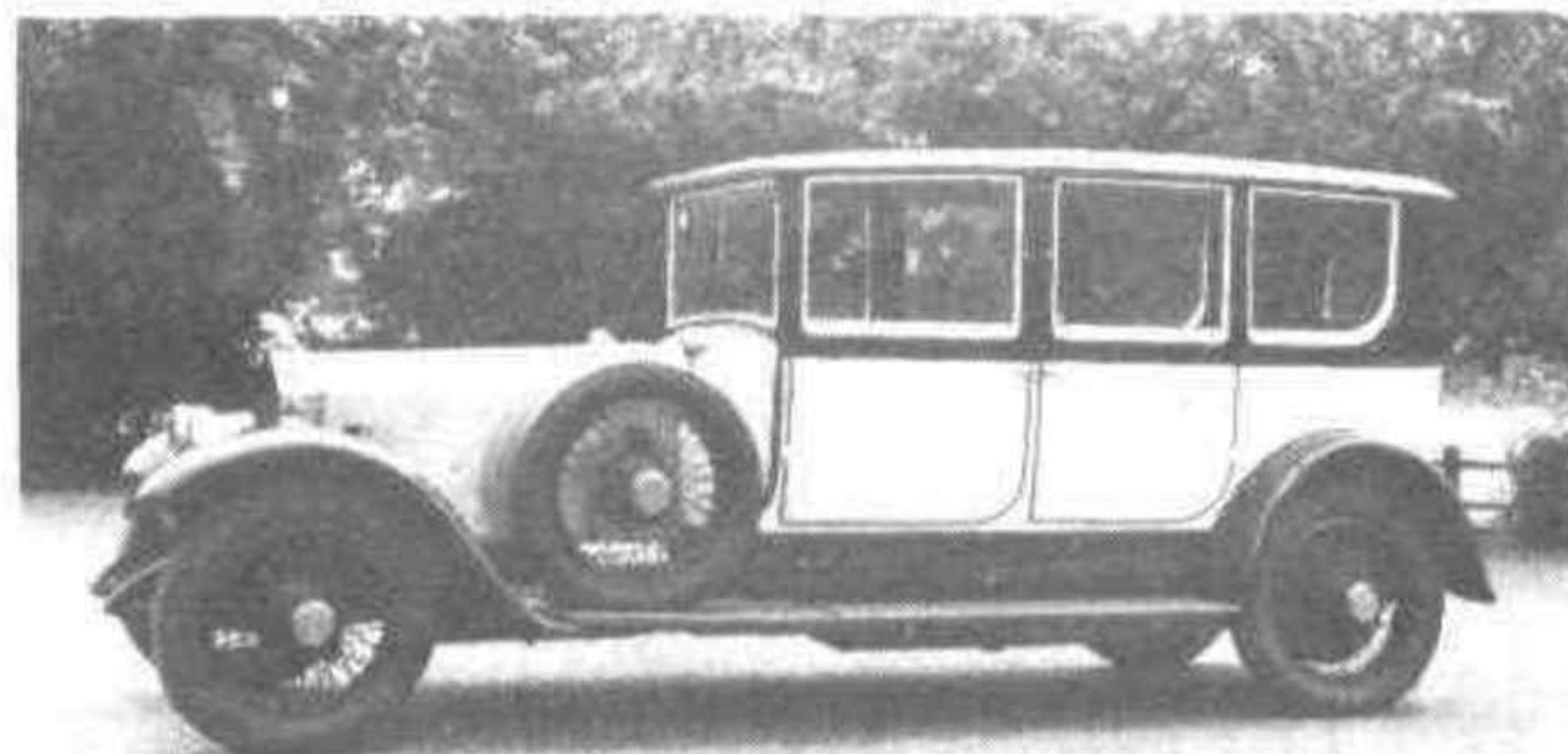
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ROLLS-ROYCE SILVER CLOUD III four-door saloon. First registered 1964. Finished in shell grey with blue hide upholstery. 100,000 miles. Power steering, automatic transmission, electrically operated windows; recently fitted with new wings and lower panels.



ROLLS-ROYCE SILVER CLOUD III four-door "Flying Spur" saloon by H. J. Mulliner, Park Ward. First registered 1965. Finished in regal red with beige upholstery. 82,000 miles. Air conditioning, (boot unit), power assisted steering, automatic transmission, electrically operated windows.

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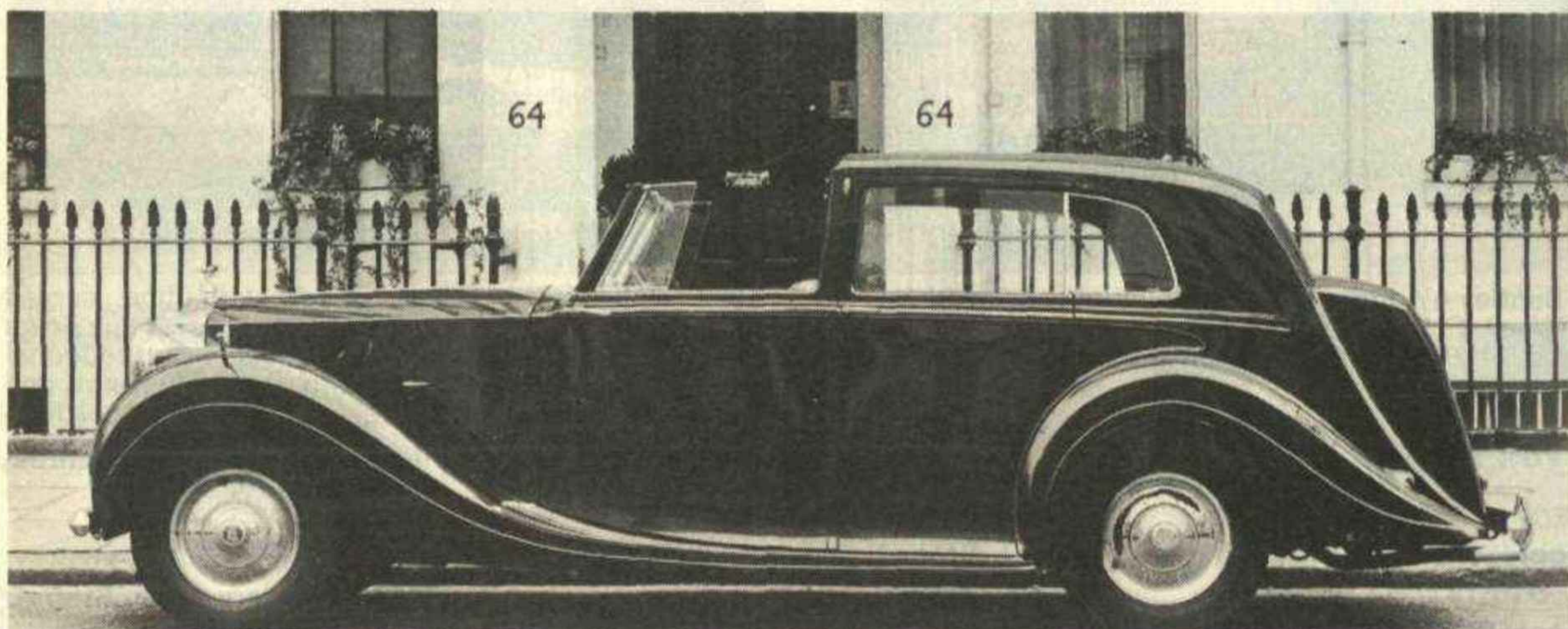
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P Reg. Volvo 244 de Lux Automatic. Blue with matching fabric trim, head restraints, HRW, radial tyres. This very popular saloon is for sale at £3,500

S Reg. Matra Simca Bagheera S. In metallic brown with light grey fabric trim, fitted push button radio, tinted glass, radial tyres fitted onto sculptured alloy wheels. This very scarce sports car is for sale at £4,500

BMW 3.0 CS. In blaze with black vinyl roof. Fabric trim in beige with fitted head restraints, tinted glass, HRW, rear fog lamps, electrically operated windows, fitted radio stereo cassette player, automatic transmission, inertia seat belts, private number available with car. Whitewall radial tyres fitted onto alloy sports wheels. This fabulous car is on sale at £3,575

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T Reg. Triumph Spitfire. We have in stock at the moment a choice of five, ranging in price between £2,000 and £3,300 and a choice of colours red, green, white, or yellow. All are soft tops, few with radios. All in lovely condition.

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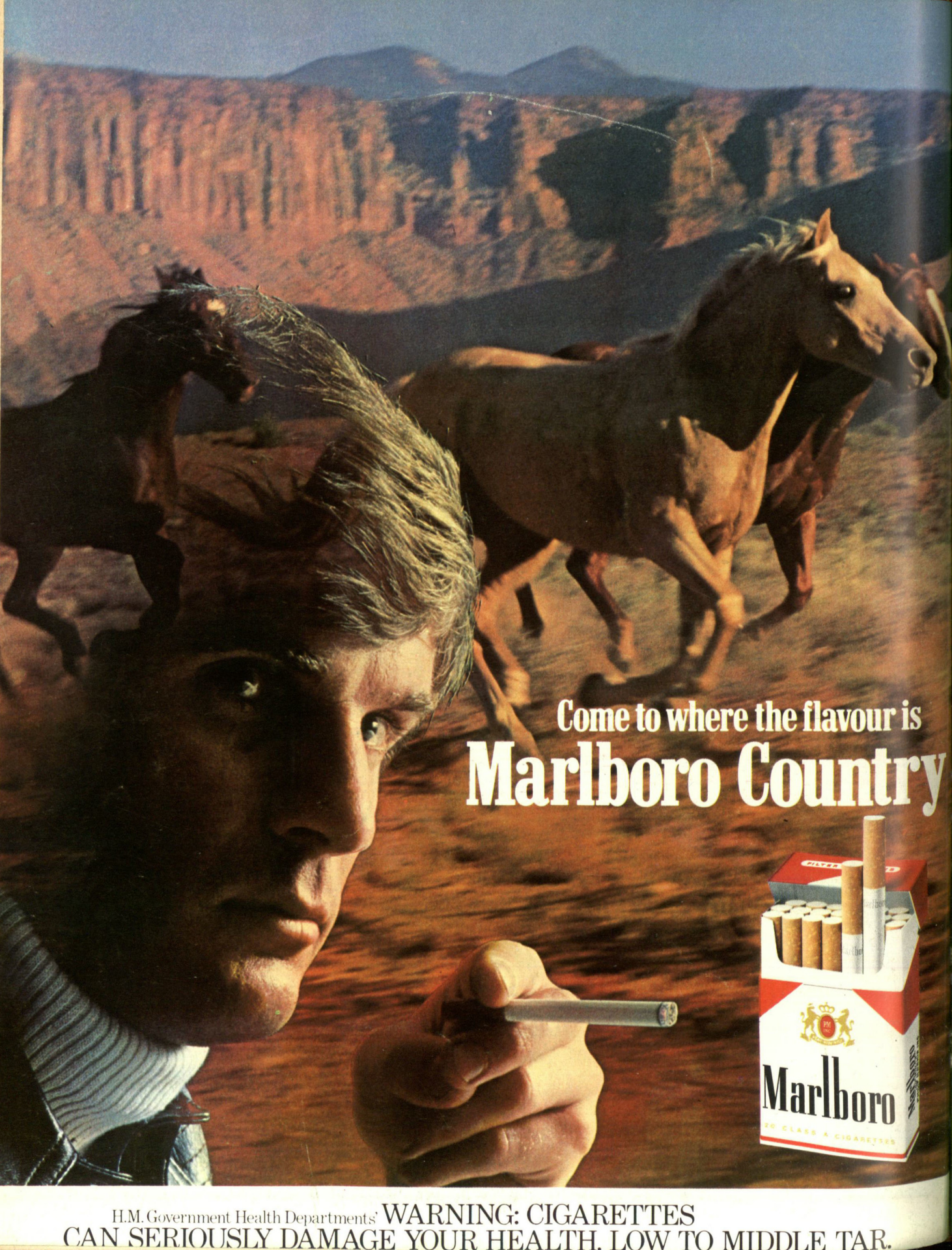
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