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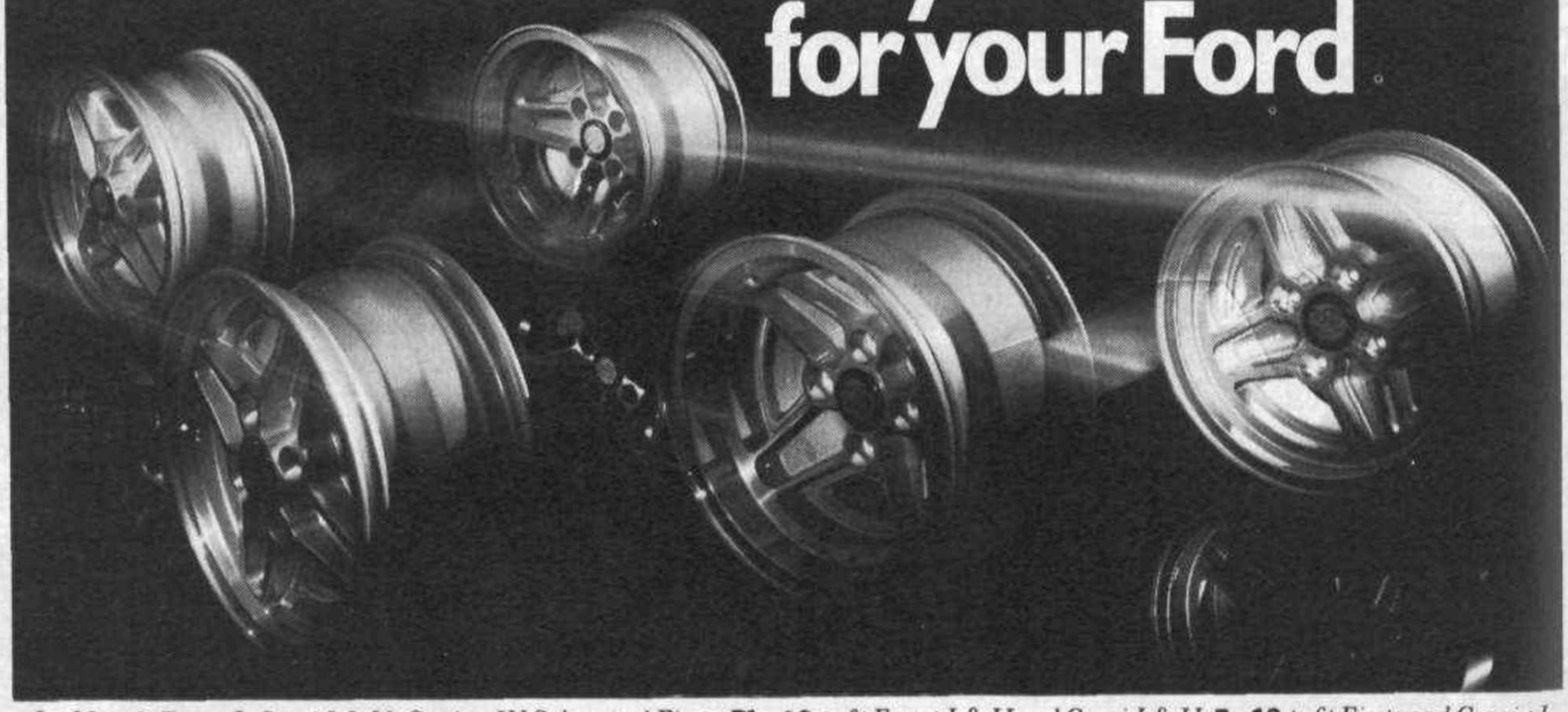


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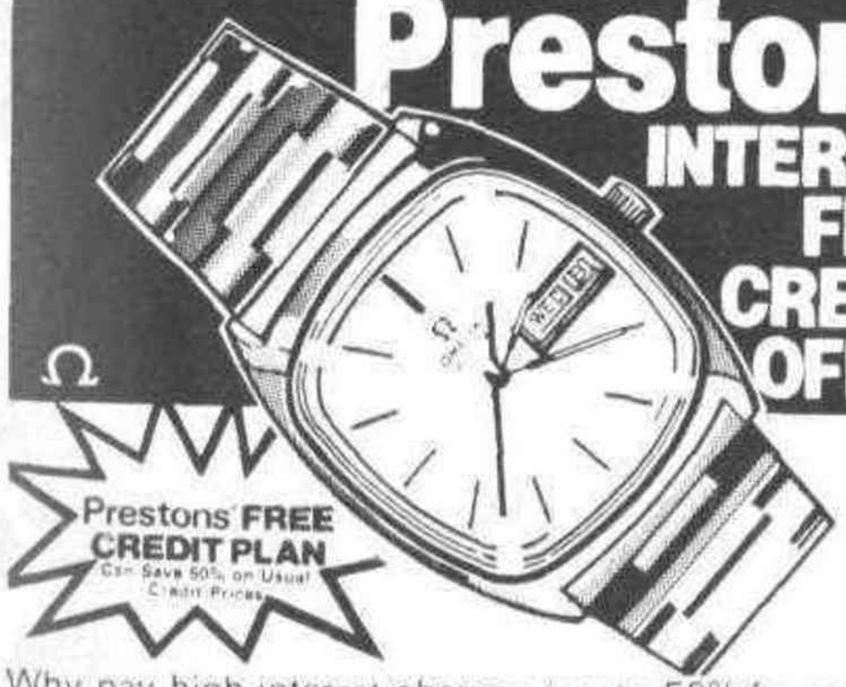
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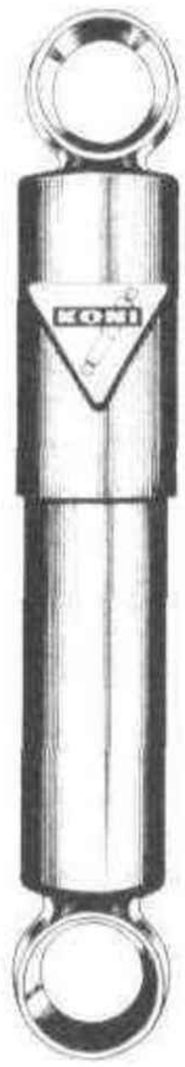


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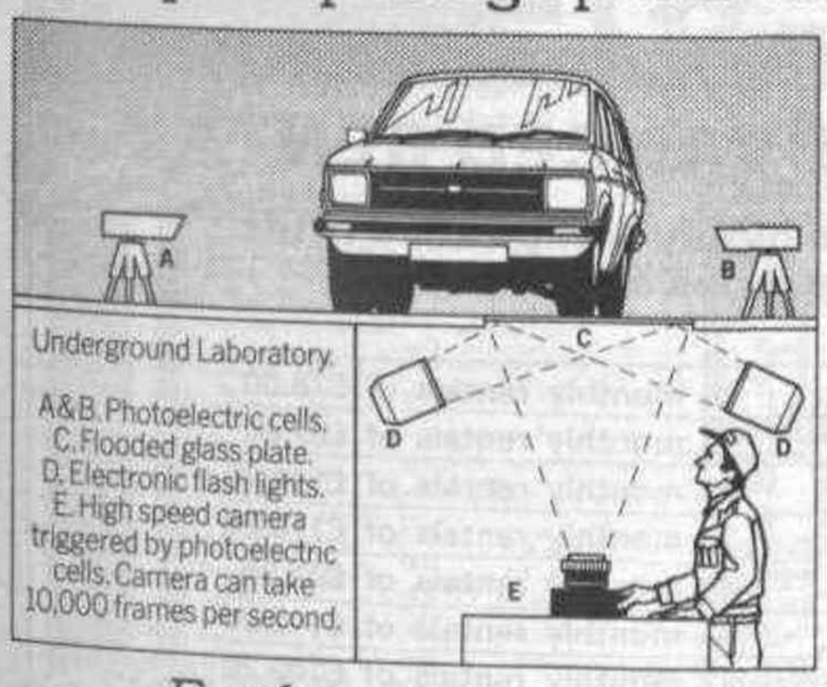
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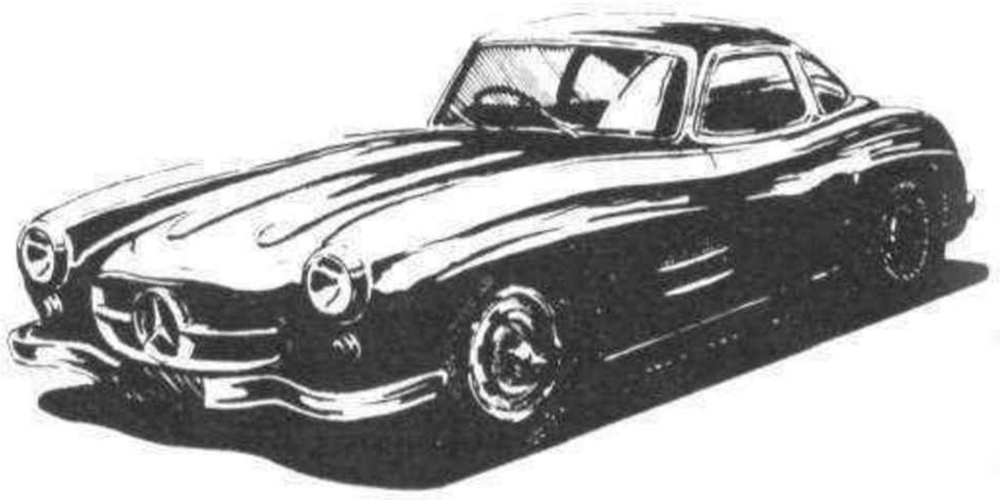
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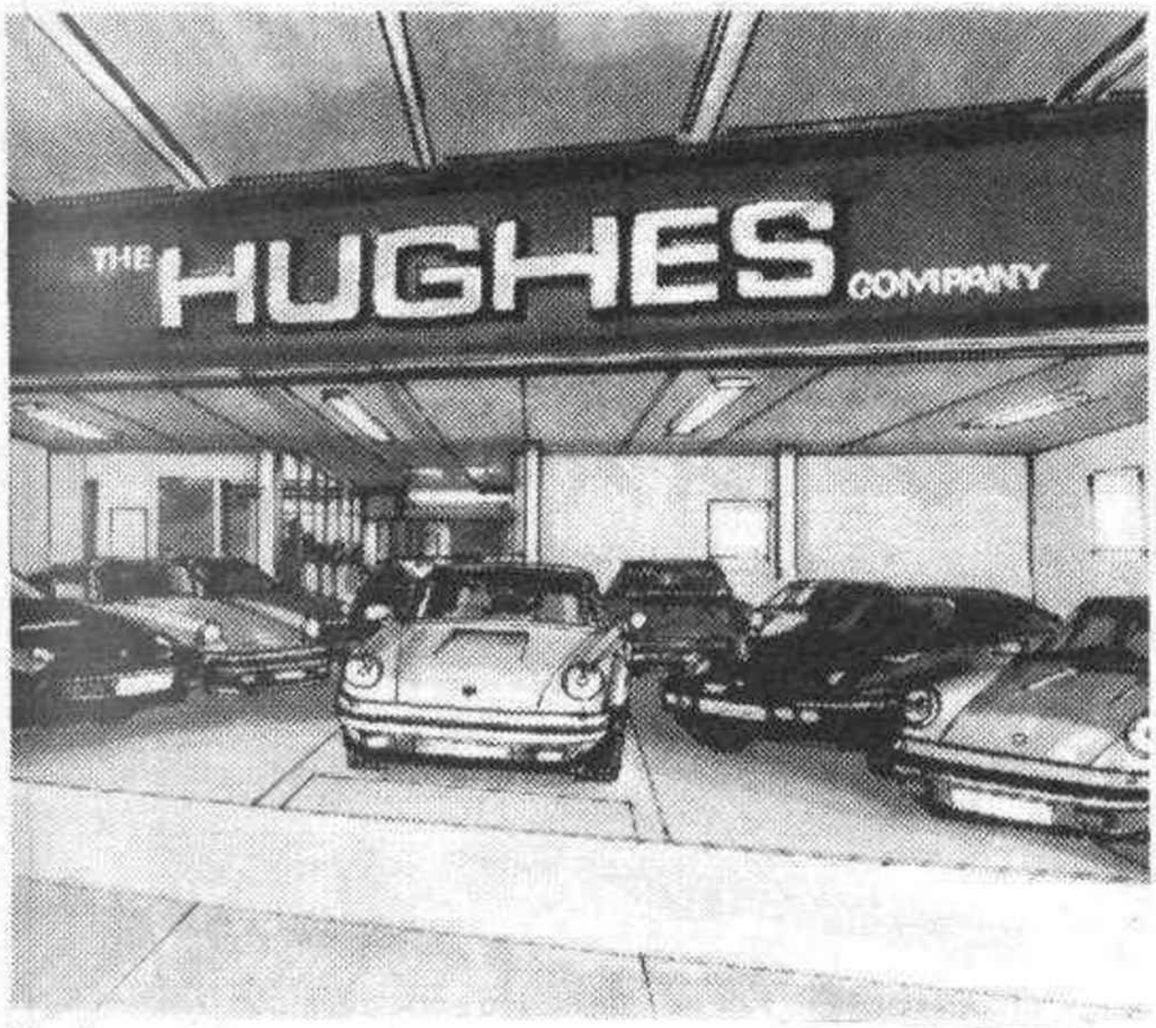
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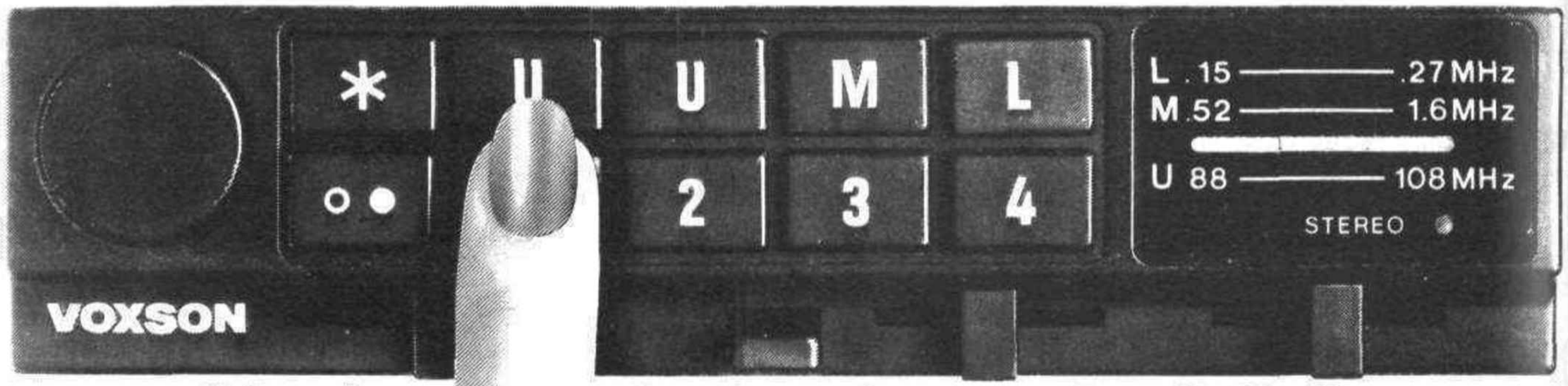
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1978 GTE automatic, black, brown leather interior, alloy wheels, power steering, stereo, electric windows, electric aerial, supplied and serviced by us, low mileage £6,895
1973 GTE manual, Beaujolais red, tan leather interior, electric windows, tinted glass, alloy wheels £2,795

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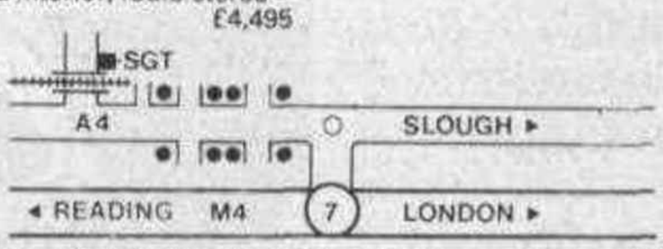
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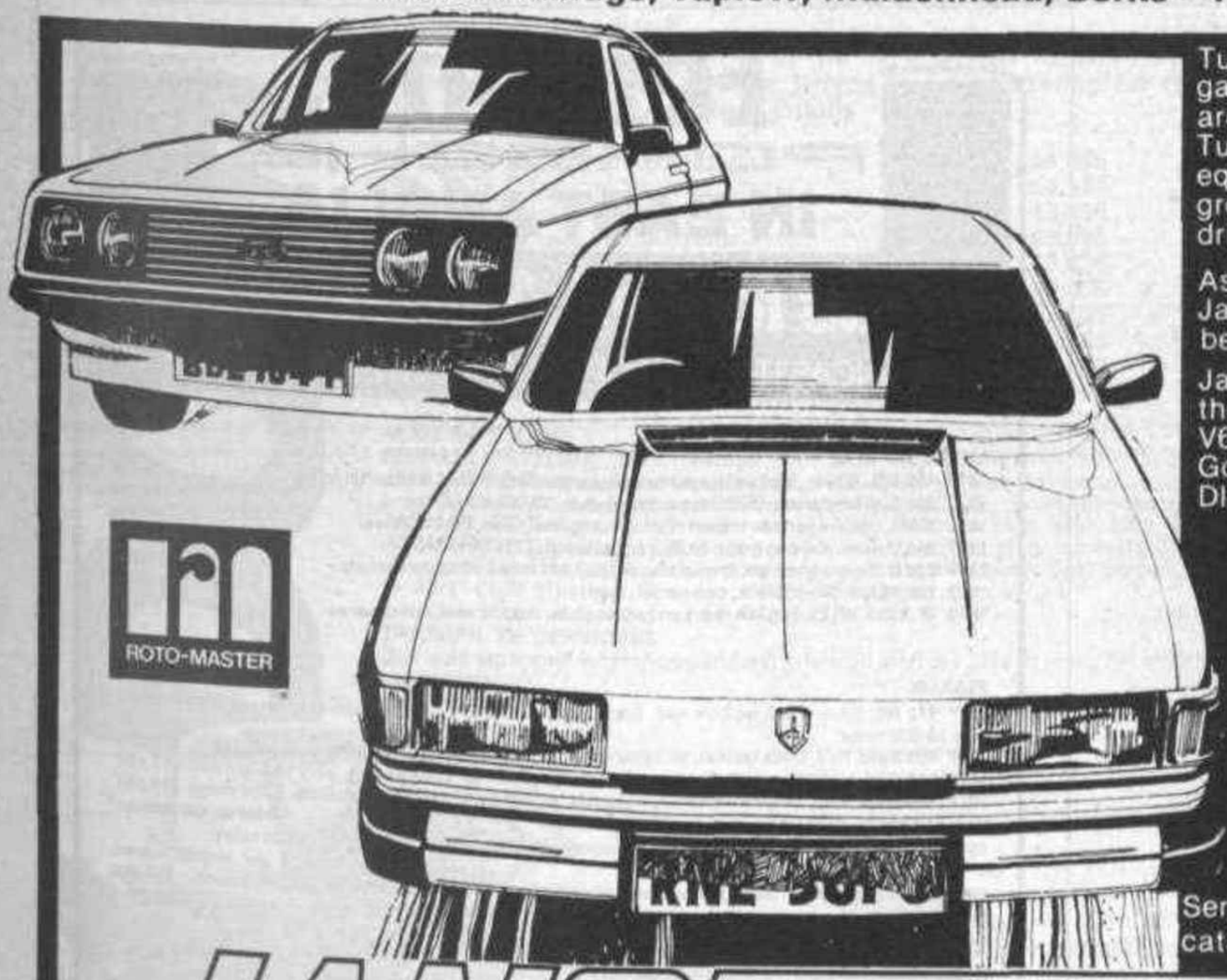
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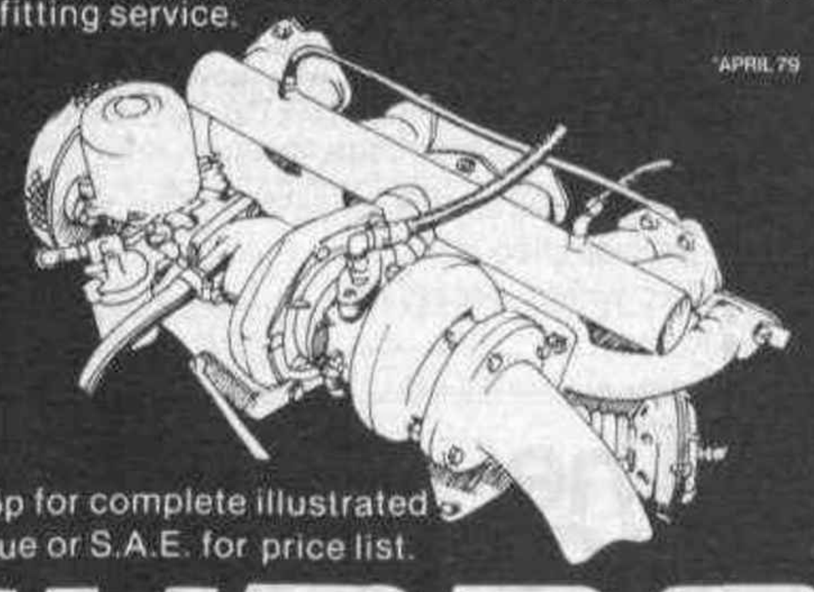


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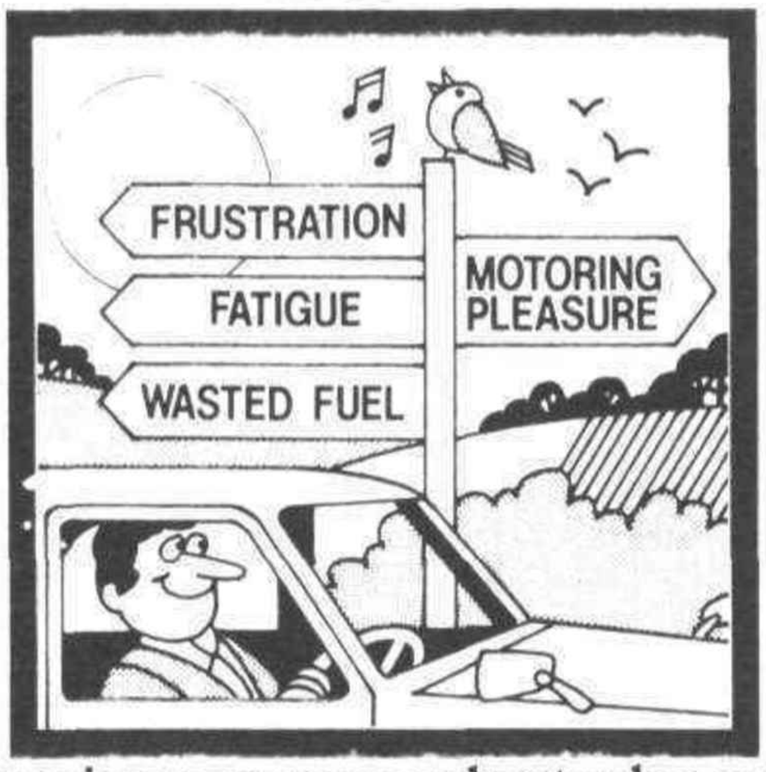
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FERRARI
1977 512 BB. Silver/black bottom half, black leather, cherished registration number, all usual extras, only 10,000 miles. **£20,250**
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PORSCHE
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JAGUAR MK 2 3.4-litre, 1963. Tudor grey with red leather, reclining seats, 27,000 miles only from new. One previous owner, believed to be the finest example in existence, having won many concours, including: Best Saloon in show, Classic Car Show, Alexandra Palace 1977; First at the Jaguar Drivers' Club Meeting, Cliveden, 1978 (Also best car in show).

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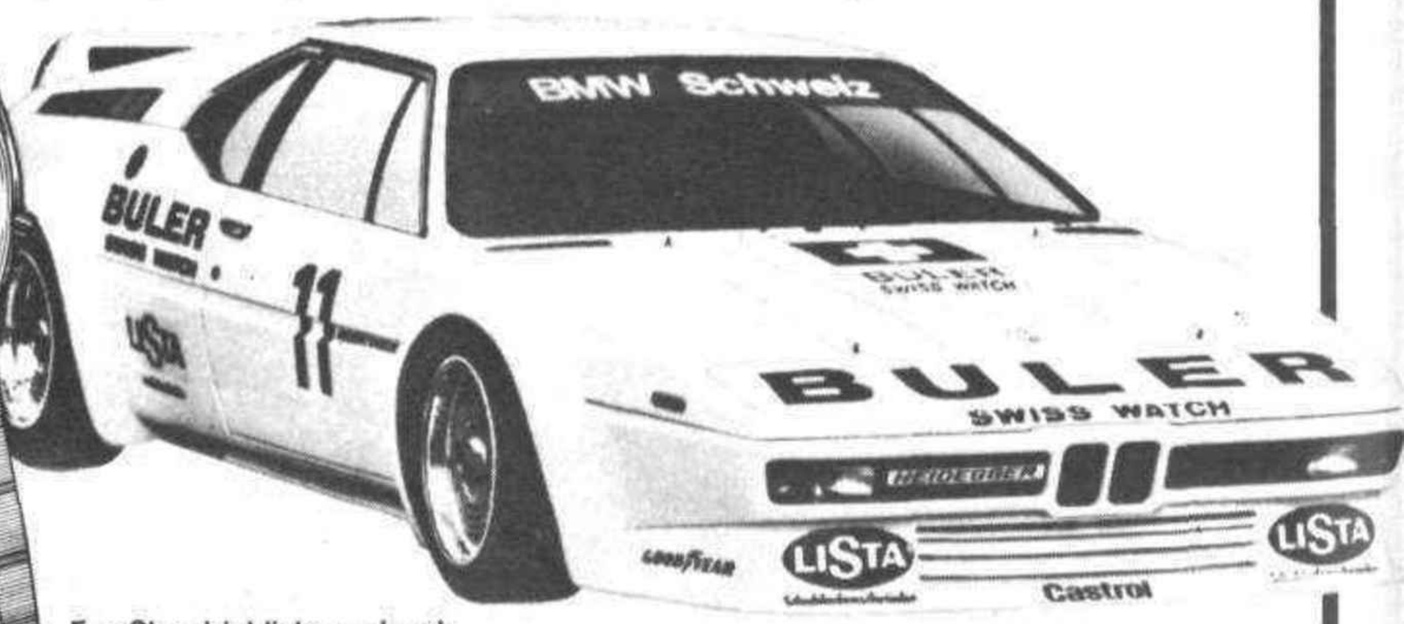
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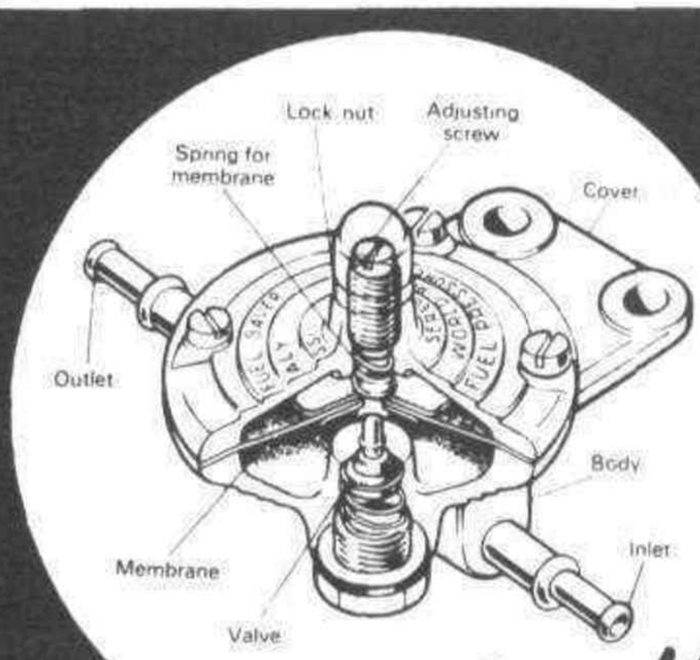
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Twin-cam twins.

The DTV Rally Chevette 2300 is a name to be reckoned with in international events.

And the 16 valve twin-cam Chevette 2300 HS shares many of its rally-proven features. And a further number are now being built.

It has a top speed of 117 mph. And it'll go from nothing to 60 mph in 8.5 seconds.

Its engine features twin 175 CD carburettors, an oil cooler, and produces 135 bhp (DIN) at 5,500 rpm with a torque peak of 134 lb ft (DIN) at 4,500 rpm. (The torque curve indicates how cleanly this car pulls, making overtaking a delight in almost any gear).

A slick five-speed close ratio gearbox and mechanically actuated heavy duty clutch transmits that power.

The pedal spacing is ideal for heel and toe use.

And a front air dam and rear spoiler reduce drag by 14 per cent over the basic Chevette design.

Exceptionally sporty handling is achieved via the rally-tuned, coil sprung suspension, shock absorbers, rack and pinion steering and anti-roll bars front and rear.

While the wide 6J alloy wheels and 205/60 HR radials give leech-like grip.

And the padded, small diameter leather rimmed steering wheel has just 3.5 turns lock to lock.

Brake hard. The response is immediate from the servo-assisted extra wide 9.6 inch diameter front discs and 9.0 inch rear drums.

Speed off. In under 3 seconds you've crashed the urban speed limit. Of course, all this might lead you to believe that the 2300 HS lacks for home comforts.

Not so. There's a push-button radio, front head restraints, tinted glass, tartan cloth trim, full carpeting throughout and reclining front seats shaped to provide lateral support.

And this fast hatchback is available in metallic silver with red strobe stripes.

Autocar called the 2300 HS a car 'that begs to be driven hard.'

Don't disappoint it.

VAUXHALL VAUXHALL GM

CHEVETTE 2300 HS (2297CC) £5,577. PRICE, CORRECT AT TIME OF GOING TO PRESS, INCLUDES CAR TAX, VAT, FRONT SEAT BELTS AND RADIO. QUOTE AND PERFORMANCE FIGURES FROM AUTOCAR, 10 JUNE 1978. ALL OTHER FIGURES FROM MANUFACTURER. SPORTPARTS AVAILABLE FOR THE 2300 HS FROM VAUXHALL SPORTPART DEALERS. FOR DETAILS OF YOUR NEAREST DEALER RING LUTON (0582) 21122, EXT. 4159. PERSONAL EXPORT ENQUIRIES, EXT. 3810.


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Chevette 2300 HS
DTV
4
DTV Chevette 2300

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The cavernous and versatile three door HPE (high performance estate). And the powerful and sporty 2+2 Beta Coupe.

Each car, of course, has its own particular virtues.

The distinctive and stylish saloon seats five adults in comfort and an 18 cu.ft. boot comfortably takes care of the luggage.



LANCIA BETA COUPE.

On the other hand, open up the rear door of the HPE and you will reveal 42.6 cu.ft. of luggage space with both seats folded down.

While the high performance of the coupe brings back the sheer pleasure of driving.

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LANCIA H.P.E.

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Lancia Beta Coupe range from £4,475.
Lancia H.P.E. range from £5,826.

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They include car tax, VAT at
inertia reel seat belts and deliv
charges on UK mainland.
exclude number pla

†Based on manufacturer's figu



LANCIA BETA SALOON.

The Lancia Beta Saloon range from £3,766.23*
Coupe range from £4,475.25* H.P.E. range from £5,826.60*

MOTOR SPORT

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

VOL LV No. 7 JULY 1979

Fifty-fifth year of publication
Publication date first of the month

STANDARD HOUSE,
BONHILL STREET,
LONDON, EC2A 4DA

Telephone 01-628 4741
Telex: 888602 MONEWS G

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FRONT COVER PICTURE: NEIL CORNER in the Monaco Historic Race with the 1937 W125 Mercedes-Benz rescued from East Germany some years ago and now looking and sounding very fit

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MATTERS OF MOMENT

■ WHERE HAS ALL THE NORTH SEA OIL GONE?

The prevailing petrol-famine is likely to cause many motorists to sing the above words to the tune of that even sadder cry of where have all the soldiers gone? Because, while the Government is probably wise not to introduce petrol rationing in peacetime, its assurances that there has been but a moderate cut-back in fuel-supplies and that if everyone is sensible we shall all get by are not at all helpful to long-distance drivers confronted with notices at the service stations reading "Regulars Only", "A Poundsworth Each", or simply "SORRY, NO PETROL".

Not many cars will do more than 300 miles to a tankful, many considerably less, so that the situation of limited fuel, which blew up so rapidly and unexpectedly, is very troublesome to those who have to travel far from home or business base by road. That apart, there is the obvious effect that this shortage of fuel is bound to have on the sales of the bigger cars, and on outdoor pursuits in general. It would seem that MOTOR SPORT was not being premature in predicting a small-car renaissance. One way to reduce the personal outlay on petrol, as well as going further on what you are allocated, is to replace the petrol-guzzler with an economy car. This need not be as dull as it might appear to those who have always been able to indulge their preference for multi-litred motor cars.



What had the vintage years

The high-geared Renault 5GTL must be the kind of car many will now be contemplating; the Editor has just put a Fiat 126 back on the road and is thinking of taking over a Reliant Kitten for short hauls, the one an amusing and well-engineered "modern cyclecar", the other a practical mini-Estate. Oh, impoverished Great Britain. . . .

It is ironical that any of this should be necessary. Labour politicians told us frequently and confidently that the discovery of North Sea Oil was the best thing that had happened to this country for a century. We were told that its advent had made Britain the envy of the rest of Europe and that it would provide us with ample energy at least to the end of this century. We understand that so far 120,000,000 tons of this loudly-proclaimed bonanza have been released, with an estimated 3,000,000,000 tons in reserve, that this North Sea crude makes excellent gasolene motor spirit, and that it could keep us supplied with petrol for some 30 years ahead. Yet here we all are, made to cope with a situation in which Shell, BP and Esso have cut back deliveries to service-stations by 5% or more, at a time when consumers are using some 4% more fuel than they did last year. Diesel-fuel, essential for road haulage, is likewise in curtailed supply, even the railways having been docked of 7% of their heavy-oil requirements, apparently

As a consequence, there is unofficial rationing at the garages, and if the 20% increase in the cost of each barrel of crude from OPEC sources has inflated the price of petrol to the car owner, there is also a black market undertone to the increases, coupled with the thought that the big oil-producers may be cutting back in order to panic consumers into paying any price they care to demand.

So where has all that North Sea Oil gone? It would appear to be very essential to the country now, even though road transport is burning but 21% of all the oil consumed annually. The sad answer seems to be that the Labour Government was trading it for a high price in overseas' fuel-markets. Good economics possibly, but no consolation to fuel-starved drivers. Ironically, it seems that we were drawing some 1.8-million barrels a day from the seas around our coasts, 75% actually from UK oilfields, so that we could have been very nearly self-sufficient, against our overall annual consumption of approximately 2.0-million barrels a day . . . It appears that if we can use this fuel ourselves instead of selling it to the highest bidder, we might actually be independent of Iranian crude by the 1980s. Especially if alternative motor fuels can be developed, such as alcohol which, as MOTOR SPORT pointed out recently, has been used in races like the Mille Miglia, and was used last month by a car at a Club race meeting.

Meanwhile, you might have thought, the Government would have sought to reduce the cost of road transport by reducing the duty on petrol and perhaps offering some concession off the £50 per annum Excise Duty it has decided to retain as an incentive for running the smaller cars. Instead, the Chancellor, in his June Budget, followed tradition by continuing to over-burden car owners, increasing petrol-duty by 7p a gallon, so that the price of 4-star, fairly charged, is up to a savage £1.08 per gallon. In addition, by increasing VAT to 15%, he has raised the prices of new cars, assuming anyone is prepared to buy something usable only if the pump-attendant approves of you.

In the face of all this, BP Oil Ltd. have rubbed salt in our wounds by issuing a little brochure containing fuel-conserving advice that, among other ploys, tells us not to carry surplus tools in the car as they add weight, to rake dirt from under the wings for the same reason, to always use a garage because cold engines

Continued overleaf

Motor Sport Fixture List for July

★ **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*	*OR NEAREST TOWN MAP REFERENCE*	*CATEGORY*	*TIME*
June 29th July 1st	**AC Targa Florio**		**Belgium**	**24 Hours of Ypres (European Rally Championship) (INT)**	—
June 29th July 1st	**AMK Skoda**		**Czechoslovakia**	**Skoda Rally (European Rally Championship) (INT)**	—
June 30th	**BARC (NW)**	**Oulton Park Circuit**	**Tarporley, Cheshire**	**Aurora British Formula 1 Championship (INT)**	**14.00**
June 30th July 1st	Northumbrian MC	Newtown Street, Duns	—	Jim Clark Memorial Rally (N)	18.00
July 1st	**FFSA**	**Dijon**	**France**	**French Grand Prix (World Championship, round 8) (INT)**	—
July 1st	BARC	Silverstone Circuit	Towcester, Northants	Vandervell British Formula 3 Championship (R)	15.00
July 1st	BARC	Brands Hatch Circuit, Fawkham	Dartford, Kent	Race Meeting (*R*)	15.00
July 1st	DDMC	Croft Autodrome	Darlington	Race Meeting (*R*)	
July 1st	HDLCC	Loton Park, Alberbury	Shrewsbury	Hill Climb (Guyson BARC Hill Climb Championship) (*R*)	12.15
July 5 8th	**Automobilklub Dolnoslaski**	—	**Poland**	**Polish Rally (European Rally Championship) (INT)**	—
July 7th	BRSCC (NW)	Oulton Park Circuit	Tarporley, Cheshire	Race Meeting (*R*)	14.00
July 7th	BRSCC (SW)	Castle Combe Circuit	Chippenham, Wilts	Race Meeting (*R*)	14.00
July 7 8th	**SCCA**	**Watkins Glen**	**New York, U.S.A.**	**World Championship for Makes Can-Am (INT)**	—
July 7 8th	SCCN	University of East Anglia	134 195075	Lancia-Pointer Rally (*R*)	21.30
July 7 8th	*Peterborough MC*	*The Cresset, Bretton Centre, Bretton Way, Peterborough*	*142 163003*	*Nocturnal Noggin Rally (C)*	—
July 8th	**ADAC-Saarland e.V. Sportabteilung**	**Nurburgring**	**Germany**	**European Touring Car Championship (INT)**	—
July 8th	**ASA Armagnac Bigorre**	**Nogaro**	**France**	**Aurora British Formula 1 Championship (INT)**	—
July 8th	BARC	Snetterton Circuit	Thetford, Norfolk	Race Meeting (*R*)	14.30
July 8th	NSCC	Cadwell Park Circuit	Louth, Lincs	Race Meeting (*R*)	—
July 8th	750 MC	Lydden Hill Circuit	Canterbury, Kent	Race Meeting (*R*)	—
July 13 14th	**RAC**	**Silverstone Circuit**	**Towcester, Northants**	**Malboro British Grand Prix (World Championship round 9) (INT)**	—
July 14th	Hawick & Border CMCC	Netherdale, Galashiels	73 506350	Esso Border Counties Rally (*R*)	10.30
July 14 18th	**MANZ**	—	**New Zealand**	**Motogard Rally (World Rally Championship) (INT)**	—
July 15th		**Zandvoort**	**Holland**	**European Formula 2 Championship (INT)**	—
July 15th	Donington Racing Club	Donington Park Circuit	Derby	Race Meeting (*R*)	—
July 15th	TEAC	Lydden Hill Circuit	Canterbury, Kent	Race Meeting (*R*)	—
July 20 22nd	**STH Idar-Oberstein e.V. im AvD**		**Germany**	**Hunsruck Rally (European Rally Championship) (INT)**	—
July 21st	Mid-Cheshire MRC	Aintree Circuit	Liverpool	Race Meeting (*R*)	—
July 21 22nd	**RACB**	***Francorchamps***	**Belgium**	**Spa 24 Hours (INT)**	—
July 21 22nd	Stockport MC	Opel Centre Garage, Romiley, Cheshire	109 945908	Opel Centre Trophy Rally (*C*)	23.31
July 22nd	**BARC**	**Donington Park Circuit**	**Derby**	**Race Meeting (INT)**	**14.00**
July 22nd	BRSCC (N)	Cadwell Park Circuit	Louth, Lincs.	Race Meeting (*R*)	14 .00
July 22nd	SMRC	Ingliston Circuit	Edinburgh	Race Meeting (*R*)	14.00
July 27 29th	**Federatia Romana de Automobilism**	—	**Romania**	**Danube Rally (European Rally Championship) (INT)**	—
July 28th	BARC (NW)	Oulton Park Circuit	Tarporley, Cheshire	Race Meeting (*R*)	14.00
July 28th	VSCC	Silverstone Circuit	Towcester, Northants	Race Meeting (*C*)	13.15
July 28th	Carmarthen MC Epynt MC	Carmarthen	—	A.T.S. (Epynt) Stages (*R*)	09.00
July 28 29th	**BRSCC (M)**	**Mallory Park Circuit, Kirkby Mallory**	**Leicester**	**Aurora British Formula 1 Championship (INT)**	**14.00**
July 28 29th	Wakefield & Dist. MSC	Ladbroke Mercury Motor Inn, Garforth, Ledes	104 393323	Calderford Trophy Rally (*R*)	22.31
July 29th	**Automobilclub von Deutschland e.V.**	**Hockenheim**	**Germany**	**German Grand Prix (World Championship round 10) (INT)**	—
July 29th	**Ente Autodromo Pergusa**	**Enna**	**Italy**	**European Formula 2 Championship (INT)**	—
July 29th	BRSCC (EA)	Snetterton Circuit	Thetford, Norfolk	Race Meeting (*R*)	14.00
July 29th	BRSCC	Brands Hatch Circuit, Fawkham	Dartford, Kent	Race Meeting (*R*)	14.00
July 29th	NSCC	Croft Autodrome	Darlington	Race Meeting (*R*)	—
Aug. 4th	BRSCC (N)	Aintree Circuit	Liverpool	Race Meeting (*R*)	14.00
Aug. 4th	Arbroath & Dist. MC	Bathing Pool, Arbroath	—	Arbroath Stages (*R*)	10.00
Aug. 4th	Vale of Cothi MC	Nantyrhwch Forestry	—	H. G. Bryer & Sons Ltd. Stages (*R*)	11.00
Aug. 4 5th	**BRSCC**	**Brands Hatch Circuit, Fawkham**	**Dartford, Kent**	**World Championship for Makes (INT)**	**12.00**
Aug. 4 5th	Vauxhall Motoring Group (Wirral)	Vauxhall Motors Limited, Ellesmere Port, Wirral	117 379 788	Y Ddraig Goch Rally (*R*)	—
Aug. 4 5th	Grimsby MC	Grimsby Motors Ltd., Victoria Street, Grimsby	113 271 098	Grimsby Motors Clubman Rally (*C*)	23.31
Aug. 5th	**Santamonica Team**	**Misano**	**Italy**	**European Formula 2 Championship (INT)**	—
Aug. 5th	**Hyllinge MS**	**Knutsford**			
Aug. 5th	**Hyllinge MS**	**Knutstorp**	**Sweden**	**European Formula 3 Championship (INT)**	—
Aug. 5th	**Nederlandse Autorensport Verenigning Zandvoort**	**Zandvoort**	**Holland**	**European Touring Car Championship (INT)**	—
Aug. 5th	BARC	Snetterton Circuit	Thetford, Norfolk	Vandervell British Formula 3 Championship (*R*)	14.15
Aug. 5th	BARC	Croft Autodrome	Darlington	Race Meeting (*R*)	14.15
Aug. 5th	750 MC	Mallory Park Circuit, Kirkby Mallory	Leicester	Race Meeting (*R*)	—
Aug. 5th	Astra MC	Lydden Hill Circuit	Canterbury, Kent	Festival of Motor Sport (*R*)	—

MATTERS OF MOMENT

Continued from previous page

consume more fuel, to fair-in any suitcases carried on the luggage-rack with hardboard (streamlining!) and — wait for it — never to fill the petrol tank as this — ha, ha — also increases weight and so consumes more fuel . . . BP also say for St. Christopher's sake don't ever drive with the sunroof or the side-windows open, as this creates petrol-guzzling wind-drag. If things really are as bad as this we wonder they bother to go on refining the stuff. We can only hope they are joking. Like someone who suggested recently that we might be rationed to using cars on alternate days, and on Sundays on payment of an extra licence-fee, an idea MOTOR SPORT made in jest many years ago, at the time of another fuel crisis.

■ SEAT BELTS

One good thing the Conservatives have done for motorists is to throw out the Bill to make seat belts compulsory. Having written that, and before all the cranks, do-gooders, and self-appointed keepers of other people's affairs begin expressing their opinions, can we please make it quite clear that MOTOR SPORT is not trying to dissuade those who want to belt-up from doing so? Indeed, we suggest that it would be a nice gesture to the new Transport Minister if you would now belt-up voluntarily, if you didn't do so before. W.B. says he would willingly make this gesture were it not for an annoying claustrophobic tendency which prevents him. A long time ago, he says, an ingenious accessory manufacturer sent him a sharp knife for cutting through a seat belt, if trapped after an accident. This he has kept in a drawer of his office desk ever since, against the day of compulsion. Now, thanks to Norman Fowler's sensible decision, it can be discarded. But, he says, don't let this stop *you* from using *your* safety belt. . . .

LES VINGT-QUATRE HEURES DU MANS

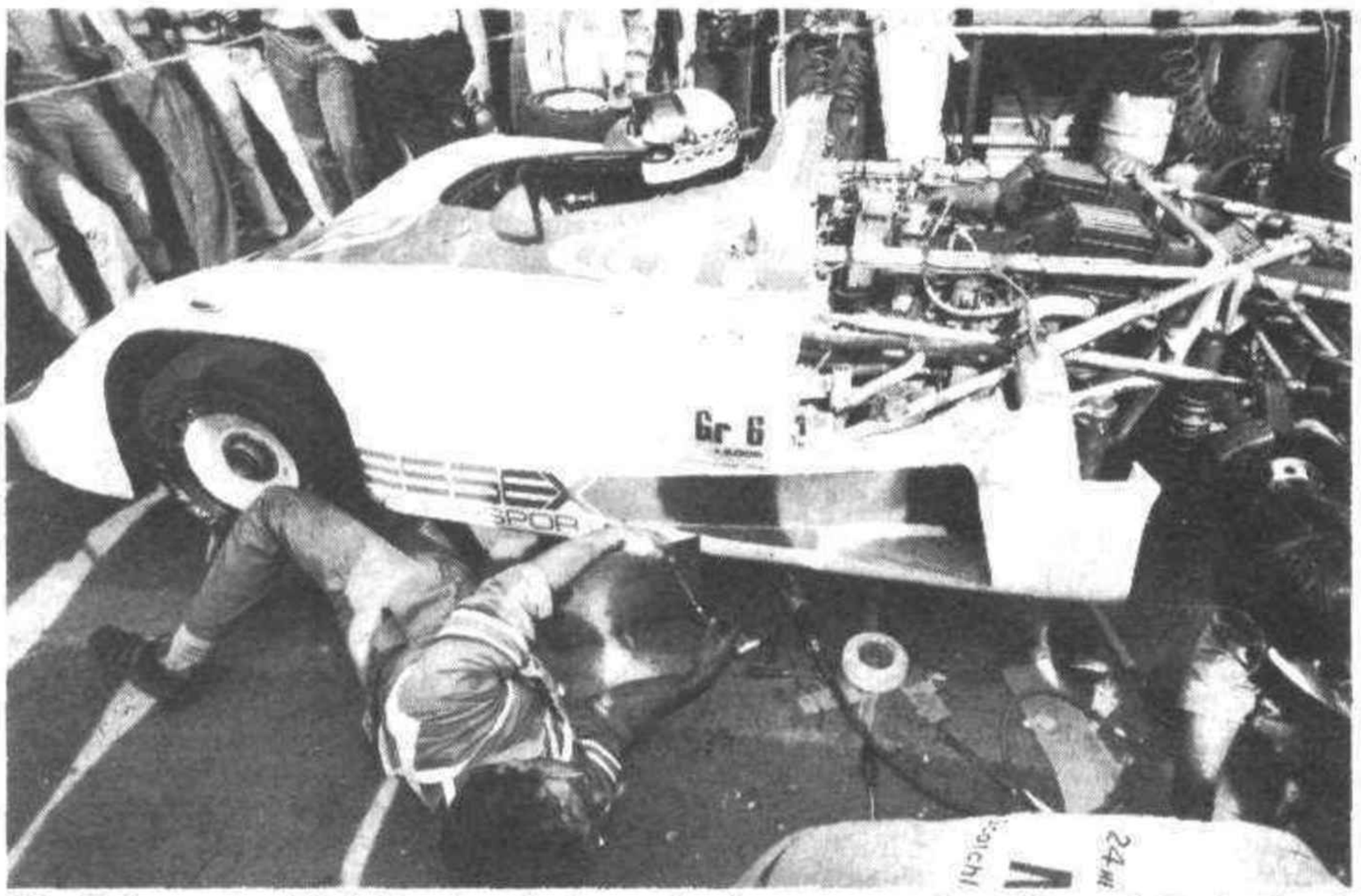
A Question of Endurance, not Speed

SOME aspects of the international racing scene may change with almost frenetic haste from month to month, but other facets of the sport seem to remain reassuringly constant from one year to another. One of those unchanging constants is the magic of the 24 Hours of Le Mans. The ACO's annual epic of speed and endurance on the famous and historic Circuit of the Sarthe took place this year on June 9th/10th, and had all its usual character and charismatic allure, even though the entry hadn't quite the quality of the past two years.

Owing to the recent construction of a new road junction on the Route Nationale that forms the three-and-a-half mile long Mulsanne Straight, the old Tertre Rouge Corner had been replaced by an ever so slightly less acute twin apex bend, shortening the circuit from 13.64 to 13.61 kilometres (8.47 miles). Another divergence from tradition was a change of starting time, moved forward from four o'clock to two o'clock in order to give the French plenty of time to cast votes for the EEC's new European Assembly.

As far as the entry was concerned, it was very much a case of Porsches against the rest. Of the 55 starters, no fewer than 19 emanated from the Stuttgart manufacturer, their ranks headed by the two Essex Petroleum sponsored factory 936s. These are the long-tailed open Group 6 sports-racers with twin-turbocharged flat-six engines of 2.1-litre capacity that won at Le Mans in 1976 and 1977, although soundly beaten last year by a Renault. The two works cars were little changed since that defeat, apart from a change to the Essex livery of white, red and blue, although sturdier fifth gears had been fitted to avoid the failures that probably cost them the race a year ago. Drivers for the two Porsche 936s were Jacky Ickx (trying for a record fifth victory in the 24 Hours), his partner Brian Redman, France's Bob Wollek and America's Hurley Haywood.

All the other quick Porsches entered were 3-litre 935 Turbos. Some were in the Group 5 division, others in the IMSA category, although the differences between "European" and "American" models are in fact few and subtle. Among the swiftest of more than a dozen 935s in the list of starters were a pair of Gelo cars from Cologne, driven by Manfred Schurti/Hans Heyer and John Fitzpatrick/Harald Grohs/Jean-Louis Lafosse, and an American twin-turbo 935 entered by Dick Barbour for Rolf Stommelen, Barbour himself and enigmatic filmstar Paul Newman.



Brian Redman waits while the Porsche mechanics attend to the consequences of tyre failure on the Dunlop Curve!

The quickest 935 of all, however, was a very special car. Built by the Kremer family at their workshops in Cologne, the 935K3 had substantially different bodywork, giving improved aerodynamics and even a small measure of "ground effect", and an air-cooled as opposed to water-cooled intercooler unit. Driving the white, Philippe Selvet sponsored machine, was Kremer's regular German Championship driver, Klaus Ludwig, plus two Americans from Fort Lauderdale, Florida, whose names were practically unknown in Europe before the race: the Whittington brothers, Don and Bill.

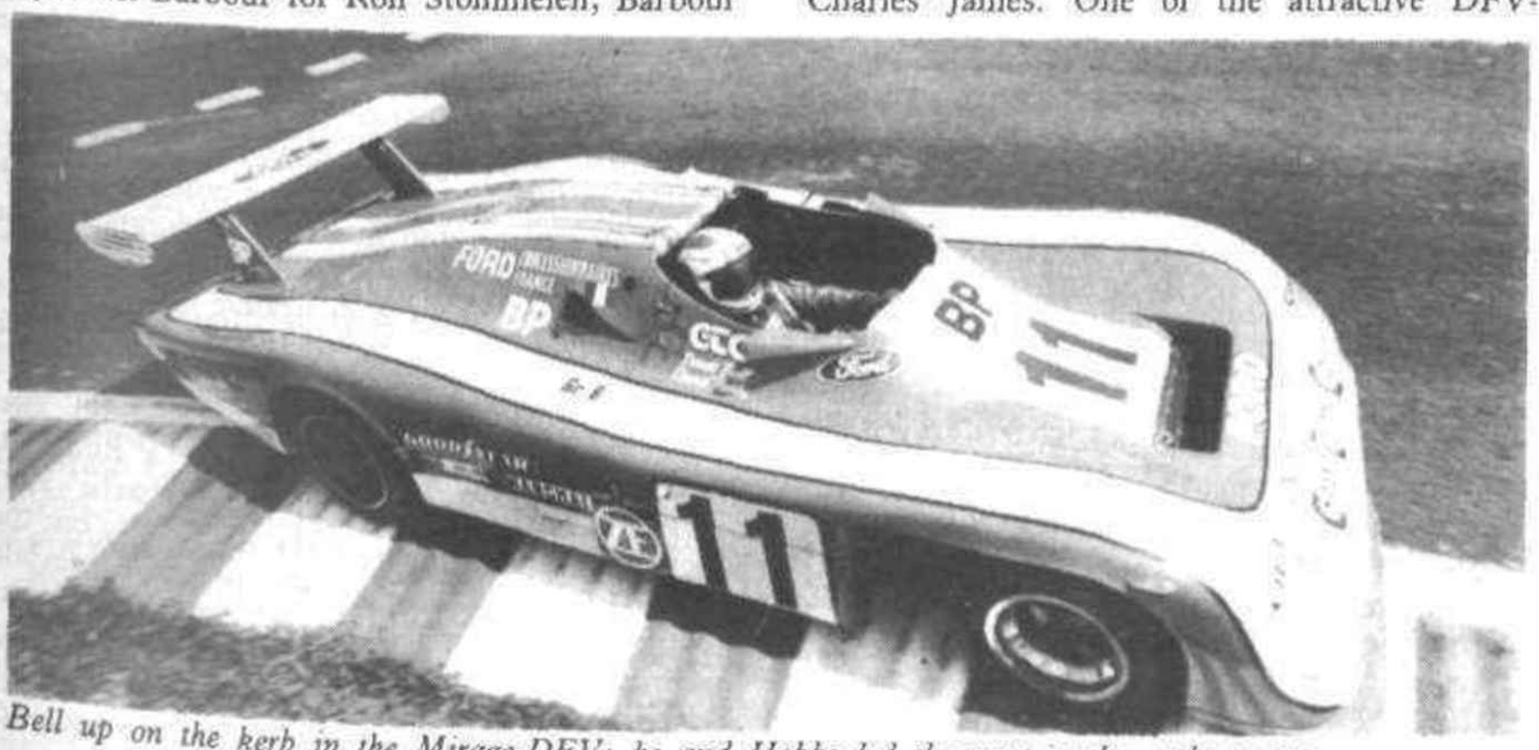
Against the Porsches were ranged a string of Group 6 sports-racing cars all powered by the ubiquitous Cosworth DFV engine. From Harley Cluxton's Grand Touring Cars Incorporated stable in Arizona came a pair of Ford-France-entered Mirage M10s, developed from last year's M9s but substantially improved (or at any rate altered!) in numerous respects. Down to drive the Mirages were Derek Bell/David Hobbs and Vern Schuppan/Jean-Pierre Jaussaud. From Britain came Alain de Cadenet's latest Le Mans contender, the De Cadenet that had finished second at Silverstone in May. As then Francois Migault was de Cadenet's co-driver.

From France came a trio of Rondeaus, built in Le Mans itself by Jean Rondeau and his partner Charles James. One of the attractive DFV-powered coupes was actually entered as a "GT Prototype", but apart from different sized wheels it looked practically identical to the pure Group 6 cars. Henri Pescarolo/Jean-Pierre Beltoise handled one Rondeau M379, rally stars Bernard Darniche/Jean Ragnotti another, and Jean Rondeau/Jacky Jaran the "GTP" entry. Finally, from Japan, came a pair of ultra-long, low and narrow Dome Zero R1s, DFV-powered sports-racing machines with canopy-topped cockpits that were built specifically for the long fast straights of Le Mans. As at Silverstone where the Dome made its racing debut, Chris Craft and Gordon Spice were the team's main drivers, with Bob Evans and Tony Trimmer in the second car.

Very comfortably fastest in the 12 hours of official practice, as expected, were the two works Porsche 936s. Bob Wollek won pole with a 3 min. 30.61 sec. on Wednesday night, and Jacky ickx returned a 3 min. 31.37 sec. on Thursday — neither time approaching the 3 min. 27.6 sec. set by Ickx last year in a virtually identical car on a fractionally longer (yet arguably slower) circuit. Nor was the Porsche team without its dramas in practice. Minutes after setting his pole position time, Wollek had a frightening moment at around 200 m.p.h. when a rear tyre deflated suddenly on Mulsanne Straight. More by luck than judgement perhaps, he hit nothing, but it was worryingly reminiscent of Jochen Mass's high speed accident at Silverstone, when a rear tyre had come off the rim after going down without warning. The result was a night of hard work for Porsche's mechanics repairing a battered car, and some modified rear rims that were made up for the race. Ickx's car had its dramas too, an engine having to be changed after Redman had over-revved.

An eyebrow raising third quickest in practice was the Kremer Porsche 935K of Ludwig and the Whittingtons, the German driver recording 3 min. 36.64 sec. The Group 5 "Special Production Car" proved quicker on Mulsanne than any of the Group 6 cars except Ickx's 936, and that had been only a whisker better on top speed, at around 220 m.p.h. Another Porsche 935, the Gelo entry of Schurti and Heyer, was fourth in line at 3 min. 36.65 sec., following a couple of engine failures for Georg Loos's team during the first, seven hour long practice session.

Only after the two 935s did one come to the



Bell up on the kerb in the Mirage-DFV; he and Hobbs led the race in the early stages.

best of the DFV propelled machines, the Mirage M10 of Schuppan/Jaussaud setting a 41.63 on Wednesday with so little fuss that it was left back at base in Le Chartre for the second session on Thursday.

The opening laps went very much as planned, the two Essex Porsches taking a commanding lead before they reached the Esses on lap one. At the end of the first lap, Ickx headed team-mate Wollek by inches, but more than ten seconds passed before Ludwig, Bell, Schuppan and Migault howled past the long line of pits. By the end of lap three the expected order had established itself, with the two Porsche 936s striding away at the head of the field and the Mirages of Bell and Schuppan in third and fourth

Not until the first round of refuelling stops, early in the second hour, was there any upset in that order. Ickx lost a couple of minutes at his first scheduled pit stop while his rear wheels were changed — the modified rims fitted to his car since practice seemed to be fouling brake calipers, themselves altered since Silverstone where excessive rear brake wear had almost sent Brian Redman into the wall. But it was on laps 43 and 44 that the order changed dramatically. Having taken over from Wollek, Haywood stopped to have his seat more securely fixed, and Schuppan's Mirage stopped out on the circuit with a broken gear selector shaft. (Although repaired, the car was later excluded for falling too far behind.)

Then Redman, having relieved Ickx a few laps earlier, suffered a tyre blow-out in the Dunlop Curve. He spun the car deliberately, and came to rest without smashing into the barriers; but the car was badly damaged on one side nevertheless, the radiator serving one bank of cylinders being slashed off by the torn and tattered rubber. Redman nursed the battered machine back to the pits for repairs, but 80 minutes were lost

So in spite of its unscheduled stop for seat adjustment, the Wollek/Haywood 936 enjoyed a good lead until the fourth hour, when it began to misfire. By the time the fuel injection pump, the fuel filter and other parts of the injection system had been replaced, it was restored to full health. But over an hour had slipped away in the meantime, and it left the Bell/Hobbs Mirage with a big advantage over the best Group 5 machines. For close on two hours the Mirage held the lead, Bell and Hobbs being joined by Schuppan out of the other car as afternoon turned to evening. At a little past quarter distance, however, the blue Mirage lost that lead when its exhaust system had to be replaced — and the net result of that was little short of sensational.

As dusk turned to darkness, the Kremer 935K of Ludwig and the Whittingtons thus held the slenderest of advantages over the Gelo 935 of Schurti/Heyer. Throughout the night the two rival teams from Cologne fought spiritedly for the lead, first one car heading the order, then the other — and all the time, the second Gelo Porsche was close at hand.

Hardly had darkness fallen over the restaurants and fairground of the Circuit of the Sarthe than the Mirage team ran into trouble again. The car that was still well placed was bedevilled by an over-charging alternator, causing one headlamp failure after another. The first time it happened, Schuppan left the road at Porsche Curve; fortunately damage was slight, so the car continued, but it lost more time when the problem repeated itself.

Soon after midnight light rain began to sprinkle down, and not long after half distance it turned into a ferocious thunderstorm that threatened to leave the track awash. Now it really was a matter of endurance, not speed. Regaining places steadily after its earlier delays, Ickx's Porsche was stranded on the circuit when its electrics failed. Ickx persuaded the car back to life but was disqualified soon afterwards for receiving external asssistance away from the pits.

The Gelo team lost both its cars in quick succession early in the 15th hour of the event, when the red 935s were second and fourth. First Fitzpatrick's suffered a spectacular turbocharger failure that lit up the whole tail end in flames: damage was minimal, but the marshals smothered it with so much extinguishant that the car had to be withdrawn. Less than 15 minutes later Schurti was in the pit road reporting an engine failure in the other car, leaving the Ludwig/Whittington Kremer Porsche in front by literally miles from the Stommelen/Barbour/Newman team.

As night turned reluctantly into a grey, we dawn, the surviving Mirage was one of numerous cars suffering acute misfires, suffering interna engine damage as a consequence. With sever hours to go, the Wollek/Haywood 936 had recaught so much lost ground that it had moved into second place again, albeit 13 laps behind the leaders. Yet it, too, went sick, and finally retired with something seriously amiss inside the engine during the 19th hour.

Nothing, it seemed, would stop the Kremer Porsche out front — until it ground to a halt on Mulsanne Straight while Don Whittington was at the wheel. The belt that drove its fuel injection pump had broken, and whilst a spare was on board, all Don's attempts to fit it so that it stayed on proved futile. Eventually he coaxed the stricken car back to the pits by removing and shortening the alternator belt. Shortly after noon the leading Kremer car was back in the race, its lead reduced from 15 laps at one stage to only three.

It might well have lost the lead during the hour or so it spent out of action, had not the second placed Barbour Porsche encountered problems of its own. Chiselling away the leaders' advantage by the minute, it had come in for a routine wheel and pad change, only to have a wheel nut jam solid and refuse to budge. The nut had to be sawn off, keeping the car in the pit road for 23 minutes.

As the race ran to its conclusion, the Stommelen/Barbour/Newman car encountered more serious problems in the closing stages. With 20 minutes to go, Stommelen slowed abruptly to a crawl; after a couple of creeping, misfiring laps, he stopped a few yards short of the finish line and waited patiently for the chequered flag to appear, taking care to keep his engine running. Only four or five laps from home, the second placed 935 had holed a piston — but Stommelen's action ensured that it would still finish second, over six laps behind the vicorious Kremer 935K3 of Klaus Ludwig, Don and Bill Whittington. Third was another Kremer prepared Porsche 935, driven by Frenchmen Francois Servanin, Laurent Ferrier and Francois Trisconi, while fourth was the GT class winning Porsche 934 of Swiss drivers Herbert Mueller, Angelo Pallavicini and Marco Vanoli.

So what of the others? The De Cadenet had gone out, in effect, after only six laps, after a bearing in the gearbox had failed. Why had it failed? — because someone had forgotten to drill a hole in a pinion to let oil reach the bearing; bad preparation in other words. The two Domes fared little better. Craft's, running seventh on the opening lap, had caught fire on the second because a lead to the distributor had been improperly secured; eventually the mess was cleared up and the car set off again only to run out of petrol later at Mulsanne! In the other car, Trimmer climbed through the order to be fifth after a few laps, but in so doing he ignored the rising temperature gauge needle.

The Rondeaus were in trouble right from the start, Ragnotti's car throwing off wheel balance weights with gay abandon and Pescarolo's stopping on the warm-up because of fuel vaporisation. The third car, the GTP Rondeau, finally retired with a damaged chassis after swiping the guard-rails at Tertre Rouge, but the two Group 6 cars plugged on gamely despite numerous set-backs. The team's persistence was well rewarded, for Ragnotti/Darniche ended up fifth and winners of the Group 6 class, while

Continued on page 956



Class win for Messrs. Charnell Jones Smith in their Chevron B36-Cosworth.

Results:

LE MANS 24 HOURS – 306.7 laps — 4,759.7 Km.

1st:	K. Ludwig/D. Whittington/B. Whittington (3.0 t.c Porsche 935K3)	306 laps
2nd:	R. Stommelen/D. Barbour/P. Newman (3.0 t.c Porsche 935 77A)	300 laps
3rd:	F. Servanin/L. Ferrier/F. Trisconi (3.0 t.c Porsche 935 77A)	292 laps
4th:	H. Mueller/A. Pallavincini/M. Vanoli (3.0 t.c Porsche 934	291 laps
5th:	J. Ragnotti/B. Darniche (3.0 Rondeau M379 DFV)	287 laps
6th:	M. Mignot/M. Winkelhock/H. Poulain (3.5 BMW M1)	284 laps
7th:	D. Schornstein/E. Doeren/G. von Tschirnhaus (3.0 t.c Porsche 935 77A)	283 laps
8th:	B. Garretson/E. Abate/S. McKitterick (3.0 t.c Porsche 935 78)	278 laps
9th:	J. Hotchkiss/B. Kirby (3.0 t.c Porsche 935 78)	275 laps
10th:	H. Pescarolo/J-P. Beltoise (3.0 Rondeau M379 DFV)	274 laps

Winners average speed: 173.913 k.p.h. 108.2 m.p.h

Class winners: Ludwig/Whittington/Whittington; Stommelen/Barbour/Newman; Ragnotti/Darniche; T. Charnell/R. Smith/R. Jones (2.0 Chevron B36 Ford BDG); J-D. Raulet/M. Mamers (2.6 t.c WM P79 Peugeot); Mueller/Paliabicini/Vanoli.

VSCC Oulton Park Race Meeting

(June 16th)

THE VINTAGE SCC Oulton Park Meeting reminded me a little of those smaller Club days at Brooklands, when everything was very unhurried and you went down as much to be sociable as to take the racing very seriously. Some of the VSCC races had a sparcity of runners, there were delays in marshalling the handicap grids, and during the afternoon I counted only 22 people in the grandstand facing the start and finish lines. But it was nice to be there in the sunshine and meet one's friends.

The sad thing was that Corner could not bring his W125 Mercedes Benz, to try to reverse the result of his Monaco battle against Martin Morris. Although the Mercedes had been driven since Monaco with great determination, I gather, by Fangio at Donington, it developed a dislike of staying in gear, and although billed originally to appear, it was not even in the VSCC entry list. (The Club informed the Press, but postal delays presumably prevented the news carrying very far.)

On June 16th, after Humphrey Milling's 30/98 Vauxhall had won the *Cheshire Life* Trophy in the "Beauty Show", and Parker's 1934 2300 Alfa Romeo the Martini Trophy therein, racing commenced with a 5-lap Handicap. Symons' smart 100 m.p.h. low-chassis Invicta two-seater ran away with this, from P. Newman's (no, not *that* Newman) ERA-like 1½-litre Riley Special and Whale's Interceptor Frazer Nash. Greater speed was promised for the Vintage Seaman Trophy race, all the "big-ones" being run over 16 laps. In his customary style Footitt ran right away from everyone else, in the Cognac, only to suffer anxiety in the closing stages, when the AC Six engine went sick, the No. 4 rocker pedestal having broken. He was well clear, however, winning at 73.2 m.p.h. For six laps Kain, making a welcome reappearance in his Type 35B Bugatti, ran second, but Tim Llewellyn in the 8.3-litre Bentley then got past, equalling Footitt's fastest lap of 74.8 m.p.h. Moffat, in Wall's Type 35B Bugatti, had been third for four laps but he then dropped back, and retired on lap seven, having lost third gear, so Kain finished third behind the Bentley. The only other driver to go the full distance was Stuart Harper's very impressive 1926 two-speed Aero Morgan 3-wheeler, with 998 c.c twin carb., twin mag. air-cooled o.h.v. JAP engine, ably upholding "tricycle-honour". And winning on handicap, too.

The next five-lapper only lasted two laps, to begin with, because it was stopped after the Ulster Austins of Winder and Hutchings had come together at Druids. Out went ambulance and fire -jeep, but the drivers turned out to be only scratched, the bodies of the Ulsters having suffered the greater damage; a pity, especially as one was an original shell, apparently. Bad luck that this shunt should cause a short Club race to be stopped when in the Ards TTs, for instance, all manner of wreckage had to be dragged clear but the races weren't stopped. . . . When it was re-run Ulph's Austin Cambridge single-seater won from Harvey's nicely-original 1935 pre-selector Riley Lynx tourer followed by the locked-in-combat Aston Martin of Edwards and Colmore Frazer Nash of Johnson.

After the hold-up came the Historic Seaman. I would have put my money on Martin Morris, who was on row one of the grid with Lindsay and Bill



The ex-Shuttleworth P3 Alfa Romeo driven by Chris Mann.

Morris. But it was "Remus" that ran away and nothing Martin could do in his 2-litre ERA got him to within about five seconds of the smaller ERA. Indeed the Hon. Patrick Lindsay drove one of the best races of his long career, winning unchallenged at 78.12 m.p.h. and breaking the 1977 pre-war lap record, with a circuit at 79.71 m.p.h. — 0.95 m.p.h. quicker than Morris' old record in a 2-litre ERA! Bill Morris in "Hanuman" had a close-fought battle to keep Peter Mann's white ERA out of third place, and no-one else ran the distance, Colbourne's Maserati finishing a lap down, but ahead of Moffat in ERA R3A (which had burst a blower-feed oil pipe in practice). Chris Mann was next, in an interesting P3 Alfa Romeo, with a two-seater-wide body. It is the ex-Shuttleworth car that crashed in S. Africa, rebuilt in this form, and it has been in America for some time. Jack Bartlett is believed to have owned it, also. It finished ahead of Day's ERA with the enlarged engine. Felton's 2300 c.c. Alfa Romeo won on handicap.

The next five-lapper took a long time to get going, as the Commentator noticed. When it did, it produced some excitement. Previous winner Symons stopped immediately to look for an elusive gear in the Invicta, before resuming. There was some "grassing" into Old Hall, Harper in that very quick Morgan being baulked, Faitley's TT Replica Frazer Nash doing some of the "mowing", and Barker sliding backwards into the bank at Knicker Brook, denting the o/s rear helmet wing of the replica Le Mans V12 Lagonda. Through all this Mawbey in a Brooklands Riley 9 won, from Dunham's "veteran" (also Brooklands) Alvis, with the marvellous Morgan, which had lapped at 71.05 m.p.h., best in the race, third.

So to the Allcomers', in which race Bruce Halford showed his absolute superiority, in the Lotus 16, only Macpherson's Cooper-Bristol managing to finish on the same lap. Simpson's Cooper-Bristol was a lap down on these two at the finish, with Rollason fourth in Day's 2.2-litre ERA, in which he had passed the few straggling pre-war cars by a determined effort. Halford averaged 81.72 m.p.h. and lapped at 83.28 m.p.h. With only six finishers, Margulies' 4CL Maserati having stopped with negative oil pressure, this VSCC race for the later historic single-seater racing cars became very tame. Lockhart brought in the Rover Special in ahead of Walton in the Connaught, which had broken its de Dion tube in practise.

The Melville Trophy Handicap had only eight runners, Horton's Type 43 Bugatti non-starting due to a lifting cylinder block. Intended for road-equipped sports cars, Llewellyn's big Bentley was permitted to run with only one lamp and Elwell-Smith's Aston Martin with none, and one driver whose car had two headlamps had omitted to tape them over. Then Elwell-Smith jumped the flag and was penalised, so the results are a bit obscure. Anyway, Farquhar's Riley 9 took it, from the Bentley, Elwell-Smith being moved down to third, on the paper-finish. A patient wait for the last 5-lap handicap and we saw Felton's Alfa Romeo pull it off, from the odd P3 Alfa Romeo of Chris Mann and the Riley TT Sprite of Colin Readey.

The Oulton Park Press service was efficient, even if we hard-working journalists no longer qualify for free sandwiches, and it was fun to follow Warburton's healthy-sounding 1923 20/70 Crossley two-seater over the exit-bridge. Hero of the day? — Lindsay, who not only won the Historic Seaman in such style, but held second place in his pre-war ERA for the first two laps the Allcomers', until the engine had had enough, presumably with the habitual magneto malady. — W.B.

Results:

Seaman Vintage Trophy Race:
1st. G. R. Footitt (Cognac Special), 73.2 m.p.h.
2nd. T. C. Llewellyn (Bentley).
3rd. B. B. D. Kain (Bugatti).

Seaman Historic Trophy Race:
1st. Hon. P. Lindsay (ERA), 78.12 m.p.h.
2nd. M. H. Morris (ERA).
3rd. W. R. G. Morris (ERA).

Allcomers' Race:
1st. B. H. Halford (Lotus), 81.72 m.p.h.
2nd. R. J. S. Macpherson (Cooper-Bristol).
3rd. B. J. Simpson (Cooper-Bristol).

Melville Trophy Race:
A. N. Farquhar (Riley), 63.96 m.p.h.

First 5-lap Handicap:
W. H. Symons (Invicta), 63.60 m.p.h.

Second 5-lap Handicap:
D. K. Ulph (Austin), 61.60 m.p.h.

Third 5-lap Handicap:
N. Mawbey (Riley), 58.17 m.p.h.

Fourth 5-lap Handicap:
R. Felton (Alfa Romeo), 66.62 m.p.h.

Fastest Lap of the Day:
Halford (Lotus), 83.28 m.p.h.

Positions to date in the 1979 MOTOR SPORT Brooklands Memorial Trophy Contest:
D. R. Hine (Lagonda), 44 points; W. R. G. Morris (ERA), 42 points; A. D. Dolton (MG), 36 points; A. J. Stirling (Norris Special) and the Hon. P. Lindsay (ERA), 31 points each. **Next round:** VSCC Silverstone, July 28th.

OBITUARIES

Russell Brockbank

WE ARE SORRY to record the death of a man whose talent has afforded so much amusement to so many, the cartoonist Russell Brockbank, who succumbed to a long illness in hospital on May 14th at the age of sixty-six. Motoring enthusiasts will remember Russell Brockbank particularly for his hilarious Major Upset cartoons in *The Motor* and *Motor* for very many years. A man with a good technical knowledge of motoring machinery and an eye for humorous interpretations of ordinary motoring experiences, Brockbank was happiest when drawing vintage cars, which he achieved with accuracy. He was a perceptive student of human character, too, exemplified by the hirsute Major Upset. But Brockbank's talents were not restricted to the motor car and its operators: as Art Editor of *Punch* from 1949 to 1960 he made a major contribution to English political and social commentary through his mockingly critical cartoonist's hand.

* * *

Capt. G. E. T. Eyston, OBE, MC, etc.

WE deeply regret to learn of the death of Capt. George Eyston, sportsman, gentleman, and about the most versatile racing-driver and record-breaker of all time; appreciation next month.

THE FORMULA ONE SCENE

Swedish Grand Prix

THERE HAVE been a number of unusual happenings on the Formula One front recently, all of which have caused unrest and much discussion. The Swedish Grand Prix was announced as being cancelled only one month before it was due (June 16th) and basically the reason was that the Swedish organisers had not deposited the £250,000 or whatever the current figure is that the Formula One Constructors demand. This is supposed to be in a bank one month before the race is due to take place, and as it was not there the ruling body of motor racing had no option but to invoke the rules and announce the event as being cancelled; accompanied, no doubt, by a hefty fine. A few days later certain Swedish people were claiming that a sponsor had been found to put up the money, but by then it was too late. A lot of Formula One people openly declared their satisfaction at the loss of the Swedish Grand Prix, for Sweden, Anderstorp and the circuit held little appeal for them. No doubt had the race been held near Stockholm and they could have paraded themselves in the foyer of the Hilton Hotel (assuming there is one in Stockholm) they would have been happy, but Anderstorp is out in the sticks and one of the nicer aspects of the meeting was the absence of glamour.

Nobody seemed prepared to help the Swedes or encourage them, and it was strange that back in the winter a communication from the Anderstorp Racing Club announced that they were going ahead with their race even though Sweden had lost its two Grand Prix drivers, Ronnie Peterson and Gunnar Nilsson. The Club said that it was their duty to carry on and give every support to future Swedish Grand Prix stars, and they instanced Anders Olofsson and Eje Elgh. Now the current spate of Formula One rules and regulations do not encourage the introduction of newcomers into the closed shop, unless they have a way in through the back door of somebody in power, and there was little sign of encouragement for the Swedish organisers. Another strange thing was that the smooth-talking Max Mosley was explaining earlier in the year how he and his cronies were making bids to take over the financial running of Grand Prix races. They got the German GP last year, the Brazilian GP at the start of this season and then the Spanish GP, and they were negotiating for two more. The financiers behind the group were not particularly interested in the profit or loss of each race, but were more interested in the profit or loss over the whole series with which they were involved. All this was not simply an interest in money, though that was a big interest, but in the power that it provided and the steps it represented to a take-over of all Formula One racing for the Mosley/Ecclestone group. (All this sounds like big business and washing machines!) One would have expected this group to have attempted to gather the Swedish Grand Prix under its wing, to swell its numbers, but this didn't happen and one wonders why. The suggestion is that there are already plans afoot to introduce another Grand Prix into the calendar in some place where there is plenty of loose cash, and this could only be done by getting rid of one of the existing races. Attempts were made some while ago to get rid of the Canadian Grand Prix and they nearly succeeded, but the Canadians fought back and produced the circuit on the island in Montreal, so now attention has been turned on Sweden.

Whatever the dealings are behind or alongside the Swedish Grand Prix the outcome was that it was not held this year and the Formula One teams had the whole of June without a Grand Prix. At least it meant that race preparation and development could progress unhindered, and judging by the first half of the season many of the teams needed the time to try and catch up.

Patrick Depailler

After the Monaco Grand Prix Patrick Depailler went back to his home near Clermont-Ferrand in the mountains of the Massif Central in France and for relaxation he went hang-gliding, that fascinating but risky pastime of emulating the birds with a large kite-like affair. He wasn't new to it, nor oblivous to the dangers, but the next thing we know was that he had fallen from a great height and broken his legs and done other serious damage and was in hospital. From all accounts he will be out of action for the rest of this season. Naturally the Ligier team-manager got a bit hot under the collar at losing one of his drivers, and emphasised that Depailler's contract forbids him to partake in risky pursuits other than Formula One driving. There was little sympathy for the little Frenchman and many people could not understand how anyone so well up the championship table and in with such a successful, winning team could do something as stupid as having an accident hang-gliding. They thought that anyone in such a good position half-way through the season should have cosseted himself in cotton-wool when not racing. Such thoughts show little appreciation of what motivates a top-class racing driver. Most people these days *are* cosseted in cotton-wool and they are warm and comfortable and nothing on earth would get them out of their cocoon and into a Formula One car, let alone going racing in it. Because individuals like Patrick Depailler have the urge to go racing and to drive to the limits of reasonable safety and try and win races all the time, they see life itself as a challenge to their mental make-up. They are not going to sit down and read a book in front of the fire, they want to be up and doing, preferably making the fire for other people to sit in front of. When you are with these chaps you can sense their feeling of urgency and zest for living. I find it no surprise that a Grand Prix driver goes hang-gliding, bob-sleigh riding, power-boat racing, under-water fishing, flying or any other dodgy pursuit. When I see a Grand Prix driver going to a race with a tennis racket I shake my head sadly. That Depailler has done himself a mischief is sad, and in some ways unnecessary: it is certainly very silly and rather stupid, but it is entirely understandable.

Naturally the next question was who was going to take his place in the Ligier team, for racing drivers are like a crowd of ghouls. If they haven't enough ability to be selected naturally for a top position, and few have, then they have to lurk around until one of the lucky ones runs out of luck. At the time of writing (mid-June) nobody seems to know who will take the second Ligier car, but by the time these words are being read (July 1st) we should know for the French Grand Prix will be in full swing.

James Hunt

After driving the Wolf WR8 in the time-trials for the Gunnar Nilsson Trophy at Donington Park, James Hunt then did some test-driving for the Wolf team at Silverstone and after finishing that he announced that he was retiring from racing there and then. So all those fortunate people who supported the Donington Park meeting saw James Hunt drive a racing car for the last time in public. A memorable occasion if you are a James Hunt fan.

All I want to say is that I am glad he reads MOTOR SPORT and takes me seriously! In my South African Grand Prix report I mentioned that Hunt had spent a lot of time explaining to journalists how he intended to retire at the end of this season, because he had become frightened of hurting himself. I suggested that if he felt that way he should retire at once, before he did hurt himself. There was the added thought that if he was seriously worried about hurting himself he was not going to drive very hard and certainly not take any risks, which you have to do if you are going to win. So what he was saying, in effect, was that his performances this year were going to be pretty mediocre. He then changed his song and joined John Watson in a bleat about race-winning depending too much on the chassis designers, and that the driver did not count for enough, which was supposed to explain their dismal performances this season. Nice compliments to the teams for which they work and all the chaps doing the designing and building and preparation.

I would instance Scheckter, Villeneuve, Laffite, Depailler, Andretti, and Reutemann as examples of drivers who are getting on with 1979 like any other season, whose sole object is to drive hard and win. There is already too much psychological clap-trap everywhere in life, without bringing it into motor racing. So James Hunt has gone from Grand Prix racing, but he has left behind quite a mark, for at times he was a lot of fun, he was often inspired, he delighted his followers and on his day he was a good lad, but his passing will not be mourned.

Quick off the mark, and maybe too quick, the Wolf team-manager signed up Keijo Rosberg, the wild man from Finland who has had a dabble in Formula One but did not make the grade on sheer merit. Now he has his big chance by sheer luck. — D.S.J.

LE MANS:—

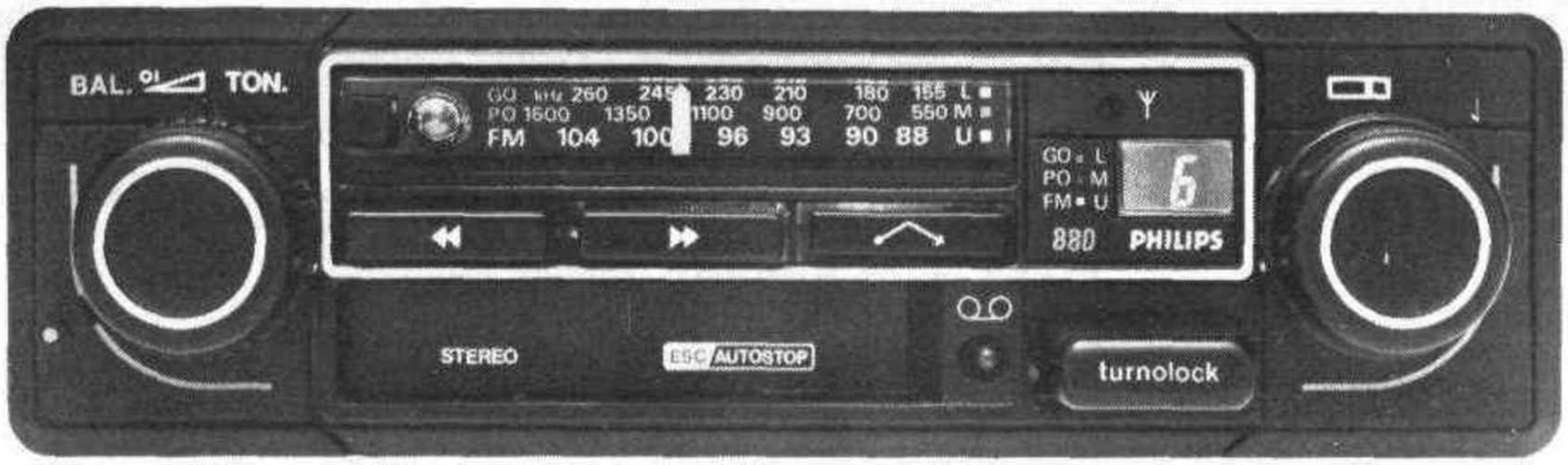
Continued from page 954

Pescarolo/Beltoise were tenth. Another car to profit from simply keeping going in the face of adversity was the works run "Procar" style BMW M1 handled by Winkelhock, Poulain and Mignot. It lost hours while clutch, gearbox and all four brake discs were changed, and misfired horribly throughout Sunday, yet it still finished sixth.

The four Ferrari 512 Berlinetta Boxers had mixed fortunes. Private entries, the rebodied "Boxers" had nevertheless been developed by the factory at Maranello and Fiorano specifically as endurance racers. Crashes left the 512BB entered by Le Mans veteran Jean Beurlys for Nick Faure, Steve O'Rouke, Bernard De Dryver and himself to finish 12th.

It was to the 2-litre Group 6 class that one had to look to find British success. First in class were Tony Charnell, Robin Smith and Richard Jones, whose Mogil Motors entered, Ford BDG-engined Chevron B36 survived wet electrics and repeatedly flattened batteries to finish 17th. Right behind them, im both the class and the overall order, was the Dorset Racing Association team of Tony Birchenhough, Richard Jenvey, Brian Joscelyne and Nick Mason, whose Lola-BDG T297 had gone very crisply indeed after losing almost an hour in the opening stages with a cracked rotor arm.

So that was the 24 Hours of Le Mans for another year. Thanks to the failure of all the favourites, it had proved a better race than anyone expected. — J.C.T.



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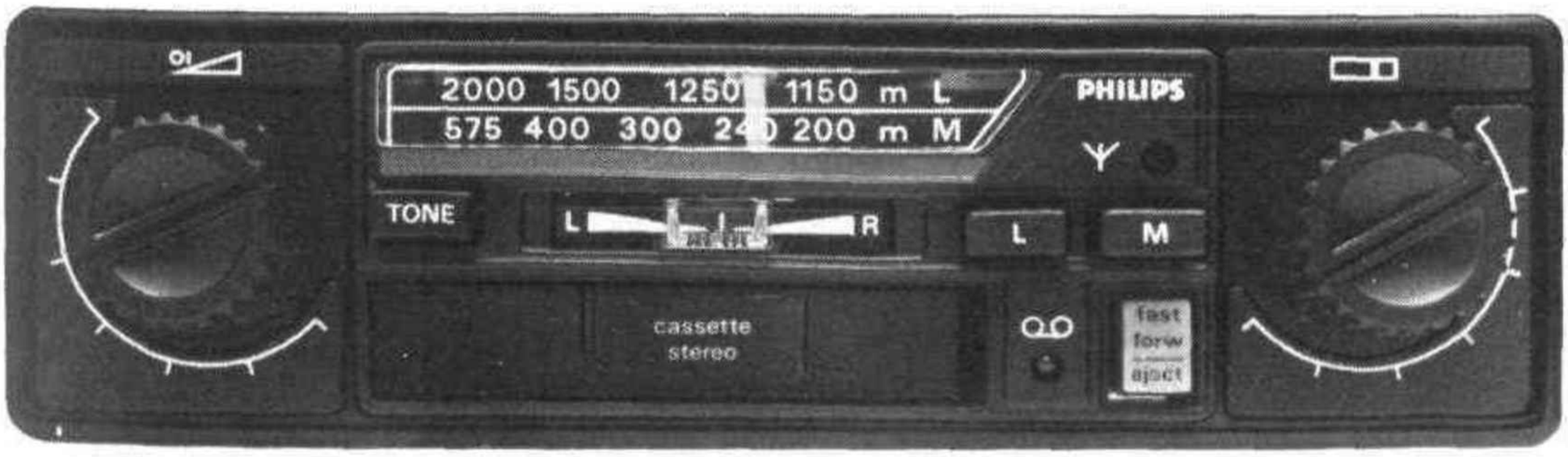
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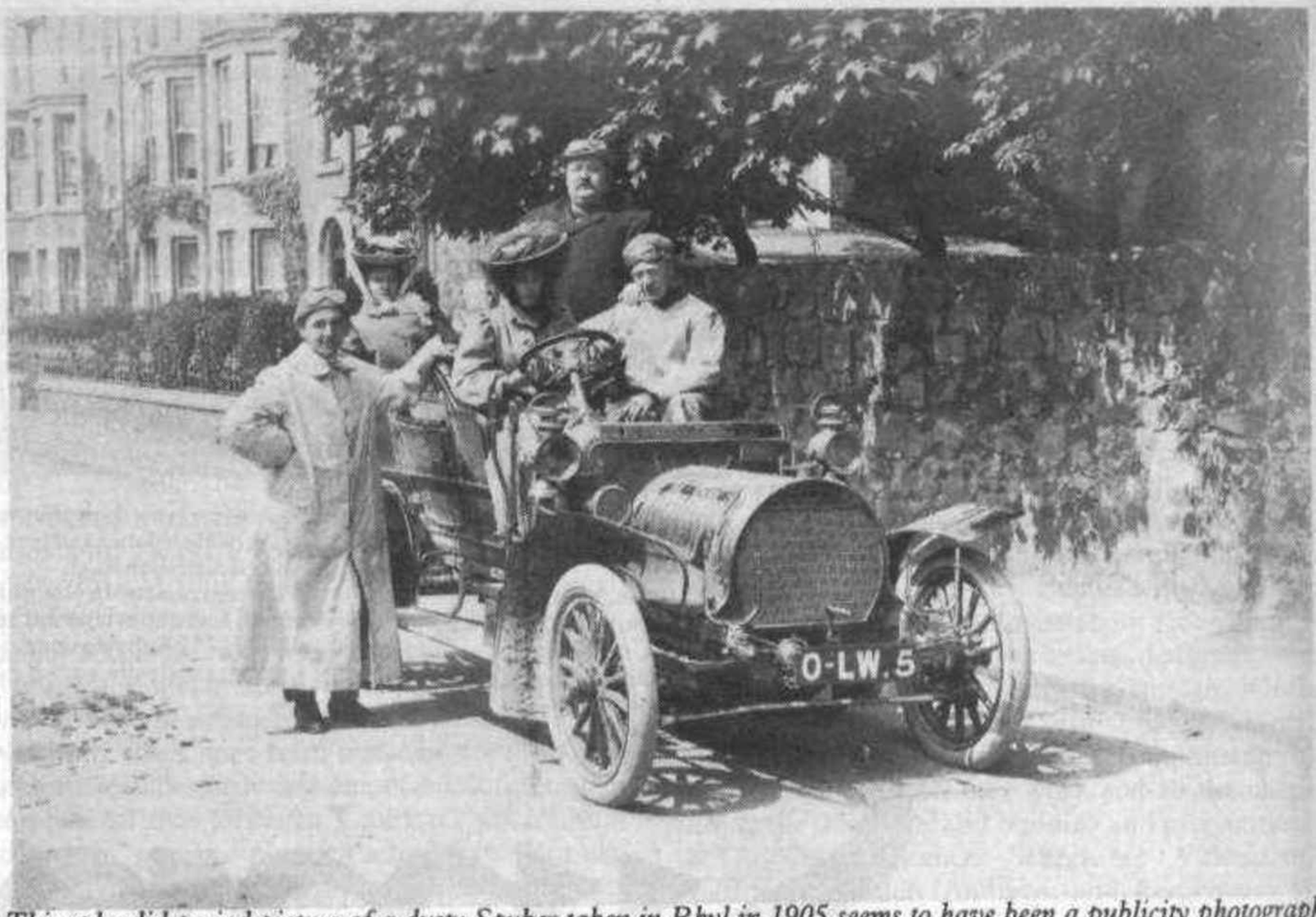
Another Vintage Racing-Car Restoration

A LONG time ago, about the time when Eric Benfield was starting to rebuild his 1924 200-Mile Race Alvis, I went to see another 200 Mile Race car of the same period, curiously, not far away from where the Alvis was being restored. It was one of the 1923 1,100 c.c. Newton-Ceiranos. It seemed to be complete, but the paintwork on the body had suffered. I heard nothing more of this car until very recently. It seems that Noel Newton of Newton & Bennett Ltd., the shock-absorber manufacturers, who were agents for the Ceirano, wanted to compete in the "200" and so he engaged Oliver Pellegatti to make him a suitable racing car. The result was a workmanlike job, said to be based on the current GP Fiats in appearance, with a twin-cam 1,100 c.c. ball-bearing, light-alloy power unit, alleged to give 66 b.h.p. at the then high crankshaft speed of 6,000 r.p.m. In fact, two such Newton-Ceiranos were built, and entered for the 1923 race. They were not completed in time but one car was entered again in 1924. It again failed to start, for a rather interesting reason. Pellegatti had used dry-sump lubrication, with the lubricant in a 4½-gallon tank in the scuttle, above the driver's legs. He had not realised that on the Brooklands' bankings a considerable sideways/downwards thrust was exerted, and the scavenge oil pump just couldn't cope and dumped too much oil into the sump, causing incurable oiling-up of the plugs.

It seems that Newton sold, or more probably lent, the car to Sydney Cummings, who is said to have installed extra scavenge pumps driven from the timing gears, enabling the car to be raced at Southport sands and in speed hill-climbs by his daughter Ivy, although I do not recall this. After that it seems the car returned to the Manchester district and was put into store, where it was discovered, in a very poor state, due to the Lancashire sand and inadequate garaging, by Nick Sloan, who had a more normal Ceirano in his possession. He bought it, but disposed of it to a friend, to whose house I had made that journey out to Middlesex to see it.

Now, from Rhodesia, comes a sequel. It seems that the engine had suffered badly but that before the war, Neil Smith had got hold of the spare engine, from Marcus Chambers, intending to use it in a sprint special and having new Martlett pistons made for it. When he bent the chassis of this special he sold the engine, which had survived the war in a flooded East End basement, to someone who had blown-up the engine in his Alfa Romeo, around 1944. I now hear that this Ceirano engine has turned up again and is to be used to complete the restoration of the racing Newton-Ceirano that I went to see so many years ago. Benfield races his 200 Mile Race Alvis to good effect and the enjoyment of many of us, and it seems that another 200 Mile Race car may soon join it in VSCC events, perhaps later this year.

W.B.



This splendid period picture of a dusty Spyker taken in Rhyl in 1905 seems to have been a publicity photograph for Lowe and Wood Ltd., Broad Street, Birmingham, suppliers of this Dutch-built car. The petulant lady posed behind the wheel, where few ladies were seen in those early days of motoring, is said to be complaining, "Have got to get out?" The number plate, affixed with string, is presumably an early trade-plate.

V-E-V Miscellany. — Those who are depressed by the current astronomical prices demanded for everything ancient except human beings may be encouraged to note that a reader reports that at a recent farm machinery auction a 1938 Morris Eight was sold for £15 and that the top bid for a running-order Austin 7 chassis was £11. May the trend continue! Renold's are celebrating the centenary of the founding of the original Renold Company in Salford with a series of open days at their factories and other events, the celebrations to run until September. They have also produced a fine brochure with colour illustrations to mark the occasion. Among the vehicles depicted therein are a *circa*-1900 P & M motorcycle, one of the first to use Renold chains, an Edwardian 18/24 h.p. chain-drive Austin in which Hans Renold is a passenger, a Leyland undertype steam waggon which used a roller-chain drive, and a modern Saab with its triple Renold chain-drive, using staggered-tooth sprocket, between engine and gear box (*see* MOTOR SPORT Editorial, December, 1977). Shelsley Walsh has been resurfaced from start to finish and new lavatories erected in the Paddock — otherwise, this famous speed hill-climb venue will, we hope, remain much as it was in 1905. The Bicton Hall of Transport Museum in East Devon will open on July 8th. Among the cars on display are a 1902 Panhard-Levassor, a 1903 curved-dash Oldsmobile, 1902 Stanley steamer, 1915 Model-T Ford, a 1923 Morris and a 1928 Bentley, while the motorcycles range from a 1902 Peugeot to a 1977 Matchless. The oldest exhibit is a 3 h.p. Benz, claimed to date from 1894; it carries Reg. No. A 65. The May issue of the *Pre-War Austin Seven Club Newsletter* contained information on how to convert an Austin 7 from cable to hydraulic brakes. The Rotary Motor Gala, organised for charity by the Rotary Club of Bognor Regis, takes place on August 19th. More than 200 entries are expected of veteran, vintage, and classic vehicles. Details from: C. Sayer, Barton Grannery. Nyetimber, Bognor Regis. The Bullnose Morris Club's magazine for last April had a most interesting article by Ken Revis about WW2 bomb disposal, in connection with the TV play "Danger-UXB", for which he acted as adviser — Ken lost his sight in a bomb explosion during the war but never allows this to interfere with his active life. The same magazine has a photograph of the Morris-Cowley which was defeated by Screw Hill at Porth-y-Nant in 1924; its owner conquered the gradient in 1925 with an Austin 12. Entries for the Historic Commercial Vehicle Club's Beaulieu Rally close on July 1st. The Jowett CC's magazine *The Jowetteer* for last April contained an article about a 1937 Jowett saloon purchased in 1940 for £40, which was then converted into a truck and which has since run 326,000 miles, still being used, now for pleasure only.

From a brochure lent to us by a reader we note that the manufacturers of the Brooks steamer made in Canada in the 1920s and looking like a typical American car of its period, claimed that this was the first American car to have a fabric body as standard, this being the then-new Meritas body, "adopted by several of the biggest British manufacturers". It was suggested that those who had refrained from purchasing a closed car due to the inevitable squeaks and rattles, would find an "entire absence of rumbling and vibration in a Brooks sedan." The 5-seater body was to Brooks design, made by the American Auto Trimming Company of Walkerville, Ontario, finished in black with a polished metal line, and upholstered in the finest broadcloths and mohairs. As to the car itself, it had a 21-gallon copper water-tube boiler under the bonnet, a rear-mounted 15-gallon fuel tank, and a double-acting, slide-valve two-cylinder 4" × 4½" steam engine driving directly to the back axle. The wheelbase was 122", the weight 3,800 lb., and no water replenishment was needed for 450-500 miles, nor fuel supplies until more than 225-300 miles had been covered, while an oil consumption of 1,200 m.p.g. was named. There were back-wheel brakes, Ross cam-and-lever steering, and 33 × 5.75 balloon tyres on detachable rims. The radiator was the steam condenser and the price was 3,885 dollars

Isn't it rather pleasing, remembering all those effective vee-eights made by the great Turin Company, that today's Lancia Gamma uses an unconventional flat-four power unit? It was a nice gesture on the part of Barnes County Council to retain the massive wrought-iron gates that once formed the entrance to the Beverley Engineering Works, where the straight-eight Beverley-Barnes cars were made and parts of vintage Bentleys fabricated, as part of the new housing estate in Brookwood Avenue, Barnes. Barry Clarke hopes that still more information may be forthcoming about the Gordon England Brooklands-model Austin 7s, possibly from those who remember these cars when they were in production. This year's Amilcar Rally is to be in Belgium, on September 1st/2nd. Details from: Elaine Drake, West Hayes, Rockbourne, near Fordingbridge, Hants. — W.B.

Vee or In-Line?

It has been pointed out to me that in the list of straight-eight engined cars that existed in 1930, published in the April issue, I included a Lancia and that this famous make has never been made in eight-cylinder in-line form. I took my list from data published in *The Autocar* at the relevant time and rather than this being in error, I am inclined to think that their then-Technical Editor, A. D. Douglas-Clease, BSc, regarded the angle of the Lancia's cylinders as so narrow as to constitute, in effect, a straight-eight format. He was thinking of the 32 h.p. Lancia Dilambda, of 79.37 × 100 mm. bore and stroke (3,954 c.c.). When this fine car was first described in *The Autocar*, however, its engine was called "a small-angle V-type eight, no longer than a four of equivalent bore . . ." Indeed, it was said that as there was a sparking plug on either side the four-cylinder illusion was apt to be increased. The Dilambda had one crankpin per con-rod, as the cylinders were staggered, on its five-bearing crankshaft, which may, of course, have caused the in-line illusion in Clease's mind. Incidentally, the Dilambda had the same splendid valve gear that I used to admire after removing the "Dome of St. Paul's" valve cover on the Lambda I owned during the war, which was, of course, a vee-four. There always has been to my mind something special about that Lancia overhead-camshaft valve gear. The valve springs sat neatly into their retaining caps, (could these and the caps have been plated?) and the angled rockers were well formed, and spring-loaded into place. The camshaft was driven by beautifully-made spiral bevel gears, and one reader remembers the wooden "aeroplane-propeller" cooling-fan and the crankshaft which D. B. Tubbs has described as "a beautiful artifact, fully-machined." — W.B.

A 28/95 Mercedes in Australia

I WAS rather taken aback when, at the close of the enjoyable BOC Golden Jubilee Dinner, J. L. Goddard asked me to meet two friends of his from Australia, and they went on a bit about injustices MOTOR SPORT had done to a vintage Mercedes. It was a Bugatti occasion and my memory was hazy about other makes. But it seems that this Mercedes cropped up in another magazine's report of the 1978 Australian International Vintage & Veteran Rally, when a picture caption referred to E. A. Lobb's 1921 car as a "raceabout" and remarked that it looked to be too small to be a 28/95 so it was guessed to be "in the 2-litre class". I do not recollect any later correction.

My interest was aroused and in the Rally programme I found a picture of the car, which appeared to have a very home-made body and which was described as a Targa Florio Mercedes. Mr. Warriner, who restored this and a Type 49 Bugatti for Mr. Lobb, wrote to us to say the car was in fact an original 7-litre short-chassis Mercedes of the type that was second in the 1921 Targa Florio and had won that year's Coppa Florio. I duly apologised for my earlier comments. A photograph of the car which we published last October showed it to have been very much smartened up, so I conclude that it has a replica body. It also has modern-size tyres and T. A. S. O. Mathieson pointed out that it can't be like the 1921 Coppa Florio winner as this race was won by a Ballot. The myth that Mercedes won this race apparently originated in *The Motor* and has been repeated ever since even by such experts as Pomeroy and Scott-Moncrieff! MOTOR SPORT's caption writer incorrectly said Mr. Lobb's Mercedes, which is probably a 28/95 rebodied touring chassis, is in the USA. *It isn't.* It is in Australia, along with a rebuilt 1914 GP Delage. I am very glad to make this correction for Mr. Lobb, who takes his Mercedes very seriously. — W.B.

The VSCC at Silverstone

July 28th

IN A changing World, nothing much changes within the VSCC and its second Silverstone race meeting of the year will thus take place as usual at Silverstone, but on July 28th. It will be the customary Mike Hawthorn Trophy Meeting over the Club circuit. Besides the Hawthorn Trophy race for post-war historic racing cars, vintage racing cars will contest the Boulogne Trophy Race, there will be an Allcomers' race for pre-war machinery, and a handicap for the bigger road-trim sports cars for the Fox & Nichol Trophy. In addition the supporting short races will sustain the programme, with the Napier, Light Car and Bill Phillips Trophies awarded for special performances. Racing is due to commence at about 1.15 p.m., admission costs £2 per adult to enclosures and stands, paddock transfer 70p extra, but children under 14, unlike dogs which (although often better behaved) are not permitted, get in for 30p and 20p respectively. Don't ask me why children over 14 are regarded as adults. Special concessions for VSCC members, of course, and those wishing to compete should note that entries close first-post on July 5th, which by present-day Post Office standards means about NOW. — W.B.

V-E-V Odds & Ends. — As usual, *The Journal of the Morris Register*, Summer issue, is full of interesting text and pictures. There is good coverage of the 1933 Morris Minor expedition made from Merseyside to Cape Town in 1933, as featured by Yorkshire Television earlier this year, a pictorial report on this year's Morris Register Brighton Run, and some more erudite focusing, by Harry Edwards, on pre-war Morris Commercials, with a comprehensive table of LC and CV-type data, including a list of known surviving vehicles. Incidentally, one of the photographs in this issue is of a Lines Bros child's pedal-car, intended to be a bull-nose Morris. The Bluebell Railway's well-established "Vintage Sunday", which includes a static display of pre-war vehicles, is scheduled this year for September 9th. Details from: David Rider, Drummond House, 3, Bluebell Railway Cottages, Sheffield Park, Uckfield, East Sussex, TN22 3QU. Future books from the house of Dalton Watson will include "Vanden Plas" by Brian Smith, the Daimler historian, and "Twin Cam" by Griffith Borgeson. The May issue of *Flute News*, official organ of the Vauxhall OC, contained details of pre-war S and F-type Vauxhall ambulances. Several pre-war Vauxhalls are in course of restoration, including a 1935 DY saloon which has been stored since 1951. On September 16th the West Midlands Section of the Rover Sports Register is holding a National Rally of Rover vehicles of all ages, the venue being Warwick Castle. This commemorates 75 years of the Rover name. Concours d'Elegance classes, open to non-members, will be judged by the entrants themselves, which is a novel method. These will cater for all Rovers, excluding bicycles and motorcycles made before 1930, those of 1931-39, and 1940-49, with other classes for pre-P4 60s, 75s, 90s and 105s, and for P4 80s, 95s, 100s and 110s, all P5 models, all P6s up to the 3500s, and for Rover bicycles and motorcycles. RSR members will also be competing for the Keith Kent Trophy in the National P4 Pride-of-Ownership Contest. Details from the Rover Sports Register. Champion Plugs' *International Motor Mail* carried a story recently about how one of their sales reps. found a 1930 AJS saloon in pieces, stored in boxes, and how he rebuilt it, for use in Irish rallies. It is the deluxe Richmond saloon, with sunroof, and is thought to have run 250,000 miles. The Folkestone Pageant of Motoring takes place on July 7th. Entries have closed but spectators may care to watch the Grand Parade along the Leas, which commences at 2 p.m., after the cars have assembled there from 11 a.m. to noon. The prizewinners' parade is at 4.30 p.m. The local council has approved the event. The Bullnose Morris Register is holding a Summer Rally in York on July 21st/22nd, with the cars gathering in front of the Castle Museum under the shadow of the Norman Keep, and the annual pilgrimage of these cars to their birthplace, Oxford, will take place on September 15th/16th. The Club Secretary is David Williams, 123, Lakeside Close, Hough Green, Widnes. Those who like Austins should remember that the Austin Ten DC, the Club whose members are encouraged to *use* their cars, has its National Rally at Weston Park, Shifnal, Shropshire on July 21st/22nd, and that the 750 MC's National Austin Seven Rally takes place at the National Motor Museum, Beaulieu, on July 1st, on which day pre-war Sunbeams return to their birthplace, Wolverhampton, centred on the Castlecroft Hotel. Will the reader who offered a pre-war Raydyot licence-holder to anyone with an appropriate car (preferably a Singer) — April issue, page 451 — please let us have the address to which to forward the many letters we have received from interested persons? — W.B.

Farewell, Movietone!

The British Movietone Newsreel service has come to an end of its long run, defeated by TV news and other factors. Although Movietone covered all aspects of the passing scene, we feel it merits a last salute in these columns, because many Brooklands and other motor-racing and sporting events were "shot" by its cameramen. Sir Malcolm Campbell was Editor of British Movietone for some time, and his voice could be heard commenting, on other than motoring occasions. Paul Wyand, who worked as a boy for Parry Thomas at Brooklands, went on to become one of the greatest newsreel photographers of all time, after joining Movietone, as his book "Useless If Delayed" (Harrap, 1959) so graphically describes. Alas, it is now farewell, to this very British institution, although one hopes to see many of the motor-racing films from Movietone's archives again, at appropriate times.

W.B.

Top Paper/Top Car

In this 75th year of the Rolls-Royce motor-car I thought it might be interesting to look back at what *The Times* said in its road-test reports of some of the Rolls-Royce models — the top paper looking at the World's best-car, as it were, although in terms of production continuity the motor manufacturer is today having decidedly better luck than the newspaper's proprietors.

No doubt *The Times* thundered about Rolls-Royces from very early times. Here we will confine ourselves to some of the vintage and p.v.t. cars of this illustrious make. *The Times'* Motoring Correspondents used to describe in some mechanical detail each of the cars they tested, and before the war adopted the rather quaint practice of checking the speedometer-readings up the old Dashwood hill near Oxford, a popular test hill with pioneer drivers. I believe this hill still runs parallel to the A40 road out of Oxford, should anyone want to try their car on it.

Of the Rolls-Royce Twenty, the latest model "with four speeds and six brakes", *The Times* tester of the day said that "it is not designed for great speed, but its running is highly refined". It is interesting that, when this was written, the older model without "the modern braking system" was still available, for £85 less. Silence, the *Times'* man thought, was the 20's greatest attribute — "Travelling on top at 60 miles an hour one hears only the tyres". If I pick out his few criticisms, this is because all the rest was praise. On this Twenty the worm-and-nut steering "was not free from shake on a rough road". The tester went on to say that, to his thinking, all Rolls-Royce steering would be improved were greater steadiness obtained. The new brakes tended to pull a trifle to the nearside under hard and unsympathetic pedal pressures, which was accentuated on rough surfaces, but this was put down to probably some insulation caused by a foreign substance, "such as water from washing", affecting the balance of the two brakes. There was a little wheel bouncing on bad roads and the arrangement of the side-curtains of the Barker body were thought too old-fashioned. The ignition coil got hot, the water-pump would have to be removed to re-pack the gland, and you had to crawl under the car to drain the sump. The petrol-tank filler lacked a gauze, and a gauge, the oil-filler a strainer, and as the clutch bearings called for hand lubrication, winged nuts on its inspection plate might have been provided. The tester felt that the rear brakes cables should have been in guides and that the various brake adjusters could have been more easily reached. Sir Henry would have said, perhaps, that this was pampering your chauffeur. Otherwise, all was happiness, the new £1,675 Rolls-Royce 20's engine being praised for "vitality, courage, and a pleasing disposition". At about the same period *The Times'* man drove a 40/50 Phantom I Rolls-Royce touring-car, "the finest production of its kind that I have tried".

He went on to say that "This world famous chassis has never been above criticism, nor is it perfect now, but the general performance is quite outstanding. There are faster cars, there are makes with quicker acceleration for their engine capacity, and there are sound chassis planned with less complication, but very few makes can exhibit the same all-round behaviour on the road". The detail criticisms were much as for the Twenty, with the added remark that as the gearbox was three-point mounted there seemed no object in mounting the gear-gate on the frame. The gears were commendably quiet and 70 m.p.h. "was not an exaggerated maximum". The tester must have been gratified to learn that most of the improvements suggested by him were incorporated in later models, even to deletion of the additional gear-gate support.

Although the motoring journalists of those days did not seem to get over-many Rolls-Royces for test, *The Times* was allowed a second PI tourer, which was "not quite so sweet as the first one, but the climbing was better". It may have needed more running-in, but would do 35 and 55 m.p.h. on its 2nd and 3rd gears before "any marked valve clatter was heard", and "75 in top on the level should not push the car too hard". The steering was "always light and now reasonably steady". The brakes were over-servoed at first under hard applications, and the hand brake "could be made more responsive". This five-seater Hooper tourer cost £2,690. Of it the report said "When I am not travelling in a Phantom Rolls-Royce I seldom feel that the car is worth the money; when I am driving one I invariably feel that it is" (Note that "Auntie's" Editor passed the split-infinitive!).

So it went on. It seems that another 20 h.p. model was tried, and later there was a 20/25 Weymann saloon, priced at £1,699, of which *The Times* man said "The proof of the Rolls-Royce is in the running. In its wealth of detail construction it does not particularly appeal to me, but its running inspires enthusiasm . . . and the acceleration is freer (than from the smaller-bore car) and finer". The Phantom II that he tried was an experimental car with nearly 30,000 miles run, the four-window, four-door Barker body of which restricted driver vision. Speeds on its upper three gears were about 45, 60, and 80 m.p.h. but the clutch slipped when doing re-starts in top and 3rd gears on what was called the *new* Dashwood hill. Less responsive and firmer steering would have been appreciated. The chassis price was £1,900, the shorter wheelbase model being £50 cheaper.

A later 20/25 which had done 1,000 miles was good for 35, 55 and 70 m.p.h. in the upper gears and its steering was improved, although still heavy, on lock. Let us look finally at what *The Times* thought of the Continental Touring Park Ward saloon on the Phantom II chassis. The test car had run about 13,000 miles. "It needed no urging, it is always ready to tackle its job, and hard work is undertaken lightly, yet swiftly and surely. It gives the impression that down to the smallest nut, the greatest care has been given to ensure that every part is a worthy member of the whole." Priced at £2,425, speeds of about 50, 75, and over 90 m.p.h. were obtained in the gears. The steering was described as light but allowing too much reversibility on rough surfaces — "I should prefer cam steering". Reading between the lines, it seems, too, that the gears baulked in engagement when the car was at rest.

Reverting to the ascents of Dashwood hill, described as of 1 in 11 gradient, the new hill being 1 in 22½, it is amusing that while the number of passengers carried varied, the tester was careful to discuss whether the surface was dry, wet or rutted (the ruts apparently reduced speed by some six m.p.h.) and the direction and strength of the wind at the time, although one wonders how much the latter affected the speeds? These can be summarised by a table, below. — W.B.

Model	*At foot*	*At top of hill*	*Remarks*
Twenty	Standing-start in 3rd	31 m.p.h.	Dry, rough, 3 up.
	Flying-start in top	16 m.p.h.	
Phantom I	Standing-start in top	25 m.p.h.	Dry, rough, 3 up.
	Standing-start in 3rd	42 m.p.h.	
	Flying-start in top	40 m.p.h.	
Phantom I (2nd car)	Standing-start in top	31 m.p.h.	As for other PI.
	Standing-start in 3rd	48 m.p.h.	
	Flying-start in top	39 m.p.h.	
Twenty (2nd car)	Standing-start in 3rd	26 m.p.h.	Rutted surface.
20/25	Standing-start in 3rd (old hill)	32 m.p.h.	Damp, 2 up.
	Flying-start (new hill)	48 m.p.h.	Flying-start from 30 m.p.h.
Phantom II	Flying-start (new hill)	65 m.p.h.	Flying-start from 30 m.p.h.
	Standing-start in 2nd (old hill)	45 m.p.h.	
Continental Phantom II	Flying-start (new hill)	69 m.p.h.	Dry road.
	Standing-start in 3rd (old hill)	44 m.p.h.	Flying-start from 30 m.p.h.
	Standing-start in top (old hill)	27 m.p.h.	
20/25 (2nd car)	Flying-start (new hill)	50 m.p.h.	Wet and sticky; 2 up.
	Standing-start in 3rd (old hill)	35 m.p.h.	Flying start from 30 m.p.h.
	Standing-start in top (old hill)	14 m.p.h.	

Corrections

In last month's issue a line was omitted from the VSCC Donington report, so that a reference to Howell's 3-litre Sunbeam did not appear and a nonsense was made of the Norris Special of I Stirling, which won a handicap race. On page 786 the stolen Morgan 3-wheeler had a barrel-shaped body, not the medically-orientated "bowel-back" body attributed to it, and surely the Matchless engine it should have is air-cooled, not water-cooled? — W.B.

Vintage Postbag

Another Mystery Solved

Sir,

In the May issue you show a picture of an "unknown" engine owned by Mr. Ross McCall. This is a Calthorpe Minor engine, with the timing-cover missing. The shaft on the left driven at engine speed by a chain, should have a V-belt pulley, which drives the dynamo and fan as fitted on cars after 1922. The magneto is behind the engine and is driven from the other end of the shaft.

The updraught carburetter (on my car a Claudel-Hobson) feeds into a single port in the block, and the induction manifold is cast internally, as is the case, for example, in the vintage Cowley with the Hotchkiss engine.

To digress, I might mention that the Five engine in my Marlborough has the exhaust manifold as well as the induction manifold cast internally, so that head, block and manifold are



QUALITY IN WALES. — Some of a contingent of Rolls-Royce and Bentley cars which took part in this year's RREC Middlesex Section's Welsh Week-End. Glenroy's 20/25 and Rosen's 3½-litre Bentley at Llyn Brainne lake — the new book about all the Rolls-Royce Twenty cars is reviewed in this issue. (Photo by Colin Hughes).

one casting. Imagine de-carbonising!

Notice on the Calthorpe engine the four separate exhaust ports. This is because the valves are arranged in the somewhat unusual order from front to rear: EI, EI, IE, IE.

The multiple clutch on my car is by Platt's of Oldham who, a few years ago, were able to supply spares. I think this is remarkable for a 1919 motor car.

The short drive-shaft between clutch and gearbox has universal joints, with ball-bearings in grooves, like those re-invented for front-wheel-drive cars. The rear hubs fit on the half-shafts on V-splines. I know Dr. Lanchester used square splines at the turn of the century, but this was one of the first uses of V-splines.

Carbourne JOHN LINEGAR

Cyclecar Experiences

Sir,

Is it too late for me to add a few comments regarding the Carden Cycle Cars of the First World War period?

I had the pleasure of owning and driving most of these. They were a very mixed bag. The first one I had was a Carden Motor Car, which was of course the predecessor of the AV Monaco but they differed technically in many respects: Firstly, the Carden had a coil spring for the front suspension instead of the leaf spring which the later model had. But it was in the transmission that the greatest difference was to be found. There was a multi-plate clutch on the engine shaft with a drive sprocket behind the sprocket was a pulley of reasonably large diameter of the same angle as used with the normal V-belt. There was fairly close to this a swinging arm. On the end of this swinging arm was a bearing carrying a short shaft which had fixed to it a very small sprocket — six or seven teeth perhaps and a disc tapered at its edge which when swung forwards engaged with the pulley and at the same time the small sprocket engaged with the chain on the outside run. The method of operation was that when you pressed down the clutch pedal fully, a wire connected to the swinging arm pulled the arm forward, engaging the pulley and the disc and simultaneously forced the small sprocket on to the back of the chain. This was very brutal and could only be used when the car was stationary, for, if one attempted to use it on the move, a noise suggesting that one had been fired at of grape shot resulted as the rockers flew off the chain and peppered the back of the seat. However, as the whole contraption was very light one could drive it as a single gear. My second machine was the one that was called the Carden-Tamplin and afterwards became the Tamplin-Tandem. It was a surprisingly good machine and I had very little trouble with the one I had for a short time. The third machine I had was the very horrible Carden 2-seater. It was hailed as the first one hundred pound motor car. It really had every fault imaginable built into it. I had two of these machines. One caught fire when out in the country and the other's engine gear assembly came loose and revolved around the back axle. This in the Tottenham Court Road at its busiest, it burnt madly. So John Carden's first two efforts were thunder drive and practical. His last effort was neither.

May I make a slight correction of your way of mentioning the Type 35A. It was not called the Grand Prix Montifé, but in their sales leaflets it was referred to as Course Invitation so I think this is the way it was referred to in the works also. Many people sneered at these machines — they were extremely good. Do you remember Chris Hanalan's wonderful performances with one of these machines?

Regarding your interesting article on straight eight engines, I dearly loved these engines having had one Type 30, two Type 38s, and a Type 44 Bugatti, all of which gave me very great pleasure. You may remember that the Type 30 and 38 used virtually the same type engine as Type 35A. The firing order was, I think, unique being one-five-two-six-three-seven-four-eight, which is quite extraordinary to my mind and quite as original as one would have expected Monsieur le Patron to produce. By the way, the Type 30 had a track rod made of two parallel tubes of vulcanised fibre with leather ends. How's that for originality?

I always look forward to the first day of the month for my copy of MOTOR SPORT.

Cheltenham R. S. PEACEY

That Modified ABC

Sir,

The reference to the ABC car on page 422 (May) gave me one of those rare feelings of excitement one feels on seeing something from the past reappearing — in this case after an interval of 43 years or so!

I am certain that the much-modified car is that in which the owner gave me a spirited demonstration run around the coast roads of Norfolk in the vicinity of West Runton after he had completed most of the modifications, which resulted in a very different car from the usual staid-looking two-seater standard model. The then owner was a Mr. Blake of Blake's Garage (Fakenham) and amongst the alterations he had made were: inverted the chassis to lower the car, modified the suspension and added radius arms, made cast aluminium (split) water jackets to fit around the cylinders (in place of air-cooling fins), removed the magneto and installed coil ignition (the distributor is visible in the picture) and raised the compression appreciably, to, I believe, 9:1. This latter, though high for the period still left a docile engine, with a beautiful tickover for the massive twin — about 1,200 c.c. I believe hand control of the ignition probably helped.

I have, somewhere, a photo of the car, but would not delay this letter searching for it, if other people would like to contact me and try my memory further, I'll oblige.

Ilminster CLIFFORD W. GOODCHILD

A Sunbeam's Identity

Sir,

I was most interested in the letter from Mr. Steven P. Dickinson in Vintage Postbag in the current issue of MOTOR SPORT regarding his photograph of a most attractive sports two-seater Sunbeam. This car looked familiar, and reference to my files elicited the information that this 16-40 Sunbeam was supplied to Mr. A. Fitton of Dewsbury in 1923.

The beautifully proportioned body of the car was built by the Lever Motor Co., Bank Top, Dewsbury, and was surely a splendid example of what could be done on a chassis primarily intended for family touring cars and landaulettes, and built by local craftsmen.

A photograph of the car appeared in *The Autocar* of June 22nd, 1923 and it is rather reminiscent of the polished aluminium two-seater Sunbeam 16 supplied to Capt. Bruce-Bairnsfather, the famous artist, in 1919.

Leith JAMES N. SAVAGE

Clive Gallop's Journey

Sir,

In response to your request for information of the air route taken by the late Col. Clive Gallop, when he was sent to Mannheim to collect the Benz gearbox for the Higham Special in 1924. It is probable that he used the scheduled service to Berlin, this was operated by Imperial Airways Limited, in conjunction with Deutscher Aero Lloyd, running to the following timetable — Depart London (Croydon) 8.00 a.m. Arrive Amsterdam (Haren) 11.05 a.m. Depart Haren



EARN THE RIGHT TO WEAR THIS BADGE

As a Seaman Officer in the Royal Navy, you could be selected for a place in the Submarine Service and serve in one of the Navy's nuclear or conventional submarines. You would earn not only the right to wear the submariners' badge, but also a pay supplement of up to £1,285 pa.

If such a career opportunity interests you, and you are under 25, at School or University, and have a minimum of 5 Grade C 'O' level GCEs (or equiv.) inc. English Lang., Maths and a Physics-based Science, we'd like to hear from you.

To: Captain D. Pentreath RN, Officer Entry Section (894BG1), Old Admiralty Building, Spring Gardens, London SW1A 2BE.

I would like to know more about a career as a Seaman Officer in the Royal Navy.

*Name*_____ *(Enquiries from UK residents only)*

*Address*_____

_____

*Date of Birth*_____ *School/University*_____

THE NAVY WILL USE TALENTS YOU DON'T EVEN KNOW YOU HAVE.

12.05 p.m. Arrive Hanover 2.15 p.m. Depart Hanover 2.45 p.m. Arrive Berlin 4.45 p.m.

The journey to Mannheim would probably be made by road, as there does not seem to be an airport at Mannheim, at this time.

The return journey from Berlin — Depart 8.30 a.m. Arrive Hanover 10.30 a.m. Depart Hanover 11.00 a.m. Arrive Amsterdam 2.05 p.m. Depart Amsterdam 3.05 p.m. Arrive London (Croydon) 5.30 p.m. The return fare would have been £16. I expect the gearbox would have been charged as a passenger — single fare £8.

Torpoint TOM PLACE

[If he did go by this route, I suspect the aeroplane would have been a single-engined DH 34. — Ed.]

Conundrum

Sir,

I enclose a print taken from a photograph by a colleague of mine. The original was, as far as we can make out, taken in Bournemouth, *circa* 1930 and shows a caravan being towed by this car. Hopefully it may create some interest by some readers on three fronts:—

1 What was the make of the motor?
2 Why should it be equipped with *two* steering wheels? (Perhaps an early model of BSM?)
3 Do any readers remember this motor?

We look forward to any further comment through your popular columns of MOTOR SPORT.

Moulton TONY KEAY

Straight Eights

Sir,

After reading John Oldham's most interesting letter, I must support Lord Montagu on one point.

Lord Montagu spoke of the attitude of the Big Three in Detroit to this type of engine and pointed out that Chrysler didn't espouse the layout until 1930. And while Mr. Oldham is quite right in ascribing the CG and CD eights to the 1931 model year, maybe he's forgotten that there were smaller straight-eights from the Corporation in 1930 — the CF De Soto and the DC Dodge. Though at this time Chrysler tended to change models at odd times of the year, both these cars are officially classed and dated as 1930s.

Easebourne MICHAEL SEDGWICK

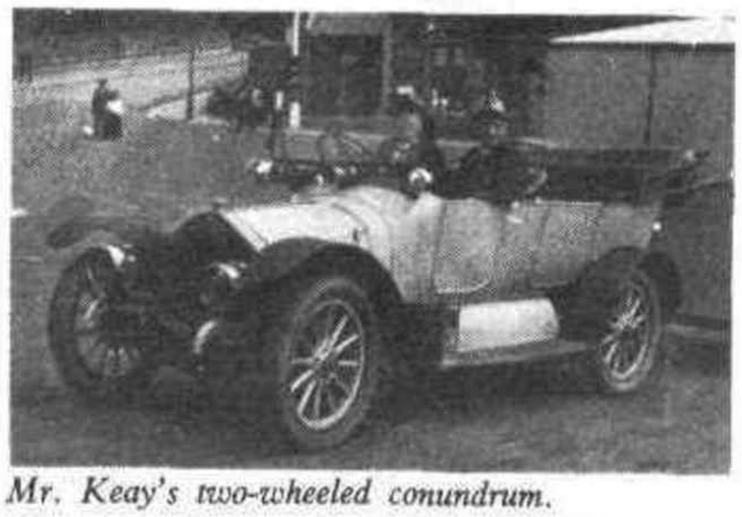
Nuvolari and Brooklands

Sir,

I have no solution to offer on the subject of Nuvolari's actions before the 1933 Mountain Championship, but I think I can suggest who may have, and that is Count Lurani. In the book "Racing Round the World" he relates how he and Taruffi were in England for the "usual and not to be missed end of season visit" and how he and Nuvolari were guests of honour at the MG Car Club dinner. He says that Howe ". . . offered his car to Nuvolari who, however,declined the offer." No reference to practice at all.

In his biography of Nuvolari, Lurani does say he "attended training for the Mountain Championship at Brooklands, doing a few laps on Howe's Bugatti." No reference to being offered the car for the race.

Raymond Mays in "Split Seconds" tells that "all of us had our eyes glued on Nuvolari. At first he did not like the very wide corners, where each driver could more or less steer his own course. Being accustomed to road racing, the Italian found those great prairies of concrete a bit tricky and rather ill suited to his own inimitable technique. However, we were all to be disappointed, for Nuvolari was called to Paris . . . ."



Mr. Keay's two-wheeled conundrum.

Both Lurani and Mays describe the race in similar terms to yours, except that Lurani does not mention the White Riley's spin — Mays does.

Oh, and it was Tony Bianchi in that Spitfire at Silverstone.

Letchworth ALLAN LUPTON

[This is very interesting — does anyone recall who acted as host to Nuvolari while he was here for the MGCC Dinner? A slip of memory caused me to write Doug for Tony. In reply to others who wrote on this subject, I know Nuvolari came later to Ireland to win the TT, to Donington to win the 1938 GP and to Silverstone after the war; it is where he stayed on his first visit to England that was in mind.—Ed.]

* * *

Sir,

You say that at Brooklands 1933 was the only time that Nuvolari came to England, presumably to race. [for "only" read "first" — Ed.]

I seem to remember that at Silverstone, I suspect 1950 or later, Nuvolari was to have driven a Jaguar in an all XK 120 race. He certainly did not practise during the second day of practice, but a friend who went on the first day said he drove then, and was quite sensational at Abbey Curve. On race day his car was driven by that great enthusiast, the late Peter Whitehead.

I believe the Great Man suffered from asthma, brought about by inhaling fuel, and suffered from ill health during his last years, and subsequently did not drive the XK120 on race day.

This was a great disappointment to me, not to have seen the "Greatest" in action, as I was too young to attend Donington in pre-war years.

Cockfosters L. HEMMING

An Accident

Sir,

I hope you don't mind me writing, but I feel that you have been very unfair to David Llewellyn both in *Motoring News* and in MOTOR SPORT where you infer that David caused the collision between himself and Tony Judd by driving onto the circuit in a dangerous manner. What happened was that David found himself running out of road and took to the escape road. He turned round at the end of the escape road and waited by the edge of the track to rejoin the race at an appropriate gap. Tony Judd then also ran out of road while David was waiting, but failed to take the escape road and hit David. It is true to say that Judd would have negotiated the corner by using grass etc. if David had not been there, but as David was stationary at the time and off the edge of the track (according to the Observer on the spot), I think it is unfair to say that he caused the accident. I might add that both drivers involved took the incident extremely well, and took the trouble to come to me at the end of the meeting asking me to pass a handsome tip on to the crews of the two breakdown vehicles who were extremely careful not to damage the cars further when they were pulling them apart.

JIM WHYMAN VSCC

[I did say that it was impossible to be in the Press box, in the Paddock and at the corners all in a reasonable space of time at Donington. The version I gave was as reported in the Press box, but I never thought for one moment that Llewellyn and Judd were blaming one driver against the other for the prang. How careful we reporters have to be! However as any obstruction on track or verges is usually removed as quickly as possible, doesn't it just seem as if the enthusiastic David did encroach a trifle far onto a run-off area, and, as you say, had he not done this Judd might have sailed by, a bit sideways but unharmed. — Ed.]

The Bugatti OC Golden Jubilee Rally

(June 2nd-8th)

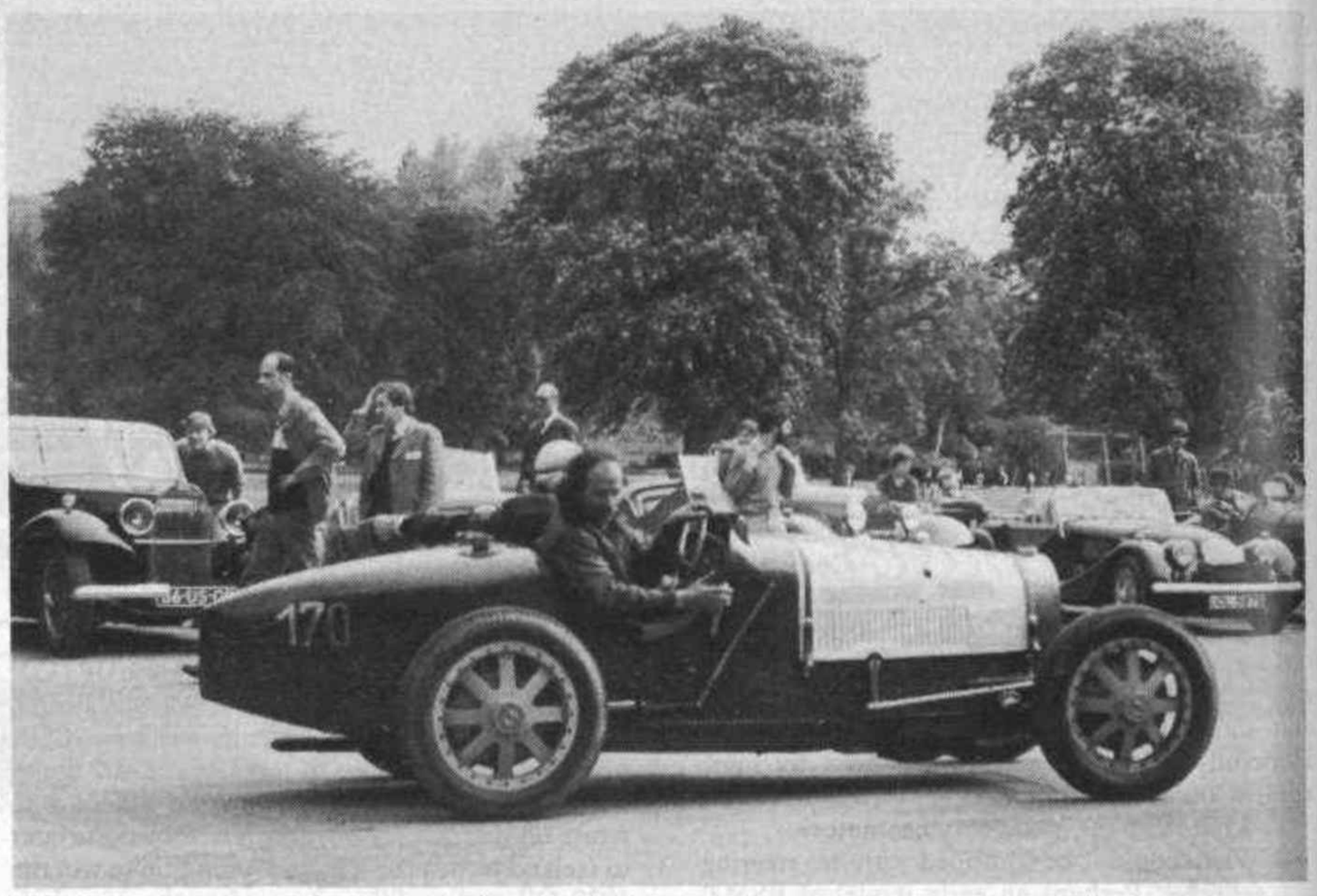
THIS CLUB, catering for perhaps the most exciting motor cars of all, celebrated its Golden Jubilee, or 50th Anniversary, with the impressive Marlboro-sponsored International Rally that brought members of the World's Bugatti Clubs to the pleasant English spa town of Cheltenham, and later to the spa town of Harrogate. They came from as far afield as Japan, America, South Africa, Australia and New Zealand. The sight of nearly 100 Bugattis parading through Cheltenham was not to be missed and I left petrol-starved Wales in good time — in that charming little car, the Alfasud 1.5 saloon, at 34 m.p.g., thereby making my point about a likely small-car renaissance.

Soon Bugattis of all types, sizes, colours and coachwork-styles began to arrive at Cheltenham's Pittville Pump Room for the Mayoral reception. It is impossible in the space available to describe this great variety of Bugattis. Suffice it to say that there were plenty of stripped-for-racing Grand Prix cars present, to which the Police turned an equally blind eye to that of their Continental counterparts on these occasions, and that an enthusiastic crowd watched the Parade leave for the dinner at the Golden Valley Hotel on a real "round-the-houses", with full Police support. It was particularly gratifying to see His Worship the Mayor of Cheltenham take the wheel of BOC Chairman Barrie Price's self-bodied Type 57 tourer, at the head of this impressive cavalcade of Molsheim magic. And when a Continental visitor's Bugatti broke down the Police went to the Hotel asking for a knowledgeable helper to go with them in the Police car to render assistance. That, and the Mayor's baptism in Bugatti lore, set the seal to a successful rally.

Back at the Hotel, a very suitable venue for a gathering of this magnitude, and where an excellent meal was to be served, I took a quick look at the assembled cars. There was de Flines' Type 44 from Holland with leather-covered cabriolet body by D'Ieteren Frères and a taller radiator than usual, Mon. Gamet's interesting Type 57/101C tourer, with lowered radiator behind a horseshoe grille, made possible by a header-tank set beside the rear of the o/s cambox, its cooling improved by a Kenlowe fan but its fuel-thirst unquenchable, a nice two-door Type 40 saloon, a wickerwork-bodied tourer, and some very imposing Type 57s with coachwork by Graber, Ventoux, Galibier, and James Young, etc. But of course it was the GP contingent that stole the scene, with Marks' 1½-litre twin-cam 51A motoring on the road, a unique sight. Michael Barker had the Midland Motor

Museum's Type 43, Bob Roberts his 57C, and "Jumbo" Goddard had come from Australia to drive his Type 51 GP. One GP Bugatti was devoid of all aids-to-legality except for modern "winkers" and a Type 57 saloon displayed a large rally number on its flanks.

Then there were all those BOC personalities — President Eric Giles, looking scarcely a day older than he did at the first Prescott hill-climb in 1937, Jack Lemon Burton, who has contributed so much to the Bugatti-way-of-life, has attended more than 400 BOC Council Meetings and missed only two, and who raced Bugattis before the war, Peter Hampton, who has restored several Bugattis and had entered his rare Type 15 for the Rally, Peter Stubberfield, who used to go so fast up Prescott in his twin-rear-wheeled single-seater Type 35B which held the course-record for 14 years, E. Stafford East, who had magneto trouble with his Type 57TT *en route* but returned for a spare and continued his journey, Hugh Conway, CBE, who wears the mantle-of-Molsheim with such effectiveness and tact, Dr. Janet Missen, who edits *Bugantics* in a style virtually unchanged since its second issue (the first one, which I still possess, was a duplicated number), her husband, who acted as Toast-Master for the speech-makers at the dinner, Vice-President Roy Taylor, JP, and so many, many others, like the cars too numerous



The Cheltenham Parade was notable for stripped GP Bugattis progressing at speed, like this one with only its winkers a sop to legality.



An interesting car at the BOC International rally was Mon. Garnet's 57/101C tourer.

for individual mention. Another highlight was the arrival of Ian Preston's Type 35B with the Lady Mayoress, not to be outdone by her husband, riding as passenger in this stark motor car, at quite a rate-of-knots along the dual-carriageway out of the town, one gathered . . . And if some of the Bugattis were proving a little difficult to start, the promised hot-air balloon didn't start at all.

Dinner was followed by the traditional speeches, led by Barrie Price and Eric Giles, and then with a representative from each country paying tribute to the BOC of Britain, which came first, having been founded in 1929, by D. B. Madeley (who owned a Crossley-Bugatti), Col. (later Brig.-General) G. M. Giles, and T. Ambrose Varley. The BOC could hardly praise itself, so may MOTOR SPORT here pay tribute to its 50 years of top-level conduct, both as a one-make Club and instigator and owner of the Prescott hill-climb course? I remember someone who had owned a number of Rolls-Royces of various types saying that he was obliged to get rid of them because he was always late for appointments. I think that on Saturday, June 2nd, some of the citizens of Cheltenham, thanks to the BOC, may have realised that what this gentleman needed was — a Bugatti! That so many are still active is very largely due to the BOC and Hugh Conway. The last speaker at this vast gathering was Aubrey Esson-Scott, who had arrived late. He used to race those immaculate black Bugattis before the war, and his hack flat-nose Morris-Cowley coupé was just as immaculate. His long-tailed 2-litre GP Bugatti once went off the road at the Crystal Palace and I had to run for it, from the point where I had been watching, without an official pass! Esson-Scott said he is now 75, his present love is Jaguars, but he learned what it takes from his Bugattis . . .

On the Sunday the Rally entrants paraded up Prescott. Not being altogether enamoured of classic cars, whose speed-meeting this was, I didn't attend, neither could I spare the time (nor petrol!) to follow the Rally into Yorkshire. Knowing the BOC, however, I am sure that it all went according to plan, another enjoyable and memorable landmark in the history of this great Club. — W.B.

Postscript: I do not have a revised list of Rally runners and it is possible that about 10% non-started, but as a guide to the popularity of different Bugatti Types around the World the first list showed 98 cars, comprising 20 Type 57s, eight each of Types 40 and 44, six Type 37s, five each of Types 35 and 37A, four each of Types 43 and 57C, three each of Types 35A, 35B, 35C, 49, 43A and 55, two each of 13, 23, 30, 46, and 51 and lone entries of Types 15, Garros, 38, 40A, 49/57 hybrid, 43/44 hybrid, 51A, 57S, 57TT, and 57/101C hybrid. — W.B.

VINTAGE TAILPIECE



Stout stuff — His Worship the Mayor of Cheltenham leads the BOC Parade in Chairman Barrie Price's Type 57 Bugatti.

Formula One Trend of Design

Front Aerofoils

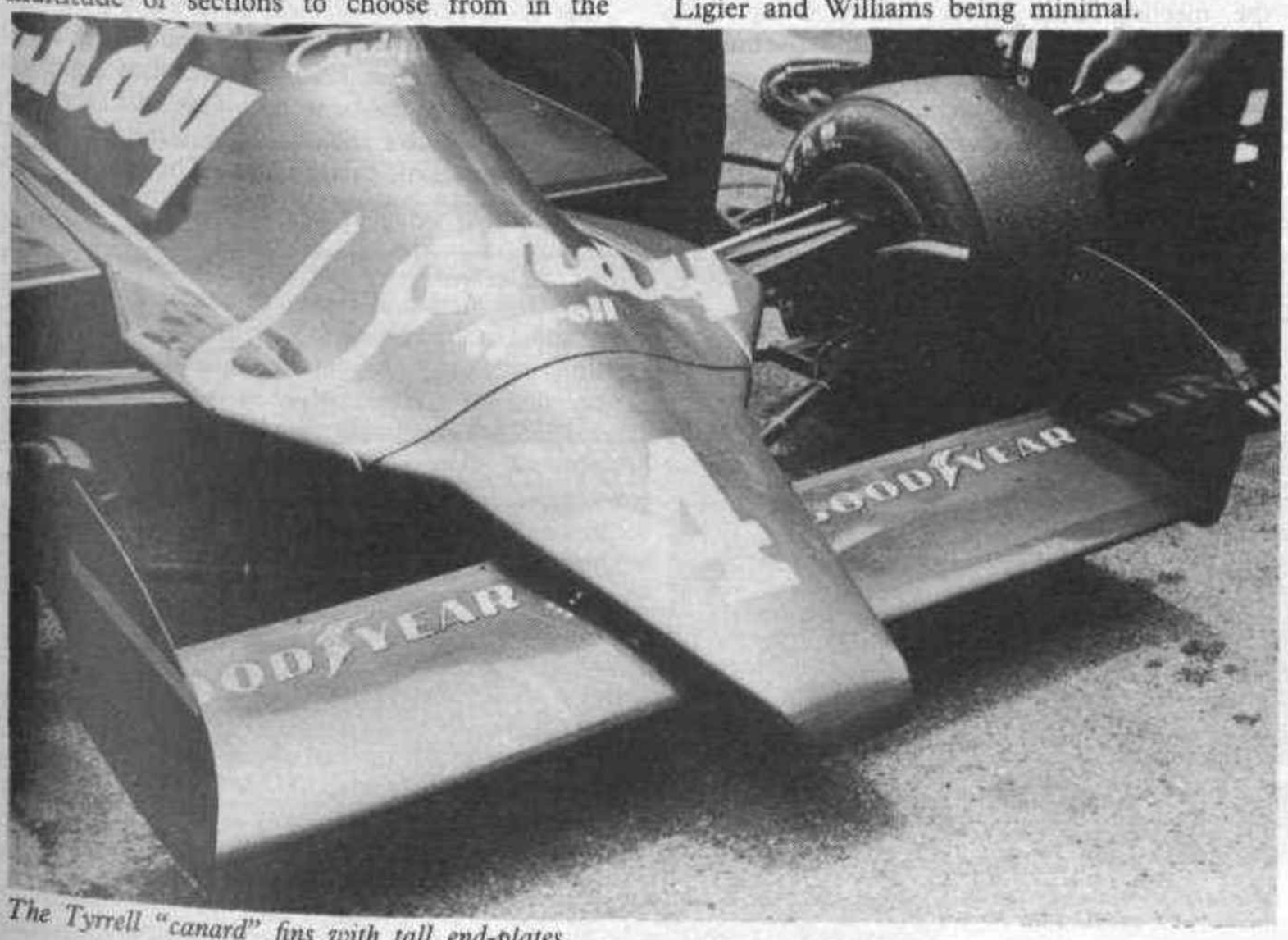
WHILE the principal objective of the rear aerofoil on a racing car is to provide a down-force on the rear tyres to improve adhesion for cornering and acceleration and braking, the aerofoils at the front are more important to the steering of the car. The static load on the front tyres of a Formula One car is surprisingly small, as can be seen when two or three mechanics lift the front up onto a trestle for easier working. Lightly loaded front tyres will encourage under-steer and loss of adhesion of the front end before the back end when the limit of cornering power is reached, which leaves the driver in a helpless situation, as was seen when Patrick Depailler crashed while leading the recent Belgian GP. Front aerofoils are designed to improve the adhesion of the front tyres by increasing the load on them by using the wind pressure on the top surface of the front aerofoils. There are two basic schools of thought on front aerofoils, either a full-width single piece layout, or two aerofoils, one each side of the nose. Apart from applying a down-force on the front tyres by reason of the air pressure created by the speed of the car, they can also be used as "trim tabs" to balance the fore-and-aft loading on the car to improve overall stability. If all these things are considered in the light of 150 m.p.h., or the normal flying speed of a light aircraft, some idea of the possible effectiveness of aerodynamics on a racing car can be gained. At lower speeds the effectiveness drops off dramatically, but even at 50 m.p.h. it must still be there even if it is not possible to detect or measure it.

At the moment in Formula One the consensus of opinion among designers as regards front aerofoils seems to favour the "canard" fins on each side of the nose, these fins being individually adjustable, or adjustable as a pair from a central point. The aerodynamic form that the fins take depends on the individual designer, for there are a multitude of sections to choose from in the aerodynamic text books. Equally there is a great difference of opinion as to what the fins are actually doing to the air flow over the car. This is seen in the plates on the outer ends of the fins, which vary from virtually nothing, as on the Williams FW07, to enormous plates on the Tyrrell 009. It all depends on whether the designer thinks the air spills off the end of the fin, and if so, whether it is desirable, or on where he wants the air to go after it has passed over the nose fin; some want it to flow uninterrupted under the side pods, others want it to cool the front brakes, others try to feed it into the turbulence from the rotating front wheels.



The Ferrari full width front aerofoil.

The RS10 Renault and the ATS favour the same line of thought as the Tyrrell 009, while Ligier, Lotus, McLaren, Fittipaldi, Shadow, Wolf, Ensign, Williams and Arrows all favour very small end-plates to the nose fins, those on the Ligier and Williams being minimal.



The Tyrrell "canard" fins with tall end-plates.

Ferrari follow a line of thought of their own, which Ligier used to copy, and that is a single-piece aerofoil mounted ahead of the nose of the car. This is adjustable on a central fulcrum, and also readily detachable complete with the nose-cone so that it is easily replaced as a complete unit in the case of damage, or different aerofoil sections can be substituted very easily. The Ferrari front aerofoil also favours small end-plates.

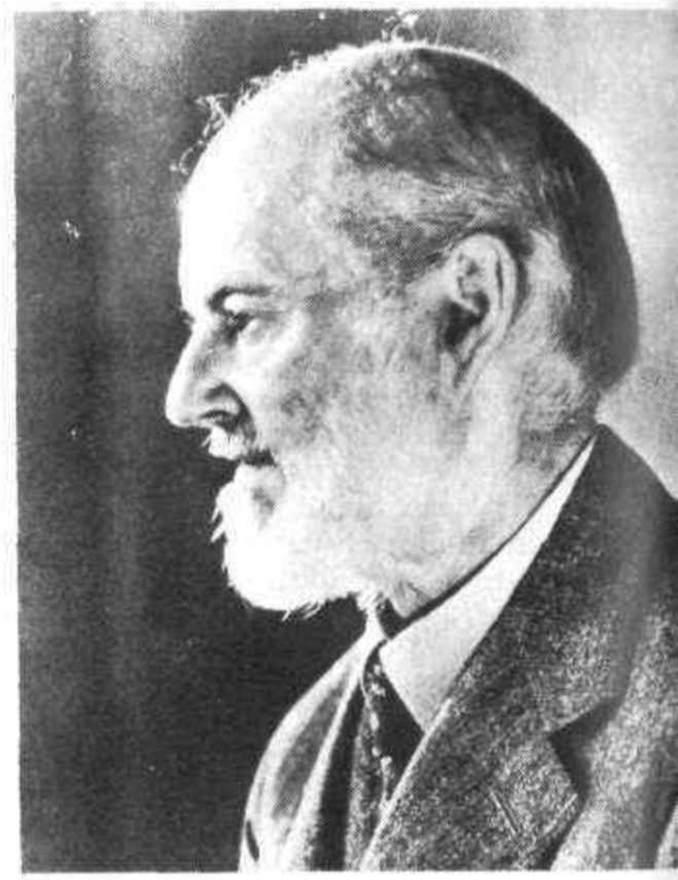
An entirely new school of thought is being pursued by Lotus and Brabham, the former not yet in racing, the latter working successfully. This is the effective abolition of the front aerofoil. On the Brabham there are no front aerofoils at all, it being considered that the down-force created by the body of the car provides sufficient loading of the front tyres. This is encouraged by the weight distribution of the Brabham BT48, with its relatively long V12 engine and very forward driving position. In consequence the Brabham has a chisel nose-cowling without any aerodynamic aids at all. This gives an added bonus in presenting less drag, as occasioned by the normal nose fins, and it permits a much cleaner entry for the air passing into the radiator ducts in the side pods, and also to the air passing under the side pods.

The same line of thought is seen in the Lotus 80, though here it is more sophisticated (or will be when it is made to work). The original design of the Lotus 80 had a very long nose cowling, without side fins, thus presenting an undisturbed air flow into and under the side pods, but to get a down-force on the front tyres the long nose cowling was utilised. Along each side of the nose cowling were sliding skirts touching the ground and the underside of the nose cowling was open. The air passing under the front of the car was channelled into this opening and deflected to pass out of the nose through an opening in the upper surface just ahead of the cockpit. This air flow was intended to provide a down-force by reason of the low pressure area created under the nose and sealed from the air going to the side pods by the nose skirts. Due to mechanical problems with these nose skirts this system has yet to prove effective, and in the meantime the Lotus 80 uses conventional canard fins. — D.S.J.

A Rolls-Royce Occasion



The Hon. C. S. Rolls — 1877-1910.



Sir F. H. Royce, Bt. — 1863-1933.

THE Chairman and Directors of Rolls-Royce Motors Ltd. gave a luncheon at the Midland Hotel, Manchester, on May 22nd to celebrate the 75th Anniversary of the meeting there between the Hon. C. S. Rolls and Mr. Henry Royce, from which stemmed the Rolls-Royce motor car. A very big concourse of people sat down to luncheon on this historic day, mostly R-R personnel, mainly from the Crewe offices and factories. The assembly would have been even bigger had a party from London not been stranded when their train was stopped by faulty points — Lord Montagu of Beaulieu, whose father had opened the new R-R factory in Derby in 1908, was amongst those who never made it, ironical in view of the fact that he is the founder of the National *Motor* Museum. This unforeseen happening to those travelling by British Rail caused someone to remark that had trains been similarly unreliable in 1904 the cause of the motor car would have advanced more quickly.

Believing that motoring writers should use cars whenever possible but not having a Rolls-Royce at my disposal, I made the journey from Mid-Wales to Manchester in a Vauxhall Royale, which was in some ways appropriate, because David Plastow, Rolls-Royce Motors' Group Managing Director, served his apprenticeship with Vauxhall's. The journey was relatively easy, for Manchester is well served by motorways that are not too far from its centre. Having located the Midland Hotel, I discovered that the old main-line railway station opposite it was converted some dozen years ago into a vast glass-roofed public car-park, in which you park your car on the one-time platforms or where the tracks used to be, an admirable and not over-priced facility.

Crossing the road, there was the Hotel entrance which I think Rolls and Royce would have used in 1904, on the occasion of their historic meeting, although nowadays one has to walk round the block to the modernised side of the Hotel. Apart from having followed a vintage Bentley in which Hugh Harben, one-time Chairman of the Bentley DC, had arrived, and seeing here and there a few discreetly-parked Silver Shadows, there was not much evidence that an historic occasion had been remembered in the northern city. Not, that is, until Press photographers gathered at the Hotel entrance to film Sir Barrie Heath, DFC, arriving in the Triplex Glass-owned 1924 boat-decked 40/50 Rolls-Royce tourer, hood erect, whose chauffeur confided to me that it still has a difficult gear-change. Incidentally, at the time when Rolls came to Manchester to meet Royce, the Hotel was known as the Great Central; we were to lunch in the same room, as far as anyone could tell, in which the historic introductions took place. The only adornments were papier-maché busts of Rolls and Royce — it would have been nice if a 1904 Royce car could have been present, of the kind that convinced the Hon. Charles that this was the one he wanted to sell. Incidentally, both he and Henry Edmunds, who had brought about the meeting with Royce, travelled up from London to Manchester the day before the meeting by train, more successfully than British Rail managed for its passengers 75 years later. . . .

The Hotel bar was crowded before lunch with aged R-R personnel among whom I was introduced to Dick Garner, who was ridin mechanic to Kaye Don on the record-breakin boat "Miss England" and who told me he wen round Brooklands with Don in the 4.9-litr Bugatti, a thrill still vividly remembered. Afte lunch, at which the toasts were drunk in Reuilly 1976, and Chateau Jean-Faure, 1970, Mr. I. J Fraser, CBE, MC, Chairman of Rolls-Royc Motors, proposed Our Guests and Sir Barri Heath, DFC, President of the SMM&T, replied Mr. Fraser first outlined the history o Rolls-Royce, from which emerged some fres facts. He said, for instance, that he was sur no-one present would remember the youn Charlie Rolls, but that his mother used to know him and described him as "very good-looking an altogether a smart young blade". Rolls was keen on Mr. Fraser's aunt Lily, but nothing came of it That was when Rolls stayed at their house i Hertfordshire and he once took Mrs. Fraser for spin — in a De Dion Bouton.

On financial matters, Mr. Fraser reminded u that C. S. Rolls & Co. was advertising a 30 h.p Barker-bodied six-cylinder limousine for £1,00 in 1907 (surely in 1905?) and that if a golde sovereign is now worth £40 the presen Rolls-Royce Silver Shadow II is a less-expensiv car than the 1907 Silver Ghost. The original R-

The two-cylinder 10 h.p. Rolls-Royce of 1905, priced at £395, and the current Rolls-Royce Corniche Convertible, priced today at £49,479.





Company was started with only £60,000, of which £10,000 was stumped-up by Henry Briggs (later of Briggs Motor Bodies) after the closing date. "For some extraordinary reason", said Mr. Fraser, "they refused to employ any merchant bankers to underwrite the issue" — laughter. The Chairman then spoke honestly of the Company's uncomfortable and even disastrous years, "resuscitated by technical achievement". . . . "Alcock and Brown", he reminded us, "flew the Atlantic in an R-R Eagle-engined Vickers Vimy in 1919, when Lindbergh was still a cadet officer".

Later achievements, he recalled, included "the Schneider Trophy victories, the record-breaking achievements of Kaye Don in 'Miss England'," and a "whole row of land-speed record-breakers" — but Sir Malcolm Campbell (301.129 m.p.h. in 1935 with the R-type engine), and Capt. George Eyston (357.5 m.p.h. in 1938 with two R-type engines) did not receive individual mention. Of the R-type engine Mr. Fraser told an amusing story, after having remarked that no one over 40 needed to be reminded that the Merlin aero-engine (which evolved directly from the R-type Schneider Trophy racing engine) was what enabled the RAF to save Britain in 1940. (I have often made this point in these pages, even to writing a little couplet about the playing fields of Eton and Calshot water, of which I will spare you a repetition here!) Mr. Fraser's story concerned the fact that the outright Schneider Trophy victory of 1931 was only possible because Lady Houston put up £100,000 — "call it £3-million today" — for the Supermarine seaplanes to be built. What is not in the R-R annals is that a Liverpool Scot called Robert Houston made a fortune out of steam boilers, got a baronetcy, and retired to Jersey as an early tax-exile. He married and his widow, Lady Houston, inherited £15-million tax-free, by today's values. Winston Churchill, then Chancellor of the Exchequer, didn't at all care for this, and threatened a gun-boat ("he was very fond of gunboats"), but the Jersey Government refused to be intimidated. The outcome was, according to Mr. Fraser, that Lady Houston made winning of the Schneider Trophy for Britain possible, and therefore our victory in the Battle-of-Britain which changed the course of history was due to a tax-dodger's widow, but, he added, "I have not the slightest doubt that if the money had flowed instead into the British Treasury, neither Jimmy Thomas nor Neville Chamberlain would have spent it on the development of a certain 12-cylinder water-cooled vee-configuration aero-engine that was rather important to our survival". To which I would add that Lady Houston, a great patriot, never got any return at the time for her investment in the future of British Air Power. I remember how *The Aeroplane* used to ask repeatedly after the race who *owned* the racing seaplanes she had so generously paid for. . . .

Mr. Fraser closed his speech by saying that after the failure of the Aero-Engine side of Rolls-Royce in 1971 it was the Receiver, Rupert Nicholson, who saved the car business, by floating it off onto the private sector as an independent entity. "This" said Mr. Fraser, "was one of the most original and courageous decisions taken in British Company history." He hoped that Mr. Nicholson would feel that his wisdom, foresight and courage had been justified — inasmuch as since then Rolls-Royce Motors Ltd. has increased its turnover from £35,000,000 to £150,000,000 and that last year's pre-tax profit was more than £14,000,000. The Chairman said that when he was asked to take over in 1977 he knew nothing about cars or about Rolls-Royce. "You soon will", he was told, "because I insist that you always drive in a Rolls-Royce." This he has now done for eight years and he has been glad to find that, instead of sneers of contempt, wherever he has taken his Rolls-Royce he has "always observed that the casual passer-by's eye lights up whenever he sees this most typical of premium English products." (I am sure that this is so and I am gratified that it is, as common sense must make it, but I feel compelled to say that should I ever have to drive past hostile picket-lines, I think I would prefer to be in a plain black Escort or Cortina . . . !). Finally, Mr. Fraser announced that to mark the Anniversary we were celebrating, his Company is producing 75 Rolls-Royces each for the home and export markets, with the red radiator badge not used since the death in 1935 of Sir Henry, special paint and trim, and a commemorative plaque, so that in time these cars will become much sought after by collectors. (I can only add that, apart from the fact that the red edging to the R-R badge was dropped for cosmetic, not for funeral, reasons, one might expect people to buy a new Rolls-Royce for a lifetime, not just for passing on to the highest bidder . . .)

Sir Barrie Heath, DFC, Chairman of GKN, as well as President of the SMM&T, replied in a light-hearted address. He said he had never been able to afford his own Rolls-Royce but knew them from his Company's cars. His father had distributorships for Model-T Fords and Rolls-Royces in the same county, "and made plenty of money from both". He had learned to drive on one of the first 20 h.p. Rolls-Royce models, and looking down he couldn't see the gear lever because it was up his trouser leg; now he cannot see the gear lever for another reason (he has grown stouter). This marks the year as about 1925. His father owned several Rolls-Royces, he told us. They seem to have had exotic upholstery and paint jobs, and were driven to the South of France. Just before and during the war Sir Barrie flew Spitfires, in the Battle-of-Britain, in France, and in the Near East and their Rolls-Royce Merlin engines had never once let him down. He had the greatest respect for all R-R products and his Company had begun to supply Rolls-Royce Ltd. with components a long time ago. (In view of the one-time policy of R-R of making almost all their own parts, it is interesting that Sir Barrie referred especially to Sankey wheels in 1910 and bodies at a later date.) When he was applauded, following his references to RAF service, he smiled impishly and said "Forgive me — I should also say that I had a jolly good time."

So a memorable occasion ran to its close and as we filed out it was to find that the publishers of two of the weekly motor journals, which were running special R-R supplements, had put their publication schedule forward by a day and were giving away free copies — which is one way of ensuring that those who are most likely to be





The Supermarine S6B seaplane, left, powered by a Rolls-Royce R-type engine, which won the Schneider Trophy outright for Britain in 1931, at 340.08 m.p.h. Right, a Rolls-Royce Merlin-engined Supermarine Spitfire of the type which, with the R-R-powered Hawker Hurricane, won the Battle of Britain in 1940. The Type 300 or Mk. 1 version had a maximum speed of 355 m.p.h.



The Midland Hotel, Manchester, then called the Great Central Hotel, where the historic meeting between the Hon. C. S. Rolls and Henry Royce took place in 1904.



Sir Barrie Heath DFC, Chairman of GKN and President of the SMM&T, arriving at the Midland Hotel in the Triplex-owned 1924 Rolls-Royce 40/50 Tourer to reply on behalf of the guests.

interested will read you! There was also a good Press-kit, containing a page from *The Daily Telegraph* of May 23rd, 1904, which makes no mention of the Rolls/Royce get-together, labelled "The Scoop the 'Telegraph' Missed." This layout says that "engine failure gained C. S. Rolls the melancholy distinction of being the first Englishman to be killed (in 1910) in a powered aircraft" — actually, it was not the engine of his Wright biplane which failed but the tail-plane, said by some to have been the only part he didn't check after his machine had been rigged for the fatal spot-landing competition. There is also the statement that ". . . every Rolls-Royce car incorporates one part designed by Henry Royce himself. It is there, not for sentimental reasons, but because nobody has been able to design anything better." Your guess is as good as mine! Perhaps parts of the facia switch-gear? Another souvenir given away was a copy of the 1905 C. S. Rolls & Co. catalogue-brochure — larger in size, however, than an original in my possession.

W.B.

Book Reviews

"The Rolls-Royce Twenty" by John M. Fasal. 560 pp. 10" × 7". *(Burgess & Son Ltd., Station Road, Abingdon, Oxon.* £28.50).

John Fasal, who runs a company devoted to repairing and restoring them, fell in love with the Rolls-Royce Twenty in 1964 and has been devoted to them ever since. So devout has been this love-affair that he knows more about them, and about the Rolls-Royce Company itself I would think, than any other historian. He examined every Twenty and its derivatives that he could discover, which took him as far afield as America, Australia and even to remote palaces in India. This remarkable accumulated knowledge has now surfaced in this unique book, which must be the ultimate in Rolls-Royce history.

There have been plenty of books on this ever-fascinating and once seemingly inexhaustible subject; John Fasal numbers them as at least seventy. Yet in his own work he discloses so many new facts and facets about the cars and the Company that made them that words almost fail this reviewer in contemplating the impact "The Rolls-Royce Twenty" is going to have on those Rolls-Royce fanatics fortunate enough to read it, and on motoring historians in the years ahead. Because the author, when not driving his own collection of the smaller Rolls-Royce motor-cars, has spent seemingly all his time uncovering the hidden details of the Rolls-Royce story that so many of us had wanted to know, and which we will now hold dear.

I find it difficult to know where to begin. For instance, Fasal has listed every Rolls-Royce Twenty made, this table occupying 5 close-packed pages of his book, a table which lists the engine number, chassis number, type of coachwork, the coachbuilder, the car-number Reg. No., name of original owner, location, and (where known) the present owner of all the 20s from the first eleven experimental cars, through the production models, to the last 20/25. A formidable slice of history in itself!

As the chapters unfold, more such detailed information is included. Some of the early Company history and the reasons leading up to the introduction of the 20 h.p. model in 1922 have naturally appeared elsewhere, notably in the great Batsford and Ian Lloyd Macmillan Rolls-Royce books, etc., but it is the little (and not so inconsiderable) additions that make Fasal's work so enthralling. He includes intimate items from Rolls-Royce Board minutes and when, for instance, he covers the Design-Team based at West Wittering he lists all the personnel, from F. H. Royce (R) downwards, with details of where they came from before joining Rolls-Royce, and their respective tasks. It is the same all through the book — everyone listed, photographs of almost everything relevant, with almost endless data about the development and testing of the Twenties. The Rolls-Royce Schools of Instruction and Repair Depots (even to plans of the actual premises), and so on, are just a fascinating part of the whole story.

The book carries interior pictures of the Derby factory that are new to me and, as I have said, lists almost all the Rolls-Royce personnel of the 1920s, even those in the London Sales Department, reveals what befell some of the Rolls-Royce Travelling Inspectors and how they induced fresh sales (I would have enjoyed more of

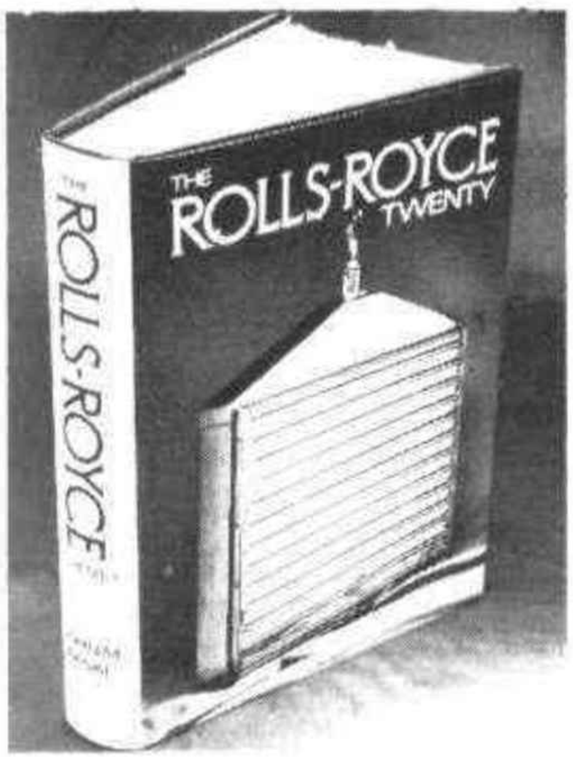
It's taken us two pages to show you how wide we've gone with our remarkable low profile P3 70 series.

Take a close look. It's more than just sporty good looks. There's performance to match with a specially designed tread pattern that gives outstanding road holding – even in the wettest conditions.

But it's underneath this wide tread that Pirelli have developed outstanding features. There are two belts of high quality steel and an additional belt of nylon. This special Pirelli construction reduces tyre squirm and road abrasion resulting in higher mileage and reduced fuel consumption. What you



ONLY A P
GETS SUCH



this), reveals how chauffeurs might expect to be reimbursed if they were able to persuade their employees to invest in a new Rolls-Royce (!), and in every way it rounds off the Rolls-Royce story so that any writers who hope to obtain anything to add to the past history of Rolls-Royce will have to be extraordinarily industrious — and then I expect John will beat them to it; he is already at work on a book about Rolls-Royce in India . . .

One comes back again and again to the completeness of this work and not only from the aspects of the Rolls-Royce Twenty. There are photographs of all Royce's houses, of Royce in experimental Rolls-Royce cars, portraits of the Rolls-Royce Directors and others who were at the helm of this remarkable British institution, of Overseas Depots, and of course, every facet of all the Twenties seems to have been illustrated. It is incredible — there is even a photograph of a Rolls-Royce Company envelope (which, like the cars, had character), there is a colour-plate of heraldic devices and monograms used on Rolls-Royce cars, there are even lists of the numbers of pupils who attended the Rolls-Royce Training Schools, and some of the chassis record-cards and a picture of the nickel chassis-plate of Sir Max Pemberton's famous Twenty are there. I really am obliged to add "etc., etc.", if I am to end this review — for the book even has the list of all the guests at the retirement luncheon for Basil Johnson, a "family tree" of every member of the Rolls-Royce London Repair Depot "N" at the relevant time, details of bodywork on the early "Goshawk" cars, minutes from "R" to his engineering staff, while coachwork on the Twenties gets almost a separate book on its own account.

Doing justice to such a comprehensive tome on such a high-category subject demands a top-class publisher. Burgess & Son have done a magnificent job for John Fasal in this respect. "The Rolls-Royce Twenty" is printed clearly on glossy top-quality art paper and it contains an enormous collection of photographs, beautifully reproduced, so many that even the most avid Rolls-Royce fans must surely find many that are new to them — like Royce's set of drawing instruments (now in John's ownership), a reproduction of an original 1924 Royce memo. from Le Canadel, and pictures of all the 20s imaginable, even to near-derelict specimens found in post-war days. It is not possible to list here all the tables and diagrams — the Rolls-Royce Patents, listed improvements to the Twenty, the notes on "Goshawk" modifications that cover pages and pages, etc. The original road-test report from *The Motor* is reproduced, together with an early one from *The Auto* (but not the one from *The Autocar*, because IPC wished to reserve this for their own Rolls-Royce book), as are later impressions of the Twenty, for example Cecil Clutton's article in MOTOR SPORT of 1942. There are some fine colour-plates, pictures of the Rolls-Royce tool-kit, coachwork drawings, shipping details, lists of Rolls-Royce publications from 1922-1930, of Press road-test reports on the 20 h.p. cars and chassis, body mounting and spares details, a bibliography, list of sources, material on individual cars, and an index. Comdr. Hugh Keller, RN, Rtd. has contributed an appreciation of the Rolls-Royce Twenty.

I may well return to this book in more detail at some later date. For the moment, the only adjective I can think of is "Magnificent". — W.B.

"Packard — A History of The Motor Car And The Company." Edited by Beverly Rae Kimes. 828 pp. 8" × 9". *(Automobile Quarterly, New Jersey, USA. Distributed by E. P. Dutton, 2, Park Avenue, New York.* £45.85).

This is the Packard enthusiast's dream to end all paper dreams. There has been one good history of this top American make previously, "The Packard Story" by Robert E. Turnquist, published 14 years ago. But the new Automobile Quarterly volume, to which much is owed to so many contributors, leaves that one looking like a slender prayer book to the Bible. That remarkably talented girl Beverly Rae Kimes has brought together a strong editorial team to write the definitive history of Packard cars and the Company that made them. Names well known here are included in her list of writers, art folk and

see, even with this wide spread, is the 'Textramix' rubber compound developed by Pirelli.

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consultants. The result is this formidable 350,000-word tome about a fascinating quality automobile, copiously — that seems an ineffective word — illustrated, indexed, tabulated and beautifully bound.

The chapters take the reader in enormous detail through the entire Packard saga, from the Packards of Warren, the first of a *marque* that appeared in late 1899 and became the premier US make along with Cadillac and Lincoln in the majority view, right up to the end of that great and enthralling era which ended with the last of these cars in 1958.

Having said that, it is unnecessary to add that every Packard is described in detail, from those horseless-buggies along to the better-known Twin-Sixes and the Twelve, the 120, the Six, the Clipper, and the 19th-series and 20th-series cars, and on through a welter of fine Packards, to the war years, and the post-war models. The Liberty-engined record-car and the other racing Packards, the Packard test track and proving methods, the commercial vehicles that carried the proud name, Packard advertising, badges, mascots, it's all there and more besides, as the fascinating tale unfolds. This is a book which no serious automotive historian can afford to overlook and it will give endless enjoyment and encouragement to those who own, who are restoring, or who have owned Packard products. Just to browse through the almost endless selection of 1,000 pictures, is to bring on a severe attack of Packarditis. The make had many famous adherents, many of whom are depicted riding in or driving their cars in this book.

The writers who have been selected to do the individual chapters have obviously been chosen as experts in their subject; they include Terry Martin, James J. Bradley, Don Weber, Richard M. Langworth, Stan Grayson, I. Morgan Yorst, Dwight Heinmuller, W. C. Williams and many more, too long a list to include. There are colour portfolios of typical Packards of various periods (80 of these pictures), tabulated specifications of all the models from 1899 to 1958, both of chassis and coachwork, production figures, ditto, a section on the make's performances in the competition field, on land, water and in the air, and a bibliography. All in all, a stupendous work and a model of one-make history presentation. It comes in a packaging-case, each copy individually numbered. — W.B.

"The Motor Car — 1946-56" by Michael Sedgwick. 272 pp. 9½" × 6¼". (*B. T. Batsford Ltd., 4, Fitzhardinge Street, London, W1H 0AH.* £15.00).

This is an erudite yet readable book which only Michael Sedgwick could have written. It is a follow-up, beautifully produced in the Batsford tradition, to the same publisher's books about the cars of the vintage years (T. H. Nicholson, 1966) and cars of the 1930s (Michael Sedgwick, 1970). The two previous histories cover the cars catered for by the VSCC and are therefore of interest to many, but I suppose it will be said that the third volume in this trilogy is about vehicles that are "collectors' pieces" and "speculative investments". These are now, the so-called "classic cars" and the tin-wear that kept them company.

Those studying such cars will find them all there, arranged under National divisions and chapter headings, the latter embracing, for instance, "A Dinkum Car at Last", "Power Assistance for Everything", "Goddess and Garden Shed", etc., etc. If these journalistic titles suggest a superficial book, you couldn't be more wrong. What Sedgwick has done is to survey the complicated decade his book covers against its social and economic background. Only he, perhaps, could have made this effective, with the help, as he freely acknowledges, of some of the World's automotive specialists. The result is a useful information look-back in this context at the post-WW2 period. The treatment at once renders the book more interesting than the two companion books, which tended to look at the cars of their respective periods make by make, model by model. Of course, and more especially because Sedgwick has put in almost every car remembered by him — most of *us* will have forgotten more makes than he includes in one chapter!) the book leaves room for one-make histories containing more detailed accounts of individual cars. For instance, the Triumph Mayflower, although in fact it gets quite good coverage, is at first dismissed with the comment "The less said of it the better", which wouldn't suit Graham Robson and Richard Langworth!

It must be appreciated that Sedgwick covers cars from Great Britain, America, France, Spain, Belgium, Holland, Germany, Austria, Switzerland, Czechoslovakia, Poland, Italy, Sweden, Denmark, Norway, Russia, Australia, Japan (a country which hadn't got into its stride in 1946-56!), and the Argentine. No mean task, yet he manages it more than admirably, not just listing the products of these nations and countries and their outstanding features, but showing why and how they came into being, how one compared to another, why there was success with one, failure with another, including comparisons based on prices, production outputs and performances. Sports cars are included, but also sports-racing cars, but a model of the latter "only if it was intended for street use" — and most of these cars were for the road or track. Altogether this is a formidable work, enthralling to read and a valuable contribution to automobile history. Sedgwick explains all the cars of this difficult and already faraway-seeming decade, from the "Suez-Scooters" to the British luxury cars fitted into the chapter headed "You Can Only Hear the Clock". The book is just adequately illustrated, but with 50 clear monochrome pictures, and it has an attractive dust-jacket depicting in colour a 1947 HRG 1500 and a still-extant Chrysler Town & Country convertible of the same year. The mixture is rather expensive, but books usually are, these days. — W.B.

"World Cars 1979" Edited by Annamaria Losch. 440 pp. 11" × 9½". (*Herald Books of London, 109 Great Russell Street, London WC1B 3ND.* £13.95).

Where would any motoring journalist be without this great, annual tome, the best, indeed surely the only, totally comprehensive, generally accurate survey and catalogue of all the world's cars in any particular year? The specifications of current production models of each and every country — even the USSR, Taiwan and the People's Republic of China — are fully detailed in this heavily illustrated work, which no "nuts" for modern cars, be they professional people like ourselves, car traders or enthusiasts, ought to be without. Additional to the specifications in this year's beautifully printed and bound work are features on current trends in "skirted" Formula One, special bodied cars, the Japanese and American motor industries and electric cars. A complete automobile reference library in its own right. — C.R.

Adrian M. Feather has published the thi volume of his collections of Aston Martin Ro tests. This one, "The Aston Martin — Collection of Contemporary Road Te 1948-1959", contains road tests of Aston Marti from the 1948 2-litre prototype to the 3-litre Mk III. For the first time road tests fr American magazines have been included. limited edition hard back version is available AMOC members. Paperback editions available to the public through Connoisse Carbooks. Both cost £5.50.

* * *

"Historical Transport", the annual Transpo Trust's magazine-size guide to transpo museums, steam and other small railways, c aeroplane and railway collections, etc., divid into counties, is available for £1 from newsagen It is published by "The World's Fair", Oldha 0LI 1DY.

* * *

Those who fancy themselves as motor rac artists will find a few sketches of drivers Nuvolari, Phil Hill, Graham Hill, Fangio, et and their cars, together with some rather lu text, in "Champions At Speed" by Richa Corson (Dodd Mead, 79, Madison Avenue, N York. 5.95 dollars). — W.B.

Cars In Books

I HAVE long maintained that Ford, perh more than any other manufacturer, has suppl primarily *transport* for the masses, along the yea This is nicely underlined in "The Farm Ladder" by G. Henderson (Faber & Fab 1944). The author refers to buying "a very second-hand Ford lorry for a ten-pound note, a this rattled the seventy-odd miles to Lond (from Worcester) every week, and continued do so for nearly two years without ever letting down." As this was around 1926, if I have r the book correctly, this was clearly a Model-T as it is described as "very old" even then, it co have been a brass-radiator model. It left the fa before 5 a.m. on market days and was back midday, occasionally bringing a small return l to Oxford and district.

Incidentally, the farm was in the Cotswolds in those days the ducks were put off laying by single plane hedge-hopping, which was favourite occupation of the RAF in those day W

Miniatures News

WE DESCRIBED recently a fine Rolls-Ro model that can be made from a Revell plastic New car models from Revell include a Pors 928 Rally, a 1979 Ford Turbo Capri and a F Mustang with trailer and two "wet" bik typifying the latest American craze watersports. All these kits make up into model 1:25 scale. the respective prices are £2.75, e for the first two kits, £3.85 for the Mustang The reference numbers are, respectively, H72 H7206, and H7401. The makers are Revell (G Britain) Ltd., Cranbourne Road, Potters Herts., EN6 3JX.

In this year of the British Bugatti Own Club's Golden Jubilee GP Models of Radlett h brought out another 1/43 scale metal kit Bugatti. This latest kit is of the 192 Boat-bodied type 30 sports tourer. It has characteristic pear-shaped rad., tall fuel fi rear-mounted spare wheel, the tool box on off-side running board, V windscreen etc.

Other Bugatti miniatures from the s well-known source cover types 35, 55, 57S the 1913 "Black Bess" — W.B.

Lancia:

A sporting full circle?

THE DEBUT of Lancia's Group 5 Beta Montecarlo at Silverstone for the qualifying six hour round of the World Championship of Makes, marked an historic return for the Torinese concern and a change in emphasis within the Fiat-Lancia-Ferrari sporting group's policy.

When what we shall call the World Sports Car Championship began in 1953, Lancia were not there for the first Sebring race, but they did appear for the second round. That was the Mille Miglia and Felice Bonetto took a factory 2.9-litre D23 coupé to third overall in a race that occupied over 10½ hours, even for the winner.

Of course Lancia went on to field full-blooded 3.3-litre sports cars that won the 1953 Carrera PanAmericana as well as the 1954 edition of the Mille Miglia, both then World Championship rounds. Fangio led the team to a 1-2-3 result in South America, but it was a victory soured by Bonetto's death: Ascari was the Mille Miglia winner.

Lancia then went GP racing, having finished second in the 1954 Sports Car Championship to Ferrari, and sports car racing was largely forgotten. Endurance racing was not, for when the younger Fiorio became interested factory Lancias were seen in European Touring Car Championship events of the 1960s.

Rallying became the major pre-occupation both before and after the Fiat takeover, but Cesare Fiorio and others in Turin were behind the FM chopped-down Lancia HFs that appeared on events like the Targa Florio and Mugello, or even the Nurburgring 1,000 km. Franco Lini and the Lancia team at Silverstone felt that the last major outing for the FM was not sports car racing but the *Tour de Corse* 1971. For the record, Lancia won the Rally Manufacturers title four times (it was not an official World title the first time) with the FWD HF (1972) and three times with the Stratos 1974-76; the Stratos officially retired after last year's RAC Rally so far as the factory was concerned.

The management of Fiat's sporting group decided that it was time for a fresh image for Lancia. Fiat would stick to rallying with a reduced World Championship schedule for the Abarth version of the Mirafiori 131 saloon and Ferrari would continue in Formula One, the official Prancing Horse entries for a World Championship season of sports car racing missing since 1973, when Matra administered a thrashing to all comers.

At first Daniele Audetto and others were talking of the possibility of Lancia going for outright wins in Group 5 events. A probe into Group 5 with a Mike Parkes-managed Stratos-turbo had been disastrous, though the car was encouragingly swift in the few events it tackled in 1976.

The Beta Montecarlo was chosen as being a more recent design for Lancia's return to racing and the racer was presented to the public on December 18th, 1978, the decision to go ahead with such a programme having been taken in September last year. It was and is somewhat unusual in that the Beta Montecarlo is not a current production vehicle, though Lancia sincerely hope it will be re-introduced after meeting a disappointing reception in America with an emissions-strangled engine.

The special Montecarlo was testing in March of this year powered by a 2-litre version of the



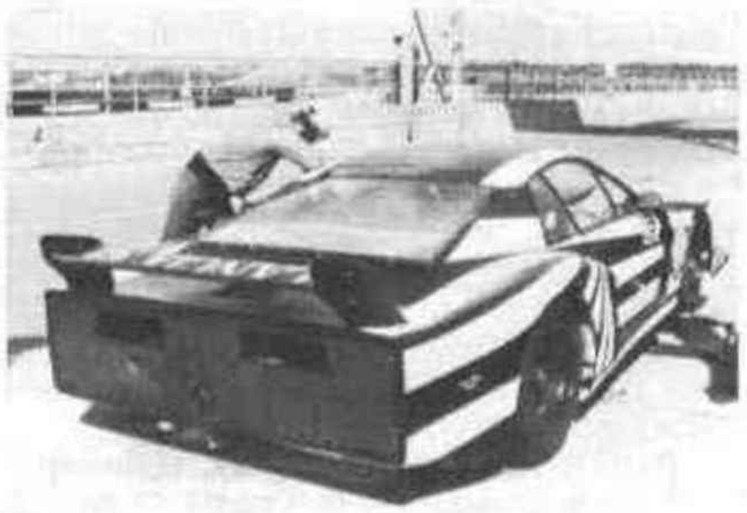
Glassfibre bodywork front and rear lifts off.

Fiat/Abarth/Lancia DOHC 16-valve engine. The KKK turbocharged version was testing by April and came to Silverstone on May 6th.

The 1.4-litre Montecarlo-turbo was driven by Riccardo Patrese and German rally star Walter Röhrl (who had experience of a similar capacity BMW turbo saloon in German Championship racing) and practised seventh fastest. The time of 1 min. 30.28 sec. was just over five seconds slower than the quickest Group 5 Porsche 935 which packs 3-litres and two turbos, though this is slightly irrelevant to Lancia, who have only to concentrate on the 2-litre class to rack up points.

In the race itself a water radiator cap came unscrewed and the Montecarlo crawled out of contention on the second lap. At Nurburgring's 6 hours the Lancia had become black and red instead of black and white, and sported a small chain to retain the radiator cap. In both practice sessions it was slightly slower than Heyer's 1.4 Zakspeed Capri-turbo, but it held the class lead during the race before expiring with low oil pressure some two hours from the finish. By that stage Patrese was too hot and tired to care!

Beneath the stripey bodywork at Silverstone the first car (it will be joined by another during the summer) followed straightforward Group 5 or early British special saloon car practice. Glassfibre bodywork front and rear — the lines for a "bonnet" are even moulded in — lifts off locating pins and Dzus fasteners to reveal tubular and sheet metal simple extensions holding the twin-filler front fuel tank and the transverse mid-engine and gearbox. The central cockpit in



. . . its complement of aerodynamic aids . . .

sheet steel is considerably lightened, but substantially the same. Total vehicle weight is down from the road car's 1,040 kg. to the weight limit of 750 kg. according to Lancia.

Large Lockheed ventilated disc brakes have to be used sparingly according to the drivers. As soon as you decelerate with 1.4-litres it takes a very long time to catch up, turbo, or no turbo! The suspension depends still on long strut dampers with coil springs attaching onto a lower transverse arm and radius rod at the rear and a wide-based lower wishbone at the front. Naturally there is provision for anti-roll bars, with a particularly long linkage down to the lower suspension arm at the rear.

Instead of the long-stroke 2-litre engine there is the screaming 82 mm. by 67.5 mm. stroke layout for 1,425 c.c., the turbo addition taking this into the 2-litre class for international competition purposes. Boost from the aft-mounted turbo (surrounded by plenty of air after their fiery experiences with the Stratos!) is kept between 1.0 and 1.2 atmospheres. Unlike the Porsches the driver cannot adjust boost from the cockpit. The 16-valve Abarth-developed four-cylinder version of the Fiat twin cam is equipped with Bosch indirect fuel injection and dry sump lubrication. The little engine is credited with much the same output as found in racing BMW 1.4 turbo versions of production engines: 370 b.h.p. This is at the maximum of 8,800 r.p.m., Röhrl commenting that the effective power/r.p.m. range stretches over little more than 1,000 r.p.m., so the five Abarth gears and twin-plate Borg and Beck clutch work for a living.

An intercooler is fitted and feeds on cold air from the right-hand rear wheel intake (looking from the front) while the left-hand intake is supplying the side-mounted water and oil radiators.

The car looks very purposeful with its complement of aerodynamic aids, including "running boards". The Lancia sits on 14 in. wide rear Pirellis and 10 in. wide fronts, both ends carrying Campagnolo wheels of 16 in. diameter, the tyres of incredibly low profile.

The whole project was under the engineering care of Gianni Tonti, who has been working on the competition development of Lancias since 1965 and was thus one of those most affected by Michael Parkes' untimely death. — J.W.

TUNING TOPICS

Turbocharging American Style From the Fifties to Today

THE use of turbochargers in European road or track cars has been a comparatively recent development, though the original principles of placing a compressor in the path of outgoing exhaust gases has been evident since 1903. Then the idea was to extract extra performance from heavy engines like marine or factory applications.

Today interest in the turbocharger is at an unprecedented level and the signs are that many companies are looking to the turbo either to solve problems set by legislation (how to get power and pass emissions requirements); to make the diesel car a lot more competitive with quieter, improved, performance, or simply to rescue an aged car range from extinction before a revised model can be introduced.

Today we have turbocharged cars from Porsche (in fact Stuttgart have two examples; for soon we shall have the 924 as well in the UK), Saab, Ford Mustang, TVR, Buick and so on. Current production turbo diesel cars include models from Mercedes, Peugeot and Oldsmobile, the Mercedes diesel is part of Ünterturkheim's commitment to improving consumption across the range of models available in the USA, while maintaining technical progress.

Working on turbo applications for introduction shortly in various roles are VW-Audi, Alfa Romeo and BMW. The VW group have produced a very nice prototype diesel turbo Golf (which we drove a couple of years ago) and are currently enmeshed in petrol-diesel research. Evidence for this programme lies in a number of prototype Scirocco-turbos at Wolfsburg, but they still have not had the courage to actually launch this now thoroughly developed "little flyer". Another group of engineers within the group are working hard on producing a turbocharged five-cylinder Audi. Such an engine would be proved in rallying use within a four-wheel-drive version of the new Audi 80 coupé, according to rumours from Germany. Then Audi are expected to head straight for the more luxurious market with the 200 and 300 series, all with front-wheel drive. I understand the 200 series will be launched in the autumn this year and that it too will have five cylinders with turbocharging.

Renault have done more for the prestige of the turbocharger outside America and inside motorsport with their Formula One cars and Le Mans winner last year. Even the adoption of twin turbos does not seem to offset their inherent 1½-litre handicap on a circuit such as Monaco though, so we shall have to wait a little longer to see if this aspect of motorised sport will follow the turbo trend. It looks unlikely unless the turbo engine capacity is increased . . .

Another company with turbochargers and rallying in mind is the Autodelta concern. They have already put together a number of Alfetta GTV prototypes with exhaust gas boosted versions of the classic DOHC 2-litre, one of which provided Niki Lauda with some interesting motoring last year, before the factory came to take away the steaming remains! I was told earlier this summer that Alfa would contest a mainly European rally schedule with such cars, which would go on sale in Germany as the limited production run basis for their international homologation. Germany is the obvious place to market such a car, but it's interesting to note that Alfa Romeo also chose the KKK turbocharger. Saab are already committed to the turbocharger in rallying through their production vehicles.

BMW? We were semi-officially told that the Frankfurt Show in September will see the debut of a new 7-series saloon to top the saloon car range with a turbocharger fitment. Apparently the plan is *not* to do the same for the sportier coupé 6-series at present, for the saloons face the stern task of facing up to whatever the new S-class Mercedes brings next year.

In competition terms the turbo reigns supreme and unchallenged in USAC/CART American single-seater racing (usually attached to the Cosworth DFX today, we are glad to say) and in long distance events for Group 5 and 6 prototype machinery Porsche, Lancia and BMW would not dream of venturing a competitive car without one, or in Porsche or BMW's case, even two turbos.

So that is the situation in Europe, but recently we spent most of a day in a London hotel listening to an American present a very interesting talk on the turbo's progress in his homeland, since the fifties.

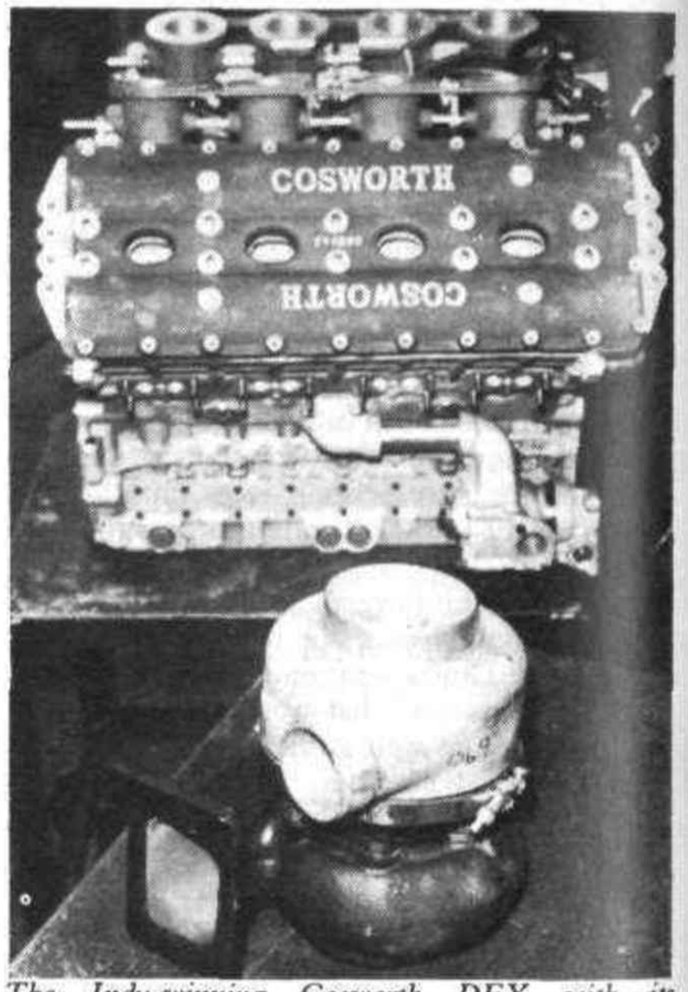
The American speaker was Hugh MacInnes, formerly of Garrett AiResearch and now of Roto-Master who reside in North Hollywood, California, but are represented in Britain through a company of the same name, based in Huddersfield.

MacInnes begun his dissertation by looking back to the 1952 Indianapolis 500. At that year's event the fastest qualifying time was put up by "a Cummins JT small truck diesel engine of 406 CI which was known as the JT motor. That diesel would turn 4,000 r.p.m. in a race with a turbo unit that weighed maybe 115 lb. and had the compressor/impellor unit fully shrouded. In the race the car picked up all the dirt of the track into the main airflow feed to the turbo and wiped-out all the bearings. But they had proved something, that a turbo truck engine could compete with a *racing* engine.

"Back in the fifties the equation went something like this. You could have a motor that gave 200 horsepower and weighed 2,300 lb., or you could have the same 200 b.h.p. from a smaller engine weighing maybe 950 lb. with a high boost turbo. That was the sales pitch, plus the fuel economy."

MacInnes explored how the difficulties encountered with conventional engines at altitude provided openings for the early turbo specialists like AiResearch. "At 10,000 ft. a normally aspirated gasoline engine will give some 70% of its true maximum power. With a turbo on, you can reach 7,000 ft. and, with a mild boost, the power is the same as at sea level. You can go to 40,000 ft. with a lot of boost and still have sea level power!" Aside from the obvious implications for the aviators, AiResearch also managed to sell one civil engineering concern a turbo installation for their high-altitude activities crushing rocks. "It worked so good, the damn rock-crusher broke," MacInnes concluded laconically.

By 1956 MacInnes was leading us through the intricacies of turbo selection based on the size of housing and its internal shaping. Basically, the bigger the unit the slower the response, but the more ultimate pressure can ultimately be generated. Then there was the late fifties revolution in bearings for turbos, taking in the use of fully floating bearings that rely purely on oil contact and the more common semi-floating bearings that were installed in Cummins, Roto-Master, Schwitzer, Holset and KKK units, the wall thickness of the bearing taking thrust. "So with this kind of semi-floating bearing the housing can be in alloy, but with a fully floating bearing the iron housing is still necessary," reported Mr. MacInnes.



The Indy-winning Cosworth DFX with its AiResearch T06 turbocharger

For those who wish to explore the subject of matching turbochargers to a pre-conceived engine size, or those that simply want to read a practical guide to turbocharging for the sensible layman, I would recommend Hugh MacInnes' book "How to select and install Turbochargers," published by HP Books in the USA. It has a commercial bias from the author's background and does not cover the present European scene, but it is a sound starting point in some of the basics that do not occur to you unless you have the job to do yourself!

Back at the history lesson MacInnes recounted his story of how the World's first turbo petrol mass production car came to life. "In 1960 at GM they were testing the flat six engine used in the Corvair: 'a real dog', was Bill Mitchell's feeling about this engine." Why the chief of styling was telling the engineers how lazy their engine was is not for us to conjecture for, as MacInnes recalled, "he had some friends at the TRW speed business and they put on a twin barrel Solex with a turbo on top: they chose Solex because you could get so many jets for it. Anyway TRW sent this set-up to GM to the chief engineer at Chevrolet. He had better things to do than listen to what the head of styling had come up with! So they reluctantly ran this Corvair-turbo on the bed . . . and the result was 150 b.h.p. at 4,000 r.p.m.

"That engineer just kept jumping up and down — they had never had more than 67 b.h.p. before! He just kept dragging people in out of the corridor and inviting them in to see this motor run!

"They put a Carter carburetter on for production," Mr. MacInnes remembered, adding that it was February 1962 when Chevrolet

announced the 150 b.h.p. Corvair Spyder with its top-mounted turbo unit and tube feed to each bank: no wastegate was fitted. Oldsmobile were subsequently allowed to follow their GM brother into the turbo mass-production car field but MacInnes felt that "the Olds was too complicated; it just scared any mechanic away when the hood was lifted!" Sophistications that Oldsmobile introduced included a wastegate, water cooling and alcohol injection, with a third automatic carburation butterfly in case the wastegate failed and over boost occurred.

By 1966 55,000 such turbo cars had been built in the US, "gas was 22 cents a gallon," and the big liquid cooled engines gave enough performance. Chrysler and Ford also investigated turbos in the early sixties, primarily through the tuning industry, according to MacInnes, who showed us some slides of big V8s with sophisticated twin turbo installations on as well as more straightforward conversions on the massive engines of that era.

MacInnes then looked at other turbo applications today including those of the early 60s for the twin engine Piper Apache, the turbo allowing sufficient single engine power for safe emergency single engine flight. Rayjay appeared to be the pioneers in this field, but MacInnes did pay tribute to the work carried out on World War II bombers, though, as he said, it took a compressor wheel of some 18 in. in diameter to feed enough boost through to keep one of these monsters happy at 30,000 ft. We then goggled at a slide of a 50 m.p.h. powerboat equipped with four V8 engines, each of which could be de-clutched. Each of them was equipped with two turbochargers: try and locate the misfire in that little lot!

We were left with the assurance that tractors had been the biggest users of turbochargers until the recent upswing in popularity of turbos for passenger cars. To support the tractor story we were shown a film of a televised tractor weight and distance pulling contest in the American midwest. One typical installation on a John Deere diesel special had three turbochargers and two intercoolers "and a lot of ice and water," as Mr. MacInnes put it.

In action these monsters take off (well halfway, just the front wheels paw the air under full power) to the blare of their straining Allison V12s and the encouragement of both their portly owner-drivers and the crowd. It is a kind of drag racing with the vehicle pinned by enormous loads at the rear. One contestant described his engine's potency as "Well, we're meant to have about 2,500 horsepower right now, but I guess we've only got around 2,000 today!"

Turning to drag racing MacInnes obviously felt strongly: "Turbo lag is the invention of those who don't know enough." He cited the case of various drag racing Corvairs that were successful, "beating allcomers at 110/112 m.p.h. in the quarter, and that means beating equal horsepower cars with normal aspiration engines. "MacInnes felt that the only reason turbos had not caught on at the very top of drag racing — the fastest cars have Roots principle superchargers still — was that the top teams were too deeply committed to the supercharger and their big Chrysler-based V8s, though he was unusually confident that the day of the turbo would come to this branch of motorsport too.

He traced the present revival in interest in turbos in America to the aftermath of the fuel crisis, and the consequent interest in smaller cars and engines, pointing out that Bobby Unser's winning performances at Indianapolis in the late sixties had already pointed the way to the racing future ten years ago, and more.

An interesting selection of slides showed how Chevrolet had commissioned three tuners in an attempt to overcome the emission-strangled problems of the 1972 5.7-litre V8 via turbocharging. The answer was 200 b.h.p. or more from these specialists but the engines looked a nightmare for service with both turbocharging and emission-control equipment, sprawling lines, tubes and gadgetry across the huge engine bay.

Towards the close of this lecture we also saw how motorcycle turbocharging was proceeding in the USA, including the assertion that a Kawasaki 903 in street trim had proved capable of 150 m.p.h. in a quarter-mile from rest!

Finally Hugh MacInnes looked over the current car offerings on the American market with a quietly scathing aside about the Mercedes 300SD at the equivalent of £17,000, a word for Buick's V6 with wastegate and spark retard devices and the prophesy that 1980 would see the Mustang turbo joined by models from Audi, BMW and Pontiac.

It was a fascinating skip across a subject that is occupying motor manufacturers and the 50 plus specialists in this field in the USA at present. — J.W.

The Rapport Turbo Range Rover

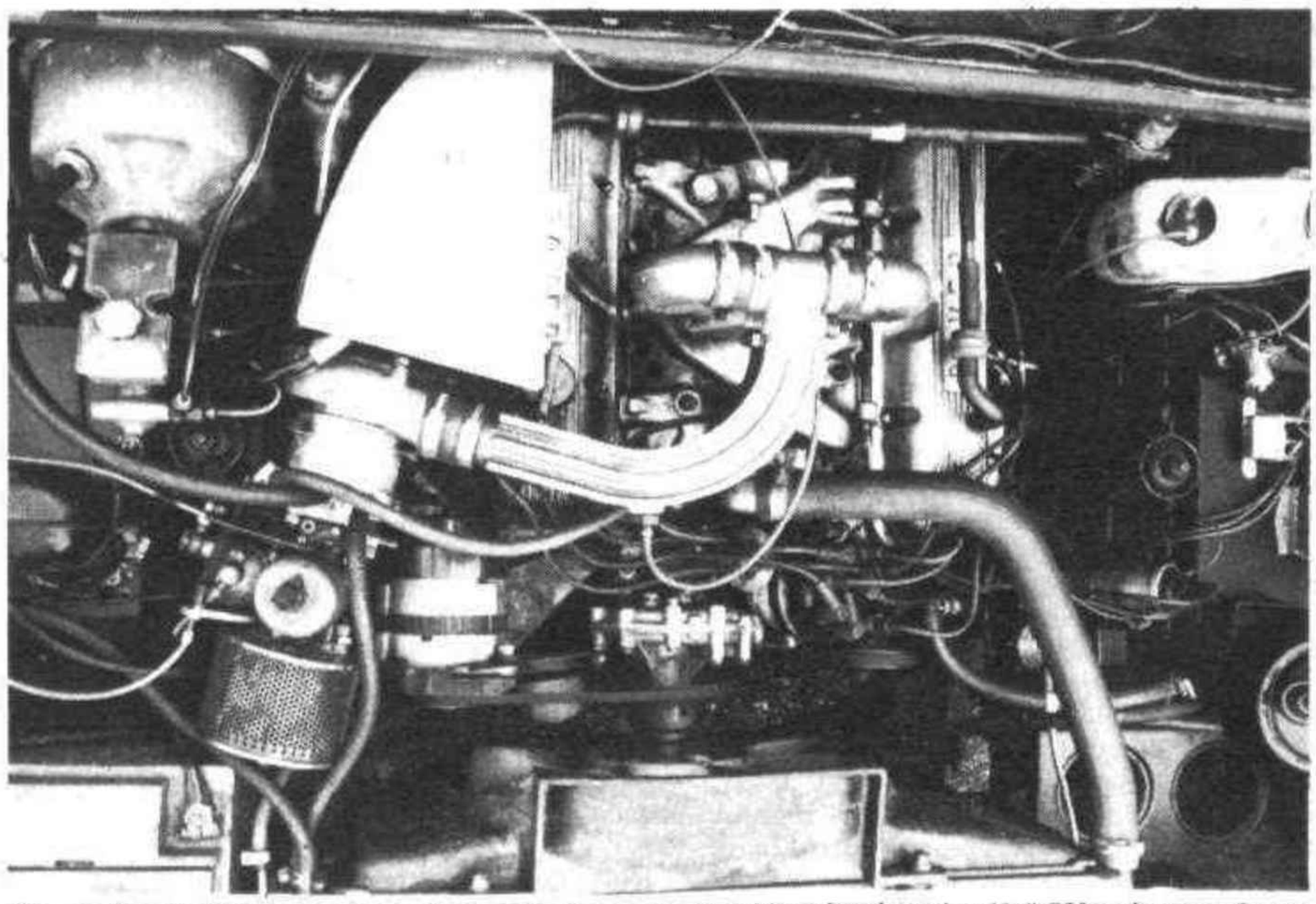
WHILE the ubiquitous Range Rover will rumble up to nearly 100 m.p.h. it is by no means the most agile of vehicles in the acceleration mode. After all, the push-rod aluminium V8 engine in this low-compression, 132 b.h.p. guise has a kerb weight of 34 cwt. to haul along, not very conducive to good mid-range acceleration. Burdened by a heavy trailer, the poor Solihull Jack-of-all-trades grows quite lethargic, especially when faced by an incline. Now there is a simple remedy to a Range Rover owner's dilemma: fit a turbocharger!

Range Rover specialists Rapport International Ltd. are offering just such a conversion as part of the incredibly comprehensive list of modifications they have available for this Leyland 4 x 4, ranging from £125-worth of electronic ignition to £50,000 plus "Middle East specials" fitted with such homely gadgetry as bullet-proof tailgates with facia-mounted, closed circuit televisions to show up would-be assassins on the sheikhs' tails. Their turbocharger installation is far from cheap at £1,495, but it transformed the test Rapport Range Rover Turbo into an almost vivid performer with a top speed of 110-112 m.p.h. and acceleration from rest to 60 m.p.h. in 11.3 sec., only a fraction longer than the standard product takes to reach 50 m.p.h. The garish, metalflake-finished test car



Modified frontal treatment makes the Rapport Turbo instantly recognisable.

proved considerably faster on mid-range acceleration, so important for safe overtaking, and impressively punchy at low speeds. Better still, the extra power and torque enabled the Rapport Turbo to take full advantage of the Fairey overdrive, a £395 option of such long-legged gait that the standard car can barely tug itself along in overdrive top except in ideal conditions. This mechanical overdrive became a very usable fifth gear and I would recommend any Range Rover owner contemplating a turbocharger to include the overdrive in the package. It operates on all four high-ratio forward gears (and reverse, I think), but a prominent warning plaque in the Rapport Turbo cautioned against its use on first and second gears: the overdrive unit will not tolerate the torque, as another journal had found



The single turbocharger is positioned alongside the o.s. bank and breathes through a 1¾" SU carburetter. It can be applied to both right- and left-hand-drive vehicles.



Sumptuous interior of the Rapport Turbo.

to its cost while attempting standing start acceleration tests using the full multiplicity of ratios.

The flexibility afforded by this untemperamental, turbocharged engine was quite astonishing, best illustrated by its ability to drive this heavy machine round and round in tight circles in the 27 m.p.h./1,000 r.p.m. overdrive top gear, foot off the throttle and the slightly pessimistic tachometer needle bouncing off the zero stop. And the engine had the penalty of a power steering pump to operate. No undue clutch punishment was necessary to persuade the vehicle to move off from rest in overdrive top, after which the throttle could be floored without a hiccup from the carburetter.

I said in my road test of the twin-turbo Janspeed Rover 3500 SD1 (MOTOR SPORT, April) that this 3,528 c.c. V8 seemed the perfect recipient for turbocharging treatment. The Rapport Turbo confirmed this impression, though the installation was quite different, using only one turbocharger boosting at a modest 5 p.s.i. maximum. Rapport sub-contract all their Range Rover work, so the real credit belongs with PAO Preparations Ltd. of Swindon. This Swindon-based firm run by John Clark has branched out from conventional tuning and preparation into the growing turbocharger field partly through the impetus occasioned by the employment of Alan Allard, renowned supercharger expert and son of Sidney, as a full-time consultant. PAO Allard Turbocharging Systems are offered on all manner of vehicles, from Mini 1000s to the Granada 2.1D and Mercedes 240D, but John Clark's professed enthusiasm is for his Range Rover and Land-Rover conversions. The Ministry of Defence is showing more than passing interest too, which could be encouraged by a fine class win for a PAO-turbocharged Army Land-Rover on the recent Welsh International Rally.

The PAO system on the Range Rover uses a Rotomaster turbocharger (AirResearch units may be used in later vehicles) mounted high alongside the engine's right-hand bank. A connecting pipe links the two exhaust manifolds. The compressor side of the turbocharger is connected to the standard Rover inlet manifold. A machined aluminium manifold incorporating a water-heated hot-spot is fitted between the compressor and the single 1¾" SU carburettor to prevent icing up or fuel vaporisation from heat soak. The brake servo vacuum pipe is linked to this manifold. A single, big bore exhaust pipe takes waste exhaust gas from the turbocharger into the standard Range Rover exhaust and silencer system. PAO Allard claim up to 35% increase in power.

Cold or warm starts were perfectly reliable, subject to a couple of seconds of churning, useful for building up oil pressure to the turbocharger bearings. Cold starts needed full choke and continued enrichment was required for the first mile or so to prevent hesitancy. Once warm this single-turbo engine was untroubled by throttle-lag or any other idiosyncrasies found in many turbocharged cars and ran smoothly and happily on a light throttle without boost. Heavy application of the throttle brought in turbocharger boost, shown on a gauge in the facia, in a smooth transition from as low as 1,600 r.p.m. The tachometer showed there to be little point in revving above 5,000 r.p.m., though I suspect that the genuine revolutions were a little higher. Given an adequate run on full throttle, this Rapport Turbo would persuade its tachometer to 4,100-4,200 r.p.m. in overdrive top, the speedometer indicating 120 m.p.h. or so, pretty impressive from the lofty seating position.

This greatly improved performance was done in much more hushed and relaxed fashion thanks to the muting effect of the turbocharger on the V8 rumble, though some induction hiss was noticeable from the small air-cleaner. Thick pile carpeting deadened the noise of underbonnet exertions too, but Rapport have been unable to cut down the wind noise occasioned by thrusting a barn door through the air at high velocity, nor to control the inherent transmission whine.

Rapport International, at Rapport House, Great Eastern St., London EC2A 3EJ (01-247 8341), offer the turbocharger conversion on new or second-hand vehicles, subject to suitable mechanical condition of the latter. For those owners who want to broadcast their swift Range Rover's underbonnet modifications more boldly the company offers a complete Rapport Turbo package, like the test car, incorporating flared wheel arches, a more streamlined nose treatment with modified grille, rectangular Volvo 264 halogen headlights and a spoiler and black, metalflake paint finish. The paintwork, rainbow-hued in sunlight, a dandruff-sufferer in dull-light, raised many a rude comment, plus a few complimentary ones, like that from a van driver in a traffic queue, who climbed from his seat to give praise. Additional extras on the £16,000 test Rapport included very beautifully executed, if a trifle garish, Draylon interior trim, extending even to the hidden seat-release bars, electric windows, electric door mirrors, thick pile carpeting and a huge and useful storage box between the front seats, the overdrive lever having to be modified to poke conveniently out of its front edge. Those reupholstered seats were most comfortable if not very practical for a Range Rover's more functional uses. The oil cooler was a trifle unnecessary in the cool weather of the test period and the big, chromed wheels shod with massive American 235 R steel-belted, white-walled radiators were out of balance. Standard, multi-purpose Range Rover tyres do not have a speed rating adequate for the Rapport Turbo's potential, a pity, because the handling and stability was inferior to Range Rover behaviour on standard equipment. Rapport had fitted Leyland's stiffer Norwegian specification suspension pack to this vehicle, raising the ride height by about 1½".

Range Rover gearchanges are always pretty abysmal and this one, with 3,500 miles on the odometer, was worse than most into second gear.

I have always enjoyed driving Range Rovers; this Rapport Turbo was enthralling. While I was unable to test its towing or cross-country ability the potential improvement is obvious and 100 miles in mixed conditions covered in relaxed comfort at a 63 m.p.h. average showed its capabilities as a solo road car, albeit to the tune of 11-12 m.p.g. Used less enthusiastically it ought to be at least as economical as a standard vehicle, though "economy" is hardly the right word. — C.R.

A Model Lancia Lambda

SOME TIME ago I referred to the beautifully made, finished, and detailed TOGI of Italy's model — it is to 1:23 scale and too large to be termed a miniature — of the 1750 Zagato Alfa Romeo. Now another of these fine models is available, to the same scale, and the equal of the splendid Alfa model in every way. It is of a 7th-Series Lancia Lambda torpedo, which you can have either with hood up or hood folded. This fabric hood is one of the few components which does not work — believe it or not, the four doors have the correct external hinges so that they can be opened and closed, and, what is more, are secured with the tiniest, but robust, sliding internal catches, as on the real car. After that it is hardly necessary to say that the bonnet sides hinge up to reveal a miniature Lambda engine with the correct valve-cover (which, by a coincidence, is referred to in V-E-V elsewhere in this issue), rear-mounted carburetter, cooling fan, sump etc. The overall effect could not be better — a correctly modelled Lancia Lambda, with its three-piece windscreen, tool-boxes buried in the front mudguards, rear-mounted spare wheel, steering gear, telescopic front suspension, ½-elliptic back springs, large brake drums, etc., the whole character of this notable motor car captured admirably. The glossy paint job is of a very high standard and details include even the locks on the tool-boxes, a "motometer" with bar on the radiator filler-cap, centre-lock wire wheels with the complete complex of spokes, shod with detachable rubber tyres inscribed "Pirelli 5.00 × 28" and having the correct tread pattern, ignition control lever on the steering-wheel boss, gear lever, instruments, bonnet fasteners, hinges on the typical Lambda luggage boot, fuel-filler, number plates and so on.

I cannot praise this 7½" long TOGI model too highly. It is a refreshing change from so much of the trash offered nowadays in this field, and the price is modest by this criterion — £25.85, or if bought as a metal kit, £13.75, or £20.65 if the kit parts are ready painted, the hood being 10p extra in the latter case. Substantial dust-proof cases are available for these TOGI models. These (and almost every other conceivable model and kit) are obtainable from Wheels, the Totnes Motor Museum Model Shop, of 96, High Street, Totnes, Devon (Totnes 863907 — Telex 42906 Wheels), which is presided over by Trisha Pilkington, well known in VSCC circles for her capable handling of her husband's Alfa Romeo in vintage speed events. — W.B.



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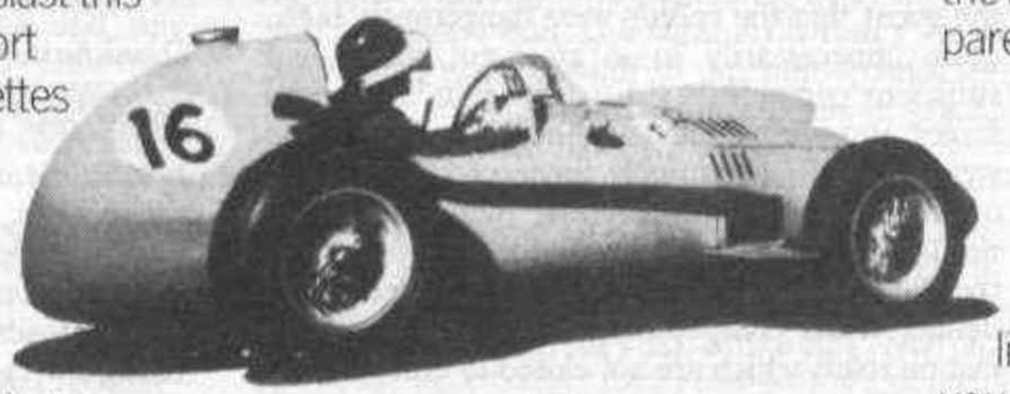
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56 minutes. Colour.

A TIME OF CHANGE APPOINTMENT AT PENHA

'A Time of Change'—the sudden impact of the Scandinavian drivers



during the exciting 1976 British rally season and how this challenge was met by the top British crews.

'Appointment at Penha'—the giants of international rallying will have you on the edge of your seat as they battle in the Rallye de Portugal—a breath-taking struggle for honours in the mountains of northern Portugal with Alén, Waldegaard and Andersson. 52 minutes. Colour.

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RALLY REVIEW

Acropolis Rally

WHETHER a football match is good or bad depends entirely on the playing performance of the teams, and not at all on the promoters of the game who do no more than bring the teams together.

The same cannot be said of rallying, for although a prerequisite of an interest-holding event is a line-up of top flight, evenly matched competitors, it is vital that the rally itself should have been intelligently laid out and given a character sufficiently demanding to ensure that competitors will have to use all their skills.

For instance, in a rally which has target times for its special stages (they do in Britain, whereas many others are run on a scratch basis) it would be quite pointless to set targets which can be beaten, even if only by a few seconds. Nothing is more soul destroying than to drive hard throughout a special stage, beating all other competitors, then to discover that you have also beaten the target time by 20 seconds and have gained no advantage over the others who have only beaten it by 10 seconds.

The manner in which a rally is laid out, the choice of its route, the positioning of its controls, the determination of time allowances, the presentation of its roadbook and the efficiency of officials are just some of the factors which have a great bearing on whether the best will be drawn from competitors, and a good rally is invariably one which not only attracts a healthy entry list but presents a tough challenge and is run smoothly.

The Acropolis Rally, Greece's contribution to the World Rally Championship, is by no means an example of how a rally should not be run. On the contrary, it presented what might be considered the toughest route which can be employed in Europe, using very rough tracks both at sea level and high in the inland mountains. What is more, the road sections, those parts of the route which link the special stages, were given very high average speeds and not one of the 21 finishers completed the route without incurring penalties on road sections.

The whole idea of tight road sections is to prevent any comprehensive repair of a car which might be damaged on the rough roads, making it necessary for drivers to consider car preservation as well as competitive times. The whole thing then becomes a fine balance, with speed on one side of the scale and the possibility of breakage on the other.

In populated countries with high traffic density it is unwise to set high road averages, for it encourages, even demands, high speeds on roads which can produce accident situations around any bend. Indeed, many countries fix a maximum average speed by law on the sections which link the special stages, and the entire competition is then confined to those stages, which are closed to all other traffic of course.

No organiser wishes to provide competitors with the opportunity to rebuild their cars after every special stage, so there is always the problem of finding the precise average for road sections — not as slow as to provide too much service time and not as fast as to create dangerous situations in traffic. Of course, you will always get competitors who spend so much time servicing during easy road sections that the time they have left is then inadequate and they have to drive as though the section were tight in the first place.

In Greece high-average road sections are allowed, and they turned out to be very tight indeed. One might say that even in a car which was totally reliable a driver would be very hard pressed to complete the route without road penalties. Even the routine need to stop for fuel or new tyres was enough to bring road penalties, and lateness was inevitable for anyone who had the slightest problem which demanded the attention of mechanics.

Some Acropolis competitors complained before the event that the speeds were dangerously high, quite unnecessarily so in an event which had sufficient competitive distance in its 58 special stages. But one wonders whether these complaints were from those genuinely concerned with safety, or from those who knew that their cars would need service and who wanted a little more time for roadside fettling. There is always an element of danger when competitors are required to drive fast on roads which are not closed to other traffic, but on the other hand they are required to drive other than dangerously even when doing so against a relentlessly ticking clock. The entire route of Kenya's Safari Rally is driven on open public roads and no-one complains there even though it can hardly be said that Kenyan trucks are softer than Greek ones!



Darniche started cautiously, became quicker, but just one stage after taking over the lead retired with broken rear suspension and drive shaft.

Having explained the very fast nature of the Acropolis, let us now consider other features of its character. In late May temperatures are quite high in Greece and a combination of heat and dust, added to the need for constant concentration, produced physical fatigue very quickly indeed. Most European rallies are no more than series of sprints nowadays, but the Acropolis remains an endurance event even though it has reasonable rest stops here and there.

Starting and finishing at Athens, at the foot of the hill on which stands the ancient pillars from which it takes its name, the event runs from Monday morning to Tuesday evening through the Greek mainland, then after a 16-hour stop at Lagonissi, on the coast some 25 miles south-east of Athens, from Wednesday evening to Thursday evening in the Peloponnissos land mass in the south-west, reached via a bridge over the amazingly deep, gorge-like Corinth Canal.

Before the start there were few who would risk a bet on any but one of the works Ford Escorts, because these powerful Gp 4 cars were far quicker than the Gp 2 cars entered by Datsun and Toyota. The only car which the Ford people feared might present them with a challenge was the Lancia Stratos driven by Bernard Darniche, the very able



Waldegard's Escort demanded almost constant fettling, but Ford mechanics worked as hard as the car's crew and kept it going to take a hard-earned victory.

Monte-Carlo winner who drives for André Chardonnet, the French Lancia importer who insists on continuing to rally the Stratos even though the Italians have stopped doing so.

An amazing string of factory teams was present at the Acropolis in addition to those already mentioned. Audi came with two cars, Renault with one R5 Alpine, Opel Holland with two Kadetts and no less than six factories in Eastern Europe — Polski-Fiat, Lada, Skoda, Wartburg, Trabant and Dacia, the latter being a licence-built Renault from Romania.

Very quickly retirements whittled down the field, and even after only ten special stages half the 153 starters had gone. The Fords went into the lead from the start, but it wasn't long before Clark went out with a blown head gasket and Mikkola with complete loss of oil pressure. Waldegård seemed set to win, for Daniche wasn't going anything as fast as he was expected to and was down at ninth place mid-way through the first leg.

Waldegård had all manner of problems, losing his alternator twice, his clutch, his rear brakes and his entire exhaust system. That lot produced a strain which the Swedish driver had never before encountered. Without rear brakes he had to steer with one hand in order to have the other always ready to activate the rear brakes through the handbrake lever, and without the exhaust pipe he was quite unable to hear Thorszelius shouting the pace notes even though their intercom was still working. Ford mechanics worked like Trojans, and it is to their credit as well as that of the competing crew that the Escort finally made the winner's rostrum.

After half-distance Darniche picked up quickly and there was no doubt that he was able to make a bid for the lead after all. A long tarmac stage, one of the very few of the rally, provided him with the chance to use the Stratos' handling and this moved him just ahead of Waldegård. However, the situation didn't last long, for on the next stage the Stratos stopped with broken rear suspension



Ove Andersson looked all set for second place on one of his two European rallies per year, but piston failure made him a disappointed non-finisher just a couple of stages from the end.

which led to drive-shaft failure.

Most disappointed was Toyota Europe team manager Ove Andersson, for whom the Acropolis is one of two European events in which he also drives. With just a few stages to go, and in a comfortable second place ahead of two Datsuns, he came to a sudden stop with a blown piston. Team-mate Thérier had gone out much earlier when oil seal failure led to a broken differential — the same problem which stopped him in Portugal.

Both Audis and both Opels had gone out, as well as Warmbold's private Porsche when all its shock-absorbers seized up, but Ragnotti's little R5 Alpine was going extremely well and made a fine fourth place. The Datsuns were amazingly reliable, and what they lacked in actual urge they made up by keeping on the move whilst others were stopping for repairs. However, they were by no means immune from punctures (no-one is, on the Acropolis) and although Källström's stage times were good enough to put him second, no less than six punctures dropped him a place, behind team-mate Salonen.

Tough, but entirely in character, the Acropolis served to give Björn Waldegård a clear 20-point lead in the World Championship over his team-mate Hannu Mikkola with whom he shared the lead after the Safari. Among the manufacturers, Ford stays in front, but Datsun has moved ahead of Fiat into second place, whilst Renault has moved to fourth. — G.P.

Results:

1st	B. Waldegård/H. Thorszelius (Ford Escort RS(4))	13h. 36m. 06s.
2nd	T. Salonen/S. Harjanne (Datsun 160J(2))	14h. 07m. 34s.
3rd	H. Källström/C. Billstam (Datsun 160J(2))	14h. 12m. 39s.
4th	J. Ragnotti/J-M. Andrie (Renault 5 Alpine (2))	14h. 20m. 16s.
5th	"Iaveris"/C. Stefanis (Ford Escort RS (4))	14h. 37m. 01s.
6th	G. Moschous/A. Constandakatos (Datsun 160J (2))	14h. 55m. 27s.
7th	E. Gallo/D. Petropoulos (Datsun 160J (2))	15h. 05m. 08s.
8th	N. Elizarov/V. Moskoviskih (Lada 1600 (2))	16h. 13m. 15s.
9th	V. Blahna/J. Motal (Skoda 130 RS (2))	16h. 13m. 22s.
10th	S. Vukovich/A. Brum (Lada 1600 (2))	16h. 34m. 11s.

153 starters, 21 finishers

Those Grand Prix Sunbeams

[The following letters have been received relating to the history of Bill Lake's 1922 Grand Prix Sunbeam (MOTOR SPORT, June) and the other three team cars. No doubt the following correspondence in turn will provoke further response. We hope to have sifted some of the "evidence" in time to return to the subject next month. — Ed.]

The 1922 GP Sunbeams

Sir,

I've no wish to discredit a very well-presented article on the 1922 GP Sunbeam but there are parts of it that I find hard to accept. My brother's and my own car is Reg. No. DA 6468, Chassis No. 2, Engine No. 2, not No. 3 as stated in your article. My own notes on these are on loan to a friend so I write from memory.

There is no photograph or document I know of that gives any indication as to what car Segrave used or its chassis no. It has been accepted that parts from these cars were used in the 1923 cars; we have no proof that any parts were restored to their original chassis. I suggest Mr. Lake has a very careful look at his engine number.

I saw the car when in the hands of Colin Crabbe and I think the car had a different Reg. No. All the original photographs that I've been shown show Nos. DA 6466, DA 6467 and DA 6468. I don't attribute the No. DA 6436 to any of the team. I can only assume the number was given to the car during the rebuild. I have not seen any photographs of Segrave's car with a Reg. No. on it.

On page 823 Guinness is seen sitting in a Sunbeam you say by its Reg. No. to be Segrave's car, the Reg. No. is different from that on Mr. Lake's car; the No. in the photograph is DA 6466. [Under the microscope it is 6436, as is on the car we showed being unloaded at Douglas. — Ed.]

Please Mr. Lake, show us some simple proof that your car is Segrave's or be like us, contented to own such a car and remove the brass plates on the dash.

One point that could help is that if Segrave's car had the seat set back 2", bearing in mind the body *is* the seat, and the petrol tank set on cast-aluminium brackets let into the chassis, these brackets would have had to be modified.

One last point; it's always been assumed the car, less engine, in Australia is the spare car. Is it not unfair to say this, as we are not in a position to prove it?

Sevenoaks — M. D. GEER

* * *

Sir,

It was with great interest that I read your article on the Grand Prix Sunbeams in this month's issue. It would appear that the history of these cars is somewhat muddled, as the Hon. Jock Leith did not own chassis no. 1, but the spare car, Chassis No. 4 which he bought in burnt and rusty condition in 1934 for £10.

I hope that this short note does not confuse the Sunbeam history still further!

Upton Cross — A. NOEL-JOHNSON

OBITUARY

Amedee Gordini

THE ITALIAN-BORN, but French naturalised, racing car constructor Amedee Gordini died on the weekend of the Monaco GP as he was nearing his eightieth year. He started tuning Simca-Fiats in the thirties and really came into his own after the war, first with Simca backing, and then on his own, building his own Gordini racing cars. Most of the French drivers of that era cut their teeth with the Gordini team before moving on to more powerful teams. It was Gordini who set Jean Behra, Maurice Trintignant, Andre Simon, Robert Manzon and many others on the road to stardom.

When he closed down his racing car factory he was supported by Renault for engine work with Alpine and later Renault themselves, and the current V6 racing engine is traced back to Gordini, while a Gordini version of the Renault 5 is still in production. His own 2-litre six-cylinder racing cars were his most successful, and after he retired he sold all his factory sports and racing cars to the Schlumpf brothers, and there are a dozen or more in the Mulhouse Museum.

FORD FIESTA 1.1"S"

The Car We Shall All Be Wanting

THE DISMAL prospect of petrol prices rising to more than £1 a gallon, and even the faint threat of rationing in the air, turns thoughts to small cars, which if things continue this way we shall all soon be wanting. A good choice in this direction is the Ford Fiesta S, which has all the attributes of the smaller car and is, withall, a very nice little three-door saloon to drive and use. The S-version with the 1.1-litre 53 b.h.p. (DIN) engine and the stiffer sports suspension and rear anti-roll bar goes remarkably well and corners even better than a small front-drive vehicle should, aided on the Fiesta I tried by Michelin XZX tyres.

The Fiesta is now so well established – record first-year and first two-year sales, and over a million delivered – that to discuss it in detail is unnecessary. Suffice it to say that I liked the de-luxe aspects of the S-Fiesta I tested. It had the glass-panel sun-roof that made the roomy interior seem even more spacious. Incidentally, the car spent much time outside in continuous heavy rain but no water entered anywhere, which cannot be said of all cars, even today. The Chevron fabric trim, reclining front seats, illuminated lidded glove-box, door bins, trip-recorder, accurate electric clock down on the centre console, Ford push-button radio, and squirts for the Lucas/Ford halogen headlamps, put the S-version of the Fiesta in the class which should appeal to those changing over from larger cars. There is rear wipe-wash, two exterior mirrors, the driver's with internal adjustment, rear fog-lamp, the expected triple control-stalks, Ford's highly efficient heating, ventilation and demisting, sports wheel-trims, body side-lining and S-motifs and the seats are notably comfortable. The tail-gate is unobstructed when open for loading but has to be opened, and lifted, with the single key.



The Ford Fiesta 1.1 "S". Alloy sports wheels are included in the quoted price.

The instruments, which on the S-model include a 7,000 r.p.m. unlined tachometer (peak power at 5,700 r.p.m.), are easy to read but the pessimistic petrol gauge is of the slow-to-record type, which can prove alarming until one knows the car. On the road this Fiesta is a cheeky little package. It is sufficiently quick – 0-60 m.p.h. in about 16 sec. and a top speed of 86 m.p.h. — to be able to do the average long journey in not much different time from larger cars. There is just more noise, which commences at around 3,500 r.p.m. and is a bit obtrusive until 4,000 r.p.m., or about 70 m.p.h., when it quietens out. The sporting suspension isn't objectionably hard; the servo-assisted brakes with G-valve are admirably light and powerful, the steering light and "quick" (3½ turns, lock-to-lock). The test car had the very "sudden" clutch action which can embarrass one when driving off in some Fiestas and is, I understand, largely a matter of cable adjustment. It may have been this that caused the electrical cable between the engine-mounted starter-motor and the starter-solenoid to part, perhaps under the somewhat harsh take-offs I made until I remembered to be especially careful. This was quickly fixed by the local Ford dealer (who arrived in a Datsun). To compensate for this, the Ford gear-change, from the stubby little lever, is a joy to use. There is nothing "elbow-pinching" about this compact Fiesta and not only did I greatly enjoy making reacquaintance with Ford's smallest model but I was pleased to get 36 m.p.g. of four-star from it, over a considerable mileage. The tank holds some 7½ gallons of fuel. Checked at 700 miles with the accessible dip-stick, the sump level was at "full".

With the extras named the price comes out at £3,813. — W.B.

And another car in the same idiom — the Alfasud 1.5 Super

IT WAS nice to find myself in an Alfasud again, Barry Needham having arranged for me to try a bright yellow 1.5 Super four-door saloon. The Alfasud has been a charming little car from its inception but it has always needed a bigger engine. The latest 1½-litre flat-four suits it admirably, providing the desired power-increase and also making the little car more flexible and enjoyable to drive. Because of its steady ride, fast cornering ability devoid of roll, its accurate steering, the comfort of its seats, and the low noise-level when cruising at 70 or 80 m.p.h., the Alfasud is a paragon among the smaller cars. Normally, too, there would be the pleasure of stirring about with the excellent five-speed gearbox, so as to exploit the performance of an o.h.c. engine that runs happily to 6,000 r.p.m. and beyond, when you would probably get some 29 m.p.g. My spell with the 1.5 Alfasud Super coincided with the fuel-famine, but by rather abnormal use of the fifth-speed and some coasting I returned a commendable 34.2 m.p.g. As the petrol tank holds 11 gallons, this is a useful factor in the present dismal situation.



The Alfasud has some annoying items, such as access to the coffin-like luggage boot involving the driver in getting out of the car, walking round to the nearside, and opening the other front door before the boot-lid's release lever can be operated, the bonnet-release also being on the "wrong" side in r.h.d. models. Prolonged driving of one might make one bow-legged, too, with both one's feet biased to the left, because all three pedals are very off-set, in spite of a rather wide turning circle. There is also the peculiarity of the l.h. of the two control-stalks operating the heater/ventilator fan. A warning light restrains the over-eager owner from opening-up the willing little engine until it has warmed-up. The electrical fuses are accessible, as I discovered when I was faced temporarily with side and rear lights at opposite corners of the car only. Overall, however, this Alfasud is one of the more desirable of the smaller cars, and one which seems to me to be very good value, at £3,801. — W.B.



The Alfasud's 1,490 c.c., 84 mm., × 67.2 mm. flat-four has a longer stroke than the 1.3 and produces 84 b.h.p. at 5,800 r.p.m., 89.1 ft. lb. torque at 3,500 r.p.m.

Could any body filler stand up to this?











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

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

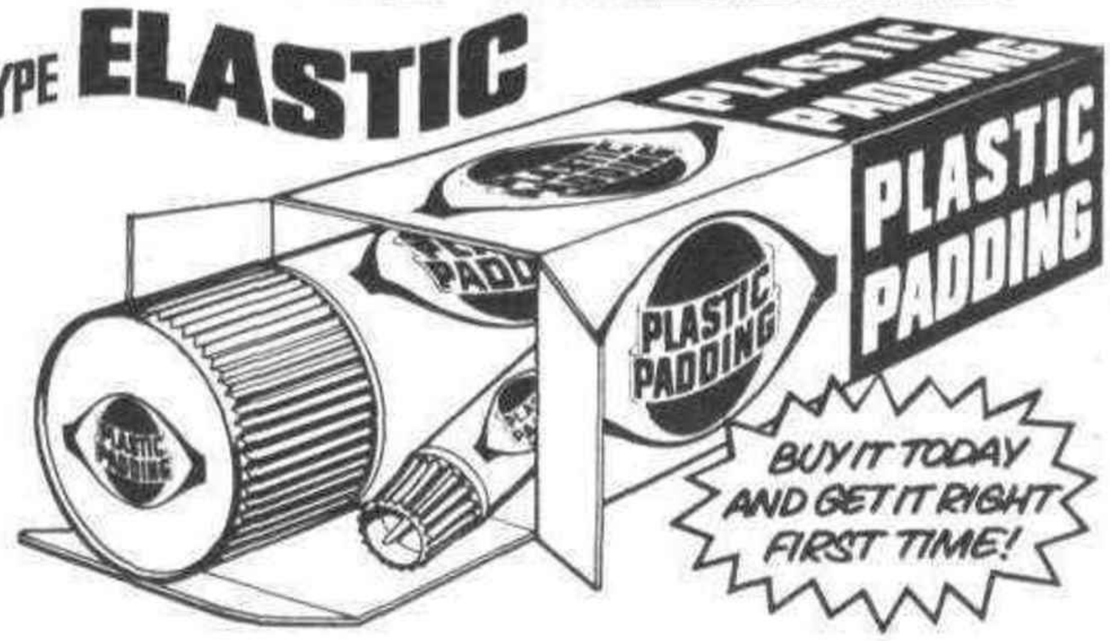
'When I was competing at Snetterton recently and chasing the leader, I spun and somersaulted into mid-air. The car was very badly damaged and I was lucky to get out of it unhurt. When I examined the car, I discovered to my amazement that those parts of the body-work which had previously been repaired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

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

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Alan Jones set fastest lap in the Williams (FW07/003). Here he is with Tom Wheatcroft and the Gunnar Nilsson Trophy.

The Gunnar Nilsson Trophy

Donington Park, June 3rd

THE machinations of big business, circuit rivalry, power politics and all the things in today's world of motor racing that are distasteful combined to prevent a proper Formula One race being held at Tom Wheatcroft's resurrected Donington Park circuit. The original idea was to hold a Formula One race for all the big teams with all the big names and thus raise money for the Gunnar Nilsson Cancer Fund, in memory of the popular young Swedish driver. As this was not possible a sort of high-speed garden party was organised, with the help of the BRDC, and it turned out to be a huge success and a memorable day for the 20,000 and more enthusiasts who turned up to watch and support the Fund.

Highlight of the day was something akin to Indianapolis qualifying in which five current Formula One teams took part for the Gunnar Nilsson Formula One Challenge. Cars ran one at a time and fastest lap counted. There was practice in the morning and in the event in the afternoon the five challengers went out in reverse order of their best practice time, starting with the slowest and ending with the fastest. There was one lap for warming-up, then three flying laps, of which the best scored, and then a slowing down lap, so that the spectators saw each car five times. During the morning Team Lotus had a suspension failure on the Lotus 80/1 so Andretti transferred to his spare car which was Lotus 79/5.

Rupert Keegan made the first run, in the works Arrows A1/06 normally raced by Patrese. His best lap was 65.09 sec., which did not approach the existing circuit lap record of 64.91 sec. set up by Brian Henton last year in a Formula Two March. James Hunt was the next to try, driving the Wolf WR8 which had been unused at Monaco. He improved on his practice times and got down to 62.54 sec. When he stepped out of the car no-one realised that it was to be his last competitive drive in a Formula One car, for a day or two later he announced he was giving up racing, just like that. Unless he does a Jackie Stewart and goes back on his word, the Donington Park spectators saw Hunt in a racing car for the last time.

Next out was Nelson Piquet in a Brabham-Alfa Romeo, and this was particularly interesting for the spectators as it was the BT46 "fan" car that Watson raced in Sweden last year. This was the first public appearance in this country of this intriguing device designed by David Cox and Gordon Murray, in which the large suction fan driven off the back of the gearbox drew the air from under the car, causing a considerable down-force. Unfortunately rules and power politics outlawed the car after its one race appearance last year. Piquet was at a big disadvantage in being asked to drive it, for not only was the driving technique new to him, but also the engine characteristics, for it uses the old flat-12 Alfa Romeo and he has become accustomed to the new V12 engine from Alfa Romeo. In spite of this and limited practice he clocked 63.61 sec.

Then came Andretti, unfortunately in a Lotus 79 and not in the Lotus 80, but even so he was good to watch, with a time of 62.67 sec., not quite as quick as Hunt, even though he had been quicker in practice. Finally came Alan Jones in the Williams FW07/003, the car he bent during the Monaco Grand Prix. He had been fastest in practice and it was now up to him to repeat the performance. This he did to perfection with 62.24 sec., already fastest on his first lap, then 61.88 sec. and finally 61.37 sec. which won him the Challenge without discussion. The Williams had looked really good and the driver was really enthusiastic about it. The final tally was:

1st:	A. Jones (Williams FW07/003)	61.37 sec.	(144.82 m.p.h.)
2nd:	J. Hunt (Wolf WR8)	62.54 sec.	
3rd:	M. Andretti (Lotus 79/5)	62.67 sec.	
4th:	N. Piquet (Brabham BT46/4B)	63.61 sec.	
5th:	R. Keegan (Arrows A1/06)	65.09 sec.	

Continued opposite.





Juan Manuel Fangio thrilled the crowd with a stirring display at the wheel of Neil Corner's Mercedes-Be W125, the car shown on this issue's front cover. Little did Donington spectators know it, but they were witnessi Hunt's final (?) public appearance in a racing car.

The Peugeot 505

A well-balanced, RWD gap-filler

PEUGEOT chose May and Marseilles to launch a new rear wheel drive saloon (something of a rarity these days!) which goes on sale in Europe as of now to fill the gap between the large 604 and long-lived 504. Called the 505 and powered by a choice of three four-cylinder engines (one a diesel), the 505 range sells for the equivalent of £4,917-£5,882 in France at present.

Sales are scheduled to start in Britain from October onward.

At first sight the new Peugeot is confusingly like the more recent 305 series and adds to the confusion by offering two quite different 2-litre petrol engines.

On examination, and after some enjoyable miles behind the wheel, the writer came to understand the logic behind the car, and its choice of RWD in an age when we are told even larger saloons will increasingly adopt FWD.

The slant-headlamp exterior lines were drawn in 1977, well before the merger that made Peugeot the parent of the largest combine in Europe. The interior is by a former BMW designer, and this shows up in the door-pull/armrests and a very practical cloth seat trim that looks as though it came from a purveyor of rather trendy sports jackets.

In principle the 505 shares much with the 604: where fitted, the five-speed gearbox is the same. The aluminium-cased differential sits within a trailing arm i.r.s. layout, bolted on to a large crossmember that also picks up the long coil spring/telescopic dampers mounted vertically at either end. The front struts mount on to a simple triangulated lower wishbone: both front and rear are served by anti-roll bars.

I was delighted to see disc brakes were fitted all round but a little puzzled to find the steering described as "classical." A little further reading revealed the presence of a rack and pinion, with power assistance on all British models, which is just as well as the non-assisted set up demands 4½ turns lock-to-lock instead of 3½.

We drove the 110 b.h.p. fuel injection models in five-speed manual and three-speed ZF form only. These use the same alloy s.o.h.c. engine as is found in the Renault 20 TS (a Peugeot-Renault co-partnership at Douvrin, where they also make the V6 used by Renault, Peugeot and Volvo), but considerably cheered by Bosch K-Jetronic fuel injection, some efficient-looking exhaust manifolding, and a 9.2:1 cr.



At first sight the 505 is confusingly like the smaller 305.

The alloy engine, used in the 505 STI and TI models, has a belt driven overhead camshaft and is installed at a 12 degree slant from vertical. By contrast the Peugeot 2-litre engine with a single twin choke carburettor is installed at 45 degrees and features an iron block. Power ouput for this modestly tuned unit (8.8:1 cr) is 96 b.h.p. at 5,200 r.p.m. Torque maximum for the iron block engine, used in 505 GR and SR derivatives only and mated to a four-speed gearbox, is rated at 16.4 kg.m on 3,000 r.p.m., while the Douvrin alloy block unit is quoted at 17.4 kg.m on 4,000 r.p.m.

Although you can easily tell the difference between the Peugeot 2-litre engine and the Douvrin alloy-2-litre externally — the TI and STI injection models having very attractive alloy "ram pipes" on the inlet side apart from the differences we have already noted — the inside story is rather different. Both have an 88 mm. bore, the Peugeot has an 81 mm. stroke while the Douvrin four has and extra 1 mm. in the stroke: the capacities are 1,971 c.c. and 1,995 c.c., the Douvrin power plant slightly the bigger.

Incidentally this alloy 2-litre is also seen in Formula Three, where Alain Prost currently leads the European Championship in a Martini with a Gordini-Renault modified version of the powerplant.

Our road impressions must be limited to the top of the range injection models, beginning with the 505 STI in manual transmission form.

Peugeot have provided an excellent, large cabin for the size and suspension layout, but there were those who felt even better results could have been obtained with FWD. I asked one of the senior engineers why Peugeot had stuck to RWD and he said, "It is traditional for a big Peugeot; it is better for the balance of a big car and it is more rugged for sales in Africa."

Despite my early morning resolution to drive very slowly and circumspectly on this, my first Peugeot overseas trip, I soon found the car bowling along at a steady 180 km/h, about 5 km/h more than the maker's claim and the right side of 110 m.p.h. Since my companion and I could talk happily at this speed, I was quite impressed.

Turning on to the equivalent of B-roads and driving with more enthusiasm the STI proved to have a fine compromise between a comfortable, absorbent, ride and a comparatively roll free (by Gallic standards) cornering. All models share 5J steel wheels, shod with 175 x Kleber V12 or Michelin XAS radials. 'Our' cars had Michelins and could corner almost to the limit without a whisper of protest from the tyres.

"Efficiency, but not excitement", was my overall impression after the morning run. Acceleration from 0-62 m.p.h. occupies a little under 11 sec., according to the maker's claims, but it is delivered so smoothly by the injection unit that the car feels slower than it really is, a great compliment to the engineers.

Also highly effective are the disc brakes and power steering. The interior is not inspired, there are strong traces of Japanese plastic scroll work around the automatic gearlever, but the seats are comfortable and the ventilation coped well.

The three-speed ZF model was tried mainly under motorway conditions and proved to have a very smooth change and only a slighly lower top speed than the manual.

In short I thought the 505 an unusually well balanced car. Looking at my specification sheet I see that the good balance is in spite of having 240 lb. more over the front than the rear. — J.W.

GUNNAR NILSSON — continued.

The rest of the entertaining day was taken up with a Formula Three race, won by Michael Roe (Chevron-Toyota), a BMW-M1 race won by Nelson Piquet, a BMW County Championship saloon car race won by Martin Brundle, and a Sports 2000 race won by Frank Sytner in a Lola. There were also air displays and parades by famous old drivers, including Denny Hulme in a Cooper-Climax, Dan Gurney in a P25 BRM, and Jackie Stewart in the Tyrrell 006/2. For many people the highlight of the day was the appearance of Juan Manuel Fangio at the wheel of Neil Corner's W125 Mercedes-Benz. Not only did the car go extremely well but 68-year-old Fangio drove it with a relish that was memorable, and had young men like Gurney and Hulme open-mouthed in admiration.

Some people noticed that Niki Lauda was not present, even though he was expected, but the reasons for his non-appearance are too sordid to enlarge upon. Suffice to say he is not his own master, which is sad, because it would have been most interesting to have seen him in the Brabham "fan" car.

It would be nice to think that Tom Wheatcroft will have another high-speed garden party next year, for everyone seemed to enjoy it immensely.

J.R.N.



AROUND AND ABOUT

Mears and Cosworth win at Indianapolis

RICK MEARS scored a fine win in the Indianapolis 500 on May 27th, his Penske PC6 leading home a field dominated by turbocharged Cosworth DFX engines, six of the Northamptonshire breed crossing the line before the first Offenhauser home. A. J. Foyt took a dramatic second place, coasting over the line with a broken DFX in his Parnelli VPJ6C. Danny Ongais was a brilliant third from well back on the grid with another Parnelli and Bobby Unser's Penske came in fourth.

Mears was on pole in only his second Indy 500, but it was the Unser brothers who set the pace, Al leading for 85 laps of the 200-lap race in the incredibly effective, new ground-effect Chaparral 2K until a failed gearbox seal just after half distance put him out, then Bobby taking the lead for 89 laps until slowed by the loss of fourth gear.

The lead up to the race had been marred by a political battle between USAC and CART, provoked largely by USAC's decision to restrict turbo boost pressure to 50 in. of mercury. Yet though this year's Indy cars were consequently slower in a straight line, the lap record tumbled to 164 m.p.h.

Results:

1st:	R. Mears (Penske PC6)	200 laps
2nd:	A. J. Foyt (Parnelli VPJ6C)	200 laps
3rd:	D. Ongais (Parnelli VPJ6C)	199 laps
4th:	Bobby Unser (Penske PC6)	199 laps
5th:	M. Mosley (Eagle 79)	199 laps
6th:	G. Johncock (Penske PC6)	197 laps
7th:	H. Holmes (Wildcat-Offy)	195 laps
8th:	W. Vukovich (Wildcat-Offy)	194 laps
9th:	T. Bagley (Penske PC6)	193 laps
10th:	S. Krisiloff (Lightning-DFX)	192 laps

Shelsley Walsh

MARTYN GRIFFITHS, the Midlander who so nearly won the RAC British Hill-Climbing Championship last year, scored a magnificent win at Shelsley Walsh on Sunday, June 10th.

Driving Mike Pilbeam's latest creation, the MP 40 with "ground effects", Griffiths won the Shelsley round of the Championship with a time only 2/100ths of a second outside Alister Douglas Osborn's outright record of 27.35 seconds.

A.D.O., in another Pilbeam, was second a mere 4/100ths of a second behind Griffiths and the reigning champion David Franklin with his March BMW was third and only 1/10th of a second behind.

In addition to this competitive speed hill-climbing from the top British drivers, a record crowd was treated to superb weather and the inclusion in the programme of some magnificent historic racing cars. Peter Curbey's latest 23B, Ron Footitt's Cognac Special and Tim Llewellyn's 1929/30 Bentley 8-litre were the historic class winners.

Alister Douglas Osborn retains his lead in the British Championship ahead of Chris Cramer and Martyn Griffiths. — A.W.

Climax concessionaire

IT IS amazing how quickly memories fade in motoring sport as reputations wax and wane at nearly the same speed as the competition cars, particularly on the engine side.

Recalling how many different types of competition cars benefited from Coventry-Climax power, it is rather sad to read a note from the company's PR man saying, "Our commercial product range these days is entirely forklift trucks, apart from a limited number of engines for Ministry of Defence contracts."

Those of you with Climax-engined vehicles should know that Tony Mantle of Climax Engine Services, Lenchwick, Evesham, Worcs., took over (in February 1977) the parts and advisory service for FWE, FWA and FWB motors.

We are told that Mr. Mantle owns six Lotus derivatives including a Lotus 25. As you would expect from the company title, much of the work is concerned with competition car preparation, but some restoration is also undertaken on customer and museum-owned cars.

Aero-diary date

WITH Euro this and that popping up everywhere in these voting days, we thought an aero-date might relieve the monotony.

The Shuttleworth Collection at Old Warden, Beds, is the venue. On July 29th they will hold their traditional annual Military Air Pageant.

This year Shuttleworth expect to show an Avro Lancaster and contrast it with such machinery as the Hawker Hurricane, Fairey Swordfish, Supermarine Spitfire, Gloster Gladiator, Bristol Se5a and the jet generation including the de Havilland Vampire.

It is advisable to arrive early as the narrow approach road can quickly become congested.

Entry charges are £5 per car, including passengers.

International E-type day

THE E-TYPE Register of the Jaguar Drivers' Club is once again organising a test day at Mallory Park circuit in Leicestershire. To be held on July 8th, the entry fee for those who have E-types with a laminated screen and their crash helmets to BS2495 is £9, and this should give the run of the circuit for 20 minutes or so. Additional activities include the annual Concours d'Elegance and demonstration runs by historic Jaguars.

The JDC will be running these long circuit sessions, but non-Jaguars will also be allowed, all those taking part segregated according to probable speed differential.

Enquiries should be addressed to: George Gibbs, Burghclere Grange School, Burghclere, Newbury, Berks.

A jet-set life?

WE RECEIVE a regular amount of corespondence from those who feel that we enjoy a life full of international travel, glamour and girls. No matter how often we tell people that the image is false the letters keep coming in.

Perhaps the best scheme for the ambitious is to enter the Sir William Lyons Awards, organised by the Guild of Motoring Writers. On the staff we have one Guild committee member, three members, and one who regards the whole thing (the Guild) as rather suspicious.

The scheme for newcomers is that they be under 23 and resident in the British Isles. The idea is that such youngsters submit articles covering a topical motoring interview (400 words) and feature (1,000 words) on one of the following three subjects:
(a) the future of sports car racing; (b) should motorcycle power output be limited by law? (c) should we all buy British cars?

As an alternative to the above entrants may write a 1,000-word article on any motoring or motorcycling subject of his/her choice, indicating the publication for which it is thought to be best suited.

First prize is £500, and as a matter of interest we have the 1977 winner, Ian Bamsey, on the staff of our sister journal *Motoring News*. Regulations and entry forms are available from Mrs. Jean Peters, General Secretary, Guild of Motoring Writers, "Fairfield", Pyrford Woods, Woking, Surrey.

Toyota competitions

FLASHING out of Cologne recently, on a mission to do with the works of Henry Ford, we noticed a rather slick dark-glassed building bearing the legend Toyota.

Investigation proved that Öve Andersson had moved from the previous Toyota competitions home in Belgium to the outskirts of Cologne, occupying part of said building.

Toyota have currently decided that they should be represented again in Group 4 with a 2-litre, 16-valve version of the Celica, Hannu Mikkola took second overall on the 1977 RAC Rally with such an engine. The decision marks a renewal of interest by the World's third largest motor car manufacturer in this motorsport category.

Naturally the body style will be that of the current Celicas, either in fastback or liftback.

Tatra tales

WE have a rather disturbing missive from the Motokov Press Service detailing the general superiority of the Tatra 613 limousine from Czechoslovakia.

We are told that this rear-engined 3,495 c.c. V8 provides 0-62 m.p.h. times of 12.7 seconds; a peak speed of 190 km./h.; relatively low fuel consumption (16 litres per 62 miles) and is "the most roomy of all the comparable cars of foreign makes."

The disturbing part comes when they comment that the Rover 3500 and Renault 30 were used for comparisons and that the Rover had to be withdrawn after about 5,000 miles with the brake pads "worn down to the minimum permissible limit. Moreover an engine defect disabled this car after another 450 kilometres."

Propaganda or fact? We look forward to nominating a suitably brave driver to find the Tatra truth in the matter!

Number 1 in Europe

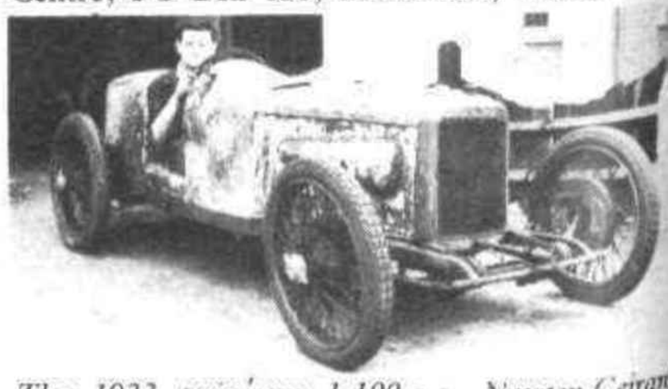
FOR the mass production people the lure of being the biggest is an irresistible one. Renault are full of beans because, they say, "Renault is now the leading importer in Great Britain, Germany and Italy."

Renault's biggest seller in Britain is the R14.

Speeding in Sussex

THE MG CAR CLUB will be promoting a restricted licence speed trial at Goodwood on July 8th.

More details from the club's South Eastern Centre, PO Box 126, Brentwood, Essex.



The 1923 twin-cam 1,100 c.c. Newton-Ceiran racing car now being rebuilt for VSCC events — see page 958.

Ten Years On

A chance meeting



. . . . . *side-by-side in Calabria in 1969* . . . . . .

BACK in 1969 there was still good reason for a motoring trip to Sicily each year. Although the Siracuse Grand Prix was no longer taking place, the Targa Florio was still on the International calendar and demanded coverage in MOTOR SPORT. After many years of travelling to Sicily in my Porsche 356 I was now doing the journey much faster in an E-type Jaguar and with faster and better roads. For something different Graham Arnold of Lotus Cars had suggested I went to the Targa Florio in a Lotus Europa, the little mid-engined coupé with the Renault engine and gearbox, so after covering the Monza 1,000 kilometre race which was won by Joseph Siffert and Brian Redman in a Porsche 908, I motored off to Geneva where I parked the red E-type and flew back to London to collect the white Europa. In true Lotus tradition it was late being delivered and Sunday evening Arnold arrived at a restaurant in South Kensington where I was having dinner. He could not stop to join us, but said it was outside with some spares in the boot, a box of odds and ends, some rubber bands and a coil of wire, so he thought I should be all right for a trip to Sicily and back!

Outside in the dark and the rain was the Europa TNG 10G (I wonder if it still exists?) and after a quick run out to Richmond Park and back I retired for the night ready for an early start on Monday morning. The trip went fine and I described it in detail in MOTOR SPORT in July 1969 and recounted how I met another Lotus Europa right down in the southernmost point of Italy, just before crossing the Straits of Messina to Sicily. That meeting was memorable, for many of my friends had forecast doom and disaster when they heard I was going to Sicily in a Lotus Europa, and certainly a Europa had not been that far from the factory at that time. Our meeting is worth repeating and I quote from the aforementioned article:

"We had only gone about 50 miles and were turning round after looking at a new road when round the corner came a red Lotus Europa on Austrian number-plates. With much light flashing and horn-blowing we stopped and it was like Stanley and Livingstone. By now we were really sold on the Europa and to meet another one at the foot of Calabria was too much. The red one was called a Europe, as it had been bought in a teutonic country and someone like NSU already have a patent on the name Europa. Our Austrian friend was a truly happy Lotus owner, even though his starter switch was playing up and his wife was having to push-start him. He too was on his way to Sicily and the Targa Florio, so naturally we ran in convoy, and the two cars together caused much speculation among the Sicilians. The most popular remark was "Is it Team Lotus going to the Targa Florio?" Over lunch we compared notes and cars, and his cruised all day at 6,000 r.p.m. with a maximum of 6,700 r.p.m. and the tick-over sounded beautiful, whereas mine would only pull 6,100 r.p.m. and the tick-over sounded horrible. The day before he had left northern Austria at 5.30 a.m. and covered 950 miles in the day without feeling tired! He and his wife were tough, for their previous car had been an MG-B and they had toured in Greece and Israel in it, so the Europa was a revelation of ease and comfort.

There is nothing more satisfying than running fast in company with someone in an identical car, for you know that he can do everything you can do and you know that he is enjoying it as much as you are. As we twisted and turned along the Sicilian coast road I was thoroughly convinced that the Europa had put the fun back in motoring and when we stopped at a level crossing our Austrian friend was grinning with delight, and I knew why. Our 250-mile twin Europa dice ended up at Cefalu, the headquarters of the Targa Florio."

Since that springtime of ten years ago the scene in Europe has changed drastically, everywhere is governed by yellow road markings, speed limitations, traffic density, police surveillance and an over-powering feeling of guilt if you enjoy yourself with a motor car. The FIA killed sports car racing, Formula One racing spread to enormous proportions, the Targa Florio was quietly put down and after battling on against the odds I virtually gave up motoring and returned to motorcycling, travelling to some Grand Prix races by BMW motorcycle and to others by jet aircraft and letting someone else do the tedious bit of driving the Avis rent-car in the awful traffic and trying not to break too many motoring laws. It was about 1973 that I began to give up the unequal struggle, realising that the aggravation factor in trying to get about Europe fast was becoming greater than the enjoyment factor. People said I should use the Motorways, but I found them boring and if speed restrictions didn't inhibit you from cruising at 100-110 m.p.h. then traffic density kept you down around 80 m.p.h. By returning to motorcycling I found great enjoyment and peace of mind by using the smaller byways, even though the journey time was much longer. Whereas, for example, some people flog to Zandvoort on the Motorway in a reasonable time, I took twice as long and used ferry-boats, causeways, bridges and canal paths and arrived in a happy state of mind. When you have driven on one Motorway you have driven on them all, and I do not enjoy overtaking long lines of lorries and big articulated trailers, unless they have Martini Team Lotus or Ferrari on the side. In these days of more and more restrictions I find the freedom of a motorcycle is really refreshing, you can stop when you like, turn round and go back to look at something, park without problems, ride quietly along lines of stationary traffic jams, find space on ferry boats and cross-channel boats without booking in advance, enjoy the scenery much more as well as the fresh air (with an open-face helmet) and generally live in a little world of your own. You can also get very cold and wet!

Like so many of my stories this one has wandered far from the point, but looking back to 1969 revived many happy memories, just as looking back to 1959 does, and 1949 does and 1939 . . . The Monaco Grand Prix had just finished and we were all saying "Good old Regga, wasn't that fantastic" and generally reliving and enjoying the past hour and a half. I was lurking around the Lotus transporter finding out what the team's problems had been, when a voice called to me from the crowd looking over the barriers. The face looked familiar but I couldn't place it at first, then this chap said "Lotus Europa in Calabria". It was the chap in the red Europa from Austria that I had met in 1969, and after ten years almost to the day we had another heart-warming meeting.

We compared motoring notes over that ten years and he told me how he had changed the Lotus Europa for a Porsche 911 and had continued to enjoy European motoring, but it had eventally closed in on him in the mid-seventies! When I asked why, he listed all the things that had closed in on me between 1973 and 1976. I asked him what he drove now and he said "A BMW motorcycle, and I enjoy the freedom so much". When I asked about his wife he explained that they now had a family and she was no longer keen on travelling to races and was quite happy to stay at home with the children while he went off to races on his 900 c.c. BMW motorcycle. He had had a wonderful trip across the Alps on his way from Austria to Monaco and was returning the next day and looking forward to another memorable trip. He could hardly believe that we had followed virtually the same path since that chance meeting in Calabria in 1969. When I got back home I dug out a photograph of those two Lotus Europas sitting side-by-side in Calabria. — D.S.J.

Ferrari Festival

WE APOLOGISE to any readers who may have been inconvenienced by an unfortunate misprint in the June issue of MOTOR SPORT in which the date of the Ferrari Festival at Honington Hall, Shipton-on-Stour, Warwickshire, was given as June 10th. The correct date should have been June 30th.

Motor
INVESTIGATION PROVES
MOBELEC CONTACTLESS IGNITION
1ST AGAIN!
MOTOR MAGAZINE CONDUCTED TESTS ON BRITISH ELECTRONIC IGNITION SYSTEMS FIRST IN OCTOBER 1974 AND AGAIN, MORE RECENTLY, IN MARCH 1979. ON BOTH OCCASIONS, MOBELEC CONTACTLESS IGNITION SYSTEMS WERE PROVED BEST.
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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.

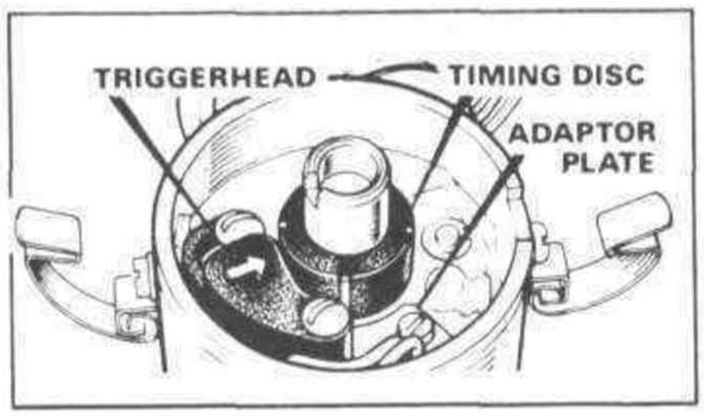
What it does

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.

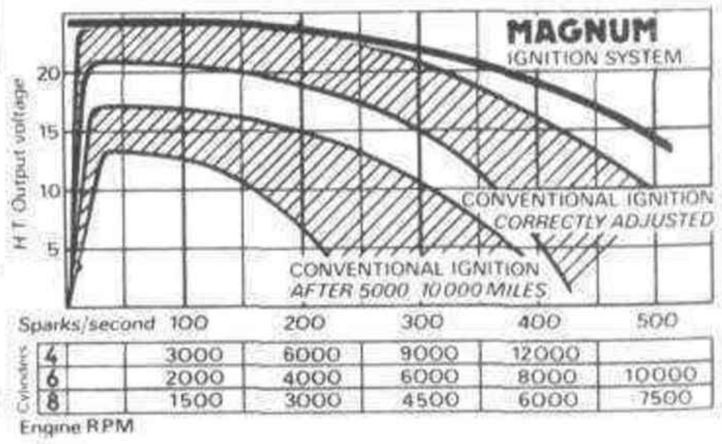
*August 1974

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



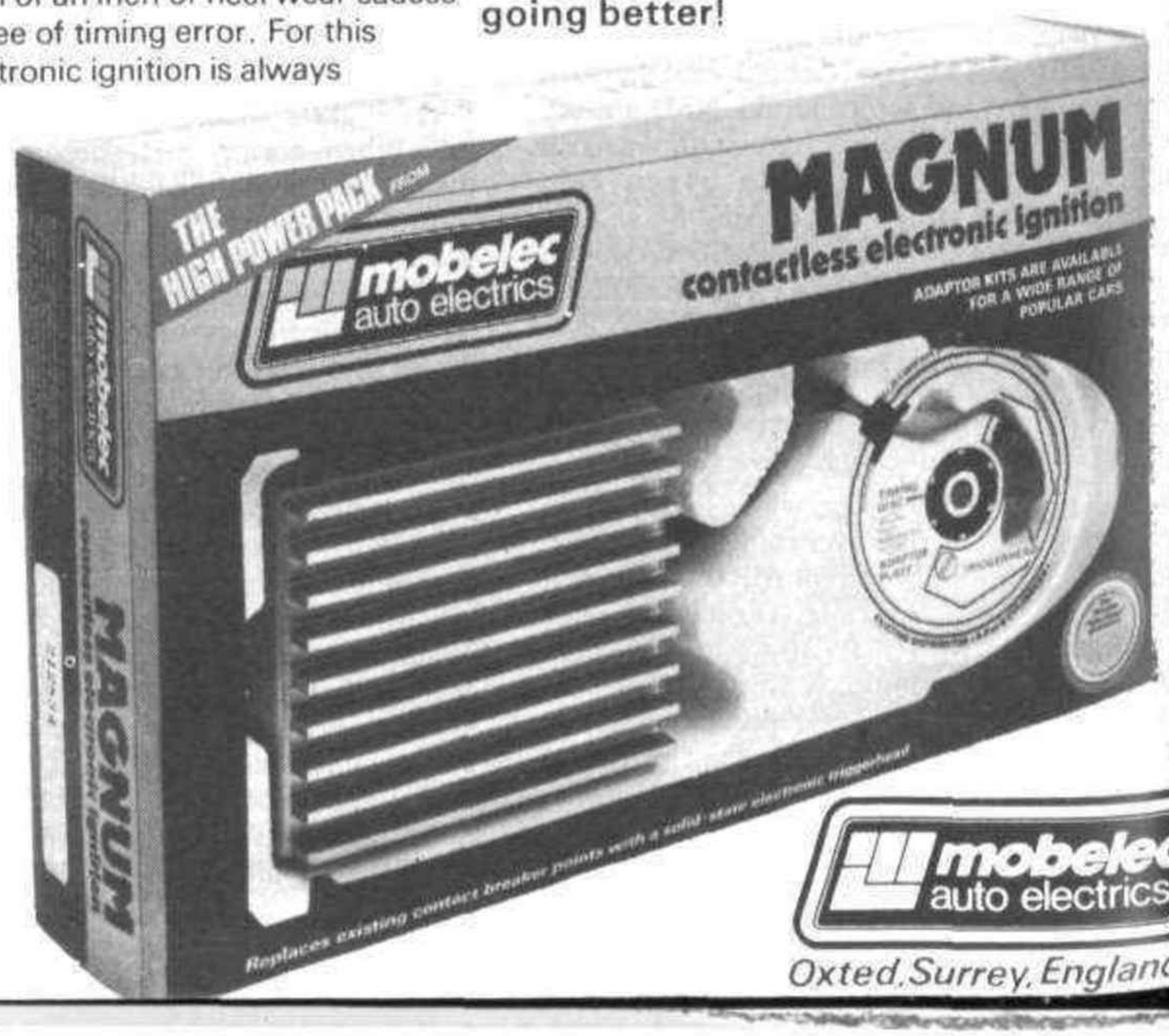
Cylinders					
4	3000	6000	9000	12000	
6	2000	4000	6000	8000	10000
8	1500	3000	4500	6000	7500

Engine RPM

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 magazines
TOP 10 accessories
October 1978

TOP 10

AUTOMOBILE ASSOCIATION
SEAL OF AA APPROVAL

mobelec auto electrics
Oxted, Surrey, England.

The Monaco Grand Prix

Some good fighting

Monte Carlo, May 27th

THIS YEAR'S race round the streets of Monte Carlo was the thirty-ninth Grand Prix to be held in the Principality, but more important, it was also the fiftieth anniversary of the first Monaco Grand Prix, the missing eleven races being accounted for by the war years and bouts of financial depression. With the size and speed of today's Formula One cars it was deemed prudent to limit the number of starters to 20. This number co-incides neatly with the accepted membership of the Formula One Constructors Association, but to invite them all, to the exclusion of everyone else would have been too simple, and very unpopular. The organisers studied the rule book and dug about in the small print and found their solution. They were permitted to allow 24 cars to practise, the fastest 20 taking the grid positions, and of the extra four cars they were allowed to nominate two entries themselves, while a pre-practice qualifying session was permitted in which the two fastest cars could make up the official total of 24. So Bernie Ecclestone turned up with his twenty boys, the organisers invited Rene Arnoux, to keep Renault and the French populace happy, and Riccardo Patrese to attract as many Italians over the border as possible. This left Stuck (ATS), Merzario (Merzario), Mass (Arrows), Rebaque (Lotus), Giacomelli (Alfa Romeo) and Brancatelli (Kauhsen) out in the cold. Alfa Romeo and Kauhsen had no intention of taking part and the Rebaque team withdrew under protest, Mr. Ecclestone having guaranteed them an entry at the end of last season! Arturo Merzario damaged his right hand while flapping his arms about in his garage, so he nominated Brancatelli to take his place and early on Thursday morning the black and yellow Merzario car was joined by Stuck (ATS) and Mass (Arrows) for a desultory hour's running to decide who was to drop out. Needless to say it was Brancatelli, the two Germans joining "Bernie's Boys" and the invited pair to start the serious business of the Monaco Grand Prix.



Jody Scheckter receives the winner's trophy from Prince Rainier, watched by Princess Grace, while Jean-Marie Balestre, President of FISA, looks serious.

Due to jollifications, parties, Renault 5 practice and Formula Three practice all taking place on Friday, the Formula One practice was held on Thursday and Saturday, starting with a test-session between 10 a.m. and 11 a.m. and timed practice from 12.30-14.00 hours on Thursday. This test hour was vital, because there is no possibility of pre-practice testing or tyre-testing sessions through the streets of the Principality and lots of things like gear ratios and tyres had to be "guesstimated" beforehand. The two Ferraris of Scheckter (040) and Villeneuve (039) were using forward mounted rear aerofoils, both the Renaults were using twin turbo-chargers on their V6 engines, Lotus were still running their one Type 80 (Andretti) with three Type 79 cars to back it up, one (79/2) for Reutemann and a spare for each driver. Ligier had a brand new JS11 being held as the team spare, the 1979 Ensign re-appeared for Daly, but Fittipaldi was still using his old F5A/1. Brabhams had their usual three cars for Lauda and Piquet, with the prototype BT48/01 in a box as spares. Frank Williams' team had a third FW07 model nearly completed and Hunt was concentrating on the Wolf WR7, with the newer car WR8 as stand-by. McLaren were having another stab at being competitive with a C-version of the M28 for Watson and Tambay had the B-version.

Mechanically the scene was pretty strong, but there was weakness on the driver front. Nelson Piquet stopped and got out of his Brabham-Alfa feeling decidedly queasy, which was just as well for his engine had developed an oil leak underneath. The Ligier team were in a sorry state for Depailler's accident in Belgium had left him with a weak wrist and Laffite's right wrist had given way while doing some test-driving, the cause being an old injury from some time ago. The two Frenchmen seemed to spend most of the time explaining how they were being brave and courageous and doing very well, in spite of the injury, and suggesting that the other one was exaggerating on the extent of his pain!

The afternoon session saw a lot of frantic activity for the Monaco circuit calls for a lot of "do-or-die" action, rather than scientific softly-softly progress. You can either drive over the limit, bouncing over the bevelled kerbs, brushing the steel barriers, locking up the brakes, powering out of corners on opposite lock, and generally being pretty unruly, in the hope of keeping it all together for a whole lap, with a subsequent fast time, or you can practise care and judgement, conserving the car and remembering the race has to be over 76 laps. Most drivers seemed to be desperate. Tambay walked back, having run out of petrol, Jabouille stopped out on the circuit with no drive to one rear wheel, because of trouble with the studs that transmit the drive to the wheel, Piquet was still losing oil from his Alfa Romeo V12 engine, Lauda was having his front springs changed, Scheckter was trying the rearward mounted rear aerofoil on his Ferrari and Arnoux was stuck at the pits with the same trouble as Jabouille. This loosening of the driving studs was no doubt due to expansion problems in the alloy hub carrier because of the brakes being outboard, and integral with the hub carrier.

From the wiggly bit of the circuit on the

ENTRY

No.	Team	Driver	Car	Model	Engine	Gearbox	Tyres	Main Sponsors
1	Lotus	M. Andretti	Lotus	80/1	Cosworth V8	Lotus/ Hewland	Goodyear	Martini/Essex/Tissot
2	Lotus	C. Reutemann	Lotus	79/2	Cosworth V8	Hewland	Goodyear	Martini/Essex/Tissot
3	Tyrrell	D. Pironi	Tyrrell	009/1	Cosworth V8	Hewland	Goodyear	Candy
4	Tyrrell	J. P. Jarier	Tyrrell	009/3	Cosworth V8	Hewland	Goodyear	Candy
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	M28/3C	Cosworth V8	Hewland	Goodyear	Marlboro/Castrol
8	McLaren	P. Tambay	McLaren	M28/2B	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	312T4/039	Ferrari flat-12	Ferrari	Michelin	Fiat/Agip
14	Fittipaldi	E. Fittipaldi	Fittipaldi	F5A/1	Cosworth V8	Hewland	Goodyear	Copersucar
15	Renault	J. P. Jabouille	Renault	RS10/02	Renault V6 t/c	Hewland	Michelin	ELF
16	Renault	R. Arnoux	Renault	RS10/01	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	J. Hunt	Wolf	WR7	Cosworth V8	Hewland	Goodyear	Olympus/Texaco
22	Ensign	D. Daly	Ensign	MN09	Cosworth V8	Hewland	Goodyear	Theodore Racing
24	Merzario	G. Brancatelli	Merzario	A2/03	Cosworth V8	Hewland	Goodyear	Flor Bath
25	Ligier	P. Depailler	Ligier	JS11/03	Cosworth V8	Hewland	Goodyear	Gitanes/ELF
26	Ligier	J. Laffite	Ligier	JS11/02	Cosworth V8	Hewland	Goodyear	Gitanes/ELF
27	Williams	A. Jones	Williams	FW07/001	Cosworth V8	Hewland	Goodyear	Saudia Airlines
28	Williams	G. Reggazoni	Williams	FW07/002	Cosworth V8	Hewland	Goodyear	Saudia Airlines
29	Arrows	R. Patrese	Arrows	A1/06	Cosworth V8	Hewland	Goodyear	Warsteiner Beer
30	Arrows	J. Mass	Arrows	A1/05	Cosworth V8	Hewland	Goodyear	Warstiner Beer

Spare Cars

Lotus-Cosworth V8 79/5	— Not used
Lotus-Cosworth V8 79/4	— Used by Reutemann Thurs. p.m. all Sat. and for race
Tyrrell Cosworth V8 009/4	— Used by Pironi Thurs. p.m. all Sat. and for race.
Brabham-Alfa Romeo BT48/02	— Used by Piquet Sat. p.m.
McLaren-Cosworth V8 M26/7	— Not used.
ATS-Cosworth V8 D2/02	— Used by Stuck Thurs. p.m.
Ferrari flat-12 312T4/038	— Used by Villeneuve Sat. p.m.
Renault V6 t/c RS01/03	— Not used.
Shadow-Cosworth V8 DN9/1B	— Used by Lammers Sat. a.m.
Wolf-Cosworth V8 WR8	— Not used
Ensign-Cosworth V8 MN08	— Not used.
Ligier-Cosworth V8 JS11/04	— Not used.
Williams-Cosworth V8 FW07/003	— Used by Jones all Sat. and for race.
Arrows-Cosworth V8 A1/04	— Not used.



Customers in the expensive Hotel Loews look down on the circuit.

harbour front, around the swimming pool, came a sickening thud as Reutemannn hit the steel barrier and stove in the left-front corner of Lotus 79/2. He walked back to the pits and 79/4 was made ready, but he only did a lap in it as the left front hub developed trouble, so it was a very disgruntled Argentinian that ended the afternoon. Meanwhile the Lotus 80 had also gone missing, but this was merely a shortage of petrol, luckily just before the pits, so the Lotus mechanics were able to take a churn of petrol to the car and get it going again. Daly was plagued by a misfiring engine in the Ensign, which much later was traced to "foreign matter" in a fuel filter, and Alan Jones had pranged his Williams on the far side of the circuit and ended his practice quite early on with a bent monocoque. Pironi had also pranged, damaging the monocoque of his Tyrrell, and had to transfer to the spare car.

Before practice was finished Piquet's engine blew up, Stuck walked in from engine trouble on his ATS and took the spare ATS and Lauda had given up trying. From the times being recorded it was obvious that something was wrong, for the two Ferraris were some two to three seconds faster than the rest of the fast runners. The reason was tyres. Michelin were feeding the Ferrari drivers with all the tyres they wanted, from hard race-tyres to super-soft short-life tyres, while Goodyear were in trouble as their supplies of soft tyres had not arrived, and everyone was having to use "cooking" tyres. With Jones out of the running quite early due to his accident, the two Renaults in trouble, the two Ligier drivers nursing their wrists, and no super-sticky Goodyear tyres, the results of practice were confused to say the least. With Fittipaldi in fifth place, Regazzoni in fourth place and Lauda third, behind the two Ferraris there was obviously going to be some changes made on Saturday. For a long while Scheckter was holding FTD in the mid 1 min. 27 sec. area, but just when it all seemed settled his young team-mate Villeneuve shattered everything with 1 min. 26.91 sec., saying he was lucky to have everything come right on that one lap. Even so, he had to be ready for such a lucky break and he had to drive hard, luck or no luck.

It was a good thing that there was no practice on Friday as it allowed the teams time to repair or replace the ravages of the afternoon. New engines were installed, new gearboxes, gear ratios and brakes were changed, air ducts to cool the brakes were modified and a lot of work went on. The Williams lads completed FW07/003 for Alan Jones, the Tyrrell team abandoned 009/1 and settled on 009/4 for Pironi and Lotus abandoned 79/2 and fettled-up 79/4 for Reutemann.

Things started in earnest again on Saturday morning with another hour test-session, held a bit earlier in order to pack in the full day of Renault 5 racing, BMW racing, historic practice and F3 racing. Reutemann was in Lotus 79/4, Pironi in Tyrrell 009/4, Piquet had a new V12 Alfa Romeo engine, Stuck had another Cosworth in the newer ATS, the Renault team had solved their loosening stud problem, Ensign had found the cause of their misfire, and Alan Jones had a brand new Williams FW07, the third to be built. Goodyear's supply of practice tyres had arrived and with only sixteen cars on the Wolverhampton rubber it was decided to give everyone some sticky "go-faster" tyres. Whether everyone, and that means designer, team-manager and driver, was capable of making the best use of these special tyres, normally reserved for the chosen few, was another matter. During the morning while everyone got

Starting Grid

	11 J. Scheckter *(Ferrari flat-12)* 312T4 040 1 min. 26.45 sec.
12 G. Villeneuve *(Ferrari flat-12)* 312T4 039 1 min. 26.52 sec.	25 P. Depailler *(Ligier-Cosworth V8)* JS11 03 1 min. 27.11 sec.
5 N. Lauda *(Brabham-Alfa Romeo V12)* BT48 04 1 min. 27.21 sec.	26 J. Laffite *(Ligier-Cosworth V8)* JS11 02 1 min. 27.26 sec.
4 J. P. Jarier *(Tyrrell-Cosworth V8)* 009 3 1 min. 27.42 sec.	3 D. Pironi *(Tyrrell-Cosworth V8)* 009 4 1 min. 27.42 sec.
30 J. Mass *(Arrows-Cosworth V8)* A1 05 1 min. 27.47 sec.	27 A. Jones *(Williams-Cosworth V8)* FW07 003 1 min. 27.67 sec.
20 J. Hunt *(Wolf-Cosworth V8)* WR7 1 min. 27.96 sec.	2 C. Reutemann *(Lotus-Cosworth V8)* 79 4 1 min. 27.99 sec.
9 H. J. Stuck *(ATS-Cosworth V8)* *D2 03* *1 min. 28.22 sec.*	1 M. Andretti *(Lotus-Cosworth V8)* 80 1 1 min. 28.23 sec.
7 J. Watson *(McLaren-Cosworth V8)* M28 3C 1 min. 28.23 sec.	29 R. Patrese *(Arrows-Cosworth V8)* A1 06 1 min. 28.30 sec.
28 G. Regazzoni *(Williams-Cosworth V8)* FW07 002 1 min. 28.48 sec.	14 E. Fittipaldi *(Fittipaldi-Cosworth V8)* F5A 1 1 min. 28.49 sec.
5 N. Piquet *(Brabham-Alfa Romeo V12)* BT46 03 1 min. 28.52 sec.	16 R. Arnoux *(Renault V6 twin t.c)* RS10 01 1 min. 28.57 sec.
15 J. P. Jabouille *(Renault V6 twin t.c)* RS10 02 1 min. 28.68 sec.	

Did not qualify
18 E. de Angelis (Shadow DN9 3B 2) 1 min. 28.70 sec.
8 P. Tambay (McLaren M28 2B) 1 min. 29.53 sec.
17 J. Lammers (Shadow DN9 2B) 1 min. 29.99 sec.
22 D. Daly (Ensign MN09) 1 min. 30.18 sec.



The two Ferraris in 1-2 formation with Scheckter always in front.

themselves tweaked-up for the all-importa hour-and-a-half of timed practice in t afternoon, Reutemann found his back hurting, a result of his Thursday accident, the two Lig drivers were being "brave" and trying out-psyche each other, and Lammers was out the spare Shadow as his own car had broken drive-shaft, a not unusual breakage in the rou and tumble of Monte Carlo.

While everyone was lining up to leave the p Villeneuve's Ferrari was strewn all over the pla A leak had developed in the bottom of the fu tank, requiring the Ferrari mechanics to wo "blind" with arms stretched down through t top inspection panel. The little French-Canadi sat quietly in the pits while everyone else began aim for good grid positions. There was the spa Ferrari (038) available but he preferred to w until his own car was finished. The work w tedious and slow and the first half hour so ticked by. Scheckter was treally trying hard a soon improved on Villeneuve's Thursday time, take pole-position, and a couple of Ferr mechanics were despatched across the pit lane get the T car ready for Villeneuve, just in ca While Scheckter was holding pole position a Villeneuve was in second place, all was well, a for some time none of the others looked li approaching the 1 min. 27 sec. barrier, let alo getting below it. However, when Depailler got h Ligier round in 1 min. 27.11 sec. the warning b was ringing and Villeneuve joined in the practi with the spare Ferrari T4. It was nearly half w through the session before his proper car w finished and he then came in and transferred to soon getting below 1 min. 27 sec. a approaching Scheckter's FTD of 1 min. 26. sec.

Next door to the Ferrari pit was the Renau team and they were in terrible trouble once agai for Jabouille was stranded out on the circuit wi broken transmission. He walked back to the p and Arnoux was brought in, and after a bit of squeeze Jabouille was fitted into Arnoux's car a went off to try for a grid position. Meanwhile t spare Renault, the single turbo RS01/03 was g ready for Arnoux to drive. Before he did Jabouille was back to report that he could not g comfortable enough in his little team-mate's ca

continued on page 100



The 1923 Vauxhall 23/60 Tourer and the 1979 Royale photographed at the Dunstable Gliding Club, with ASK 14 two-seater trainers, worth around £10,000 each, in the background.

TWO TOP-of-the-RANGE VAUXHALLS

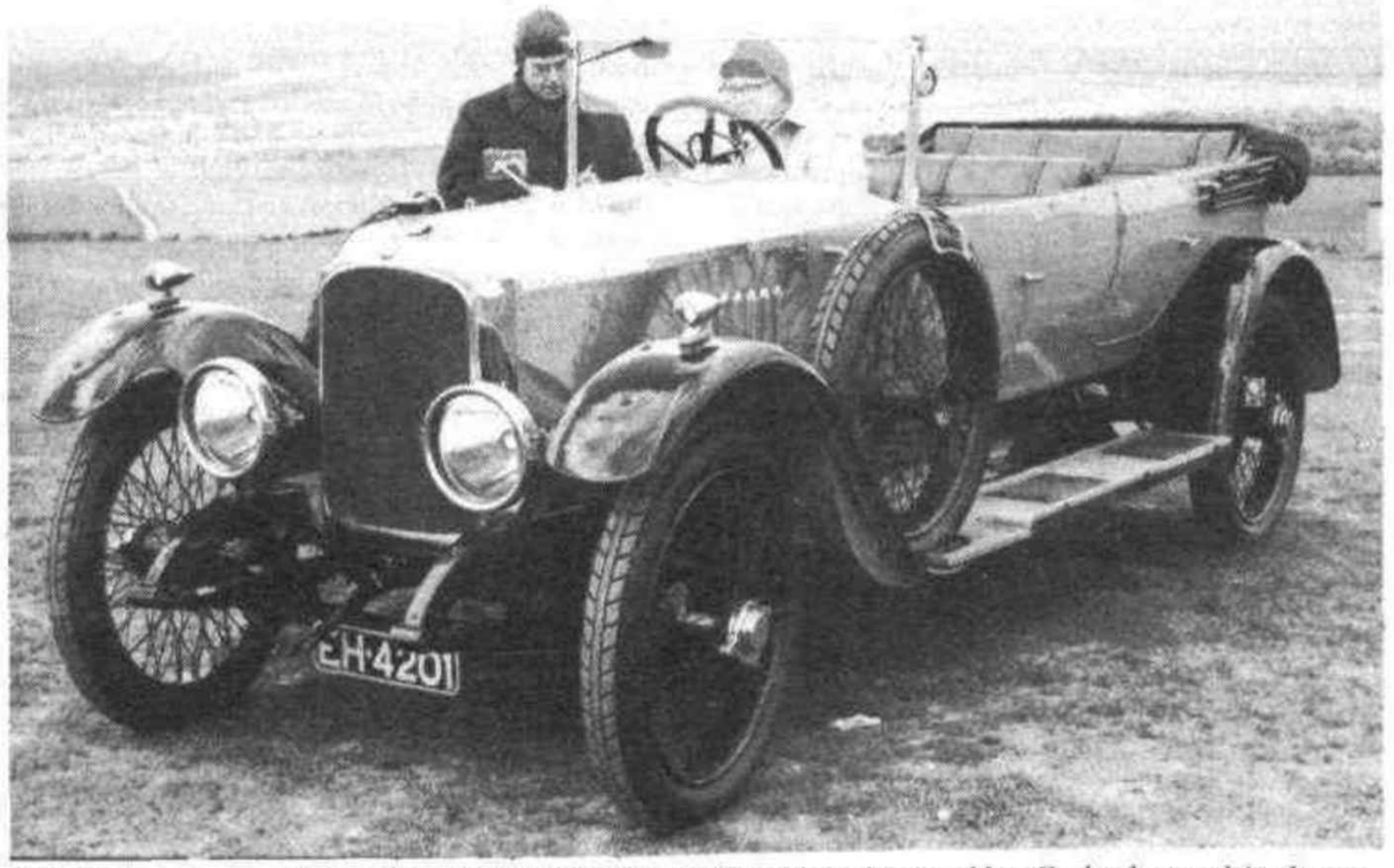
The Editor Drives a 1923 23/60 Tourer and the Latest Royale Saloon

WHEN Jerry Duller of Vauxhall's PR Department rang to say that he had booked MOTOR SPORT the new top-of-the-range Royale model for road-test, it occurred to me that when I went to collect this fine General Motors' saloon I might as well try another one-time top-model Vauxhall, the 1923 23/60, which is in the Vauxhall Motors' collection of historic heirlooms.

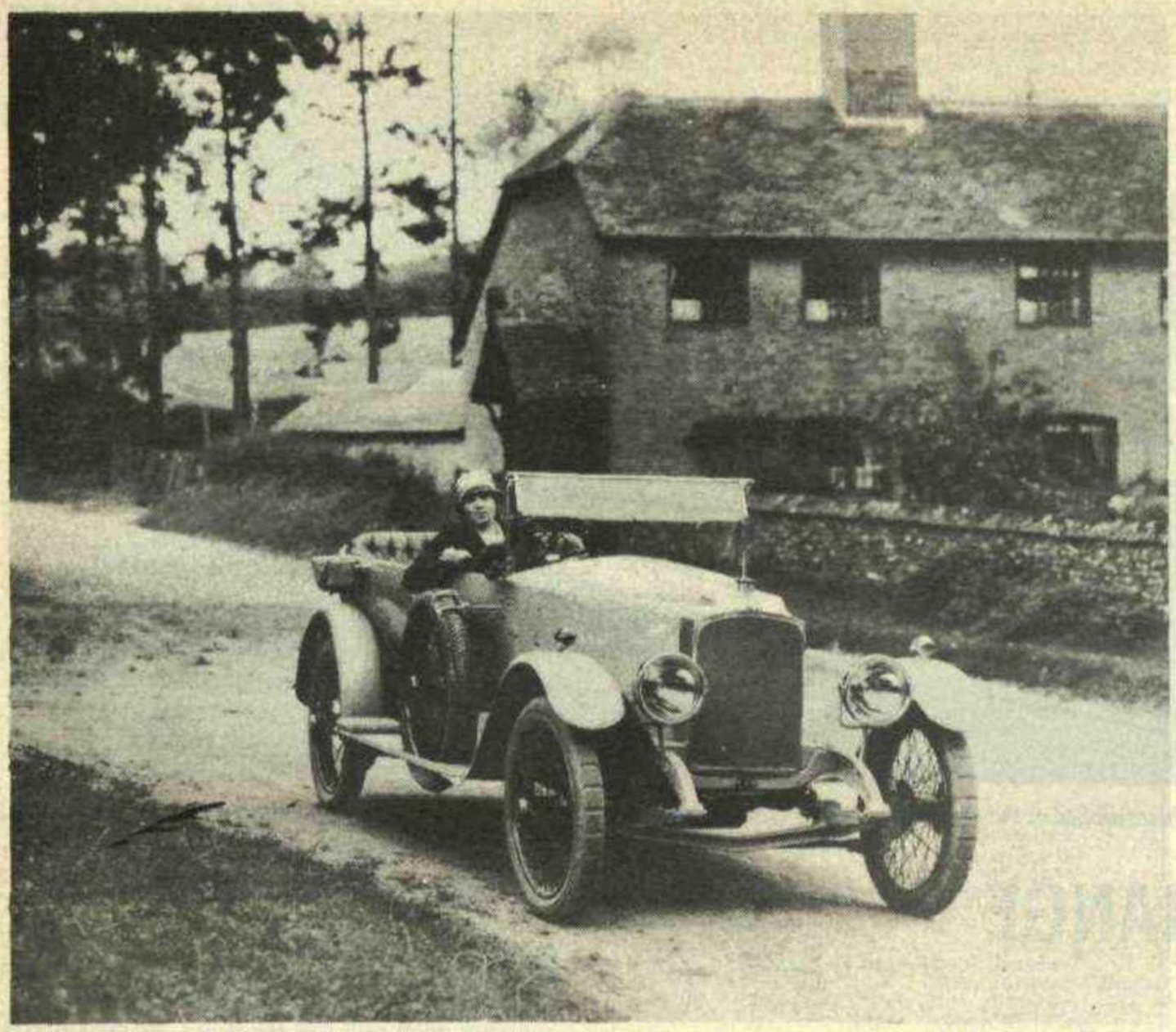
The Vauxhall range for 1923 comprised the now-immortal 30/98, this 23/60, and the smaller 14/40 model. The 30/98 was definitely a sports car, even if Vauxhall's preferred to refer to it as a fast-touring car, so we can regard the less highly-developed 23/60 as the top model of the Luton factory's touring cars at this period. It was just the kind of motor car which fulfilled the requirements of the better-off citizens in those post-Armistice years. Those whose business ventures had prospered, perhaps, or who had come out of the Forces with a pension. They would have looked for a really sound car of good reputation. An open touring body would have seemed better in many cases than a glass-bound, rattly saloon, for in the early 1920s you usually took a car out for pleasure and relaxation, an enjoyment in which plenty of fresh-air and a decent view of the countryside passing by in leisurely fashion, with its sounds and scents, were an important part.

The buyer with nearly £900 to spend on such a car would no doubt have recalled the excellent war-record of the side-valve 25 h.p. D-type Vauxhalls and, looking for a vehicle without frills, well-built in the rather massive vintage style, would have turned his or her attention on the so-British 23/60 h.p. Vauxhall. It had been endowed for 1923 with the advanced, for a touring car, overhead location of its valves, these, however, being operated by push-rods and rockers, as developed by Mr. C. E. King, and not by the untrusted new-fangled overhead-camshaft nonsense, albeit King had given the new OD-model Vauxhall duralumin push-rods and an excessive tappet-clearance of no less than .048", against which even the 30/98's .025" appeared moderate.

What else might the would-be motor-car owner of 56 years ago have chosen? Well, there was something of a rival in the 16/40 h.p. Sunbeam, which had also just acquired push-rod o.h. valves, and which cost the same as the Vauxhall in tourer form, namely £895. Like the Vauxhall, it would be remembered for its impressive Brooklands and war-time performances. But it was of only 3-litres' capacity and the 24/60 Sunbeam was a more expensive, and a considerably larger, car. The Wolseley Twenty was both a more expensive and a more sluggish, side-valve confection and the Clegg Rover a far smaller car. The 15.8 h.p. i.o.e. Humber was refined but rather staid. The newly-announced 20 h.p. Rolls-Royce cost a very great deal more than a Vauxhall, was of American concept, and had but three forward speeds. Armstrong Siddeley fell between two stools, with their 2.3-litre Eighteen and their over-heavy,



The Editor discusses finer points of the immaculate 23/60 with its keeper, Alan Garland, seated in the car.

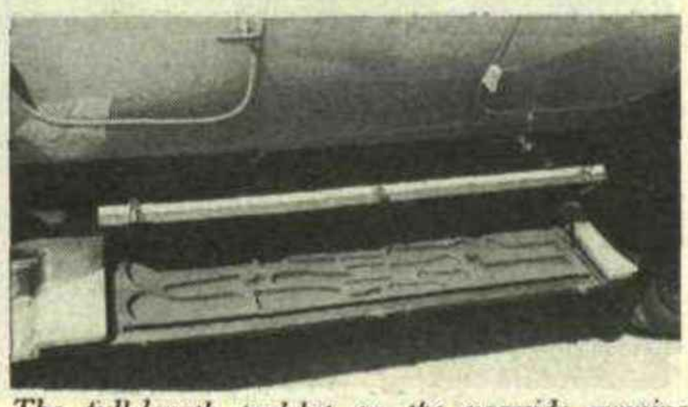


A 23/60 Vauxhall "Kington" photographed as a new car, when it was competitive with Sunbeam, Humber, Crossley and other high-grade touring cars.

battleship-like, Thirty, and the latter cost £55 more than the Vauxhall. The new makes, like the "aeroplane-engine" models of older manufacturers, would be mistrusted, but the bigger Crossleys might have been considered, especially after HRH The Prince of Wales' patronage. All in all, however, it is easy, with hindsight, to see why Vauxhall had a "winner" in their 23/60, with its extremely handsome radiator, its spacious body which blended so well with the fluted bonnet, and its solid construction which must have made the flood of cheap American cars look very "tin-plate" indeed. Cecil Clutton, a confirmed 30/98 advocate, had this to say of it in "The Vintage Motor Car" (Batsford, 1954): "As a quiet and formal car of its period the 23/60 is very hard to beat, but it naturally suffers by comparison with the 30/98 . . ." He gives its b.h.p. as 60.

Vauxhall Motors' collection of representative models from its illustrious past, brought about in the first place by the enthusiasm of Michael Marr when he was in charge of publicity at Luton and fostered by Derek Goatman, who is now the Public Relations Manager, contains, as I knew, a very original example of 23/60 Kington touring car, returned to pristine order by Alan Garland, who is the unaffectedly-enthusiastic custodian of these historic vehicles. It is representative of the first year of this then-new model, a type which remained in production from 1922 until 1925. This particular 23/60 was delivered to its first owner, Norman Edwards, the Stoke-on-Trent pottery manufacturer, in April 1923. He used it up to 1940 and occasionally after the war until 1955, when the agents who had supplied it, Tom Byatt Ltd., took it back and gave it to Vauxhall Motors. Alan Garland took the head off to give it a valve grind, and he removed the base of the engine in order to discard the Lanchester-type harmonic balancer which was driven from the crankshaft at twice engine speed, realising that if it broke away due to fatigue of its parts, it would come out of the crankcase and wreck the engine. The studs that retained it can still be seen but Garland says he can notice no difference in the running of the engine since he has removed this elaborate mechanical-balancing device. Otherwise, most of the car is original, including the con.-rods, etc. Naturally, it has been re-upholstered and repainted, the Peacock-blue finish blending nicely with its polished aluminium bonnet, and new Dunlop tyres have been fitted. Incidentally, I first drove this particular 23/60 Vauxhall in 1965. . . .

The great 30/98 Vauxhall naturally overshadowed the more staid 23/60. The engines, both converted from side-by-side to push-rod overhead valves by Mr. King, were very similar, although whereas the 23/60 had a bore and stroke of 95 x 140 mm. (3,969 c.c.) that of the revised 30/98 was bored out another three millimetres. I suppose it is possible that unscrupulous motor-traders put 23/60 engines into 30/98 chassis to replace power units that had become damaged, or even that 23/60s were palmed-off as 30/98s, because from certain angles the former looks quite a sporting motor car. In fact, the inlet and exhaust manifolds of the two models are quite different,



The full-length tool-kit on the nearside running board, unfortunately bereft of tools on this occasion.

the 23/60's steering-box is mounted lower, w the shaft for the drop-arm passing through chassis side-member, and as Alan said, the eng number is very clearly stamped on the engine, lettering being OD for the touring chassis but for a 30/98 of the same age.

To come back to the present, it had been trouble at all to arrange with Derek Goatman t I went for a drive in the 23/60 before going ho in the 1979 Vauxhall Royale. Thus, in M sunshine, Alan took me out of the Bedfordsh traffic, followed by Gerry Duller and MOTOR SPORT photographer in the comfor the modern Vauxhall — and I didn't envy th one little bit! Because somehow this old Vauxh is the personification of the better vintage tour cars and Alan Garland manages it superb treating it as the sort of car it is, so that his ev gear-shift is inaudible and he makes the most the extraordinary top-gear flexibility that wa notable feature of this model, reserving m rapid gear-lever movements and more spectacu motoring for the 1926 30/98 that is in his care – is having a new cylinder block fitted at prese but I remember driving it 14 years ago.

At the time, when a certain famous wee motor journal got its chance to try the then n 23/60 in November 1922, Vauxhall's were us Shaw & Kilburn's depot in London's Ward Street for garaging their Press cars. I well re collecting test-cars from there, in the 1950s, a of the occasion when the then-Advertisem Manager of MOTOR SPORT offered to coll one for me. Asking the receptionist about it, pointed out a seat to him. Our man thought was indicating the nearest car and, finding ignition key in it, drove it away. This caused most fearful panic, because it was a customer's not a Press car at all. When I was rung up abou and asked where the vehicle might be I could resist saying that the first thing MOTOR SPO did with Press cars was to submit them to destruction test. The panic increased . . .

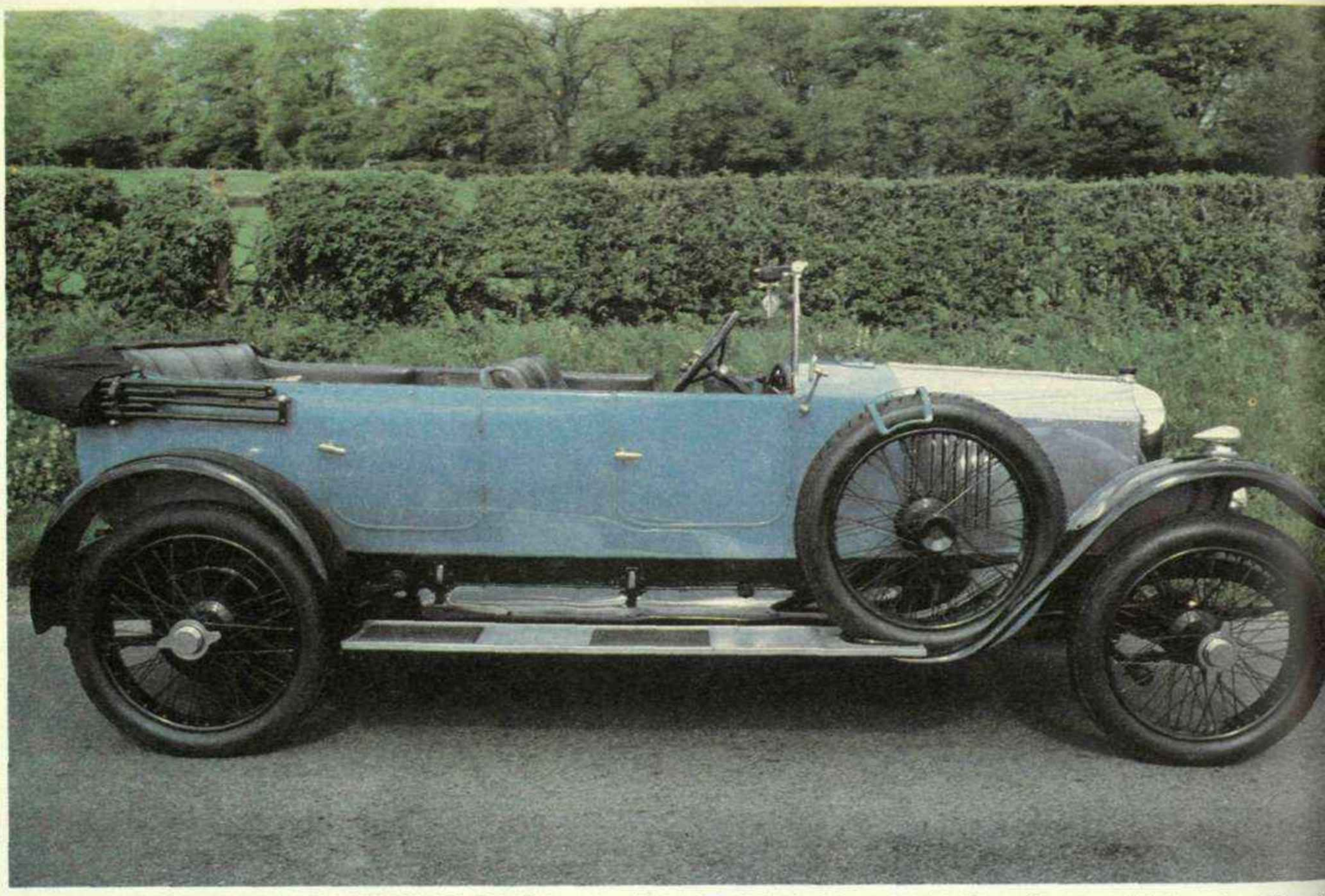
It was to this same Wardour Street depot Shaw & Kilburn's that the Press demonstra had to be taken during this 1922 road-te because while the Vauxhall representative w went with the party was driving along Embankment he had to pull-in suddenly behin horse-drawn delivery-van, the tailboard of wh was projecting. This, "despite the efficiency the Vauxhall brakes"(!), tore open part of radiator honeycomb, and immediate repairs w needed. In fact, a new radiator was put on in few minutes over the hour". So, before they w to Brooklands, where the car was timed at 6 m.p.h. over the mile (a 30/98 did 82½ m.p.h year later), and then to some favourite Sur test-hills, these Pressmen of contemporary tim had an unexpected taste of efficient Vauxh servicing!

I had thought of trying to re-run this 19 road-test in full, but on reflection decided tha would be unlikely to find a horsedrawn van to r into, apart from which I felt that somehow M Garland wouldn't have liked me taking a lump honeycomb out of the 23/60's radiat Consequently, we relied instead on the climb onto Dunstable Downs from Luton on which try the car and, incidentally, had a very nice lun at the Dunstable Gliding Club. . . .

This 23/60 Vauxhall really is a delightful car drive along country lanes. It is also an interesti car to examine, for it has many unusual detai Climbing through the n/s door to take one's pla behind the high-set four-spoke steering whe one is confronted by the polished-brass contro

Continued on page 9


The low tar cigarette.
SILK CUT
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HIGH-CLASS TOURING CAR OF THE VINTAGE ERA.— An off-side view of Vauxhall Motors' 23/60 "Kington" tourer, which forms the subject of accompanying article, together with impressions of the 1979 Vauxhall "Royale".

Two Top-of-the-Range Vauxhalls

Continued from page 988

quadrant circling the space before one. It has two equal-length levers engraved "Ignition" and "Throttle" and a tiny lever with its own little section of quadrant, labelled "Extra Air". The quadrant-ring carries the expected "Advance"-"Retard" and "Open"-"Shut" instructions, the latter repeated on the little control quadrant. Pull both the bigger levers downwards and the ignition is retarded, the throttle shut, which is logical. Moving the tiny lever to the left opens two holes in the inlet manifold, to let in extra air. This makes no apparent difference, Alan says, nor did it seem imperative to move the ignition lever about on its big-travel quadrant.

For a touring car the aluminium dash-panel is well stocked, and one senses a trace of the Edwardian about this and other aspects of this fine motor car. The passenger is confronted with a prominent pressure-pump handle, topped by a ball-shaped wooden knob. This is used to obtain initial fuel-feed pressure in the 12-gallon rear-mounted petrol tank, after which a miniature single-cylinder plunger-pump, mounted above the engine's plunger-type oil-pump, takes over, these pumps being driven from an eccentric on the camshaft. The little one maintains a reassuring 2 lb./sq. in. on the Vauxhall pressure-gauge beside it, the dial reading up to 4 lb. This little dial is matched by the Vauxhall oil-gauge before the driver, calibrated from zero to 40 lb./sq. in., in steps of five pounds, but registering 25 lb. when the engine is warm. In the centre of the dash there is a brass CAV electrical panel, with an ammeter, and three minute switches for putting on the big bell-shaped headlamps, the sidelamps, or bringing in the dynamo. Above it is the dashlamp, which lights as it is rotated, and a brass knob which opens the scuttle vent and sends a draught up one's trouser legs. To the left of this, impartially shared by the eyes of front-seat passenger and driver, is an 80 m.p.h. Smiths speedometer, matched on the right by a Smiths clock. There are little buttons on the right for killing the magneto, for dimming the headlamps, and for starting the engine. While I was noting all this, Alan Garland pointed out some little refinements, such as the door handles, which have a double catch arrangement, the more safely to secure the doors, operated simply by turning the inside or the outside door handles a little further than one would normally, and the entire expanse of the n/s running board having fitted tools, revealed by hingeing it up. (People must have been more honest in the 1920s, for there is no way of locking this foam-lined tool store against a thief.) Then the bonnet-catches not only have convenient finger-holds, but tiny cams to tension their springs, preventing rattles.

That covers the controls of this vintage motor car, except for a raised, plated, cylindrical device that one finds between the air-pump and the speedometer, inscribed "Zenith Carburetter". This is the mixture control, a lever moving clockwise from "Start" to "Normal" and then to "Weak". A button on the right-hand side of the body enables the driver to sound a strident underbonnet Klaxon, or he may prefer to blow the bulb-horn, which also protrudes into the underbonnet space.

Driving this delightful motor car is simplic itself. The gear lever is a heavy-looking r.h. aff with a normal H-gate, except that Vauxhall the lower ratio locations on the right, away fr the driver. First and third gear positions are in same plane but there is a shorter movement fr third to top than from first to second; reve (protected by a lift-up control on the lever, nee to release the lever from the slot as well as prevent it going in), is beyond top. Providing t the correct double-declutcing revs. are used downward changes go in effortlessly, but if misjudge these the change can be determine and noisily baulky. In changing up it is necess to bring the lever quickly into top, from thi and the higher the revs used in third, the m this applies; if you don't, there is an absol baulk. In spite of the wide tappet settings engine is notably quiet, and it will pull away fr under 15 m.p.h. or so in top gear. (One e test-report refers to the driver throttling-dow 23/60 and walking beside it at a brisk four m.p. The gears are quiet, too. The foot brake works the transmission and is very light — the afores tester wrote of adequate braking with it simply using the pressure of his little finger! I prefer to keep my little finger to myself and to rely on hand brake, a long lever, to the right of the g lever, its grip slightly angled towards one, wh operates effective rear-wheel brakes. The steer is light, and it isn't ridiculously high-geared. multi-plate clutch is likewise light and smooth when the car was acquired it was fierce dragged, but washed out, it functio impeccably. One road-tester found the

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.

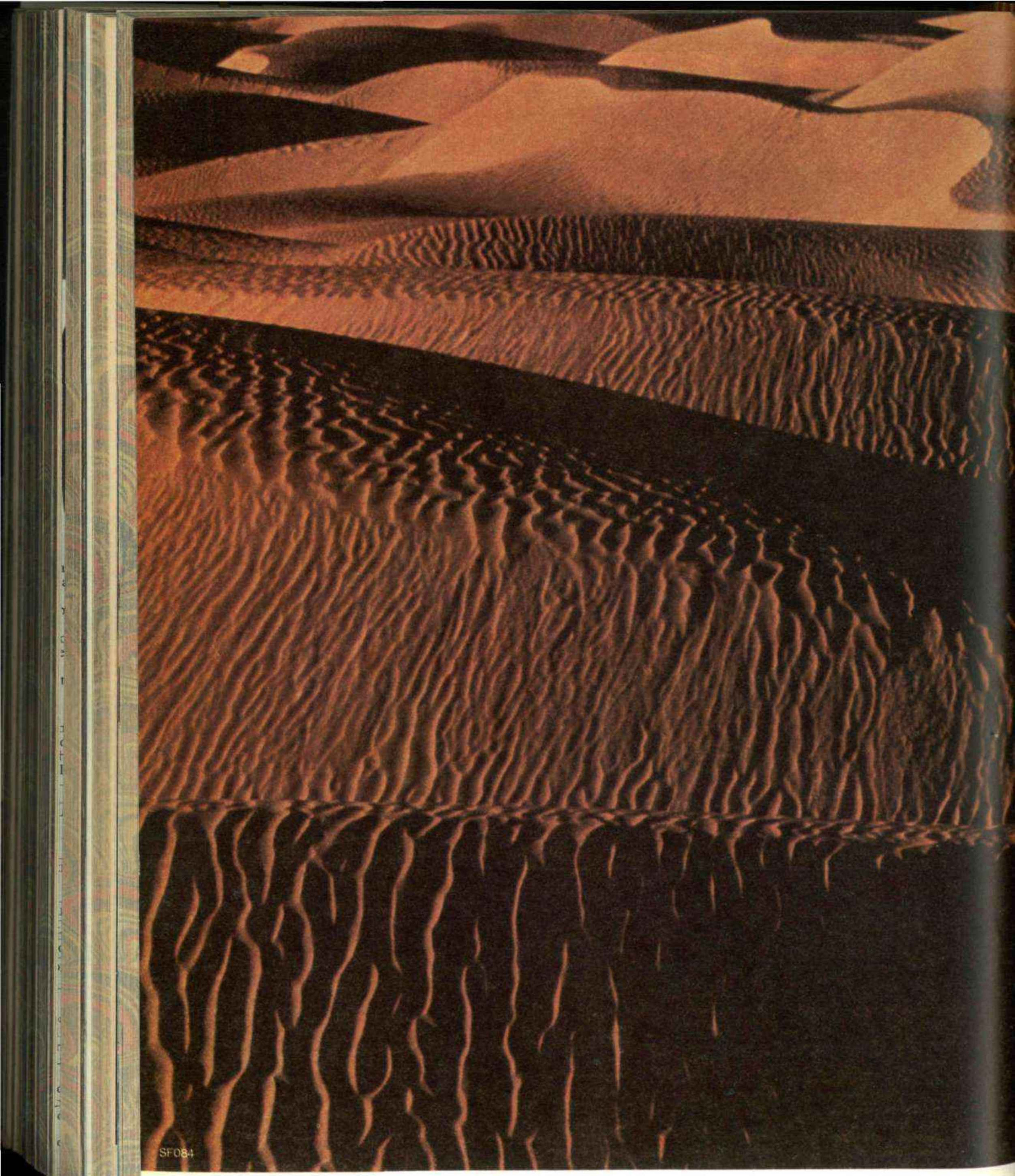
Then Arnie treats his team to a pep-talk and some cool glasses of Bacardi rum with ice, mixed with "Coke" or whatever takes their fancy.

This does wonders for team morale.

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

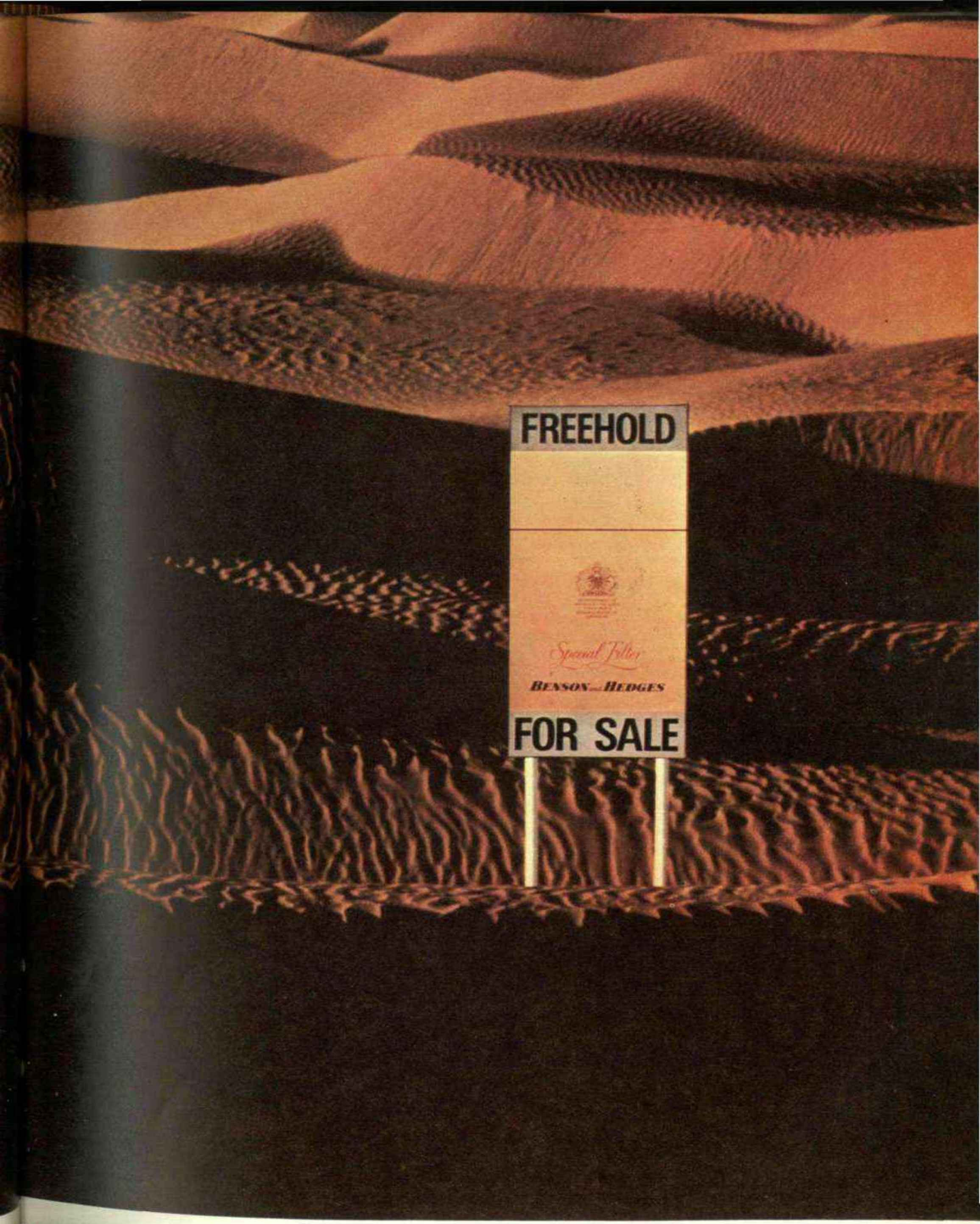
Bacardi rum.

The one from the sun.



MIDDLE TAR

H.M. Government Health Departm



WARNING: CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH





Typical views of the 23/60 from the Vauxhall Motors' collection of meticulously-restored, appropriate historic vehicles. On a fine day such as this, what coul pleasant than driving out of Luton up onto Dunstable Downs for the family picnic in a touring car of this calibre.

roller-accelerator too high off the floor and, sure enough, the former owner had a small support-platform set up beneath the pedals.

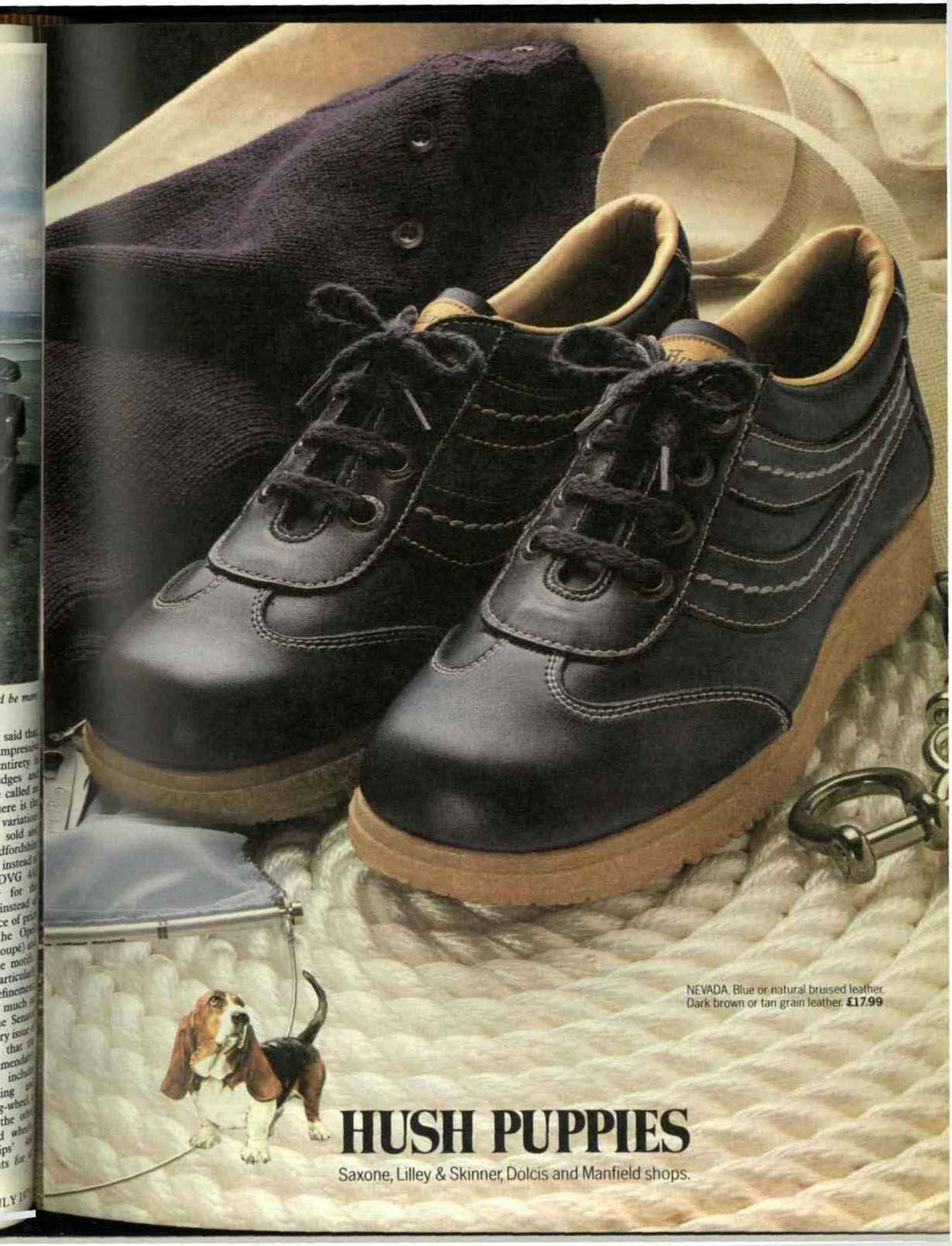
The mechanicals of this 1923 23/60 Vauxhall are typical of its period. The channel-section chassis endorses the car's touring character by having both axles *above* the rear-shackled half-elliptic springs and in having no shock-absorbers. The engine has cast-iron pistons and gives its 60 b.h.p. at 2,000 r.p.m. Cooling is by a whittle-belt-driven impeller with an alloy fan on its nose, this possessing curved blades very close to the honeycomb. Above the impeller is a sizeable thermostat, to which Rolls-Royce found recourse around this time. The dynamo is driven by belt from the clutch-shaft, ignition is by a Watford F04 magneto, with its h.t. leads coming out of tubes in the valve-cover to reach the plugs, and the updraught Zenith carburetter is on the n/s, its oblong-square-section water jacket differing from the more cylindrical water-muff of a 30/98. On the opposite side of the engine is the three-piece exhaust manifold, held together by threaded lock-rings, with a central down-pipe. The centre-lock wire wheels carry Dunlop "herringbone" 880 x 120 tyres, the original size, and the gearbox is separate from the engine. Fuel consumption is in the region of 20 m.p.g. and top speed perhaps 60 to 65 m.p.h. Equipment can be summed-up as rubber foot mats, two on each running board, a two-pane windscreen, a spare wheel on either side of the car, and a steering-damper. The engine number is OD 235 and the Reg. No. serves as a reminder that the car served originally in the Black Country. Such cars lived long, and as the 23/60 was made with landaulette and saloon bodywork, these cars were in use as country taxi's, garage hacks, etc. well into the 1930s.

So much, then, for this enjoyable flashback to the vintage years. As the first spots of rain began to splash down, I transferred to the Vauxhall Royale and drove off, thinking what an excellent thing it is that Vauxhall Motors maintains such a fine fleet of its older vehicles. The Managing Director, fortunately, encourages this and, indeed, has not only recently had the original Luton offices restored to their former glory but has had installed therein, on show, the 1904 tiller-steered 6 h.p. Vauxhall. As the offices were intended only for human habitation, this necessitated dismantling the car to get it in — and it will have to be dismantled and reassembled again, if Alan Garland is to drive it in the Brighton Run, later this year.

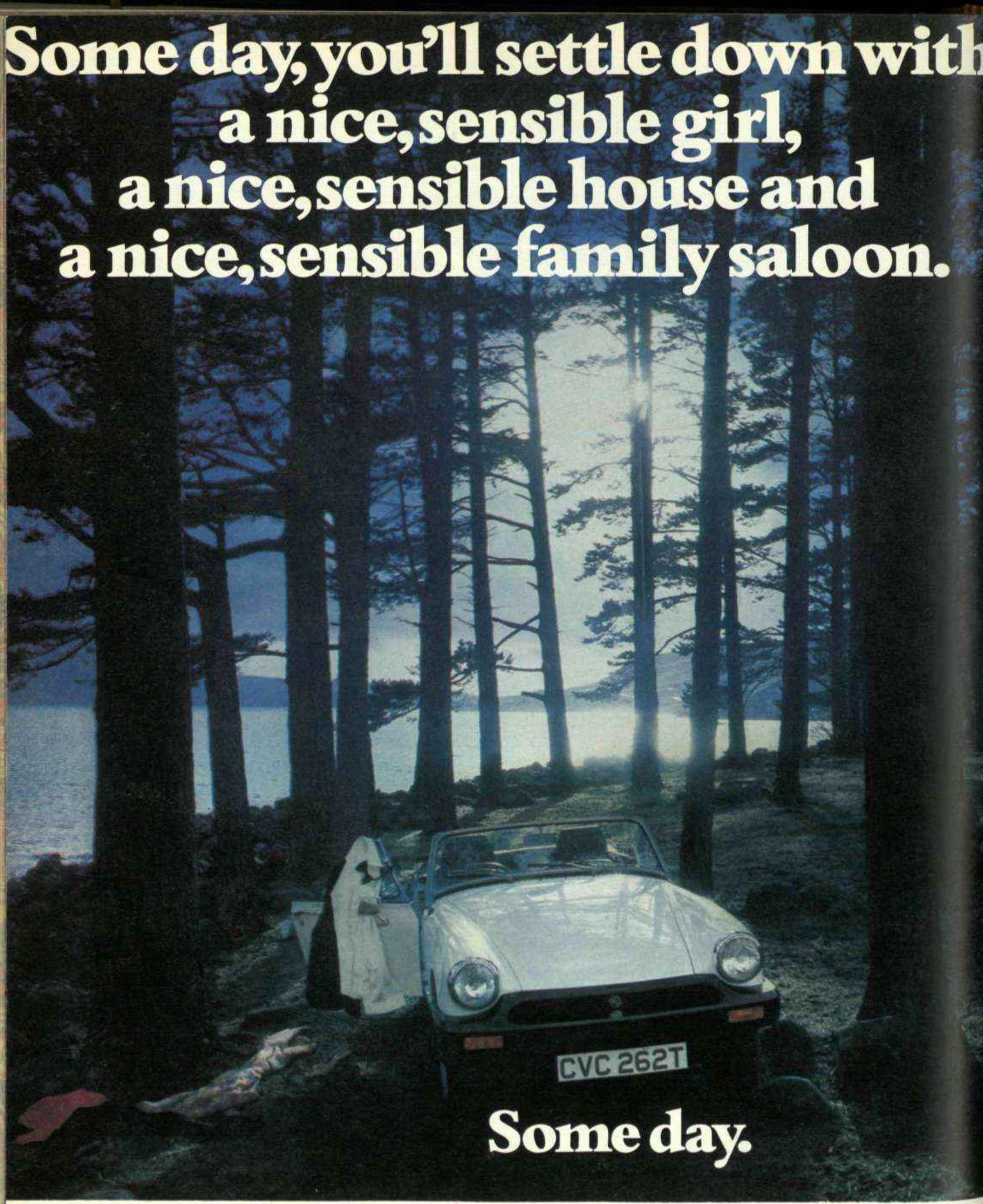
1979

To try the Royale so soon after taking the wheel of Vauxhall's 1923 touring car was apposite, because it is the first executive-class car Vauxhall Motors has made since the 1920s, if one overlooks the calamitous sleeve-valve 25/70 of 1927 and a limited run of Big Sixes and 25 h.p. models from 1934 until the outbreak of war. Having the point has to be made that this Royale is really an Opel, made in Germany, even to the Vauxhall ba lettering, so that it should properly be Opel-Vauxhall. On the other hand, th useful difference that the specification are enhanced because for the version serviced through General Motors' Be plant a smaller engine is used, 2.8-litres 3-litres, and it has a single Solex downdraught twin-choke carburetter single overhead-camshaft power unit fuel-injection. Thus there is some choi and petrol consumption, between labelled Senator (saloon) and Monza (c the saloon and coupé with the Royal

The big Opels are outstanding cars, p from the aspects of handling, ride and r but there is no need to elaborate too these qualities, because we covered th and the Monza quite fully in the Februa MOTOR SPORT. Suffice it to say Vauxhall versions have the same com comprehensive equipment, which electric window-actuation, a slid tilt-position sunroof, adjustable steerin driving-seat with height as well as locations easily adjustable, alloy roa lockable fuel-filler cap, a Phil radio/cassette stereo-set, head restrain


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Dark brown or tan grain leather. £17.99
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Some day, you'll settle down with a nice, sensible girl, a nice, sensible house and a nice, sensible family saloon.



Some day.

Some day you'll be far too responsible to go careering off at the drop of a hat wherever your fancy takes you.

Some day you'll have a family that won't fit into a sporty little 2-seater.

And as for the wind whistling through your hair, there's no guarantee you'll have much hair left for it to whistle through.

So, if you've always told yourself you're going to have an MG some day, make sure you don't leave it too long. Sports cars aren't the only things that overtake you.

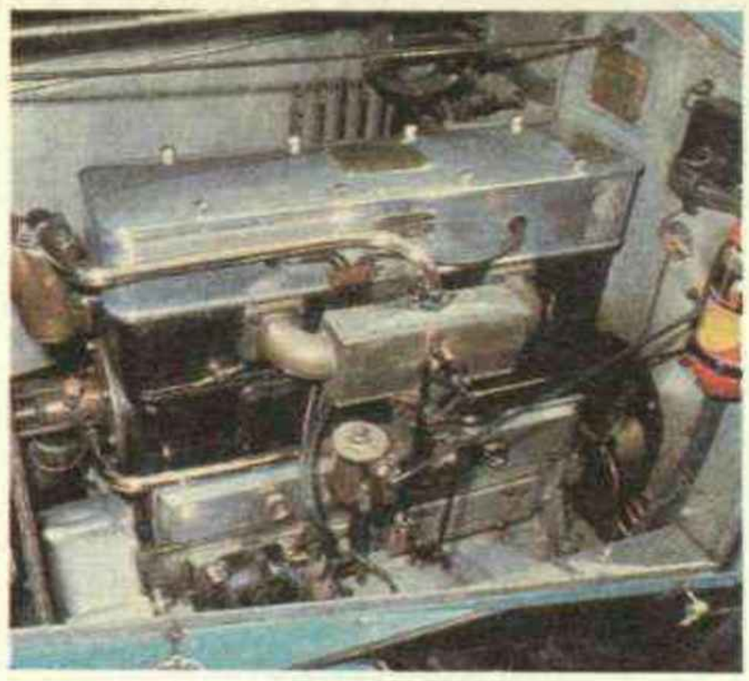
MG MIDGET

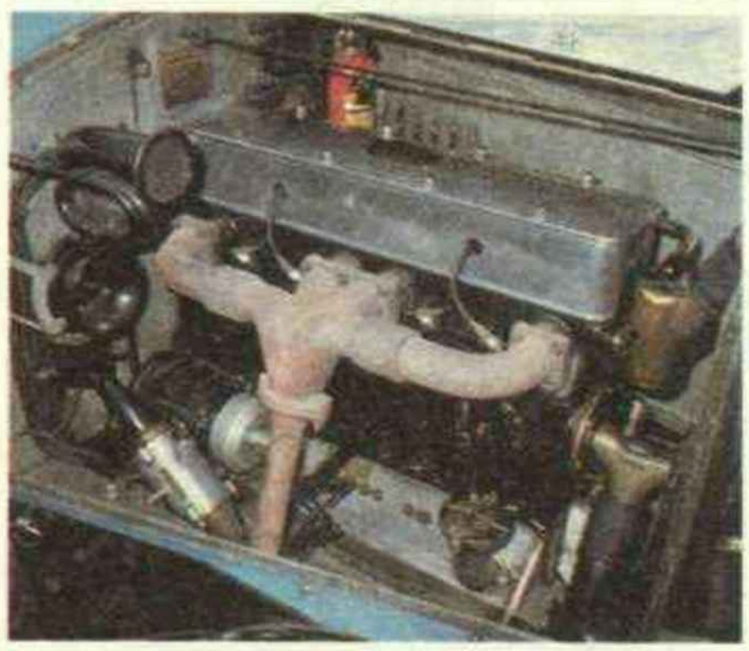
four passengers, washers and wipers for the Bosch halogen headlamps, laminated windscreen with top tinting, internally-adjustable o/s door mirror, and partial central-door-locking, although the boot-lid needs a key to open it, unless a facia switch is used to release it electrically, after the ignition has been turned on.

Indeed the only optional extras are air-conditioning and a 4-speed manual gearbox instead of the smooth GM-Strasbourg 3-speed automatic gearbox used as standard, but the 2.8-litre carburetted engine gives 40 b.h.p. less than the fuel-injection 3-litre, namely, 140 DIN h.p. at 5,200 r.p.m. Naturally, the running characteristics are almost similar, with the same safe cornering to very high speeds, which makes the power-steering considerably heavier than on many cars, as slight understeer is induced, although this recirculating-ball-gear obviates most of the kick-back which a rack-and-pinion system might produce, at the expense of minutely inferior accuracy under small wheel movements. There is gentle castor return and a small turning circle. Body roll under ambitious cornering is well subdued, and the Michelin XVS tyres give security in the wet. The gearing is such that 3,500 r.p.m. equals an indicated 70 m.p.h.; as on the Senator the gearbox tends to change-up too early, even under a kick-down change. Its gate has no detent between "D" and "N", which Rover, for instance, provide. The engine was just a little more audible than I had expected but this is a quiet car, in which all passengers can converse in ordinary voices at high cruising speeds. There is some wind noise round the driver's door. The Royale feels a solid, purposeful car, and its boot swallows a very considerable load; I did not much like the big Vauxhall lettering on the silver back panel and the interior is a blend of dark imitation wood and lighter shades of plastics, although the seats, in generous size, comfort, and the crushed velour upholstery, and the floor and boot carpeting, are up to the standards at which GM are aiming this top-of-the-range Vauxhall. In this respect, however, it was disappointing to find the central rear-view mirror incapable of being dipped without moving it out of focus and a very silly little lever which has to be located and depressed before the ignition-key (which is different from the doors' key) can be removed.

The Vauxhall Royale is a compact yet imposing car, and a very quick one when the need arises, able to put nearly 60 miles into an hour on a cross-country journey. Its splendid road manners, a top speed of 116 m.p.h. and the ability to go effortlessly from 0-60 m.p.h. in 11.4 sec. and to 70 m.p.h. in 14½ sec. make the Royale another "businessman's luxury express", although the Rover 3500 is faster, more accelerative, and has lighter steering, and also in a way feels a less cumbersome car. I would think the Ford Granada 2.8i is slightly more "chuckable" and it and the Audi 100CD are also quicker in step-off up to the legal 60 m.p.h. cruising speed than the 27.6 cwt. Royale. But not every executive wants the absolute in performance and those who favour Vauxhalls will find the Royale very impressive indeed. Its appearance is certainly striking, with its double-skinned metallic paint finish, massive bumpers and vee droop snout. It has a fine computation of heating and ventilation from a 4-speed fan and six multi-directional facia-outlets (rather complex to set), easily read main instruments and all minor controls on a single l.h. stalk, except for the horn-button, which is in the centre of the steering-wheel boss supplemented by thumb indents on the wheel's spoke. In very varied usage I got 20.8 m.p.g. of 4-star, with a best figure of 22.8 m.p.g., and the fuel tank holds 16½ gallons. The automatic-choke works impeccably, for instant starting from cold, not quite so promptly when warm, and the engine is ready to pull immediately from cold. This is GM's clever power unit, developed from the Cavalier four-cylinder engine, the short-stroke (92 × 69.8 mm.) six-cylinder Opel engine having a 7-bearing crankshaft, iron block and head, valves, in asymmetrical combustion chambers, operated from GM's chain-driven "over-block" "under-rocker" camshaft, and a 9 to 1 c.r. — one might say a sort of 1970s' concept of the one-time famous Chevrolet "Stove-Bolt Six", installed in a top-model Vauxhall. There are a quartz clock and proper voltmeter, thermometer, fuel-gauge slow to record but steady-reading and oil-gauge (normal pressure 28 lb./sq. in. but the gauge is uncalibrated) for the Royale's driver to inspect, together with five tiered warning lamps. Ample interior stowages are provided, and the servo all-disc brakes work well, though feeling a thought spongy and needing a fairly firm pressure. The short hand-brake lever is well placed; the foot brake developed a squeak. The heavy bonnet, opened from a n/s release, has to be propped up. It opens to disclose a Varta battery, the dip-stick, etc. Both are accessible. Oil consumption was approx 900 m.p.p. The steering is geared just under four turns, lock-to-lock, of which half a turn is free movement.

Certainly, with the new Royales, Vauxhall Motors Ltd. has returned very effectively, and with very full-equipped cars, to the place the 23/60 h.p. model once occupied in their catalogues. The price of the Royale saloon is £8,854.56. — W.B.







From top to bottom left. Near-side of the 23/60 engine showing the Zenith carburetter feeding into the water-jacketed manifold. Off-side of the 23/60 engine, with the typical exhaust manifold, oil filler, and the h.t. leads passing through tubes in the valve cover, a feature of this and the 30/98 power unit. As the owner/driver or possibly the chauffeur viewed this Vauxhall, well-stocked dashboard and typical Vauxhall ignition and throttle levers and little air-control lever before him, gear and brake levers convenient to his right hand. Below — The Editor enjoys a drive in this notably flexible and well-mannered, back-braked vintage motor car, followed, appropriately, by a Bedford van.

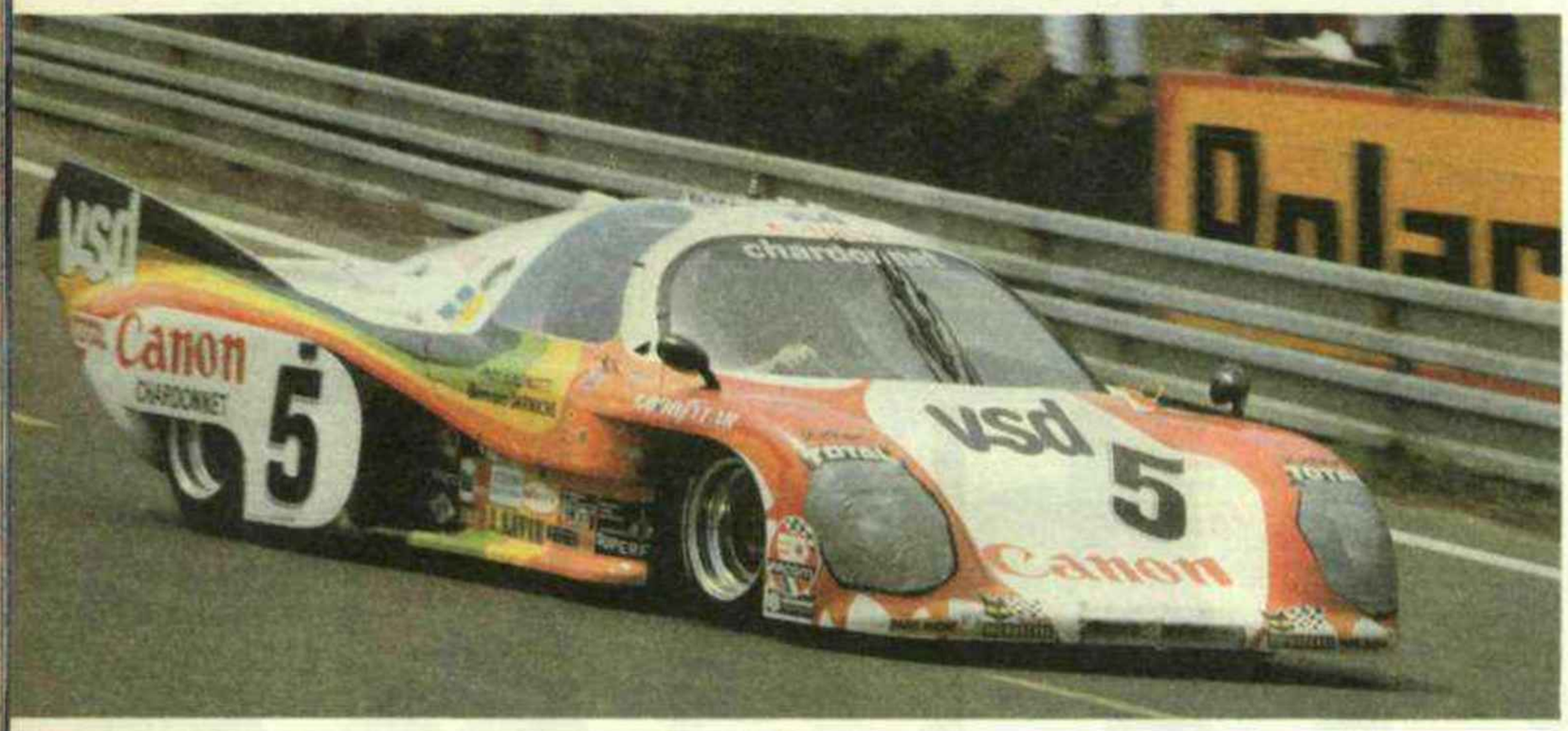


A TIGHT
TH
MICK M

TER LOCK
HAN
ICMANUS







LE MANS 24 HOURS

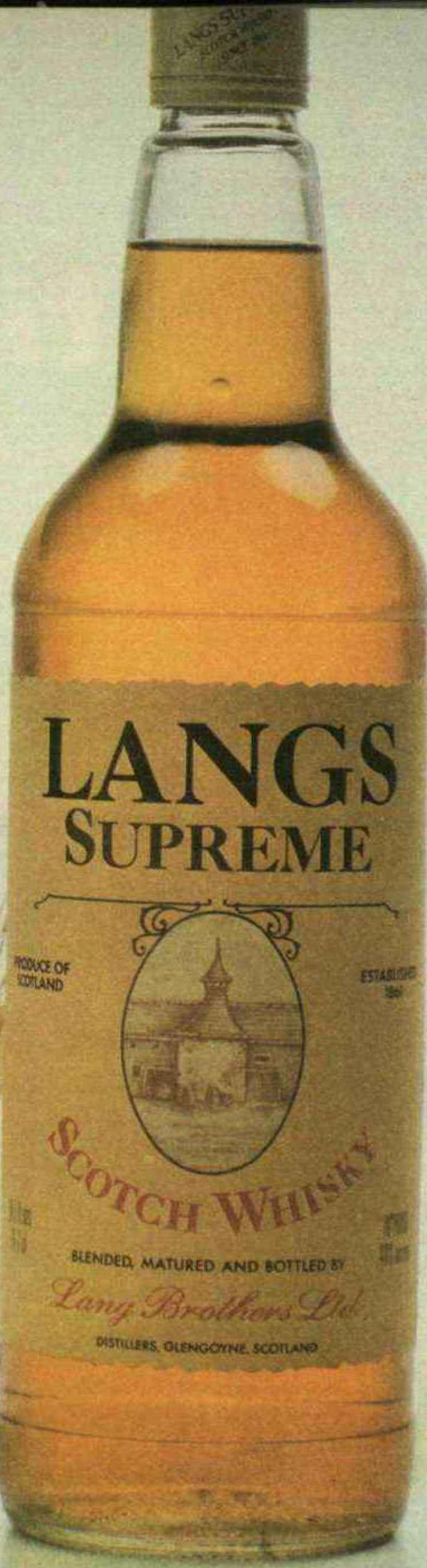
OVERWHELMING winners at Le Mans a leading continuously throughout the 13 hours of the race were Klaus Ludw Don Whittington and his brother Bill in Kremer Porsche Racing team's 93 (above). They won by seven laps, des losing over an hour when the drive to t car's fuel injection pump broke. B placed Group 6 car at the finish was Rondeau M379 of Jean Ragnotti Bernard Darniche (left), one of three s coupés in the race. The only one of f Ferraris to make the chequered flag the 512 Berlinetta Boxer (below) shared Nick Faure, Bernard de Dryver, St O'Rourke and Jean "Beurlys", Faure O'Rourke being the highest placed Brit drivers in the final results.



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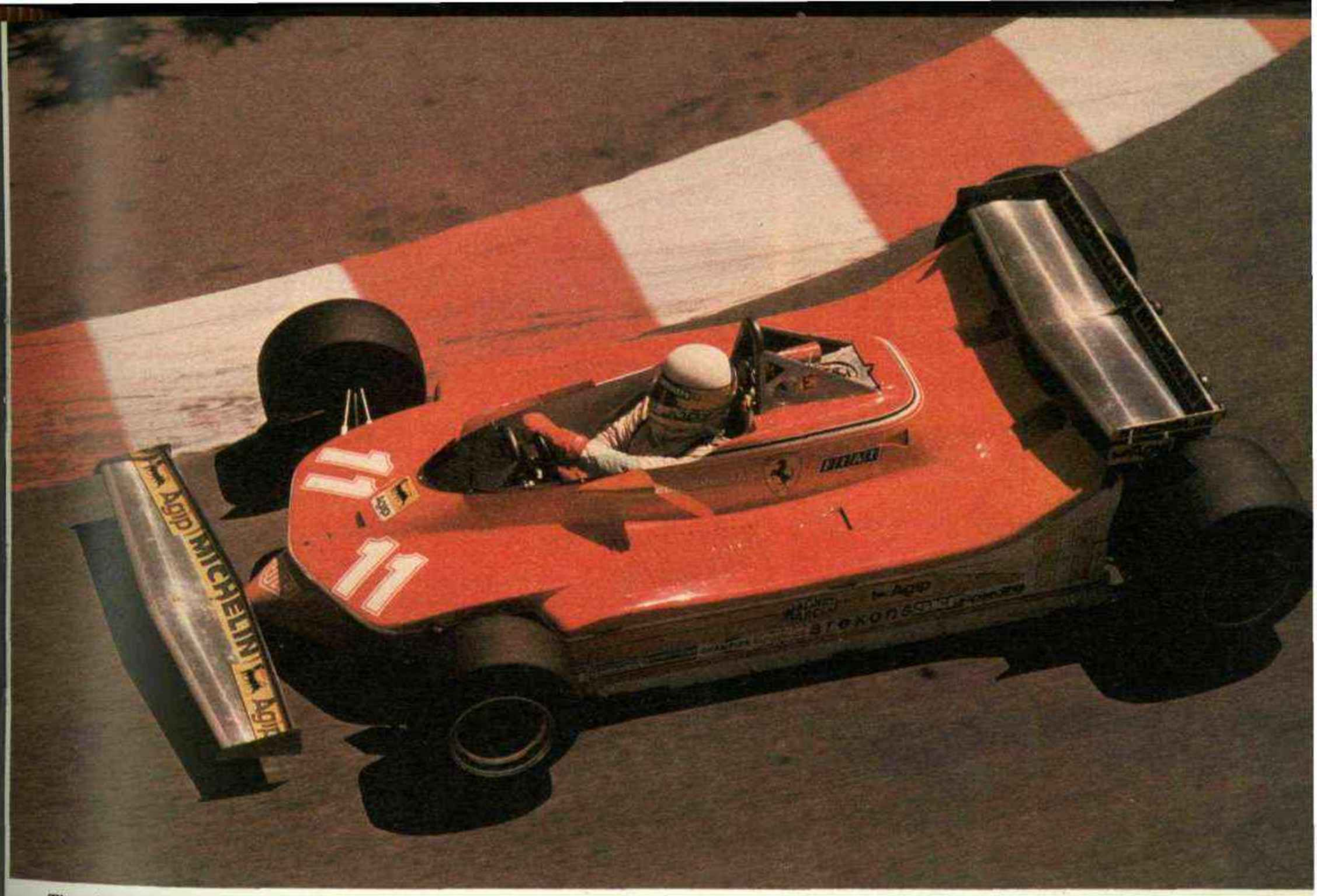


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The winning T4 Ferrari driven by Jody Scheckter clearly showing the "racing machine" aesthetics and the forward-mounted rear aerofoil.

The Monaco Grand Prix

continued from page 986

to drive it properly so he had to give up. Arnoux got back into his own car and the RS01 was abandoned for in no way could it go as fast as the car Jabouille had abandoned out on the circuit.

The Brabham team were not much better off for Piquet's car broke its Alfa Romeo engine, a brand new unit only installed the day before, and Lauda was sitting waiting for an opportunity to try and get a clear run. The spare Brabham was got ready for Piquet, but somehow Monaco was not being a good event for the rising star from Brazil. His compatriot was also in trouble for the F5A Fittipaldi broke a drive-shaft joint as it was leaving the pits, which was fortunate in a way because it meant the mechanics could wheel the car back up the pit lane and attend to it. Another car that came to rest at the pit exit was Tambay's McLaren M28B, but this was only a stalled engine and not enough air in the on-board starter system to restart; the McLaren mechanics were soon to the rescue.

As this all important timed session progressed the pace became almost frantic, but the overall scene was making more sense than Thursday's practice. The two Ferraris were still in a class of their own, both drivers being in the 1 min. 26 sec. bracket, due to a combination of all things being right. The right tyres, the right engine characteristics, the right handling, the right brakes, the right gearbox and both were driving brilliantly. However, all the other hard drivers were well down in the 1 min. 27 sec. bracket, though none looked like knocking the two Ferraris from their position at the front. The Monaco grid is arranged in staggered form, to such an extent that it is virtually a one-by-one grid, so Scheckter was in row one, Villeneuve in row two, Depailler in row three, Lauda in row four, Laffite in row five and so on. There was so much excitement up at the front of the grid that the back got hardly any attention at all, even though there were six or seven drivers trying desperately to avoid being left out. The Renault team's troubles were not over, for Arnoux now stopped at the pits with a split in an exhaust manifold, which of course meant a loss of pressure for driving the turbine on that side, and a loss of boost from the compressor. As Jabouille and Arnoux were now in nineteenth and twentieth places in the times, it was a precarious situation for the French team, with de Angelis, Tambay, Lammers and Daly all trying to get on to the grid.

Practice Times

No.	Driver	Thursday p.m.	Saturday p.m.
1	M. Andretti	1.29.23	1.28.23
2	C. Reutemann	1.29.08	1.27.99
3	D. Pironi	1.28.99	1.27.42
4	J. P. Jarier	1.28.62	1.27.42
5	N. Lauda	1.28.32	1.27.21
6	N. Piquet	1.29.53	1.28.52
7	J. Watson	1.28.89	1.28.23
8	P. Tambay	1.30.68	1.29.53
9	H. J. Stuck	1.29.89	1.28.22
11	J. Scheckter	1.27.35	**1.26.45**
12	G. Villeneuve	**1.26.91**	1.26.52
14	E. Fittipaldi	1.28.49	1.28.97
15	J. P. Jabouille	1.29.87	1.28.68
16	R. Arnoux	1.29.33	1.28.57
17	J. Lammers	1.32.02	1.29.99
18	E. de Angelis	1.29.83	1.28.70
20	J. Hunt	1.28.84	1.27.96
22	D. Daly	1.36.89	1.30.18
25	P. Depailler	1.28.69	1.27.11
26	J. Laffite	1.29.83	1.27.26
27	A. Jones	1.32.68	1.27.67
28	G. Regazzoni	1.28.48	1.28.51
29	R. Patrese	1.29.56	1.28.30
30	J. Mass	1.29.41	1.27.47

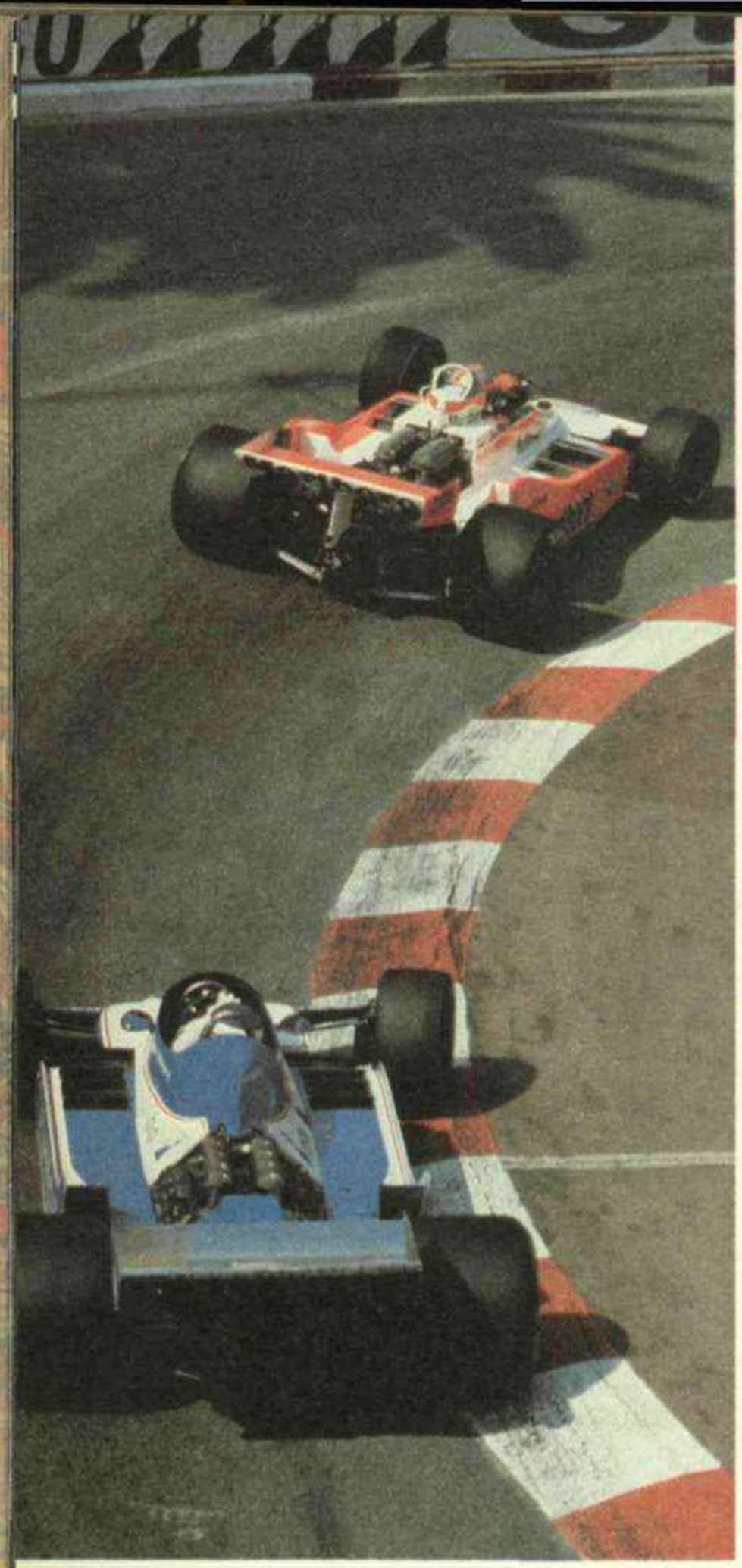
Shortly before the chequered flag put a stop to everyone's efforts Lauda stopped at the pits and got out with a sheepish look on his face and explained to Gordon Murray that he had banged a guard rail with the left-rear wheel, and he wasn't joking; he had been trying very hard. As the whole thing reached its climax, Villeneuve got very close to Scheckter's time as he did his last flying lap, recording 1 min. 26.52 sec. to the South African's 1 min. 26.45 sec. While Scheckter's time was heroic you couldn't see him driving at that pace for 76 laps, or the Ferrari standing up to the hammering over the kerbs and the fierce opposite-lock slides for that distance, whereas Villeneuve's performance looked more likely to go the distance. Nonetheless, Scheckter was securely on pole-position and in great fighting form. Almost overlooked in mid-field was the performance of Jochen Mass, who was a bit peeved at being made to pre-qualify, and this "needle" really got him going in the Arrows. He was eighth fastest overall, ahead of Jones, Hunt, Reutemann, Stuck, Andretti, Watson and his own team-mate Patrese. Truly an effort deserving an A. As practice ended and everyone's fate was sealed, especially the last four drivers, Derek Daly hit the barriers and the Ensign ended practice dangling from a breakdown lorry with a bent left-rear suspension.

After all that the Renault 5 saloon racing and the BMW Pro-Car M1 racing was all a bit of an anti-climax and almost "light relief". With the



Above: Gianclaudio Regazzoni in the Williams FW07/002 during his chase of Scheckt Ferrari.

THE MONACO GRAND PRIX



Above: Watson (McLaren M28/3C) trying hard to stave off Depailler (Ligier JS 11/03), who is using the kerb to the full.

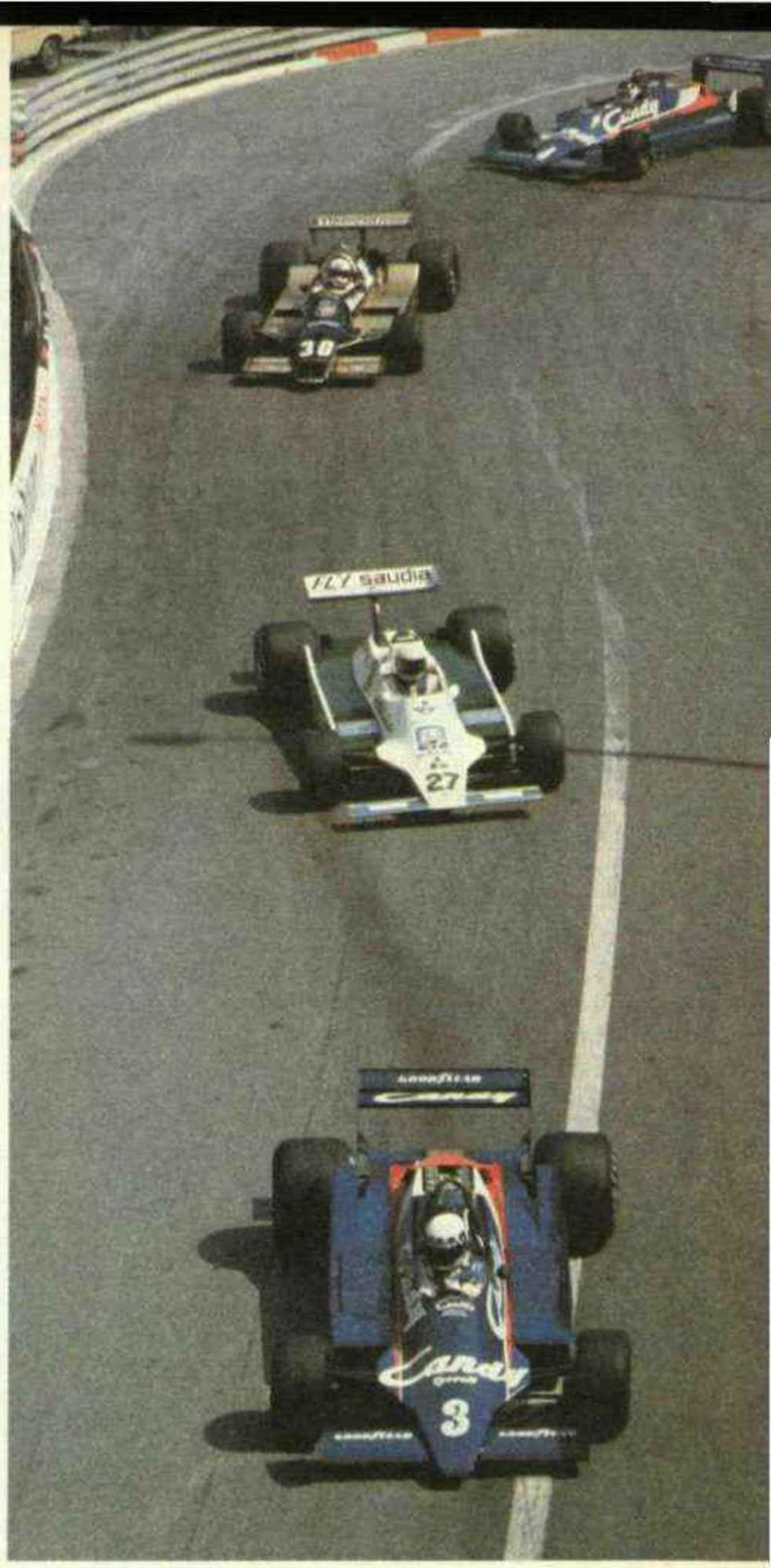
Below: Stuck (ATS) leads Watson (McLaren M28/3C) and Piquet (Brabham-Alfa) past the wreckage of Pironi's Tyrrell.



Below: Lauda's pace in the Brabham-Alfa Romeo in the opening stages was not q enough and he had an unruly mob hard on his tail.









Above: Descending to the sea-front in formation are Pironi (Tyrrell 009/4), Jones (Williams FW07/003), Mass (Arrows A1/05) and Jarier (Tyrrell 009/3).
Left: The Ferraris of Scheckter and Villeneuve leave Casino Square as the Williams of Jones appears over the hump.
Below: Carlos Reutemann in the Lotus 79/4 in front of the Hotel de Paris in Casino Square.



Grand Prix not due to start until half past three o' clock on Sunday afternoon there was adequate time for race preparation of the twenty cars that had qualified, while the two Shadows and Tambay's McLaren were prepared in case anyone ran into trouble in the Sunday morning "warm-up" period. In fact, there was trouble on Sunday morning, but it did not allow any of the reserves to start. First of all the day dawned wet and grey and some people were recalling the time when Beltoise won in the pouring rain with the BRM, but by breakfast time things were improving rapidly and the roads dried quickly. During the half-hour warm-up session at 11.30 a.m. everyone was going fine when suddenly there was a big cloud of smoke along the pit straight and Villeneuve's Ferrari could be seen ahead of it. The Ferrari had broken an oil pipe and unbeknown to the driver, until the oil warning light came on, the precious lubricant was spraying all over the back of the engine instead of circulating inside. It got back to the pits but the damage was done, so without more ado the car was rushed to the paddock to have the engine changed, the supply of flat-12 engines seemingly inexhaustible. As there was three and a half hours before the start there was no desperate panic.

Eventually there were signs of the Grand Prix beginning to happen, for Prince Rainier and his Princess arrived and officially opened the circuit and the twenty starters were all warmed up and queueing up at the pit lane exit ready to go. They went round the circuit more or less in grid order and then lined up opposite the Royal box, with Alan Jones nipping into the pits for a quick adjustment and then going round for another lap before taking up his position. Scheckter led them all round on the pace lap in orderly fashion, they paused on the long grid, the red light came on, then the green and Scheckter made the most superb start and rocketed away towards the Ste. Devote chicane. Lauda was equally quick away from fourth position and passed both Depailler and Villeneuve before the corner and led the pack up the hill in pursuit of Scheckter. The South African wasn't waiting for anyone and drove that first lap as if it was going to be his last, sliding out of corners on opposite lock and really giving the throttle a boot-full. The result was that he opened up a sizeable gap before some of his rivals were really under way. Remarkably, in view of some of the recent races, everyone survived the opening lap and were all still there on lap two, the order being Scheckter (Ferrari), Lauda (Brabham), Villeneuve (Ferrari), Depailler (Ligier), Laffite (Ligier), Pironi (Tyrrell), Jones (Williams), Mass (Arrows), Jarier (Tyrrell), Reutemann (Lotus 79), Andretti (Lotus 80), Hunt (Wolf), Patrese (Arrows), Stuck (ATS), Regazzoni (Williams), Watson (McLaren), Fittipaldi (Fitipaldi), Piquet (Brabham), Arnoux (Renault) and Jabouille (Renault). Starting the third lap Villeneuve decided he had been behind Lauda long enough, and desperate situations called for desperate action. In an audacious bit of out-braking he bounced over the kerbs and past the Brabham-Alfa as they started the lap, and got away with it more by reason of Lauda's co-operation than anything else. By this time Scheckter was almost out of sight, but the French-Canadian soon began to close up on him, leaving Lauda far behind. Following Lauda in a very close nose-to-tail "crocodile" were Depailler, Laffite, Pironi, Jones, Mass, Jarier, Reutemann, Andretti and Hunt, the rest already being left behind. In quick succession Patrese and Hunt disappeared, the Arrows coming into the pits with its right-hand wheel leaning drunkenly and the Wolf stopping up the hill to the Casino with a broken drive-shaft joint. None of this affected the main issue, which was the way Villeneuve was closing up on Scheckter and the obvious way Lauda was not going fast enough for the eight cars that were queuing up behind him. At the back of the field Piquet and Arnoux had a slight coming together, which resulted eventually in the front end of the Renault bodywork collapsing, and there being no spares available for the RS10, Arnoux had to retire.

By lap 13 Villeneuve was right up behind Scheckter, though not looking for a way by, and they were ten seconds ahead of Lauda and the streaming mob that were following him. Pironi was in the middle of this lot and being swept along by the tide, possibly a bit out of his depth, and on lap 16 he collided with Laffite, which sent the Ligier into the pits for a new wheel and tyre and dropped it to the back of the field because the engine was reluctant to restart. Laffite stormed back into the race just ahead of the two Ferraris, so that he was virtually two whole laps behind, and he then drove really hard, pulling away from the Ferraris in the same manner that Villeneuve had done after his pit stop in the recent Zolder race. Anyone who had gone into a bar for a drink could have been excused for thinking Laffite was leading the race when they came out! Fittipaldi retired with a broken Cosworth engine. Not content with elbowing Laffite out of the way, Pironi now nudged Depailler into a spin, which put him almost to the back of the field, and then started to pressure Lauda. All the time he was being hard pressed by Jones, Mass, Jarier and the two Lotus drivers, though Reutemann began to lose ground when a split exhaust manifold pipe lost him a few hundred revs. As Lauda and Pironi started lap 22 the Tyrrell nose was right under the Brabham gearbox, and that was the last we saw of them. Down the hill from Casino Square to Mirabeau corner Pironi got the Tyrrell down the right-hand side of the Brabham and as Lauda turned into the corner the Tyrrell launched itself off the rear wheel and almost bounced on Lauda's head as it sailed over the top, taking off the Brabham rear aerofoil. The Tyrrell crashed down and destroyed itself while the crumpled Brabham limped back to the pits to retire.

All this left Alan Jones in third place, follow by Mass, Jarier and Reutemann, for while dust was settling from the Pironi/Lauda incid the Lotus 80 was feeling very odd, with a r wheel steering as well as the front ones. Andr pulled into the pits to find part of the r suspension broken. We now had a complet new scene. The two Ferraris were still nose-to- with Jones ten seconds behind, but with La and Pironi out of the way the Australian co really give the Williams its head and he storm up on the cars from Maranello in a splen fashion, at a second or more per lap. Mass a Jarier were left behind, and Reuteman dropping back with the harsh-sounding Lotus Then came Regazzoni on his own, followed Stuck leading Piquet, Watson and Depail Jabouille was all on his own at the back a Laffite was still storming along making up l ground. It had taken Jones ten laps to catch Ferraris, but now he was with them there was much he could do, for they were not going to him go by. For eleven laps Jones sat tight beh the two red cars, and Villeneuve was wish Scheckter would go a bit faster. A stalemate



Jochen Mass in the Arrows was in great form both during practice and the race. Overheating brakes lost him th place.

developing when suddenly the two Ferraris w on their own, with an air of relief about them. T Williams was heading for the pits for Jones h thumped a barrier with his right front wheel a the steering arm was bent. After a magnifice effort the Williams was out due to driver err but the team's Saudi Arabian sponsors who w watching were not too depressed for it had bee great moment for them as the Williams c challenged the Ferraris.

This now left a big gap to Jochen Mass who w still driving hard and had inherited third place the Arrows team, because Jarier had disappear with a pretty spectacular "boom" and a cloud smoke. While bouncing over the kerbs at the e of the Rascasse corner the right rear upright the Tyrrell had burst asunder, letting the wh lean inwards and the drive-shaft run at a ste angle. As Jarier gave it full power and changed a gear the universal joint broke and the grease the exhaust pipe and the car ground to a halt, Regazzoni moved up to fourth place when Williams' team leader retired. One of the fro brake cooling ducts on the Arrows was comi

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adrift and the brake was overheating, causing Mass a lot of anguish, so that Regazzoni was closing on him and on lap 50 went by into third place, while Mass visited the pits to see what could be done for him. Behind him Reutemann was now fourth but was being hard pressed by Piquet, while close behind Watson had Depailler trying to scrabble by.

At the end of lap 54 Scheckter went by on his own! The transmission on Villeneuve's Ferrari had broken and he coasted into the pit lane and out of the race. Once again the scene had changed and Regazzoni was now in second place and was starting to put all he had into his driving, handling the Williams neatly and tidily, while Scheckter still looked a bit rough and unruly. Watson was being so pressed by Depailler that the two of them were closing up on Piquet and Reutemann and this quartet were really having a go. Regazzoni was down to eight and a half seconds from the Ferrari by lap 58 and everyone was urging him on with terrific enthusiasm, for everyone loves "Regga". He suddenly lost four seconds on lap 59 as the Williams gearbox selectors played up and he couldn't get second gear. Undeterred the swarthy Swiss made do without it and started to close the gap once again. From thirteen and a half seconds the gap came down to ten, then eight, then five, but the end of the race was not far off, there were but five laps to go and Scheckter had it all well in hand.

Behind the Williams the Lotus 79 was still ahead of the Brabham-Alfa, but Depailler had at last got his Ligier past Watson's McLaren, the Ulsterman then almost giving up with exhaustion. Laffite's brave drive all on his own ended when the gearbox in his Ligier broke, and then the Brabham pit urged Piquet to go faster, which meant try and overtake Reutemann. In his anxiety to please, young Piquet nudged the back of the Lotus 79, without damage, but it put him off his stroke and he nearly stopped. Banging in bottom gear he made a storming restart and promptly broke a drive-shaft! This left only five healthy runners in the race, but they were all on the same lap and within seconds of each other. Mass and Jabouille were still circulating, but many laps behind after pit stops and with three laps to go Regazzoni was only three seconds behind Scheckter. With two to go he was right behind the Ferraris, losing ground on power up the hill, but gaining it back on handling through the wiggly bits. With one lap to go Depailler's Cosworth engine broke and a relieved Reutemann cruised on to third place. There was nothing Regazzoni could do unless Scheckter made a mistake, which was unlikely after 75 laps in the lead, and though the Swiss dodged about a bit behind the Ferrari and made feints as if to try and pass, Scheckter had it all nicely sewn up and they finished lap 76 mere feet apart.

The thousands of Italians were confused, not knowing whether to cheer for Ferrari or for Regazzoni; most of them cheered for "Regga". The stolid Reutemann notched up another good place for last year's Lotus, and a grateful Watson finished fourth to give the McLaren team some encouragement, but only thanks to Depailler's last minute engine failure. It had been a remarkable race, with never a dull moment, and Scheckter nearly achieved the perfect result. He won pole position in practice, led from start to finish, but lost fastest lap to Depailler on lap 69. Monaco had lived up to its reputation of being too narrow for modern wide Formula One cars, but nevertheless provided the scene for a very good motor race and some really hard and skilful driving. — D.S.J.

Results:

MONACO GRAND PRIX — Formula One — 76 laps — 3.132 kilometres per lap — 251.712 kilometres — Warm and dr

1st:	J. Scheckter (Ferrari 312 T4/040)	1 hr. 55 min. 22.48 sec. — 130.901 k.p.h
2nd:	G. Regazzoni (Williams FW07/002)	1 hr. 55 min. 22.92 sec.
3rd:	C. Reutemann (Lotus 79/4)	1 hr. 55 min. 31.05 sec.
4th:	J. Watson (McLaren M28/3C)	1 hr. 56 min. 03.79 sec.
5th:	P. Depailler (Ligier JS11/03)	1 lap behind (not running)
6th:	J. Mass (Arrows A1/05)	7 laps behind
7th:	N. Piquet (Brabham BT48/03)	8 laps behind (not running)
8th:	J.-P. Jabouille (Renault RS10/02)	8 laps behind

Fastest Lap: P. Depailler (Ligier JS11/03) on lap 69 in 1 min. 28.82 sec. — 134.240 k.p.h.

Retirements: R. Patrese (Arrows A1/06) bent front suspension on lap 4; J. Hunt (Wolf WR7) broken drive-shaft on lap 5; R Arnoux (Renault RS10/01) deranged steering on lap 8; E. Fittipaldi (Fittipaldi F5A/1) engine failure on lap 17; M. Andrett (Lotus 80/1) rear suspension failure on lap 22; D. Pironi (Tyrrell 009/4) accident on lap 22; N. Lauda (Brabham BT48/04 accident on lap 22; H. J. Stuck (ATS D2/03) lost wheel on lap 31; J. P. Jarier (Tyrrell 009/3) suspension failure on lap 34; A Jones (Williams FW07/003) bent steering arm on lap 43; G. Villeneuve (Ferrari 312 T4/039) broken transmission on lap 54; J Laffite (Ligier JS11/02) broken gearbox on lap 56; N. Piquet (Brabham BT48/03) broken drive-shaft on lap 69; P. Depaille (Ligier JS11/03) engine failure on lap 75.

20 *starters* — 8 *finishers*

Notes on the cars at Monaco

THE McLAREN team bought out a third variation of the M28, this one being built around the monocoque of M28/3 and in view of the many changes made it was given the suffix C. Somebody had obviously been looking closely at the Lotus 80, even though it has yet to prove to be the way to go. The M28C had a longer and slimmer nose cowling, mounted on a pair of plates cantilevered from the front bulkhead; all the suspension pick-up points on the front suspension were moved into the monocoque and the suspension members were re-profiled to present a much tidier front end for the air to flow through on its way to the radiator intakes and under the side-pods. The B-version which was built around M28/2 and which Watson drove in the Belgian GP was handed down to Tambay, while the Ulsterman had the improved M28/3C.

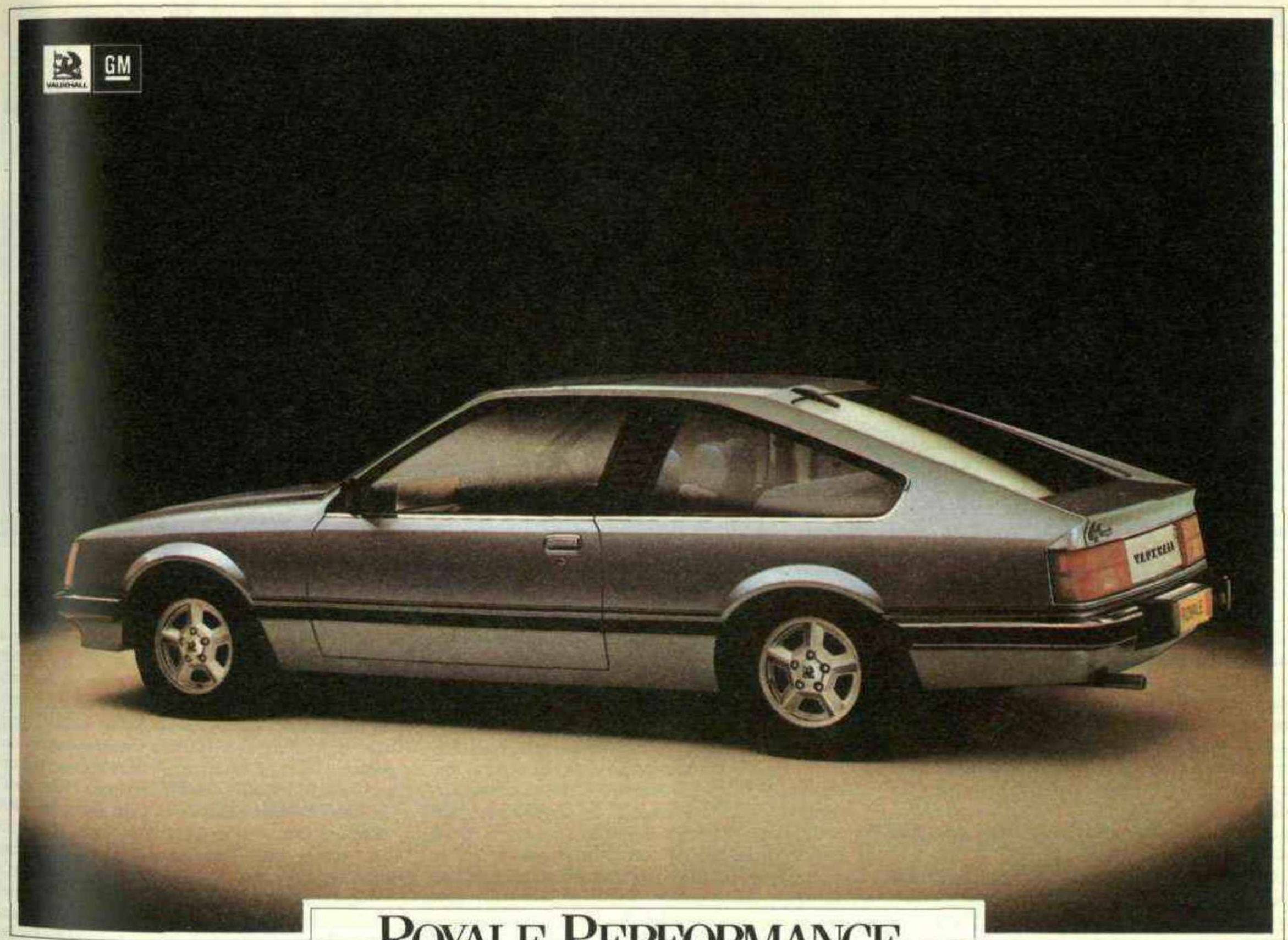
Renault came up with a second RS10 car, this brand new one being for Jabouille, while Arnoux took over the original RS10 that Jabouille had used at the Belgian GP. Both cars were fitted with the new twin-turbo-charger layout and it looked a very much better installation than the single unit used previously. There is a completely separate layout on each side of the V6 engine, the only connection being the throttle cables and various pressure and balance pipes. Each bank of three cylinders exhausts into a turbo-charger mounte to the side and to the rear of the engine. Th exhaust pipe from each turbo-charger then turn inwards and then backwards across the top of th gearbox, ending in a megaphone. Th "waste-gate" or pressure release valve for eac turbo-charger is mounted to the rear of the uni and its exhaust pipe follows the engine exhaus over the gearbox, ending in a small megaphone s that from the rear you see four exhaust pipes; tw large ones from the engine and two small one from the waste-gates. The air compressor of eac turbo unit is mounted to the outside of th turbine, drawing in air axially from a sunken duc in the side of the car just ahead of the rear whee on each side. The radial outlet from eac compressor feeds forwards into its ow inter-cooler, which is coupled into the mai water-cooling system, and then feeds up the fron of the engine into a tubular manifold for the thre cylinders on each side. Although this twin-turb layout must weigh a bit more than the single one it does mean that the turbines need not run quit so close to the heat limit, and the twin layout give better initial response and better pick-up fro low speed.

The Shadow car that de Angelis damaged a Zolder was rebuilt around a new monocoqu "tub" and the Ensign MN09 re-appeared wit revised radiators, revised suspension geometr and improved bodywork. The Ligier tea

continued on page 1021

After a pit stop Jacques Laffite drove a hard race in his Ligier until gearbox failure caused his retirement. Note the aerodynamic "channels" ahead of the rear wheels.





—ROYALE PERFORMANCE.—

Very, very occasionally a great new car is launched.

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—THE NEW ROYALE FROM VAUXHALL—

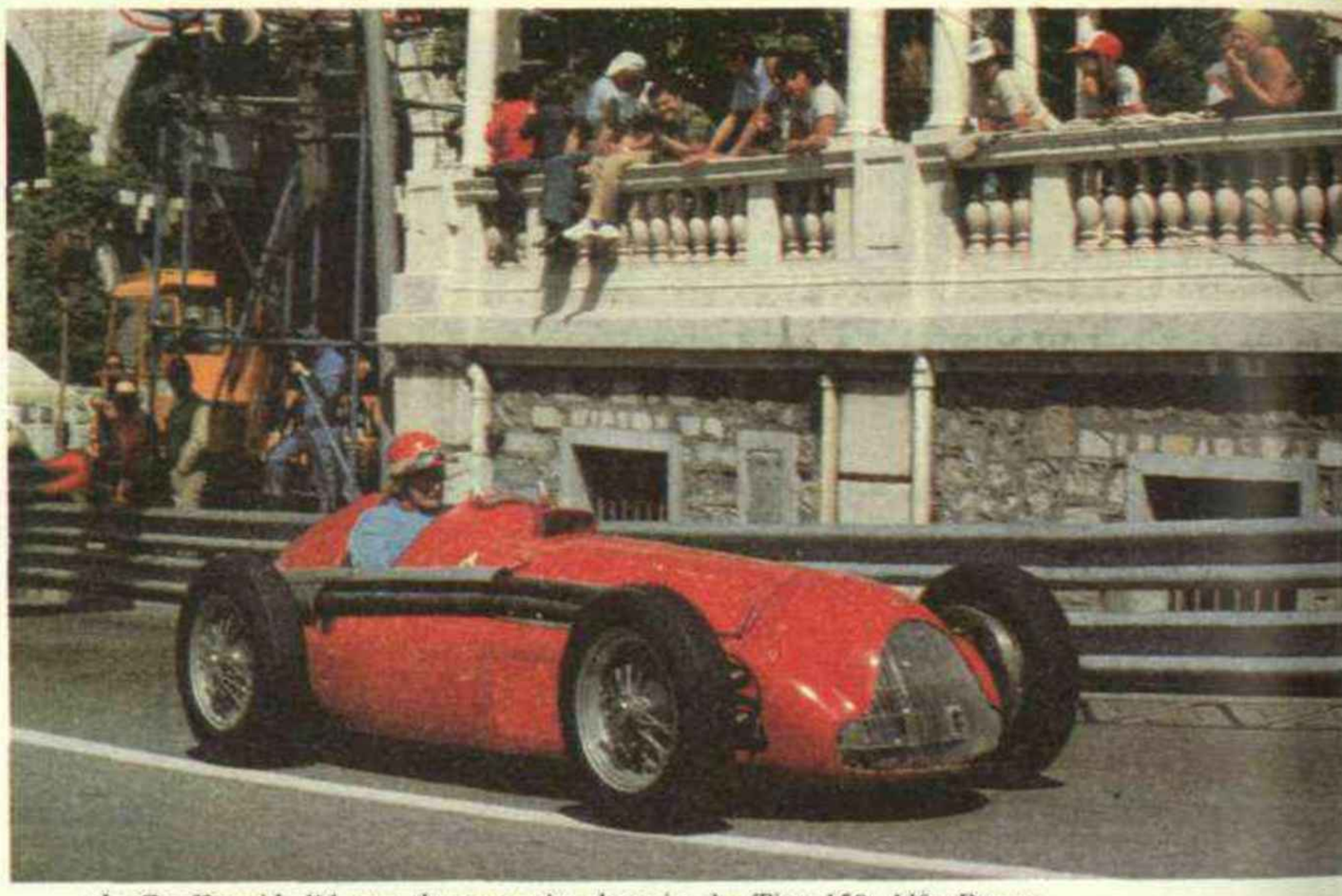
ROYALE SALOON £8,855; COUPÉ £9,131. ENGINE: 6-CYLINDER 2.8 LITRE. TOP SPEED: 115 MPH (SALOON); 118 MPH (COUPÉ), MANUFACTURER'S FIGURES.
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Anniversary Time at Monte Carlo

FOR the younger motoring enthusiasts we are living in good times, for even if the motoring is not so good these days, the enthusiasm is as strong as ever. We are well into the times of the fiftieth anniversary and last year we had the most memorable one with the anniversary of the first Ulster Tourist Trophy race on the Ards circuit. This year it was the fiftieth anniversary of the first Monaco GP and the Automobile Club of Monaco put on a splendid affair intermingled with the Formula One Grand Prix.

Basically it took the form of a 10 lap race for historic cars of the type that competed at Monte Carlo between 1929 and 1937, but there were additional attractions such as a demonstration run by a 159 Alfa Romeo, the publication of souvenir books and post-cards and the competing historic cars being on view prior to the race. While Christie's the auctioneers, through the good offices of the Hon. Patrick Lindsay, looked after the cars, Phillip Morris (Europe) Ltd. the Marlboro cigarette people, looked after the publicity. A remarkably tasteful book was published detailing all the races held at Monaco from 1929 to 1978, with a reproduction of the race poster on the left-hand page and results and photographs on the right-hand page, ending with the poster for the 1979 race. The pre-war race posters were also reproduced in post-card form, on sale in all the shops. (Some of the shopkeepers entered into the spirit of cashing in on history, for while these postcards could be bought in one shop for 1 franc 50 centimes each, the shop next door was charging 2 francs!)

Christie's gathered together a very fine collection of cars for the demonstration race, there being 24 cars on the starting grid, all representative of the races from 1929-1937. The first Grand Prix was held on April 14th, 1929 in the heyday of the Type 35 Bugatti, and was held every year up to and including 1937. In 1932 and 1933 the Monza Alfa Romeos challenged the Type 51 Bugattis and in 1934 it was the scene of the "monoposto" Tipo B Alfa Romeos. 1935-37 were the years of the Mercedes-Benz and Auto-Union teams and there were no races in 1938 or 1939. It all started up again in 1948, was held again in 1950 and in 1952 deteriorated into a sports car race. In 1955 the race re-started as a full-blooded Grand Prix and has been held as such every year since.



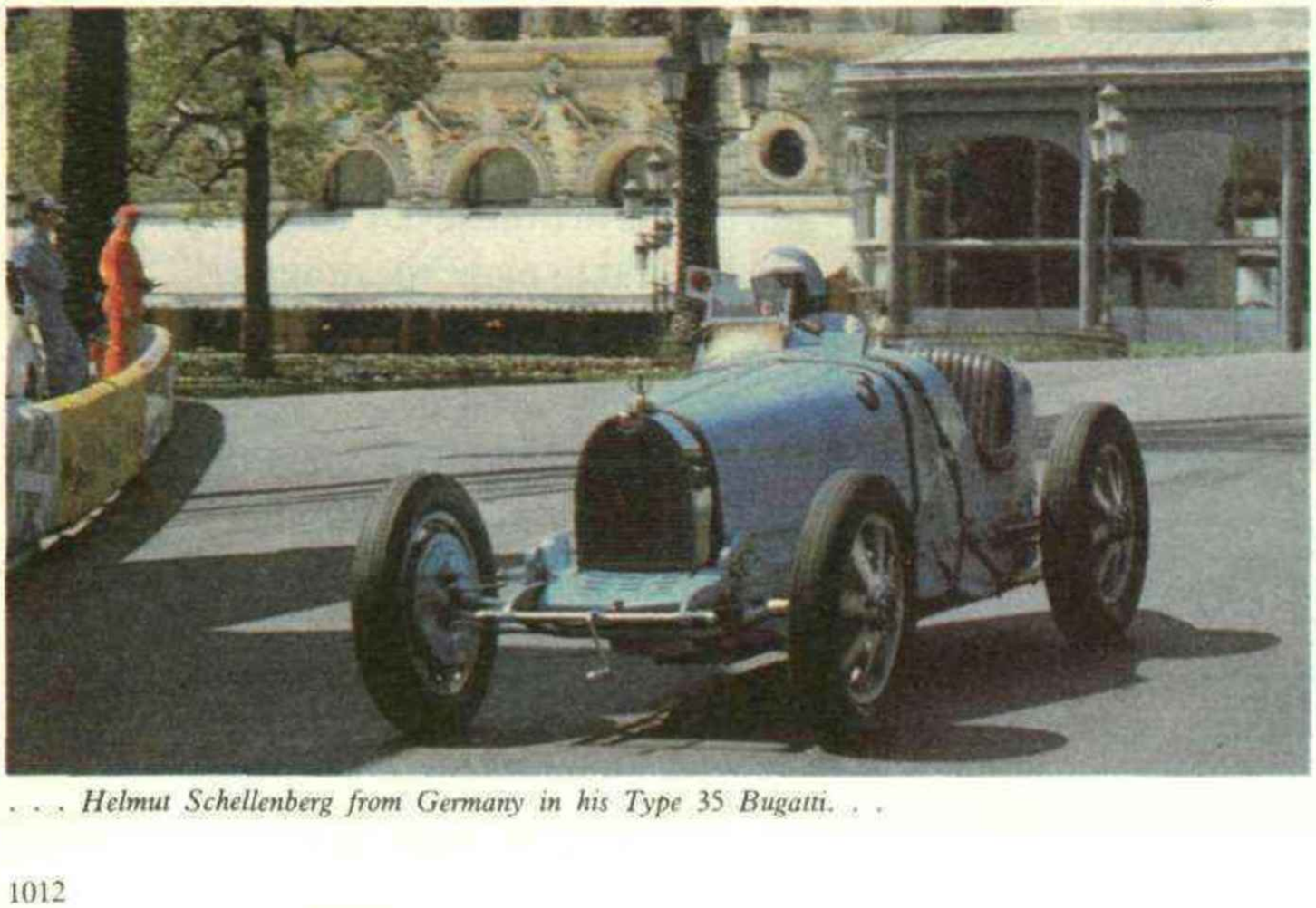
. . . de Graffenreid did two demonstration laps in the Tipo 159 Alfa Romeo. . .

Star attraction of this anniversary event was undoubtedly the W125 Mercedes-Benz of Neil Corner. This is a 1937 factory car that was modified into a mountain hill-climb special for 1938 and 1939 for use by the works drivers, as the Grand Prix formula change had made the car obsolete. Some years ago Colin Crabbe acquired the car through East Berlin and rebuilt it back into 1937 road-racing form, unfortunately fitting to it the turbo-finned brakes off a 1939 W154 Mercedes-Benz. The 5.66-litre straight-eight engine was made to function by fitting a modern supercharger and an SU carburetter as the original components were beyond repair. After running the car in a few VSCC events Crabbe passed the car on to Neil Corner and after a lot of time and money being spent on it it has been made to work pretty well, and it certainly looks good. It was a pity there was no 16-cylinder Auto-Union to accompany the W125 Mercedes-Benz, though rumour says that the Audi branch of Auto-Union are building into a complete car the "Show chassis" from th Deutsches Museum in Munich.

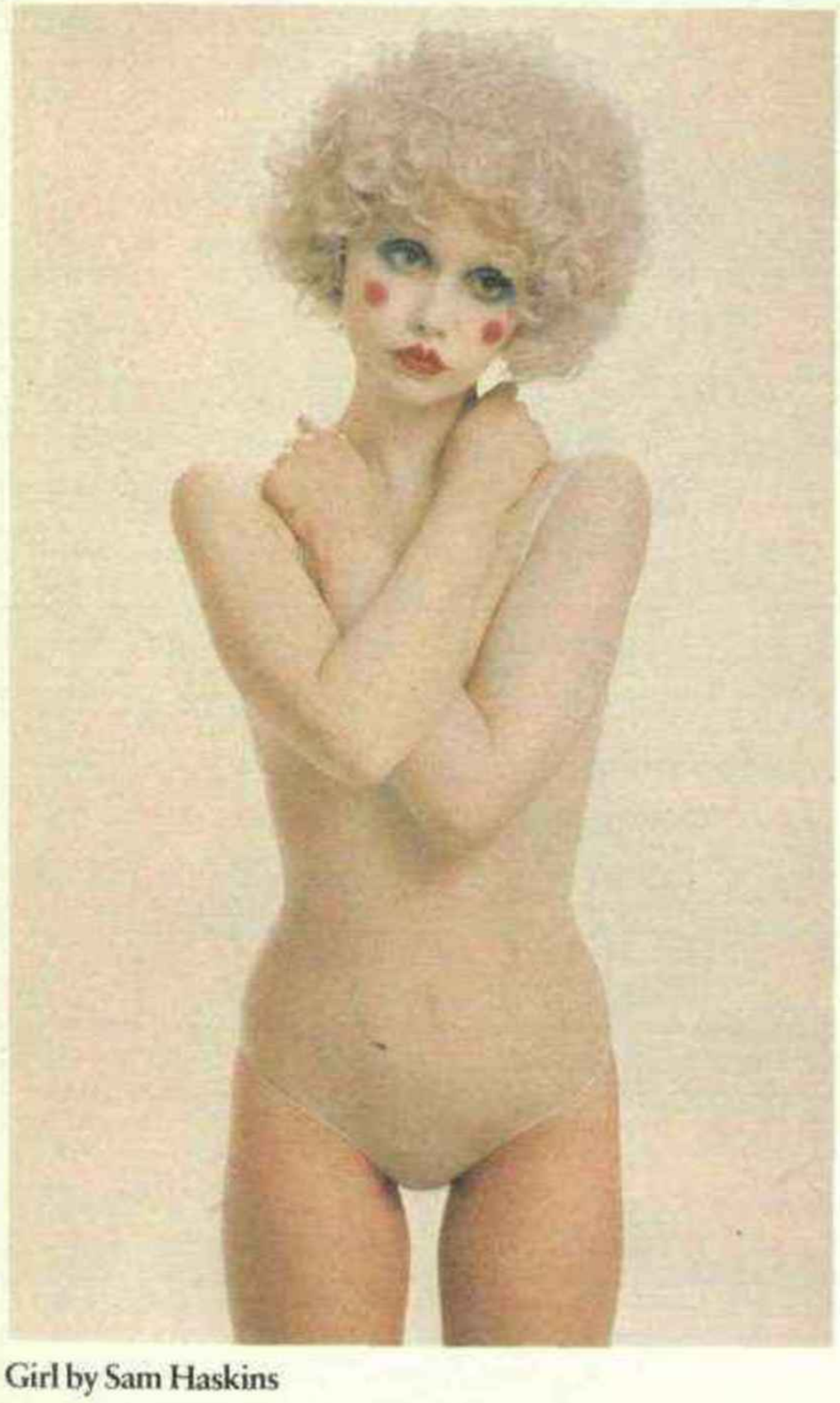
In 1936 the Grand Prix was preceded by "voiturette" race for 1,500 c.c. cars for the Princ Rainier Cup, when the present ruler of Monac was a schoolboy. This event was won by Princ Birabongse of Siam in his ERA "Romulus", so was very fitting that Narissa Chakrabongse, th present owner of "Romulus", should enter the ca and have Bill Morris drive it. To keep "Romulus company Patrick Lindsay brought along his ER "Remus" and Martin Morris brought along h ERA R11B, with 2-litre engine. The pre-Germa era was nicely represented by Alain de Cadenet "monoposto" Alfa Romeo, Black's 8CM Masera and Summers 6C Tipo 34 Maserati. The Monz Alfa Romeo period was exemplified b Christopher Mann and Keith Duly with the cars, and the opposing Bugatti scene wa represented by Geoffrey St. John, Martin Dea and Murray Smith (in John Marks car) in Type 5 cars, with support from the earlier Bugattis o Moffat, Kain, Venables-Llewelyn and Helmu Schellenberg from Germany.

As with all "historic replays" there wer anomolies, such as Cameron Millar with his 193 Maserati 8CTF and Count Donhoff's 193 Talbot, neither of which appeared at Monaco i the past as the last pre-war race was in 1937 Stephen Griswold drove the German-owned Typ 54 Bugatti 4.9 litre, recently built up from spar parts, and Daimler-Benz entered a 1938/39 W15 Mercedes-Benz, but it did not appear, and Coun Lurani was entered but did not appear with hi 1924 Alfa Romeo.

The 24 cars on the Grid on Sunday afternoo made a fine sight and before they started their 1 lap race Baron Emanuel de Graffenreid did tw "demonstration" laps in the Tipo 159 Alfa Romeo that the factory sent along to exemplify th immediate post-war period and it sounded glorious. In the historic race itself Corner spun the huge Mercedes-Benz on the opening lap an fell to last place, but then did an heroic drive righ through the field to second place, just failing t catch Martin Morris in his 2-litre ERA. For a lon time "Romulus" and "Remus" had a spirited battle until the 1936 Coupe Prince Rainier winne went sick, leaying Lindsay to take third plac ahead of de Cadenet's nice "monoposto" Alf Romeo. — D.S.J.



. . . Helmut Schellenberg from Germany in his Type 35 Bugatti. . .



Girl by Sam Haskins



Girl by Hideki Fujii

Camera by Pentax

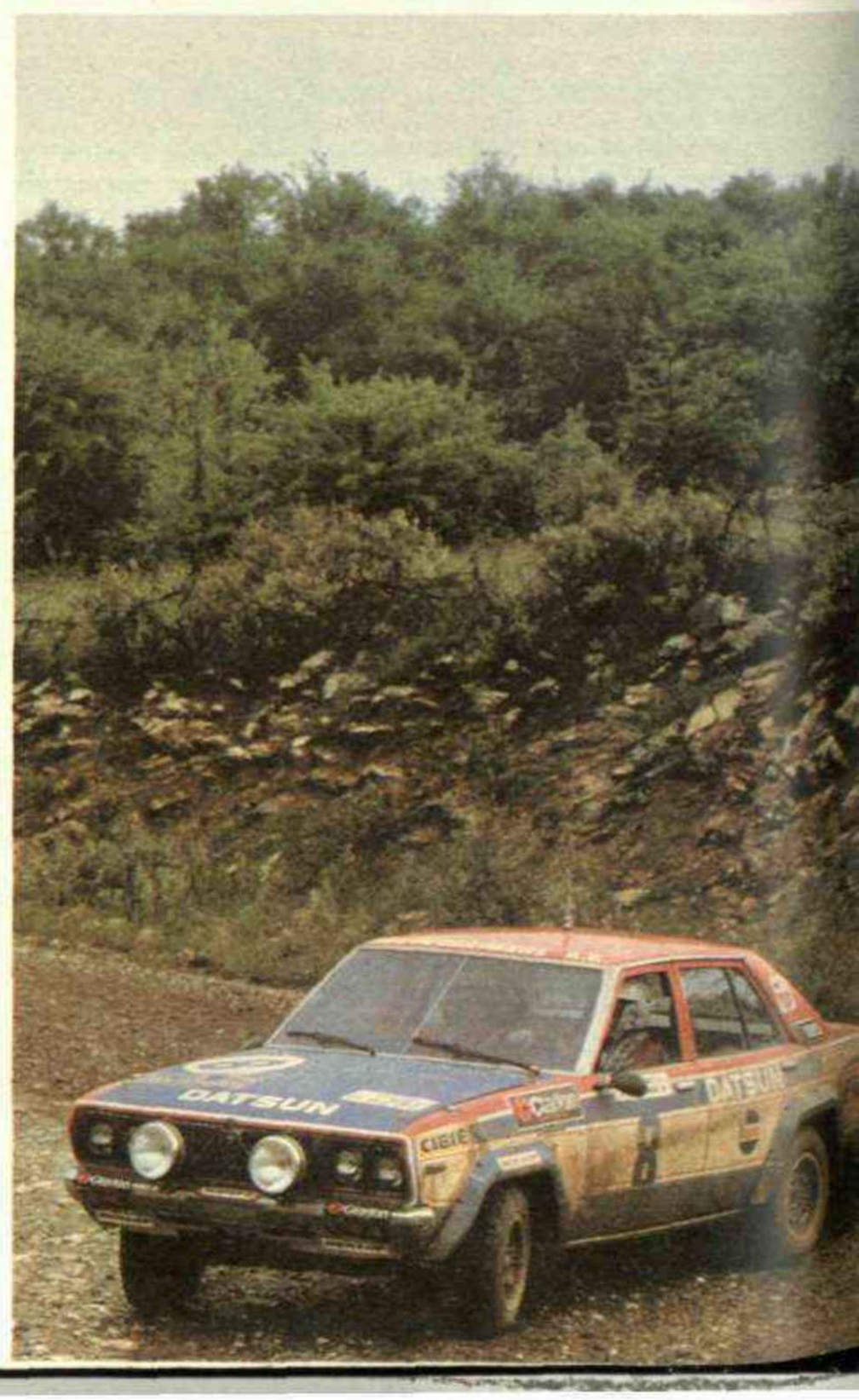


ASAHI PENTAX ME

Photography from these advertisements is on display at The Pentax Gallery, 6 Vigo St., London W.1.
Asahi Pentax cameras are guaranteed quality products of Asahi Optical Co. Ltd., Japan.

ACROPOLIS RALLY PICTURED ABOVE on one of the many fast road sections are winners. Waldegård and Thorszelius in the Ford Escort which very nearly succumbed to the hammering over rough roads. Below are the fourth placed Renault 5 Alpine of Ragnotti and the second placed Datsun 160J of Salonen.







"Not sure about his tailor,

liked his scotch."



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Our popular CQ 5600 **(3)** is next.

t an insult to
n car radios.



It's a complete car entertainment centre which plays stereo cassette tapes and has a built in LW/MW/FM stereo radio with push button tuning. The EIA system is standard to cope with interference. Fast forward, rewind and eject are all operated by one convenient lever.

The CQ 7300 **(4)** makes it possible for most drivers to have a superior radio/cassette stereo combination. On cassette you have automatic play from fast forward and rewind.

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And last but not least the CQ 5450 **(5)**. It's an LW/MW 5 push button car radio with auto-replay cassette stereo player. Again fast forward, rewind and eject and all on one convenient lever. As the finished tape is ejected the radio goes on.

For further information about Panasonic in-car systems contact your dealer or write to National Panasonic (UK) Limited, 107-109 Whitby Road, Slough, Berks SL1 3DR or ring Slough 27516.

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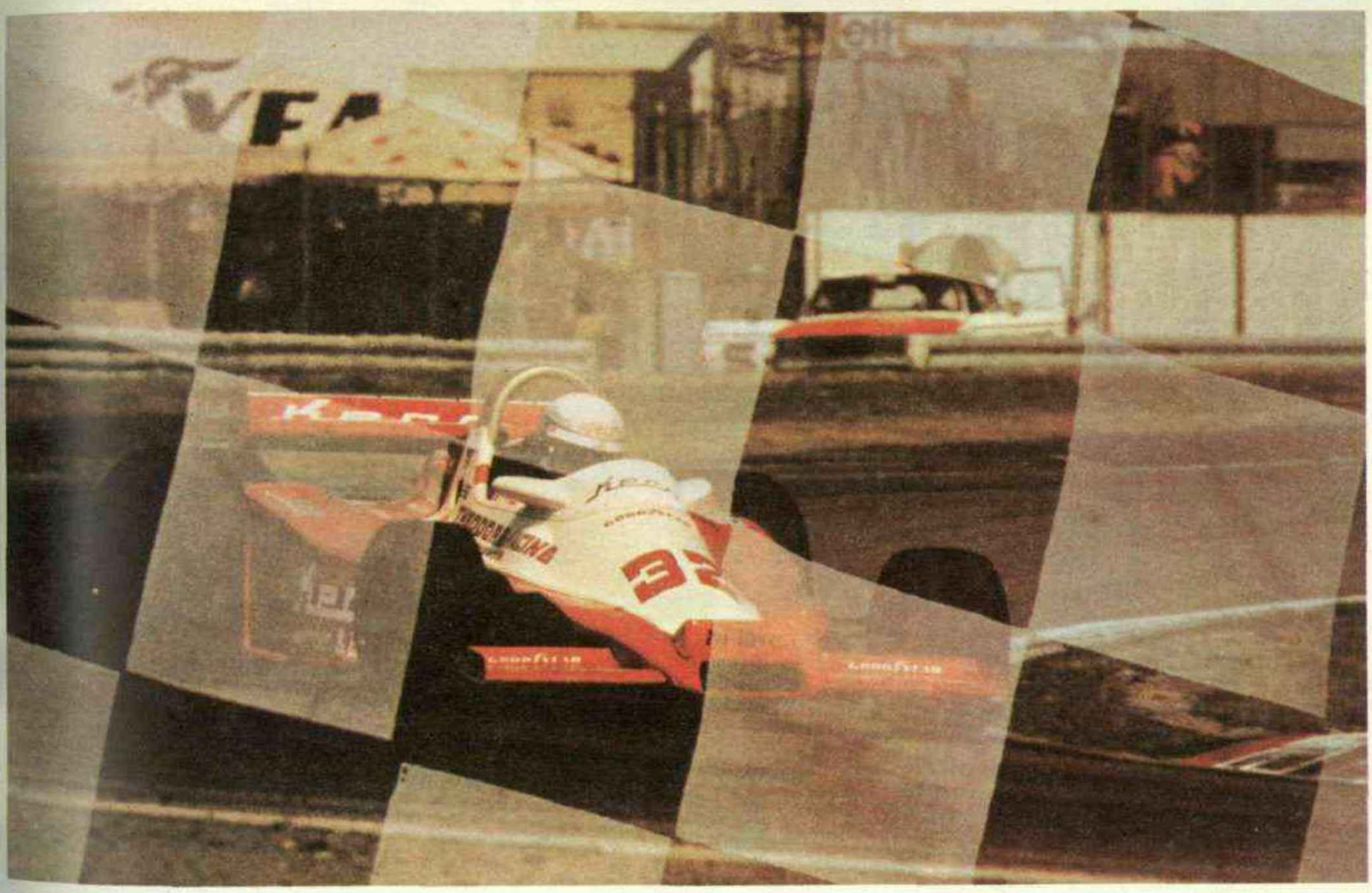


DONINGTON PARK The day of speed and sport run by the BRDC in aid of the Gunnar Nilsson Cancer Fund saw a variety of events. Nelson Piquet (above) won the BMW Pro-Car race in a works M1. In the "Golden Oldies" parade Denny Hulme (right) drove a Cooper-Climax and Dan Gurney (below) drove a P25 BRM, both from the Donington Museum. In the Formula One time-trials for a new fastest lap Alan Jones set the record with 114.82 m.p.h., beating Hunt (Wolf), Andretti (Lotus 79), Piquet (Brabham BT46) and Keegan (Arrows). The Brabham BT46 "fan-car" driven by Piquet is seen bottom right.









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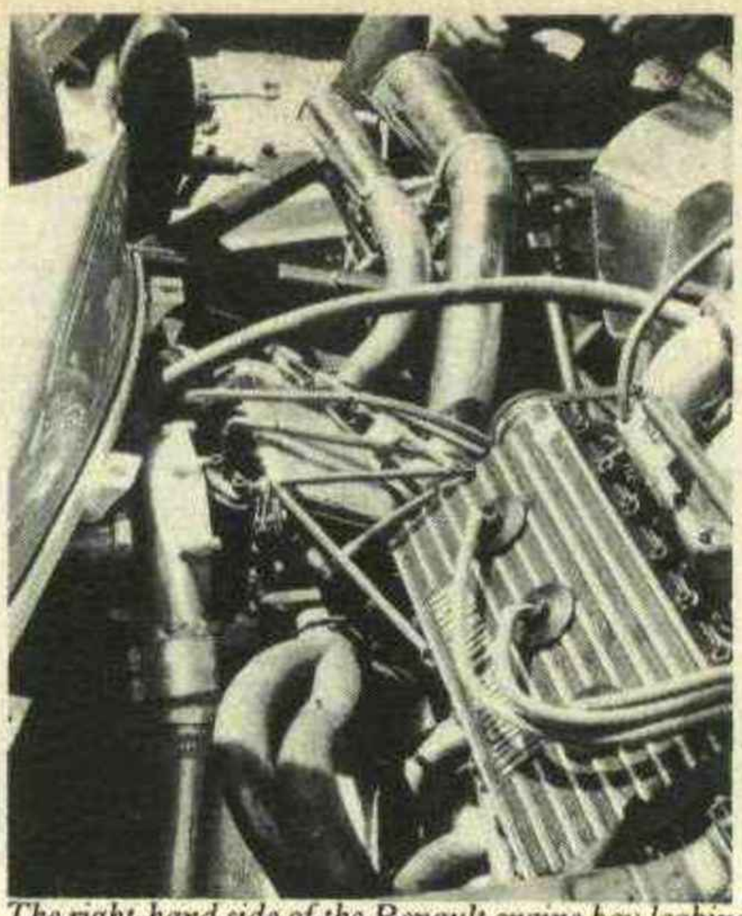
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The right-hand side of the Renault engine bay looking rearwards, showing the right-hand cylinder head of the V6 engine and the exhaust system for this bank of cylinders. The turbine is hidden under the heat-shield in the centre of the picture and the compressor is to the left of the picture. Note the two exhaust pipes from this right-hand installation.

NOTES ON THE CARS — cont. from page 1010

repaired JS11/03 which Depailler damaged in practice at Zolder, and abandoned JS11/01 which he damaged in the race. In its place they completed a new car, JS11/04 to the same specification and it was the spare car for the team at Monaco. All the cars had been fitted with different air-deflectors in front of the rear wheels and a different form of rear aerofoil. During pre-race days the Williams team completed a third FW07, which Alan Jones used after damaging the monocoque of his original car.

Apart from detail changes, like improved air scoops on the sides of the Lotus 80, to feed air to the rear brakes, and both Ferraris using the forward-mounted rear aerofoil first seen at Long Beach, everything was much as before. — D.S.J.

Reflections in the Builder's Dust

FOR ANYONE interested in civil engineering a visit to Monaco must be fascinating for there is continuous building and development going on. Every year when you return and go to look up friends you find the hotel they normally stay in has gone, replaced either by a new block of apartments, a new hotel, or simply a huge hole in the ground. As the Principality is hemmed in by the mountains behind, the sea in front and France on both sides the only way it can expand is either up or down. Up means multi-storey buildings where two- and three-storey buildings used to be and down means enormous workings to bore down into solid rock, but for many years now there has always been a big building project under way somewhere in Monaco. The scale of digging down into the rock is very impressive.

The whole town is packed solid during race week and having a car with you is a waste of time; by the time you've found somewhere to park you could have walked to where you were going. Naturally boats in the harbour are still very popular, but it is noticeable that the size of boat is very much smaller than it used to be, there are no luxury cruisers these days, merely good practical sea-going craft. It would seem that just as the vast motor carriages such as Hispano-Suiza and Isotto-Fraschini have gone from the Monte Carlo scene, so has the equivalent in boats. The only impressive one this year was an American Naval craft bringing a marine band to a competition due to take place after the Grand Prix was over and done with. A growing scene in the harbour is the number of high-speed power boats. There are some really beautiful-looking craft, all engines and hull with a tiny three-man cockpit, and most of them seemed to head off towards Italy after the race was over. They are the Porsche Turbo, Lamborghini, Ferrari and Maserati equivalents in the boat world.

On the land the motor car has proliferated so much that the exotic car in Monte Carlo is now a bit of a rarity and the only interest outside the everyday cars is either a "funny" or a "sick joke", really exciting things are hard to find. However, the collection of historic cars that were assembled to celebrate the fiftieth anniversary of the Grand Prix more than redressed the balance and had everyone "oohing" and "aahing". I always used to think an ERA, a Type 51 Bugatti, the 159 Alfa Romeo or a W125 Mercedes Benz had a shattering exhaust note, but alongside today's Formula One engines from Cosworth, Alfa Romeo and Ferrari, they are relatively quiet. They still make nice noises and are different, but they don't hurt the eardrums, like today's 500 b.h.p., 12,000 r.p.m., 3-litres. Watching the old cars go by you could say to your companion "What a lovely noise," but when a Formula One car goes by the only reason for opening your mouth is to relieve the pressure on your eardrums from the sheer volume of noise, especially as it bounces off the buildings and the barriers.

A sign of changing times was seen when Prince Rainier and Princess Grace made their official lap of honour. They were in a Jeep-like vehicle of vast proportions, which is new product of Mercedes Benz. It was a sad sight and many people missed them, for they always used to tour the circuit in an exotic car or in an elegant one, but always something that exuded charm and good taste. A khaki-coloured military-looking vehicle had neither. Amongst the local populace and press, great play was being made of the fact that not only does Jody Scheckter and his family live in Monte Carlo, but his International competitor's licence is issued by the Automobile Club of Monaco. In consequence, when he won, the Monogasque National Anthem was played!

There are always interesting little cameos in the pits during practice, which spectators in the grandstands seldom see. One of the Renaults came in to have all four wheels changed and the mechanics slid the long lever jacks under the front and the back. As they raised the car up off the ground, other mechanics started removing the wheels, but before the front jack was up and over-centre there was a loud crack as part of the mechanism broke and the front of the car flopped down on the ground. The problem now was to get the broken jack out from under the car and to get another one underneath, and of course, until that was done the front wheels could not be put on. Everyone grabbed a wishbone or suspension component and lifted the front while the broken jack was removed and another one put underneath. At the end of the first practice when Piquet's Brabham was leaking oil from under its Alfa Romeo engine, the mechanics needed to get underneath. In the paddock they use a neat hydraulic ram and tripod to raise the back high enough to get a trestle underneath, but in the pit lane eight mechanics gathered round the back of the car, gave the old "heave-ho" and she was three feet up in the air and another mechanic had slid a

tubular trestle underneath.

Once again the BMW publicity department was in full swing, with a large hospitality ship in the harbour and an M1 Pro-Car race on Saturday afternoon. As in Belgium the first five Formula One drivers after the first practice could not all take part, as Villeneuve and Scheckter are contracted to Michelin and the Pro-Car "circus-act" has been sold to Goodyear. However, the race went off a lot better than it did in Belgium and after Lauda had bumped his way by Regazzoni they staged a wheel-to-wheel finish. I could not help wondering whether they were rehearsing for the day when Ecclestone and Mosley get complete control of Formula One and turn it into a "circus-act" with special attention being paid to the wishes of certain sponsors, especially those that do not back winning teams in normal Formula One racing. Mosley already talks about television cameras on all the Formula One cars and you can see the commercial possibilities. They could charge a lot of money for a lap behind a Williams for example, for all you would see would be the back of the gearbox of the FW07 and the rear aerofoil with its FLY SAUDIA advertisement across the back. Or they could charge Renault and ELF for a lap with the screen filled with the rear of an RS10 proclaiming clearly RENAULT-ELF. There are unlimited possibilities for the commercially minded Ecclestone and Mosley duo.

One of the changing scenes on the Monaco street circuit are the boundaries. When cars were relatively slow and had 19 in. diameter wheels and small tyres a driver who made a mistake often bounced up the kerb and onto the footpath. When cars and wheels became smaller they would bang the kerbs and damage tyres or brush the kerbs lightly and rub the white paint put on the kerbs onto the tyres. A driver would start off with black tyres and come back with fashionable white-wall tyres. Then low-profile tyres on alloy wheels began to appear and a misjudgement on a corner meant that the alloy rim hit the kerb and a lot of wheels were written off. Cars got faster and cornering speeds went up and steel barriers appeared to stop the cars flying off the track. Now if you misjudge a corner you have a very good chance of transmitting the impact loads into the monocoque chassis and distorting the whole structure. The faster racing becomes the more expensive it becomes.

For a driver who goes out of his way to avoid the glare of publicity and the attention of the media-men and the PR world, Regazzoni has a very large following in all parts of the world, and the enthusiasm for his efforts in closing on Scheckter as the Monaco race drew to a close was most moving, as was the enthusiasm of everyone afterwards. Everywhere people were smiling happily and saying "Good old Regga" and most of them seemed to overlook the fact that Scheckter had won the race. Perhaps it is because we don't get a surfeit of "razz-ma-tazz" about the swarthy Swiss that people like him, because he has an air of mystery about him which fascinates people. He doesn't pontificate about safety, or bang-on about himself, or pose with his wife and family at every opportunity, or hob-nob with Royalty or film stars, he is just Gianclaudio Regazzoni, racing driver, from Lugano, and known as "Clay" to his friends. What a lot of people recalled James Hunt saying loud and clear that "Regazzoni was over the hill" some years ago. They got great delight in pointing out that even if he was "over the hill" he could still drive and finish second behind a Ferrari, which is something a lot of other drivers would have liked to have done. — D.S.J.

Letters from Readers

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

Freedom of Choice

Sir,

I was most interested to read the comments raised in the article, May 1979, regarding the possibility of a Bill before Parliament intending to make seat belt wearing compulsory for all motorists. Your philosophical arguments against the principle of compulsion were propounded some six years ago by many thousands of motorcyclists like myself who were farsighted enough to understand the implications of a "compulsory" precedent imposed upon a sector of the motoring fraternity. I noted a conspicuous lack of support for us from many areas at that time. Perhaps now that the compulsion implications are threatening a large section of the community, may we motorcyclists, as a hard-done-by minority, assume unfailing and vociferous support from your most excellent magazine and its many enthusiast readers. We lost but fight on: mostly unheard because we are by nature a fragmented minority with this country.

It may be of interest to note that the majority of States in the US have in recent years repealed compulsory helmet legislation in the face of massive collective lobbying which was very professionally and effectively organised.

If your readers agree with your editorial philosophy then join us to repeal this iniquitous law before the Government bureaucracy (of any colour) start thinking about what other areas the individual needs to be protected against himself, with no freedom of choice in the matter. It is totally abhorrent that in this society people are committted to prison for maintaining that they have a moral right to choose whether or not they wear a helmet.

Matlock G. K. HALL

[In this country, according to the Motorcycle Action Group, one of their members is serving a sentence in Winson Green Prison, Birmingham, for no greater "crime" than riding his sidecar outfit (one of the safest of motor vehicles) whilst not wearing a helmet — he is apparently locked away for 23 hours a day in his cell in this prison, which is far from being an "open" prison. Others who have committed the identical "crime" have been put in Wormwood Scrubs and Pentonville, one having to be removed after the treatment he received from his cell mates, according to the MAG. Do you want to be in danger of the same imprisonment for forgetting, perhaps on a short, local journey, to strap yourself to your car? — or see this treatment meted out to your wife or children? Let us remain free to belt-up sensibly, but *voluntarily*, if we want to do so. The new Conservative Government seems to be of the same opinion, fortunately, and the proposed Act has been put to one side, at least for the time being. Ed.]

Mosport Memories

Sir,

As D.S.J. views Formula One up close with wonderment I view it from afar in the same way. However, as Europe has lost some premier circuits (Nurburgring, Spa) we in Canada appear to have lost a great spectator track: Mosport. Amenities were not always the greatest but for places to watch it is my favourite, especially Corner 5 or Moss Corner. The cars come around a very fast left-hander and dive down a steep hill at the bottom of which they experience a drop about 60 m.p.h. (from Lauda's first bo incidentally it's in the section The Ten Tough Bends). A right-hander, short straight another right-hander lead to the m straightaway on which Mark Donohue repeate did 210 m.p.h. in a Can-Am Porsche.

In Europe you are used to watching promis young drivers graduating to higher classes but Villeneuve is the first I have seen do this. The f time I saw him he was most impressive i Formula Atlantic race in the rain, sponso appropriately by a snowmobile manufacture

Other good memories of Mosport are Peterson's spectacular chase of Stewart (in rain, again!) and Hunt, in 1976, trying to p Peterson down the hill and after being shut trying again in the same place and this ti drawing the crowd to its feet in appreciation of skill and success. Other fond Formula memories are Ickx getting on the power i Ferrari in Moss Corner, Fittipaldi's impress domination of the 1974 race, Peterson Depailler in the six-wheeled Tyrrell and of cou the first time each year I see the Grand Prix c fly down the hill.

Another pleasurable remembrance is of J. Beltoise taking the Matra out at the end of day's practice when the track was empty and campers quiet, preparing dinner. From vantage point every shift and shriek from glorious Matra engine was clearly audible.

Unfortunately, both the Matra and Mosp (for Formula One at least) are history Montreal, although having superior facilities, no corner as exciting as Mosport's Corner Fi However, Can-Am, Formula Atlantic and oth still use Mosport so it has not been abandon completely.

Thank you MOTOR SPORT for your blend recent and ancient (relatively!) racing histo Thanks also to D.S.J. for his fearless and accura commentary; possibly he could write on modern Formula One designers and th philosophies and predictions.

Ottawa DAVE WALK

Kyalami Top Speed D

Sir,

I read with great interest your article in March edition of MOTOR SPORT (received South Africa in May) in connection with the "T Speed Day" held at Kyalami from time to tim

On May 19th this year such a session was he and you may be interested to know that a Porsc Turbo clocked 240.89 km./h. (or 150.55 m.p. which equals the speed of a Formula One car 1965! For my own part I pumped up the tyres my 1200 Datsun and clocked a best of 133 km. (83.12 m.p.h.).

Your magazine is probably one of the best as as motorsport reporting is concerned, but h about a few reports on major South African eve other than the Grand Prix?

Verwoedburg, C. P. FOST
South Africa

Turbochargers in the

Sir,

The letter from Mr. A. Black, p.207, Febru issue, is most interesting. Mr. Black is, of cour entirely correct as regards turbocharger efficie increasing with altitude — the increase result

from decreasing air intake temperature and decreasing exhaust back pressure for a given manifold pressure. A given r.p.m. (engine) and manifold pressure for given ambient conditions relating quite closely at a given air/fuel ratio to a specific b.h.p.

The PWA 1830 engine in the B24 Liberator and the Wright 1820 engines in the B17 Fortress were both GEC turbocharged with a view to ensuring adequate performance at high altitude in addition to boosting b.h.p. during the take-off phase. During the climb the mechanically driven centrifugal supercharger was used to maintain manifold pressure (boost) up to the altitude at which, with constant engine r.p.m., full throttle was obtained — the throttle being gradually advanced to maintain manifold pressure up to that altitude. Due to decrease of both air intake temperature and exhaust back pressure an increase in power at given engine r.p.m. and manifold pressure resulted — roughly 1% for 1,000 feet. This increase being in spite of decreased density but aided by the intercoolers in the next climb phase when, with turbochargers selected, the exhaust waste gate commenced to close under control of a hydraulic/mechanical servo unit and in later aircraft an early thermionic valve/electrical servo unit with inputs from manifold pressure and pilot selection and discriminatory output to the waste gate. Suitable turbo r.p.m. and manifold pressure over-ride were provided and adjustable on the ground. The waste gate then proceeded to close as height was gained at a rate such as to maintain selected manifold pressure whilst the engine CSU maintained selected engine r.p.m. The turbocharger was then making full use of the exhaust gas energy by the time the waste gate was fully closed and, of course, the engine throttle had been left fully open, with resultant maximum cruise power being obtained at maximum cruising altitude. The whole operation being steady without the need for rapid r.p.m. and manifold pressure excursions such as occur with a car — particularly one without a second stage mechanical supercharger and/or an intercooler. The turbo centrifugal unit has a steep square law characteristic and inertia — hence the Porsche 917 over-run manifold pressure off-loading and pick -up valve arrangements, for example. The characteristics and inertia are inevitable obstacles to overcome in the achievement of less "peaky" car performance as far as turbochargers are concerned. Heat dissipation and manifolding are additional problem areas. Thanks again for MOTOR SPORT! Incidentally, was Mr. Black with 206 and/or 220 Squadrons?

I was!

Palmerston North, New Zealand — A. SMITH (CEng.)

Horsepower

Sir,

Could I amplify some points in D.S.J.s article on horsepower (May issue p. 644). James Watt defined one horsepower as 33,000 ft./lb. per minute as a measure for rating his steam engines. One horsepower is equivalent to 746 Watts (see the connection!). Incidentally in his tests he overestimated the sustained output of a horse by around 50%. One metric horsepower is defined as 75 kg./m. per second (from which Cheval Vapeur and Pferdestärke are taken) or 0.9863 British horsepower.

The two test methods for brake horsepower were set by the SAE (Society of Automotive Engineers) and DIN (Deutsche Industrie — Norm). Perhaps it would be fairer for all power-output figures to be based on chassis dynamometer tests, i.e., the power available at the wheels.

RAC horsepower (set in 1906 and once used for taxation in the UK; curiously the term is still used in Australia but taxation is on vehicle weight) was an approximate estimate of horsepower rating. It assumed a piston speed of 1,000 ft. per second and a brake mean effective pressure of 67 p.s.i. It was calculated by the formula $\frac{B^2N}{2.5}$ where B is the cylinder bore in inches and N the number of cylinders.

Finally let's not confuse power with energy. Energy is the capacity to do work measured in ft./lb. (British) or joules (metric SI). Power is the rate of doing work ft./lb. per second (British) or Watts, i.e., joules per second (metric).

Metrication is well advanced in Australia with car specifications now given in metric SI units. Road distances are in kilometres and petrol sold in litres. Weights and measures on groceries are almost entirely metric.

Strathfield, NSW — DAVID ROYSTON



Roy Clarkson's Ford V8 Special climbing Mamb Ratagan on the 1939 Scottish Rally. See letter from Mr. Grant.

Scottish V8 Specials

Sir,

A reader of your excellent journal since 1924, I was very interested in the recent correspondence on Ford V8 Specials. In Scotland we had a number of these cars and I wonder if any of them have survived. One of the most successful, if not the most glamorous, was SL 1810 owned and driven by R. K. N. Clarkson of Falkirk. Before the 1939 War I accompanied Roy in several trials, north and south of the border, and he collected a number of premier awards with it. The car was used for speed events and had fastest time of the day at Bo'ness on two occasions. In the Scottish Rally of 1939 we missed the Premier Award by less than one mark as a result of a fire in the "engine-room" on the Tuesday morning while warming up. Some of the modifications I can remember were LMB front axle, Marles steering, aluminium HC heads, high lift cams, Scintilla-Vertex magneto, limited slip diff., modified brakes. I seem to recollect that Sidney Allard crashed this car at Prescott. I enclose a photograph of Roy "raising the dust" with it on the 1 in 5 gradient of Mamb Ratagan in the Scottish Rally.

In your last issue the Jabberwock team is mentioned. My brother Peter bought Jabberwock II, Reg. No. EW 7513, from Derek Loader and ran it with some success in trials and rallies before the 1939 War. This car actually won a Short Handicap on the Brooklands outer circuit. I also send a photograph of the car doing tests at the 1939 Blackpool Rally.

Nairn — ALLAN M. GRANT

Books Galore

Sir,

I naturally read with great interest your article on the Haynes Publishing Group in the June issue of MOTOR SPORT and would like to take this opportunity to correct a small error in the text.

If we sold ten million books a year as stated we would most definitely be the world's largest publisher of motoring and motorcycling books about three times over! No, our current correct sales figure is in the region of 2.5 million books, which ties in naturally with what we produce.

Thank you for a great magazine.

Sparkford — JOHN H. HAYNES, Group Chairman

The LSR Debacle

Sir,

May I raise for comment the long-cooled subject of the LSR debacle of the early sixties, and the subsequent treatment of the achievements of Donald Campbell? Believing that a re-appraisal of these events might reveal a more accurate picture of what really happened, I would value the opinion of anyone who had or has a view on this subject.

Was the thrust versus drive decision a fair decision? Was it anything more than just a decision? The last "barrier" for Campbell — was it water or was it the press/media? The final appreciation of Campbell's worth — was it, and is it in retrospect, sufficient? I hope that these questions may find a forum in the only journal likely to have readers who have opinions on this subject.

London N15 — P. S. KNIGHT

The Woolworth Connection

Sir,

When Woolworth's heiress Barbara Hutton died recently mention was made of two of her seven (!) husbands being keen racing drivers. This was indeed so — and her son.

After she paid almost a million for her divorce from Georgian Prince Alex Mdivani, the noted polo-player, she married a Dane, Count Kurt von Haugwitz Reventlow, an ex-German WW1 officer, and later father of her only child Lance

Reventlow, who was to race cars in Europe in 1957 and win six big USA races in '58/59 on his own front-engine GP Scarabs (of which seven were built), following which he and "Chuck" Daigh joined the GP circus in Europe for 1960, but after Monaco, Spa and Zandvoort (where Lance lost a wheel at speed), they withdrew realising the cars were too heavy.

Lance was to die flying in 1972 but by this time his "poor-little-rich-girl" mother had married five more times. To film superstar Cary Grant in 1942, and, in 1947 to handsome Lithuanian Prince Igor Trubetskov, Chasseur in the French Army, cycle racer, skier and, from 1947, racing driver, when he finished 6th in the Coupe de Lyon on a 1.1 Simca. 1948 saw him win twice — the fabulous Targa Florio, which that year was a 1,080 kilo "Giro di Sicilia", driving with Biondetti on the 2.0 Ferrari for 12 hours, and the Circuit des Remparts race on a Simca. He crashed at Monaco and was 9th in the Swiss GP.

1953 saw Miss Hutton marry Dominican diplomat and playboy Porfirio Rubirosa, another Ferrari sports car driver who had raced at Le Mans in 1950 when he had clutch trouble, and in 1954 when he hit a bank. That year, too, he was seen in that thrilling Mexican "Carrera Panamericana" blind with Ernie McAfee.

The great days of the newsworthy playboys! Rubirosa's other marriages to heiress Doris Duke and actresses Danielle Darrieux, Trujillo and Odile kept up the image, so too did his death in 1965 — a lurid midnight crash in the streets of Paris (of course, in a Ferrari!).

Barbara Hutton had two more husbands, inevitably titled characters. Ex-German tennis star Baron Gottfried von Cramm in 1955, who had the distinction of becoming a beaten Wimbledon finalist three-times-in-a-row (to our Fred Perry 1935/36 and Donald Budge in 1937), and finally husband No. 7 Laotian Prince Ramon Doan Vinh Na Camapacak in Mexico 1964.

Finally, if I may, one more motor-racing connection in the story. First husband Prince Mdivani went on to marry the silent film-star "vamp" Pola Negri who had married that brilliant "Bentley Boy" Lt. Commander Glen Kidston, RN, a Le Mans winner who had countless brushes with death before his fatal 1931 London-Cape Town flight. Had he not clawed his way out of a burning air-liner, and surfaced (days later) his abandoned submarine from the sea-bed, as well as his Belfast TT crash on the Big-Six Bentley?

What excitement you could have then — if you had lots of "bread"!

Farnham — JIM WRIGHT

Flat Spots

Sir,

Reading the road impressions of the Fiat 127 Sport and the Alfa 6 in the May issue of MOTOR SPORT I was struck by the comment that they both suffered from carburation flat spots, this seeming to be a not uncommon malady amongst both sporting and "cooking" cars these days. My wife's Fiat 128 3P has proved stubbornly resistant to efforts to improve its below-par performance up to that published in road-test reports, having been played with three times by the agents and once by an establishment specialising in electronic tuning, its accelerative ability being spoiled by hesitancy. Some time ago the celebrated Raymond Mays went into print extolling the virtues of the 3P and I can only assume that he employs some of his old wizardry to make it go as ours gets breathless hanging on to the skirts of Allegros and the like, the highest speed I have seen recorded after very desultory acceleration being 86 m.p.h. on a slight downgrade. Is there something about twin-choke carbs that requires a little extra know-how to eliminate flat spots and get the ultimate performance? Perhaps some of your more technically-minded readers would care to comment.

Bexhill-on-Sea — R. C. FENNING

[It sounds as though there is more to Mr. Fenning's problem than flat spots. A 3P ought to be good for close on 100 m.p.h. — more downhill. — Ed.]

Thanks!

Sir,

I would like to thank all the marshals and other kind people who extracted me from my car at Shibden Park Hill-Climb on Saturday, May 19th, 1979 and especially to competitor, Dr. Bill Richmond who checked me over so efficiently before the ambulance arrived.

Sorry for all the inconvenience.

See you all when I have recovered, in the meantime happy motoring to all.

Nelson — ROGER SHUTTLEWORTH

Hot Hogs

Sir,

It was enlightening for me to read, in the March issue, about the new breed of road hog who overtakes on the inside in Britain nowadays.

I am living in Cairo at present and the behaviour patterns on the roads are somewhat confusing to a European ("patterns" is perhaps the wrong word as it implies some form of order!). The general principle for overtaking seems to be on any side that's available. There are rules, regulations, and even a vast number of policemen, and a system whereby offenders are fined, but these seem to have little effect on the drivers here.

In addition, the general rules of the road seem to be based on that ancient Egyptian King — "Toot and Come On" — whereby whatever manoeuvre you wish to undertake (overtaking, parking, etc.) or whatever problem or hazard confronts you, the remedy is — toot your horn and aim for any available space.

As to which side of the road to drive on the rule is again simple — you usually drive on the right-hand side of the road but sometimes you drive on the left — this applies particularly to difficult situations such as roundabouts, cross-roads, and T junctions, and also applies to quiet dual carriageways and roads with too many bumps and pot-holes on the correct side.

The approach to driving here gives an excellent example of confusion and chaos, and provides an excellent opportunity to commit all those traffic offences you have always wanted to but haven't dared! Such as going around roundabouts the wrong way and ignoring traffic lights! I just hope I shall be able to acclimatise to driving in Britain again next autumn.

Cairo — ALAN LATHAM

Tax on the Cherry

Sir,

Although I sympathise with P. M. Brisley (May letters) who complains of paying VAT on car tax, i.e., tax on tax, the rule for VAT is that it is chargeable on the amount of money (excluding VAT) which a customer has to pay for the goods supplied to him — in the case of a car the "money" means basic and car tax.

To explain this I think one has to go back to 1973 when VAT was introduced. Prior to this he may remember that Purchase Tax was included in the price of a car and as the intention was to have as few rates of VAT as possible, motor cars were put in the standard (10%) rate. This would h meant that the Revenue would have collected tax from the sale of cars and I think the car was "created" so that car tax plus Value Ad Tax would yield the same amount as Purch Tax.

As and when VAT rates change the origi concept may get distorted but who can tell w Purchase Tax on cars might now be.

Mr. Brisley may remember there were ma rates of Purchase Tax and the intention of V was to keep it as simple (!) as possible.

Bristol — R. H. ASH

[VAT was raised to 15 per cent. in the Budget Ed.]

Sprite Regis

Sir,

As you and your readers are probably awa the Austin-Healey Club are forming Registers what are known as "Big Healeys", i.e., 100 100/6s and 3000 models.

However, your readers may not know that Club is also attempting to form a Register of remaining "Sprite" models, of which so 129,000 versions were produced from 1958 1972.

At the moment, I have details of approx. Sprites, including the legendary 1967/8 Mk. 4 Mans version.

I would be very grateful if you would appeal readers, on my behalf, to contact me for a Spr Register form.

38 Howdles Lane, Brownhills, Walsall, West Midlands — PETER J. DIC Sprite Register Secret Austin-Healey C

Lost Memorabi

Sir,

Due to an accident amongst my memorabili have lost:

(a) A "Sound Stories" 45 r.p.m. record the original V16 BRM.

(b) An 8" x 12" photo print of a young M Moss at the wheel of the machine.

If you could help me reacquire these items referring this letter to any enthusiast or supplie would be indeed grateful. Or alternatively a other tape or photo would be very acceptab

Suitable recompense will be forward immediately.

I am one of the original enthusiasts for t marque. An early Formula III driver, and ha personally subscribed to MOTOR SPORT sin 1946.

Manly, Australia — GLYN PHILLI

[Can anybody help Mr. Phillips? — Ed.]

TAILPIECE



A stag pick-up built by Hart Racing Services.

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FOR SALE

LOTUS ELAN Sprint FHC, August 1972. Lagoon blue/white, one owner, 42,000 miles. Specialist maintained, bills available, £500 spent in past year. Extras include radio, hrw, tinted screen, air horns. Superb condition. £2,695. Tony Higlett, 01-589 7273 (day), 01 223 1876 (evenings). (33180

P4 ROVER 75. (Cyclops), 1951. Black with green hide, genuine 32,000 miles. Reg. No. AFL 606. £995. Kettering 3970. (33181

ALFA ROMEO 2600 Bertone Sprint, 1966. Original, v.g.c., new October '78 ss exhaust, tyres, discs. Electric windows, aerial, stereo cassette. £2,500 o.n.o. 01-485 1950. (33182

78 ALFA ROMEO 1.6 GT Junior. 16,000 miles, sunroof, Ziebart. £2,600. Call 01-486 1144. (33183

998 c.c. Hartwell Sunbeam Imp, 1974. Unmarked Wardance red, black interior. 38,000 only, one owner. Never competed. Soundproofed, rustproofed, Lumenition etc. Original and unadulterated throughout. Registration FP 9737. Offers? 053 755 563 (Leicestershire) evenings or weekends. (33184

ALVIS TD 21, 1960 dark blue. Good body, rebuilt wires, year's M.o.T. £1,350. Ringwood 3971. (33185

1976 (R) MG-B V8. Tundra green. Excellent condition, radio, sunroof, tinted glass, overdrive, 39,000 miles. Offers around £3,650. Knowle (Warwicks) 267. (33187

MINI 1275 GT, P Registration. 32,000 miles. AA inspection invited. Telephone Holmfirth 3223. Car can be viewed in Leeds!! (33186

TR6, 4,000 miles since new, must be lowest mileage model available. White, overdrive, a collector's item in immaculate condition. £4,995. Phone Wilingham (Cambs) 60366. (33188

LANCIA FULVIA S3 Coupe. 1974(N), green/black in excellent condition, two owners, Spax, M.o.T. £1,495. Sherston (066 649) 713 (near M4). (33189

ASTON MARTIN DB6 Vantage, 1966. Automatic. Caribbean oyster grey. Sunshine roof. 36,000 miles only. £5,100. Brighton 731882. (33191

ALFASUD Ti. 1975N one owner. Exceptional condition. New battery, exhaust. 49,000 miles, 6 months M.o.T./tax. £1,350. Leigh Sinton (Worcestershire) 32404. (33198

ALVIS TE21, reg. 1966. MoT, automatic, PAS, wire wheels, sunroof. Red Triangle maintained, immaculate inside and out, professionally resprayed regal red, black interior. Bills for over £2,500 last 18 months, engine rebuilt 2,000 miles ago, used sparingly. £3,000. Tel: 06272 292. (33396

ALVIS TF21, drophead coupe, 1966 (one of only 22 built). Manual, 5-speed, wire wheels, PAS, MoT, recently re-sprayed BR Green, Red Triangle maintained, recent bills for £750. In very good original condition inside, used summer only. £3,750. Tel: 06272 292. (33396

BULLNOSE MORRIS Cowley, 1925. Doctors coupé in excellent condition. A rare opportunity to purchase this unusual and pretty car. Offers in the region of £5,250. Telephone Singleton (0243 63) 393 evenings. (33197

JENSEN INTERCEPTOR Mk. III. J series, 1973, 56,000 miles, light brown coachwork, dark brown sunroof, beige interior. Appreciating asset. £3,950. Welwyn Garden 27473. (33196

JENSEN INTERCEPTOR Mk. III. Dark blue, light blue upholstery. 2 owners, 36,000 guaranteed miles. All normal refinements. £4,500 o.n.o. Owner going abroad. Tel 0642 241868 day, 042 981406 evenings. (33195

ZIMP Elegant 1964 Motor Show coupé. Zagato built aluminium standard Imp. 27,700 miles, exclusivity, extreme economy. M.o.T. XK150 Drophead being checked after storage by sole keeper in heated garage. Good condition. 100,000 miles. Not a restoration Job. Offers. Lockeridge 267. (33194

LANCIA BETA 2000 Coupé. 1978. Chocolate brown, sunroof, electric windows, radio, underseal, etc. Low mileage £3,550. Phone Hornby-Smith, 01-402 3214. 22, Lancaster Mews W2. (33199

JEEP CJ7. Automatic, soft top, black paintwork, 2,000 miles only from new. Just one year old, unmarked condition. £5,250. Phone 01-402 3214. London W2. (33199

BMW 1600 67/68. New type rear lights. Left-hand drive, radio, good condition. New M.o.T. taxed. £390. No offers. Or exchange Diesel Transit. 01-385 7575 (London). (33200

MG-B GT V8. M Registered. Totally rebuilt by MG specialist engineer from the tyres upwards. Coachwork refinished in dark blue. Engine/gearbox rebuilt with everything renewed bar the block and gearbox case. Fitted with the following (essential?) extras: Piranha ignition, Marchal lighting, Leyland spoilers, sunroof, FM stereo, rear wiper, choice of steering wheels, Sundym glass, a definitive example of the last of the British true grand touring car. Can be seen London/West Country. Best offer over £3,500 secures. Donhead (074 788) 669. (33311

HEALEY 3000 Mk. III. 1966. B.R.G. c.w.w., fully restored, outstanding condition, investment at £4,500, buy from someone who knows, ring John Chatham, Bristol 44154. (33320

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SUPER SEVEN Series III desperately needed. Cash waiting. Ring Nick at Bristol 32687 (evenings). (33313

JAGUAR E-TYPE, 1965. 4.2 f.h.c. British Racing Green. Completely rebuilt last year. Excellent value at £3,295. Exchanges. Tel: Fouisham 663 evenings. (33314

STAG '74. Blue, excellent body and mechanics. Many extras. No hard top. £1,800 o.n.o. Phone 061-834 5253 day, 061-773 9860 evenings. (33315

JAGUAR 1967. 3.4 Mk. II Automatic, silver grey, electronic ignition, good tyres, radio, taxed/tested October £950. Tel. Mirfield 494383 (STD 0924). (33317

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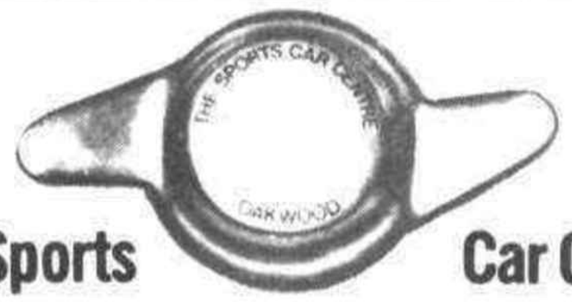
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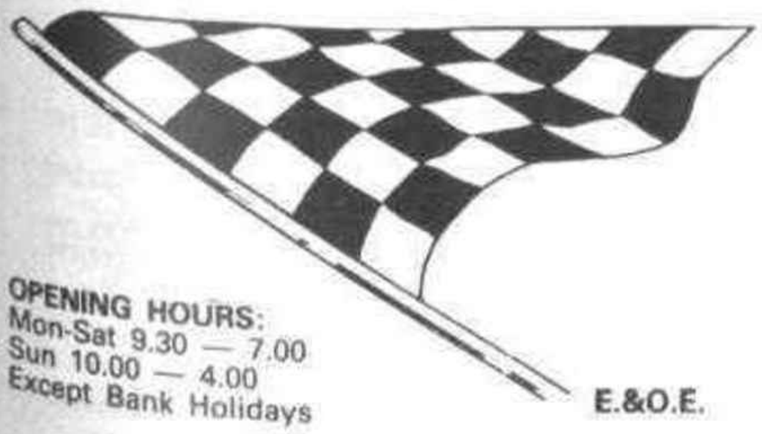
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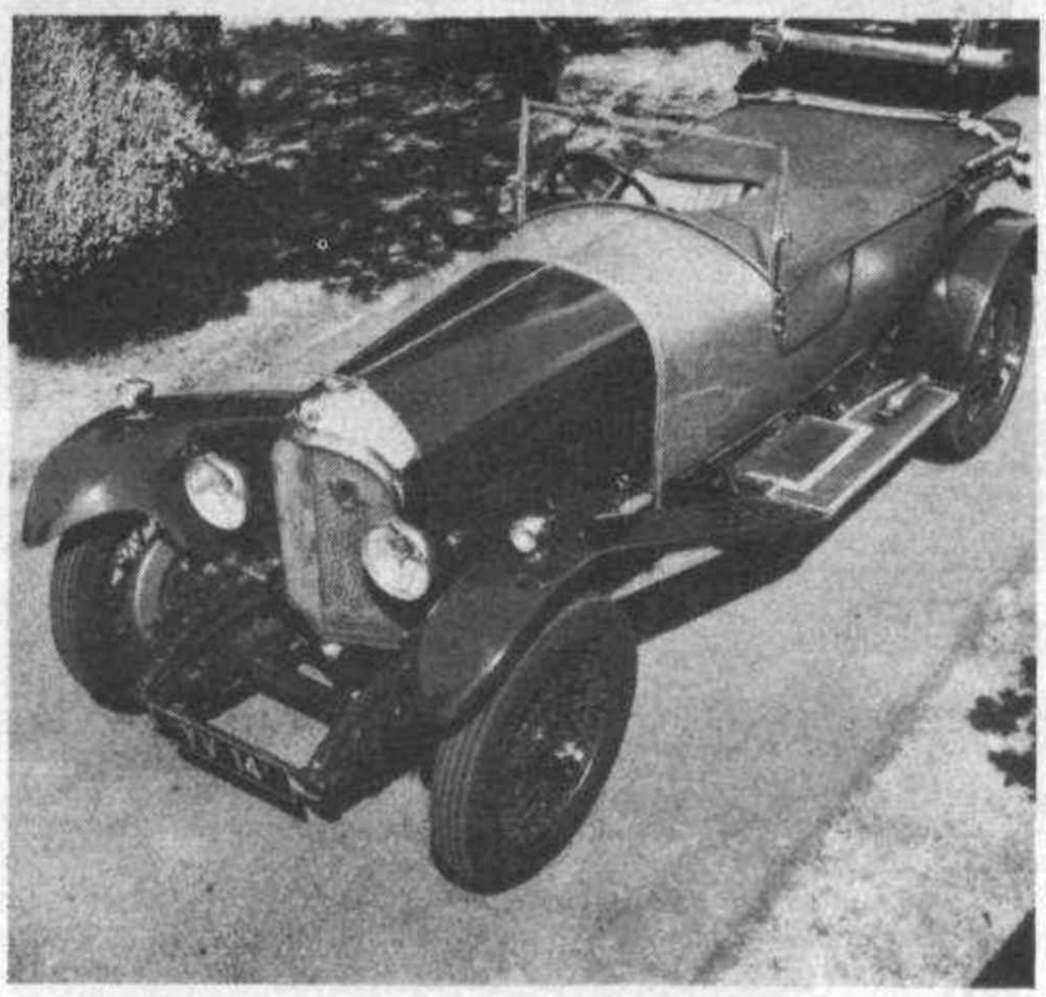
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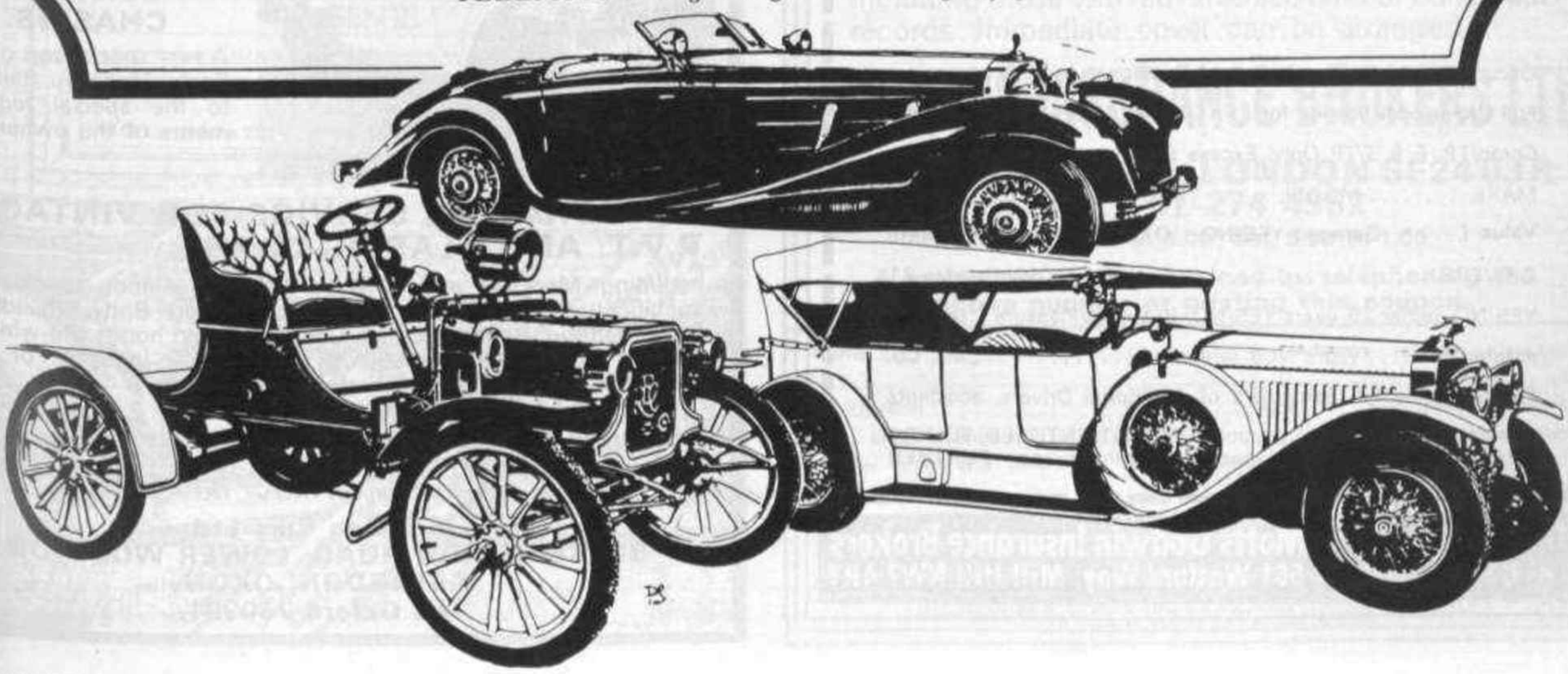
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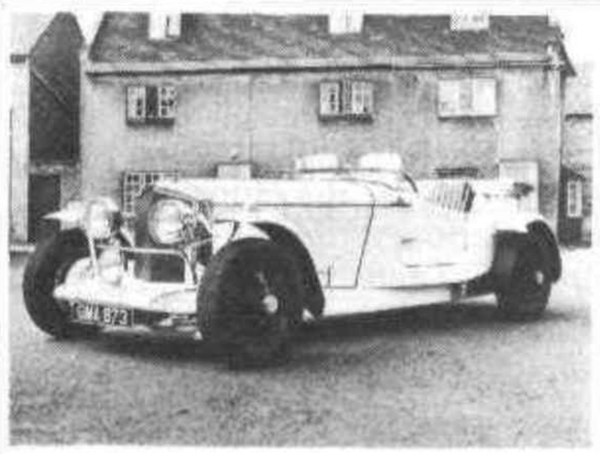
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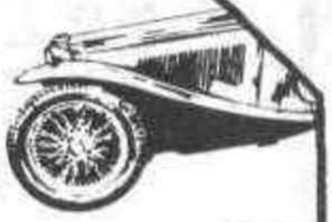
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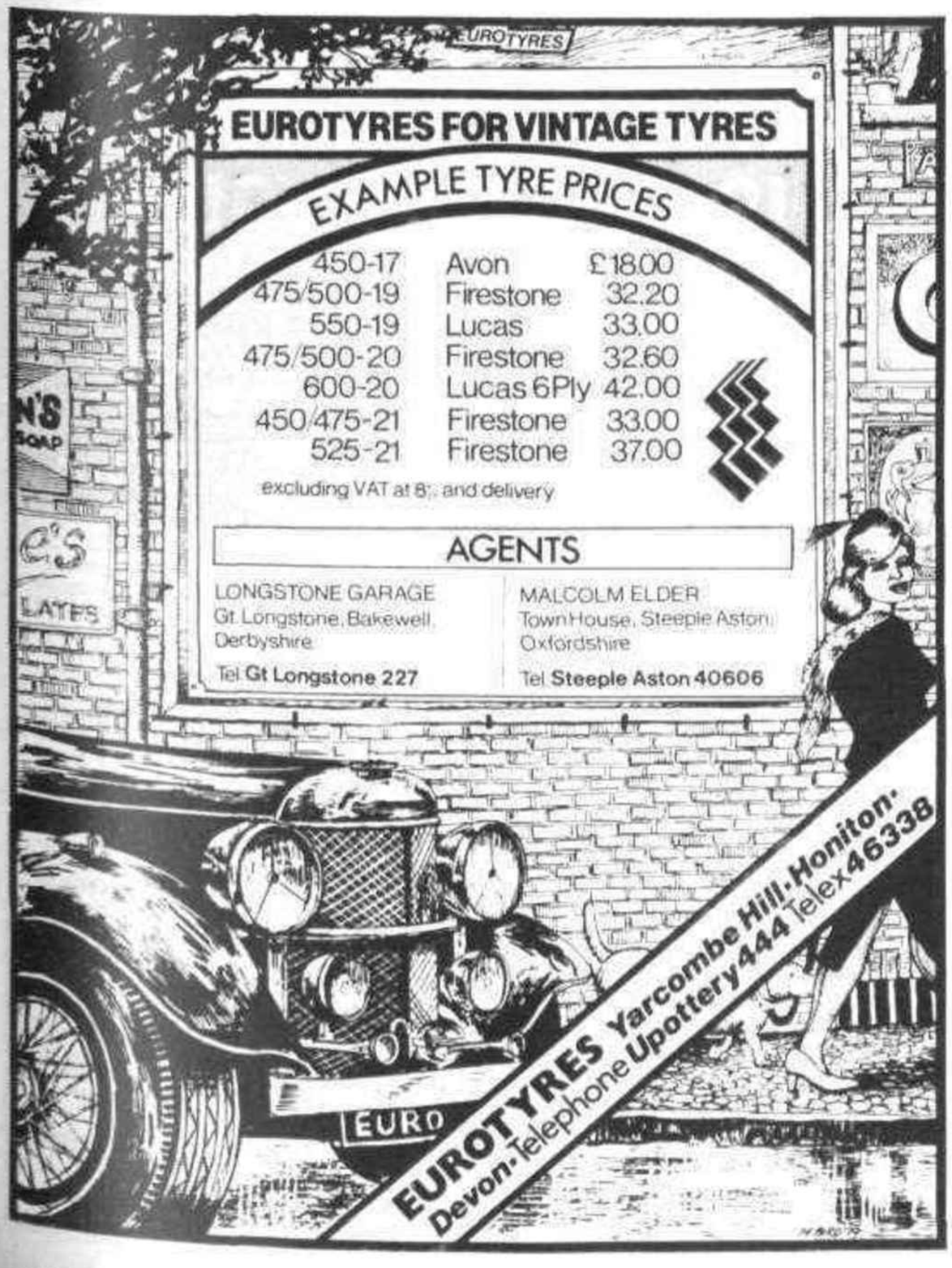


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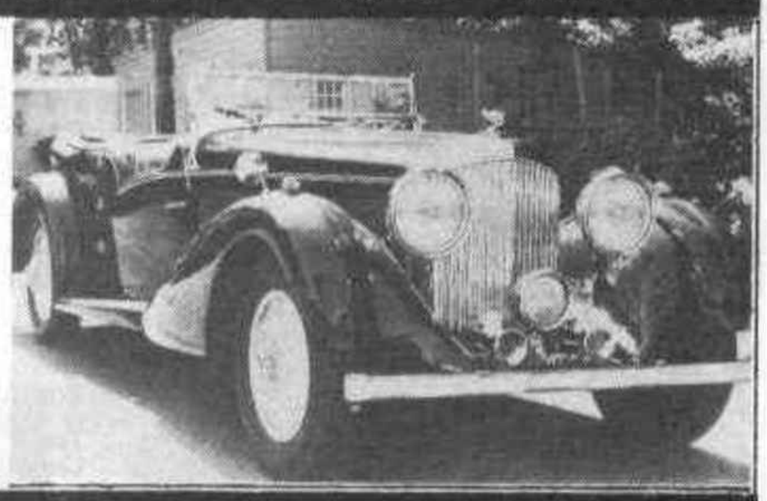
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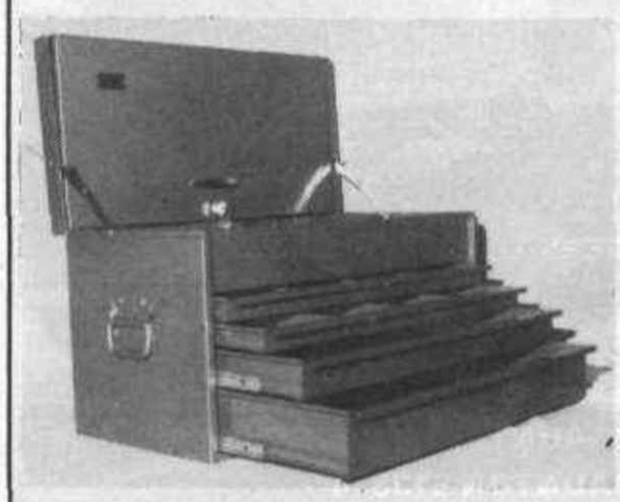
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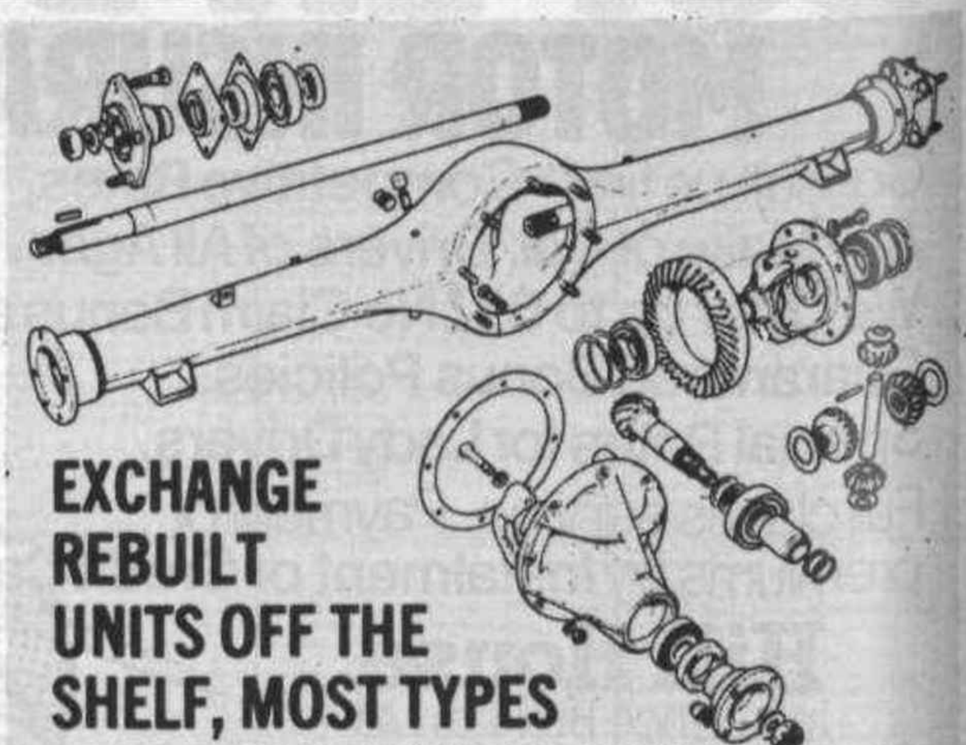
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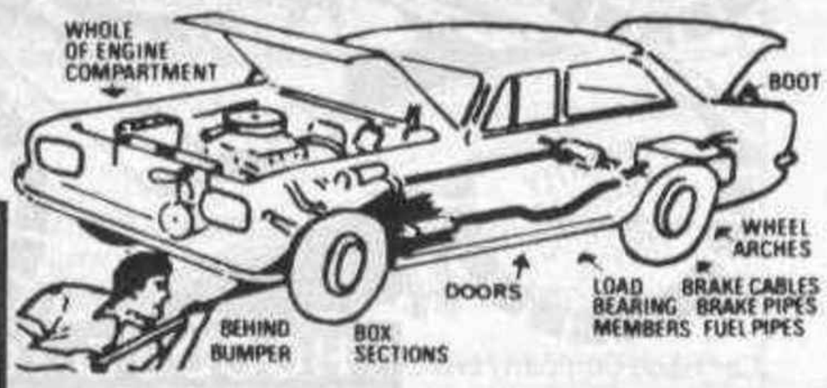
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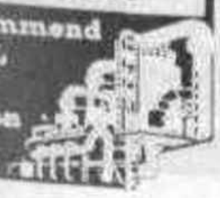


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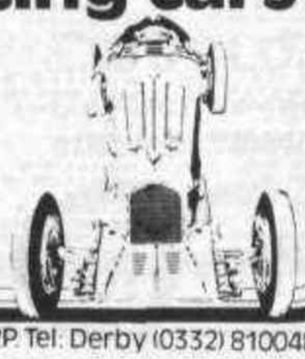
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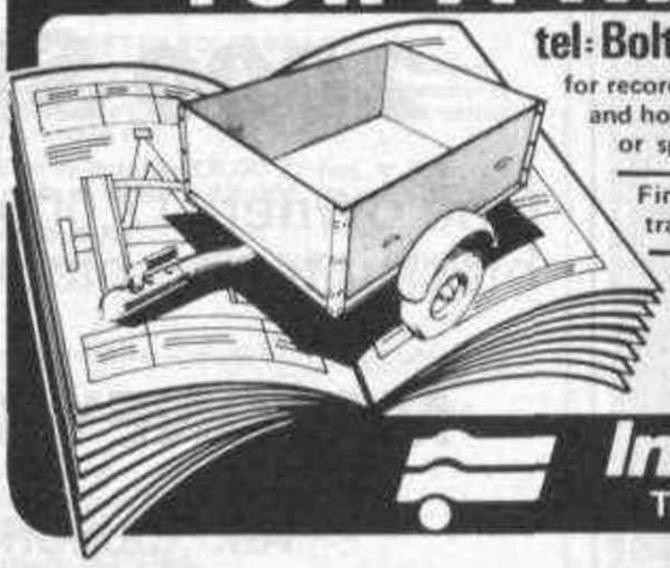
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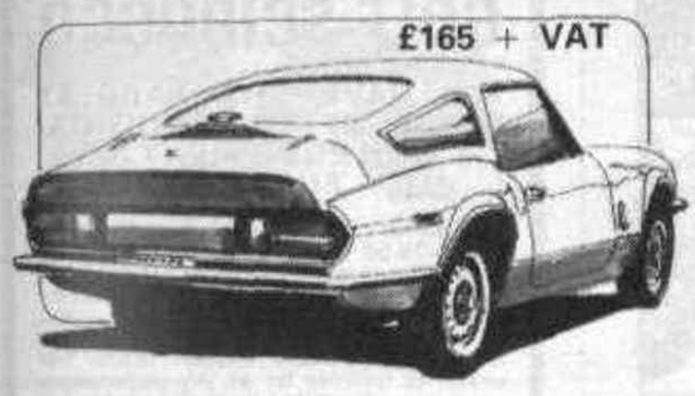
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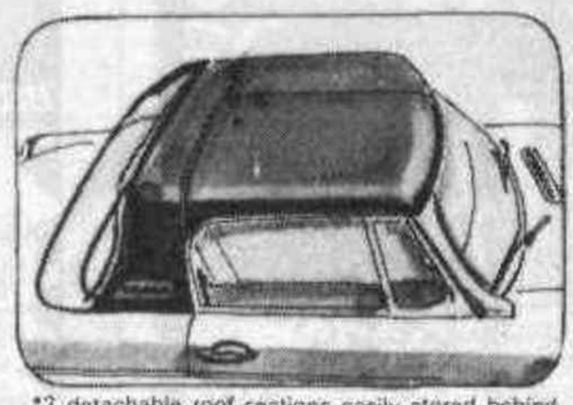


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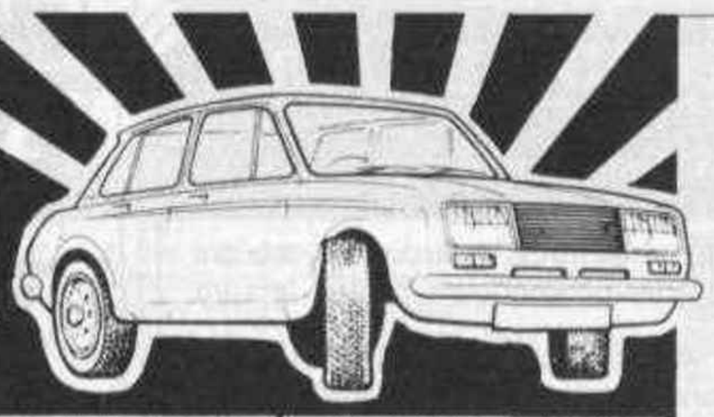
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JENSEN GT Absolutely original, 1976, 23,000 miles, 500 built — this chassis No. 494. Dark kingfisher blue metallic, black cord interior, Autovox stereo radio cassette player recorder with 4 speakers and electric aerial. All the extras you could want, all original tools, manual etc. Body style is hatchback 2+2 but, oh! the quality, almost perfect. £3,500 o.n.o. Pickles, Tithe Barn, Rochdale, Lancs. Tel. Rochdale 45422. (33372

MASERATI MISTRAL drophead, R.H.D., 1967, 3.7-litre. Rare opportunity to purchase one of the most beautiful Maseratis. Hundreds of hours and thousands of pounds spent in the last 18 months, including meticulous engine rebuild by Bosisto. Blue cream, 43,000 miles believed genuine. A super car and definite investment at £8,500. Serious enquiries only please. Phone Weobley (Herefordshire) 321. (33762

FOR SALE—continued

SWALLOW DORETTI Mark 2 sports, 1954, aluminium body, midnight blue, 2.2 engine, overdrive, De Dion, wire wheels, full weather equipment, excellent condition bodily and mechanically after recent very extensive mechanical work. Surviving example of two Mark 2 prototypes, easy spares, taxed, tested, insured £3,500. 01-948 4360. (33654

MGA 1959 1500 c.c. convertible, tartan red. Good all round bodywork. Exceptional £1,800. Tel. Felixstowe (03942) 4621 (Suffolk). (33653

1977 LANCIA Beta 2000 Coupe, low mileage, metallic silver, excellent condition, usual extras £3,600 o.n.o. Tel. Burghfield Common 2292 Ext. 67. (33652

'E' TYPE 2+2 Jaguar, Nov. 66, 23,000 only, Fixed head. Original owner. Documented service record. Original pale primrose, not resprayed, black leather interior, c.w. wheels £,250. Bembridge 3188 (I.o.W.). (33650

E-TYPE 3.8 1962. F.H.C. body in immaculate condition and mechanically concours. New M.o.T. New tyres and radio. Realistically priced at £3,500 o.n.o. Tel. (0352-84) 514, Pantymwyn, Nr. Chester. (33660

JAGUAR 340 F reg. 30,000 miles, cream with blue upholstery, one owner, mechanically perfect £3,950. Box No. 6093. (33656.7

ASTON MARTIN DBS6. 1969. Metallic chocolate brown with white leather interior. 6 cylinder economy engine. Automatic. Glass 'Removatop' sunshine roof, lambswool carpets, foglamps, electronic ignition. £3,000 bills, excellent condition, new M.o.T. and tax. AMOC member, offers around £4,500. Ring 01-206 0986 (Kingsbury). (33612

VOLVO 1800 ES sports car, automatic, blue and white with sun roof, radio tape deck, registered July 1973, one of the last models made, 75,000 miles, one owner, £2,300 o.n.o. Tel: M. Brocklesby, Leeds (0532) 823613 during day 822252 evenings. (33563

INTERCEPTOR Series III 1972, usual refinements, Wolfrace wheels, sunshine roof, M.o.T. and tax £3,800 o.n.o. 0502 731381. (33615

MORGAN PLUS 8, 1974, immaculate in black with stone leather trim, etc. £5,500. Tel: day 061-624 1479 evening Mossley 4597 for further details. (33763

'E' TYPE V12, white, auto, roadster, Sundym, 37,500 miles, 'L' reg., stereo cassette radio £6,350. Stored last three winters. Halifax 65699 evenings. (33765

FROGEYE SPRITE 1961, excellent condition, regretted sale by Healey Club member, includes original manuals and spare set of Wolfrace wheels. Leeds 507119. (33768

ALVIS TD21, 78,000, 1963, 5 gears, mechanics, interior, chrome good. Body needs some work £1,000 o.n.o. Telephone Oakham 2776. (33769

3.0 S.I. BMW, 1973, in cream with beige cloth trim, P.A.S., H.R.W., tow-bar, radio cassette, superb throughout £2,795. Leeds 570887. (33770

JENSON HEALEY, 1973, M reg., excellent, Ziebarted when new, Konis, Motorola, new hood £1,900 o.n.o. Grimsby 59383 evenings. (33771

DATSUN 260Z 2+2, 1978, 11,000 miles. Extras including Kenlowe fan, sunroof, C-bies, underseated, rustproofed, immaculate £6,250. Telephone Child Okeford (Dorset) 860867 or Blandford Forum 53831. (33776

ROVER 95, 1963, very good condition, spares, offers or exchange sports car. Tel: 05015 451 (Scotland). (33774

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£10,645 DE TOMASO PANTERA GTS, 1976. Bright red with black cloth interior, wide wheels, side lettering, air conditioning, tinted glass, etc.



£7,995 LOTUS ELITE, 1977. Black with oatmeal interior, radiomobile AM-FM radio/cassette, electric aerial, one owner.



£5,995 TVR TAIMAR, 1978. Burgundy red with cream waistband and biscuit cloth interior, sunshine roof, alloy wheels, tinted glass, AM-FM radio/cassette.

£7,975 PORSCHE 924, 1978. Metallic blue with herringbone cloth trim, sunshine roof, PB radio, etc.

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

£7,595 PORSCHE 924 LUX AUTOMATIC, 1977. Metallic copper with pinstripe interior, factory sunroof, alloy wheels, tinted glass, rear wiper, radio/cassette, etc.

£5,695 JAGUAR E TYPE V12, 2+2 AUTOMATIC, 1973. Midnight blue with black hide interior, Webasto sunroof, radio/stereo, etc.

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

£5,495 LANCIA MONTE CARLO, 1978. Superb in metallic silver with red interior, electric windows, radio, 11,000 miles, unmarked.

£5,395 BMW 3.0 SI, 1976. Metallic Sienna brown with velour interior, electric sunroof, electric windows, Mahle alloy wheels, tinted glass, radio/stereo, etc.

£3,895 LANCIA BETA 2000 COUPE, 1977. Antibes blue with cloth interior, electric windows, etc., 16,000 miles recorded.

£3,895 LANCIA BETA 2000 HPE S2, 1976 (Dec.). Dark brown with cloth interior, metal sunroof, electric windows, PB radio, etc., one owner.

£3,795 VW SCIROCCO GLS, 1977. S Reg. Metallic blue with beige cord interior, alloy wheels, radio/cassette.

£3,745 LANCIA BETA COUPE, 1977. S Reg. (Dec.). Metallic Windsor bronze with cloth interior, 7,000 miles only and mint condition.

£3,595 ALFA SUD SPRINT, 1978. Yellow with tartan interior, radio/cassette, etc.

£3,595 TRIUMPH TR7, 1978. Tahiti blue with tartan cloth interior, Phillips radio/cassette unit, 12,000 miles.

£3,565 MG-B GT, 1977. Flamenco red with striped upholstery, overdrive, radio, tinted glass, head rests, etc., 19,000 miles.

£2,995 ALFA ROMEO ALFETTA GT, 1.8, 1975. P Reg. Italian red with black interior, radio, etc., 27,000 miles.

£2,995 ALFA ROMEO 1600 GT, 1976. Italian red with black interior, radio/cassette, 18,000 miles.

£2,995 TRIUMPH TR7, 1977. Carmine red with tartan interior, radio/cassette, 12,000 miles only.

£2,595 TOYOTO CELICA 2000 ST LIFTBACK, 1976. Metallic blue with ivory cloth interior, radio, 5 speed gearbox, tinted glass, etc., 22,000 miles recorded.

£2,495 AUDI 100S COUPE AUTOMATIC, 1974. Metallic Marathon blue with dark blue velour, factory metal sunroof, radio, etc., 26,000 miles recorded.

£2,395 LANCIA BETA COUPE, 1975. P Reg. White with contrasting cloth interior, radio/cassette, one owner from new.

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£6,395 DAIMLER DOUBLE 6, 1976. White with black vinyl roof, electric windows, tinted glass, Van Den Plas waist mouldings, central locking. 30,000 miles with service history.



£3,595 TVR 1600 M, 1976. Dark chocolate brown with tan interior, sunshine roof, alloy wheels, tinted glass, etc.



£1,795 ALFA ROMEO 1600 GT., 1974. N Reg. Black with matching interior, Wolfrace Turbo Fin alloy wheels, radio/cassette, etc.

01-639 3204 - 5 - 6



Whilst browsing contentedly through last month's MS, we at DVM Rotherham note with some satisfaction that our expensive advert is, in fact, almost entirely useless! Reason being, of course, that the fine weather has awakened the hibernating enthusiasts, who are now swopping our lovely stock about with gay Summertime abandon — so much so, that last month's tempters are now long gone, and have made room for yet more exotica. So, this month's message is — what follows is probably long out of date, so if you don't fancy what's listed, don't be afraid to get on the 'phone, because it's very likely all different by now — dare we admit that we sometimes begin to feel successful, at long last!!

TVR TAIMAR. Charcoal/silver coachband, sunroof, radio/stereo. Elegant, elegant colour scheme.
TVR TAIMAR. Metallic blue/silver coachband, sunroof, stylish, smooth supercar.
Both at pre-increase price
TVR CONVERTIBLE. Ever had a 'wet dream'? If not, we'll sell you one — they're quite delightful! Turn yourself on with bright red and oatmeal trim. Magnificent machismo! Delivery mileage. **£7,700**
THE THING?? Is it a plane? Is it a UFO? Is it a LOTUS?? We think we've got a prototype Lotus, we've been told we've got a prototype Lotus, but we're not 100% sure, so we're checking! Registration is originally 1948, date of assembly is between '55 and '58. Complete rebuild 1974. Polished gleaming alloy body. Totally unique and magnificent. Come and have a look and make up your mind and then make your bid!
1977 MG MIDGET. Primrose, excellent, bright little car. **£2,195**
1975 ALFA ROMEO 2000 Spider Veloce. Beautiful, beautiful drophead 22 with a proper boot! Pagoda yellow with black. Refined Italian classic. **£3,650**
1976 MG-B GT V8. Tundra green, with overdrive. A V8 'B' at a sensible price. **£3,650**
1975 MG-B GT V8. Sunroof, Tahiti blue, o/drive. **£3,195**
MG-B GT. Choice of four, black and chrome bumpers. **£2,295 to £2,600**
1929 RILEY NINE SALOON. Fabric body, re-upholstered, wire wheels, attractive classic saloon. **£4,500**
TRIUMPH TR4A Targa — the rare one! Red, 1967, 46,000 miles from new. Just flown in — under preparation. **£1,250**
ESCORT RS 2000, 1978 'S' regd. £780 of extras — sunroof etc. One owner, black, sensuous and very tempting, 12,000 miles, perfect. **£4,495**
PONTIAC FIREBIRD. Silver, first registered June 78, 22,000 miles, '4 on the floor', all muscle. **£6,450**
SPARTAN. Completed 3 year project, instant lobotomizer. **£2,350**
PIPER 1972. Yellow, rare car, the best. **£2,100**
TRIUMPH STAG 1978 S regd. Burgundy, chrome wheels, 12,000 miles, the latest and must be the best. **£6,350**

Poorly, sick MG-B or GT?? Exchange engine or g/box fitting service.
WANTED: immaculate sports cars of most varieties.
Cars sold on commission — enquire for details and terms.

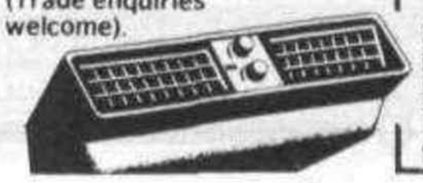
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FOR SALE—continued

DATSUN 260Z, 1977(S). 19,000 miles only and in immaculate condition. Tel: Preston 53328 (days) Hesketh Bant 3532 (eves). (33173
1937 AUSTIN 18 Ambassador Sports Saloon. Rare bodywork by Gordon. Very good original condition. £2,500. 051 428 7282 (Liverpool). (32938
PORSCHE 911E 2.4 in super condition and fitted all factory extras. You will not be wasting time seeing this car. Asking £4,450 and worth it. Phone 037971 547 (Suffolk). (32937
1935 DAIMLER 15, fixed head, 2 door, close-coupled coupé by Mulliner. In original and excellent condition. £3,500. Box No. 6094. (33779
LANCIA BETA, 1978 saloon, 1,600 c.c., only 12 months old, immaculate condition. Hitachi radio cassette, 100 b.h.p. 5-speeed box, H.R.W., etc. Taxed. Current list approx. £4,400. Reasonable offer secures. Phone (Manchester) 061-881-1393 office 061-499-2277 home. (33781
SPARTAN SPORTS convertible, 1977 (R), sparkling red and silver body, 1725 Rapier engine, stage 2 head, DC37 Webers, only 15,000 miles, must be seen — bargain at £1,450. Phone Chris on 01-520 7800 evenings. (33777
JAGUAR 3.4 Mk. I, 1959. 52,179 miles. Complete, needs sorting and some body work after 10 years of storage. £400 or offer. Tel: (0632) 887553 after 5 p.m. or weekends. (34019
JAGUAR 5.3 EFI coupé, 1975. Signal red, black leather, air conditioning, Sundym glass, chrome wheels, radio/stereo, excellent condition. £5,350. Tel: Southampton 779135 (daytime). (34018
MG-B GT 1975 (N). Last of chrome bumper models. Blaze black roof, sunroof, overdrive, chrome Rostyles, Sundym, QH spots, Kenlowe, radio etc. 36,000 miles, excellent condition, reluctant sale. £2,550. Tel: (0272 835305 (Bristol). (34017
MG TD2, 1953. One owner from new, 50,000 miles, outstanding original condition. Ivory, red leather, complete documentation and original toolkit, handbook, and workshop manual. Tel: Limpley Stoke 2343 (evenings or weekends). £6,500. (34016
MESSERSCHMITT TRIKE. Rare cabriolet model, unfinished rebuild. Pristine throughout, £100's worth of spares. £350 sought. Tel: Bristol 36549 or 683192. (34015
AUSTIN SEVEN Top Hat saloon "Wydor". 1930 aluminium brown, black. Needs upholstery to complete restoration. Has all original components. £2,000 no offers. Also 1934 A7. Special 50's fibreglass body and host of A7 spares and 4 V8 Pilot wheels and tyres. Offers. Tel: 0703 768347. (34014
1933 ROLLS-ROYCE 20/25 owner driver saloon by H. J. Mulliner. In excellent condition, very original and concours winner. Further details Middlesbrough 590473. (34013
SUPERB MORGAN +8. Red, 5,500 miles. (Reg. December '76). Every conceivable extra including five Wolfrace wheels. Used as second car. £6,500. Tel: 01-499 8613 (day) 01-455 0708 (night/weekends). (34010
MORGAN +8, "M" reg., extras including underseals. Yellow with black interior. £4,750. Tel: Bristol (0272) 33774. (34009
BMW 2500, 1972. White with blue cloth interior. One owner six years. Meticulously serviced by M. L. G. Motors. Immaculate inside and out. £1,650. Tel: Ashtead 74334. (34006
E-TYPE JAGUAR 4.2 FHC, automatic, 1968, 55,000 miles unused for four years. Sound engine and transmission. First with £1,500. Tel: Haverfordwest 890014. (34005
BMW TOURING. Late 1973, extras include tinted glass, electric sunroof, etc. Below average mileage. Realistic at £1,895. Tel: Kingsbridge 2104. (34003
MORRIS 10. Series M. Registered 1948, one owner till recently, MoT, fine low mileage example. £695 o.n.o. Tel: Biggleswade 313531. (34001
MORRIS EIGHT tourer (4-seater) Series Two. Open to offers. Tel: Bedford 750364. (34000
BENTLEY S2. 1961, superb condition. Regal red, electric windows, radio etc. Taxed till June 1980. Offers over £5,500. Tel: Mr. Lawrence at Maidstone 46678 (daytime) or 43214 (evening). (33999
MG MIDGET, 1965. One previous owner, 72,000 miles, BRG, immaculate. £1,100. Tel: Greenwood, Bournemouth 22151 (Office). (33998
JENSEN INTERCEPTOR Mk. III. 1973 (M), beautiful Rolls-Royce red coachwork, low recorded mileage. Wolfrace wheels. £500 recent bills. £3,500 o.n.o. Tel: Marlow 6594. (33996
FIAT 130 coupé 3200 Pininfarina 1973 (M). Metallic blue, rare, immaculate, fast and beautiful. One careful professional owner. Stereo radio/cassette/recorder 4 speaker. £2,600 o.n.o. Tel: Worcester 26494 (daytime), Knightwick 220 (after 7 p.m.). (34007
VOLVO S, 1972. 1986 c.c., 2-owners from new, 40,000 miles, excellent condition. Taxed, MoT. Tel: Brockenhurst 3219. £3,000 o.n.o. (33882
BENTLEY Mk. VI, 4.6-litre saloon. First registered 31.12.49 for Rolls-Royce director, thereafter one family ownership for 27 years. Tudor grey, tan upholstery, full history. £3,750. Thompson, Gosden Farmhouse, Bramley, Guildford. Tel: 048-647 2103. (33883
ALFA OPPORTUNITY. Giulia sports D/H coupé. Registered March 1967. 67,100 miles. Carefully maintained. Offers around £1,750. Tel: Hartland (023 74) 379. (33884
1953 MORRIS MINOR split windscreen collectors car. 56,000 genuine miles. Immaculate condition, original logbook. £1,000 o.n.o. Replies to Box No. 6095 or Tel: 021-705 0056. (33885
1964 ASTON MARTIN DB5. Rebuilt engine, new tyres, battery, exhaust. Years MoT. £3,500. Tel: Lingfield 833697 (day) or 834005 (evening). (33887
BENTLEY Mk. VI, 1952, big bore, full flow, completely restored to high standard. Tudor grey, new chrome, new trim etc. Looks brand new. £5,950. Tel: Southport (0704) 32451. (33886
JAGUAR E-type 1962, 3.8 roadster. Total rebuild starting with new body shell, bonnet, doors, boot lid and front frame all from Jaguar. Rear sub-frame rebuilt and rustproofed, suspension and brakes rebuilt. Whole car Ziebarted and waxoiled. Engine rebored, new pistons, new bearings, new high lift cams, balanced and gas flowed. New triple Dellortos, new clutch, clutch plate. Fitted 4.2 gearbox. J. A. Pierce centre lock alloy wheels. Hard/soft tops. Completely retrimmed. £6,750. Tel: Telford 604279 (evening or Wolverhampton 771821 (day). (33889
JAGUAR 5.3 automatic, 1978 (T), air conditioning, chrome wheels, only 1,900 miles. As new. £11,500. Consider exchange. (0202) 700200 (Dorset). (34079
MERCEDES 250CE coupé. Automatic, one owner, low mileage, immaculate. £3,950. Consider exchange of HP. Tel: (0202) 700200 (Dorset). (34079

FOR SALE—continued

DOLOMITE SPRINT, 1974. Endrustproofed, 29,000 miles, Sundym, alloy wheels, be condition. £1,895. Tel: Rownhams (Southampton).
MERCEDES 350SE. 1973 but "R" reg. Very cle with below average mileage. Serviced by agents. £6,995 o.n.o. Tel: Ashley 2885 (Salop).
CAMARO V8, 4.78, 5.7-litre, 170 hp., 21,500 metallic brown, sand interior, automatic, all one owner, a dream-car. £5,000 o.n.o. (If you b pay the fly to Hannover.) Tel: Germany 05221 63621 (evening).
MG PA 1934 2 str. Complete and original, prevents finish of chassis up rebuild. Host of with inclusion of second car provides a opportunity for a Concours Classic Car. £3,000 Tel: 061-427 1360.
RILEY 2½ 1952. Green with good red leather i and sound coachwork. Running, with current certificate. Some spares available if required. o.n.o. Tel: Caxton 232 (Cambs.)
MERCEDES 350 SL. Manufactured July 1979 metallic silver, blue cloth, electric windows, locking, tinted glass, alloy wheels, stereo ca unregistered. Private sale. Good offer se Replies to Box 6096.
ASTON MARTIN DB6 Mk. 2. 1970. One of the these very rare cars, flared wheel arch model, + recently spent, plus new chrome wire wheels whitewall tyres, white with royal blue leather in sunroof. Low recorded mileage. £7,995. F arranged. Tel: 01-669 1064 (Surrey).
1973 TR6, (L). Red, excellent condition throu long MoT, tax November. Overdrive 3rd and to hood, tyres, shockers, maintained regardless o service records since 1975, complete with hood toolkit, radio, etc. £2,000. Tel: Keynsham 61629 11 a.m. Before July 6th and after 20th.
E-TYPE Jaguar, 1964 3.8-litre Series I FHC. Fini dark blue with blue interior and chromium plat wheels. 100% original specification in condition throughout. £8,500. Andrew Dunba Chesham (02405) 5709, evenings and weekend

1931/2 ALFA ROMEO 8c 2.3. Rare attractive 2-seater Spyder, Monza ration, supercha exceptionally fast. Tested. Wanted: 250F Maserati, Bugatti 35c51, Alfa P3 8-12c or s Pinfield Lodge, Barntgreen. Tel: Birmingham 2551.
JAGUAR Mk. 10. Recently works overhauled. Tel: Pershore 2871.
JENSEN HEALEY. Blue, M-reg., new hood, ex and manifold, front brake shoes. MoT March £1,700 o.n.o. Tel: (0767) 260517.
BMW 3.0CS coupe. White, navy interior, s number CSL wheels, Michelin XWX, tinted s radio stereo, long MoT. £2,250. Tel: Bedford (home) 46411 (office).
CITROEN. Rare 1934 RWD, sound original con £1,800. Tel: Midsomer Norton (0761) 418269.
E-TYPE Jaguar, 1965 FHC. Engine in running or of new bits to go with it, panels, door, etc. needs a rebuild. Offers. Tel: Christchurch 47127.

ASTON MARTIN DB5, 1965. 79,000 mile genuinely excellent condition. Over £2,000 sp last 18 months including complete cylinder rebuild, new timing chains, prop shaft, ge overhaul, clutch at Aston service. Best offer £4,500. Any inspection invited. Tel: Cardiff 755231.
E-TYPE Series II 1969 FHC. Signal red, su chrome wire wheels, 31,000 miles only. A s original car, not a rebuild. JDC concours winne year, possibly the best Series II for sale at this £5,500. Philpotts, Tel: 09803 2239, Bulford, Sali Wilts.
LANCIA Monte Carlo, 1978 "T"-reg. 3,000 miles turquoise with beige tweed trim, as new, warranted. £5,350. Part-exchange possible. 061-681 6673 or 061-682 6603 evenings.
1937 MG VA. 4-seater sports tourer. Excellent en coachwork repainted BRG. Very original. Kingswinford 277239 (evenings).
1936 VAUXHALL Tickford DHC. Body bui Salmons of Leighton Buzzard. Completely rest including re-conditioned engine, new re-upholstered, original Rolls-Royce paintwork and re-chromed. Since restoration vehicle has not been on the road, hence condit accordingly. £3,500 o.n.o. Tel: Rodney Be Sheffield 29281.
SUPERB EXAMPLE of an original unrestored B Genuine 2-owner car — only 83,000 miles. In and exterior in extremely fine condition. Cambridge grey (a light metallic green) with beige upholstery. Reg no. PBH 333 (on Q plates it has been abroad for three years). Chassis no. 1027, Engine no. (original) 85c 1929. £3,500. Ag Blow, Grove Cottage, 47 High Street, Cambridge. Tel: Caxton 232.

TVR 3000M. 1976 (R) October, metallic blue, vin sunroof. Polished alloys, tints, SS EX, Ampulux, many other extras. 28,000 miles, perfect cond £4,350. Tel: 061-442 7150 (day), 061-440 (evening).
JAGUAR "E"-TYPE Roadster. 1961 in BRG. Thi magnificent example with unblemished paint. Interior and hood in "as new" cond Mechanically excellent. LHD. £5,950. Tel: C (0222) 496435.
LOTUS ELAN Sprint S 1973 DHC. Rare 5-speed m (factory fitted) giving 66 m.p.h. at 3,000 r Detachable hardtop. Offers on £3,500. Tel Wey 72634.
GINETTA G2LS. September 1974, white with interior, only 45,000 miles. Overdrive, Radiom sunroof, recent battery and exhaust, taxed and t Immaculate, house purchase forces quick sale. o.n.o. Tel: (0642) 700414 (North Yorkshire).
STAG, 1977 (R). Manual, overdrive, blue with trim, hard top, radio, one owner, towbar. Immac condition. £4,000 o.n.o. Reply to Box No. 6097.
FERRARI 246 Dino, 1972. R/black 46,000 complete engine rebuild 500 miles ago, just had and check over by Maranello's, new tyres, all Must be seen, is immaculate. £7,500 P.ex. pos Tel: 01-546 4464.
1922 FORD MODEL T black tourer. Original rebuilt. Excellent condition, ready to drive. Pr owner 8 years. £4,600. Tel: Steensbridge (Hefefordshire).
CHEVY 1955 Belair. LHD, 2-door sedan, V8, ma MoT, 4,000 miles on clock, no proof but pos because of excellent condition. £2,350. Tel: 1370.

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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..... **£2,495**

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. Dark blue with silver factory pinstripe oyster leather, 250 miles only **£11,350**

1976 Reg. (73 model) Chevrolet Corvette Stingray, 7,441 c.c. split roof coupé. Golden yellow, PAS, tilt steering, automatic, air conditioned, radio, electric windows, limited slip diff **£5,295**

1977 Chrysler Avenger GLS 1600, brown, one owner, 22,925 miles ... **£2,395**

1977 (Oct.) Datsun 260Z 2+2, met. aubergine, 14,564 miles, alloy wheels, 5-speed, stereo plus self seeking radio **£5,445**

1968 Daimler Sovereign, beige/tan, automatic, P.A.S., radio..... **£1,595**

1954 Daimler Conquest Century 2½-litre, black, 18,474 miles, original log book shows two owners, first one for 21 years **£1,995**

1974 Jaguar 4.2 XJ6. Dark blue, one owner, new engine just fitted by us, total bill £980. Air cond, sunroof, radio, electric windows, PAS, 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**

1977 Lancia Beta HPE 2000. Red, 29,788 miles, radio, 5-speed, electric windows, rear wiper, sunroof **£4,155**

1974 Lotus Elan +2 130/5, blue/ivory, sunroof, 8 track/radio **£3,575**

1972 Lotus Europa Twin Cam. Blue, bills available since 25.11.77 for approximately £900, Radio/stereo, electric windows **£2,295**

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**

1971 Mercedes Benz 280SL, LHD. White/black, hard and soft tops, manual, PAS, radio **£4,495**

1978(T) MG-B GT Green/orange, stripe, one owner, 5,944 miles **£4,125**

1978(T) MG-B GT. Red/grey stripe, one owner, 8,118 miles **£4,125**

1978 MG-B. Damask red, 169 miles only, stored from new until 19.4.79 **£3,845**

1977 (Model) MG-B GT, green, one owner, 28,149 miles, tinted **£2,995**

1977 MG Midget, yellow, 11,000 miles..... **£2,145**

1977 MG-B. Green, one owner, 14,079 miles, overdrive, hard/soft top... **£3,145**

1976 MG-B GT. Citron, overdrive, wire wheels, Sundym, sunroof..... **£2,865**

1976 MG-B. Red/black, overdrive, head rests, tonneau, radio, 28,871 miles **£2,825**

1976 (R) MG-B GT V8, white, one owner, 21,424 miles, usual V8 refinements, radio, stereo **£4,295**

1975 (74 model) MG-B GT V8, bracken/tan, tinted, fog/spot light, overdrive, radio..... **£2,995**

1975 (P) MG-B GT V8. Red/black, 22,943 miles, sunroof, radio overdrive, tinted, headrests **£3,995**

1975 MG Midget. Rubber bumpers, 1,491 c.c. engine, green/tan, radio. Choice of three from **£1,395**

1973 MG-B GT, automatic, white, headrests, radio, rear fog lamps ... **£1,995**

1973 (Oct.) MG-B GT, damask red, overdrive, radio, HRW, mirrors **£1,865**

1972 MG-B GT. Teal blue/tan nylon, tinted, overdrive, stereo/radio **£1,645**

1977 Morris Marina 4-door 1.3 Super, brown, one owner, 18,687 miles.. **£2,045**

1976 Renault 16 TX. Auto, one owner, 37,735 miles, roof rack, central locking, electric front windows **£2,395**

1976 Rolls-Royce Shadow, white/black, black vinyl roof, 18,000 miles, one owner, full history **£26,950**

1977 (R) Triumph TR7, yellow, green trim, one owner, 25,851 miles **£2,775**

1977 Triumph Stag Convertible, racing green, tan trim, one owner, electric windows, radio, P.A.S., overdrive, alloy wheels **£4,995**

1977 (Oct.) Triumph TR7, green, one owner, 16,368 miles, 5-speed, sunroof, headrest, Sundym **£3,295**

1976 Triumph TR7, red/blue nylon, electric aerial, headrest, Sundym glass, 20,540 miles **£2,545**

1973 Triumph GT6. Magenta/blue cloth, engine rebuild 2.6.78 £460, overdrive, HRW, AM/FM radio, Sundym, stereo **£1,695**

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1975 (P) Lotus Europa Special. White, 14,000 miles only. Detachable glass sunroof, oatmeal cloth, Sundym glass, personalised registration number. For the serious investor.

1974 (N) Lotus Europa Special. Roman purple, oatmeal cloth, Sundym, radio, electric aerial, alloys.

1974 Lotus Europa Special. Sky blue, 36,000 miles, oatmeal cloth, alloy wheels.

1974 Lotus Europa Special. Sun yellow, 31,000 miles, oatmeal cloth, Sundym, radio, alloys.

1974 Lotus Europa Special. JPS, 20,000 miles, oatmeal, Sundym, radio/stereo, alloys.

1973 Lotus Europa Special. White, 52,000 miles, 1 owner from new, full service history, Sundym, radio stereo, alloys.

1973 Lotus Elan Sprint Drophead Coupé. 43,000 miles. Invest in one now!!

1972 Lotus 7 Twin Cam. White, 42,000 miles, radio, new hood. One of the "originals".

1977 Reliant Scimitar GTE. Manual, o/d, grey, 14,000 miles, Sundym, radio/stereo, alloys.

1976 BMW 320i. Black, 35,000 miles, radio.

1975 Series Mercedes 280 CE. 5-speed, metallic red, sunroof, radio/stereo, alloys.

1971 (K) Mini Cooper S Mk III. 36,500 miles and one owner from new. Very pristine condition for the serious investor.

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FOR SALE—continued

TR6 1972 (L). White, overdrive, genuine 16,500 miles. Wire wheels, fog lamps, one registered owner for 6½ years. Original panels and never been resprayed. Full service history. Mint condition. £3,500. Tel: Leatherhead 79359. (34080)

BOND BUG. The ultimate in economy motoring. Finished in glowing orange, black trim, alloy wheels. A snip at £450. Tel: Roth 872261 (South Yorkshire). (34073)

MG MIDGET 1977 (R). 1,800 miles only from new. Immaculate. Brooklands green tan trim. Fully rustproofed and always garaged. Taxed. £2,195. Tel: 01-348 8848 evenings weekends after July 12th. (34072)

ASTON MARTIN DB 2/4 Mk. III 1958. Tickford, BRG, stone leather. Coachwork and interior extensively restored. £4,291 spent on mechanics during past two years including recent complete engine rebuild and new rear axle by Capt Forshaw for £2,834, hence reason for regretted sale. Now running superbly on new Avon Turbos. £6,800. Tel: 046-279 267. (34071)

1955 FORD THUNDERBIRD Sports. This much sought after car has recently been restored and is in mint condition. Has both hard and soft tops and new wide whitewall tyres. An appreciating asset. £7,500. Tel: Norwich (0603) 501122. (34070)

FOR SALE. E-type, second owner, second car to Auntie Rover. 1970 Series II 2+2. Pale blue with sunroof. Returnable photograph £10. Tel: Auchterhouse 226 (evenings). Michael J. Murray. (34069)

TAXI 1948 NUFFIELD. Extremely rare 1979 concours first prize winner. Vintage design and appearance with artillery wheels. Ideal for film work. £4,500. Tel: Either B. Watson Fleet 6959 (02514) or G. Rankin Farnham 726006 (0252). (34068)

ROYAL ENFIELD 500. Probably manufactured 1954. Brand new and unused. Original and immaculate in every respect. Metallic grey with blue pin striping. Offers to PO Box 30739, Nairobi, Kenya. Tel: 65411 between 6.00 and 8.00 p.m. (34067)

SINGER LE MANS TEAM CAR which competed gaining 7th position overall and 2nd in class in 1934 Le Mans driven by Hindermarsh and Lewis. Interesting history. Chassis No. LM12. Vehicle complete in all respects and partially restored. Mechanically almost perfect. Substantial offers to PO Box 30739, Nairobi, Kenya. Tel: Nairobi 65411 between 6.00 and 9.00 p.m. (34067)

FIAT 130 coupé, 1973. 63,000 miles, every extra, maintained regardless of cost, and truly superb condition throughout. £2,850 o.n.o. Tel: Malvern (06845) 2399. (34062)

MAGNIFICENT 1970 4.2 E-Type roadster in original concours condition. Red, 18,000 miles only. Quite as new, hardtop, etc. Offers. Tel: (day) 01-626 0779, (late evenings) Wraysbury 2766. (34061)

1973 LOTUS Europa JPS limited edition. Chassis no. 72101865P, oatmeal interior, radio, alloys, excellent condition. Offers around £3,300 or part exchange for MG-B GT. Tel: Weobley 220 or 419, Herefordshire. (32594)

1935 ARMSTRONG SIDDELEY 17 h.p. saloon. Concours motor car. £2,250. Tel: Woking 4497 (evenings). (34087)

LANCIA FULVIA coupe 1.3S, 1973. 43,000 miles, dark blue, cloth seats. Truly exceptional condition. £11,950 o.n.o. Tel: Maldon (0621) 891396. (34168)

FOR SALE—continued

MG-C GT. Automatic, wires, immaculate. £865. Also smart MG-TF. £3,950. Would prefer to exchange with cash for immaculate example. Tel: 01-886 3080. (34170)

ZB MAGNETTE, 1958. Taxed, long MoT, daily use, scruffy. Accept reasonable offer from impecunious enthusiast. Brown. Tel: Cambridge 49376. (34171)

LOTUS EUROPA Special 1975. Sky blue, oatmeal trim. Wolfrace wheels, low mileage. Maintained regardless of cost. £1,600 in last year. Immaculate condition. £4,100. Tel: (0702) 338622 (daytime) or (03744) 62448 (evening). (34205)

1973 MERCEDES 350 SL. Metallic blue, 46,000 miles, in superb immaculate condition, having been used as second car only. Reluctant sale. £8,500. Tel: Middlesbrough 590473. (34172)

1973 JAGUAR V12 E-type roadster, regency red, manual, 40,000 miles. Excellent condition. £6,250. Please telephone Worcester 424382 (days) or Worcester 422783 (evenings). (34173)

V12 E-TYPE, 2 + 2 manual, 1971. Rechrome, beautiful repaint and some retrim. Also mechanical bills for over £2,000. Was intending as long-term investment but totally unreasonable bank manager forces immediate sale. Best offer over £7,000. Tel: Stewkley (nr. Leighton Buzzard) 566 anytime. (34178)

COMPANY DIRECTOR selling privately owned 1963 Rover 110, overdrive. Used as second car, taxed March, tested May 1980. Really exceptional appearance, usual refinements. £1,750. Can be viewed London by appointment. Tel: Welwyn Garden 32071 (Herts). (34177)

TRIUMPH STAG 1978 (T). 700 miles only, probably last Stag registered, automatic, full specification, carmine tan, full cadulac. Offers around £8,000 or consider exchange for mint Morgan +8. Tel: 0602 255446. (34176)

OSCA MASERATI Fissore 1600 GT coupé. 24 only made in 1963 could be the only one in UK. £2,750. Also Alfa Romeo Zagato. Tel: Ickleshem 440. (34174)

JENSEN HEALEY Mk. II, 1974. "N" reg. In totally immaculate condition throughout, must be seen. Mustard tan interior, radio, electric aerial, H&S tops, tonneau, must be the best Jensen sports on the market! Garaged, just serviced, years MoT only 35,000 miles from new and just £2,495. For a fast appreciating asset tel: 01-303 4608 (office) or 01-658 7481 (evening). (34180)

1962 MG-A Mk. II, 1622, red, roadster. Taxed, long MoT, new brakes, petrol pump and batteries. Glass fibre front wings. W.S. manual. £1,500. Tel: Bridgnorth 4263. (34184)

DATSUN 240Z, 1972. Red, Motorola radio, electric aerial, sunroof, good condition. £1,500. Davies. Tel: Southam 2362 (Warwickshire). (34183)

BENTLEY SS sports saloon, 1952. Mk. VI. Big bore, full flow, cream on black, absolutely beautiful throughout, full history. £4,750 no offers. Tel: (0202) 746945 (Bournemouth). (34182)

MG-B GT V8. "N" reg. chrome bumpers, 30,000 miles genuine. Ziebarted, sunroof, impeccable condition. Probably finest available. £3,475. Similar BGT or late Dolomite taken in part exchange. Tel: Chieveley 492 (Berkshire). (34181)

BEDFORD DUPLE coach (car transporter). 1955 model complete with ramps, lights, 3 months tax and still fitted with 6 seats and room for 18' x 7' x 6' vehicle. £475 o.n.o. Tel: Kidsgrove 5004. (34192)

FOR SALE—continued

DAIMLER MAJESTIC major saloon 1963. The motor runs well, the gearbox and running gear works, the chassis is sound. However the partition body is rather shabby. Tel: Andrew Cole, Brighton 32233 (daytime) and we'll haggle about £400. (34193)

BENTLEY "R" TYPE, 1953 by James Young. Sound condition, excellent interior, new carpets, recent service and brake work. £3,350. Tel: 01-656 0594. (34191)

LAMBORGHINI ESPADA III. In silver with blue leather and around 30,000 miles only. Electric sunroof and windows, air conditioning and radio. The ultimate 4-seat tourer offered at a fraction of replacement cost. £9,750. Tel: Windsor 55553 (day) or Maidenhead 26833 (evening). (34190)

LOTUS ELAN, 1969. S4SE, DHC with big valve engine. Engine just rebuilt, new differential, lumimition, radio stereo. Superb condition, taxed and tested. £2,250 o.n.o. Tel: Blackpool (0253) 47513. (34186)

1966 ALFA ROMEO Spyder 2600. Works detachable hard top, rebuilt engine, taxed and tested. 1963 Spyder accident damaged and rusty, for spares rebuild. £2,200 o.n.o. the lot. Tel: Dryslwyn (05584) 654 or 405. (34185)

JAGUAR XJ6 Series 2 4.2 manual with o.d. "M" reg. December 1973. Beautiful original signal red with black leather, tinted glass, central locking, electric windows, radio cassette. Regularly serviced by specialists. New tyres, clutch, MoT and tax. Exceptional car with 55,000 miles on clock. £2,750 o.n.o. Tel: 01-836 4550 anytime. (34194)

ALVIS TA14, 1947. T&T'd. £1,500. Write for details. SAE to King, Butt Lane, Snaith, Humberside DN14 9DS. (34195)

TR6 "N" reg. Taxed, MoT, H.S. tops, white, perfect condition, 69,000 miles, hence £1,950. Tel: Blackpool 701000. (34197)

SAAB 1978, 99 Turbo, 3-door, push button radio cassette. Under 3,000 miles. £6,875. Tel: Ashtead 74790 after 7 p.m. (34199)

1964 VOLVO 1800S sports. Red with black trim. Owner cannot now afford to run 2 cars so must reluctantly sell. Offers around £875. Green, tel: Cambridge 60784. (34204)

LOTUS ELITE, "R" reg., absolutely immaculate, carnival red, unmarked cream interior, new tyres exhaust, low mileage. £6,300. Tel: Basildon 284856 (Essex). (34201)

LANCIA FLAMINIA Zagato sport, 1960, good order with numerous spares. £2,500 no offers. Please tel: Bures (Suffolk) 227842. (34202)

AUSTIN HEALEY 3000, 1968. Perfect running order, body in good condition. Offers over £4,000. Tel: Evenings 0663 45787 or 0663 50550. (34309)

1950 FRAZER NASH Le Mans Replica Chassis Coupé by Motto, Turin. Excellent condition. £13,000 o.n.o. Tel: 07786 336 (evenings). (34307)

ALLARD DHC M Type 2 - 2, 1949. Silver grey with red trim, good condition, an appreciating asset that's fun to own. £2,950. Tel: High Wycombe 711978. (34308)

ROLLS-ROYCE Cloud III, 1963. New gearbox and tyres, and serviced. 3 owners, 97,000 miles, mist with red upholstery, exceptional example. £9,995. Tel: Northbourne 5280. (34319)

MG-TF Replica, just built, no mileage, modern day mechanics with authentic MG looks, ivory, red leather upholstery. Tel: Northbourne 5280 for full description. (34319)

FOR SALE—continued

BMW 3.0SI 1977 saloon. Metallic fjord blue, dark b velour upholstery. Fitted steel sunroof, Blaup stereo radio cassette player. One Director owner, sale due to replacement with new. £6,850. D. Mitch Sandon House, Sandon, Stafford. Tel: Sandon 492 (34

COSTELLO MG-B GT V8. 1972. 59,000 m immaculate condition throughout. Recent mechan overhaul by Costello with new steering r waterpump, exhaust system etc. Superb dark b coachwork, V8 alloy wheels, radio, garaged regularly serviced, MoT June 1980. £2,495 o.n.o. 01-626 0431 (day) or 01-731 5075 (evening). (34

FERRARI 250 LM Replica. Believed only one of its k and can only appreciate having now b refurbished. Serious enquiries to 0262 850 (Yorkshire). (34

1967 DAIMLER V8 250. Years MoT, well maintain in very good condition. A bargain at £595. Hoddesdon 67780. (34

ALVIS SPEED 20, 1933. SA Vanden Plas drophe coupé. Total mechanical rebuild 8,000 miles a Reasonable offers considered. Tel: 01-950 1019. (34

1948 TRIUMPH ROADSTER 2000. Immacul completely restored. Prefer prospective to view Hythe (0703) 843697 Hants. (34

BMW 3000 CSA. 1973 model. Gold, sunroof, elec windows, alloy wheels, taxed, long MoT, go condition, two owners, an appreciating asset. £4,0 Tel: 02214 5362 (office). (34

MG-B GT, "R" reg. (October 1976). O.D. 65,000 mi by director of *Vogue*. Immaculate inside and o engine and mechanics very sound, damask gr £2,500. Tel: Mr. Rowe 0625 (Macclesfield) 27097. (34

1973 ASTON MARTIN AM6 Vantage. White, man 35,000 miles, very good condition. £1,150 just spen months MoT, only 70 made to this specificati Reluctant sale at £7,250 o.v.n.o. Tel: 0703 737 (office hours). (34

DAIMLER SP250 8 Spec. 1961. Mountain blue, w wheels, hard and soft tops, tonneaus, stainl exhaust, regularly serviced, well maintained original condition, extras, year's MoT. £2,595 o.n Tel: Dr. Carr, Billericay 3596. (34

LOTUS ELAN - 2, 1968. Taxed, tested, new tyr recently rebuilt engine, electric windows, sunro very tidy. £1,500 o.n.o. Tel: 077784 283 (evenings & weekends). (34

RILEY 1½-litre RMA, 1949. Black burgun coachwork, beige leather seats, sound ro headlining and interior woodwork, good mechan Butler spots, taxed, MoT, must sell, going abro Investment at £1,200. Genuine enquiries only plea D. Mills 01-437 5468 (office), Brentwood 81 (home). (34

MORGAN 4/4 4-seats, 1976, 35,000 miles, new d blue paint, wire wheels, excellent condition. £4, Tel: 01-723 6215. (34

AC 2-LITRE sports saloon, 1950. Superior specim mechanically and bodily, licenced, MoT to 23.4 Club member. £1,750. Tel: 06793 2917 (New Romn Kent). (34

DAIMLER SOVEREIGN, 1968. New tyres, exhau battery. Radio 8-track stereo. 56,000 miles, full serv history, very good condition. £995. Tel: Wimbo 884750. (34

NEW ALFA ROMEOS, a choice of over 50 in stock including Stradas, Sprints and Giuliettas.

NEW TVR Convertible finished in yellow **offered at pre-increased price**

NEW MAZDA RX7s, orders now being accepted for August delivery but hurry they will be in short supply **List**

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1978 ALFA Sprint, one owner. **£3,495**

1977 ALFA 2000 GTV, one owner. **£4,195**

1977 ALFA SUD Ti, one owner. **£2,395**

1977 ALFA 2000 GTV, sunroof, one owner, radio/cassette. **£4,295**



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1976 Model Carrera 3, metallic silver, 34,000 miles, full history. **£12,500**

1974 Carrera, light green/black look, 63,000 miles, elec. roof/windows, delay wiper. **£9,500**

1974 911S Sportomatic, metallic blue, 49,000 miles, elec. roof/windows, tints. **£8,250**

1973 911S Targa, royal purple/black, Recaros, tints, rear wipe, comprehensive history. **£6,495**

1973 911T Lux Coupé, recent top end re-build, red, black trim, new exhaust, elec. windows, tints, rear wipe. **£5,250**

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1976 Carrera 3.0 Targa, being rebuilt with Turbo style bodywork, 928 headlights, latest spoilers, full sport spec. etc. etc.

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FOR SALE—continued

PORSCHE 911 Lux. 1977. Finished in guards red with white pin stripe interior, electric sunroof windows etc., 36,000 miles, full service history, the whole car is in immaculate condition. £11,300. Tel: 01-935 1041 or 01-370 4351. (34328

MG-B ROADSTER. Beautiful convertible. May 1977, one careful owner, 9,000 miles, Motorola radio, padded roll bar, air horns, [illegible] Street. Tel: York 29951 or after hours 08456 419. (34331

ALFA ROMEO 1300GT Junior FHC. 1971. 5-gears, radio cartridge, low mileage, new exhaust, taxed, 11 months MoT. £800 o.n.o. Tel: Smallwood 387 (Cheshire). (34334

ASTON MARTIN DB6 Vantage. Manual, mechanics quite superb having been maintained by Aston specialist, maker's oil pressure, MoT and taxed March '79. Excellent condition although silver paintwork somewhat dull. Realistically priced £4,250. Interesting exchange considered. Tel: Southampton 556300. (34336

1972 BMW 2500. Agave, PAS, HRW, radio, excellent condition throughout, new exhaust, long MoT, 53,000 recorded miles. £1,750. Tel: Havant (Hants.) 48495. (34337

SCIMITAR GTE, 1972. Yellow tan, overdrive, sunroof, radio, cassette, 2 owners, documented history. £1,900. Tel: Bishops Stortford (0279) 812599. (34340

JAGUAR 2.4 Mk. II, 1961. Manual, 23,000 miles only from new, one registered owner from new, original buff logbook, old English white with red leather trim, fitted transparent seat covers from new, ashtrays and lighter unused, in fact virtually a new car. Only extras are chrome wire wheels and tinted windscreen. £6,000. Tel: Hertford 50197. (34341

BMW 2002 Tii LUX. May 1976. Metallic red, 2 owners, 30,000 miles, service history, XAS tyres, radio. £3,500. Tel: Whiteparish (near Salisbury) 468. (34342

ASTON MARTIN DBS6 Vantage. Automatic, 1973 (P). £7,950 o.n.o. or P.Ex. classic 2-seater. Tel: Chesterfield 850599. (34346

MORGAN 4/4. Red, 4-seater, one owner, June 1977, leather upholstery, many extras. Nearest offer £5,900. Tel: (0202) 21388 (9.00 a.m.-6.30 p.m.) or (0202) 745 975 (evenings). (34344

TVR GRANTURA Mk. 3, 1963. Fitted MG-A 1622 c.c. engine, (reg. no. 9299 VC). Full details, Rambeut Beck House, Bosley, Macclesfield, Cheshire. Tel: 02603 419. (34347

DAIMLER SP250 "C", 1964. Hard top, soft top and tonneau. Good sound reliable condition with good tyres and spare engine etc. £2,500 o.n.o. Rondavel, Youngwoods Way, Alverstone, IOW. Tel: Sandown 2237 (home) or Ryde 67531 (business). (34348

E-TYPE V12 2 + 2. 1972 Automatic, good conditional all round, carmen red, tints, chrome wheels, whitewall tyres, reg. no. 329 BAD, Blaupunkt radio/cassette, alarm. £5,000 o.v.n.o. Tel: Reading 27917. (34349

3.45 JAGUAR, automatic, 1968. Low mileage, very good condition, over £1,000 spent. Offers or exchange Rover 2000TC. Tel: Halifax 55052. (34350

JENSEN INTERCEPTOR Mk. III J-series. Late 1974, Brienz blue, gold coach lines, black vinyl roof, beige interior with white sheepskin inserts. £5,590. Tel: Grays Thurrock 73815 (day) or Grays Thurrock 891498 (evening). (34353

FOR SALE—continued

1933 AUSTIN SEVEN saloon, recently restored to high standard. MoT 1980, maroon. Tel: Cheltenham 862430. (34351

DAIMLER SOVERIGN 4.2. Automatic, August 1968, BRG, green leather, unbelievably original condition throughout, Motorola, chauffeur maintained until 1977. Documented 78,000 miles with engine rebuild last July. 2 owners. £1,200. Tel: [illegible] 8649 (days) or [illegible] (eves.). (34352

AUSTIN HEALEY 3000, 1961. In exceptional original condition, H.S. tops, tonneau, W.W, genuine 41,000 miles. £3,250. Jaguar 3.4 Mk. II, 1960. Manual, overdrive, immaculate interior, excellent mechanics, genuine 71,000 miles, extensive service history. £875. Tel: Norwich (0603) 811719 (evenings or weekends after July 7th). (34354

1975 SCIMITAR GTE. April yellow, very good condition, four new shockers, mags., electric windows. Tel: Oswestry (Salop) 2725. (34355

ASTON MARTIN DB6 Mk. II, 1970. Automatic, wire wheels, radio. £6,500. Green, tan upholstery. Tel: Redhill 62771. (34356

CORVETTE STINGRAY, splitroof 350 ci, manual, 1972 (R), must be one of the best. £4,950. P.Ex. possible. Tel: Lincoln 33737. (34358

BEAUTIFUL LOOKING Audi Coupé, sunroof, MoT, taxed, new exhaust, first class respray, navy blue, 1973, superb condition. £1,700 o.n.o. Tel: Northwich (Cheshire) 3121. (34359

VOLVO 1800E 2 + 2 Sports, 1971. Metallic gold, 15,000 miles from new, one lady owner, PI, leather upholstery, mint condition. £3,000. Tel: 021-308 3002. (34360

SCIMITAR GTE. "K"-reg., automatic, metallic green, 58,000 miles, MoT, stainless steel exhaust. £1,400 o.n.o. Tel: Hamilton (0698) 425490. (34361

BMW 2,800 CS Coupé. Manual, recently serviced and MoT'd. Good example. £1,950. Tel: 01-994 3488. (29789

ALFA ROMEO 1750 Berlina, 1970 (Dec.). White, black trim, one owner, recent top overhaul, new clutch, shock absorbers, exhaust, servo, s/belts f. & r., radio. £750. Tel: (business) 01-920 6763 or Henley 2190. (34394

1974 JAGUAR XJ6L. Auto, regency red/beige hide, air conditioning, radio/8-track, electric windows/aerial, 33,000 miles, excellent condition. £3,950. Tel: Winslow (Bucks.) 029671 3396/2061. (34395

ROLLS-ROYCE Silver Cloud I, 1956. 90,000 recorded miles, porcelain white, beautiful condition. Offers over £6,000. Alton 62647. (34396

MG-B GT, T reg. Very good condition, supercover, stereo, overdrive, russet brown, low mileage. £3,795 o.n.o. Phone: Warrington 65306 after 6 p.m. (34397

SCIMITAR 3-LITRE Coupé, 1967. Tested May 1980, taxed, 3 owners, low mileage, overdrive, e/sunroof, radio. £790. 07415 62253 (S. Yorks.). (34398

VOLVO 1800, ES Sports Estate. Genuine 24,000 miles, blue metallic, 1973, director's car, one owner, new stainless steel exhaust, two new tyres. Telephone: 0298-81 2443, preferably after 6.30 p.m. £3,750 or near offer. (34399

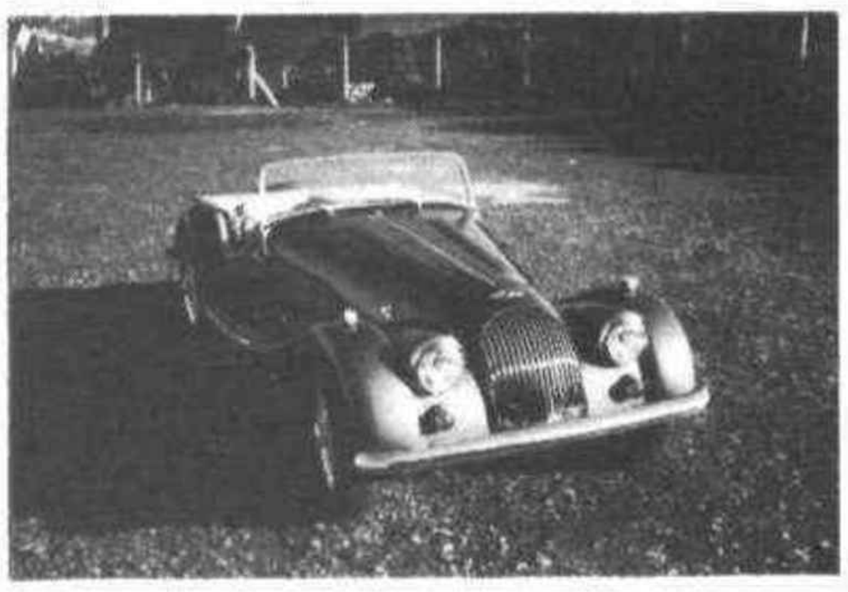
ALVIS TD21 Drophead, Series II, 1962. Alpine grey body and mechanical overhaul 1975, very smooth running engine, automatic, very good condition all round. To be viewed London SW7. £3,500 o.n.o. Tel: (private) 01-370 3033, (office) 01-248 9822 ext. 6124. (34400

MIKE DUNCAN LTD

Midlands Morgan Agent

92 WINDMILL HILL,
HALESOWEN, BIRMINGHAM

TEL:
CRADLEY HEATH (0384) 67675



Looking around the yard the colour of the month is undoubtedly red with three **4/4's** and 2 **Plus 8's** but all are, sadly for you, now sold. I do have a **77 +8** in the showroom in red with aluminium body and 12,000 miles on the clock. A beautiful brown **4/4 2-seater** 1977, brown with white leather, only 3,500 miles. **Morgan 4/4 2-seater** 1969, black, currently in the trim shop this car has wire wheels and comes from a club member; can best be described as cheap and cheerful.

Morgan ties £1.75, Morgan badges 0.75p, Morgan key fobs £1.10, Morgan sports books £1.95. More Morgan £6.95, Four Wheel Morgan £5.45, Morgan Sweeps the Board £9.95, Morgan etchings £8.00. All prices include P&P.



The London *Morgan* Distributors

"Instead of staying indoors, try judging a **Morgan** concours,
And when it absolutely pours,
Remember it's for a good cause."
MOG '79 proved to be a great success and most interesting to your scribe who found great difficulty in sub aqua judging! Many thanks to the MSCC for a great day. Good **Morgans** are extremely difficult to find at present which leaves our showroom less full than normal, however most demands for various types, years etc. are satisfied if you care to ring and leave a phone no., and be a little patient. Anyway some of the following should still be available by the time MOTOR SPORT flutters through your letter box.

1978 **Morgan +8,** five-speed gearbox, signal red, black leather, 18,000 miles. £6,750.
1976 **Morgan +8,** royal ivory, black leather interior, 12,000 miles, QI headlamps, luggage rack, bonnet strap. £5,995.
1973 **Morgan +8,** signal red, new leather interior, new hood and sidescreens. £4,350.
1977 **Morgan 4/4,** 4-seater, turquoise blue, wire wheels, luggage rack, excellent condition. £5,450.
1974 December **Morgan 4/4,** 4-seater, signal red, wire wheels, spot lamps, luggage rack, excellent paintwork, new exhaust. £4,500.
1969 **Morgan 4/4,** 4-seater, golden yellow, 26,000 miles only, one owner, wire wheels, radio. £3,650.
1976 **Morgan 4/4,** 4-seater, white. No details yet.
1979 **4/4** 2-seater, silver/blue leather interior, 800 miles, wire wheels. £6,250.

We have been preparing and testing a new **Morgan +8** racing car built to Group 4 specification. This is to be campaigned by Bruce Stapleton and Bill Wykeham in long distance events and various club races, Porsche Carrera owners beware!

Many **Morgan** Accessories including bedspreads, wind deflectors, umbrellas, T shirts, etc. in stock. Also all parts and efficient same day servicing.

morris stapleton Reece Mews, London SW7 01-589 6894

FOR SALE—continued

FORD MUSTANG, 1979. Original 2.3-litre turbocharged engine, as new condition, 5,000 miles, PAS, air conditioning, Michelin TRX tyres and suspension. £3,600 including shipping to UK. Reply to White, PO Box 405, Newton, Massachusetts, 02158, USA. (91311

LANCIA 2000 FI sedan. "M"-reg, fuel injection, 5-speed, electric windows, genuine mileage, white/blue velour, radio, full history, original oil pressure. Beautful example of this superbly performing classic. New XAS's. £400 recently spent, taxed, MoT until December. Reluctant sale. £1,095. Tel: 01-727 3154. (34459

ROVER 110, 1962. O.D. taxed and tested, blue, good example. £600. Tel: Colne (Lancs) 866574. (34460

DATSUN 240Z in black and gold. "M"-reg. 39,000 miles, stereo cassette, Cobra wheels, Ziebarted. Very attractive car, must be one of the best in the country. £2,750. Tel: St. Austell 5044. (34461

MG-B GT V8, 1976, in pristine condition. 40th last made, black/tan, sunroof, radio/cassette, electric aerial, rustproofed, Armaglazed, plus usual V8 extras. Stored for two years, low mileage, one owner. £4,250. Tel: Bracknell (0344) 23124. (34462

MORGAN +8 Special, 1978 (T), extras include Kenlowe fan, electronic ignition, balanced crank and flywheel, all alloy body, GRP wings, wind deflectors, headrests, bonnet strap, badge bar, special exhaust system, chrome luggage carrier, rocker boxes. Finished in bright red with black wing-piping. All leather black interior and reclining seats, 3,000 miles. Much regretted sale due to house purchase. £7,500 o.n.o. Tel: 01-207 1598. (34465

MORRIS MINOR 1000, 1964, 4-door, 66,000 miles, beautifully and comprehensively restored interior and bodywork, new engine. £680. Tel: Esher 64588. (34466

LOTUS ELAN +25, 130/5, white, 1973, 38,000 miles. Recent service history includes reconditioned cylinder head and new doughnuts. Taxed, 11 months MoT, excellent condition. £2,850. Tel: Southend 525604/41591. (34467

MG-B GT V8, 1975, 28,000 miles, red with black trim, sunroof, immaculate. £3,950. Tel: Winchcombe (Glos) 602849. (34469

JAGUAR Mk. 2 3.8, 1963. Golden sand, wires, very good condition throughout. Drives beautifully. £1,675. Tel: 0425 72203. (34471

BENTLEY Mk. 6, 1950. Full-flow, good original condition. Shell grey, one previous owner. Present hands 12 years. Sound investment. £4,950. Tel: Tunbridge Wells (Kent) 20970. (34472

FERRARI DINO 246 GTS Spyder. White, "M"-reg., 35,000 miles, one owner last 5 years, excellent condition. £7,800. Tel: 01-267 1775 evenings and weekends. (34473

MORGAN 4/4 4-seater. February 1978, 6,000 miles, silver aluminium body, wire wheels. Tel: 0635 47337 (office), 0635 27482 (evenings). (34476

TR4A, TR4A, TR4A, 1966 IRS, overdrive, Surrey tops, radio, white, long MoT, sound all metal bodywork. Recent gearbox, clutch, overdrive, suspension, exhaust, sills, carpets, paintwork, etc. Outstanding example of last of a classic line. House purchase forces sale of investment by register member. £1,295. Tel: 01-204 0136 after 4 p.m. from July 10th. (34423

MG MIDGET, 1978. Showroom condition, under 9,000 miles, lime yellow, fitted radio. £2,400 o.v.n.o. Tel: Stamford 4279. (34428

FOR SALE—continued

DUTTON MALAGA. Newly finished with Vitesse 2-litre 6-cylinder engine. Very carefully prepared by first class mechanic. In black/silver. A very high performance roadster. First offer over £1,700. Tel: 0539 24740 (daytime). (34425

1946 MG-TC. MoT till 11/79, totally rebuilt and restored. An exceptional example of this very sought after car. £5,250 o.n.o. Tel: 01-370 1169 (evenings). (34429

E-TYPE 2+2, 1966. 4.2-litre, complete mechanical rebuild, new bonnet, new CWW, re-cellulosed in original primrose yellow, excellent black interior. £4,950. Tel: Rudgwick (Sussex) 2911 (evenings). (34430

BENTLEY T-TYPE, 1968. Fully equipped, air conditioning etc. Low recorded mileage, stored last three years. Spent most of life in South France. £9,200. Tel: Frensham (Surrey) 3473. (34431

COLLECTOR'S ITEM. Austin Champ, approx. 1945. Excellent mechanical condition, needs cosmetic treatment. Offers over £500. Tel: South Cockerington 385, Firth, Weedon House, Little Carlton, Louth, Lincs LN11 8HP. (34432

MORGAN 4/4 4-seater, December '72, orange, black reclining seats. £3,500. Tel: Billingborough 384 (Lincs.) (34433

LOTUS 7 S4 twin cam, 1972. Adjustable dampers, SS exhaust, excellent condition. £2,850. Tel: Seagry 720439 (Wilts). (34434

SUNBEAM ALPINE Series III, 1963. 82,000 recorded miles, reconditioned engine. Hard top and tonneau. Carnival red, black interior, wire wheels, bumpers re-chromed. Exceptional condition. £1,500 o.n.o. Tel: Melrose (089 682) 2137. (34435

TR7, "R"-reg., 5-speed, russet, 15,000 miles, SAH exhaust, federal marker lamps, spoiler, TR7 side transfers, electric aerial, superb condition. £2,800 o.n.o. Tel: 0789 68174 (evenings). (34436.7

E-TYPE JAGUAR, 1973, V12. One of last 2+2 models made. Manual, carmen red, one owner, low mileage, fastidiously maintained. Immaculate. An investment at £6,500. Tel: Halifax 61971 (evenings), Hebden Bridge 2301 (days). (34439

VW BEETLE 1300. "K"-reg, metallic blue, nicely preserved condition, all new tyres. £1,050 o.n.o. White Stacks, Rye Foreign, Rye, Sussex. Tel: Peasmarsh 232 (evenings). (34440

HEALEY 3000 2+2. Complete rebuild, new steel wings, engine and gearbox rebuilt. New chrome, new leather trim, Ice blue and white, overdrive. W/W, hard/soft tops, new tyres, new calipers. Illness makes unable to complete. £2,500. Tel: Chichester 784184 (days) of 786817 (evenings). (34441

MORRIS 10 HP, 1937. Green/black, in very good original condition throughout. Drives extremely well. £895. Tel: 0222 496435/496328. (34442

AUSTIN HEALEY 100/6, 2-seater long-back model. White, in very good condition throughout. New hood, drives extremely well. £1,995 no offers. Tel: 0222 496435/496328. (34442

E-TYPE ROADSTER, 1961. Carmen red, chrome wire wheels. Corrosion free and original, but restored to virtually concours condition. £4,950. Tel: Great Chesterford 534. (34206

CROSSLEY 15 H.P., 1930. Chassis overhauled and re-painted ready for body. £1,500. Nash Sedan Original American, left-hand drive. Bonny and Clyde looks. 1928. £2,500. Tel: Symons, Otterburn 20247. (34188

FOR SALE—continued

FERRARI 308 GTB, 1977 (T). Finished in black with matching leather interior, air conditioning, electric windows, radio/stereo, low mileage, company director's car. £12,990. Tel: Ashby-de-la-Zouch 5911 (evenings). (34343

MG-B GT, 1969. Excellent bodywork and mechanics. Two owners from new, always regularly serviced and garaged. Radio. £1,100 o.n.o. Chelmsford 71748. (34562

LANCIA MONTE CARLO. Metallic blue. Targa top. One owner. 1977. 25,000 miles. Superb condition. £4,650. Ring Lincoln 24576 office, Bassingham 214 home. (34563

DATSUN 240Z COUPÉ 1973. Superb condition throughout. Privately owned. 46,000 recorded mileage. Silver grey with black trim and spoiler, mag. alloy wheels. Radio with 8 track stereo, electric aerial. £2,250. Cheltenham 43462. (34564

BMW 502 1955. A rare and classic car in good order throughout. £1,400. Caterham 47285. (34566

1958 METROPOLITAN. This car is still in the original paint and is virtually as new having only done 14,000 miles and spent most of its life garaged. 1 registered lady owner. £1,750. King, 107 The Hornet, Chichester, Sussex. Tel: Chichester 787121. (34567

V12 E-TYPE JAGUAR. Fixed head coupé. Automatic. 1 registered lady owner. Power assisted steering. £5,750. King, 107 The Hornet, Chichester, Sussex. Tel: Chichester 787121. (34567

LAGONDA 2½-LITRE Saloon, 1947. Originally Lagonda works car but same family since 1951. Unused since 1967 hence no tax or M.o.T. No restoration but good 100% original sound motor car. Actual car illustrated in "Ballentine's History of the Car". Reg. No. LPG 777. Original instruction and log book. Sensible, realistic offer. Brewood (0902) 850404 evenings/weekends. (34568

MG-C GT. 1968 XGT 225G. 58,500 miles. Snowberry white with black leather interior, overdrive, sunroof, radio cassette, drawbar, H.R.W., 4 new XAS tyres on wire wheels, excellent condition, 11 months test. £1,850. Phone 0433 20678 evenings. (34569

ASTON MARTIN DB4, Series I, 1959. Fared headlights, back hinged bonnet, new wheels, tyres, brakes, bumpers, rebuilt doors. Recent trim and bodywork. Eligible AMOC throroughbred sports car championship. Also DB5, 1964 standard, manual, good average condition, recent respray. Jones, Northwood (Middx.) 23697 or Watford 40758. (34570

DAIMLER V8 250 1968, Auto, pas, hrw, radio, taxed, M.o.T., excellent rustfree example. £800 o.n.o. Derby 364128. (34571

JAGUAR 340. 1967, manual, overdrive, good condition, well maintained, BRG, black trim. £850. Rugby 65076. (34572

1965 MK. 2 JAGUAR 3.8. Manual with overdrive, H.R.W., taxed and M.o.T. This car is in superb condition throughout. £1,350. 051 648 2939. (34573

XK150. Fixed head coupé 1960. Overdrive model with 3.4 engine. Grey with red interior. £3,300. The first person to see this car will buy it. Chalfont-St.-Giles 2820. (34574

BMW 528. Manual, 1 owner, mileage 24,000, March 1977. £6,950. Telephone: Lindsey Graham 01-404 5791. (34575

DATSUN 240Z. L Reg. Black. Exceptional condition throughout. Only 48,000 miles. 5 Wolfrace new tyres and exhaust. Offers over £2,000. Office Haslemere 2015, Home Liphook 723191. (34583

FOR SALE—continued

ANNIVERSARY TVR. Martin 4, 1 owner, m 24,000. £4,750. Telephone: Lindsey Graham 0 5791.

EXPORT EUROPE Austin Healey 3000 Mk. II. 196 gold, wires, overdrive. £2,900. Tel. 029 384

MORGAN PLUS 4 4-seater. 1968. One owner, miles since factory overhaul. Best offer over £ Weybridge 42500.

1972 VOLVO 1800. ES Director's car. Exc condition bodily and mechanically. £2,800. Te 221 5256 after 10 a.m. Mon., Wed. and Friday.

RELIANT SCIMITAR GTE. R Reg. 35,000 Automatic. Tinted glass. Electric windows. steering. Stereo radio. New tyres. White beautiful navy blue leather upholstery. £4,95 Birmingham Road, Kidderminster, Worceste Tel 0562-64271.

PORSCHE. White 911E, 2.2 Sportomatic, regist MPK 911L. Electric sunroof, Blaupunkt radio-cas new 215 Pirellis on S-wheels, front sp sidewinders. Immaculate inside and out after miles. £3,950. Liphook 722710.

AUSTIN A35 1959, M.o.T. taxed, reg. Number 502, excellent condition. Offers. Tel. Bolton 5941

BENTLEY S3. 1964. Splendid condition, no exp spared over the last 2½ years of ownership. sunroof, tyres, etc., taxed and M.o.T. £8,225. Phone Wheatley, Oxford 3377.

GILBERN INVADER MK. III. 1973, M.o.T. 12 m new overdrive recently fitted, must be seen quic hence £2,550 o.n.o. Hesketh Bank (077473) 424 Preston.

HEALEY 3000 MK. I. Subject of an exte professional restoration. New body p Retrimmed in black leather with red piping stripped to bare metal and cellulosed in Colorad Fitted wire wheels, overdrive, factory hard Altogether a stunning looking car. M.o.T. Sensibly priced for enthusiast owner. 01-35 evenings.

VINTAGE TOURER. Citroën floating power 1935 Motor Show winner. Sporting coachwo Ranelah. Extensively restored. Finished in white blue trim. A rare and elegant vehicle. M.o.T. £ Interesting part exchange not objected to. 1857 evenings.

FERRARI DINO 246 GT. 21,000 miles only. Spent of its life in Jersey. Bright red with black Co hide interior, probably one of the finest ava RHD £8,995. Finance could be arranged. 01-669 (Surrey).

AC COBRA. Mk III 2D to last made 289 cu. in. hard top. Blue/black trim. One of the finest ava Offers over £20,000. 01-669 1064 (Surrey).

MORGAN SUPER Aero 1930. SV JAP A.C. chassis, wheels, body, all parts to finish £2,500 Maidstone 59578.

1953 MG YB. Black/beige leather. Many co awards. Original outstanding condition. MG Ca owner £3,000. Phone day 061-224 2303, ev Disley (Cheshire) 2179.

MG B GT. 1973. Tax, M.o.T., o/d, HRW, good co £1,100 o.n.o. 061-747 7325 evenings.

TVR 3000M. Overdrive. 1976. Vinyl/sunroof, Wo Motorola, etc. Special paint scheme. Only miles, showroom condition, genuine opport £4,500. Exeter 71507.

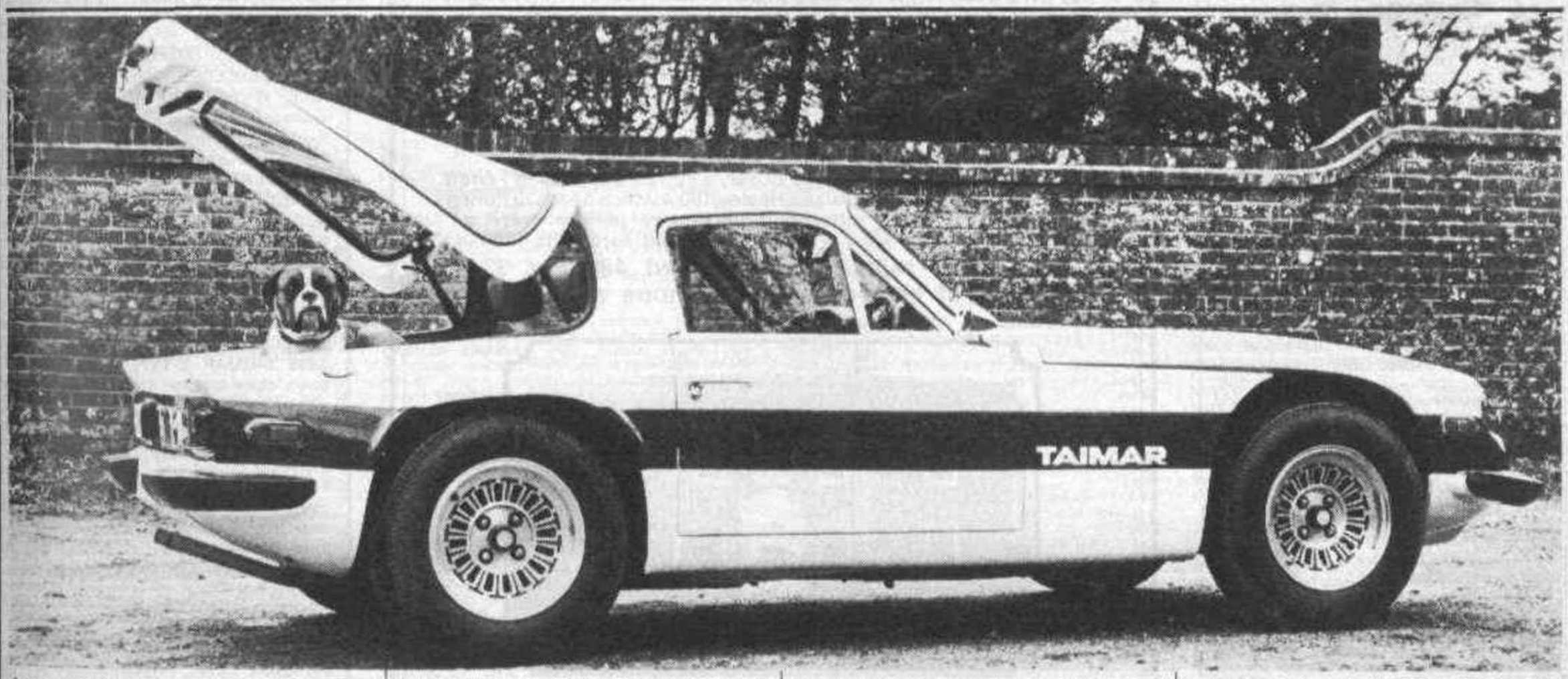
Hire a Sports Car
Morgan 4/4 & +8s, MGBs, MGB GT
V8s, Triumph TR7s, TVR Convertibles, Mercedes 350SLs.

sportshire
Reece Mews, London SW7 01-589 6894 01-589 8309



John Britten

Morgan
TVR



Are you worried?
We are too,
But we know what you should do,
Save on fuel, repairs, inflation,
Buy a Morgan — Save the Nation!

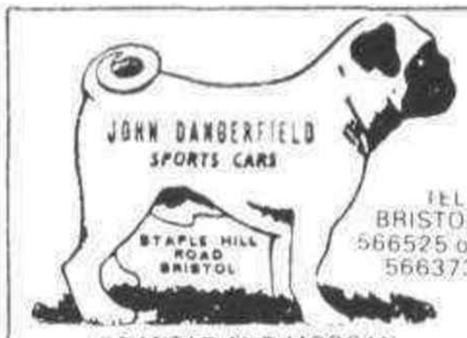
In pole position we have the cheapest Morgan advertised for two years — a 1957 **4/4 2-seater** with unconventional engine set up — enthusiastic offers please around £1,650. 65 **4/4 2-seater,** blue with red leather trim, sold with a full tank of petrol to the States — they bought the petrol and we threw the car in as an extra! 72 Nov., **2-seater 4-4,** charcoal, 20,000 miles and one owner from new, a true Brighton Belle (the car, of course). 73 Nov., **2-seater 4/4,** black is beautiful and wire wheels to complete the effect. 75 Sept., **4/4 2-seater,** golden yellow and fitted with most Morgan extras. Driven very gently around flat countryside by the only fastidious owner. MEB 777 number plate at no extra cost. 77 Oct., Bugatti blue **4/4 2-seater,** wire wheels, originally lived in Liverpool and then moved to Bedfordshire via Arkley. Now residing in our rest home for Morgans gathering strength for the next Oxford supporters) with +8 spotlights and wire wheels. We thought we had sold this car but the guy could not get rid of his Triumph Spitfire, so if there is anybody out there who wants to help us out by buying a red 76 Spitfire with lowish mileage and in very good condition please phone and make Mr. Clark of Bury St. Edmunds a very happy man — or you could make us happy by buying the Morgan! 74 **4/4 4-seater,** deep Brunswick green with wire wheels. This car had a brief flirtation in Baldock with a chap who could not get over his previous love for Citroën and much preferred its subtle French perfume to the baser aroma of a Morgan. 76 **4/4 4-seater** in which we have a choice of two and are always getting confused as to which one is which, although it looks like one of them will shortly be moving to Lincolnshire. However, whichever one is left behind is equally as good a car since both had virtually the same extras and mileage and both are signal red. Our latest arrival is a 78 T reg. (Nov.) **4/4 4-seater** in a slightly lighter shade of Bugatti blue with wire wheels, reclining seats, luggage rack, reversing lights, door handles, radio/stereo, Ziebart, 9,000 careful guessing what the fraction is! 76 August +8 lightweight with black leather trim, electronic ignition, 9,000 gentle miles. This car's total protection and alloy body provides an excellent deterrent to- the dreaded rust bug. 78 **Morgan +8,** glacier white, black leather trim, luggage rack, reclining seats, door handles etc. Used as a fourth car hence the very low mileage of 1,100. That caters for our current stock of Morgans, except for an immaculate 68 **+4 Coupé** which we have all fallen for so much that virtually nothing would tempt us to part with it. For those of you who wish to continue your sporting motoring in more luxurious surroundings we have an exceptionally good choice of new and second hand TVRs. 72 Dec., **2500M,** black, sunroof, o/d, sold due to previous owner suffering from wrong type of inflation — the breathaliser. 73 silver **3000M TVR,** sunroof, radio, Spax shock absorbers, only two owners from new, late property of enthusiastic Morgan owner. 74 **3000M TVR,** black with Wolfrace wheels, sunroof and radio, previous parentage Muswell Hill and Bedfordshire via Arkley. 77 **TVR Taimar** sold but phone if interested for more details. Other odds and ends include the Guv'nor's 78 **International Harvester Scout** as road tested in December's MOTOR SPORT and now for sale to make way for his **Jeep Golden Eagle J.10 pickup** which has just carried him to Monaco and back (lucky *******). **Triumph TR6,** 73, dark blue, o/d, radio cassette, late property of insurance executive, help given to prospective purchaser with insurance. 77 Nov., **Triumph TR7,** maroon, should have taken up residence elsewhere by the time this advertisement appears. 72 **MGB GT,** blaze, o/d, sunroof, radio, recently road tested to Cheshire, nothing if not through this Garage! 78 **Harley Davidson 1,000 c.c. cafe racer,** black with gold trim with free helmet, previously owned by Director of well known toy company who is now busy riding his Morgan into the sunset. **New Morgans.** What can we say except that Morgan deliveries seem to get longer every day. **New TVR's.** Being one of TVR's longest established agents we always have an exceptionally good stock of all models of new TVR's and if we cannot suit you from stock then we can





owner. 78 golden yellow **2-seater 4/4,** this car looks very kinky in its black leather trim and its wire wheels have trodden the A1 between Yorkshire and London. The observant ones amongst our readers will have noticed that all the aforementioned Morgans are two-seaters — for those of you with sporting natures plus children, we can offer the following: 56 **+4 4-seater,** silver bodied with black wings (sounds like the Arch Angel Gabriel), a nice old senior citizen looking for someone to care for it in its old age. 68 **+4, 4-seater,** "hedge green", with wire wheels, also possesses an incredibly large woodrim steering wheel. 73 Dec., **4-seater, 4/4,** totally rebuilt and sprayed Cambridge blue over Oxford blue (hope we haven't upset all the miles in the hands of a Council Officer from Surrey. And now for those who want really hairy-chested motoring we can offer one or two Morgans of the +8 variety, beginning with a 1970 **+8 Morgan,** beautifully resprayed black with white wing piping and aeroscreens complete with the ageless registration number 3 GTO. This car has passed through our loving hands before and has now returned to the fold in exchange for a TVR Turbo. 75 royal ivory **+8,** Sundym windscreen, luggage rack. We had a visit from this car's original owner the other day which served to bring home the appreciating nature of a Morgan when he reminded us that when the car was new he paid a fraction of its asking price today — no prizes for green, neutral model band, sunroof, radio/cassette, 16,000 miles, one serious minded owner, supplied and carefully maintained by Jolly John Brittens. 77 **TVR Taimar,** white, sunroof, radio cassette, one owner, now happily disporting himself in a Convertible Turbo. This car is fitted with overdrive, a very rare and economical extra. 77 September **TVR Taimar,** brown, neutral model band, Wolfrace wheels, radio/cassette, sunroof, one owner. 78 **TVR Taimar** red, black model band, 9,000 miles, an unusual feature of this car is that it once had a radio and the hole in the dashboard has been very neatly plugged with a Renault radio blanking plate. 78 **TVR Taimar Turbo,** charcoal with silver stripe, more than likely possibly offer fast delivery times on cars in the pipeline. It is worth remembering that ours is the only garage that TVR's trusted to run their Works 1600M racing car! **Arkley SS.** We are at present negotiating the purchase of a 76 Arkley to replace the previous Arkley demonstrator and we also have a few kits for immediate delivery. Due to exhaustion brought on by aforementioned Monaco trip, this advertisement was entrusted to the tender mercies of Nysha, Chris and Roger who, after publication, may well find themselves looking for new jobs. **Stop Press.** One new Morgan for immediate delivery — red, black bonnet strap, pedal power, list price £195 + VAT — only three to five year olds need apply.

JOHN BRITTEN GARAGES, BARNET ROAD, ARKLEY, BARNET, HERTS. 01-449 1144



SCIMITAR AND MORGAN DISTRIBUTORS
COLT DEALERS

NEW VEHICLES

Colt Range. Most models in stock. Instant/early delivery.

New GTE Overdrive. Aztec/tan cloth, Wolfrace wheels, radio/cassette player.

New GTE Overdrive. Trafalgar blue, blue cloth, alloy wheels, electric windows and power steering.

New GTE O/D. White rose, chocolate cloth, alloy wheels, electric windows, power steering, radio/cassette player.

USED

1978 Colt GTO 2000 GSR Jamaica blue, sunshine roof, Dinitrol rustproofed, radio cassette, one owner, sold and maintained by us **£3,500**
1978 Spitfire. Russet brown, rustproofed, radio cassette, 4,759 miles **£3,150**
1978 Midget. Yellow, 6,762 miles **£2,750**
1977 TR7. Red, 5-speed, sunroof, push button radio, one lady owner, 14,000 miles **£3,250**
1977 Scimitar Overdrive. Celtic brown, one owner, maintained by us, XVS tyres, 33,000 miles **£5,300**
1977 Spitfire. Blue, one lady owner, overdrive, 21,500 miles, extras .. **£2,800**
1977 Colt Celeste. Usual extras, one owner, supplied & maintained by us, 25,817 miles, silver **£2,550**
1976 Spitfire. White, overdrive, tonneau, rustproofed, headrests, one lady owner, 22,500 miles **£2,550**
1976 (Dec) 1977 Model MG-B GT. Red, 16,020 miles, radio **£3,750**
1975 MG-B GT. White, overdrive, radio, sunroof, one owner **£3,250**
1975 GTE Automatic. Cygnet grey with tan leather, tinted windows, one lady owner, supplied and maintained by us **£4,000**
1975 MG-B GT. Blue, overdrive, radio, 32,372 miles, one lady owner **£3,000**
1974 *Morgan 4/4 4-seater.* Orange, tan leather, reclining seats, tan carpets, twin reversing and spot lights, locking petrol cap, Kenlowe fan, radio, wheel trims, luggage rack, triple wipers, electric screen washers, 2 owners, 14,000 miles **£6,000**
1974 Lotus Europa Special. Lagoon blue, rebuilt 4,000 miles ago, radio cassette player, new alloy wheels and recent new tyres **£4,150**
1973 GTE. Highland purple, overdrive. New items fitted in last 6,000 miles include: 5 tyres, sunroof, stereo, engine, clutch, servo, alternator, shock absorbers and suspension, exhaust system, twin spot and hazard rear lights, etc **£3,350**
1972 (1974 N reg) VW Kharmann Ghia 1600 Coupé. Service history **£2,500**
1972 Morgan Plus 8. Red, extras, rustproofed, 14,900 miles **£6,000**
1969 *Minor 1000 2-door de luxe.* 8,581 miles, totally original, one lady owner **£2,500**
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1955 XK140 FHC service list available **£4,000**
1939 Morgan 2-seater Coupé. Complete with Coventry Climax engine spares **£3,250**

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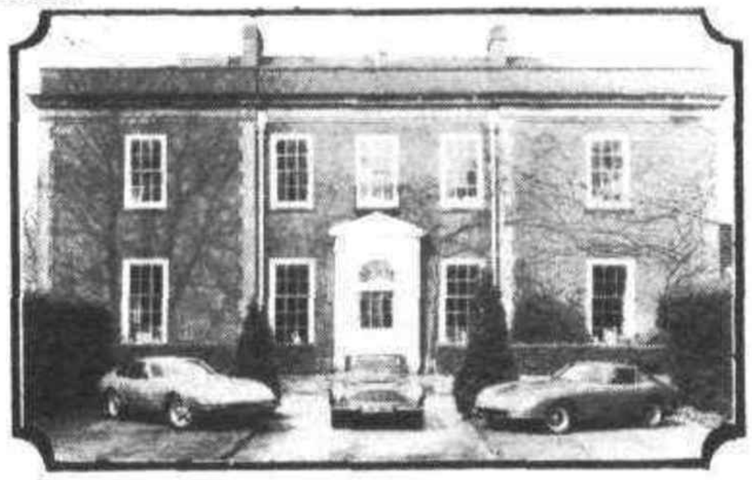
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I am looking for a Ferrari 365 Boxer, a Ferrari 365GTC4, a Ferrari 365GTC, a nice original Austin Healey 100 4 which needs restoring and also any other interesting unrestored performance cars, particularly Aston Martin DB5's, DB6's and early DB5 models.
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1954 MG TF 1250. Black with beige interior, wire wheels, aero screens, registration No. 95F. Superb condition, **£6,500.**



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1964 AUSTIN HEALEY 3000 MK III. Red black interior and hood, CWW, LHD excellent condition.
1929 PONTIAC 2-door Saloon. Blu over black, a very period model i excellent restored condition, LHD.
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FOR SALE–continued

1935 MORRIS TEN-FOUR. Rare four seater tourer. Superb body chassis rebuild. Requires mechanical completion. Excellent original trim, mascot, etc. Nothing missing. Offers over £1,900. Telephone Reading 883833. [34596]

AUSTIN SEVEN Sports 1951, rare Jensen bodied, four seater open tourer. M.o.T. licensed, drive away £1,500. Phone Dumfries 5936. [34598]

PORSCHE 911S, 1970, white, LHD, ex-Vic Elford. Factory fitted 2.45 engine, Blaupunkt radio, new XWX's heat exchangers, Stuttgart A.F.N. serviced, taxed M.o.T., superb condition £4,500. 0494 713755. [34641]

1957 ZB MAGNETTE. Tax, M.o.T. and August, excellent engine and mechanics, good body and clean interior £595 o.n.o. Phone Lower Peover 2847 Near Knutsford. [34599]

PANTHER J72 SS100, 3,000 miles only, 1977. Now £20,000. New bright red, chrome wire wheels, black Connolly hide interior, mint condition. Why wait 2 years plus for this fabulous 2-seater sports car? Offered at only £12,950 for quick sale. Might exchange. Finance arranged. 01-669 1064 or 01-669 9093 (Purley, Surrey). [34601]

DE TOMASO PANTERA 1972, right hand drive, 5.7 V8, 5 speed, very rapid, wide alloy wheels, etc. £4,695. 01-669 1064 or 01-669 9093 (Purley Surrey). [34601]

1933 MORRIS COWLEY 15.6. Believed one of only four known, fully restored. 12 months M.o.T. Tel. Lea 317 (Herefordshire). [34604]

MG TC 1946. In excellent restored condition, 12 months M.o.T. £4,300 o.n.o. Phone Nottingham 702111 daytime. [34606]

TRIUMPH ROADSTER 1800, 1947. Needs restoration, many spares, Birmingham area. Also Jowett Jaguelin Jupiter maintenance manual. Offers to 0564 826208. [34607]

TR6 150 BHP Model. Works hard top, o/d 1, 2, 3, signal red, wire wheels. Complete rebuild over last 18 months, body/suspension/brakes/injection new, 2 AS tyres, Cibies, Spax SAH rear end, much more. Demonstration and inspection a pleasure £1,950. Also Frogeye all steel rolling shell, new paint £200 o.n.o. Phone Winsford 53075, 2 miles from Oulton Park. [34608]

TRIUMPH DOLOMITE Sprint 1976 (R) manual with overdrive, only 29,000 miles, excellent condition, genuine reason for sale. £2,575 o.n.o. Tel: Hadleigh (Suffolk) 0473 822566. [34609]

FIAT X1/9, 1977. Superb in metallic blue minus those cheap stripes, many extras, quick and reliable £2,950. Weobley 321 (Hereford). [34610]

DAIMLER SOVEREIGN 4.2 XJ auto., J Reg., usual refinements, including radio, PAS, 24,000 odd miles only (spare unused). Quite impeccable and genuinely mint condition throughout. £3,895. Tel: 045-822 465 (Somerset). [34611]

BENTLEY CONTINENTAL Flying Spur 1960. 4-door Mulliner body in Pacific green and almond green, 98,000 miles, mechanically perfect, new paintwork, inspection Cumbria. Offers 0228-710221. [34613]

ROLLS SILVER WRAITH, 1950, with very elegant sports touring coachwork by H. J. Mulliner. One previous owner. Low mileage and excellent condition £19,950. Box No. 6105. [34614]

1970 AC428 Auto Fastback. Chassis No. 49. Only 79 made and 26 known to survive. 0-100 in approx. 12 sec. 18 m.p.g. except in town. Blisteringly fast, yet practical and inexpensive to run. £6,500 o.n.o. Tel. 0526-20229. [34623]

FOR SALE–continued

SUNBEAM RAPIER 1958. KVG 343. 52,000 miles only. 12 months M.o.T., many modifications, electronic ignition, servo brakes £500. Welshpool 2756. [34616]

MORGAN 3-wheeler 1935, F-Type, Tax, M.o.T., competitive racer £3,000 o.n.o. C. Western, 112 Inmans Rd., Hedon, North Humberside. Telephone messages to Withernsea 2110. [34617]

KARMANN GHIA, VW 1500, green, excellent condition. E Registered, 30,000 miles, radio £900. Harrogate (0423) 770077. [34618]

PININFARINA coupe Fiat 130, 'P' Reg., Silver metallic blue trim, 31,000 miles. Reluctant sale due to disbursement of business £3,750. Tel. Steeton (0535) 54315 (West Yorkshire). [34619]

JAGUAR Mk. 1½ 'E' Type roadster, 1968. Signal red, cassette radio, hardtop £4,500 o.n.o. 061 368 1275. [34620]

MORRIS 1000 Traveller 1971. 26,000 miles only, repeat twenty six thousand in writing. M.o.T., radio, immaculate original condition inside and out. Must be seen. Any test or trial. A good usable investment £1,500 o.n.o. 01 467 4869 after 3 p.m. Petts Wood, Kent. [34622]

LANCIA SPIDER 2000, Sept. 1977 (S), white, 38,000 miles, taxed, accept £3,500. Derby (03321) 365606. [34624]

VITESSE Mk. II two-litre sports saloon, sunroof, exceptional original condition throughout, royal blue/light blue trim. Bargain £495. Bourne (Lincolnshire) 3554 after July 7th. [34625]

AUSTIN HEALEY 3000 Mk. II Ruddspeed, triple Dellorto, rear discs, etc., superb restored condition £5,000. Tel. 0952-516767 (Staffs). [34626]

MG TA 1938. Suitable for complete restoration £1,500. Phone Nottingham 702111 daytime. [34627]

DAIMLER EMPRESS 1952. Special Sports, late aluminium sunroof model, needs restoration. REME rebuilt. Engine available to purchaser (standard bores). Sensible offers. Inspection by arrangement. [34628]

VW TREKKER 1976, 20,000 sand black RHD VW's answer to Jeep. 4-door, 5-seater, convertible estate car. Folding softtop, side screens, fold flat w/s, rugged reliable, economical. Private owner. Excellent condition, 12 month M.o.T., 3 month licence £2,800 o.n.o. Bere Regis 328 (Dorset). [34630]

4.2 JAGUAR 'E' TYPE, 2 str., fixed head coupe, 1965. Beautiful in primrose with chrome wires, concours condition £3,250 o.n.o. 0222-514831. [34631]

1955 BRISTOL 405 4-door saloon, 2-litre, fitted with original radio and overdrive, concours condition. Must be best available. Sensible offers please. 0222-514831. [34631]

ALFA ROMEO, GTV, 1973. Outstanding condition, expensively maintained, garaged, stereo cassette, radio, electric aerial, re-painted and overhauled by Alfa garage. £1,475. 01-960 5073. [3463314]

E-TYPE, 4.2, 1965, manual, FHC, metallic maroon, CWW, radio, 5 years careful ownership. A lovely car. £3,850. Tel. Yatton 833036 (Bristol). [34636]

EXPANSION of family forces me to sell my baby Austin 7, 1935 Cabriolet. Well cared for. Offers. Forest Row 3250. [34637]

1973 LOTUS ELAN Sprint DHC. Total rebuild just completed including new chassis, suspension parts, body panels, steering gear, new hood, respray in JPS colours with unique gold "Sprint" signwriting. Engine and running gear approx. 5,000 miles. Stereo. Effectively a brand new road racer at £3,750. Can deliver. Newport (I.o.W.) 526192. [34638]

FOR SALE–continued

MGB GTV8, 1974 (M). Almost 38,000 miles from new. Well above average condition and below average mileage. Aconite, radio, Konis at rear, undersealed. Usual standard fittings include overdrive, tinted glass, HRW, electric fans, chrome bumpers, chrome and alloy wheels. Must soon be a collector's car £2,800. Offer might be considered. Why not come and see? Barrow, Wentworth (Surrey) 2707. [34639]

JAGUAR 420, 1968. A truly exceptional car in immaculate and totally original condition throughout. Guaranteed 38,000 miles only with full service history. Absolutely corrosion-free and still under Ziebart warranty. Finished in gleaming opalescent light blue with perfect dark blue hide interior. Woodwork and carpets indistinguishable from new. Automatic, PAS, HRW, Radiomobile, stainless steel exhaust, guaranteed for the life of the car, comprehensive burglar alarm, air horns, halogen headlamps. The finest unrestored 420 in the country? £3,250. Fairford (Gloucestershire) 712291. [34640]

SELLING my Jaguar collection (financial reasons). 1957 Mk. VIII manual overdrive, sunroof, grey, red leather, original book, taxed, new M.o.T., coachpainted, hence £750. 1966 3.4 S Type auto, original midnight blue, grey trim, Webasto roof, taxed, new M.o.T. £550. 1968 Mk. II 340 manual overdrive, white black trim £300 spent. M.o.T. March '80 £650. G Reg. Daimler V8 250 auto, PAS, radio, full M.o.T., taxed Sept., silver grey whitewall tyres £650. Mr. Langden, 061 620 3323 (Oldham) after July 1st, please. [34605]

ALFA ROMEO 2600 Spyder, 1965. Red, new hood, partly restored. £975. Leicester (0533) 717562. [34644]

MERCEDES BENZ 190 S.L. D.H. coupe. Excellent condition, drives superbly, last owner 7 years. Offers. Cardiff 514831. [34647]

1969 JAGUAR E type 4.2 2+2 auto. 48,000 miles, new MoT, excellent condition, radio, drives superbly. £3,000 o.n.o. Cardiff 514831. [34647]

MG TC, 1948. Partial rebuild, 1970. One owner since 1969. All receipts since 1969, used regularly. £3,000. Ring Mason, 032 629 637 or 032 623 323. [34648]

BMW 3.0 CSL, 1973, lightweight coupe. Orange, excellent condition, two owners, completely original. £4,450. East Meon 385. [34649]

MK III COOPER S. Immaculate, new bodyshell (1976), de-seamed, arches, alloys, Sundym, many extras and spares. £1,500 o.n.o. 0789 69245. [34650]

PORSCHE. A fine example of the last produced 912, in brilliant red, flared wheel arches and stainless trim, £1,750. Hamble 2608. [34651]

LOTUS ELAN Sprint, 1972, FHC, 38,000 miles only, stored for three years, now extensively rebuilt including chassis rustproofing and excellent respray. Immaculate inside, outside and underneath, and drives superbly. £2,750. Bournemouth 762920. [34652]

MG, 1929, M type. Fabric body, completely restored, registered MMM, car, excellent condition, drive away, £3,950. Loughborough 214389. [34653]

LOTUS ELAN Sprint, DHC, 1971K. White/orange/black interior, above average for the year. This has been a second car, 4,200 miles, one-owner, one-garage for servicing. Price £2,225. Apply John Simpson, 7 Station Rd., Kirton, Nr. Boston, Lincs. Phone Boston 722486, or evenings Hubbert Bridge 243. [34654]

1978 CAPRI 3000S Mk.3 (latest shape). 11,500 miles, white, sunroof, Recaro seats, power steering, undersealed, unmarked and as brand new. Price new over £5,800 and five months delivery. £4,450 o.v.n.o. Ramsbottom 2646 or 061-764 1915. [34669]

FOR SALE–continued

BENTLEY 'R TYPE', 1954. Automatic, black, beige hide, sunroof, radio, original tools, handbook. £6,750. Stevenage 820343 (evenings). [34655]

AUSTIN SEVEN, 1935. Ruby saloon, a runner in very good condition. Also 1936 chassis and engine, complete plus many spares. £2,000. Phone: 048 65 2360. [34656]

TVR 3000M, 1978. 9,000 miles, sunroof, vinyl roof, stereo radio cassette, immaculate, one owner car. £5,850. Might take BMW motorcycle in part exchange. Hammond, Winchester 4411, extension 7142. [34657]

MG-B R REG. Low mileage, radio, new hood. £2,550. Tel. 0865 60483 after July 9. [34659]

T REG. CAPRI 3.0S. Low mileage, oyster gold black vinyl roof, extras to Ghia spec. (sunroof, tints, radio, etc.), rustproofed, immaculate. £4,550. Telephone 039175346. [34660]

LOTUS ELAN 2S 130 S. 1973. White, black roof. 36,000 miles, good condition for year. M.o.T. April 1980. £2,700 o.n.o. Tel. Denbigh N. Wales (074 574) 2666 evenings. [34661]

ROVER 95, 1963. M.o.T. Oct. registration 555 (1) O, very nice example of rapidly appreciating model. £700. Maidstone 77946. [34662]

ASTON MARTIN DB6 Mk II Vantage with 5 speed ZF box. Late '70, one of the last. Only 38,000 miles, new wires, turbos, complete exhaust, £2,000 respray, new calipers and discs all round, new front suspension, all fitted by Robin Hamilton. Over £6,000 spent to bring this thoroughbred to near perfect condition. Substantial offers invited. Private sale, office: Sutton Elms 262669 evenings, Leicester 862664. [34663]

SUNBEAM ALPINE Mk. IV, 1968. Hard top, 73,000, shabby but sound all round, MoT Jan. 80, £300 o.n.o. Clayton, Leeds (0532) 674343. [34664]

MG-B ROADSTER, 1979. March, 980 miles, Inca, overdrive, superb. Supercover, genuine sale. £3,395. Gumnor 3207. [34666]

LOTUS 7 S4, 1971, 1600 GT. Yellow, full history available, viewing July 22. Offers around £2,000. Ian Scott, 031-229 9191 ext. 5309 (day). [34667]

MERCEDES 350 S.L.C. 1973. Silver blue metallic, 39,000 miles, full service history, registration number 9MVO. Tel: Culgarth (076888) 229. [34668]

MG-C GT 69, 60,000 miles, original condition, w/wheels, white wall tyres, red/black trim, must be seen. £1,650. 01-669 1064 or 01-669 9093. [34670]

MG TD, 1953. One owner last 12 years, stored in heated garage, never out in the wet. Must be seen. £4,000. 01-669 1064 or 01-669 9093. [34670]

MORGAN 4/4, four-seater, 1971. British Racing Green, MoT till May '80. £3,500 o.n.o. Tel. Burrows 07744 31442, Leyland, Lancs. [34671]

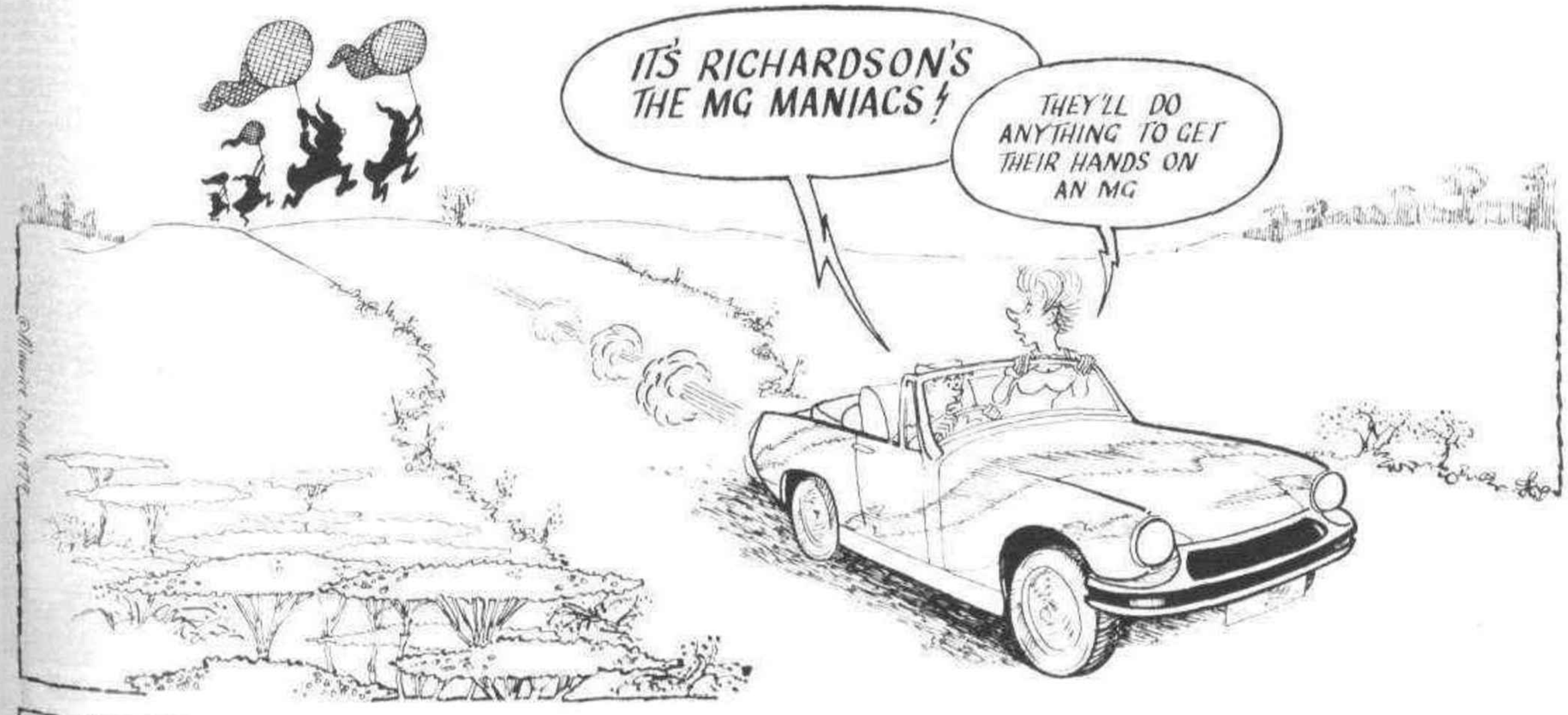
ROVER 75, 1958. Recent MoT, new carpets, tailored seat covers, in very good original condition, needing only detail work. £560 o.n.o. Telephone: Bristol 514061 or 0454 775467. [34672]

TR6, 1973. White, hard/soft tops, MoT Jan., new shockers, battery, g.box, exhaust, good bodywork. £1,650. Bristol 683718. [34673]

SUNBEAM ALPINE V, 1967. V.g.c., hardtop, wire wheels, Motorola, new tonneau, taxed, long MoT. Investment at £695. Harefield (Middlesex) 4620 after 7 p.m. only. [34674]

MG-B GT V8, N reg. Citrus yellow, 49,000 miles, sunroof, radio cassette, very good condition £2,795. Tel. Bolton 56962. [34681]

JENSEN HEALEY 1975. Tangerine tan, 5-speed, hard top. £2,650 or offer. Tyson, Brighton 24411 (office), Hurstpierpoint 833733 (home). [34684]



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1975 MGB GT, glacier white	£2,600

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XK150 3.8S Roadster, very rare, magnifice example 1960, totally original. £7,950 or offe PX possible. **BRISTOLS best selection sensibly priced in London.** 403 — £2,750; 406 from £1,650 to £2,950; 407 superb conditio £2,950; 408 — £3,450; 409 — £3,750; 411 Seri II magnificent condition £6,350; 411 Series III lo mileage, refrigeration, 1 owner, superb £8,25 411 Series IV excellent history, refrigeratio £10,950. **DB6 1967 automatic**, outstandin example, totally original **£5,250; DB6 Series 1970** auto, superb car, very rare £6,450. **Isis Garage 01-573 5425 W London.**

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MG-B GT, 1974. Citron, o/d, radio **£2,250**
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MG-B, 1976. Citron, o/d, radio **£2,599**
MG-B, 1974, 'N' Reg. Bracken, yellow, o/d **£2,099**
Midget, 1978. Yellow, 6,000 miles only **£2,499**
TR6, 1975. Yellow, h/top, o/d, radio **£2,899**
TR6, 1975. Magenta, o/d, radio, superb **£2,750**
TR7, 1976. Red, very low mileage **£2,599**
Spitfire, 1977 'S' Reg. o/d, white, very low mileage **£2,750**
Spitfire, 1976. White, h/top, beautiful condition **£2,199**
RS2000, 1975 'P' Reg. Blue, one owner **£2,499**
E-Type 2+2, 1969. Auto, yellow, chrome ww, excellent example **£3,950**
Porsche 911E, 1974. Blue, mag. wheels, beautiful **£6,950**
TVR 3000S. Convertible, 1978, white **£6,599**
Stingray, 1976. Splitroof 350 man. **£6,950**
Lotus Elan S4, 1970. Very good condition **£1,799**
Dolomite Sprint, 1975. Magenta, radio, low mileage, super example **£1,999**
Midget, 1974. Citron. **£1,499**
Midget, 1973. Green **£1,199**

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FOR SALE—continued

VW KHARMANN Ghia Sports Convertible. Auto, stick shift. May 1971. Green, 47,000 miles, 1,584 c.c., radio, green log book, stored since 1975, all original, complete records. £5,500. Turgis Green 485. (34401

JAGUAR E-TYPE FHC, reg. 1968. Rebuilt over past 3 years, beautiful maroon paintwork, wire wheels, radio. Collector's item, offers around £4,350. East Horsley 3121. (34402

ALFA ROMEO Spider 1750 c.c. Square Tail, L reg. Superb condition, maintained and tuned by racing specialists, radio cartridge, new hood, clutch. £1,795. Quick sale. 061-998 7919 (day) 061-643 8825 (evening). Dave Hargreaves. (34403

HONDA ACCORD Turbo. 3-door automatic, 1979. One owner, 5,200 miles only, a unique car ideally suited to modern motoring. Honda reliability and Bob Henderson turbocharging, smooth, tractible, unobtrusive but with startling acceleration. Electric glass sunroof, stereo cassette radio, electric windows, electronic ignition, soundproofed, alloy wheels, 175 Michelins, 12-year Protectol rustproof guarantee etc., etc., Metallic light green special fawn upholstery. Private sale due to new business plans. First cash offer of £5,350. Guisborough (0287) 34466 mornings. (34404

ALFA SPYDER 2000, 1972K. Red with black interior, new black mohair hood, much recent work done on body — new sills, re-spray, etc. — long reg. new MoT. Radio cassette player, electric aerial, 60,000 recorded miles, mechanically good. £2,200 o.n.o. Ring 01-720 5099 before 2 p.m. Mon. to Sat. or anytime Sunday. (34405

VOLVO 1800ES, 1973. Automatic, red, black leather trim, vinyl roof, radio. Exceptionally well maintained, excellent condition. £2,275. 070-683 4722 (N.E. Lancs.). (34407

FERRARI 308 GT4, May 78. Air conditioning, factory wide wheels, metallic dark blue, blue interior, pristine, 7,000 miles, best offer secures. Daytime 0534 35355 x22, evening 0534 61295. (34408

MG-C GT. First reg. Feb. 1971. A fortune has been spent to make this a most desirable car. Wire wheels, new tyres, electronic ignition, black leather interior, 10 months MoT, undersealed from new. £1,695 o.v.n.o. Tel: J. Wallace 01-845 2299. (34410

1962 JAGUAR 3.8 MKII. Manual overdrive, wire wheels, silver blue grey trim, 29,080 miles only, garaged many years. £4,500 o.n.o. 01-455 1733. (34411

CHEVRON B27. F Atlantic rolling chassis and FT200 gearbox, many spares, wheels, bodywork, gear ratios. £1,950 o.n.o. 01-586 7149. (34411

MARCOS 3LV6, 1970. Yellow, low mileage, black interior, immaculate condition, sunroof, electric windows, overdrive, one owner from new. £4,300 o.n.o. Fareham 282836 after 6 p.m. (34412

1960 MG-A Coupé. Excellent overall condition, extensive re-build including professional re-trim in leather. 1972 model Scimitar GTE, mint condition having been extensively rebuilt, over £700 in parts alone. RS3100 engine fitted 2,000 miles ago. Details of work carried out on the above two cars too numerous to list. For further information ring Darlington (0325) 51938 or 60588. (34413

BENTLEY 3-LITRE 1924, 9'-9½", Speed Model. Virtually complete rolling chassis, in pieces, no body, full instruments, wheels, tyres, bored and new pistons, about six parts missing. Over £6,000. Evenings and weekends 021-353 7640. (34415

RELIANT SCIMITAR GTE, 1975. P reg. One owner, genuine 23,000 miles, Burgundy red with tan trim, overdrive, radio, alloy wheels, excellent condition throughout. £3,550. Wakefield 70827. (34417

JAGUAR E-TYPE V12 DHC. Heather, chrome wire wheels, 32,000 miles, 73 series manual, personalised reg. no. KP 9000. Endrust and Armourglazed from new, immaculate. £8,250 o.n.o. Telephone Stourport 77655 daytime, Evesham 6830 evenings and weekends. (34416

DAIMLER MAJESTIC 3.8, 1960. 48,100 recorded miles (believed genuine), super investment for enthusiast, with no major repairs necessary. Purrs along at 70. Only £500. Tel: Southampton (0703) 775258. (34419

LOTUS 7 SIII, '69 model in black and gold, 37,000 miles. Cross Hills 33237 (W. Yorks.). (34421

VOLVO P1800S. 56,000 miles from new, first registered Dec. 1965, beautiful car in fine and really usable condition, last owner 10 years and sorry to part with really good car and too many cars no room. Nearest to £1,000. Sedgley 77242. (34420

RS2000 Custom Pack, April '78. Signal yellow, 9,000 miles, immaculate condition. £3,850 o.n.o. Tel. Northwich 44510. (34692 3

COLLECTORS: SUNBEAM Mk.III, 2¼-litre Dec. 1957. "Last of the line". Complete and restorable, best offer. Jaguar 3.45, 1965. Complete and running £150 o.n.o. Letchworth 72202. (34675

ALFETTA GTV 2000, R reg. Alfa red, with gold coach lines, tinted glass, Blaupunkt radio, immaculate, ex-Alfa Romeo road test car. Phone Liphook 722614. (34676

ESCORT RS2000, April 1975. Custom interior, excellent condition. £1,800 o.n.o. Further details, Whitchurch (Salop) 3692. (34677

WHAT WILL £3,500 buy today, carwise? Not much. However, my beautiful original 1934 Morris 10/4 four-door saloon can be bought for only £3,500. Very practical car, can be used daily, new M.o.T. May consider VW Caravanette exchange. Comprehensive details SAE T. W. Lewis, 31, Princes's Avenue, Hull. (34685

XK 150 JAGUAR drophead, 1958. 3.4 c.c. manual overdrive. White with red interior, £1,500 spent on mechanics, MoT, clean body. £4,900 o.n.o. Camberley 32283, evenings 34702. (34687

ISO GRIFO, 1972, RHD. Auto, PAS, air conditioning, radio stereo, gold champagne leather only 35,000 miles almost as new, eye catching, unique and very fast. Bargain at only £12,000. 0705 750611 office hours. (34688

TVR 1600M, P reg. 26,000 miles, silver, usual extras. £3,000. Bristol 693831 ext. 1012 day. (34689

MATRA SIMCA Bagheera 1300. Yellow, 1974 but 'R' regd., LHD, 32,000 miles, MoT, radio, £2,000 o.n.o. Ring: D. Collier, (day) Leigh (Lancs.) 673331, (night) Leigh 606072. (34691

VW SCIROCCO GLS, 1977. Alloys, Ziebarted, 18,000 miles, silver with black cord trim and smoked glass, excellent condition and reliability. Attractively priced at £3,150. Phone: 051-424 2564 work. (0695) 625134 evening. (34678

JENSEN INTERCEPTOR, 1969. Red with black leather interior, taxed and MoTed. Good mechanics, paintwork needs some attention. £1,450 o.n.o. Phone: Nottingham 789593 evenings only. (34694

JAGUAR "E" TYPE. Series II Coupé, 1971. Primrose, MoT, radio, new tyres, ex. cond., regretful sale due loss of licence. £3,750 o.n.o. (0244) 316888 anytime. (34606

LANCIA MONTE Carlo, 77, S reg. Tinted glass, air conditioning, radio cassette, 20,000 miles. £4,500 o.n.o. Phone: Fleet 4620. (34722

MORGAN +4, 1954. MoT, taxed. £2,600 spent on restoration to a high standard in past 12 months including new chassis. Better finish than new — panels etc. individually stripped, lead loaded where necessary & resprayed before reassembly. Registration number B6498, red. £4,650 o.n.o. Telephone Hatfield 63044 evenings. (34721

MG-B GT V8, September 1974. Only 27,000 miles, aconite with tan interior, chrome bumpers, radio, rustproofed, well maintained in excellent all-round condition. £2,795. Tel: 01-891 2119. (34761

MG-C ROADSTER, 1968. Hard/soft top, overdrive, w.wheels, MoT, good condition. £995. Tel: 01-928 3551 (day), 01-521 2971 (evenings). (34762

1972L LANCIA Fulvia Sedan. One owner, 66 miles, MoT Sept., view and drive at Hurn Airp £625. Northbourne 78558. (34

LOTUS SEVEN Series One, 1959. Restored ca excellent original condition. BMC 'A' series 1,000 Cycle wings, drum brakes, 15" wheels. A t unaltered historic vehicle. £2,400. Smith, Westf House, Armitage, Staffs. Telephone: 0543 490232. (34

TR6, NOV '73. 46,000 miles, twin-carb. conversi French blue, Kenlowe, 185 x 15 Wolfrace whe radio, reg no. 8DBK. £1,750. Daventry 71100 ext office hours, Daventry 77068 evenings. (34

MG-B GT V8, M reg. Sunroof, o.d. superb conditi well maintained. £2,250. Phone: Halkyn, Clwyd (03 780744 or 051-236 3831. (34

MERCEDES 280SE, 1970. Automatic, PAS, ra excellent condition, reluctantly offered for sa £1,650 o.n.o. Maldon (Essex) 892670. (34

RS 2000, 1976. 28,000 miles, Ziebarted, ev conceivable extra, absolutely immaculate maintained regardless of cost. £2,850 o.n.o. Danbu (Essex) 2440. (34

LOTUS ELAN S3 D/H Coupé. Immaculate. £1 o.n.o. Plaxtol 508, Tonbridge, Kent. (34

SCIMITAR GTE, 1973. Manual, 70,000 miles, n tyres, alloy wheels, several extras, excell condition, MoT 1980. £2,750 o.n.o. Tel: 0222-703 (Cardiff). (34

ALFASUD SUPER 1300, first reg. April 1978. 15,0 miles, cloth trim, radio, immaculate. £2,500 for qu sale. Ring Aylsham 2248. (34

BMW 2002 Coupé, 1974. Malaga with grey inter radio, stereo, head restraints, immaculate conditi average mileage, sold with guarantee. £1,975. p exchange considered. Telephone: Albrighton 35 (near Wolverhampton). (34

MORGAN 4/4, four-seater, 1975. Orange, excell bodywork and engine, one owner from ne impending separation forces sale. £4,500. Pho Jennie, Winkfield Row (03447) 2547 (Berkshire) afte p.m. (34

RELIANT SCIMITAR GTE, 1976. Green, rad overdrive, PAS, 36,000 miles, excellent conditi £4,000. 01-446 4521. (34

MG-B GT V8. Immaculate as new condition, must one of the very best in existence, rustproofe sunroof, 27,000 miles. £3,950. Tel: Bath 834 (34

1939 DAIMLER Charlesworth Limousine. Go mechanics and original bodywork, interior nee refurbishing. £1,200 o.n.o. Taunton 74970. (34



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1975 (Series) LOTUS Europa Special. 5-speed, JPS, 33,000 miles, oatmeal, alloys, Sundym, radio/stereo.

1975 (Series) LOTUS Europa Special. 5-speed, Roman purple, 27,000 miles, oatmeal, alloys, Sundym, radio/stereo.

1975 (Series) LOTUS Europa Special. 5-speed, Roman purple, 24,000 miles, oatmeal, alloys, Sundym.

1973 LOTUS Europa Special. Met. blue, oatmeal, alloys, Sundym, radio, 29,000 miles.

1973 LOTUS Elan Sprint. DHC, white, 29,000 miles.

1973 LOTUS Elan Sprint. DHC, white.

1973 LOTUS Elan Sprint. FHC, red/white.

1973 (Series) LOTUS Elan Sprint. DHC, red/white.

1972 LOTUS Elan Sprint. DHC, red/white, Sundym.

1972 LOTUS Elan Sprint. FHC, yellow.

1972 LOTUS Elan Sprint. FHC, red/white, original.

1972 (Series) LOTUS Elan Sprint. FHC, white.

1962 LOTUS Super 7 Series II. Cosworth engine, 21,000 miles.

1977 MORGAN Plus 8. Saffron, lightweight, 15,000 miles.

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1974 (Series) FERRARI Dino 246 GT. Red, 28,000 miles, factory flares, radio/stereo.

1973 FERRARI Dino 246 GT. Primrose, 46,000 miles, full service history, radio/stereo.

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1964 ASTON MARTIN DB5 Vantage. Auto, white, low mileage, full history.

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1964 AUSTIN HEALEY 3000 Mk III. Met. blue/white.

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ROLLS-ROYCE, 1935 20/25 6 Light Sedanca de Ville Hooper. Completely original, fine condition with Brooks trunk and fitted cases, believed 103,000 miles. R reg. £11,500. Phone: Gerrards Cross, Bucks. 82861. (34775

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JAGUAR 240, 1969. Very good condition, year's MoT, BR Green, service record. £1,500 o.n.o. Harrison, Wells 72453. (34781

DUTTON 1275. "Poor man's Seven", K reg., Cosmics. £650. Tel. Stroud (Glos.) 2591. Space required for company car. (34782

BENTLEY MARK VI, 1948. Black with pale blue leather, recent respray, new carpets, very good condition. £3,750. Combe Martin 3522. (34783

MG TC, 1946. Chassis up concours rebuild recently completed. Finished in agate red with new black leather seats, rechromed, rewired, new dashboard, hood, instruments etc. An enormous amount of time and money has been expended to present this vehicle in pristine condition, bereavement forces sale of this superb vehicle at £5,850. Dunstable 602183. (34784

AUSTIN HEALEY Sprite Mk. 1 (Frog-Eye). £600. View Herefordshire, further details tel: Kings Lynn 828084 (evenings). (34786

MG-B V8. Original unspoilt specification plus radio, rear wiper and undersealed. Tremendous car, properly driven and maintained. Damask, "M" reg., good car, genuine reason. £1,900. Tel: Stamford 240661. (34787

ALFA SUD 5M, Aug. '77. Grey, cloth seats, sunroof, radio, rustproofed, 30,000 miles. Offers around £2,000. Tel: 021-550 3027 after July 9th. (34789

JAGUAR COUPÉ XJ4.2C. "P"-reg., automatic, PAS, tints, electric windows, new tyres and exhausts, dark blue with vinyl roof. House purchase forces sale of this appreciating attractive car. Sensibly priced at £4,950. Tel: Clovenfords 350. (34791

PORSCHE 911T, "L"-reg. This is a superb example of this fine machine. Rebuilt engine, new exchangers and tyres. Looks and runs like new. This car has been maintained regardless of cost by Porsche dealer. £5,500. Tel: 06772 2980 or 0325 62308 (office). (34792

DB III, 1958. Overdrive, maroon, needs respray. New tyres, brakes, head gasket, MoT, stainless twin exhausts. Sunroof, offers around £4,000. Also four 16 in. chrome wire wheels/tyres £200. East Lodge, Upper Bristol Road, Weston-super-Mare. (34799

FOR SALE–continued

WOLSELEY 15/60 saloon, 1959. Low mileage, good condition, offers invited for immediate sale. Tel: Woking 63999. (34794

STAG, 1978. Automatic, yellow, hard/soft tops, tinted electric windows, alloys, radio, immaculate throughout. £6,150. Tel: Doncaster 770973 after 5 p.m. (34795

AUSTIN HEALEY Frogeye Sprite, 1960. Present owner 9 years, many extras, host of spares, open to offers, full details. Kingswinford 292423 (West Midlands). (34796

TRIUMPH GT6 Mk. 1. Very good condition. Webasco roof, radio, MoT April 1980. "J"-reg. £385. Tel: Radlett (Herts) 7567. (34797

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BENTLEY Mk. VI. 4¼-litre, two-tone green, 1947, 82,000 miles. 12 months MoT. In good condition. £2,750. Tel: Harrogate 884349 (evenings). (34808

BENTLEY SI, 1957. PAS, sand/sable, excellent interior and bodywork. Recent brakes, overhaul and engine service. MoT, taxed, handbook, main tools. £5,500. Tel: Cosham 89044. (34809

WOLSELEY, 1936. 21 hp. (3-litre) saloon. Engine rebuilt, original leather, sunshine roof, body sound (needs paint — supplied). £1,950. Situated Bucks. Tel: Hampden Row (024 028) 304. (34810

MG-B GT V8, 1974, "N" reg., white, black vinyl roof, radio, sunroof, other extras, good condition. £2,950. Tel: 01-852 8493 (Blackheath) or 01-857 3332. (34811

SUNBEAM ALPINE GT Series V, 1966. Hardtop only, reconditioned engine. £550. Tel: Wigton (Cumbria) 2916. (34813

MG-B ROADSTER. Black, 1976, stereo radio cassette, electric aerial, burglar alarm. £3,300. Tel: 01-579 6748 (evening). (34814

280SL, blue. Recent engine re-build. Beautiful condition. £6,250 o.n.o. Tel: 01-642 2872. Genuine reason for sale. (34817

MG-B ROADSTER, 1963. Excellent condition, black, many extras. Chassis 00773, reg. CML 888A. £1,000. Tel: 0597 2636. (34819

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PORSCHE 911S, 1972 (P). 70,000 miles. Albert blue, black interior with stereo cassette radio, long MoT, new rear tyres and recent fronts, first class condition throughout, with service history and detailed maintenance log over last three years careful ownership by AMOC member. £4,850. Fawcett, telephone Hook 2461. (34822

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ALFA 1.6 GT Junior, 1973. White, Webasto, present owner, 5 years, £995. Also 1963 Lancia Flavia 1.8 Coupé. Restoration spares. Canterbury 68829. (34831

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LOTUS ELITE. Little use since rebuilt in new body shell, full race Climax engine with five bearing cam and Webers, thirteen inch wheels, excellent basic condition but needs some finishing touches. £3,000. Telephone: 0242 862034. (34825

PORSCHE CARRERA RS Touring 2.7, 1973. White with blue lettering, original condition, 70,000 miles, radio, running nicely. £8,750. Phone 0242 862034. (34825

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LOTUS ELAN +2S 130/5, 1973. Really attractive original tawny-brown bodywork/silver metalflake roof, oatmeal interior, five-speed gearbox, alloy wheels turnlock, radio, personalised registration plate, three owners, genuine 48,000 miles, properly maintained Lotus in superb condition throughout. Offers over £2,900 h.p. p.ex. Telephone: Hertford (0992) 57473. (34828

LOTUS ELITE Series 2, 1961. Coventry Climax 1,216 c.c., new rear s/absorbers, pads and battery. Needs attention to bodywork. Great investment, nearest £2,000 secures. Phone Saffron Walden 27206. (34829

PORSCHE 911L G reg. Taxed. MoT March. tints, electric sunroof, 5 wheels, radio, HRW, well maintained, v.g.c. throughout. £2,350 o.n.o. P.ex considered. Stubbington 2323. (34832

LOTUS EUROPA Special, 1974. Low mileage, v.g.c. offers over £3,400. Gloucester 728895. (34833

MORRIS 8 Series One, 1936. 4-door saloon. Needs some restoration. £450. Staplehurst 892827. (34835

TVR TAIMAR 1977. White with brown coachband, oatmeal trim, 13,000 miles, sunroof, radio. LSD. Immaculate condition. £5,250. Telephone: 0625 25094 (Cheshire) evenings and w/ends. (34834

JENSEN INTERCEPTOR Mk I. Private plate, drives very good, needs some paintwork only. £895. Tel: Leeds 0532 854127. (34836

JENSEN INTERCEPTOR Mk 2, 1971. Mk 3 wheels, beautiful condition, Sundym glass, rust treated throughout, long MoT only. £1,995. Tel: Leeds 0532 854127. (34836

MORRIS ISIS Mk II, 1957. Light green, matching leather interior, radiomobile installation. Very rare car in outstanding superb condition throughout. Offers around £2,500. Tel: 061-665 2881. (34837

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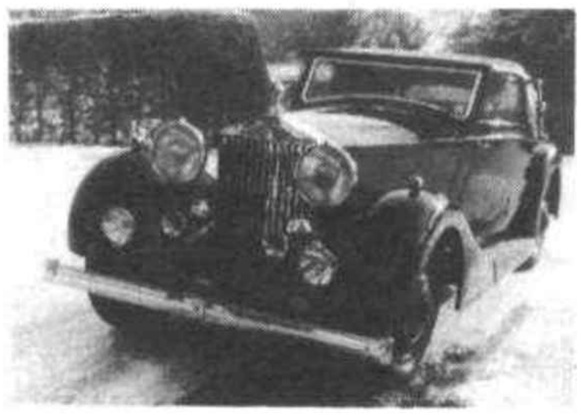
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1954 Rolls-Royce Silver Dawn Automatic. Black pearl over shell grey, red interior, genuine mileage 77,000, probably the nicest Silver Dawn in the UK.
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1939 Morris 8 Series E Saloon. 55,000 miles.

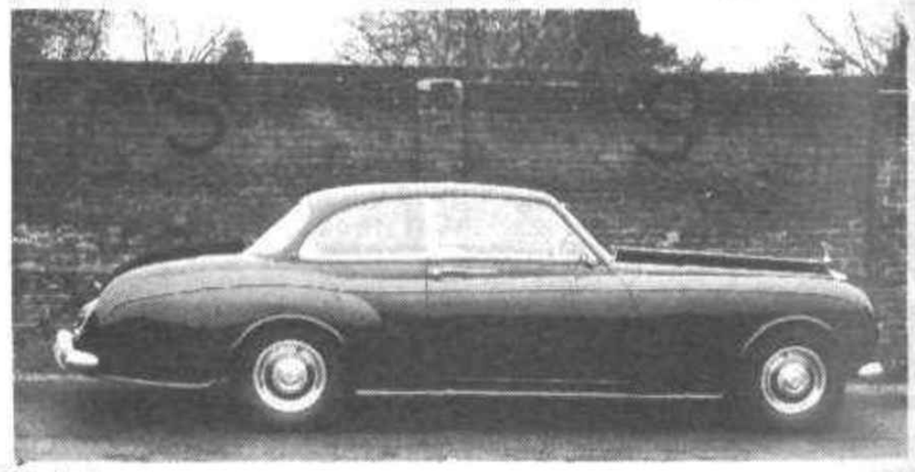
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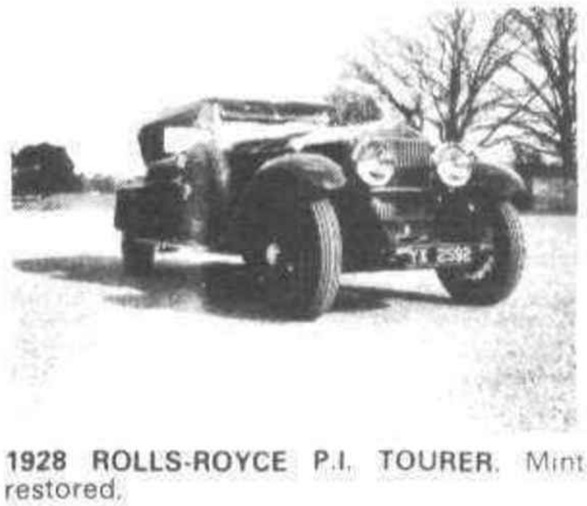
1949 FERRARI 195S COUPE. By Vignale — A concours car.



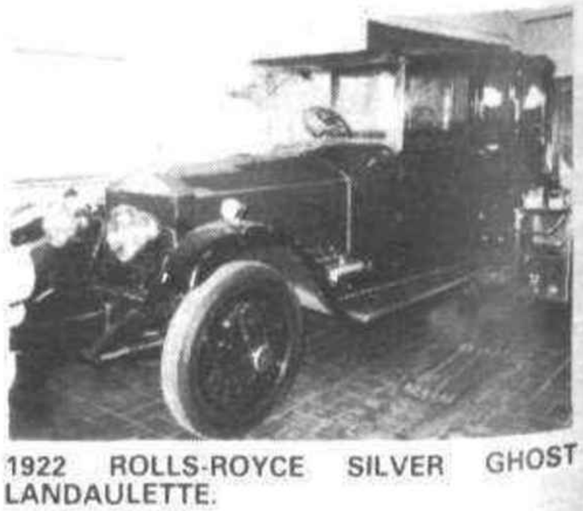
1937 RILEY SPRITE SPORTS. Two-seater.

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1928 ROLLS-ROYCE P.I. TOURER. Mint restored.



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1924 Citroen Cloverleaf 2-seat Tourer. Right hand drive. Maroon and black, very original and attractive, excellent running order.



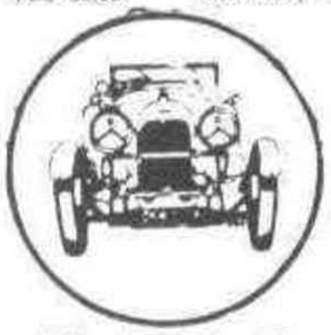
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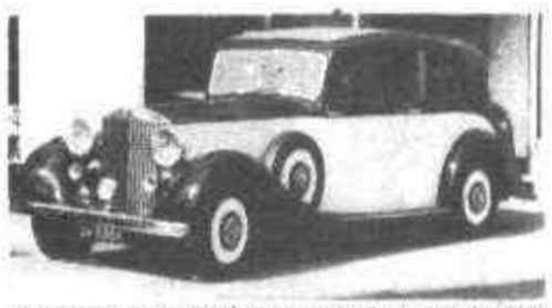
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FERRARI 365 BERLINETTI BOXER 18,000 miles service history, radio/stereo. Red, black hide interior, air conditioned. **(Illustrated)**



JENSEN INTERCEPTOR CONVERTIBLE late 1974 "N" registration. Gleaming olde English white, black hide. Automatic, PAS, electric power hood, radio stereo, whitewall tyres etc. **(Illustrated)**



ROLLS-ROYCE PHANTOM III 1937 Hooper bodied limousine. Black over yellow. Centre division, twin side mounts, etc. **(Illustrated)**



BENTLEY "R" TYPE 1954 automatic, magnificent black cellulose, beige hide, original tools and handbook, sunroof and radio. A superb example. **(Illustrated)**

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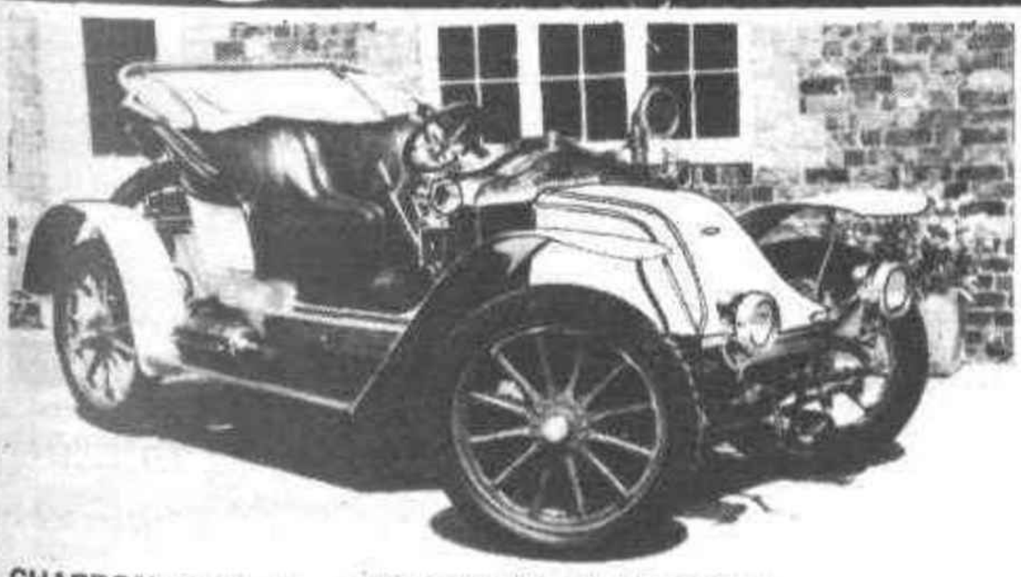
TRIUMPH TR4A IRS, 1966. Outstanding, black, wire wheels, Surrey top, recently renovated. **£1,500**

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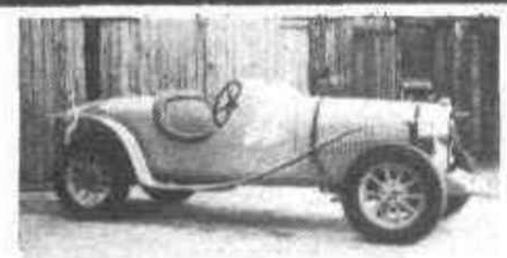
CHARRON 1909 *circa*. TWO-SEATER WITH DICKEY
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RILEY 9 TWO-SEATER SPORTS 1931
B.R.G. with raised red pencil lines, all aluminium body with barrel back — in excellent order throughout.



ALVIS 12/80 BEETLE BACK 1931
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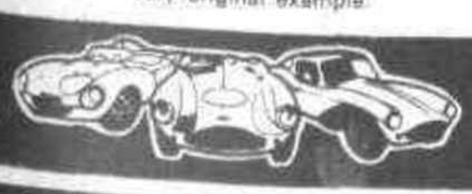


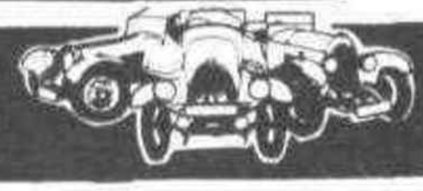
MG PB 1935 (illus) BRG red — concours throughout.
MG 'F' TYPE MAGNA 1931. Dark brown, cream wheels/black — two year chassis up restoration.



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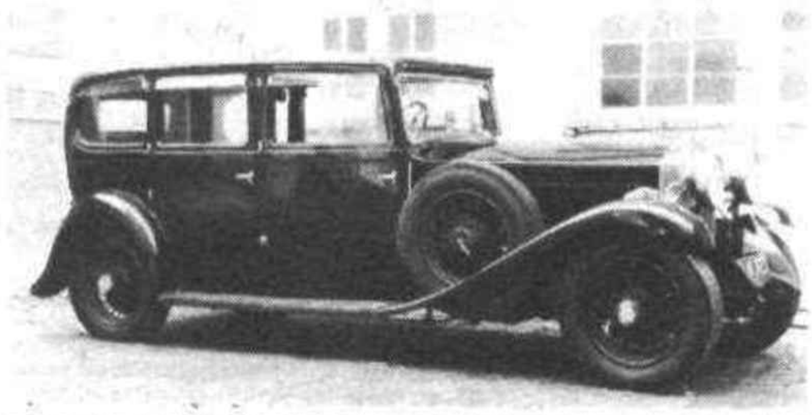
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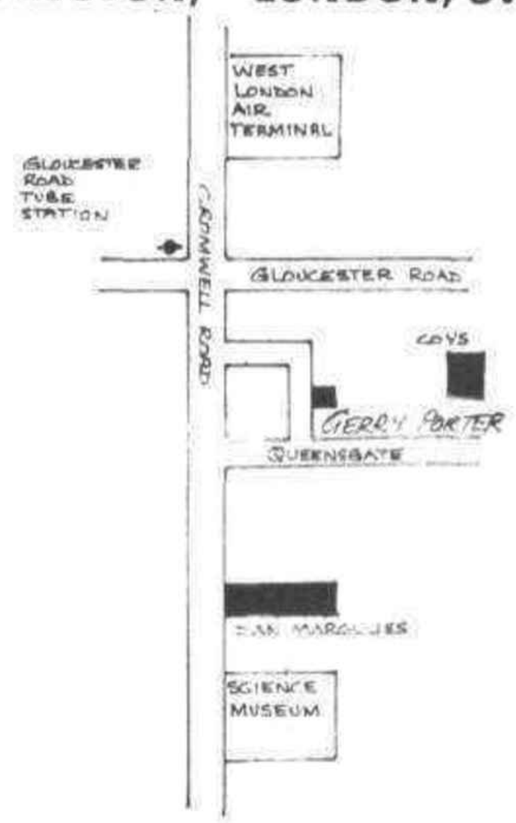
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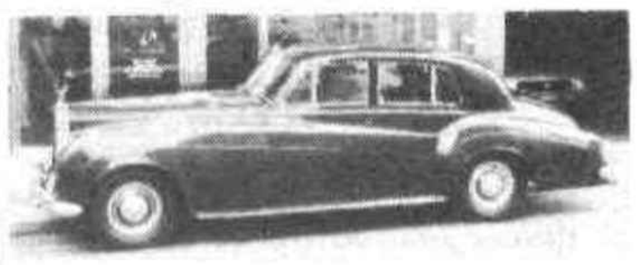
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SPARES PROBLEMS. Then contact us, we offer a specialised service in finding and providing parts or technical information for the trade or the restoration enthusiast. No matter what the make of car or its year are here to help you and will do our utmost to find the parts you require. Please contact us with your problems we just may be able to help you. We can also offer a complete carburetter reconditioning service. Automobile Renovation and Technical Services, Waxhouse Gate, 15 High Street, St. Albans, Herts. Tel: St. Albans 33137/9. (34698

6 ARTILLERY wheels, 19 in., 3-stud will fit Bull Nose Morris, £6 each. French Veteran oil lamp working order 6 in. diameter, £45. Early AA badge. Tel: Malmesbury 3401. (34785

AUSTIN HEALEY 3000 BT7. Dismantled, chassis and mechanics rebuilt. Many new mechanical and body parts. Near new Mk. II engine. Hard, soft tops, wings etc. Whole or split. Offers. Tel: Blockley (038676) 407 (Glos.). (34788

AUTOCOURSE 1957 to 1968 wanted. Also bound copies of MOTOR SPORT. Tel: 01-226 1200 ext. 34 (days) or 01-464 7083 (evenings). (34818

1952 TRIUMPH Mayflower, original postwar classic in excellent order (not restored), MoT. Best offer over £600; exchange early tourer, sports, interesting car/bike. Partially restored suitable. Tel: Winterbourne 772261 (Bristol). (34780

INTERNATIONAL 'E' TYPE Day will be at Mallory Park Circuit, Leicestershire, on July 8th. Attactions have been arranged for all the family and include concours d'elegance, fairground organ, and demonstration runs of historic Jaguars. Circuit testing facilities available for classic cars (no single seaters). Test session entry forms from G. Gibbs, Burghclere Grange School, Burghclere, Newbury, Berks. (33616

MOTOR SPORT bound 1933-54 complete. Offers. Eleven unassembled Merit GP models. £11. S.a.e. for reply. P. Anthony, 82 Archway Rd., London N19. Tel: 01-272 2952. (33613

JAGUAR 'E' TYPE 1961 72-spoke works racing wheels, Part No. C18922. Now unobtainable. Essential for restoring early racing E-Type, or stronger wider improvement for road use. Almost new condition, third-worn XAS's fitted. 13 Waterloo Road, Wolverhampton, England. Tel: 772646 (office) 763503 (home). (33570

VINTAGE AUSTIN REGISTER 7th Ashover Vintage Rally, autojumble, August 12th. Entry forms: Frank Smith, Marshbrook, Butts Road, Ashover, Derbyshire. (33569

HERONGATE MOTOR COMPANY. The Rover People, specialist repair and servicing for p.4s, 60s, to 110s, also 3.5s, 3500s, 2000s. We carry large stocks of parts for those models, on parts we can offer a postal service. Tel: (0277) 810098 Brentwood. Telex 99336 (Export enquiries welcome). (33365

MG 'L' TYPE engine and clutch. Includes unused dynamo, new rockers/bushes, relined clutch, etc. Very good block. The unit needs assembly but is complete with oil pipes, etc. £850 o.n.o. Tarporley 2054. (33655

ATTRACTIVE framed sets pre-war cigarette cards depicting vintage cars in period mounts. 25 cards per frame £24 each, £45 set of 50 including postage. Potter, 20 Inglewood, Woking, Surrey. Woking 22600. (33888

CLASSIC aero-engines, propellers and numerous spares. S.a.e. for list. Ides Ltd., 138 High Street, Godalming, Surrey. (33764

BOOKS on motor racing for sale including many rare classics. Send s.a.e. for list to Phillips, 12 Tudor Lane, Old Windsor, Berkshire. Tel: Windsor 67281. (34012

WORKSHOP CLEAR OUT many tools, vintage spares, books, electric motors, Triumph 200 parts, tyres, Halland 638. (34008

ROLEX OYSTER, Cosmograph, Explorer, Submariner, GMT or Omega Speedmaster required. Please phone Simon on 01-431 0447. (33971

PRESCOTT. For sale, a possibly unique recording of the 1946 BOC International Meeting. Offers invited. For details, Tel: Studley 2925 (Warwickshire) Mr. Hawley. (34004

MISCELLANEOUS – continued

NIKON, Canon, Pentax, Olympus, or Minolta SLR required. Would consider complete outfit. Please phone Simon on 01-431 0447. (33971

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NEW LAMPS from old. For the complete restoration of car headlamps, sidelamps, spotlamps, etc., contact the experts. Also fully restored items for sale when available. Your old lamps taken in part exchange. P11s, spotlamps, long trumpet horns currently in stock. We also wish to purchase high quality items in need of restoration. Overseas enquiries welcomed. Silver Firs, Sandy Lane, Aylmerton, Norfolk. Tel: West Runton 366. (33962

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ROVER 2000 differential assembly complete with discs and calipers £30, Aylesbury 27687. (33882

CLASSIC JAGUAR ASSOCIATION. Dedicated to the SS, SS-Jaguar, Mk. IV, Mk. V & XK Series. Bi-monthly News & Technical Bulletin. Parts sources, restoration tips, literature, swap meets, etc. Membership Chairman: Rick Zolla, 1138 Dorset Lane, Costa Mesa, Calif., 92626. (91067

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ROLLS-ROYCE 25/30 cylinder head, perfect. 3½ Bentley cylinder head, perfect. 20 h.p. block, perfect. Phantom I dynamo, Phantom II dynamo, Phantom I radiator, Phantom II exhaust manifold, pair Phantom I exhaust manifolds. Tel: Esher 63222. (34075

MOTORING BOOKS for sale. Over 170 secondhand books including some prewar. Send 30p for list available 15th July. Terry Wills, "Highways", Thornbury Road, Alveston, Bristol. (34064

MOTOR SPORT, May 1964 — December 1978 consecutive, £25. Burton on Trent 840277. (34187

NEW HIGH TENSILE bolts, nuts, washers in assorted packs. BSF or UNF threads. S.a.e. please for leaflet. E. A. Clare, 25A Lenton Road, Nottingham. (34078

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SCOTTISH AUSTIN SEVEN CLUB. Doune Rally 4th/5th August. All usual attractions. Details from John Rooney, 23 Millar Street, Glassford, Strathaven, Lanarkshire. (34427

MOTOR SPORTS 1950 to 1978 (274 copies 30 duplicated). Various Motor/Autocar show numbers 1953-1970 (21 copies). Offers. Buyer collects. Clark, Moorlands, Auchterhouse, Dundee. (Auchterhouse 218). (34438

TO LET: Fully equipped workshop test centre. Adjoining sale ground auction building. May separate (Nth. Bucks). Box No. 6103. (34357

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JAGUAR 3.8 MK. II SPARES: Cose ratio gearbox, engine (9:1 CR) complete with clutch and carbs, radiator and grille, front bumper, differential. £300 the lot. 01-455 1733. (34411

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GUEST HOUSE or self catering flats accommodation in Georgian country house, Norfolk. 2 miles from sea, broads, adjacent Caister Castle Motor Museum. "The Cannons" West Caister, Great Yarmouth. Telephone 728557. (34414

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MISCELLANEOUS – continued

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DAIMLER DART spares list. David Manners, 17 Hagley Rd. West, Birmingham B17 8AL. 021-429 1433. Callers by appointment only. ₩5425

RAILTON CAR OWNERS. The subject of a visit to U.S.A. just after the war. Three Hudson "Mechanical Procedure" manuals, covering entire chassis. One headed "1940", 218 pp. One headed 480-490" Series, 330 pp. One headed "500" series, 200 pp. For sale, in one lot £100. Replies to Box 6088. (33362

HISTORIC RACING. For sale: Lotus eleven 15" wire wheel with good racing tyre. 15" wobbly, damaged (repairable) rim. New CR65 Mk. IIs 13" 6.00L(2), 5.00L(1). Set (4) 8s and 10s CR65 Mk. III intermediates on nice detachable alloy centre wheels of unknown make. All items £25 each. No offers. Tel. Frodsham (Cheshire) 33931. Some books and magazines also available (as one lot). (33368

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VINTAGE Smiths car clock, pair brass headlamps, Lucas switch panel. Bournemouth 514611. (33166

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MOTOR MAGAZINES — Motor from 1938 including show editions; The American Automobile from 1938, also Automobile International, Autocar, Motor Sports, R.A.C., South Africa and A.A. Rhodesia mags. Enquiries to Box 6087. (33312

JOMORO F.1. Children's racing car, owned from new by original designer. Demonstrated four times only. Some spares. £2,000 o.n.o. Runfold 3164 Surrey. (33178

MG PISTONS for sale. To fit 'V' and 'S' types. Phone Hastings (0424) 421082. (33192

MISCELLANEOUS – continu

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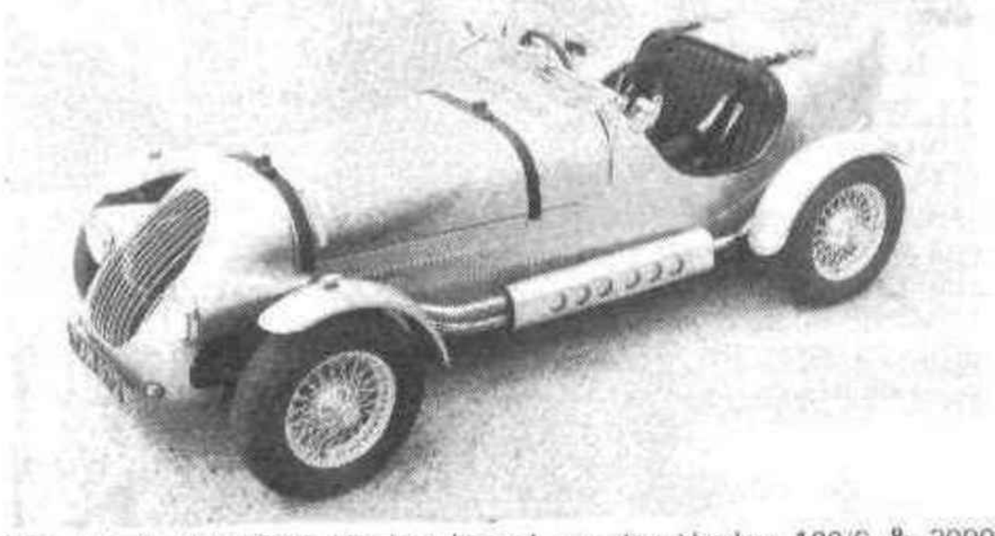
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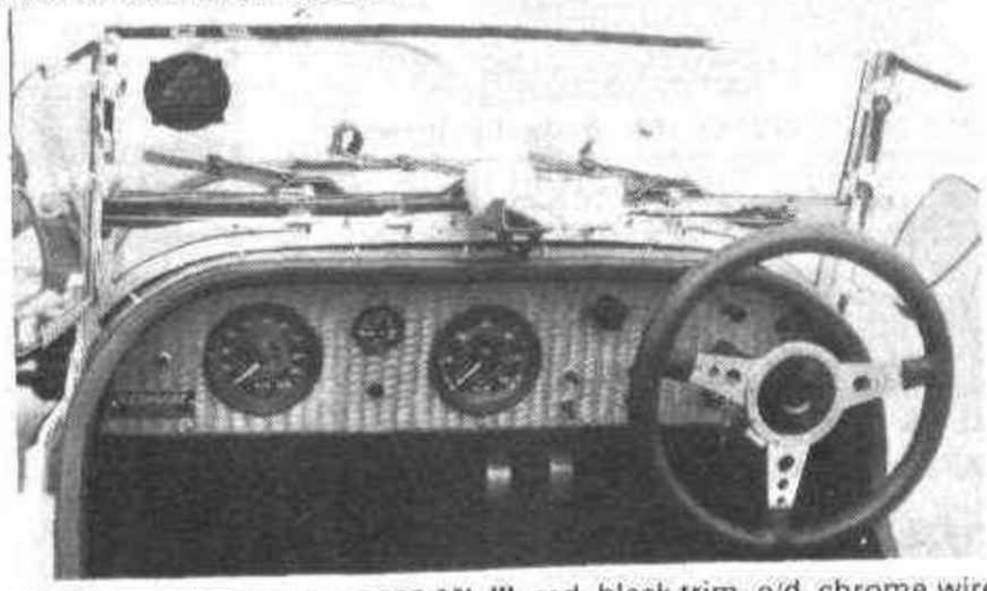
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1975 BMW 3.0 CSA Coupé, fjord blue, fully guaranteed **£5,850**

Please do not ring before July 4th, as I shall not have returned from my holiday and you will join the queue of people who want to make Buzby happy by wringing his blasted neck.

Please telephone for an appointment to view. We are situated 2 miles from Romsey on the A31 Bournemouth road. Part exchanges welcomed.

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ALFA ROMEO 17/50. 6th Series, supercharged, touring body, totally original, actual car photographed in Frostick book.



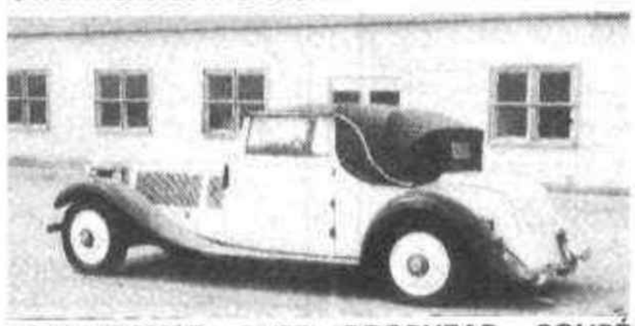
1927 ROLLS-ROYCE P1. Body by Brewster. Original very fine order.



ALVIS SPEED 20. VANDEN PLAS Tourer.



1938 DELAGE D8/120. One-off bodywork by Letourment et Marchand.



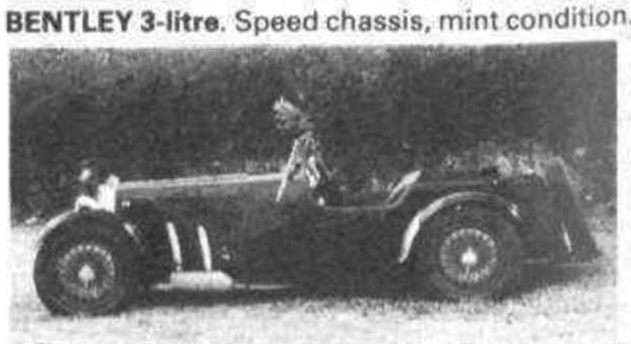
ROLLS-ROYCE 20/25 DROPHEAD COUPÉ. Bodywork by Park Ward. Original order.



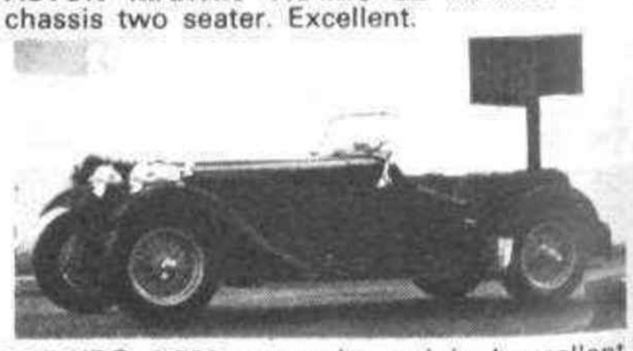
LAGONDA M45. 2-4 seater, chassis 245.



BENTLEY 3-litre. Speed chassis, mint condition.



ASTON MARTIN 1½-litre LE MANS. Short chassis two seater. Excellent.



1947 HRG. 1,500 c.c. engine, original excellent condition.

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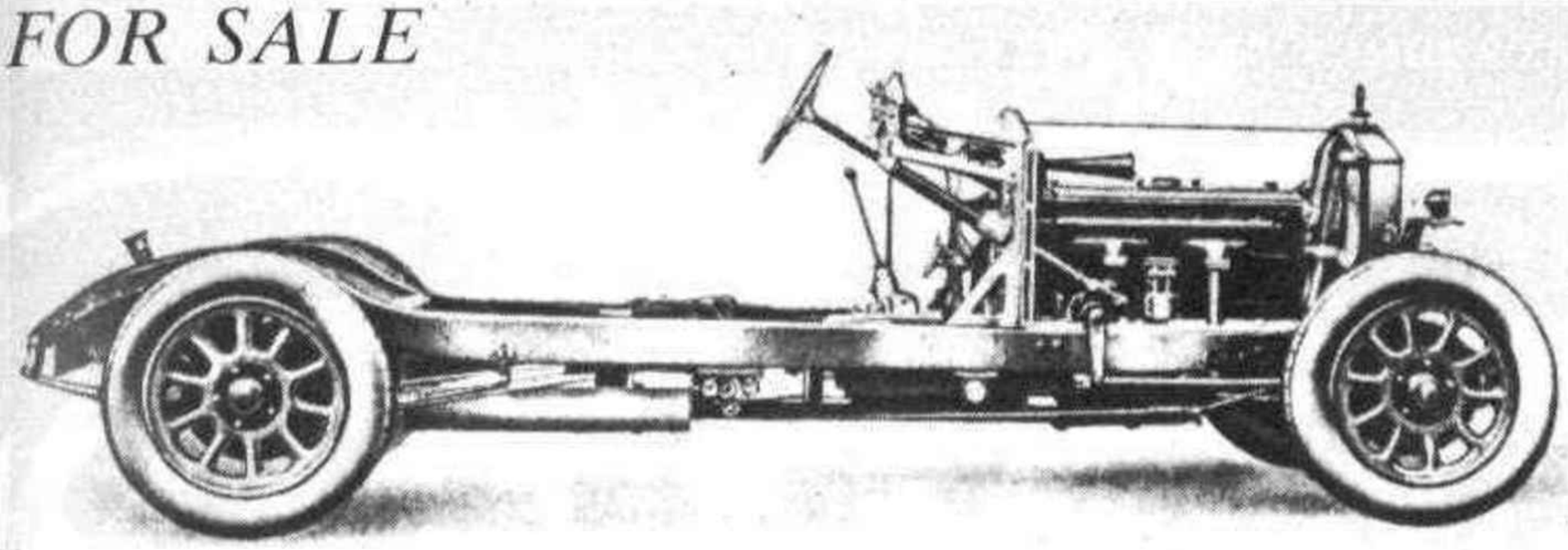
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1936 Bentley 4¼-litre Thrupp & Maberly cabriolet in basically sound condition having been in store many years (bottom page 201 Green Book). A car with great potential and outstanding lines. **£9,250**

1950 Bentley Mk VI saloon finished in shell and Tudor grey with grey interior, much recent restoration. A very smart example. **£3,750**

1951 Bentley Mk VI 4½-litre finished in black with beige interior, 2 owners, 127,000 miles. Main agent maintained, a very smart and presentable example. **£3,550**

1952 Bentley Mk VI 4½-litre saloon finished in silver grey with red interior, recent respray & new carpets, a very eye-catching example. **£3,750**

1961 Bentley SII saloon finished in black with outstanding beige interior, all original fittings and equipment, 2 owners and 102,000 miles with full history. With very little expenditure this could be a perfect example. **£4,250**

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1934	**WOLSELEY** Hornet Special	£2,500	
1935	**LANCHESTER 10** saloon	£2,375	
1936	**MORRIS 8** tourer	£2,600	
1936	**RILEY** Merlin 12/4 saloon	£1,825	
1937	**AUSTIN** 10 Cambridge saloon	£695	
1937	**PONTIAC** straight 8 (Photo)	£2,500	
1951	**DAVID BROWN** Cropmaster	£864	
1972	**PEUGEOT 504** GL saloon	£1,200	
1972	**ISO** Lele (Photo)	£3,500	

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1924	**BSA** 350 c.c. model L	£1,450
1960	**NORTON** Jubilee 250 twin	£425
1961	**AJS** 350 pre-unit constr.	£425
1961	**AJS** 350 unit construction	£475
1964	**TRIUMPH** TRW 500 c.c. s/v	£500

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WATER ON TROUBLED OILS !

One way of reducing petrol consumption is, I suppose, to arrange for conditions to be as unpleasant as possible for any motoring enthusiast foolhardy enough to venture forth in his "pride and joy"; thus it seems that the Department of Energy has somehow persuaded The Great Battersea Dogs and Cats Home in the Sky to give its all during these troubled times. So far I (and seemingly many others like me) have not succumbed as a result of yet again having all my cars water-logged at successive race-meetings (Brands Hatch, May 19th and Prescott, June 2nd) — but I might, I just yet might!

Notwithstanding the above, July 21st/22nd sees the 1st International Historic Weekend at Donington; and a week later I shall be soaking up the elements (!) in Cornwall, from July 26th-August 6th. Please ring outside these dates or urgent messages only will reach me if you call 0753 652389 (Iver, Bucks.) early mornings.



1960 EX-WORKS TRIUMPH TRS LE MANS — 929HP; famous British Historic sports/racing car, last member of the Team Prize winning trio at Le Mans; original literally to the last nut and bolt, and presentation probably better than when the car was new; eligible for International Historic Racing, and MoT'd etc. for road use; colour feature in *Thoroughbred and Classic Cars* shortly — **90 pts.** *Photo.*



1964 EX-WORKS GINETTA G10 V8GT; the unique and beautiful coupé which gave Chris Meek outright victory in the International Sportscar Race at Brands Hatch on the car's maiden outing; totally original, but restored over the past 3 years to the highest imaginable standards of perfection; full 430 b.h.p. GT 40 spec. engine (Ford 289 c.i. V8) — the fastest accelerating road/race car I've ever owned, but taxed and MoT'd and properly equipped for any road usage; registered for Classic Sportscar Racing in the HSCC, recently 3rd in Class in a 1979 Championship Round — **97 pts.** *Photo.*



1965/73 AC GHIA WILLMENT COBRA "427" GT — WLY 165M; another unique and famous car, being one of the three Mk. III Cobra chassis (CSX 3055) supplied to Ford Advanced Vehicles in 1965; John Willment equipped this rolling chassis (full Holman and Moody 485 b.h.p. engine etc.) with a 1955 all-alloy Ghia body, luxury suede-leather interior, electric windows etc., and the result is a 200 m.p.h. "Ultimate Road-car", with extremes not only of power and cornering, but also of docility — **91 pts.** *Photo.*

1964 AC COBRA "289" Mk. 2 (RHD) — 82 LVA; a really magnificent (c. 38,000 m.) example in silver, with chrome wires, 48 IDA Webers, hard/soft tops, twin servos etc.; this is the original "classic" Cobra shape, preferred by many — **92 pts.**

1966 FERRARI 275GTB/2 CAM, LONG NOSE; just 2,500 m. from new, and in commensurate condition, this left-hand-drive torque-tube model is many people's favourite Ferrari; total engine etc. rebuild (new crank etc.) just completed, necessary only because of an unfortunate mechanical accident; the car itself is, of course, exquisite — **91 pts.** *Photo.*



1969 MERCEDES 300SEL 6.3 SALOON — YYX 42H; my own car for eighteen months, for sale only because I've found the 280 SE convertible I was looking for; 45,000 m. from new and in astonishing condition, certainly the best in the UK, I imagine; every conceivable option; original dark BRG with oatmeal leather interior; 0-60 m.p.h. in 6.5 secs., 140 m.p.h.! — **93 pts.** *Photo.*



1972 DE TOMASO MANGUSTA (RHD) — TES 64; one of only approximately 3 right-hand-drive examples of this beautiful mid-engined GT; 19,000 m. only from new; full c.400 b.h.p. Mickey Thompson 289 c.i. Ford V8 engine; air conditioning etc. — **88 pts.**

1977(S) FERRARI 512 B/BOXER; 1 owner, 11,000 m.; metallic blue/cream leather; air conditioning etc.; no further comment needed!

NEXT OUTINGS: Sunday, July 1st — "The Goat", Hertford Heath. July 21st/22nd, Donington. July 26th-August 6th, Holidays.

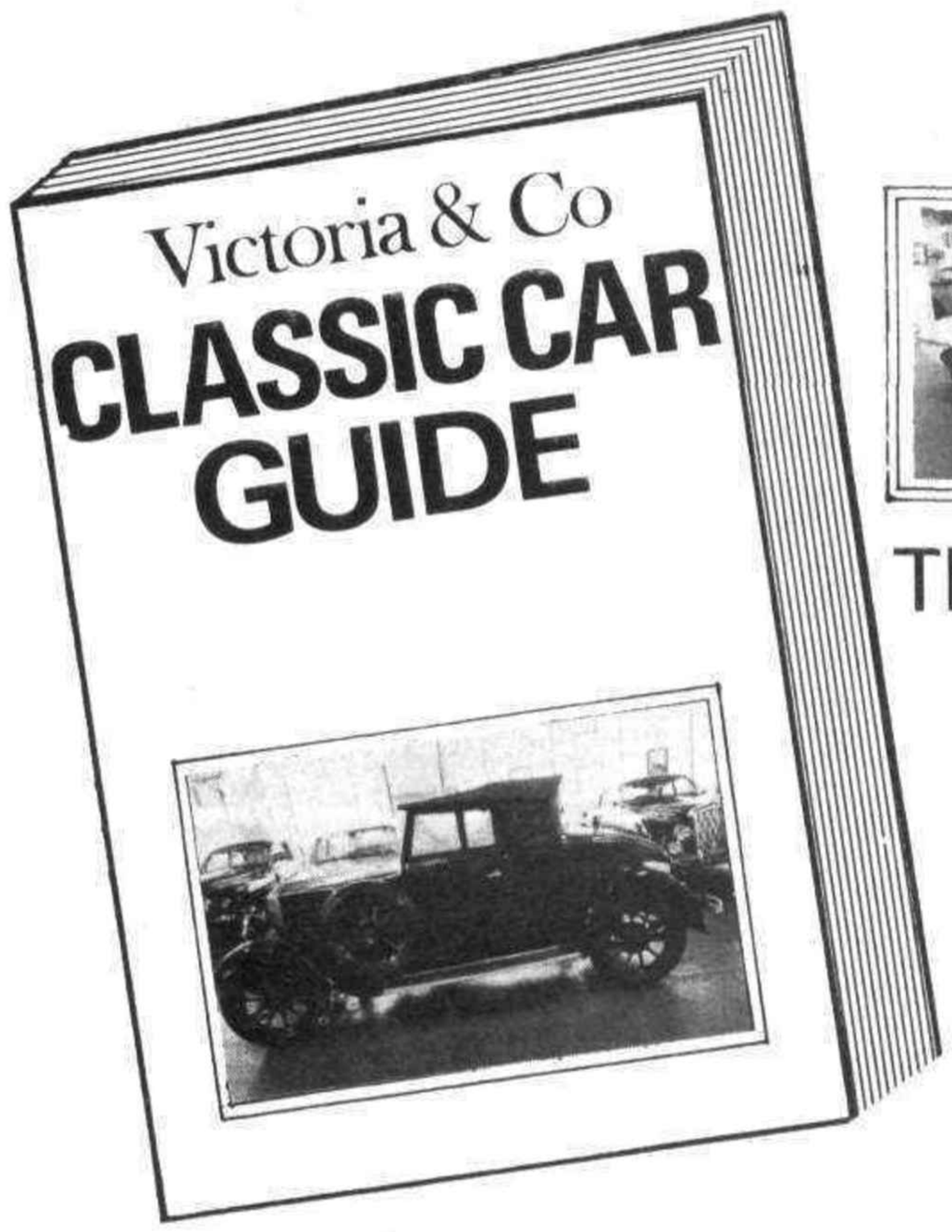
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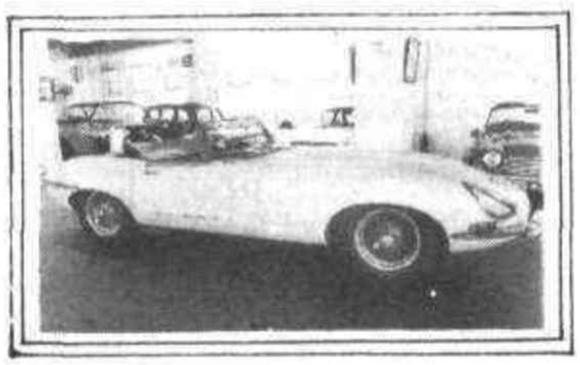
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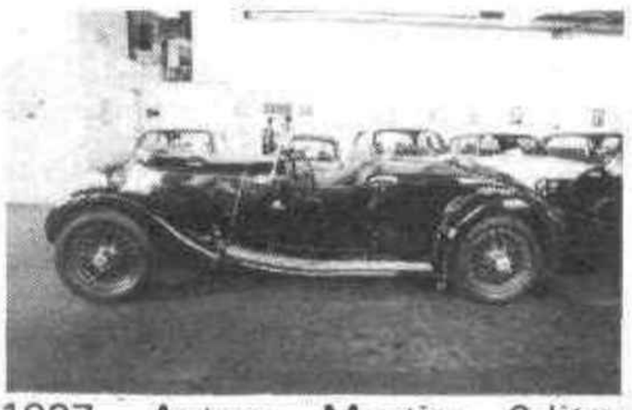
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SATURDAY JULY 14th at 11 am

The economic outlook continues to look good, and the new Government will be a tremendous boost to the economy in general. This will affect the value of all investments including that of the type of cars we can sell you. Every indication is that prices will soar towards the late summer, so get in quickly and come and find an investment that can be fun as well.

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1937 Aston Martin 2-litre tourer



1965 Rolls-Royce SC III Continental by Mulliner Park Ward



1934 Alvis Speed 20 racing two-seater



1953 Austin Healey 100/4



1964 Alvis TD 21 convertible



1953 Bristol 403, Mint Condition

1966 Alfa Zagato Sprint
1965 Austin Healey LHD
1931 Rolls 20/25 Tourer
1963 Lancia Flavia D/H
1960 Daimler Dart
1957 Rolls-Royce SCI

1970 MG-C Roadster
1966 Sunbeam Alpine
1953 Jowett Jupiter
1959 Jaguar XK150 D/H LHD
1969 Ferrari 365 2+2
1973 Jaguar V12 E D/H

1975 Jensen III
1957 Jaguar Mk I 3.1
1952 Bentley "R" Hooper
1953 Bristol 403
1964 Bentley SIII
1930 Humber 16/50

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1948 FORD PILOT V8, maroon



1959 MG-A fixed head, well restored car in red with maroon trim, choice of 2.



1975 ASTON MARTIN V8, metallic blue with blue trim, manual, choice of 3.



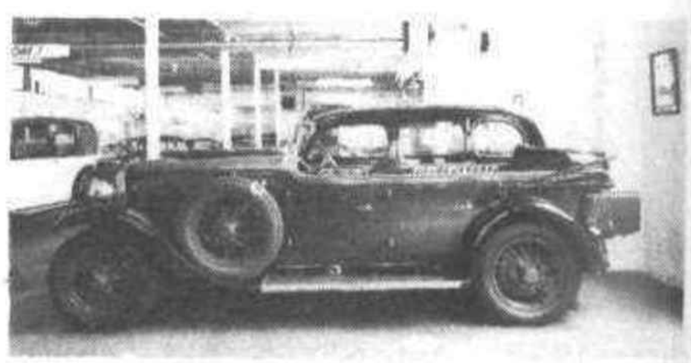
1974 JAGUAR V12 "E" Type Roadster, lavender with black trim, manual, choice of 3.

1956 JAGUAR XK140, FHC
1956 SUNBEAM ALPINE
1964 ROVER 110
1951 JAGUAR XK120, LHD
1976 PONTIAC FIREBIRD, silver
1965 PORSCHE 911S, blue
1959 BENTLEY S1 HOOPER
1961 JAGUAR MK IX, grey
1966 VOLVO P1800S, grey
1961 JAGUAR 4.2 MK II, white
1973 GP BEACH BUGGY
1962 JAGUAR 3.4 MK II, blue
1946 ROVER 12 SALOON
1955 JAGUAR MK VII
1958 JAGUAR XK150, FHC
1970 JAGUAR 420G, blue
1950 BENTLEY MK VI, grey
1956 LAGONDA 3-LITRE
1959 JAGUAR XK150 D/H, LHD
1958 SUNBEAM RAPIER CONVERTIBLE
1965 JAGUAR 3.8 'S' TYPE
1934 FORD MODEL 'Y'
1928 AUSTIN ULSTER REPLICA
1952 BENTLEY 'R' BY J.Y.
1966 HUMBER HAWK, LHD
1960 MERCEDES 190SL, red
1960 BENTLEY FLYING SPUR
1961 ROVER 60 SALOON
1961 ROLLS-ROYCE PV
1960 ROVER 100 SALOON
1964 BENTLEY SIII
1971 DAIMLER DS420, LHD
1949 ROLLS SILVER WRAITH
1933 VAUXHALL ROADSTER
1922 DODGE 4DR SEDAN
1928 ROLLS-ROYCE 20/25
1972 DE TOMASO MANAGUSTA
1937 RILEY ADELPHI, black
1951 LANCIA AIDERA, white
1957 MORGAN +4, beige
1971 CITROEN 5M, gold
1909 ROVER 6HP, maroon
1971 JENSEN INTERCEPTOR
1956 JAGUAR XK140 ROADSTER
1965 JAGUAR 'E' TYPE, FHC
1966 SUNBEAM ALPINE, CWW
1963 JAGUAR 'E' TYPE, D/H
1947 ARMSTRONG-SIDDELEY HURRICANE
1935 AUSTIN 10, brown/beige
1931 ROVER 10HP ROADSTER

1959 AUSTIN HEALEY 100/6, red
1956 JENSEN 541, BRG
1976 PANTHER LIMA, red
1938 DAIMLER LIGHT 20
1965 ASTON MARTIN DB5
1952 MG YB, green



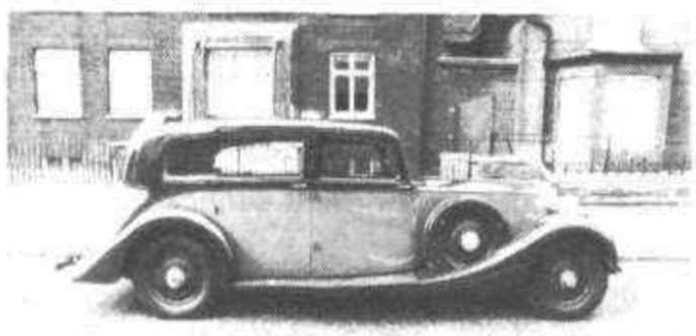
1971 Jaguar 'E' TYPE, fixed head powder blue with black trim. Low mileage, choice of 5 plus 3 2+2 models.



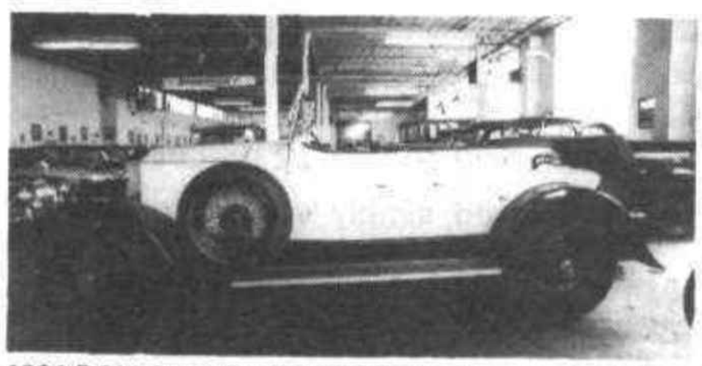
1930 HUMBER 16/50 4-seater tourer, blue with black trim, in excellent running order.



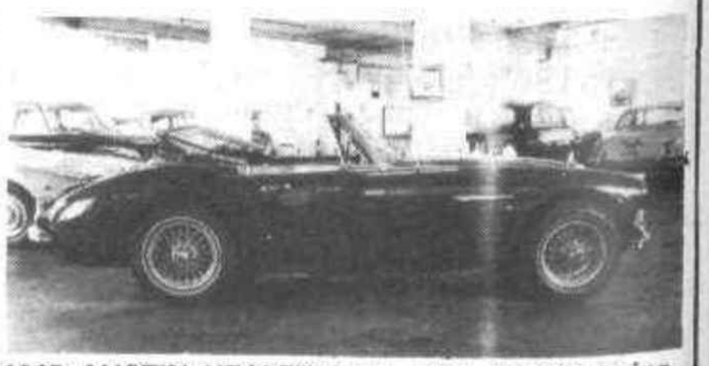
1957 JAGUAR Mk I, 3.4, light grey with black trim, manual with overdrive.



1937 ROLLS-ROYCE PIII, touring limousine by Wendover, superb in two tone brown with tan trim. Completely restored.



1931 ROLLS-ROYCE 20/25 tourer, superb condition throughout, body attributed to Barker, in old English white with green trim.



1965 AUSTIN HEALEY 3000, LHD, British racing green with black trim. Tax paid, choice of 5 RHD models.

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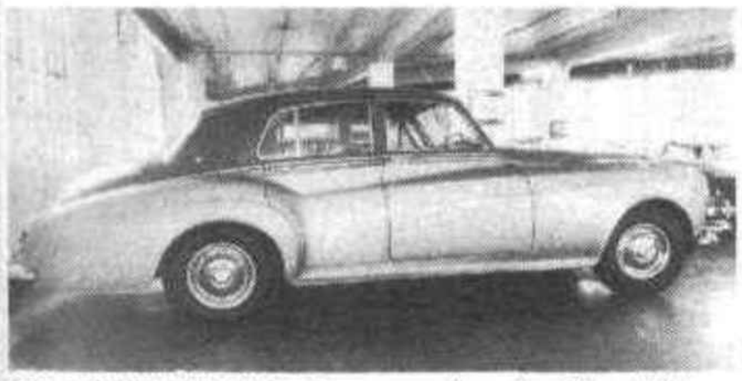
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1963 JAGUAR 2.4 MK II
1955 BRISTOL 405, blue
1964 DAIMLER V8 2½, black



1964 BENTLEY SIII saloon, sand and sable with tan trim, £3,000 just spent. Choice of 4.



1960 DAIMLER SP250 DART, British racing green with tan trim, a concours winning example in superb order. Choice of 4.



1959 BENTLEY SI by Hooper, a very graceful "Empress Line" model in coffee and black with fawn hide trim.

1967 CORVETTE STINGRAY, manual
1956 SUNBEAM ALPINE ROADSTER
1949 ROLLS SILVER WRAITH SEDANCA
1969 VANDEN PLAS LIMO, black
1961 ALVIS TD21, red, W/W
1948 ROLLS SILVER WRAITH
1964 JAGUAR 3.4 'S', red
1935 ROLLS-ROYCE PII
1953 BENTLEY CONVERTIBLE
1959 AUSTIN HEALEY SPRITE
1968 ASTON MARTIN DB6 VOLANTE
1937 ROLLS-ROYCE PIII
1961 AUSTIN HEALEY 3000 MK I
1961 DAIMLER DART, BRG
1960 ASTON MARTIN DB4, blue
1950 BENTLEY MK VI, grey, mint
1955 AUSTIN HEALEY 100/4, red
1971 ROVER V8 3.5 COUPE
1947 TRIUMPH ROADSTER 1800
1968 VOLVO P1800S, pale blue
1967 DAIMLER SOVEREIGN, green
1958 MG MAGNETTE, green
1967 JAGUAR MK II 2.4
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1966 BRISTOL 409, BRG
1975 LAMBORGHINI ESPADA
1976 LANCIA STRATOS, yellow
1962 MERCEDES 220 SE, D/H
1952 AC 2-LITRE
1955 ROVER 75, LHD
1949 BRISTOL 400, gold
1957 DAIMLER CONQUEST CENTURY
1970 MERCEDES 280SL, blue
1967 MASERATI QUATROPORTE
1969 MERCEDES 250CE COUPE
1947 ALVIS TA14 SALOON
1971 PONTIAC FIREBIRD ESPIRET
1938 CITROEN LIGHT 12, black

1968 TRIUMPH TR5, red
1950 DAIMLER DB18, D/H
1927 MORRIS COWLEY COUPE
1965 ASTON MARTIN DB5
1952 MG YB SALOON, green
1928 MORRIS COWLEY, D/H



1973 ROLLS-ROYCE Silver Shadow, metallic brown with beige Everflex roof and beige trim, choice of 2.



1956 SUNBEAM ALPINE roadster, white with black trim, choice of 3.



1969 ASTON MARTIN DB6 VANTAGE, dark metallic green with black trim, choice of 4 other DBS6 models.



1958 AUSTIN HEALEY 100/6, red with black trim, choice of 4 plus 3 100/4 models.



1962 JAGUAR 3.8 Mk II, ice blue with dark blue trim, manual with overdrive, choice of 2 plus another 5 without wires.



1947 ARMSTRONG SIDDELEY HURRICANE, white with black trim, a well restored example.

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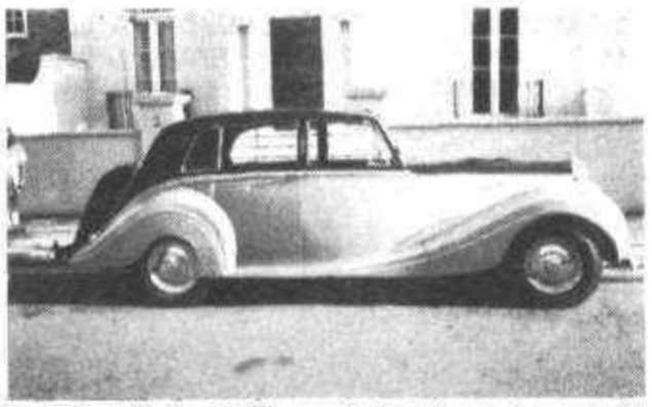
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1962 Bentley Continental. Mulliner 2-door Coupé. This is one of the very last S-2 Chassis Continentals and a very rare breed indeed. Left-hand-drive with Sundym glass. 58,000 miles from new and chauffeur driven only. Fully documented history at R-R Main Agent. Steel-blue with magnolia interior. Concours — condition ..... **Poa**



Bentley S3 1964. Shell/Tudor grey with red interior. 92,000 miles from new, substantial history and in first class condition. **£8,750**

1978 Unregistered New Bentley Corniche Coupé Left hand drive, for immediate delivery. Highland green, beige interior with Cumberland stone carpeting. Dark/green Everflex roof. **£39,500**

1966 MPW Bentley T. Superb condition, finished in Seychelles blue with beige interior **£12,500**

Bentley Continental S3 J. Young 1964. Brewster green/beige interior, nice example requiring some paintwork **£9,750**

1954 Bentley R Type Auto. Shell/Tudor grey with red interior. Very nice car **£7,850**

1971 T Type Bentley. Larch green/green interior. 43,000 miles under one owner. Very nice car. **£15,950**

1972 Shadow. Regal red/black Everflex and tan interior. 43,000 miles and in first class order. **£16,250**

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1927 ROLLS PHANTOM I DUAL COWL OPEN 5/6 seater tourer
1929 BUGATTI TYPE 40 1½-LITRE sports/racing G.P. 2 seater
1937 BENTLEY 4¼-LITRE open 2 seater boat-tailed speedster
1938 LAGO-TALBOT 4-LITRE SPORTS drophead coupe.
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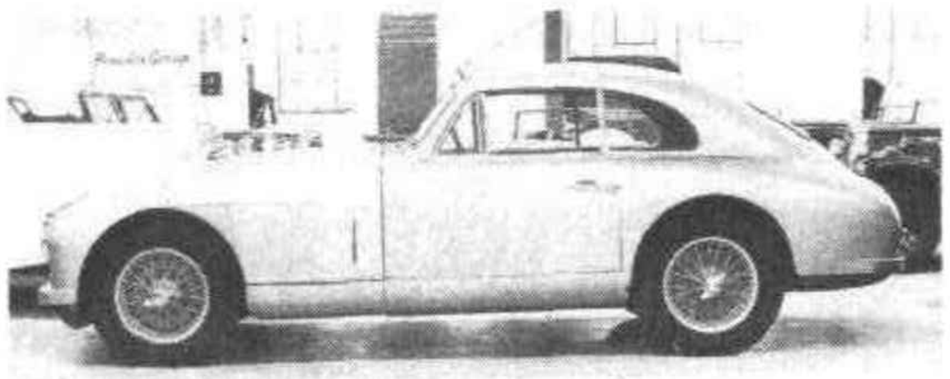
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1934 SINGER 1½-LITRE



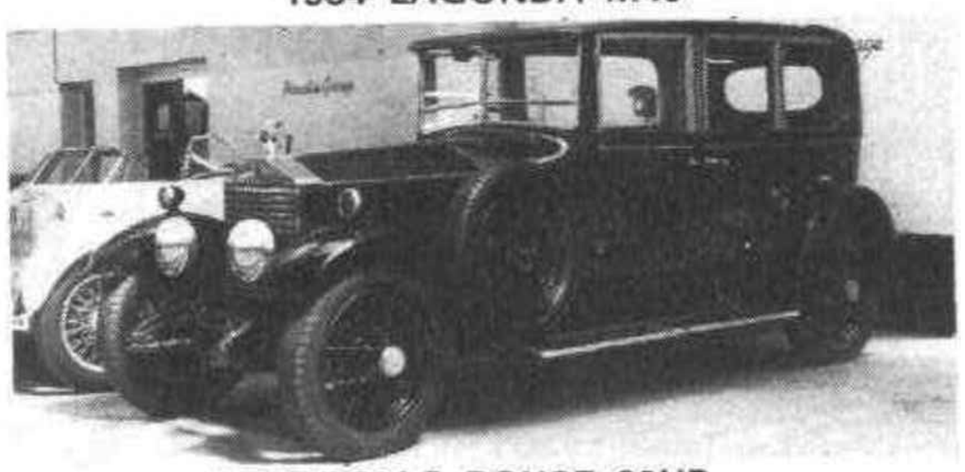
1934 LAGONDA M45



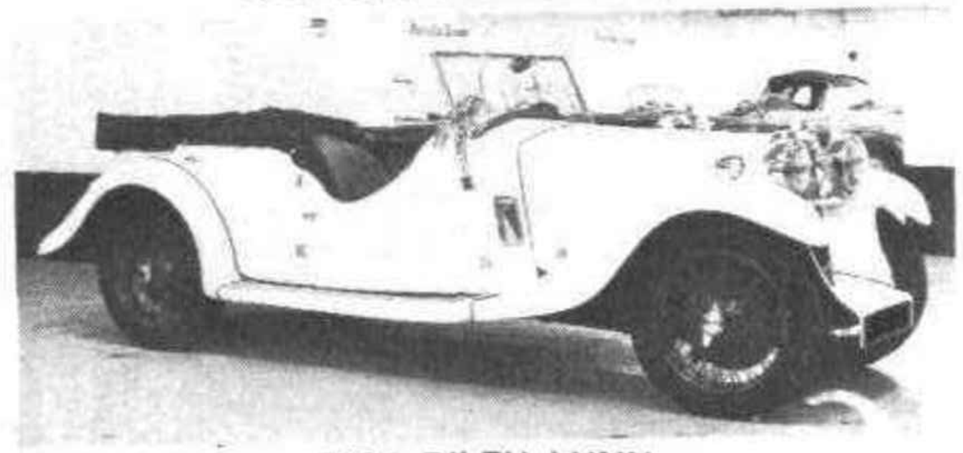
1938 ALVIS SPEED 25



1940 FORD V8



1927 ROLLS ROYCE 20HP



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ROLLS-ROYCE, 1968. Silver Shadow 4-door Sports Saloon finished in sage green over pewter with matching green hide trim, recorded 88,000 miles.

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, 1952. Silver Wraith Long Wheelbase Touring Limousine with classic Semi Razor Edged coachwork by H. J. Mulliner. Sedately finished in ebony with tan hide trim. Fitted with P.100 lamps etc. Mechanically excellent.

ROLLS-ROYCE, 1968 (G). Silver Shadow four-door Sports Saloon finished in silver grey. 3-speed gearbox, one owner and full service history from new. A superb example.



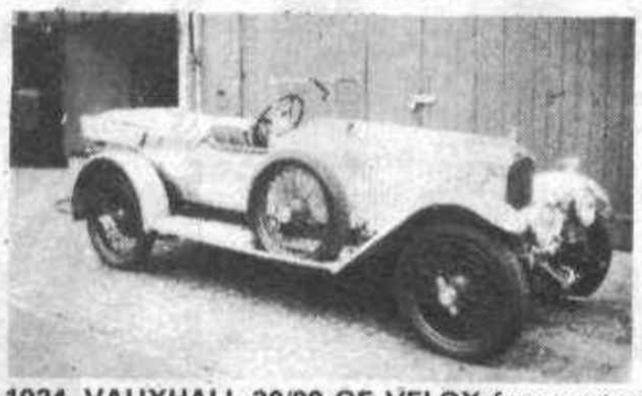
ROLLS-ROYCE, 1961. Silver Cloud II Standard 4-door Sports Saloon finished in Tudor over steel grey with contrasting red hide trim, recorded mileage 81,000.

ARIEL, 1950. 350 c.c. N.H. Red Hunter Single. Totally rebuilt throughout, reputed total mileage from new only 6,000 miles. A really superb specimen.
VELOCETTE, 1961. 500 c.c. Venom Veeline enclosed single. Excellent original order, in good all round usable condition.

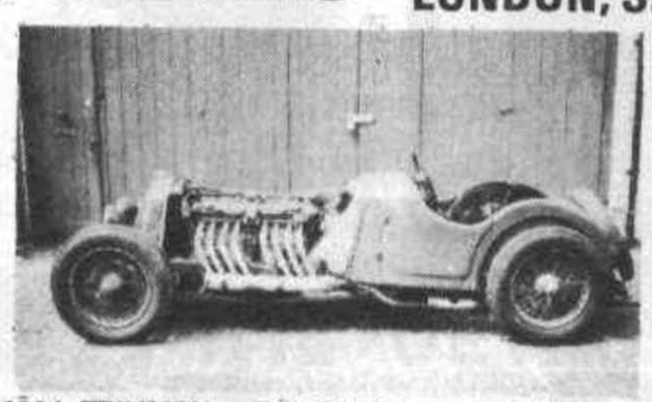
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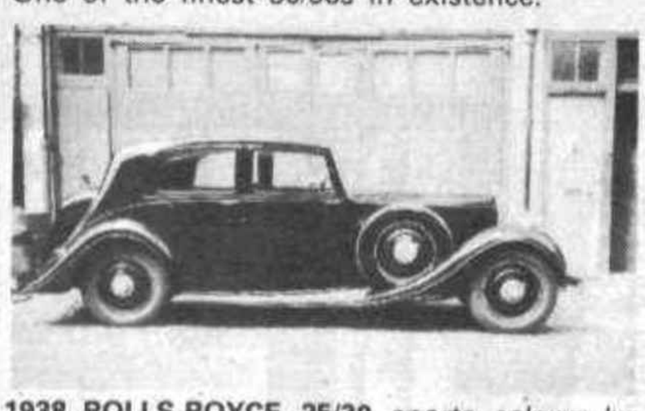
1924 VAUXHALL 30/98 OE VELOX four-seater tourer. Chassis No. OE 115. Polished aluminium body. Little used since complete restoration. One of the finest 30/98s in existence.



1934 TRIUMPH DOLOMITE supercharged straight-8 twin OHC sports racing car. Probably the sole survivor of this controversial design. Mechanically complete and in running order.



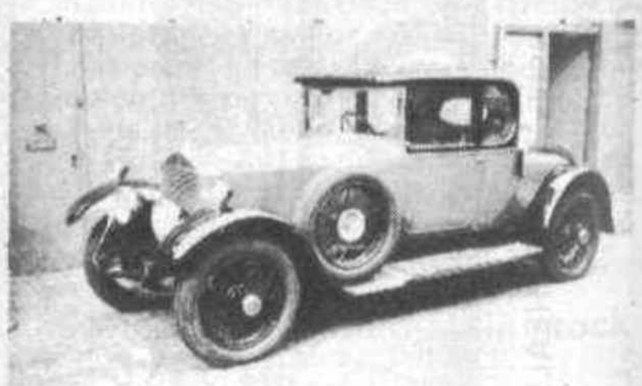
1936 ROLLS-ROYCE 20/25 "Top Hat" saloon by Freestone & Webb (similar to above). Completely original and in fine condition.



1938 ROLLS-ROYCE 25/30 sports saloon by Thrupp & Maberly. Chassis No: GZR-37. (One of the last 25/30 cars built). Authenticated 98,000 miles.



1935 BENTLEY 3½-LITRE fixed-head coupe with dickey by Kellners. Actual Paris show car. Chassis No: B73EJ.



1925 ROLLS-ROYCE 20 Doctor's coupé by Park Ward, fitted 20/25 engine and gearbox. In mint condition.

1928 BROOKLANDS RILEY. Full details on request.

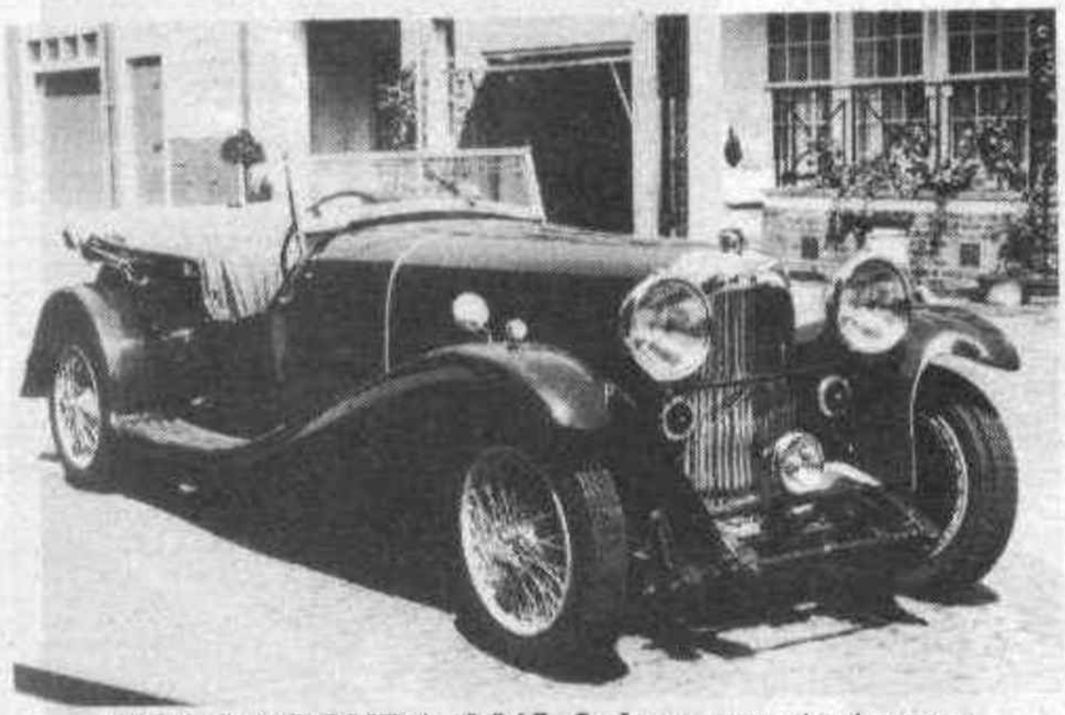
1931 MG 18/80 four-seater tourer.
1928 ALFA ROMEO 1½-litre TOHC sports two-seater.
1928 BUGATTI TYPE 40 2/3-seater sports car.
1933 LAGONDA 16/80 fixed-head coupé.
1912 ITALA 16 h.p. tourer. Completely original.
1926 BENTLEY 6½-LITRE 2/3-seater tourer. Fully restored.
1924 ROLLS-ROYCE 20 touring saloon by Brewster.
1936 LAGONDA LG45 4½-LITRE drophead coupé.
1932 ASTON MARTIN 1½-LITRE International four-seater.
1930 ALFA ROMEO 1750 twin OHC drophead coupé.

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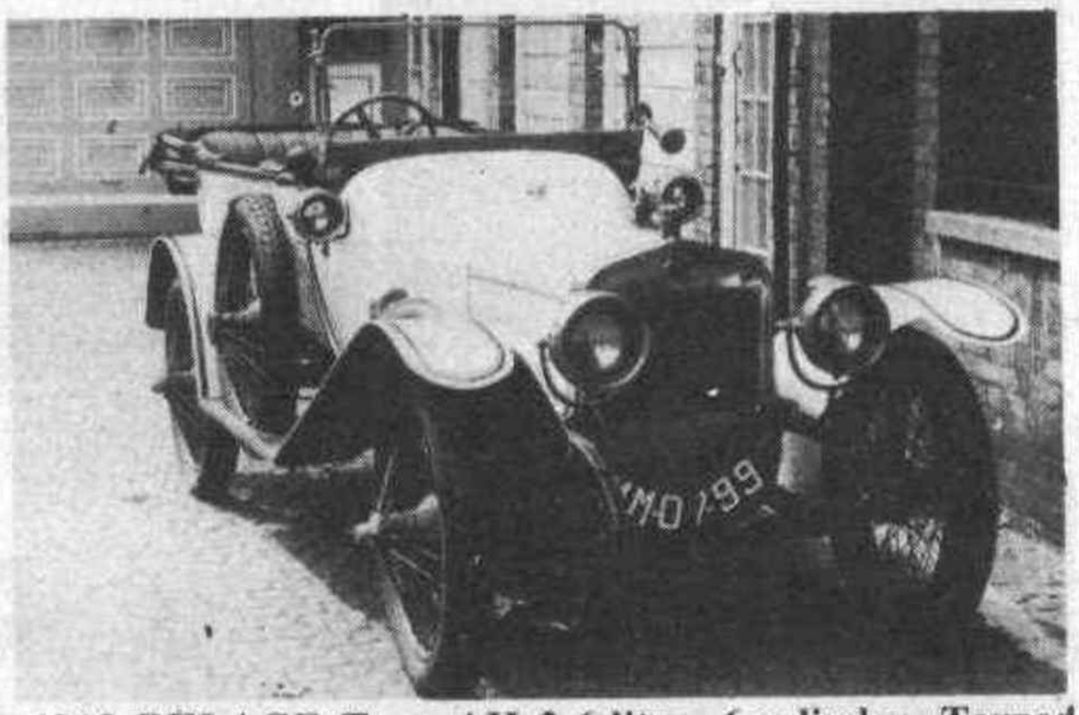
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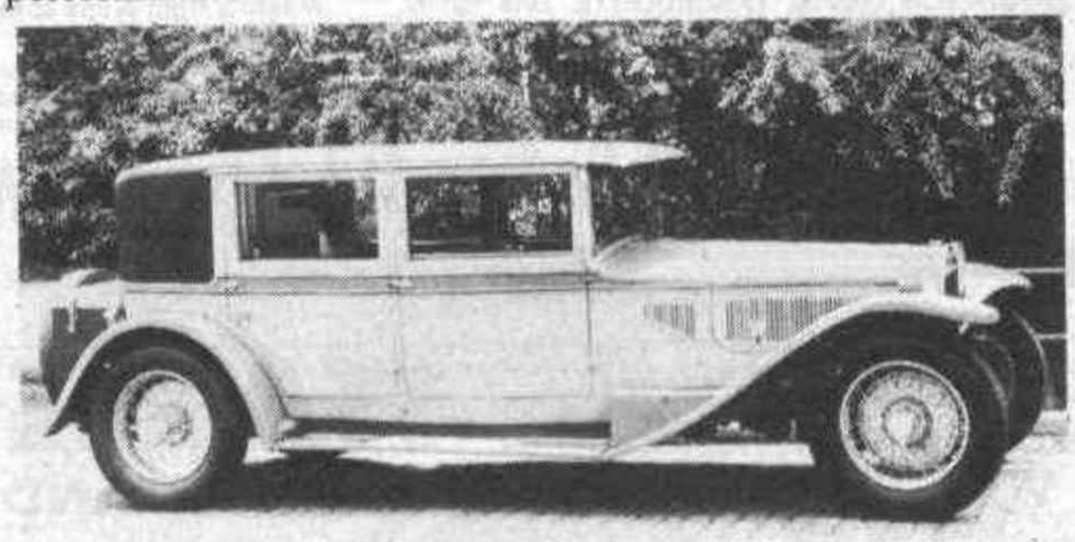
1934 LAGONDA M45 3-door sports tourer
This is the first M45 built and has extensive and interesting history. Painted British racing green with tan leather. Excellent hood, side screens and carpets. Fine mechanical condition.



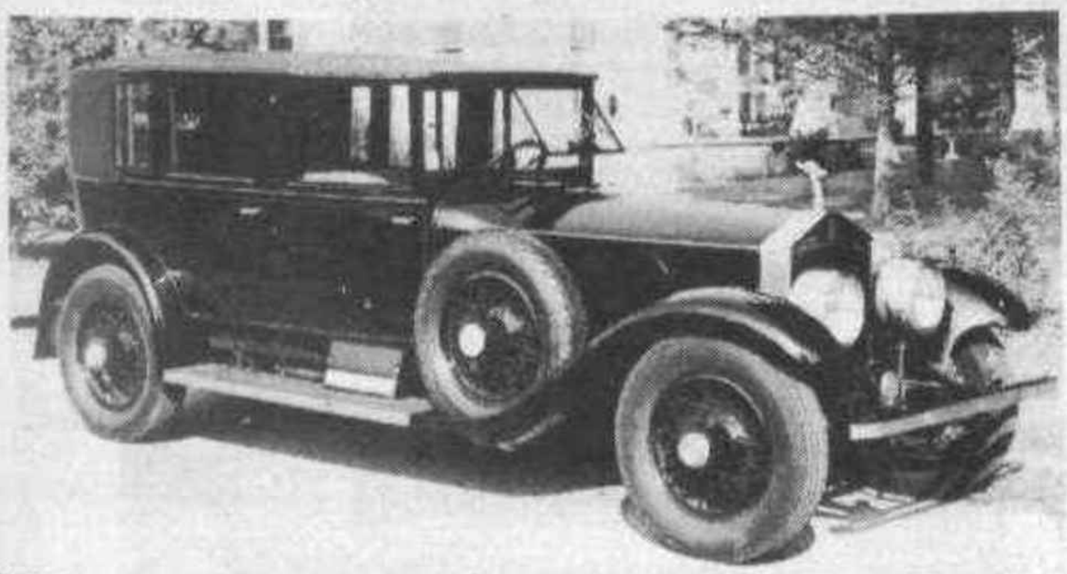
1913 DELAGE Type AH 2.6-litre, 6-cylinder, Torpedo Tourer
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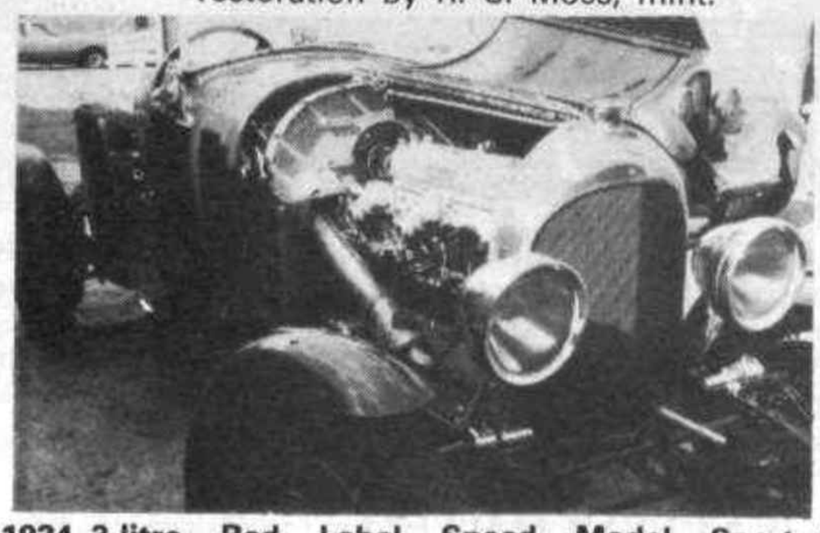
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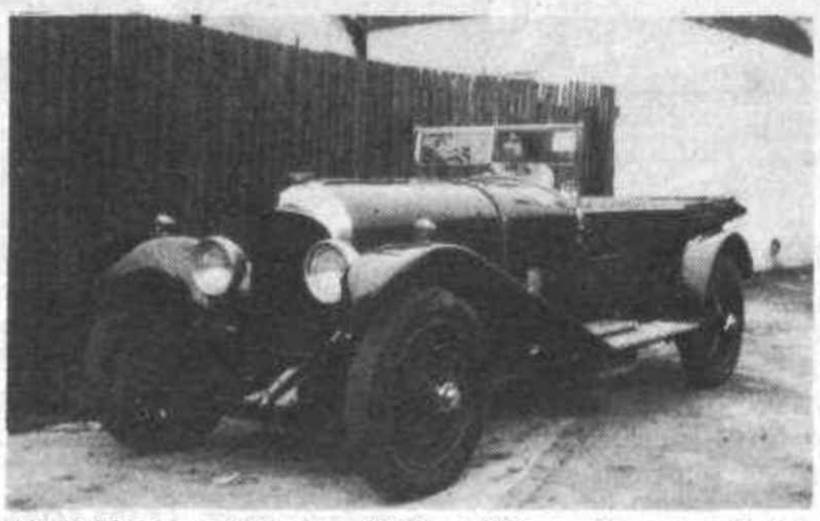
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1930 Speed Six: Concours champion, BRG, open tourer, only 10,000 miles since its complete restoration by R. C. Moss, mint.



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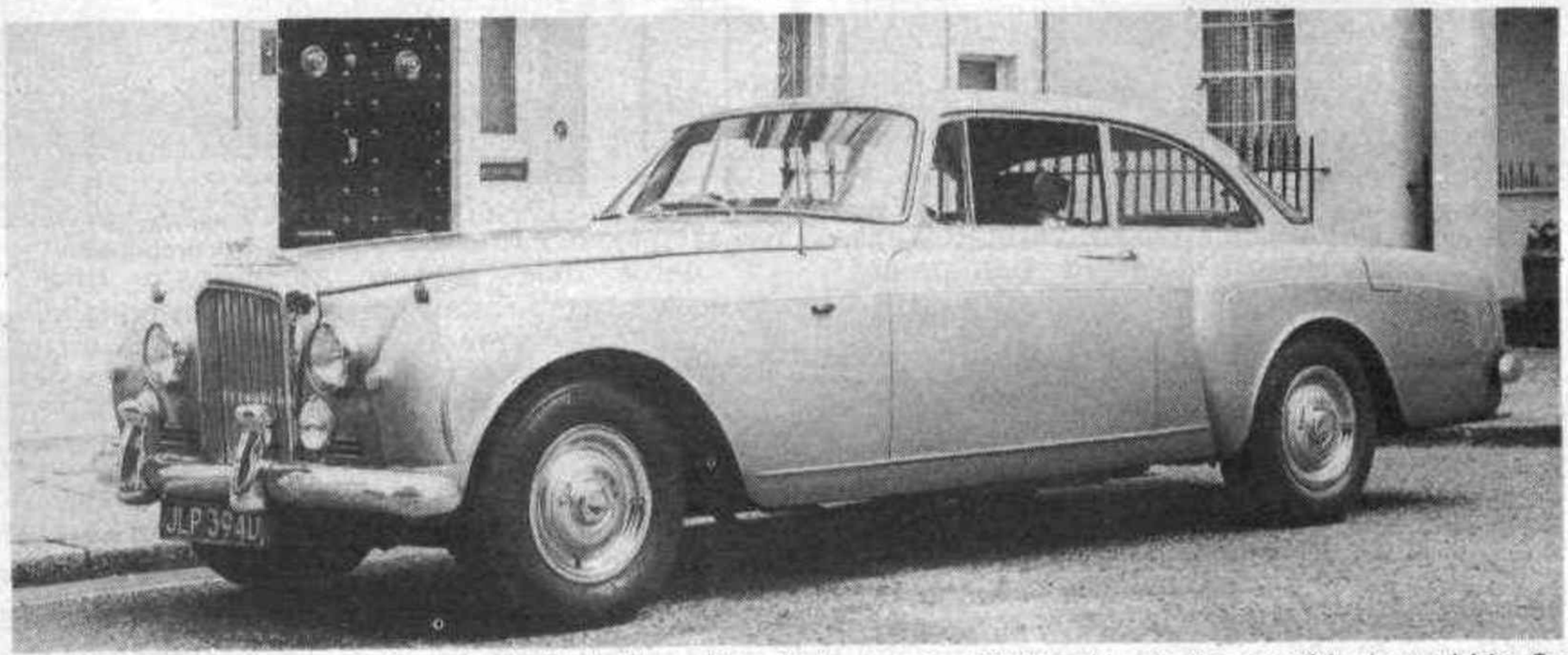
1925 Very original: VDP 3-litre Speed Model: Four-seater tourer, not previously offered for sale, mint original condition.

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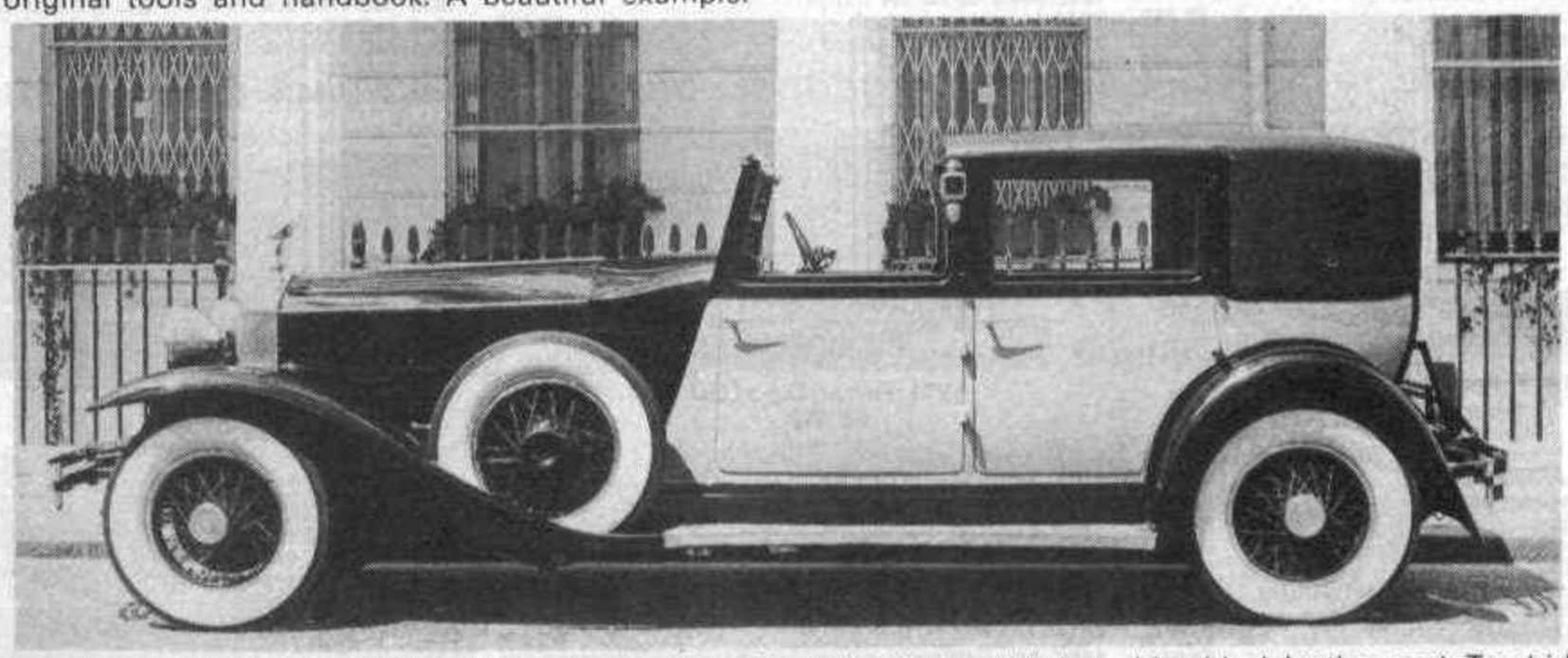
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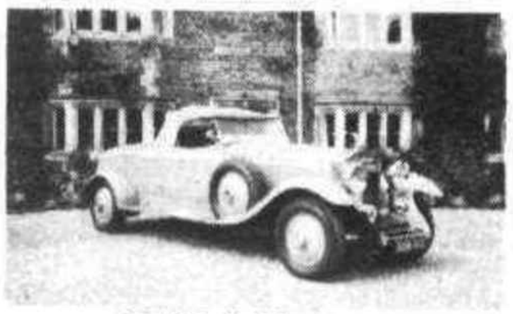
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1934 Rolls-Royce Phantom II



1926 Bugatti 8-cylinder, Type 38



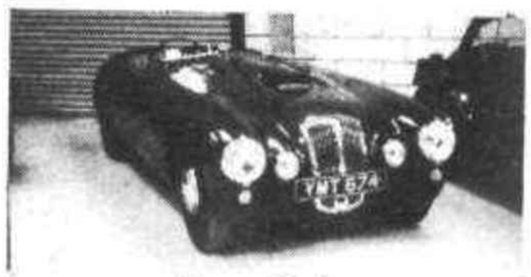
1930 Rolls-Royce Phantom II, drophead



1934 Alvis Sp. 20 Tourer



1930 Sunbeam 4-seat Tourer £6,250



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1969 Aston Martin DB6 SR £6,850



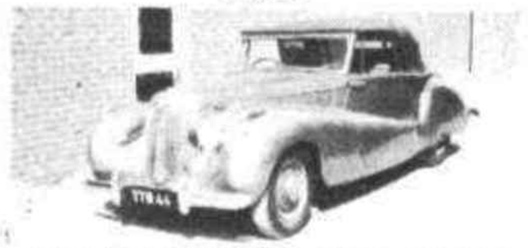
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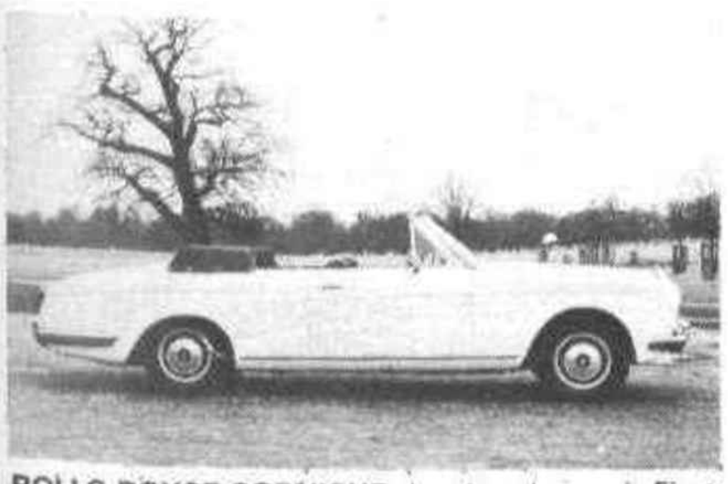
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ROLLS-ROYCE SILVER CLOUD II long wheelbase touring saloon by James Young with electric division, 1962. One owner, new engine recently fitted in terms of mileage covered. Pearl grey over Circassian blue with beige leather.

BENTLEY MARK VI 4¼-litre standard saloon, 1949. Two-tone metallic green with grey hide, sliding roof, complete with all original tools and service manual.

BENTLEY S3 CONTINENTAL drophead coupé by H. J. M./P. W., 1964. Sand with red hood and red hide, electric windows, power hood, just repainted.

BENTLEY MARK VI standard saloon, 1951. Midnight blue with blue/grey leather, beautifully restored by Rolls-Royce distributors. (4½-litre engine.)

ROLLS-ROYCE SILVER CLOUD II four-door saloon, 1962. Velvet green with tan hide, electric windows.

ROLLS-ROYCE CORNICHE Convertible 6.7-litre, 1971. Magenta with magnolia hide piped magenta, beige hood, 35,000 miles only.

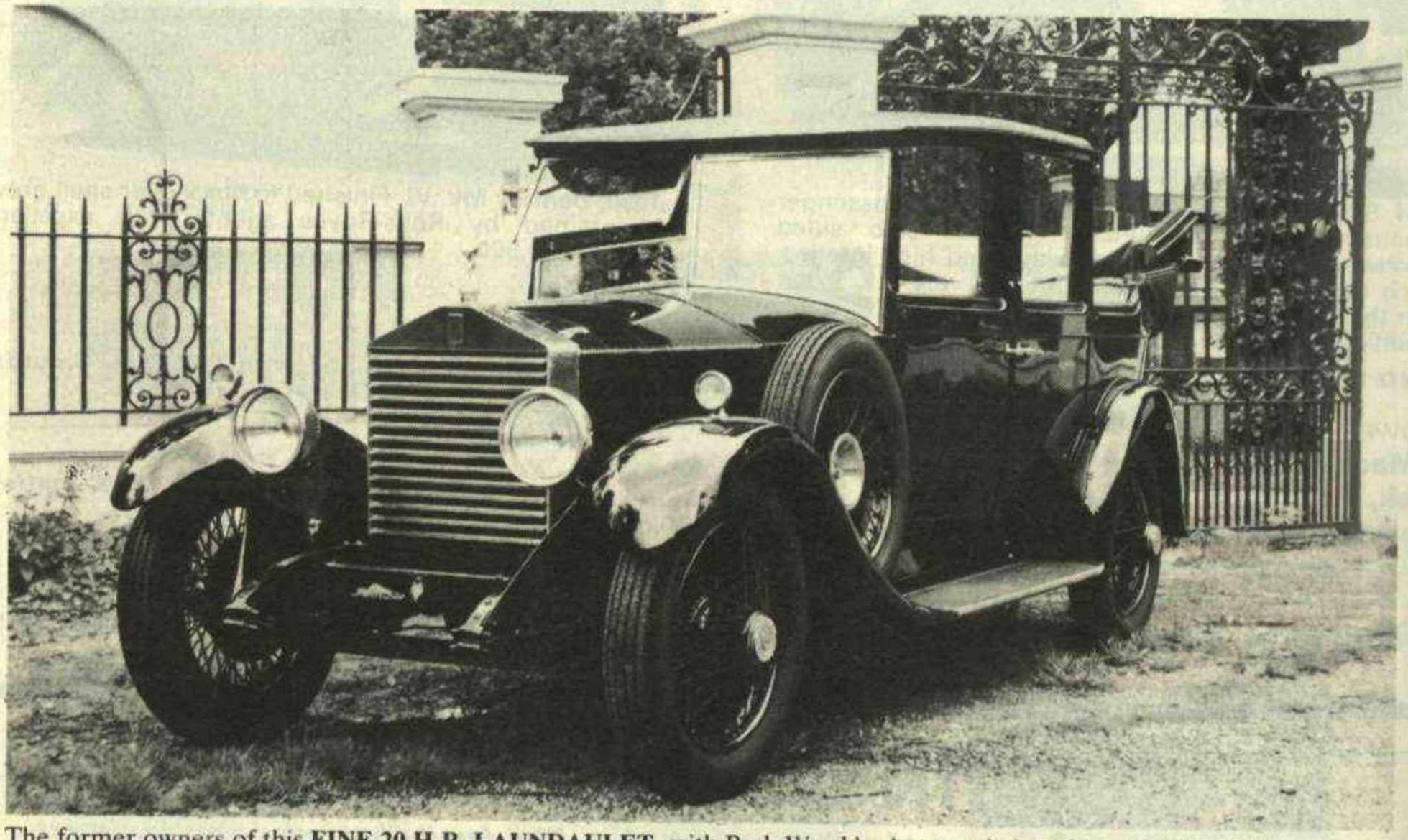
BENTLEY R-TYPE standard saloon, 1954. Automatic gearbox, shell over Tudor with blue hide.

BENTLEY S3 CONTINENTAL two-door saloon by H. J. M. P. W., 1964. Midnight blue with grey hide, electric windows.

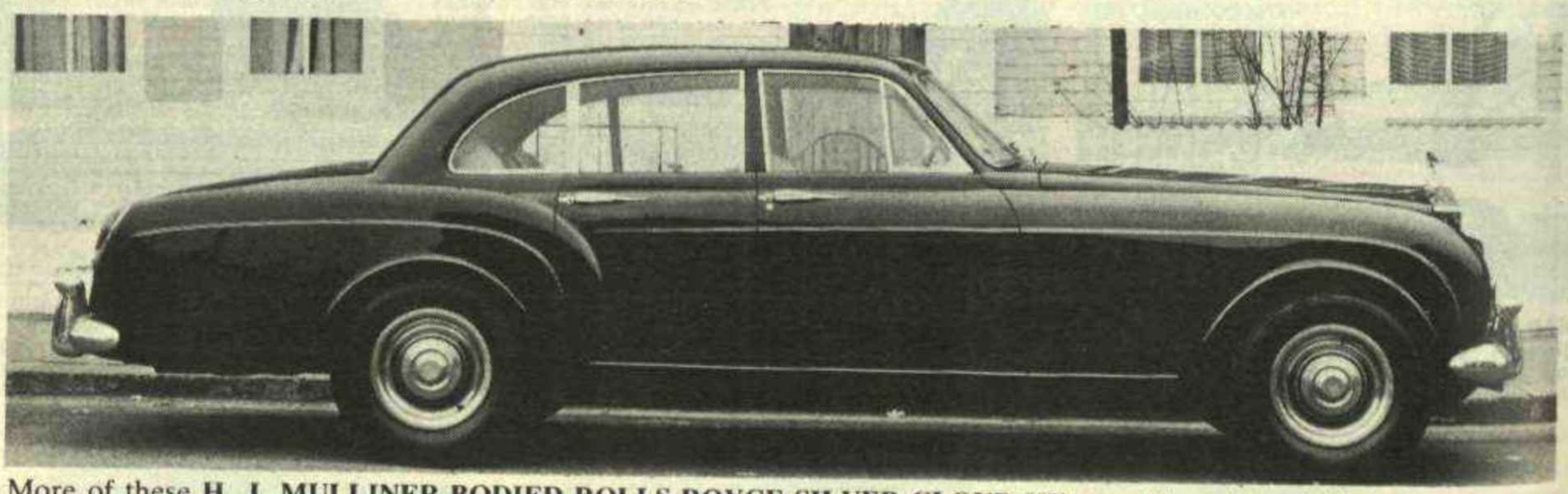
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T Reg. Corvette Stingray in red with black leather trim, fitted with B.F. Goodrich wide radial tyres on chrome trimmed wheels, split removable roof, radio, all the extras. A fantastic car for ...£7,450
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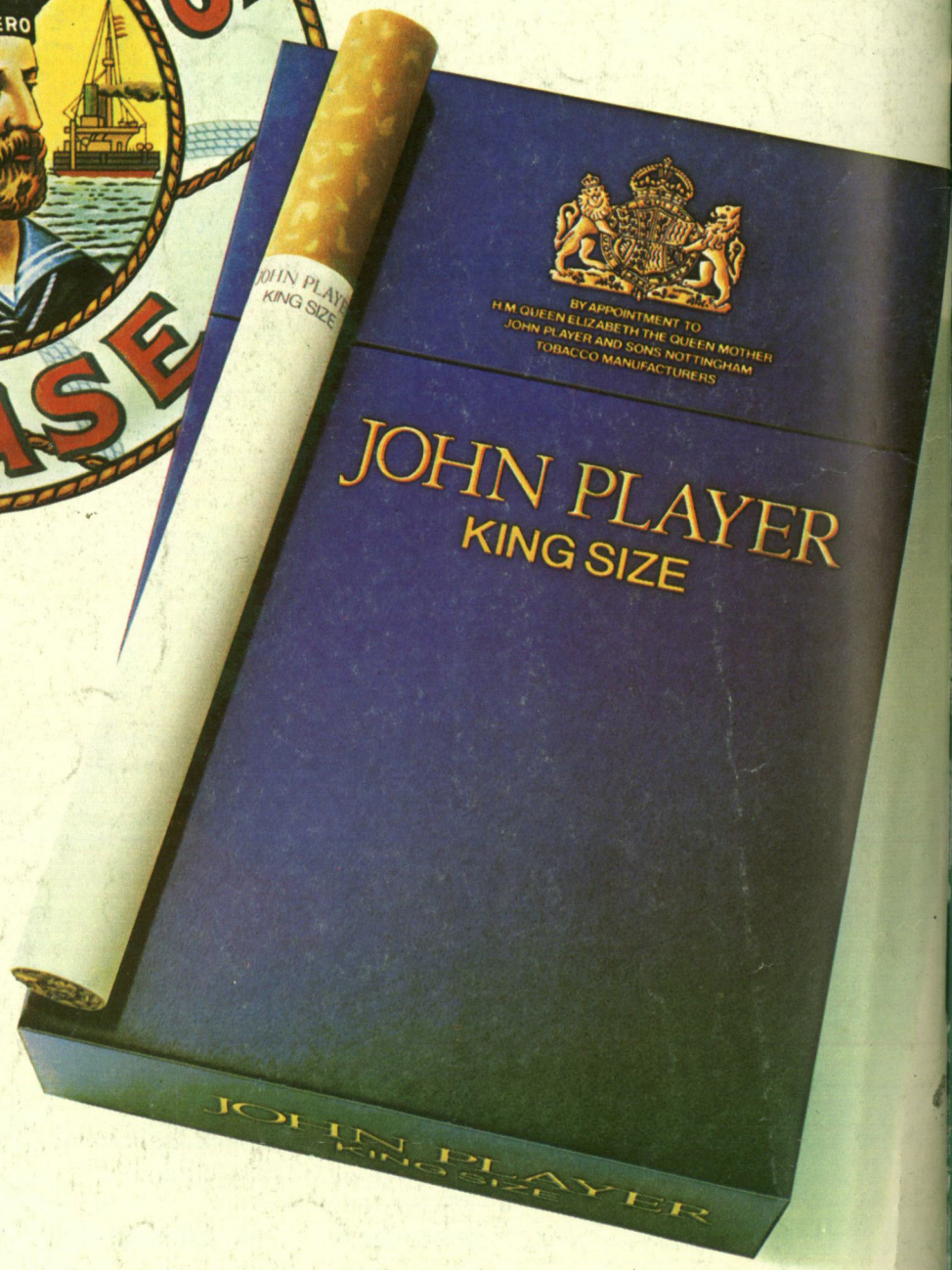
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