March 1980 Vol. LVI No. 3 50p

MOTOR SPORT

Founded in the year nineteen twenty-four





No, it's not a giant hand. Just a tiny solid state quartz alarm clock stopwatch. Only £10.95.

(+p&p)

Measuring a mere 2½ x 1¼ x ⅜, this small clock has to be the small clock to end all small clocks.

And if you think that automatically makes it a gimmick, you're very mistaken.

Because despite its size, this clock actually has a lot more going for it than any conventional travel alarm.

You can take it anywhere, put it anywhere, and use it for almost anything to do with time.

And, blessing upon blessing, it'll do it all without an annoying tick.

Amazingly accurate, to within 30 seconds a month.

This is true, thanks to the advanced solid state quartz action.

It operates in a twelve hour mode (who understands the 24 hour one anyway?), indicating AM or PM as well as hours and minutes on the liquid crystal display.

There's even a back light button to throw a bit of light on the subject in the dark.

And if you happen to be a bit of a jet-setter, there's a special function that enables you to tell the time in two places, at the flick of a switch.

You just programme to two time zones, and they'll be permanently recorded until you decide to change them.

Will you need a hearing aid to hear the alarm?

Looking at this clock, you'd think it'd be hard pushed to wake a mouse. But not so.

The electronic bleep is gentle, but persistent. It'll coax you out of sleep for a full four minutes before switching itself off.

And to make sure that neither the alarm nor the time setting can be accidently changed, there's a lock switch which has to be depressed with a pointed object like a pencil before the alteration can be made.

A stopwatch for the would-be Sebastian Coe's.

The beauty of this stopwatch as opposed to any other is that it's extremely easy to set up.

All you do is flick a switch at the back, and press the reset button. Three zeros will appear on the display, and you're away.

To get the ball rolling, you press the start button once. To freeze it, you press it again. And to carry on where you left off, you've guessed it, you press it yet again.

Small, but extremely well equipped.

For such a dinky machine, you'll be surprised to know that there's a pull-out prop stand at the back, to make viewing easier.

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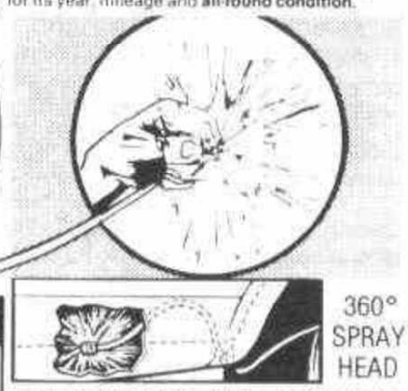
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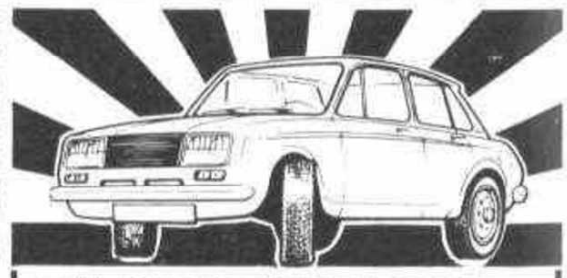


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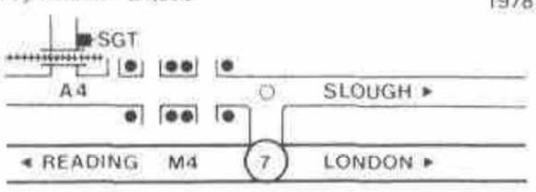
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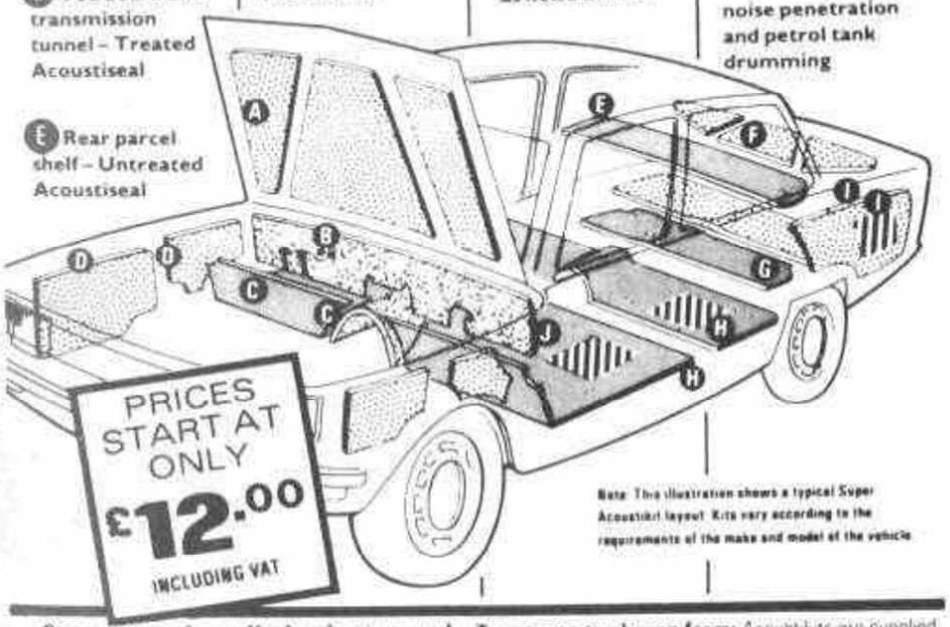
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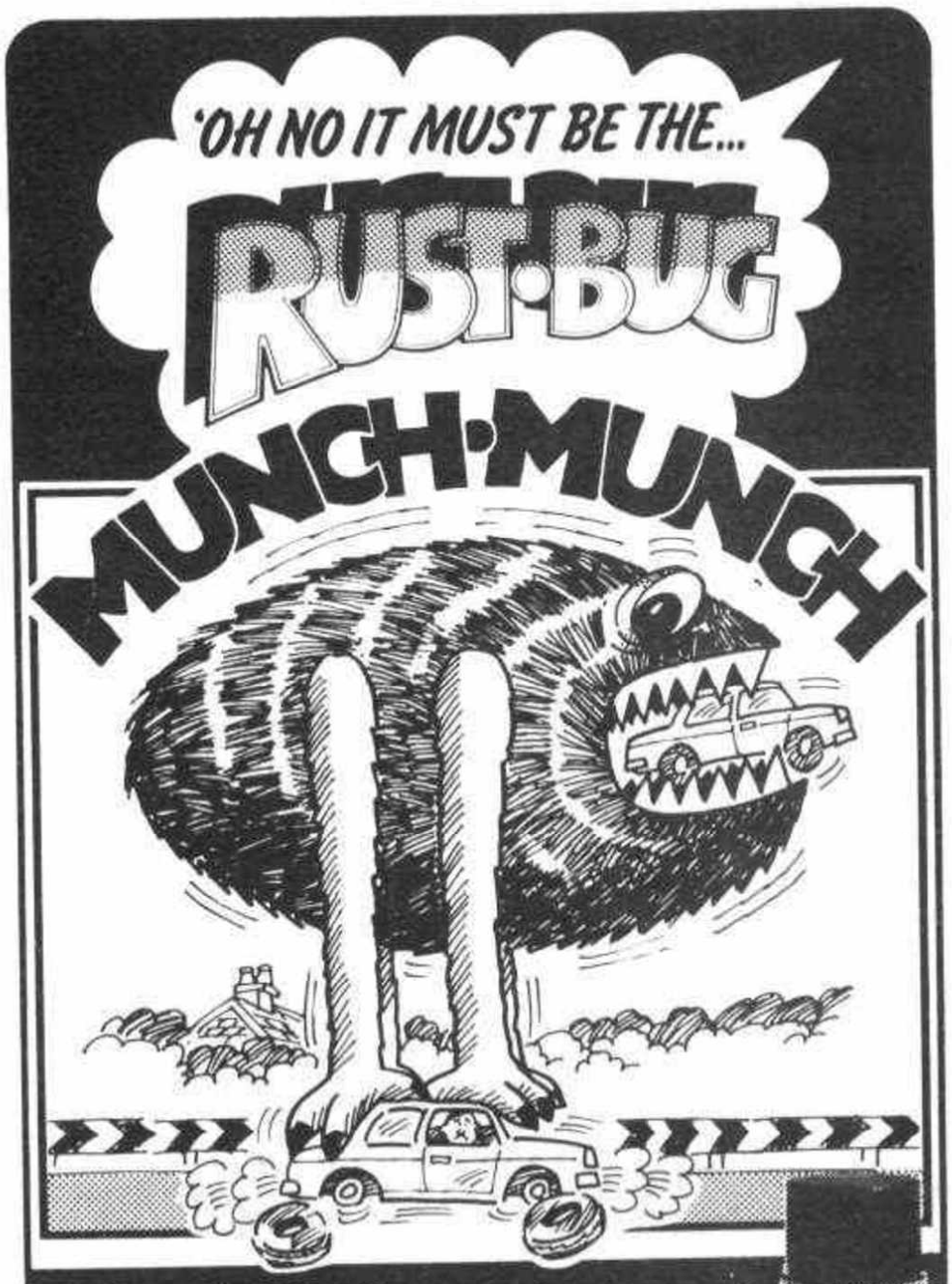
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JAGUAR 'E' TYPE ROADSTER 1973M. Greensand, H/top, chrome wires, 34,000 miles **£9,450**



1978 LANCIA MONTE CARLO SPIDER. White, blue cloth, 18,000 miles **£4,950**

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TELESCOPICS

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Application	KONI Front	KONI Rear	SPAX Front	SPAX Rear	MONROE Front	MONROE Rear
Alfetta 1.6, 1.8 and GT	28.91	24.78	16.21	15.43	13.11	13.11
Alfasud L and TI	156.00	31.56	N/A	17.71	19.95I	11.35
Giulia (all)	23.65	14.65	14.65	11.35	11.35	11.35
BMW 1502, 1600, 1800, 2002	44.39 I	25.99	N/A	15.43	19.95 I	11.35
318, 318, 320 323 I	44.39 I	31.85	N/A	30.36 I	19.95 I	N/A
2500, 2.8, 3.0S & SI, 3.3	44.39 I	44.39	N/A	30.36	21.45 I	25.95
MG. TD, TF, MGA, MGB Midget MGC	63.20	63.20	N/A	N/A	N/A	N/A
GILBERN GT Genie				19.27	N/A	N/A
Invader Mk 1. & 3	N/A	N/A	19.27	28.50	N/A	N/A
Invader Mk.2	N/A	N/A	28.50	28.50	N/A	N/A
GINETTA G15 & 21	N/A	N/A	17.75	19.27	N/A	N/A
JAGUAR XJ6, XJ12, XJS	24.75	30.45	19.27	22.35	19.25	19.25
Mk. 7, 8, 9, XK140, XK150	31.10	31.10	19.27K	19.27K	13.15	13.15
D Type 2.4, 3.4, 3.8 & 340, 420	31.10	31.10	19.27	N/A	14.75	14.35
E Type & E 2+2	31.10	31.10	19.27	22.35	N/A	N/A
JENSON Interceptor	35.10	35.10	19.27	19.27	N/A	N/A
Healey	30.45	30.45	13.95	13.95	N/A	N/A
LANCIA Fulvia (All Models)	23.65	23.65	14.65	14.65	13.15	13.15
Beta Sedan, Beta Coupe Gamma	44.39 I	44.39 I	N/A	N/A	21.10	21.10
LOTUS 7 Series 2/3/4 & Europa	40.85	39.65	21.55	21.55	N/A	N/A
Elan Coupe, S4, Sprint, Elite (60-63) & 74 on	48.47	45.85I	21.55	N/A	N/A	N/A
Marcos Coupe	44.39	45.85	19.50	N/A		
Mini	N/A	N/A	21.55	21.55	N/A	N/A
Morgan +4, 61 on V8	23.65	23.65	13.95	13.95	10.30	10.30
Porsche 356, 49/50	23.65	N/A	13.95	N/A	N/A	N/A
356, 90 & 1600	24.75	N/A	14.65	14.65	N/A	N/A
911 71-78	24.75	24.75	14.65	14.65	13.10	11.30
924 75 on	45.85 I	38.00	N/A	22.35	N/A	19.85
Reliant Scimitar GT	44.35 I	26.90	N/A	N/A	N/A	N/A
Scimitar GTE 68 on (State Year)	N/A	N/A	27.00	N/A	N/A	N/A
Triumph Dolomite Sprint	40.85	40.85	27.00	27.00	N/A	N/A
2000, 2500TC & Stag	28.80	28.80	20.05	19.25	16.10	14.35
TR2, 3, 4, 4A, 5 & 6	44.40 I	25.95	N/A	14.65	19.05	11.35
TR7	23.65	Levers	13.95	Levers	13.10	Levers
TVR Griffin, S200, 400, Vixen	44.35 I	25.95	N/A	14.65	N/A	N/A
S1, S2 Tuscan 3000M 1800 etc	38.35	38.35	19.05	19.05	N/A	N/A

P & P £1.50 per pair

See conversion kit prices, below

Symbols. I = MacPherson Insert
Levers = See Lever Column for Price
Kit = Comprises of 2 Tele. Shocks + fitting kit to convert lever set up to telescopics

All prices are each except for kit which are are complete with 2 shocks
*Plus of course all shocks for standard road cars

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Professional 3 Layer Quilted	253.00
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APOLLO	
National (Nomex)	38.95
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PROBAN	
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Long Johns	21.50
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JAYBRAND & F.P.T.	From £11.44 to £14.38
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WESTOVER	
(Nomex & Leather From	25.00
JAYBRAND Nomex	29.44
Gloves	
International Long	
Orange/Blue	23.00
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Clubman White	15.64
Rally (Full leather palm)	
NEW!! Blue/Orange	15.95
Socks	
NOMEX Short	3.68
Long	6.33
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NOMEX	From £13.50 to £21.50
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Griffin Clubman HP	49.98
Bell Magnum	53.00
Star II	64.95
Star II Small Window	90.00
Simpson "Star Wars" RX	156.00
Simpson "Star Wars" RXM	114.00

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Strut Gaiters £2.12 each

Standard strut 2 year/24,000 mile guarantee
£16.35 each exchange RRP (30.25)

30% Up-rated strut
£18.35 each exchange RRP (32.00)

Super Tweek fast road 2 year/24,000 mile guarantee
£19.50 each exchange RRP (33.95)

'Eppynt' uprated/wedged standard piston rod
£22.95 each exchange RRP (37.50)

P & P £2.50 per pair

'Eppynt' uprated/wedged thick piston rod
£25.25 each exchange RRP (42.50)

£11.50 deposit per strut returnable on receipt of reconditionable strut

Race spec strut with adj. spring pan
£44.25 each exchange RRP (69.95)

SCHREIDER

National Rally 1 £39.99
National Rally 2 £43.27
International Rally £58.19

All struts are exchange add £11.50 returnable deposit per unit

P & P £2.50 per pair

PLEASE NOTE that all returned units must be in a reconditionable state (Casing not bent or badly corroded. Lugs not broken or burnt off. Bearings not worn. If these faults exist we cannot return the deposit

STRUT INSERTS

1 year/12,000 mile guarantee (RRP 28.34)
£21.85 each

2 year/24,000 mile guarantee (RRP 32.02)
£25.24 each

Inserts outright sale (no deposit) P & P £2.95 per pair

CONVERSION KITS

SPAX KONI MONROE	
40.05 53.30 —	A.H. Sprite, Midget (R) to 64
40.05 53.30 —	A.H. Sprite, Midget (R) 64 on — 75
44.20 52.50 36.85	Morris Marina (F) Mk. 1 and 2
40.45 54.80 —	MGB, GT, C & V8 (R) — 75
40.15 41.80 —	105E Anglia (R)
31.40 42.35 32.75	Mini Hydrolastic front kit

TELESCOPIC CONVERSION KITS FOR CARS FITTED WITH LEVERS
Kits P&P £2.50 each carriage



P & P £2.50 per pair

LEVERS

	Std (Rebuilt)	30% Uprated (Rebuilt)	Std Brand New
Single Arm (All excluding Marina)	8.85	12.10	18.40
Double Arm (All including Marina)(F)	12.45	15.95	20.75

30% Heavy Duty £3.45 extra

A35/A55/A60/Sprite Midget, A40/Morris Minor/Oxford, Austin Healey 100/4, 3000, Mk. 1,2,3, Triumph Vitesse, TR2,3,4,5 & 6, Saab Estate, Ford 105E, Cortina Estate, MG, TR Marina MGA, MGB

Adjust. Single Arm Levers available for some of above
Adjustable Levers £21.95 each
All Levers are exchange and carry a returnable deposit of £11.50 each
Post and Packing £2.50 a pair

PLEASE NOTE that all returned units must be in a reconditionable state (Casing not bent or badly corroded. Lugs not broken or burnt off. Bearings not worn. If these faults exist we cannot return the deposit

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Roll Bars F.I.A. Specification

ALEY	VAT INCLUDED
Rally Rear	41.40
Race Rear	46.57
Race Front	43.98
Carriage Per Bar £2.50	

SAFETY DEVICES	
Rally Rear	42.68
Race Rear	48.07
Race Front	30.36

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COIL SPRINGS

COIL SPRINGS (12 months Competition Guarantee)

Rally	Rate	Colour code or type		Pairs
FORD Escort, Mexico, Twin Cam, RS 2000 Mk 1 & 2	190lbs	Forest Racer	Front	25.50
	145lbs	Forest	Front	19.25
	145lbs +1"	Orange/White	Front	19.95
	135lbs +1"	Yellow	Front	17.25
	100lbs	World Cup, Red/Yellow (For use with Bilstein W/Cup Struts)	Front	19.25 / 19.50
Escort 11/1300, Sport & GT	145lbs +1"	Red/Blue	Front	18.50
Cortina Mk 1 All 1200, 1300, 1500 & 1600 & GT	145lbs	Orange	Front	16.50
CHRYSLER/TALBOT	120lbsR/H	Forest Yellow/White		
Avenger (All) (Sunbeam)	120lbsL/H	Red/White	Front	19.50
Avenger (All) Sunbeam	Forest	Blue/White	Rear	20.50
Imp	250lbs	RAC Pink/Blue	Front	16.82
Imp	550lbs	RAC Pink/Green	Rear	19.95
MG Midget/Sprite	280lbs	10½" Free Length	White	16.50
VAUXHALL Chevette	350lbs	Forest Blue/Green	Front	22.65
		Red/Red	Rear	22.46
TRIUMPH Dolomite & Sprint	210lbs	Pink/Red	Front	22.46
	200lbs	Pink/White	Rear	16.50
25% uprated Fast Road Springs				
Magnum	255lbs	Yellow/Blue/White	Front	20.50
		Yellow/Blue/Pink	Rear	20.50
TR2, 3, 4, 5 & 6	365lbs	Pink/Orange	Front	17.20
TR 5 & 6	360lbs	Yellow/Red/White	Rear	27.00
Herald		Yellow/Green/White	Front	27.00
MG MGB Coupe	285lbs	Blue/Yellow	Front	16.75
MGB GT	620lbs	Orange/Yellow	Front	17.65
VAUXHALL Chevette	350lbs	Pink/Yellow	Front	23.28
		Pink/Yellow/Pink	Rear	23.28
FORD Capri 3000 (For 1600/2000 Capris use Escort T/Cam Springs) see above	120lbs	Orange/Red	Front	18.95
Cortina Mk1 1200, 1500 & GT'S	175lbs	Green/White	Front	19.95
Cortina Mk2 1300, 1600 & GT'S	175lbs	Green	Front	19.95
Cortina Mk 3 (All)	340lbs	Orange/Orange	Front	23.60
	224lbs	White/White	Rear	23.60
Escort 11/1300 Inc GT & Sport	180lbs	Red/Green	Front	17.95
Fiesta		Red/Red	Front	19.95
		Green/Green	Rear	19.95
Standard Replacement Springs				
RELIANT Scimitar to model SE6	180lbs	Pink	Front	24.50
	203lbs	Green/White/Red	Rear	23.50
Scimitar SE6 model front only	250lbs	SE6 (F)	Front	24.50
Rear as early model				24.50
LOTUS Elan	70lbs	Green/White/Blue	Front	15.95
Elan	65lbs	Blue/Blue	Rear	19.95
Elan + 2	90lbs	White/Elan	Rear	19.95
Cortina 1600E & Lotus Cortina Cortina MK 2	140lbs	Yellow/Yellow	Front	19.95
25% Uprated Springs 1" Lower Ride Height				
Escort 11/1300 Inc GT & Sport	144lbs	White/Green/White	Front	18.50
Escort T/Cam Mexico RS2000 (etc) Mk1 & 2		T/C (low) H/D	Front	23.95

P & P £1.50 per pair

*All our springs guaranteed 12 months

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	each		each
Escort H/Duty 1968-Nov.73	17.80	MGB 1974-5	18.34
Escort H/Duty 1967-1968	16.04	MGB 1962-74	20.93
Escort Sport (Nov.1973-Dec.1974	19.37	Marina Estate H/Duty 1972-74	23.97
Cortina Mk.II 1600E 1968/9	21.27	Marina Estate 1974-Oct.75	20.12
Cortina Mk.II H/Duty 1968/9	19.83	Marina Saloon 1971-74	15.06
Capri 3000 1969-73	20.01	Hunter/Minx H/Duty 1969/70	24.03
Cortina Mk.I H/Duty 1962-66	20.01	MG. TD 1950-52	19.32
Cortina Mk.II 1600E 1967-68	21.33	Morris 1000 1947-71	13.22
Cortina Mk.II Estate 1968-69	26.39	Triumph Spitfire Mk. I, 2 & 3	27.60
Cortina Mk.II GT H/Duty 1968-69	21.56	Austin A60 1962-69	19.66
Corsair/Cortina GT H/Duty 1964-67	21.85	Austin Healey 3000 Mk.III	20.93
Healey Sprite Mk.III & Midget Mk.IV	24.49	Land Rover Fronts 88" (WB) From—	29.53
Midget Mk.I H/Duty 1961-64	23.74	Land Rover Rears 88" (WB) From—	42.18
		+ Carriage £2.50 per pair.	
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MG-B GT 1975 P Reg. White, o/drive £2,495
MG-B GT 1974. Damask red, o/drive, radio £2,095
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MG-B GT V8 1974. White, o/drive, radio £2,795

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SPITFIRE 1974. White, hard top, choice of 3 £1,445
SPITFIRE 1971. Saffron yellow £825
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TR7 1977 S Reg. Auto, Inca yellow £2,695

TR6 1974 N Reg. Mimosa yellow, h/top, o/drive £2,695
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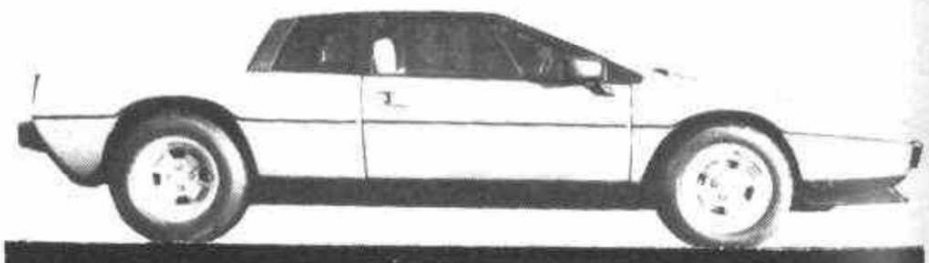
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1975 P **TRIUMPH STAG,** 29,000 miles, auto, h/s tops, radio, two owners £3,490
1975 R **DATSUN 260Z,** metallic green, mag wheels, 2 owners £2,995
1976 R **MG-B ROADSTER,** 77 model, red/grey cloth trim, 31,000 miles, radio, o/d, tinted glass £2,650
1977 R **TRIUMPH TR7,** 28,000 miles, two owners, radio, cassette £2,650
1974 N **TRIUMPH TR6,** hard top, with sun roof, soft tops, radio, o/d, yellow, black trim, 30,000 miles £2,495
1974 **DATSUN 260Z,** red, black trim, alloy wheels £2,295
1974 N **JENSEN HEALEY,** white, 43,000 miles £1,995
1974 P **MG-B GT,** harvest gold, black trim, radio, o/d, sun roof £1,995
1973 M **JENSEN HEALEY Mk. II,** dark blue, tan trim, two owners, 41,000 miles, impeccable condition £1,895
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1974 N **BMW 2002 Ti,** red, black trim, two owners, sun roof, 46,000 miles, radio, service history £2,395
1973 L **JAGUAR XJ12,** red, tan trim, 41,000 miles, radio, stereo, electric windows £1,595
1971 J **DAIMLER SOVEREIGN 4.2,** dark blue, blue trim £1,495
1976 P **CORTINA 1.6L,** yellow, 4-door, 40,000 miles, privately owned £1,395
1972 K **FORD GRANADA GXL,** auto £595
1972 L **RENAULT 16TL,** red, excellent condition £625



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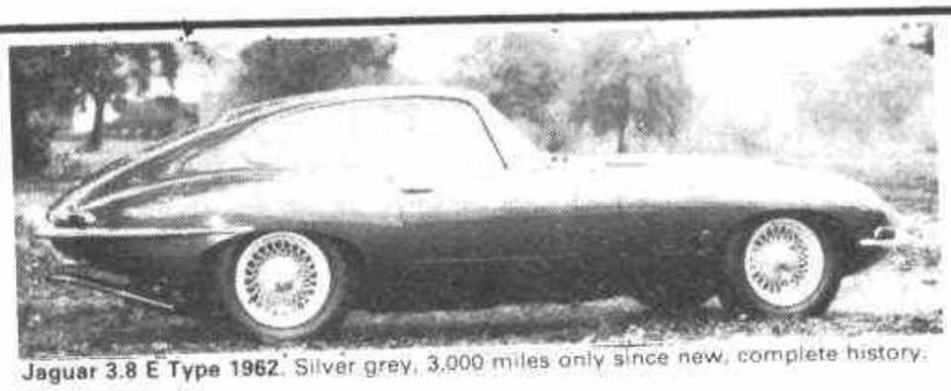
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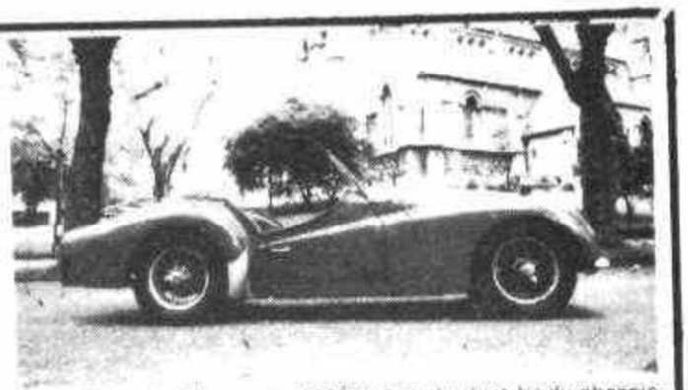
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Also another
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Jaguar XJ Coupe 4.2 1978. Silver with red leather, auto, all extras, 14,000 miles from new, full history **£8,850**
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TR3A. Rebodied by us in 1968 using the last body chassis unit the factory had. The car has had little use since that time. Red with black leather interior and chrome wire wheels.

Expected by issue date
Alfa T33 1968: 2-litre, interesting works sports racing car ex-Vaccarella Schultoe. Further details on request.

TR6	1975	White	23,000 miles	**£3,850**
TR6	1975 (P)	Topaz	27,000	**£3,850**
TR6	1975	White	30,000	**£3,750**
TR6	1975	Carmine	32,000	**£3,650**
TR6	1975 (P)	Carmine	38,000	**£3,650**
TR6	1975	Blue	41,000	**£3,550**
TR6	1974	Pimento	32,000	**£3,350**
TR6	1974	White	35,500	**£3,150**
TR6	1974	Blue	39,000	**£2,850**
TR6	1974	Sable	41,000	**£2,850**
TR6	1973	White	31,000	**£2,750**
TR6	1973	Sapphire	38,000	**£2,650**
TR6	1973	Carmine	39,000	**£2,650**
TR6	1972	White	16,000	**£4,850**

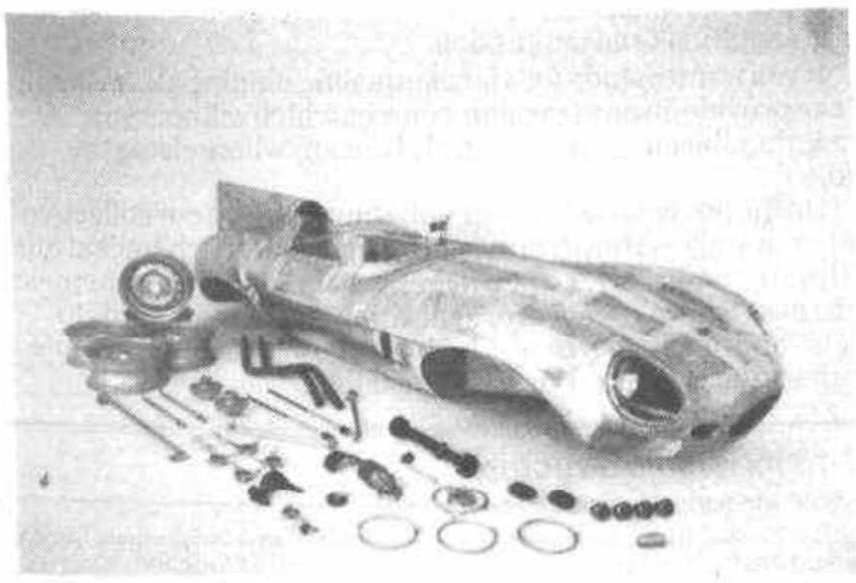
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HRH Prince Philip, Duke of Edinburgh KG. KT.
First Founder Member of ISM. May 1974

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I enclose the registration fee of £15 which I understand will be returned if my application is not accepted and further agree to remit the appropriate first annual subscription by fixed direct debit bankers order on notification of my election.

Signature..... Date.....

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..... Postal Code .....

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Your Position ..... Date of Appointment .....

Academic Qualifications and Courses attended

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Your total years as a salesman ☐ as an area manager ☐ as a regional manager ☐ as a national manager ☐ as a director ☐
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Send this form, together with your cheque for the Registration Fee of £15, made payable to the Institute of Sales Management, to:-

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Incorporating the Institution of Sales Engineers

Concorde House, 24 Warwick New Road, Royal Leamington Spa CV32 5JH, Warwickshire, England

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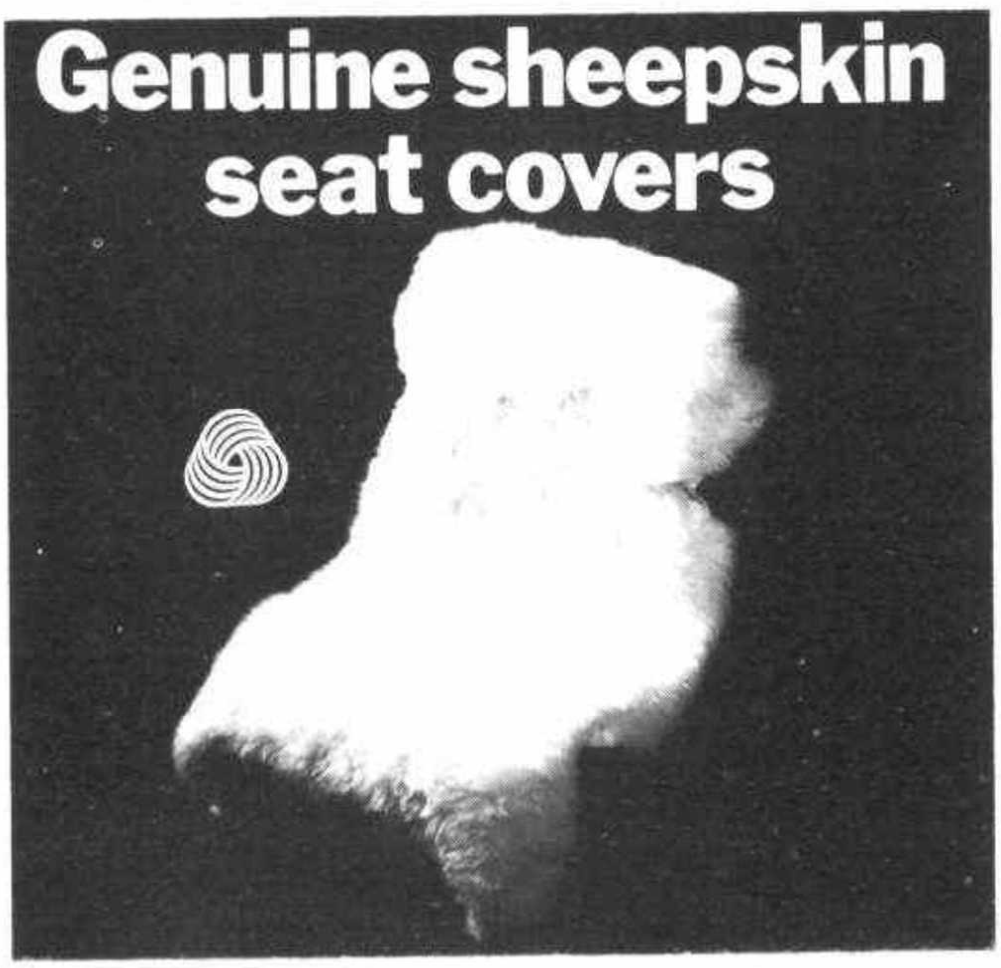


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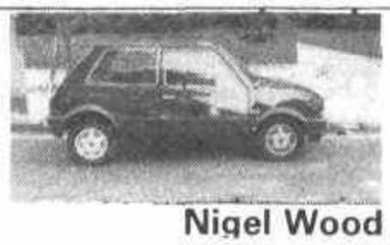




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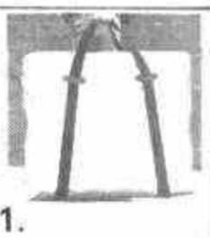
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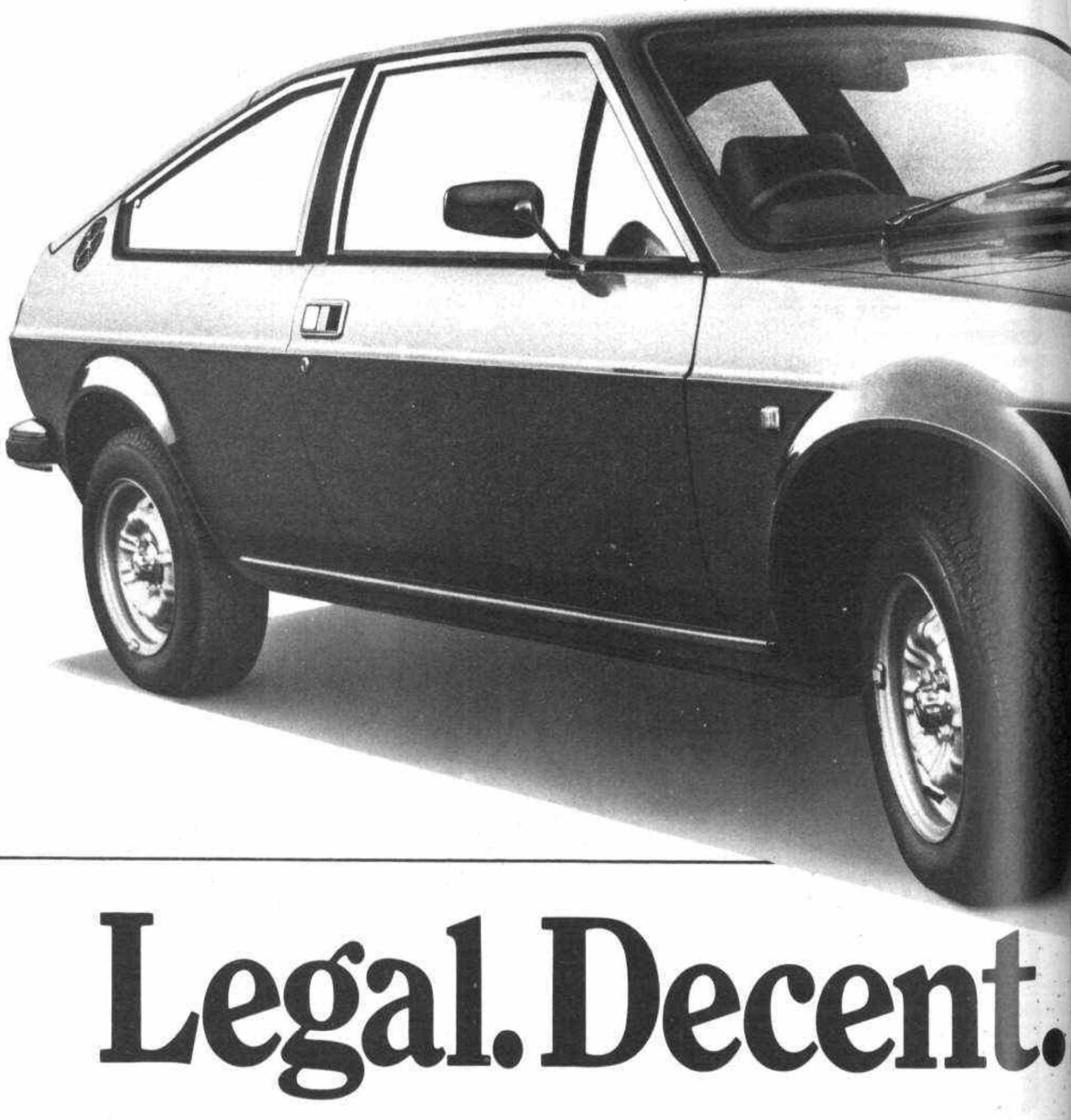
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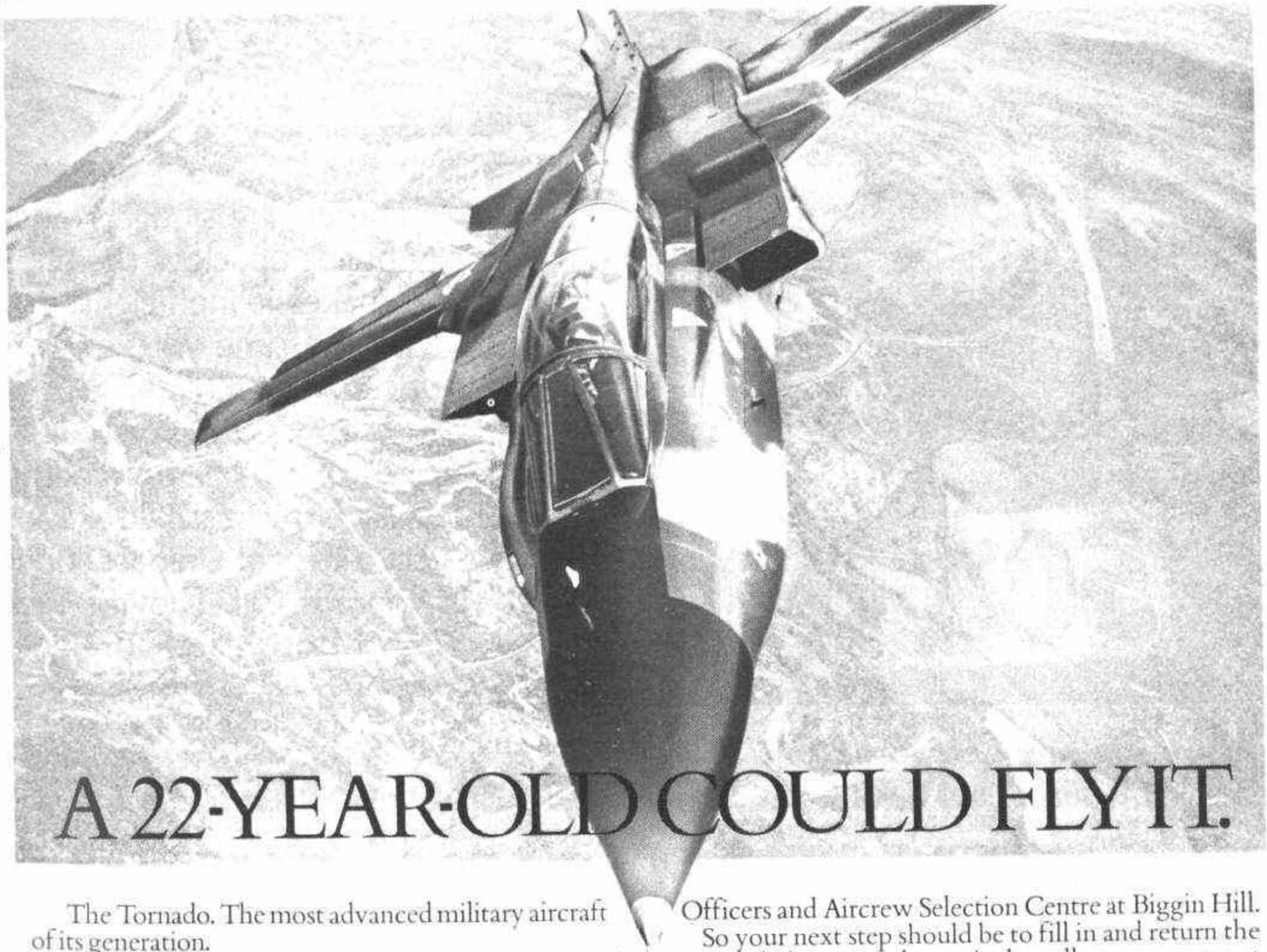
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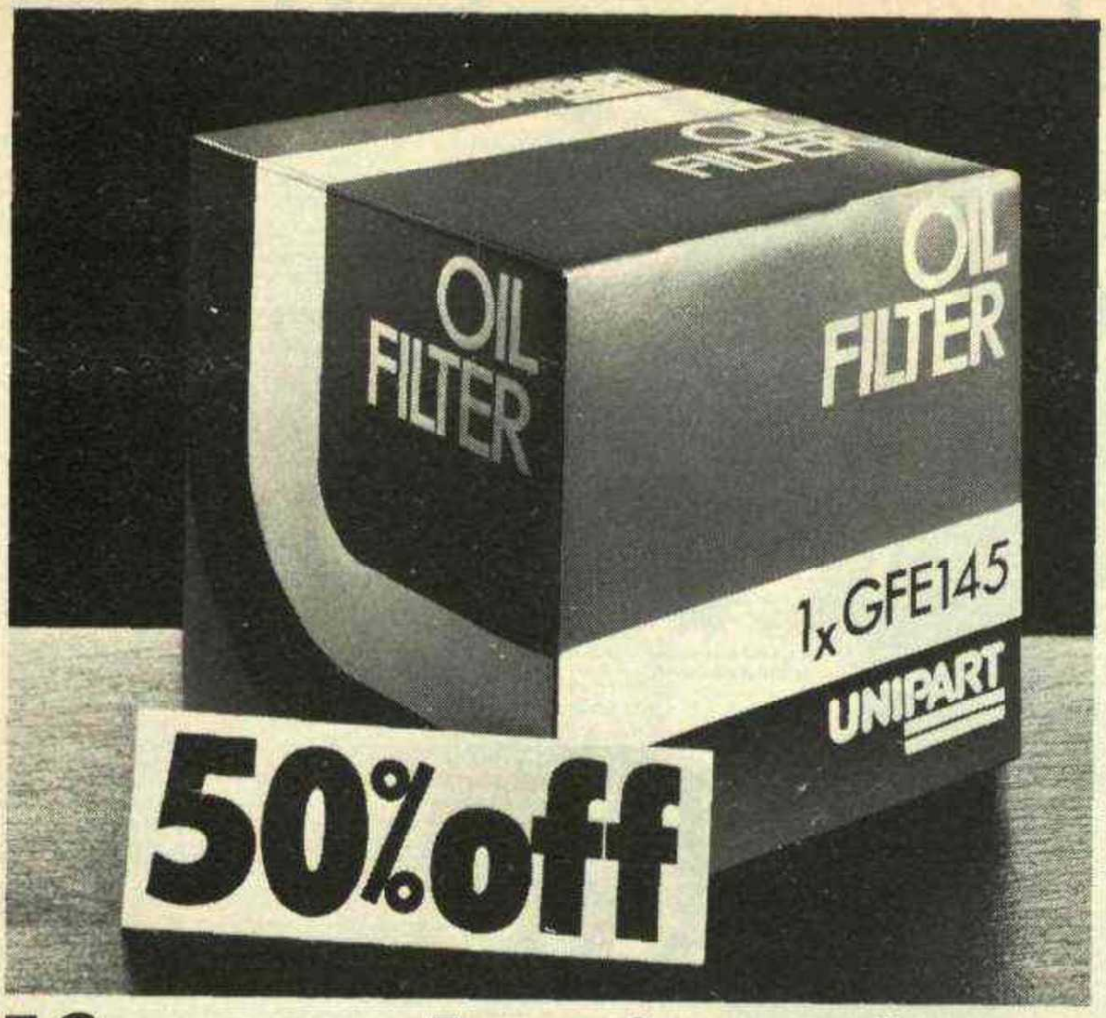
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VOL LVI No. 3 MARCH 1980

MOTOR SPORT

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

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

STANDARD HOUSE,
BONHILL STREET,
LONDON, EC2A 4DA

Telephone 01-628 4741
Telex: 888602 MONEWS G
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FRONT COVER PICTURE: VILLENEUVE'S flair for outstanding starts is shown again at Interlagos as he dives his Ferrari between the Renault of a surprised pole-position Jabouille and Pironi's Ligier to take the lead of the Brazilian GP.

ANNUAL SUBSCRIPTION RATES

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MATTERS OF MOMENT

■ EXPLOITATION IS A DIRTY WORD!

"Man's rich with little, were his judgement true; Nature is frugal, and her wants are few; These few wants answer'd, bring sincere delights; But fools create themselves new appetites. . . ."

No-one likes to be exploited. But that is what seems to be overtaking certain echelons of motoring sport at the present time. We have had that scare of an almost impossible increase in permit and competition-licence fees and complicated fresh legislation announced by the RAC British Motor Sports Council. These have been postponed only because the smaller Motor Clubs made such a fuss about the arrogant way in which they had been informed by the RAC of these changes, which would have done away altogether with some of the events so much enjoyed by amateur-status competitors. The proposed regulation changes had already killed-off the Vintage Sports Car Club's very popular and formerly successful Measham Night Rally. . .

From the aspect of exploitation of the smaller Clubs by the RAC it seems that the time is ripe for radical changes within the Competitions Committee over the manner in which it controls events promoted by these smaller Clubs. We like very much the idea suggested by A. F. Rivers-Fletcher that perhaps a two-tier arrangement of control should be instituted, so that while the rich organisations may be persuaded to make the RAC richer, the smaller Clubs can have a more understanding top-man — Neil Eason-Gibson has been suggested as a possible candidate for the task — working-out their destinies, with different rules and fees applying in their case. Mr. Rivers-Fletcher sees this as a badly-needed split between that part of the RAC Motor Sports Council that governs the top echelons of the "Sport" and that which controls the smaller sporting competitions. He went so far as to suggest forming a new department moving with the latter objects, and moving this away from expensive Belgrave Square. Whether a change of offices would be possible is something to be discussed. The point is that two-tier control of motoring sport is vital and should take place quickly. Note that there is no suggestion whatsoever that the RAC, which controls British motoring sport with the approval of the Government, should be overthrown; only that it must be restrained from exploiting, knowingly or inadvertently, those Clubs and their hundreds of members which can less-well than the Big Battalions afford to pay ever-increasing permit and licensing fees.

That the situation, in a world of galloping inflation and rising petrol costs, has become desperate, is evident when you realise that the Motor Cycling Club, the oldest sporting Motor Club in this country, which continues to organise its classic long-distance trials dating back to 1908, had to pay more in Ministry-of-Transport Authorisation-Fees to run last year's Land's End Trial than the RAC did to hold the sponsored International RAC Rally — something to do with the MCC having more entrants who cover a bigger mileage.

It is understandable that the Forestry Commission has to charge for the alleged wear-and-tear that the passage of fast-moving rally cars cause to its forest tracks and for spectator protection (ropes and whistles), but it is not clear to us why a Government Department should charge the MCC for competitions which use public roads, with every competitor paying his or her normal road-licence duty. But it *does*, and that cost the MCC more than £1,000 for the 1979 Land's End Trial alone, apart from the cost to entrants of RAC licence fees, etc.

This is a sure way to kill-off many highly worthwhile Club events, which occupy many people, if not usefully, then constructively. Authority should be glad of this, in an age of increasing hooliganism and terrorism. Indeed, we feel so deeply that every effort should be made to preserve the healthy sport of competition motoring and motorcycling, at Club level, that we would be inclined to take our grievances and frustrations to Hector Munro, Under Secretary of State with special responsibility for Sport (himself a member of the Bentley Drivers' Club and who has raced his Bentley, like the son of the Prime Minister, in Club races), if he were not so involved at present with the vexed question of whether or not the Moscow Olympic Games should or should not take place.

Then there is another bit of exploitation of car-owners in the Ministerial pipeline. We refer to ideas for abolishing four-month minimum car-licences and substituting minimum six-months licensing, with abolishment of refunds for unexpired portions of such licences. There is no need to emphasise the effect that such legislation would have on the less-affluent car-users or how this would affect adversely those who run the older vehicles for just a few days, or week-ends, in a year. The *Daily Mail* exposed this official planning on the part of the Minister of Transport last year and the Morris Register and the Historic Commercial Vehicle Club, among others, have issued warnings. But there may be worse to come, even if

Continued overleaf

Motor Sport Fixture List for March

★ 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
Mar 1st/2nd	Wakefield & District Motor Sports Club	Polar Motor Co (Barnsley) Ltd.	110/330063	Diplomat Trophy Novice Rally (CJ)	00.01
Mar 1st/2nd	Hants & Berks MC	Farnborough	Hants	Hampshire Challenge Rally (R)	00.01
Mar 1st/2nd	Ystrad Mynach MC	Charles Jenkins & Sons Pengam	171/150970	FORDRACE Ides of March Rally (R)	—
Mar 2nd	Sporting Owner Drivers Club	Houghton Park, Nr. Ampthill, Beds	153/033388	Production Car Trial (CJ)	10.00
Mar 2nd	BARC	Brands Hatch Circuit, Fawkham	Dartford, Kent	Race Meeting (R)	14.00
Mar 2nd	BRDC	Silverstone Circuit, Silverstone	Towcester, Northants	Race Meeting (N/R) (Vandervell British Formula 3 Championship)	15.00
Mar 2nd	**South African Motor Racing Club**	**Kyalami**	**South Africa**	**South African Grand Prix (World Championship Round 3) (INT)**	—
Mar 2nd	BRSCC (N)	Croft Autodrome	Darlington, Co. Durham	Race Meeting (R)	—
Mar 4/9th	**Automobile Club du Portugal**	—	**Portugal**	**Portuguese Rally (World Rally Championship) (INT)**	14.45
Mar 7/8th	**AC Palermo**	**Sicily**	**Italy**	**Targa Florio Rally (European Rally Championship) (INT)**	—
Mar 8th	Jaguar Drivers Club	Silverstone Circuit, Silverstone	Towcester, Northants.	Race Meeting (R)	13.30
Mar 8th	Dukeries MC	The Post House Hotel Sandiacre	129/470359	Dukeries Rally (N)	08.00
Mar 8/9th	**Federazione Auto Motoristica Sammarinese**		**San Marino**	**San Marino Rally (European Rally Championship) (INT)**	—
Mar 8/9th	Brecon MC	Brecon Car Park	160/047285	Gremlin Rally (R)	22.30
Mar 8/9th	National Westminster Bank MC	Lakeside Service Station	179/163592	Moonraker Trophy Rally (R)	23.00
Mar 8/9th	Southshore Motor Sports Club	MacGregor Garages Ltd., Station Road, Poulton-le-Fylde	102/351397	MacGregor Roskirk Trophy Rally (R)	—
Mar 9th	BARC	Thruxton Circuit	Nr. Andover, Hants	Race Meeting (R) (Vandervell British Formula 3 Championship)	13.00
Mar 15/16th	**BRSCC**	**Brands Hatch Circuit, Fawkham**	**Dartford, Kent**	**World Championship for Makes Six Hours (INT)**	11.30
Mar 15th	55 Car Club	Heron Rossleigh Garage, Glenearn Road	Perth	Heron Rossleigh Rally (R)	08.00
Mar 15/16th	Lindholme Motor Sports Club	Ringways, York Road, Doncaster	111/556048	Dunfab Danum Rally (CJ)	23.31
Mar 16th	Donington Racing Club	Donington Park Circuit	Derby	Race Meeting (R)	13.00
Mar 16th	BARC	Silverstone Circuit, Silverstone	Towcester, Northants	Race Meeting (N)	15.00
Mar 22nd	Kirkby Lonsdale MC	Kendal Showground	97/523942	Lakeland Stages Rally (N)	08.30
Mar 22nd	BARC	Oulton Park Circuit	Tarporley, Cheshire	Race Meeting (R)	14.00
Mar 22nd	Eight Clubs	Silverstone Circuit, Silverstone	Towcester, Northants	Race Meeting (C)	13.30
Mar 23rd	BRSCC	Mallory Park Circuit, Kirkby, Mallory	Leicester	Race Meeting (C)	14.00
Mar 23rd	**AC Milano**	**Monza**	**Italy**	**European Touring Car Championship (INT)**	—
Mar 29th	York MC	Europa Hotel, Blackwell Grange	Darlington	'Rodgers' Carpet National Forest Rally (N) (Castrol/Autosport National Rally Championship)	08.30
Mar 28/30th	**Soc Alberghiera Costa Smeralda**	—	**Italy**	**Costa Smeralda Rally (European Rally Championship) (INT)**	—
Mar 28/30th	**Auto Moto Klub 'Akademac'**	—	**Yugoslavia**	**Yu-Rally (European Rally Championship) (INT)**	—
Mar 30th	***SCCA***	***Long Beach***	***U.S.A.***	***United States West Grand Prix (World Championship Round 4) (INT)***	—
Mar 30th	**ADAC Niedersachsen e.V. Sportabteilung**	**Nurburgring**	**Germany**	**European Formula 3 Championship (INT)**	—
Mar 30th	BARC	Brands Hatch Circuit, Fawkham	Dartford, Kent	Race meeting (Vandervell British Formula 3 Championship) (N/R)	14.30
Mar 30th	Newtown & District AC	Dyfnant Forest	Wales	Greenhous Stages Rally (R)	—
Apr 3rd/7th	**Automobile Association of Kenya**		**Kenya**	**Safari Rally (World Championship) (INT)**	—
Apr 3rd/4th	**BRSCC**	**Oulton Park Circuit**	**Tarporley, Cheshire**	**(Aurora AFX British Formula 1 Championship (INT)**	14.00

MATTERS OF MOMENT

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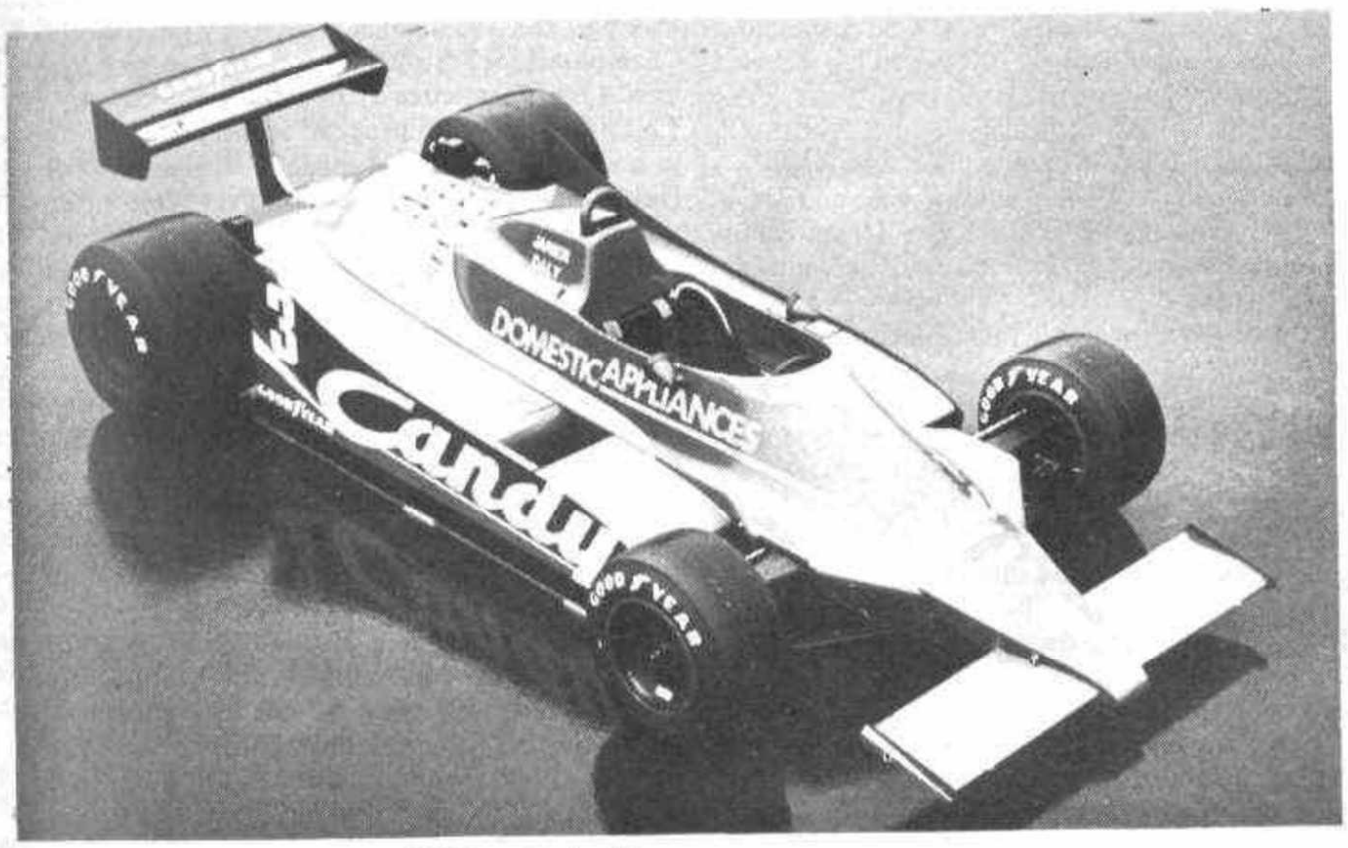
the "no refunds" scheme is abandoned. Because the rumour of a savings-stamp scheme to help us pay for our car licences suggests a sharp rise in their cost! Then there is an idea being considered for taxing vehicles on a possession basis, instead of on usage. This would mean, presumably, that every existing vehicle, including all those out-of-use on private land, would have to pay some sort of tax. The plan may seem preposterous; but do not overlook the fact that, since all the old-style Log-Books were called in and owners of the older cars conned into believing that, unless they registered details of their vehicles with the DVLC at Swansea they might forfeit their right to original Registration Numbers, there now exists the means of tracing all vehicles and implement such a tax on their owners.

To do so would be quite inexcusable. How would the bureaucrats who say they cannot impose Capital Gains Tax on the profit from sales of historic cars because it is quite impossible to differentiate between heirlooms sold for profit and cars used as mechanically-propelled means of essential transport, decide which vehicles, if any, should be exempted from a "possessions" tax? Demanding licences on old wrecks parked on public roads is one thing. Taxing every out-of-service vehicle quite another. If museum-exhibits were exempted while tax was charged on every individual vehicle in private collections, or those which enthusiasts were rebuilding, jealousy would be bound to result. Whichever way you look at it, this is another charge and imposition on the ownership and operation of historic motor vehicles, which give the public so much enjoyment. Those who thought up this diabolical scheme would be advised to remember that the Englishman's home is still very much his castle and keep their money-snatching hands off unused cars, whether parked beside a maisonette or in the barns and outbuildings of great estates. . . .

Never forget, in respect of the foregoing, the hundreds of millions of pounds the DVLC at Swansea has cost the country. It has been admitted to have been a colossal mistake. Its long delays, muddles and ridiculous misrepresentations in the revised vehicle-logging system, are legion. As long ago as 1971 the Vehicles (Excise) Act made provision for date-to-date short-term car-licensing, using the flexibility of those so-costly DVLC computers. That has never happened. Now we are threatened with longer-term licensing and taxing cars on "possession", further financial burdens, especially on the old-car movement. All who care should start opposing them, NOW.

This leads on to another unsavoury aspect of the Swansea System. Prior to it, those legitimately requiring information about registered vehicles could obtain this on payment of a one-shilling search-fee to the local Motor Tax Office in possession of such records. Even after this arrangement fell into disuse, and particularly while Log-Books were being hauled into Swansea's eager maw, many regional Motor Tax Offices were most helpful in this respect, a fact, widely appreciated by historians and some restorers of historic vehicles. But no more, it appears! For when we wanted merely the *make* of a car long-since disused and quoted its Reg. No. to the DVLC, this information was refused. It is understandable that certain data must remain confidential, and only be available to the Police, particularly that appertaining to currently-licensed vehicles. But one might have thought that a genuine enquiry, needed for historical research, might have been treated kindly. Not so! Some faceless bureaucrat has only to put a tick to a DVLC printed-form to withhold such information, for one of seven different reasons — this was done in our case, not by computer, the simple little tick having been made by Civil Servant Mrs. W. Bevan. So, while wanting more revenue from motorists on the one hand, with changes stacked against the historic vehicle movement, the DVLC refuses a legitimate request for simple and harmless assistance with historical research, either because its filing-system has become bogged-down by those "flexible" multiple-computers or because of disinterest and indifference. . . .

Further exploitation is seen in the muddle into which Vintage and Historic motor racing has got itself, with fake historic racing-cars being built and definitions like "Original" "Replica" "Reproduction" "Replicar" "Imitation" "Authentic" and "Fake" being bandied about, while confusion reigns. Finally, the present-day



Tyrrell's new 010, practically a Williams look-alike.

THE FORMULA ONE SCENE

THERE are times when I get the feeling that "big business" is trying to manipulate the sport of Grand Prix racing to further its own ends, and the recent juggling of dates on the 1980 Calendar, the acceptance of certain tracks or autodromes as suitable for Formula One and the cancellation of certain races tend to encourage these feelings. If a big petrol company, like ELF, or a serious motor manufacturer like Renault or Alfa Romeo, or the motor industry in the shape of Goodyear, Lockheed-Girling, Champion or Ferodo, shows signs of trying to influence the future path of Formula One then I accept it, for their whole future lies in the motor vehicle, whether it is a racing vehicle or production vehicle. It is when cigarette manufacturers, soap powder firms, food and drinks firms, clothing manufacturers, property firms, money firms, and any other non-mechanical concern shows too much interest in the working of the Formula One scene, that I get apprehensive, because I know that their money and their business acumen is being applied to motor racing as an advertising tax-loss, with no end product to benefit the motor vehicle.

As these words are being read (hopefully on March 1st) my apprehensions are being drowned by the glorious sound of 24 racing cars leaving the starting grid at Kyalami for the South African GP. The sound of 12,000 horsepower being unleashed always makes my adrenalin flow and I get tingles up the back of the neck. My apprehensions grew during February when all was fairly quiet, for the noise of the Brazilian GP on January 27th had died away and there was a whole month's lull before the next Grand Prix event. In South Africa, hopefully, we shall be seeing the results of the labours resulting from the two South American races. Ferrari in particular will have done an enormous amount of investigating and thinking, for the new T5 proved to be a disaster as far as results were concerned, with four starts and no finishes. So what happened to the famed Ferrari reliability? Frank Williams and Patrick Head arrived back with mixed feelings, for their 1979 car won the first race, indicating that the opposition had not quite caught up, but they were not at all happy that their 1980 modifications did not work. In Brazil it was very clear that a 1979 car will no longer keep in the running, with Renault looking stronger than ever and Lotus on the upward climb again. When Colin Chapman gets his team back into the winning groove it is very bad news for everyone else, for it means they are all going to have to move down a place, or even two. Some teams drift to the back and stay there, but not Team Lotus, their place is up at the front, and the "new boy" Elio de Angelis apparently did a very good job in Brazil.

Team Tyrrell introduced a new design, just before leaving for South Africa, this being the 010, which Maurice Phillipe has conjured up from knowledge gained last year. Unfortunately for some people, the viewing of this new car took place in Italy, rather than in the Surrey wood-yard where Team Tyrrell have their headquarters, but this was caused by their sponsor being an Italian firm, and he who pays the piper obviously calls the tune. It is amusing to look back to 1979 when Ken Tyrrell was running a March 701 for Jackie Stewart, and rumours were saying that there was going to be a Tyrrell Formula One car. Tyrrell was very loud (as he always is) that it was all rumour, saying that he had no intention of becoming a racing car manufacturer. Hardly had the noise died down than the Tyrrell 001 was unveiled! Now here we are in 1980 with the unveiling of the Tyrrell 010. None of the numbers in between have been missed out, so he is not doing badly for someone who had no intention of becoming a racing car constructor. I wonder what he would have achieved if he had really applied himself to the matter, like Colin Chapman.

For the two South American races Leo Mehl, the Goodyear "supremo", stuck to his word and did not produce any super-sticky qualifying tyres for his customers, and he has stated that if Michelin do not support them in their curtailment

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lowering of former high standards constitutes yet another, if milder, form of exploitation. To give but one instance, we drew attention in January to a statement in *The Times* saying that Nuvolari did nearly 150 m.p.h. on Brooklands in 1921 in a V8 Hispano-Suiza-engined Gordini car. Two people we know who genuinely wanted that great newspaper's further views on this matter wrote to the Editor but their letters were unanswered. So W.B. wrote himself. Belatedly he has received the following condescending reply: "We have shown your letter to the Obituary Editor who tells us that the Obituary . . . was written some years ago by a motor-racing correspondent who contributed regularly to the obituary columns but with whom he has long lost touch. It may well be that the writer of the note in MOTOR SPORT is in the right." And first class postage has been suddenly increased before the second Conservative Budget, to 12p — almost the old half-crown a letter! — although not all 1st class mail arrives the day after it has been posted? A case of fallen standards?

It is a great pity that, as the quotation that heads this Editorial reminds us, life has had to become so unnecessarily complicated, casual and mercenary. . . .

The Bugatti Owners' Club

THE BOC has announced its 1980 Fixture List. After a Social at the close of this month, Prescott opens on April 12/13th with the Midland Hill-Climb Championship. The "Classic" Meeting at this delightful Cotswold venue takes place over the week-end of May 31st/June 1st and the Summer Prescott Meeting on July 5th/6th. There will be a Beauty Show and Members' Garden Party at Prescott on July 20th, the VSCC takes over the hill on August 2nd/3rd, there will be a Bugatti Day the following week-end, and the RAC Hill-Climb Championship meeting is on September 6th/7th.

Details of all these fixtures and of the Club's general activities are obtainable from the Club Office, Prescott Hill, Gotherington, Cheltenham, Glos. (Tel. Bishops Cleeve 3136) — W.B.

Rover Beats the "Blue Train" — Again

IN 1930 the late Dudley Noble, when he was Publicity Manager for the Rover Company, used a 2-litre Rover "Light Six" saloon to beat the celebrated "Blue Train" from St. Raphael to Calais, a feat much-publicised at the time. Fifty years later, two Dutch journalists driving a Rover 2600 and a Rover 3500, have accomplished the same thing. Cars and roads (with Autoroutes) are faster now, but so is the celebrated Express, drawn these days by an Alsthom BB-22200 electric locomotive, instead of the Type-230 steam locomotive pulling British-built steel coaches of Dudley Noble's time. However, the modern Rovers beat the train again. The Rover 2600 averaged 62½ m.p.h. and 28.2 m.p.g. for the 725 miles and arrived very comfortably ahead of the famous Express. On the *Autoroutes* it had been averaging 66 m.p.h. at 29 m.p.g.

Tony Dawson and Jan Wendelkes, of British Leyland, travelled on the "Blue Train", which was delayed by shunting and many stops, and far less comfortable than travelling by Rover. — W.B.

Good News for Trials Competitors

IN HER motoring column for *The Sunday Times* Judith Jackson wrote recently of climbing slippery hills, "Do not deflate your tyres because, contrary to popular opinion, it doesn't help". This may make her in debt to many Land's End competitors, for many lost Premier Awards! More Judith J., this time on correcting skids. "If you are driving a rear-wheel car, try and steer in the same direction as the wheels are skidding. If in doubt, do nothing until the wheels have stopped skidding. In a front-wheel-drive car, don't move the steering wheel. If you do not know which sort of drive your car has, find out". — W.B.

of these short-life tyres, then Goodyear may have to "phase themselves out of Formula One". You can fill a magazine with articles and photographs about the efforts needed to supply ten teams or more with racing tyres, but even then you would only scratch the surface of what it really involves. It is all considered to be worthwhile if the Goodyear technical departments learn something from racing, and any of the engineers will confirm that they do indeed learn a great deal. The publicity and advertising departments benefit in their activities from the company's participation in racing and as the Chairman of the Board of Directors is dead-keen on racing anyway, Goodyear are involved with just about every branch of the sport imaginable. It is Formula One that feeds back the greatest technical benefit, not necessarily directly to passenger car tyres, but to the technical know-how on rubber and tyre-design that makes the design and development of production tyres a fairly simple matter by comparison to the ever increasing demands of a Formula One tyre. With qualifying tyres, the technicians felt they were not adding any useful knowledge to their tyre technology, and the Michelin technicians were in full agreement. Both companies asked FISA and FOCA, the two controlling bodies in Formula One, to do something about it, but nobody came up with any bright ideas, so Goodyear's Leo Mehl took the initiative. My feeling is that the engineering side of Michelin will shortly support Goodyear, though the business and publicity side of the French firm may have other ideas.

In Brazil, the Arrows team and Riccardo Patrese caused our weekly journal *Motoring News* to get a bit hot under the collar over the question of tactics and sportsmanship (for want of a better word). There are not many rules in motor racing, as regards driving, for mostly it is left to common sense, but there are one or two unwritten rules that most people abide by. No top-line driver worthy of the position would deliberately "play rough" and "crowd" a novice driver, though they will do such things to a driver of their own stature and position. Equally it is accepted that the race-leader has right of way at all times if he needs it. This is particularly important when he is lapping slower cars, especially if he is in a nose-to-tail battle with another driver. If two cars are dicing for the lead and lapping five seconds quicker than you are, then you are expected to keep out of the way when they come up behind you to lap you. The problem that some new young drivers seem to have when they get into Formula One, is knowing (or even realising) when they are about to be lapped. There are many ways of knowing this and I would have thought a good team manager would have given his new recruit some tuition in this matter, but to see some of the things that happen, I don't think they do, or else the recruit forgets easily. After practice it does not take much time to analyse your best lap with that of the front row of the grid, and assuming you all drive at the equivalent pace in the race you can easily calculate when you are going to be lapped; at lap 10, 20, 30 or 40 so that as the moment approaches you look for other signs of warning of the leader's approach. On most circuits there are places where you can see another part of the circuit across the infield or across a couple of corners. A simple example in amateur club racing is at Silverstone on the Club circuit. As you leave the Becketts hairpin and accelerate up the main straight you can see across to Maggotts Curve on your right, and easily see the race leaders if they are that close; or at Brands Hatch from the top of Clearways you can see down to the bottom straight. By the time the leaders are close enough to see across the infield the pit signalling crews will also give you warning. Even if your own pit does not do so, you can easily see the signaller from Ferrari, Lotus, Renault or Williams looking anxiously up the track as you approach; and you can be sure he's not looking for you. If you read their board as you go by you will get ample warning of who is about to overtake you. If Scheckter's board says + 1 Jones, you know what to expect.

Crowd reaction is another good warning signal, for if you are about to be lapped you can be sure the spectators won't be looking at you. If they are all craning over the fences as you approach you know the leader is not far behind, and if you've been reading your warning signals correctly you'll have a good idea as to whether he is on his own or not. How many times have we seen a "novice" move over to let the leader through and then swoop back to try and get in the "draught" of the faster car, not realising there was another car or cars close behind. In Canada last year Alan Jones had an enormous "moment" due to a "novice" driver doing this. Luckily for the "novice" Jones' reflexes and skill are of a very high order, otherwise the "rabbit" would have been punted into Kingdom Come.

Another important aspect for a beginner, or even a seasoned driver, is when one of the super-quick drivers has had a pit stop and is going at nine-tenths or more to make up time. I'm thinking of Villeneuve, Laffite, Jones, Piquet all of whom did this last year. If you are being caught at the rate of two seconds a lap then it is expected of you to give the faster driver a clear run by when he catches you. If your team-manager has been doing his job properly he will have kept you informed of the progress back up the field of the super-quick driver. If your + signals have been eaten away at a steady 2 sec. a lap then there is no justification for you to hold up the other man, or hinder him in any way, especially if you are not running in an important position in the overall race. Yet this is what Patrese has done all too many times and it was criticism of this that sparked off the verbal punch-up between A.H. and the Arrows team.

If you are racing for the lead then it is another matter and you can do what you like, within reason, to defend your position. The real master of the art was Jack Brabham. He could use more road than you would think possible if he was being challenged for the lead, there was never room to get by him. In motorcycle parlance, he used to "stick his elbow out". Other drivers seem to suddenly increase the track of their car if they are challenged, while others put on an act of desperation so that the car slides about and wags its tail more violently when challenged from behind for the lead. If you are running seventh and you do these sort of things to someone who has made up 55 seconds on you, it is not on.

Bearing in mind that we are now in the month of March it is absurd that certain race dates and circuits on the Formula One calendar are still not finalised. There is either some muddled thinking within the ranks of FISA and FOCA, or some business deals under way by the entrepeneurs of Formula One. The Grand Prix of the United States of America was traditionally held at Watkins Glen in upper New York State in the autumn. A year or three ago the enthusiastic Californians got street-racing under way at Long Beach so we had two races in the United States. Some European countries thought it a good idea and made noises about a second Grand Prix in their calendar, but the FIA soon put a stop to it by making the rule that circuits for World Championship Formula One races had to be at least 4,000 kilometres apart within one country. This prevented any European country from trying to hold two events, and made it all right for the United States, with their Grand Prix West in the spring and their Grand Prix East in the autumn.

Then the money-manipulators of Formula One, headed by Ecclestone and Mosley, thought it would be a good idea to hold a Grand Prix in cahoots with the gamblers of Las Vegas. Don't ask what happened to the 4,000 kilometre rule, for Las Vegas is only a hundred miles or so from Long Beach. There was also the problem of having three World Championship races in one country, and as Long Beach made it very clear, very early on, that they were there to stay, an underground movement was started to get rid of the Watkins Glen race. Now Watkins Glen has been running their Formula One event for nearly twenty years and none of the uncontrollable variables have changed during that time. The weather can be good or it can be awful, it could be freezing cold and dry, wet and warm or wet and cold, there was no way of knowing. The small town of Watkins Glen has always been a small town, primitive in some ways and limited in accommodation, the circuit has always been a bit primitive in its amenities, the crowds have always been large and boisterous, sometimes crude and unruly and often unpleasant, the track has never been a billiard table. When it was the only excuse for the Formula One circus to go to America, with someone else footing the bill, nobody complained too loudly and suffered the bad things in return for the good things, like big bags of dollars (in cash!) for prize money. Dollars that could be slide away to the Bahamas, to California or to Switzerland, certainly not brought home to an English bank and the Inland Revenue.

Suddenly it has all changed. The Watkins Glen track is bumpy and in need of repair, the paddock needs more tarmac, main sewerage is necessary, more grandstands are needed, communications with the outside world are inadequate, the crowds must be controlled much more, hotels are awful, access is bad, the weather is impossible. The prize money in dollars is bigger than ever it was, but it is of no interest any more! Almost overnight the Watkins Glen race is dropped from the 1980 Calendar; Las Vegas will take its place, ju : like that. But then someone had second thoughts (or misgivings?) and Watkins Glen was re-instated, providing all the required improvements were carried out, and given a date in April. There wasn't a snowball's-chance-in-hell of getting everything done in time, and whoever made the decision on the April date must have known that. Now there have been third thoughts (or confirmation of the misgivings?) and the United States Grand Prix East is back to its normal autumn date (October 5th) and is at Watkins Glen. And Las Vegas? Hmmm . . . We'll have to wait and see.

This calendar nonsense is not confined to the United States, for Mexico are trying hard to re-instate their Grand Prix and at the moment it is back in/out/on/off/cancelled/postponed/abandoned/going ahead. In Europe the Swedish Grand Prix has died the death (thank you Niki Lauda, one of the most vociferous anti-Swedish voices), and the German GP, the Austrian GP and the Italian GP are all in a state of flux. Thank goodness dear old Auntie RAC gets quietly on with things and any financial or political manoeuvrings are kept discreetly in the background. Our own British Grand Prix will be held at Brands Hatch on SUNDAY July 13th,

Historic Racing



Historics at Silverstone in the GP round of last year's Lloyds and Scottish Championship.

I DO not know who coined the word "Historic" and applied it to old racing cars, but it was an awful mistake, for it implies that the car has a history worth recording. In some cases this is justified, in other cases it is a poor joke, and there are some cases that are downright false. The Germans use the word "Oldtimer", which I believe they got from America, while the French use the phrase "Voitures de course de l'epoch" and the Italians refer to "Vecchia machina di corsa." Now none of these expressions demand any sort of historical background, they embrace old racing cars at their face value. Had we started off by using the term "old racing car" it would have saved us a lot of heart-searching, a certain amount of acrimony and a lot of time and trouble, and we would all be much happier ". . . just messing about with our old cars . . ."

With the increasing dullness and sameness of today's amateur single-seaters, whether they are Formula Ford, Super Vee, 2000 or Atlantic, there are more and more people getting interested in old cars, and in racing them. The mere fact that a single-seater racing car today is built to a strict set of rules, or Formula, limits its mechanical interest and to a lot of people it is the machinery that fascinates, so that old-car racing offers a wider interest, especially when it spans a number of years.

The recently formed Historic Grand Prix Cars Association have voiced the opinion that there is almost too much old-car racing, and the quality is becoming diversified, which might eventually kill the interest, by over-exposure. This feeling grew last year, when there were four distinct series of races, numerous parades and anniversary demonstrations, and many "one-off" events. Most owners of old Grand Prix cars feel that six or seven really good events between Easter and October would be sufficient, especially as most of them are amateurs with jobs to do or businesses to run during the week; the success or otherwise of their weekday activities decides how much they can spend on the old-car racing hobby. The owner/drivers who are concerned about this have got together too late to affect 1980, but with any luck they may influence the activity in 1981, bringing a more rational and reasonable attitude to it. For this year we still have four major fields of activity for old-car racing. First there is the regular season of the Vintage Sports Car Club, with two major Silverstone Club meetings, one at Oulton Park, one at Donington Park, and one at Cadwell Park, as well as hill-climbs at Shelsley Walsh and Prescott. Then there is the FIA series of events for the European Cup and the FISA Trophy. The Donington Park Racing Club run a series of events at their circuit, in conjunction with Esso and finally there is what is proving to be the most popular series, The Historic Car Championship run with the financial backing of the Lloyds and Scottish Finance Company, known as the Lloyds and Scottish Championship.

This series has events scheduled for Silverstone, Brands Hatch and Oulton Park, with three events at the Buckinghamshire circuit, three down in Kent and one in Cheshire. This series caters for single-seaters and sports/racing 2-seaters, and at some venues they run together, at others there are separate races. Where possible the event is combined with a major International meeting, as at the British GP at Brands Hatch on July 13th and the RAC Tourist Trophy at Silverstone on September 14th.

Single-seaters are divided into three groups: 1931 to 1940; Post-war to 1953; 1954 to 1960. Sports/racing cars have two groups: Post-war to 1957 and 1958 to 1960. Points are scored 9, 6, 4, for first second and third in each group, with 2 points for all other finishers (minimum of four starters in the group) and at the end of the season the Lloyds and Scottish fund will pay out £12 per point scored. In addition each event will pay £250 for first overall, £150 for second overall and £100 for third overall. If you took part in all seven events and finished last each time, you would score 14 points and at the end of the season you would get £168, which would buy you a new racing tyre and pay for a round of drinks for your helpers! If on the other hand you won every event outright you would score 63 points, which would net you £756 and you would add to that seven times the £250 first prize, £1,750, which would bring your total at the end of a very successful season to £2,506, which would cover the cost of four new racing tyres, a couple of sets of sparking plugs, a few gallons of methanol and quite a good party for your unpaid helpers. With many people spending £50,000 on a suitable car for this series, (or even a miserly £25,000) it makes you echo the Editor's recent comment, "Why do they do it?" It has got to be for fun and enjoyment, or pure hobby. For those of us who enjoy looking at and listening to old racing cars we should consider ourselves fortunate that we have in this country businessmen like Neil Corner, the Hon. Patrick Lindsay, Geoffrey Marsh, Christopher Mann, Martin Morris, Robert Cooper, Anthony Bamford, Vic Norman, Bruce Halford and all the others whose enthusiasm lets them spend small fortunes in keeping these old cars running. Other businessmen, like Lord Montagu, Tom Wheatcroft and Bob Roberts, who display such cars in their museums, also give us all a lot of pleasure, but not quite the same as hearing the exhaust note of an ERA or Bugatti, or the smell from an Alfa Romeo or Maserati.

For many of these owners the practical problems of keeping an old racing car in running order would deter strong men, especially when you have to have new parts such as connecting rods and pistons, crankshafts and camshafts made from scratch. If you have a major prang, apart from personal injury, you might have to have a new chassis-frame made. All these risks and ravages of continual use are accepted as part of the activity, and no one minds a car having totally new parts (to the original pattern) in order to keep it performing on the track. Where there is much dissension is when these newly-made parts are used to create a totally new car that previously never existed, nor ever would have existed if some of the old-car owners had not got together to have the parts made. Equally, there is dissension over cars that have been conjured-up from spare parts that were originally made by the parent factory. If, for example, a factory made three Grand Prix cars and a collection of spares to keep them serviced, is it justifiable today to assemble those spares into a fourth car? In 1924 the Sunbeam company built three Grand Prix cars and certain spares for a fourth car, though it was never completed, or even roughly assembled, but being conscientious tool-room engineers every part was clearly numbered. The remains of car No. 1 are in Ulster, I have the remains of car No. 2 in my own workshop and car No. 3 is on display in the National Motor Museum at Beaulieu. The car in Ulster, which is No. 1 without question, has No. 4 on the chassis frame, my car has one front brake drum marked No. 4 and I feel sure that if the

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F1 SCENE — continued.
with two days of practice and jollification beforehand.

My personal sporting activities are confined to amateur sprints and hill-climbs on a motorcycle, VSCC events with vintage cars, and the odd rally or old-time run with early motorcycles, to say nothing of Speedway on Monday evenings, New Orleans Jazz on Fridays, car club meetings on Thursdays and motorcycle club meetings on Tuesdays. I just sit quietly and ruminate on Wednesdays! As my hobbies have always come before work this year looks like being very busy, for Grand Prix racing is my number one hobby, out if this juggling with dates is going to continue I can see I shall be missing some Formula One races, because my personal calendar is all cut-and-dried for 1980, with one blank weekend between now and mid-October. If the date changes are made for the benefit of engineering and mechanical progress then I'll go along with them, but if they are made to put more money in the Ecclestone/Mosley German-owned Swiss bank account, then they can get along without me, because I have a very busy summer ahead. These manipulations by big-business, about which I expressed anxiety at the beginning of this article, never take into account the ordinary man-in-the-street who pays good money to spectate. By now most people have made their plans for a summer holiday trip to a Grand Prix, not only from the British Isles, but from all over Europe and if dates are going to be changed willy-nilly to suit the money-mongers there are going to be a lot of upset spectators, to say nothing of the travel-firms and tour operators. See you all at Brands Hatch, if nowhere else. — D.S.J.

Beaulieu workshops were to dismantle No. 3 they would find parts marked No. 4. This indicates clearly that the set of spare parts catalogued as No. 4 were used up to keep the three team cars racing and to my way of thinking it would be totally unjustified for me to take my No. 4 brake drum and "recreate" a Grand Prix Sunbeam around it. Yet this is what people are doing with later cars, Bugattis, Maseratis, Alfa Romeos, Listers, HWMs, and so on, and I maintain that this sort of thing is bringing historic racing cars, and racing history into disrepute and anyway, is a pointless activity with a strong touch of avarice and dishonesty about it. A friend of mine points out that a collection of spare parts assembled into a "new" car can never represent anything more than a "mobile set of spares." There are some cars masquerading as historic cars that are nothing more than a "mobile set of spare parts." The "new" car that is restored/resurrected/reclaimed/rebuilt, call it what you will, around an original part, or parts is a different matter, and Doug Nye, who researches racing car history as much as I write it as it happens, evaluates cars by a percentage. He gives 20% for the engine, 20% for the gearbox/transmission, 20% for the chassis frame, 20% for the suspension, springs, brakes, etc. that hang on the chassis, and 20% for the body panels, petrol tank, oil tank, radiator, etc. If you have a 250F Maserati, for example, and the engine last ran in a race in 1958, as with one that is well known, you can honestly say it has an original engine. If it has been raced in old-car events since then and has needed new valves, new rods, new pistons, even a new crankshaft, then nobody minds you saying you still have a Maserati engine. If you should happen to be misguided enough to remove the three double-choke Weber carburetters and fit three SU carburetters, you would still be credited with a Maserati engine, but you would only justify 18% and not the whole 20%. Applying this throughout the car it is very satisfying if you arrive at a total of 75%, and this should be everyone's aim, but for practical reasons many cars struggle a bit to reach 50%. This is deemed acceptable, but not very worthy, especially when there are plenty of cars about, like Talbot-Lagos, Tipo B Alfa Romeos, Type 51 Bugattis, ERAs and so on that easily amass 80% and more often than not they can score 90/95%. It is cars that can only justify 35%, or even less, that are bringing the whole scene into disrepute and some of these have been described as "Replicas", and certain areas of the old-car movement have tried to give the word an air of respectability. Some of them are nothing more than fakes; bogus at the best. The RAC Historic Committee has recently decided to stop accepting the title "Replica" and use instead the simple, explanatory word "Copies". You can still go on making your copies, but they will not be acceptable in Historic Racing. If you want to make a copy of an Ulster Austin 7, a Grand Prix Bugatti or a Le Mans 4½-litre Bentley you are at perfect liberty to do so, and indeed no one has ever suggested you should not do so, but don't bring it along to join in Historic Racing, especially if it is a serious event. If you put it on display and charge people to look at it, then that is something else beyond the province of the old-car racing movement. While we have sufficient good old-cars and sufficient people prepared to spend money to race them, there is no place for "copies."

Lloyds & Scottish Historic Championship

7th April — BRDC Silverstone (Easter Monday)
11th May — AMOC Brands Hatch
14th June — VSCC Oulton Park
28th June — AMOC Silverstone
13th July — British GP Brands Hatch
25th Aug. — Aurora AFX Brands Hatch
14th Sept. — RAC Tourist Trophy Silverstone.

Lloyds and Scottish Championship 1980 — interesting entries.

Single-Seaters 1939 to 1940

Alvis 12/70 Special (in Dunham family since built in 1938)	Richard Dunham
ERA R2A (fitted with Tecnauto i.f.s. in 1937)	Brian Classic
ERA R5B (now with engine enlarged to 2-litres — "Remus")	Hon. Patrick Lindsay
ERA R9B (originally raced by Dennis Scribbans)	Peter Mann
ERA R11B (now with 2-litre engine and non-standard tail)	Martin Morris
ERA R12B (originally raced by B. Bira — "Hanuman")	Bill Morris
ERA R14B (now with engine enlarged to 2.2-litres)	Donald Day
Maserati 4CL/4CLT (1948 engine in pre-war chassis)	Dan Margulies
Maserati 6C Type 34 (now with 4-litre engine and pre-selector gearbox)	Alain de Cadenet

Single-seaters Post-war to 1953

Connaught A-type (very original)	Gerry Walton
Talbot-Lago Type 26C-110004 (with later engine)	Paul Grist
Talbot-Lago Type 26C-110007 (very original)	Bob Hicks/Jim Young
Talbot-Lago Type 26C-110011 (ex-Duncan Hamilton)	Chris Mann
Talbot-Lago Type 26C-110051 (ex-Georges Grignard)	Robert Cooper
Talbot-Lago Type 26C-110057 (Le Mans car)	Richard Pilkington

Single-seaters 1954-1960

Aston Martin DBR4/4 (with 3-litre Tasman engine)	Alain de Cadenet
Cooper-Bristol Mark 2 (originally Ken Wharton's car)	Rodney MacPherson
Ferrari 625 (4-cylinder 1954 car)	Michael Vernon
Ferrari Dino 246 (factory exhibition car — 0003)	Willie Green
Ferrari Dino (with Tasman 3-litre V12 engine — 0007)	Neil Corner
Lotus 16 (2½-litre Coventry-Climax)	Bruce Halford
Maserati 250F (ex-Roy Salvadori — 2507)	Hon. Amschel Rothschild
Maserati 250F (original car — 2526)	Bobby Bell
Maserati 250F (ex-works Lightweight car — 2527)	Vic Norman
Maserati 250F ("Piccolo" car ex-Scuderia Buell — 2534)	Stirling Moss

Among the sports/racing cars are eight Lister-Jaguars, three Jaguar D-types, examples of Cooper-Jaguar, HWM-Jaguar, Allard-Jaguar, Maserati 300S, Frazer Nash-Bristol, Lotus XI, Cooper-Monaco and Aston Martin DBR2.

The entry list for the Lloyds and Scottish Finance Company's races has been published and we append some of the more interesting entries in order to whet your appetite for the forthcoming season and to let you know what you will be seeing. — D.S.J.

CORRECTION!

(from the Oh Dear! department)

NOT TOO much this month! Due to misinformation supplied and a misunderstanding, with a lack of direct contact, we got into an awful muddle over what the McLaren team have been up to, with regard to the South American races. The easiest way to sort it out is to tabulate the use and construction of all the M29 cars, and this is set out below. One of the misunderstandings involved the description "new". When a car appears at a race for the first time the journalistic world consider it a new car, taking its first public appearance as its moment of baptism. However, to a designer, team manager or other member of a factory team a car is considered to be "new" when it is lowered off the building trestles and run for the first time. More often than not this moment is just before a race so everyone automatically considers it to be a "new" car, but if the car is used for testing and development when it is completed it could well make its first public appearance at a race meeting with a lot of miles under its tyres, and even a rebuild or two in the meantime, so that team-members no longer consider it a "new" car.

If in the bustle and noise of the pit lane, or even in the paddock, you enquire of someone in a team "Is this a new car?" because it is the first time you've seen it at a race, the reply might, in all honesty be "no". Just such a problem arose with the McLaren M29/4B. It first appeared in front of the Press and public at the Argentine GP but to the McLaren team it was far from "new" as it had done all the winter testing and development at the Paul Ricard circuit.

Over a pint in our local, Gordon Coppuck, the McLaren chief designer, sorted things out for us. During the 1979 season the M29 design was finalised and they built three cars, which were used to the end of the season. These three were then modified, principally around the rear suspension and rear brakes, as well as the body panelling, and they became B-series cars. At the same time a fourth car was completed, also to B-spec; this monocoque having been available in reserve during the season, but not needed as neither Watson nor Tambay had a major accident. Three of the cars were sent out to South America for the Grand Prix events in Argentina and Brazil, while one was retained at the factory undergoing further improvements in the light of winter development work, to become the first car to C specification. This car underwent testing during February and meanwhile a fifth car was being built, to be completed to B-spec, or C-spec, dependent on the outcome of tests and experiments.

Hopefully the misinformation in the report of the Argentine GP, and any errors that have crept into the Brazilian GP report, are now put right.

D.S.J.

1979	1980	Argentina	Brazil
M29/1	M29/1B	M29/1B (Prost)	M29/1B (Prost)
M29/2	M29/2B	M29/2B (spare car)	M29/2B (spare car raced by Watson)
M29/3	M29/3B M29/4B	M29/4B (Watson)	M29/4B (Watson practice only)
		Colnbrook M29/3B → M29/3C M29/5 → ?	



FORCEFUL FERRARI. — The Deputy Editor testing Michael Neilan's Group 4 Daytona at Silverstone.

All in a Year's Work

In which the Deputy Editor reviews his 1979 motoring activities

IT DOESN'T feel as if a year has passed since I last wrote this annual review, and looking back through my diary for this flash of time I wonder how I have managed to fit in the long list of cars driven, the countries and events visited, the production of 12 issues of this magazine and a semblance of relatively normal life as well. I confess to fighting shy of this regular feature, for much as D.S.J. feels that events of the '50s were too recent to be worth recounting, I'm more realistically inclined to that view about the last 12 months. However, no year is bereft of exciting experiences in this job, though some years are remembered as a better vintage than others; 1979 had its moments, but on the whole it was a so-so year, unenlivened by any serious competition activities and with few outstanding new cars to titillate my fancy.

Indeed, a major problem to motoring journalists today is that so many ordinary production cars are so good and do most things so well that outright criticism, let alone critical comparison, becomes extremely difficult. This fits in with D.S.J's theory of "Euro . . . boxes" mentioned elsewhere in this issue, all looking alike and performing alike. It is a cynic's view which doesn't entirely hold true, but it is a fact that regulations force manufacturers to comply with certain common standards and their market research and computer calculations often come up with similar answers and similar products, at least for the mass market. On the whole the customer benefits, because such competition ensures few bad eggs amongst the many. Standards of ride, comfort, equipment, economy and performance in bread-and-butter family cars have improved out of all recognition over the last few years, even if this has meant a loss of character to individual makes. Efficiency is the name of the car designing business today and because of this we have a phenomenon which most motoring critics declared impossible with the coming of more restrictive speed limits and the energy crisis: model for model most cars handle better and are both faster *and* more economical than their direct predecessors, a reversal of the trends we saw a few years ago.

All this is by way of leading up to my pet hobby horse for this year's review. In the light of these advances in design and engineering it is sad that BL, the backbone of the UK motor industry and a mainstay of our economy, seems to have fallen behind every manufacturer in Europe in terms of product planning, product development and consequently product desirability. Apart from Jaguars and Rovers at the top of the pyramid, the BL range is largely a mess of ageing, unsophisticated, almost antiquated products which aren't in the same ball park as most of the competition from Europe — including Ford UK — or Japan. It is no use bleating "Buy British" if the goods won't stand comparison.

BL's shortage of competitive new products and the dwindling market share has undoubtedly been compounded by lack of capital investment and continual industrial disruption. But in my opinion a large contributory factor has been a complete lack of management foresight and grasp of the market. Take for instance the gross over-estimate of demand for the SD1 Rovers. This two-box hatchback is an excellent car, but did it not strike anybody at BL that many people continue to prefer a three-box conventional vehicle in this so-called "executive" class? By ignoring directly-comparable replacements for the conventional P6 Rover and Triumph 2000/2500, complementary to the SD1, BL opened the floodgates to Volvo, Audi, Ford, BMW *et al*, and one doesn't have to know much about the motor industry to judge how successful they are.

I hope that the introduction this year of the Mini Metro will be the start of a new era for BL and that their product planners will be allowed to keep pace with the rest of the world's motor industry.

However, BL can take heart from the fact that product planners and designers backed by one of the largest and most successful motor manufacturers can still come up with rubbish. My Lemon Award for worst car tested during the year goes to the Ford Motor Co. in Detroit for their **Ford Mustang Ghia Turbo,** a car so lacking in performance, quality of manufacture, practicality and refinement that I can't understand how it passed the UK Type Approval tests, let alone why Ford spent a fortune in making sure it did.

Thank goodness that my year began on a much more inspiring note, with a **BMW 635CSi,** the satisfyingly brutish and fast, be-spoilered coupé which BMW delivered in place of the rather unsatisfactory 323i mentioned in last year's notes. This 218 b.h.p., 140 m.p.h. car marks a return to the taut, responsive, sporting motoring almost abandoned by BMW after the demise of the 3.0CSL. With the help of a close-ratio five-speed gearbox, its 3.5-litre engine boosts 1½ tons from 0-60 m.p.h. in 7.5 sec. and to 100 m.p.h. in 20 sec., sizzling performance which is matched by excellent and enjoyable handling, considerably improved over the 633CSi thanks to uprated suspension and a limited slip differential. Sheer performance is balanced by pleasing flexibility and the classical smoothness of a short-stroke "six". Higher gearing makes the 635 much less fussy than earlier big BMWs. Beautifully styled and finished and ergonomically excellent, the 635CSi is a most desirable, if very expensive, luxury sports coupé. Since the test, for the 1980 model year in fact, BMW GB, now wholly owned by the Munich factory, have revised the coupé range on the UK market. The 633CSi has been dropped and the 635CSi is offered in a variety of specifications: with a choice of close-ratio five-speed or overdrive ratio five-speed manual gearbox (the latter with conventional selection pattern), or automatic, and with or without spoilers.

Almost from the sublime to the ridiculous, I stepped out of the 635CSi in the Standard House car park directly into a bright orange **Fiat 127 Sport,** a precocious little hatchback with a high-revving, Weberised, 1,049 c.c., s.o.h.c., 70 b.h.p. engine which will buzz this three-door hatchback up to 100 m.p.h. And buzz is the operative word, as the tachometer swings round



The BMW 635 CSi, fast and responsive, a return to BMW's sporting tradition.



Making a splash on the Range-Rover exercise at Eastnor Castle.

to 7,200 r.p.m., but great fun to drive, with kart-like handling, direct steering and good brakes. A fun rural run-about or commuting car, alas with nasty flat spots, poor cold starting and a rubbery gearchange.

Much more suited to my kind of motoring was the **Fiat Mirafiori Sport** which followed sometime later. The Sport tag is well deserved, for this two-door, 1,995 c.c., 115 b.h.p., four-cylinder, twin-cam engined basis of the World Rally Championship 131 Abarths, is both quick and possessed of the most delightful handling. Taut, forgiving and almost roll-free, the 112 m.p.h. Mirafiori Sport can be chucked around like a good rally car, its mettle controlled by Pirelli P6 tyres. Nicely trimmed and with extraordinarily powerful Carello headlights, this Fiat is rather garish in appearance and noisy in operation, but will please any enthusiastic driver. The test car broke reverse gear.

Another Fiat to come my way during the year was the latest version of the brilliant mid-engined **X1/9,** which I had rated so highly in my road test in 1977. I am disappointed to say that this 1,500 c.c., five-speed model did not appeal so much as that early, 1,300 c.c., four-speed car. Certainly it gets along a lot more quickly, with some 85 b.h.p. available from its longer stroke, Ritmo type engine, and is more relaxed at high speed, but the engine is not so sweet and the gearchange on the test car was pretty awful. Nor did that car feel to handle so well as the old model. The facia layout has been improved, but the revised seats seem less comfortable than the old. What has broken the spell for me is the adoption of American type bumpers. Not only do they ruin the pretty lines, they add five-inches to the length. Was it really necessary to spoil this Targa-topped little pearl in Europe for the sake of Transatlantic ideals? Still a desirable and brilliantly-designed sports car, however.

On the subject of mid-engined cars, before the month of January was out and in the most unsuitable conditions of snow and ice, **Lotus** at last gave me a crack at the **Esprit S2.** There were problems, like a "duff" starter motor which kept me all night at a party and almost made me miss a flight to the Renault 18 launch in St. Tropez, and criticisms like a lack of refinement in engine noise and harshness. But otherwise what a tremendously rewarding and exciting car to drive, with possibly the best balanced, most forgiving handling of any mid-engined car in current production, so responsive too to opposite lock correction in the snow and communicative through the seat of the pants. Roadholding in the dry is phenomenal, brakes impressive and performance from its all-aluminium, 1,973 c.c., d.o.h.c., 16-valve, 160 b.h.p. engine quite exceptional if the engine is revved to exacerbate the noise failings. The Esprit fits like a glove, goes like hell, is impracticable yet so enjoyable that all its failings can be forgiven.

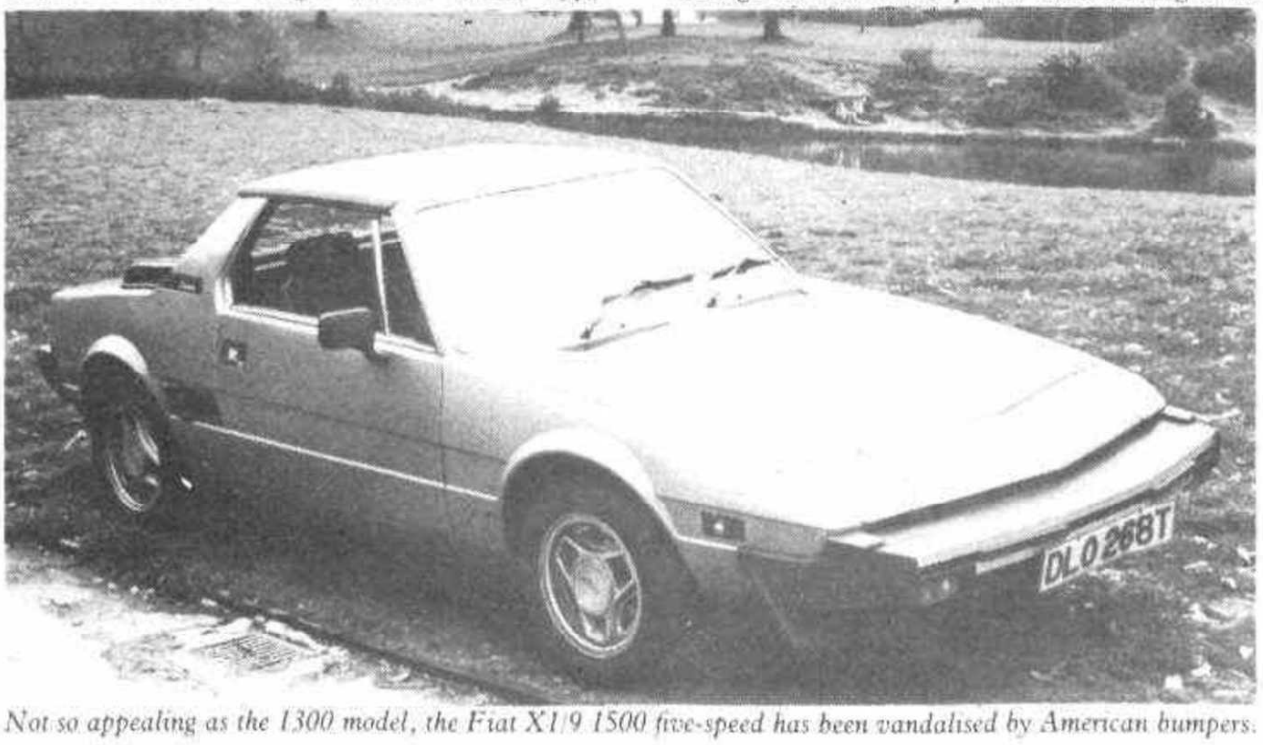
It was nice to be able to heap praise on another British car too, this time a modified one, the **Janspeed Rover 3500 Turbo,** with a Rotomaster turbocharger and SU carburetter attached to each bank of its V8. Janos Odor had upped the Rover's power output by some 40 per cent. and mixed astonishing mid-range performance and a top speed of approaching 140 m.p.h. with uncanny flexibility and smoothness. A remarkably good, bolt-on conversion. There was refinement too from the elegant **Peugeot 604Ti,** in this five-speed guise a deceptively fast and long-legged performer, so flexible as to be almost a three-gear car, so probably best bought as an automatic. Bosch K-Jetronic injection fuels the gruff, 144 b.h.p. V6, which will spur this so-comfortable big saloon, with a ride and handling combination close to that of the XJ6, to 60 m.p.h. from rest in just over 9 sec. It is exceptionally economical for its size — I got 22¾ m.p.g. overall — and very well equipped, at a most realistic price.



The Fiat Mirafiori Sport lives up to its name.

I have always admired the good looks of the **Lancia Beta Coupe** and even more the HPE, but the latest revised **2000 HPE** in which my wife and I gave that so very brave, modest and fascinating aviator Sheila Scott a lift to the opening of Paul Huxford's new Ferrari dealership in Fareham, was a disappointingly rough, yet almost brand-new, example. I sent it back for an engine mounting to be put in order and in the meantime ran a **1300 Beta Coupe,** a most entertaining car, its shorter-stroke twin-cam engine so much sweeter and free-revving than the bigger engines and with remarkable performance from 82 b.h.p. The handling seemed livelier than the bigger Coupes and HPEs. The only external difference is the choice of 5J steel wheels in place of the other models 5½J alloy wheels.

Another advantage this sporty little coupe has over its bigger brothers is the lack of torque reaction through the front wheels, so noticeable when the 2000 HPE was returned to me. It is a great pity that the power steering offered on l.h.d. 2000 models will not fit the r.h.d. cars, because it damps out all that unfavourable reaction. Even after repair the 2000 HPE felt a little rough and inferior in the handling department to others I have driven. Possibly a Friday car? These latest coupes have revised facias with tidier instrumentation, except for an invisible digital clock, improved switchgear and very tasteful tweedy trim. Electronic ignition, a thermostatic control for the air cleaner and a so-called "vacuum controlled power valve" on the carburetter are among the under-bonnet changes. The 2000 Coupes and HPEs have steel sunroofs as standard.



Not so appealing as the 1300 model, the Fiat X1/9 1500 five-speed has been vandalised by American bumpers.

I can't remember whether it was because of the Lancia's engine mounting or because the sun was shining, but I chose to take my **Alfa Romeo 2000 Spider Veloce** to visit the **Jaguar** factory at Browns Lane, Coventry, with W.B. Our purpose was to try the new **Series III XJ 4.2 and 5.3,** about which I can only reiterate that they are the smoothest, quietest and most refined cars in the world, the 4.2 vastly improved by its more powerful PI engine. The blame for the subsequent lack of a full road test lies entirely on my shoulders, for BL's ever helpful Jenni Raby has frequently offered a test car, but I have kept delaying on the basis that I would like to use it on a suitable long Continental trip, much as I did with the XJ-S a few years ago. Having acknowledged this, I must do something about it! As always we spent a fascinating day at the unique plant, lunched by MD Bob Knight and guided by the knowledgeable and enthusiastic Andrew Whyte, whose services at Jaguar will be sadly missed by we journalists now he has quit to join us on our side of the fence.

Later the same week I flew to Dijon to drive a variety of new **Colts** in shifts back to England, of which the most notable was the innovative **1400GLX Hatchback,** with unique "Super Shift" two-range transmission giving eight forward gears. A normal gear lever controls the four forward speeds, while a separate control offers a choice of "power" or "economy" — low and high ratios. With deft movements of both levers it's possible to whizz up and down through all eight ratios, but that isn't the point. It sounds very complicated, but actually functions efficiently and simply. This chubby little hatchback gets along quite well thanks to an efficient, 1,410 c.c., s.o.h.c., transversely mounted engine driving its front wheels, but its ride is choppy and the seat cushions too short. I tried too the **2-litre Sigma Estate,** a good looking, well-appointed and nicely finished load carrier with five gears and Colt's smooth, four-cylinder, "Astron 80" Balancer

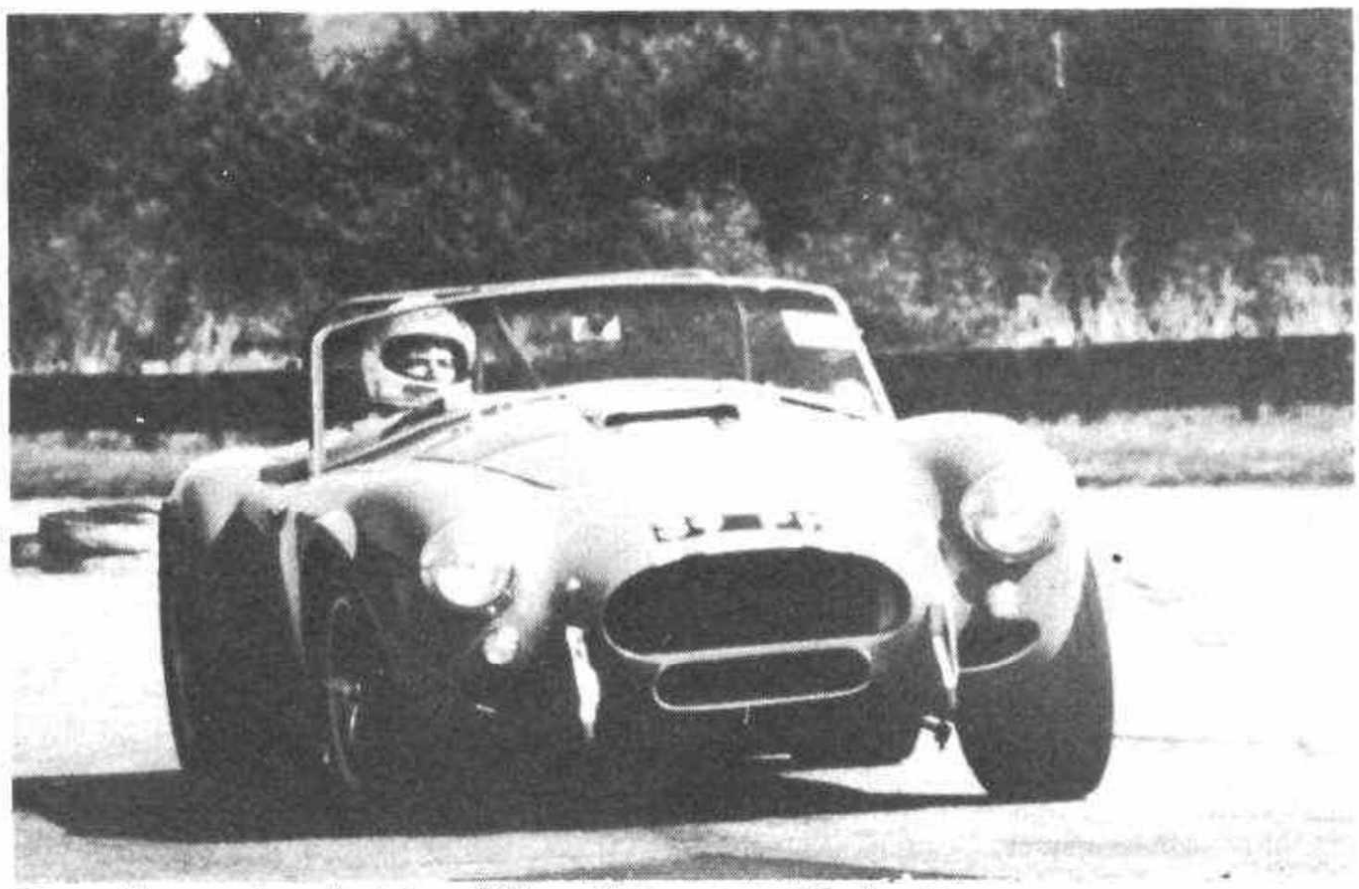


Peugeot's 604Ti is quick, so very comfortable and good value.

engine, but Guild of Motoring Writers' Chairman and AMOC member Tom Leake and I had most fun and a remarkably fast, vintage style drive from south of Paris to the Channel coast in a **Mitsubishi L200 "One Tonne" pick-up.** I don't think Colt Director Jack Morris-Marshan will ever forget his fight to keep up with that swinging, bouncing tailgate in his sporting Colt Sapporo 2000 GSR Coupé!

An **Alfasud 1.5 Super** spent a week in my hands, but was later written up by W.B. after a spell with him in Wales. I can't miss this opportunity to say what an outstanding car the Sud has become with the torquey, crisp and full of character, 1½-litre flat four. The combination of outstanding chassis behaviour, subdued road and wind noise (better than many big, expensive cars), ride comfort, the nifty five-speed gearbox and the bigger engine makes this four-door Sud — or the two-door Ti — something of a bargain.

After many attempts, MOTOR SPORT at last obtained a **Triumph TR7,** one of the first to come



Fast and famous, the ex-Jack Sears Willment Cobra on test at Goodwood.

off the new line at Canley, Coventry, and said to incorporate many improvements. I was unimpressed. The TR7 is very much a saloon dressed up as a sports car and to that end has a most comfortable and well-appointed two-seater cockpit and is quite pleasant and easy to drive when not pressing on. Show it a corner at any sort of speed, however, and it becomes flustered, wallowing and pitching and badly upset by bumps, yet with reasonable roadholding. The rear axle bottoms all too easily. Performance is good, with 0-60 in a little over 10 sec. and a 110 m.p.h. maximum, but what could be a good high-speed cruising ability in the fifth gear of its very pleasant Rover SD1 gearbox, is marred by mild vibration. The engine is rough and noisy when persuaded to work hard, there is some annoying transmission whine and sympathetic body boom periods occur above 4,000 r.p.m. All right around town maybe, but not a car for serious, press-on motoring. Far better to buy an RS2000 or Golf GTi at a similar price. The convertible model, due out in the UK within the next few weeks, should make more sense.

I used the TR7 to travel down to Bill Lake's beautiful home in rural Surrey, to keep a date with W.B. and Lake's glorious 1922 Grand Prix Sunbeam. It was more of a day out for me, at the behest of W.B., who was doing the work, and quite unexpectedly entertaining. Somehow I managed to squeeze into the tiny mechanic's-seat alongside W.B. for a memorable and windswept ride in the Sunbeam, whose history he chronicled so thoroughly in the June issue. That wasn't all. As the sun was still shining on this May day after W.B. and the photographer had left, Bill decided we should have ourselves a bit more motoring fun. "Would you like a run in the C-type?" followed by, "What shall we try next — the DB3S perhaps?" as we surveyed his enviable collection. What could I say? So the Surrey lanes, freshly whipped by the blast from the Grand Prix Sunbeam echoed to the deep boom of the Jaguar's exhausts as I had my first drive in a C-type. Not just any **Jaguar C-type** mind you, an ex-Ecurie Ecosse car impeccably restored in appropriate colours. The **Aston Martin DB3S** is an immaculate production model and made an interesting comparison with the Midland Motor Museum's ex-works car I tested in 1978: standard drum brakes against disc; single-plug cylinder head against twin. I was surprised how inferior the production car felt in performance, handling and especially braking to the works car, even on the road, though still a marvellously exciting and very beautiful sports car.

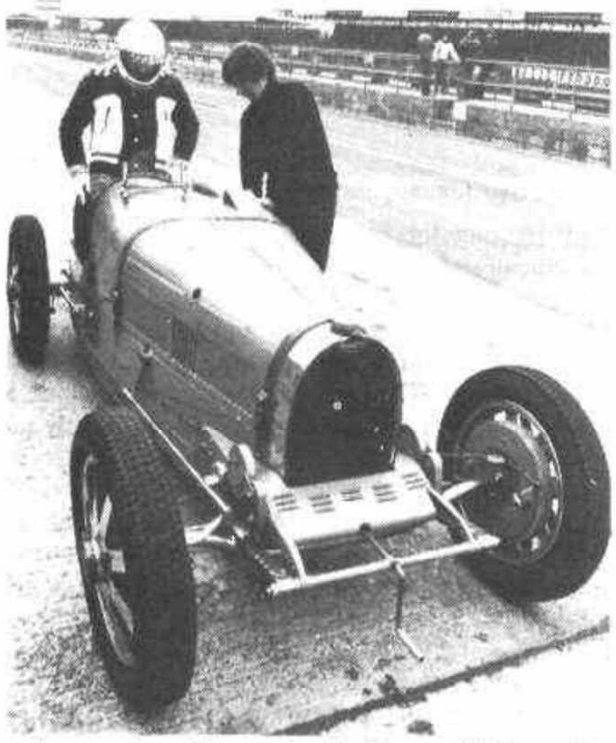


The Lotus Esprit S2, perhaps the best handling mid-engined production car.



On to less charismatic, though nonetheless entertaining machinery, I found myself the rather unwilling focal point of attention in the somewhat vulgarly ostentatious, velvet-trimmed, metalflake finished, **Rapport Turbo Range-Rover**. Ignoring this non-compulsory customising, this turbocharged, Fairey overdrive-fitted machine was splendid. I'm a great fan of Range-Rovers in any case and this single-turbo example was a revelation, with a top speed of 110-112 m.p.h., 0-60 in 11.3 sec., considerably improved mid-range acceleration and low speed punch and the ability to make full use of the overdrive top gear.

Later in the year the introduction of a face-lifted **Range-Rover** gave me the chance to try the full off-road capabilities of the Solihull marvel. I spent the day charging round BL's development course in the jungle-like terrain at Eastnor Castle and came away almost stunned with disbelief at the vehicle's ability to conquer slimy 1 in 2 slopes, deep, mud-filled craters, giant tree roots and other indescribable conditions. I tried my hand in both six-cylinder and V8 **Land-Rovers** too, but it was the performance of the Range-Rover, which tackled everything with quiet and unflustered disdain, which really impressed.



Since I discovered **Ferraris** I've endeavoured not to pass by any opportunities to sit behind their wheels and from that point of view 1979 was a good year. On a dull day at Silverstone last April I tried the comparative circuit merits of Vic Norman's **250GT SWB Lightweight Berlinetta,** Nick Mason's ex-Ecurie Francorchamps **250GTO,** and Mike Neilan's ex-Maranello Concessionaires and JCB **Group 4 Daytona,** an interesting exercise in progressive development of the competition Ferrari Berlinettas. Sometime later Vic Norman loaned me the 250GT SWB for a fortnight, involved in which was an exercise to collect Stirling Moss from his Mayfair home to take him across to a promotion in the East End. I passengered on the way across, whilst a bright-eyed Moss relished every minute of his re-acquaintance with a type of Ferrari in which he had so much success. He confessed that the model was one of his favourite cars and wished in retrospect that he had bought and kept one of his famous Rob Walker cars. By coincidence, Norman has since obtained and begun to rebuild to original specification the second of those two cars, Moss's 1961 TT winner, which was later rebodied by Drogo for Chris Kerrison. My Ferrari year ended in the splendour of a **400i Automatic,** road tested in the December issue.



TWO FACES OF THE BIG CAT. — The Deputy Editor savours brute Jaguar power, in Steve O'Rourke's 450 b.h.p. V12 E-type and the ultimate in refinement in the Series III XJ 4.2. First acquaintance with a Bugatti was with Mason's Type 35B on a cold day at Silverstone.

The year was one for making acquaintance with and acquiring enthusiasm for **Bugattis,** too, firstly with Mason's fine type **35B** in that Silverstone test session, its eight cylinders gloriously on song, its behaviour on the GP circuit far less dated that I had expected. Incidentally, I did an injustice in the story at the time, crediting Gordon Allen with the production of this 35B's complex new roller-bearing crankshaft, when the Brineton Engineering Co. Ltd. of Walsall should have taken the credit. On that same Silverstone occasion I also tried Steve O'Rourke's 450 plus b.h.p., **Modsports Jaguar V12 E-type,** a very light car which Michael Cane has sorted extremely well, but to which I was unable to do justice thanks to a driving position made for a 6' plus O'Rourke and slick tyres in the rain.

Reverting to Bugattis, I went with W.B. to the Press Test Day in Hertfordshire, organised by the so trusting and generous members of the BOC as a prelude to the Amazing (as indeed it was) Bugattis Exhibition. W.B. described the day and the cars at the time and there is insufficient space to deal with them all again here. Suffice to say that I drove four straight-eights: Geoffrey St. John's **1933 Type 55,** Barrie Price's **1936 Type 57 Roadster** and **1925 Type 35 racer** (the latter on Bovingdon Airfield), and Hugh Conway's **1928 Type 43,** rounding off the day with a pretty little 1½-litre, **1924 Type 23 Brescia,** down a little on compression on two of its four cylinders, which owner David Sewell had driven all the way from Derby for our benefit. Of the road cars I enjoyed the attractive Type 55 most of all, its Super Roadster body powered by a 145 b.h.p., d.o.h.c. Type 51 engine.

At a pleasant Press Day at Goodwood House, **Mercedes-Benz** introduced their T-series estate car to the UK market and subsequently Erik Johnson kindly loaned me the top model from this fine range, the **280 TE,** for a few days, mainly to collect four fashion-conscious ladies and an unbelievable amount of luggage from Heathrow.



To Russia with Saab.



Janspeed's swift Rover 3500 Turbo, above.

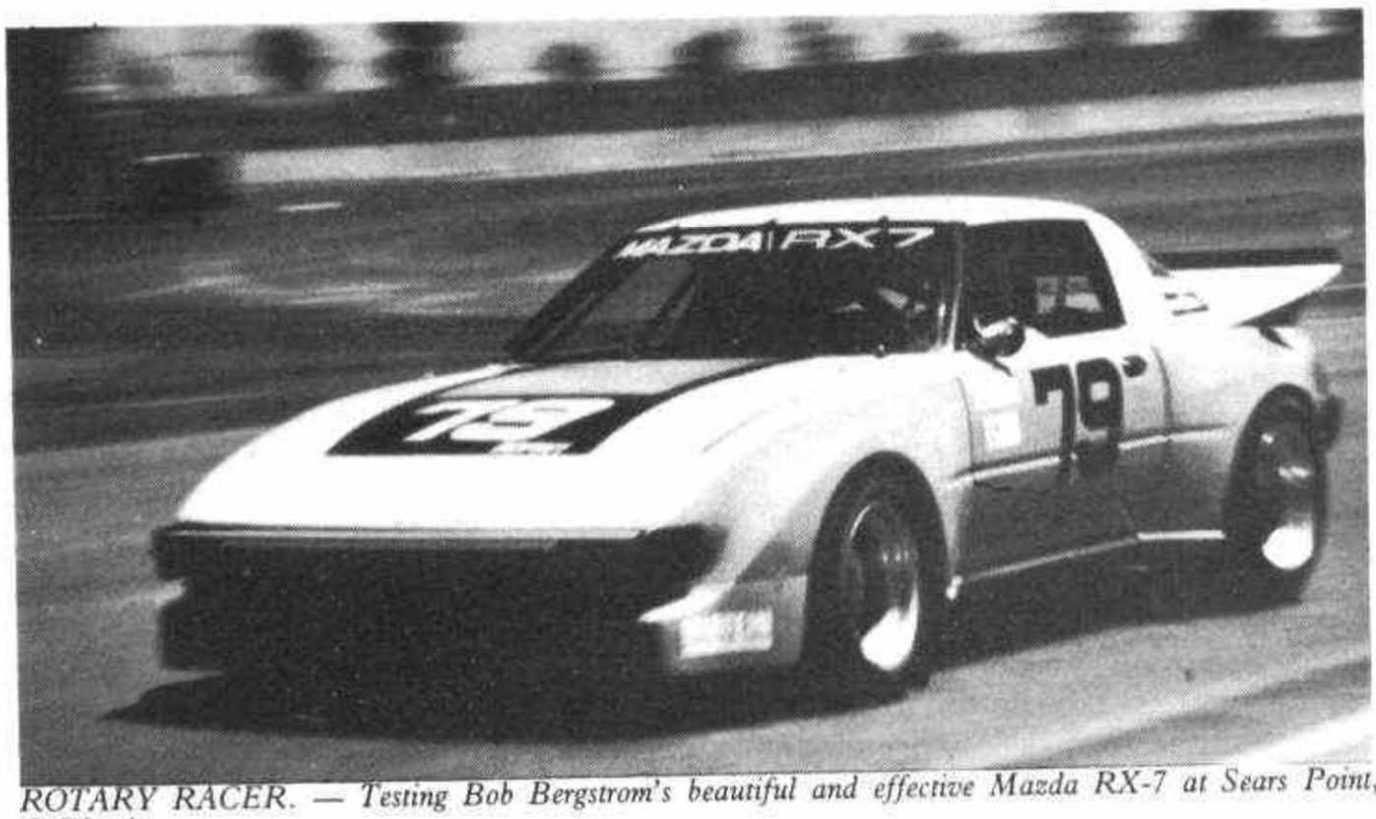


The Triumph TR7 failed to impress.

It swallowed them all with consummate ease, while its so smooth luxury soothed these weary souls after their long-haul flight. As of this moment Mercedes' first production estate car is undoubtedly the best in the world and a good buy if you can afford it. If you can't, let me recommend the **Renault 18TS Estate,** so quiet, smooth and comfortable for its size, with good handling and ease of driving. I spoke so highly of the road test car in my "local" that a regular persuaded a relative to buy one without even a test drive!

From eminently practical to totally ludicrous road transport and a never to be forgotten drive around Hertfordshire roads in Rod Leach's road legalised, 1968 **CanAm Lola T160.** I thought it was going to be an experience I would wish to forget when a flashing blue light drew alongside, but this was to be a friendly conversation with simply curious — and who could blame them — boys in blue.

A month or two later I aired a much more sensible, though still very "hairy", racing cum



ROTARY RACER. — Testing Bob Bergstrom's beautiful and effective Mazda RX-7 at Sears Point, California.



The Mercedes-Benz 280TE, arguably the World's best estate car.

road car on the Goodwood circuit and the surrounding roads. This was the very famous, ex-Jack Sears **Willment Shelby American Cobra,** registered 39 PH, which has been so very beautifully and accurately restored by Nigel Hulme. Its behaviour made nonsense of some of the "flak" the Cobra takes, a little vintage maybe, but so predictable and controllable and brutishly fast. A car I covet.

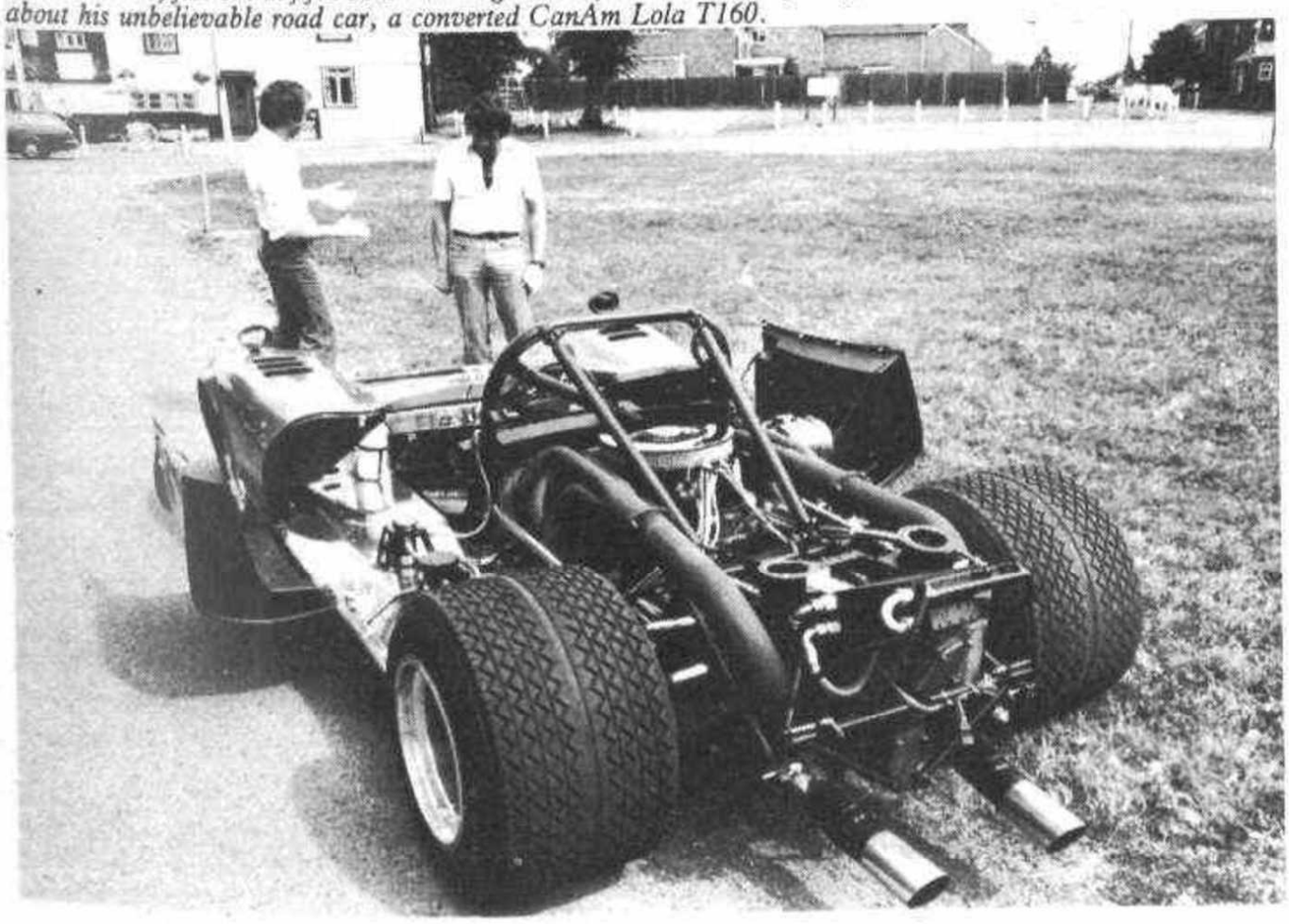
Two stunning projectiles came from the **Talbot** camp, the **Sunbeam Lotus,** powered by a 150 b.h.p., 2-litre, 16-valve, all-aluminium, in-line-four Lotus engine and a sort of poor man's Sunbeam Lotus, the 2-litre, push-rod **Sunbeam Cheetah,** developed and built as fast road car/weekend "eventer" by Dawson Auto Developments for Stag Hill Motors in Surrey. I drove the Lotus version only in France on the Press Launch, so will reserve the final judgement on what appeared to be a sensational sports saloon until a road test car materialises. The 145 b.h.p. Cheetah was a real flyer, offering 0-60 m.p.h. in 7 sec. and 112-118 m.p.h. depending on gearing, but had a bad ride.

One of the perks of the year was undoubtedly a trip to California to try two racing **Mazda RX-7s** at Sears Point Raceway, north of San Francisco. The RX-7 is selling like hot cakes in the States encouraged by success on the circuits in the IMSA GTU Challenge. I drove Bob Bergstrom's very fast Doell Racing RX-7 and rode with Japanese F2 driver Katayama in the Mazda Technical Centre, Los Angeles-prepared car with which he, Terada and Yorino finished fifth overall and first in class in the Daytona 24 hrs. These Wankel engined cars were superbly prepared and handled well. A standard, California specification RX-7 took me down the spectacular coast road from San Francisco to Los Angeles, where there was time for a quick trip round the magnificent Briggs Cunningham Museum, every car on show an historic gem. An Avis **Ford Thunderbird** served to teach me what real American motoring is about — it's not all as bad as that Mustang Turbo would suggest. Mazda RX-7s served me well in the UK, too, first the road test car, then a long term test car, which we shall be featuring soon.

To contrast with the American trip I also went to Russia, an adventurous, snow-bound drive from Helsinki to Leningrad in the jet-like **Saab 900 Turbo,** after a day spent on a frozen lake learning the rudiments of front-wheel-drive control on ice from the genial Erik Carlsson. But that's another story for another day, when I finally put together a long-planned Saab feature.

Many other cars have passed through my hands in the course of the year, some of which, like the **Volvo 244GLE** and **Datsun 280ZX,** still await road test. The Datsun will appear soon together with impressions of Janspeed's outstanding turbocharged version. Others appeared too recently to warrant further comment. I had brief excursions in Sid Beer's imposing **MG 18/80 Mk II,** hood down on a sunlit but chilly winter's day, the gearbox and slightly-Beer-tweaked steering particularly good, and in one of his more recent MG prototypes, this with a very pretty body, hydrolastic suspension and push-rod A-series engine. My **Jaguar 3.8 Mk. 2** was used when opportunities allowed and the red Alfa Spider came into its own on a sun-drenched holiday in the South of France. Hexagon gave it a respray over the winter to put it back to mint condition, then third time out, last week, some b.....d drove his bumper down the scalloped nearside in Cavendish Square car park, without leaving a name or address. I was heartbroken. — C.R.

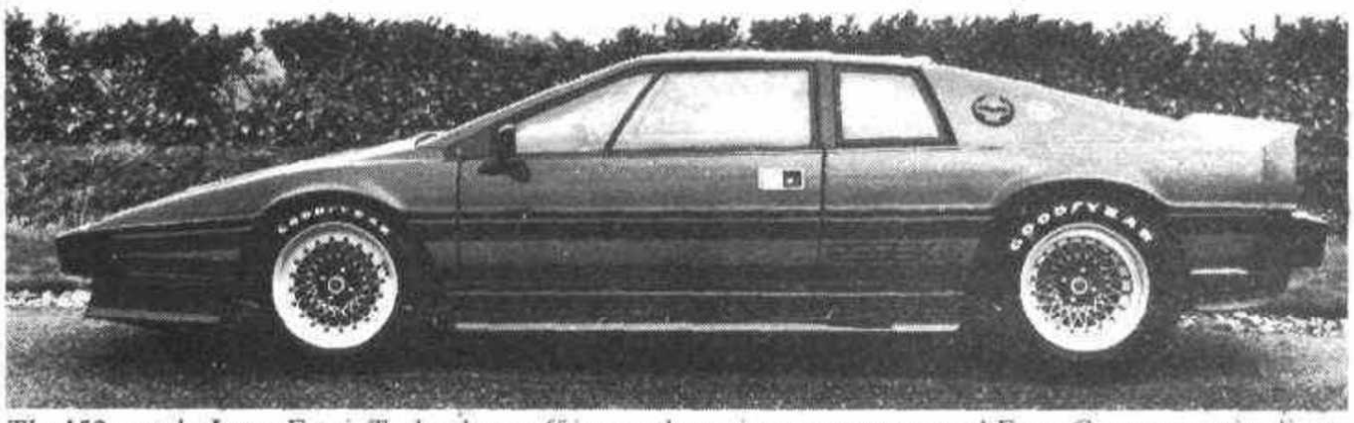
"There I was, flat out in fifth down the High Street, when the back fell off." Rod Leach, left, jokes with C.R. about his unbelievable road car, a converted CanAm Lola T160.




ESSEX


ESSEX

The Lotus Esprit Turbo



The 152 m.p.h. Lotus Esprit Turbo shows off its aerodynamic accoutrements and Essex Commemorative livery.

LOTUS has joined the fashionable turbo brigade, not with its grand prix cars but with a new Esprit Turbo which was recently unveiled under the bright lights and expected extravagance of a party hosted by Essex Petroleum in London's Royal Albert Hall. Appropriately in these busting days of commercialism, the new car's birth certificate shows it to be the Essex Commemorative Lotus Esprit Turbo, production of which is to start in the spring at the rate of ten a week. Reviving distant memories of Henry Ford's famous remark — "You can have any colour you like as long as it's black" — the first 100 of these new cars will be finished in the Monte Carlo enterprise's colours of blue, red and silver.

Though the car still carries the Esprit tag, it is effectively a new car and, apart from the competition orientated external changes, the real reason for the car's birth comes from inside the multi-coloured exterior where the 16-valve engine has been punched out to 2,174 c.c., as in the Talbot Sunbeam Lotus, using a bore of 95.25 mm. and stroke of 76.20 mm. The four-cylinder aluminium engine provides a manufacturer's claimed 210 b.h.p. (DIN) at 6,250 r.p.m. and 200 lb. ft. of torque at 4,500 r.p.m. A Garrett T3 turbocharger which is mounted downstream of the twin Dellorto carburetters supplies boost up to 8 lb. p.s.i. and the engine operates on a 7.5:1 compression ratio. The downstream carburation was chosen because Lotus believed it offered the advantages of improved throttle response, better air/fuel distribution and better wet fuel handling during starting. Lotus says the engine was designed to minimise the traditional problems of throttle lag and poor low speed torque that often trouble turbo engines — the problems being overcome by reducing the volumes of both the pre-turbine exhaust system and the induction system between the compressor and inlet valve. The turbocharger lubrication is direct from the main oil gallery, with drain to the dry sump, while the peak turbine speed is a cool 110,000 r.p.m. The current Esprit five-speed gearbox has been retained and is attached to the engine block by a new alloy bell housing, while power is transmitted via a new clutch with increased capacity to the wheels via plunging constant velocity jointed driveshafts.

Maximum speeds in the various gears are 41.2 m.p.h. for first, 62 m.p.h. for second, 91.1 m.p.h. for third, 123.5 m.p.h. for fourth and an inviting 152 m.p.h. for fifth. Acceleration figures — supplied by Lotus — are 0-30 in 2.05 seconds, 0-40 in 2.85 seconds, 0-50 in 4.20 seconds, 0-60 in 5.55 seconds, 0-70 in 7.35 seconds, 0-80 in 9.25 seconds, 0-90 in 11.185 seconds and 0-100 in 14.65 seconds while a standing quarter-mile is offered in 14.4 seconds (98 m.p.h.) and a standing kilometre in 26.1 seconds (124 m.p.h.).

The Esprit Turbo's backbone chassis is completely new — zinc galvanised and with a five year guarantee subject to normal use — incorporating a wider front box section and suspension mounting points. A new space frame engine and transmission section is included, giving a four point wide-based mounting system and increased torsional stiffness. The front of the chassis houses a new full-width radiator and oil cooler with increased capacity.

The new front suspension has been adopted from the Elite, with the track increased by an inch, while the rear suspension is also revised, with unequal length transverse links with radius arms. Plunging driveshafts are used with new aluminium hub carriers, the track increased by 0.7". Ventilated brake discs were abandoned — the reason being they were found to be lacking "in feel and longevity" — in favour of a larger solid front disc than used on the Esprit S2, though the rear disc brake assembly from the S2 has been kept, but both brake master cylinder and servo have been made bigger.

The Esprit Turbo's appealing exterior is, like the plush interior, the work of Giorgio Guigiaro at Ital Design — Guigiaro being, of course, the stylist of the Esprit S2. Bodyshell changes include large wrap-around front and rear bumpers, a full-width front spoiler for better air flow to the larger radiator/oil cooler and improved aerodynamics and a redesigned tailgate area to provide direct cooling airflow. NACA ducts have been moulded into the sills to provide cooling air into the engine compartment — which because of the redesigned chassis offers better access — because of the lack of turbulence beneath the car. A distinctive rear spoiler which incorporates tail lamp and registration plate housings is used to balance the car and give high speed stability. Guigiaro has retained the Esprit's basic cockpit configuration though several detailed changes have been made including an instrument panel which now boasts a turbo boost gauge and speedometer running up to 170 m.p.h. Air conditioning controls are now situated in a centre console panel and all switch-gear is backlit when main and side lights are illuminated. A National Panasonic stereo/cassette radio unit is a standard feature of the Esprit Turbo and built into the roof of the car — two speakers being in the bulkhead behind the driver and passenger and two in the facia below the windscreen pillars. The seats have revised foam foundations and new head restraints while the standard interior trim is "fine tone" ruche stitched leather. Road wheels are three-piece composite alloy and fitted with Goodyear's new performance ultra low profile NCT tyre — a steel belted VR performance tyre with elliptical sidewalls, straight circumferential grooved tread pattern and open radial shoulder channels.

A cheque in the region of £20,000 will enable you to drive off for some performance motoring in Colin Chapman's latest addition to the sports car market. — R.G.S

You can't keep good men down



THE BRITISH Saloon Car Championship sponsored by Tricentrol will be enlivened this year by a pair of Audi 80 GLE saloons running in the 1,300-1,600 c.c. category. They will have the backing of the British importers of Volkswagen and Audi, as well as support from the parent German firm. The cars will be in black and red, the colours of Akai the Japanese hi-fi and video equipment specialist firm, for they are providing the main sponsorship money for the team. Preparation of the cars will be undertaken by GTi Engineering, based in the growing industrial avenue at Silverstone circuit, a tuning firm owned by Richard Lloyd and Brian Ricketts. Last year Lloyd won his class in the saloon car championship with a VW Golf GTi prepared by his firm (see C.R.'s story on page 362) and he will be the number one driver in the Audi-Akai team. Ricketts is the chief mechanical schemer in the firm, for in saloon car racing you do not design, you scheme up ways of circumnavigating the strict rules for saloon car racing, without infringing them or getting caught out by wily scrutineers.

Number two driver in the team will be Stirling Moss, OBE; yes, the legendary Stirling Moss, making a full-time return to the British racing circuits. For many years now Moss has been watching the racing scene with a growing desire to join in again. Now 50 years old, and incredibly fit, Stirling Moss makes no pretences about his love of motor racing in all its forms and in the past couple of years has been dabbling in old-car racing with a 250F Maserati and an occasional demonstration drive. He knows he could never return to Formula One, or even big-time GT racing, and views the "middle" class in the British Saloon Car Championship as about the limit of performance that he is certain he can deal with. A race-prepared Audi 80 GLE probably has the same circuit potential as a 250F Maserati or a Vanwall, with its better brakes and higher corning potential with modern slick tyres, so he should be all right once he's plumbed the depths of modern disc brakes and modern tyres.

This is a serious full season effort and a busy programme of testing and practice is planned to keep the team razor-sharp for the whole series. To co-ordinate everything Vic Elford has joined as Team Manager and the first appearance of Richard Lloyd and his new/old team-mate will be at Mallory Park on March 23rd.



The 150 b.h.p. Sunbeam Ti-engined, Methanol-burning Royale Formula Talbot is practically as fast as FF2000 without aerodynamic aids.

A Taste of Formula Talbot

AS A preview to the new Formula Talbot, mentioned in last December's issue, MCD invited MOTOR SPORT to Brands Hatch to try the prototype of these methanol-fuelled, Talbot Sunbeam Ti-engined, single-seaters, for which the BRSCC has promoted a 12-race series in 1980. Thus it was that I found myself adopting the guise of Mark Thatcher in his Royale for some extremely enjoyable laps of the Club circuit, under the gaze of the Prime Minister's son and husband.

Thatcher's prototype Auriga-engined Royale RP28M actually belongs to Jackie Epstein, co-architect of the Formula with John Webb and Talbot, but Thatcher is doing much of the development and will drive it in as many of the Championship rounds as he is able. To recap on the Formula, the cars are Formula Ford 1600 or 2000 chassis fitted with 150 b.h.p., methanol-converted, 1,600 c.c. Sunbeam Ti engines, blueprinted and fitted with two twin-choke Weber carburetters. M and H Racemaster racing tyres — slicks or wets — are compulsory, these and the extra power ensuring that this is a much faster formula than FF1600, but the cars are not allowed the aerodynamic aids of FF 2000.

As it happens, this Royale RP28M is a totally new car based on the RP26FF 1600 and RP27 FF 2000 cars, but the hoped for ideal of the Formula is that competitors will convert existing Formula Ford cars, both to keep costs down and to ease the pressure on Formula Ford grids. Epstein estimates that a brand-new Formula Talbot would cost about £6,400 complete, but a second-hand Formula Ford 1600 rolling chassis could be picked up for about £2,000 and converted to Formula Talbot specification for a similar sum. The Ti engine has much the same external dimensions as the Ford, so chassis modifications are kept to a minimum. Engine mountings have to be changed as have the adaptor plate and first motion shaft on the four-speed Hewland gearbox. The Royale had also required slightly higher rate rear springs than FF specification to handle the extra weight of the Talbot engine. Epstein anticipates that in time most FF 1600 racing car manufacturers will offer Formula Talbot versions.

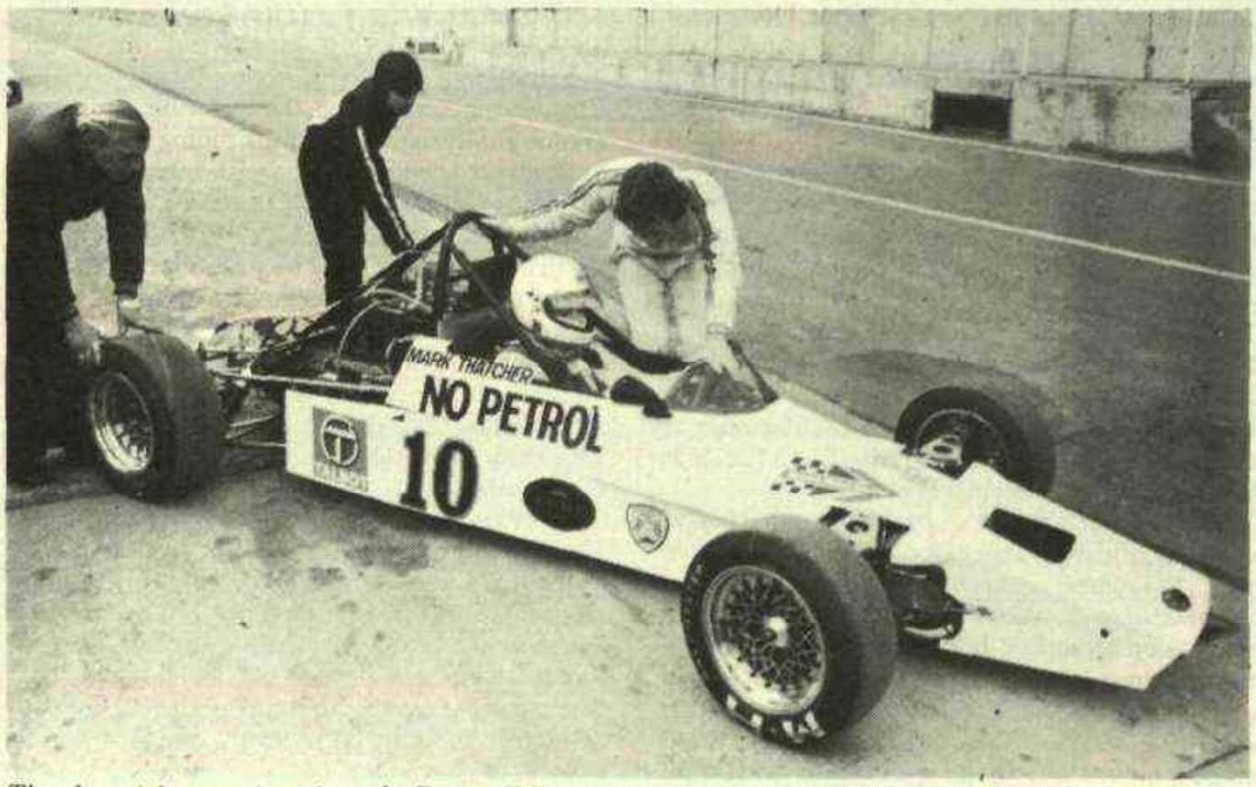
Supplies of methanol will be guaranteed at the circuits for Championship rounds, probably at about £1.46 per gallon, though cheaper sources of recycled methanol are being investigated. Consumption will be about one-third heavier than for a similar engine on petrol, but the vegetable-based methanol, the second largest quantity liquid chemical produced in the UK (petrol is the largest) does not depend on that rapidly emptying reservoir beneath our feet. There's nothing new about racing cars or motorcycles running on methanol of course; its choice for Formula Talbot seems to be a political gesture as much as anything.

The prototype Royale had undergone only limited testing prior to my drive, so there were warnings that it wasn't really set up to perfection. As somebody unused to single-seaters, I didn't expect to be able to tell the difference . . . Epstein's mechanics shifted the seat to its furthest forward position so that I could reach the pedals, Thatcher being somewhat taller, and as a result we had to dispense with the crutch-straps. The thick steering wheel rim obscured most of the tachometer, so Epstein concerned himself that I could see the important bit, between 4,000 r.p.m. and six and a bit and made sure I knew where the Hewland's gear positions were on the little right-hand lever. A touch on the button and the Talbot engine fired up as easily as any road car.

I had forgotten just how splendid a sensation a modern open-wheel single-seater gives, the close confinement as one lies in the very bowels of the narrow chassis, shoulders locked in place, the bared front tyres darting hither and thither in direct response to the tiny steering wheel, the sheer alertness and sensitivity of the chassis and the magnetically powerful brakes. It all felt very foreign for a couple of laps, with an initial tendency to be too abrupt on the steering, too heavy on the brakes too early and a very awkward gearchange. The actual gearchange mechanism wasn't a problem, nor the collusion with the Hewland's non-synchromesh innards; the Royale's roll-bar bracing strut simply got in the way of the lever. I confess to having left the tell-tale on the Smith's chronometric tachometer at 7,000 r.p.m. when I missed top for that very reason out of Clearways (or whatever it's called now) within Epstein's earshot. Six-thousand r.p.m. is the nominal limit, but on the gearing fitted it was better to let it run to 6,300 r.p.m. in third up the hill into Druids and along the bottom straight rather than snatch top. That veteran Formula Ford driver and Motor Racing Stables instructor Sid Fox, who was also testing the Royale, believed that these would become top gear situations once the handling had been sorted to allow the swooping Paddock, presently a third-gear corner, to be taken in top, and Bottom Bend exit and Kidney entrance speeds raised to allow a snatched top on the bottom straight.

The best thing about this new Formula is that it marries "racing rubber" with conventional, non-downthrust, bodywork, to slot between the road-tyred FF 1600s and racing-tyred, aero-dynamically aided FF2000 cars. So this is a real drivers' formula, with slip angles counting for more than downforces, yet at high speeds thanks to a reasonable power to weight ratio and racing tyres. Even in unsorted form, with brake balance and handling not quite right, the Royale felt progressive and easy enough to master at speeds around FF 1600 lap times (50-51 sec. for Sid, 52-53 for me, well into the 80 m.p.h. lap bracket). This should come down to about the 48 sec. mark, close to FF2000 times, with "sorting" (which apparently happened later in the day), so racing should be good if the grids can be encouraged.

Formula Talbot may be yet another formula, but at least it makes a change from Ford domination and the characteristic back-firing as waste methanol burns off will guarantee a distinctiveness. — C.R.



Thatcher, right, superintends as the Deputy Editor borrows his Royale RP28M. M & H Racemaster tyres are compulsory wear on these Talbot-engined, FF-type chassis.

MOTORCYCLE SPORT

along with most of the civilised (sporting) world will be at the Isle of Man TT races in June



For in-depth reports and quite the best photographs in the business, order the TT issues of MCS out on June 7 and July 7. Your newsagent keeps *Motor Sport* – so he will know *Motorcycle Sport*. Meantime, the publishers have no objection to you ordering either or both of the two value-for-money issues that are due to appear in April and May!

PUBLISHED 7th OF THE MONTH AT 35p.



Reliant's Scimitar GTC convertible. Filling the gap left by the Stag?

Reliant Take Off the Lid

THE RELIANT SCIMITAR has taken off its hat to gain a little sun and gone on a diet in the engine compartment. Well, not quite, but a Reliant Scimitar GTC Convertible was introduced to the UK market on February 25th and the entire Scimitar range has had its engine changed from the traditional Ford 3-litre V6 Essex to Ford's 2.8-litre German V6 engine. Buyers of the Staffordshire company's cars will have a choice of manual transmission with overdrive or automatic transmission. The GTC Convertible carries a price tag of £11,360 including tax and VAT while the price tag for the new GTE is £10,324. Both new models will be exhibited at this month's Geneva Motor Show though production for export to European markets is not scheduled until the middle of the year.

Design work for the new convertible was done by Ogle Design, the studio which created the original GTE shape and though the chassis and front panels remain the same, aft of the doors the shape is entirely new with provision for stowage of the folding hood and a generously-sized boot. The design makes use of a T-bar structure, linking the windscreen header rail to a rollover hoop — the T-bar not being removable as all of its sections are bonded in place and fully trimmed. The manually operated hood has a frame designed jointly by Reliant and the Coventry Hood Company Ltd., while the material for the hood comes from the German Happich concern. In spite of the need to provide stowage for the hood the boot space is 7.2 cubic feet, the boot lid being supported by gas-filled struts when open, and the 20 gallon fuel tank has been retained. As with the GTE, the rear seats in the new GTC Convertible can be folded to allow lengthy loads to be accommodated. The GTC uses the same rear lamp clusters as the GTE, but with new surrounds while the rear bumper wraps around and extends as far forward as the rear wheel arches. The lower rear body panels are protected by gravel resistant tape to overcome, according to the manufacturer, complaints of paint erosion. The GTC's seating package is virtually the same as the GTE, providing seating for four good-sized adults and with wide doors — as well as folding seats — to provide comfortable access.

Reliant believes the GTC Convertible will make a significant contribution to Scimitar sales — the car having the same engineering features of the GTE, plus the added attraction to those who like a little wind of being able to carry four adults and their luggage — something few convertibles can comfortably do.

Both the GTE and the new GTC have glass-fibre bodies, a twin choke carburettor and mechanical fuel pump, thermostatically controlled electric fan and water pump with thermostatic heat control. Front suspension is independent with double wishbone coil springs, damper units and an anti-roll bar while the coil sprung, live rear axle is located by trailing arms and laterally, by Watts linkage. The chassis is box section pressed steel with cruciform. Steering is rack and pinion, 2.5 turns lock to lock, and though power steering is listed as an option, most cars will be so equipped and manual steering will be on special request.

Brakes are discs at the front and drums at the rear — direct acting vacuum servo four wheel hydraulic — while a single dry plate clutch is offered. The manual four-speed synchromesh gearbox offers overdrive on third and top. Ratios are 3.16:1, 1.95:1, 1.41:1 and 1.00:1 respectively from first to fourth with a 0.78:1 o/d, while reverse is 3.35:1. Reliant's adoption of the smaller Ford engine follows Ford's decision to adopt the lighter and higher revving unit for its Granada, though Ford assure us that the Essex is still in production. Reliant has opted to use the 135 b.h.p. carburettor version initially and not the 160 b.h.p. fuel-injected unit, though development cars have been run with the higher powered engine and the engine will be added to the line-up if the company feels a clear demand for it exists. Modifications needed for the 2.8-litre engine included new engine mountings, changes to the front cross-member that runs ahead of the power unit, new exhaust manifolds to mate the engine with the existing downstream exhaust system while a revision of the cooling system meant the spare wheel had to be moved, though it still remains under the bonnet. The battery and washer bottle also had to be relocated while new electric wiring harnesses were designed to suit the electronic ignition system of the 2.8-litre engine, together with a bigger alternator. Official fuel economy figures for the GTE/GTC (manual with overdrive) are 17.6 m.p.g. in simulated urban driving and 35.6 m.p.g. at a constant 56 m.p.h. while the automatic transmission versions offer 17.5 m.p.g. and 30 m.p.g. respectively.

Both the GTE/GTC have a front track of 59.14 inches and rear track of 56.13 inches. Wheelbase is 103.81 inches, length 174.5 inches, width 67.75 inches, height 52 inches, ground clearance 5.50 inches and a maximum towing weight of 2,240 lbs. Optional extras available include a mono radio stereo cassette player, stereo radio and cassette player with a four speaker system, cast alloy wheels, power steering, leather upholstery, tinted glass, electrically operated windows, sun roof (GTE) and electrically operated door mirror.

R.G.S.

The 750 Motor Club

THE 750 MC, "Leaders In Low-Cost Motoring Sport", continues to thrive. Its 1980 Year Book has just been issued, containing all the data anyone should require on 750F, F1300 and Formula Four racing, information on the Austin Seven and Specials Registers, regulations and fixtures as they apply to Club competitions, details of the Club's centres, Formula Vee, the 750MC trials, rallies and how to marshal for them, etc. Spares sources and free technical information appertaining to all these cars is a part of the Club's service. The Secretary is Dave Bradley and non-racing members can join for an annual subscription of £6.00, with a £1 entry fee.

W.B.

Obituary

Ted Lloyd-Jones

It is very sad to learn that Ted Lloyd-Jones has died, at the age of 71. He was one of the splendidly flamboyant characters of the Sport, and will be remembered especially for his 21-litre rear-engined sprint creation, powered by a Rolls-Royce Kestrel aero-engine. His friend Austen May has sent us the following appreciation:—

With the death of "Triangle" Ted Lloyd-Jones, peacefully at his home in Tanworth-in-Arden, one of the "characters" of the immediate pre- and early post-war era has passed.

Educated at Bromsgrove School, Ted learned his craft with the old Lanchester company, served a short period in the service department of the Birmingham car-distributors, P. J. Evans Ltd., and, in the early 'thirties, opened his own, purpose-built garage, The Triangle Service Station.

From here there soon emanated a series of "Shelsley Specials" (and a few hairy road cars also). Ted suffered fools anything but gladly and was no respecter of red tape, so that some of his creations, although brilliantly engineered, sent cold shivers down the spines of scrutineers. The absence of a fireproof-bulkhead was not unknown! An early example was based on a blown Lea-Francis which had run in Ulster, another on a French Lombard of dubious origins. I also remember a Salmson, with remarkably narrow body, which was used in trials.

After the war Ted acquired, and extensively rebuilt, the Hudson-engined, Morris Minor-based "Shelsley Special" originally contrived for SU's Peter Skinner. But the ultimate "Triangle" was "The Flying Saucer", which utilised a 21-litre Rolls-Royce Kestrel engine, rear-mounted in a Daimler Scout four-wheel-drive chassis coupled, so Ted himself told me, to the gearbox out of one of Jack Moor's 30/98 Vauxhalls. A shade unwieldy for Shelsley Walsh, or Prescott, this device justified itself with an FTD at Brighton Speed Trials. Subsequently there was some quibble over Ted's Competition Licence and I think this was the hey-day of his actual competitive driving days.

An ERA passed through his hands, which I think Gordon Chapman drove for him, and then he sold the Triangle Service Station and retired to a half-timbered cottage (which had also been "tuned") and maintained his interests by fettling a series of unusual road cars, a Jaguar saloon which had raced at Silverstone, a V12 Ferrari and a Wankel-engined Ro-80.

A life-long bachelor, he found companionship in a string of much-loved spaniel dogs and was very fond of his beer.

AUSTEN MAY

Veteran Edwardian Vintage

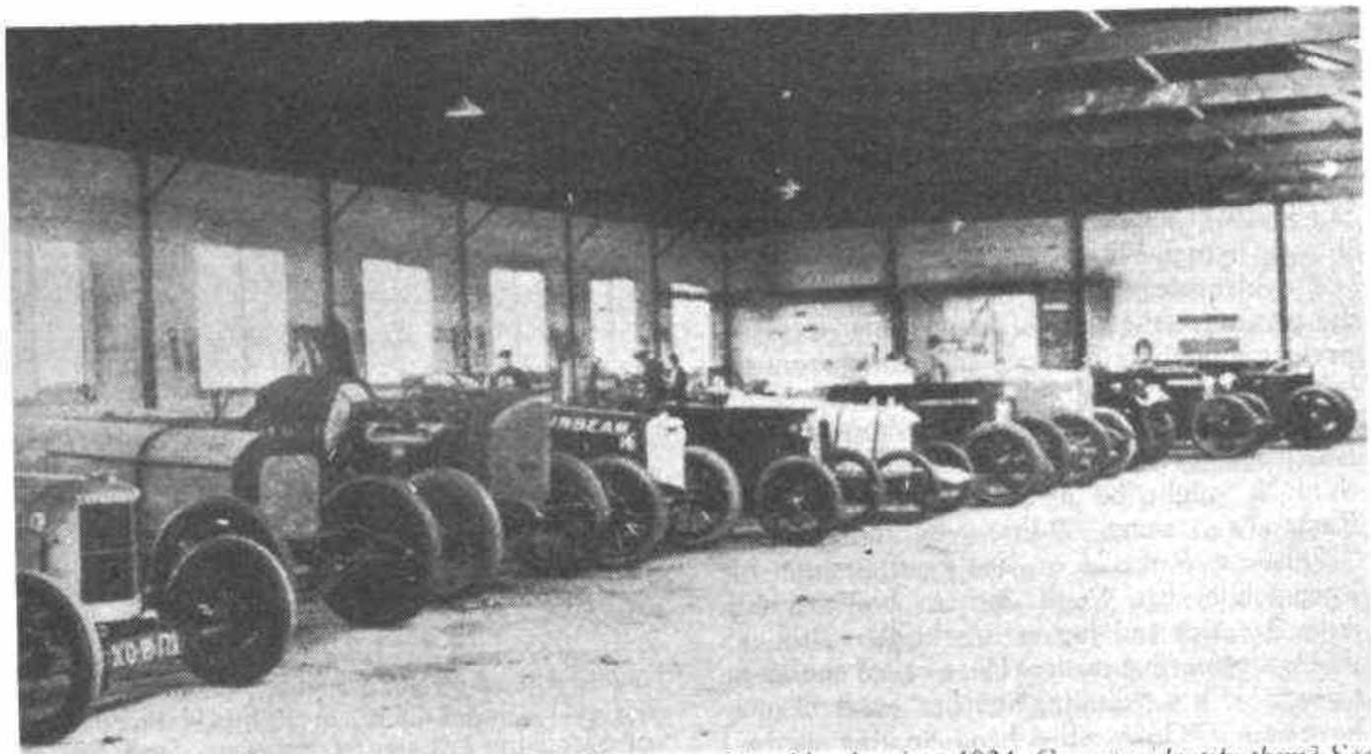
A SECTION DEVOTED TO OLD-CAR MATTERS

On Non-Race Days . . .

IT MAY be the imminence of the publication by Grenville of a revised edition of my "History of Brooklands Motor Course" that has caused me to feel more acute nostalgia than usual for the happy days I used to spend at the old Track. It wasn't only on race-days, either. At one time I was there daily, travelling down by train, on journalistic pursuits, and before that I had enjoyed other non-race days at Brooklands, when admission cost a shilling (5p) in spite of the fact that there always seemed to be many interesting things going on. Indeed, I am rather proud of the fact that doing this probably cost me my first job. I had decided one fine week-day that Weybridge would provide more fascination than London-town, and had telephoned my place of employment, saying I had a sick-tum, but would be in the next day. I then got on a train to Weybridge. Arriving at the entrance to what was, without any question, the most desirable place on this earth, I tendered my "bob" to the attendant, only to be asked for another half-crown (12½p). It was then that the truth dawned; the BMCRC motorcycle race-meeting intended for the previous Saturday had been rained-off and they were having it on the Wednesday instead . . .

I paid up and walked to the Paddock, conscious that the owner of the establishment where I was supposed to be toiling was a prominent "Beemsee" member and also that, as he had two sons who raced, one a gold-star holder, the other cutting his teeth on a 172 c.c. Excelsior-Villiers that was forever burning a hole in the deflector-top of its piston, he might well be present. He was! And although at first I managed to keep out of sight, when all those magic noises indicated that racing was about to start, I had to come out into the open. Later, at the time of the financial slump I found myself on the short-list of those "made redundant" by the firm, and always thought that having been seen curing a bilious attack on burnt castor-oil and dope might have precipitated it . . . Which is how I was forced into writing about motoring for a living.

One could fill a book about the happenings, both tense and hilarious, that went on down at Weybridge on those non-race days. I have, in fact, put some of them into the aforesaid book. Apart from hanging about in the Paddock, sooner or later, perhaps, after a race-meeting itself, one would drive or walk along the Aerodrome road under the shadow of the banking, to peer into the mysterious sheds over on the Byfleet side. Apart from the aeroplanes, lots of racing cars were stabled there. I remember once shading my eyes to see what A. G. Miller's shed contained and discovering a big red car I hadn't seen before. Little did I realise that it must have been only hours afterwards that he had a flaming row with



Some of the cars in the running-shed of Hann Partners at Brooklands, circa 1924. Can you identify them? See accompanying text.

his wife and locked her in this very shed, as the papers were quick to disclose. Unaware of this domestic drama and too late to retrieve my enquiry, I had written to Miller asking what the car I had seen was. I got a polite note back, telling me it was a 1914 200 h.p. Benz that he had found behind a country pub and intended to race at the next meeting. Non-race days were full of things like that . . .

The accompanying picture shows an assembly of cars in one of the T. B. Andre sheds, or the long shed extending from it, some years before I first went to the Track. I would think that it was taken in 1924, at a time when the country-estate atmosphere of old Brooklands was well in evidence, with little or no advertising hoardings about the place, and fewer buildings than in later days, so that in the summer evenings after the racing cars had been locked away and the last aeroplane had landed, it was all very peaceful, with the vast expanse of the grass landing-ground on which to stroll or exercise the dogs, the outside world cut-off, unless one used the rickety Byfleet pedestrian-bridge. Anyway, the place beyond was largely open country and sleepy villages, and although the fast train from Waterloo took only 32 minutes, Brooklands was still quite a good drive for those who motored down from London, especially those in the light-cars then popular, which usually didn't cruise at much over 30-35 m.p.h. . . .

The picture of the interior of one of those sheds captures the feeling of the period rather nicely, I think. At that time those who wanted to keep their racing cars and motorcycles at the Track were permitted to do so free, presumably in the hope that they would avail themselves of the services of the "skilled mechanics", when these chaps were not busy fitting Hartford shock-absorbers to other customers' cars. There were machine-tools driven, electrically I suspect, from overhead belting, and benches along the side of the shed, equipped with vices, etc. T. B. Andre not only sold these shock-absorbers, he occasionally raced a Marlborough light-car, and he had given the great Andre Gold Cup to the Junior Car Club, for its ambitious 200-Mile Race. His big hangars, set back from the Aerodrome road at right angles to the final row of sheds, had previously been the Martin Handasyde aeroplane sheds and presumably it was here that the rare 2-litre six-cylinder Marlborough Grand Sport was assembled.

That sad character, Tommy Hann, was in charge; he lived in Butts Lodge, just along from Parry Thomas' bungalow "The Hermitage". Hann had served in the Royal Navy and came to Brooklands after the war, where he raced with some success an improbable car in the form of a 1911 25 h.p. Lanchester, formerly a landaulette, but then endowed, first with a tandem-seated all-enclosed body ("Hoieh-Wayaryeh-Gointoo"), and then with a more normal single-seater body.

In the latter form the Lanchester answered to the name of "Softly-Catchee-Monkey". Hann also raced occasionally a 1911 Coupe de *L'Auto* Delage disguised as the HP Special, "Handy Andy". He then vanished for some years, but returned in 1934 with an aged 16/60 supercharged Mercedes to which he had fitted a racing two-seater body, painted in dazzle-stripes of orange and black, like his former racing cars. It had a 60-gallon fuel tank, apparently devised from a domestic cistern, in its tail. This, again, was disguised as a Hann Special supercharged Grand Sport, and after it had failed by a large m.p.h. margin to qualify as a starter in the BRDC 500-Mile Race it disappeared; I have often wondered where to (the racing exploits of these cars are described and illustrated in the aforesaid Brooklands book).

Hann seems to have been a car-fan all his life, starting with a 2¾ h.p. Benz Victoria, preceded by motorcycles such as a front-drive Werner, a Singer Autowheel, a 3½ h.p. Rex, a 3½ h.p. Quadrant, and then early cars like a tube-ignition Daimler, a 1906 Coventry-Humber, and an Argyll voiturette, later having experience of an AC Sociable, an early Rover, and a home-built JAP-engined cyclecar, etc. While he was at Brooklands in 1922-24 he formed Hann Partners (Hann Partners tuned racing cars and fitted AT speedometers and rev-counters, etc.), with short-lived offices in Albemarle Street W1, was engaged in designing a single-track two-wheeled car, for safe fast lappery of the Track, and he also contributed pithy news-items and comic comments to *The Brooklands Gazette*, MOTOR SPORT's fore-runner. Later he formed the Motor Service Club, intending to buy cars for clients and equip them.

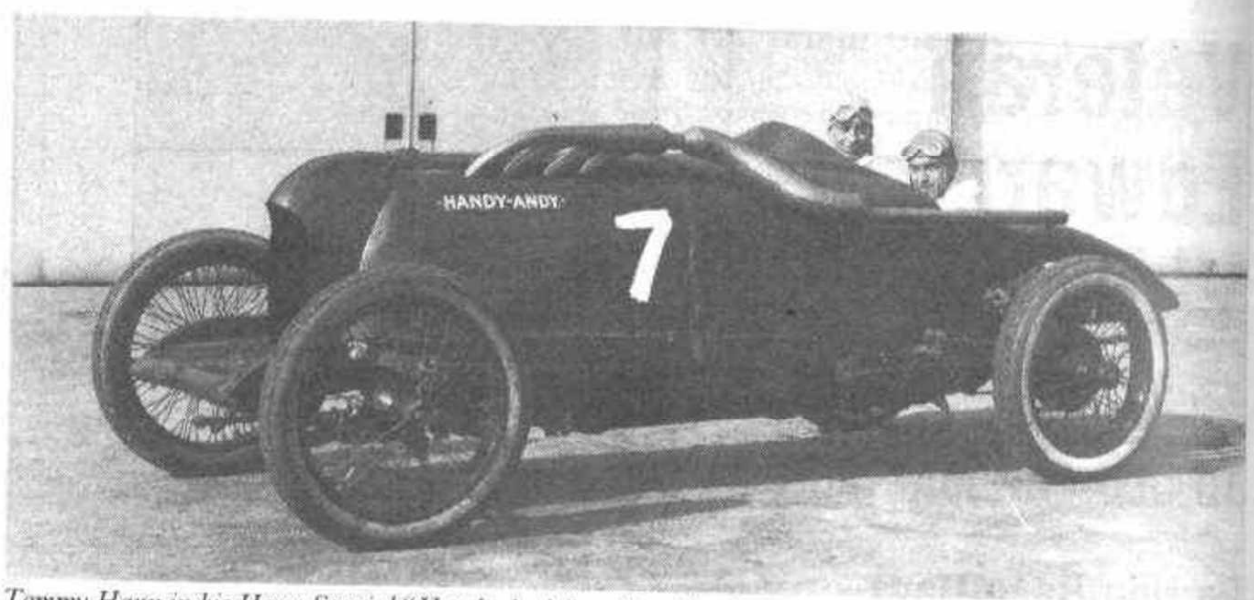
These ventures all quickly petered out and when Hann returned to Brooklands in 1934, he was reduced to running an old 7.5 h.p. Citroën Cloverleaf as a tow-car and for personal transport. Among cars he had apparently been closely associated with were the Pinnace light-car in 1908, a 1912 car he termed the "Roaring Forty", a 35 h.p. Hann-Ace Monobloc, evolved in 1918,

his two Brooklands racers, for which he claimed an improbable 100 h.p. for the pre-war Lanchester engine, a 1922 Amilcar, a sports HE, various Marlboroughs, and a 1930 1½-litre Hann Special, the last maybe on paper only. He was also consulted by Automobiles Berliet about the possibility of selling him their 4-litre 23/70 engine in their lighter 2-litre chassis.

The identities of the cars in the shed, seen in the picture at the time of Hann's management, present something of a poser! Starting from the left of the photograph, there is a racing Horstmann, of the kind raced in short and long Brooklands events. But what is that next to it? I think it might be a Berliet, perhaps Philip Rampon's racing 9-litre Berliet-Mercedes, "Whistling Rufus", or could it be the big Locomobile that Woolf Barnato brought back from America and ran at Brooklands, although that was somewhat earlier? Hann called one car he knew, a 135 h.p. "Shilling Shocker", and this may have been it? On the other hand, another picture I have seen shows another large, more ungainly car, with a big square radiator, the make of which defeats me, but to which Tommy Hann may well have given this uncomplimentary name. The next car along, with its immense pointed radiator, is another puzzle. It could be a Martini but if so it wasn't raced. And who did it belong to?

We now come, in that line-up, to a 1912 Coupe de *L'Auto* Sunbeam, Ivy Cummings' I expect, although I thought hers had a *dark* radiator honeycomb; Perkins was driving one of these cars for Coatalen at the time but I would have thought they would have kept that car in the Sunbeam sheds. . . . The next car along is Capt. Douglas' Bertelli "Laurubia", with Andre's own Marlborough-Anzani beside it. Then we have Hann's ancient Lanchester, what looks like a Talbot, perhaps one of Campbell's, a road-equipped car it is difficult to see, Hann's HP Special, "Handy Andy", and lastly, Le Champion's giant 20-litre, 120 m.p.h. aero-engined Isotta-Maybach.

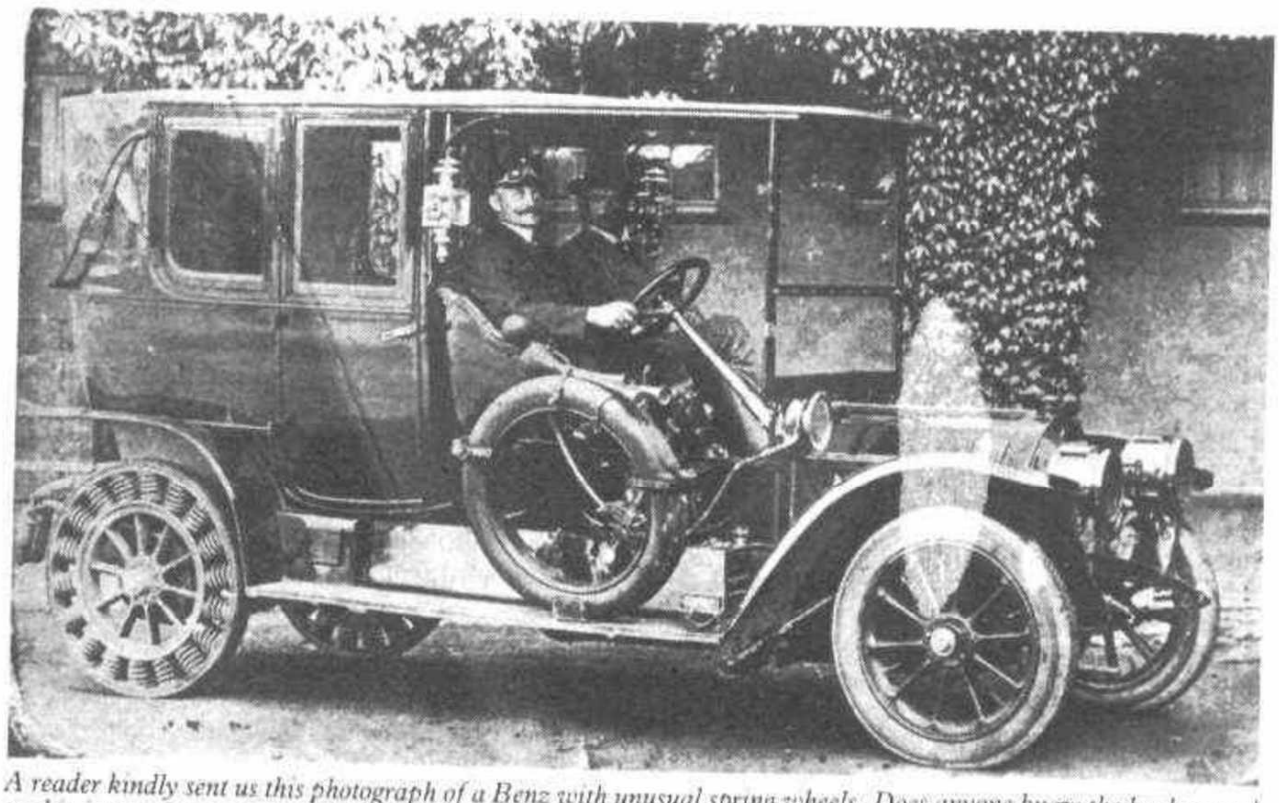
It was a long time ago, but what a sight they must have made; and I believe there was sometimes an old Martin-Handasyde biplane thrown in, for good measure. — W.B.



Tommy Hann in his Hann Special "Handy Andy" at Brooklands in 1924. Like his "Softly-Catchee-Monkeys" it was painted in broad bands of orange and black.

V-E-V Miscellany.—We were sorry to learn that Sir Giles Guthrie, Bt., OBE, DSC, died at the age of 63 on the last day of last year. Sir Giles was Chairman of BOAC from 1946—1968 and his sporting achievements in the air included winning, with C. W. A. Scott, the England-Johannesburg race at 116 m.p.h. and the King's Cup Race, piloted by Charles Gardner, the Yardley heir, at 164.47 m.p.h. in a Percival Vega Gull, both in 1936. Educated at Eton and Cambridge, Guthrie served with the Fleet Air Arm during the Second World War, with the rank of Lt.-Commander. The Bean CC again has its Daffodil Run, from Knowle Hill to Brighton, this year scheduled for April 30th. Canal & Rivercraft Ltd. are restoring an old Thames motor-launch, *circa* 1927, which appears to have been powered with a side-valve Anzani engine, driving through a marine gearbox. The *Western Mercury* recently carried a letter about the fords that have featured in the route of the VMCC Cheddar Trials and also a picture of three vans belonging to a local grocer with gas-bags they used during the 1914/18 war, when they apparently had women drivers. The Carlisle Museum & Art Gallery has published an article about the 1911 Circuit of Britain Air Race, illustrated with some photographs it has acquired, in its publication *Gallery*. The race started and finished at Brooklands. The article, which was sent to us by Tom Northey of Pirelli, is especially interesting to those who like to trace still-extant contacts with the past, because it seems likely that you can still visit the Turf Hotel, by the Swifts where the aviators landed and took-off at Carlisle. Built in 1839, this hotel had a flat roof to serve as a grandstand at what was then the Carlisle racecourse and during the air race 5/- seats were erected thereon by the then licencee, G. Hindmoor. It was here, too, that Cody had come in a horse-cab, after force-landing, to beg for more time. Presumably the high ground to the north of the river and the paths to the south of it, from which crowds watched for the arrival of the machines, are still there, and also St. Michael's Church at Stanwix, from where the bell-tower provided a look-out and from which a large flag was flown to show competitors the way; even maybe Eden Bridge, that was a take-off hazard.

The STD Register, which caters for Wolverhampton Sunbeam and Roesch Talbot cars and STD Darracqs, etc., will hold its Wolverhampton and Sandhurst events again in 1980, the former over the week-end of the 28th/29th, with an assembly of Wolverhampton-built cars. Rather amusing — from pre-war advertisements reproduced in two different club magazines we note that Armstrong Siddeley were encouraging prospective purchasers of their 14 h.p. model to raise its bonnet and observe ". . . the compact design, the finish of small pieces, the smoothly-flowed enamel, polished aluminium, clean castings, the fit of the flanges, and joints; no bits of bent wire, no black paintwork covering blotchy castings, no cables straggling, untidily round the engine, no tin covers, no oil leaks, no dirt, no apologies, and study the controls with their rods and ball-and-socket joints," while Thomson & Taylor (Brooklands) Ltd. seized on the introduction of the 30 m.p.h. speed-limit to remind customers that the Railton which was just a very wonderful car before was now something more—almost a necessity, because it would handle on top gear as no other car on the market and accelerage from 10-30 m.p.h. in 3 sec. and when out of the controlled area from 30-60 m.p.h. on top in 8 sec.—period claims! The active and enthusiastic Austin Ten D C was able to announce the selection of 22 new members, in its January edition of its magazine, their cars ranging from 1933 10/4 to 1939 "Cambridge" saloons and later; details of these "new" cars are given, from which it is seen that they range from very dilapidated ones awaiting restoration to immaculate, long-stored specimens, including a one-previous-owner "Cambridge" and a 16/6 "open road" model stored since 1974. Others have been found in barns and orchards and the picture on the magazine's front cover is of a 1938


A reader kindly sent us this photograph of a Benz with unusual spring wheels. Does anyone know the background to this interesting experiment?

"Cambridge" saloon purchased in 1966 for £35 but now in rally-attending condition—which should provide encouragement to others. The Club Membership Secretary is: P. Woodend, 3, Estcourt Drive, Widmer End, High Wycombe, Bucks., HP15 6AH.— W.B.

The Wartime Diaries of an RFC Officer

(Continued from the February issue)

THE SUMMER of 1916 saw our aristocratic young Guards Officer, seconded to the Royal Flying Corps, whom I shall identify as X, as keen on motoring as ever. Having tuned-up his 1914 Adler and having had a ride in a new Calthorpe light-car driven by a girl-friend, we find him starting off from Cambridgeshire at ten o'clock with two young ladies in the Adler and arriving in London in time for lunch. After tea at the Bachelor's Club, presumably without the girls, X went to the War Office for a short time and then took one of the girls back to Harrow in a Scripps-Booth.

Earlier, when unravelling these old diaries, I have questioned whether the garage in London where X so frequently called, and where exciting cars like the Itala were kept, was an RFC establishment. This is confirmed by an entry for June 14th, when X wrote "Again a very dull day. Went to RFC garage and saw about Adler. . . ." One wonders where this garage was, during those war-torn years? That evening X was helping his father to entertain friends at the Soldiers Club. On the same day X had been offered the post of Wing-Adjutant to the Northern Aircraft Depot, this new posting to start in five days time, which he celebrated by dining at the Ritz with his family, after which they had a box at Daly's, for "Happy Days".

More time was now spent at the RFC garage, getting the Adler ready and X had his teeth attended to by a West-End dentist. The social round was uninterrupted, however, but getting home from seeing "Romance" at Daly's with his fiancée, X found a message awaiting him, telling him to report at once that Saturday to the War Office. There he was informed that his posting was to Upavon. This was apparently regarded as urgent, because on the Sunday, after attending Mass with his mother, a Staff Crossley came round and took X to Harrow, where he stayed with his girl until it was time to return to London for lunch with his father at Prince's, after which he motored to Reading and caught a train, being met at his destination by another Staff-car. On the Monday X reported at 8.30 a.m. to Major Todd in the CFS Orderly Room and was then very busy, taking over. It must have been a blow when, after he had gone all round the establishment with the Sergeant-Major, X was told after lunch the next day by a Col. Maclean, who had just turned up, that his new posting would only be temporary, because the previous Adjutant was coming back! X immediately wrote to Col. Warner at the WO, before strolling round the aerodrome that evening with Major Todd.

All was well for the time being, though, because the late Adjutant, Major McEwan, left and the Itala arrived in the care of Tollerton (X's batman?), who was sent off to find his quarters. That day's entry, for June 21st, concludes: "Car had been running very well and looked very nice indeed. Finished work about 7 and pushed off in the Itala to Newbury and dined with Lady James, and had a very cheery dinner, and after motored back and got to bed soon after eleven o'clock." X's new duties did not tire him unduly, it seems, for the next day, after being in the Orderly Room by 8.30 a.m. (". . , got things more or less going. . . ."), and not finishing until about 7 o'clock, he then went off to Bath with a Major Landon, in the Itala with Tollerton driving, to dine, go to a theatre, drink at the Empire, and return to Upavon after one o'clock the next morning, after a very cheery evening and "a topping run back". Thus the life of a young flying-man, down at remote Upavon in the year 1916. . . .

The routine continued, starting at 8.30 every morning, and X must now have felt he wanted to resume his flying, because he took Tollerton up for a twenty-minute joy-ride in BE2c No. 5395, with a 70 h.p. Renault engine. This was followed on a Sunday in June as X and Capt. Grenfell, work being over by 12.30, getting out a BE2c in which they flew to Bournemouth. "Had topping flight and had lunch at the Royal Bath Hotel. Went on sea-front. Started back after tea and got back about 5.30." From X's Log Book I see that his first flight lasted 20 minutes, as the diary states, being done at 2,700 feet in a north-westerly wind, force-ten, and that Capt. Grenfell did the flying to Bournemouth and back, the machine being No. 4168 and the outward flight occupying 55 minutes, the wind unchanged, the height 6,500 feet. Coming back took 45 minutes, at 2,500 feet; perhaps they flew lower, because the route was now known to them and there was more confidence that they wouldn't have to force-land. So pleased was X that he took his own machine, No. 5395, up that evening for a twenty-minute flip with a pupil.

It was typical, one supposes, of the life at Upavon. The Itala was used to take a party of Officers to Salisbury after dinner one night, to attend a performance at the Hippodrome, after which they went for a drive and found themselves obliged to stay the night in Amesbury, X not getting back to the CFS until 5 a.m., to sleep for a couple of hours before his daily duties commenced. The same day, in the late evening, X took up Lt. Fay, the CFS Assistant Equipment Officer, for a quarter-of-an-hour's flight in BE2c No. 1676, at 500 feet round the aerodrome in the quiet south-westerly breeze. X was working very hard some days, which did not prevent him having a celebration when Todd was promoted to the rank of Colonel, with "Lucky" Landon, after supper one Wednesday — it ended, ". . . fairly well oiled".

When the problem of getting rooms for X's girl-friends arose, he went with Blatherwick in the latter's Prince Henry Vauxhall to Eversley and when that failed, X went off again in a Crossley tender to Pewsey, booking his guests in at the Phoenix Hotel. Tollerton had returned from leave, so the Itala was used to fetch the girls from Pewsey the next day, so that they could watch the flying (no secrecy at the war-time CFS, apparently), with X performing for 15 minutes in BE2c No. 4168 with a Sgt. Baker as passenger — the good life?

The Itala was still being used for local runs of a social nature and when it wasn't available X and Landon would press into service a Daimler Staff-car. The Itala would be used, for example, to fetch X's fiancée to watch the flying, after which there would perhaps be a champagne supper for quite a large party in X's room, and when it was time for his "little lady" to leave, who took her to London but Tollerton, and the Itala? To off-set his loneliness and depression that day X flew to near-by Netheravon in the Staff-BE2c No. 4168, taking 2nd Lt. Elphinstone along and landing at the other aerodrome, which entailed being aloft for half-an-hour, flying at 1,500 feet. . . .



One that didn't make the aerodrome. The machine that has force-landed is similar to the BE2c's which the diarist flew while he was at the CFS, Upavon and Netheravon.

No doubt all the work put in by X at Upavon was to ensure that sufficient machines were serviceable for the urgent training of new pilots destined for the Western Front. However, he was soon told that Guest was to take his place as Adjutant and that he was to become O/C Instruction. So, with Landon, it was off to Devizes in a Staff Daimler, that evening for a haircut, before "getting Oscar Guest into the Adjutancy" the next morning. After dinner that day, it was reported that an RE-7 was down somewhere near Andover, so X took Sgt. Baker up in the Staff-BE2c to look for it, spotting from 3,500 feet. The new Adjutant had a Rolls-Royce, in which he and X drove to Swindon and had lunch at Marlborough, one wet day after X had been ". . . very busy all the morning dodging between the Orderly Room and the O/C Workshops". He also worked hard at getting O/C Instructions into shape, only to be told within four days of his new appointment that it was going to Adams, who had been previously earmarked for the job!

However, X continued to work hard, according

to the diary entries, on instructing at A-flight, taking the Renault-engined BE2c No. 7144 up quite late one evening and after that being flown in an RAF-powered BE2c by Col. Maclean to his house, "Littlecott", after which X flew the machine back in the dusk. As usual, the wind blew from the NW. That same evening X went "with Fry, Hawkins and Barker to Salisbury in the Staff Daimler" for a show at the Hippodrome, which must have been very much a "second house," although they returned quite early. There was also the occasion, before X left Upavon, when he had Capt. Lyons and Lt. George Frechville to lunch and afterwards took the latter up for a joy-ride in 7144, before leaving for London in the Lieutenant's Itala, a run lasting 4¼ hours, including stopping for dinner in Reading. The other Itala, with Tollerton in charge, had left earlier, carrying X's luggage.

Back among the bright lights (or the 1916 black-out?) X had his Adler, which he was buying by instalments from Morgan's, the agents, brought round, and he went in it to the War Office to get his position sorted out. He also used it one day to go to Harrow and Uxbridge with his fiancée and, after dining at the Carlton, his love of the theatre took him to see a performance of "Razzle Dazzle". The Adler was then used for a run to Litchfield, and on to Upavon to settle up X's affairs. There is now a clue to the Itala having been an open-bodied car, as on an occasion when X was using it to take his fiancée back to Harrow (where I believe she was still at school) it was abandoned half-way in favour of a taxi, due to the rain. The Adler had been sent to a coachbuilders, it seems with the intention of selling it, and X having been posted to Thetford (near his fiancée's home) to take over a Flight in July 1916. He drove there, *via* Harrow, in the Itala.

(To be continued)

V-E-V Odds & Ends — The Veteran Car Club of Great Britain will hold its AGM at the RAC on March 22nd, at 2.30 pm. Afterwards the presentation of awards will be made. The winners of these trophies in 1979 were: The Lord "Victor Ludorum": R. Long (1914 Vauxhall), Dowsing Trophy: C. Bendall and G. Brooks, Guild of Master Motorists Trophy: R. Long (1914 Vauxhall), Milex Cup: R. Long (1914 Vauxhall), Lamb Cup: Mrs. Flavell (1911 Rover), Walters De Dion Trophy: A. Kingsford-Bannell (1903 De Dion Bouton), Lanchester Trophy: J. Zimbler (1910 Lanchester), H. O. Duncan Trophy: R. Middleton (1900 Locomobile), Bills Challenge Cup: A. Kingsford-Bannell (1903 De Dion Bouton), S. F. Edge Cup: D. Ryder-Richardson (1909 Adler), Jarrett Cup: J. Woolley (1911 Rolls-Royce), Coal-Scuttle Trophy: F. Harvey (1908 Renault), Wellingham Cup: C. Figge (1899 Locomobile), AA Cup: B. Dinsley — for marshalling, Kaye International Trophy: R. Long (1914 Vauxhall), Shuttleworth Trophy: Mrs. Eastmead and Mrs. White — for efforts on behalf of VCC, Allday Gazette Cup, J. Widdop — for report of Rippon Rally, National Benzole Trophy: J. Zimbler — for help with Golden Jubilee literature, Stanley Sears Trophy: Mr. and Mrs. Long (1914 Vauxhall), Overseas Trophy: J. Naive (1904 Cadillac), Napier Award: D. Grossmark (1909 Napier), Blake Memorial Trophy: E. Woolley (1897 Daimler), Stephens Trophy: B. Garrett (1896 Lutzmann), Shaw Memorial Trophy: R. Coulthard (1904 Century).

A photograph album has come to light depicting how two GNs, one a Ford-equipped Legère (Reg. No. DW 3024), the other an English



"Off to Devizes in a Staff Daimler that evening".

version bought in a Cambridge junk-shop, were turned into a low-built, long-tailed single-seater Special at Jesus Lane, Cambridge and at Chippenham in the early 1930s, by a Mr. Remnant, the work being finished before he left for China in 1935. An HE was used as a two-car and two 3-litre Bentleys were also in the stable, one of them a 1925 Vanden Plas four-seater owned originally by R. S. Featherstonehaugh. Martin Grant Peterkin, past-owner of a vintage Bentley, a VSCC member since 1963, and driver of the Earl of Moray's pre-war Maserati, will take over the position of Competitions Secretary of the VSCC from Jim Whyman after next June's Oulton Park Race Meeting. The January-March issue of *Vintage Aircraft* contains interesting articles on the old Hanworth Air Park (where the Club-house still exists), the Welsh Aviation Co. of 1919-1922, and pre-war and post-war air-racing by Ron Paine, etc.

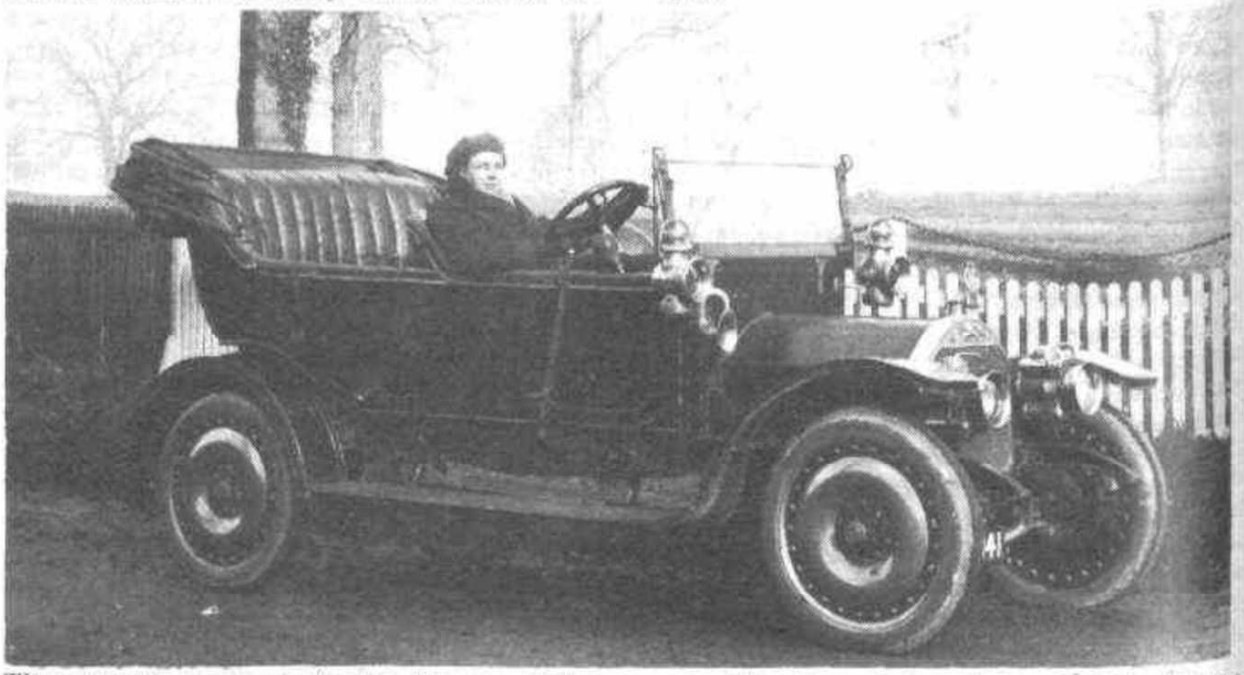
The VSCC's AGM will be held in Kensington on March 5th, at 7.15 p.m., when the Lycett Memorial Trophy will be presented to Tom Threlfall, the Lycett Trophy to Mark Joseland, the "Proxime Accessif" to Nevil Farquhar, the 1500 Trophy to Joseland, the Northern Lycett to K. Hyland, the Yorkshire to N. Stoyel, the Edwardian Trophy to Barry Clarke, the Thoroughbred Trophy to S. G. Harvey, the Ladies' Trophy to Di Threlfall, the Kane Cup to Ron Footitt, while to Bill Morris will go the Historic Racing Trophy, the Phipps Trophy having been won by M. Chapman, Walton taking the HWM Award, Footitt the Seaman Vintage Trophy, the Hon. Patrick Lindsay the Seaman Historic Trophy, David Llewellyn the GP Itala Trophy, and Peter Morley the Boulogne Cup. Then Footill gets the John Holland Trophy, R. Bell the Mike Hawthorn Trophy, Bill Morris the Shuttleworth Cup and the Nuffield Trophy, and Hamish Moffatt the Harry Bowler Award. As many or more aggregate and other awards were also collected. — W.B.

How Slow is a Light Car?

MODERN CARS, even little ones, are so relatively fast that to their owners I suppose most vintage light cars must seem extraordinarily pedestrian. My own 1924 12/20 h.p. Calthorpe is not anxious to gallop at much more than about 30 m.p.h., unless downhill, although I think its valve timing may be out, a tooth or two. Even if in contemporary times the small-car fraternity did not cruise along at much over 30 m.p.h., I was glad to have confirmation that other pre-1931 light cars are none too rapid, from an informative table in *The Light Car*, newsletter of the Light Car Section of the VSCC.

This table has been compiled from road-tests of members' cars, undertaken by Alisdaire Lockhart. It shows that while an Amilcar CGSS did 75 m.p.h. flat out, a 1927 Renault 9/15 could manage only 39½ m.p.h., although a 1923 12/24 Lagonda did 45 m.p.h. and a sprightly 1923 10.8 h.p. Riley a surprising 68 m.p.h.

When it came to acceleration, only three out of the ten vintage light-cars and Edwardians tested could get to 50 m.p.h. from rest. Of these, the Amilcar took 24 seconds, the Riley a remarkable 19 seconds, and an Edwardian Lancia Theta took 36 seconds. Only the 1927 Amilcar reached 60 m.p.h., which it did from rest in 34 seconds. Compare, for instance, with a modern Citroën 2CV6 which needs 32.7 seconds, or with a 1980 Fiat 126 which takes 42.1 seconds from 0-60 m.p.h. It would not be fair to crib more of Mr. Lockhart's informative performance figures for existent vintage light-cars, taken here from today's *Light Car* magazine (obtainable by becoming a member of the correct Section of the VSCC) except to say that no one need look too askance at the stopping abilities of such vintage cars, for the Amilcar braked to a standstill from 30 m.p.h. in 22 feet (where a good figure in contemporary times was 30 feet) and a 1927 11/22 h.p. Wolseley managed this test in 33 feet, with a 1926 Morris-Cowley taking only a foot more stopping distance. These cars all possess four-wheel anchors, of course. But Lockhart got the rear-braked 1909 Darracq to come to rest in 40 feet. Those who drive the heavy-metal in VSCC events perhaps tend to look condescendingly, although kindly one hopes, at the light-car fraternity. But at least the foregoing figures should provide them with food for thought. — W.B.



The unusual Star referred to by Mr. Howess in his letter opposite. Note the intriguing wheels, which Mr. Howess believes to have been sprung, though they are totally dissimilar to those shown on page 322.

Vintage Postbag

Type 38A Bugattis

Sir,

In his letter in your January issue, Mr. V. L. Seyd asks if his Type 38A Bugatti still exists.

Happily it does, and some years ago it was in the hands of Mr. W. Greenwald of California, who may still be its owner. Its chassis and engine numbers are 38471 and 364SC.

There are at least 34 Type 38 Bugattis in existence throughout the world, and probably 37 or 38, of which at least seven are, or were, supercharged (Type 38A).

It is interesting to see in the photograph, the Type 43 registered GJ53. This car seems to have gone to earth since 1939 when a Mr. S. F. J. Reynolds, who had run it for about a year, passed it back to Jack Lemon Burton. I have been unable to trace the car since, as I have no reference to its chassis number. It is probably still about, either re-registered, or abroad, or in hiding.

The other Type 43 shown is in good hands with Mirrey in Redhill. It had a very distinguished history (Campbell, Eyston, etc.).

I have a very comprehensive cross-reference of British registration numbers to Bugatti chassis numbers, and I am in process of making the list available to the BOC Secretary, to whom application should be made in writing, for the whereabouts of any particular Bugatti.

Chandlers Ford DAVID SKINNER

An Unusual Star

Sir,

Having read your article about Star cars in the January issue of your excellent magazine, I thought you might care to see the enclosed photograph of a Star which was used to demonstrate a peculiar "spring wheel".

This car was driven about the country to motor dealers in the period before WW 1 by a cousin of mine, the late Donald Wood, prior to his joining the Forces and being posted to South Africa.

I would welcome your comments regarding the year of manufacture of the old car in the photograph, as the surviving brother of D. Wood cannot claim to have this information.

Marden BEEMAN HOWESS

A Rare Star

Sir,

May I, as a sequel to your Star report, appeal through your columns for any information readers may have regarding the McEvoy-Zoller-Star which I am at present restoring?

RB7013 was built to special order by Gilbert Inglefield of Derby some time in 1932. It incorporates a Star Comet 14 chassis and basic engine, with one or two minor modifications to enable it to be fitted with a Zoller compressor, which is driven from the front end of the crankshaft.

The coachwork, part aluminium, part steel over an ash frame, was designed and fitted by Jensen Motors at West Bromwich. The original colour scheme seems to have been white with black chassis and wings — all bright parts being chromium-plated.

I understand that both Michael McEvoy and Laurence Pomeroy had a hand in the development of this car; the former most certainly fitted and tested the Zoller which was originally a Type 5.



Mr. Knight's 1925, 7.5, 4-speed Mathis. See letter.

The late Freddie Hatton is reputed to have raced this car at Donington in about 1932/33 in conjunction with a Mr. T. E. Killeen, latterly of Jensen's, who remembered the car, but felt that it was not fast enough by 1934 to compete successfully. Some time before he died Freddie Hatton told me that when he drove the car it was known as "The Split Banana" on account of it being painted in yellow, brown and green stripes.

Still later the car appeared for sale and was advertised as being in two-tone brown; later still it was painted all green, then black.

When I found the car in 1965 it was very run down and almost fit for the breaker's yard. The paint scheme was now off-white and rust! The Zoller was missing, the upholstery vandalised, and all instruments missing. One front wing had been replaced with a piece of sheet aluminium. The whole ensemble gave a very sad impression. She did not run, either.

However, we are now pressing ahead with restoration, but I would dearly love to find some race report or record of the car's participation at Donington or wherever. Perhaps someone somewhere can help, especially when one takes into account D.S.J.'s excellent article on the rebuild of historic or "pretend-historic" vehicles.

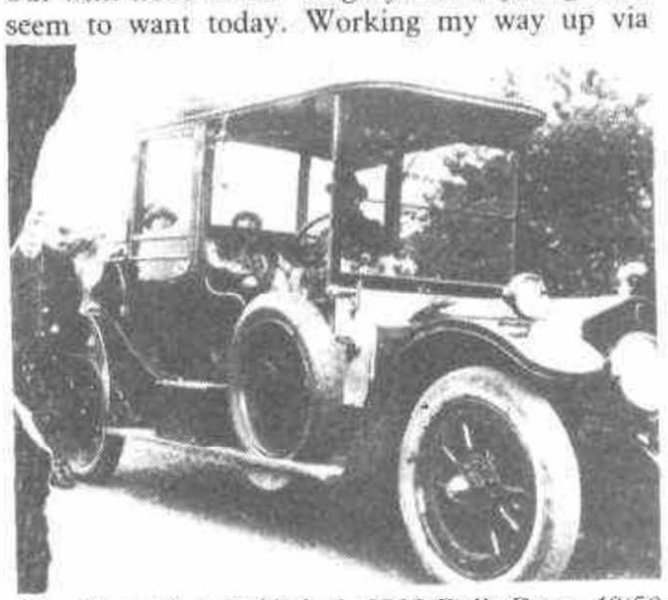
Marcham JEREMY P. COLLINS

[Letters can be forwarded. — Ed.]

60 m.p.h./60 m.p.g. in 1924

Sir,

You have been good enough to reproduce during the past two years photographs of my 1924 Mathis and 1927 Bugatti. Here is one to satisfy your demand for 60 m.p.g. and 60 m.p.h.: my 1925 7.5, 4-speed, Mathis. A delight to handle but with none of the weighty extras young men seem to want today. Working my way up via



Mr. Calvert's grandfather's 1912 Rolls-Royce 40/50 h.p. What happened to it?

father's 1910 Bradbury and 1915 Triumph, my own 7.9 single-speed Indian and a 1923 Morgan, I found the Mathis answered all my needs. In my 80th year with 70 years of motoring experience behind me I agree with you about the silly prices being paid for cars which even in their hey-day were nothing to write home about. During the last 12 years I have been running a 1957 2.4 Jaguar for which I have nothing but praise. The paint, chrome and leather are as good as new and it shows what British cars can be like.

Verwood C. G. KNIGHT

Why Do They Do It?

Sir,

I think you are over-sweeping in what you say about the handling effect of non-original tyres. On the front wheels the effect is naturally great, but my experience is that on the back wheels it is negligible. I know you have it in for the 600 × 20 tyres we use at the back of the Itala, but whatever you may think, they have made absolutely no difference to the handling. Braking is more predictable, especially in the wet, but step-off is not so good, because it is impossible to spin the wheels, which is desirable on the 5.3 to 1 bottom gear. However, it was not for improved performance that the change was made; it was forced upon us by the weakness of post-war beaded-edge tyres. If you had had bursts when taking Copse at Silverstone or Paddock (or whatever it's called) at Brands at full chat, I think you might have had second thoughts about the sanctity of complete authenticity. However, evev on the score of authenticity, as you must know from early Brooklands pictures, the Itala always raced on fat rear tyres; what section they were I should love to know.

What has improved the handling markedly is fitting the replica 1908 GP body; cornering is now much better balanced.

As to why people race funny old cars, it surely is simply because they enjoy it. These cars have enormous personality; they are superbly made; they mostly handle extremely well; there is no cut-throat element in the competition. I enjoy driving good cars of every era; my RS2000 better than most (all-round, undoubtedly the best car I ever owned) but even after 45 racing years on the Itala, every time I drive or race it is an experience of pure joy.

Lezayre, IOM SAM CLUTTON

A Rolls-Royce 40/50 h.p.

Dear Sir,

I am at present trying to trace a Rolls-Royce 40/50 h.p. c 1912 that my grandfather owned during 1919/1920. The enclosed photograph of the car taken at about that time shows it in use as a private hire car, it remained in his ownership for about 18 months until he returned to Yorkshire. The car was run in and around Deal, with the help of an army friend whose identity is unknown, this friend is believed to have bought the car when my grandfather ended his stay in Deal.

The car was purchased after receiving his release payment, when he left the Army Motor Corps about 1918/1919, he lived in Deal for some time staying with this friend while recovering from illness, the car being used to provide an income.

As I have no information about the car itself, I am very interested in obtaining any details of what happened to the car after it left my grandfather's ownership — perhaps your readers might be able to help?

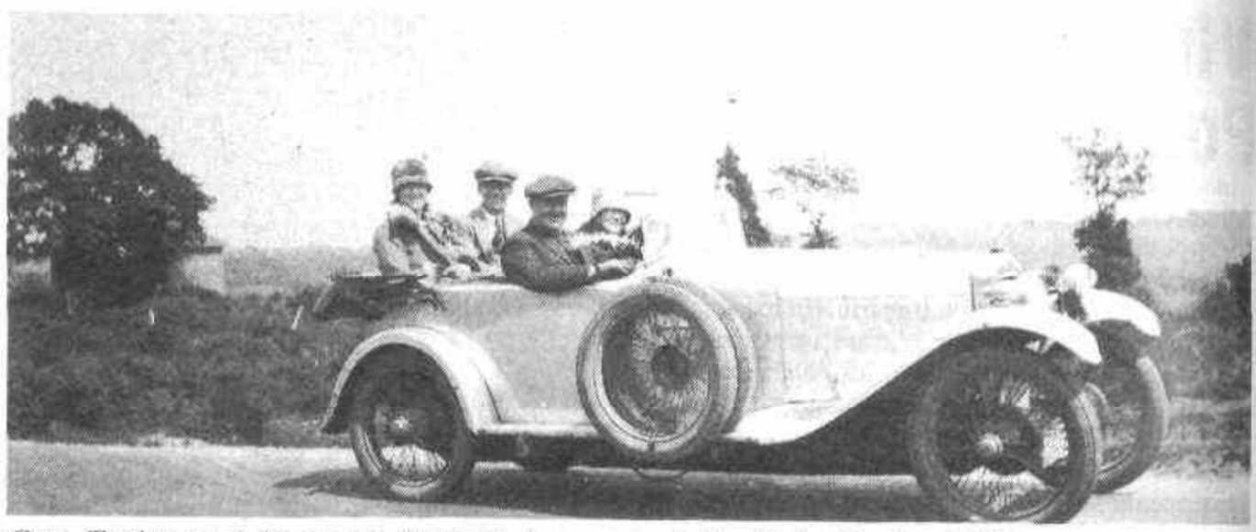
A. CALVERT

OBITUARY

Richard Twelvetrees, AMIMech.E., etc.

CAPT. Richard Walter Rickard Twelvetrees, who died last year at the age of 96, was Editor of MOTOR SPORT in the mid-vintage years from 1925 until October 1926, so that there are many photographs of him testing the sports cars of those times, wearing his fur-trimmed flying helmet — cars such as the 12/50 Super Sports Alvis, and the Frazer Nash, Salmson, Amilcar, Senechal, and other fast machinery of the time. He would compete in trials with the Salmsons and in the long-distance MCC events in his hotted-up Bean Twelve and he lectured, and broadcast from 2LO about motoring. The Bean was equipped with a wireless receiver, working off a frame aerial, and was once turned out of an Enclosure at Ascot by the Clerk-of-the-Course in person, when officials thought the music from the loudspeaker unseemly!

In about 1927 Twelvetrees owned a polished-aluminium-bodied Anzani Frazer Nash, in which he took his family motoring in spite of its rather unprotective bodywork. It had two spare wheels mounted on the o/s. running board and I think he purchased it new—it is now owned by Bill May.



Capt. Twelvetrees in his Anzani Frazer Nash, accompanied by his family, circa 1927.

In doing those monthly road-tests Twelvetrees used Brooklands Track and the usual Surrey gradients, or he would try a car up the punishing freak Alms hill near Henley-on-Thames, etc. He knew most of the Brooklands drivers, as one picture of Parry Thomas and George Duller clustered round a sports Mathis Six he was trying out testifies. Afterwards he became a noted commercial-vehicle writer, and instituted his own brand of testing such "heavies". He was also a Citroën enthusiast and for some time edited the first of the Citroën CC magazines. He was a Great-Uncle of Dr. Brian Grey, present Secretary of the VSCC Light Car Section, whose 30/98 Vauxhall and Chummy Austin 7 Richard Twelvetrees would certainly have understood and appreciated. He must have been one of the last members of the circle of 19th century motorists. The end came peacefully, in hospital at Hastings, at that quite remarkable age, on December 31st last year. — W.B.

The New Audi 200 Turbo

THE Audi 200 5T could not be described as a trend-setter, but the overall package presented by this new top of the range model could be a firm indication of trends in the luxury car market of the future.

The 200 5T is light — 24.8 cwt., a full 11 cwt. lighter than a Jaguar XJ4.2 — roomy, well equipped, has a small engine for its overall size, but through its exhaust driven turbocharger gives more than adequate performance, coupled with good fuel consumption.

In all the Audi 200 5T is a nicely produced package which pits this German manufacturer firmly in the luxury car market pitching against BMW's Seven series, Granada 2.8i Ghia, Mercedes 280s and Rover 3500 V8S.

It is anticipated that the 200 Turbo will be available in the UK from April, and price is expected to be about £13,500, which again compares well with Mercedes, BMW and Jaguar. The importers estimate initial sales of up to 1,000 turbo-engined 200s during the remainder of 1980 — Britain is in fact the largest market for Audi outside West Germany and the USA — and the forecast for total overall sales is 19,300 units. In 1979 the figure was 16,580 units.

Although Europe and America will have the choice of a fuel-injected five-cylinder 200 model — titled the 5E and sharing the same body — the UK importers have decided to bring only the turbo model to these shores. Also the 5T will be available as standard with three-speed automatic transmission, although five-speed manual gearbox will be a no-extra cost option.

Standard equipment on the British model includes cruise control, electric windows, electric sunroof, central door locking, stereo radio and cassette player, power steering, heated front seats as well as electrically operated and heated door mirrors. Quite a package with the only extra cost option being air conditioning.

The attraction for many people will, however, be Audi's move into the increasingly popular area



Twin headlamps and special wheels distinguish the 125 m.p.h.-plus 200 Turbo.

of turbocharging. The 200 5T is powered by the same 2.2-litre five-cylinder engine from the 100 model, the addition of turbocharging having resulted in comparatively few mechanical modifications to the well tried unit. The compression ratio had to be reduced — achieved by sleeved pistons with a bowl in the crown — but by far the most difficult task was the exhaust manifold design. Bosch K-Jetronic fuel-injection is fitted.

The turbocharged engine offers 170 b.h.p. — the same as the Porsche 924 turbo — at 5,300 r.p.m., a 34 horsepower increase over the fuel-injected five-cylinder, but it is in the torque figures that the improvement is best felt with output boosted to a goodly 192 lb. ft. at 3,200 r.p.m.

Apart from better torque and performance, a claimed side-effect of the turbo installation is a reduction in interior noise. Frankly one would be hard-pressed to notice a reduction of "up to two decibels", particularly as under hard acceleration there is quite a noticeable growl from under the bonnet. However, it is not an unpleasant intrusion into an otherwise calm, comfortable and sound-deadened interior.

We drove the automatic version of the 200 5T, and could not help but be impressed with the straight line acceleration. The matching of automatic and turbo is a joy, although I for one would have liked more feel through the standard power-assisted steering. There was also evidence of "snatch" through the wheel when accelerating hard, although otherwise the P6 Pirelli tyres on smart 6J × 15 alloy wheels coped admirably.

The test route did not include much in the way of corners, but undoubtedly it is on motorways and long flowing fast roads that the Audi excels. Claimed maximum speed is 125 m.p.h. whilst the manufacturers quote a 0-60 m.p.h. time of 8.6 seconds.

As far as fuel consumption is concerned, Audi claim a figure of 18 m.p.g. for the EEC Urban cycle; more than adequate for a full five-seater, four-door saloon in the luxury end of the market.

Audi have come out with a very impressive addition to their improving range—and image—in the 200 5T. We await a longer acquaintance with relish. — M.R.G.

Ford Sidevalve O.C.

ABOUT the only old cars still being used in any numbers for ordinary purposes, as distinct for rallies and specialised appearances, are the side-valve Fords, and they are about the only representatives of the one-time universal L-head-engined vehicles in such daily service. So it is good to know that their propagation is looked to by the Ford Sidevalve Owners' Club. This Club was founded in 1969 and has some 850 members, of whom about 280 run those "sit-up-and-beg", perpendicular Populars, Anglias and Prefects which were in production from 1946 to 1959 and represent the last unmodified design of an essentially pre-war concept of a UK-produced post-war car.

A Popular Register has been opened for these cars, to provide a record of those in existence, and to publicise sources of technical information and spares for these small four-cylinder s.v. cars from the 1932 Model-Y to the 1962 100E Popular. It is the intention to stock new and unused spares for such Fords, and to send out a Register Bulletin with the Club magazine. The Register Secretary is: B. D. Palmer, 13, St. Bernards, Chichester Road, Croydon, Surrey, who would like to hear from unregistered owners.

The Club itself issues an identification chart of the rather complex range of models it caters for, and covers all s.v. Fords, including Specials and V8s. Its 1980 activities will include National rallies at Donington and Epsom. The Secretary is: J. Norris, 6 Thakeham Close, Bexhill-on-Sea, Sussex, and the annual subscription is £5.—W. B.

Formula One Trend of Design

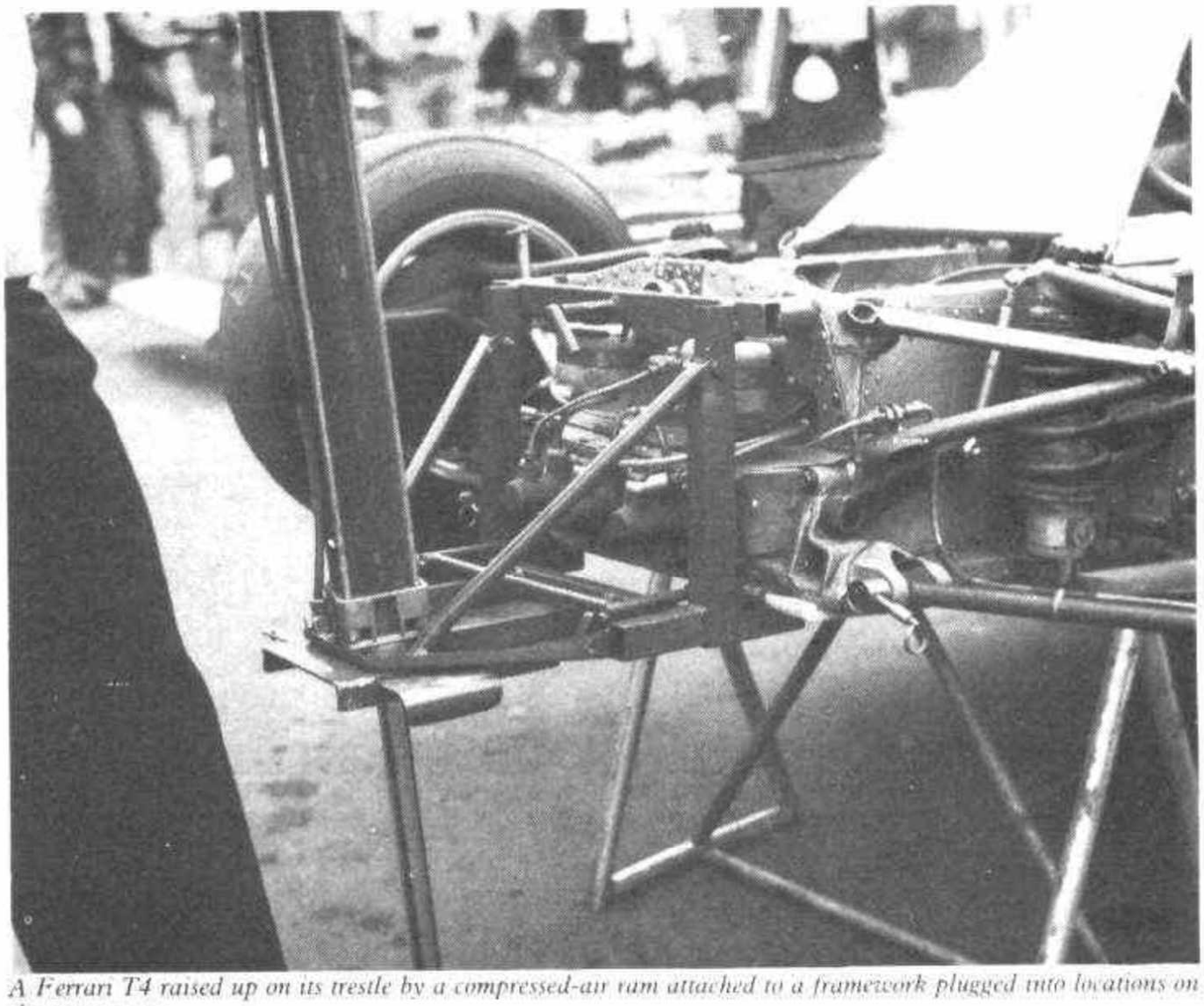
Pit Equipment

AS FAST as the detail design work on Formula One cars progresses, so does the design of equipment for behind-the-scenes work and for pit and paddock work by the mechanics. The return of the centre-lock hub nut, as against the ring of five or six small nuts, brought many things in its train. As hub nuts become more deeply buried inside the wheel a means of moving them had to be devised and the pneumatic impact spanner came on the scene. This is a big thing like a power drill, driven by a reversible compressed-air motor within the gun, driving the socket spanner on the end. These spanner guns can be pre-set to a given torque setting so that all the mechanic has to do is put the socket over the hub nut and press the trigger of the gun. When the nut is tight a ratchet comes into play, and even if the compressed-air motor is still running the nut will not be tightened any more. Bottles of compressed air are used to power the gun and these are usually stationed in the pits with long flexible pipes feeding the gun.

The use of compressed-air bottles in the pits soon led to the invention of the compressed-air starter motor, which has almost totally replaced the electric starter. Instead of a large battery on a trolley and a lead to plug into the car, the wear now is a portable bottle of compressed air and a push-on connector with a trigger to fire the air-motor on the car. Naturally compressed-air bottles were exhaustible and a means of refilling them was needed, so very soon air compressors appeared in some of the larger transporters and these were often driven by their own petrol engines. With a permanent source of compressed air available teams soon developed other uses for it and Brabham built an onboard jacking system for their Alfa Romeo powered cars. These rams were activated by plugging an air-line into a socket on the side of the car and a squeeze on the trigger and "Pssst" the whole car was up on three jacks, one in the nose and one each side at the back. With air guns dealing with the hub nuts and a compressed-air starter to fire up the Alfa Romeo engine, a Brabham pit stop could justly be described as ". . . a lot of (hot) air . . .".

Very early on the supply of compressed air made the mechanic's life a lot easier for he was able to use air drills, especially when pop-riveting aluminium. Gone were the days of the hand-drill.

The latest move in the air-game is the introduction of compressed-air rams to lift the cars in the air when major work is required. As racing cars have become lower and lower the need for lifting them up onto trestles has become more necessary. For a long while mechanics would gather round one end of a racing car, give the old "Heave-ho" and while they held it up in the air someone would slide a trestle underneath. Two or three could lift the front end and four or six could lift the back end. Now, in the more organised teams, a mechanic clamps a framework onto the car, plugs in the air-line, presses the trigger and lifts one end of the car as much as three feet in the air and slides a trestle underneath. Taking the apparatus to the other end he can do the same, so that he can put a car up on trestles on his own, without having to disturb the rest of the team. The accompanying illustration shows the front



A Ferrari T4 raised up on its trestle by a compressed-air ram attached to a framework plugged into locations on the monocoque.

end of a T4 Ferrari with a tubular trestle underneath. The framework at the front plugs into sockets on the monocoque and the operating ram is clipped onto this framework. Other ideas are to support the ram on a tubular tripod, lifting the car by a hook or having a built-in jacking point to which the ram is attached directly.

In the same province, of major work on a car in the paddock, the days of seeing four mechanics struggling with the weight of a Cosworth V8, lifting it off the back of a monocoque are fast disappearing as is the sight of the Italians lifting a Ferrari engine. Nowadays, once the car is up on its trestles at a comfortable working height, a wheeled trolley is run under the engine, carefully designed to give minimum clearance under the sump, and the engine is slid back onto this trolley and wheeled away. Complete rear end assemblies, of gearbox/final drive unit and the rear suspension are dealt with in a similar manner. Due to all this sort of equipment the time taken to do a major job of work has been reduced drastically and is aided by a lot of aircraft knowledge on quick-action or "snap" connectors for various pipes and controls. Everyone uses high quality ratchet-socket spanners and T-handled Allen screw spanners, so that a Formula One car can be taken apart very quickly indeed. Because of all this advance in tools and equipment it is now possible to change a Cosworth or Ferrari engine in less than 1½ hours and this ability has been used many times recently when a car has suffered engine trouble in the morning test-session before a Grand Prix.

Other aspects that have changed in the paddock include the moving of wheels and tyres, most teams having wheeled trolleys for moving such items about. Some are motorised by a small industrial engine, some have diminutive Honda pick-up trucks. With as many as twenty spare wheels to deal with there is not time to carry each one across to the Goodyear or Michelin tyre depots and the trolley or platform truck movements around the paddock are continuous during practice.

For those who do not lift their cars for wheel changing by compressed-air mechanisms, the basic lever-jack is used, though here again each team designs and builds its own, dependent on the shape of the car underneath. For racing tyre changes large jacks are used at each end; they have a large flat plate on the operating end that lifts on the monocoque. Others have a bracket or knob built onto the car by which the lever-jack lifts the end of the car. For attention to an individual wheel some teams have small lever-jacks they operate under a lower suspension member, lifting only one corner of the car. With the advent of the aerodynamic side-skirt it is no longer possible to use jacks at the side of the cars.

Aerodynamic bodywork brings in a pit and paddock problem for the ideal design is to make the whole top of the car in one piece, but then you have the problem of what to do with the bodywork when you remove it to work on the mechanical components. As long ago as 1954 Connaught discovered that the one-piece aerodynamic bodyshell was more trouble than it was worth. If you could not afford to spare two mechanics to look after it when it was removed, someone would knock it over or run over it or kick it. When the Tyrrell team built their six-wheeler they had problems with the one-piece body when it was off the car. Ferrari went to a one-piece moulding for the top of the T4 and it was a common sight to see three mechanics holding it high above their heads over the car, like a great umbrella, while some small adjustment was made to the engine. So far no-one has come up with a mechanical solution to this problem, but no doubt they will when it is certain that the one-piece bodyshell is here to stay.

All along the pit lane and throughout the paddock in the highly inventive and mechanised world of Formula One there is interesting and intriguing equipment to look at and study. It would be very easy to miss a Grand Prix while ferreting about among the tools and equipment used by a Formula One team. — D.S.J.



The road test Golf GTi shows its superb wet-weather sure-footedness and balanced handling. A front spoiler, red grille surround, side stripes, wide alloy wheels and wheelarch extensions distinguish this potent little VW.

ROAD IMPRESSIONS

The VW Golf GTi 5-speed

Black Magic!

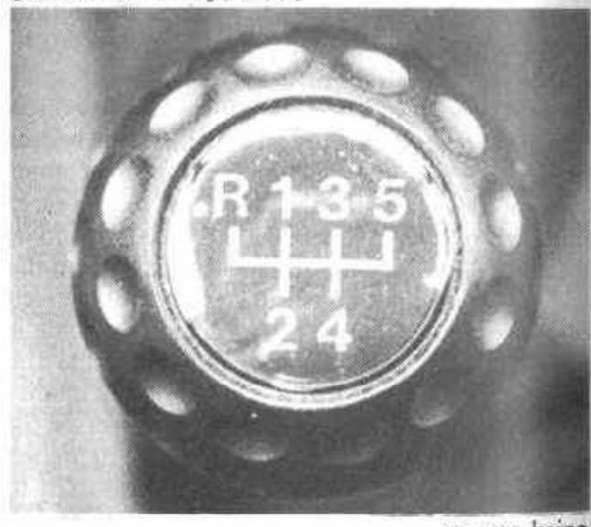
VOLKSWAGEN'S astonishing 110 b.h.p., 113 m.p.h. Golf GTi is already a cult car among Continental enthusiasts, to whom it has been generally available for something over three years. VW GB imported a steady trickle of left-hand drive GTis and the equivalent fuel-injection Sciroccos, enthusiastic impressions of which J.W., myself and W.B. published in MOTOR SPORT for March 1977, December 1977 and March 1978 respectively. We waited almost with bated breath for VW to market right-hand-drive versions in the UK and were rewarded at the end of last July. From the number of V-registered Golf GTis already scurrying around the roads of the London area, the success has been instantaneous, a British cult in the making.

Volkswagen GB's ever-helpful Tony Hill and Laura Warren were quick to follow up on my frequently conveyed enthusiasm for these captivating cars: a right-hand-drive Golf GTi arrived at Standard House on the day of the UK release, followed shortly afterwards by a Scirocco GLi. Both were tremendous fun, yet almost before the ink had dried in my notebook and before a word could be published, PR Manager Hill was eulogising to me at the BARC dinner dance about the new *five-speed* models. The four-speed version is no more, which is slightly unfortunate for those UK customers who bought them in those few months of availability.

Happily, this transmission change gave me another excuse to borrow a GTi, which whizzed me around Britain over the Christmas period. Rarely have I enjoyed a car so much. If the four-gear model was astonishing, this five-speeder is almost beyond belief. I'm not given to the attachment of sentimental pet names to cars, but this little black box attracted one instantly for the hue of its livery, the inspiring handling, performance, economy and the sheer magnetism of its character: Black Magic.

Why this excitement about an extra gear when most manufacturers, even the stubborn BMW at last, are adding overdrive fifth "cogs" and higher final drives to ease our energy consciences? The difference is that this new VW 'box is an all-indirect, close-ratio affair allied to a *lower* final drive ratio. The effect is to add even more zest to an already potent package of driving pleasure. Yet this does not cock a snook at the energy crisis. Overall gearing in fifth is actually slightly higher than top in the four-speed car, while VW claim that the new gearbox "provides for more efficient use of the engine output, thus giving the opportunity for more economical driving without loss of performance". Be that as it may, the fact is that the 1,588 c.c. (79.5 mm. × 80 mm.), SOHC, four-cylinder, water-cooled, transversely mounted engine is quite extraordinarily frugal for the punch it delivers and gives the lie to the idea that performance motoring must mean thirsty motoring. Its 9.5:1 compression ratio prefers four-star fuel. I don't have the DOE fuel consumption figures for the five-speed car, but those for the four-speed model make the point: constant 56 m.p.h. 41.5 m.p.g.; constant 75 m.p.h. 32.5 m.p.g.; urban 23.0 m.p.g. Its DIN consumption is quoted as 35.2 m.p.g. In fact this most powerful VW ever put into production is claimed in the DOE figures to give exactly the same consumption at 56 m.p.h. as the 70 b.h.p. Golf LS/GLS and is 3.4 m.p.g. more economical than these lesser models at a constant 75 m.p.h. Most owners of the five-speed GTi could expect to average 30 m.p.g. or more. In motoring which included a mixture of heavy London traffic and, shall I say, "using the performance to the full" outside town, the *worst* I recorded was 25.4 m.p.g. The tank holds 9.9 gall. and I can't remember when I last went so far so fast with so much fun and had to fill up so infrequently. And this in a little three-door hatchback saloon which will cruise happily down the *autobahn*, four-up, at three figure speeds and accelerate from rest to 60 m.p.h. in 8.8 sec. How the small front-wheel-drive car has grown up since Issigonis set the trend back in 1959!

Splendid though the four-speed car was, it did show a little bit of a performance sag between upwards shifts. Now that so smooth and extraordinarily efficient engine simply sings through the gears in one of the happiest engine/gearbox combinations on the market. The table shows the changes in detail. There is a perfect gear for every occasion, selection encouraged just for the joy of it by a delightfully light and precise gearchange in a close-knit gate. The traditional Golf ball lever now has a gear pattern in its top, thus,



reverse being selected by pushing the knob down and moving it over and up to the left. Some of the gearbox innards are shared with the 1980 model Porsche 924 5-speed transaxle.

No two ways about it, the 15¾ cwt. GTi is a very rapid machine indeed if that central lever is stirred, but one of the beauties of this VW's extraordinarily efficient engine is the low-speed and mid-range performance available without resorting to down-changing. Although the torque curve peaks on 101 ft. lbs. at a high 5,000 r.p.m., the curve is almost flat (93 ft. lbs. to 96 ft lbs) between 3,000 and 4,200 r.p.m., which ensures tremendous punch in mid-speed range fourth and fifth gear overtaking manoeuvres. In fact the little dynamo under the bonnet pulls lustily from 1,500



The interior is a trifle spartan but the VW-made, Recaro-type seats are exceptional for grip and comfort.

r.p.m. to the 6,900 r.p.m. rev.-limiter. Peak power of 110 b.h.p. is produced at 6,100 r.p.m. In terms of crispness, smoothness, responsiveness and sheer mechanical enthusiasm at the touch of the throttle, there is no other small engine in the world in the same ball park. It has the closest characteristics in miniature to the flat-six, air-cooled, Porsche 911 engine of any small engine I know. The character-full 1.5 Alfasud engine comes close, but lacks the power of this exhilarating VW engine. On the subject of that classic Porsche engine, it occurs to me that my current choice of an Ideal Pair, recalling the series we ran in MOTOR SPORT a few years ago, would be a Golf GTi and a 911 SC Sport Targa.

Part of the GTi's considerable charm is its smooth, unruffled behaviour at the bottom end of the performance scale. It is extremely tractable and flexible, happily pulling down to 1,500 r.p.m. in the higher gears and totally at home in heavy city traffic. It is one of the few performance cars I have had in recent times which has not coughed on a plug or two when first extended at the bottom end of the M1 after a day in London traffic jams. The instant responsiveness in first, second and third gears combined with the compact size and excellent handling must make the GTi just about the fastest town car on the market. Yet it is so smooth, quiet and well-mannered in these conditions that it virtually adopts the guise of a mini limousine, as the Rallies Editor and I found when *Motoring News*' new Editor Mike Greasley chauffeured us back to the office in the back seat of the road test GTi from Ford's annual Motorsport Press Conference. Neither of us had travelled in the back seat of a Golf before and we were pleasantly surprised at the amount of head and knee room available.

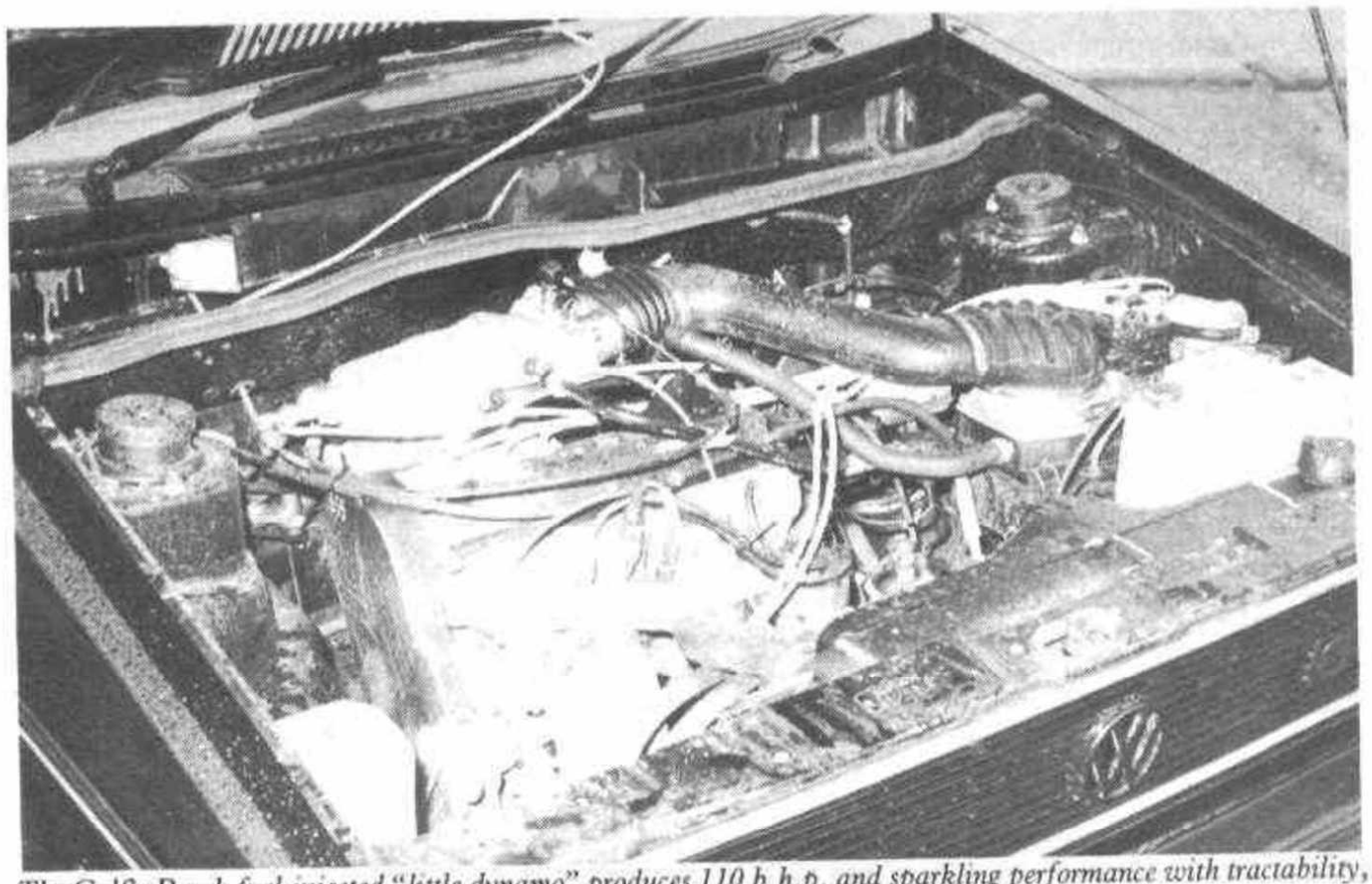
VW Golf GTi and Scirocco GLi Gear Ratios

	4-speed		5-speed	
1st	3.45:1	(5.14)	3.45:1	(4.89)
2nd	1.94:1	(9.14)	2.12:1	(7.96)
3rd	1.29:1	(13.75)	1.44:1	(11.71)
4th	0.969:1	(18.3)	1.13:1	(14.93)
5th		—	0.912:1	(18.50)
Reverse	3.45:1	(5.59)	3.17:1	(5.32)
Final drive	3.7:1		3.89:1	

NB. Figures in brackets = m.p.h./1,000 r.p.m. Maximum r.p.m. = 6,900. 1.5-litre petrol and diesel versions of the Golf and Jetta (the new saloon version of the Golf) are to be made available with a 5-speed economy gearbox, sharing the gear ratios of the 4-speed GTi/GLi with the addition of a 0.759:1 (22.22 m.p.h./1,000 r.p.m.) overdrive fifth gear, run in conjunction with a 3.89:1 final drive.

The Bosch K-Jetronic fuel-injection automatically compensates for starting temperature, so the engine always kicks into life instantly, even after a freezing night in the open. Even in such Ice Age conditions the road test car could be driven off without protestation, the engine contentedly crisp, revs. contained only out of regard for the treacle gradually thinning in the sump. The Bosch system looks after tick-over too, so the engine idles reliably without recourse to manual enrichment when cold and eventually settles down to a burbling 850 r.p.m. A little bit of shake can be felt from the engine as this high-output engine is blipped at low revs. The eager throttle response and well-sprung clutch — fairly heavy by most small car standards, but not exceptionally so — need good co-ordination to avoid too violent a take-off, but this is easily mastered.

Superlatives cannot be restricted to the engine. There is a feeling of tautness to the whole car, from the suspension and bodywork to the



The Golf's Bosch fuel-injected "little dynamo" produces 110 b.h.p. and sparkling performance with tractability, smoothness and economy.

Porsche-type steering column switchgear, an impression of engineering integrity and "built to last". Which indeed it is, for since March last year all new VWs and Audis have been sold with a six-year anti-rust warranty covering *all* body panels, not just the floor pan as with Porsche's six year warranty. The Golf's doors shut with a clunk, if you can overcome the air pressure in the well-sealed interior without opening a window, a legendary feature of the old Beetle which has survived VW's radical change in design.

A good engine is worth nothing without compatible chassis behaviour and in that region the Golf is again superb — if you like front-wheel-drive, and if you don't, the GTi might soon convince you otherwise. Compared with the standard Golf the GTi boasts lower and stiffer suspension, front and rear anti-roll bars and a wider track with 5½" wide wheels and fatter, 175/70 HR 13 tyres, Uniroyal Rallye on the test car. The latter are shrouded by matt-black wheel-spats — not too boy-racerish — and the car looks squatter and more potent. Early four-speed right-hand drive GTis had steel wheels as standard issue. The familiar, spoked alloy wheels are now standard equipment.

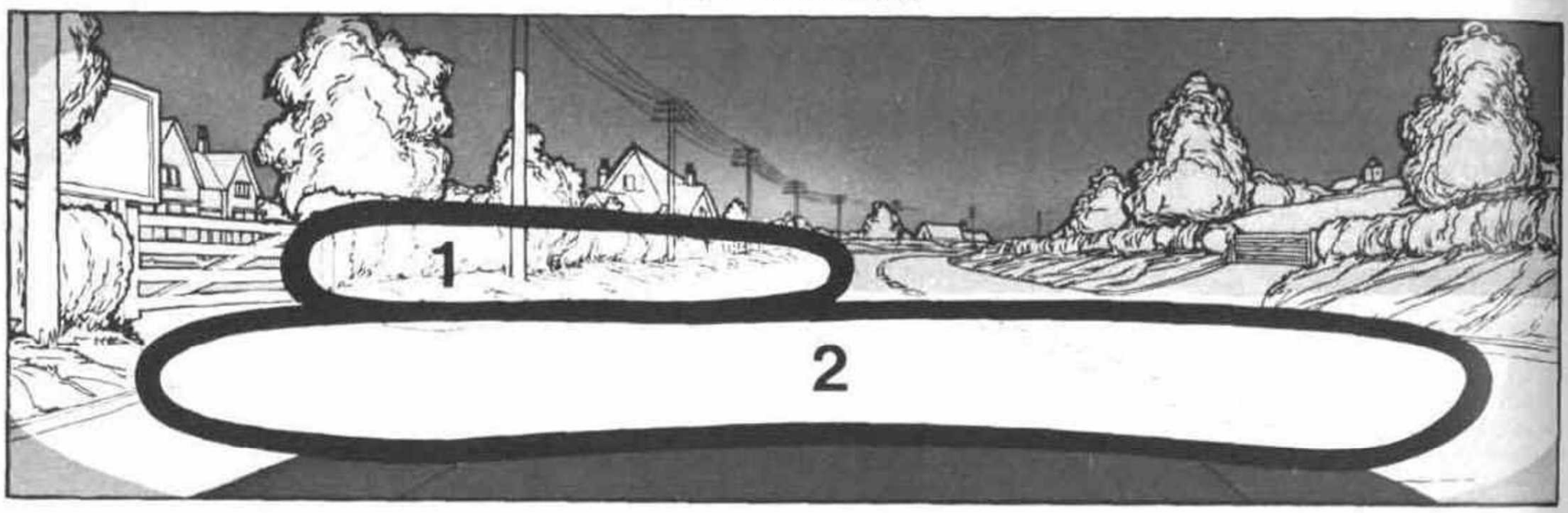
This little flyer can be thrown around with astonishing abandon, the steering so smooth and positive that most of the time there is no feel of *traction avant*. It can be cornered at amazing speeds with very little understeer and in slippery conditions there can even be the occasional demand for a touch of opposite lock if the car is thrown into a corner. With so much power there can inevitably be some darting and scrabbling if full power is applied out of a tighter corner, but playing with the wheel as the little car shoots off at enormous velocity into the next straight becomes all part of the fun. Roll stiffness is good and what roll is transmitted to the occupants is contained by the so-comfortable and supportive Recaro-type bucket seats. One of the most impressive virtues is incredible stability at high speed in heavy rain. Ventilated front discs and rear drum brakes are ideally tuned to this high speed mode of travel,

Continued on page 331

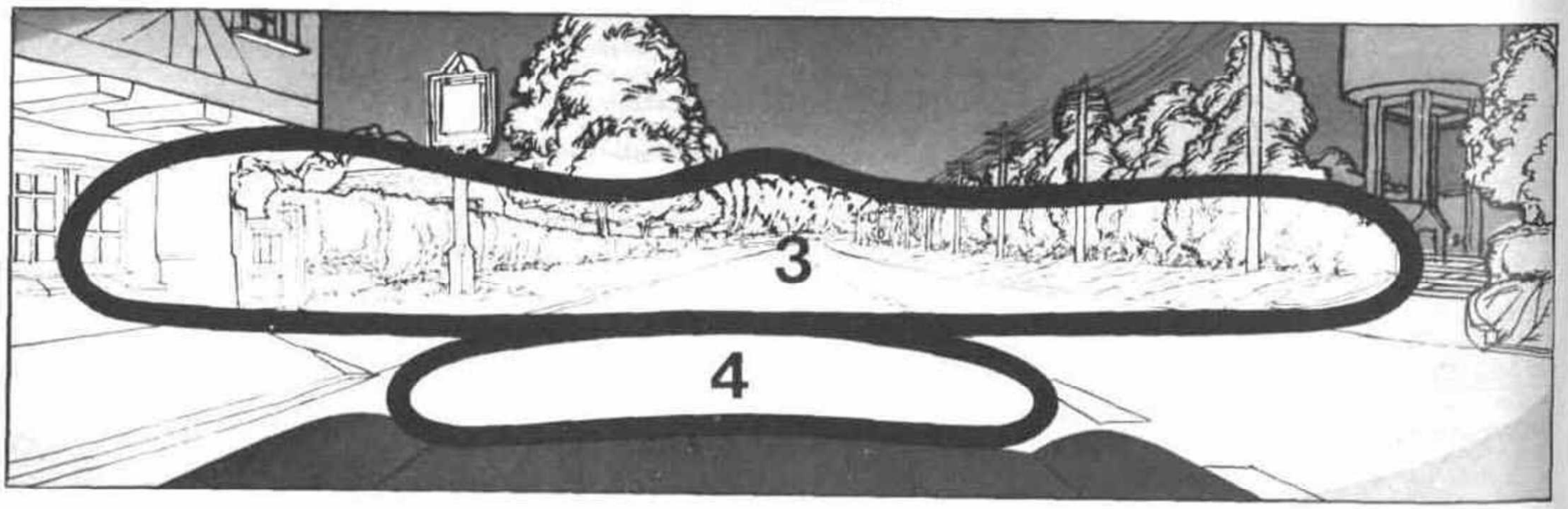


That wet weather grip again, so tenacious that the inside rear wheel is actually clear of the "deck", yet the car isn't sliding.

DIPPED BEAM



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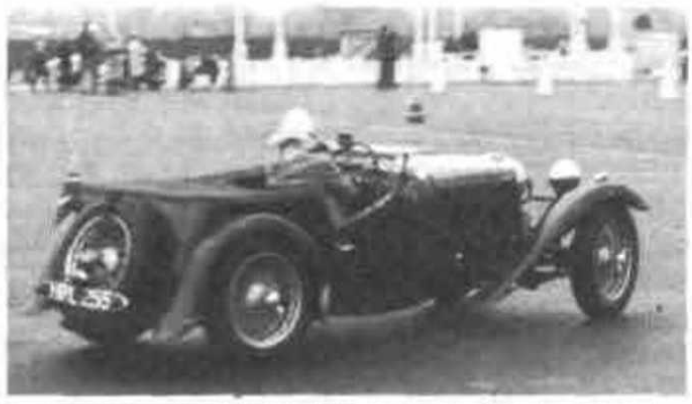
DESIGN CENTRE LONDON

The Wipac Group, Buckingham, England.

The VSCC goes to Thorpe Park

THE DISASTROUS fire at the British Aerospace ngar at Brooklands last January having made it perative to find another site for the February SCC Driving Tests, these were transferred to e spacious car-parks of Thorpe Park, at near-by hertsey. Tony Jones had had this in mind for me time, as a possible alternative to rooklands, and the owners proved most -operative over the last-minute change of nue. Personally, I think it was believed that the ade female-statuary at the Park might be an tidote to the loss of the bankings of old rooklands . . . The fact remains that, on this wet inter Sunday, that is where a big entry of e-war cars gyrated round markers and erformed other un-roadly evolutions against the op-watch, and to where no doubt many embers will return for a future visit. The place ntains many replica (D.S.J. would say fake) WI aeroplanes, etc.

The competing cars on February 3rd were ostly familiar to regular attenders at VSCC vents. Some came on trailers, from a somewhat on-original-looking Ulster Austin to the hrelfall vee-twin BSA. There was a good lection of Chummy Austins, including Neill ruce's original 1930 specimen, which had its ood up and all its side-curtains erect, Patrick arsh's example that scorned weather protection id lifted its inner back wheels as he coaxed it uickly round the turns, Cooper's Chummy that ad its sidescreens up in typical disarray, and the racing" Chummy shared by its owner Adnams



Mrs. Binns' HRG tackling tests at Thorpe Park.

and Ian Taylor.

Lake's 1934/5 N-type MG Magnette was all-alloy, mudguards as well as body, a ploy shared by the earlier Frazer Nashes. The latter make was out in such force as to have a class to itself, the aftermath of the unveiling of the "Archie" Frazer-Nash commemorative plaque in Kingston-on-Thames the day before, a ceremony that culminated, I gather, in some memorable parties. However, the hang-overs had dispersed sufficiently for the more ambitious members of the "Chain Gang" to do some spectacular hand-brake turns during the tests, in spite of the Thorpe Park tarmac being too adhesive for the full exploitation of such driving skill. Those who pulled it off included Pugh in his 1928 Super Sports Frazer Nash, although he lost time by not having the first-speed dog in engagement when the flag fell at the start of Test One, Still, who got his 1937 TT Replica (not *that* sort of replica, I hasten to add) sliding splendidly, and Hopkins, who did likewise, on a very good run indeed, in his 1935 TT Replica. In contrast, Joseland had to reverse at one of the hazards in his 1926 Fast Tourer Frazer Nash, from the radiator overflow pipe of which warm water-vapour was beginning to issue, but the aroma of burnt castor-oil from Tony Jones' "Patience" was enjoyed, and this 'Nash seemed to lean its front wheels over under stress as if its one-time independent front suspension had never been removed . . . Newton was neatness personified in his 1932 Frazer Nash Exeter, but Stirling in the 1933 Nurburg Frazer Nash suffered from a restricted steering lock in Test One, which caused a diversion from the required route of swervery. David Thirlby also got lost, driving his 1927 Boulogne Frazer Nash, as we realised when he flung both arms aloft and later raised his hat!

Robbie Hewitt, driving bare-footed in her handsome 1928 Amilcar CGSS, likewise got lost and gave up when she couldn't see through a wet windscreen and the engine was boiling. A Riley Special was laying a smoke-screen from its external exhaust, Rouse was doing the tests in dignity from within his smart 1933 Alvis Speed-20 saloon, but Howell seemed to have vision-problems from inside the vast expanse of his 1924 Fiat Tipo-519 saloon, not helped by its big turning-circle. We noticed a big AA badge on Hamilton-Gould's 1920 Type-A Citroën tourer, and a child's seat in the back of Hare's 1925 Frazer Nash Fast Tourer which suggests that someone is being properly brought up! There were two Edwardian runners, Collings' big 25/35 h.p. Zust tourer and Barry Clarke's little Singer Ten that needed a push-start and later some oil. When it came to too little steering lock for even the generous area of the Test One tarmac, Dowell had to reverse twice in his 1928 Sunbeam Long-25, and Batho in an Ulster Austin 7 took it slowly. The front-wheel angles of Cox's noisy FWD Alvis had to be seen to be believed, Twyman's 1928 4½-litre Bentley understeered noticeably, and a truly spectacular run was performed by Stanley Mann's very quick 1925 3-litre Bentley, including an excursion onto the grass. Binns went well in his HRG, a 1939 "1100", but just couldn't make the back wheels really breakaway, as did Dr. Andrews in his 1930 Riley Nine tourer. There were also three 1932 Riley Gamecocks entered, and Costigan and his wife drove an original-looking Ulster Austin 7 with appropriate Brooklands exhaust-system. King's Talbot 105 was another that needed too much space when turning, Edwards was as fast as expected in the well-known 1935 Ulster Aston Martin, Bateman drove neatly in his J2 MG, and Baughan was informed of his times by his young son, as his 1935 NA MG Magnette completed its runs. Green's ND MG spun its wheels, Taylor, kangaroo-ing off in Adnams' Chummy Austin, was very exciting, and was yanking on the hand-brake for the "astride-line" stop, Creed-Miles' HE was wearing its radiator muff, as was Marsh's Chummy Austin, Elder's 1926 TE Alvis 12/50 was admired, its hood erect, and it was interesting to see Mazzotti's 1923 Type DS 16/50 h.p. side-valve Benz in action, even if it did have to reverse twice in Test-One. — W.B.

First Class Awards:
C. P. Marsh (1925 Austin Seven) P. J. E. Binns (1939 HRG) I. Mackay (1933 MG) N. H. S. Lees (1938 Riley) D. J. Ellison (1938 Riley) B. M. Clarke (1913 Singer) P. W. Still (1937 Frazer Nash)

Second Class Awards:
R. M. J. Andrews (1930 Riley) R. Bateman (1933 MG) R. Adnams (1929 Austin) A. Geggus (1928 Amilcar) C. Hamilton Gould (1920 Citroën) G. M. Hare (1925 Frazer Nash)

Third Class Awards:
D. J. P. Edwards (1935 Aston Martin) R. C. Smith (1933 MG) I. Taylor (1929 Austin) S. R. Costigan (1930 Austin) M. W. Vincent (1924 Austin) R. A. Collings (1913 Zust) T. J. Tarring (1927 Frazer Nash) R. Stretton (1927 Frazer Nash)

Best performance overall: P. W. Still.

OLF GTi—
ntinued from page 329

ose on the test car being much better in feel and dal travel than those of the earlier GTis I had ed; I suspect the master-cylinder, wheel linder or caliper piston sizes may have been anged. The happy combination of balanced aking, handling, roadholding and acceleration okes supreme confidence in the driver. I don't ink I've felt quite so at one with a road-going loon car since my modified Mini-Cooper S of ars ago. The main difference is that the GTi is smooth, comfortable and sophisticated, the le taut but good, the suspension and tyres quiet operation, the engine also subdued until revved wards the top of the scale. There is a fair bit of nd noise at high speed, but the GTi remains ry livable with as a high speed motorway uiser. At the legal limit it is quieter than many uch bigger and more expensive cars.

There is nothing special about the interior, art from those clinging front seats. Indeed the ia layout is a bit spartan, though the seats are th trimmed (this picks up fluff and fur too sily) and the carpet of decent quality. Tartan serts in the seats brighten up an otherwise all ack interior. The tachometer contains a water mperature gauge, with red warning light, and el gauge and an oil temperature gauge and VDo artz clock are lost somewhere down in the ntre console. The Hella halogen headlights uld do with more candlepower and the blue adlamp main beam light with less. The ick-rimmed rubber-covered steering wheel, th a Wolfsburg insignia buried in its welled rn push, needs some effort for parking, but the ering is otherwise modestly light. Clever design the right-hand steering column stalk allows it to uble for both front and rear wipers and washers; those at the rear can be operated whatever mode the front wipers are in, but I found it annoying that the rear wiper cannot be switched on permanently, as it needs to be at high speed in wet conditions. This fuel injection car shares the ordinary Golf's hatchback versatility — and those protruding bolt heads in the boot which contrived to damage my briefcase yet again.

Most of the foregoing comments apply equally to the Scirocco GLi, a sort of suaver version. The Golf is more fun, the Scirocco more stylish and marginally faster thanks to slightly lower weight and better air penetration, but more restricted in head and rear seat room. The Golf GTi costs £5,444, the Scirocco GLi £6,680, or £7,160 in its more luxurious Storm version.

Readers will have gathered that I am an ardent fan of the little flying Golf ball. Indeed, J.W. and I consider the GTi to be one of the best cars in the World in its own way and everyone in the office who drove the test car was enraptured. However, a discordant note was to arise when I arranged for D.S.J. to try another GTi, thinking that at last I could change his outspoken views on modern saloons, all summarily dismissed as "Euro s. . . boxes". It was not to be. "It's just another Euro s. . . box. Aren't they all like that?" said our Continental Correspondent after a few days. Yes, it was efficient, but it needed a bigger engine so that it didn't need so many gears, the gear positions were too close together, the brakes weren't all that confidence-inspiring and the Golf darted about too much out of corners. But he did like the multi-action windscreen wiper switch. Which just goes to prove that you can't please all of the people all of the time! At least he had the decency to admit that a *real* motor car wouldn't keep up with the GTi! — C.R.

RALLY REVIEW

The Monte-Carlo Rally

A COUPLE of years ago interest in the Monte-Carlo Rally was at a very low ebb, and if you took out the French there would have been few runners indeed. If you took out the Germans and the Italians as well, there would have been hardly anyone left at all. Even factory interest was low, and the winner was a privateer who decided to go it alone with his own backing, his own service arrangements and his own budget. He was an exceptionally good privateer of course, really a professional driver who for that particular rally could not get a contract to drive for a works team.

Two years have passed and the rally has picked up in two bounds. It is still run as it was throughout the 'seventies, but it seems that more factory teams are considering that the prestige which still attaches to the event is worth the cost of taking part, and that more drivers are interested in it as the first round of the World Rally Championship for Drivers which was created for the first time in 1979.

The factories represented, directly, by dealer consortiums or by private teams with potential winners in their ranks, were those of Fiat, Lancia, Opel, Volkswagen, Mercedes, Porsche, Toyota, Talbot and Ford. The degree of representation varied, of course, from Fiat with a full-scale factory team to Ford with one potentially winning car of factory specification, driven by a professional and backed by a Monaco publicity company with no official factory support at all.

Between, there were all manner of variations, such as Toyota Germany (not the European team run by Ove Andersson) with two cars, various Porsche Carreras privately backed and prepared and the 924 Turbo driven by Porsche man Jurgen Barth as something of a long term development exercise; he also drove one in the Safari Rally last Easter.

Opel brought two of its new Ascona 400s driven by Kullang and Kleint. It was the first outing for such cars and their reliability was a surprise for most people. Kullang finished fourth and Kleint eighth.

Last Easter Mercedes made a half-hearted and unsuccessful attempt to conceal the factory origins of their massive operation on the Safari Rally. In December their equally substantial foray to the Ivory Coast was right out in the open, but in Monte-Carlo the three-car team (280 SLCs this time, not 5-litre 450 SLCs) was back under the covers, disguised as an entry by Scuderia Kassel, a team operated by a Mercedes dealer in Germany. That dealership is wholly owned by Mercedes itself!

The big cars were not at all suited to the event, but Swedish driver Ingvar Carlsson got one into eleventh place. The idea was obviously to gain experience, for not even Mercedes would have expected to be in the running for a win, and it could be that in a year or two they will turn up at Monte-Carlo with something more agile.

Ari Vatanen was the only Ford driver with any chance of doing well, but just as it seemed that he was making a bid his Escort hit a pool of water on a bridge, crashed through the stone parapet and pirouetted vertically downwards to land on its boot on rocks in the river below. Neither Vatanen nor his co-driver was injured, but the car was a sorry mess.

Hannu Mikkola, another professional making a bid on his own with private backing, found his Porsche Carrera's handling vastly different to the Escort which he has been driving for some time, and took a while to get used to it. Being tail heavy it could not be swung sideways as much as an Escort without spinning around completely, but Mikkola gradually got the hang of the car, started making respectable stage times only to come to a premature stop with a broken drive shaft coupling.

People sometimes refer to the Monte as the rally of the tyres. They should really *always* refer to it as such, for we know of no other event in which the choice of tyre is so critical.

Special stages often begin on dry tarmac, climb above the snow line then descend to dry tarmac again. Between, there can be wet tarmac, sheet ice, black ice, packed snow, fresh snow, slush or even deep ruts worn into frozen snow or slush. These variations in surface conditions demand careful thought before selecting tyres which are going to be the best for the condition which is most encountered, yet not too bad for the various other conditions.

If a stage is predominantly snow-covered yet begins with a mile or two of dry tarmac, there is a very real danger that the vital studs which will provide grip on the snow will be damaged, dislodged or even ripped out if the car is driven too hard on the initial tarmac. It therefore pays sometimes not to be too harsh in the beginning so that studs will still remain to provide grip on the snow ahead.



Röhrl, shy victor.

It's all very well to say that everything depends on the correct choice of tyre/stud combinations for the conditions, but it is first necessary to determine what those conditions are, and that is where ice-note crews come in.

Every team with hopes of doing well must, in addition to having enough service vehicles to leap-frog around the route to cover every likely place and provide a selection of tyres for every one of their drivers before every stage, have a separate group of cars to be driven ahead of the rally to report back on conditions.

These cars are, or at least should be, crewed by former Monte-Carlo competitors who know the terrain, have experience of all the conditions likely to be encountered, and are familiar with the pace-note systems used by drivers in the team and how the various conditions should be added to them.

Armed with copies of each competitor's pace-notes they drive over each stage, marking in the notes by a system of underlining each place where they find snow, ice, water, etc. If an entire stage is covered by packed snow then the job is easy, but patches must be marked with absolute accuracy, even down to precisely locating the patch on the left or right, on the braking point for a corner, the apex, or the exit from it.

The ice-note crews travel over the stages as late as posssible so that their information is the most recent, but not so late as to run into the official road closure time, and always so that they have time to return to the stage start and mark all the notes ready for presentation to the competitors when they arrive. If there is time, they wait to discuss road conditions personally with the competitors, but if they must move on to the next stage they leave the completed notes with the team manager or senior mechanic on the spot.

From these notes drivers decide which tyres they will use, but it often happens of course that a sudden snowfall changes everything after the ice-note crews have been over a stage, and this possibility must also be taken into account.



Three works Mercedes 280 SLCs were run under the disguise of a private team, more as an exploratory exercise than a serious attempt to win. Adolf Ahrens, shown here, finished eighteenth.

Drivers use their own judgement in this respect, and often ask for outside temperatures to be taken by ice-note men as they drive through the stages.

This year, the Monte-Carlo Rally was one of the most difficult as far as tyre choice was concerned. Varying conditions were found on nearly all the stages, and the rapidly changing weather was such that much of the information supplied by ice-note crews became out-of-date in minutes, leaving competitors to ponder about how much snow would have fallen, or by how much the temperature had dropped.

Service points before Monte-Carlo special stages are invariably scenes of great activity, with piles of tyres laid out in readiness for the drivers to choose and mechanics hovering ready to fit the new wheels as quickly as possible. After one or two such wheel changes, the service cars usually make a rendezvous with a tyre truck so that they can off load their used stock and take on new ones. The tyre mechanics then have to replace the worn tyres on the wheels so that the same exchange can be done at the next rendezvous, and so on.

It is by no means easy work and the spare time is very little indeed. It is therefore of vital importance that tyre companies which provide such service on the Monte have adequate stocks, enough vehicles to transport them and enough staff to keep the replacement procedure up to date.

The three main companies servicing this year were Kleber, Michelin and Pirelli. Kleber had comparatively few runners, whilst Pirelli had quite a number and Michelin, as most of the entrants were French, the greatest number. Pirelli's resources were enough to handle the work



load, but Michelin, alas, overstretched themselves by having too many customers for the stock and manpower they had available.

There were scenes of frustration and annoyance when competitors' mechanics arrived to collect new stock from Michelin trucks only to find that they had not been fitted to wheels. Naturally time was short, and in many cases drivers had to depart for special stages with tyres which they considered were far too worn for optimum efficiency, or perhaps of the wrong type altogether.

Per Eklund, the Swedish driver who did amazingly well to get his Volkswagen Golf up to second place, only losing it again when a drive shaft broke, had to put up with the rather slow work of the inexperienced mechanics, and with having precious few tyres indeed. At service points he had to rummage through stocks on the roofs of service cars to find the best of all the worn ones, and if he found more than he needed he would throw them into the back of his Golf just in case there would be none available at his next meeting with another service car.

Eklund's tenacity was amazing, more in keeping with someone used to events like the Safari and the Morocco rallies than the Monte. He kept fighting through all manner of adversities, even keeping a few extra spare parts in his car, and in this respect he was fortunate. When his drive shaft broke, he was able to stop and replace it with one which he was carrying with him.

One cannot end without saying something of the character of Walter Röhrl, undoubtedly the finest rally driver to come out of Germany. In 1972, as an unknown privateer, he amazed everyone by taking his Capri to second place before retiring with a blown engine. He came to others' notice as well as our own, and after a while he was driving for the Opel team, later to move on to Fiat.

Quiet, reserved and withdrawn almost to the point of shyness, he hates fuss and publicity, and invariably during the rest stops at Monte-Carlo he would spend most of the time in his room. Indeed, when he saw that he was in a commanding position with a healthy lead over the second man, he began worrying about how he would cope with the publicity and ceremony of winning. In fact, this was probably his biggest concern throughout the event.

We have known him for some eight years and he has always been polite and friendly whenever we have seen him engaged in conversation, even with strangers, but he is a devout pessimist and invariably thinks about what is going wrong before he thinks about what is going right.

Röhrl's win on the Monte may convince him that he should have a determined crack at the world title in 1980, but a lot will depend on whether Fiat will agree to provide him with a car for the events which are not on their planned programme. The results of the next few events, in Sweden in February and Portugal in March will undoubtedly have a bearing on this. — G.P.

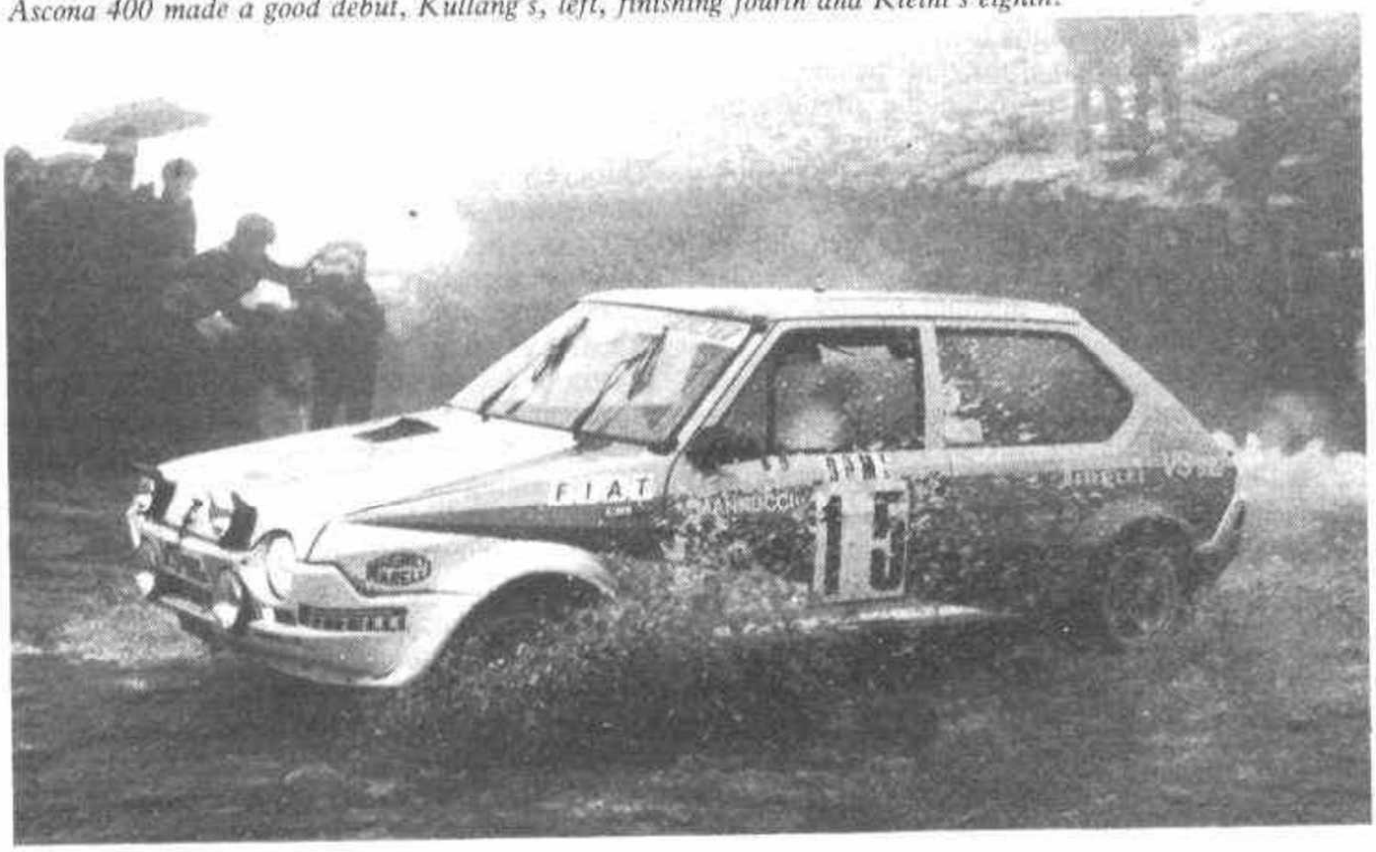
Results

1st: W. Röhrl/C. Geistdörfer, (Fiat 131 Abarth (4)) 8hr. 42 min. 20 sec.
2nd: B. Darniche/A. Mahé, (Lancia Stratos (4)) 8 hr. 52 min. 58 sec.
3rd: B. Waldegård/H. Thorselius, (Fiat 131 Abarth (4)) 8 hr. 53 min. 46 sec.
4th: A. Kullang/B. Berglund, (Opel Ascona (4)) 8 hr. 54 min. 24 sec.
5th: P. Eklund/H. Sylwan, (VW Golf GTI (2)) 8 hr. 56 min. 47 sec.
6th: A. Bettega/M. Mannucci, (Fiat Ritmo 75 (2)) 8 hr. 58 min. 43 sec.
7th: M. Mouton/A. Arril, (Fiat 131 Abarth (4)) 9 hr. 06 min. 13 sec.
8th: J. Kleint/G. Wanger, (Opel Ascona (4)) 9 hr. 07 min. 50 sec.
9th: A. Coppier/J. Laloz, (Porsche Carrera (3)) 9 hr. 12 min. 00 sec.
10th: S. Servia/A. Brustenga, (Ford Fiesta (2)) 9 hr. 12 min. 00 sec.

236 starters, 126 finishers (of whom 88 completed the whole distance).



Fiat had two very different models in the top ten. Waldegard, above, took third place in a RWD Fiat 131 Abarth identical to Röhrl's winning car, while Bettega's little FWD Ritmo gained sixth place. Opel's new Ascona 400 made a good debut, Kullang's, left, finishing fourth and Kleint's eighth.



BOOK REVIEWS

"Grand Prix Racing — 1906-1914" by T.A.S.O. Mathieson. 300pp, 11¼" × 10" *(F.F. Publishing Ltd., 64, West Smithfield, London, EC1 9EE. £25.00)*

HERE IS some extremely good news for serious motoring historians and book collectors. That great pictorial study of the French Grand Prix, the most important race of the day from 1906 to 1908 and after a break when *voiturette* contests took over, from 1912 until the dramatic 1,2,3 triumph for Mercedes on the eve of World War One in 1914, the book compiled by TASO Mathieson and published in the summer of 1965, but long out of print, is now available again, as above, the price including packing and postage.

This is no mere "browsing book" of nice pictures (some 320 of them), although much pleasure can be gained from that usage. It is a very complete record of the greatest of the pre-1915 road races, with entry-lists, order-of-starting, tabulated technical details of all the competing cars, and the results of each of these seven quite-epic contests. And when I say "results" I mean full lists of all the cars in each race, with their lap-times and cumulative race-times, the sort of data only available in more recent time for other races, but from which so much can be deduced by those eager to delve deeply into the outcome. Then, to link all this together, TASO Mathieson, himself a racing driving and an enthusiastic historian, has written his own account of each GP race, after studying many contemporary reports and sifting fact from hearsay and exaggeration. Thus not only has TASO eliminated the fables and those stories of doubtful validity that have long surrounded such reports, but from his unique collection of motor-racing photographs he has produced perhaps the best illustrated book ever to depict so graphically the "Heroic Age" of motor racing.

This great and important book was written in Sintra, with the help of TASO's wife Sonia. It must contain a picture of every starter in all those early French Grands Prix. From these not only details of the cars and drivers, but the whole background of these races, now so far distant, can be absorbed and appreciated. Thus the dress of the competitors, and of the spectators, many ladies among them, from 1906 to 1914, are of note, and, more interesting to motoring followers, there are the evolution of the replenishment-pits, the advertising banners round the circuits, the temporary bridges and paling fencing erected to keep spectators off the road, the signalling devices, the elaborate scoreboards, and the background of typical Edwardian French villages and countryside that set the Grand Prix scene. But above all it is the splendid pictures of the ancient racing giants in action that are so captivating. TASO has used double-page spreads of the race winners, so that we have Szisz and the invincible 1906 Renault, Felice Nazzaro and the great 1907 Fiat, Christian Lautenschlager and the giant 1908 Mercedes (the first shock to France, then the leading motor-car manufacturing country of the World), the immortal Georges Boillot and the equally-immortal 1912 twin-cam sixteen-valve Peugeot, the same car and driver combination that won in 1913, and finally the diabolically-efficient 4½-litre single-overhead-camshaft Mercedes that took Lautenschlager to victory on July 4th, 1914, all these in magnificent photographic "stills" each measuring an impressive 22½" × 10".

My advice to those who revel in this kind of thing is to procure a copy of "Grand Prix Racing — 1906-1914" without delay, because supplies are limited and its like will probably never be seen again. Let me emphasise that this is the original 1965 edition, not a reprint. Already its value has increased in price from the £6.6s charged then, to £25. . . .

Not only is this very complete coverage of some of the greatest of the now-historic motor races of all time but there is a map of each of the circuits used, very long circuits by today's standards. It occurs to me that anyone going on holiday in the proximity of Le Mans, Dieppe, Amiens or Lyons and who wants to drive round these old race courses should take a copy of TASO's book with them — its price would represent but a small part of such a vacation and it would then enable any race "landmarks" from the past to be recognised, etc. (In fairness to Kent Karslake, it must be said that he described such circuits in his book about these very races, published sixteen years before Mathieson produced his epic; but at that time only very poor photographic support was available, the antithesis of the book we are now reviewing.)

I can only say I am captivated with this book, so that I find it stimulating news that it can now be obtained again, by mail-order only, from the address listed above. If there is a small area of disappointment it is that TASO mis-spells the Christian name of Laurence Pomeroy, who wrote so significantly about the design and construction of the pre-WW1 Grand Prix cars, and that he dismisses our Continental Correspondent as "Jenkins". And there are other spelling errors. But this big book is such an invaluable contribution to early motor racing history, and one from which many interesting deductions could probably be worked out (such as which of the 1914 Mercedes was which in subsequent years — the many and clear photographs amassed by TASO show up detail differences in these and other competing cars — and how narrowly some races in the series were lost) that I can forgive careless proof-reading. It is, indeed, altogether an amazing work, which all libraries of any consequence should possess. What a pity only two books, both poor reflections of this one, exist to take the story on to the post-WWI French Grands Prix!—W.B.

"Historic Racing Cars in Australia" by John B. Blanden. 288pp. 10¾ × 8¼. *(Museum Publishing Company, 26 Thorngate Drive, Belair, South Australia 5052, Australia.* £8.25 surface mail, or £9 Airmail.)

This very interesting soft covered book is a catalogue of all the known historic racing and sports cars in Australia for as far back as anyone can remember. It solves a lot of queries as to what happened to certain cars, known to have been last heard of in Australia. The author owns an Aston Martin DB3S, a Cooper-Climax and a C-type Jaguar and is clearly well versed in Australian vintage and historic matters. It deals with some 230 interesting cars with at least two photographs of each car. and sometimes more, while each car has all its known history documented, even to buying and selling prices over the years and references to specific articles that have appeared on the car in question.

The author makes no claim to infallability and includes a fly-leaf requesting readers to advise him of any errors and omissions. This reviewer has put him right on a few details concerning Alfa Romeo, Alta and Maserati, and the publishers are prepared to put buyers of the book on a mailing list, for updating notes and additions.

If you like racing cars and their histories you will find this a good buy, while "the trade and the restorers" will find it invaluable. Anyone contemplating making an historic racing car should get a copy of this book, if only to verify which Bugatti, or which Cooper they should *not* produce. There have been ten Type 37 or 37A Bugattis in Australia and most of the Cooper-Climax production seems to be "down-under". There are some rare things too, like two Lombards, a 1923 Miller and a 1922 Sunbeam GP car. — D.S.J.

"Automobile Year No. 27 — 1979-80". Edited by Douglas Armstrong. 264 pp. 12½" × 9½" *(Patrick Stephens Ltd., Bar Hill, Cambridge, CB3 8EL. £17.50).*

Once again comes this annual treat from Edita of Lausanne, that magnificently-produced, Rolls-Royce of annuals about the current automotive scene and last year's competition season. It has been going since 1953, this de-luxe reference work, and it is said that No. 2 sold the other day for £1,000. In the opinion of the British distributors the latest "Automobile Year" is "unquestionably the best yet".

It is the high-quality illustrations that do so much for this classic annual. This time there are 33% more colour plates than previously, making a total of 131, backed up by 329 very good black and white illustrations, and 16 circuit maps. This big book is casebound and the articles in the current edition include Duggie Armstrong's welcome review, with full results, of the 1979 FI season, together with all the expected tabulated results of other races, rallies, and Championships. Then Amy Guichard, the Editorial Director, has a Foreword praising modern German motor cars, to lead in to articles on American and Japanese cars, which include a survey of 1945-1980 US models. Styling is covered by Dali (an odd piece, this), new models and recent developments by Farenc, and Mike McCarthy looks at electronics as they will affect the future of the Motor Industry.

So it is all there, with those splendid illustrations and high-class advertising that rounds off the prestige aspect of "Automobile Year". The car makers who support it this time number Mercedes-Benz, Renault, Fiat, Jaguar-Rover-Triumph, Maserari and Lancia.

The section I could so well do without is that by Tim Chivers about those Replicars of former great automobiles, which he finds nostalgic. Most of them look rather silly to anyone who remembers and appreciates the cars of which these are supposed to be copies, and are mostly an easy (if you are wealthy) way of attracting attention and wooing some of the fun of vintage motoring while carefully avoiding the hardships and difficulties associated with it, and the coping with which is all part of it, to genuine enthusiasts. I have seen ill-informed onlookers drool over a Sbarro Royale



"Most of them look rather silly to anyone who remembers and appreciates the cars of which these are supposed to be copies" W.B. commenting on the "Replicars" section of "Automobile Year".

Cars in Books

THOSE who have been reminded of the days when the far-flung British Empire was linked by Imperial Airways' flying-boats, from brief but nostalgic shots of these boats in the BBC documentary "Diamonds In The Sky", may be interested to know that when the author M. E. Bates wanted to go to Tahiti after the Second World War, he went by flying-boat, but by then operated by the BOAC, to Fiji, Calcutta and on to Samoa, to a perilous 25 m.p.h. cross-wind landing. This comes in "The World in Ripeness" (Michael Joseph, 1972).

From "The Mimosa and the Mango — A Memoir of Childhood", by The Duchess of St. Albans (W. H. Allen, 1974) one comes on the rather surprising statement that the old nanny the Duchess had as a child, because of that good woman's addiction to newspapers, was "very well-informed, particularly in the worlds of science, politics, aviation and motor-racing". That would have been not long after the end of the First World War. No consequences follow, alas. But there is the interesting information that the Duchess' father opened a book-shop on the Place du Grand Jardin at Vence in the South of France, from which he seems never to have had the heart to allow a single book to depart, and he also started a 'bus-service between Vence and Nice, because the normal service, *Le Petit Train*, ran only on alternate days between Nice and Marseilles, stopping at every village as well as at Vence on the way, which was inconvenient. The 'buses used for this local service were Renaults. "He bought half a dozen of these monsters from Messrs. Renault et Cie and put them into service. The *chauffeurs* were picked off the tables at the Café de la Regence, and press-ganged into the job." The venture is described as "enormous fun", even though the mountainous descent to Nice, on what was then little more than a track, with drops over the side, could be alarming. The 'bus would stop anywhere to pick up or drop people off, and would apparently even make detours into the side streets of Nice if anyone required it to do so. The return run started from outside the Café de L'Univers and the uphill journey would cause the engine to splutter and groan. There is a picture of one of these 'buses outside the hobby bookshop, that was called the "Librairie Ligurienne" and which I believe still exists. The Renault looks like either a pre-1914 or a very early post-war type, a single-decker with the short coal-scuttle bonnet ahead of the wider, exposed radiator, disc wheels, and racks on the roof for luggage. The Duchess' father never used his own 'buses — he went by taxi. . . . In this book there is also a picture of an old Fiat tourer, very vintage but as it appears to have front-wheel-brakes, perhaps a *circa* 1924 Type 501. It was used by the family when they were in Malaya. It was apparently commendably reliable, only once breaking-down in the jungle, when, on a visit to Bukit Frazer, a front wheel came off and they had no spare. Fortunately the wheel did not go over the precipice and a leper driving a lorry stopped and helped them put it back on, presumably having a jack and wheelbrace which their chauffeur, Sandenam, had not remembered to carry. This aged Fiat would be used for long runs, such as to Jeram from Assam Java and back, in the cool of the evening for bathing parties, although its top speed is quoted as only 35 m.p.h. It would make monthly visits to Kuala Lumpur, the Duchess, as a child being crammed into the front seat with the dogs and suffering from car sickness all the way.

Then, in fiction, there is the aged 1925 Clyno with a dud battery that a girl in Winifred Holtby's "Poor Caroline" (Jonathan Cape, 1931) bought for £35 from a dealer in the Edgware Road (her father having driven a Clyno in South Africa) and in this period novel there is a clergyman whose father owned an Austin and who himself had a "tumble-down Singer for some years" and, of course, mention of the inevitable Rolls-Royce appears. — W.B.

* * *

Motoring items from that rather sordid "Forget Not—the Autobiography of Margaret, Duchess of Argyll" (W. H. Allen, 1975) include mention of her family's inevitable Rolls-Royce being sent to Eton from their country house, Queen's Hill at Ascot, to fetch boys for tennis parties and dances in the late 1920s, the boys having to lie on the floor until they had got beyond Windsor as Ascot was out-of-bounds to Etonians, and driving down from London with Georgiana Curzon, Earl Howe's daughter. It also refers to Aly Khan dying in a crash in his Lancia. Before she became a Duchess the authoress knew Woolf Barnato but was not allowed to stay for his week-end parties but was introduced by him to Lt./Comdr. George Pearson Glen Kidston, of Blackburne House in Cusross Street, and who had a large estate in Scotland (And also in Wales—Ed.). Incidentally, Barnato is described as the millionaire who hunted with the Whaddon, played golf at Sunningdale, "and raced his (foreign) cars at Brooklands", so here is another book referring to the Track, but presumably in the days of Barnato's Locomobile and Hispano-Suiza, before he raced Bentleys.

Margaret so nearly married Kidston, whose love letters she publishes; he gave her his Rolls-Royce to "use as your own" and in it she used to drive to Hanworth aerodrome to see him fly. After his fatal flying accident she got to know Max Aitken. There is no mention of his car racing but "His car caught fire outside Storoway House and three huge fire-engines raced up St. James's Street to put out the flames that leaped three feet high". Not one of his Brooklands' cars, one hopes? Some time later the future Duchess was on holiday with Charles Sweeny, again in the inevitable Rolls-Royce and the rough roads of Yugoslavia in 1937 ". . . all but ruined the car!" Other motoring personalities are mentioned apart from those named already, like the Chrysler heiress Thelma Foy, when, after the Duchess was in Adelaide staying with the Governor and the official car was "a large Rolls-Royce with flag flying". When the Duchess's son Brian was involved in an accident in New York in 1963 it is revealed that when a lorry bumped the traffic-lights in Park Avenue his life was saved because the car was a Porsche with a hard-top.

* * *

Some interesting correspondence has been received about the "Cars in Books" column. For

Continued on page 338

at a gathering where there were genuine Grand Prix Bugattis to admire, which merely emphasises my point. And have you ever followed a Barchetta with hood up? (I sense that Chivers isn't quite sure of himself, in spite of saying he would very much like a Sbarro BMW and calling the Panther J72 "another splendid motor".) If it's wind-in-the-hair you want, what's wrong with a Morgan or a Caterham Seven? But this needn't stop you from buying this superb annual! — W.B.

* * *

Those who are unacquainted with recent developments in the commercial-vehicle field will find much of interest to them in Warne's Transport Library book "Trucks of the Sixties and Seventies" compiled by Nick Baldwin. It covers the World's mainly heavier trucks, and is usefully informative about the significant technical and styling changes of those last two decades. The illustrations are clear and the text easy to read and there are some surprises in store for those who have become behind in following engineering and model developments in the Truck Industry. The book measures 7½" × 9½", contains 176 carefully-chosen pictures, and sells for £5.95 from Frederick Warne Ltd., 40, Bedford Square, London, WC1B 3HE.—W.B.

* * *

Those who find it hard to distinguish one American automobile from the next, will find "American Grilles" by authors Fratolillo and Salmieri, who spent two years photographing the fronts of American cars of the 1930s, through the 1940s, into the 1950s, of considerable help. They have selected 101 of their pictures, which are reproduced on fine glossy art-paper, to a page size of 8½" × 10½", one picture to a page, in this soft-cover book. They decided on this 1930-50 period because they say car-design (they mean styling) changed radically in 1934, with the Chrysler Airflow, and that grilles were then changed annually thereafter, until conformity returned at the close of the 1950s. American car-buffs should love this lavish presentation of fascinating trivia. The book is published by Harcourt Brace Jovanovich Ltd., 24-28, Oval Road, London, NW1 7DX, and it costs £4.95, with a hardback edition at £8.40. — W.B.

* * *

Useful and interesting in a different way are three "Aircraft Museums Directories", distributed by Battle of Britain Prints International Ltd., 3 New Plaistow Road, London E15 3JA. The first of these illustrated directories is the British one, compiled by Gordon Riley, Editor of *Vintage Aircraft Magazine;* it costs 65p in the UK, or 74p by post. Then there is the European Directory, by Bob Ogden, priced at 95p or 104p by post. The third directory is rather different, being a complete compendium of vintage aircraft, containing their Reg. Letters, Owners, Bases and with comments. It is a well illustrated work, by Gorden Riley, and just the job for recognising the older aeroplanes you see at rallies or in the Museums. This little book runs to 72 pages and covers aeroplanes from a lone Aero Commander 520 to a couple of SPP Yakoviav C-IIs. It sells for £1.25 in the UK. — W.B.

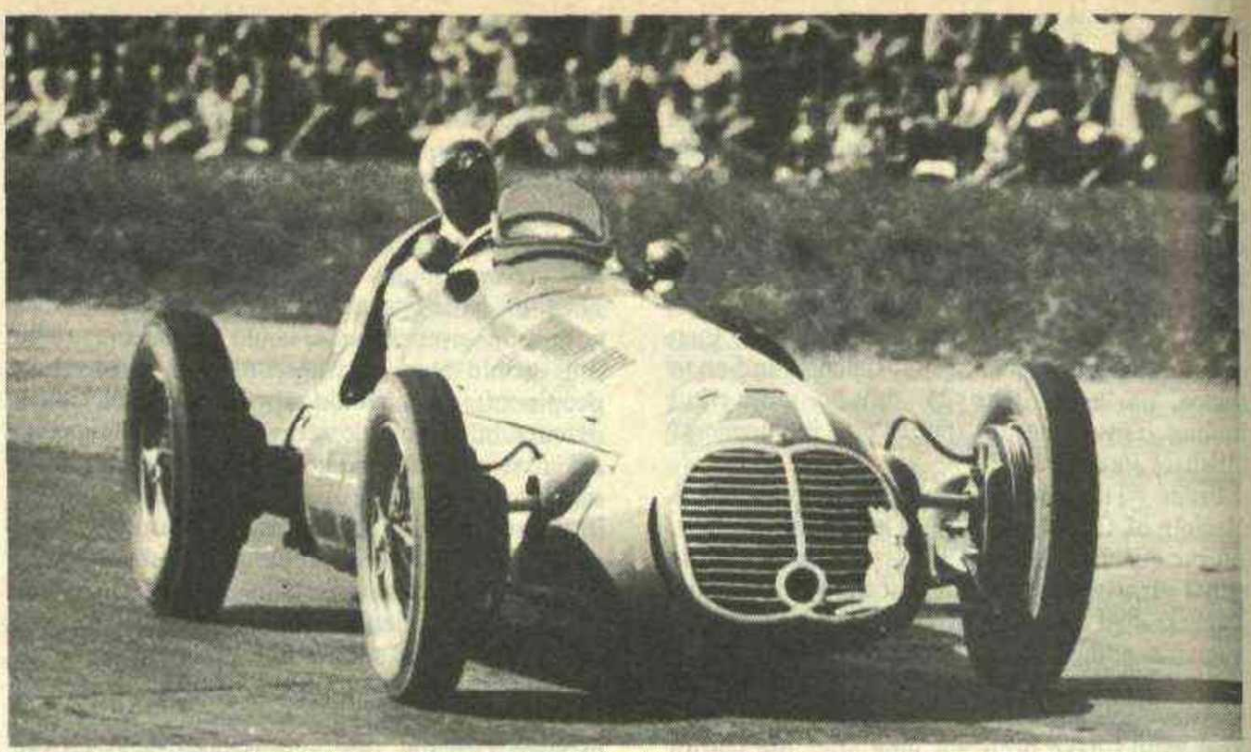
* * *

Anybody involved in the organisation of outside events, be they motoring activities, church fetes or major agricultural shows, should find The Showman's Directory, the 1980 edition of which has just been published, an invaluable aid. Whether you want to hire a marquee or a mobile "loo", the Marlboro Aerobatic Team or an axe racing team (what *is* that?), this comprehensive directory will tell you where to find them. As well as a list of contractors and entertainment, it includes a list of principal Shows in Great Britain, with details of the organisers, a schedule of the major European agricultural shows, dates of the main Steam Rallies, a Breed Society List and a list of agricultural and equestrian Press correspondents. The Showman's Directory is available direct from the publishers, Stephen and Jean Lance, Brook House, Mint Street, Godalming, Surrey GU7 IHE. Price £2.00, including postage and packing.—C.R.

RACING CAR DEVELOPMENT

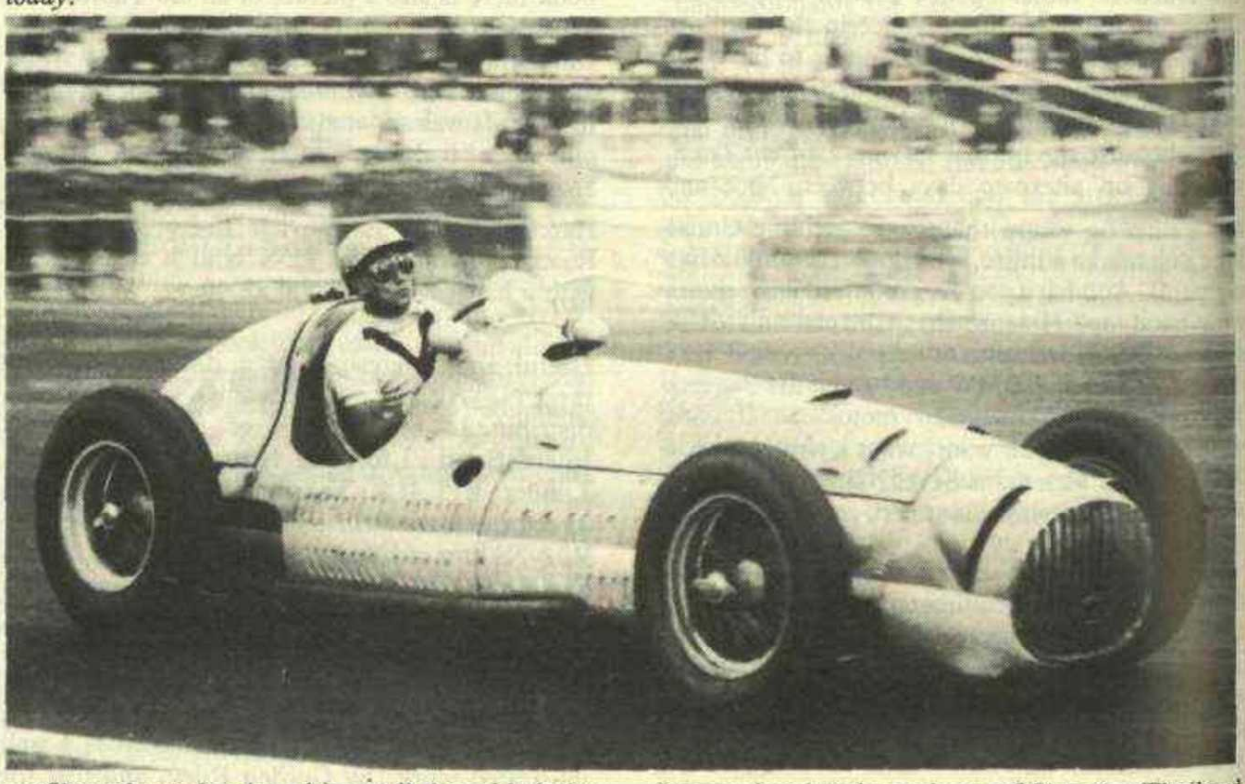
WHEN the Bira/Chula "White Mouse Racing Stable" was reformed in 1946 Prince Birabongse raced again with his 1936 ERA "Romulus" and the ex-Whitney Straight Maserati 8CM, but once racing really got underway in Europe a new car was needed. Prince Chula negotiated with the Maserati factory to run a 4CL Maserati to start with and then in 1948 when the new 4CLT/48 model appeared one of these was acquired. Prince Chula had discovered that it was not possible to run a team in the way he was used to, and rather than do a half-hearted job he retired from motor racing and came to an arrangement whereby he took possession of the ERA "Romulus" and Bira took over the Maserati. Bira teamed up with Enrico Platé and his Scuderia until the end of 1950 and then went on his own. The 4CLT/48 Maserati engine was now well past its prime, and the Maserati brothers had severed all contact with the Orsi family, who had bought the Maserati firm. Leaving the trade name Maserati with the Orsi empire in Modena, Ernesto and Bindo Maserati returned to Bologna, from whence they had come, and formed the *Officine Specializate Costruzione Automobili Fratelli Maserati*, or OSCA for short.

Their principal efforts were directed to small sports/racing cars, but their hearts were still in Grand Prix racing and they designed and built a 4½-litre unsupercharged V12 engine to comply with the existing Formula rules. This was designed to fit into the same space taken up by the two-stage supercharged 4-cylinder 1½-litre engine in the 4CLT/48 Maserati, the idea being to offer this new engine as a substitute for the ageing Maserati engine, but it all came too late. By 1951 the Maserati was sadly lacking in brakes, suspension and road-holding compared to its contemporaries, so interest was negligible. However, Bira though it an idea worth trying so he had his Maserati altered to accept the new unblown V12 OSCA engine, which necessitated a larger radiator and a new front to the car. By the time it was running Formula One was dying and though the car raced in 1951 the project was really two years too late. Bira took it out to Australia in 1955 for the Tasman winter races and sold it to Alf Harvey. During its sojourn in Australia it was rebuilt and given a new nose cowling and lower



Bira in the 4-cylinder 2-stage supercharged Maserati 1½-litre at the British GP at Silverstone in 1950.

The same car as it was transformed into the V12 OSCA/Maserati, at Silverstone in 1952. It is still in this form today.



profile and raced quite a bit, until the mid-sixties when it was sold back to the United Kingdom and it appeared in VSCC events, but deteriorated into a sorry state. Eventually it underwent a complete rebuild and Tom Wheatcroft acquired it for his Donington Collection. When new it was painted in Bira's racing colours of blue and yellow, the International racing colours of Siam (or Thailand as it became), but it was later painted red. When it was resurrected for the Donington Museum a new nose cowling was made and it was repainted blue and yellow and can still be seen in the museum, accompanied by an original 4CLT/48 Maserati. — D.S.J.

The Morgan Sports Car Club

I AM informed that we made a bit of a muddle about the calendars issued by the two leading Morgan Clubs. It seems that the Morgan Sports Car Club first produced one in 1976 and that the current colour one, to commemorate 70 years of the make, is sold by both it and the Morgan 3-Wheeler Club.

More important is that the Morgan Sports Car Club is running a big celebration on July 4/7th. this year, with a sprint meeting at Goodwood on the Saturday and a *Concours d'Elegance* at Beaulieu on the Sunday, for which members from America, Canada, Japan and Australia will attend, as well as many from Europe. This Club supports the idea of two-tier RAC control of motor sporting events. The Hon. Secretary is: C. J. Smith, 23, Seymour Avenue, Worcester and the Club has as its President Peter Morgan.

W. B.

Shelsley Walsh Hillclimb

THIS YEAR is the 75th anniversary of the first meeting to be held on the 1,000 yard hill at Shelsley Walsh in Worcestershire and the Midland Automobile Club are planning suitable celebrations. At the VSCC meeting on July 5th it is hoped to assemble for demonstration climbs, cars of the 1905 and near period, such as Daimler, Napier, Mercedes etc. At the August meeting, which is a round in the RAC Hillclimb Championship, the demonstrations will include record-holding cars from the past thirty years or so (1946-1979) and some of the motorcycles that competed in the years 1948-1964. Definitely a year to support Shelsley Walsh.

The MAC hold very extensive archives of programmes, entry lists and photographs of all the meetings since 1905 but have one omission — a programme for the May 1929 meeting. If anyone can fill this gap for them the MAC would be most grateful, and I feel sure they would reward a donor with a complimentary visit to the anniversary meetings. Secretary: M. Joseland, MAC, 65 Coventry Street, Kidderminster, Worcestershire. DY10 2BS. — D.S.J.

Brand Hatch Six Hours

THE first round of the World Championship of Makes will be run at Brands Hatch on March 16th, with practice on the 15th. Entries already received include a works turbo charged Lancia Beta Monte-Carlo for, appropriately enough, the winner of this year's Monte-Carlo Rally, Walter Röhrl, who will be partnered by Riccardo Patrese.

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"The Gasket in a tube"

Hermetite Products Limited, West Drayton, Middlesex.

example, a reader in the Isle of Wight recommends the fictional work "No Tears For The Dead" by Pierre Andemar, which features a Renault 45 breakdown-truck which tows the detective's car after its oil-pump has packed up, and which has a thrilling task to overtake a Berliet truck on a narrow road. Then a Cape Town reader, who obviously reads this column thoroughly, says that in Smut's biography of his father, General Smuts, it is mentioned that the General used a Vauxhall car in the East African campaign, which he brought back to S. Africa afterwards, for his personal use. The same correspondent says that apart from our reference to Sir Winston Churchill using a Wolseley Ten in London in the vintage years, he remembers him having an 11/22 Wolseley four-seater in 1926, in which Mr. Baldwin rode. He also says that Churchill's third Wolseley was a 24/55 six-cylinder landaulette, supplied to him when he was Chancellor of the Exchequer. This is interesting, because we referred to an aged Wolseley, perhaps a pre-1914 model, mentioned in another book as taking the family to look for the country house the Churchills bought, so although we believe they had a Napier at one time, their allegiance seems to have been very much with Vickers-built Wolseleys. Incidentally, the same correspondent says that he took delivery of an almost-new 1924 Wolseley Ten De Luxe two-seater at the end of 1925 and that although it ran and pulled very well indeed, its engine didn't like more than 2,500 r.p.m., equal to 25 m.p.h. in second and 40 m.p.h. in top gear, after which it became very rough, and fussy at less than 25 in 2nd, in spite of its robust two-bearing crankshaft. The engine of the 1925/26 Wolseley 11/22 was well balanced, and would get up to about 3,000 r.p.m. before valve-bounce set in, yet it had virtually the same engine as the Ten. The writer of this letter kept his Ten until May 1933 when it was replaced by a Riley Nine Monaco saloon, and later he had a 1938 Riley Big-Four Adelphi saloon. He remarks that surely the racing Wolseley Moths must have had special crankshafts and many other modifications, for them to go so fast.

* * *

Finally, although it concerns the recent review of Graham Robson's book about motoring in the 1930s, and not "Cars In Books", there is the following interesting letter from a reader together with another which does bear on this column.

Sir,

I should like to mention that I find myself in the unusual position of being able to give Mr. Boddy some information. In "Books for Christmas" on p. 1827 of the December issue he mentions a Riley on Connel Bridge. I can confirm that the bridge had a single carriageway alongside the railway lines. Now that trains no longer use it the bridge is open to traffic at all times but years ago the crossing could be a protracted and frustrating experience. The crossing keeper in the 1920s and early 30s was a cripple who inhabited a house at the south end and whose modus operandi was to keep the gates closed at both ends. Having collected a line of vehicles at his end he would collect the fees and allow them onto the bridge where they would find the gate at the far end locked. When he decided no more customers were in the offing he would lock the south gate, trundle across the bridge in his wheel chair, release the north-bound traffic and repeat the operation in the opposite direction. I have known that crossing to delay me for well over an hour whilst I sat on my motorcycle in pouring rain which always seemed to find a way through my Sidcot suit.

In those days the railway company charged 10/- for a car which was quite a large sum then. I cannot recall what the other tolls were but I used to be issued with tickets reading "One m/cycle or one horse or one cow" and "One pedestrian or one sheep or one pig".

Whilst still at school I spent a holiday at a farm a little way up Loch Etive from the bridge and the antics of the farmer loading livestock into quite a small rowing boat in order to avoid the toll bridge had to be seen to be believed.

Hoarwithy E. N. B. CARMICHAEL

* * *

Sir,

A number of items in the December issue are of interest to me in view of my Angus-Sanderson connections. There is more in J. B. Priestley's "English Journey" related to motor vehicles than at first meets the eye. If, for instance, you refer to the chapter dealing with the Tyne (page 273 in the Penguin edition), you will see the following passage:

"We ran through County Durham, which offered us nothing but distant glimpses of coal-pits and mining villages. There was a nightmare place that seemed to have been constructed out of small army huts and unwanted dog kennels, all sprawling in the muck outside some gigantic works. What they made inside those works I did not discover, but even a Kaffir would not have envied the employees if it was they who lived in those forlorn shanties. A dingy huddle of cottage houses, bethels in corrugated iron, picture palaces with hardly a flake of paint left on them, butchers' windows decorated with offal, all announced that we were arriving at some great industrial centre, that soon we should be in civilisation again."

This forlorn description is all that was left in 1934 of the great dream of Tom and Fred Sanderson. It is, in fact, the workers' village of the Angus-Sanderson works at Birtley, in Co. Durham. Originally built to house the Belgian refugees and their families, who manned the National Projectile Factory at Birtley during the First World War, the village was named Elizabethville, and was self-contained to the extent of having its own cinema, Post Office, Police Station, jail, hospital, sewage farm, church and burial ground, in addition to large workers' canteens and social clubs, a Selfridges, shoemaker's shop and various other stores, and camp photographer. When the War ended, Angus-Sanderson moved from their premises in Newcastle-upon-Tyne and took over the projectile factory from the Ministry of Munitions. The Newcastle premises had originally been used for coachbuilding (many bodies were built for Armstrong-Whitworth, although the firm of Sir William Angus Sanderson & Co. dated back to the 1770s). During the War the company built Armstrong-Whitworth FK8s and FK10s, and also Bristol F2As and F2Bs (which ties up a little with John Aley's letter in Vintage Postbag on The Diaries of an RFC Officer).

Returning to the Priestley book, in the chapter concerning East Durham and the Tees, there is also mention of a visit (on page 305) to Seaham Harbour, where between 1904 and 1906 the Seaham Harbour Engineering Works built at least one car of undeniably agricultural crudity—the SHEW—which has miraculously survived to this day.

Burgess Hill MICHAEL WORTHINGTON-WILLIAMS

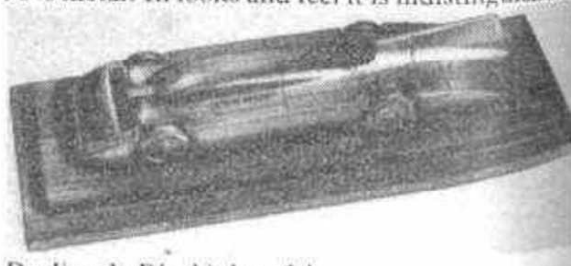
Miniatures News

A SIMPLE but most effective model of t "1,000 h.p." twin-engined 6SR Sunbeam which Segrave set the record to over 200 m.p. in 1927 at Daytona is available from Weste Models Ltd., Morris Road, S. Nutfield, Redhi Surrey, RH1 5SD. The model is just over 6½" length, being to the sensibly-large scale of 1/4 with a high-gloss red finish. The cowling headrest, exhaust stubs, air-intake vents, a louvres, of the original car are faithful incorporated and the model even has the corre disc rear, and wire-spoked front, wheels. Ev the tyres are correctly inscribed: "Dunlop Co Racing". The crossed Union flag and Stars Stripes flag are on the nose, the Union flags on t tail, together with the Sunbeam name and t white lettering "1,000 h.p. Car built by T Sunbeam Motor Car Co. Ltd., Wolverhampto England", as on the full-size car, now in t National Motor Museum, when it became the fir to exceed 200 m.p.h. The model, No. 23 in t series, runs freely and is altogether one of the be miniatures I have seen for a very long tim Members of the STD Register, and all those wh like historic models are strongly advised acquire one — as a desk ornament this little mod should revive respect for Britain in respect of h past achievements! The price is £20.64 comple and in kit form £15.54. — W.B.

* * *

WHAT BETTER for the other corner of the des than a model of Campbell's 1935 Bluebird, t first car in the world to exceed 300 m.p.h., whe Campbell lifted the World Land Speed Record 301.129 m.p.h. at Bonneville in September 193 an occasion with which viewers of the rece BBC 1 play "Speed King" will be familiar.

This is an altogether different sort of model, most beautifully executed, hand-finished, soli "natural metal casting" from Replicast Models, Altcar Road, Formby, Liverpool L37 8DT (07 48 79719). I use inverted commas for in truth th 1/43rd scale, 8 in. long Bluebird, weighing ov one pound and mounted on a wooden base, hand-moulded in brass, bronze or copper impreg nated polyester resin, containing not less tha 50% metal. In looks and feel it is indistinguishabl



Replicast's Bluebird model.

from natural metal. A true colour version, sam metal content, is also available, complete wit base and dust cover, but I rather prefer the tactil effect of the heavy "metal" model.

This is a satisfyingly accurate representation having regard to its construction, of Bluebird i its final form. The offset appearance dictated by the gearbox's position to one side of the driver the twin rear wheels with air brakes behind, those huge power bulges over the 36.5-litre, 2,300 b.h.p., Rolls-Royce R-type V12 engine and the movable radiator flap in the nose are all there in this solid, polished "metal" form. An art form rather than a plaything, it costs £17.50 — C.R.

* * *

For those purchasers of Osprey Publishing's magnificent £25 "BMW: A History" whose dust jacket was damaged because of shrink wrapping problems, you might like to know that you can obtain a new jacket from the publishers at 12-14 Long Acre, London WC2E 9LP.

A tribute to Archie Frazer-Nash

A FINE collection of seventeen chain-driven Frazer Nash cars assembled in London Road, Kingston-upon-Thames on February 2nd for the ceremonial unveiling of a circuiar plaque let into the wall above the central door of the factory owned by Delta Controls Ltd. at 145 London Road. This ceremony was carried out with the co-operation of the management of Delta Controls Ltd. and under the official eye of the Kingston town council, represented by the Deputy Mayor. The cars were lined up in the roadway (parked on double-yellow lines!) and the Mayoral Daimler occupied the neighbouring bus-stop, while members and friends of the Frazer Nash Section of the VSCC filled the pavement and flowed out into the roadway.

The reason for this pleasant little ceremony, performed by Archie Frazer-Nash's daughters, before the Nash Section and members of the Aldington family and employees of AFN Ltd. was that Archie Frazer-Nash lived in Kingston-upon-Thames from the early twenties until his death in 1965 and built and sold Frazer Nash cars at 145 London Road from 1925-1928. It was in this factory that the Anzani engine was made, that was fitted to so many Frazer Nash cars, while Archie lived on Kingston Hill in his later years, from where he operated as an engineering consultant.

The commemorative plaque is a relief of Archie's head behind the steering wheel of one of his racing cars, wearing a helmet and raised goggles and the inscription reads "Archie Frazer-Nash, 1889-1965". A fitting memorial for the man who brought the chain-driven Frazer Nash into the world; a car that still gives a lot of people a great deal of enjoyment. — D.S.J.

Footnote: In case newer readers think we, and our printers, are slap-dash it should be noted that there is a hyphen in Frazer-Nash as a personal name, but no hyphen in Frazer Nash as a car.



Frazer Nash cars lined up in London Road, Kingston-upon-Thames, for the unveiling of the plaque to Archie Frazer-Nash. [A Surrey Comet *photograph, kindly supplied by David Thirlby].*

OBITUARIES

Lord Thomas of Remenham

LORD THOMAS of Remenham, formerly Sir Miles Thomas, died last month, at the age of 82. With his passing goes one of the great formulators of the British Motor Industry in pre-war and post-war times and one of the world's most visionary airline executives.

After service in the RFC in the First World War, Thomas joined Temple Press, working on the editorial side of *The Motor*. This took him to Brooklands and many other speed-venues and he flew with Raynham in a Sopwith Antelope biplane to cover an early race at Le Mans and competed with the same pilot in a King's Cup Race in a Martinsyde. They also attempted to report the 1922 French GP at Strasbourg, in a Martinsyde F4. It was Thomas who saw an experimental Rolls-Royce Twenty in Chichester and had the initiative to get a chemist to loan him a Box-Brownie Camera and a film, with which he photographed this then secret and very exciting new car for his paper. (I wish I knew who was posed as if cranking the car up, in that historic picture; or did "Uncle Rowe's" photographic department fake the result?)

Anyway, Thomas became Editor of *The Light Car & Cyclecar*, after he had disposed of his 25 h.p. Talbot and bought a "Speed Model" Hillman, like Raymond Mays. It was by his not seeming to notice much but nevertheless turning out a first-class report of new Morris cars, when other writers had made mistakes about the specifications of the new 14/28 h.p. Morris-Oxford, that Thomas was noticed by William Morris (Lord Nuffield), who offered him the job of producing *The Morris Owner*. Note that at the time back in 1922, Thomas was earning £800 a year plus expenses, and that T.P. tried to stop him leaving, by offering him £1,200 a year. From running Morris' house magazine Thomas progressed to becoming Lord Nuffield's Personal Assistant and eventually, in 1940, Managing Director of the entire Nuffield Organisation. (It has never happened to me but those who try for Sir William Lyons' motoring-journalist's scholarship should be thereby greatly encouraged!)

After a disagreement, Thomas severed connection with Lord Nuffield and ran the Colonial Development Corporation for the Government, from 1947, until, by 1949 he had become the Chairman of BOAC, putting it quickly out of debt. In 1966 Thomas became a Director of Britannia Airways and he was on the Main Board of Thomson British Holdings.

A man who enjoyed life to the full, and who had all the quick-thinking and the great stamina required to hold down key-positions in tough industries, Lord Thomas will be remembered by us primarily as a motor industry leader in the times when Morris, Wolseley and Austin were great independent concerns, soon to be merged.

His was an exceedingly-interesting life. Fortunately he set it all down, up to 1963, in that exceedingly-interesting book of his "Out On A Wing" (Michael Joseph, London, 1964), in which it is all there, the war-years, working for the motor journals, Brooklands, where he had a shed, as a top-executive with the great tycoons of the pre-war and early post-war motor industry etc., and the anxiety of being head of BOAC at the time of the mysterious losses of the DH Comet airliner. I would think this fine book must rate as Lord Thomas of Remenham's best obituary. — W.B.

Patrick Griffith

It is with sadness that we have to report the death of Patrick Waldron Cobham Griffiths, who held important posts in the Motor Industry, having been Chairman of Turner & Newall for three years, after that Company had taken over the family business of Engineering Components in 1966, and he was a Vice-President of the SMM&T. Educated at Bryanston School, Mr. Griffiths served during the war in the Fleet Air Arm, seeing active service in the Far East aboard HMS *Victorious*. He will be remembered also for his motor racing activities, during which he was a co-driver with the late Peter Collins when they won the 1953 TT in an Aston Martin, and the 1952 Goodwood Nine Hours Race, and finished second in that race in 1953, again in Aston Martins. — W.B.

Sir Ronald Gunter, Bt.

SIR Ronald Gunter, Bt., aged 75 years, has died at his home near Chichester. He was active on the motor racing scene fifty years ago. His most noteworthy success was in 1929 when he was second in the JCC Double-Twelve hour race at Brooklands when he partnered S. C. H. Davis in a 4½-litre Bentley.

He was a close friend of Dr. J. D. Benjafield with whom he shared a Speed 20 Alvis in the 1933 International Trophy at Brooklands. In 1935 in the Le Mans 24 Hour Race Sir Ronald Gunter and Dr. Benjafield drove a splendid race in a 4½-litre Lagonda, suporting the winning team Lagonda driven by Hindmarsh and Fontes.

Rivers Fletcher

A Brooklands Flavour from BARC

AGAIN this year, on Whit-Monday, May 5th, the British Automobile Racing Club will add something of a Brooklands flavour to its Race Meeting at Thruxton. Races for Historic, Thoroughbred and Classic cars will supplement those for the Vandervell F3 Championship, Formula Junior, Formula Ford, and for modern GT and sports cars. Admission costs £2.50, children 40p each, a Paddock transfer £1.70 and tickets are available from the Booking Office, Thruxton Motor Racing Circuit, Thruxton, Andover, Hampshire. — W.B.

The Brazilian Grand Prix

Arnoux's first victory

Sao Paulo, January 27th

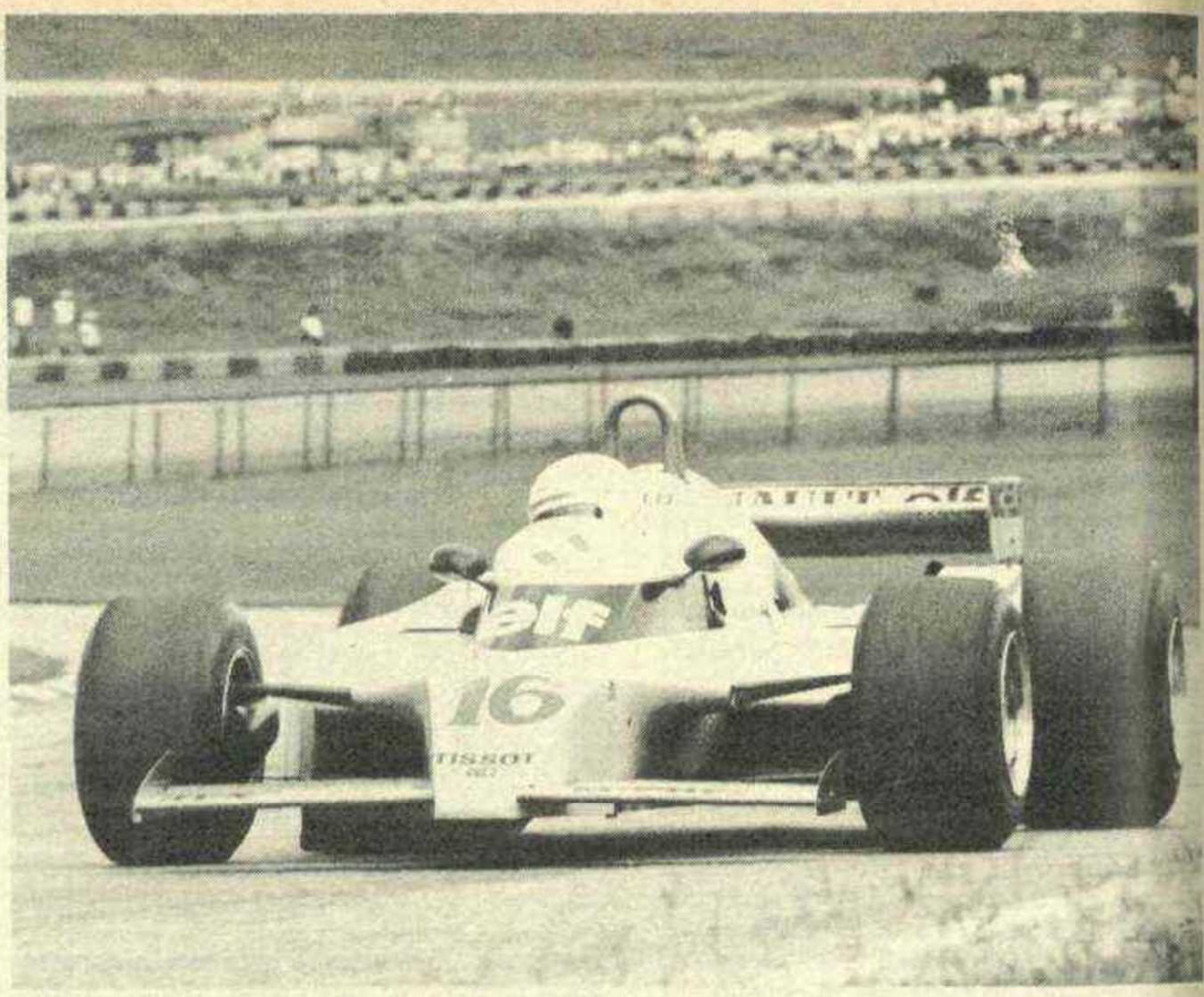
FEW of those who were critical of the decision to hold this year's Brazilian Grand Prix there would deny that Sao Paulo's superb 4.946 mile Interlagos circuit is one of the very best in the world. It winds its way through some fairly mundane surroundings in the Sao Paulo suburbs, but it is a most exacting facility which challenges driving skill with a large number of dauntingly quick corners and tricky sections of circuit. Originally it had been intended to hold the 1980 Brazilian Grand Prix at the "Mickey Mouse" Jacarepagua Autodrome just south of Rio de Janeiro, the unprepossessing venue at which Reutemann drove a Michelin-shod Ferrari to victory two years ago, but financial problems allied to physical decay at that circuit made this impossible.

Thus, a return to Interlagos was instigated a year earlier than originally scheduled even though the FISA had clearly stated, early in 1979, that the circuit should be subjected to a major programme of resurfacing prior to the expected return of Grand Prix cars in 1981. The newly re-constituted Grand Prix Drivers' Association, under the energetic presidency of Jody Scheckter, firmly hazarded the opinion that Interlagos, without a fresh track surface, was unacceptably dangerous and not a legitimate risk that its members should be subjected to. A vocal meeting and press conference, held in Buenos Aires a fortnight earlier, revealed the GPDA to be evenly split down the middle "for" and "against" Interlagos and of course everybody eventually turned out and performed as they almost inevitably always do under these sorts of circumstances. In fairness, however, nobody actually explained just how FISA actually sanctioned the Interlagos event given that they had expressed reservations over the state of the circuit surface not twelve months earlier.

Last year's Interlagos race was dominated by the Ligier JSII cars and this year the French blue machines continued to represent the Goodyear-shod contingent at the front of the field. Although there is absolutely no doubt that Interlagos puts a tremendous strain on car and driver, pummelling the competitors over its many bumps as the chassis' ground effect characteristics compress springs virtually solid, it has to be said that sheer *brio* and lack of inhibition was manifestly obvious amongst some of the younger drivers — and it was a factor which contributed to several notable practice performances.

On the tyre-front, Michelin were still providing soft qualifying rubber for their four "customers" and the combination of this and the powerful 1980 1½ Renault turbocharged cars was quite unbeatable. Under untypically cloudy skies on Friday afternoon, Jean-Pierre Jabouille took only five flying laps to establish a pole position time of 2 min. 21.40 sec., more than seven seconds faster over almost five miles than Laffite's 1979 pole position time!

To allay suspicions that these were merely "fluke" times, Jabouille managed a 1 min. 23 sec. lap on "race" rubber and when Arnoux recorded a 1 min. 22.31 sec. lap on Friday, it seemed likely that the front "row" of the staggered grid would be dominated by turbo-cars on Sunday. However, Arnoux was to miss most of Saturday's timed practice session after an engine failure spoilt his chances of improvement. Arnoux's chassis RE21 had suffered quite badly in Buenos Aires when the right hand front suspension broke, losing a wheel and damaging the monocoque quite badly as the rocker arm and lower wishbone were wrenched away. The chassis was stripped down, flown back to France for repair, returned to Brazil and then rebuilt into a complete racing car in time for the start of practice at Interlagos. That, allied to the fact that the two French cars had to have their monocoques repaired locally after bottoming badly on Friday proves it's not only the drivers who have hard work to do in Formula One!



Arnoux scored his first Grand Prix win and gave Renault morale a major boost at Interlagos.

Arnoux's misfortune on the second day of practice allowed Pironi's sheer flair and car control to reap the reward of second place on the starting grid. The fast left hand corner after the Interlagos pits has been slightly reprofiled, giving it a more pronounced apex, but leaving it still flat out in fifth gear if one is extremely brave and driving a good car which is working properly. Pironi was one such fortunate driver, equipped with an excellent car in the Ligier JS11-15, and he was intent on making the best possible use of it.

Continued on page 354

ENTRY

No.	Team	Driver	Nat.	Car and Chassis No.	Engine	Tyres	Colours	Main Sponsors
1	Ferrari	J. Scheckter	ZA	Ferrari 312T5/042	Ferrari flat-12	Michelin	Red/White	Fiat/Agip
2	Ferrari	G. Villeneuve	CND	Ferrari 312T5/045	Ferrari flat-12	Michelin	Red/White	Fiat/Agip
3	Tyrrell	J-P. Jarier	FR	Tyrrell 009/3	Cosworth V8	Goodyear	Blue	Candy Appliances
4	Tyrrell	D. Daly	IRL	Tyrrell 009/6	Cosworth V8	Goodyear	Blue	Candy Appliances
5	Brabham	N. Piquet	BR	Brabham BT49/5	Cosworth V8	Goodyear	Blue/White	Parmalat Foods
6	Brabham	R. Zunino	RA	Brabham BT49/4	Cosworth V8	Goodyear	Blue/White	Parmalat Foods
7	McLaren	J. Watson	ULS	McLaren M29/4B	Cosworth V8	Goodyear	White/Red	Marlboro/Castrol
8	McLaren	A. Prost	FR	McLaren M29/1B	Cosworth V8	Goodyear	White/Red	Marlboro/Castrol
9	ATS	M. Surer	CH	ATS D3/02	Cosworth V8	Goodyear	Yellow	ATS Wheels
10	ATS	J. Lammers	NL	ATS D3/01	Cosworth V8	Goodyear	Yellow	ATS Wheels
11	Lotus	M. Andretti	USA	Lotus 81/2	Cosworth V8	Goodyear	Blue/Red/Silver	Essex/Tissot
12	Lotus	E. de Angelis	I	Lotus 81/1	Cosworth V8	Goodyear	Blue/Red/Silver	Essex/Tissot
14	Ensign	G. Regazzoni	CH	Ensign MN10	Cosworth V8	Goodyear	Red/White/Blue	Unipart
15	Renault	J-P. Jabouille	FR	Renault RE22	Renault V6 t/c	Michelin	Yellow/White/Black	ELF
16	Renault	R. Arnoux	FR	Renault RE21	Renault V6 t/c	Michelin	Yellow/White/Black	ELF
17	Shadow	S. Johansson	S	Shadow DN11/3	Cosworth V8	Goodyear	Black	Interlekt
18	Shadow	D. Kennedy	IRL	Shadow DN11/2	Cosworth V8	Goodyear	Black	Interlekt
20	Fittipaldi	E. Fittipaldi	BR	Fittipaldi F7/1 (WR9)	Cosworth V8	Goodyear	Yellow	Skol Lager
21	Fittipaldi	K. Rosberg	FIN	Fittipaldi F7/2 (WR7)	Cosworth V8	Goodyear	Yellow	Skol Lager
22	Alfa Romeo	P. Depailler	FR	Alfa Romeo 179/003	Alfa Romeo V12	Goodyear	Red/White	Marlboro
23	Alfa Romeo	B. Giacomelli	I	Alfa Romeo 179/004	Alfa Romeo V12	Goodyear	Red/White	Marlboro
25	Ligier	D. Pironi	FR	Ligier JS11/15/04	Cosworth V8	Goodyear	Blue/White	Gitanes/ELF
26	Ligier	J. Laffite	FR	Ligier JS11/15/01	Cosworth V8	Goodyear	Blue/White	Gitanes/ELF
27	Williams	A. Jones	AUS	Williams FW07B/6	Cosworth V8	Goodyear	White/Green	Saudi Arabia/Leyland
28	Williams	C. Reutemann	RA	Williams FW07B/5	Cosworth V8	Goodyear	White/Green	Saudi Arabia/Leyland
29	Arrows	R. Patrese	I	Arrows A3/1	Cosworth V8	Goodyear	Gold	Warsteiner Beer
30	Arrows	J. Mass	D	Arrows A3/2	Cosworth V8	Goodyear	Gold	Warsteiner Beer
31	Osella	E. Cheever	USA	Osella FA1/1	Cosworth V8	Goodyear	White/Black	Denim Aftershave

Spare Cars:

Ferrari flat-12 312T5/044	— Used by Scheckter Friday a.m. and Villeneuve Friday p.m.
Tyrrell-Cosworth V8 009/5	— Not used
Brabham-Cosworth V8 BT49/2	— Not used
McLaren-Cosworth V8 M29/2B	— Used by Watson Friday p.m. and for race.
Lotus-Cosworth V8 79/"X"	— Not used
Renault V6 t/c RE20	— Not used
Shadow-Cosworth V8 DN11/1	— Not used
Fittipaldi-Cosworth V8 F7/3	— Not used
Alfa Romeo V12 179/002	— Not used
Ligier-Cosworth V8 JS11/15/02	— Not used
Williams-Cosworth V8 FW07/4	— Not used

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In fact, once you've become even vaguely familiar with the impressive specification of a 928, it will come as no surprise that service intervals are 12,000 miles apart.

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And as for creature comforts: air conditioning, four speaker Panasonic digital stereo system, power steering, electric aerial, cruise control, automatic or manual transmission - all as standard.

Coming in at around £22,000 you'd expect the 928 to leave very little to be desired.

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*DoE Test. Simulated urban driving 17.2 mpg, constant speed 56 mph 26.7 mpg, constant speed 75 mph 21.3 mpg. Metric equivalent: Simulated urban driving 16.4L/100 km, constant speed 90 km/h 10.6L/100 km, constant speed 120 km/h 13.3L/100 km.

South East: A.F.N. Ltd., Isleworth. Tel: 01 560 1011. A.F.N. Ltd., Guildford. Tel: 0483 38448. Charles Follett Ltd., Mayfair. Tel: 01 629 6266. Malaya Garage (Billingshurst) Ltd., Billingshurst. Tel: 040 381 3341. Maldin Car Concessionaires Ltd., Henley-on-Thames. Tel: 04912 7811. Motorfune Ltd., Kensington. Tel: 01 581 1234. **South West:** Dick Lovett Specialist Cars, Marlborough Ltd., Marlborough. Tel: 0672 52381. Parke (Exeter) Ltd., Exeter. Tel: 0392 32145/6. **South:** Heddell and Deeks (Motors) Ltd., Bournemouth. Tel: 0202 510252. **West Midlands:** Swinford Motors (Continental) Ltd., Stourbridge. Tel: 038 482 3047. **East Midlands:** Roger Clark (Cars) Ltd., Narborough. Tel: 0533 848270. Gordon Lamb Ltd., Chesterfield. Tel: 0246 451611. **East Anglia and Essex:** Lancaster Garages (Colchester) Ltd., Colchester. Tel: 0206 48141. Lancaster Garages (Norwich) Ltd., Norwich. Tel: 0603 401814. **North West:** Ian Anthony Sales (Knutsford) Ltd. Tel: 0565 52737. Parker and Parker Ltd., Kendal. Tel: 0539 24331. **North East:** JCT 600 Ltd., Leeds. Tel: 0532 508454. Gordon Ramsay Ltd., Newcastle upon Tyne. Tel: 0632 612591. **South Wales:** Howells Garages (Cardiff) Ltd., Cardiff. Tel: 0222 592363. **Scotland:** Glen Henderson Motors (Stuttgart) Ltd., Ayr. Tel: 0292 82727. Glen Henderson Motors Ltd., Glasgow. Tel: 041 943 1155. Glen Henderson Motors Ltd., Edinburgh. Tel: 031 225 9262. **Northern Ireland:** Isaac Agnew Ltd. (Retail), Glenjonnley. Tel: 02313 7111. Isaac Agnew Ltd., Belfast. Tel: 0232 663231. **Channel Islands:** Jones Garage, St. Saviour, Jersey. Tel: 0534 26151.

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LOW TO MIDDLE TAR As defined by H.M. Government H.M. Government Health Departme

By the time — I get to Phoenix



ts' WARNING: CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH

RONDE HIVERNALE One of the most spectacular and exciting forms of winter motoring sports is the annual Ronde Hivernale ice racing, this year held at Serre Chevalier in the French Alps. Victory went to Bernard Darniche in the same blue Stratos he had driven to second place in the Monte-Carlo Rally. Above, the start of the final shows Lefebvre's Peugeot 104 ZS leading Darniche off the closely packed grid. But the thrill of the meeting was the final-long, body-bumping battle between Darniche and Timo Makinen's second-place 104 ZS, left. Fusaro's works Fiat Ritmo, heading Saby's Alpine A310 in a heat, below, was third.





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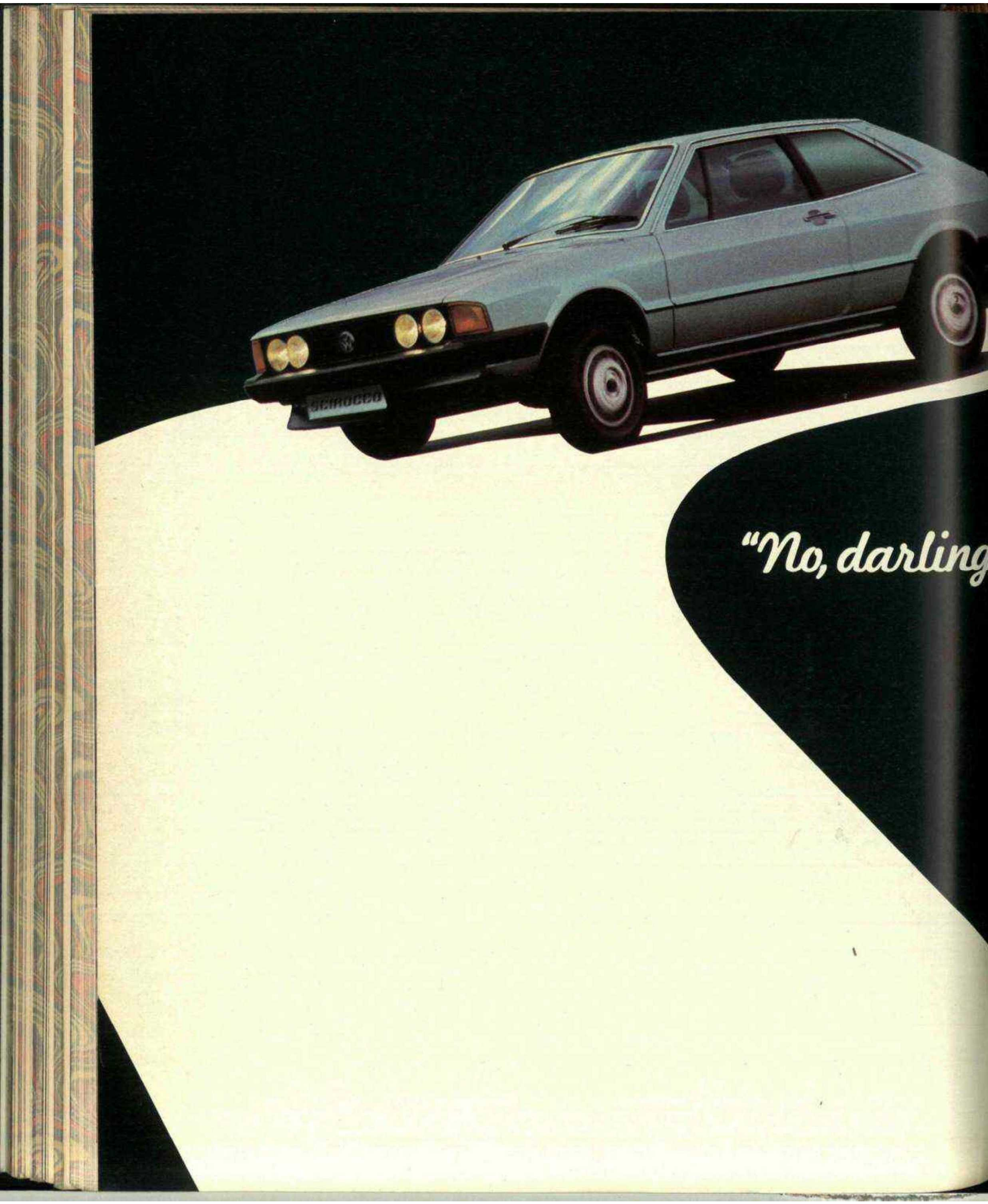
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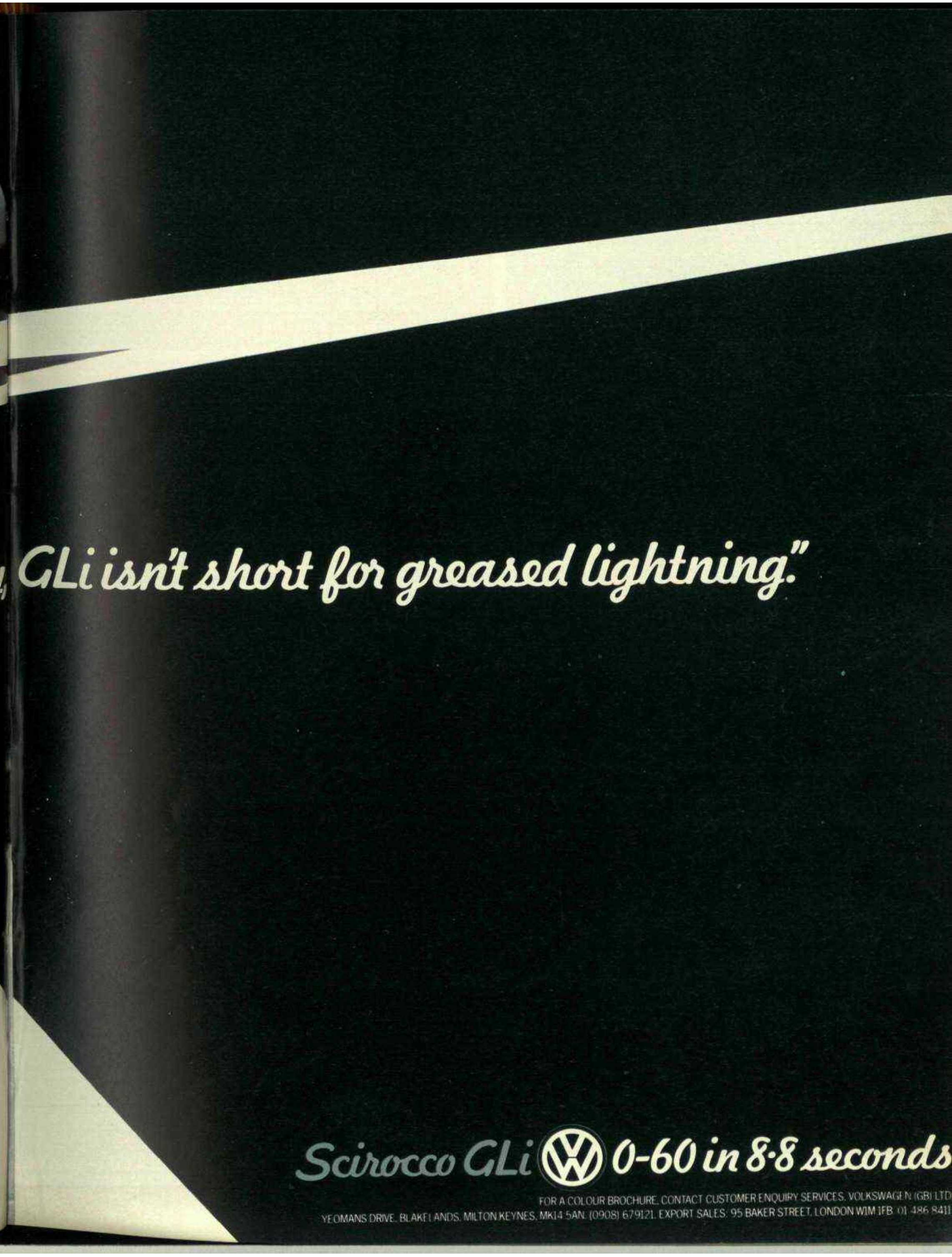
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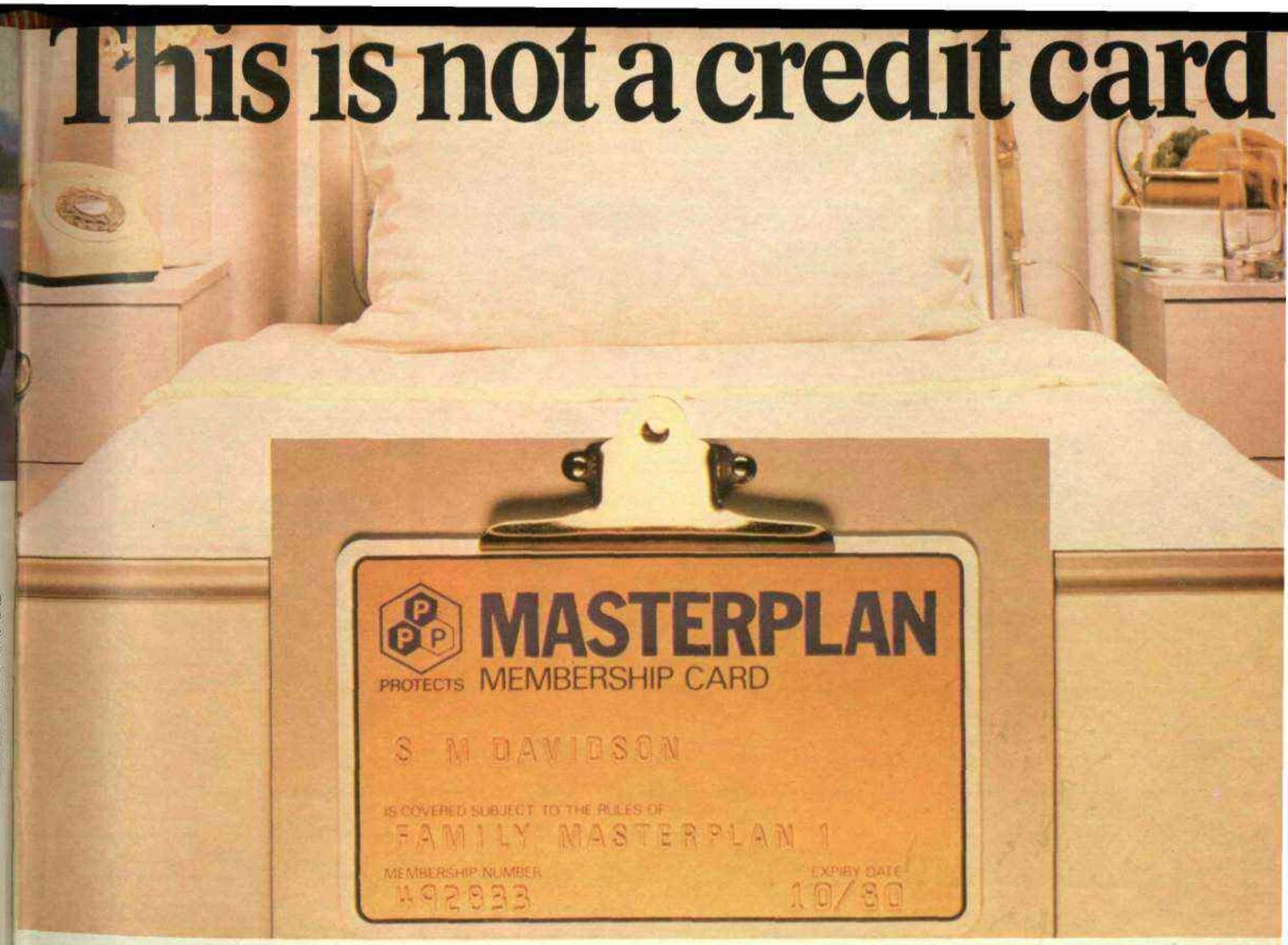


VSCC Driving Tests

The traditional Brooklands venue being out of action because of the the disastrous fire at British Aerospace, the VSCC's February Driving Tests moved to the spacious car parks of Thorpe Park, Chertsey. In miserable conditions a big entry of pre-war cars gyrated round the pylons, among them Mazzotti's 1923, side-valve 4.2-litre Benz DS 16/50, displaying period roll, above left, and Orttewell's nice 1930 Alfa Romeo 1750 DHC, above. Bough rushes through the pylons in one of three 1932 Riley Gamecock's in action, left. As always, Edwards gave a fast display in his famous BRDC-badged, 1935 Aston Martin Ulster, below, this successful racing machine netting a Third Class Award.



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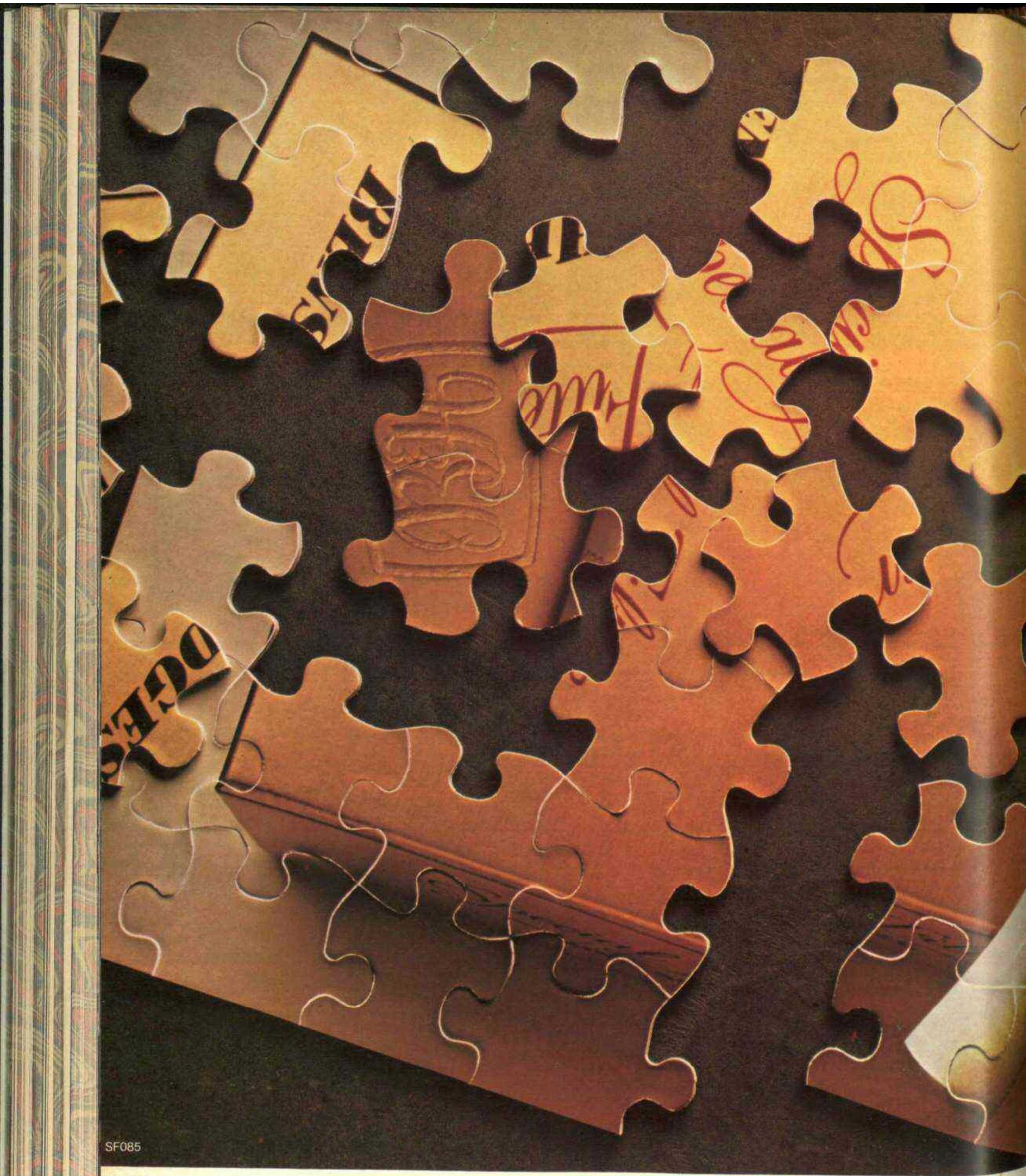
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Ducting adds a purposeful air and cools the bay around this 170 b.h.p. turbocharged engine.

ROAD IMPRESSIONS

The Porsche 924 Turbo

A new breed of super car?

MOTOR SPORT has not been over-enthusiastic in its reaction to the front-engined, water-cooled Porsche 924. In our opinion it lacks a truly sporting character ("A VW trying very hard to be a Porsche", was how W.B. described it) and has deficiencies in the noise, vibration and harshness department, though the latest cars are much improved. I confess to having approached the contemporarily logical derivative of the model, the 170 b.h.p. 924 Turbo, with a certain amount of cynicism. The Turbo impressed with what I described as "stupendous performance" on the Press Launch in Germany in late 1978 (MOTOR SPORT, December 1978), but still "lacked any sort of lively character — perhaps too vice-free?" Nor did further acquaintance on the UK Press Launch last Autumn leave any lasting impression of the Turbo being exceptionally desirable. How wrong I was! After some 900 miles with the road test car (DRD 823V, not the car illustrated) I was almost as loath to hand it back to Porsche as I am 911s. The 924 Turbo is not perfect, but it is supremely fast, extraordinarily economical in relation to its performance, practical, comfortable and at times even very exciting. Here, then, is a VW which *has* grown up into a Porsche, though Dr. Ferdinand forbid that it should ever be the direct replacement for the unsurpassed 911.

One thing should be made clear from the start: the 924 Turbo represents a complete revision of the standard car, not a bolt-on conversion. There is clear justification for the price of £13,629 against £9,582 for the standard 924 Lux. It is a high price, perhaps, only £2,480 less than the desirable 911SC without adding the optional sunroof, standard in the 911, but if price against performance and a quality of finish which at last almost matches that of the SC (apart from some paint blemishes on the trailing edge of the test car's bonnet) is taken into account, it is reasonable.

The Turbo uses a combination of KKK turbocharger, boosting at a maximum 10 psi, and Bosch K-Jetronic fuel-injection to extract an extra 45 b.h.p. from the 1,984 c.c., in line, four-cylinder, s.o.h.c. engine: 170 b.h.p. at 5,500 r.p.m. against 125 b.h.p. at 5,800 r.p.m. for the standard car. Torque is increased from 121.5 lb. ft. at 3,500 r.p.m. to a hefty 180 lb. ft. at the same revs. All that remains of the standard engine is the belt driven camshaft, crankshaft, conrods and block. The Zuffenhausen built and dynamometer tested turbo engine has a radically altered aluminium cylinder head, with the platinum-tipped spark plugs moved from the exhaust side to the inlet side and the eight larger valves raised into the head to give more combustion chamber volume above the bowl-shaped piston crowns. The compression ratio is thus reduced to 7.5:1 Contactless, transistorised ignition is fitted.

Transmission, suspension and brakes are changed from stem to stern. The 8.86", forward-mounted clutch from the 911SC, with lower hydraulic operating forces and automatic adjustment, drives through a larger diameter, torque-tube enclosed propshaft to a beefier five-speed transaxle, with stronger mainshaft, differential and driveshafts. The five-stud (instead







Unusual, leather trimmed gearlever and small steering wheel are unique to the Turbo, distinguished from the rear by a rubber spoiler.

of four-stud) hubs and wheel bearings are from the 911SC, ventilated disc brakes are from the 911 at the front, 928 at the rear and use 928 fully-floating calipers. Cooling of these big discs is helped by the distinctive, spidery and extremely awkward to clean, 6J × 15" alloy wheels (the standard 924 uses 14" wheels), shod in the test car's case with 185/70 VR 15 Pirelli CN36 tyres. A rather too far forward handbrake lever, positioned on the floor to the right of the driving seat, operates small drums within the rear brake discs. McPherson strut front and semi-trailing arm rear suspension is retained, but the dampers, front coil springs and transverse rear torsion bars are uprated and anti-roll bar diameters revised. An extra 50 kg. weight (up to 1,180 kg.), 29 kg. of which is on the engine installation, partly dictates these changes. Distribution is an ideal 49 per cent front/51 per cent rear, or 44/56 fully laden.

Minor exterior alterations have transformed the rather Plain Jane appearance of the standard 924 into something much more purposeful. Four ducts in the top of the nose and a NACA duct in the top of the bonnet keep down underbonnet temperature, a rubber tail spoiler, responsible for a three per cent improvement in drag coefficient, is attached to the glass hatchback, there is further ducting beneath the nose for an additional oil cooler and brake cooling, full length coachlines following the lines of the wheel arches break up the slab sides very effectively and those intriguing wheels add the finishing touch.

The Turbo comes with the full Lux pack as standard, incorporating items like electric windows, tinted glass, a National Panasonic, computerised, stereo radio/cassette player, a rear wiper but no washer, high-pressure headlamp washers, a heated exterior mirror, electrically adjustable by a neat little ball control under the top rail of the door trim, and the small, thick-rimmed, so very comfortable to handle, leather trimmed,3.3-litre Turbo steering wheel.

Tremendous performance is what this 924 derivative is designed for and 0-60 m.p.h. acceleration of just over 7 sec., 0-100 m.p.h. in 18 sec. and a maximum speed of over 140 m.p.h. show that Porsche have succeeded in putting this 2-litre sportscar into the supercar bracket. It feels quite sluggish and lazy at low revs off boost, in the higher gears, with none of that instant thrust displayed by the 3-litre 911 engine, but change down a gear or two, take the tachometer needle beyond 3,000 r.p.m. and this turbocharged Porsche surges away in a manner which leaves most other performance cars gasping for breath. Initial response off the line using modest revs is almost lethargic, but first gear is lowered in this Turbo application — rather too "short", with only about 36 m.p.h. on tap — and flooring the throttle incautiously once under way promotes fearsome acceleration, the engine hitting the 6,500 r.p.m. rev. limiter almost before the driver can think about shifting into second. Alternatively, full-blooded, wheel-spinning starts can be made by building up the revs and boost before dropping the clutch; such "cowboy" treatment is not to be recommended in slippery conditions when the accelerator requires more circumspect treatment. The gap between first and the 63 m.p.h. second seems unnecessarily large, but the continuous rush of acceleration as the Turbo is hurried upwards through the gears is a pleasure worth savouring. Acceleration in forth and fifth at motorway speeds once boost is built up is astonishing, and so deceptive is the high speed performance that it is all too easy to gallop off into the three figure bracket without being

Continued on page 374

Flaps down! Porsche's latest flying machine gains a nice coachline and distinctive, 15" alloy wheels.







Williams team mates Jones (left) and Reutemann — right, Jones on his way to third place.

The Brazilian Grand Prix

Continued from page 340

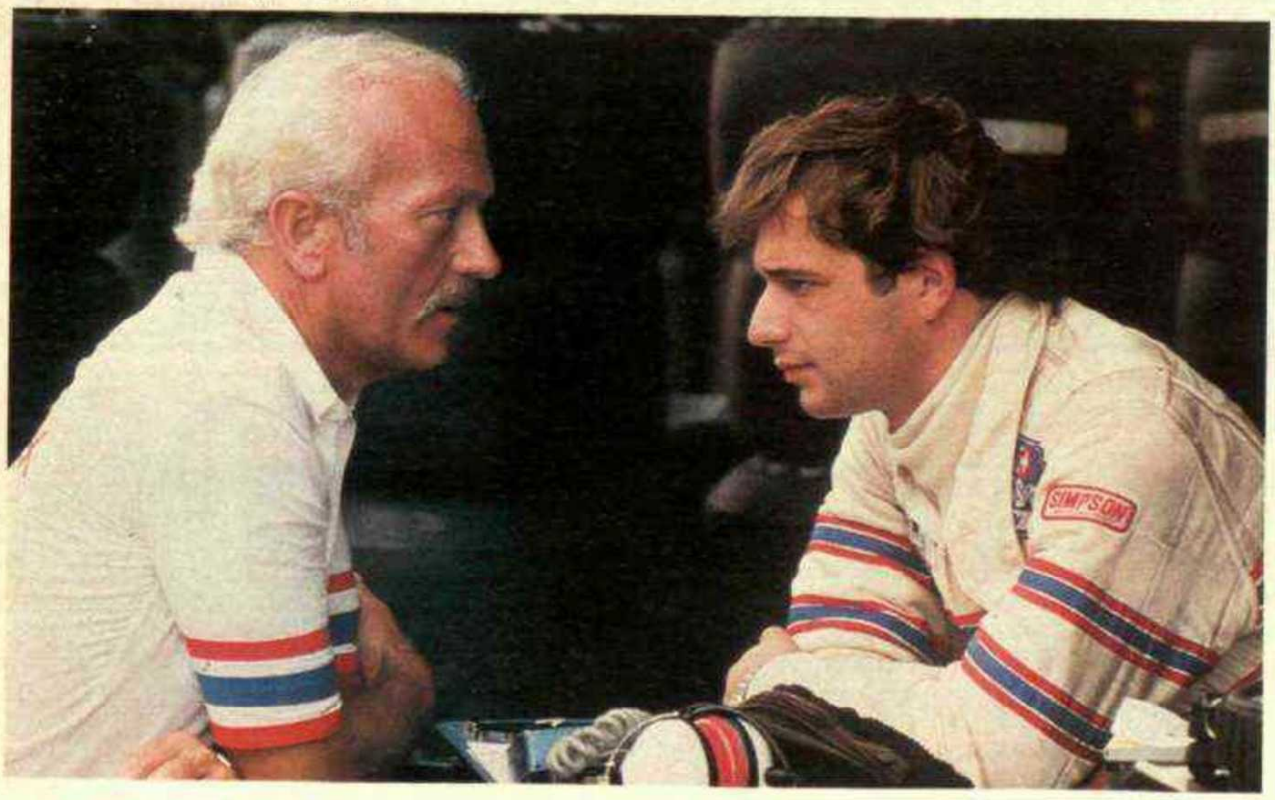
To watch the blue Ligier bobbing over the bumps at top speed into that corner and its confident driver hurling it through the turn with unshakeable confidence was truly exhilarating. Pironi managed a fine 2 min. 21.65 sec. which was the fastest time of the day in Saturday's timed session while Jacques Laffite wasn't to be left behind and was well in contention with 2 min. 22.30 sec. which was good enough for fifth place on the grid although his final session was abruptly interrupted when the oil pressure warning light flashed on and he abandoned his car out on the circuit. Subsequent examination revealed the Cosworth DFV to have survived intact, the problem being that the small pipe to the oil pressure gauge had become disconnected.

Generally speaking, although Goodyear's racing staff remained insistent that Michelin should hurry up and get rid of their special qualifying tyres, Akron fortunes looked pretty promising because there were several strong Goodyear runners near the front of the grid who looked in "good shape". Although the Ferrari 312T5 isn't proving the most startlingly competitive Formula One machine of the season, the sheer determination of little Gilles Villeneuve worked wonders as usual during practice.

After his high speed accident whilst holding second place in the Argentine Grand Prix, Villeneuve's 312-043 was written off and the salvageable parts were used to build another car round a new monocoque flown out from Maranello and completed in time for the start of Interlagos practice. Villeneuve had suffered an engine failure during the untimed session on Thursday and that was repeated during Friday's timed session, the T5s showing an appetite for flat-12s that runs against Ferrari's trend of recent years. The French-Canadian driver briefly tried the team's spare car, complaining that the steering was diabolically heavy, but he was back in his regular machine for Friday's timed stint and recorded a 2 min. 22.17 sec. which was second quickest behind Pironi in that session and third on the grid. If Villeneuve had any inhibitions about Interlagos they weren't evident watching him out on the circuit. Although he was by no means delighted with the handling of the T5, he emerged from the final session quietly confident, saying "I think we'll do better in the race".

PRACTICE TIMES			
No.	Driver	Friday p.m.	Saturday p.m.
1	J. Scheckter	2.23.02	2.23.04
2	G. Villeneuve	2.23.31	2.22.17
3	J-P. Jarier	2.28.99	2.27.15
4	D. Daly	2.28.21	2.28.44
5	N. Piquet	2.23.54	2.23.16
6	R. Zunino	2.26.53	2.29.68
7	J. Watson	2.28.82	2.27.29
8	A. Prost	2.24.95	2.26.21
9	M. Surer	2.30.27	2.27.10
10	J. Lammers	2.29.54	2.29.64
11	M. Andretti	2.23.46	2.23.46
12	E. de Angelis	2.23.48	2.22.40
14	C. Regazzoni	2.25.68	2.24.85
15	J-P. Jabouille	**2.21.40**	2.23.10
16	R. Arnoux	2.22.31	2.30.08
17	S. Johansson	2.34.46	2.31.48
18	D. Kennedy	2.31.49	2.30.52
20	E. Fittipaldi	2.26.94	2.26.86
21	K. Rosberg	2.26.14	2.25.74
22	P. Depailler	2.27.11	2.30.23
23	B. Giacomelli	2.25.80	2.26.52
25	D. Pironi	2.22.42	**2.21.65**
26	J. Laffite	2.23.16	2.22.30
27	A. Jones	2.23.38	2.23.77
28	C. Reutemann	2.23.63	2.22.26
29	R. Patrese	2.26.22	2.25.06
30	J. Mass	2.25.75	2.25.82
31	E. Cheever	2.34.52	2.34.60

Chapman and de Angelis confer.



Jody Scheckter's attitude to the circuit was well-publicised prior to his arrival at Interlagos, but the fact that he ended up eighth on the grid with a 2 min. 23.02 sec. best could *not* be attributed to the fact that he wasn't trying. He might well have made two *mistakes*, spinning on what he felt would have been his fastest lap on Friday and then getting badly baulked on what he hoped would be his best on Saturday. On one spectacular occasion the World Champion found himself badly baulked by Lammers's tardy ATS and indulged in some automotive histrionics as he endeavoured to vent his annoyance on the bewildered and uncomprehending Dutch driver!

In the Saudia Williams garage, the customary air of optimism wasn't quite as buoyant as usual, both of the team's drivers encountering problems on Friday. The two latest chassis were kept in 1979, FW07 trim following the hurried re-conversion from "B" specification in Buenos Aires and while Reutemann remained with his usual FW07B/5, team leader Alan Jones forsook his Argentine Grand Prix winning spare car for FW07B/6. On Friday Reutemann's progress was interrupted by a major, spectacular engine blow up and Jones's car had problems with its skirts failing to fall down cleanly over the bumps which

naturally did not enhance its handling. On Saturday Reutemann stormed into contention with a 2 min. 22.26 sec. lap to earn fourth place on the grid, between Villeneuve and Laffite, but although Jones's car was handling much better than on the previous day, the Australian complained that the engine was very badly down on revs. He couldn't improve on his tenth quickest time of 2 min. 23.38 sec., but Alan Jones is a "no nonsense" racing driver and when he says that something isn't quite right with the car, the likelihood is that something isn't quite right. He doesn't "winge on" like some of his

STARTING GRID

15
J.P. Jabouille
(Renault V6 t/c)
RE22
2 min. 21.40 sec.
25 (2 min. 27.99 sec.)

2
G. Villeneuve
(Ferrari-flat 12)
312T5/045
2 min. 22.17 sec.
12 (2 min. 31.47 sec.)

26
J. Laffite
(Ligier-Cosworth V8)
JS11/15/01
2 min. 22.30 sec
12 (2 min. 29.08 sec.)

12
E. de Angelis
(Lotus-Cosworth V8)
81/1
2 min. 22.40 sec.
16 (2 min. 28.64 sec.)

5
N. Piquet
(Brabham-Cosworth V8)
BT49/5
2 min. 23.16 sec.
12 (2 min. 31.27 sec.)

11
M. Andretti
(Lotus-Cosworth V8)
81/2
2 min. 23.46 sec.
1 (2 min. 42.19 sec.)

8
A. Prost
(McLaren-Cosworth V8)
M29/1B
2 min. 24.95 sec.
39 (2 min. 30.88 sec.)

21
K. Rosberg
(Fittipaldi-Cosworth V8)
F7/2
2 min. 25.74 sec.
35 (2 min. 31.85 sec.)

23
B. Giacomelli
(Alfa-Romeo V12)
179/004
2 min. 25.80 sec.
35 (2 min. 31.11 sec.)

20
E. Fittipaldi
(Fittipaldi-Cosworth V8)
F7/1
2 min. 26.86 sec.
12 (2 min. 32.55 sec.)

22
P. Depailler
(Alfa-Romeo V12)
179/003
2 min. 27.11 sec.
29 (2 min. 32.77 sec.)

7
J. Watson
(McLaren-Cosworth V8)
M29/2B
2 min. 27.29 sec.
9 (2 min. 33.43 sec.)

25
D. Pironi
(Ligier-Cosworth V8)
JS11/15/04
2 min. 21.65 sec.
16 (2 min. 28.18 sec.)

28
C. Reutemann
(Williams-Cosworth V8)
FW07B/5
2 min. 22.26 sec.
1 (6 min. 04.82 sec.)

16
R. Arnoux
(Renault V6 t/c)
RE21
2 min. 22.31 sec.
22 (2 min. 27.31 sec.)

1
J. Scheckter
(Ferrari-flat 12)
312T5/042
2 min 23.02 sec.
3 (2 min. 30.21 sec.)

27
A. Jones
(Williams-Cosworth V8)
FW07B/6
2 min. 23.38 sec.
30 (2 min. 29.69 sec.)

14
G. Regazzoni
(Ensign-Cosworth V8)
MN10
2 min. 24.85 sec.
2 (2 min. 35.42 sec.)

29
R. Patrese
(Arrows-Cosworth V8)
A3/1
2 min. 25.06 sec.
17 (2 min. 32.12 sec.)

30
J. Mass
(Arrows-Cosworth V8)
A3/2
2 min. 25.75 sec.
13 (2 min. 33.24 sec.)

6
R. Zunino
(Brabham-Cosworth V8)
BT49/5
2 min. 26.53 sec.
27 (2 min. 31.89 sec.)

9
M. Surer
(ATS-Cosworth V8)
D3/02
2 min. 27.10 sec.
(—)

3
J. P. Jarier
(Tyrrell-Cosworth V8)
009/3
2 min. 27.15 sec.
16 (2 min. 33.17 sec.)

4
D. Daly
(Tyrrell-Cosworth V8)
009/6
2 min. 28.21 sec.
16 (2 min. 30.54 sec.)

Did not qualify:
10 J. Lammers (ATS D3/01) 2 min. 29.54 sec.
18 D. Kennedy (Shadow DN 11/2) 2 min. 30.52 sec.
17 S. Johansson (Shadow DN 11/3) 2 min. 31.48 sec.
31 E. Cheever (Osella FA 1/1) 2 min. 34.52 sec.
N.B. Times in brackets show fastest lap in race, with lap number.



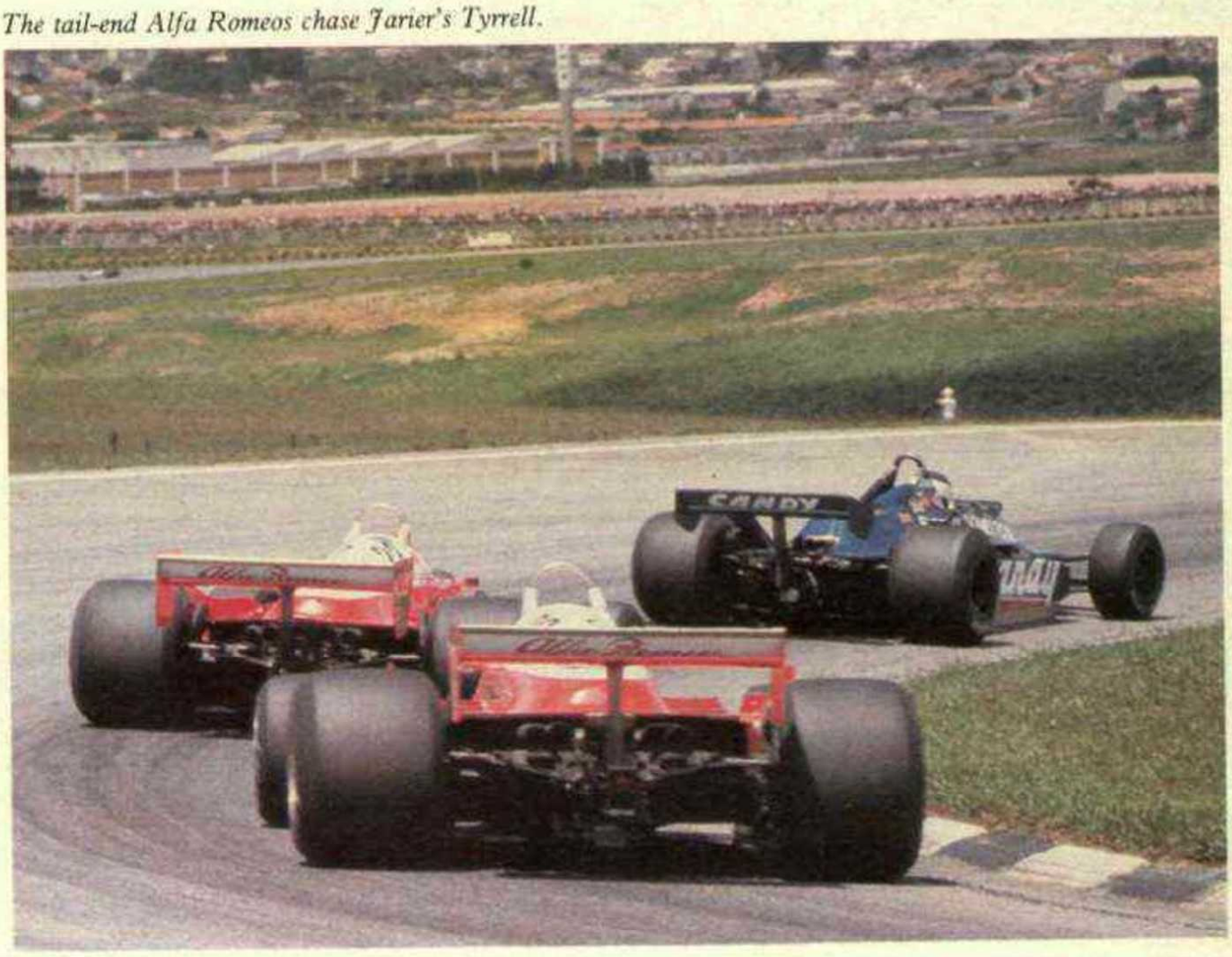
Helmeted Piquet and stern-looking Ecclestone.

contemporaries and, after the Williams mechanics changed his engine on Saturday night, Jones proved his worth with fastest time in the race morning untimed warm up.

In the Lotus camp a great deal of work had been done on the rear suspension of the two 81s, involving strengthened lower pick-up points for the inboard coil spring-damper units following the breakage on de Angelis's car in Buenos Aires. The team still had their Lotus 79 development chassis on hand in case either of their drivers needed a spare, but both drivers got through practice using their new cars although there was a certain amount of juggling gearboxes at one point during the weekend. De Angelis was brimful of confidence, lapping in 2 min. 22.40 sec. despite a handling imbalance that was subsequently traced to worn out shock absorbers down one side of his car. The young Italian driver was delighted with his car's performance and team leader Andretti, despite being handicapped with a misfiring engine, echoed the sentiments of his young team mate from 11th place on the grid with 2 min. 23.46 sec.

There was a degree of disappointment in the Brabham camp for although Nelson Piquet started off in fine style during Thursday's testing, a whole host of minor problems bugged the Brazilian's progress in official practice with the smart Brabham-Cosworth BT49. On Friday Piquet damaged the skirts on his car when he lost control and slid down a length of catch fencing. Later he had problems with an ill-fitting seat, his harness kept working loose and the steering was too heavy for his taste. Eventually some confusion over tyres during the final session thwarted his progress, for although he managed to get the correct combination together right at the end of practice, his fastest lap was set under yellow flags which indicated a spin into the barriers for Daly's

The tail-end Alfa Romeos chase Jarier's Tyrrell.







THE BRAZILIAN GRAND PRIX GILLES VILLENEUVE made an impeccable start at Interlagos, above, darting between Jabouille's Renault (nearest the camera) and Pironi's Ligier to lead into the first bend. Below, a battle between Daly's Tyrrell and Surer's ATS. Right, Regazzoni's Ensign leads Patrese's Arrows in the infield sweeps.





NELSON PIQUET, left, spun off when his Brabham's suspension broke up after this trip back to the pits on a flat tyre, but F1 newcomer Alain Prost, seen below chasing one of the Arrows, scored points for the second time in two races, a first-class performance. Elio de Angelis, bottom right, was quite brilliant in his second race for Lotus, finishing a fine, fighting second.

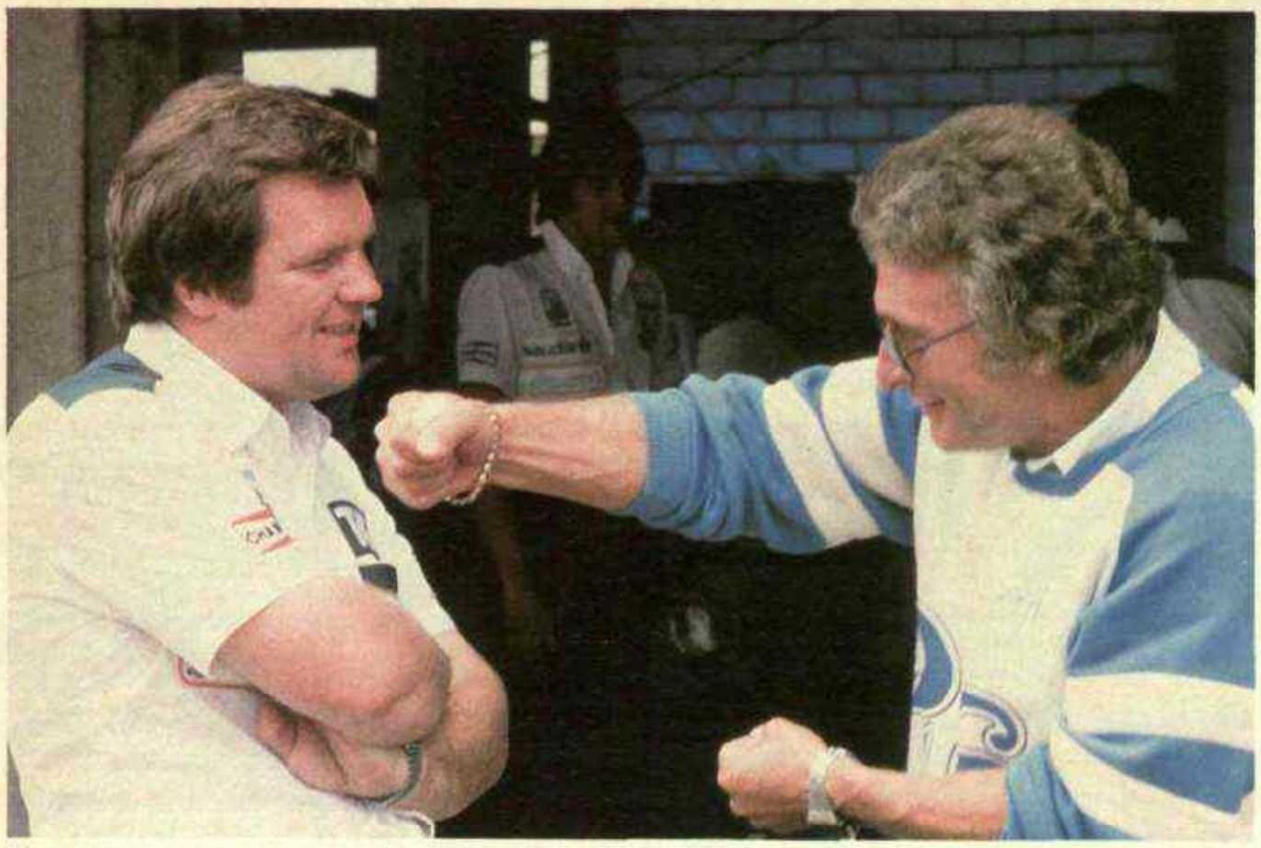




RENE ARNOUX, above, worked hard to keep de Angelis at bay during the race's early stages round the meandering Interlagos circuit.



ARNOUX's first Grand Prix victory marked Renault's second Formula One win and resulted in the usual champagne shower, above, though on this occasion he could perhaps be forgiven for such high spirited wastefulness. Right, Pironi's Ligier heads Villeneuve's drifting Ferrari and Laffite's Ligier in the opening laps of the Brazilian Grand Prix.



Patrick Head smiles as Ligier's Ducarouge aims a playful swing!

Tyrrell 009. His best time was 2 min. 23.16 sec. His team mate Zunino was well out of contention on this occasion, with a 2 min. 26.53 sec. best and a consequent starting place near the back of the grid.

Regazzoni did a commendable job with the patriotic liveried Unipart Ensign, qualifying on 2 min. 24.85 sec. despite a fuel system that seemed reluctant to work properly with less than seveneteen gallons in the tank. Young Alain Prost managed to get his McLaren M29B working very effectively over the bumps and ripples of Interlagos to record a 2 min. 24.95 sec., a time which eclipsed team leader Watson by two and a half seconds. In fairness, the Ulsterman, who had started practice with his originally intended spare car, was forced to change back to his "race" machine after engine problems intervened and had to make do with a different rear suspension set-up on that car. The fact, however, remains: Prost did a very good job finding a race "set up" on his M29B.

Both Arrows suffered badly from their skirts riding up — and sticking up — over the bumps, Patrese recording a disappointing 2 min. 25.06 sec., half a second better than the genial Jochen Mass. All manner of minor problems bugged the Fittipaldi F7s of Rosberg and E.F., the Finn qualifying faster than his team leader although the local hero started his home Grand Prix weekend on a bad note when he crashed quite heavily following a tyre deflation on Thursday. Although the car was repaired in time for official practice, the incident seemed to set the Brazilian back somewhat and his chances were not helped when he suffered a water leak which cut short his timed session on Saturday.

Towards the back of the grid Surer did a commendable job with his ATS, the yellow car having its suspension attended to on Friday night after a rear rocker arm collapsed on him during that day's timed session. Both Alfa Romeos were very definitely also-rans, Depailler in particular proving most frustrated with his car's acute understeer problems. The two Tyrrell 009s were simply outclassed and outdated, but Jarier and Daly persevered gamely throughout the weekend and both got into the race, the Irishman after one slight collision with Prost and a spin into a tyre-faced guard rail, both in the final session.

Non-qualifiers included Lammers in the second ATS, hard-trying Shadow DN11 drivers Kennedy and Johansson and the overweight Osella driven by the rather disillusioned Cheever.

A staggered "one-by-one" start line up was employed at Interlagos, just as it had been in Argentina, so Jabouille's Renault had a slight advantage before the starting signal was given. But the French turbo car was tardy getting off the line and Pironi was alongside it as they drew alongside the pit wall. But both Frenchmen's efforts were eclipsed by the never-say-die Villeneuve who is quickly gaining a reputation for the best starts in the Grand Prix business. His Ferrari came rocketing up between the Renault and the Ligier, diving into the left hander after the pits well in the lead. Jabouille initially dropped back to fourth behind the two Ligiers,

The McLaren mechanics wonder whether a new driving position might improve the performance of their tame Irishman.



but he powered back into second place as they hurtled down the first long straight and was right with Villeneuve as they came up through the infield loops and out onto the start/finish straight to complete their opening lap. Third was Pironi with Laffite right on his tail and the remainder of the field already spacing out after that hectic five mile opening lap. Already there was one casualty, Reutemann's Williams having broken a driveshaft as the Argentinian snatched second gear accelerating off the grid. He limped round a single slow lap before pulling in to retire, just in time to meet a rather flustered Mario Andretti walking back to the pits after spinning his Lotus 81 off through the catch fencing at the first corner at the start of the second lap. The Lotus tipped onto two wheels during its crazy excursion and the American feared briefly that it would tip over — fortunately it landed on its wheels, but very much the worse for wear.

Jabouille closed up on Villeneuve as they went into lap two, passing the Ferrari at the end of the long straight and streaking away as the French Canadian eased up suddenly, dropping back quickly as he sensed something was wrong with his car's handling. On lap five Pironi, who had dropped back behind his team mate, came into the pits to investigate a violent understeer problem which made him suspect that one of his Ligier's skirts had stuck up. By the time he stopped the skirt had fallen down again, so his team softened up his front rollbar and sent him back into the race for a game chase back through the field. Further back in the field Regazzoni's Ensign was fading after a promising start, dropping away with acute understeer and a misfiring engine, while Villeneuve was soon back to sixth place in close company with team mate Scheckter. Arnoux was up to third ahead of de Angelis and then came Jones's ill-handling Williams in fifth position, the Australian racing as best he could despite his problems.

On laps seven and eight respectively the two Ferraris dived into the pits for fresh tyres, emerging at the tail of the field although Scheckter didn't have to worry for much longer as his flat-12 lost its oil pressure mid-way round lap eleven and he rolled to a silent standstill out on the circuit. The Ferraris' problems helped promote Piquet's Brabham BT49 into sixth place behind Jones while the Arrows of Patrese and Mass were next, followed by the two McLaren M29Bs (Watson briefly ahead of Prost after a superb start) and the Fittipaldi F7s of E. F. and Rosberg. Both Arrows were understeering very badly and soon dropped away to be passed by their immediate pursuers, while Watson was soon dealt with by his young team mate, Prost's car showing a peculiar tendency to misfire at low revs when the fuel tank was full, this problem apparently curing itself after ten laps or so. Once Prost was through and away, Watson fell back to be challenged by the two Fittipaldi drivers who were running in close formation with Rosberg pressing his team leader hard. It didn't take long for the determined Finn to have a go at Fittipaldi, diving inside him on the left hander at the end of the long straight with a forcefulness which sent Fittipaldi wide over a kerb, resulting in damaged skirts and a resultant pit stop for the Brazilian. After the race there was an air of tension between the two Fittipaldi team drivers when they returned to the pits, both uncompromisingly differing in their interpretation of the "whys and wherefores" of the incident!

Laffite's challenge for the lead ended on lap 14 when a high tension lead came adrift from his Ligier's distributor, stranding him out on the



Rosberg's Fittipaldi ahead of Villeneuve's recovering Ferrari.

circuit and leaving Jabouille to consolidate a commanding and very comfortable advantage. Arnoux was now second with de Angelis pressuring him determinedly, the young Lotus driver gradually realising that if he pressed too hard with the understeer he was suffering with then his front tyres would not last the race distance. After working himself almost into Arnoux's slipstream, a couple of lurid moments convinced de Angelis that it was more important to be in the race at the finish, so he eased off very slightly and Arnoux pulled away.

Further back Pironi and Villeneuve were showing real spirit as they carved their way up through the midfield runners, Riccardo Patrese proving particularly difficult to pass. Pironi took four laps before he found a way past the hard-driving Arrows pilot and Villeneuve's determined efforts to get past Rosberg resulted in the Fittipaldi surviving a high speed spin at the fifth gear *Curva de Sol* which badly flat spotted its tyres and took its driver aback somewhat!

Jabouille's confident run towards victory came to an abrupt end mid-way round lap 26 when one of the 1½-litre engine's turbochargers failed and he was left to limp into a disappointed retirement. But for Regie Renault there was the consolation that Arnoux, running strongly in second place, could now take over at the head of the field. The Grenoble driver kept control and, with de Angelis falling away over the remaining fifteen laps, Arnoux scored his first Grand Prix victory by a convincing margin of more than twenty seconds.

Third place was earned doggedly by Alan Jones while Pironi, still hampered by acute understeer, finished fourth. Prost, driving with great maturity, refused to be ruffled by Patrese as he raced the Arrows for fifth place, eventually picking his moment and passing the Italian in an extremely confident fashion after he had watched and learned where the Arrows had handling problems. Surer did an excellent job to finish seventh while Zunino was eighth ahead of Rosberg, Mass and the disappointed Watson. With characteristic determination, Villeneuve scrambled back to seventh place and was closing on Patrese when his Ferrari's throttle stuck on a fast left hander and he spun wildly. Nursing his T5 back to the pits, Villeneuve was out of the race when it was found that the front anti-roll bar linkage had become deranged and was fouling the throttle pedal. That was the fourth retirement from four starts in two races for the Italian team, underlining in dramatic fashion just how unpredictable and changing are the fortunes of Grand Prix motor racing. — A.H.

Results

THE BRAZILIAN GRAND PRIX — Formula One — 40 laps — Autodromo Interlagos — 7.87385 kilometres per lap — 314.954 kilometres — Very hot

1st:	R. Arnoux (Renault RE21)	1 hr. 40 min. o1.33 sec. — 188.933 k.p.h.
2nd:	E. de Angelis (Lotus 81/1)	1 hr. 40 min. 23.19 sec.
3rd:	A. Jones (Williams FW07 B/6	1 hr. 41 min. 07.44 sec
4th:	D. Pironi (Ligier JS 11/15/04)	1 hr. 41 min. 41.46 sec.
5th:	A. Prost (McLaren M29/1B)	1 hr. 42 min. 26.74 sec.
6th:	R. Patrese (Arrows A3/1)	1 lap behind
7th:	M. Surer (ATS D3/02)	1 lap behind
8th:	R. Zunino (Brabham BT49/5)	1 lap behind
9th:	K. Rosberg (Fittipaldi F7/2)	1 lap behind
10th:	J. Mass (Arrows A3/2)	1 lap behind
11th:	J. Watson (McLaren M29/2B)	1 lap behind
12th:	J.-P. Jarier (Tyrrell 009/3)	1 lap behind
13th:	B. Giacomelli (Alfa Romeo 179/004)	1 lap behind
14th:	D. Daly (Tyrrell 009/6)	2 laps behind
15th:	E. Fittipaldi (Fittipaldi F7/1)	2 laps behind
16th:	G. Villeneuve (Ferrari 312T5/045)	4 laps behind — not running at finish

Fastest lap: R. Arnoux (Renault RE21) on lap 22 in in 2 mins. 27.31 secs. — 192.421 k.p.h.

Retirements: C. Reutemann (Williams FW07B/5) broken driveshaft, on lap 1; M. Andretti (Lotus 81/2) spun off, on lap 2; J. Scheckter (Ferrari 312T5/042) engine failure, on lap 11; G. Regazzoni (Ensign MN10) engine misfire, on lap 14; J. Laffite (Ligier JS11/15/01) electrical failure, on lap 14; N. Piquet (Brabham BT49/5) suspension failure, on lap 15; J-P. Jabouille (Renault RE22) turbo-charger failure, on lap 26; P. Depailler (Alfa Romeo 179/003) electrical failure, on lap 34; G. Villeneuve (Ferrari 312T5/045) jammed accelerator pedal, on lap 37.

24 starters — 16 finishers



Williams and Jones reflect on a hard-won third place.

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Racing Golfs

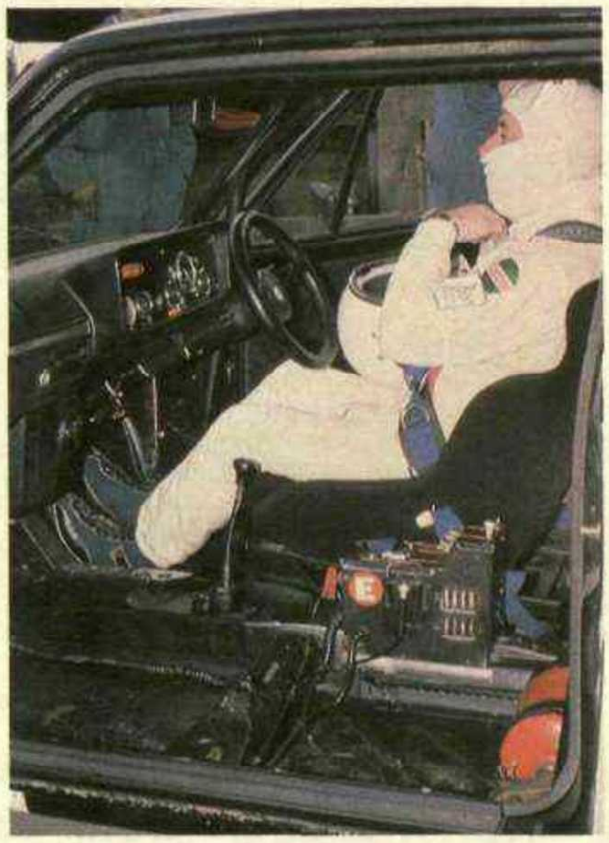
RICHARD LLOYD is a man of vision. He spotted the racing potential of the splendid little Volkswagen Golf GTi in 1977, went on to totally dominate the up to 1,600 c.c. class with the model in the British Saloon Car Championship for the next three seasons, started a highly successful business to specialise in GTis and thanks to all this has now landed a contract with VW-Audi GB and Akai to prepare a team of Audi GLEs for himself and Stirling Moss to drive in this season's Tricentrol-backed Championship.

Inspired by my enthusiasm for the road test 5-speed GTi (see page 328), last month I took up Lloyd's long-standing invitation to visit his GTi Engineering company in some of the old wartime buildings on the Silverstone perimeter track, where a Brooklands-like village of racing specialists is growing up, to try a spot of very special Golfing. Lloyd's Group 1 and Group 2 Akai Golf GTis from last season were dusted down from their winter hibernation and I was sent out to play Golf on the club circuit, while Lloyd and Moss performed in front of film cameras with their first racing GLE.

Lloyd, in pop star management with Cliff Richard before he started motor racing with Triumph Spitfires in 1968, and well known for successes with a Chevrolet Camaro in the mid '70s, took up Golfing in the 1977 British Saloon Car Championship with an almost standard road GTi prepared by Broadspeed and backed by Volkswagen GB.

He won the up to 1,600 c.c. class and came third overall in the Championship, opening a lot of eyes in the process. Inspired by this and with support for another season forthcoming from VW, he set up GTi Engineering in March 1978 with Brian Ricketts, a racing saloon preparation "ace". They developed a brand-new GTi for the 1979 series and took the class again, together with second overall in the Championship. Lloyd used the same car, now with Akai as well as VW backing, to notch up his hat-trick of Championship class wins last season and finish third overall.

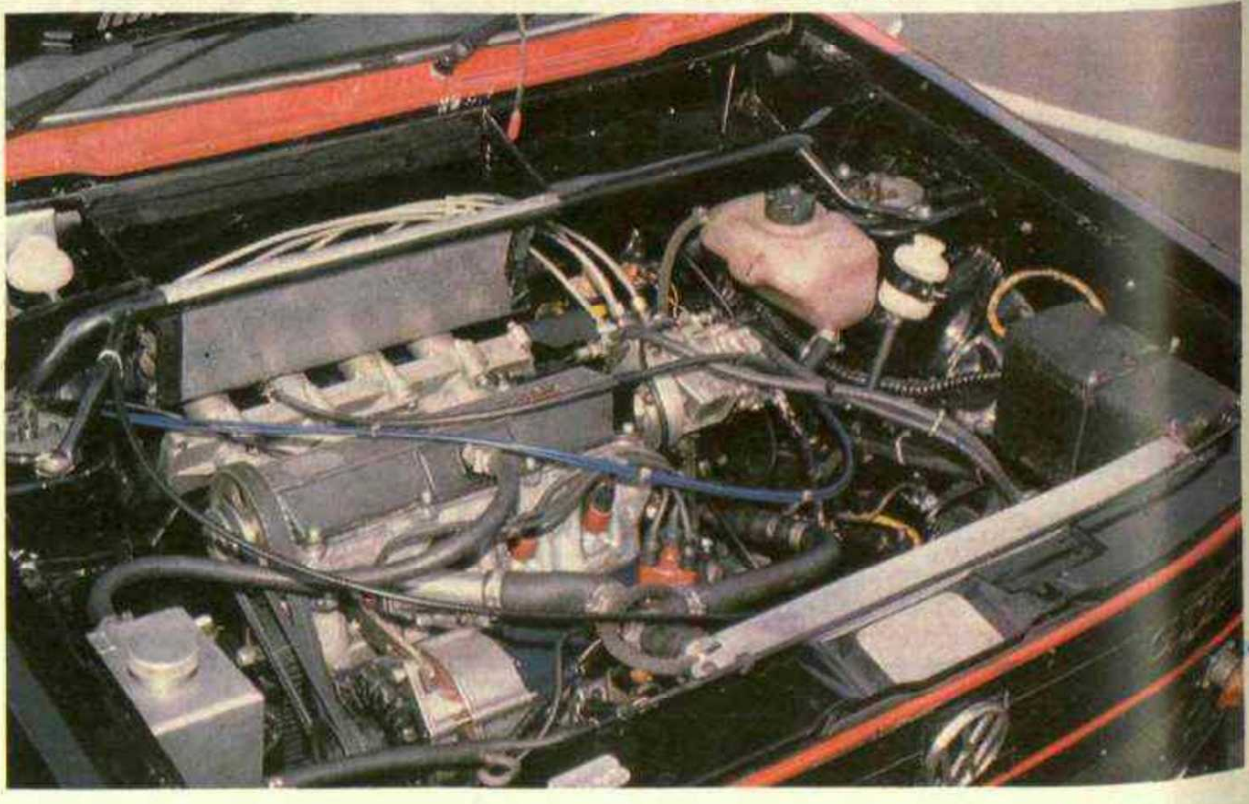
This Group 1 GTi has a fine racing record, with 19 wins out of 24 races in two seasons. It failed to make the start once, when the fuel pump failed on the warm up lap, had only one DNF and on three occasions was relegated to second place by Win Percy's Toyota. Somewhere amongst that list should be a disqualification, too, when the scrutineers took a dislike to the rear anti-roll bar mounting, happily accepted for the previous 18 months. Undaunted, Lloyd changed to a standard anti-roll bar and promptly shattered the lap record at Thruxton. Indeed, Lloyd and his Golf hold lap records at most British circuits. On top of this UK performance this Golf boasts second in class in the 1978 Coupe de Spa 4-hour race, driven by Lloyd and Fitzpatrick.



This was the first car I was to try on a mild and dry February day. The other, the Group 2 car, was a very different kettle of mechanical fish, a very swift little racer indeed, but one thing both black, red and white, Akai-liveried cars shared was an outstandingly immaculate standard of preparation, an essential for attracting both success and strong sponsorship. The Group 2 car, new last season, and veteran of only three races, has no success to its credit, yet. It was second in practice to Bergmeister's Audi in the Zolder 4-hr. race, but retired from the race when the cam followers broke up, a fate which also afflicted it in the Zandvoort 4 hrs., where it was quickest in the class in practice. Lloyd and Derek Bell shared it in last September's Tourist Trophy, but Bell had to retire from second place in class when the gearbox oil deposited itself on the Silverstone tarmac. Again the car had been quickest in its class in practice. The Group 1 car had its rare share of misfortune in that same race, firstly when a front hub broke with Lloyd at the wheel, then finally when the clutch fell off while Barry Sheene was driving, spoiling Sheene's four-wheel racing debut. Group 1 Golf clutches tend to behave like that when they are revved to more than 7,500 r.p.m., I was told, a good encouragement for me to stick to that rev limit.

Fundamental differences between the two 1,600 c.c. saloon cars are an engine output of 185-190 b.h.p. at 8,200 r.p.m. for the Group 2 car, shown on this page, and 145-150 b.h.p. at 7,200 r.p.m. for the Group 1 car, on page 364. The former weighs 775 kg., ballasted to the regulation limit by 55 kg. of steel bolted to the passsenger floor. The Group 1 car weighs in at 790

The Deputy Editor at Silverstone with the wide-arched Gp. 2 Akai Golf. Note the comprehensive electrical control box, Motolita wheel, Aley roll cage and ASS seat. The 1,600 c.c. engine packs 185-190 b.h.p.





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kg. Visually the Group 2 car can be identified by the flared wheel arches over 9" wide BBS wheels and a deep front spoiler. The Group 1 car has standard bodywork, including bumpers, and for my test the Dunlop "slicks" were mounted on standard alloy wheels.

On more specific details, I'll begin with the Group 2 car simply because it seems to have crept in first pictorially. Its Ricketts-built engine is bored out from the standard 1,588 c.c. to 1,598 c.c. and breathes through Kugelfischer mechanical fuel-injection, with slide-type throttles, identical to the set-up used on the Formula Two BMW engine. The standard VW crankshafts and connecting rods are immensely strong, tough enough to withstand the diesel application and so adequate enough to take the Group 2 engine's 12.5:1 compression ratio and additional 80 b.h.p. over the standard GTi, though the rods are shot-peened as a precaution. Everything is fully balanced. The 12.5 mm. lift camshaft came from Schrick, the top German VW tuning specialist. Valves are enlarged to 40 mm. inlets, 35 mm. exhausts. Combustion chambers are let into the head, the Mahle flat-top pistons protruding 40 thou. through the gasket. A lightened flywheel is fitted, along with a four-pad, sintered plate, Fichtel and Sachs Group 2 clutch. GTi Engineering rely on the VW factory to supply the special close-ratio, four-speed transmission, in which is fitted a pawl-type limited slip differential and one of a choice of 10 final drives, the most usual being the 3.4:1, fitted on this occasion. Driveshafts are standard items modified in terms of angles and lengths by GTi Engineering.

This little rocket is braked by 11½" x 1" Can-Am type ventilated front discs, fitted with Lockheed four-piston calipers, and 10" × ½" solid discs with Lockheed F2 calipers at the rear. The front uprights are standard but fitted with special brake bells to carry the big discs. Fixed rate Bilstein Group 2 dampers are fitted all round, together with 350 lb. front springs and 185 lb. rear springs. Adjustable, aluminium abutments are built into the tops of the McPherson struts at the front. Wishbones are strengthened standard items and the entire suspension is bushed with PTFE. The 225/240 × 15" Dunlop racing tyres, in 768 compound and D15 construction are carried on 9" wide BBS wheels, their excesses sheltered by Zender body panels, for which GTi Engineering are the importers. A regulation 90-litre fuel tank, incorporating twin Rellumit fillers, is located in the normal boot area, the fuel fed by two low pressure pumps from it to a collector pot under the bonnet and thence by Bosch high pressure pump to the injection.

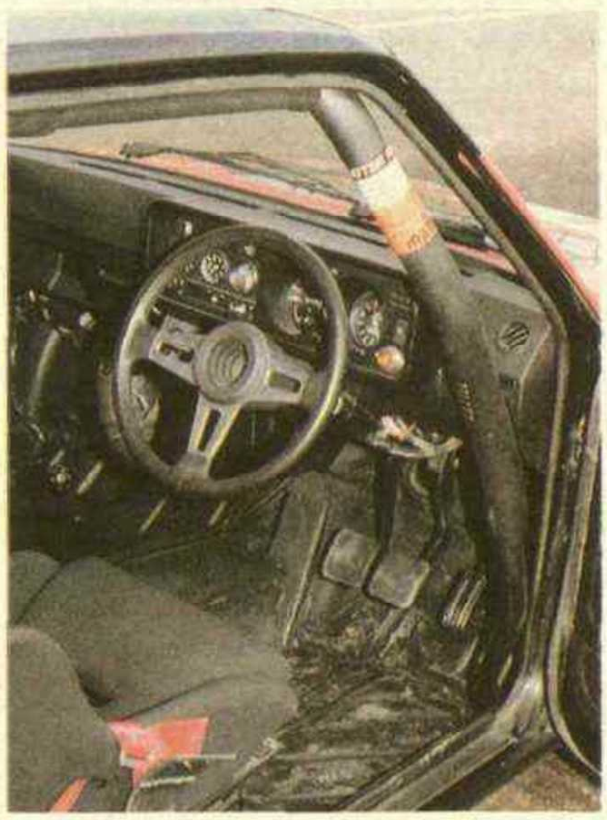
The Group 1 engine is more a matter of careful blueprinting. The capacity remains at 1,588 c.c., though it could legally be taken out to 1,598 c.c, the standard bottom end and bowl-in-crown pistons are used (shot-peening will be allowed this season, but wasn't when this engine was built), valves remain at 38 mm. inlet and 31 mm. exhaust and Schrick again supplied the camshaft. Bosch K-Jetronic fuel-injection is retained, pressures varied from standard to achieve a suitable mixture, and an independent pressure valve fitted. Fichtel and Sachs supplied the Group 1 competition clutch and driven plate and the OE flywheel is machined down to the homologated weight. The factory-built, strengthened, four-speed close-ratio gearbox is identical to that in the Group 2 car, as is the pawl-type limited slip differential, but only three final drive ratios are homologated on the GTi for Group 1, the 3.7:1, 3.9:1 and 4.54:1, of which the 3.7:1 was fitted. Unfortunately, the new five-speed gearbox has not yet been homologated.

Running gear is much less modified. Bilstein shock absorbers are similar to those on the Group 2 car, but spring rates are a much softer 240 lb. front, 110 lb. rear. The standard front disc brakes are fitted with Mintex 171 compound pads and Ferodo VG95 linings act on drilled-for-cooling rear drums. PTFE bushes stiffen things up. The Dunlop racing "slicks", 185/530 × 13", are the same 768 compound as those on the Group 2 car, but of D60 construction, a vital point on the Group 1 car because it gives less flex in the sidewalls and a big improvement in the car's behaviour. Wheels are of the standard 5½J width.

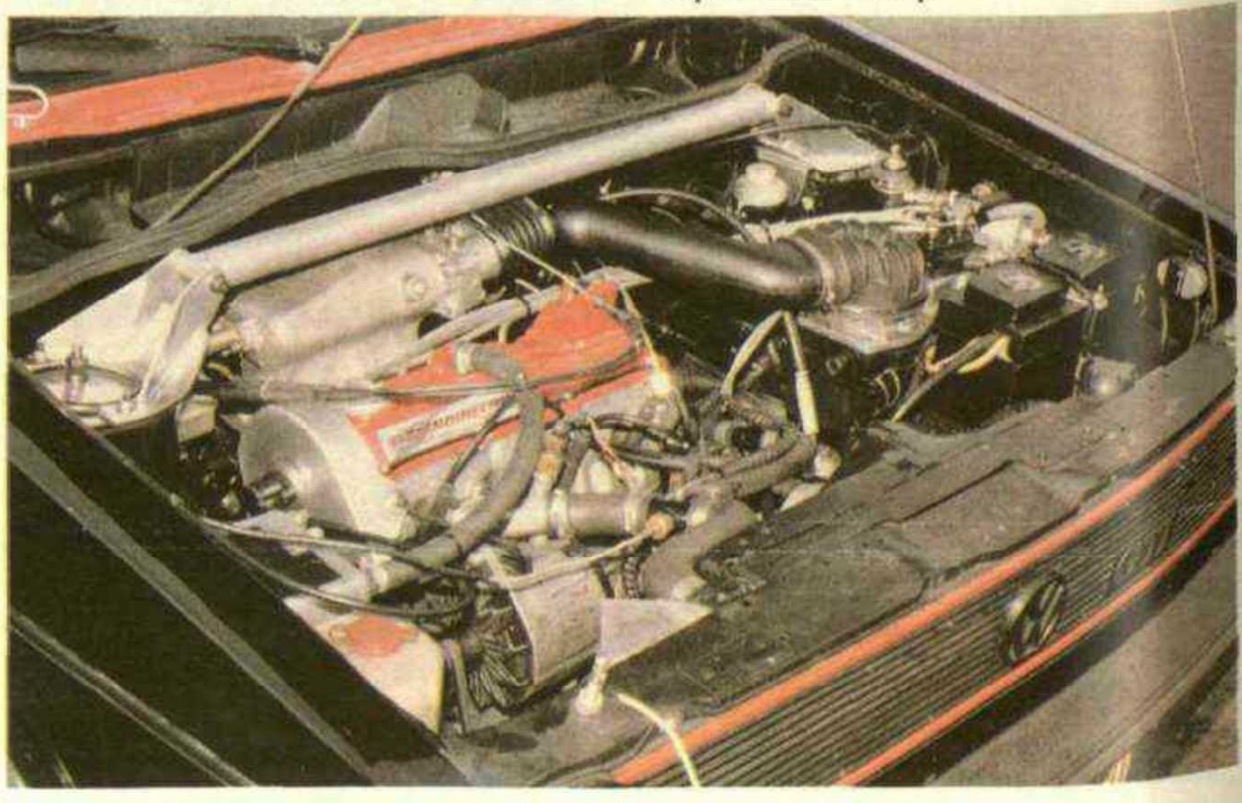
There is no compulsion for proper safety fuel tanks and safety fillers in the British Saloon Car Championship, so the standard, but glass-fibre-covered, fuel tank is retained underneath the centre of the floor, without additional pumps.

Both cars have gone down in my memory as

Continued on page 374



Lloyd's Group 1 Golf, dominant in the 1,600 c.c. class of the British Saloon Car Championship for two seasons. A standard steering wheel is preferred on this car. Note the cross-bracing between the struts. Power output is 145-150 b.h.p.





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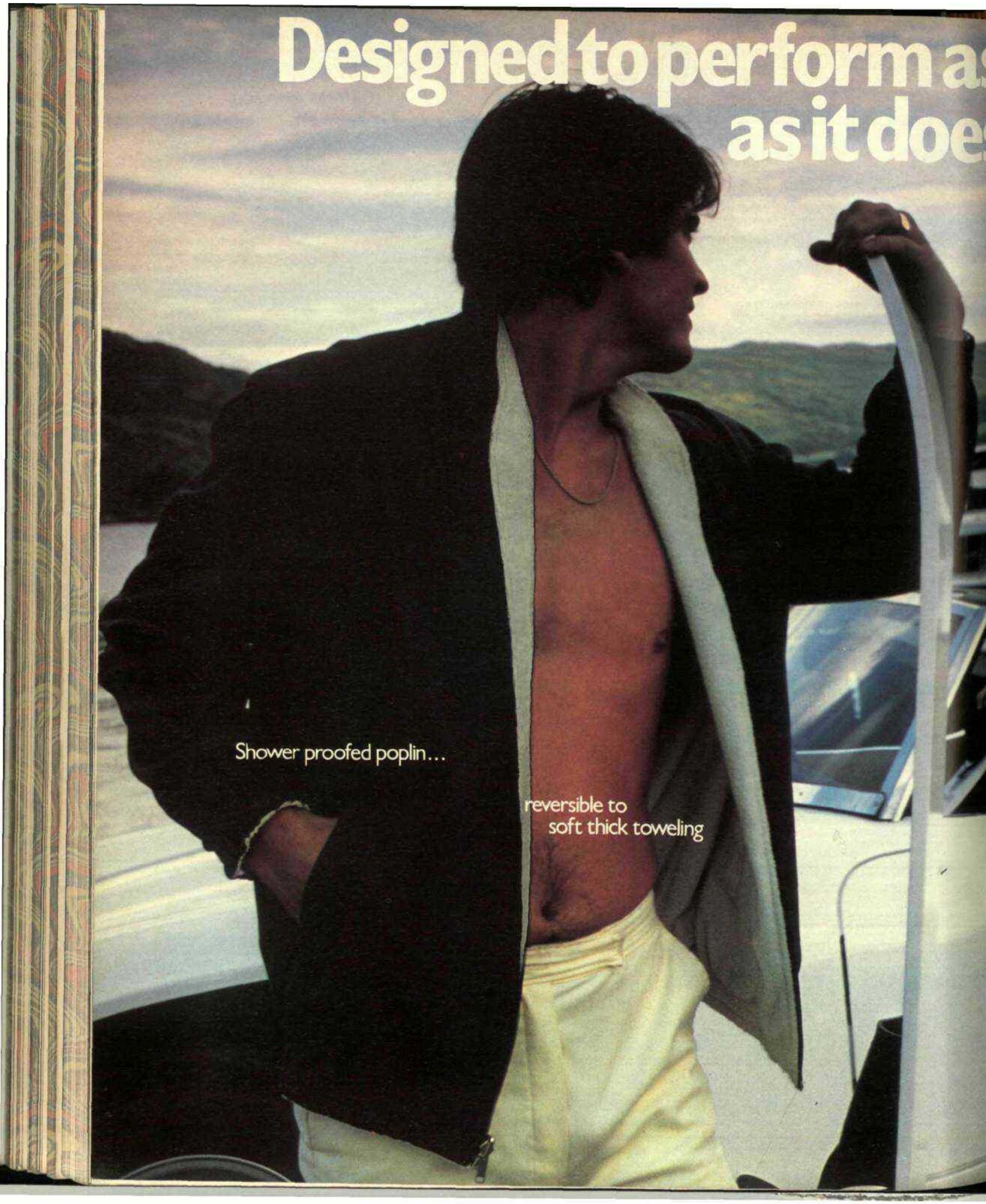
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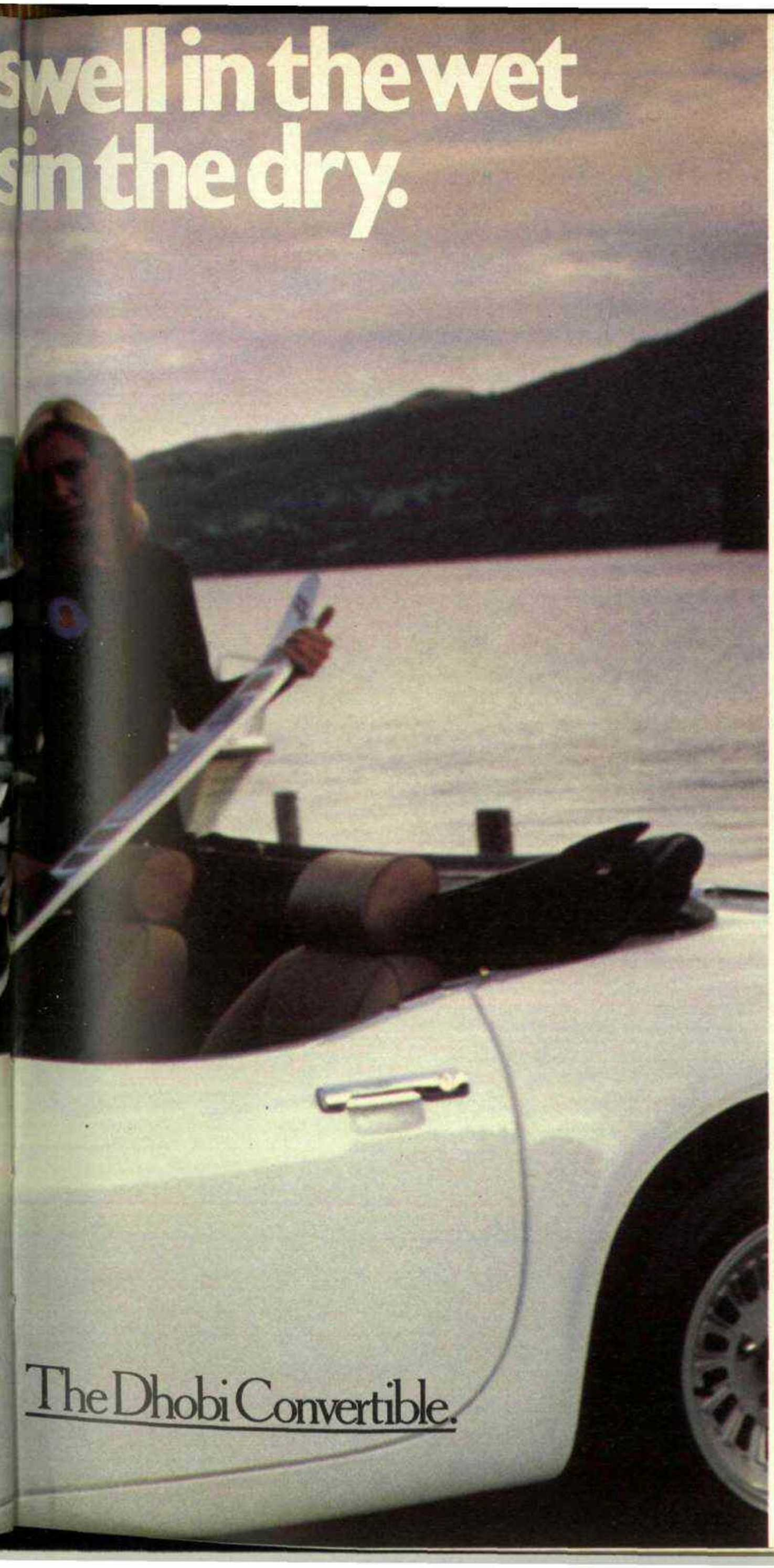
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MONTE-CARLO RALLY

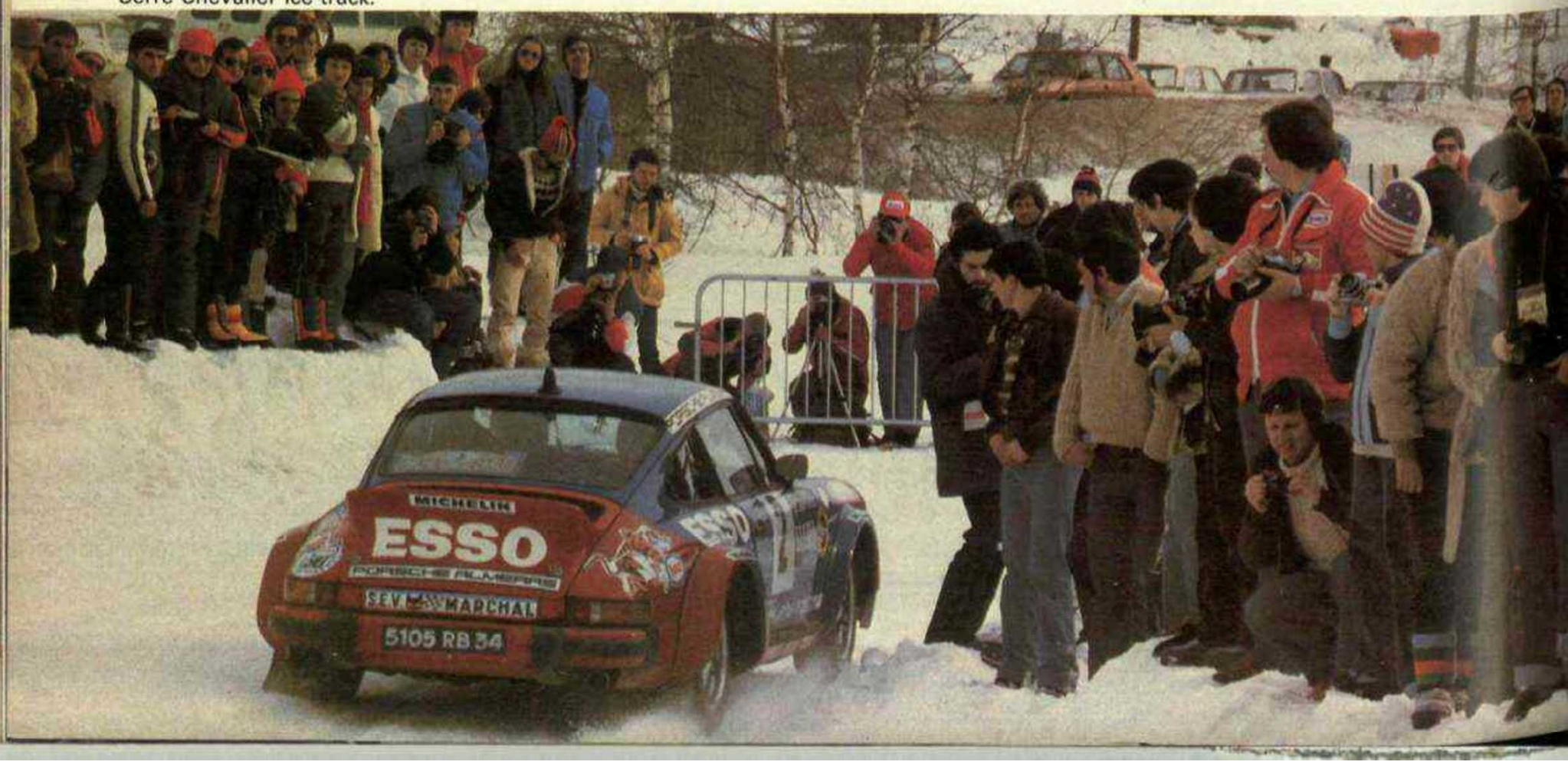
Always the pessimist, Walter Röhrl showed no outward signs of confidence during the Monte-Carlo Rally but he was always in command and drove his Fiat 131 Abarth (right) to an unchallenged win. Timo Mäkinen, the disqualified 1966 winner whose Mini-Cooper S was said to have the wrong bulbs, drove a BMW 320i (below) for the French importers but the car needed more development and was not really competitive. Mercedes, whose three-car entry was in the name of a wholly-owned German distributor, were not really in the running with their 280s. Below right, Ingvar Carlsson's car gets a complete rear axle change during a service break at Monaco.



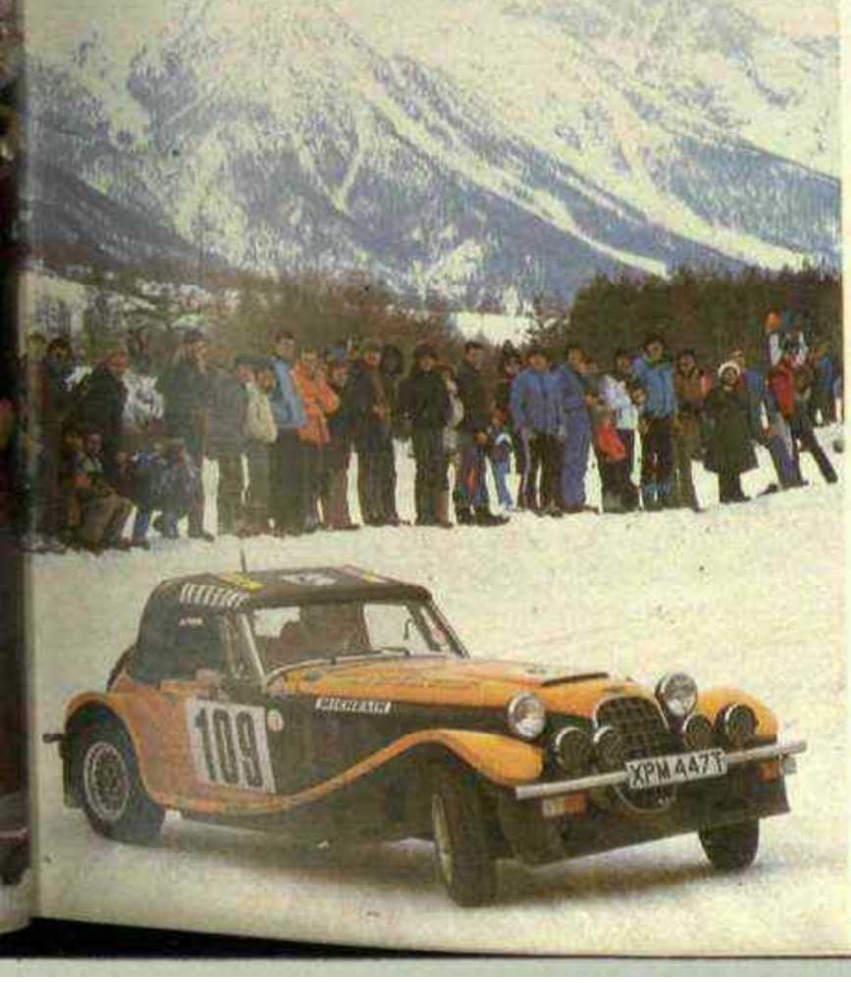




Among the professionals who had negotiated privately their own cars and backing was Hannu Mikkola whose Porsche Carrera was prepared and "rented" by the Almeras Brothers. Alas, just as he was getting used to the car a drive shaft joint broke and he was out. The car is pictured on the Serre Chevalier ice track.



Although the Fiat/Lancia group has discontinued rallying the Stratos, the French importers are carrying on and Bernard Darniche, despite feeling very ill, took the blue car (above) to a fine second place. Volkswagen still have a lot to learn about rallying, but Per Eklund, despite mediocre service support, got his Golf (right) up to second place before breaking a drive shaft and dropping to fifth. Privateer Noel Francis finished 107th in his Panther Lima (below), one of only three British starters, and the only one to finish. There were several old Carreras in the rally, plus a 924 Turbo (below right) entered by Porsche man Jurgen Barth as part of a development plan which also included the 1979 Safari. In Monte-Carlo he finished 19th.





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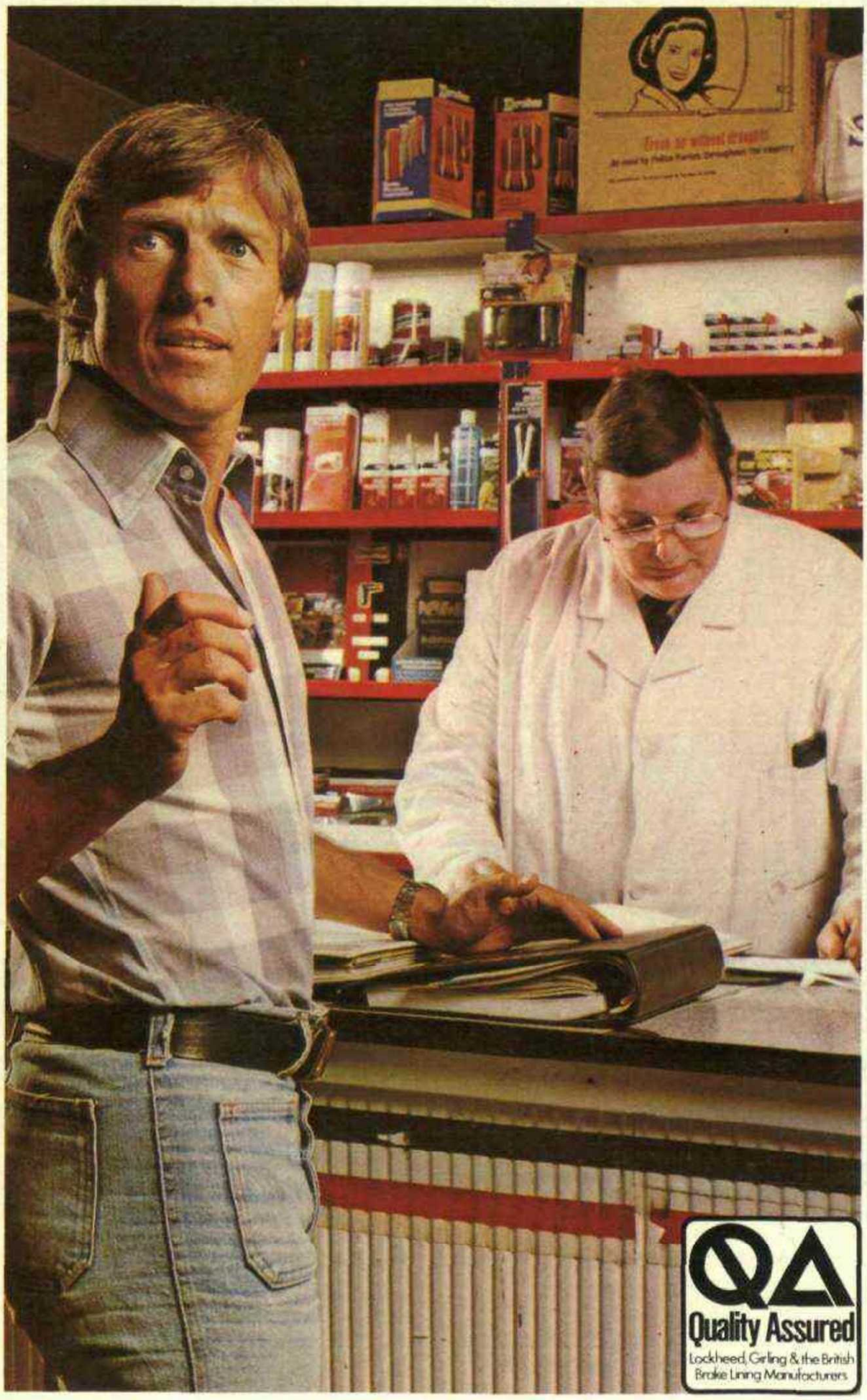
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THE ULTIMATE DRIVING MACHINE

PORSCHE 924 TURBO

Continued from page 353

aware. Impeccable high-speed stability and high gearing (24.4 m.p.h./1,000 in fifth) make the Turbo an extremely relaxing motorway express. Yet it is perfectly docile in town, though the driver must learn to anticipate downchanges or he will be caught napping with sluggish acceleration in the high gears. It is a docile and untemperamental car in other respects too, always firing up first time whether hot or cold.

Perhaps one of Porsche's major achievements with the 924 Turbo is the matching of shattering performance to economy. The worst figure I achieved was 19.9 m.p.g. during London commuting. The best figure was 22.65 m.p.g. of four-star on a high speed run to see the new TVR Tasmin at Preston. My overall average for some 900 miles worked out at 21.54 m.p.g., exceptional for a car with such performance capability. The 16.4 gallon tank offers a range of over 350 miles.

The gearchange, via an unusual, one-piece leather-covered gearlever, can be disconcerting at first, not so much because it has first down on a dog's leg to the left, but because it is spring biased into the 4th-5th plane rather than the central 2nd-3rd plane. Once the driver is used to this idiosyncrasy, the gearchange under most road conditions is delightfully quick, light and accurate. Only when first or reverse is required is the less pleasant feature of a very strong detent spring apparent.

For the most part the engine is reasonably quiet, especially when throttled back at steady cruising speeds, but it does become fussy sounding at high revs and is still far from being a smooth engine. The Turbo has increased sound-deadening in areas like the transaxle tunnel, but there remains plenty of scope for refinement in the NVH field, especially in respect of road noise. Wind noise suppression is good, however, which helps with that impressive high-speed cruising ability.

Chassis behaviour is at its best on fast roads, when the combination of responsive steering, leech-like roadholding and balanced handling is utterly superb. In twistier conditions the steering feels a shade low geared (it is slightly lower geared than the standard 924), more understeer is apparent and the driver becomes more aware of the different throttle characteristics of the turbocharged engine, sometimes too much power coming in at the wrong moment as the boost comes in, sometimes throttle lag delaying response to a power-on requirement in mid corner, a matter for driver acclimatisation.

Braking performance is excellent, markedly better than the standard 924, but Porsche have not overcome the dramatic and noisy roughness under heavy braking which I complained about on the German launch in 1978.

The ride is firm and creates occasional sympathetic noises in the trim, but it never causes discomfort, partly because of the superb, form-hugging seats. I was most unhappy with the driving position in both the German and UK launch cars, the almost vertical steering wheel seemingly too low, so that I had to drive with the top of the rim, but Porsche GB had removed the spacers from beneath the seat on the road test car and I was happily comfortable.

In general terms this two plus very occasional two hatchback is identical to the standard 924 MOTOR SPORT has described in the past. The standard of carpeting and trim is very high, the test car's facia much less cheap looking in black than in the brown colours of previous 924 test cars, the instruments easy to read beneath their conical plastic domes (surprisingly, there is no boost gauge), the high-floored but broad luggage bay covered when necessary with a roller blind. Faults inherited by the Turbo include a poor wiper pattern, which leaves an expanse of unwiped screen on the driver's side, the insistence on key opening for the hatchback and the lack of self-propping facility for the big, heavy bonnet. The heater is powerful, ventilation adequate.

This impressive car, at least as quick but more easily drivable because of less girth than the 928, shows the way in which Porsche are thinking for the future of very high performance motor cars. The 210 b.h.p. Carrera GT, a higher performance version of the 924 Turbo scheduled for introduction in the summer, promises to be a revelation. — C.R.

RACING GOLFS

Continued from page 364

two of the easiest to drive, forgiving and vice-free racing saloons I have driven, basic characteristics which they share with the standard GTi road car, but employ in angrier fashion. This is not to denigrate Lloyd's performance; this ease of driving is marvellous up to a point, but those last few fractions of a second which count, and which Lloyd achieves, must be as hard to crack as in any car when you're right at the edge of its capabilities. Where they must score by such ease of handling and predictable behaviour is in race traffic.

The Group 1 car was just like a little motorised roller skate, so easy to point and totally snatch-free through the steering wheel, unusual for a front-wheel-drive car with a limited slip differential; Mini racers, used to their limited slips fighting their little front wheels, wouldn't believe this one. Understeer to any degree was only noticeable at the Becketts hairpin. Generally it was such a well set up car that attitude didn't matter; point it at the corner, squirt the throttle and it virtually took care of itself, so smoothly, with no need to fight the wheel. Not even a gearchange in the middle of Woodcote would upset its line, this being essential because of unsuitable gearing for the circuit. Third was too high for Woodcote, so revs dropped off too far to power out of the corner, while keeping up the revs by going into the corner in second forced a change to third right on the apex, but this was the fastest method of attack. The engine had no power below 4,000 r.p.m. and reached its maximum revs of 7,200 or so in top down the Club Straight. I'm not familiar with the current standards of Group 1 brakes, but I wouldn't have thought Lloyd could have complained too much about these either in performance or stability. All in all a very refined little racing car, even down to a good ride, but capable of times in the 1 min. 8 sec. bracket.

The Group 2 car was much more violent in its power output, but again far from fearsome to drive, once it had dragged itself on to its cam up the pit road, for with this engine nothing happened below 5,000 r.p.m. This one will do a healthy 1 min. 4 sec. on Silverstone's short circuit, an average of 90 m.p.h. or so, which meant that it needed treating with a little more respect. Again the gearing was unsuited to the circuit, though second could be held all the way round Woodcote. But then it was third all the way into Copse, with just a sharp prod on the superb brakes before powering it at the apex. The long third stayed in almost to the clipping point at Maggotts before the Smiths chronometric tachometer showed 8,000 r.p.m, the advised maximum on the new engine (8,500 r.p.m. is the norm) and time for a gear change. Even with the extra power there was no misbehaviour from the limited slip differential, no tugging and pulling through the front wheels to overcome. I gather our photographers enjoyed this quick Golf's habit of waving its inside rear wheel at them round Becketts, a characteristic which felt to do nothing at all untoward to the handling or grip.

Moss thoroughly enjoyed himself in the Group 1 Golf later in the afternoon, while acclimatising himself to front wheel drive, and put in some very competitive times. Vic Elford, there in his new capacity as Audi Team Manager, couldn't resist the temptation to rush round in the Group 2 car and he too came back with a smile on his face. These Golfs were really good fun.

Their future is currently undecided. Though they are still bedecked in Akai colours, the sponsorship has of course moved to the Audis. The Group 1 car will probably be sold (don't bother queuing, there are several potential customers already), but Lloyd is tempted to keep the Group 2 car to run in the European Touring Car Championship, if he can find a sponsor.

The racing programme is only 50 per cent of GTi Engineering's business and the road car side is expanding rapidly since the RHD GTi came into Britain. Since the company started they have offered a RHD conversion service for LHD cars. Their work is mainly concerned with expensive modifications on Golfs and Sciroccos and to this end I had the chance to try their latest creation, an 1,800 c.c., 130 b.h.p. GTi road car shod with Pirelli P7 tyres on 15" ATS rims. I think I exhausted most of my superlatives on the standard GTi road test car elsewhere in this issue, for this conversion has left me lost for words of praise. On the rolling road it produces 110 b.h.p. *at the wheels* at 5,500 r.p.m., the standard car's maximum power *at the flywheel* at 6,100 r.p.m. While the standard car needs 5,500 r.p.m. to produce 85 b.h.p. at the wheels, the 1800 is giving that power at 4,000 r.p.m. Torque is considerably increased too. The effect is electric, the disadvantages nil, for there is no loss of smoothness or refinement, simply performance enough to make it a Porsche-eater. Combined with those incredible tyres, the 1800 power pack gives a new dimension to small car motoring.

The engine is both bored and stroked, to 81 mm. × 86.4 mm. against 79.5 mm. × 80 mm., Mahle pistons being used. A road camshaft developed by GTi is fitted and 40 mm. inlet valves. The fuel injection pressures are modified to richen the mixture, but Lloyd claims that the converted car will average 25 to 30 m.p.g. Full blueprinting and balancing is included. The same amount of skilled work is required as in building a racing engine, so it is necessarily an expensive conversion, at £1,300 plus fitting.

Some of GTi's customers are spending anything up to £10,000 on Golfs and Sciroccos, "people who at one time would have bought BMWs as second cars," said Ricketts, looking at a partly completed £10,000 GTi for a customer with a Porsche 3.3 Turbo as his first car. Some of the individual wares and services GTi offer include electric window conversions, leather trim, Bilstein and Koni suspension kits, a full range of BBS and ATS road wheels from 5½J × 13 to 6J × 15, a boot spoiler (£25), a twin headlight grille (£56), and lowered, strengthened road springs to customers requirements.

I have a feeling that GTi Engineering are going to find themselves in the right business at exactly the right time. — C.R.

Letters from Readers

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

Historic Grand Prix Cars

Sir,

While concocting a letter in answer to the feature on Historic Racing in the December issue of MOTOR SPORT, further articles, letters, telephone calls and "buttonholings" at social events have occurred so this has become perforce a much more generalised statement of our aims.

"Historic G.P. Cars — an Association for Owners and Drivers" has been formed in response to two basic problems confronting us; how to prevent a depreciation of our branch of the Sport through over-exposure, and how to afford the ever increasing cost of running the cars properly. The thorny question of authenticity being an added headache.

Anyone who uses his year-planner will see what a wide choice of races there is and if 1980 is like 1979 few will have adequate grids and of those only one or two will be for single-seaters alone. We must control the number of races to protect the "spectacle".

The acceptance rate of our invitation to join has been overwhelming and we now have authority to act for and programme the running of the large majority of single-seater owners; 60 members with 90 cars. We shall canvass them to decide which events to support and act accordingly, offering organisers a guaranteed grid with all arrangements made.

We realise it will be impossible to please all (so we shall not try). What we seek is a fair return to our members for the effort put in. We are, after all, entertainment for a paying public. The Red Arrows and the Motorcycle Stunt-Man are properly paid to entertain, why not the well presented and appropriate Historic Race? The question of authenticity is a matter upon which we are developing definite views. Initial ideas involve stopping the rot by classifying all cars with the "provenance" crucial, since more and more events are stipulating originality as a criterion.

Once we have classified all our cars there should be no more argument since we will only present a grid containing cars we know a track organiser or promoter will readily accept.

Bridgnorth, Salop. W. H. SUMMERS
Chairman HGPC Association

HSCC "Housekeeping"

Sir,

Barry Simpson's letter which included the suggestion that the HSCC put its "house in order" requires answering. As one of the HSCC "Housekeepers" I am aware of some registration problems, largely those of applicants' integrity/knowledge and the practical impossibility of physically inspecting every applicant's car. For the latter purpose we do not have full-time staff nor a permanent headquarters. All our registrars are active racers whose paddock and much of their spare time is spent fettling their own cars in addition to registration matters. That being said the exciting Lloyds & Scottish series, from whose periphery patently much of the current sniping emanates, is not run by the HSCC, nor is it directly or exclusively to HSCC regulations, it is its own self-run championship accessible by invitation, and although cars require FIA documentation for the series, this can be obtained from the HSCC, the VSCC or the AMOC and then the RAC. Either blame all these Clubs or none!

As for the HSCC, their policy has always been one that rejected replicas and those disclosed as such have all been turned down. But our registration of course is not just basic acceptability. It concerns itself with detail as well, for example Barry Simpson declared the vented discs on his Lister and was asked to replace with the original solid type, which he has done.

One major point concerning HSCC activities generally is that the club is just as concerned with road sports cars as sports racers, indeed the majority of members own cars such as AC Aces, Frazer Nashes, Porsche 356s, MG-As, Ginettas, Healey Silverstones etc. and we have been racing many such cars since 1966.

To close, if there are any of your readers out there with an abiding interest/knowledge of the cars of the post-war period who would like a direct involvement, our registrars would welcome informed help. Access to, or ownership of, books, programmes and magazines of the period would be a useful qualification, in addition to the time for paddock beavering. Please, though, no motoring politicians; there are already plenty of organisations seemingly devoted exclusively to their activities, as witness the uninformed criticisms of historic racing.

Twickenham P. H. DIXON
Chief Registrar, The HSCC

In Defence of Plastics

Sir,

I feel the statement made by your correspondent Christopher Hone that ". . . the greatest saving in oil would come from, firstly, a cutback in the many totally unnecessary plastic goods we now use," cannot go unchallenged.

As there are so many different types of plastics, each with their own specialist application, the generalisation ignores the advantages which the *correct* use of plastics has brought to everyone.

Looking at the energy needed to produce a given quantity of steel against that needed to produce most thermoplastics, it is evident that more energy is needed to produce the former. Further, steel is subject to a rapid corrosion rate (witness, the mobile rot-boxes cluttering the roads today), whereas plastics can withstand salted roads to a greater extent.

Plastics are lighter than steel when viewed from the volume standpoint. Which means their application in all forms of road transport can improve fuel consumption with the overall reduction in vehicle weight. Add to this the way in which plastics can take on gracious curves at a relatively low tooling cost, and it becomes apparent why their use in all types of road transport increases yearly. Not only do vehicles using plastics have less weight to carry around, they also slip more easily through the barrage of air which opposes any vehicle at high speed.

Various types of foam plastic are used as effective low-cost insulators for home, office and factory; thus making their contribution to energy saving here. Even that extra pullover worn to save fuel expenditure may be a synthetic fibre produced from a plastics raw material.

Loughborough D. A. GIRDLER,
BA, CertEd, TechEng (CEI), AIIM
Director, ESPRI

The BBC's Grand Prix Coverage

Sir,

Much as I appreciate the recognition given to Grand Prix racing by the BBC's "Grand Prix" series I would like to express my agreement with the letter from Miss Claire Harrison in January's issue. From his commentaries one gains the impression that Murray Walker is an occasional reader of *Motor*, is unaware of MOTOR SPORT or *Autosport* and certainly not a professional sports commentator. His commentary seems to be largely based on the hand-out given to the Press before each race which contains basic driver profiles and ages etc. and not from the information which a person in the privileged position of a BBC commentator could be expected to gather.

The "edited highlights" nature of the programme inevitably makes the progress of the race seem a little disjointed at times, with apparent sudden changes in position but there is surely no need to give a commentary which consists almost excusively of the reeling off of the names of the drivers as they pass. Attempts to show some insight into what is happening out on the track tend to result in unfortunate circumlocutions such as "The battle is well and truly on if it wasn't on before, and it certainly was" (from *Private Eye*, August 31st, 1979).

The feverish, staccato tone of voice used for the commentary is obtrusive and irritating; perhaps it would be better if the calmer approach of the Wimbledon commentators was adopted.

A cause of my complaints might be the great difficulty of giving information about cars and drivers at the same time as commenting on the progress of the race. For the most insignificant and brief horse races one is subjected to a lengthy monologue of each runner's form. With "Grand Prix" one is fortunate to hear practice details of the first five cars before cutting to the start of the race. An additional 10 minutes on the length of the broadcast would allow Murray Walker to dispense with the background information before the start of the race. This would satisfy the demands of the cognoscenti for a more detailed approach to technical matters and leave the race free for a decent commentary, uninterrupted by sudden blitzes of ". . . as I was saying to Mario Andretti before the start of this race . . ."

This idea would depend on the BBC's willingness to allow the extra time, but with the State owned Leyland firm involved in two Grand Prix teams it would require no altruism on the part of the BBC to justify this.

Bromley NICHOLAS KHAN

* * *

Sir,

First may I say that I really enjoyed watching the Argentinian Grand Prix on television. They say cars don't change places! It was one of the most exciting races I have seen, comparable to the French Grand Prix last year, although undoubtedly most of the excitement was due to the track surface.

I would like to make a point about the improvement in the standard of the BBC Grand Prix commentaries this year. It is quite a relief from the babblings of "Uncle Murray" to have some sensible comments from James Hunt, for a change. James, keep it up and don't lapse into the realms of the "super-slag" as per last season. Oh, and James, no "jokes" at the end *please*.

Guildford ROGER FAIRCLOUGH

* * *

Sir,

May I say how much I enjoyed reading Claire Harrison's letter on the above subject in the

current number of MOTOR SPORT. For several years I have intended writing to you in similar vein after listening to Murray Walker's commentaries on motoring events. I have taken a very active interest in all form of motoring and motorcycling activities for more than 60 years and feel that I can understand what is happening and how the different competitors are faring but not when Mr. Walker is attempting to tell us what is happening.

It has always been considered the hallmark of a bad film when the sound track tells us what we can see for ourselves. Sound should add to what vision provides not duplicate it and surely the same applies to TV commentary. In these days when so many viewers watch events in colour there is no excuse for the amount of false information we receive in Mr. Walker's commentaries. There have been times when I have wondered whether he was indeed present at the track or, like me perhaps, watching from his armchair. Perhaps the thing that annoys me most when watching a Grand Prix is the detail he constantly repeats in which we learn the car's speed, engine revs. and the gear the driver is using. Surely this is pure guesswork, wonderful deduction, or a "hot line" to each driver. Come off it Mr. Walker, let us have information about the cars, the drivers and the tactics being adopted. The only times we learn these things are when we have commentaries from Jackie Stewart, Stirling Moss, James Hunt or Raymond Baxter, so please BBC let us have more informed and informing commentators as seems to be possible for most other sports.

Minehead B. E. GILLETT

[These are just some of the many letters received on this subject. We do know that Murray Walker often has to commentate under extreme difficulties. On occasions the BBC do not send him to the circuit at all and the commentary is added in the London studio. At other times he has to leave after practice, the commentary again being added in the studio. Live commentaries are rare. But perhaps the BBC will allow Murray to write the background story for MOTOR SPORT readers? In our opinion the Walker/Hunt team is now doing a good job under difficult circumstances. — C.R.]

Roller Skates

Sir,

I am much alarmed to learn that D. F. Fletcher has gone to some considerable expense to attend the Silverstone Historic Car Race, and has had to suffer the unnecessary inconvenience of a "roller skate procession" (MOTOR SPORT — February).

Aged though I may be, I have yet to see any youth, however enterprising, pulling a twitchy 2.5g through a 160 m.p.h. corner at 10,000 lunatic ear-splitting revolutions per minute on anything remotely approaching a roller skate!

May I respectfully commend Mr. Fletcher to his gentle parades of ferrous oxide, and suggest that he leaves the roller-skating to those with a stouter heart and a quicker eye.

Blackheath R. J. MILLER

Sports Car Racing

Sir,

Yet again "Sports Car Racing" is in a poor state because the vehicles competing bear little relationship to the road vehicles owned by the general public. We are in the grip of a fuel crisis which I expect will eventually progress to a point where the largest engines used by manufacturers in road vehicles will be a 3-litre six-cylinder. The general public will want performance but also improved fuel consumption. The present Gp.5 turbos I feel do not endear themselves to the public with their immense tyres and high fuel consumption.

Therefore, I would recommend a change in the FIA Gps.1-6 regs. which would allow manufacturers to develop vehicles and use them for marketing purposes. Instead of six groups I would suggest just three as follows:—

a) Production Saloon cars— Amalgamate the present Groups 1 and 2; use the present Gp.2 homologation requirements but permit modifications as per the present Gp.1.

b) Production Sports Cars — amalgamate the present Groups 3 and 4; use the present Gp.4 homologation requirements but permit modifications as per the present Gp.3.

c) Prototype Sports Cars — these vehicles could be defined as performance 2-seater coupés which must include all normal road-going equipment. The maximum engine size to be a 3-litre, 6-cylinder or a 2-litre, 4-cylinder turbo (though only one turbocharger per engine to be permitted). The minimum weight of the whole vehicle to be as per the current Gp.6 — as are the safety regs.; maximum fuel to be carried 20 gallons; the maximum wheel-tyre width to be 10".

By limiting the fuel load and the engine size I would hope to improve fuel consumption over the present 935 Porsche's and by limiting the tyre size, get some resemblance to normal road tyres.

I feel that manufacturers would be interested in a class of racing along these lines as many of them have vehicles currently in production which could be successfully used.

Ford could develop a vehicle around the 3-litre Capri; BMW could use the M1 coupé with 3-litre rather than 3.5-litre 6-cylinder engine; Porsche have the Carrera RSR 3-litre or 924 Turbo etc.

I appreciate that the present Gp.5 was intended to be used by the manufacturers but the regs. allowed so many modifications to be made to production cars that only Porsche benefited. Comments on this subject would be appreciated.

London E5 K. R. STUBBS

The Decline of Australian Motor Racing

Sir,

I would like to begin by saying how much I enjoy and appreciate your magazine each month.

It was, therefore, quite distressing to see so much space devoted to the "Hardre Ferodo" race in your December issue. Understandably, J.W. was not in a position to gain a long term appraisal of the history of this event or of its evolution to Australia's premier motor race. He did in fact unknowingly touch on the issue when he described saloon car racing as "king pin" in this country.

Unfortunately the manufacturers in Australia "discovered" motor racing in the late '60s and since that time the status of saloon car racing has risen dramatically and the status of open wheel racing has fallen by a similar amount. Indeed we have almost reached the stage of "saloon car only" meetings (i.e. no events for open wheelers or sports cars) where the "enthusiast" can delight in an entire programme of glorified stock car racing. The local manufacturers (who are, of course, local subsidiaries of giant American and Japanese multinationals and whose survival is ensured only by massive tariff barriers) have blatantly used and manipulated motor sport to suit their own narrow ends. Racing has degenerated into nothing more than a mobile advertising campaign for the local product. What other country has a touring car race as its premier event? Even the Americans — the high priests of commercialism — have Indianapolis!

In a country where the term "media monopoly" has been refined to unbelievable heights and where large fortunes have been spent by General Motors and others, it is hardly surprising that this "taxi-cab" race (to borrow Jim Hall's expression) is common chatter in the supermarkets. The general public have been taken for a ride by manufacturers who race cars that have absolutely no connection to the vehicles offered on the showroom floor and which are dangerously copied by young (and not so young) boy racers.

J.W. mentioned Johnnie Harvey as being a top driver for the Holden team. It should be pointed out that in 1967 Harvey was driving a 2.5-litre Repco Brabham against Brabham, Hill, Clark and co. in Tasman races; in 1979 he is driving a 5-litre "hot rod" in saloon car racing! If that is not a classic example of reverse progress then I don't know what is. In fact Harvey's backward slide is symbolic of the tragic decline of Australian motor racing.

The days when local drivers could race competitively against the world's top F1 drivers are long gone. Who amongst the beer swilling "enthusiasts" at Bathurst can remember the excitement generated when Frank Matich took pole position from Clark at Lakeside in 1967. Who can remember Gurney and Hill in works BRM's driving on the limit in their attempts to catch Stan Jones' runaway Cooper at Ballaamat in 1961? It would stagger me if any of these "motor racing experts" at the Hardie Ferodo had even heard of Jim Clark let alone a Cooper Climax. If any of these spectators were sober enough after lunch their time would probably be spent either cheering their Holden on or starting fights with Ford fans.

It must be remembered that Alan Jones received no help from Australian sources — officials, promoters, press, etc. — but it is now these very people who loudly proclaim him as an *Australian* driver. Alan Jones is one of the world's top drivers *in spite* of Australian motor racing not because of it. Had he stayed here he would probably have followed the way of Johnnie Harvey and others. Indeed if he returns to Australia he can look forward to driving a Mazda (or the like) around Bathurst for 5 hours in the country's premier road race! What a joke!

It saddens me to think that the great motor racing legacy given to this country by drivers like Whiteford, Davison, Jones, Stillwell, Patterson, etc., has been cast aside by the greedy, whose only interest in the sport is what they can get out of it.

Nunawading, Australia G. L. TUTT

Off-Road Vehicles

Sir,

I found J.W.'s experiences in Australia interesting reading, in particular his references to off-road vehicles.

Whilst working in Iran in 1978, our company owned or rented both Range Rovers and Chevrolet Blazers. Though most of our work involved travel on the main Tehran-Ahwaz highway, we frequently had to go "into the bush", so to speak. The attributes of the Range Rover were significant; extremely comfortable, bad-road ride nothing short of excellent, fuel consumption better than the Blazer, and seemingly less power loss on altitude climbs. By comparison, the Blazer was a brute; the steering was feather light, manual models needed real muscle to change gear, and the handling (even on massive Goodyear "Trail Blazers") was, to my mind, dangerous. However, where the Chevrolet won hands down was on reliability. It appeared that nothing could break them — not even the "jubes" (wide, deep drainage channels) in Tehran when one accidentally cut a corner too fine.

Punctures excluded, I do not recall an occasion

when a Blazer broke down on the road. On the other hand, there were two occasions when the transfer gearbox on the Range Rover broke up, and the vehicle had to be towed back to Tehran. I think the main trouble lay in the amount of maintenance that the Range Rover requires, and to some degree its sophistication (the differential lock should be scrapped — anyone who runs out of traction to that degree must be up to his eyeballs in mud). These experiences did not prevent me purchasing one on my return to the UK (and very pleased with it I was), but I cannot help but be a little sad that such a superior vehicle could not have been developed a bit more to take account of the generally pathetic standards of vehicle servicing in the Middle East (why no automatic gearbox for instance?).

Even the vehicle which I have always regarded as the epitome of a workhorse vehicle, the Land Rover, appeared, in Libya, to be being eclipsed by the Toyota Land Cruiser (much as J.W. says about Australia). I did not get an opportunity to drive the Land Cruiser, but all the Land Rovers I drove seemed definitely under the weather, one with as little as 7,000 miles on the clock.

I hope we are not witnessing a slow strangulation of yet another piece of British expertise — no motor car firm can rest on its laurels these days.

Solihull J. PULLON

Leyland in Formula One

Sir,

So Leyland have finally managed to back a winner — Saudia Williams. A bit ironic though, don't you think, that it should be Ford powered, despite the Cosworth association. Another outstanding example of good old Leyland's management ineptitude!

Firstly, it seems, you have to kill off two of the finest racing names in motoring history — MG, whose TT victories and record-breaking successes are still legendary, and Riley, whose engines powered the all-conquering ERAs and whose cars made many racing drivers household names. Then you have to back a car with a competitive power unit because it's better than anything you have.

Leyland must have swallowed a great deal of pride to do that! Pity Sir Michael didn't have the guts to weld his workforce together by producing a car under the banner of one of his own companies. What better than an MG, Riley or even Jaguar? I know — under Leyland's organisation it probably wouldn't win!

Hounslow D. G. STYLES

Cast Iron Brake Discs

Sir,

In the November issue Mr. Gadsby raised the question of the use of cast iron for brake discs. Perhaps, as a metallurgist, I may defend the use of this apparently unsophisticated material for this onerous duty. There are four very good reasons why cast iron is used:—

(i) The graphite in the iron is smeared over the surface of the disc giving a degree of solid lubrication which paradoxically helps to give smooth and consistent braking performance.

(ii) Cast iron is a good vibration damper and doesn't "ring" like steel. This property helps to cut down the noise generated by the discs and to reduce kick-back through the brake pedal.

(iii) The weight and poor thermal conductivity of cast iron combine to keep the disc at its working temperature longer than would be the case if a lighter metal with good conductivity were used. Again good braking is obtained if the disc is kept at a uniform temperature, very rapid heating and cooling would cause problems with the frictional properties of the pads.

(iv) Finally it is cheap and easy to produce, easy to cast and easy to machine.

What more could you want of a material?

Slough D. J. DEE, C.Eng., MIM

Specials

Sir,

Where have all the specials gone? Are they really half-forgotten like the words of the song?

Time was when the poor but enthusiastic — and there are still some survivors of the cult — would devise their own form of sporting transport and redesign and modify them as ingenuity and finance permitted. Today it seems that people seize upon very old specials — especially those of pre-war vintage — with cries of joy and refurbish them and no doubt obtain more than a little excitement driving them.

But where I ask are the modern counterparts — your journal only refers to the professional efforts — either replicas or such vehicles as Pumas. Surely the art is not lost — surely there are still those who regard it as double enjoyment to drive in an open air sporting vehicle of their own devising. There is real reward to see the fruits of many hours of labour and thought finally at work, accepting of course that there will be periods of deep depression with brief intervals of great elation. It is not easy as a friend of mine said of his "two skin grafts and three blood transfusions later the thing finally ran".

My own simple special started as a Standard Flying Nine chassis with Ford Ten power. Now a modified Cortina provides the power — a different back end to cope — power hydraulic brakes to hold the lot in check and rack and pinion steering to help point the way etc., etc. Needless to say the scope for modification is endless but it is a special motoring treat in my retirement that very few modern vehicles can provide.

I think I accept all forms of motoring enthusiasm. I salute the man who falls upon a 1929 Grotty Six and lavishes upon it money and loving care in equal parts. I am, however, apprehensive at the apparent demise of the home grown special which I have always regarded as the very central core and driving force of the sport.

Tell me that all is not lost and that somewhere the impecunious and the ingenious are still at work and enjoying that very unique form of motoring that only specials can provide.

Wellington, NZ E. C. SHARROCK

A Tambay Fan

Sir,

Through your columns I would like to express my respect for three fine racing drivers, namely Patrick Tambay, Emerson Fittipaldi and Alan Jones.

It is beyond my comprehension how the Frenchman is now without a Formula One seat. True enough, his 1979 season was uninspiring to say the least, but with an outclassed machine one tends to lose the urge, just as Niki Lauda did with the Brabham (unreliable as opposed to "outclassed" in this case.)

1978 showed the undoubted speed of Tambay. In fact it was the legendary Clay Regazzoni who played second fiddle in the Ensign team for the latter part of that season. Not putting down David Kennedy, Stephan Johansson, Ricardo Zunino, Marc Surer, Jan Lammers or Eddie Cheever, who are obviously capable drivers or else they wouldn't be in a high grade of motor racing, but wouldn't a new team have given Patrick Tambay a new lease of life and further success? I am convinced this would be the case and he deserves all the glory he would get. I am prepared to bet Don Nichols, or anyone else at Shadow Racing, that neither Kennedy nor Johansson will get a single championship point in the Shadow DN11. Phone 01-602 6039 if you have belief in your team. . . .

Emerson Fittipaldi will have been in 132 Grands Prix at the time of publishing, more than any other driver, and the same status goes for his 14 wins and 13 second places (the latter equalled only by "Regga").

He has been through good times and bad, great drives and shrewd ones, and apart from anything his hard graft and loyalty to the Fittipaldi team should, through justice, lead him to his 15th Grand Prix victory.

Finally Alan Jones, the man of the moment. He has won five races out of the last seven (this letter being written before the Brazilian GP) thereby beating approximately 25 opponents in 13 other teams.

Therefore he has beaten 65 teams in his last seven appearances — so much for the "invincible Liverpool" beating 18 in their last 20 games!!

Finally a word of thanks to the "Beeb" for their Grand Prix coverage, let's all hope for a classic and memorable 1980 Grand Prix year, the ingredients are certainly there.

London W14 JOHN LAZARUS

Elan History

Sir,

Club Lotus members are currently writing a definitive history of the Lotus Elan. I am working on a section devoted to the one-offs and urgently wish to borrow photographs of the following if any of your readers can help:—

The Frua Special Bodied Coupé (1965)
Shapecraft Body (Surbiton Motors) (1963/4)
Ian Walker Racing Bodies (1963/4)
Stirling Moss racing Elan modified from a road car (1962/3)

All photographs will of course be acknowledged and returned within 72 hours after professional copies have been made.

Watton, Norfolk GRAHAM J. ARNOLD

[Letters will be forwarded — Ed.]

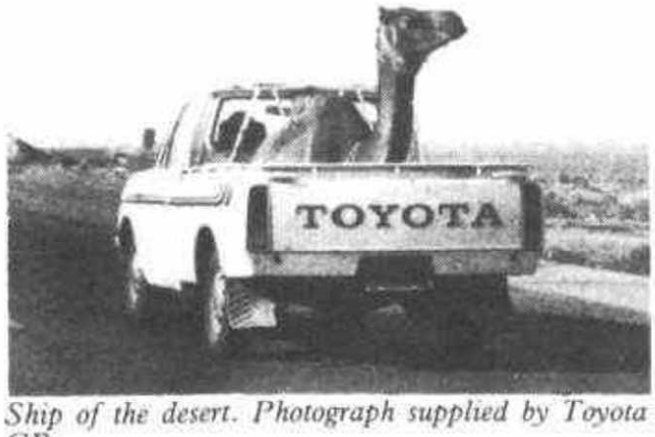
An Early Arctic Rally

Sir,

In June of 1935 a group of motoring enthusiasts, who, of the opinion that the Monte Carlo Rally was after all said and done a little on the tame side, put forward proposals for an Arctic Rally, the objective of which was the Arctic Ocean on the Russo-Siberian frontier, a distance of 3,200 miles. I wonder if perhaps some of your more long-term readers can confirm if this rally ever took place.

Rochester R. A. R. PETERS

TAILPIECE



Ship of the desert. Photograph supplied by Toyota GB.

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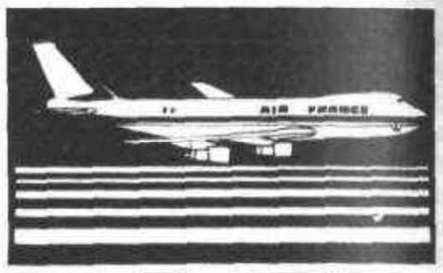
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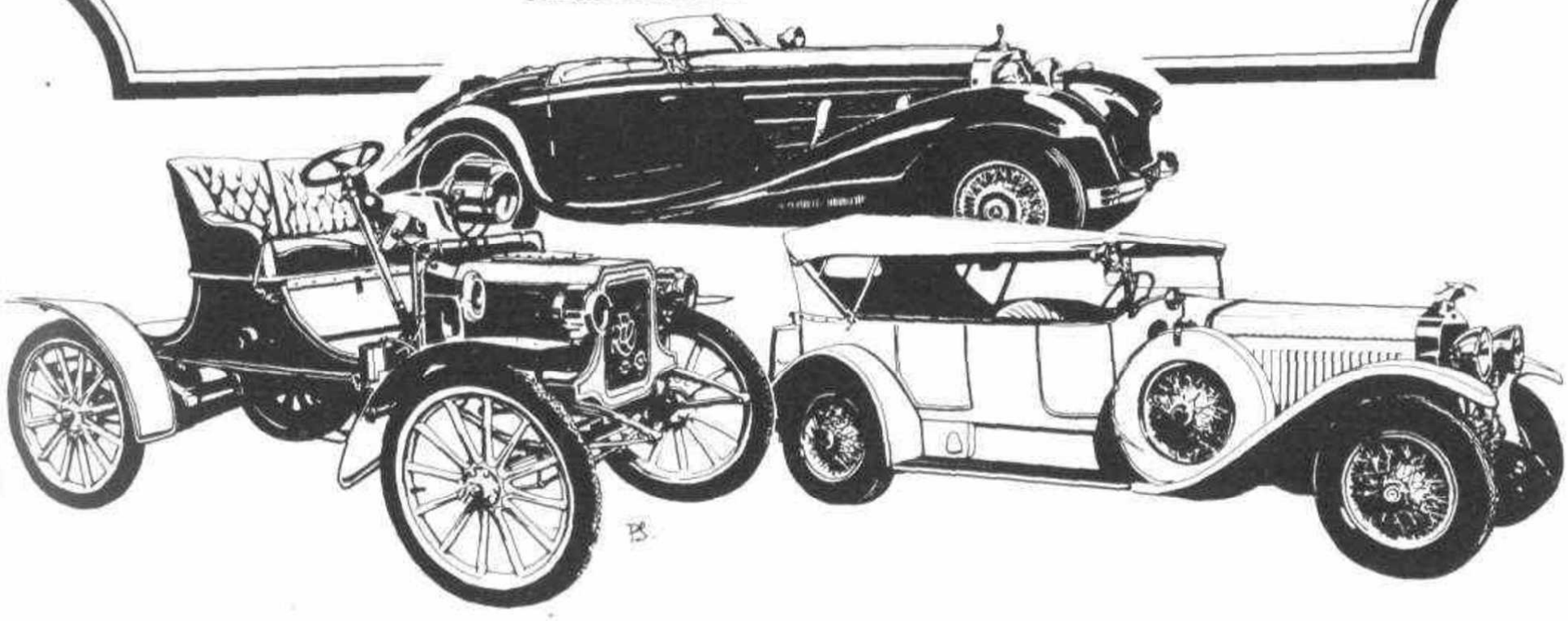
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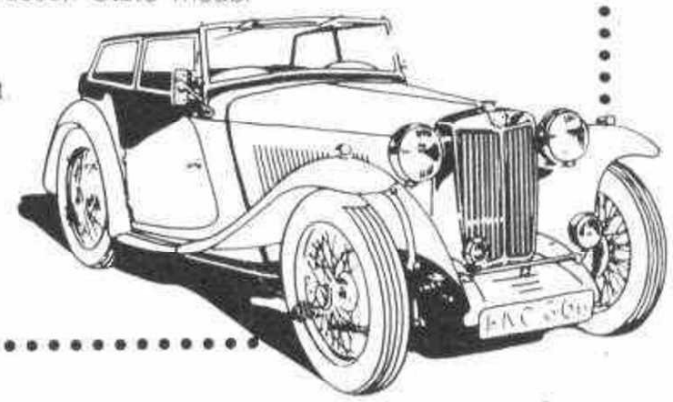
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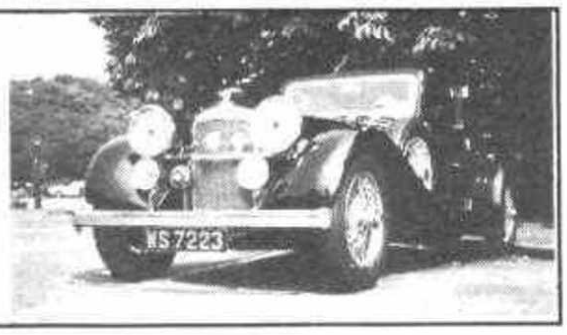
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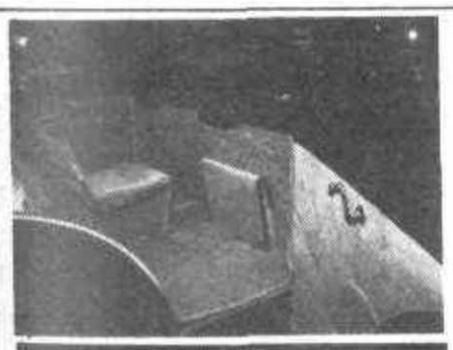
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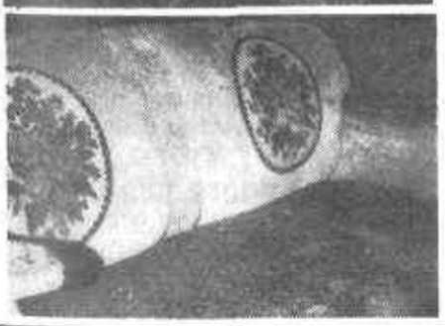
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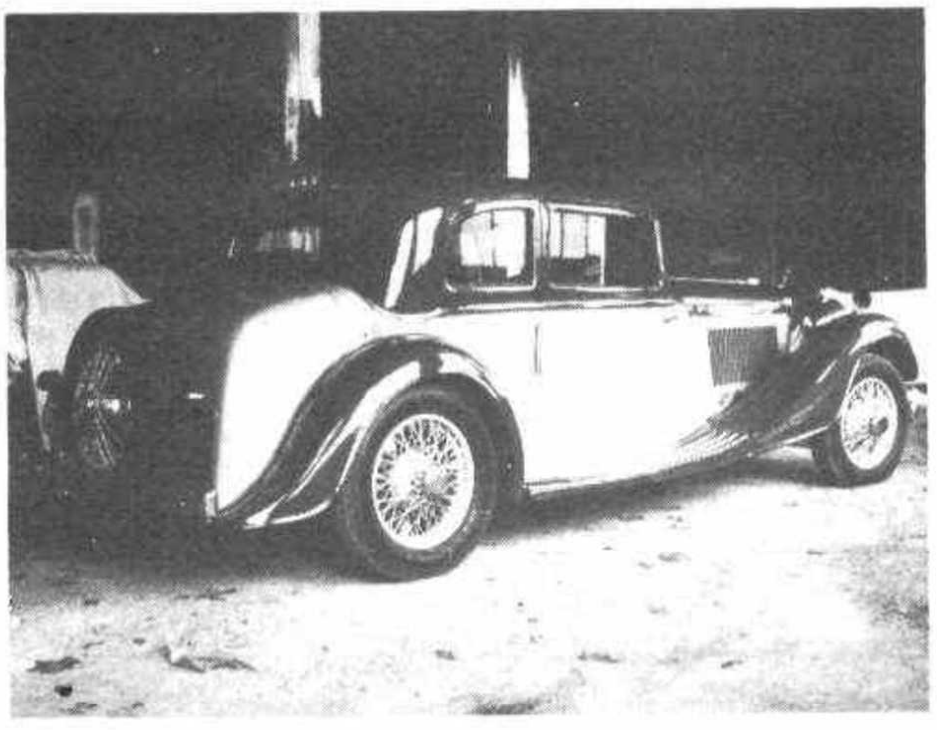
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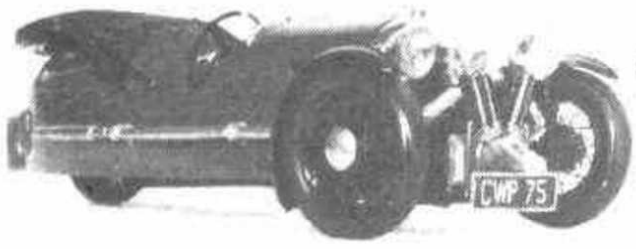
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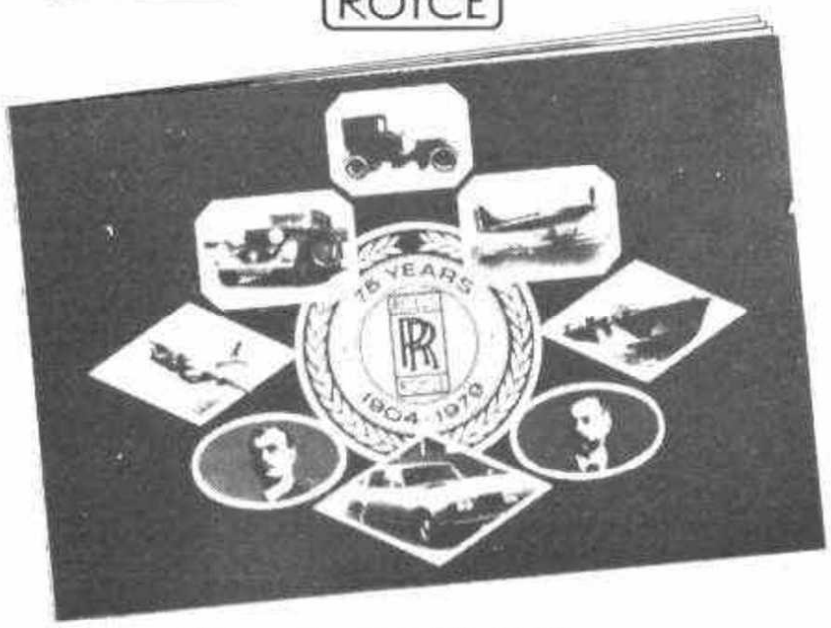
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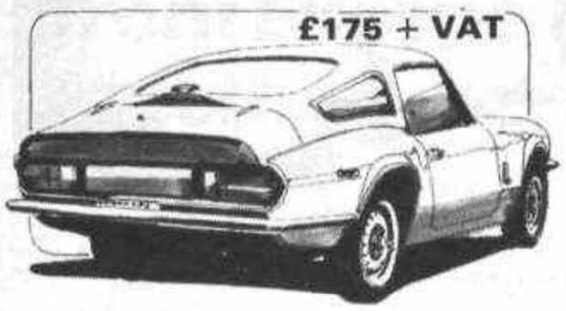




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Don't be confused by some of the advertising that you see — some are almost certainly not the official manufacturers manuals, in some cases we can supply the REAL thing which has ALL the answers! They are of course, more expensive but with workshop hours charges up to £9.00 per hour, it does not take much 'extension' to see the sense of buying these.
Ask us if we can supply your example (excluding B.M.C.)

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in difference between 'Ordinary' and Dealers' top 'Book' price condition for 3yr. old car on trade-in

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How Waxoyl holds 'Showroom' Condition

'Showroom' condition means simply, that (barring accidents) your car stays equal to proud display on top-class Dealers' sales floor. Possesses quite remarkable road worthiness. Promises all round driving pleasure. *And passes rust scrutiny test with flying colours!* Waxoyl holds key to 'Showroom' condition. Kills dead existing rust rot. No car age limit so long as metal polarises to Waxoyl. Makes safe load-bearing chassis members, suspension, jacking points, shock absorbers, *every rust trap in entire vehicle system.* Future rust attack no longer a problem.

Up to £85 plus VAT at Rustproofing Centres

Professionals charge mostly for labour. Do-it-Yourself at **ONE TENTH** of cost for petrol tank fill-up) with 'all-in-one-go' Waxoyl 'Jumbo' applicator works **FOUR TIMES FASTER** than any other known design. Easy as syringing your roses! Order 'Jumbo' with your Waxoyl.

Waxoyl 'Know-How'

To find out *why* even most expensive motor cars succumb to rust rot, Finnigan's stripped down both new and used cars. Found clues leading right back to body shell stage. Hence Waxoyl Spray Plan covers every rust hazard from relentless production line assembly to fierce road conditions. Anticipates metal rusting behind paint cracks in prefab units suffering from chattering rivets, bolts, screws.

'Tadpole' Molecules

Most up-to-date Waxoyl Rust Inhibitor contains naturally charged electrical properties, sets Waxoyl apart from rival systems. Micro Inhibitor molecules resemble tadpoles. 'Tails' cut through dirt, grease, oil with magnetic speed. Chase out air moisture rust from metal pores never to return. 'Heads' lock-in, seal-off surfaces with water repellent skin. Amazingly high tenacity even on damp surfaces. Never cracks, or peels off as do chemically active types which, as you may have seen, often oxydise and disintegrate; expose metal to devilish air moisture rust attack. Nor does Waxoyl exhaust itself with time. In fact, benefits existing seals! Magnetic molecules fill broken gaps. "Creep" across bared metal; reknit skin torn by flying grit etc.. Be more than happy with clean, transparent Waxoyl. Quality controlled at every stage. Not a bought-in product marketed under another name.



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"No rust on visible WAXOYL treated areas"

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Easy and Fun to do!

With Finnigan SUPER 'JUMBO' Applicator

Min. preparation. No need to crawl-under car (in most cases) Suction end of Super 'JUMBO' Applicator feeds direct from Waxoyl can. Pull trigger to load up. Let fly! Hardly any contact with fluid. (Soft and smooth to hands anyway) Adjustable, wide-to-concentrated spray nozzle plus cranked extension speeds job at awkward access points. 5ft. Nylon extension includes 360° spray nozzle end of 5mm dia. probe for "sweat prone" box sections. All complete. Nothing extra to buy.



with FINNIGAN'S *Fast Working* New, Adjustable Spray, Trigger operated 'SUPER JUMBO' Applicator

Extension PROBE sprays ends & sides all round. No bare patches. ◀ Full 360° from 5mm dia. nozzle.



Rust Knaws Upwards

Inescapable air moisture spews rust spores on metal deep in-below chassis and car body. Spores grow, multiply fast. Metal feeds its own erosion! Treachery spreads. Underframe rots. Box section condensation sprouts ghastly rust 'bubbles' on wings, doors, bonnet, boot lid. Brush-on rust killer? Useless. There's ten times more of the infernal stuff on UNDERside. Hidden! It's the very problem Waxoyl is designed specifically to solve! Low viscosity, and magnetic 'pull' seeps Waxoyl into every rust trap **in entire vehicle system.** Result? Waxoyl holds 'Showroom' condition. Virtually for entire car life.

Salt & Water Spray Tests

This sorts out rustproofers like nothing else. Swiss Gov't. Labs. put Waxoyl-coated metal strips along with those of other leading makes into withering spray tests in corrosive atmospheres. Raise temps to 40° C for two hours twice daily. Salt sprays for five minutes every hour. *Continuously* until rustproofers break down.

Finnigan's derive modest satisfaction from Swiss report. As rival makes disintegrate, Waxoyl proves **'Metal unchanged'.** Waxoyl rust Inhibitor CHASES OUT moisture from ferrous oxide rusting. Rival Inhibitors COMBINE with oxygen and water. Strength weakens. Activator becomes exhausted (leeches out) like chewing gum eventually losing taste. Metal breaks down unless rustproofer renews treatment. Hence usual (charged for) follow-up check. But no further attention with Waxoyl apart for Autumn Wheelarch "look-see". Like big world users, you too, can always trust Waxoyl.

Waxoyl holds 'Showroom' condition'

Why Big World Users Trust Waxoyl

Waxoyl Kills Rust with no come-back (The only rustproofer that DOES, according to test results by one of world's biggest oil companies.) *'Rust stopping qualities very good'* reports Swiss Gov't. after Lab. tests. *'Most satisfactory'* says Chrysler Centre, Basle, Australia, N.S.W.; *'On Rover 3,500 coating still intact in corrosive sea air'* Motor Magazine; *'Remains active indefinitely'* Westerly Marine, Portsmouth; *'Protection excellent on marine diesel oil tanks'* (Tank bases standing on supports otherwise impossible to rustproof.) *'Fantastic stuff'* says Citroen Car Club. Veteran Motorists Mag: *'No sign of corrosion on '72 car; does inhibit existing rust'* Autocar Mag. *'One of cheapest, effective ways to protect a car'* Chesterfield: *'9 Yr. old Volvo looks less than half its age'* Civil Eng'ng. Polytechnic: *'On Mole Valley Flood Scheme, base steel instrument cases in open countryside rust-free to date'*

If Considering Other Makes

Please realise that some rustproofers give short-lived results using thin cheap oils. Those with harmful acids need washing off (otherwise acids eat metal!) Zinc compounds eventually fail. But please, watch out! Others (even with ads. that look like Waxoyl ads.) may try to charm you into buying something that seems to be Waxoyl. But salt and water spray tests prove it can't be.

Year After Year Protection

Ignore pounding grit, slush, vicious road salt(!) in rust-loaded Winter conditions. Be indifferent to wet, sticky, Summer days' condensation rust moisture dripping onto raw metal edges within box sections, sills, door panels; all sweat-prone areas.

Waxoyl Users Find Other Uses

Almost invisible Waxoyl spray suffices to waterproof and protect Leatherware. Super for Work Boots! (Says Scottish user) Metal Guttering, Boat Trailers, Washing Machine Casing. Preserves wood attached to metal (nothing else protects both at same time) Boat Trailers, Lengthens battery life in Car, Fork Lift Truck, Incredible protection for Oil Tanks on bases otherwise impossible to rustproof, Protects exterior Electrical Switches & Light Sockets, Farm Machinery, Prevents & Kills Wooly Aphis (spray Apple Trees before buds open) Corrugated Iron, Gates, Hinges, Padlocks, Bolts. Anything & everything vulnerable to damp.

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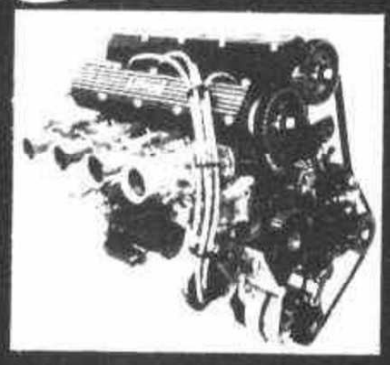
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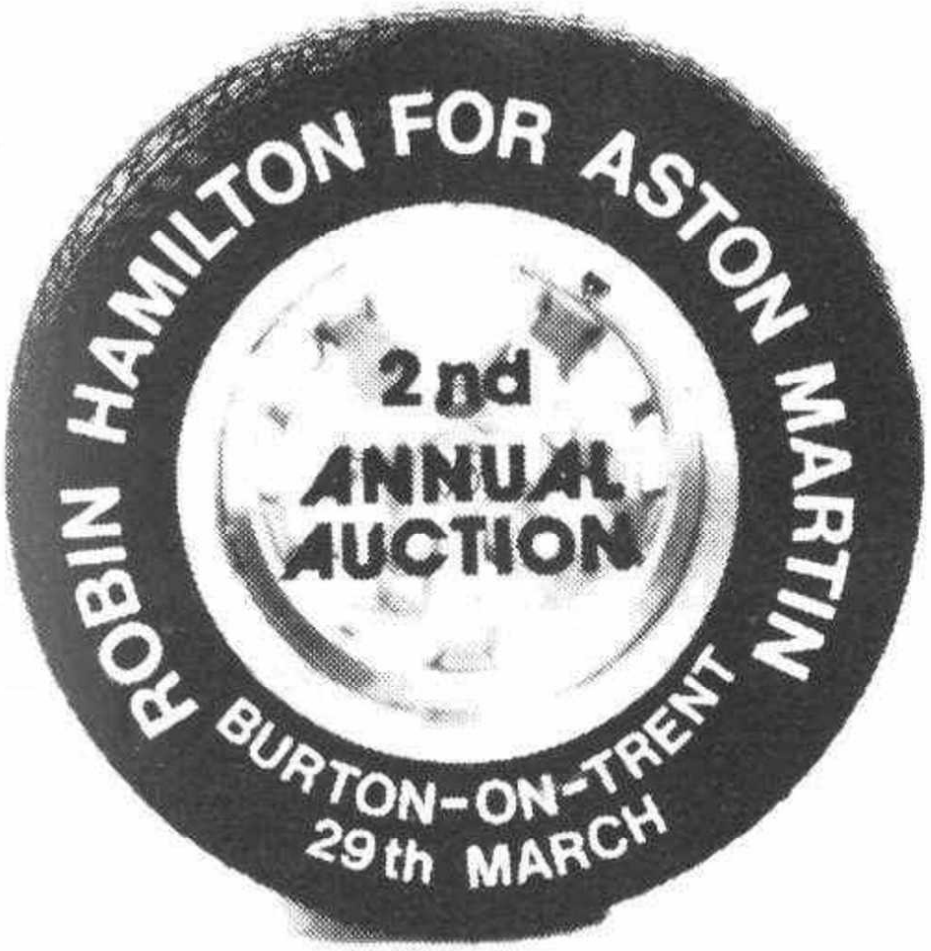
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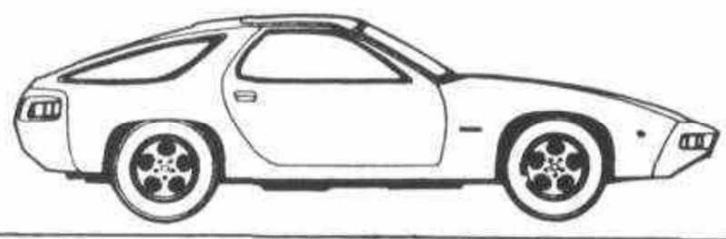
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TRIUMPH STAG, 1972. White, manual/overdrive, usual extras, only 42,000 miles. Cared for by fastidious owner, hence outstanding condition. £1,650 o.n.o. Tel. 01-570 9339. (49511

PORSCHE 924, 1977, coupé, 1,984 c.c., white, sunroof, h.r.w., radio, 29,000 miles. £6,250. Tel. Chiddingly 237 evenings. (49510

TR3 JULY 1957. 1,991 c.c. Rebuilt over 8 months to very high standard. £4,250. For full specifications ring 01-359 5395 work, or Maidstone 673 709. (49430

MINI COOPER 1275S. 1966, white, black roof, M.P.H. ID, fully instrumented, sunshine roof, radio, immobiliser, 63,000 miles, full history, this car is immaculate and original always used as shopping car, never raced or rallied, must be the best 1966 Cooper 'S' available. £1,500 no offers. Tel. 024369 2571 (Bognor Regis). (49360

FIAT DINO. A rare opportunity to buy the ONLY right hand drive Fiat Dino in this country. This superb 1968 Coupé has been completely rebuilt and finished in metallic silver grey with black trim. A truly outstanding collector's item, offers. Tel: Ripon 4802 office hours or Masham 402 (North Yorkshire) after office hours. (49217

LANCIA FULVIA 1.3S COUPE, 1975, 36,000 miles, radio cassette, 12 months M.o.T., metallic blue, one previous owner, excellent condition throughout. £1,500. Tel: Leeds 708522 anytime. (49340

E-TYPE V12 CONVERTIBLE, 1973, one owner full history, auto, c.w.w. £5,950. Tel: Dartford 21013. (49221

SILVER ANNIVERSARY CORVETTE STINGRAY, 1978, striking beauty, red with black leather, air, 10,000 miles, t-top, gymkhana, one owner, power antenna, best offer takes it. Dr. David J. Romea, Dental Clinic, Caserma Ederle, Viale Della Pace, Vicenza, Italy, 36100, Box No. 6271. (49339

PORSCHE 911 S 2.7 Targa. 1974. Bitter chocolate, 56,000 miles, excellent condition. £6,000. Tel: 01-221 5792 office hours. (48965

1979 'V REG.' Renault 17TS. Finished in sea green with black Sporta strip & beige cloth trim, electric tinted windows, electric sun roof with Targa top, 5-speed, radio, like new with manufacturers warranty till Aug. 80. Addition to family & new Renault forces sale. Cost £6,200, accept £4,200. Tel: 0298 3947 (Buxton, Derbyshire). (48975

MASERATI MEXICO 4.8 litre V8 Auto. Power steering, tinted windows, chrome wire wheels, one of the few R.H.D.'s built in Absolutely Showroom condition. Burgundy metallic, 45,000 miles, one owner. Offers in region of £9,000 no time wasters please. Tel. 435 0832 (weekdays). (49959

JENSEN INTERCEPTOR Mk III 1973. Blue with white leather interior, all usual refinements, 48,000 miles, superb, consider p.x., best offer secures. Tel. Copthorne 712473. (49764

FOR SALE—continued

TRIUMPH STAG 1974 Manual Overdrive. Magenta purple, black interior, radio stereo, hard and soft tops, nice condition, consider p.x. £2,550 o.n.o. Tel. Copthorne 712473. (49764

MERCEDES 230 SL Coupe 1965. Red, new tyres, *hard soft tops*, original black trim, radio, Crypton tuned. £3,950 o.v.n.o. Tel. Kearsney 4868. (49761

ASTON MARTIN DB Mk III 1957. Mechanically good (5,000 miles since engine rebuilt), bodywork could be improved, offered in exchange for interesting Austin Healey TR, AC, MG or W.H.Y. or sell value £3,750. H.D.Bos. Tel. 0406 (Holbeach) 362162. (49762

PORSCHE 924 '78 'T' 21,000 miles, in very good condition, all extras, including air conditioning and Targa roof. £7,600. Tel. 0254 34259. (49767

LANCIA BETA HPE 2000, June 1978, 18,000 miles, 5-speed gearbox, metal sunroof, stereo radio cassette, fogstop, Ziebart sealed, brown caramel, small, roomy, economic. £5,000. Tel. 021-454 7936. (49770

ALVIS 1955 Saloon T.C.21. 45,000 miles, body fair condition, engine needs overhaul. £1,100 o.n.o. Tel. Highcliffe 04252 3962. (49771

RILEY 1½ 1954. Splendid original order, service history. £2,250, offers. Vast quantities 1½ 2½ 1946-54, spares also available. Tel. Saffron Walden 22330. (49772

MORGAN 4/4 4 seater 1975. Red, most extras, 29,000 miles, cherished. £5,175 o.n.o. Tel. 061-761 5459. (49773

BMW 2002 Tii 'K' Reg. Perfect mechanically and concours coachwork, Ziebart and many luxury extras, 12 months M.o.T. Bargain at £1,395 to discerning buyer. Tel. (0452) 812160. (49775

R.S. CARRERA 2.7 June, 1973. AFN service history, 54,000 miles, this collector's item is in concours condition and must be the best in the country. Special wide stainless steel wheels, 7" × 8", polished rims, black with black leather seats. I have enjoyed driving this car every mile, only reason for sale is new Turbo now delivered. £10,950. Tel. Hatfield 61223 (Home), 01-377 9067 (Office). (49776

1936 B.S.A. Three Wheeler F.W.D. Sports. Superb condition throughout. Concours Winner, must be the best available, present owner ten years, M.o.T., too small for four so offers around £2,200 or exchange something bit bigger needing work, plus cash. For details, photo, write: Box No. 6278. (49780

ALFA SPIDER 2000 1974. 50,000 miles, first class, rust free. £2,400. Tel. London 267 1439 office hours. (49777

ASTON MARTIN 1972 Auto single headlamp model. Yeoman red, black leather, all usual refinements, price to include valuable private plate, genuine reason for sale, must be the most beautiful available at £5,750 o.n.o. Tel. (09956) 221 (Chipping, Preston). (49778

VW BEETLE Cabriolet 1977 'S'. Silver with black hood and interior, fitted Wolfrace wheels, 185 tyres, radio stereo, headrests, mudflaps, 10,000 miles only in summer, £5,750 incl. original wheels and tyres. Tel. Torquay 212571. (49766

ALFA ROMEO 1.6 GT Junior '72 'L'. Good condition, white, black interior, taxed and tested, radio and 8 track stereo. £750 o.n.o. Tel. Dinnington 7854 (Yorks). (49781

JAGUAR E-TYPE Roadster. M Registered, white, black upholstery, recorded mileage 38,000 miles. £5,995. Tel. Coventry 302256. (46935

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ALFA ROMEO. Unrestored 1934 6C 2300 Limousine. Reputedly by Castagne, see page 247 of Fusi book. £3,500. Lea Francis 14 sports 1949. Unrestored, complete with spare engine. £1,000. Over 1,000 Autocars 1946-49, as one lot. Offers. Pilkington, *Dittisham Mill, Dittisham, Devon. Tel. 080 422 357*. (49523

MORGAN 4/4 1973 2-seater. Ivory with black leather, good order with recent recon. engine and respray and many extras, incl. roll bar. £4,000. Tel. Spalding (Lincs.) 0775 3865. (49732

M.G. MIDGET 1976. Red. 37,000 miles. MoT Feb. 1981, two lady owners, excellent condition. £1,650. Tel. Thanet 23356. (49806

A.C. 3000 ME. One year old, yellow, black leather trim. Must sell, all offers considered. M. Smith, York 490292 after 6 p.m. (49808

ALFA ROMEO 1300 GT Junior, 1972. Totally rustfree, service history, sunroof, extremely good example. £1,250. Tel. 01-731 3275 after 6 p.m. (49805

MG-C ROADSTER 1968. Engine, gearbox, body, rebuilt. New parts include suspension, brakes, clutch assembly, petrol tank, exhaust, windscreen side screens, door locks, all seals, batteries, interior trim, to include works hi-top and tonneau. Very good example, recommended investment, many spares. Tel. 01-377 3995 day, 0245 84454 evening. (49804

ROVER 80, 1961. Two tone green, Webasto roof, exceptional condition, MoT and taxed March 1980. £950. Tel. Leatherhead 77225. (49803

M.G. MIDGET. Brand new, unregistered. Blue/tan. Unwanted gift. Genuine sale. New price £3,950, accept offers around £3,200. Tel. 0282 66104 day or 0282 33726 evenings. (49802

MINI COOPER. G reg., 28,000 miles from new, lady owner, excellent condition, white with black roof. £950. Tel. Ashbourne 2570 weekends only. (49801

AN OUTSTANDING TR6 P.I. Signal red, black brushed nylon trim, 150 b.h.p. engine, overdrive (2nd, 3rd, 4th), new soft top, hard top, tonneau, U.S.A. wheel trims plus extras, in exceptional condition. £3,300 o.n.o. Tel. Bracknell (0344) 20182 evenings. (49800

MORGAN 4/4 2 seater (1979). A beautiful car, finished in metallic brown with stone trim, under 5,500 miles, many extras including p.b., radio, spots, triple wipers, h.s. etc. Immaculate condition throughout, undersealed. Negotiable around £6,750. Tel. Wakefield 893779 after 5 p.m. weekdays. (49799

ALVIS TD 21 automatic drophead, 1959, blue, grey hood, one owner since 1967. £1,250 o.n.o. Tel. Bosham 573676. (49798

FERRARI 330 GT 2+2 RHD. This car has been stored for almost a year now and is mechanically and bodily sound, could use a repaint, good interior, Borrani wire wheels. Sensibly priced at £5,750. Tel. Colchester 298567. (49797

PORSCHE 356. This is one of the rarer 1500S models. The body is down to metal and is in exceptional condition. The engine (running well) has been stripped, also in excellent condition. Chrome replated, two sets of wheels. £1,900. Tel. 0206 298567 (Essex). (49796

E-TYPE V12 1973 Roadster. Manual, in red with black hide, chrome wheels, whitewall tyres, stereo, headrests, warranted 28,000 miles, MoT, taxed, mint condition throughout. Private sale by J.D.C. member. PX cons., H.P. poss. £7,950 o.n.o. Tel. 061-273 7100 office hours. (49793

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£7,595 PORSCHE 924 CELEBRATION, 1977. White with Martini stripes and interior, alloy wheels, tinted glass, rear wiper, sunshine roof, radio, one owner.



£6,995 SCIMITAR GTE, 1979. Bright red with black cloth, overdrive, p.a.s., Wolfrace wheels, tinted glass, radio, unblemished.



£3,195 MGB ROADSTER, 1977. Flamenco red with striped interior, overdrive, headrests, tonneau, etc.

£13,995 FERRARI 308 GTB 1977. Bright red with black leather, air conditioning etc. 11,000 miles only.

£11,995 JAGUAR XJS, 1978 T Reg. Black with tan leather, air conditioning, Bluespot radio cassette, 2nd year Supercover, one owner.

£7,995 DATSUN 280 ZX 2+2 Automatic, 1979. Metallic gold with tan cloth interior, p.a.s., radio cassette, electric windows, 8,000 miles only.

£6,395 LOTUS ELITE, 1976. White with oatmeal interior.

£5,795 MERCEDES 350 SE AUTOMATIC. 1974 N REG. Metallic ice blue with dark blue velour, electric sunroof and windows.

£5,495 ROVER 3500 AUTOMATIC 1978 T. 5,000 miles only, metallic Caribbean blue with chocolate brown cloth, radio cassette, electric windows, etc.

£5,395 ALFA ROMEO 2000 SPYDER, 1977. White with black interior, p.b. Radio, one owner, 18,000 miles.

£4,995 LANCIA MONTE CARLO, 1978. Italian red with tan cloth interior, electric windows, alloy wheels, one owner.

£4,495 COLT SAPPORO, 1978 T REG. Flame red with cloth interior, 5-speed gearbox, p.a.s., radio etc. 7,000 miles only.

£4,295 BMW 3.0 CS AUTOMATIC, 1973 M REG. Metallic Ceylon gold with black velour, radio stereo, alloy wheels, electric windows.

£3,695 FIAT X1-9, 1978. Metallic coral red with striped cloth interior, radio, 17,000 miles, mint condition.

£3,595 LANCIA BETA 2000 COUPE, 1977. Rosso Corsa with gold cloth, electric windows, radio cassette etc.

£3,595 TVR 1600 M, 1976. Most attractive in chocolate brown with cream model band, vinyl roof and sunshine roof, alloy wheels, etc.

£3,495 PEUGEOT 104S, 1979 V REG. Outstanding 5-door hatchback in black with striped cloth interior, electric windows, Radiomobile radio cassette, rear wash wipe, rustshield protected etc, tremendous saving on new.

£3,395 TRIUMPH TR7, 1978. Most attractive in dark brown and cream 5-speed gearbox, radio stereo.

£3,265 LANCIA MONTE CARLO CONVERTIBLE. l.h.d. blue with contrasting interior, radio cassette unit.

£2,945 MG MIDGET, 1979. Yellow with black interior, radio etc. 8,000 miles only.

£2,895 TRIUMPH TR7, 1977. Special Jubilee version with Union Jack coachworks, radio cassette unit, etc.

£2,495 MGB GT, 1975. Harvest gold with black nylon trim, overdrive, sunshine roof, tinted glass, with V Reg. no.

£2,345 MGB ROADSTER, 1975 P REG. Glacier white with black interior, overdrive, hard and soft tops, wire wheels, Bluespot radio, headrests, etc.

£2,095 ALFA ROMEO 2000 GTV, 1974 P REG. Pale beige with tinted glass, radio, etc.

£1,895 DUTTON, 1979 V REG. Bright yellow, a Ford powered Lotus 7 style, open two-seater, outstanding value.

£1,545 HONDA CB 900 F, 1979. Metallic blue, 2,000 miles, mint condition.



£4,795 DATSUN 260Z 2+2, 1977. White with black cloth interior, alloy wheels, radio cassette, one owner.



£3,295 LANCIA BETA 2000 COUPE. French blue with contrasting cloth interior, electric windows, 16,000 miles recorded.



£2,995 FIAT X1-9, 1977. Metallic pale green with striped cloth, one owner, 14,000 miles only.

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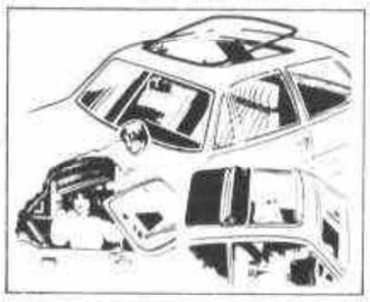
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ALFA ROMEO Montreal. Low mileage, silver, rare, only 150 right hand drive versions built, superb investment opportunity. Only £6,500. Tel: Richard Green on 0462 700 075. (50345

TRIUMPH TR6 1974 version. This ever appreciating car is offered for sale at the realistic price of £2,000. First come first served. No offers. A real bargain for the enthusiast. Tel: 0462 700 075. (50345

1968 MERCEDES 280 SL. New engine fitted 1500 miles ago, absolutely immaculate, cherished number, £7,500. Tel: Hornersfield (0908 686) 204. (50347

DAIMLER SPORTS roadster. 1955. Very rare, taxed & M.o.T. Offers over £3,500. Tel: 01-229 7100 & 01-459 3511. (50346

ARMSTRONG SIDDELEY Hurricane drophead coupé. 1947. Excellent, taxed & M.o.T. Offers over £1,500. Tel: 01-229 7100 & 01-459 3511. (50346

ASTON MARTIN DB2/4 Mark III. 1958. Tickford body, BR green, stone leather coachwork and interior professionally retrimmed, £4,291 spent on mechanics during past two years including complete engine rebuild and new rear axle with Aston Service Dorset for £2,834. Hence reason for sale. Now running superbly on new Avon Turbos. £5,800. Tel: 046-279 267 (Herts.) (50338

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SUNBEAM TIGER 260. Good condition, hard & soft tops. £1,450 o.n.o. Tel: 061-236 5110 bus., 061-336 2528 eve. Manchester. (50350

THE LAST ONE made! MG-C roadster. Offered again due to default. Excellent condition. £2,500 o.n.o. Tel: 061-236 5110 bus., 061-336 2528 eve. Manchester. (50350

TVR 1959 Mark I. Good condition. 15,000 miles since rebuilt. M.o.T. until 1981. Offers in the region of £1,500. Tel: (evenings) Tunbridge Wells 32796. (50351

ROVER 2000. Dec. 1972. Former Ambassador's car, two owners from new, low mileage for year, a fine motor. £875. Tel: Northampton 407193. (50352

LOTUS BUILT Lotus Seven S4. C.w. roll bar and Cosmics, M.o.T., Lotus yellow, beautiful condition. £2,395. Tel: Inkberrow 792145. (50353

1927 ROLLS-ROYCE 20 Open Tourer. Completely restored and stripped to last nut and bolt, M.o.T. taxed, exceptional car. £18,500. Tel: 061-485 1873. (46757

TR3, 1957, 1991 c.c., totally rebuilt over 8 months. £4,250. For details ring Maidstone 673709, work 01-359 5395. (49863

MGB GT, 'K' Reg., red, good body and mechanics, over £500 recently spent, reluctant sale. £1,275. Tel: Hitchin 53836. (46777

JAGUAR S-TYPE 3.8. Manual, overdrive, 1966, good mechanically, standing 1 year, needs attention to sills and brakes. £300. Set of chrome wires available. Tel: 01-527 8041, 01-520 6775. (50255

1934/36 DAIMLER 2½-litre, 6 cyl., "light twenty" engine, non-detachable head. Tel: Kings Langley 69243 about 6 p.m. (50264

MG NA Airline. 1936. Chassis, engine and gearbox rebuilt, new body, requires finishing. Also Marshall 97 supercharger and manifolds. Tel: Shere (048641) 2489. (46776

FIAT 130 coupé, M-reg. Elegant styling by Pininfarina, V6, silver metallic, air conditioning, electric windows, stereo cassette, PAS, alloy wheels, Ziebart underseal, classic car at realistic price. £2,650. Tel: Leeds 862785. (50355

ASTON MARTIN DB6 Mk. II. Manual, two owners, low mileage, very sound, beautiful, fast automobile. £10,000 secures this inexpensive investment. Tel: 01-379 6191 Boyes (office) or 0788 823374 (home). (50356

TVR 2500M, Oct. 1972. De-federalised and rapid, metallic blue and black trim. £1,500 o.n.o. Tel: Street (Somerset) 45361 after 6.0 p.m. (50358

ALVIS SILVER Eagle, 1936. With beetle back body for restoration. £1,500 o.n.o. Tel: Kings Lynn (0553) 810690 (evenings). (50357

UNIQUE MERCEDES Benz. In classic white built August '76. And collected from the Daimler Benz factory by the present fastidious owner. Specifications include, blue velour upholstery, electric windows, tinted glass, front and rear headrests, and other tasteful additions unavailable on the 200 model UK market, amounting to approx. £2,000. All taxes etc. paid awaiting registration (V). A low mileage immaculate example of a much desired executive class automobile. £7,200. Tel: 815943 Seaham (Co. Durham). (50360

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LOTUS +2. Black/gold, Vegantune 130 b.h.p., superb many extras plus new parts, offers around £1,900. See the others first, then phone Teen (05385) 3148 for detailed specification. (50365

MG-B GT, 1974(N). Blaze, black cloth, chrome bumpers, overdrive, low mileage, excellent condition, long tax, MoT. £2,300. Tel: 01-204 4905 (evenings). (50363

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TVR TAIMAR, Dec. '78. Unmarked, virtually concours, Wolfrace wheels, Blaupunkt, matching band, sunroof. £4,695 o.n.o. Tel: Wirkworth 082982 2410. (50372

CAPRI GXL Stampede, 1973. Converted from new by J. Wren. Fitted Boss 302 engine (285 b.h.p.) giving shattering performance. Black bodywork with sunroof, 44,000 miles, from new, this is one of five vehicles made and is in extremely nice condition, rare and unusual. £2,395 o.n.o. Tel: St. Albans 5208, for further details. (50368

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JAGUAR 420G, G-reg. Excellent condition throughout, only two owners, regency red with tan interior, full sunroof, electric windows, expensive fitted seat covers, radio and cassette. MoT Nov. '80, taxed. Offers. Tel: 0274 602570 (Bradford). (50371

MG-B GT V8, 1974(N). Citron yellow, overdrive, tinted glass, 38,000 miles, superb throughout. £2,950. Tel: Guiseley 77423. (50369

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VAUXHALL OPEN tourer, 1926. 14/40 chassis number LM 4195. £7,500. R-R PH II rolling chassis without engine, chassis number, 21EN. £2,200. Tel: 02153 10510. Hascher Eemnesserweg 31 Blaricum, Holland. (50379

GILBERN INVADER Estate. Full history from new and in first class condition. Recent tyres and stainless exhaust system, plus usual refinements. £2,750 o.n.o. Tel: Halifax 883847. (50376

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SUNBEAM-TALBOT 90 Mk. IIA. Two for restoration plus large amount of spares offers or will exchange for MG-B or Midget etc. Tel: (0362) 850316 (evenings). (50377

CHROME RADIATOR AUSTIN 20 HIRE CAR, 1935, M.o.T., needs some work, best offer over £1,000. Tel: 03884864. (50427

JAGUAR 3.8 Mk II, 1966, in midnight blue, manual with overdrive, wire wheels, red leather reclining seats, fully rebuilt, special equipment engine, new brakes and carpets, superb example £3,250, may take part exchange. Tel: Burley-in-Wharfedale (09435) 3950. (50384

MERCEDES 250 SL, F-reg., auto, p.a.s., lovingly cared for, immaculate condition, a true collector's car. £5,900. Tel: Coventry (0203) 446235 day, 74617 evening. (50386

TRIUMPH TR6, Sept. 1975, P-reg., overdrive, pimento roadster, black interior, long M.o.T., 26,000 miles, excellent condition. £3,000 o.n.o. Hughes, Swansea 41478 (office). (50387

WOLSELEY HORNET SPECIAL, 1933, 6 cylinder o.h.c., total rebuild, Swallow 4 seat, sports body finished in dark green, new trim, wiring, brakes etc., engine to be run in, all excellent condition, VSCC eligible, full M.o.T. £4,650 o.n.o. Tel: Caldbeck 669 (Cumbria). (50388

P 1800 ES VOLVO SPORTS COUPE, 1972 model, the fast appreciating sports estate car, manual with overdrive, Sundym, radio, genuine low mileage, service history, long M.o.T., excellent example, accept £3,400. Tel: Windsor 54173. (50389

JAGUAR 240, 1969. M.o.T., manual overdrive, over £1,000 spent last year, stripped to bare metal and resprayed black. Cobra mag wheels, rechromed, for further details Tel: Congleton 71936, Cheshire. (50390

PORSCHE 914, i.h.d., 2.0, 1973, 47,000 miles, service history, radio, new tyres, paintwork needs some attention. £2,400. Tel: Bagworth (Leics) 664. (50391

ROLLS-ROYCE 20/25, 1936 Sports Saloon, twin side spare wheels swept back, work to body and interior, PX modern car. £5,500. Tel: Burnley (Lancs.) 27256. (50393

LANCIA FULVIA 1600 H.F. LUSSO COUPÉ, 1972, red, black trim, respray, full M.o.T., Radiomobile, electric aerial, serviced every 1,500 miles, mint condition, £1,750. Tel: Liverpool 722 0754 evening. (50394

V8 MGB GT, 1974 N-reg. chrome bumper model, new clutch and alternator, usual V8 refinements, long M.o.T. tax, excellent condition throughout, outstanding performance with economy. £2,600. Tel: Sidmouth 3739. (50395

MARCOS 3-LITRE V6, Nov. 70, critically maintained regardless of cost, must be the best example currently on sale, first sensible offer, further details Tel: Cranwell 61096. (50396

JAGUAR V12 E-TYPE ROADSTER, 1st regd. August 1973 (M), manual, 28,000 miles, service history, white/red trim. £7,250. Tel: 0602 51854 office 0602 893433 home. (50397

GINETTA G21 1725 cc, 1977, overdrive, superb condition in yellow with very low mileage. Blaupunkt radio cassette. £3,200. Tel: Earls Colne 3525. (50399

LOTUS ELAN - 2S 130/5, 1974, 31,000 miles, big valve, yellow oatmeal, full specification including Sundym, electric windows, radio/cassette, electric aerial, alloys, h.r.w., b.alarm, absolutely immaculate £3,650. Tel: 046-279 267 (Herts). (50401

PEUGEOT 504 CABRIOLET, 1972 (L), white, electric windows, radio/tape, undersealed, excellent all round condition, low mileage. £3,450 o.n.o. Tel: 01-402 3214. (50402

TRIUMPH STAG, 1974, one owner, 42,000 miles, v.g.c. £2,600. Tel: Bourne End 21825 or Marlow 71097. (50403

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TR3A, 1960, yellow, tinted screen, overdrive, super condition, full M.o.T., £1,650. Tel: Penryn 74039. (50407

HUMBER 12/25 TOURER, 1926, good runner, good order, very original, selling after 33 years: offers. Tel: Callington 3469 (Cornwall). (50408

DATSUN 240Z/260Z. Any condition. Tel: Horsham (0403) 67774 or 2809. (50417

MERCEDES BENZ 280 SE COUPÉ, 1968, i.h.d., white tan hide, 88,000 miles, M.o.T., one family, full history, £3,500 o.n.o. Tel: Bembridge 2008. (50418

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1979 B. One owner, 5,367 miles, radio, red/grey £4,125
1979 (June) B GT. Red, one lady owner, 6,765 miles, manufacturer's warranty, some extras £4,595
1979 Midget. White/black, 8,184 miles, spare unused, Cadulac undersealed, radio, Supercover (30.4.81), tonneau £2,945
1979 B GT. Russet brown/orange, one owner, 3,676 miles, spare unused, radio/door speakers, manufacturer's warranty £4,745
1979 B. Green/orange, one owner, 1,807 miles only, tonneau, overdrive £4,225
1979 (model) B GT. Russet brown, one owner 11,337 miles, £110 pre-sale service £4,325
1978 (Nov.) B GT. Green, one owner 13,225 miles, full service history, sunroof, radio/cassette £3,995
1978 B. Red/grey, one owner, 15,885 miles, Blaupunkt, radio, full service history £3,545
1978 (Dec) B. Red, one owner, 12,765 miles, radio £3,745
1978 Midget. Green/tan, one lady owner, 11,298 miles, undersealed, rear fog, roll-over bar, tonneau, head rests £2,745
1977 B. Yellow/orange, one owner, 31,307 miles, overdrive, tonneau, £52 service 10.1.80 ..... £2,995
1977 (S) B. White, 23,740 miles, overdrive, head rests, tonneau £2,995
1977 (model) B GT. Green, one owner, tinted £2,995
1976 B. Red, chrome Rostyles, overdrive, tonneau £2,645
1976 B GT. Yellow, tinted, overdrive, headrests £2,695
1976 B GT V8. Tundra/tan, nylon, 26,767 miles, lady owner since April 78, radio/cassette, 4 new tyres, £191 pre-sale service £4,445
1975 B GT V8. Grey mirage/black nylon, 27,128 miles, radio/cassette, £174 pre-sale service £3,775
1974 (model) B GT. Teal blue, 29,728 miles, overdrive, two owners £2,195
1974 B GT. White/tan, overdrive, radio, two owners only £2,595
1974 B GT V8. Chrome bumper model, 37,074 miles, damask red, chrome wheels, overdrive, radio/cassette, two owners £2,995
1974 (model) B GT. Teal blue/tan trim, two owners (one lady owner last 18 months), overdrive, fog/spot lights £2,195
1974 B GT V8. Damask red, 37,074 miles, overdrive, radio/cassette, two owners (one since Feb 76) £150 pre-sale service £2,995
1974 (N) B GT V8. Damask red, 35,945 miles, one owner since April 75, £100 pre-sale service £3,295
1972 B GT. Teal blue, tan nylon, tinted, overdrive, stereo/radio £1,765

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1963 Bentley Series III. Two-tone green, local owner last six years £7,545
1973 BMW 3.0 Si. Maroon/grey velour, owned by us since October '76, approximately £400 spent 31.7.78, new radio/cassette just fitted, power steering. £1,595
1967 Cadillac De-Ville. Metallic green, 40,609 miles, ex-late Paul Getty. £3,255
1977 Chrysler GLS 1600 Avenger. Brown, one owner, 22,952 miles. Reduced to £1,795
1977 (October) Datsun 260Z 2+2. Metallic aubergine, 14,564 miles, alloy wheels, 5-speed, stereo, plus self-seeking radio £4,995
1954 Daimler Conquest Century 2½-litre. Black, 18,474 miles, original log book shows two owners, first one for 21 years. £1,995
(T) Fiat X19. (Lido model) one Dr. owner, 8,588 miles, Targa sunroof, Ziebarted £3,495
1979 reg. ('78 model) Ford Thunderbird. 2-door coupé, gold, one owner, 22,073 miles, air conditioning, radio, automatic, PAS, electric windows £3,995
1974 Jaguar 4.2 XJ6. Dark blue, one owner, new engine just fitted by us, total bill £980, air conditioning, sunroof, radio, electric windows, PAS, automatic £3,995
1970 Jaguar E-type 2+2. Automatic, sable/tan, 67,620 miles, c.w.w., radio, Webasto. £3,545
1967 Jaguar 420. Automatic, radio, new tyres, approx. £500 spent by us. £895
1977 Reg. (71 model) Maserati Indy. Met green, 5-speed box, air cond., p.a.s., complete history file available £5,500
1971 Mercedes-Benz 280SL. LHD, white/black, hard and soft tops, manual, PAS. £3,995
1967 Mercedes-Benz 250 SE saloon. Grey/red, automatic and p/steering. £795
1966 Mercedes-Benz 250 SE saloon. White/tan, automatic and p/steering. £495
Scimitar GTE. Celtic brown, 21,813 miles, host of extras including electric windows £5,295
1979 Triumph Spitfire. Yellow, one Dr. owner, 6,205 miles, undersealed, hard top, manufacturer warranty £3,145
1978 Triumph Spitfire. Yellow, one owner overdrive, 12,890 miles, headrests etc. £2,795
1977 (R) TR7. Yellow, green trim, one owner, 25,851 miles. £2,675
1977 Triumph Stag Convertible. Racing green, tan trim, one owner, electric windows, radio, PAS, overdrive, alloy wheels. £4,995
1974 Triumph TR6. Green mallard, hard top, radio, overdrive, 36,294. £2,795
1974 (N) Triumph GT6. French blue, one owner, unbelievable 6,244 miles since new, Ziebarted, overdrive, delightful. £3,295
1973 (M) TR6. White/brown, radio/cass., overdrive, headrests, tonneau. £1,895
1973 (Dec.) Triumph TR6. Emerald green, two owners (sold by us to the last), radio/cassette, overdrive. £2,395
1972 Triumph TR6. Hard top, damson, one owner only, modified to Strombergs. £1,750
1963 Triumph/Bugatti Type 37 Replica. £3,100
1977 Morris Marina 4-door 1.3 Super. Brown, one owner, 18,687 miles. £1,595
1976 Renault 16 TX. Automatic, one owner, 37,735 miles, light blue. ... £1,895

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We urgently require Bentleys, Aston Martins, Daimlers (pre-1970), Jaguars (all models pre-1970 including E-types, 4.2s/V12s), Lotus Elans/Europas, MGs (B GTs, Midgets, particularly V8 B GTs), Morgans, Scimitars, TR6s, Spitfires, and GT6s. WE ARE BUYING NOW FOR THE SUMMER SEASON AT "SUMMER PRICES".
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1960 ALVIS TD21. Outstanding example **£2,750**
1965 ASTON MARTIN DB5. White, black trim, chrome wire wheels **£3,950**
1959 AUSTIN HEALEY SPRITE. Red, original frogeye **£950**
1975 BMW 2002. *Red, RM40,000* **£2,750**
1973 BMW 3.0 SA. Silver, elect. sunroof, air cond., RM50,000, amazing value **£2,175**
1979 (V) FORD Capri 2000S. Pale green, RM6,000 ..... **£4,375**
1977 FORD CAPRI 3.0 Ghia. RM28,000 ..... **£3,575**
1973 JENSEN Mk. III SP. Red, black leather trim, *air cond.*, RM56,000 ..... **£3,975**
1974 JENSEN Interceptor Mk. III. Met. blue, black vinyl roof, louvred bonnet, air con. **£4,950**
1966 JENSEN CV8. Very original, full history **£3,250**
1969 LOTUS ELAN S4 D/h. Blue, RM50,000 **£2,150**
1974 (T) MERCEDES-BENZ 350 SE. Silver, air cond., RM30,000 L.H.D. **£3,975**
1977 (S) PEUGEOT 504 Family Estate. Gold, RM26,000 ..... **£3,750**
1972 PEUGEOT 504 Family Estate. Maroon, one owner **£1,575**
1976 RENAULT 17TS. White, RM32,000 .. **£2,675**
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SAAB 96. Two stroke 1966, M.o.T. January 1981, many spares, £250. Tel: 01-464 4552 evenings. (50086

DAIMLER 2½ litre V8. 1965, one family owner, pristine condition, superb mechanics, gunmetal metallic red, hide trim, £1,495. Tel: Christchurch 485179. (50084

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LOTUS 7. Series 2, 1098 c.c., £2,000 (1962). Tel: 03646 459 (Haytor). (50078

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FULVIA RALLYE 3 1.3S. 1976, maroon (dark in beautiful condition throughout, 2 owners, 46,000 carefully driven miles, stored November to March each year, 2nd car, only £1,950, may part-exchange for van. Tel: Thirsk 23449. (50077

RILEY GAMECOCK. 1932. Good original condition. £4,950. Also selling 1936 Riley Kestrel. Rebuild almost complete £1,750. Plus host of Riley spares to buyer. Tel: Battle (Sussex) 2002 (evenings). (50076

CAPRI 3000S. May 1979, immaculate cosmos blue metallic, recaro seats, £4,950 o.n.o company car forces sale. Tel: 063343 3380 (Rhiwderin) evenings. (50075

ASTON MARTIN DB2/4 Mk 1. d.h., v.g.c., M.o.T. new hood, ivory, red upholstery. £7,250. Tel: Chalderton 633 (Salisbury). (50073

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MORRIS COWLEY. Flat nose chassis *frame (1927) also* many parts. Tel: 03646 459 (Haytor). (50078

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LOTUS ESPRIT. R Reg., red, taxed, M.o.T., excellent condition, garaged, 35,000 miles, company directors personal vehicle. £5,990. Tel: 01-228 1184 office, 01-767 6761 home. (50265

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JAGUAR 3.4 MK. II. 1966, manual overdrive, three owners, service history from new, good sound condition, must sell, JDC member. £1,200. Tel: Brentwood 229694. (50270

RS 2000 CUSTOM. June '79, diamond white, black vinyl roof, sunroof, manufacturers warranty, Ziebarted, 8,000 miles, absolutely immaculate. £4,100. Tel: 021-308 5871. (50261

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FERRARI DINO 246 GTS. 1973, 31,000 miles, Rosso Chiaro with tan hide, Ferrari owners club, member owned car for the past 5½ years. Documented Maranello and Graypaul service history. The asking *price reflects the concours paint, body and* mechanical condition. Very much regretted sale at £1,300 o.n.o. Tel: Great Dunmow (Essex) 3082 evenings/weekends. (50256

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MERCEDES 230SL Roadster/Coupé. 84,000 miles, auot/PAS, classic white/black, superb car and sad sale. £4,250. Tel: 01-679 6523 (Streatham) evenings. (50262

LOTUS ELAN – 2S130. 1972, black/gold, recent tuned engine, gearbox and differential overhaul, radio/cassette, tinted screen, usual Lotus refinements. £2,650 o.n.o. Tel: Crosshill, Fife 0592 860614. (50263

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SCIMITAR GTE. Auto., aubergine, late '73, low mileage, electric windows, chrome wheels, radio, M.o.T., very good condition. £2,400 o.n.o. Tel: Hailsham 845171. (50250

AC GREYHOUND. 1960, *rare aluminium bodied two plus two coupé, Bristol 100D2 engine at present* removed, crank reground, needs replacing plus few small jobs to make a runner. Two sets wire wheels, one chromed, set of new tyres. Owner selling reluctantly due to work overseas, car in Bristol. Box No. 6282. (50251

TRIUMPH TR6. *1973, excellent condition, hard and* soft tops, overdrive, alloy wheels, radio, electronic ignition. £2,350 o.n.o. Tel: 0900 824793 evenings (Cockermouth, Cumbria). (50253

LIGHTSPEED MAGENTA. 1,800 miles, radio cassette, Corbeau seats, etc. tuned engine, new chassis parts, excellent condition. £995 o.n.o. For details telephone Boldon 362115. (50240

JAGUAR XJS Automatic. V Regd., 7,000 miles, pas, air conditioning, tints, alloy wheels, immaculate condition. Supercover until July. £15,900 o.n.o. Weightman, tel: 06525 6331 (day) 0724-733121 (evening). (50243

PORSCHE 911S COUPÉ. 1974 (impact bumper model) 64,500 miles, brown copper metallic with tan interior, electric roof and windows, radio/cassette, new heat exchangers, oil tank, timing chains and tensioners *fitted last year. Virtually unmarked condition. £6,995.* Tel: Bedale (N. Yorks) 22589. (50245

CLASSIC 1965 White Sunbeam Tiger. H/S tops, immaculate and virtually concours, taxed, M.o.T., rechromed, etc. £1,975. P. M. Price, Greenacres, Hulme Hall Lane, Allostock Nr. Knutsford, Cheshire. *Tel: Lower Peover 2847.* (50239

FOR SALE—continued

1929 AUSTIN BURNHAM 12/4 Saloon. Body restored and resprayed, new tyres/tubes, new roof, etc. Requires retrim and minor work to complete. £2,500 o.n.o. Tel: 0783, 42313. (50247

JAGUAR MK. II 3.8. 1964, manual overdrive, white, red leather, carefully maintained, recent M.o.T., beautiful condition. £1,450. Tel: 021 354 4434 (Birmingham). (50231

TRIUMPH TR6PI. Overdrive, 1973M, Magenta, recent complete respray, de-coke, valves, etc., new hood and *tyres, excellent car. £2,500. Tel: Exeter 71507.* (50232

JENSEN INTERCEPTER III. 1972 K Reg., 46,000 miles, 7.2-litre, all usual extras, midnight blue, red Connolly hide, new tyres, taxed, 12 months M.o.T., would consider p/ex, preferably sports car, Lotus, MG TR. Finance can be arranged. £4,250. No dealers or tyre kickers. Tel: Willenhall 60039 (day), Hednesford 3021 (Night). (50234

JAGUAR SERIES 3 V12 E Type. Manual 2+2, K Reg., mist blue, excellent condition with service history. £5,950. Tel: 0531820569. (50237

ALFA SPIDER 2000. 1972L, green, 67,000 miles, new hood, radio/cassette, electronic ignition. £1,775. Tel: Harpenden 69313. (50238

1939 MX DERBY BENTLEY. Less body and roadsprings but chassis, six wheels and racing tyres, rad bulkhead bonnet, engine and gearbox, plus 4¼ box, *spare, 2 steering columns, axles, instruments,* lamps and much more. Best offer over £3,000. P. M. Price, Greenecres, Hulme Hall Lane, Allostock Nr. Knutsford, Cheshire. Tel: Lower Peover 2847. (50239

MORGAN +8. Lightweight, 4 months old, Jaguar opalescent silver/dark blue leather interior & hood. £9,750 or exchange for Dino 246 GT FHC or Spyder. Cash either way. Tel: Burford 2025. (50333

PRIVATE COLLECTOR selling: 1933 Austin Seven Nippy. £3,500. 1938 Sunbeam-Talbot Drophead. £2,300. 1969 Cortina 1600E. £895. All immaculate & M.o.T.'d. Details Tel: 0303 41292 (Kent). (50334

LANCIA FULVIA 1.3 Rally Coupé S3. 'R' Reg. August 76, M.o.T. and tax to July 80, 1 owner, 33,000 miles, rustproofed, undersealed, unmarked and extremely good condition. £2,100. Tel: Romford (70) 45268. (50335

RILEY ELF. 1964. 998 c.c., good condition, 40 m.p.g., taxed & tested, Reg. 34 XDE. £395. Tel: Bishopston (044 128) 2155. (50337

ASTON MARTIN DB6 vantage manual. Deep blue cellulose with matching hide and trim, effectively one owner from new and maintained totally by Ian Mason, mechanics, body *and interior all superb.* Reluctant sale at £5,500. Tel: 01-388 2051 (office). (50339

FIAT 124 Sport 1800. 1974. Red, enthusiast maintained and in first class condition throughout. £1,095. Tel: 01-720 7204 (Clapham Common). (50340

LANCIA BETA 1600 Coupé. 1978. Burgundy with olive interior, only 13,000 miles from new, immaculate condition. £2,950. HP possible. Tel: 01-720 7204 (Clapham Common). (50340

AUSTIN HEALEY 3000 Mk. III. 1964. Colorado red, black interior, wires, radio, professional rebuild in 79, new hood, tyres, tonneau, absolutely immaculate. £6,150. Tel: Haywards Heath 55784. (50341

AUSTIN A40 sports convertible. Taxed and M.o.T.'d and in excellent mechanical and bodily condition, a very rare car in red with black trim. £1,725. Tel: 01-594 *4287 9-5.30 p.m. Monday-Friday.* (50342

MIKE DUNCAN
Midlands Morgan Agent

92 WINDMILL HILL,
HALESOWEN, BIRMINGHAM

TEL:
CRADLEY HEATH (0384) 67675



If you have not been tucked up with a Tasmin or burdened with a 8 by the opposition why not MARCH up to Mike Duncans this month. Sorry for the corn, but if you can't beat em . . . or perhaps we can with: **1978 4/4** 2 seater royal ivory wire wheels luggage rack, door handles, spot lights, bonnet strap, one owner. **1977 plus 8** spring green with calf brown leather trim one owner. **1975 4 seater,** wire wheels and aluminium body in red very tidy. **1972 4 seater** wire wheels just repanelled and painted in red/black. **1978 Cortina** 2 litre GL estate, low mileage car one lady owner. **1977 MG Midget,** red very tidy and surely an investment these days. **1972 Porsche 911E,** rebuilt engine, new exhaust and heat exchangers, very tidy and reasonably priced. **1971 E Type** FHC 4.2 Sunshine roof completely rebuilt chrome wires Rolls Royce regency red metallic drives well. **1959 Frog eye Sprite,** all metal and full M.O.T., surely these are sports cars that the collectors have not latched onto yet.

Also in stock:
Child's electric racing car £75 plus VAT.
Morgan pedal cars £220 plus VAT.
Morgan Club calendar £2.00.
Morgan Books — First and Last £7.95, More Morgan £7.95, Morgan Sweeps the Board £9.95, Morgan Sports £1.95, Four-Wheel Morgan £5.45, Workshop Manuals £4.50.
T-shirts £3.50, sweat shirts £6.00, children's T-shirts £2.50, children's sweat shirts £5.50, 24" to 32" chest.
Morgan umbrellas £13.95, Morgan bedspreads £10, Morgan badges 85p. (All prices inc. P&P UK only.)



The London *Morgan* Distributors

Hello **Morgan** enthuses here is your monthly **Morgan** injection to stimulate the brain for the following month. Competition is to end the following "If all **Morgans** are sugar and spice and all things nice . . . . ? Used **Morgan** spare wheel cover (with dirt) is offered as a prize. As **Morgan** boffins think, probably sound like grandfather clocks, here is the current room full of **Morgans**. Please lie on your **Morgan** bedspreads for the following. 1980 **Morgan +8** in yellow with brown leather upholstery, aluminium body, door handles, tow bar and luggage rack, delivery mileage only £9,250! Don't get up yet as there is also another 1980 **Morgan +8** in red with black interior for the same price. Did you know there is a duck called **Morgan**! Our 1974 **Morgan +8** in silver has been sold but we managed to replace this with a 1975 **Morgan +8** in yellow, dark blue leather upholstery, 40,000 miles and two owners. This **Morgan +8** we supplied, new, second hand and now offer it yet again. A royal ivory **Morgan +8** of 76 vintage with brown leather upholstery, bonnet strap, luggage rack was sold to a gentleman about to take the **Morgan** cloth, but obviously decided his call hadn't yet come so it is still seeking a new owner. £6,300. **Morgan 4/4's** are the next up for explanation. Incidentally, for those of you who live in the Capital Radio area, did you hear the question in that competition first thing in the morning. For those of you who don't know what I'm talking about you obviously get up before me. Anyway, the question was "What is a Plus Four Plus?" The answer given by the listener was. "It is a **Morgan** car". Riveting isn't it! Assuming you are still on your **Morgan** bedspread, we also have a 1980 **Morgan 4/4** in royal ivory, wire wheels, black leather interior, bucket seats, delivery mileage on £7,250. 1978 **Morgan 4/4** in metallic gold brown, sort of difficult to explain. 72 spoke wire wheels, off white leather upholstery, bucket seats the folding and reclining variety, bonnet strap, luggage rack. Did you know that in Germany there are even **Morgan** cigs? We have in fact a packet here about two years old. Somebody told me **Morgans** appreciate. What wit! Another 1978 **Morgan 4/4**, but 2-seater this time, red, wire wheels, bucket seats, black leather upholstery, 5,000 miles. £6,350. 1977 **Morgan 4/4**, 4-seater in powder blue, blow hard and the car changes colour, folding and reclining seats, luggage rack, to help you see, it has three wipers and two windscreen washers. £5,850. A 1971 **Morgan 4/4**, 4-seater in indigo blue, no nothing to do with Inca's, fog lamps, luggage rack, reconditioned engine fitted fairly recently and tonneau cover. Look for the ideas across the page.

morris stapleton Reece Mews, London SW7 01-589 6894

FOR SALE—continued

ALFA ROMEO SPIDER VELOCE. 1965 LHD Roadster. Hard soft tops, very good body, needs welding underneath. £450. Frogeye Sprite complete, spares or rebuild. £50. 3 XK150 16 in. w.w. £20. Also TR3 hard top £20. Tel. Whitstable 275547. (49792

TR4A 1966. Five year restoration by enthusiast. £3,000 outlay to completion. 900 miles since May '79. Presently stored. Offers. Tel. Fair Oak (Hants.) 5384. (49791

CLASSIC 1957 MERCEDES 220S LHD Saloon. 116,000 miles, good condition. Offers around £3,000. Tel. 0534 27020. (49790

1970 E-TYPE 4.2 ROADSTER. Pale blue with matching works hard top. 42,000 miles only. £5,250. Seen in Jersey. Purchaser's London air fares refunded. Tel. 0534 37020. (49790

ALFA SPYDER 2000. L reg., dark blue. Ziebarted from new. 6 in. alloys, 185-70 Goodyears, new Alfa hood and frame, Kenlowe fan, halogen headlamps, Motorola radio. 69,000 miles. £2,250. Tel. 061-434 1698. (49789

XK150S JAGUAR 1960 DH Coupe. Manual, overdrive, one owner since 1967, large part restored. Serious offers around £5,000. Tel. Sevenoaks 50408. (49788

TVR 3000M. Nov. 76 tax, MoT. Overdrive, vinyl roof, sunroof, Wolfrace wheels, electronic ignition. 30 m.p.g. Excellent condition throughout. £3,775 o.n.o. Tel. Redditch 26519. (49787

1948 ROVER 2103 c.c. Saloon. Reg. no. MG 5329. Running well 5 years ago. Stored since under cover. £500 o.n.o. Tel. Ipplepen 812316. (49785

TVR 3000 S convertible. June 78. Silver, black trim. Wolfrace wheels, stereo cassette. 2nd. car. Immaculate, 13,000 miles. Offers around £5,500. Tel. Canter 0472 56143. (49795

LANCIA HPE 2000. Bought April 1978, 16,000 miles, one owner, carefully driven, regularly and recently maintained, red, stereo cassette, sunroof. £3,450. Tel. Mr. Temple 01-353 2656 (Work), 01-720 2355 (Home). (49867

ALFA ROMEO Spyder 2000. N. Reg. 38,000 miles, excellent condition throughout. £3,600 o.n.o. Tel. 01-643 8040 Ext. 6469 (Day) or Crawley 883906 (Evenings and Weekends). (49866

MORGAN PLUS 8. New. Expensively equipped, attractive offers required. Will consider interesting p.x. 1978-79. Box number 6279. (49861

LOTUS ELAN +2. 1970 J Reg. Blue, silver roof, new brakes, tyres, f.s. shock absorbers, elec. windows. £2,350. Tel. Brigg 52840 (Night). (49865

MINI COOPER 1275 'S' 1965. Superb condition, 1 owner, low mileage, completely standard. £995 o.n.o. Tel. 0222 514831. (49860

JENSEN INTERCEPTOR 'M' Reg. Series 3. Pale blue, radio stereo, low mileage, beautiful condition. £3,900 o.n.o. classic p/exchange considered. Tel. 0222 514831. (49860

ALFASUD 1979 1.5 Super 'T' Reg. 4 door, 5 speed. Under 7,000 miles, red, push button radio, fully rustproofed, mud flaps, one private owner, always garaged and in exceptional condition. £3,100 o.n.o. Tel. Basingstoke (0256) 770247. (49859

MERCEDES BENZ 350 SL Sports Roadster. Auto. P.a.s., finished in signal red with black interior, 53,000 miles with service documentation, h.top, s.top, Sundym glass, radio, cassette, recent new tyres. £7,500 o.v.n.o. Tel. Mrs. Crofts 0778 342997. (49858

FOR SALE—continued

1973 V12 E-TYPE Roadster. Metallic silver, hard top and other extras. 39,000 miles, superb condition. John Scott, Newhaven, Upwell, Wisbech, Cambs. Tel. Upwell 3454 (Evenings). (49857

TVR 2500 M 1972 'K' Overdrive. Brown, one owner, average mileage, v.g.c., standard plus halogens, heated screen, radio, loose two wheels with snow tyres. £2,000. Tel. Bedford 712804 (Evenings). (49866

LANCIA FULVIA 1600 H.F. White, mint condition, 40,000 miles, over £1,200 spent in last 2 years, no rust anywhere, could be described as better than new. £2,700. Tel. Bransgore 73231 after 7 pm and Sundays. (49855

1959 MGA 1600. Good condition. £1,200 o.n.o. Tel. 837 1056 after 6 pm. (49864

ASTON MARTIN V8. 1972 (single headlamps). Absolutely magnificent in unmarked dark metallic blue, red leather carpets, gold alloy wheels, coachlines, 5-speed manual, fuel injection, electronic ignition, radio stereo, taxed December. £5,950 o.n.o. Tel. 1096 621 2291 (Weekdays), (0704) 33214 (Weekends). (49853

ALVIS SILVER EAGLE Special 1930 4 seat tourer. Competitive VSCC car in excellent order. Offers please to Thornhill (0848) 30438. (49851

SUNBEAM ALPINE 1967. Red, white hardtop, overdrive, M.o.T. July, fair condition. £550 o.n.o. Tel. Tamworth 60232. (49849

TVR 3000 Mod. Jan '78. Red, black vinyl sunroof, alloys, overdrive, gives excellent petrol consumption. £5,500. Tel. Durham 781366 Mornings. (49848

MG-B ROADSTER 1968. White, hardtop and tonneau, c.w., spare o.d. gearbox, propshaft and wiring, spare boot lid with rack, spare doors (one new), spare seats, new rear bumper, running, but unused 18 months. Some body panels need work replacement, worthwhile Spring project. £750 o.n.o. offers. Tel. Northampton 62775. (49846

AUSTIN 7 Box Saloon 1930 SW8. For restoration, chassis engine, rebuilt body, rough but complete. £600 o.n.o. Tel. Smith, Sheffield 79655 (Day), 369070 (Evening). (49844

JAGUAR 420. 1968, silver blue, automatic, UCH 20G — regularly maintained by Jaguar dealer (receipts), sale through illness, requires little restoration, best offer. Tel. Derby 42650 after 6. (49973

ALVIS 3 litre TE21, Park Ward saloon, 2 Oct. 1964, peone red, chassis no. 27177, 5 speed ZF, recent major renewal of braking system by Red Triangle, new n/s exhaust system silencer, CWW Radio, tape player, 69,400 miles, taxed and M.o.T. for twelve months, original log book, good condition throughout. £2,450. Tel: 051 608 1666 (Wirral). (49972

RS2000 Mk 1, 1974, black-gold, coach line black interior, service history, one owner, 13,900 miles. £2,195. Tel: Hurstpierpoint 833900 evenings. (49971

1931 STANDARD 16 h.p. SALOON. For restoration, very solid and original, £1,500, complete chassis available for spares. Wills, "Highways", Thornbury Road, Alveston, Bristol. (49970

ROCHDALE OLYMPIC PHASE I, 1962, Riley 1.5 engine, used one year after extensive refurbish, wide wheels, civilised interior. £800 o.n.o. Tel: Almondsbury 614116. (49968

SUNBEAM TIGER. 1966 4.2 good body, no rust, mechanically sound, some spares, investment at only £1,500. Tel: Romford 25362. (49966

FOR SALE—continued

LANCIA FULVIA 1600cc. HF Lusso 1972, silver, one owner, 40,000 miles, resprayed, full M.o.T. radio. £2,500. Tel: Bristol 26583 9.30 am to 5.00 pm weekdays. (49967

ROLLS ROYCE SHADOW. Immaculate condition, last owner 6 years, dark blue, silver side panels, light blue interior, 92,000 miles, stereo radio cassette. May 1976 new tyres and battery, this car is fitted with a Storno radio telephone which can be purchased if required, worth inspecting. £9,950. Tel: 0268 416457. (49965

1963 CAPRI Mk I. Goodwood green, one owner, 47,884 miles, excellent condition, offers, evenings. Tel: 0305 852429. (49964

VOLVO P1800S. 1968, dark green, tan leather, overdrive, radio, 63,000 miles, excellent condition, M.o.T. August '80, Volvo workshop manual. £1,300 o.n.o. Tel: 021-705 3683 evenings. (49963

VW SCIROCCO GLS. 1978, gold, alloys, automatic, low mileage, excellent condition and reliability. £3,700 o.n.o. Tel: Mr. Jackson 051-424 2564 office (Cheshire). (49962

BENTLEY CONTINENTAL S-1 MULLINER FASTBACK. 1956, silver with green upholstery, totally restored and immaculate, reg. no. V21 included in price of £25,000. Tel: Edwards, 0438-2751 business 076388-256 home. (49961

AC ACECA. 1957, metalescent blue, rewired and largely rebuilt by AC's, 5 new tyres, very good example. Tel: 01-991 0397 day 01-940 4291 evening. (49960

ASTON MARTIN VOLANTE. 1968, red, black leather, p/s, p/h, automatic, rebuilt engine 5,000 miles, exchange gear box, total car in beautiful condition, a collector's must. £15,000. Tel: John Hunt 01-937 8100. (49958

MORRIS MINOR 1000. 1968, very reliable, good condition, collectors item, offers over £1,000. Tel: Northampton 36066. (49959

PEERLESS GT. 1959, dark blue, black interior, very rare collectors car in excellent condition, one of only 300 made, can only increase in value. £1,850 o.n.o. Tel: 068687-471 (Powys). (49957

MGJ2. 1933, ripe for rebuilding, unfortunatley Triumph engined. £1,000. R. Bowman, Westcourt, Southpool, Near Kingsbridge, South Devon. Tel: 054-853356. (49956

BERKELEY T60. 1960, threewheeler sports, beautifully restored and masses of spares. £500. Tel: Crowborough 5857. (50110

MGA, FH 1500. 1959, 99% completed rebuild, absolutely immaculate, new project forces sale. £2,000 o.n.o. Tel: Ian Warmingclyd 217 evenings. (50109

ALFA ROMEO GTV 2000 COUPE. 1977, unmarked example in white, extremely economic and fast, alloy wheels, very low mileage. £2,750 o.n.o. exchange open sports. Tel: 0502 713241 (Beccles, Suffolk) evenings. (50107

ALVIS SPEED 20 SC. 1935, all parts to complete running chassis, chassis shot blasted and painted, includes radiator, bulkhead, bonnet, P100s, Charlesworth front wings, engine, gearbox etc. £2,500 o.n.o. Tel: 0296 748419 (Aylesbury). (50106

PORSCHE 911 LUX. 1977 (R) black, black pinstripe interior, radio cassette, electric windows, sun roof, tints, immaculate condition, service history, 28,000 miles. £12,950 o.n.o. Tel: 0527 33939 days, 0902 711050 evenings. (50102

FOR SALE—continued

CITROEN LT15. 1955, superb example, with supercharger, many spares, genuine reason for selling. M.o.T. Tel: Roy Bayne, Glenrothes 743318 evenings 772077 days. (50108

TRIUMPH SPARTAN. 2 - 2, 1300 c.c., exceptional cond, anchor blue, many extras, taxed. M.o.T. £2,400 o.n.o. Tel: 0457 63197 (Mottram) after 6 p.m. (50105

BENTLEY. 1938, 4¼ semi razpredge saloon by Thrupp and Maberly, recent complete engine overhaul, attractive original body, offers around £8,500. Tel: Leeds 582283. (50104

STANDARD 8. 1957, 78000, last owner 20 years, full history, very clean original condition inside and out, mechanics excellent £525 o.n.o. Tel: Mr. Stebbings, 0536 518118 (Kettering). (50103

MORGAN 4-4. 4 seater B.R.G. wire wheels, chrome luggage carrier and many other extras. The car is in exceptional condition and has been maintained regardless of cost. Tel: 0472 63633 or 813121 for full details. (50101

MORRIS MINOR 1956 de luxe 4 door saloon, "split screen", excellent original condition and fully restored mechanically. £415. Sturgeon, 14 Longlands, Worthing, Sussex. Tel: Worthing 201937. (50100

MORGAN - 8. M-reg. 39,000 miles, golden yellow, black leather trim plus extras, absolutely immaculate, garaged in winter months, house purchase causes sale. £4,900 for quick sale. Tel: 669 4988 or 703 5033 day. (50100

MORGAN 1934 3 wheeler MX2 supersports, barrel back, immaculate condition, professionally trimmed, hood, tonneau, also 2 spare LTOWZ o.h.v. Jap engines, 3 gearboxes, heads, barrels, crankcases, pistons, valves, 4 wheels, tyres, screen, steer gear, hubs, wings, radiator, bonnet, etc. and many other parts too numerous to list the lot £8,750. 418 Manchester Rd. West, Little Hulton, Worsley, Manchester. Tel: 061 790 7153. (50099

JENSEN HEALEY. 1975, 5 speed, excellent condition throughout, genuine forced sale, open to offers, possible bargain. Tel: 03265 3404 (Helstorn). (50097

LOTUS ELITE 503. 1978, one owner, black with beige marcasite trim, excellent condition, full service history. £9,750 o.n.o. Available shortly 1968 Escort twin cam, for details tel: 0730 4125 (Petersfield). (50096

MGB GT V8. 1974, maintained by MG specialist, recent work includes:— new clutch, overhauled, gearbox, rebuilt suspension, a superior car, tax and M.o.T. £2,600. Tel: Maidenhead 23216. (50094

ROVER 93. 1955, VGC, original, economical, cherished possession, sadly must go. £995 including spares and registration PAD 666. Tel: Cwmbran 3661. (50098

JENSEN-HEALEY MK. II. 1973, black/tan, alloy wheels, radio/cassette, tonneau, recent overhaul including new axle, M.o.T. and taxed, viewing arranged Windsor. £1,875. Tel: 0803 812205 (50095

AUSTIN HEALEY 100/4. Red, overdrive, wires, excellent condition, original steel panels, history, genuinely rustfree, economical, practical, valuable registration, M.o.T. 1981, taxed. £2,250. Tel: St. Albans 35123 days Great Missenden 5140 evenings. (50093

LOTUS ESPRIT. S-reg., black, in mint condition, stereo, 21,000 miles. £7,250 o.n.o. Tel: 021 554 8927. (50090

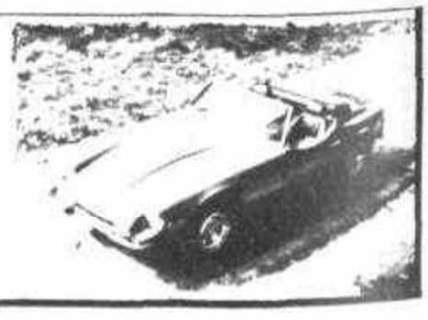
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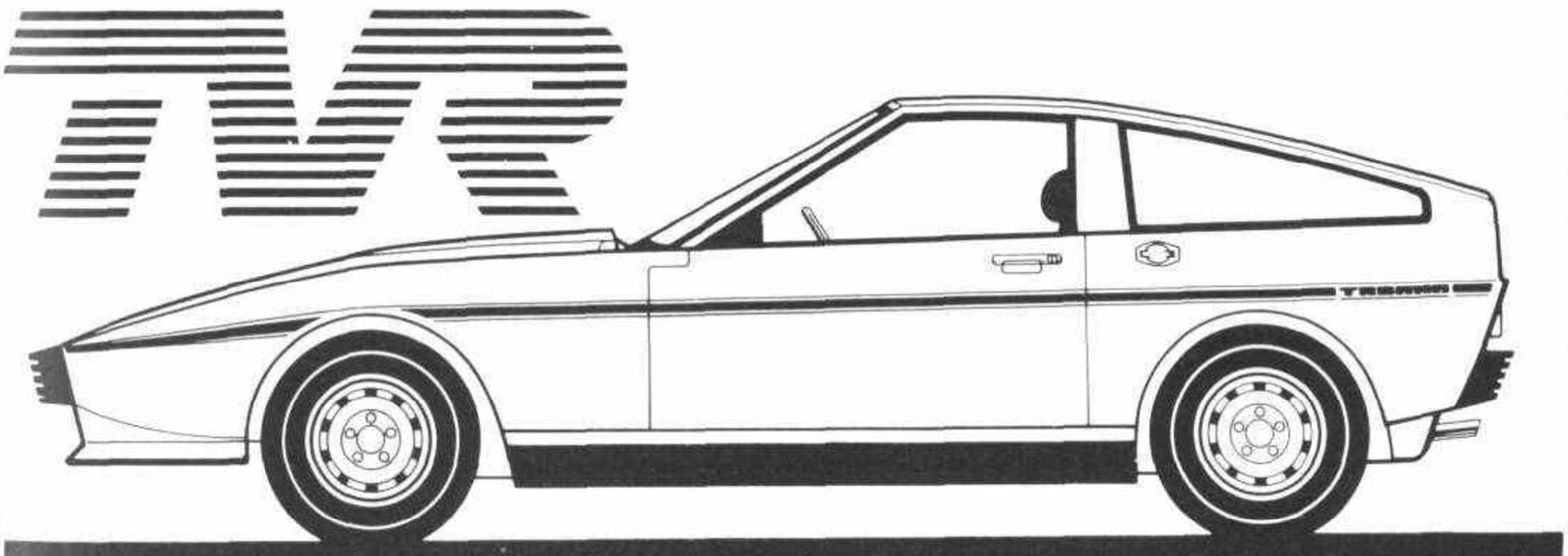
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John Britten

Morgan

TVR



March winds and an April shower need not deter you from sportscar power, so now is the time to make haste down to J.B.'s motor emporium where the ever helpful staff are shaking off the effects of their winter's hibernation, and busily dusting off the following cars for your appreciation: **TVR Taimar, 1978**, blue/silver modelband and roof, sunroof, radio, ex property of all-American boy. **Morgan +8, 1976**, black, brown leather trim, alloy body, two owners from new, supplied and serviced by the best Morgan agents in town (no prizes for guessing who!). **MG Midget, 1972**, red, radio, would convert into a nice Arkley and not expensive at **£850**. **TVR 3000M, 1977 S**, silver/red modelband, overdrive, sunroof, clock and radio. **Morgan 4/4 4 seater, 1976, R**, black, reclining seats, tonneau cover, a rural car having spent most of its day peacefully in Essex. **Fiat X19, 1979 V**, gold, white interior, 1500 c.c., 5 speed, 3,000 miles, cannot understand why some bright young thing hasn't snapped this one up as it looks terrific and at **£4,250** represents a saving of over **£1,000** on the new list price. **Arkley SS, 1976**, black, gold pinstripe, 8" Cobra slot wheels, built on new (79) chassis, the ultimate poser's Arkley, **£3,250**. **Morgan +4 Coupe, 1968**, Westminster Green, wire wheels, one owner from new, a very fine example of this rare and appreciating classic. **TVR 3000M, 1977**, white/brown modelband and vinyl roof, sunroof, radio, oatmeal trim, excellent condition having been owned by electronics whizz kid. **Morgan 4/4 2 seater, 1976 R**, Imperial Crimson, wire wheels, reclining black leather seats, tonneau cover, door handles, +8 spot lights, badge bar, locking filler cap, one fastidious owner who only covered 4,000 miles from new and never took this car out in the rain. **TVR 3000M, 1973**, maroon, silver modelband, radio, sunroof, exceptional tyres, tatty but good value at **£2,250**. **Morgan 4/4 4 seater, 1974 N**, December, Brunswick Green, wire wheels, brown leather reclining seats, armourglaze and endrust, one owner from new and very low mileage having only been used on highdays and holidays. Comes complete with cherished number plate which would suit someone called Edward. **TVR Convertible, 1979**, gold, radio/cassette, one owner, 2,800 miles from new. An exceptional specimen of this now discontinued model which will surely become a modern-day classic in the near future. **Morgan 4/4 2 seater, 1972**, brown, cream leather interior, wire wheels, roll over bar, a nice condition car sold only due to the enlarging condition of wife, necessitating family saloon. **TVR Taimar 1977 S**, yellow, brown modelband, oatmeal trim, sunroof, radio/cassette, a colour scheme which sound Yukki but in fact is very eye catching and which everybody here has got used. This is also one of the nicest TVR's we have driven, possibly because it used to be the factory demonstrator and therefore never went wanting for attention. Another car which never went wanting for attention is **Morgan +8 1972 L**, regal red, tonneau cover, spare wheel cover, one owner from new whose care can be appreciated by the four new tyres fitted to the car before selling. **Arkley SS 1971**, orange, black pinstripes, Revolution wheels for sale due to impending marriage priced at **£1,095**. **TVR 3000M, 1977S** (December), red, black vinyl roof, sunroof, radio/cassette, 17,000 miles from new, supplied and serviced by exceptional Arkley garage (wonder who?) and probably the nicest second hand TVR in existence. **Lotus Elan +2 S130/5 1974**, white, cassette/stereo, two owners from new and comparatively low mileage, taken in part exchange for a Taimar and reasonably priced at **£3,750**. **Morgan 4/4 2 seater, 1978**, red, wire wheels, bucket seats, 9,000 miles in the caring hands of a local practioner. **Arkley SS, 1972 L**, red, Cobra slot wheels, many extras, built by mechanic, **£1,950**. **Alfa Romeo GTV 1978**, blue, sunroof, radio cassette, 18,000 miles, just right for "Grand Touring" at **£3,650**. **Morgan 4/4 4 seater 1978**, black, brown leather trim, alloy body, wire wheels, rustproofed, the most **immaculate** car we have ever seen having only covered 14,000 miles and been owned by a confirmed Morgan "nut". For sale due to imminent arrival of brand new +8 ordered in 1974. **Arkley SS 1978**, regal red, 7" Cobra slot wheels, clock, built on brand new car by "our man" and having covered 4,000 miles in the hands of retired distinguished Colonel. **TVR Vixen 1969**, maroon/neutral modelband, sunroof, roll over bar, rebuilt gearbox, mildly tuned engine, cheap and cheerful little "racer" **£1,095**. **New TVR's**: We are pleased to announce that we have a new red **Tasmin** in stock, awaiting your inspection and admiration and I think you will agree with us that **TVR's** have made an excellent job of their new baby (which recently received rave reviews in another "car" magazine) and we have a rapidly diminishing supply of **new, old model TVR's**. **New TVR Taimar**, white/brown modelband, **new TVR Taimar** green/neutral modelband, **New TVR Convertible**, burgundy, and would remind you that once these are gone there are no more. **New Morgans** — somewhere in this advertisement there is a hint as to the current delivery situation on new Morgans. However, we have taken far more orders in succeeding year, so the only thing we can say for sure is that when ordering a new Morgan patience is more than a virtue (it's a necessity). John Britten has decided that he would like to part with two of his cherished registration numbers. These being: **JB 999** and **RA 444** priced at **£1,150** and **£850** respectively, transfer to be arranged by ourselves and they can be offered on any of the above cars. **Arkley Kits** — we have now replenished our stock and can now supply these immediately and, even in these days of galloping inflation, can offer the kit at a reduced price of **£330** plus Vat — nice to see something coming down for a change! **Thank you and Good Night.**





JOHN BRITTEN GARAGES, BARNET ROAD, ARKLEY, BARNET, HERTS. 01-449 1144

For Sale: Rolls-Royce Silver Cloud Mk. I



Finished in Embassy Black, with pale Biscuit leather trim, in excellent condition and presently fitted with beige West-of-England cloth covers. 3 owners, 88,000 recorded miles, automatic transmission, power assisted steering, original Webasto sunshine roof/deflector, Radiomobile radio, M.o.T. until June 1980. Recent extensive overhaul and 12,000 mile service carried out by Rolls-Royce Motors Ltd. Taxed. A sound investment, in good original condition, reasonably priced at £7,950
(Private sale but would consider interesting part exchange)

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Private collector urgently requires good examples of this or any other LALIQUE glass car mascot — TOP CASH PRICES PAID IMMEDIATELY, especially for any COLOURED GLASS examples.

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Original motoring posters, lithographs, paintings, drawings, motoring bronzes/trophies, top-quality metal car mascots, (particularly by BAZIN, MARTEL, SYKES etc), bound motoring periodicals such as 'SPEED', 'MOTOR SPORT', 'AUTOCOURSE' etc, any interesting BUGATTI material, fine large-scale models, pre-1914 tinplate toys, automobilia in general.



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We offer the following cars for sale, and invite the closest inspection of them in our workshop, which specialises exclusively in their repair and restoration.

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1977 XJS Auto, dark blue/tan interior.
1973 E TYPE V12 ROADSTER, LHD, silver with red hide interior, 36,000 miles, manual, air conditioning, CWW with whitewall tyres, California car. **POA**
1970 E TYPE SERIES II FHC in superb original order. Pale blue with dark blue interior, stunning and unmarked. **£5,950**
1970 E TYPE SERIES II 2 + 2 Dark blue. CWW 48,000 miles, 1 owner. **£4,850**
1956 D Type ex French team car in perfect rebuilt condition. **POA**
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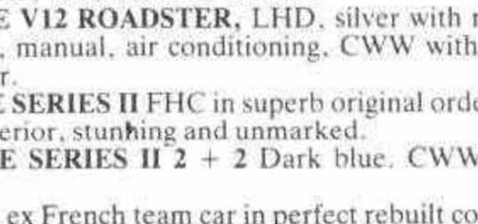
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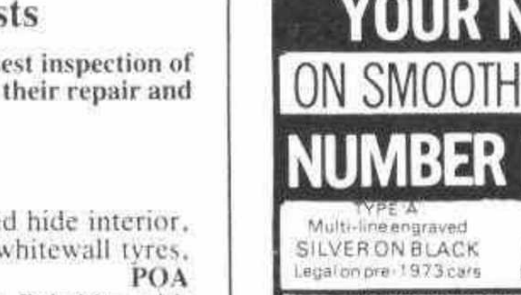


This is one of the rarest vehicles we have ever had the pleasure of offering. Designed by Tom Karen and built by Ogle in 1971 it is on the Aston Martin DBS V8 Chassis. Ogle built three of these specials, of which this example was used as the Embassy Racing Special by the late Graham Hill; it therefore has the performance one would expect — the car was tested when new at 161 m.p.h., and accelerating 0-60 in 5.9 seconds. The car has all the futuristic detailing one would also expect — the third passenger sits transversely, the dashboard display features 'head-up' warning lights which are designed to reflect in the screen and sequential rear indicators form part of the 22-tail lights. Since the car is entirely glass above the waistline (with the obvious exception of the roll bar!) the leather interior is pleasantly airy, and has air conditioning and stereo. This is the vehicle rightly described by Frostick "as near a dream car as the British allow themselves to get". This vehicle offers an almost unique combination of dramatic looks, startling performance, and true rarity.



Bentley Mk IV drophead. A very smart convertible by Abbott's of Farnham. Paint and chrome are in very smart condition and the (power-operated) hood is very recent. This is an unusual and attractive car, in regular use and carefully maintained up to the present day.





Rolls-Royce 25/30, 1936. A fine compact touring limousine, with black coachwork by Windovers. Recently the subject of a very thorough (body-off) restoration, so the chassis and mechanics are as good as one. The interior leather is original, of excellent quality, and very well preserved, as is the woodwork. This car has interesting original features, such as concealed doorlocks, contemporary windscreen visor, sunroof, sidemounted spare, and so on. **£13,500.**



Stop Press: Bentley 4½-litre by Gurney Nutting
We have just acquired this excellent original 1928 4½-litre with one-door Gurney Nutting all weather drophead coachwork, as illustrated in the lower picture on page 87 in Johnnie Green's book. The car is in very good condition bodily and mechanically, and has all original features, such as fitted luggage (running-board-mounted), Graber headlights and spotlight, 3-position hood, fishing rod carrier etc. This is one of the most desirable body styles by one of the best coachbuilders; this can be seen in the smart helmet wings, stylishly narrow body, and quality of construction. Specially built for long-distance grand touring, this is a most complete, original and desirable vintage Bentley, which will have instant and lasting appeal for the serious enthusiast.



Rolls-Royce Silver Cloud III, 1964. This is one of the rare long wheelbase limousines, finished in dark green, the engine was rebuilt by main Rolls-Royce agents about a thousand miles ago. The car comes with other service history, new carpets, stereo, and is in first-rate condition inside and out, its last (celebrity) owner has allowed the car to retain his personal number plate, which is 100 LOV. **£15,500.**

Wanted: Rolls-Royce Silver Cloud I, II and III; also LHD Rolls Silver Wraiths.

FOR SALE—continued

TR7, 1977, red, white, blue, 4-speed box, fitted roll cage, sump guard and spots, rally seats with full harness, 7½" alloy wheels, competition steering rack, 1998 c.c. engine, full set spare wheels, tyres, extra passenger forces sale, must go. £2,450. Tel: Wigan (0942) 43174 or 45450 after 7 p.m. or weekends. (50409

BENTLEY 3-LITRE SHORT CHASSIS, 1926, Red Lable Speed model, original metal VDP body, beautiful original usable car, value over £25,000, cash wanted plus interesting car Ferrari, 308 G-T-B-S 3-litre Lagonda, Bugatti, SS 100, W.O.3 or 4½ Saloon, special etc. Box No. 6285. (50410

BMW 2002 tii, N-reg, metallic blue, enthusiastically maintained, fast and economical, house forces sale, £2,300 o.n.o. Tel: Cambridge 43696. (50411

BMW 2002, 1974, auto, sunroof, radio, blue, good condition, some work needed, investment for enthusiast. £1,700 o.n.o. Tel: 01-370 3543 or Betws-y-Coed 323. (50412

FULVIA 1.3 ZAGATO, K-reg, blue black vinyl, M.o.T., taxed June, £1,100 o.n.o. Tel: Melton Mowbray 822300. (50413

VOLVO 123 GT SALOON, 1968, new tyres, radiator, pump, overdrive, year M.o.T., taxed, one owner, £900 o.n.o. Tel: 037986 255. (50414

EDWARDIAN LA FRANCE 12-litre 6 cylinder, 1914, American import, chain driven and magnificent, very original, Mercedes-Simplex like in chassis and detail, now equipped as fire engine but could easily transform to fast and splendid raceabout along Mercer lines, electric lighting and starting. £6,900. Tel: Kings Langley 64902. (50416

LOTUS ESPRIT, Superb R-reg., model, red with tartan trim, 28,000 miles, stereo cassette radio, £5,450 or p.e. cheaper car. Tel: Aberdeen 37819. (50420

ROLLS-ROYCE 20 h.p. 1926, 4 seat tourer, most original character replica, excellent throughout. £12,000. Tel: 042-127 2182 evening. (50421

ALFA ROMEO GT 1600 JUNIOR, 1975, sunroof, stereo, complete service history, immaculate, AROC member, £2,000. Tel: Stafford 55512. (50422

VERY ORIGINAL not stripped, rebuilt, whatever, Morris 10/4 Saloon, excellent runner, new M.o.T., new tyres, really nice, genuine original old car. £2,500. J. G. Langford, 16, Brunswick Terrace, Stafford. (50423

JAGUAR Mk II 3.8-LITRE, 1964, overdrive, excellent condition, metallic blue. £1,495. Tel: 01-204 5242 (50424

TR3A, 1967, black, Surrey h.s., tops, radio, taxed, long M.o.T. £990 o.n.o. Tel: Fareham 283783. (50425

WOLSELEY OHC 10.5 HP, 1923, 4 seater open tourer, button-back trim, new tyres and battery, running order, very original, unmessed about. £3,500 for quick sale. Tel: 0908 582652 (Milton Keynes). (50426

JENSEN INTERCEPTOR Mk. III in dark blue metallic with gold coachline and black vinyl roof. Champagne interior, fitted stereo radio cassette player, A.C., h.r.w., electric windows, aerial etc. Maintained to high standard. £3,550. Tel: 0243 53292 (Sussex). (50533

JAGUAR 3.8 Mk. 2, 1961. Grey with red interior, some restoration work done after reputedly being stored for 10 years, prior to my purchase. Due to change of plans little used by me and now for sale. Performs well, body, interior, and mechanics in good condition. £1,200. Tel: Luton 52837. (50541

GILBERN INVADER, November '71 (but M registered). One owner, new silver respray, new tyres, MoT battery and recent engine work, excellent investment. £2,750 o.n.o. Tel: 894 2084 (home) or 560 5414 (work). (50542

FOR SALE—continued

TVR TAIMAR, September 1978. White with brown coachband, sunroof, radio, leather seats, 14,000 miles. £5,990. Contact Robert Ingham, Parnham House, Beaminster. Tel: Broadwindsor 306. (50548

BENTLEY S2, December 1962. Tudor grey over shell grey, PAS, automatic, recent exhaust. £5,950 o.n.o. Tel: Bath 314864. (50551

ALFA ROMEO GTV coupé, 1973. Low mileage, sunroof, radio, MoT, excellent. £1,050. Tel: Timsbury 71019 (Avon). (50552

MG-B GT V8 (M-reg.), 1973. White, 57,000 miles, full specification, extras include Radiomobile radio/cartridge, electronic ignition, Cibie lights etc., in excellent order throughout. £2,350 o.n.o. Tel: Cardiff 41236 (office hours) or Barry 736316 (evenings or weekends). (50543

ALFA ROMEO 2000 GTV, 1974. Red/black vinyl, lowish mileage, radio, 128 m.p.h., wax sealed, beautiful condition, uses no oil. £1,850 or exchange for small saloon. Tel: Worcester 830650. (50545

MG-YB SALOON. Good condition, taxed and MoT, resprayed, radio. £1,550. Tel: Weybridge 45025 or Bognor 828556. (50546

1964 BENTLEY S3. Garnet/black interior, new tyres, immaculate. £5,950. Tel: Guildford 34754. (50547

MERCEDES 250SL roadster, 1967. Silver/black hardtop and interior, 71,000 miles, excellent condition. £5,450. Tel: 0483 34754. (50547

DAIMLER SOVEREIGN 420G. Automatic in 1st class condition, two owners, reconditioned engine, new tyres, finished in Old English white, blue leather trim. First reasonable offer accepted. Tel: 0222 862669. (50549

1925 W. O. BENTLEY, 3-litre, 4-seater fabric bodied tourer, professionally restored, BRG with olive green interior leather seating and carpets. New weather equipment, currently tested. Only £17,750. Photos and description £2. M. Johnson, 6 Woodlawn, Kingston Vale, London SW15. Tel: 01-546 2027. (50537

BENTLEY CONVERTIBLE. Original 4-seater drophead, Mk. VI, 1947. Coachwork by Vanden Plas, fully restored throughout, shell grey with red leather interior and hood, new MoT. £9,750. S. Erskine, 5 Woodlawn, Kingston Vale, London SW15. Tel: 01-546 2027. (50537

LOTUS ECLAT, 1977. Red with oatmeal interior, stereo cassette radio, electric aerial/windows, director's car, beautiful example. £6,500. Tel: 01-486 6930 (office). (50538

JAGUAR MK. II, 1961, 3.4 manual, beautiful condition, distinctive registration, unused tools. £1,750 p.ex. Tel: Crick 823428. (50539

MG-B GT V8, 1976. Excellent condition, overdrive, only 29,000 miles and beautifully finished in black with black interior, tinted windows and chrome alloy wheels. £3,950. Tel: Gainsborough (0427) 880465. (50540

TVR TAIMAR, 1978. 13,000 miles, matching colour band, sunroof, Panasonic radio/cassette, fully automatic aerial, must be sold due to arrival of Turbo. £5,750 for quick sale. Tel: 021-445 2768. (50530

ASTON MARTIN DBS, 1966. Good tyres, 5-speed gearbox, excellent investment. £4,850 o.n.o. Tel: Cirencester 66179. (50529

JAGUAR 240, 1968, Manual, 74,500, new clutch, valves, battery, tyres, etc. MoT, tax, white, black interior. £1,200. Tel: Ulley 267 (Glos.). (50516

PININFARINA LANCIA coupé HF 2000. 35,000 miles, K-reg, May MoT, immaculate, undersealed, seen Manchester. £1,250. Tel: 061-439 2840. (50519

FOR SALE—continued

TWIN CAM Sunbeam, 1926, 3-litre tourer, chassis no. 4116F, engine no. 4111F. First owner Lord Londesborough, subject "talking of sports cars" Autocar 1.9.1977. Fine, original, carefully maintained and well documented car in regular use. Haggle around £20,000. Tel: Geoffrey Hare, Kings Langley 64902. (50531

E-TYPE JAGUAR, 1969. Series II fixed head coupé. Fitted sunroof, centre lock alloy wheels, under 60,000 miles recorded, some history, requires attention to rear brakes and sill, MoT 23.4.80, taxed 31.3.80. £2,650. Tel: Leeds (0532) 576683. (50534

STANDARD 10, 1935. Suitable for enthusiast. £800. Tel: 0963 62596. (50535

ASTON MARTIN DB2/4s. Saloons and dropheads in various states of rebuild, prices from £1,500. Tel: High Wycombe 712214. (50536

SILVER GHOST. Three-quarter coupé by T. H. Gill of Paddington. Full details on request. Replies to Box No. 6286. (50550

TR6, 1973, White, soft top, radio, overdrive, carb conversion, also P1 parts, completely overhauled, first class motor, any trial. Offers around £2,400. Tel: Barnsley 752966. (50525

JAGUAR E-TYPE roadster, 1961. Chassis no. 850045. A unique opportunity for a Jaguar enthusiast collector to acquire an early "E" in very good condition. Finished in black with red interior, mileage 40,000, present owner has covered 6,000 miles in eight years, a reluctant sale due to two small children and the love of Aston Martins. Asking price £8,500. Tel: Mayfield 2305. (50521

MERCEDES 250SL, 1967. Magnificent condition and entirely original, H/S tops, PAS, automatic, both rear seat conversions, two owners, full service history proves 63,000 miles genuine. A bargain at £5,750. Tel: Yetminster 872258. (50528

MORGAN 3-WHEELER, 1937. Super sports, an original car in superb condition needing no work, original Matchless MX2 engine, reg no. DUU5 MTWC, members private sale. Tel: Stoke-on-Trent 513490. (50520

LANCIA FULVIA coupé 1.3. Brown, 1972, 51,000 miles only, 1981, MoT, good tyres, regularly serviced, £1,400. Tel: Stoke-on-Trent 680363. (50523

LOTUS 7. Used for autocross, easily convertible to road use. £850. ABC scootamota, 1919, very rare. Offers. Tel: 0584 3233 (Midlands). (50524

AUSTIN 7 box saloon, 1933. Chassis up rebuild. Painted black/blue with blue upholstery, new tyres and battery, 95% completed, regretfully have no time to finish. £2,150. Tel: Sheffield 360320. (50515

XJ6 3.8 E-type engine. Overdrive, stainless steel exhaust, new Michelins, one loving owner. Possible exchange for Italian superbike. £2,000. Tel: Derby 63443. (50554

RENAULT LE CAR, June 1979. Limited edition 5TS, metallic silver, red upholstery, alloy wheels, map light, tinted windows, very smart, sporty performance, only 9,000 miles. £3,250. Offers considered. Tel: 037781413 (Yorkshire). (50508

BMW 2002 Turbo, S-reg. White with stripes, radio, Mahle wheels, mint condition, low mileage. £4,750 o.n.o. Tel: Sudbury (Derbys) 306 (evenings). (50532

1970 BMW 2002. Lovely car, with Cibies, radio, leather wheel, XVS tyres, history. £1,095. Tel: Eastbourne 25802 (day) and 764643 (night). (50512

MINI-COOPER, 1969 Mk. II. Engine requires attention, otherwise v.g.c., blue/white, MoT. £490. Tel: Yatton 833145. (50513

FOR SALE—continued

1933 ARMSTRONG Siddeley preselector sports saloon, mileage 16,532, one lady owner, original throughout, excellent condition, handbook. Tel: Bournemouth 0202 428959. (50518

MORGAN +4, 1955 model. Red, 2-seater sports, 77,000 miles, in excellent original condition, twin spares, fold-flat windscreen, etc. Best offer in excess of £4,500. Tel: 0935 5826. (50509

AUSTIN 10/4, 1935, for restoration. £250. Also Standard 10, 1958, v.g.c. £350. Tel: 021-458 1828. (50510

1912 STUTZ roll tank roadster. Restoration needs completing, the only one in Europe. Price on application. Tel: Pagham (SX) 66695, 61 Hewarts Lane, Bognor Regis. (50511

1938 TALBOT-LAGO 4½ ex-works car. The fastest pre-war sports car probably in the world. Competed in the 1938 French Grand Prix and Le Mans before and after the war. Price on application. Tel: Pagham (Sx.) 66695, 61 Hewarts Lane, Bognor Regis, Sx. (50511

BMW 2002Tii, Dec. '72. White, radio service history, 64,000 miles, present owner 3 years, £1,325 o.n.o. Tel: Winchester 881290. (50665

TR6 ROADSTER. 'M' Reg', mimosa, immaculate condition, mechanically sound, 9 months tax, offers invited. Tel: Eardiston (Worcestershire) 341 (code 058 470). (50669

1956 MG MAGNETTE. Black, one lady owner, 76,000 miles. Offers. Tel: Tanworth-in-Arden (056-44) 2403. (50670

E-TYPE JAGUAR 3.8. Equipped with D-type wide angle engine, ZF 5-speed box and lightweight E brakes and wheels, excellent competition history. Price £9,500. Tel: Barnsley 89131 or 790498. (50668

ASTON MARTIN DB5, 1965. Absolutely beautiful example of what is often considered the finest Aston. Rebuilt engine, original radio/stereo, electric windows, 5-speed ZF, etc. £5,500 o.n.o. Tel: Sunbury-on-Thames 84351. (50696

JAGUAR 3.8 E-Type Roadster, 1963. In mint condition, the ultimate classic Jaguar. 150 m.p.h. and 25 m.p.g. Buy now or regret forever! £6,250 o.n.o. Tel: Wallingford (0491) 36390. (50696

JAGUAR MK. II 2.4, 1961. Manual overdrive, very good original general condition, tool kit, original log book. £1,350. Tel: Hitchin 50625. (50680

ALFA ROMEO 2000 GTV, 1975, 'P' Reg., alloys, radio, new clutch, battery, good condition, company car reason for reluctant sale. £1,675 o.n.o. Tel: Wigan 41285 (office), Wigan 213922 (evenings). (50691

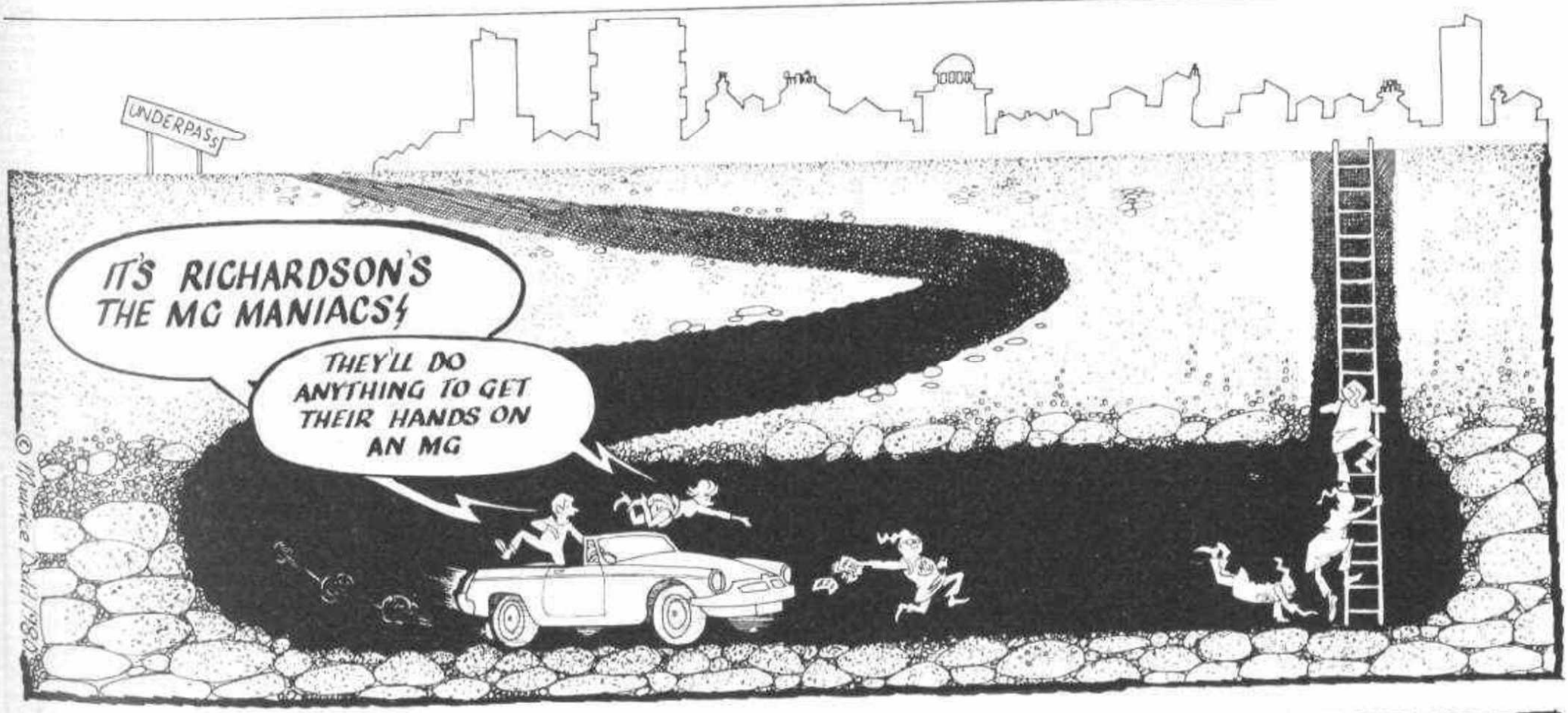
MG 'M' TYPE, 1930. Sale. Tel: Whiddon Down 417 (Devon). (50690

TRIUMPH STAG, 1976, 'R' Reg., auto., hard/soft top, russet/tan trim, 25,000 miles only, PAS, Sundym glass, alloy wheels, radio. £3,950. Tel: 021-706 2468 (office). (50666

MGB GT V8, 'P' Reg. (13-11-75), damask red/black int., 52,000 miles, two owners, fitted usual overdrive, alloy wheels, tinted glass, HRW, headrests, door mirrors, plus very expensive stainless steel exhaust system, electronic ignition, and Radiomobile radio/stereo, two recent Avon Turbospeed tyres, eight months tax and test. £3,550. Tel: Chelmsford 420800. (50667

VOLVO 1800S, 1964. Superb original condition, 11 month M.o.T., taxed, used daily. Offers £3,000. Tel: Telford 617378 (daytime). (50671

ALFA ROMEO 2000 Berlina, 'M' Reg. 1973. Excellent mechanical condition and performance, bodywork good for year. £750 o.n.o. Tel: Kidderminster 69049. (50673



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JAGUAR XK 140 FHC. Chassis up restoration 80% complete. 'C' type engine and wire wheels. £3,250
FERRARI 330 GT Mk. 1. LHD. Restored throughout. Red with black interior. £9,500
ROLLS-ROYCE SILVER WRAITH 1949, with division. Outstanding original example. £11,000
FERRARI 212 2-seater Vignale Coupé body. 1952. Right hand drive. Complete kit for restoration.
Coming shortly — 275 GTB. Please telephone for further details.
During 1979 we have undertaken major restoration work on the following cars:—
Ferrari 166 Sport, 250 Short Wheelbase, 275 GTB, 750 Monza, 250 Pininfarina, 330 GT, 365 GTC, 365 GT 2 + 2, 365 GTC/4, Jaguar XK 120, Jaguar XK 150, Jaguar 'E' type, Aston Martin DB4 GT, and have capacity for similar work in 1980.
For details of the above cars or enquiries concerning minor repairs, service or restoration, telephone David Cottingham on Northwood 25435 (evenings) or Northwood 21399 (daytime.)



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Musbury Garage, near AXMINSTER, Devon

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TAIMAR: one at pre-increase price.
MG-Bs: always some in stock.

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FOR SALE—continued

MG P TYPE. Magnificent fully restored car, winner of several major Concours awards. MGCC member selling only for space reasons, rare opportunity to acquire a fine pre-war MG in this condition. Substantial price required. Box no. 6288. (50683

MGA MK. II Roadster. H.s. tops, re-built, original, excellent. £2,500. Sprite Mk. I. 1960. Rebuilt, GRP bonnet, h.s. tops, new seats, trim. £750. Tel: 0751 31325 (Yorkshire). (50682

LANCIA FULVIA S2 Coupé 2+2. Dark blue, excellent order, lady owner, 'M' Reg. 1973. Genuine 32,000 miles. Realistically priced at £975. Tel: Royle, Rainford 2050 (Merseyside). (50681

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PORSCHE 911T. 1971. 50,000 miles only, excellent condition, recent new heat exchangers, clutch, silencer, batteries. £3,500. Tel: 0742-305106. (50660

MG8 GT. 'K' Reg., harvest gold, hrw, o.d., oil cooler, many parts renewed. M.o.T. and service just completed. £1,375. Tel: 04484 2025 (South Cumbria). (50661

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PORSCHE 914.6 V Reg., 1971, f.h.d., rare original six cylinder model, in blue, 2 owners, S alloy wheels, radio, detachable hood. £2,600. Exchange considered. Tel: Mulbarton 78252 (Norfolk). (50700

JAMES YOUNG Rolls-Royce. 1962, SCII, l.w.b., grey, four door touring limousine, air conditioning, division with cocktail cabinet, West of England cloth seating, only 27 made. Job No. 4126 to design SCT 100. Refer to Page 233 The Elegance Continues. Extras include manuals and RREC Bulletins No. 48 onwards. Personal Plate SCT 100. £21,500. Tel: 025-16 3100 evenings. Write Toll House Runfold, Farnham, Surrey. (50688

TVR 3000M. December 1973, sunroof, tints, new exhausts, M.o.T., taxed, excellent condition. £2,500. Or exchange for 1960 to 1970 Morgan, or Lotus 7, or MG 'T' type cash adjustment. Tel: (0695) 75633 (Lancs.). (50693

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1973 FERRARI Dino 246 GT Spyder. Red, 39,000 miles, leather interior, service history, radio/stereo.
1973 FERRARI Daytona 365 GTB4. Red, 17,000 miles, full service history, black int.
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BENTLEY S1, 1959. Silver over tudor. Immaculate, blue grey interior, repolished woodwork, electric windows, some rechroming, three owners from new, mechanically perfect, requires some bodywork attention and refitting. Reluctant sale £3,350. Tel: 01-658 1005 or Box no. 6290. (50904

MORRIS, 1937 Series I. Two-door saloon, new exhaust etc., MoT, excellent original car, last owner 29 years. Reluctant sale £1,385. Tel: 01-658 1005 or Box no. 6291. (50904

LANCIA BETA Spyder 2000. March 1978. Metallic silver, one owner from new, 11,000 miles only, radio fitted. Offers invited over £4,000. Also Lancia Beta 2000 Coupe, March 1978. Metallic bronze. One owner from new. 44,000 miles, radio cassette fitted, plus extra spots. Offers invited over £2,750. Both cars dealer maintained from new. Tel: 0538 385829 (days) or 0538 383542 (evenings). (50887

MG-B GT. 1970. Bronze yellow, overdrive, undersealed, good condition, 52,000 miles, one owner, regularly serviced throughout, reluctant sale. MoT October. £1,100. Tel: Harrogate 885625. (50889

JAGUAR, 1967. E-type bonnet, covered lights, slightly damaged. Offers. Tel: Ninfield 892214. (50900

MULLINER PARK Ward Shadow, 1967. Seychelles blue, beige, Everflex roof, personal reg. no., good service records, exceptional condition. £10,500. Tel: Southampton 867442. (50901

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RS2000 CUSTOM black, reg. XME 1T, October 1978. Immaculate, 14,500 miles. £3,700. Tel: 01-254 4444 (days) or 01-500 3934 (evenings). (50903

1938 AU DKW F5, pram hood. Metal body, twin two-stroke 700 c.c. cross-wise engine, FWD, spares, good condition, wants restoring. Offers. Cooper, 83 Ormerod Road, Tel: Burnley 26151 (picture available). (50923

FERRARI 308 GTB, 1978. Dark metallic blue with cream leather interior, 20,500 miles, full service history, air conditioning, Ferrari wide wheels, stereo, perfect condition. £12,995. Offers. Tel: Newport Pagnell 613407. (50897

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JAGUAR 3.4S, 1966. Good condition, overdrive, power steering, taxed and MoT. £1,250 o.n.o. Tel: 021 553 2206 (after 6 p.m.). (50921

1961 CONSUL 375. 36,000 genuine miles, mint condition, drives like new. MoT. £950. Tel: Todmorden 4511. (50922

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1962 3.4 Jaguar Mk. II. Manual, property of retired lady since new, 51,000 miles, taxed, MoT September. The condition of this car is remarkable and testifies the care and attention it has received. £2,000. Appointment only. Tel: Crowborough 61177 (east Sussex). (50915

MARCOS MANTIS. Beautiful, 1971, 4-seater, GT sports car, 2½ litre fuel injected engine. Easy to maintain mechanics with Ford and Triumph parts. £3,655 o.n.o. Tel: St. Buryan 374 (Cornwall). (50916

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LOTUS EUROPA Twin Cam, K reg. Daytona yellow, low mileage, superb condition throughout, no faults. £2,500 o.n.o. Tel: 01 394 2591 (Worcester Park). (50918

PORSCHE 912, 1966. Primrose, 65,000 miles, one owner, many extras. £1,600. Tel: 01-794 2163 (evenings). (50910

W. O. BENTLEY 3-litre. Complete running chassis, except few pieces, completely dismantled. Offers over £8,000. Roberts. Tel: Penkridge 2232. (50913

AUSTIN 7 chassis, logbook, to rebuild, 1933. Best offer over £50. Roberts. Tel: Penkridge 2232. (50913

HIGHCROSS CAR SALES LIMITED

RAILWAY STREET, HERTFORD, HERTS. TEL: HERTFORD (STD 0992) 551791/2/3



Porsche 928, 1979 (V). Light green metallic with contrasting check cloth, just over delivery mileage

BMW 3.0 CSi. 1975, finished in Reseda green with champagne velour, extras include stereo and sunroof **£5,950**

Jaguar Mk. VII "M". 1955, in beige with red trim, very clean example with "JDC" concours history **Offers**

Lotus Elite 502. 975 (P). Finished in canary yellow with beige cloth, outstanding condition throughout and low recorded mileage **£5,450**



Porsche 911SC Sport Targa. 1979. Casablanca gold with cork trim, owned by ourselves from new, very low mileage.

Aston Martin V8. 1976(R), in signal red with black leather and very low mileage, manual transmission **£14,950**

Aston Martin DBS V8. 1972, nugget gold with tan leather, a well kept example, fitted with automatic transmission **£5,950**

BMW 633 CSi. 1977, ruby metallic with black trim, Mahle wheels, very smart **£8,950**

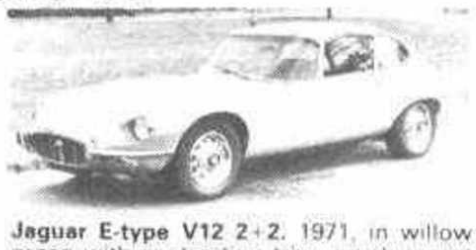


Scimitar GTE. 1978, manual with overdrive, finished in Grand Prix white with navy cloth trim, alloys **£5,975**

Triumph TR7. 1978 in Java green with check cloth trim **£3,350**

Lancia Gamma Berlina. 1978 T in polaris silver with full leather trim and air conditioning, only 6,000 miles from new **£5,750**

Fiat X19. 1978 in light metallic green with contrasting trim, 12,000 miles **£3,750**



Jaguar E-type V12 2+2. 1971, in willow green with contrasting trim, much recent expenditure makes this one of the best available **£5,950**

Jensen Interceptor Mk. III 'J' Series. 1974. In silver with black trim and black vinyl roof. A very smart example at **£4,950**

Greeves 250 c.c. Trials Bike. 1965, recently restored by enthusiast owner **£495**

Range Rover. 1974, Bahama gold with contrasting waist band and tan trim, a well cared for example, power steering **£5,475**

county garage

coventry road, warwick. tel 0926 44001/41156

Opening hours: 9am — 7pm Mon. — Sat.; 10.30 — 1 pm Sun

	ROVER 2600. Nine months old, five-speed, PAS, radio, metallic blue, as new, 2,800 miles only	**£5,495**
	ALFETTA GTV 2000 COUPÉ. One year old, red, grey velour interior, polished alloy wheels, electric Sundym windows, one local owner, costs over £7,000 new	**£3,950**
1979	**reg. 1980 V-reg. PEKING JEEP FOUR-DOOR**. Soft top, RHD. As new, ex-demonstrator, 4,000 miles, three-litre, four-wheel-drive, two ratios. £500 extras including wide wheels and tyres, radio, stereo, rally seats, Cibie spotlights, taxed December, metallic red, absolute bargain (+ VAT)	**£2,995**
1979	**LANCIA GAMMA COUPÉ**. Light brown, very economical, five-speed, power steering, electric Sundym windows, radio/stereo, one owner, 21,000 miles, costs over £10,000 new	**£5,500**
1979	**(model) FIAT 131 2000 TC SPORT**. Five-speed, orange, black interior, Sundym, one owner, superb condition	**£3,500**
1979	**V-reg. MG MIDGET**. BRG, radio/stereo, undersealed, 2,600 miles only	**£3,500**
1978	**MG-B GT**. Flamenco red, overdrive, radio, 23,000 miles, one owner from new	**£3,595**
1978	**(May) MG-B SPORTS**. As new example, one owner, 14,000 miles, overdrive, wire wheels, new price £4,750	**£3,295**
1978	**T-reg. MG MIDGET**. BRG, beige interior, 14,000 miles only, superb condition	**£2,495**
1978	**(Dec.) T-reg. SAAB COMBI COUPÉ GL**. One owner, 4,800 miles only, vinyl and sunroof	**£4,350**
1978	**SAAB 99 TURBO 3-DOOR COUPÉ**. Black, red interior, steel sunroof, alloy wheels, Sundym, air conditioning, radio/stereo, can only be described after being driven, as fantastic!	**£4,950**
1978	**ALFA SUD 1.3 TI**. Willow green, cloth trim, radio/stereo, 35,000 miles, super little five-speeder, one owner	**£2,075**
1978	**RENAULT 15 GTL**. Three-door coupé, metallic gold, one lady owner, 7,800 miles, radio	**£2,875**
1978	**(model) TRIUMPH TR7 SPRINT**. Very rare factory-built car, 16-valve, five-speed, alloy wheels, superb car	**£2,750**
1977	**MG MIDGET 1500**. Two owners, primrose yellow, 24,000 miles, radio	**£2,075**
1977	**S-reg. MG-B ROADSTER**. BRG, striped-trim, one owner, 23,000 miles, overdrive	**£2,895**
1977	**TRIUMPH SPITFIRE**. White, matching hardtop, 35,000 miles	**£2,070**
1976	**(Nov.) R-reg. ALFA ROMEO 2000 SPYDER VELOCE**. Two owners, 35,000 miles, primrose yellow, Ziebart treated, superb 2+2 convertible	**£3,795**
1976	**(Nov.) R-reg. LANCIA BETA 2000 HPE ESTATE CAR SII**. Magnificent car in black, gold interior, 30,000 miles, steel sunroof, electric windows, radio	**£3,250**
1976	**Reg. LANCIA BETA 1600 COUPÉ**. Brown, gold interior, 34,000 miles, radio	**£2,395**
1976	**R-reg. DATSUN 260Z 2+2**. White, black interior, sunroof, one owner, 39,000 miles	**£4,250**
1976	**JAGUAR 3.4 LWB**. Manual, overdrive, PAS, HRW and radio, greensand, beige nylon interior, well maintained	**£2,995**
1976	**R-reg. MAZDA 929 COUPÉ**. Maroon, very attractive and excellent value	**£1,395**
1975	**MG-B GT V8**. Two owners, harvest gold, overdrive, Sundym, chrome wheels	**£2,995**
1975	**P-reg. MG-B GT**. White, black interior, 21,000 miles, overdrive, radio, Sundym	**£2,550**
1973	**TRIUMPH TR6**. White, overdrive, etc., good example of an appreciating asset	**£1,995**
1973	**M-reg. MG MIDGET**. Blaze, exceptional car, previously sold by ourselves	**£1,175**
1973	**VOLVO 1800ES COUPÉ ESTATE**. Red, black leather interior, one owner, full service records	**£2,995**
1972	**L-reg. ASTON MARTIN V8**. Single headlight, automatic, PAS, white, special order lambswool interior, 37,000 miles, electric sunroof, air conditioning	**£5,450**
1961	**MATCHLESS G12 DL 650 c.c. TWIN**. Superb restored condition, 22,000 miles only	**£1,100**
1951	**ARIEL SQUARE FOUR 1000 c.c.** Sibject to recent restoration	**£1,100**

FOR SALE—continued

1965. MK. 2 3.8 Jaguar. Manual, overdrive, taxed and tested, drive away, very good condition throughout. £1,495. Tel: 051-648 2939. (50911

1947 1½-LITRE Jaguar. One owner, 27,000 miles, sunroof, tool kit, spare as new, needs respray etc., can deliver at a small charge. Tel: 051-648 2939. (50911

AUSTIN 10, 1934. Chrome radiator, one owner to 1976, then me, reputed 11,00 miles from new, used daily to 1978, then stored, totally original. Offers. Tel: North Thoresby (047287) 246 (evenings). (50912

FOR SALE, Lancia Fulvia saloon, 1972(L) Registration RWH 353, one owner, long tax and MoT, cadulacad, £525 o.n.o. Tel: Bolton 53637. (50914

1934 AUSTIN 7 box saloon. Chassis up restoration, original leather, only needs seeing. £1,700. Tel: Luton 27450. (50924

LEA FRANCIS. 1930. Fabric saloon Meadows 4ED. Could rebuild as tourer for purchaser. Offers. Tel: Ribchester (025484) 385. (50908

SCIROCCO GLS. 'T' Reg. Jan. 1979. Red metallic, 10,000 miles, excellent condition, radio, front and rear foglamps plus extras. Sensible offers. Tel: 032-573 3233 (Darlington). (50898

PORSCHE 911 E Targa 2.4. Reg. Nov. 73 PUM 40M. White, tinted glass, full documented history. Buying business forces sale. Very reliable car in constant use, just resprayed. Offers. Tel: Yelverton 2154. (50909

ASTON MARTIN DBS56 VANTAGE. 1973 (M) No. 69 of the 70 single headlight models made, superb condition, genuine 48,000 miles, metallic silver, blue leather, chrome wires, sundym, automatic transmission, taxed, M.o.T. £5,850. Tel: 0676 32229 (Midlands). (50927

MGA 1968 ROADSTER. M.o.T. Sept. 1980, nice condition, red with wire wheels, £1,150 or offer. Tel: Gunnislake 832930. (50926

ROLLS 20/25 . Park Ward limousine, 1936, stored 10 years, £6,750, original, also Bristol 401 for restoration £600. Tel: 049084227. (50943

MG C GT. 1968. White, wire wheels, over-drive, superb condition throughout, long M.o.T., good tyres, pampered by enthusiast owner, but regret must sell £1,295 o.n.o. Tel: 0792 26634. (50945

DAIMLER LIMOUSINE, 1967, excellent leather cloth interior, with division, new M.o.T., new tyres. £750 o.n.o., or P.X useable Mark VI, R-type. Tel: Ryde (IOW) 611936. (50946

MG TC. 1949, complete, running, original, needs a little work due to 3 year storage, £3,250 o.n.o. Tel: 06278-63393 evening. (50947

JENSEN INTERCEPTOR SP. 1973, flame red, black vinyl roof, black trim, 60,000 miles, excellent throughout, full M.o.T. R.Stereo, future collectors car. £2,950. Tel: 0676 32229 (Midlands). (50927

ROVER V8S. 1973, Davos, white black, good looking car giving performance with economy, M.o.T. £1,150 o.n.o. Tel: Saffron Walden (0799) 40328. (50939

DE TOMASO PANTERA GTS MRX 5P. 1976 model, bright blue-black, white lettering, black interior, 22,000 miles, stereo radio-cassette, air conditioning, many new parts, immaculate, no expense spared on maintenance, Director's second car, full service history available. £9,500 private sale, — no dealers. Tel: 01-444 0875 home 01-637 0322 office Marilyn McArthur. (50942

MASARATI MERAC SS. Sept. 1978, black with red leather interior, factory air conditioning, tinted glass electric windows, stereo, 17,000 miles, one owner, immaculate. £12,500. Tel: 01-568 6222. (50941

ROLLS-ROYCE SILVER SHADOW, 1973, shell grey with dark green hide interior, 2 owners, 62,000 miles, history, exceptional condition, bargain £12,950. Tel: 01-568 6222. (50941

ALVIS TD21 SALOON, 1963, auto, alice blue, in daily use, full history, guaranteed mileage, well worth a look, sensible offers please. Tel: Nottingham 621596 evening. (50935

RS2000, 1979 (Feb), 8,000 miles, cream brown trim, radio, undersealed, electronic ignition, other extras, immaculate, must sell £3,400. Tel: 023 588 383 (Oxon). (50936

SUNBEAM TALBOT 90 Mk. IIA. 1953, sliding head saloon, tax, long M.o.T., valve radio, low mileage, new tyres, goes very well. £675 o.n.o. Tel: Bognor Regis 820940 home 863812 office. (50937

MGB GT, 1978, red 21,000 miles, good condition, £3,350. Tel: Hemel Hempstead (0442) 44686, day Broadfield (Herts) 227 evening. (50938

TRANS-AM. 1978, gold special edition, therefore all extras, 14,000 miles, immaculate. £6,250. Tel: Hemel Hempstead (0442) 44686 day Broadfield (Herts) 227 evening. (50938

1935 ROESCH TALBOT 75, razor edge saloon, needs total restoration, lots of work, rare opportunity to acquire a real Talbot. £800. Tel: Ash Green (0474) 872239. (50931

CITROEN SM EFI. June 1974, manual, metallic bronze, tan velour upholstery, engine rebuilt by Citroen agents, new chains, exhaust etc, all bills, good tyres, good condition. £2,950. Tel: 027564578 day 0761418499 evening (Bristol). (50929

ASTON MARTIN, 1967 DB6, auto, p.a.s., M.o.T., taxed. £3,250 o.n.o. Tel: 058 082 469. (50930

LEA FRANCIS, 1950 2½ Sports, 2+2, black, 2,500 miles since rebuild. £6,000. Tel: Bexhill 217872 morning. (50932

MGB GT, (N) 1974, 45,000 miles, overdrive, radio VGC. £2,000. Tel: (0789) 750 280 (Stratford-on-Avon. (50933

FIAT X19 1500, 5-speed 9,000 miles, excellent condition throughout, four seater, arriving soon (UGH) must sell at £4,175 o.n.o. Tel: Martyn Burrows, Hinckley (0455) 610180 after six or weekends or Leics 64456 ext. 1 office hours. (50934

ALVIS TE21 CONVERTIBLE, 1964, wire wheels, 5-speed, 91,000 miles, M.o.T. to June, new discs, delightful car. £2,000 o.n.o., inspection invited. Tel: Wokingham, Berks 780156. (50905

TVR 3000M, 1978, 16000 miles, sunroof, vinyl roof, stereo radio cassette. £5,500. Tel: Winchester 64215 evening. (50906

LANCIA APRILIA, 1938, exceptionally sound body, finished in primer, engine overhauled, many original parts including eight day clock, spare engine, gearbox, differential. £1,450. Tel: 0962 880403. (50907

BENTLEY MARK IV. 1949. Complete mechanical restoration, good pearl-shell grey body, restored interior. £3,950 o.n.o. Tel: Gloucester 0452730207. (50842

FIRENZA DROOP Snoot. Silver with matching trim, paintwork in excellent condition, maintained regardless, one of the best available. £2,450. Tel: Hoddesdon 69857. (50843

GILBERN 1800GT. 1964. Laid up four years, non-runner but engine probably ok, ripe for restoration. £475. Tel: Westhoughton 813706. (50847

SUNBEAM TIGER 260. 1965. Gold/black. Offer over £1,000. Tel: 01-807 2345 after 7.00 p.m. (50848

FOR SALE—continued

LOTUS CORTINA Mark I. 1963 model. Extensively renovated, looks superb, genuine investment. £1,800. Tel: Hoddesdon 65791. (50843

MORGAN 4/4 2-seater. 1968. BRG, little used since total rebuild, many extras, lovely car in excellent condition. Reluctant sale £3,850 o.n.o. Tel: Chadlington 505 (evenings weekends). (50845

JAGUAR 420-G. 1969. 55,000 miles documented, full M.o.T. and service history, finished in brown over cream, tan interior, first class throughout. £2,300. Tel: Sheffield 21590. (50846

GILBERN INVADER Mk. II. 1972. White, manual, overdrive, all usual Gilbern refinements plus sunroof, radio/cassette, 2nd car, low mileage, beautiful condition, 12 months M.o.T., appreciating investment. £2,195 o.n.o. Tel: Bedford 51681 (evenings). (50849

AC 1953 Saloon. Rare 4-door model, present engine 38,000 miles, photos available. Offers over £1,500. Also wide range major and minor spares, gearbox etc. Tel: Yearsley, Redruth (0209) 214794. (50850

LOTUS ELITE S02. 1974. White, 70,000 miles, 30 m.p.g., good condition. £4,800. Tel: Chichester 782863 (daytime). (50851

VOLVO 1800ES. 'L' Reg., 58,000 miles, virtually one owner, overdrive, radio, new tyres, exhaust, bronze, tan leather, no accidents, A1 interior, mechanics. £2,650. Tel: 0284 828234 or 0258 880327. (50852

FIAT X1/9. 'S' Reg., Met. orange, with extras. House forces sale at £2,500. Tel: Dr. Taylor, Dudley (0384) 52243. (50854

RAILTON. SUPERB replica. 1935 "Light Sports Tourer". Fast, practical sports touring PVT 4-seater, VSCC accepted, the ultimate Anglo American hybrid. I don't know the true value but it can't be cheap. Offers approaching 5 figures. Tel: 072-53-227. (50855

RARE ROVER 3.0 manual transmission. 1961. Saloon very sound condition, usable & practical investment. Tel: Bristol 44258. (50856

BMW 3.0 CSA coupé. 1974. 'N' Reg., superb bodily, recon. transmission, new exhaust and battery just fitted, much superior to the usual offering. £3,500 o.n.o. Tel: Bristol 422120. (50856

TR6-PI. Low mileage 'K' Reg. Super condition, sienna brown with gold coachline, Wolfrace alloys with good high-speed tyres, overdrive, hard top, radio, new exhaust, £900 recently spent on bodywork, fine example of appreciating asset. House purchase — hence £1,950 for quick sale. Tel: Telford (Salop) 586825 (evenings). (50857

DAIMLER V8 250 Saloon. 1968. Reg. no SUE 429, white, blue interior, genuine mileage, very good condition, taxed, M.o.T. £995. Tel: Chirton 245 (Wilts.). (50858

JAGUAR 420G. 1968. Auto., PAS, electric windows, 44,000 miles, good condition but piston gone. £300 o.n.o. Tel: Chirton 245 (Wilts.). (50858

1937 BENTLEY 4¼-litre Thrupp & Maberly semi-razor edged saloon. Very fine condition, much work done recently, have owned for last 20 yrs., reluctant sale. £8,000 o.n.o. No posers or timewasters please. Tel: P. G. Brown, 0608 737207 (Oxon) 4-6 p.m. Mar. 3rd onward. (50859

1946 ARMSTRONG Siddeley Hurricane DHC. New hood, rechromed, Connollised, taxed and M.o.T. £2,750. 1934 BSA 250 c.c. motorcycle. Rechromed, stove enamelled 80 per cent, restored. £400. Tel: 01-274 1608. (50860

1930 RILEY Nine Special. Shortened chassis, aluminium body, rolling but partly dismantled, road registered, virtually complete, twin SU's, work needed but tremendous potential. £795. Tel: Great Missenden 5140. (50861

FIAT X19 1500 5-speed. First registered March 1979, 9,700 miles only, pale metallic blue, immaculate condition. £4,450 o.v.n.o. Tel: Dronfield (0246) 416746 (evenings). (50862

MG TC. 1947. Good condition. Offers around £4,500. For further information Tel: Medway 408953. (50863

E-TYPE FHC SII. 1970. 'J' Reg., willow green contrasting trim, Webasto roof, PAS, truly first class condition, history available. £4,250. Tel: 0924 461334 after 6 p.m. (West Yorkshire). (50864

ROVER 105. 1959. 26,000 recorded miles, good coachwork, indifferent wings, excellent interior, M.o.T., marvellous value. £695. No offers. Box No. 6289. (50870

LANCIA FULVIA Coupé 1.3S. 1973. Immaculate two owner car, full service history, 55,000 miles, radio, taxed, M.o.T. £1,175 o.n.o. Tel: Welwyn 5328. (50871

LANCIA FULVIA Coupé 1.3S2. 1973 'M' Reg. Blue Blaupunkt radio, electric aerial, good tyres, M.o.T. Dec., Ziebarted, immaculate, an appreciating classic. £1,400 or offer. Tel: Bath 29799. (50872

RENAULT 5 Gordini. 1979. 'V' Reg., 3,000 miles, silver, removeatop sunroof, Hitachi VHF radio-cassette recorder. £4,095. K. Morris, 39 Lodge Lane, Hyde, Cheshire. (50874

MINOR 1000 Convertible. 1957. Reasonable appearance, new hood, apparently good engine, some M.o.T. defects, history known, needs saving. May fetch well over £300? Sensible offers please. Tel: Alderton (Glos.) 491. (50875

PEUGEOT 304S Convertible. Nov. 74. 19,000 miles, 1 owner. Tel: Stratford-on-Avon (0789) 4682. (50882

CLASSIC LANCIAS, Flaminias, Flavias, Fulvias. Various models including, Pininfarina, Touring GT, Vignales and Zagatos. Needing some work. Thinning collection. Any two can go. Offers. Tel: 031-663-8250 (evening/weekends). (50884

1967 PORSCHE 912. Sand/beige, outstanding original condition, 54,000 miles, 5-speed gearbox, five excellent 'X's, Blue Spot, new brake pads, complete new exhaust including heat exchangers, M.o.T. 10 months. £2,500. Tel: 0509 213140 (daytime), 0530 222484 (evening). (50885

260Z 2+2, 1978. Bronze, maintained regardless of cost and immaculate, only for sale as just taken delivery of new Silver Shadow. £4,750. Tel: 061-832 2195 (day) 061-440 0085 (evening). (50886

BRISTOL "400". Nice car, history since 1958. Little use last 12 years, M.o.T. £2,500 including valuable plate. Tel: (0326) 74072 (Cornwall). (50869

TVR GRANTURA Mk. II. Rebuilt 1500 Ford, too much work done to list but complete and ready to go. £875. Full details from 0222-514626. (50868

ASTON MARTIN DBS V8 automatic saloon. Direct from £16,000 rebuild at Aston Martin (completed February). First registered 1973 this must be the finest example in the country. Reconditioning includes complete respray, complete engine/gearbox rebuild, change from fuel injection to carburettor, adding electric door mirrors, high speed driving lights etc., a collector's item, bills plus Aston Martin warranty assurance. May be examined at Aston Martin, 33 Sloane Street, London. £15,500 o.n.o. Contact Chairman, Brandhurst Company Limited. Tel: 0494 33411. (50952

FOR SALE–continued

LANCIA AURELIA Gran Turismo convertible B24S, 1956. White Farina body, black interior, V6 2,451 c.c., a very rare car in superb condition throughout, new paint, chrome, hood etc. Has been stored since importation from Italy in 1972. Price £6,250. Tel: Weybridge (97) 43643 (days) or Esher (78) 64265 (evenings). (50948

MERCEDES 280SL. Automatic, hard and soft tops, two owners, 98,000 miles. £4,750 o.n.o. Tel: Harpenden (05827) 60532 (50949

MG-C GT, 1968. White, w.wheels, radio, overdrive, 68,000 miles, good condition, £450 spent over last two years, including respray. £1,150 o.n.o. Tel: 01-579 2822. (50950

PORSCHE 911T Targa, 1972. LHD, S-reg., excellent condition, regularly serviced (Follets), Philips cassette. £4,800 o.n.o. Tel: 01-481 2209. (50951

DELLOW MK. II. Good condition, tax, MoT, supercharger rebuilt engine spares available. £2,000. Tel: 01-748 9061. (50951

ASTON MARTIN DB 2-4 Mk. 1, 1954. Black red interior, unrestored, good condition but blown head gasket so some engine work required. Offers. Tel: (0206) 230409. (50954

1968, 3.4S. Restored bodily, BRG, beige trim, sunroof, manual, overdrive, beautiful car. £1,500. Tel: 021-704 2787. (50955

COOPER S 1275 Mk. I. If you are looking for one of these splendid little cars, you could do a lot worse than considering mine. Price negotiable around £1,000. For full details ring Loveden 30767. (50957

MG-B GT, 1973. Flame, 42,000 miles, radio, overdrive, good condition, long MoT, transferable guarantee. £1,650. Tel: 01-546 8279. (50958

MG J2, 1939. Swept wing, virtually complete and original, largely restored with numerous new parts, extra spares available. Tel: Aldeburgh (072885) 2616 (evenings). (50959

ALFETTA GT 1800, 1976(P), 47,000 miles, red, black cloth interior, Ziebarted, MoT, excellent condition. £2,450. Tel: Hest Bank 82 2777. (50961

SUNBEAM TALBOT 90, 1952. 66,000 miles, green, taxed, MoT, December, details on request. £1,000 o.n.o. Box no. 6293. (50960

BENTLEY CONTINENTAL Flying Spur S3, 1964. Shell grey with blue interior, 130,000 miles, condition outstanding. £17,500. Tel: 0695 422203, Lancs. (50968

FERRARI DAYTONA, 1970. 36,000 miles, very original condition but silver paintwork somewhat faded, might exchange older 2-seater V12. Tel: 0695 422203 (Lancs.). (50968

MG-TC. Reg. no. JOF 500, rebuilt 1975, MoT tested, many spares. £2,950. Tel: St. Dominic 50542 (Cornwall). (50966

RARE SAAB, June 1977 85L, one of last imported, 36,000 miles, five months' warranty remaining, service history, alloy wheels, radio, two bar, superb, private sale. £2,800. Tel: 073676 2547. View West Country/London. (50962

RILEY NINE, 1931. Four-seater drophead coupé, very rare coachwork, restoration started. Offers. The Lee. Tel: (Bucks.) 317. (50963

SCIMITAR GTE, R-reg., SE6B, manual, overdrive, power steering, alloy wheels, electronic ignition, electric aerial, fog lamps, Sierra tan, tan cloth, very good condition, up to 30 m.p.g., £4,100 o.n.o. Tel: Woking 71982 (evenings). (50964

TRIUMPH TR7, 1977. 25,000 miles, Inca yellow, very good condition, radio stereo, genuine reason for sale. £2,550 o.n.o. Tel: Bristol 570231. (50975

1977 MG Midget. One lady owner, 19,000 miles, excellent condition, will allow any AA test. £1,895. Tel: 061-439 1240. (50974

DATSUN 260Z 2+2, December 1977, 18,000 miles only, white, black interior, immaculate, reason for regrettable sale, growing family. £5,100. Tel: (0424) 425100. (50972

1968 JAGUAR 340. Green, manual with overdrive, less than 15,000 miles, unused seven years until November '79. New tyres, exhaust and complete brake overhaul, paint dull, otherwise good sound car. £975. Tel: Bath (0225) 29523. (50971

HUMBER IMPERIAL, 1966. Excellent condition, power steering, automatic gearbox, reconditioned engine, 1978, 9,000 miles. Best offer over £400. Tel: 051-639 2847. (50970

ISO LELE 'P' Reg. Auto. PAS, electric windows etc., Ferrari red. £2,950. PX/HP possible. Tel: Kenilworth 59293 (Warwicks). (50978

JAGUAR XJS, 1976. Automatic, white, one owner, 30,000 miles, well above average. £6,250. Tel: Stratford/Avon 750343. (50979

12-50 ALVIS kit. Most of the essentials for a rebuild. No body, much work needed, cheapest & most rewarding way to have your own 12/50. Sensible offers. Box No. 6294. (50976

MORGAN THREE-WHEELERS. Matchless air cooled, 95 per cent. complete but in bits, also Ford-engined, complete but tatty. Substantial offers invited. Tel: 038681 (Broadway, Worcs.) 2487. (50994

ROLLS-PHANTOM II chassis. SW8, driving order, sidemounts, P100s, low rake steering, bonnet, v.g.c. Offers. Exchanges. Tel: Exmouth 72293. (50993

ALFETTA GT, 'P' Reg., genuine 37,000 miles, taxed, M.o.T., just serviced, new exhaust, battery, good tyres, £500 extras including alloys, tinted glass, stereo, rust free. Around £2,375. Tel: Stratford 0789-68109 or office 021-459 4131 ext. 27. (50992

ALFA ROMEO Zagato and GTA. Both cars are in excellent order, duty paid, M.o.T. Tel: Ickleshame 440. (50991

MATRA RANCHO. Feb. 1979. Comanche red, 12,000 miles, immaculate condition. No reasonable offer around £3,600 refused. Owner emigrating. Tel: Blidworth (Notts.) 4634 (day), 3334 (evenings). (50990

ASTON MARTIN Volante, 1967 DB6 Mk. I. Red, black trim, auto., PAS, electric hood, excellent mechanics, new exhaust, tyres, battery, resprayed. Offers around £10,000. Tel: 0220-23-2652. (50989

MGB GT, 1979. 'T' Reg., dark red, grey interior, Cadulac body seal, sunroof, spare unused. £4,450 o.n.o. Tel: Broadwindsor 743. No time-wasters please. (50987

TR3A, 1959. Two owners, history, taxed, M.o.T., used regularly, excellent potential. Tel: Hawthorn (0225) 810917 (Wiltshire). (50988

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ASTON MARTIN DB5. Not just a Concours winning car. Meticulous work includes complete engine overhaul, new flywheel/clutch, gearbox checked by ZF, rear axle checked by Salisbury, new shock absorbers, steering and suspension rebuilt with all new parts, new brakes, new chrome wire wheels, stainless exhaust, immaculate inside and out. Best offer over £9,000. Tel: Leamington Spa 22141. (50977

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GENUINE TR7 Sprint. 1 of only 25 BL experiniental TR7's ever built with original 127 b.h.p. 16-valve "Sprint" engine. Optronic ignition, 5-speed, front spoiler, deep red with "Sprint" sideflashes, registered June '78, 13,000 miles, excellent condition, very quick. £4,150 o.n.o. Tel: Finmere 215. (50985

LOVELY 1971 Damson TR6. Good condition twin carbs., good m.p.g., radio, wire wheels, M.o.T., very reluctant sale, especially as here comes summer. £1,400. Di. Tel: Littlehampton 7634. (50984

AUSTIN HEALEY 3000 Mk. III. Nov. 67, good original condition, sand metallic, mechanically ace. £4,900 o.n.o. Tel: Alloa 212654. (50983

MG MIDGET. 'S' Reg. 12,000 miles, radio, wing mirrors, taxed, immaculate condition. £2,250. Tel: 021 354 2572. (50982

SUNBEAM TALBOT Mk. II convertible, 1951. Blue, for restoration, good mechanics, chrome, tyres. £750. Tel: Bexhill 217797. (50980

RILEY RMB. Restored from chassis up, engine to be run-in, now in primer and needs interior refurbishing, year's M.o.T., could tax. £800. Tel: Diss (0379) 4534. (50981

1955 FORD POPULAR. One lady owner, beige 33,000 miles, offers. Tel: Brentwood (0277) 221600. (50998

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RECENT ENTRIES to Alexandra Palace Auction, March 26th (see display ad) include 1925 type 80 Bugatti, Mk. VI Jaguar DHC, 1930 Delahaye. Entries still accepted; Mike Carter Auctions Limited. Tel: 01-828 6306.

WANTED

BOOKS ON motor racing wanted. Send offers to Phillips, 12 Tudor Lane, Old Windsor, Berkshire. Tel: Windsore 67281. (49768

COLLECTOR SEEKS Speedway magazines and programmes 1928-50, also copies of "The Auto" for 1929-30. Details to:— P. G. Morriah, The Pleck House, Waresley Road, Hartlebury, Worcs. (49847

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WANTED: FORD "T" car pre-1922. Morse, 199 Silver Road, Norwich, Norfolk. (49509

WANTED: GOOD London taxis, pre-1968, any good 3-wheelers 1910-67. Daley, 24 Bullsland Gardens, Chorley Wood, Herts. Tel: Chorleywood 4413. (49518

MG YA half shaft wanted. Owner desperate, any price considered or reward leading to same. Tel: Dacosta 01-588 2851 or 01-373 5908 evenings. (49353

WANTED: MINI Cooper 1275s or 1071s. Only genuine Coopers please. I will travel to view. Tel: 01-898 2293 or evenings Camberley 65860. (46853

BENTLEY OR Rolls-Royce required. Any age or model, condition totally unimportant. Tel: 01-658 1005. (47061

A WATERPUMP for a 1937 Daimler Light 2166 c.c. A Phantom I starting handle for sale. Reply Peter Balean, Crailing Hall, Jedburgh, Roxburghshire. Tel: Crailing 233. (48378

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COLLECTOR SEEKS old and new motoring books, all replies answered. Finch, 3 Hillside Mansions, Jackson's Lane, Highgate N6. (45538

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FERRARI 500 superfast engine 1964-66. Good repairable. Tel: Quorn (Leics.) 42021 (after 5.30). (46286

MASERATI. WANTED V12 engine for ex-Formula 1 Cooper Maserati. Box No. 6256. (46854

LANCIA 1.3 Rally S3, 1975. Wanted workshop manual or owners' handbook. Tel: Croglin 633. (50514

WANTED: JAGUAR splined hubs, wire wheels, also numerous other Mk. II and E-type parts. What have you? Will travel, please telephone 021-354 4434. (49116

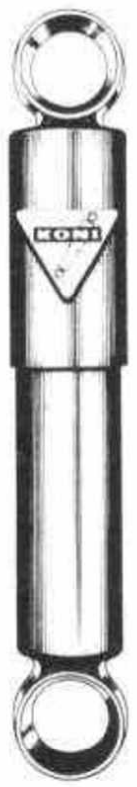
WANTED URGENTLY. Rolls-Royce Bentley, must be sound. Please offer to B. G. Newland (0480) 66638 (business). (48616

ROLLS-ROYCE pre-war motor car wanted, 20 h.p., 20/25 h.p., 25/30 h.p., 40/50 h.p. in any condition. Or chassis or hearse, immediate cash available. Please phone Derby 792177 anytime. (49358

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E-TYPE Jaguar wanted for restoration. Anything considered, would prefer roadster. Please telephone me details Ferndown (0202) 877332. (50092

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WANTED–continued

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WANTED ALVIS TOURER 4.3. SP20.25, Firefly, etc, any model considered, good price paid. Tel: Luton 27450. (50925

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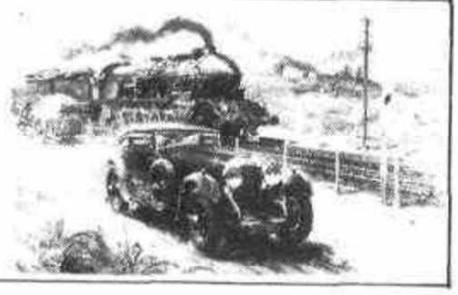
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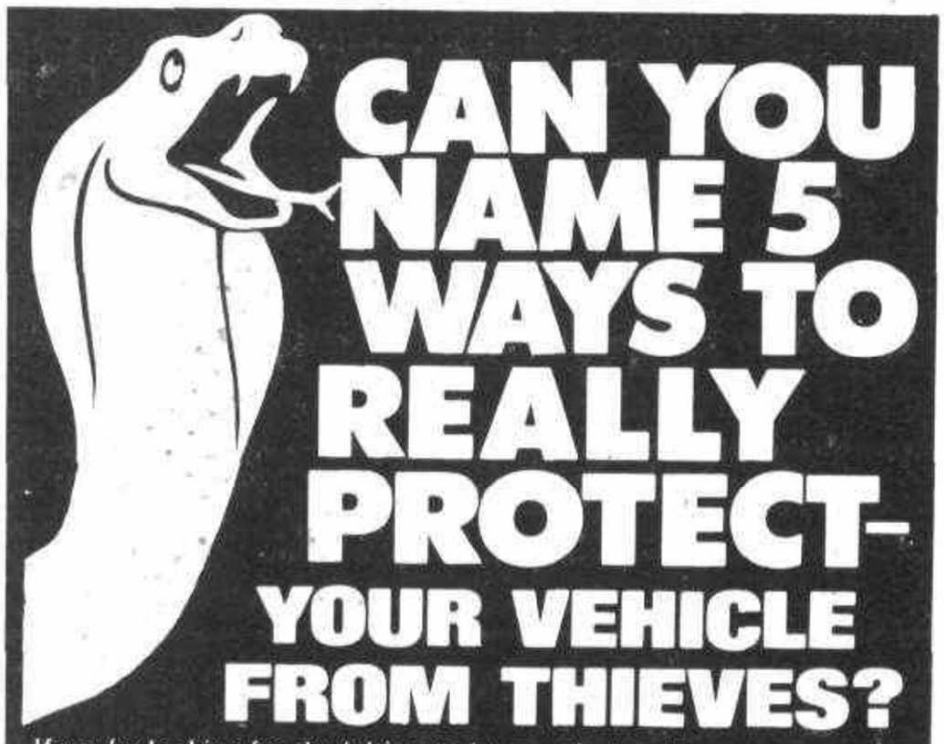
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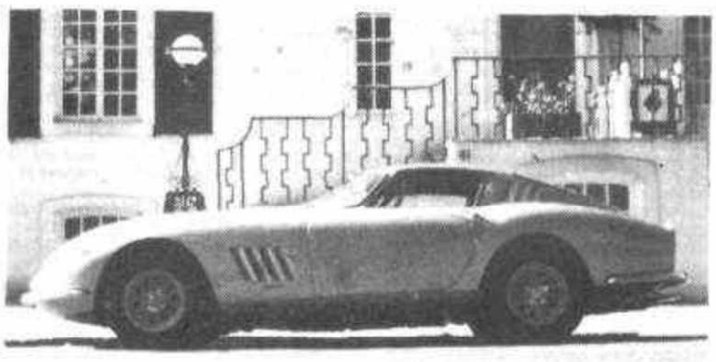
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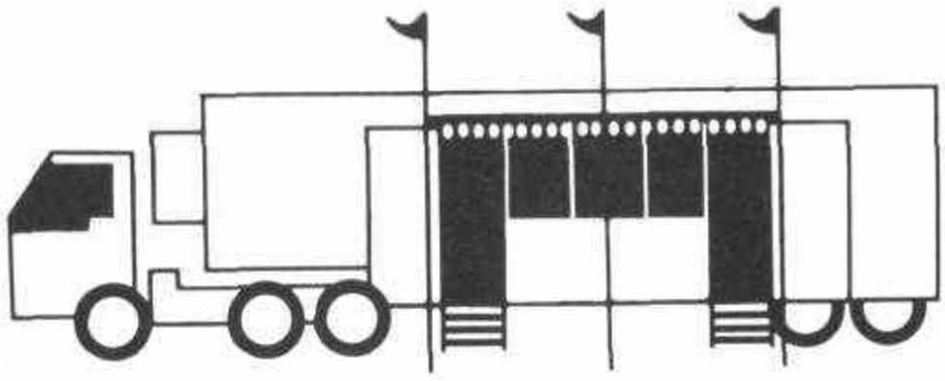
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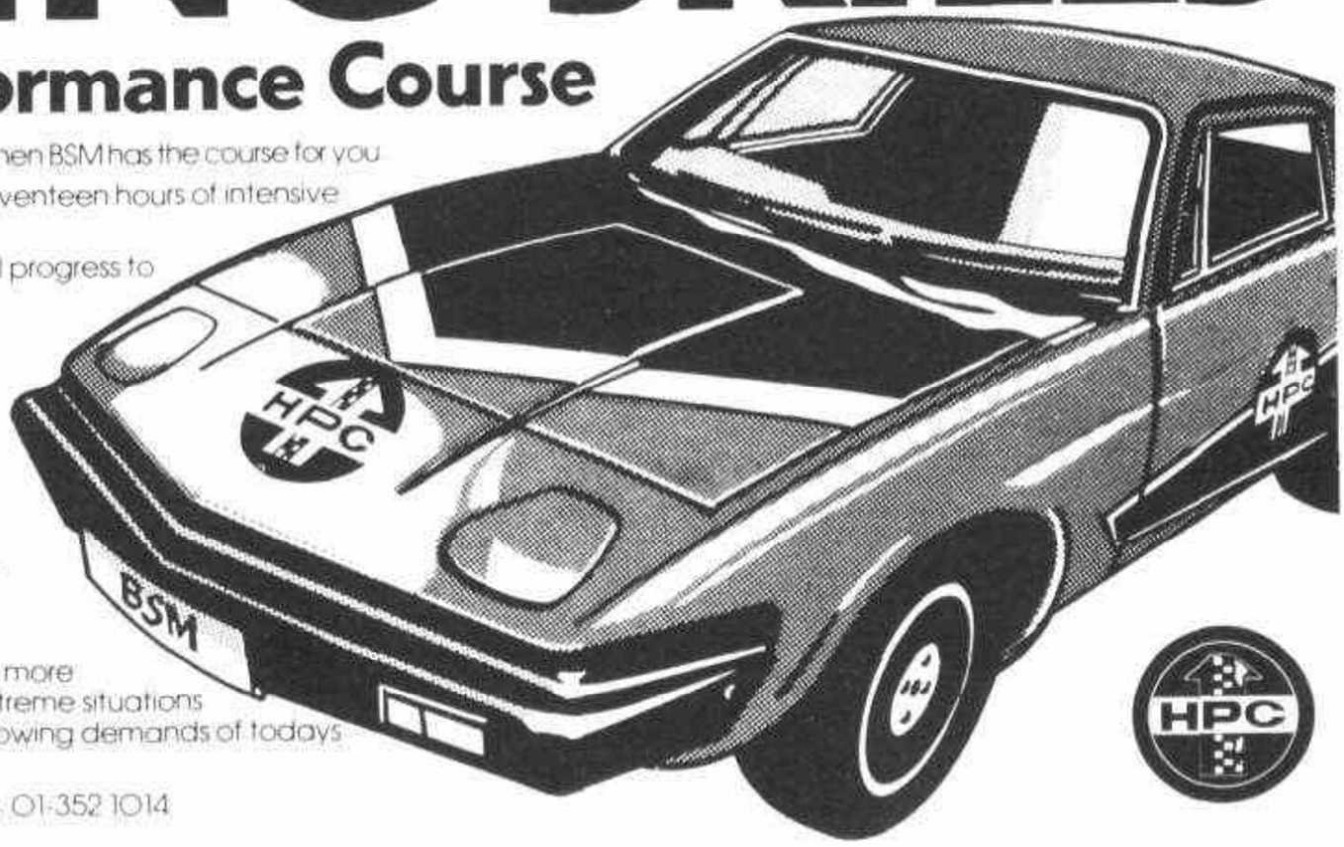
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JAG, MG spares. E-type SI headlamp covers. J2 cylinder heads. Tel: 0744 892 758. (50553

MODERN MOTOR ENGINEER C1933, also 1948. Book of the Motor Car C1913. Full sets Spare volumes C1914, C1938. Handbooks: Riley 14/16, Ford 'A'. Offers. Tel: 0452 23514. (50398

LENHAM HARDTOP for Sptifire 1500. Excellent condition. £125. Tel: Bradford (West Yorkshire) 496573, evenings. (50527

MOTORING LITERATURE bought, sold and exchanged. For a large selection of motoring handbooks, magazines and books (both new and secondhand) please call Thursday, Friday, Saturday at Vintage Motorshop, 500 Bradford Road, Batley, Yorkshire. Tel: Batley 470773. (50521

MISCELLANEOUS – continued

CAR DUST covers, 100% cotton cloth. Sizes — 15' x 10' £17.50, 17' x 10' £19.50, 19' x 11' £23.50, 20' x 12' £26, 22' x 12' £29, 24' x 12' £32 each plus 15% VAT, post packing £2 each, Europe £8. Hornby-Smith, 22, Lancaster Mews, London W2. Tel: 01-402 3214. (50672

ROLLS-ROYCE CHASSIS, 1935, dismantled with radiator, part restored. £1,200. Tel: 0270 78406 (Cheshire). (50349

I AM VISITING Florida in April and would like to hear from anyone with an interesting car or motorcycle for sale, within 250 miles of St. Augustine, also wanted 68-69 Diesel Oldsmobile or Cadillac. Box No. 6284. (50354

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MORRIS COWLEY. Bare chassis no. D5023, believed to be 1926, offers. Tel: Frome 4149. (50364

"AUTOCOURSE". Wanted magazines and annuals, some early copies available for sale or exchange. Tel: Hayling Island 3614. (50381

SEND S.A.E. for list of motoring and motor-cycling books, magazines and manuals dating from 1913. Box No. 6280. (50235

MORGAN THREEWHEELER. Clockwork model, chromed brass, reg. no. 850429, 1930's issue, 5" length. £150. Crested china two seater car £35. Fiat 509 sales brochure £20. Profiles 1-24 bound £10. "W.O." Bentley autobiography £10. Winder, 9 Harrison Grove, Starbeck, Harrogate, Yorks. (50241

356B PORSCHE GEARBOX, 1960, twin front mountings, four speed. £70. Tel: Sheffield 667281. (50242

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MONACO GRAND Prix. Caravans on superb site close to autoroute and beach. £69 each (party of four) for 2 weeks including insurance and car ferry Dover. Marina Caravan Holidays. Tel: Salisbury (0722) 4898. (49760

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MISCELLANEOUS – continued

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ANTIQUE FAIR & AUTOJUMBLE, Sunday, 16th March, 11 a.m.-5 p.m. Car spares, books, coins, stamps, collector's items, further details from Gladstone Court Museum, Biggar, Lanarkshire ML12 6DN. (49362

ROLLS-ROYCE GRIFFIN V-12 supercharged aircraft engine, ex-Spitfire, etc., £750. Wright Cyclone radial, ex-B29 Superfortress, £550. Both on stands. Tel: 096 273 2174 (Hampshire). (49622

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SIXTH ROTHERHAM vintage vehicle rally, Herringthorpe Playing Fields — Sunday, 22nd June, 1980. Veteran — Vintage — Classic and Thoroughbred Car Classes. Single and Double Deck Buses. Pre, Post War and Modern; Motor Cycles; Commercial and Steam Traction. Class Winners and Concours — Commemorative Plaque — Free Entry. Trade Stands and Exhibitions. Further details: Department of Amenities and Recreation, Recreation Offices, Wellgate, Rotherham. (49112

AUTOJUMBLE COLLECTORS FAIR at The Rhodes Centre, South Road, Bishops Stortford, Herts., on Sunday, 9th March. Bar and refreshments, etc. Opens 11 a.m.-4 p.m. Entrance 50p, children and OAP 25p. All stalls booked. Organised by Enfield & District Veteran Vehicle Trust. G. Baker 01-804 2113. (46031

IF YOU SUPPORT the active preservation of flyable historic aeroplanes, now is the time to join the Shuttleworth Veteran Aeroplane Society. Details from the Secretary, S.V.A.S., Old Warden Aerodrome, Biggleswade, Beds. Ref. VS. (48603

THE SHUTTLEWORTH COLLECTION will have a full programme of flying displays by historic aeroplanes throughout 1980, starting on Easter Monday, 7th April. For dates and details, send your s.a.e. to the Shuttleworth Collection, Old Warden Aerodrome, Biggleswade, Beds. (48507

SOUTH WALES AUTOJUMBLE, 10.00 a.m., Saturday, 22nd March, St. Thomas Church Hall, Swansea. Bookings: SHVR, 37 Priors Way, Dunvant, Swansea 26686. (48369

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EASTBOURNE's SPRING Transport Bazaar, Fleamarket and Autojumble, Saturday, 12th April 1980 at the Winter Garden. 200 stalls selling old motor spares, books, collectors' models, postcards, railwayana, records, etc. Doors open 11 a.m. Admission 30p. Licensed bar refreshments. Stall bookings from Peter Morrison, 18 Marlow Avenue, Eastbourne. Tel: 29214 (after 6 p.m.). (46311

CHALK PITS Museum, Amberley, West Sussex. Open Air Industrial History Centre re-opens April 2nd. Special Spring Events include: April 13th Vehicle Gathering. April 20th Stationary Engine Day. April 27th Autojumble. Details from Ian Dean, Director. (46312

DONCASTER RACECOURSE Autojumble, Saturday 21st June, 10 a.m. to 5 p.m. Licensed bar and cafeteria. For the enthusiast wishing to buy or sell spares, literature, mascots, etc. For vintage and collectors' vehicles. Stall details: Tel: Doncaster 57801. (46264

MIDLAND VEHICLE Preservation Society — your old vehicle enthusiasts club. Regular monthly meetings, magazine, events. Write 38 Keats Road, Coventry CV2 5LA. (46786

THE SOUTH West Classic Car Show at the Bristol exhibition centre will take place on April 25th, 26th and 27th, 1980, and will include over 150 classic cars, a concours d'elegance and also trade stands covering restoration, sales, spares, books and services. Entrance £1.00, children 50p, enquiries to the organisers — Stevens West Exhibitions Ltd., Eagle Road, Guildford, Surrey. Tel: Guildford (0483) 502989 or 35358. (48607

COLLECTOR will purchase motor mascots, pre-war badges, magazines, photos. Write to Motor Mascots, Casa Nuestro, Sussex Road, New Romney, Kent TN28 0JT. Tel: 06793 3327. (49653

MISCELLANEOUS – continued

1930 AUSTIN ENGINE and bits of that same period, later 1930 Austin bits, also Alvis bits. Box No. 6270. (49074

LIVERPOOL AUTOJUMBLE (collectors' car spares only). The Old Police Station, Lark Lane, Saturday, 5th April (cheap stalls). Apply: 17 Ivyfarm Road, Rainhill, near Liverpool. Tel: 051-430 0023. (49348

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THE KNEBWORTH sale and classic car show will be held at Knebworth House, Stevenage, Sunday May 18th (in conjunction with National Alvis Day). Clubs will be exhibiting and promoting themselves, there will be a large autojumble (stalls £7.50 bookable now), and there will be a Castle Ashby-style drive in, drive past auction of collectors' cars and motorcycles. Fuller details from Mike Carter Auctions Ltd., 14 Broadway, SW1. Tel: 01-828 6306. Note the date in your diary now. (Apologies for wrong date in Feb. issue!). (48564

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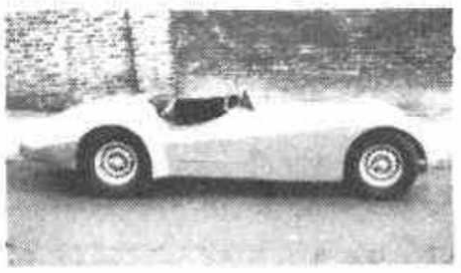
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1964 Targa Florio Sprite. First special Sprite to be built for the Targa Florio and driven by Paddy Hopkirk (pages 108-109 & 181 "More Healeys" by Geoffrey Healey). Later campaigned in hardtop form by Richard Groves and Clive Baker. We are considering returning the car to works (open) form but offer the car as shown for **£4,200.** Fully eligible for Historic Racing. **(Illus. right)**



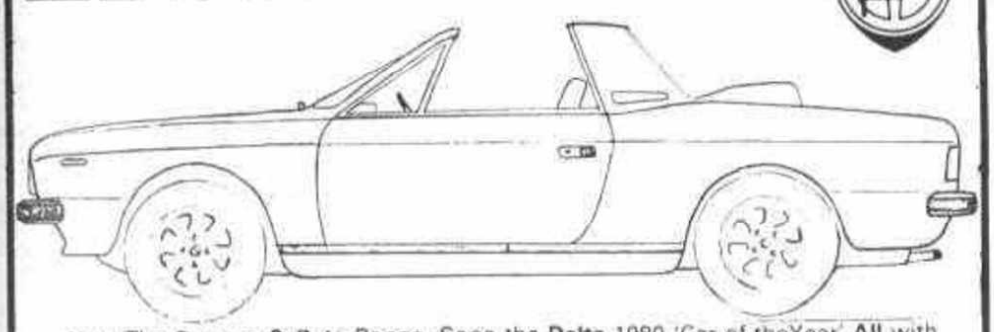
Also: 1975 PANTHER RIO. Dark blue metallic with black leather interior, electric windows, sunroof, air conditioning. **£5,995. TURNER CLIMAX** 1098 c.c. Sports Racing car. **£3,995. 1972 TR6.** One owner, 56,000 miles, radio stereo etc. **£2,295. 1963 DAIMLER SP250 'B'.** Excellent throughout. **£2,550. 1956 A35. £485.**

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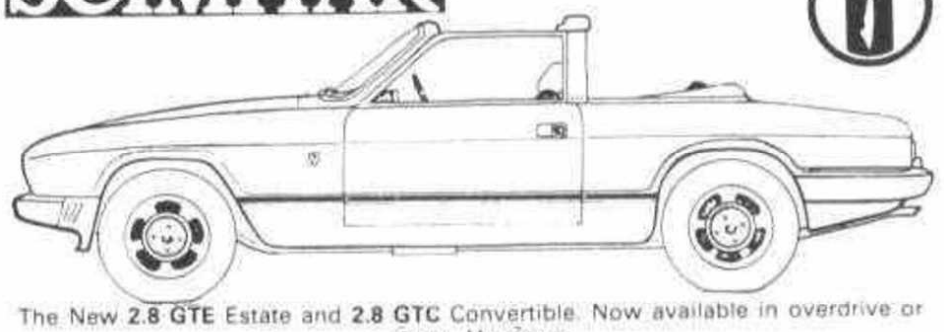
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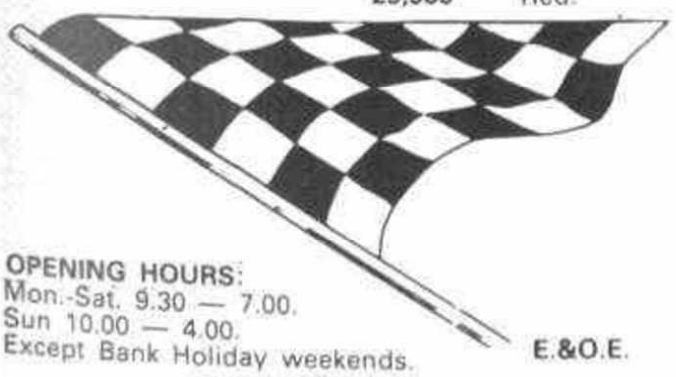
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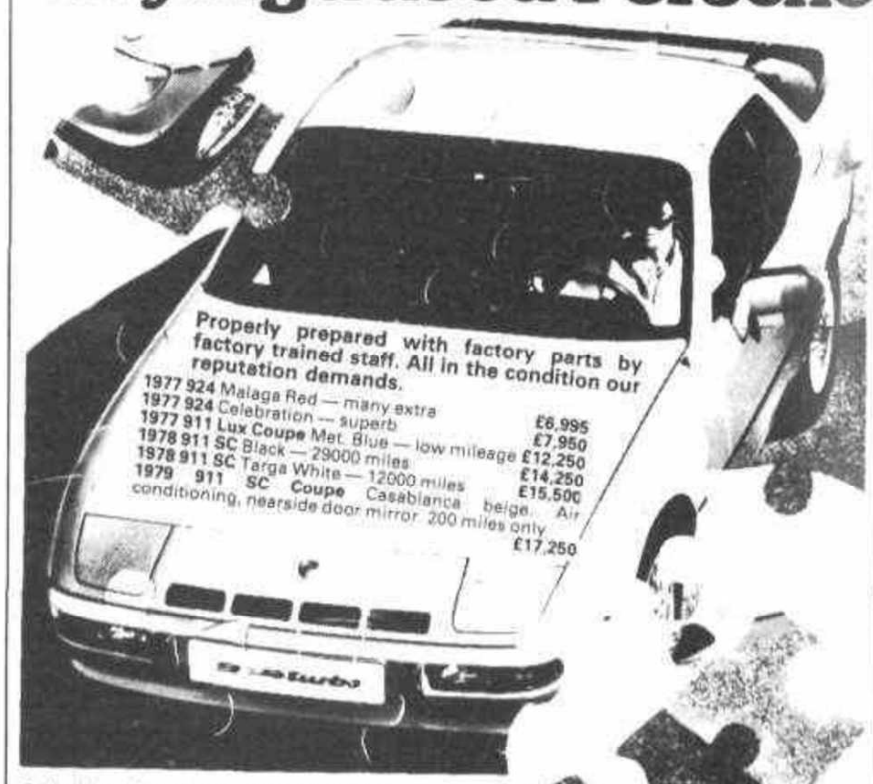
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HOW TMT WORKS You simply pour TMT into your engine (a 30 second job!). Within 30 minutes of normal driving the frictional internal surfaces will have been 'hot plated' with a protective coating of TEFLON* and other patented solid lubricants. This lasting method of 'super lubrication' means reduced friction — and reduced friction in your engine leads to • increased horse power and performance • a smoother running engine • increased miles per gallon • increased engine life and less engine repairs • less oil consumption. These are very major claims indeed, so how exactly does TMT achieve its benefits?

You will almost certainly have heard of TEFLON* — originally used by N.A.S.A. in the U.S. Space Programme as a shield on the outside of a lunar probe in order to protect it from the extreme friction of re-entry. TEFLON* was then commercially applied to frying pans to make them resist friction.

Now the Sperry Owens corporation of America has found a way to incorporate micronised TEFLON* in a unique PATENT pending formula that coats itself to the inner frictional surfaces of your car's engine.



An engine may look smooth to the naked eye, but under a microscope there are pitmarks, grooves and scratches caused by metal to metal friction. TMT fills in these scour marks with molecules of TEFLON* giving your engine a satin smooth surface that's virtually free of metal to metal contact in cylinder walls, piston rings and bearings.

TMT is NOT an oil treatment — it is an engine treatment that will LAST, because removing the TEFLON* would entail stripping the surface that carries it. In contrast, oil additives are just that — temporary supplements that have to be replaced with every oil change.

PROOF

TMT has been officially tested by the U.S. Government.

A U.S. Department of Energy report dated 31st September 1979 reporting on TMT's effectiveness said:

> The results indicate that the addition of TMT to the base lubricant had a marked influence on fuel economy.
>
> Fuel economy ... reached a peak once the vital engine parts were coated with TMT.

What's more, the U.S. Department of Energy found the results most encouraging with 4 cylinder engines which, of course, includes the vast majority of British motors, and said:

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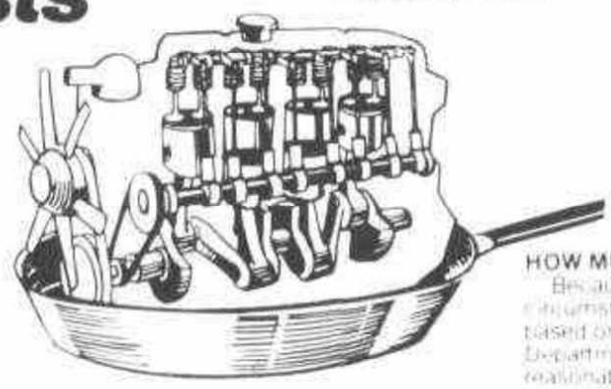
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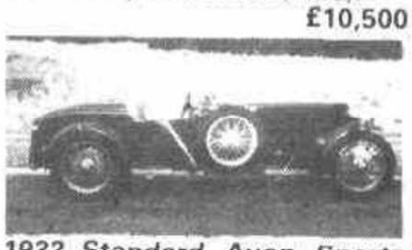
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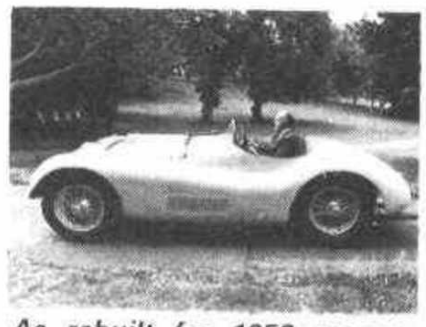
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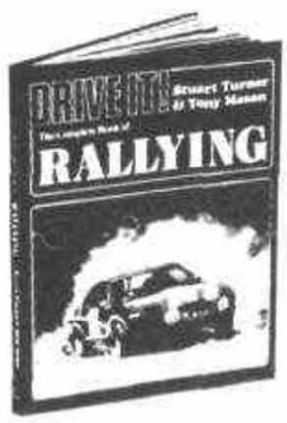




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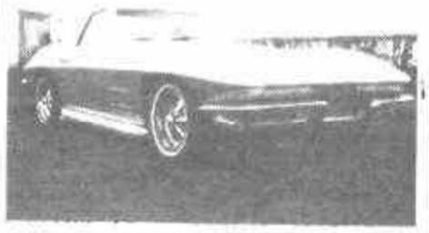
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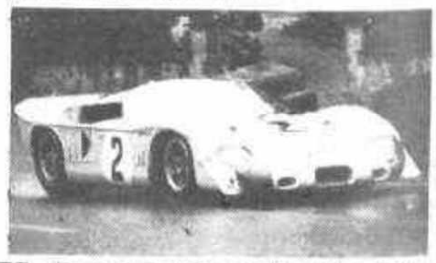
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Reports on the radio that Scotland has just been totally annexed by snow reminds me as I write this (February 5th), that sun and dry roads in December/January can easily mean snow and ice in May! Pray therefore for more clement weather on **March 8th**, for the **JDC Historic Meeting at Silverstone;** and also, indeed, on **March 2nd** for the **monthly "Goat Pub" gathering at Hertford Heath Village Green.** The past couple of months' dampness has reduced the attendance at these informal "noggins" to the regular die-hards, and a few Cortinas; **if it is dry on March 2nd at noon, please come along with your 1910-1980 pride and joy (Austin 7s to Lamborghini Countachs) and I shall do the same!**

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1964 AC SHELBY COBRA "289" MK. II — RHD — EAB 778B; totally restored by CP Autokraft to absolute perfection, using the original chassis etc.; genuine Gurney-Weslake GT40 engine (alloy heads, "J" block, Webers etc.); full road trim, chrome wires, whitewalls; **probably the best presented and quickest road-race Mk. II in the world.** D *Photo.*



1972 DE TOMASO MANGUSTA — TES 64; one of three RHD examples in GB, modified and rebuilt "289" V8 (c. 320 b.h.p., steel crank, large valve heads, solid lifters etc.); 19,000 miles only; air conditioning; **absolutely superb with "Show-prepared" engine compartment, chrome suspension etc.** B *Photo.*



1960 JAGUAR XK 150S 3.8 DHC — 638 DYH; superlative example with genuinely "as new" paintwork, trim and 16" chrome wires, **JDC "Concours Award" standard engine compartment.** C

1960 AC ACE BRISTOL 100D2/S2 — 220 PPC; Earls Court Show Car, with original 135 b.h.p. S2 engine (one of only four), totally restored, mechanically and bodily to "as new" in all respects; **the best Ace-Bristol available on the open market for many years.** C

LOLA T70 MK. IIIB; chassis 149; the best in the world; located in California. D

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1963 ASA MILLE GT — LHD; one of 50 "Ferrarina" (Baby Ferrari) coupés; 91 b.h.p., 1-litre, s.o.h.c. (115 m.p.h.); part alloy body, Campagnolo wheels etc.; **a very pretty, inexpensive and classic GT in presentable order; located in Bucks.** A *Photo.*



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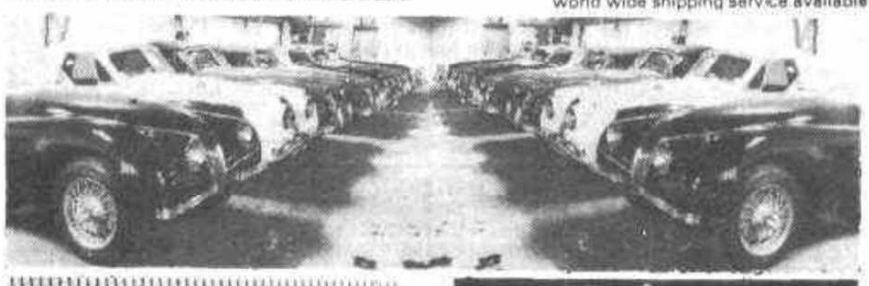

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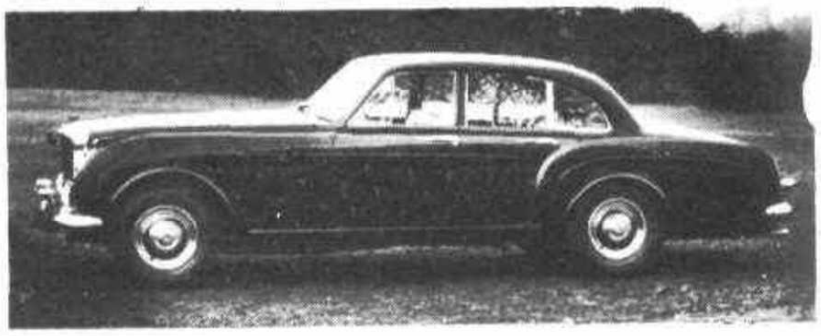
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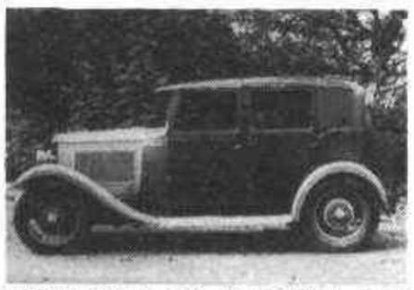
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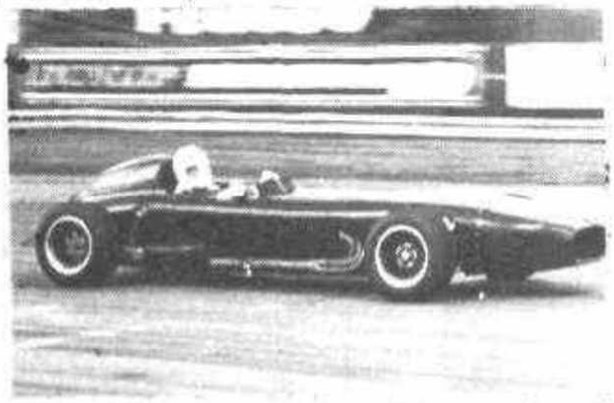
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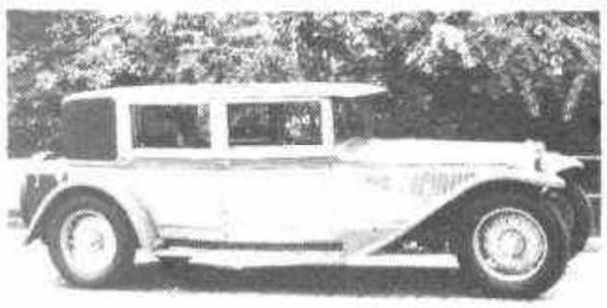
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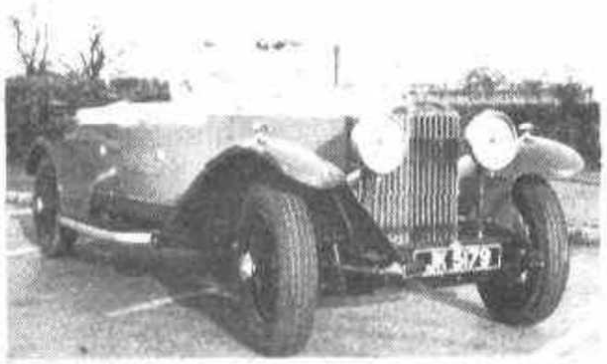
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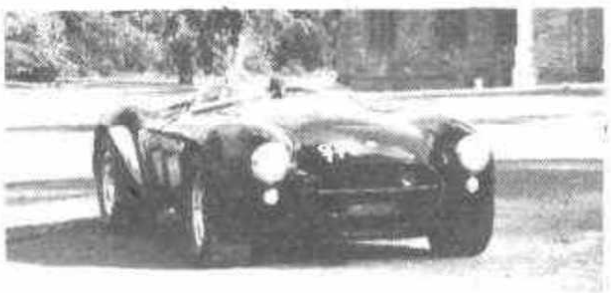
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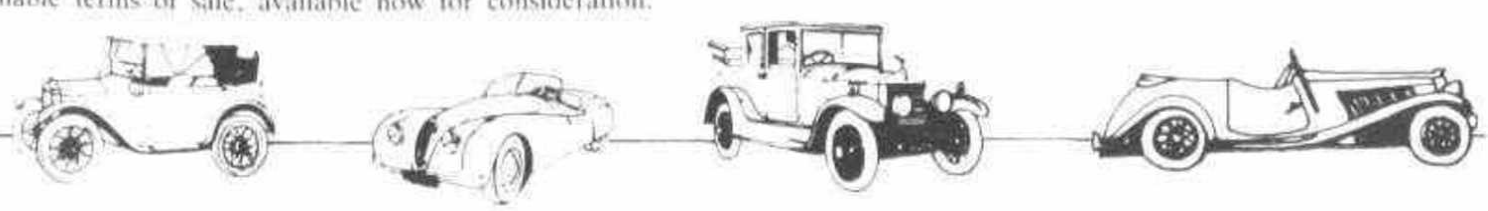
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Rolls-Royce 1972 Silver Shadow. Four door sports saloon, coachwork finished in shell grey with contrasting navy Everflex top, blue-grey hide trim, Sundym glass and air conditioning, recorded 61,000 miles. Just fully serviced.

Rolls-Royce 1970 Silver Shadow standard 4 door sports saloon, finished in Seychelles blue with grey Everflex top, contrasting blue-grey hide trim and carpet, full refrigeration, recorded 82,000 miles. Just fully serviced.



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Vincent 1952. 500 c.c. "Comet", an excellent and very presentable example, mechanically very good throughout.

Rolls-Royce 1965 Silver Cloud III. Elegance supreme, with only 19,000 miles recorded, finished in deep Burgundy with unmarked parchment hide trim, tailored rugs, etc. This sophisticated carriage can only be described as virtually indistinguishable from new.



Bentley 1965 S3. Standard 4 door sports saloon sedately coloured in shell and Tudor grey, with blue-grey hide trim, electric windows, recorded 85,000 miles, a truly outstanding example. Just fully serviced.



Rolls-Royce 1970 Silver Shadow. 2 door convertible by M.P.W. Elegantly finished in porcelain white with contrasting red hood and red hide interior trim, recorded only 47,000 miles. Just fully serviced.

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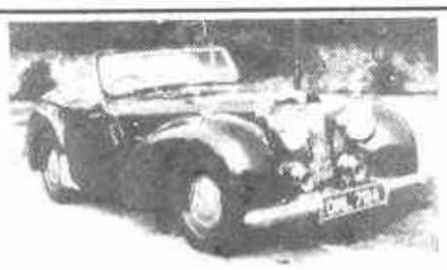
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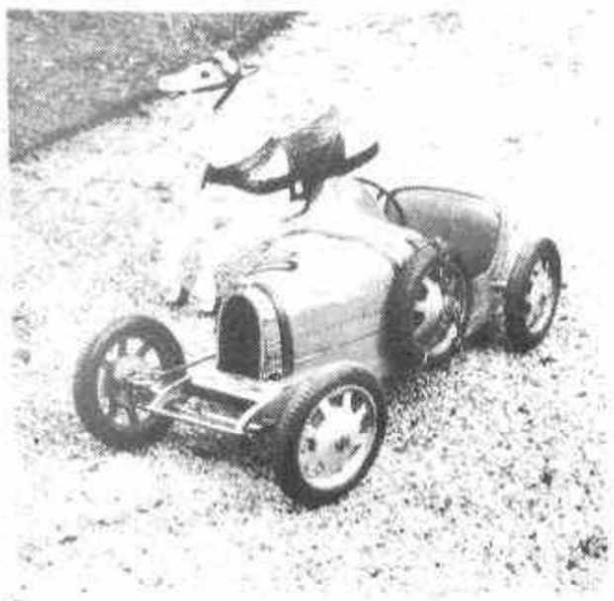
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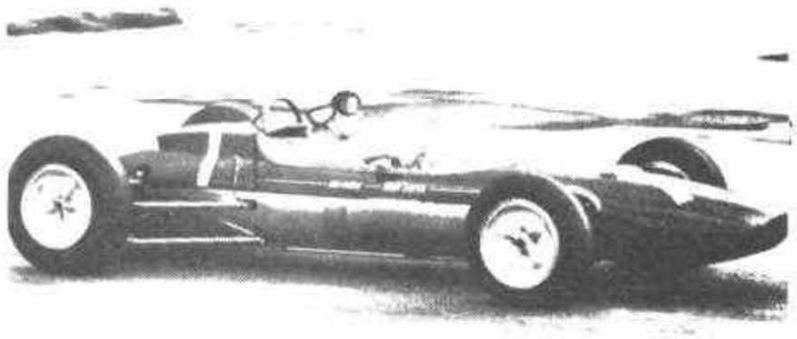
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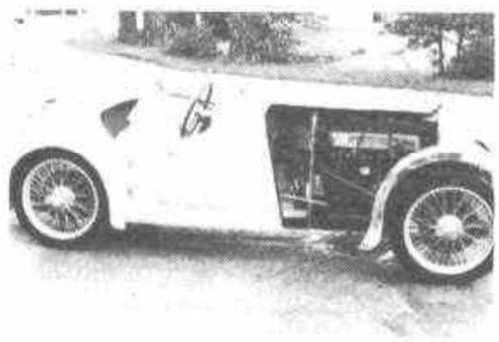
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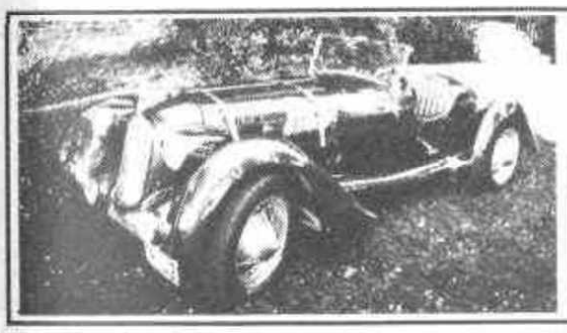
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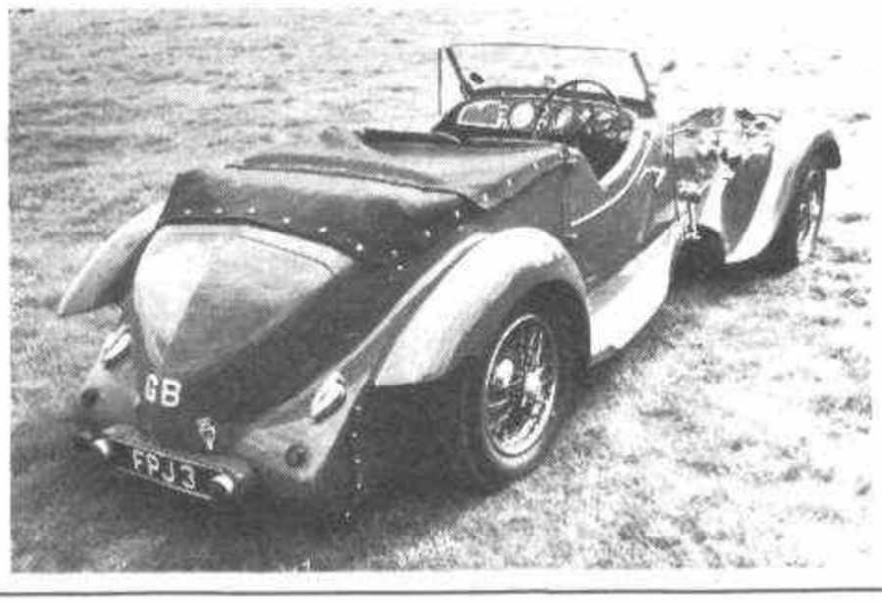
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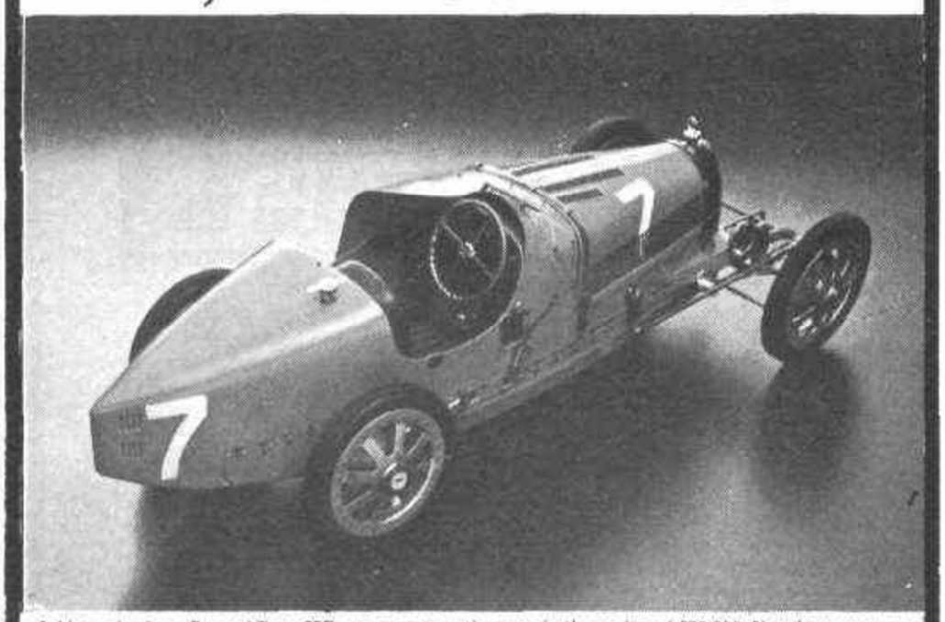
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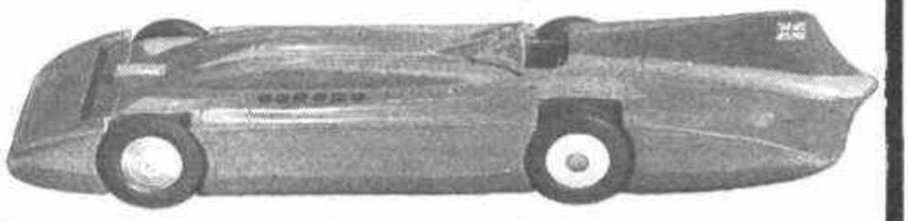
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If however you feel you'd like this model but do not want to spend so much then we can offer a simplified, no-engine model at £395 post free in the UK. We also have available the fully built 35B with engine, chassis and all working parts but without body as a pure display piece — this costs £1,168. To follow shortly will be a 35B road-going tourer with every conceivable detail at £1,269. We have an illustrated brochure giving more detail of these masterpieces which we'll be pleased to forward on receipt of a large SAE, and by the time you read this we should have display models in Radlett for you to examine.



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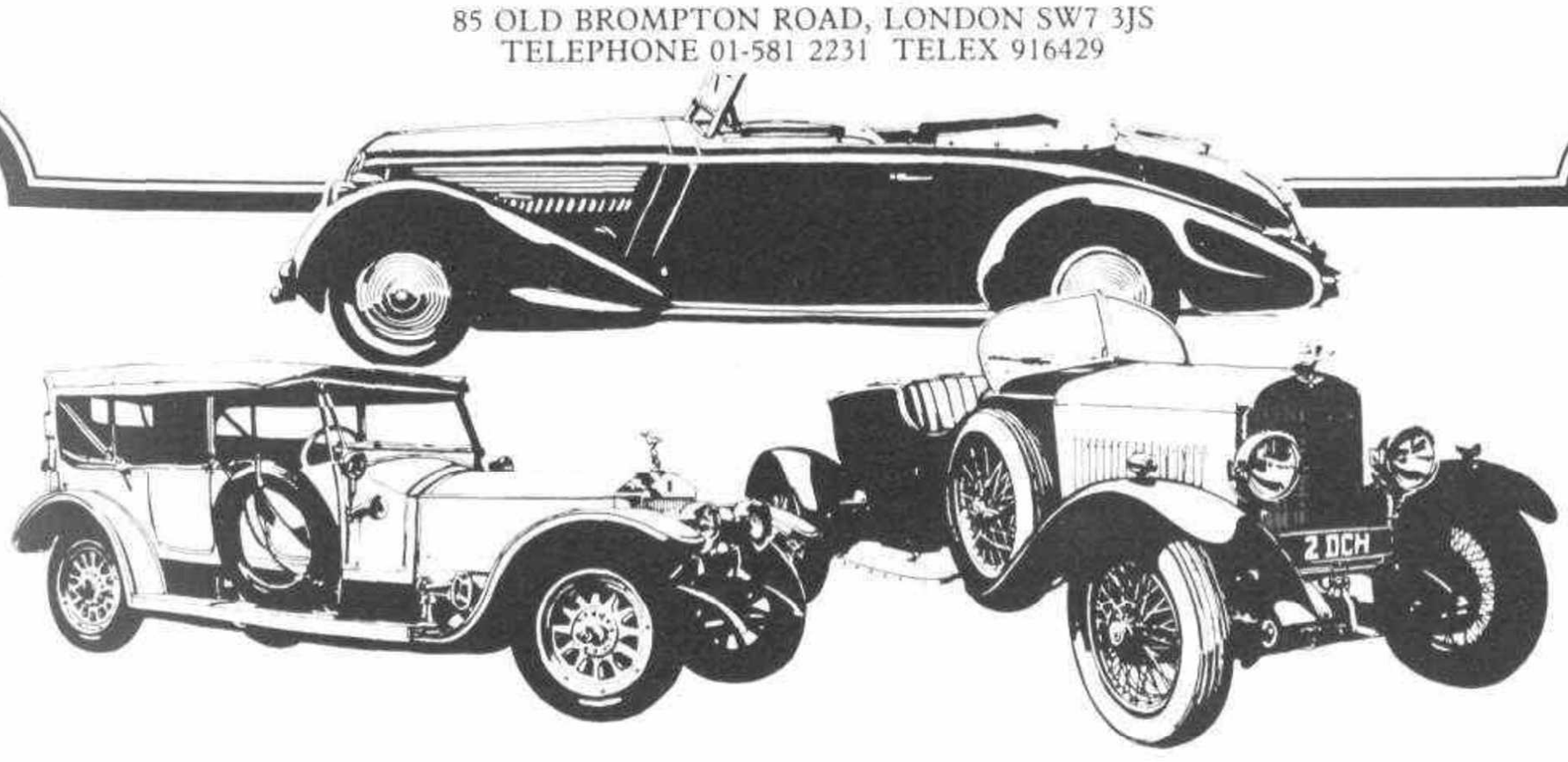
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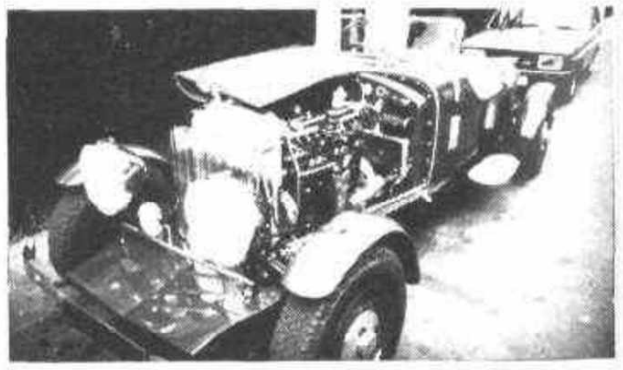
1979 Cherokee Chief Jeep Luxury Dual-purpose Estate Car

4-Wheel drive, automatic, power steering, right hand drive etc. This the top of the range model (V8 2 star petrol) and is fitted with all the factory special equipment extras, plus other expensive extras recently fitted in the U.K. some of which include, electric windows, twin sun roofs, top quality stereo radio and cassette, auto set speed control, Quadra Trac low and high gears, special heavy duty suspension, plus many other extras. It is far superior to a Range Rover in every way and is fully carpeted throughout. It is in mint condition in metallic silver with blue/grey woven cloth interior, having covered only 4,500 miles from new. (Spare wheel and tools unused). As this much admired vehicle is not the usual type of car I sell (it was recently taken in part exchange) it is being offered for sale at over £1,500 less than today's second hand market value at only £8,950, which includes a full tank of petrol (18 gals) and taxed till February 1981.

Vintage Autos Ltd are pleased to offer

The New custom built Bulldog Speedester.

Based on redesigned and restored Bentley Mk. VI chassis and mechanics and fitted new handbuilt open 2-seater coachwork in the classical style of the 1930s, but because they are built by an old established company with very low overheads, they can be sold at many thousands of pounds cheaper than similar type cars being built by other companies. The photo is of the Bulldog prototype which has now been sold and the first production model which has many more improvements will be in stock this month. (For fuller details of these Bulldogs, see my advert in the January issue).



AT THE TIME OF GOING TO PRESS (FEB1st 80) OTHER CARS EXPECTED IN STOCK OR BEING FULLY RESTORED INCLUDE

1919 Daimler Light 30 open 4-seater tourer.*
1925 Bugatti Type 30 2-litre open sports 3-seater.*
1929 Bugatti Type 40 1½-litre sports racing 2-seater.
1930 Rolls P11 Continental open sports tourer.*
1937 Delarge 3-litre drophead coupé (very low mileage).
1937 Bentley 4¼-litre open 2-seater sports, Speedester. (Its complete rebuild will be completed this month).
1937 Rolls 25/30 Sedanca de Ville (very low mileage).*
1955 Jaguar D-Type 3.8-litre sports roadster.
1955 Ford Thunderbird sports 2-seater (very low mileage).
1959 Ferrari 250 G.T. sports 2-seater fixed head coupé.
S-reg Customised X19 8,500 miles only.
Plus other classics not advertised.

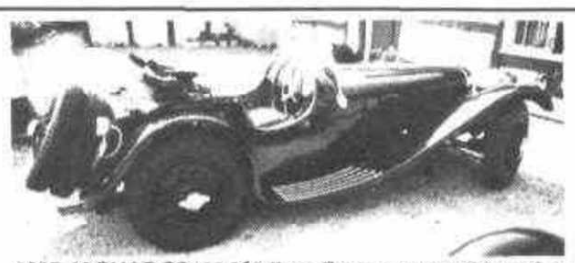
As the lease of my garage will expire shortly (and the chance of a renewal seems remote) and until I can find new premises, all cars presently in stock are being sold atgreatly reduced prices. Cars marked* are not yet in stock at today's date 1.2.80.

I will pay top cash prices for cars of the type I sell, but I am not interested in buying cars that require extensive rebuilds.
Hours of opening Monday/Friday 9 am-5.30 pm, closed Saturdays and open other times by appointment only.
Telegraphic address: Concourcar, London W2

20 BROOK MEWS NORTH-LANCASTER GATE-HYDE PARK W2 3BW



ROLLS-ROYCE 20 h.p. Body by Binder of Paris. A particularly elegant car in lovely original condition.



1937 JAGUAR SS100 2½-litre. Concours condition after ground up restoration.



1934 ASTON MARTIN 1½-litre Mk. II. Long chassis tourer, exceptional condition.



ROLLS-ROYCE 20 TOURER. Most attractive sporting replica coachwork with Skiff type body.



£4,250. 1928 LEA FRANCIS. Delightful 2-seater tourer with dickey in excellent condition.



ALFA ROMEO 5th Series Supercharged 17/50. Drophead body by Touring, very attractive and fast Gran Turismo.



FERRARI 330GTC. Only 1,500 miles since £5,000 spent, (all bills available), to make this perhaps the best available.



LANCIA ASTURA V8. With special one-off body by Pinin Farina, a most exciting body style, all complete but in need of restoration.



1949 HRG 1½-litre. Concours condition throughout.

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N.B. It is absolutely essential to telephone for an appointment to view the above cars.

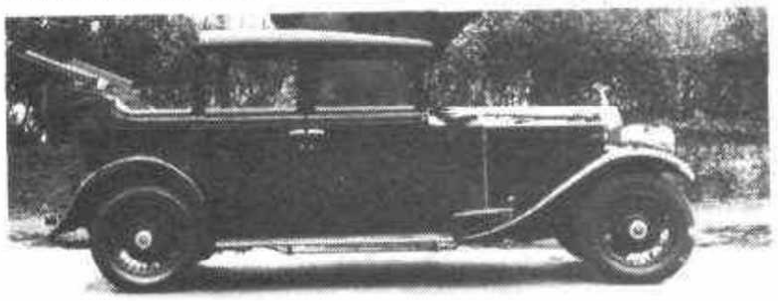
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1964 ROLLS-ROYCE SILVER CLOUD III BY H. J. MULLINER. A very fine example of this desirable "Flying Spur" style Silver Cloud. It is painted Embassy Black with cherry Connolly hide, complementary carpets and headlining. Excellent condition.



1933 ROLLS-ROYCE 20/25 H.P. 6 LIGHT LANDAULETTE BY MULLINER. Dark green body with black wings. The opening rear compartment is upholstered in Bedford Cord, the driver's compartment is trimmed in Connolly hide. The vehicle is mechanically excellent.



1933 ROLLS-ROYCE 20/25 H.P. SEDANCA DE VILLE BY BARKER. Fine original condition, finished in black. Cloth upholstery in good condition. Mechanically excellent.



1934 ROLLS-ROYCE 20/25 H.P. LIMOUSINE BY THRUPP & MABERLY. A very pretty limousine in fine original condition. Cloth upholstery. Luggage rack and trunk fitted, twin side mounts and pic-nic equipment.

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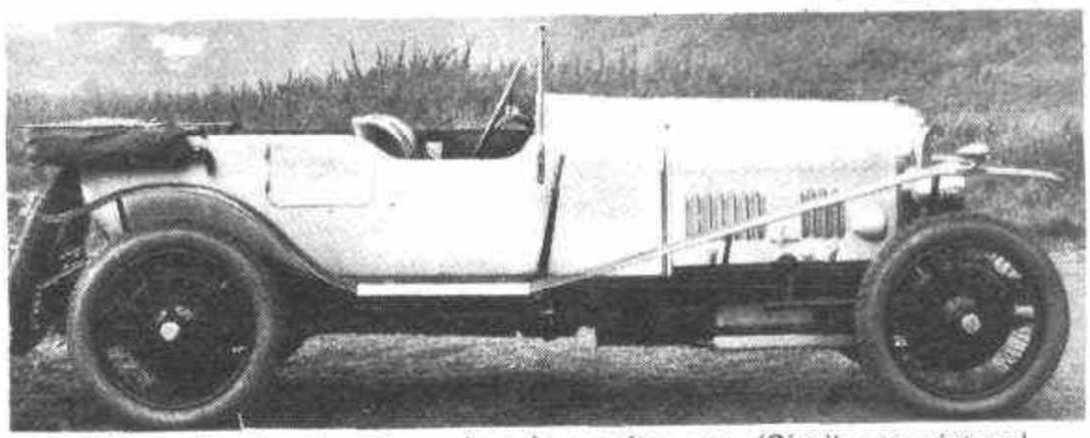
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VINTAGE AND CLASSIC CARS

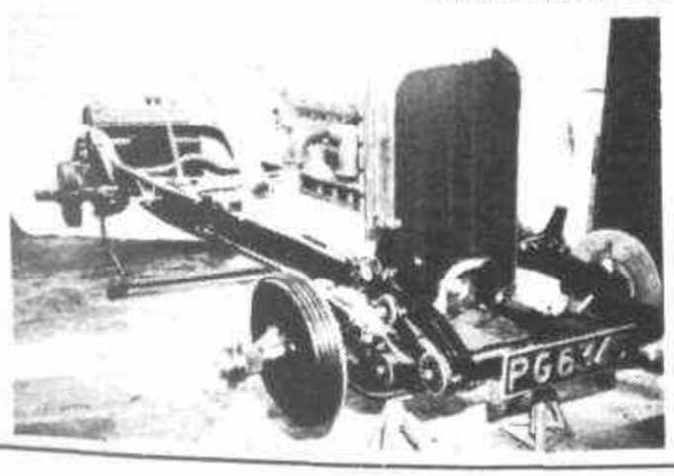
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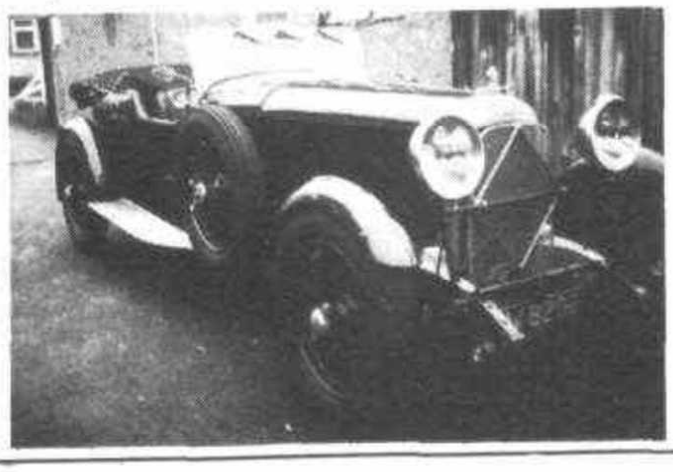
1925 3-litre. Total restoration, chassis, engine, etc. *(Similar to picture)*



1930 Speed Six. After three years work we now offer restored Speed Six. Total restoration, chassis, engine, Le Mans replica, new fabric covered body 4-seater open tourer bodywork, cycle racing wings, large tank, etc. etc. Photo shows chassis under re-construction. Mint car. Not overpriced *(Illus. left)*

1929 Lagonda 3-litre. Original but restored. Mint. *(Illus. right)*

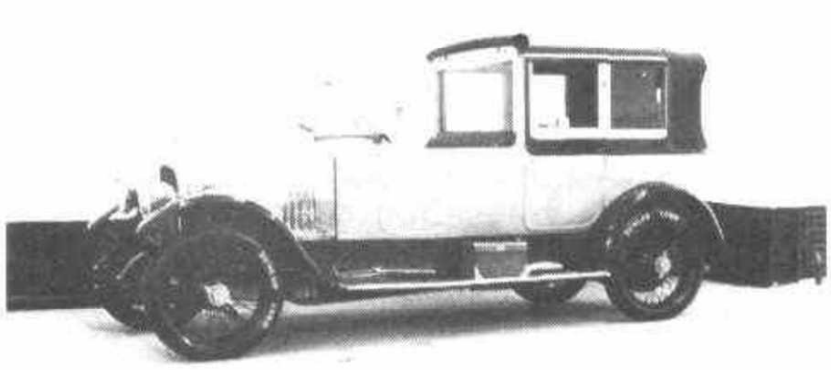
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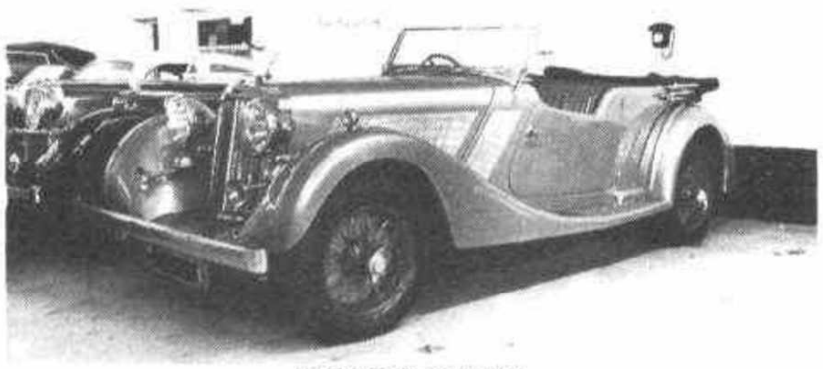
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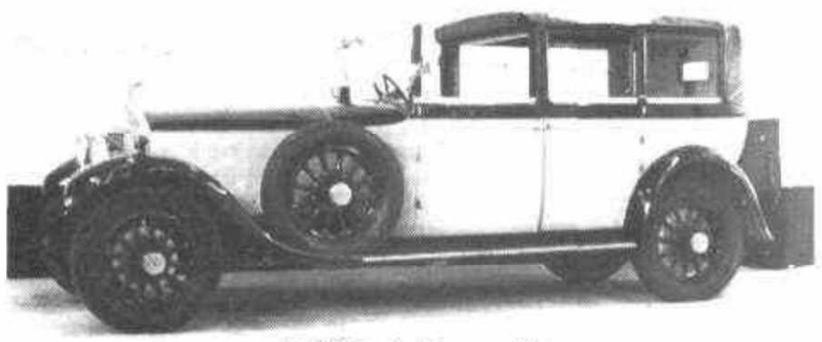
1923 Vauxhall



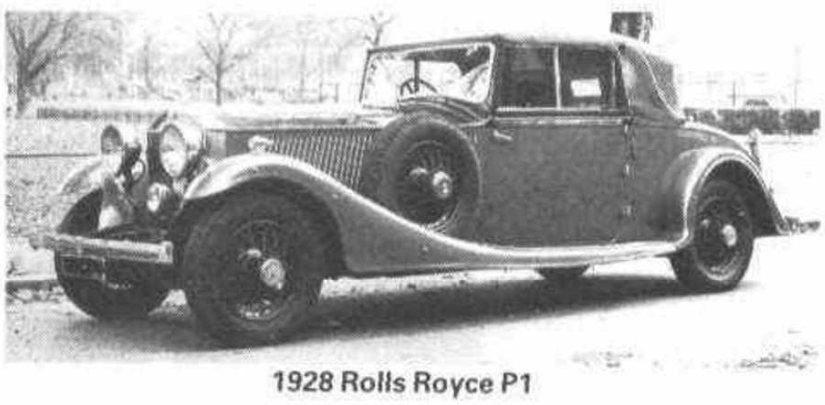
1933 Alvis Speed 20



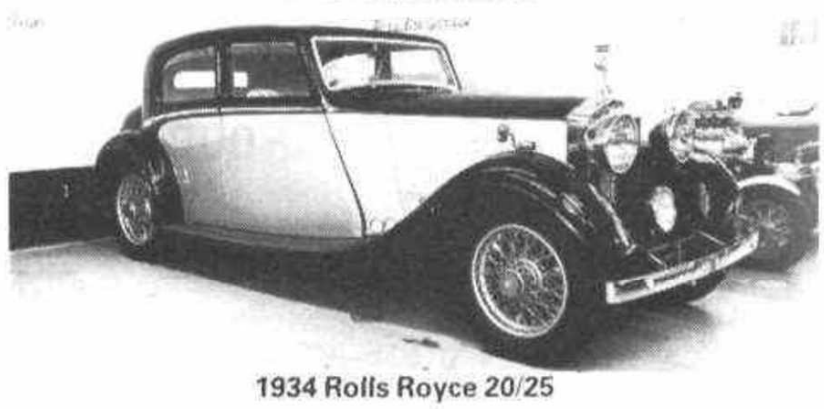
1936 Talbot '110'



1928 Rolls Royce P1



1928 Rolls Royce P1



1934 Rolls Royce 20/25



1935 Railton



1936 Riley Sprite

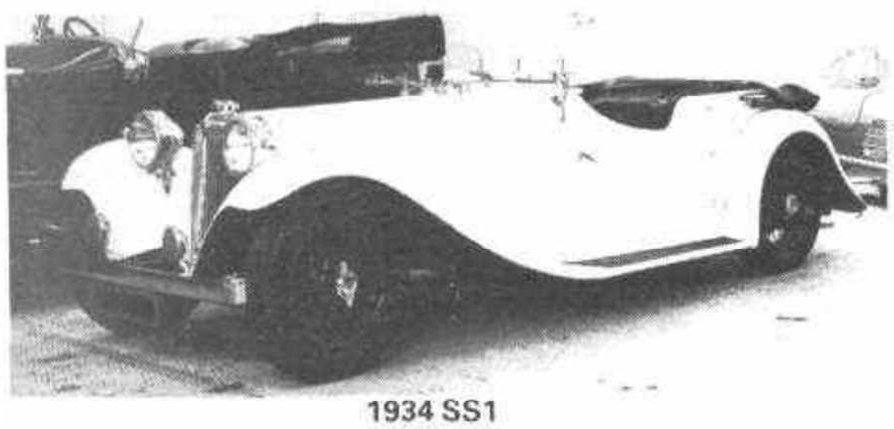
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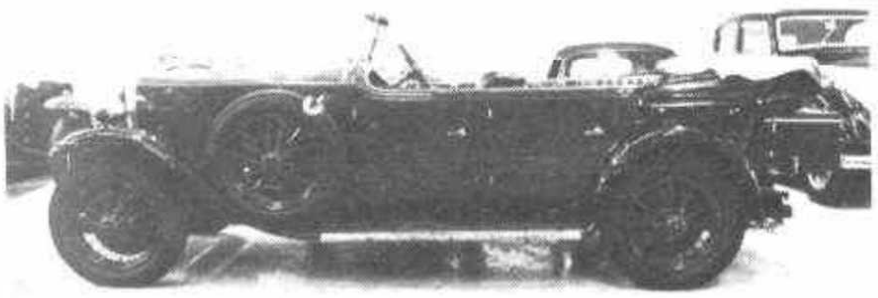
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1934 SS1



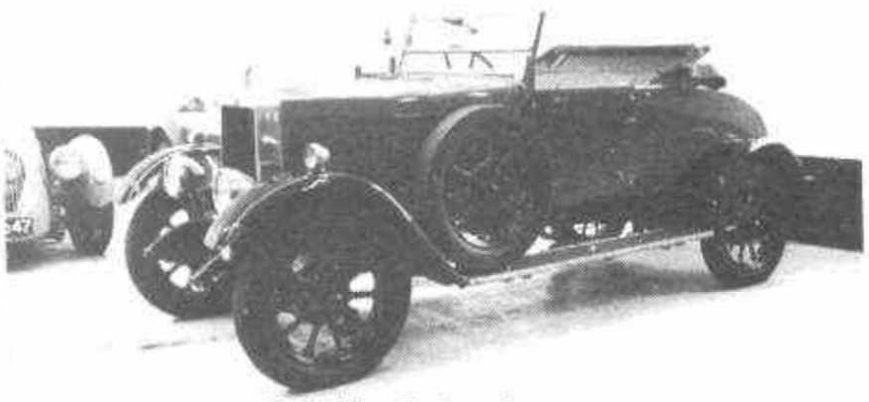
1939 Bentley 4¼



1930 Humber 20/65



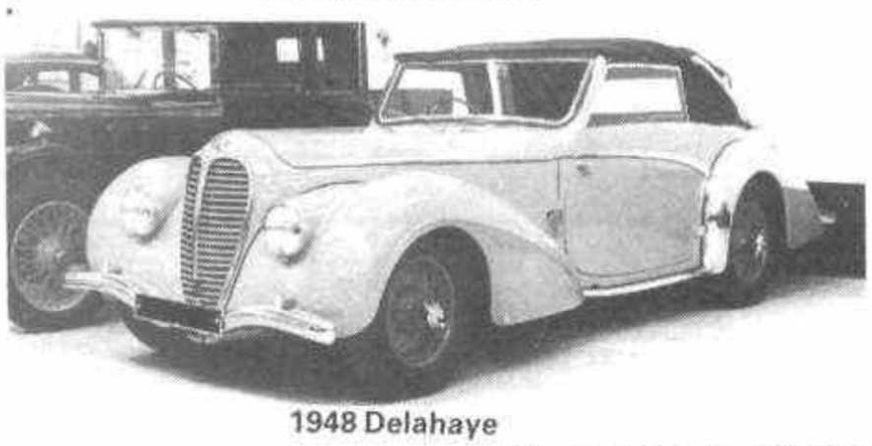
1965 Austin Healey Mk III



1931 Morris Cowley



1934 AC 16/80



1948 Delahaye



1955 Aston Martin DB 2/4

Please write or telephone for further details

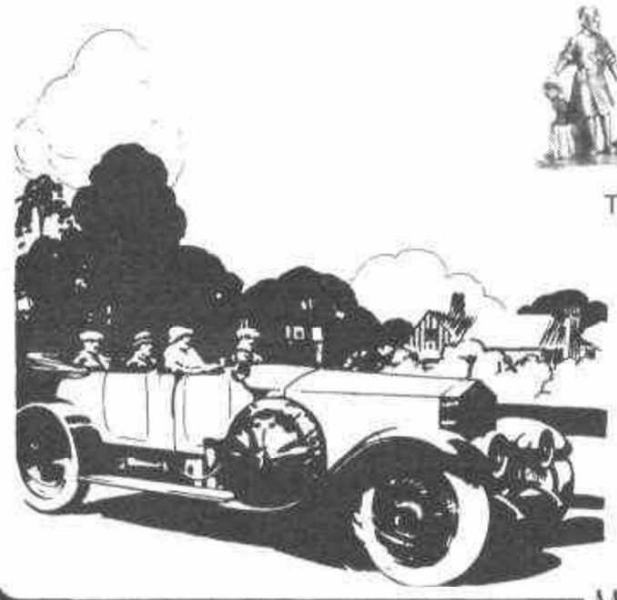
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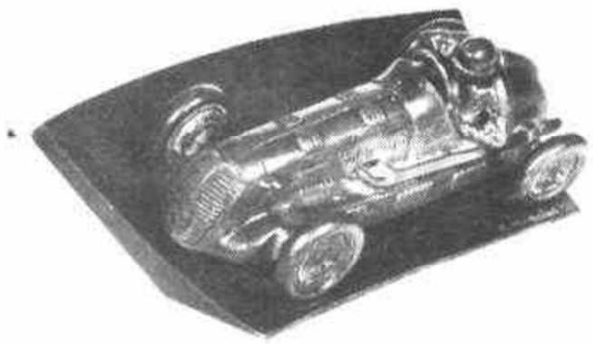
Our next sale will be held at our new Collectors Centre at Blenstock House on Wednesday April 30th at 12 Noon

Among the items of interest to the enthusiast collector are:





This group of vintage mascots.



A rare and important bronze of a Maserati 4CLT fully signed E. MARDINI.

If you have any item of motoring interest which you would like us to include in this sale, please contact David Crowther or Jeremy Collins on 01-629 6602 who will be pleased to help you.

* * *

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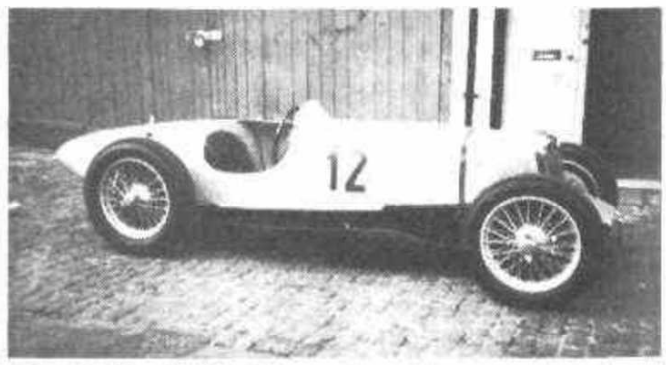
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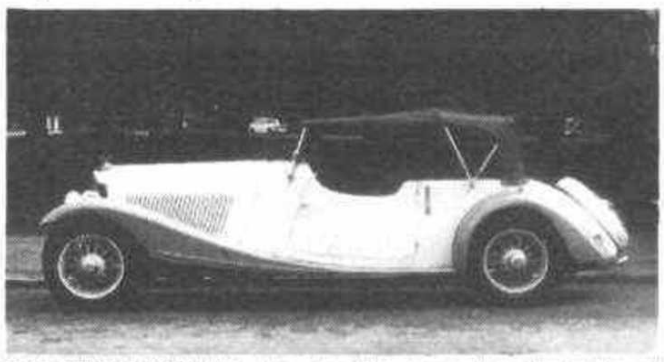
12 QUEEN'S GATE PLACE MEWS Off Cromwell Road
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1925 3-litre BENTLEY. Short chassis speed model, completely rebuilt by leading Bentley specialists, beaded edged tyres, magnificent example.



1933 DIXON RILEY 2-litre. Competition car to original specification, this car has a very famous Brooklands racing history, and is ready for vintage and historic races.



1934 BENTLEY 3½-litre. Van den Plas tourer *(similar to above)* two owners from new, in storage for many years, full details on request.



1929 AUSTIN ULSTER. Chassis number X1006, some minor modifications carried out, but basically a rare original model.

1930 ROLLS-ROYCE PHANTOM II. Sedanca Landaulette by Barker undergoing restoration.

1929 BENTLEY 4½-litre. Original Van den Plas four seater tourer in fine condition.

1937 SS100. Sports two seater
BUGATTI Type 52. Baby Grand Prix car
1957 ASTON MARTIN DB2/4. Competition car
1936 ROLLS-ROYCE 20/25. "Top Hat" by Freestone & Webb

1959 STANGUILLINI. Formula Junior racing car
1948 HEALEY WESTLAND. Four seater tourer
1929 AC "ACEDES". 6 cylinder two seater with dickey
1930 ALFA ROMEO 1750. Drophead Coupé by James Young

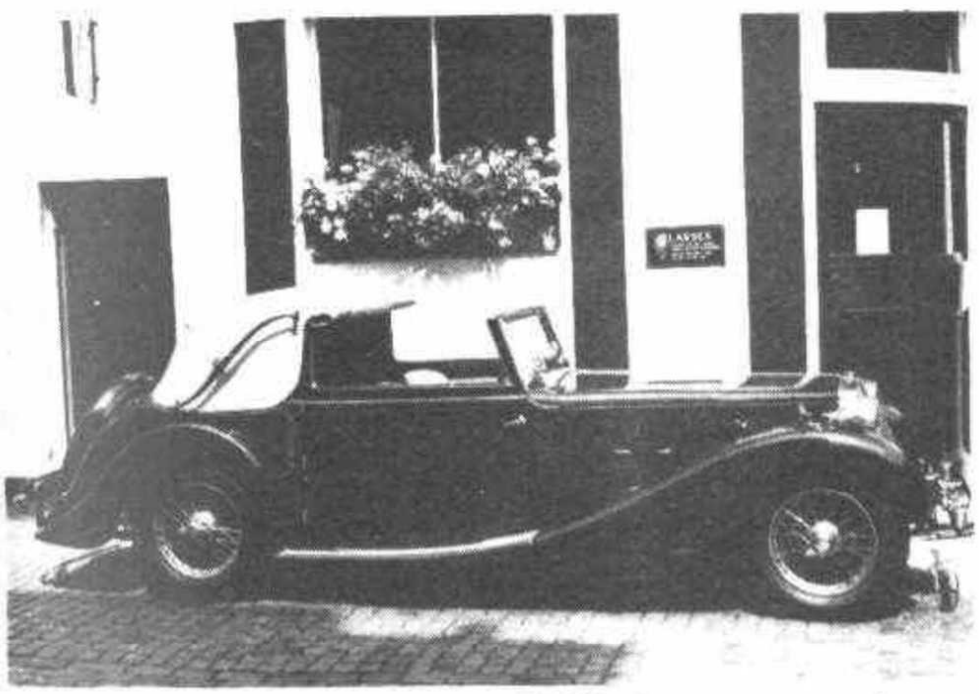
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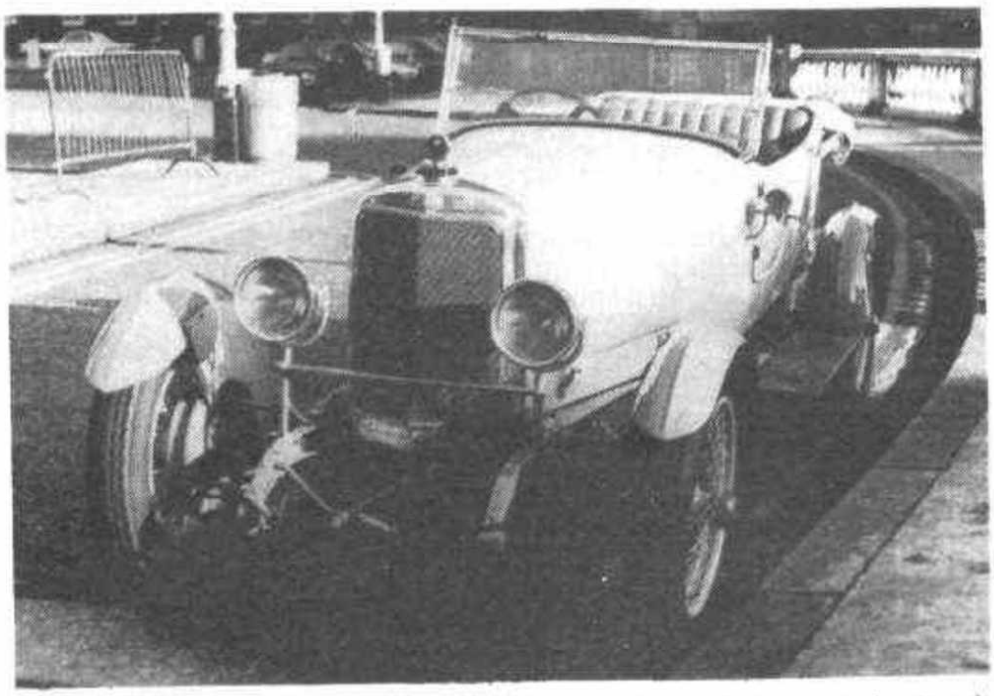
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1938 M.G. S.A. 2.3 litre 3 position drop head coupe by Tickford.



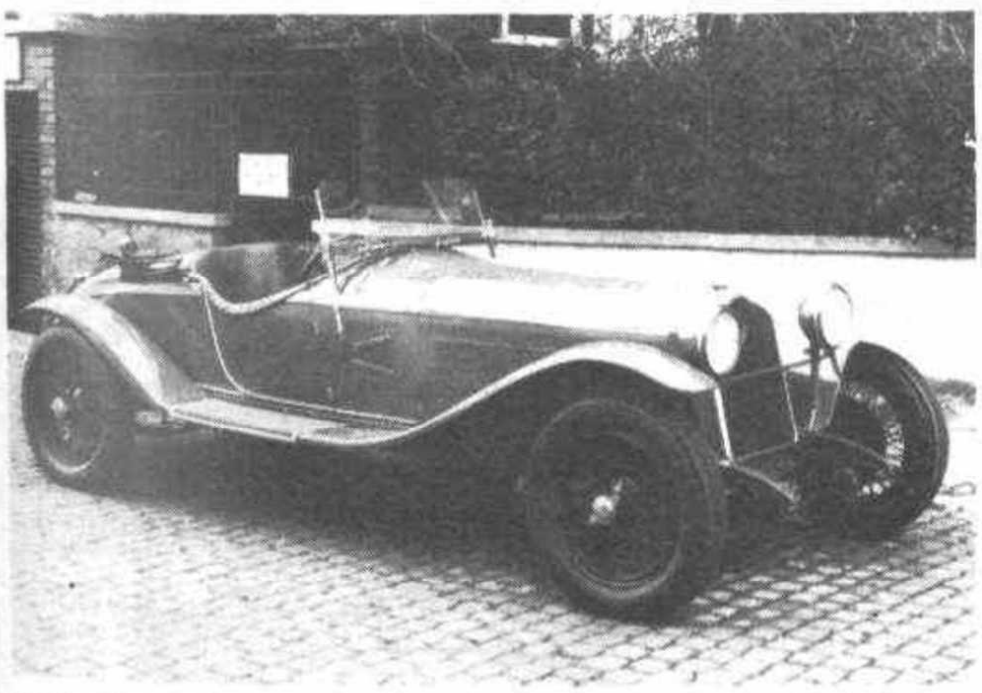
A rare and attractive large engined M.G. that was restored some years ago.

1925 Sunbeam 3 litre Twin Cam Sports Tourer.



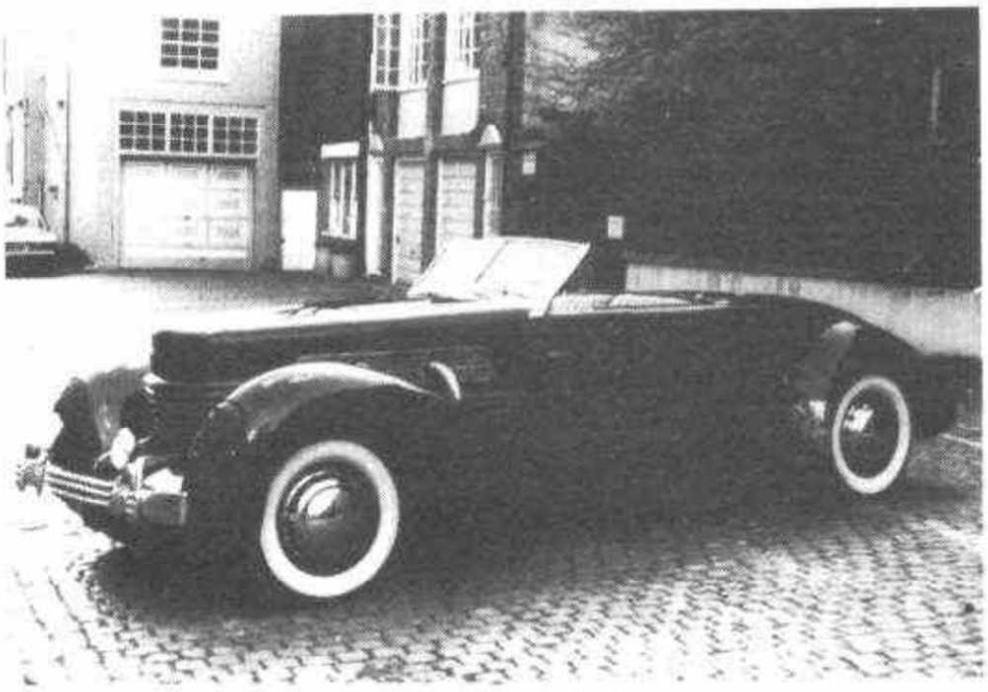
A very fine restoration indeed of a very good car. Better engineered than a Vintage Bentley with better steering and transmission.

1928 Alfa Romeo Tipo 6C 1500.



The rare 1½ litre supercharged car with a totally rebuilt Zagato style body by Dixon. Red of course.

1937 Cord Sportsman 2 seater Supercharged Roadster.



Black with beige trim. Very rare, very fast.

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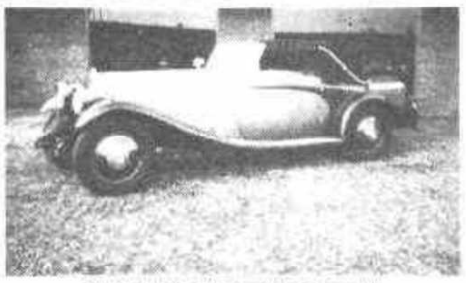
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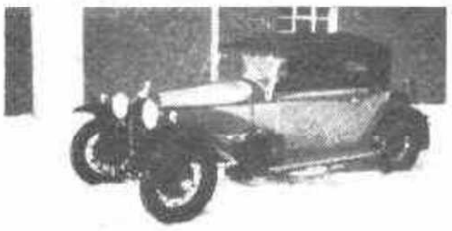
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1930 Rolls-Royce Phantom II
3 position D/H



1928 Type 38 Bugatti 8 Cyl.



1930 Rolls-Royce Phantom II
Henley body roadster



1920 AC 2 seat and dickey £6,250



1924 3-litre Mulliner body
4 seat tourer



1932 Matchless Morgan £4,750

1923	Austin 4 seat tourer	
1934	Austin 12/4 Saloon	£2,450
1935	Austin Ruby	£1,400
1930	Sunbeam tourer	£6,450
1933	Lagonda 2-seater	
1934	Alvis SP 20	
1934	MG-F type Styles body	
1935	Singer Le-Mans replica	£4,800
1932	Riley Grebe replica	

1921	Rolls-Royce Sliver Ghost by Windover	
1927	Rolls-Royce Phantom I Sedanca, by Brewster	
1934	Bentley 3½-litre Hooper body	£6,450

1904	Oldsmobile curve dash replica	£2,850
1924	Willys Overland tourer	£5,450
1926	Dodge Brothers tourer	
1928	Chevrolet Saloon	£5,850
1929	Essex Saloon	£4,850
1928	Willys Knight, Saloon	
1916	Model T open sport	£5,300
1923	Model T coachbuilt	£4,200
1925	Model T 2 seat, D/H	£5,850
1947	Allard KI Alpine rally car	



1968 Maserati Ghibli RHD
London Motor Show car



1973 Porsche 911 RS Carrera



1973 Jaguar V12 roadster
Choice red or white

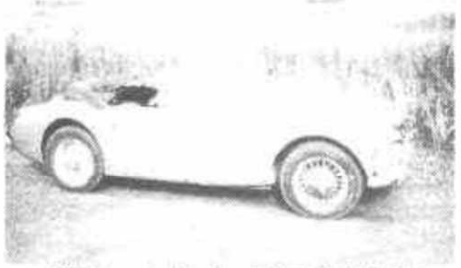
1971	Aston Martin DBS V8	£4,450
1971	Aston Martin DB6 Mk.II Auto	
1971	Aston Martin DB6 Mk.II Man	
1970	Aston Martin DB6 Mk.II Man Vantage	
1967	Aston Martin DB6 Auto	£4,350
1966	Aston Martin DB6 Sunroof	£4,450
1966	Aston Martin DB6 Sand	£5,350
1966	Aston Martin DB6 Dubonnet	£5,350
1965	Aston Martin DB6 Blue	£4,650
1965	Aston Martin DB5 Sage	
1962	Aston Martin DB4 Brown	£4,200
1960	Aston Martin DB4 Primrose	£4,450

1973	Porsche 911 Targa LHD	£4,800
1976	Porsche 911	£11,250
1977	Porsche 911 Lux Targa	£13,650
1978	BMW 733iA All extras	£12,450
1975	Mercedes 280E	
1968	Mercedes 280 SL LHD	£4,800
1969	Mercedes 300 SEL 6.3	£4,350
1971	Lotus Elan 2+2	£3,250
1977	Lamborghini Silhouette	

1966	E-Type Jaguar FHC	
1970	E-Type Jaguar 4.2	£5,850
1967	Jaguar 3.8S	£775
1947	Jaguar 3½-litre	
1970	Jensen Intercepter	£3,550
1961	Jensen 541S	£2,250
1952	Alvis TC 21 D/H	£2,950
1961	Alvis TD 21 D/H	£4,250
1952	Bristol 401	£3,750
1956	Triumph TR2	£1,675
1952	MG TD	£5,250
1948	HRG 1500 cc	



1967 Lotus Elan D/H £2,450



1966 Austin Healey 3000 Mk.II £5,550



1966 Aston Martin DB6 Vantage Manual
Silver blue £6,650



1934 Austin Opel tourer £2,250



1948 Triumph roadster £3,850



1931 MG-M type £4,600

Part Exchange.

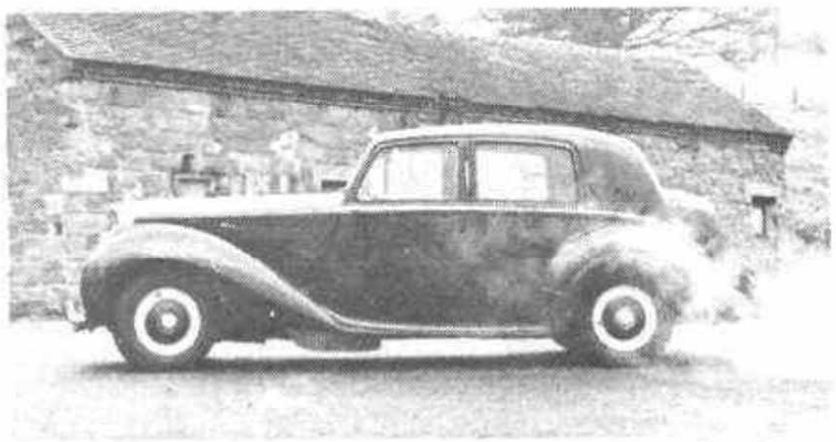
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1958 Bentley SI four door standard saloon, finished in shell grey over Tudor grey with red hide interior and some Radford fittings. Well maintained this very nice SI is priced at **£4,850.**

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BENTLEY MARK VI standard saloon. First registered 1948. Finished in French grey with light blue upholstery, considerable history indicates probably that 81,000 miles is genuine from new. The vehicle has the benefit of a full-flow conversion.

ROLLS-ROYCE SILVER CLOUD III four door saloon. First registered 1963. Finished in black over shell grey, power assisted steering, automatic transmission, electrically operated windows.

ROLLS-ROYCE CORNICHE Convertible Coupé. First registered 1973. Finished in primrose with black hood and dark olive upholstery, 47,000 miles only.

BENTLEY S1 four-door saloon by James Young. First registered 1959. Finished in connaught green with grey/green leather upholstery, total recorded mileage 99,000 in the hands of two owners. Power assisted steering, automatic transmission. This is one of the extremely rare and beautiful SC10 designs on the Bentley chassis.



BENTLEY S1 CONTINENTAL H. J. Mulliner fastback two-door saloon. First registered 1957. All aluminium, right hand manual gearbox, power assisted steering, electrically operated sun roof, finished in Camargue laurel green metallic, with champagne hide and trim. Engine, gearbox, suspension rebuilt, total restoration costs of £16,277 (bills available). Radio and cassette player with electric aerial, total mileage since restoration 4,300. Almost indistinguishable from new. An extremely rare car because of its manual gearbox plus power assisted steering. Complete with all tools, handbook, etc.

BENTLEY S3 CONTINENTAL four-door 'Flying Spur' saloon by H. J. Mulliner, Park Ward. First registered 1965. Finished in garnet with beige leather upholstery, automatic transmission, power assisted steering.

BENTLEY S2 four door saloon. First registered 1960. Finished in midnight blue over shell grey with light blue upholstery, automatic transmission, power assisted steering, electrically operated windows.



BENTLEY T-SERIES Drophead Coupé by H. J. Mulliner, Park Ward. First registered 1969. Specially finished in Docker's cloud green, with black hood and dark red leather upholstery. 55,000 miles only. Air conditioning.

BENTLEY S3 four-door saloon. First registered 1963. Finished in black over dawn blue, 78,000 miles, automatic transmission, power assisted steering, electrically operated windows.

BENTLEY S2 CONTINENTAL Drophead Coupé by Park Ward. First registered 1960. Finished in black with black hood and beige leather upholstery, electrically operated windows, power operated hood, radio and tape-player.

BENTLEY T-SERIES four-door saloon. First registered November 1969. Finished in sand over sable with beige hide upholstery, full FSS specification, air conditioning.

BENTLEY CORNICHE saloon. First registered 1972. Finished in regal red with beige hide upholstery, 72,000 miles.

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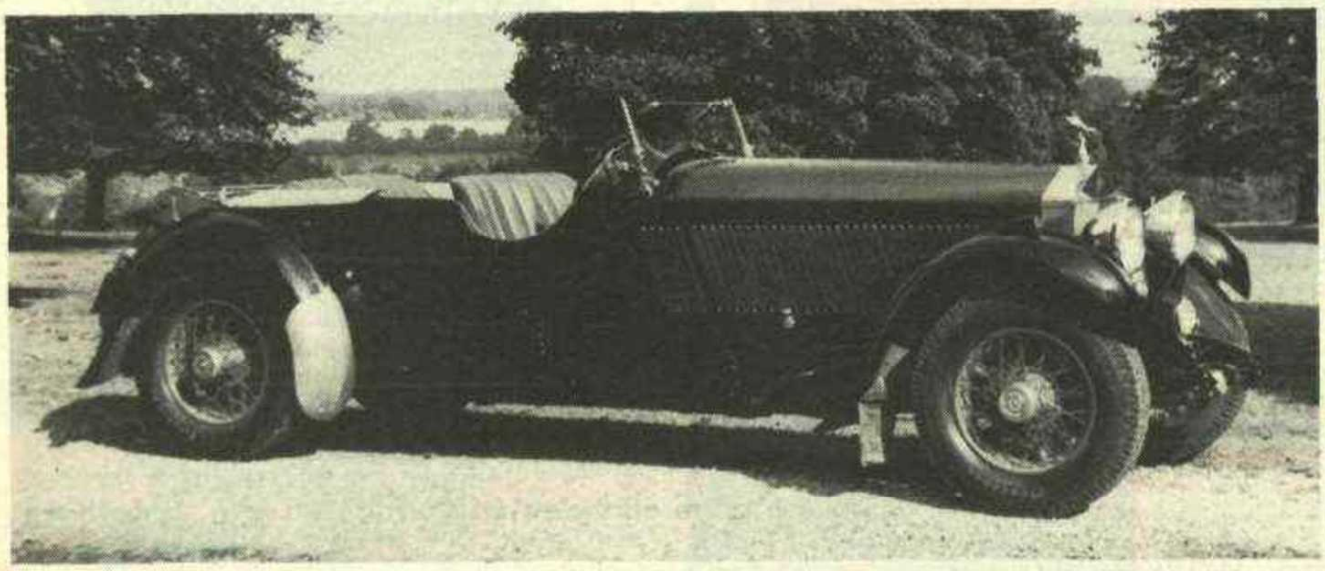
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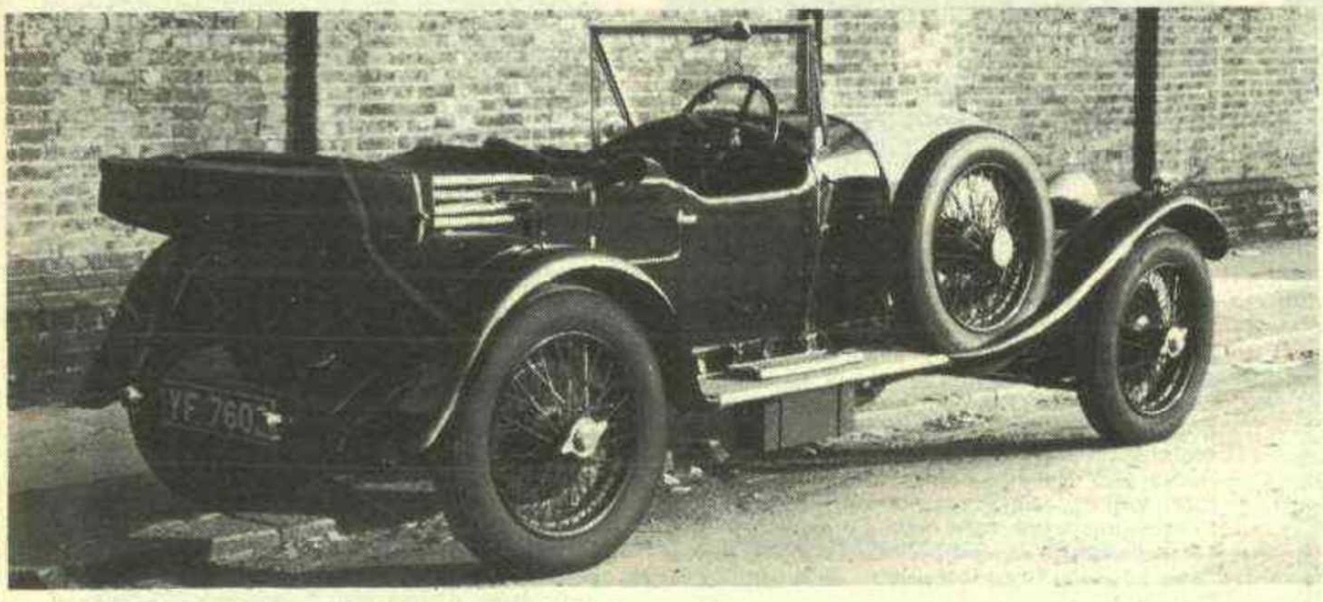
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1930 ROLLS-ROYCE Phantom Continental chassis 6GX. Equipped with this low close-coupled roadster bodywork by Freestone and Webb, which was further modified by Carlton Carriage Co., while still within the guarantee period. Almost certainly the most sporting Phantom II ever made, with performance commensurate with its low build and rakish line. With large matching rev. counter and speedometer, it is finished in black with red hide, has a full tonneau cover and sidescreen set, good folding top and a history which shows considerable recent mechanical work.

1958 ROLLS-ROYCE 'Empress' LWB Touring saloon by Hooper. Equipped with the 4.9-litre engine and powered steering. Finished in black with sand side panels and black mudguards, beige hide interior and cross-banded veneered cappings. Fitted with cocktail set and power-operated divider glass: now a rare offering on the open market. (We illustrate a similar model).





1927 BENTLEY Short-Chassis 3-litre with original bodywork by Henlys. Finished in Burgundy with black mudguards and black hide interior, this is a truly exceptional vintage Bentley which is as near perfect mechanically as a fifty-three year old car can be. It is in showstand condition in every respect and highly recommended.

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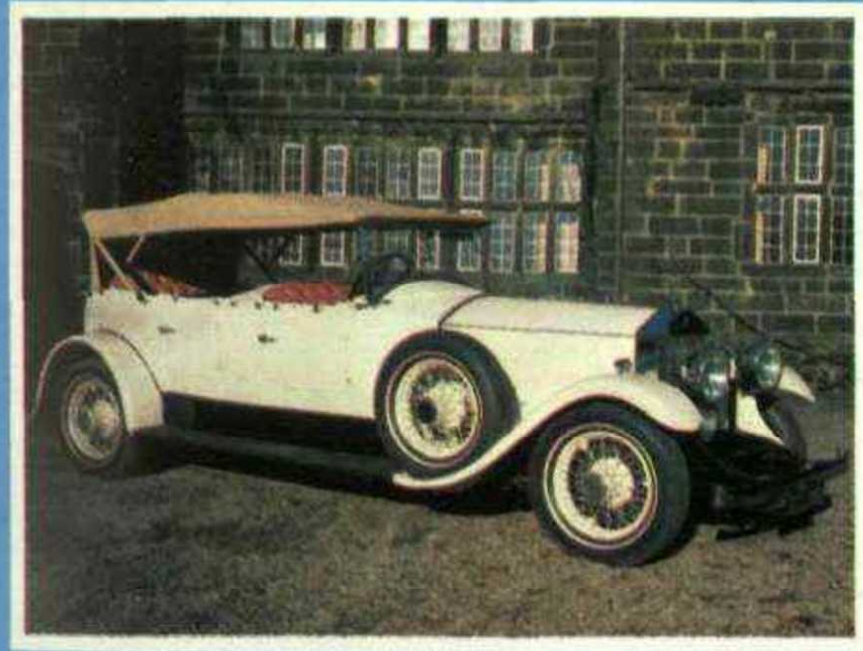
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Printed by The Lincoln's Inn Press Ltd. for the Publishers: Motor Sport Magazine Ltd., Standard House, Bonhill Street, London, EC2A 4DA.

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Rolls Phantom II (1930) as above, at the moment going through a complete restoration in our workshop. Due to be finished May 1980. If purchased early enough, could be finished to customer's own specification, colour and trim, cocktail cabinet etc. As was done in the 1930's era ..... **POA**

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Jensen Interceptor Mk III in tawny brown metallic with black vinyl roof. Black leather trim, inertia seat belts, fitted stereo radio cassette player, air conditioning, HRW, electric windows, electric aerial, fitted radial tyres whitewalled, on sports alloy wheels. Centre locking. Again this fast appreciating vehicle is in lovely condition. Choice of four from. **£4,800**

One of the last V12 E-Type Roadster. Carmen red with black leather trim. Fitted stereo radio cassette player. This vehicle we believe to be one of the finest examples of this fast appreciating marque which is in first class condition throughout. Has only covered 23,000 miles from new. A certain investment at **£11,950**

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