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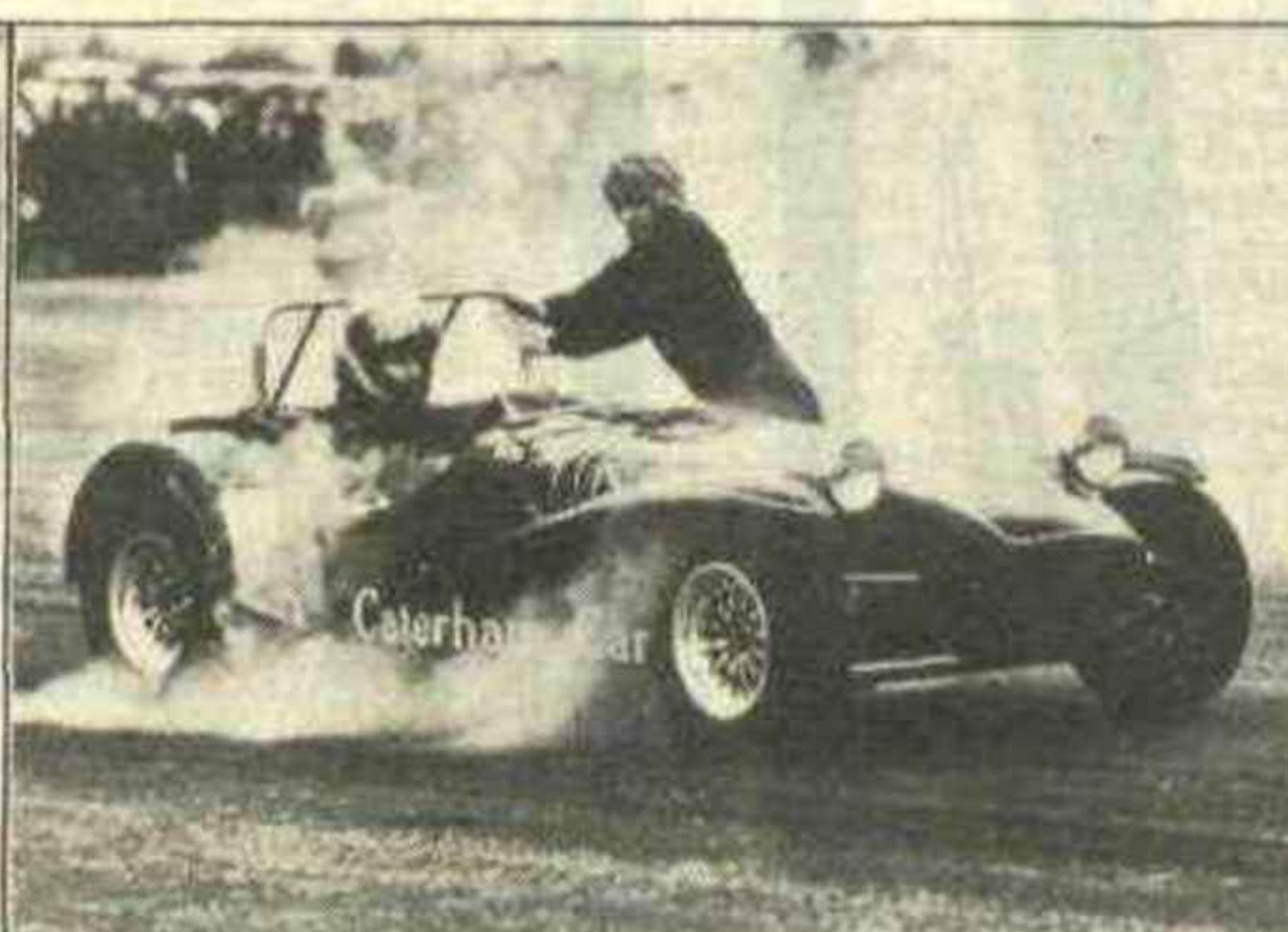
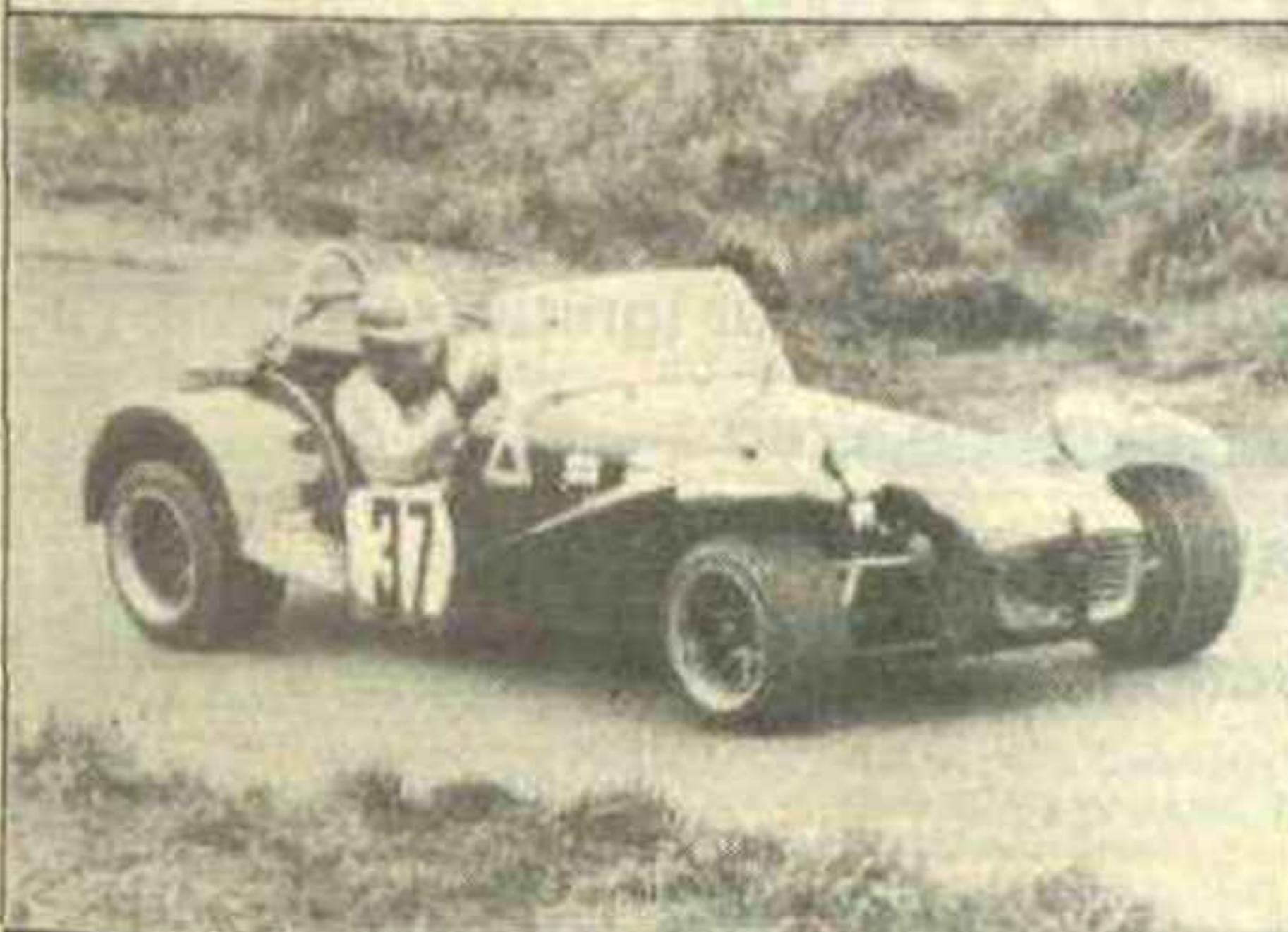
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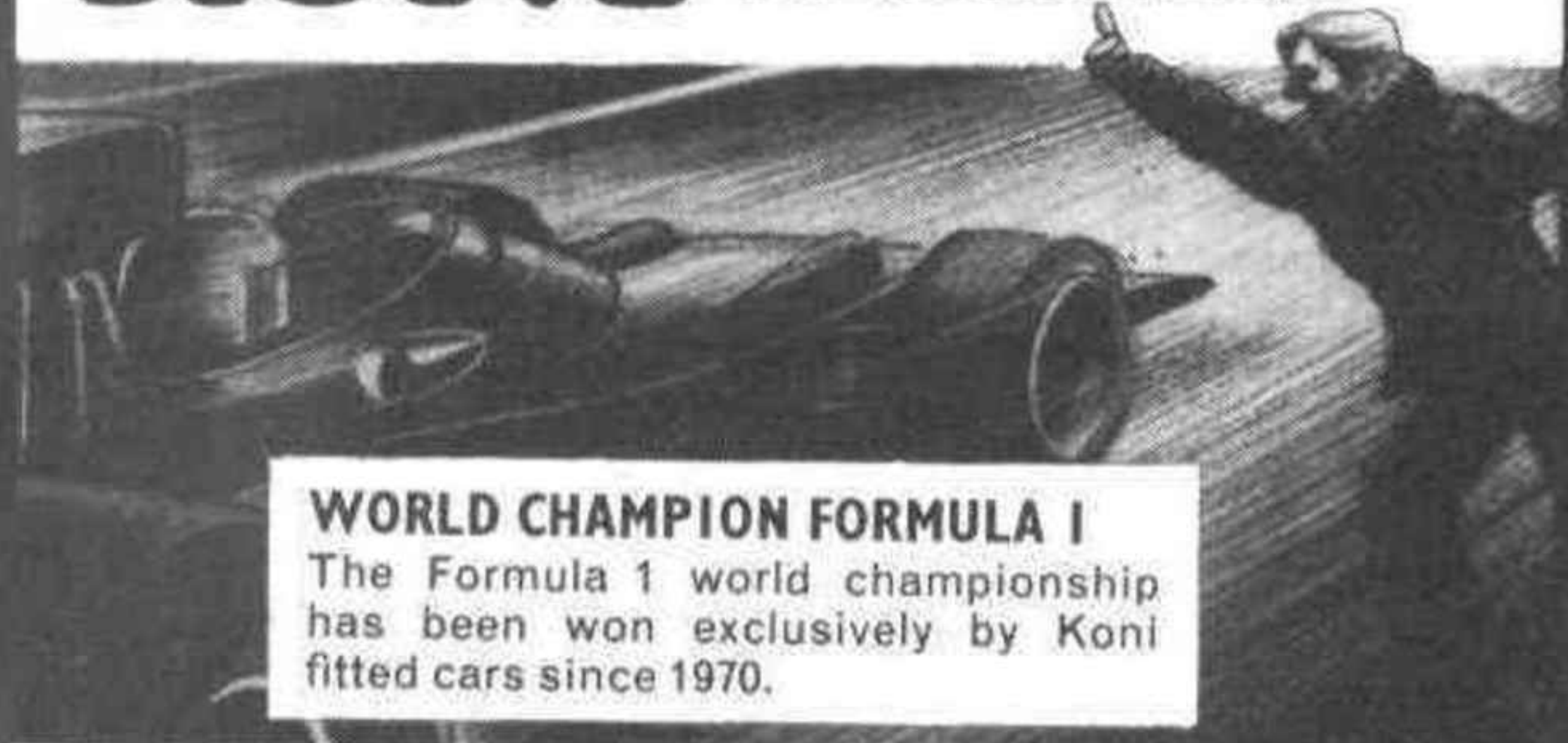
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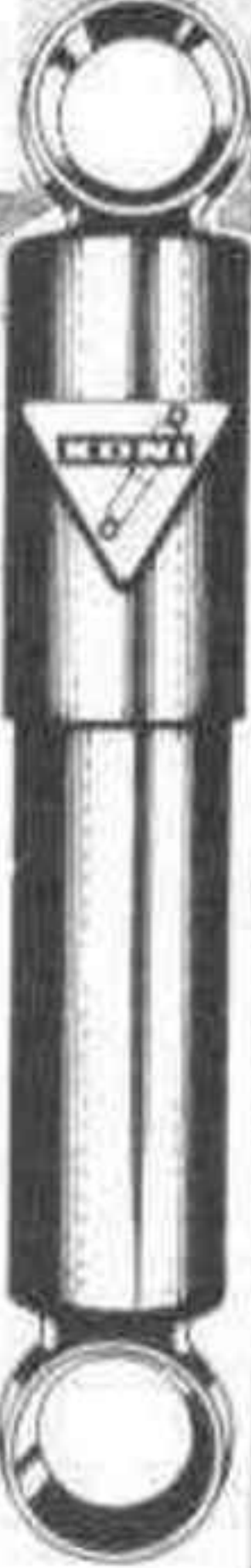
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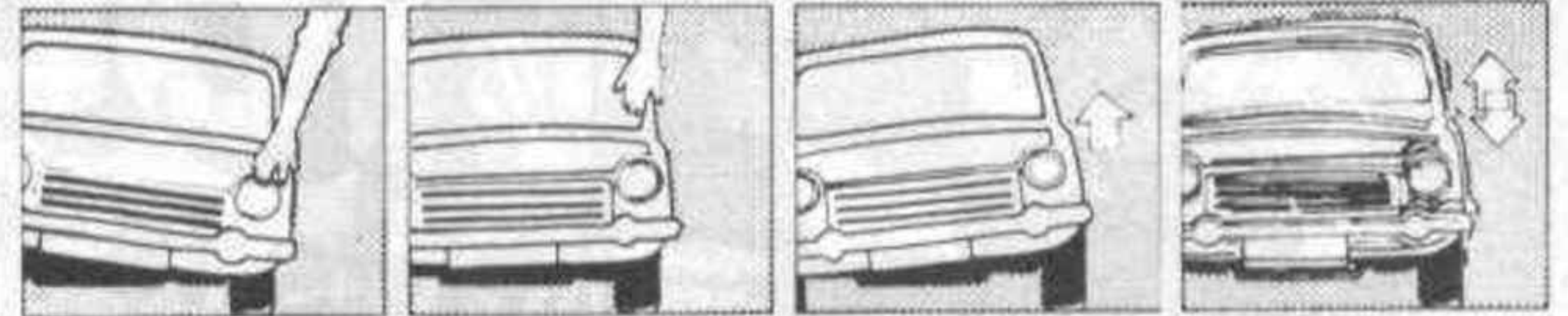
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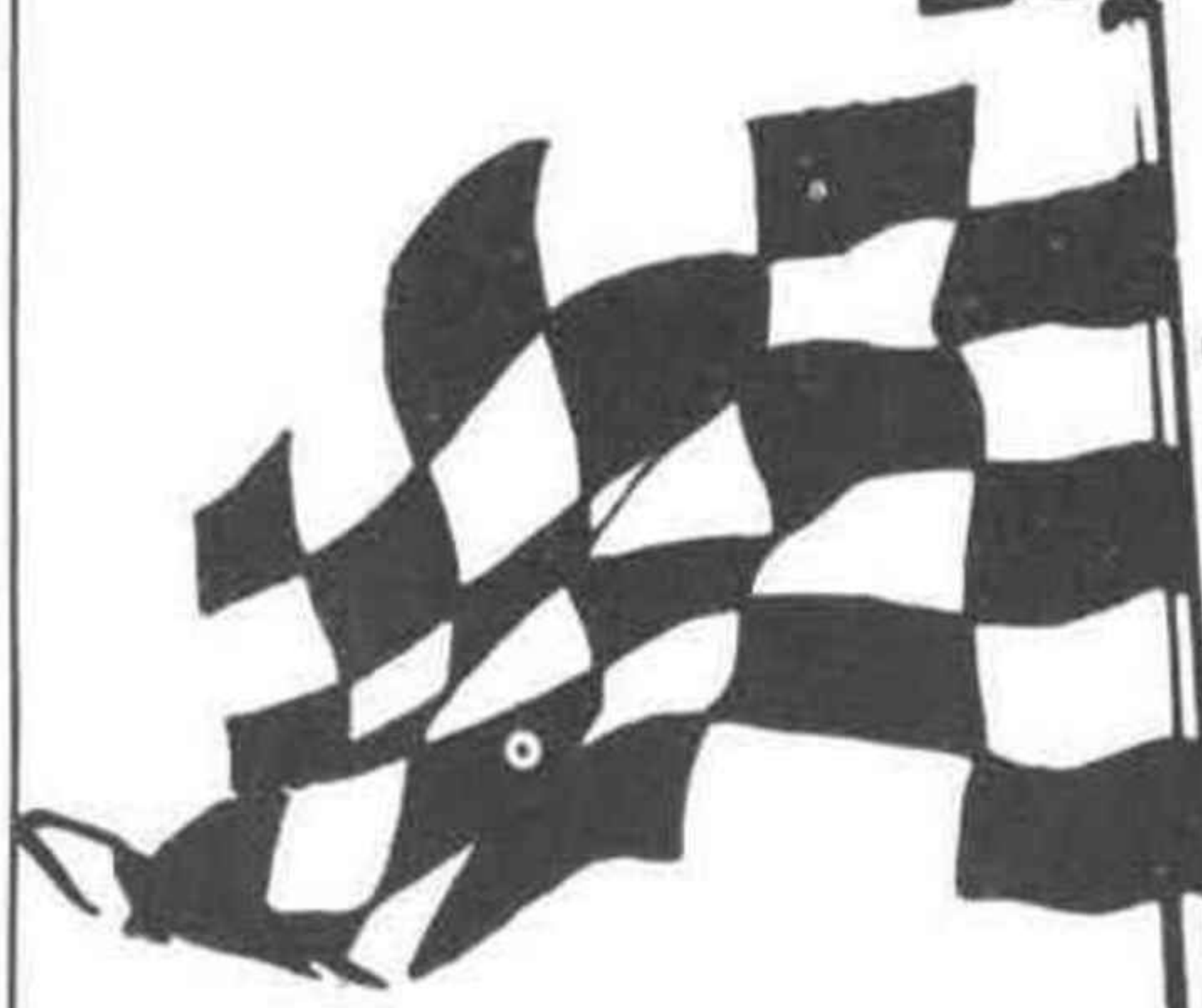
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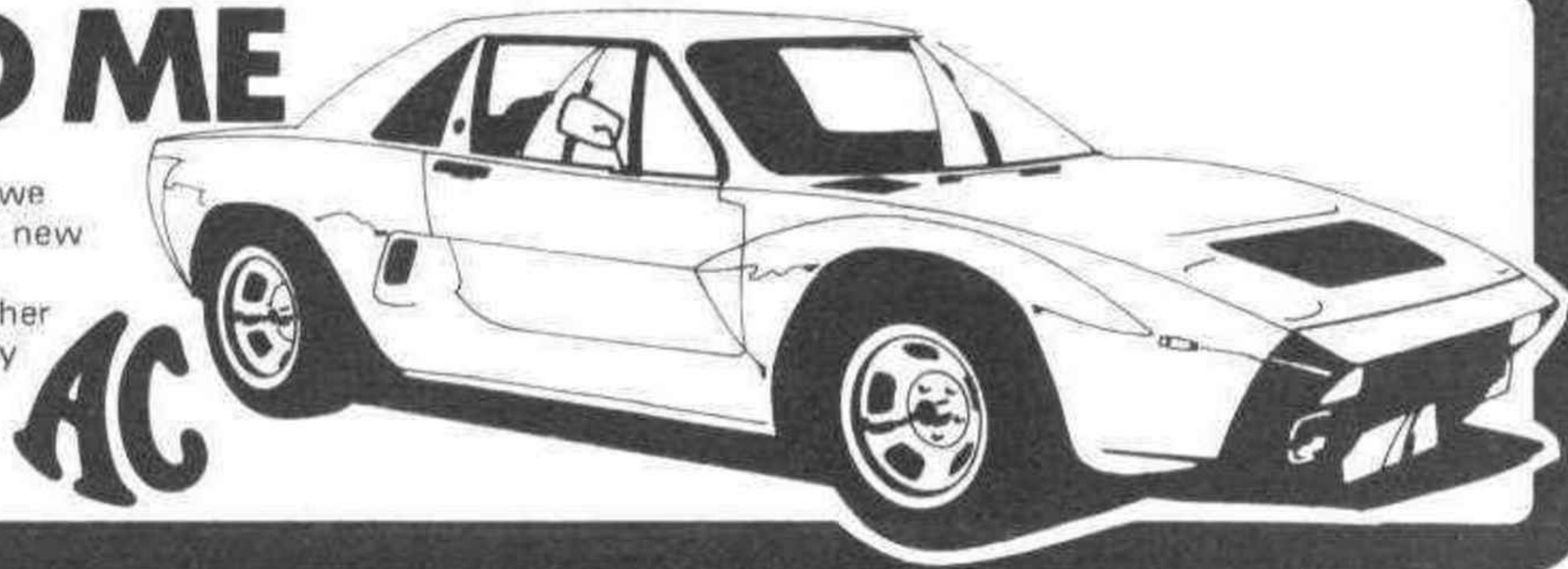
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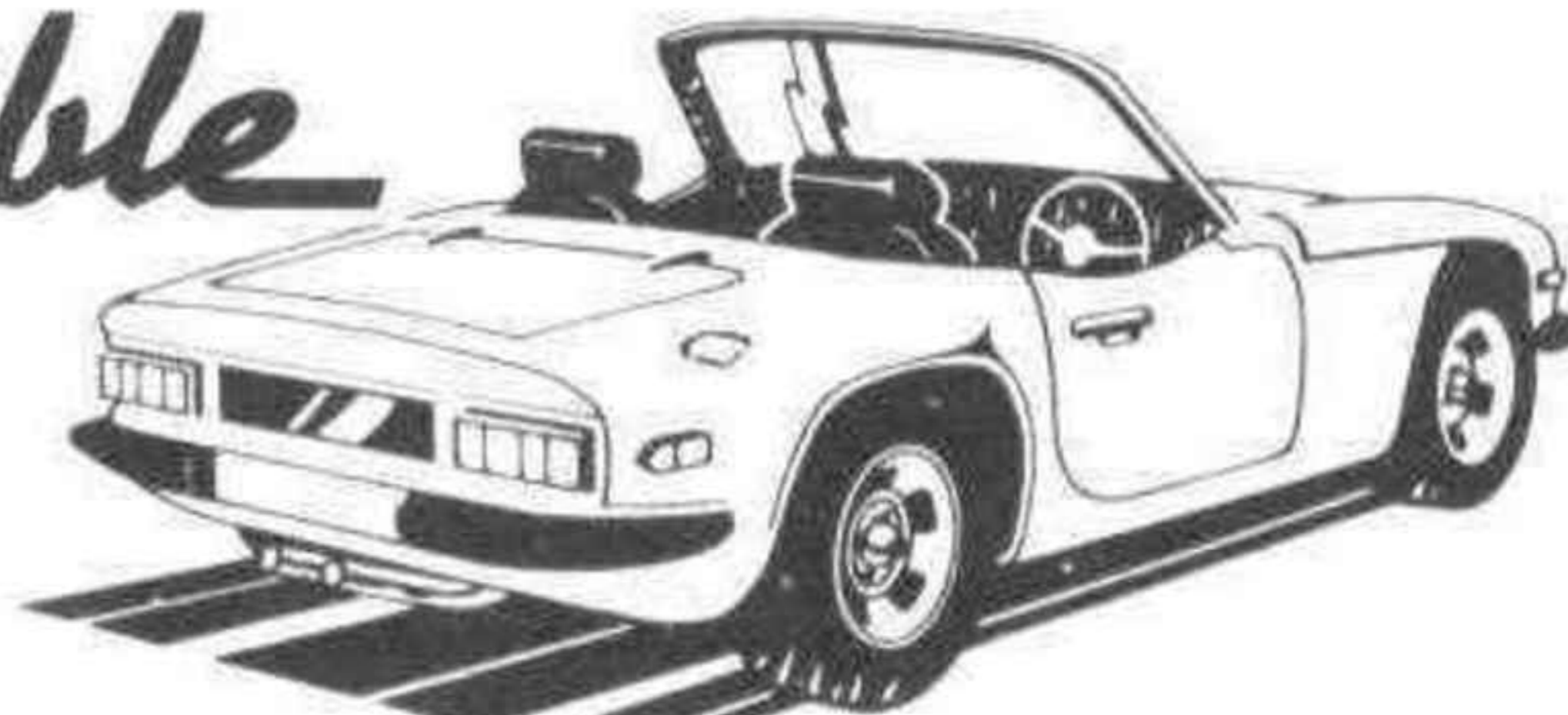
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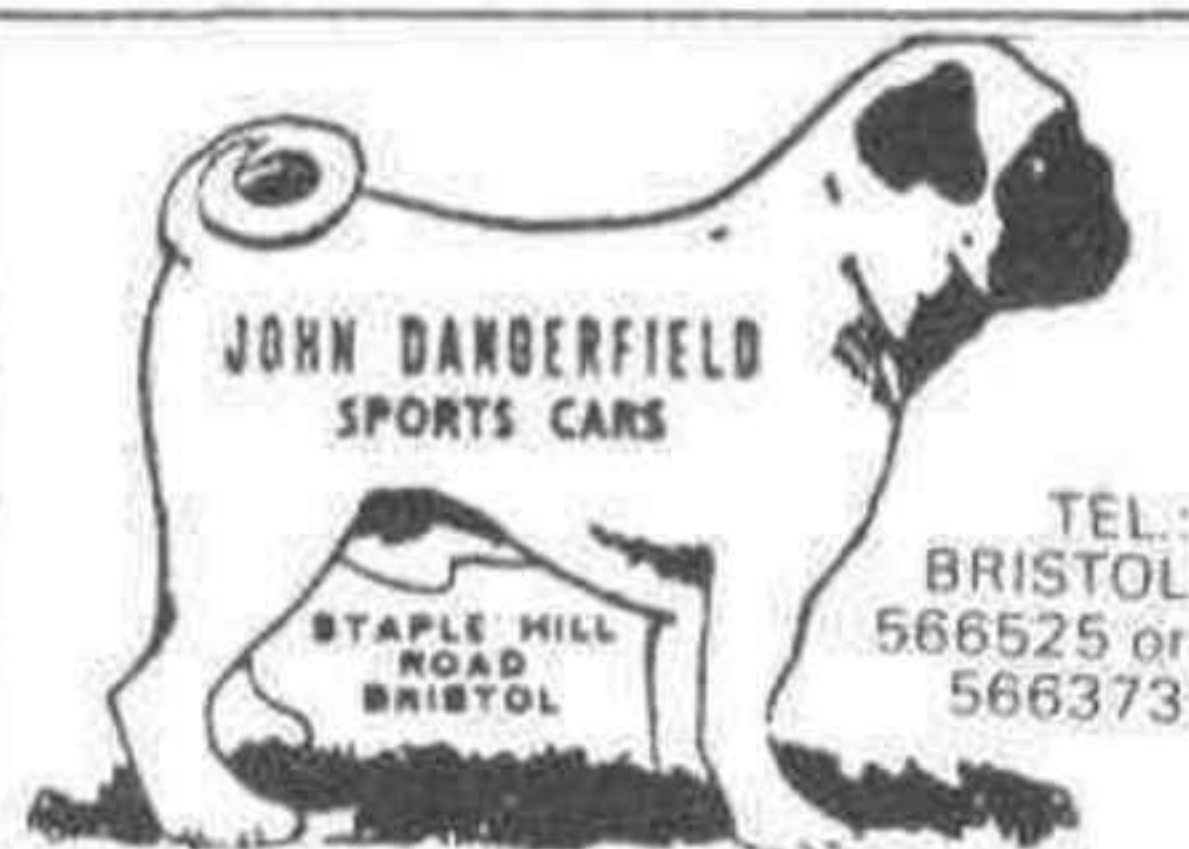


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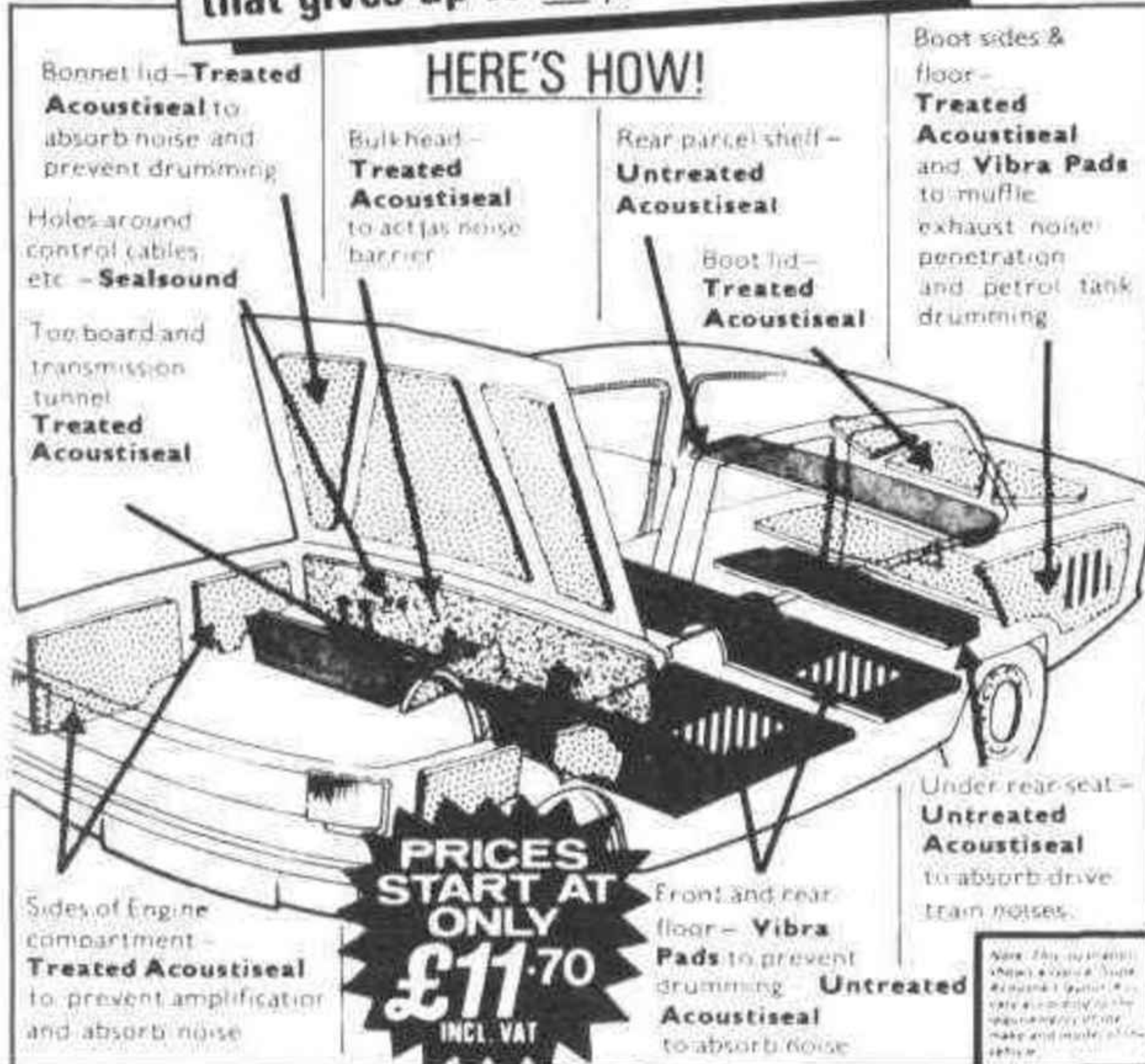
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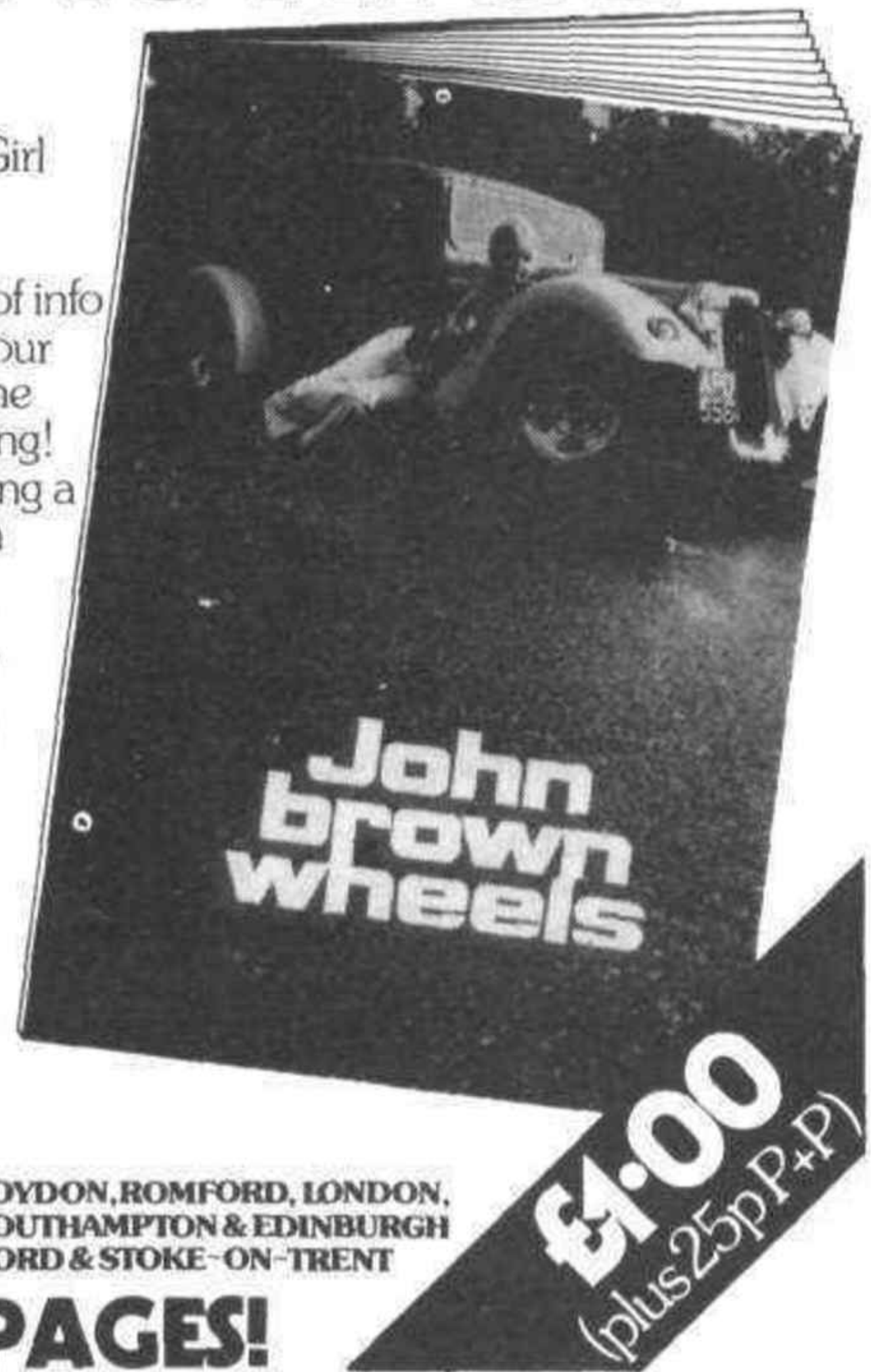
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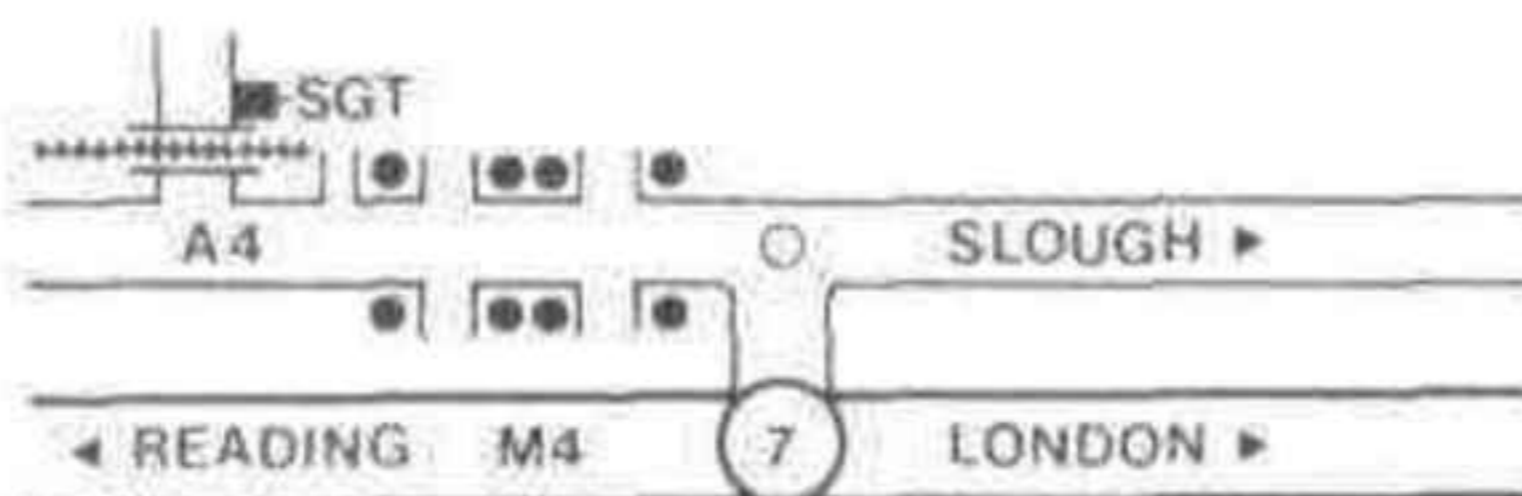
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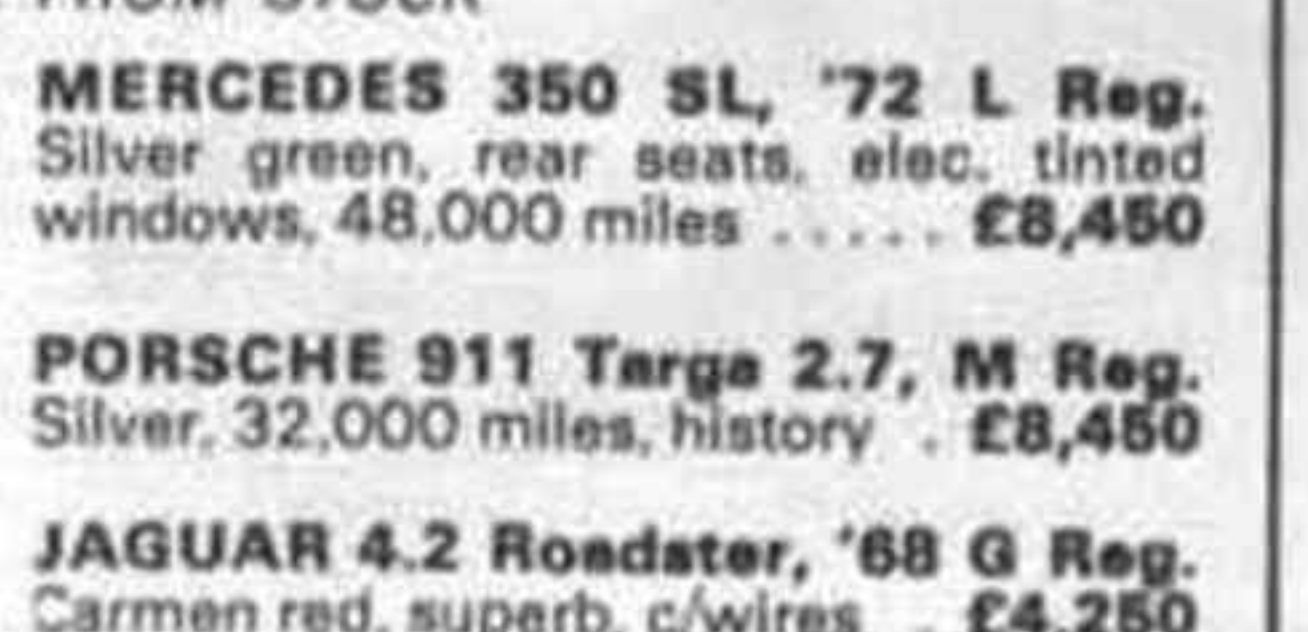


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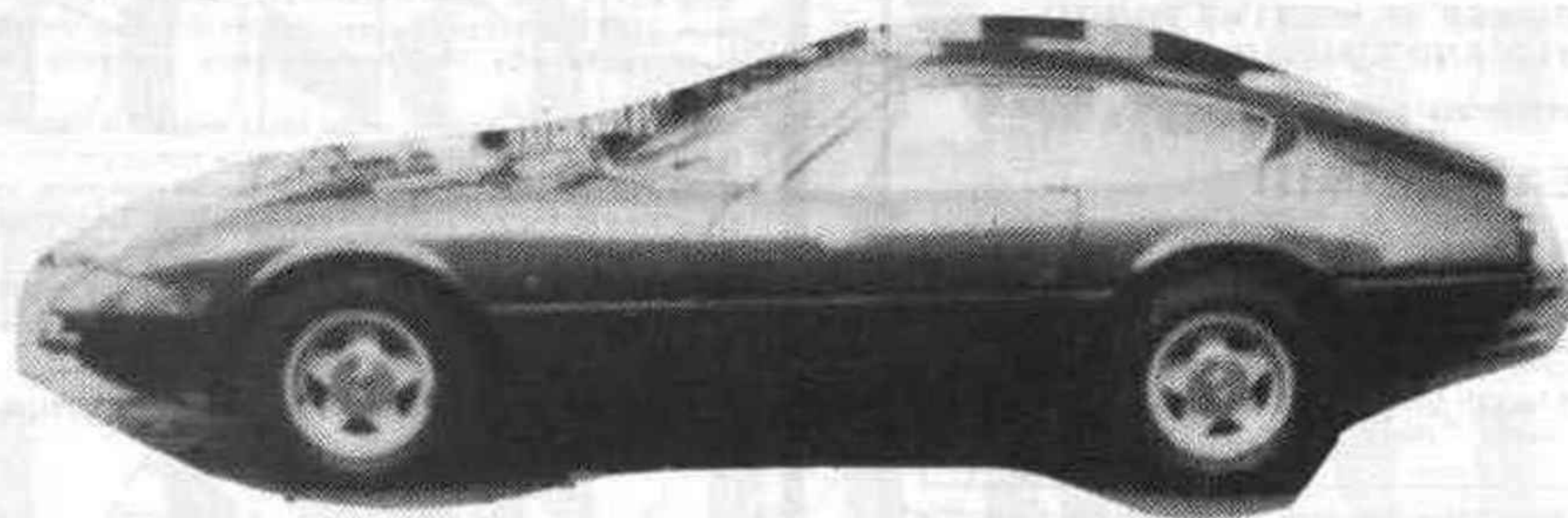
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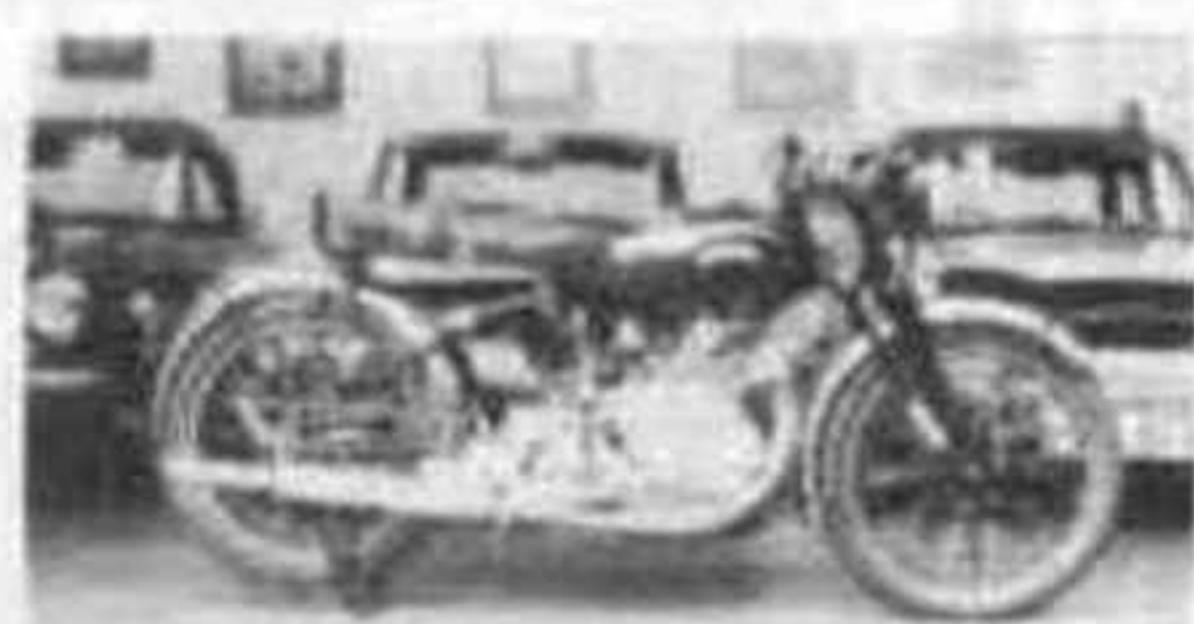
JAGUAR V12 E FHC 1974. Lavender blue with biscuit leather trim, automatic, one thousand seven hundred miles only. New condition.



JAGUAR V12 E ROADSTER 1974. Signal red with black trim, manual transmission, chrome wheels, as new condition, 3,000 miles.

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TR6 1975	Topaz, O/D, 19,000 miles	£3,750
TR6 1975	Mimosa, O/d, 21,000 miles	£3,650
TR6 1974	Blue, O/d, 24,000 miles	£2,995
TR6 1974	Mallard, O/d, 35,000 miles	£2,795
TR6 1974	Blue, O/d, 36,000 miles	£2,795
TR6 1974	White, O/d, 38,000 miles	£2,695

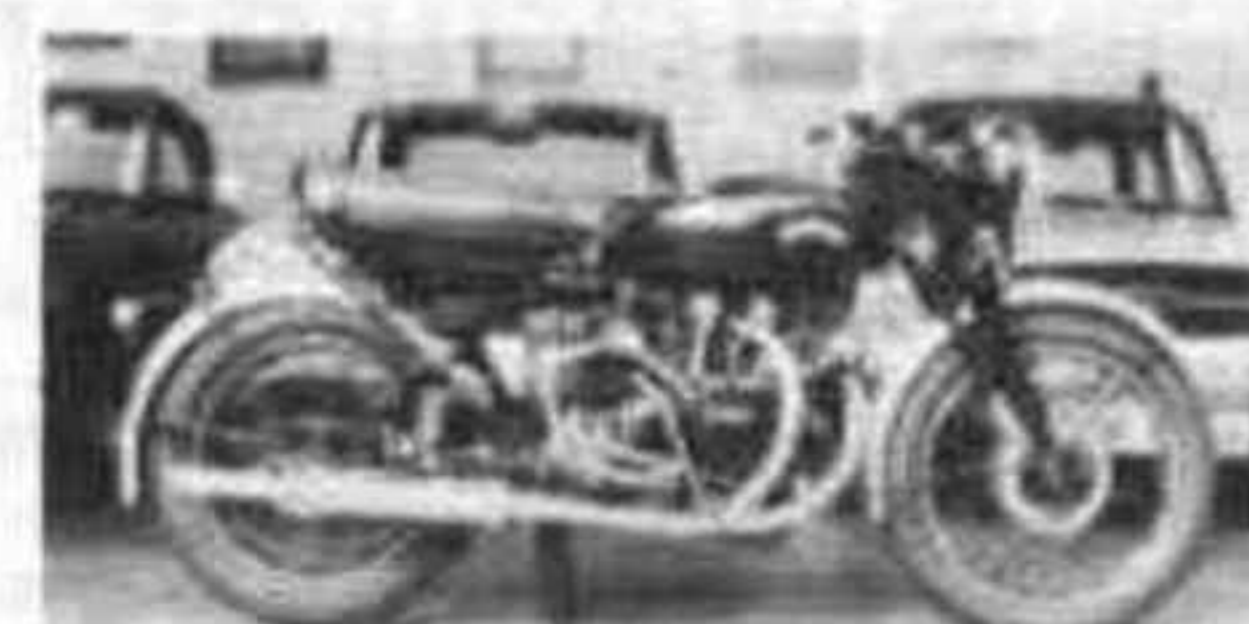
TR6 1973	Mimosa, O/d, 35,000 miles	£2,695
TR6 1973	Emerald, O/d, 39,000 miles	£2,595
TR6 1973	Pimento, O/d, 39,000 miles	£2,595
TR6 1972	Jas min, O/d, 41,000 miles	£2,195
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TR6 1972	White, O/d	£2,095
TR6 1971	Signal red, O/d	£1,995



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| S Reg. LANCIA BETA Monte Carlo. In gold, 6,500 miles | £4,975 |
| S Reg. TR7. In green, 5 speed gearbox, one owner, 2,300 miles | £3,195 |

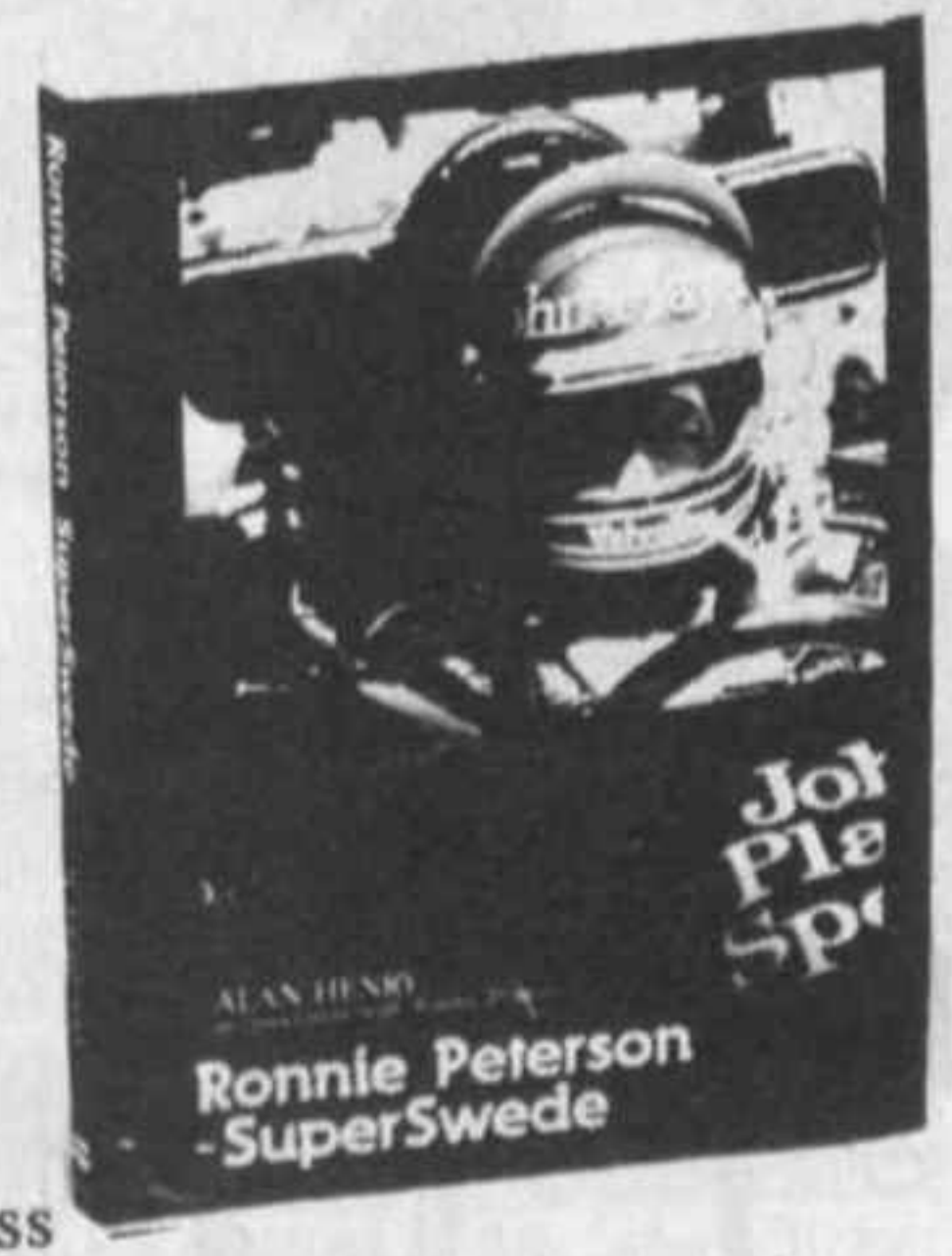
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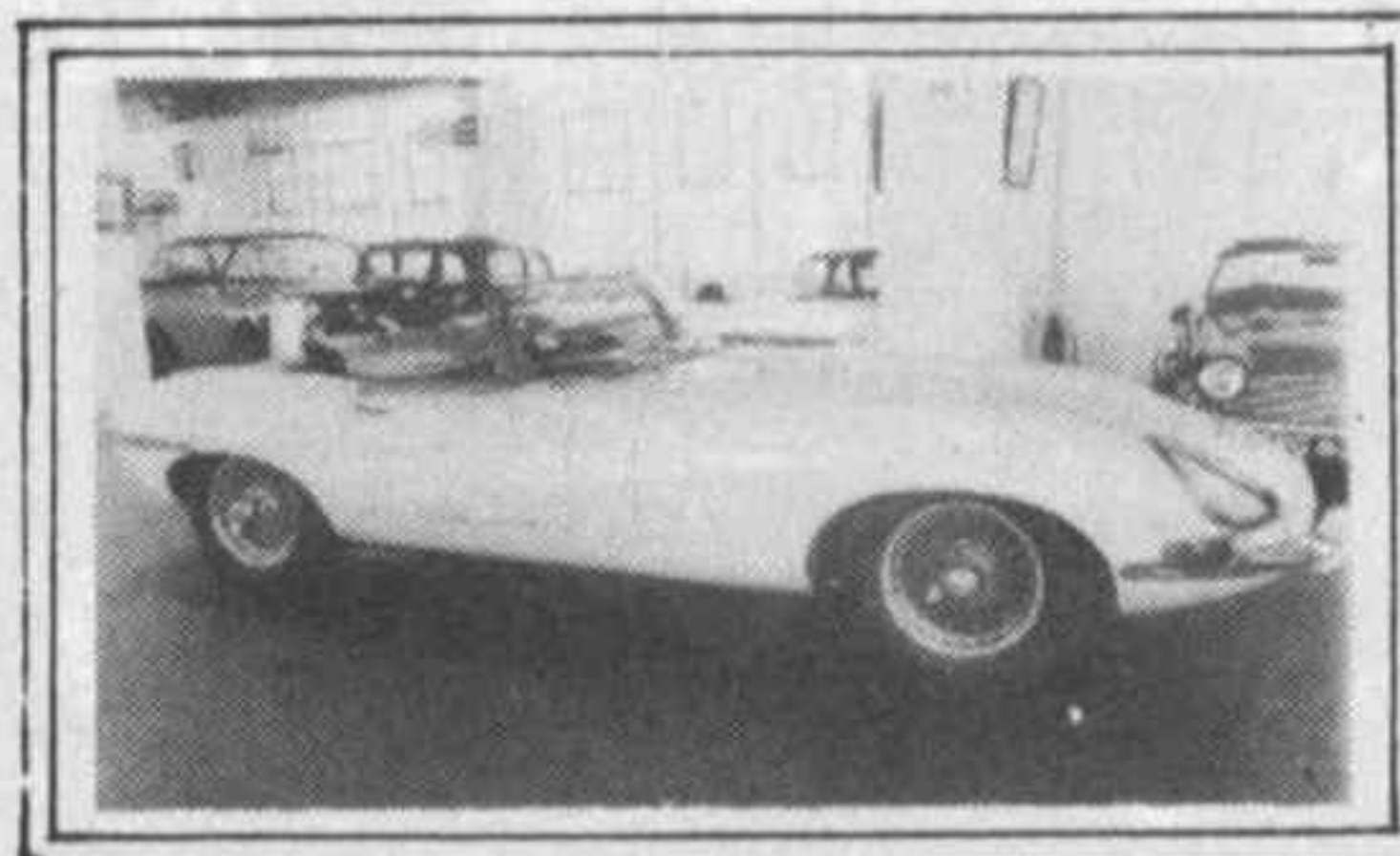
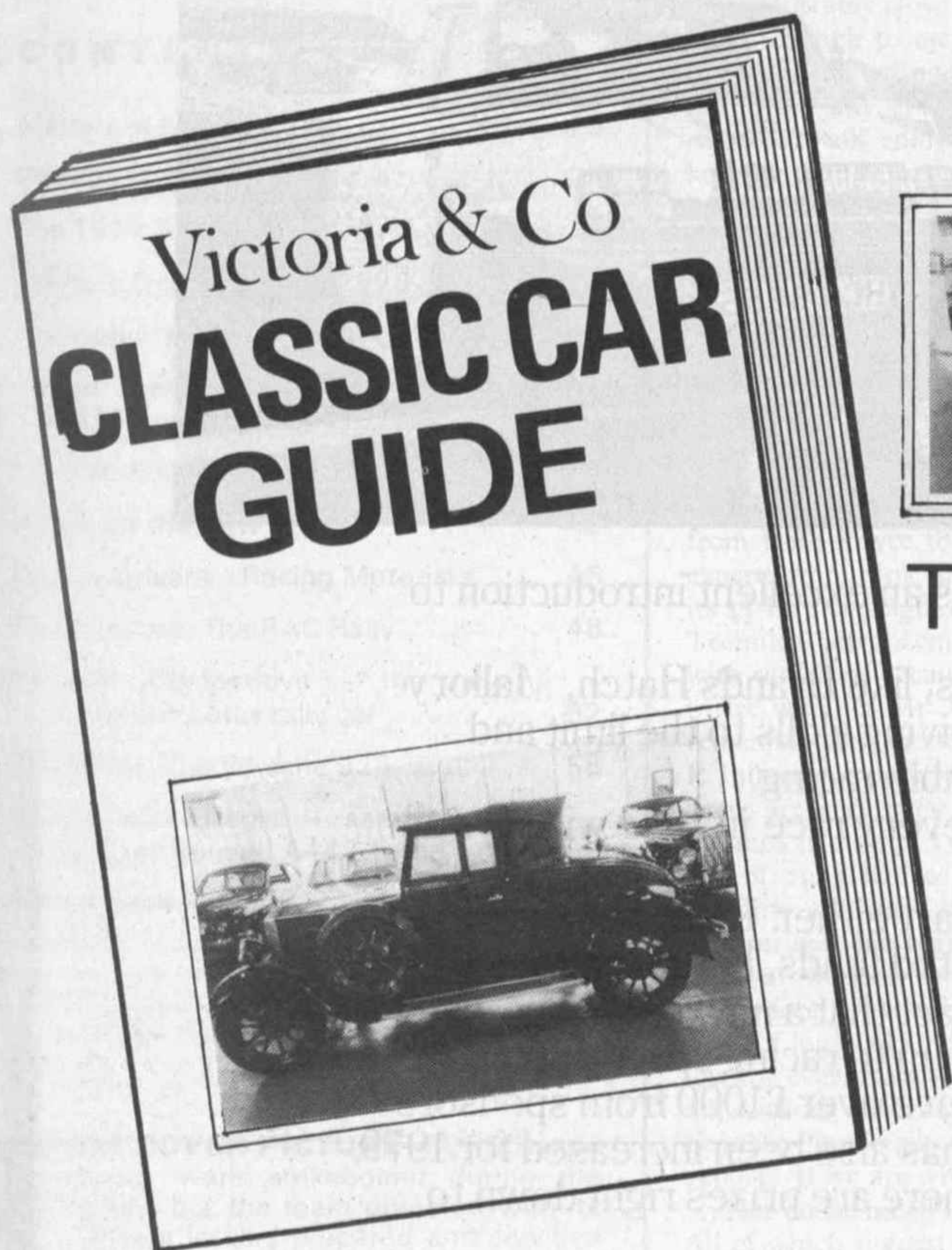
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MOTOR SPORT

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CONTENTS

	page
Matters of Moment	23
Fixtures for January	24
The 1979 Season	25
Formula One Teams for 1979	26
International Race Results of 1978 ..	29
Life at Thomson and Taylors 1927- 1939, continued	34
Veteran-Edwardian-Vintage	37
Books for the New Year	42
Racing Drivers - Racing Motorists ..	45
Rally Review: The RAC Rally	48
Chrysler Competitive - the new Sunbeam-Lotus rally car	52
Road Test: The Porsche 928	58
Riding with Regie - sampling a Le Mans Renault A443 Turbo ...	66
Letters from Readers	69

FRONT COVER PICTURE: FORD'S own mechanics were strikebound during the RAC Rally, but the team operated with its own drivers in cars prepared and serviced by staff from various rally-minded dealers. The operation was a success, Hannu Mikkola winning after no more serious a problem than a broken water pump.

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MATTERS OF MOMENT

■ HAPPY NEW YEAR

This issue of MOTOR SPORT appears a little later than usual due to the present spate of public holidays but nevertheless marks the commencement of another motoring season. And although 1979 is uncomfortably close to George Orwell's 1984, we can all hope for a good motoring year, providing we are lucky enough to escape the web of VASCAR, roadside-radar, parking-meters, stiffer DoE vehicle-tests, and ever-increasing anti-motoring legislation (not overlooking the four-year retention on one's driving licence of any endorsement) which threatens to wrap-up anyone in charge of a motor vehicle. The righteous will enjoy telling us, as they always have, that we can stay out of this bureaucratic web by keeping within the law. Not easy, in view of the complex legislation that governs every move made by any motor vehicle.

However, the vehicles themselves continue to improve impressively, in spite of all the Governmental rules and regulations imposed on their luckless manufacturers. Small cars now offer good performance and comfort and can be had in diesel-form, thanks to Volkswagen's initiative. No longer are fuel-injection, independent rear suspension, sealed coolant systems, five-speed gearboxes, disc brakes, belt-driven o.h.-camshafts and puncture-proof tyres, etc. regarded as futuristic innovations. Within the last few years items of equipment that were once picked out in road-test reports have been taken for granted, but add much to motoring enjoyment and safety. Automatic transmissions, which even enthusiastic drivers now find acceptable, are appearing on the smaller cars, such as the Renault 1300 Auto and the Lancia Beta, with Borg-Warner working on a new small-car foolproof transmission, and many high-performance cars from Rolls-Royce to Rover 3500 and Opel Senator now spare the left foot in traffic. Indeed, there are experts who think that the very refined and well-mannered Porsche 928 is nicer with automation between its 4½-litre vee-eight engine and its transaxle than with its alternative five-speed gearbox.

Technical advancement being so satisfactory, it is a pity that the Government has been threatening Ford with sanctions because its management was unable to contain trade union ambitions. It will be interesting to see whether Mr. Callaghan does any better, in the long run. So far as Ford is concerned, he should remember that sudden application of a brake often results in a nasty smell, followed by disaster . . .

If Inflation (which deserves a capital "I") is to come down, Government spending must be cut. All car-users are very close to a nasty example of gross waste - the DVLC at Swansea. It cost hundreds-of-millions to set up. Yet it is so slow in issuing even a driving licence that Section 84/4 of the Road Traffic Act of 1972 had to be amended, so that you can drive legally without this document while the civil servants and their costly computers are sorting it all out for you. What was wrong with the previous system, and the regional taxation offices since closed, when this licence was a nice little red book and renewal worked expeditiously? Then we have those absurd vehicle-designations - see last month's "Tailpiece" - issued by brainless Swansea electronics, not to mention countless historic records in the form of log-books for unlicensed vehicles which we understand are in danger of being shredded, and thus lost for ever. Now comes the Government's idea of putting all road-vehicle taxation on petrol and diesel-oil, without reducing one iota the staffing at the DVLC; scrapping the licence-disc will almost certainly penalise financially business-users, goods-transport, and high-performance cars of the kind Britain exports. If we are wrong about this you will be able to knock us down with a puff from a moped's exhaust . . . Nor do we much like the suggestion that this change is "to be introduced gradually".

All of which suggests that motor vehicle users and drivers will have to watch their interests as strongly as ever, even though the private-car remains the most convenient form of door-to-door transport and, let it be whispered, some of us actually enjoy driving. Because Governments will go on legislating against us, taxing us savagely, blaming us for all types of accidents, and ruining our vehicles by spreading the winter roads with sand and salt. Those mounds of salt you see waiting to be used must make car owners feel quite faint, so it is fortunate that, along with other technical advances, specialist rust-proofing and undersealing has now spread to this country, in the form, for example of the well-known Ziebart system introduced here some six years ago.

By taking advantage of such things, and given reasonable luck, your 1979 motoring can be as enjoyable as it was last year, even in an age, would you credit it, when *The Times*, once Britain's "Thunderer", has ceased publication (at all events temporarily) and when the names "Brooklands" and "Bass", very regrettably, will soon be synonymous. The motor car is still the number-one prized possession and plaything of an enormously high proportion of the population, many of whom enjoyed racing-cars being allowed to parade round Birmingham before last year's NEC Motor Show that was packed almost to a standstill, and in seeing Andretti's F1 Lotus-Cosworth and other Lotus racing cars running through Norwich to celebrate 12 years' occupation of that area by Lotus Cars Ltd. With sporting motoring so very much in the public eye perhaps, now that the BBC seems to have lost its football viewing top-spot to ITV,

Continued overleaf

Motor Sport Fixture List for January

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

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

DATE	CLUB	RENDEZVOUS	NEAREST TOWN OR MAP REFERENCE	CATEGORY	TIME
Jan. 6-7th Jan. 6-7th	Forbay MC Border MC—Finningley	Exeter Services (M5) Yorkshire Caravans of Bawtry Limited, Doncaster Road, Bawtry	192 967915 111 647956	Olympia Rally (R) Morning Star Trophy Rally (C)	23.01
Jan. 7th	NZ International Grand Prix Association (Auckland) Inc.	Pukekohe	New Zealand	Formula Pacific Championship (INT)	
Jan. 7th Jan. 11-14th	BRSCC Badener Rallye Club	Brands Hatch Circuit	Fawkham, Kent Austria	Rallycross (R) Janner Rally (European Rally Championship) (INT)	12.00
Jan. 13th Jan. 13th Jan. 13th-14th Jan. 13-14th Jan. 14th	Tavern MC and Newport LCC Trials Drivers Club Tynemouth & Dist. MSC Knowldale CC Manfield Autocourse Promotions Ltd.	Minchhead Grand Hotel, Wicklow Town Newcastle Airport, Woodlington Tebay Services (M6) Manfield	88 185715 91 606062	Marlboro National Rally Holfeld Pump Rally Three Drivers Rally (R) Mini-Miglia Rally (R) Formula Pacific Championship (INT)	01.00 12.00 23.30
Jan. 20th	Southland Sports Car Club Inc.	Teretonga	New Zealand	Formula Pacific Championship (INT)	
Jan. 20-21st	Haldon MC	Mercury Staging Post, Kennford	192 914856	Haldon Monte Rally (R)	23.01
Jan. 20-27th	AC Monaco		Monte Carlo	Monte Carlo Rally (World Rally Championship) (INT)	
Jan. 21st Jan. 21st	WSMC SCCN AC Argentino	Snetterton Buenos Aires	Thetford, Norfolk	Rallycross Argentine Grand Prix (World Championship Round 1) (INT)	12.00
Jan. 28th	The Motor Racing Club Inc.	Wigram	New Zealand	Lady Wigram Trophy Race (Formula Pacific Championship) (INT)	
Feb. 2-4th	Union Mecanisee Spa		Belgium	Boucles de Spa (European Rally Championship) (INT)	
Feb. 2-4th	Automobile and Touring Club of Finland, Marlboro Arctic Rally		Finland	Marlboro Arctic Rally (European Rally Championship) (INT)	
Feb. 3-4th	IMSA	Daytona	USA	Daytona 24 Hours (World Championship for Makes) (INT)	
Feb. 4th	CBA	Interlagos		Brazilian Grand Prix (World Championship Round 2) (INT)	
Feb. 4th	LCC of Australia	Sandown	Australia	Rothmans International Formula 5000 Championship (INT)	

MATTERS OF MOMENT — continued from previous page

perhaps we shall get more motor-racing coverage on the media throughout 1979, for the benefit of those unfortunates who have not been able to plan exciting visits to the actual events? All in all, 1979 need be no worse than 1978, it might even be better, and so once again MOTOR SPORT optimistically wishes its many readers happy motoring, in the months ahead ...

The Pentax Prize

IN THE IDIOM of the Society glossies, I got into the Opel Senator and drove 170 miles, mostly through fog, to the Carmelia Restaurant in Syon Park, that pleasant pasture-land close to London's end of the M4, to see Peter Edwards and his wife Blossom win the Pentax prize of a new BMW 316, a new camera outfit, a holiday for two in Bavaria (with a visit to the BMW factory) and £250 spending money. Just everyone was there my dears. I soon met Anton Hillie, the BMW Director in this country, who chatted about cameras and motor cars and Raymond Playfoot, his PRO. Tom Walkinshaw who drove the Pentax-sponsored black BMW 530i on which this photographic contest centred was there, also the 12 runners-up in this, who were each to receive Pentax K1000 cameras. One of the MOTOR SPORT photographers happened to come, too, and I felt he would have been justified in bursting into tears at the thought of someone getting a nice new BMW for just one colour photograph, when things like this pass through his hands in hundreds every week ...

What competitors had to do was to take a picture of the Pentax-BMW in any of its races. The winner bought £600 of Pentax equipment to do this and his winning entry, out of 369, was taken with a Pentax MX at Lodge corner at Oulton Park last October, using a 400 mm. Vivitar lens at f8 at 1/250 on Fujicolor 100 ASA slide film, Fuji processed. The picture that appealed to me was of the BMW jumping a kerb at Donington, taken by Ian Simpson with a Pentax SPF with 400 mm. Soligor lens at f8 and



The winning picture, above, and the one we liked, below.



1/500 on Kodak Tri-X film developed in 1:1 D76. After the presentation we all sat down to a good buffet lunch my dears and then I had to hurry off in my Rover 3500. — W.B.

A Rare Lancia

AT THE VSCC Driving Tests at Enstone last month, reported elsewhere, J. Reeve gained an award with his two-seater Lancia Lambda. Apparently this is one of only two such Lambdas in this country; the other was illustrated in MOTOR SPORT last month. — W.B.

The Things They say ...

"Goodall was driving his usual registration plate, GC4 ..." — From "Morgan Sweeps The Board", by Dr. J. D. Alderson and D. M. Rushton (Gentry Books Ltd., £9.95), and one of the pieces of humour which makes this a book that will make many people yearn for a Morgan 3-wheeler, especially as these which are approved and are of appropriate age are now eligible for VSCC events, and two-speed twin-cylinder

versions for that Club's Light Car Section. I rate this chronological study of the Morgan 3-wheeler in competition, from 1910 to 1951, as my Motoring Book of the Year, 1978. Watch for the review next month.

Car of the Year: Chrysler's second win

CHRYSLER's front-wheel-drive hatchback, the Horizon, has won this year's Car of the Year trophy. It is the third time in the last five years that the French (Citroen's CX and Chrysler's Alpine were the others) have won. The 53-member international jury gave the Horizon 251 points over the Fiat Ritmo's 239 and the Audi 80's 181. The highest placed British car was the Rover 2600 in a lowly 12th place with just four points.

The competition is sponsored by the *Telegraph Sunday Magazine* from Britain. The last time a British car won was in 1977 (Rover 3500).

Vandervell go Formula Three

IT IS nice to see the GKN-owned Vandervell concern directly involved in motor racing once more. Their products have always been extremely popular for competition use, and now we are to have a 1979 Vandervell British Formula Three Championship.

It will be the only British F3 series next year and is likely to attract a great deal of foreign talent. Most will use British chassis from March, Chevron or Ralt. Engines will be largely Novamotor-modified Toyota twin-cams, but the Unipart two-car team of Marches with Dolomite Sprint engines will again be providing opposition.

This will be the series for spotting the talent bound for Grand Prix racing.

Back in court

EARLS COURT will again be the venue for the biennial Motorfair organised under the chairmanship of Tommy Sopwith.

As the Motor Show proper is not scheduled to be staged again until 1980 in Birmingham, this London show alternate makes economic sense. The dates will be October 17-27th.

The 1979 Season

HERE WE GO again! On January 21st the 1979 Formula One season is due to start with the Argentine GP on the Buenos Aires Autodrome, followed two weeks later by the Brazilian GP, this year back at Interlagos after a brief flirtation with the new Autodrome at Rio de Janeiro, which did not excite the Formula One followers as much as it excited the "holiday makers". After that it is the usual round of continents and countries, with no major changes to the scene during the sixteen races that make up the Formula One Grand Prix calendar. There are a few alarms and excursions, some expected, some not, but by and large the scene looks stable. The French GP takes its turn at the funny little Dijon-Prenois track, which at least has ups and downs along its route, unlike the flat and dull Paul Ricard circuit, while the British GP leaves the ups and downs of Brands Hatch for the flat, wide open spaces of Silverstone. The Buckinghamshire airfield circuit at least makes up for its deficiencies by being very fast, and friendly, so we look forward to the 1979 British Grand Prix. It is due to be held on Saturday July 14th, so don't turn up a day late; book your annual day away from work for Grandma's funeral for Friday the 13th. Another race that will be held on a Saturday is the Swedish GP at the friendly Scandinavian Raceway out in the Swedish sticks, near Anderstorp. 1978 was a bad year for Swedish motor racing, with Ronnie Peterson dying after his accident at Monza, and Gunnar Nilsson dying from the long effects of cancer. In spite of losing their top two racing drivers the Swedes intend to carry on with their Grand Prix and are hopefully negotiating to allow their two successful Formula Three drivers, Anders Olofsson and Eje Elgh, to take part, even though the "Ecclestone Rules" don't allow this sort of thing. Niki Lauda thinks the Swedish GP should be dropped from the calendar because not enough people go to watch it, even though 20,000 is a big crowd for any sort of event in Sweden. Last year the race was televised by satellite to 20 countries throughout the world, and this year they are hoping there will be 22 countries taking the transmission. So, in spite of their sad losses and opposition from Niki Lauda, the Swedes are going ahead with their 1979 Grand Prix.

The German GP looks like being another "Max and Bernie Show" at the Hockenheim Stadium, with all its attendant excitement, though there won't be much adrenalin flowing. The Italian GP in September is its usual centre of controversy for Ecclestone says the Constructors' Association has done a deal to hold the Italian GP at Imola and the Italian Federation and the CSI say that Monza still holds the permit for the 1979 Grand Prix. It will presumably become clearer as time goes by, but at the moment everyone is confused, or just simply not telling the truth.

There may be an apparent shortage of oil, money, security and safety in the world, but there is certainly no shortage of motor racing. The 1979 list of events for the various categories printed below is only for Full International Events; there are as many Limited International Events and more National Events than one can visualise or list, not only British National Events, but equally in France, Germany and Italy. Presumably they will all happen and be well supported by competitors and spectators, but one cannot help wondering when the saturation point will be reached.

The International Calendar is drawn up with the co-operation of all countries concerned, but this year the Formula Two racing looks to be starting off with an abysmal lack of planning. In quick succession the Formula Two scene moves from England to Germany, back to England and immediately back to Germany. The order of things has been listed as Silverstone, Hockenheim, Thruxton, Nurburgring, so pity the poor Formula Two teams who will have to cross the English Channel, with its enormous costs, four times in six weeks. However, they get a respite in May when successive weekends sees them first at Vallelunga and then at Mugello, the two Italian Autodromes being only a few hours apart.

Group 5 racing has a full list of events, but whether anyone has a go at challenging the turbo-Porsches seems unlikely, and the long-distance scene should see all the regular professional-private Porsche teams in operation, even though the factory itself does not intend to race. The Le Mans 24-hour race is standing firmly on its own as a "free-for-all", a format that has proved very successful in spite of (or because of) having no Championship status. The Racing/Sports Car would appear to be dead and buried, the few events held in 1978 being of a very low standard. So much so, that the proposed European Championship for Group 6 Sports Cars died on its feet. Looking back through history it seems that International motor racing is unable to support a strong Grand Prix scene and a strong sports car scene. In the late nineteen thirties when Mercedes-Benz, Auto-Union, Alfa Romeo, Maserati, and Delahaye were very active in Grand Prix racing, the sports car scene was very weak. (Who remembers, or knows, who won the 1938 Le Mans 24-hour race?) In 1952/3/4 when Grand Prix racing was at a low ebb, sports car racing was strong with Jaguar, Mercedes-Benz, Aston Martin, Alfa Romeo, Lancia, Maserati, Ferrari and Gordini all at Le Mans. At the end of the nineteen-fifties Grand Prix racing was strong and sports car racing dwindled, only to revive in the sixties when Grand Prix racing was suffering from the 1½-litre Formula. It stayed strong while the 3-litre Formula was getting under way, but then dwindled again as Formula One became stronger. Today Grand Prix racing is as strong as it has ever been, if not stronger, and sports car racing has died. If this theory is correct there is no immediate future for International Sports Car racing, for Grand Prix racing looks set to stay strong for a long time.

D.S.J.

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

Jan. 21	Argentine GP	Buenos Aires
Feb. 4	Brazilian GP	Interlagos
Mar. 3	South African GP (Saturday)	Kyalami
April 1	USA (West) GP	Long Beach
April 29	Spanish GP	Jarama
May 13	Belgian GP	Zolder
May 27	Monaco GP	Monte Carlo
June 16	Swedish GP (Saturday)	Anderstorp
July 1	French GP	Dijon-Prenois
July 14	British GP (Saturday)	Silverstone
July 29	German GP	Hockenheim
Aug. 12	Austrian GP	Osterreichring
Aug. 26	Dutch GP	Zandvoort
Sept. 9	Italian GP	Monza or Imola
Sept. 30	Canadian GP	Montreal or Mosport
Oct. 7	USA (East) GP	Watkins Glen

CHAMPIONSHIP OF MAKES (Group 5 - Special Production and GT cars)

Feb. 3/4	Daytona 24 hrs.	Florida, USA
Mar. 13	Mugello Autodrome	Florence, Italy
Apr. 8	Estoril Autodrome	Lisbon, Portugal
Apr. 22	Dijon-Prenois	Dijon, France
May 6	BRDC Silverstone	Towcester, England
June 3	ADAC 1,000 kms.	Nurburgring, Germany
June 24	Pergusa Autodrome	Enna, Sicily
July 7	Watkins Glen 6 hrs.	Watkins Glen, USA
Aug. 5	Brands Hatch	London, England
Aug. 19	Mosport Park	Toronto, Canada
Sept. 16	Vallelunga Autodrome	Rome, Italy

FORMULA TWO EUROPEAN TROPHY (for non-graded drivers)

Mar. 25	BRDC	Silverstone, England
Apr. 8	Jim Clark Trophy	Hockenheimring, Germany
Apr. 16	BARC	Thruxton, England
Apr. 29	Eifelrennen	Nurburgring, Germany
May 13	Vallelunga Autodromo	Rome, Italy
May 20	Mugello Autodrome	Florence, Italy
June 3	Circuit of Pau	Pau, France
June 10	ADAC	Hockenheimring, Germany
June 24	Rouen-les-Essarts	Rouen, France
July 8	Nogaro	Nogaro, France
July 29	Pergusa Autodrome	Enna, Sicily
Aug. 3	Misano Autodromo	Rimini, Italy
Aug. 19	Donington Park	Derby, England
Sept. 2	Estoril Autodrome	Lisbon, Portugal

FORMULA THREE EUROPEAN CHAMPIONSHIP

Mar. 18	Vallelunga Autodromo	Rome, Italy
Apr. 1	Nurburgring	Nurburgring, Germany
Apr. 15	Osterreichring	Knittelfeld, Austria
Apr. 22	Zolder	Hasselt, Belgium
May 1	Magny-Cours	Nevers, France
May 20	Donington Park	Derby, England
June 4	Zandvoort	Amsterdam, Holland
June 17	Pergusa Autodrome	Enna, Sicily
June 24	Monza Autodromo	Milan, Italy
Aug. 5	Knutsdorpriing	Helsingborg, Sweden
Aug. 12	Kinekillering	Goteburg, Sweden
Sept. 2	Estoril Autodrome	Lisbon, Portugal
Sept. 9	Jarama Autodrome	Madrid, Spain
Sept. 30	Brands Hatch	London, England
Oct. 7	Kassel-Calden Airfield	Germany

EUROPEAN TOURING CAR CHAMPIONSHIP

Mar. 25	Monza 4 hrs.	Milan, Italy
Apr. 7	Vallelunga Autodromo	Rome, Italy
Apr. 15	Mugello Autodromo	Florence, Italy
Apr. 29	Brands Hatch	London, England
May 13	Jarama Autodrome	Madrid, Spain
May 20	Estoril Autodrome	Lisbon, Portugal
June 3	Osterreichring	Knittelfeld, Austria
June 10	Brno	Czechoslovakia
July 8	Nurburgring	Nurburgring, Germany
Aug. 5	Zandvoort	Amsterdam, Holland
Aug. 19	Salzburgring	Salzburg, Austria
Sept. 2	Pergusa Autodrome	Enna, Sicily
Sept. 16	RAC Tourist Trophy	Silverstone, England
Sept. 30	Zolder	Hasselt, Belgium

EUROPEAN MOUNTAIN HILL-CLIMB CHAMPIONSHIP

Apr. 1	Ampus-Druguignan	France
May 1	Alp	Austria
May 6	Dobrutsch	Austria
May 20	Montseny	Spain
May 27	Estrela	Portugal
June 10	Rosfeld	Germany
June 24	Bolzano-Mendola	Italy
July 1	Trento-Bondone	Italy
July 15	Trophy Scarfiotti	Italy
July 22	Potenza	Italy
Aug. 5	Mont Dore	France
Aug. 19	St. Ursanne-les-Rangiers	Switzerland
Sept. 2	Ecce Homo	Czechoslovakia
Sept. 23	Puig Major	Spain

TASMAN RACES

Jan. 7	New Zealand GP -Pukekohe	New Zealand
Jan. 14	Manfield	New Zealand
Jan. 21	Teretonga	New Zealand
Jan. 28	Lady Wigram Trophy	New Zealand
Feb. 4	Sandown Park	Australia
Feb. 11	Adelaide Raceway	Australia
Feb. 18	Surfers Paradise	Australia
Feb. 25	Oran Park	Australia

SPECIAL NON-CHAMPIONSHIP EVENTS

Feb. 18	Daytona 500 (NASCAR)	Florida, USA
Mar. 16/17	Sebring 12 Hours (GT)	Florida, USA
Mar. 18	Race of Champions (F)	Brands Hatch
May 27	Indianapolis 500 miles	Indiana, USA
June 3	Donington F1 Race	Donington Park
June 9/10	Le Mans 24 Hrs.	France
June 24	Norisring 200	Nurnberg, Germany
July 21/22	Spa 24 Hrs.	Francorchamps
Sept. 2	Ontario 500 Miles	California
Sept. 22	USAC	Silverstone
Sept. 30	USAC	Brands Hatch
Oct. 6/7	ADAC 24 Hrs.	Nurburgring

CANADIAN-AMERICAN CHALLENGE (Can-Am)

May 6	Road Atlanta	America
May 20	Charlotte Raceway	America
June 10	Mid-Ohio	America
June 24	St. Jovite	Canada
July 8	Watkins Glen	America
July 22	Road America	America
Aug. 5	Philadelphia	America
Aug. 19	Mosport Park	Canada
Sept. 2	Trois-Rivieres	Canada
Oct. 7	Laguna Seca	America
Oct. 14	Riverside Raceway	America

Formula One Teams for 1979

Lotus:

HEADING the 1979 list, naturally enough, is Team Lotus, no longer supported by John Player, the cigarette firm, while the cars will not be called John Player Specials (not that we at MOTOR SPORT did call them by that name - to us a Lotus is a Lotus). Olympus Cameras joined Team Lotus for part of last season, but they too have left the Norfolk team. The place of these two sponsors has been taken by Martini. Last August Colin Chapman told everyone that they would not see a new Lotus Formula One car until the South African GP at the earliest, which is next March. Meanwhile everyone is trying to copy the Lotus 79 or get one jump ahead of it before the Lotus 80 appears. From being flat on their back on the floor at the back of the Formula One grid, Team Lotus has soared back up to the forefront and while everyone at Hethel can be proud of their efforts over the past three years, no one will deny that it has all been due to the dynamic leadership and inspiration of Colin Chapman. When asked what he thought about all the other teams trying to copy the Lotus 79, Chapman replied "What else could they do?"

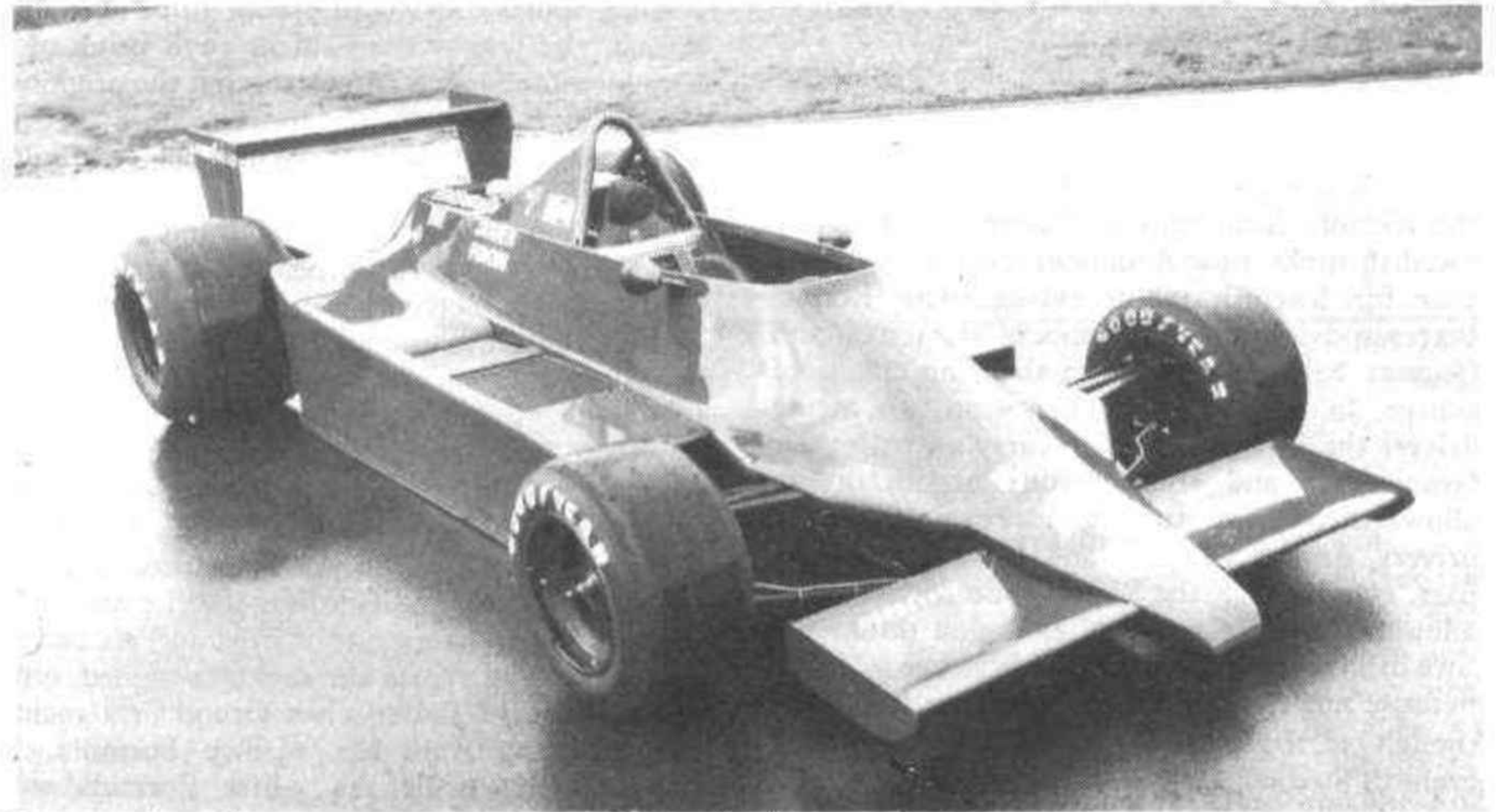
A lot of people think that all you have to do to design a "wonder car" is to copy the aerodynamic "ground effect" layout of the Lotus 79. I hope they are also copying the weight distribution, the centre of gravity, the roll-centres, the tyre camber angles, the steering geometry, the friction-free suspension, the roll-stiffness, the monocoque rigidity, the limited-slip differential adjustments, the brakes, the ride-height settings, the driveshafts, the frontal area, the drag-coefficient, the aerodynamic downforce created by the upper surface of the car, the spring-rates, the shock-absorber settings, and a few other minor details, for believe me the "ground effects" of the Lotus 79 is only half the story of its success. I can't help feeling that a lot of drivers who have been demanding "wing" cars from their designers are going to be disappointed when they can't match the Lotus 79.

Team Lotus are in an enviable situation to start the season for their new car is about two months away, nobody has really caught up with last year's car, and for the opening races of 1979 and during testing sessions they can see exactly how much progress all the opposition is making, as they all measure up to the Lotus 79. On the driver front the team is as strong as ever, with World Champion Mario Andretti in number one spot again. Before his untimely death Ronnie Peterson had announced that he was leaving the Lotus team as he was not prepared to play number two to Andretti for another year. His place has been taken by Carlos Reutemann who does not seem bothered about the details of who is number one and who is number two. Reutemann is one of those rare drivers who just gets on with the racing, and providing conditions are right and he is in the mood, he is a hard man to beat. Do not overlook the fact that he won four Grand Prix races last year and is a natural candidate for the winner's rostrum. There are some drivers who, when they appear on the rostrum, you find yourself asking "What happened to everyone else?" You don't ask that when Reutemann is up there. When he was asked whether he was going to do an intensive winter test-programme with the Lotus 79 before the Argentine GP he replied that if he drove the 79 a couple of days before the GP, that would be sufficient. He felt that there couldn't be much

wrong with it, judging by the way Andretti and Peterson had gone with it, to say nothing of Jean-Pierre Jarier in the North American races. Reutemann is one of those natural drivers who doesn't need to be continually fiddling and messing about, hoping to find a magic formula for success. The coming season looks like being another interesting one for Team Lotus.

Ferrari:

Ferrari fortunes ended 1978 on a pretty high note with wins at Watkins Glen and in Canada. Mauro Forghieri and his engineers have been putting a lot of thought into the airflow under the car, though the wide flat-12-cylinder engine is not conducive to a good Lotus-copy. They certainly have all the facilities for doing some thorough testing before they appear with a replacement for the successful T2 model. If they are going to have any problems this season they will probably be in the cockpit for they have



The new Tyrrell 009.

taken on Jody Scheckter as number one driver, replacing Carlos Reutemann. Anyone who has seen the latest Castrol film will appreciate that Scheckter is not the most affable of drivers. He can drive hard, and he can race against anyone, but out of the cockpit he can be very difficult and the Ferrari team has never been the best of happy families, even when all is going well. Still at number two position is the French-Canadian Gilles Villeneuve, who did some good things in his first full season of Grand Prix racing in 1978. He led convincingly at Long Beach, until he made an error, he was always up at the front end of the starting grids, he sat it out wheel-to-wheel with Andretti at Monza, and he won the Canadian GP. He will be watched by everyone during 1979, not the least by Jody Scheckter.

Ferrari's switch from Goodyear tyres to Michelin tyres at the beginning of last season can only be regarded as successful. There were some bad times admittedly, but five wins in the first season can't be bad. Nobody has ever underestimated the Michelin tyre firm, and anyone who under-estimates Ferrari is a fool.

Brabham:

Bernie Ecclestone's continued use of the name Brabham for his cars wrangles a bit with some people, especially those who remember Jack Brabham well. The letters BT in front of a

Brabham type number meant Brabham (Jack) and Tauranac (Ron). Now the letters mean nothing, for Ecclestone owns the team and Murray (Gordon) designs the cars so they should be designated EM. A large question mark has hung over the team for a long time, and still does. The use of Alfa Romeo flat-12-cylinder engines in the Ecclestone cars was a brave move and an interesting one for everybody, particularly for Gordon Murray, but outright success still eludes the team. They finished first in two races in 1978, but in my opinion did not *win* either of them. In Sweden they won with the controversial "sucker-fan" car and at Monza they were awarded first place when Andretti and Villeneuve were penalised a minute for jumping the start. They have yet to *win* a race properly. The "sucker-fan" car was a brilliant concept by Murray and it is a shame that Formula One is so hide-bound by pettifogging rules, mostly paying lip-service to the great god safety, that outlawed the fan car.

In 1977 John Watson showed the potential of the Brabham-Alfa and last year Niki Lauda joined him in the team and they were invariably at the forefront, but real success kept eluding them. For this season Watson has moved on, a bit

disillusioned and slightly sour about Ecclestone and Lauda and the Austrian ex-World Champion now has the quiet Brazilian Nelson Piquet as his number two. This young man made a name for himself in British Formula Three racing, but more important made the most of some drives in an obsolete Formula One McLaren M23 in a few GP races. It wasn't that he did anything outstanding, but what he did do was good. When you looked at a starting grid or at a race in the opening stages while everyone was running well, you couldn't help thinking "that McLaren M23 shouldn't really be that far up the field". A lot of people keep hailing Bruno Giacomelli as the "coming-man" but Nelson Piquet was more than a match for him. Giacomelli was driving the latest works M26 McLaren and Piquet was in an old M23. The scene spoke for itself.

Exactly what the next moves are on the design front have not yet been revealed by Murray, but he is a chap who does a lot of deep and quiet thinking. I am not convinced that we have seen the last of the fan idea, but the ruling by the CSI to ban "lateral" (i.e. transverse) skirts has stopped any further progress along the original fan lines. All along Murray's biggest headache on the Brabham-Alfa has been the water radiators. If the Alfa engine had been air-cooled life would have been a lot easier. The radiators have been tried at the front, middle, side and top and no

satisfactory answer came up. They ended up at the front, as being the most expedient result, but no more than that. Experiments with carbon-fibre brake discs also blew hot and cold, quite literally, and were never convincing enough to equip the whole team with them.

Alfa Romeo are said to be working hard on a new V12 engine, to fit in with the Lotus 79 "ground effects" concept, and Murray will scheme it into a new Brabham in time. If it takes Alfa Romeo as long to make a V12 work properly as it did for them to make a flat-12 work properly, then there is no immediate hurry!

Tyrrell:

The prospects for Team Tyrrell are not the best they have known, for it is mostly a shortage of everything. The 008 series of cars used last year notched up one good win, at Monaco, but like swallows in summer, one good win doesn't make a top team. The new 009 series car will appear in the Argentine, but the team lacks top drivers. Patrick Depailler has left to join the Ligier team and his place has been taken by Jean-Pierre Jarier, making a full-time come-back to Formula One. Jarier was always a fast driver but never a natural winner, and though he shone in his drives in the Lotus 79 at the end of last season, nobody was very convinced about his ability. Plodding on quietly in number two position is Didier Pironi, whose only real claim to fame has been winning Le Mans, but as far as Formula One is concerned winning Le Mans is no recommendation. Ken Tyrrell's biggest shortage at the moment must be money, for first of all First National City Travellers Cheques did not renew their sponsorship money and then ELF ended their long association with the team. One can only hope that Tyrrell salted away sufficient money from his past dealings to bide him over the lean times that look to be lying ahead.

Wolf:

From all accounts 1979 might be the last season for Walter Wolf Racing, for the Austro-Canadian businessman gave the team a three-year contract when he set it up. It looks like being an all-or-nothing season for them, with James Hunt replacing Jody Scheckter at the wheel. Their first problem arose when they found that Hunt could not get into WR5 or WR6, the cars that Scheckter drove in 1978. Not only did this prevent any testing and acclimatisation between the new driver and the team, but it has meant flat-out work for everyone at the Reading factory to design and build the 1979 car and have it ready to race in Argentina. Hunt is one of those drivers who, given a race-worthy car will race hard and against anyone, but given a car that needs work and development he will quickly lose interest. The new Wolf embodies all sorts of ideas from Harvey Postlethwaite that he has wanted to try for past two seasons, but circumstances have prevented. He describes racing car design as "solid" or "candy floss" and considers the previous Wolf cars to have been "solid". The new one is "candy floss".

Ligier:

Guy Ligier and his team are starting out on an entirely new phase in their Formula One scene, for Engins Matra have decided that they can no longer support the engine programme, so the screaming V12 has been withdrawn. In its place the Ligier team have opted for the ubiquitous Cosworth V8 and the new JS11 model has been designed around this power unit. The new car was designed and built in a commendably short

time and the first one was ready well before the end of the year. For 1979 they are running two cars with Patrick Depailler joining Jacques Laffite, not as number one or number two, they are both Ligier team drivers, and that is that. The JS11 naturally pays attention to the air going under the car, but like the Wolf team the Frenchmen have to plunge straight into the new season, ready to go, for they have no "last year's cars" to fall back on. They are still well supported by Gitanes, the other French cigarette firm, and also have help from ELF.

Fittipaldi:

During 1978 the Fittipaldi team made some big strides forward, using the basis of their old car extensively modified by Ralph Bellamy, who left Team Lotus to join the Brazilian team. Not surprisingly a lot of the ideas that appeared on the 1978 Copersucar-financed Fittipaldi F5A were of Lotus origin. After the Long Beach GP Bellamy moved down to Brazil to work on the design of the 1979 car and apart from an oblique note which said that "... the Lotus 79 beater is coming along nicely ..." little has been heard of him. There were times during 1978 when



Depailler tries the new Ligier at Paul Ricard.

Emerson Fittipaldi showed that he had not forgotten how to drive fast, so the yellow car from Brazil must not be discounted from the scene.

McLaren:

All the top teams go through bad patches, remember Team Lotus in 1975, Ferrari about every ten years, Tyrrell at the present time, well 1978 was the bad patch for McLaren Racing. The M26 had not really taken over where the M23 left off, the likely-looking new driver Patrick Tambay had a succession of misfortunes and never got into the stride expected of him, and James Hunt lost interest. A new "ground effect" car was ready by the end of the season and all was set for Ronnie Peterson to join the team in place of Hunt. His death threw everyone off balance, but McLaren Racing recovered their composure and signed up John Watson. The new M28 naturally follows the Lotus 79 lead and sets new standards of size, for it has a very long wheelbase, a very wide track and is a big car, all part of getting the maximum airflow under the car; but it may well have gone too far in this direction. Watson and Tambay make a very

compatible pair of drivers but they lack the ruthless "killer" instinct that makes a really top driver.

Williams:

If any team deserved a special award in 1978 for hard-trying it was Frank Williams' closely-knit little team, with designer Patrick Head and driver Alan Jones. A lot of teams try hard and achieve little, but the Williams team achieved much, though not in tangible form like victories or championship points. Anyone who watched the 1978 races must have been very conscious of the neat and tidy Williams FW06 sponsored by Saudia Airlines and other Saudi Arabian business interests. There was never intended to be anything revolutionary about the design of the FW06, it was meant to be functional and workable, and so it proved to be. The basic concept is being uprated for the start of 1979 as a B-version of the original design to be used until such time as the FW07 can be completed, which will be much more exciting and giving way to pent-up ideas in the clear and logical brain of designer Patrick Head. In the meantime Frank Williams has expanded his team to run two cars, the second driver being everyone's friend Gianclaudio (Clay) Regazzoni, the archetypal "foreign racing driver". The ability of Alan Jones has been shown too many times to need enlarging upon. All he needs for confirmation is a Grand Prix win in the Williams for he came very close a number of times during 1978.

Arrows:

The Arrows team was formed at the end of 1977 and appeared on the circuits in 1978. It grew from dissatisfaction within the Shadow team, Jack Oliver, Alan Rees, Tony Southgate and David Wass defecting from Don Nicholls team and taking most of the mechanics with them to start afresh. Unfortunately they also took the Shadow drawings with them and Shadow launched a High Court action against them, and won. The original Arrows cars, designated FA1 models were withdrawn by order of the court and this new team had to start all over again with the A1 design from Southgate and Wass. In the original formation of Arrows an Italian businessman Franco Ambrosio was involved financially, but he got into difficulties with the Italian law and, luckily for the team, the German Warsteiner beer company came to their rescue. 1979 will see the German beer company remaining with the Arrows team and the A1 model that was designed and built in a hurry has been tidied up and will form the mainstay of the team. Riccardo Patrese remains as number one driver, a fast driver undoubtedly, but one who is lacking in perception, but time and experience may improve this. Last year Rolf Stommelen was the second driver, but was not very successful, and this year he has been replaced by Herrman-the-German, alias Jochen Mass.

Last year, if there was any intrigue or trouble floating over the paddock looking for a home, it invariably landed on the Arrows team. Let's hope it finds somewhere else to land this year. Repetition becomes boring.

Shadow:

With all the intrigue involving the Arrows team it was not surprising that the Shadow team had a bad season last year. Their two drivers, Hans Joachim Stuck and Regazzoni seemed a bit bewildered by the whole affair and it was no surprise when they both left at the end of the year. It looks as though Shadow are starting all over again, with new driver blood in the form of

the Dutch F3 ace Jan Lammers, but the AVS-Shadow team has never been one of which very much was expected.

Renault:

Having finally won Le Mans the sporting side of Regie-Renault which goes under the title of Renault Sport, can now look ahead in Formula One with a clear vision. In the past the spectre of having to win the 24-hour endurance "for the glory of France" has weighed heavily on the Formula One effort. The turbocharged 1½-litre V6 Renault has frequently showed encouraging signs, and throughout 1978 the other teams kept a wary eye on Jean-Pierre Jabouille and the black and yellow car. An all-out effort is being launched for 1979 with Jabouille being backed up by a second car driven by the young Rene Arnoux. To start with they will use the RS01 models as raced last year, but these will be replaced later by the RS10 model, which will have twin turbochargers, one for each bank of the V6 engine.

Ensign:

1978 was a troubled year for Morris Nunn and his little team from Chaseside in the West Midlands, most of the problems affecting the stability of the team as a unit. They seemed to find their feet with the Irish driver Derek Daly and this year should see them in a better situation.

ATS:

Supported by Dieter Schmid's alloy road wheel business in Germany the ATS team is a bit of a hotch-potch that grew up around the remains of the Penske Formula One cars and the March Engineering Formula One team. It survived last year mainly by reason of taking over the March assets in the Constructors' Association, but whether this will continue is debatable. They produced their own car after mid-season, that was clearly inspired by the Lotus 79 and this will be their mainstay for 1979. Hans Joachim Stuck has joined them as number one driver.

Team Rebaque:

The Rebaque family from Mexico are true private-owners, father financing the team and his son Hector doing the driving. They purchased three Lotus 78 cars and had Lotus 79 models on order long before the 1978 season was over. With a group of ex-Lotus mechanics based at a headquarters in Leamington Spa Team Rebaque gets quietly on with the job and Hector occasionally has had some good races.

B&S Fabrications:

As suppliers of fabricated parts in steel and aluminium the firm of B&S run by Bob Sparshott and John Woodington are more closely involved with the major British teams than anyone. Almost as a relaxation from the manufacturing business they have race-prepared and run McLaren cars for Brett Lunger in the past. Now they have made arrangements to run a Lotus 79 for Rupert Keegan, with the close co-operation of the Lotus factory. As Sparshott used to work at Lotus and his firm make all manner of parts for Team Lotus the latest arrangement is as close to a works team as any private runner is likely to get.

Merzario:

Arturo Merzario must know something about Formula One and have some ability for he



A strange car, the short-wheelbase German-built Kauhsen will be driven by Patrick Neve.

qualified for most races last year in his home-built car. He almost reached the point of having two race-worthy cars at one point, with the idea of renting out the second one. No doubt he will try and continue in the same vein in 1979, always assuming that Ecclestone and the CSI will allow him to.

Goodbye:

Before the 1978 season was over the Tico Martini Formula One Team withdrew from the scene with burnt fingers. This French racing car constructor had done well in Formula Renault, Formula Three and Formula Two and bravely set out into the big league of Formula One with a simple and straightforward car designed around a Cosworth V8 engine. Rene Arnoux was the driver and they found F1 was a much tougher proposition than they had imagined. After struggling gamely they wisely withdrew before the whole business was ruined.

After struggling along for many years Team Surtees has withdrawn from the Formula One Grand Prix game. Their only claim to fame must surely be that a Surtees car never won a Grand Prix in all the years they have been racing. The Surtees cars will not disappear altogether as some might be run in the British Aurora F1 series.

A rather misguided attempt to get into the closed-shop of Formula One was made by Teddy Yip and Sid Taylor with the construction of a car around Ralt components, called a Theodore, after Yip's racing team. It soon floundered and the team tried to revive with second-hand Wolf cars, but that idea didn't prove too successful.

Hello:

For a long time the existence of an Alfa Romeo Formula One car, entirely divorced from the Brabham-Alfa project, was kept secret until someone "spied" on a test-session on the factory's private test-track and released photographs to the world press. Then Alfa Romeo came out into the open and released some details of the car. Naturally Ecclestone was a bit tight-lipped about it as it was in direct opposition to his Alfa Romeo powered cars. The factory say it will race when it's ready, but don't say when that will be. Latest news is that it is undergoing a complete redesign to utilise the new V12 Alfa Romeo engine. Some people tend to say "what V12 engine?" but Carlo Chiti the designer assures people that its construction is well advanced. During the secret testing of the Alfa-Alfa, on Pirelli tyres by the way, Vittorio Brambilla did the driving. Although he has recovered from his Monza accident there is no suggestion yet of him resuming racing.

From Germany comes news of what can only be described as a strange car. Designed around

the Cosworth V8/Hewland transmission layout, with Lotus airflow, this car has been commissioned by Wili Kauhsen, who is well known as a long-distance Porsche racing driver and the owner of a racing team that ran works Alfa Romeos in sports car racing. The future for the Kauhsen Formula One car is anyone's guess at the moment. Progress will be reported as time goes by. - D.S.J.

Bedford History

TO mark the 3-million production-milestone of Bedford vehicles, Vauxhall Motors Ltd. has issued a lavishly-illustrated 48-page, large-format booklet tracing the history of these vehicles from 1931 to 1978. Thus the story runs from the original 2-tonners to the present-day TM "heavies". Oddities and war-time Bedfords are included and I like particularly the picture of a Bedford OB Duple Vista coach taking a bridge on a country road, followed by a period Austin saloon, while serving a N. Wales 'bus service - see page 18. Copies of the booklet are available free, on mention of MOTOR SPORT, from the Public Relations Dept., Vauxhall Motors Ltd., Luton, LU2 0SY. - W.B.

Missing Trophy

THE VSCC would like to run the main race at its Donington Meeting next year for the Nuffield Trophy, for old-times' sake, although, in fact, the pre-war races of this name were confined to cars of up to 1½-litres. The difficulty is that it cannot locate the Nuffield Trophy that it considers should be awarded to the winner. The last driver to receive this was Prince Bira, but his manager Prince Chula presumably returned the Trophy, retaining only the Replicas. Peter Hull of the VSCC says that "as MOTOR SPORT has 1½-million readers he hopes one of them may be able to provide a lead as to the present whereabouts of the Nuffield Trophy". The winners to date of this race have been: Mays (ERA), Fairfield (ERA), Martin (ERA), Fairfield (ERA), from 1934 to 1937, with Bira and his ERA winning the last two in the series, in 1938 and 1939. So whatever happens, an ERA must try to win the race on May 12th! - W.B.

THE NUFFIELD TROPHY



INTERNATIONAL RACE RESULTS OF 1978



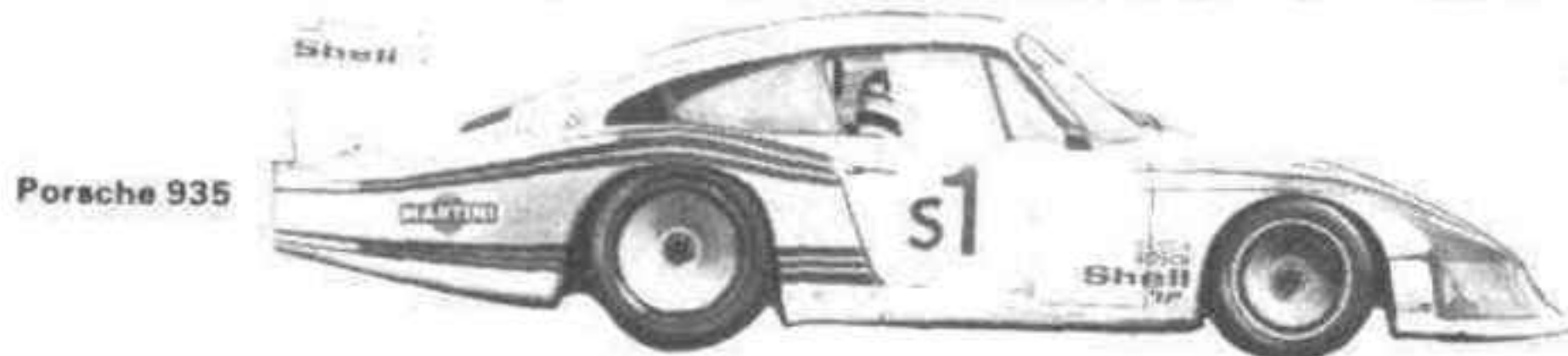
Champion Driver Mario Andretti in the Champion Car Lotus 79

WORLD CHAMPIONSHIP EVENTS

Date	Race and Distance	Location	First	Second	Third	Fourth	Fifth	Sixth	Winner's Speed A.M.P.	Fastest Lap	Pole Mat. Sec.
Jan 15	Argentine GP - 318.304 kms.	Buenos Aires	M. Andretti (Lotus 78-Cos. V8)	N. Lauda (Brabham BT45 Alfa)	P. Depailler (Tyrrell 008-Cos. V8)	J. Hunt (McLaren M26-Cos. V8)	R. Peterson (Lotus 78-Cos. V8)	P. Tambay (McLaren M26-Cos. V8)	191.820	G. Villeneuve (Ferrari 312T3)	1.49.76
Jan. 29	Brazilian GP - 316.953 kms.	Rio de Janeiro	C. Reutemann (Ferrari 312T3)	E. Fittipaldi (Fittipaldi F5A-Cos. V8)	N. Lauda (Brabham BT45-Alfa)	M. Andretti (Lotus 78-Cos. V8)	G. Regazzoni (Shadow DN8-Cos. V8)	D. Pironi (Tyrrell 008-Cos. V8)	172.887	C. Reutemann (Ferrari 312T3)	1.43.07
Mar. 4	South African GP - 320.096 kms.	Kyalami	R. Peterson (Lotus 78-Cos. V8)	P. Depailler (Tyrrell 008-Cos. V8)	J. Watson (Brabham BT46-Alfa)	A. Jones (Williams FW06-Cos. V8)	J. Laffite (Ligier JS7-Matra V12)	D. Pironi (Tyrrell 008-Cos. V8)	187.808	M. Andretti (Lotus 78-Cos. V8)	1.17.09
Apr. 2	USA (West) GP - 261.625 kms.	Long Beach	C. Reutemann (Ferrari 312T3)	M. Andretti (Lotus 78-Cos. V8)	P. Depailler (Tyrrell 008-Cos. V8)	R. Peterson (Williams FW06-Cos. V8)	J. Laffite (Ligier JS7-Matra V12)	R. Petrease (Arrows FA1-Cos. V8)	140.167	A. Jones (Williams FW06-Cos. V8)	1.22.215
May 7	Monaco GP - 248.400 kms.	Monte Carlo	P. Depailler (Tyrrell 008-Cos. V8)	N. Lauda (Brabham BT46-Alfa)	J. Schekter (Wolf WR1-Cos. V8)	J. Watson (Lotus 78-Cos. V8)	D. Pironi (Tyrrell 008-Cos. V8)	R. Petrease (Arrows FA1-Cos. V8)	129.326	N. Lauda (Brabham BT46-Alfa)	1.28.85
May 21	Belgian GP - 298 kms.	Zolder	M. Andretti (Lotus 79-Cos. V8)	R. Peterson (Lotus 78-Cos. V8)	C. Reutemann (Ferrari 312T3)	G. Villeneuve (Ferrari 312T3)	J. Laffite (Ligier JS7-Matra V12)	D. Pironi (Tyrrell 008-Cos. V8)	179.240	R. Peterson (Lotus 78-Cos. V8)	1.23.13
June 4	Spanish GP - 255.324 kms.	Jarama	M. Andretti (Lotus 79-Cos. V8)	R. Peterson (Lotus 79-Cos. V8)	J. Laffite (Ligier JS9-Matra V12)	J. Schekter (Wolf WRS-Cos. V8)	J. Watson (Brabham BT46-Alfa)	J. Hunt (McLaren M26-Cos. V8)	150.523	M. Andretti (Lotus 79-Cos. V8)	1.20.06
June 17	Swedish GP - 282.170 kms.	Anderstorp	N. Lauda (Brabham BT46B-Alfa)	R. Peterson (Arrows FA1-Cos. V8)	R. Peterson (Lotus 79-Cos. V8)	P. Tambay (McLaren M26-Cos. V8)	G. Regazzoni (Brabham BT46-Alfa)	E. Fittipaldi (Fittipaldi F5A-Cos. V8)	167.600	N. Lauda (Brabham BT46B-Alfa)	1.24.836
July 2	French GP - 313.740 kms.	Paul Ricard	M. Andretti (Lotus 79-Cos. V8)	R. Peterson (Tyrrell 008-Cos. V8)	J. Hunt (McLaren M26-Cos. V8)	J. Watson (Brabham BT46-Alfa)	H.-J. Stuck (Shadow DN9-Cos. V8)	J. Schekter (Wolf WRS-Cos. V8)	190.405	C. Reutemann (Ferrari 312T3)	1.48.56
July 16	British GP - 319.732 kms.	Brands Hatch	C. Reutemann (Ferrari 312T3)	N. Lauda (Brabham BT46-Alfa)	J. Watson (Brabham BT46-Alfa)	P. Depailler (Tyrrell 008-Cos. V8)	D. Pironi (Brabham DN9-Cos. V8)	H. Rebaque (McLaren M26-Cos. V8)	187.660	N. Lauda (Brabham BT46-Alfa)	1.18.60
July 30	German GP - 305.480 kms.	Hockenheimring	M. Andretti (Lotus 79-Cos. V8)	J. Schekter (Wolf WRS-Cos. V8)	J. Laffite (Ligier JS9-Matra V12)	E. Fittipaldi (Fittipaldi F5A-Cos. V8)	D. Pironi (Tyrrell 008-Cos. V8)	H. Rebaque (McLaren M26-Cos. V8)	208.233	R. Peterson (Lotus 79-Cos. V8)	1.55.62
Aug. 13	Austrian GP - 320.87 kms.	Osterreichring	R. Peterson (Lotus 79-Cos. V8)	P. Depailler (Tyrrell 008-Cos. V8)	G. Villeneuve (Ferrari 312T3)	E. Fittipaldi (Fittipaldi F5A-Cos. V8)	J. Laffite (Ligier JS9-Matra V12)	V. Brambilla (Surtees TS20-Cos. V8)	189.950	R. Peterson (Lotus 79-Cos. V8)	1.43.12
Aug. 27	Dutch GP - 316.95 kms.	Zandvoort	M. Andretti (Lotus 79-Cos. V8)	R. Peterson (Lotus 79-Cos. V8)	N. Lauda (Brabham BT46-Alfa)	J. Watson (Brabham BT46-Alfa)	E. Fittipaldi (Fittipaldi F5A-Cos. V8)	G. Villeneuve (Ferrari 312T3)	188.170	N. Lauda (Brabham BT46-Alfa)	1.19.57
Sept. 10	Italian GP - 232.0 kms.	Monza	N. Lauda (Brabham BT46-Alfa)	C. Reutemann (Wolf WR6-Cos. V8)	J. Schekter (Ferrari 312T3)	J. Laffite (Ligier JS9-Matra V12)	P. Tambay (McLaren M26-Cos. V8)	M. Andretti (Lotus 79-Cos. V8)	207.526	M. Andretti (Brabham BT46-Alfa)	1.38.23
Oct. 1	USA (East) GP - 320.895 kms.	Watkins Glen	C. Reutemann (Ferrari 312T3)	A. Jones (Williams FW06-Cos. V8)	J. Schekter (Wolf WR6-Cos. V8)	J. P. Jabouille (Renault V6/c)	E. Fittipaldi (Fittipaldi F5A-Cos. V8)	P. Tambay (McLaren M26-Cos. V8)	190.820	J. P. Jarier (Lotus 79-Cos. V8)	1.39.557
Oct. 8	Canadian GP - 315.0 kms.	Montreal	G. Villeneuve (Ferrari 312T3)	J. Schekter (Wolf WR6-Cos. V8)	C. Reutemann (Ferrari 312T3)	R. Petrease (Arrows A1-Cos. V8)	P. Depailler (Tyrrell 008-Cos. V8)	D. Daly (Ensign MN06-Cos. V8)	160.410	A. Jones (Williams FW06-Cos. V8)	1.39.072

Drivers' Championship Placings: 1st: M. Andretti 2nd: R. Peterson 3rd: C. Reutemann
Manufacturers' Championship Placings: 1st: Lotus. 2nd: Ferrari. 3rd: Brabham.

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



Date	Race and Distance	Location	First	Second	Third	Fourth	Fifth	Sixth	Winner's speed, k.p.h.
Feb. 4/5	Daytona 24 hrs.	Florida	R. Stommelen/A. Hezemans/ P. Gregg (Porsche Turbo 935)	J. Rutherford/M. Schurti/ R. Barbour (Porsche Turbo 935)	A. Pools/D. Feoles (Porsche Carrera RS)	B. Fernandez/J. Paul/ P. Currin (Porsche Carrera RS)	J. Winter/D. Schornstein/ J. Brambling (Porsche Turbo 935)	S. Earle/B. Akin/ R. Knoop (Porsche Carrera RS)	174.928
Mar. 19	Mugello 6 hrs.	Italy	A. Hezemans/H. Heyer/ J. Fitzpatrick (Porsche Turbo 935)	F. Konrad/R. Joest/ V. Merl (Porsche Turbo 935)	D. Quaster/D. Belt (BMW 320i)	C. Haldi/H. Muller (Porsche Turbo 935)	C. Facetti/M. Finotto (Porsche Turbo 935)	B. Emanuelson/A. Olofsson (BMW 320i)	153.078
Apr. 16	Dijon 1,000 kms	France	R. Wollek/H. Pascarolo (Porsche Turbo 935)	J. Fitzpatrick/A. Hezemans H. Heyer (Porsche Turbo 935)	E. Cheever/G. Francis (BMW 320i)	B. Emanuelson/I. Carlsson (BMW 320i)	J. L. Lafosse/C. Ballot-Lena (Porsche Turbo 935)	D. Schornstein/J. Winter (Porsche Turbo 935)	159.930
May 7 May 14	Spa 1,000 kms BRDC 6 hrs.	Belgium Silverstone	J. Mass/J. Ickx (Porsche Turbo 935)	CANCELLED R. Wollek/H. Pascarolo (Porsche Turbo 935)	H. Grohs/E. Joosen (BMW 320i)	F. Kottulinsky/M. Hotz (BMW 320i)	D. Schornstein/J. Winter/ R. Wollek (Porsche Turbo 935)	F. Konrad/V. Merl (Porsche Turbo 935)	184.930
May 28	ADAC 1,000 kms	Nurburgring	A. Hezemans/K. Ludwig/ H. Heyer (Porsche Turbo 935)	J. Ickx/M. Schurti (Porsche Turbo 935)	R. Wollek/H. Pascarolo (Porsche Turbo 935)	F. Konrad/V. Merl/ R. Schreiber (Porsche Turbo 935)	R. Joest/J. Barth (Porsche Turbo 935)	H-J. Stuck/M. Hottinger (BMW 320i)	169.440
June 25 June 25	Osterreichring Misano 6 hrs.	Austria Italy	R. Wollek/H. Pascarolo (Porsche Turbo 935)	CANCELLED V. Coggiola/P. Monticone (Porsche Turbo 935)	F. Konrad/V. Merl (Porsche Turbo 935)	H. Grohs/P. Neve (BMW 320i)	D. Quaster/W. Wolf (BMW 320i)	F. Kottulinsky/M. Hotz (BMW 320i)	151.330
July 9	Watkins Glen 6 hrs.	United States	A. Hezemans/J. Fitzpatrick/ P. Gregg (Porsche Turbo 935)	R. Stommelen/M. Schurti/ R. Barbour (Porsche Turbo 935)	H-J. Stuck/D. Quaster (BMW 320i)	H. Shaw/M. Shelton (Porsche Turbo 935)	C. Cord/J. Adams (Chevrolet Monza)	O. Chandler/J. Thomas (Porsche Turbo 935)	131.548
Aug. 20 Sept. 3	Mosport Park Valllunga 6 hrs.	Canada Italy	R. Wollek/H. Pascarolo (Porsche Turbo 935)	CANCELLED A. Hezemans/J. Fitzpatrick/ H. Heyer (Porsche Turbo 935)	K. Ludwig/A. Hezemans/ J. Fitzpatrick (Porsche Turbo 935)	F. Kottulinsky/M. Surer (BMW 320i)	C. Facetti/P. Ghinzani/ L. Moreschi (Porsche Turbo 935)	D. Schornstein/J. Winter (Porsche Turbo 935)	142.010
Sept. 24 Oct. 15	Estoril Hockenheim	Portugal Germany		CANCELLED					

World Championship for Makes: 1st: Porsche. 2nd: BMW. 3rd: Chevrolet

SPORTS CAR RACES (for Group 6 - two-seater racing cars)

Date	Race and Distance	Location	First	Second	Third	Fourth	Fifth	Sixth	Winner's speed, k.p.h.
Apr. 2	Nurburgring 250 kms	Germany	G. Francis (Osella-BMW)	R. Joest (Porsche 908/3 t/c)	I. McLaren (Chevron-Ford)	C. Schirmer (Lola-Ford)		A. Charnell/R. Smith (Chevron-Ford)	-
Apr. 23	Monza 319 kms	Italy	R. Joest (Porsche 908/3 t/c)	J. Obermoser (Toyota-BMW)	"Gimax" (Osella-BMW)	Cerulli/Irelli (AMS-1600)	Frisoni (Osella 2000)	Grandjean/Plastina (Osella-2000)	171.985
May 14	Valllunga 400 kms	Italy	R. Joest/M. Casoni (Porsche 908/3 t/c)	Franciaci/Gallo (Osella-BMW)	"Gimax" (Osella-BMW)	Lovento (Osella-BMW)	Tassin/Pianta (Osella-BMW)	Moreschi/"Amphicar" (Osella-BMW)	148.200
July 16	Enna 396 kms	Sicily	G. Francis (Osella-BMW)	Moreschi/"Amphicar" (Osella-BMW)	Naddeo (Alpine-Renault)	D. Briat (Chester-BMW)	Ceroalo/Runfole (Osella-Ford)	Ridolfi/Grassi (Chevron-Ford)	-
Sept. 17	Salzburgring 254 kms	Austria	R. Joest (Porsche 908/3 t/c)	G. Francis (Osella-BMW)	"Gimax" (Osella-BMW)	L. Lombardi (Osella-BMW)	Moreschi/"Amphicar" (Osella-BMW)	R. Binder (Lola-BMW)	191.670

LE MANS 24 HOUR RACE



Renault turbo-charged 2.1-litre V6 Alpine A442B

Date	Race and Distance	Location	First	Second	Third	Fourth	Fifth	Sixth	Winner's speed, k.p.h.
June 10/11	Le Mans 24 hrs.	France	D. Pironi/J. P. Jaussaud (Renault-Alpine A442B)	R. Wollek/J. Ickx/ J. Barth (Porsche Turbo 936)	R. Joest/P. Gregg/ H. Haywood (Porsche Turbo 936)	J. Ragnotti/J. Dolhem/ G. Fraquelin (Renault-Alpine A442)	B. Redman/R. Barbour/ J. Paul (Porsche Turbo 935)	C. Cord/R. Knoop/ J. Busby (Porsche Turbo 935)	210.190

USAC 500 MILE RACES

Date	Race and Distance	Location	First	Second	Third	Fourth	Fifth	Sixth	Winner's speed, k.p.h.
May 28	Indianapolis 500 mls.	Indiana	A. Unser (Lola-Cosworth DFX)	T. Sneva (Penske-Cosworth DFX)	G. Johncock (Wildcat-Offenhauser)	S. Kriessloff (Wildcat-Offenhauser)	B. Unser (Eagle-Cosworth DFX)	W. Dalenbach (McLaren-Cosworth DFX)	259.688
June 25	Pocono 500 mls.	Pennsylvania	A. Unser (Lola-Cosworth DFX)	J. Rutherford (McLaren-Cosworth DFX)	T. Sneva (Penske-Cosworth DFX)	W. Dalenbach (McLaren-Cosworth DFX)	L. Dickson (Penske-Cosworth DFX)	G. Snider (Covote-Ford V8)	228.947
Sept. 3	Ontario 500 mls.	California	A. Unser (Lola-Cosworth DFX)	P. Carter (Lightning-Cosworth DFX)	G. Johncock (Wildcat-Offenhauser)	T. Bagley (Watson-Offenhauser)	L. Kunzman (Sugar Fox-Offenhauser)	R. Mears (Eagle-Offenhauser)	233.609

FORMULA ONE (Non-Championship)

Date	Race and Distance	Location	First	Second	Third	Fourth	Fifth	Sixth	Winner's speed, k.p.h.
Mar. 19	International Trophy - 188 kms	Silverstone	K. Rosberg (Theodore-Cosworth V8)	E. Fittipaldi (Fittipaldi-Cosworth V8)	T. Trimmer (McLaren-Cosworth V8)	B. Lunger (McLaren-Cosworth V8)	H-J. Stuck (Shadow-Cosworth V8)		155.527

Date	Race and Distance	Location	First	Second	Third	Winner's speed, k.p.h.
Mar. 12	Circuit Paul Ricard	France	J. Lammers (Ralt RT1)	CANCELLED	T. Fabi (March 783)	171.370
Mar. 27	Zandvoort-Two Heats and Final	Holland	A. Olofsson (Ralt RT1)	CANCELLED	P. de la Rosa (March 783)	158.734
Apr. 2	Nurburgring-114.17 kms	Germany	A. Olofsson (Ralt RT1)	CANCELLED	M. Bleekemolen (Chevron B43)	120.697
Apr. 16	Osterreichring-Two Heats	Austria	A. Olofsson (Ralt RT1)	CANCELLED	A. Olofsson (Chevron B43)	173.260
Apr. 23	Zolder-Two Heats and Final	Belgium	E. de Angelis (March 783)	CANCELLED	R. Rahn (Chevron B43)	167.365
May 6	Monaco Junior-Two Heats and Final	Monte Carlo	E. de Angelis (March 783)	CANCELLED	A. Olofsson (Ralt RT1)	176.400
May 14	Imola-Two Heats and Final	Italy	P. Gallard (Chevron B43)	CANCELLED	A. Olofsson (Ralt RT1)	170.353
May 28	Nurburgring-137 kms.	Germany	P. Gallard (Chevron B43)	CANCELLED	A. Olofsson (Ralt RT1)	158.208
June 4	Dijon-Two Heats and Final	France	J. Lammers (Ralt RT1)	CANCELLED	A. Olofsson (Chevron B43)	172.900
June 25	Monza-Three Heats and Final	Italy	J. Lammers (Ralt RT1)	CANCELLED	A. Olofsson (Chevron B43)	176.400
July 2	Emm-Two Heats and Final	Sicily	M. Bleekemolen (Ralt RT1)	CANCELLED	A. Olofsson (Chevron B43)	170.353
July 16	Paul Ricard-87 kms.	France	N. Piquet (March 843)	CANCELLED	A. Olofsson (Chevron B43)	158.208
Aug. 6	Kunstodp-Two Heats and Final	Sweden	A. Olofsson (Ralt RT1)	CANCELLED	A. Olofsson (Chevron B43)	172.900
Aug. 13	Karlskoga-Two Heats and Final	Sweden	J. Lammers (Ralt RT1)	CANCELLED	A. Olofsson (Chevron B43)	159.856
Aug. 26	Dorington Park-100.7 kms.	England	D. Warwick (Ralt RT1)	CANCELLED	A. Olofsson (Chevron B43)	164.981
Sept. 3	Kassel-Calden-Two Heats and Final	Germany	A. Olofsson (Ralt RT1)	CANCELLED	A. Olofsson (Chevron B43)	139.141
Sept. 17	Autodromo Jarama-102.1 kms.	Spain	A. Olofsson (Ralt RT1)	CANCELLED	A. Olofsson (Chevron B43)	153.930
Oct. 8	Valllunga-Two Heats and Final	Italy	A. Olofsson (Ralt RT1)	CANCELLED	A. Olofsson (Chevron B43)	153.930

FORMULA THREE RACES (For European Championship)

Date	Race and Distance	Location	First	Second	Third	Winner's speed, k.p.h.
Mar. 27	BARC-209 kms.	Thuxton	B. Giacomelli (March BMW)	M. Surer (March BMW)	R. Dougal (March BMW)	188.921
Apr. 9	Jim Clark Trophy Two Heats-271.56 kms.	Hockenheimring	B. Giacomelli (March BMW)	M. Surer (March BMW)	J. P. Jarvis (March BMW)	202.710
Apr. 30	Eifelrennen-205.5 kms.	Nurburgring	A. Ribeiro (March Hart)	K. Rosberg (Chevron-Hart)	E. Cheever (March BMW)	185.230
May 15	Paul GP-201.48 kms.	France	B. Giacomelli (March BMW)	M. Surer (March BMW)	M. Surer (March BMW)	129.714
May 28	Autodromo Mugello-220.29 kms.	Italy	D. Daly (Chevron-Hart)	B. Giacomelli (March BMW)	B. Giacomelli (March BMW)	174.690
June 4	Ronde GP-208 kms.	Valllunga	D. Daly (Chevron-Hart)	B. Giacomelli (March BMW)	P. Nocchi (March BMW)	161.650
June 18	Rouen-ls-Escaze-210.6 kms.	France	B. Giacomelli (March BMW)	M. Surer (March BMW)	M. Surer (March BMW)	185.650
June 25	Dorington Park Two Heats-251.9 kms.	England	K. Rosberg (Chevron-Hart)	M. Surer (March BMW)	M. Surer (March BMW)	168.273
July 9	Circuit of Nogaro-202.8 kms.	France	B. Giacomelli (March Hart)	M. Surer (March BMW)	D. Daly (Chevron-Hart)	153.600
July 23	Medterranen GP-202.8 kms.	France	B. Giacomelli (March BMW)	M. Surer (March BMW)	D. Daly (Chevron-Hart)	189.988
Aug. 6	Autodromo Misano-209.28 kms.	Italy	B. Giacomelli (March BMW)	M. Surer (March BMW)	E. de Angelis (March BMW)	170.250
Sept. 24	Preis Baden Two Heats-271.56 kms.	Hockenheimring	B. Giacomelli (March BMW)	M. Surer (March BMW)	M. Surer (March BMW)	202.400
Oct. 8	Autodromo Estoril	Portugal	M. Surer (March BMW)	CANCELLED	A. Colombo (March BMW)	190.720
Nov. 5	Circuit of Mendoza-190.8 kms.	Argentina	I. Hoffman (March BMW)	R. Zunino (March BMW)	G. Regazzoni (Chevron-Ferrari)	163.870
Nov. 12	Autodromo Buenos Aires-165 kms.	Argentina	I. Hoffman (March BMW)	R. Zunino (March BMW)	G. Regazzoni (Chevron-Ferrari)	163.870

*Non-Championship event

FORMULA TWO RACES (For European Championship)

Date	Race and Distance	Location	First	Second	Third	Winner's speed, k.p.h.
Mar. 27	BARC-209 kms.	Thuxton	B. Giacomelli (March BMW)	M. Surer (March BMW)	R. Dougal (March BMW)	188.921
Apr. 9	Jim Clark Trophy Two Heats-271.56 kms.	Hockenheimring	B. Giacomelli (March BMW)	M. Surer (March BMW)	J. P. Jarvis (March BMW)	202.710
Apr. 30	Eifelrennen-205.5 kms.	Nurburgring	A. Ribeiro (March Hart)	K. Rosberg (Chevron-Hart)	E. Cheever (March BMW)	185.230
May 15	Paul GP-201.48 kms.	France	B. Giacomelli (March BMW)	M. Surer (March BMW)	M. Surer (March BMW)	129.714
May 28	Autodromo Mugello-220.29 kms.	Italy	D. Daly (Chevron-Hart)	B. Giacomelli (March BMW)	B. Giacomelli (March BMW)	174.690
June 4	Ronde GP-208 kms.	Valllunga	D. Daly (Chevron-Hart)	B. Giacomelli (March BMW)	P. Nocchi (March BMW)	161.650
June 18	Rouen-ls-Escaze-210.6 kms.	France	B. Giacomelli (March BMW)	M. Surer (March BMW)	M. Surer (March BMW)	185.650
June 25	Dorington Park Two Heats-251.9 kms.	England	K. Rosberg (Chevron-Hart)	M. Surer (March BMW)	M. Surer (March BMW)	168.273
July 9	Circuit of Nogaro-202.8 kms.	France	B. Giacomelli (March Hart)	M. Surer (March BMW)	D. Daly (Chevron-Hart)	153.600
July 23	Medterranen GP-202.8 kms.	France	B. Giacomelli (March BMW)	M. Surer (March BMW)	D. Daly (Chevron-Hart)	189.988
Aug. 6	Autodromo Misano-209.28 kms.	Italy	B. Giacomelli (March BMW)	M. Surer (March BMW)	E. de Angelis (March BMW)	170.250
Sept. 24	Preis Baden Two Heats-271.56 kms.	Hockenheimring	B. Giacomelli (March BMW)	M. Surer (March BMW)	M. Surer (March BMW)	202.400
Oct. 8	Autodromo Estoril	Portugal	M. Surer (March BMW)	CANCELLED	A. Colombo (March BMW)	190.720
Nov. 5	Circuit of Mendoza-190.8 kms.	Argentina	I. Hoffman (March BMW)	R. Zunino (March BMW)	G. Regazzoni (Chevron-Ferrari)	163.870
Nov. 12	Autodromo Buenos Aires-165 kms.	Argentina	I. Hoffman (March BMW)	R. Zunino (March BMW)	G. Regazzoni (Chevron-Ferrari)	163.870

TASMAN RACES (Formula Pacific)

Date	Race and Distance	Location	First	Second	Third	Winner's speed, k.p.h.
Jan. 2	Bay Park-Race 1-81.3 kms.	New Zealand	S. Millen (Chevron B42)	L. Perkins (Ralt RT1)	K. Rosberg (Chevron B39)	156.281
Jan. 7	Race 2-81.3 kms.	New Zealand	K. Rosberg (Chevron B42)	D. McMillan (Ralt RT1)	L. Perkins (Ralt RT1)	156.283
Jan. 15	Race 2-84.3 kms.	New Zealand	K. Rosberg (Chevron B39)	R. Rahn (Ralt RT1)	L. Perkins (Ralt RT1)	156.283
Jan. 22	Race 2-87.8 kms.	New Zealand	B. Riley (Chevron B39)	R. Rahn (Ralt RT1)	D. Sullivan (Chevron B39)	177.028
Jan. 29	Race 2-79.8 kms.	New Zealand	K. Rosberg (Chevron B39)	L. Perkins (Ralt RT1)	D. Sullivan (Chevron B39)	177.028
Feb. 5	Race 2-77.9 kms.	New Zealand	L. Perkins (Ralt RT1)	D. Sullivan (Chevron B39)	D. Oxtun (Ralt RT1)	177.519

Formula Pacific Champion: K. Rosberg.

Formula 5000

Rothmans F 5000 Champion: W. Brown

Porsche 928 road test

Continued from the colour section on page 65

ought to be: it is extremely stable, right up to maximum speed, but the driver has to work with the wheel to avoid deviation; it does not have the dart-like high-speed running of an XJ-S for example. Again this seems to be a geometrical problem, though the otherwise perfect steering is less sensitive in the straight ahead position.

Whereas I tend to drive a 911 very quickly all the time just for the fun of it, I sometimes found myself driving the 928 like an old woman; at mid-range speeds it feels to be going faster than it actually is and an overtaking Marina can wake one up and hurt one's ego. Fast main roads are the 928's forte, when roadholding attributes come out best. I found it less satisfactory on twisting roads with difficult-to-read corners, especially on wet and greasy surfaces and really had to will myself to drive quickly when schedule demanded in these conditions. Despite such a sophisticated chassis, the 928 then became something of a point and squirt machine. The limit of adhesion was difficult to judge and the Weissach axle's effectiveness was sometimes an embarrassment; my reaction in most conventional cars to an unexpectedly tightening corner would be to try to throw the tail out to prevent terminal understeer; the 928's rear suspension actually fights against such measures. I found myself braking more and earlier than necessary on these winding roads, using a slow in, fast out technique which seemed to be a waste of those fat tyres.

Those Pirellis are responsible for some other shortcomings. Different tarmacadams orchestrate music varying from rumble to howl from the P7 treads and only a few very smooth surfaces cause them to hush. The stiff side-walls help make for a harsh, sometimes choppy ride and give rise to a lot of bump thump. Thankfully the exceptionally comfortable seats deaden much of the effect. Most of the noise in the 928 is generated by the tyres, for the engine is most subdued at low revs, rising only to a very pleasing, purposeful growl beyond 4,000 r.p.m., while wind noise is low.

The brakes on the manual test car confounded Porsche's claim for "virtually guaranteed fade-free characteristics" on the way up to Donington Park on the second day of the RAC. The reason for the fade became obvious when the brake pad wear warning light came on during the run out to Wales on the fourth day and I had to practically pussyfoot my way round the Principality with stopping power gradually deteriorating. Porsche claim 12,000 miles between services for the 928; the pad warning light first glowed at 10,740 miles. To be fair, 928 JRR had already had a very hard life in the hands of other testers, but it will obviously pay hard-driving owners to check pads between services. The brakes in question are ventilated discs all round, 11.1 in. diameter at the front, 11.4 in. rear, with fully-floating calipers. They were much more effective on the low-mileage automatic test car, but not so impressive as those of the later 911 series cars.

An essential prelude to climbing in for the first time through the driver's door, aluminium panelled like the front wings, bonnet and hatchback, is to spend an hour or so studying the comprehensive manual. The 928 has so many little tricks tucked away in its cockpit that some will never be found without prompting from the manual. The front occupants sit in padded seclusion from the outside world, a feeling magnified by the curved integration of the door armrests into the fascia and the centre console.

There's a space-age aura about the design, but traditional craftsmanship in the leather work.

Nearly all the controls are contained in the big instrument binnacle or on the steering column; the binnacle moves with the rake adjustment of the column so that the relationship of switchgear to the driver's hands never changes, nor do the instruments become obstructed by the thick-rimmed, leather-covered wheel. The manual test car arrived with the driver's seat set in the lowest position, too low for comfort, so that I found myself peering over the binnacle, leading to strain and reduced confidence, particularly when the headlights were raised at night. The seat height can be raised by the dealer so a regular driver should not be troubled. I found too large a gap between the notches in the seat slide adjustment so that I was either too far forward or too far back for the long clutch and throttle movements. Electrical seat adjustment, fitted to the car I drove in Germany, will soon be offered on the UK market, and includes height adjustment. I felt much more comfortable and confident in the automatic car, which had the higher seat setting and was less critical on pedal reach. Pedals are curiously arranged in the manual car, the clutch being way over to the left, with a big rest to one side, and throttle and brake way over to the right, calling for splayed legs. In practice, this goes unnoticed. Heeling and toeing is awkward. Former MOTOR SPORT journalist Andrew Marriott, who passengered me and manned the maps during the RAC, and I were full of praise for the form-hugging seats, in which we often spent hours on end. Rear seat room is restricted, but Porsche sell the 928 as a 2+2, not a four-seater. Yet my 5 ft. 7 in. frame was comfortable enough for an hour or more in the back whilst D.S.J. sampled the automatic car. The rear seats are separated by a console with lockable cubby-hole over the transaxle.

Normal boot space beneath the hatchback lid is not over-generous, but this can be extended considerably by folding down the seat backs together or individually. A net strung between them stops luggage flying through from the boot. The detachable luggage cover provided is a bit cheap and nasty and difficult to clip under the edges of the seat backs. One thing lacking from all the 928's gadgetry is electric locking for the hatchback, something that even the £2,800 Mazda Hatchback boasts.

Instrumentation is exceptionally clear and comprehensive. When the ignition is turned on the binnacle lights up like Blackpool Illuminations, spelling out in English in the left hand dial warnings for low washer fluid, failed tail or stop lamp bulbs, parking lights and coolant. Similarly, in the right hand dial, warnings for brake fluid, brake pad wear, brake "press" (which blinks on failure of one of the dual circuits), parking brake and low engine oil level or pressure. Most of these are linked to a bright central safety warning light cum push-button in the centre console, which comes on in unison with the binnacle warning words in the event of a malfunction. If the malfunction isn't too serious, in the case of my worn brake pads (this errs on the safe side), or low fuel level, for example, the central light can be cancelled, although the binnacle warning remains. If something more serious is amiss, like low oil pressure, the light cannot be extinguished.

The efficient handbrake, which operates on separate drums within the rear discs, lies by the driver's right thigh and was sometimes awkward to release on both test cars. Alongside it are two knobs, one for front/rear speaker balance of the Porsche-Blaupunkt stereo system (a self-seeking

device which took more learning to "drive" than the car) and a headlamp beam height adjustment. This very useful vacuum-operated device is meant to allow for differing loads: I found it most useful for varying terrain, allowing a long beam or closer spread if necessary. Auxiliary spotlights, doubling for daytime flash, operate with the halogen headlights on main beam. I found the lights adequate, but D.S.J. would have preferred even more light. Fog lamps are fitted too. High pressure water jets blast dirt from the headlights.

Air conditioning is standard. I found it preferable to use heated air-conditioned air rather than the normal fresh air heating. Outlets in the doors can be used for side-window demisting or personal heating/cooling. There is even an air-conditioning outlet in the glove locker to protect your Toblerone or make-up in hot weather.

Provision against wet and dirty screens is excellent. A steering column stalk operates three constant speeds for the wiper, or an intermittent wipe, the speed of which can be controlled by a knurled knob under the fascia. A push-button alongside directs a timed blast of concentrated cleaning fluid on to the screen, a facility in addition to the normal high-pressure, four-jet screen washers with 8-litre reservoir. A parallelogram wiper looks after the rear screen. Electric windows are fitted.

A Tempostat speed control is standard, controlled by a steering column stalk. The lever is pushed forward to set the speed control at the speed the car is travelling at the time. This can be overridden by the brakes or throttle, but it has a memory which will recall the last set speed if the lever is pulled down. It is cancelled by the ignition. I found this a very useful gadget on motorways during the RAC, setting it at just above the legal limit to avoid the wrath of the police, who were out in force to overlook the Rally's entourage. It makes for lazy driving, but keeps speed uncannily steady.

Other neat details which come to mind are an automatically illuminated vanity mirror tucked away in the headlining behind the sun-visor, two-position armrests in the doors, which double as lids for the deep door pockets, a little torch set into the ignition key and the very tidy toolkit shown in the colour photographs. A space-saver spare wheel and tyre housed below the luggage bay is illegal for use on British roads, pending an appeal by Porsche, who give free membership of the Car Recovery Service Club as a substitute.

One of the major causes for comment about the 928 is the lack of bumper bars. In fact both ends of the car are capped by polyurethane "bumpers" covered in elastic, body-coloured paint. Behind these are "proper" hydraulic strut bumper bars designed to withstand a 5 m.p.h. impact without damage.

By big-engined car standards the 928 is commendably economical of fuel, from which it demands only 91 octane. The manual car recorded a worst of 17.1 m.p.g. and a best of 19.72 and was usually in the mid-18s during those arduous five days. The automatic was thirstier, as expected, recording a worst of 15.18 m.p.g. and best of 15.78 m.p.g. Thus the range is satisfactory from the 18.9-gallon, synthetic tank.

The Porsche 928 is an enthralling car, so obviously the result of "thinking" engineers. It is not yet the Perfect Porsche, for it is lacking in respect of ride and noise levels and its much-vaunted chassis behaviour is sometimes suspect in less than perfect conditions, but my goodness, both Jenks and I could live with one. —C.R.

Love at first light.

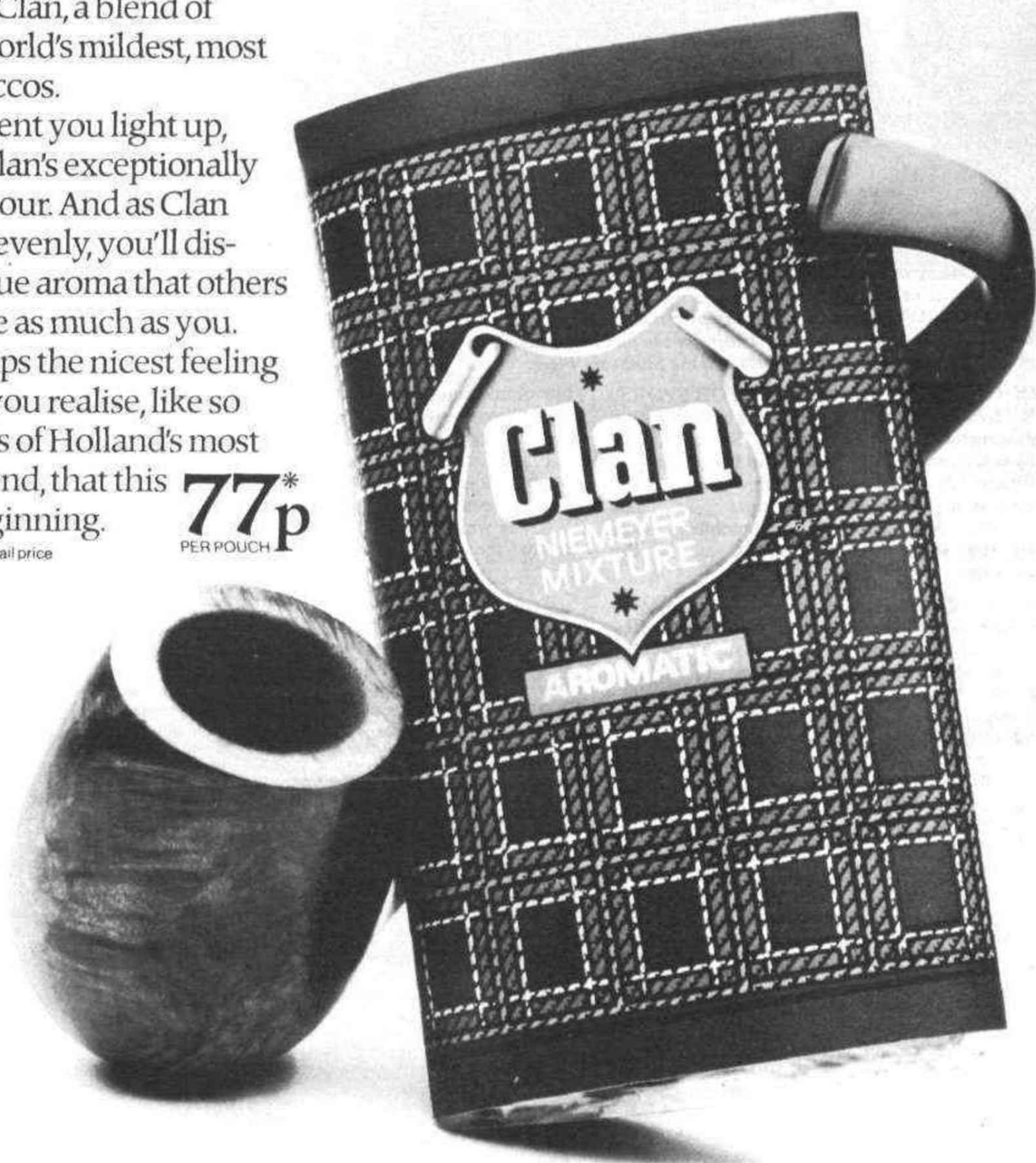
Right from the start you'll feel at home with Clan, a blend of some of the world's mildest, most fragrant tobaccos.

The moment you light up, you'll enjoy Clan's exceptionally mild, cool flavour. And as Clan burns slowly, evenly, you'll discover its unique aroma that others will appreciate as much as you.

But perhaps the nicest feeling comes when you realise, like so many smokers of Holland's most distinctive blend, that this

77*
PER POUCH

*Importer's recommended retail price at time of going to press.



Aromatic Clan. It's right from the word go.

LIFE AT THOMSON & TAYLOR'S—1927 to 1939

Mr. R. H. Beauchamp, AMIME, continues his account of life at
T & T's of Brooklands under the great Reid Railton



A busy scene in Thomson and Taylor's workshop at Brooklands prior to the start of the 1938 season. The MG in the foreground was being prepared for Dorothy Stanley Turner and Joan Riddell to run in the Paris-St. Raphael Rally. Other cars in the picture include Powys-Lybbe's 1½-litre 8-cylinder Talbot, an Alfa Romeo 2.9-litre Monoposto and the Sunbeam Tiger.

IN THE December issue of **MOTOR SPORT**, R. H. Beauchamp concluded his article with a description of John Cobb's Railton Land Speed Record Car of 1938 and his journey to Bonneville Salt Flats prior to Cobb's successful record attempt. In the accompanying article Mr. Beauchamp takes up the story during the run-up to the attempt.

We were soon installed in the Wendover garage on the south side of the road with sleeping accommodation in separate holiday cabins. The Dodge truck driven by Eddie Madsen, an easy-going American, was used not only for transportation of material and men to the Salt Flats but also to provide a gangplank at the rear of it so that John Cobb could step down into the driver's seat of the Napier Railton. The truck was also fitted with a tube and bar prong, swivelling but attached to the front fender, for push-starting the LSR car, and a towing eye at the rear for towing the car to and from the Flats.

Several trial runs were made, the first with much black smoke, necessitating altitude control, jet and plug changes by the Napier representative Joe Coe with Bob lending assistance, remarks being made about the accessibility of the inboard banks of cylinders. To assist gear changing the throttles were also set to give approximately 1,000 r.p.m. running light in neutral. Some trouble was also experienced with the cork floats being affected by the fuel used but it was not long before a high-speed run of some 250 m.p.h. was made. This resulted in noticeable air flow pressure dents in both the top and underside of the tail of the car. I was rather disappointed to see this, but R.A.R. seemed quite unperturbed saying that this showed that the attitude of the

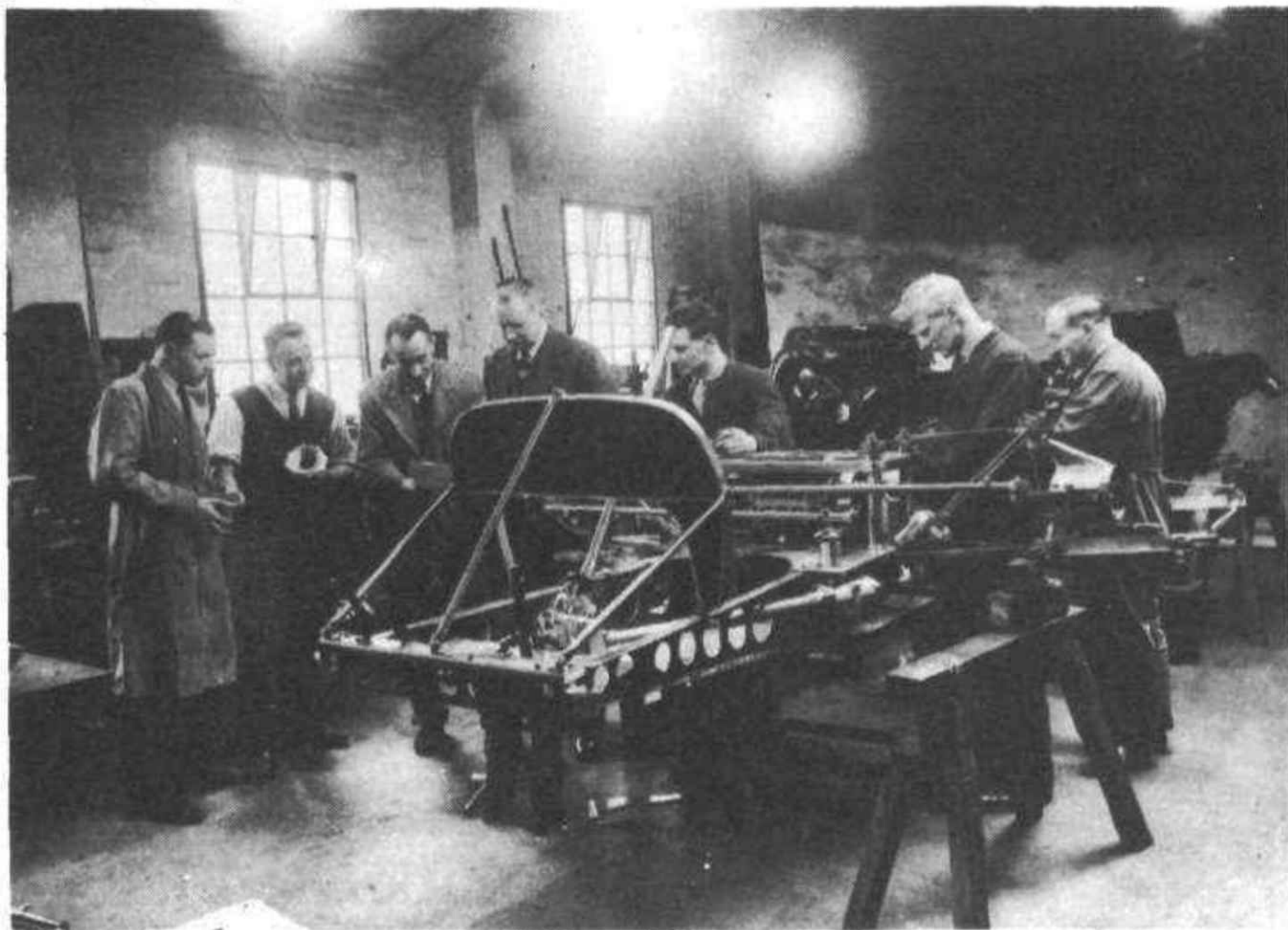
line of maximum body width to the ground must have been absolutely right as otherwise the denting would not have been so equally disposed. P.T. and I then extemporised with internal wooden fillers located with external but flush-fitting screws.

It was whilst this preparatory work was going on that the garage on the north side of the road

became occupied by George Eyston and his crew headed by Bert Denly. The small town of Wendover was now becoming quite crowded with visitors and timing officials and Press, and it was at about this time that the Sheriff, a six feet four man called "high pockets", had his Indian motorcycle stolen. He was - to us - a friendly soul, so I thought this a good time to ask for the loan of his Colt .45, and during a lull in the work one early evening, Bob and I took it with a band of shells, into the mountains for practice. The trick seems to be to sling it - not aim it - or use both hands, but at least no damage was done, in my case not even to a tin-can, except that one or two rocks were spattered with lead.

It was also whilst Capt. Eyston was making a run that I heard a woman visitor say to a friend when they were both looking at the front of the Napier-Railton. "Let's go round the back and look at the front!" The garage being open ended and shielded from visitors' entry by wire screens. These were light-hearted asides in pretty busy times, but at last we were ready for a timed run. To our dismay a very fast run was declared void as the car being of a similar shade to the background salt it had not been registered on the timing gear and the timing officials insisted that the car have a black band painted along its sides. This was done and in addition an asbestos-backed, sheet-steel-faced plate was added to the tail to protect the light alloy body tail from the central exhaust flames. These modifications usually entailed trips into Salt Lake City for parts, but the Hudson cars performed wonderfully well in making the 130-mile journey in about two hours. Jimmy Rand once ran out of fuel and was offered a push by another car into Wendover by two - later to be discovered -

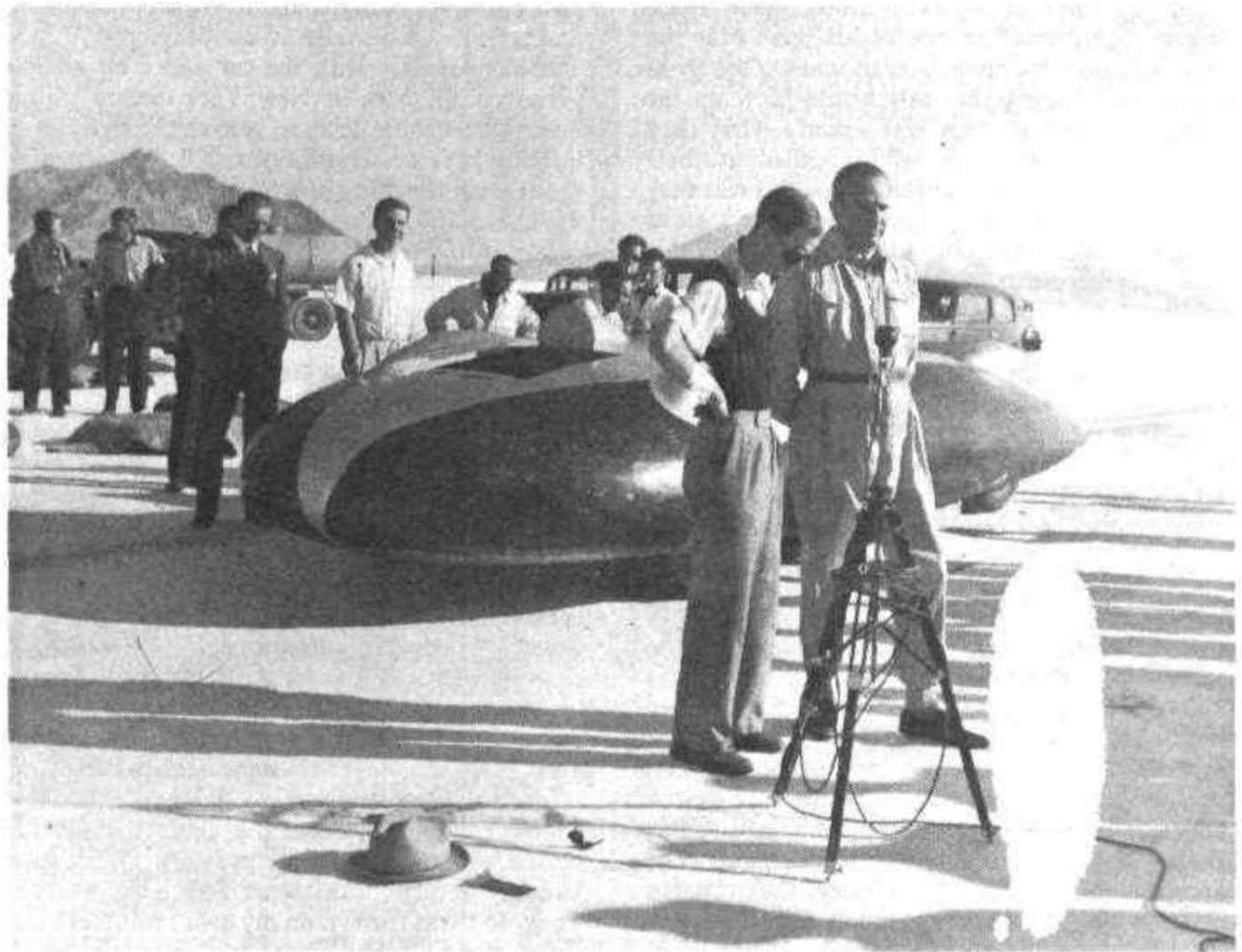
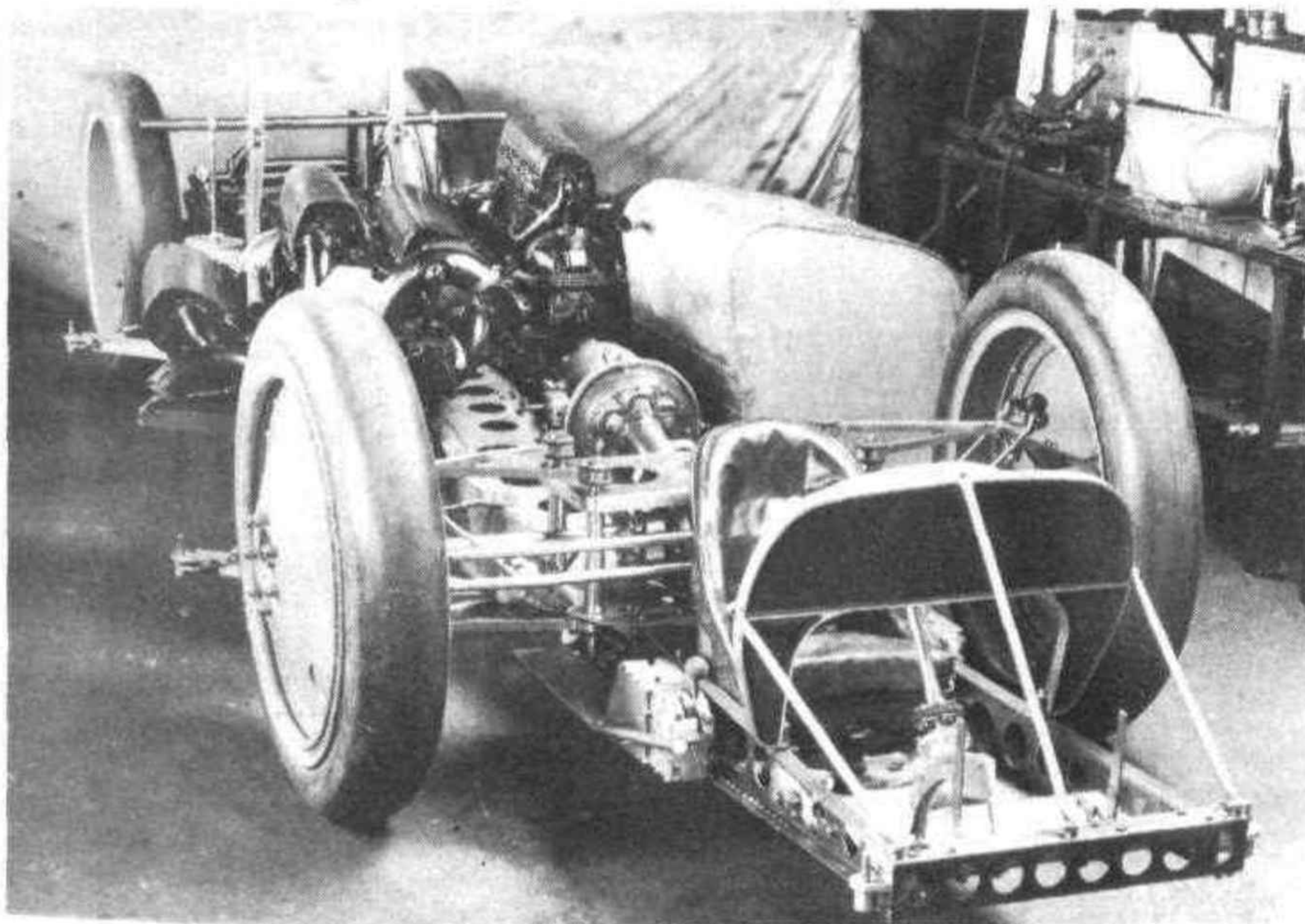
John Cobb, fourth from left, discusses plans as the Railton LSR car takes shape in T & T's workshop.



**SPECIFICATION OF THE RAILTON LSR
CAR (1938)**

Designer: R. A. Railton, BSc, MIAE, MSAE.
Builders: Thomson & Taylor (Brooklands) Ltd.
Engines: Two Napier 12-cylinder 5½" x 5½"
 (23,936 c.c.), 1,250 h.p.
Gearbox: Three speeds, top gear ratio, 1.35 to 1.
Final Drive: Back axle: bevel; shaft to front axle
 (four-wheel drive).
Tyres: 44" Dunlop.
Suspension: Independent at front, normal at
 rear.
Fuel capacity: 18 gallons.
Oil Tank: 15 gallons
Water tank: 75 gallons.
Wheelbase: 13' 6".
Track: Front, 5' 6"; rear, 3' 6".
Overall length: 28' 8"
Overall width: 8'.
Overall height: 4' 3".
Weight: 7,000 lb. (dry). *Body:* 4 cwt. *Total:*
 Approx. 62½ cwt.
Weight/h.p.: Approx. 2.8 lb.
Air brake gear: Sir G. Godfrey & Partners Ltd.
Ball & roller bearings: Hoffman Mfg. Co.
Body material: Northern Aluminium Co. Ltd.
 (18 s.w.g. aluminium).
Brake & shock-absorber linings: Ferodo.
Brake-operating gear: Lockheed.
Cockpit window: Triplex.
Chassis frame: John Thompson Pressings Ltd.
Fuel: National Benzole.
High-tensile steel: Firth Derihon Stampings Ltd.
Instruments, thermostats & fuel pipes: S. Smith
 & Sons Ltd.
Magnetos: Lucas.
Oil: Shell-BP.
Oil-seals: Super Oil Seal Mfg. Co. Ltd.
Plugs: KLG.
Special controls & wheels-nuts: Simmonds
 Aerocessories Ltd.
Steel tubes & light-alloy extrusions: Reynolds.
Steering-gear: Burman.
Steering-gear links: Automotive Products.
Springs: Tempered Steel Co. Ltd.
Gears: David Brown.
Universal joints: Laycock.

The unusual layout of the four-wheel-drive Railton LSR car, pictured at T & T's before the 1938 record attempt. To reduce the overall width each Napier engine was slung on either side of the S-shaped central main frame, with each engine at 10 degrees to the centre line of the car and staggered fore and aft.



Reid Railton and John Cobb make a statement to the Press after the successful World Land Speed Record attempt on Bonneville Salt Flats in 1938. Note the black stripe on the car, painted on at the request of the time-keepers to make the car easier to distinguish against the salt. Cobb's reign as record holder was short-lived - Eyston's Thunderbolt recaptured the record shortly afterwards.

CAMPBELL-EYSTON-COBB LSRs, 1931-1947

Campbell, Bluebird, Daytona, 1931	246.09 m.p.h.
Campbell, Bluebird, Daytona, 1932	253.97 m.p.h.
Campbell, Bluebird, Daytona, 1933	272.46 m.p.h.
Campbell, Bluebird, Daytona, 1935	276.82 m.p.h.
Campbell, Bluebird, Bonneville, 1935	301.129 m.p.h.
Eyston, Thunderbolt, Bonneville, 1937	312.000 m.p.h.
Eyston, Thunderbolt, Bonneville, 1938	345.500 m.p.h.
Cobb, Railton, Bonneville, 1938	350.200 m.p.h.
Eyston, Thunderbolt, Bonneville, 1938	357.500 m.p.h.
Cobb, Railton, Bonneville, 1939	369.700 m.p.h.
Cobb, Railton, Bonneville, 1947	394.200 m.p.h.

merry men, which he reached in much faster time than he had intended even with surreptitious brake applications of the car he was driving.

Capt. Eyston, who already held the record which he had taken in 1937 at 312 m.p.h., was now ready to go again and we were all rather taken aback when his two-way timed run was announced as 345.50 m.p.h. I knew that Mr. Railton considered that 350 m.p.h. was the terminal speed of the Napier, and this left a pretty small margin for taking the record from Eyston.

On September 15th, after a 3 a.m. call to allow plenty of time to get everything ready for a timed run (before the sun reached its 110° in the shade), the south to north run was completed successfully. The turn around was also within time and I hurried off in the Hudson at maximum speed about 100 yards west of the course line. I had almost reached the end of the mile timed section when with a woosh the Napier-Railton sped past, with a really shaking bow wave of air rocking the Hudson. Everyone was jubilant when the speed resulting from these two runs was given as 350.20 m.p.h.

This completely vindicated Mr. Railton's work and prediction, John Cobb's driving and all the team's work. So everyone was happy for a while, but it was not long before it was known that

Capt. Eyston's crew were fitting their spare engine. I suggested to one of his team that the only way now for them was to seal up the front air entry - hoping that this would blow up the remaining engine. This was exactly what they were doing and R.A.R. and I called at their garage when the work was in progress. I was very amused when he asked if they would like a set of blueprints which he could supply! Unhappily this ruse was successful as the record was taken back again when Capt. Eyston recorded a two-way run for the mile of 357.50 m.p.h. I'm not quite sure who had the last laugh but I know that everyone who saw the Captain emerge from the cockpit at the end of this run could not have resisted a spontaneous laugh which his appearance gave of a "black and white minstrel" effect with his white overalls back but soot coloured face and front from the dust from his disc brakes being sucked through his driving compartment.

R.A.R. had further notions for increasing the speed of the Napier-Railton but John Cobb could not spend more time away from his fur broking business so it was decided to give up any further attempt for that year. A very good evening celebration was given to both teams, and shared and chaired by both John Cobb and Capt. Eyston showed that the local Americans appreciated the friendly rivalry that existed between the two teams in much the same way that we appreciated their friendly co-operation and hospitality. We had also had wonderful help from the Dunlop crew as usual headed by Mr. Fletcher, Dunlop "Mac" and "Sid" as well as the Shell representatives Ralph and Dave who also gave unstinted help with local supplies of ice for the project in addition to the help from local cafe and garage personnel. I'm not sure that the garage assistant appreciated us pointing out that the main garage building had a large notice stating "Rest Room"! The Press were also helpful, their photographers handing out many photographs gratis.

Now commenced the clearing up and here I was again to be given another boost when given the choice of either a trip to the Californian coast

or a visit to the canyon country with Mr. Railton and his wife with a friend Mrs. Clayton. P.T. had chosen to remain with the car and crew and we arranged to meet in New York before sailing home. After some delay in getting the right set of ignition keys we set off and met R.A.R. about 50 miles away lunching by the wayside. Yellowstone Park was interesting with its geysers and after seeing our third brown bear I said "I suppose we've seen them all now" but it was not to be as upon stopping at a comfort station I was followed, but into the adjoining compartment (presumably by a female bear). This same bear later clambered onto the roof of the building in search of her cub, which she promptly knocked off with a swipe to the ground. I beat a fairly rapid retreat - R.A.R. saying that he "would not like a pat like that." The Colorado gorge has to be seen to be believed with its 14-mile-wide eroded valley up to a mile deep in places. The rock colouring and formation of canyons such as Zion are also truly remarkable. After several days R.A.R. was due for a pre-arranged trip to California and I was to leave his party to go by bus to Las Vegas. The young choir who sang me away from the hotel that we were departing from must have wondered why I did not respond as cheerfully to their departing cheer but did not realise, as I did at that moment that Mr. Taylor had my return ticket from Salt Lake to New York, so I was thrown on my own resources more than 2,000 miles from our meeting point. However the bus duly deposited me at Las Vegas for a flight to Salt Lake City and the airport people could not have been more helpful in that they traced Ken Taylor by radio and even re-routed my flight via Detroit, where I was to visit the Hudson factory before flying on to New York via the Niagara Falls. Jimmy and Bob were met at the Times Square Hotel and due to the uncertain conditions of the European political scene Mr. Taylor became busy for a while in re-routing our return to England via the *Olympic* - a 10,000 ton British ship instead of the German *Bremen*. After another good crossing with only one rough day we were met and transported back to Brooklands by Jock Pullen

through what now seemed to us to be narrow twisting country lanes, but welcoming all the same, as a conclusion of a truly memorable trip.

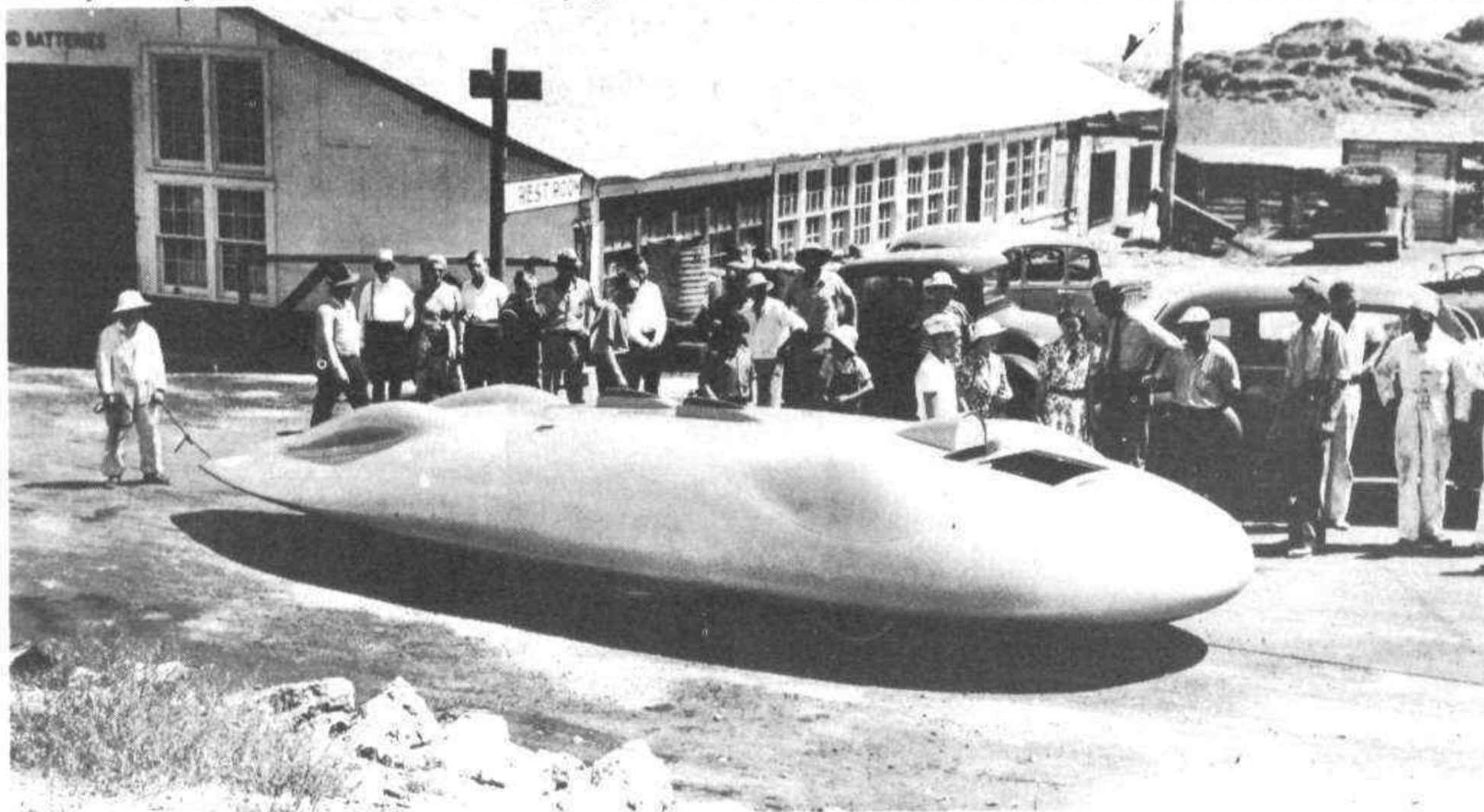
John Cobb was determined not to let the matter rest there and we were soon working on details to improve the performance of his LSR car. The chief of these was a replacement of the gearing driving the supercharger impellers of the Napier engines and this work of increasing the blower speed was undertaken by the Napier Co. Practical experiments were undertaken in the shops to check the effect of the increased loading on the suspension and detail modifications made to the packing pieces under the composite coil springs and rubber discs, that were included in the original design, to balance the overturning torque on the axle and so equalise the positive and negative accelerations during driving and braking with the resulting effect of more equal wear on the tyres. The top links on the rear suspension were also fitted with a limited spring controlled movement to avoid fight between the propeller shaft coupling and the five points apart from the springs by which the rear axle was suspended, and so reduce the possibility of synchronous vibration.

Mr. Taylor and crew duly left for America and on August 23rd, 1939, the modifications made were justified when the record was raised to 369.70 m.p.h.

Much earlier in the year I had been introduced by Mr. Railton to an individual from a private firm who was keen to get his special transmission fitted to a cross-country track-laying vehicle and this unhappily in a way was to lead to six years of good war-time co-operation between T & T's and Her Majesty's Fighting Vehicles Design Establishment, amongst other branches of HM Forces.

Sadly it was now that I was to say good-bye to Mr. Railton who was to go to America with his wife and young family - Tim and Sally - to stay in California. Fortunately our contact was to be maintained throughout the war years, to the advantage of the Allied war effort, and also in the following years of peace to my own gratification.

The beautiful lines of the T & T built Railton LSR car displayed outside the Wendover Garage near Bonneville Salt Flats, where Cobb's team was based.



Veteran Edwardian Vintage

A SECTION DEVOTED
TO OLD-CAR MATTERS

Some Lucas History

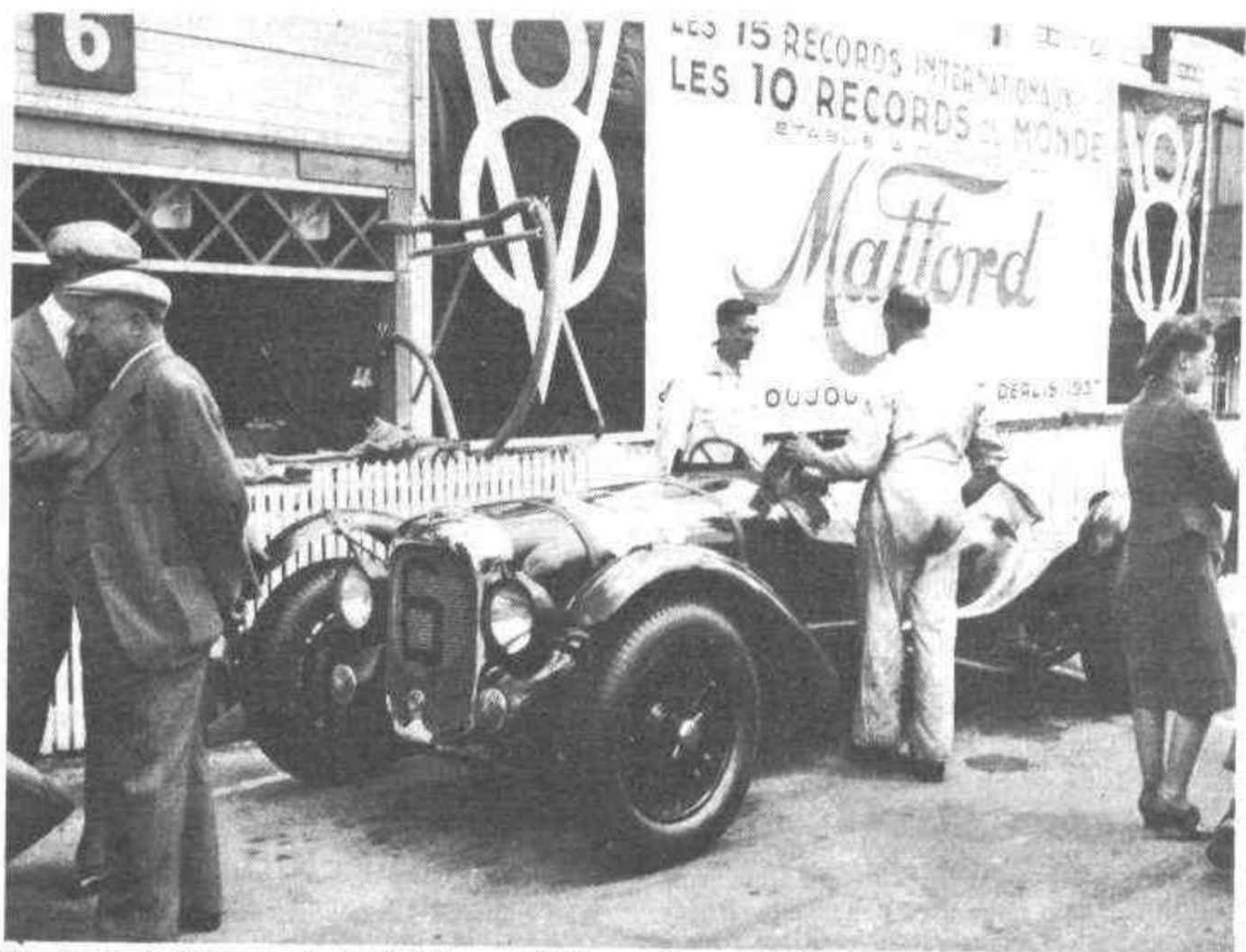
LAST YEAR the great Lucas electrical organisation, on which so many vintage and older cars relied for lighting and starting sets, celebrated its one-hundredth anniversary. From this auspicious occasion it is possible to extract some interesting items of history. For instance, the famous company dates back to 1834, when Joseph Lucas was born in Birmingham, for he started his one-man business of oil dealer in Carver Street in 1860. In 1872 he took premises in Great King Street (at No. 209) to concentrate on making lamps and lanterns and this led to the introduction of the first "King of the road" Lucas lamps for hanging between the front wheel of "penny-farthing" bicycles, in 1878.

Five years later Joseph Lucas took his son Harry into partnership and formed Joseph Lucas & Son. He earned the equivalent of £2.50 a week, a handsome wage when many were getting only 15s. od. (75p) in the 1930s. The bicycle boom expanded the lamp business, so the new factory was built alongside the original building in Little King Street, and development commenced in Great King Street, where the present works stand. The public company of Joseph Lucas Ltd. came into being in 1897/8 and when his father died, aged 86, of typhoid in Naples five years afterwards Harry became Chairman and motor accessories were introduced in 1903. The payroll rose from 300 in 1891 to 3,000 by 1920. (Today that figure is 84,085, with the company embracing CAV, Lucas Aerospace, Girling and Lucas Service.)

However, this is taking us into the realms of big business. The items of more interest to vintage-car followers come with the information that Harry Lucas bought his first car in 1899. Its make is not given but, after using several others, by 1906 he was driving to the works in an open, tiller-steered Lanchester. In 1907 he acquired a Wolseley and later he had an 18/24 Austin for which he made a clockwork self-starter, fitted to the nose of the crankshaft and re-wound when the engine was running. The support for local industry is notable and the Austin must have appealed, as it was followed by a 25/30 h.p. model of this make. Prior to 1914 Harry Lucas had also owned a Daimler and Calcott light-car.

He was long-lived like his father, dying at the age of 84, in 1939. During WW1 he had taken on the manufacture of vitally-needed magnetos, at first at the rate of about 25 a week in a small works at Cheapside, Birmingham, having joined up with Thompson-Bennett. Building restrictions being waived because of the war, this was developed into a seven-storey factory in Great King Street.

To the early Lucas lighting sets for motorcycles the Lucas "Magdyno" was added in



The Lagonda driven by Lords Selsdon and Waleran pictured before the start of the 1939 Le Mans 24 Hour Race in which it finished fourth, covering 1,999.4 miles at an average of 83.3 mph. Lagonda history is recalled in this issue by reference to the new publication "Lagonda - A History of the Marque" by Davey and May.

1915 and patented in 1917. It is thought to have been tried out first on an ex-French army machine, possibly a Peugeot, bought for £90 by Arnold Egginton of Lucas's, with his Army gratuity. By 1922 over 1,000 a week were being produced. Thompson-Bennett magnetos, later the BTH, had a great many competition successes, commencing with J. Williams' 1920 Junior TT victory on an AJS, followed by AJS winning both Junior and Senior TT races the following year, on Lucas magnetos, as they were then known. To service this equipment Robert Neill and Jock Miller, Lucas' chief magneto-engineer, used to ride about the IoM on a motorcycle combination with the necessary spares - Neill became Vice-Chairman of Butler's, which firm Lucas duly acquired. When Tony Vandervell was running Nortons in the TT races he was persuaded to go-Lucas, his CAV

business having been taken over in 1926. On the production side, the entire BSA range was Lucas-equipped.

Harry Lucas' son Oliver went into the business at 5s. od. (25p) a week but on his 21st birthday in 1912 was given a 38-h.p. Daimler, which was used as a Lucas test-bed, when switchgear was being devised and at one time it carried four dynamos, although fitted with acetylene headlamps. A favourite run was to Bournemouth. In 1913 James Radley used Lucas equipment on his London-Monte Carlo record run on a Rolls-Royce; one lamp was lost but the remaining headlamp allowed an average speed of over 37 m.p.h. for 12 hours of fog and darkness, between Boulogne and Lyons. It was Charles Thacker, from Rolls-Royce Ltd., who as Oliver's assistant, liaised with William Morris; in 1923 he secured Morris' order for all his electrical

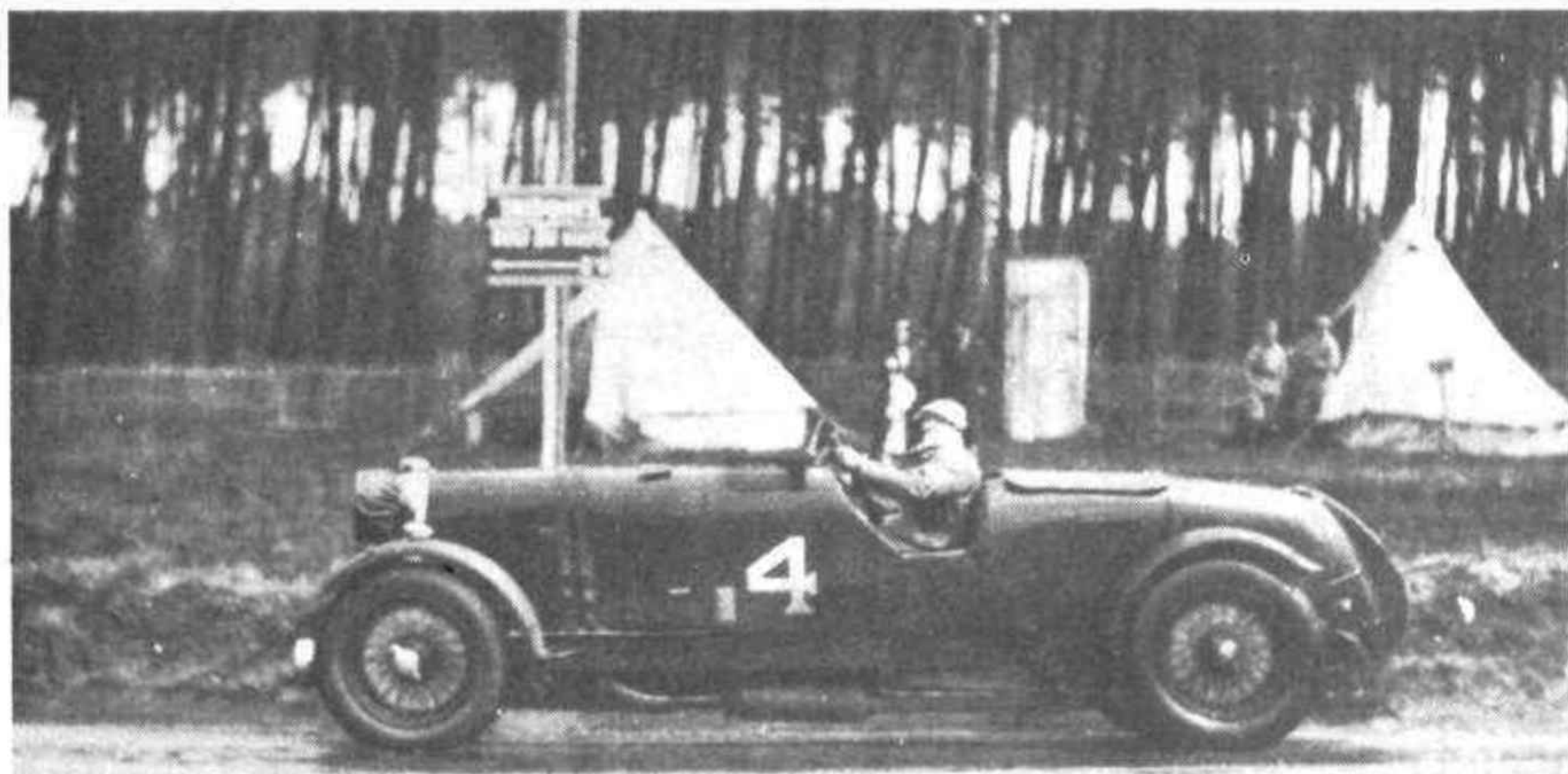


Some of the mechanics involved with Cobb's Railton LSR car referred to in the adjacent article by Mr. R. H. Beauchamp.

equipment. Oliver Lucas had suggested that the Morris-Cowley should be given advance-and-retard control from a steering-column lever and Jack Orme was lent by Lucas's to assist with the details. Kenneth Corley, who became Lucas's Chairman, visited the Morris Main Dealers when complaints that they could not sell more cars was blamed on Lucas equipment.

The fault really lay in the back-axles, as Corley bravely told W. Miles (later Sir) Thomas, then the Morris Sales-Director, at the 1933 Motor Show. Oliver Lucas' third personal assistant was Bernard Scott based at the Acton depot; he used to spend his spare time at Brooklands helping the two official Lucas fitters at the BMCRC and the car meetings. When Raymond Mays started his BRM project in 1946, Waring became Chairman of the Finance Committee, Lucas contributing much in money, materials and expertise, at a period outside the scope of this section of MOTOR SPORT. At Le Mans in 1929 the victorious Bentleys used Lucas P100 headlamps and when these gave trouble it is believed that Oliver Lucas himself joined W.O. in righting the defect. - W.B.

V-E-V Miscellany. - Terence J. Barnes owns the 1934 1½-litre TT Singer, LM25, which Donald Barnes drove in that race, the team being made up of two sister-cars handled by Roddy Baker and Alf Langley. Barnes retired with a blown gasket and an oil leak, Baker with transmission trouble, but Langley nearly completed the course. These six-cylinder Singers were converted into crab-tracked trials cars for the 1935 season, using some parts from the original 9-h.p. four-seater trials Singers, and they performed well in countless events up to 1937. The Bugatti OC is making elaborate plans for its Golden Jubilee, which is to start with the International Meeting at Cheltenham on June 1st, take in the Classic Meeting at Prescott hill on June 2nd/3rd, and go to Harrogate on June 4th, from whence scenic drives will radiate for the next three days, concluding with a Gala Dinner and end of the rally on June 8th. An Exhibition is also planned at the Gulbenkian Hall in Kensington, London, in the autumn, at which all aspects of the work of the Bugatti family will be on view, and it is hoped to have a parade of Bugattis in Hyde Park. The Packard Club has devoted much of its current issue of its magazine *The Packard Cormorant* to a description of the 1903 Packard racing-car "Grey Wolf", with a colour cover depicting this car in a Peter Helck painting, and an article on Helck's motor-advertising art ... he was responsible for layouts for Packard lorries and cars and Model-A Ford delivery vans ... with fine examples of these. The British contact for the Packard Club is Hans Edwards, 101, High Street, Stevenage, Herts. A reader who owned in the early-1930s a 1927 Chummy Austin 7, a 1931 Ulster Austin and who built a Special based on the Brooklands-model Austin 7 reports that he saw in Spain recently a mid-thirties Austin Seven saloon in an antique warehouse, in non-rusty condition - letters can be forwarded. The prospectus for the 1980 21st International Veteran & Vintage Rally, based on New Zealand, has already been issued and is available from The Rally Organiser, PO Box 2546, Christchurch, New Zealand. The dates of the event are from February 24th to March 8th, 1980. From the current issue of the *Fiat Register Bulletin* we learn that a Fiat 15TER truck has been restored by Richard Peskett and won a recent *Concours d'Elegance*. The Rolls-Royce EC is holding its Commemoration of the 75th year of Rolls-Royce at Duxford Aerodrome next September, in aid of



Lagonda's finest hour? The Hindmarsh/Fontes Fox and Nicholl 4½-litre Lagonda rounds Arnage on the way to victory in the 1935 Le Mans 24 Hour Race.

the Sir Henry Royce Memorial Foundation, this venue replacing Biggleswade as offering more space for this ambitious "wheel and wing" display. - W.B.

Some Lagonda History

ALTHOUGH I was not sent a copy of the new Lagonda History book for review in MOTOR SPORT, I would like to take here a personal look at some aspects of it, as this work by Davey and May (David & Charles, 1978) appeals to me as very thorough, and a book which combines the lighthearted approach of the Club enthusiast with insights into Lagonda's business and financial management, and which seems to have benefited from knowledge gleaned by examination of cars owned by members of the Lagonda Club. Also, although this is a comprehensive story, when the authors don't know the answers they do not try to find them, thereby leaving some Lagonda history still open to further investigation.

The book proved its usefulness early on, when we were querying in the office the high h.p. (12) ascribed to Chris Southall's Lagonda tri ar, in last year's Brighton Run programme. The Lagonda book confirms that indeed, in 1904, engines of that power were used in these machines. I was interested to see cast-iron con-rods ascribed to the 11.1 h.p. Lagonda light car, because steel and aluminium is a more usual material, although c.i. pistons were common at this period. References to H. N. Edwards driving 12/24 Lagondas in the trials of the mid-1920s was interesting, as I assume this was the Harry Edwards who became the first Secretary of the BRDC.

Then I was to learn that a sporting syndicate ran 2-litre Lagondas in sports-car races when these were new cars, before they turned to MGs. This syndicate later became interested in the Lagonda Rapier. Mention in this big book of those Lagonda Days at Brooklands reminds me that owners with no motor-racing aspirations were attracted to them, even to taking part. My mother knew someone who took what I think may have been a 2-litre Speed Model to one of these, in 1929 I think, and would have taken me, then a very keen schoolboy, had he known of my interest, for he was annoyed that the young nephew he did take showed no interest and sat in the car reading books throughout his "treat"... Naturally, Alf Cranmer features prominently; he was the person who arranged for me, still a schoolboy, to be given an exhilarating run in a supercharged 2-litre Lagonda round the country roads near the Staines factory, although

I do not think he had realised my age when he did this. These blown Lagondas used Cozette, Powerplus and Zoller superchargers, in the course of development.

The MCC trials were, as the book emphasises, a prominent stamping-ground for Lagondas before the war and they did extremely well therein; one driver is described as winning a special plaque for having gained gold medals in all three of them one year and later the delightful MCC Triple Award is mentioned, a signpost carrying three silver direction boards pointing respectively to Exeter, Land's End and John O'Groats. Many Press reports and road-test findings are included in the text of this book but I am sorry that the authors do not refer to MOTOR SPORT's coverage of the V12 Lagonda. I remember having a medium-wheelbase saloon to try in 1941 (No. 16063) which one evening, accompanied if memory doesn't deceive by my then-henchmen, D. S. Jenkinson and Jim Brymer, I took to a 750 MC meeting in Surrey as Battle-of-Britain vapour-trails criss-crossed the blue sky above us. (It was Victory-V Sunday). I think maybe the joint-authors of the new Lagonda book had tired a little towards the end, for they do not include mention of this long road-test report, nor of those MOTOR SPORT did of the post-war W. O. Bentley 2.6-litre and 3-litre Lagondas, with an interview I had at the works about the design details and I thought for one terrible moment that they had forgotten HRH Prince Philip's Lagonda enthusiasm, because they hadn't, but HRH's name is not in the Index. There is, however, a wealth of information about the racing V12 Lagondas... -W.B.

Wolseley on Solids

IN MY REPORT of the 1978 Veteran Car Brighton Run last month I said that the British Leyland 1901 Wolseley I drove was on solid tyres that I thought was a later modification. I wrote that after inspecting the wheel rims of the car, which looked as if they were intended for pneumatic tyres. However, I may have done this ancient Wolseley an injustice, inasmuch as solid tyres were a standard fitting on these 10-h.p. two-cylinder Wolseleys in contemporary times. The first catalogue issued from Adderley Park in 1901 listed this model at £380 with a tonneau body and on pneumatic tyres but at £20 less on solids. Moreover, prospective purchasers were advised that while pneumatic tyres were recommended for speeds of over 20 m.p.h., solid tyres of suitable size were adequate for slower speeds and where economy was a consideration.

Various photographs show these Wolseleys on solid tyres.

So I am prepared to give the ancient Wolseley in BL's Historic Car Collection the benefit of the doubt. Certainly our solids, slightly larger on the back than on the front wheels, gave no anxiety on the Run, nor were they responsible for the defect which made the steering ridiculously heavy, so that I found it quite a task to make the Wolseley weave about for the last few hundred yards of the journey, in order to persuade the last drop of petrol to enter the carburettor from its almost dry tank, apart from the difficulty of steering a decent course on the road. - W.B.

A Leyland Eight Postscript

THERE has perhaps been sufficient about Parry Thomas' Leyland Eight in MOTOR SPORT recently to satisfy his most ardent supporters. However, a most interesting new item has come to light, which merits inclusion. Wondering why Michael Collins, the General shot while in a Leyland Eight touring-car during the Irish troubles of 1922, used one of these rare cars. I ventured to ask Rex Taylor, author of the book "Michael Collins - The Big Fellow" (Hutchinson, 1958, Four Square, 1961). In this interesting and detailed book I had read that Collins spent some time in Wales and wondered if he had met Parry Thomas. Mr. Taylor does not think so. He says that the Leyland Eight had previously been used by General Sir Nevil Macready, the British Military Commander in Ireland. It seems that Collins obtained it by "eyewinking theft", and as the only people at the time who were capable of working out the terms of a peace treaty were Collins and one other man (Griffiths), the British Government gave Collins more or less what he wanted and turned a blind-eye to the theft. Indeed, Collins thought the big rugged Leyland Eight just the car he needed, took it, and the open-handed Government then presented him with it. It seems that after his death in the 1922 ambush at Bealna m Blath the car went back to Parry Thomas, complete with bullet-holes. I am indebted to Mr. Taylor for this information. Did Leyland Motors, or Thomas himself, originally give the car to the Government for the British cause, one wonders? Incidentally, a Rolls-Royce armoured car and Crossley tenders were in Collins' convoy at the time of the ambush. - W.B.

V-E-V Odds & Ends. - According to the *Manchester Evening News* a 108-year-old lady,

Emma Burrows, who lives in a Hulme old-folks' home, was a domestic servant to Henry Royce when he and Rolls were working in Manchester on the very first Royce car. An Australian reader seeks information about his recently-acquired 1914/15 24/30 h.p. 85 x 150 mm. SAVA, which has the expected o.h. exhaust and side inlet valves. The chassis is virtually complete and if the necessary data is forthcoming it is intended to put a replica TT body on the car. At one time, just before the war, two SAVAs were in this country, so perhaps someone can help our correspondent with mechanical and bodywork details? A pre-war or just post-war Rover, very derelict, is reported from an Oxfordshire scrapyard - letters can be forwarded. To set the record straight, it was Alec Park who drove Leyland Historic Vehicles' veteran Thornycroft on the Brighton Run and in the caption to the picture of Sir Malcolm Campbell's "Bluebird" on page 1792 of last month's issue the reference to Roxted's showrooms should have read Rootes' showrooms. Then the pictures of model Citroens on page 1780 came from Citroen's photographic archives but I was not aware that they have a collection of such models. And it was Bill Martin, one of Count Zborowski's men, who was sent to bring the Lancia Lambda depicted on page 1784 from Cannes to Canterbury in 1924, not Ben Mills, who was the Countess Zborowska's chauffeur at the time. To help the funds of that most-deserving and active Club, the Morgan Three-Wheeler Club, a 1979 Calendar has been issued, illustrating sporting and more-staid Morgans - it is obtainable from the Secretary, Neville Lear, Woodlands, The Holloway, Droitwich, Worcs., price unknown. Stanley Sedgwick, President of the Bentley DC, has completed yet another painstaking task in writing a further Bentley monograph, this time about the R-Type Continental model, of which Sedgwick himself owns the prototype Continental "Olga". This most attractive 65-page book is profusely illustrated and contains all the meticulous detail, and particulars of all the R-types produced, with Reg. Nos., etc., for which Sedgwick has become so noted, together with a 1952 *Autocar* roadtest and pages from a Bentley Continental catalogue. Copies are obtainable for £4.50 each, from the BDC, W.O. Memorial Building, 18, Chearsley Road, Long Crendon, Aylesbury, Bucks, HP18 9AW, but supplies to non-members are scarce, so apply quickly, if you want to add to your store of Bentley knowledge. Inevitably, in reporting on its front page on last

year's parade of cars round Birmingham, the *Birmingham Post* referred to the Bugattis as Italian cars. A lady who was a cousin of the Hon. C. S. Rolls is living in the Isle of Mull and remembers Brooklands when it was an active race-course. R. J. Burrell, who races his Bentley Royce in VSCC events, has acquired a 38/250 Mercedes-Benz Thrupp & Maberly drop-head Reg. No. LAL642. In 1950 a tank engine was substituted for the original engine and about ten years ago this was changed for the engine from Burrell's 1923 Bentley. Now that he owns the Mercedes-Benz Burrell is anxious naturally to install the correct engine and would be glad to hear of any that are available. Jack Willcocks who was engineer to Kaye Don on the latter's motor-boat records and who was the sole survivor when Segrave crashed fatally when breaking the World's Water Speed Record at Lake Windermere, has died at Clevedon. -W.B.

Vintage Postbag

Single-Plate Clutches

Sir,

I wouldn't call myself an historian but I can read reference books, let's hope they are right; single-plate clutches were fitted by E. R. Thomas, De Dion Bouton, Knox, Rover and Austin between 1908-12 and possibly earlier. Other makes listed as using a disc or plate clutch, not multiplate, before WW1 include, Berliet, Dolphin, Hallamshire, La Buire, Lorraine Dietrich, Lotus, Mass, Mercedes, Minerva, Niclausse, Phoenix, Piccard Pictet, Pilain, Reo, Standard, Valveless, Zedel and Züst, although I only have section drawings of the first five.

Discussing clutches in general, in his "Motor Pocket Book", c. 1908, Mervyn O'Gorman, having described the male and female components of the cone clutch, wrote: "No man is entitled to infer by reference to these names any suggestion of superiority in one of these parts over the other. Here, as in life, the female is an incentive to work, and she turns her partner round and round whenever he comes near. Eventually things settle down after a little not unnatural friction, but they should never come to blows".

The Austin clutch mentioned was, of course, that built by the Austin Automobile Company of Grand Rapids, Michigan.

Chelmsford

FRANK LUGG

Bugatti and the LNER

Sir,

Being a premium apprentice under Sir Nigel Gresley and afterwards a draughtsman with the LNER, may I give some light regarding Bugatti as mentioned by Paul Shaw in last month's issue.

It was well known in the office, that Sir Nigel went over to Italy to discuss with Bugatti streamlining with regard to Sir Nigel's new Pacific locos., and one of my most vivid memories is that of a tablecloth shown to me by our Chief Draughtsman upon which were sketches of the wedge idea by Bugatti himself.

The wedge was used by Sir Nigel directly as a result of his consulting Bugatti.

We had little or no consultation with German engineers of that era, apart from a journey by Sir Nigel in the "Flying Hamburger" and a question to the German engineers which was: How long would the journey take from London to Newcastle with the Flying Hamburger?



Drama at Southport Sands during a pre-War sand race meeting. Can anybody recognise the car trapped by the tide?

Gradients etc. were sent to Germany and an answer was given.

Mr. Windle, the LNER Chief Draughtsman, was told we must improve on or equal this timing, but that the British public would not endure the lack of comfort on the German train. The LNER answer is history. We produced a comfortable train, which went from London to Newcastle at the fastest time in the world over this distance.

Doncaster

B. A. WINKFIELD

Personalities

Sir,

In "Cars in Books" in the November issue, reference is made to the Cuban Marquis de Casa Manry. The Marquis was in fact Mones-Manry who as a member of the Crossley-Bugatti team finished third in the 1500 class of the 1922 TT in the IoM. He was also the original owner of the Curzon Cinema in Mayfair where a number of late-night motoring film shows took place immediately after World War Two. The Stutz driver was *not* boxer-turned-actor Carl Brisson.

June is best remembered by those who were around at the time for the number of "Inverclyde in June" jokes her unsuccessful coupling with Inverclyde provoked.

Woking, Surrey

C. WALSH

Non-Lada Exhibitionism

Sir,

It was somewhat of a relief this year to find that the Brighton run did not have its usual quota of entertainment "celebrities" seeking cheap publicity although there *was* one of the false nose and funny hat brigade in a Dennis.

However an even more blatant exhibition of vulgar publicity was made by the distributors of Lada cars who chose to add to the already congested traffic by running up and down in a fleet of Ladas covered in gutter-press advertising matter and countless balloons, making the run look something like Coney Island on a bank holiday.

This is bad enough but how any reputable firm could muscle in like this on an event sponsored by a rival car firm I just cannot imagine - it was ill-mannered in the extreme and compared very unfavourably with the conduct of the Renault Company who, although they provided considerable financial sponsorship, did nothing in the least undignified or obtrusive.

It is some comfort to know, from the comments I heard, that Ladas did themselves considerably more harm than good and it is to be hoped that this may discourage similar behaviour on future events.

Meusey Hampton

E. D. WOOLLEY

Brooklands Memories

Sir,

The interesting letter of A. F. Rivers-Fletcher last November, in which he refers to Major C. G. Coe, brought back memories to me of my one and only visit to Brooklands. This was on Whit Monday, June 1st, 1925, and it was a memorable day. The lap record broken by J. C. P. Thomas at 129.36 m.p.h.

The miraculous escape of Major Coe and his mechanic, when their Vauxhall Vixen crashed at over 100 m.p.h. Major Coe was only slightly injured and was able to walk, but his mechanic with head injuries was carried off on a stretcher. In the same race Thomas had one wheel over the banking.

I made the return trip from Tyneside, where I then lived, on my trusty 16H Norton. I noticed at one corner near London white lines painted



Tom Threlfall, Editor of the VSCC Bulletin, shared Barry Clarke's little 1913 Singer light car for the VSCC Enstone Driving Tests.

along the centre of the road. Had never seen this before!

Hartlepool

J. WRAY

Chitty III

Sir,

My feelings in writing this letter can be described as "Fools rush in where angels fear to tread". In Mr. Windsor-Richards' most interesting letter he mentions that the engine of Chitty III was a 6-cylinder 17.8-litre Maybach Zeppelin with an overhead camshaft. Between 1909-1918 the Motorenbau G.m.b.H. Friedrichshafen built Maybach engines with two "downstairs" camshafts. Until 1915 Maybach possessed a T-head with four valves per cylinder. From 1916 onwards these Zeppelin and aeroplane engines had four overhead valves. Apart from the camshaft situation, the cubic capacity of the different Maybach motors do not concur with either 17.8 or 14.8-litres. These capacities are as follows: -

1909 20.0-litres 160 x 170 mm. 1,050 rev./m. 140 h.p.
1912 20.0-litres 160 x 170 mm. 1,200 rev./m. 165 h.p.
1913 20.0-litres 160 x 170 mm. 1,250 rev./m. 180 h.p.
1914 22.8-litres 160 x 190 mm. 1,200 rev./m. 210 h.p.
1917 23.0-litres 165 x 180 mm. 1,400 rev./m. 260 h.p.

I therefore beg to submit a theory that the engine of Chitty III was a Mercedes D III CC., 14.78-litres, b. x s. 140 x 160 mm., overhead-camshaft 170 h.p. or a D III of same c.c. but 180 h.p. These descriptions tally more or less with the first declaration, although the stroke is 160 mm. compared with 180 mm. As regards the second declaration, a 6-cylinder Benz III Avu might fit: 17.6-litres, b. x s. 140 x 190 mm. 195 h.p. But like all the Benz aero-engines this motor had two "downstairs" camshafts.

Krullenlaan J. C. NORTHALS ALTES
(This is most interesting. Whereas the 1917 Maybach engine corresponds to that used in Chitty I (although said to give 305 b.h.p. at 1,500 r.p.m. as installed in the car), I am of the opinion that Chitty III had a single-o.h.c. Mercedes aero-engine, no doubt the DIII CC type

referred to above, of 140 x 160 mm. It has been recalled by two people I have met that Count Zborowski used a big Mercedes aero-engine to drive the lighting plant at Higham, and that in about 1922 this was replaced by a heavy-oil engine. Could Clive Gallop have overhauled this engine in the Higham workshops and used it in Chitty III? If so, it might have become a bit tired before Daimler-Benz sold the car (always assuming this to have been Chitty III) to the Pole and they might have replaced it with a 148 x 170 mm. o.h.c. 17.8-litre Mercedes. - Ed.)

Engine Dimensions

Sir,

I have this year recommenced taking your excellent magazine after a lapse of many years and am pleased to find that some things do not change although I note the demise of the editorial Beetle and the addition of the colour section as two improvements. I preferred the old cover design though and do feel you could at least publish the World Championship for Drivers standings with each GP report, despite your evident antipathy to this Championship.

However, I am prompted to write by your comments on varying engine dimensions in the recent articles concerning the the Brooklands Riley Nine and the Amilcar Six and offer the following thoughts.

In the case of the Riley I imagine that in 1924 Riley would have been working in Imperial units, albeit to produce an engine capacity equivalent to slightly less than 1,100 c.c. Examination of the most precisely given dimensions for bore and stroke of 60.3 x 95.2 mm. show them to be approximately $2\frac{3}{8}$ x $3\frac{3}{4}$ ". The exact conversion is 60.325 x 95.25 mm. which gives a capacity of 1,089 c.c. (to the nearest c.c.), which I suggest is the true figure. 60.3 x 95.2 mm. gives 1,087 c.c. and 60 x 95 mm. gives 1,074 c.c., thus illustrating the not inconsiderable differences resulting from rounding off dimensions.

Presumably Amilcar would have been using metric dimensions for their 6-cylinder car, and

VSCC Driving Tests

VSCC Driving Tests, Enstone (Dec. 2nd)

MOVED FROM Silverstone to this new venue on the lofty heights of Oxfordshire beyond Chipping Norton, these annual driving-frolics were, would you believe it, over-subscribed, with 70 entries, in three classes, proving quite conclusively that vintage-car owners are masochists. Because at this bleak aerodrome icy winds added to winter's touch. However, with the suave comfort of an Opel Senator 3.0E saloon at my disposal, the icy, then foggy, journey from Wales was no hardship. One goes to these events to meet friends and see interesting motor cars, rather than to report, but the latter having become a habit, a few disconnected jottings follow.

Veteran and Edwardian cars are becoming more evident in these tests, which one might have thought unsuitable to them. This time Pack was running his delightful 1904 tonneau-bodied Darracq, which looked like those veterans of early *Punch* cartoons, especially with a cluster of people pushing it round and round in circles to try to get the 1,182 c.c. engine interested, and the lady passenger sheltering under an umbrella.

certainly the quoted dimensions for bore and stroke do not approximate to any Imperial fractional dimension. There appears to have been a tendency to round down the capacities as 55 x 77 mm. gives 1,097.6 c.c., 56 x 74 mm. gives 1,093.6 c.c. and 56 x 77 mm. gives 1,137.9 c.c.; perhaps this was standard practice. The works though appear to have perpetrated a fine piece of French perfidy in 1928 as 54.87 x 78.98 mm. gives a capacity of 1,120.5 c.c., not 1,096 c.c. as quoted. Is it too late to protect any results gained with this motor?

The article on the Riley was of particular interest as I had a 2½-litre RMF saloon about ten years ago which, apart from being a rather shabby example and having an insatiable appetite for one of the clutch operating rods, was a really super car.

Brunei

P. LLOYD

Pity the Poor Historian

Sir,

I was most interested to read the letter from Alan C. Campbell-Orde regarding his race in the Ballot with Dick Howey. Recently I was at the library at Beaulieu and in *The Autocar* 1926 it states that the George Boillot Cup was due to take place on August 26th 1926 at Boulogne. Now Scrap Thistlethwaite had come third in the Speed Trial and Hill-Climb the previous day in the 9 ft. chassis 3-litre Bentley which he drove with Clive Gallop at Le Mans in 1926. He had also entered for the Georges Boillot Cup but withdrew when his great friend R. B. Howey was killed in an air-crash - that's what it says in *The Autocar*. So how did Dick Howey die?

I now own the Thistlethwaite-Gallop 3-litre and would be grateful if any readers have any old photographs or recollections of the car either when raced or afterwards.

I have been an avid reader of your magazine since 1951 and I may say that nothing compares - keep it up!

Bedford

BRIAN HAMILTON (Dr.)

(I have checked, and *The Autocar* says nothing about an air-crash. R. B. Howey was killed when his 5-litre Ballot crashed at the Boulogne Speed Trials and the car was buried at sea. - Ed.)

Roger Collings had a more aggressive-looking 1904 1.7-litre Humber, the twin-cylinder engine of which fired on the "bang-bang-nothing-nothing" principle when it wasn't icing-up like most of the onlookers. Ryder-Richardson's 1910 Adler, also of 1.7-litres but boasting four cylinders, was cocking its rear snubbers at the others and protecting its owner with a fine hood and side-pieces when he wasn't doing the manoeuvres. Barry Clarke was sharing his 1913 Singer light-car with Tom Threlfall; it was nice to see this pretty little car out again, its bolster-tank body based on that of the 1913 Cyclecar GP Mathis, its radiator now graced with a Singer badge, and its wheels shod with 26 x 3 Dunlops. There should have been another Edwardian but Lloyd's 1911 Renault was defeated by the weather from emerging from its garage.

In spite of the intense cold many ladies were competing. The overalled Judy Hogg was using Edwards' Aston Martin Ulster, Mrs. Binns was in the 1,100 c.c. HRG, in which she corrected an error in gear selection when reversing so competently that her husband, who had done a very fast run in the car in Test 1, probably didn't notice, while Mrs. Harcourt-Smith sensibly drove carefully about the pylons in a nice 1926 12/50 Alvis tourer, and Angela Cherret was in the comfort of her four-light closed Alfa Romeo. Among the men Hamish Moffatt was having problems, because having opened up an oil-gallery to cure banana-seizure (I am referring to his 1923 Brescia Bugatti) which he had experienced on a trial, the plugs were now oiling-up in spite of suffering high tension from twin magnetos. This made the task of Lyles, the second driver, difficult, apart from audible evidence that he could not change the Bugatti's gears.

The VSCC is getting quite frivolous, the ten tests being named, respectively, "Bentley Burn-Up", "Nash Thrash", "Austin Acrobats", "Sunbeam Saunter", "Riley Riddle", "Alvis

Post-Vintage Notes

THE Land-Rover Register has compiled a list of known pre-production prototype Land-Rovers, constructed prior to July 1948. It knows of ten of the 48 built, or a survival rate of 21% and has three others in its sights. Details of any more to A. H. Hutchings, Bridge Cottage, 11, Tilmore Road, Petersfield, Hampshire, GU32 2HJ.

* * *

The Fiat Register reports that the 1955 Fiat 500 once owned by the Rt. Hon. The Earl Howe and used by His Lordship to commute to and from the House of Lords still exists in entirely original condition, still finished in Howe's racing colours of black and dark blue. It seems to have run only 25,000 miles, in the hands of four owners before the person who now owns it, and is thought to be one of the very last of the r.h.d. Topolinos. It is described as a charming little 58 m.p.h./58 m.p.g. car.

* * *

The Motor Cycling Club, which has long catered for cars as well as two-wheelers and three-wheelers, and deserves support as the oldest existing motor club in this country, founded in 1901, is holding its traditional Exeter Trial on January 5th/6th. Those who wish to spectate should note that the first competitors are due to leave from Cirencester, Reading and Lewdown at

Antics", "Talbot Tangle", "Leaf Lean" (very complicated), "Humber Hover", and "Wolseley Whirl". Whether this was a comfort to those driving cars so-named, or gave them an unfair advantage, I leave to psychologists. MGs were well represented with Secretary Smith of the Triple M Register in his PB, Bateman and R. C. Smith in J2s, and Hill drove a four-seater Morgan 4/4, which indicates how liberally-minded is the present-day VSCC. There were many Chummy Austin 7s, from near-standard ones to "racers", Ulster Austins, and Hiron was out again in his i.o.e. touring GN. It was definitely a day for fold-flat windscreens but Hiron is able to look over his inclined single pane of glass.... Macmillan handled his Cockshoot d.h. Rolls-Royce in his usual most un-Royce-like fashion, Sharpe slotted the wrong gear for reverse in Test 1, on his smart 4½-litre Bentley saloon, and Burrell treated his Bentley Special like a racer. Somehow Thomas' 11/22 Wolseley managed to raise steam (all right, water vapour) at its radiator-cap, Costigan's Riley scored a bollard in Test 1, Edwards wasted no time, taking his own route in this test, and Mason was AM LM21-mounted. Diffy was in an all-aluminium Humber the bonnet of which is so long that it was alleged that he had installed a straight-12 power-unit. As I have said, reporting such frolics is rather futile and although a Papermate pen may write upside down, it doesn't always do so on wet paper, so that is my excuse for sparing you more of these jottings.

- W.B.

RESULTS

1st Class Awards

M. U. Hirst (1930 Morris); M. R. Elton (1927 Austin); S. G. Harvey (1935 Riley); R. C. Smith (1937 MG); R. G. Winder (1931 Austin); G. T. Neale (1934 Frazer Nash).

2nd Class Awards

S. Costigan (1930 Austin); N. H. S. Lees (1935 8 Riley); A. P. Costigan (1933 Riley); J. M. Shaw (1930 Morris); H. F. Moffatt (1923 Bugatti).

3rd Class Awards

P. J. E. Binns (1939 H. R. C.); J. Reeve (1925 Lancia); P. J. Threlfall/M. T. Joseland (1926 Frazer Nash); N. Mason (1935 Austin Martin); I. Taylor (1929 Austin); C. Leath (1929 Austin).

8 p.m. on the Friday. There will be two observed hills during the night and the 320-mile route will take in Fingle Bridge, Simms and observed sections near Sidmouth, the finish being at the Riviera Hotel. The Devon police have lifted all former "black-spots" for this long-established event, so not only competitors but all who go to watch are asked to drive with especial care and courtesy. The equally-traditional Land's End and Edinburgh Trials will follow later in the year. Those who wish to support the MCC should note that the General Secretary is V. Lovett, "Cherry Trees", Dodds Lane, Chalfont-St. Giles, Bucks., HP8 4EL. - W.B.

VINTAGE TAILPIECE



Competitors await the start of a test in the cold and damp conditions which prevailed at the VSCC Enstone Driving Tests.

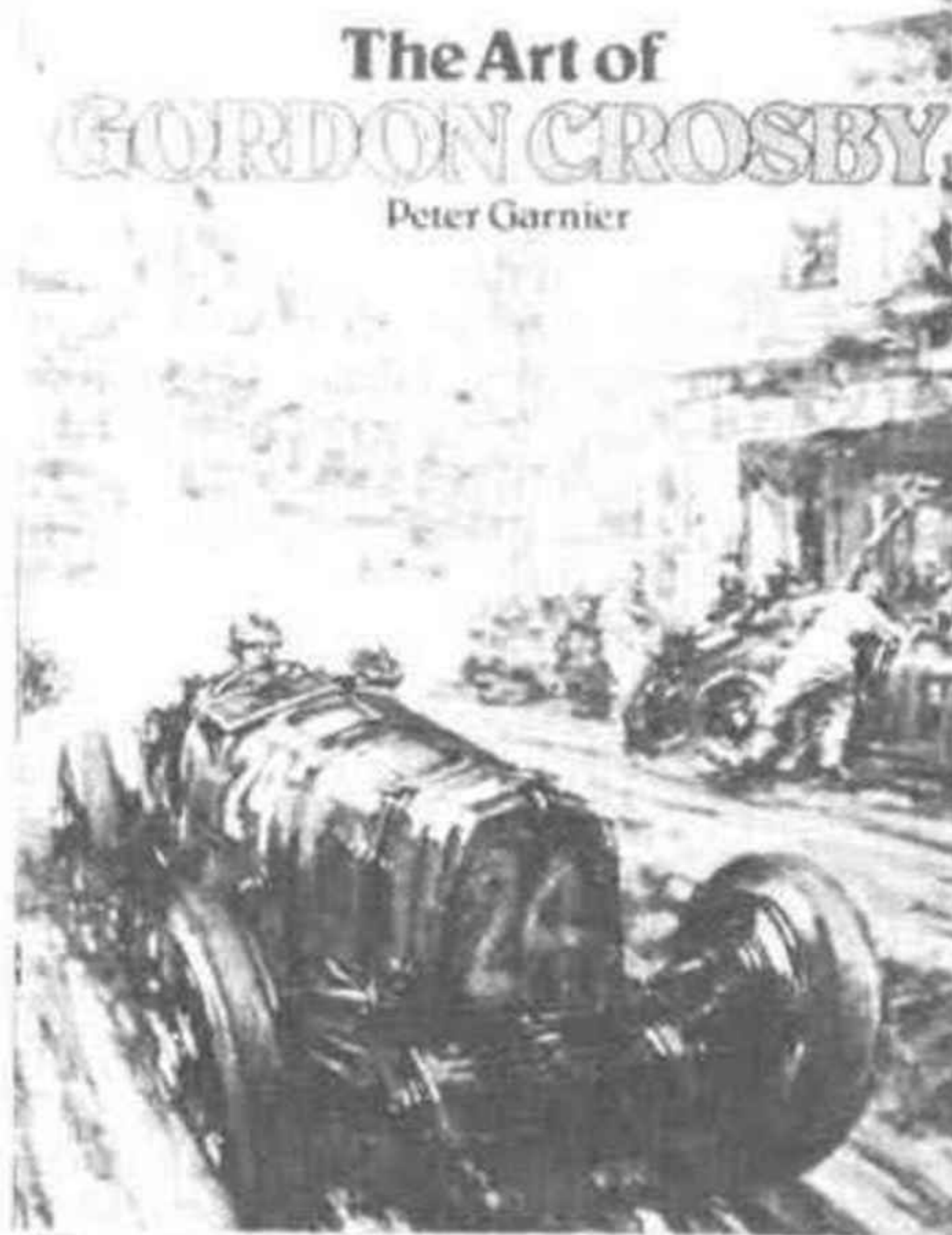
BOOKS FOR THE NEW YEAR

"The Art of Gordon Crosby" by Peter Garnier. 95 pp. 13" x 9½". (The Hamlyn Publishing Group Ltd., Astronaut House, Feltham, Middlesex. £7.95).

I may not be the best person to review this book of Gordon Crosby paintings and sketches, for the reason that as a motoring historian I prefer photographs to the work of artists, these being, in general, unable to lie, thus avoiding confusion over the past. Also, because I have never been quite as enthusiastic as some people over Gordon Crosby's pictures, thinking them to be, in some cases, of enormous racing cars occupied by dwarfs. However, this is a personal opinion, just as I admire artist Peter Helck's productions but I think Peter Garnier might regard them as too "photographic". And let me say that I prefer Crosby's work to that of Brian de Grineau, whose drawings, hurriedly done no doubt for *The Motor's* Tuesday publication date, seem to me to be of rather too much of a mass of scribbled lines. Having admitted that, let me say that I like this long-needed new book very much indeed. Garnier not only writes about *The Autocar* artist in impeccable prose but he has not shirked this difficult task. Whereas some authors might have felt that a brief introduction to the many illustrations in the book would suffice, Peter gives us a decently full appreciation of this artist whom he obviously admires, and all of whose existing work he has had through his hands before writing it. So the textual part of the book is most interesting, both about Crosby and also about the paper for which he worked, the only time, apart from in John Dugdale's notable book, that we have had such a good if brief insight into what it was like to work for *The Autocar*.

Garnier does not stop there. He describes in long captions the race or event each Crosby picture depicts (one heading, though, gives the date of the first Targa Florio as 1907 instead of 1906); and let me say that flying and shipping pictures are included. Indeed, Crosby's fine painting of the Zeppelin L37 being shot down over Ghent in 1915 made the Royal Academy the following year, thought to be the first aeronautical picture to do so - whereas the RA turned its back on motor-racing, even on Crosby's scenic motoring pictures. (Crosby showed twice more in the RA and he was also a sculptor.) It is unnecessary to remark that this is a book of good pictures (of outstanding ones, to Crosby's many admirers). There are masses of them - caricature, every kind of motor-competition from rally and road-race to LSR and Brooklands, car-studies, radiators, Motor Show and open-road scenes (I like that of the 1914 35-h.p. six-cylinder Vauxhall tourer in the Alps), war-time pictures, fantasy, and, of course, Crosby's depicting of fine cars (he didn't care for insignificant ones), with Lagonda, Invicta and MG prominent.

After the 31 pages of text in which Garnier tells us about Crosby the man, how he tackled his different assignments as an artist, all in the most interesting way, come 32 full-page illustrations, mostly in colour, many of these being from those Crosby "Meteors of Road and Track" and "The Endless Quest for Speed" series which have served Iliffe's so well, as free supplements to *The Autocar*, as table-mats, book-illustrations, sets of bound prints and so on - in spite of my earlier remarks, I have 16 of these Crosbys framed in one of my "museum-rooms"; here again, Garnier neatly describes what forms the subject of each



picture, in his accompanying captions.

Among the full-page pictures I like that of the Isotta-Fraschini touring car devouring the open road, and it is significant in view of my earlier remarks that Garnier admits that Crosby has permitted artistic licence to enlarge the dimensions of Sir Algernon Guinness' 200 h.p. V8 Darracq. It is interesting that Crosby liked painting ERAs, Raymond Mays having ten of these in his possession and there are others in the IPC strongroom; for me these, and Crosby's Le Mans scenes, tend to have been too liberally treated in the "white air-brush" manner. He is at his best with the great racing cars of the heroic age.

There is nothing superficial about this book and Peter Garnier has treated the subject admirably, even to giving us a photograph of Gordon Crosby and his wife and dog beside their "specially-built" Riley 9 Biarritz saloon, WK 9678. Is it too much to hope that there may be other similar books about such motoring artists as de Grineau, Max Miller, and others (we have had those containing Sammy Davis' sketches and Peter Helck's paintings) and something more about what it was like to be on the staff of *The Autocar* in the Iliffe days? Perhaps, however, not enough original work exists, compared to nearly 300 Crosby pictures that have survived. Incidentally, Garnier makes the point that he never seems to have painted the "Best Car in the World", apart from the two sketches of R-R cars in the TT races of 1905 and 1906.

The author of this excellent book does not shirk from telling us that Gordon Crosby took his own life, in sad circumstances - but it stands as a fine tribute to motoring's best-known artist and illustrator and his career spanning more than 30 years. - W.B.

"Francis Beart - a Single Purpose" by Jeff Clew. 208 pp. 9½" x 7". (Haynes Publishing Group, Sparkford, Yeovil, Somerset, BA22 7JJ. £6.25).

Although primarily intended for motorcycle enthusiasts, this book will be of much interest to car folk, inasmuch as it covers the whole career, in much detail, of that super-tuner (especially of Norton single-cylinder engines), Francis Beart.

Because of this there is a great deal about Brooklands before the war, which will appeal to both car and motorcycle followers, and the car side is further covered by brief reference to Johnnie Wakefield's Alta, which Beart looked after for a time alongside Wakefield's Nortons, until Sinclair took over this and the Maserati, and then to Beart's good work on the Cooper 500s, as so successfully raced by Stirling Moss and others.

Jeff Clew has gone into intimate detail to set his story down, and has backed it copiously with a wealth of fascinating pictures. Thus the book absolutely breathes the spirit of the racing game. It begins with Beart's schooldays and his attempt to build a car around an SE5A aeroplane fuselage and a 4-h.p. Douglas flat-twin engine driving a propeller, and his subsequent early motorcycles, commencing with a Duzmo powered by a 500-c.c. Rover engine purchased for £5. From these humble beginnings the tale unfolds to reveal the great engineering ability of Francis, in the very specialised field of racing. Much inside technical data is revealed to further enliven this book in the eyes of true believers, and I cannot recommend it too highly. It is right up to date, closing with Francis Beart's work with Stuart Morrell and the Aermacchi, in 1976, before Francis had virtually retired. Tables of TT and Manx successes with his machines run from Johnnie Lockett's Newcomers Award in the 1939 Junior TT on a Norton to the 1970s performances of the Beart-Aermacchis ridden by Brown, Parker and Morrell, the machines Beart tuned gaining a first, two seconds and a third place in the TT races of 1939-1969 and eleven firsts, ten seconds and five thirds in the Manx races from 1938-1975. There are car pictures of the Alta (wrongly captioned as in the Brooklands Paddock), the damaged Chummy Austin that Beart, Pope, Mortimer and Clarke crashed on the Aerodrome Road at Brooklands while returning from the Aero Club in high spirits, the Morgan 3-wheeler and 18/80 MG used by Francis for towing racing bikes, his later Riley Gamecock, Curly Dryden's Standard Vanguard racing-service van (remember it?), the Beart-Cooper 500 and Moss in the 1,100 c.c. Beart-Rogers, etc. The motorcycle pictures exactly capture the spirit of racing from Brooklands days onwards, with much Norton nostalgia, naturally. I was reminded from the text that double-gold-stars were awarded for motorcycle laps of the Track at 120 m.p.h. and over and wonder how many riders gained these - BMCRC history is far less well documented than BARC history. There is a photograph of Beart's shed at Brooklands and the back of the book's dust-jacket depicts the sign that adorned it, which "could be seen from the Paddock entrance road and the railway..." and the Foreword is by that avid Brooklands habitue, Charles Mortimer. So here is really good value, and a Foulis book no Brooklands' follower should pass by. - W.B.

"Lagonda - A History of the Marque" by Arnold Davey and Anthony May. (David & Charles (Holdings) Ltd., Brunel House, Newton Abbott, Devonshire. £15).

This book was mentioned briefly last month, before I had the opportunity to read it thoroughly. It is a weighty tome very full of words and one to be read rather than "thumbed

through". It tells the full story of Lagonda from 1899 to the present day, following the business and mechanical rising and falling that has been the story of Lagonda all its life. The authors have shared the work, though it must be said that Arnold Davey has taken the lion's share, dealing with the history up to the end of 1939, leaving Tony May the rather sparse post-war period of David Brown and the present owners of the name Lagonda.

When a book is written as a labour of love rather than as a professional job of work, or a money-spinner or pot-boiler, the result is always refreshing for the author does not follow tradition and the unwritten rules of journalism. Davey does not accept something because it has appeared in print already, he verifies, challenges and makes no bones about putting things right. Some of his asides are hilarious and his corrections of past falsehoods, especially in Road Tests in the motoring journals, are refreshing. He does not hesitate to point out the errors in the Lagonda company's own printed word, in period catalogue, owner's manual or advertising blurb. It is all good stuff and from the heart of a Lagonda enthusiast. Describing a works entry for the Monte Carlo Rally when appearance was more important than practicality, in order to win some spurious "equipment award" he comments on the fitting of a chromium-plated shovel in the equipment. "Have you ever tried shovelling snow with a chromium-plated shovel" he asks.

The overall history of the Lagonda company seems to have been a question of tottering from one financial disaster to another, while making some very good cars in between. Perhaps the buying public did not want "good cars", preferring Rolls-Royce or Bentley. The life-long feud between Lagonda and Bentley comes out well in the pages of this book (until W. O. Bentley himself joins Lagonda, leaving his name with Rolls-Royce). What a pity that the 1939 war put a stop to the development of the V12 Lagonda, for it was shaping up to be "the best car in the world" as the book calls it. Even today there is keen rivalry between the Lagonda Club and the Bentley Drivers Club, even to the point of an annual Driving Test Match. Whereas the Bentley people have their history (brief as it was) in a plethora of books, the Lagonda people now have their very long history all in one book. It was written with the blessing of the Lagonda Club and I should think they are well pleased with it. It is a nice production, with a most tasteful dust-jacket and a serious book to have on the reference shelf. In a book of 497 pages there is bound to be the odd mistake, though printers' errors and proof-reading errors are mercifully few. Davey stumbles a bit on his non-Lagonda racing history, which is occasionally added to enlarge the Lagonda racing history, but it is not disastrous, only the odd name being wrong, like George Duller in the Brooklands Duesenberg, when it was actually Jack Duller, and Dodson breaking the axle on his 328 when it was Dobbs.

Through all this interesting story comes strongly how much a real motor car manufacturer was the Lagonda concern, rather than an assembler of components, and what a well-equipped, if slightly old-fashioned, factory there was at Staines.

I am Lagonda-biased, so obviously the wrong person to write this review, but that's the way it is. I will now go away and carry on working on a 3-litre Lagonda "Selector" Special saloon, which you can read all about in the book. A two-year project that is going to take ten years, but then Lagondas seem timeless, especially after reading this book right through. — D.S.J.

"A Time To Fly" by Sir Alan J. Cobham. 214 pp. 9½" x 6" (Shepherd-Walwyn (Publishers) Ltd., 51, Vineyard Hill Road, London, SW19 7JL. £6.50).

Aviation books have been a bit short on the ground (should one say "in the air"?) for some time. This is now made up for by this account of the late Sir Alan Cobham's flying career, for it is a superb book, revealing fresh aspects of the great pioneer pilot of civil aviation and exactly capturing the spirit and romance of those early flying days. It has been compiled from material left by Sir Alan after his death, obviously intended for his autobiography and since very ably edited by Christopher Derrick. The esteem in which Sir Alan was regarded during his lifetime and the legend of his great flights is reflected in the Foreword to this book, which is by HRH The Duke of Edinburgh.

Cobham rose from humble beginnings, which he does not conceal, to become the best-known long-distance pilot of the pre-war era, and the finest advocate of aviation in this country. In this book he describes, through Mr. Derrick, how he joined the RAF, then tried to earn a living at joy-riding, the "barn-storming" days, in conjunction with the brothers Holmes, who have figured in these columns. Then he joined De Havillands and his remarkable long-distance flights in the famous DH50 biplane G-EBFO began, extended when Cobham acted as aerial chauffeur to the eccentric American Lucien Sharpe. In all those long and arduous and tricky flights to India with the Director of Civil Aviation, to the Cape and back, and to Westminster via Australia with the now-float-equipped DH50, with on this flight's ending the historic landing on the Thames below the Houses of Parliament, Cobham never failed to get his aeroplane down with its occupants intact. He got lost at times, he suffered some very alarming moments, but overall his skill as a pilot and navigator of this open-cockpit biplane was quite exceptional.

Just as exceptional is the easy way in which Cobham unfolds this quite fascinating story, with unexpected modesty from one so accomplished, so much in the public eye. Indeed, the great pilot admits to having an inferiority complex until after he had gained confidence in handling men and organisational affairs with his National Air Displays.

After Cobham left DH's to form his own aviation companies these remarkable National Air Displays became part of it, until he went on to his Flight Refuelling Ltd. interests. I write "remarkable" advisedly, and this book makes one realise just what Cobham had taken on. As he says, so many people had their first flight, or their first exciting day at an air display at one of these Shows that the reader of this review may well recall that Cobham operated them in 1932, in 1933 when two tours were operated simultaneously, throughout 1934 and again as two simultaneous tours in 1935, when aviation had to some extent ceased to be "the coming thing". But do you realise that this entailed keeping a fleet of aeroplanes (Derrick calls them "aircraft" but I wish he wouldn't) from liners to light-planes and gliders continuously operational, moving them and the ground transport from field to field, some 60 miles on average, overnight, and enclosing the chosen fields with posts and boarding, etc., etc. almost all the season through? It was an incredible task, admirably covered in this book — although it is a feat which merits even more detailed coverage, as I believe Thurstan James has contemplated writing.

Whereas the 1919 Joy-Ride tasks of Cobham's

Berkshire Aviation Co. took them to 34 towns, the separate NAD Shows of 1932-35, not including second visits, totalled 892! In these 990,000 passengers were carried and, apparently, there were only 12 fatal accidents, all described in the book, in Shows watched by perhaps 4,000,000 people; they numbered five passengers, two boys who insisted on riding their bicycles too close to the aeroplanes, a parachutist, five pilots, and a man whose house was struck.

I would like to know the makes of cars and trucks used by these Sir Alan Cobham's Air Displays; although Cobham's book doesn't reveal this, it does mention that he used Armstrong Siddeley cars in the 1930s, that his early flights with AS Siddeley engines were intended to promote sales of these cars, and that his first office was in Warwick Wright's Bond Street premises. In 1919 he used a Model-T Ford in conjunction with the joy-ride business; it cost £200, when the Avro 504K was only £450. Cobham makes one interesting point about his later Air Shows; these displays became so well known that they were invariably confused with similar ventures, such as the C. W. A. Scott Displays that followed and the British Hospitals Air Pageants that tried to compete. I had an instance of this the other day, when a field still existing on the outskirts of Llandrindod Wells was pointed out to me as where a pre-war Cobham Display had taken place. Now Cobham's book has five appendices listing all the places his Displays visited and the Welsh town isn't one of them... Although he did take in Builth Wells.

So here is a remarkable book, about a man whose mileage and number of take-offs and landings (some 5,000 and 40,000 passengers in his DH61 Giant Moth alone) in all manner of aeroplanes, seaplanes and flying-boats, boggles the imagination. It is a book which isn't particularly technical (although some fascinating engineering items are there like the episode of faulty i.c. pistons found in an AS Jaguar engine borrowed for one of Sir Alan's long-distance pioneering flights and why Rolls-Royce ceased to make any more Condoe engines, with the blame going unethically to Cellon), yet it is in no way written-down to the lay-reader. It deals in fluent style with this famous pilot's entire life, his marriage, his homes, his non-aviation affairs, his boats, etc. One learns exactly how his mechanic Elliot was shot during the England-Australia-England flight. There is also much sound philosophy in Cobham's story, about morals, hard work, and the Welfare State (those who worked on the successful private-enterprise airship R.100 lost their jobs; the civil-servants who were responsible for the disastrous R.101 kept theirs), etc. During WW2 Cobham used the Morgan Motor Co.'s works and there is a good, concise chapter about Flight Refuelling Ltd.

There is no index to the book and the pictures are only just adequate, and did Cobham really take his secretary home on the back of the horse he used for getting to his office (page 179)? But "A Time To Fly" is a very welcome addition to aviation literature; an admirable achievement.

—W.B.

We have mentioned that Patrick Stephens Ltd., Bar Hill, Cambridge CB3 8EL has introduced a series of nicely-produced, well-illustrated hard-cover books about the leading makes of commercial vehicles, with a competent history of each, which should appeal to historians, and to the operators, and drivers, who take a pride in knowing about their vehicles. The books on "Seddon Atkinson" by Pat Kennett (No.3 in this series) with a fine cover-picture of

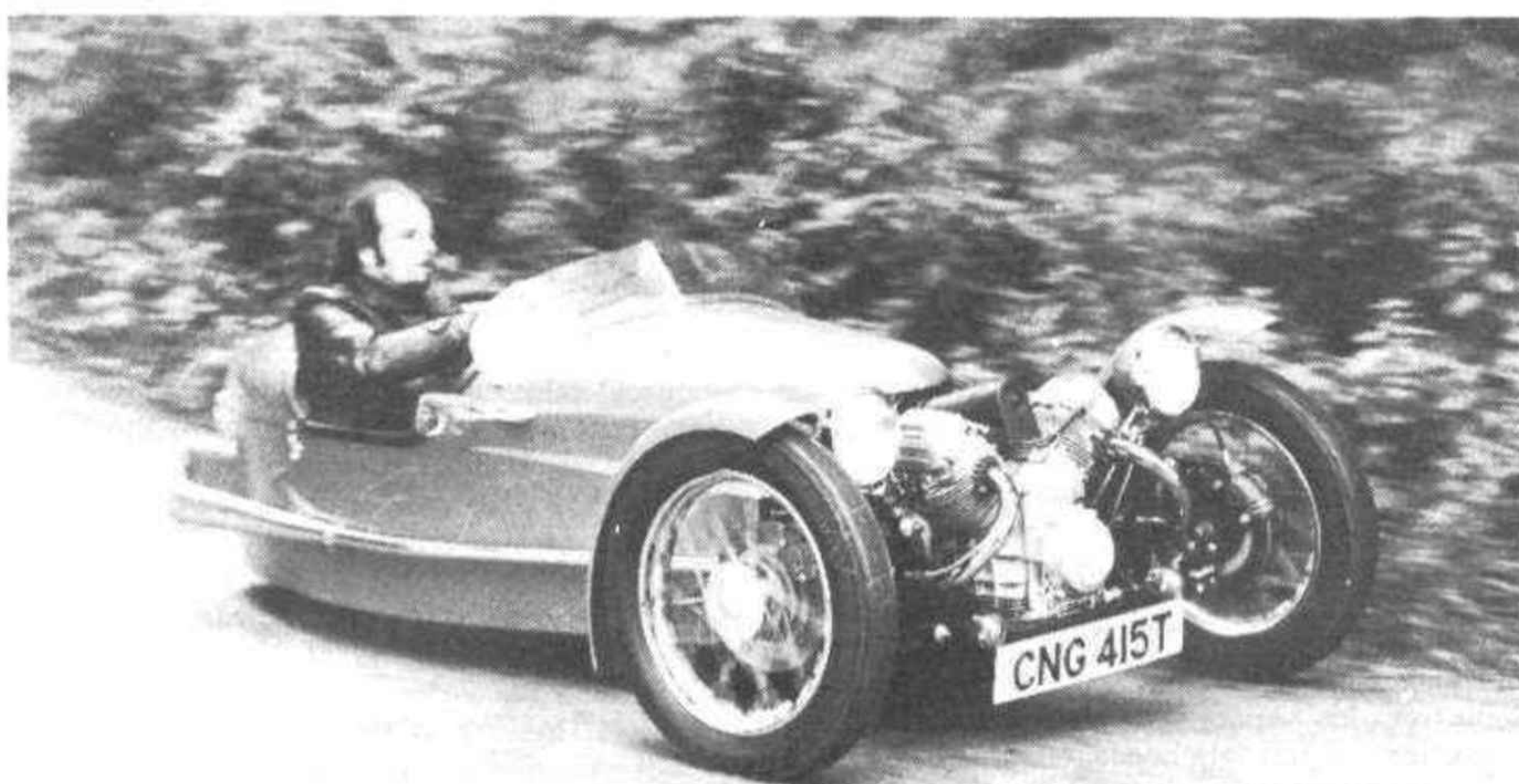
one of Canada Dry's articulated trucks, and "Man" by the same author (No.4), are now ready. They each run to 88 large pages and cost £2.95 each. The next two books in this series, promised for April, will cover DAF and Dennis vehicles. A more ambitious book by the same publishers is "The Foden Story", also by Pat Kennett, which covers in 183 9¼" x 6¼" pages and 141 photographs, together with 41 diagrams and three maps, the whole aspect of this great Company, from farm machinery and steam waggons to modern diesel lorries. It costs £6.95. All highly recommended! - W.B.

Already available, for styling students and others of like mind, is "Function Versus Appearance In Vehicle Design", being the papers presented at a Solihull Conference held during the NEC Motor Show last year, bound into a hard-cover, 103-page book carrying some advertising. It is available from Mechanical Engineering Publications Ltd., PO Box 24, Northgate Avenue, Bury St. Edmunds, Suffolk, IP32 6BW, for £10.00.

Invaluable for specialist historians but available for 10.95 dollars from Motorbooks International, Osceola, Wisconsin, 54020, USA, is the big soft-cover "American Car Spotter's Guide - 1940-1965" by Tad Burness. - W.B.

Commercial vehicles form a rather restricted part of the overall motoring world, yet they represent a very high standard of engineering and are so often driven with skill by drivers who naturally enthuse over them. Thus books about these vehicles have their place in the publishing field and we have referred previously to the series on the subject produced by Patrick Stephens Ltd. Now Motor Racing Publications have come up with a 128-page book "Ford Trucks and Transport since 1945" by Arthur Ingram. It deals in text, many fine pictures and tables with all the post-war Ford commercials, from the light vans and trucks based on car models, to the big vans, coaches and special vehicles of the present day. A motor-racing flavour is included, with a picture of the Elf Tyrrell Team's Ford six-wheeler transporter, parked with a six-wheeled Tyrrell F1 car, and Ford's own Performance-Centre coach shown at Boreham. A bookful of fascinating pictures, not forgetting that of a Fiesta van, this one costs £5.50 from MRP, 28, Devonshire Road, London, W4 2HD. - W.B.

IPC Transport Press Ltd., Dorset House, Stamford Street, London, SE1 9LU, have followed their first book of MG Sports Cars with another, covering in a nicely dignified, clear-to-read, glossy-paper way the six-cylinder MGs, right up to the C-type of 1968. Reproductions of *Autocar* road-tests, with their performance figures, much about the classic MG Magnettes and the 18/80s, with a fine full-page 11½" x 8½" colour-plate of a Mk. II 18/80 2-seater, Sammy Davis trying out the Mille Miglia K-type Magnette, year-by-year new model descriptions, a Maurice Sampson account of a visit to the Abingdon factory, cut-away drawings of the various models, John Dugdale's account of record-breaking with Gardner at Dessau in 1939, it's all there, edited by Peter Garnier. A nice touch is the provision of action pictures of MGs of all types (of 6-cylinder, of course), along the years, each section headed "Into Battle". This should add up to an irresistible publication for all MG fans and the only criticisms I have are that a Barre Lyndon article about the MG Magnette



That New Three-Wheeler

WE HEAR that the new sports three-wheeler that we referred to in the November 1978 issue of *MOTOR SPORT* and which is the product of Mr. Tony Divey of Triking, in Norfolk, has been completed. The prototype has, we are told, done more than 2,000 miles of hard testing, with only minor troubles. It was timed by radar at Snetterton to do over 84 m.p.h. on the short

with which George Eyston won the 1,100-c.c. class of the 1933 Mille Miglia (it is said to be the first-ever road-racing car to have a pre-selector gearbox) seems to have been doctored of its ending, that pictures on page 55 are transposed, and that the car captioned as a Magnette on page 59 is really a Midget. Good value this, at £2.25. - W.B.

Cars In Books

IT LOOKS as if this very long-lived series, which I hope may sometimes bring to the notice of readers books that will appeal to them and which should be available from the lending libraries if special application is made, will run into at least another year. It has lasted for over 20, anyway, and it is amusing to think that one well-known weekly motor journal dismissed it as a useless idea, not likely to last long. However, I have to admit that there is no motoring in "A. P. Herbert" by Reginald Pound (Michael Joseph, 1976) for the celebrated *Punch* contributor and versifier didn't like cars and, indeed, was in league with Mr. Foley of the Pedestrians' Association. So we will leave that one, just remarking that boat-enthusiasts may care to know that the famous *Gipsy Moth* which patrolled the Thames in war-time was powered by two 9-h.p. Thornycroft engines.

"Nicole Nobody", the autobiography of the Duchess of Bedford (W. H. Allen, 1974) doesn't provide much for this column either, amid the names dropping, which even a Duchess is not immune from. We do learn, or are told, that Princess Mdivani (wife of Dennis Conan-Doyle who I met when he came to Brooklands with "Chitty I" in 1934 to do a bit of personal names-dropping!) had a Rolls-Royce the dashboard of which was of mahogany and gold, with each knob set with a turquoise. One wonders if this is one of those Rolls-Royce legends... When the

straight, with a top speed of about 90 m.p.h., in spite of a used, rather tired 850 c.c. Moto Guzzi motorcycle engine and without engaging the fifth speed. Over 100 m.p.h. was apparently attained by slipstreaming, and there is said to be ample acceleration from a road cruising speed of 60 m.p.h. and road-holding and cornering is reported to be very satisfactory. Mr. Davey tells us that he has had many firm enquiries from America and others from this country and the Continent. He plans to start a pilot-build of ten cars this month. - W.B.

author married the Duke of Bedford he had a Lincoln Continental, Reg. No. DOB 1, this later being transferred to the Duchess' brown astrakhan Rolls-Royce Phantom VI, given to her as a 50th-birthday-present after she had asked for "an ambulance, to travel in comfort"... The late Duchess of Bedford, as I have heard before, had "a large, high Rolls-Royce" which she insisted on driving herself, without a chauffeur, carrying out her own repairs and even changing a wheel at the roadside. The Duke of Bedford had his own chauffeur, Manning, after he had been fined £50 and disqualified for six months for passing an obstructing car on the near-side, on the M1. The Duchess says not being driven by her husband had lengthened her life by several years... Her Rolls-Royce has a tea-maker in it, at a cost of £600 - or is that more R-R folklore? There is in this book a description of a narrow escape abroad when the Duke's brakes failed on a steep downhill gradient, in an unnamed make of car, a nasty situation which he coped with skilfully. The interesting point is that the Duchess attributes the brake-failure to use of the wrong brake-fluid, which has only recently come to the notice of brake manufacturers, or rather, the quick deterioration of certain fluids. - W.B.

Head Cleaner

IF YOU, like me, have suffered a deterioration of sound from your car cassette player because of inaccessibility, Ross Electronics of 32 Rathbone Place, London W1P 1AD have come to our rescue. They have made the cleaning simple by producing a plastic storage case which involves a miniature torch with angled lens, dental style anti-misting mirror to check head condition, a cleaning tool with straight and angled brushes, special cleaning fluid and a non-abrasive cassette head cleaner - *Voilà!* the job is done. The price is £4.61 including VAT - in these times certainly not extortionate. - W.J.T

RACING DRIVER—RACING MOTORIST



Tazio Nuvolari

"He can be regarded as the leader of the latest type of racing-motorist created in the atmosphere of the Track" - *The Autocar* writing about Percy Lambert in 1913. "Because road-racing is so entirely different from track-racing in any of its forms it is rare to find that anyone whose whole enthusiasm is centred about the very fast run of the Track can take quite the same interest in other branches of the sport." - S. C. H. Davis writing about John Cobb in 1953.

far-away pre-war days. There were many competitors who loved "messaging about with cars" but who never aspired to serious motor-racing. It was more a matter of ability, even inclination, than money and opportunity, in many instances. Naturally, there were great numbers of drivers, particularly at Brooklands, who seldom appeared anywhere else. To list all these "racing-motorists" would be trite - they included so many amateurs, not to mention several ladies of the kind who otherwise would have been found tweed-skirted on the golf-course or following some similar kind of male-oriented occupation, for reasons it is kinder not to explore. But in the upper echelons of motor-racing it was, perhaps still is, possible, I believe, to divide the successful and famous participants into my two categories - racing-motorist/racing-driver.

This is far from suggesting that in doing this we are separating the boys from the men. Because while speeds of 90 m.p.h. or so at Brooklands called for no great skill or courage, as I can testify, to lap the old Track at over 120 m.p.h. was different, and to go round it at upwards of 130 m.p.h., which only 17 did, just as brave and accomplished, in my opinion, as taking a high place in important road-races, although the latter usually lasted longer. It is just that some drivers excelled at one kind of racing, others at the other, and it may be amusing to look a little more



Sir Alastair Miller

closely into this. In so doing, the difficulties soon arise, in that many famous drivers of the era I am mainly concerned with excelled in *both* fields. For instance, Capt. George Eyston was noted for his almost endless, very effective record-breaking exploits, which took place mainly at Brooklands and Montlhery and thus put him into the "racing-motorist" category. As, I suppose, do his later Land Speed Record successes, in a frighteningly large and very fast car. But George had some notable road-racing achievements as well, for example with his Bugatti at Boulogne, and with Lea-Francis, Alfa Romeo and Maserati cars in the Ulster TT, etc. He drove a Monza Alfa Romeo in the 1933 French GP, an MG in the Mannin Beg, etc., and won a "road-race" at Brooklands in the famous "Humbug" MG

THERE IS a subtle difference between being a racing-driver and a racing-motorist, a division of purpose more pronounced, of course, before the war. If I had had the opportunity to indulge in the finest of all sports when I was young, in the days of Brooklands and Donington, Lewes and Shelsley Walsh, I would have been a racing-motorist, not a racing-driver. What I mean is that I would have been so keen on racing cars and everything to do with them that I would have been brave enough to trundle something round the Brooklands outer-circuit. But I doubt whether I would have had the guts, or have developed the skill required, to become a good (or even a mediocre) road-racing driver.

The distinction I am trying to draw is a subtle one but is recognisable, especially in those now-

CAR FOR A RACING DRIVER. - A Mercedes-Benz W125. The driver is Rudi Caracciola, cornering in a pre-War Coppa Acerbo race.



Racing Drivers



Sir Henry Segrave



Sir Henry Birkin



Raymond Mays



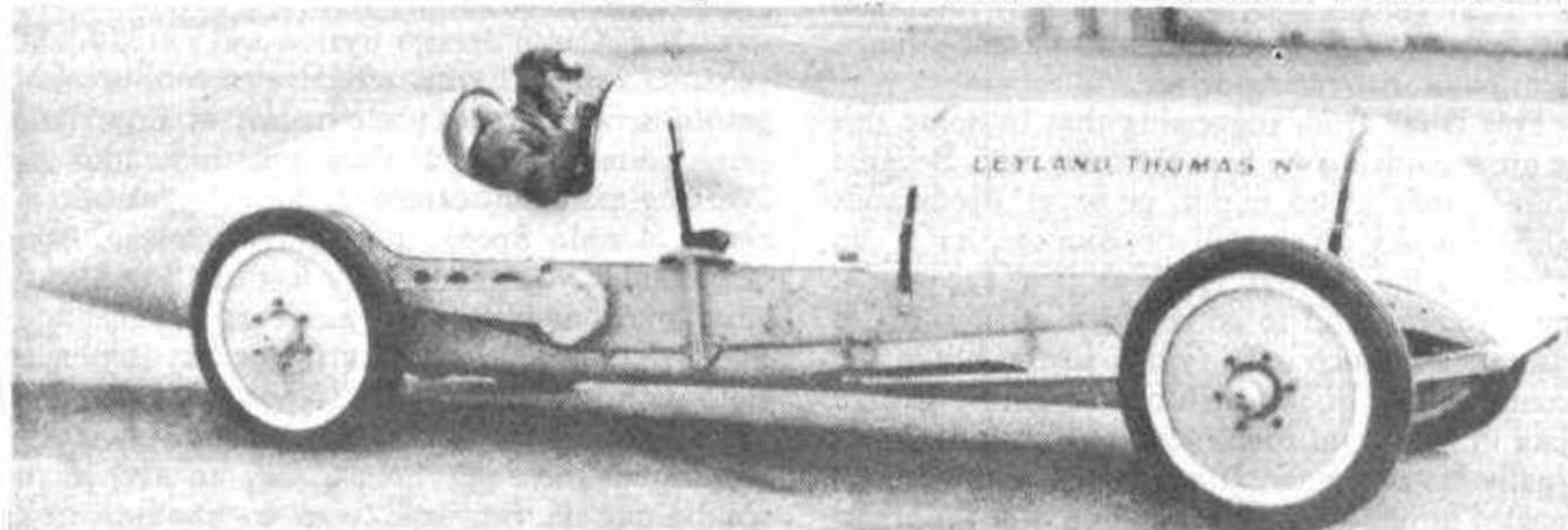
Earl Howe

Magnette, using the correct body for this car for the occasion, and there was his victory in the 1,100 c.c. class of the 1933 Mille Miglia for MG, etc. So G. E. T. Eyston, apart from being one of motor-racing's gentlemen, was notably adept at both forms of the game. Do you think, though, that his great record-breaking career makes him slightly more of a racing-motorist than a racing-driver? Not, as I have said, that, either way, this in any way belittles his prowess — when he took the coveted World's Hour Record with the big 8-

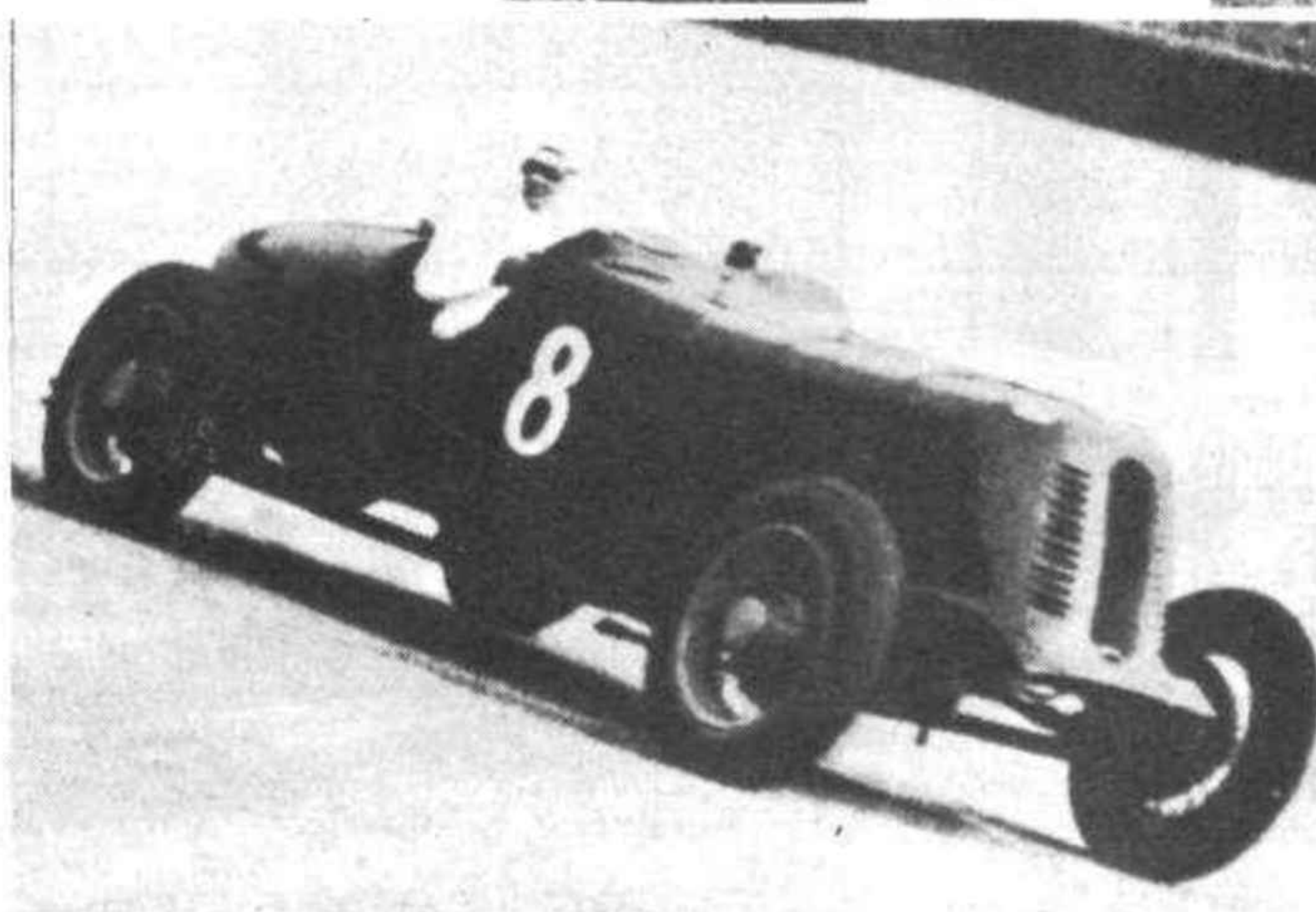
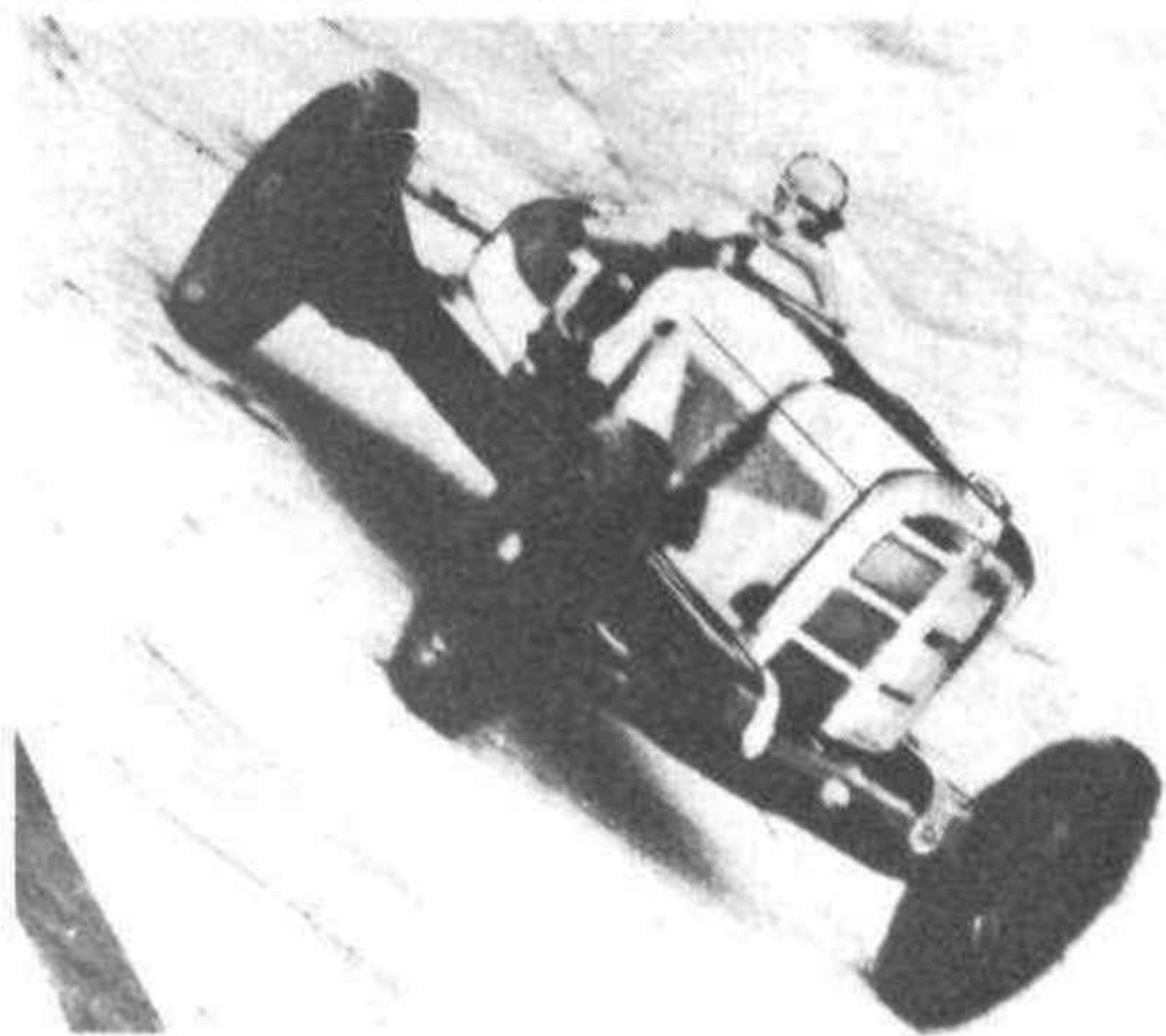
litre sleeve-valve Panhard-Levassor single-seater he had to train hard beforehand, for what was both a dangerous and an exhausting task.

In making these comparisons, however, remember that we are weighing the pre-war racing-motorists against such racing-drivers as Nuvolari, Campari, Varzi, Caracciola, Rosemeyer, Chiron and Seaman, to name but a very few. How does Sir Henry Birkin, Bt., rate, in this connection? He was well known for his lap-record drives at Brooklands with the blower-

4½ single-seater Bentley, but his love of road-racing and the amount of it that he did, with Bentley, Maserati and Alfa Romeo cars, etc., surely puts Sir Henry into the racing-driver category? Then there is Sir Malcolm Campbell, who raced his Bugattis and other cars in road events but was also a noted outer-circuit track driver for so many years, going back to before WW1, and in later years the most devoted of all LSR exponents. How, then, shall we classify Campbell?



CAR FOR A RACING MOTORIST. — The greatest racing motorist of them all, J. G. Parry Thomas, in his Leyland-Thomas, above. The driving position would hardly suit a racing driver! Mrs. E. M. Thomas, right, was an outstanding racing motorist, although this photograph of her with her monoposto Alfa Romeo raced in 1939 shows latent racing driver tendencies. As Jill Scott she was the first lady to lap Brooklands at over 120 m.p.h., in a 2-litre GP Sunbeam in 1928. S. C. H. Davis said he thought she would have made a first-class Grand Prix driver in her time, given the opportunity. Capt. G. E. T. Eyston was so versatile and successful that he ranks both as racing motorist and racing driver. Below left he is seen in the former category, taking the World's Hour Record at 130.73 m.p.h. with the Panhard-Levassor at Montlhery in 1932, a task he described as rather like going all the rounds of a heavy-weight boxing match. Typical of the racing motorist fraternity, G. L. Baker racing his straight-eight Graham-Paige at Brooklands, below right.



Racing Motorists



John Cobb



Dudley Froy



H. W. Purdy



Cyril Paul

Among all the talented drivers of the past, a few rank definitely, in my view (which is open to discussion), as racing-motorists. In that category I put John Cobb, essentially a Brooklands outer-circuit driver, in the largest and fastest of cars, 1911 10-litre Fiat, 10½-litre V12 Delage, etc. and finally in the 24-litre Napier Railton which holds the Brooklands lap-record at 143.44 m.p.h., although Cobb *did* drive a Brooklands-model Riley 9 in the 1929 Ulster TT (but crashed it) and ran his Monza Alfa Romeo and Fox & Nicholl Talbots in the Brooklands "road"-races. Oliver Bertram was another racing-motorist, as was the extremely car-versatile Sir Alastair Miller, Bt., whose Track career spanned more than a decade – but even Miller *entered* a Lombard for the 1929 TT. Indeed, if you count building track cars as well as driving them, Miller was surely the greatest racing-motorist of them all, apart from Parry Thomas, just as I regard Nuvolari, Fangio, Clark, etc. as the absolute top racing-drivers? Other names seem to link with Miller's – Cyril Paul, Dudley Froy, Ron Horton, Bert Denly, Dan Higgin, etc. And Gwenda Stewart was *surely* a racing-motorist in this context, but a very accomplished one, be it in Morgan 3-wheeler or the Montlhery lap-record-breaking Derby-Miller! Freddie Dixon, where do I put him? His determination and wonderful tuning-knowledge were directed towards road-racing, but can he truly be called a racing-driver, against the all-time "greats"? The game becomes complicated when you realise that even the dedicated racing-motorists took part, on occasion, in road-races. Cyril Paul certainly, Horton and H. W. Purdy, too. Of course, good drivers are versatile and Nuvolari could drive the Bimotore Alfa Romeo fast in a straight line....

Going back to an earlier era, Count Louis Zborowski might at first sight be termed justifiably a racing-motorist, with his regular Brooklands appearances in many different cars, up to the legendary "Chitty-Bang-Bangs". Yet his heart was in road-racing, which he did with Miller and Aston Martin cars, and he died at Lesmo corner in a Mercedes during the 1924 Italian GP. So was he a racing-driver? Earl Howe I rate in his own right as a talented racing-driver, but what of H. W. Cook, good performer on the outer-circuit yet able, comparatively late in life, to cope with an ERA on road circuits? Brian Lewis was a leading amateur racing-driver, but where do we put competitors such as Charles Brackenbury, Kaye Don, W. B. Scott, T. A. S. O. Mathieson, Kay Petre (God bless her), and Richard Shuttleworth? Just taking part in road-

racing does not make you necessarily a racing-driver. What of the "Bentley Boys", remembering that Jack Dunfee rated fast lappery at Brooklands in a long race a harder undertaking than doing well in a vintage Bentley at Le Mans? What of Elsie Wisdom, great lady exponent with the Leyland-Thomas and other very quick cars at Brooklands, yet able to win, with Joan Richmond, a Brooklands "road"-race in a small Riley?

George and Jack Duller, Major "Goldie" Gardner and Ernest Eldridge and E. L. Bouts, I consider to have been fine racing-motorists and Parry Thomas the greatest of all of these – but even Parry Thomas built his "flat-iron" 1½-litre straight-eight Thomas Specials for the road contests and ran his big Leyland at Boulogne ... Of Raymond Mays Prince Bira, Sir Henry Segrave and Whitney Straight there is no possible doubt – racing-drivers. And so it goes on, this game I have invented! Even dear old Sammy (S. C. H.) Davis perhaps isn't a racing-driver, for he never competed behind the wheel in a Grand Prix, or do you think his many sports-car races in all manner of cars put him into this category? Which reminds one of Stirling Moss' ability to race all kinds of cars and Fangio's dislike of sports-car racing. Drivers such as Rosemeyer and Caracciola were able to cope with very fast, straight line records for Mercedes-Benz and Auto-Union, as well as being in the highest class of racing-driver.

When you come to the present, can we continue it? Banked-track racing happens in the USA, but I am not sure whether the boys who lap these circuits at over 200 m.p.h. in USAC contests can be called racing-motorists – except that it is not a question of the degree of courage that decides the distinction. Cobb driving in a 500-Mile Race, with all that overtaking of slower cars to do, in a giant car almost devoid of brakes, right at the top of the Brooklands bankings, was a racing-motorist, but a brave one without a doubt. And those USAC drivers were able to set recent new Brands Hatch and Silverstone lap-records, so where does that put them?

In modern road racing, where, as Paul Frere has pointed out, drivers have a mere 0.05 of a second or so in which to assess their safe cut-off under braking into the corners, with one-time 100 m.p.h. bends taken at well over 140, the former 120-m.p.h. curve at 190, and even the once-harmless 75 m.p.h. corner at 105 m.p.h., the courage and skill of the present-day participants is not in doubt – but equally brave, surely, was K. Lee Guinness, who had the unpredictable tyres of the 1920s to contend with, a burst putting him and the 350-h.p. V12 Sunbeam through the Railway-straight fence. So let's discount courage, or foolhardiness, in this assessment. So was Guinness, was Dario Resta, racing-motorist or racing-driver?

Some of you may care to think about this and let us have your own lists. – W.B.



Racing drivers going into action at the start of the Swiss Grand Prix at Berne in 1937, controlling enormous power on slippery pavé.

RALLY REVIEW

Lombard RAC Rally of Great Britain

ONE YEAR AGO we began the review of the 1977 RAC Rally by writing of its immense popularity among competitors and spectators, its enormous organisational costs and its mere academic significance as the final qualifying round of the World Rally Championship for Makes. Well, things haven't changed very much; the rally remains the most popular in the world, its running costs have followed inflationary trends and once again the World Championship was settled long before its final round.

Although no tangible yardstick can be applied to measure the popularity of the RAC Rally, its appeal to competitors cannot be doubted, whilst one need only see the vast crowds gathered at special stages and controls around the route to gauge the attraction which it holds for spectators. The goal of every rally driver was, in years past, to compete in the Monte-Carlo Rally, but those days have gone and nowadays it seems that from Rovaniemi to Rotorua and from Karlstad to The Cape no driver considers that he has really put his ability to the test until he has matched his skills with the world's best on the RAC Rally of Great Britain.

The biggest asset of the present-day event is the network of forest roads over which the special stages are held. Loose-surfaced, only occasionally rough, well founded and cambered, twisty, undulating, lined by trees, ditches or unguarded drops into steep-sided valleys, these forest roads give the rally its character and provide tremendous exhilaration for those who are able to drive fast over them. News of the event passes from driver to driver and there is no doubt that the most talented collection of rallying skills in the world is that which gathers in Britain each



Bjorn Waldegard/Hans Thorszelius, winners of the 1977 event, were runners-up to team-mates Mikkola/Hertz in the 1978 RAC Rally. The tail of Waldegard's Escort later became decidedly tree-shaped after an argument with a Yorkshire forest.

November, when the year-round hazards of the forests are heightened by the cold, bleak, wet, often icy or snowy approach of winter.

Such a gathering of the world's best rallying talent could not fail to attract crowds, and millions now brave the harsh November elements to watch the spectacle of well-made cars being driven through forests at their absolute limit of adhesion. Attracted by the character of the rally, the talent, in turn, attracted the crowds. But crowds mean money and nowadays there is more than a little of the promotional circus about the event, although that is really a price which has to be paid so that the rally can meet its high costs.

On the subject of cost we really must point out again that although this giant among rallies is one of Britain's most prestigious sporting occasions, earning valuable foreign exchange and providing a fine shop window for our motor industry - British cars have won on the past

seven occasions - the Government does absolutely nothing either to promote it or to subsidise it. On the contrary, it has to pay for the privilege of taking place.

No-one can deny that the passage of a high-speed convoy of rally cars cuts up the unsealed surfaces of forest roads. This damage has to be repaired, and as repairs are not inexpensive the Forestry Commission makes a blanket charge on all rallies which use forest roads in their routes. The present-fixed-rate charge is 51p per mile for each car starting the rally, and the 1978 RAC Rally was faced with a bill for over £36,000. We wonder how much of that will have been saved by the postponement of routine road repairs until after the rally has passed by.

Although a Government Department, the Forestry Commission is charged with making a profit, so it cannot be expected to waive the

Continued on page 50

The Things They Say...

"... it seems probable to me that those who read this book will have been motivated to do so by nostalgia of one sort or another - by romantic longings for those more innocent days of the 1920s and 1930s, for the racket and roar of primitive engines and the trembling of flattened grass behind a taxi-ing Moth. I do not want to deny such readers their retrospective pleasures, and if they feel that England and the World have become much dirtier and shabbier since those days, I share their sentiments very emphatically. It isn't only in aviation that something has been lost" - Sir Alan J. Cobham in his excellent book "A Time To Fly", reviewed elsewhere in this issue of MOTOR SPORT, in which, however, he makes it quite clear that he was never one for looking backwards.

"Now, forty years later, were it possible, I would join the Display again, tomorrow, to experience the thrills of seeing Geoffrey Tyson flying upside down so low that the top rudder parted the long grass..." - Mrs. Ron Price, who was Cobham's glider-pilot, quoted in the above book, writing about the Cobham Air Displays. (Did they really fly, inverted, as low as that? - Ed.)

"Asked what speed he was doing, Mr. Burt said: 'Only 70.' PC Stancliffe, now in the role of

the motorway patrolman, said: 'You were doing nearly 140 - I was following in a Ford Escort.'" - From *The Sun* dated 2nd Nov. 1978.

BOC Prize-Giving

THE Bugatti Owners Club held its annual Prize-Giving Luncheon at the Chateau Impney at Droitwich on November 26th last year, with their new Chairman Barry Price in control. We went in a Porsche 928, expecting to mingle with many exotic motor-cars. But the ice that morning had kept all the Bugattis at home, for fear of salt-pollution, and the car-park had only a light dusting of Ferraris and another Porsche.

The splendid display of silverware was handed out to the deserving recipients by Christine Rippon, wife of the past-Chairman. Among those who came up to receive their prizes were Roy Lane (Victor Ludorum Trophy, Cheltenham Trophy and Staniland Trophy), Ian Preston (Brackenbury Trophy), Richard Fry (Welsh Trial Trophy), Ray Mallock (Birkett Trophy), Martin Rolson (Haggis Trophy), Charles Barton and John Wilford (the David Porter Trophies), Carol Wainwright (the David Porter Ladies' Trophy), Frank Wall (Rolt Trophy and the candlesticks), Tim Cameron (500-c.c. Hill-Climb Trophy), James Else (Duggie Haigh Trophy), Nigel Arnold-Forster (Jean Bugatti Trophy), Roger Howard (Bachelier Challenge Trophy), Joy Rainey (Elizabeth Junek Trophy), John Marks (Miller Trophy), Peter Agg (Brescia

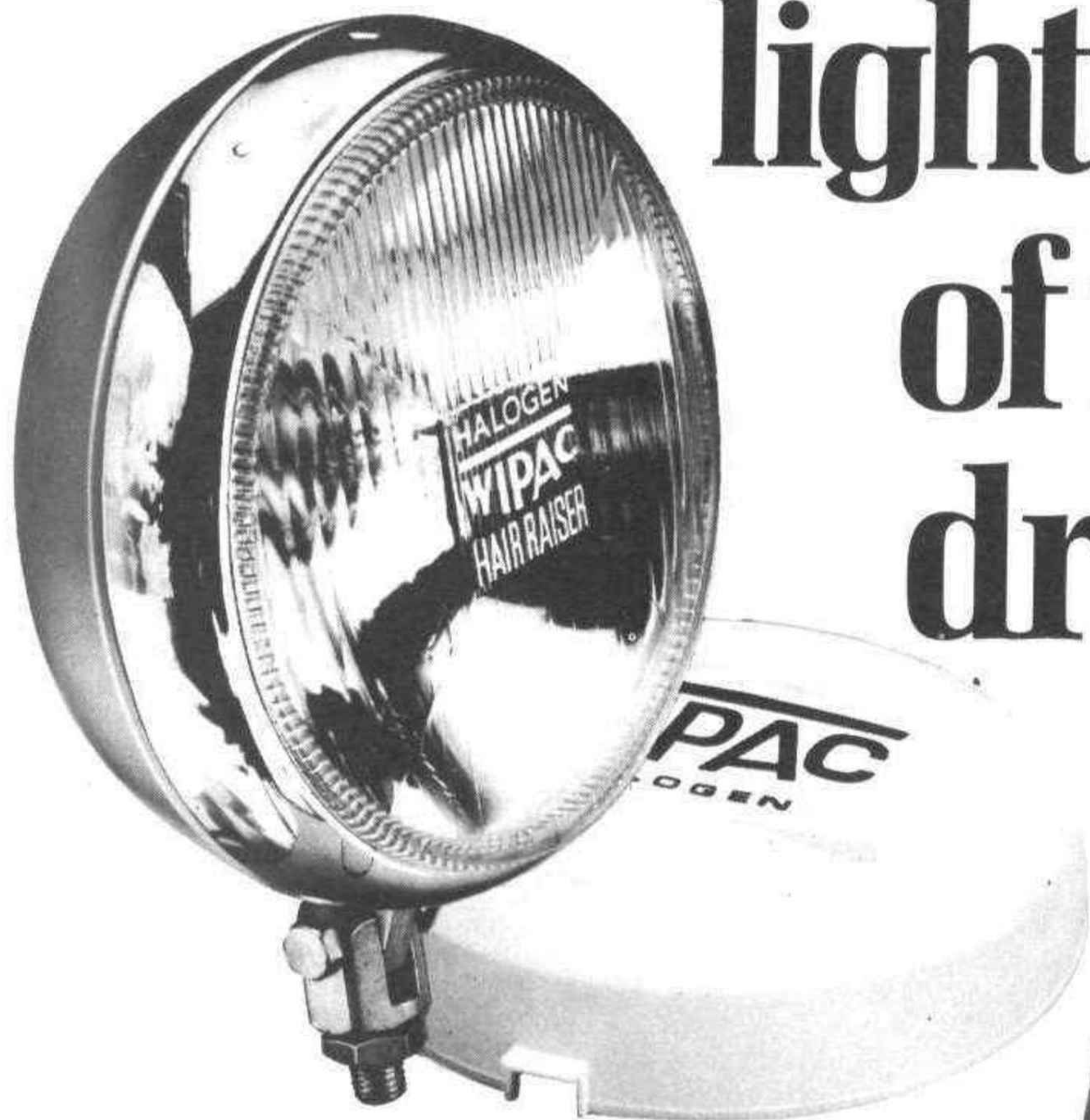
Challenge Trophy), David Bowles (John Browning Cup, for best post-1959 Ferrari), Eric Bassett (pvt Porter Trophy), Michael Bolster (Other-Makes Challenge Cup), etc. while BOC pennants were awarded to Mrs. Preston and Roger Wallasby. If this does not make sense blame it on the refreshment provided... -W.B.

Model Engineer Exhibition

THIS YEAR'S Model Engineer Exhibition, which is of interest to so many of our readers, will be opened by Stirling Moss, OBE. It is open from 10.00 to 19.00 hours each day from January 4th to January 13th with the exception of the Sunday. Last year 75,000 visitors attended this enthralling display of scale models of all kinds. The venue is the Wembley Conference Centre, near London and easy of access from the North Circular Road, while there is ample car parking. The admission charge is £1 for adults, 50p for children. Organised by Model & Allied Publications Ltd. and sponsored by ten of that company's specialist magazines, the Exhibition will include a live steam railway track, a radio-controlled model-car racing circuit, a model boat pool and other actual examples of running models. This year the model car and miniature internal combustion engine sections will be larger, over 100 Trade stands will be selling models, materials and books, and there will be many lectures and film showings. - W.B.



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Compared with standard sealed beam headlamps*, Wipac Long Range Hair Raiser lamps give you as much as 2½ seconds more warning of hazards ahead. This means 200ft extra stopping distance at 50mph. More time to react safely.

*7" Sealed Beam Head Filament 60w @ 13.2v.

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Fitted with Halogen bulbs these lamps replace all standard 7 inch headlamps. Wipac Quadoptics give you four powerful beams to light up specific road areas for better, safer driving.



For safety's sake fit Wipac

matter of road reinstatement. But in the place of a governmental subsidy a paper transfer could easily be made to balance the forest books, and this fine sporting event would be subsidised not by the injection of hard cash but by the removal of a financial drain.

As in 1977, the World Rally Championship for Makes was settled long before the RAC Rally, but that made little difference to the quality of the entry list. Those who tackle the RAC Rally do so because of the event itself, not for any championship points which may be at stake. The rally is eminently capable of standing on its own feet and needs no pedestal in the form of inclusion in a series. Of course, it is right that it should form part of the World Championship, but we would say that the series needs the rally more than the rally needs the series.

When Lancia operated independently of Fiat, it was the team's great ambition to win both the Safari and the RAC, two very juicy plums in terms of international publicity, but neither event appears in the long list of Stratos successes. Now that Fiat and Lancia operate as one team, Stratos appearances have become fewer and fewer, but for the RAC Rally they did bring two such cars in a kind of last ditch attempt at plucking at least one of those plums. But Fiat's influence is strong and the team included one 131 Abarth as well, and this turned out to be a mistake even though the Fiat finished the rally and both Stratos retired.

Two contingents of specialist mechanics had to be brought, as well as two consignments of spare parts, and this must have made the whole operation very unwieldy. It would have been much better for the team had they brought three identical cars, whether Stratos or Fiat 131, although we can understand that they were motivated both by a desire to win with a Stratos and by the need to show the flag of the championship-winning car.

In years past the RAC Rally began on a Saturday morning, but for the second year in succession it started on a Sunday, that first day being confined to non-forest stages in parks, quarries and private estates where there were facilities to cater for the vast crowds of spectators which were expected. Enthusiast spectators, of whom there are hundreds of thousands, will watch on any day and at any time, but casual watchers are more numerous on Saturday and Sunday than they are on a weekday, and this move was done so that when the rally moved into the forest areas on Monday there would be fewer

The battle between Japanese factions ended victoriously for Dawson's sohc Datsun 160J, eighth overall, right, after the Toyotas of Thèrier, below, and team-mate Asterhag retired.



spectators. Torrential rain came down on that Sunday and this must have deterred some watchers, but a glance at the huge open spaces full of parked cars around those Midlands stages on the Sunday was enough to convince anyone that rally enthusiasm overcomes the wettest of blankets.

After years of starting in London, the rally moved to Harrogate in 1971, after which came five years with the City of York as its home - five successful years in an ideal location, made more enjoyable by the manner in which the townspeople took to the visiting army of competitors, mechanics, officials and followers, and vice versa. In Jubilee year the rally started at Wembley and then moved to its base at York, but in 1978 the start and finish of each of the three legs were at Birmingham - right in the centre of that confusing conglomeration of underpasses and flyovers.

With no intention of belittling the enthusiasm of the thousands of Midlanders who follow rallying, we must say that huge, modern cities are not the best homes for rallies, and certainly not the best settings for the creation of the atmosphere in which such events thrive. Staff at the Holiday Inn, where rally headquarters were housed, were incredibly helpful and friendly (we remember receiving the same treatment at this hotel chain's establishment at Marquette, Michigan during a POR Rally some years ago) but finding the place, and then actually getting to it, were no mean feats in Birmingham's maze of traffic lanes. Some overseas visitors reported circling the city centre with the Holiday Inn in sight but having to hail a taxi in order to find the way to it.

The array of teams, both professional and amateur, lined up for the RAC Rally was again the most impressive of the whole year. Makes

represented by factory or dealer-consortium teams were Ford, Fiat, Lancia, Saab, Triumph, Vauxhall, Opel, Datsun, Toyota, Volkswagen, Skoda, Chrysler, Audi, Autobianchi and Wartburg, whilst the privateers and partly-backed competitors used various models of Porsche, Alpine, Lada, Honda, Austin, Morris, Mazda, Renault, Peugeot, MG, BMW, Simca and Mitsubishi. There was even a Matra Bagheera, a Mercedes-Benz 450 SLC and a Panther Lima.

The preparations of the Ford team were totally disrupted by the strike of that company's workers, but the managerial staff of the competitions department were by no means content to sit back and watch a seventh Ford victory barred to them by pickets. No cars or equipment were able to leave Boreham, but various rally-minded Ford dealers were themselves campaigning well-built Escorts in British events and no time was wasted forming them into a consortium. The cars were prepared for the Ford team's contracted drivers, and mechanics from the dealers organised into service crews. Peter Ashcroft and the few Ford staff who were able to work without strike-breaking coordinated the activities of the motley crews and it is to the great credit of all who were involved that they were able to pull off yet another outright win for the Ford Escort.

After the rally Ashcroft was asked whether he considered that the victory was proof that it was not necessary to have the field backing of highly skilled rally mechanics to win a rally. His answer was not only diplomatic but absolutely true. The win was proof that the work and development carried out by Boreham's rally mechanics over the years had resulted in a car possessing reliability as well as agility, and well-trying practices which could be adopted by those with



WORLD RALLY CHAMPIONSHIP FOR MAKES 1978

	Monte-Carlo	Sweden	Safari	Portugal	Acropolis	1000 Lakes	Quebec	Sanremo	Bandama	Corsica	RAC	GRAND TOTAL	BEST 8
Fiat	14	14	-	18	18	18	18	16	-	18	9	143	134
Opel	10	12	-	13	12	11	16	10	-	12	14	110	100
Ford	-	18	7	16	9	6	13	13	-	-	18	100	100
Porsche	18	-	16	7	-	12	-	14	-	12	-	79	79
Datsun	-	-	16	-	16	-	-	-	10	-	10	52	52
Toyota	-	-	-	15	8	13	14	-	-	-	-	50	50
Lancia	8	12	-	-	11	-	-	18	-	-	-	49	49
Peugeot	-	-	18	9	-	-	-	-	18	-	-	45	45
Renault	17	-	-	-	-	-	-	-	16	-	-	33	33
Triumph	-	-	-	-	-	-	12	-	-	-	12	24	24

The other makes to score points are: Saab 18, Mitsubishi 17, Volkswagen 17, Alfa Romeo 14, Mercedes-Benz 12, Volvo 10, Chrysler 8, Skoda 6, Alpine 5 and Lada 4.

ing experience. It was a tribute, not only outside mechanics who looked after the during the event but to the skill and cy of his own men.

three parts of the rally, each divided by a top in Birmingham, were firstly in the ds for a day, secondly in the North of d and Southern Scotland for two days and , and thirdly in Wales for a day-and-a-half ight. Initially it was Alén's Stratos which to the lead, followed by Röhr's Fiat and ports of Waldegård and Mikkola, but the leg changed all that.

's two Turbos were appearing for the first n a major event and there was no ure display of confidence from the ttan team who knew that the RAC Rally ore an extension of development than ng else. But they were not really prepared at happened. Up in the Yorkshire forests, few miles apart, both cars retired with drive-shafts, a failure which had not been tered in the whole of the car's oment programme. This was a great pity, ough the Turbos had started cautiously ere beginning to speed up and it would en interesting to see how they matched up the opposition.

he Monday evening both the Stratos were at of Munari after the Italian driver had e with fuel pump failure and had become ntly despondent to pull out, and that of after transmission (probably gearbox) . Thérier's Toyota vanished on the first th a broken half-shaft, whilst Asterhag's out in Wales. Neither Haugland nor en, from Norway and Finland ively, made a great impression with their Triumph TR7 V8s, but Pond was ntly up with the leaders despite the loss of e caliper and a worrying loss of water. In up 1 category Kaby's Dolomite Sprint ell ahead of Culcheth's Opel Kadett, but iumph blew a piston leaving Culcheth to the long string of category wins which he red this year.

he lone works Fiat the German driver displayed his high degree of skill and there mes when he showed all the signs of being ntial winner, but a blockage in the fuel slowed him on one stage and stopped him next. He used the starter motor to drag out of harm's way but in so doing got it in mud. He ran back along the stage ng for help from spectators, and it was to at fortune that his shouts were heard by ls at the start. They saw his waving torch, his "Allo-allo" and, thinking that someone ave been injured, temporarily stopped the to send a rescue Range Rover in to gate. When it got to the scene Röhr was ersuade its crew to pull the Fiat out of d, after which he got it started and carried inish sixth.

must mention the crew seating positions in at, for co-driver Geistdörfer was not de Röhr but in the middle of where the eat would have been. Most co-drivers ays sit as low and as far back and away e driver as possible, this to keep the centre ity down and to avoid getting in the way ng arms and elbows. But Röhr went the hog and Geistdörfer was banished to a haking back seat ride, the accoutrements gation clustered around his "office desk". ove did result in greater traction, but it nes made the steering much lighter than ould have liked.

Vauxhall team, which operates as a dealer



In spite of damaging his DOT Holland/Sweden Opel Kadett GTE early in the event, Danielsson, above, persevered to tenth place. Kullang's similar Opel Euro-Handler Team GTE finished fifth and won Group 2.

enterprise, came to a very sad end in the vast forest complex of Kielder, all three of their Chevettes retiring in that area. Airikkala's oil pump drive pulley came adrift when a bolt sheared, McRae went off the road up a firebreak and got stuck in soft ground, whilst Sclater was stopped by electrical failure.

The winning margin of Hannu Mikkola and Arne Hertz over their team-mates Björn Waldegård and Hans Thorszelius was eventually 5 min. 18 sec., a little more than the year before when they occupied the same leading positions, but in the reverse order, Mikkola then driving a Toyota. The third car home was also an Escort, driven by Russell Brookes who achieved the very same place the previous year when his partner was John Brown. This time his co-driver was Derek Tucker.

The 61 finishers and the 109 who retired could all tell long (but not tall) tales of achievement and misfortune. It is a rally which demands not only a high degree of driving skill but meticulous

preparation, accurate planning and no small measure of personal tenacity. As we said last year, there are still things at which we in Britain lead the world. — G.P.

RESULTS

1st	H. Mikkola/A. Hertz (Ford Escort RS) (4)	8h. 47m. 23s.
2nd	B. Waldegård/H. Thorszelius (Ford Escort RS) (4)	8hr. 52m. 41s.
3rd	R. Brookes/D. Tucker (Ford Escort) (4)	8h. 58m. 55s.
4th	T. Pond/F. Gallagher (Triumph TR7 V8) (4)	9h. 03m. 09s.
5th	A. Kullang/B. Berglund (Opel Kadett GT/E) (2)	9h. 13m. 48s.
6th	W. Röhr/C. Geistdörfer (Fiat 131 Abarth) (4)	9h. 17m. 47s.
7th	J. Taylor/P. Short (Ford Escort RS) (4)	9h. 19m. 20s.
8th	A. Dawson/T. Hurryman (Datsun Violet) (2)	9h. 20m. 51s.
9th	H. Toivonen/J. Korhonen (Chrysler Sunbeam) (2)	9h. 27m. 23s.
10th	B. Danielsson/B. de Jong (Opel Kadett GT/E) (2)	9h. 31m. 52s.

170 starters, 61 finishers.

Plug Cleaner

SPARKING plugs can be ignored between services in most modern engines, but this is not always the case for some of us with engines of older vintage. Having had experience with fouled plugs on the Maserati 300S and Lister-Jaguar I drove this year, I thought that Command Auto Accessories' new Spark Plug Cleaner might be the in-the-paddock solution to future problems.

In effect this cleaner is a mini sand-blaster, working on the same principle as a professional garage plug cleaner, but operated by a 12-volt car battery. A fouled spark plug is inserted into a neoprene grommet in the neat, plastic-encased unit, a push-button is depressed and a 5,000 r.p.m. impeller blasts a special silicon carbide cleaning abrasive at the fouled electrode area.

An effective job takes a little longer than a compressed air plug cleaner but the end result is just about as good. As it happens I haven't had cause to use this Command device on an historic racing car, but its arrival coincided with a spate of plug fouling on my Alfa Romeo 2000 Spider Veloce, thanks to a distributor malfunction. The cleaner processed each Golden Lodge plug in seconds. A more exacting test came when I attempted to fire up my XK150 for the first time for six years. Removal of the Champion plugs revealed not just fouling, but heavy rust (surprisingly, the engine revolved freely).

A minute's work on each plug had them spotless and sparking cleanly, which saved about £3.60 or more in new plugs. As the cleaner itself is only £6.99 plus VAT (49p for abrasive refills), it had to be money well spent. These well-made little machines, which come complete with a feeler gauge, should be available from most good

accessory shops. They are manufactured by Narco National Ltd., St. Mary's Works, Krooner Road, Camberley, Surrey.

As an aside to the XK150 story, I was astonished to find that the twin six-volt Dagenite batteries had retained a small charge after six years of total neglect — C.R.



The acrimony which has ensued between Donington Park, the BRSCC and MCD about the future of Formula Atlantic in Britain has ended with the BRSCC and MCD organising a single Championship for the 200 h.p. single-seaters, with sponsorship from Hitachi.

On a happier note for Donington, a new film entitled "Welcome Back to Donington" relates to Donington's return to international motor sport. The 20-minute film centres on last June's European Formula Two race. Motor clubs or other associations can borrow prints of the film from Guild Sound and Vision Ltd., Woodston House, Oundle Road, Peterborough (Peterborough 63122).

"LAST YEAR nobody wanted to know about, or talk to, or drive for Chrysler. Now the World and his wife are beating on the door ... ringing on the telephone ... writing. They all want to drive a Sunbeam, and our job - after we have shown that we can produce an outright winning works car for Tony Pond - is to see that they all get one. I literally want to supply a Sunbeam for all sporting seasons!" The shock of grey hair is a little less thickly swept back, but the twinkle in the eyes of Chrysler Motorsport Director Des O'Dell is as strong as it was when he first arrived at Gate 5, Humber Road to take on the competitions managership of Rootes in 1966.

Not only has a lot of water flowed under the bridge since then, a lot of merging and financial anguish has spiked the path of the ex-Aston Martin competitions engineer. He scaled the peaks of winning the London-Sydney Marathon with the Hunter, descending to the constant threat of closure at Chrysler's convoluted attempts to tackle their English offspring's problems. Troubles that eventually led to the present situation where Chrysler are 15% stake holders in a European organisation that is controlled by Peugeot-Citroen.

From a competition viewpoint the merger offers the promise of far wider European co-operation, O'Dell's directorship meaning that he also heads the Chrysler sporting activities of those in France, Belgium and Spain. It means that the market for sporting models like the 1600 Sunbeam Ti and the forthcoming Sunbeam-Lotus are far wider than what could - in the case of the Sunbeam - have been merely an homologation exercise for a potent 2.2-litre, 5-speed ZF gearbox equipped hatchback.

Although we were unexpected visitors O'Dell very kindly lifted the veil of discreet silence that has accompanied the development of such an effective rally car that Britain's most promising rally driver - 32-year-old Tony Pond - has forsaken not only the Leyland TR7+8 but also a firm offer from the coffers of Fiat. So, Pond will drive the Sunbeam works entry in ten 1979 events.

As we unravelled the story of the development it became obvious that the car had shown exceptional traction, handling and power delivery from the early days. Though it has only appeared in half a dozen events at the time of writing the performance has been more than enough to convince Chrysler to go ahead and manufacture the road-going cousin in sufficient



CHRYSLER COMPETITIVE

All set to add another chapter to Sunbeam's sporting history with help from the 16-valve Lotus engine

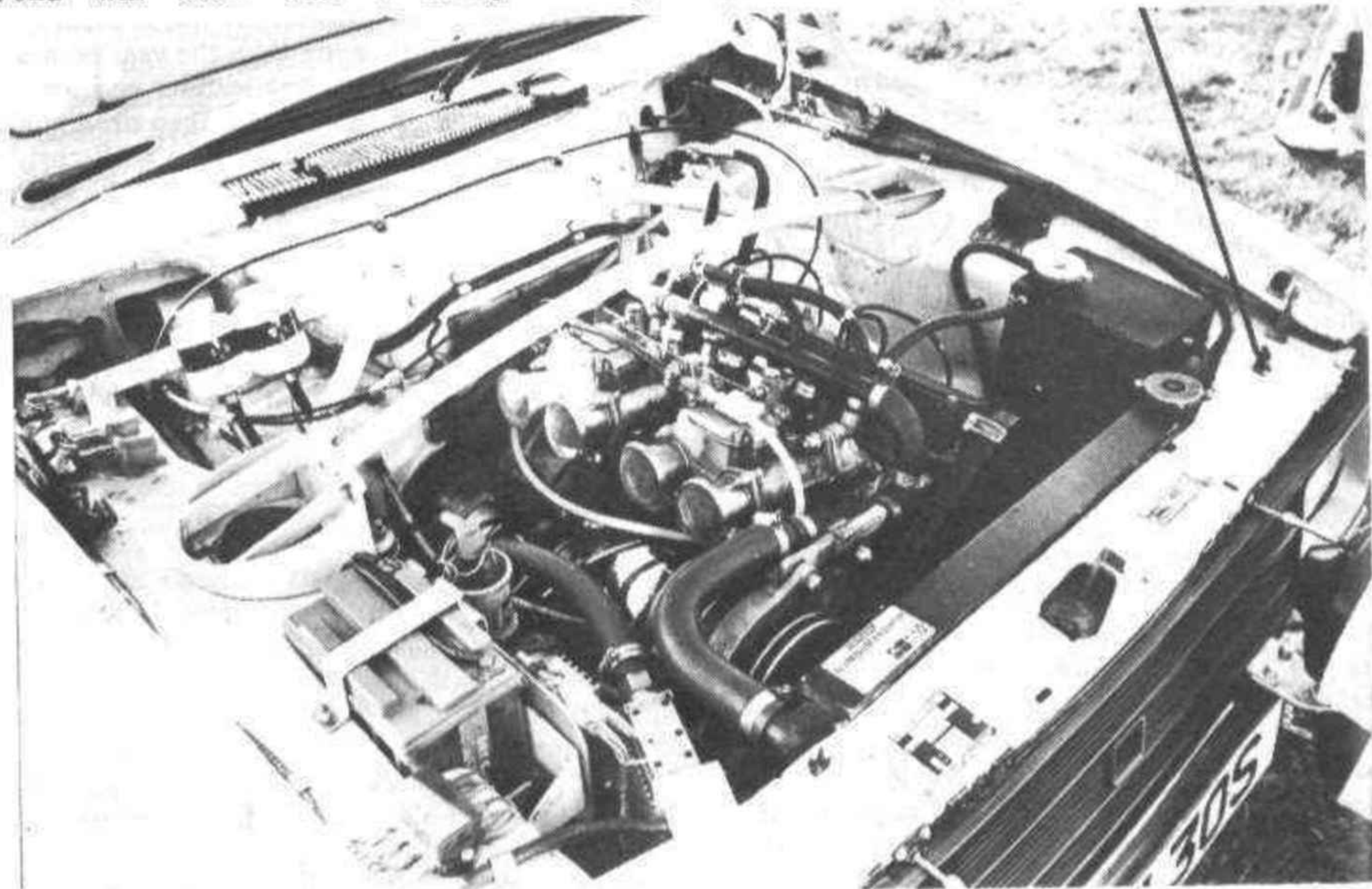
numbers to ensure not only the planned homologation of the model into Group 4 next season (it has run only as a Group 5 prototype or club car to this point) but also for extended manufacture by Chrysler at Linwood and Lotus at Hethel (engine and gearbox installation for the rolling chassis prepared in Scotland), considerably beyond the legal requirements. Make no mistake, it has cost Chrysler a great deal of money to gear up for the limited production model, but that car and its competition cousins look capable of brightening a corporate image tarnished by the lethargic UK record of recent years.

Although it happened that we talked to Des O'Dell, I must point out the enormous contribution made to the car's success by competition manager Wynne Mitchell. He was away on holiday when this was written, but anyone who has seen him in consultation with Pond will know that a strong working

relationship has been developed ... and Wynne's engineering expertise and contacts with Lotus (he was at technical college with Lotus managing director Mike Kimberley!), plus his determination to have an outright winner after years of class or divisional success with the Avengers made all the difference.

In the Humber Road workshops and offices seven of the staff are concerned with the profitable supply of parts to customers and another 11 are straightforward competitions employees, staff who have now changed their thinking and working patterns to the idea of a factory car and driver that can win outright. The Imps, Hunters and Avengers are history to them, though the Avenger in rally trim does supply the bulk of the income from competition parts sales.

In its life the Avenger has won both the national Rally Group 1 Championship and the RAC British Saloon Car Championship (three times in four years) but the BRM-engined



SNUG FIT. -The sixteen-valve Lotus engine in the rally Sunbeam. Note the bracing between the struts and back to the bulkhead. Below, the Sunbeam pictured before the Epynt Rally, which it led for 12 stages. Twin tail pipes tell the Lotus story. Chrysler Competition Centre's 6-litre Dodge "barge" is in the background. Pond in full flight on Epynt, right.

version, which was intended to make the Avenger an overall winner, was a fiasco. There were initial troubles with the power plant, but the feeling at the factory now is that the real problem was that they simply could not attract drivers capable of giving the car front-running performance.

O'Dell recalls that the development of today's Sunbeam-Lotus was prompted by discussions amongst the competitions staff almost exactly two years ago. In December 1976 they felt demoralised by the Avenger-BRM's performance; knew that the company had a new small hatchback on the way coded 424 and it was also remembered that Lotus were interested commercially in dealing with Chrysler. In fact

the first contacts had been made in 1971 when Chrysler had looked hard at giving the Avenger Tiger (a twin Weber-carburated 1600) more power still and the most famous name at Lotus made them an offer ... which they were able to refuse. The memory of that occasion encouraged Mitchell and O'Dell to approach Lotus again and see if the company would supply an engine which met Chrysler's needs: (1) they could not afford to go to Cosworth and have a special engine created à la BDA Escort RS1600; (2) thus the engine had to be an existing unit, possibly modified in a way unique to Chrysler. Both turbocharging and extra capacity were obvious ways of achieving such results from an existing high-performance power plant. At this stage O'Dell would have put the 5.4-litre Aston Martin V8 into a Chrysler, if he had thought it was commercially possible!

Of the car itself, the men of Humber Road knew some qualities the finished rally car must possess. The first was a ZF 5-speed gearbox; the second was 240 genuine horsepower (subsequently they acknowledged that an appropriate torque curve to go with that output was even more important); excellent traction. It was also felt that it was pointless doing anything else with the Avenger: it was time to whip up

car if Leyland had no call for his services, and that is what happened. The only time Pond was not able to drive was right at the end of the year when Hitachi sponsored a rally sprint in Ireland and Leyland naturally did not want him out possibly beating his old car with the new. Derek Daly took over and proved sensationally good in the Sunbeam: more of that later.

So, in the early months of 1977 O'Dell and a party including one of the engine-building lads went up to Lotus, following a January meeting between Mitchell and Kimberley. They came back having ordered a 2-litre Lotus twin-cam 16-valve engine in road trim (output quoted as 155 b.h.p. at 6,500 r.p.m.) and a rally engine that Lotus offered to build for them.

By totally underhand means I discovered that this first rally engine (the only engine for the majority of the development and public appearance 1977-78, so it did a fantastic job!) actually gave 234 b.h.p. initially and just over 240 following a rebuild for an event in mid-1978. Using the same ruthless methods outside Chrysler I also found that the rally engines actually measure 2,173 c.c. from a bore and stroke of 95.2 mm. by 76.2 mm. This compares with 1,973 c.c. from a bore and stroke of 95.2

slant engine and that, in the past, engine engineering experiments between Lotus and Vauxhall were routine and you begin to see that quite a lot was already known about the Lotus engine in sporting use.

Chrysler themselves used a DTV bellhousing to connect up the ZF 5-speed gearbox with the standard road engine in a red Avenger, TAC 691R. This car was immaculately presented for the road and O'Dell used it for many thousands of miles after I was privileged to drive it following the July 1977 British GP meeting. This car excited the management, but O'Dell's next step, while the Lotus rally engine was being prepared, was to go and talk to the workers at Linwood in Scotland. He told them in a series of public addresses why he thought the car was important to Chrysler and came away with a 424 assigned to the department. This rolling chassis duly arrived and during the launch of the Sunbeam 424 series it sat on the sidelines as an example of what the company expected to do in motor sport with the new model.

However, that show car had the engine bay filled with the old BRM-Avenger 16-valve 2-litre motor! The Lotus engine did not arrive until after the launch of the Chrysler Sunbeam (a protracted affair in the spring of 1977) had been completed. That car became WRW 30S. It is still the development machine today having survived five rallies and one 30-stage mile "rally sprint". That car still drives beautifully, as I was able to find out briefly, and is presented attractively as is typical of this competition department. Not for them the development hack: neat presentation and preparation really is part of the routine of this under-rated *équipe*.

During the early months of summer 77, the department also completed a Sunbeam to show how a club customer sales vehicle would look and drive. While the BRM-motored Sunbeam was a non-runner the other machine (WRW 29S) was vigorously used by all and sundry, serving as a course car in the recent RAC rally. This car had an Avenger 1,600 c.c. pushrod engine and the well-proven running gear (Armstrong shock-absorbers and other cheaper but effective equipment for the privateer) but the 125 b.h.p. 1300 engine or the 2.0-litre Brazilian block engine of Avenger Group 1 ancestry can also be purchased. This allows 160 b.h.p. and Henri Toivenen used a similar car to finish a magnificent ninth overall on the RAC Rally. The gearbox had to be changed three times, but the department have now upgraded gearwheel metal specification. In these cases the pushrod, double Weber engines are mated to close ratio 4-speed gearboxes within the production Avenger casing.

A hectic Christmas and January period saw the department purposely steering away from open contact with old friends, customers pointed firmly at Tim Millington's department, and all the Avengers prepared and sold off. It was actually February 1st 1978 before they could get earnestly to grips with inserting the Lotus-built 2.2 engine into WRW 30S and preparing it ready for testing. Bernard Unett tested the car at a military establishment and MIRA circuit; the car was complete by March 14th, and it was out on the Bank of Scotland Rally right at the end of that month. So March 31st marked the competition debut of the new car with Andrew Cowan and Mike Broad as the crew. Cowan was not entranced by his new mount, reporting it to be quite twitchy along the straights, and there was a persistent misfire before the car was officially retired with a broken exhaust manifold.

The misfire was quickly solved by lowering the Dell'Ortos and sand cast alloy manifolding back



mm. by 69.2 mm. for the production alloy Lotus 907 unit.

The longer stroke comes from a new crankshaft, connecting rods and pistons (the gudgeon pin is relocated compared with a Lotus 2-litre), and the engineering side also includes a strengthened bottom end to the block and its five main bearings. The engines used so far tend to run around 11-to-1 c.r. and 48 mm. choke Dell'Orto carburetors: the exhaust manifolding - tucked away under the slant engine and running from four branches into twin pipes the length of the car to exit on either side at the rear - is by Janspeed to Lotus and Chrysler design. The twin exhaust system is an unusual feature for a four-cylinder rally car, but it all tucks away neatly alongside the propeller shaft for much of its length and has survived the rigours of the rough French *Mille Pistes* rally.

Those with very sharp eyes will note that the 76.2 mm. stroke is the same as is used in a 2.3-litre Vauxhall (such as the Chevette HS2300). This would mean that an item like a DTV steel crankshaft could be modified to fit this engine. Remember that the rallying Chevette used a Lotus-headed version of the Vauxhall iron-block

some enthusiasm amongst the senior management, and the new car was the obvious route.

Why put the car before the horse? Usually companies homologate what they wish to compete in advance, then go out and do the job. Sometimes the two happen together (or not at all if the manufacturer and national sporting club manage to slip the homologation past the FIA!) but to go out and run the car first is unusual today. I asked O'Dell the reasoning and he simply said, "We had to go out and show that this new car was capable of winning outright. To get the management bubbling with enthusiasm so that they would then back the manufacture of the road cars. They had to be right behind us and - when they had seen what we could do with the car - that is just what happened." Demonstrating that the car was fast first was also important to the team in order to attract the best driver. Pond had already said he was going to leave Leyland at the end of 1978 early in this season. Naturally Chrysler's people hotly deny any suggestion that Pond was approached while under contract to Leyland: in fact Pond's contract did allow him to drive another brand of

to the production angle from the semi-down-draught position that had been adopted.

For the second event, the April 8th Raylor Rally, Cowan's complete honesty came across in a company report when he said that some youngster should be hired, for he was thrilled with the way the car was going. It actually finished sixth, but had been delayed after going off the road, though its stage speed on the loose was obvious to everyone. On April 22nd the Sunbeam was out on the Granite City Rally, again with the same crew, and again showing great speed. Once more the undergrowth lured them from the stony tracks, but the car was eventually released to finish well out of time. Cowan then left for South America and his Mercedes commitments, leaving Chrysler without a driver.

Pond was appraised of the situation (no, I do not know how!) and obtained permission from Leyland Comps manager John Davenport to test the Sunbeam at Esgai Daffyd in Wales with Bernard Unett for company.

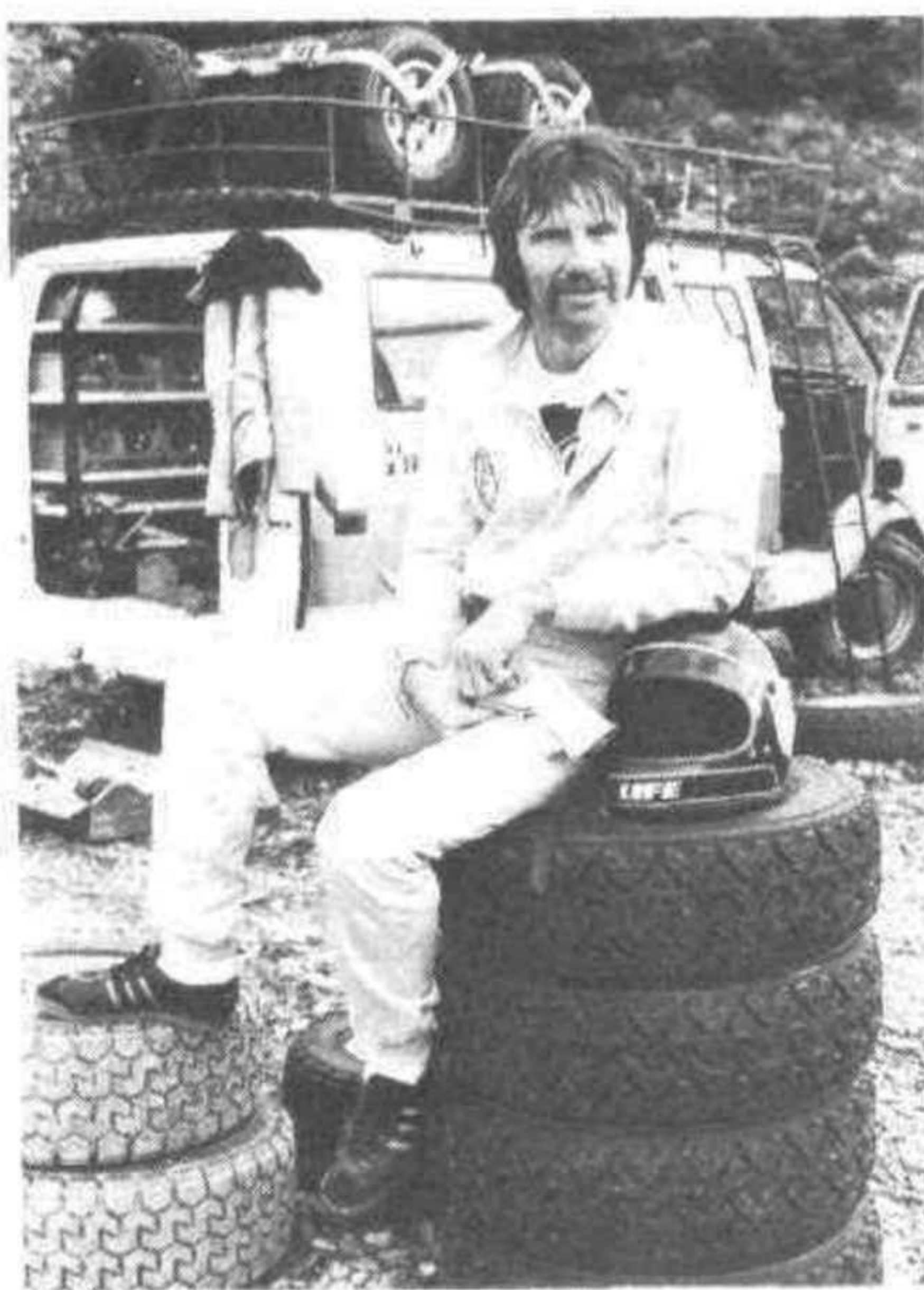
On his second lap Pond reportedly knocked five seconds from his best Triumph time. Enthused he then set feverishly to work, tramping around 370 miles trying 17 different suspension layouts (the car is still rigged for a bewildering number of conventional rear suspension layouts). Such was Pond's obvious enjoyment and eagerness to improve the little Sunbeam that the mechanics were swept along too and it was obvious - to Chrysler's men at least - that this combination was the way to go.

Pond was able to do the *Mille Piste* rough road rally in the South of France for Chrysler in July. He flew in from a victory in South Africa, where he had used a GM product, with a touch of dysentery and generally feeling 10 degrees under. Not surprisingly, Pond's performance on the *Mille Piste* did not really catch fire until the second day, then he gobbled up Chris Sclater on one stage and was actually leading Therier's Toyota before a puncture. After 18 kms. with the deflated Dunlop Pond's final second place was 34 seconds behind the Toyota.

"This was the most important event we have ever done," says O'Dell with an expansive sweep of the hands. "The next day I had a meeting in Paris which would literally decide the future of Chrysler in the sport. It was such a good result that I was adding noughts onto my budget proposals in the corridor before the meeting ... and we got them all through after I presented the blasted great second place cup to one of the men that mattered!"

The Mitchell-Pond relationship was strengthened during some tarmac testing ready for the Peter Russek Manuals Epynt Rally. If Pond found that the Sunbeam handled as well on tarmac as it did on the loose, then he would almost certainly join the team for 1979. They ended up with a specification that deleted anti-roll bars front and rear (they are back on now) and lowered the car considerably. On the event Pond delivered a thrashing to the rest of a top-level club field over roads that he does not know particularly well until the engine blew up after 12 stages. This was not unexpected. In fact it was a credit to Lotus that the engine had lasted as long as it had: Chrysler had been warned not to use it again after the *Mille Piste*, for which event Phil Davidson had rebuilt it at Humber Road, but they had no alternative. Pond was impressed enough, for the car had pulled out 30 sec. over the nearest rival on one stage, and no Chrysler had ever been able to do that against the works specification Escorts before.

The car was not eligible to compete in the



Tony Pond, fresh from Leyland and raring to go for Chrysler.



Young Henri Toivenen, left, with Chrysler Motorsport Director Des O'Dell before Toivenen's superb drive on the RAC Rally.



Derek Daly shocked everybody with his and the Lotus-Sunbeam's performance on the Hitachi Tarmac Rallysprint.

RAC Rally - though the Group 2 Sunbeam with 2-litre engine was - and its next and last appearance to date was in the Hitachi Tarmac Rallysprint held three days after the end of the RAC Rally.

Ensign's GP driver Derek Daly readily agreed to fill Pond's boots, and casually took the ribbing of the top Finns before the event. RAC Rally winner Hannu Mikkola had the shining black Escort RS prepared by David Sutton for just this sort of going and Pentti Airikkala had his RAC Rally-retired DTV Chevette. Daly had little practice in the mountains before tackling the event, but he produced a true competitor's set of

times. On the first run around the 9.68 miles of tarmac he was just two seconds slower than Mikkola and five seconds slower than Airikkala. His next run was even more spectacular, including a trip backwards across a bridge! Spectators lifted him out the other side and he dropped little more than five seconds on his first run time. On the third run the Finns were swapped over onto racing slicks, but Chrysler were apprehensive that "Double D" would tip the car - their only car at the time - on its side. So they left him on 9in. wide wheels with Dunlop A2 stage tyres on: he was still only nine seconds slower than Airikkala on the fastest closing runs. The aggregate result was that Airikkala led Mikkola by 10 seconds, with Daly a fabulous 13 seconds behind after his first taste of rally terrain in competition. Daly certainly bubbled over with pleasure for the event and the car ... and he had the last word when the Finns requested him not to come back next year! Daly said, "Next time we'll do it at the British Grand Prix!" The point is a valid one; all these so-called deciders on racing versus rally ability are conducted in production-style cars. The spectacle of Hannu Mikkola in a Lotus Grand Prix car might drag in a few of the reputed three million Britons who attend the RAC Rally stages and provide a unique TV viewing spectacle.

Today's Sunbeam

I was fortunate to find the original development 2.2 Sunbeam Lotus rally car at home and in working condition when paying my surprise visit. Still carrying Daly's name on one side I found it hard to believe that this was the one and only car ... until I looked underneath and saw the scars left by the *Mille Piste*! For Daly's outing a new Lotus engine had arrived, but everything else was much as described.

The blue and white car is closest in concept to the Chevette, but it would be hard to mistake one for the other in competition guise. Pond will have two more new Sunbeams to choose from, this car staying as the development vehicle - a French driver will also have a pair of such vehicles for French events. The two Pond vehicles were approaching completion when I called.

Meanwhile WRW 30S shows some interesting development ideas. With the bonnet open the tubular steel cross-bracing front turret to turret of the Bilstein gas-damped front suspension can be seen, together with additional location back to the front bulkhead. A 24-volt starting system with a single small battery on one inner valance is employed. The whole layout is especially neat with the Lotus engine's double overhead camshaft covers nestling cosily just within the engine bay; to make it fit 80 thou. has to be machined from the topside of the cylinder head.

Theoretically it was thought that the engine should sit with only the second cylinder bisected by a line drawn transversely between the turrets of the front suspension. In fact the engine projects nearly three cylinders beyond this line, yet handling and traction are particularly singled out for praise. Quite why the distribution of the 287 lb. Lotus engine should not make much difference to the car's handling is not known, but the 1-ton machine certainly does not feel nose-heavy as theory suggests it should. To reduce weight where possible bodywork features which are likely to be retained include an aluminium skinned bonnet and the use of perspex for the entire rear hatch and all side-windows. The wheelarch extensions are aluminium items for serious factory rallying only.

The interior features the driver's bucket seat in the normal position, but the navigator is seated in the latest mode: virtually on the floor.

well into what was the rear passenger compartment with the Halda distance recorder and massive drilled foot brace for company. I was told that this was not so much a traction feature (though lowering the mass of the car is worthwhile from a handling viewpoint) as to keep the navigator out of the driver's way. It feels quite odd at first, but after a few miles the driver gets used to the disembodied voice from the rear chundering away with the music of the limited slip differential ...!

Few supplementary gauges are fitted to rally cars nowadays. The prototype has small mechanical instruments to record oil pressure and water temperature, but otherwise the production dials suffice. The electronic tachometer has its pointer set at 8,500 r.p.m. (the engine should be safe to some 9,200 revs.) and the speedometer is set to cope with the 4.89-to-1 rear axle ratio.

The strut front suspension and ventilated disc brakes with massive Lockheed calipers are traditional rally car wear these days, as is the hydraulic handbrake, large Salisbury limited slip differential rear axle and rear disc brakes. O'Dell reckons that most of the competitive cars have 240 b.h.p. as well, whatever is said, and the ZF 5-speed gearbox is common too. The thorny homologation thicket means that only Ford are allowed to run triple-plate clutches where Group 4 is applied, but the Sunbeam prototype also has this feature. Another aspect that has received attention along time-honoured lines (Ford started all this common thinking with their comprehensive equipment for the Mk. 1 Escort) is the steering, which has faster action of under three turns lock to lock.

Spoilers are mandatory amongst the rallying elite now, and the Sunbeam has its quota: one on the rear panel in rubber and a deep front foil.

I tried the car under very greasy and foggy conditions, but I had the advantage of a very enthusiastic and courageous "navigator" from the competitions workshops who ensured I explored the performance and handling a little more thoroughly than would be normal on nodding acquaintance.

The engine was already well warmed and, with the Willans 4-point safety harness pulling me further into the envelope of the bucket seat, I set off trying everything I knew to avoid the humiliation of stalling. The triple-plate clutch is surprisingly light in action which is a welcome change on a rally car, but the action was as sudden as ever. Beginner's luck took me through the first take-offs, but I did eventually stall.

The rear axle layout has been the subject of many changes, as can be seen from the bracketry attached to the axle and the floorpan. However it now follows production lines, though the actual components are newly fabricated. That means large lower arms with coil springs attaching to the bottom of the axle; inclined dampers behind the axle, and two shorter top location links from the differential splayed outward to the underbody.

The result is a good compromise between grip and handling on tarmac. When you want the car to break away at the rear it does so readily, even in third or fourth gear if the full torque of the engine is employed. However its outstanding characteristic is the acceleration from rest. This Sunbeam scuttles up to a full-blooded 8,500 r.p.m. in the gears about as fast as you want to change gear. I hear that Pond prefers to use little over 7,000 r.p.m. and I can understand that for the engine has such a nice torque delivery that this probably produces better results. How fast is it? Well the pre-production 155-b.h.p. cars have

recorded 0-60 m.p.h. in the low six-second region with top speeds of 128 m.p.h. The rally car's lower gearing will obviously bring the acceleration times right down into the AC Cobra/exotic supercar bracket but top speed on stages is usually limited to 115-120 m.p.h.

As I said, I am sure Pond's methods are more scientific and faster than mine so far as r.p.m. are concerned, but the sheer fun of running through the first three gears as fast as I could change on that responsive gearbox was too tempting to resist. The car is quite noisy inside but one is constantly surprised how quickly the car gains speed: even 4th gear is quickly used up and exchanged for 5th, but on the tarmac course I used 5th gear was a luxury rather than a necessity.

The braking, even on such treacherous and slimy surfaces as I enjoyed, was first class. I think Mr. Dunlop's tyres take a great deal of credit for transmitting the retardation to the ground with no sign of wheel lock.

With such easily controllable power slides available and that relentless acceleration, driving this little Sunbeam is akin to being inside an energetically propelled squash ball. You bounce back from obstacle to obstacle at maximum speed. Even if you have to take second gear it is literally only a few seconds later that the car will be howling along with the driver stretching for fifth gear as it accelerates toward 100 m.p.h.

My memory was of a car that had achieved all the objectives set out for it. I particularly liked the combination of smooth revs and excellent torque. You can trickle the car through the rush hour once the clutch is mastered, and it pulls well from 3,000 r.p.m. in 3rd or 4th, which is more than we could ever have expected of competition engines a few years ago.

To complete an enjoyable day the department sent me out in one of their service vans - a large, 6-litre, V8-engined Dodge B3000 Tradesman. This beast can cruise at 70 m.p.h. with 2 tons payload, such as trailer and rally car plus full range of spares and 30 wheels on the roof rack. That is its practical side, but the point is the comfort in which it does such tasks. Up front there are two large armchairs, complete with armrests and cloth centre sections. The driver surveys those below from the LHD position, mastering a small steering wheel that controls light power steering. Other comforts include 3-speed automatic transmission, radio/cassette player and air conditioning!

In a different way this was just as much fun and I could quite see why the team had ordered another such device, this time a LWB version.

I am convinced Chrysler have a car they can win with under modern rally conditions, but my personal feeling is that it was a shame that the management of Leyland Motorsport and Pond could not have got along sufficiently well to stay together. Pond really was the right man to drive the V8 Triumph. By contrast the Sunbeam's characteristics could be mastered by other drivers. I would have thought that Chrysler's programme of five European events and five in Britain was perhaps less than Pond could have expected at Leyland, who have every commercial reason for attacking both European tarmac events and British events. I would also repeat that at present the Sunbeam is *not* homologated in the form I have written about it. I am genuinely surprised that a driver of Pond's stature could be persuaded to change mounts prior to this basic requirement being fulfilled.

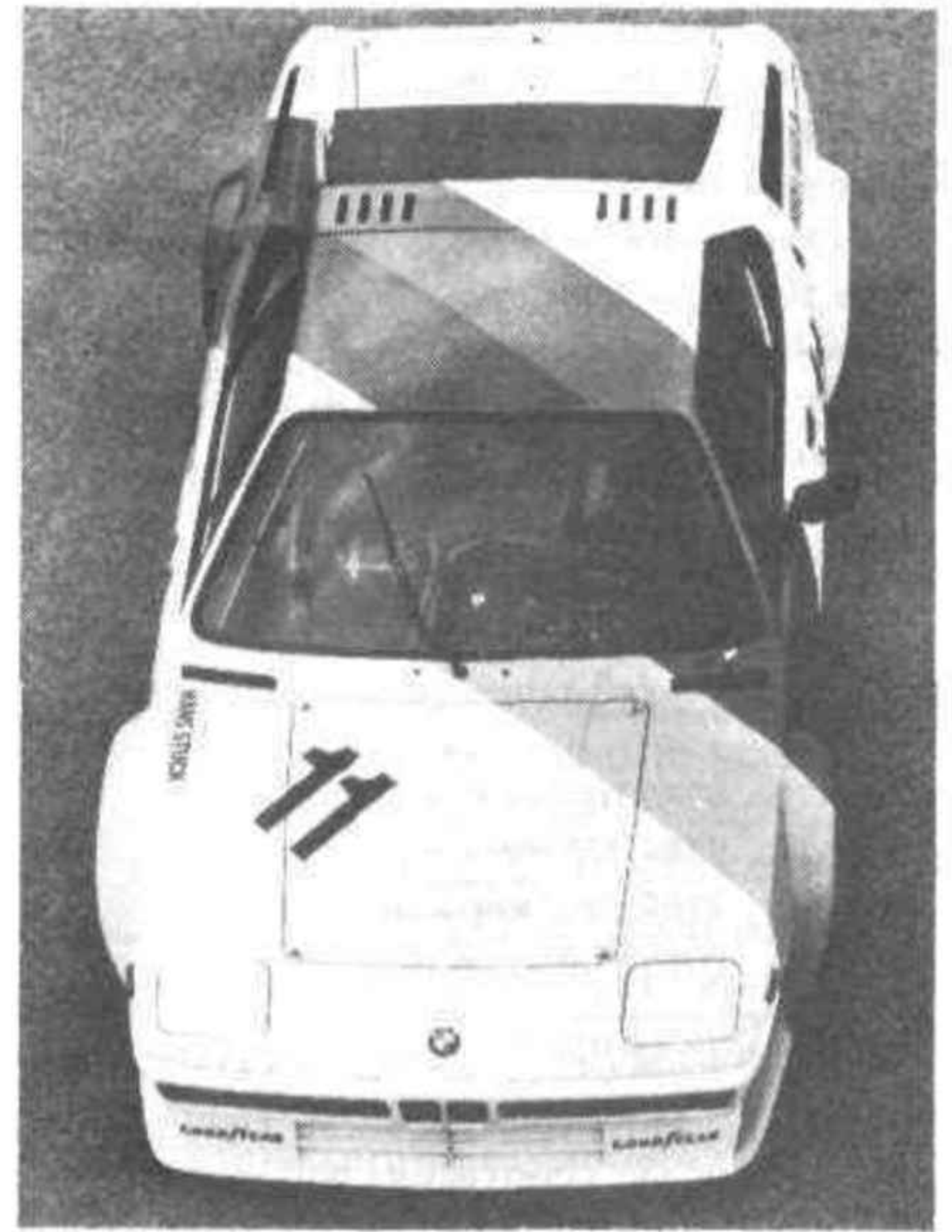
On the other hand both Chrysler and Pond are hungry for success. This little Sunbeam is the staple diet to assuage such an appetite. - J.W.

BMW's Racing Plans

BMW ANNOUNCED their 1979 racing plans at a Press Conference held amidst machinery used for past competition glory in the BMW Museum in Munich last month. Not surprisingly the major focus was on the new Procar Racing Series, that one-model Grand Prix back-up series for the new, mid-engined BMW M1 sports car, shown in MOTOR SPORT, April 1978, which is going ahead at full steam despite the cynicism from some quarters at the time of the original announcement.

Rounds of the series have been confirmed at eight of the 16 1979 World Championship Grands Prix. The debut will be at the Belgian Grands Prix on May 13th, with further rounds in the Monaco, French, British, German, Austrian, Dutch and Italian GPs.

Twenty-six M1s will battle for 25 places on the grid except at Monaco, where competition should be fiercer for only 20 places. The first five places on each grid will be reserved for the fastest available Formula One drivers from the Grand



Prix grid. Their M1s will be built and entered by BMW. The other 19 contenders will be customer cars, with Derek Bell, sponsored by Carling Black Label, heading the list of experienced drivers, which also includes Hans Stuck, Toine Hezemans, Bruno Giacomelli, Eddie Cheever, Marc Surer, Walter Brun, Herbie Muller, Dieter Quester, Markus Hottinger, Marc Sourd, Albrecht Krebs, Bertram Schafer, Wolfgang Schutz, Franz Konrad, Helmut Kelleners and Manfred Winkelhock. Jean-Louis Lafosse will have two cars, with the second driver still to be named.

With 470 b.h.p. on tap from 3.5-litre, straight-six, 24-valve engines, these identical Group 4 M1s should provide fast, close racing - so close that bodywork repairs are quite seriously forecast to be the biggest expense. Apparently they are difficult bodies to repair. The stakes for personal honour and massive monetary rewards are high...

Ron Dennis will build a minimum of a dozen customer M1s in his Woking factory ("minimum" because he expects crashes to make the build programme on-going!), while Tom Walkinshaw will build the Quester and Bell cars at Kidlington. Osella in Turin will build the rest. Around 100 engines will be built for the 26 cars

Continued overleaf.

EUROPEAN TOURING CAR CHAMPIONSHIP
(Group 2 Saloons)

Date	Race and Distance	Location	First	Second	Third	Winner's speed k.p.h.
Mar. 12	Brands Hatch-504.8 kms.	England	T. Walkinshaw/U. Grano (BMW 3.2 CSL)	C. Facetti/M. Finotto (BMW 3.2 CSL)	R. Lloyd/A. Stocker (1.6 VW Scirocco)	136.424
Mar. 26	Monza-4 hrs.	Italy	C. Facetti/M. Finotto (BMW 3.2 CSL)	K. König/H. Weltrowski (BMW 320i)	H. Heyer/C. Schickentanz (Mercedes-Benz 450SLC)	162.959
Apr. 9	Mugello-524.5 kms.	Italy	J. Fitzpatrick/U. Grano (BMW 3.2 CSL)	J. Xhenceval/S. Uberti (BMW 3.2 CSL)	E. Bogani/P. Lara (BMW 3.0 CSL)	152.890
Apr. 23	Salzburgring-3½ hrs.	Austria	C. Facetti/M. Finotto (BMW 3.2 CSL)	A. Hahn/T. Datzmann (Ford Escort RS)	H. Heyer/C. Schickentanz (Mercedes-Benz 450)	167.940
May 21	Jarama	Spain	T. Walkinshaw/U. Grano (BMW 3.2 CSL)	E. Joosen/R. van Hove (BMW 3.2 CSL)	W. Bergmeister/J. Siegrist (1.6 VW Scirocco)	-
May 28	Estoril-500 kms.	Portugal	U. Grano/J. Xhenceval (BMW 3.2 CSL)	W. Bergmeister/J. Siegrist (1.6 VW Scirocco)	H. Werginz/R. Loibnegger (BMW 530i)	-
June 11	Osterreichring-564 kms.	Austria	U. Grano/M. Hottinger (BMW 3.2 CSL)	H. Werginz/H. Neger/R. Loibnegger (BMW 530i)	D. Kindlmann/L. Lindner (BMW 320i)	160.580
June 18	Brno-571 kms.	Czechoslovakia	C. Facetti/M. Finotto (BMW 3.2 CSL)	U. Grano/J. Xhenceval (BMW 3.2 CSL)	E. Joosen/R. van Hove (BMW 3.2 CSL)	-
July 9	Nurburgring-570.8 kms.	Germany	A. Hahn/J. Denzel/W. Schommers (Ford Escort RS)	E. Joosen/R. van Hove (BMW 3.2 CSL)	H. Becker/J. Scheid (BMW 3.0 CSL)	142.170
Aug. 6	Zandvoort-549.38 kms.	Holland	U. Grano/A. Hezemans (BMW 3.2 CSL)	H. Kelleners/W. Brun (BMW 320i)	K. König/H. Weltrowski (BMW 320i)	-
Sept. 17	Silverstone-504.93 kms.	England	E. Joosen/R. van Hove (BMW 3.2 CSL)	H. Kelleners/E. Brandenberger (BMW 320i)	P. Clark/S. Rolt (Ford Capri 3000S)	164.290
Oct. 1	Zolder-494 kms.	Belgium	E. Joosen/R. van Hove (BMW 3.2 CSL)	H. Kelleners/D. Hegels (BMW 320i)	W. Bergmeister/J. Siegrist (1.6 VW Scirocco)	-

European Group 2 Saloon Champion: U. Grano

CAN-AM
(Canadian-American Challenge)

Date	Race and Distance	Location	First	Second	Third	Winner's Speed k.p.h.
May 14	Road Atlanta-194.6 kms.	America	A. Jones (Lola-Chev. V8)	A. Holbert (Lola-Chev. V8)	W. Brown (Lola-Chev. V8)	185.268
May 27	Charlotte Speedway-195.5 kms.	America	E. Forbes-Robinson (Lola-Chev. V8)	A. Jones (Lola-Chev. V8)	W. Tempero (Chevron-Chev. V8)	180.486
June 11	Mid-Ohio-193 kms.	America	A. Jones (Lola-Chev. V8)	G. Follmer (Lola-Chev. V8)	E. Forbes-Robinson (Lola-Chev. V8)	159.807
June 25	Mont Tremblant-255.8 kms.	Canada	G. Follmer (Lola-Chev. V8)	M. Allen (Lola-Chev. V8)	W. Brown (Lola-Chev. V8)	141.109
July 9	Watkins Glen-298.8 kms.	America	W. Brown (Lola-Chev. V8)	A. Holbert (Lola-Chev. V8)	R. Moran (Lola-Chev. V8)	179.248
July 23	Road America-193 kms.	America	A. Jones (Lola-Chev. V8)	W. Brown (Lola-Chev. V8)	A. Holbert (Lola-Chev. V8)	179.740
Aug. 20	Mosport Park-Two Heats	Canada	A. Jones (Lola-Chev. V8)	W. Brown (Lola-Chev. V8)	A. Holbert (Lola-Chev. V8)	-
Sept. 4	Trois-Rivieres-141.9 kms.	Canada	E. Forbes-Robinson (Lola-Chev. V8)	W. Brown (Lola-Chev. V8)	A. Jones (Lola-Chev. V8)	132.376
Oct. 8	Laguna Seca-146.7 kms.	America	A. Holbert (Lola-Chev. V8)	W. Brown (Lola-Chev. V8)	R. Moran (Lola-Chev. V8)	181.204
Oct. 15	Riverside Raceway-204.9 kms.	America	A. Jones (Lola-Chev. V8)	W. Brown (Lola-Chev. V8)	E. Forbes-Robinson (Lola-Chev. V8)	186.631

Can Am Champion: A. Jones

MISCELLANEOUS RACES

Date	Race and Distance	Location	First	Second	Third	Winner's speed k.p.h.
July 22/23	Spa 24 hrs.	Francorchamps	G. Spice/T. Piletta (Ford Capri 3000S)	D. Vermeersch/E. Joosen/R. van Hove (BMW 530i)	P. Neve/A. Peltier (BMW 530i)	179.800
Sept. 17	ADAC Trophy-142.6 kms.	Norising	R. Wollek (Porsche Turbo 935)	A. Hezemans (Porsche Turbo 935)	J. Fitzpatrick (Porsche Turbo 935)	153.687
Sept. 30	USAC-179 kms.	Silverstone	A. J. Foyt (Coyote-Ford V8 t/c)	R. Mears (Penske-Cos. DFX)	T. Sneva (Penske-Cos. DFX)	167.851
Oct. 7	USAC-193.7 kms.	Brands Hatch	R. Mears (Penske-Cos. DFX)	T. Sneva (Penske-Cos. DFX)	J. Rutherford (McLaren-Cos. DFX)	154.078
Nov. 4	Wynn's 1,000 kms.-Two Heats	Kyalami	B. Cook/P. Adams (Datsun 140Y)	G. Santana/H. van der Linde (Datsun 140Y)	J. Rowe/T. Martin (Mazda RS)	-

BMW's Racing Plans - cont. from previous page

by BMW Motorsport, Osella, Heidegger and Mader. The car constructors will send completed cars back to BMW for testing, setting up and presumably policing for equality.

These Procar M1s will be eligible to compete in the Group 4 section of the German Championship from the beginning of the season.

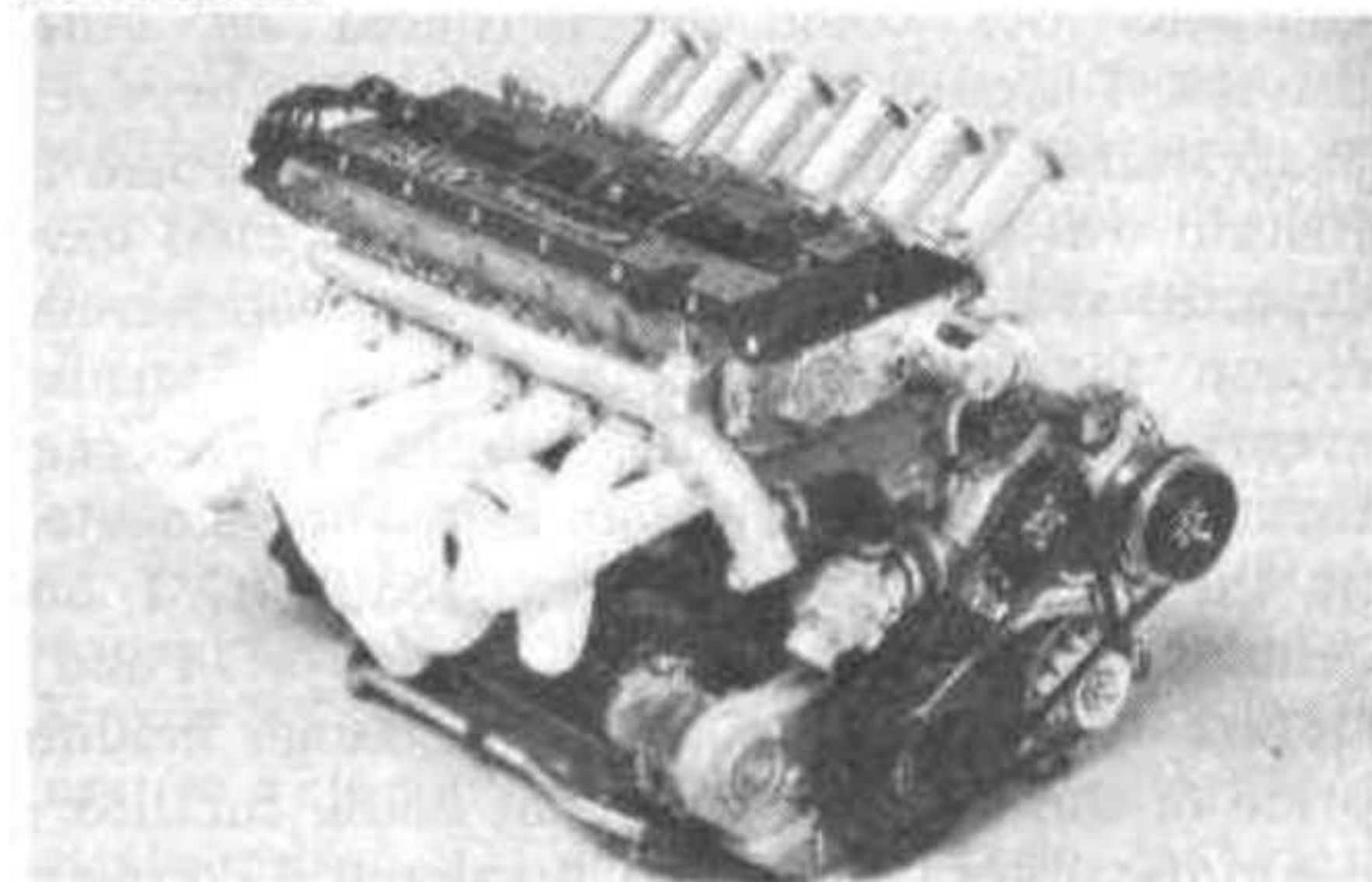
Interesting news was that development of a space-frame Group 5 M1 is at full swing, shared between Robin Herd at March Engineering and Martin Braungart and Paul Rosche at BMW Motorsport. Rosche expects the March-built chassis to be ready before the 3.2-litre, 800-1,000 b.h.p., turbocharged engine he is working on and a Group 4 engine might be fitted initially. BMW plan to run this Group 5 car in the last few races for the 1979 World Championship for Makes and the German Championship, with Hans Stuck as the number one driver. But Le Mans 1980 is the ultimate aim.

BMW are staying in Formula 2 with the Polifac-sponsored March team. Regular drivers will be Marc Surer, runner-up in the 1978 European Formula 2 Championship, Teo Fabi and Ricardo Zunino. Derek Daly will join the team in an ICI-sponsored March whenever Formula 1 commitments allow, a change of allegiance for the Guy Edwards-managed Irishman, who relied on Hart engines in 1978. BMW automatically lose their star 1978 F2 driver Bruno Giacomelli - as current European

Champion he won't be eligible to compete for the Championship, a rule which has left him very unhappy.

Paul Rosche, the man responsible for BMW's racing engines, confirmed that the powerful and reliable ("only a couple of failures in 1978"), four-cylinder Formula 2 engine would be retained for the foreseeable future, albeit with improved power and torque characteristics, but he didn't preclude the use of the "small six" in the long term.

BMW plan to retain their interest in the prestigious and highly competitive German Championship in 1979. Sponsorship negotiations prevented the release of full details, but it was confirmed that the factory would support the GS-Schneider 1.4-litre, turbocharged BMW 320 of Helmut Marko's Austrian protégé Markus Hottinger.



In this production guise the BMW M1 engine produces 277b.h.p.

The factory will also have a hand in the McLaren-prepared BMW 320 Turbo to be driven in the US IMSA series by David Hobbs and Jim Busby, while Eddie Keizan will run a 320 in the South African Championship.

Guests at the typically Bavarian party and award presentation which followed the conference included Colin Chapman, Bernie Ecclestone, Peter Warr, Max Mosley and a brave-faced Barbro Peterson. - C.R.

Mentioned in "Punch"

NOT HAVING been to the dentist for many years we are out of touch with *Punch*. So it was only by chance that we discovered a mention of MOTOR SPORT therein. It used to be considered a great honour to be mentioned in this funny-journal even rudely. So we are not annoyed that a writer we had never previously heard of has poked ridicule at some quotes from our "Cars In Books" column, which naturally look silly taken out of context. What is funny-haha to us is that this Jonathan Sale, in trying to be clever and show that a weekly contemporary has been breaking the law by referring to over-70-m.p.h. speeds in its road-test reports, has been too clever, as presumably Mr. Sale has never heard of the MIRA test-track or speed-limit-free Germany motorways. We are also sorry to note that *Punch* humour has fallen to the level of "Dear Marje" letters, which former Editors would surely not have tolerated... - W.B.

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The Porsche 928

A Car for the Eighties

EVEN UNDER the accumulated mud of a couple of thousand miles spent in a round-Britain pursuit of the RAC Rally the Porsche 928 is a striking car, its bullet shape, futuristic wheels and vacuum-operated headlights pointing naked to the sky often attracting more enthusiastic gapers than the cream of the world's rally cars whenever our manual gearbox test car was parked nearby. It is that kind of attention afforded to the appropriately registered 928 JRR that will make many owners shell out £20,498. But it is not extrovert prestige value that has caused the 928 to receive universal acclaim, including the 1978 Car of the Year Award. This all-new 4½-litre, V8 Porsche is full of innovative engineering and equipment which is not mere gimmickry but functional and anticipatory. It is a fascinating package.

I described the 928 in detail in *MOTOR SPORT*, May 1977, after driving a left-hand-drive manual version in Germany. Brief acquaintance with a car is one thing; to live with it – and I even slept in it during those 2,000 miles packed into five days of the RAC – tells much more. D.S.J. borrowed the manual car for a couple of days too and subsequently he, W.B. and I tried the automatic version pictured here. Thus the following is a mixture of impressions. Both gearbox options cost the same in the UK, while the overall specification is such that extras can be discounted.

On the whole we were not disappointed with this interesting new generation Porsche, but that is not to say that it is the ultimate "supercar", for it is not totally free from snags and is beaten on individual counts by several competitors. It does not have the velvet-gloved, well-nigh silent progress and comfortable ride of the £5,300 cheaper Jaguar XJ-S, for instance, nor the shattering performance of the Aston Martin V8 at £22,999 to £23,999 or especially the Vantage at £25,999. What it does have is a chassis with such incredibly good roadholding that it actually takes some of the fun out of driving. And there's a sad state of affairs. It has a power producer under the bonnet which is so amazingly efficient

that it could be an electric motor or a steam engine, although in terms of sheer performance this 928 is only on the fringes of the "supercar" category. Just about the only thing shared with the 911 series, other than the steering column switches and the Turbo steering wheel, is that overall feel of engineering integrity, the sensation that every detail has been designed as the best and most efficient solution, not the easiest and cheapest. And that is what *real* Porsche motoring, as distinct from 924 Porsche motoring, is all about.

Otherwise the 911 series should be forgotten when thinking about the 928, just as the 356 had to be forgotten when the 911 appeared on the scene. Whereas the 356 and 911 series developed from the influence of old Dr. Ferdinand Porsche carried on by the Zuffenhausen workers, the 928 is the product of Porsche Systems Engineering – as Porsche enter races under – at Weissach. This is a car for the eighties, anno domini, not m.p.h. nor m.p.g. It is Weissach's solution to sports car motoring in the future, when the safety factions have had their heavy-handed, legislative say and machinery for pure driving pleasure, like the 911, has been outlawed.

D.S.J. relaxes at the wheel of the automatic 928. The instrument binnacle adjusts with the rake of the steering column. That broad screen pillar sometimes obstructs vision.



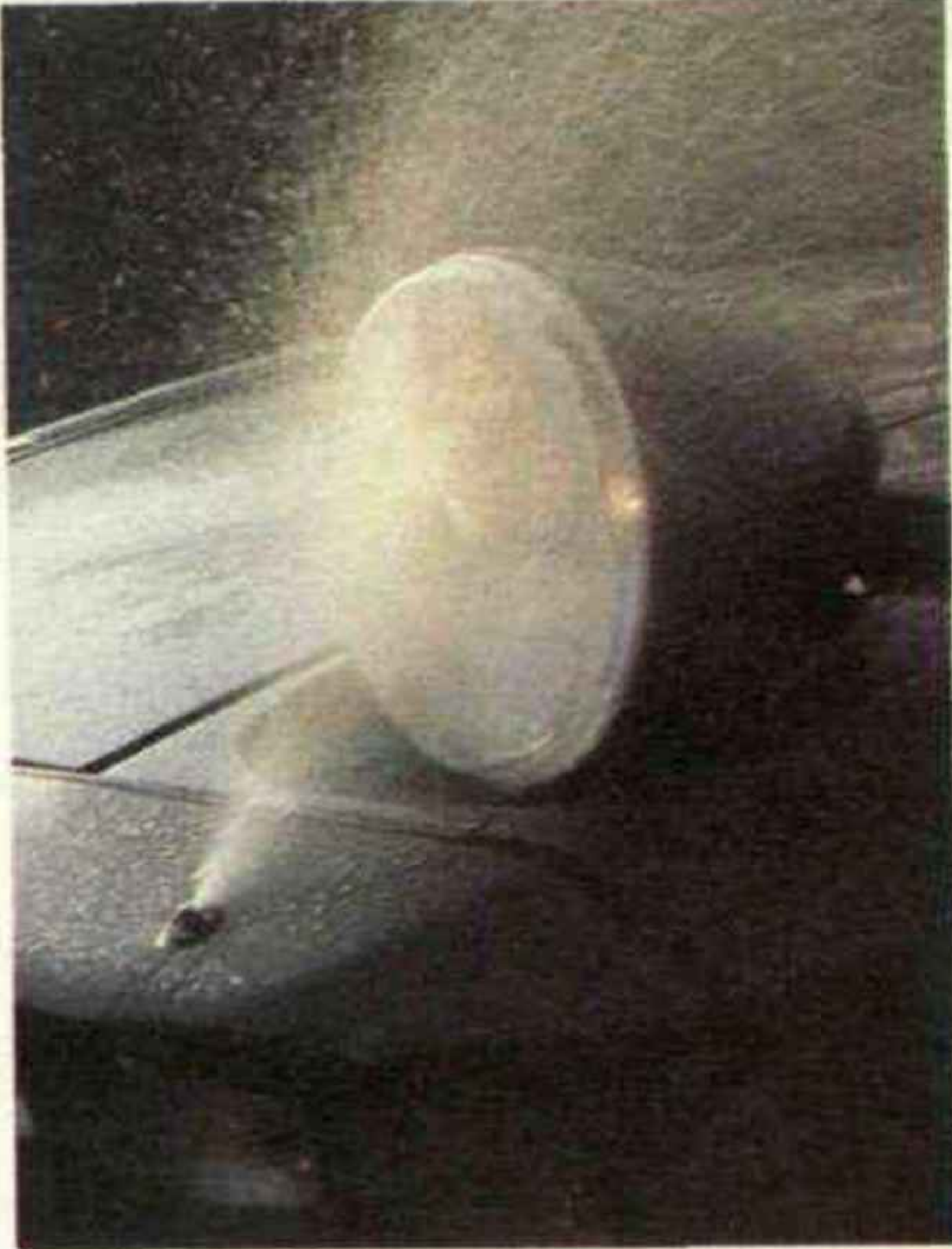
Yet the 928 is not intended as a replacement for the 911, which has a few years and probably a more direct substitute ahead of it. Porsche themselves describe this V8, 2+2 coupe as three cars in one: "a thoroughbred high-performance sports car, a luxurious coupe, distinguished by its outstanding comfort and refinement, and yet a versatile, economical vehicle designed to provide virtually maintenance-free operation over a long period". On price it fits between the 911 SC (£16,300 in Sports trim) and the 3.3 Turbo, now a hefty £26,250 and reputedly fetching up to £32,000 from those with pockets deep enough to circumvent the two-year waiting list. The waiting list for the 928 is already approaching two years, by the way, and I know of one that has changed hands for £27,000.

Rear engines were out so far as the long-term future was concerned, Porsche decided, and mid-engines posed too many accommodation problems. Their answer was to give the 928 a practical front engine and rear wheel drive layout, but to regularise weight distribution by mounting the engine behind the front axle line and putting the gearbox in unit with the rear axle, joined to the engine by a torque tube. That decision was made before the 924 project began at the behest of VW-Audi. Excepting layout, the 928 shares nothing, not even a body panel, with the 924.

The power house which shifts this 28½ cwt. curvaceous missile so efficiently is a water-cooled, all aluminium, 90 degree V8 of 4,474 c.c. capacity and prominently oversquare bore and stroke dimensions of 95 mm. x 78.9 mm., within which steel or chromium-coated aluminium pistons (varying with supplier) bear directly upon unlined, aluminium bores.

Toothed belts drive a single overhead camshaft per bank, with hydraulic tappets for ease of maintenance. Bosch K-Jetronic fuel injection is fitted, as is electronic ignition. By Porsche standards this wet-sump engine is lightly tuned, to produce 240 b.h.p. at 5,500 r.p.m. (their 3.3-litre Turbo gives a grand 300 b.h.p.), only 15 b.h.p. more than the 450 series Mercedes engine. What they were after was flexibility, ensured by a gentle torque curve which peaks on 257 lb. ft. at 3,600 r.p.m.

The result is an engine which does not sing more happily the higher the revs., like a Porsche flat-six or any Ferrari engine. It does not run out of breath at the top end, but doesn't give any



PADDED LUXURY. - The beautifully-finished interior has excellent ergonomics. The main switches are grouped to the left and right of the binnacle or on the column. High pressure wash, above.

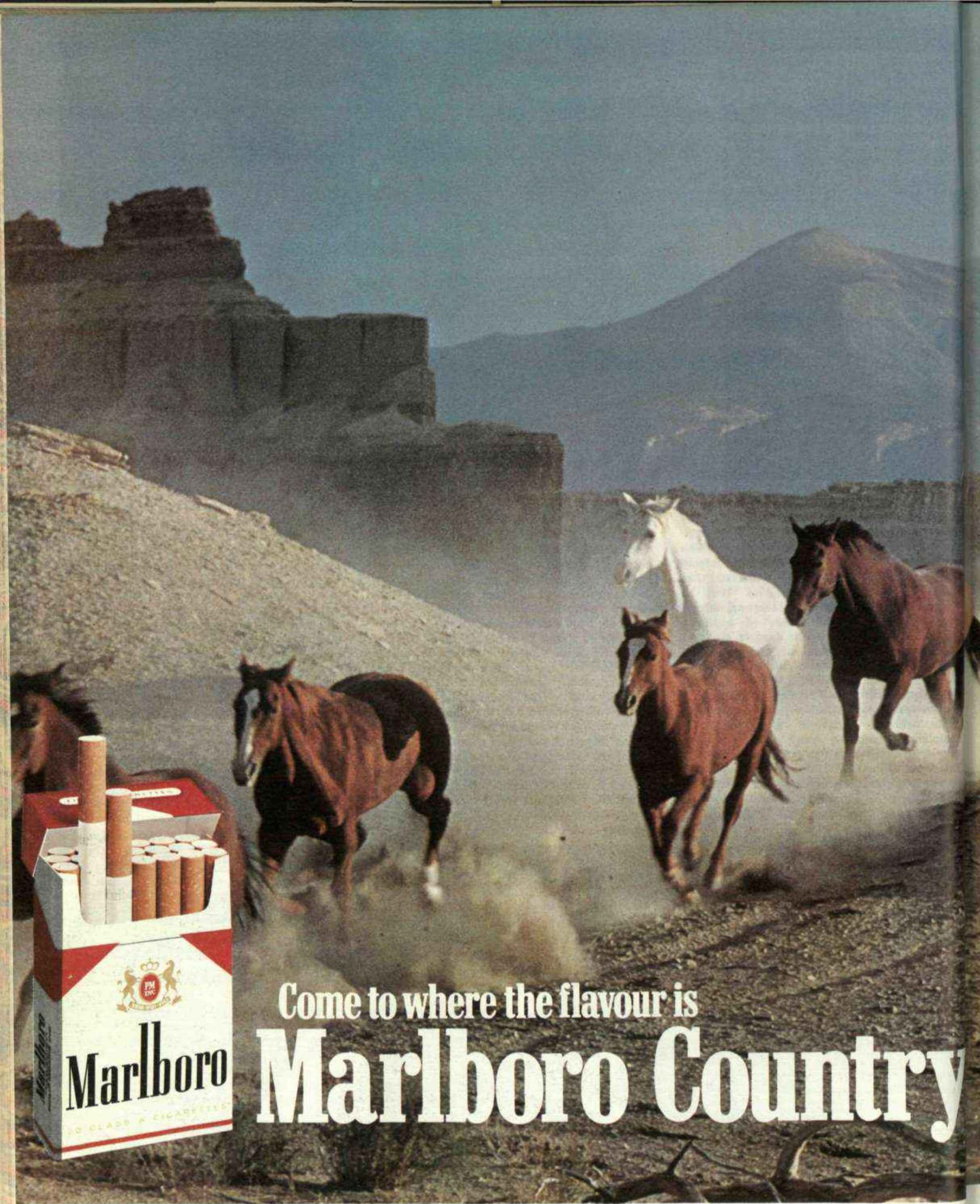
encouragement to hang on to the revs. With all that torque there is simply no need to use all the available 6,000 r.p.m. and on neither manual nor automatic cars did I bother to test whether the 6,300 r.p.m. ignition cut-out was operative. The five speeds of the manual box are largely unnecessary. D.S.J. was moved to comment that three speeds would be adequate. Had he "hammered" the 928 across the twisting, narrow and slippery moorland roads of northern England and Scotland in the dead of night he would probably have added an extra gear to his choice for the sake of engine braking, car control and ensuing peace of mind. I would have been very happy with a good four-speed gearbox. If the five-speed gearbox had been pleasant to use I doubt whether either of us would have complained about too many gears, we would simply have missed a few more out across the gate when being lazy. Unfortunately it is not a particularly pleasant gearbox, which makes a bit of a nonsense of Porsche's comment to me last

year, while agreeing that five gears were unnecessary, that "we consider a keen driver would want them to improve his enjoyment". The gate is quite wide and places first gear on a dog-leg down to the left, opposite reverse. A detent spring must be overcome to engage either of them, but there is only gentle spring bias into the central second to third gear plane. This notchy gearchange needs thinking about, especially from fourth to third: it is not a "joy" stick like on a Dino or even my Alfa Spider, nor so positive as the similarly gated ZF box on the Aston Martin Vantage. Each gearchange needs thinking about instead of being executed automatically, so the tendency is to rely on torque rather than b.h.p. to avoid moving the lever, which is a bit too far back and too high for shorter drivers. A twin-plate clutch at the engine end of the drive train copes stalwartly with the torque, though with an occasional judder on take-up from rest. It needs to be fully depressed to the end of its long travel. Spring assistance

ensures that it is not too heavy. Although the 928 may not be in the same league on performance as some "supercars" and won't excite the adrenalin in a straight line as much as a Vantage or a Turbo, it remains a very high speed performer. The manual car will reach 60 m.p.h. from rest in just over 7 sec. and 100 m.p.h. comes up in around 18 sec. There is enough power to set the rear tyres smoking in 1st, 2nd and 3rd if a full power take off is attempted on a slightly greasy surface, pound notes curling up in the blue haze from each rear 225/50 VR 16 Pirelli P7; at £180 each, such lead-footed behaviour mustn't become a habit... Speeds in the gears at 6,000 r.p.m. are approximately 45 m.p.h., 65 m.p.h., 90 m.p.h. and 120 m.p.h. One hundred and twenty m.p.h. is an easy cruising speed and the test car happily swung the needle of its electronic speedometer to 142 m.p.h. Porsche claim 143 m.p.h. for the manual car and 140 m.p.h. for the automatic. As

SYMMETRY IN ALUMINIUM. - The 240 b.h.p., 4.5-litre V8 sits right back behind the axle line. Oil is replenished through the filter bowl beneath the difficult to release yellow knob. This Porsche is nominally a four-seater.

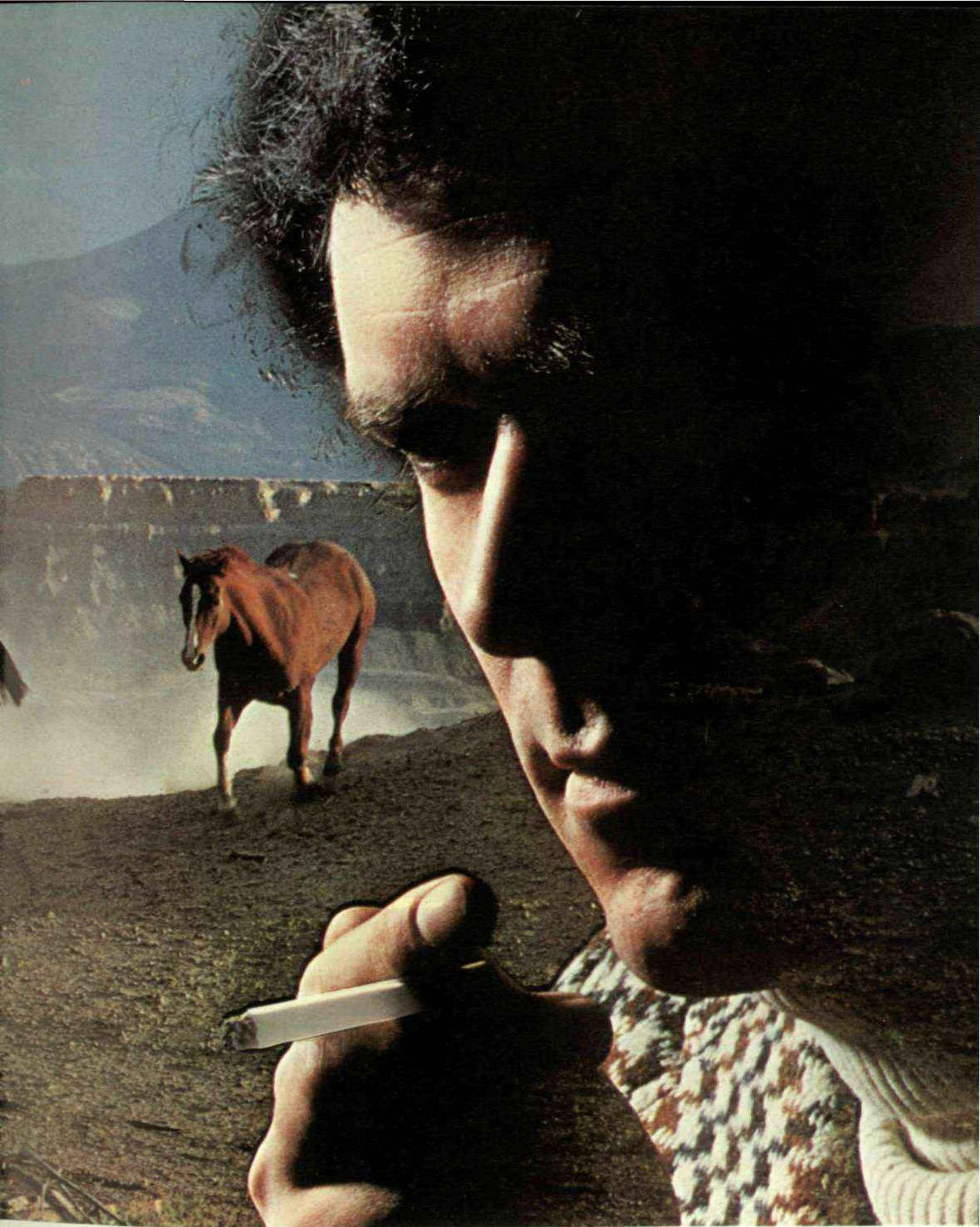




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RAC RALLY



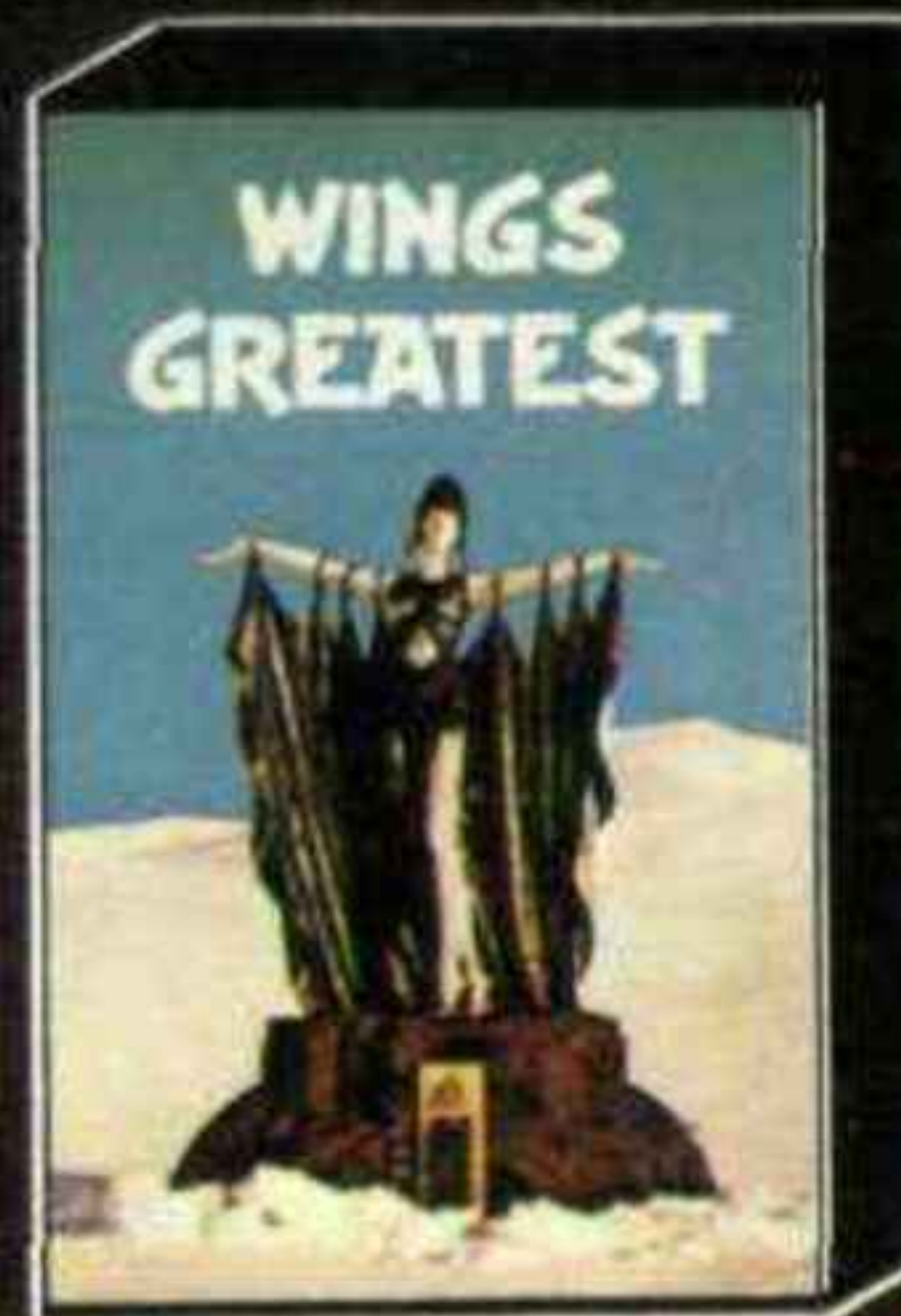
1. All three DTV Chevettes retired in Kielder Forest, Sclater's with a mysterious electrical failure.
2. As polished as ever, 1977 winner Waldegård finished a good second, but his Escort needed three gearbox changes.
3. Pond's works Triumph TR7 V8 went extremely well to finish fourth despite a broken caliper, radiator and a head gasket.
4. Brookes, best placed British driver at third, was without brakes in Kielder after hydraulic pipe fractures.
5. Röhrl, Fiat's German driver, finished 6th after a fuel blockage. To improve traction, his co-driver sat in the back!
6. An incredibly good performance was turned in by young Henri Toivonen (son of Pauli) who was ninth in a Chrysler Sunbeam.
7. Of two Stratos only Alén's made an impression. He led for much of the way until his gearbox broke.
8. Two Saab Turbos never really got to grips with the event, both Eklund and Blomqvist retiring in Yorkshire with broken drive shafts.
9. With an amazing list of Gp. 1 category wins behind him, Culcheth went on to score another in his Opel Kadett, finishing 14th overall.



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The 928's appearance is striking from any angle. The nose and tail are shock-absorbent polyurethane. Boot space is limited without folding the seats. The comprehensive tool kit in the luggage bay rear panel contains a screw-in towing eye. Note the engagement for the wiper drive on the rear ledge.

PORSCHE 928 - continued from page 59

D.S.J. remarked, it has enough "get up and go" in fifth at 100 m.p.h. to put it into his short list of fast cars. That long-legged fourth was a very useful gear in RAC country.

Porsche's no-extra-cost alternative to the largely unnecessary five-speed gearbox is an adaptation of the excellent Mercedes-Benz three-speed automatic. As anticipated, this proved to suit the smooth V8 magnificently, giving the 928 a much more refined character. Not much performance is lost through the torque converter - between a second and two seconds between the standing start increments right through the scale and a couple of miles per hour at the top end and there is rarely any need to use the manual hold. Full throttle change up points launch the car up to 60 m.p.h. and nearly 105 m.p.h. in the two lower gears and full kick-down - which needs heavy throttle pressure and is prone to lethargy - will bring in second at anything up to about 80 m.p.h. Unlike Jaguar with the V12, Porsche are happy to let their V8 kick-down into first on full throttle. The gearbox ratios and settings are ideally suited to the engine, up and down changes are hardly



perceptible and this is not one of those automatics which waltzes up and down through its ratios unnecessarily. The T-handle selector is positive to use and has a thumb-button in its end to be depressed for engagement of reverse or park, but there is no stop to prevent the lever being pushed inadvertently from second through drive into neutral, a hazard which is usually encountered on full throttle. D.S.J. and I use left-foot braking on automatics and were disappointed to find the 928's broad brake pedal too offset to the right to use this action comfortably.

The 928 looks a huge, wide car on first approach, but gives little of this feeling when driving it under most road conditions. The sides bulge beyond the window line and out of the driver's vision, but the two door mirrors, each individually adjustable from the driver's door and heated via the two-stage heated rear window switch, protrude beyond the body line to help judgment. The secret of shrinking a car which measures over six feet wide is precision of handling and this, together with roadholding, is really what the 928 is all about as much as performance, price and prestige. Its wide-tracked suspension uses cast aluminium wishbones, an anti-roll bar and coil spring damper units at the front and Weissach's own very special rear axle design. This coil sprung independent rear end has transverse upper links, semi-trailing bottom arms effectively forming wide-based wishbones and an anti-roll bar; its geometry is designed to prevent normal rear wheel steering tendencies caused by toe-out under cornering forces. The crowning glories of this suspension package are those massive, low profile, Pirelli P7s on space-age style 7J alloy wheels.

Attention to weight distribution, even to the extent of mounting the battery on the rear of the transaxle, makes the 928 an inherently well-balanced car. The grip of those broad P7s in the dry is phenomenal and few drivers are likely to find their limits. The natural tendency is towards understeer as speed rises; pushed to its limits on a fast corner all four wheels drift gently. Lifting off the throttle tucks the nose in. It takes a violent throttle application to kick the tail out on a tighter bend and response to correction is instantaneous. One of the 928's finest points is its ZF variable ratio, power-assisted rack and pinion steering, which simply does not feel like power steering, being superbly weighted and nicely geared at just over three turns lock to lock for a remarkably tight turning circle. Its response, particularly on turn-in, via those low profile Pirellis is excellent. Wet weather grip and behaviour is good, though a great deal of respect is required. Better weight distribution and negative scrub front geometry make the 928 far less susceptible to aquaplaning than the 911 series, over which it also has the superiority of good stability in cross-winds.

But the story of the 928's chassis behaviour is not one of total perfection. For a start it is noticeably subject to surface camber changes and alternating rough tarmac; power steering or not, conscious effort is needed to hold it in a straight line and out of the gutter in such conditions. With hundreds of miles of such roads to contend with during the RAC Rally, I frequently had to slow down just to relax tiring arms and shoulders. The reason for these reactions seems to be one of geometry more than the influence of ultra wide tyres. Likewise heavy braking on an uneven surface can provoke quite a bit of twitching from the nose end. Straight line running at three figure speeds is not as good as it

Continued on page 32



RIDING WITH REGIE

A Ride to Remember in Renault's Yellow 2-seater Turbo

THREE DAYS spent in the cold but sunny South of France tend to be more memorable than the same period in the damp of an English winter. When those three days also contain the chance to drive, examine or ride in the results of a giant mass-manufacturer's involvement in motorsport, then the occasion becomes worthy of less than casual recall.

Renault were staging their annual motorsport press conference at the Paul Ricard circuit, and when Renault hold such occasions they display a sense of style and showmanship that can be quite beguiling... especially when they spend part of their conference going through all the mechanical faults discovered in their Formula One and Le Mans products, and how these problems were tackled. Most manufacturers would be happier to tell you nothing went wrong!

The main story was that of Rene Arnoux taking the second Formula One seat, an announcement that was greeted with spontaneous and hearty applause after two hours' restive listening to everything else Renault had to say.

La Regie's sporting involvement in 1979 stretches from Renault 4 autocross type machinery to the ubiquitous R5 one-marque racing (which takes in most European countries, including Britain); Renault-Elf-Winfield single-seater driving schools at Ricard and Magny Cours; Formula Renault, and a possible Formula

Three Renault France Challenge.

Above these promotional formulae, which depend on either all-Renault basis or Renault engines, the company place their participation in the European Formula Three series, the World Rally Championship and, at the pinnacle, a two-car Formula One effort by Messieurs Jean-Pierre Jabouille and Arnoux. When you think that just a straightforward British kit-car F1 team talk about one million pound per annum budgets to be competitive, the size of Renault's involvement as a manufacturer can be truly judged. Small wonder that they will not be returning to Le Mans in the foreseeable future: their turbocharged V6 engines will not be used at the Sarthe circuit next year by the Cluxton Mirage team either, so the Cosworth DFV has the chance of adding Le Mans to its increasing string of worldwide achievements.

Renault's rallying involvement includes two fuel-injected R5 models for Jean Ragnotti and Guy Frequelin (who were second and third overall on last year's snow-stricken Monte) with an exciting long-term development of a mid-engine, 1.4-litre, Renault R5-turbo! This car is not a joke and we were able to examine one of two prototypes and see it running at quite a convincing impersonation of its claimed 260 b.h.p. The idea is that a production version may materialise and Renault attack the World Rally title again, but *after* success has/has not been

achieved in Formula One. The same comment came from competitions director Gerard Larrousse regarding the possible inclusion of an assault on the Indianapolis 500 by Renault. "Of course the 500 is interesting to us with a turbocharged car, but these things must wait behind Formula One: that is the priority, and to have success we must all work for this goal."

High point

Although what Renault had to say was interesting, if a trifle prolonged before getting to the point, and though I always enjoy the chance of driving (the school cars were the scruffiest I have seen, but then so was the journalistic standard of driving, so perhaps justice was done!) there is only one really outstanding memory. That is of Didier Pironi grinning amiably as he precisely corrected a pronounced tail slide in the open Le Mans "hare" sports car in fourth gear as part of his truly fabulous demonstration performance for journalists. Providing the opportunity to sit alongside Pironi was an inspired piece of Public Relations work. Though the driver may have been bored to tears, most of the press men were sufficiently excited to exit the car with knees still trembling, voices too loud and tears of relieved laughter beginning to seep downwards over cold cheeks.

I can say that the chance to ride in a turbocharged two-seater open car with a top GP driver demonstrating what skid control really means was an education. While you cannot share the performance of a Formula One car, this 500 b.h.p. plus machine does provide a closer idea of what can be achieved today.

There was the choice of two sports cars. You could either take the car that actually won, a conventional A442 driven by co-winner Jean-Pierre Jaussaud (now out in the cold so far as Renault's future competition plans are concerned), or opt for the A443 which set the pace for most of the race, driven by Pironi on this occasion. In the race Pironi/Jaussaud shared the winning A442, Jabouille/Depailler the A443.

I chose the second car because Pironi's objective seemed to be simply to get each ride over with as swiftly as possible, starting with a rally style assault on the little hump-back bridge from pits to main track straight!

Also on the side of the A443 was the fact that it retained the 2.1-litre engine instead of the 2-litre normally used. This allows up to 540 b.h.p. at 0.95 bar boost and, since the two cars weigh the same (715 kg/1,573 lb.), I thought the acceleration would be keener in the winning car. In fact, turbocharged acceleration is so smooth that it is only the fact that the 14" wide rear wheels and plump Michelins are slithering and scrabbling for grip whenever hard acceleration is used in first, second and third that emphasises, together with the fact that someone has mounted the next corner on a giant catapult and projected it toward *you*, that these cars give the word "acceleration" a new personal meaning.

The A443 was the culmination of a series of Renault Alpine sports/racing cars: now that their only destination is the company museum in the Champs Elysees, or equivalent, a resume seems worthwhile.

The Renault Alpine A440 made its race debut at Magny Cours on May 1st, 1973. The overall shape was not that dissimilar to today's cars, though the subsequent Le Mans bodywork naturally featured much longer tails and the general trend has been toward a lower bodyline with side-skirts appearing in 1978. The general mechanical concept was similar with a V6 motor of 2-litres mounted in the mid-position behind an

open cockpit, but the motor was not turbocharged originally. The glassfibre panels enveloped a monocoque chassis, the whole conforming to Group 6, the World Championship of Makes at the time.

The A440 weighed just 575 kg (1,265 lb.) and the 1,997 c.c. V6 provided a claimed 285 b.h.p. at 9,800 r.p.m. The return of Renault to sports car racing took an added fillip from a victory at Croix en Ternois. In 1974 the model became the A441 or 441C and contested the European Sports Car Trophy for 2-litres with Renault's Alain Serpaggi emerging as the title holder. In seven qualifying races the car took seven steamroller wins against mainly British opposition with derivatives of the Cosworth 16-valve four-cylinder motor. Overall weight had grown by just 10 lb., a Hewland FG400 gearbox replaced the same firm's FT200, and the engine acted as a semi-stressed member of the chassis.

In 1975 the A442 V6-turbo arrived to contest the World Sports Car Championship, but had a disastrous season, just a win at Mugello and two top-three placings to encourage them into 1976. The weight of the turbo model was 685 kg (1,507 lb.), but the 2-litre capacity now brought a claimed 500 b.h.p. from the four-valve-per-cylinder, 90-degree vee-motor. An engine which also features double overhead camshafts to each bank of cylinders (driven by toothed belts, unusually in a full-blooded competition design) and a cast iron cylinder block underneath the aluminium heads.

For 1976 the A442 began the hunt for a Le Mans victory, as well as surviving as a programme after that incredible first-corner Nurburgring accident when two A442s collided! The long-tail shape for Le Mans arrived: underneath the cars continued to be sturdily constructed along fatter single-seater racing lines, though the side-radiator design had outboard rear disc brakes - cross-drilled as well as radially ventilated along the same principles as those at the front. Compared with the 1975 design, the aerofoil was smaller and the back wheel rim width up: 15" wide by 13" diameter. For Le Mans itself the rim width went down to 14", but the diameter was increased to 15". Weight in Le Mans trim was put at 715 kg (1,573 lb.), or 33 lb. less for World Championship rounds. Part of this can be attributed to the larger fuel capacity used at Le Mans, 160 litres instead of 120 litres.

The A442 served as the basis of Renault's assaults on Le Mans from 1976-78. There were three on hand this year, and it was fitting that one should achieve victory. Renault finally beat Porsche in a 24-hour event during which they were not headed by any other marque.

The car that made that start-to-finish monopoly possible was the A443. Announced 15 days before the race after hurried testing on the Michelin track and for straight-line speed at an airfield site, the A443 shared the mechanical layout we have discussed, but offered three incentives to very high speed on the long fast sections at Le Mans: revised, and even longer, body; a cockpit bubble (deleted for the race); and a 2.1-litre version of the V6.

The engine was stretched by incorporating an extra 3 mm. in the stroke leaving the 2,140 c.c. motor a bore and stroke of 89 x 57.3 mm. In racing trim the bigger engine is said to allow an extra 40 b.h.p. over that of the 500 b.h.p. 2-litre. As before the Garrett AiResearch turbine unit is mounted above the transmission in the tail of the car, pipework stretching thence up to the bottom of an air to air intercooler, which is installed behind the cockpit bulkhead. The cooled air is then delivered to the top of the intercooler and



Opposite page, the Renault "squadron" headed by the turbocharged F1 car. To its right is the prototype Le Mans A443 sports racer, also shown above with its moulded Perspex bubble cowling. Alain Prost's Martini-Renault F3 is to the left of the turbo car. The rest of the display shows the range from Formule Renault, Renault 5s for racing and rallying, to a humble autocross Renault 4. Left, the intrepid J.W. strapped in alongside Pironi for his exciting ride in the A443. Below, left, Arnoux being strapped in for his introduction to the turbocharged F1 car.

released via two shorter tubes to be conducted into either bank of the Kugelfischer injection system.

The straight-line speed of the Renaults was distinctly higher than that of the Porsches at Le Mans in 1978. In practice Stommelen did manage to urge a twin-turbo 935 to 227 m.p.h., but in the race the Renaults, the winning car at least, were regularly the right side of 220 m.p.h. In practice Renault tried the A443 with the bubble of clear plastic over the cockpit, and without: the claustrophobic top provided a speed of 227.9 m.p.h. Taking the bubble away lowered the maximum speed to 215.5 m.p.h., but the lap time was raised by less than a second, so drivers Jabouille and Depailler were allowed their way and it was removed. However, the winning car was equipped with the clear canopy and surrounding bodywork, and that accounts for its regular clearing of the 220 m.p.h. hurdle in the race. Our demonstration was without the canopy on the A443 for obvious accessibility reasons.

One of the achievements of the A443 was to travel fast enough to break the opposition. Before its official retirements at exactly three-quarters distance, the 2.1-litre had set a new official lap record in Jabouille's hands of 3 min. 34.2 sec. (142.32 m.p.h. average).

Lowering myself into the cockpit of the A443 beside Pironi I did wonder if I had made the sensible decision, but I was at least prepared for the fact that the ride started the second the belts were clinched on my side and would go on in full-blooded style until the entry of the pits, three laps later. A shorter circuit layout than for the GP was in use, but this still allowed a reasonable

straight to be used, approximating to that of Silverstone Club because of the slow speed approach through a righthander.

With my feet curled up in what felt like a very exposed position in the extremities of the front bodywork and well away from the maestro's *pieds*, I felt the start rather than looked. There was quite a sharp belt in the back and we flew up and over the hump with a gusto that was matched by the thump on swooping down the other side. Ricard as a course lacks any further opportunities for crests and dips, but Pironi made sure that all of us got a good look at the kerbs, for all but a couple of corners face the passenger to the outside as the driver keeps turning right.

The first sheer shock of all that cold air pouring in at increasing speed, and the enormous loads your hands must take in cornering to prevent you falling over the driver, disappears with a determination to see what this man is doing that makes him different from us. The first point is that the car asks for a special technique with plenty of turbo applied in mid-corner to make sure the boost needle is quivering on maximum as the car hits the straight.

With so many miles behind him at this circuit and at Le Mans in such cars, Pironi drives with deliberation through the gears, changing quite slowly, but the steering and throttle movements are another story. The sheer amount of opposite lock applied amazed me, the feeling through the aforementioned lefthander (at some 130 m.p.h. or so at a guess) was of a top class Finn at the wheel, for the chassis just keeps sliding, the driver's deft hands pointing the steering one way while the whole car drifts through a lazy arc at increasingly larger slip angles as Pironi firmly demands more than the chassis has to give.

The braking seems natural, but this is because of our *pilote's* prowess; he just knocks the speed off in smooth bursts of the pedal on the sunlit but greasy track. The braking power is terrific, but no drama is passed to the passenger, who waits enthralled for the oversteer exit and subsequent rush along the straights. The most I saw the car reach on the main straight was 8,600 r.p.m. in top (10,000 r.p.m. in the gears): this was reached in my personal braking area for a Renault-engined F3 car subsequently driven. The confidence inspired by such a driver left me wishing we could break 200 m.p.h. together at Le Mans, for it is an experience otherwise unlikely to come my way! - J.W.

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



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

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

This does wonders for team morale.

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

Bacardi rum.



The one from the sun.

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 World Championship Points System

Sir,
Your page of "Winners" in your December issue raises again the annual discussion as to whether the present World Championship points system really does produce a worthy Champion or whether it is rather a reward for hard work and persistence. Fortunately 1978 has been one of the satisfactory years in which one man has clearly overshadowed all others and would have won under any points system, except perhaps what we might call the "Niki Lauda" systems under which nine points are awarded for 2nd place and only one point for first. I note with interest that it is proposed that a "new" system should be introduced for 1979 in which only a driver's best eight results out of 16, the best four in each half of the season, will count towards his final total. This, we are told, is to put more emphasis on winning and because the present system does not keep the result of the Championship undecided until the end of the season. It is ironic that the points system used from 1950 until 1966, in which slightly more than half the races were counted and which bears a remarkable resemblance to the "new" system, was largely dropped for the same reason, that it produced a Champion too early in the year. This was particularly exaggerated in 1965 when Jim Clark won six of the first seven Grands Prix, he missed Monaco to win Indianapolis, and had settled the title by the first week in August. The problem with any attempt to prolong the excitement of the Championship is that, in a season where one car/driver combination is obviously superior to the rest, only the most artificial system can achieve this aim. There was once even a suggestion of double points for the last round as in Club Championships.

Like yourselves, however, I have always felt that the best way of selecting a World Champion is to have no points at all, but to award the title to the driver who wins most races, lower places being used as a tie-breaker. It is interesting to look back over the years in which the Championship has been contested and check the actual differences the "Winners" system would have made to the destiny of the title. By my calculations, there are four years in which a different Champion would have been crowned: 1958 (Moss instead of Hawthorn), 1964 (Clark instead of Surtees), 1967 (Clark again, instead of Hulme) and 1977 (Andretti instead of Lauda). The effect of these changes is that the late Jim Clark would have won four Championships instead of two, surely a more genuine indication of his standing as a driver, and poor Stirling Moss would have won at least one instead of his totally unrepresentative none (although I was a great supporter of the "Farnham Flyer" the accolade of being the first British World Champion should, in all justice, have been bestowed upon Moss). Fangio would still have won five titles and Jackie Stewart his three.

Put simply, the "Winners" system tends to favour those drivers (Fangio, Moss, Clark, Stewart) whom most people would regard as the best of their respective eras, a strong argument, surely, for its adoption. I will refrain from commenting on the Andretti/Lauda issue until history has had more time to put it into perspective, except to point out, in defence of the Austrian, that when he first appeared in Formula One he tried to win every race, until his crafty

mind worked out how best to beat the system.

Surprisingly, the use of the "Winners" system in the Constructors' Championship would have made less difference in the past, there being only one year in which it would have altered the outcome, 1977, when the title would have gone to Lotus-Cosworth rather than Ferrari.

Reading

A. S. MAPSTONE

Lancia Gamma Coupe - Seat Belts

Sir,

In last month's issue of MOTOR SPORT you published a road test of a Lancia Gamma Coupe in which you voiced criticism of the Klippan seat belts. Since the time that you drove the test car during the summer, we have stopped using Klippan belts for this model and are now fitting Britax inertia reel seat belts as standard equipment.

The Britax belts completely eliminate the shortcomings you experienced and Lancia dealers are authorised to replace the original belts with Britax ones if owners are finding the Klippan ones difficult to operate.

Alperton, Middx.

ANDREW ANDERSZ

Press Officer,
Lancia (England) Ltd.

Exciting RAC Rally

Sir,

The exciting atmosphere of fast racing machines screaming through a cold forest, on a dark wintry night. Noise, steam, glaring lights and flying gravel. All this was part and parcel of the 1978 Lombard RAC Rally, or at least my impression of it at Special Stage 29 in Hamsterley Forest (MR 92/091305). The first car was due to arrive at 23.20 on Monday night but actually passed through some time after midnight. The driving here was fast and competitive right through the field. Amidst all the powers of organisation and outside pressures, I feel that the motoring enthusiast should be thankful that such a spectacular event as this is still run at all.

I arrived at the stage in good time, about two hours before the first car was due. The organisation with respect to car parking was excellent, keeping order in a potentially chaotic situation. Officials directed cars into readily accessible ranks. Nevertheless, it proved wise to arrive early for a number of reasons. Firstly, only a short time after arrival, the sole feeder road to the spectator car-parking areas I could see in the distance to be a long and winding chain of queuing motorists. The second most important reason for arriving early was that officials in the car-parking areas seemed to be in some doubt as to where the special stage actually was. I suggest that this was through no fault of their own, and I certainly did not envy them their tiring and thankless task. However, I do think that through some level of communication the officials ought really to have been told exactly where the stage ran so that they could impart this information to spectators, who all paid £1 to enter the forest on that night. Quite rightly, the money raised from this all went to charity.

Fortunately, after walking some distance in several directions I did come across the stage, quite by accident. Having allowed myself plenty of time, and with reference to a map, I was able to find an excellent viewpoint near a ford. This

allowed such close and safe spectating that I frequently got wet as the quicker cars went through. Moving on later to the flying-finish of the stage permitted an insight into the timing techniques and administration involved at a time-control in International Rallying, and again the effort and spirit here of the local Durham Auto Club were nothing but the best.

On my way out of the forest I came across several people who had not been so lucky as myself and, being unsure of the stage location, had missed many of the early cars despite arriving with time in hand. In order to avoid queues and even to find the stage at all, to any one going to spectate at a special stage at midnight next year, my advice is - "get there early - it pays!"

Durham

ROBIN GATES

(Perhaps access footpaths from the car parks to the stage route should have been signposted, as they were in other forests, but we are glad this omission didn't mar Mr. Gates' enjoyment of this great motor sporting event, nor that of millions like him. - G.P.)

A Case for Convertibles

Sir,

In the last few years convertible four-seaters have all but vanished from the production lines and now sports cars are following the trend with the TR7 and XJ-S. To my mind a closed sports car misses out on one of the pleasures of driving - being in the fresh air on a warm sunny day or even a cold dull day. We spend enough of our time cooped up inside at work and at home and often yearn to be outside for recreation.

The Triumph Stag concept is ideal and yet even that has stopped production. Certainly the engine is suspect (mine is in pieces at the moment) but the Rover V8 would sort that out. The Stag has four seats, reasonable performance and economy and is a real pleasure to drive especially roof down. There is a hard-top for the winter and the hood lifts in seconds over a roll-over bar to keep the American safety inspectors happy. If British Leyland found it too expensive why not build a cheaper less sophisticated model.

In pre-war days a large percentage of cars produced were convertible so what has changed? The weather is still the same. Perhaps the motoring public have become softer - I don't think so, judging by the increase in outdoor leisure activities. Or is it that the manufacturers have decided that the public do not want open cars, in the same way that brewers decided beer drinkers did not want real ale. Look how that has come back!

Beckenham

MAURICE R. CLARKE

Specials - where are they now?

Sir,

Whatever happened to the truly versatile "sports" car? All the development going into cars that can be used competitively seems concentrated on making them more specialist to one branch of the sport. We have seen saloon cars trailed to club driving test meetings. Soon we shall have treasure hunts delayed as competitors stop to change tyres for a different rubber mix, because it looks like rain! When we were all poorer - in the '40s and '50s - the clubman wanted his personal transport to be usable for everything from rallying or racing to mud trials. Vehicles he could buy reflected this - HRG, Allard, Turner and Fairthorpe to mention only a few. More interestingly, people devised their own versatile, sporting machinery. Some examples that come to mind are Ashley Cleave's Morris-based special (surely one of the most successful specials of all time), Arthur Mallock's Ford 10-engined Austin 7 (forerunner of U2), and Jack

French's Austin 7 "Simplicity". Many of the V8 trials specials did well in speed events, especially on the rougher West Country hills, like Trengwainton in its early days.

Which brings me to my second question - whatever happened to the hairy, old V8 trials specials of the early post-war period - such cars as the Hutchinson Special? I would like to rebuild one for road use and to do the MCC classic trials, but all enquiries and advertising have produced no leads (except for the exorbitantly-priced prototype Allard). Any car from this era built for road/trial/speed use would do - they were all large-engined or "blown" even if not of V8 origin. I just hope one is discovered before bureaucracy manages to stop the classic trials!

Finally, please could we have more articles on the interesting "specials" of the past. For those who tend to look down on the special-builder I suggest studying the specification of the pre-war Anderson with flat-12 engine, four-wheel drive and pneumatic suspension - well worth writing a book on, let alone an article!

Leighton Buzzard JOHN R. D. HESELTINE

Perrett v. McComb

Sir,

If Mr. Wilson McComb is such a stickler for accuracy, how come that he cannot even quote me correctly. I wrote "It was only in 1936 that the Queen Mary went into service". A very different thing to the launching; two years different in fact. As to the rest of his tirade I refer him to the words of Sam Clutton quoted by David Thirlby in the last lines of his letter in the same issue of MOTOR SPORT.

Gorran Haven JOHN B. PERRETT

Racing Cars on the Road

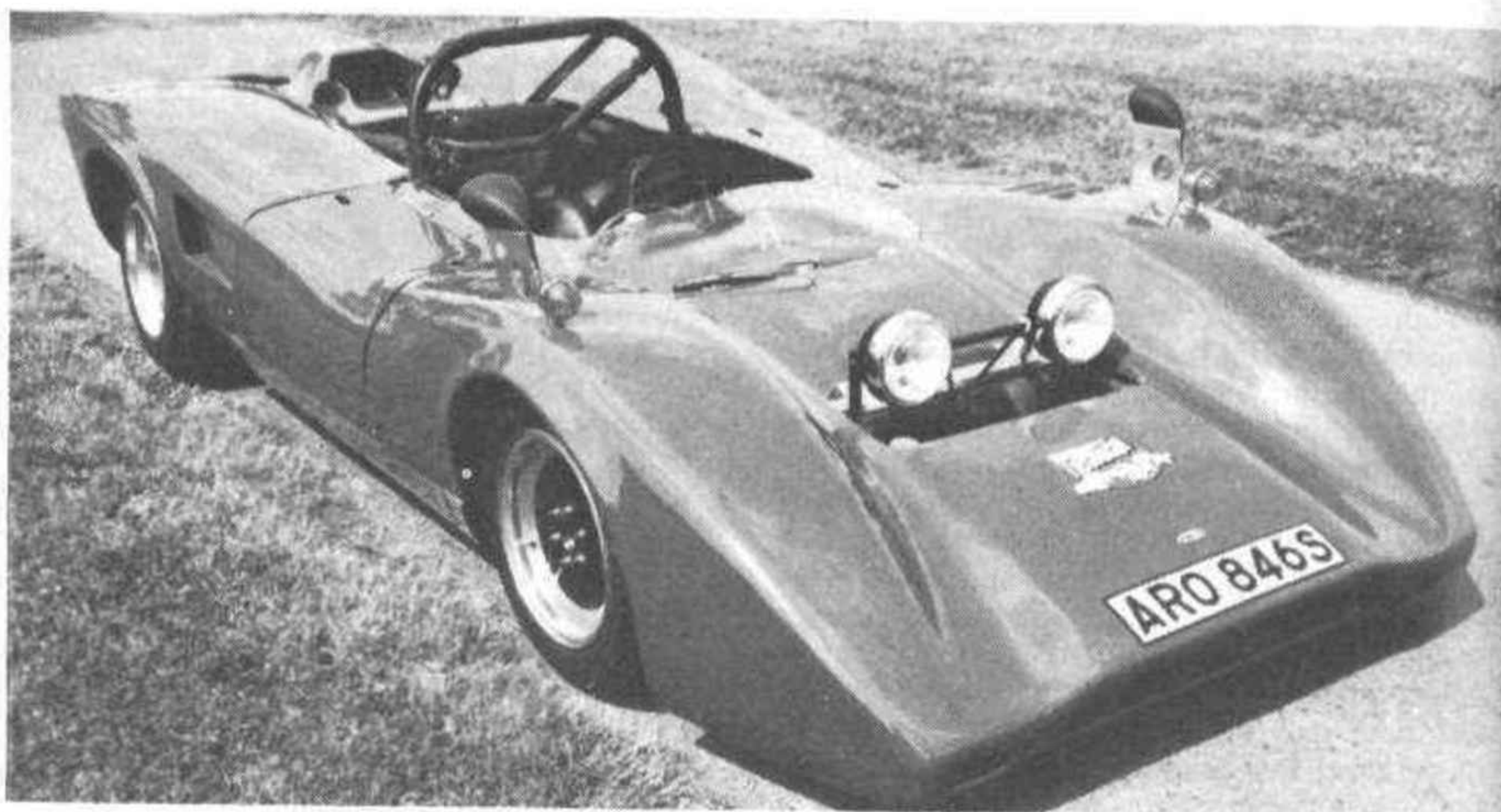
Sir,

I'm not sure exactly what point Barrie Crowe was trying to make in his letter that was published in MOTOR SPORT (December 1978) but I got the impression that he wasn't too favourably impressed with the preamble in one of my recent ads. concerning an outing that was made recently in one of my own cars.

This rather disappointed me, for I am a champion of the belief that "historic" or "classic" cars should be used and seen out and about, and the more esoteric the vehicle, the more many people seem to like it. The point about the Lola T160 that Mr. Crowe referred to (which incidentally is *totally* original save certain engine components, detuned for the sake of tractability) is that it is a 1968 Can-Am car - an out-and-out 220 m.p.h. racing machine, on which I have spent many hours and pounds converting for road use, without spoiling its racing potential. Why have I done this? Well for Fun, for what motoring should be about - at least in part - and helping to keep alive the great tradition of using racing cars on the road, for the enjoyment of oneself and other enthusiasts.

I am enclosing some photos of the Lola so that Mr. Crowe may get some idea of why I believe that the 50-mile maiden voyage undertaken without mishap in such a monstrous machine was an achievement I felt was worthy of a mention in my ad. Perhaps Mr. Crowe, or even C.R. who seems to be a great exponent of similar eccentricities as driving Lister-Jaguars etc. on the road, would care to sample the Lola's delights ...? (Yes please, but not in the rain! - C.R.)

Over the past few years I have undertaken such expeditions as driving a Jaguar XKSS to Dublin and back for the Phoenix Park Historic Races, a full-race HWM-Jaguar "D" type to Oulton Park, which was raced and driven home



Some road car! Rod Leach's Can Am Lola T160. A pity about the enforced lighting arrangements.

again, an ex-works Porsche 911 S/R across London at peak-hour to Brands Hatch - raced - and returned home, regular journeys to Silverstone for the weekend in a rain-sodden "C" type Jaguar, DB3S Aston Martin etc. For 1979, I should love to drive something similar to Le Mans, Nurburgring etc., *Pour encourager les autres!* And hopefully the Lola may appear at various events, too, further afield than 25 miles from home!

Long may Mr. Crowe's Lancia ferry him across European highways in the name of Cheap Motoring Sport and Pleasure whilst I and many others attempt to do likewise, until legislation finally drives us into our respective garages for the last blip of the throttle and burble of exhaust. May that day never come in my lifetime!

Hertford Heath RODNEY LEACH

Jaguar XJ-S Experience - Buy British?

Sir,

In 1969 I bought my first brand new Jaguar XJ6. It was in the garage more time than on the road - having been towed away five times for the following reasons. Hole in piston - distributor shaft sheared - oil pipe broke in sump - fan came off - steering pump seized. I complained unsuccessfully to Jaguars who hoped I would return to using their products in the future. However, I have had BMW cars, progressing through their range, for the past eight years. This June I decided I would buy an XJ-S because it appeared to offer value for money. I set out below a brief resume showing how wrong I was.

I purchased the car including two years Salescover for £14,700 on June 11th of this year. Paintwork was poor with spray on chrome trim (was told Jaguars spray final coat after final assembly!). Battery cover did not fit and carpet underlay was distorted. Second day air conditioning stopped. During first week new steering rack fitted, car boiled up, new temperature sensor fitted, dents in bonnet due to hose clips being incorrectly fitted. During July engine misfired, vibration throughout whole car, driver's door misaligned, air dam came off as bolt holes did not line up, air conditioning faulty again.

August. Clouds of smoke came out of rear of car at speed. Rubber came off passenger door, still vibrating, horn not working. Assumed car was OK to take on the Continent. After first hour in France smoke poured out the back at speed. Had to cruise all the way to South of France with cars of one-third capacity overtaking us. Knocking started underneath, and car was very unstable. Averaged 9 m.p.g.

Returned to England. Windscreen leaked, clock stopped, shock-absorbers replaced, oil underneath car. Electric window stuck. Split pipe found in auto-transmission, fault in reversing light. Asked Dutton-Forshaw (Medway) Ltd. to sell car - no response. Complained via Jaguar Drivers Club. September 22nd: letter from A. Whyte Production Manager saying that a service executive would expedite a solution. J. P. Soden, Senior Executive, rang to say they were sending a service engineer on September 28th. Waited in all day - no service engineer appeared. October 17th: Mr. J. Soden the Senior Executive wrote to say now that his engineer (the one who didn't arrive) had been, the garage had completed all the adjustments he recommended (without seeing the car!).

Car boiled up again, another sensor fitted, smoke from rear. New cassette player fitted and new clock. Asked garage to sell car again, still no response. Driver's window stuck again, car still vibrating.

Enough was enough, October 20th car traded for a Porsche. After losing £2,200 wrote to Jaguars on October 23rd asking for some compensation, asking for a reply by return. November 7th still no reply. Sent another letter requesting reply within seven days. November 15th received reply saying "sorry to learn of difficulties experienced with this car ... unable to compensate me".

I have learnt my lesson the hard way - if British Leyland produce cars with this low level of quality and reliability, I give little hope for the British Car Industry.

Tunstall, Kent R. F. ANDERSON

(A bad and hopefully isolated experience with a model which C. R. found both magnificent and reliable in a 2,435 mile high-speed dash round Europe in 1976. Do any XJ-S owning readers have happier tales to tell? - Ed.)

Beetle Mania

Sir,

With reference to the October 1978 issue and the report of the Rallye International des Voitures Anciennes, was the car in the background of the lower right picture included in the event or a class and were any results gained by it? If so it could confirm my belief that the car was a Volkswagen convertible or Karmann Cabriolet of pre-1952 (no quarter-lights in front doors).

The interest in older VWs is becoming more widespread, yet in a recent radio interview, the Editor of a notable specialist magazine stated that there are too many of the older cars to

warrant any attention from the readers of the said magazine. How many is too many? Below is a record of cars known to me through various clubs and magazines; these are cars in Britain, though only 100 or so pre-1953 cars attended a Fuldatal for the 2nd International meeting, of these only 19 were convertibles.

Number of cars before Aug. 5th 1955 chassis no. 1-1000000 (6 convertibles): -

1946	2	1951	7
1947	5	1952	14
1948	-	1953	21
1949	3	1954	35
1950	6	1955	34

Whilst not putting the "Beetle" in the Rolls-Royce class, there weren't any in the "For Sale" area in the October MOTOR SPORT, so if the other $\frac{1}{2}$ -million would like to join either the Split Window Section or the main club, the Secretary of The Volkswagen Owners' Club of Great Britain, Mr. G. Geldbert, 68, Benson Close, Luton, Beds., will welcome you to their club.

Newport, IOW DAVID N. BOON
(The car in question was a 1938 Audi 920 Cabriolet. - C.R.)

Re-registering of Old Cars

Sir,
I have read Dr. Shapland's letter on the re-registering of old cars - a subject on which I have corresponded with him earlier in the year.

As Clubs supporting the Historic Vehicle Clubs Joint Committee have already been advised, if an owner of a vehicle not previously registered in this country applies for registration, a mark will be allocated at the discretion of the DVLC. This has always been the position. With regard to Veteran and Vintage vehicles, the Department has in the past considered sympathetically requests for marks contemporaneous with the age of the vehicle.

Since I was last in touch with Dr. Shapland I have also had it confirmed to me that provided a vehicle has been fully restored and is in fact entitled to a "suitable" registration mark, then it will be registered under that mark without having to be licensed.

I would add that our Committee has been successful in assisting a number of people in obtaining suitable marks including a 1914 Triumph motorcycle and a vintage Bull-nosed Morris. In the latter case the Department went to some considerable lengths to find an appropriate number, there not being one available in the owner's taxation district.

Dr. Shapland refers quite correctly to the amateur status of our Committee, i.e. that we pursue our ends part time and not professionally. However I would like to add that the Committee is largely drawn from members of the professional and business community who spend not only much of their leisure time but also a great deal of their office time in endeavouring to help owners of historic vehicles, and will continue to do so as far as they can.

London, EC4 JAMES W. T. CROCKER,
Chairman, Historic Vehicle
Clubs Joint Committee

Wasted Champers

Sir,
I remember back in the mid-60s Graham Hill actually drinking the contents of a bottle of champagne he had just won in a Gold Cup. He then autographed the bottle and threw it to the crowd.

These days winners always seem to delight in spraying the spectators with the expensive liquid. It may not seem a waste to them, after all they have just won a handsome cash prize as well. Wouldn't it be so much better for them to

autograph the label and auction the unopened bottle to the highest bidder, with the money going to a charity such as the Gunnar Nilsson Cancer Treatment Campaign?

I feel sure that once one driver was seen to do this he would start a new and more beneficial trend.

Liverpool

ROBERT C. PAYNE

More About Auntie Rovers

Sir,

Over the past decade I have enjoyed over 100,000 miles of motoring in a dozen or so P4 Rovers and I would like to add some comments on these cars to those in December's MOTOR SPORT.

I first bought an "Auntie" Rover as a two-month stop-gap; having been misled by the model's image of middle-aged sluggishness I thought that would be as long as I could put up with it. I kept that car for two years and despite interludes since then with other cars I have always come back to the combination of durability, reliability, character and refinement I found in that first £25 Rover 90.

I have never paid a great deal for a P4 - never more than £250 though never less than £2.50 - and anyone prepared to do some work on the car can still easily find one in this price-bracket. Immaculate P4s are inevitably getting scarcer and one would be lucky to buy a car today for the £400 mentioned by Mr. McLellan. However, in my experience P4s which have been driven at high speeds over high mileages may, however tatty their bodywork, still provide satisfying reliable and fast transport.

As with any car of this age the odd freak failure does happen but I would dispute Mr. McLellan's statement that it is "anyone's guess" when a major failure may occur. I would also have thought that a £50 repair bill for such a failure could have been borne cheerfully in an age when this amount is frequently charged for a 6,000-mile service. My own P4s have never required any replacements of engine, gearbox or axle, and neither has any of them ever failed to complete a journey under its own power. In general the need to overhaul the engine (usually top end only) or gearbox (most frequently front layshaft bearing) is clear well in advance. These two jobs are likely to be required at 60-100,000 miles. It is important to keep exhaust valve clearances adequate for high-speed motoring as these valves will otherwise overheat and burn out: at about £8 each they are expensive but only short-lived by comparison with the engine itself, which in 7-bearing form seems good for 200,000 miles. Fuel consumption for most models is 18-24 m.p.g. in my experience, dependent on usage - an engine in perfect condition driven carefully can of course achieve more. I have always believed that the high oil consumption (250 m.p.p. is normal) is closely connected with the longevity of the engine.

The P4 is not, of course, perfect. The acceleration is not quick. There is considerable roll on corners and careful setting-up is required to overcome the initial understeer. The steering can be heavy for parking, while the smooth high-speed cruising is accompanied by wind roar over 60 m.p.h. Against this I think the record of my own 1960 Rover 100 demonstrates the car's virtues. At over 120,000 miles it still averages 20 m.p.g. and will put 70 comfortable miles into the hour for hours on end. The engine, valves excepted, is all original, as are the body panels. Apart from a clutch, 1st gear, a king-pin and suspension rubbers only routine replacements have been made. Overall running costs over 4½ years and 58,000 miles of my ownership but at

present fuel/oil/tax costs work out at under 6p per mile, built up as follows:

Petrol	4.0p
Road tax/insurance	0.7p
Tyres	0.5p
Repairs/servicing	0.4p
Total	5.6p

This does not include any garage labour as I service and repair the car myself. Most parts are as readily obtainable as those for any modern car provided one does not think only of one's local Leyland garage. Specialist factors and breakers' yards are invaluable. Owners joining one or other of the Rover clubs will find contacts who are able to help out in most cases of difficulty.

In this connection I should mention that I am Registrar for P4 and later models for the Rover Sports Register and will be glad to send details of the club to any enthusiast for these cars.

Ilford

ADRIAN J. MITCHELL

(Letters will be forwarded. -Ed.)

Buick Affairs

Sir,

As I have spent 50 years in the General Motors dealer organisation, the last 10 with Buick, I was very interested in "A Buick Conundrum" in the September issue.

I agree with you that the engine did originate in the UK, and I doubt if many people in the US ever heard of it. The one person who might know of it is Mr. Charles Chayne, former Chief Engineer for Buick, and later Vice President of GM in charge of engineering, and I have written to him asking if he did know of it. Mr. Chayne was in charge of the aluminium V8, which is now Rover's, and is quite an automobile enthusiast. He has owned a Buick Bug (an early race car), a 30/98 Vauxhall, and a Bugatti Royale, and assisted Briggs Cunningham in building Bu-Merc (Buick engine, Mercedes chassis), an early sports car winner before and right after WW II.

I do disagree with you about Buick at Indianapolis. A Buick won the first race at this track, a 100-mile event in 1909, and several Buick specials, both 6- and 8-cylinder, did run in the early '30s when many stock block engine cars were used in these depression years. Two that I remember were entered by the Butcher Bros. and Red Shafer. Other stock blocks that ran were Model A Duesenberg, Studebaker, Hudson, and Reo.

Perhaps the most unusual stock block was entered in the early 1950s, but failed to qualify. This was a GMC 270 cu. in. truck block of the type used in 6 x 6 army trucks during WW II. The heavy truck 4-ring pistons were replaced with lightweight 3-ring pistons, and a 12 port Wayne head (six intake ports on one side and six exhaust on the other) with three sidedraught carburettors. A race car, with a similar engine, won the last race in the old Cowell speedway (a $\frac{1}{2}$ -mile dirt) in Gardena, Calif. This track is now under the harbour freeway.

These GMC engines were installed in many Chevrolet passenger cars in the early '50s. Although the engine was 2" longer, the flywheel housing of the Chev was the same as GMC, and the radiator core, which was mounted behind the support, could be mounted ahead of it by cutting the lower baffle. As the rear motor mountings bolted to the flywheel housing, only a special plate for the front mounting was necessary. For best results, the rear axle ratio had to be changed from the 4.11 standard, to the 3.55 used with Powerglide automatic. This combination would easily outrun the very hot Olds 88 of the era. I know - I owned three 88s.

Thanks for an excellent publication.

Van Nuys, California

DOUG BELL

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FOR SALE

SCIMITAR GTE Automatic, 1975. P. sky blue, alloy wheels, electric windows, excellent condition, £3,000. Scampton (052271) 421. Ext. 429/430 (evenings). (23775)

BENTLEY, superb H. J. Mulliner 1952. Big bore, twin tail pipe sports saloon, overhauled, tested and taxed. £3,850 o.n.o. or swap modern car. Cash either way. Tel. Bredon (0684) 72779. (23777)

BRISTOL 407, red 1962. Rechromed, new radial tyres, low mileage, excellent condition. Tel: 0725 20887 Wiltshire. (23779)

ASTON MARTIN DB5 1965. Totally immaculate example, platinum white, 5-speed ZF manual, 45,000 miles. AMOC Member. Genuine reason for sale. Car must be seen £5,250 Tel: Uckfield (Sussex) 3134 for further details. (24392)

1964 Metallic grey Daimler 2.5 V8 51,000 genuine miles. All original, absolutely immaculate. £1,750. No offers. Tel: 01-464 3198 (day). (23782)

JAGUAR 'E' TYPE 1965 series 1 4.2 roadster in ivory, chrome wire wheels, black hardtop and soft top. A very good example of the best looking version of all the 'E' types. £5,500. Tel: Sunderland 280181. (23784)

1934 WOLSELEY 9 Saloon. Current ownership 22 years. Stored since 1960. Professional work (including body lifted from chassis) costing over £600 just completed. New and S/H spares. Genuine car for competent collector to finish. £1,400. Tel: Halstead 2708 (Essex). (23780)

TURNER 1960, white, 948 c.c., wire wheels. Very good condition. Reliable runner. £525 o.n.o. Tel: Masnan Smith 250700 Cornwall. (23788)

ROLLS 20 HP. Complete restored rolling chassis, plus Barker Barral replica ash frame & some spares. Tel: 0926 41244. (23789)

LOTUS EUROPA Twin Cam. Big valve engine, JPS, black & gold special appearance, alloys, Sundym screen, olive interior, radio, 1971, new carpets throughout, superb bodywork, 5 speed chassis, actual prototype development car owned by Lotus for 2 years, featured in Autosport test, historic car, bills, history long M.o.T. £2,495. Photo and full details sent Bishops Stortford (0279) 74866 (Herts). (23790)

VOLVO PV 544 Sport, blue, 1800 c.c., American specification, special registration, radio, Pirellis, MoT, tax etc. original immaculate condition throughout. £1,100 o.n.o. Tel: 01-935 6286. (23804)

MORGAN +8 1978. Offers to Box No. 5928. (23802)

DAIMLER V8 2.5 1966 automatic saloon, 64,000 miles, two owners. Good condition. £875. Taunton 0823 77318. (23800)

TR44, Surrey top, wire wheels, long MoT, body rough. Readvertised due to timewasters. £350. Whedrake 573 (Yorkshire). (23793)

FORD CONSUL 1951. Original, good runner, MoT, plus second Consul for spares. Also many extra spares. Offers invited. Tel: Woden Mill 361. (23795)

FIAT X19, Mar '78, metallic orange, tinted windows, alloy wheels, 8,000 miles, immaculate. £3,300 o.n.o. Tel: Malton 4580 (nr. Yorks). (23796)

E-TYPE FHC, good mechanics, sound body, red, £1,995. 1935 Hillman Minx. Current MoT. Very sound. £995. Worthing 32461. (23799)

ALVIS TC 21 drophead coupe. Bodywork renovation to immaculate condition. Finished in midnight blue with contrasting tan trim and hood. Excellent chromework. Just serviced and MoT. £2,750. 01-670 2872. (23803)

1928 ROLLS-ROYCE, 20 h.p., 4-door tourer, beautiful and complete restoration, perfect throughout. Contact P. Kassel January 8 through January 11, Connaught Hotel, London. (23801)

1939 MORRIS 8 Series E. Reg. ARP 944. Very pretty and original car in every respect. £690. Tel: St. Maryn 520212 (office). (23063)

1933 MORRIS 10/6. Beautiful condition. Believed 47,000 miles from new. £1,840. Tel: St. Maryn 520212 (office). (24063)

LANCIA FULVIA Coupe Rallye 1.3. 1968. Excellent for year. Regret must go to best offer around £450. Tel: Cheltenham 55569. (24064)

MORGAN +8 1969. Good condition, ivory/black, aeroscreens, new tyres, taxed. MoT. £3,200. Tel: Newcastle (0832) 859787. (24065)

1924 BULLNOSE COWLEY. 24,000 miles. New tyres, wings rebuilt, new hood and upholstery. Needs attention to body and engine. £6,500. 1928 Singer 10/28 Senior, one of eight in existence, 50,000 miles. Rebuilt engine, clutch etc. £5,500. Hunt 86 Friars St., Sudbury, Suffolk. Tel: 75884. (24066)

ASTON MARTIN DB5 Auto 1972 first reg. 1975. 20,000 miles with history. 2 owners one titled, Fjord blue, white leather, air-conditioning, power-steering. Car is in showroom condition and must be the best example in Europe. Only reason for sale licence disqualification. £11,000. Evenings, 01-451 1232. (24067)

1950 MORGAN F4. Three-wheeler, Ford SV chassis, ash frame and body rot free. Perfect engine, good hood and side screens. The whole car exceptionally sound and needing very little work. Offers around £1,300. Tel: Garston 77646 (Nr. Watford). (24068/9)

AUSTIN HEALEY 100/6, 2+2. Renovated, rechromed, retrimmed, new chrome, works hardtop, overdrive, w/wheels, long MoT, taxed. Superb original condition. Offers invited. Tel: Stoke Mandeville 2280. (24074)

AUSTIN HEALEY 3000 Mark I. Two-seater in BRG with black interior. First registered May 1961; extensively restored; overdrive; MoT certificate; located Dundee; owner's workshop manual; £2,000 o.n.o. Box No. 5931. (24075)

ASTON MARTIN DB6 MkII, manual, 1971 AMOC member. Tel: Swansea (0792) 21535 for details. (24053)

FOR SALE—continued

OPEL ASCONA 1.9S 2-door, 1974(N), dark blue, 45,000 miles. MoT and taxed, Bilstein shocks, LSD, twin spots, excellent condition. £1,100 o.n.o. Tel: Hemel Hempstead (0442) 47181 (after 6 p.m.). (24056)

MERCEDES 220/80 diesel, 45+ m.p.g., cherry red, new tyres, £1,995. Volkswagen, diesel Golf, new (unregistered), green, towbar, List + 5%. Tel: Doncaster 67286. (23629)

MANUAL MORRIS Oxford/Cowley cars 1925. Book Morris Eight and Minor 1935-1952. Set 4 model T exhaust valves (new) also distributor arm, pair Hunts indicator arm assemblies, 12v. Lucas DW3-6 v. wiper motor, rear window Fiat 128 Estate. Tel: 0536 770516. (23976)

WHITE MUSTANG V8. Imported new 1972. Sports deck, auto. power steering, air cond, electric windows, aerial, stereo tape, air horns, tow bar, genuine 30,000 miles, pristine condition. £2,500. Tel: Reading 883402. (23977)

RS 2000. The much sought after Mk I. White with blue flash, black interior, radio, reclining seats, HRV etc. One careful lady owner. Guaranteed never raced, rallied or damaged. Taxed, MoT, nearest offer to £2,500. Mrs. James, Old Rectory Pulham Market, Norfolk. Tel: PM 309 (evenings only). (23975)

DAIMLER SP250 1962. Body good, mechanically sound, three owners. £1,300, offers. Hull 0482 443510 will travel. (23974)

ASTON MARTIN DB 2/4 DHC 3-litre, chassis No. LML 752. This car was used extensively in Peter Sellers film 'Two Way Stretch' (see AM Register). 50,000 miles believed genuine. Unused for 12 years, absolutely mint condition throughout. Cream with red leather interior, offers over £8,500. Tel: Sittingbourne 71800. Wormshill 287. (23973)

MG MIDGET, L reg. blaze, 12 mths MoT, taxed, W/W exc. cond., £895 o.n.o. Tel: 061 790 8173 evenings. (23972)

LANCIA 2000 HPE, 1978 (R) show model in first class condition, one owner, 18,000 miles, electric windows, alloy wheels, s/roof, Windsor brown metallic. £4,600. Tel: 01-330 5786. (23971)

BMW TYPE 507, 1959, 2-seat sports, hard and soft tops. This is an exceptional opportunity for a discerning collector to acquire a rare and beautiful car which is in good order throughout, having been kept in a warm, dry climate. Replies to Box No. 5930. (23970)

1936 ROVER 14, 6-cylinder 'D' back saloon, wire wheels, mint condition throughout, engine completely rebuilt, superb original blue leather interior. Taxed MoT. £2,000. Tel: Sittingbourne 71800. Wormshill 287. (23973)

LANCIA BETA 2000 Coupe, May 1978, 8,500 miles only, dark brown, maker's warranty, owner reluctantly selling due to loss of licence, offers over £4,000. Tel: Bristol 311470. (23969)

ALFA ROMEO 2.6-litre Sprint coupe 1964, 82,000 mileage, v.g.c., MoT Oct. '79, new tyres, superb car, grey. £1,200 o.n.o. Tel: Liss 3659 (Hants). (23988)

LOTUS ELITE, 1974, Oxford blue, very good condition, unforeseen circumstances force sale. Recent full service and gearbox rebuild, just taxed, 1 year. £4,300 or offers. Tel: Nottingham (0802) 818991. (23967)

JAGUAR 240 'G' reg, black, overdrive, fine example, 43,000 miles on clock. £1,300. Tel: 223 0054. (23966)

1974 DOLOMITE SPRINT. Recent engine overhaul including new cylinder head, pistons etc. New radiator, tyres, clutch and cover. No expense spared on maintenance. Good clean car, very lively. £1,595. Tel: Dinnington 2109. (23965)

1977 (MODEL) OPEL Ascona Berlina 1.9SR. Metallic gold, black trim, steel works, sunroof, rust-proofing, Radiomobile and cassette player, 22,000 miles. Car is in completely as new, original condition, for sale due to arrival of new Opel. £2,850 o.v.n.o. Tel: Hornchurch 72863. (23980)

MG-B GT 1978. Citroen One owner, 20,000 miles, HRV, O/D, tinted glass, immaculate condition throughout. £2,850. Tel: 01-485 3870. (23979)

MG-C GT, 1970. One of the last made. Professionally refurbished to top class condition. New king pins and clutch. Sound investment at £1,400 o.n.o. Tel: Dinnington 2109. (23978)

BENTLEY S.1 (1958). Meticulously maintained by Brighton Agency and company chauffeur. Admirable example of the Standard Saloon in silver over steel blue with grey/blue interior. £6,500. Details during office hours. 0273 607926. (23622)

RARE 1947 Armstrong Siddeley Hurricane Drophead Coupe. A collector's dream in gleaming white with black leather upholstery. £4,500. 01-229 7100 & 01-459 3511. (21018)

MORGAN +4, 1957, 2-seater just rebuilt at Morgan factory. Mushroom/dark brown, toning leather trim/hood/tonneau/sidescrreen. New chassis, frame, rewired, beautiful car, offers around £4,600. Donovan 2 Ely's Road, Coventry. 0203-21858 home. 0203-85735 work. (23012)

CONVERTIBLE CAPRI Crayford 1600 GT, body immaculate, mechanically excellent. £1,400. 01-903 9297 day, 01-958 2435 evening. (22310)

JOWETT FALCON, 1936. Believed one of only four runners in UK. Sunroof, MoT. Excellent all round. Best offer around £2,000. Lea Valley 711016 11, Bramley Shaw, Waltham Abbey, Essex. (24328)

RENAULT DAUPHINE, 1958. Original paint, one owner until Jan. 1978, taxed, MoT. 24,000 miles from new, full service history. £875. Tel. South Godstone (Surrey) 3031 evenings. (24329)

MG TD 2, 1953. Requires rebuilding, complete and sound, all wings, panels and doors in good condition. £2,000 or very near offer phone Brownhills 5550 W. Midlands. (24325)

FOR SALE—continued

MG TD 2, 1953. Completely rebuilt, new ash frame, aluminium body, Collingburn leather re-trim, beige coachwork. BRG. 1,100 miles only since completion in March 1978. Offers over £4,800. phone Brownhills 5550 W. Midlands. (24325)

ALVIS SPEED 25 Type SC Charlesworth Saloon. Dark blue, black wings, 1st registered October 1939. Probably one of the last built. Trim original leather, Ace discs. Over £2,600 spent on recent overhauls: brakes and steering, crankshaft reground, new mains/big ends, new clutch and starter ring. Invoices available. This car is in nears concours condition and requires running in. £10,000. Exceptional opportunity to secure rare car. Box No. 5932. (24330)

1922 MERCEDES BENZ Targa Florio roadster. This 1.1-litre supercharged sports car has the twin o.h.c. engine and is reputed to be one of the factory entries in the 1922 race. It has been mechanically overhauled and the bodywork is an exact replica of that used in the event. This is an important car either for use in vintage races or for a serious collector. It has recently been returned from the USA where it was exhibited in a well-known private collection. L. Potter, Tudor House, Kintbury, Berks (048 85 564). (24331)

LOTUS ELAN Sprint, sad sale of superb FHC in gold leaf colours, K reg., radio, cassette, etc. £2,200 or offer 01-858 3193 (evenings) Bromley. (24333)

JAGUAR XK150 FHC, 1959. Under restoration when partnership dissolved. 250 hours and £1,700 spent, mainly on new panels. Needs further 300 hours and maximum £400 to complete. Will sell for money spent only. Golden opportunity for hardworking enthusiast. Southend 556121. (24334)

HEALEY 3000 Mk. II (3-carb roadster). Complete retrim, mechanical overhaul, bodywork, hardtop, superb. £3,500. Swap Lawrey TGS-1 + cash. Southend 556121. (24334)

FIAT 124 COUPE 1800. December 1973(M). White, under 45,000 miles, superb condition throughout. XAS's radio, bargain £1,195 o.n.o. Ascot 25505 evenings, weekends. (24234)

FOR SALE: BMW 728, 1978. Red, immaculate condition, low mileage. Widow must sell. £14,000. Telephone 0934 25333. (24239)

ALVIS TA14 Convertible Tourer, 1948. Good sound running order. £2,450 or exchanges considered. Phone Kentisbeare 218 (Devon) for details or write Advertiser, Combe, Blackborough, Cullumpton, Devon. (24235)

AUSTIN HEALEY "Frogaye" Sprite, 1960. Good all round condition but fibreglass bonnet, hence £650 o.n.o. Bookham (Surrey) 58494. (24237)

E-TYPE ROADSTER 4.2, 1970. Metallic silver, genuine 21,000 miles since new, chrome wires, professionally maintained, condition justifies price. £8,000. Serious enquiries only, Camberley 29098. Surrey. (24126)

PORSCHE, 1964 356SC Coupe, £900. Van load Porsche spares. £100. C. Frater, 13 Balcombe Road, Poole Dorset. (24127)

LOTUS MIDGET. Full twin cam unit, 1974 car, Registered as Lotus in 1978, only 14,000 miles since. Alloy wheels, radio, etc. Exciting enthusiast's car must sell hence £990. Guildford (0483) 71439. HP or part exchange. (24128)

ROLLS-ROYCE 1922 Silver Ghost Mulliner tourer, sound unrestored condition. Ex Duke of Gloucester Australia tour car, sell outright or trade for open Hispano or T35B Bugatti. Enquiries - Prolis P.O. Box 8335 Jeddah, Saudi Arabia. (98885)

A VERY NICE Lancia Fulvia Rallye Coupe 1.3. 1968. Needs to be seen at around £695, for full details Tel: Halfway House 483. (24369)

ASTON MARTIN DB5 Vantage, 1965 in immaculate condition. Has to be seen to be appreciated. Dubonnet Rossi, black hide interior, sunroof, ZF 5 speed gearbox, Chrome wire wheels, AMOC member. Full history. £4,500 o.n.o. Tel: Dale 285. (24370)

COOPER S 1275 Mk III 1970. Aquamarine with black sunshine roof, tinted glass, rally seats, twin tanks, fully balanced engine, alloy wheels, body unmarked and in original condition (original seats and steering wheel available) fully documented history available. This Cooper S is one of the last few remaining in this condition in this country. Genuine reason of house purchase forces sale by lady owner at £1,950 o.v.n.o. Mrs. Mackay 142 Lutterworth Road, Nuneaton. Tel: Nuneaton 382005 or Kenilworth 57474 during office hours. (24419)

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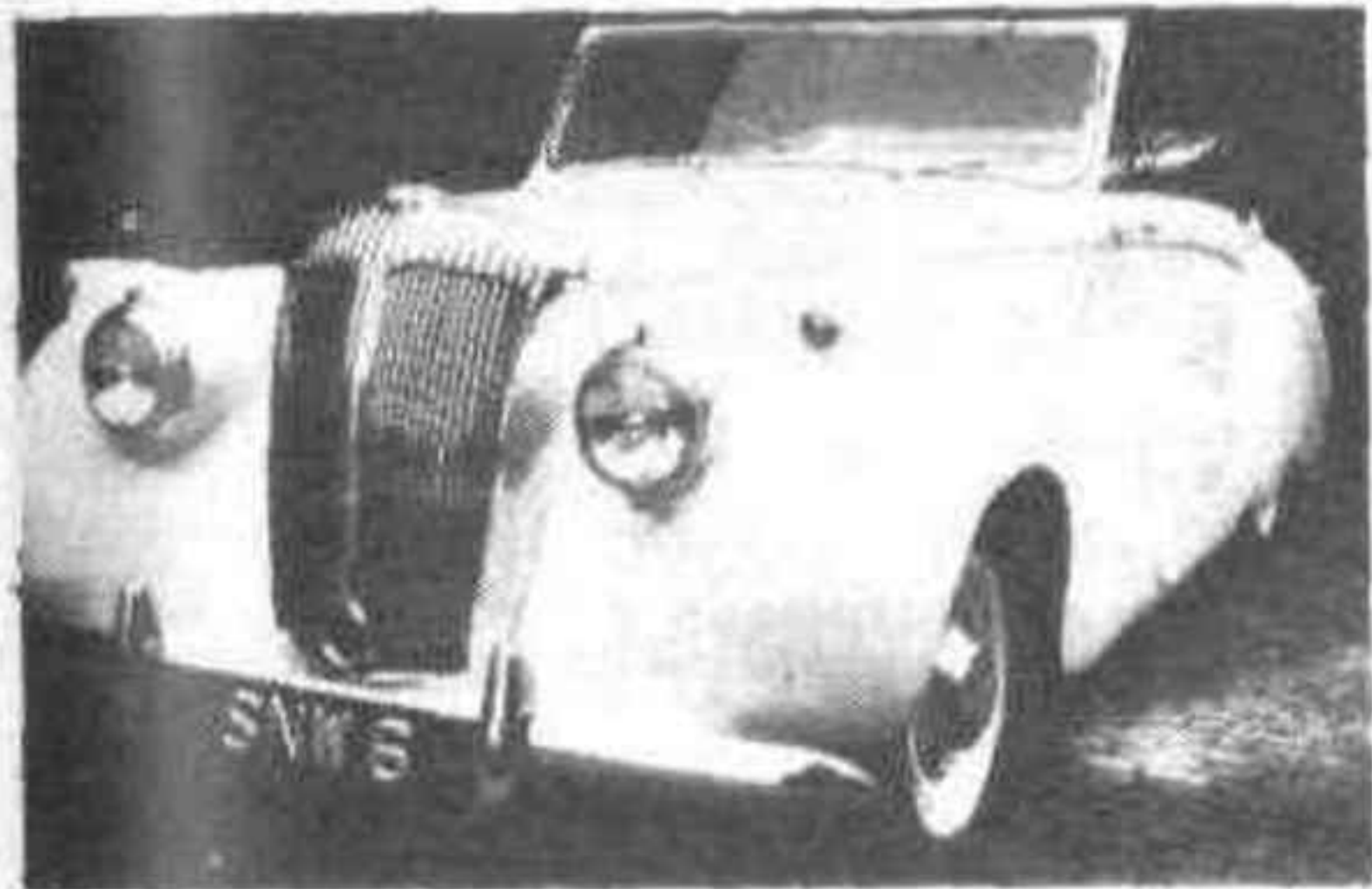
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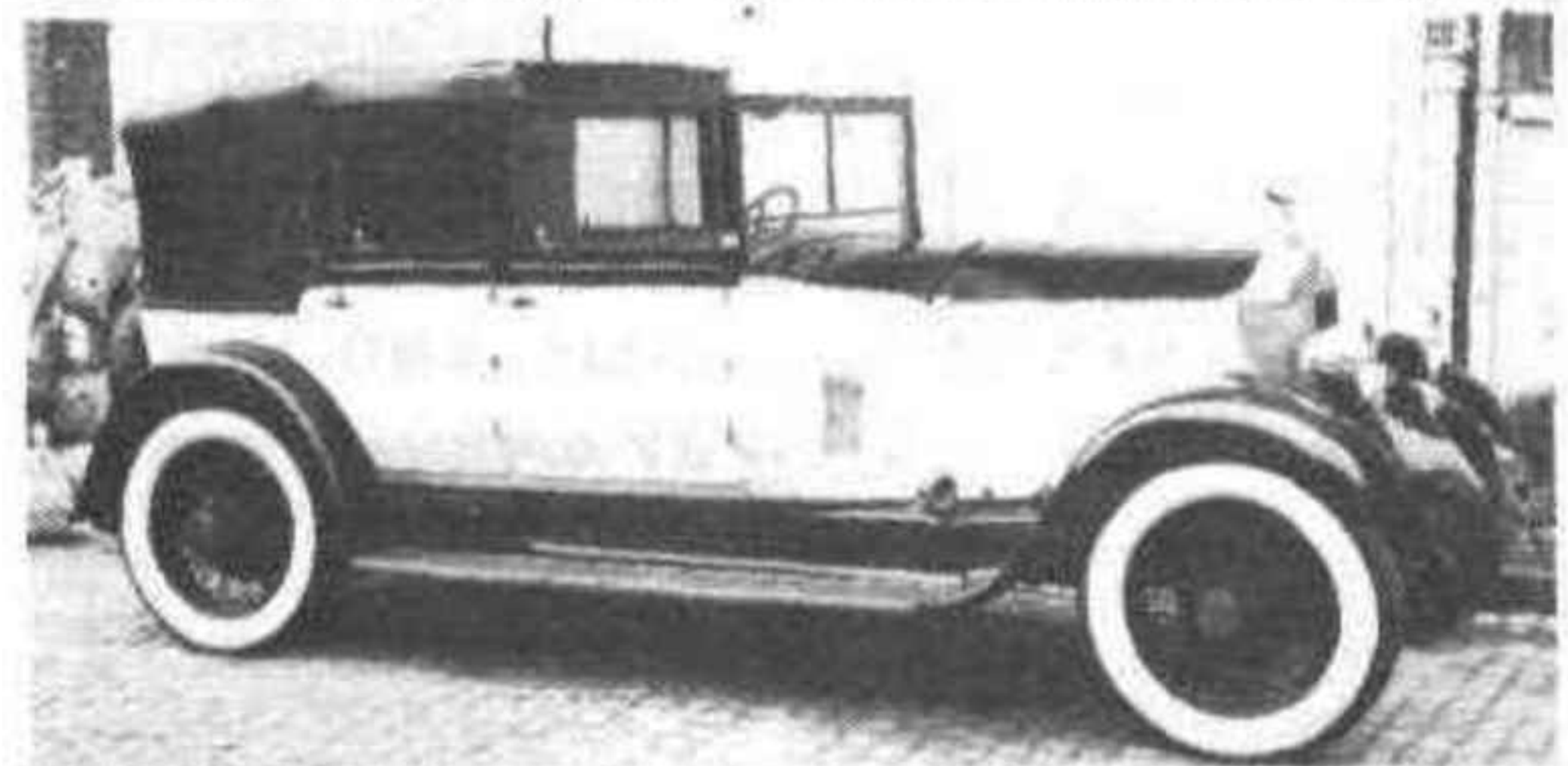
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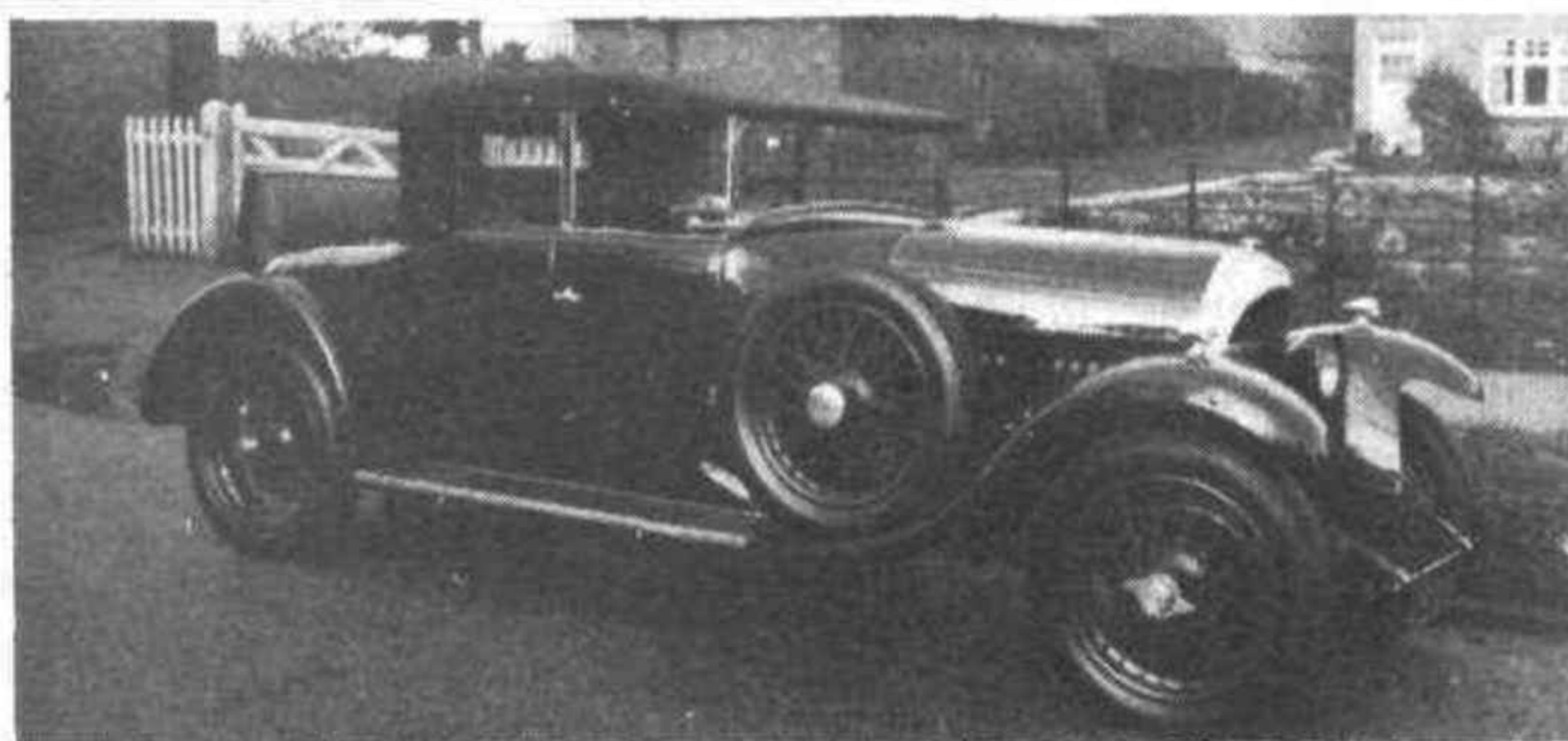
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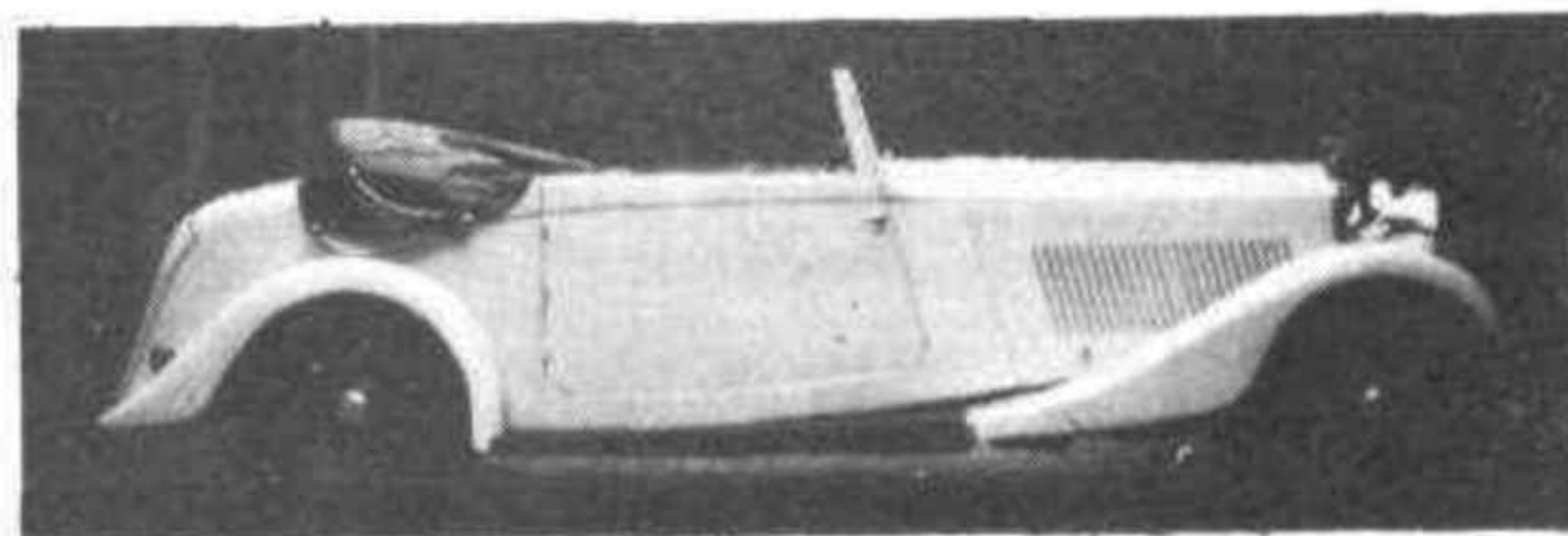
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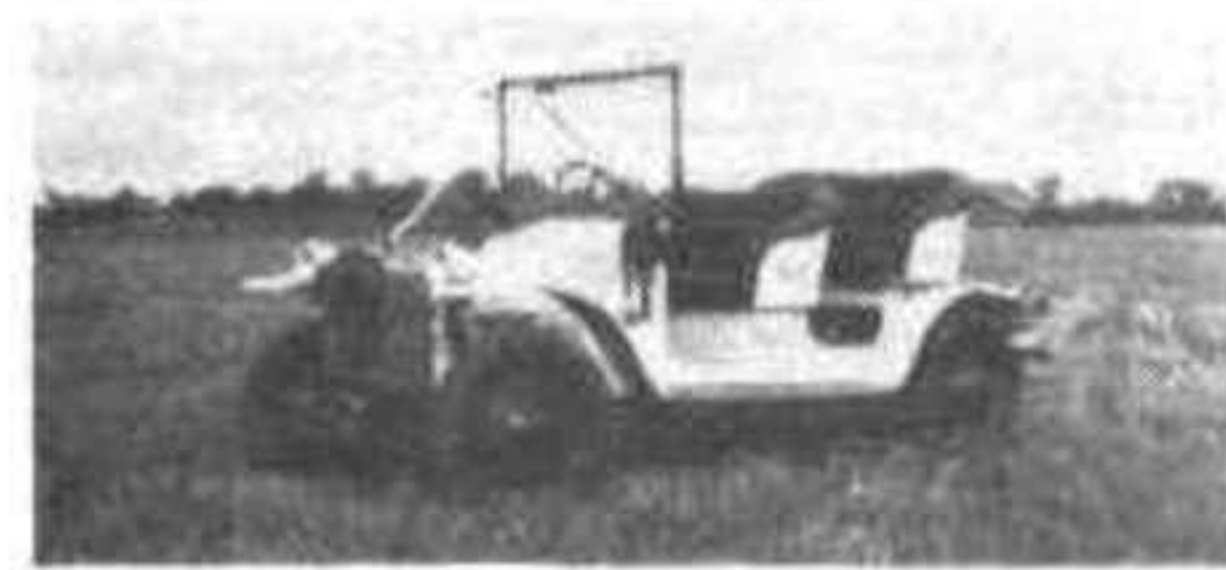
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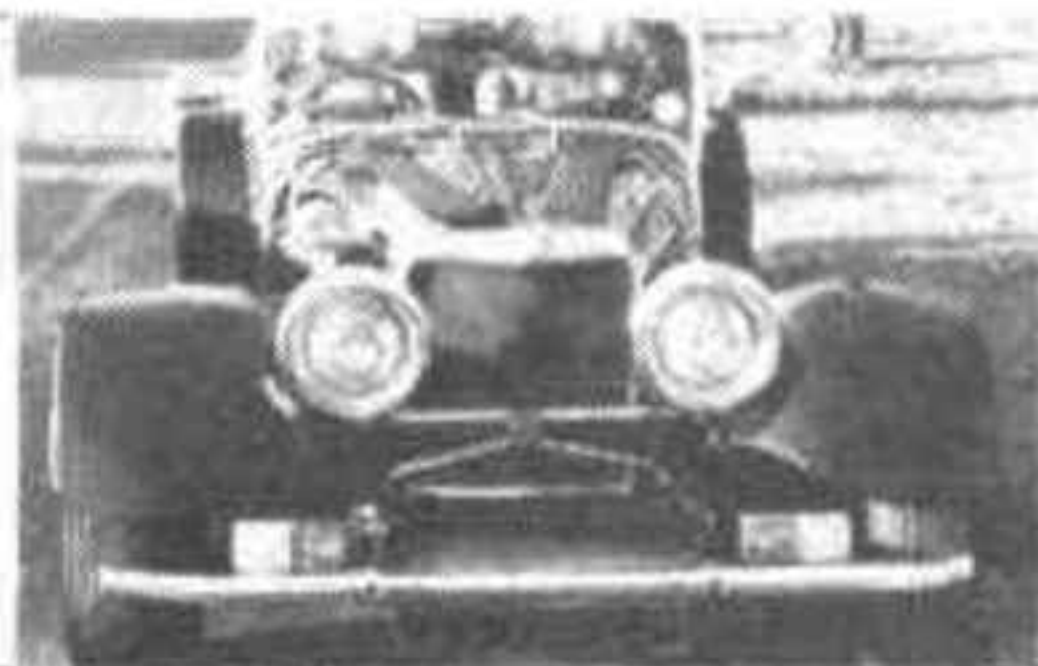
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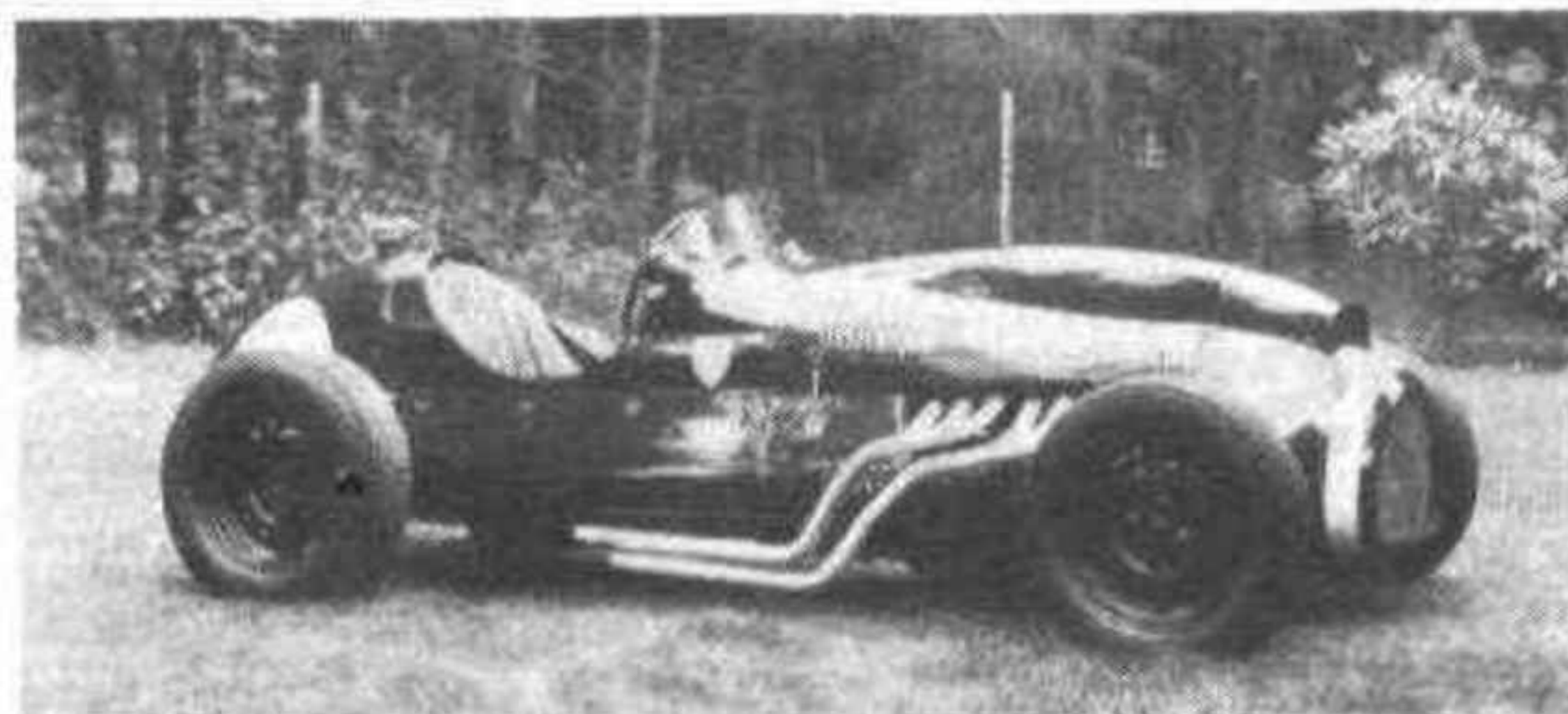
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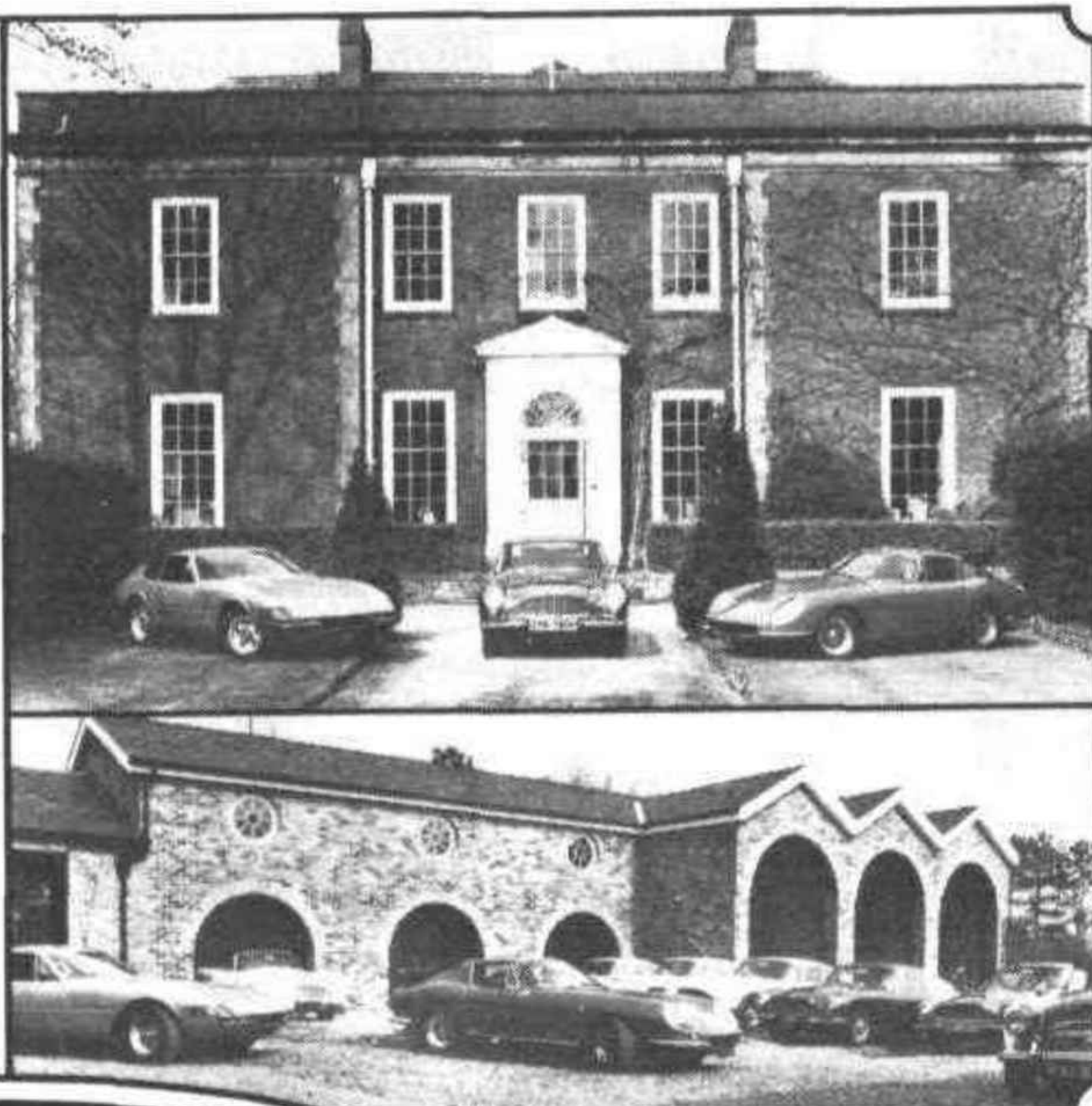
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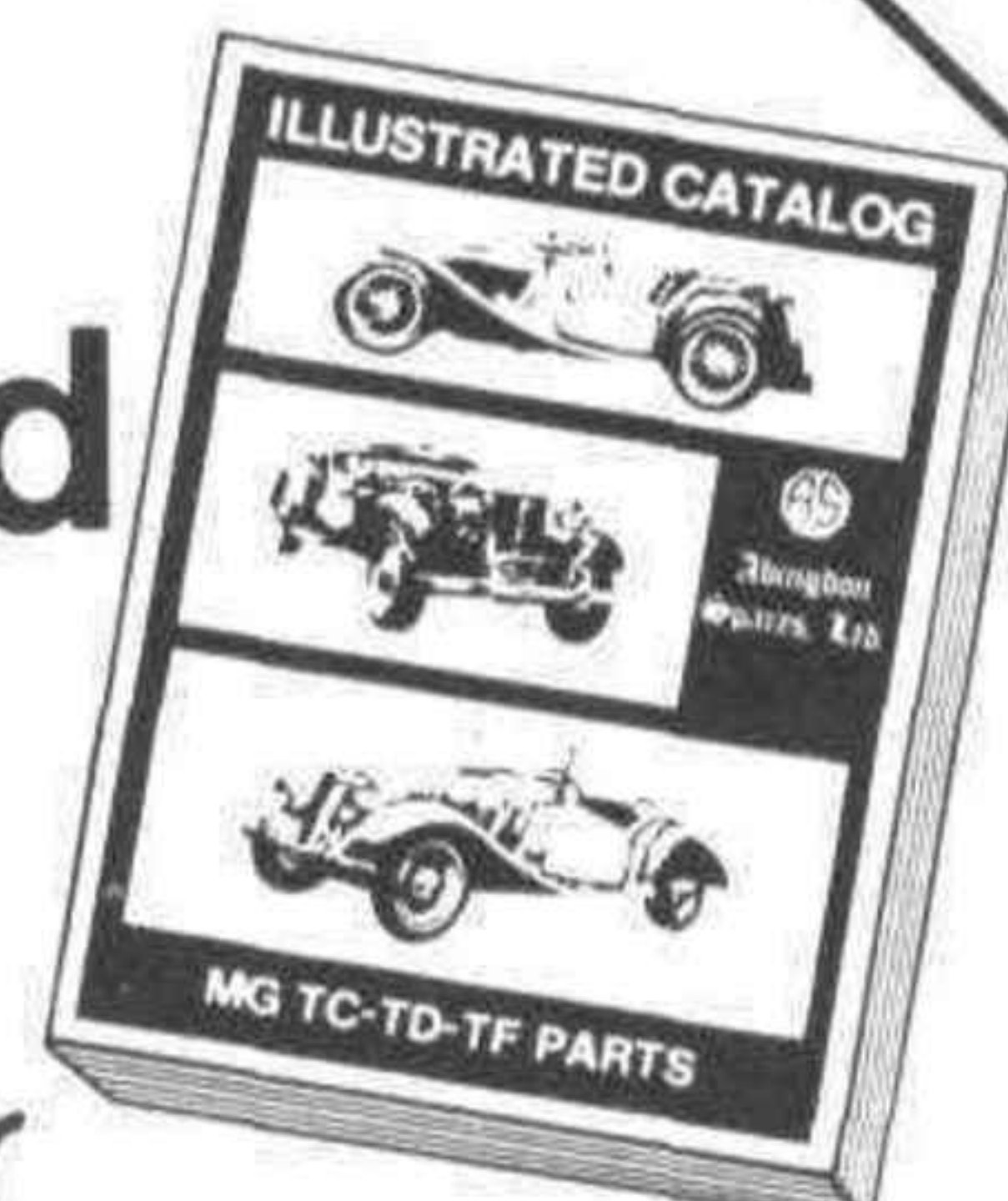
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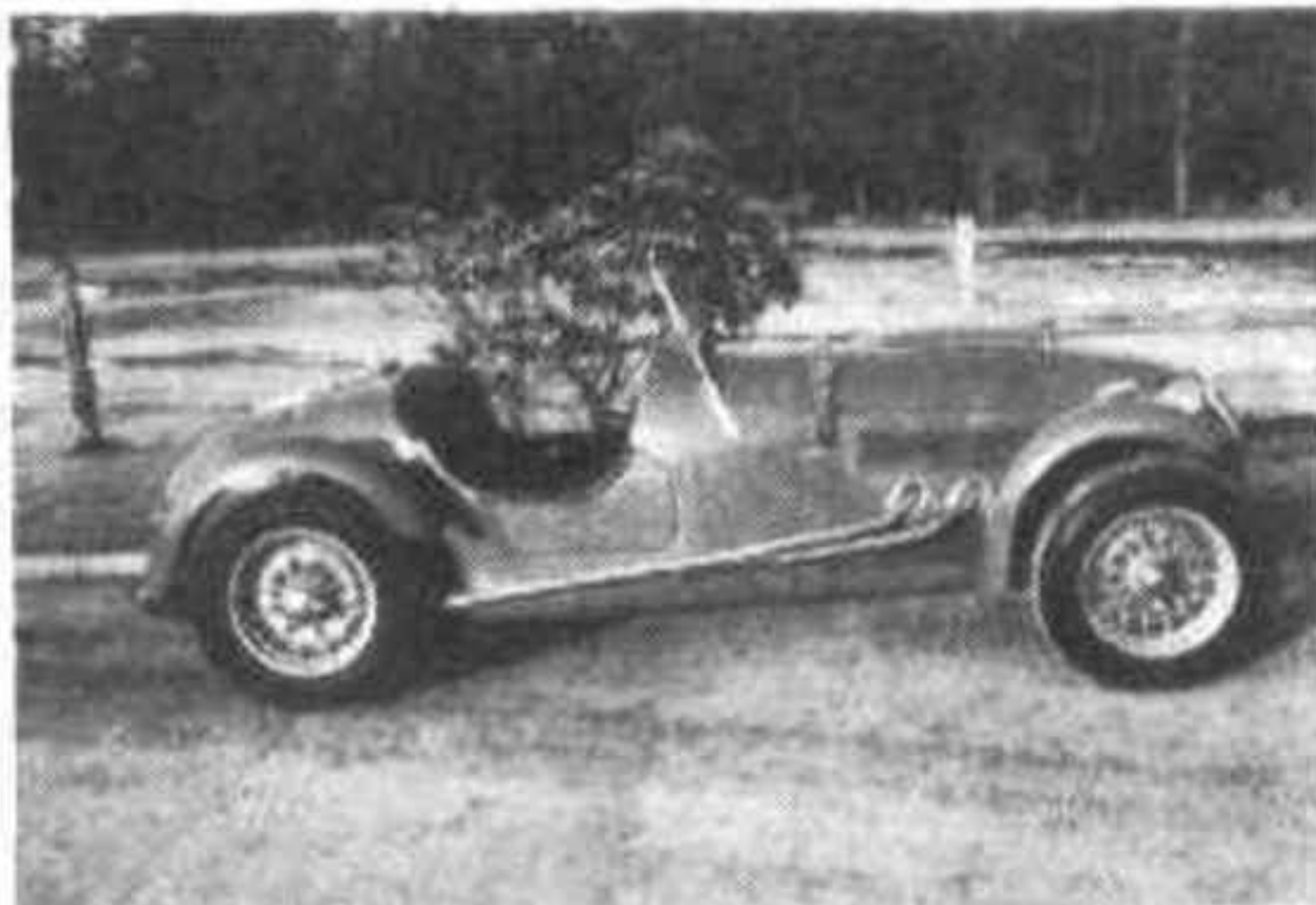
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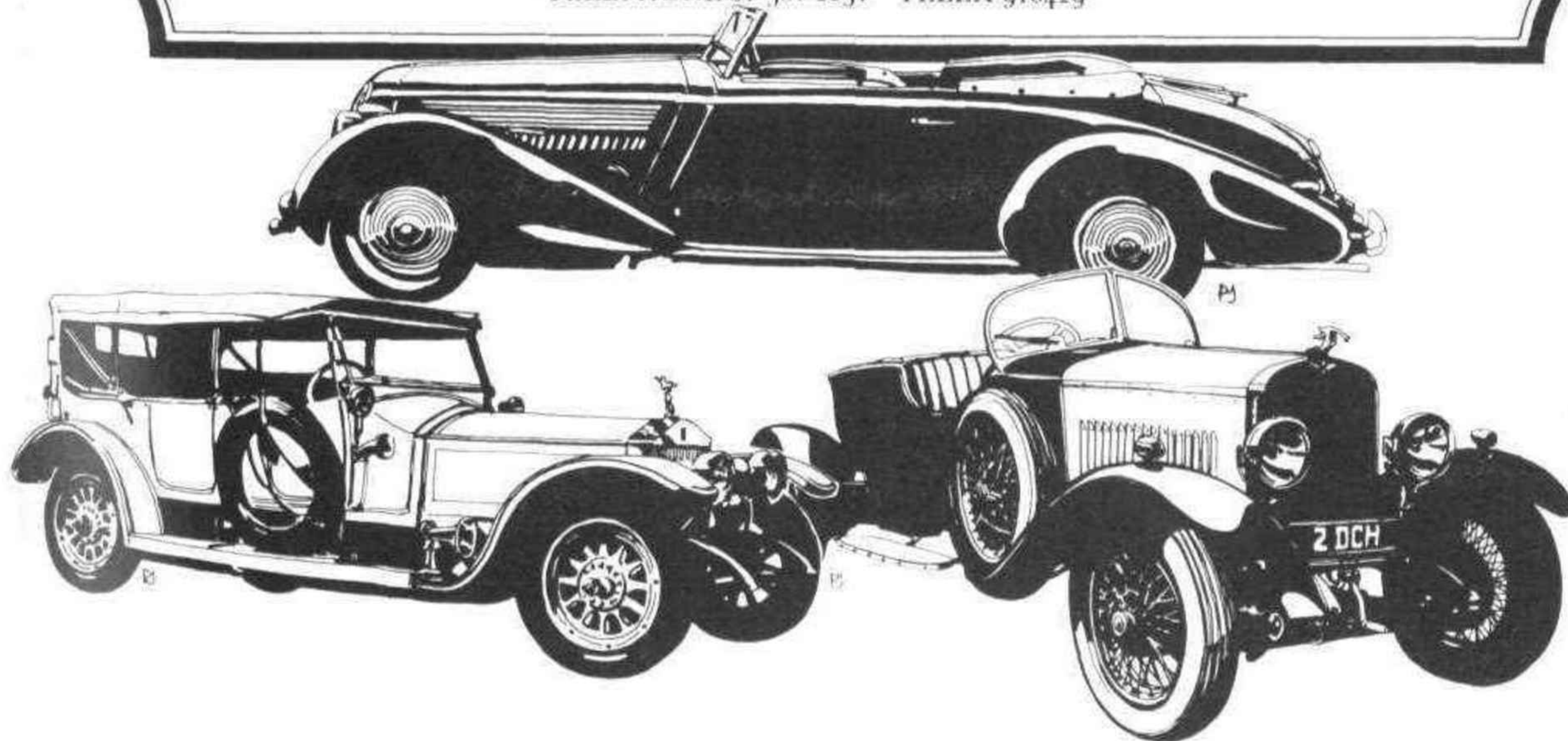
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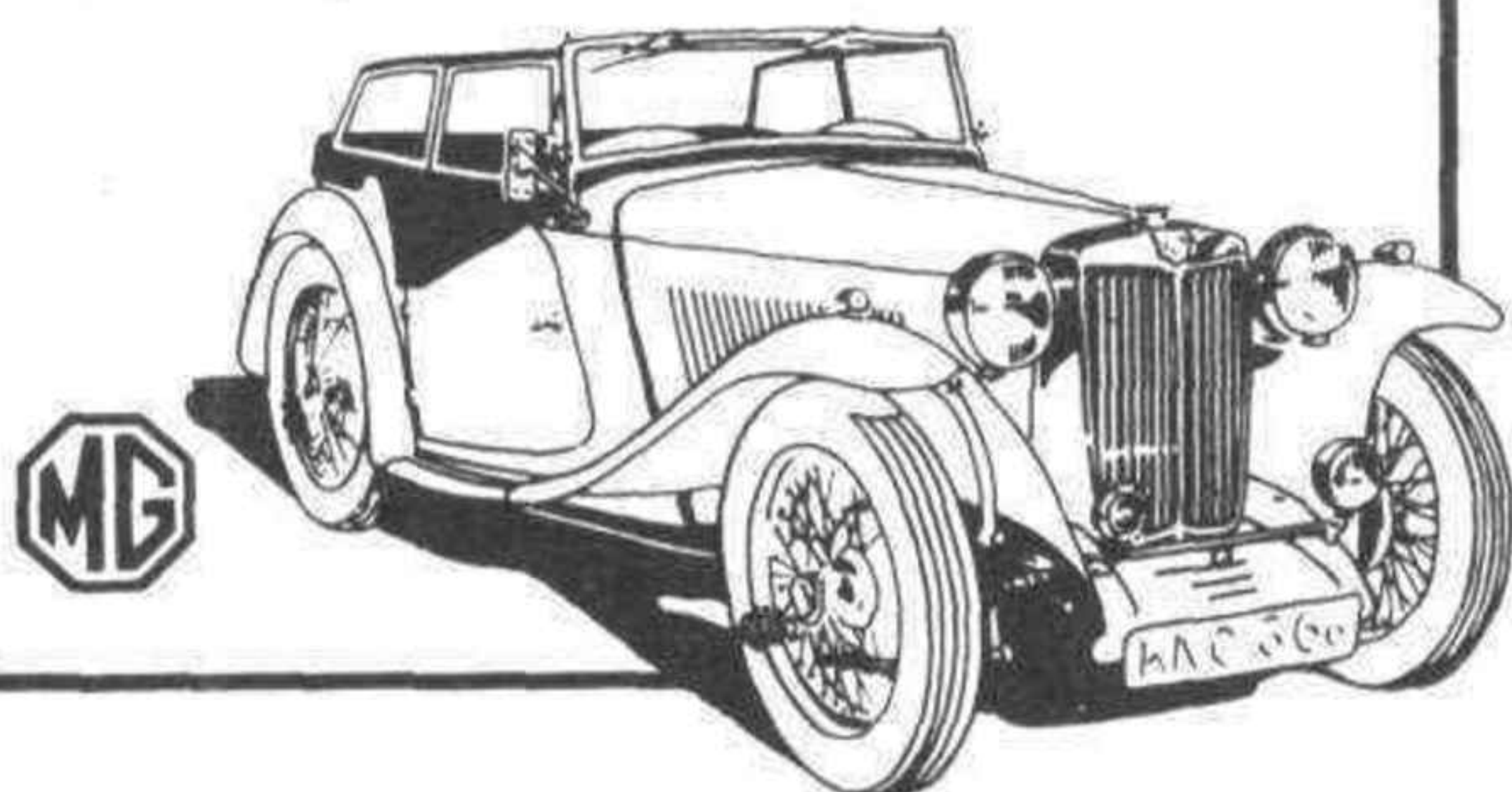
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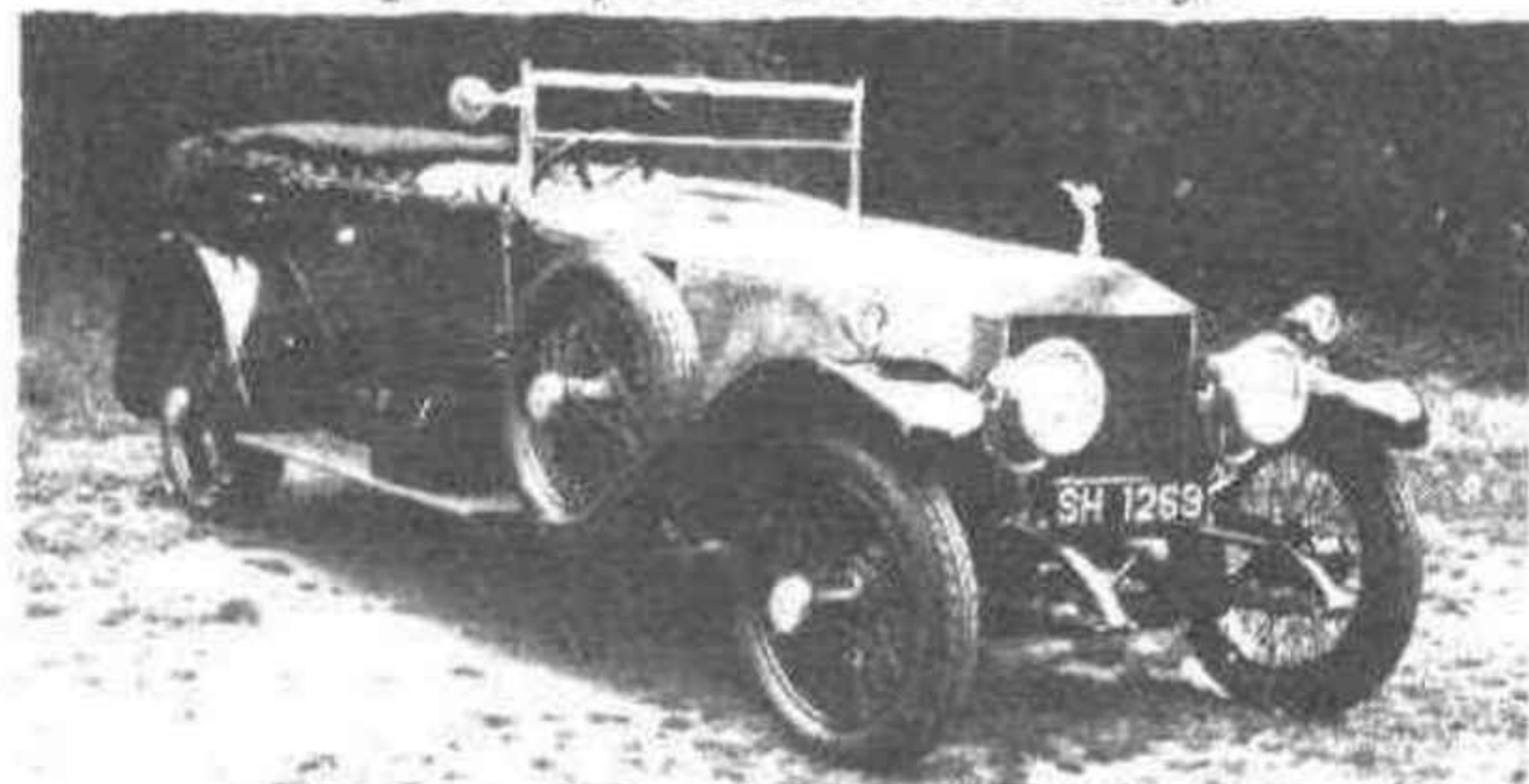
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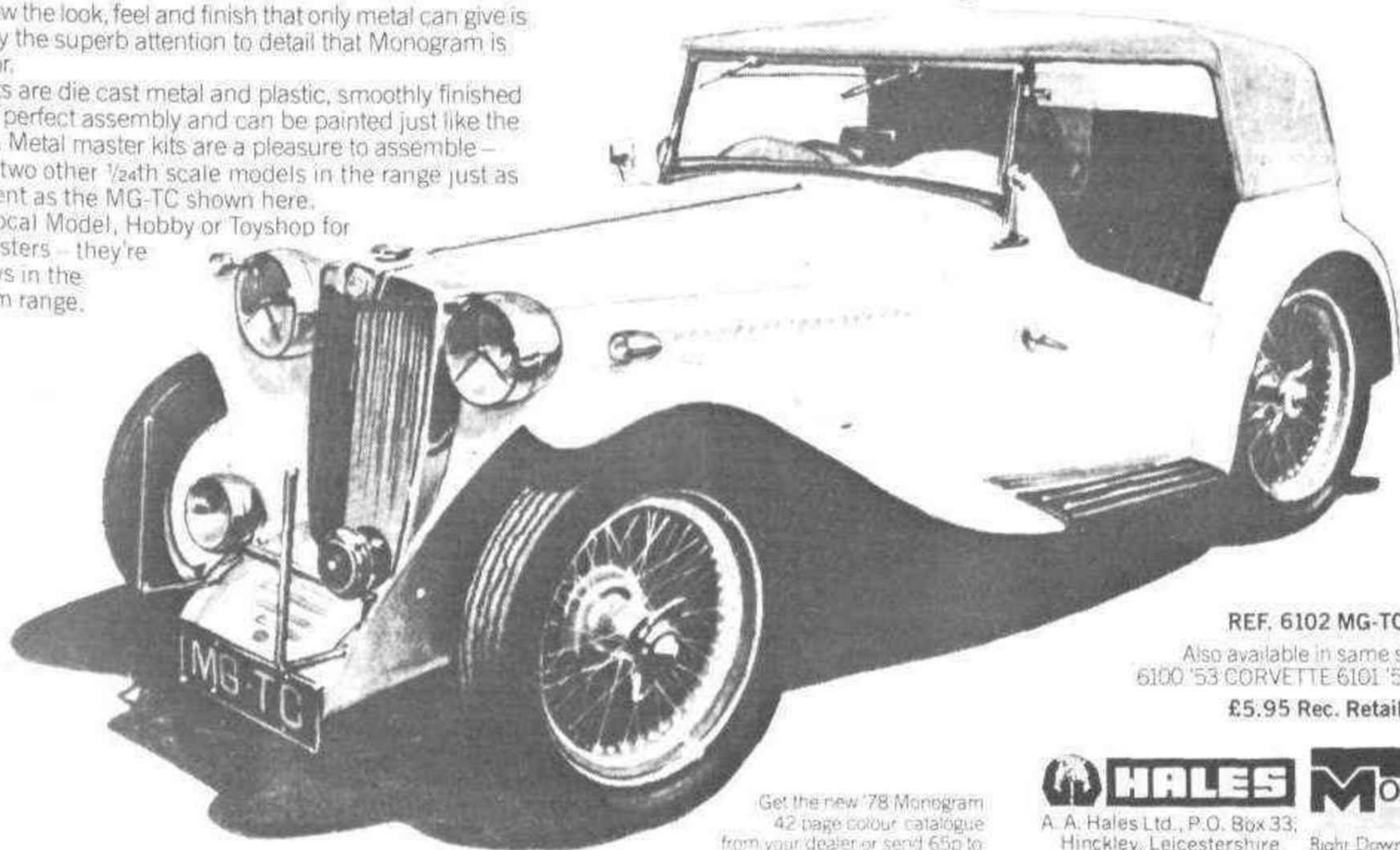
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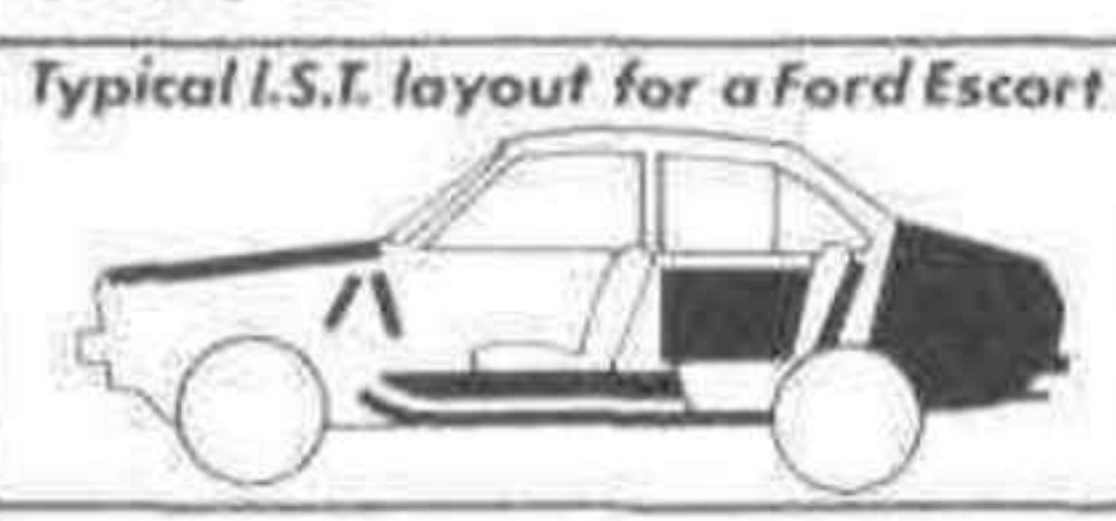
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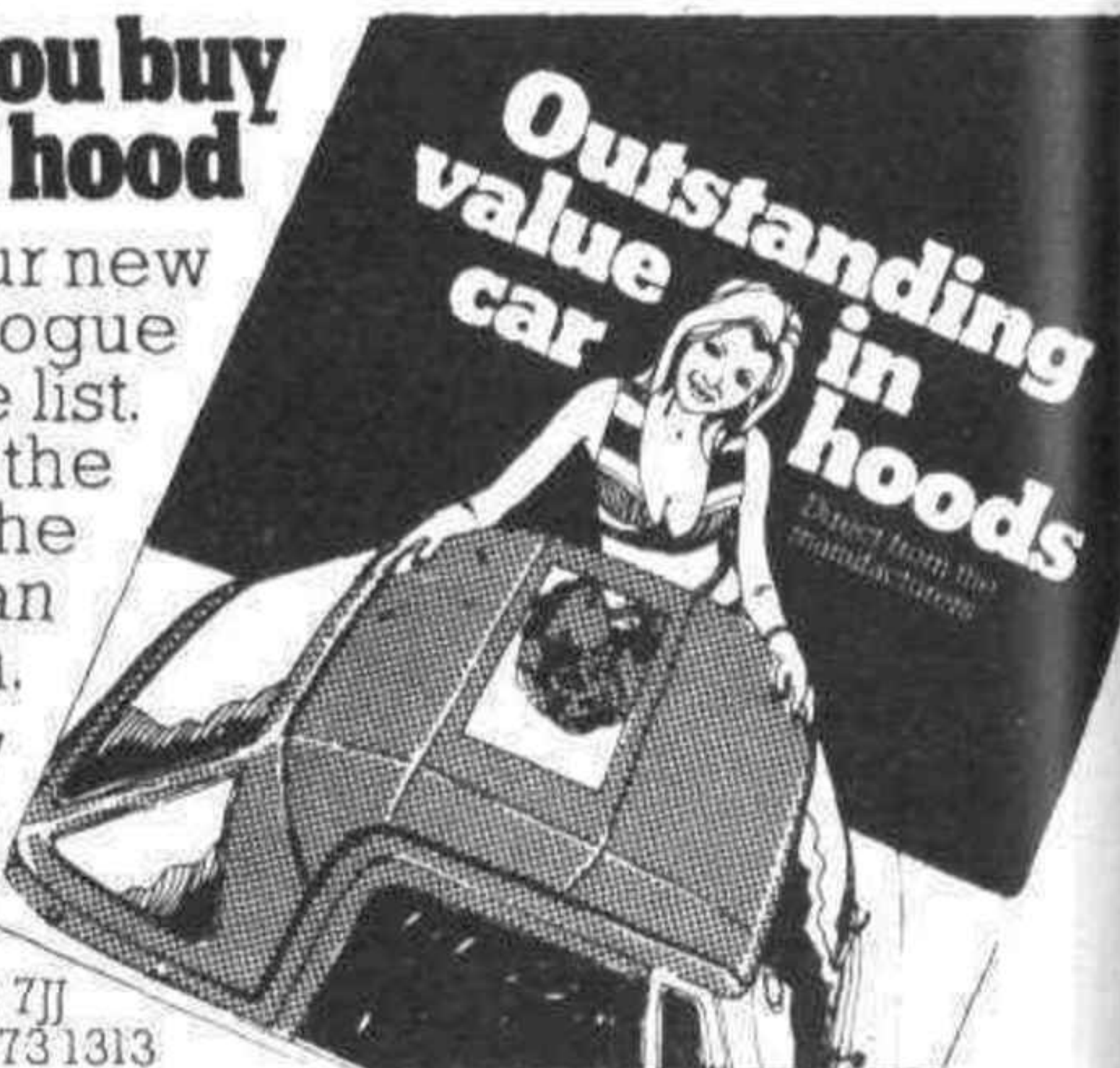
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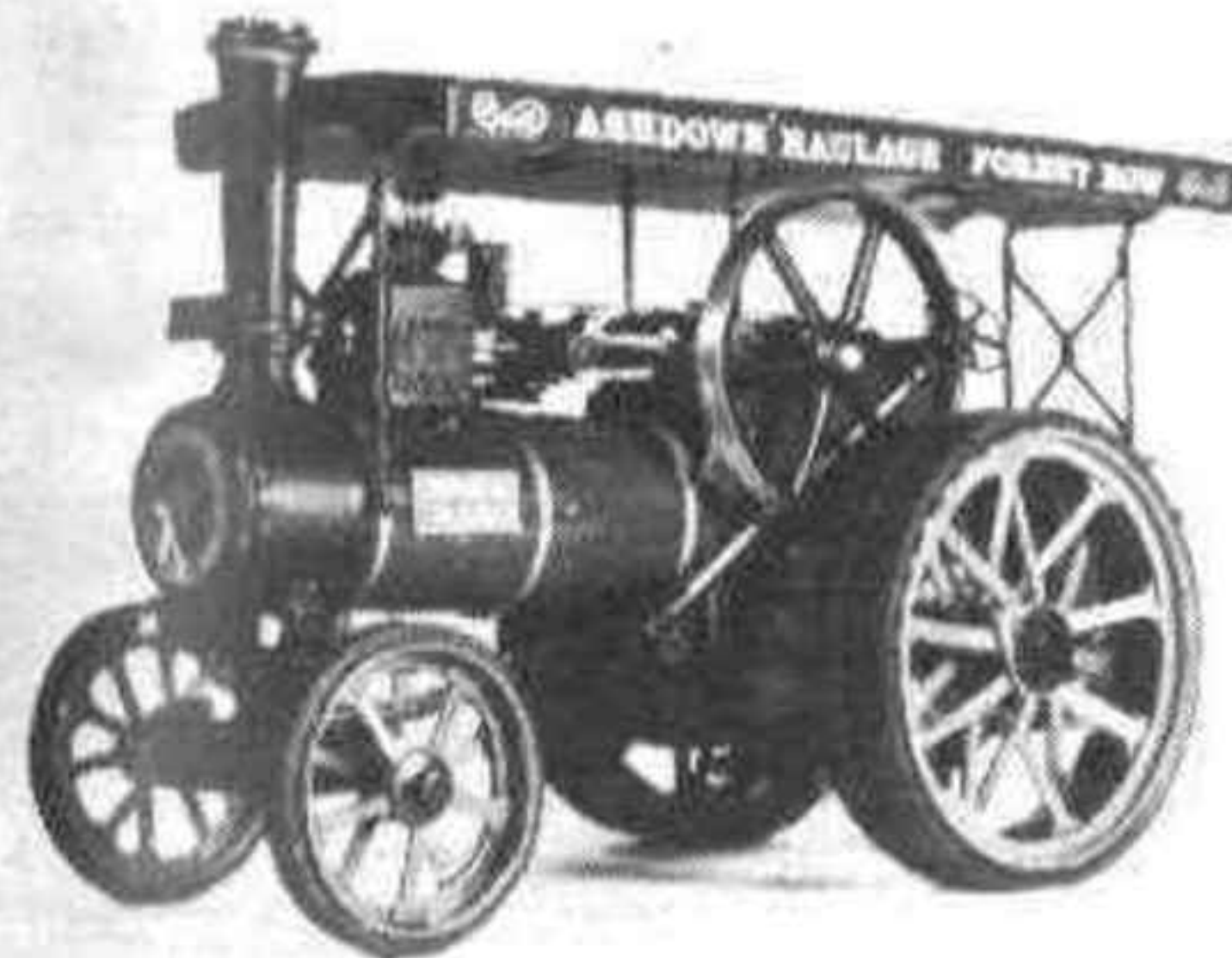
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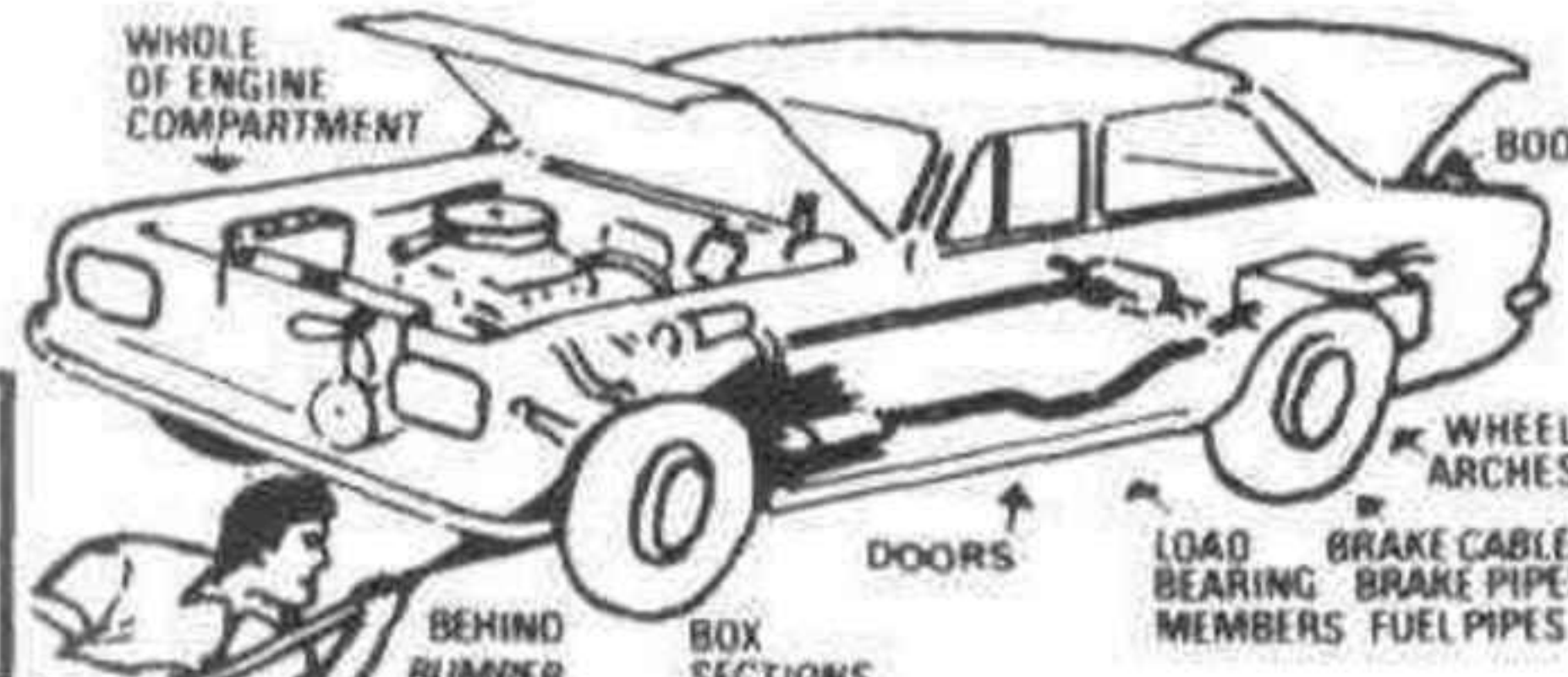


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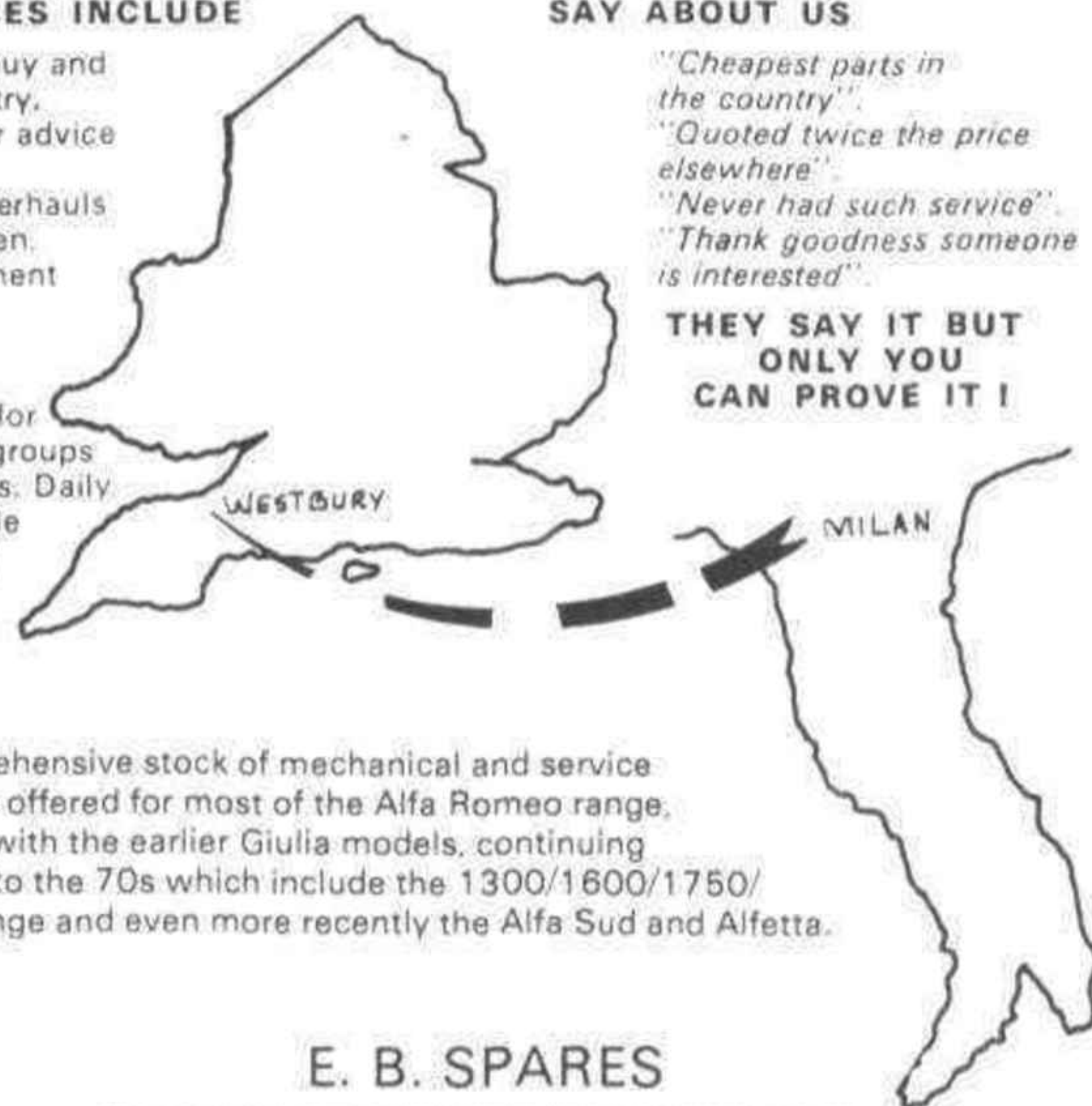
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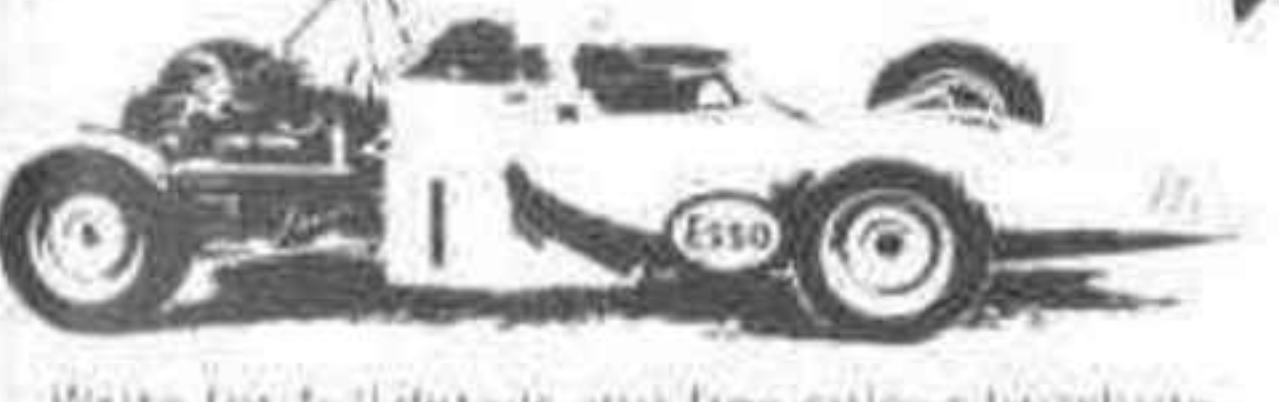
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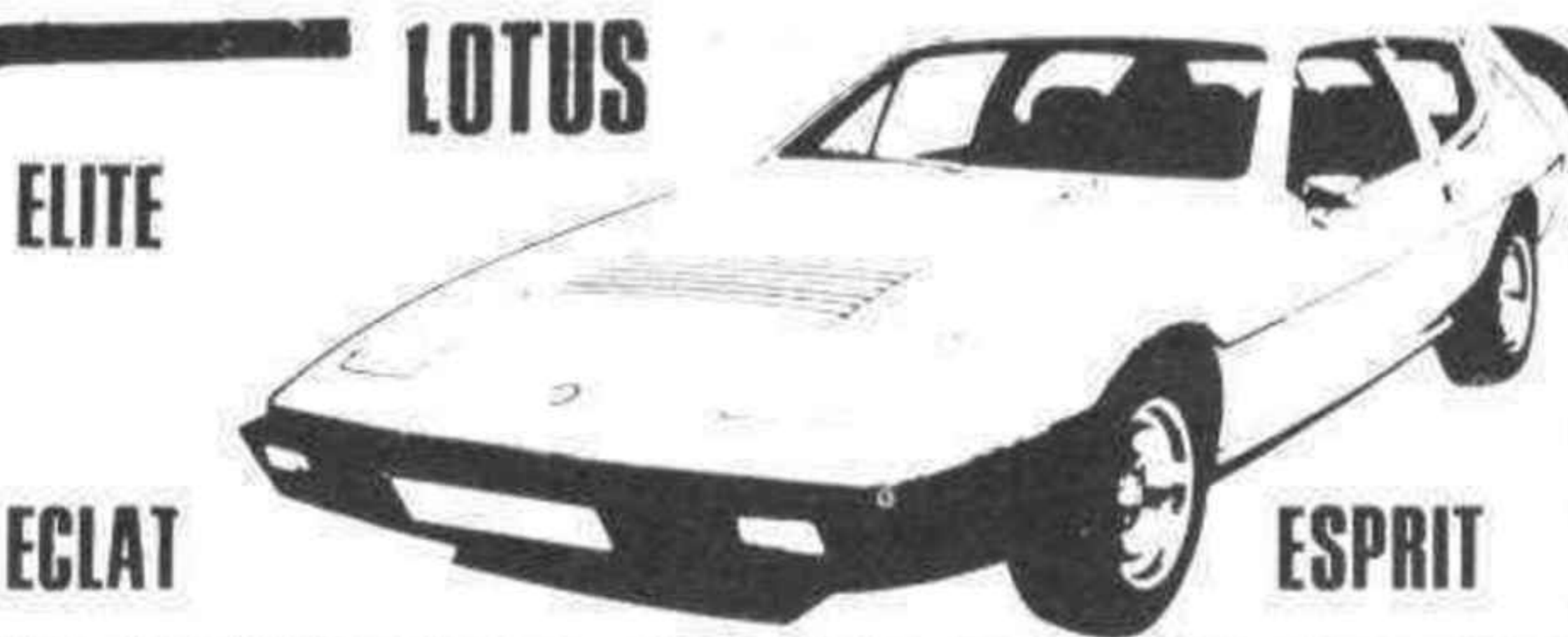
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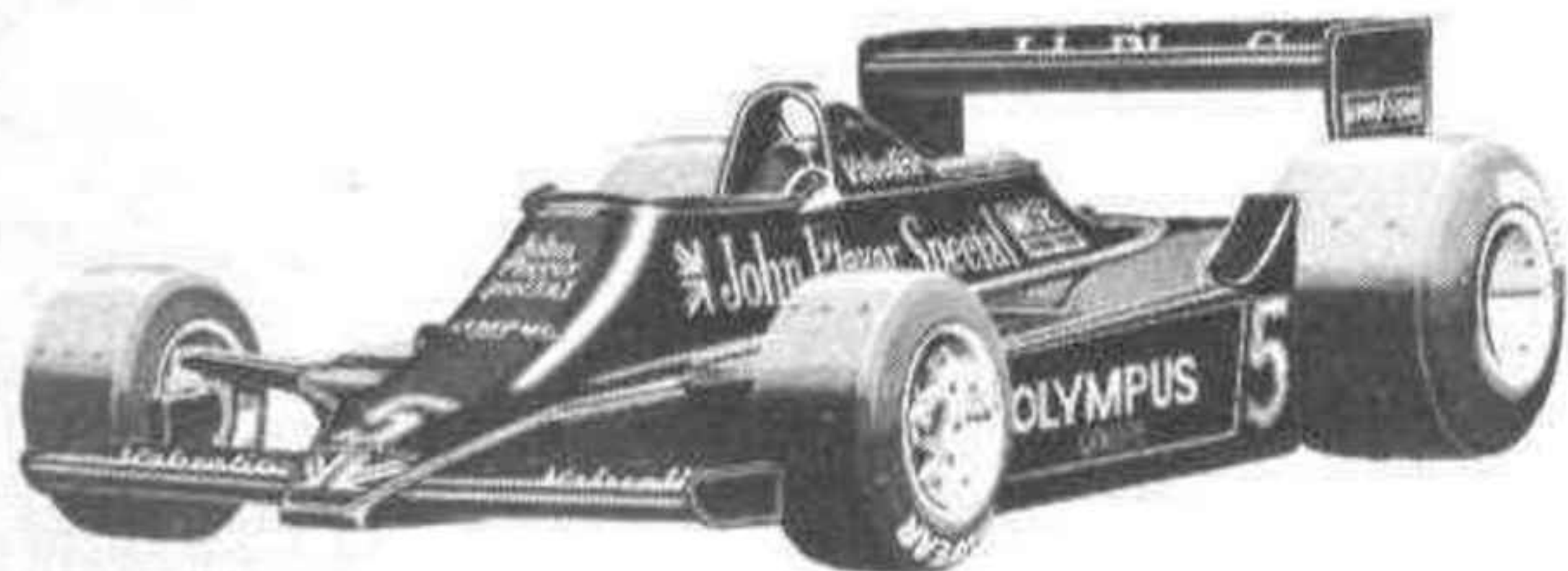


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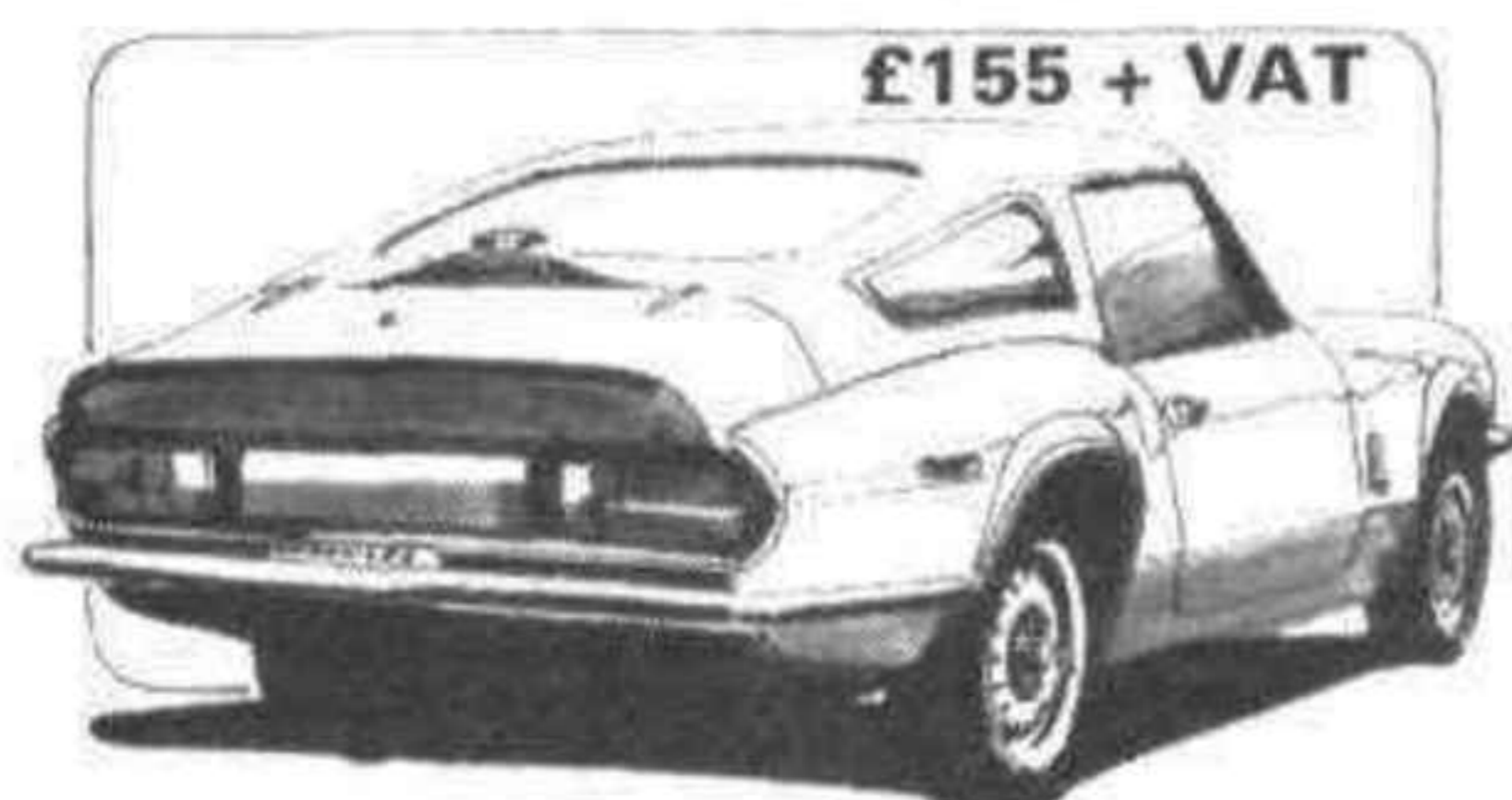
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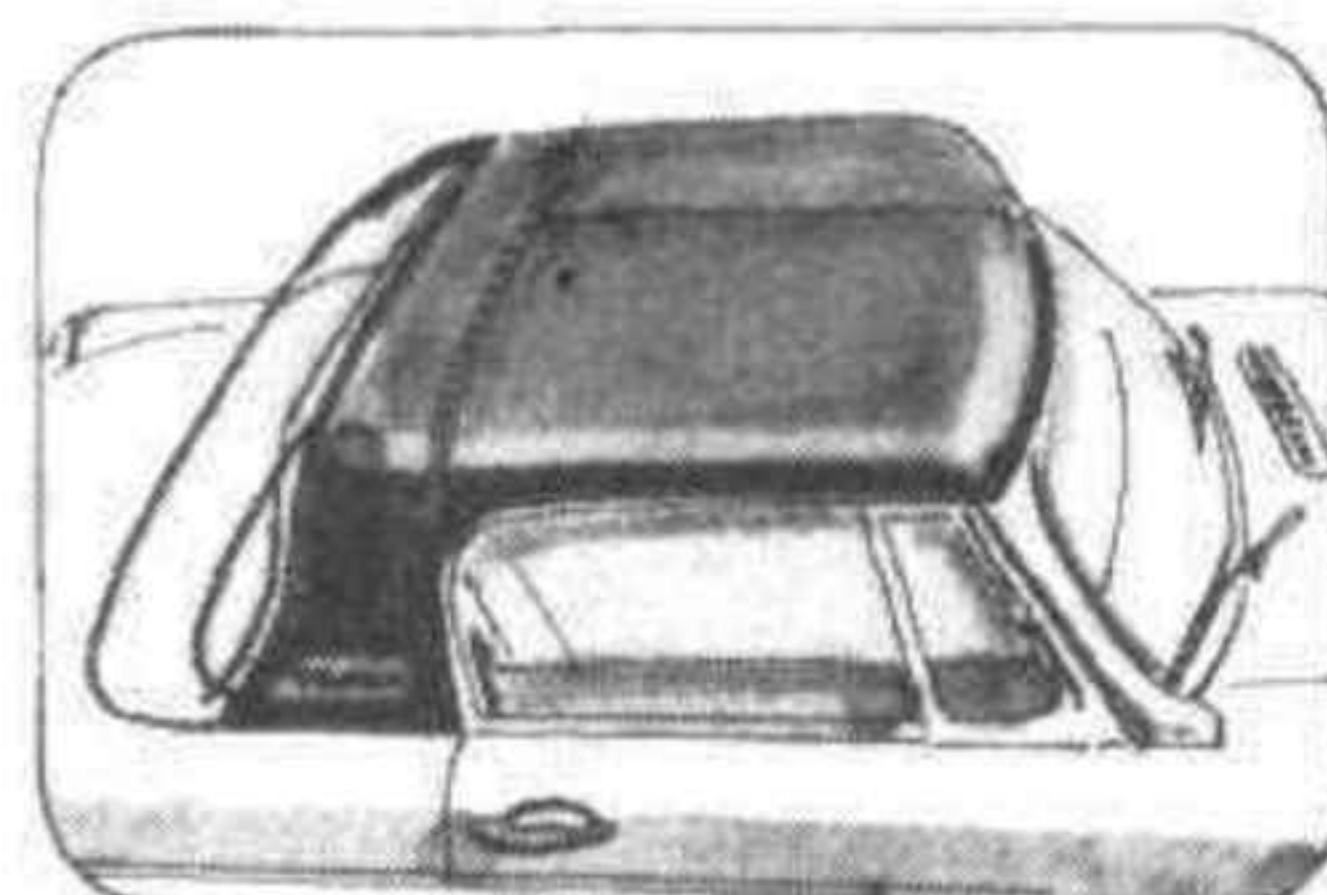
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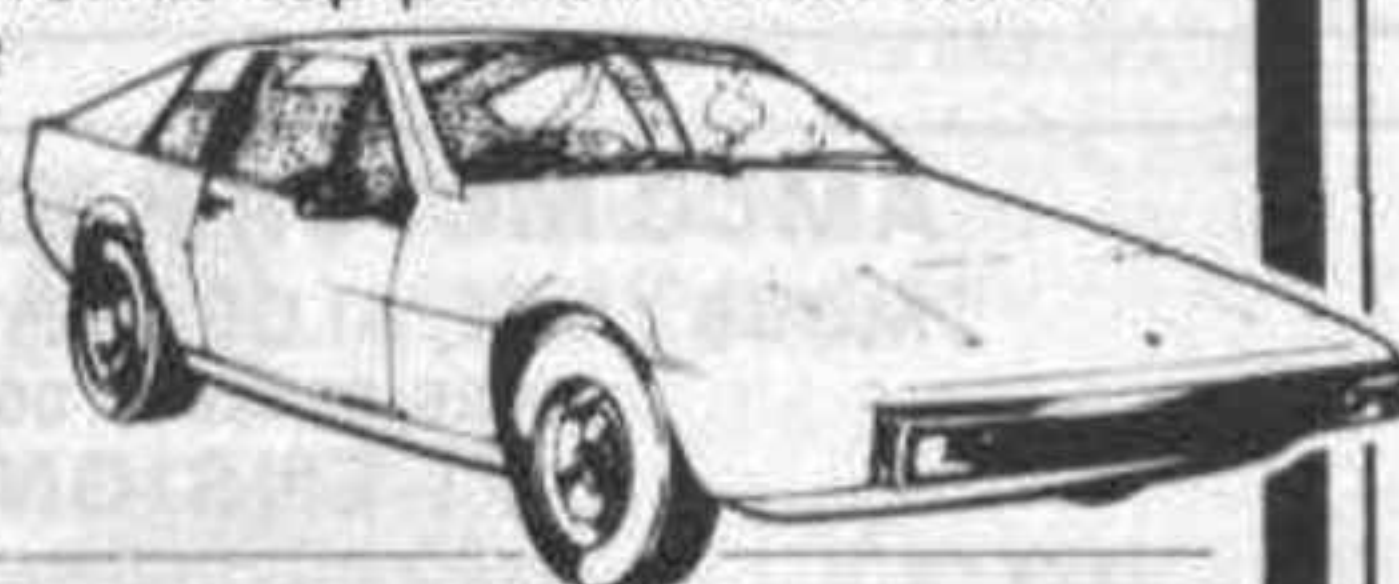


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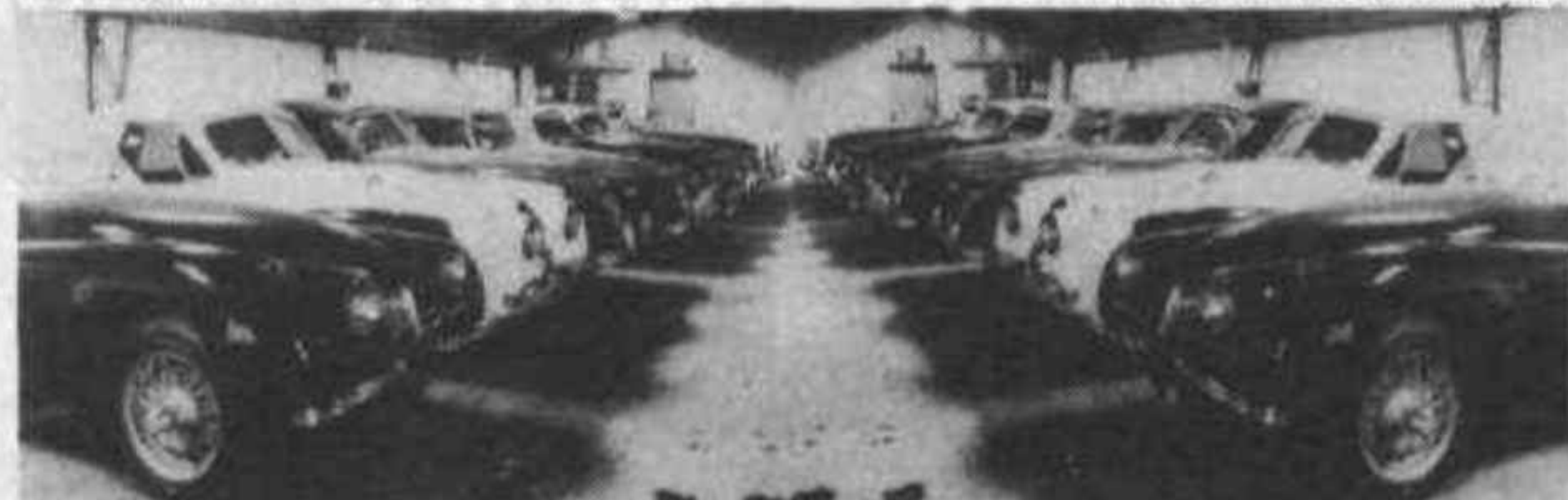
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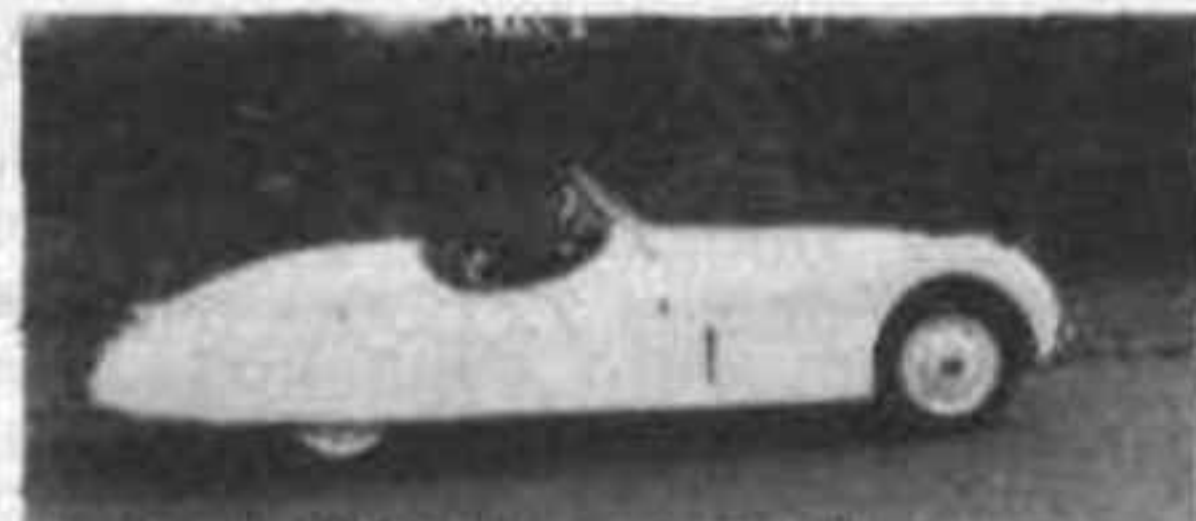
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1954 Daimler Conquest Century 2½-litre, black, 18,474 miles, original log book shows two owners, first one for 21 years £1,995

1955 Daimler Landalette DK 400 by Hooper. Used by English Royalty, electric rear section, also electric "see through" roof, maroon over black, quite magnificent £17,450

1977 (Nov.) Ford Fiesta "S", 3-door saloon, red, one owner, 11,712 miles, Blaupunkt radio, undersealed new. H.R.W. £2,495

1974 (Reg.) '72 model Fiat 130, 2-door coupe, L.H.D., golden beige, gold velour trim, 5 speed, air cond., electric windows, P.A.S. £1,945

1970 Jaguar E-type 2+2, automatic, sable/tan, 67,620 miles, chrome w.w., radio, Webasto £3,995

1968 Jaguar E-type 4.2, F.H.C., radio, wire wheels, red/black £3,295

1967 Jaguar 420 automatic, dark blue, approx. £250 spent by us, brakes, carbs, exhausts, timing chains etc. £795

1967 Jaguar 4.2 E-type 2+2 fhc. Engine/gearbox rebuilt 1,000 miles ago, paintwork/chrome renovated, chrome wire wheels, auto, radio, Webasto £4,500

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

1978 (T) MG-B, one owner, 2,962 miles, Tahiti blue, striped grey trim, overdrive, manufacturer's warranty £3,495

1977 (R) MG Midget. Red, one owner, 7,733 miles, tonneau. £2,195

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

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

1975 Sept. MG V8 GT, white/black, one owner, 27,622 miles, o/drive, tinted glass, H.R.W., radio, twin door mirrors, spare unused £3,875

1975 (P) MG-B GT, Tahiti blue, 29,995 miles, chrome Rostyles, tinted, overdrive, radio, vinyl roof £2,775

1975 (N) MG-B GT V8 Tahiti blue, 33,699 miles, overdrive, H.R.W., tinted glass, two owners, one since 3,000 miles £3,595

1974 (N) MG Midget, tundra/autumn leaf £1,345

1974 (N) MG-B GT, citron/black nylon, tinted glass, overdrive, headrests, two owners, recorded mileage 30,251 £2,295

1974 MG-B, citron, radio, overdrive, door mirrors, headrests £1,845

1973 Nov. MG-B GT, citron, overdrive, radio, tinted, chrome wheels, headrests £2,095

1971 (K) MG Midget, blaze, hard top, wire wheels, recent engine work £1,045

1978 Morgan +8, silver/black, 397 miles, special paintwork, reclining seats, rack, lightweight body, rustproofed, 5 speed box £7,995

Morgan +8, black, 163 miles, special paintwork, leather, reclining seats, lightweight body, petrol lock £7,545

1912 Rolls-Royce Silver Ghost Tourer by Regent Carriage Co. and J. Rothschild et fils Ltd. £50,000

1965 Sunbeam Tiger 4.2, red, hard and soft tops, radio, alloy wheels, last owner member of Tiger's Owners Club £1,865

1978 Triumph 1500 Spitfire, overdrive, hardtop, delivery mileage, white £3,225

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Escort 1600GT, 1971. Red, chrome wheels, outstanding condition **£1,299**

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 SPITFIRE 1966 Mk IV, red, hard top £295
 MGB ROADSTER 1977, white, o/drive, radio, 11,000 miles £2,895
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 HUMBER IMPERIAL (1987). Body by Thrupp & Maberly, 2 owners, 85,000 miles, PAS, radio (receives Radio 4). An elegant car for £300. Huntingdon 213710. (24875)
 PORSCHE 911 T, L. Regd., radio, excellent throughout. £3,400. Bourne End 20746 after 7 p.m. (24882)
 ALFA ROMEO 1800 GT Junior, June 1973. White. Five speed gearbox. H.R.W. Usual Alfa refinements. Superb condition. £995. Telephone Manchester (061-7481161). (24893)
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 ALFA ROMEO Giulia Super 1.8 K reg., 2 owners. Well maintained, 50,000 miles. MoT July 1979. Dutch blue, radio, h.z.w. Tonbridge 354828 evenings. (19898)
 AUSTIN SEVEN 1933 Tourer. Complete rebuild. Beautiful condition. £2,200. Phone Sheffield 482245. (24703)
 LANCIA FULVIA Zagato, rare 1,800 c.c. model. Yellow, 24,000 miles by one owner. Electric windows and tail lift. Full service history, must be seen and driven to be appreciated £1,750 o.n.o. Mr. Rigney, Sheffield 23967 day, 306861 evenings. (24907)
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 1968 JAGUAR Mk II 340 Manual/overdrive. Maroon, radio, MoT, J.D.C. member, an exceptional example of this appreciating classic. £1,250. Phone Titchfield 43748. (24787)
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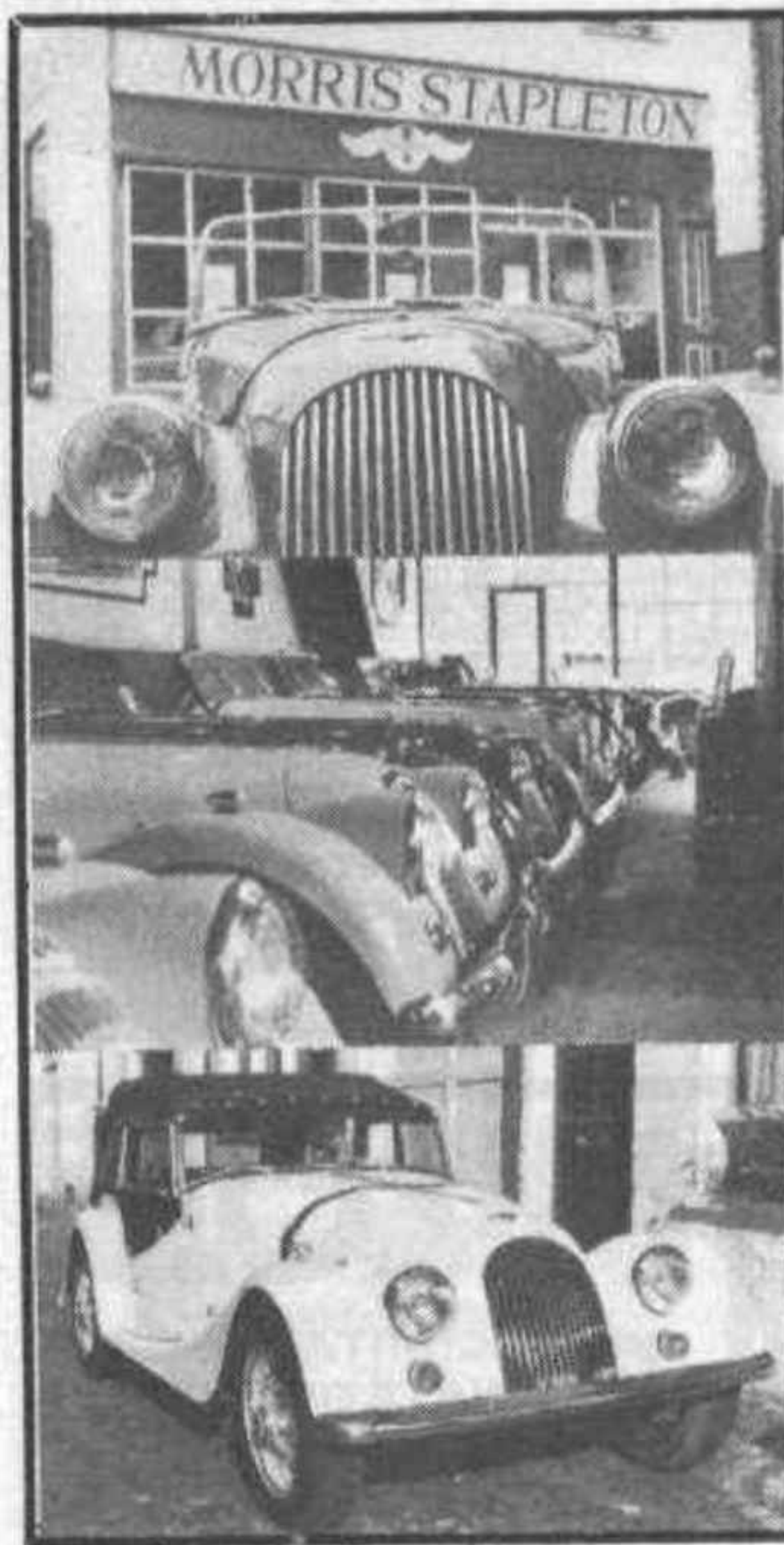


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The silly season is here again if the prices people have been asking us for their Morgans is anything to go by. Winter in the Midlands can still be fun, as I have found a few back roads locally that the spoil sport salt lorries do not know about. Stock to start the new year is rather low although I am actually writing this in early December. We have a 1976 4/4 2 seater with leather trim, luggage rack and disc wheels at £4,450. 1977 4 seater with all the right bits at £5,250, this is a tidy car at a reasonable price. We still have our 1977 five speed Plus B at £6,900, so please don't offer us yours for £7,000 plus. 1966/4 4 seater should be out of the paint shop in new red paint, new quarter panels and rear wings, this car has leather trim and can't be had at £3,300. I hope to have a 1968 4/4 2 seater, this car is very smart with wire wheels and leather trim. Our 1952 +4 flat-rad should also be ready with its new works bonnet and crimson paint job at £3,800, this car has had all new woodwork and is very tidy. My F Super is still here at the moment at £2,500 but several people have shown interest. We also hope to have a Morgan pedal car at £175 + vat which will make a nice belated Christmas present for some lucky child.



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1950 **Morgan 4/4** 4 seater flat rad. model. Restored and finished in royal ivory with brown leather interior, hood and tonneau.

We also have a superb **Austin Healey 100/6**, restored completely and finished in Monza red with black trim, piped in white, with new wire wheels, £2,750.00.

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FOR SALE—continued

TR7, NOVEMBER 1976 R reg., 4-speed. Pimento red, black trim, rustproofed, Sundym, fog and spot. 24,000 miles, excellent condition. £2,595. Tel. Holmes Chapel (Cheshire) 35225. (24800)

AUSTIN SEVEN Special, 1927-1934 mechanicals. Two-seater bodywork (Lotus 7 shape). Spare gearbox. Dismantled. Might split. £250. Sheffield (0742) 303157. (24910)

JAGUAR 3.4S, 1968 sports saloon. Manual gearbox with overdrive. 58,000 recorded miles. Excellent condition and superb interior. £2,250. Taunton 412454. (24936)

TRIUMPH DOLOMITE Sprint, 1974. Rustproofed, radio, overdrive, tinted windows; extras, superb condition. £1,595 o.n.o. Shrewsbury 59662. (24934)

ROLLS-ROYCE 20/25, 1932, saloon by Thrupp and Maberly. Mechanically sound with spare gearbox. Renovation work completed includes rewiring, new tyres, new petrol tank, new exhaust. Work to complete, interior trim, bodywork, repaint. Clash of interests forces sale at £4,500. Tel. Swansea 61150 (evenings). (24911)

LAMBORGHINI MIURA Special RHD V12. Superb example of this magnificent marque. Finished in Italian racing red, fitted radio, Sundym glass, mag. alloy wheels. Snip at £9,750 o.n.o. HP available. Tel. Dumfries 65050 day time. (24913)

LANCIA HPE 2000, 1977. 30,000. Managing director's car, serviced and maintained as new by Lancia's best agent. Bangkok yellow, sunroof, electric windows, cassette radio, silent-travelled. £3,400, no offers. 04882 2244 (Surrey). (24914)

1956 TR3. Good mechanical/body condition, all steel, reupholstered. Much work done but requires replacement rear wheel studs and hub seals for MoT. Funds/space required for different project. Best offer (around £800) accepted. Reigate (Surrey) 46440 evenings/weekends. (24915)

R REGISTERED Rover 3500 SD1. Dark brown with contrasting cloth interior, 5 speed gearbox, P.A.S., radio, tinted glass, head restraints, new tyres fitted, 20,000 miles approx. Outstanding condition throughout. £4,795 o.n.o. Tel. Edge Hill 522. (24916)

MORGAN +8, 1974, canary yellow with black interior, alloy panels, reclining seats, Selmar alarm, etc. Excellent condition, 34,000 miles. £4,700. Lancaster 33925. (24919)

JENSEN 541, 1956 Deluxe Saloon. Rebuilt two years ago and only covered 2,500 since. An outstanding looking car in paprika. Excellent condition, wire wheels, overdrive, air horns, elec. aerial, MoT. Offers over £1,850. For more info, ring Pencoed 860643 or write 4 Tonteg, Pencoed, Near Bridgend, Mid Glamorgan. (24921)

NASH METROPOLITAN 1500. A rare opportunity for the serious investor/collector to acquire one of the last remaining examples. In immaculate condition, road running order and MoT until Sept. 79. Exceptionally low mileage. Used only for shows/exhibitions. This beautiful 1958 RHD full drophead coupe in turquoise/white built by Austin Cars is being reluctantly offered for a speedy sale at £3,500. For an appointment to view (serious enquiries only) please phone 0789-69211. Fisher. (24922)

1933 RILEY Monaco. Complete but partially dismantled. Towable condition. Suitable restoration project. Offers. Bradfield 744318. (24923)

FOR SALE—continued

LANCIA ZAGATO Sport 1.6 L Red, electric windows, 49,000. Electronic ignition, Radiomobile, MoT, Body and mechanics excellent. £1,850. Tel. Peterborough (STD. 0733) 54270 office hours. (24917)

TRIUMPH TR3A, 1969. Excellent condition throughout. All metal white/red interior, new hood, s/screens. Mechanics perfect, overdrive, year's MoT. Ready for summer motoring. £1,400. 01-529 1613. (24926)

MERCEDES BENZ Coupe Sports 230SL 65 type MOT. Right hand drive. Radio excellent. AA RAC welcome. £3,450. No offers. Can exchange with Oldsmobile diesel. No other car. Tel. 01-689 3247 or write Top Flat, 65 Windmill Road, Croydon, 2XT (UK) London. (24927)

DIXON 2-LITRE Riley. Winner of Brooklands 500. British Empire Trophy, 130 m.p.h. lap holder, etc. As seen at Brooklands reunions. Full racing Riley/ERA engine. Now fitted 19 in. wheels and racing Dunlops. Substantial offers considered for this potential ERA beater. Prefer part exchange Riley Imp, Brooklands, or similar. No Paupers, Gawpers or Exporters please. Dick, "St. Winifreds", Eldon Road, Dobbs Weir, Hoddesdon, Herts. Phone Hoddesdon 66298. (24929)

JAGUAR 3.8 Mk. II 1967. Manual/overdrive and wire wheels. Silver grey, red leather trim. A beautiful original car which has been maintained regardless of cost. £3,250. 01-794 7666. (24930)

MG-B GT, 1975 N registration. White, overdrive, radio and undersealed. Genuine recorded mileage 24,000. Very good condition. £2,295. Phone 01-204 0123 (day), 01-954 1478 (evenings & weekends). (24931)

MERCEDES 220S Coupe, 1956, left-hand drive, 50,000 miles since new, sunroof, leather interior, really excellent condition, need of space forces to sell this rare car at £3,900. Please write: Settimio Ducci, Viale Rosselli 36, 00045 Genzano (Rome) Italy. (10276)

COLLECTOR'S CAR. Yet suitable transport for every day use. 1957 Wolseley 15/50 saloon, full record of all servicing, just fitted new clutch and water pump. 72,000 miles, black body, red leather seats, carpets and wood dash, fittings in excellent condition, undersealed, "never put away wet", must appreciate. £1,450. Tel. 01-650 1683. (24898)

D-TYPE JAGUAR (Lynx replica) unused. New alloy monocoque completed to concours specification in B.R.G. Detailed inspection and price negotiations invited. 0422 78510/76753. (24988)

OGLE GT with MG 1100 engine. Cooper S gearbox and brakes, leather upholstery. £950. 197 (cknield Way, Leitchworth, Hertfordshire. (04626-4788). (24993)

SPITFIRE MK. IV. Black, 36,000 miles, undersealed, lady owner, new hood, mint condition. £1,050. Wick 383 (Glam.). (24972)

MORGAN to suit your pocket. 1959 4/4 Ser. II, 2-seater, rebuilt 1500 engine, 4-speed gearbox. Best offer over £2,000 secures. Telephone Gerrards Cross 87827 evenings/weekends after 2 January. (24971)

MG-B GT. L registration, 1972, harvest gold, matching sunroof, overdrive, h.r.w., £120 stereo/radio, air horns, recent tyres, exhaust, clutch. Tax and MoT. September, very good condition, second car. £1,450. Telephone Northampton 45525. (24974)

FOR SALE—continued

CITROEN CX 2400 GTI. February, 1978, metallic blue, air conditioning, Armaglazed, 5,000 miles. £5,750 (current cost over £7,500). Crosby, 061-928 9516 or Wilmslow 25840. (24975)

CITROEN CX 2200 PALLAS. March 1976, white, blue trim, 31,000 miles, v.g.c. £2,750. Crosby 061-928 9516 or Wilmslow 25840. (24975)

JAGUAR E-TYPE 3.8 l.h.c. 1962 chassis no. 287. c.w.w., sunroof, low registration, needs restoration. Offers around £1,000. Tel. Wakefield (0924) 250457. (24976)

JENSEN-HEALEY, 1974, 40,000 miles, tan-gerine hard/soft tops, radio, excellent condition. £2,495. Worthing 38449. (24973)

TR6 1975(N). Red, black interior, hard top with sunroof, overdrive, radio/cassette, below average mileage, immaculate condition. £2,950. Tel. Maidstone 37549. (24977)

FIAT X19. Early l.h.d. model, 37,500 miles approx., mechanically very good, body needs some attention. Best offer over £1,200. Tel. 062 8523740 (Maidenhead area). (24978)

1935 ROESCH TALBOT 65 Brooklands type, taxed, MoT, used regularly, excellent condition. £2,750 o.n.o. 061-485 1873 evenings. (24981)

JAGUAR 420 (S Type saloon). This car was first registered in 1968 and is in immaculate condition inside and out. Finished in maroon with light tan leather trim. Original tool kit, this vehicle must be seen to be appreciated and can only increase in value. Taxed, 12 months MoT, £1,295 o.n.o. Exchange considered modern or old. Mr M. L. Davies, The Flat, South Milton Kingsbridge, South Devon, phone Thurlestone 233. (24982)

PONTIAC FIREBIRD 350. 73/74 model, 41,000 miles, all usual extras, absolutely immaculate. £2,450. Tel. Skipton (0756) 2005 days. 61261 evenings. (24983)

FORD VS PILOT, 1951, black, MoT, tested, original logbook, £800 o.n.o. Tel. Skipton (0756) 2005 days. 61261 evenings. (24983)

AUSTIN SEVEN vintage sports. Original coachwork, 1930, underslung, tuned, hood, together with loads of spares, including wheels, axle, engine gearbox. Phone 0952-882440. (24986)

BMW 2500, 1974 Polaris silver, blue velour interior, p.a.s., stereo radio/cassette, excellent condition, regularly maintained. £2,400. 061-798 9884 after 6 p.m. (24987)

DUTTON B+ Malaga Sports. S Reg., 1978, 2-litre GT6, engine, 7 1/2 inch wheels, carnival red, £1,500 o.n.o. Tel. Redditch 43340 after 6 p.m. Daytime Redditch 68946. (24989)

ALVIS TD 21 Auto 1962 (TGH 40). Two owners, grey/red interior, w/w, radio, new carpets, MoT, ex mechanics & body. A real luxury car. £1,850 o.n.o. Jaguar 2.4 Mk. II 1962. One owner, blue/grey interior, ex mechanics and body, all original car, MoT. A chance to acquire a rare car. £925 o.n.o. Smith (Richard), Sutton Veny 303. (24992)

MG-B GT July 74. Damask, sunroof, O/D, h.r.w., radio, h/rests. Good condition MoT Oct. '79 £2,000. Tel: Hoddesdon 44625, day 01-488 1921. (23333)

MID-FIFTIES: classics Pegaso Z102B Touring GT, Porsche 550 Sports/Racer. Phone 01-352 1803 or write Box No. 5929. (23807)

DUNCAN HEALEY Saloon, 1948. Aluminium body partially restored. Only 5 of this model left in the country. £2,000. Kendal 24303. (25017)

FOR SALE—continued

JAGUAR 420G Auto Saloon, 1967. 68,000 miles, only one previous owner, truly exceptional. £1,150. Tel: Preston 863404. (25018)

MORGAN Three-wheeler 1937 Super Sports. 1,000 c.c. V-twin JAP in superb condition. Offers over £4,000. Tel: Penmaenmawr 2384. (25019)

AUSTIN HEALEY Frogeye Sprite, LHD. Carefully restored to beautiful condition. Owner going abroad so offers around £850. Malmesbury 3132 (Wilts). (25020)

JAGUAR MK 2 3.8 Automatic, 1964. Chrome wire wheels, PAS, reclining seats, radio, cassette, superb mechanics, good coachwork, MoT, £965. Also Jaguar 420 Manual, overdrive, Chrome wires, metallic ice blue, superb mechanics, MoT etc. £795 cash. 01-309 0631. Bastable, 14 The Cover, Pettwood, Kent. (25021)

MORRIS MINOR 1000, 1957. Excellent condition, well maintained, 44,000, two owners, present lady owner for 18 1/2 years. £600 o.n.o. 051-924 7172. (25023)

1974 CRAWFORD CORTINA 2000 GT Convertible. White, fawn hood, tan upholstery. Excellent condition, Ziebarted, radio, Kenlowe fan, 44,000 miles. £1,825. Hill, 21 Horrocks Road, Edgworth, Bolton, Bolton 591421 (day), Turton 85247S (evening). (25022)

AC GREYHOUND Bristol. Rebuilt engine needs running in. Good overall condition. A very usable, rare and appreciating asset. £3,150. 061-980 3298. (25023)

TRIUMPH TR4A 1966 Special Reg. 66 EMA. Overdrive, wires, blue with white hood. Exceptional condition, 1 year's MoT, £1,150. Ashford 56119 (Midx.). (25026)

FULVIA 1600HF Rallye Lusso. Special order model, gleaming black/black interior. Many extras must be finest available. Investment £4,000. Serious enquiries only, further details 01-897 2675. (25027)

MINI CONVERTIBLE constructed professionally at great expense in 1975 and was finalist in Sunday People Fun Car Competition, Woburn Abbey (1975). Extras and special refinements too numerous to list. (But standard 850 c.c. engine etc. Thus no GT of sports car insurance loading.) AA inspection welcome. Looks almost like new - with cherished number plate, taxed, MoT to 1980. Accept £1,500. Probably only one of its kind in the world! Must appreciate in value. Consider exchange. London 878 5717 or Norwich (0603) 898 492. (25029)

E-TYPE JAGUAR V12 2+2, 1973. Sunroof, low mileage, perfectly maintained, immaculate condition throughout. £5,850. 021-354 4434 (Birmingham). (25031)

AUSTIN A40 Somerset, 1952. Good running order and condition. Genuine 89,000 miles. Year's MoT. One owner. £850. Exmouth 6150. (23030)

STAG CONVERTIBLE. Director's second car, Dec '76R, immaculate, 17,500 miles, h/s tops, Ziebart proofed, radio. £4,850. Tel: 01-950 6365 (eve.) 01-749 2104 (day). (25032)

SPITFIRE 1500 c.c. Aug. '76R. Apple green tape/radio, 18,500 miles, immaculate. £1,875. Tel: 01-950 6365 (eve.) 01-749 2104 (day). (25032)

ATTENTION EUROPE - LHD Ferrari. Front engine classic, 1969/70, 365GT, V12, superb style 2+2 Pininfarina body. Delivered European post, £7,000. Call: Motor Heritage, PO Box 7, Horley, Surrey, England, 029 384 541. (25073)

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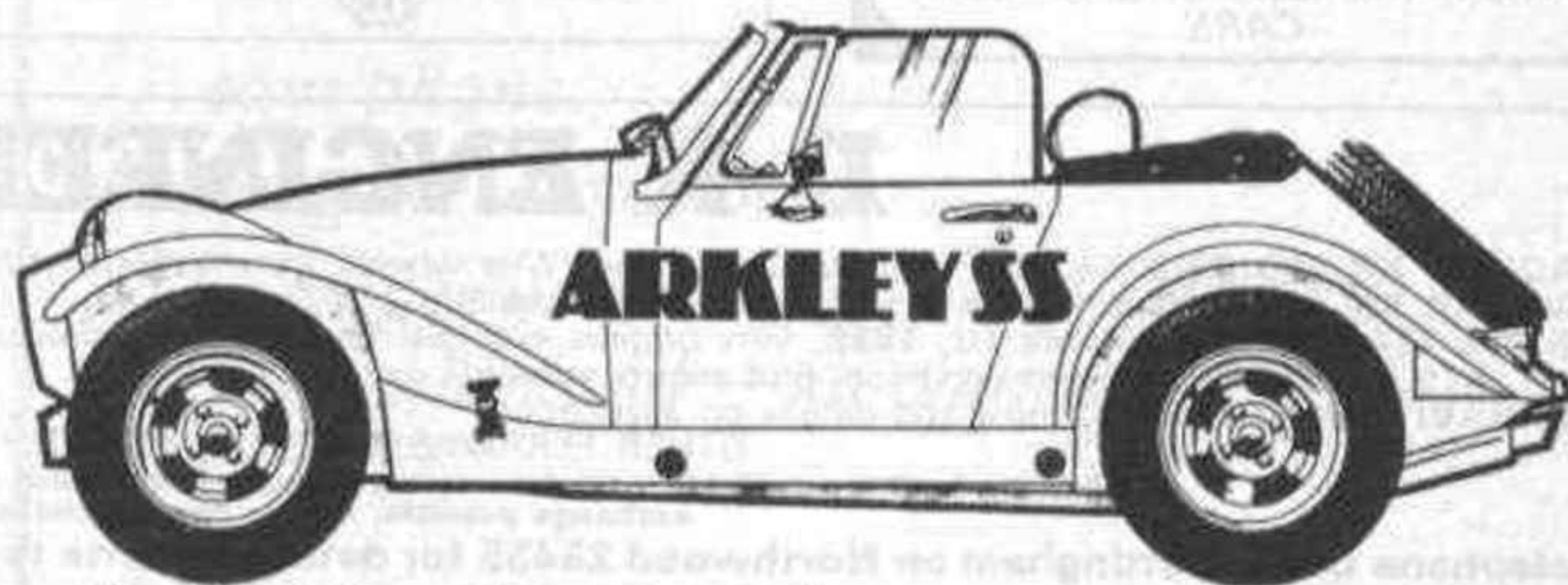
John Britten

Morgan

TVR

The sports car for which you yearn and pine could be yours in '79 (come to Arkley, rain or shine, and merely sign on the dotted line). **Morgan 4/4**, 1978, Dubonnet, chrome wire wheels, Total underseal, grid, the body has been specially treated with something that sounds like Permaglaze but must be slightly different as it's not an emulsion paint. **Morgan Plus 8**, 1977, 5-speed box, SD1 engine, ivory, one owner. **Morgan 4/4 4-seater**, 1970, regal red, wire wheels, grid etc. **Morgan 4/4**, 1963, yellow, wire wheels, fibreglass wings (in the USA they call these glass fenders, which reminds me that in the

headrests. We have a **Morgan Plus 4 2-seater**, about 1962 I would guess, Jaguar Racing green, wire wheels, Brooklands aeroscreens etc. Not on the stock list as we have only programmed our secretary Nysha to list cars under three headings (4/4s, Plus 8's and Others; presented with a Plus 4 she blew one of her printed circuit modules). **Morgan 4/4**, 1970, nut brown, tan leather, chrome wires, bonnet strap, roll bar - a good year in some ways as this vintage had the last of the smooth-changing multi-rail 1600E gearbox, with hydraulic clutch actuation. **Morgan 4/4**, 1973, signal red, tonneau



Suez petrol shortage about 20 years ago I had a Goggomobil with screaming 293 c.c. 2-stroke twin, 4-speed non-synchro gearbox with 1 change and a pedal-car sized wheels having 10° of positive camber on the swing axle rear end. You could go up to about 7,000 rpm in 3rd, take a backswing with your left arm and then deal the gearlever a mighty sideways blow to change instantaneously into top gear with no use of clutch and maintaining full throttle, thanks to the low inertia of the rotating masses. The point of this story is that the Goggo was made in the fairytale German hamlet of Dingolfing by a firm called Hans Glas, and they had obviously employed some local yokel to translate the handbook into English. This chap, with Teutonic thoroughness, had even tried to Anglicise the maker's name, so that there was a reference to the little wagen being equipped with a "glass engine". (At the time, I was rather worried by this at a subliminal level, as I seemed to be driving the automotive equivalent of a boxer with a glass jaw, and had nightmares of the transparent pistons shattering into shards). By now you will have realised that I am padding out the advert due to shortage of stock, but we do have a few more: **Morgan 4/4**, 1976, signal red, wire wheels, leather bucket seats, 1 West Country lady owner. **Morgan 4/4 4-seater**, 1972, Golden yellow, grid, owned by successful cigar-smoking wine-sipping executive - we know he only sipped, as R.J.D. has inspected the trophies he apparently imbued from and found 4 fingers of wine in each. R.J.D. says if he paid that much for wine, he'd drink the last drop, even if he had to use a tea strainer. The foregoing, although admittedly neither funny nor interesting, is true. As our dumb 4-wheeled friends are unable to relate their past histories for their new owners (fortunately, sometimes), I have to perform this task for them. **Morgan 4/4 4-seater**, 1978, silver, reclining seats, Total rustproofing, grid,

cover, carpeted interior. **Morgan 4/4 4-seater**, 1977, deep Brunswick green, grid, Total protection. **Morgan 4/4**, 1976, red (signal), Restall seats, alloy body, roll bar. **Morgan 4/4**, 1976, deep Brunswick green, chrome wire wheels, stone leather trim with hood of a like hue, one owner. **Morgan 4/4 4-seater**, 1977, signal red, wire wheels, reclining and folding seats, grid, bonnet strap. **Morgan 4/4 4-seater**, 1976, Brunswick green again, brown leather, wire wheels, grid. **Morgan Plus 8** 1970/71, orange chrome, hard and softop. "Softop" is a word I coined in around 1963, along with "reconengine" and "twinoverheadcamshaft", as at that time I used to advertise only in "Exchange & Mart" at 2d a word, so one quickly learned how to obtain maximum value for money. Others. **TVR Taimar**, 1978, white, metallic green model band, sunroof, Blue-Punk radio, discreetly fitted tow-bar (yes, OK, toe-bar Mr Mottershaw), one owner, the best TVR I have ever driven; just one complaint - the tip of the accelerator pedal catches in the place where the sole of my shoe has a little hole in



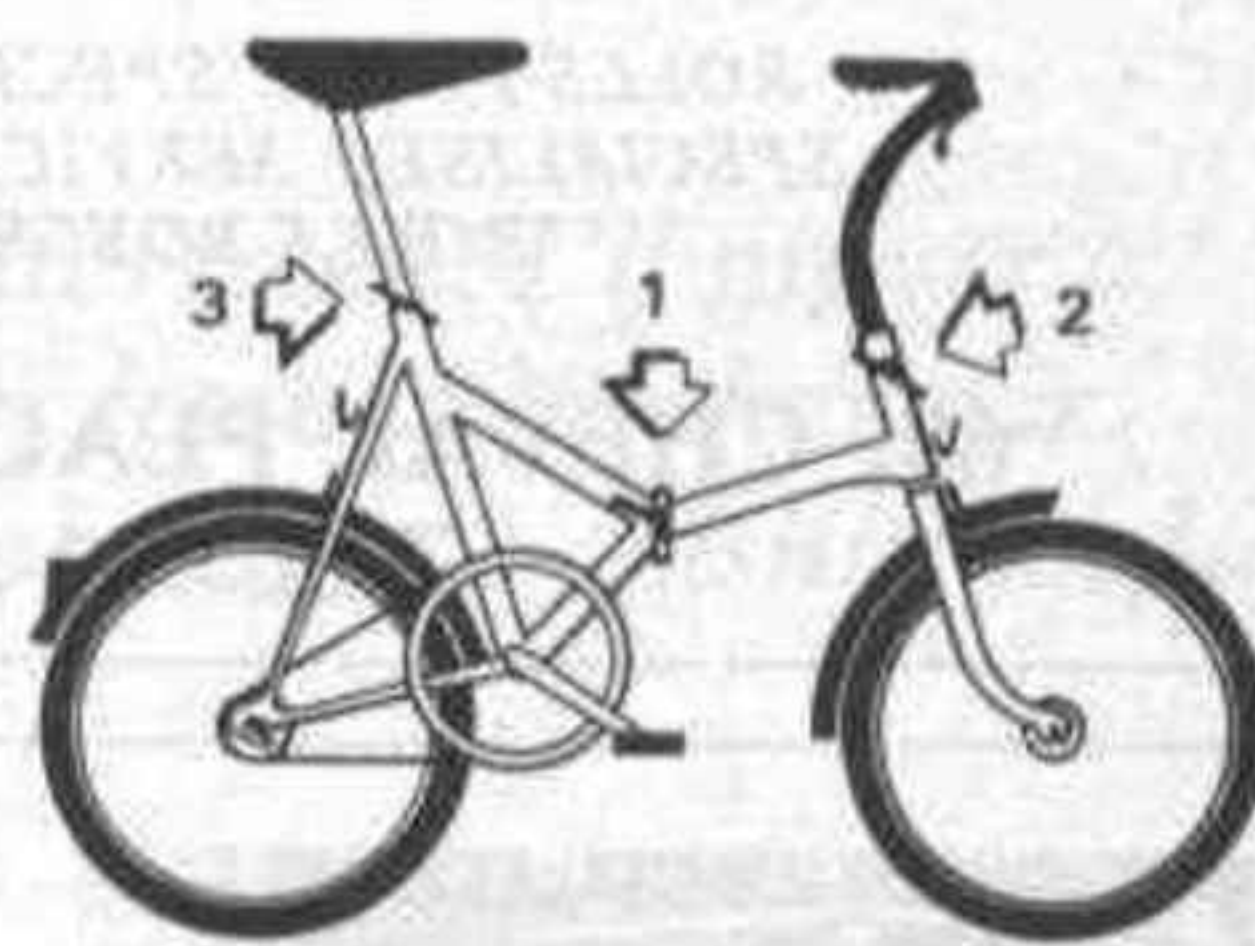
it. **TVR 1600M**, 1972, metallic blue, Recent Work Carried Out At Factory. **TVR 3000M**, 1976, brown/cream, vinyl top, radio/stereo, sunroof. **TVR Taimar**, 1977, metallic green, electric windows, sunroof, radio cassette player. **TVR Turbo Taimar**, 1978/77, white, brown model band, oatmeal trim, sunroof, radio/cassette, Wolftrace wheels. **TVR 3000M**, 1977, dark bronze brown, sunroof,

tan trim, radio, vinyl top. **Arkley SS**, 1974 chassis, saw the light in '78, sunburst gold, Cobra alloy wheels. **Arkley SS**, 1974 chassis, regal red, gold pinstripes, Cobra alloy wheels. **MG-B GT V8**, glacier white, 1975, tan velour trim, radio, sunroof. **Matra Simca Bagheera**, 1975 T-regd, French blue, LHD, alloy wheels, radio. **MG-B**, 1972L overdrive, red, extensively o'hauled. **MG Midget**, 1975, blue, woodrim steering wheel, matching gearlever knob. **Mini 1275 GT**, 1974 (75 reg.), glacier white, yellowish interior trim, dual exhaust, L.R.S.W. **Alfa Romeo 2000GTV**, 1973, sort of dun(g) colour, radio, 5 speed gearbox. **Ford Capri**, 1974, supposedly an RS3100 but no-one here knows how to find out for sure, yellow with gold go-much-faster stripes, black air dam, rear wing, radio, photo wheels, suitable tyres, Motolita. The photographs in last month's *Motor Sport* were taken by RJD and we have a request for further copies from someone - apparently his guide dog liked them. (This is positively the last time I will permit a guide dog joke to appear on my page - JB). **NEW MORGANS**. What can I say but "No comment!" **NEW TVR'S**: Now that delivery times are running into 3 months or so, we have a planned stock ordering system, whereby most of the more popular colours and specifications are either in stock or in the pipeline. We have now had the TVR Convertible in just about every colour; unexpectedly it looks best in dark green or in the lighter of the two metallic greys. **ARKLEY SS**: Celebrates its 9th Anniversary today - hardly seems possible! Sold more kits in 1978 than any previous year, now in stock again, fits any MG Midget/Sprite 1958 to 79. Books on Morgans, TVRs, Arkleys etc for personal callers, also spare parts for these makes.

I would be interested in buying a car, or for that matter a production quantity of cars, having a narrow bonnet, a body large enough to accommodate 4 people but no larger, 4 separate wings, running-boards, a modern chassis, and styling that is either purely functional or, if it has to follow a particular fashion, is in the idiom of the '70s. Despite all the imaginative creations seen at Paris and Geneva over the last two decades, no stylist

else extremely exotic, expensive and have to go off somewhere on a trailer to be serviced. What I (and, surely, others) want is a latterday Alvis 12/50, or AC 6-cylinder, or Bristol 400, or Riley Kestrel (pre-war variety) or Mk. V Jaguar; designed by a Designer, not a committee, by an engineer-designer whose sole ambition, untainted by "marketing strategy", is to design a GOOD CAR!

I had a message the other day that Roger Cook was on the phone for me. My heart ascended to my throat and then plummeted to the floorboard level (doing a 1-1/2-somersault and two double-Axels on the way). Not, I thought guiltily, the Roger Cook, scourge of the corner-cutting entrepreneur,



tape-recorder-carrying public conscience; and honorary Nemesis to the carriage trade? **Roger Cook** from the BBC Checkpoint programme? As a drowning man surveys his past, my misdeeds paraded before my imagination about 64 frames/sec. Could it be about the man whose Arkley bonnet had blown off, narrowly missing the motorcyclist who witnessed the incident? (Could it even have been that Mr Cook had heard my sotto voce comment that it was a pity the bonnet hadn't actually hit the witness, resulting in amnesia?). Was it anything to do with the customer who kept complaining about his hot gear lever? Or the one who insisted that his back axle kept on going round after the car had stopped? But no, Mr Cook was only enquiring about our £95 Microcycle, as illustrated. Apparently, he is a large and powerful man (I expected this, somehow), the pedals of his Bickerton had quailed beneath his weight, and could I tell him more about the Microcycle? I said I liked riding it. "Is it secondhand?", he intimidated. "Er, yes, er, no". I quavered, wondering what the correct answer was. But eventually he assured me his tape recorder was switched off, and he's going to come round for a spin one day. Happy New Year!



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FERRARI 250 GTS, 1960. Price and details on application.	

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FOR SALE—continued
MG WA 1939 Drophead Coupe. Salmons and
Sons. In regular use. offers and enquiries to Box No.
5941. (25216)
1962 WHITE ROVER 100. One lady owner.
genuine 25,000 miles, full history. Absolutely superb
condition. Including valuable reg. no. TRY 42.
£1,850 o.n.o. 0222-751082. (25213)
PEUGEOT 1924. Fabric-bodied tourer, almost
mint, taxed and tested, fantastic registration number
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Phantom chassis. Tel: 0253 726237. (25214)
1960 BENTLEY S2. Sage over smoke green/green
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Exceedingly rust-free and original unused toolkit, etc.
A car by which others should be judged. £8,950.
Henley 5791. (25215)

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FOR SALE—continued

TIGER AVENGER, L registered, low mileage, gold with black interior, radio, very good condition, regularly serviced, well maintained. Offers over £750. Tel: 051-524 8848. (25036)

VOLVO 1800 ES, Late 1971, manual, carefully maintained model in white with tan leather trim, fitted with radio, Sundyn glass, overdrive, etc. Undoubtedly a collector's car of the future, which is increasing in value. £2,995 o.n.o. Tel: 042 54 2387. (25028)

LAKELAND MOTOR Museum, A selection of surplus cars from our reserve collection. Essex Tamplene, 1934 Studebaker President, 1937 Others for sale. These classic American autos are all sound and complete. Offers tel. day: 0253 24840, evening: 0253 885532. (25035)

MG-A TWIN-CAM, Inc. push-rod engine. Rough body, good chassis, £330, no offers. Ormskirk 73761. (25075)

JAGUAR 3.4 Mk II, Manual, wires, overdrive, original paint. Tax & test. £400. Ormskirk 73761. (25075)

TVR 3000M, October 1974. Average mileage, yellow, black roof, all extras. Excellent condition, one owner. £2,500. Bournemouth 22455. (25076)

LANCIA COUPE 2000 HF, November 1974. Low mileage, one owner, fine example in blue, professionally serviced. £2,250. Bournemouth 27549. (25076)

VAUXHALL LIGHT Twelve Six, 1935, in showroom condition. MoT, brown log book. £1,000. Tel: Wotton-under-Edge 2732. (25077)

CORD ROADSTER Samco Replica LHD, only 14 made of this particular model and thought to be the nearest in outward appearance to the original manufactured 1968. It has a Ford 289 V8 engine/automatic transmission, PAS and air conditioning. Painted red with black interior with a white soft top and chrome wire wheels. The car is immaculate. Offers, might RX. (London) 274-8755. (25079)

MG TF 1954, Complete restoration to concours standard. Rebuilt from stripped chassis upwards with meticulous attention to detail in respect of all mechanical and coachwork parts - this example is no partial rebuild - it has been subject to a complete and exacting original restoration. A truly beautiful example of probably the finest model MG ever produced. Surely unrepeatable at £5,500. Genuine enquiries only please. Leamington Spa (0926) 312666/24663. (25082)

FIAT 130 saloon 3.2-litre V6 automatic, power steering. Many refinements include tinted electric windows, luxurious cord interior, reclining seats, rear window blinds, etc. Taxed, MoT, excellent condition throughout, reluctant sale due to change in business plans. £1,375. Sidmouth 3739. (25083)

TVR 1976 (FEB.) 3000M, Metallic coral, 38,000 miles. £3,250. Tel: Harrogate 503768. (25084)

MG MAGNETTE 2B, reg. Jan. 1959. Original dove grey, red leather, radio, garaged, unused five years. Best offer accepted. Wotton-under-Edge 2381 evenings. (25087)

1978 MG-B GT, As new condition, one owner, red/grey stripe trim, 13,000 miles, Motolita steering wheel, tinted glass, overdrive, HRV. Big saving on new price at £3,500 o.n.o. Tel: Bolton (Lancs) 45411 after 6.30 p.m. weekdays, any time weekends. (25088)

VOLVO 1970 2-litre 131 Saloon Sunshine roof, extras. Rare model. £1,000. Phone Ladbury 3274. (25089)

DAIMLER 2 1/2 V8, 1965, Auto, PAS, HRW, 48,500 miles, long MoT, radio, Superb condition. £1,850. Bournemouth 780051. (25086)

BRISTOL 409, Superb example, just re-sprayed, recent engine and gearbox overhaul, new steering box and tyres. £3,000. Gourlay Barend, Dalbeattie, Kirkcubrightshire, Tel: 038 778 663. (25090)

MORGAN +8, Delivery mileage, yellow, black leather, usual extras, offers around £7,500. Telephone Ventnor 854047. (25096)

JAGUAR 420, 1967, Long MoT, manual, overdrive, £650 o.n.o. 0789 841155. (25097)

ASTON MARTIN 1969 DB6 Auto. £4,500 o.n.o. 01-238 4177. (25098)

MG TC, Very good, £4,000 o.n.o. 01-235 4177. (25098)

MG TD 1960 Concours Winner. Stove enamelled red over silver, black interior, fully rechromed, rebuilt. Very pretty. Sale deeply regretted - present owner for 15 years. Offers over £5,000. Tel: Tring 3888. (25101)

FOR SALE—continued

ALFA ROMEO Spider 2000, White, November 1976, 23,000 miles, radio, electric aerial, other extras. Immaculate throughout. £4,250. Ring Chesham 4493 (Bucks) mornings 9.30-11 or evenings after 8. (25091)

1948 JAGUAR Mk IV 3 1/2 Drophead in need of complete restoration. £1,795. Wendover 623165 (Bucks). (25092)

TRIUMPH ROADSTER 2000, Sound mechanically, needs painting and trimming. £1,050 (car in Hampshire). Telephone Barnstable 3645. (25093)

ALFA ROMEO Alfetta GT 2+2 Coupe, 1975. Red/black trim, sunshine roof, tinted glass, Dinitrol. Beautiful car. £2,750 o.n.o. Finance arranged possible exchange. Stamford, Lincs. 0780 4312. (25095)

SCIMITAR GTE, 1973, O/drive, maroon, black trim, chrome wheels, quad 8-track Radiomobile. Taxed & MoT. £2,250 o.n.o. Must be seen. Stamford Lincs. 0780 4312. (25095)

JAGUAR XK120 Roadster, 1952, Special Equipment model in appalling condition - for rebuild. £1,200. Barnstable 3645. (25093)

HONDA S800 Sports Coupe Mk II, One loving owner, 50,000 miles, original classic sports car in outstanding condition. Rare investment opportunity. £795. Burgh Heath 59887. (25103)

ALFA ROMEO 2000 Spider, 1976(R). One owner, 33,000 miles, dark blue. £3,995. Hertford 56177. (25104)

E-TYPE 4.2 FHC 1969, Generally sound but needs attention. £1,475 o.n.o. Chesterfield (0246) 850559. (25099)

MG-B GT S reg, 1977, Black coachwork, grey striped cloth trim, manual overdrive, one private elderly owner, 14,000 miles. All service documents etc. Sale due to ill health by enthusiast owner. £3,875. Tel: 0508 31253 (Norfolk). (25124)

MG TF 1,250 c.c., 1954, MoT. £3,750 o.n.o. Also 1955 MG TF 1,500 c.c. bodywork completely rebuilt, resprayed, rechromed. Needs finishing. £3,500. Consider exchange pre-1949 MG or similar. 062-786 3445. (25125)

LOTUS EUROPA Twin Cam, 1972, Sole owner. A very fanatical and fastidious owner has for sale what can only be described as the most pampered and well looked after Europa in the country. Totally unmarked inside and out. Full detailed service history. Very low mileage, car still has the original polythene covering the seats! Reason for sale, owner buying Lotus Esprit. £2,995. Please phone 05035 240. (25106)

DE TOMASO PANTERA GTS, S reg, 1974 model LHD. Completely unmarked with no rust or scratches. The whole car looks and drives like a 1977 car. Service history. For sale privately by a very fastidious owner. Must not be confused with usual examples for sale. £6,795 or offers to 05035 587. (25106)

LOTUS ESPRIT S1, Yellow, green cloth upholstery, radio/cassette. £5,750. 0734 760203 or 0823 480 527. (25109)

PORSCHE TURBO, 1975, Metallic brown, good condition, 26,800 miles. £15,850. Tel: Forest Green 380 evenings. (25110)

'70 MERCEDES 300 SEL V8, Fuel injection giving 200+ b.h.p. and 20 m.p.g. Tow bar, auto, LHD, ESR, PAS, variable suspension, electric windows, etc. Low mileage classic in immaculate condition throughout. £3,250. Phone: 0639 720995. (25111)

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1976 PORSCHE 911, LHD, platinum finish, plaid interior, quadrophonic turbo, appearance. Only 18,000 miles, absolutely immaculate condition throughout. £9,500. Phone 08925 63663. (25113)

ALFA ROMEO Alfa Sud TI 1350 Saloon, 1978T. Finished in Pompei yellow with cloth upholstery. £3,100. King's Lynn 67211 evenings/weekends. (25115)

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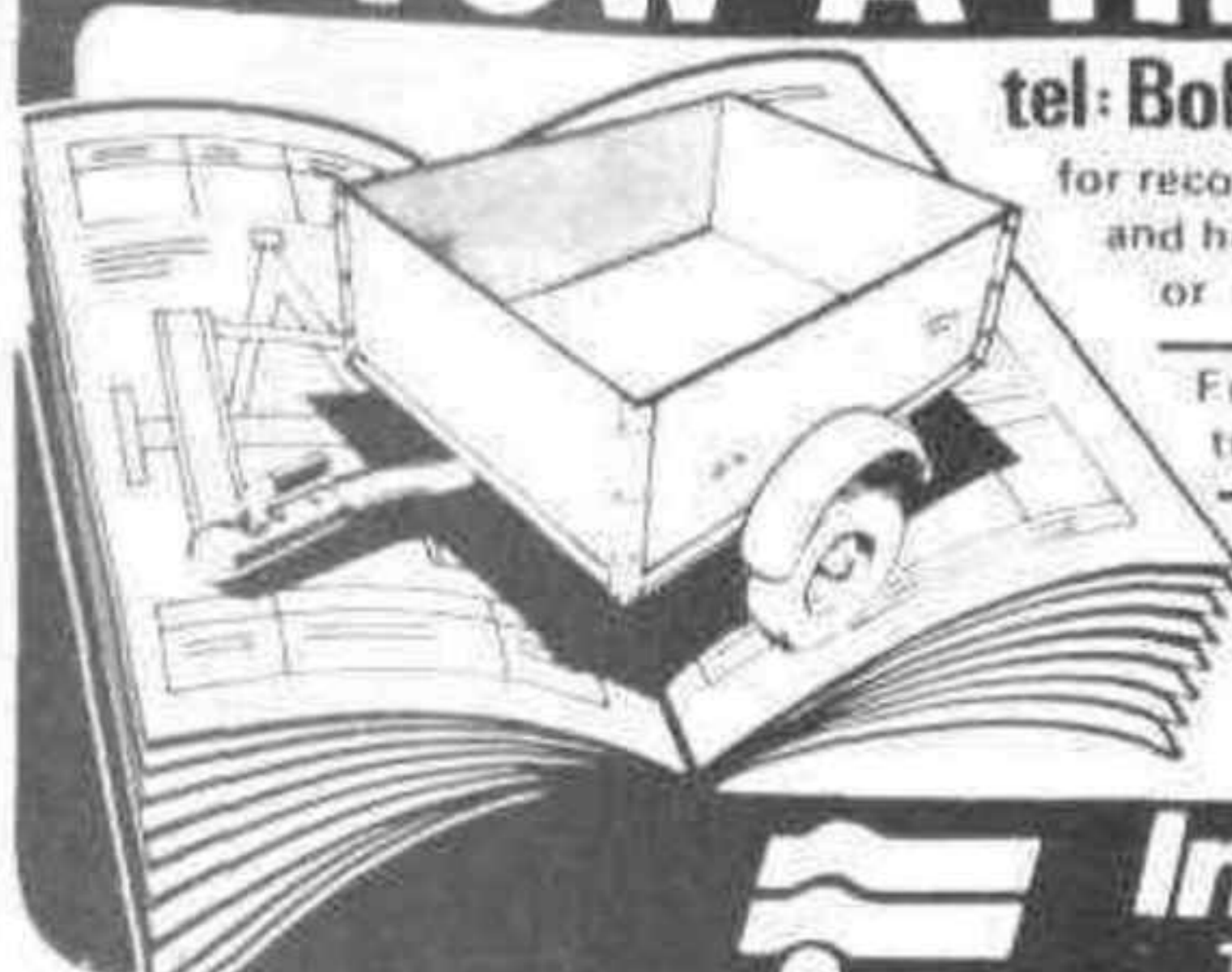
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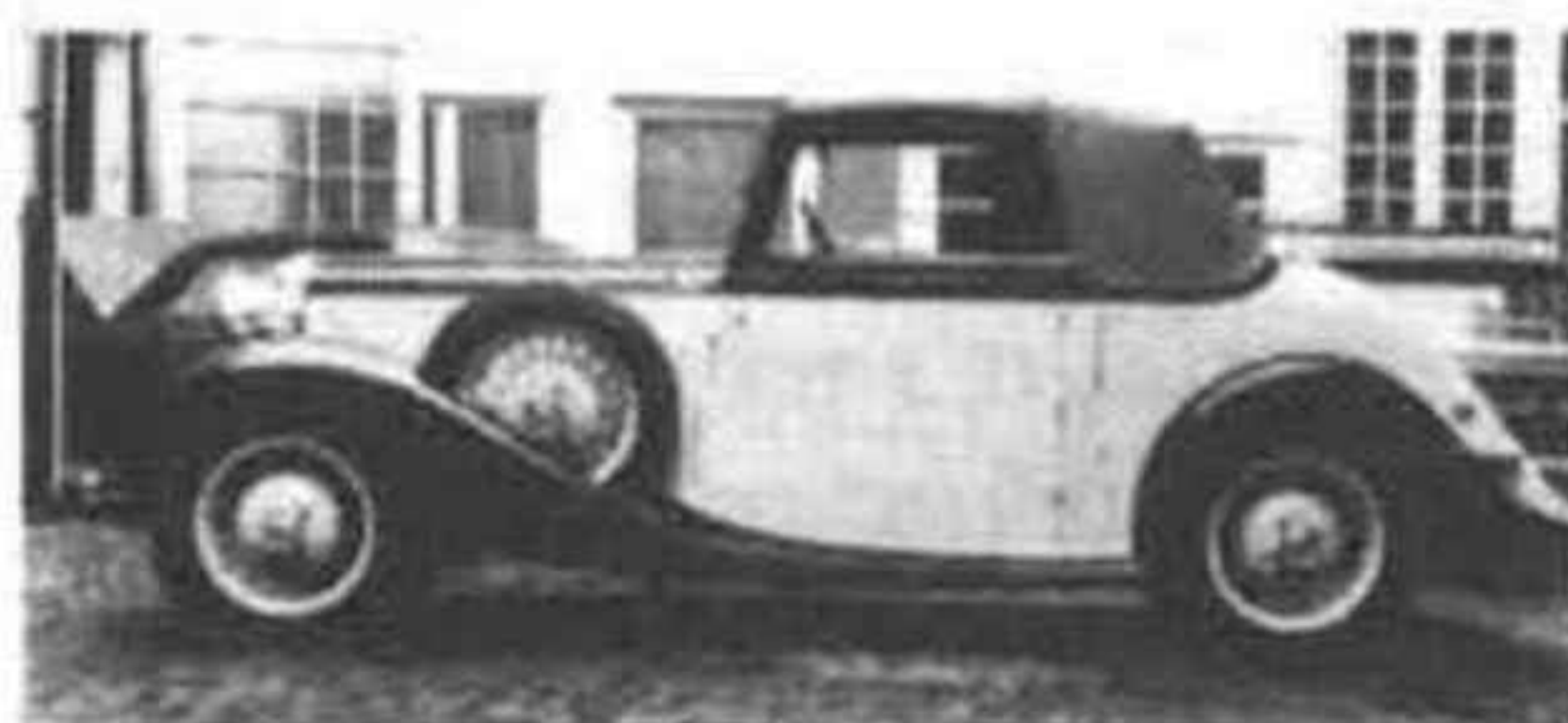
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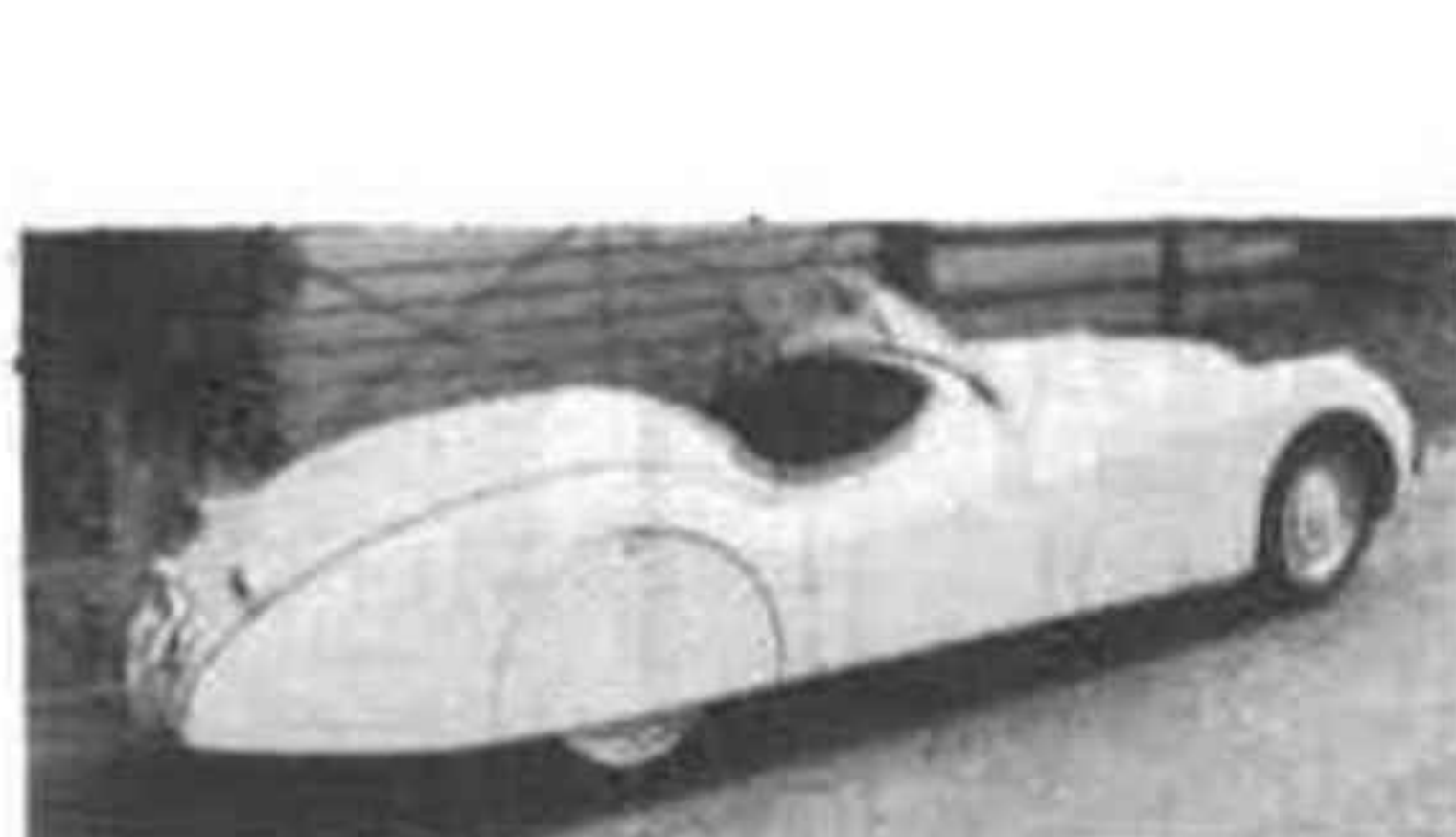
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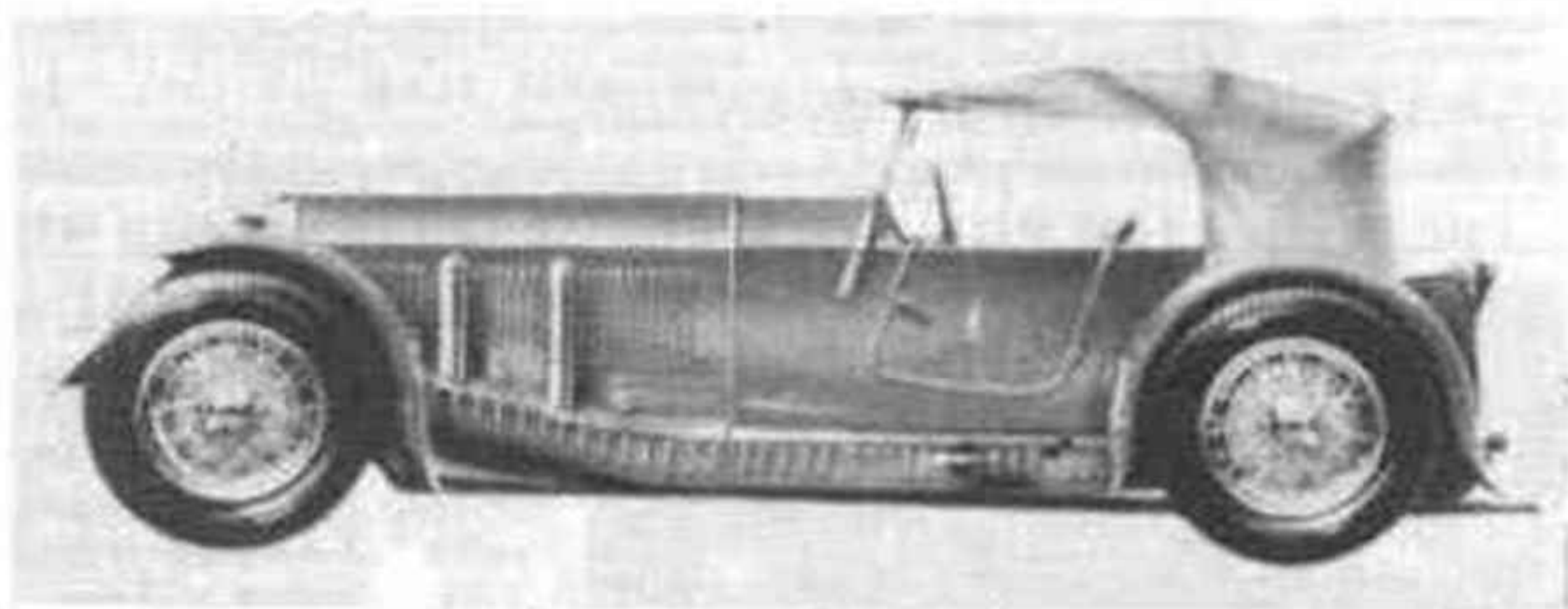
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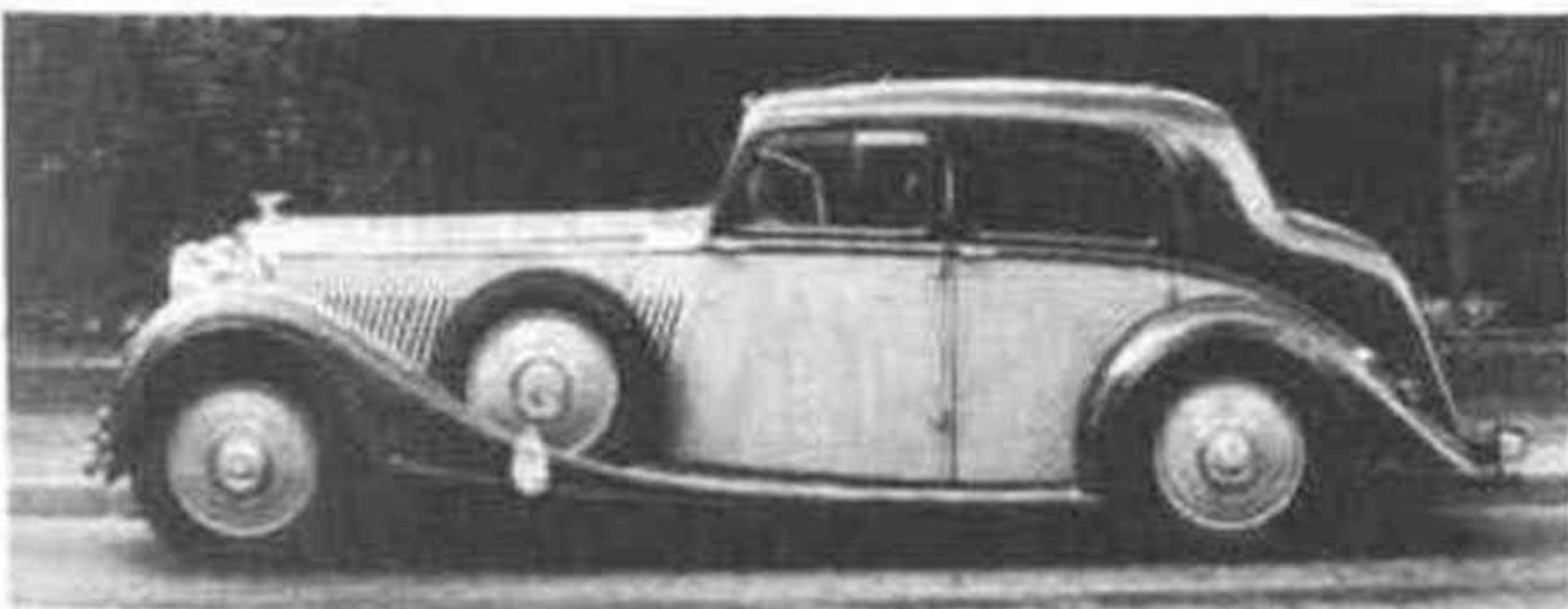
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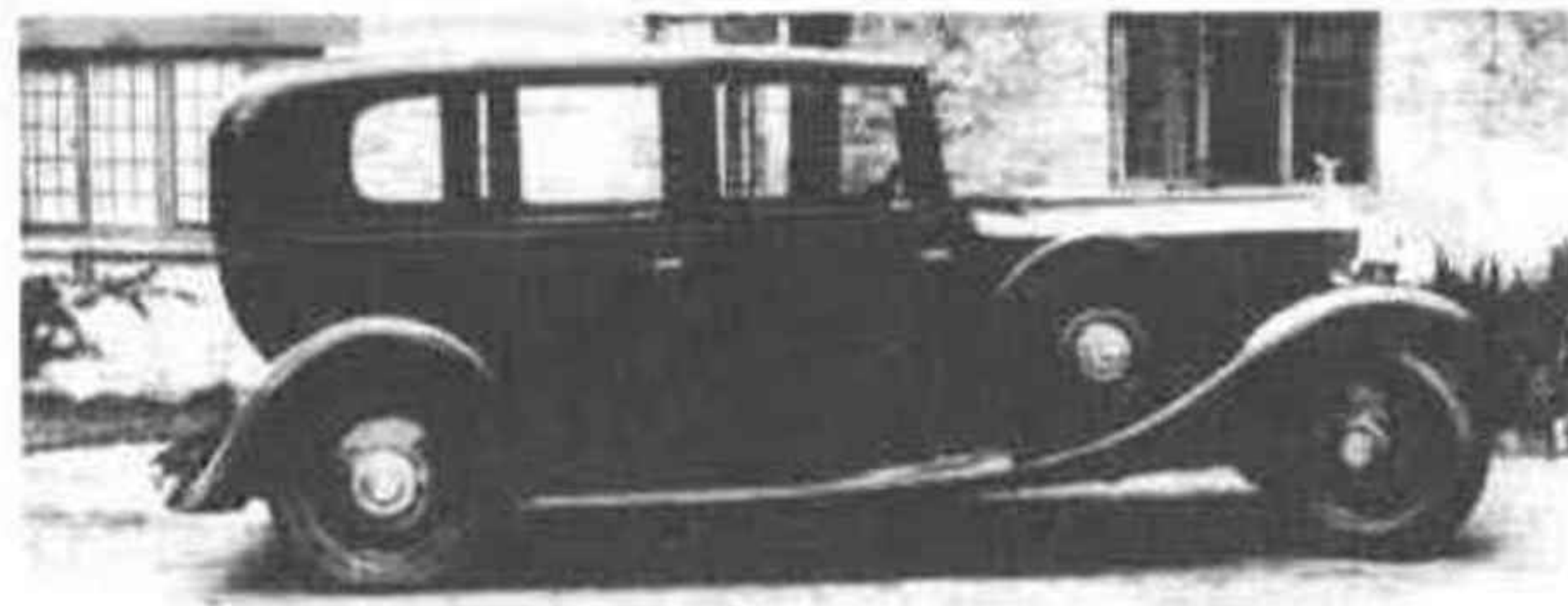
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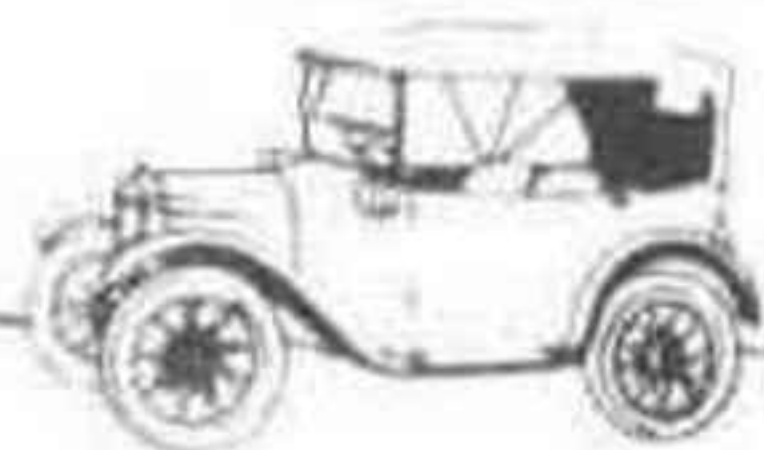
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ASTON MARTIN DBS6 Vanage, 1970. 5-speed, tinted windows, PAS, radio/stereo, bodywork very good, metallic bronze, mechanically excellent. £4,250. Aston Martin DB Mk III DHC, 1959. In beautiful condition, steering, clutch, exhaust, brakes recently overhauled. Resprayed in metallic green. Very good hood, almost new Pirelli Cinturato tyres. £5,000. Telephone Meigle (Scotland) 206. (25195)
LANCIA FULVIA Zagato, 1972K. Red, new MoT, 5-speed box, particularly fast. £875. Bishops Waltham 2858. (25195)
TR4A IRS. My superb car is now for sale. Interested persons should contact Clayton North Kelsey 498, Lincs. (25197)
J REG. TR6 injector system, brakes, steering renewed. Over £400 spent since Sept. h/s top, MoT, tax £1,260. Also 1960 MGA Roadster, part dismantled, nothing missing, all steel. £550 no offers. Maidstone 678678. (25211)
XK140 DROPHEAD. 1955 Overdrive, excellent engine mechanics and chassis. Needs new hood and some tidying to bodywork. Laid out last 2 years. Offers around £2,000. Bolton 592061 evenings & weekend. Farnworth 709465 daytime. (25202)
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FIAT X19 Sports March 1977. Metallic blue, Fiat Mastercover, transferable, alloy wheels, tinted windows, 16,000 miles, used as second car. £2,895. Phone evenings Sheffield 890910. (25162)
JAGUAR MK. II. 1962. 3.4 Manual with overdrive. Genuine 41,000. Previous owner for 14 years. Superb original condition throughout. Original leather upholstery & carpets unmarked. Chrome & body perfect. Radio, etc. £1,750. Tel: 01-290 1611 (Bromley) 6 p.m. (25184)
ALFA ROMEO 2000 Spyder, 1974 N reg. Silver, black interior, radio, electric aerial, 36,000 miles, recent MoT. Well maintained. £2,575 o.n.o. Telephone Roland, 01-638-8469 (work), 01-588 4688 (home). (25155)
MG-C ROADSTER. 1968 - G. Red, radio, tonneau, w/wheels, new batteries, hood. Newish tyres, exhaust, alternator. Rebuilt engine, gearbox. S/rack. Magnificent condition. £1,700 o.n.o. St. Albans 33858 (home), 01-363 3331 ext. 315 (office). (25165)

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ARMSTRONG SIDDELEY 14-h.p. Tourer, 1924. Part restored, only Mk I car known to Assoc. remaining in UK. £3,500. Oxford 46077. (25207)
E-TYPE ROADSTER 3.8. White body, black interior, chassis number 246. Must be one of the best early specimens remaining in this country. Fully restored, receipts for £4,000+. Car can be inspected in London. Offers £5,900. Bath 0225 20257. (25208)
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BENTLEY 1937 VDP Drophead on page 277. The Rolls-Royce Motor Car by Bird and Hallows. During the past 4 years I have had the engine overhauled, new pistons, crank regrind etc. the bodywork stripped, repaired and repainted to concours condition. The chrome is all new. The car is in running order but the restoration only 95% complete. I would sell or exchange for much sportier car, cash either way. Tel: 0695 421904. (25209)
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1970 BMW CS Coupe. This most magnificent example has been owned for the past 2 years by a BMW fanatic. This model is fast becoming foremost in the collecting field and must be a gift edged investment. White with black interior. **£3,300**
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1974 (Series) LOTUS Europa Special. 5 speed, met. blue, 28,000 miles, alloys, sundym, radio/stereo.

1973 LOTUS Europa Special. 5 speed, white, alloys, Sundym, radio/stereo.

1973 LOTUS Europa Special. Bronze, oatmeal, alloys, Sundym, radio.

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1973 (Series) LOTUS Elan Sprint. d.h.c., J.P.S.

1973 (Series) LOTUS Elan Sprint. d.h.c., White.

1972 (Series) LOTUS Elan Sprint. f.h.c., Green/white.

1972 (Series) LOTUS Elan Sprint. f.h.c., white.

1972 LOTUS Elan Sprint. d.h.c., metallic blue, hard top.

1968 LOTUS Elan S4 SE f.h.c., JPS, Minilites.

1962 LOTUS Super 7 series II. Cosworth engine, 21,000 miles.

1975 LOTUS Seven Series III. 6,000 miles, BDA engine, Cosmic wheels, roll bar.

1977 MORGAN 4/4. 2 seater, black, cream leather, wires

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1973 MORGAN 4/4. 2 seater, White, 30,000 miles, extras

1974 FERRARI DINO 246 GT. Red, 35,000 miles.

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1973 FERRARI DINO 246 GT. Primrose, 46,000 miles, full service history, radio/stereo.

1972 FERRARI Dino 246 GT. Primrose, 36,000 miles, radio/stereo

1972 FERRARI Daytona 365 GTB. Yellow, leather, air paint, service history, 29,000 miles.

1975 ALFA ROMEO Veloce 2000 Spyder. Navy, 28,000 miles.

1974 (Series) JAGUAR E-Type V12 Roadster. Manual, white, hardtop, 20,000 miles.

1973 (Series) JAGUAR E Type V12 2+2. Auto, met. silver, 45,000 miles.

1972 JAGUAR E Type V12 2+2. Manual, white, 14,000 miles, wires, one owner.

1970 JAGUAR E Type 4.2, f.h.c. Navy, low mileage, r.w.w., radio.

1958 JAGUAR XK 150. f.h.c. 3.4 BRG, w/w

1966 ASTON MARTIN DB6 Vantage. Red, 54,000 miles only, service history.

1964 DAIMLER 2 1/2-litre. 21,000 miles only, white, one owner.

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1977 MG-B GT. Blaze, 6,00 miles, Ziebart.

1975 MGB GT. Blaze, low mileage, radio/stereo.

1971 MG-B GT. Blaze, low mileage.

1973 MG-B Roadster. Red.

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LAMMAS GRAHAM Drophead Coupe. Very original condition but requires complete restoration. For sale or exchange Bentley Special or similar. Exeter 52958. (25105)

MG-A FHC. Good original condition but needs slight attention. All steel wings. £550. Tel: 0772 864446. (25118)

1939 NARDI DANESSE Open Sports Tourer. 2.500 Alfa engine, excellent condition Mille Miglia car. Present owner vintage car specialist. Offers exceeding £12,000. 082582-206. (25117)

E-TYPE 2+2, 1966. Automatic, MoT, tax, 50,000 miles. £2,000 spent recently. Exquisite condition, brand new bonnet and doors, maker's oil pressure, chrome wires, new tyres, sun roof, dark blue. Motorola. £3,000 o.n.o. Farnborough (Kent) 53115 after 6.00. (25100)

DAIMLER 250 V8 1969 Auto. Sable with tan trim. Beautiful condition throughout, 12 months MoT, taxed, £850. Mr Moorhouse, Castletford (Yorks.) 559063, office hours. (25119)

1932 AUSTIN 10 Saloon, engine rebuilt, body stripped for restoration. All parts available. Any reasonable offer. Tel. Great Yarmouth 728478 evenings & weekends. (25163)

MG-B GT 72-type reg. 77. MoT, LHD (Left Hand Drive), radio, good condition, £890, no offers. Or exch. Transit 12/14-seat diesel, 74/76. 686 3516 (London). (25123)

CHRYSLER SIMCA 1501 Special. P reg. Luxury four-door saloon, brown met., nylon trim. Host of refinements, iodine lights, two speed wipe, p/b radio, new tyres, exhaust and MoT, taxed. £895-o.v.n.o. Phone Coventry 27798. (25121)

MORRIS 1000 Convertible (1966). Body, hood and mechanics in first class order. MoT until June 1979. Offers over £700. Apply: Mr. Allen, "Field House", Stanton Long, Much Wenlock, Salop, Telephone: Ditton Priors 277. (25122)

CONVERTIBLE SUNBEAM Taibot, 1955. In good running order. MoT, £850. Telephone Ipswich 43145 (Suffolk). (25126)

MG-28 Vantage Magnette 1958. Beautiful condition. MoT, taxed, used daily. Offers around £600. Dorking 730832. (25170)

1973 TRIUMPH GT6. Mimosa, h.r.w. sunroof, overdrive, black nylon trim, tinted glass, 70,000 miles. £1,200 o.n.o. Excellent condition. Tel: Holmfirth 5895. (25171)

FOR SALE—continued

LANCIA FULVIA 1600HF Lusso Coupé. Nov. 1972, 44,000 miles, service history, recent full engine overhaul and new clutch, immaculate. £1,450 o.n.o. Christchurch 78565. (25166)

IMMACULATE 1975 Scimitar. Only 34,000 miles, beautiful white paintwork, unmarked tan interior, tinted glass, electric windows, radio, serviced to schedule. Engineer's inspection welcomed. £3,450. Blagdon Hill 202 (Somerset). (25167)

CAPRI 3000E. "J" registered, suit XJ6 owner wanting faster smarter more economical car. Rebuilt engine and body, Mag wheels, tax and MoT, £875 o.n.o. Silverlink, Hedingham Road, Gosfield, Essex. (25188)

1973 DE TOMASO Pantera. Finished in yellow with black interior. Recent blue-print engine rebuild, factory air, stereo cassette/radio, extremely fast. £5,950 o.n.o. Telephone: 01-346 2067. (25189)

RARE PORSCHE 2.7 911S Sportomatic, 1974. Electric sunroof, tinted glass. Beautiful metallic blue. £7,500. 01-221 4142. (25193)

MG-B GT V8, M Reg., harvest gold, tinted windows, overdrive, 49,000 miles, new gearbox, clutch, exhaust, etc. Tax, MoT, excellent condition. £2,795. Tel. Aldeburgh, Suffolk (072) 885) 2800. (25194)

1969 MORGAN 1.8 912 NUR. Known history including John Berry rebuild 1974, +2 conversion 1977, V, good condition. About £3,500. Pre-war Morgan considered inc. p/e. Welwyn Garden 21695 after Jan. 8th. (25146)

1974 (FEBRUARY) MG-B Roadster. Chrome bumper model, in Tundra, 45,000 miles, Targa hardtop fitted, soft top, tonneau & half tonneau. Radio, chrome Rostyle wheels, MoT, complete service history. This car is in exceptional condition which reflects price of £1,900. Camberlay (0276) 25950. (25147)

TR7 R REG. (1977) 26,000 miles, white with black interior, one owner, radio, £2,500. Tel. Monmouth 2347. (25148)

220 SE COUPE RHD, 1965. Automatic, special reg. MFA 11. Gold, black trim, good condition. MoT June, 1950. Also 190 SL LHD, hard, soft top in need of complete restoration. £550. Maidstone 678678. (25149)

TVR VIXEN S4, L Reg. white with brown band, black interior, radio/cassette, 56,000 miles. £1,800 o.n.o. Tel. Coalville 37910 evenings. (25150)

AUSTIN HEALEY 3000, 1961 four seater. Body completely stripped, rebuilt, resprayed, 12 months MoT. £1,850. Crosshills 34435. (25160)

FOR SALE—continued

ALFA ROMEO 2600 Sprint Bertone Coupe, registered 1968. Leather seats and trim, electric windows, stainless steel exhaust, disc brakes all round, MoT. Not a rot box! Best offer secures. Tel. 01 727 1477. (25151)

ALFA ROMEO Alfetta GTV 2000, June 1977. Metallic beige, light tan interior, superb condition, 24,000 careful miles, fully serviced. Must sell regrettably due to imminent arrival larger car. Will accept sensible offer. Details, photo, Emsworth (Hants) 71648. (25153)

77 PONTIAC Trans Am, Silver/red velour, T reg. auto, Hatchroof, air conditioning, tilt wheel etc. 9,000 miles only, immaculate. £5,950 o.n.o. May p/e. 0442 84 3240. (25156)

1978 CORTINA 2.0 S, mint condition, low mileage, strato silver tints, steel sunroof, many extras. £3,850 o.n.o. Phone Sheffield 398337 day, Dronfield 414580 evenings. (25161)

1964 ROLLS-ROYCE Cloud III Mulliner/Park Ward Coupe. Blue/red leather, Factory refrigeration. Excellent condition. £16,750 o.n.o. or may p/e. 044284 3240. (25156)

LOTUS ELAN +25 130/4 1973. Beautiful tawny brown bodywork, oatmeal interior, rebuilt engine, alloy wheels. New 185 x 70 tyres, doughnuts, rear hub bearings, brakes etc. Exceptionally well maintained, immaculate condition throughout. £2,495. HP/PX, Telephone Hertford (0992) 57473. (25157)

1954 ASTON MARTIN DB2/4. Excellent mechanical condition but body and interior require love and attention. £1,750 o.n.o. Tim Frost, Abbotswood, Belbins, Romsey, Day Totton (04216) 4704, evenings Romsey (0794) 513237. (25158)

1977 BMW 60/7 S fairing Rickman crash bars, 3,000 miles only, immaculate in black £1,525. Tim Frost, Abbotswood, Belbins, Romsey, Day Totton (04216) 4704, evenings, Romsey (0794) 513237. (25158)

1928 ALFA ROMEO cc 1500 DOHC on blown James Young three seat, Sport, recent engine rebuild, Bronze/steel cross-shaft. Full weather equipment. Stored for last year as valves have run out of adjustment. Owner going abroad - offers. Tel. Great Yarmouth (Norfolk) 728478 evenings & weekends. (25163)

MORGAN THREE-WHEELER, 1935 F Type. Totally rebuilt. A stimulating and versatile example of the breed. Offers over £2,000. SAE for complete specification to C. Western, 123 Parsonage Road, Rainham, Essex. (25154)

FOR SALE—continued

FIAT 124 Coupe, 1974. 1,800 c.c., 42,000 miles, long MoT. Excellent condition. £1,250 o.n.o. Might PX 01-237 8085 evenings. (25140)

RILEY, 1952 1 1/2, rebuilt engine, new exhaust, brakes, very original, 12 months MoT. £700 o.n.o. 01-675 1409 (London). (25139)

1937 RILEY 12/4 Continental Saloon for rebuilding. Rare model, complete and original, offers? Situated Lincolnshire 01-675 1409 (London). (25139)

LANCIA FULVIA 1.3 Coupe S2. White/Burgundy, radio, h.r.w., MoT till Nov. 79. Very good condition. £850 o.n.o. Stonehouse (Glos.) 3431. (25141)

JAGUAR MK. I, 1959 3.4 left hand drive, overdrive, discs. Good mechanics, body poor. £100 (would break). Dundee 77969. (25142)

ALVIS 1963 Saloon. Seal grey, automatic, £2,500. West Mersea 2785 after 5 p.m. (25143)

PORSCHE 911S Targa, 1968 LHD, V. good example all round. Long MoT, Carrera spoilers, usual "S" extras, h.r.w. £2,300. Room required for Carrera. Orpington (0689) 74278. (25137)

WANTED

MG SPORTS CARS wanted for restoration 1929-1955. £1,000 minimum paid for complete, original cars dismantled or not, more paid for original drivable or MoT'd cars. Phone Nottingham 702111 daytime. (25203)

ENTHUSIAST hotel proprietor refurbishing cocktail bar with vintage car theme, requires suitable items for display/decoration. Examples might be sales or event posters, steering wheels, hub caps, rocker covers etc. Would prefer to buy outright, but would consider taking on secured loan. George Wright, Weston-super-Mare 21829. (25212)

BOOK WANTED desperately. "The Alfa-Romeo 6C 1750" by Luigi Fusi & Roy Slater. R. Abrahams, 3 Hilton Lane, Prestwich, Manchester M25 BNL 061-773 1987. (25201)

WANTED! ANY old or interesting sports or racing car. Condition unimportant! Best payment! Telephone: 01-385-1805 (W. London). (25138)

WANTED 3 1/2-LITRE Derby Bentley. Private enthusiast seeks to purchase an early 3 1/2 Derby Bentley in reasonable condition, consideration would be given to any replies. Please write or phone Terry Hibbard, Ivy House, Main St., North Leverton, Notts, Telephone Sturton le Steeple 546. (25114)

WANTED pair headrests, black, for 1973 Porsche 911E, 2.4, cash paid. Tel: Churston 832322. (24596)

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Have you ever thought of owning an original illustration of your most beloved racing car, your favourite racing driver, past or present, or your own road car - captured for posterity? Here's your chance.

I supply finely detailed full colour or monochrome illustrations of any motor sporting activity you wish, signed and ready for framing. Photos or details of car/driver are all that's required. They're all accurate to a wheelnut and not outrageous in price! If you send photo, requirements with S.A.E., I will immediately return to you more details and an exact price for your own commission.

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Full colour 30x20 pictorial tributes depicting twelve of the most famous racing cars plus a portrait of the late Graham Hill are now for sale. Available at £1.75p including post & package

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Meticulously detailed black and white lithographs on parchment paper of three World Champion Jackie Stewart driving Tyrrell 005 together with a comprehensive history of all his GP victories. Available at £1.50p including post & package

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Newport Ind. Estate,
Gwent.
(Tel:- 0633 274848
Tlx:- 497619).



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1978 XJS Retrimmed by Ourselves. Cream and Tobacco hide throughout. Deserved elegance.

After many years' involvement in restoring fine quality antique furniture and artefacts Lonsdale Upholstery Company bring their expertise and skills to the connoisseur of fine automobiles, especially those who require the ultimate in hand made interiors finished to the highest possible standard.

For example:

Re-trim Series I 'E' Type F.H.C. as follows:

- 'As new' leather and plush seats.
- All fitted panels re-trimmed in leather.
- New headlining and sun visor covers.
- New plush or leather to wheel arches.
- Hardura replaced with leather edged Wilton carpet.
- Matching leather edged Wilton carpets throughout.
- French polished steering wheel rim.

Price approximately £650.00 subject to materials.

- Bespoke leather and soft cover interiors, any finish, combination or special effect.
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- Head linings in West of England cloth.
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- Lambswool over covers.
- Traditional deep buttoning or fluting by hand on horsehair and felt. Hand sprung seats.
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- Genuine French polishing.
- Carpets made in Wilton and edged in leather.
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62 to 66 Glenthams Road, Barnes, London SW13 01-748 9940

NOSTALGIA

... THROUGH THE LOOKING GLASS ...

As 'Nostalgia' looks forwards (or should it be 'backwards?') to our seventh year of bringing you the Very Best of Yesterday's Historic Motorcars (remember the sceptics who said it would all be over in Christmas 1973?), here are a few of our plans for 1979:-

Firstly the move to a new location in Buckinghamshire will definitely be on, if I can only find a suitable 5/6 bedroomed house with plenty of garaging and space somewhere within about a 7 mile radius of Gerrards Cross.

Then there are the final touches currently being done to finish the new 'COB I' (my own '427' Cobra), based on an original chassis but tailored to my ambition to create the 'Ultimate Road Cobra'! Also in the pipeline is assembly from totally original parts of the very last of one of the most famous 2 str. racing cars of Post-War years; and hopefully the re-emergence of my 2 litre Cooper-Monaco after its 3 year rebuild. The winter has also been spent 'sorting' the Ex-Works Ginetta G10-V8, and this should be driven to and entered in some rounds of the Classic Sportscar Championship. In accompaniment may well be our Lola T160 Can-Am Spyder (this, a Historic Special GT Group IV), whilst of course the Historic Sports-Racing and Road Sports (Group 1) embraces our faithful HWM-Jaguar and the newly-acquired Ex-Works Triumph TRS Le Mans (if not snapped-up beforehand!)

Please note: all (yes, all!) the above are road registered, taxed and used as such. For you to do likewise there are the cars below, and others on the way ...



1960 EX WORKS TRIUMPH TRS LE MANS - 929 HP; placed 11th overall (2nd British car home) at Le Mans, 1961, this is the last of the famous quartet of unique TRs that won the Team Prize for Triumph that year. Totally original in every detail including the buxom twin-cam "Sabrina" engine with twin-choke S.U.s etc., Le Mans lights and switches, regulation weather equipment and so on; believed under 3,000 miles from new, but stripped and reassembled during the past year. Eminently road-usable and, of course, for International Historic Racing in 1979 where it is guaranteed to be a major new attraction - 92 pts. *Photo.*



1966 ALFA ROMEO 1600 GTA (LHD) - YRK 489S; one of the very rare all aluminium road/race GTs so successful in the 1960's; full 'works' spec. incl. 8 plug head, large Webers, C/R box, Campagnolo wheels etc.; our research confirms a 90+% certainty that this car is a proper Auto-Delta example; 30,000 m. only from new, eligible for Historic Special GT events (old Group 4) but genuinely docile enough as an everyday road/shopping car - 86 pts. *Photo.*



1967/70 EX WORKS MGC LIGHT-WEIGHT GT - VHY 5H; the famous all-aluminium "Targa Florio" car, 3,000 m. from new and original to the last nut and bolt incl. the 'Concurrente Verificazione' Entrant's Sticker. Special everything - 202 bhp alloy-head engine, Webers, 'Tulip' box with o/d, ZF diff. etc.; fully trimmed and road usable, and entered in Post Historic Events too (it beat a GT 40 at Silverstone last year, and was driven home afterwards!) Full article and double page colour portrait in *Thoroughbred & Classic Cars* - Dec. 1977. 86 pts. *Photo.*

POSSIBLY COMING: AC FORD COBRA 427 - RHD

POINTS SYSTEM: - based on the ratings that each car might expect to achieve at recognized 'Concours' events, from my experience as a judge at such competitions; marks are for appearance only (incl. engine, chassis etc.) not for originality or mechanical condition.

'THE GOAT': - monthly gatherings are held at **The Goat Pub - Hertford Heath Village Green**, for those who own or just like non-run-of-the-mill motor-cars, and a friendly pint too! New Cortinas only if it is raining, please!

NEXT 'GOAT' MEETING - SUN. JAN. 7th AT NOON

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TEL.: HERTFORD 58891 (STD. DIAL 0992 58891)

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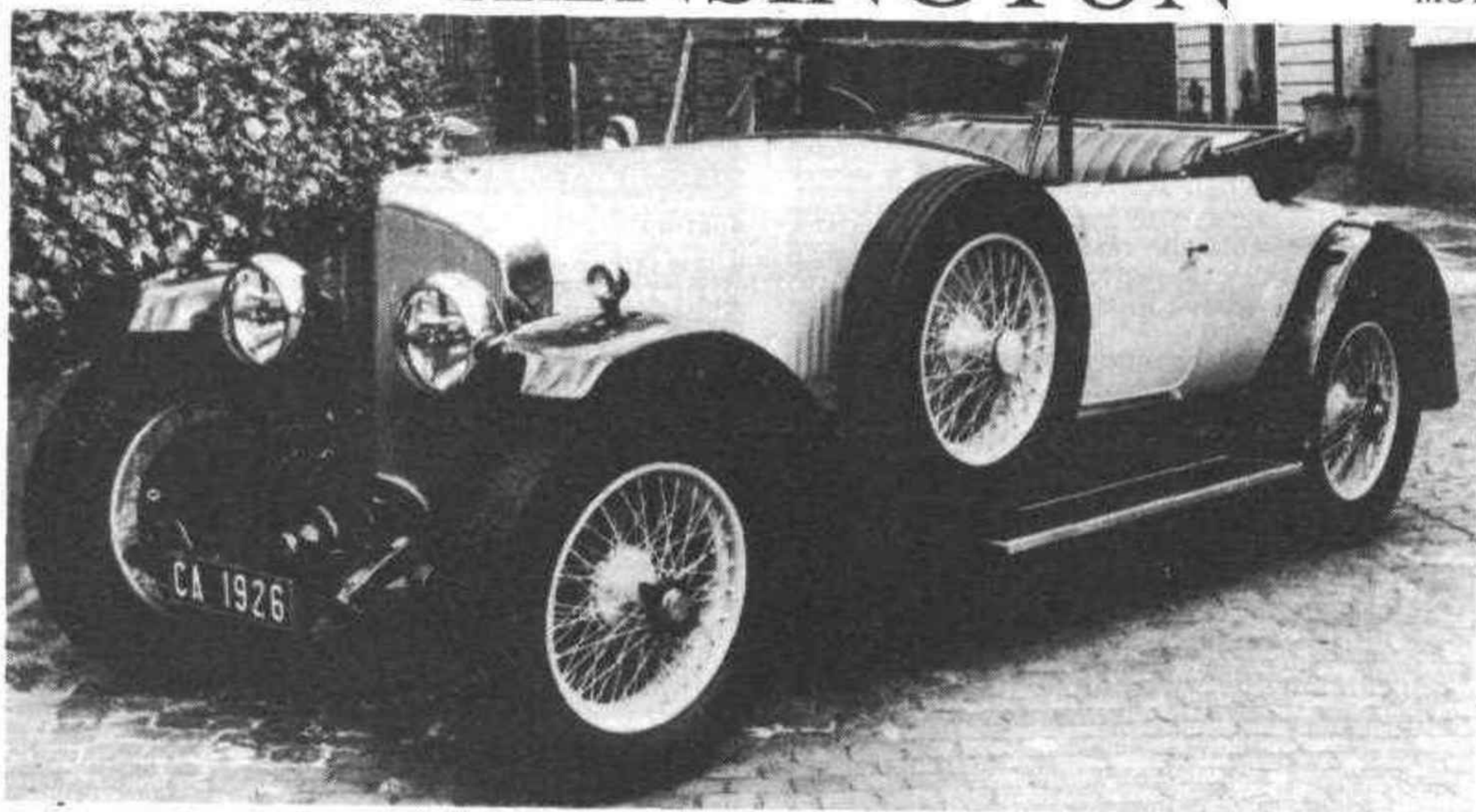
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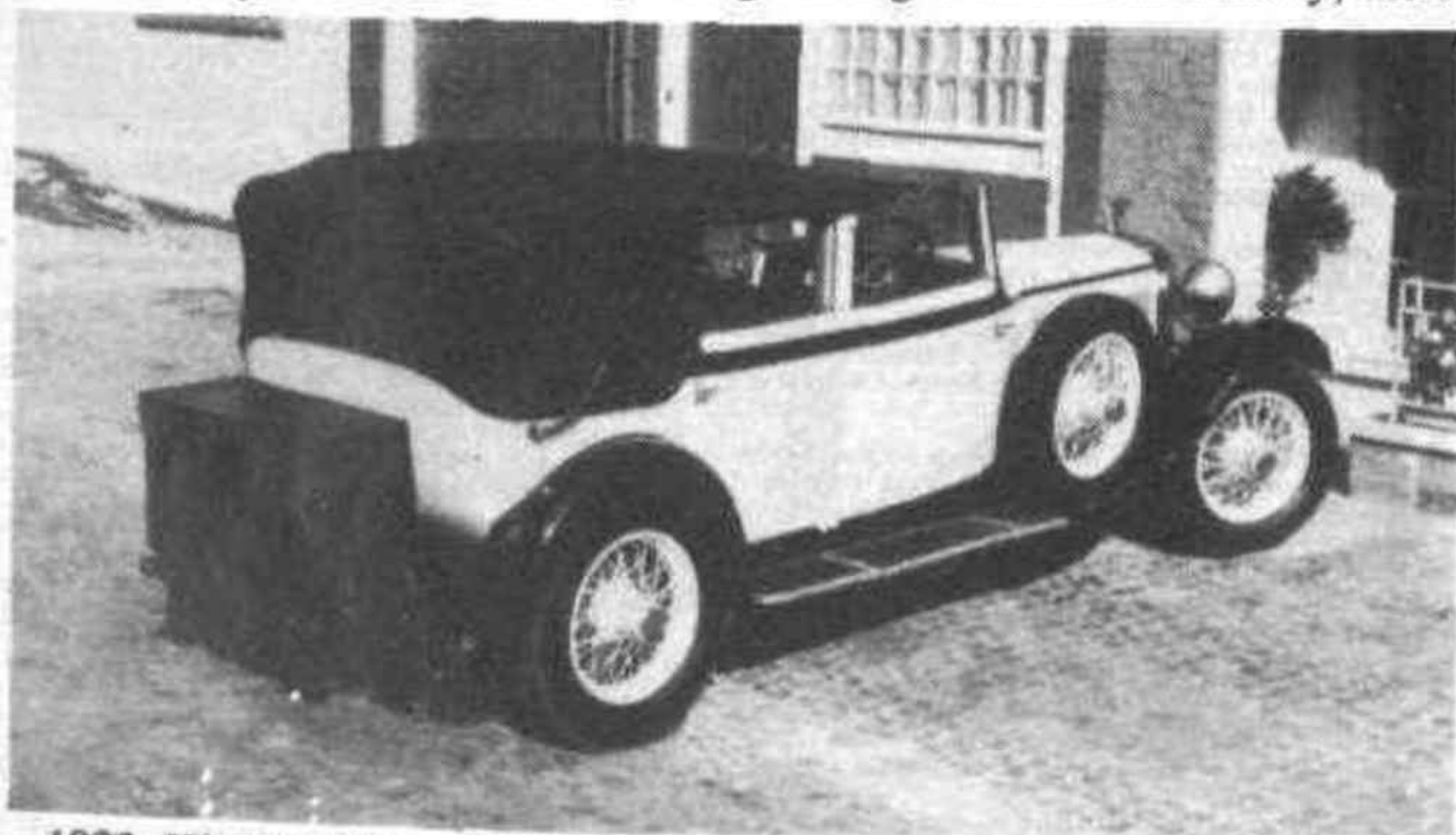
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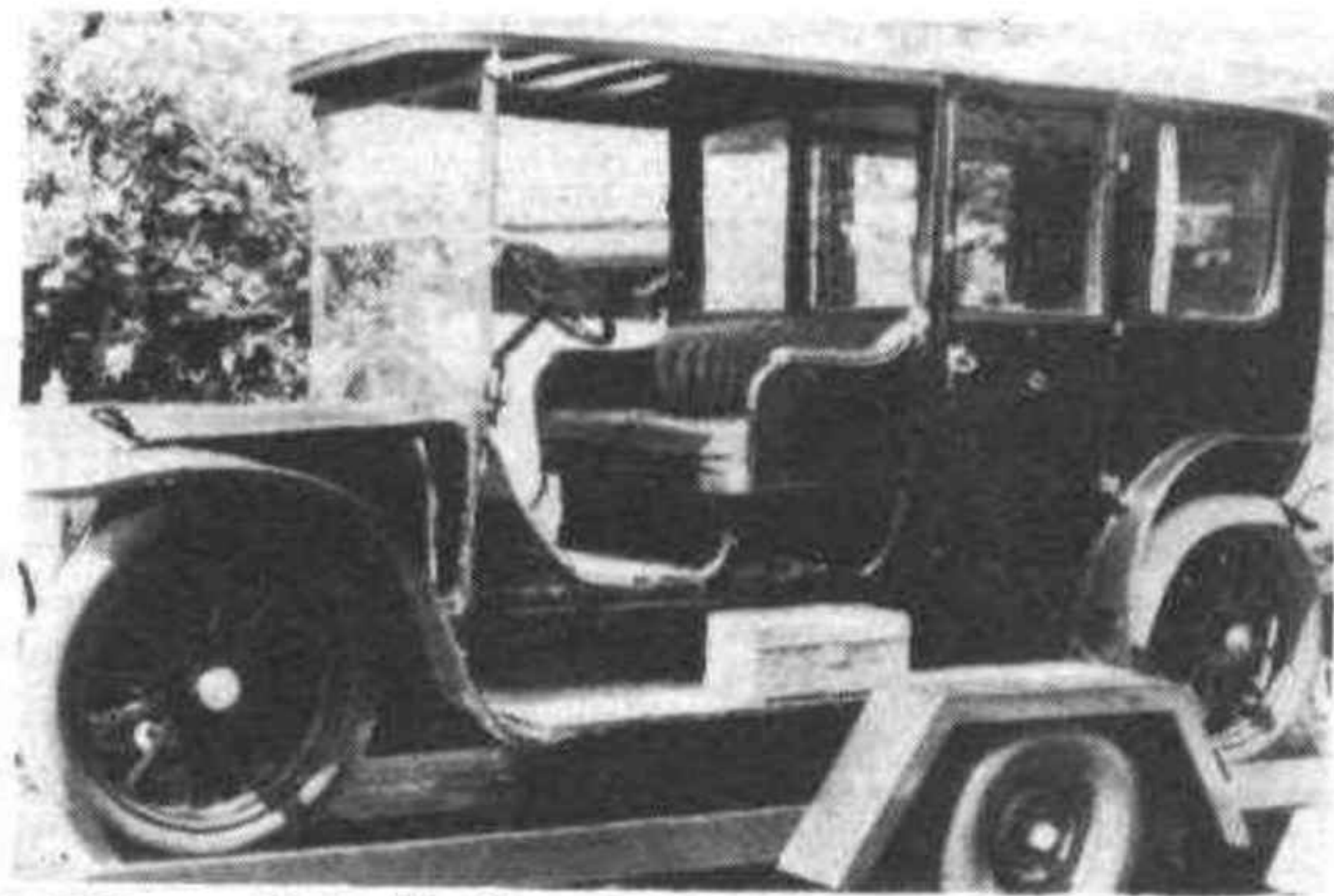


1926 Bentley 6 1/2-litre Cabriolet

Once again we are privileged to offer this magnificent 1926, 6 1/2-litre Bentley 2-door Sports Cabriolet by H. J. Mulliner. This is a rare short chassis 6 1/2 as illustrated on page 47 of Johnnie Green. The car has been superbly restored and is resplendent in cream and brown with superb brown leather trim. Note the Grebel headlights and spotlight. Recently completed successfully the gruelling Monte Carlo Rally, after which it received a major service by Archer of Dunmow.



1928 Hispano Suiza H6B Cabriolet de Ville by Kellner. Rare and attractive.



1911 Delaunay Belleville Open Drive 30 HP Limousine. In totally original condition.



1921 Rolls-Royce Silver Ghost Cabriolet de Ville by Holbrook. A superb quality body on a chassis that is truly a pleasure to drive.



1938 Mercedes-Benz 540K Cabriolet. A magnificent Concours winner in mainly original condition. Left hand drive. Superb mechanically.

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WANTED—continued

OLDER TYPE Scalex car Collector pays very good prices. Especially wanted, Bugatti, Auto-union, Fiat 600, Renault-Alpine, Go-Karts, Matra-Jet, Porsche 917K, Sunbeam-Tiger, tinplate marshals cars, write or Tel: Gillham 19, Bramblegate, Crowthorne, Berks 034 48 5247. (24610)

WANTED TVR 3000M must have overdrive, low mileage, £4,500 cash offered for right car, not yellow. Definitely no dealers. Tel: Plymouth 47914. (24611)

WANTED Chevrolet National no later than 1928. Pay up to £5,000 dependent on condition. M. Sweeney 7C New Park Rd., Ashford, Middx. Tel: Ashford 51924. (24601)

WANTED Austin 12/4 Clifton Tourer no later than 1927. Pay up to £4,000 dependent on condition. M. Sweeney, 7C New Park Rd., Ashford, Middx. Tel: Ashford 51924. (24601)

WANTED two original equipment Austin Healey 100 aerorens to complete 100M restoration. Will pay £25 each and arrange collection. Barry Clarke, 49 Wareham Crescent, French's Forest, 2086, N.S.W. Australia. (24420)

B.M.W. 1975/6 3.0CSI Coupe, one owner, low mileage and mint condition. Private cash buyer will pay premium for right car. Tel: Bournehampton (0202) 428928. (24496)

MORGAN desperately wanted, 1960 to 1969 model, or Lotus 7 Series I, II, or III. Will travel. Rufford Tel: (0704) 822 332. (24499)

MEADOWS 4ED PARTS needed: sump, head, Scintilla mag, also Moss gearbox type 4HR spares/complete and ENV diff. unit e.g. Lanchester 10 type. Please write, A. White, Turf House, North Street, Somerton, TA11 7NZ. (24493)

ASTON MARTIN DB5 or DB6II drophead wanted. Also will purchase a DB4 GT. No trades. Will pay cash for cars in top condition. Please state exact condition and price in first response. Wayne R. Nelson, 3003 E. 96th Street, Indianapolis, Indiana 46240 U.S.A. Tel: 317-844 1122. (98892)

WANTED, Automobile Year issues prior to No. 13, must be in mint condition with dust-jackets. S. Goodridge, Collins Road, Totnes, Devon TQ9 5PJ (0803) 862007. (24332)

VERITAS racing sport-car or BMW 328 and Bugatti in any condition, also incomplete wanted. H. Leicht, Griesbadgasse 26, D-7900 Ulm, Germany. (98898)

ALVIS SPEED 20 SA spares required: cylinder head, Rotax 80 headlamps, steering track rod, manuals, hand-books, Jenkins 7N354 Linden, Medinah, Illinois 60157, U.S.A. (98846)

BOOKS on motor racing published pre-War and early post-War. Send offers to Phillips, 12 Tudor Lane, Old Windsor, Berkshire. Tel: Windsor 67281. (24679)

PRIVATE PURCHASER desires to obtain genuine Veteran car, preferably two/four cylinders. Condition immaterial. Reply to Box No. 5935. (24614)

FIVE 16" wire wheels, hubs and spindlers for XK120. Car has Salisbury rear axle, drum brakes, 11, Heatherway, Great Moulton, Norwich NR15 2HD. (24671)

PRIVATE COLLECTOR requires good copies Pomeroy's Grand Prix Cars volume one and two. Also any other motoring books. Box No. 5936. (24605)

MORGAN 4/4 four seater wanted. Must be good condition, by enthusiast, cash purchase. Phone Bishopston 4333 evenings or Swansea (0792) 23595 day. (24053)

FOUR NEW TYRES 6.50 x 17. Suitable for well based rims. Hackett, Stepps Farm, Harvington, Nr. Kidderminster, Chaddesley Corbett 264. (24073)

W. O. BENTLEY pre 1931, wanted for restoration. Absolutely any condition, complete, incomplete or parts. N. Brake, 19 Penybryn Terrace, Penybryn, Hengoed, Mid. Glam. Telephone Hengoed 813788. (24055)

JENSEN FF Mark 2 required in good working order. Cash purchase ring Evesham 47277 daytime, Broadway 2332 evening. (24060)

WANTED: Seats for Riley Nine Kestrel or Lynx 1933/34. Any condition anything considered, please help. Leicester 773412. (24061)

BRISTOL CARS and parts urgently required. All models up to 1960. Immediate cash payment. Nigel Dawes, Birtsmorton Court, Malvern, Worcs. Tel: Birtsmorton 525. (23648)

MERCEDES 300 SL in excellent or mint condition wanted by private collector. Write to H. P. Lang, Nauroder Str., 27, 62 Wiesbaden-Bierstadt, W. Germany. (97484)

MERCEDES 300 S Convertible requested. Write to H. P. Lang, Nauroder Str., 27, 62 Wiesbaden-Bierstadt, W. Germany. (97484)

BMW 507 in excellent condition. Please contact H. P. Lang, Nauroder Str., 27, 62 Wiesbaden-Bierstadt, W. Germany. (97484)

WANTED: "Motor Sport", 1945-50 inclusive, Jan. 1952, Oct. 1953, May/June 1961, also copy "Formula 1 Record" by Sheldon etc. Mason, 20 Knapton Close, Moor Park, Strensall, York YO3 8ZF. Tel. (0904) 28556 (business), 490891 (home). (23024)

MG TF/TC/TD wanted any condition from concours considered, but must be runner, will travel. 01-886 3080. (21214)

BENTLEY ENTHUSIAST wants Derby Crewe or Mk. VI. Cash awaits, will inspect forthwith (I am not a dealer). Please Tel. Bransgore 72203 (Hants). (21394)

ROLLS PHANTOM or Twenty chassis wanted good cash price paid, running or rolling. Nudd, Hemington House, Shardlow. Tel. Derby 792177. (20551)

WANTED: One pair late type P100 headlamps in good condition. Geoffrey Shrive, 12 Sinton Road, Harlington, Beds. Phone: Toddington 2957. (22068)

ALVIS SPEED 20/25, 12/50, beetle ducks-back Lagonda 3/4-litre Frazer Nash blown Alfa, or similar sports car in good condition. Some work not objected to 01-274 8109. (19870)

VINTAGE BENTLEY required. Prefer original 4+4 tourer but anything considered including Derby drophead. Box No. 5864. (19870)

BENTLEY MARK VI or R Type requiring body attention. G. Shrive, Toddington (Beds), 2957. (22658)

LANCIA LADY enthusiast wishes to purchase the best coupé 2000 HF in England preferably low mileage, silver 75 or 78 reg. Tel. Cullingworth 3533 before 10 a.m. or evening. (23791)

DELLOW OR CANNON trials car required. Pearce, 7 Church Road, Almondsbury, Bristol 0454 613800. (23778)

WANTED privately, early AA/RAC car, motor cycle badges, counties, colonial etc. Fair prices. Evenings, weekends 01-653 0227. (23769)

WANTED—continued

E-TYPE WANTED. Private buyer will pay immediate cash for genuine early 4.2. Must be mechanically sound. No silly prices please. Call 051-648 5205 after 19th January. (25024)

270/255 CU. IN. Offenhauser engine. Preferably complete with all accessories and transmission. Graham Capel 029 384 541. (25074)

WANTED: Triumph GT 6 Mark III 1973/4. Under 45,000 miles preferred. Please Telephone Wigan 212911. (25080)

WANTED: Early AA/RAC car badges, dated keys, books etc. Private collector, fair prices. Evenings, weekends 01-653 0227. (25081)

LAMBORGHINI MUIRA "S" or "SV" wanted by private collector, prefer r.h.d., ample cash available for nice example, or would buy one needing work. Tel. 07416-2466 daytime or 0742-340852 after 6 p.m. (24783)

BRITISH SALMON chassis frame to complete rebuild. Consider exchanging all my parts (engine, gearbox rebuilt) for vintage, P.V.T. tourer. Doncaster 743636. (24702)

MG-A OR TR3A wanted. Must have sound bodywork, absolutely anything considered. Will travel. 0928 23473. (24785)

WANTED: Wobbly mag, wheels for Lotus 23. Have car, can't race, no wheels. Please help 0543 490232. (24798)

LAMBORGHINI/MASERATI. Prefer Jarama, Islero, Urraco, Bora Ghibli, Indy. Please tel. Wallingford (0491) 36390 (Oxfordshire). (24935)

CASH BUYER requires quality sports performance cars. Aston, Ferrari, Mercedes, Jaguar, Jensen, Lotus, Porsche, Scimitars, etc. Top prices paid. We collect. 01-309 1066. (24925)

E-TYPE V12 Roadster required by J.D.C. member for cash. Must be in first class, original condition. Tel. 0232-780222. (24903)

WORKSHOP MANUAL, 1967 Lotus Elan S3. Tel: Camberley 31957 after 25th January. (24901)

MERCEDES 38/250 Engine 1929 wanted. Anywhere in the world. R. J. Burrell, 166 Clifton Avenue, South Benfleet Essex. Tel. 4174. (24899)

1953 'C' Type Jaguar sports racing car required. Top price paid commensurate with condition. Potters Bar (Herts) 51974 evenings. (24898)

AC 'ACE' BRISTOL in A1 condition required by enthusiast. Top price paid for the right example. Ring 01-499 7133. (24896)

WANTED for Rolls-Royce 20 h.p. Two rear number plate brackets, part number F51748. Two headlamp brackets, part number F52515A or F52441A. One water temperature gauge, Cambridge with contacts, part number F75756. One water temperature gauge warning light, part number D71177. Dashboard lights, pull out type, built in switch and turned ivory or ebony end. Phone: Pridham, Eckington (Derbyshire) 2288. (24908)

MISCELLANEOUS

MOTING ART: A number of original lithographs by Geo. Ham, Montaut, Chuquet etc. from £65. 01-237 8085 evenings. (25140)

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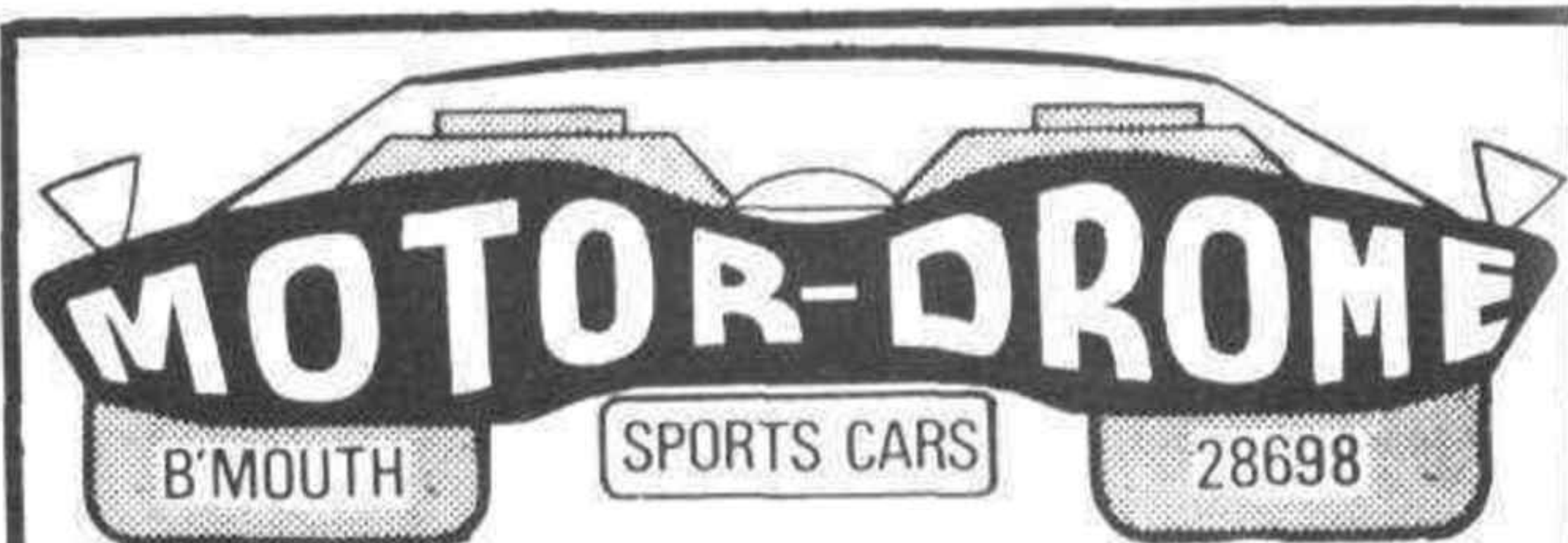
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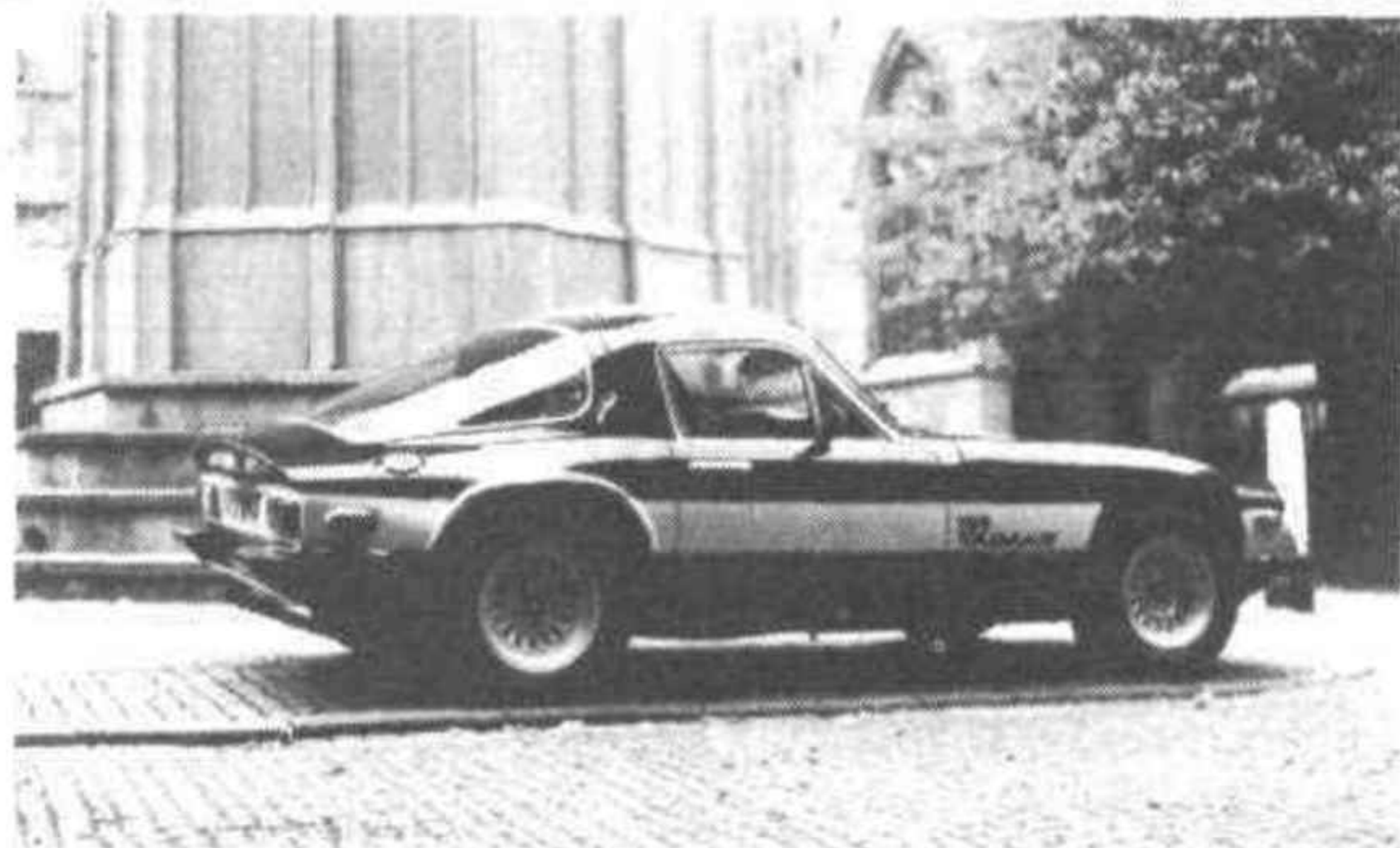
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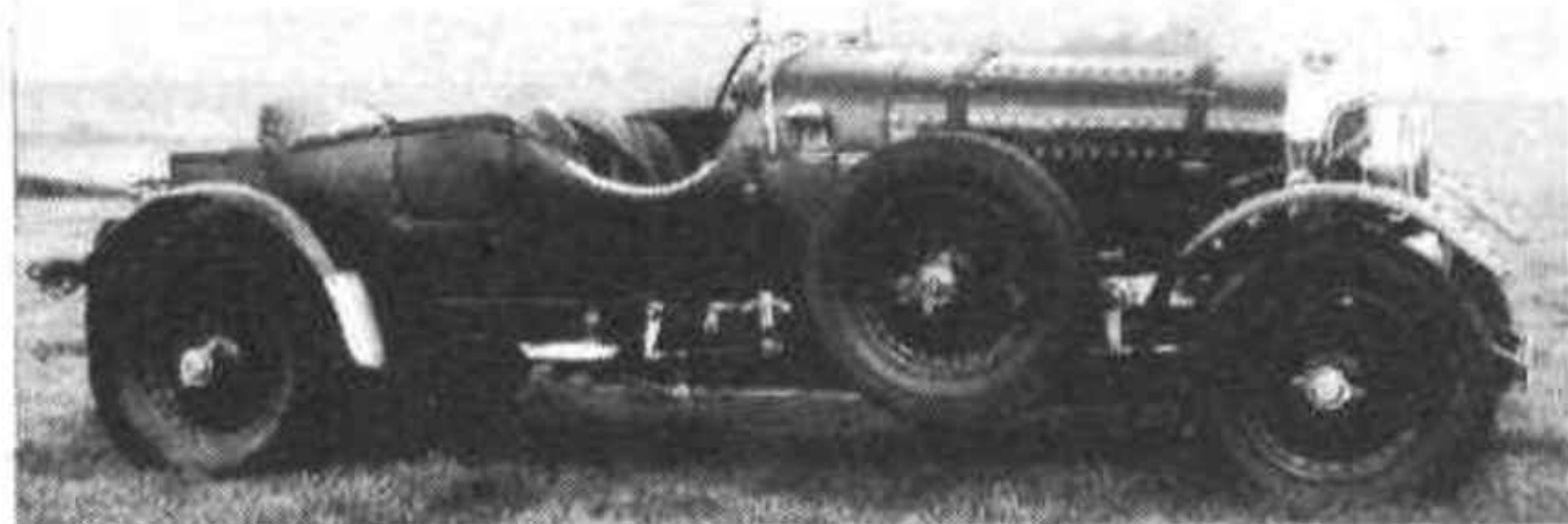
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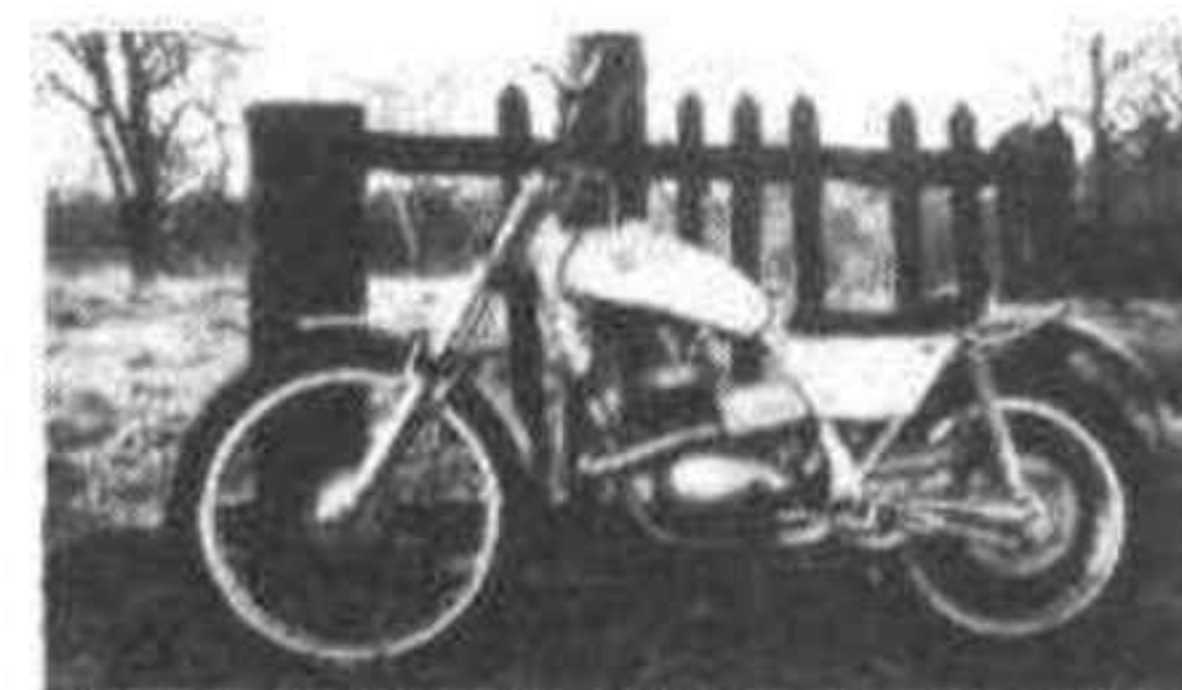
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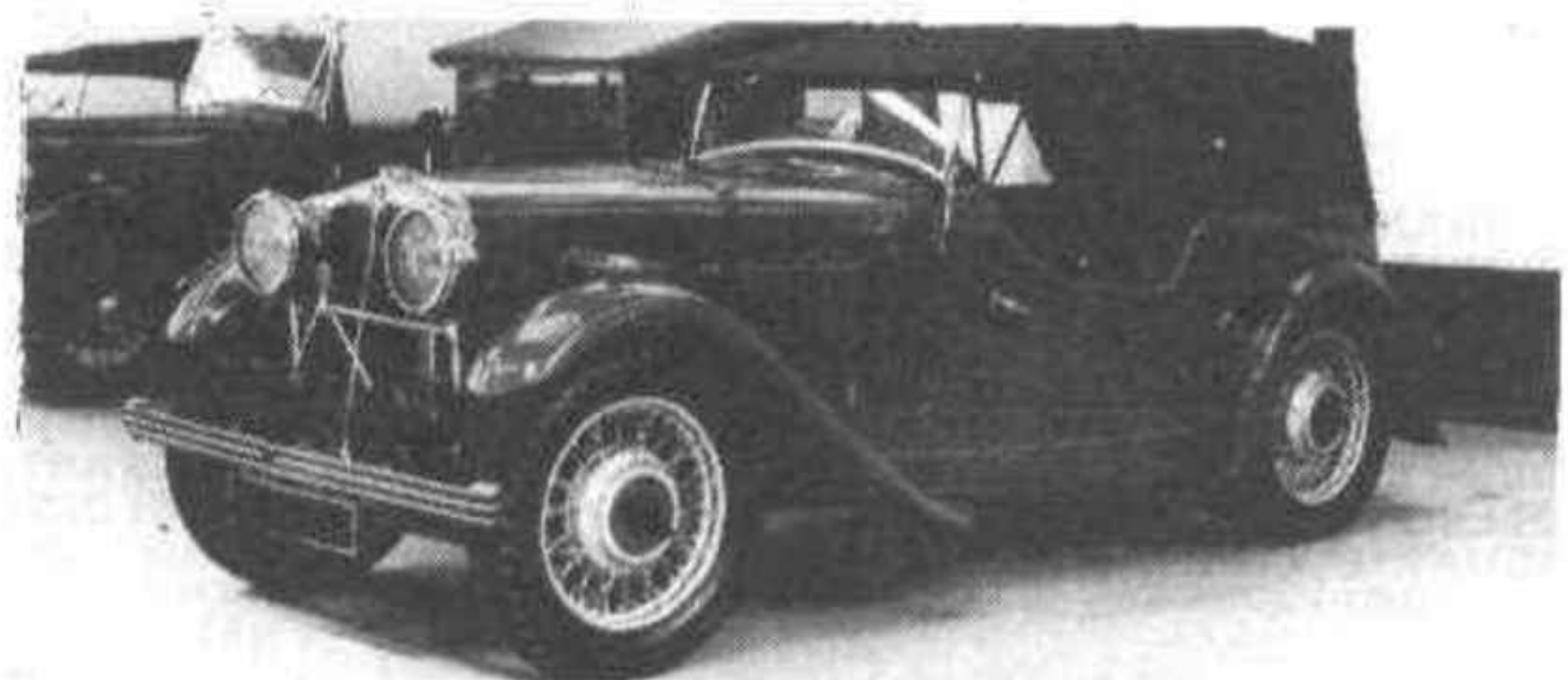
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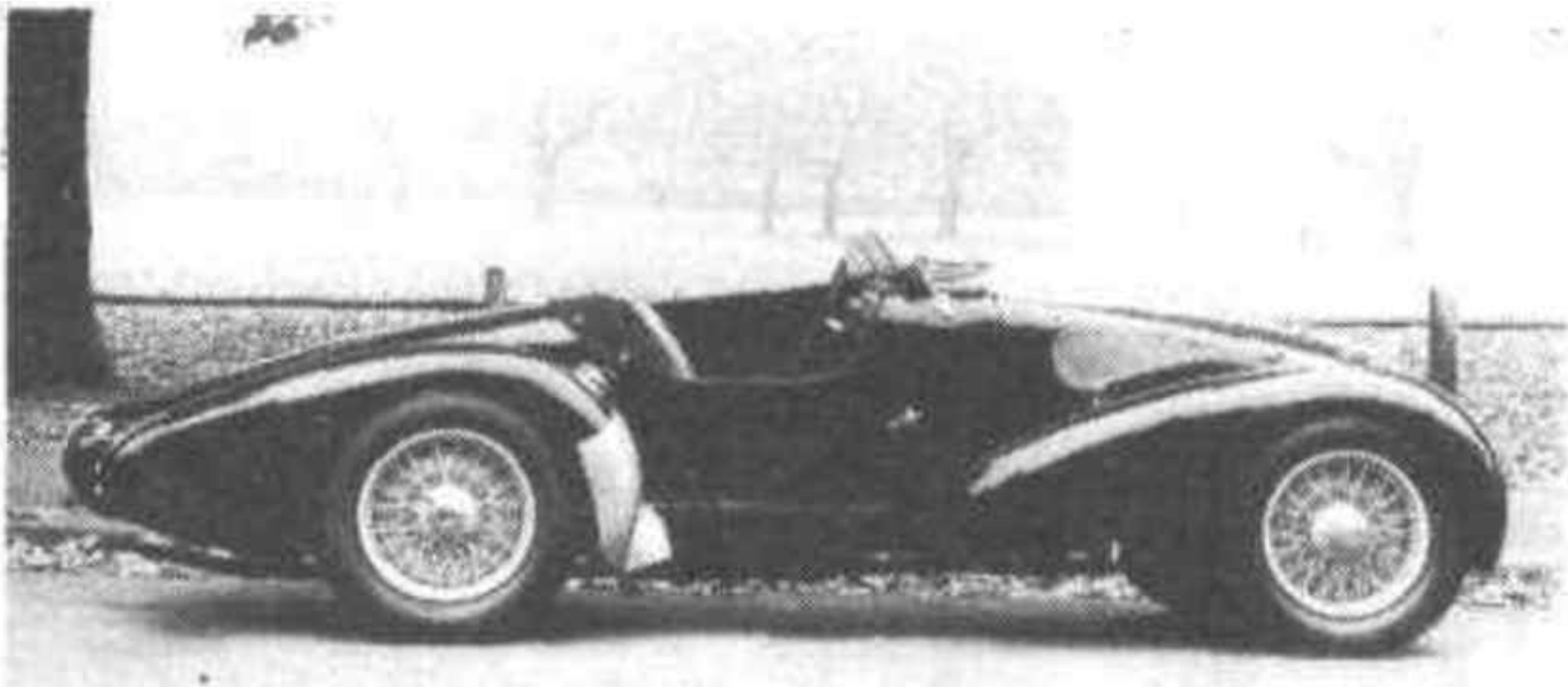
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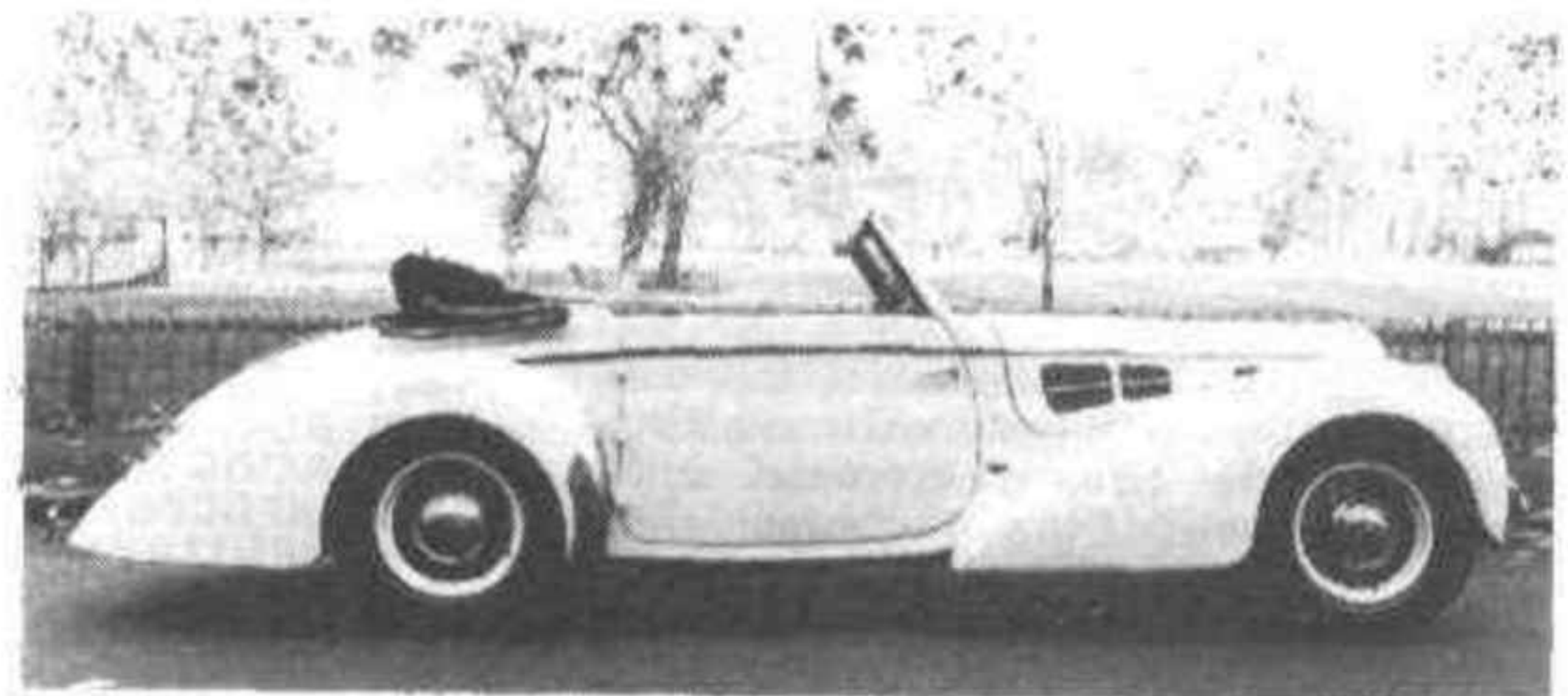
1930 VAUXHALL HURLINGHAM T80



1936 MORRIS 10/6 SPECIAL



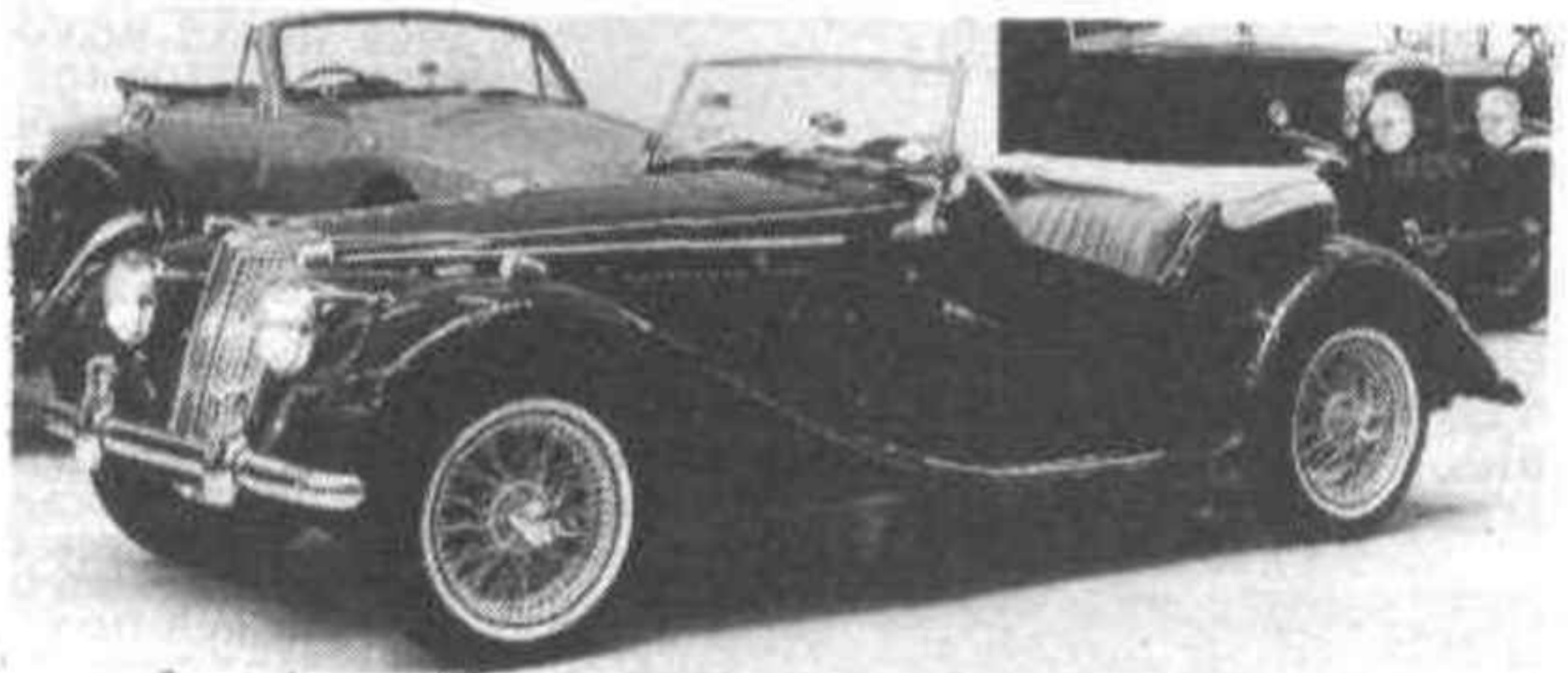
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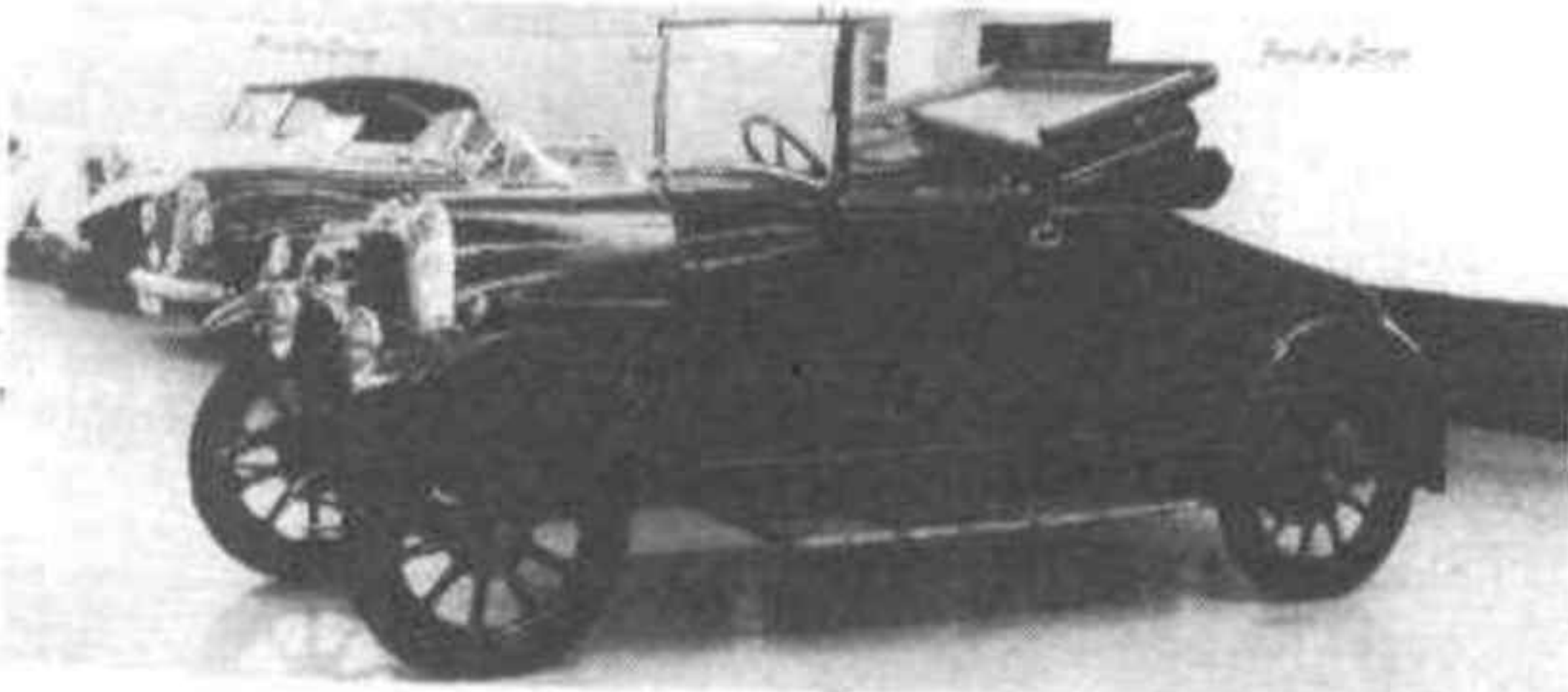
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1939 MG TA



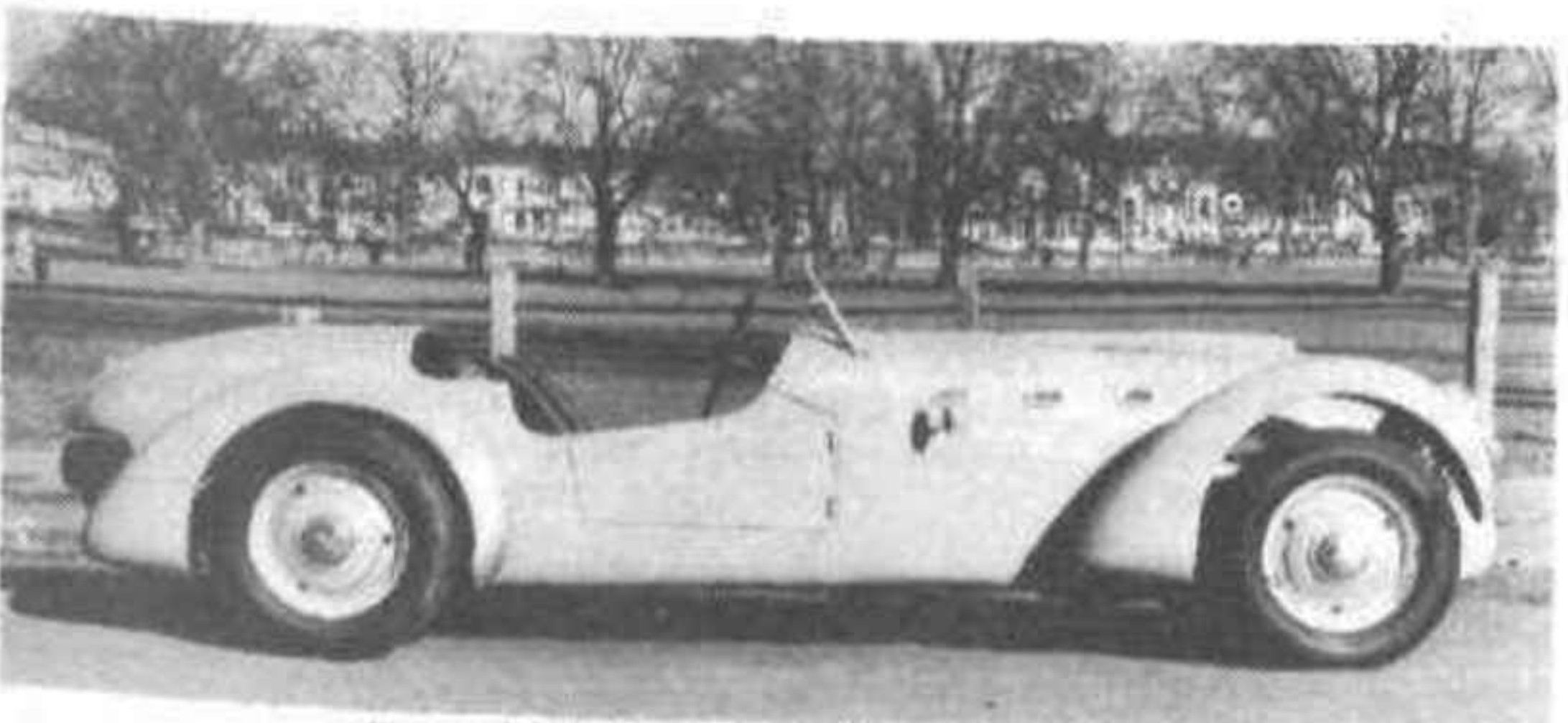
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1958 JAGUAR XK150 FHC, grey with red trim. An excellent example having covered only 28,000 miles since new. Plus a choice of 7 similar models.



1956 BENTLEY SI by Hooper. Two-tone blue with grey trim, in superb condition throughout, plus another 59 model.



1967 MERCEDES 250SL, golden bronze with black trim and h/top. Automatic, two owner car with excellent history.



1972 CITROEN MASERATI, finished in turquoise, an excellent example of this classic of the future.

1975 LOTUS EUROPA GS SPECIAL
 1969 PORSCHE 911S, white, mint
 1927 MORRIS COWLEY 2 SEATER with dicky
 1938 DAIMLER LIGHT 20 SALOON
 1947 MGTC red, racing type
 1975 LAMBORGHINI URRACO, mint
 1968 ASTON MARTIN DBS6 VANTAGE
 1972 FERRARI DINO, LHD
 1973 JAGUAR V12 'E' ROADSTER
 1977 PANTHER LIMA, modified
 1965 JENSEN CV8, red, auto
 1964 JAGUAR 3.8 'E' FHC
 1972 CITROEN MASERATI, blue
 1964 ALFA ROMEO 2600 SPYDER
 1967 MERCEDES 250SL, gold
 1939 AUSTIN GOODWOOD SALOON
 1966 ROVER 3 LITRE COUPE, mint
 1933 ALVIS FIREFLY, green
 1924 ESSEX TOURER, blue
 1952 FORD POPULAR, grey, v. low mileage
 1971 LOTUS ELAN +2S, red
 1956 DAIMLER CONQUEST drophead coupe
 1961 MORGAN +4, yellow
 1967 BUICK RIVIERA, bronze
 1961 ALVIS TD 21 drophead
 1927 ROLLS-ROYCE 20 HP by Barker
 1965 ALVIS TE21 Coupe, grey
 1965 MERCEDES 220 SE Convertible
 1959 BENTLEY S1, black
 1969 MERCEDES 260 SL, gold
 1934 DAIMLER LIMO. By Hooper
 1956 BUCKLER 2 STR. Sports
 1936 AUSTIN 10, brown/cream
 1961 ASTON MARTIN DB4, blue
 1964 ROLLS-ROYCE SC III, blue/silver
 1971 ASTON MARTIN DBS V8, red
 1969 ROLLS-ROYCE SILVER/SHADOW.
 1966 BRISTOL 409, silver/grey
 1963 AUSTIN HEALEY 3000 IIA
 1965 BENTLEY Continental Flying Spur
 1958 TRIUMPH TR3A, black, w/w
 1973 FERRARI Dino, red
 1963 DAIMLER Dart, red, w/w
 1967 JAGUAR 'E' Type 4.2 ROADSTER
 1956 JAGUAR SK140 COUPE, BRG
 1966 ASTON MARTIN DB5, white
 1948 MG TB SALOON, red
 1946 ROVER 16, black/red
 1923 DODGE 4Dr. SEDAN, black/blue, manual
 1911 DAIMLER 3 Dr. Tourer, grey
 1938 ROLLS-ROYCE 25/30 Sports Saloon
 1961 MORGAN +4 COUPE, BRG
 1923 ABC Roadster, aluminium body, 2-seater
 1936 DELAGE D6 Coupe, red
 1933 VAUXHALL SILENT SPEED, boat-tailed
 1936 AC DROPHEAD with Dickey, green
 1954 ROLLS SILVER WRAITH by Mulliner
 1960 ROVER 80 SALOON, grey manual
 1955 ROVER 75 SALOON, beige, LHD. Manual
 1960 ROVER 100 SALOON, black, manual
 1964 ROVER 100 SALOON, green, manual
 1964 ROVER 100 SALOON, grey, manual
 1964 ROVER 110 SALOON, green, manual
 1971 ROVER 3+1-LITRE COUPE, grey, auto
 1950 HUMBER DROPHEAD by Tickford, green
 1928 SINGER 9 HP SALOON, maroon

1971 ALFA ROMEO 1950GTV, grey
 1958 STUDEBAKER HAWK, black
 1958 MG MAGNETTE, pale blue, mint
 1955 SUNBEAM TALBOT 90, blue, manual
 1963 ROLLS-ROYCE SCIII, Continental H. J. Mulliner
 1963 PEGASO SPORTS, V8, V. rare, blue
 1956 JAGUAR SK140 ROADSTER, blue
 1947 ARMSTRONG SIDDELEY, black
 1967 TRIUMPH TR4A, BRG



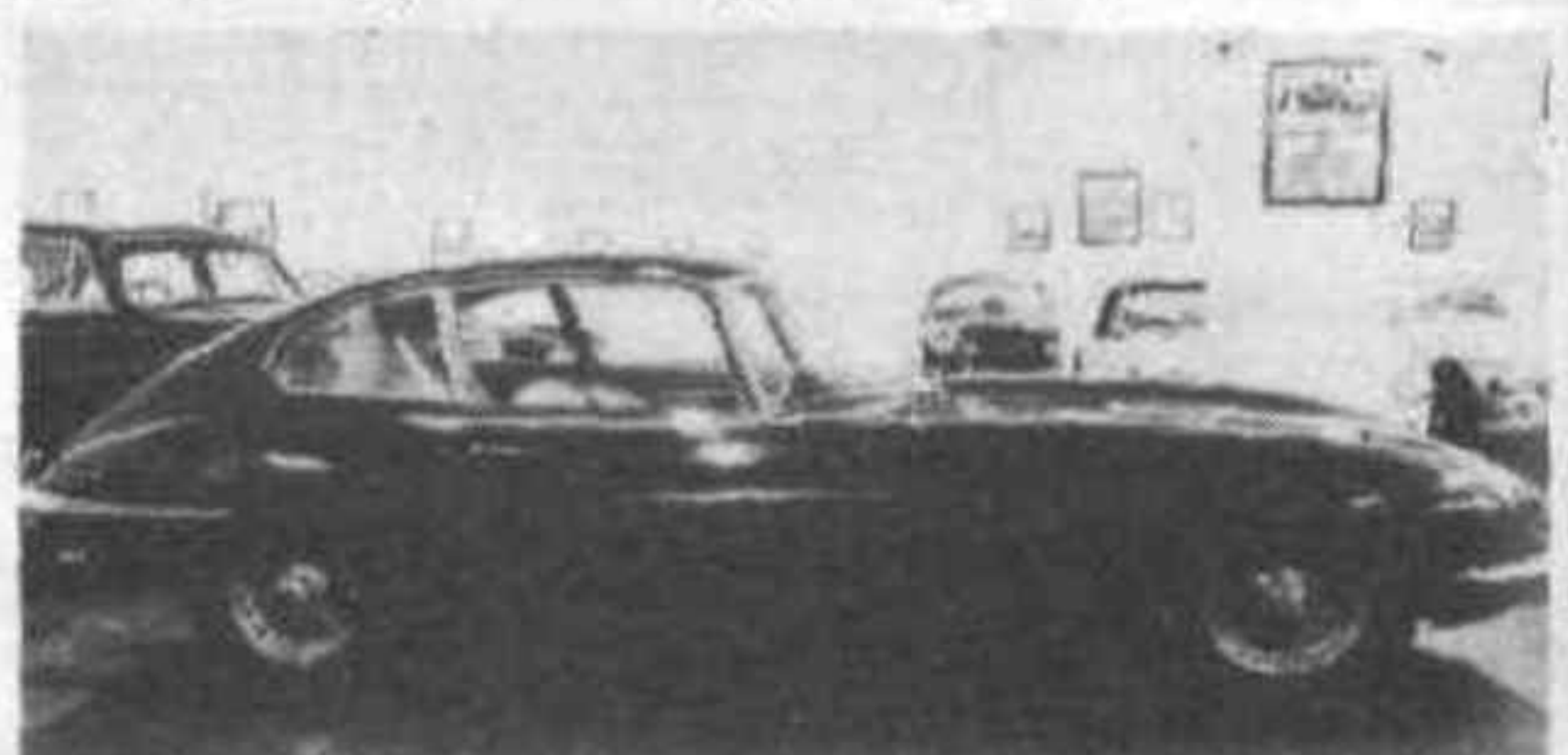
1965 AUSTIN HEALEY 3000 Mk. III, ice blue over white with blue trim, a very well restored example. Plus a selection of 15 other Austin Healey models.



1963 JAGUAR 3.8 Mk. II, Carmen red with black trim, manual, plus one other auto. version also with CWW. We have a selection of 30 other Jaguar saloons.



1971 BENTLEY Corniche Convertible in silver grey with black trim, superb example of this rare model, plus 2 'T' type saloons.



1969 JAGUAR 'E' Type 2+2, maroon with beige trim, choice of 7, including two autos.



1971 DAIMLER DS420 Limousine, LHD, grey with fawn trim, air conditioning, custom built for VIP, central passenger seat in rear compartment. As featured in the Daimler Book.

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 1950 FORD V8 PILOT, concours
 1974 ASTON MARTIN V8, silver
 1967 JAGUAR 'E' TYPE 2+2, red
 1968 JAGUAR 'E' TYPE 4.2 2+2, maroon



1973 JENSEN Interceptor Series III, mustard with black trim, all usual Jensen refinements, recent new exhaust system.



1974 FERRARI 308 GT4, LHD, dark metallic blue with fawn velour trim, excellent throughout.



1961 MGA FHC, finished in red, a very original car in mint condition. Choice of 5 plus 2 dropheads.



1933 ALVIS Firefly, finished in green with brown trim. A very tidy car having been overhauled by Alvis a few years ago.

1933 ROLLS-ROYCE 20/25 Limousine
 1948 JAGUAR MK. V 3.1-litre
 1973 ROLLS-ROYCE SILVER SHADOW
 1948 DELAHAYE 135M DROPHEAD
 1953 BENTLEY MK. 6, silver
 1971 DAIMLER DS 420 LIMO, L.H.D.
 1934 ALVIS FIREFLY, green
 1931 RILEY 9 ROADSTER
 1955 ROLLS-ROYCE S/WRAITH LWB
 1933 VAUXHALL BOAT TAILED ROADSTER
 1924 ESSEX TOURER, Mint
 1963 BENTLEY SIII CONTINENTAL
 1961 JAGUAR 'E' TYPE 3.8 ROADSTER
 1965 BENTLEY SIII SALOON, air conditioning
 1958 BENTLEY SI BY RADFORD
 1967 JAGUAR 'E' TYPE 4.2 ROADSTER
 1928 MORRIS COWLEY 2 SEATER COUPE
 1931 ROVER BOAT TAILED ROADSTER
 1961 MORGAN +4, new engine
 1931 MORRIS COWLEY DROPHEAD
 1967 MERCEDES 250SL, gold
 1964 JAGUAR 3.8 'E' TYPE FHC
 1973 JAGUAR V12 'E' TYPE ROADSTER
 1959 AUSTIN HEALEY 3000 MK. I, mint
 1939 AUSTIN GOODWOOD SALOON, black
 1966 SUNBEAM TIGER 289, LHD
 1972 FERRARI DINO, LHD
 1974 FERRARI 308 GT4, LHD
 1965 JENSEN CV8, red, mint
 1960 MERCEDES 190SL, red
 1969 FORD GT CONVERTIBLE
 1936 RILEY MONACO, black
 1929 AUSTIN 7 BOX SALOON
 1965 ALVIS TE21, manual, w/w
 1955 DAIMLER CONQUEST, blue
 1968 ASTON MARTIN DBS6 VANTAGE
 1973 LAMBORGHINI ESPADA, blue
 1969 PORSCHE 911S, white
 1967 BENTLEY 'T' TYPE, fridge
 1959 BENTLEY SI, silver grey
 1965 ROLLS-ROYCE SCIII CONTINENTAL
 1959 MGA ROADSTER, concours, red
 1947 MG TC, racing trim
 1964 ALFA ROMEO 2600 SPYDER
 1963 TRIUMPH TR4, white
 1968 TRIUMPH TR5, low mileage
 1958 FORD SKYLINER, all power
 1967 JAGUAR 4.2 'E' TYPE ROADSTER
 1966 WOLSELEY HORNET CONVERTIBLE
 1938 DAIMLER LIGHT 20 SALOON
 1959 JAGUAR XK150 FHC
 1961 MERCEDES SL190 ROADSTER
 1956 JAGUAR XK140 FHC, BRG
 1969 DAIMLER V8 250 SALOON, maroon, manual
 1969 DAIMLER V8 250 SALOON, brown, auto.
 1964 DAIMLER V8 250 SALOON, black, auto.
 1965 DAIMLER MAJESTIC MAJOR, auto, maroon
 1965 JAGUAR 3.4S, two-tone brown, manual
 1976 JAGUAR Mk.II 3.4 white, manual, history
 1963 JAGUAR Mk.II 3.4, blue, auto, 1 owner
 1963 JAGUAR Mk.II 2.4, golden sand, manual
 1965 JAGUAR Mk.10, auto, black
 1950 JAGUAR Mk. V, 2.1-litre, white, manual
 1971 JAGUAR V12 'E' TYPE, beige, auto
 1970 JAGUAR 'E' TYPE 4.2 special Roadster
 1905 RENAULT ROLLING CHASSIS
 1961 ROVER 95 SALOON, grey, manual

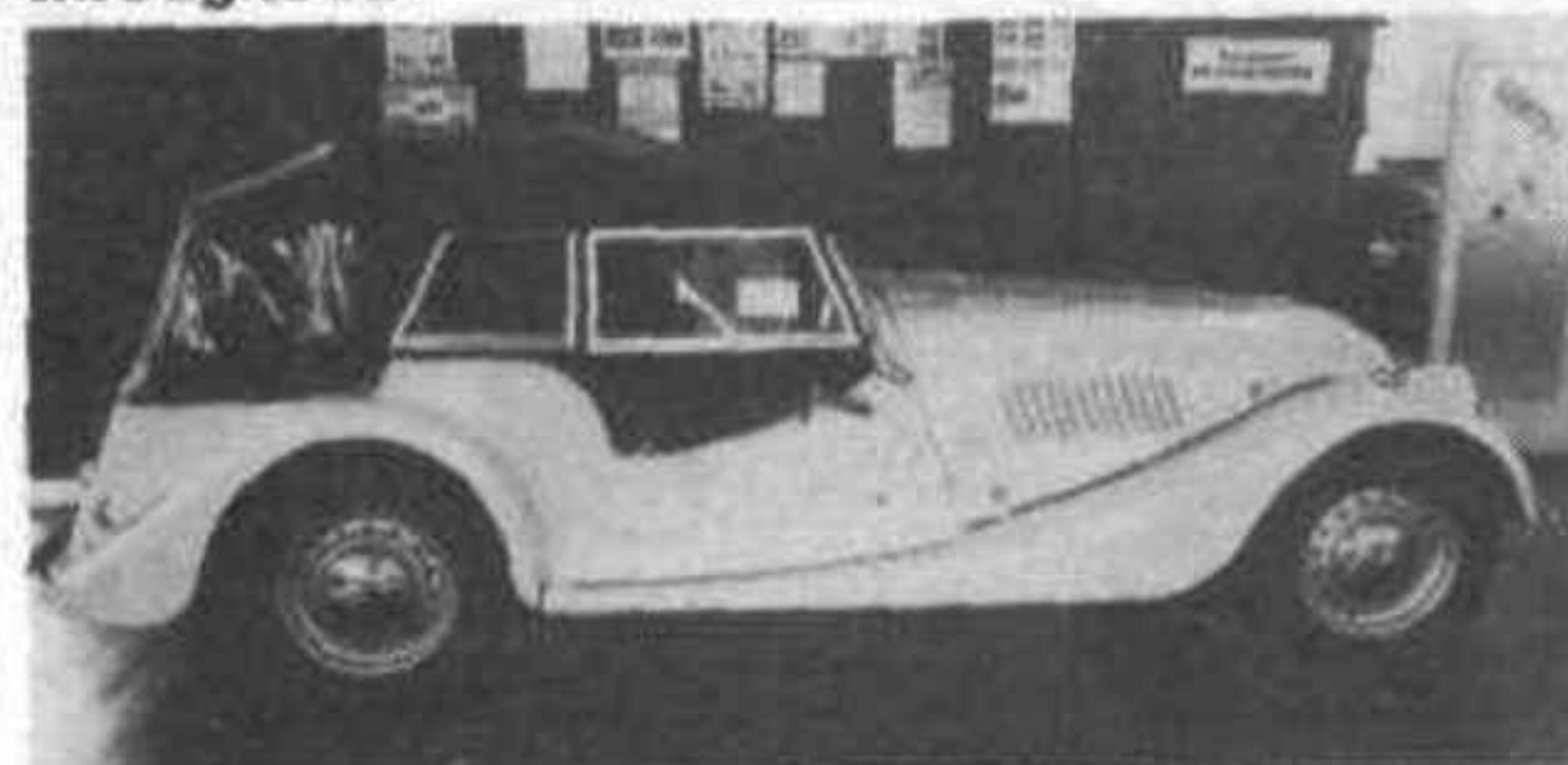
1973 FERRARI DINO, red all new metal
 1967 TRIUMPH TR4A, BRG, bills for £3000, LHD.
 1960 CADILLAC COUPE DE VILLE, Ex. Getty
 1974 PONTIAC FIREBIRD, 455 engine, fully loaded
 1969 HUMBER HAWK with division, LHD, black
 1955 SUNBEAM TALBOT 90, black, manual, S/roof
 1961 LOTUS ELITE, yellow, mint



1963 BENTLEY SIII, midnight blue over Seychelles blue with red trim, a superb two owner example with the benefit of air conditioning. Plus a choice of several other S1 and SII models.



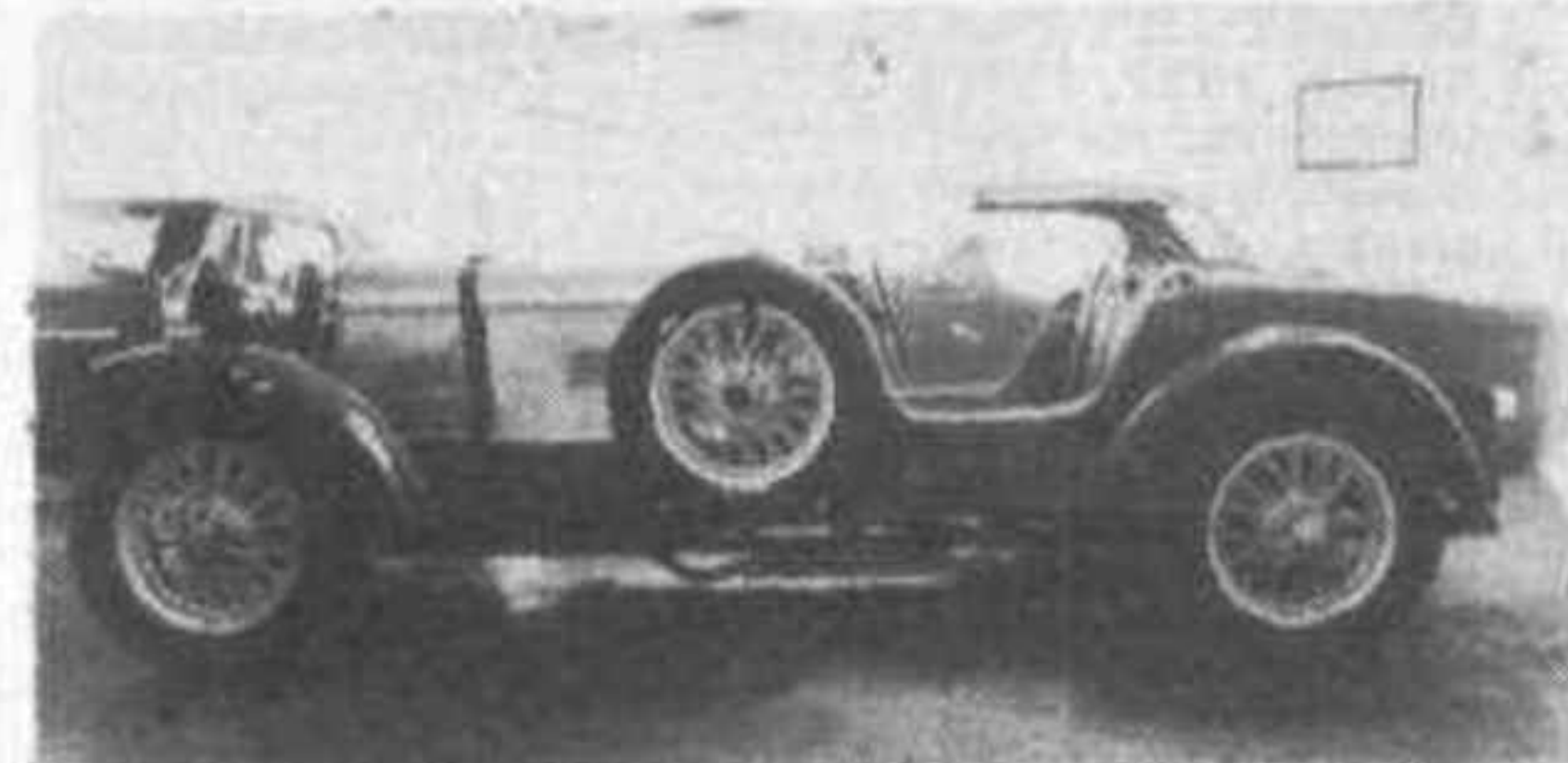
1961 ROLLS-ROYCE Phantom V Limousine by Park Ward, LHD. Finished in black over primrose yellow with tan trim, excellent throughout.



1978 MORGAN +4, old English white with black trim. Absolutely as new with only minimal mileage, why wait four years?



1963 STUDEBAKER 'Avanti', LHD, manual, maroon with cream trim. An excellent example of one of the few late American classic cars.



1955 BUCKLER 36K, very unusual little roadster with aluminium body in BRG. Recently restored.

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INVICTA 3/4 1927. Blue/new Connolly cream hide, new hood/tonneau, total rebuild inc. engine, beautifully restored.



LAGONDA 4 DOOR SPORTS SALOON BY TICKFORD 1960. Dark blue, contrasting silver/grey, in excellent order throughout.



MG REPLICA K3 1933. Red/green, black hood. A much modified MG Magnette, 'N' type engine. Ring for full and lengthy details.



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



FRAZER NASH LE MANS COUPE 1955. Metallic bottle green/original tan seats. Believed only 3 made. Engine and electrics all checked, rechromed - very rare and super car.



AC 428 F.H.C. BY FRUA 1970. Metallic green/black, auto 7 litre Ford Minilites, very low mileage, believed only 77 made.



SWIFT V.C.C. DATED 1910 2/3 SEATER. Deep plum, gold pencil lines, a lot of brass fitting. Very original, two owners, last owner 66 years. Exceptional condition.



ISO GRIFO 1970 BY BERTONE. Bright red/black, manual box, Chevrolet 5.3 litre, alloy wheels, new tyres, new exhaust, believed only 12 R.H.D. made. In good order throughout.



LAGONDA 1928 2-LITRE "SPEED MODEL". 2/3 seater, green fabric body, green/new Connolly tan hide. The subject of a 5 year complete restoration.



MG 1936 CIRCA 2 SEATER ROAD/RACING. Fully restored and road equipped, all aluminium body 938 c.c. PB engine with 4 Amal carbs. Numerous mods, very exciting to drive.

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BSA, 1955, GOLD STAR 500 c.c. DB 34. Completely rebuilt to exacting and original standards.



ROLLS-ROYCE 1958, SILVER WRAITH Majestic owner driver touring limousine by H. J. Mulliner, elegantly styled coachwork, finished in deep burgundy with magnificent beige hide trim, lambswool rugs and superbly veneered panelling. Automatic transmission with power steering must make this classic handbuilt carriage a gilt edged investment apart from the prestige motoring that only a car of this pedigree can offer.



ASTON MARTIN, 1970, DB6 Mk. 2. This magnificent example stylishly finished in ebony black with unmarked tan hide trim, chrome wire wheels, automatic transmission, power steering, extensive history with all bills, a true classic sports coupe in outstanding all round condition.



MG, 1958, MAGNETTE VARITONE 2B. 4-door sports saloon. This well known example is superbly finished in smoke grey over ebony black with original plum hide trim. A first class example of this classic.



VOLKSWAGEN, 1978, BEETLE CABRIOLET, probably one of the last available, 1,800 miles from new, finished in metallic blue with black hood and contrasting parchment trim, fitted PB radio, headrests, undersoaled etc. a future classic.



INVICTA 1947, BLACK PRINCE 2-door fixed-head fastback coupe. Extremely original, stored for many years, finished in storm grey with grey hide trim. Specially offered as an exciting project.

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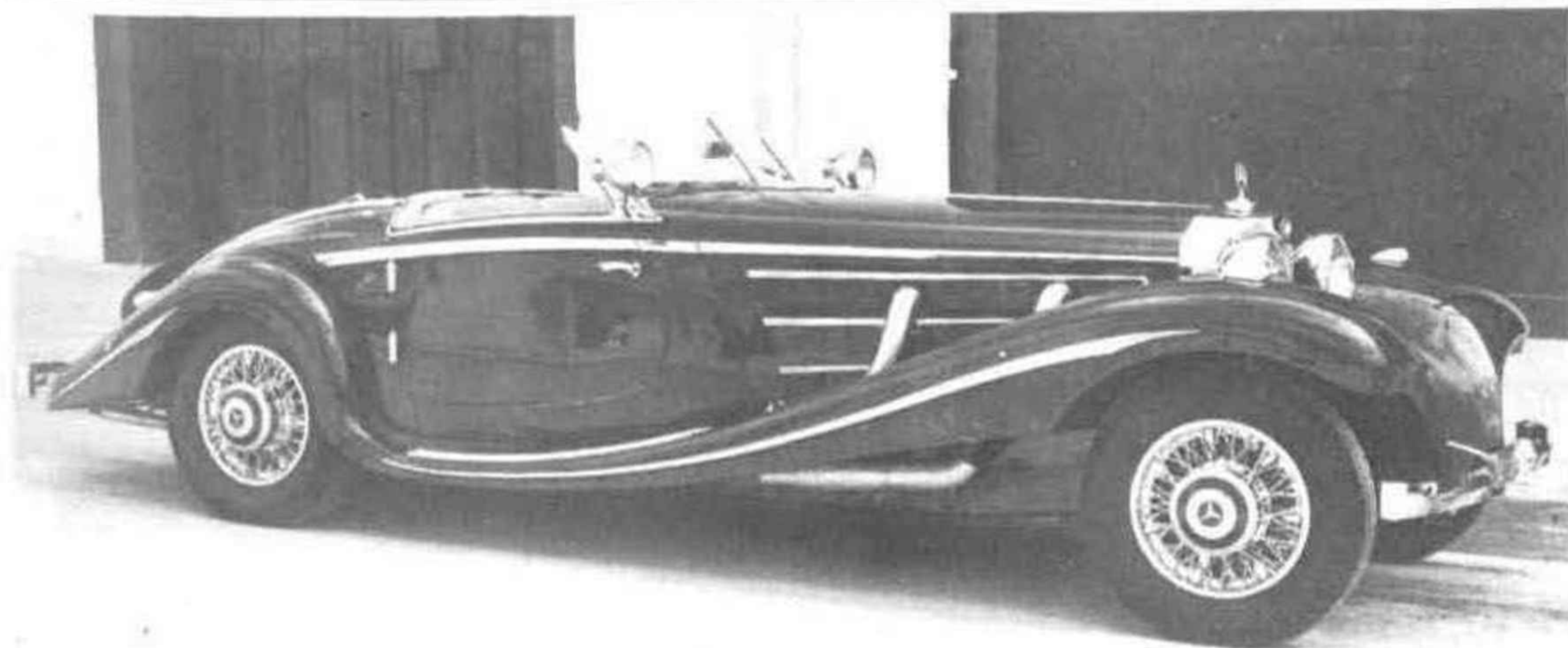
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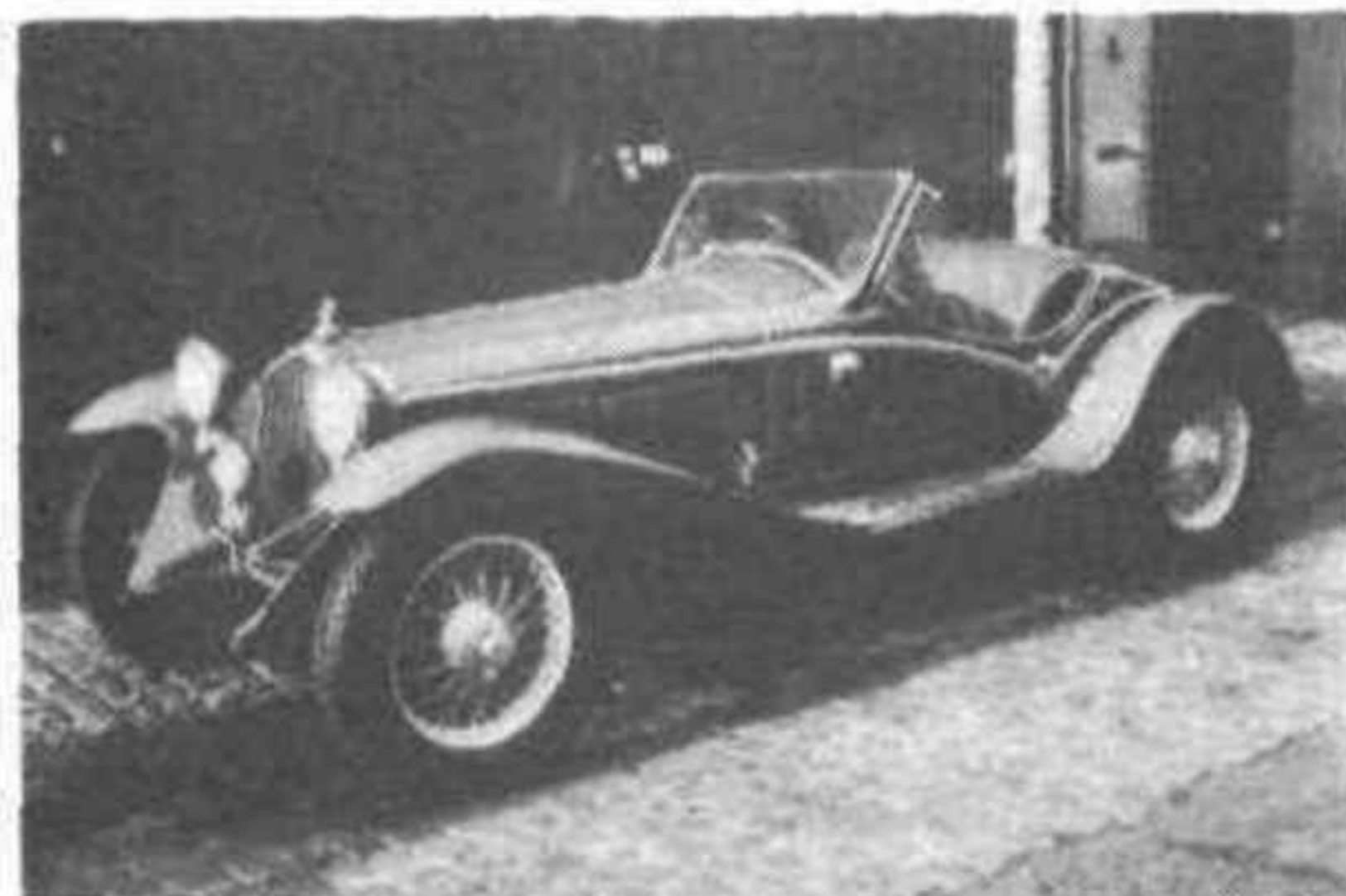


Bentley 'T' series 1970, 2 door saloon by Mulliner/Park Ward. Finished in dawn blue with blue/grey upholstery, 68,000 miles. Excellent original unmarked condition and in our opinion far better looking as the Bentley than a Rolls Royce.

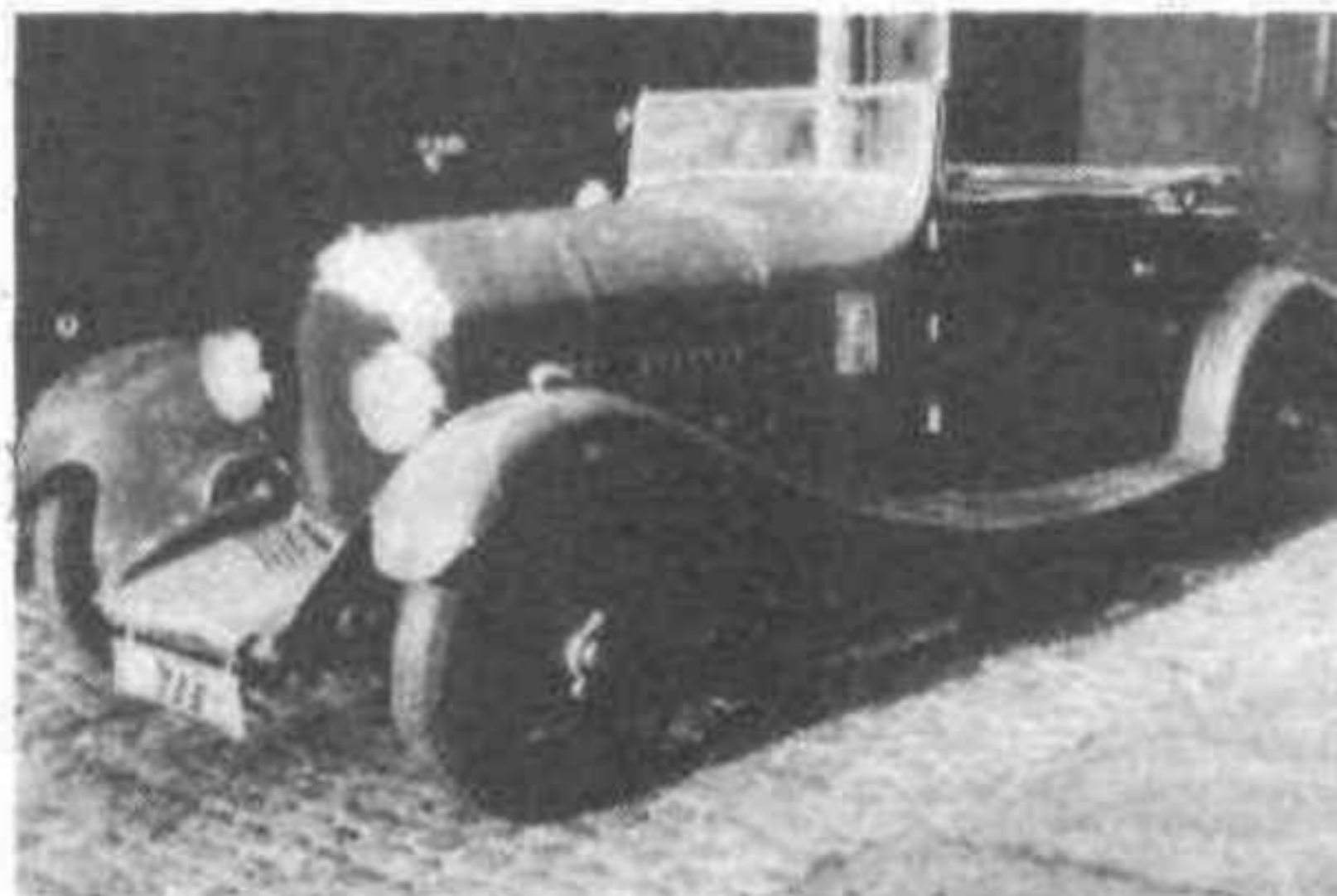
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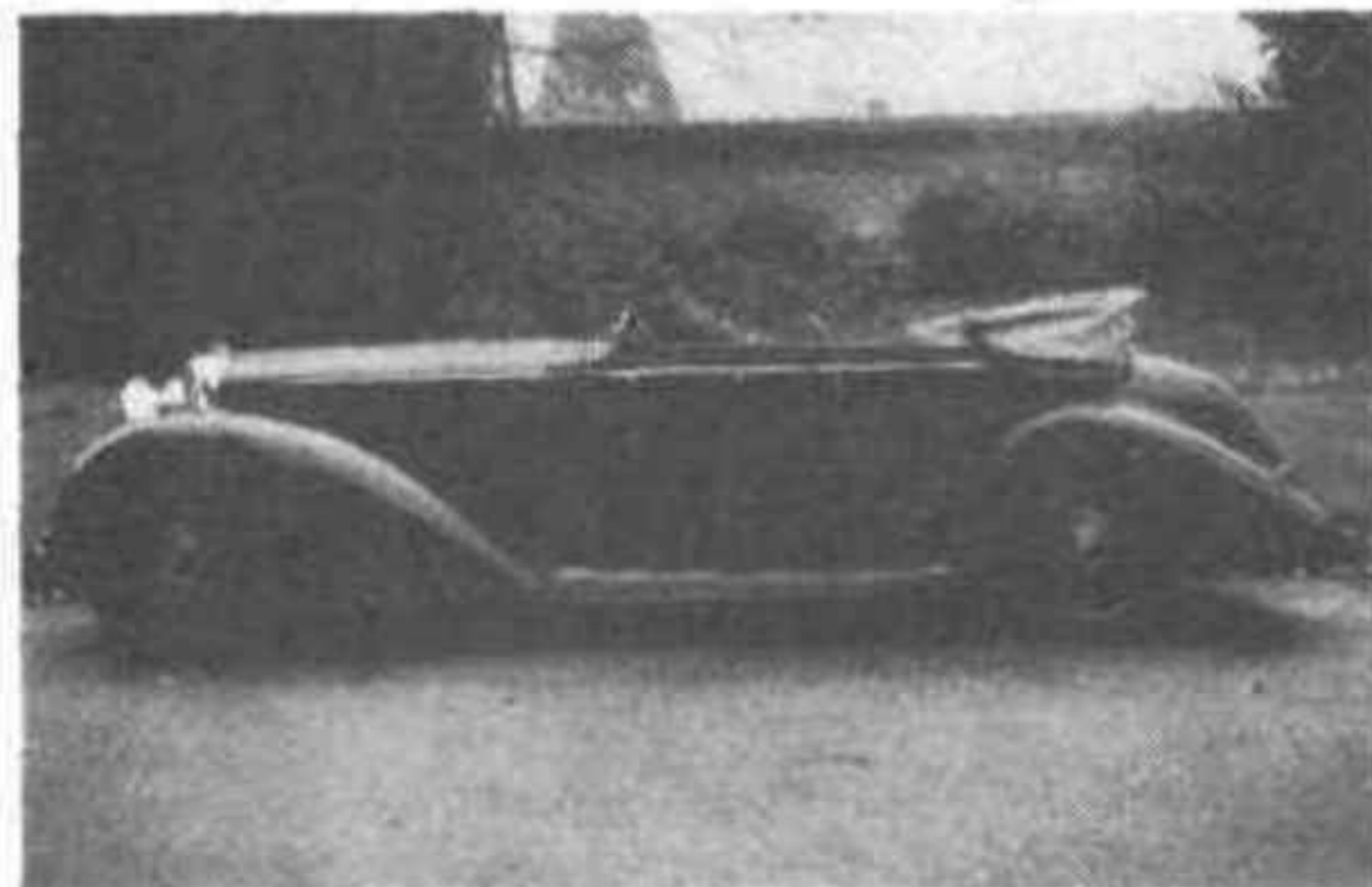
1932 ALFA ROMEO 6C, 1750 supercharged two seater by Touring. Chassis no: 10814388. Fine original example.



1925 BENTLEY 3-litre Drophead Coupe by Corsica.



1912 (circa) ITALA Tourer in unrestored original order.



1937 BENTLEY 4 1/2-litre four door convertible Phaeton by Thrupp & Maberly.



1955 MG TE '1500' 2 seater



1933 ALFA ROMEO 8C supercharged Drophead Coupe by Graber.

1932 INVICTA 100 m.p.h. 4 1/2 Drophead Coupe by Lancefield, chassis No. S107

1928 Austin Chummy Tourer
1931 Aston Martin International
1929 Lagonda 2-litre 2 seater
1931 Rolls-Royce 20/25 Sedan de Ville by Windover
1920 Vauxhall 'D' type 23/60 Sedan/Landaulette by A. Mulliner
1934 Riley Imp 2 seater

1934 Rolls-Royce Phantom II Sports Saloon by H. J. Mulliner
1920 Talbot 6 cylinder Tourer
1928 Bugatti Type 40 Tourer
1926 Amilcar C6 1100 cc Supercharged competition car
1962 Rolls-Royce Cloud II Saloon

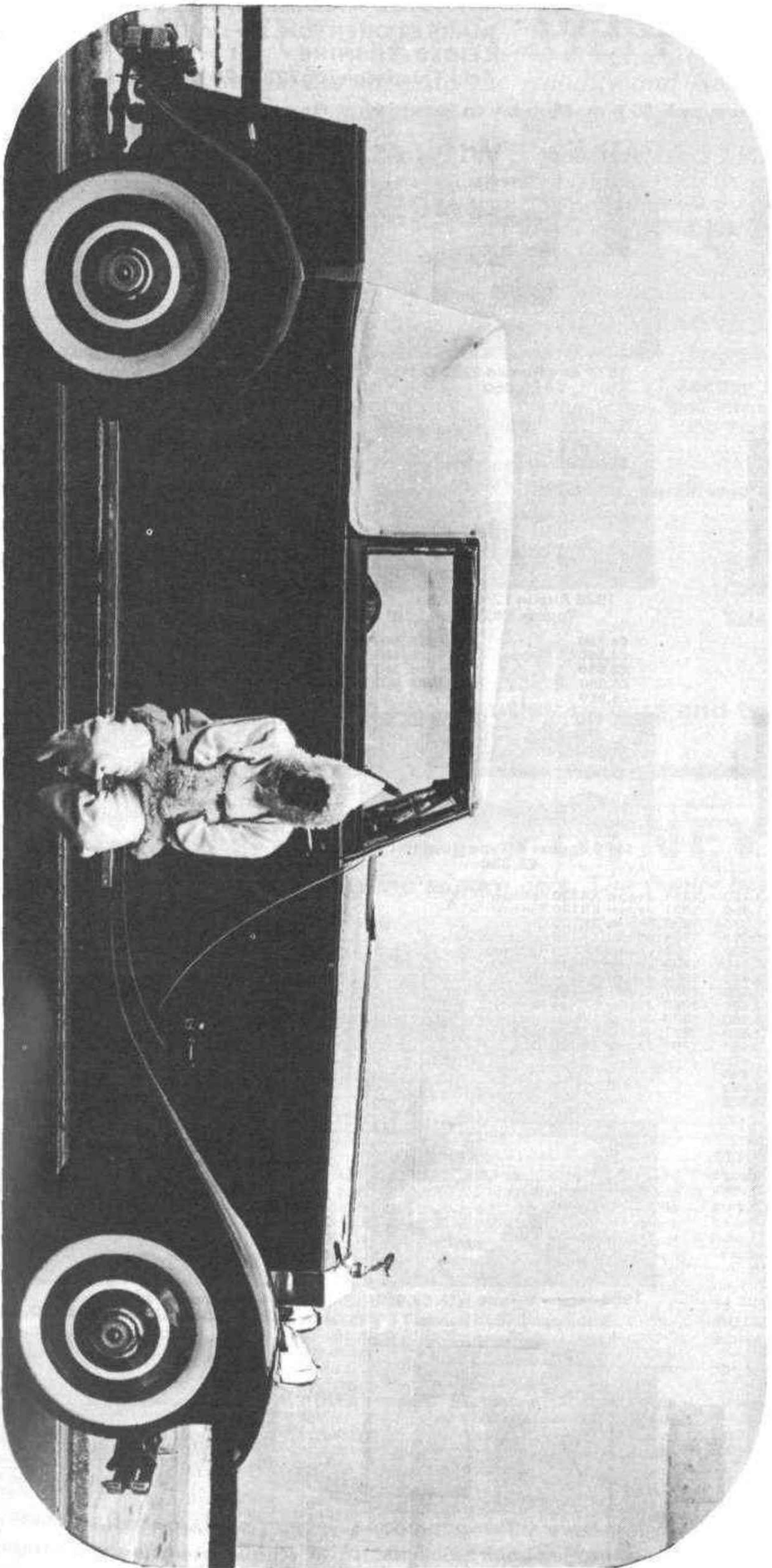
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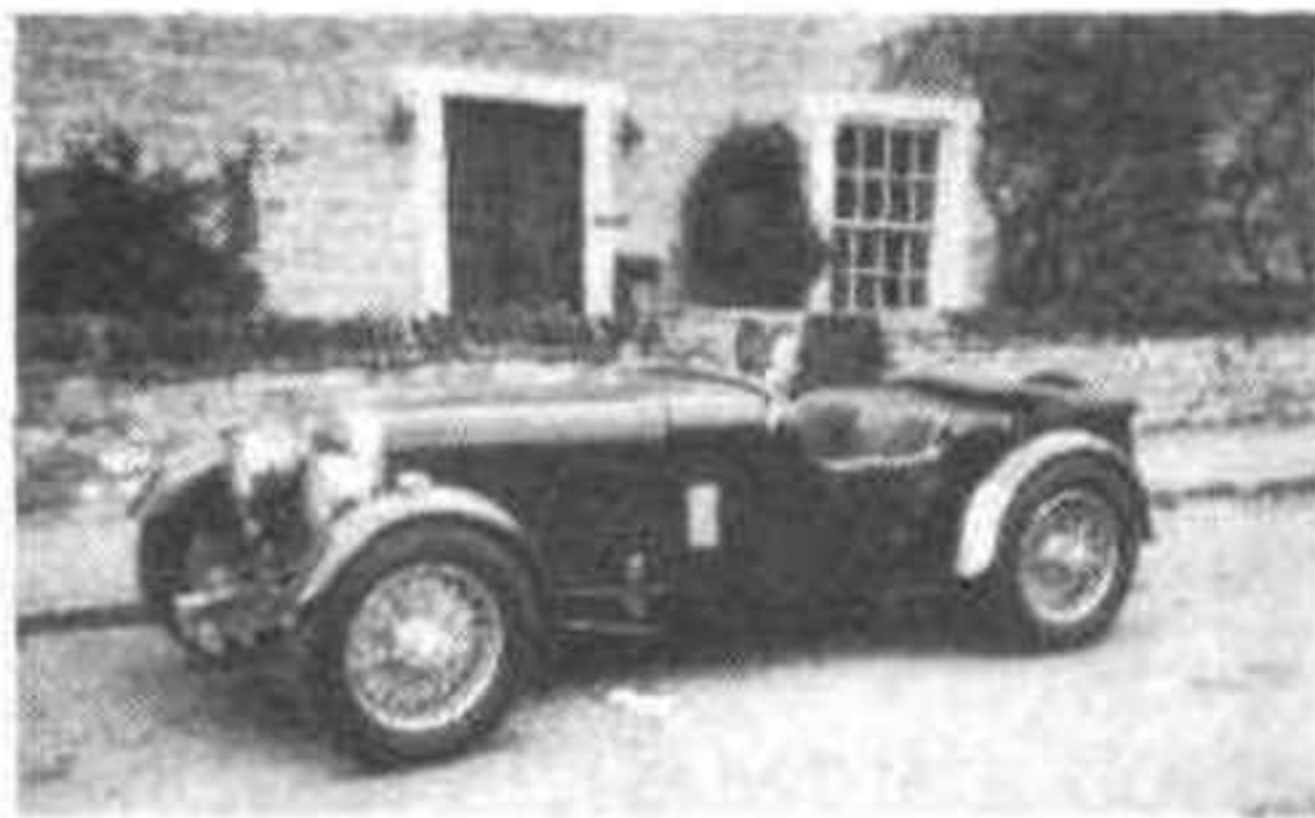
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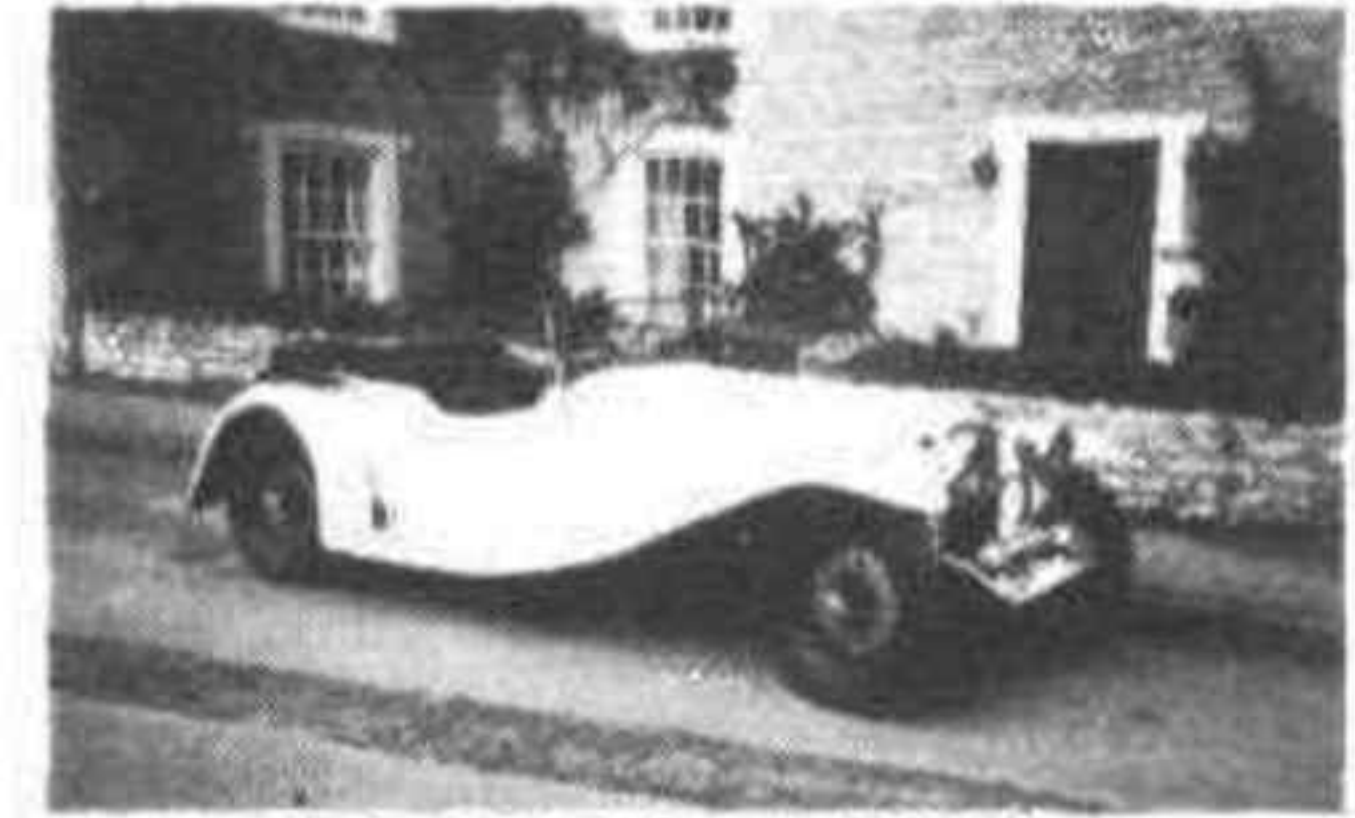
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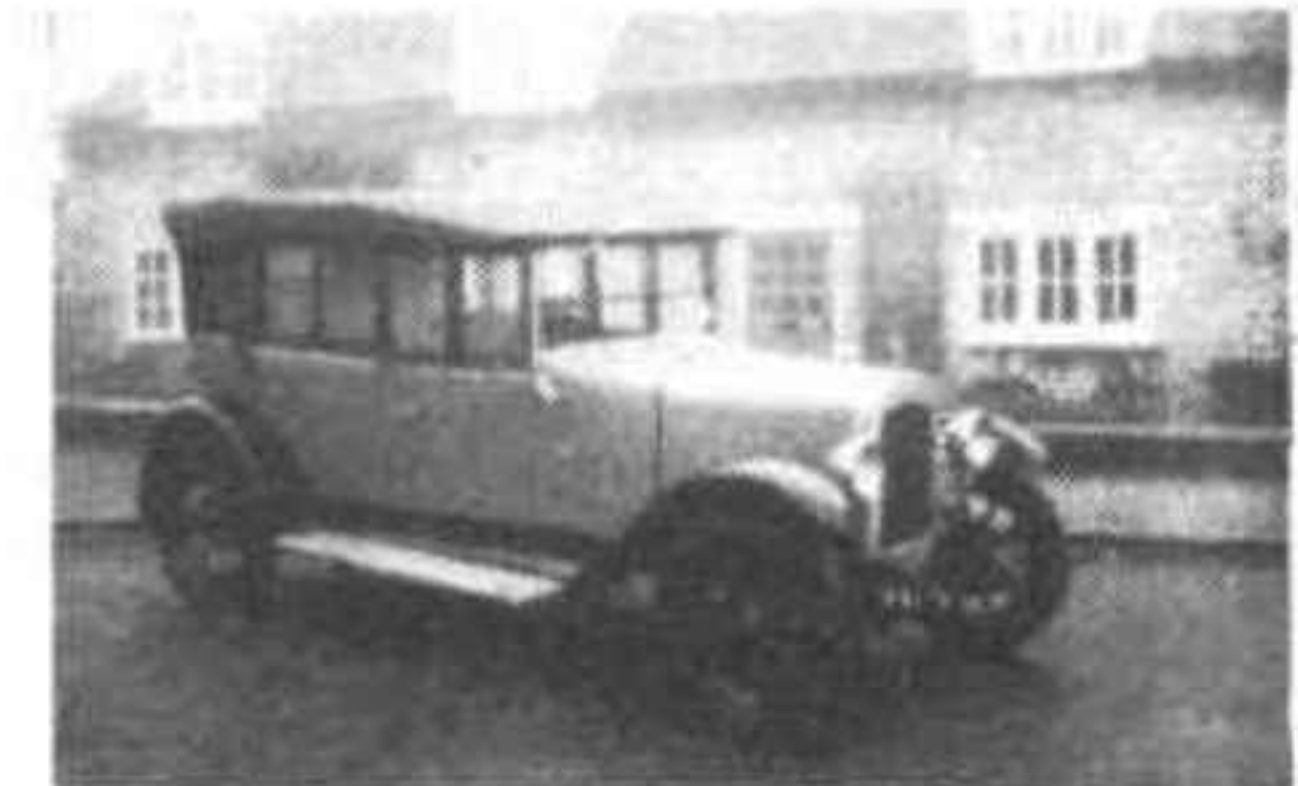
1930 Alfa Romeo 1750 D/H.
£9,650



1933 Alvis Speed 20 S.A.
Tourer. £13,850



1927 Austin 7. Pram Hood.



1928 Austin 12/4 Clifton
Tourer. £6,350



1939 MG TA. £3,950

- 1922 Morgan Grand Prix
- 1933 Austin 12/4 Saloon
- 1939 Aston Martin 2-litre Saloon
- 1940 MG TB. BRG
- 1925 Ford Model T 2-seat

- £4,250
- £2,350
- £3,950
- £4,850
- £5,850

- 1935 MG PB
- 1939 MG TA
- 1946 MG TC. Cream
- 1947 MG TC. Black

- £5,450
- £2,250
- £5,450
- £5,850



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£6,350



1969 Jaguar E-Type Roadster.
£6,350



1971 Aston Martin DBS 6.
Manual, Carbs. £6,150

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- 1967 Jaguar E-Type 2+2 £3,300
- 1967 Jaguar E-Type Roadster £4,250
- 1970 Jaguar E-Type Roadster £5,650
- 1971 Jaguar E-Type Roadster £6,850
- 1964 Jaguar 3.8 Mk. II £2,250

- 1971 Aston Martin DBS V8 £4,450
- 1971 Aston DBS6 white £5,750
- 1969 Aston DB6 white Auto £5,550
- 1969 Aston DB6 blue Manual £4,850
- 1968 Aston DB6 red Auto £4,950
- 1967 Aston DB6 red Auto £4,000
- 1966 Aston DB6 blue Manual £5,250
- 1966 Aston DB6 blue Manual £4,850
- 1966 Aston DB6 silver V Manual £5,150
- 1965 Aston DB5 BRG £8,500
- 1965 Aston DB5 green £4,850
- 1964 Aston DB5 silver £4,850
- 1962 Aston DB4 BRG £5,450
- 1962 Aston DB4 green £3,850
- 1962 Aston DB4 brown £4,150



1961 Mercedes 190 SL. £3,350



1966 Jaguar E-Type F/H. £2,450



1966 Aston Martin DB6 Short
Chassis Volants. £8,650



1951 Riley RMA 1 1/2-litre.
Part Exchange.



1959 Jaguar XK150S D/H. £5,850
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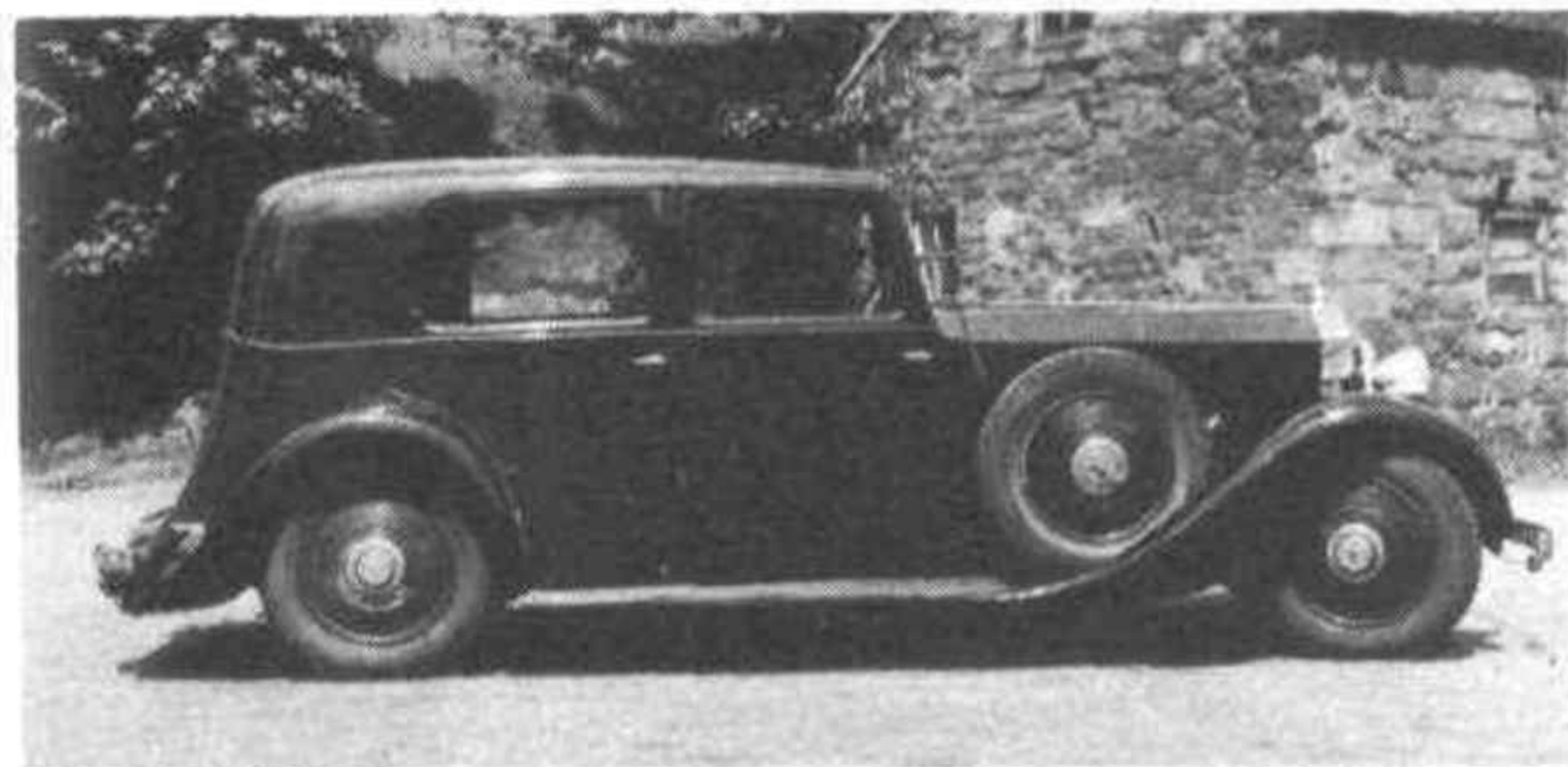
1968 Aston DB6. Red. £4,650

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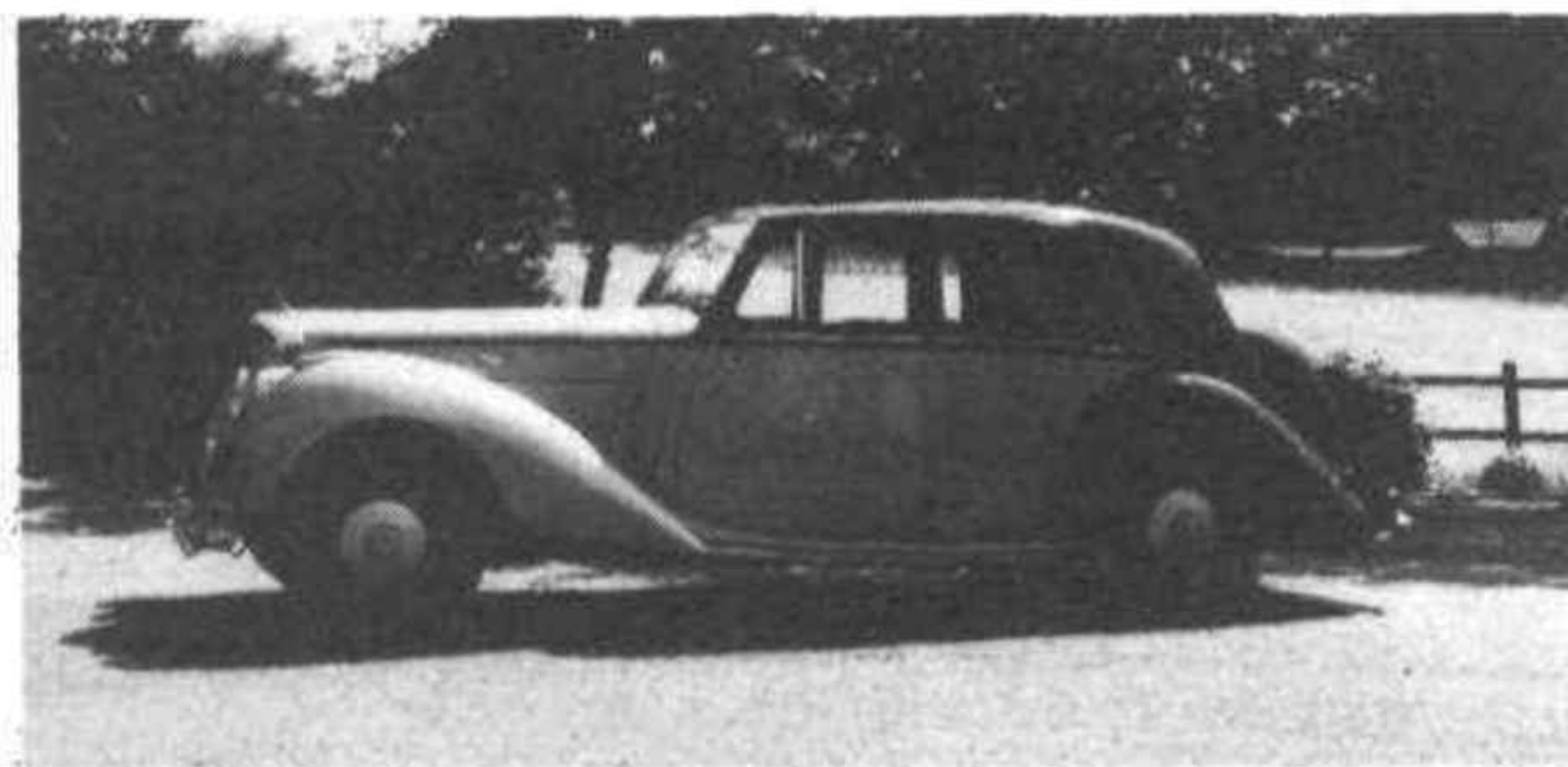
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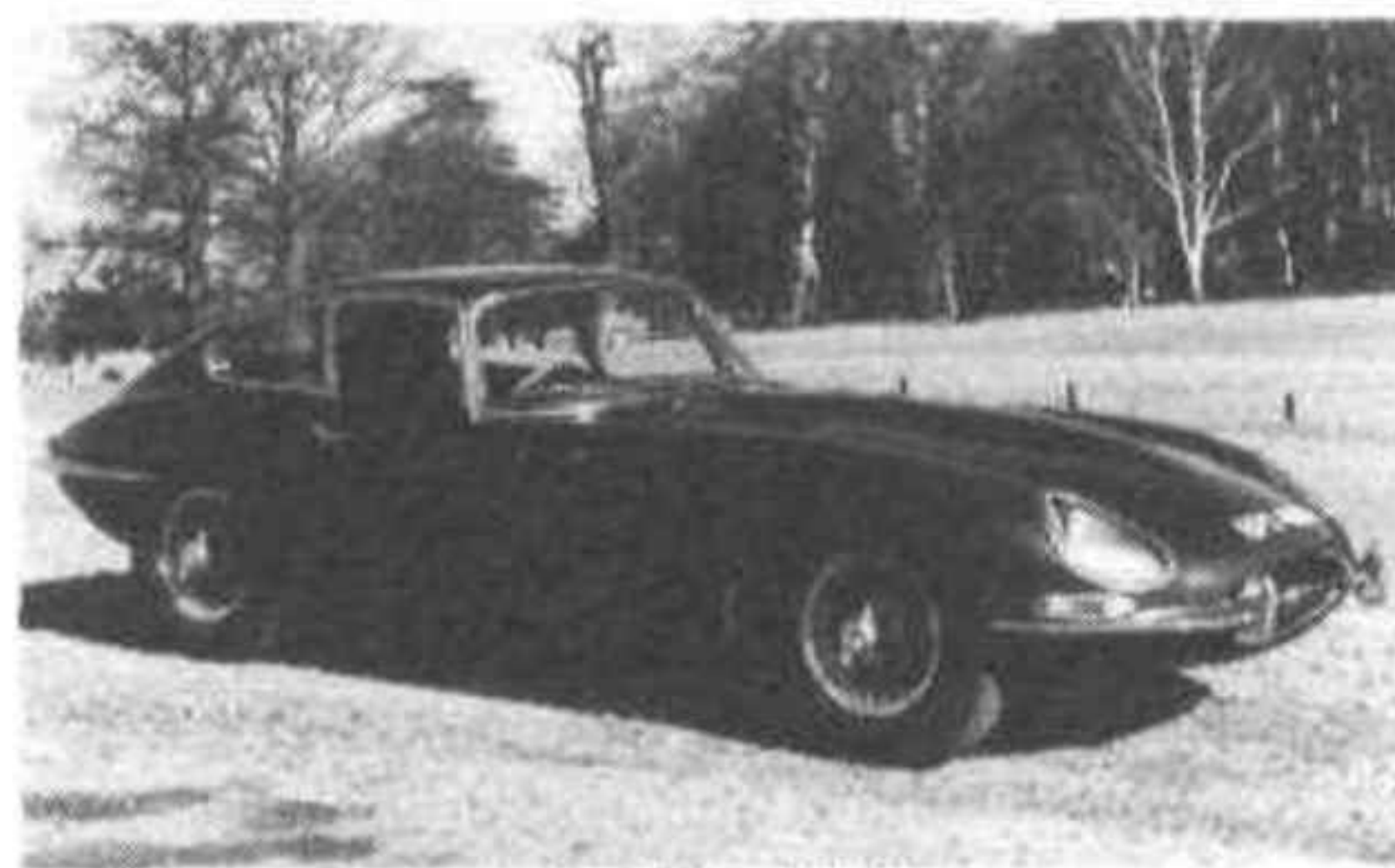
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ROLLS ROYCE SILVER WRAITH 4½-litre chassis, first commissioned 1948. Fitted with H. J. Mulliner Sedan de Ville coachwork with electrically operated centre division. Two-side facing occasional seats, walnut picnic tables, bottle cupboard, etc. Special features include concealed strip lighting to the rear, electrically operated rear blind and rear windows, and opening front quarter windows. Finished in Black with Tan hide upholstery throughout. Genuine mileage 74,500 since new. Totally original coachwork and complete with all small tools and original owner's handbook with H. J. Mulliner Supplement. Fine condition and a rare investment opportunity.

BENTLEY S2 Continental 4-door saloon by James Young, similar to Flying Spur model. First registered 1960. Strikingly finished in White with Scarlet leather upholstery. Electrically operated windows. A rare car of only limited production and a fine investment.

BENTLEY T-series, late 1972 compliant series suspension. Finished in Silver Mink with Dark Blue leather upholstery. 75,000 miles. A superb two owner car with fully recorded service history from new.



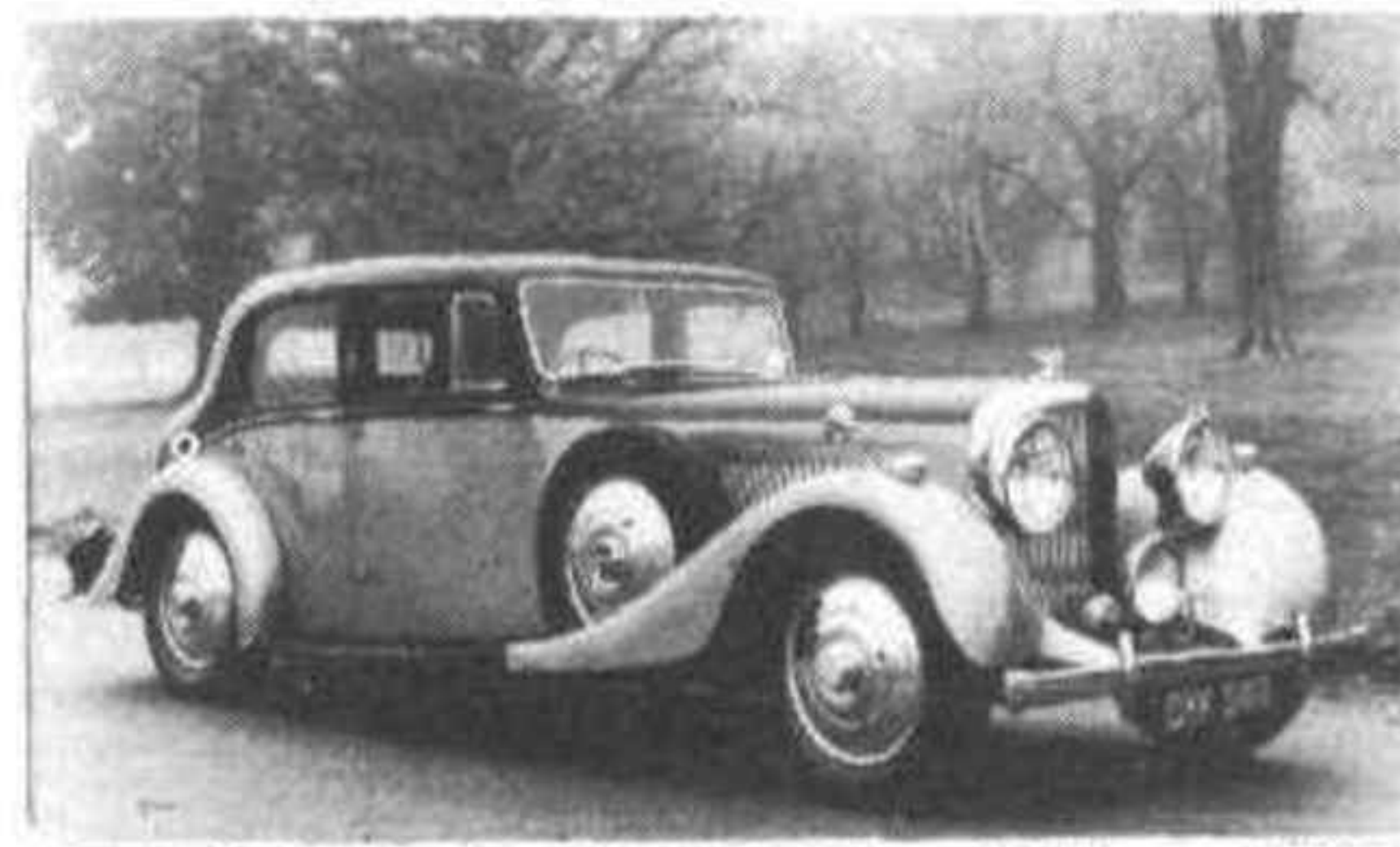
SPECIAL ITEM

JAGUAR E-TYPE 3.8. Unique collectors' and investors' opportunity. 2-door standard fixed head coupe first registered 1964. Finished in Opalescent Dark Blue with Dark Blue upholstery. Chromium plated wire wheels and exhaust systems. The whole car has obviously been lovingly cared for and maintained to the highest standards. Just fitted with new clutch parts and reconditioned gearbox.

BENTLEY T-series 1970 standard 4-door saloon, finished in Brewster Green over Highland Green with Dark Green leather upholstery. 71,000 miles since new. A superb car believed to be in one ownership, or one family, since new.

ROLLS ROYCE SILVER SHADOW 4-door saloon finished in Walnut with Beige hide upholstery. First registered April 1975. Full equipment with speed-hold, lambswool rugs, etc. Total mileage 23,000. Almost as new.

BENTLEY S3 Continental drophead coupe by Mulliner/Park Ward. First registered 1964. Finished in Sand with Red hide upholstery and Red hood with hood cover. Power operated hood. A most striking car in excellent condition.



BENTLEY DERBY MODEL 4½-litre. 1937 chassis fitted with Park Ward standard 4-door saloon with sliding roof. Finished in black over shell grey with blue hide upholstery. Total mileage believed to be accurate, 84,600 miles. All original hide to seats, new headlining and Wilton carpets. Original tools and instruction manual. Side mounted spare wheel, serviced and maintained to the highest standards and possibly one of the finest 4½-litre Derby Bentleys in existence.

ROLLS ROYCE SILVER CLOUD II long wheelbase saloon with electrically operated division. First registered 1962. One of the very last Silver Cloud II long wheelbase models to be made. Finished in Sage Green over Smoke Green with Green leather upholstery. Recorded mileage only 91,000. Superlative condition, beautifully appointed rear compartment with walnut picnic tables, mirrors, quarter lights with cigar lighter companions. Electrically operated windows to all doors. This outstanding vehicle has the most remarkably documented history we have come across.

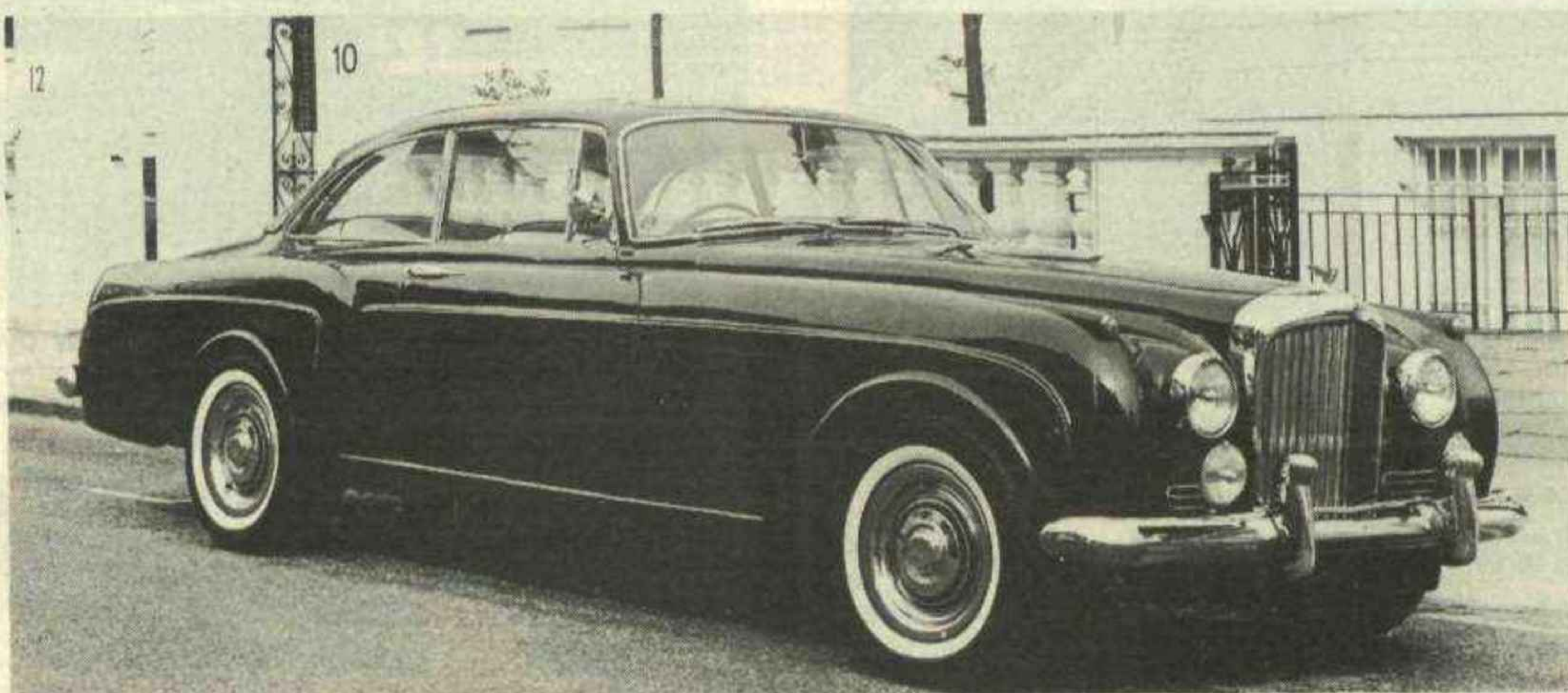
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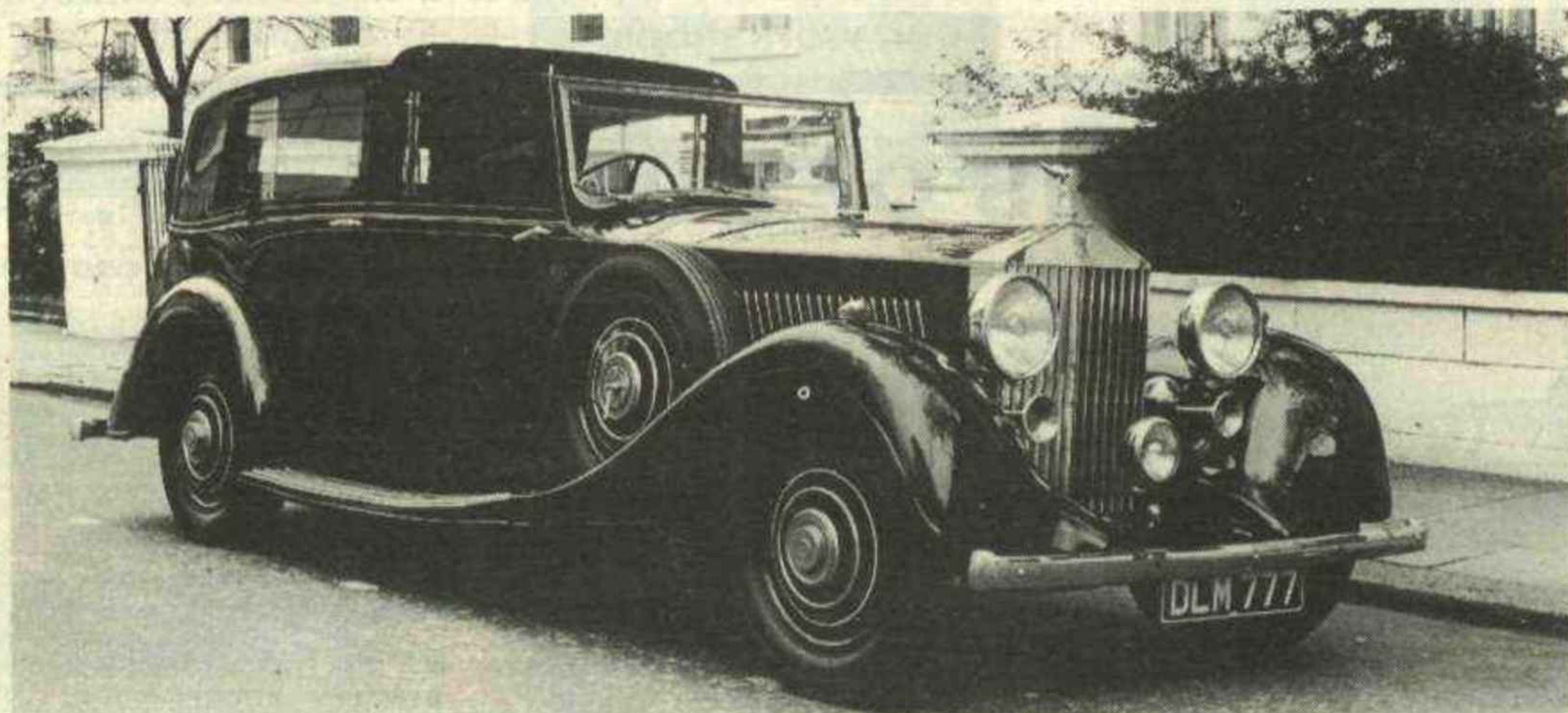
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1962 BENTLEY S2 CONTINENTAL 2-DOOR FIXED HEAD COUPE BY H. J. MULLINER.
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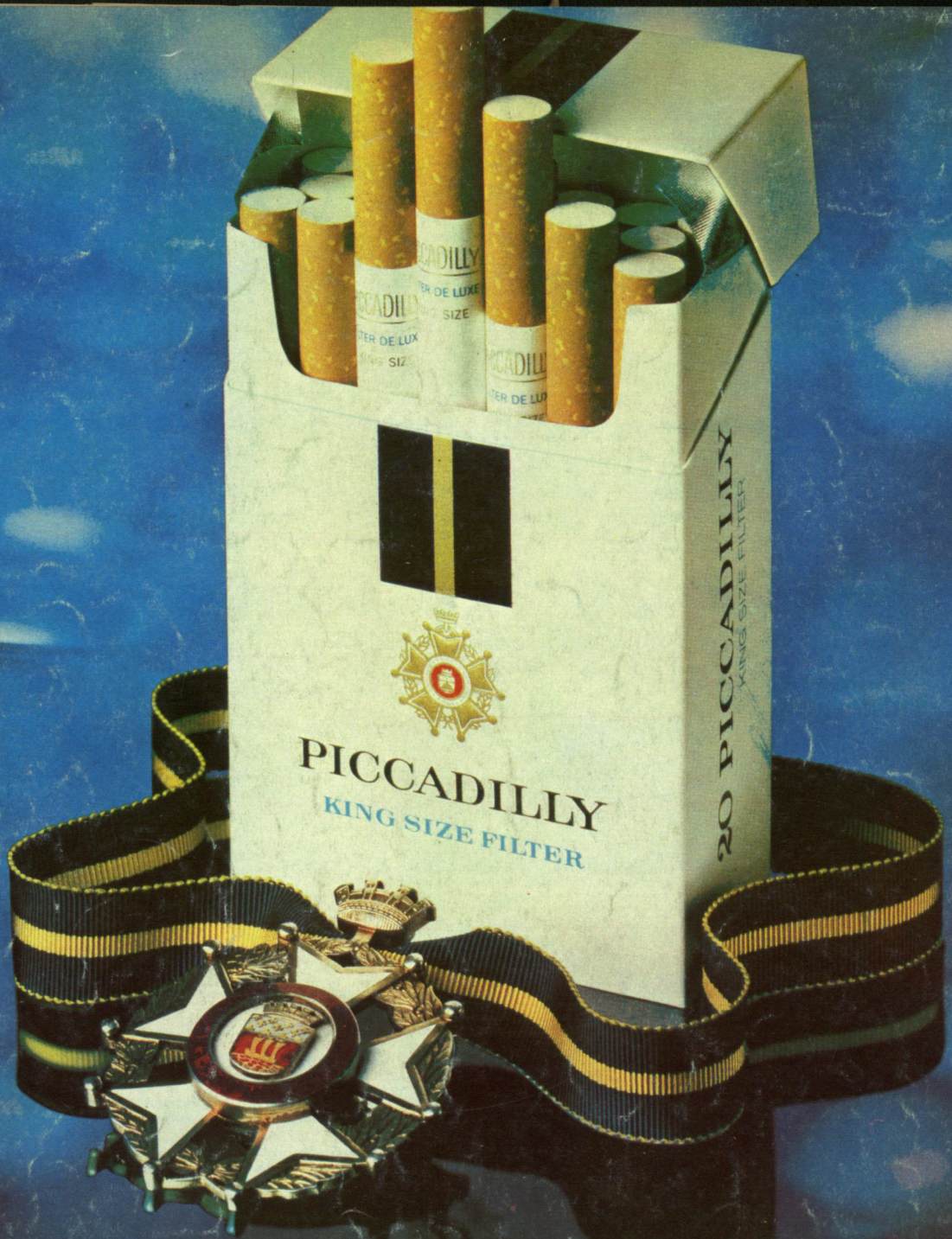
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