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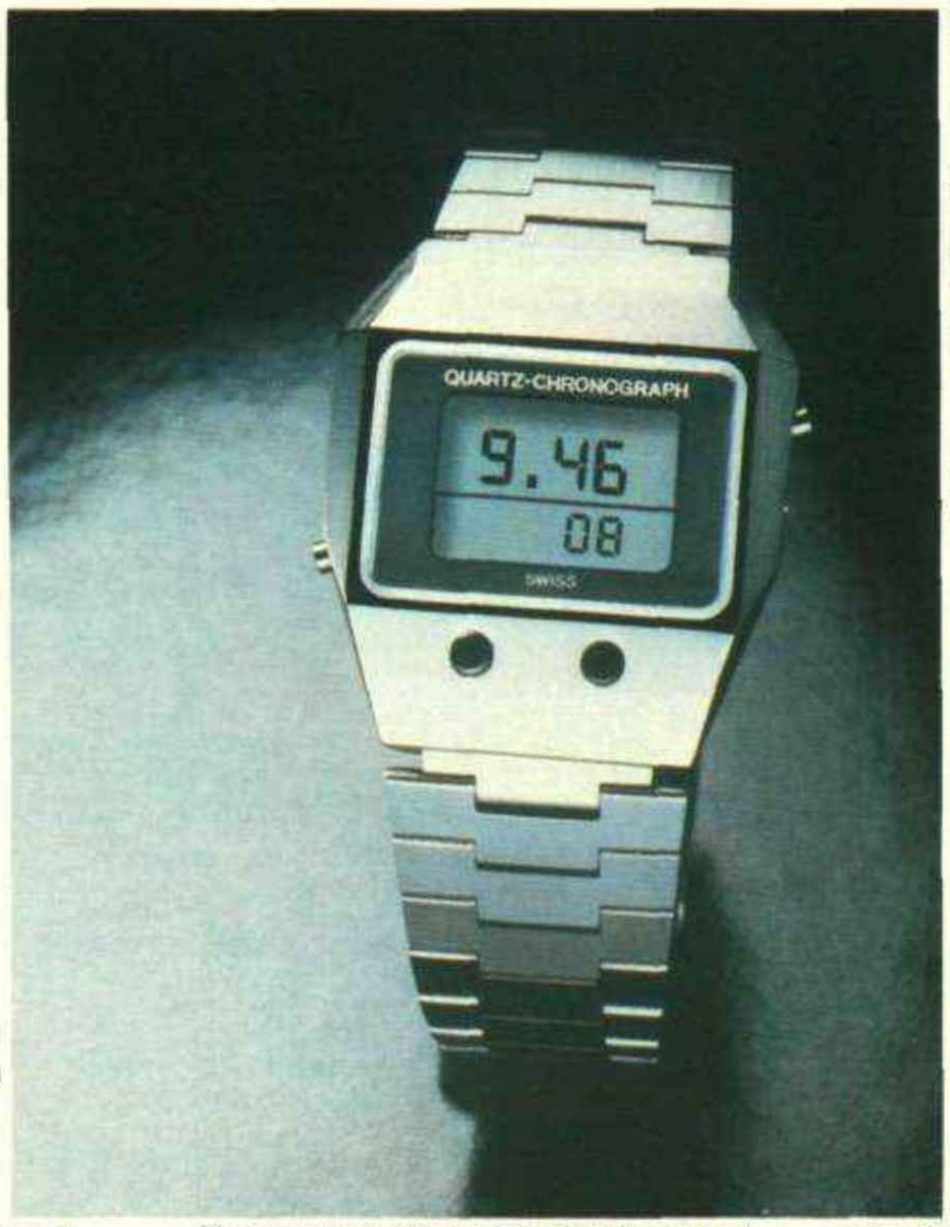
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Seconds	Seconds recording
Months	Hundredths of seconds recording
Date	1st lap time
Day of week	2nd and further lap times
AM/PM	Split times
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Night light	End of event stop
	Memory bank and recall
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The large digits show minutes and seconds elapsed, the lower digits racing through the tenths and hundredths of a second. A further press on the right-hand front button instantly freezes the time at the required moment.

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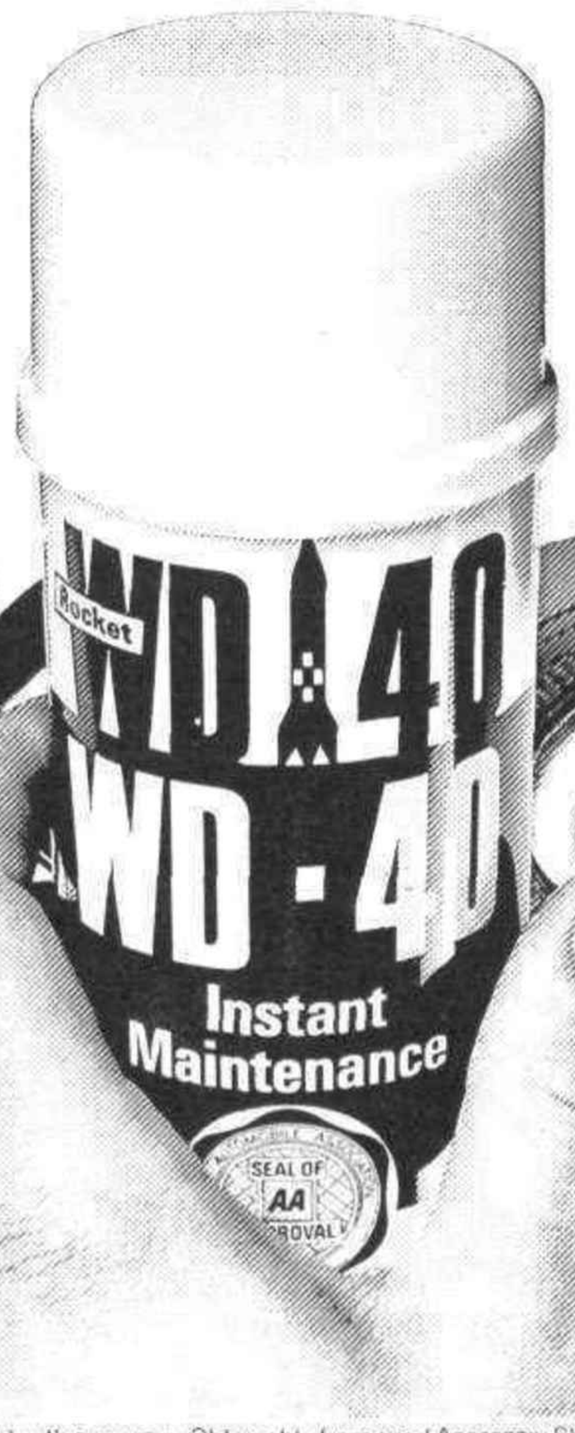
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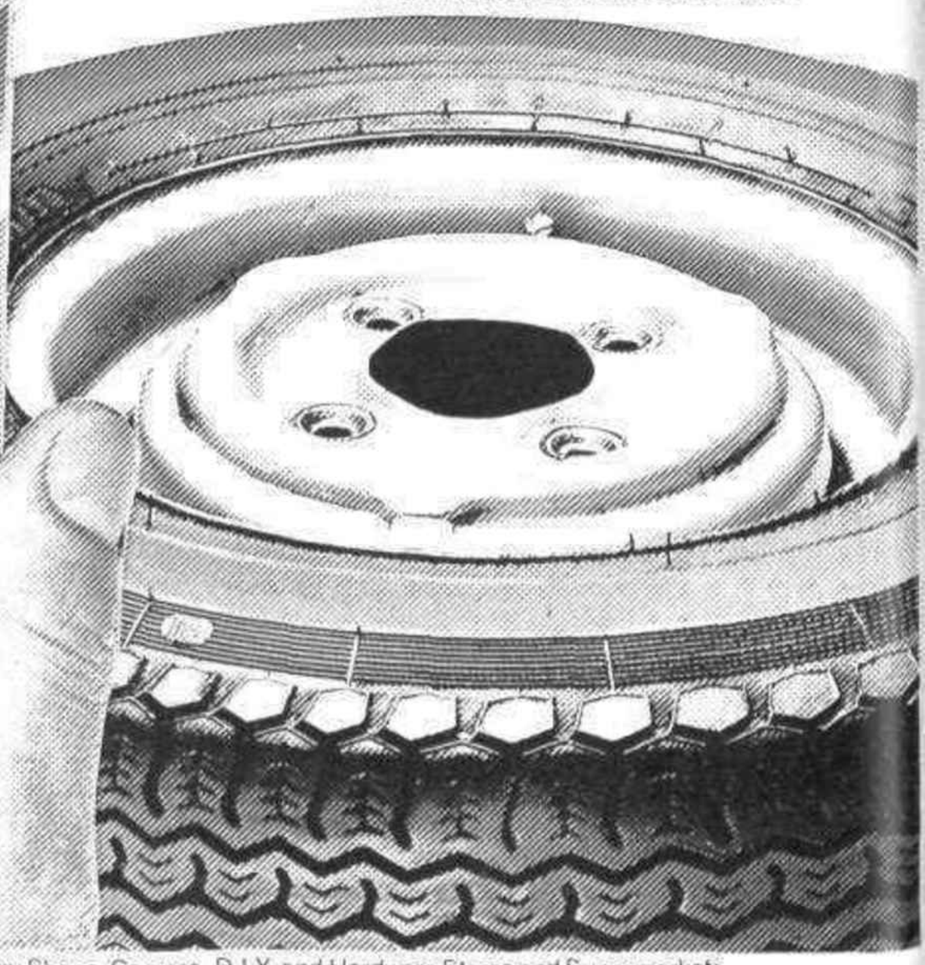
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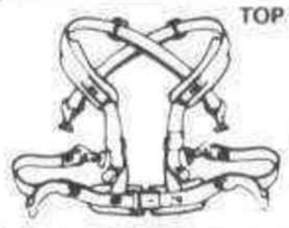
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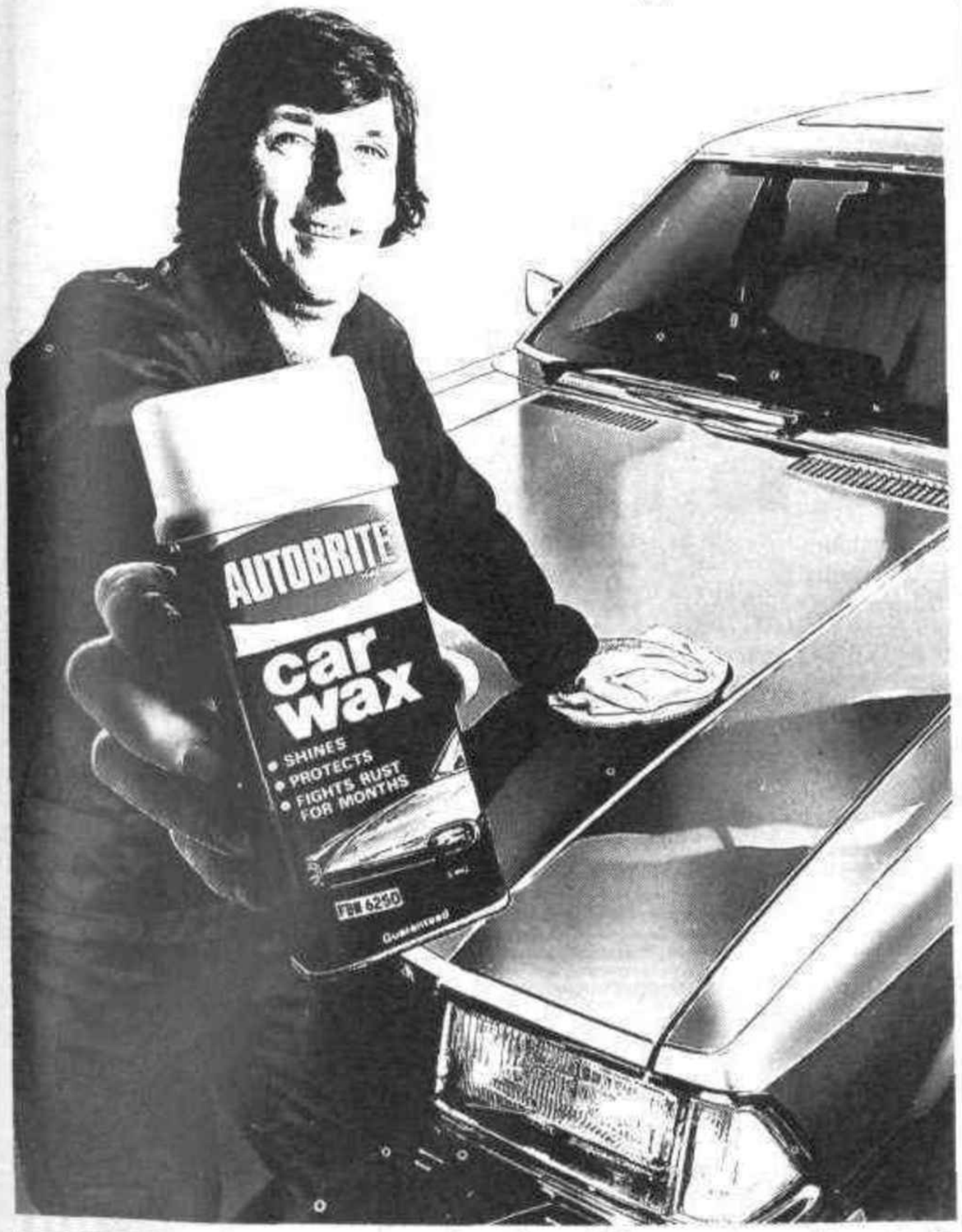
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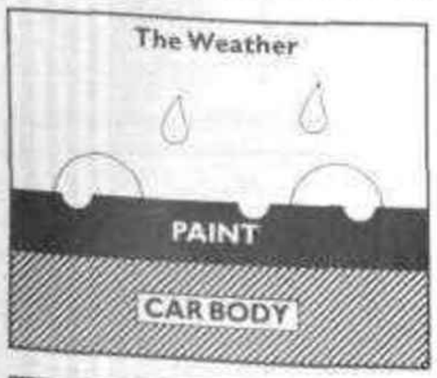
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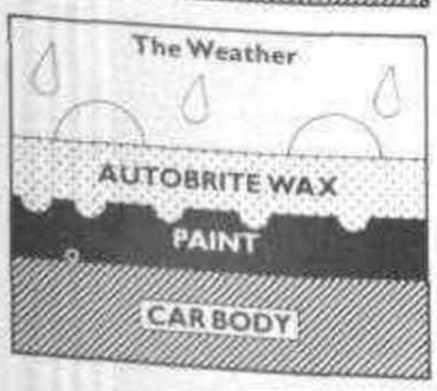
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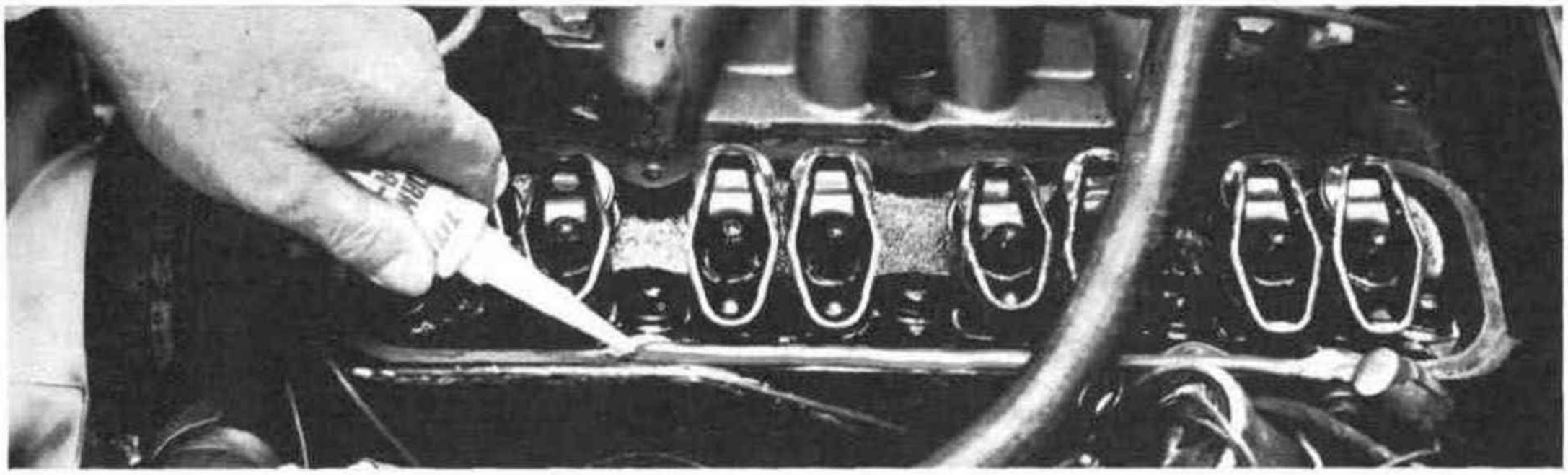
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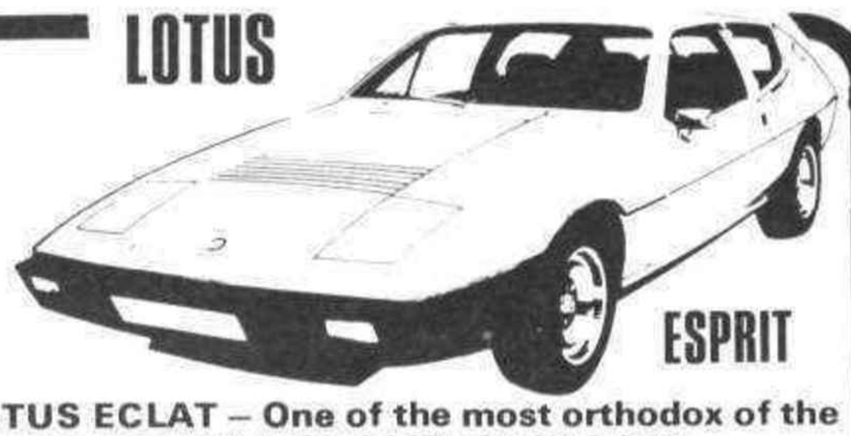
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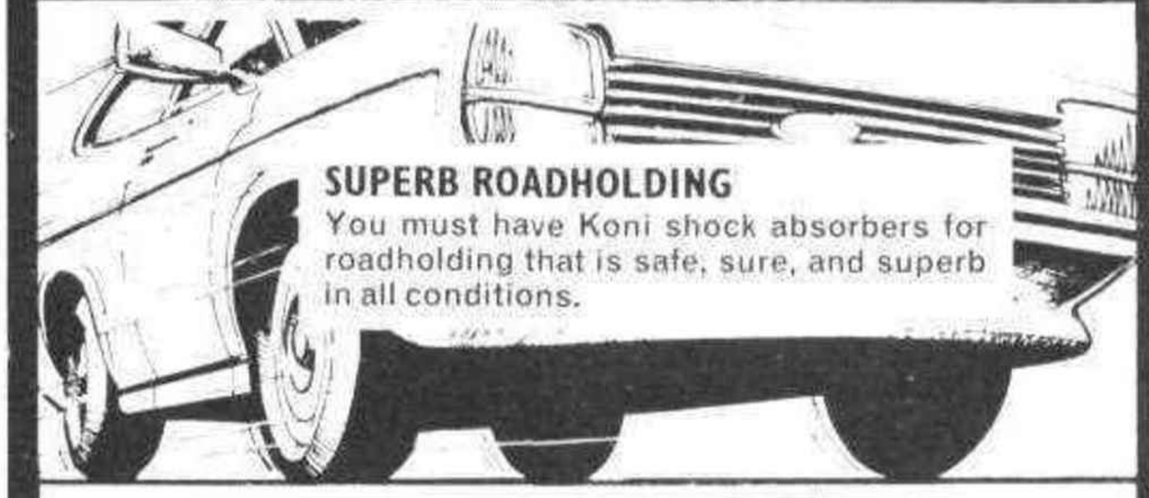
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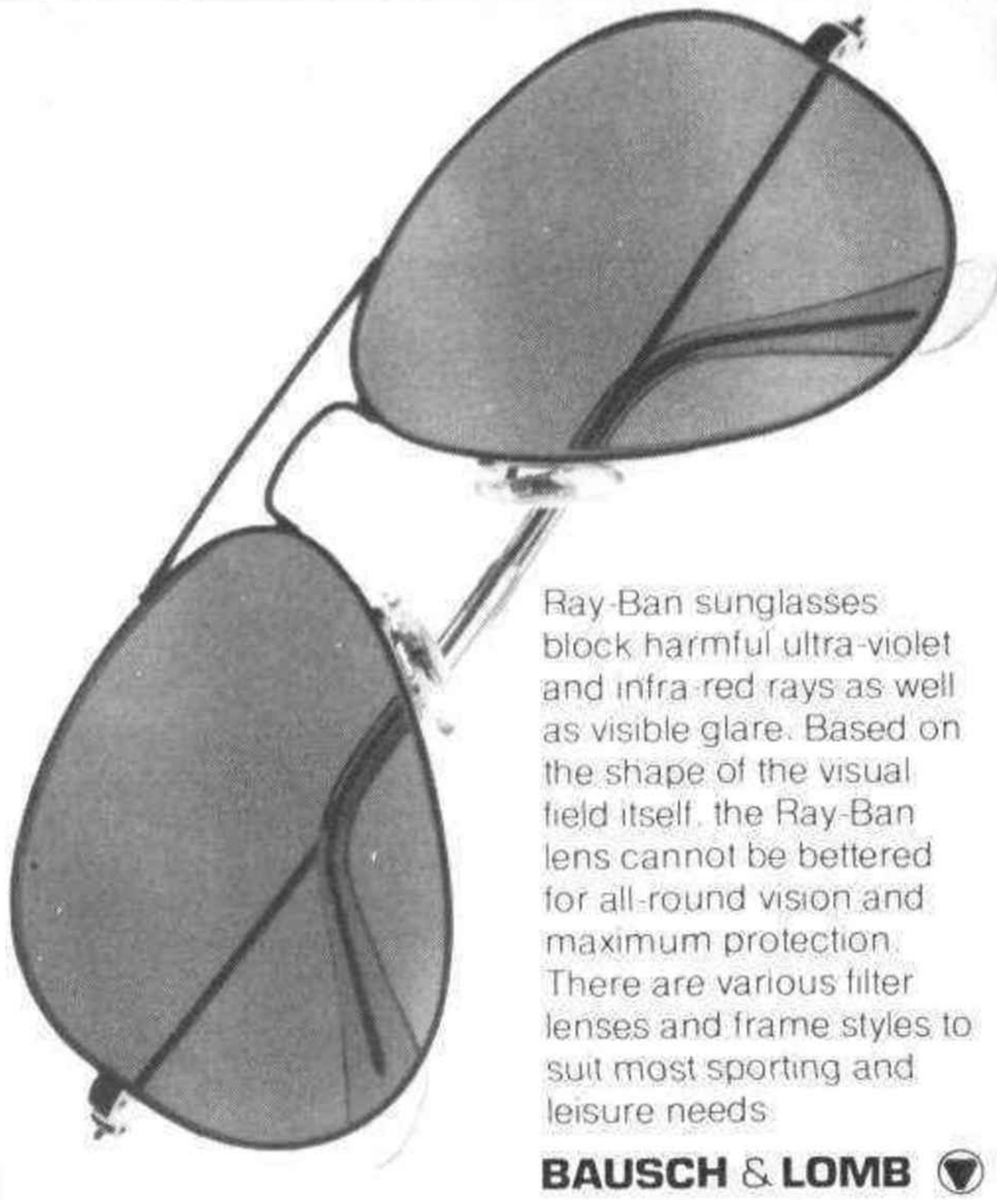
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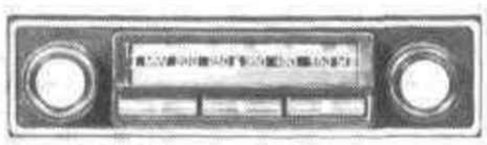


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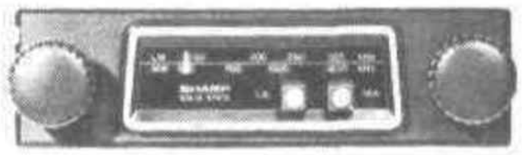
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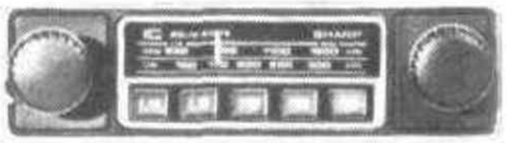
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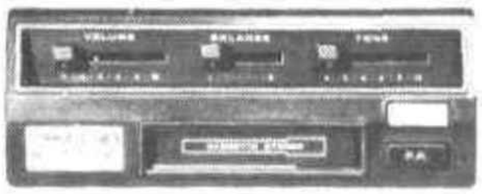
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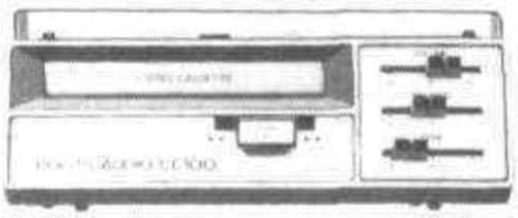
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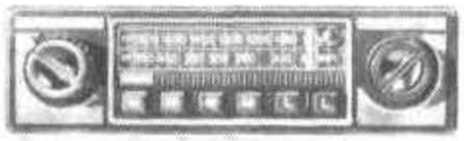
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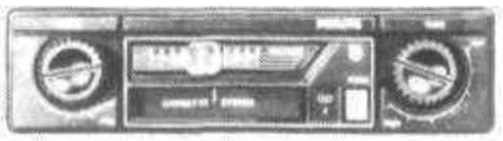
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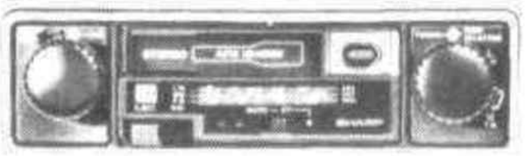
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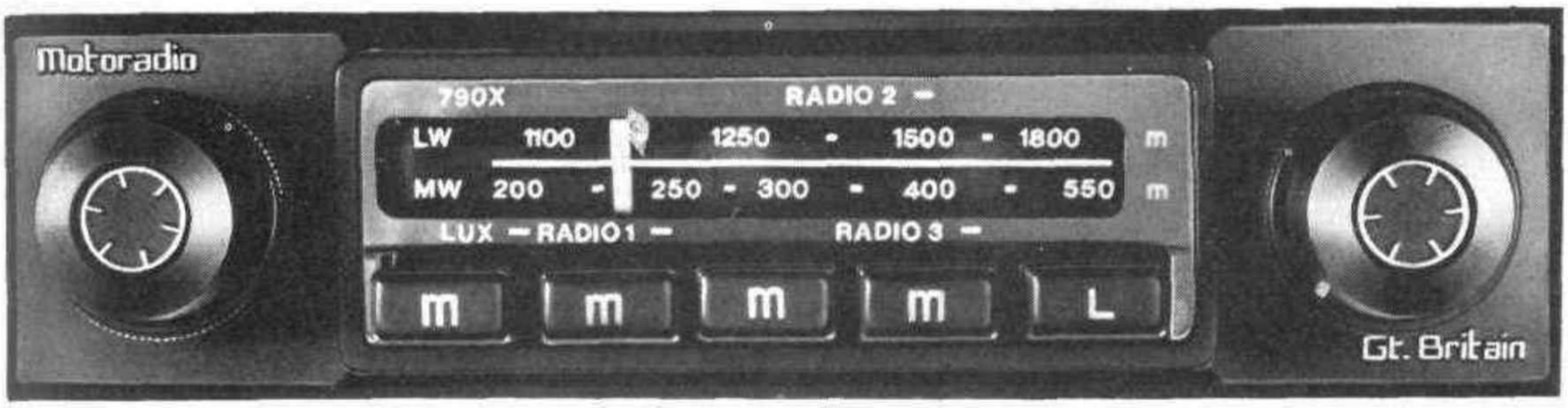
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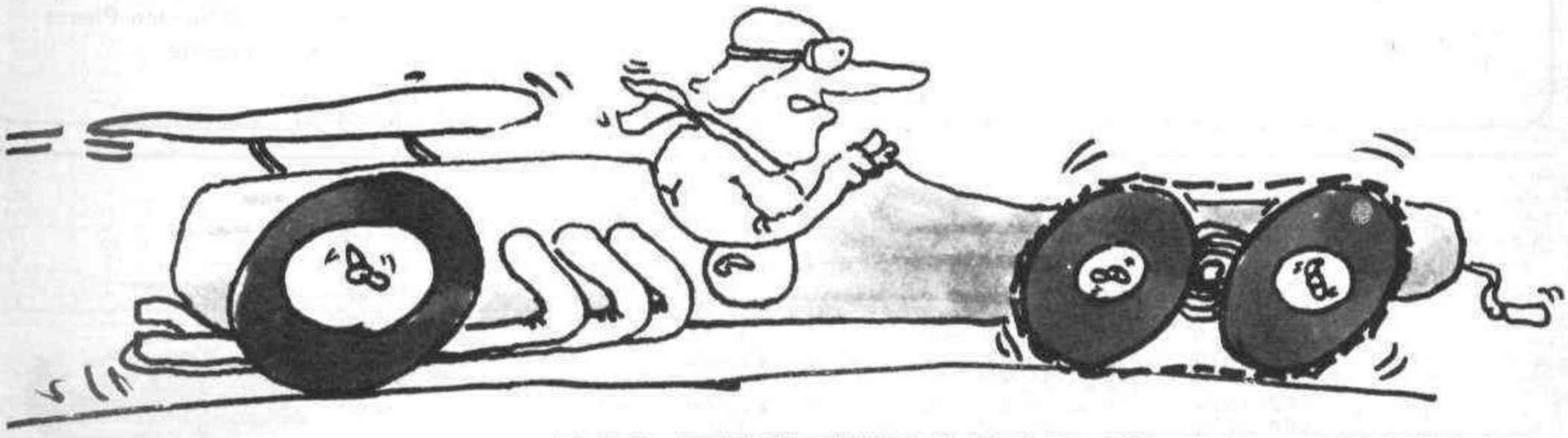
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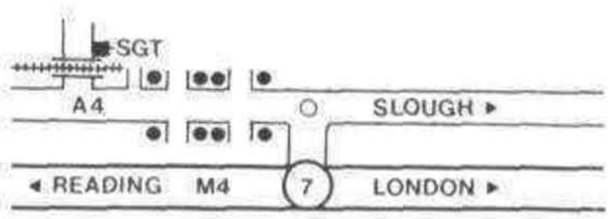
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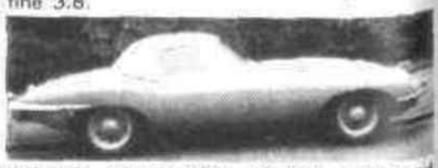
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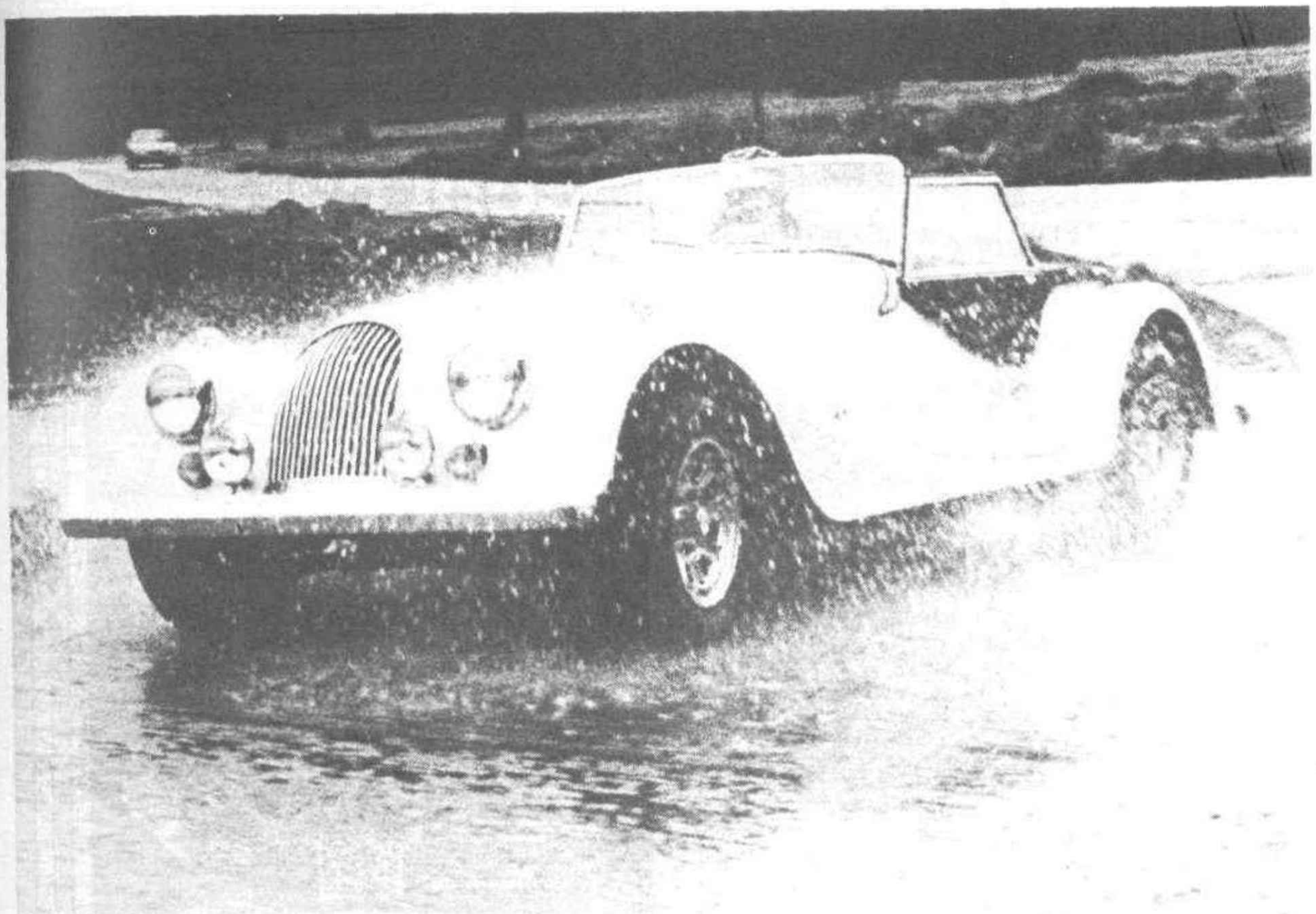


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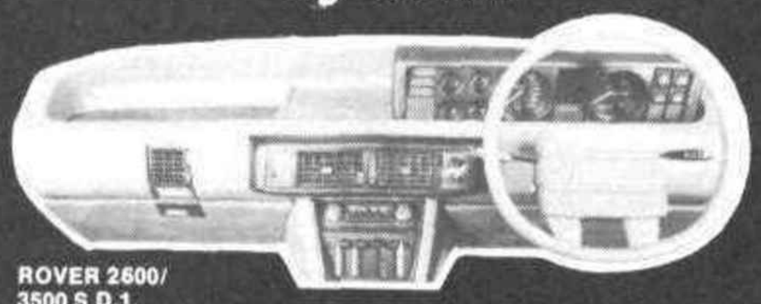
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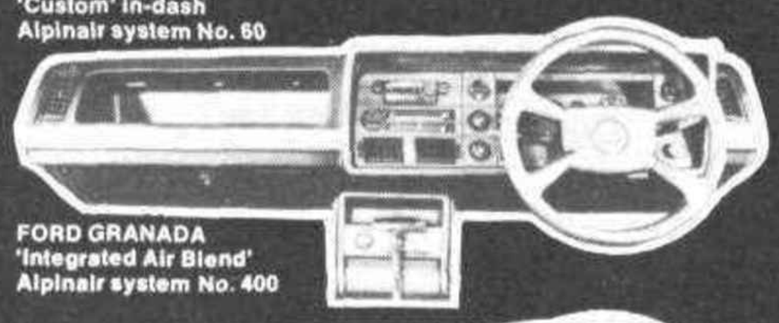
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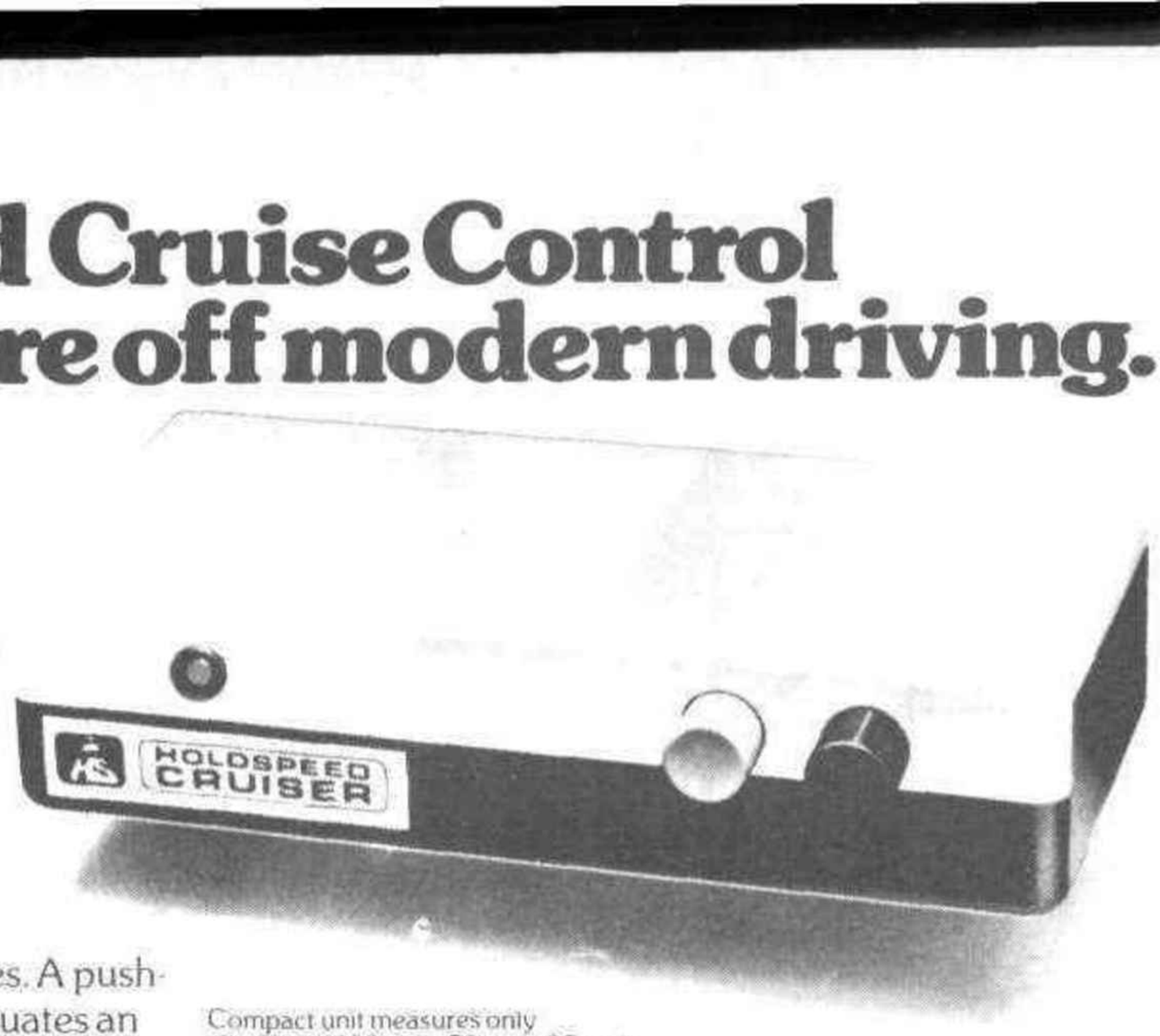
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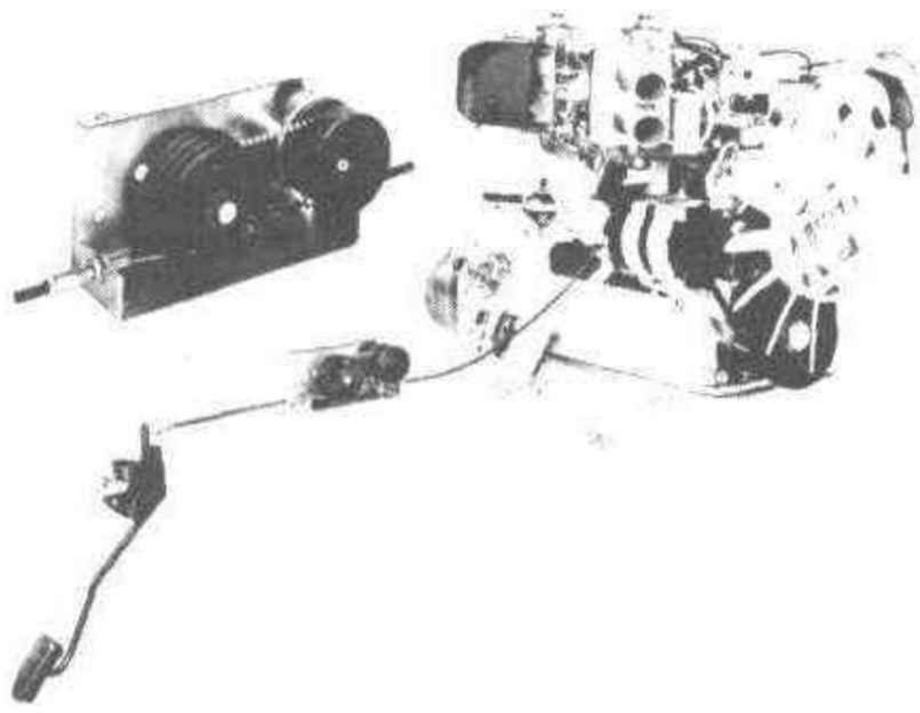
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FRONT COVER PICTURE: RONNIE PETERSON won another race for John Player Team Lotus when he took the lead of the 1978 South African Grand Prix on the last lap to beat Patrick Depailler's Elf Tyrrell into second place. Peterson last won a Grand Prix at Monza in 1976, when he won the Italian Grand Prix for March, having won the same event for Lotus two years earlier.

ANNUAL SUBSCRIPTION RATES

SURFACE MAIL:	Home	£7.00
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MATTERS OF MOMENT

■ FORD'S 75TH ANNIVERSARY

This year the Ford Motor Company of America celebrates its 75th anniversary. It began, like other purveyors of horseless-carriages, with simple cars, such as its so-called "Silent Petrol Car" of 1904, which The American Motor Car Agency of 117, Long Acre, London, sold for £200, although a tonneau, double-tube tyres and brass-rails cost an extra £30. The legendary Henry Ford, grandfather of today's Henry Ford II, had founded his motor business on June 6th, 1903. At first it brought out all manner of models, and even tried its fortunes at motor racing.

There was the Model-A twin-cylinder Runabout, the first Ford to arrive in Britain, but only a dozen of these were sold in that first year. There was the 4.6-litre Model-B, a four-cylinder 40-m.p.h. Ford, the two-cylinder Models C and F, and the big six-cylinder 6.8-litre Model-K Ford. These were supported and succeeded by the Model-R four-cylinder car, available in de-luxe editions. Henry Ford was now getting on the track he intended to follow, inasmuch as this Model-R had a medium-size (2½-litre) four-cylinder engine and sold for £125 in 1906. A speed of 45 m.p.h. was claimed for it. But it was the great Model-T, the now immortal "Tin Lizzie" or "Flivver", that set the seal to Ford's ambitions, made him the World's largest producer of motor vehicles, and a millionaire almost overnight. If a Model-T would be quite impractical for almost everyone today, its brilliance in 1908, the year of its introduction, must not be overlooked, and will not be, by discerning historians. It was simple in the extreme, yet made of first-rate steels. It was conventional, except for two-speed planetary transmission, so welcome at a time when letting-in (or out) a friction clutch and grappling with sliding-into-mesh toothed gears was the terror of every learner's and most senior drivers' motoring, and inexpensive transverse suspension. The Model-T's 2.9-litre L-head four-cylinder with its ingenious ignition was powerful enough to make this Ford the World's first, and perhaps the only, universal car. It could run well within its chattering capabilities, rendering it a long-life power-unit.

There is little need to dwell on the success story of the Model-T. Over 15 million were sold, of which over 300,000 were made in Britain, at Trafford Park near Manchester. It put the name of Ford far ahead of any other make, on the motoring map as studied by the World's customers for the new motor transport. It made Henry Ford very wealthy, and his name a household one, fanned by jokes innumerable about his car, his sayings ("History is bunk", which has so often been taken out of context, and "You can have it in any colour so long as its black", which wasn't true for the whole of Lizzie's life), and his exploitation of mass-production, even of something as complicated as an automobile.

There is not space in this Editorial to sketch in, even briefly, all the important Ford factors that came in the wake of the Model-T. But come they did, turning Ford into a vast, far-reaching motor-empire, rivalled only by the diverse products of General Motors, a situation as true today as it was of Ford in its formative years. Ford came early to this country, not only selling cars in Britain but manufacturing them here. Mr. (later Sir) Percival Perry had put three Model-B Ford taxicabs on the streets of London in 1903 and in 1906 he formed a company to look after Ford interests here. There was a Ford stand at Olympia in 1908, premises in Shaftesbury Avenue, London, by 1909. An ex-tram depot at Trafford Park was then converted to found the first British Ford factory in 1911, from which 3,000 Fords emerged that year. The following year Henry Ford visited Ireland to select a factory site at Cork and bodies for imported T-chassis were made in England. It was the same all over Europe—this opening of successful new Ford plants.

In 1924, with Fords actually being built at the Empire Exhibition at Wembley on a moving production-line, 310 acres of Thames-side land was acquired at Dagenham in Essex for a new British Ford factory, which cost £5-million and was in production by 1931, machinery being moved there from Trafford Park by rail over one long week-end. Meanwhile, there has been further important Ford landmarks, in terms of new models. With the baby-car, led in 1923 by the Austin Seven, in the ascendant here, Ford introduced the good-looking Ford Eight in 1932, its flowing lines contrasting with the dismal and cramped square boxes into which, up to that time, British buyers of cars of this class, h.p. rating, and price had struggled to insert themselves—causing Morris to revise the Minor three years later into an Eight very similar to Ford's! The ageing "T" had already

Continued overleaf

Motor Sport Fixture List for April

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

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

DATE	CLUB	RENDEZVOUS	NEAREST TOWN OR MAP REFERENCE	CATEGORY	TIME
April 2nd	BARC	Silverstone Circuit	Towcester, Northants	Race Meeting (*R*)	15.00
April 2nd	BARC	Croft Autodrome	Darlington	Race Meeting (*R*)	14.45
April 2nd	Bugatti OC	Prescott	Cheltenham	Guyson/BARC Hill Climb Championship	—
April 2nd	Mid-Cheshire Motor Racing Club	Hindley's Farm, Westhoughton, Lancs.	—	Autocross (*R*)	13.00
April 7/9th	**ARBO**	—	**Austria**	**Arboe Rally (European Rally Championship) (INT)**	—
April 8th	BRSCC (NW)	Oulton Park Circuit	Tarporley, Cheshire	Race Meeting (*R*)	14.00
April 8th	8 Clubs	Silverstone Circuit	Towcester, Northants	Race Meeting (*C*)	—
April 8th	Knutsford & Dist. MC	Bus Station Car Park, Newtown	136/107916	Plains Rally (*R*)	10.00
April 8/9th	Tylers Green MC	Ford & Slater Garage, Aylesbury	165/807145	Deerstalker Rally (*R*)	23.01
April 9th	**Wiesbadener Automobilclub eV (AvD)**	**Hockenheim**	**Germany**	**European Formula Two Championship (INT)**	—
April 9th	**AC Firenze**	**Mugello**	**Italy**	**European Touring Car Championship (INT)**	—
April 9th	**BRSCC (M)**	**Donington Park Circuit**	**Derby**	**Race Meeting (INT)**	**14.00**
April 9th	RMC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (*R*)	14.00
April 9th	BARC	Thruxton Circuit	Andover, Hants	Race Meeting (*R*)	14.00
April 9th	BARC	Cadwell Park Circuit	Louth, Lincs	Race Meeting (*R*)	14.00
April 9th	SMRC	Lydden Hill Circuit	Canterbury, Kent	Race Meeting (*R*)	15.00
April 9th	BARC (Y)	Ingliston Circuit	Edinburgh	Race Meeting (*R*)	—
April 15/16th	**ADAC-Saarland eV**	Harewood	Leeds	Guyson/BARC Hill Climb Championship (*N*)	—
April 15/16th	Greencroft MC	—	**Germany**	**Saarland Rally (European Rally Championship) (INT)**	—
April 15/16th	AMOC	The Motor Centre, Annfield Plain	—	Motor Centre Rally (*R*)	23.30
April 16th	**ASAC Bourgogne**	Wiscombe Park	Honiton, Devon	RAC Hill Climb Championship (*C*)	—
April 16th	**MSC-Aichfeld**	**Dijon**	**France**	**World Championship for Makes (INT)**	—
		Osterreichring	**Austria**	**European Formula Three Championship (INT)**	—
April 16th	**BRSCC (EA)**	**Snetterton Circuit**	**Thetford, Norfolk**	**Race Meeting (Aurora AFX Formula One Championship) (INT)**	**14.00**
April 16th	BARC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (*R*)	14.00
April 16th	750 MC	Mallory Park Circuit, Kirkby Mallory	Leicester	Race Meeting (*R*)	14.30
April 16th	NSCC	Croft Autodrome	Darlington	Race Meeting (*R*)	14.30
April 16th	BRSCC (M)	Silverstone Circuit	Towcester, Northants	Race Meeting (*C*)	15.00
April 18th/23rd	**Automovel Club de Portugal**	—	**Portugal**	**Portugal Rally (World Rally Championship) (INT)**	—
April 22nd	BARC (NW)	Oulton Park Circuit	Tarporley, Cheshire	Race Meeting (R)	13.30
April 22nd	VSCC	Silverstone Circuit	Towcester, Northants	Race Meeting (*C*)	13.15
April 22nd	Aberdeen & Dist. MC	Consolidated Pneumatic Tool Company, Aberdeen	38/952042	Granite City Rally (*N*)	08.31
April 23rd	**Oto-Club Koers**	**Zolder**	**Belgium**	**European Formula Three Championship (INT)**	—
April 23rd	**AC Milano**	**Monza**	**Italy**	**European Championship for Sports Cars (INT)**	—
April 23rd	**Osterreichischer Automobil Sport Club**	**Salzburgring**	**Austria**	**European Touring Car Championship (INT)**	—
April 23rd	BRSCC (M)	Donington Park Circuit	Derby	Race Meeting (*R*)	14.00
April 23rd	MCMRC	Longridge Circuit	Preston	Race Meeting (*R*)	13.30
April 23rd	Lothian CC	Doune	Scotland	Guyson/BARC Hill Climb Championship	—
April 29th/May 1st	**Motor Union Charleroi**	—	**Belgium**	**Criterium Lucien Bianchi (European Rally Championship) (INT)**	
April 30th	**ADAC Nordrhein eV**	**Nurburgring**	**Germany**	**European Formula Two Championship (INT)**	—
April 30th	BARC	Donington Park Circuit	Derby	Race Meeting (*R*)	14.00
April 30th	750 MC	Lydden Hill Circuit	Canterbury, Kent	Race Meeting (*R*)	14.45
April 30th	DDMC	Croft Autodrome	Darlington	Race Meeting (*R*)	—
April 30th	Five Clubs Committee	Wiscombe Park	Honiton, Devon	Guyson/BARC Hill Climb Championship	—
May 1st	**BRSCC (M)**	**Mallory Park Circuit, Kirkby Mallory**	**Leicester**	**Race Meeting (Aurora AFX Formula One Championship) (INT)**	**14.00**
May 1st	**BRSCC**	**Brands Hatch Circuit**	**Fawkham, Kent**	**Race Meeting (INT)**	**14.30**
May 1st	**BRDC**	**Silverstone Circuit**	**Towcester, Northants**	**Race Meeting (INT)**	**14.00**
May 1st	BRSCC (SW)	Castle Combe Circuit	Chippenham	Race Meeting (*R*)	14.00
May 1st	BARC	Thruxton Circuit	Andover, Hampshire	Race Meeting (*R*)	14.00
May 1st	HDLCC	Loton Park, Alberbury	Shrewsbury	Hill Climb (*N*)	14.00

MATTERS OF MOMENT—

Continued from previous page

been replaced by the 100% conventional Model-A (although it retained simple transverse leaf springing and did without h.t. ignition cable) and then there was that great breakthrough, with the Ford V8, in 1932, a low-priced, very smooth and accelerative, multi-cylinder people's car, made possible by Ford's advanced foundry methods, enabling practical one-piece eight-cylinder blocks and crankcases to be achieved, together with a cast-iron crankshaft. At first perhaps too fast for its brakes and suspension, and apt to boil if raced, what a great motor car this Ford V8 was—and we believe that "V8" is still strictly a Ford trademark.

From that time onwards, Ford was firmly established. There followed the Zephyrs, the Consuls, the Populars, the Anglias, the Cortinas, the Corsairs, the Escorts and the Capris, representing sales success after sales success, up to the 1978 range of Fiesta, Escort, Capri II (and now III), Cortina Mk. IV, and Granada II, Fords to suit so many people and most purses. And let it not be forgotten (which is unlikely!) that all down the years Ford has had a notably sporting image. From daring to essay the Land Speed Record in the dim ages, and Henry Ford presenting his own Trophy for a Ford race at Brooklands in 1912, came the great many victorious rally and race appearances by Ford, far too many to list but leading to today's sporting participation in so many aspects of the competition scene, from Formula Ford upwards, and Dagenham's great 1970s rally participation. Indeed, the last, exciting Grand Prix was won by Peterson in what MOTOR SPORT rightly refers to as a Lotus-Cosworth; but it must not be forgotten that Lotus and others would not have this great Formula One vee-eight Ford-Cosworth DFV power-pack, produced by Keith Duckworth of Cosworth—an engine which won its first GP in 1967 and its 100th, at Monaco, last year—had Ford not found the finance, after Walter Hayes' snap decision, back in 1966.

Thus Ford seem to have a more sporting image than many of their rivals, which presumably steers many enthusiasts in a Dagenham direction when shopping for their new economy and family cars . . .

■ MOTOR RACING ON TV

Congratulations are due to ITV for their excellent live-coverage of the very exciting South African Grand Prix on March 4th. It was excellent and instructive entertainment, with the undramatic and knowledgeable Andrew Marriott just the sort of Commentator we like to hear. With its admirable live GP coverage, ITV certainly put in the shade the BBC, which took an interest in reporting motor-racing years ago (although convinced that a tennis expert, mercifully aided by Raymond Baxter, was the best person to present it), but then went sour over sponsorship labels appearing on the cars. All the BBC could do on that March week-end to compete with ITV's fine coverage of the

Continued on page 439

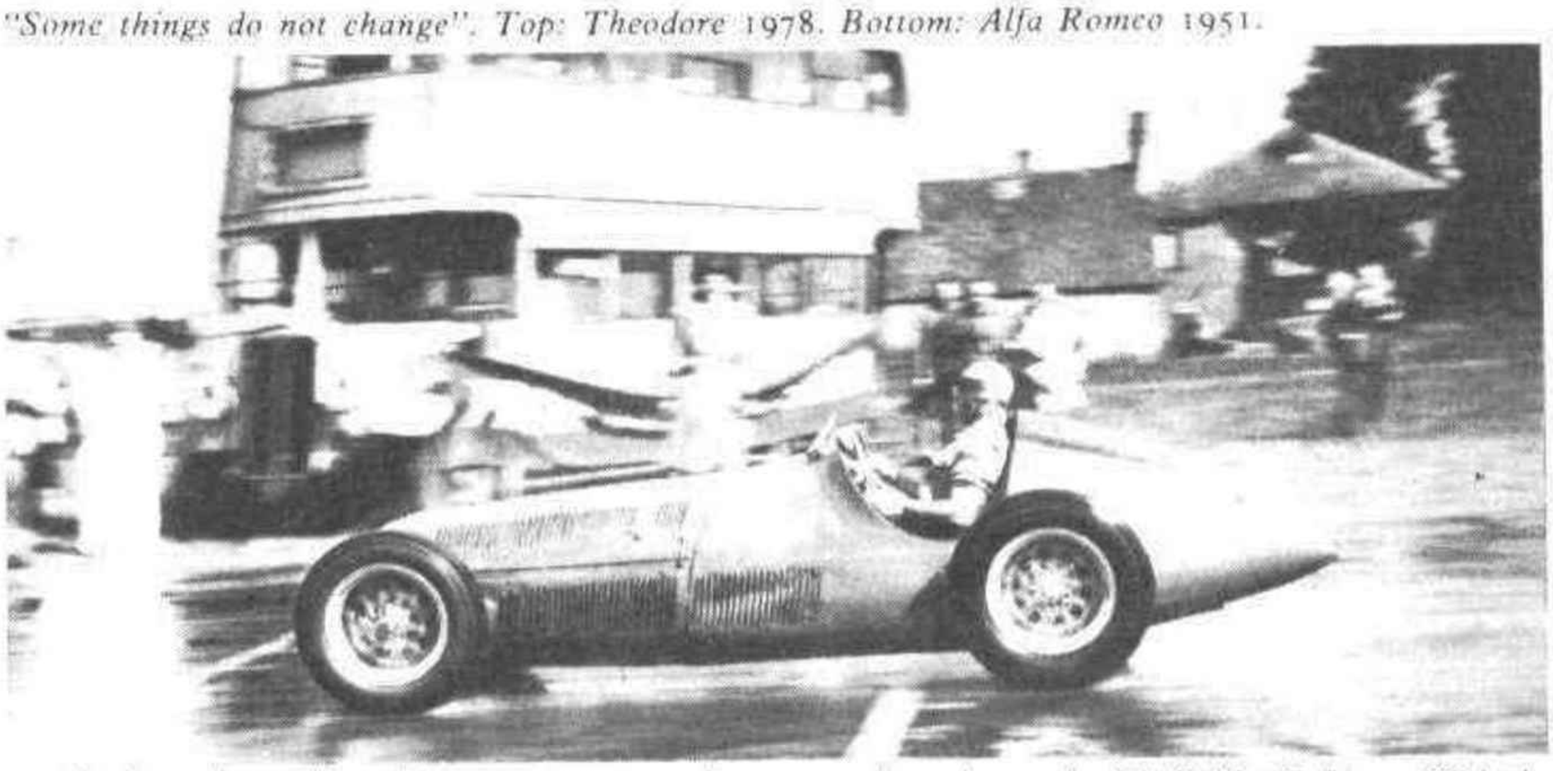
The International Trophy

Silverstone, March 19th

THIS YEAR saw the running of the thirtieth International Trophy race at Silverstone, the first one in the present series being held in 1949, which Alberto Ascari won with the then new and exciting short-wheelbase Ferrari with supercharged V12 engine of 1½-litres. However, the International Trophy as a major British race started long before that, in 1933 to be exact, when the Junior Car Club organised a new race on a special circuit laid out on the Brooklands Track. This was long before aerodromes had concrete runways and perimeter roads, and before anyone thought of using disused airfields as racing circuits. The imaginative JCC thought up a new idea for equalising the performances of the various cars that were racing at that time, for unlike today where each category or group has sufficient supporters to field a full grid of cars, in 1933 the entry was made up of a variety of cars from 750-c.c. MGs and Austins to 3-litre Alfa Romeos and Maseratis. The normal method of equalising was to impose a time handicap on the larger cars, setting them off after the small ones, but invariably this needed a skilled time-keeper and a slide-rule to find out who was winning, and was not calculated to enthrall the spectators. The JCC devised a layout on the wide-open spaces of the Brooklands Track whereby at the end of the lap, run in the reverse direction to normal Brooklands racing, all the cars were funnelled through an ess-bend laid out with markers, rather in the manner in which the competitors at Silverstone today are funnelled into the Woodcote *chicane*. After this ess-bend, and before high speeds could again be reached, the various categories had to negotiate further artificial bends according to the size of their engines. Group 1 cars were 750 c.c. and they had a virtual straight run from the *chicane*, Group 2 cars were 1,100 c.c. and they had to negotiate a sharp left-hand bend before rejoining the main circuit, and Group 3 cars were of unlimited capacity and they had to take a slow left-hand hairpin and then a slow right-hand bend before rejoining the main-stream. Each group had a distinctive colour coding on the tail and observers at the artificial bends kept a strict eye on competitors, anyone seen in the wrong "lane" being severely penalised.

Practising was carried on for a whole week before the race and during this time the severity of the bends for Groups 2 and 3 were adjusted until there was virtual equality with the small cars which were buzzing merrily through flat-out. The success of the whole idea and the accuracy of time-keeping and adjustment can be judged from comparing two of the faster cars in Group 1 and Group 3. Driving a supercharged 750-c.c. MG Midget was Ron Horton (whom the Editor has interviewed elsewhere in this issue) and he was taking the easy Group 1 route, while in Group 3 and negotiating the left and right corners was Sir Malcolm Campbell driving his Thompson and Taylor rebuilt 4-litre V12 Sunbeam, the car that Neil Corner has been racing in VSCC events in recent years. The total time for five consecutive laps by the MG Midget was 8 min. 55 sec., while the Sunbeam did five laps in 8 min. 52 sec. This slight gain by the Sunbeam meant that it could gain 60 seconds in the length of the race, which actually lasted nearly three hours, but there was no way the faster cars could run through non-stop, so it meant they had one minute in hand for refuelling and changing tyres. The winner of this first race was the Hon. Brian Lewis (now Lord Essendon) driving an ex-Scuderia Ferrari "Monza" Alfa Romeo, and his pit stop took 57 seconds, so we can appreciate the subtle calculations of the Junior Car Club officials.





"Some things do not change". Top: Theodore 1978. Bottom: Alfa Romeo 1951.

If the International Trophy were to be run on these lines today, with all competitors passing through the Woodcote *chicane* and then negotiating extra bends, we could have Formula Ford cars scuttling straight on, close to the pit wall, Formula Two cars taking a single sharp right-hand bend, before setting off towards Copse Corner, and Formula One cars taking a double hairpin, like the old Station Hairpin at Monte Carlo, which is slow and in single file, before they used their 485 b.h.p. to accelerate away towards Copse. If things were adjusted correctly the three types of car should appear under the road-bridge before Woodcote more or less abreast each lap, with the Formula Ford car way up towards Maggotts before the Formula One car was really on the power again.

Of course, this could not happen, for racing drivers today seem notoriously unskilled and undisciplined, and they would either collide with each other or crash in the *chicane* or in the artificial bends, and with today's speeds an accident would block the whole track and bring everything to a grinding halt. In addition the race would need to be of three hours duration and the Formula One "union rules" would preclude this, while the various drivers unions would soon be talking about Niki Lauda having to share the track with Phillip Bullman. With the top six from each group running together in an original International Trophy we could have a very interesting event, but we are told that the paying public (and they pay a lot of money to be public – £30 for a man and his wife at Silverstone today) do not want a 3-hour race, they want lots of short races and entertainment, not motor racing.

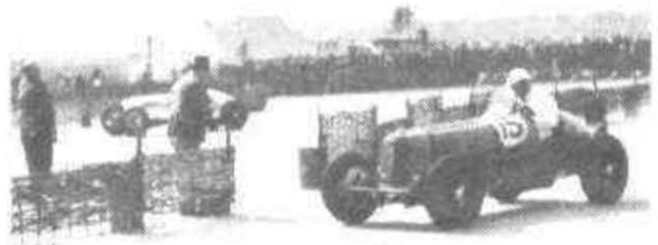
To return to that first International Trophy in 1933, it had 28 starters who set off in a massed start, which was unusual in England in those days, and from that entry only eight finished, the 20 being eliminated by accidents, engine failures, gearbox breakages, rear axle failures, split fuel tanks, oil leaks and all the other regular reasons that still apply today. As mentioned, the Hon. Brian Lewis was the winner in an Alfa Romeo which did not belong to him. It was owned by Arthur Fox, a motor-racing "sponsor" of those days who hired the best drivers for the best machinery; nothing really changes very much! In second, third and fourth places came a trio of the new MG Magnettes, making their *debut* before the home crowds, having shortly before achieved distinction in the Mille Miglia in Italy. They were driven by Eddie Hall, Mrs. Wisdom and the Earl Howe, and just as Elsie Wisdom was a lone woman driver among all the men, today we had Divina Galica in the International Trophy on her own against all the men. Alas, she could not approach the performance of Mrs. Wisdom. The 1933 winner's time was 2 hr. 58 min. 12 sec. and his average speed was 88.07 m.p.h. with a car whose maximum speed was around 135 m.p.h. Today's International Trophy lasted 1 hr. 12 min. 49 sec. in torrential rain and Keijo Rosberg,

the winner, averaged 96.64 m.p.h., with a maximum speed of 150 m.p.h. We make steady progress towards an unknown goal.

In 1934 the JCC repeated the race, this time having 37 starters, again subdivided into three groups, and again the race was over 100 laps, a distance of 250 miles. This time the big cars dominated the race, not because there was anything wrong with the handicap-channels, but simply by reason of reliability. The faster competitors in the smaller classes all ran into mechanical trouble, and Whitney Straight was the winner driving his new single-seater 2.9-litre Maserati, the car which is now in the Doune Museum in Scotland.His time was 2 hr. 55 min. 8 sec. at an average speed of 89.62 m.p.h. A mere four seconds behind came the Hon. Brian Lewis in an earlier 2.9-litre Maserati and in third place was Tim Rose-Richards in a 2.3-litre Bugatti. The closeness of the finish was caused by Straight running into front tyre trouble in the last ten laps (nothing changes much, does it!) and having to "soft-pedal" through the corners as he nursed the car to the finish. Just after the chequered flag the tread came off one front tyre. This time there were 17 finishers and the public, who had paid 3s/6d. (17½p) to the track-side enclosures (it was £5 today), went home well satisfied with their three hours of racing.

The 1935 International Trophy race, to the same format, proved even more interesting for the entry contained three of the latest Type 59 Bugatti 3.3 litres and a "monoposto" 2.9 litre Alfa Romeo as well as all the regular Bugatti, Riley, MG, Austin variants. ERAs now appeared in the list and the interesting new single-seater R-type MG Midgets, with box-section back-bone chassis and all-independent suspension. With the newer and faster cars entered a fourth Group was formed with an even tighter pair of bends to negotiate. The result was a bit of a fairy-tale, for a young sportsman of Spanish descent named Luis Fontes, who divided his attention between flying and fast cars, hired the Monza Alfa Romeo that Lewis had won with in 1933, and proceeded to win the race at 86.96 m.p.h. after 3 hrs. 0 min. 31 secs., the more modern and faster cars all running into trouble. His entry was a last-minute affair and he was given number 13. In this race there were two lady drivers, Mrs. Wisdom sharing a Riley with her husband Tom, and finishing 4th and Doreen Evans in one of the new R-type MGs who finished 7th.

There was little doubt about the popularity of the JCC International Trophy, for in 1936 the club received an entry of 42 for the 100 lap race, and yet another capacity sub-division was incorporated, making five separate groups. Fortunately the area chosen for the artificial bends was large enough to permit the five required "lanes" for the handicapping. There were factory-entered cars from Austin, ERA, Riley, four women drivers, ex-works Alfa Romeo and Maserati cars, private MGs, Rileys, ERAs, small Maseratis and specially modified cars like the three R-type MGs with 2-o.h.c. cylinder heads. It was another memorable race with a last lap dice between Prince Birabongse of Siam ("B.Bira") in his ERA "Romulus" (now raced in historic events by Bill Morris) and Raymond Mays in a works ERA. Mays actually took the lead half-way round the last lap and then with the chequered flag in sight his engine faltered as a sparking plug failed, and as the car slowed the healthy "Romulus" roared by to win by an official one second, after 2 hrs. 52 min. 29 secs. at 91.00 m.p.h., (and we thought the recent 1 hr. 42 min. South African GP was exciting!). This time the women drivers had a bad time; Doreen



An ERA passing through a "handicap-chicane" during the 1935 International Trophy.

Evans had her R-type MG catch fire and bravely jumped from the blazing car before it ran into the barriers, Mrs. Wisdom had to retire her "works" Riley, Mrs. Gwenda Stewart retired the strange FWD Derby-Maserati with steering problems, and Mrs. Kay Petre could only manage 94 laps in an ERA when the race finished, so was not considered a finisher.

With a series of four interesting and exciting races the JCC could feel justifiably pleased with their idea, but for 1937 the scene changed a little. By this time a road-type circuit, known as the Campbell circuit, had been incorporated in the Brooklands layout, so part of this was utilised and this eliminated the ess-bend before the "handicap-lanes". It made the lap length longer, so only 60 laps were required to be covered, the distance being down to just over 200 miles. Whether we were entering a new phase of shorter races and less strain for the drivers and car, or whether the public wanted shorter races is a matter for speculation, but "change" had come to the International Trophy and "change" is not always the best. There was still a good entry, with works Austins, works ERAs, the latest Maseratis and regular runners in the form of ex-works Alfa Romeos and Maseratis. Raymond Mays in a 2-litre works ERA had a great battle with "B.Bira" in the ex-Whitney Straight Maserati 8CM, until the Italian car retired in a cloud of steam, whereupon Mays was able to coast home an easy winner at 82.30 m.p.h. after 2 hrs. 27 mins. 23 secs., second was Johnny Wakefield in a 6CM Maserati, and third were Billy Cotton (Senior) and "Wilky" Wilkinson in the K3 MG Magnette K3004. A JCC innovation this year had been an "Indianapolis-type" rolling-start with John Cobb driving the pace-car; this was our old friend the 4-litre V12 Sunbeam "Tiger", raced in the first International Trophy by Sir Malcolm Campbell.

In 1938 the International Trophy followed the same format, including the rolling start, this time behind a 4¼-litre drophead Bentley, but disaster struck on the opening lap when Frenchman Joseph Paul's Delage caught fire, and while trying to steer his way off the track he collided with another car and ploughed through a fence into an area thronged with pit and paddock pass holders. One woman was killed, many people injured and later the brilliant designer Murray-Jamieson died from his injuries. Our own W.B. was not far away and narrowly missed being involved. The race continued, and proved to be another exciting one with cars from different groups battling to the very end. "B.Bira" had looked like winning comfortably until the back axle broke on his 8CM Maserati and the final outcome was between Raymond Mays on the works ERA R4D, with 1,750 c.c. supercharged engine in Group 2 and Percy Maclure in his well-known special Riley, with an unsupercharged 1,750 c.c. engine, running in Group 1. The works ERA was down on speed at the end, due to misfiring, and that plus the tighter "handicap lane" meant that Maclure was just able to stay ahead. This time Mays was beaten by 1.2 seconds, or 0.02 m.p.h. average speed, the winning Riley averaging 84.36 m.p.h. Third and fourth were supercharged 1,100 c.c. cars, running in the same group as Maclure.

The last race in the pre-war series was held on May 6th, 1939 and this time a V12 Lagonda was used as pace-car for the rolling start. All the regular runners were entered, though the new and exciting E-type ERA was a non-starter, after trouble in practice. Reggie Tongue had the very latest in 16-valve 4 cylinder Maseratis and "B.Bira" was still using the ex-Straight 8CM Maserati, now in its sixth year of racing. The race was badly affected by torrential rain, which caused drivers to skid off the track and slowed the pace drastically. "B.Bira" ran out the winner, taking 2 hrs. 37 min. 1 sec. for the 60 laps, at an average speed of 77.25 m.p.h. With many of the favourites in trouble, Leslie Brooke was able to bring his home-built special into second place, and Tongue in the new Maserati was third after losing a lot of time during his refuelling stop.

After the war the Junior Car Club amalgamated with the Brooklands Automobile Racing Club, to form the British Automobile Racing Club and it was the British Racing Drivers Club (BRDC) who took up the International Trophy title, with a race on the new airfield circuit of silverstone. The Brooklands track was now defunct and the new BARC were concentrating their efforts on turning the airfield on the Duke of Richmond and Gordon's estate at Goodwood, into a motor-racing circuit. The BRDC enlisted the support of the *Daily Express* for their first International Trophy in 1949, and it has been one of the principal events in the British calendar ever since. Still with support from the *Daily Express* this year's race, over 40 laps of the newly surfaced Silverstone full-circuit, was run in impossible conditions of rain and flooded corners, and from the 14 starters only five survived. World Champion Lauda in a Brabham BT45 did not get as far as the start, a stuck throttle putting him out. Andretti, Hunt, Regazzoni, Depailler and others all fell victim to the treacherous conditions during the race, and Peterson crumpled his Lotus 78 during the warm-up. The fair sex are still involved in the International Trophy, with a lot less success, for Divina Galica failed to qualify, but then scraped

Continued on page 439

Results:

INTERNATIONAL TROPHY – Formula One – 40 laps – Silverstone – 4.718 kilometres per lap – 188.72 kilometres – Very Wet

1st :	K. Rosberg (Theodore – Cosworth V8)	1 hr. 12 min. 49.02 sec.	155.527 k.p.h.
2nd :	E. Fittipaldi (Fittipaldi – Cosworth V8)	1 hr. 12 min. 50.90 sec.	
3rd :	A Trimmer (McLaren – Cosworth V8)	3 laps behind	
4th :	B. Lunger (McLaren – Cosworth V8)	3 laps behind	

Unclassified: – H. J. Stuck (Shadow DN9) 15 laps behind.

Fastest Lap: E. Fittipaldi (Fittipaldi-Cosworth V8), in 1 min. 38.63 sec. – 172.23 k.p.h.

Retirements: J. Hunt (McLaren M26) off track, on lap 1; G. Regazzoni (Shadow DN9) off track, on lap 1; J. Ickx (Ensign) off track, on lap 2; R. Peterson (Lotus 78) at pits, on lap 3; M. Andretti (Lotus 79) off track, on lap 3; P. Depailler (Tyrrell 008) crashed, on lap 5; E. Villota (McLaren M23) on lap 10; D. Galica (Hesketh 308E) crashed, on lap 12; D. Daly (Hesketh 308) crashed, on lap 13; R. Keegan (Surtees TS19) on lap 32.

Non-starters: N. Lauda (Brabham BT45) jammed throttles; R. Arnoux (Martini Mk 24).

15 starters – 4 finishers

DONINGTON

THE HEART OF BRITISH MOTOR SPORT

APRIL RACE MEETING PROMOTIONS

SUNDAY APRIL 9

WORLD CUP INTERNATIONAL FORMULA 3 TROPHY MEETING

(Plus International Group 1 Saloon Cars and full supporting programme)

Admission to Trackside Enclosures: Adult £2.00, Child £1.00. — FREE PARKING

SUNDAY APRIL 23

FORMULA ATLANTIC NATIONAL CHAMPIONSHIP MEETING

(A round in the Irish Atlantic Championship and full supporting championship programme covering sports, saloon and historic cars)

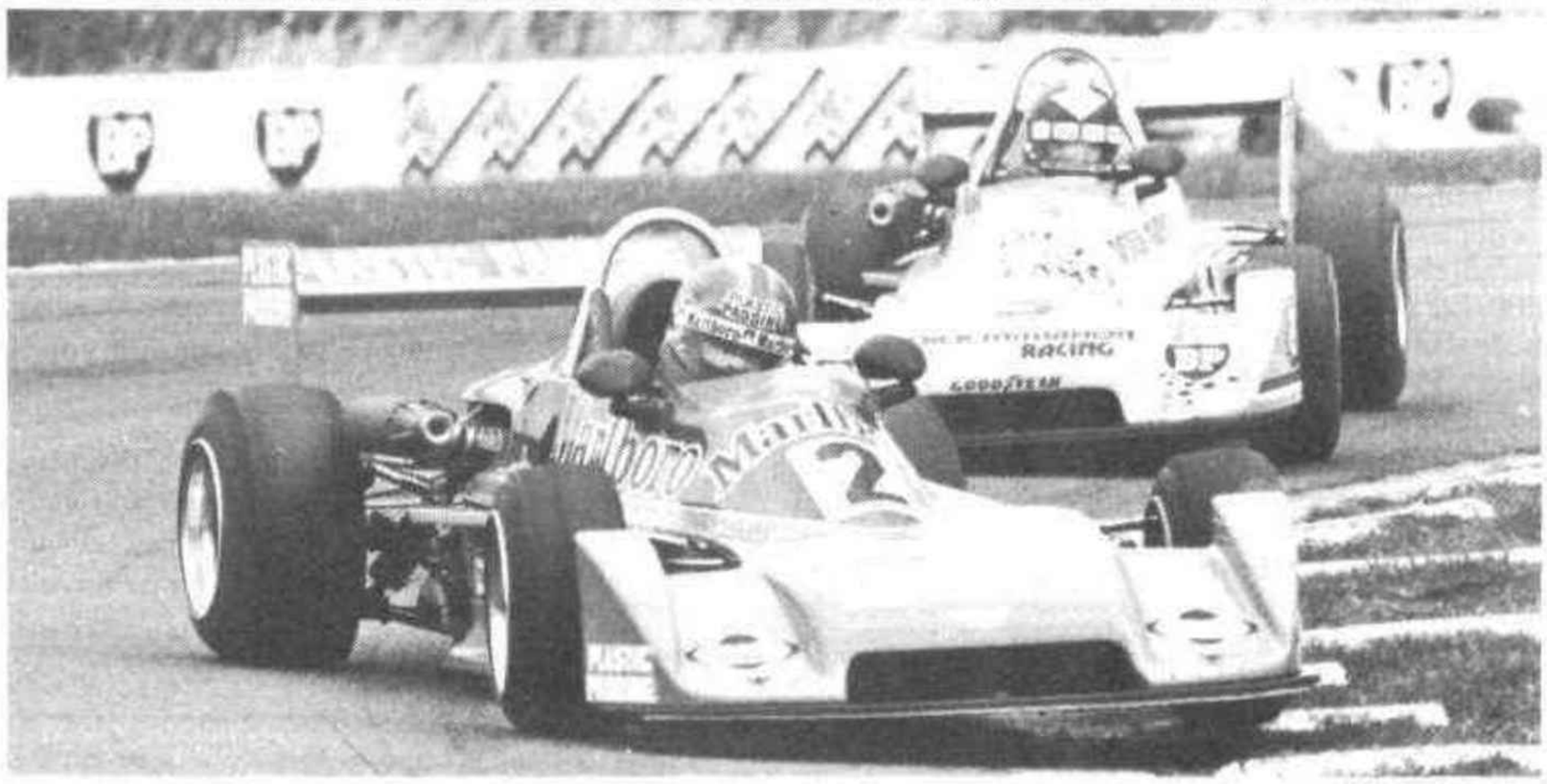
Admission to Trackside Enclosures: Adult £1.50, Child 50p. — FREE PARKING

SUNDAY APRIL 30

FORMULA 3 NATIONAL CHAMPIONSHIP MEETING

(A round in the British Petroleum Championship plus BAF Ford 2000, Sports and Saloon Car Championships)

Admission to Trackside Enclosures: Adults £1.50, Child 50p. — FREE PARKING



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British Club Racing 1978

Another fascinating, if overcrowded, calendar

BRITISH CLUB RACING has now reached the stage where there are more clubs organising more races for a greater variety of racing cars, which in turn require far more championships, than has ever been known before in the history of the sport. New formulae are being introduced all the time, few, if any, are being killed off, and we are now re-introducing defunct classes of racing into an already over-crowded club racing calendar. For instance, this year alone there are well over sixty championships for the "club racer" to compete for.

However, we won't go into the reasons why club racing has reached such a point here, but what we will do, is attempt to give you a brief run-down of what to expect in both primarily British-based "International" racing and British club racing in general in 1978, starting with the premier single-seater championships.

The most prestigious of all the single-seater championships being held in Britain in 1978 is the new format, combined Formula One/Formula Two car series, **Aurora AFX British Formula One Championship.** Last year the old-style Group 8 series attracted its fair share of F1 cars, but this season's championship looks like being very well stocked with Formula One machinery, which will be supplemented with a separate class for Formula Two cars, to run alongside the F1 cars at each race.

As this is being written prior to the first round of the championship – scheduled to take place on Good Friday at Oulton Park – it is somewhat difficult to predict winning car/driver combinations, but on looking down the list of entered runners, one or two likely looking victors do show through, namely last year's champion Tony Trimmer, who will have a McLaren M23 at his disposal, Guy Edwards, who has one of the new F2-based DFV-engined March 781s and Spaniard Emilio Villota, who, like Trimmer, also has a McLaren M23. Other interesting entries include ex-F5000 champion Teddy Pilette, who will have the so far unsuccessful BRM P207 (to be run by BRM themselves), Alo Lawler, who has bought the Divina Galica Surtees TS19, stuntman Val Musetti (March 761 DFV) and those two ex-golden boys of British club racing, Geoff Lees and Stephen South. Lees will have an Ensign F1 car, while South is hoping to race the March 771 which was raced by Ian Scheckter for the works March team in World Championship Formula One races last year. When you add a string of Formula Two drivers and cars, plus the odd F5000 car (with a DFV in the back) to the above, you have all the ingredients for a most thrilling championship.

Formula Atlantic continues to be non-existent in this country after the Indylantic effort in 1976. However, in Ireland they operate a successful series and on April 23rd they will be bringing their cars, most of which seem to be Chevrons, incidentally, over to Donington Park for a round of their championship, which should prove to be interesting.

Certainly up to now, **Formula Three** has been something of a let down after the tremendous season's racing we had last year. The grids have been small, while the racing – certainly for the lead, anyway – has been very sub-standard.



Two production saloon championships promise some fierce competition in 1978. Here Gerry Marshall, unfamiliarly mounted in a Dolomite Sprint, holds off Tony Lanfranchi's Opel Commodore at Brands Hatch in March.

We had all hoped to see plenty of young British talent in F3 this term, but at present the vast majority of the runners either seem to be foreign or Britishers who have been on the scene for years. However, Hampshire driver Derek Warwick has given us some hope with some sterling performances so far with his family business-backed Ralt-Toyota/Novamotor RT1. Derek, a former stock car and FF1600 champion, looks a safe bet for end of season honours at the moment, while two other talented young Englishmen, Phil Bullman and Nigel Mansell, could be up there with him if they get the adequate finance needed to do a full season's F3 racing.

Obtaining such money is a big problem in F3 at present, and when you realise that some teams are talking of £40,000 and upwards for a year's racing, you can understand why. One driver for whom finance seems to be no problem is last



Variety is the spice of the two production sports car championships.

season's FF1600 star, Brazilian Francisco "Chico" Serra. Serra is being run by long-time F2 entrant Ron Dennis in a new March 783, which will be fitted with engines prepared exclusively by F2 engine expert Brian Hart. Needless to say, the Brazilian could prove to be a real threat to Warwick once he aclimatises himself to the formula. Stefan Johansson, who races an Argo, is another dark horse, while Geoff Brabham, triple world champion Jack's son, should also be seen at the front with his Ralt when he appears, which apparently isn't going to be all that often. One driver who will be wanting to race as often as possible is the very talented New Zealander Brett Riley, who is waiting for a leg broken in a crash in the New Zealand Formula Pacific series to heal up properly before returning to this country to race a new March.

At a rough estimate there are probably around fifty **Formula Ford 2000** cars currently in Britain alone. Sadly, though, the occasions when they all enter a race *en masse*, as it were, are few and far between – a great pity. 1978 sees the usual two championships available for the FF2000 competitors; these being sponsored by Allied Polymer Group/Lord's Taverners and British Air Ferries. Most of last year's stars won't be seen in the formula this season, so it's a little difficult to say who will be doing most of the winning, but one of the few newcomers, who will definitely be a man to watch, is young Scot David Leslie, who will have a works-run Van Diemen at his disposal. Also look out for regulars Jeremy Rossiter and David McPherson, who both possess more than the adequate talent to clean up.

Formula Ford 1600 continues to be far and away the most healthy of all the British club formulae. A vast variety of cars abound all over the country and it is a rare sight indeed, to find a small FF1600 grid. The main championship, in terms of prestige, is the official RAC series, but the national Townsend Thoresen, Esso and Philips Car Radio championships are all nearly as important. As the years go by, more and more brand new cars appear at the circuits and this season holds no exception, with just a few more new cars from the East Anglia firm Van Diemen appearing than from any other *marque*. As evidence of just how many cars exist at present, there were twenty-four different chassis manufacturers entered for the Formula Ford heats at the Silverstone International Trophy recently.

It would, therefore, be quite safe to say that one can expect to see yet another intensely competitive season of FF1600 racing this year. Some names you might like to watch for are Kenny Acheson, Michael Roe, James Weaver, Tom Wood and Jim Walsh.

The two Volkswagen-based single-seater formulae, for the **Formula Super Vee and Formula Vee** cars will continue, but probably on an even smaller scale than in the past, with the Super Vees now being allowed to run with water-cooled VW engines. Unfortunately Super Vee has never really caught on in this country, but elsewhere the formula thrives. Whether or not Super Vee can lift itself in Britain remains to be seen.

The attractively-presented **Formula Four** single-seaters look to be ready to provide yet another good season of fast, clean motor-racing, powered either by their 1-litre screamers or the 1,300 c.c. Ford pushrod o.h.v. engines, which were introduced into the formula's regulations just over a year ago.

The Monoposto Club's own **Monoposto**

Formula (for home-built specials of any age or commercially built chassis constructed at least five years prior to January 1st of the current season) has its now familiar Varley Batteries sponsored championship, while the class of racing introduced by the Monoposto Club three years ago for the old Formula Junior cars, has its third consecutive series sponsored by Chandler Hargreaves. It is heart-warming to see the way the vast majority of these old cars are "pedalled", the formula having become a firm favourite with spectators all over the country, since its return.

This year's **RAC National Touring Car Championship** will be sponsored once more by Tricentrol, and already the prospects look excellent for another season of close racing.

Although the entry for the opening round at the International Trophy at Silverstone wasn't particularly full, the quality was really good in the largest class for cars between 2,301 c.c. and 3,000 c.c. Ford Capris were entered for Chris Craft, Gerry Marshall, Gordon Spice, Stuart Graham, Vince Woodman and Jeff Allam, while challenging them was the recently announced Tom Walkinshaw-managed BMW 530i team which consists of Dieter Quester, Scot Norman Dickson and ex-FF2000 champion Rad Dougall. Other drivers are expected to drive for this team later on in the season.

The outright winners of some of the rounds will no doubt come from the largest class, but some wins are expected to fall to the amazingly rapid Leyland Cars Triumph Dolomite Sprint of erstwhile journalist Tony Dron, who drove with tremendous verve last season, scoring outright victories with alarming regularity. Dron's competition in his own class, the 1,601 c.c. to 2,300 c.c. class "B", looks to be minimal at present save for the very real threat which will inevitably come from John Fitzpatrick and the Hermetite Products Dolomite, the other half of the Leyland-Broadspeed team. Whether "Fitz" will prove to be quicker than Dron is a matter of great interest to everyone. Jon Dooley's Napolina Alfetta, with some newly homologated parts, could spring a surprise.

The class "C" 1,301 c.c. to 1,600 c.c. class should see ex-Camaro drivers Richard Lloyd and Brian Pepper (in Volkswagen Golf and Scirocco respectively) winning on most occasions, while in the smallest, up to 1,300 c.c. class, Richard Longman should have things all his own way with his self-prepared Mini 1275 GT, as long as last year's champion Bernard Unett sticks to the rallying he is currently doing for Chrysler, and doesn't return with his usually invincible Chrysler Avenger GT.

Special Saloons, probably the epitome of British club racing, have a myriad of championships to race for during 1978, with the best ones appearing to be those sponsored by Wendy Wools, Rivet Supply and Brush Fusegear. The "Super Saloon" class, which caused such a stir at the British Grand Prix at Silverstone in 1975 because of their immaculate presentation and preparation, have been given their own series once more by the BRDC for 1978, which is good news indeed. Now, one can only hope that full entries can be obtained for each of the nine scheduled rounds. New names and cars are always appearing on the special saloon scene, making it a constant source of interest.

Production Saloons, "the less modified club version of Group One", has its regular two national championships in the form of the Shellsport/Derwent Television and Britax series and is bound to provide its usual brand of fun and games.



Doug Niven's ex-Mick Hill 5-litre-VW epitomises the exciting machinery in Super Saloons.

The one-make classes for **Ford Escort Sports** and **Renault 5s** continue as does the **Leyland Cars National Mini Challenge** which caters for the Mini 1275 GTs, 1000s and 850s with three separate championships, all of which usually produce fraught battles for every single position available!

A brand new one-make championship, solely for **Porsche 924** cars (see February's MOTOR SPORT) will start this year, with the first round taking place at Donington Park on May 20th/21st. Various noteworthy club drivers have already shown an interest in competing, and if they do, then the championship should prove to be highly spectacular, not to say successful.

Sports 2000, introduced at the beginning of 1976, is one formula which seems to have a lot less trouble than most in attracting sponsors. The cars, which are basically Formula Ford 2000 cars, but with sports-car bodywork that must provide cockpit space for two seats, are getting more plentiful every week. At the opening round of the championship (sponsored by Sodastream, the soft drinks manufacturers) at Silverstone at the beginning of March the race was full to the brim with Lolas, but ironically the race was won by the only Tiga car present, driven by ex-Classic sports-car driver John Webb. The opening laps provided some excellent entertainment with a tremendous battle for second place and, hopefully, when more manufacturers start to produce cars, the formula will become even more evenly matched!

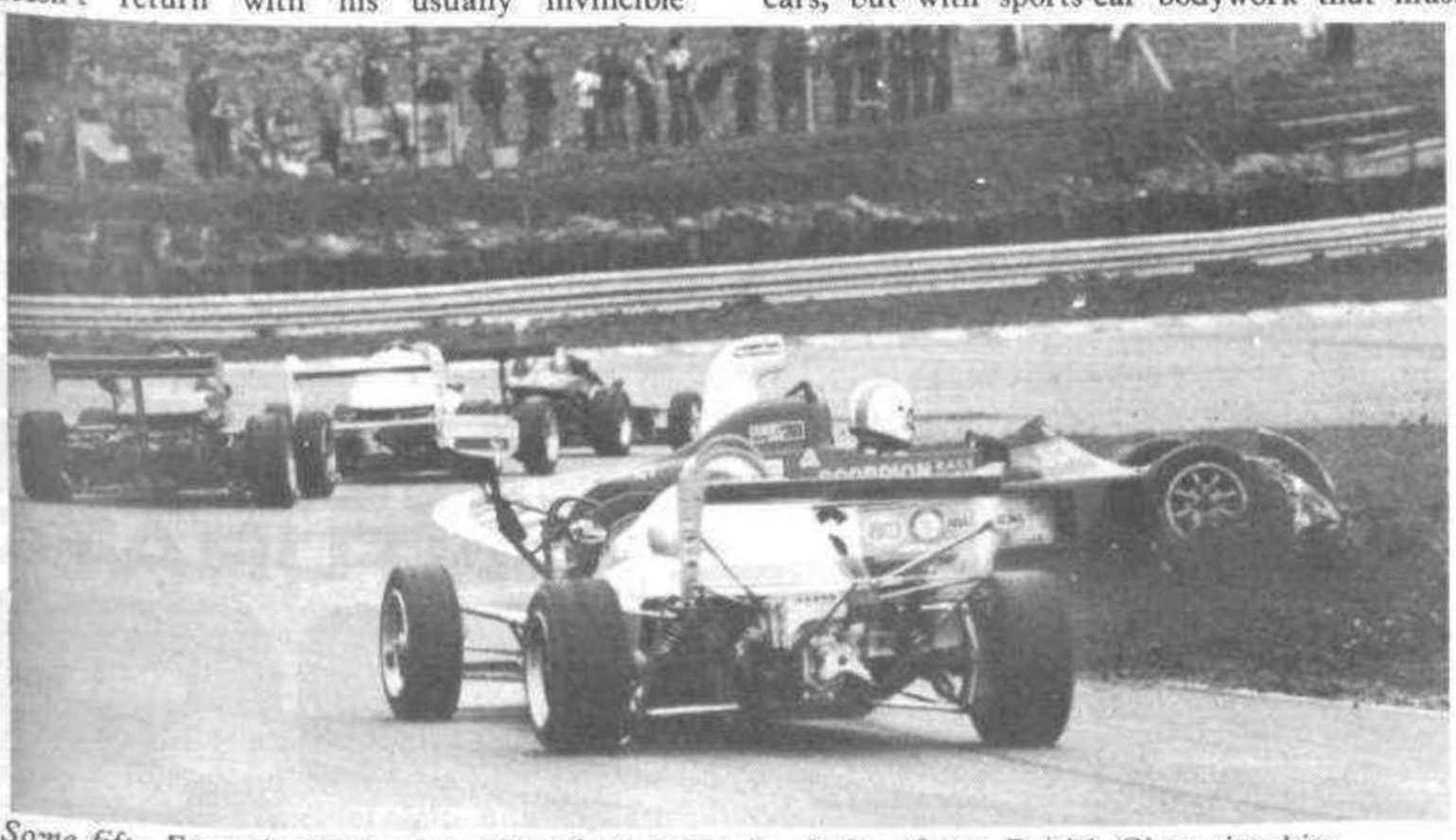
Clubmans Sports Cars, which went through a lean patch a couple of seasons ago, are thriving again thanks to the efforts of the friendly Clubmans Register, who have recently announced their own championship for "A" class cars, cars that have fully modified 1,600 c.c. overhead valve pushrod type engines, to go along with those already sponsored by Tricentrol and Oceanair Concorde. The latter series is being run entirely for the "B" class cars which have their engines to FF1600 specification.

Modified Sports Cars, for so long a backbone formula in British club racing, has two main national championships this season as well as sundry localised championships to race for. Once again, the usual sprinkling of Lotus Elans will tend to dominate the overall results in the hands of people like Jon Fletcher, but the proposed return to the class of several E-Types and some quick Datsun 240Zs should stir things. The lower classes will no doubt be the preserve of the speedy Mini Marcos and Davrian cars, while a car that should present the Elans and Jaguars a problem, taking past form into consideration, is the splendid Marcos GT which will be handled by young London driver Jonathon Palmer.

Production Sports Cars continue in 1978 with two national titles for its drivers to aim for, these being the Aleybars and the DB Motors of Leicester championships. There are always going to be problems between fellow competitors in formulae with such stringent rules as Prodsports, but it would be nice to think that all the arguments that have taken place in recent years will not continue into this season. Leeds businessman Chris Meek, who has dominated the class in recent years with immaculately prepared Lotus Europas, has started this year behind the wheel of an MG Midget in the small class, so it looks as though the Morgans and TVRs will be doing all of the winning, unless, of course, Meek reappears in a Lotus! Another Leyland product, apart from the Midget, that looks as though it could do some winning of its particular class – Class B – is the Triumph TR7, which has shown well early on in the hands of Martin Birrane.

The **Formula 1300** and **Formula 750** sports-car classes will be run as ever by the enthusiastic 750 Motor Club (who also promote Formula Four) and the low cost little cars will provide their own form of entertainment for competitors and spectators alike, with full grids almost always the rule of the day.

The only other two sports-car championships are the BARC promoted series for **Thoroughbred Sports Cars,** which usually produces quick racing and capacity grids full of listed production cars built between 1946 and 1959 (inclusive) and the **Classic Sports Car Championship,** filled with exotic machinery ranging from Ford GT40s and Lola T70s to Chevron B8s and Lotus Elans. This year's Classic Sports Car series, by the way, looks like being the best so far with fourteen rounds planned. – M.C.S.



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European Touring Car Championship, Round One

Brands Hatch, March 12th.

THE OPENING ROUND of the European Touring Car Championship at Brands Hatch on March 19th proved one thing at least. Even though the series had diminished in stature since the demise of the works Jaguars, a Group 2 race could still produce a very exciting finish, even when it was in effect only a two-car race.

From the beginning of practice it was obvious that the only entries with any realistic chance of winning were the four BMW CSLs, the big 3.2-litre winged coupes that went out of production over a year ago. However, both the Luigi team's CSL, entered for Belgians Jean Xhenceval and Pierre Dieudonne, and the similar machine of Raijmond van Hove/Eddy Joosen failed to make the race after destroying their engines during practice. So that left only two big BMWs to head the 28-car grid. The veteran Italian Carlo Facetti put the emerald ex-Alpina CSL he was sharing with its new owner Martino Finotto on pole, while Tom Walkinshaw was second quickest at the wheel of a Luigi-prepared CSL owned and co-driven by the wealthy Italian, Umberto Grano.

Right from the rolling start these two cars were the only ones in contention. For a few laps Walkinshaw hung on grimly to Facetti, but then the Italian's forceful style and slightly quicker, more powerful car took him away into a big lead. He had over a minute in hand on Walkinshaw when a heavy and prolonged shower brought the leaders into the pits for wet weather tyres after 46 of the race's 120 laps. Walkinshaw's stop was much quicker than Facetti's, the latter handing over to team-mate Finotto and leaving the Scotsman with a long lead. However, the track then began to dry, and when Walkinshaw made way for Grano and took on fresh slick tyres after 70 laps, Finotto inherited the lead. Seven circuits later it was Finotto's turn to change tyres, passing the initiative back to Grano, but Finotto drove far faster in the tricky conditions, catching the leader hand over fist and passing him on lap 91.

Within four laps Finotto was in the pits again after a spin, passing the wheel to Facetti, who rejoined behind Grano again. It took Facetti only eight laps to make up a half minute leeway and recapture the lead – and then it began to rain again. With 11 laps to go, both the BMWs were in the pits together, and again the all-Italian driven car lost valuable time changing wheels; so much so that Walkinshaw regained the track only seven seconds behind Facetti. After a thrilling chase through the pouring rain, the Scotsman took the lead for the last time two laps from the finish and beat his Italian adversary to the flag by exactly a second.

After an exciting tussle with the rival VW Scirocco of Willi Bergmeister and Jorg Siegrist that did much to enliven the first hour, England's Richard Lloyd and Switzerland's Anton Stocker took a class-winning third place in the latter's 1,600-c.c. Scirocco. Bergmeister and Siegrist were fourth, only 19 sec. behind, regaining ground fast after delays to change a damaged wheel and a failing half-shaft. The other classes fell to a 2-litre BMW 320i driven by Germans Kurt Koenig/Heinz Weltrowski, the 3-litre Group 1 Capri of Jeff Allam/Stuart Patterson, and the nimble little 1.3-litre Fiat 128 of Lella Lombardi/Carlo Giani, which proved a shade too quick for a pair of Alfasud Sprints and a brace of works Skoda 130RSs. Sixth overall, Tony Dron and Jac Nelleman took the Group 1 award in Rob Potter's elderly 5.7-litre Chevrolet Camaro. –J.C.T.



FIGHT TO THE FINISH. – The BMW 3.2 CSL of Walkinshaw/Grano, hard on the heels of the similar car of Facetti/Finotto, an exciting chase which lasted for more than 3½ hours. Walkinshaw forged through to win only 2½ laps from the flag.

Results:
RIVET SUPPLY RACE, BRANDS HATCH
European Touring Car Championship – Round 1 – 120 laps, 314 miles.

1st :	T. Walkinshaw/U. Grano (3.2 BMW CSL)*	3h. 41m. 59.94s., 84.77 m.p.h.
2nd :	C. Facetti/M. Finotto (3.2 BMW CSL)	3h. 42m. 00.92s.
3rd :	R. Lloyd/A. Stocker (1.6 VW Scirocco)*	110 laps
4th :	W. Bergmeister/J. Siegrist (1.6 VW Scirocco)	110 laps
5th :	K. Koenig/H. Weltrowski (2.0 BMW 320i)*	109 laps
6th :	T. Dron/J. Nelleman (5.7 Chevrolet Camaro)	109 laps
7th :	J. Allam/S. Patterson (3.0 Ford Capri)*	107 laps
8th :	L. Lombardi/C. Giani (1.3 Fiat 128)*	105 laps
9th :	G. Deladriere/R. Matozza (1.3 Alfa Romeo Alfasud Sprint)	105 laps
10th :	B. Williams/J. Robertson (2.3 Vauxhall Magnum)	105 laps

16 cars running at finish, but only 14 classified.
Fastest lap: Facetti, 1 min. 36.61 sec. (97.39 m.p.h.), record.
★ – *class winners.*

MATTERS OF MOMENT

continued from page 432

South African race was to give us a tedious insight into Formula One racing on the Sunday afternoon. But we are glad to hear that it now proposes to provide live-coverage of the British GP at Brands Hatch on July 16th, and of some other races, after having had its cameras at Silverstone for the International Trophy race and at Thruxton on Easter Monday, assuming as we go to press that its announced schedule was kept to.

All credit to ITV for getting motor-racing onto almost a football-coverage basis, which they will continue to do, it says, with live-reportage of the Swedish GP on June 18th. "Will Peterson do it again on his home ground?" is a lucky theme for ITV, after his South African victory for Lotus, even if he does live in England and race the World over . . .!

INTERNATIONAL TROPHY

continued from page 434

in at the last moment when Frenchman Arnoux withdrew. She ended her race among the catch-fences. Through the holocaust the Finn Keijo Rosberg did an incredible drive to keep the Theodore car more or less on the track and pointing in the right direction, to win from Emerson Fittipaldi in his family car, and Tony Trimmer in his newly acquired Mclaren M23/24. The conditions were reminiscent of the International Trophy of 1951 when a cloudburst flooded Silverstone and stopped the race after only 6 laps, when Reg Parnell was leading in the Thinwall Ferrari.

There are some things in motor racing that never change, and unpredictable weather is one of them. – D.S.J.

WE ARE saddened to report the death of Major R. I. Marians O.B.E., President of the Motor Cycling Club since 1974. Major Marians, who was in his 91st year, and remained active as President and a Committee member, joined the MCC in 1909 and was appointed Club Captain in 1939. He had been involved in organisation of the famous MCC trials for many years and was on the organising team committee directly after the War when the Club, with the help of the *Daily Express* started its long distance rallies.

* * *

MEMBERS OF CLUB LOTUS and other Lotus enthusiasts will commemorate the tenth anniversary of Jim Clark's death with a pilgrimage to Duns, his Berwickshire home-town, on April 8th. A morning visit to the Jim Clark Museum will be followed by a talk and film show starting in the Black Bull Hotel at 2.30 p.m.

* * *

THE AUSTIN-HEALEY CLUB will celebrate the 25th Anniversary of large scale production of Austin-Healeys with a Jubilee Forum to be hosted by Donald and Geoff Healey at the Manor Hotel, Meriden, West Midlands, on May 14th. The two-part forum will follow a procession of 60 to 70 Healey cars from Warwick Race Course to Meriden. A question and answer session with Donald and Geoff Healey and a panel of Healey-associated celebrities and films from the Healey family's private collection should appeal to Healey enthusiasts. The day will be rounded off with driving tests. Tickets for members and non-members can be obtained for 70p each from Mrs. C. A. Waters, 27, Three Oaks Road, Wythall, West Midlands B47 6HG, who will welcome submissions from Healey and Austin-Healey owners for inclusion in the procession. Applications will close on April 30th.

TUNING TOPICS

Promising Capri and Fiesta Developments

AS A DREAM the setting was almost perfect. Brands Hatch, slumbering in unfamiliar emptiness through a sunny weekday lunch break. Lined up in front of the pits were four interesting cars to drive as I pleased in the next 1½ hours. Dreams never come entirely true: a connoisseur would surely demand cars a little more exotic than these familiar Fords, but in each case some interesting development work set these cars aside from their brethren. All of them were also remarkably well suited to track use, pointing an interesting finger at the pace of development amongst ordinary saloon cars today, retaining at least the docility of standard production cars. Those who have competed at the Brands Hatch club circuit may be interested to know that even an 1,100-c.c. Fiesta of 65 b.h.p. lapped the 1.2-mile track in 66 seconds, while a 160-h.p. triple-carburetter Capri (both on road tyres remember) took only 62.7 sec. In fact the Fiesta 1.1S handled just as well as my production racing Escort had on slick tyres in 1972 and was the most impressive f.w.d. saloon I have driven on closed circuits. That juddery road ride is lost completely on a smooth circuit, and it becomes a very attractive proposition.

The morning and afternoon sessions at Brands Hatch were to vividly illustrate recent changes at what used to be Ford Advanced Vehicle Operations. Now operating as Ford Rallye Sport Parts from the same South Ockendon location in Essex, this Ford sub-operation has mined new enthusiast markets since production of the special FAVO Escorts ceased in January 1975.

Today's version of FAVO is the overall responsibility of Michael Kranefuss, Ford's director of motorsports in Cologne, West Germany, but the day-to-day management rests with Fritz Boettger. In Germany they have a staff of 12, including three engineers. On the British side the operation is much smaller in numbers but more lively than ever. There is a staff of nine covering sales (headed by Charles Mead) and Purchase (Colin Rogers and Peter Houghton) at Ockendon, while Bill Meade and his engineering assistant do the practical engineering from part of the Ford Competition works at Boreham airfield.

Between the two countries Germany has responsibility for l.h.d. cars and has little interest in rallying, while in Britain they have the rest of the World, all r.h.d. cars and three splendid markets. These are the club rallying fraternity; International rallying Escorts (a new full-scale effort) and the Series X scheme, of which we wrote last year. In fact the test Capri illustrated that Group One racing in Britain is very much their concern as well, through the 80-strong RS Dealer network. There are a large number of these racing Capris about today and they depend upon uprated mechanical components from front to back, mostly available through Ford, as well as specialists.

We talked to Barry Reynolds about the changes at South Ockendon since the closure of production and were slightly sad to find he is leaving after years of working on the high-performance Ford parts side at Boreham and Ockendon. Since he is going to look after Ford's press fleet, the sorrow was temporary.



FAVO have turned their attention to the Fiesta. This 1300S carried twin Webers and various suspension and brake modifications.

Barry Reynolds said: "After the closure the priority was to show that we could exist. There were three of us—myself, Charlie Mead and Peter Houghton—where a staff of 14 previously operated. We overhauled the internal systems and then set about the products, which were rather disjointed at that time. My dream was that—should a man walk in here with a suitcase full of money, we would be able to relieve him of the burden and supply a complete competitive car! I am glad to say we managed just that objective by the end of 1976 with the RS2000 Mk. 2. You can now buy a Group One-winning Escort (or smaller club event outright winner) from the RS catalogue.

"We started taking brave pills before ordering stock levels to go up by an average 50% over norm. This obviously improved availability and has led to better sales as people find we can give them good service."

Mr. Reynolds showed us round the stores building and it was literally bulging compared with previous years. For example, there were 100 sets of the 4-piston calipers that retard an International-specification Escort, these selling at £150 *each*. There was sufficient stock to build 30 of the £1,200 Group Four Escort rear axles. The Capri kit we tried is duplicated 100 times on that store shelving, and there are the same number in Germany, plus a few more of the triple carburetter, inlet manifold and linkage layouts in Australia and South Africa.

Mass-produced competition engines

In one corner sat some real news. A factory-built RS2000 (*nee* Pinto, Cortina, Capri *et al*) s.o.h.c. unit with the Group One kit installed . . . on the line at Saarlouis in Germany. This exciting development shows Ford looking at an astonishing new venture for a mass-manufacturer, literally building competition engines "on the line".

The idea is that the 2-litre engine is equipped with the twin-Weber carburetters, bigger valves and a brand new self-lubricated "race cam", but these parts are not just dropped on. The engine could be described as "greenprinted", having all but the finicky handwork of a blueprinted engine. For example, the combustion chamber volumes are equalised and all major tolerances tightened to the limits Ford have found best in competition. However, they do not match the inlet and exhaust manifolding ports to the head, nor is any extra balancing carried out, or the flywheel lightened.

That camshaft is special though: everyone from the hard-driving sales rep. to top-line competitors knows that Ford have had a problem with the camshaft lobes on the 2-litre unit. The solution, incorporated on this engine but also separately available under that racing camshaft designation, has a new profile and a shaft that carries a central oil-way, feeding supplies for each individual lobe at intervals. The solution is expensive—at least £120—but since you are also gaining power a further 500 r.p.m. up the scale, to a limit of 7,000 r.p.m. instead of 6,500 r.p.m. the competitors probably will not hesitate. Indeed a chosen few rallyists had the camshaft in late February.

This complete factory-built engine was still being priced when I called, but it will definitely be under £1,000, and that is very competitive indeed. The specialists will still make money with further handwork on the very front-runners, but others will at least be able to buy a reputable alternative. Power output is not quoted: however, it is reckoned that you have at least 145 b.h.p. when installing the Ford Group One kit in a bolt-on manner, so I would think that a figure of 150-155 was not unfair. The hand-built unit I had in 1976, using the same equipment (bar the camshaft), gave slightly over 160 b.h.p., so I would expect the specialists now to be quite capable of producing a tractable 170 b.h.p. on the new camshaft profile.

Incidentally, Ford originally planned to sell 120 of those Group One RS2000 engine kits; the new stocking levels of these £350 kits brought sales to more than 200.

Turning to the Group Four venture, one may feel that the RS Dealers always were able to supply factory duplicate parts to an International level. That was the theory, but now a new agreement between the RS parts

people and Ford at Boreham has allowed a great deal more to be done from South Ockendon. Broadly speaking, a meeting 12 months ago decided that Competitions would restrict supplies to Ford-contracted drivers, leaving FAVO to do the rest and reap the full benefits of supplying on a larger scale. This has resulted in the RS parts people "productionising" many items that were almost impossible to get, other than by beg, steal, or borrow methods applied to competitions.

There is such a list of this new equipment that I cannot detail it here, but Ford—through the departing Mr. Reynolds working a seven-day week—have catalogued their efforts. These catalogues should be available from RS Dealers by the time you read this; if they are not, they are worth waiting to see. Covering rally Escorts for Group Four (International), Group Two (ditto) separately, there are also individual booklets to cover the Group One Escort RS2000 and Group One Capri 3-litre. These are readable and useful documents that deserve at least studying before proceeding any further with competition plans involving such specifications. They are *not* just lists of RS parts, but contain many of the little wrinkles that otherwise remain undiscovered and lead to rapid disillusionment. For example, Ford bolts are used on a high-ratio steering-rack installation but they are not the same bolts as standard, so the catalogue tells you the number.

It is worth noting at this point that the RS parts operation does not supply standard production bits, even for RS-labelled products today. If you want to buy a droop-snoot, that comes from the company parts depot at Daventry and the main Ford dealer network.

The booklets also contain useful addresses —*e.g.* the factory car engine builders, roll cage suppliers and those of bag fuel tanks, fire extinguishers and the 24-volt battery that is used just to whirr the starter motor on a works-specification RS1800: the rest of the system is 12 volts, the starter motor included, but it receives 24 volts for this onerous task! Diagrams of brake systems (which includes the hydraulic handbrake and a note about the mechanical linkage required by law), suspension struts and mechanical components abound. In short, these booklets are the work of a man who has dealt with such enquiries since the mid-sixties and represent a fitting goodbye.

Development cars

The cars I tried are the responsibility of an even more experienced Ford man—Bill Meade. Bill was the rally engineer at Boreham for many years, before accompanying Stuart Turner to South Ockendon to work on the engineering side, along with many others. Now they have all disappeared from journalistic view, save Allan Wilkinson, the young former FAVO engineer who now acts as the Ford rally engineer at Boreham. Though the two former colleagues work in the same building, Wilkinson is strictly pursuing a competition course while Bill is trying to develop parts for sale, which involves a lot more compromise.

Fiesta first, and the most impressive was a 1.1S. This had the simplest bolt-on engine parts, a re-jetted version of the standard 1300 Escort/Fiesta twin-choke Weber-Ford carburetter and a four-branch exhaust manifold. Total cost, a steep £175. This car also had 5½-in. by 13-in. steel wheels replacing the standard 12-in. items, and a remarkable set of tyres. These are not sold in Britain but ought to be. They are Phoenix 185 section with 60% low profile and provided much of the stability we encountered.

Another mild suspension tweak lowered the front with an anti-dive kit; this also provides resistance to body squat under hard acceleration, pulling the front anti-roll bar mounting down an inch or so. More additional equipment coloured our impressions. The first was the neat black bucket seat (complete with side holes for full harness) which costs £53.44 and was accompanied by an appropriate recliner. The fact that an 1100 Fiesta has a 4.056-to-1 final drive, while the 1300 has a step up to 3.842 to 1 made a marked difference at Brands Hatch. A mere 5½% difference, but the numerically higher final drive allows a lot more sparkle for circuit work, a feature emphasised by those low profile Phoenix tyres on this hilly circuit. This car also had an experimental short-shift gear-change linkage, of which more anon.

The 1.3S Fiesta looked more the part, carrying a full roll-cage and resting on 6 in. by 13 in. Ford alloy wheels. A new tyre was fitted on these as well, a fresh version of Goodyear's faithful Rally Special, this time of 195 section; so this Fiesta carried plenty of deep blocked rubber. The engine has two Weber 40 IDF 30-mm. choke carburetters and the four-branch manifold, again hitched up to the standard silencer system.

This layout of double carburetters is not yet available, but the bigger diameter solid disc brakes are. Costing approximately £50 these larger discs only fit behind the 13-in. diameter *alloy* wheels and utilise the standard caliper, which is merely moved outward for the new installation. Again the anti-dive suspension was fitted.

I was supplied with power curves for both 1100 and 1300 taken by Ford at the Laindon test centre. These showed the smaller unit giving 65 b.h.p. between 6,100 and 6,200 r.p.m., 11 b.h.p. more than the standard 1.1L. This really gives an idea of what these simple aids can release in the Fiesta unit, for those interested in speed would be more likely to plump for the 1300 in the first place. In this case peak power was over a much broader 5,500 to 6,000 r.p.m. band and was 77 b.h.p. with all silencers in place. Removing the forward resonator silencer released another couple of horsepower but made the car "unsocially noisy", in Meade's estimation.

Interestingly, the company also tried just the effect of a four-branch manifold (presumably with the right single carburetter jetting) and found the unit gave 70 b.h.p., minus the resonator box; 68 b.h.p. with. By comparison the standard 1300 unit produced 64 b.h.p. at 5,500 r.p.m. Looking at the curve for the fully-equipped twin-carburetter engine tested I see that the power advantage over standard is really noticeable from 2,000 r.p.m. onward. At 4,000 r.p.m. the production engine realised 51.5 b.h.p. where the twin-carburetter unit allowed exactly 5 b.h.p. more.

We also had on hand an Escort RS2000 in the bolt-on Group One 145-b.h.p. trim, looking rather strange as it was carrying the polyproplene flexible wheel-arches intended to replace the glass-fibre wheel-arch extensions normally used in club rallying. Strange, because they do not match the RS2000 style but would be quite at home without the droop-snoot look.

The attraction for me was a Capri 3000S. Looking very standard indeed, this Ford actually featured few changes aside from the painstaking triple-carburetter installation. Opening the hood one wondered what all the fuss was about, the big glass-fibre air-cleaner looking very standard and shrouding the row of Weber 44 DCNFs that sat on a new sand cast alloy manifold. The bulk of the carburetter linkage is by rod with rubber block joints, finally connecting to an accelerator cable. It was designed as a bolt-on item at £400, and had been carefully designed with low overall height in mind. So it is quite possibly of interest for people such as TVR and Scimitar owners.

Bill says development traces back to "just before the fuel crisis. We had been playing with two- and three-carburetter layouts on the V6, finding that an increase of 20 b.h.p. was available either way, but with the triple set-up the better fuel distribution also gives a better torque curve. For obvious fuel reasons we did not go ahead at the time, but we knew that was the market: a bolt-on 20 b.h.p.

"Sure, you can get another 20 b.h.p. by



This Fiesta 1.1S had all the exterior trimmings, but only a mildly tuned engine. Yet it was the most impressive of the two Fiestas tried.

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changing the camshaft, but by the time you have finished telling the customer that the pistons will need relieving and that the engine will have to come out, he's disappeared!

"We actually started work on the layout you've tried today in December '77. Although we have not put this particular engine on the bed, I know from that previous work that there should be a minimum of around 160 b.h.p. and that the torque curve is *improved* over standard from 1,500 r.p.m. onward. It is Ford policy that the engine should go through emission tests (it's not strictly necessary on this after-market addition) and we do not anticipate any problem with meeting the ECE 15 standard. After all, these are the same carburetters that Aston Martin resorted to when their fuel injection layout was having a hard time meeting such standards!"

All said with cheerful good nature and the characteristic understatement that is expected of a company engineer. In fact the three-carburetter layout showed every sign of being quite exceptionally well engineered and developed. There were no holes of any kind in power delivery, and the throttle action itself was rather better than production standard: light and dependable, though I feel I detected a slight increase in throttle travel.

The white Capri rolled on 205 section Dunlop SP Sports, mounted on 7-in. Ford alloy wheels. A ZF limited-slip differential was installed, and the struts were actually of the type used on road-going RS3100s. Ventilated disc brakes (as for Group One racing) were installed, complete with competition pads that very definitely did require warming up, even on a warm spring day. Inside there was a mechanical water gauge, which didn't register over 90 degrees when running, though Meade does say that a bigger radiator could be a good idea, and there was also a four-spoke sports steering wheel installed for evaluation. One final comment from Meade regards fuel consumption of this hard-driven machine, "I normally get 17.5 to 19.5 m.p.g., and that's quite good for this kind of performance, especially as you find a lot of the time is spent chasing along hard in third gear."

Road and track impressions

I had two or three sessions with each car, but I do not intend to say very much about the Group One Escort RS2000. I have already praised the modified car in previous issues. My regard for the agility of the chassis, promptness of the brakes and amazing torque from the engine remains high. I did have some nasty moments with the car on the track, not quite spinning after prolonged bouts of understeer, and this reinforces what I felt in 1976: the handling is prone to understeer if the big 205 Dunlops are allowed to heat up in continuous track use. Where hard racing circumstances exist it is better to use Dunlop's steel-braced SP4. The other point about this RS2000 was that it was also set up for rally use, so it does tend to pick up wheels rather readily!

I did work logically through the power available, beginning with the 1.1S Fiesta. First impressions were good, the bucket seat clasping me firmly but comfortably, and not suffering from the low-mounting that can restrict vision of us 5 ft. 8 in., and under, conductors. The gear-change was not quite as good as standard, the short-shift clacking away mildly and occasionally baulking at going across the gate from 2nd to 3rd.

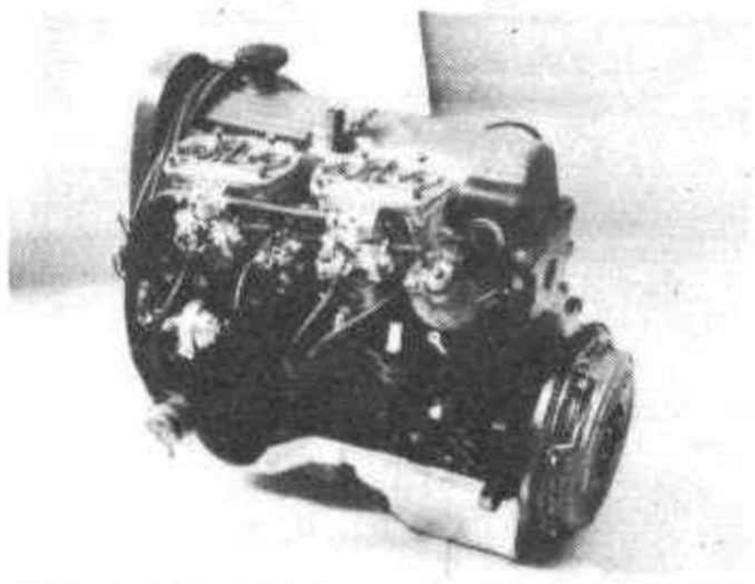


A familiar vehicle for J.W. was this RS2000, with bolt-on Group One 145 b.h.p. modifications.

The Fiesta was down to its absolutely consistent 66 seconds time within a lap or two, so can fairly be described as easy to drive quickly. The little engine seemed happiest from 4,000 to 6,000 in track use, but gently accelerating from 2,000 r.p.m. is a more satisfactory exercise in top than for a standard car, owing something to the small tyres hiding within those ferocious wing extensions. Third gear seemed to hum from 50 m.p.h. at Clearways to an indicated 75 m.p.h. before the pits. With the engine sounding about the same as a standard unit you could then slot into top and encompass 84 indicated m.p.h. before Paddock. Here the standard brakes coped beautifully, just as they did at Druids: I came to feel they were probably superfluous, save at Druids, anyway!

The car honestly felt as though it was on racing rubber, hardly moving at all under either harsh braking or cornering. As I said before, these tyres are not available here (who are Phoenix anyway?), so the option offered British customers will be the 195 Goodyear assessed on the 1300S.

Overall the little silver 1.1 Fiesta S brought a complete feeling of safe yet surprisingly rapid motoring. It's not like a Ford Mini-Cooper really, being a rather more refined concept, but compared to a Renault Five or a VW equivalent, yes, then it is a Mini-Cooper of the age, having the handling of a roofed-in skateboard, and certainly emphasising the joys of spirited motoring with youthful vigour.



The productionised Group 1 Pinto engine, with twin Webers etc.

Those remarks applied especially to the 1.1S. By comparison I was disappointed with the 1300. That engine certainly had extra power, but in a straightline race (which we organised the wrong way around the GP circuit, thanks to BH's management) the smaller car would hold on until both were stretching out of 2nd for 3rd gear: then the 1300 took over.

Again the brakes were outstanding, but I would be lying if I said I really noticed any difference between them and the 1.1S production units. In fact the modified 1300 had more tail-end weave, and this made Clearways a hit or miss exercise on occasion, as one fought to turn inward while the rear end favoured straight on!

The Goodyear tyres had been scrubbed-in by Barry Lee, the champion hot-rod driver, and they naturally allowed the car tremendous reserves in cornering. However, they were a slightly larger diameter than the mysterious Phoenix and, together with the numerically lower final drive, this made the acceleration a little more leisurely. The engine did compensate by allowing 2-3 m.p.h. extra in top gear toward Paddock, and a noticeable 3rd-gear acceleration bonus, but I think the rather specialised rubber of the smaller-engined Fiesta gave it a far more secure feeling in mid-corner.

In both machines there was a surprising amount of lift-off oversteer, and I wondered if this could be the product of the anti-dive kit, for that quality is noticeable by its absence on the road.

Summing up, I thought the 1300 twin-carburetter engine and the Goodyear tyres were both better ideas for road use. I think the Goodyear will prove itself in everyday use, especially under wet conditions where its deep tread pattern may well enhance Goodyear's reputation considerably. The 1300 engine with double carburetters should provide a satisfying element of Q-car surprise in the small-car league, the 1300 S Fiesta already boasting good performance for the class: the twin-carburetter model should be good for nearly 105 m.p.h. and, I would guess, remove at least 1½ seconds from its 0-60 m.p.h. times.

After the RS2000's heavy but accurate steering, and phenomenal grip, the power-steered Capri was bound to be a contrast. In fact they both returned times very close together in my hands (62.7 sec. and 62.8 sec.) wearing the same 205 Dunlops, but they could not have been more different. The Capri was still very much a road car. It did not roll overmuch, but the soft axle location and light steering betrayed the car's real character going into and out of the 2nd gear Druids semi-circular curve.

The engine proved absolutely responsive throughout, picking up from 3,500 r.p.m. in 3rd gear when the car was switched violently from left to right; showing no sign of a hiccup thereafter till the self-imposed 6,000-r.p.m. limit. You could change from 3rd to 4th at 4,000 r.p.m. or so, instead of the full 95-indicated m.p.h. and 6,000 r.p.m., yet the Capri would still be nudging 105 m.p.h. by the time Paddock was reached—very little slower than if you wound it up to the limit in the gears.

While the sound of the fully-extended V6 is reminiscent of the larger and sportier American V8s, it can also be counted on to almost duplicate its American cousins' flexibility. You can literally take the car down to nigh-on the 21 m.p.h. per 1,000 r.p.m. equation in 4th gear. Then stand on the throttle and the engine doesn't falter, gradually creeping toward 30 m.p.h. As soon as the speedometer needle is past 35 mp.h. and the tachometer is set toward 2,000 revs., the Capri picks up speed. The engine takes on the gruff, hairy-chested beat around 2,500 r.p.m. and by the time you get to 70 m.p.h. and nearly 3,500 r.p.m. it is really in its stride.

At first I was a little disappointed that performance seemed to drop off so rapidly above 5,500 r.p.m., but bearing in mind the low-down flexibility and the condition of the roads in the south-east, few customers are likely to worry overmuch about this. Certainly, it would make a glorious combination to install this triple-carburetter layout on an engine featuring the Group One racing camshaft, bigger valves and so on, but then you have to go to the cost of many other items as well, particularly the transmission which can be unreliable if the engine is uprated much over 160 b.h.p.



The modified 130 m.p.h. road-going Capri 3000S – practical everyday transport with enjoya performance.

The limited-slip differential did the best it could with demands for full traction leaving Druids, allowing the driver to select any oversteer angle at will. You could enter the corner in a straight line on the outside, braking and then lifting your right foot from brake pedal to throttle, applying full power as you turned in. The Capri would then skip through at virtually right angles, cutting off the full bend and leaving you on the inside, ready lined up for the following downhill lefthander. That the power steering would allow accurate corrections to be made under such circumstances, or on faster bits of the track, is quite remarkable, though I would not pretend that this Ford system is up to the mark of the full ZF progressive systems offered on more expensive cars, or indeed that found on the Cortina as an option.

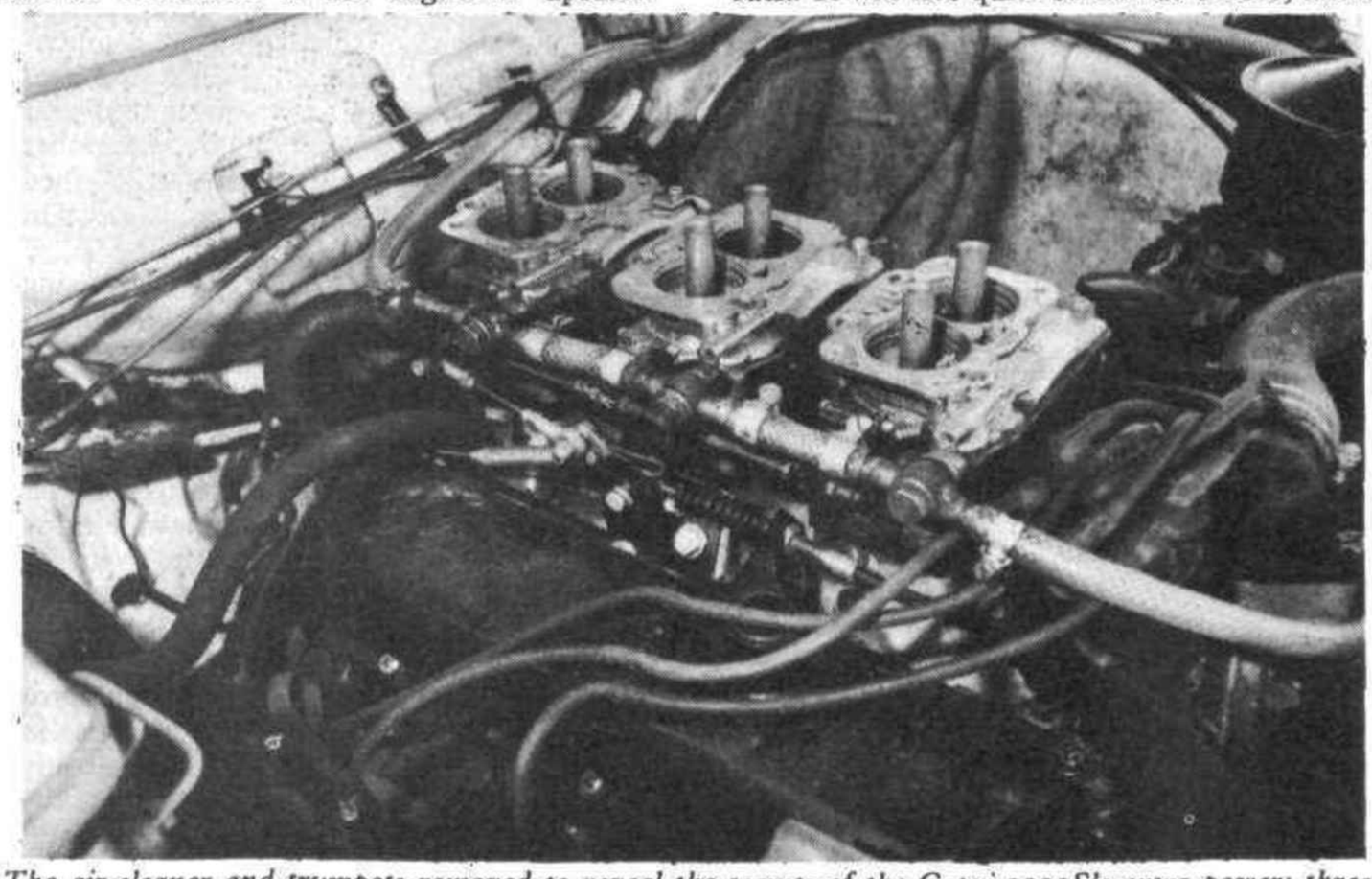
I did not reach the limits of the ventilated disc brakes from a fade point of view, but did find that using them heavily encouraged heavy axle tramp of the kind I remember so vividly from the celebrity races of a few years back. It was not quite so bad as before, and I did find that the Mk. 2 was more forgivi under these conditions, including a reluctan to spin that would have been unbelievable 1972.

Performance? In rough terms you co certainly expect it to pull maximum r.p. in top gear, and that would represent marg ally over 130 m.p.h. on the standard section Goodyears The standard car ta 9 sec. or less to reach 60 m.p.h. from rest, a you could expect this version to record se point something seconds without difficulty.

Somebody commented that you could want for much else in a road-going Capri, a I would agree with that. The individua might ask for the X-series wheel-arches a special paint scheme, plus a higher camshaft to extend the r.p.m.-range. Howe the car I tried represented practical everyd transport with an enjoyable performan boost to rouse Mr. Ford's sleepy V6 from emission-induced slumbers.

Looking at the comparatively unsuccess sales figures for Fiesta one cannot imag that Ford will leave the modification of th vehicles at the interesting though mod levels described. Indeed five such cars under low-key development now. A pair different kinds of racing, one for rallycro another for rallying evaluation, and the fi one to participate in hot-rod racing.

This year Ford are adopting a "low profi of their own while they assess the unfamil world of f.w.d. in competition . . . a task th are likely to face with Escort within two yea We await further developments with intere J.W



The air-cleaner and trumpets removed to reveal the secrets of the Capri 3000S's extra power: three twin-choke, downdraught Webers.

The BMW Isetta Club of GB has be re-formed, with I. V. Locke who has own these bubble cars since 1957, his first German-built 4-wheeler which he used t touring Europe and took to Peru in 19 crossing the Andes twice, as Techni Adviser. The Secretary is M. McKeever, 1 Thornton Avenue, W. Horndon, Brentwo Essex.

* * *

The R-R EC will be taking part in t Pageant of Motoring at Lingfield Racecou on May 21st, and the Austin Ten D National Rally is being held on July 1st/2

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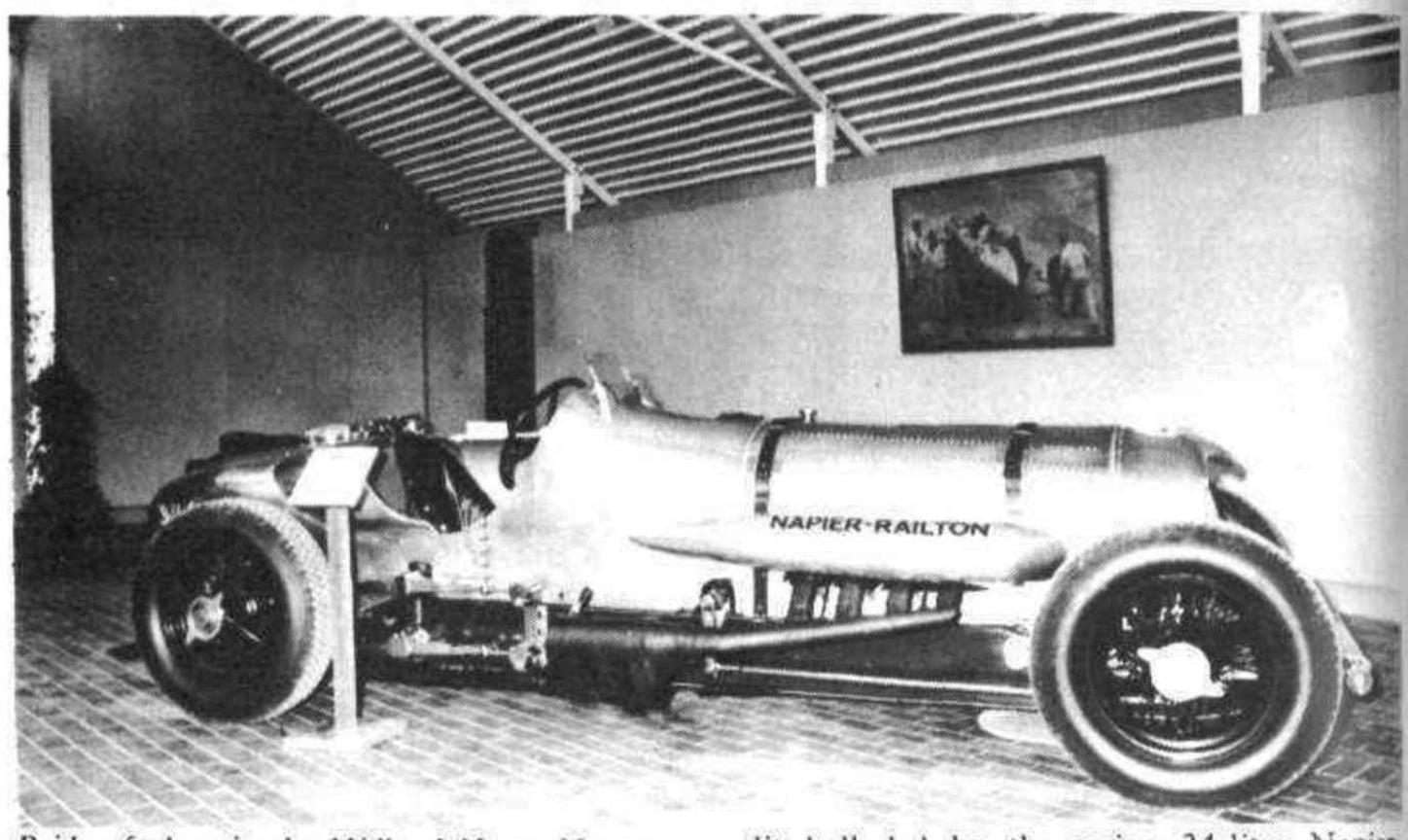
JUST WHAT YOUR CAR'S BEEN WAITING FOR

The Midland Motor Museum

The Bob Roberts / Michael Barker Sports Car Collection at Bridgnorth

MOTOR MUSEUMS are springing up around this green and pleasant land rather like motoring mushrooms. Last January MOTOR SPORT described the National Motor Museum at Beaulieu, we have dealt from time to time with the splendid collection of racing cars at Tom Wheatcroft's Donington Museum, and we covered the Stratford Motor Museum in 1974—and we have recently visited the important new Midland Motor Museum, at Bridgnorth.

This last-named is a display primarily of post-war sporting cars, and a few of what we understand are known as classics (or *Grande Classe* cars), comprising mainly the



Pride of place in the Midland Motor Museum, shown below, goes to the Napier-Railton.

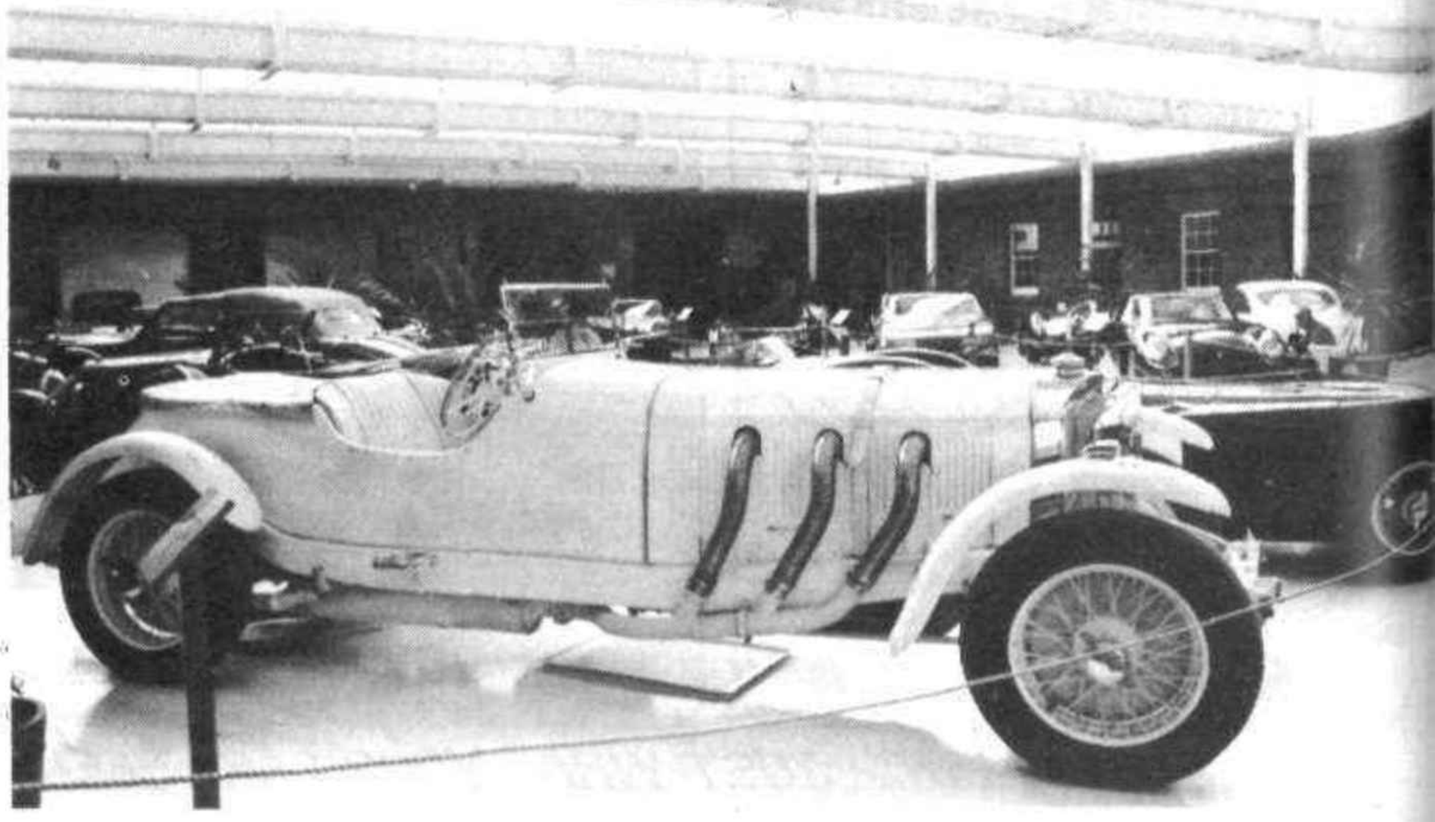


The famous Campbell Mercedes-Benz 38-250, GP 10, heads the Mercedes section.

collections of Bob Roberts, well-known Council member of the Bugatti OC and his partner Michael Barker, whose interest in Jaguars, Aston Martins and motorcycles rivals that of Bob's fondness for Ferraris and Bugattis, etc. The Museum comprises a single hall, formed from a vast 18-century stable-yard, and you will find it 1½ miles from the holiday town of Bridgnorth (the steam railway, etc.), on your left as you drive out of Stourbridge towards Bridgnorth. The buildings were designed by the Evans Cotterell Partnership of Wolverhampton and consist of the usual entrance-foyer and motor bookshop. A tea-room will be attractively situated in Stanmore Hall, a fine Georgian mansion situated between the car park and the Museum building. A 1½-acre lake, children's play area, and, for 1979, a 12-acre bird-garden under the care of aviculturist Roy Girdler, will form part of the most attractive 24-acre grounds.

But of course we went to see the cars, which comprise 30 very exciting and immaculate specimens, nicely displayed in this well-lit hall, led by the racing 24-litre Napier-Railton, now beautifully rebuilt, and original except for the disc brakes put on when it was used for parachute-testing after the war, a metal shield over the propshaft which an RAC scrutineer (also post-war) insisted upon, and the rebuilt Brooklands triple exhaust systems. The single fuel filler in the tail is as on the car in its earlier form, and the tyres are Dunlop 7.00 x 19s all round. That this great car, holder of the Brooklands lap-record, really motors will be confirmed by anyone who saw Bob Roberts drive it along the runway at the last Brooklands Re-Union.

Having examined the gleaming silver Napier-Railton, the eye is drawn to a row of Ferraris, six in all. These, all in showroom order but mostly used on the road with some frequency nevertheless, comprise the Daytona which finished 8th at Le Mans in 1972, a 1970 365GTB4, which has run only 40,000 miles, a completely rebuilt 275GTB, a 1962 250GTO, found in Germany and which Bob claims is the best of its type in the World, the rebuilt ex-Paul Hawkins 1963 275LM and Bob's own 1971 Dino "run-about". So Maranello fans can certainly feast their eyes. . . . The Jaguar display consists of the long-nosed, finned, D-type which Hawthorn drove to victory in that sad 1955





Roberts' favourite, his own Type 43 Bugatti. A C-type and two D-types do Jaguar proud.

Le Mans race, a short-nose D-type of the same year, raced in America, a nice 1953 C-type and a 1963 E-type coupé, which is on loan. Also Michael Barker's Alton-Jaguar which he has used for races, sprints, etc. and which he reminded me I went to see back in 1958, in my VW Beetle. . . .

Hardly has one absorbed the beauty and latent power of these fine cars than one is confronted by a 1966 Ford GT40 coupé, and the Aston Martin collection—a very alluring 1955 DB3S which Paul Frère drove at Spa and a 1962 DB4GT. These British sports cars are matched by a fine pair of Mercedes-Benz 300SLs, a white open two-seater lent by Geoffrey Dunn and a black gull-wing coupé, which Bob Roberts will tell you is as quick, in his opinion, as the legendary lightweight 300SL coupés. The Museum is not entirely devoted to exotics, however. There is a very nice 1939 328 BMW, a 1962 Lotus Elite, a black 1950 Healey Silverstone and, on a stand in the foyer, a 3½-litre show-finished Jaguar engine.

One expects Bugattis, naturally. There is Roberts' own completely original, spotless 1927 Type 43 Grand Sport which he has owned and used since 1947, without any major mishaps. He confesses that YF 99, proudly displaying its BOC badge, is perhaps his favourite out of the entire collection and reminds me that when he asked my advice, over 30 years ago, about where to have it rebuilt I recommended Gale, who obviously did a first-class job. Later Bugattis are the black-and-yellow, ex-Ronnie Symondson Type 57S drophead coupé and the far more sedate-looking 1939 Type 57C saloon with its spare wheel enclosed on the front near-side mudguard, Roberts being the second owner, of this one.

Facing the visitors, as it were, are three highly prized exhibits, intended to whet the appetite. These are a truly eye-catching Type 68 9½-litre V12 Hispano-Suiza dating from 1931 and rebodied in Birmingham after the war with a coupé body which could easily be mistaken for the original, and the mechanicals of which have been recently strikingly restored, a 1939 Rolls-Royce Phantom II Barker tourer of notably handsome appearance, and a 1933 Rolls-Royce Phantom II Thrupp & Maberly saloon with its trunk blending nicely into the stylish body lines.

Vintage cars are not overlooked completely, because with the aforesaid immaculate Type



Two handsome Rolls-Royce Phantom IIs share a stand with an eye-catching V12 Hispano-Suiza.



43 Bugatti, that French concept of a racing-type sports four-seater which compares so favourably with the heavyweight Bentley (none of these in the Museum yet) and Mercedes-Benz formula of that era, is none other than the 1929 ex-Malcolm Campbell 38-250 h.p. Mercedes-Benz four-seater, with which Malcolm took the Class-B Brooklands' Mountain lap-record, and gained many other notable competition successes. (The handout says the over-8-litre class, but there was no Mountain lap-record in that category, hence an unfulfilled youthful desire of mine to take it with the 1912 15-litre GP Lorraine-Dietrich, which was for sale at the time for £5. But that is another story.) This great white Mercedes-Benz was acquired recently by the Midland Motor Museum from Alan Clark and still requires a little refurbishing.

Apart from the exhibits in the main hall, the stables around it have been used as annexes, housing the motorcycle exhibits and some rare cars. The latter include a 1951 Talbot-Lago 4½-litre GP single-seater in

Continued overleaf

RALLY REVIEW

Strange Decision

WHEN THE CSI published its list of World Rally Championship qualifiers for 1978, among the 11 rallies was New Zealand's major event which last year we saw for the first time. It was a well-organised rally, run by dedicated enthusiasts, and with a superb collection of long, tough, forest stages in its six-day duration. Indeed, it was a rally which proved to be eminently worthy of its place in the world's premier series.

But in January we saw among the mass of paperwork piled in the headquarters of the Monte-Carlo Rally, publicity material from both Fiat and Lancia which listed the 1978 Championship rounds without including the New Zealand event. Puzzled because there had been no announcement which would have been early enough to be printed in those publicity papers, we checked and found that, true enough, the CSI had dropped the rally from the list of qualifiers and substituted the Bandama Rally in the Ivory Coast.

Dismayed at what appeared to be a rather underhand move, we discovered that the official reason given to the New Zealand organisers was "because it was not difficult enough". From our own experience, we can say that this is complete rubbish. Such a reason is either no more than a convenient excuse, or an indication that the CSI's inspectors on the 1977 event were perhaps biased, perhaps not taking note of what they should have been noting, or perhaps both.

Strange that the Italians seemed to know before anyone that the rally had been dropped from the series. After all, the Fiat people had really crossed swords with the organisers last year, openly driving wedges into every loophole they could find in the regulations and giving rise to a great deal of bad feeling.

When the rally was being considered for the 1977 series, the CSI asked the organisers if they could contribute to the travel and accommodation costs of visiting crews from Europe, and this eventually became a condition of the event's acceptance as a championship qualifier—a condition which has not applied to any other event in the series. The organisers complied by providing reduced travel and accommodation rates, and this was accepted by the CSI. However, it seems that visiting Europeans chose not to take advantage of the reduction, made their own travel and hotel arrangements and then expected the organisers to chip in with a cheque for a proportion of those costs.

This was grossly unfair, particularly as the reductions offered by the organisers had not been accepted. The CSI demand was difficul enough for the organisers who, unlike Gran Prix organisers, had no budget for such pur poses as appearance money. But they di their bit by negotiating their own part sponsorship deals, the benefit to them bein the cost reductions which they expected t pass on to the visitors.

The whole business has a highly unsatisfac tory smack about it, and our sympathies ar entirely with the New Zealand organisers fo having their rally withdrawn from the Worl Championship without any real justificatio whatsoever. The entire system of inspectio and selection by the CSI and its committe and delegates is very much a closed shop, an even if its workings are in some small wa democratic, they certainly do not manifestl appear to be. A complete revision of th system is long, long overdue.

Continued on page 451.



Alen/Kivimaki in this Fiat 131 Abarth had to accept second best behind Airikkala/Virtanen's Vauxhall Chevette in the Hankiralli, reported on page 451.

MIDLAND MOTOR MUSEUM

continued from previous page.

French blue, which Fangio is said to have raced in America, a 1948 Type 26 Talbot-Lago three-carburetter two-door saloon, and a 1959 Talbot-Lago America coupé with 2½-litre BMW engine. These two closed-bodied Lagos flank a very low-built racing single-carburetter, Matchless-engined Morgan three-wheeler with the wide front axle, cable front-brakes, and devoid of any windscreen. The motorcycles, also housed, with one exception, in these pleasing stable bays, I will just run through for the benefit of two-wheeler enthusiasts. They embrace a 1929 Brough Superior SS100, two beefy racing Nortons, a 1934 International and a 1961 Manx 500, one of those o.h.v. TT Douglases with a frame like the dirt-bikes, an 1,100 c.c. vee-twin McEvoy which seems to have lost its rockers at first glance, as these pick-up low down on the valve stems, so that the ends of the valves are exposed, 1965 125-c.c. TT MZ, a 1958 125-c.c. TT Ducati, a 1950 250-c.c. TT Velocette and 1960 7R AJS, 1964 250-c.c. TT Honda, 1957 750-c.c. NSU Sport Max and 1965 250-c.c. Royal-Enfield, these four all with racing fairings. Next door to these a splendid 1958 BMW "Kneeler" racing sidecar outfit keeps company with a 1954 Ariel Square-Four, a 1936 Excelsior Manxman, a 1967 Velocette Thruxton, and a 1936 BMW.

That's about it, but the Museum has other exhibits, so intends to change the scene at reasonable intervals. It took from July last year to prepare and will be officially opened by a motoring celebrity on May 25th. Mean while, you can see it for £1 a head, childre 70p each, OAPs 50p each, until June 1 when adult admission will go up to £1.5

W.



The Midland Motor Museum contains a number of splendid Ferraris, including the ex-Paul Hawkins 275LM in the centre. On the right is a Ford GT40.

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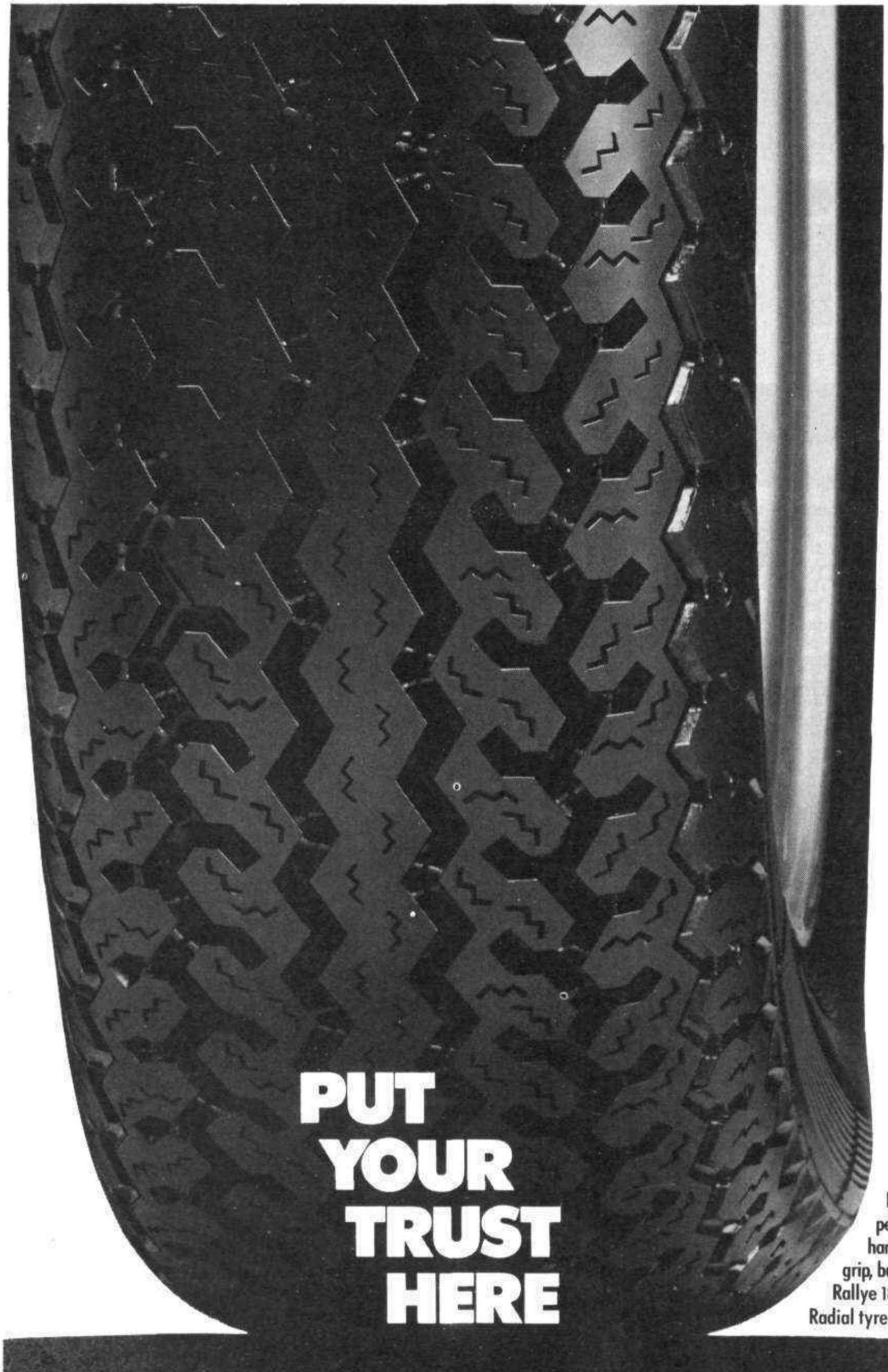
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Continued from page 448

Hankiralli

LAST MONTH in MOTOR SPORT we reviewed the Swedish Rally which provided a British-built Ford Escort with outright victory, albeit in the hands of a Swedish crew. One week later there was another excellent snow rally across the Gulf of Bothnia in Finland, and there too a British car was victorious, with two Finns crewing it. This time it was a Vauxhall Chevette driven by Pentti Airikkala and Risto Virtanen.

Airikkala has spent some years rallying in Britain, even giving up his Finnish competitions licence to get a British one which would enable him to take part in British events of less than international status. He is a contracted driver with Dealer Team Vauxhall and has enjoyed considerable success since he decided that British rallies would offer him more opportunities for advancement than those in his own country. But this was the first occasion that he has returned to Finland with his British-based team and won a major rally against the kind of tough, determined opposition that only Finns can provide.

There was a time when the most significant snow rally in Finland was the Arctic Rally, but with the decline of sponsorship due to Finland's ban on any form of tobacco advertising, so tne rally has declined, and this year the Hankiralli in the south-west of Finland was far more attractive, which a comparison of entry lists showed.

Ford and Fiat were there with two cars apiece, DTV with Airikkala's Chevette, Timo Mäkinen with one of the ice-racing 104s from the Peugeot factory and Saab works driver Per Eklund who borrowed a fairly standard 99EMS from the factory, arranged his own sponsorship deals and went along privately, albeit with some of his mechanic friends, both Swedish and Finnish, to help him.

A feature of nordic snow rallies is the protection afforded by roadside snowbanks left in the wake of the ploughs, but there really wasn't very much of them this year, and he who indulged in bank-bouncing as a cornering aid was taking a considerable risk. Ford driver Ari Vatanen was nudging the banks far more than anyone else, if the comments of other drivers are anything to go by, and eventually he went off the road and straight into a tree. But it really was not entirely his fault. Plough drivers sometimes make too wide a track and plough over the ditches leaving a deceptively smooth surface level with the road surface. Those who put weight on that surface sink into the soft snow which fills the hidden ditch. Vatanen did just that, and went straight off the road.

Team-mate Hannu Mikkola, whose Escort seemed almost certain to take victory, stopped on a stage when the throttle cable broke away and he had to jam it open and drive on with a hand always on the ignition key. There is always a danger of over-revving when this happens, however careful the driver, and true enough not long after the engine went very sick indeed with what was probably a bent valve.

Alén was another challenger in his Fiat, but suffered almost continuous gearbox trouble. In fact, he had the unit changed twice and even then finished the rally with missing gears in his third gearbox. Eklund drove his heavy and comparatively low-powered Saab very well indeed, but was slowed when he lost a complete tread from one of his Kumi-Helenius tyres (which are remoulds after all) and later when a blown fuse stopped his fuel pump.

From start to finish nearly every runner came up against some problem or another, and in the bitter cold night of a Finnish winter it takes a special kind of enthusiasm to work on a car out in the open. Winter rallying in those conditions is not for the faint-hearted. although nearly everyone involved has a perpetual hardiness common to most rallying people. Whilst racing is nowadays very much dependent on artificialities, rallying remains very close to nature indeed, and therein lies much of its appeal and its vital ingredient, adventure.—G.P.



Pentti Airikkala, winner for Vauxhall of both rallies reported on this page, tackles the Oliver's Mount stage on the Mintex Rally.

Results :

1st :	P. Airikkala/R. Virtanen (Vauxhall Chevette (4))	6h. 08m. 11s.
2nd:	M. Alén/I. Kivimäki (Fiat 131 Abarth (4))	6h. 09m. 30s.
3rd :	T. Salonen/J. Markkula (Fiat 131 Abarth (4))	6h. 11m. 25s.
4th :	U. Grönholm/R. Anttonen (Opel Kadett GT/E (2))	6h. 12m. 28s.
5th :	K. Hämäläinen/T. Putkonen (Ford Escort RS2000 (1))	6h. 17m. 01s.
6th :	H. Valtaharju/R. Anttila (Ford Escort RS1800 (2))	6h. 17m. 04s.
7th :	P. Eklund/B. Cederberg (Saab 99EMS (2))	6h. 17m. 04s.
8th :	H. Toivonen/M. Tiukkanen (Chrysler Avenger (2))	6h. 18m. 33s.
9th :	L. Lampi/P. Kuukkala (Ford Escort RS2000 (1))	6h. 25m. 07s.
10th :	P. Geitel/R. Mesterton (Chrysler Avenger (1))	6h. 25m. 10s.

82 *starters*, 44 *finishers*

The Mintex International Rally

THE UK's premier rally championship for 1978 – the Sedan Products British Open Rally Championship – commenced somewhat shakily on February 25th/26th with the De Lacy Motor Club of Pontefract's Mintex International Rally. The Harrogate based Yorkshire event was chosen as the first round of the seven event series (open to foreign international rally licence holders, unlike the new Castrol/*Autosport* "National" championship) which will culminate with the Lombard RAC Rally in November.

The vagaries of this winter's weather patterns served to exaggerate the geographic limitations of the North Yorkshire area as a forestry playground in which to hold an event of international status. Snowdrifts of considerable depth had to be ploughed clear during the few days prior to the rally, an action undertaken by the Forestry Commission with the help of several motor club volunteers, which coincided with a sudden thaw.

The net result ensured that the Mintex could, indeed, be held as scheduled, but conditions in the state forests were grim, with rivers of melted snow causing frequent deep quagmire sections. Other areas of greater altitude were still affected by snow with localised mist patches further inhibiting progress. Most forest sections were driven more than once which accentuated problems of traction.

Although none too popular with top drivers, it was perhaps just as well that the Mintex used several tarmacadam "spectator" special stages as a way of building sufficient competitive mileage into the 550 mile route (less than 40% of which counted). One severe example was the running of two consecutive two-lap stages over an airfield near Church Fenton resulting in more than one-tenth of the total competitive mileage being made up of largely "flat-out" motoring over flat and featureless ground. Hardly an arena for the exhibition of world-class talent.

Such talent however did win through in the time honoured way, with Finland's Pentti Airikkala giving Vauxhall their second important victory in as many weeks. The DTV Chevette driver inherited his lead early in the event from compatriot Hannu Mikkola whose Ford Escort RS1800 suffered a stripped differential towards the end of the third forest section. Mikkola had beaten Airikkala by 13 sec. on the first two, showing that he would have been hard to catch.

Ford's loss of face was partially restored by bringing RS1800s home in second to sixth places, with current RAC Champion Russell Brookes followed by a thoroughly on-form John Taylor ahead of Roger Clark; new works assisted driver Graham Elsmore and Finn Kyosti Hamalainen – I.S.

Results:

1st :	P. Airikkala/M. Nicholson (Vauxhall Chevette)	156m. 50s.
2nd :	R. Brookes/J. Brown (Ford Escort RS1800)	158m. 44s.
3rd :	J. Taylor/P. Short (Ford Escort RS1800)	159m. 59s.
4th :	R. Clark/J. Porter (Ford Escort RS1800)	160m. 44s.
5th :	G. Elsmore/S. Harrold (Ford Escort RS1800)	162m. 31s.
6th :	K. Hamalainen/P. Boland (Ford Escort RS1800)	164m. 14s.
7th :	J. McRae/I. Muir (Vauxhall Chevette)	165m. 46s.
8th :	B. Culcheth/J. Syer (Opel Kadett GT/E)	170m. 20s.
9th :	H. Inurrieta/D. West (Ford Escort RS2000)	171m. 23s.
10th :	T. Kaby/B. Rainbow (Triumph Dolomite Sprint)	171m. 58s.

THE SOUTH AFRICAN GRAND PRIX

Peterson saves the day for Lotus

Kyalami, March 4th

AT ONE TIME the South African Grand Prix was a very happy affair and almost "olde tyme" in its make-up, untroubled by any of the pressures and disease brought on by progress. It was completely self-supporting in that the money paid by the spectators covered the cost of organising the event, with some left over for the club kitty. The increase in the size of the Formula One "circus" and the rise in transport costs have grown out of all proportion so that over the past four years income from the spectators could no longer balance the cost of a World Championship Grand Prix and outside financial help had to be sought. This meant that the South African Motor Racing Club were no longer their own masters as far as the Grand Prix was concerned and this year the search for financial benefactors to bridge the widening gap between income and expenditure caused alarm until a few weeks before the event. The South African newspaper *The Citizen* and Associated Engineering Ltd. eventually came to the rescue with enough money to add to the expected gate-money, to pay the bill for twenty-one Formula One teams, some with three cars and an army of personnel, others with one car and a handful of people, to make the journey to South Africa. Because of this undecided state of affairs until the last moment, certain work needed on the circuit to comply with FIA Safety Standards, was not put in hand until late in the day. There was little point in spending money on armco barriers, catch fences and run-off areas for wayward Formula One cars if there was not going to be a race; for National Formula Atlantic or



Peterson leads a midfield dice with Laffite and Villeneuve into Crowthorne early in the dramatic race. Vintage Peterson driving and a fair share of luck gave him a last-minute victory.

Saloon Car racing the circuit was adequate. Added to this the Formula One "circus" was using the Kyalami circuit for testing new cars, new tyres, new aerodynamics and so on, and for this work safety standards are overlooked, for such activity is in the nature of private work and the public are not supposed to be there, so the FIA has no responsibility, but once official practice begins it is their responsibility to see that the paying customers are protected from any danger from the competing cars.

Practice was due to start at 10 a.m. on Wednesday March 1st and before it could start the organisers had to have an official document signed by the representatives from the FIA to say all was in order. The "men from the ministry" were Curt Schild from Switzerland and Robert Langford from Britain, on behalf of the Constructors. The necessary work was not completed by Wednesday morning, so the document was not signed and practice could not begin. All the drivers and constructors were ready to go,

Continued in the colour section on page 489. Reflections on the S.A. GP appear on page 454 and Notes on the Cars on page 505.

ENTRY

No.	Team	Driver	Car	Model	Engine	Gearbox	Tyres	Main Sponsors
1	Brabham	N. Lauda	Brabham	BT46/4	Alfa Romeo 12	Alfa Romeo	Goodyear	Parmalat Foods
2	Brabham	T. Watson	Brabham	BT46/3	Alfa Romeo 12	Alfa Romeo	Goodyear	Parmalat Foods
3	Tyrrell	D. Pironi	Tyrrell	008/2	Cosworth V8	Hewland	Goodyear	ELF – Citibank
4	Tyrrell	P. Depailler	Tyrrell	008/3	Cosworth V8	Hewland	Goodyear	ELF – Citibank
5	Lotus	M. Andretti	Lotus	78/3	Cosworth V8	Hewland	Goodyear	John Player
6	Lotus	R. Peterson	Lotus	78/2	Cosworth V8	Lotus	Goodyear	John Player
7	McLaren	J. Hunt	McLaren	M26/4	Cosworth V8	Hewland	Goodyear	Marlboro–Texaco
8	McLaren	P. Tambay	McLaren	M26/5	Cosworth V8	Hewland	Goodyear	Marlboro–Texaco
9	ATS	J. Mass	ATS–March	HS1/2	Cosworth V8	Hewland	Goodyear	ATS Wheels
10	ATS	J.P. Jarier	ATS–March	HS1/1	Cosworth V8	Hewland	Goodyear	ATS Wheels
11	Ferrari	C. Reutemann	Ferrari	312T3/033	Ferrari 12	Ferrari	Michelin	Fiat, Agip
12	Ferrari	G. Villeneuve	Ferrari	312T3/032	Ferrari 12	Ferrari	Michelin	Fiat, Agip
14	Fittipaldi	E. Fittipaldi	Fittipaldi	F5/2A	Cosworth V8	Hewland	Goodyear	Copersucar
15	Renault	J. P. Jabouille	Renault	RS/02	Renault V6 t/c	Hewland	Michelin	ELF
16	AVS-Shadow	H. J. Stuck	Shadow	DN8/4A	Cosworth V8	Hewland	Goodyear	Villiger Cigars
17	AVS-Shadow	G. Regazzoni	Shadow	DN8/5A	Cosworth V8	Hewland	Goodyear	Villiger Cigars
18	Surtees	R. Keegan	Surtees	TS19/07	Cosworth V8	Hewland	Goodyear	Durex – BAF
19	Surtees	V. Brambilla	Surtees	TS19/06	Cosworth V8	Hewland	Goodyear	Beta Tools
20	Wolf	J. Scheckter	Wolf	WR1	Cosworth V8	Hewland	Goodyear	Walter Wolf, Castrol
22	Ensign	L. Leoni	Ensign	MN06	Cosworth V8	Hewland	Goodyear	Tissot Watches
24	Hesketh	E. Cheever	Hesketh	308E/5	Cosworth V8	Hewland	Goodyear	Olympus Cameras
25	Rebaque	H. Rebaque	Lotus	78/1	Cosworth V8	Hewland	Goodyear	
26	Ligier	J. Laffite	Ligier	JS7/JS9	Matra V12	Hewland	Goodyear	Gitanes Cigarettes
27	Williams	A. Jones	Williams	FW06/1	Cosworth V8	Hewland	Goodyear	Saudia Airlines
30	B & S Fabrs.	B. Lunger	McLaren	M23/14	Cosworth V8	Hewland	Goodyear	L & M Tobacco
31	Martini	R. Arnoux	Martini	MK 24/1	Cosworth V8	Hewland	Goodyear	Silver Match, RMO
32	Theodore	K. Rosberg	Theodore	TR1-2	Cosworth V8	Hewland	Goodyear	Teddy Yip
35	Arrows	R. Patrese	Arrows	FA1/2	Cosworth V8	Hewland	Goodyear	Warsteiner Beer
36	Arrows	R. Stommelen	Arrows	FA1/2	Cosworth V8	Hewland	Goodyear	Warsteiner Beer
37	Merzario	A. Merzario	Merzario	A1/01	Cosworth V8	Hewland	Goodyear	Gulf Italia

Spare Cars:

Brabham–Alfa Romeo BT45/7C	–	Used by Watson, Thursday p.m.
Tyrrell–Cosworth V8 008/1	–	Not used
Lotus–Cosworth V8 78/4	–	Used by Andretti in untimed practice and Thursday p.m.
McLaren–Cosworth V8 M26/3	–	Used by Tambay Thursday p.m.
Ferrari-312T2/031	–	Not used
Fittipaldi-Cosworth V8 F5/1A	–	Used for race by Fittipaldi
Renault-RS/03	–	Not used
Wolf-Cosworth V8 WR3	–	Used in untimed practice by Scheckter
Ligier-Matra V12 JS7/03	–	Used by Laffite, Wed. p.m.
Williams-Cosworth V8 FW06/2	–	Used by Jones Wed p.m. and in untimed practice.
McLaren-Cosworth V8 M23/11	–	Not used.

STARTING GRID

↑

5 M. Andretti *(Lotus-Cosworth V8)* 78/3
1 min. 14.90 sec.
2 (1 min. 17.09 sec.)

1 N. Lauda *(Brabham-Alfa Romeo)* BT46/4
1 min. 14.65 sec.
3 (1 min. 17.43 sec.)

8 P. Tambay *(McLaren-Cosworth V8)* M26/5
1 min. 15.30 sec.
12 (1 min. 17.89 sec.)

7 J. Hunt *(McLaren-Cosworth V8)* M26/4
1 min. 15.14 sec.
3 (1 min. 17.49 sec.)

15 J. P. Jabouille *(Renault V6 t/c)* RS/02
1 min. 15.36 sec.
4 (1 min. 18.13 sec.)

20 J. Scheckter *(Wolf-Cosworth V8)* WR1
1 min. 15.32 sec.
5 (1 min. 17.51 sec.)

12 G. Villeneuve *(Ferrari – flat-12)* 312T3/032
1 min. 15.50 sec.
5 (1 min. 18.29 sec.)

35 R. Patrese *(Arrows-Cosworth V8)* FA1/1
1 min. 15.48 sec.
44 (1 min. 17.15 sec.)

2 J. Watson *(Brabham-Alfa Romeo)* BT46/3
1 min. 15.62 sec.
55 (1 min. 17.39 sec.)

11 C. Reutemann *(Ferrari – flat-12)* 312T3/033
1 min. 15.52 sec.
4 (1 min. 18.13 sec.)

6 R. Peterson *(Lotus-Cosworth V8)* 78/2
1 min. 15.94 sec.
53 (1 min. 17.35 sec.)

4 P. Depailler *(Tyrrell-Cosworth V8)* 008/3
1 min. 15.97 sec.
13 (1 min. 17.29 sec.)

3 D. Pironi *(Tyrrell-Cosworth V8)* 008/2
1 min. 16.38 sec.
20 (1 min. 18.45 sec.)

26 J. Laffite *(Ligier-Matra V12)* JS7/JS9/01
1 min. 16.40 sec.
4 (1 min. 17.96 sec.)

14 E. Fittipaldi *(Fittipaldi-Cosworth V8)* F5/1A
1 min. 16.47 sec.
8 (1 min. 18.72 sec.)

9 J. Mass *(ATS-Cosworth V8)* HS1/2
1 min. 16.60 sec.
3 (1 min. 18.63 sec.)

27 A. Jones *(Williams-Cosworth V8)* FW06/1
1 min. 17.16 sec.
3 (1 min. 17.48 sec.)

10 J. P. Jarier *(ATS-Cosworth V8)* HS1/1
1 min. 17.12 sec.
3 (1 min. 17.93 sec.)

30 B. Lunger *(McLaren-Cosworth V8)* M23/14
1 min. 17.30 sec.
2 (1 min. 18.11 sec.)

19 V. Brambilla *(Surtees-Cosworth V8)* TS19/06
1 min. 17.32 sec.
3 (1 min. 19.34 sec.)

36 R. Stommelen *(Arrows-Cosworth V8)* FA1/2
1 min. 17.49 sec.
45 (1 min. 17.86 sec.)

25 H. Rebaque *(Lotus-Cosworth V8)* 78/1
1 min. 17.50 sec.
33 (1 min. 19.53 sec.)

32 K. Rosberg *(Theodore-Cosworth V8)* TR1-2
1 min. 17.62 sec.
3 (1 min. 19.55 sec.)

18 R. Keegan *(Surtees-Cosworth V8)* TS19/07
1 min. 17.57 sec.
40 (1 min. 19.29 sec.)

37 A. Merzario *(Merzario-Cosworth V8)* A1/01
1 min. 18.15 sec.
31 (1 min. 20.27 sec.)

24 E. Cheever *(Hesketh-Cosworth V8)* 308E/5
1 min. 17.83 sec.
3 (1 min. 18.50 sec.)

Did not qualify: –

31	R. Arnoux (Martini MK24/1)	1 min. 18.21 sec.
17	G. Regazzoni (Shadow DN8/5A)	1 min. 18.30 sec.
22	L. Leoni (Ensign MN06)	1 min. 18.38 sec.
16	H. J. Stuck (Shadow DN8/4A)	1 min. 18.45 sec.

N.B. The grid is shown as it was, not as it should have been. Times in brackets are fastest laps in race with lap number in bold.

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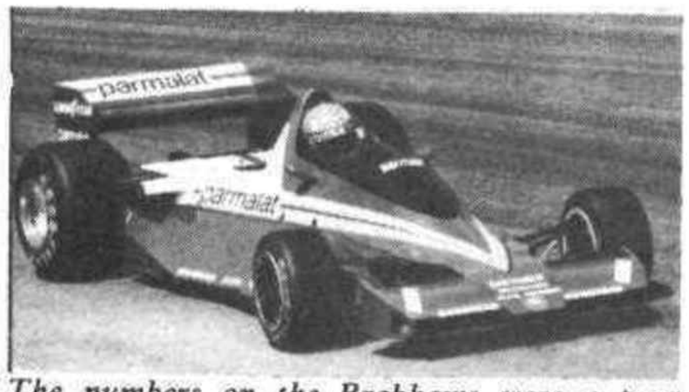
Reflections in the Transvaal

THE South African Grand Prix certainly was a remarkable race, with five different drivers leading in turn and the winner leading for the last half a lap. Even more remarkable was the fact that Peterson won the race from the sixth row of the starting grid; the whole affair was a classic example of how unpredictable Formula One racing can be and a good indication that a driver should never give up hope. Too many drivers in Formula One over the years have settled for *not* winning even before the race has started, yet everyone knows the age-old rules about racing, such as "never give up trying", or "the race isn't won until the chequered flag falls." Peterson's performance throughout the race was exemplary and a wonderful example to all budding racing drivers. He lost most of the the first day of practice doing development driving with the Lotus-Getrag gearbox, which is showing signs of being very good when the bugs are ironed out, and on the second day when everything went right for him, the wind and track were against fast times so that though he made a good time for the conditions it did not compare with the first day's good times. This was why he was back in row six on the starting grid.

In the race he found his Lotus was lacking in top speed compared to those cars around him, like the Williams, the Ligier, the Ferraris and the Renault, but it was handling beautifully round the corners, so what he made up on the bends the others pulled back on the straight, which is why he took so long to break away from the mid-field bunch. On that final exciting lap he was able to use the Lotus handling to the full in his chase of Depailler's Tyrrell and was happy to take corners on the wrong line and "sit-it-out" with the Tyrrell. As the two cars went into the right-hand Sunset bend side by side, Hector Rebaque's Lotus 78 was ahead of them and it seemed he was going to be in the way, but in fact Peterson never caught the private Lotus in that last half a lap. This was not because the little Mexican pulled out a phenomenally fast lap, his best lap was 1 min. 19.53 sec. on lap 53, but because Peterson and Depailler were going relatively slowly in their wheel-to-wheel dice. When you are on the wrong line through a corner, sliding about and banging wheels with another car, you cannot be near the limit of speed. It was all exciting stuff to watch, but was being done at the pace of the slowest cars in the race. This does not detract from Peterson's performance, it was heroic stuff and I wouldn't have missed it for anything. Afterwards, Depailler said: "Ronnie was very determined ... ."

Of course, the big question was why had Andretti run out of petrol at the crucial moment, and this time the answer was simple and uncomplicated; he did not start with full tanks, and the decision on that one was made by Mr. Lotus himself. Yes, Colin Chapman can make mistakes like the rest of us. A miscalculation, an error of judgement, an obsession to save 30 lb. weight, desperation to win, it could be any or all of these things. One thing about Chapman is that he gets it right more times than he gets it wrong, unlike some people who seem to be wrong all the time.

Looking at the fastest laps recorded during the race (which are given on the starting grid in the report elsewhere in this issue), it is interesting how many drivers made theirs in the first ten laps, before the problems caused the whole pace

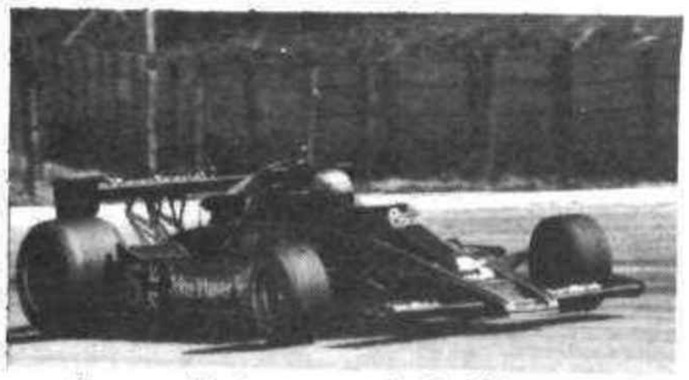


The numbers on the Brabhams were a poor joke ...



of the race to ease back a bit. Fastest lap was by Andretti on lap 2, in 1 min. 17.09 sec. and Peterson's best was 1 min. 17.35 sec. on lap 53; Depailler's best was 1 min. 17.29 sec. on lap 13 and Patrese's best was 1 min. 17.15 sec. on lap 44. The best that Jabouille did with the Renault was 1 min. 18.13 sec. on lap 4, so it was not surprising that he was holding up a lot of fast runners.

A very noticeable trend throughout practice and the race was the threat to the established drivers by some newcomers. The starting grid was very illuminating, with Patrick Tambay in row 2, Riccardo Patrese and Gilles Villeneuve in row 4 and Didier Pironi in row 7. Any reasonably competent driver should be able to get into a Formula One car and qualify on the back of the grid at his first attempt. If he qualifies in mid-field on his first try he is worth watching, and if in subsequent races he progresses steadily forward up the grid, at the expense of some established stars you can reckon he has got above average talent. Tambay, Patrese and Villeneuve have shown this talent without question. Other relatively new drivers started by either not qualifying, or scraped onto the back of the grid, and they are still there, even though it is time some of them progressed forward. It was probably just as well that Patrese did not win the race, though it did look pretty certain with a 14 sec. lead and 14 laps to go, when his Cosworth V8 blew up. A new driver in a new car would have rocked the establishment



... those on the Lotus cars looked identical when glimpsed at 175 m.p.h.



badly, and the establishment is balanced on such a competitive knife-edge these days, both technically and by internal politics and big business, that it could easily fall apart at the seams if it got too excited. The passing media, who do not follow motor racing very closely, would have had a bad time trying to sort out "Riccardo who? Driving a what?". Patrese (pronounced *Patraysee*), who was born in 1954 a few days before Alberto Ascari won the Mille Miglia in a Lancia V6 sports-car, and who lives in Padova through which that great race used to run, took over the lead with remarkable confidence, when the stars stumbled. The important thing he did was to get by Jabouille in the Renault on the third lap, before the front runners got too far ahead. If he had taken as long as Watson or Reutemann to get past the "yellow chicane" he would never have been in the right position at the right time, to take over the lead on lap 27. A lot of people wondered why Reutemann, Ferrari and Michelin did not shine like they had done in Brazil, but they probably overlooked the fact that in South Africa there was a whole new set of circumstances. The T3 was brand new and in its first race, and is a completely new design having little or nothing in common with the long established T2 cars. It wasn't that bad.

A disturbing trend that has spread this year is that of allowing "graphic artists" to have a go at the racing numbers. Numbers on a racing car are principally for the benefit of the time-keepers and the spectators and should be simple and clear to read. Too many of the cars at Kyalami had numbers painted on by the team's "graphics man" who viewed the number as part of the overall colouring and sponsorship design so that they were anything but simple and clear to read. The numbers on the Brabhams were a poor joke, those on the Lotus cars looked identical when glimpsed at 175 m.p.h.; the Ferraris were placed on a sharply curving surface so that only one digit could be seen from some angles and many more were funny-shaped numbers that could be confused when seen at speed. A number may look all right when seen in the paddock, but on a 150-m.p.h. corner, or 175-m.p.h. straight it can look very different. If the time-keepers miss a car's lap time the teams get very excited; if the spectators cannot read the numbers the teams couldn't care less. To have illegible numbers, funny numbers, "smart-alec" numbers or badly positioned numbers is totally irresponsible. Let's hope the CSI takes its foot out of its velvet boot and gives Mr. Ecclestone and his lot a kick up the backside.

During the morning of race-day, amid all manner of entertainments there was a parade of old cars, some of which indulged in an impromptu race. In the Johannesburg area there is a strong Vintage movement, based on the principles of the VSCC of Britain, with 1930 as the Vintage limit and 1940 as the Post-Vintage Thoroughbred limit. There is also a strong group with cars that do not fit these limits, such as pre-war American cars and post-war cars. The two factions live together very amicably and both were invited to take part in the parade. In the assembly area the Bugatti, Bentley, Talbot, Rolls-Royce, Alvis faction were lined up on one side and the Chrysler, Chevrolet, Austin A40, Morris 8, Triumph Roadster group on the other. Once out on the circuit they all mingled with one another to provide a remarkable variety. I took the opportunity of riding with my friend Peter Theobald in his Talbot "105" tourer and we started at the back with a couple of Bentleys and a Bugatti and had a good dice through the field.

Aston Martin Vantage Road Test

Continued from page 486

Production schedules enforced a spin-off backwards for this road test. Readers are advised to commence on page 482, in the colour section.

characteristic chattering when the engine is ticking over (at a steady 900 r.p.m.) in neutral and, if beefy, is delightfully positive and quick so long as the driver is equally positive in his actions. The toe of my 8½ clutch foot occasionally grazed a protruding piece of metal when depressing the pedal.

A furious, throaty roar from the Webers and twin exhausts greets modest pressure of the right foot, rising to an ecstatic howl when the power starts to come in above 2,000 r.p.m. By no stretch of the imagination could this be called a quiet car, yet the nature of the noise and its level is not painful to the ears – to the enthusiasts who are likely to buy the Vantage it will be joyous music, as it was to me.

Its performance is simply stupendous and relentless. While Boxers, Countachs and Porsches habitually eat their clutches if full-power standing starts are attempted, this Aston simply lays a trail of rubber as the big clutch bites positively, and then takes off like a scalded tiger, the tachometer needle hurtling round the clock so fast that there is hardly time to ram the lever forwards into second. Recommended maximum revs are 6,250 r.p.m. but Aston's Director of Engineering, Mike Loasby, tells me that the engine is safe for 7,000 r.p.m. The performance is such, the torque so massive, that few will be brave enough, or find the necessity to use high revs. After all, the advisory 6,250 r.p.m. limit offers speeds of 45 m.p.h., 73 m.p.h., 107 m.p.h. and 130 m.p.h. in the gears. This powerful engine never runs out of breath – or at least the driver runs out of road or bravery first! – and the continuing surge of power as the speedometer needle soars past 120 m.p.h. in fifth is a rare experience in a road car. I had that needle as far as 150 m.p.h. and even then there was no sign of the acceleration tailing off, which suggests that a Turbo would be hard-pushed to hang on to a Vantage. Mention of the Porsche Turbo reminds me that with the Aston's beautifully crisp, normally aspirated engine there is no question of a "step" in the acceleration, as there is when the Porsche's turbocharger cuts in and out with the rise and fall of engine revolutions through the gears: the Vantage power is consistent. Traction and



What other 170-180 m.p.h. super-car has four seats and "proper" luggage space to boot?

acceleration out of corners (the combination of De Dion, limited-slip and massive tyre footprint really works), its overtaking performance in any gear is simply incredible.

Those Vantage spoilers have far more than a cosmetic effect. Loasby was loathe to divulge their influence on penetration and drag, but confided that the results were impressive, the figures as low as any he knows, and a big improvement on the standard bodywork. Their effect on high speed stability is unmistakeable to the driver. The last V8 I drove, in 1975, started to become light on the front end and to wander slightly as soon as three figures were reached; this Vantage showed absolute stability up to my 150 m.p.h. maximum, making it a very reassuring and comfortable high-speed cruiser.

So this Aston sounds like a racing car on the road? In outright performance yes. Yet this is matched by remarkably fuss-free, flexible low speed behaviour in town, the engine happy to run down to below 1,000 r.p.m. Part of the secret lies in harnessing the immense power with a very progressive, smooth throttle action. Too much throttle with too few revs will cause the occasional hiccup. A healthy crackle from the air box and exhausts accompanies over-run from high revs, although I suspect this might have been exaggerated on the test car by a loose silencer baffle. The idea of blanking off the radiator grille seems strange; in practice, more than enough air passes through the radiator to keep the water temperature at a steady 95 degrees in or out of town, which Loasby says is about right (the handbook recommends 85 degrees for the earlier, standard V8 – apparently the latest type of Smiths instrument, as fitted to the Vantage, has varied the reading).

Not only in performance does this Aston prove that the mid-engined exotica are not the be all and end all. This 35 cwt. projectile has leech-like roadholding (almost 0.9 g. cornering power, says Mike Loasby), which suffers little on wet roads, although I would suspect the fat tyres might be prone to aquaplaning in really heavy rain, a common super-car drawback. When it does start to slide it does it gently, predictably, with none of the mid-engined viciousness. Excellent handling and positive steering which shows hardly a trace of assistance shrink this big car into a joyful plaything, a driver's delight. It rolls somewhat if pushed very hard, though this doesn't seem to upset the equilibrium of its handling. Such speed and weight has enforced very hard pads for the 10.75 in. front, 10.38 in. rear vented and grooved disc brakes, so that hard pressure is needed to stop from slow speeds on cold pads. In fact the twin-servoed brakes need a hefty touch at all times, but they reward with marvellous stopping power, capable of 1.2 g.

The stiff Konis have tautened the far from velvety ride. It has to be firm to give this 35 cwt. car the sports car handling it possesses and the owner capable of appreciating the fine qualities of this Aston's performance and handling is unlikely to be upset by the occasional jolt on his backside.

Looking back at what I have written, and prompted by a similar observation by our MD, who happened to look over my shoulder, I wondered whether I might have been over-enthusiastic about this bulky, yet astonishingly agile Newport Pagnell product. On second thoughts I think not: it excited me, enthralled me, I enjoyed every moment of driving it and that is, surely, what a car built purely for the fast-driving enthusiast is all about. Here is a car with the performance and handling of a racing car and the luxurious appointments of a limousine, with none of the accommodation or visibility drawbacks of mid-engined super cars. The Vantage may look old-fashioned in some eyes, but traditional style and hand-built quality has a lot to recommend it. Fortunately there are sufficient wealthy connoisseurs around to make it viable. Long may it survive! – C.R.

REFLECTIONS – cont. from opposite page.

finishing 3rd! Way out ahead was a cut-and-shut special Bentley, with 4½-litre engine in 3-litre chassis, driven with great verve by Peter Sutcliffe, who will be remembered for racing sports and GT cars a few years ago. It's nice to see a driver retired from front-line professional racing still enjoying good motor cars and a bit of sport.

Before the Grand Prix itself the 26 drivers were taken round on a lap of honour in open MG sports cars, each car having large stickers on the side proclaiming who the passenger was. I would imagine the chap who took Peterson round on that lap is very reluctant to remove his stickers. These MGs ranged from PB through TA, TC, TF, TD to MG-A and MG-B. Abingdon would have been proud of the array assembled for this pleasant task, though no doubt British Leyland did not even know it happened, or even cared, if our correspondence columns are anything to go by. – D.S.J.

New Social Centre for Brands Hatch

AN AMBITIOUS NEW £120,000 hexagonally designed, multi-purpose building has been designed to replace the well-established 50-year-old clubhouse at Brands Hatch. It is hoped that the building, which will be known as the "Kentagon", will be completed in time for this year's British Grand Prix to be held at the Kentish circuit on July 16th. The building, designed by racing architect Cliff Davies, will feature a dance floor and stage which may be utilised for business functions, dinner-dances, wedding receptions in addition to its regular function as clubhouse and bar. The main area can be sub-divided into sections to permit the display of racing cars, while assistance and advice on the project have been provided by Brands Hatch's beverage contractors, John Courage.

Overdrive Boost for Range Rover

LEYLAND have announced an overdrive unit for their Range Rover. It will give the car sixteen forward and four reverse gears and the unit can be easily fitted within about three hours. Tests have shown fuel consumption savings of more than 25%, while the unit also manages to reduce engine revolutions by nearly 28%. Other advantages are a top speed of over 110 m.p.h. and 3rd gear speeds of more than 90 m.p.h. And the price? £226 plus VAT, fitting extra.

Panther Lima for Modsports

THE RAC have announced that the Panther Lima, road tested in MOTOR SPORT last August, is to be included in the list of eligible cars for Modified Sports Car racing in 1978. Panther West Winds Ltd., who market the car, are hoping that both Lima dealers and private owners will be seen racing during the coming season.

New Tow Car Challenge to Rover

THE NEW Rover 3500 came out best in the first ever CI Tow-Car Challenge, organised by Britain's largest touring caravan manufacturers. The Challenge, judged by a panel of seven motoring journalists and towing experts, had 17 entries from British and Foreign manufacturers. Each caravan was loaded to 75% of the car's weight during the tests. The cars competing were marked on acceleration, braking, ride, handling, climbing and overtaking qualities while touring.

VSCC Pomeroy Memorial Trophy Competition

Silverstone, 4th March

THE Pomeroy Trophy competition at Silverstone once more gave VSCC members their annual opportunity to match their post-war tin, aluminium or fibreglass ware against traditional vintage and thoroughbred cars, using a formula devised by the late Laurence Pomeroy Jnr. taking into account such factors as age, capacity and the distance between the clutch pedal and rear axle. The winner is supposed to incorporate the qualities of the ideal touring car. Non-starters this year included David Roscoe, the Rolls-Royce PRO, whose 1937 4.3 Alvis Special had seized up at Deddington, Steve O'Rourke, whose 1960 Aston Martin Zagato had tragically fallen off its trailer on the M1, and Michael Scott, who drove his 1925 30/98 Vauxhall out of its garage after an extensive engine and clutch overhaul only to find its crownwheel and pinion were broken.

Early morning fog cleared to make way for a sunny though cold day, and the first test, a fast bending or wiggle-woggle affair down the Club straight resulted in not a single car spinning, which was unusual. Fastest time was put up by the remarkable 1973 Fiat Dino Spyder of Bill Summers, his time of 20.13 sec. just beating Martin Morris's 1953 C-type Jaguar, with 20.31 sec. The 21.81 sec. of John Horton's 1928 Type 43 Bugatti equalled the time of David Duffy's 1964 AC Cobra, and beat such formidable opposition as Derrick Edwards' 1955 D-type Jaguar and Chris Mann's 1968 33/2 mid-engined Alfa Romeo which both returned 21.89 sec. Highly commended were Michael Bowler's 21.03 sec. with his 1964 DB5 Aston Martin and the 21.71 sec. of Rex Kettell's 1974 MG-B V8 was faster than Nick Mason's 1962 Ferrari 250 GTO (21.94 sec.), if not R. S. Mansfield's 1951 Targa Florio Frazer Nash (21.46 sec.).

Fastest in the Modified class was Richard Bergel's 1971 Porsche 911 with 21.42 sec. followed by Dick Smith's 1968 Reliant Scimitar coupé (22.21 sec.) and David Rouse in Chris Bird's ugly but effective 1936 Speed 25-engined Alvis Special (22.74 sec.). In order to avoid the 10 mark penalty for running in the first two tests without a hood, the latter car had been fitted out with a home-made hood fashioned out of deck chair material—from a vintage deck chair, we were assured.

The braking test, in which cars had to stop astride a line after a flying start, was hilarious because, as somebody put it, "most of the decent cars failed". Derrick Edwards was a prime example, he was enjoying his D-type Jaguar's acceleration so much that he just couldn't bring himself to take his foot off the throttle early enough, with the result that he slid across the line with all four wheels locked in fine style, and recorded the most brilliant of the dozen failures out of the 47 starters. Michael Bowler's Aston Martin was best here, with 6 sec. dead, followed by the Summers Dino Fiat (6.1 sec.) and the Morris C-type Jaguar, which tied with Bill Fone's 1964 AC Cobra to record 6.2 sec. Second slowest of the non-failures was the 9.3 sec. of Paul Shaw's 1950 Bristol, which bore a splendid patina of age, as if the owner had been going to work in it every day for the past 28 years, and is waiting for a fine week-end to give it its first polish. Slowest was Adrian Liddell's 1918 Straker-Squire with 9.7 sec., but he was without the luxury of front-wheel brakes.

It is amazing how many cars start misfiring as soon as they realise they have got to do a standing and flying quarter-mile against the watch. Amongst the culprits here were Conway's and Horton's Type 43 Bugattis, and Mann's Alfa Romeo. John Batt's 1936 LG45 Lagonda was quieter than Anthony Blight's 1931 Talbot 105, which surely is historically incorrect. The reason for Derrick Edwards' delight on the run up to the brake test was explained when he recorded the fastest flying quarter time of 7.68 sec., in which he was followed by David Duffy's 1964 AC Cobra (7.77 sec.) and Nick Mason's Ferrari (7.89 sec.). Bill Fone's AC Cobra was best in the standing quarter (13.98 sec.), and next best were Nick Mason's Ferrari (14.24 sec.) and Michael Bowler's Aston Martin (14.72 sec.). In the Modified class, Richard Bergel's borrowed Porsche, which he had sat in for the first time that day, was second fastest with 15.32 sec., despite the driver changing momentarily from 2nd to 5th gear by mistake, being beaten by the 15.29 sec. of Tom Threlfall's 1963 Reliant Sabre Six, borrowed from Robin Rew.

Some revealing flying quarter times were 12.20 sec. by Roland Duce's 1977 Jaguar D-type Replica, based on E-type components it seems, 12.78 sec. by Threlfall's 2,698-c.c. Reliant and 12.69 sec. by Adrian Liddell's 1918 Straker-Squire, with a capacity of 3,921-c.c. to the Jaguar's 4,200-c.c.

It is tempting to look upon the 40-minute High Speed Trials round the Club Circuit as races, although it is noticeable that the prize winners are often conspicuous by their apparent slowness, as most only do the required number of laps. For what it is worth, the first session was "won" by Mansfield's Targa Florio Frazer Nash, after an initial long lead by Finch-Hatton's 328 BMW, and it was remarked that Liddell's 1918 Straker-Squire seemed to be capable of out-cornering a TR2 and a Bugatti at Woodcote. The second session was "won" by Bergel's Porsche from Mann's Alfa Romeo. The latter car *looked* and sounded as if it was the fastest car present, and the way Threlfall's Reliant was chasing it when it led in the earlier stages was impressive, though Tom had to slow later as he was running short of fuel. At one period in the second session Dowell's 1977 Ford Capri Ghia suddenly started treating Woodcote as if it was a series of S-bends until the driver got it under control, and Mason's Ferrari and Joseland's Reliant had some sort of a coming together on the slowing down lap.

Hugh Conway, that doyen of Bugatti owners, again carried off the Pomeroy Trophy in his Type 43 Bugatti as he had done in 1975 and as John Horton in his similar car did last year. As Michael Bowler remarked when the provisional results were posted up "I don't know why the rest of us bother to run when there's a Type 43 present".

P.M.A.H.

Results :

Standard Cars

Pomeroy Trophy: H. G. Conway (1928 Bugatti T43).

First Class: W. A. Liddell (1918 Straker-Squire), H. C. Bergel (1926 Bugatti T35T), R. S. Mansfield (1951 Frazer Nash Targa Florio), W. H. Summers (1973 Fiat Dino Spyder).

Second Class: Hon. R. Finch Hatton (1937 BMW 328), W. D. A. Black (1932 Alfa Romeo 8C Spyder Corsa), M. Billingham (1958 AC Ace), M. H. L. Bowler (1964 Aston Martin DB5).

Third Class: A. S. R. Charnock (1949 Frazer Nash Le Mans Replica), S. G. Harvey (1960 Morgan Plus Four).

Modified Cars

Densham Trophy: F. C. B. Smith (1929/35 Frazer Nash/AC).

First Class: D. G. Rouse (1936 Alvis Special).

Second Class: M. H. Dods (1936 AC Special).

Third Class: R. J. B. Smith (1968 Reliant Scimitar coupé).

The VCC will hold its AGM at the RAC on April 1st, commencing at 14.30 hours.

* * *

The first round of the Morgan Three-wheeler Racing Championship takes place at the Velocette OC Meeting at Cadwell Park on April 16th and this active Morgan club is having another Night Trial at the end of the month.

* * *

The Vintage MCC intends to hold another Founder's Day Rally, at Stanford Hall, Rugby, on April 23rd. The Vintage Assembly in TT week will take place in the IoM on June 4th-8th.

* * *

The Bentley DC announces that the WO Memorial Fund now exceeds £30,400.

MG K3004

The following letter has shed further light on the whereabouts of MG K3004 and its Smith-modified body (see MOTOR SPORT, February 1978).

Sir,

I am writing in respect to your article on J. H. T. Smith's K3 MG single-seater. The article was of particular interest to me as I have the K3 body from the Stuart-Wilton car that you believed to have been destroyed. This is the body that was lowered 4½ inches and had a new tank made (by Gallay Ltd. 5-2-36 according to the plate on the filler neck) for the 1936 season and later sold to Billy Cotton and fitted to K3004.

As reader Peter May said in last month's Vintage Postbag, his brother sold K3004 to Jim Gullan who brought it out to Australia in 1952 and raced it in 1939 form. He later removed the Smith modified body and replaced it with a much lighter fibre-glass body in an effort to improve the performance. The car still was not as fast as the 1933 TT-bodied K3 owned by Otto Stones, which is the ex-Eddie Hall car. The Smith body was sold and the new owner fitted it to a Ford Special; this was subsequently broken up and after a few more owners I acquired the body. With the help of a friend who is an ace welder, the body was fitted to a lengthened P-type MG chassis. We have retained all the original body, just welding in bits that were cut away when it was fitted to the Ford Special.

We have lengthened the P-type chassis to the K3 wheelbase, and if anyone has a 6-cylinder engine and gearbox for sale we'd like to hear from them. Or better still, if the original chassis of K3015 is for sale, we'd like it to have its body back. The Billy Cotton K3, number K3004 now has a replica TT-type body on it and is owned by Frank Betts in New South Wales.

East Ivanhoe, JAMES McDONALD
Australia

FIFTIETH ANNIVERSARIES

The RAC Tourist Trophy



TRUE ROAD RACING.—An early morning practice shot of Rudolf Caracciola in the streets of Comber in 1930 in his Mercedes-Benz.

EXACTLY WHY the figure of 100 should mean so much to British people is difficult to understand, especially as we have only recently accepted the decimal system of counting in multiples of ten. It could be our long association with cricket and the fact that every Englishman starts life orientated to cricket, even if he doesn't follow it through in later years. Though why 100 runs were considered a cricketing achievement, and not 120 runs is another mystery. With cricket starting before motoring it was not surprising that the figure 100, or century, was considered important so that 100 m.p.h. was everyone's aim at first and then averages of 100 m.p.h. and so on. The first 100 m.p.h. lap of Silverstone was a landmark in British motor racing history, though other European countries did not really understand what we were talking about, for 100 m.p.h. in metric figures is 160.934 k.p.h., a completely meaningless figure to the French, Germans or Italians.

When someone averaged 100 m.p.h. for the duration of the Le Mans 24-hour race the British got excited and celebrated, while the French looked on blankly. Their target had been 100 k.p.h., many years before, and their next one was 200 k.p.h. The British converted this to 124.27 m.p.h., and looked equally puzzled. Nonetheless, the figure 100 is accepted by everyone as a landmark, whether it be 100 kilometres, 100 miles or 100 years, so that at 50 you are halfway to your target figure. On the matter of the human life-span it is cause for celebration when you reach the age of 50, as it is halfway to the century which would be nice to reach, and these days a lot of people do just that. At one time a man was considered normal if he lived for "three score years and ten", which would have made 35 years of age the time for celebrating the halfway mark. At 50 it is nice to think that you have reached the halfway mark, and if the second 50 are as satisfactory as the first 50 you can contemplate dying happily. I remember looking forward to the halfway point and planning all sorts of celebrations, having been to some nice parties with older friends when they reached the halfway point. Somehow my plans went wrong, for I was in the middle of a dice with a German racing driver down the Frankfurt-Darmstadt Autobahn at well over 100 mp.h., he in a tweaked-up Jaguar saloon (with Daimler grille) and me in a 4.2-litre E-type coupé, when I realised it was my birthday and the halfway point I had been looking forward to reaching!

Accepting that the figure 100 is important, it follows that 50 must be half as important, but nevertheless justification for a celebration. Also 25 is a good excuse for a party, as must be 75 (I must try and remember *that* birthday). There is nothing to stop anyone having a party or celebration at any time, but it is so much nicer to tie it in with a twenty-fifth, or fiftieth anniversary, and in motoring and racing circles there seems to be a fiftieth anniversary of something or other every year, and this year is no exception.

The RAC Tourist Trophy race was started in 1905 and has led a chequered career, changing venue and form over the years, passing various landmarks. It started in the Isle of Man and was held on and off until the 1914-18 war. In 1922 it was revived in the Isle of Man, but failed miserably. In 1928 it received a new lease of life when the motorcycle enthusiasts of N. Ireland assisted the RAC to run a brand new event on a 13.6-mile road circuit just east of Belfast. For catalogued sports cars the race proved to be a huge success and caught the imagination of racing drivers and manufacturers from all over Europe. Each year it went from strength to strength until the 1936 race, in which a bad accident involving spectators put an end to the Ards circuit. The RAC moved the event from Ulster and in 1937 and 1938 ran it on the lengthened Donington Park circuit, but it was no longer the "real" TT. War put a stop to the 1939 event and it was not until 1950 that the RAC revived the race, this time on a new circuit in N. Ireland at Dundrod, to the west of Belfast. It was held each year until 1955, when bad accidents and the death of three drivers caused the RAC to withdraw once more. The Tourist Trophy reappeared in 1958 as a circuit-race at Goodwood and then fluctuated from there to Oulton Park and Silverstone, ending up as a saloon car race.

In most enthusiasts' minds, and certainly those in N. Ireland, the "real" Tourist Trophy races were those held between 1928-1936 on the natural road circuit at Ards. The Dundrod races, while being first-class, were not in the same league, they were really RAC Sports Car Races, so it is not surprising that the year 1978 is highly significant to the racing enthusiasts of Ulster and in particular the members of the Ulster Vintage Car Club, led by the Lord Dunleath. August 18th 1978 will be exactly 50 years to the day, of the running of the first Ulster Tourist Trophy, in which there were 44 entries, the race being won by Kaye Don with a 1½-litre Lea-Francis.

As already mentioned in MOTOR SPORT, Golden Jubilee Celebrations are planned for the week in August encompassing the 18th, which this year is on a Friday. On Saturday, August 12th, the Ulster Grand Prix for motorcycles is being held on the Dundrod circuit, and it is planned to start TT week with a visit there. Anyone who arrives in a genuine TT car from 1950-55, *e.g.*, C-type Jaguar, D-type Jaguar, Aston Martin DB3, Maserati 300S, etc., will be encouraged to do a couple of demonstration laps of the Dundrod circuit after the Friday evening motorcycle practice. However, the real purpose of this Irish "Jolly" is to celebrate the TT on the Ards circuit and during the week there will be various activities ranging from civic functions, through visits to historic places both motoring history and civil history, to a run on a steam-train on the normal Ulster railway system, to the main part of the celebrations. There will be demonstration laps of the full 13.6-mile Ards circuit, which runs from Dundonald east to Newtownards, then south-west to Comber and north-west to Dundonald, forming a triangular circuit that was the equal of such classics as Pescara, Spa, Berne and Dieppe at the time. The Ulster Constabulary are giving the whole affair their blessing, and while they cannot promise to close the roads that form the circuit, they have indicated that they could close most of the roads that lead onto the circuit, which should provide a pretty clear run. Any car that competed in the Ards races between 1928-36 will be given

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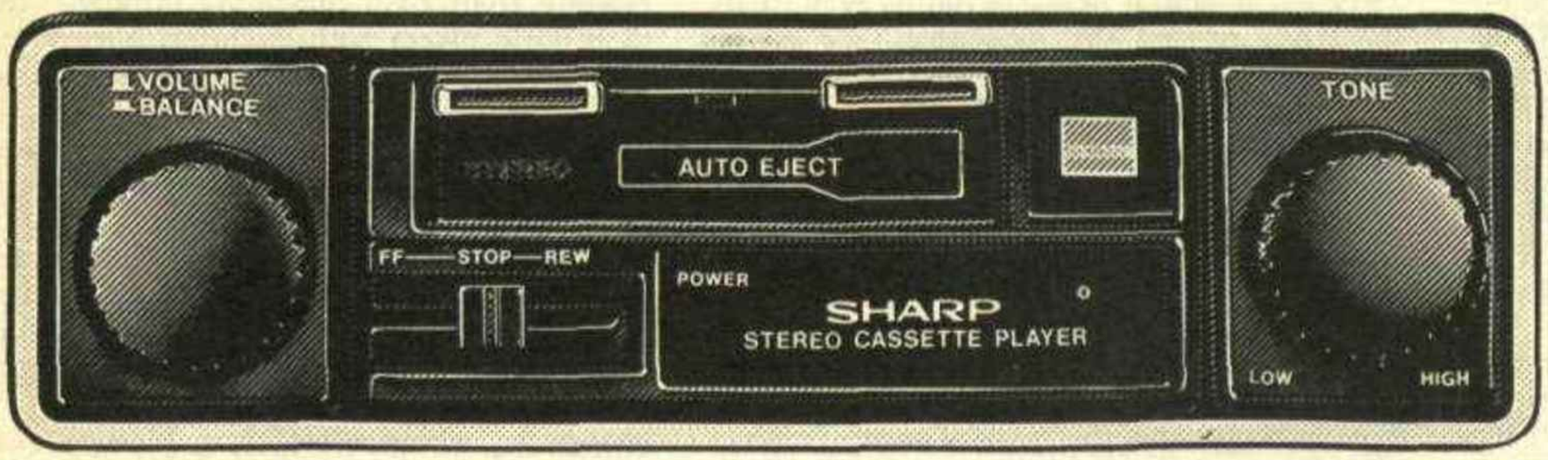
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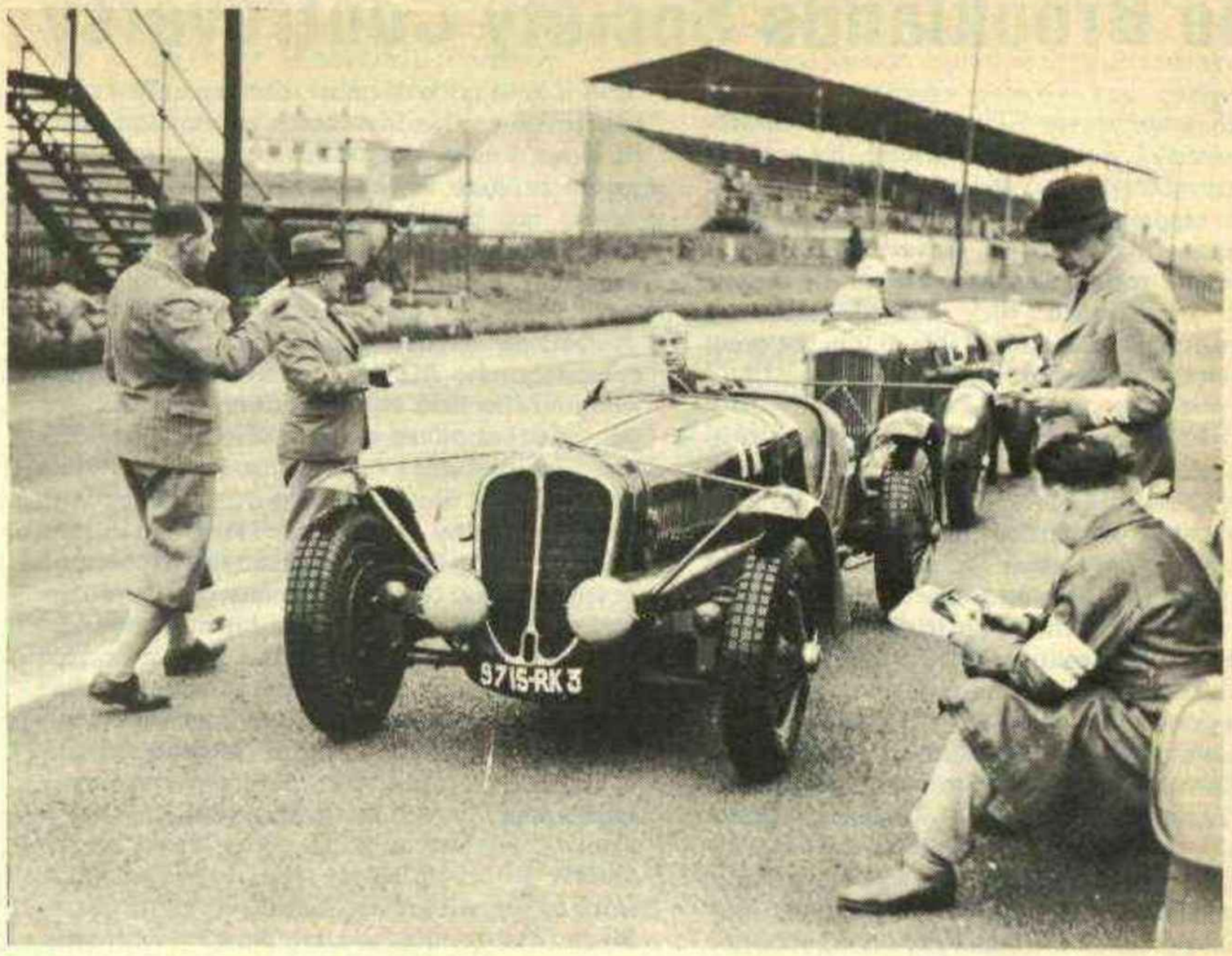
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pride of place, naturally, and as the Lord Dunleath owns one of the 4½-litre Lagondas that ran in 1936 it will be appreciated that this "demonstration run at representative speed" is in the hands of the right person. Other cars that are similar to actual TT cars will be welcome, as for example 4½-litre Lagondas that did not compete in the races, but they will not join in the main demonstration, being allowed some laps of the circuit afterwards, as will any other Vintage, Veteran or Edwardian cars that care to join in.

Among actual TT cars that are known to still exist are Lagondas, Aston Martins, Rileys, Alfa Romeos, MGs, Singers, Delahayes, Frazer Nashes, Talbots, Alta, and Bentley so that something like 40 genuine cars could be assembled if owners were to take them out of their "safe deposits" and use them, while at least a dozen replica TT cars, like K3 MG, NE-Magnette, Talbot, Delahaye etc. could follow on. Although many of the drivers who took part in those 1928-36 races, and mechanics, for they were carried during the race up to 1934, are still alive and well, like S. C. H. Davis, Kaye Don, Eddie Hall, Robin Jackson, Cyril Paul, Arthur Dobson, Prince Bira, the Evans brothers and Charlie Dodson, a journey to Northern Ireland is probably not feasible for some of them, but those of us who can take the cars they drove will be honouring their exploits on the magnificent Ards circuit, which was road racing at its best.

A recent visit to Belfast and a lap of the circuit with the Lord Dunleath in his TT Lagonda showed that at least 10 out of the 13.6 miles are unaltered and the villages of Comber and Newtownards are unchanged, though the outskirts have spread somewhat. On the fast stretch after Newtownards the Lagonda was up in the eighties, and again on the run into Dundonald. Where the start used to be, a dual-carriageway has been built and there is a lot of industrial development, but a commemorative building was constructed in the form of a row of three pits on the site of the original ones. This was done in 1971 with the support of local industries and enthusiasts and the interest was so overwhelming that it sparked off the fiftieth anniversary celebrations. Everyone is enthusiastic about the forthcoming week-long "Jolly", from the police, the Tourist Board, the shipping lines, the hoteliers and not least the little old lady who still runs the pub in Comber, right on the edge of the circuit, and who saw Caracciola, Birkin, Nuvolari, Hall, Dixon *et al*, braking hard past her front door and aiming for the narrow right-hand turn past the butcher's shop (which is still there, naturally).

This is a fiftieth anniversary with some meaning to it, especially if you like the racing/sports cars of the late twenties and thirties, and believe like I do that there was only one series of "real" Tourist Trophy races. Those held on the Ards circuit from 1928-36. The first time I went to the Dundrod circuit in the fifties I was very impressed for it had a character like Oulton Park (before it was emancipated), only ten times as big and ten times as spectacular and challenging. I thought it was terrific until I took time off and drove round the Ards circuit.



ULTIMATE TT CAR.—Frenchman Robert Brunet about to set off for a practice lap of the Ards circuit in 1936 in his 3½-litre Delahaye.

Then I appreciated what true road racing was all about.

As mentioned already in MOTOR SPORT the Lord Dunleath is chairman of the organising committee and his address was given last month. Further information can be obtained from Michael Wylie, 22, Ballyhenry Drive, Glengormley, Northern Ireland, who will no doubt be following the TT cars at a more sedate speed in his 16.9 h.p. Sunbeam.

D.S.J.

The Things They Say . . .

AS motoring fanatics, it is permissible for us to think highly of the motor-car and suggest that many of the better ones possess "character." That this opinion is not held only by the biased comes out in an article written by A. L. Rouse, for *Blackwood's Magazine*. As a Fellow of All Soul's College, Oxford, from 1925 to 1974, and a well-known biographer and poet, one might not expect Mr. Rouse to be particularly sympathetic or orientated towards cars. But in his article about the poems of Sir John Betjeman I was surprised and delighted to come on the following passage:- Betjeman wrote, he is saying, poems about many things, including motor-cars and he continues, "Motor-cars – I have never known one more dilapidated, or more full of character, than the one in which John took me across Shakespeare's Cotswolds to introduce me to Cheltenham."

In this same issue of *Blackwood's*, as well as a fine account of flying the North Pole route from Heathrow to Tokyo, in a Japan Airways' Boeing 747 by that best of modern travel writers, Leslie Gardner, there is the following passage by Gerald Pawle:- "If the time should come when, almost universally, white flannels are exchanged for track suits of many colours; the synthetic pitches, prepared in the laboratories, are delivered each evening to floodlit arenas surfaced with plastic grass; and computerised robots take the place of umpires and scorers – then the image of Broad Halfpenny Down will fade away under the arc-lights, and the ghosts of John Nyren, Beldham and Silver Billy will return to the village green. . ." Mr. Pawle is recalling his days as a cricket-writer. But his sentiments have much in common with those of our Continental Correspondent, who sees the day when drivers of racing cars may be replaced by electronic "black-boxes" and who decries the change that has come over Grand Prix racing, the passing of the characters, and the removal of once-famous circuits like Spa and the Nurburgring from Formula One. – W.B.

GP stand sales

ADDITIONAL stand seating has already sold out for the British GP at Brands Hatch on July 16th. Some 16,000 seats under cover have been erected, the largest number ever offered at a British motor race. Some 1,440 places will be kept at a stand erected on the Brabham Straight terrace: they will be sold only on race day on a "first-come, first-served" basis.

Miniatures News

AUTO REPLICAS of Poole have a kit for making up a 1:43rd-scale model of a Park-Ward-bodied 1936 Derby-Bentley d/h., No. 23 in their metal-kit series. A 1933 1:24-scale TT Replica Frazer Nash and a 1955 1:43-scale Morgan Plus-4 coupe should now be available from this source and Auto Replicas can supply finished models of AC Cobra, Morgan Plus-4 and Plus-8, Triumph TR6, etc., and of the Type 23 Tank-bodied GP Bugatti, the last-named one of their economy-kits. –W.B.

The latest historic-car releases from Grand Prix Models of Radlett are a blue 1939 GP Lago-Talbot (No. 62 in their Classic Cars series), a most interesting addition to the pre-war model racing scene, and a flat-twelve Cisitalia-Porsche 360 model, as this rare racing-car looked in 1953 (No. 64). – W.B.

The Brooklands Society Controversy

Sir,

With reference to "The Brooklands Society Controversy" which has appeared in your last two issues, it seems as if I am not the only one who is apprehensive about the direction that things seem to be taking. (I was so besieged at the VSCC meeting at Brooklands by people saying how much they agreed with my sentiments, I was almost unable to film the event which was my purpose for being there.) But I think the record should be put straight with regard to one or two of your correspondents' letters in the February edition.

Nobody could have done more for the Brooklands Society than Jimmy and Barbara Dunn in the early days and it came as a great shock to all the Committee when we saw that, in the local press, there was a letter to the Editor advocating the routing of the M25 through Brooklands, sent from the registered address of the Society and signed by J. H. Dunn. At the next Committee Meeting after all Members had had their say, and most of us praising their past work, Jimmy Dunn saw fit to take from his breast pocket an envelope containing an already typed and signed resignation for himself and Barbara. It was an impossible situation. How could one person be Secretary to an organisation trying to preserve our beloved Brooklands whilst advocating its total destruction?

Your other correspondent in Hampstead shows a lamentable ignorance of the facts. If he is a Member of the Brooklands Society, his letter shows an appalling lack of communication between the Committee and the Membership. And if he is not a Member, one can only wonder where he got his inaccurate information from. You see, I never resigned from the Committee. I wrote in June to the Chairman saying that I would not be standing for re-election at the AGM in October. I have a letter from Roy Nockolds deeply regretting my decision and asking me to continue as Editor of *The Brooklands Society Gazette.* He repeated this request at the AGM and I agreed and I have continued to help at the Reunions and Dinners. So your Hampstead correspondent is "right over the banking" when he says that I resigned "in a fit of pique". But I wholeheartedly agree with him over Jimmy and Barbara Dunn and the late Roland King-Farlow. Roland had been a personal friend of mine for many years and I am happy to say that this friendship still continues with his widow, Victoria. And it will be seen from the above penultimate paragraph that I had no more to do with Jimmy and Barbara Dunn's resignation than any other Member of the Committee.

Beckenham R. O. WILSON-KITCHEN

Sir,

The Brooklands Firefighters? Smoke without fire is an understatement if ever there was one; a calamitous conflagration seems to be damped down merely by sheer weight of words. Do they think we will all accept the principle of using 266 words when 6 would suffice?

Everyone knows that Brooklands Society correspondence does not often get dealt with, a contrast to the attitude of earlier Secretaries unless it is all getting lost at the accommodation address, and is there not, Mr. Editor, a simple sharp word describing such action as fund transference without membership approval? We hear severe criticism of the officer's handling of finances and at the same time learn that a competent member of the Society involved with such things as a million pound turnover works only for the Society in the very mundane matter of photocopying for its records. Could he, alone, be the best Society manager?

All the pre-war Brooklands habituees are getting older and some must be very depressed that the only so called progress of the last few years has been this £2,000-matter which, for all the finesse with which it has been handled, might just as well have been accompanied by a two fingered gesture to the members.

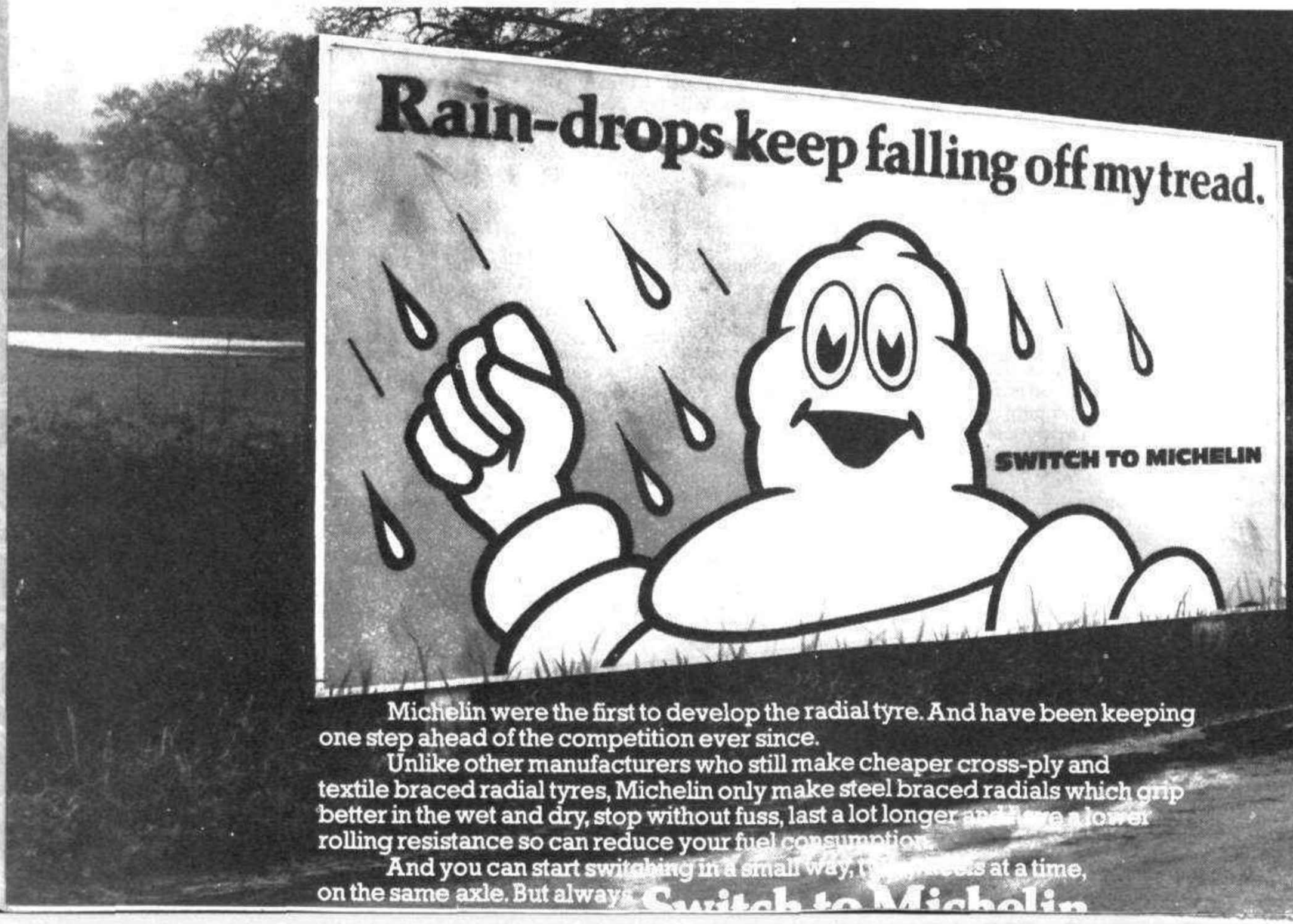
To let matters drift further could be disastrous. The membership should insist on an emergency meeting to clarify the management inadequacies and institute drastic remedial action. If heads have to roll in the process, so be it. Above all we must hope for action and not protracted paper-wasting excuses or protestations of being misquoted, misunderstood, misinterpreted etc.

Rhiwbina HAROLD G. N. WOOLRIDGE

Sir,

As one of the earlier members of the Brooklands Society (Membership No. 45) I am saddened but not entirely surprised by the recently published correspondence.

In the pre-Society days when a few of us gathered at the track for a look round and in the



early days of the Society itself a spirit of genial efficiency and enthusiasm seemed to permeate. Was it not at an early "Hand & Spear" natter that the idea of clearing a small portion of the track first arose? Although in those days we recalled happy times I doubt whether anyone seriously envisaged that we would buy Brooklands or that the Society could have any great appeal to the very much younger "needing-a-haircut" type of motor enthusiast.

When the Society found it necessary to appoint a new Secretary in 1975 they listed in their magazine the qualities that the new man "must" have; among these was the necessity to "have known Brooklands very well before its closure". They then proceeded to appoint a man who probably had much to commend him but who certainly did not have an intimate knowledge of the track. Why emphasise the qualification needed and then ignore it? This has always puzzled me; it could be where some reasoning started to go adrift. The current Secretary as an apparently much younger man could not have known Brooklands as well as his predecessors except possibly in a previous existence if one believes in such. Track knowledge cannot but be helpful to such an officer.

Certainly my recent experience of Society efficiency is not encouraging. I felt it necessary to take up one matter and the Treasurer (a reliable man) assured me – over a year ago – that it had been passed on and would be dealt with. Presumably I must have recourse to legal measures or a shotgun if I desire action.

As an ex-Company Secretary I am puzzled after reading the non-explanations re Brooklands Track Ltd. Publish the Memorandum/Articles in the Society magazine and for good measure the minutes of recent Committee Meetings, too. Bring back Brooklands, certainly – if practical – but first bring back some commonsense, expertise and the genial efficiency which used to prevail. If the latter were not so sadly lacking MOTOR SPORT would not have received so many letters.

Newnham BERNARD WHEELER

Sir,

The Committee of the Brooklands Society, having carefully considered the correspondence which was published in the February issue of MOTOR SPORT, wish to make the following statement. In response to Mr. Wilson-Kitchen's letter in the January issue, which was critical of the affairs of the Society, the Honorary Secretary was instructed to write to this correspondent with an invitation to put his views and doubts direct to the Committee so that any matters which caused him concern could be investigated and answered to his satisfaction. Because no reply to this invitation was received, a second letter was sent to which also the Committee has received no reply to date.

On further investigation, it would appear that a very small group from within the Society's membership of over 1,500 have, for reasons unknown to the Committee, been trying to cause dissention for what must be assumed can only be disruptive purposes. Under Clause 15 of the Articles of Association of the Brooklands Society Ltd., a quorum consisting of 10% of the total membership may call for an Extraordinary General Meeting which the Committee are quite prepared to arrange should it be called for. Failing this, as there is a great deal of serious work to be done, the Committee feel that no further time should be wasted in open correspondence, but that it will endeavour, as always, to answer directly any queries that Society members and members of the public may wish to raise and that the Society as a whole will continue to strive for the preservation of Brooklands to the benefit of everybody.

For The Committee Of
The Brooklands Society Ltd.

London, W.1 ANDREW CHILD
Hon. Secretary

(This correspondence opens with a reply from Mr. Russell Wilson-Kitchen, who started it, followed by a representative selection from the large volume of letters received. There is no room for a very long letter we have had from Mr. Peter Roddis of Huntingdon, the Society's PRO, as we cannot devote more than a reasonable portion of this issue of MOTOR SPORT to Society business but it can be inspected at our offices. This correspondence, although not necessarily the subject, is now closed, as we consider the matter has now been clarified to the extent where it is now for the Society's members to decide how to proceed. Incidentally, we understand that Mr. Roy Nockolds has given up Vice-Presidency of the Society and that Mr. Vaughan-Davis has taken his place. It has been put to us that as only Presidents and Vice-Presidents are eligible to chair the Society's Committee Meetings or AGMs all such meetings held since the President left England are, in fact, null and void. That, again is a matter for members of the Society and, while we look forward to another Brooklands Re-Union, we are becoming exasperated by these wranglings. – Ed.)



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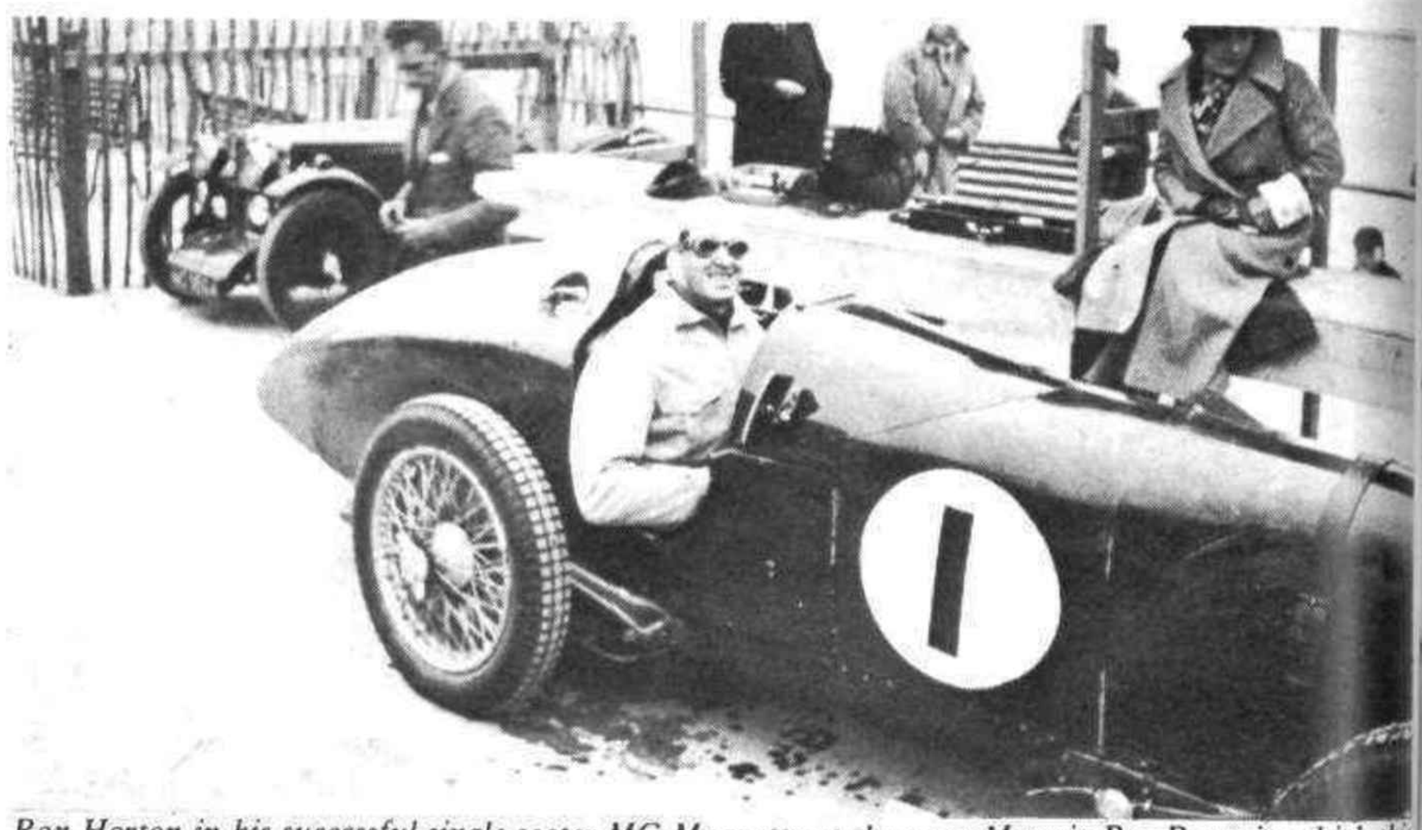
The Racing Cars of Ron Horton

Described to the Editor in a recent interview

THOSE WHO are inspired by pre-war MG performances will certainly not have forgotten R. T. Horton, who achieved many notable successes with cars of that make, particularly round the outer-circuit at Brooklands in his off-set single-seater C-type Midget and similarly-bodied K3 Magnette. Ron Horton's motor-racing victories were all the more creditable because he was a true amateur driver, unaided by the factory.

Ever since the war put an end to Brooklands and motor-racing in the old tradition, I had hoped to meet Mr. Horton and talk about his activities in those days. I knew he had lived in Birmingham but had failed to trace his whereabouts, until a chance reference in the recent article about the early motoring days in Herefordshire, based on Harold Butcher's memories, caused me to ask that gentleman if he knew what had happened to Horton. "He is farming not far from you," I was informed, and that is how this fascinating interview came about ...

Horton was keen on motor-cars and motoring from an early age. Indeed, at the age of 13, soon after the end of the First World War, he was driving his 1912 Grand Prix Morgan with water-cooled JAP engine about the lanes and highways of Herefordshire and adjacent counties. His enthusiasm led him to work at a garage in Ledbury and when the owner and staff visited the Motor Cycle Show in London, Horton saw on the Morgan stand a Blackburne-engined Aero Morgan, which he was quick to buy. That really started him on his long competition career, especially as that Morgan's back wheel was secured not by bolts but with studs, which frequently worked loose. This took Horton to the Morgan factory at Malvern Link, where H. F. S. Morgan was "very good to us kids", and Horton was encouraged to enter for the local trials and speed-events, and long-distance trials such as the Birmingham-Holyhead and the Scottish Six Days, etc.



Ron Horton in his successful single-seater MG Magnette at the 1934 Mannin Beg Race, in which this track car finished seventh.

At this time G. N. Norris was racing a very fast Morgan-Blackburne and Horton decided that it would be fun to try to equal or better such performances. The Madresfield speed-trials (the venue is still used, for VSCC driving tests) constituted the important local happening and Horton decided to try for FTD there, by fitting his Morgan with the correct size of top-speed sprocket for maximum acceleration, after changing up out of the only other speed these cyclecars possessed. He also took his Morgan to Southport sand-races, where he was able to win his class, if finding Basil Davenport's GN "Spider" a tough proposition. He recalls what fun it was, staying at the "Houghton Arms" in the High Street where bed-and-breakfast cost ten-bob (50p) so that, after flogging his free gallon of racing castor oil, Ron and his passenger got free board and lodging!

It wasn't long before Horton was introduced to further joys, at Brooklands, where the Morgans were permitted to race against the sidecar-outfits at the British Motor Cycle Racing Club's Meetings. Horton, at the age of 71, remembers it well – driving all the way to Weybridge because he couldn't afford a tow-car, in spite of the noise those Morgans made, problems with the split-rims of those times, and the frequency with which even "soft" plugs would oil-up ...

Horton had by this time taken a job with Lea-Francis Ltd. of Coventry. He remembers the very large, very old, pre-war, side-valve Lea-Francis (which model was it? – Ed.), in which he used to be sent down to Acton to collect lighting equipment, from CAVs, and the long hauls he made on Lea-Francis chassis fitted with just a box-seat, to Southport, where, with the Vulcan connection, the company had their bodies made and fitted. He was actually supposed to help the Head-Tester but as this man had a liking for strong drink most of the driving fell to the enthusiastic Ronnie Horton. Also, under the Manager H. E. Tatlow he drove the mid-'twenties Lea-Francis cars in local trials such as the Colmore and Victory Cup trials and other well-established Midlands mud-plugs. G. N. Norris was now driving these cars, but was unfortunately killed at a sand-race meeting.

Horton still had his Morgan and H. J. Hatch of Blackburne's took an interest in its successful exploits, lending special engines to him and Francis Beart. With twin B & Bs and improved cylinder heads and bearings this really made the Morgan go. For instance, at the New Cyclecar Club's 1928 Brooklands Meeting, it started from scratch in the Three-Wheeler Handicap and finished second, at 89.4 m.p.h. Horton then won the Short Handicap from Maskell and Lones, at 92.4 m.p.h., and the Long Handicap from Robin Jackson and Lones, at 94.5 m.p.h. The 1,096 c.c. Morgan-Blackburne could by now lap the outer-circuit at 98 m.p.h., which must have been exciting ...

All good things end, however, and although Ron had firmly resisted attempts to make him join the family Brewery business (both his parents were dead), he could hold out no longer. "Uncle Joe," he told me, "came to the Lea-Francis works, but I evaded him. Then next time, he went to my 'digs', packed all my possessions into the back of his car, and thus forced me to return with him to Birmingham." This may have been a blessing in disguise, because the Morgan had eventually blown-up anyway, and it wasn't too long before the subject of this interview was able to buy a new triple-carburetter Alvis Silver Eagle tourer. Thus was his attention deflected to the world of four-wheels. "You could do splendid



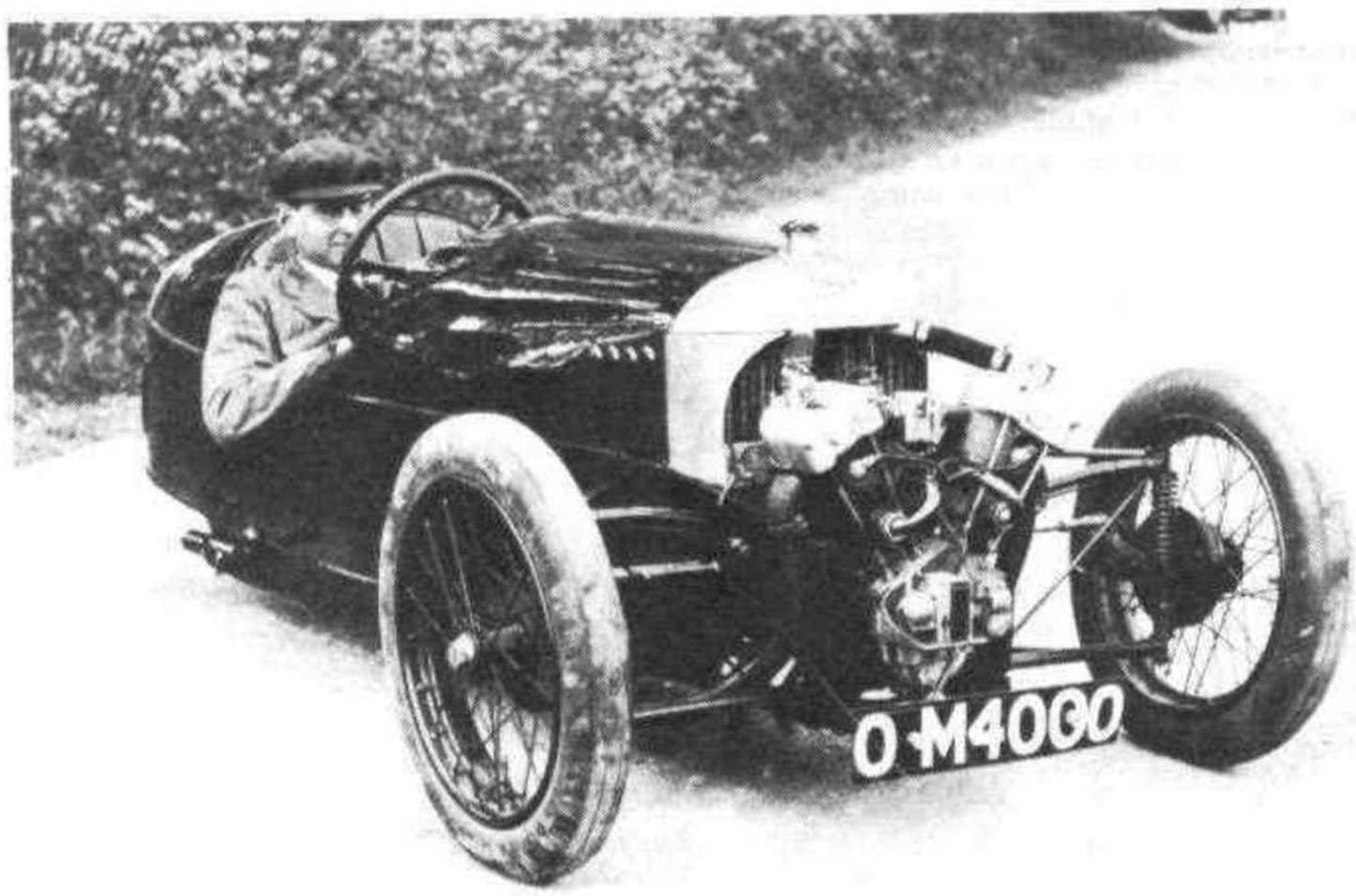
RON HORTON, AMATEUR RACING DRIVER. – The subject of this interview, on the right, with his faithful mechanic, Fred Clarke.

straight-through snap changes from top to third on the Alvis, but if you missed a change the gearbox mainshaft would twist," Horton recalls.

The great excitement of 1928 had been the first RAC TT over the Irish Ards circuit, and for the 1929 TT Horton purchased one of the beautiful little supercharged twin-cam Amilcar Sixes from Vernon Balls. He and Balls were, however, plagued by the cooling water boiling away. In an ingenious attempt to overcome this analene-dye was put into the radiators! This had a bad effect when the fumes reached the cockpit, via the radiator overflow vent-pipes. Beautiful as these little cars were to the eye, only a very few, such as Widengren's, ever went really fast. So for the 1930 TT Horton acquired one of the Brooklands-model Riley Nines that had run in the 1929 race. It was the year Nuvolari's 1750 Alfa Romeo won at 70.88 m.p.h. and Horton showed how readily he had adapted to real road-racing, by winning the 1,100 c.c. class at 64.71 m.p.h., doing his best lap of the difficult Ards circuit at 68.4 m.p.h. It must have been about this time that the Alvis was purchased.

The bigger events apart, no-one of Horton's enthusiasm for the Sport who was living in the Midlands could resist having a crack at Shelsley Walsh. During the 1930 season he had driven the Avon-JAP, a central-seater GN with 996 c.c. air-cooled JAP engine, at the July Meeting, winning his class with a climb in 49.6 sec., and at the wet September Meeting, clocking 51.8 sec., he was beaten in this class only by the GNAT. He returned to Brooklands at the close of that year to win the Riley Handicap in his red TT Brooklands-model Nine, lapping at 92.74 m.p.h. This Riley continued as a Brooklands mount into the 1931 season, with decreasing reliability but netting one third place.

It was probably Horton's encounter with the Avon-JAP, which he drove at Madresfield as well as at Shelsley Walsh, that prompted him to commission Robin Jackson to build the Horton Special for him, at the "Robinery" at Brooklands. It was based on the Shelsley Specials of that period, using Frazer Nash components to provide a four-speed chain-transmission and a single-seater chassis with central steering. But whereas most of the then-current Specials had antiquated GN or Frazer Nash chassis, the Horton Special was built-up from new parts. At first it had a straight front axle, but later a cranked axle was substituted. The engine was a long-stroke,





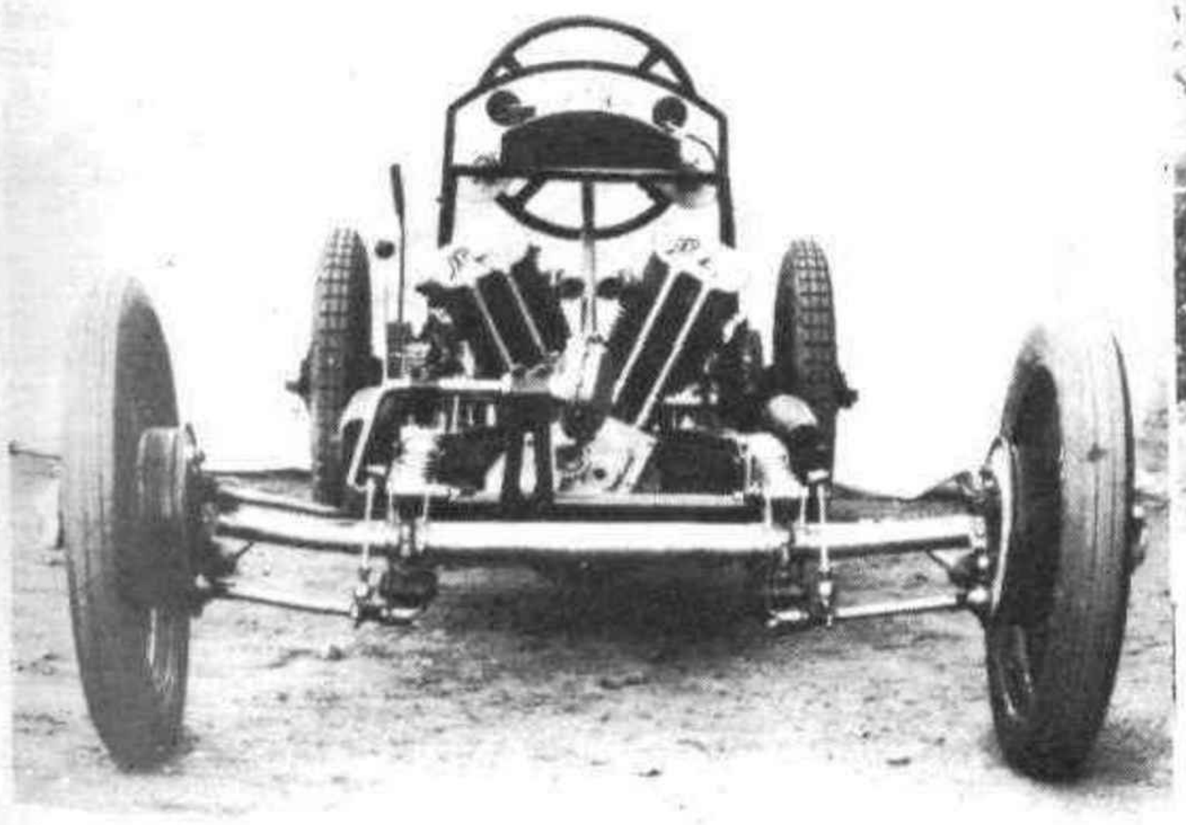
VERY POTENT – Horton's Morgan-Blackburne, above, which lapped Brooklands at 98 m.p.h. and performed very well at the 1928 New Cyclecar Club's race-meeting there, winning two races and gaining a second place. In a more docile Morgan three-wheeler, Horton took part in the Scottish Six-Days Trial, left.

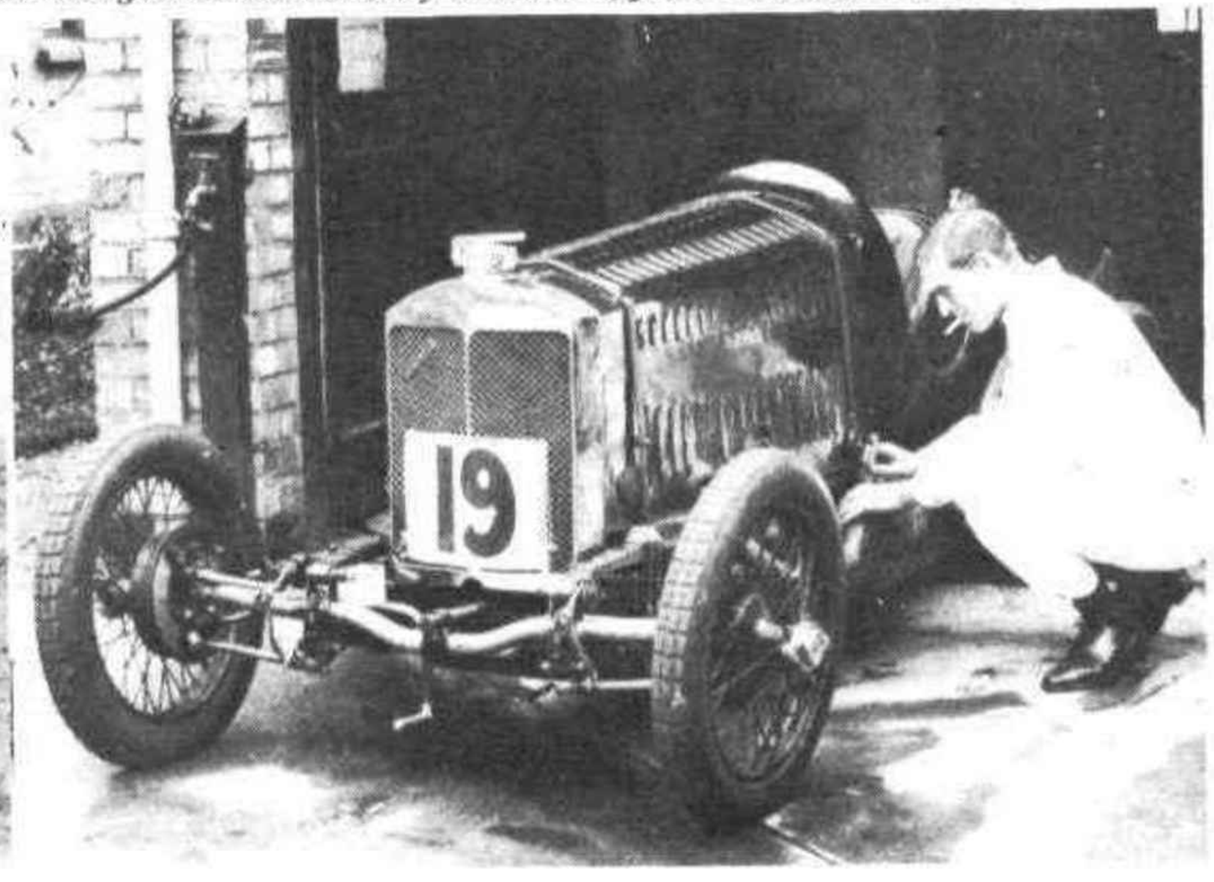
air-cooled, push-rod JAP vee-twin. A very short steering drag-link was used, the front brake operation was improved, and the rear brake drums came from an Amilcar. A Morgan cone clutch was attached to an additional external fly-wheel and the transmission was constructed of special steel in the more highly-stressed places. A red racing body completed the outfit.

In this form the Horton Special won its class at Shelsley Walsh in 1931, in 46.6 sec. It was also taken to Brooklands, where it at first proved reluctant to start in a race, although it eventually completed a Mountain Handicap, lapping very consistently at 61.94 m.p.h.

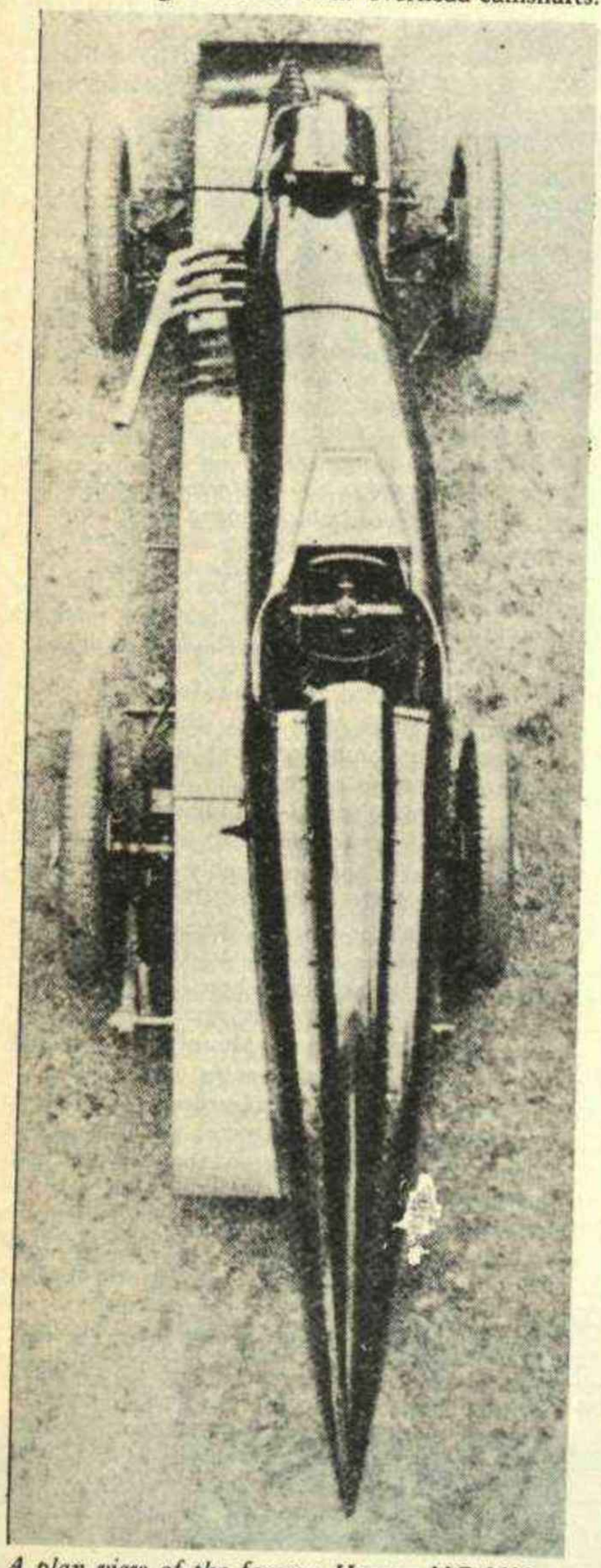
Having driven in Major Gardner's team in the 1931 Double-Twelve and taken second place at Phoenix Park, Horton entered the 1931 TT with one of those 746 c.c. C-type sports MGs, but it retired. He advertised the MG, which had only run 900 miles, for sale at £395 in MOTOR SPORT at the end of the season. At the opposite extreme, a Morgan was still in use, in the London-Gloucester Trial, for example.

Ron Horton's Horton Special, which did well at Shelsley Walsh, winning its class. It is seen on the left in its original JAP-engined form. On the right, Horton tends to his red Special in Alta-engined guise, in which trim it won the 1,100 c.c. racing-car class at Shelsley Walsh in 1932 and was also used at Brooklands.





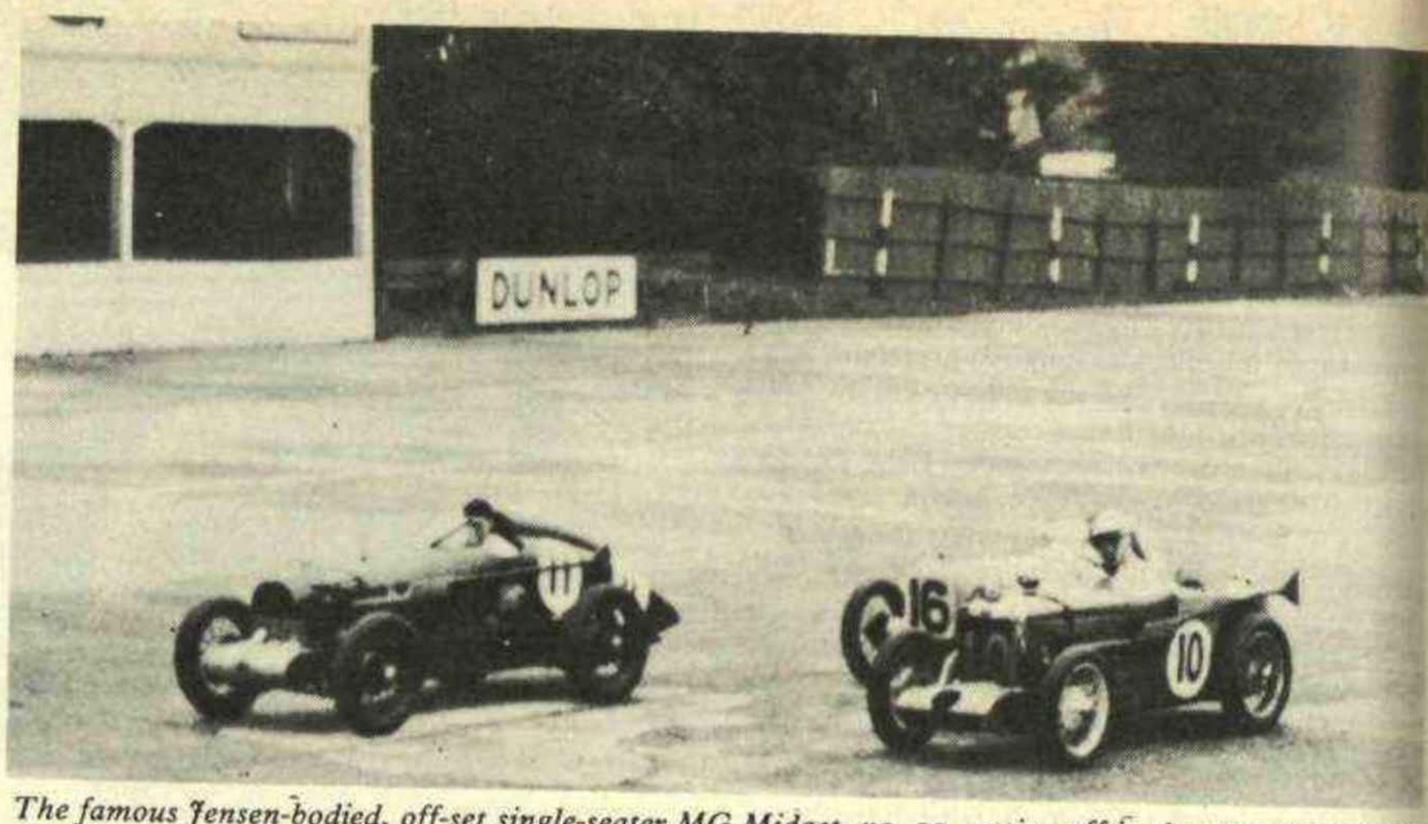
The Horton Special having proved too slow to be really effective in 1931, it was re-engined for the following season. Malcolm Campbell offered Horton a Brescia Bugatti engine for £100, but that sort of money was not forthcoming. What he did was to obtain from Geoffrey Taylor one of the early 1,100 c.c. supercharged Alta engines, with the gear-driven twin overhead-camshafts.



A plan view of the famous Horton MG Midget single-seater which lapped Brooklands at over 116 m.p.h. Jensen of W. Bromwich made the off-set body.

The car was given a shapely, slightly-vee radiator and in this form it again won its class at Shelsley Walsh, in 44.8 sec., a new record. The Morgan clutch was by now grossly overloaded, however, and it was difficult to keep the cylinder-head on the block. "What happened to it?" "God knows!", says Horton (rumour has it that it was re-engined and given a new radiator and raced as a Gough-Frazer Nash by the Hon. Peter Mitchell-Thompson, who became Lord Selsdon).

Horton now turned his attention solely to MGs. He entered his red MG Midget for the 1932 Brooklands Whitsun Meeting, winning the



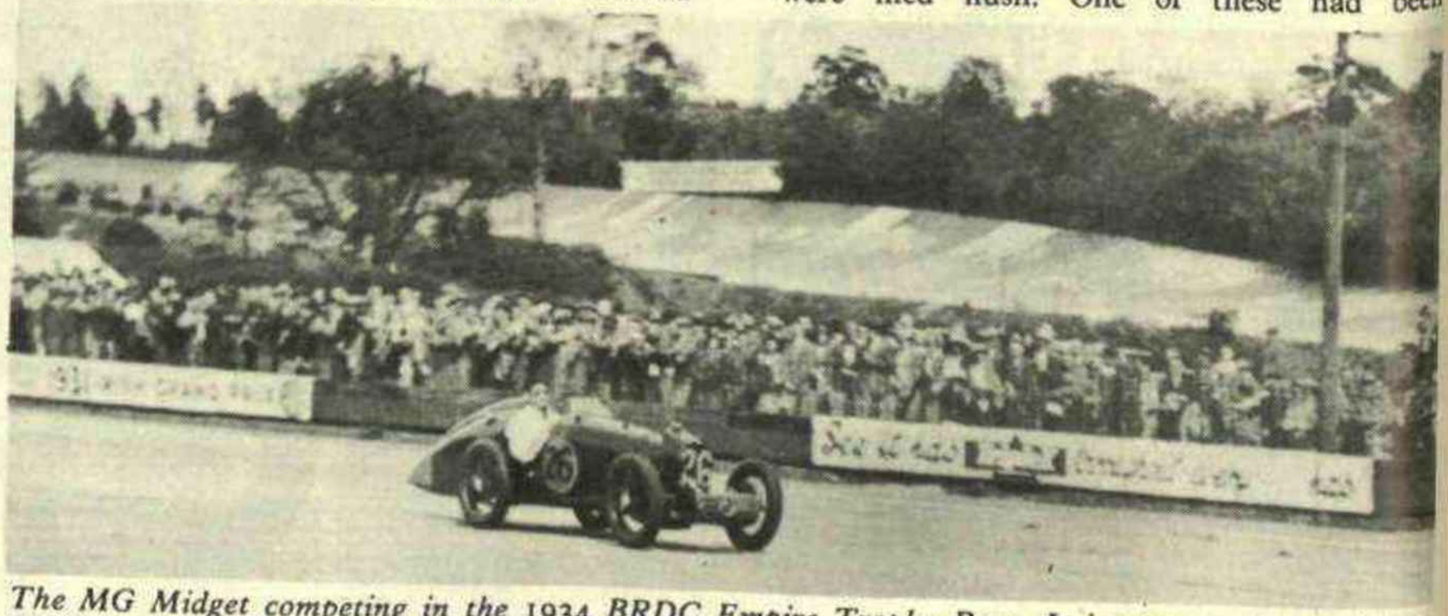
The famous Jensen-bodied, off-set single-seater MG Midget, no. 11, setting off in the 1932 BRDC 500 Mile Race at Brooklands. Over five hours later it was flagged-in the winner, having vanquished the works cars, including the MG Magic Midget.

Second Sprint Handicap at 89.58 m.p.h., after which he finished second to Featherstonehaugh's Alfa Romeo, to which he had given 20 sec. start, in the Nottingham Senior Mountain Handicap, in the process setting a new Class-H lap-record for that circuit of 67.29 m.p.h., which was 2.29 m.p.h. faster than H. C. Hamilton's former record. At August the car was a non-starter. It was on form again at the Autumn Meeting, winning the Yorkshire Senior Short Handicap from Widengren's OM, with a lap at 107.8 m.p.h. and, re-handicapped in the Senior Long Handicap, coming home third behind Clayton's Amilcar Six and the OM. This time Horton did his flying laps at the astonishing speed, for a 746 c.c. car, of 115.02 and 115.29 m.p.h. This last was a new Class-H record-lap, beating George Eyston's with the MG "Magic Midget", achieved on a clear course, by no less than 2.36 m.p.h.

The high speed had been achieved partly by putting a remarkable off-set single-seater body on the MG chassis. Horton was getting no help from MGs, having to "go on hands and knees" to beg for anything he obtained, which would just be unmachined parts, for which he had to pay, although he was on good terms with Cecil Kimber. If he cracked a cylinder head, for instance, Abingdon works might find him a standard casting for £3 or £4. So a chassis with off-set transmission was quite out of reach. What Horton did was to get Jensen's to make him a very narrow, long-tailed, track-racing body, which was mounted on the off-side of the MG Midget's chassis. As the radiator had to be central, this body was rather like a curved banana, with the near-side of the chassis decked-in. It was all done very much on a shoe-string. A special radiator would be cobbled-up in Birmingham for about £10. The engine tuning was done in the home workshop in Moseley, Birmingham, and Ron had only one mechanic, Fred Clarke, to help him.

Around this time he bought an 18/80 MG fabric saloon, as his wife and children used to go to races with him – Mrs. Horton says she thoroughly enjoyed it and, having complete confidence in her husband, never felt much anxiety while he was racing. The racing MG was towed from the Track to Birmingham behind the faithful Alvis Silver Eagle, until a friend lent them a truck. In later years a Brewery Morris Commercial truck, suitably disguised, was "borrowed" for the task, remembered as a rather pathetic vehicle.

All this paid off, aided by some R. R. Jackson engine-tuning, as shown above, and also when Horton, partnered by Jack Bartlett, won the 1932 BRDC 500-Mile Race at 96.29 m.p.h. Bartlett has reminded us (MOTOR SPORT, September 1977) that due to the length of the pipe between the MG's supercharger and the engine it mis-fired for most of the race. The MG's owner was more concerned, he tells me, with the discomfort of that long outer-circuit race. The cockpit was very cramped, with a simple metal-shield to keep the driver's left thigh off the prop.-shaft, and an aluminium bucket-seat devoid of upholstery. The latter was secured with coach-bolts, the heads of which were filed flush. One of these had been



The MG Midget competing in the 1934 BRDC Empire Trophy Race. It is seen on the Finishing Straight, the race being run clockwise over a special course. Note the "interim" radiator cowl and front-wheel brakes for the race.

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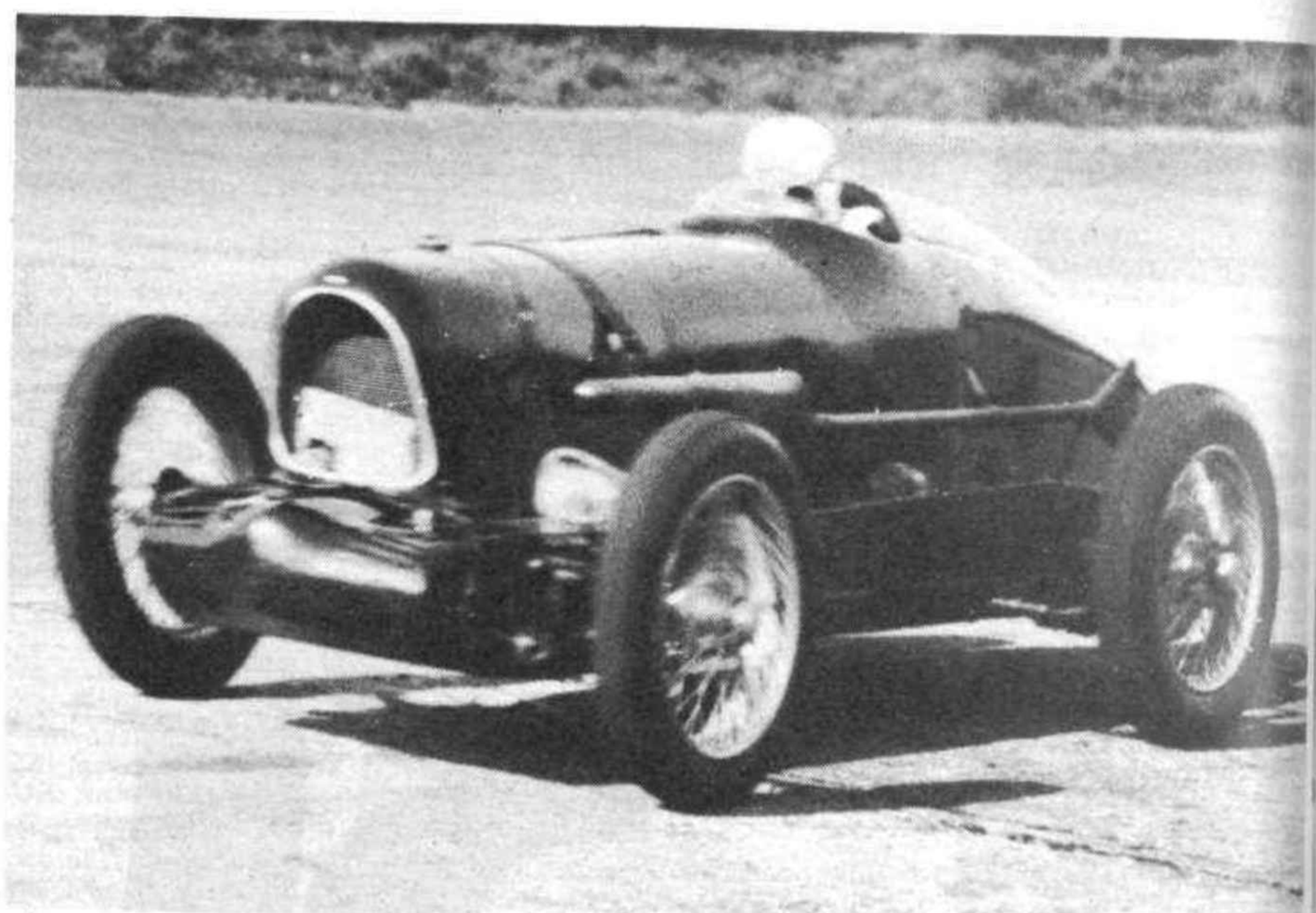
improperly inserted and Ron therefore had a most punishing ride! I asked him if it was not a dangerous and alarming experience, calling for much courage, to drive such a fast light, car, with no front brakes, for this distance round and round Brooklands, with so many slower competitors to overtake. This must surely have been so, but Horton is very modest, saying he never gave it a thought. "Mark you," he adds, "I was young and very fit, at the time." He never had an accident, but remembers when the steering wheel came off while he was going fast on the Byfleet banking. By leaving the brakes alone the car fortunately rolled to a stand-still without going off the concrete. In one race it became necessary to hold forward the advance-and-retard control, mounted low down on the steering column, with one hand, while steering with the other, otherwise bad mis-firing occurred; but even this did not bother Horton, who says he found it best to let the MGs find their own way round the Brooklands bankings.

That 1932 500-Mile Race was, of course, marred by the death of Clive Dunfee, whose Bentley went over the top of the Members' Banking. But to win it with a home-prepared 750 c.c. car was a magnificent achievement. I asked Ron Horton whether he had a wild celebration. "No," he said with a smile. "My sister who lived at Abinger Hammer had had us to stay for the period of the race and we went back there that evening, had a cup of coffee, and went to bed." I imagine Jack Bartlett celebrated alone. Horton was awarded the BRDC Gold Star for Track racing in 1932. Justifiably, I would say!

In 1933 Horton used the prototype MG Magnette which had made FTD in its class at the Mont des Mules hill-climb, registration number JB 1046. He won a race with it at the very first Donington Park Meeting and later the sports-car class at Shelsley Walsh.

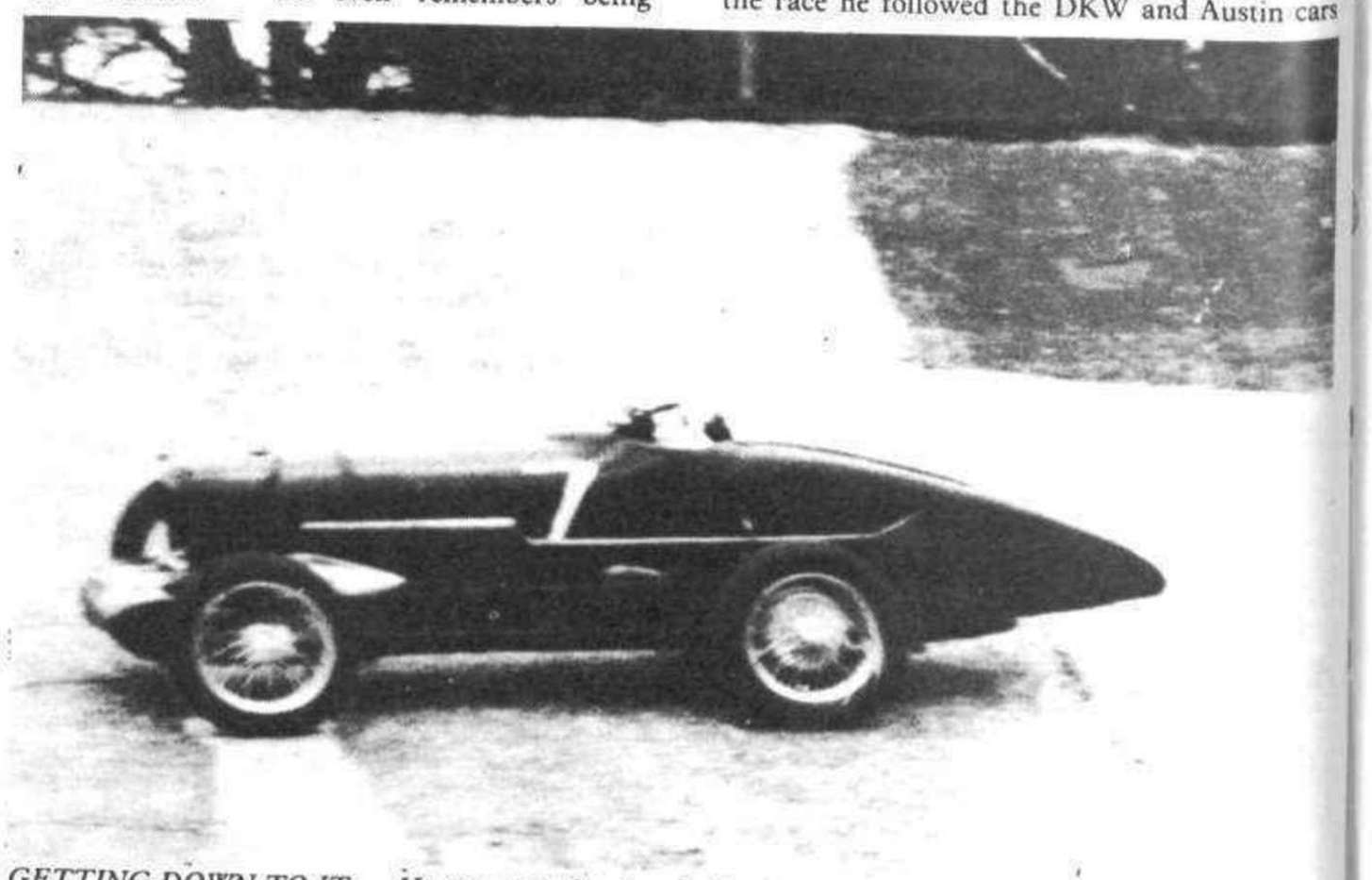
The Villiers-blown Alta-engined Horton Special and the single-seater 750 c.c. MG were both used at Brooklands in 1933, the latter now so fast that it qualified for Lightning Handicaps, finishing third behind T.A.S.O. Mathieson's Bugatti and Tommy Wisdom's big Leyland-Thomas at Easter, with a lap at 109.22 m.p.h. and taking another third place in the "Long" race, with the lap-speed up to 112.93 m.p.h. The MG was now all red, its wheels matching its slim body. At Whitsun it lapped at 114.23 m.p.h. against an adverse handicap but Horton's new MG Magnette retired on the last lap of a Mountain race.

His MG Magnette K3007 had run in the BRDC Empire Trophy Race, when it lapped at the astonishing speed for a stripped but not streamlined two-seater of 115.55 m.p.h., breaking the Salmson's long-standing Class-G lap-record. Horton took third place at that meeting in the India Trophy Race, at 108.2 m.p.h., and was fourth in the main race, at 106.76 m.p.h. although hampered by clutch slip. This remarkable performance was achieved by running the supercharger faster than on standard K3's, "using some gears cobbled up by a pal in Birmingham", and altering the carburetter jets to comply. Obviously an MG Magnette that could lap Brooklands at over 115 m.p.h. stood a good chance of winning the TT. Horton tested the car at Brooklands, and it was going extremely well, so that over in Ireland he only extended it fully along the Newtownards straight, so that other competitors would not realise its potential. Confident that he could win his class, if not the race unless mechanical trouble intervened, he went happily to bed in his hotel in Bangor the night before the TT. He woke in the morning with such bad lumbago that he couldn't get up, let alone drive a 400-mile race – "the saddest story of my life", Ron Horton says. He didn't even see the contest, in which he had a good chance of beating even Nuvolari, who won in the "works" MG Magnette. ... The MG Midget had been used for the JCC International Trophy Race, looking oddly out of place with its outer-circuit body, but now provided with front-wheel brakes. It was plagued with plug trouble and retired when the clutch gave out. Later in the year it ran in the 500-Mile Race when Charles Brackenbury drove it as its owner was still indisposed, but again plug trouble intruded. Horton recovered in time for the Autumn BARC races, at which the Magnette took third place in a Mountain Handicap, doing two laps at 69.51 m.p.h.



Another view of Horton's red MG Midget at Brooklands, showing the final arrangement of the radiator cowling and exhaust piping.

The subject of this interview was such a versatile driver that it is impossible to record all his activities – he even remembers being persuaded into driving in the 1933 Alpine Trial in a Triumph Southern Cross, because an Army cousin knew Col. Holbrook of that Company. He took Fred Clarke with him. "Terrible cars, they were slower than a Morris Minor," says Horton! One fine achievement of Horton's in 1933 was winning the 800 c.c. race at the Avus track in Germany. The MG Midget had blown-up at Brooklands on the eve of shipment and this was the one occasion when Cecil Kimber of MGs did lend Horton a racing engine. This was agreed after a 'phone-call and the faithful Alvis became a high-speed truck on a frenzied dash from the Track to Abingdon and back. The new engine was installed in great haste at T & T's and on arrival at Avus Horton had to spend the two days of practice running it in. He was thus unable to make his usual "fast tour", as he always described his quicker practice laps. So in the race he followed the DKW and Austin cars



GETTING DOWN TO IT. – Horton crouches low in the cockpit of his slim Jensen-bodied MG Midget when lapping at its highest speed on the Brooklands outer-circuit, 116.64 m.p.h., to better its own Class H record.

round the steep-banked turns and then spurted to victory averaging 90.9 m.p.h. and winning from Barnes' Austin 7 and a DKW. Mr. and Mrs. Horton still remember this occasion with amusement, for Herr Hitler gave Horton a hand-shake and presented him with the equivalent of £200.

Horton's last full season was perhaps his greatest. By 1934 he was concentrating mainly on the Brooklands outer-circuit, with his very quick, ultra-slim MGs, the Magnette now re-bodied, like the Midget, as a slim, off-set single-seater, although he took the Magnette single-seater, unsuitable as it was, to Shelsley Walsh, and also drove his Special there again. These MGs were now kept at Brooklands and very meticulously prepared by Ken Taylor of T & T's, although occasionally they would be taken back to Birmingham to have some extra magic installed by Fred Clarke and their owner.

Both these MGs were entered for the 1934 Easter BARC Meeting, a great day for Horton. The 750 car, now with aluminium-painted wheels, was second to Freddie Dixon's Riley in the Ripley Lightning Short Handicap, having given Dixon four seconds' start. It lifted its own Class lap-record to 116.64 m.p.h. Ron Horton then brought out the Magnette (also red with aluminium-painted wheels) for the "Long" race and, lapping at 115.55 m.p.h., which equalled

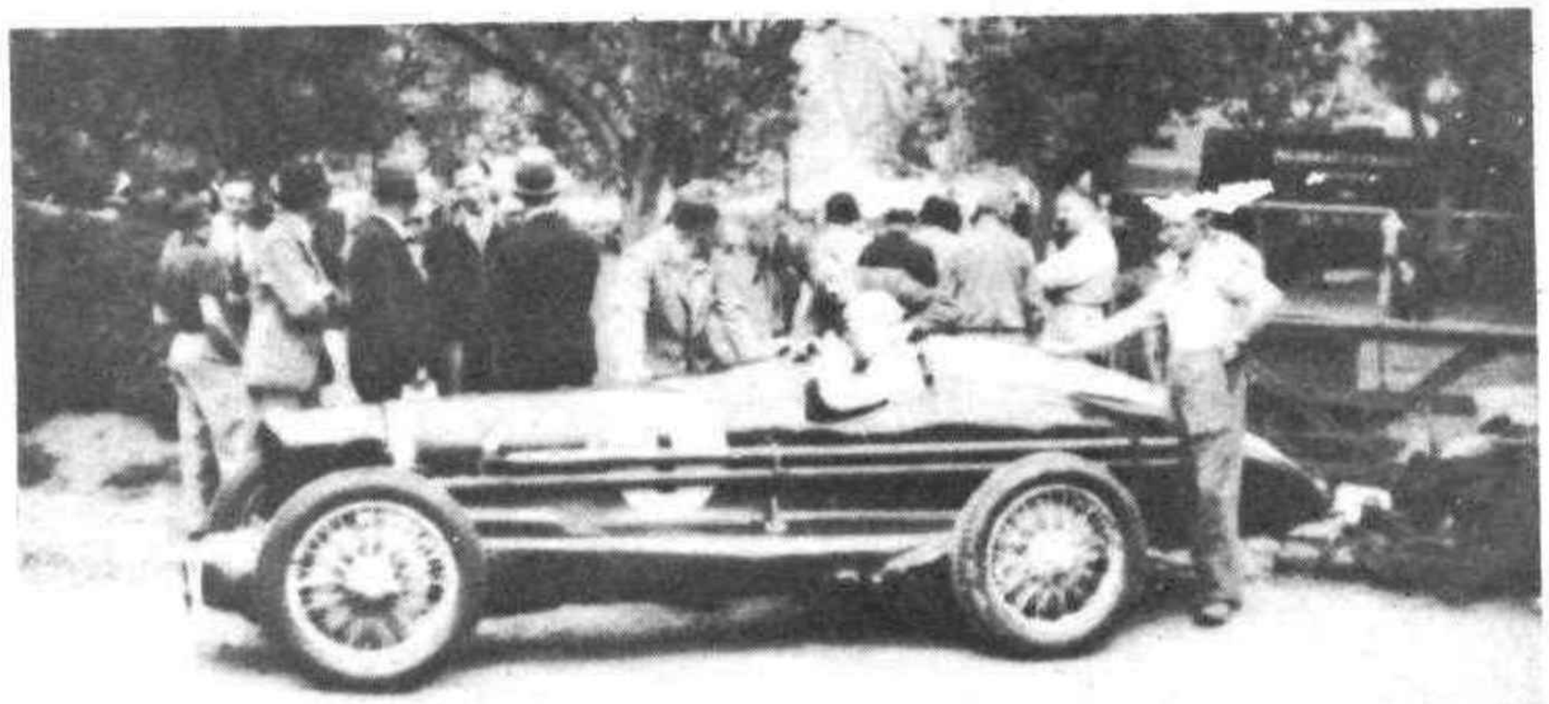


A FINE ACHIEVEMENT. – Horton's stripped K3 MG Magnette lapped at 115.55 m.p.h., a new Class G record, during the 1933 Empire Trophy Race at Brooklands. Illness stopped Horton from driving it in the TT – otherwise, who knows?

his own lap-record, he took third place.

At Whitsun he really went motoring. The MG Magnette easily won the Merrow Lightning Short Handicap. Horton lifting-off before the finish, his best lap at 120.59 m.p.h., and, rehandicapped for the Gold Star Race, he got round at the new Class lap-record speed of 123.58 m.p.h. before failing, for some unremembered reason, to complete another lap. MOTOR SPORT said at the time: "His red Magnette was remarkably silent, and held the track better than cars of twice its size" ... This was the car's fastest-ever lap in Horton's hands.

Its owner had the satisfaction of knowing that he had the fastest 750 c.c. and 1,100 c.c. cars at Brooklands. Moreover, earlier in the year he had proved the reliability of these MGs by capturing the Class-G hour record at 117.03 m.p.h. and others up to 200 kilometres, with the Magnette and long-distance Class-H records, again up to 200-kilometres, in the Midget, and he further demonstrated the Magnette's versatility by taking the Class-G standing-start mile record at 83.2 m.p.h., after a struggle with the gear-change on the first attempt. Horton also raced the single-seater Magnette in the IoM Mannin Beg race, finishing 7th. at 65.58 m.p.h., inspite of a reluctant water pump. In practice, though, a stub-axle had broken, by the cemetery. He drove this red Magnette *monoposto* in the BRDC 500-Mile Race and the JCC International Trophy Race at Brooklands, while the



UNSUITABLE for Shelsley Walsh, the red monoposto MG Magnette was nevertheless taken there at the first 1934 meeting by Ron Horton, the car still wearing the number 1 from the Mannin Beg race, but with the addition of a radiator cowl. Its Shelsley number, 14, is carried on the front apron.

monoposto Midget was used in the Brooklands Empire Trophy Race, in spite of the artificial corners. Incidentally, Horton and his family used to stay at "The Ship" in Byfleet on these occasions, where I happened to be only four days before this interview, waiting for the VSCC Driving-Tests to start, at the old Track ...

Major "Goldie" Gardner had long craved a single-seater Magnette and Horton sold him K3007 in 1934 and acquired Hamilton's less-specialised *monoposto* MG Magnette, K3009, after its owner had unfortunately been killed in August. Horton ran this car at the September 1934 Shelsley Walsh hill-climb but had a very bumpy ride.

For 1935 Horton had great plans. At Easter he drove the ex-Hamilton aluminium-bodied K3 MG Magnette at Brooklands, lapping at 115.55 m.p.h. He had bought from Whitney Straight, for £900, a racing Maserati with a load of spares and had taken this up to Birmingham for sorting out. Then the axe fell! Horton's eminent position with Atkinson's Brewery and the responsibility to his wife, son and daughter, ended his motor-racing career. He has never again gone to any form of motor race ... Although Horton's interests then turned to fishing and farming, which he still pursues in a delightful part of Herefordshire, it is nice to be able to record that he has retained his motor-racing trophies, pictures and paintings, and even a silver model of one of the MGs, as a reminder that he was once a very accomplished amateur racing motorist. Nor has his interest in cars evaporated, after 57 years with a clean licence. At the time of my visit he had taken a trial-run in a Porsche 924, is likely to acquire a Porsche 928, had just changed his Land-Rover for a four-wheel-drive Subaru 1600 Estate, and for fast road-motoring Horton uses currently a BMW 633CSi. – W.B.

Postscript: The famous *monoposto* MG Magnette was sold, as I have said, to Major "Goldie" Gardner, who had long craved a single-seater, and in 1936 he bettered Horton's Brooklands lap-record by 0.82 m.p.h., perhaps after fuels and tyres had again advanced. Gardner then did 148.8 m.p.h. at Frankfurt with the Horton car, its engine now tuned by R. R. Jackson, and eventually its power unit was used in K.3023 (Ex. 135) in which Gardner was timed at 203.5 m.p.h. at Dessau in 1939 – a terrific performance from a 1,100 c.c car. The *monoposto* Midget which, as our photographs show, had several different radiator cowls, as did the red Magnette, during its meteoric career, was sold to R. C. Fleming and wrecked when Clayton went over the top of the Members' Banking in it in 1938, and the ex Robin Mere/H. C. Hamilton MG Magnette went to Reg Parnell, and later to Ian Nickolls, but its later twin-cam engine is in America. – W.B.



The MG Magnette, K3007, in Horton single-seater trim, tries its hand at road-racing, in the 1934 Mannin Beg race in the Isle of Man, finishing in seventh place.

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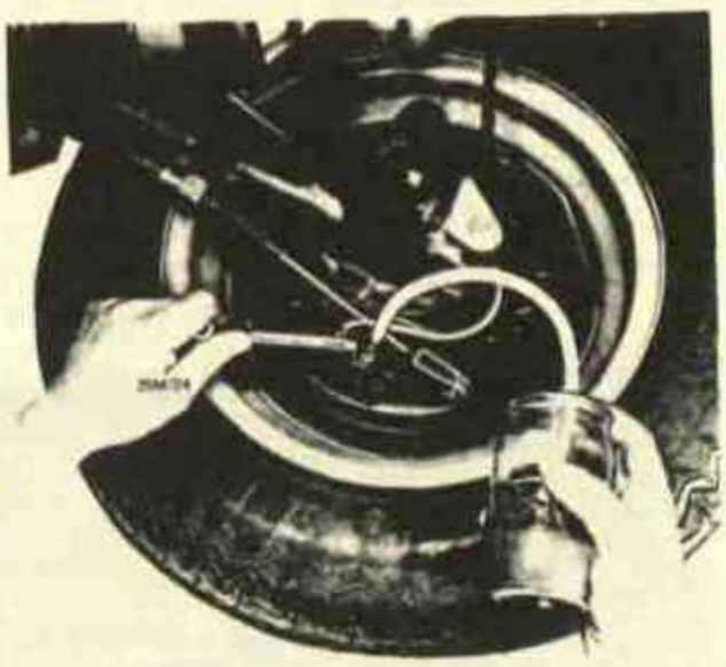
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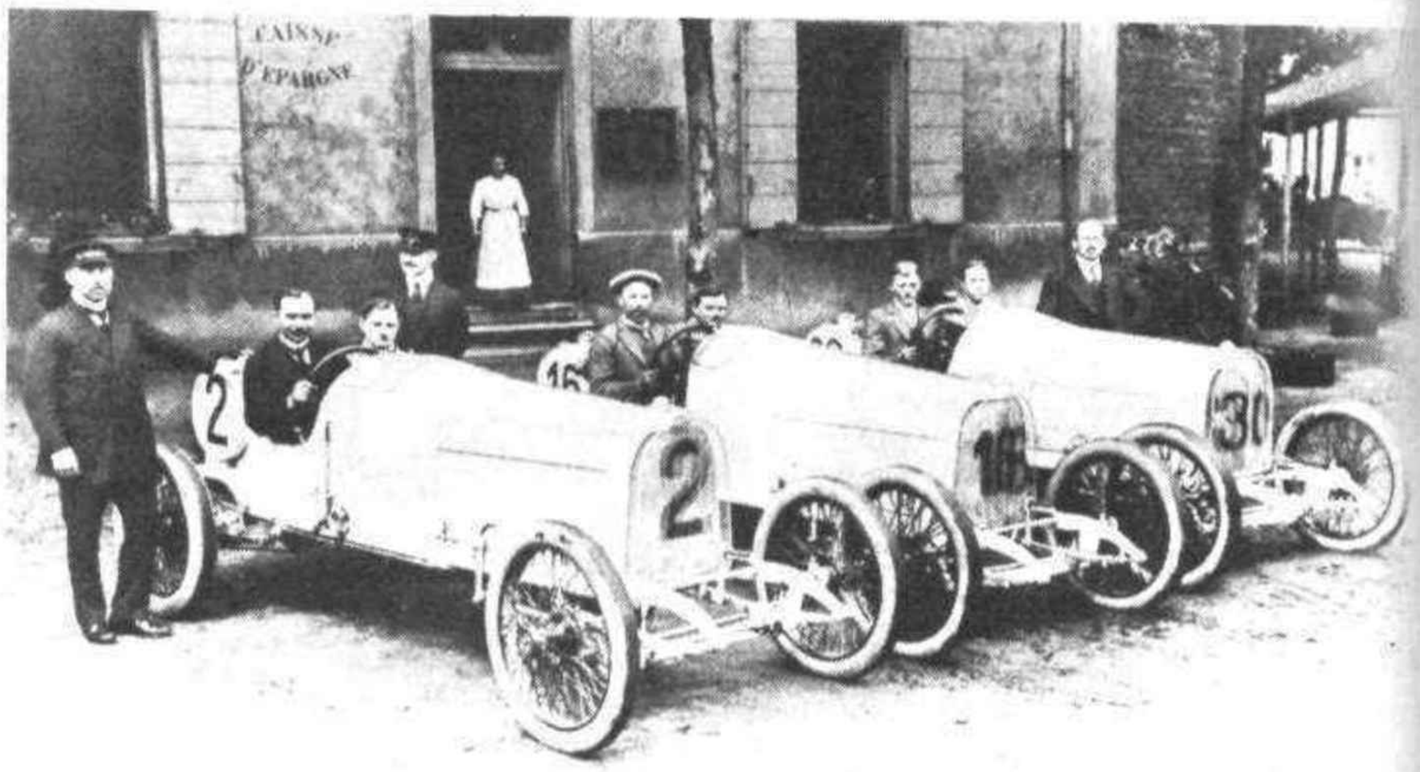
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A SECTION DEVOTED TO OLD-CAR MATTERS



A rare photograph of the three GP Opels lined up before the 1914 French Grand Prix.

The 1914 Grand Prix Opels

We have received the following letter from Mr. N. Mavrogordato bearing on the recent article and subsequent correspondence on these cars.

Sir,

Since many people have shown much interest in the 1914 Grand Prix Opel story, I venture once again to write to you about them. I enclose a most interesting letter, which I have received from T. A. S. O. Mathieson, together with three photographs, one of each individual Grand Prix car, all of which you may like to publish. I enclose also a photograph of the three team cars together. After a careful study of these photos, it is quite clear that the three cars *did* differ materially in several respects; and that the only one which corresponds with my car is Karl Joerns' Opel I (car no. 2). Quite apart from the fact that Opel II (car no. 16) and Opel III (car no. 30) both had their gear levers *inside* the body, whereas Opel I (car no. 2) had it *outside*, it is possible to see very clearly that Joerns' car no. 2's scuttle is the only one which exactly matches the one on my car, as regards its shape, depth, length and proximity to the steering wheel. There are other differences also, which your readers may notice; for example, car no. 2 appears to be the only one with a ratchet for the hand brake, the rear end of the drag link is exactly as on my car, and so is the petrol tank filler cap.

Neil Corner, in his letter in MOTOR SPORT of November 1977, cast doubt on the truth of my 46 year old claim to own the famous Joerns' (Jörns') Opel I, and asked for *written* proof. I suggest that this *photographic* evidence is better proof than the written word; such as, for example, Cull's contradictory letters to Boddy and Sears.

It is interesting, though not significant, that Westwood's car had the gear lever *inside* the body. His car, *i.e.* Corner's, also has the cranked drag link; I guess that all three cars ended up with cranked drag links (possibly even before the start of the 1914 Grand Prix race itself) because the straight link could very easily have hit the bottom of the front spring shackle on full deflection; particulary as the shock-absorbers became slack.

Lymington M. N. MAVROGORDATO

The letter from Mr. T. A. S. O. Mathieson reads: –

Dear Mr. Mavrogordato,

I have been following the Opel correspondence in MOTOR SPORT with the greatest interest for, although I am a Mercedes enthusiast, I have a very soft spot for these 1914 Grand Prix Opels. Rather than write through MOTOR SPORT I thought I would write direct to you giving the following information which, apart from one fact, makes it clear that you are, indeed, the owner of Joerns' car.

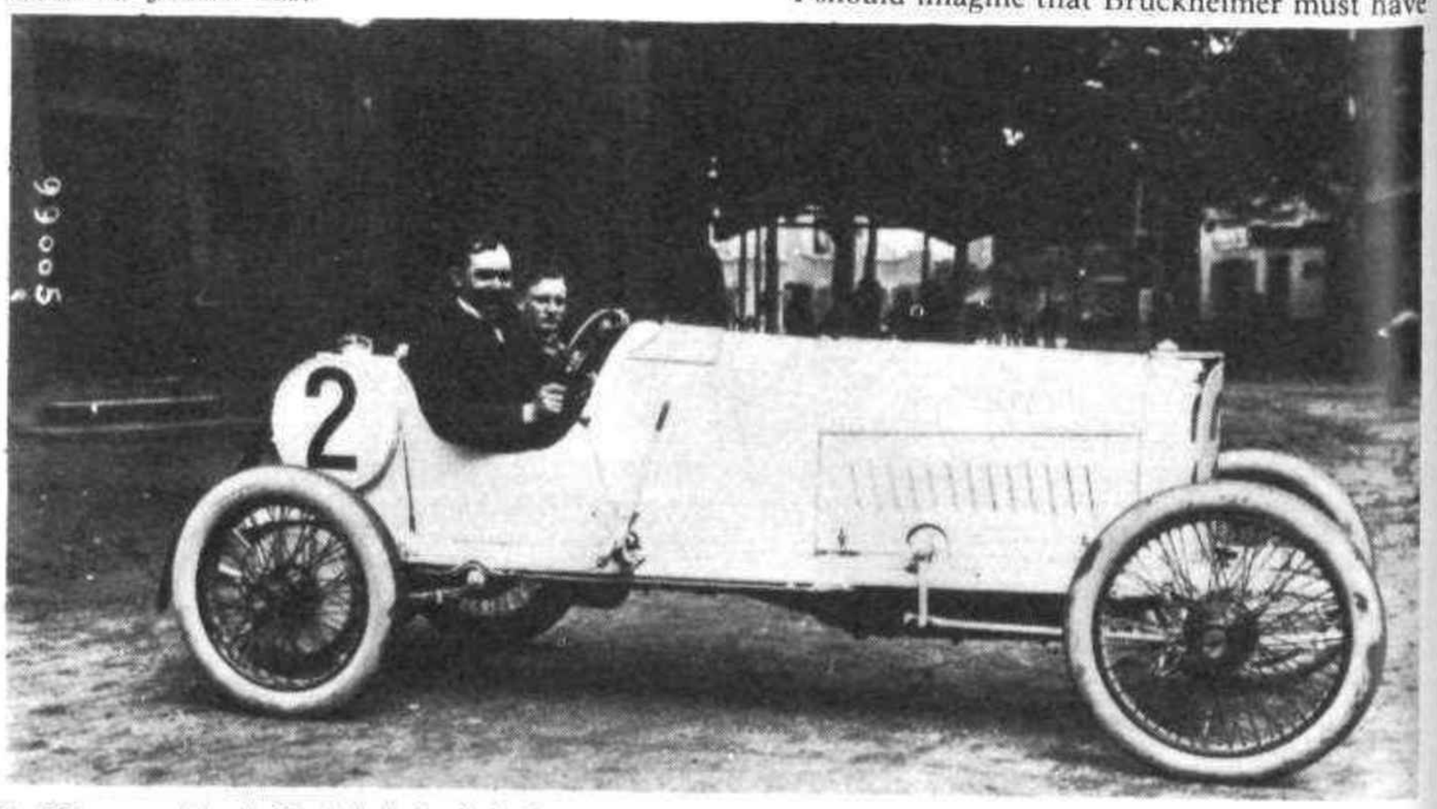
I have photographs of all the starters in the 1914 Grand Prix, taken at the *pesage*, and as a result of the correspondence I have examined the photographs (broadside view, off-side) of the three Opels very carefully. They are almost identical, until studied closely, when the following facts emerge: –

(Opel I) – Car No. 2, Joerns. The gear-change lever is outside the body beside the handbrake, and the drag-link is straight.

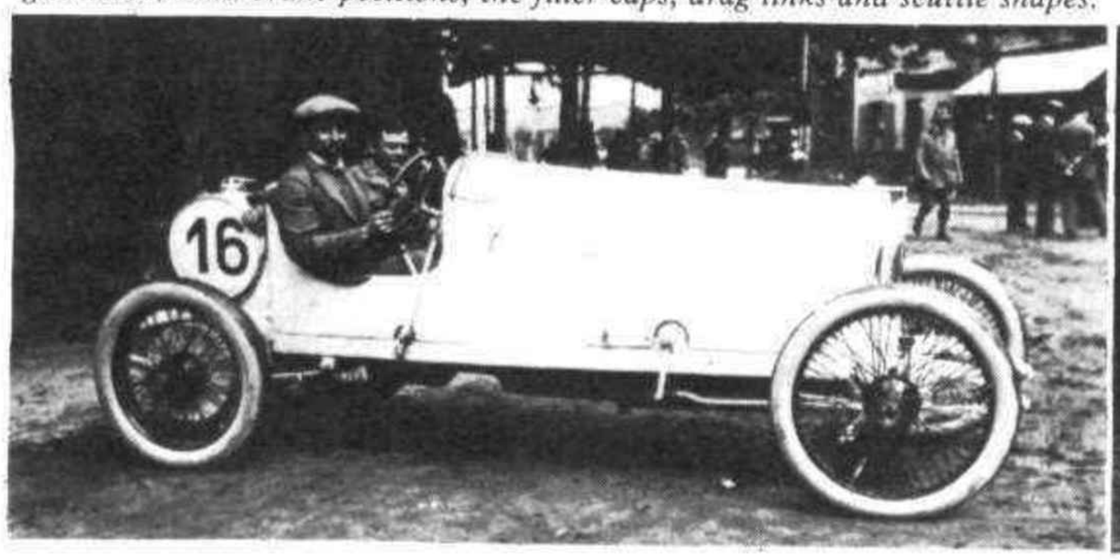
(Opel II) – Car No. 16, Erdtmann. The gear-change lever is inside the body on the right of the cockpit, while the body in front of the driver is slightly different to the other two cars. The drag link is cranked.

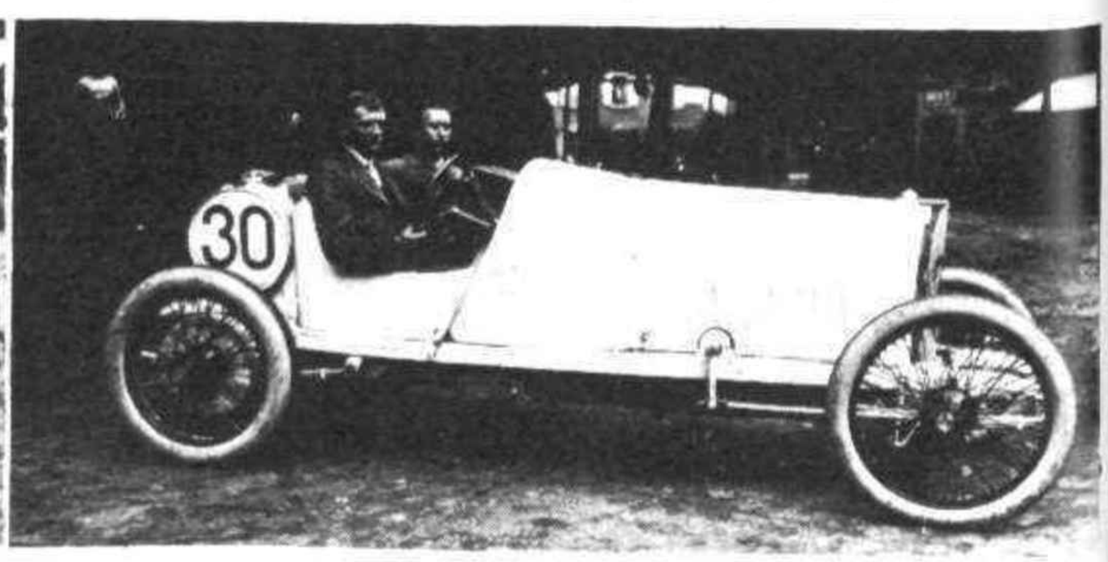
(Opel III) – Car No. 30, Bruckheimer. The gear-lever is inside the body on the right of the cockpit, the drag-link is straight, but the body between the scuttle and the seat seems longer than on car No. 2 although the shape is the same.

I should imagine that Bruckheimer must have



The photographs which would seem to confirm that Mr. Mavrogordato's Opel is indeed the Joerns car, No. 2 above. Note particularly the differences in the gear-lever/hand brake positions, the filler caps, drag links and scuttle shapes.





been considerably taller than Joerns, and the bodies of all three cars made to measure, and to the personal likings, within reason, of the drivers. There seems little doubt, in examining these three photographs and the coloured photograph of your car on page 1128 of the September 1977 issue of MOTOR SPORT, that your car is indeed Jöerns', except for the difference in the drag-link. I can offer no explanation for this, nor why two cars should have straight links and the third a cranked.

I hope the foregoing may be of some interest to you, and may I take this opportunity of congratulating you on the marvellous way you have not only preserved the Opel over the years but also on the splendid way you have restored it to its ancient glory.

ParisT. A. S. O. MATHIESON

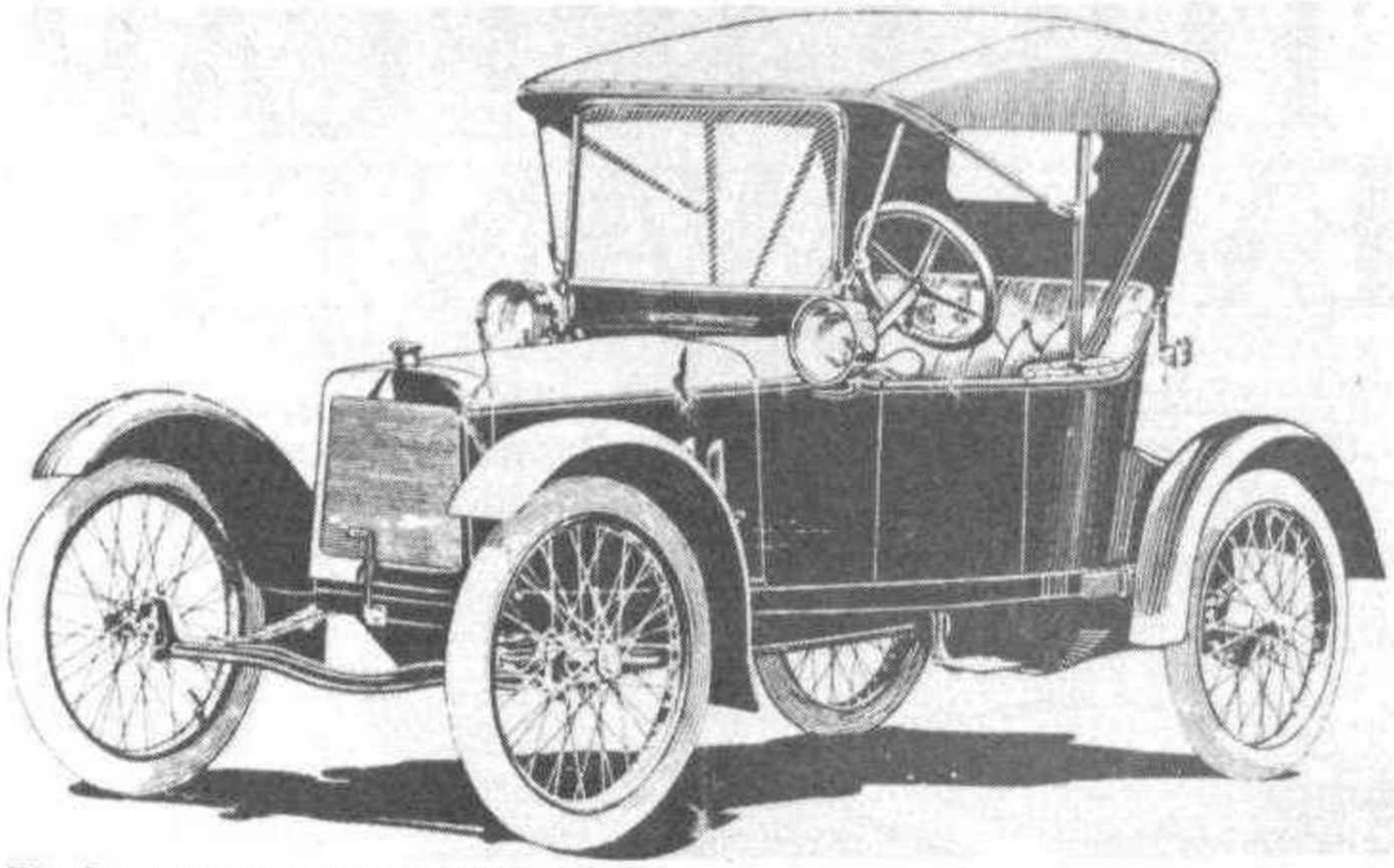
Fragments on Forgotten Makes

No. 37: The Saxon

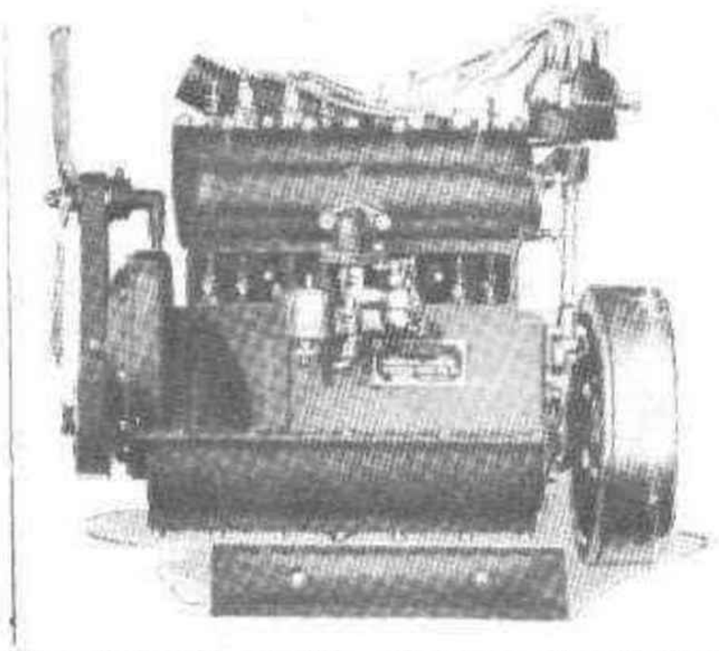
IT IS RATHER curious that America, a country which until now has never really accepted small motor cars, and which never got very far with the cyclecar boom of 1912/1924, in fact made one quite good little car, the Saxon. It was made in Detroit during this period and was notably successful; it is said that 27,800 were delivered in America during 1916 alone.

It was a vehicle of simple concept, so that it was possible to sell it at British ports of entry for as little as £105. Advertised as "A *Good* Low-Priced Car", the tax at this time, before the First World War, was £3 3s. a year. The left-hand-drive Saxon two-seater had wire wheels shod with 28 x 3 Clincher tyres and a so-called "streamlined" body. The water-cooled, four-cylinder 67 x 102 mm. engine was made by Continental, although Ferro power units were apparently used in some Saxons. It was described as a smooth-running engine, able to throttle down to five m.p.h. Crankcase and cylinders were a common casting and the inlet and exhaust manifolding were integral. Drop-forgings were used instead of castings to save manufacturing costs and the crankshaft ran in two babbitt-lined bronze bearings. The drop-forged camshaft also ran in two bearings and was driven by helical gears.

The carburetter was a Mayer, said to have been specially adapted to the engine, and lubrication was by splash, fed by vacuum, which obviated an oil-pump. Ignition was by means of six dry-cells, on the antiquated Atwater-Kent system, these cells being claimed to last without replacement for "the entire season". The distributor was above the cylinder head, at the back of the engine, driven by a long vertical shaft. The engine drove through a dry-plate clutch, with five asbestos-lined discs, to a two-speed, sliding-gear transmission on the Saxon's back axle. Controls were conventional, and even the spark lever was on the dash, leaving the 16 in. diameter steering wheel unencumbered. Wooden-spoke wheels later became available as a substitute for the wire-spoked wheels. The back axle had a differential and was of semi-floating type.



The Saxon as seen in the catalogue.



The Saxon's engine, showing the high-set ignition distributor.

The chassis had an undertray, or "sod pan" as Saxon called it, which was part of the frame and this pressed-steel structure also formed the base of the wooden body, which had 18 in. doors and a 16 in. x 40 in. seat. Two sets of brakes worked on the back wheels in 8 in. x 1¼ in. drums, the emergency brake being steel-to-steel, the service brake lined. The chassis was of 3 in. x 1¼ in. x ⅛ in. channel steel, the wheelbase being 8 ft. 3 in., or two feet longer than that of the first post-war Austin Sevens. This chassis was sprung on 22 in. long x 1½ in. wide front leaf-springs, 23 in. x 1½ in. back springs, the main leaves being of vanadium steel. The axles were said to be of the quality used on £500 cars, the front one a drop-forging of I-section, with ball-bearing hubs. Anyone dismantling a Saxon engine would have found a drop-forged crankshaft with journals measuring 1¾ in. in diameter and respectively 2 in. and 3 in. long, with 1¾ in. x 1½ in. big-ends, a 1 in. diameter camshaft with integral cams, and valves of 1 3/16 in. diameter, having a ¼ in. lift; they had nickel-steel heads on carbon steel stems. The con-rods were I-shape drop-forgings, 8 in. between centres. A fan assisted the cellular radiator to cool this engine, dispensing with a water-pump.

The makers explained that the low-price was possible due to the simple design aimed at reduced production costs and because of sound financial backing. The price of £105 in this country included an adjustable windscreen, gas lamps (electric lighting came in 1915), horn, hood, tools, tyre-pump and a luggage-box to fit behind the body.

It is interesting that a Saxon was bought by Jack Nicholl, whose brother Bob later formed the well-known company of Fox & Nicholl Ltd. at Tolworth in Surrey, which raced those Roesch Talbots, as well as Lagonda, Singer, and other cars, Arthur Fox having left Wolseley's to partner Nicholl in 1926, so that for some years after its formation the company dealt mainly in that make of car. The Saxon was delivered to Jack Nicholl's parents' house, Merthyr Manor, Bridgend, on January 1st, 1914. Its owner joined the Welsh Regiment as a Lieutenant shortly afterwards and was killed near Ypres early in October 1915. The Saxon was then used by his two sisters and his younger brother Bob. One of these ladies, now in her 87th year, recalls that it had a top speed of about 40 m.p.h., at which it would cruise happily. You could see out of it easily, she remembers, the left-hand-drive being no handicap, and it was mechanically reliable and thus an excellent bargain for an American car, at £105 delivered. It was disposed of in 1921 and replaced by a fraction-drive GWK. Bob Nicholl had by that time acquired a Vauxhall, but from 1924 to 1928 he ran a Bignan, this make being one of Fox & Nicholl's interests, of which they sold a number in their formative years. After that Bob Nicholl bought his first 2-litre Lagonda. The Bignan is remembered as having a large aluminium body, powerful front wheel servo brakes and a transmission brake, but no back



A LONG TIME AGO. – The four Campbell boys, one of whom provided the photograph, in the Saxon bought by Lt. Nicholl in 1914 – after the war, when it was being used by Nicholl's two sisters and his young brother.

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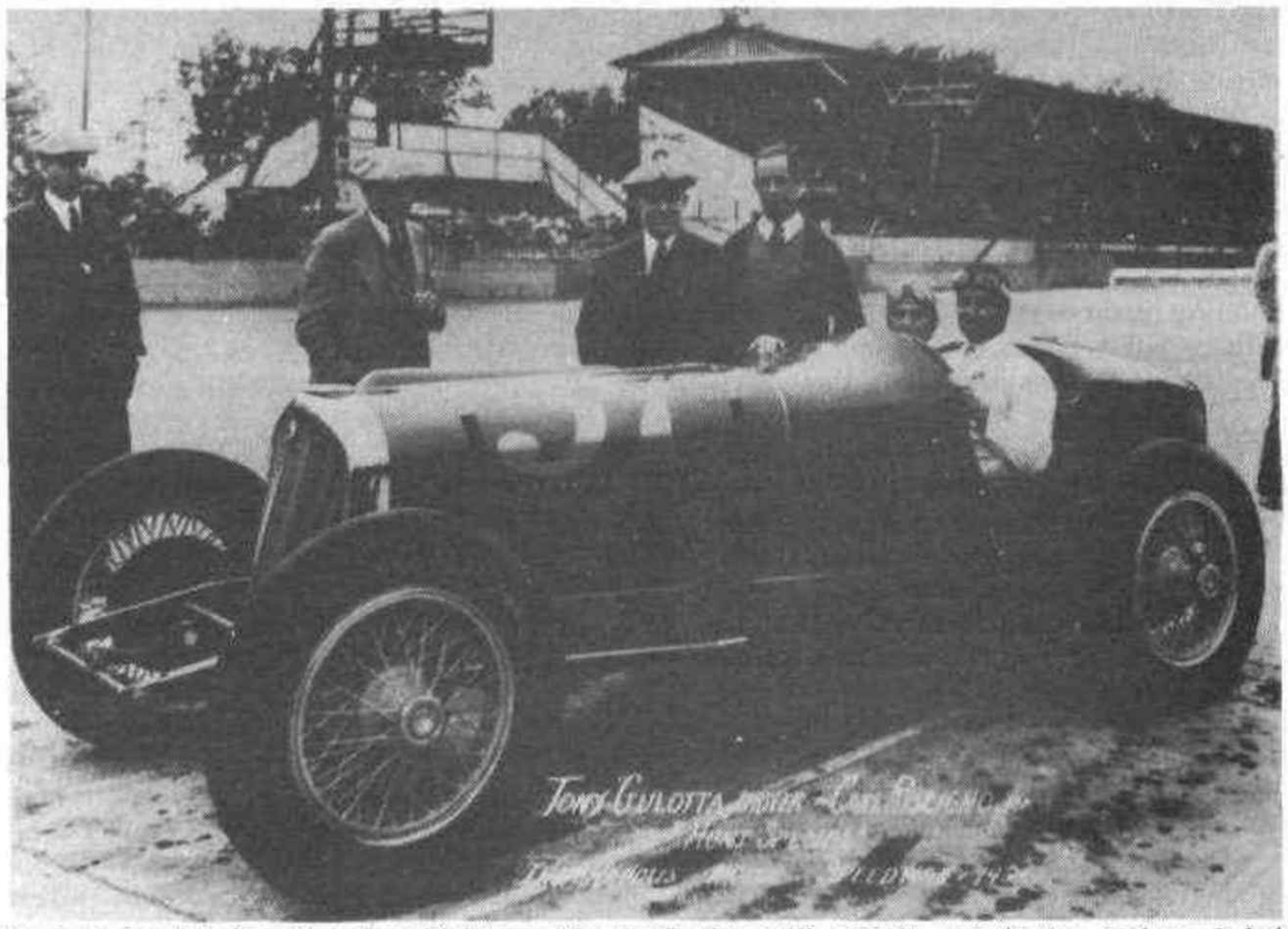
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brake drums (like a Chenard-Walcker), and a top speed of probably 80 m.p.h. "It had an exhilarating performance for those days", says Mr. M. J. Campbell, who has kindly provided the information, "especially as driven by Bob Nicholl".—W.B.

V-E-V Miscellany. – C. H. Peacock's 1913 four-cylinder Straker-Squire chassis is now in good running order and awaits a body. Incidentally, he recalls the two-seater body and bonnet with Vauxhall flutes from the Maples' emporium, as mentioned in the article on Adrian Liddell's racing Straker-Squire (MOTOR SPORT, December 1977) being in a garage behind a public house in Battersea for a time. It went eventually to Northern Ireland to be fitted to an Austro-Daimler chassis. The 5th Annual Gordon Bennett Commemoration Rally for pre-1931 cars divided into Antique, Veteran and Vintage classes is due to take place in Ireland from July 7th to 9th. There will be runs of varying length each day, at average speeds ranging from 15 to 24 m.p.h., over the 100-mile course of the 1903 Gordon Bennett Race, which was won by Jenatzy's Sixty Mercedes. The entry fee is £7 per car and the regulations and entry forms are now available, from: L. Bradshaw, Stradbally Road, Portlaoise, Co. Laoise, Ireland. Entries close first post on June 12th. The Rally headquarters will be at Ireland's oldest occupied castle, Kilkea Castle in Co. Kildare.

The Veteran Car Club announces that the 1978 Brighton Run will take place on November 5th. The 1977 winners of some of this Club's many annual awards include R. Pullham's 1911 Gregoire, Mrs. Flavell's 1911 Rover, D. Ryder-Richardson's 1904 De Dion Bouton, G. Pilmore-Bedford's 1901 Lanchester, R. Middleton's 1900 Locomobile steamer, A. J. Hancock's 1910 Rolls-Royce, C. J. Bendall's 1911 Rolls-Royce, F. A. Harvey's 1908 Renault, A. J. Hancock's 1902 Colombia Electric, F. Smith's 1914 Darracq, Mr. and Mrs. Dutch's 1901 De Dion Bouton, W. Laarman's 1913 De Dion Bouton, D. R. Grossmark's 1909 Napier, B. W. Garrett's 1896 Lutzmann and R. G. Coulthard's 1904 Century, besides awards to many officials. The Hillman Register has 46 members owning pre-war Hillmans, mostly Minx of various kinds, but including 19 Hillman Fourteens, one of them Baker's Husky, a 1933 Hillman Wizard and a 1931 straight-eight Hillman Vortic. The oldest car is a 1920 two-seater in Bournemouth. The Registrar is: Tim Barnes, 119, High Street, Stoney Stratford. D. B. K. Shipwright has been in the news, having received a top Red Cross Society honour. He was described as a Brooklands ace driver. In fact, he won one race, with a 30-h.p. Armstrong Siddeley. Later he had the 3-litre Ballot, which Joan Richmond drove for him, now restored by Humphrey Milling. A nice touch was that Shipwright had an Armstrong Siddeley Lancaster after the war, displaying a pre-war BARC badge.

Having quoted some of the VCC top-awards of 1977 above, it is only fair to do the same for the VSCC, although the list seems even longer. Anyway, the Lycett Memorial Trophy was won by Bernard Kain, the Thoroughbred Trophy to Derek Edwards, the Alvis Trophy to M. U. Hirst, the Edwardian Trophy to Roger Collings, the Ladies' Trophy to Angela Cherrett, the Light Car Trophy to I. A. McEwen, the Historic Racing Trophy to Dan Margulies, the Kane Trophy to Bernard Kain, the ERA Trophy to Patrick Marsh and the Navigators Trophy to Jim Whyman, to name the more understandable ones. Now they are hard at it again, building up points towards the 1978 awards! A pre-war Austin Seven race will feature at the 750 MC Race Meeting at Mallory Park on April 16th. A 1918 Harley-Davidson motorcycle has turned up in Cumbria and awaits restoration. Phillip Mann has added another historic aeroplane to his collection – a 1931 Civilian coupe which had been stored in a barn since the war and which was knocked down to him at a Welsh auction sale for £5,000. Ronald Barker's Sixty Napier appeared in the BBC's "Wings" programme recently, as the car of the wealthy young RFC flying-instructor. Cheltenham is to be the centre of the VMCC's International Assembly from June 23rd to 25th. The MCC Land's End Trial at Easter is the 70th. Anniversary of this famous event and a special class for pre-1940 vehicles. Entries have closed.



This 1929 Studebaker Special, which raced in the Indianapolis 500 in 1930/31/32 and 33, is being rebuilt by its present owner, Mr. S. B. Smith, of Stockbridge, Mass., USA, who seeks information to assist him and his son in their task. This photograph was taken at the 1931 race, when the Studebaker was entered as the "Hunt Special".

The Essex Austin Seven Club is staging a National Austin 7 quiz at the Post House, Brentwood, on April 22nd, when twelve Austin 7 Clubs will answer questions, TV fashion, on Austin 7 history, etc. Wilson-Kitchen tells us that, having long craved a 14/45 Talbot like the one his father owned, he has bought a 1927 saloon, the first he had seen advertised in MOTOR SPORT. The 1939 ex-Le Mans V12 Lagonda that was entered for Indianapolis in 1946 by Robert Arbuthnot, exists in Canada without a body. The Toronto Automobile Museum has the difficult task of rebuilding this Lagonda, sister to the ex-Lord O'Neill car, to original condition – mechanical and historical data is requested. Vintage Tyre Supplies Ltd. have received a shipment of brand new Firestone 14/15/16 x 50 Bibendum tyres, the first that have been made for many years. These should interest owners of Delage, Hispano-Suiza, Delahaye and similar cars. Firestone 12/13/14 x 45 Bibendums are also available. –W.B.

DEUTSCHES MUSEUM RALLY

TO celebrate the 75th Anniversary of the German Technical Museum at Munich and in memory of the automobile days there dating from 1903, an International Rally for pre-1931 cars is being staged in this famous German town from May 4th-7th, the idea being that veteran and vintage cars from all over Europe, or indeed the World, can converge to pay homage to the very first automobile, the 1886 Benz. The arriving vehicles will be accommodated in the Museum garage when they are not driving round the Starnberger See, out to the Benz Memorial, or parading through Munich. The usual round of social activities will support the automotive events and there will be visits to the BMW and Deutsches Museums. Already Tom Lightfoot has entered his well-known 1902 Mercedes for the journey from London. Details from the Deutsches Museum, Munich.

V-E-V Odds & Ends. – The January issue of the Citroen CC's magazine *Citroenian* contained historical pictures from the life of Andre Citroen and a drawing of the rare Citroen B14 torpedo-sport or "Caddy" model of 1928. The first VSCC Race Meeting of 1978 will be at Silverstone, on April 22nd. The *Amilcar Register Newsletter* thrives, under the new Editor, Peter Black. A Miss Beck is anxious to trace any references to a Mr. Beck who worked for Parry Thomas as a draughtsman and who may have had other motor-racing connections, and a reader wants to discover anyone who remembers his grandfather, Bernard Bate, who was a mechanic in the Sunbeam Racing Department before the First World War; a big photograph exists of him sitting in one of the 1914 TT Sunbeams. Mr. Bate's brother Clarence also worked for "The Sunbeam" in those days, before the brothers started a haulage business at Upper Gornal, near Dudley, in Worcestershire, which was sold to British Road Services in 1949. In the vintage years they used Star, Peerless, Reo and Leyland lorries, the Leylands being later converted into 'buses, thought to have been used by the Ribble 'Bus Company. Letters can be forwarded. This year's International Air Fair and Motor Pageant at Biggin Hill will be in aid of the Battle of Britain Museum Appeal, the date being May 20th/21st. The Historic Commercial Vehicle Club will hold its popular Brighton Run, starting from Battersea Park, on May 7th. Entries have closed at the impressive total of

339, out of which only 180 can be accommodated. There is to be a Cardiff HCVC Rally on June 25th. The 3rd Monte Carlo Rally for vintage cars is scheduled for July 9th/15th, and details are available from the AC de Monaco, 23 Boulevard Albert 1st, Monaco. The *Railton OC Bulletin* is trying to sort out mysteries relating to the pre-war prototype Brough Superior cars and Graham Robson, answering recent correspondence about Triumph Southern Cross bodies, points out that no-one has contradicted his statement that Salmons built the production bodies for these cars and that if Patrick Motors of Birmingham also made one for this chassis, it was presumably a special one-off body, sold by themselves. – W.B.

A Morris Six Rebuilt

LEYLAND Historic Vehicles Ltd., of which C. S. Maple, Director, Quality of British Leyland, has been made the Director, of this BL Department which looks after all the Company's historic vehicles which preserve the heritage of the many companies now under the central banner, has benefited from a fully-restored Morris Six coupé once used by Lord Nuffield himself, when he was William Morris.

It is one of a series of these side-valve, F-type, 2.3-litre, six-cylinder models, which were, in effect, lengthened editions of the popular 11.9-h.p. Morris-Cowleys. At Olympia in 1922 this so-called "Silent Six" was priced at £375 as a chassis, £575 with a cabriolet body. It was one of the latter, very beautifully appointed, that William Morris had. These F-type Morris cars were the first



Charles Maple, right, with S. Mackay of Kennings of Sheffield, whose team has restored this Morris Six.

venture by that maker in the six-cylinder field but they were not very successful. The suspension was not suited to a luxury-type car, the chassis had been lengthened to accommodate the longer power unit but did not provide much passenger space, and production was retarded by the demand for the four-cylinder Morris cars. Moreover, the engine was sluggish and suffered from chronic vibration that could fracture the crankshaft.

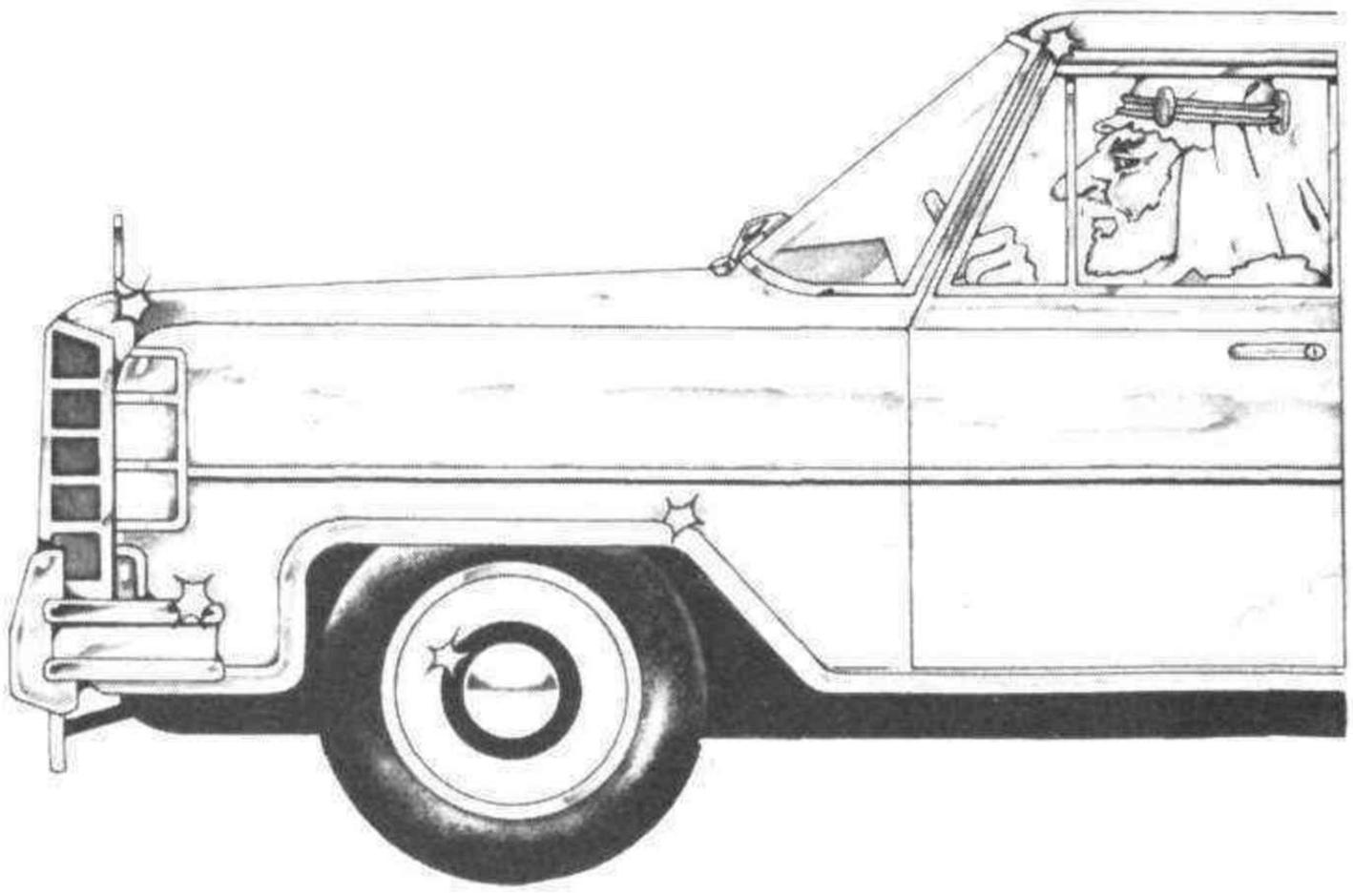
The ex-William Morris coupé de luxe, BW 5415, dated 1921, was stored at Cowley for many years and fell into a poor condition. It has recently been restored (or should I say rebuilt?) by Kennings Ltd. of Sheffield. The work commenced in the second month of last year, when the car was stripped for examination. The front axle was bent but was in mainly good order. The front spring-shackle bushes, of *wood*, were fairly badly worn. The back axle and differential were in good order, but a small crack in the torque-tube spherical joint needed welding and surface restoring. The road springs were in good condition but one rear mudguard was damaged. Surprisingly, the radiator, tested by Kennings' Radiator Department, was found to have survived in excellent order.

In March 1977, the engine was dismantled and it was found that the centre and rear main bearings had run and that the cam had worn badly and the cam followers also.

The gearbox was sound, as was the clutch, and the dynamotor likewise, apart from some of the wiring; its drive-chain was also sound. The brake drums needed only a mimimum of skimming. Specialists were called in to cope with the crankshaft grinding, re-metalling of the bearings, and front axle re-alignment. All the usual overhaul treatment was done by Kennings, and it is remarkable that four of the existing tyres were pronounced sound by Dunlops. Kennings' Tyre Service obtained five new inner tubes, one new Dunlop Cord tyre, and respoked one wire wheel. It is also astonishing that the exhaust system had survived, apart from external rust. Specialists restored the camshaft, etc., the Gabriel snubbers were rebuilt, with correct canvas webbing, and new running-boards made.

That took the overhaul through to April and in May much re-assembling was done. This continued in June and the body was

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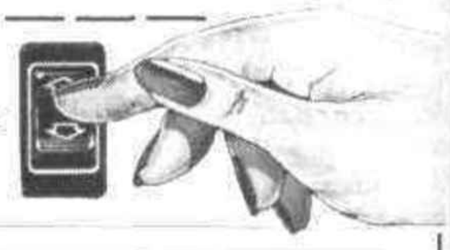
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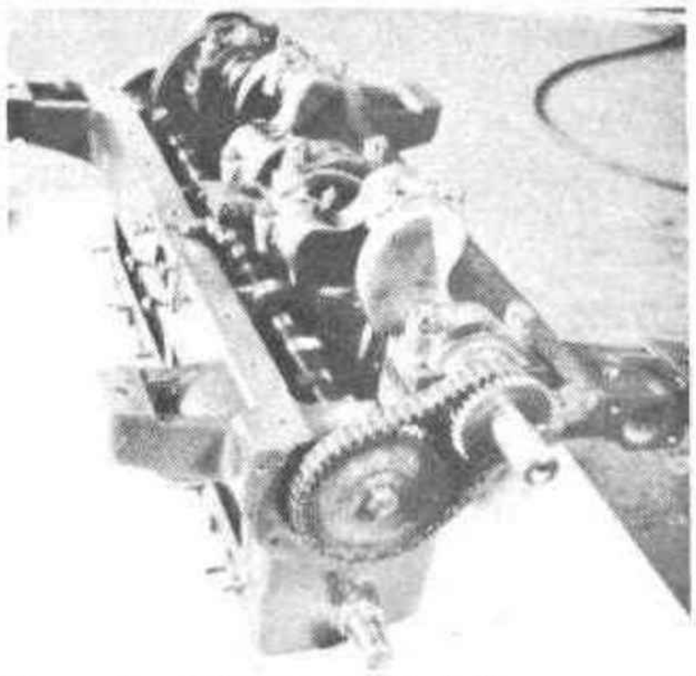
given a cellulose finish, over which the final enamel would be applied. Many coats of black paint were applied to chassis, bonnet, and mudguards. Much detailed re-assembly occupied July and in August 1977 the engine was started. The new cylinder-head gasket was unsatisfactory and oil leaked from the dynamotor joint. The former fault seems to have arisen because the gasket did not align with the head studs; I believe the 12/50 Alvis Register has had this trouble but I must say the head gaskets made for me by James Walker Ltd., of Lion Works, Woking, have always been 100% satisfactory. I also note that gaiters were specially made for the Morris' road springs from templates supplied to the coach-trimmers; I have found the Wefco people expert at this task.

After the gasket had failed, letting water into No. 1 cylinder, a new one was made from a sheet of solid copper. The work was completed in November of last year and the car delivered to its new owners—on a trailer. This worthwhile task was done during Kennings' 100th Anniversary. Although this Morris Six is described as William Morris' personal car, he actually had four of them. Other owners were Lord Reedesdale, the Earl of Macclesfield, Fodens, Associated Newspapers, Mr. Pratt of Hollick and Pratt, and Sir Miles Thomas, etc. But after 49 had been made, including the prototype, parts intended for a further 451 F-types were flung into a lake.

W.B.

Confirmation

NOT THE religious sort (although I remember that, because the officiating clergyman arrived in an 11.4 h.p. Citroen tourer) but bearing on the



The engine of the Morris Six during re-assembly.

erudite articles John Oldham has been writing about the six-cylinder Austins, for Lord Montagu. He remarked in one of these that he has found it difficult, if not impossible, to overheat the engine of an Austin car and that he used to run all through the year with a blanking plate of aluminium in the lower section of the radiator, even when climbing Swiss passes. John says this applies to 16 h.p., 18 h.p. and 20 h.p. pre-war Austins, although I think he had in mind his Austin Twenty landaulette, on which I remember this radiator blanking plate.

Shortly after reading this I happened to glance at the infernal Television machine, because I heard it telling us that some 1930 pictures were about to be shown – Humphrey Spender's fine Leica photographs taken in places like Bolton and Blackpool. for the "Mass Observation" series, about 1936 I think. In one of them an Austin Twenty hearse was shown at a funeral in a dreary North Country working-class street and – there was was a blanking plate at the base of its radiator.... –W.B.

Vintage Postbag

Bentley Bombshell

Sir,

I was delighted to read your review of my book and the bit about Bentley.

After the war Bentley with Bastow were consultants to Armstrong Siddeley. Bentley designed a 3-litre twin overhead camshaft engine with Cotal gearbox and chassis for a new Armstrong Siddeley.

You can check on these facts if you find Mervyn Cutler who was in charge of car engineering or John Densham who was in charge of development.

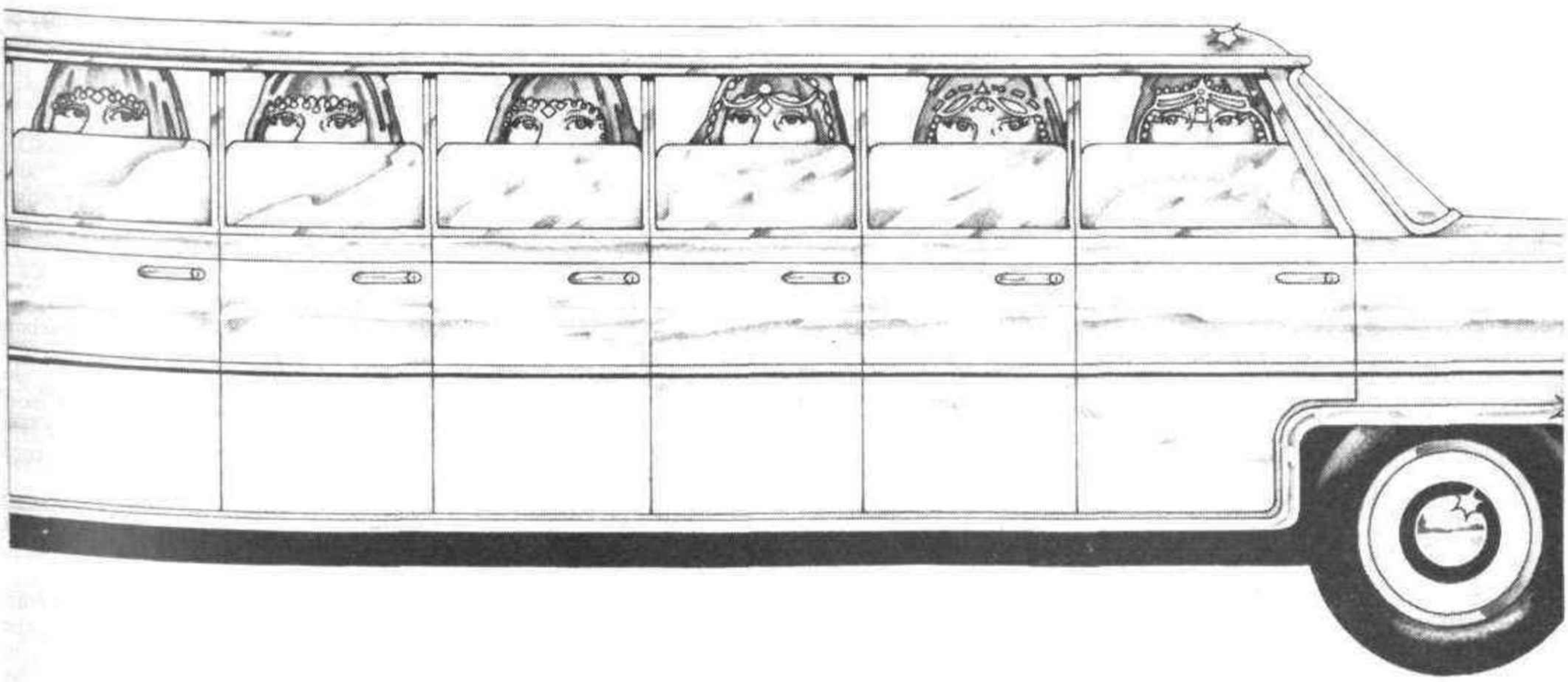
The engine was made by Siddeley at Coventry and apart from teething troubles showed great promise. On its first full power run it gave 118 b.h.p. The chassis was conventional coil spring i.f.s. and semi elliptic leaf spring rear suspension. The chassis showed the influence of Rolls-Royce.

The Cotal gearbox was never developed to a reliable condition and Siddeley built a version of their very good pre-selector gearbox for it.

At the same time the 2-litre engine was being developed as a 2.3-litre unit and a number of all light alloy 2.6-litre units. Charles Goodacre and Charles Fisher were much involved with this work.

I believe the 4-litre Sapphire engine came

they're not so much a luxury as a way of life.



from some ideas of A. C. Sampietro who was very keen on hemispherical heads. You will remember the unsuccessful head T & T built for us for the Nash Healey and the later single cam hemispherical Jeep engines.

I do not think there was any intention of using Aston Martin engines. It just happened Bentley designed what he thought best for the job.

Armstrong Siddeley were a great company, having a great reservoir of engine knowledge in the aero engine side.

Warwick G. C. HEALEY

* * *

Sir,

With regard to the 3-litre double o.h.c. Armstrong-Siddeley, I can confirm that this car was indeed designed by W. O. Bentley. I was employed by Armstrong-Siddeley Motors from mid-1949 to mid-1953, in the aero-engine development division, but as it is not a very big factory the car and aero-engine people all knew each other and the car parts were machined in the same shops as the aero-engines.

The 3-litre double o.h.c. bore a superficial resemblance to the 2.6-litre Lagonda and Aston-Martin engines but there were detail differences. There was a closer likeness to the 4-litre (?) straight-eight engine built by Henry Meadows Ltd. for the Invicta Black Prince. This was also designed by W. O. Bentley.

When I was at "the Siddeley" work on the Bentley engines had ceased and the 3.4-litre Sapphire development was being finalised. Three or four twin-camshaft engines had been built and two chassis – I think Mr. Bentley was only responsible for the engine. One complete car which lurked in the car experimental fitting shop for about two years of my time at Coventry was sold for a modest price to one of the people at Gloster Aircraft – an associated firm in the Hawker-Siddeley group. And as the remaining engine was going to be scrapped I asked Colonel Siddeley, the Managing Director of the Car Division, if I could have it. He gave it to me for a nominal sum, and included a Cotal gearbox which had been built for the car (by Armstrong-Siddeley). I also secured some spares from previously scrapped engines, and still have two cylinder heads and a crankshaft. My special-building project failed for lack of money, time and space, so my engine went for scrap about five years later.

The engine was said to be reliable – after some initial troubles had been rectified – notably, insufficient oil drainage from the valve-gear, and insufficient take-up on the timing-chain tensioner (a single duplex chain about 6 feet long can stretch quite a lot in a short while), but it was not very powerful. It was limited by Pool petrol of course, but even so 95 h.p. was a bit meagre. If you fitted an exhaust camshaft on the inlet side you got rather more. But I think it was intended to be a gentlemanly touring car, and the timing was very soft.

I think W.O. and Donald Bastow had a drawing office in Birmingham and possibly other projects were under way, but unless one of these gentlemen preserved some records it would be difficult to get any details.

Finchley K. G. GILLING

12/50 Alvis Reliability

Sir,

I wonder if you find some details of a journey from here to Melbourne recently completed by my son, Steve Denner, are of interest?

The car is an Alvis 12/50, exported to Victoria as a chassis in 1926, and fitted with a locally-built "beetle-back" type of body.



We were incorrect in assuming that the Bayliss-Thomas depicted in the MCC Exeter Trial on MOTOR SPORT's February front cover was Hayward's famous pre-war Trials car. Above is shown the real Hayward Bayliss-Thomas, awaiting restoration at the National Motor Museum.

Purchased by Steve in poor condition in 1973 in Melbourne, brought back to England with him in 1974, and re-built during the past three years. Steve has competed in various VSCC events in Alvis Special 25, 16.95-h.p. Silver Eagle, and the ex-Follett 12/50 Brooklands car, which he still owns. He has driven to Australia to take part in the 1978 FIVA Rally being held there on April 8th to 24th.

He left Yeovil on November 16th, driving through Germany, Austria, Hungary, Rumania, Bulgaria, Turkey, Iran, Afghanistan, Pakistan and India to Madras. From there he shipped to Penang and down through Malaysia to Singapore, where he shipped to Fremantle, then on to Melbourne, where he arrived on February 1st, a distance of 10,500 road miles. The only serious mechanical trouble was a broken front spring crossing desert country in Iran.

Yeovil L. A. DENNER

A Busy Alvis

Sir,

In your February issue you printed a letter about the late Henry Williamson's Alvis Silver Eagle mentioned in "A Solitary War". This book is not the last of the series (collectively called "A Chronicle of Ancient Sunlight") since two more books, "Lucifer Before Sunrise" and "The Gale of the World" complete the series. So this old Alvis went on and on with many more harrowing details of its life until the moment of its dramatic end on the heights of Exmoor. But these three books are not its only contribution to literary history. Way back in 1933 we find it in "Goodbye West Country" with a photograph of it turned over in a Devon lane and details of blinds to the BBC Bristol studios at 85 m.p.h. Then in "The Gold Falcon", a novel about an RFC pilot published in 1933, the black slim car rides again. "The Story of a Norfolk Farm" in 1941 tells how the Alvis towed all his belongings from Devon to Norfolk, and was used to harrow the fields. The sight of it rushing back and forth at 20-30 m.p.h. over the arable with Fairy Battle aircraft parked under oak trees on Langham 'drome a few yards beyond is one I shall never forget. This book begins: "One dull day in 1935 I went to London in my open car, which I loved. It was painted black, and all the seats were covered except the driver's in which I sat as in an airplane. There was a sense of freedom in my car, which had a Silver Eagle as a mascot on its radiator cap. It was fast, doing 85 m.p.h. when flat out, and it covered 24 miles to the gallon."

The car did not in fact die, for it spent many years in other hands towing gliders up into the sky and touring the Continent. It is now in the hands of engineer Alex Marsh who runs it regularly; the mascot however sits on my own Alvis.

My father also ran a 1937 2-litre Aston Martin which now often figures in your Silverstone race reports, belonging to a Mr. Cann. This car almost gave my father apoplexy. I have uncovered 50,000 words written about the horrors of its engine rebuilds and total restoration which he carried out in 1949. It hardly ever performed well for long.

Finally, he once diced briefly with an Auto Union in Germany in about 1934. I have a photograph of this fabled machine overtaking him in a German town, another of it close-up resting by the roadside.

The readers of your splendid magazine may be interested in more vintage machinery in the film "Tarka the Otter" which will be out in the autumn, this being the first of his books to be filmed.

Chichester RICHARD WILLIAMSON

(We were aware of this "Alvis in Books" and have referred to it several times in this series, although Henry Williamson is not one of my favourite authors – shall we say, for one reason, because he calls aeroplanes "airplanes" – Ed.)

The Fate of Campbell's Gearbox

Sir,

I wonder if you or any of your readers are aware that there exists in New Zealand a most interesting relic closely connected with the late Sir Malcolm Campbell's land speed record attempts in the late 1920s?

I refer to the FBM (Foster-Brown-Mains) 3-speed epicyclic gearbox built by Beard and Fitch Ltd. in 1926 for Campbell's 450-h.p. Napier Lion engined "Bluebird".

The gearbox was used in "Bluebird" on both occasions that Campbell took the record in the latter part of the twenties: the 174.883 m.p.h. on Pendine sands on February 4th, 1927 and the 206.956 m.p.h. at Daytona beach on Februar

Continued on page 48

Book Reviews

"Historic Fairground Scenes" by Michael E. Ware, FRPS. 96 pp. 9½ in. x 7¼ in. *(Moorland Publishing Co., The Market Place, Hartington, Buxton, Derbyshire, SK17 OA1. £4.20).*

Michael Ware has led us, through his photographic archives, to some pleasant historical paths, such as how motor cars were manufactured, the canal scenes of long ago, and so on. His latest book in this style covers a subject which must have a decided fascination for those who are concerned with the older forms of road transport. For although his work depicts fairground scenes from the past 80 years, the grounds themselves, the attractions, the sideshows, the living vans, the setting-up and pulling-down of the big Fairs, because these were essentially mobile shows, the transport aspect is in the ascendant.

When I pass a Fair today I find I still peer wistfully at the parked vehicles, hoping to find a steam Showman's traction-engine among them. Alas, these have vanished from this particular field, although up to the 1950s a number were still in the service of Showmen, supplementing the petrol and diesel lorries. Now the last-named predominate and the more aged of these is disappearing. Michael Ware has not overlooked the steam-scene, even depicting calamities which befell luckless Showman's road-trains drawn by those massive Showman's engines. He also gives us a peep at the lorries used in the old days, including a nice picture of an Army-surplus FWD truck, photographed in 1923, used as a packing-truck, and towing its owner's living-van, moving onto a showground, its wheels, in spite of the all-wheel drive, fitted with chains to provide grip. In other such scenes you can pick out the AEC and Tilling-Stevens lorries that were popular with Showmen in the 1920s, as at Mitcham Fair, and even an Erskine saloon towing an early Eccles caravan.

While this book will delight mainly steam enthusiasts, and, of course, those with a predilection for the Fairs, it also discloses some exciting sideshows, like the All-British "Globe of Death" and motorcycles and midget cars using the better-known "Wall of Death", with live lions as passengers! Apparently the last to use this trick of a live lion in the sidecar was Barry's "Sensational Motordrome", pictured at Norwich in 1939, and a lion is seen in a midget car at the top of the "Wall of Death" at Mitcham in the 1930s. Among the thrilling rides depicted are the Dodgems, originally using petrol-driven cars, until electricity proved more reliable, and preceded, we are told, by the "Brooklands Speedway" ride.

Permanent fairground sites get a chapter to themselves and the town sites illustrated are a reminder that Showmen can still cause a through road to be closed, as at Thame, from personal experience, whereas public road speed-trials were banned from 1925.

So this is a book containing 122 pictures on good art-paper – of the astonishing world of the fairground – and I am astonished at the length of some of the traction-engine-hauled road-trains and that the wooden wheels of horse-drawn-dray type, stood up to even the low speeds involved. What next, Michael? –W.B.

"Maserati: The Postwar Sportsracing Cars" by Joel E. Finn. 224 pp. 9 in. x 12 in. *(Patrick Stephens Ltd., Barr Hill, Cambridge, CB3 8EL. £8.50).*

This John W. Barnes book is packed with good pictures and cutaway drawings, etc. of the post-war sports Maseratis totalling 383. Race and workshop scenes, production data, chassis and engine number identification, detailed specifications, of Maseratis from Tipo 150S to Tipo 65 Le Mans, photographs of mechanical components, reproductions of Maserati advertisements and catalogue pages, etc. to a big-page format must make this book irresistible to all who own or love these motor cars. A casebound edition is available at £18.95 and PSL are the agents here for this dedicated American publication. –W.B.

"MG: The Immortal T Series" by Chris Harvey. 250 pp. 10¼ in. x 8¼ in. *(The Oxford Illustrated Press, Shelley Close, Kiln Lane, Risinghurst, Oxford, Ox3 8HB. £12.00.)*

What a fascinating and beautifully produced book this is! This, the second of a series by the hard-working Harvey, is even better than the first, on the Jaguar E-Type.

Harvey has a natural ability to convey facts and technical advice in an easily digestible form – and this readable volume really is crammed with details. It leads in with a succinct tribute to the T Series, those first push-rod engined MG sports cars, which at first offended the motoring *cognoscenti* and them charmed their way into hearts across the world, so prestigiously for Britain. There are chapters detailing the specifications and development of the pre- and post-War Midgets, contemporary road test reports, an interesting study of T-type trials, racing and record breaking activities and a look at the "Designers and Developers" responsible for the T Series, from Cecil Kimber onwards. All this is straightforward historical stuff (and Wilson McComb will be pleased to note that Harvey even attributes the correct year to "Old Number One"!), the sort of lore that MG *aficionados* are well steeped in. The real meat for T-type addicts is in the information of a more practical kind essential to the restoration and day-to-day running of the models.

I thought I had seen the majority of MG archive photographs when I shared an office with them at Abingdon. Familiar ones appear in the book, but Harvey (assisted by Paul Skilleter) has succeeded in finding additional historic photographs which are new even to me. The beautiful illustrations include twenty-one colour plates weighted too much in favour of much-modified, current T-type racers, although there is a nice action shot of Steve Dear's ex-Bastock PA Cream Cracker (how did that infiltrate the T-types?) and another of my old boss, the gentlemanly John Thornley, with his MG-B GT, registered MG 1, to whom Harvey gives due credit for his contribution to MG success.

Without a doubt this is the new bible for T-type enthusiasts everywhere, while for enthusiasts with a more general MG interest it adds an additional dimension to that offered by general histories of the *marque*. –C.R.

"The Jaguar Driver's Year Book 1977" by Paul Skilleter. 112 pp. 12 in. x 8½ in. *(The Magpie Publishing Co., "Holmerise", Seven Hills Road, Cobham, Surrey. £5.25.)*

Anybody with an interest in Jaguars cannot help but be captivated by this largely pictorial work compiled by Paul Skilleter, author of the authoratitive book on Jaguar sports cars. This is a book for Jaguar admiration rather than information, there are no great revelations amongst the 120 black and white pictures (though I can't recall having seen previously the mysterious, pretty, prototype sports car, with lines reminiscent of an XK 120, which Skilleter believes may have been constructed by an outside coachbuilder, hoping to interest the factory, just after the War), about half of which are devoted to a pictorial record of Sir William Lyons products from the first Swallow sidecars of 1927 to the latest delectable XJ-S.

Last year marked not only the fiftieth anniversary of Lyons products, but also the 21st anniversary of the Jaguar Driver's Club and the 10th anniversary of that Club's XK Register. Skilleter, editor of the Club's magazine *Jaguar Driver*, has devoted separate pictorial sections to the Club's activities in 1977 and to a review of the XK Register's first decade. As he remarks in the introduction to the latter section, "even after 29 years, the XK sports car is still immensely good to look at", a remark which could be made justifiably about any of the Jaguar products and the reason why Jaguar buffs will find this book so rewarding.

Though text is kept to the absolute minimum, this Year Book does contain a useful list of the dates of introduction and discontinuation of post-war Jaguars, together with the appropriate first-of-the-line chassis numbers, and a similar list for post June 1960 Daimler models made under Jaguar aegis. Two pages are devoted to details of the Jaguar Driver's Club officials, Registers and areas.

This is a book for the *marque* enthusiast browser rather than a reference work for the historian. Skilleter hopes to make it an annual production. –C.R.

"The Ferrari Legend – The Competition 250GT Berlinetta" by Jess G. Pourret, 382 pp. 10 in. x 8½ in. *(John W. Barnes, Jr., Publishing Inc. Box 323, Scarsdale, New York 10583, USA.) (Price – a lot of money.)*

This is one of those books produced regardless of cost and size, the all-important factors being to do a good job and put everything between the covers, in this case bright red ones with a golden prancing horse embossed on the front. It is such a remarkable tome that it does not display its price; if you are a Ferrari enthusiast you just have to get a copy. You would not think it possible to write a 382-page book on one Ferrari model, but Jess Pourret has done just that, with all the racing history and every detail you can imagine about the 250GT Ferrari from the first long-wheelbase car of 1954 right through to the ultimate GTO of 1964.

If you are not a Ferrari enthusiast then this book is not likely to interest you, and if you are a Bugatti or Maserati enthusiast then it will make you green with envy and sad that there are not similar books about the Type 57 Bugatti or the 250F Maserati. "The Ferrari Legend" is a book written by a Ferrari enthusiast, published by a Ferrari enthusiast, to be bought by Ferrari enthusiasts. If you are not in the last category, then this book will probably convert you.

D.S.J.

* * *

"Automobile Year No. 25", that de luxe Edita Lusanne annual, is now available in the English Edition from Patrick Stephens Ltd., Barr Hill, Cambridge, for £17.50. Edited by Douglas Armstrong it remains the high-class publication

VINTAGE POSTBAG –
continued from page 478

19th, 1928. It appears to have also been in the car when Campbell made his unsuccessful attempt on Segrave's 231.446 m.p.h. at Verneuk Pan, South Africa, in May 1929.

When "Bluebird" was rebuilt in 1930 by the late Reid Railton with a 1,450-h.p. supercharged Napier Lion engine, the FBM gearbox was removed and a unit built by the KLG factory put in its place. I presume that the KLG gearbox is still in the car as apparently only a new clutch was fitted when "Bluebird" received the Rolls-Royce "R" engine in 1933.

The story behind the survival of the FBM gearbox and its arrival in New Zealand is shrouded in obscurity. We do know that in 1937 a New Zealander by the name of George Stewart was visiting England and apparently happened upon the gearbox in a scrap yard, although I feel it is possible that the gearbox was still lying around the Brooklands premises of Thomson and Taylor and it was there that Stewart saw it. In any case Stewart apparently bought the gearbox, and then had it shipped back to New Zealand.

The gearbox was subsequently offered to the Auckland War Memorial Museum, which was not very enthusiastic about accepting it. Then a Senior Lecturer on the staff of the University of Auckland School of Engineering, Mr. W. Jebson, who knew Mr. Stewart, arranged for the gearbox to be acquired by the Engineering School for display, where it was for nearly thirty years.

In the later 1960s Mr. Francis N. Kirton, a Senior Technical Officer at the University, had the job of arranging for the disposal of a certain amount of obsolete equipment of technical interest to the then recently formed Museum of Transport and Technology. This material included many aviation items, propellers, old aero engines, and even a complete Gnome rotary engine, as well as a Bellis & Morcom steam engine and a Tangye gas-engine. On the 11th of August 1969, the "Bluebird" gearbox was officially donated to the Museum of Transport and Technology by the University of Auckland School of Engineering.

It is, however, still not on public display, and languishes in a dark corner of a huge storage building that the Museum uses in suburban Auckland, instead of finding an honoured place in the Museum's recently-constructed quarter-million-dollar Hall of Transport.

I do hope that this tale proves to be of interest to your readers and I wonder if there is anyone who can shed some light on the whereabouts of the gearbox after it was removed from "Bluebird" and before it went to New Zealand.

Paraparaumu, NZ. GRANT H. TAYLOR

A Mystery

Sir,

With reference to the letters in MOTOR SPORT, about the Liddell Straker Squire. In the 1924 programme of the Holme Moss Hill Climb, it gives the registration number of Miss Mitchell's car as CM 4404, in your article the number of Mr. Liddell's car is given as MD 7901. So that means two racing Straker Squires. What happened to the Mitchell car?

Scarborough E. J. MUNROE

Sunbeam Identity

Sir,

As one who lived in Southport in the 1920s, I regularly watch the race meetings on Birkdale beach and was very interested in the photo of the Sunbeam referred to in Mr. Mumphrie's letter in your February issue. Surely this was the Sunbeam that then belonged to Dan Higgin of Liverpool – the "HMS" standing for Higgin Motor Services.

Keswick ERIC C. WILSON

The Triumph Southern Cross

Sir,

In the February issue of MOTOR SPORT, under the heading of "Vintage Postbag", there is a letter from Mr. S. Basham, in which he denigrates the Triumph Southern Cross. Now I would be the first to agree that they were in the class of more sedate sports cars, but they did not lack "guts".

I bought mine in 1946, and kept it for a couple of years, during which time it gave me excellent service. I used it in local and MCC trials, and it gave quite a good account of itself, and gained me several awards. The aluminium body (it was a full 4-seater), did not crack, and gave a reasonable ride, and with the friction shockers fairly tight, it was no slouch on corners.

It could be that mine was not the standard model, as it had twin spares, Rudge knock-on wheels, a delightful remote control gear change, and twin Solex carbs. There was also very full instrumentation.

In all it was a comfortable, reasonable job, with an adequate performance and reliable engine.

Chilton J. A. BRUNYEE

V-E-V Odds & Ends. A basketwork-bodied Chater-Lea cyclecar has had its first run in New Zealand, after restoration. The R-R EC celebrates its Coming-of-Age this year, with its usual full programme of events. It was founded in August 1957 with six members; the membership now totals over 3,000 throughout the World. The Secretary of the Railton OC has forsaken a Railton for an E-type Jaguar but says it is somehow not the same! The Morris Register will hold its International Rally at Donington Park on July 1st/2nd, with quite a number of members coming from Europe to attend. There will be driving-tests and a barbecue on the Saturday and a *Concours d'Elegance* on the Sunday, together with a driving-test contest between seven members of the invited Bullnose Club and seven members of the Morris Register, and lighthearted tests between Austin and Morris drivers for the Austin/Morris Trophy. Miss ATV will present the prizes. Details from E. Miller, 309 Nottingham Road, Eastwood, Nottingham. The last quarter's issue of *Veterantics*, journal of the VCC of South Africa, contained an article about Chrysler Airflow saloons. The Horsham & DMC & LCC was founded in 1928 by E. G. Smith, who used to compete in trials, etc., on motorcycles, his last a 250 c.c. Competition-model Velocette two-stroke, followed by a Morgan, BSA, and Reliant three-wheelers, a twin-gearbox Austin 7, and his ARM Special. He would like to hear from past members of this Club as there is to be a re-union in Warnham Village Hall on June 24th. His address is: 20 Guildford Road, Horsham, Sussex, RH12 1LS. The cover of the *Model Engineer* for March 3rd/16th had a colour picture of a 7½ c.c. five-cylinder rotary petrol engine with push-rod-operated overhead valves, which was highly commended at the last Model Engineer Exhibition. The April Sotheby Sale of veteran, vintage and other old cars is on the same date as the VSCC Race Meeting at Silverstone – which can, perhaps, be taken as a compliment to members of the VSCC, who are presumed to be far more keen on racing their cars than buying and selling them! – W.B.

The 12/50 Alvis Register, which caters for all models down to 1931, has issued a useful Register of currently-owned members' cars, which gives date of first registrations, Reg. numbers, types of cars and their bodywork, and owners' names, the last-named also being listed in alphabetical order, with addresses. From this interesting list I see that seven pre-1924 Alvis cars are known to the Register, the oldest being Alvis Limited's 1920 Morgan-bodied 10/30 two-seater. There are eleven 1924 cars, including Benfield's "1½-seater", 15 12/50s, and one 12/40 dating as 1925 cars. The membership is seen to be 385, inclusive of a few Honorary Members. (I am now going through this fascinating list to see if any of the several 12/50 and other Alvises I once owned are still about.) Non-members of the Register, can, incidentally, obtain this publication for £1.00, including postage, from the Register's Hon. Sec., A. H. Salt, Quilting Ltd., 33 Mountgrove Road, London N5; but it is intended for genuinely interested persons, *not* car-dealers, I am informed. – W.B.

BOOK REVIEWS –
continued from previous page

it always has been, the advertising matching the editorial pages in colour and quality. There are 250 pages, 12⅛ in. x 9⅛ in., 500 pictures and 25 maps. It may not be quite as exciting as it was originally, when we depended on it for racing results, etc., because other similar annuals have since joined it. But it is still at the top of its class. The 1977 edition looks back 25 years, through the eyes of Ami Guichard and John Bolster. Leonard Setright covers last year's technical automotive developments, with the year's motoring novelties looked at by J. Farenc. Last year's racing is reported on by a strong team, including Paul Frere, Gerry Crombac, Peter Windsor, Armstrong himself, Murray Taylor, etc., with Enzo Ferrari commentating on drivers he has known. All this is supported by full 1977 competition results and those masses of fine colour and ordinary photography. – W.B.

* * *

A worthwhile record of that Transport Trust/R-R EC Parade, past H.M. The Queen, of a vast cavalcade of Rolls-Royce (and a few Bentley) cars last year is available in the form of a pictorial publication issued by the R-R EC and illustrating a great many of the cars that took part, with details, such as owners, bodywork, Reg. numbers etc, appended. There are articles about how the idea originated and was developed, the special long-distance runs performed in association with the Parade at Windsor, like Kenneth Neve's top-gear haul from Edinburgh to the Royal Palace in his London-Edinburgh 40/50 Rolls-Royce, and much more besides. All those who took part or who like Rolls-Royce motorcars should enjoy this book; and it must contain more photographs of Her Majesty than any comparable publication provides, as she is seen in most of the photographs (over 300 of them) of the cars depicted at Windsor and Ascot. While the supply lasts copies of "Royal Silver Jubilee Souvenir 1977" by Colin Hughes, edited by R. J. Gibbs, are available from Capt. Peter Baines, Cross Tree Cottage, Wicken, Milton Keynes, MK19 6BX, at £3.50, cheques or POs to be made payable to the R-R EC. – W.B.

* * *

The Sporting CC of S. Australia has issued No. 1 of its "Motoring History Books", covering the years 1898 to 1918 pictorially. – W.B.



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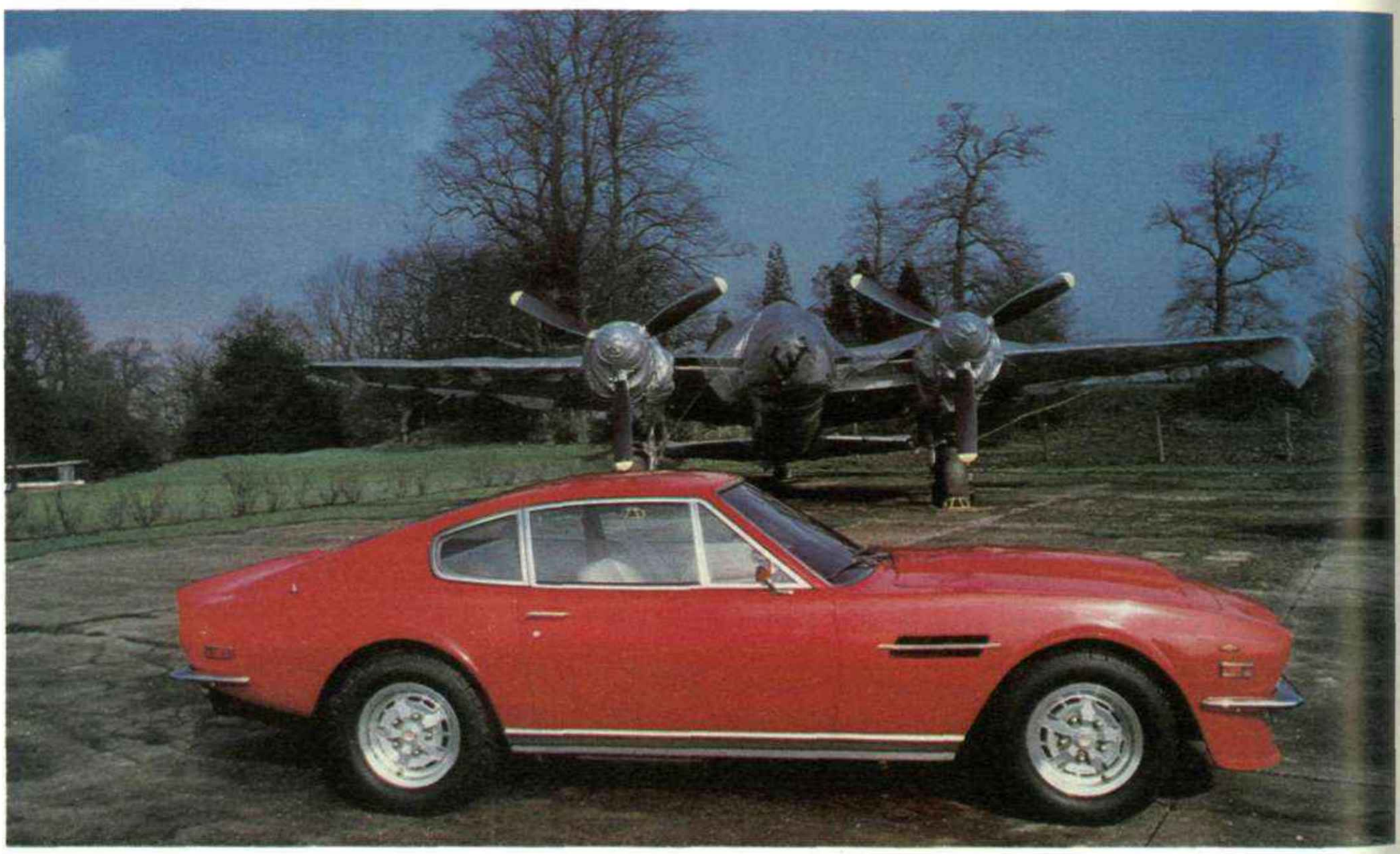
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ROAD TEST

The Aston Martin Vantage

An exhilarating fireball, exquisitely crafted

The incredible Aston Martin Vantage, the World's fastest accelerating production car, in company with a remarkable machine of yesteryear, a De Havilland Mosquito, shrouded for the winter. The photographs in this article were taken at Salisbury Hall and the Mosquito Museum, London Colney, near St. Albans, by kind permission of Mr. Walter Goldsmith. The historic Hall and Museum are open to the public on Sundays from Easter to the end of September, Thursdays from July to September and Bank Holiday Mondays.

A NEW PERFORMANCE standard has been set amongst so-called "super-cars". And it originates not in Modena or Stuttgart, but in urban Newport Pagnell. For the most breathtakingly exciting, adrenalin churning example of all that rarefied breed, indeed the fastest accelerating current production car in the World is the Aston Martin Vantage.

I can sense some readers scoffing right now. "Aston Martin – b..... great lorry." It happens all the time. But this "b..... great lorry" accelerates from 0-60 m.p.h. in 5.3 seconds, has been timed by Astons at 180 m.p.h. and, for all its weight and girth, handles superbly. Into the bargain it carries four people and adequate luggage in absolute luxury and is exquisitely hand-built. Like Rolls-Royce, Aston Martin refuse to disclose brake horsepower figures, but a good authority intimates that another journalist's estimate of 425 b.h.p. was pretty near the mark, making the Vantage's four-cam, 5,340 c.c. 100 mm. x 85 mm. V8 the most powerful current production car engine in the World.

I too was sceptical. I have not been the most ardent admirer of modern Astons, although I have nothing but admiration for the craftsmanship involved in their manufacture. Now, after testing the Vantage, I am lost for adequate superlatives. I have driven most of the World's fastest, most expensive production sports cars, but I can't think of one that has surprised me, excited me quite so much as the Vantage. It does not have the supreme chassis characteristics of the new Porsche 928 (a 928 fitted with the Vantage engine would be the absolute ultimate!), the uncanny smoothness of the Turbo, the silence of the XJS, or the charismatic styling of the Boxer and the Countach. But it will out-perform them all in a manner which is as untemperamental as it is shattering, and makes no sacrifices for the sake of outrageous styling and the current mid-engine cult. Such power is



not for the faint of heart or muscle, or for the unskilled, but allowing for those obvious strictures this Vantage is remarkably vice-free and forgiving, another bonus from conventional layout.

It is heartening to be able to lay such praise at the door of a so very British company which three years ago had floundered over the brink. Not many people would have projected success for the Anglo-American consortium of individuals which rescued Aston Martin in that disastrous year. Yet now the company is back in profit, with a full order book and with the first, production, revolutionary Lagonda scheduled for delivery to the customer at the end of this month.

Aston Martin resurrected the Vantage name and its theme of being a higher performance version of the standard car early last year as an aid to polishing the tarnished image. It is built to special order only, an average of one per week, sells for £23,000, by no means immodest in super-car terms and has had apparently the desired effect by reflected image of attracting customers for the standard V8, itself a vastly improved motor car since 1975.

MOTOR SPORT should have had a Vantage for test last year; two bad crashes in which Aston's Press test car – a converted standard V8 – was involved prevented this. Aston had not replaced the car on their fleet, but thanks to the cooperation of Aston Martin Sales in London's

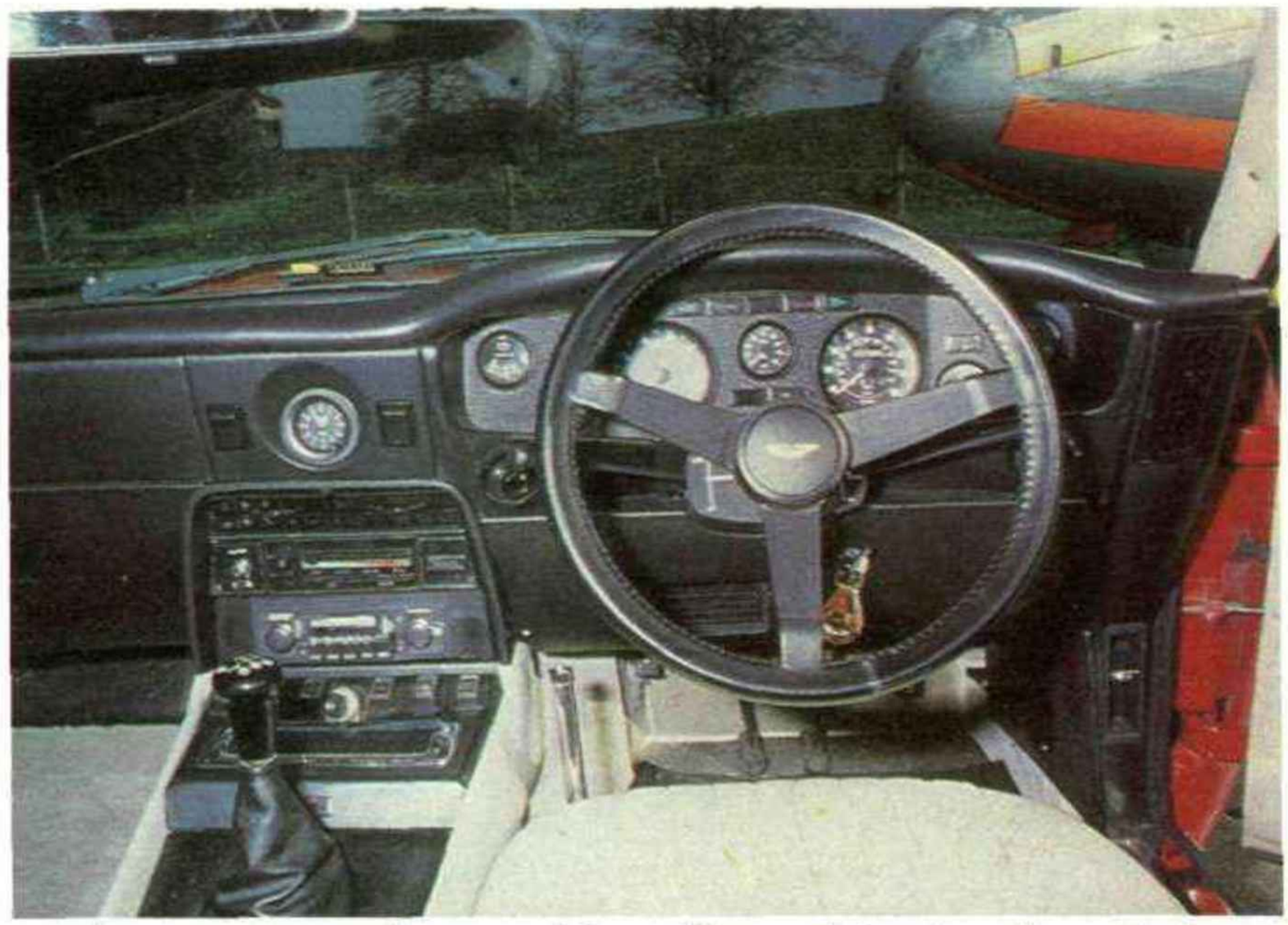
The Facia is dated, but the instrumentation clear and visibility good.

Sloane Street, we were able to borrow their 3,600 mile-old demonstrator, a proper production Vantage. It was certainly worth waiting for.

The Vantage makes no bones in appearance about its performance purpose in life. A deep front spoiler, a high tail spoiler contoured smoothly into the coachwork, a blanked-off power bulge in the bonnet, a blanked-off grille carrying two dipping, long-range Cibie auxiliary lamps, massive 255/60 x 15 in. Pirelli Cinturatos on 7 in. GKN alloy wheels, give this six-foot wide monster an air of wickedly muscular purposefulness which is not belied. Its appearance in the mirror moves dawdlers out of the way faster than anything I can recall, including the Countach.

When the Vantage was introduced last year it boasted a 40% power increase over the then current V8. Improvements to the V8's engine gave that 15% boost in mid summer and at the same time the V8 adopted the same suspension revisions which had been essential to cope with the Vantage's extra power. The most important improvement was to fit Koni telescopic shock-absorbers all round. Early Vantages had stiffer front anti-roll bars; this was found unnecessary and the model now has the standard V8 item. A change in castor angles has given more steering feel to the Vantage, which has a standardised-effort, Adwest power-assisted steering rack mid-way between the heavier and lighter choices which used to be available to Aston customers.

At the heart of this astonishing car is that 90 degree V8 engine, built in that small factory at Newport Pagnell. Each engine is built by one man, as I described in an account of the Aston Martin factory in the September, 1976 issue of MOTOR SPORT. I liked the personal touch on the offside cam cover of the test car's engine: a little brass plate announcing "Engine built by Fred Waters". By chance, he was the long-serving engine builder we portrayed in that 1976 colour feature. This mainly cast aluminium engine has two overhead camshafts per bank, driven by twin two-stage Duplex chains with automatic and manual adjustment (they need

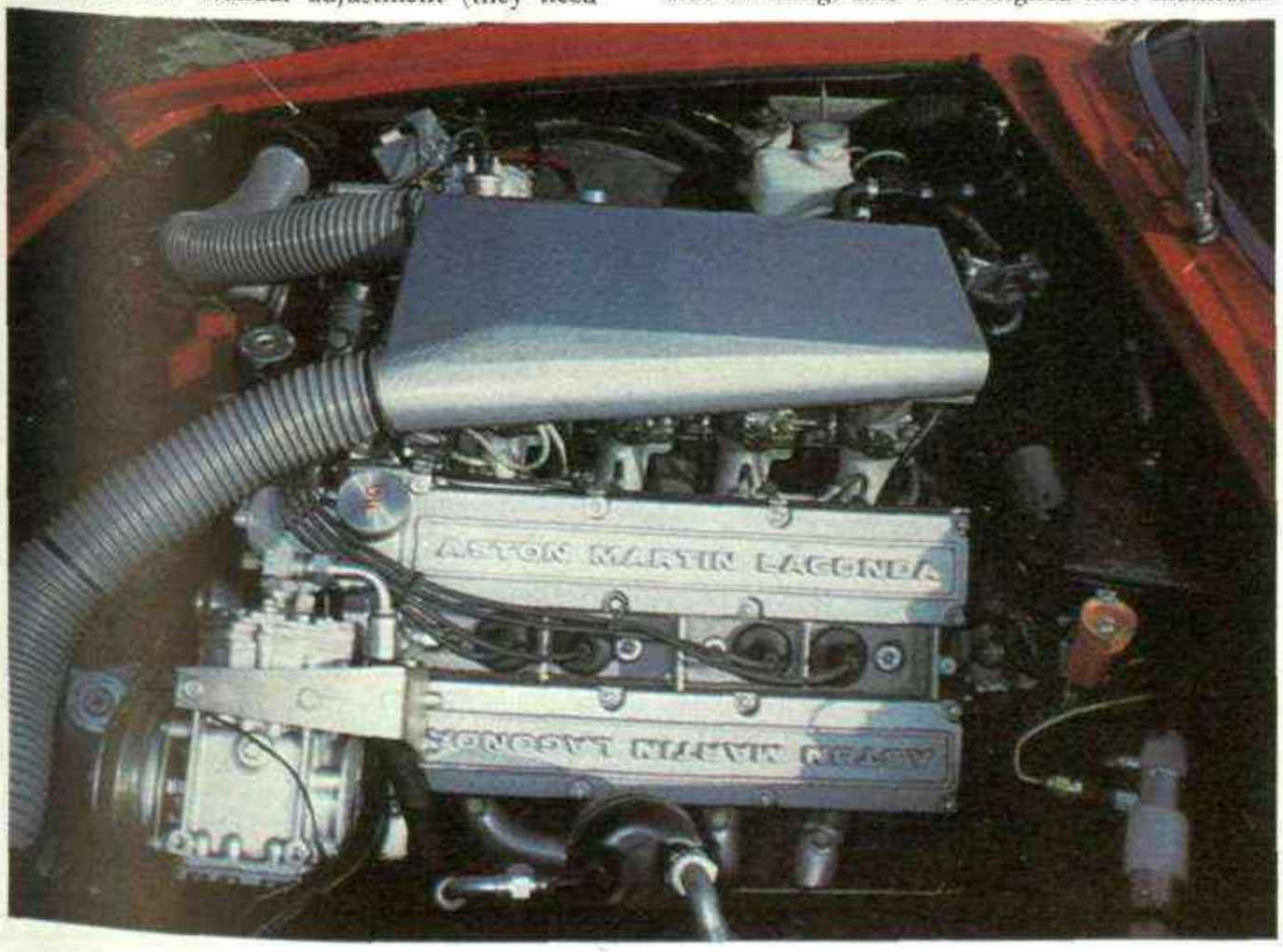


attention every 10,000 miles – servicing intervals on the car as a whole have been extended from 2,500 to 5,000 miles). The heads have hemispherical combustion chambers and the block contains chrome vanadium iron wet



liners. The nitrided crankshaft runs in five main bearings and is fitted with forged steel conrods.

The Vantage differs from the standard V8 engine in having bigger inlet valves, new cam profiles with increased overlap on the induction side of things and a redesigned inlet manifold.



The most obvious change, however, is the move from four downdraught Weber 42DCNF27 twin-choke carburetters to four massive downdraught, twin-choke Weber 48 IDF2/100s. Prompted by a consequent increase in fuel consumption (the test car averaged 12.96 m.p.g. on a long, very fast run and about 10 m.p.g. around town), the Vantage has a 25 gallon fuel tank instead of the V8's 21 gallon tank. Twin SU fuel pumps are mounted in the offside of the boot. The Vantage engine retains Lucas Opus ignition, but Champion N9Y plugs give way to NGK BP6EV.

While the ordinary V8 offers automatic transmission as an option, the Vantage comes only with the ZF five-speed gearbox with ratios of: 1st, 2.90:1; 2nd, 1.78:1; 3rd, 1.22:1; 4th, 1.1:1; 5th, 0.845:1. The Salisbury differential contains a Powr-Lok limited slip device and a 3.54:1 final drive ratio, slightly lower than the V8's ratio. This gives 26 m.p.h./1,000 r.p.m. in fifth.

Bodywork changes are restricted to the aforementioned aerodynamic and cosmetic aids. This Vantage retains the modern Aston tradition of hand-formed aluminium alloy panelling over a rigid steel superstructure integral with a platform chassis. It seems almost superfluous to add that this magnificent bodywork receives over 20 coats of paint.

Suspension modifications have already been detailed. The basic design is unchanged, with unequal length wishbones, ball-jointed king pins, co-axial coil springs and shock-absorbers and an anti-roll bar at the front, and that substantial De Dion located rear end, located by parallel trailing links and a Watts linkage and suspended by coil springs and, nowadays, telescopic Konis instead of the old Armstrong lever shock-absorbers. The all-disc brakes are outboard at the front, inboard at the rear.

The wide doors, which have automatic warning lights in their trailing edges, open smoothly and clunk satisfyingly to entrap one in an interior which will be condemned as old-fashioned by some, praised as one of the few remaining bastions of traditional, hand-made

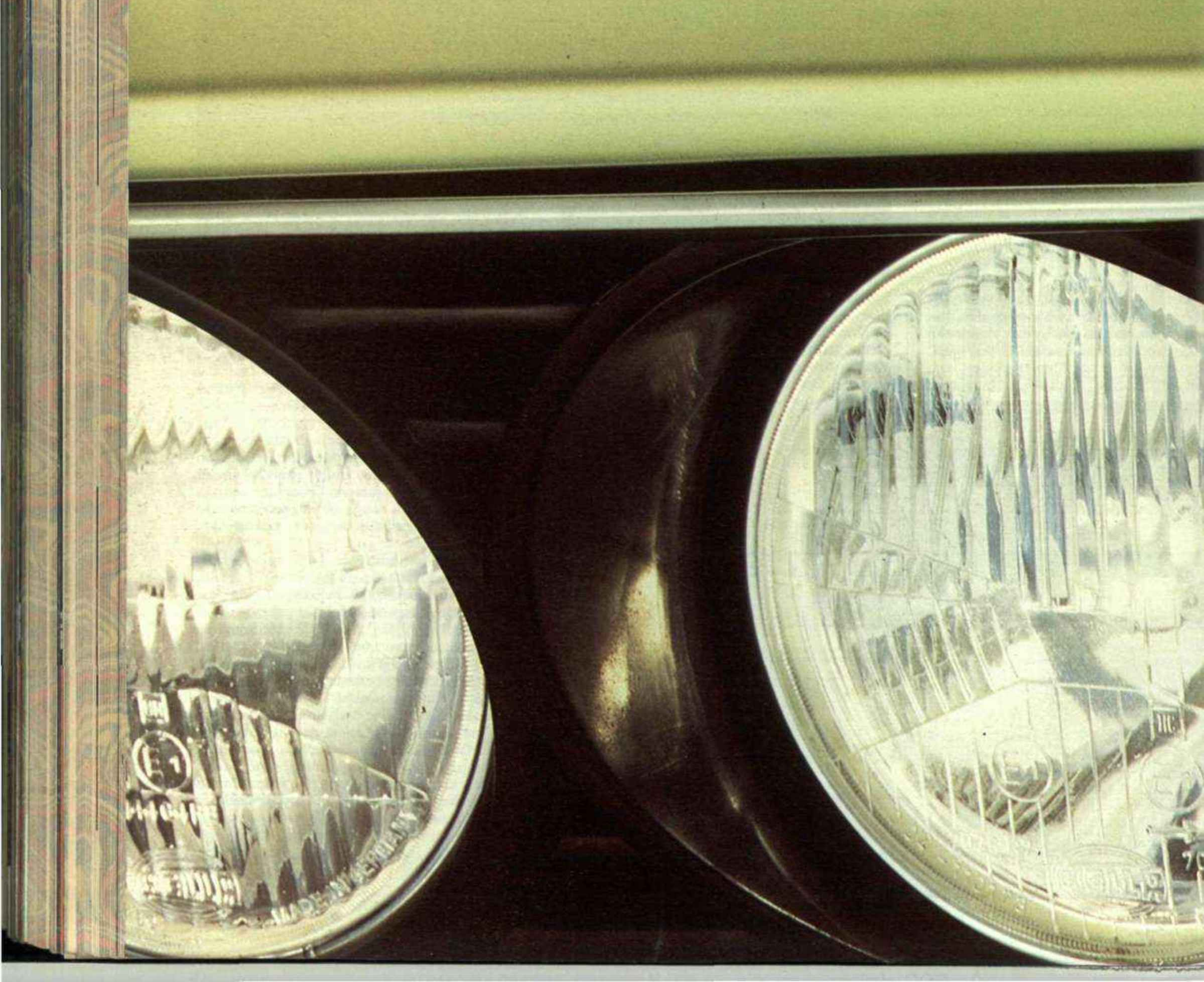
Probably the World's most powerful production car engine, the 5.4 litre, 4-cam, Aston Martin Vantage unit.

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A true four-seater, the Aston has luxurious accommodation for rear passengers.

luxury, a reminder of almost forgotten qualities of life, by others. A lovely smell of hide pervades the air, from the Connolly products which so neatly cover the luxurious seats, the door trims, centre console, rear quarter panels and even the screen pillars. Wilton carpets cover the floor and a smooth, cloth headlining has replaced the ribbed lining of earlier V8's. The doors carry substantial leather-trimmed arm-rests, the driver's containing a remote lock for the passenger door. There are neat, leather map pockets in the doors and in the tip-up, reclining backs of the front seats. The big, high, fascia is a little bit overpowering, but functional. The instrumentation, recently revised, is contained in a cowled, crackle-black oval ahead of the driver. A clearer, 170 m.p.h. speedometer has replaced the impressive, but cluttered, 200 m.p.h. device of earlier cars and has been juxtaposed with the 7,000 r.p.m. tachometer, which no longer bears a warning line. Other instruments include a battery condition indicator, fuel gauge, water and oil temperature gauges and a precise oil pressure gauge mounted prominently between the two main instruments. These recent current Astons have been given sensible rows of warning lights above and below the instruments. Matching light master switches and panel switches are on the fascia on each side of the steering column. Headlight, flash and dip, winkers and horn are controlled by a positive right-hand column stalk and two-speed wipers/washers by the left-hand stalk. Although the wipers have a facility for flick-wipe they do not have an intermittent wipe facility. A row of auxiliary switches is contained in the leading edge of the centre console. These include a changeover switch for the electrical or air horns and another for the auxiliary lamps, which are wired through the dip switch. Switches for electric windows operation flank a Smiths clock in the centre of the fascia. Below these are the controls for the Coolaire air conditioning, a standard fitment. A Pioneer stereo AM/FM radio/cassette player is fitted though there is no storage place convenient to the driver for cassettes. A wide, lockable cubby hole on the passenger side contains a vanity mirror and a map-reading light. The centre console carries a large ash-tray and a cigar lighter.

One of the most admirable aspects of this Aston Martin performance package is that it is a genuine four-seater. The contoured rear seats, with fold down centre arm rest, are a work of art in the execution of their leather trim. True, a tall driver would leave little room for anything but the legless, but with the driver's seat in my own position I could sit behind it in absolute comfort and, into the bargain, gain entry through the wide doors without having to tip the front seat.

The driver's seat lacks height and cushion tilt adjustment facilities and may be too short in the cushion for tall drivers. However, Aston could no doubt come to some sort of bespoke arrangement for first-owners. The steering wheel has telescopic adjustment for reach and the old-fashioned, pivot-on-the-floor, brake and clutch pedals can be set in two alternative positions. As a concession to modernity, the old organ throttle pedal has given way to a pendant device. One thing which hasn't changed, thank goodness, is the good old fly-off handbrake by the driver's left leg, so convenient and effective.

To sit behind the Vantage's dished, leather trimmed wheel for the first time is awe-inspiring. The massive power bulge towers at the base of the screen and the vast expanse of bodywork seem to confirm that lorry simile. The bellow as those four-hundred-plus horses spring to life is edifying, even more so because they become rampant so easily; no choke is fitted and two prods of the throttle when the engine is cold suffices to prime the carburetters adequately for first-time starting. After a short warm-up period the engine runs without a splutter. Hot starting is just as undramatic.

First gear in the ZF box is selected on a dog's leg down to the left, the other four being in H-pattern (with reverse on another dog's leg up to the right). Modifications have been made to lighten the clutches on current manual Astons and the test car's was a shade lighter and a good deal more positive and progressive than that of my old Jaguar 3.8. It gave my left leg no qualms in heavy traffic. The big ZF 'box displays the

Continued on page 455





Vantage recognition factors are the front and rear spoilers, blanked off power bulge, blanked off grille and spotlights and Perspex cowls over the headlights.



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The South African Grand Prix

Continued from page 452

but without Schild's signature of approval it was not possible. The noisy little man from the Formula One Constructors was all for packing up and going home, but he was told very firmly that practice would begin at 2.30 p.m., by which time the necessary work could be completed. It was actually reckoned that it would be finished by 1.30 p.m. but it was deemed sensible to allow an hour's margin. The normal arrangement on fast practice day is to have 1½ hours in the morning and one hour in the afternoon, but this was scrubbed and it was agreed to have 1½ hours in the afternoon.

This delay gave time to look more closely at the entry which totalled thirty drivers, of whom the fastest twenty-six would take part in the race. Details of the cars in use are given elsewhere in this issue, the overall aspect being one of lots of new things. The major teams were in orderly array, but some of the newer and lesser teams had been in some disorder prior to this first day of practice. The Hesketh team, who are spending money given them by Olympus Cameras, and not getting results due to Divina Galica being unable to match the pace of the also-rans in Formula One, inaugurated their own qualifying session during testing the previous week. They added the young American from Rome, Eddie Cheever, to their team with the result that he was something like two seconds faster than the young lady, so he got the entry. There is no room for gentlemanly conduct in Formula One these days! If women are silly enough to demand equality they mustn't complain. Having lost Cheever to Hesketh, the Theodore team signed up Keijo Rosberg from Finland, the hard-charging F2 driver and winner of numerous Tasman races. The new Arrows team had the sad news that Gunnar Nilsson's health was much more serious than anticipated, cancer having got a strong grip on the young Swede. To take his place they had signed on Rolf Stommelen, who brought a lot of sponsorship money from the German Warsteiner Beer firm, so much in fact that both his car and Patrese's were hurriedly given a quick golden blow-over on the upper parts of the body and Warsteiner decals were large and clear. There was no sign of the original sponsor, the mysterious Franco Ambrosio, who paid for setting up this new team, nor any sign of his name on the cars though the entry in the programme was still under "Ambrosio Racing Team". Another completely new set of faces in Formula One was the Martini Racing Team of Renato Martini, not to be confused with the Martini-Rossi firm who used to support Brabham and still support Porsche. The Martini Mk. 24 was making its debut in Formula One, as was its driver René Arnoux, a Frenchman well known in F2. Poor Morris Nunn, having been dropped in the mire by Regazzoni leaving the Ensign team suddenly, and getting nowhere with the Hawaiian driver Danny Ongais in South America, was reduced to one entry for the Italian driver Lamberto Leoni. The rest of the entry was in good order and strength and it was good to see Renault-Sport back in the fray, still with Jean-Pierre Jabouille in the cockpit.

The Goodyear tyre company had awoken with a great rumbling after their defeat in Brazil by the Michelin tyre company, and

Mario Andretti (Lotus No. 5) snatches the lead at the start as Niki Lauda (Brabham No. 1) muffs his gearchange. James Hunt (McLaren No. 7) is already aiming to dive inside the Brabham. Behind them Scheckter leads the rest with the yellow Renault turbo on the right of the picture. Already Tambay, whose McLaren clutch overheated, has been swamped by the majority of cars.

PRACTICE TIMES

No.	Driver	Wednesday p.m.	Thursday p.m.
1	N. Lauda	**1. 14.65**	1. 15.50
2	J. Watson	1. 15.62	1. 16.03
3	D. Pironi	1. 16.38	1. 16.98
4	P. Depailler	1. 15.97	1. 16.05
5	M. Andretti	1. 14.90	1. 16.61
6	R. Peterson	1. 16.29	1. 15.94
7	J. Hunt	1. 15.14	1. 15.65
8	P. Tambay	1. 15.30	1. 16.33
9	J. Mass	1. 16.60	1. 17.20
10	J. P. Jarier	1. 19.72	1. 17.12
11	C. Reutemann	2. 15.52	1. 16.03
12	G. Villeneuve	1. 15.89	1. 15.50
14	E. Fittipaldi	1. 16.47	1. 16.61
15	J. P. Jabouille	1. 15.36	1. 16.09
16	H. J. Stuck	1. 18.87	1. 18.45
17	G. Regazzoni	1. 18.51	1. 18.30
18	R. Keegan	1. 17.72	1. 17.57
19	V. Brambilla	1. 18.12	1. 17.32
20	J. Scheckter	1. 15.32	1. 15.74
22	L. Leoni	1. 20.47	1. 18.38
24	E. Cheever	1. 17.83	1. 18.13
25	H. Rebaque	1. 17.74	1. 17.50
26	J. Laffite	1. 16.40	1. 16.91
27	A. Jones	1. 17.97	1. 17.16
30	B. Lunger	1. 17.30	1. 17.83
31	R. Arnoux	1. 18.24	1. 18.21
32	K. Rosberg	1. 17.62	1. 18.20
35	R. Patrese	1. 16.08	**1. 15.48**
36	R. Stommelen	1. 17.49	1. 17.96
37	A. Merzario	1. 19.67	1. 18.15



The two brand new T3 Ferraris ran in company for the larger part of the race. Reutemann leads Villeneuve round the sharp left-hand corner at Clubhouse.

the anticipated tyre war looked like being a massacre by reason of an "operation-overkill" from Akron and Wolverhampton. The Brabham, Tyrrell, Lotus, McLaren and Wolf teams had more tyre variants available than they knew what to do with, while second-class teams were being offered "the best of the rest", instead of the usual standard wear, so that there were three Goodyear tyre factions in operation. The "elite", the "chosen few" and "the rest", while Michelin were content with two customers, Ferrari and Renault, to be dealt with personally and to their requirements.

When practice finally got under way there was no shortage of action, and Lauda and Andretti were the pace-makers, the new Brabham-Alfa looking very good. Peterson was doing the routine development running of the Lotus gearbox, fitted to Lotus 78/2, but soon ran into trouble with the crown-wheel and pinion assembly, so spent most of the time spectating, the spare Lotus being reserved for Andretti. The McLaren team were looking very confident, with Tambay matching anything that Hunt could do, and looking disconcertingly relaxed and comfortable while doing so. At one point in the afternoon the young Frenchman was running about 200 yards behind Hunt for a whole string of laps, and you would have thought the two cars were tied together. It was no surprise at the end of the day to find their lap times were only 0.16 seconds apart. After a week of testing Lauda was in fine form and really enjoying the new Brabham, his best time being a shattering 1 min. 14.65 sec.

Everyone expected the fastest lap to be around 1 min. 15.0 sec., or even under that figure, but not as far under as that. To show it was no fluke he put in numerous sub 1 min. 15.0 sec. laps, but Andretti had the measure of him with 1 min. 14.90 sec. While some teams were having a good time others were in trouble, the first of the Williams cars was showing equal temperatures for oil and water, which was good, except that the readings were up around 120-degrees C, which was bad. Jones tried a lap in the brand new car, but it wasn't ready to be driven hard so his practice was curtailed. Laffite stopped out in the circuit with the rehashed Ligier when the ignition disappeared, later traced to a faulty kill-button on the steering wheel, but he walked back to the pits and continued practice in the spare car. Keegan's Surtees kept blowing out oil smoke on left-hand bends, and the new Ferraris were not settling in to a competitive pace. The Renault, also on Michelin tyres like the Ferraris, was deceptively quick and Jabouille made a faster time than either Reutemann or Villeneuve.

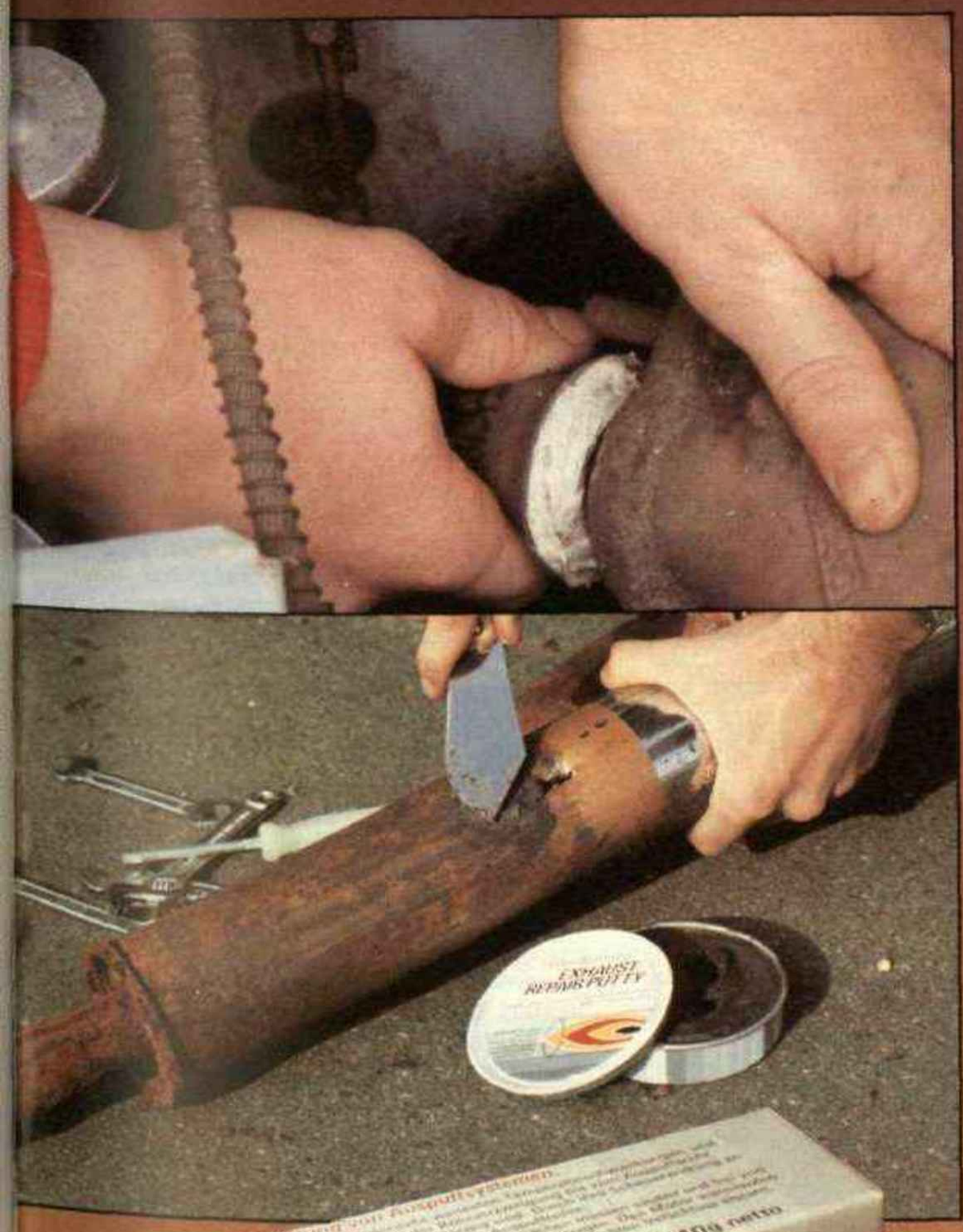
Jarier was going relatively slowly in the first of the ATS-March specials, having had to relinquish the number two car to Mass, scrubbing in new tyres, when he was rudely punted up the rear by Lauda's Brabham. The World Champion made a slight error of judgement, for which he apologised afterwards, and a front wheel on the Brabham hit a rear wheel on the ATS and launched it high in the air. This was at the climbing hairpin before the main straight, so no damage was done. Among the tail-enders Riccardo Patrese was streets faster than anyone else, so much so that he was up amongst the mid-field runners and regulars, but not as high up as Patrick Tambay, but Patrese had to do it all on his own with no guidance from a "master". Unbelievably slow were the two Shadows of Stuck and Regazzoni, and as neither is to be found wanting in driving ability, it suggested that the Shadow DN8 cars were past their prime as regards the use of their tyres.

At the end of the afternoon the timekeepers announced loud and clear that Hunt had made fastest lap in 1 min. 14.14 sec. and certain members of the media who appeared to have a Union Jack emblazoned on their back-sides, rushed to tell the world. Those who had been paying attention found it hard to accept, bearing in mind that Tambay had matched everything that Hunt had done all afternoon, yet his official time was 1 min. 15.30 sec.; and add to that the knowledge that the McLaren team were well satisfied with third and fourth fastest times, according to their timing, and it was only a matter of time before a correction came through showing an error of one second on Hunt's time. The proper order then was Lauda and Andretti both in the "ace" class, Hunt, Tambay, Scheckter, Jabouille and



Jean-Pierre Jabouille in the turbo-charged V6 Renault RS/02 with the latest body shape with horizontal air intakes each side of the cockpit feeding to the inter-cooler. The Renault proved very fast in a straight line but slow out of the corners.

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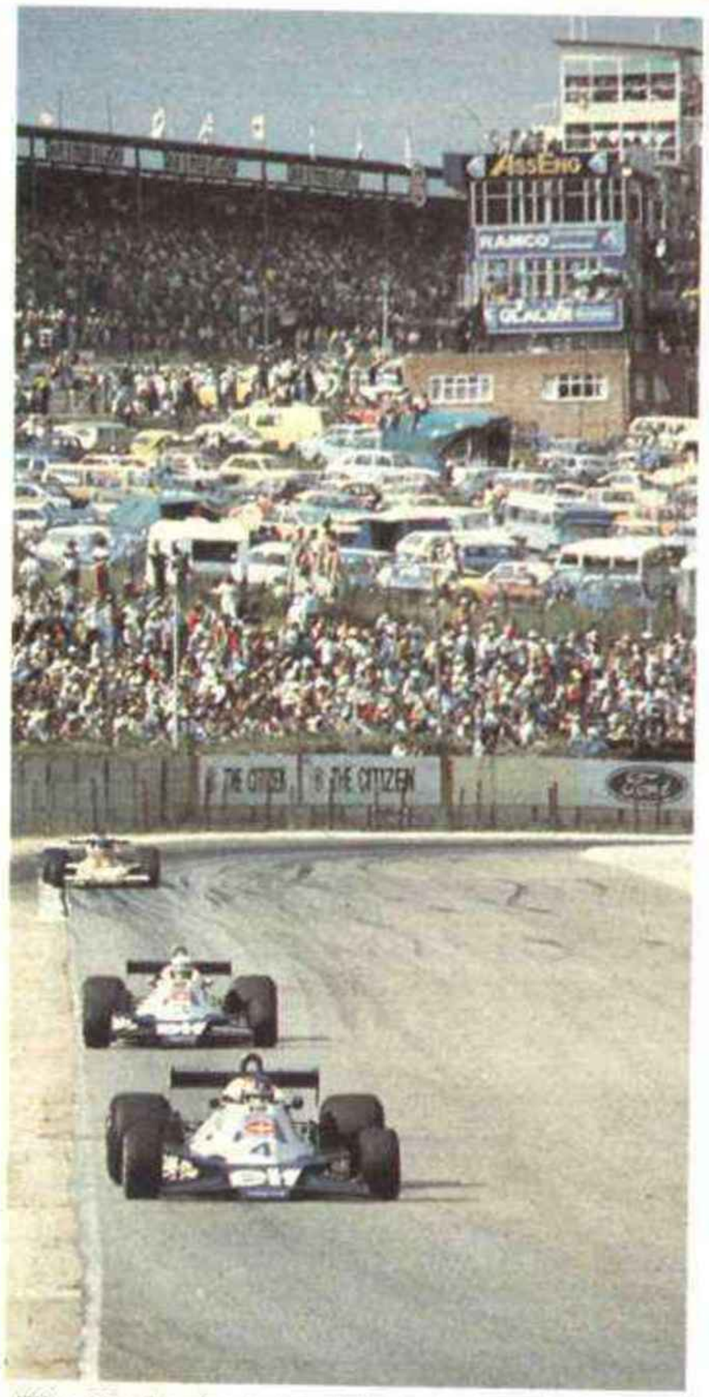
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The Kyalami circuit where it runs below and behind the pit and paddock area, showing Depailler (Tyrrell No. 4) having lapped his team-mate Pironi, with Brett Lunger using all the road behind them. The main straight runs left to right between the grandstand and the control towers in the background.

Reutemann in the "hard-trier" category, followed by Watson, Villeneuve and Depailler in the under 1 min. 16.00 sec. category. Patrese was best of the rest, not benefiting from Goodyear super-tyres like the rest, while poor Fittipaldi was back to being an also-ran on "regulation" Goodyear tyres, not having the special treatment he had received in Brazil.

On Thursday morning there was 1½ hours of untimed practice, for testing on full petrol tanks and on tyres for the race, though inevitably many teams were still scratching to make their cars perform properly. Considering this session did not count for qualifying or for grid position, there was a lot of trying and a few disasters. Alan Jones was out in the newer of the two Williams cars and went off the road and bent the front end; Andretti had a track rod end sheer off and returned to the pits with one-wheel steering, to continue in the spare Lotus; the Renault engine went bang; Patrese had a fastener come undone on the nose cowling of his Arrows so that it rubbed on the ground and folded under to blank off the radiator and he arrived at the pits on the boil; Arnoux had the Cosworth engine fail in the new Martini and to end the morning Patrese spun off and crumpled the rear end of his Arrows, fortunately not too seriously.

Around mid-day it became ominously cool for South Africa and clouds kept obscuring the sun, but things improved by 1 p.m. when the final hour of timed practice was due to begin. The final session started some 15 minutes late, by which time there was a strong head-wind blowing on the top straight so there was little hope of Lauda's bogey time of 1 min. 14.65 sec. being beaten. He cruised round in the Brabham-Alfa merely waiting for anyone to challenge his pole-position time, with occasional fast laps to size up the situation. His best was 1 min. 15.50 sec., which proved to be equal second-fastest with young Villeneuve in the T3 Ferrari. With ten minutes still to go Lauda sat back in the pits knowing that his pole-time was absolutely safe. His closest rival Andretti was having a bad time, for 78/3 had been repaired during the lunch break and he had not done many laps before the Cosworth Development engine went very quiet; the drive to the fuel-injection metering unit had sheered, so it was back into the spare Lotus again for the Italo-American. Team-mate Peterson had a normal Hewland transmission in 78/2 and was really hammering on in "vintage" Peterson style, his judgement as he passed slower cars at 150 m.p.h. or more being beautiful to watch. There was a pause in this final hour to collect John Watson's Brabham BT46 when its Alfa Romeo engine blew up, and the Ulsterman had to continue practice in BT45/7C, the spare team car. Among the odds and sods struggling not be in the last four, and thus fail to qualify for the race, both Keegan and Rebaque suffered flat tyres. With barely ten minutes left the Arrows team were allowed some better tyres by the Goodyear firm and they quickly slapped them on Patrese's car and the young Italian rose to the occasion beautifully with a lap that was fastest of the day, two-hundredths of a second faster than Lauda's cruising lap. This put the Arrows up on the fourth row of the grid, alongside Villeneuve's Ferrari, and both young men ahead of Reutemann, who was not on his Brazilian form. While the newcomers Patrese and Villeneuve had earned an "A for effort" they were eclipsed by Tambay, who was in the second row alongside Hunt, and who must be given "double-A for effort". Surprisingly in the comparatively "slow" final hour of practice, thirteen drivers improved on their Wednesday times, but Arnoux, Regazzoni, Leoni and Stuck were the non-qualifiers. A race without Regazzoni seemed unthinkable but it was a fact.

A few minutes after practice ended a tropical rain-storm hit the Kyalami hillside and for ten or fifteen minutes the rain poured down. Then it was all over and sunny and warm as if nothing had happened. A fascinating country South Africa.

Friday was a rest-day for some and work-day for the teams, but it did make race-preparation a more leisurely affair. Saturday saw the skies looking ominous as the crowds poured into the circuit. National races, old-car parades, stunts and show-biz passed the time until the 2.15 p.m. starting time, during which the skies cleared and the weather became truly South African, with little or no wind, so a fast 78-lap race could be anticipated. From the pits the competitors did a warm-up lap round to the starting grid, and when Lauda arrived he found Andretti's Lotus sitting on the right-hand side of the front row, the position he had chosen after practice was ended. Having chosen the right-hand side as pole position the grid was made out accordingly, but next day when printing the definitive grid a clerical error had transposed right and left. Nobody queried the change as it was assumed that Lauda had changed his mind, so some teams were using the first hand-written grid, while others were using the incorrect printed one. Chaos reigned for a time and never did get sorted out so that the first five rows were correct, the next three were wrong, the next one was right, the next two wrong and the last two right!

When the starting light shone Lauda surged away in the lead but then muffed his change from first to second, by going into fourth. It was only a momentary hesitation but it was enough to let Andretti pull ahead as they breasted the rise before plunging down the hill to the right-hand Crowthorne Corner.



Keijo Rosberg from Finland in the Theodore leads Cheever from Italy in the Hesketh in the early stages of the race. Both cars retired before making any sort of showing.

New boy Riccardo Patrese leads World Champion Niki Lauda, the Arrows FA1 performing creditably in its second race, and matching the Brabham BT46 under braking at the end of the long straight. Behind them Depailler brings his Tyrrell 008 up to challenge for the lead.

In the second row Tambay had over-heated his clutch and could not get away so everyone passed him. Down the hill Andretti led, followed by Lauda with Hunt trying to squeeze through on the inside and while those two were eyeing each other Scheckter went by on the outside and into second place. As they plunged down the long fast curve at Barbeque Bend and into the 150 m.p.h. Jukskei Sweep, Andretti led Scheckter, Lauda, Hunt, Jabouille, Patrese, Watson and Reutemann. After they had all gone Tambay followed, his clutch cooled off, and out to make amends.

Andretti simply ran away into the distance and it looked like another Argentine domination all over again, with Scheckter, Lauda and Hunt following. Patrese got by the Renault very smartly on lap 3 and on lap 5 Hunt's Nicholson-tuned engine blew up without any warning and his race was over. This left Patrese in fourth place, not quite matching the pace of the leaders, but leaving the Renault and the others behind. Right at the back of the field Tambay was up with the tail-enders by the end of lap 2, and then proceeded to pick them off in ones and twos each lap, actually passing two cars in the middle of Crowthorne Corner on one lap. His progress was very pretty to watch, cool, determined, neat and confident. By lap 10 he had eight cars behind him, driven by Mass, Stommelen, Brambilla, Rebaque, Keegan, Rosberg, Lunger and Merzario, and had his sights on the tail of the mid-field runners. Andretti's domination lasted for sixteen laps and then he was forced to ease off the pace as his left front tyre began to overheat. The immediate order behind him was unchanged, with Scheckter, Lauda and Patrese nose-to-tail. The unfortunate Jabouille was proving to be a mobile *chicane* with the Renault, holding up a whole string of cars and going just fast enough to make it difficult to overtake. Depailler was the first to scrabble by, on lap 9, then Watson got by on lap 11, but Reutemann, who was next in line just could not find a way by. As the leading Lotus eased its pace and slowed to that of the trio behind it, Scheckter and Lauda were also watching their left front tyres closely. These three were on the super-Goodyear tyres, while Patrese was using "the best of the rest" and using them well, so that the pace of the race slowed up to his standards. Depailler had caught this bunch up, his tyres not overheating while he was stuck behind the Renault, and seeing the Tyrrell in his mirrors Patrese nipped by Lauda's Brabham-Alfa, which was having to pussy-foot a bit. Andretti had no option but to ease off and let his tyres cool down, and on lap 21 Scheckter went by into the lead to a roar of approval from the crowds. As Andretti dropped to the back of the leading group, Patrese found himself in second place and Depailler moved up into third



Jody Scheckter in the throes of the spin which put him off the track and out of the race. Fluctuating fuel pressure on the Cosworth Development engine had caused the engine to cut out at a most inopportune moment.



The smooth and calm Patrick Tambay in the second works McLaren M26 was very impressive in his climb up through the field from last away, and though there was no tangible result to show for his efforts, the potential of this young French driver was easy to see.

place, behind Lauda. Scheckter's lead was short-lived and he had to ease off as he saw the overheating signs on his hard-worked left-front tyre and on lap 27 Patrese went charging by into the lead, forcing his way by the Wolf under braking as if he was in a Formula Three race. The lead was now being contested at the pace of the special-Goodyear tyres, while the super-Goodyears were cooling off, having been overworked. Patrese made the most of a heaven-sent opportunity and forged ahead into a commanding lead, driving beautifully and in complete control. Scheckter dropped back behind Lauda so that by lap 30 we had the situation of Patrese out in front in the Arrows car, followed by Depailler in the Tyrrell 008, then Lauda in the new Brabham BT46 followed by Scheckter and the Wolf and Andretti in the Lotus 78, with the last three "stroking it" in readiness for another go at the lead. What they seemed to have misjudged was the pace at which Patrese was driving, for the Arrows was fast disappearing.

The Renault still had a steaming mob behind it and amongst them was Peterson, whose Lotus was losing out on the straight, but making up on the twisty bits. He was closely involved with Jones in the Williams and Laffite in the Ligier, while all three were giving trouble to the two Ferraris. At the back of this lot was the remarkably cool Tambay, who had displaced Pironi's Tyrrell 008 from the tail-end of the mid-field. By this time a number of cars had disappeared, Cheever's Hesketh was leaking oil, Fittipaldi's car had broken a driveshaft and Rosberg's Theodore had suffered clutch failure. The Renault began to pop and bang and misfire and Jabouille withdrew on lap 39, much to the relief of those behind it and Peterson had won his battle with Alan Jones, but the Australian was still hanging on to the Lotus, Lauda now pulled away from Scheckter and Andretti and closed up on Depailler, but Patrese was still an embarrassing way ahead and even if the Brabham's super-Goodyears could stand the pace it began to look as though Lauda had let the Arrows get too far ahead. On lap 44 Andretti speeded up and passed Scheckter, but more interesting was the fact that Peterson in the second Lotus was gaining rapidly on all of them.

At 50 laps the order was Patrese (Arrows), Depailler (Tyrrell), Lauda (Brabham), Andretti (Lotus), Scheckter (Wolf), Watson (Brabham), Peterson (Lotus), Jones (Williams), Reutemann (Ferrari), Villeneuve (Ferrari), Laffite (Ligier), Tambay (McLaren), Stommelen (Arrows), Pironi (Tyrrell) and Jarier (ATS), Keegan, Lunger, Rebaque and Brambilla having been lapped. As Tambay passed the Ligier, so Peterson passed Scheckter and it became clear that the Swe had got the bit between his teeth and w really pressing on. Without any warni Lauda's Alfa Romeo engine blew up on l 53 and Keegan was going round slowly wi smoke pouring from the back of the Surte and laying a trail of oil. On lap 55 as Tar bay, Reutemann, Laffite and Villeneuve we into Crowthorne Corner (yes, the remarkab Tambay passed the two Ferraris in one lap the second Ferrari slowed up dramatical with oil pouring out the back, all over t braking area for the corner, and pulled the track. An oil pipe had failed. Next tir round Laffite had got past Reutemann a as Tambay led them into the corner he g off line, avoiding the Ferrari oil, only to r into the oil from Keegan's Surtees whi spun the McLaren off the track and tail-fi into the barriers. Laffite missed both lots oil and carried on, but Reutemann slither straight on, on his team-mate's oil, and in the catch fences. He climbed out unhurt a a short while afterwards a small petrol fi brewed up around the Ferrari, but marsha soon had it out. Meanwhile Tambay had g his McLaren back onto the track, but all could do was drive round to the pits a retire as a radiator was damaged and the re aerofoil was crumpled.

Scheckter was having some anxious mo ents as his fuel-injection pressure was dro ping off and when he went to change do the engine would die on him, leaving h free-wheeling into corners with no pow Eventually this happened once too often a caught him out at Crowthorne Corner and slid off the road onto the loose earth run-o area and could not get going again, and w forced to abandon the Wolf and walk ba to the pits. While he was having these troubl Peterson had passed Watson's Brabham BT when it had a momentary and harmless spi and he was now closing up on Andretti, w was holding third place and waiting for t young Patrese out in front to make a mistak He was waiting in vain for the Italian w driving neatly and tidily and looking remar ably confident in his first time at the fro of a Formula One race. All was remarkab



The Brabham BT46 cars powered by Alfa Romeo engines were very impressive on their first outing, Lauda gaining pole-position and John Watson, seen here, finishing third, after a spin that probably cost him second place.

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Carlos Reutemann slithered off the track on the oil spread by his team-mate Villeneuve and as the Argentinian walked away from the Ferrari a petrol fire suddenly broke out, but was soon dowsed by the marshals.

well in the Arrows cockpit, in only its second race, and all the temperatures and pressures were perfect, and Patrese was only using 10,200 r.p.m. Then there was a bang as it left Clubhouse Corner and the Cosworth V8 wrecked itself and, almost in tears, Patrese pulled off the track and watched Depailler go by into the lead.

The whole race now seemed a bit unreal, for we have become so used to Depailler in a Tyrrell being in second place, that it was difficult to believe the likeable little Frenchman was in the lead with only 15 laps to go. Behind him Andretti still looked ominous while Peterson had pulled dutifully in behind the Lotus number one. Watson was a firm fourth, followed by Jones and Stommelen, the second Arrows driver having got past the Ligier by reason of some audacious braking.

In the closing laps the leading Tyrrell began to leave a smoke trail as oil leaked from the gearbox, and the second Tyrrell was sounding rough with a broken exhaust manifold pipe. With only three laps to go Andretti's Lotus popped and banged as it ran out of petrol, and Peterson shot by with his eyes glued on Depailler's Tyrrell. Andretti got to the pits and petrol was flung into the tank and he roared off down the pit lane, only to stall the engine at the exit. It restarted and he was back in the race, but down in seventh place. Stommelen also ran out of petrol in the second Arrows, but made it to the pits for more. Meanwhile Peterson was winding himself up tight and was within striking distance of the leading Tyrrell as they started the last lap. Apart from being low on gearbox oil the Tyrrell was now faltering with fuel starvation; down the long right-hand sweep of Barbeque Bend Peterson gave the Lotus all it had got and up through the Jukskei Sweep he zoomed up into the Tyrrell's slipstream and was alongside as they braked heavily for the right-hander at Sunset Corner. Literally wheel-to-wheel Peterson stayed with the Tyrrell on the outside of the corner, still almost touching they covered the short straight to the sharp left-hander of Clubhouse Corner, where the Lotus was now on the inside, and neither of them would give way. Out of Clubhouse Corner and into the short straight the Lotus forged ahead to lead through the Esses, up the hill to the Leeukop hairpin and Peterson had it made. He won the South African Grand Prix by less than half-a-second, having only held the lead for half-a-lap throughout the 78 laps, but it was the most important half.

It had certainly been a memorable race and one that few people will forget in a hurry, with anguish and heartbreak for an incredible number of drivers, but the closing laps were pure "vintage" Ronnie Peterson driving; something we have been lacking for too long. Andretti, Scheckter, Patrese, Depailler and Peterson all held the lead at some time in the race. There was much to be learnt from it all.—D.S.J.

Notes on the Cars appears on page 505

Results:

SOUTH AFRICAN GRAND PRIX – Formula One – 78 Laps – Kyalami – 4.1038 kilometres per lap – 320.096 kilometres – Very Hot

1st:	R. Peterson (Lotus 78/2)	1 hr. 42 min. 15.767 sec.	187.808 k.p.h.
2nd:	P. Depailler (Tyrrell 008/3)	1 hr. 42 min. 16.233 sec.	
3rd:	J. Watson (Brabham BT46/3)	1 hr. 42 min. 20.209 sec.	
4th:	A. Jones (Williams FW06/1)	1 hr. 42 min. 54.753 sec.	
5th:	J. Laffite (Ligier JS7/JS9/01)	1 hr. 43 min. 24.985 sec.	
6th:	D. Pironi (Tyrrell 008/2)	1 lap behind	
7th:	M. Andretti (Lotus 73/3)	1 lap behind	
8th:	J. P. Jarier (ATS HS1/1)	1 lap behind	
9th:	R. Stommelen (Arrows FA1/2)	1 lap behind	
10th:	H. Rebaque (Lotus 78/1)	1 lap behind	
11th:	B. Lunger (McLaren M23/14)	2 laps behind	
12th:	V. Brambilla (Surtees TS19/06)	2 laps behind	

Fastest Lap: M. Andretti (Lotus 78/3) on lap 2, in 1 min. 17.09 sec.

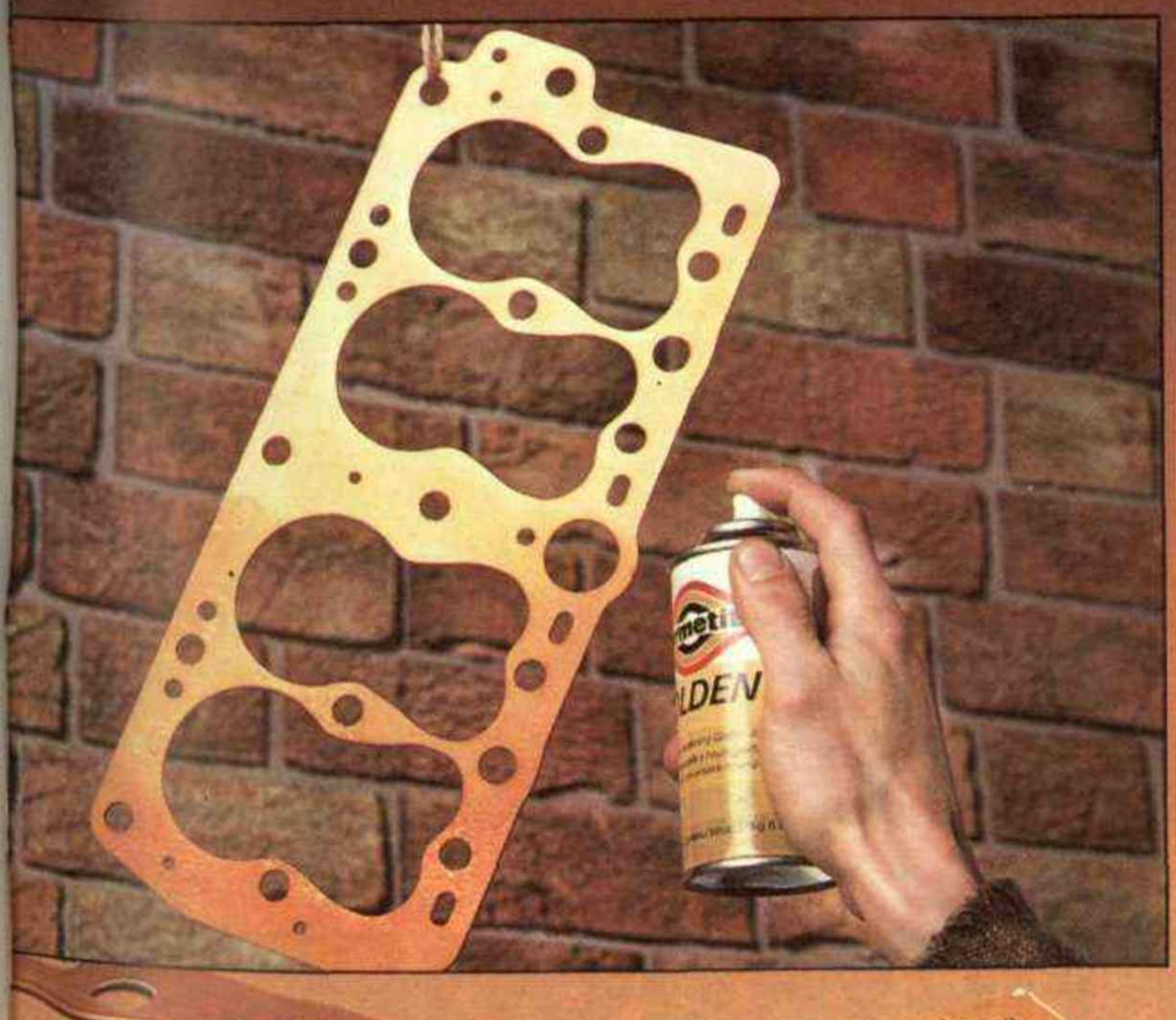
Retirements: J. Hunt (McLaren M26/4) at pits with engine failure, on lap 6; E. Cheever (Hesketh 308E/5) at pits with oil leak, on lap 9; E. Fittipaldi (Fittipaldi F5/1A) at pits with broken drive-shaft, on lap 10; K. Rosberg (Theodore TR1-2) at pits with clutch failure, on lap 16; J. P. Jabouille (Renault (RS/02) at pits with chronic misfiring, on lap 39; A. Merzario (Merzario A1/01) at pits with engine failure, on lap 41; J. Mass (ATS HS1/2) at pits with engine trouble, on lap 43; N. Lauda (Brabham BT46/4) at Barbeque corner with engine failure, on lap 53; R. Keegan (Surtees TS19/07) at pits with engine failure, on lap 54; G. Villeneuve (Ferrari 312T3/032) at Barbeque Corner with oil leak, on lap 55; C. Reutemann (Ferrari 312T3/033) at Crowthorne Corner, crashed on oil, lap 56; P. Tambay (McLaren M26/5) at pits after spinning on oil, damaged rear end, on lap 57; J. Scheckter (Wolf WR1) at Crowthorne Corner, spun off track, on lap 60; R. Patrese (Arrows FA1/1) at Esses, with engine failure, on lap 64.

26 starters – 12 finishers

The victorious Ronnie Peterson, holding the South African GP trophy, brings a smile to the face of the vanquished Patrick Depailler, who lost the race less than a mile from the finish.



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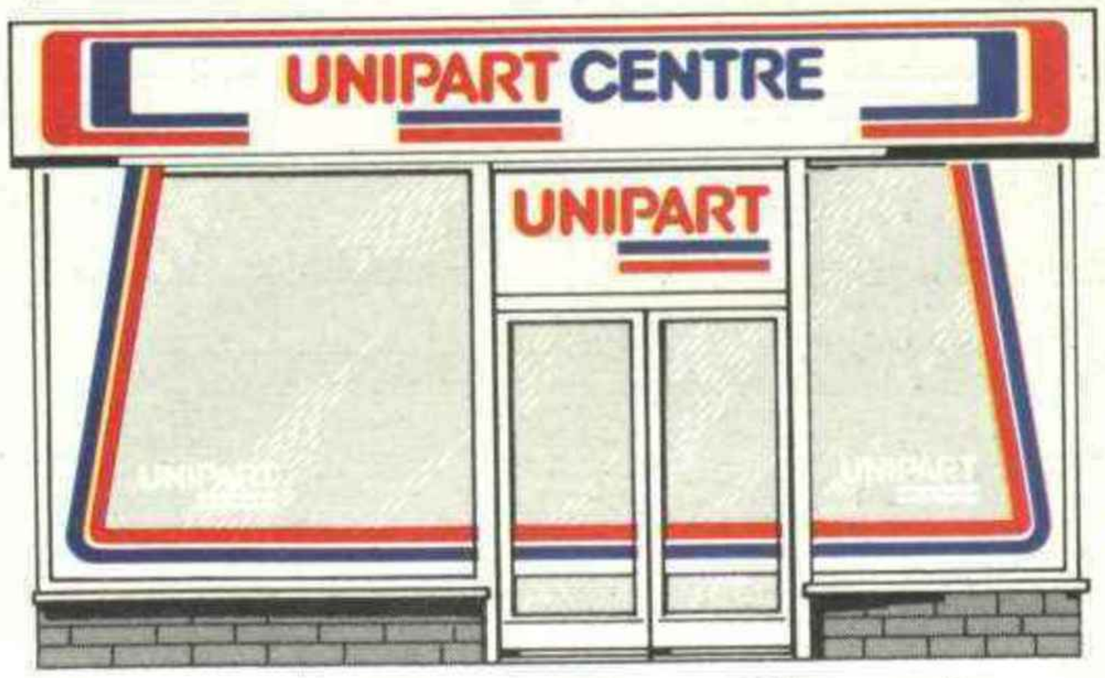
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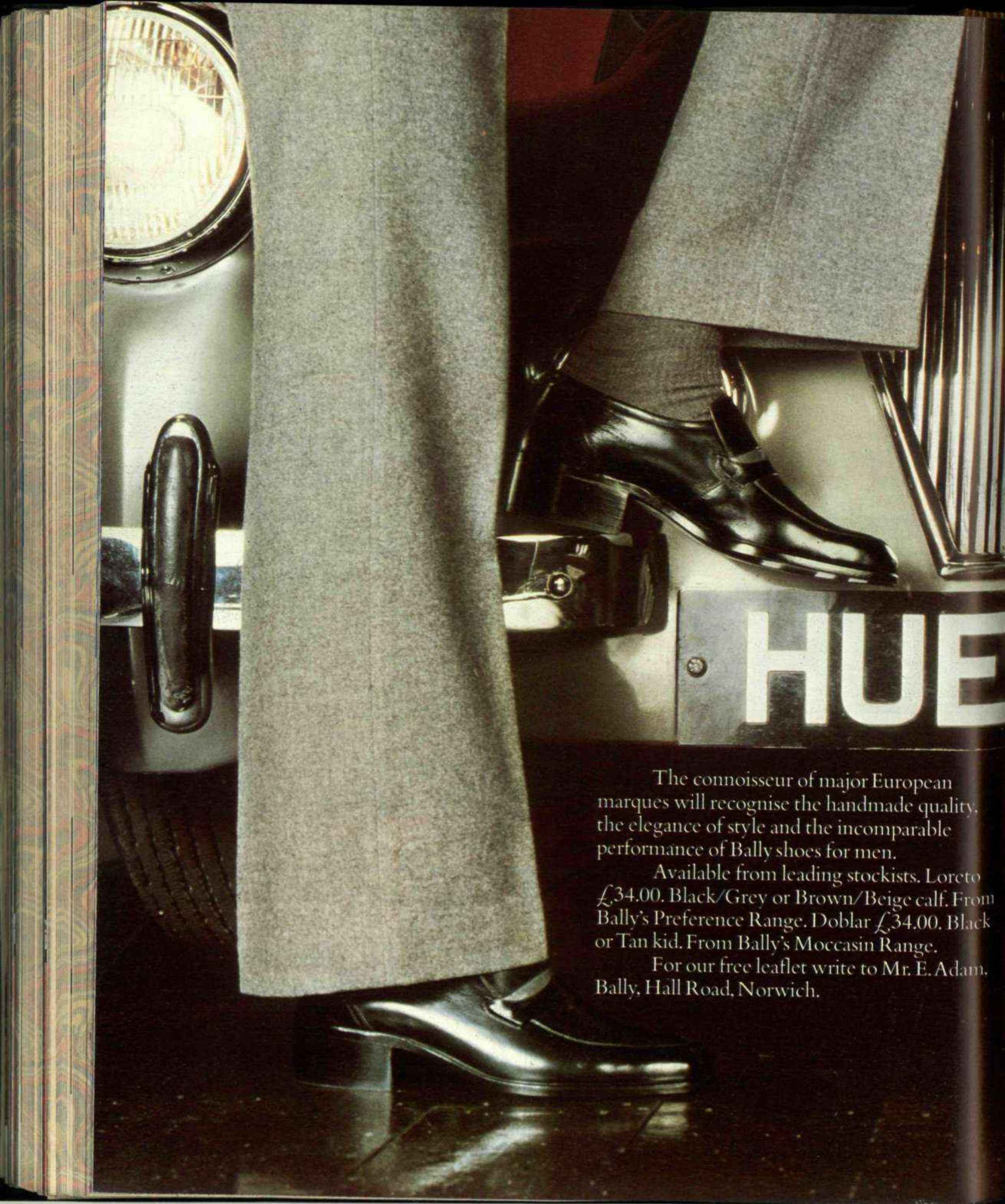
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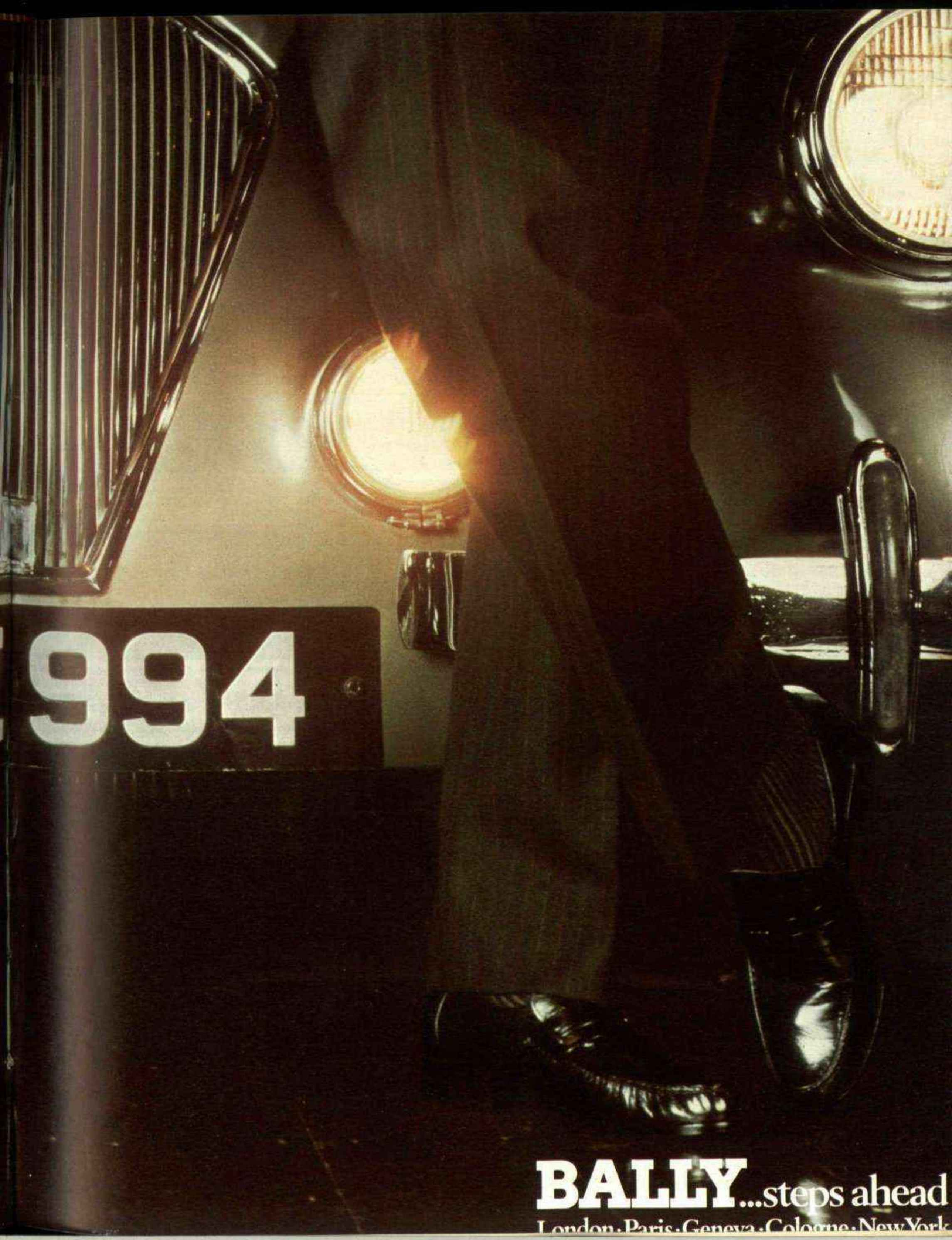
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MINTEX INTERNATIONAL RALLY FRESH FROM VICTORY on the Finnish Hankiralli, Pentti Airikkala (above) climbed into a new dry-sump engined DTV Vauxhall Chevette and set about scoring maximum points on the first of the seven-round Sedan Products Open Rally Championship counters. An early challenge from compatriot Ford driver Hannu Mikkola fizzled out when Mikkola's car suffered differential failure, while another Finn to hold the pace – Markku Alen debuting the Fiat UK entered 131 Abarth – sailed off the road and later retired. A fine Group One win was achieved by ex-Leyland driver Brian Culcheth (left) on his first drive with a new Broadspeed engined Opel Kadett GT/E for Dealer Opel Team, successfully brushing aside challenges from Escort RS2000 and Triumph Dolomite Sprint opposition. British drivers could just not hold Airikkala's pace, current RAC Champion Russell Brookes (below) content to finish in second place with his Boreham-run Escort RS1800.





VANDERVELL FORMULA THREE SILVERSTONE. Alresford driver Derek Warwick won this year's rather poorly-supported opening F3 race with relative ease in his Ralt-Toyota/Novamotor RT1. Second, although some way behind the yellow Ralt, was the Ron Dennis entered March 783 of Brazilian Chico Serra, while third place went to the Argo of Sweden's Stefan Johansson.

THE BMW M1. BMW have unveiled in Munich the first competition version of the mid-engined coupe they are building in conjunction with Lamborghini, the M1. Seen below in Group 4 guise, the car has 470 b.h.p., 3.5-litre six-cylinder engine, but when BMW challenge Porsche in the World Championship for Makes next year they will use a Group 5 version with an 815 b.h.p., 3.2-litre turbocharged power unit.

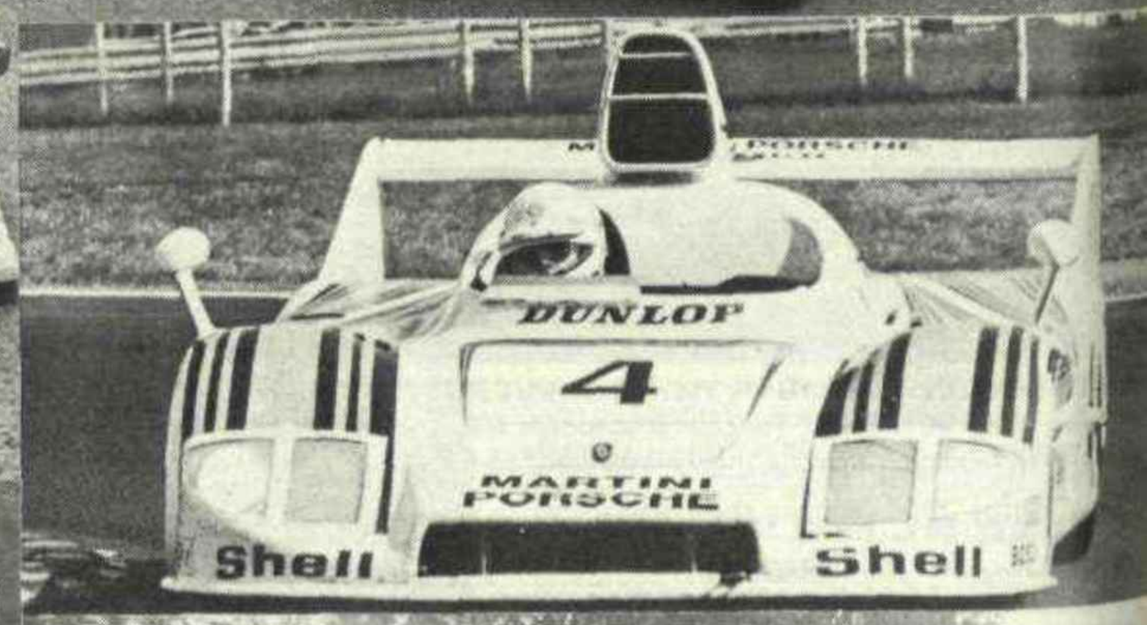




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Notes on the Cars at Kyalami

THE PADDOCK was very full of interest, with new designs and new cars in profusion. Ferrari and Brabham-Alfa Romeo had completely new designs, Renato Martini appeared with his first Formula One car, Tyrrell, McLaren, Renault, Hesketh, Williams and Arrows had brand new cars to their established designs, while Ligier had an "interim" car.

The long-awaited Ferrari 312T3, successor to the successful T2, made its appearance and proved to be an entirely new design, the only similarity to the previous car being the flat 12-cylinder engine and transverse gearbox. The chassis monocoque is of new layout, to tie in with new suspension, new radiator layout and new air-ducting. The front suspension is changed from the long forward-biased, square-section, rocker arms operating short spring units hidden away down in the nose, to tubular wishbones at right angles to the centre-line of the car, operating much longer spring units mounted vertically, by short rocker extensions from the upper wishbone. At the rear the suspension follows accepted principles of transverse links and radius rods, but everything has been re-designed, with new hub carriers, new links, new mountings, and the gearbox casing is all new, as are the castings to take the suspension components. In fact, very little would appear to be interchangeable with the T2. The whole new conception of wheel movement, steering geometry and travel would appear to have been designed around the characteristics of the Michelin radial-construction tyre, as against the Goodyear cross-ply construction. This ties in with what Enzo Ferrari has been saying for the last two years, that he was discontented at having to design his cars around a tyre-characteristic developed from McLaren and Lotus knowledge. The bodywork, which covers all the mechanical components, provides new thought in that it presents a flat surface with quite high edges to keep the air on top of the body and stop it "spilling" over the sides.

At a casual glance you could mistakenly think that the T3 was merely a modified T2, but you would be entirely wrong. There were two of these new cars, their numbering following on from the T2 series, with Reutemann driving number 312T3/033 and young Villeneuve driving 032. They had a T2 in reserve, in case of emergencies, but it was never used.

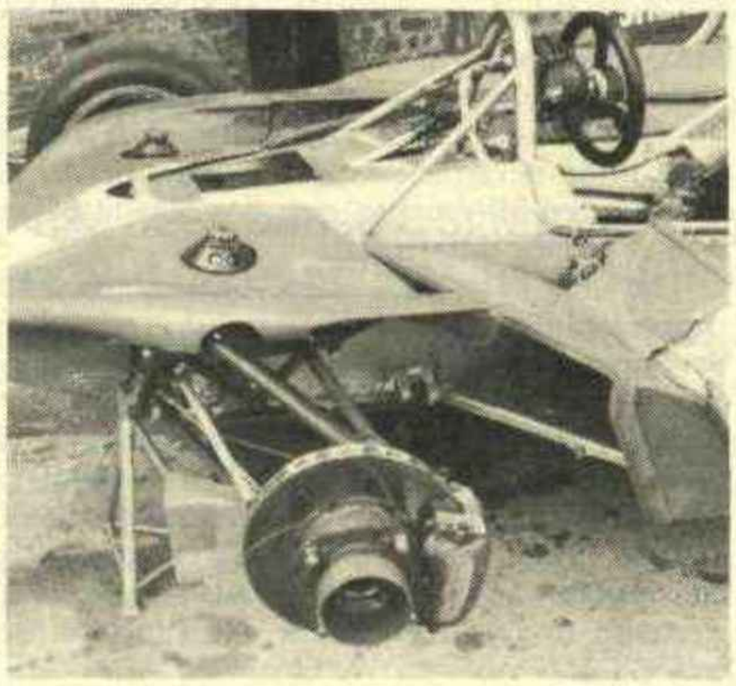
The Brabham-Alfa Romeo team had their new design, the BT46, to replace the well-tried but unsuccessful BT45. The basic car was out on test last year, but never appeared in public and since then has undergone numerous changes; not as radical as the Ferrari design, as they are still on Goodyear tyres, but nonetheless having little or no interchangeability with the BT45. The chassis "monocoque" follows the triangular-section principle of the BT44, with the scuttle structure forming a very strong pyramid over the driver's knees. The double-wishbone "rising-rate" front suspension is a development of the previous layout, but with wider track, and the rear suspension is from the BT45B. Carbon-fibre brake discs developed with Dunlop are now an integral part of the design, being used outboard at the front and inboard at the rear, with a lot of attention to cooling in view of the higher temperatures at which they operate. The brake disc is built up from a steel spider machined from the solid, into which fits a circle of carbon-fibre segments, fitted in a special sequence so that the last one locks the whole assembly into a single unit. One-piece carbon-fibre pads are operated by twin-pot caliper units on each side of the disc, the retardation being by reason of the coefficient of friction between the rotating carbon-fibre and the stationary carbon-fibre. The whole assembly can run at much higher temperatures than conventional disc brakes, and the white heat generated under heavy braking caused concern to some observers but not to Murray and his drivers who knew that readings of 1,000°F were the norm. These brakes call for a different technique by the driver, wherein he presses the pedal hard to start with and then eases off the pressure as the braking efficiency rises. The whole technique of carbon-fibre braking stems from work done for Concorde.

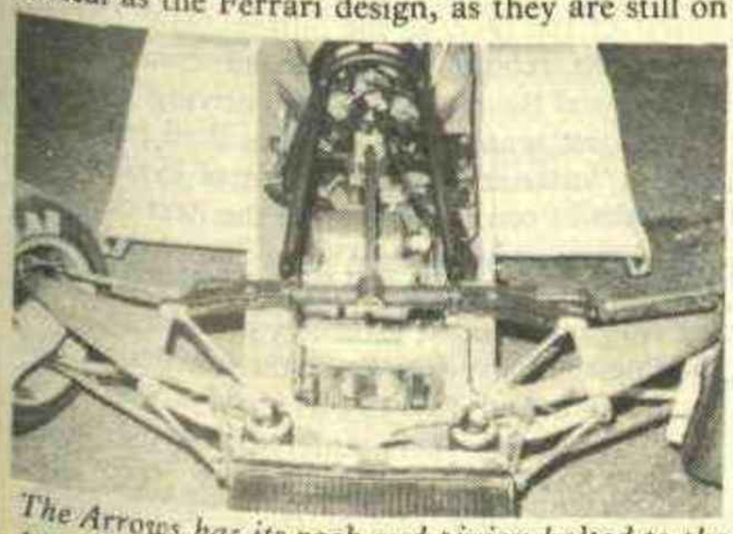
The surface-radiator cooling system has been dropped and replaced by a very wide, shallow radiator built into the aerodynamics of the nose cowling, while oil temperature is looked after by horizontally-mounted elements each side of the flat-12 Alfa Romeo engine, with a third in the middle on top of the engine. The bodywork covers the power unit completely with flush-fitted air cleaners leading straight down into the intakes on each side. This new Brabham is really the car that Gordon Murray would have liked to have designed for the first Alfa Romeo-powered Brabham, following the triangular-section monocoque design of the BT44 series. However, with the Brabham-Alfa Romeo alliance being something of an unknown quantity, it was decided to design the BT45 as a fairly simple and easily workable car, to avoid too many problems during the gestation period. The revised and reworked rear suspension and six-speed Alfa Romeo gearbox which appeared this time last year on the BT45B, always were intended for the BT46. With the Brabham-Alfa alliance once assured, Murray was able to design the BT46 along the fundamental principles originally intended. The characteristics of the new front suspension are planned to make full use of any future moves forward in Goodyear tyre technology, especially in the sphere of much softer rubber. Development work on the engine by the Alfa Romeo technicians continues unabated, with a continual search for more power and reliability. An indication that the power search is succeeding is instanced by the fact that the BT46 can carry the luxury of a built-in pneumatically-operated jacking system. There is one tubular jack in the nose of the car, mounted on the front bulkhead in the centre, and one each side at the rear, on the ends of the monocoque extensions where they run on each side of the engine. On the outside of the bodywork, on the right of the cockpit, is a bayonet fitting into which an air-line is plugged in order to raise the car off the ground. Apart from the usefulness and speed of the system for use in an emergency pit-stop, it is also very useful during practice when time is short and there are various tyres to try.

The first two BT46 cars were in the nature of prototypes for test purposes and numbers 3 and 4 were built up new in readiness for the South African race. Lauda had BT46/4 and Watson



The upturned edges on top of the Ferrari body prevents air spillage over the sides, above. Ferrari returned to tubular wishbones from the former big rocker arms.





The Arrows has its rack and pinion bolted to the top of the monocoque and the wishbones pivot on the ends of the casting.



The Renault followed Ferrari principles with upturned edges on its top surface. The NACA duct is the main intake for the turbine.



This picture shows clearly the triangular structure of the BT46 monocoque, back to the principles of the BT44.

Letters from Readers

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

The Ferrari 250 GT Lightweight Berlinetta

Sir,

I've enjoyed reading the Ferrari 250 GT Lightweight Berlinetta article in the November issue of MOTOR SPORT. It was well documented and accurate.

If I may I'd like to stress a few points for the sake of precision : –

The 1960 Coppa Inter-Europa at Monza was won by C. M. Abate with car 1875 GT (The list I worked from gave 1999 GT. – C.R.), and the C. Kreisler Berlinetta at Sebring was 1785 GT.

The 250 Export engine with 68 x 68 bore and stroke of Lampredi origin seems to have been used only once in the Bracco 225 Vignale Berlinetta and replaced by another experimental 3-litre engine with shorter block using 73 x 58.8 bore and stroke, ancestor of the 250 Mille Miglia and 250 GT engine. Nevertheless, the long block 68 x 68 engine was used for the "Europa" touring series, along with a 4-speed gear box. The "Europa" used a chassis known as Tipo 103, of 2,800 mm. wheelbase, 1,325 mm. front track and 1,320 rear track. This chassis common to the 375 America had an independent front suspension with transverse leaf springs and a solid rear axle which lived above the chassis frame.

In 1954, after the "Europa" run of 22 cars and the 375 "America" run of 15 or so cars, a new "Europa" and a new "America" were put into production. The "Europa" becoming the "250 GT" and the "America" becoming the "410 Superamerica". Both displayed a new frame (the first two years, this 410 had a longer wheelbase than the 250 GT, later on, the same one). The 250 GT received a chassis known as Tipo 508, with front suspension by coil springs, rear axle now suspended under the frame and a shorter wheelbase of 2,600 mm. While the front track was increased to 1,354 mm. and the rear track was increased to 1,349 mm. The engine used was a new 3-litre V12 motor of 73 x 58.8, bore and stroke and under the denomination 112 was the production version of the 250 Mille Miglia racing engine. The main difference being the 6 ports cylinder heads (instead of 12 for the MM) the 3 twin choke Weber 36 DCF carburettors (instead of the 3 four choke Weber 36 1F/4C) and milder cam shafts. A few cars were fitted nevertheless with 12 port heads. A new 4-speed all synchro gear box was fitted as well as a new differential.

The new 250 GT Tipo 112 motor was superseded the year after by another development from the 250 MM motor known as the Tipo 128. This new engine extensively modified over the years gave birth to the 128 LM (Testa Rossa V12), the 168 (all SWB Berlinettas, street or racing cars and SWB Californias as well as the GTO), the 128F (LWB coupes and convertibles) 128E (2+2) and finally was stretched to 3.3 litres for the 250 LM and the 275 GTB.

After this quite long digression, let's get back briefly to the article. Late 1959 another SWB Berlinetta of the racing variety was built beside 1539 GT and 1613 GT. This one sported a Bertone body with chassis number 1739 GT (Scaglietti-bodied cars were the norm. – C.R.). In 1961, another Bertone Berlinetta was made but on a "street" chassis.

The first of the "street" steel cars was 1993 GT and not 1933 GT. Headlamps were then furnished by Marchal and the road or street cars as well as the racing ones were fitted with Tipo 168 engines although in different states of tune and using 3 Weber 36 DCZ/DCL or 40 DCZ/DCL, later in 1961, 46 DCL3/DCF3, most of the 1961 competition cars using the big 46's.

Another competition car was made with RHD: 2221 GT while more were made as such but of the street version. The last picture in the article, showing Moss and Parkes during the 1961 T.T. with 1961 cars, reminds me that Parkes car, 2417 GT, a former factory car, seems to have disappeared. Does anybody know its whereabouts?

May I say to conclude that the vintage/classic section of MOTOR SPORT is always a very interesting proposition in your great motor magazine.

New York JESS G. POURRET

(Jess Pourret is the acknowledged authority on the Ferrari 250 GT and the author of *The Ferrari Legend – The Competition 250 GT Berlinetta*, the authoritative work on the subject – see D.S.J.'s book review in this issue. – C.R.)

M.G. – Abingdon

Sir,

As a "never say die" Cooper "S" man, I can well remember my feelings of sadness on the closure of the "S" production line early in 1971,

NOTES ON THE CARS AT KYALAMI
continued from the previous page.

BT46/3, while the car that Lauda raced in South America, BT45/7C, was on hand as a spare for the two drivers.

The Team Lotus cars were as used in South America, with Andretti in 78/3 and Peterson in 78/2, the Swede having the Lotus gearbox on test during the first practice, but thereafter using a normal Hewland transmission, which was retained for the race. Lotus 78/4 (or John Player Special number 18 as some people would have us believe) was the spare car as usual. The Tyrrell team produced a brand new car in the 008 series, this being number 3 and was set-up for Depailler and fitted with all the electronic recording apparatus previously mounted on 008/1. Likewise, McLaren had a new car in their M26 series, number 5, which was unchanged in specification; this was for Patrick Tambay, while Hunt retained M26/4 and M26/3 was the spare car. All three carried a major modification to the rear anti-roll bar layout, for whereas previously it had been mounted on a tubular structure behind the rear axle centre-line, it was now mounted in front and is somewhat unusual in that it runs through the alloy spacer-housing between the engine and gearbox. The remote control adjustment for the stiffness of the bar, operated from the cockpit, has been done away, being considered an unnecessary complication and variable that was not earning its keep. The cars all had the external oil pipe along the left side, carrying oil to the nose- mounted radiator, the surface cooling provided by this layout being quite substantial.

Renault had a brand new car, RS/03. making the team's first appearance for 1978, and this had revised bodywork along the lines of the T3 Ferrari in that it had vertical edges to the panelling to keep the air on top of the bodywork. A thin horizontal slot on each side, just behind the cockpit, feeds air to the inter-cooler of the turbo-charger layout, while a NACA duct on the right feeds air to the inlet compressor and a smaller one on the left feeds air to the exhaust-driven turbine. The 1977 car RS/02 was intended as the spare, but after testing it was decided to run this car with the bodywork off the new car.

A brand new make on the Formula One scene was the Martini to be driven by Frenchman Rene Arnoux. This car, MK24/1, was designed and built along conventional lines around the Cosworth V8/Hewland package, by Renato (Tico) Martini in his factory at Magny-Cours in central France. There was nothing outstanding about the design as it followed all the "kit-car" conventions, but was neat and compact in comparison to the Merzario car or the Theodore car. The Teddy Yip team had suffered a bit of a set-back in pre-race testing when their new driver Keijo Rosberg from Finland crashed the TR1 and damaged the monocoque. The monocoque destined for TR2 back in the Woking works was flown out to Africa and a second-generation car was built up, now being TR1-2. A somewhat similar situation had arisen at the new Arrows team factory in Milton Keynes before their cars were flown out to Africa. The car that made its *debut* in Brazil was stripped right down as the monocoque chassis needed attention, and as time was short all the mechanical components were fitted to the second monocoque chassis FA1/2, which had been completed while the team were away. The new suspension and running gear components destined for the second car were fitted to the original chassis FA1/1, so that they were able to field two cars in a short space of time. Patrese drove FA1/1 and Rolf Stommelen drove FA1/2. These Arrows, designed by Tony Southgate, have an interesting "wing" formation under the side-pods which deflects the air in a horizontal S direction, spillage sideways being prevented by deep side-skirts with plastic edges rubbing on the ground.

The yellow Fittipaldi cars and the yellow ATS cars were as used in Brazil, except that Mass and Jarier changed cars in the German team, while Fittipaldi once again set out with every intention of racing F5/2A, simply because it is the newer car, but ended up racing F5/1A. The Frank Williams team had completed their second car, FW06/2, an absolute twin of the first car, but it was only used briefly in the untimed practice on Thursday morning. The Hesketh team had a new car in their 308E series, which was number 5, and during pre-race testing young Cheever proved faster than Divina Galica, so he got the entry for the race. In the Surtees team TS19/07 had been rebuilt after Keegan crashed it in Brazil, and Brambilla was still driving TS19/06. The Ligier team had JS7/03 as used previously and an "interim" car in the form of JS7/01 fitted with lots of components from the next design in the series, which will be JS9, these being principally suspension components which alter the wheel movement geometry in order to utilize the latest Goodyear tyres to the maximum. This car being called JS7/JS9/01.

Of the thirty cars entered for the South African GP, ten were making their first appearance, while two of the spare cars were brand new, so the Formula One scene is looking very healthy. – D.S.J.

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which was coupled with the axe of the old BMC competitions department at Abingdon, home of MG and the Works Minis. It therefore comes as no surprise to me to read the reaction of MG owners to the disclosure that once again the "Leyland Axe" is searching for a victim, this time another highly successful part of the BL empire, MG – the plant and the *marque*.

Peter Browning who was Competitions Manager at Abingdon in 1971 summed up his feelings on the closure of his department in his book "The Works Minis", using words which seem to reflect the feelings of many of today's MG owners over the rumours of closure. He said: "Above all, I always had the feeling that the management, all proud Triumph men, somehow resented the reputation and prestige the Competitions Department had brought to Abingdon and MG, their former and always more successful rival in the sports car market", and in summing up he used words which are equally applicable to MG's plant at Abingdon. He said:"But it is more than sad that of all that British Leyland inherited from BMC, Abingdon's Competition team was one unit which did its job rather better than most".

In conclusion, I wish MG owners better luck in preserving their beloved car than I and fellow lovers had in preserving ours.

Croydon NEIL FARRELL

Pirelli P7 Performance

Sir,

After reading your informative article on Pirelli tyres, I felt I must write and offer you my experiences as requested. I have driven a '75 Porsche Turbo for 18 months, and 20,000 miles. I changed the first set of P7s at about 12,000 miles, the rears wearing out faster than the fronts. The car has now covered 25,000 miles and the rears will soon need changing again, although the fronts have a lot of life left in them. So it looks as if the rears have a life of about 12,000 miles. I was initially disappointed at this, bearing in mind the astronomic price of them. But bearing in mind the unbelievable road-holding I suppose it is only to be expected.

The road manners of the P7 I have found superb – such a vast difference to my previous Porsche, a 3.0-litre Carrera ('76), which I found a disappointment, but still far better than a 2.7-litre Carrera ('74) which I loved. The tail very rarely gets out of shape – only initial understeer in wet conditions.

I hope my comments are of some use to you.

Chichester ROY PEARSE

Military Cars

Sir,

May I appeal to your readers for any material about military staff and command cars. This is required for a book with terms of reference covering commanders of all arms and rank, of all major combatant nations, that fall within the period *c.*1904-1975; the main need being for details of special fittings, modifications, equipment, drivers' and maintenance manuals, as well as anecdotes and photographs of the cars, drivers and the officers themselves.

All collaboration will be acknowledged in the book and material returned as soon as possible.

Speldhurst, Kent BRIAN JEWELL

(Letters will be forwarded. – Ed.)

Education, Not Prevention

Sir,

It would appear that the commentator on "Driving Standards" (Feb. '78), believes that while the cat is away, the mice should play.

It would seem that his ideal motoring situation would be one where police patrol vehicles were situated at strategically obvious points so that motorists would not exceed the speed limit whilst passing them.

The writer's theory is that this would provide a deterrent value to the would-be law breakers. It is also his opinion that it is "not cricket" for the police to station themselves where they are not obvious to the general public.

Does it not occur to him that if he is seeking a deterrent, then surely the best one is that which is ever present, but invisible, so that motorists would slink around at 1 m.p.h. below the speed limit lest an unmarked police car should dart out of a concealed entrance in hot pursuit of the victim.

This is, in my opinion, the logical conclusion to a deterrent policy. Perhaps the author of the aforementioned letter and others, would do well to consider that education is an alternative to prevention.

Edinburgh DAVID SUTHERLAND

In Praise of the New Granada

Sir,

While not wanting to take away any of the limelight from the new Rover 3500, I would like to take the opportunity to express my opinion of the new Granada 2.8 "S". This must surely be Ford's major winner in the last ten years, and although we have to look from Germany once again to provide us with a Ford of adequate power output, smoothness and attention to detail, it is a pity that the British Ford company couldn't have secured the contract to make and sell this new model. However, it is to Ford's credit that a new and highly refined version of the Granada model has been brought out, bringing up to date the superb style and power output of the Granada range.

While not putting down the old Granada's ability to hold the road, I feel that the new model has a tremendous advantage over its predecessor, especially where the sports model is concerned.

An inspiring motor car, one that surely must be a winner!

Settle IAN R. HUTTON

The True World Champion

Sir,

After looking at the results of the Argentine Grand Prix I wondered whether we would have a season similar to last, Lauda second again, with winners not being rewarded enough.

One possible remedy of this, I feel, is to count first places of drivers, the one with the most wins being World Champion. If the number of wins are equal, and only then, the number of times someone comes second shall be taken into consideration.

Bristol PHILLIP WELLINGTON

P.S. Can't somebody do something about that *chicane* on Woodcote? We need it less than ever now that Ronnie Peterson's back with Lotus.

Import Markings

Sir,

There is much concern in all circles on the inroads imported, and particularly Japanese, cars are making on the British market.

One item that was very apparent in a recent opinion poll was the percentage of car owners that did not know they were driving a foreign car, let alone Japanese. I fear how many even knew the make they were driving.

In the textile retail trade all garments are now marked with the country of origin or manufacture. Why are cars not marked in a similar manner.

The car manufacturers already use large quantities of brand regalia, so a similar sized "Made in Japan" or "Made in West Germany" will surely be no hardship or detraction from the styling of the boot.

I feel certain that if this were made compulsory far more people would realise what a foreign car is and then perhaps they would buy British.

London, SW11 B. T. R. THORNE

An Alfa Sud in Nairobi

Sir,

Most cars in Nairobi don't rust because of the climate and 5,500 ft. altitude – unfortunately my 1974 Alfa Sud does, along with a great number of others which I frequently see around town.

The only other problem that I have had in 18 months, and 20,000 miles, is the upholstery, which is becoming very threadbare, caused, I presume, by a combination of the heat and sliding entries/departures perhaps?

Now that I have my two grouses out of the way there is nothing else to say about my Sud except praise.

The car has been taken half way up Mount Kenya, over the top of the Aberdares (12,000 ft.) in the wet, through dried up, sand-filled, beds of Rift valley rivers and the only mechanical attention required, other than services, was replacement of the drive belt tensioner bearings. Additionally, one particularly rough piece of "road" caused an enormous dent in the sumpguard which merely scratched the sump itself, much to my surprise.

Suds are even popular with lions, particularly green Suds, as mine is, since recently on a visit to the local game park, two lionesses attempted to gnaw through the bodywork but apparently it wasn't to their taste as they soon gave up and returned to scratching themselves up against a nearby tree.

I wonder if anyone else has damaged the sides of their front seats by adjusting them backwards when the rear seat centre pillar ashtrays have been left open? Thank you for a delightful journal, even if I do read it one month after your homeland readers!

Nairobi BRIAN DEEHAN

The MG Midget Mk III

Sir,

With British Leyland suffering so many problems, and the current prevelancy of "Leyland knocking" I would like to rise to the defence of what I believe to be one of the most under-rated cars of today – the MG Midget Mk.III. I bought my 1973 Mallard Green example on July 16th 1975 at a mileage of 21,526, and have since covered 17,000 miles with only routine replacement of service items. It still looks like new, as well it should considering the amount of time I spend polishing, and is still on the original set of ZX's with 3 mm. still left. At an average of 36.74 m.p.g. this must be economical motoring indeed. I accept that the car is small and not overfast by the standards of todays "GT" saloons and coupes, but it does offer what so few others can; a truly individual character while remaining a practical compromise between performance and economy, at least for a bachelor. I also believe that as one of the last of the pre-Federal spec. models it will become a kind of classic in the years to come. With regard to spare parts, for the few needed, Wadham Stringers of Nottingham have proved

most helpful and prompt, even on the elusive Leyland ST range.

Thank you for several hours interesting reading each month and especially for mentioning the Harker Special in July 1977. But perhaps it was a pity that you could not have also mentioned the East Midlands Vintage Vehicle Club that organised the outing for this unique and wonderful car.

Nottingham RICHARD E. A. HADDON

Kittencars

Sir,

Having thought that you rather tend to decry British products without much experience of them, I am delighted to have to eat my words as you have bought a Reliant Kitten.

I am even more delighted to hear that you find yours to be more economical, even while running in, than a Fiat 126. Perhaps you will come to love yours as much as we ours.

We, my wife and I, two children and three friends recently went to Switzerland with the two Kittens. They averaged 47 m.p.h., and 51 m.p.g. They carried all our skis, food, and general luggage. Is there any other car which could do that – is there any of which one can reasonably say that two can be run for the price of one more conventional car, without unacceptable loss of performance.

Thank you, Sir, for your broadminded attitudes and excellent magazine.

Robertsbridge DR. ROBERT ELLIOT-PYLE

Lancia Beta Monte-Carlo

Sir,

Your March issue contained two interesting statements: on page 309 in Lancias' advertisement for the Monte-Carlo (and it's nice to see a national campaign for this type of car) they say: "The handling, with all-round independent suspension and disc brakes on all four wheels is exhilarating." Nine pages later, C.R. comments on the car "Excellent roadholding and handling ... (but) the front brakes are prone to violent locking in wet conditions", which, of course, nicely sums-up what Lancia means by "exhilarating"!

Having fallen in love with the Monte-Carlo when I first read about it, I was somewhat put-off by C.R.'s original test, but since I wanted to replace my 1974 XI/9 by another mid-engined sports car (the XI/9 in right-hand drive form at over £3,700 being hopelessly expensive for what it is once one knows the car), I realised that my finances would only run to a Matra Bagheera or the Monte.

I tried the Matra but decided that despite its super road holding and three seats, the lack of a removable top, small engine (1,442 c.c.) and the fact, to quote the salesman, "one has to stand in the boot to get at the engine" (the boot space is also too small anyway) the Monte-Carlo, brakes and all, was my best buy.

I certainly haven't been disappointed in the brakes, for, just like my XI/9, they lock-up all too easily in the wet. And that point, really, is the crux of this letter: far too many cars (most modern Fords for instance) have this horrifying tendency to lock up under heavy braking in the wet.

The safetyists' answer that one shouldn't need to brake heavily is pure rubbish, for no matter what style of driving is employed, the emergency situation happens to *all* drivers and it's at that time that heavy braking is called for, just when the road holding of a car has to be at its best. If one's brakes lock up and one hits it, well hard luck.

The answer to the problem is simple, and I'm surprised that the Americans in particular haven't done something about it: *all* government must legislate that *all* road vehicles have anti-lock braking systems, because it's obvious that the manufacturers can't be bothered and are quite happy for their customers to go around sliding their way into trouble.

Maybe MOTOR SPORT can do something to help.

Incidentally, C.R. says that the Monte-Carlo's front boot holds 7 cu. ft., whilst the XI/9's boot holds 10 cu. ft. Something's wrong somewhere for the Monte-Carlo's front boot is much wider (and I think deeper) than the XI/9 (Those were official figures, I believe. Perhaps Fiat's metric conversion was more generous – C.R.)

Financially for anyone contemplating buying a Monte-Carlo: do, it's a comfortable, fast, enjoyable car, but do watch the brakes.

Hertford PETER MANN

Short Chassis AC Competition Sports Cars

Sir,

In conjunction with John McLellan (PVT Registrar of the A.C. Owners Club) I am trying to complete a Register of the short chassis AC Competition Sports cars built in the period 1935 to 1939.

Of the 43 cars built, 30 cars are known to still exist and two are known to have been scrapped; the remaining 11 cars are listed below:

Regn. No.	*Chassis No.*	*Body type*
CUC 958	L359	Slab tank
CLT 730	L366	Slab tank
DPD 687	L367	Slab tank Monte Carlo Rally 1936
–	L465	Slab tank exported new USA
EPF 240	L473	Slab tank
JYV 823	L478	Slab tank in USA 1949
EPH 181	L486	Slab tank last known 1963
–	L516	Slab tank exported new USA
DYN 240	L573	Slab tank last known 1958
HPC 185	L597W	Sloping tail (wide track)
EUL 929	L633	Special Fixed Head Coupe last known 1959

Any information on any of the above cars, which readers may be able to give, would be greatly appreciated.

Dorset DAVID HESCROFF

(Letters will be forwarded. – Ed.)

Datsun Origins

Sir,

I read Mr. Ken Cooke's letter (The Datsun "Seven" in December issue) with great interest, and I thought it is high time now to shatter a long-standing misbelief as to the origin of the pre-war Datsuns. A lot of people, especially in England, including well-known historians seem to believe that the original Datsun of the Thirties was a copy of the Austin Seven or built under licence from Austin. It is far from the truth. If you investigate any Pre-war Datsun, even casually, you can see at once that it has nothing to do with the Austin Seven in design. First, the engine. The original Datsun of 1931 (at first called *Datson* but quickly changed by the time of its *debut)* had a 495 c.c. (54 x 54 mm.) 10 h.p./3,700 to 747 c.c. (56 x 76 mm.) which developed 12 h.p./3,000 r.p.m. In 1934, the engine was re-designed extensively and became the now familiar 722 c.c. (55 x 7 6 mm.) 15 h.p./3,600 r.p.m. form, which, remained in production up to 1950 with only slight modifications. These engines have a cast iron block which is integral with the deep crankcase. The crankshaft is supported by two large ball races. Con-rods are duralumium and run direct on crankpins, rather unusual design for the period. The lubrication system is quite different from Austin, too. Mains and camshaft are lubricated under pressure by a gear-pump, while cylinder wall and con-rods are splash fed by dippers and troughs in the sump. The chassis design also has virtually nothing in common with that of the Seven. The chassis frame is conventional ladder-type with channel-section side-members which extend to the full length. An underslung worm Hotchkiss drive is used and the rear axle is sprung by a pair of half-elliptic leaf springs. Front suspension is by a transverse leaf and a triangular torque arm. The front leaf spring is mounted to a very wide but thin steel plate at the nose of the chassis frame. Naturally this "cross-member" tended to flex freely (and break in use), hence these pre-War Datsun were notorious for a sheer lack of straight line stability. Brakes were Perrot-type with generous dimensions from the outset, and this could be the only feature of Datsun that excelled over the Austin! I know this only too well because I used to have a few "moments" in my own Austin Sevens!

I was rather puzzled to read in Mr. Cooke's letter that a recent Datsun catalogue says, "Our first car manufactured in 1933 under licence". It is of course absolute nonsense and I imagine it must have been written by an innocent English caption writer for Datsun UK. Sometimes I wish Mr. K. Gotoh had copied the Austin Seven. Then the pre-War Datsuns would have been much nicer cars!

Tokio SHOTARO KOBAYASHI
Editor, *Car Graphic*

The Rover Sports Register

Sir,

Would you please like to correct the impression given in February's V-E-V Odds and Ends that the RSR only caters for P4 and newer cars.

The club was originally formed for owners of Rover sports cars and only when these became scarce was it extended to include saloons.

There are two sections, P3 and previous, P4 and later, the spares side is divided up in a like manner. Technical and spares service to members is most professional, endless trouble being taken to get things right.

There are now eight sections who meet once a month for a "noggin & natter" spares swop etc.

My own, the East Midland section, meets every third Thursday at the "Bell Inn", Smalley, about seven miles from Derby on the A608.

We are also holding a Rover gathering at Belvoir Castle in Rutland on June 18th. Come and see the Vale of Belvoir before the NCB spoils this beautiful spot. Information from M. Couldry, 5 Home Lane, Ratcliffe Road, Bassingfield, Notts.

Thanks for many years of pleasant reading.

Loughborough H. ONIONS

TAILPIECE



PLAYING THE GAME. – Obviously the sergeant of police at Uralla, N.S.W., doesn't believe in unmarked police cars.

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ALVIS 12/70. All chassis parts including 2 engines and gearboxes. Would make pleasant PVT special. Phone Worcester 22988. (9443

FIAT SPIDER 124 Pinanfarina bodied convertible, 40,000 miles, Ziebarted, no rust, hood, Alwa cassette/radio, immaculate condition, £1,250. 01-236 3011 ext 578. (20408

INNOCENTI MINI Cooper 1300, l.h.d., 14,750 miles, 'P' reg., £1,550 or will exchange for Lotus Seven, cash either way. Box 5700. (20409

JOWETT JUPITER Sports, 1953 S.A. Lovely condition, rebuilt engine, very original, MoT July, £1,250. Truro 4776. (9333

LOTUS EUROPA Twin Cam 1972. Blue, Oatmeal trim, Sundym, radio, mags., full MoT, £1,995 o.n.o. Exchange considered. Tel: Stamford, Lincs 0780 4312. (9335

MORRIS MINOR 1954. MoT, good condition, used daily, £275. Snitterfield 413 or 24, Sycamore Ave., Evesham, evenings or weekends. (9338

PORSCHE 924 Celebration. Approx 9,000 miles. Sunshine roof, large wheels, tinted glass, anti roll. A really pretty car. £7,250. Huxford, Grimsby, daytime: 0472-54041, 56872; evenings: 0472-78866. (9339

ROVER 95 1964. Two-tone green, very sound, original condition, £425. Heath, West Monkton (0823) 412691, Somerset. (9337

E-TYPE F.H. Coupe 1967 2+2. Good mechanics, good interior, not immaculate but very sound example, taxed May, long MoT, £1,650. Southport 36175 (Lancashire). (9463

JAGUAR 240, 1968. Warwick grey, taxed, tested, radio, 8 track, beautiful condition, any trial, £950. Tel: 0484 42398. (9347

MERCEDES 300 SEL 6.3 Auto, P.A.S., central locking, self-levelling air suspension, leather upholstery, tow bar, £1,200 bills for recent engine overhaul and factory recondition of injector pump. 0-60 in 6.8 secs. 130+ m.p.h. Company director's car. £1,750. Phone (office) 0884-40688. (9345

SAAB 96 1971. 33,000 miles. Just finished complete engine overhaul including new crankshaft etc., two twin-choke Webers, roll bars, sump guard etc. etc., very hairy motor for just £500. Phone (office) 0884-40688. (9345

LOTUS ELAN S130, 1972. Blue/silver, black interior, sunroof, Wolfrace wheels, flared front arches, £2,250. Crawley 27289. (9344

AUSTIN HEALEY 3000, 1961. Very good condition throughout, many extras, good tyres, year's MoT, wires, overdrive, hard or soft tops, radio etc., genuine private sale, £1,750 o.n.o. Armitage 490 440. (9343

AUSTIN CHUMMY 1929. Good condition, owned by A7 committee member 6 years, MoT, not done up for sale but own use. Offers. Tel: 021-704-1904. (9342

FORD CAPRI 4.2-litre V8 special. Wolfrace 15" rear, 13" front wheels, dry sump, Holley carb, new chrome, reshaped bonnet, a magnificent example of a fine motor, £1,875 or willing to chop for any powerful piece of motoring. For more details contact John or Jeff at Mansfield 756207 or evenings Mansfield 54501. (9341

BMW 501B 2.3-litre V8, 1955 saloon. L.H.D., not reg'd in U.K. Needs brake seals, otherwise sound. Moved house, need room, sold to best offer. Tel: Blackpool 41764. (9340

A.H. 3000 Mk.III 1964. Red over black, near concours condition, engine rebuilt 2,000 miles ago, £3,300. Tel: 061-928 1216 (6-7 p.m.). (9461

1930 AUSTIN 16/6 open tourer. Excellent condition, new tyres, hood, upholstery, rewired, car in near mint condition, blue/black wings, £3,500. Tel: 041-639 7135; or write H. Lloyd, 36 Broom Rd., East Glasgow G77. (9460

ESCORT MEXICO Dec. '72. Long MoT, red, av. mileage, radio, stereo, good condition, competition seats, Cibie H/L. £995. 01-904 8336; Bus: 01-386 1230 ext 2909. (9459

AUSTIN HEALEY 3000 Mk.III 1965. Extensive engine rebuild, new hood, exhausts and chrome work, bills available, B.R.G., w/w, £2,950 o.n.o. Ruislip 35189. (9458

1948 BENTLEY Mk. 6. Rebuilt engine, new woodwork and new brightwork, bodywork sound and repainted, requires carpets and exhaust to finish, £1,550 o.n.o. 0925-78-2317. (9457

WOLSELEY SALOON 1948 12 h.p. Resprayed, engine fully reconditioned, new brakes, hydraulic jacks, long MoT, £800 o.n.o. Tel: Eastbourne 33122. (9456

DAIMLER V8 250 1967. Genuine 24,000 miles with one perfectionist owner, concours and "as new" in every respect. Price reflects superior condition, £2,750. 01-504 2064. (9455

WOLSELEY 1938 12 h.p. saloon. Black with green leather upholstery, sliding roof, adjustable steering column, built-in hydraulic jacks and heater, over £300 spent, mechanically and bodily excellent, MoT, taxed £950 o.n.o. 2071242 ext. 42. (9454

LANCIA FLAVIA 2000 coupe, 1970. Low mileage, white, MoT September, recently serviced, new exhaust, £580. Bracknell 50898. (9453

AUSTIN HEALEY 3000 Mk.III. Navy blue, low mileage, very original, superb condition, £3,500. Reading 883440. (9452

MG TD 1500 c.c. BMC engine complete with alloy head. Gearbox, propshaft, 4 branch manifold, exhaust pipe, all just lifted complete from above car, £295. MG TA gearbox, MG TA XPJM1 engine block £75. Phone Kinver 2870 after 7 p.m. (9450

DUTTON LOTUS 1976. Black, fully worked, big valve, 2000E box, 3.54 diff, bolt on panels, £2,300 o.n.o. So why pay £3,700 for a Super 7. Further details phone 0202 742226 evenings. (9448

VOLVO 1800S 1965. MoT'd Feb. 1979. 50,000 miles, good bodywork and running order, overdrive, towbar, £650 o.n.o. Stirling 62907 evenings. (9348

FOR SALE–continued

TRIUMPH DOLOMITE Sprint (M, Nov 73). Carmine red with chestnut interior, stereo radio and cassette, undersealed, taxed until May, MoT Oct, 47,000 miles, engine and gearbox overhaul at 32,000, most of service history, first class throughout. £1,500 o.n.o. Phone: 061-794 3463. (9447

LOTUS ELAN Sprint F.H.C. August 1971, Aubergine/white, recent engine rebuild, £1,650. Newcastle Staffs 619740, after 5.30 p.m. (9445

JAGUAR 240. Grey, red interior, 42,000 miles genuine, overdrive, 9 months MoT, body, interior, mechanics excellent, £600. Ring Nigel: Ashby 2378. (9444

ASTON MARTIN DB3S (special), built with units from DB3S 114, and based on a Tojeiro chassis with DB3S style body. Car completely stripped and rebuilt recently, when the entire suspension, brakes, wheels and hub assemblies were replaced with new units. Raced only three times, shows much promise. Beautiful little car, reluctantly, to the best offer over £6,000. Holmer Green 2214. (9351

EXCEPTIONALLY FINE MG-B GT. June 1973, 39,000 miles. Damask red, wire wheels, o/d, radio, clock, ammeter, undersealed, rustproofed, new clutch, shock absorbers, tyres, batteries, MoT Aug., £1,795. Box 5701. (9349

RELIANT SCIMITAR GTE, Automatic, 'K' reg. Green/tan, radio, stainless steel exhaust, electronic ignition, 49,000 miles, immaculate, £1,495. (Glasgow) 041-942 5514. (9350

BENTLEY PRE-WAR 4½ Derby Sports Saloon. Beautiful. Original. MoT. Good tyres. Must be seen. £5,250 o.n.o. Tel: 061-792 9491. (7657

LOTUS ELAN S4, 1970(J), v.g.c. 58,000 miles, tax, MoT, Sprint cams, £1,340. Brighton 724234. (8679

MORGAN +8. Very early delivery, specification on request. Phone: Rackenford 210. (9129

JAGUAR 3.8 Mk. II 1967. Manual/overdrive, wire wheels, silver grey. In exceptional original condition, £2,500. Please telephone 01-794 7666. (9102

ASTON MARTIN DB5, 1964, excellent condition, factory serviced and overhauled. Standard engine, ZF box, radio, stereo, Dubonnet/beige trim, full history. Tax, MoT, £4,500 o.n.o. Days 01-734 7614, Evenings Westerham 62296. (8417

AUSTIN A50 1955. 1 owner, genuine 19,000 miles, stored last 9 years, rust free and as new, £650. Please telephone 01-794 7666. (9102

DAIMLER BARKER DB18 drophead coupe, 1949. Alvis TD21 drophead coupe, 1960. Tel: 01-229 7100 and 01-459 3511. (19109

SUNBEAM TIGER 4.3, hard and soft tops, Wolfrace wheels, well worth viewing. £1,250. Phone Lingfield 833213 (Surrey). (8582

PANHARD 24CT, 1964, L.H.D. in original condition, genuine 44,000 miles. MoT. £500 o.n.o. Phone Twyford, Hants. 712452. (9564

LOTUS ELAN S3SE DHC, 1967, yellow, radio, new hood, carpets, 12 months MoT. Photos and details, history, bills. £995. Bishop's Stortford (0279) 74666, Herts. (9531

M.G-B. SPORTS. 10 months MoT, taxed 3 months. 1968 with personalised number 7 PBH. Spare as new soft top. Five good spare tyres and wheels. Radio. Very clean inside and out. £695 o.n.o. Tel. Blackburn 53491. (9530

BMW TURBO. P reg., 1975. Polaris, fitted factory electric sunroof. Tinted glass, FM radio, stereo cassette. 19,500 full service history. Totally original, still in as new condition. Taxed, just serviced, up to date diagnostic report. Fine investment, £5,000. 01-455 9852 (London). (9529

XJ12, 1973, LWB. Silver coachwork, black leather upholstery, matching coachline. Tinted glass, auto/power. Quadraphonic Radiomobile 108SR. Electric windows. £1,895. 01-458 7817 (London). (9529

1936 RILEY NINE. Chassis mostly restored. Merlin body. Complete car and some spares. Make good special. £350 o.n.o. Delivery possible. Amersham 5231 (Bucks.) (9772

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LAGONDA, 1953, 3-Litre Tickford Coupe. MoT. New brake pipes and tyres. Needs respray, new outside hood, some engine and suspension work. Offers Box No. 5702. (9565

1957 AUSTIN HEALEY 100/6, w/w, o/d, professionally renovated, superb condition. £2,000 o.n.o. Stoke Mandeville 2280. (9564

LEFT-HAND DRIVE Jaguar, 1973, 2+2 E-Type, 31,000 miles, auto, Carmen red, black interior. Excellent order throughout, truly stunning. £5,900. left-hand-drive Jaguar, XJ6, 1972. Auto, primrose yellow, beige interior, 36,000 miles. Another really fine motor car, £3,600. Phone 01-789 5185. Write: LHD, 95 Ormonde Court, Upper Richmond Road, London S.W.15. (9563

BROOKLANDS RILEY 9. 1929. Very original. Offers. 05827 60701. (9465

ALVIS TF21, 1966, in original beige/black colours. Good condition throughout. Offers 05827 60701. (9464

1975 M.G. Midget 1500. In teal blue with autumn leaf trim. Fitted radio, head restraints, full tonneau cover. Maintained regardless of cost. Taxed. 19,000 recorded miles. £1,495 o.n.o. Tel. Reading 413794. (9462

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FOR SALE–continued

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TRIUMPH 2000 MK. II, 1975. Manual, overdrive. Immaculate honeysuckle coachwork with chestnut interior. Radio. h.r.w. £2,500 or exchange vintage classic car. Money adjustment. Camberley 34702. (9446

AUSTIN CHUMMY, 1930/1. 4 seat Tourer. Immaculate and complete. £2,399 o.v.n.o. Phone Leatherhead (Surrey) 77652, evenings. (9449

KARMANN GHIA, 1969, 1500 cc. Taxed and MoT for 1 year. Finished in dark green with white upholstery. Excellent condition throughout. £1,250 o.n.o. Phone 041 882 2509, evenings. (9648

BENTLEY MK. VI. Freestone & Webb aluminium body. Recently renovated and resprayed, new carpets and headlining. Mechanically sound, well maintained by a caring owner. £3,200. Southampton 553851. (9468

1970 'E' TYPE Jaguar 2+2 Automatic. Stereo and radio. White. Low mileage. £2,750. Chelmsford 420721. (9656

RILEY 1½ RME, 1954. Non runner, needs restoration but complete, £175. Stuart Dean, Basildon (0268) 553261 daytime, or 19 Cambridge Road, Southend evenings and weekends. (9655

HAND-BUILT MG TF Replica. White, red interior, 3,000 miles. Vitesse equipped and innumerable spares. £1,950 o.n.o. Sleaford 304377. (9653

AUSTIN HEALEY 3000 MK. 3, 1965. Rebuilt 1976 from chassis up. Concours condition. Chrome wires, soft top, black, black leather interior, brick red carpets. Over £2,000 spent on renovation. Offers over £4,500. Telephone Mr. Martin, Chorleywood 3950 weekdays after 4.0 p.m. Weekends any time. (9651

FIAT X1/9. June 1977. 4,500 miles only. Green with all Fiat extras. As new. Genuine reason for sale. Thrifty, exuberant Italian beauty. £3,600 o.n.o. Tel. Chipping Sodbury 319406. (9650

MG YA saloon. Recent new chassis. No rot. Very sound investment. £800. Reeves, 2 Hitchcock Place, Sudbury, Suffolk. (9777

ALVIS 12/70 Saloon, 1938. Mulliner coachwork. Original leather upholstery. MoT and taxed. Used regularly. Five new tyres and tubes. £1,500. Tel. 778 7430 (S.E.20). (9771

DAIMLER LIMOUSINE, 1947 Straight Eight. Excellent original condition, nine months MoT. Pre-select gears. Very impressive motor car, £1,000. Offers/exchanges considered. Horsham (Sussex) 69663. (9770

GILBERN INVADER MK. I, 1970. Black with black vinyl roof, black interior. Excellent condition. Wolfrace alloy wheels (locks) (still have original wheels if required). All electric windows etc., eight track stereo. New engine (12,000 miles), reconditioned gearbox. £1,200 o.n.o. Telephone Swindon 22988 (Evans). (9652

ALVIS TD21 Park Ward Saloon. MoT. Wire wheels, overdrive, towbar. Drives well. £575. Reading 587907. (9779

TVR 3000M. "S" Registered with 9,000 miles only. Black in colour with bronze TVR band. Sunshine roof, tan upholstery. Still in warranty. For quick sale £4,995. Ring work 0535 606226 or home 0535 606541. (9657

JAGUAR 420G, 1969. MoT. Auto, electric windows, etc. Very sound bodily and mechanically. £969 o.n.o. 35 Eliot Close, Crewe. Phone 2204. (9782

TRIUMPH TR6 coupe. L Reg., 40,500 miles. 150 b.h.p. model, overdrive 2, 3, 4. Carmine red/black int., plus extras. £1,645 o.n.o. Peacehaven 2548, evenings (Sussex). (9773

WHITE TRIUMPH Stag. October 1972. Excellent condition throughout, 50,000 miles, new mid-block, no overheating problems. Hard and soft tops, radio, MoT. £1,795 o.n.o. Tel. Marlow 73111 (office hours). (9820

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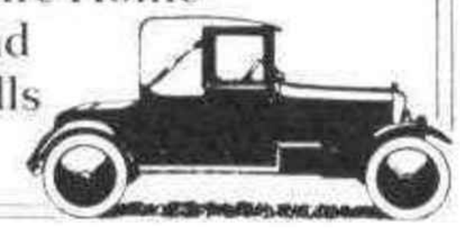
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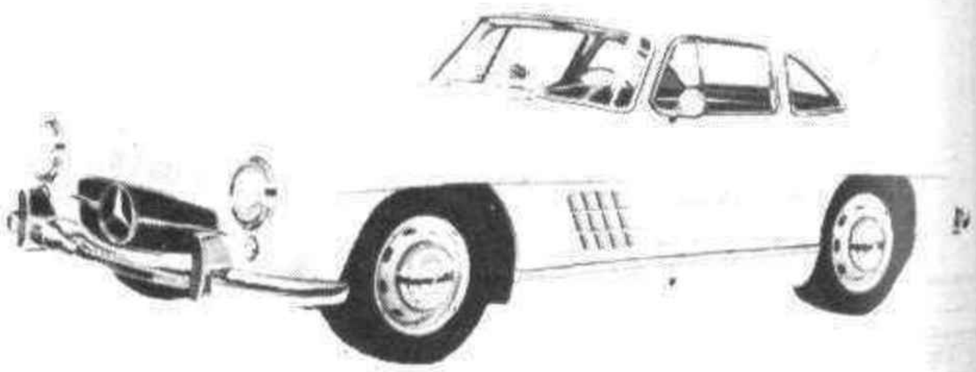
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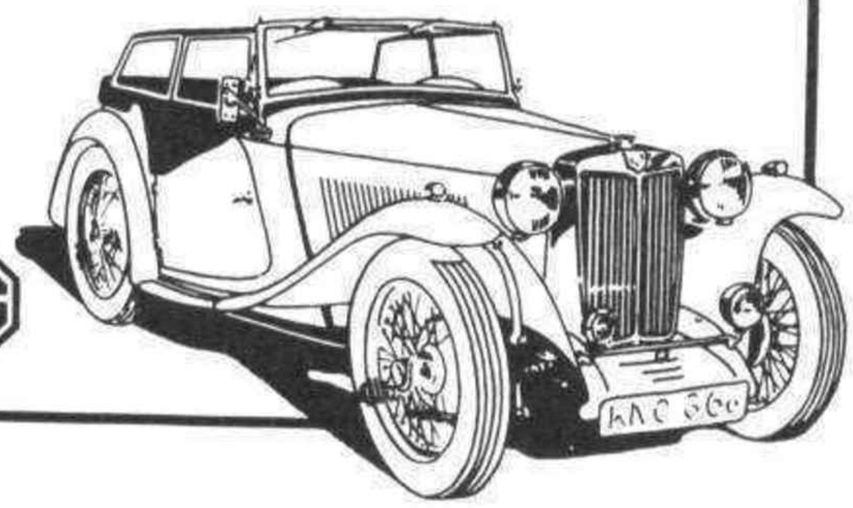
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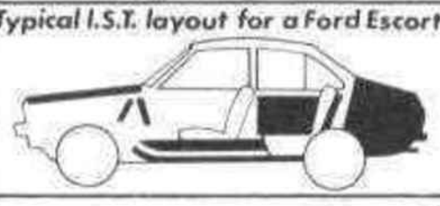
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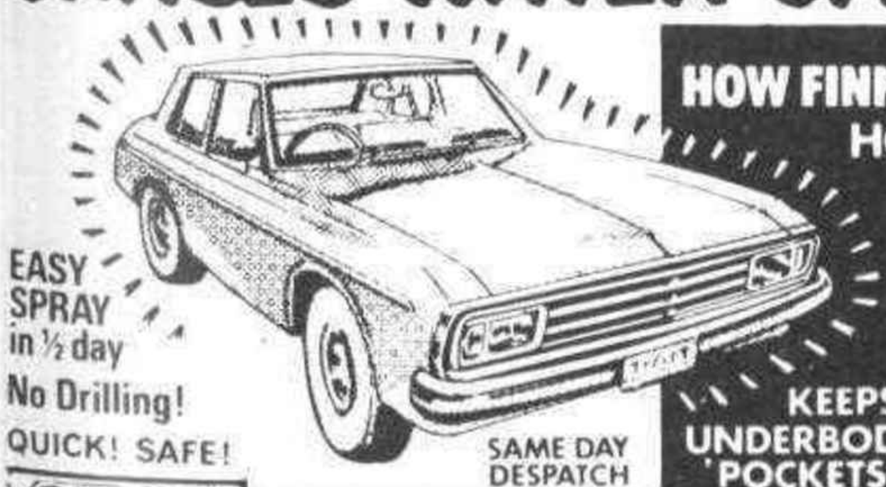
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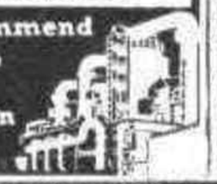
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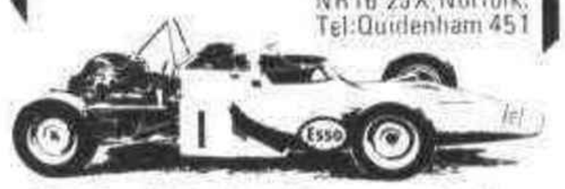
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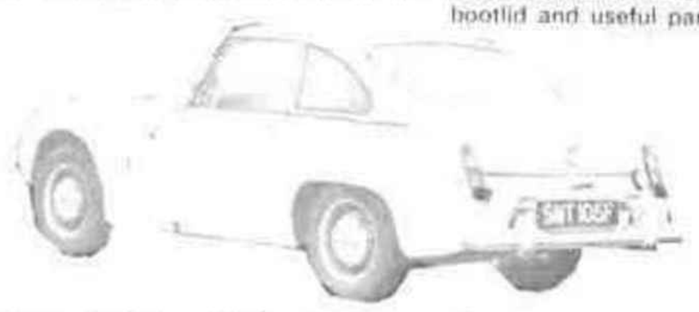
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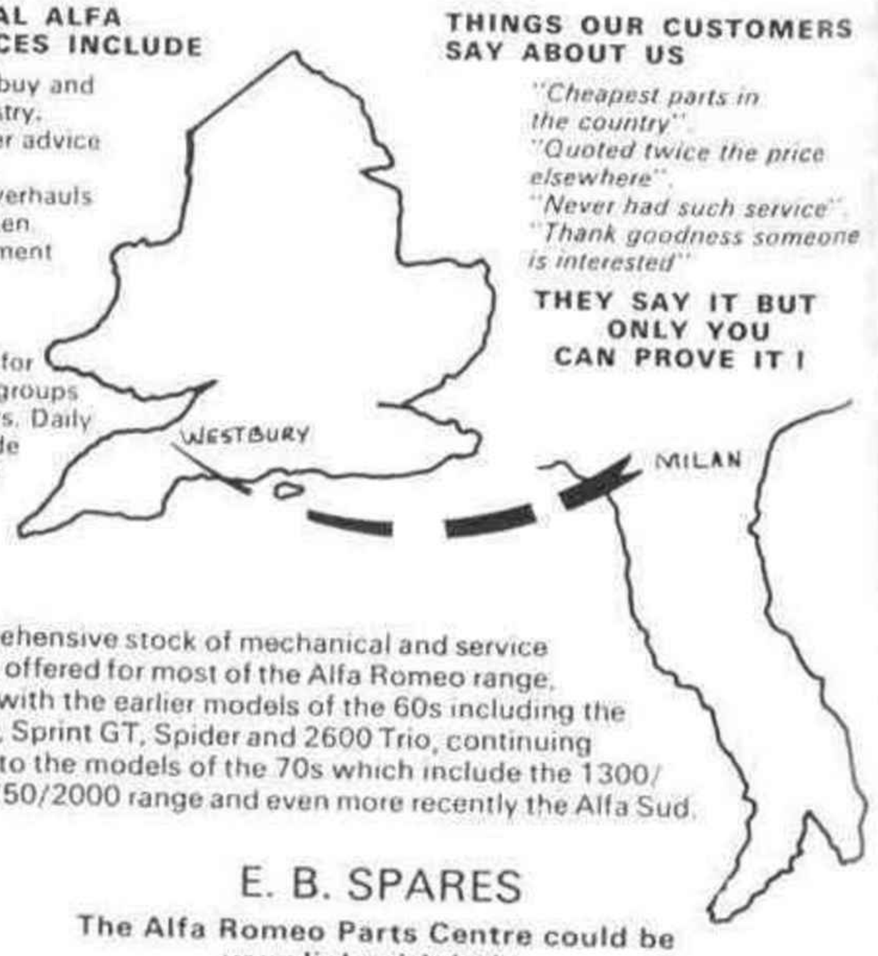
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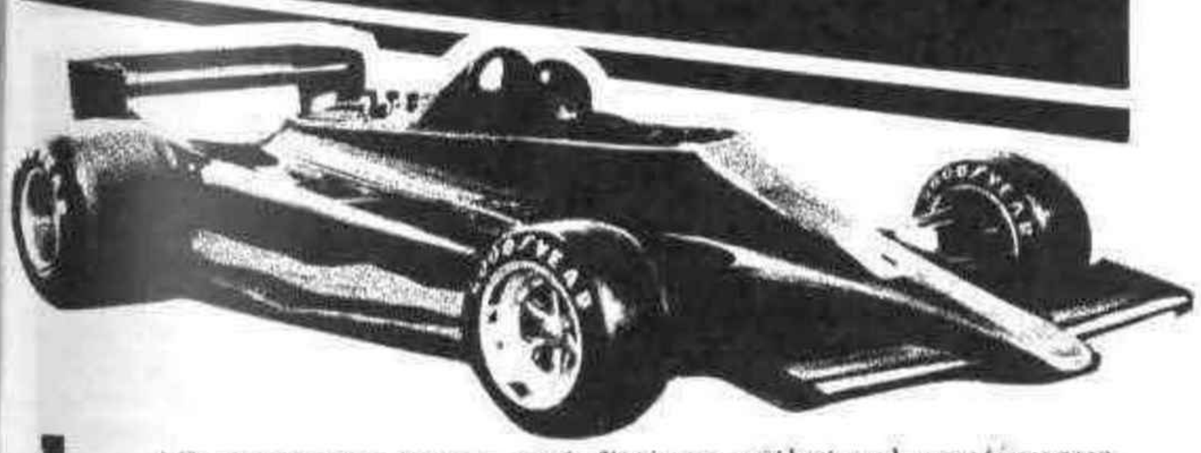
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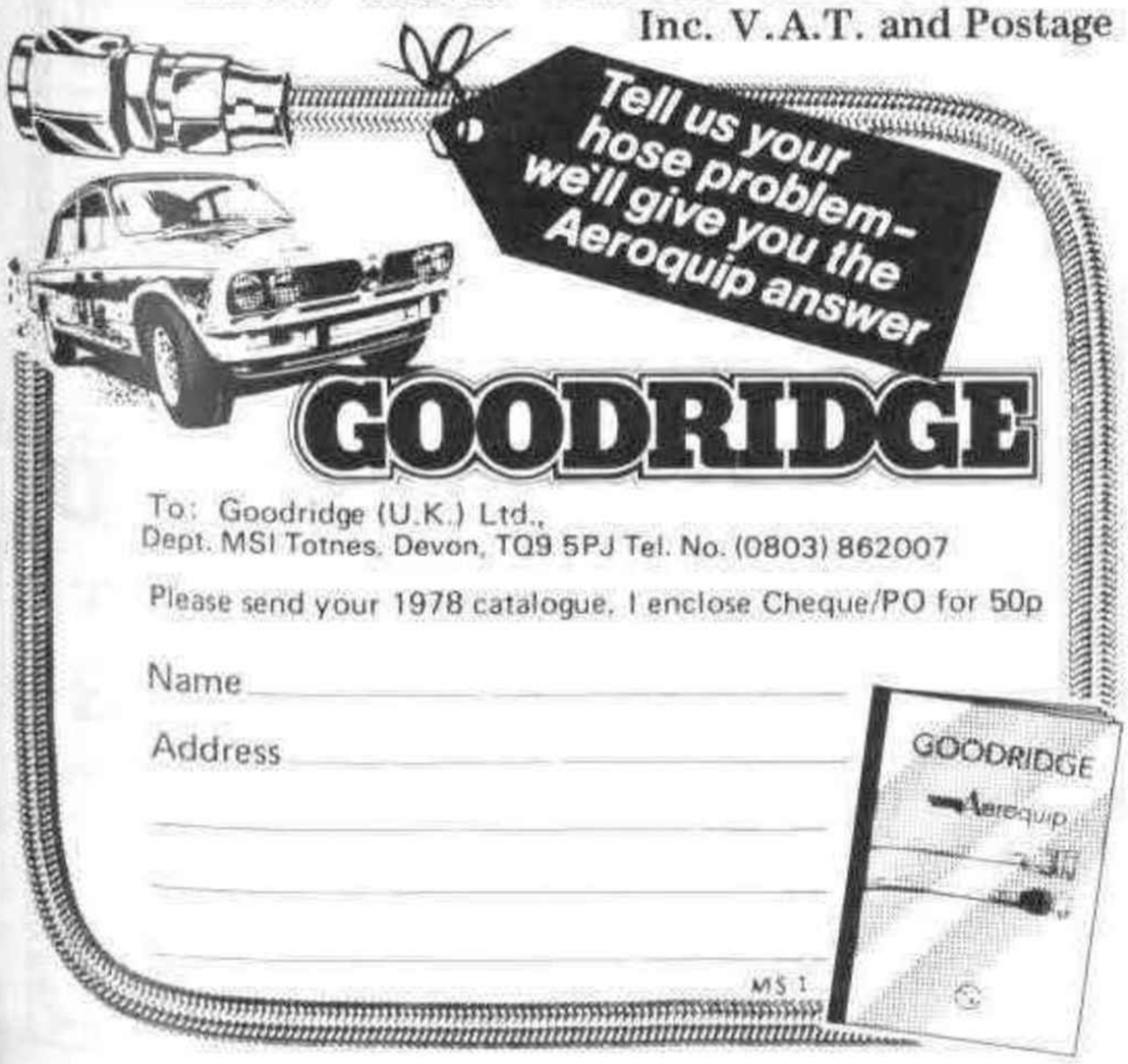
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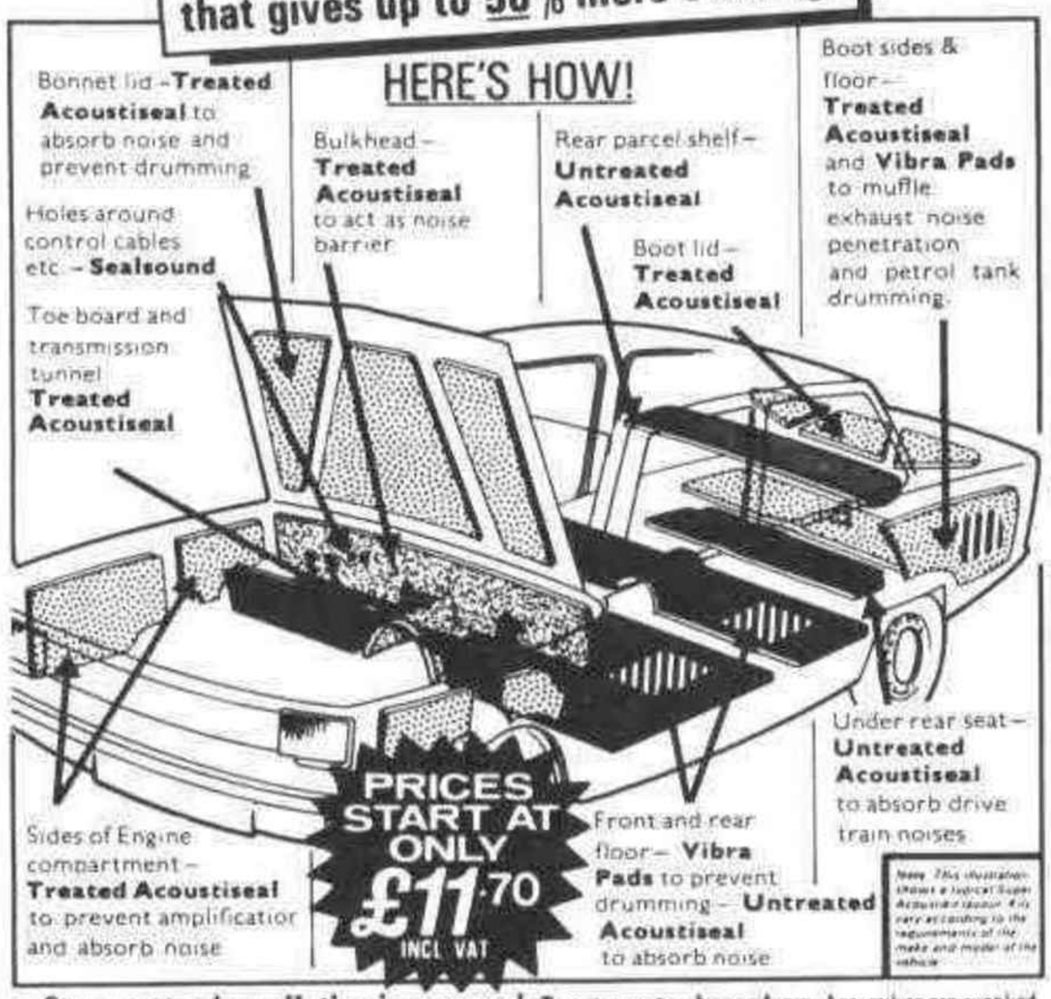
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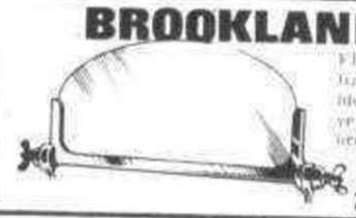
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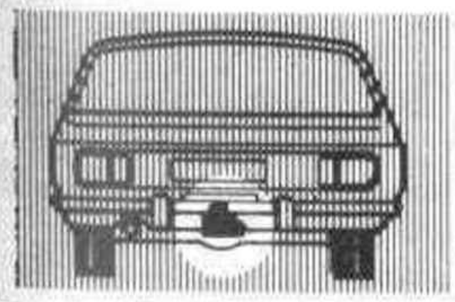
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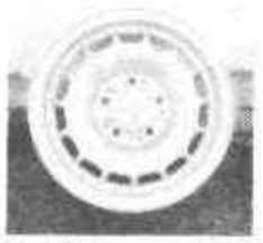
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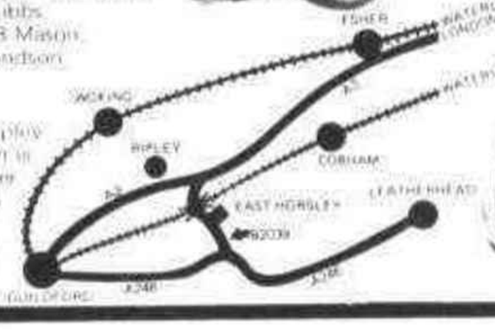
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By now I am sure you realise our bias towards this marque, I might add, not without reason, for Jaguars offer the best value for money in the classic car world. Performance, luxury, elegance of line, interchangeability of parts. We have the engineers and the ability to put them right.

1959/60 MK IX AUTOMATIC and a manual example from £750.

OUR MARK X AND 420G CONVERTIBLE *(Photo)* With the roof up it still looks rather good, don't you think?



JAGUAR 'D' TYPE for £8,750? Well not quite, but we are now offering a magnificent replica based on the 'E' Type entirely (no problem spares & service). You really must have one, especially mine which is based on a 1966 4.2 and is £8,750.

XK 120 FHC, XK 140 Roadster, XK 150 FHC, either started or awaiting attention, prices start at £1,250.

1968 'E' TYPE 2+2, a very original car needing love and attention, if sold as is £950 if treated as required around £2,750. Others undergoing restoration from £750.

1967-69 420 JAGUARS & DAIMLERS. We have a choice of six, 3 with o/drive, all very sensibly priced from £350.

JAGUAR MK. 1 & II's. These motor cars are our main theme and we probably have one of the best selections on offer, including 2.4's, 3.4's, 3.8's, some with o/drive, some with wires; one automatic (I don't like these!) Some cheap £175, some not £2,250:- but certainly all the best value anywhere.

A SELECTION OF OTHER INTERESTING CARS OF CHARACTER:-

1959 ALVIS TD21 sports saloon, with coachwork by Park Ward, fairly extensively renovated, silver blue, tan trim, wire wheels. £1,450.

1957 DAIMLER DK400 limousine, a huge car 7 passenger, beautifully trimmed West of England Cloth & leather for chauffeur's compartment. Needs a little attention only £500.

1936 ALVIS 'SILVER EAGLE' a classic 4 door open tourer with very handsome coachwork by Cross & Ellis, side mounted spare, new trim and paint only £4,950.

1954 ARMSTRONG SIDDELEY 346 'Sapphire'. A very original and outstanding car, not totally rust free but better than 95% of the marque! £695.

1958 MG A 'ROADSTER', this is a lightweight version prepared for racing, roll cage, wire wheels, disc brakes, highly tuned engine, scruffy in detail but MoT'd & suitable road or track £875.

1960 DKW '1000' a rare left hand drive example, very sound £395.

1953 BENTLEY 'R' TYPE SPECIAL, professionally built four-seat open tourer, refinished and trimmed to a very high standard, offered on behalf of a customer at £6,450.

1953 JENSEN INTERCEPTOR, two door FH Coupe. A very rare alloy coachbuilt car featuring 4 litre engine and o/drive gearbox £1,700.

1953 RILEY PATHFINDER, low mileage but needing care and attention £450.

1955 SUNBEAM TALBOT 90 MK.III. Another handsome car and the last chassis car to be built at this concern. £475. We also have 2 very tatty DH Coupes from £125.

1967 FIAT 2300 4 seat Coupe, a really handsome car, a luxury GT car with coachwork by Ghia, new tyres and M.o.T. Good value. £975.

1948 ARMSTRONG SIDDELEY 'HURRICANE', a rare and distinctive DH Coupe fitted new hood and chrome, reconditioned engine. £1,950.

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1936	Daimler 15	£1,100
1937	Humber 12	£750
1939	Hillman Minx d.h.c.	£550
1947	Wolseley 12	£950
1948	Triumph Roadster 1800	£1,000
1948	AC 2-litre d.h.c.	£650
1949	Armstrong Siddeley d.h.c.	£300
1950	Lea Francis Brake	£350
1955	Rover 60	£150
1959	Rover 80	£300
1963	Bentley S2 saloon	£4,200

To view any of these vehicles please phone:

Woodhall Spa 52649 or Wainfleet 331

for appointment.

NEW

Morgan

FOR OLD

1947 Morgan 4/4 Series I 2 str.
1961 Morgan +4 2 str.
1967 Morgan 4/4 1600 2 str.

We are at present restoring the above cars. In most cases they have new chassis, ash frames, aluminium panelling, wings, trim, hoods, electrics, tyres and brakes. Engines and gearboxes have been fully rebuilt. Approximately 700 hours work will go into restoring each car, which when completed, will in many ways be better than new. For further details please phone DERBY 810862.

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1948 ROLLS-ROYCE SILVER WRAITH Park Ward, elec division **£5,500**
1928 AUSTIN 16 Doctors Coupe **£4,250**
1964 ROLLS-ROYCE SILVER CLOUD **£8,250**
1960 BENTLEY SII **£4,750**
1948 TRIUMPH ROADSTER **£1,100**



1960 BRISTOL TYPE 406 Zagato Chassis no 406/5255 ..... **£2,900**
1966 BRABHAM BT21 ..... **£1,250**
1949 LEYLAND 35 SEAT BUS Fully restored **£2,500**
1933 AUSTIN 7 SPORTS **£1,950**
1965 ROVER 3-LITRE COUPE (29,000 miles) **£850**

FURTHER DETAILS OF ABOVE CARS

061 941 1902 (AFTER APRIL 14th)

WANTED OLDER TYPE INTERESTING CARS



1965 Mercedes Benz 300 SE. Convertible, white with black trim, automatic, P.A.S. Engine overhauled, bumpers rechromed, a modern classic **£3,250**



1956 Rolls-Royce Silver Cloud I. Black with red trim, 105,000 miles, good all-round condition and open to any inspection **£5,000**



1972 Jaguar E Type V12 2+2. White with black trim, automatic, radio. One known owner, 24,000 miles, absolutely immaculate **£4,000**



1925 Graham Paige Sedan 23.44 h.p. A very rare American-built 4-door Sedan. Right hand drive, complete and original. Mechanically sound, but the cord upholstery is poor. It has 6 cylinder side-valve engine and unusually a 4-speed gearbox and has not been used since 1974 ..... **£1,750**



Jaguar V12 Roadster. This is the eighth from last V12 E Type built. Chassis Number IS2864 (last chassis number ever was IS2872). Black with tan trim, factory hardtop, chrome plate wheels and gold commemorative plaque signed by Sir William Lyons. Manual transmission, 20,000 miles. Radio and tape **£7,500**



1939 Jaguar SS. 1½ Litre Saloon, maroon with all brass fittings, sunshine roof, also some spares. Good all round condition. A very unusual and distinctive looking car **£2,000**



1927 Erskine 50 Sedan 16.6 h.p. A very rare example of these right-hand drive Canadian built motor cars, there being only 10 known survivors in the world, this being one of 5 from the collection of Mr. Alan M. Erskine. It has wooden spoke wheels with detachable rims. It is original except for paint and upholstery, which have been carefully renewed to maker's specifications and is the actual car pictured in the Georgano Encyclopaedia of Motor Cars. An utterly reliable and very desirable vintage car **£2,750**

1927 Bentley 6 Litre





Chassis Number FW 2615, Engine Number WK 2652, 6½ litre 4 seat tourer by Hooper/Weyman. Many Speed Six modifications. Magnificent condition

£22,500

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MIKE CARTER

invites entries for his 16th auction at

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on

FRIDAY JUNE 9th

At our last sale the following were the only cars present, listed in the main catalogue, and reckoned to be worth £10,000+. They all sold.



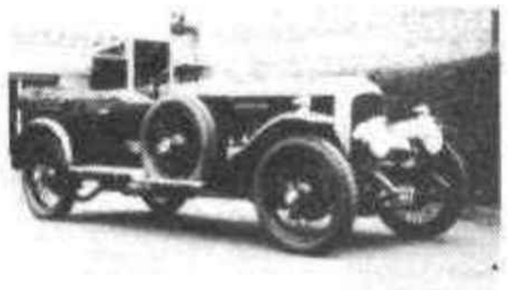
1921 Silver Ghost



1926 Phantom I



1933 Delage D8



1923 Vauxhall 30/98



1929 Phantom II

The only such late entry that actually sold was a 1910 Lanchester which fetched £10,500. It had been bought in another car auction the week before for £8,000.

Moral No. 1: If you want to sell an expensive car you really need to give us as long as possible to advertise it properly round the world. That way we stand a good chance of getting a silly price for you. (The Vauxhall set a new record, we believe, at £16,700). For this reason we are still (until April 6th) offering only 4% commission rates on cars over £6,000. Main catalogue closes April 25th.

Moral No. 2: If you wish to auction your car, and there's no better way to sell something particularly rare or immaculate unless you're in a desperate hurry, only go to the best sales. We are established as Europe's leading auctioneers, having sold more cars in the last five years than just about all the others put together.



1937 Mercedes 540K



1937 Alvis Speed 25

Moral No. 3: Don't be tempted to take what seems like a good offer on your very rare and exotic car, without trying a leading auction to see if, in fact, the sky might not be the limit. The Mercedes owner nearly accepted about £30,000 in October last, whereas we sold it in November for £39,000, netting him over £37,000.

The June auction should have by far the best entry ever, with very many magnificent cars already promised. Catalogues will be ready early May, price £1.50 UK, £2 Air Mail overseas.

Mike Carter Sales Ltd, 14 Broadway, SW1

01-834-9225. 01-828-7449

Some words of mild warning to anyone contemplating trying to sell a car through other auctions, be they of modest or grandiose pretensions: Firstly, make sure that the claims being made are based on fact – and not, as seems more commonly to be the case, on fancy; secondly, if your car were to be sold, make sure the funds are not going into the bank account of a potentially bankrupt company (they might have been spending too much on advertising, for instance), as you could lose most or all of your money in this way; and finally, please note that if you do enter something that fails to sell, we would not be interested in having it in our sale. If you want the best, or even might want it, you'll have to wait for it.

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of

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ROLLS-ROYCE Silver Ghost, 1921 Open Tourer, only 7,000 miles! One owner. Absolutely magnificent and original.

ROLLS-ROYCE Phantom II Continental by Freestone & Webb. Details on request

ROLLS-ROYCE SILVER SHADOW 2 door, 1969 (FSS) metalic blue/white leather trim, white wall tyres, usual refinements, exceptional and desirable vehicle. **£11,995**

JENSEN Interceptor Mk.III, 1973 (M). White/black trim, fitted every extra two owners and 42,000 miles, a magnificent example. A prestige and classic for only **£4,750**

MERCEDES 250 SE Coupe, 1967 (F Reg'd) only 2 owners, pale blue/white trim, auto & P.A.S, service records, sunroof, absolutly superb. **£2,995**

MG TF. 1954. Only 57,000 miles and two owners. Absolutely original and unaltered. An investment for the future. **£4,995**

MASERATI BORA, S reg., only 18,000 miles from new, fitted every conceivable extra, exceptional condition. **£8,950.** (new – **£23,000**)

MASERATI MERAK, 1976. 10,000 miles, every extra, exceptional condition. **£9,995** (new – **£15,000**)

MORGAN +8, 1975. Only 20,500 miles, ivory/black trim, alloy wheels, etc. A truly exceptional example of this rare and desirable thoroughbred. **£5,795**

JAGUAR E-Type 3.8 Roadster, 1964. Only 30,000 miles from new. Factory black, concours, LHD. Extremely expensive!

JAGUAR E Type, 1970 Convertible. Only 16,000 miles & one owner, white/black, C.W.W, & white wall tyres, it's fantastic. **£6,995**

SPECIAL BUILT MINI 1275 GT by ourselves. Rolls-Royce gold, magnolia, leather trim, modified bodywork, etc., extras too numerous to mention. Details on request. **£4,995**

CORVETTE STINGRAY FHC. One chauffeur driven owner, 49,000 miles, 1966, metallic regal red, a collector's car in concours condition. **£4,995**

(A 12 MONTHS AUTOGUARD WARRANTY IS OFFERED ON ANY OF OUR CARS).

ROLLS-ROYCE/BENTLEYS ALWAYS A VARIED SELECTION IN STOCK. COLOURED PHOTOGRAPHS AND SHIPPING AVAILABLE ON REQUEST.

If you don't see what you are looking for, give us a ring (Mr. Chris Newman or Mr. Ken Simpson). Our stock of Rolls-Royce and Bentley cars is constantly changing. Also we are always willing to purchase top quality second-hand vehicles of the type we sell.

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1950 JAGUAR XK120 ROADSTER. Early chrome sidelight model, wire wheels. Body off restoration, lots of bills.



ALVIS Supercharged 3-litre 2 Seater Sports Racer. A very professionally built two seater car designed for sprints and hill climbs. Scintillating performance, tractable on the road, near concours.



1928 ALVIS FWD. Supercharged, two seater, good original condition.



TALBOT 4½ litre. Rare, huge GT car based on the famous GP cars. Three quarter restored, needs finishing.



1939 LAGONDA LG6 DROPHEAD. Totally original, fine condition.



1932 ASTON MARTIN NEW INTERNATIONAL. Excellent original example of this rare model.



1923 BULLNOSE COWLEY. Superb original condition.



1953 BENTLEY 'R' TYPE. Automatic, two titled owners, full history.

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1965 Rolls Royce Silver Cloud III. Steel blue with grey trim, 84,000 miles only, original factory fitted Air Conditioning. Full service history, magnificent in all respects.



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1950 ROLLS ROYCE SILVER DAWN finished in black with tan trim. A lovely original car in fine condition, complete with tools, etc.



1953 COOPER NORTON British Racing Green. This fabulous little car has been the subject of a complete and thorough restoration and is concours in all respects.



The original famous ex-Cob 1. 7 litre **AC Cobra** is now available to the discerning and brave only! Finished in maroon with beige trim, 5,000 miles only. Possibly the ultimate road/classic car

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NOSTALGIA

SPRING IS (LEAF) SPRUNG!

Twelve months' motoring through thunderstorms, floods, bogs, ice and snowdrifts etc, mostly in topless historic sports cars, were acknowledged by the **H.S.C.C.** recently, who rewarded this masochistic effort with the **Touring Trophy for 1977,** for which I am most honoured. Lots of good things (accompanied hopefully by better weather) are planned for 1978, the first being the **Monthly gathering for 'interesting' cars and occupants at 'The Goat' pub, Hertford Heath, now from 7 p.m., 1st Wed. each month – next April 5th.**

Then there are the various Historic Racing Championships which get better each year **(see dates below);** and of course the special 'multi-hangover affairs' – like the **Le Mans Historic Race & Rally** in June, of which more anon.



1953 JAGUAR XK 120 S/E ROADSTER – OLF 433; a very strong contender, I believe, for the 1978 J.D.C. 'Champion of Champions' award, since this is a 1 owner from new car (till 1975, just 1 since) who recorded every minutest single detail of miles and maintenance done in a large diary, that has to be seen to be believed, as they say! Total originality including original factory B.R.G. paintwork, trim, hood, valve radio, log book, tools etc., all in absolutely superlative condition; full S/E spec. – large valve head, twin exhausts, wire wheels, 2" carbs etc.; simply astonishing! – **90 pts.** *Photo*



1950 JAGUAR XK 120 ROADSTER – KDF 425; a very early and splendidly original disc wheel and spatted XK 120, with original log book, semaphore signals (working!) etc; 37,000 miles recorded – believed genuine; superbly resprayed original cream, new mohair hood etc.; a remarkably smooth and impressive example **87 pts.** *(Photo)*

1952 ASTON MARTIN DB4 – resprayed, rechromed, retrimmed and mechanically first rate; a very nice example – **84 pts.**





1966 AC FORD COBRA '427' – The best and most famous Cobra in the World! Chassis CSX 3303, ex Bill Cosby, damaged beyond repair in 1971, but salvaged, brought to England and reconstructed for me personally by Cobra Parts over the past 3 years; the presentation and specification are to standards never previously achieved in any other Cobra, and the result is a literal 'work of art' but which happily also has none of the normal problems associated with '427's'; full 500 bhp NASCAR engine and Webers, docile enough though to pull from rest in 4th gear! **Taxed and M.O.T.'d and available with Reg. No. 4 COB; or with original 'California Pink Slip' and left hand drive conversion if required – 100 pts.** *Photos*

WANTED: MERCEDES 300 SEL 6.3 SALOON FOR MYSELF. MUST BE LITERALLY PRISTINE, BODILY & MECHANICALLY.

LOLA T70 MK IIIB COUPE – as a brand new Tub has had to be made for this car (Chassis 149 – the ex Grand Bahamas Racing Team Lola), the restoration – by Cobra Parts, responsible for my Cobra '427' above – has been prolonged somewhat; however, progress is now excellent, and the result, a fully road equipped T70 but with blueprinted 351 c.i. Chevrolet, Webers, Hewland LG 600, rose-jointed suspension, etc. (every single part including body is new), will shortly be among the best examples anywhere **(95 – 100 pts.)**

1965 AC FORD COBRA '427' – an extremely original and well cared for example, converted to right hand drive by Cobra Parts in 1976; 19,000 miles from new; proper cross-bolted 'high-perf.' 427 engine just totally rebuilt (new steel crank etc.); Special Shelby Metallic Cobra Red paintwork; reconversion to left hand drive possible – **84 pts.**

WANTED URGENTLY – a really enthusiastic and skilful person to clean and prepare my cars for sale/'Concours' events, and keep them spotless after weekend trips etc.; must be able to paint/polish mechanical parts, treat leatherwork etc.; the majority of this work to be carried out at your premises, so proximity of location is important; (near Hertford, but I am considering moving to Bucks).

THE 'POINTS SYSTEM' reflects my intention to offer only the very highest quality in the type of cars I sell, among which are often the best examples in the world; scores are to accepted International Concours ratings, but for appearance only, not for originality etc. **SWOPS ALWAYS CONSIDERED.**

COME TO "THE GOAT" HERTFORD HEATH, 7pm, WED. APR. 5; MALLORY PARK (GP. 2) APR. 15th; DONINGTON (GP. 2 & 4) APR. 23rd; BRANDS HATCH (GP. 1) MAY 1st OR THRUXTON (GP. 2) MAY 1st.

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1936 Bentley 3½-litre H. J. Mulliner aluminium 4 door sports saloon with sunshine roof (page 177, 50 Years of the Marque Book) in sound original condition, requires some restoration **£4,150**

1948 Bentley MK VI. Freestone and Webb aluminium 4 door sports saloon. Basically sound very original interior which is in good condition. Paintwork poor **£2,500**

1950 Bentley MK VI saloon finished in two tone blue. Very little work required to make good example **£1,850**

1952 Bentley "R" type, Park Ward 2 door sports saloon in very original and sound condition. Very rare car. (Page 253, 50 Years of the Marque Book) **£5,250**

1954 Bentley "R" Saloon automatic transmission, finished in black over silver, grey leather, much recent restoration *(Similar to illustration)* **£3,350**

1957 Bentley S1 saloon. PAS finished in black, grey interior, a well maintained unrestored example in good condition **£3,550**

1939 Sunbeam 500cc, high cam B24 motorcycle, believed very low mileage and exceptional condition **£725**

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Thursday, June 22nd at 2 p.m.

Entries will be accepted until April 24th

Further information and entry forms available from:

Robert Brooks
Christie's South Kensington Automobile Department,
85 Old Brompton Road, London SW7 3JS.
Telephone: 01-581 2231 Telex: 916429



1973 Alfa Romeo Montreal LHD, 39,000 kms from new, mint condition **£3,500**



1935 Spikins Bantam single seater, lapped Brooklands 114 m.p.h. at the 1936 Easter meeting, a historic car eligible for VSCC events **£6,500**



1976 Firenza droop snoop. 2300 five speed box, sun roof, mag wheels, 34,000 miles **£2,295**



1954 R Type Bentley, limited production, four door body by James young. Manual box, new head lining and full service by Rolls specialist **£4,750**

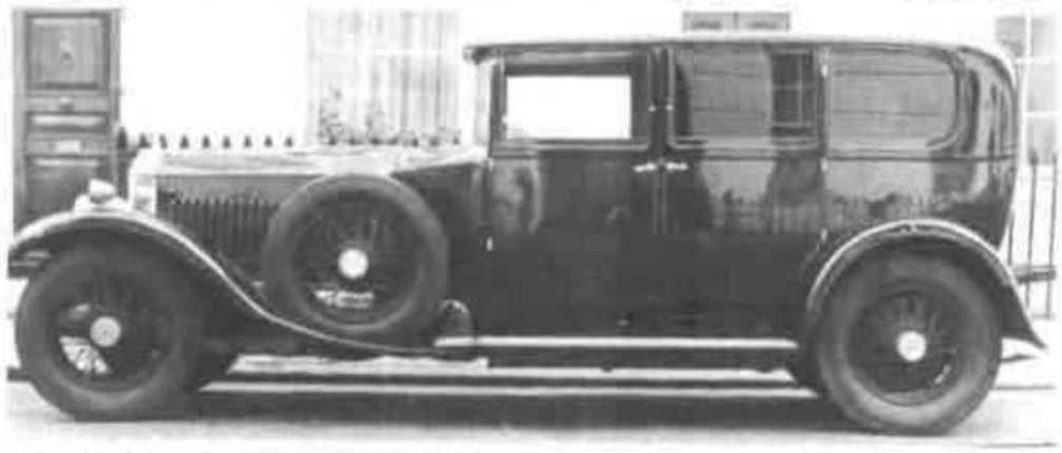
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EVES & W./ENDS
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1923 Rolls-Royce Silver Ghost with very rare coachwork by Maythorn of Biggleswade. This superb limousine has recently returned from abroad where it was the property of the Maharajah of Rewa. Judging by its originality, I would say it has covered a low mileage and been maintained to a high standard. A lovely car built for royal comfort, will give many miles of pleasurable motoring (priced sensibly).



1939 Lagonda L.G.6 D.H.C. A low mileage and very original car, finished in velvet green and beige leather. Interior good looking and a pleasure to drive.



1949 Bentley Mk. IV with James Young coachwork. Some cosmetic work required but priced accordingly.

1938 Aston Martin 15/98 2 litre short chassis 2+2.
1936 Daimler Light 15, Doctor's D.H.C. with dickie seat.
1955 Bentley S1, Reg. No. EWG 2. Requires bodywork, but the interior is very good. Tel. for fuller details.

I WOULD VERY MUCH LIKE TO HEAR FROM ANYONE CONSIDERING THE SALE OF THEIR COLLECTABLE CAR AND WILL TRAVEL ANYWHERE TO VIEW.

13 ATHERSTONE MEWS, SOUTH KENSINGTON, LONDON, S.W.7

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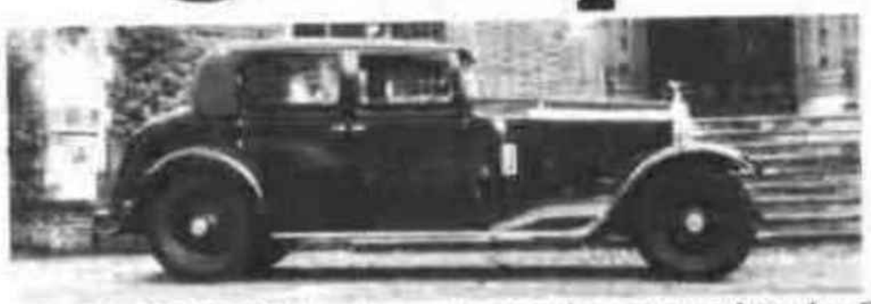
Gt. Bardfield, Essex
Great Bardfield 604



Rolls-Royce Silver Shadow Convertible by H. J. Mulliner/Park Ward. First registered November 1968. Finished in dawn blue with dark blue hood and blue grey leather upholstery. Usual refinements include 3 speed gearbox, refrigeration and Sundym windows. This car has covered 83,000 miles and is in excellent, well above average condition.

PLEASE TELEPHONE FOR DETAILS OF CARS FOR SALE

at Phillips



1923 ROLLS-ROYCE 20 h.p. A most attractive sports-saloon by Cooper Motor Bodies of Putney in fine condition. Green with Black paintwork, sliding roof, original valve "His Masters Voice" radio, tools, handbook and mascot. First registered April 1933. Chassis No:– 56S6. Engine No:– G994.



1965 BEARDMORE TAXICAB. A truly magnificent example of this rare coachbuilt "London Cab". Finished in maroon and black with red leather cloth interior. Winner of the 1974 Cab of the Year Concours D'elegance and still in near mint condition.
First registered: 3.6.65. Chassis No:– 2200M. Engine No:– 6L71.

To be sold by Auction at Phillips W2 Salesrooms on April 13th. Further details from Mr Jeremy Collins, 01-629 6602.

01-235 4613 (OFFICE)

01-445 1869 (EVENINGS)

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BENTLEY, 1964, Continental 4 door "Flying Spur" by H. J. Mulliner. A first class example of this superb series, finished in midnight blue with dove grey hide trim, excellent history, recorded 93,000.



BENTLEY, 1951, Mk.VI standard 4 door sports saloon with sliding sunroof, recorded only 78,000 miles. Extensive restoration work recently completed, finished in ebony over shell with beige hide trim and carpet. An exceptionally crisp example.



BENTLEY S1, 1958, standard 4 door sports saloon with PAS, nicely finished in regal red with contrasting tan hide trim. Excellent coachwork with extensive recent service history. Recorded mileage under 100,000. Just fully serviced and MoT tested.



AUSTIN Healey, 1961, 3000 Mk.II open roadster, finished in ice blue over ivory with navy trim. Radio, wire wheels and overdrive, extensive history. Excellent weather equipment including full tonneau cover.



VINCENT, 1950, 1000 c.c. Rapide, Series 'B'. Extensively rebuilt, fitted with girdraulic forks and shadow clock. High standard of restoration.

ROLLS-ROYCE, 1961, Silver Cloud II, standard steel 4 door sports saloon, recently recellulosed in gunmetal over Caribbean blue, interior trim in plum coloured hide. Mechanically outstanding, under 80,000 miles recorded.



ROLLS-ROYCE, 1976, Silver Shadow standard 4 door saloon finished in ebony black over silver mink, trimmed in blue grey hide with contrasting navy piping. Sundym glass, refrigeration and speed control. Recorded 19,000 miles only. Virtually new.

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Scimitar GTE 1977. Manual, o/d, russet red, alloy wheels, electric tinted windows **£5,950**
Scimitar GTE, 1974 (N). Manual, overdrive, ivory beige, tinted windows, alloy wheels **£2,995**
Scimitar GTE, 1976. Manual, o/d, alloy wheels, radio/stereo, burgundy tan cloth **£5,000**
Scimitar GTE, 1974. Automatic, dark blue, sunroof, electric tinted windows, alloy wheels **£3,050**
MGB GT, 1976. Tahiti blue, 1978 model **£3,250**
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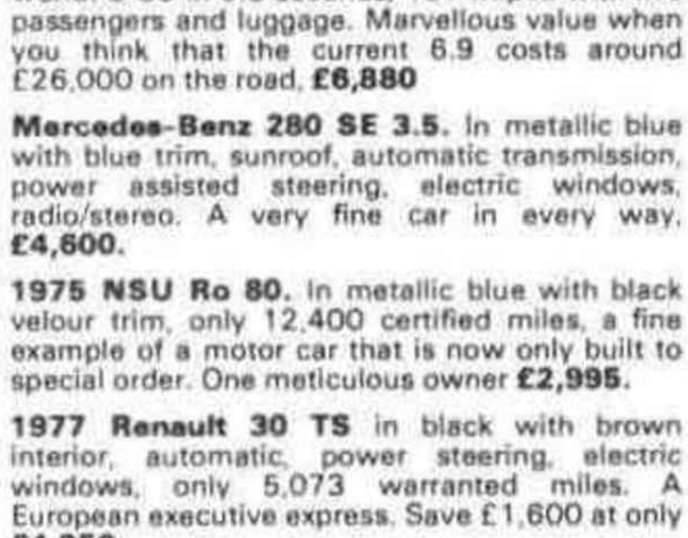
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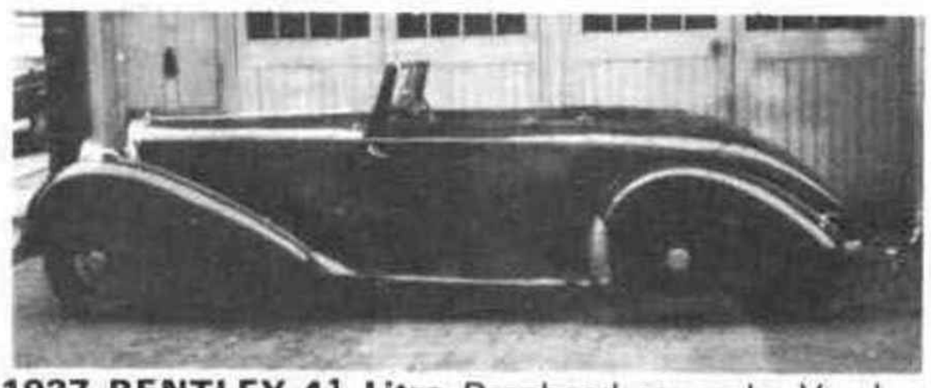
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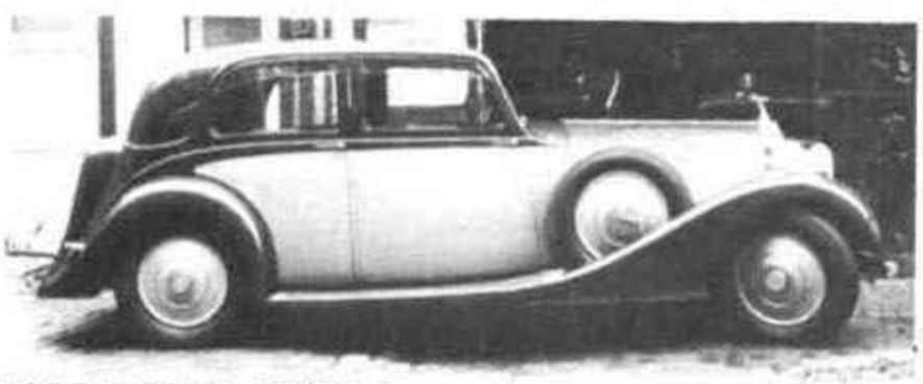
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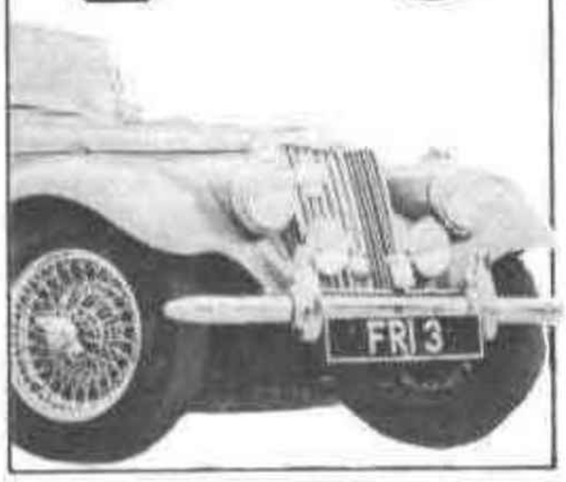
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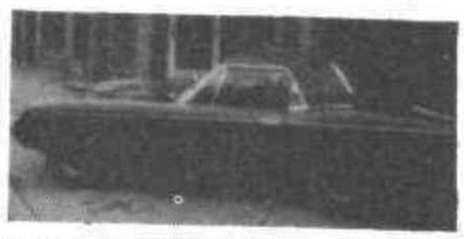
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JENSEN HEALEY GT, 1976. Metallic green, cloth trim, 4 seater sports Estate with mag. wheels, whiteband tyres, electric tinted windows **£3,950**

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MERCEDES-BENZ 350 SE, 1973, M Reg. Blue with light blue trim, electric windows, tints, bargain **£6,750**

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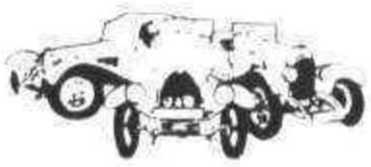
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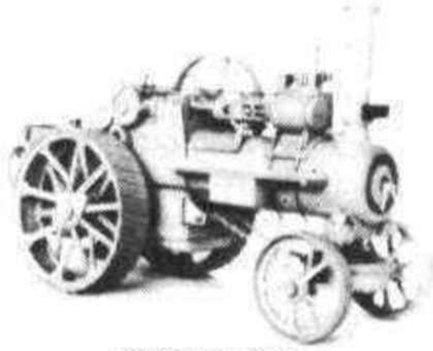
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ALFA ROMEO 2000 Spider, 1972 ('L' Reg. Dark blue/maroon trim, low mileage, Ziebarted from new, excellent condition throughout. £1,895 o.n.o. Tel: St. Helens 29330. (10618

BENTLEY MARK VI big-bore standard steel saloon. Black with brown leather. A first-class original example which has covered only 77,000 miles. Original brown log book showing two registered owners only. Presently in everyday use. Offers around £5,000. 01-352 6947. (10594

TRIUMPH SPITFIRE July 1976. Green soft top, 11,000 miles, radio and taxed, £1,750. Ring: 994 7031 after 6 p.m. (10614

COOPER 'S' Mk. III. Immaculate, sunroof, Minilites, Radiomobile, Wood and Pickett arches, tinted windows, £975 o.n.o. More details: Warwick 45857. (10619

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SCIMITAR GTE 1977. Dark brown with tan trim, o/drive, Wolfrace wheels, radio —separate 8-track stereo; 14,000 miles only. Transferable 'Car Care' guarantee. £5,400 o.n.o. Dennis, Hull 0482 701977 or 897606. (10613

TRIUMPH TR3, 1958. Very sound, all original, long MoT, used daily, ideal for restoration. £675. Uley (Glos.) 436 Killick. (10616

ROVER 14, 1946. Pre-war shape, bodywork extremely sound; engine needs rebuild. £125. Hitchin 814537. (10617

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DAIMLER MK. II V8 1965. 24,000 rec. miles. One owner. Black, red leather interior. £2,250. 01-556 1361. (10635

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1974 B GT 'V8', aconite/tan, overdrive, radio, tinted glass, two owners, recorded mileage 30,012 ..... **£2,595**

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

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

1974 (N) MGB, blaze, black trim, 35,790 miles, two owners, full tonneau, overdrive, headrests **£1,745**

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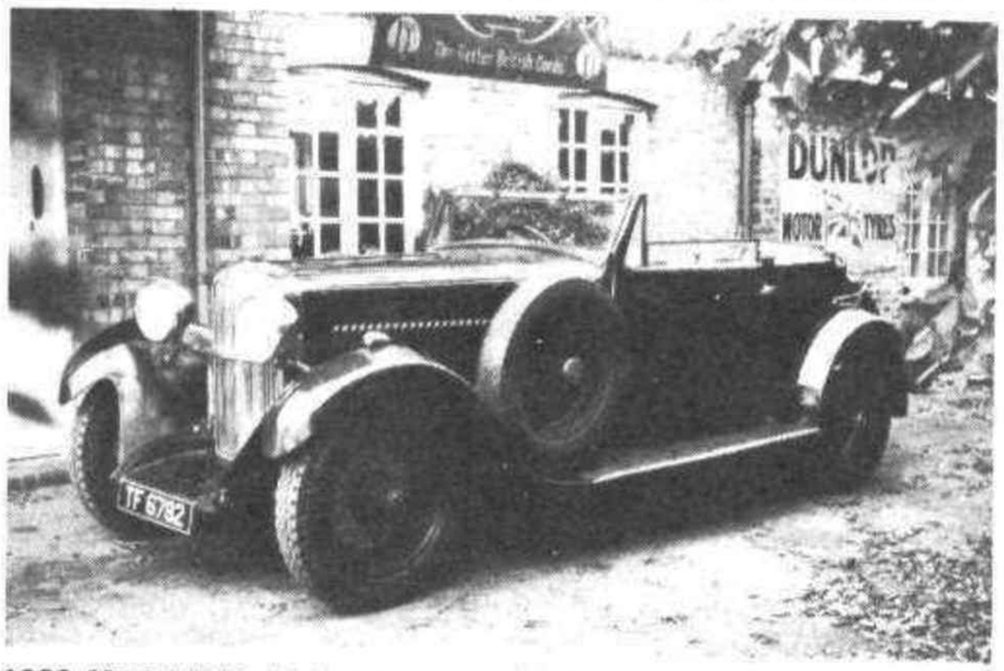
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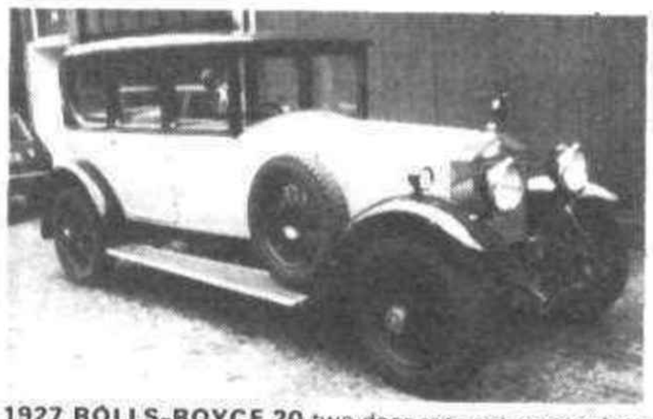
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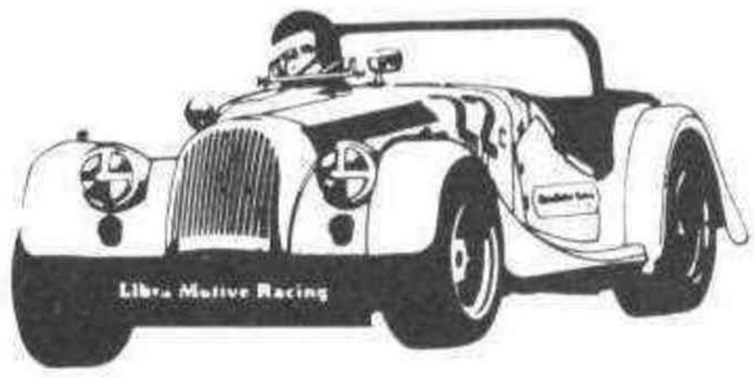
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INVICTA: 4-SEATER open tourer immaculate, 1933 Replica of 100 m.p.h. car. 4½-litre engine in 1½-litre chassis. Photo in Feb. Motor Sport. £9,500 or with spare engine £10,500. Phone: 01-794 7267 evenings, or 01-958 3789 days. (10161

TR6 1973. Red injection, overdrive, undersealed. Special seats, radio. 40,000 only. Excellent condition. £1,650. Rotherham 78323. (10157

WOLSELEY 25 HP limousine, 1939. Good original condition; low mileage; £950. Write for details: J. Pennington, 3, School Terrace, Kemerton, Tewkesbury, Glos. (10158

MG-B ROADSTER, 1970. Primrose, wire wheels, low mileage, MoT October 1978. £850. Milverton (Som.) 556. (10141

MORGAN +8/77. 'S' Reg. Lightweight aluminium body. 5-speed box. Finished in Lotus yellow. £6,750. Ian, 087 255 2121 (St Agnes, Cornwall). (10155

MK. III MINI COOPER 'S', 'K' Reg. HRW. 2-speed and rear wipers; 4½Js, HIF8s, r/seats, tax and MoT Dec. £850 o.n.o. Tel: Bristol 775945. (10320

MG-B GT V8, 'P' registration. Damask red, radio, superb throughout. Growing daughter forces sale. £3,050. Westmalling 840 913 or 845 915 (Kent). (10321

AUSTIN HEALEY 100/6, 1958. (2+2). An immaculate re-furbished all metal car (no rot), in Colorado red. Excellent mechanics. Offers around £2,500 to Coventry 469366 anytime. (10322

ALFA ROMEO 1300 GT Junior, 1968. 42,000 miles believed accurate; mechanics, body, interior, chassis etc. reflect the low mileage; radio, electric aerial, 11 months MoT 3 months tax. Must be one of the nicest examples of this very fast, economical classic Alfa. Reason for sale: putting Alfa Spyder back on the road. £550. Southport 36175 day; Southport 20851 evenings (Lancashire). (10328

RARE BSA 3-WHEEL 4-cylinder Super Sports 1935. Good appearance and running order many spares; offers over £1,200. Tel. Wheathill 307 (Somerset). (10324

MG-A 1600 FHC, 1960. Very nice condition, new MoT. Offers over £900. Tel: Wheathill 307 (Somerset). (10324

MORGAN 4/4, 1978. 2-seater, expensive extras. Delivery mileage. £5,200. No offers. 0323 870691. (10325

FOR SALE–continued

BENTLEY SI, 1959. Midnight blue, light grey leather. Hooper Service history from new. Low mileage, condition commensurate. MoT taxed 1 year. Box 5710. (10329

LANCIA FULVIA Rallye S3 coupe, 1975. 'P' Reg. White/green, radio / cassette, 23,000 miles. Excellent condition. £2,145 o.n.o. P/ex. considered. 01-656 9664 (weekends). (10327

FORD PREFECT 1953. Body needs attention. Not running. Registration No. YMY 191. Any reasonable offer considered. Attwood (behind Honda garage), Fairmoor, Morpeth, Northumberland. (10326

1954 MG TF 1500 in magnificent condition for sale. BRG colour, chrome wire wheels, new hood, carpets and tonneau, long MoT. For the discerning buyer, offers around £4,850. Telephone: mornings 061-834 4400; evenings 773 2621. (10330

SPARTAN: Built 1976. Vitesse based, black, mileage 8,000. A real beauty. £1,160. Tel: Chipping Sodbury 313743. (10333

LOTUS +2S 130. 'L' Reg. Excellent condition, recent bills detail work on engine and transmission; many new parts. £2,650. 0373 812 744. (10334

BENTLEY MARK VI Saloon, 1947. Black pearl over shell grey. In need of slight restorative attention. A grand car to amply reward the attentions of a classic lover. Offers invited around £1,500. J. Warrington, 6 Chequers Cottages, Gaddesden Row, near Hemel Hempstead. Tel: Hemel Hempstead 63074. (10335

ALFASUD TI 1.3. Oct. '77. 4,000 miles. Red, immaculate condition, tax June '78. £2,650. Tel: Watford 40799 evenings. (10336

LANCIA FULVIA 1.3 Zagato coupe, 1969. EBB 40 K, full MoT, taxed. Enthusiast maintained. £650. Series III Appia Sedan, excellent mechanics, some bodywork restoration needed. £250. 0657 2709 (Cumbria). (10339

1953 CITROEN LT15, less g/box, engine. £110. Austin 10 rolling chassis, £25. Want Alfa 1750 eng./g-box. Bewdley 403919. (10340

LANCHESTER 14 1953. Maroon, much admired, low mileage, used daily, taxed, MoT December. £450 or offers to: Bousfield, 24 Hazel Grove Road, Sutton, Keighley. (10341

XK150 1959 3.4 FHC. White, red interior, restored body and mechanicals. Offers circa £3,000. Telford 54594 evenings. (10342

SCIMITAR GTE 1977. Yellow, one owner, immaculate; power steering; Wolfrace wheels, overdrive tints. £5,200. 021-351 3651. (10348

LANCIA FULVIA 1.3 Coupe S2, 1973. White, 33,000m., radio, electric aerial, taxed, MoT. Private sale, £1,300. 01-892 8989. (10346

FOR SALE–continued

DAIMLER 2.5 V8, 1965. Sand gold with beautiful tan leather interior. 59,000 miles, p.a.s., Radiomobile cassette stereo. Reclining seats, HRW, recent new tyres, perfect running condition, MoT March '79. Taxed. Exceptional throughout. £900. Bolton 53234. (10347

MORGAN 4/4 4-seater, only 6 months old and 3,500 miles. Red aluminium body and wings, wires, tonneau, folding reclining seats, luggage carrier, towing bracket. £5,300. Durham 61930. (10345

SUNBEAM ALPINE Series Five, 1966. 'D' Reg. 1725 c.c. Dark blue. Overdrive, removable hard top and tonneau. A superb example offered at £800. Salisbury 5556. (10344

1973 RELIANT Scimitar. High ratio axle. Manual gear change. Ivory body. Black vinyl top. Black interior. Large sunroof. 4-speaker radio. Rear wiper. Electric windows. Chrome/mag wheels. Very good order throughout. New shock absorbers. Taxed. Long MoT. £2,250 o.n.o. Pemberton, 64 The Green, Twickenham, Middlesex. 01-894 1024. (10441

25/30—1937 ROLLS-ROYCE 4-door sports saloon by Thrupp & Maberly. £5,750 or p/ex Rolls-Royce Cloud I. Telephone: Modbury 351 after 6 p.m. (10442

ALVIS GREY LADY saloon 1955. Two tone blue; W/W. MoT September. Emigration forces sale, hence £850. Tel: 0704 840204. (10437

AUSTIN 8 TOURER, needs restoring, plus one for spares. £240 o.n.o. Ring: Kington 357 Herefordshire. (10490

JAGUAR MK. 2 3.4 1968. Manual, grey, 68,300 miles. Good condition. £525. Cumnor 2759 (Oxford). (10438

DAIMLER SP250, 1962. DLOC prizewinner, in very nice condition. £700 spent on engine, suspension and steering last year. Serious offers only. Tel: Kings Langley (Herts) 68278. (10439

MG-C ROADSTER, 1969. Wire wheels, o/drive, radio, genuine 50,000 miles. Taxed. MoT. Excellent condition. £995. 061-643 6715. (10444

CAPRI 3000E 1972. 41,000 miles. One owner. White. Excellent bodily and mechanically. Broadspeed suspension, laminated screen, sunroof. Alloy safety wheels. Cibie quartz. £950. Sevenoaks 61575. (10445

XK120 DROPHEAD coupe 1954. Black, original, reputed mileage. £500 just spent. £5,500. Phone: Ingrebourne 42752. (10446

MG-C 3-LITRE Roadster. Blue, full MoT, taxed. Excellent original condition, mechanically and bodily. Genuine low mileage. Complete new exhaust system. (MGOC). £975. Tel: 01-594 4287 (office). Purfleet 6124 evenings. (10448

FOR SALE–continued

LOTUS SEVEN S4, 1972. 'L' Reg. X/flow. Immaculate condition. Spax, p/b radio, f/harness, s/belts, a/horns etc. 01-504 1062. (10447

1939 BUICK Straight Eight Saloon. Very good condition. Retrimmed and resprayed. Twin mounted spare wheels, tinted glass. Very reliable. Offers around £2,000. 01-674 5411. (10449

LANCIA 1600 HPE; registered October 1977. 3,000 miles. Privately owned. £4,100. Harpenden 63931. (10450

BENTLEY MODEL S2 1961. Black, 80,000 miles; also separate engine. Further details, phone: Mr. C. Sexton, Medway 77711 (daytime). (10451

1938 MORRIS EIGHT complete, Series 1. £500 (engine completely rebuilt). Weymouth 6202. (10452

MG-B ROADSTER 1973. White, overdrive, radio cassette, underseal. Regular garage servicing. New clutch, alternator, batteries, good condition. £1,290. Dr. Calvey, Canterbury 66877 weekdays. (10453

1936 AUSTIN 10 Cabriolet, some work required. No reasonable offer refused. Newick 2359 (East Sussex). (10454

1938 SS 1½-LITRE Jaguar Saloon. Beautiful black coachwork; leather and dash excellent; doors re-skinned, re-wired, new chrome, tools, handbook. Must be good value at £2,900 o.n.o. Please send for photo: "Kenmare" Barton Road, Thurston, Bury St. Edmunds, Suffolk. (10455

MERCEDES BENZ 280SL, 1970. Red, black int., 48,000 miles. Full history. In beautiful condition. Camberley, Surrey 27641. (10456

SUNBEAM 1935 Speed 20 Saloon, 70% restored. £1,850. Lincoln 50228. (10457

RILEY FALCON 1935. Good running order. £650. Lincoln 50228. (10457

1934 RILEY LYNX 9 Sound and running. Unrestored and needs further work. Offers. Box 5715. (10459

LOTUS ELITE 501. Stunning black 1976 vehicle in excellent condition, 22,000 miles and fully serviced throughout by same dealer. Extras include stereo cassette radio and Halogen lights. This car is fabulous and must be seen. £6,450. Call Painswick 813689 evenings; Tetbury 52171 work. (10460

BENTLEYS: Two Sils for the price of one, 1960 and 1961; both in good condition; one with new engine. £6,950 o.n.o. the pair. Halifax 31475. (10462

ASTON MARTIN DB5, 1965. Fiesta red, dark red interior. Standard engine, ZF five-speed gearbox; two sets of wheels; new tyres; stereo radio/8-track; taxed and tested. £2,200 or exchange Bristol 404/409; 061-643 2387. (10465

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Midlands Morgan Agent

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HALESOWEN, BIRMINGHAM

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CRADLEY HEATH (0384) 67675

The man from Motor Sport is really chasing me this month, so will have to be brief.

MORGANS for sale:

MORGAN PLUS 8, 5 speeder, brown with stone interior.
MORGAN 4/4, 4 seater, 1976 red with black leather and wires.
MORGAN 4/4, 4 seater, 1972, white with red leather and wires.
MORGAN 4/4, 2 seater, 1972, blue, alloy body and wires.
MORGAN 4/4, 2 seater, 1970, white, as picture.
MORGAN PLUS 4, 4 seater, 1957, new chassis, frame and trim.



NON MORGANS

MGB, roadster, 1976, black with chrome rostyles.
MGB, roadster, 1973, blue with tan interior.
MG Midget, 1972, blue with tan interior.
MG Sprite, 1970, red with black interior.

MORGAN GOODIES

Ties £1.75 Badges £0.75.
Key Fobs £1.10.
MORGAN Sports book £1.95
MORGAN First and Last £5.95.
More **MORGAN** £5.95.
4 wheeled **MORGAN** £4.45.
All prices include p&p.



The London *Morgan* Distributors

APRIL is the time of the year for spotting new **Morgan** owners. How? By seeing the flies on their teeth when they smile. Aero screens for **Morgans** are only £12.50 each. **Morgan** stock at the moment is somewhat on the low side so if you have a **Morgan** for sale please ring. 1977 **Morgan Plus 8** low mileage as you might expect (always think that expression can mean anything from 100 miles to 20,000 miles), folding and reclining seats in black leather. British Racing Green is the colour.

For those with more than number one to look after there is an Oct '67 **Morgan 4/4** 4 seater in jet black, folding and reclining seats, easy clean (why people call them that I'll never know), wheels, luggage rack, 3,000 miles and one good **Morgan** owner. **Morgan +8** also British Racing Green reg. Dec. '74, black interior, I can only describe this **Morgan** as one of the best +8's I've seen for many **Morgan** moons. The mileage is low (that word again) and has only had one owner. Last month we advertised a 1972 **Morgan 4/4** 2 seater in highly desirable metallic beige with brown leather (not caused by previous owner's bicycle clips giving way) and bucket seats. This car was sold but another **Morgan** which I can only describe as its twin **Morgan** sister is here although a **Morgan** moon younger. 1969 **Morgan 4/4** in signal red was returned to us by its owner stating that as he had owned the car from 1970 it was time somebody else had the opportunity of finding the thrill of **Morgan** driving. Wire wheels are fitted and we can verify the mileage as all the services have been carried out by us. Bench seat and chrome luggage rack are the other extras or at least the luggage rack is but the **Morgan** original bench seat should be put in as an extra for the current models. Sadly missed! 1970 **Morgan 4/4** 4 seater in orange 72 spoke wire wheels, leather interior, aluminium body, tonneau cover, rear view mirrors.

We have also just purchased a new **Morgan Plus 8** in brown with beige interior and beige hood obviously fitted with 5 speed box and not as some people seem to think a fortune over list price (how some people think the price they quote in that well known Sunday newspaper will actually be paid amazes me especially when they fail to make the price and expect us to pay it!) 1975 **Morgan 4/4** in blue, the dark version, wire wheels, leather interior and bucket seats. 1974 **Morgan 4/4** in yellow, steel wheels and bucket seats. We are also expecting a **Morgan 4/4** 1966 in blue and a 1957 **Morgan Plus 4** but will have more details next month. A small note to anybody who read that chap over there's Traffic Light GP list last month. If you qualified on all points which strikes us as possible you would come out with –83 points so you had better keep your nylon stocking firmly on whilst riding tandem backwards.

Racing Department, Stop Press! First overall Mallory Park 12th March.

morris stapleton

Reece Mews, London SW7 01-589 6894

FOR SALE—continued

1959 JAGUAR XK150 S fixed head coupe. One owner. Registered number WYH 150. Indigo blue with beige upholstery, new headlining and carpets and batteries. Restored as original. In superb condition. A really exceptional car which has never had a crash. £5,500. Ring: Nutfield Ridge (Surrey) 3242. (10461

ROLLS-ROYCE chassis 1926, 20 h.p., fully restored to as new condition, £4,000. Body parts to complete car can be supplied as required. Halifax 31475. (10462

BENTLEY T-TYPE 1968. Excellent condition, full history known. Just returned six years South France. New Michelin tyres, air conditioned. £7,200. Frensham 3473. (10463

1935 AUSTIN Light 12/4, rebuilt engine, rebored, crankshaft reground. £250 or offer. Buyer to transport. E. Shearman, 6 Church Road, Great Stukeley, Huntingdon. (Huntingdon 55913). (10466

SEDANCA-DE-VILLE Rolls-Royce Phantom III. Coachwork by H. J. Mulliner. Fine condition throughout. 5 owners. £10,500 o.n.o. Phone: 01-546 2027. (10468

BENTLEY SIII. Good condition throughout. Over £1,200 spent this year. Some history. £5,750 o.n.o. Tel: 061-483 6256 or Poynton 3678 evenings; weekends. (10469

ASTON MARTIN DB6, 1968. In beautiful condition with usual refinements, AMOC member. £3,750 o.n.o. Wallingford (0491) 36390. (10470

PIPER P2 1971, 1600 c.c. (Supercharger available). Good example of marque. £1,500. Chesterfield 850559. (10471

ENTHUSIAST'S SALE: 1939 Vauxhall 10 saloon, excellent. 1958 MG-A coupe, good. Offers. Phone: Hitchin 33819. (10473

1939 ARMSTRONG Siddeley, reconditioned engine, rewired, bodywork and tyres good. £1,000 o.n.o. Fowey 3458. (10474

CHASSIS NO. 1: Standard Vanguard Sportsman, 1956. Perfect running order, overdrive TR2 engine, original log book, new MoT, no rust, many spares, £800 or consider offer. See Exchanges. Roy Spiers, 27 Cliff Drive, Canford Cliffs, Poole, Dorset. Tel: 0202 700200. (10475

MG MAGNETTE ZA, 1956. One owner, undersealed at purchase Sept., MoT, inspection and reasonable offers invited. Kingsbury NW9. 01-205 7613. (10480

1954 MORGAN +5 flat rad, for restoration. Stored since 1966. Spare engine. Offers. Tel: 0246 862567 Chesterfield. (10481

ASTON MARTIN DBS, 6-cylinder 5-speed manual; tinted electric windows; chrome wire wheels 1968, stereo/radio. £2,995. Dorking 2252 (day); 6030 (home) Surrey. (10482

FOR SALE—continued

VERY SPECIAL MAXI 1750. Enthusiast's concession to family motoring. Prepared/maintained regardless of cost by professional tuning specialist to HL plus standard. 1972L, radio, sunroof spotlights, electrical cut-out, O/S tyres etc. Tax/MoT October. Unexpectedly for sale through unexpected opportunity. £1,100 o.n.o. Fovant (072 270) 258. (10476

AUSTIN CHAMP Diesel, good order. £400 o.n.o. MG ZB. Immaculate original condition. £500 o.n.o. Northop 232 (Flintshire). (10477

TVR TAIMAR 'P' Reg. White, Sundym, Targa top, 13,000 miles. Immaculate. The only 1600 engined Taimar ever built. £3,450. Ring: 0792 781944. (10478

1929 PACKARD Senior 8, 6th Series 645 complete, original, unrestored chassis, engine, bonnet and wings. £4,000. Box No. 5714. (10479

1936 LAGONDA LG 45 Drophead. Restored chassis. Body restoration started but not completed. £4,500. Box No. 5713. (10479

1970 DB6 MK. 2 Aston Martin, very rare, last of classic shape, chrome wire wheels, Whitewall tyres, tinted electric windows, investment. £5,000. Dorking 2252 (day), 6030 (home) Surrey. (10482

JAGUAR 3.4S, automatic. Pale blue, red trim. Immaculate. 48,000 genuine miles. £875. Also lidded vintage style box trailer with Austin 7 wheels. £90. Droitwich 5779. (10494

GILBERN 1800 GT, 1965. Usual extras. MoT. £650. Home improvements force reluctant sale. Croprady 701 (Oxon) home. (10483

ALVIS TF 1966. Dark green saloon; hide upholstery, 60,000 miles, 5-speed gearbox, p.a.s. discs, wire wheels, radio. Taxed, MoT October. Ill health sole reason for sale. £2,350. 045-388 2213. (10485

SUNBEAM TIGER 4.2 V8, 1966. Excellent condition throughout. Midnight blue with matching hard-top, soft-top, tonneau, Dunlop alloy wheels etc. Long MoT and currently taxed. £1,100. Tel: Nottingham (0602) 283787. (10486

TVR 1600M 1976. White with tan interior, tinted glass sunroof, radio. Immaculate. £3,195. Harpenden (05827) 61357. (10487

AUSTIN HEALEY 3000 Mk. III, 1966. Dark blue, very thorough restoration just completed. £3,250 o.n.o. Phone: 01-603 6571 evenings. (10489

TR7 5-SPEED. White with red tartan, 1977. Like new, under 9,000 careful miles. £2,950. Ware (0920) 5647. (10491

MG-A FHC, 1958. MoT till Jan. '79. Taxed, engine rebuilt 6,000 miles ago. Excellent runner. Good condition throughout. £650. Luton 25784. (10492

FOR SALE—continued

LOTUS 2+2S 130/5, 1973 Series. Red. Genuine 43,000 miles. 5-speed gearbox. £2,495. HP and exchange possible. Bournemouth 293541. (10318

ALFA 2000 GTV, 21,200 miles. One owner. Excellent condition. Nov. 1973. 8-track stereo. Best offer over £2,300. Tel: 0246 33136. (20695

E-TYPE ROADSTER. 1970J. Red. XJ6 tyres on CWW. Sundym, three owners from new. 56,000 miles. Stunning condition. £3,500. Might exchange. Bishops Waltham 2858. (10111

E-TYPE FHC 1965. Taxed, very straight body with recent black and gold respray. Real eye-catcher. £1,325. Might part exchange. Bishops Waltham 2858. (10111

1966 TIGER 260 V8, LHD. MoT. rebuilt engine, alloy wheels, hard-top and many new parts. Owner's handbook, workshop manual. Used as second car, hence good condition throughout. Bargain £1,250. Due to company car. 01-642 0298 evenings. (10332

MOTO PEUGEOT P105, 350 c.c., OHV. 1929. Complete for restoration. £400. Gerard Colinvaux 6920 Wellin, Belgium. (67097

BUGATTI TYPE 59. Mint. Substantial offers. Replies to Box 5709. (10319

1954 COOPER-JAP Mk. 9 500 c.c. racing car. Rebuilt to showroom condition. Best offer by 24th April. Tel. (0706) 33516. (10107

BORGWARD ISABELLA TS Saloon 1960. A rare car having covered only 61,000 miles since new. Finished in original maroon with beige interior. One family ownership since new. A truly outstanding example. All sensible offers considered. Tel. Guildford 67153 weekends only. (10087

MG ZB MAGNETTE 1957. Mechanically sound; recorded mileage 70,185; new clutch, rebored +20 thou 15,000 miles ago. Workshop manual. Failed MoT requiring new inner/outer body sills, otherwise OK but original paintwork. Good ZX tyres, £165. Stedman, Raymonds Hill, Axminster, Devon. Tel: 33228. (10527

FROGEYE SPRITE 1961. Sound and in very reasonable condition. Good hood, tonneau, hard-top. £295. Stamford (0780) 2180. (10528

RILEY ELF Saloon, first registered October 1969. Grey/white with red hide. 39,000 miles only by one lady owner. MoT and licence to end of September. One of the last built of this famous Mark. Full service history. Best offer over £700. Tel: Haywards Heath (0444) 50786. (10529

BMW 2002 1973. Green metallic/black cloth, 40,000 miles. Endrust treated, radio, 11 months MoT. £1,800. Frodsham (Cheshire) 31240. (10535

FOR SALE—continued

1931 LINCOLN V8 KB. Fine original chassis ready for coachwork. Complete with wings, bonnet, lamps, instruction book, mascot. Offers on £7,500. Box No. 5719. (10534

1928 STUTZ Series M. Complete restored chassis and rebuilt engine; bonnet, front and rear wings, lamps, mascot, instruction book. Remains of Lancefield Sports Saloon body for fittings and patterns. Offers on £8,500. Box No. 5726. (10534

1960 ROVER 80 collector's car, only 2 owners; original log book; excellent condition body/mechanics; specialist Rover Mechanic maintained; MoT November 78. £900. Meopham (Kent) 0474 813210. (10536

LANCIA FLAMINIA 3C Convertible with hard-top, LHD. 1963 with aluminium body by Touring. Repainted Midnight blue with new carpets and hood; recored radiator and much rechroming. Serious offers over £2,000. Also 1961 Farina Coupe, white with tan interior. £950. Tel: Northampton (0604) 33978 Tues.—Sat. all day and evening; or Preston Capes (032736) 372 on Sundays and Mondays. (10537

MK. I CONSUL 1956. Excellent black bodywork chrome, recent engine overhaul, new clutch, radio, seat belts, no rust. Genuine car, reluctant sale. £450. Telephone: Northampton (0604) 45540 evenings; or 37211 daytime (Mr. Payne). (10538

TVR 1600M. 1976. Nov. Silver, 9,600 miles, vinyl roof, sunroof, Elec. ignition, radio, etc. Immaculate, £3,350 o.n.o. Tel: 01-643 1032. (10540

RELIANT SCIMITAR GTE. O/drive, 1974N October. White/black cloth interior. One private owner. Chrome wheels, electric windows tinted glass, 1 year's MoT, tow bar. Radiomobile cartridge/radio. HRW, reclining seats, spot lights. Absolutely beautiful car throughout. £3,295. Terms possible. Cuffley 5170. (10541

TIGER 4.2. 1967. Full MoT taxed, hard and soft tops, tonneau, chrome Rostyles, XAS, in superb condition throughout. If you want a Tiger this is the one; not cheap at £2,900 but worth it. Finance possible. Evesham (0386) 860658. (10542

1934 MG PA Sports two-seater in first-class condition. Finished in BRG and tan upholstery. A very pretty and reliable road car. £3,750. Phone: Ritchie, Dorking 730832. (10543

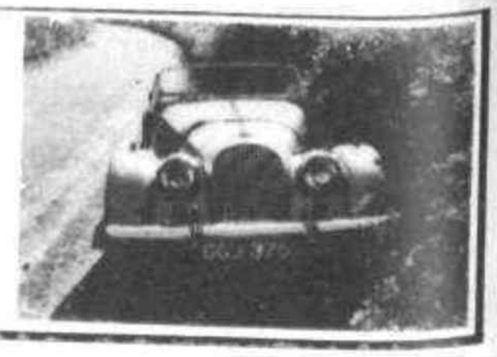
VERY FINE 1934 Lagonda Rapier with attractive rare Abbott two-seater tourer body. Full weather equipment; four new tyres; still running-in after engine rebuild. £4,500 o.n.o. Further details telephone: Whitley Bay 525928 evenings or weekends. (10519

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John Britten

Morgan

TVR

Saw at the wheel and grit your teeth (as you drive your Morgan round Hampstead Heath). **Morgan Plus 8,** 1974, Silver, grid, radio, friend of ours father-in-law's car. Morgan 4/4, 1967, Magenta, was owned by computer specialist but has sold car, copped out of computers and is going to join a pop group; 1600 engine. **Morgan 4/4,** 1976, deep bronze green, stone leather. **Morgan 4/4 4-seater,** 1970, Royal Ivory, wire wheels. **Morgan 4/4,** 1975P, metallic blue, wire wheels, bucket seats, radio. **Morgan 4/4 4-seater,** 1972, orange, brown leather, reclining seats, radio, electronic ignition, wider-than-average wheels. **Morgan Plus 8,** 1977, Signal red, outside door handles. **Morgan 4/4,** 1975P, wire wheels, brown leather, late property antique dealer/boat owner (an unpleasant expression that reminds me of my un-favourite sailing magazine, the one with articles on how to make fenders for your 19 ft. floating caravan out of used go-kart tyres and a paraffin tin cut in two). **Morgan 4/4 4-seater,** 1975, black, wire wheels, red leather, reclining seats, door handles, clock, one owner, reversing lights, nice reg. no.. **Morgan 4/4,** 1968, B.R.G., reconditioned engine, Brooklands wheel; the owner came from a bit further south, where he was a farmer's boy. **Morgan Plus 8,** 1970, orange, grid, spare wheel cover. **Morgan 4/4,** 1972, yellow, wire wheels, bucket seats, spotlamps, has passed through our hands before. **Morgan 4/4** 4-seater, 1973M, Ivory, wire wheels, grid, reversing lights etc. **Morgan 4/4,** 1969, yellow, wire wheels. **Morgan 4/4,** 1973, Signal red, Plus 8 spots, wire wheels, stoneguards, grid, mirrors. **Morgan 4/4,** 1974, orange, wire wheels, bucket seats, taken in part exchange against a car of mine. **Morgan 4/4,** 1974, Brunswick green (deep, of that ilk), Janspeed engine, spotlamps, bucket seats, good reg. no. **Morgan 4/4 4-seater,** 1972L, Canary yellow, wire wheels, black leather, one owner, purchased new from our good selves. **Morgan 4/4 4-seater,** 1972L, red, stone leather, wire wheels, taken against Plus 8, radio, chrome Rostyles. **Lotus +2S 130,** 1971, blue silver. **Arkley SS,** newly built, regal red, gold pinstripe, Cobra alloy wheels. **Arkley SS,** black, gold pinstripe, 1500 unit, as featured in Autocar, Wolfrace wheels. **Arkley SS,** 1976P, flame red, Cobra alloy wheels. **Jensen Healey,** 1974, yellow, hard and soft tops. **Suzuki 250GT,** 1975, gold, crash bars, cover, luggage box containing interesting and odorous appurtenances. **NEW MORGANS:** News from Mogsville is pretty bleak as regards delivery times; it really is necessary to get your name down well in advance. Funny to think that just over 20 years ago it was quite hard to sell new Morgans, and they depended on export markets for survival. Meanwhile, you could always join the Morgan Sports Car Club (Sec. Chas. Smith, The Angels Nest, 23 Seymour Avenue, Worcester) and pass the years by reading the club magazine "Miscellany". I mention this because in the latest issue they have two letters of complaint, one from a new member whose moan is that his first issue of the magazine came in a grubby unsealed *previously used* (my italics for a delightful phrase) brown envelope lacking a welcoming letter. The other complaint came from a Scot who grudged the amount of money the Club spends on the magazine, can't afford to risk pranging his Plus 8 racing it, and wishes to learn about gadgets and maintenance. Well, this remarkable 48-page magazine may be a little short on gadgets and maintenance, but in the current issue can be found a fantastic list of Club regalia, from tie tacks at 75p to Morgan Wings Badge (wire) at £4.00 (I can't work that one out; maybe it's just for the angels). The Centres have names like Smog Mog (London) and Hop Mog (Kent); Bog Mog, oddly is in Bristol rather than Ireland. The South Wales Secretary is a young lady by name of Miss Vicky Trick, who sounds to be a very slick chick. An advertiser offers Swiss-style holidays at "Heidelbury" in Malvern (H. & C., electric fires, 5 mins from Worcestershire Golf Course and the Morgan Factory). There are pictures, articles and reports on races and sprints, the Silverstone Test Day, various Club awards with nice names like the Pickersleigh Cup and the Nil Desperandum, a £20,000 inter-club concours, a £3,000 MOG '78 draw etc etc. The news reports from the Centres include a mention of Sunday lunchtime meetings at the Arkley pub, Arkley. "Always a popular venue (it says), just down the road from Mr Britten's at Barnet Road. Most of the Mogs seem to know the way back there". There are always interesting letters from Morgan owners abroad; W. R. Worral from Hong Kong sends pictures of "Betsy", his 1953 Plus 4 Flat Rad, and one picture shows it in the lead of the 1954 Macau Grand Prix (in front of some TR2s, BN1 Healeys and a couple of Mk. I Zephyrs) – but a wheel flew off on Lap 5. Mr Fred Wood of Brighouse, Yorks is rebuilding a 1958 Plus 4 with what seems to be a copper body. Mr. A. Sturle has found that what you or I would call Michelin ZX tyres, but the magazine prints as 2 x, run nicely on his Morris Traveller and wants to know if anyone has tried them on a Morgan (they probably give twice the life!). Peter Campbell offers a bed for the night, meal, assistance or whatever in Wolfenbuttel, Germany. Gunther Weber offers his home near Frankfurt as a point of rest for tired Morgan owners. Mr. Pearse from Dundee writes to say that his Local Authority think he has a MROGAN. Peter Wehr sends in a picture of a Weber-scoop made out of part of a VW Beatle. I'm not sure that Charles Smith's spelling is quite 100%, either. Peter Werner from Sweden wants to go shares on a carpenter to build two replica bodies, and offers free guest beds 80 miles (half an hour drive, he says) from Stockholm. Jeremy and Anne Gibbins write to say that Miscellany gets better and better. What can I do but agree? On the subject of bureaucratic oddities, I recently sent to the US Embassy in London for a visitor's visa. Back it came in an envelope on the outside of which they had written "Send S.A.E. in future". Well, you probably know that British citizens normally get a lifetime visa to the USA, and I was no exception. But I have a message for the gentlemen of Grosvenor Square. Next time I write for a US visa, from that never-ending Motorway up there in the sky, I will be sure to send you a stamped, addressed envelope. (But, if you find it's a little scorched round the edges, you'll know I'm writing from the eternal breaker's yard down below). **NEW TVRs:** We sell these cars in ever-increasing quantities; can sometimes deliver from stock. We have a beautiful matched pair of Taimars at present; dark silver with pale silver model band, and vice versa. Demonstrations (including the Turbo) by appointment. **ARKLEY SS:** A conversion kit for all years of Sprites and Midgets, remarkably inexpensive and easy to fit. Top-rated kit by What Car magazine. Please send us 25p to receive our slightly out of date brochure+Autocar write-up. We also sell various books on Morgans, TVRs and one on kit cars like the Arkley. I have recently been toying with the thought that thoroughbred sports cars ought still to be known by their RAC horsepower rating. Now this is actually measured by reference to the bore only, not the stroke of the engine, and this would give short-stroke Ford engined cars a ridiculously high rating. Better, I think to award *moral* h.p. figures to our favourite cars. For instance, 12 h.p. Morgan 4/4 1500, 14 h.p. 4/4 1600. The Plus 4 would be 16 h.p.; the Plus 8 30 h.p. The Arkley 10 h.p. was superseded by the 12 h.p. model two or three years ago. Where I live, quite a lot of people have Morris Travellers; mostly the later 9 h.p. model. To close this month, a word for Morgan owners who may have seen Star Wars: May the 4/4s be with you.







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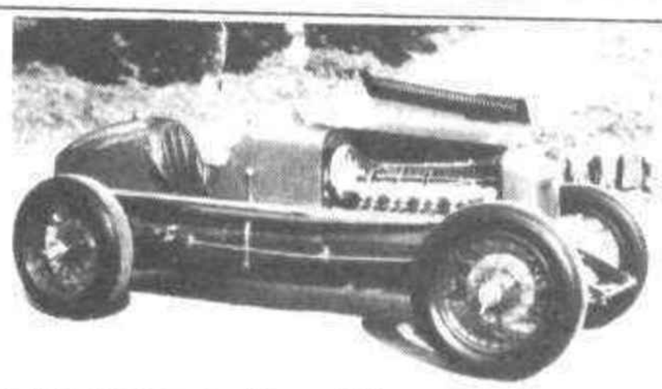
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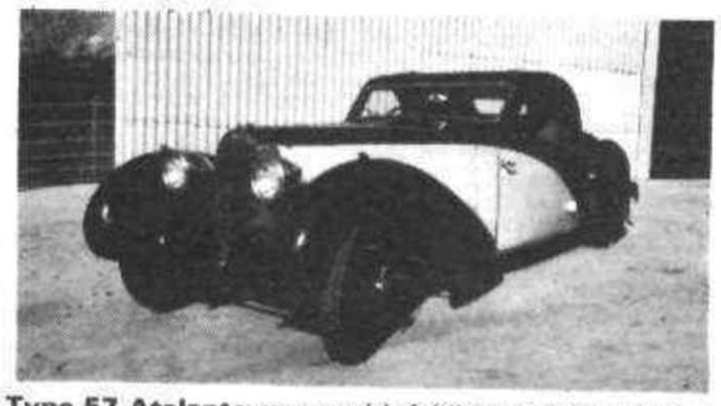


1936 Austin 7 Nippy 2-str. **£2,850**
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1952 Bentley Mk. VI standard sln. **£4,250**
1952 Jowett Jupiter coupe **£1,200**
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1958 Rover 90. Very nice **£575**
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FOR SALE—continued

TRIUMPH STAG 1971, automatic, Hard-top Royal blue with black interior. Cassette stereo/radio. New tyres, exhaust, 2,900 miles since new engine. Tax, MoT. Beautiful condition. Reluctant sale, £1,595. Tel: Crayford 529 189. (10734

FIAT FERRARI Dino Convertible; works hard-top, 5-speeds, knock-on alloy wheels, new hood, carpets. Superb throughout. 'P' Reg. Ex racing owners. An investment, yet practicable at £1,995. 01-478 8178. (20917

1936 PACKARD Super 8, 32.5 h.p. sedan, in sound original order. Requires painting and chroming. £2,000. Romford 40930 after April 14th. (10735

1950 BENTLEY Mk. IV, standard steel 4¼, well above average condition. Recent covers, handbook, MoT. £2,800. Romford 40930 after April 14th. (10735

1952 RILEY 1½-litre. Big-ends gone. Con-rods remetalled ready (£40). Needs new pistons, good exhaust, tyres (2 new). Load spares including car, manual. Scruffy condition. £150. McAllister Blackburn (0254) 55895. (10737

MASERATI 3500 GTI. Fixed head coupe. Sunroof, radio, new tyres, battery. £2,000 o.n.o. Consider p/ex smaller car. McPherson, Upper Milton Wells, Somerset 73479 evenings. (10736

AUSTIN 7 Box Saloon, 1933. Good overall condition. Taxed £875 o.n.o. Tel: Weston-S-Mare 812791. (10738

PEERLESS GT 1959. Requires some attention; TR3 engine in good condition. Cumming, Main Street, Abernethy, Perth. (10739

ROVER 2000 automatic. Tobacco, black interior. Taxed, MoT, extras. Absolutely outstanding. Immaculate. First to see will buy. Demonstration arranged. £1,499. Rackenford 210. (10740

GILBERN INVADER III auto, 1973. Black tulip, new exhaust, usual extras. £1,650. Baschurch (Salop) 766 or Frome (Som.) 4221. (10741

MG-C GT, 1968. White, wire wheels, overdrive, radio, average condition. £735 o.n.o. Phone: 01-674 7815 after 7 p.m. (10742

1950 FORD PILOT to be restored, 82,000 miles. £85. Phone: Honiton (Devon) 2976. (10743

MORGAN TRIKE 1934 MX 2. Super Sports, MoT. £3,250. Also 500 c.c. Norton 1948. Completely restored. £750. Phone: Bolton, Lancs 655117. (10744

ROLLS-ROYCE Cloud II, 1961. Excellent throughout. Sunshine roof, radio, 118,000 miles. £6,950 o.n.o. Chrishall 382. (10746

MERCEDES 280 SL, 1970. Red/black interior, H/S tops, tints, 3rd seat, p.a.s., auto, radio, an original and immaculate car throughout; reluctant sale, £4,750. Telephone: home: Timsbury (0761) 70879; office: Bristol (0272) 641111 Ext. 2101. (10747

MERCEDES BENZ 190SL Sports, 1961. Soft top. Well maintained, in good order. £1,975. 01-508 2233. (10756

1933 MG 'L' TYPE, with NA engine, almost complete car excluding bodywork. Ideal and rare restoration opportunity. Also MG J2 rolling chassis. Details from Halifax 57573. (10748

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FOR SALE—continued

1934 MG MAGNETTE. Supercharged, excellent condition. Rare exciting and much admired. Reluctant sale. Box 5725. (10748

1937 BENTLEY. 4¼, drophead, body Park Ward. Offers over £15,000. Evenings Sidmouth 3543. (10749

LANCIA FULVIA S3 Coupe, 1974 September. Green/beige trim. Sunroof, radio, etc. 35,000 miles. Must be seen. £1,750. Tel: Onecote 325 (Staffs). (10751

JAGUAR 3.4 'S' type, auto. Virtually one owner from new. The most superb, original example of this collector's item. Looks and drives like new. Low genuine mileage. Maroon/beige interior. £1,290. 01-223 9619. (10696

LANCIA COUPE 2000 HF, 1975 December. Fuel injection. Immaculate in red. Excellent mechanics and tyres, stereo radio, 42,000 miles. £1,650. East Sussex, 043-57-350. (10695

HEALEY 3000 Mk. III, 1965, BRG. Fortune spent (literally) on making this truly superb, including body rebuild (Ziebart guaranteed) engine rebuild, plus much else, all John Chatham. Offered for tearful sale, £4,000 o.n.o. Brighton 551613. (10720

RENAULT 17TS Gordini, 1973. Hard-top/electric sunroof and windows. Stereo cassette/radio. Special registration number SOA 9. Very attractive car in excellent condition throughout. Absolute giveway at £1,275 o.n.o. Telephone Brighton (0273) 551677. (10697

MG TD AND TF. £4,250 and £3,400. Sell or exchange for large open 2/4-seater sports or W.H.Y.? Tel: 0492-68 454. (10698

LOTUS EUROPA twin-cam, 1972. Black J.P.S. 24,000 miles. Perfectly maintained. Absolutely superb condition throughout. Reluctant sale. Investment: £2,300. 021-354 4434. (8919

RILEY ADELPHI 1936. Long MoT, sound, recent engine rebuild needs some refurbishing. £666. Tel: Milford on Sea 5448. (10702

MG TD 1952. Dark blue. Good all round condition. Much new mechanical work completed. MoT. £2,700. Loughborough 843287. (10703

BRISTOL 403 1954. Bristol red paintwork slightly chipped, otherwise immaculate; interior excellent, ditto mechanics, in daily use. £2,250 o.n.o. Brain, Tel: Wem, Shropshire 32446 or 32350. (10759

E-TYPE SERIES TWO, 1969. FHC. One previous owner from new. 76,000 miles. White. £2,750. Tel: 05645 78142. (10760

COLLECTOR'S SPECIMEN Daimler Sovereign 1968. White/blue interior. 38,000 miles. Complete documentation. Original unused tool kit. Over-carpets from new. This fabulous car is in mint condition. Offers around £2,000. Phone: Lockshealth 84956 (Nr. Southampton). (10763

INNOCENTI MINI Cooper 1300 'S', 1976. Sunroof, cloth trim, cassette radio, electric aerial, full instrumentation, alloy wheels, low mileage v.g.c. £2,450. Slough 23788. (10733

JAGUAR E-TYPE V12. Black drophead. Distinctive registration, under 17,000 miles. Immaculate appreciating asset, £6,950. 021-706 1354. (10685

MG MAGNETTE 1956. Many extras. Original log books. Suitable restoration project. £100. Newmarket 742003. (10686

1967 ASTON MARTIN DB6 Estate car. One of only three made. Excellent condition throughout. Manual gearbox, chrome wire wheels, silver grey with red hide trim. £6,950. Bourne End (06285) 20300, Bucks. (10688

1962 ROLLS-ROYCE Phantom V full limousine with occasional seats. Coachwork is unmarked with grey leather trim throughout. Extras include Sundym glass, refrigeration and electric divider. £12,950. Bourne End (06285) 20300, Bucks. (10688

SUNBEAM TALBOT 1957. Converted to Caravette. New rear body, front original, 3 owners. Unused few years. Offers: Sandbach 2773 after 6. (10689

TR3: AS RACED in 1959 Championship winning form by R. W. Selincourt. Recently rebuilt and in excellent competitive shape. Lawrencetune engine, L5D. Reg. 33 ONK. £1,250. Contact: Berkeley Paget on Chalfont St. Giles 2820. (10690

JAGUAR 420G, 1970. Reg. 1969. Elec. windows. Auto transmission. Good sound condition. £795. Box No. 5723. (10693

ROVER 2000 SC. Sept. 1968. White. MoT. £495. AJS Model 16 motor cycle 350 c.c. 1964, running order £250. Velocette Mk. 1 Le 1950, complete but dismantled. £150. Phone: Wormley, Surrey 2364. (10694

LANCIA LAMBDA 8th Series aluminium-bodied four-seater saloon, unused since 1966. Unique vintage car in need of restoration. Offers over £4,000. Phone: Barcombe (Sussex) 400518. (10700

AUSTIN HEALEY 3000, 1961 model. Very good condition. £1,750. Gaylard, Taunton 412454. (10701

ALFA ROMEO 2600 Sprint, 1965, for spares or restoration. Some rot, but not as bad as many. Offers: St. Albans 60861, evenings/weekends. (10921

ALMOST UNIQUE: Only six in Alfa Romeo Club Giulia Spyder 1600, LHD, 1966, import reg 'K'; taxed, tested; serviced. Garage maintained. Last 16,000 complete engine overhaul/renewals, box, clutch, front/rear suspension, brakes, seats, tonneau, hard-top. Not concours but v.g.c. OAP reluctant sale. All known faults, quirks revealed to genuine buyer with (Insce value) £700 cash. Travel 50 miles from Bournemouth by appointment. Box No. 5721. (20894

FOR SALE–continued

Z BUL ON RARE TRITON road/racer, space frame, fibreglass coupe body. 138 b.h.p. MG-A block with Derrington head, some work needed. £950 o.n.o. Redhill 65563. (10544

TRIUMPH TR6, 'L' Reg. Excellent condition. Maroon. 44,000. MoT. tax. radio, O/D. £1,500 o.n.o. Tel: Tunbridge Wells 38311 Ext. 2 day. (10545

BRISTOL 409, 1966. Rebuilt automatic transmission, reconditioned engine, Minilite wheels superb car. £2,000. Coventry 414472. (10546

1974 JEFFREY JS 5, Ford 1500 GT C/R gearbox, comp. clutch, very fast and attractive car; tax, £1,145. Lymm 2676 or 01-759 1984 Ext. 358. (10494

CHRYSLER CHARGER CH 1974 (N). Four-door Sedan. RHD. 360 V8 engine. Beautiful metallic Burgundy coachwork, black vinyl roof, refrigerated air conditioning, tinted electric windows electric aerial, electric 6-way seat, power steering and brakes; automatic transmission, HRW, radio, etc 29,000 miles; only £1,795. Rugby 74558 (10501

JAGUAR 2.4 manual with overdrive. Clean smart car in Sherwood Green with red interior. Good oil pressure and fine performance. Taxed. Long MoT £585; and good manual Mk 2s won't come much longer at this price. Ware (0920) 870353. (10500

ZA MG MAGNETTE 1955. Appearance and mechanically pretty reasonable. Underbody needs attention. One of the family for 18 years. Offers please. Ring: Mrs. Austin, Watford 25947. (10498

SILVER CLOUD I 1957. Power steering. Black over Burgundy. Sunroof. A very exceptional Rolls. No rust. First to see will purchase at £4,995. 04216 7442 (Southampton). (10497

SCIMITAR GTE 1973 (M). 35,000 miles; new MoT; automatic; Sundym; electric windows; radio/stereo; garage space forces sale. £1,950. Richard Watson, Forest Row (0342 82) 4154. (10503

1964 ALVIS TE, Metallic grey, manual, chrome wire wheels; engineer owned 5 years; Kenlowe fan; repainted; beautiful car. £1,950. Tel: 051-653 7946. (10504

JAGUAR 3.4 Mk. II, 1966, automatic. Metallic silver/red leather. 30,479 miles. Condition matches mileage. MoT certificates showing yearly mileages of 2,055 to 3,016. £1,750. Consider part exchange Granada. For full details ring Blackburn 51108. (10505

1971 'K' REG. MERCEDES 350 SL sports coupe. Metallic red tan trim. Automatic power steering, tinted glass, radio. 56,000 miles; hard-top, etc. HP p/x. Bridgwater 51645 (10506

TR6 1973, 47,000 miles. No cost spared. White, overdrive, new injection, MoT, tax, superb throughout. £1,695. Stone (Staffs) 3307. (10508

LAMBORGHINI URRACO 2.5-litre 1975. Metallic light blue. Radio/stereo. History, low mileage, very clean. £1,000 just spent on mechanics. LHD. 'R' Reg. Must be seen. £6,500. 01-228 7220. (10509

HUMBER 1928, 9/20 four-seater tourer in very good condition. Offers around £3,000. Austin 7 1925 saloon, fully restored to concours condition. Offers invited. Castor 250 (10510

1957 AUSTIN HEALEY 100/6. Good condition. £1,000. Bristol area. Telephone: Winterbourne 775422 after 6 p.m. (10511

TR7 1977, 8,000 miles; 5-speed; wide section tyres; HD rear axle. Yellow, Sundym etc. Supercover remaining. HP possible. Imminent increase in family forces sale. £2,795. 021-308 0252. (10512

FROGEYE SPRITE SFN 555. Engine rebuilt. New tyres, rebuilt exhaust, partly retrimmed, nice condition. First £450 or offers. Telephone 094782723. (10513

DOLOMITE SPRINT 1977. 11,400 miles. Supercover warranty. Overdrive, radio, tinted glass. £3,375 o.n.o. Sheffield 360170. (10514

1949 TROJAN Mini-motor. Complete with cycle and in running order. McPhee, 12 Moor Park, Millom, Cumbria. (10515

RILEY 2.6 1957. Reconditioned gearbox and new clutch assy. just fitted. New MoT. Excellent condition. £430 o.n.o. Telephone: Banbury 810559. (10516

TRIUMPH MAYFLOWER, 1950. Excellent mechanical and bodily condition. Long MoT. £450 o.n.o. Newnham Bridge 336 (Worcs). (10525

FORD CAPRI 3000 GT, late '72. Similar to GXL mode. White with blue vinyl roof, 12 months MoT. New front wings + complete respray, v.g.c. £1,150 o.n.o. Phone: 0536 516924 or 0536 85171. (10547

R-R SILVER CLOUD I 4,887 c.c. 6-cyl., 1956. Silver-grey with grey interior. Coachwork and interior are well maintained. First class mechanical condition. Two owners from new and quite low mileage covered. This car is in exceptional condition and no restoration work is needed. Recent service and tyres. £6,850. 01-370 2843. (10517

MG-B ROADSTER 'M' registered. Teal blue, overdrive, wires, radio. 30,000 miles. Excellent condition. £1,750. Ottery St. Mary 3860 (10520

MORGAN 4/4 2-seater Dec. '76. Metallic blue, 24,000 miles, wire wheels, bucket seats, undersealed. Koni shockers. Our third Moggy, being replaced by fourth. £4,100. Phone: Ian, St. Agnes (087-255) 2121 (Cornwall). (10588

GINETTA G15, 'K' Reg. Yellow, 29,000 miles. Many new parts. Exhilarating to drive. Must be seen. To enthusiast £850. Harlington (Derbys) 280. (10579

FOR SALE–continued

LOTUS EUROPA twin cam. November 1971. Yellow/black interior, new Goodyears on alloys. Exceptional condition. £1,900 o.n.o. Huntingdon 811398 after 6 p.m. (10580

ARMSTRONG SIDDELEY 'Whitley' 1951. Black, mechanics sound, body and exhaust require attention. Unused since 1973. Ideal for restoration. £395. Tel: Cosham 77753. (10581

MORRIS COOPER 1966. Nearly £300 recently spent on restoration. Original colour, not raced or rallied. Offers over £550. Tel: Ailoa (Scotland) 215636. Would consider delivering. (10582

MORGAN +8 Roadster. 17,500 summer miles from new. Royal ivory/red leather. Fitted Ressall reclining seats, tonneau, luggage rack, alarm, spare wheel cover. Personal registration number. Privately owned and fully undersealed from new. Fastidiously maintained by main Morgan agents. Mint condition. Looks and drives like new. Private sale. £4,495. 061-764 1915 office hours. (10584

ALFA ROMEO 2000 GTV. Exceptional 'N' Reg. Red/black cloth. Low mileage. Tinted glass. Radio/cassette, etc. £2,195. Telephone: Smallfield (034 284) 2612. (10583

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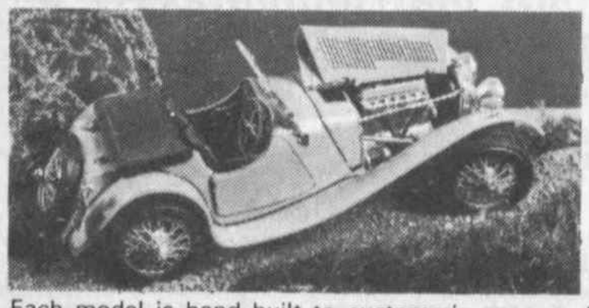
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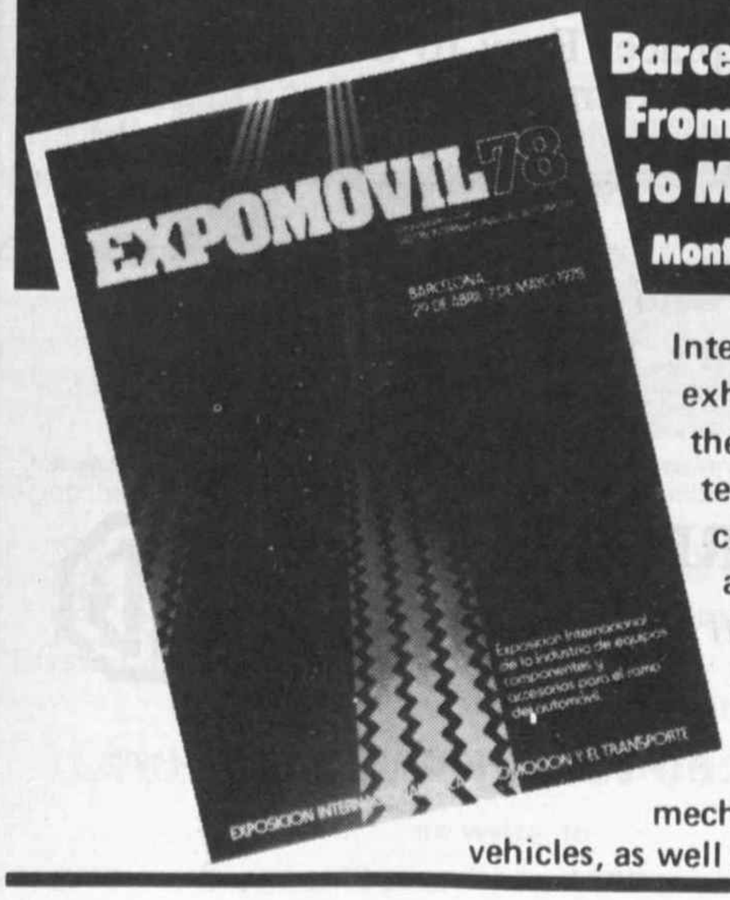
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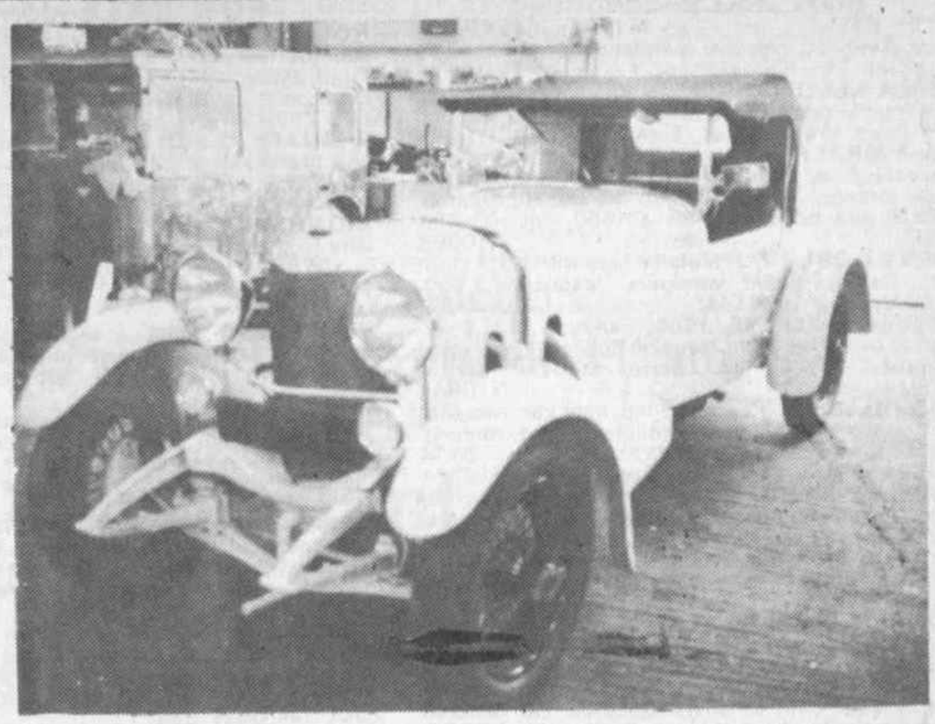
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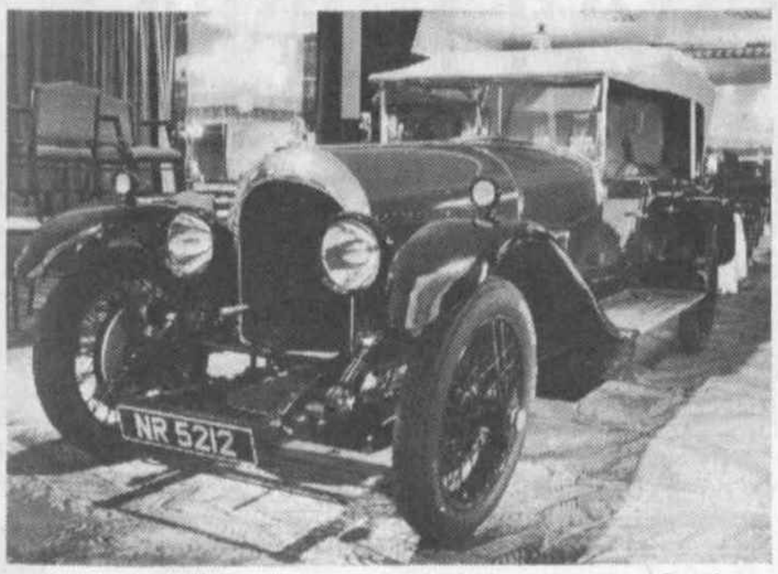
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MORRIS MUMFORD Marina 5-seat coverible. 1974. 1.8 TC, good condition, long M.O.T. £1,600 o.n.o. Sedgley 5659, West Midlands. (10929

1951 DAIMLER Barker Special Sports. Century engine, good interior, running order, needs general restoration. £950 o.n.o. Steeple Bumpstead 542. (10939

LANCIA 2000 HF. Metallic brown. 2 owners, known history, maintained regardless of cost. 5 speed. K registration. Lindfield 2941. £1,300. Returning Australia. (10938

BMW 30Si, 1973. Metallic green, black velour, four headrests, P.A.S. Radiomobile stereo, electric aerial. Properly BMW serviced for 49,000 miles. Complete tool kit, handbooks etc. Outstanding condition, must be seen and driven to fully appreciate. £2,950 o.n.o. Southport (0704) 67296 evenings. (10933

DELAGE FIXED head coupé. Figoni bodywork, original, beautiful and rare car, long bonnet, cycle type wings. 1930 DM 3 litre. M.O.T. and taxed. Offers 021 308 1078 or write 17 Bracebridge Road, Four Oaks, Sutton Coldfield, West Midlands. (10935

LANCIA FULVIA Coupe. 1973. 32,500 miles, 9 months tax, 12 months M.O.T., good condition, £1,500, or offers. Phone Upholland (Lancs) 622429. (10928

ALFA ROMEO 2000A Berlina Automatic 1976. P., 21,000 miles, full service records, superb condition, £1,850. Horsham 64732. (10895

MG8 GT V8 July '76. Flamenco Red. 15,850 miles, second year Supercover, many extras, superb throughout. £3,750 o.n.o. Tel. Aldridge 55951 evenings. (10941

LANCIA FULVIA Coupe. L Reg. Silver grey/burgundy trim. Taxed, M.O.T'd and warranty. Main dealer cherished. A beautiful example £1,295. 061-969 0842 Ev. & weekends. (10898

1936 MG VA Saloon. No. 1 pre-production car, twin spares etc. Needing simple restoration. £1,500 or best offer. Steeple Bumpstead 542. (10843

ALFA ROMEO 2000GTV, Emigration forces disposal of this superb fhc. '74 N.Reg. M.O.T. taxed, excellent condition, white with black interior, stereo radio/cassette. £2,195 o.n.o. 01-579 4411. (10900

MGB GT V8. 1974. 'R' reg. Blue o/d. alloy wheels, radio, low mileage. £2,495. Macclesfield 24476. (10903

1949 TRIUMPH RENOWN. 1 owner, 77,000 miles, condition good and original, M.O.T. expired March 1978. Reason for sale owner deceased. Tel. Pontefract 71458. (10907

E TYPE FHC 1967. New clutch, tyres, bonnet and chrome, complete re-spray in original grey metallic. £2,950 o.v.n.o. Also MG TD 1951. Unfinished rebuild due to ill health. Would pay for completion or sell. Tel. Pontefract 702031 before 10 am or evenings. (10908

LOTUS ELAN Sprint FHC. L Reg'd, most striking original example, kept and maintained to a very high standard, new XAS's just fitted. Serious enquiries only. Please telephone Scunthorpe 2363. (10905

FOR SALE—continued

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JAGUAR XJS. April 1977, second year, Supercover, perfect throughout, 8,000 miles. £9,8[illegible] o.n.o. Apply Phil Kirkmer 01 568 7191 (day); 01 864 3183 (evening). (1099

ALVIS PARK WARD TE21 Saloon (twin headlamps model) 1964. Automatic, new M.O.T. 18,27[illegible] m.p.g. £1,275. Tel. Northwood 27465. (1099

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SUNBEAM RAPIER, 1964. One owner, 57,000 miles, grey/red interior. £350. Tel. Day 021-553 0143, evening Kidderminster 3062. (10942

1972 LANCIA FULVIA Coupe 1.3S. Dark blue, h.r.w., 5 speed box, very nice example. £1,350. Morgan, The Old Vicarage, Lyonshall, Kington, Herefordshire. Tel. Lyonshall 297. (10911

ASTON MARTIN DB5S6. Automatic, white, blue upholstery, tinted screens, wires, excellent condition. £3,295. Tel. Nottingham 42541, office hours. (10945

BMW 316. Blue, 1976, 24,000 miles. Replaced by Alfa, consider part-exchange, offers. Tanworth-in-Arden 2056 (Birmingham). (10943

MAGNIFICENT MGA 1500. W/w, rebuilt over seven years regardless of cost, beautifully cherished and fully restored. Paddock Wood 2572. (10944

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1914 SINGER 10 h.p. sports 2 seater and dickey. Last used 1930, very original, good runner. £4,350. 061-773 1587 evenings. (10951

E TYPE 1970 4.2 DHC. Moonstone black, tinted windows, w/hardtop, c.w.w., radio, immaculate, one used specimen. £3,500, will not haggle. 91 High Street, Bridlington. Tel. 78722. (10950

1971 LOTUS EUROPA. 54,000 miles, good condition, radio. £1,600 or near offer. Cranbrook, Kent 3058. (10948

MERCEDES BENZ 600, 4 door saloon, 1965. Genuine 27,000 miles only. Serviced only by Mercedes Benz. All original, with handbooks, tools etc. Would cost today £40,000 approx. Investment at only £10,350. Leatherhead 75894 or Epsom 27777 evenings. (10947

ALFA ROMEO MONTREAL 1975. 21,000 miles only, air conditioning, electric tinted windows, radio, tape player, mag alloy wheels, superior condition. £5,350. Leatherhead 75894 or Epsom 27777 evenings. (10947

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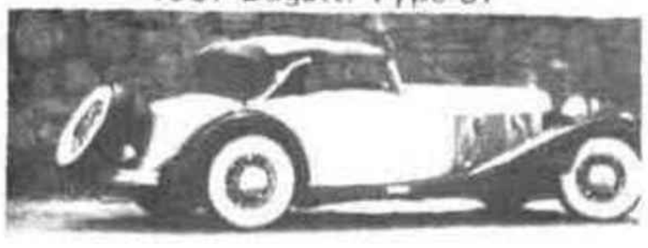
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SUNBEAM SCIMITAR GTE. September 1975 'P' registered. Overdrive, radio, 20,000 miles and a well used for director's car. Offers around £3,900. Ring 01-556 1921 day, Aldridge 51938 evenings. (10962

LOTUS ELAN SPRINT K Reg. Green, t.h.c., sunroof, Sundym, cassette/radio, alarm, h.r.w., new bumpers, other extras. £1,750 o.n.o. South Benfleet 51651 evenings. (10960

TR4A 1967. Black, Surrey top, radio, good condition, M.o.T. taxed. £690 o.n.o. Phone Fareham (01688 (Hants) after 4.15 p.m. (10956

MG MIDGET June 1973. 14,600 miles, v.g.c., wife's car, red, h/top. £1,200. 01-550 5522 evenings. (10959

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GT6, 1972. Damson, undersealed from new, overdrive, h.r.w., 2 owners, £1,750 o.n.o. Phone Ampleforth 336, N. Yorkshire. (10952

LOTUS SUPER SEVEN Series IV, Twin-Cam, big valve, 1973, L Reg. Full weather equipment, reluctant sale, £1,650. Bishop's Stortford 503175 after 6 p.m. (10964

TRIUMPH SPITFIRE Mk IV, 1973, L Reg. Mimosa with black trim, tonneau, below average mileage, very good condition. £1,195 o.n.o. Ware 4345 after 6 p.m. (10964

V12 E-TYPE, 1971, 2+2, 56,000 miles, manual, chrome wheels, pale blue with dark blue interior, stereo radio/8-track, excellent condition, taxed, M.o.T. £2,795 or exchange TR6. Phone 01-690 5939 after 6 p.m. (10965

MASERATI CITROEN, 1974, P Reg. Genuine 16,000 miles, immaculate metallic blue with blue velour interior, extras include electric windows, power steering, must be one of the best available, £5,500 or p/x any other interesting car. Copthorne 712473. (10966

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MORRIS EIGHT 4 seater tourer, 1935. Most reluctant sale of this excellent example which was owned by my grandfather from new. Offers around £1,500 expected. Farnham Common 4759. (10916

TR6, 1975 N. Hard, soft tops, overdrive, radio, 27,000 miles, excellent condition, £2,500. 01-534 2681 day, Haughley 398 evening. (10915

JAGUAR E TYPE FHC 4.2, 1964, Rover 60, 1959, Rover 80, 1960, Ranger 1100, 1974, Kimlebridge 312. (10969

FOR SALE–continued

SCIROCCO 1975 (P) 1471 c.c. Absolutely splendid Ibizaro red, black sun roof, alloys, radio, two previous owners and mileage a trifle high at 36,000 hence giveaway £2,475. Full service history. Hope Valley 31191 (Derbys.) (10914

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ASTON MARTIN DB6 Vantage manual. Black/red interior, needs tidying, M.o.T. taxed. £1,750, Haddenham 291725 (Bucks). (10968

1934 MG KN pillarless saloon. Needs total restoration. Very rare. £1,750. Haddenham 291725 (Bucks). (10968

ASTON MARTIN DB5, 1965, 5 speed manual, new exhaust, clutch, chassis jacking points, silver/black interior. £2,795. Wickham 832414. (10971

1926 BULLNOSE Morris Cowley, 4 seater tourer. In good original condition, complete with many spares. Sensible offers. Tel: 0734 (Wokingham) 781490. (10972

ALFA ROMEO MONTREAL, December 1975, L.h.d., red, 14,000 miles only, air conditioning, all extras including 8-track stereo, recently completely overhauled, excellent machine. £4,900 o.n.o. Phone 01-449 3186 evenings. (10970

AUSTIN 10 open road tourer, 1937, M.o.T. Oct. 1978, mechanics, chassis excellent, bodywork fair, ideal restoration. £600. Sennen 288. (10975

MGC GT. Near Concours condition, new engine, suspension, exhaust, etc., wire wheels, immaculate Old English white paintwork, fitted radio and £200 cassette stereo. £1,500 o.n.o. Tel: 0532 585390 (evenings). (10982

BENTLEY MK.VI standard steel 1952. Offers over £1,500. For further details telephone Nicholforest 288 (Cumbria). (10977

LOTUS ELAN Sprint FHC, L Reg. Yellow/white, low mileage, excellent original condition (workshop manual and tool kit unused!), many extras, increasing family forces sale. £2,100. Billericay (Essex) 25685 evenings. (10981

DIESEL CITROEN CX Safari, Reg. Nov. 77, 78 model (boxline), 3,500 miles, met brown paintwork, leatherette trim. New £6,000, will accept £5,100, can deliver. Sennen 288. (10975

AUSTIN RUBY 1937. Partly restored, interior requires completion, offers over £500. (Manchester) 061-973 9062. (10976

E-TYPE JAGUAR 4.2 FHC 1970. Excellent original condition, including sable brown paintwork. Genuine 60,000 miles, full history, recent complete engine rebuild, chrome wires, new ZX's, £3,300. Gaddesby (Leicester) 214. (10979

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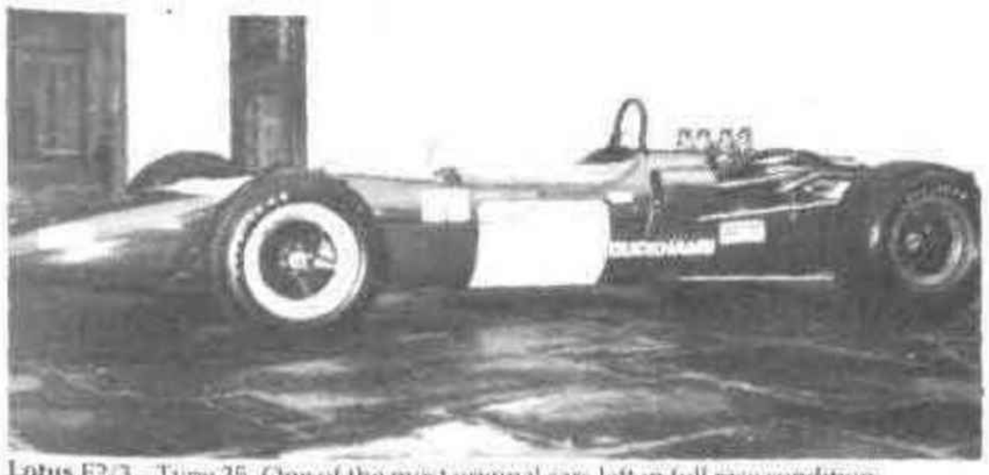
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PRE-WAR ASTON MARTIN, any condition. Private buyer. Westwinds, Top Road, Acton Trussell, Stafford. (8575

3 OR 4½ BENTLEY must be genuine and reasonable condition. Write: Palmer, Hillside, Vagg Hill, Yeovil. (8533

JAEGER SIDEWIND CLOCK wanted. Jaeger 0-4,000 tachometer, Alfa Romeo oil pressure gauge, Bosch lever switch, Bosch dipswitch, Bosch six cyl. magneto—your price paid. Back, Douglas Bank Farm, Lees Lane, Appleybridge, Wigan. Appleybridge 2844. (8625

WANTED for restoration by enthusiast of pre-war sports or tourer; whole or dismantled. Tel: Doncaster 854161. (1471

WANTED for private collection: Jaguar Mk V drophead. Model-T brass radiatored runabout or Healey Silverstone. A Dobson, Gilthrigg, Levens. Tel: Sedgwick 0448 60833 day; 0448 60437 night. (19780

EDWARDIAN sports car or elegant formal carriage wanted. Must be really good condition. Would consider vintage classic, e.g. Hispano, Bugatti, Alfa Rolls, Bentley or better. 01-737 3426. (7218

HISPANO, BUGATTI Phantom, Ghost or other luxury car wanted. Good order essential. 01-828 7449. (5879

ALVIS SPARES wanted: Speed 20 or 25 engine and gearbox; 12/70 radiator and instruments. Any Firebird spares. Complete car or rolling chassis wanted. P. Smith, 119 Rugeley Road, Chase Terrace, Walsall, Staffs. Burntwood 75507. (7537

ALVIS 4.3 ENGINE wanted. Also Speed 20/25 tourer with/without engine; some renovation OK. 01-274 8109. (5879

WANTED: MG TF, TD, TC, TA or pre-1936 sports. Excellent price paid for suitable example. Also good pre-1972 Morgan sports, Riley Lynx, or similar interesting classic car. Please phone 06278 63445 (Kent). (7633

BULLNOSE MORRIS spares wanted urgently, especially chassis, logbook and screen, or near complete car for rebuild. Have scarce Morris A7 swops. 75 Hamilton Road, Great Yarmouth. Telephone 2736. (8219

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MG-B CLOSE-RATIO gearbox, to fit pre-'68 (non-synchro 1st) or parts to convert standard box. All or any required. Box No. 5674. (66811

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MG-TF/TD: Private buyer. Quick decision. One requiring work considered, or good MG-A. Full details and price: Box No. 5635. (20562

LEFT HAND DRIVE Jaguar E-type, XJ-6, XJ-12. Excellent condition only. Cash or part exchange my 74 Corvette Drophead or 75 Blazer 4WD. Write: 95 Ormande Court, Upper Richmond Road, London SW15, England, or phone 01-789 5185. (9110

1964 ALFA GIULIA Spyder 1600 rear bumper and hub caps urgently wanted. Any condition. Please phone: Southport 36175 (day), or Southport 20851 (evening); or write: 24, Moss Lane, Southport, Merseyside. (9463

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WANTED—continued

AUSTIN LIGHT 12/4 1935/36 cowled radiator type; runner preferred, but anything considered. 061-747 6034, Manchester. (9774

WANTED: Motor Sport 1947 to 1959. Also old motor racing programmes. 021-445 3207. (10112

WANTED: Gilbern Invader or Genie, any condition considered. Telephone: 05b5 2895 Cheshire. (20678

CITROEN LIGHT 15, small boot version. RHD. Must be mechanically sound. Telephone: Denham 2697. (7023

LOTUS ELITE Climax wanted. Anything considered. Please write with photos and price to: Peter Ecury, Bosstraat 94A, Soest (Holland). (10236

AUSTRALIAN IN UK June would like early Ford vehicles, early sales literature, Ford collectables. Price, condition, first letter Air Mail please. M. Morris, 26 Howard St., Collinswood, Adelaide 5081, South Australia. (10113

ZENITH CARBY DEF 62335 three air inlets. Second choice would be similar large bore unit (brass) suitable for 1914 12/16 Sunbeam. All submissions most welcome, will be acknowledged. Bill Sanderson, "Wainui" Terranora, NSW 2485, Aust. (9977

HEADLAMPS WANTED: Lucas PF770 for XK120 LHD or RHD 19, Gerald Road, Worthing 46977. (9964

PEERLESS GT preferably excellent condition. Good price paid. Details and price to: 7 Babbington Gardens, Dumfries. (9965

WANTED: AVANTI. Original Studebaker or Replica one. Box No. 5707. (10104

COACHBUILT BODY wanted, circa 1928/32. Suitable 11-9/12-0 ft. wheelbase. Open or closed. Prefer Sedanca D/V but all offers considered. Condition not important if restorable. Dowd, "Fairwinds", Aston, Nantwich, Cheshire. Tel: Nantwich 78406. (9967

WANTED: ALFA ROMEO sales literature, 1900 C to present range. Will pay if necessary. Phone: (0246) 75479 after 6 a.m. (10086

JAGUAR XK in "on the road" condition. Prefer FHC, but anything considered. Kimpton (Herts) 832907. (10440

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MG-B GT WANTED privately. One owner, low mileage, L/M/N Reg. preferred; also want early 4-seat tourer MG e.g. 18/80, N or K type (some work not objected to). Box No. 5724. (10687

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1974 LOTUS Elan +2S 130/5. Roman Purple, 16,000 miles, oatmeal trim, alloys, radio.
1973 LOTUS Elan +2S 130/5. JPS, 38,000 miles, oatmeal trim, alloys, Sundym, radio.
1973 LOTUS Elan Sprint, dhc. Blue on white, one owner, 46,000 miles, radio, Sundym.
1972 LOTUS Elan Sprint, dhc. With hard top, white, 42,000 miles, radio.
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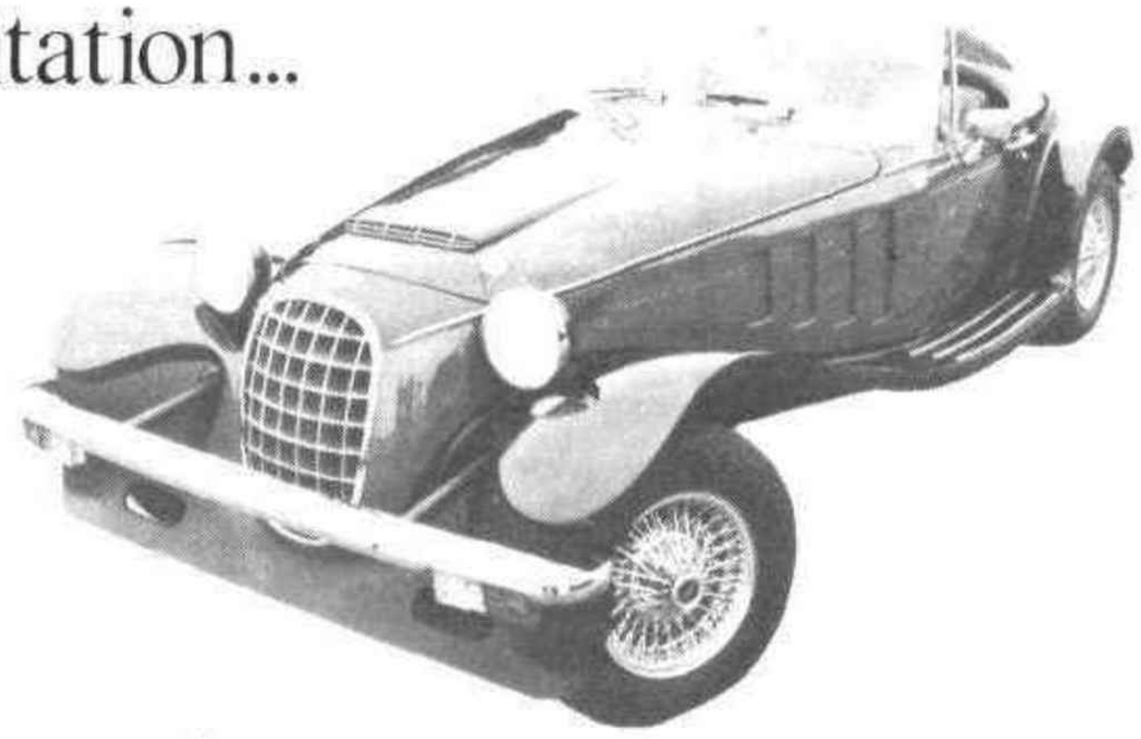
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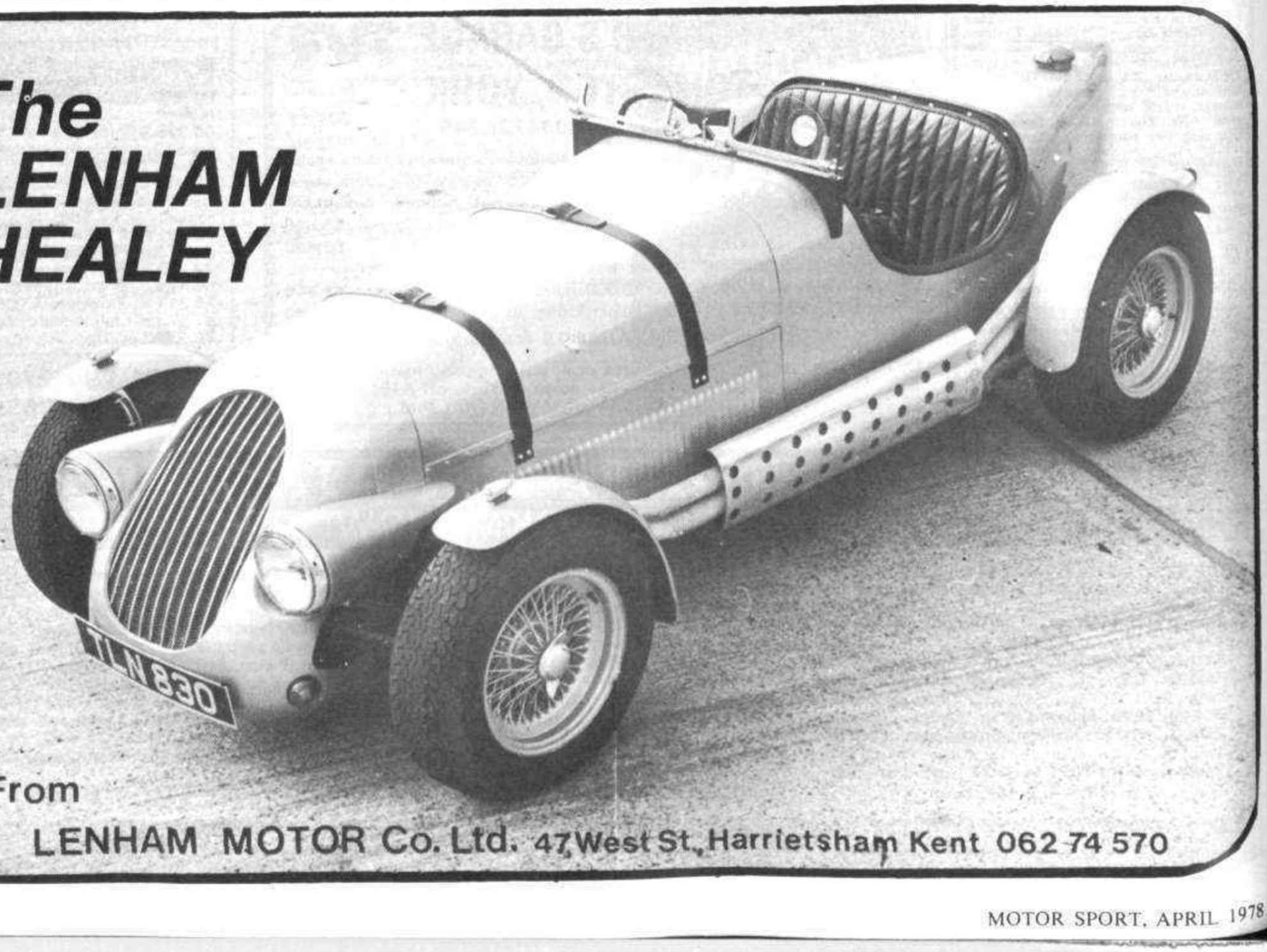


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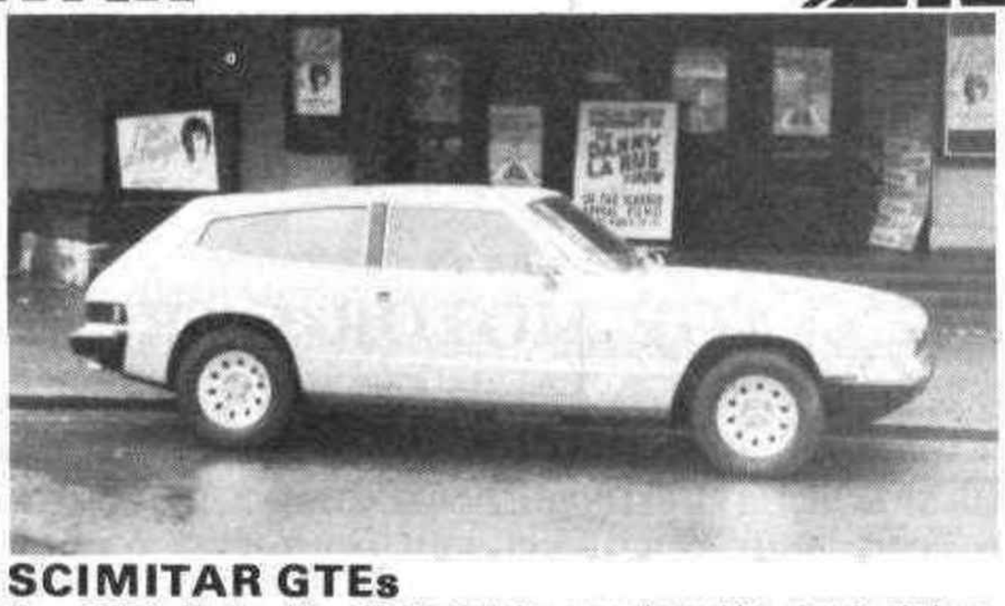
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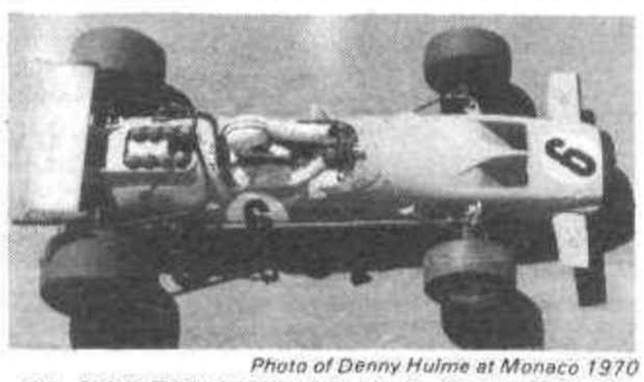


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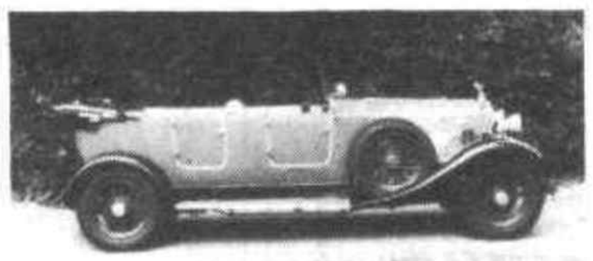
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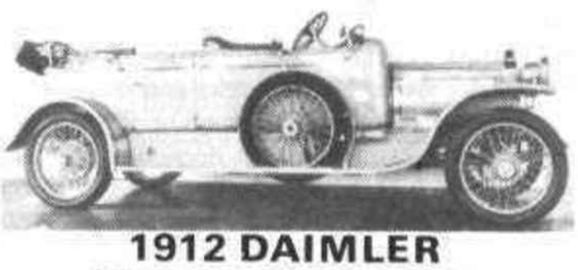
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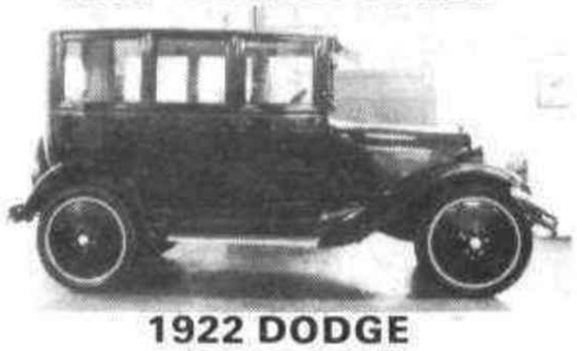
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1933 ROLLS-ROYCE 20/25



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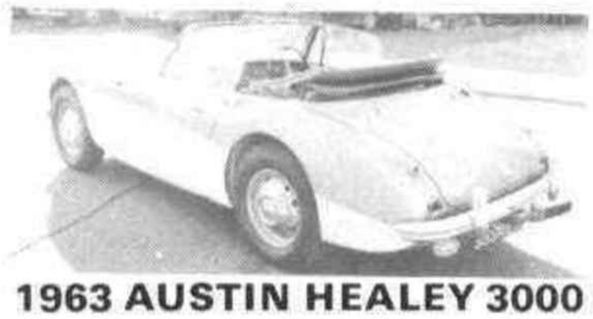
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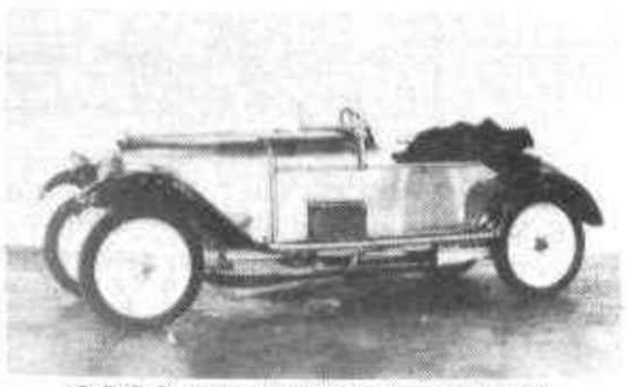
1953 MG TF



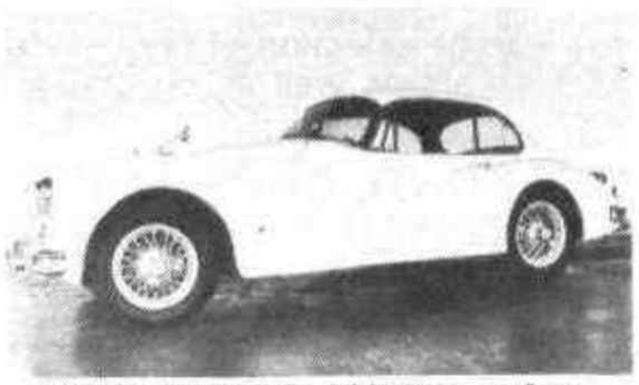
1968 'E' TYPE



1968 LINCOLN. White, mint



1922 ABC ROADSTER



1959 XK150. White, mint



1968 JAGUAR 240. Mint

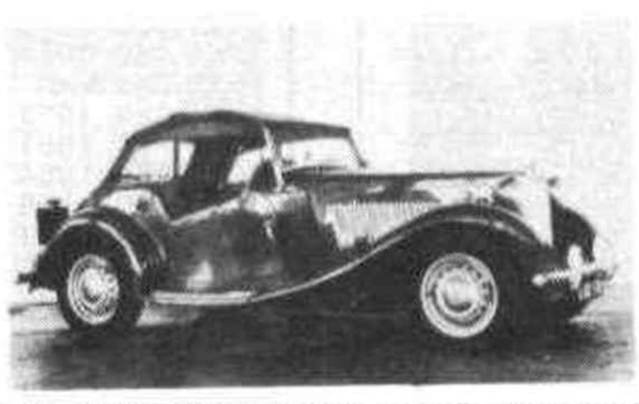
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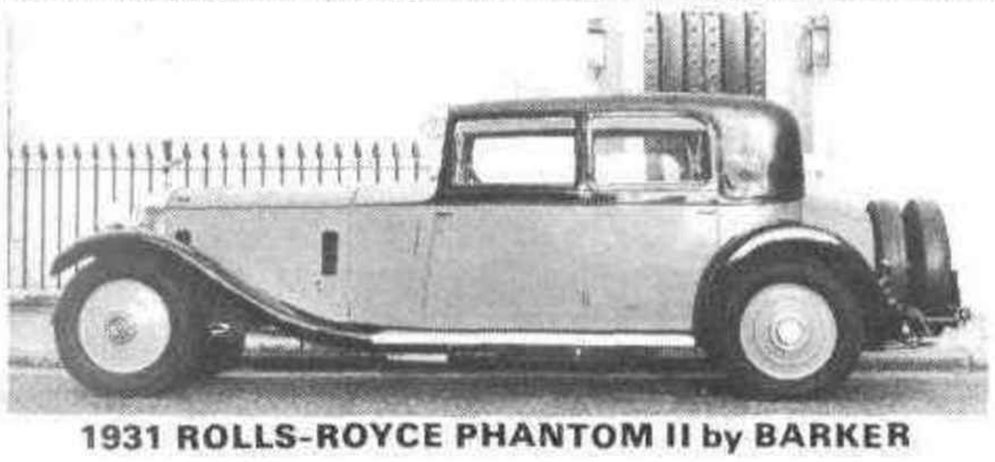
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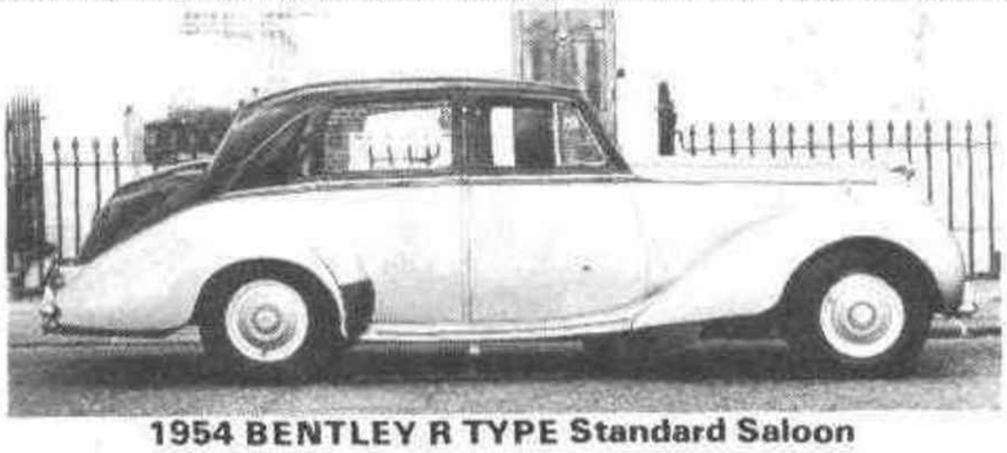
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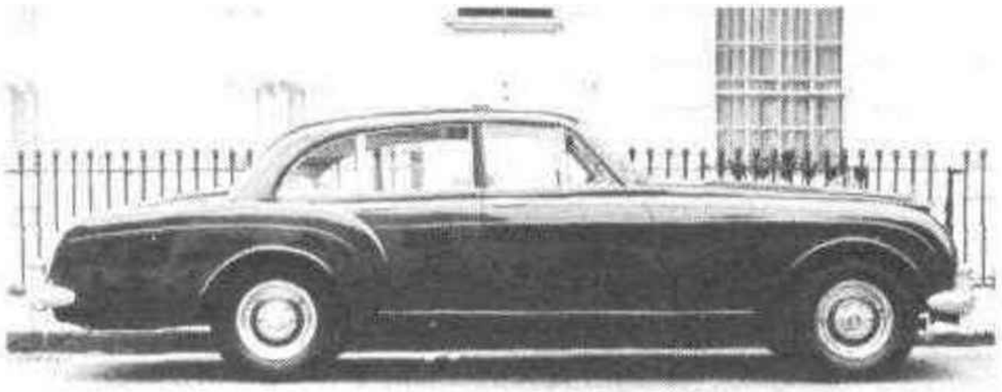
1931 ROLLS-ROYCE PHANTOM II by BARKER



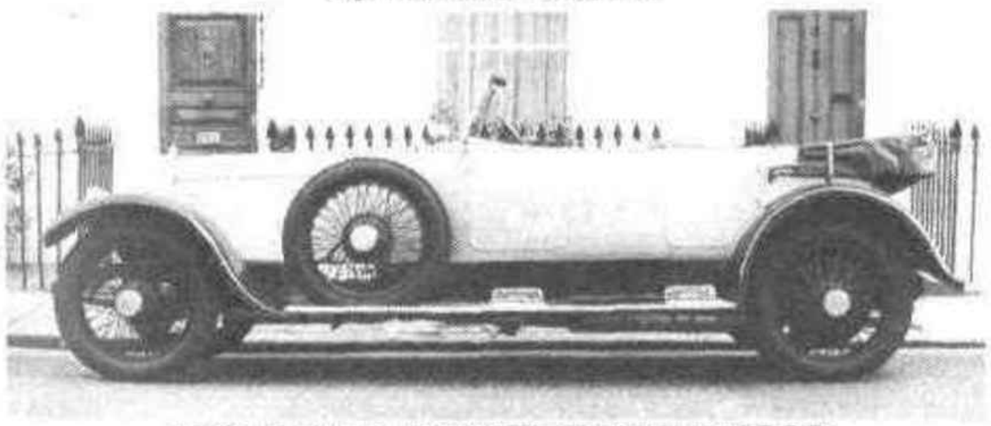
1954 BENTLEY R TYPE Standard Saloon



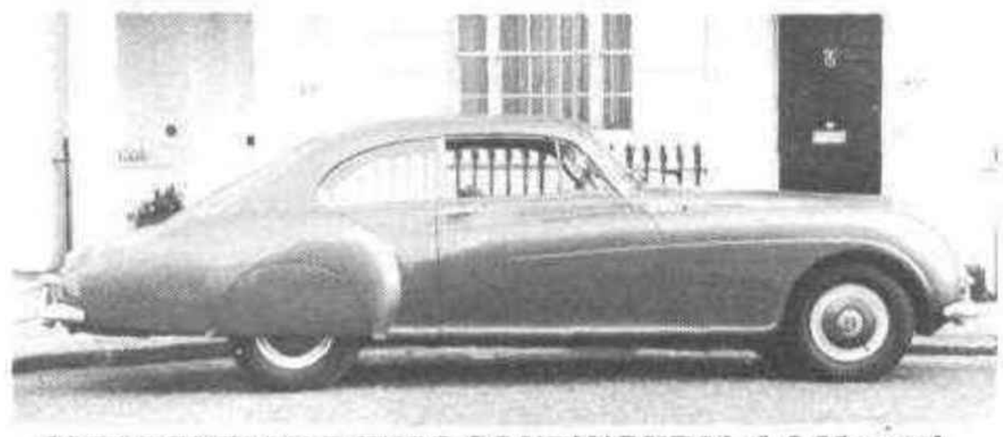
1949 ROLLS-ROYCE SILVER WRAITH by H J MULLINER



1958 BENTLEY S I FLYING SPUR by H J MULLINER



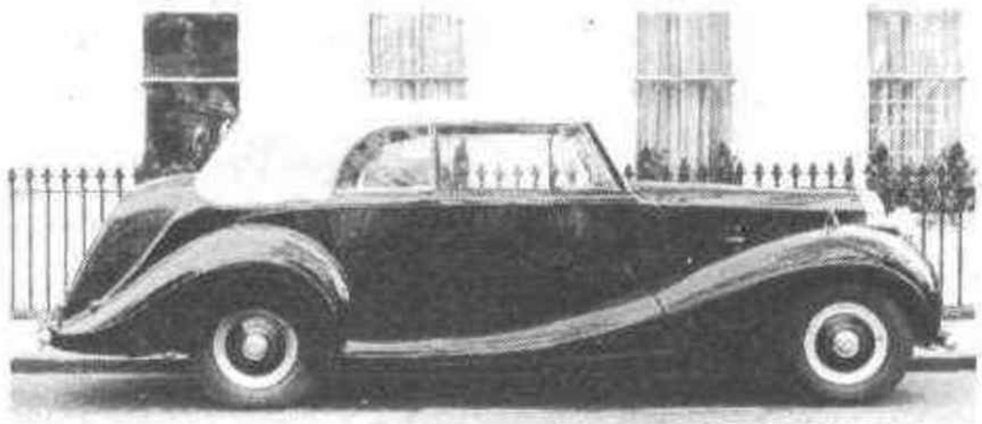
1921 ROLLS-ROYCE SILVER GHOST with HAYWOOD & Co Open Tourer coachwork



1953 BENTLEY R TYPE CONTINENTAL 4.6 Manual.



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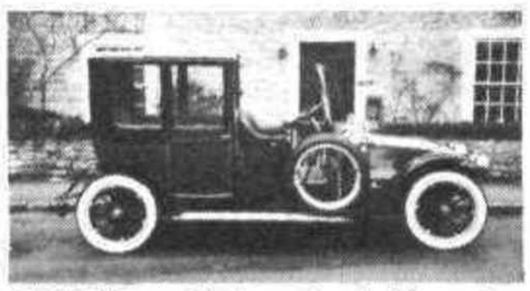
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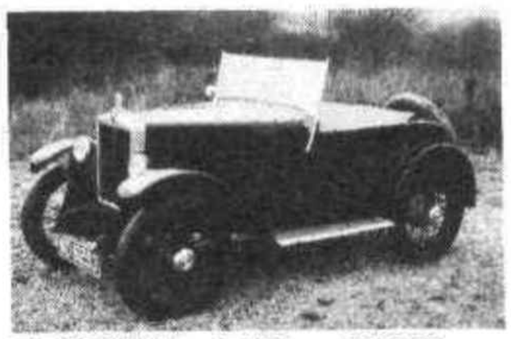
1913 Renault Town Car by Brewster of New York.



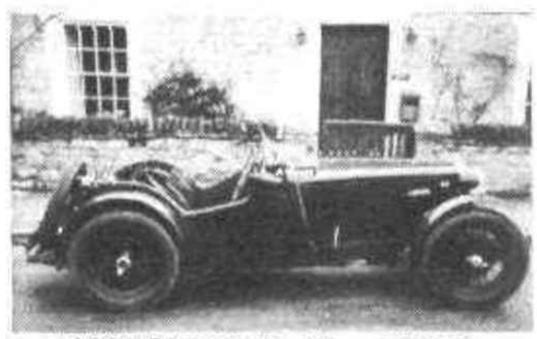
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1972 Mercedes 350 SLC, silver, 28,000 miles **£8,650**
1972 Mercedes 350 SLC, green, 42,000 miles **£7,850**



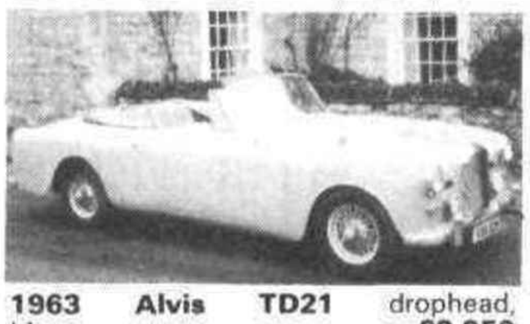
1971 Aston Martin DBS6 manual in copper brown. **£4,850**



1976 Morgan +8, lightweight, 7,000 miles **£6,250**



Jaguar 'D' type replica.



1963	**Alvis**	**TD21**	drophead, blue **£2,950**
1961	**Alvis**	**TD21**	drophead, red **£2,850**
1964	**Alvis**	**TE21**	drophead, blue, **£4,250**



1951 AC ACE Tojeiro **£4,850**



1951 Daimler Barker Special Sports drophead in sand over sable. **£3,150**



1964 Porsche 356B Super 90. **£2,350**



1950 Triumph Roadster, white **£2,950**
1950 Triumph Roadster. £1,675

1964 Alvis TE21. 5 speed	**£1,875**
1963 Alfa Romeo GTC convertible	**£1,925**
1959 AC ACE CA	**£2,950**
1956 Aston Martin DB2/4 Mk II.	**£2,350**
1959 Aston Martin DB4. Choice of three from	**£1,950**
1965 Aston Martin DB5. Choice of three from	**£2,650**
1966/9 Aston Martin DB6. Choice for four from	**£3,250**
1972 BMW 2002.	**£1,175**
1948/52 Bentley MK VI. Choice of four from	**£2,850**
1954 Bentley R Type. Choice of auto and manual from	**£3,950**

1948 Rolls-Royce Silver Wraith Sedanca by H. J. Mulliner	**£11,250**
1956 Rolls-Royce, Silver Cloud I (conversion).	**£4,650**
1954 Jaguar XK150 S, drophead.	**£5,550**
1959 Jaguar XK150 drophead, silver	**£5,950**
1963 Jaguar 3.4 Mk II, green.	**£1,650**
1966 Jaguar E 2+2 silver blue.	**£2,950**
1952 Jensen Interceptor drophead.	**£975**
1973 Jensen Interceptor drophead.	**£3,850**
1961 Triumph TR3A.	**£2,650**

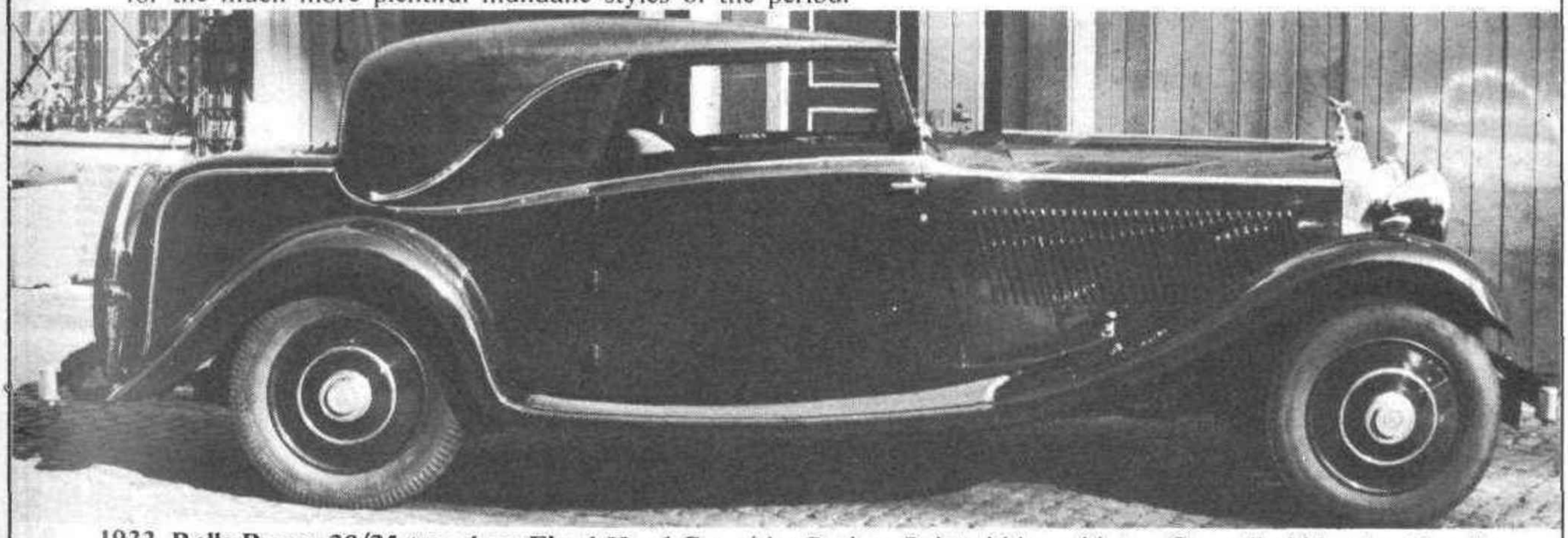
Part Exchange. **Low rate finance arranged.**

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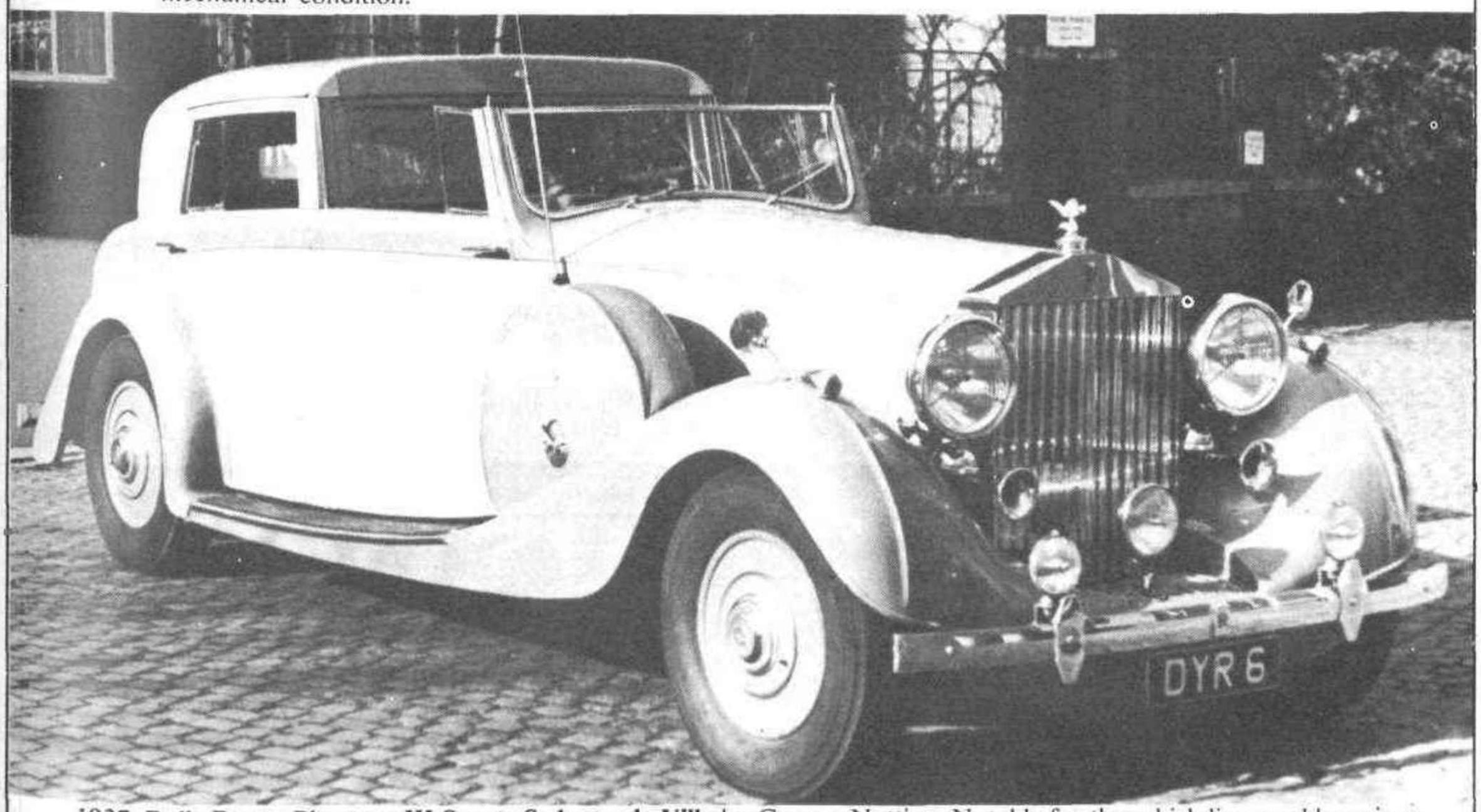
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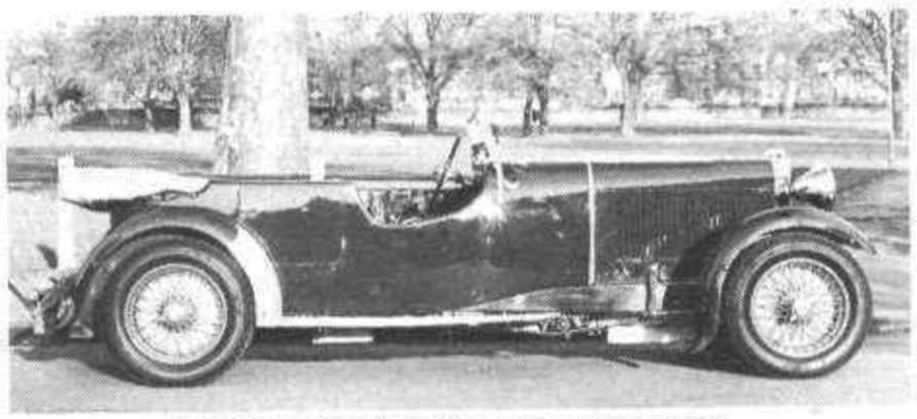
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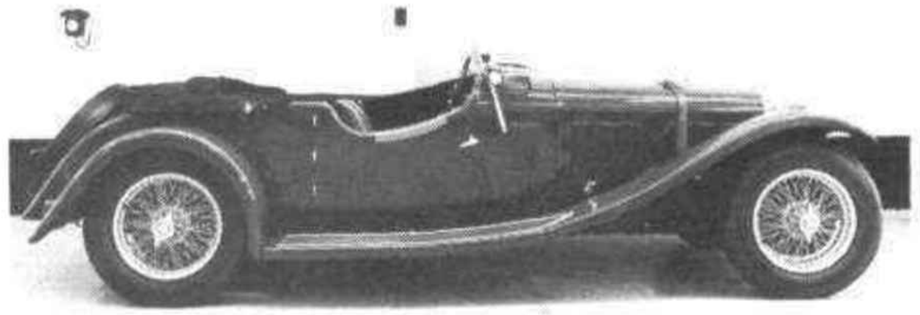
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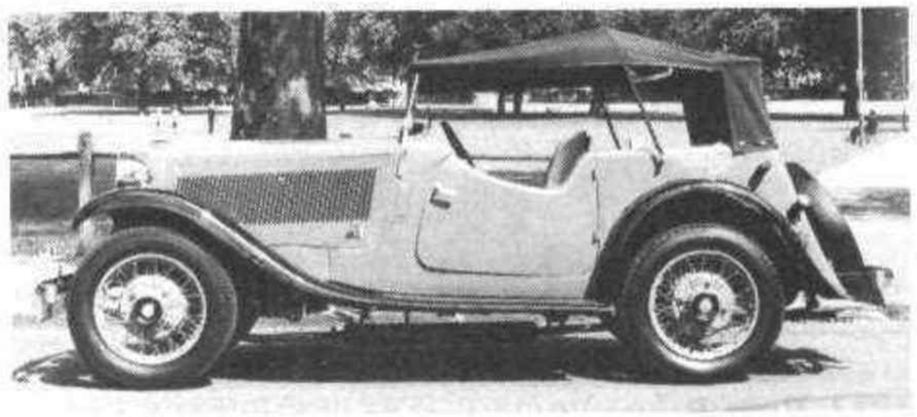
1934 LAGONDA 16/80 2 LITRE TOURER



1931 LAGONDA 2 LITRE TOURER



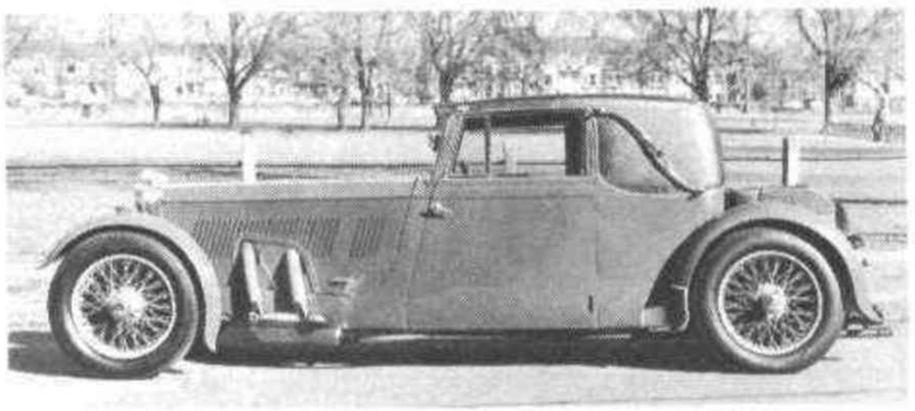
1933 ALVIS SPEED 20



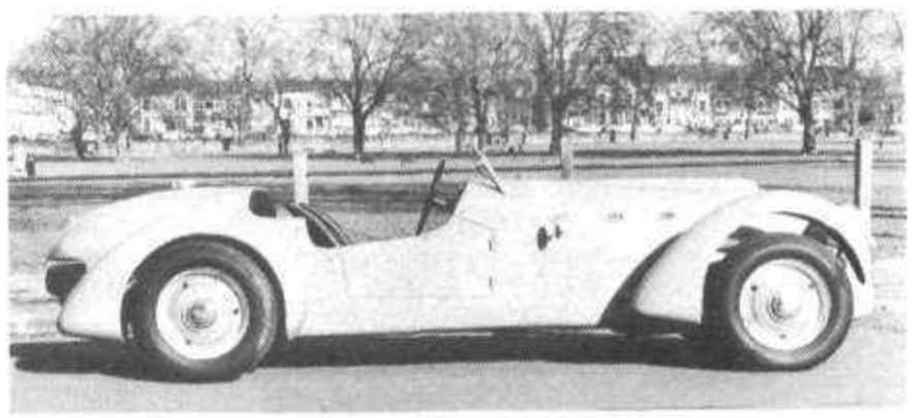
1936 ARMSTRONG SIDDELEY



1962 ASTON MARTIN DB4



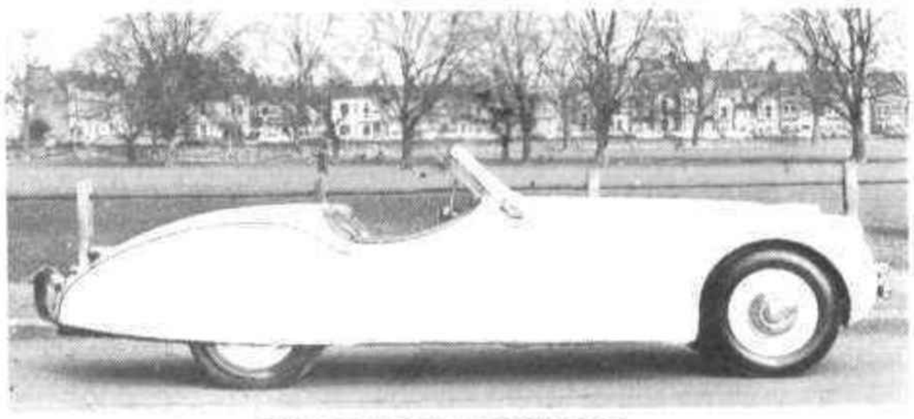
1934 ASTON MARTIN L.W.B. Mk II COUPE
(Illustrated Page 108 "Aston Martin & Lagonda" by Michael Frostick.)



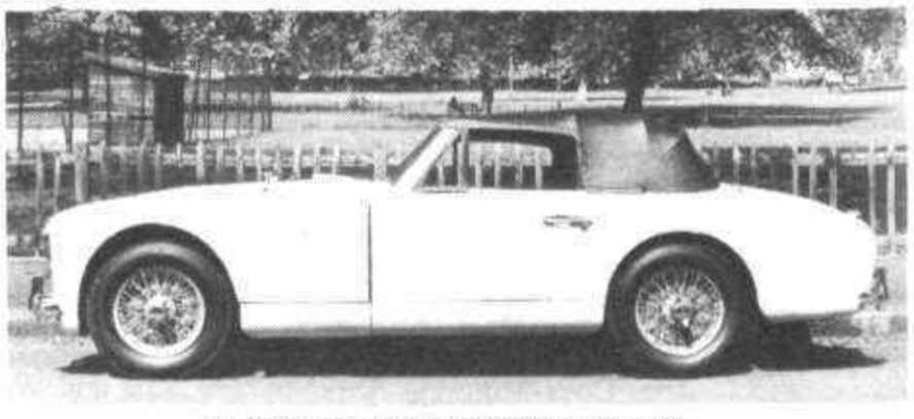
1950 AUSTIN HEALEY SILVERSTONE



1965 AUSTIN HEALEY Mk III



1950 JAGUAR XK 120



1957 ASTON MARTIN DB2/4

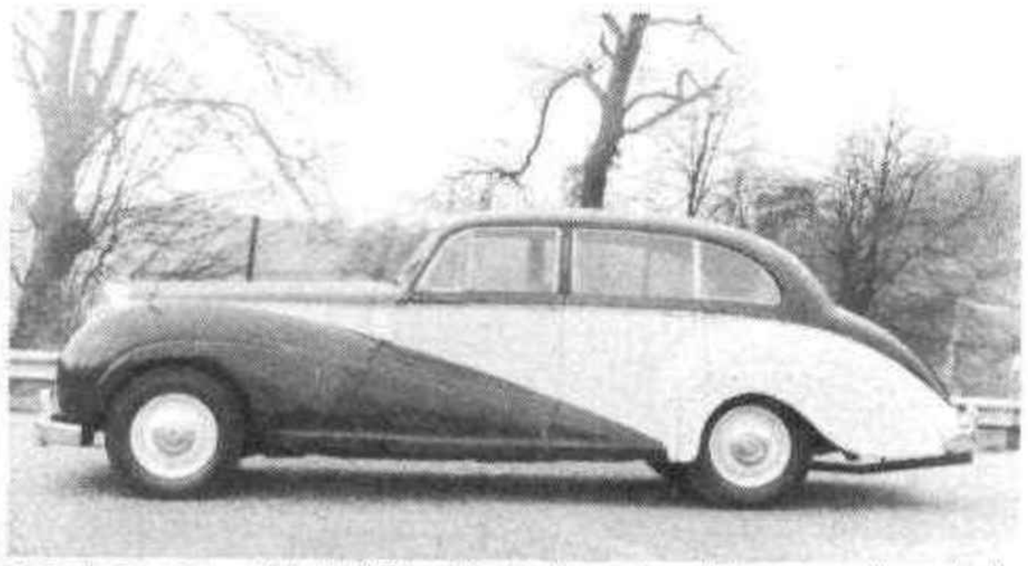
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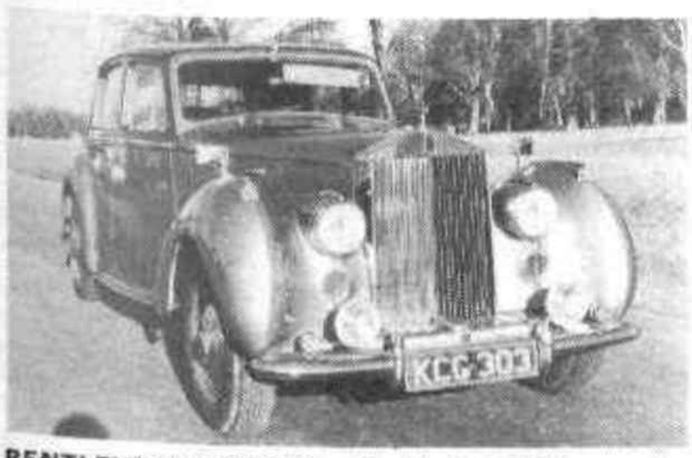
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ROLLS-ROYCE SILVER CLOUD I 4-door standard saloon. First registered 1959. Finished in Tudor Grey over Shell Grey with Maroon leather upholstery. Power assisted steering. All the usual refinements, walnut picnic tables, vanity mirrors, etc. A superb example of a late Silver Cloud I.

BENTLEY S2, 1960, H. J. Mulliner 4-door **Flying Spur,** finished in Velvet Green with Beige hide upholstery. Recorded mileage 111,000. Electrically operated windows. In superb condition throughout.



BENTLEY S1 Continental 2-door Mulliner fastback saloon, finished in Dawn Blue with Grey leather upholstery. First registered 2nd May 1957. Chassis no. BC87BG. 4.887 c.c. Recorded mileage 98,000. Totally mint condition and superb mechanically.

ROLLS-ROYCE SILVER WRAITH touring saloon with division by James Young. First registered 1957. Finished in Black over Sable with Beige leather to both front and rear compartments. Automatic gearbox, power assisted steering. Recorded mileage 98,000. Electrically operated division. Walnut picnic tables. Cocktail cabinet with fittings.

ROLLS-ROYCE SILVER WRAITH seven passenger limousine by Park Ward. First registered 1953. Finished in Black with Grey upholstery to front seats and Fawn West of England cloth to the rear compartment. Face-forward occasional seats. Fitted picnic tables and cocktail cabinet. Excellent condition and a fine car mechanically. Owned for 12 years by Rolls-Royce.



ROLLS-ROYCE, 1964, H. J. Mulliner 4-door **Flying Spur** finished in Seychelles Blue with Grey hide uphostery. Factory fitted air conditioning. Recorded mileage 75,000. Fully recorded service history. A superb example of this very rare car.

ROLLS-ROYCE PHANTOM V seven passenger enclosed limousine by H. J. Mulliner/Park Ward. First registered 1964. Finished in Black with Beige leather upholstery to the front seats and Beige West of England cloth to the rear compartment. A beautiful motorcar. A similar car costs today £50,000 plus.

BENTLEY CORNICHE, 1972, 2-door fixed head coupe by H. J. Mulliner. Finished in Seychelles Blue with Beige hide upholstery. Recorded mileage 68,000. A beautifully appointed car with all the usual Mulliner refinements. A rare car.

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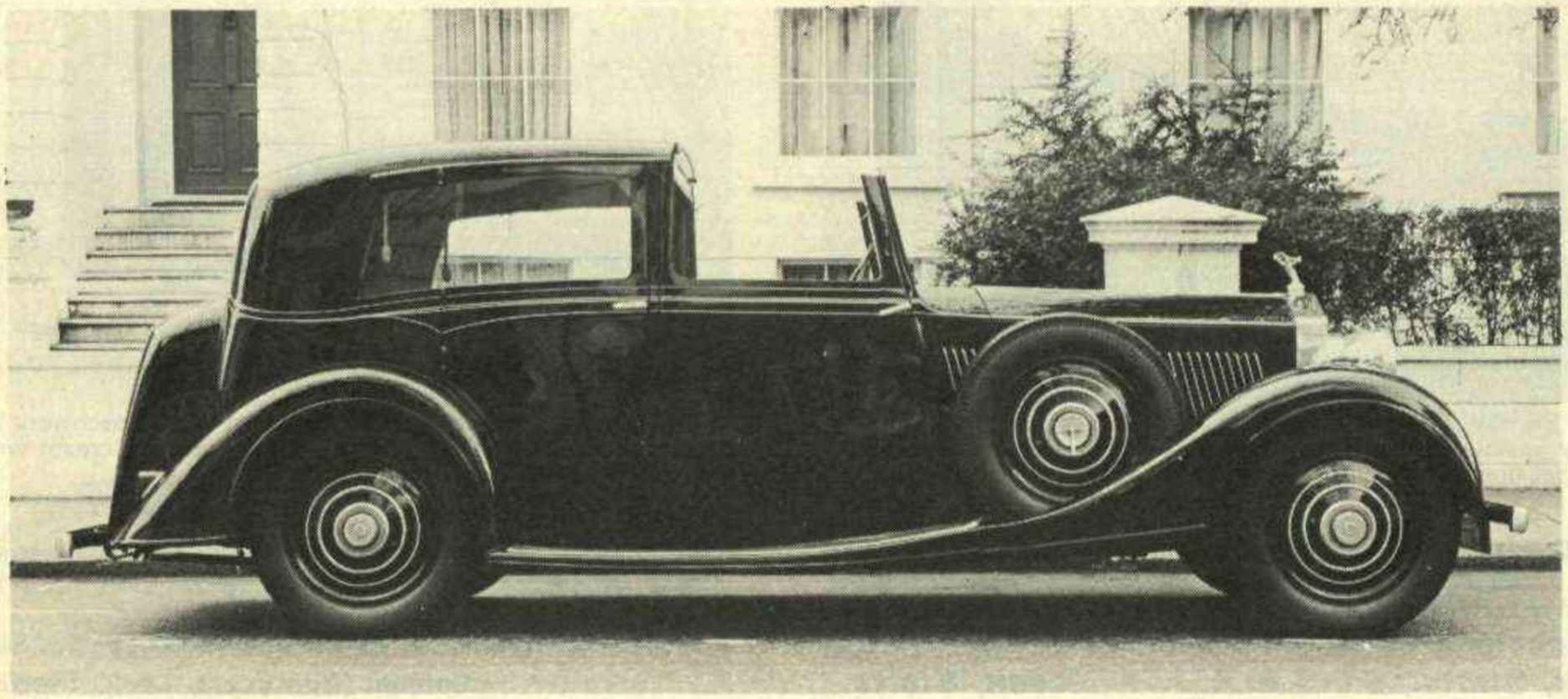
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Jag 120. Choice six.



MG 1973.

1931 Rolls-Royce Tourer
1963 Rover 95. Grey
1965 Jaguar 3.4 'S'. Brown/beige
1955 Jaguar Mk VII. Black
1957 Bristol 405 4 door, grey
1961 Alvis TD21. Manual, w/w
1954 A.C. 2 Litre sports saloon
1964 Rover 110. Green
1966 Jaguar Mk.10. White
1964 Jaguar 3.4S. Red, Auto.
1965 Jaguar 3.4S. Metallic blue
1968 Jaguar 420. Green
1965 Jaguar 3.8S. Dark blue, Auto.
1966 Jaguar 3.8S. Dark green, Auto.
1967 Jaguar 420. Yellow, sunroof
1959 Jaguar XK 150 Coupe. White
1957 Jaguar 2.4 Mk.I. Saloon
1961 Jaguar 2.4 Mk II. Green, manual
1960 Nash Metropolitan. 1 owner
1968 Jaguar 240 Mk II. White, manual
1968 Jaguar 340 Mk II. White, manual
1969 Jaguar 420 G. Saloon, dark blue
1963 Jaguar Mk 10 3.8. Grey
1966 Jaguar Mk II 3.4. Grey, manual
1966 Jaguar 3.4 S. Red, manual
1967 Jaguar 420. White, manual
1967 Jaguar 420. Black,w/w
1962 Jaguar 3.8. Coombes, silver
1956 Jaguar XK140 Roadster. L.h.d.
1960 Jaguar Mk IX. Auto, grey/maroon
1955 Jaguar XK120 Roadster. White
1959 Jaguar XK150 "S" Coupe. Red,w/w
1963 Jaguar 3.4 Mk II. White
1961 Jaguar Mk IX. Auto, grey
1961 Jaguar 3.4 Mk II. Manual, blue
1967 Daimler 420. Green, auto
1965 Daimler V8 250. Gold
1912 Daimler. Tourer, 3 door, grey
1969 Daimler V8 250. Dark blue
1965 Daimler V8 250. Red
1964 Daimler V8 250. White
1922 Dodge. 4 door, D. sedan, black/blue
1946 Hudson Commodore. Eight sedan, grey, manual
1968 Lincoln Continental. Auto, e/windows
1938 Buick McLaughlin. Limo
1960 Rover 80. Saloon, o/d, grey/blue
1955 Rover 75. L.h.d., manual, beige, 1 owner
1960 Rover 100. Saloon o/d, manual, black
1955 Rover 75. Saloon o/d, manual, green
1955 Sunbeam Talbot. Saloon.
1954 Lagonda 3 Litre



Jag 3½L, 1948.
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