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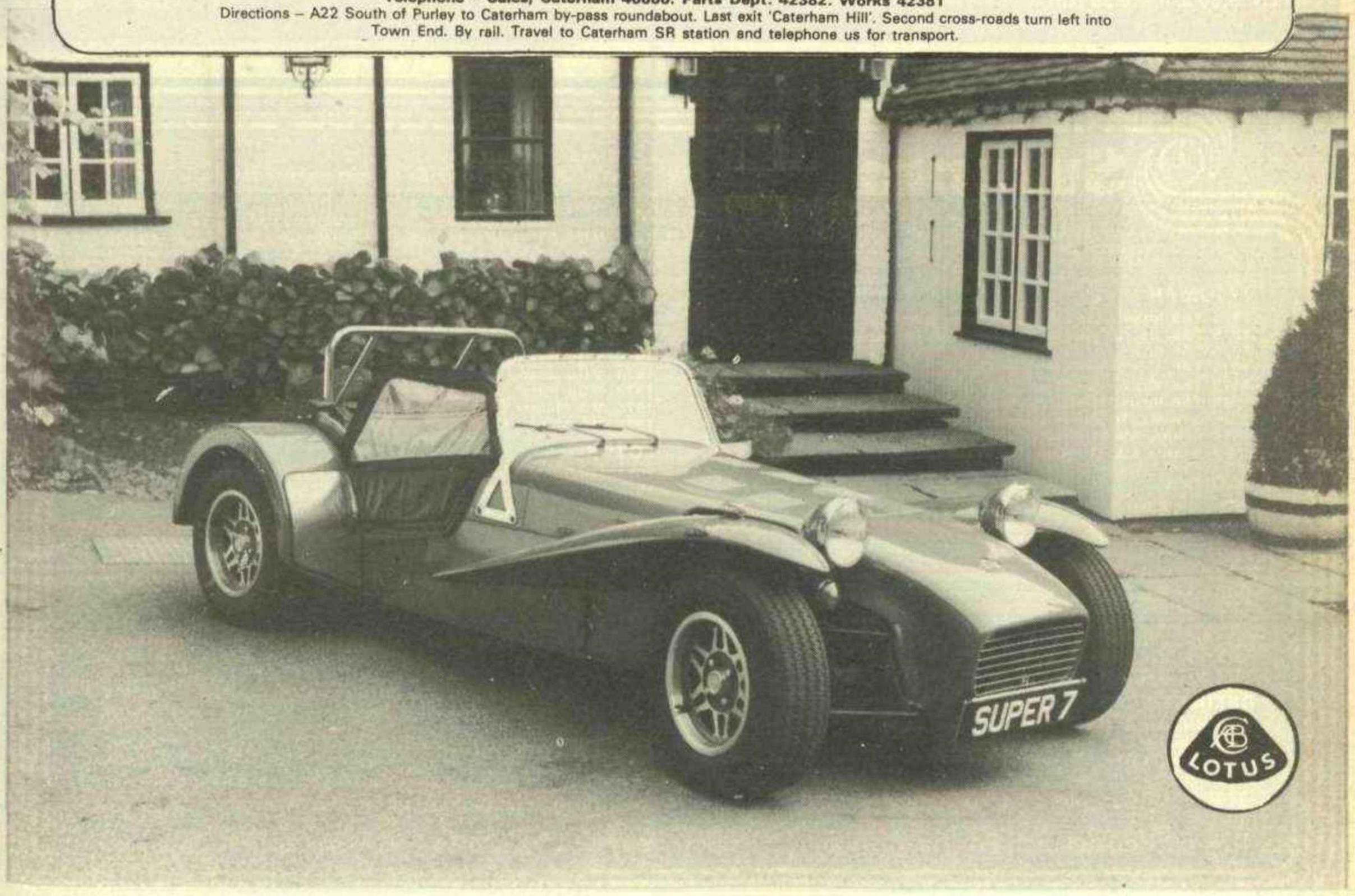
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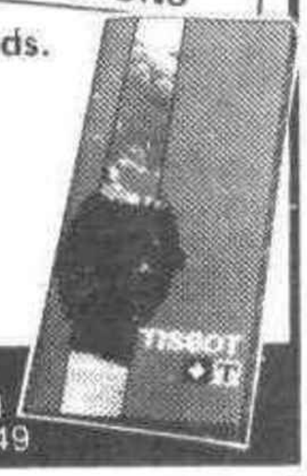
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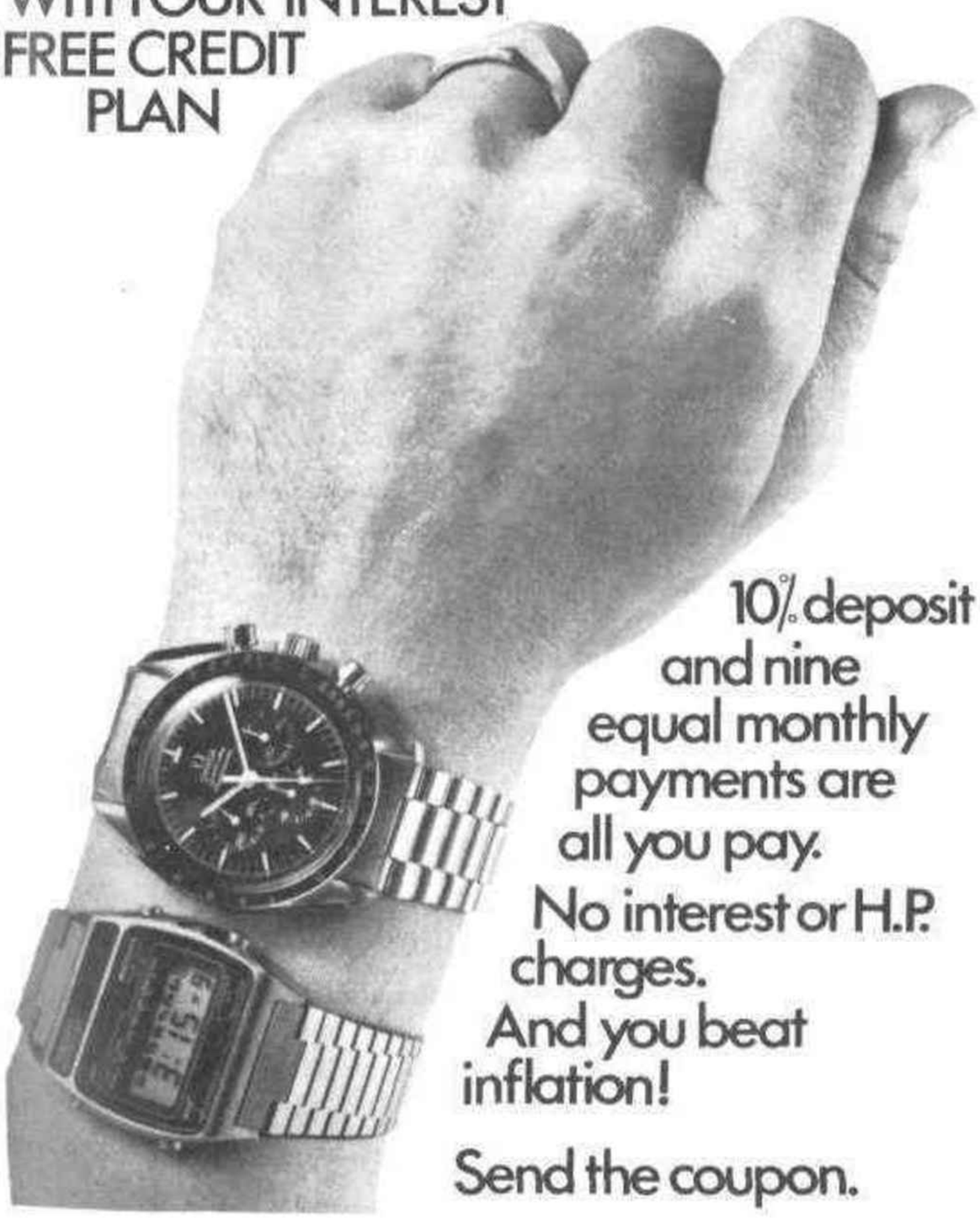
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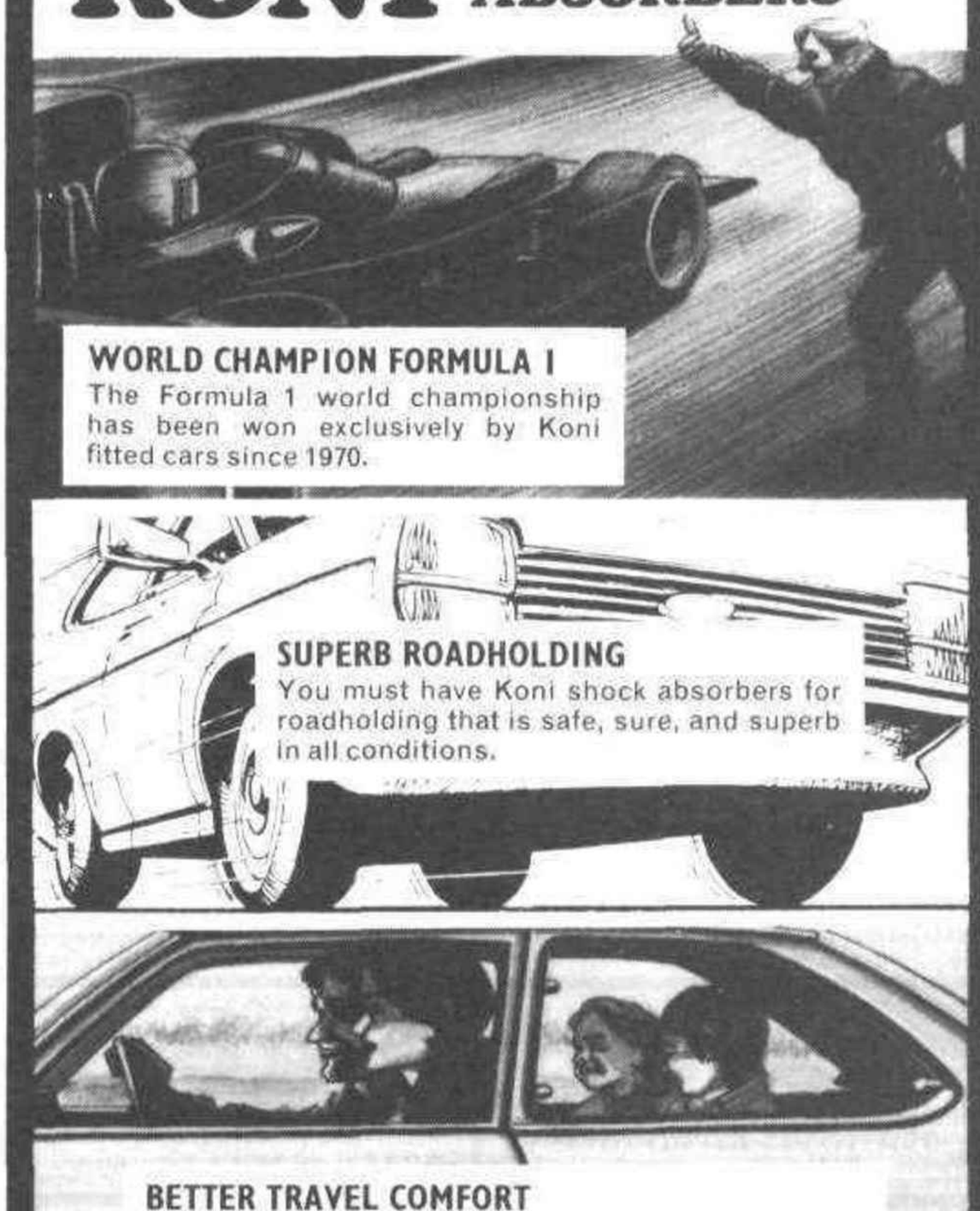
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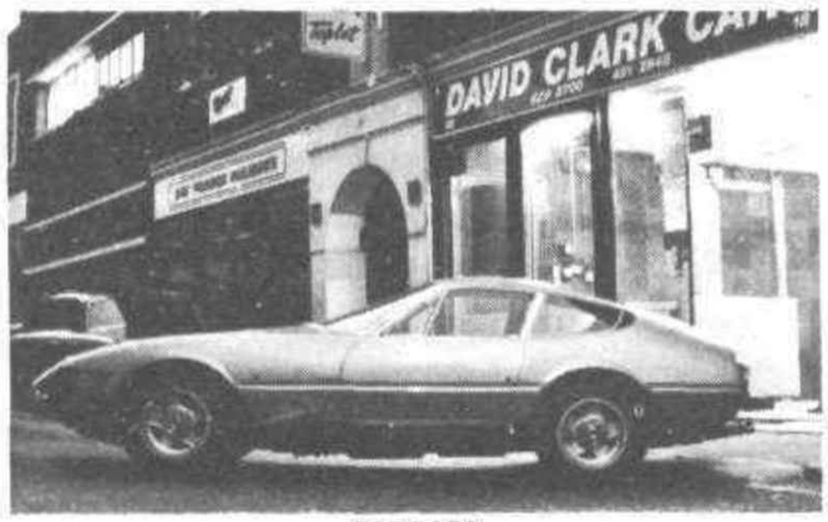
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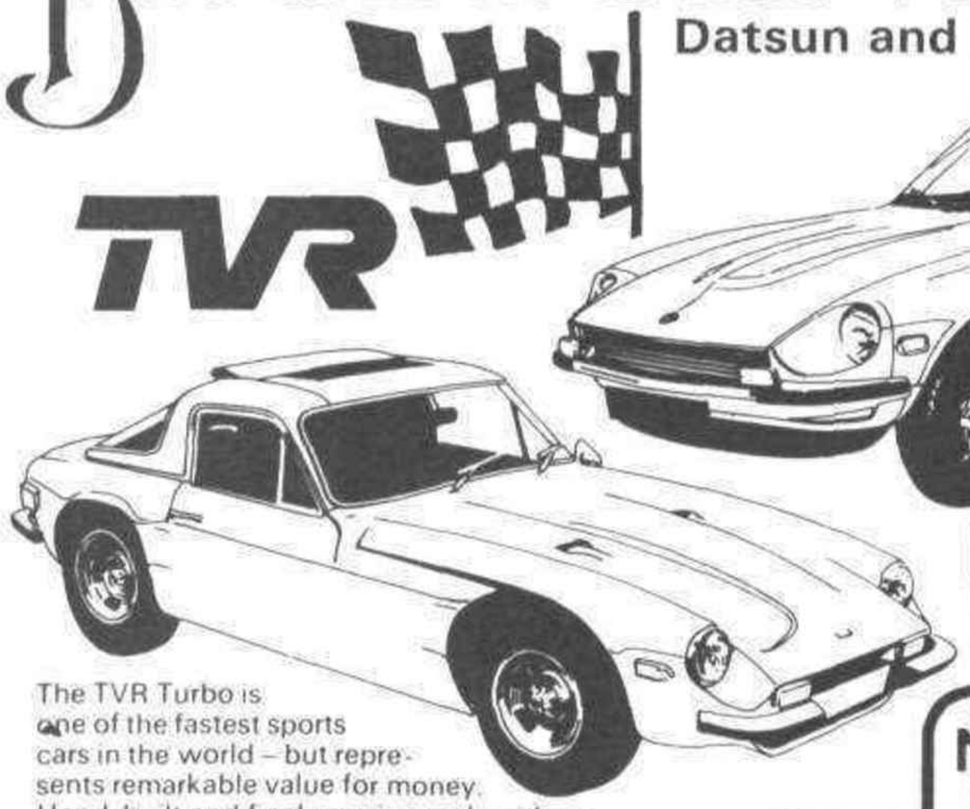
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LOTUS Eclat 521. Met. blue, black cloth.
LOTUS Eclat 523. Brown, tan upholstery.
LOTUS Elite 503 Brown, cloth.
LOTUS Elite 503. Red/marcasite.
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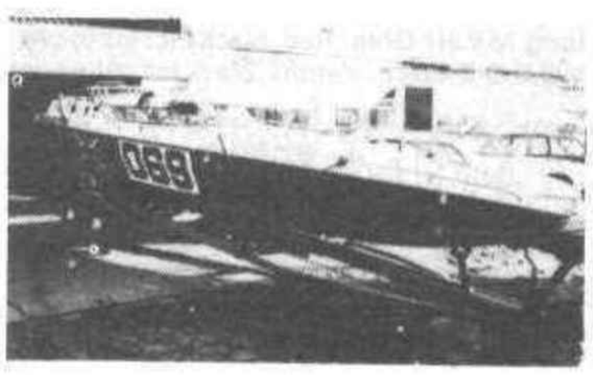
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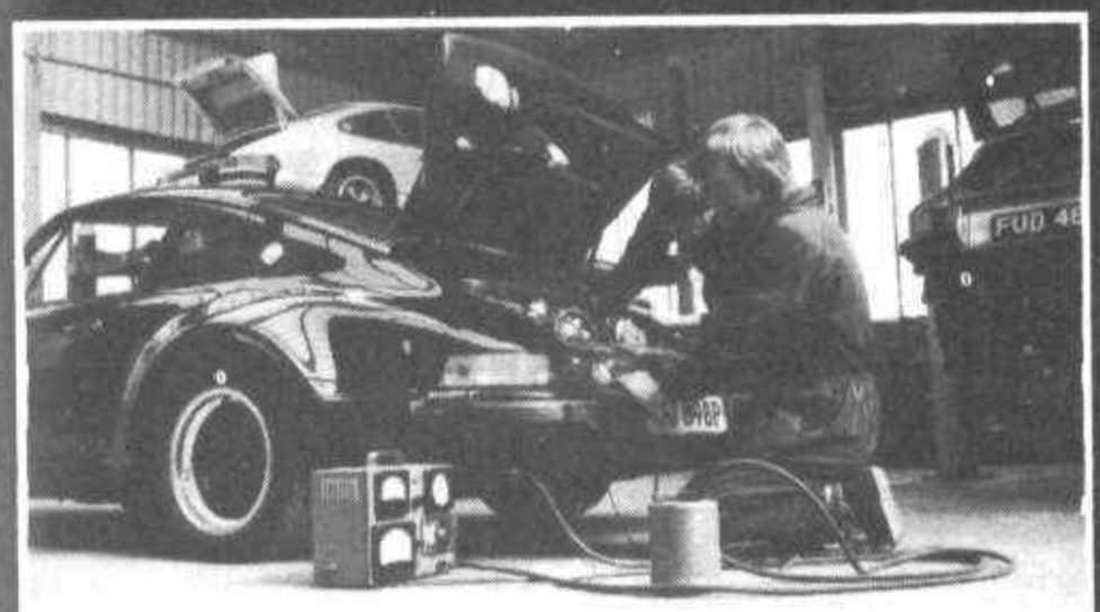
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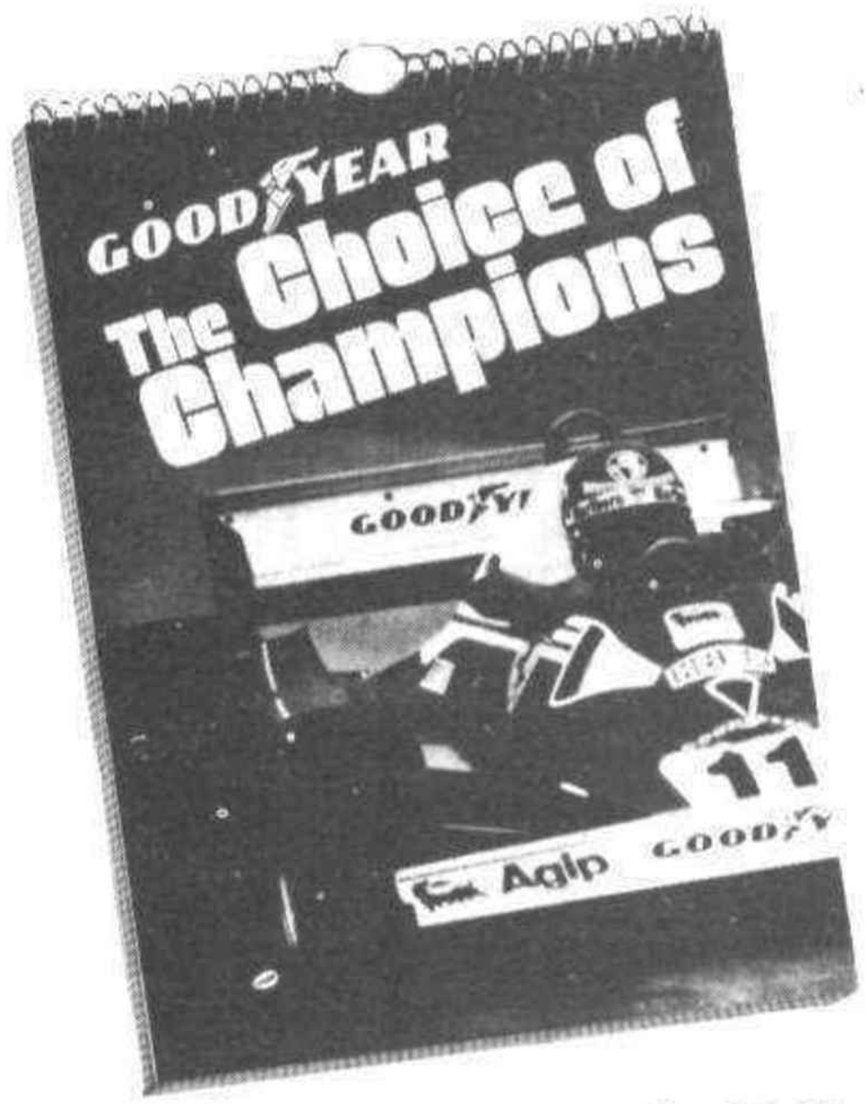
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1972	**2.4**	**911T Targa, White**
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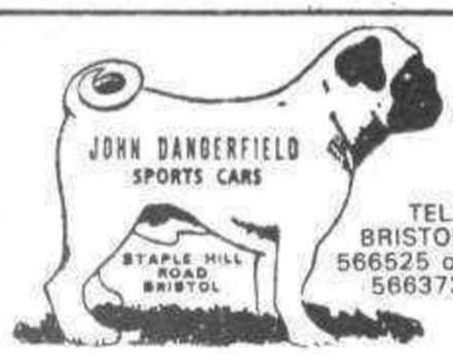
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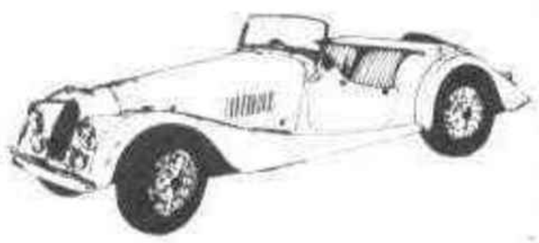
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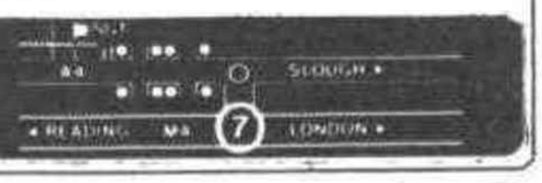
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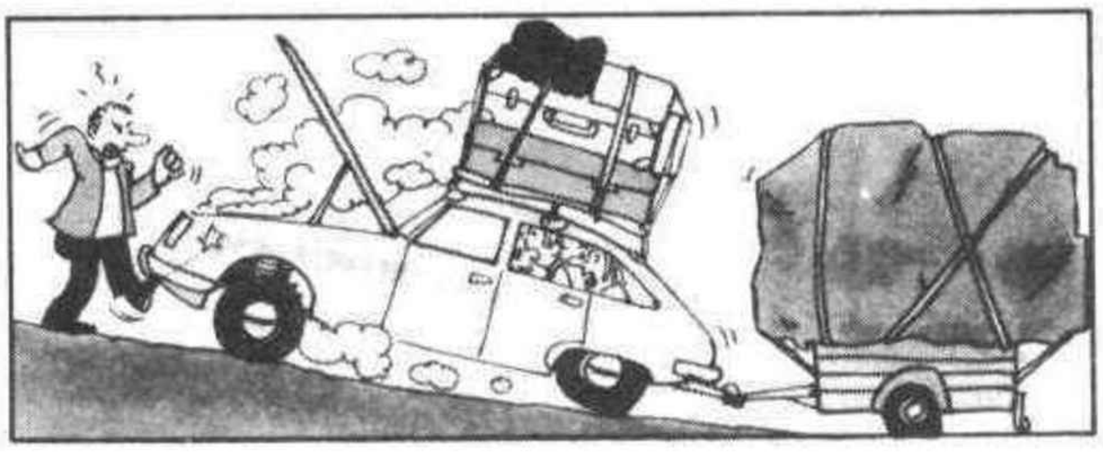
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MOTOR SPORT

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

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FRONT COVER PICTURE: TYPIFYING the timelessness of the MCC's long distance trials, this Bayliss-Thomas seen on Fingle Bridge in this year's Exeter is presumably the same one that competed in these events, driven by W. J. Haward, back in the vintage years. It was conducted this year by M. C. Elder.

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MATTERS OF MOMENT

■ THE WAY AHEAD

In a situation in which we are told that Inflation is coming down but prices continue to rise, when well-deserving sections of the Community such as the Military and the Police either have to wait for promised pay-rises, or just don't have them, while others force an issue by prolonged strikes which can be extremely damaging to the Nation as a whole, with politicians playing the games they always play and with the salvation of North Sea Oil always round the next corner but the cost of petrol to the motorist reduced only by a Liberal-Labour confrontation unique in Government, the way-ahead cannot be regarded as a bed of roses.

This being the case, it behoves those of us who are outside the cause of these sordid happenings to enjoy, to the best of our ability, the new motoring season which has just commenced. Last month MOTOR SPORT published its usual guide to the more important races, which we hope will enable holiday-planners to take in some of the Continental races of their choice (perhaps even the Targa Florio, inspite of that typing error!) and those at home to remember that the British Grand Prix happens at Brands Hatch on July 16th – let's hope that the English weather behaves... The Continental Correspondent's assessment of the 1978 Formula One teams shows that there should be an interesting G.P. season ahead, with the Argentine race, reported in this issue, as a curtain-raiser which may point the coming trend. Such as how Michelin-shod Ferraris will fare this year, how Lauda will make out with Brabham-Alfa-Romeo, whether Hunt can stage a come-back, and how Andretti and Lotus will perform. Also whether this year will see the end of the beginning, if not outright success, for turbo-powered F1 cars. There will be the additional sensation of watching the first British F1 female, Divina Galica, drive for Hesketh. In the past there have been some very brave lady competitors, like Gwenda Hawkes, Kay Petre, and Elsie Wisdom, etc. But they were racing motorists rather than racing drivers and modern F1 participation comes so very much in the latter category that whether Divina's stand for Women's Lib will even get as far as qualifying remains another charming 1978 speculation (the Editor says that if he has understated the case and she actually *wins* a race, he is willing to do all in his power for her!).
Apart from all the big motor racing and rally fixtures which should have the support of all true followers, the season will be crammed with small events which give great enjoyment to a no-less keen section of the motoring firmanent. There will, for instance, be FIVA International rallies for the older motor-cars in Germany, Portugal, Spain, Switzerland/France, Eire and Switzerland on its own, together with the FIVA World fixture in Australia on April 8th-24th and the FIVA European fixture in Luxembourg on June 21st-25th. At home the VSCC will have its traditional happenings, with four race meetings, the Prescott speed hill-climb, and other worthwhile fixtures, the Bugatti OC will occupy many Prescott fixtures, always so pleasantly staged, and the FIA Historic Championship for 1931-60 GP cars and 1950-60 sports-racing cars will be contested, the qualifying races running from that at the Bugatti circuit at Le Mans on April 29th-30th, to a race during the BRDC Silverstone Meeting on September 23rd, with another round at Brands Hatch, and ERAs are eligible.

Because of all this fun and frolic, the VMCC and the HCVC intend to be as active as formerly on the antique motorcycle and commercial-vehicle fronts, the many one-make organisations likewise, not forgetting the multitude of excellent Club journals, through which you can supplement your MOTOR SPORT contact with this greatest of sports. Then there are some specialist ideas which, although they will have perhaps an even smaller following, will provide great delights for those who have the taste. The custom of re-enacting historic events or returning in appropriate cars to significant venues have their own special appeal. It was, we think, the STD Register that first discovered this, when its Coatalen Sunbeams went back to Wolverhampton, their birth-place. This year there is to be the TT Reunion over the Ards circuit at Belfast (if you had any association with those great sports-car races of 1928-36 and can attend, please write at once to Lord Dunleath, Ulster VCC, Ballywater Park, Newtonards, Co. Down BT22 2PP, N. Ireland), the Alvis OC intends to take suitable Alvis cars back to Le Mans on June 18th-20th, and the VSCC visits Boulogne, scene of carefree motor-racing in the nineteen-twenties, on May 27th-28th. Then on February 5th the VSCC goes to historic Brooklands for its driving tests, and at Easter the MCC will hold another Lands End Trial as it has since 1908, and next October the Motor Show opens in bold, busy Birmingham, instead of at Earls Court. Certainly, it's all happening and inspite of political gloom and the high cost of living there is every reason to think that motoring and motor-racing will be as full and as satisfying this year as it has been in the past. The continuing interest

Continued overleaf

Motor Sport Fixture List for February

★ 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*
Feb. 3/5th	**Arctic Rally Automobile and Touring Club of Finland District of Lapland**	—	**Finland**	**Arctic Rally (European Rally Championship) (INT)**	—
Feb. 3/5th	**Union Mecanisée**	—	**Belgium**	**Boucles de Spa (European Rally Championship) (INT)**	—
Feb. 4/5th	**IMSA**	**Daytona**	**USA**	**Daytona 24 Hours (World Championship for Makes) (INT)**	—
Feb. 5th	**Oran Park Raceway**	**Oran Park**	**Australia**	**Rothman's International Formula 5000 Championship (INT)**	—
Feb. 5th	Newtown & Dist. AC	EFG land	147/819563	Nant-yr-Hwch Stages Rally (*R*)	11.00
Feb. 5th	Circle CC	Brands Hatch Circuit	Fawkham, Kent	Sprint (*R*)	12.30
Feb. 5th	HDLCC	Live & Let Live Inn, Neen Sollars	Bewdley, Worcs. 138/670718	Geoff Taylor Sporting Trial	10.30
Feb. 10/12th	**Bergslagsklubbarna**	—	**Sweden**	**Swedish Rally (World Rally Championship) (INT)**	—
Feb. 10/12th	**Galway MC**	**Galway**	**Eire**	**Galway Rally (European Rally Championship) (INT)**	**09.00**
Feb. 12th	**Surfers' Paradise International Raceway**	**Surfers' Paradise**	**Australia**	**Rothman's International Formula 5000 Championship (INT)**	—
Feb. 17/19th	**Helsingin Urheiluautoilijat ry**	—	**Finland**	**Hankiralli (European Rally Championship) (INT)**	—
Feb. 17/19th	**Pena Motorista Diez por Hora**	—	**Spain**	**Costa Brava Rally (European Rally Championship) (INT)**	—
Feb. 18/19th	Nottingham University MC	B. & K. Thomas Ltd., Trent Bridge, Nottingham	129/583380	Nottingham University Rally (*R*)	23.01
Feb. 18/19th	Birmingham University MC	S. W. Brisbanes & Sons Ltd., Knighton	137/287½ 721½	Welsh Mermaid Rally (*R*)	23.01
Feb. 19th	**Light Car Club of Australia**	**Sandown**	**Australia**	**Rothman's International Formula 5000 Championship (INT)**	—
Feb. 19th	SCCN/WSMC	Snetterton Circuit	Thetford, Norfolk	Rallycross (*R*)	13.30
Feb. 24/26th	**RTC Northeim**	—	**Germany**	**Sachs Winter Rally (European Rally Championship) (INT)**	—
Feb. 24/26th	**De Lacy MC**	**Rudding Park, Harrogate**	—	**Mintex International Rally (INT)**	**12.00**
Feb. 26th	**Adelaide International Raceway**	**Adelaide**	**Australia**	**Rothman's International Formula 500 Championship (INT)**	—
Feb. 26th	CUAC	Snetterton Circuit	Thetford, Norfolk	Sprint	13.00
Mar. 4th	**South African Motor Racing Club**	**Kyalami**	**South Africa**	**South African Grand Prix (World Championship Round Three) (INT)**	—
Mar. 5th	BRSCC (N)	Croft Autodrome	Darlington	Race Meeting (*R*)	14.45
Mar. 5th	BRDC	Silverstone Circuit	Towcester, Northants	Race Meeting	14.45
Mar. 5th	BRSCC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (C)	14.00
Mar. 5th	TEAC	Lydden Hill Circuit	Canterbury, Kent	Rallycross	13.30

MATTERS OF MOMENT – continued from the previous page.

in the older vehicles will even please the motor-copers and an amusing off-shoot of this is that private advertisers are told that they will be better served by selling their mechanical-heirlooms through the Trade, because this obviates all the bother of dealing with prospective purchasers. Traders are saying that you should avoid Auctions, in case a no-sale threat stigmatises your vehicle as a financial non-goer...!

All in all, we think we can safely wish you a belated Happy New Year.

The Brooklands Society Controversy

Readers' Reactions to last month's editorial and correspondence

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

Sir,

It is a pity that The Brooklands Society's very long reply to my letter, which you were kind enough to publish in your January issue, does little to assuage the misgivings of many Members. Indeed, it leaves most of my queries unanswered.

I asked why Members had been told last March that Brooklands Track Ltd. had been formed when in fact it had not. It was not formed until November 22nd *after* another Member had asked a similar question and requested a copy of the Articles of Association and Memorandum of a limited company which had supposedly been registered eight months before. And is the Membership quite happy about £2,000 of their money being used to form this company? It usually costs less than £100. The method of buying a "paper" company and then changing the name, re-registering it, and changing all the Articles of Association, is quite the most expensive way of doing things. A prudent Committee might well ask why a "firm of City Solicitors" is being employed when a first-class solicitor has been a member of that Committee for a great number of years?

With regard to the denial that "The Steering Wheel Club" is, in fact, 47 Curzon Street, Mayfair, one can only leave it to the great majority of sporting motorists to know that the two are synonymous. And whether the two nominations were received 8 days, 8 hours or 8 minutes before closing time is quite irrelevant. It merely confirms the inefficiency of using this accommodation address.

There could be no other answer to my question as to whether there had ever been any offer of the "40 Acres". The Hon. Secretary's letter just confirms that there has not!

If one can rely on the figures quoted for Membership, then some 1,550 Members rely on the *Gazette* for information as to what takes place at an AGM and they are entitled to a full report, especially when there are controversial items being discussed. *E.g.*, Members should know how many Committee Meetings various Members have attended (or missed)! No answer was forthcoming when this question was asked at the AGM. It should have been easily verified by reference to the Minutes.

The extremely lengthy, even if unsatisfactory, reply to my letter confirms (if confirmation is necessary) the defensive attitude taken by certain officers of the Society and the number of red-herrings liberally sprinkled throughout this reply are only likely to satisfy the most gullible.

With regard to the penultimate paragraph of the Hon. Secretary's letter, he says that the "initial directors know what Brooklands is all about." As far as Mr. Roy Nockolds is concerned, I wholeheartedly agree. But the rest? Do Tell!

Finally, why are Members of the Society, which has a £2,000 stake in Brooklands Track Ltd., being refused Articles of Association of that company?

Beckenham R. O. WILSON-KITCHEN

Sir,

I find myself in the unusual, if not unique, situation of writing a reply to a letter in MOTOR SPORT in advance of its publication. I refer to the correspondence in the January 1978 edition which voiced concern over recent Brooklands Society matters. To clarify matters to readers of MOTOR SPORT who are not members of the Society, the explanation of my first sentence lies in the fact that the President felt moved to send all members copies of the correspondence in advance of its being published – thereby underlining one of the points in Mr. Wilson-Kitchen's letter, that the Committee adopt a very heavy-handed approach to all forms of criticism or enquiry from members which borders almost upon the sinister when viewed in the context of a Society such as ours.

I have written a couple of letters to the *Gazette* over matters which have concerned me – and to their credit (but with much reluctance behind the scenes I gather) they have published them. But a letter to the Secretary asking him for a copy of the Articles of Association of the newly formed Brooklands Track Ltd. resulted in a cold refusal to let me have them. (This being November 11th 1977 – the membership having been told of the existence of the Company in the Spring edition of the *Gazette*). A check made at Companies House on

November 18th 1977 showed that no such company had been registered. I was also advised of a number of possible legal infringements and of their possible consequences – though I was more concerned with the series of misleading statements which have been made to members. Why? To let them feel more was being achieved than was the case? Whose purpose was this serving?

Because I was unhappy with the refusal to let me have a copy of the Articles of Association and by the very tone of the refusal, Committee Member Peter Harris brought the matter up on my behalf at the next Committee Meeting. He, and I on subsequent hearing, were annoyed when, seemingly anxious to find an excuse to whitewash the affair and to link me with Mr. Wilson-Kitchen, thereby in effect reducing the number of people critical of their dealings, Mr Peter Roddis, the Society's Public Relations Officer, declared that he had "carried out an investigation into correspondence to the Society by Mr. Wilson-Kitchen and Mr. Palmer and had discovered through expert opinion that it had all been produced on the same typewriter". This can easily be disproved by a *real* expert, and I am sure that readers will find it all laughable and pitiful at the same time. I would have done, too, but for the implication that I require someone else to do my thinking for me, or that it is inconceivable for there to be more than one critic of the Committee at any given moment. I wrote on November 20th 1977 to the Chairman demanding an immediate apology and retraction of Mr. Roddis' statement and have not received a reply of today's date January 1st 1978. My letter also raised the matters both legal and moral regarding the (at the time) non-existent Brooklands Track Ltd. It also asked why the Society had told its members in the Spring *Gazette* that the 40 Acres it wished to buy had "now been formally offered to us by the British Aircraft Corporation", when they knew perfectly well that no such offer had been made. (Mr. Child, Hon. Sec., now admits in his answer last month that no offer in writing has yet been made by the owners – a written offer *is* the only formal one acceptable in the world of big business). To all these important points raised in my letter (copy enclosed for the Editor's information) I have received no reply. I am apparently not the only one to be treated in this high-handed manner. I have tried to give the Society the benefit of the doubt, and have waited over long for a reply, so perhaps Mr. Wilson-Kitchen's letter will do some good by bringing things out into the fresh air of MOTOR SPORT's pages. In the first part of the Society's reply when talking about Brooklands Track Ltd., and its aims, the publication "Brooklands The Future" should not be dragged in, as we know that this was all about developing the *whole* of Brooklands as a unique National Transport Museum and these aims have now been abandoned by the present ruling body of the Committee. Indeed I have in my possession a copy of a letter from a Society Official to BAC agreeing to suspend all *interest* in developing the western side of the track. The proud mention of the Open Door Television programme (a pitiful shambles in my opinion) omits the fact that the script was vetted by the owners of the Byfleet side who would not allow the Society to state that its aims were for the whole of the circuit, and threatened to withdraw permission for the 1977 Re-union to take place. What hope is there for a Society which is frightened to say what its aims are, whether they are achievable or not?

On point two, to say that 47 Curzon Street is not the same as the Steering Wheel Club, is like saying that 10 Downing Street is not also the official London Residence of the British Prime Minister. I must agree that this accommodation address is inefficient – even if it only causes unnecessary delay. And it is not true to say that every edition of the *Gazette* contains the Hon. Sec.'s address as this appeared for the first time in the Autumn edition coincidentally(?) with a letter of mine criticising this very subject. That two AGM nominations were lost, shows the system to be a bad one, despite the excuses. To then print the Hon. Sec.'s. address *and* state that all Society correspondence should go to Curzon Street is to my mind compounding confusion on top of inefficiency!

In item 5 we are told that we do not have a defensive committee and that we may raise matters through members serving on that committee. Peter Harris was shouted down when he raised the matter of the letter I had received from the Secretary. They did not appear to care that they had a legal duty to supply me with a copy of the Articles upon request and they were indifferent to the tone of the letter to me. Furthermore when minutes of that meeting were circulated no mention was made of the entire incident. Peter Harris has pressed for proper minuting of the affair.

There seems to be a serious situation developing when one learns of improper minuting, committee members not being kept up to date with affairs, AGM's not being held correctly (no votes taken), companies being proclaimed before being formed in defiance with the Companies Act (and then being formed hastily and expensively), money being spent without members having any say in the matter, Articles of Association being illegally withheld from members (I still have not been sent a copy), but most of all members being deceived by their committee.

I hope others who have been heard to criticise the present regime will have the courage to put pen to paper now that the ice has been broken. I feel that those of us who hope to see this unique site preserved with its own museum proclaiming Brooklands' importance in the history of aviation and the motor car have been misled by the Society. There may be precious little time left to do something about it.

London, SW2 B. J. PALMER



Brooklands The future? Unlikely, of course, but it was nice to see this photograph of H. G. Gilbert's Cheltenham Cameras Surtees TS8 sprint/hill-climb car, driven by Alan Richards, on the Byfleet banking. Is this the first time a modern racing car has been photographed on the track?

Sir,

Considering all the so-called facts, surely the future of this or any enterprise now confronting the Society should be put to an extraordinary General Meeting, at which time all officers of the club should resign and present themselves for possible re-election.

It is a sad commentary on the Society's affairs that it should have become necessary for members to first learn of plans and schemes which concern them from television and publications rather than the Society itself.

Radlett BRIAN R. HARVEY

Sir,

Whilst I am no great believer in washing one's dirty linen in public, the publication of these letters does mean that Members can now raise various points that may have been worrying them without the feeling that they will be accused of rocking the boat. I feel that the committee have brought the house down round their own shoulders through a complete failure to communicate with the ordinary Member of the Society. The tremendous job they have undertaken is appreciated; the Society has become involved in a job which is quite outside the scope of its original inception, and for which its basic organisation is unsuitable, but this does not necessarily excuse the almost complete lack of effort to keep the ordinary Member informed of what is happening, or – worse – the publication of incomplete or misleading information. It should always be in the minds of Committee Members that more than 90 per cent. of the Members of the Society do not have any direct contact with the Society's activities, and can only read the *Gazette* four times per year to keep in touch with the situation.

Perhaps we could take the various headings in the Society's letter.

1. Brooklands Track Ltd. It was obvious for a long time, that such an organisation would be needed to handle the complex financial and other matters arising out of the proposed acquisition of part or whole of the Brooklands track, but the first that most Members knew of this was the article in the Spring *Gazette*. This information subsequently proved to be incorrect, in that the new Company had *not* been registered. I had previously been assured by a Committee member that the formalities of registering the Company were complete. This situation appears to have been rectified, but again the information given is rather misleading. It is stated "On the advice of the Company's firm of City Solicitors, a paper Company was acquired and converted – a normal City practice". Well, I have been concerned with the formation of, and am a Director of, a number of Companies, one of which has a turnover of more than £1,000,000 per annum. I have queried this statement as to this method of forming a Company being normal practice, and I am assured that the only reason for adopting such a method is when time is of the essence, *i.e.* expediency – or panic? It costs at least £50 to change the name of an already registered Ltd. Company, and since it is unlikely that any already registered Company would have Articles of Association that would be the slightest

use to B.T. Ltd., these will also have to be re-written at further expense. So it would appear to be a time-saving operation, thereby raising the question "Why was this method adopted" – especially after references in para. 1 to the "careful consideration" of the Articles of Association of B.T. Ltd., and there being "no immediate urgency" to form the Company.

The Society's letter goes on to say that £20,000 of the authorised capital of B.T. Ltd. "is being raised". How? and from whom? To the best of my knowledge no Member of the Society has been offered an opportunity to acquire any of these shares. I am aware of the legal complications of offering shares, but are we going to wake up one day and find that all the shares are in the hands of other people. Can Members of the Society, who are after all the owners of the £2,000 worth of shares in BT acquired by BS, have a sight of the Articles of Association of B.T. Ltd? Ordinary members are again being presented with a *fait accompli* – no effort seems to have been made to find out if Members of the Society have any business or professional experience which would be of use to B.T. Ltd., or even what they think about the matter. If I may digress slightly, the same criticism can be levelled at the Society's production of the "Open Door" TV programme, which judged purely as a film production was a disaster. I know that it aroused a lot of interest and attracted new Members, but this was in spite of its shortcomings rather than because of its effectiveness. Until this programme appeared, ordinary Members knew nothing about it, yet I know personally of two Members who have spent a great part of their professional and working life making Industrial P.R. films, and I myself have a business contact with a man who until a few years ago was a well known producer/director of short films. He, and the two members, would gladly have given their services gratis and thereby ensured a professional touch to the film, thereby making the most of a first class P.R. opportunity.

2. *The Curzon Street address.* No very strong feelings on this one, although it is probably inefficient. The comment about nominations being received at Curzon St. 8 hours before nominations closed is surely irrelevant. It could have been 1 hour – it is up to the Society, having named this as the address to which nominations should be sent, to make sure that all such nominations were either collected or forwarded in good time.

3. *The Forty Acres offer.* If British Aerospace are not going to make an offer for this until B.T. Ltd. has enough money to make the purchase I feel that we are going to wait a very long time. It is my experience that, in business, nothing "goes without saying".

4. *The AGM Summary.* True so far as it goes, but it does not go far enough. Most Members cannot get to the AGM and the report should therefore be verbatim, otherwise how do we know what people are saying and/or doing. Not that this is always the same thing.

5. *A "Defensive" Committee.* All Committees tend to be defensive, since power tends to corrupt (using the word in the nicest sense). Our committee have done a marvellous job in many aspects of the running of the Society. It is an onerous, thankless, unpaid task, and there must be times when they wish they had never got involved with it, and that anyone who disagrees with them would vanish never to be heard of again. But this does not make them omnipotent, and they *have* tended to regard any critics as trouble makers. Yet all the critics known to me have the best interests of the Society at heart. Can anyone who knows Mr. R. O. Wilson-Kitchen really believe that he is planning the downfall of the Society? The man loves Brooklands far too much for that, and since the object of the exercise is to pull together for the future of this historical place which we all love so much, is it not time that criticism was welcomed, even encouraged? More contact between the Committee and ordinary Members, instead of everything being concentrated in the hands of a few people simply because they happen to live within 50 miles of Brooklands. Find out what Members can do; we must have business men, engineers, architects etc. among 1,600 Members. Can their skills and knowledge be used for the benefit of the Society and Brooklands? It may be said "Why don't they offer their skills" – well, some people are like that. I offered the facilities of my professional knowledge and business to build up the Society's archives (photographic archives, that is) but if I hadn't offered I doubt if anyone would have approached me.

6. *Connection between BS and BT.* All very true, and must be accepted, but it again ties up with para. 1 and the question of shares in B.T. Ltd. And please no nonsense about shares being "only in blocks of 500" which I am given to understand has been mentioned. A lot of Brooklands enthusiasts could not possibly invest £500.

I hope that all these criticisms will be accepted in the spirit in which they are offered. I am neither "pro" or "anti" any individual or group of people, and I shall continue to serve the Society to the best of my ability for as long as is necessary. Brooklands matters, not any individual's hurt pride or inflated ego – let us see that this is the top priority for the future.

Cheltenham GEORGE GILBERT,
Member No. 77

Sir,

Our attention has been drawn to your timely editorial and the two letters concerning the activities of the Brooklands Society, and we feel sufficiently concerned with a remark made by that Society's current Secretary to ask space to reply. In this long and very woolly letter reference is made to the necessity of using a prestige address in Curzon Street, which is known to all as the "Steering Wheel Club", in preference to a private address. The letter infers that there has in the past been a cost to the Society through the non-use of printed stationery following change of Secretaries.

As my wife and I held the position of Secretary and Assistant-Secretary for upwards of five years and as we loaned to the Society, free and gratis, our home address as that of its registered office, it could be taken that when we ultimately resigned from the Society in disgust at the committee's vaporisings, there was caused a loss to the society through an excess of printed stationery bearing our home address. This in fact was not so: when we left there was very little, probably 100 sheets of headed notepaper, possibly twice as many evelopes and a fair number of large printed envelopes for the Society's *Bulletin*. The Society's committee ultimately changed the format of the *Bulletin* and so presumably these envelopes could be classed as wasted stationery. Over this matter we had no control.

In conclusion, may we comment on the two letters printed. We note that Mr. Wilson-Kitchen is wholeheartedly in favour of an identical procedure to that for which he so roundly denounced us some four years ago, which illustrates the vagaries of the human mind, and from the details published in Mr. Child's letter we understand that the Society Committee has made absolutely no progress during the past three years, seems to be in a far worse muddle than we ever knew it and is still living in a state of euphoria of its own making, which are precisely the reasons which caused us to resign.

Weybridge J. H. and B. L. DUNN

Sir,

What an unhappy chapter of events is unveiled in this month's "Matters of Moment" and its accompanying correspondence and how disappointing to us who had hoped that something worthwhile would be done to preserve this famous Motor Course. I can't help feeling that the attitude of the Society's directorate is in sad need of overhaul. Years ago they were keen and enthusiastic and, we understood, were achieving great things towards the preservation of Brooklands. Yet I was personally informed by one of their number that there seemed to be an unnecessary veil of secrecy concerning their approach to this matter. One could never find out exactly what was happening concerning the preservation and purchase of part of the track, an attitude which strikes me as contrary to everything I understand regarding business dealings of this nature.

Members must have the confidence of their committee, and that this may be so, the committee in turn must be seen to be active and forthcoming, which it does not appear to be. The remedy, I feel, is in the replacement of some of these worthy but unworldly people who seem to live in a cloud cuckoo world of imagination based on an era of the twenties and thirties.

We are now in the late seventies regarding years of this century – cannot the Society's leaders think and act in a similar fashion.

London W4 S. CLARKE

Sir,

Your current editorial on the future of Brooklands and the accompanying letters have been read with interest. And a large magnifying glass.

However as Omar put it, I have left by the same door as in I went and would appreciate further and better particulars. Your Editorial defines the aim of the Brooklands Society as "to revive Brooklands in its entirety'. If my dictionary is correct this means "completely" – *i.e.* exactly as it was.

Mr. Wilson-Kitchen refers to a publication wherein the Society has plans for the "preservation and use of Brooklands". However, he does not tell us the precise nature of the "use" to which the area might be put.

The Brooklands Track Ltd.'s letter informs us that the company was formed to handle the financial matters involved in the "purchase and restoration" of Brooklands. Later on the letter speaks of the "acquisition of the entire site" but again does not state what it intends to do with it. "Operating costs" are then mentioned. Of what? It then appreciates that no easy solution to the "Grand Scheme" was forthcoming. However, it puts off any decision on the problem by opting for the smaller "40 acre" scheme "to set up a working and profitable company". Doing what?

Then follows details of the formation of the company and its declared aim of raising a considerable sum of money to purchase the land and "get the project of the ground". Just exactly what is the "project"?

If your readers could be presented with a concrete (in both senses) proposal then they might give it their support. At the moment the idea appears to be little more than another case of Betjamania.

Colchester B. H. CLINKARD
Lt. Cdr.

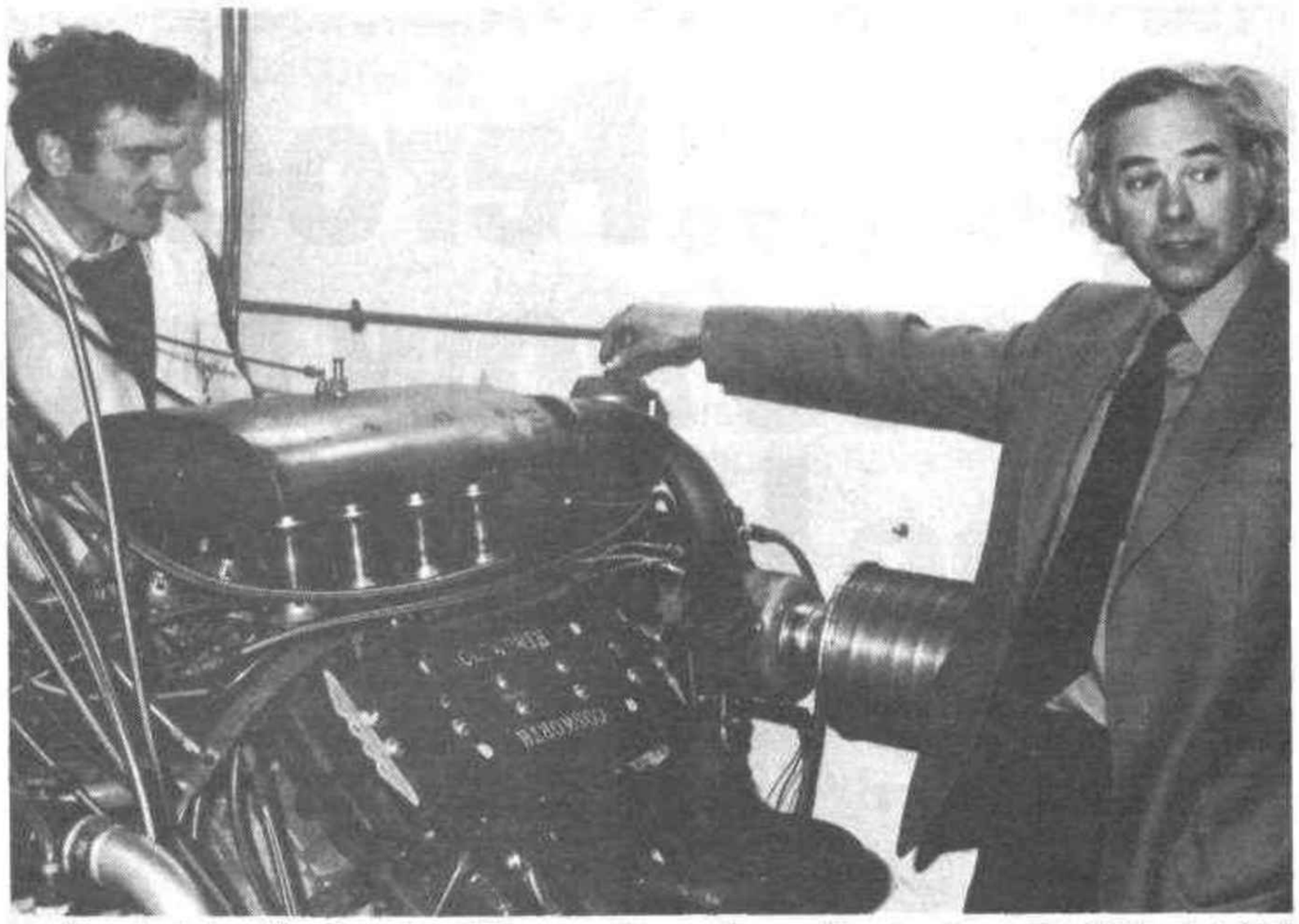
Sir,

As a lifelong reader of MOTOR SPORT and an old Brooklands enthusiast of those happy days gone by, I read your leading article and the

Continued on page 151

The Cosworth Turbo

Keith Duckworth and company talk about their turbocharged V8 USAC engine



Duckworth, right, telling the author, "Mayer says these engines are like a hand-grenade with the pin pulled out!" Project engineer Paul Morgan looks on at the 850 b.h.p. DFX.

SURPRISING AS IT may seem in view of Cosworth Engineering's role in Formula One, Keith Duckworth is all for changing the formula. For some years now he has been advocating that Formula One engines should be freed of all restrictions, save a control over the amount of fuel they consume. How this would be achieved, and why he feels it important to the future of motor racing, was the subject of a fascinating conversation between two of our staff and Duckworth recently. However, the reason D.S.J. and I had faced the first snow of 1978, in his uniquely ventilated E-type [It has a hole in the rear screen.—Ed.], was to see and hear how Cosworth were progressing with the development and construction of the 2.6-litre DFX turbocharged engine.

At the time of our visit 18 of these methanol-burning units were scheduled for delivery to the majority of competitive teams in the American USAC formula, another five anticipated for delivery in Spring to cater for serious Indianapolis 500 contenders. Each engine (seven had been delivered by early January) cost about £14,600, but the strengthening pound and the turbocharger installation —which is the responsibility of the team concerned in America—must take the value of each engine towards £20,000 when installed.

The DFX story is a confusing tale. Not only are a number of American teams entitled to their share of the credit, but the Cosworth-built engines were still evolving within the batch currently under construction. The specification has been frozen now, but the engine is still comparatively young in Cosworth development terms, and it would be naive not to expect further change. Already the Cosworth-built DFX shares far less than would first appear to be the case with the Grand Prix 3-litre DFV (Double Four Valve) unit, which has enjoyed such a spectacularly successful and long life since it first appeared at Zandvoort in 1967.

Cosworth sales manager Jack Field joined us in conversation as Duckworth's strong Northern tones observed, "I'm sure there's a conspiracy to keep me from knowing how many engines we are building by altering the starting dates! I don't want to be anything but an engineer." As you would expect, Duckworth has a good memory which is soon prompted into counter-action as Field recalls some of the early days!

The initiative for the engine came from Roger Penske. In 1974 he wanted Cosworth to become involved in turbocharging their GP unit. At that time, and for a surprisingly long period afterwards, there were people who really felt it would be as simple as strapping a turbocharger onto a shorter stroke (for reduced capacity) version of the GP engine.

Nobody at Cosworth seemed to be under those illusions and the production of suitable crankshafts, connecting rods and pistons, plus thicker wall liners for the aluminium cylinder block, was finalised with a test session on one of Cosworth's three water-braked dynamometers. This was early in 1975, but Penske had faded (temporarily) from the picture and Cosworth only tested the unit on petrol, minus turbocharger and running a compression ratio below 8 to 1. When Penske dropped out Cosworth were left with the idea that they should break into USAC racing, some parts sitting on the shelves, and the management sense to know that the last thing they wanted was any kind of big publicity blast to herald their American intentions.

Throughout development of the DFX this low key approach has been essential. They were certain that, should they put together the feasible "good Indy engine" the success they gained would be swiftly rewarded with a ban on the use of the engine. Even with the quiet way in which the engine has infiltrated USAC, to the point where it is now the engine to have, it has not escaped the notice of the establishment. There were moves to outlaw the engine as late as last November, with a final decision deferred until January. By that stage so many of the establishment teams had committed themselves to DFX that the odds were tilted in favour of Cosworth.

Earlier in the life of the DFX George Bignotti, the legendary master mechanic within the halls of USAC fame, tried a cunning



Cosworth cam covers instantly distinguish the DFX from the Ford – monogrammed DFV alongside. The DFX's turbocharger is mounted on the chassis, not on the engine.

Argentine Grand Prix 1978. Won by Mario Andretti-Lotus JPS.

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ploy. Now team manager of the biggest rivals to the DFX chances of success in 1978, Bignotti then proposed that USAC should allow boost pressures to escalate for the 1976 season. This, it was felt, would see the British V8 explode under practice boost pressures equivalent to 25 p.s.i., while the beloved Offenhauser four would remain reliable. In fact it has been another ingredient in the Cosworth unit's success!

The Vels Parnelli Jones USAC team were the first people to take the Cosworth parts, and they took them in a complete engine. The new-fangled British power-pack was delivered around the time of 1975's Indianapolis 500, but first saw action in the last race of the USAC season. Held at Phoenix, Arizona, the event was not a bad debut for the DFX for it finished fifth.

The Americans decided that the engine needed much bigger gudgeon pins, and this decision "took half of our bits out of the engine straight away," says Duckworth. He continues, "This meant having great big rods. That made the balance factor hopeless so they needed a crankshaft as well. It was a real hybrid with American exhaust valves, Offy water pumps, Weaver oil pumps and Hillborn injection."

In fact the following season, 1976, saw the DFX under very serious development. The VPJ people used such units for a 13-race programme, taking three wins and finishing in the top five on five occasions. Also during 1976 Cosworth and McLaren-Penske began their separate work on the engine. Penske and Teddy Mayer signed a joint agreement to produce their version of the DFX utilising McLaren's facilities at Detroit.

McLaren naturally started work using old DFVs and Cosworth conversion parts for the capacity difference, but they swiftly went their own way. Connecting rods, pistons and a new crankshaft design (the same American supplier as VPJ, but a different shaft!) marked a third separate development path for the DFX.

Duckworth says of that period, "We knew the context in which they were using the engine, but—as with everyone else that we have dealt with in America—there is absolutely no feedback. At first we decided just to co-operate and watch it gently mature with the rising interest to keep it accepted. We wanted to make sure that it was not too much of a threat to the establishment at any particular time, for that could lead to a complete ban."

No official starting date for work on the Cosworth DFX engines was given, but the results of the work in 1976 were first assessed on a complete Cosworth-built DFX in January 1977. That engine illustrated to Duckworth that there were problems still to overcome with the piston rocking on the big gudgeon pin American connecting rods. Duckworth commented, "Those huge pins, they were great one-inch horses to do the job."

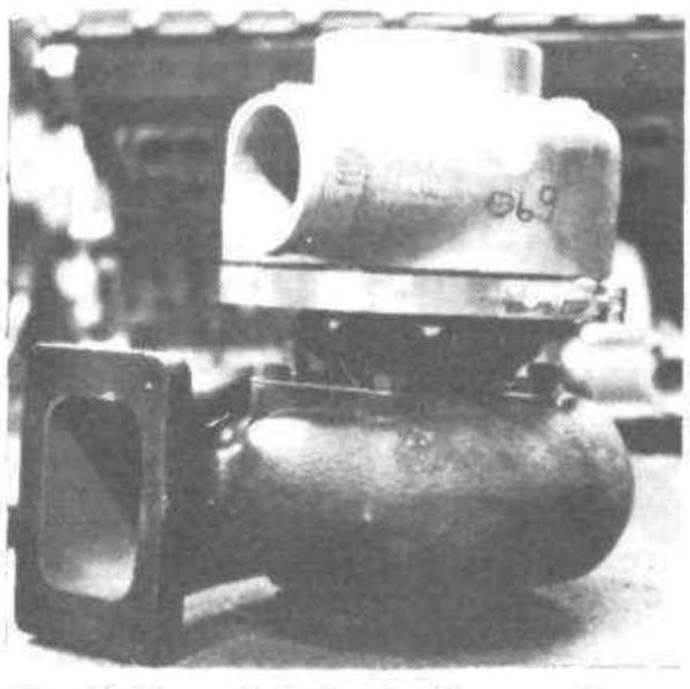
Since then all kinds of combinations seem to have been tried within. Current engines contain more Cosworth DFV philosophy (on clearances and sizes, on both sides the Americans going for "biggest is best") an original DFX crankshaft mating to new cross-section connecting rods, though the rods retain DFV caps. Some of the earlier engines in the current batch are to have American-made Tuftrided crankshafts and connecting rods.



Assembling the bottom end of a DFX.

A Cosworth piston was specially developed for the engine and is now installed. To cope with the extra heat a thicker crown is featured as well as their own thoughts on skirting and the provision for the $\frac{1}{16}$ in. pin sizing. As with all Cosworth pistons, the alloy forgings are in RR58 material.

Duckworth says of the reciprocating parts (a new flywheel is also part of the recipe), "They are more in line with our thinking now. Some of them are big by our standards, but the clearances and so on are now much more Cosworth than before. The bigger small end and stronger rod were a direct result of our research, which showed that there were far greater tilting forces than before. Reverting to the original crank and using the new rod has brought the weight within reason, and we finally seem to have found some transverse bending strength at the small end." In discussing all these components it is as well to remember that a slightly smaller version of their GP engine is being asked to reliably produce almost double the existing power: more if the driver turns boost up in a final sprint for the line. No USAC restriction is placed on boost used during racing, so outputs of 900 to 1,000 b.h.p. can be reached momentarily, all from 2,642.7 c.c. The components providing a 57.3 mm. stroke and 85.67 mm. bore certainly do have some stress to bear.



The Air Research To6 turbocharger unit.

Water and oil circulation within the engine is improved, but Duckworth is careful to emphasise that such increases are small. "We don't flow a lot more oil than the DFV," he comments, "but there is increased blow-by on turbo engines and the lubrication of the turbo itself to consider: the blower needs to be supplied with about half a gallon a minute" (oil consumption is rated as a gallon for 500 racing miles). Current engines have a tidy new combined scavenge and magnesium development DFV pressure oil pump, the latter now standard on 1978 Grand Prix engines. The oil pump increases pressures by 20 p.s.i. compared with older DFVs, so maximum pressure would be about 110 p.s.i.

This figure is quoted for normal running speeds which go up to 9,500 r.p.m. so far as Cosworth are concerned, but most engines seem to be revved to over 10,000 r.p.m. at some stage, baffling those at Cosworth. As Project Engineer Paul Morgan commented later, "The power drops off very sharply over nine-five."

Cosworth have produced their own improved water pump for this engine (not shared with current DFVs) but more stress was laid on the revised cylinder-head water passages. More cooling is provided around the exhaust valves and a new (unspecified) metal is used for the valve seats: the exhaust valves are as standard DFV, although this is the side that really takes the terrific heat punishment, which is the penalty of a responsible turbocharged racing unit.

The cylinder block carries thicker cast iron

liners at present. McLaren use steel liners and research is still going on into this subject at Cosworth. Another change to the bottom end of the engine is the use of a cross-dowelling technique to reinforce main bearing efficiency under constant stress. Full throttle running, for half an hour, is a recent part of Cosworth's tests on the effectiveness of this modification and the new connecting rods.

As ever, camshafts are the subject of great debate. Interestingly Cosworth use their own BDA Escort RS rallying profile (the BD3) on the exhaust side and a new DA2 profile for the inlet camshaft. Duckworth became truly animated at this point, leaving Jenks almost goggling and the writer with a strained wrist as he described his theories. Disarmingly Duckworth always looked puzzled when anyone used the words "of course" or "it is generally accepted that". His business has been built on conventional principles, but he does not accept theory without proving it for himself. Even as he had apparently proved a point to the onlooker's satisfaction he was obviously mulling over further questions provoked by that apparent proof.

On the camshaft timing for the turbo engine he said: "It makes sense to have different profiles side to side. The pressures are different. You can get more into the engine in a shorter time with blowing, so you can have narrower valve timing. In order to improve response, you have to have surplus exhaust turbine work available

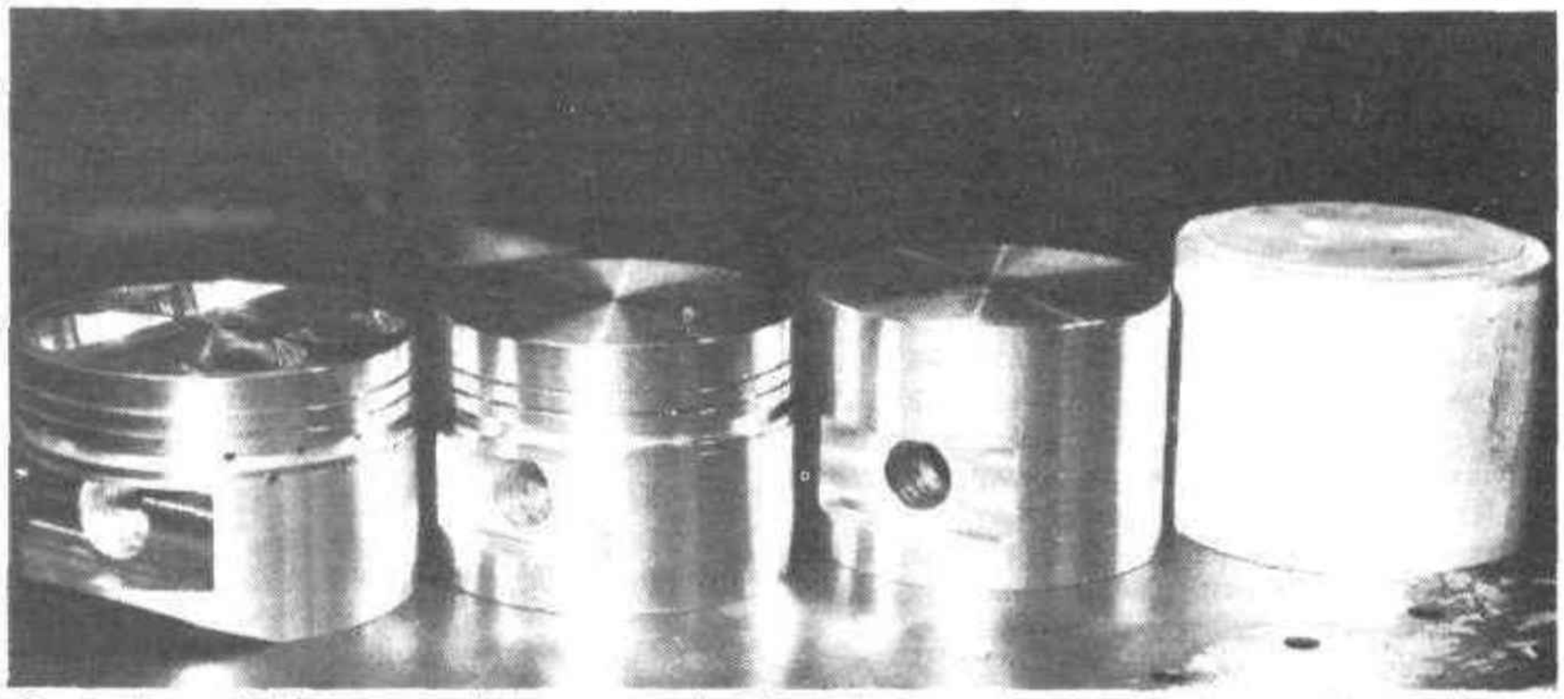
"Another turbo point is that you can't test on a dyno, you know?" Duckworth beamed happily looking for the return of confusion in his audience. We looked suitably wise, or baffled on the non-Cosworth side of this extraordinarily jovial discussion. Seeing that we were not going to disobey the Duckworth maxim that covers opening one's mouth to confirm you are a fool he said, "You simply cannot reproduce the racing circumstances of a wiggly circuit. On such a track there are transient periods that you cannot explore on a test bed. In the States they have got to the point of choosing the right size of turbocharger for each course. We run up to the USAC limit (equivalent to 80 in. of mercury) using the Air Research TO6 unit on the dyno. For customers' engines we do not run beyond this point, or the rev limit.

"I'm sure that's why Renault have all this trouble with their turbo; they just didn't hit those circumstances before. You get problems even just when the driver lifts-off sharply. At Ontario Penske had a really disastrous evening session. Because it was cooler, and the air mass rather denser than usual, the car was running faster than ever before. As the sun set it got in the driver's eyes and he started to back off the throttle suddenly and earlier . . ." Another hearty chuckle as Duckworth reported: "And that was two engines up the slot: they get through 'em you know!"

Paul Morgan (the son of the gentleman who rebuilt Neil Corner's GP Opel) was also interesting on the subject of mixtures. "You'll have seen that the two authentic American features of the engines are Mallory magneto ignition and the Hillborn injection. Now Hillborn fuel injection has very simple provision for mixture control, but the whole problem with USAC racing is that we have to run about 20% rich. If you do not do this you can seriously damage the engine. Whereas a F1 petrol engine will survive a degree of test-bed advance and retard of the ignition, and traverse the whole mixture spectrum from full rich to full weak. The problem is that the fuel system delivery does not match the engine power curve. To keep the engine in one piece we have to run 20% rich at 9,000 r.p.m. Unfortunately this means the engine runs 30% rich at 7,000 r.p.m., and this wastes fuel." Naturally, one wondered, why use the Hillborn system?

That was pungently answered by Duckworth earlier on when he said, "The Hillborn system has to deliver two gallons of methanol a minute. There is no other injection system capable of handling that sort of flow, in fact you'd have a job to get it out of a cold water tap!"

In October 1977 Cosworth's first complete engine of the new breed was behind Bobby Unser as he qualified on pole position for the Phoenix USAC round. This was the first engine that they were sure contained their thinking and workmanship. Derivatives of the DFX from the VPJ, Penske and McLaren teams accounted for a total of five cars (the fifth was an irregular mount for Andretti) and enjoyed a good year. There were eight victories, Tom Sneva's USAC Championship for Penske and pole position at Indianapolis to record. Of course Foyt won Indianapolis for the fourth time, but the DFX-powered cars were second and third.



Cosworth are the biggest manufacturers of racing pistons in the world. Here are the stages in manufacture from a forging.

Next year the cream of American racing seems lined up to go either directly with Cosworth, or other developments of the DFX. Receiving Cosworth engines will be VPJ (a car for Danny Ongais); Penske (two cars) who will cover all the rounds for Sneva and the 500-milers for Andretti in the second car. The Cobre Tire Racing Team are expected to still run a car for the injured Pancho Carter with Cosworth engines, and also to become increasingly involved in the routine rebuilding of other engines as the season progresses. All American Racers, or whatever title Dan Gurney settles upon for a car from Santa Ana, will be with Cosworth as well, Bobby Unser driving. Brother Al Unser is to drive for Jim Hall in a new Lola chassis and he will also use units of Cosworth origin.

There are also three cars for privateers on the books: that they are getting their engines at all is a reflection of the company's integrity. Cosworth can only build so many units; one of the bigger teams came along a bit late and offered a quarter of a million dollars for six engines and spares . . . in advance! This late order had to be turned down for capacity reasons. Of course it was a difficult decision to make, because some of that money may go to the development of the Offenhauser V8.

Incidentally some of the Cosworth DFXs will go direct to Goodyear for tyre testing sessions, and it's possible that hard-pressed teams might field one of these units in a race.

Since November 1976 Cosworth have retained the services of one Larry Slutter. An American engine man who is familiar with that country's racing equipment, he has proved the ideal link between Northampton and North America. Slutter spends the season in the USA and has a base at Cosworth Engineering in Torrance, California, right on the doorstep of Parnelli Jones. This arm of Cosworth is a separate company to the British parent, its business to look after much of the routine rebuilds (every 600 miles) and Cosworth's considerable four-cylinder engine business in America.

Fed on straight methanol and operating a nominal 7.4-to-1 c.r., these 90-degree V8s are in another world to their GP cousins. Instead of 11,000 plus r.p.m. and 475 b.h.p., the conservative (corrected) horsepower figure at 25 p.s.i. boost is 850 on 9,500 r.p.m. Maximum torque is 500 lb. ft. according to Cosworth. It is worth remembering that under race conditions the driver can literally dial up the boost at which he thinks the engine will survive, though the most likely cause of retirement will be running out of fuel.

While subsequently walking around the two factories (which are run in the straightforward non-union manner one might expect, with an impressive investment in machine tooling) I reflected how little we could really understand about the work that went into such a DFV conversion job. For example the whole belt drive system for the new oil pump, including pulleys. Then there are separately sealed cylinders, used instead of the normal DFV head sealing, and all the smaller bits of detail engineering that we have not been able to explore in this brief account. That is why I referred to horsepower and torque at the end of our story: any fool can get a lot of power from such an engine. The point about Cosworth is how they managed to engineer the engine into a commercial proposition for such a demanding market. If men like Duckworth and Chapman were a more prized breed in Britain our future prosperity would not be so dependent on finite undersea oil.—J.W.

FERRARI FASCINATION

A look at David Clarke and his Graypaul Motors Ltd.

DAVID CLARKE is one of those fortunate motoring enthusiasts who has successfully moulded his hobby into a commercial enterprise with an enviable, world-wide reputation. What started off as a little bit of self-indulgence with the purchase of a 1951 Ferrari 212 Export in 1960 led to a consuming passion for Ferraris, the assembly of his own outstanding Ferrari collection and, ultimately, the formation of Graypaul Motors Ltd., certainly Britain's and possibly the world's leading Ferrari restoration, spares and service centre.

Although Clarke is Deputy Chairman of the family company, Clarke's Boxes Ltd., in Leicester, the largest manufacturers of cardboard boxes in Europe, Graypaul Motors is far from an amusing sideline for him. With most routine responsibilities in Clarke's Boxes delegated to two able Managing Directors (though a "bleeper" keeps him in constant touch) he is able to devote much of his considerable energy, expertise and a mind packed with Ferrari knowledge into controlling and advancing Graypaul's activities.

If success can be measured in numbers of this and that, then a total of 41 Ferraris, from all over the world, scattered impressively around Graypaul's newly acquired 20,000 sq.ft. premises on Clarke's Boxes territory at Halstead Road, Mountsorrel, near Loughborough (Leicester 374051) when I last visited Clarke must be some indication of customer confidence. The service is backed up by the finest stock of spares for out-of-production Ferraris: £200,000 worth of them dating back to the first Ferraris of 1947, with particular concentration on that halcyon decade of the '60s, when the Commendatore came up with models like the 250s, 330s and 275s.



David Clarke with the pride of his collection, the Ferrari 330P4 with which Amon/Bandini won Daytona and Monza in 1967. It is the only one of the three P4s built to have survived in original guise.

Looking back with David Clarke

EX-RACING driver, ex-film producer, Clarke's own career is well-worth exploration before I look more closely at Graypaul's activities.

Weaned on sports cars by a father who ran Brooklands Rileys, Delages and early Jaguars, David Clarke learned to drive at 13 and avoided university specifically to earn enough money to buy a racing car. It came when he was twenty: a JAP-engined Cooper 500 in which he had his first race in the Goodwood International Trophy for Formula Three cars at Whitsun, 1950. In his second race, at Blandford on Whit Monday, he crashed when the modified brake pedal broke off.

After some success with the Mk IV Cooper he changed it for a Mk V the following season. Clarke recalls his acquisition of a Norton 500 motorcycle from Leeds, which promply found itself less engine and gearbox. These were modified by Maurice Cann of Leicester before installation in the Cooper. In spite of Cann insisting on a low-compression ratio for reliability, Clarke broke the 500 lap record at Goodwood first time out. Ruefully Clarke admits the record didn't stand for long: in the final, in which Clarke finished third, it fell to Stirling Moss in his new Kieft. A string of seconds and thirds followed, the Cann engine's reliability scoring where the faster, fragile engines exploded – frequently.

But those 500s were pretty abominable things to drive, he remembers, temperamental and with peculiar handling characteristics which demanded an equally peculiar driving style, too much indulgence in which could upset one's driving style in other cars. So in common with most of the prominent 500 drivers, he packed it in.

His new plans were to run his Frazer Nash Le Mans Replica, acquired from his friend Bob Gerard in mid '51, in Goodwood "5 lappers" and Silverstone sports car races, just for fun. Instead he found himself co-driving in long distance sports car racing with Gerard in the latter's famous Le Mans Replica, HBC 1. The Goodwood Nine Hours, Le Mans, the Tourist Trophy, the British Empire Trophy and other long distance races at home and abroad with Gerard in the Frazer Nash were found to be much more rewarding and successful than driving the temperamental 500s. Variety came for Clarke in the 1953 season when, from his base at Gerard's garage, he raced Gerard's ERAs, Cooper-Bristol, "occasionally his wretched 500 thing," and both his (registered GUT 497) and Gerard's Le Mans Replicas.

Clarke had shown well enough to be asked to have a test drive by "Lofty" England, who was choosing works drivers for the 1954 Le Mans D-types. Instead, he chose to retire from racing because of business commitments which would have prevented him being a full-time racing driver, "and I don't like doing things by halves – I didn't want to mess around as an amateur."

The miserable 1953 Tourist Trophy at Dundrod, in which he and Gerard took the Frazer Nash to seventh overall and second in class behind the similar car of Wharton and Robb, is remembered as the worst and most gruelling race he ever drove. "Because of the appalling Dundrod bumps Gerard's Frazer Nash felt about the hardest suspended car I had ever driven, I had 'stitch' after two laps, the steering was diabolically heavy, we burst an oil pipe, had terrible tyre troubles on the new granite chipped surface, as did everybody else, and the start was



Clarke in Bob Gerard's Frazer Nash Le Mans Replica in the Reims 12-hour Race 1953. Co-driven by Scott-Russell, Clarke finished third in class, delayed by fuel spillage. The aprons on the mudguards were to comply with the new sports-car regulations. This photograph appeared on MOTOR SPORT'S front cover for August 1953.

delayed by fog, which never cleared properly."

The 1952 Prix de Monaco wins the accolade as his most rewarding race, which he contested with his own Frazer Nash as a member of the works team. Stiff opposition came from three works Ferraris, three works Lancias, several Gordinis, Oscas and others. After running like a dream for 25 laps, severe oil surge began to deprive Clarke's Bristol engine of all pressure whenever he lifted the throttle, an old Nash fault which was never really solved. "We must have over-baffled the sump so that oil couldn't return to it. I spent a very hectic race feathering the car round corners, accelerating when the pressure came back, which was no joke with Ferraris all around." Sensible driving against such adversity gained him the satisfaction of fifth overall and an engine which remained in perfect condition.

With his racing career finished, Clarke decided on something more adventurous than a nine to five job in the family business. He chose film making, worked his way through all the essential jobs up to that of producer and then set up his own company making motor racing, industrial, public relations, staff training and advertising films, coupled with responsibility for BBC and ITV newsreel coverage throughout the Midlands. He graduated to 35 mm. cinema feature filming, which included shooting all the action at Le Mans in 1960 for the film The Green Helmet, on an MGM commission. Almost coincidentally, the death of his uncle obliged him to rejoin the family business, the end of his film making.

To commiserate with himself for a return to a more ordered life, Clarke invested in the Ferrari 212 Export, with Vignale drophead coupe body, in late 1960 ("sold to me misleadingly as a 1954 car, but it turned out to be a 1951 car and worth more money!"). Helped by his old racing mechanic, Charles Jayes – still Clarke's Boxes Chief Engineer on cars and transport – Clarke rebuilt the 212 in two years' spare time: "We had a lot of aggravation, but persevered and kept repeating jobs until we got it right. A marvellous basis for Graypaul Motors, because we found everything out the hard way." He has the 212 in his six-car Ferrari collection to this day.

In the meantime Clarke had struck up a friendship with Col. Ronnie Hoare, who had started Maranello Concessionaires to take over the Ferrari concession from the late Mike Hawthorn. A ride with Hoare in 1961 in his demonstration 250GT SWB Berlinetta sold him on the car, which he bought with 5,000 miles on the clock and traded 15,000 miles later in 1963 for a beautiful, new 250 Lusso. Again the Lusso has remained in Clarke's hands and is one of the finest extant, with very few miles on the odometer.

A 275 LM which was coveted and almost bought from Ron Fry in 1966 turned out to be a disappointment, because it did not make the ideal road car he had expected. Instead, that same year came one of his most exciting acquisitions, another racing car which sounds even more unlikely a candidate for road use, but has turned out to be one of the world's ultimate: a 365 P2/3, the Maranello Concessionaires car run unsuccessfully at Le Mans in '66 by Piper/Attwood. This 4.4-litre, mid-engined car had been completely rebuilt at the Ferrari factory after Le Mans. Talking about its purchase, Clarke says, "I went to Modena with Ronnie Hoare, tried it on the the Autodrome, fell in love and bought it.

"In those days you could buy any sort of Ferrari, particularly racing ones, for next to nothing – nobody wanted them. I had many arguments with people, including Ronnie Hoare, who told me I was mad to buy older racing Ferraris because they would never be worth any money. I think Ronnie would agree with me now that we should have bought more!"

Registered 4PH, fitted with "mufflers", a speedometer, softer plugs and suspension modifications to eradicate some of the steering kick-back, the 185 m.p.h. P2/3 transpired to be a wonderful road car, quite well mannered. Needless to say, it remains in the collection and indeed Clarke had driven this open car on the winter roads just a few days before my last visit.

Originally built as a 3.3-litre, 4-cam P2 factory team car in 1965, it was converted to a 4.4-litre 2-cam in time for Graham Hill/Jackie Stewart to drive it under the Maranello Concessionaires banner in the Nurburgring 1000 Kms. They retired. At Le Mans in 1965 Piper/Bonnier retired it from second place with a burnt exhaust manifold. Surtees/Parkes put it in the lead of the Rheims 12 hour race, but lost 45 minutes when a rocker broke and finished second after breaking the lap record. Parkes placed it second again in the Austrian GP for sports cars and ran it in short screen form in the Brands Hatch Guards Trophy race. In 1966 it ran only at Le Mans with P3 modifications, before Clarke bought it.

Meanwhile Clarke had acquired a 250 GTE 2+2 in shocking condition and learnt a lot more rebuilding it to the immaculate state in which he owns it still. As if that wasn't enough to work on, he found a 1962 250GTO gathering muck and corrosion in a shed on an Essex farm. That too was rebuilt and retained. The 1962 Earls Court



Graypaul's main workshop. In the foreground is Clarke's Ferrari 365 P2/3, which he bought for road use in 1966. It had been raced by Ferrari and the Maranello Concessionaires teams. Note the pontoon front wings on the Testa Rossa on the left.



A Testa Rossa about to return to its homeland after a complete rebuild by Graypaul.

Show car, later raced and hill climbed by Ron Fry, it has no International history, but Clarke considers it an excellent car for road and track.

Just one more Ferrari was to be added to the permanent collection, "the ultimate in Ferraris anybody could have," the one which will make most readers reach deepest into their pits of envy. At the suggestion of Mike Parkes, following Enzo Ferrari's personal request to make sure it went to a good home, Clarke "went into hock for a few years" in 1969 to buy the only 330 P4 out of the three built to remain in original trim. The first P4 built, in late '66, its credits during its one season of racing in 1967 are a legend: first at Daytona with Amon and Bandini; first at Monza, again with Amon and Bandini; third at Le Mans with Mairesse and 'Beurlys', fifth in the BOAC 500 at Brands Hatch with Scarfiotti and Sutcliffe. It was instrumental too in winning the World Championship for Ferrari. At the end of the season Clarke's car was pensioned off, while the other two were converted for Can-Am with 4.2-litre engines and special lightweight bodies. Clarke's remains absolutely original and immaculate, complete with its Daytona competition number, 23.

With 450 b.h.p. and a potential 198 m.p.h. on tap from the mid-mounted 4-litre, 4-cam, three-valves-per-cylinder, fuel-injected V12, the P4 is hardly suitable for the road. Every now and again Clarke gives it an outing on private test days at Silverstone to keep the cobwebs out of him and it.

Graypaul Motors Ltd.

GRAYPAUL Motors Ltd. wasn't so much planned as forced into being by demand of the Ferrari-owning public. Clarke's infatuation with the *marque* had led him to write several magazine articles on various models, which resulted in readers inundating him with requests for advice. From asking and getting advice, owners turned to asking for physical assistance with their cars. There was only one answer: Clarke rented a four-car garage next to Clarke's Boxes head office at Mountsorrel and employed a mechanic, Robert Houghton, who left Clarke only recently to go into partnership with Vic Norman, whose Ferrari 250GT – the first car restored by Graypaul – I described in last November's issue of MOTOR SPORT.

Around this time, Clarke began to amass a collection of spare parts, realising that they were becoming rarer and that the value of early



Two 250GTOs in the first stages of restoration and, further advanced in the background, a 275 LM and a 375 MM.

Ferraris would be enhanced if parts were available. A lucky break came when Maranello Concessionaires offered him the chance to purchase their entire stock of 250 and 330 spares: he now has Maranello's entire pre-1971 spares stock, so Graypaul Motors is inarguably the place to go to for spares for earlier Ferraris.

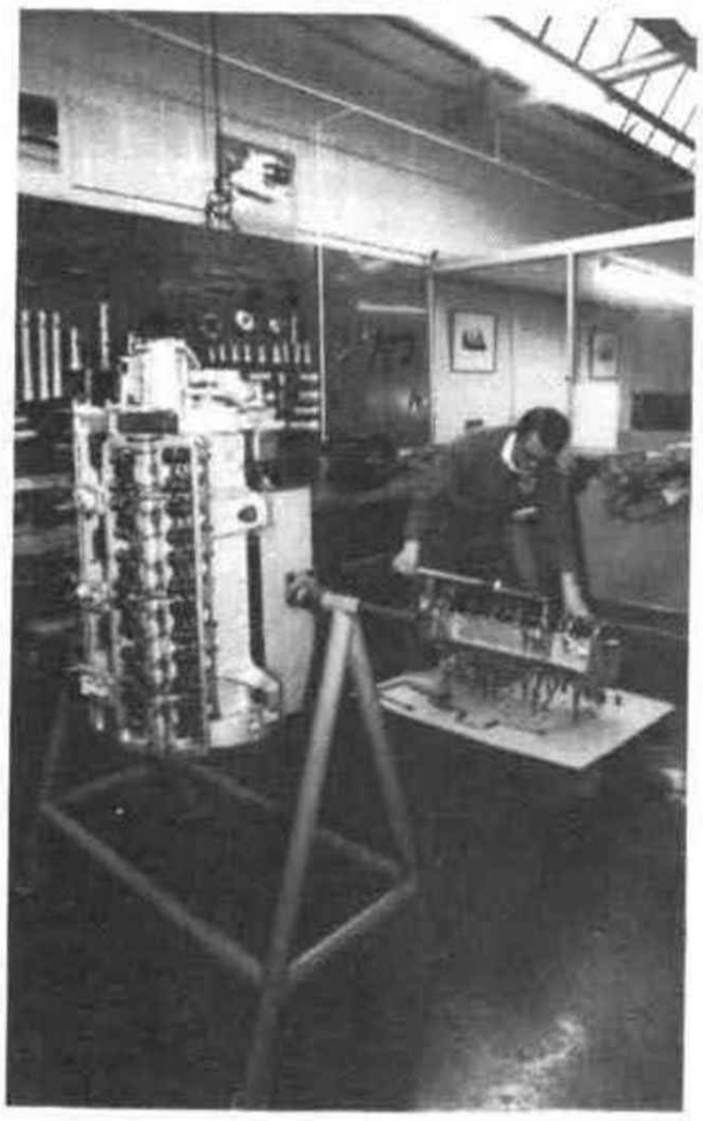
Soon after Graypaul Motors Ltd. (the name of an existing company taken for convenience of registration) was founded in 1971, its scope spread from servicing to rebuilding engines, gearboxes, axles and finally full restorations. To cover the probability that he would have to go into the business of manufacturing parts, Clarke employed Geoff Hales, a skilled engineer, as parts manager, which he is still. So the business expanded, moved to 7,000 sq. ft. premises on the Clarke's Boxes factory site at Shepshed in '73, which Clarke expected to be adequate for five years, but by the end of last year he had been forced to seek the extra space of the new Mountsorrel site.

My first introduction to Graypaul came at the Shepshed premises, where I was taken in his Porsche by David Mills, of the London-based Planners International Ltd. PR company who act for Graypaul. Porsche or not, Mills too is something of a Ferrari fanatic, hence the association, and currently has a 365GTC. Ferrari allure is contagious, as I found from that first visit: surrounded then in a confined space by 30 Ferraris, including 512s, P3s, the P4, GTOs, and other rarities and overwhelmed by Clarke's knowledge of, and devotion to, the *marque*, I was reminded that the world didn't end with Jaguars. I wonder how many Jaguar collectors like myself, would transfer or extend allegiance to the Prancing Horse if prices weren't so prohibitive?

And those current prices really are prohibitive to all but the fortunate few: a really good 250GTO commands round about the £40,000 mark and goodness knows the value of P cars. It is probably fair to say that Graypaul's comprehensive spares service has helped to boost values to such unfortunately dizzy heights: without such a service the cars would be liabilities. Clarke supplies spares to 21 countries across the world on virtually a mail order business. Only one other company, in the States, comes near as a competitor, and some of its parts are bought from Graypaul in any case.

Lights and instruments are two of the most difficult things to match on early Ferraris, no two of which seem to be identical. Early 250s, for example, used several different kinds of rear lights, and lenses for them have been unavailable for years. When exact matches are impossible, the nearest equivalent is substituted. Most k.p.h. and m.p.h. standard speedometers and other instruments are stocked, but racing instruments are like gold. With luck, most can be renovated. Fortunately a large stock of Carello head and sidelamps has been acquired and recently a batch of the rare, original Marchal auxiliary lamps was found in Scandinavia.

Geoff Smith at work on a Colombo-designed V12 from a 250GTO. The Lampredi engine in the foreground will go in the ex-Gonzales 4-litre GP car. Behind Smith is a 2.3 Barchetta engine.



One way to overcome unavailability of parts is to have new ones made to original specification, a costly business which demands quantity production and layout of capital. Of necessity, Clarke has done this in respect of early crown wheels and pinions (later ones are available off the shelf at the price of five years ago), ZF inner and outer star wheels, road and competition exhausts in mild or stainless steel, coil springs, two-eared wheel "spinners" (sold to Maserati owners too, in a version without the Prancing Horse insignia, of course), valves, coil and hairpin valve springs, gaskets, even exact replica tool bags and rubber extrusions for seals and trim.

Windscreens have been made for most models and sell for less than the original Maranello articles. Graypaul make their own mouldings for Perspex fairings and rear screens. Pistons come from Cosworth, from a Birmingham firm or even from Argentina. Vandervell supply bearings in standard and undersize; interestingly, and conveniently, some models from 1950 to 1966 share the same big end shells. Exhaust manifolds and fuel tanks are stocked, original wheels for models as far back as the mid '50s are available and Graypaul boast the last remaining batch of ZF steering boxes in high, medium or low ratio varieties. "Never throw anything away" is a sensible Clarke motto, for even if it can't be used again it might be useful as a pattern in the future.

Clarke finds membership of the Production Engineering Research Association to be beneficial. Its research facilities, particularly in metallurgy, are invaluable and the organisation is even prepared to make one-off parts.

Ferrari disc brakes are a well-known Achilles heel and cause a lot of headaches, particularly on 250s. Graypaul have liaised with Lockheed to develop a servo and master cylinder kit to improve the braking.

Examples of Graypaul's restoration work I have seen have been simply magnificent. Norman's 250GT, which I have driven, is a prime example. On my Shepshed visit, JCB's 1962 GTO and a P3 were other superb tributes. The GTO, which had been crashed and chopped around, was rebodied from scratch by Graypaul in a year's long rebuild, which involved the manufacture of 85 body parts. A Testa Rossa, which had been just a shell in the paint shop at Shepshed, had matured into a lovely, complete car, about to go home to Italy, when I was at Mountsorrel. The manufacture of new front pontoon wings and reshaping of the non-original nose had been part of the total restoration; filling and painting alone had taken three weeks, which is an indication of the quality that justifies Graypaul Ferrari repainting charges of anything up to £2,000. Jim Mason is in charge of the paint shop.

By far the most comprehensive rebuild carried out by Graypaul when completed will be that of Robs Lamplough's 1962 250GTO. One-time owner Ulf Norinder commissioned a special Bizzarini-like body on the car from Drogo of Modena in 1964. After Lamplough acquired it, it suffered a massive "shunt" on the road, which severely damaged the chassis and wrecked the body. Graypaul are reconstructing a standard GTO body on the chassis, which is being straightened on the jig at Maranello Concessionaires, where Graypaul send all bent chassis.

With my Alfa Spider tucked away for the winter I travelled up to Mountsorrel in the little Mazda Hatchback, in convoy with Nick Mason's

splendid 250GTO (registered 250 GTO, too), David Mills in its passenger seat. The little Mazda strove to keep the glorious sight and sound (and navigation) of the GTO in sight, indeed an almost unique sight in Britain, we thought. A walk around Graypaul shattered the effect: no less than four GTOs were there before Mason's (not including the bits of Lamplough's car), out of the 38 built. Two of them were in the body shop, run by Ron Barker, their aluminium, slightly non-original bodies stripped ready for restoration. One of them was found recently in a barn in Germany; when Graypaul stripped the engine, they found that a squirrel had contrived to pack it full of acorns!

As a great fan of 250GTs since driving Norman's car, one of the saddest sights I have seen on both visits to Graypaul has been Moss's 1960 TT-winning car, the right-hand-drive Rob Walker car which was crashed by Kerrison in the '61 TT (against Surtees' GTO and Clarke's DB4 Zagato, already crashed) and subsequently clothed in what I consider a hideous Drogo body. Properly rebodied this famous car could be the most desirable 250GT of all.

Since Houghton left Graypaul, engine and gearbox building has been carried out by Geoff Smith, in a pristine new engine shop at Mountsorrel which boasts £2,000-worth of special Ferrari tools pegged to one wall. Smith showed me a 4.1-litre, Lampredi-designed V12, probably from a 340 MM sports car. This engine is destined for Gonzales' 1951 4½-litre unblown GP car, now owned by a Dutchman. Most of the bits were missing when it arrived at Graypaul; a water pump was traced abroad and an oil pump made from scratch. This engine's crankshaft was all right, but all is not lost even when these complicated V12 cranks are scrapped: Clarke has new ones made by the skilful Gordon Allen in Slough. Allen made the replacement crankshaft for Robert Horne's Ferrari 512, with which Horne and Derek Bell challenged for the British Land Speed Record last year. Incidentally, the battle for the Record for conventionally-driven cars is hotting up, with both Horne and the owner of a Porsche 917 intending to make attempts this year. Barrie Bowles has already broken the outright record with a rocket-powered dragster.

Servicing of both old and modern Ferraris is becoming a greater part of Graypaul's work since the move to Mountsorrel's better facilities,



Graypaul's fastidious Ferrari servicing is much in demand. HE13 is a l.h.d. Superfast and the Drogo body on B400 clothes the remains of Moss's 1960 TT-winning 250GT.

where cars are arranged conveniently in echelon fashion either side of a long, central work bench and staff has been increased from 12 to 19. Graypaul servicing, commanded by Dick Clarson, is not cheap: Clarke reckons his services take twice as long as a conventional Ferrari service because of the thoroughness and the concentration on preventive maintenance, a money-saver in the long run. It is a service designed by a fastidious man for fastidious customers, who don't mind paying. Customers are encouraged to talk over their problems with the man who will do the work. Clarke claims that a customer's first Graypaul service might be very expensive indeed, "because 50 per cent of the account might have gone correcting other people's mistakes before we can start moving on to the specialised stuff. If customers will be guided by us and bring the cars back regularly for preventive maintenance, then servicing won't be such an expensive feature."

The most disastrous problem which regular preventive maintenance can avoid is worn out tappet adjusting pads, which should be checked frequently for wear. Eventually the pads will scuff, the nose of the cam go through the hardening on the pad and within 50 to 60 miles of high revs the nose will have been taken of the cam. A Ferrari camshaft costs on average £120 plus £80 labour and VAT to replace – and many Ferraris have four cams ... Clarke has had cars come in with two out of four cams worn out for this reason.

Clutches are a sensitive item on later mid-engined Ferrari road cars and Clarke advises that they should be treated with respect and regularly adjusted. If neglect allows a worn clutch to damage the flywheel the repair will be very expensive. That oil should be changed regularly in these complex engines is another piece of advice.

Race preparation of Ferraris is another Graypaul speciality and this can be extended into a full racing service, as part of which Graypaul mechanics take the car to the circuit.

Clarke keeps full records of every car Graypaul work upon, retaining them even if his customer sells the car. This can be invaluable to subsequent or prospective owners, for production of the chassis number to Clarke will elicit all details of previous work carried out by Graypaul. This can protect a prospective customer from the type of seller who advertises his Ferrari as "serviced by Graypaul", when he merely had new bumpers fitted fours years ago or, since the last proper service, has covered 100,000 miles and rolled the car.

It seems ironic that, surrounded by all these Ferraris and with so many of his own, Clarke uses an Alfetta 1.8 as normal transport: "With current speed limits I'm not too keen on running a Ferrari on the road regularly. They entice me to gamble my licence every time I take one out." –C.R.

BROOKLANDS – continued from page 142

accompanying correspondence with no great surprise but considerable sorrow, for it could all have been so different.

Your idea, Sir, of starting this Society was excellent and we hoped for great things from its inception which regrettably do not appear to have been fulfilled. The idea of restoring Brooklands is truly excellent and some years ago in conjunction with many other people, I had hopes that this was to be so. Now, from the catalogue of woe I have read it appears that the Society is no further forward in this respect than it ever was.

Quite obviously as you suggest, something is wrong with the leadership of this organisation, which is very sad for they used to have a much brighter outlook. I remember that for some years a most charming and helpful couple looked after matters, organised the Reunions and arranged the Dinners and in fact did almost everything to build the Society up into something to be proud of. Then I was told that they had left the Society without, I understand, a word of thanks for all that they had achieved and from that day onwards things seem to have gone from bad to worse. Friends have applied to this new address for membership forms and received no reply, letters remain unanswered and now I read that the Society seems to be no nearer getting control of part of Brooklands than it was in the past – *and* that some of our money is involved!

I for one sincerely hope that this unhappy state of affairs which Mr. R. O. Wilson-Kitchen condemns will be clarified as soon as possible. Perhaps a stronger leadership within the Society would assist matters and if the committee do not know what they are doing, as Mr. Child implies, I think it of little use him asking the advice of the average member – after all, Sir, the committee is surely elected to run things on our behalf – may I suggest that they do so correctly.

Walton-on-Thames F. DOBBS

Sir,

I've just read your editorial, and I'm not at all certain that it's a case of "no smoke without fire". – a "storm in a teacup" would be more like it.

From the facts and a little knowledge of the situation, it all seems quite clear.

Mr. Wilson-Kitchen, for reasons best known to himself, resigned from the Brooklands Society Committee in a fit of pique, and when he decided that he wanted to return to it, the committee thought his absence better than his presence, hence his nomination got lost in the wash. Taking umbrage at this, he wrote the letter to you which you so thoughtfully published in this month's issue; the Society's Committee meanwhile continue to wander along in their rather inconsequential manner as before.

Those many people who know Mr. Wilson-Kitchen will, I think, agree with this explanation and continue to support their committee in whatever action it takes, although with a deal of forbearance, for its organisation is poor and its leadership worse. Since its inception, the only people who have made their mark with it have been the late Roland King-Farlow and the Dunns – and I believe Mr. Wilson-Kitchen had a hand in forcing their resignation after they had really put the Society on the map.

I doubt whether you'll publish this but it's as near to the truth as you'll get and you would find sympathetic agreement from the greater majority of Society Members.

Hampstead, London. JOHN STEVENS

Around and About

Porsche 924 Championship

THE most expensive form of one-make club racing yet seen on British circuits will take place this summer for the £8,000 Porsche 924, similar to that tested by W.B. on page 159. Porsche Cars GB Ltd. is to promote an eight-race series for virtually standard, fully-silenced road cars, with organisation by the British Automobile Racing Club. Events will be held at Thruxton, Donington, Silverstone, Oulton Park, Mallory Park, Brands Hatch and Snetterton.

Dunlop will manufacture a series of CR 82 all-weather racing tyres for the Championship, offering them at a special price. They must be fitted to Porsche's 6Jx14 in. alloy rims. Competitors will be allowed to lower the torsion bar rear suspension and fit harder pads and linings.

To limit strictly the amount of engine modifications undertaken, Porsche Cars have imposed an absolute limit of 120 b.h.p. at the rear wheels. Brand-new, the 924 gives between 100 and 110 b.h.p. at the rear wheels, so engine preparation really will have to be limited to polishing the cylinder head and manifolding.

As well as gaining support from Dunlop, Porsche have persuaded Shell to include the series in the Gold Star Awards and bonus scheme. Prize money will total £250 per race and a generous bonus scheme operated through the Porsche dealer network will guarantee an additional £700 a race.

Full regulations for the Championship are available from John Wickham, Competitions Manager of the BARC at Thruxton and further information is available from Mike Cotton at Porsche in Reading.

Leyland sporting money for '78

DESPITE their headline-hogging role in the national press, Leyland Cars still seem certain enough of their sporting future to offer more generous financial rewards than their rivals.

Ron Elkins, Leyland ST, Abingdon, Oxon OX14 1AU, is the man in charge of their motor sporting bonus payments for privateers. The scheme offers cash, or double that value in parts vouchers for Leyland ST parts, but the price of those parts is calculated at retail rates, including VAT.

More complete details are available from the above address, but those who are chasing a championship in the coming year might do well to explore the merits of the scheme especially thoroughly.

Bristol change their emphasis

FOR 1978 Bristol Cars will continue to produce just three cars a week, but more of them will be of the 412 convertible-saloon style than previously.

At £24,874, the aluminium bodied 412 is approximately half a hundredweight lighter than before and is now powered by a 5.9-litre V8 engine from Chrysler, instead of the same company's 6.5-litre unit.

A revised 603 S2 is also available, and a slightly less refined 603E of 5.2 litres.

* * * *

PATRICK STEPHENS Ltd., of Barr Hill, Cambridge, inform us that they are distributors in this country for the Road and Track Illustrated Auto Directory which we reviewed last month. The price is £4.95.



The Chairman of the RAC, Sir Clive Bossom, left, recently made a presentation to Jack Kemsley, on his retirement after 21 years' involvement with the RAC Rally. Jack Kemsley was the man who originated the RAC Rally in its forest format and gained it acceptance as one of the World's premier events.

Alfetta Strada

A LUXURY version of the Alfetta GTV 2-litre has been recently announced by the British concessionaires. Not much change is offered from £7,000 in the new offering, in fact the cost would be well in excess of that sum if you opted for the only two options offered, air conditioning and metallic paint.

Included in the Strada specification are some major items like velvet upholstery; light alloy wheels; electrically activated sun roof and front windows; a stereo reproduction system for radio and cassette player combination, a rear window wash-wipe layout.

The minor finishing points include front and rear lamps for use in fog; heavy duty side protective mouldings and coachwork lines, plus a chrome finish for the exhaust.

Inclusive of nearly £1,000 in taxes, the latest GTV derivative will sell for £6,898.77.



Long-time Leyland devotee and former Abingdon rally team captain Brian Culcheth has joined Dealer Opel Team after being released by the troubled British company. Initially "Culch" will drive a 2-litre 16-valve Kadette GT/E in the Castrol Autosport *series.*

Interesting comps engineering from Ford in '78

THE ANNUAL Ford competition press conference, held in London, offered much the same rally-orientated comment and programme as before, with a few notable exceptions.

The opening exception was that the company are becoming a lot more serious about fwd. Apparently the Escort is to follow the Fiesta in this configuration shortly, and so a low key development programme in rallycross makes a lot of sense. As with previous rallycross projects John Taylor, the former national hunt jockey, is to carry out the work, literally in the field. The car is the Fiesta, but with a 1.6-litre pushrod engine that will eventually release 170 horsepower in multi-carburated form.

Another exception to the norm was the announcement of a 1.4-litre turbocharged engine for use in either the Escort or Capri body, within the 2-litre class of the German national saloon car racing series.

Such a version of the 16-valve Cosworth BDA unit is expected to yield 300 b.h.p. Also in the racing field former GP motorcycle ace Stuart Graham (you may remember C.R. testing a Camaro a few seasons back) is to operate four heavily sponsored Ford Capris in Britain and France this season.

The rally Escort's success stopped short of actually slaying Fiat's enormous assault upon the World title last season, but otherwise the well developed family car seems as competitive as ever. There is the substitution of a Castrol contract for the international rally team, the cars all driven by Scandinavians in 1978. At home Roger Clark, Russell Brookes and, for five events, Hannu Mikkola will be seen regularly.

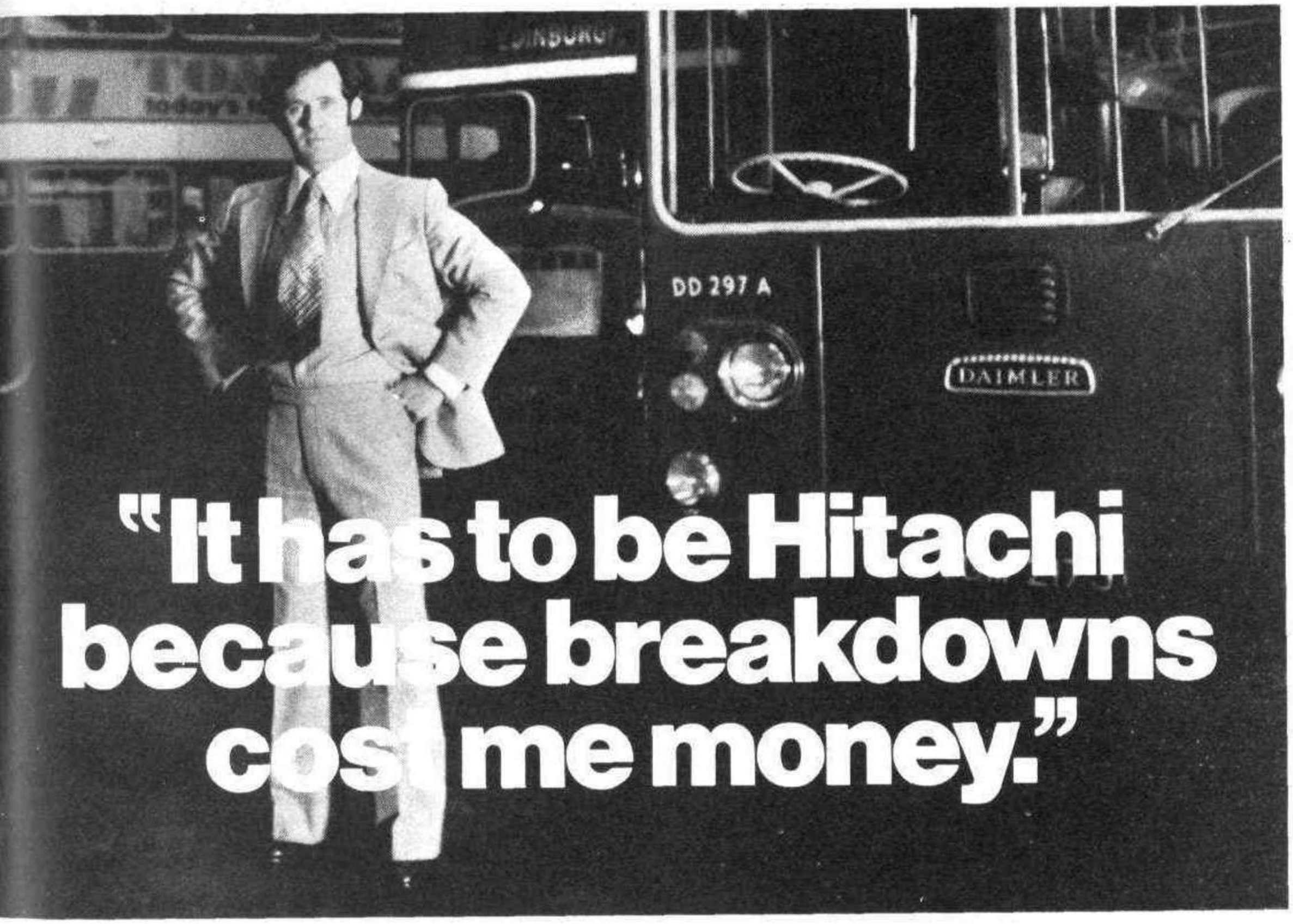
See the sport for yourself

FOR 15 years the Leicester-based travel company, Page and Moy Ltd., have been transporting motoring enthusiasts all over the world. As with Hoover, Page and Moy has become a generic term, in this case meaning a proven way of seeing motor races for a reasonable price.

We have received their catalogue for next season and were interested to see that Formula One forms a bigger proportion of their business than one might imagine. Rallying is not included, but there are visits to the Indianapolis 500 (14 days that include some worthwhile diversions for £449), and an inventive package of 17 days that takes in USAC (Milwaukee 150 and Pocono 500), plus the Motor State 400 event for NASCAR stock cars; that trip is priced at £495.

Aside from the familiar Grand Prix rounds (£25 to £489), Page and Moy also offer three ways of going to watch the Le Mans 24 Hours, which should be a great scrap between Porsche and Renault again, at prices ranging from £27 to £69.

The writer has not experienced one of these trips first hand. We do have people on the staff who use them regularly, and many of the "Brits" we meet at race meetings have come via P & M. Obviously you cannot please all the people all of the time, but P & M seem to satisfy most of the clients we encounter. There are others that are cheaper. Some of the veteran Continental race spectators, who started with Page and Moy, have switched over, but those making their *debut* in Continental race watching might well feel less adventurous. The address, from which you can also obtain the brochure, is 132 London Road, Leicester LE2 1EN.



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Mike Connon, managing director of Sounds in Motion didn't. He's installed our auto reverse cassette players in over 200. And they're playing music and advertisements for up to 18 hours a day, 7 days a week for around 300 days a year.

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Our CSW 227 for instance.

Amongst its many features are a long wave and medium wave pre-selection button, separate stop and eject controls as well as a fast forward and rewind lock.

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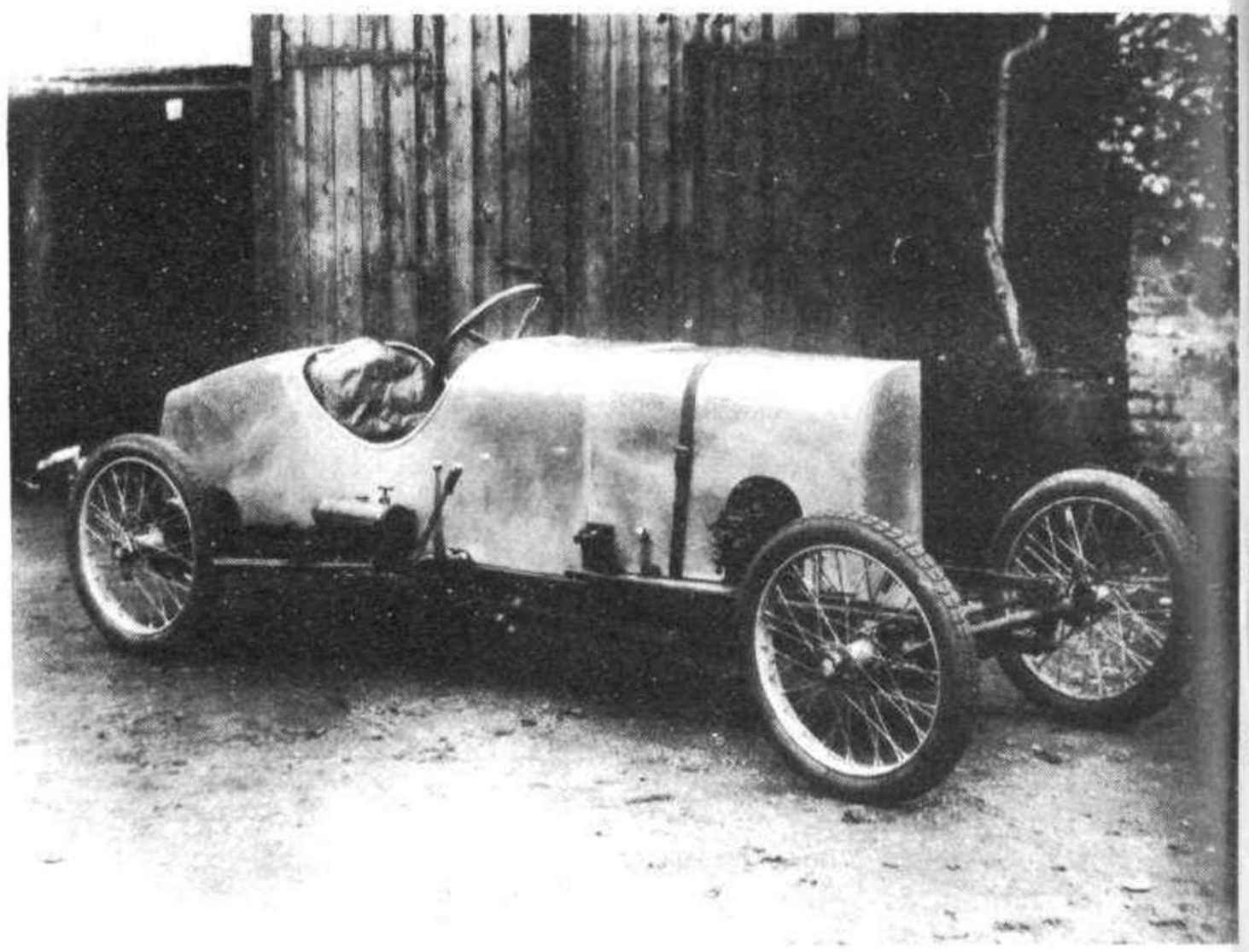
A GN Mystery Solved

IN OCTOBER 1976 I posed in these columns a GN mystery which had overtaken Ron Sant during his endeavours to fill-in the mystery of his ex-Davenport 200-mile Race GN. The history of this car seemed straightforward – it was driven by H. R. Godfrey in the 1922 JCC 200 mile Race at Brooklands, in which it finished third, when its Reg. No. was the famous IT 354. When GN Ltd. was acquired by Frazer Nash the car was described as a Frazer Nash, and was sold to Kenneth Asprey. Subsequent owners were Donald Bird, H. B. Showell, who seems to have put a single-seater body on it, and used a 1½-litre vee-twin engine with chain-driven overhead-camshafts and a Cozette supercharger mounted in front of this enlarged engine, so it is hardly surprising, perhaps, that he went over the side and down a ravine, at Shelsley Walsh, after which Basil Davenport used it as an adjunct to his famous "Spider", and now Ron Sant is converting this historic GN back to its original 1,100-c.c. Brooklands' form.

So where was the mystery? It arose because Sant discovered from reading my "History of Brooklands Motor Course" that in April 1928, after he had sold the car in question to Bird, Asprey was issued by the BARC with a Certificate for climbing the Brooklands' Test Hill in 8.83 sec. in a two-cylinder Frazer Nash. The poser was – which car could this have been? The mystery has now been solved, although this one defeated even MOTOR SPORT readers, who at the time had but a few inconclusive memories to offer. However, Sant has found the answer, after contacting Showell and Nigel Asprey, and he has kindly given us the benefit of it, for it is a rather fascinating story.

It goes like this: – Asprey bought the 200 Mile Race car late in 1925 from Godfrey, who kept the IT 354 Reg. No., which appeared on several of the works cars. As the GN was unregistered, Kenneth Asprey got it the number PE 9074 in 1926, so that he and his brother Nigel could legally drive the car to race meetings. They both competed with it at places such as Lewes, Lowestoft, Shrubland Park and Hatfield, and were apparently quite successful. It was then decided that the car should be towed to meetings. For this purpose a touring GN was acquired. This proved to have insufficient guts for the job and, rather delighfully, a 30/98 Vauxhall was acquired for this task.

As the touring GN was now redundant, Kenneth Asprey turned it into a racer. He stripped it down and put in another vee-twin engine, thought to have been a Blackburn. Both these GNs were raced at times at the same events by these enthusiastic brothers, and on these occasions the Special, which had not been registered for road use, was towed by the 30/98 and the 200-Mile Race car, which you remember had been registered, was driven to the venues. It was the Special which was used for the Test Hill foray, and which thus earned BARC Certificate No. 2,245, it having been kept after the 200-Mile Race GN had been sold to Bird. The engine and chassis number declared for this hill-climb frolic was B.10476, which Sant says does not fit in with the few numbers for Blackburn *motorcycle* engines he has found, so a mystery-within-a-mystery still remains – what was this engine? Also, the only picture so far unearthed of the GN Specials as originally raced shows it with the engine partially stripped, so it isn't known whether this was an o.h.v. or o.h.c. confection or even which this engine is, although it appears to be GN so maybe it is the original, before the racing engine was installed. Does anyone recall this car as it was when the Asprey brothers were racing it? –W.B.



This photograph of the controversial Asprey GN, which climbed the Brooklands Test Hill in 1928, was sent to us by Ron Sant. Here it is shown in its later single-seater form. See accompanying story.

V-E-V Miscellany. Bunty Scott-Moncrieff is gradually rebuilding a 38/250 SS Mercedes-Benz but says that when completed it will be too valuable to race! Following the fashion set by the Bentley DC, the Veteran Car Club of Great Britain and now the R-REC in this country, the Veteran Car club of South Africa is acquiring its own premises as headquarters, which it proposes to build itself. Its journal *Veterantics* recently carried a very professional article by Bob McCoppin about how he imagined himself to be a motor-car or an aeroplane as a child, on the Peter Ustinov theme, and why he finally settled for being a Ford V8. The Pre-'50 American AC reports members' cars such as a 1928 Chevrolet, a 1937 coupe and rare 1939 Buick Roadmaster Touring Sedan being in course of restoration. It also warns of the ridiculous inflation in the prices of some old cars, quoting a Packard sans body which has gone up about 300% in two years, a 1937 Buick convertible priced at £600 as a runner, two years later, as a non-runner, at £1,000, and a 1939 Hudson 112 sedan bought in N. Wales for £30, which was sold in 1976 for £300 and for which £850 is now being asked, in spite of the fact that in the meantime the car has become a non-runner. Nothing to do with motoring – but some readers may care to know that on February 28th, at mid-day, the inaugural steaming of the compound rotative beam-engine built in 1863 by Easton & Amos in Erith, will take place at the premises of the Kew Bridge Engines Trust, in Kew Bridge Road, Brentford. This, the third engine the Trust has restored, has a 15 ft. 8-ton flywheel running in an 8 ft. pit; the other such engines are the 1820 Boulton & Watt and the 1896 90 in. beam-engine. Back to cars, a rusty 9/15 Renault is being gradually brought back to good condition in Berkshire. The late Tom Rolt, author and 12/50 Alvis enthusiast, was awarded an honorary degree by the University of Bath in 1973 and now this University intends to set up an Honorary Visiting Fellowship in Tom Rolt's name, to promote research in the history of technology. A Fund has been opened for this purpose, which is sufficient to support three annual appointments but it remains open – we note that among those who have contributed to it is the Bugatti OC. Dr. R. A. Buchanan of the University of Bath would be pleased to hear from donors. The HCVC celebrates its 21st Anniversary this year, with a special two-day Rally at Donington Park on July 15/16th. Its 10th Annual Trans-Pennine Run is scheduled for August 6th, over the Manchester to Harrogate route. The Club's official journal *Historic Commercial* for last summer contained an illustrated article about the good aspects and weak points of the 1930s Chevrolet and Bedford commercial two-tonners.

Contrary to the above remarks about the absurd prices now generally required for the less desirable old cars, we note from an Editorial in the Christmas 1977 issue of the *Austin Ten DC Magazine* that one dealer, who has acquired a 1933 Austin 10/4 with a wing and a door missing puts the value of such a car, unrestored, at

£10-£20, which is refreshing! The same Editorial spoke of a 1930s Ford V8, laid up but enthusiastically owned by an old lady, and not for sale ... Although it is an occasion private to the R-REC, as we inadvertently jumped the gun last year over the date of the unveiling of their plaque at the spot in Bournemouth where the Hon. C. S. Rolls was killed in a flying accident in 1910, we should perhaps say that the Wessex Section of the R-REC will perform this ceremony on July 9th – *when you can expect to see lots of* Rolls-Royces in the Bournemouth area. –W.B.

A Bentley Bombshell

ONE WOULD have thought by now that the career of the late W. O. Bentley would have been completely unravelled and documented. So it was with a sense of tension that I read, in "Austin Healey" by Geoffrey Healey (a new book reviewed elsewhere in ths issue of MOTOR SPORT, which is an excellent, very detailed and fascinating "inside" story of the origin and development of sports-cars for which Donald Healey was responsible), that after his demobilisation Geoffrey Healey joined the Car Division of Armstrong Siddeley at Coventry to, and I quote from his book, "work on the new 3-litre car designed by W. O. Bentley and D. Bastow". He goes on to refer to spending "many hours driving the prototypes around the new testing ground of the Motor Industry Research Association at Lindley near Coventry". So here is, in effect, another 3-litre Bentley, about which, unless my memory is dreadfully rusty, nothing has been disclosed previously. (Bastow had worked with W. A. Robotham on Rolls-Royce-powered tanks, during the war.)

In case my memory was rusty I turned up various reference works. There is no mention of having designed a 3-litre car for Armstrong Siddeley in W. O. Bentley's own, very entertaining autobiography, which I enjoy frequently. The still-born 6¼-litre overhead-camshaft six-cylinder Napier-Bentley is naturally described – a car killed by the secret bidding by Rolls-Royce for the old Bentley Company. W.O. also makes it clear that he "was not consulted in any way" over the design of the subsequent 3½-litre or 4¼-litre push-rod Bentley cars. It is also well-known that after leaving Rolls-Royce's employment W.O. joined Lagonda Ltd. at Staines and after improving the Meadows-engined 4½ litre Lagonda, he and his technical staff turned to the task of creating the 4½-litre overhead-camshaft V12 Lagonda, which appeared before war broke out. Bentley himself has said that he thought this would have been the best car for which he was responsible, had he had another two years in which to develop it.

For the post-war market W.O. designed the twin-cam 2½-litre car which, had not Rolls-Royce objected (how tiresome it is to have a top-name to protect!), would have been sold as the Lagonda-Bentley. Lagonda Ltd. was sold at this time and W.O. has told how he hawked the design round to Morris and Jaguar without success, before David Brown acquired the old Lagonda Company and how, after he had driven Mr. (later Sir) Brown from London Airport to Staines he decided on this Bentley-Six for his new product, taking over six prototypes and the engine design. The engine powered the post-war DB Aston Martin and was later enlarged in the bore to provide a 3-litre engine for the revised Lagonda, one of which HRH The Duke of Edinburgh owned. There is nothing about any later development in W. O. Bentley's splendid autobiography (Hutchinson, 1958).



If rather too modern for the usual period referred to in V-E-V, the twin-overhead-camshaft, six-cylinder engine used in post-war David Brown Aston Martin and Lagonda cars (here shown in its Lagonda application), epitomises the later work of W. O. Bentley, whose greatest fame came indeed in the vintage era.

There is nothing else in either his book "W.O." or in the later "The Cars In My Life" by Bentley (Hutchinson, 1961) about any 3-litre Armstrong Siddeley he designed. Indeed, after some interesting asides about radial-engined and flat-six air-cooled front-wheel-drive cars which Lagonda Ltd had contemplated making had they not been put up for sale soon after the end of the war. Indeed, W.O. wrote, after describing these and the successful 2½-litre Lagonda engine: "I don't believe it likely that I shall ever be responsible for the design of another motor car ...". In fact, his great days were over; he took to driving Hillman Minx, a Standard Eight, and a series of Issigonis Morris Minors.

David Brown took over the Bentley DB design in 1947, presumably Geoffrey Healey was demobbed around this time – incidentally, he had owned a 3-litre Bentley bought during the war, when he was stationed at Abergavenny, for £28, joined the BDC, and later stripped a 6½-litre Bentley found in a Didcot scrapyard, for spares.

Still seeking this W.O.-designed Armstrong Siddeley, I checked the books written about the lives of famous automobile designers, one edited by Ronald Barker, the other written by Leonard Setright. I was surprised to be reminded that the former does not cover W.O. Bentley, and that the latter has nothing new about him, apart from Setright ("The Designers", Weidenfield & Nicholson, 1976) ascribing the design of the V12 Lagonda engine not to W.O. but to Steuart Tresilian – he calls him Trissy!

Finally, I looked at the long history of Armstrong Siddeley Cars which I compiled, with much sweat and toil, although I say it myself, for MOTOR SPORT in 1958. There is nothing here that suggests a Bentley influence. It is true that among the first entirely-new post-war British cars were those that emanated from the Armstrong Siddeley factory; but these Hurricane and Lancaster models had 2-litre push-rod six-cylinder engines, enlarged in 1949 to 2.3-litres

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for the Whitley. The 4-litre Sapphire with its ingenious push-rod valve-gear came later. So what were these prototypes that Geoffrey Healey tested – had Armstrong Siddeley intended to use the twin-cam Aston Martin engine in their post-war cars, only to abandon it? Somewhere, sometime I suspect an historian will enlighten us. –W.B.

V-E-V Odds & Ends. – As one who much appreciated Hon. Membership of the Vintage Motor Cycle Club in my humble capacity, I am delighted to hear that this honour has been granted to Miss Marjorie Cottle and to Jimmy Simpson. The puzzle picture of the small sports-car of 1922 published on page 1582 of the December 1977 issue misled one reader into thinking it might be a Hillman Speed Model. Before the solution appeared David Hales of the ABC and Vulcan Registers recognised it correctly as a sports Autocrat. The AGM of the VSCC takes place on March 1st, at the Kensington Close Hotel, W8. The Trojan OC is having a winter lunch meeting in Sussex on February 12th and its AGM on April Fool's Day. The ex-Derrick Graham Trojan should have followed the puttering tyre tracks of the late Grp./Capt. Scroggs in the recent MCC Exeter Trial. The Riley Register has already announced the date of its 1978 Coventry Rally – July 1st/2nd. In spite of the death of Peter Black, the well-known Yorkshire collector of veteran and vintage cars, the annual rally he used to organise is to take place. It will be known as The Peter Black Memorial Rally 1978, the date being June 25th. A record entry is hoped for, as a mark of respect to Mr. Black, although entries will have to be limited to 60 pre-war cars. The start and finish will be at Keighley and prospective entrants are asked to contact the Event Secretary, Neil Kershaw, at 12 Regent Drive, Skipton, North Yorkshire, BD23 1AY, as soon as possible, so that their entry forms can be dispatched. The Rover Sports Register caters very well for "Auntie" and later Rovers but a new Register for veteran and vintage Rovers down to about 1934 has been started by Malcolm Leigh, who would like to hear from prospective members. His address is Broadbent, Leigh & Partners, 26 High Street, Chobham, Surrey, An inaugural meeting is intended for July 23rd at the Stoke Bruerne Waterways Museum near Towcester. –W.B.

Vintage Postbag

The Racing Straker-Squire

Sir,

I would like to thank you for your most interesting article on this car. Unless there were two racing prototypes still competing in Northern events in the early twenties, which I beg leave to doubt, this must be the car driven by Miss Marjorie Mitchell at Holme Moss Hill Climb in 1924. The car was then the property of C. H. Mitchell of Huddersfield whose daughter and two sons were familiar figures in Northern competitions until the middle thirties. The two boys rode in the motor cycle TT for some years and Hirst Mitchell won the Hutchinson Hundred at Brooklands a couple of times.

Just when the car was purchased I can't say but I am assured that it was not later than 1923 or early 1924. The body was like the one on page 1610, was painted red and had a small hatch in the tail which, when removed, would accommodate a small boy with an acceptable degree of comfort commensurate with being conveyed in such a vehicle. The engine was of four litres capacity, had an overhead camshaft and six separate pots. It did NOT have a Vauxhall radiator. Francis Giveen's accident at Kop having put an end to events on public roads, the Straker was disposed of and, apart from a Morris, the Mitchells were Morris agents, they turned their attentions to two wheels.

When I first subscribed to your journal it was *The Brooklands Gazette*. The first copy which I can recall bore a test report of a Bugatti by the Editor, Captain Richard Twelvetrees, and one on the SS 100 Brough Superior by Arnold Radcliffe. It was a very good paper but confined itself chiefly to the Track in those days. In so doing the staff missed a lot of fun at the events like Holme Moss.

With renewed thanks for the article and for many more V-E-V jottings which renew old memories of events and vehicles enjoyed in happier times.

Castletown, IoM J. E. HALLAS

(I know that a Miss Mitchell ran a Straker-Squire in sprint events in the nineteen-twenties but did not mention it in the article as it seemed probable that it was a different car from that now owned by Adrian Liddell and as it could carry a boy in the tail this seems to have been the car. What puzzles me is that a slate grey two-seater Straker-Squire quoted as having the same engine as the Kensington Moir racing car, was registered in Birkenhead in 1922 which might be the Mitchell car? –Ed.)

* * *

Sir,

Your article about the Straker-Squire was of great interest to me, as the late W. B. (Barney) Horn was an old friend and I remember the car when it was in his possession. He would not have bought the car from the factory as he was a Straker-Squire agent in Birkenhead and being a driver of the highest calibre, it would have been to their mutual advantage. I do know that the car was returned to Straker's after a disagreement. He ran three garages in Birkenhead, being the agent for Bugatti and Lancia cars also, but never Vauxhall. He raced the Straker-Squire at Brooklands and at the Southsea Speed Trials in 1922 – my uncle going with him on several occasions.



The Sunbeam at Southport in 1923 or 1924, referred to in Mr. Mumphrie's letter.

In those days the Straker-Squire was fitted with mudguards similar to those on the Riley Redwing mentioned in MOTOR SPORT some time ago. This car belonged originally to "Rusty" Ross, who was first a master at the Junior School in Cheltenham and later a master at College, but not headmaster. He tried to teach me, but we only had cars in common!

After returning the Straker-Squire Barney sold the illustrious Brescia Bugatti locally and in 1924 introduced me to a four-wheel drift in a brand new Bugatti. My love for these cars lingered and 40 years later a Type 55 was in my garage. What a pity Barney died shortly before!

The enclosed photograph of a Sunbeam taken at Southport in 1923 or '24 may be of interest, it may be the car mentioned in your correspondence about 18 months ago.

Barnston H. B. MUMPHRIE

(W. B. Horn certainly ran the Ex-Kensington Moir Straker-Squire at the events mentioned in 1922, coming 3rd in an Essex Lightning Long Handicap behind Zborowski's big Ballot and Park's TT Vauxhall, and it won the 4,000 Championship at this meeting, averaging 87.08 m.p.h. for three laps –Ed.)

Brooklands Vindicated

Sir,

I sincerely hope that the Editor's profane mutterings about the pedigree of Brooklands has not upset too many readers in his dissertation about "Which came first – Brooklands or Indianapolis?" Should this have been the case, I am sure Mr. Boddy will only too readily admit to the simple confusion between Indianapolis (the town) and Indianapolis (the speedway) and offer suitable apologies!

Motor racing came to Indianapolis in 1905 mainly as a result of Carl Fisher (a leading light in the acetylene lamp business and creator of the Brickyard), who succeeded in convincing the automobile manufacturers of that town that success in racing brought the attention of the public to their products. As Marmon, Marion, Premier and National cars were made in Indianapolis, representatives from these firms soon formed the Indianapolis Automobile Racing Association. The first meeting was to have been

held on October 21st 1905 but rain stopped play and the meeting was eventually held on November 4th. The venue of this meeting was the Indiana Fairgrounds Track, a one mile in length dirt-track. This was the track that the subsequent 24 hours record attempt took place.

I would also like to differ on the opinion expressed that the distance record in 24 hours was set up in 1907. One of the races in that first meeting in 1905 was a 100 mile event which was won by a National driven by Clemens in a record time for a dirt track in 1 hour, 53 minutes and 21.8 seconds. Surely is it not more logical for the National team, on the crest of a wave, to try for a 24 hour record as soon as possible rather than wait two years? In actual fact the 24 hour attempt took place between 2.45 p.m. Thursday November 16th and 2.45 p.m. Friday November 17th 1905. I also doubt the year 1907 as the American automobile industry was in an economic crisis in that year so that naturally would have precluded any record breaking.

Incidentally, grandstands were erected as well as those already present and the track illuminated at night by Prest-O-Lite lamps, one of Mr. Carl Fisher's companies.

So it appears that in those early days Indianapolis had a dirt-track like that at Detroit and the Empire City, New York (where Guy Vaughan set the 1,015 miles/24 hour record). There may have been a circuit at Indianapolis before Brooklands, but never a motor-racing circuit.

Little Aston M. N. RUSHTON

(As I have said, the best way I know to solve a problem relating to motor-racing history is to throw it to MOTOR SPORT readers. My thanks to Mr. Rushton for vindicating Brooklands as the World's first proper Motor Course. I also note the date of the 24 hour record S. F. Else beat in 1907 was established in 1905 –Ed.)

Austin Seven Speedy Sports

Sir,

Mention of the Guernsey Motor Museum as having an A7 Speedy therein prompted me to request full details of this car.

Over the past year or so, I've been recapping on all the known surviving cars which, excluding the Guernsey car, number 14 in total, ranging from restored and complete, to very incomplete and non-running.

Could I ask two favours of you: –

1. Ask *any* Speedy-owning readers *who have not been in contact with me before* to write to me as soon as possible giving full details of their vehicle.
2. Let me have any details of the Guernsey car, even a Reg. No. would help. I wrote to the Museum over a month ago and have not had a reply so far.

I'm anxious to complete this survey of the Speedies (I have been rebuilding one myself since 1966!) as soon as possible – it's taken a year so far – so the A7 Sports Register/Chassis Registers can be brought up to date. Mike Stewart of Enfield did the original Speedy research about 10 years ago.

Radcliffe-on-Trent G. C. ROE
("Unofficial" Speedy Register)

The Triumph Southern Cross

Sir,

As a regular reader I can make some comments on the letter about the Triumph Southern Cross.

In 1932 I worked for the Triumph agents in Southampton, Alec Bennett Ltd. – I had to take a Southern Cross failure back to the makers at Stoke in Coventry, for repairs under guarantee.

It was a sandy coloured 2-seater tourer with black wings, spare wheel mounted on top of tail, Coventry Climax engine 11 or 12 h.p.

As is known most aluminium bodies crack somewhere in time. This one cracked where the spare wheel was bolted on and required a new panel.

I had what we called a "dust-up" in those days, with an Austin 12/6 saloon on the way and could not pass it. That will give you some idea of the lack of guts the thing had.

Some old cars are a joy for ever, but this is not one of them.

Hucclecote S. BASHAM
(retired mechanic after 50 years in trade)

TWO BENTLEYS

I leave the driveway.
Winter rain upon the screen
swept away by silent wipers.
Demister working overtime
helped by purring windows.

No gear or engine noise,
nor need to turn or stretch
with all at fingertip.
Only swishing tyres and wind
to mar the high fidelity.

I stop at lights
beside a dark green bonnet,
leather-strapped and louvred,
behind a bulbous honeycomb
shelled in shining steel.

Headlamps with stoneguards.
Wire wheels and Union Jack.
Aeroscreens and cordbound wheel
and, incongrous in the rain,
a neatly folded hood.

Through the tonneau cover
a bearded man protruded
who, catching my eye in verdant light,
waved a hand and smiled.
Then moved away.

—Desmond Martin

La Licorne

Sir,

I was delighted to read the letter from Mrs. Gallagher with details of the sports La Licorne owned by Mr. Searle. I thought that this was a completely forgotten make. I own a 1921 or-so La Licorne tourer that has been modified for farm work by sawing the rear of the body off and removing wings, lamps, running board, windscreen etc. I have been slowly restoring this car and over the last three years have managed to get the engine running and the electrics rewired and working. These cars were imported into this country for two years only, 1920 and 1921, and although good performers were, I suppose, too expensive. A La Lacorne won the Monte Carlo rally in 1930 and this was the smallest capacity vehicle to win until the "Mini".

I would dearly love to find other La Licorne owners. I know of one that was sold at Sotheby's some years ago but this seems to have been a 1929 model. So perhaps I have what is now a "unique" Unicorn.

Restoration work progresses slowly, because I like to feel that not only does it look correct but that it is correct, but it does progress.

Hastings N. G. BACON

An Historic Daimler

Sir,

On page 65 of your January issue you have a photograph of three cars in the house at Beaulieu Abbey, and the Daimler is the very car which my father bought "for peanuts" in 1938. This car was advertised in the *Hereford Times* in 1919 and not sold until father got it 19 years later! He bought it from the late Mr. Fleming, of Leerfold House, Lingen, in N.W. Herefordshire. After the war he sold it to Daimlers, who required it for the Golden Jubilee of the British Motor Industry, and of the Daimler Company itself. It ran in the London procession in 1946.

Then Daimler's lent it to Lord Montagu for a time, and later it was transferred to the Alfred Herbert Coventry Museum, where Mr. Scott has charge of it. The car originally had tiller-steering and tube-ignition, conversion to wheel steering and coil ignition probably taking place *c.*1900. The British Motor Co.'s plate inside the bonnet bears number 348. The front wooden apron is broken off near the bottom, as it was when we took it over. It has semi-elliptic front springs and leather-panelled mudguards. Hidden behind the white card which rests upon the bonnet is a Herefordshire Automobile Club Badge, a very elegant one. The club was disbanded in *c.*1931, father being the last Secretary. The first Secretary was Wilfrid Groom of Hereford. One of the Groom family had Reg. No. CJ1 (on a Rex Motorcycle).

Incidentally, I possess the first car licence taken out after the Locomotives on Highways Act of 1896. Its number is 0001. F. R. Simms took it out in London. I found it in father's collection. I have it nicely framed.

Bournemouth HAROLD BUTCHER

V-E-V Odds and Ends –Monica Whincop has acquired a 1920/21 Fiat 501 with sports bodywork, to keep her well-known HRG 1100 company. The Registrar of the Austin Big-Seven Register tells us that it is now active again. It is an Associate of the Austin Seven Clubs' Association and the Secretary is: J. M. Debens, 159 Werburgh Drive, Trentham, Stoke-on-Trent, who would be pleased to hear from those who know of Big-Sevens not in the Register and those for sale, or spares for same. The Surrey VVS is marking its 10th Anniversary with a quiz on February 22nd, at Lakers Hotel, Redstone Hill, Redhill, when the Morris Register, the SE Section of the VCC and the Association of Singer CC, are expecting to form teams with the organising Club. A reader living in Sussex is restoring a La Licorne which had been converted into a farm–tractor and seeks information as to what the rear part of the body should look like. The work has been proceeding for three years; letters can be forwarded (see letter above). Another reader, also in Sussex, is seeking a handbook relating to the 1930 boat-tail Triumph Super Seven two-seater, an example of which he has recently purchased. A correspondent has pointed out that the Straker-Squire which a Miss Mitchell and her father drove in the 1920's North Country speed-events, was presumably a racing version, as at one such contest it was beaten only by J. A. Joyce's single-seater AC (*see* also "Vintage Postbag"). A garage proprietor in North Wales, where a Straker-Squire front axle has recently come to light in a barn, still uses a *circa*-1930-31 Austin Seven "top-hat" saloon to attend breakdowns. Charlie Hyde, who has retired from Vauxhall Motors Ltd. and now lives in Norfolk, is restoring a 1924 M-type 14/40 Vauxhall.

W.B.

The 924–A Volkswagen Trying Very Hard to be a Porsche



THE ABOVE heading sums up what I feel about the Porsche 924, although it is neither constructionally nor technically entirely accurate. The fact is that the original Porsche 356, back in 1950, was closely-related to the VW Beetle, although it had a new coupe body-shell, but today's Beetle fanatics are apt to regard the current, very excellent Polos and Golfs as more Audi than Volkswagen. Moreover, the memory lingers of a young lady arriving at the Porsche stand at the 1976 London Motor Show and saying, in a loud aside, as she encountered the front-engined, water-cooled 924, "My God, that just isn't a Porsche."

In fact, the Porsche 924 does use a lot of VW-Audi components, and its VW-built 2-litre in-line-four-cylinder alloy-head, overhead-camshaft engine stems from the power unit of Volkwagen's LT van. However, the use of a transaxle at the rear, incorporating the gearbox, driven by a front-mounted clutch and a lightweight propeller-shaft, and giving independent VW Super-Beetle-like suspension to the rear wheels, was an ingenious way of lifting the 924 out of the rut and its body is Porsche-styled, although ventilated by the Polo/Golf VW system.

In his comprehensive history of Porsche Karl Ludvigsen calls the 924 "The Break With Tradition". MOTOR SPORT has already devoted much space to this "poor-man's Porsche", carrying a description of it in February 1976 and devoting a colour-feature to CR's road-test report on it in the issue of May 1977. We were not altogether impressed with the original Porsche 924 and, indeed, Ludvigsen has quoted CR's opinion, in his afore-mentioned book: "...the flat torque characteristics can't mask the massive gap between second and third gears. This ruins the charm of the car, which cries out for a five-speed gearbox", and "there is far too much wind and mechanical noise, accompanied by a great deal of tyre and suspension thump". Other journals' criticisms also appear in this chapter of the book.

Production of the Porsche 924 commenced in Germany late in 1975. Since we tested the original model in 1977 improvements have been made, the rear suspension is now fully rubber-mounted, a different material is used for the front brake pads, front and rear anti-roll bars have been fitted as standard, and there are changes to the bodywork, which has some VW components in it. Last December I went down to Reading, where the £1,000,000 new Porsche headquarters were opened in March 1977 by Dr Ferry Porsche, to take away a 924 Lux for appraisal, this £7,779.33 Porsche having 6J alloy wheel-rims, wider tyres (Pirelli on the metallic-silver test car), tinted windows, and washers for both the rear window and the retractable headlamps. Optional extras on the car numbered stereo-radio with electronically-controlled aerial and Porsche "sidewinders" – the last named implying external decor calculated to alert any bored traffic-cop....

Before leaving Reading I was conducted round the aforesaid impressively spacious Porsche Cars (Great Britain) Limited's headquarters by their Press and Public Relations Manager, Mike Cotton. It is here that all the Porsche cars that are sold in Britain – some 475 a year, not counting the 924 – are brought on their own transporters from the docks and checked over before being dispatched to the dealers. Employing some 50 people under the Managing Director, John Aldington, the single-block 44,000 sq. ft. premises on the Richfield Avenue Industrial Estate, close to Caversham Bridge over the Thames, contain very ample parking space in the 3½ acres, and in impressively laid-out workshops and paint-shop. There are four main bays on the ground floor, for new-car dewaxing and preparation, major body repairs to damaged Porsches, mechanical overhaul and the training of Porsche personnel. They already had a 928 90° light-alloy vee-eight engine installed, in the last-named department. There is also the highly impressive Spares Department, computer-controlled, and containing some £300,000-worth of parts. Air-conditioned offices, a staff restaurant, and a sauna, are included in the plans of this very modern building, the erecting of which was supervised by Campbell Finley, General Manager of AFN Ltd.

So what did I think of the improved Porsche 924? It is a splendid car to drive, on account of very good handling, light steering with a generous lock, and spongy but powerful, progressive disc drum braking. But it is certainly not like the Porsches of old! For one thing, a stubby gear-lever with its massive knob controls a nice change, if the movements are unhurried, but this isn't the famous Porsche synchromesh I used to know. Nor do I think one-time Porsche enthusiasts such as D.S.J. would approve of an *oval* steering-wheel, although in the case of the 924 this is not to accommodate too-big "tums" but to give a better view of the instruments, which are not very easy to read, anyway.

The suspension is on the hard side, the cornering exhibits very slight understeer, if full lock is required the steering feels to go "over-centre" as it were, but normally castor-return action is good. The steering is at times a bit twitchy but very "quick" and accurate. An individualistic feature is a *right-hand* brake lever, sensibly located, however. The tachometer is red-lined from 6,500 to 7,000 r.p.m. and I thought the difficult-to-read 150 m.p.h. speedometer ostentatious on a 125 m.p.h. car. Indeed, I am not sure I approve of concealed headlamps unless a car is so fast that these have considerable aerodynamic advantages. Those on the 924 pop up satisfactorily. Oil-pressure varies with engine speed but is normally around 7 Kg/Cm2, and clock and voltmeter are provided. Acceleration, at 0 to 60 m.p.h. in 10 seconds, matches the speed available.

The front seats are very comfortable and the rear seat folds away. I regard the 924's rear compartment, however, as a claustrophobic cavern, making it really a sports two-seater. The front-seat head-restraints add to this feeling and make it difficult to go along with the catalogue's description of the 924: – "Sports car, 2+2 family coupe, easy-loading mini-estate". However, as it goes on to tell one that "...the most appealing aspects of the 924 are the ones you cannot experience in print" and that you have "to see it, touch it, and drive it," maybe I am wasting your time...!

Let me, then, just say that while the lift-up back window makes for very easing loading, the space it uncovers is restricted by the high floor which the transaxle necessitates. This hatchback is self-propping but needs a key to open it. The internal mirror distorts the view of following cars (it made me feel as though I ought to be breathalysed) the screen-pillars, although inclined, interfere with driving vision, and I was sorry to find screen-wipers which did not fully sweep my side of the glass, although suited to a l.h.d. car. The front seats are divided by a big tunnel for the high-set-propellor shaft. The switchgear is all very neat, some of the services being on the rear edge of the gear-lever console. There are concealed wells on each side of the spare wheel, presumably to accommodate diamonds, or whatever currency those who buy cars as expensive as this Porsche (the Lux 924 costs just less than £8,000, or £8,228.61 in Automatic gearbox form) now deal in.

As I have said, the 924 is very nice to drive, if you don't mind using its gearbox. For it is very overgeared. At an indicated 70 m.p.h. the tachometer reads 3,300 r.p.m. but I thought it was perhaps a bit "slow". On the big tyres 70 m.p.h. equals nearer 7,800 r.p.m. or 1,500 r.p.m. in top gear at 30 m.p.h. which means using third or second gear in town traffic. Inspite of this high gearing there is still a good deal of exhaust noise, nor is tyre thump absent. The engine fluffed unless it was running at over 2,000 r.p.m. So this is a car for the more enthusiastic to drive properly, which its exceptionally likeable handling endorses. One really needs the optional five-speed gearbox. Apart from the "boot" in which the contents can be concealed by a pull-over blind, stowages are provided in a lockable cubby and pockets in the doors. I did not have the car sufficiently long to get to really know it but in 670 miles it used no oil and had given an average fuel consumption of 29.1 m.p.g. The Porsche 911 and Turbo, of which one of the latter stood eye-catchingly alone in the foyer of the Porsche building at the time of my visit, are some of the World's best-engineered, most exclusive sports cars. By these standards the 924 can only be regarded as a less well-bred, but nevertheless acceptable relation to the rest of the Porsche family. –W.B.

My Year's Motoring

The Editor Looks Back on the Cars He Drove During 1977

NINETEEN-SEVENTY-SEVEN was an enjoyable motoring year, even if some of the faster, better motor cars eluded me – just as it is becoming increasingly apparent to me that ever-younger Policemen are being recruited these days, and that old standards are fast vanishing, so do I accept that road-testing and otherwise sampling a mere three-dozen or fewer motor cars for the biggest-circulation non-Trade motoring journal isn't quite up to my record of the past (I write "record" advisedly – why do people talk these days of "track records", when no driving or running is involved?). Other motoring writers may scorn this 1977 achievement of mine but I am nevertheless content, and I now propose to compile my customary annual "look-back", for the benefit of any readers who are interested and who cannot be expected to remember in detail last year's MOTOR SPORT road-test articles.

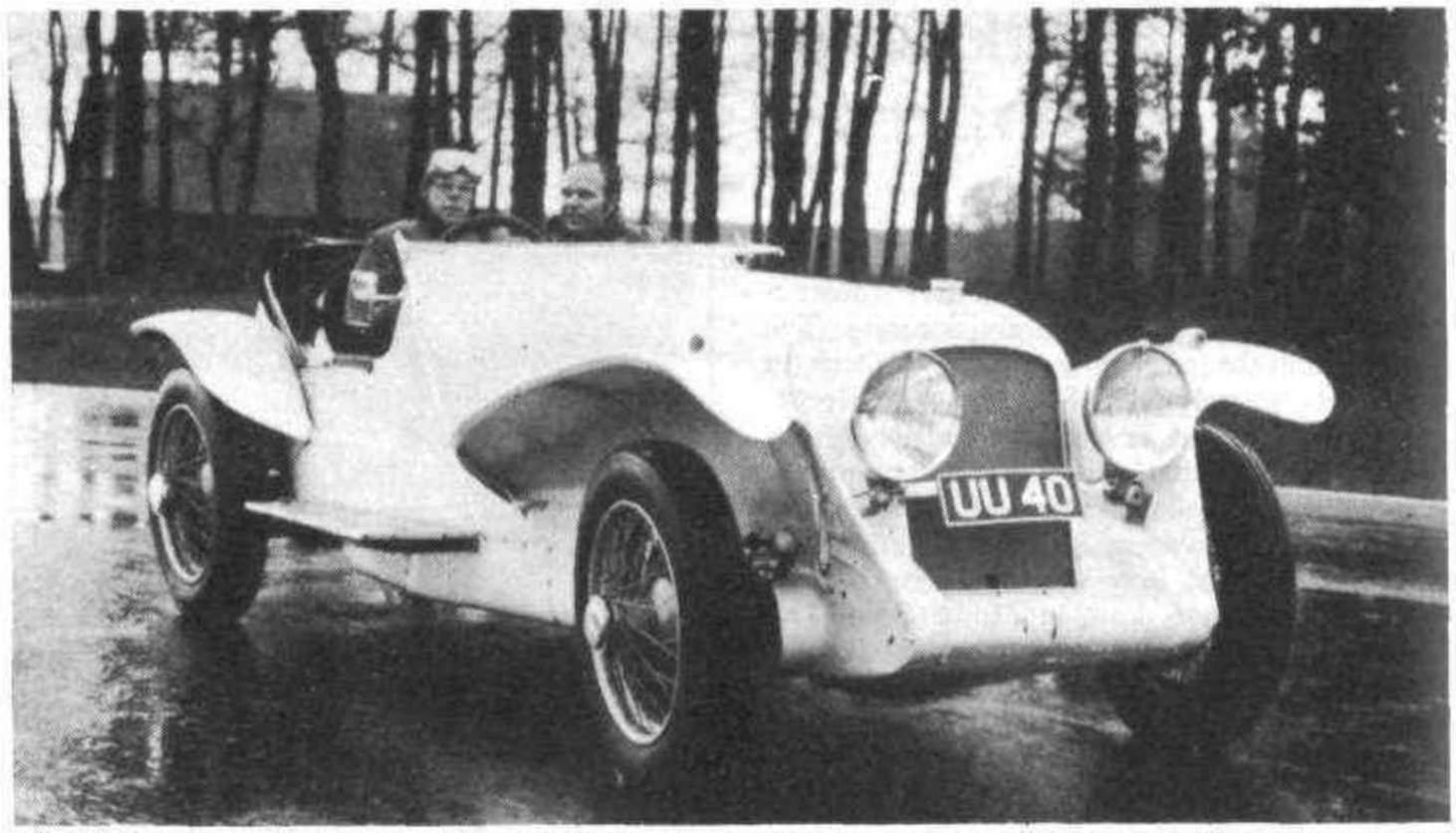
It was a year, on my part, without accidents or any brushes with the Constabulary. Which added, of course, to its enjoyment – especially as my one driving-licence Endorsement will (fingers crossed and eyes glued alternately to the rear-view mirror and to the pavement for first glimpse of a "black-box", which is no way to drive 100% safely but is thrust on us by our cautious, sanctimonious Rulers) be gone by next March. I believe implicitly that speed in the right place, particularly in a modern car on today's splendidly-safe tyres, isn't in itself a cause of calamity, just as I have absolutely no sympathy for those who drink and try to drive. It follows that I believe most speed limits to be too low, and some wrongly applied, even to permitting too high a speed on certain roads, including 70 m.p.h. along some narrow dual-carriageways where much pulling out to overtake occurs. I hope this does not sound smug! For, you see, I have had my share of "wizard prangs". The first, before the war, involved a borrowed Fiat 500 and was due to the brakes locking-up the wheels when applied too hard on a slippery road. The battered Topolino was driven home, and no one was hurt. The next prang centred around a friend's Austin Seven Ruby saloon in the war-time black-out. It was run into when stationary by a London omnibus, with a crack of doom like an exploding shell. This time the car was only just driveable and there was some loss of blood from the driver's head, necessitating a night in hospital which cost me, I think, 15s. 0d. London Transport paid for the Austin and in neither of these accidents was the young lady passenger hurt, although I seem to recall that one of them would only come out again on non-mobile pleasures, such as going on foot to a nice, safe cinema .... After the war I wrote off, pretty effectively (although it was in fact rebuilt by its makers), the Editorial Morgan Plus-Four, when I "lost it" on black ice. Personal damage was confined to a bruised chest and a broken tooth, and trains and 'buses brought me home dejectedly through the fog. The last prang – here I type with those crossed fingers – was due to a bit of misjudgement at a country cross-roads, turned into calamity by obscured road-signs and freak sunshine that shone dustily into my eyes. The Ford Mexico I was driving rolled itself into a partial metallic-ball but I got off with a dislocated finger and had a free dinner that night on the Health Service in a Hereford hospital. No one else was hurt, the van I collided with just driving away, and even the Police "lost" the Mexico they had towed away for a few days; eventually Ford rebuilt it as new. I have recounted all this to off-set smugness; let us all be careful how we conduct our lethal weapons during this year's motoring. As I have said, in 1977 I escaped both accidents and Radar, perhaps more by luck than good judgement, although I suppose fifty years' driving must add up to some degree of useful experience.

* * *

Looking at my 1977 RAC Diary, I see that the first road-test of last year concerned a **Ford Fiesta L** two-door saloon, in which I covered more than 2,000 exploratory miles. It was a controversial little package at the time, and was thus an interesting experience. The conclusion was that the then-new Fiesta was an acceptable hatchback, endowed with a rear wash-wipe which all such cars should have, and a car the engineering ingenuities and brilliant concept of which became more apparent the further I drove it. I was in some ways sorry that the basic design followed so closely that of the "Issigonised" Fiat 127 – those Ford-engineering ingenuities are deeply buried – and the suddenness of the clutch engagement wasn't at all acceptable. The Fiesta's spongy brakes nevertheless functioned well, the dead back axle beam promoted some choppy riding over rough surfaces, and minor irritations concerned a difficult-to-replace bayonet fuel-filler cap and a bonnet-release obviously intended for a l.h.d. model. Generally, though, this Ford Fiesta proved a fine economy car. I have long regarded the mighty Ford Motor Company as purveyors not only of extremely good modern sporting and family cars but also of sound transportation for a wide spectrum of the Motoring Community. The Fiesta in its variety of guises has materially enhanced this enviable reputation.

Before trying the small Ford I had gone in the so-well-liked Editorial **BMW 520i** to cover the MCC Exeter and VSCC Measham trials (don't kid me the latter is a rally!), and the Fiesta had been made good use of on a journey to Devon to get the Hall Eight story and to visit MOTOR SPORT's one-time regular contributor, Kent Karslake. On its return I took over a road-test **Volkswagen Polo LS.** This not only showed up the excellent Press Service of VW (GB) Ltd. under Tony Hill but enabled me to compare Polo with Fiesta. The conclusion in this case was to the effect that the German car cornered softer, so rode better, had perhaps not quite such a comfortable driving-seat as the little Ford, but seemed a much higher-grade car in its appointments and *decor*, with a good if not quite so smooth gear change. The VW was the car I would have chosen, of the two, on account of its so-quiet, turbine-like, light-alloy engine which, although 136 c.c. larger than that of the Fiesta I tried, was only 0.1 of a m.p.g. inferior in fuel thirst. Before you buy, however, maybe there are other financial considerations to be assessed?

The third test-car of 1977 was an **Opel Ascona 1.9 SR** two-door saloon. Most Opels are excellent cars these days and this Ascona proved an untroubled, typically-German concept, running quietly if you eschewed Motorways (or the



What should have been one of the highlights of the Editor's year was spoiled by misbehaviour on the part of the huge Leyland Eight.



Rivals: The Volkswagen Polo LS ....



.... and the Ford Fiesta

furious speed which is legal on British ones), it had excellent instrument-vision, but only a single stalk-control. It was a comfortable, nicely-unusual car, slightly marred by inferior de-misting, heavy steering, and a mediocre ride and gear shift. Acceptable, however, and the interesting under-camshaft 1.9-litre four-cylinder engine gave better than 29 m.p.g. I Ascona-ed to Loton hill-climb to look at this interesting sprint venue, being driven swiftly up the twisting course by Reg Phillips in his Ferrari 308GTB (*from which emerged another "looking-back" article*), and I took it to the Midlands for some vintage-car diversity.

After doing the MCC Land's End Trial in a tuned Hillman Imp (Finisher's Award) it was soon time to add to my growing BMW experience by testing the latest **BMW 528**, which came in automatic-transmission form, from Raymond Playfoot's super-efficient Press Department at BMW House on London's Great West Road. It was, as expected, a most enjoyable way of motoring in luxury and security, made good use of over a long week-end. Ignore a stiff window-winder, an elusive but annoying noise somewhere in the bodywork, slight sponge about the braking, and not very good fresh-air ventilation (even now), and that 528 was unfaultable – I had hoped for one as my next long-duration-test-cum-Editorial car but circumstances decreed otherwise, as you will learn later. A Japanese excercise was supplied by a **Toyota Celica 2000GT** saloon. There was much that was very nice about this lift-back two-door sporting saloon, but its appearance put me off, reversing it without adequate rearward vision likewise, and exceedingly vague steering, back-axle thump, and harsh suspension made this a dated number. What *is* remembered is the excellence of the economical Toyota twin-cam 1,986-c.c. engine and five-speed gearbox.

Returning from the Reg Phillips interview, I changed the ornate Toyota for a car I was very eager to try, namely the vee-six **Renault 30TS.** I have a great admiration for the Regie Renault, who make dependable utility cars at one end of the scale, racing cars up to its ingenious Formula One car at the other. Here was their top production-model, their newest luxury job. It was a lot of motor car – 2.6-litre, overhead-camshaft power pack, all-disc braking, front-wheel-drive, and spacious bodywork. As I hurried a son-in-law to London Airport from his Richmond flat I liked this big new Renault. It had the central door-locking which is such a boon, one of the more essential luxuries, which one finds on a number of the better-contrived cars these days. On driving it further afield, however, a modicum of disappointment set in. The versatile Renault seat-folding made this a splendid load-swallower. Renault suspension made you very comfortable, no matter what the road surface. It was a car so easy to control, notably quiet apart from some wind-whistle and tyre-thump, and possessing nice power-steering and it was good to gaze upon. Perhaps this handsome but unobtrusive Billancourt product should not have been hustled along quite so ambitiously. Because when it was it proved a soggy barge. It was all too easy to spin the front wheels when making a quick take-off, third gear amused itself by changing, unasked, into neutral, and until the multi-cylinder machinery was quite warm there was some hesitancy. This is not to imply that the big Renault did not sail along very majestically, and maybe I had an early example for too brief a period to really get to know it. But a sharp price increase made it look a too-expensive luxury, which I used as transport to that never-to-be-forgotten R-REC Transport Trust Wind-



The BMW 633 CSi, one of the World's great motor cars, endeared itself to the Editor.

sor/Ascot Rolls-Royce Silver Jubilee Celebration and to Donington for more vintage-car investigation. I imagine this Renault 30 is very much sought-after in its native country ....

Another German confection came along in May, to the tune of an **Audi 100GLS.** Like BMW, Audi has a band that plays a confusingly varied tune, so that one scarcely has time to assess one theme before a more breath-taking one is heard. I had listened to such glowing reports of Audi's "music" that I expected a great treat to be mine when I was allowed to drive the 100GLS. But it was by then already overshadowed by the *five*-cylinder Audi offering. So being behind a mere four cylinders was a bit daunting. The four-pot 100GLS made up for this in outstanding acceleration, cornering ability, and good looks. The gear-change, the unusual Audi "keep-straight" steering, the clutch action, and the brakes were only slightly less acceptable but, truth to tell, I found this Audi a *little more "tinny" of construction that I had expected* of a £5,000-plus car. Ventilation was complicated, the ride a bit lurchy, and the steering too low-geared, but what a quick place-to-place vehicle it was! It made light of the long haul from Nantmel, Powys, to Gatwick, Surrey, for my wife to catch an aeroplane for her holiday in America, in spite of unforeseen traffic hold-ups on the way.

Compensation for a lonely, uneventful Jubilee week-end came in the guise of a **Vauxhall VX2300** estate, laid on by the ever-obliging Derek Goatman of the Luton PR Department. A good-looking, by-no-means-sluggish load-carrier, very relaxing to drive, I liked this sensible vehicle at the modest price more than I had anticipated, and had it going up to Donington to make re-acquaintance with W. E. Harker and his V8 Harker special, before exchanging temporarily the Editorial BMW 520i for the sheer perfection of a **BMW 633CSi.** This I found a magnificent way of motoring, *via* Shrewsbury and other pleasant places, to Oulton Park for the annual VSCC racing there. I can only describe this £14,977 (at time of test) four-seater BMW coupe as "near-perfection". Perfection, perhaps, being this fine Bavarian car with a less "sudden" clutch action and improved cold-air ingress. It is the combination of high-performance, docility, driver-amenities (including the unique "fail-safe" panel), controllability, and BMW power-steering, of which there is nothing better, that add-up to the 633CSi being one of the World's great motor cars.

Very different, but very good fun, was the **Range Rover** I tried next. It was little different from the one we coaxed almost to the summit of



The Toyota Celica 2000 GT had much to commend it, especially its twin-cam engine, but much to attract criticism.



Two fascinating R(-)Rs, the Rolls-Royce Silver Shadow II pictured at the R-REC'S Monmouth gathering, above, and the Range Rover, below, proved to the Editor that the British motor industry has not entirely lost its way.

Cader Idris (and there planted a MOTOR SPORT banner) some years ago. Transmission whine and the high price apart, there can be only praise for Spen King's great vee-eight "workhorse", which may roll rather excessively when sports-car-type driving is applied on main roads but which is the answer for off-road travel in great comfort – as I found when following the Welsh Two Days International Motorcycle Trial in this £7,483 go-almost-anywhere Solihull product.

Soon after this D.S.J. nearly had a fit when he saw me at Shelsley Walsh in a **Vauxhall Magnum 1800,** which I had borrowed from Derek Goatman in order to compare it with the **Vauxhall Magnum 2300.** The former was the two-door saloon, the latter a four-door, both finished in an appealing shade of metallic amber green. For the prices asked, both were considered very serviceable cars. The smaller of these two Vauxhalls took me to a vintage motor-cycle gathering, to the Bass Beer-Brewing Museum at Burton-on-Trent, and to the annual Shobdon Air Display, returning 34 m.p.g. from its overhead-camshaft engine. The "Big Four" version got along very well indeed, and gave 28.7 m.p.g. on runs which included some very fast





Motorway driving and another VSCC Silverstone. Both these Vauxhalls were priced at less than £3,000, there being £233 between them, which I thought was really excellent value-for-expenditure. (Prices quoted in this article, unless otherwise stated, are those applying at the time the cars concerned were tested; those who may be inspired to buy should check against current, ever-inflating tendencies.)

A highlight of 1977 followed the testing of these two outwardly-the-same but different engine-size Lutonians, in the shape of a **Rolls-Royce Silver Shadow II.** Because whatever your personal taste in automobiles, whatever your political and social views and strata, few can resist the allure of any Rolls-Royce motor car. I have never been blinded by the Magic Name and in the past have criticised what I regarded as out-dated, or odd, aspects of the old Silver Clouds. The Silver Shadow is something different, more advanced, very sophisticated, yet reaching back to the motoring of a former age, in subtle fashion. It is one of the engineering and craftsmen-built productions of which Britain can be immensely proud. The



The Vauxhall VX2300 Estate and Magnum 2300, left and right, proved to be inexpensive, rugged workhorses, while the Colt Sigma 2000 GLX, above, was a great deal better than other Japanese cars the Editor has tried.

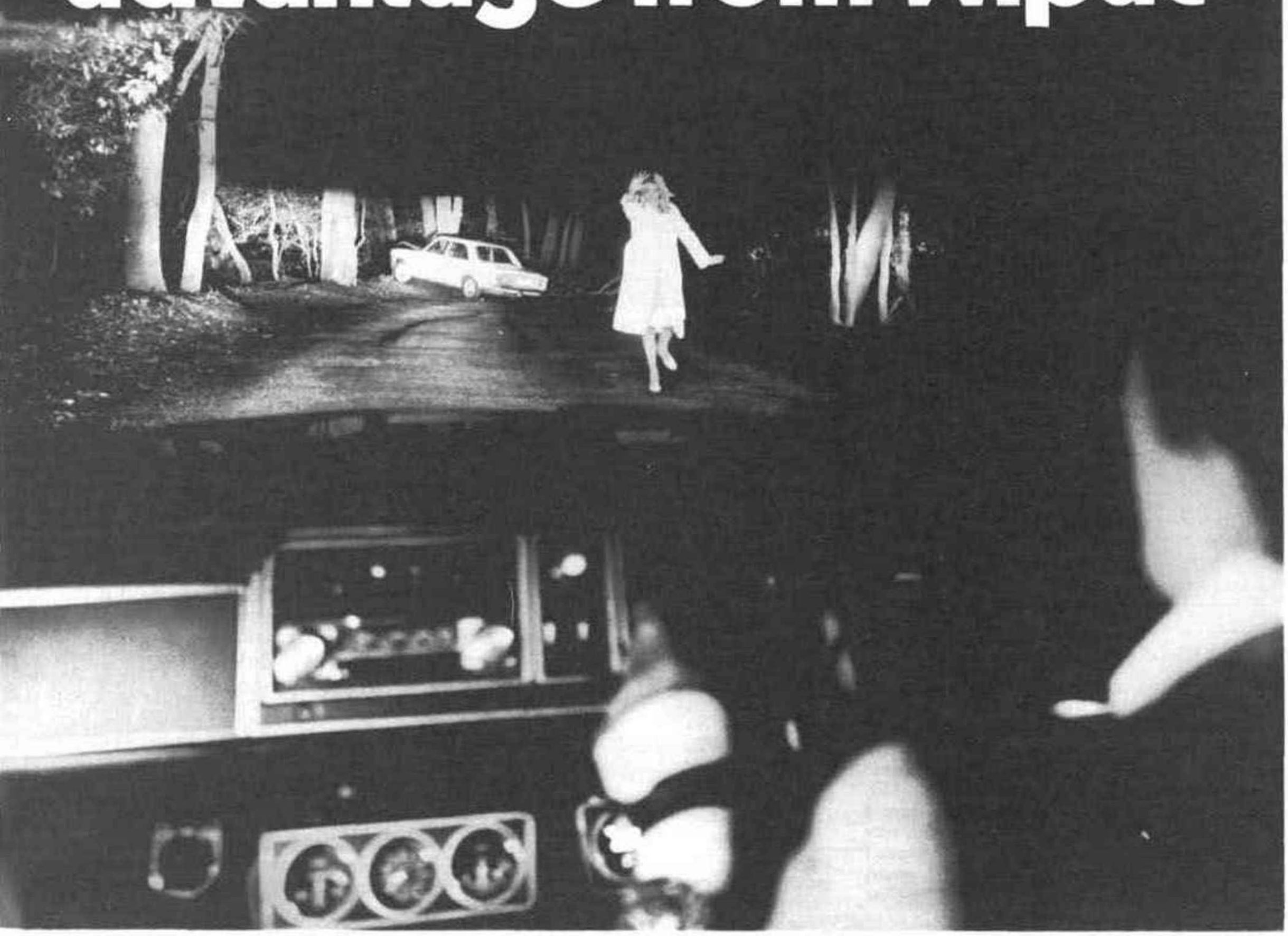
sales-figures, the long waiting-lists, prove that whatever the motoring ideals of young tear-aways, youthful race-influenced enthusiasts, and those who think in terms of exceedingly advanced auto-technology, the modern Rolls-Royce represents the best car in the World to a great many people. That more Rolls-Royces are being sold than ever before surely indicates, too, that it is not just snob-values or status-symbolism that have put this unique motorcar at the top of the luxury-travel stakes. Otherwise its now comparatively big output would weigh against acquisition of one of these exclusive motor cars, and the continuing desire to ride in majesty behind the significant but uncaring "Spirit of Ecstasy". No, Rolls-Royce Motors have succeeded mainly because they make cars which have something indefinable, which no others possess.

Those were my sentiments after nearly 1,000 miles in a week in the latest Shadow. Calling at Hythe Road to collect it, I thought the Rover 3500 in which I had arrived quite adequate "executive" transport. Returning the Rolls seven days afterwards I knew that no other car can quite compare with it. There is surely no need to enlarge on this? Let me just say that my wife and I went to Monmouth in it for the R-REC's unveiling of the Hon. Charlie Rolls' memorial plaque and left in this big, costly car, which is so easy to handle and sumptuous to occupy, for Derby that evening. Holiday traffic congestion could now be ignored. One was isolated from such things in this lofty, luxurious, inaudible motor-carriage. Next morning we drove *via* the pleasantly-tree-lined Nottingham outskirts, to penetrate into Lincolnshire for the VSCC Cadwell Park Race Meeting. After it was over we slid smoothly and silently away from the Paddock, to return home to Wales. A stupid piece of non-navigation at a roundabout where I thought I had learned to turn correctly for the Motorway complex over smoky Birmingham sent us heading North instead of West, so we opted for the A5, twice circled the badly-signposted roundabout before making the M54, but successfully by-passed all but the outskirts of olde-world Shrewsbury, to continue over the pleasant back-route I use when coming down from a day at Oulton Park. I then used the Shadow as others might a Mini, for going down narrow country lanes to a dinner appointment. Every mile was enjoyable, as they would have been to all save those few who nurse some self-imposed aversion to a Rolls, and it was all done at 15 m.p.g.

What followed might have been anti-climax. In fact, it was a **Colt Sigma 2000GLX** and I found it a great deal better than other Japanese cars I have tried. The ingenious crankshaft-



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All 'Hair Raiser' lamps are supplied complete with rigid plastic covers, attachments and fitting instructions.

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driven harmonic-balancer seemed to do its stuff in making the overhead-camshaft 1,995 c.c. four-cylinder engine smooth-out, even at modest speeds, but I would have liked more performance from it, nor was fuel-thrift exceptional. However, one could not deny the very full equipment provided, at a selling price of £3,944. Something very special followed, for the **BMW 733i** now came up for appraisal. Some colleagues feel that this is too highly-priced at £11,550, against £25,992 for a R-R Shadow, for what it delivers or how it handles or what it represents. My views about it appeared quite recently in these pages, so let it suffice that I said, after driving this Big BMW, that it ranked as one of the World's satisfying motoring experiences.

The new **Ford Granada 2.8iS** came next, its German engine fuel-injected and giving very ample urge. The handling was an interesting combination of softness, quietness, and exceptional sure-footedness, which needed some acclimatisation before one fully appreciated the great qualities of the Michelin TRX tyres which suit so well these latest, more compact, rather curiously-restyled Granadas. As the test report appeared last month I need say no more here than that Ford has done it again, in my opinion, in terms of another highly-competitive and saleable family car.

The year 1977 was by now running out. I was glad to find myself again in an Alfa Romeo, in the form of the **Alfasud 1.3 ti** saloon. The up-rated engine is what this entrancing little package needed and at under £3,000 this flat-four, o.h.c., front-drive, five-speed Italian car represents exceptionally good value. It is a pity its good name has been sullied of late by reports of quick-rusting; the test-car, like the Vauxhalls and BMWs, etc. was, however, labelled as having extra under-body protection.

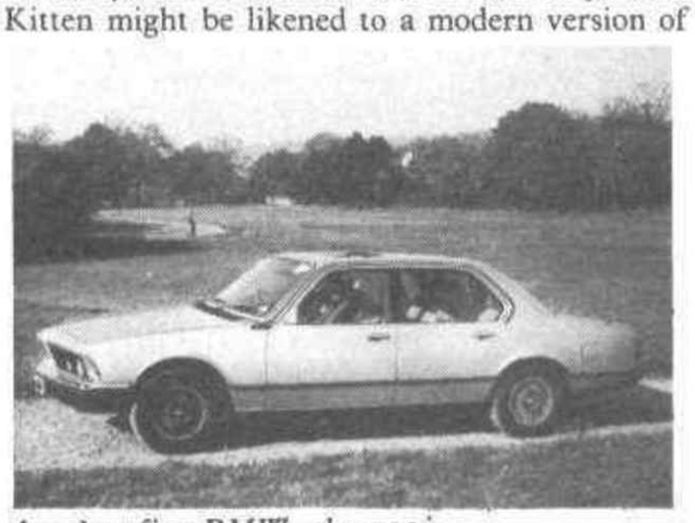
The handy, willing **Sunbeam 1600S** hatchback from Chrysler UK that took me up to Glasgow for the Scottish Motor Show at the Kelvin Hall, for the purpose of a rather special, nostalgic story, was written up in the January MOTOR SPORT, so requires no further embellishment here.

The last short-term road-test I did last year was in a **Porsche 924,** the report on which appears elsewhere in this issue, and which I remember as a delightful car to drive, but very over-geared. The last test-car of 1977, which I am still using, was a **Reliant Kitten DL** estate. Rather different from those Mercedes-Benz



The Michelin TRX tyre "the great qualities of which suit so well the new Ford Granada".

which used to be laid-on for me over the Festive Season and which I remember as having inimitable power-steering and "feel", and which I have described in the past as the best-*engineered* cars in the World; Erik Johnson didn't produce one for me this time – so it was a Kitten for Christmas! Fortunately, I like modest economy-cars as well as faster machinery. This Kitten might be likened to a modern version of



Another fine BMW, the 733i.

the famous Austin Seven. It has a very fierce clutch, you change gear with a little cranked lever, there is the remembered faint hiss from the clutch withdrawal as you do so, but there the resemblance ends; except that the earlier Sevens had aluminium bodies and the Reliant Kitten defies rust by having a fibre-glass body. The estate version is very conveniently equipped, with excellent wipers that sweep properly to the driver's right corner of the windscreen, unlike those of some more costly cars, easy loading of the rear compartment through a side-opening door, and there is even a rear wash-wipe. Fuel economy of the Kitten must wait until it is run-in, but it has a great reputation in this quarter and even with a stiff 848 c.c. light-alloy engine which couldn't yet be allowed to slog, it has returned 46 m.p.g. on the first tankful. Like our Fiat 126 it will run on three-star petrol but prefers four-star. I have already quite a liking for this odd little money-saving Kitten. The day I first took it into our local shopping-town (where the green Welsh hills still form a backdrop) I encountered another of its kind. Let us hope this is a good augury that Reliant, who pioneered the sporting-hatchback with their Scimitar and who tenaciously continue to build the Robin three-wheelers, will survive, as a British motor manufacturer who supplies cars to HRH Princess Anne.

* * *

That's the year that was – except for brief runs in the Saab 99 Turbo, a handy (in London congestion) Renault 5TL, the new Renault 20TS and a Morgan Plus Eight etc. On occasions I dug out the Fiat 126, which is terribly noisy and cramped compared to the Reliant Kitten and does not contrive to do more than about 48 m.p.g., but is an amusing, well-engineered, air-cooled, vertical-twin-cylinder cyclecar. During the year, too, the greatly-esteemed Editorial BMW 520i was changed for a British car, a **Rover 3500.** Blotting its copybook after 5,739 miles with fuel-pump failure, it is now running well. Its first outing in my hands was to the very wet VSCC Prescott hill-climb and later I took it to see how it had been made, at Solihull, where all the workers were on strike at British Leyland's enormous new Rover factory! Initially there had been various troubles for the suppliers, Henly's, to sort out and when the first service became due they were so occupied that it had to be foregone. In subsequent service visits to a different BL agent, no attempt has been made to replace a loose area of sound-damping within the boot, which I gather is also the case on another Rover.

I am reminded that in 1977 I had rather a bad time when, all at once, I became a grandfather, received my OAP papers, and discovered that this Rover had an *automatic transmission* and that its licence-disc had been lost – how's that for quickly ageing one? Perhaps the automatic gearbox is responsible for the Rover's fuel consumption coming out at 20.7 m.p.g. Its mileage to date is under 8,000 but I hope to say more about it at a later date – suffice it here to remark that it seems to me that this vee-eight Rover is quite a decent substitute for a R-R Silver Shadow, for thrifty executives.... Whether British Leyland have been wise in bringing out 2.3- and 2.6-litre six-cylinder versions of the 3500, using the same body shell, is debatable. It is just possible that there is more snobbishness among the less-wealthy than there is among Rolls-Royce buyers (see previous comments), which might put some customers off the big Rover in case it is mistaken for one of the lesser Sixes – when Rolls-Royce brought out *their* small Royce as a companion for the 40/50 they were careful to adopt a somewhat different specification and dimensions, remember. That



This Imp gave fun and traction on the Land's End Trial.



The entrancing Alfasud 1.3ti with livelier performance from its uprated engine.

aside, a colleague who was keen to sample the smaller-engined Rovers, thinking that the new BL six-pot power-unit might be better than the latest BMW sixes, tells me that the 2.3 Rover is a very flat performer . . . .

Old-car pleasures were by no means missing during 1977. Thanks to Robbie Hewitt I was able to cavort carefully about old Brooklands at the VSCC driving tests in her 1928 CGSS Amilcar. I went down to Pendine in the BMW 520i to see "Babs" run again on the historic sands. I followed an R-REC social run in the BMW 528, and Lord Montagu kindly arranged for me to ride in his Rolls-Royce Phantom tourer on that great Windsor Castle Parade past HM The Queen in her Jubilee Year, a happy occasion that could only have happened in England. Later that day I was taken into the Ascot Silver Ring in John Fasal's well-known Rolls-Royce Twenty tourer, and thanks to Tom Lightfoot's generosity, was able next day to take part in the vintage assembly there, in his lively, hybrid sports Austin Seven, which rekindled many youthful memories. That evening we returned home from this unforgettable week-end in the soft-running comfort of the Renault 30 and whatever I have said about it previously, it was certainly a car that fitted nicely into the mood of the day, beside the dignity and ostentatiousness all around.

During the year I attended many more vintage rallies, and the over-crowded Brooklands Reunion etc. I drove the unwell Leyland Eight, Julian Goosh's modified 30/98 Vauxhall, and followed another R-REC run in a 1949 Rolls-Royce Silver Wraith, which I sampled for a few miles. Then there was a splendid drive in Adrian Liddell's accommodating racing Straker-Squire and a notably swift ride to Brighton in Roger Collings' 1903 Sixty Mercedes.

I also had memorable runs in Mavrogordato's 1914 GP Opel, Rolls-Royce Motors' original 40/50 "Silver Ghost", and Southall's 1920 40/50 Rolls-Royce tourer. Riding from Beaulieu to Hythe Road in the 1906 "Ghost" was a drenching experience, so that I was wet most of the way home to Wales, drying out gradually thanks to the Ford Fiesta's powerful heater.

For what it is worth, or isn't, eleven of the aforesaid test cars were on Michelin tyres, four each were shod by Dunlop and Pirelli and one each were on Metzler, Bridgestone, Kleber and Goodyear "boots".

PETROL AND OIL CONSUMPTION OF CARS TESTED BY THE EDITOR IN 1977

Car	Petrol Consumption	Oil Thirst
Ford Fiesta L saloon	38.3 m.p.g.	Well over 2,000 m.p.p.
Volkswagen Polo LS saloon	38.2 m.p.g.†	—
Opel Ascona 19SR coupé	29.3 m.p.g.	None, in 400 miles
BMW 528 Automatic saloon	Approx. 22 m.p.g.	Negligible
Renault 30TS saloon	Approx. 22-24 m.p.g.	—
Audi 100GLS saloon	29.9 m.p.g.	Approx. 800 m.p.p.
Toyota Celica 2000GT saloon	28.0 m.p.g.	None, in 725 miles
BMW 633CSi coupé	21.3 m.p.g.	Negligible
Range Rover	15.6 m.p.g.†	None, in 1,000 miles
Vauxhall VX 2300 estate	28.3 m.p.g.	Approx. 600 m.p.p.
Vauxhall Magnum 1800 saloon	34.0 m.p.g.	None, in 1,250 miles
Vauxhall Magnum 2300 saloon	28.7 m.p.g.	Approx. 900 m.p.p.
Rolls-Royce Silver Shadow II saloon	15.0 m.p.g.	—
Colt Sigma GLX saloon	27.3 m.p.g.†	None, in 860 miles
Renault 20TS saloon	23.3 m.p.g.	—
BMW 733i saloon	Approx. 19.5 m.p.g.	—
Rover 3500 Automatic saloon	20.7 m.p.g.	—
Ford Granada 2.8iS saloon	26.8 m.p.g.	1,350 m.p.p.
Sunbeam 1600S saloon	29.2 m.p.g.	1,300 m.p.p.
Alfasud 1300 Ti saloon	34.0 m.p.g.	1,200 m.p.p.
Porsche 924 coupé	29.1 m.p.g.	None, in 670 miles

† = on 2-star fuel.



Motoring Dog Mk2 ignores the Kitten, the Reliant breed of which joined, temporarily, the Editor's Fiat 126 in an economy twosome.

And, so far as last year was concerned, in the words of the immortal Julius Caesar: "That's all there is: there isn't any more". –W.B.

Reformed

WHEN WE tested the Monoposto Genie of Peter Gillett earlier this year it aroused a fair bit of interest in the club's activities. Now we can add a couple of snippets to cover progress since that test, including the fact that Gillett won the championship . . . And was then deprived of the title for taking commercial advertising!

Whatever the rights and wrongs of such a decision, and the writer who tested the car certainly never thought of the formula as anything more than enjoyable sport until this professional Formula One-style "stripping-of-honours" was enacted, the proprietor of the business that originally supplied the car have an interesting story to tell.

"Woody" Harris was the proprietor of ADA Engineering, and he sold Gillett the "winning" car. He also showed us a fine new gadget called the corner-weight gauge, which simplified the important task of checking a car's weight disposition, and spring rates. Since that test a few of the gauges have been sold, including one to the factory people who look after some of the numerous March Formula Three rent-a-drives.

Harris, having established reasonable trade in building engines and general competition preparation (mainly for his own activities) has now sold the business. He intends to return to his native America, though with the useful talent of German language as an additional talent it may be that we will see him back in Europe before long.

Meanwhile Chris Crawford (a team manager of some experience) and privateer sports car specialist Ian Harrower, together with former P & M preparations man Paul Vincent, have taken over the business of ADA Engineering at 58/76 Willow Vale, Shepherds Bush, London W12.

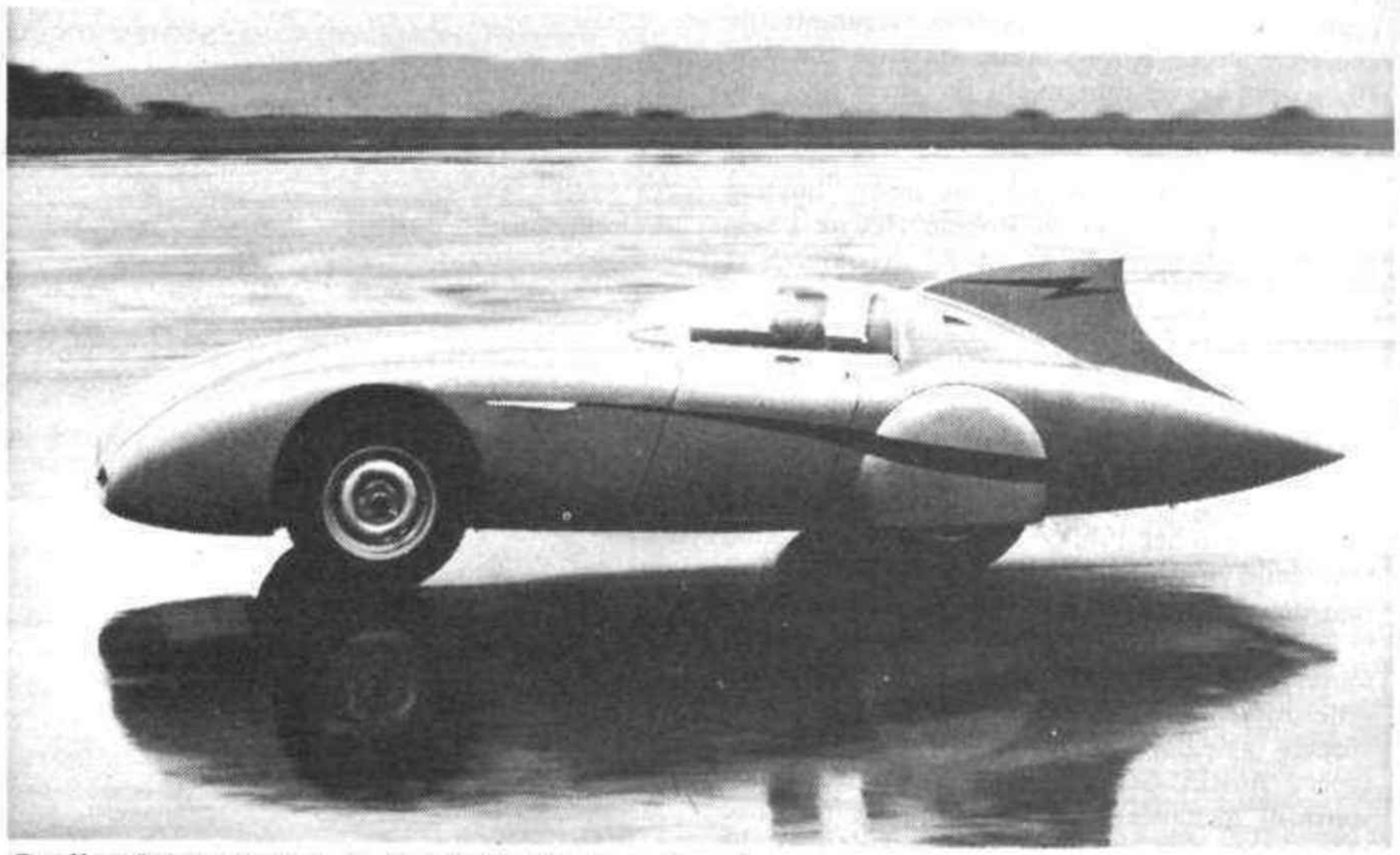
The corner-weight gauge has now been tidied up a little more for production in 20-strong batches at £75 each. However, there was the possibility of some discount being made as the new owners first advertise the ingenious gauge. Aside from this, the workshops are very well equipped on the machine tool side—turning, milling, grinding and a lathe are all part of the company—and there are lock-up garages that could presumably accommodate some formula racing cars next season.

The intention at present is to increase the amount of machining works (particularly cylinder heads) and take in some restoration business, rather like the Lola T70 (allegedly once fitted with a BRM V12!) resting in stripped-out form when we called.

The Things They Say, or Red-Face Department

WHEN BMW GB, introduced their new 7-series saloons to the British motoring press in the South of France, the company announced these models were dearer than the equivalent Mercedes models. On the same day, in London, with exquisite timing, Mercedes increased their prices to more than those of the BMW models. "Although this happened four months ago, and we issued corrections immediately, many of the public still believe our cars are the dearer," ruefully confesses BMW's PR Manager, Raymond Playfoot.

Book Reviews



Geoffrey Healey testing an Austin-Healey record-breaker.

"Austin Healey – The Story of the Big Healeys" by Geoffrey Healey. 256 pp. 9¾ *in. x 7 in. (Wilton House Gentry Ltd., 16, Regency Street, London, SW1P 4DD £7.95).*

If the story of the motoring career of the mercurial Donald Healey and his sports-cars has been told before, commencing with his ABC and going on to great Monte Carlo Rally feats and astonishing Triumph developments, and if the Austin-Healey story is also quite well documented, this detracts only a little from the present book, published by the House that has given so much recent coverage to the Morgan.

This is because the account comes from Geoffrey Healey himself, son of Donald Healey and Chief Engineer of the small business run by that famous competition driver and sports-car creator. Thus the reader gets a full, detailed, and accurate account of how the Big Healeys came into existence and how they were developed, raced, rallied, and sold. The book is not confined to these; the Austin-Healey Sprite, for instance, gets a chapter to itself. There are any number of interesting "inside" stories – how Geoffrey inadvertently threw two of the most important men in the US Forces out of the Healey pit at Le Mans and wondered, as a Captain himself during the war, what would happen to him and whether his necessary action had jeopardised Healey sales in America. It hadn't! We get another, but thankfully quite undramatic personal eye-witness view of the 1955 Le Mans accident in which Lance Macklin's Austin-Healey was one of the cars directly involved – Geoffrey does not think any of the drivers were to blame. We learn many things, relating to building proper sports-cars in a small factory – the best material from which to make gear lever knobs included. this is a book close-packed with racing, record-breaking and rallying with production-type sports-cars. It is enhanced by excellent black-and-white and colour photographs and I was pleased to read this intimate record of all those Big Healeys, having gained early experience of the Continent in a colleague's Healey 3000 – which the Traction Avant Citroen's of the time made mincemeat of over the French *pave*.

The origin and development story of the first of these Big Healeys is followed by chapters on the 100-Six and the Austin-Healey 3000 and how BMC sought to replace the latter. The competition chapters are followed by power-curves, sales-statistics, specifications, engine details, production figures and the Index. Altogether a book that those who remember with respect, or still own, a Big Healey, will warmly welcome. –W.B.

* * *

"The First Croydon Airport 1915-1928" by Bob Learmonth, Joanna Nash and Douglas Cluett. 89 pp. 8¼ in. x 5½ in. *(Sutton Libraries and Art Services, Central Library, St Nicholas Way, Croydon, Surrey. £1.50).*

This little soft-cover history of Croydon Airport from the RFC era when it was just a piece of ground at Beddington requisitioned by the RFC for the flying training and defence of London, through the days of the National Aircraft Factory at Wadden (itself a remarkable piece of history), to the opening in 1920 of Croydon Airport, the most important Civil aerodrome in the country, gave me very great pleasure.

It is a little book long overdue, and very well done. Croydon, like Brooklands, has now gone. But so much happened there, so many people flew from there, that its history is of the greatest importance. From an article in a local newspaper by Bob Learmonth and Joanna Nash has come this excellent little book, edited by Douglas Cluett, with art-work by Shirley Edwards. They have dug out some very nostalgic photographs, like that of the open-top tram-car running past cornfields in 1906 where the aerodrome was to be situated in 1915, of the RFC flying there, and pictures showing the exterior and interior of the National Aircraft Factory buildings (one of which is still standing), and of Croydon as it became with others showing the various commemorative plaques unveiled there, and the air-liners that used it. The picture of a Farman Goliath of Air France recalls for me the days I spent watching the very infrequent arrivals and departures of such aeroplanes, with my mother, as a schoolboy, long, long ago. So do the pictures of what the sheds and entrance to this thrilling place were like at the time of those visits. Later I used to go by tram or 'bus to watch the more-frequent arrivals at Croydon, after the Purley Way by-pass (a lonely country lane, the book reminds us, when the RFC arrived) had been opened, confinement in the public enclosure or trailing behind the Guide of a conducted tour (not referred to in the book) ending when C. G. Grey of *The Aeroplane*, which I read regularly and even contributed to in the late 1930s, generously obtained a Tarmac Pass for me. How thrilling it all was! From chancing on a small Air Display put on for some visiting VIPs, when I went there one weekday afternoon in the 1920s with my mother, (perhaps that referred to on page 53 of the book) to making the journey from South London alone, sometimes to join the dense crowds awaiting the arrival of some long-distance record-breaker. After the 1939/45 war, I was to fly from Croydon as a passenger on MOTOR SPORT assignments in various aeroplanes, including Avron Anson and Airspeed Oxford. But nothing compared to that first discovery that there was an aerodrome at Waddon, where you were actually allowed to stay and watch what was going on – and where an officer took pity on a small boy and his war-widowed mother and took them behind a hanger to look at a derelict Handley-Page V1500 bomber ... I am indebted to the MOTOR SPORT reader who recommended to me this Sutton Library's publication that has recaptured so many, now-faint, memories of those days...

Although the full and complete history of Croydon has yet to be written and this little work only takes it to 1928, the book covers a great deal of ground in the most fascinating manner. Did you know that the R33 airship made a brief visit to Croydon? (A steam-roller was used to haul it to its temporary mast). Did you know that Prince Albert trained there in 1919, in Avro 405Js, before he became King George VI? When you think of how few ancient aeroplanes, and even their components and wooden propellers, have survived into the 1970s, you will be astounded at how the NAF stacked these up very carefully for eventual disposal, just after the 1914/18 war. The book illustrates and describes this and even contains a picture of a section of the fuselage of the Vickers Vimy "City of London" air-liner, that was used as a summerhouse in the Wallington garden of Captain Spry Leverton, then-manager of KLM. Indeed, this Croydon Airport is well endowed with pictures as fascinating, although some of a more standardised kind have been included. The air-races that started and finished from Croydon, a few of the accidents to RFC, RAF, and civilian aeroplanes that happened near there, the development details of the two flying grounds (not forgetting the Plough Lane aeroplane-level-crossing about which we had some correspondence in MOTOR SPORT some time ago), the pioneer air-line pilots, with reproductions of the picture-post-cards issued of them, the early wireless installations, the dramatic arrival at Croydon of Charles Lindbergh, it is all there, with many illustrations and details about the flying fields themselves. The end-papers, being maps of Beddington and Wallington aerodromes as they were from 1915 to 1920, and of Croydon as it looked between 1928 to 1959, and of the present Roundshaw Estate which has engulfed it, alone justify the price of this little work, in my view. It sells for £1.50 but as presumably it is not available from bookstalls, I suggest that if you want a copy you add about 20p. to cover postage. The Foreword is by Wing Commander R. H. McIntoch DFC, AFC, author of "All-Weather Mac". –W.B.

"The Original Lotus Elite", by Dennis Ortenburger. 135 pp 8½ in. x 11 in. (*Motor Racing Publications, 28 Devonshire Road, London W4 2HD. £6.35*).

This soft-cover landscape-shape book about "The Original Racing Car for the Road", edited by R. A. McCormack, which contains a wealth of data, pictures, drawings, charts and diagrams about the Lotus Elite and the customers who took delivery of this Lotus model between 1959 and 1961, with dates and delivery numbers, published in California by the Newport Press, is now avalaible here, from Motor Racing Publications. –W.B.

"Farm Tractors" by Nick Baldwin. 95 pp. 12 in. x 8¾ in. (*Old Motor, 17 Air Street, London, W1. £4.95*).

Although this book may deal with vehicles which are way-out for most MOTOR SPORT readers, it deserves creditable mention as a book covering very fully, in pictorial fashion, and with some very big pictures at that, a rare subject, which has long been of interest to specialist collectors. The historical text commences with tractor happenings before the turn of the century and it goes without saying that the *Old Motor* team has found pictures of most of the petrol farm-tractors from 1902 onwards. These are described in the text and in long captions accompanying the great display of rare photographs; the book's content will be a revelation to those who think of the older farm-tractors as comprising mainly Fordsons and Austins. Some astonishing machinery is, indeed, depicted, and this book first I understand of a series on various transport-subjects will prove acceptable to those who enthuse over these specialised tractors, as we do over fast cars. The publishers obviously go for accuracy, because this first edition carries a stuck-in errata-list covering 16 errors and corrects the dating of the Fordson on the dust-jacket (which it calls a front cover) from the 1930s to a 1942 model. –W.B.

* * *

The City of Coventry's Herbert Art Gallery & Museum has issued a very acceptable list of the exhibits in its Coventry Motor Museum, with historical and technical discourses on each, and colour postcards which can be inserted to form illustrations. The vehicles covered range from the 1897 Daimler wagonette to a 1975 E-type Jaguar Series-3 V12. This large publication has an Introduction by Anthony Davis, Director of Libraries, Arts and Museums, and Forewords by Gilbert Hunt, Lord Iliffe and Sir William Lyons. The text is by Peter Mitchell, the design and illustrations by Paul Maddocks, and this catalogue is available from the Museum for £5.80 post–free.

* * *

Motor Racing Publications has again issued its excellent coverage of the (1977) motor-racing season. "Motor Racing Year 1978" is compiled by five authors led by John Blunsden, and is packed with pictures, the work of 18 well-known motor-racing photographers. –W.B.

* * *

The "1978 Showman's Directory" is available from Brook House, Mint Street, Godalming, Surrey for £1.00. It gives the names and addresses of suppliers of a full range of show attractions, together with other useful information. I confess that I did not realise that even flying displays and parachute jumps come these days under the heading of stunts you can purchase for your show – why, even a crazy Model-T Ford, and John Evans' clever sheepdogs which were performing at the 1977 Horse Show of the Year, join the performing bull "Oxo" among these circus-like attractions. Formula One motor-racing is not quite so predictably rehearsed and organised and we must hope it never becomes so....

Anyone who is planning to take a farm-house or similar holiday this year should invest in the series of "Farm Holiday Guide" books for 1978, issued from 18 High Street, Paisley, PA1 2BX. Those covering Scotland and Wales cost 35p each, that for England 50p.

Cars in Books

I DID not dig deep enough into "When The Riviera Was Ours" by Patrick Howarth (Routledge & Kegan Paul, 1977) when I referred to it last month. It also includes, apart from the items I mentioned, that the first car ever seen by Frank Harris was at Monte Carlo in 1895-6, a 7-h.p. Georges Richard, which he is said to have bought for £600 and driven round the Riviera for a month, after which he motored it home, taking seven days to get to Paris and three more to reach Calais. The book also mentions Woolf Barnato's race against the Blue Train when, at a party in Cannes, he bet he could drive his Bentley to London faster and was, in fact, in his flat in London four hours before the famous train reached Victoria Station. The subsequent "races" by Rover and Alvis cars, etc. are only given a passing mention but it is said that "Woolf Barnato having taken fourteen hours from Cannes to Paris, others could admit to taking fifteen, but "not an hour more" and apparently the Paris-Cannes record is the subject of this comment in Peter de Polnay's novel "A Door Ajar". Howarth's book also refers to the escape of Squadron-Leader Whitney Straight from the Germans in 1941, when one of the ploys was to give him a sedative to put into the wine of hospital guards.

Reverting for a moment to fictional references to cars, which have almost forsaken this column, Michael Arlen's "Green Hat" and that French novel are often mentioned as revolving about an Hispano-Suiza, but did you know that the final lines of one of Noel Coward's popular plays of the nineteen-twenties refer to a "red Hispano-Suiza", or that a red Bugatti figures in Cyril Connolly's "The Rock Pool"? Incidentally, Packard buffs will be gratified that the rich American families portrayed by Scott Fitzgerald in the stories invariably had limousines of this make, even before the First World War, when, however, he disguises the car of those pre-Kaiser-War days which he says "represented the ambition of several million American boys" as the "Blatz Wildcat", obviously this author's disguise for the Stutz Bearcat. In what is surely an autobiographical story, "This side of Paradise", the famous American author writes of Amory Blaine, who is presumably himself, that "from his fourth to tenth year he *did* the country (America) with his mother in her father's private car. ..." As the boy was born in 1896 this means these tours started in 1901/2, which seems a trifle early for such expeditions, especially in America. Can anyone tell me whether there has been a straight Scott Fitzgerald autobiography in which these motor cars are described as the real ones they undoubtedly were?

Having encountered the Packers' Clyno in "Pack and Follow" by Joy Packer, wife of the late Admiral Packer, RN, I find from her "Deep As the Sea" (Eyre Methuen, 1975) that this vintage motor-car which the newly-married couple used in 1925 to drive to Shropshire through the Cotswolds – they called it "Tommy Clyno" – was carried by Packer on *HMS Warspit* in 1926 – "I gave Tommy Clyno's engine a run this evening – started first time and ran like a silk engine", and, for what it is worth, that the Royal Navy was using a big Humber at Simon's Town, S. Africa, in 1952, when it flew the flag of the Commander-in-Chief South Atlantic, which Packer had become.

The American novels of John Gardner refer to many ancient motor-cars and although when he includes a Horex motor cycle this sounds fictional, it was of course a German machine current from 1923 to 1958. Reverting to the American writer Scott Fitzgerald, one wonders what was the "medium-priced 1921-model automobile" he owned before the financial crash came in his affairs (in 1923 he ran a car for 25-dollars a month). I suspect that the one he purchased in Hyeres, "the only new one in that town", which "had the power of six horses" – the age of the horses was not stated – and it was so small that you could run it under the veranda for the night and "no lock, no speedometer, no gauge" in which they drove to Cannes, was what we would call a 7/12 Peugeot or was it a Peugeot Quadrilette? – it cost Fitzgerald 750 dollars, in 1923/4. Later, as a successful writer Fitzgerald admitted buying broken-down cars. –W.B.

Miniatures News

THOSE who like to keep abreast of the new miniatures releases should note that Meccano-Dinky have brought out three new Dinky Toy motor-miniatures. These are a 98 mm.-long Triumph TR7 sports car (No. 207) in the livery of the Leyland competition department, which those who read JW's article last month will be very familiar with, a Plymouth Fury Police-car (No. 244), as used by so many Police Departments in America, and an addition to the Dinky "Convoy" range of commercial vehicles which we referred to recently, this one (No. 384) being a 126 mm.-long Fire Rescue Truck (how topical!). The respective recommended UK prices of these Dinky miniatures are £1.25, £1.49 and £0.99 respectively. The rally Triumph TR7 will be of particular interest to those who follow modern rallying and wish British Leyland success with these cars in future. –W.B.



The Meccano-Dinky Triumph TR7 rally car miniature sells for £1.25.

The three spares it's just daft not to have

The spare wheel you've got. The spare fan belt?
Well, you can manage with a nylon stocking, though a spare belt is a much better bet.
But a can of WD·40?

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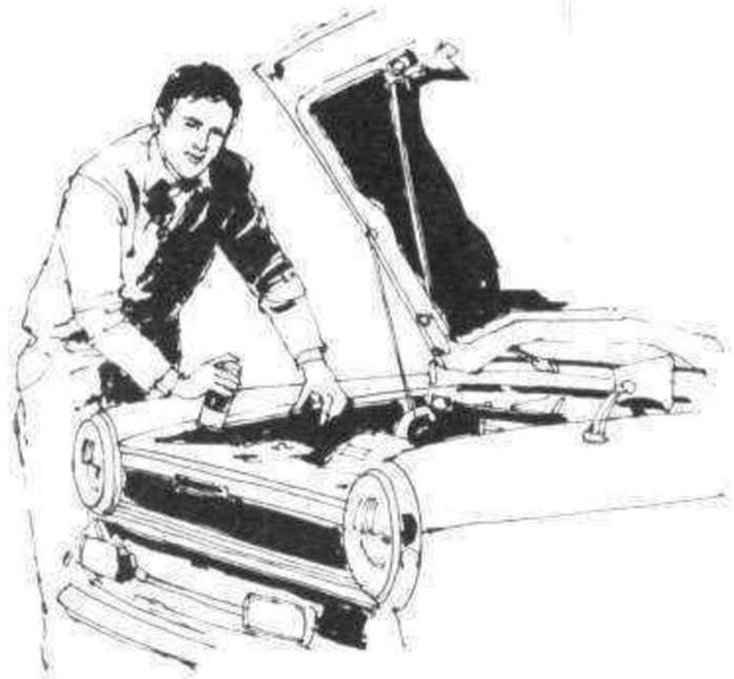
With plenty of other uses such as protecting chromework and freeing stiffened-up nuts and joints.



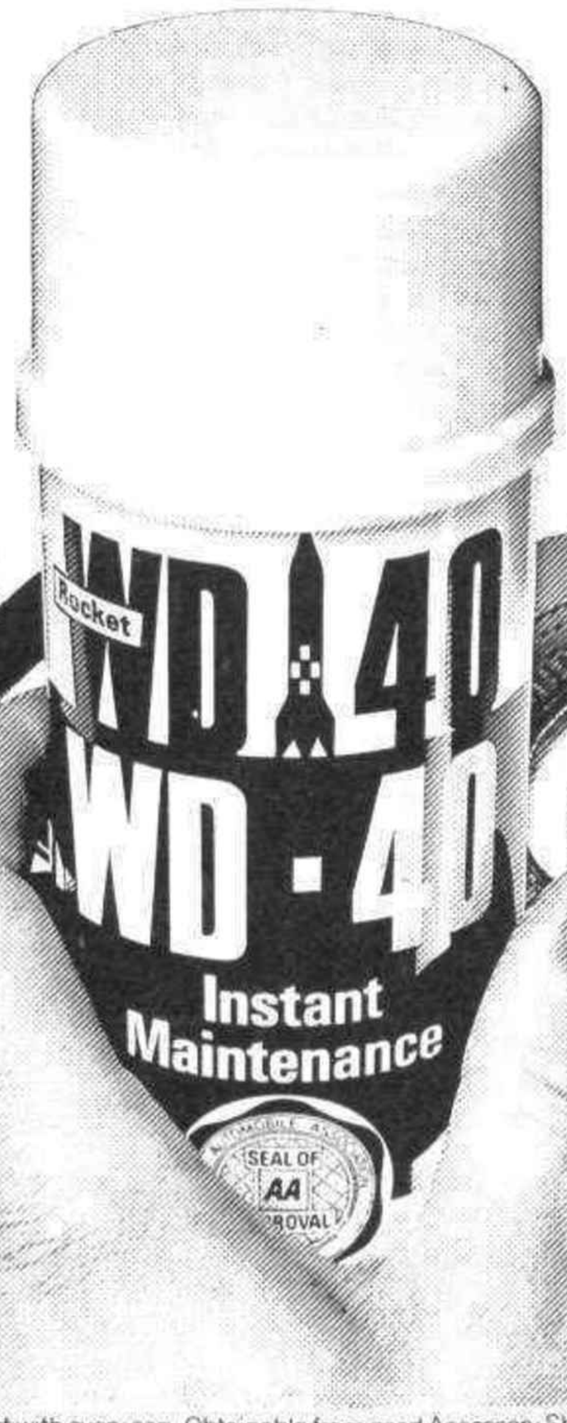
On stiff windows... squeaky doors... chair castors... caravans...boat engines and fittings... garden machines and tools...there's no end to the list.

So get a spare for home. And make sure the can that's in the car stays in the car. You never know when you'll need it.

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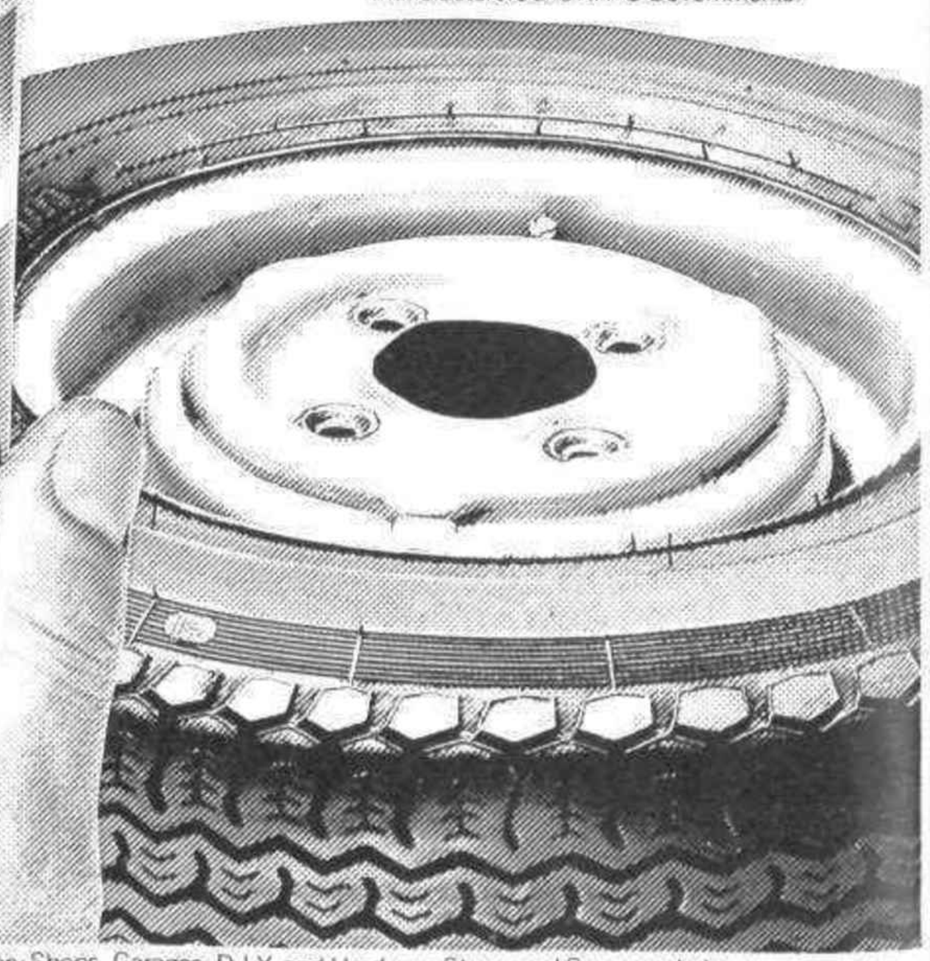


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RALLY REVIEW

Why not a World Rally Championship for Drivers?

IN December's MOTOR SPORT, when writing of the Tour of Corsica, we mentioned briefly the result of the World Rally Championship for Makes, and the events leading up to Fiat's taking the laurels after a stirring fight with Ford. This issue appears just after the first of the 1978 qualifiers, the Monte-Carlo Rally, takes place, but it is still worth reflecting again on the 1977 series.

How would tennis fans react, we wonder, if the Wimbledon final were billed as a contest between Dunlop and Slazenger? Or the nation's football followers to a Cup Final between boot manufacturers? Just as nonsensical to rally enthusiasts is a World Rally Championship which has no Champion. True that points are given to car makers, but the drivers get nothing and the sport is left without a figurehead. Even the non-enthusiast public knows who is the Champion Grand Prix Driver each year, but there is no such person as a Champion Rally Driver for them to get to know.

Instead, the laurels are stretched to the limit over the shoulders of an inanimate company. No one will deny Fiat any of its spoils of victory after the hardest-fought championship since the series began, but you can't shake hands with a motor car, nor interview it on television. Time after time representations have been made to the CSI to set up a proper World Rally Championship for Drivers but they steadfastly refuse to do anything about it, some of their members remarking privately that the manufacturers are against it. Some of them may be, on the grounds that publicity for a driver would detract from publicity for a car, but we know that others are not. Among the latter are the sensible ones who realise that acclaim for a driver would certainly rub off on the car that he drives.

No one wants the Manufacturers Championship to be dropped, for it would be a ridiculously easy job to run two series based on the same string of qualifying events, as it is done in Grand Prix racing. It would take no more effort than merely to keep track of an extra set of simple scores, even simpler, in fact, than the present manufacturers series which combines overall points with group points.

For 1977, the CSI threw a few crumbs to those who saw that rallying had a vast hole in its side by not having a champion driver, in the form of a trophy called the FIA Cup for Rally Drivers. It was based on a ridiculously complicated series of rallies, including all the qualifiers of the World Championship, all the qualifiers of the European Championship and four other extra events making a total of 55 rallies in all. Such a top-heavy list was stupidly ponderous, and hardly anyone took any interest in it save for the Italians when it was learned that Sandro Munari would be having a serious attempt at winning it. He had no challengers and he won it comfortably. But he was not called World Champion, a title which the CSI had the bad grace to refrain from using.



Bjorn Waldegard, above, and Hans Thorszelius, 1977 World Rally Champions, according to G.P.



In the absence of a proper World Championship for Drivers, our weekly sister journal *Motoring News* some years ago announced one of its own, basing the points scoring system on that of the manufacturers series and using the same events. Encouragingly, other publications took it up, even overseas, but not a flicker of interest manifested itself outside the ivory tower of the CSI.

Although it was Fiat which won the World Championship for Makes, it was not a Fiat driver who became unofficial World Rally Champion, for Fiat's five wins in the series were accomplished with five different drivers. In fact, the only driver to have won more than one event in the series was Björn Waldegård who took first the Safari Rally, then the Acropolis Rally and finally the RAC Rally. In all three events he was driving a Ford Escort with his regular partner Hans Thorszelius, and together they are unquestionably World Rally Champions of 1977 in their own categories.

As significant as Waldegård and Thorszelius coming out on top with three outright wins was the second place of Simo Lampinen and Sölve Andreasson without a single win at all. They indulged in no win-or-bust tactics during the year and showed that reliability can achieve results as well as performance pressed into the floorboards. With team-mates striving all the time for wins, their dependability was a valuable asset to the Fiat team.

Whilst the World Championship was for manufacturers, at least the European Championship was for drivers, but the series was overburdened as usual by no less than forty rallies, each graded at one of four different coefficients. Overlapping, especially of the pre-rally practice periods, would have caused headaches for anyone determined to tackle as many as possible, but the few drivers who did take it seriously were selective and only chose those rallies in which they had the best chances of success and which had the highest coefficients to give them the greatest number of points.

The most successful driver in the series, both at winning and at selecting the right events, was Frenchman Bernard Darniche who, with his co-driver Alain Mahé, drove a Lancia Stratos prepared and entered by the French importer, André Chardonnet. They won the total comfortably, but it must also be mentioned that runners-up were French girls Michèle Mouton and Françoise Conconi who put up a most impressive performance.

For 1978 the CSI's Championships remain largely unchanged, although that FIA Cup for Drivers seems to have been dropped. The World Championship for Makes keeps the same list of qualifying events and the long string of European Championship qualifiers keeps its coefficient system. As we have said, there is to be no official World Rally Champion Driver yet again.

The complete list of World Championship qualifiers is as follows:

1	Monte-Carlo Rally	Jan. 21/27
2	Swedish Rally	Feb. 10/12
3	Safari Rally	Mar. 23/27
4	Portuguese Rally	April 18/23
5	Acropolis Rally	May 28/June 2
6	New Zealand Rally	July 31/Aug. 5
7	Rally of 1,000 Lakes	Aug. 25/27
8	Critérium du Québec	Sept. 14/17
9	Sanremo Rally	Oct. 4/7
10	Tour of Corsica	Nov. 4/5
11	RAC Rally	Nov. 19/23

The first of those rallies has just taken place, but it will not be until our next issue that we can feature it in MOTOR SPORT.

G.P.

VSCC Measham Rally

I SAID last month that only mad-dogs and Englishmen would endure some of the things the VSCC enjoys, but which would be quite unacceptable to non-enthusiasts. The all-night Measham Rally falls within this category. To follow it I decided to use a Reliant Kitten, as small enough to park easily in the lanes during this fine thrash round the lesser-known parts of Shropshire and Wales and not get mowed down by thundering 30/98s. At the last moment I noticed that its rear lamps had ceased to function (later discovered to be merely rust, at the bulb contacts), so the Rover 3500, Car of the Year, or in view of the new accolade of the Porsche 928, the Car of Last Year, was substituted.

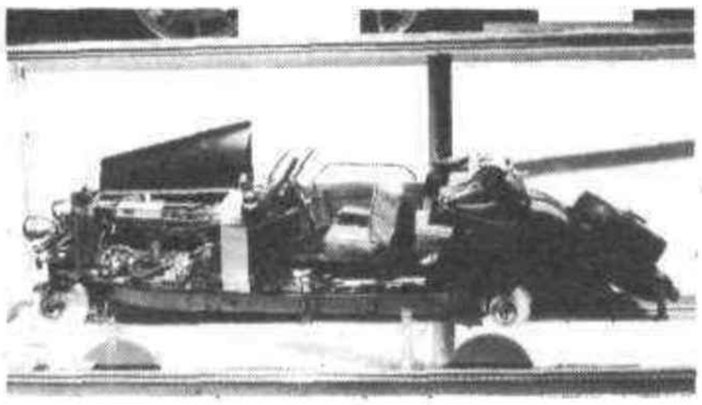
Thus in bulk but comfort we set off for the start at the Sandford Hotel, Church Stretton, where the drop in entries was being speculated on, 35, against 50 last year and 44 in 1976. It was a quality entry however and the night was fine until the fog came up. The route had been cut at RAC discretion from 200 miles to about 186 miles and a later start was accordingly decreed. The first competitor was due at the halfway Control, at the Border BP Garage near Welshpool, at 2.28 a.m. on the Sunday morning. First in were Binns' Riley, navigated by Filsell, and Donnelly's Alvis beetle-back, navigated by B. Luscott-Evans. There was little to report, except that Binns had been impeded by what appeared to be a mild accident among some modern cars, and Spillen's 4½-litre Lagonda tourer had fallen into a ditch not far from Welshpool – it was quickly pulled out by the official Range Rover and arrived still looking like a new car.

Arnold-Forster's aluminium Anzani Frazer Nash was on time, but was steaming very slightly and one of its modern spotlamps needed adjustment. Navigator Weeks had an improvised side-shield to help his slumbers. Ghosh came in next, a minute down, in the Royce/98, its new tyres splattering those behind with mud – a sort of smoke-screen tactic? Rooney's Chummy Austin was taking no nocturnal chances, being equipped with *four* batteries – it had used only two gallons of petrol, in contrast to Pack's 3-litre Bentley, which needed "lots", and the toolbox of which had tried to fall off the running-board. Laxton's Chummy Austin had been delayed with a blocked jet in its Zenith carburetter, but was followed in by Parker's Austin 7 fabric saloon. Price's Austin Nippy was going satisfactorily and Hirst's 12/50 Alvis, its normally side-mounted spare wheel now safely stowed in the sternsheets, had shed a little oil from its breather. Tony Jones in the 30/98 was 14 minutes late, four of them due to turning the wrong way at a T-junction, a mistake navigator Jim Whymen doesn't usually make, the rest of the lost time spent in unseizing the hydraulic front anchors. Cameron Millar's Lea-Francis tourer was on form, apart from its usual battery change, and Turner's unshortened, well-hooded 7th-Series Lancia Lambda came in as if on tour.

Mrs Janet Giles, navigated by Joseland, now arrived in the Frazer Nash (the entry-list had eliminated any difficulties over the "Thirlby-hyphen" by spelling this make as one word), minus a headlamp that had turned round to illuminate her, there being plenty of other lamps to ensure legality, but as the contest was resumed there was no sign of that powerful combination, Footitt navigated by Freddie Giles in the pvt Frazer Nash. Billy May had the main screen folded flat on *his* Frazer Nash and his anxiety about a loose front mudguard was unfounded, but Bullett's otherwise-immaculate 30/98 Vauxhall, navigated by the other Luscott-Evans, had had a moment at a road-junction, of which the o/s front mudguard bore evidence. As Pack attacked his Bentley with a hammer, in the nicest possible manner, Arman came in, navigated by Hancock, with Diffey in attendance, in the stately luxury of his blue vee-windscreen 14/40 Humber motor-carriage. Small children were enjoying the ride in Fenner's Riley Nine, Burnell's Alvis had an intrepid person protruding from a hole in the tail, and the fog was coming up. The Measham was running to form. –W.B.

Provisional Results: –
Measham Challenge Trophy: N. Arnold-Forster/J. Weeks (1925 Frazer Nash).
PVT Cup: R. A. Hutchings/Mrs. A. Hutchings (1937 BMW).
Jeddere Fisher Light Car Trophy: D. Laxton/R. G. Winder (1924 Austin 7).
First Class: C. R. Pack/I. North (1926 Bentley) J. P. Ghosh/T. Harrison (1925 Vauxhall) W. S. May/C. Ayre (1934 Frazer Nash) J. A. McEwen/D. M. Allan (1930 Riley) P. J. Rooney/G. W. Jeffrey (1928 Austin).
Second Class: P. J. E. Binns/D. Filsell (1929 Riley) J. Burnell/D. Hedley (1929 Alvis) D. Johnson/D. White (1933 Frazer Nash).
Third Class: A. D. Jones/P. H. J. Whyman (1923 Vauxhall) A. C. M. Millar/D. Fretney (1928 Lea-Francis) R. J. Odell/D. T. Odell (1933 Riley).
Newcomer's Award: R. Parker/S. Tonkin (1928 Austin) M. B. Bullett/M. Luscott-Evans (Vauxhall 30/98) S. Harvey/R. R. Ives (Riley).

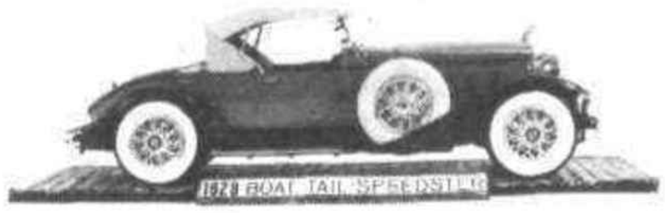
Looking at Models



A Mercedes-Benz 500K cutaway model to ⅛th scale by G.E. Burton of Heanor.

IT WAS my pleasant duty to look in at the *Model Engineer* Exhibition, now in its 47th year, to see what there was of interest in our world, in small scale. The show is held these days at the Conference Centre at Wembley, which is a good move, as this is easy to find from London's North Circular Road and parking, at all events at mid-day on a Thursday, was easy too, at 50p. The show had been opened by Earl Mountbatten of Burma, each of whose grand-children was presented, through him, with a radio-controlled model car, pointing to the growing interests in this hobby, and the racing thereof.

In a short space of time I had seen a model Gnome rotary aero-engine running on the Society of Model & Experimental Engineers' stand – it drew a crowd, spinning as uncertainly



B. Mitchell of Broadstairs entered this 1/24th scale 1929 boat-tailed Packard Speedster.



A Jaguar XJ-S displayed in a perfectly-scaled showroom by E. F. Bolton of London.

as a real Gnome until the mixture was properly adjusted, a trail of tiny blue sparks playing abouts its commutator ... I watched electric rtp aeroplanes performing – it would be possible to stage a full-scale model Hendon Display with these, a sort of fascinating aeronautical puppet-show. I was reminded of travelling in boyhood days on the GWR into Taff Vale territory, when I came face-to-face with two 5"-gauge GWR saddle-tank locos, differing slightly in finish and equipment. I appreciated the effortless, quiet functioning of the model tank loco that was performing the traditional passenger-hauling. All in all, I suppose railways and traction-engines scale down better than anything else.

Among the models of transport interest were a Honda 750 motor cycle almost big enough to ride – well, to 1/3rd-scale – a Mercedes Benz 540K, and a boat-tail Packard Speedster, among the non-working exhibits. More cars were in the craftsmanship section, including those 5 and 10 c.c. tether racers, an F1 Ferrari 312T to 1/24-scale, and a Car Showroom containing a Jaguar XJ-S. The Juniors had contributed a 1/12-scale Porsche 934 Turbo RSR, a rather "plastic-kit" Excalibur SSK, and a Tyrrell 34, all to this scale and a tiny Suzuki dirt-track machine, also a 1/16-scale Jaguar SS100. Class K produced eight little i.c. engines, of up to 35 c.c., and from one to eight cylinders. As in our world, the thing is now very commercialised; on one stand I saw a smart executive clutching a simply vast model of a Ford V8 "hot-rodder". All the models and stands are listed in the December extra-issue of *Model Engineer*. –W.B.

Nothing New Under the Sun

FROM an Editorial in *The Autocar* of 1921: – "Apparently, the scare that some of the experts raised last year that the oil supplies of the World were declining is not likely to be realised for a very long time to come, and, indeed, it is said that of late production has been vastly greater than demand, while, only last week, accounts were published announcing the discovery of what promises to prove one of the greatest oilfields in the World in the north-west of Canada. The prospects, therefore, are to the good for still cheaper fuel".

At that time, in the summer of 1921, petrol cost 2/5½d (approx 12p) a gallon, for No. 1 grade, it having fluctuated from 1/8d a gallon in August 1914 and 1/9d a gallon at the end of 1914, rising to 2/1d by October 1915, 2/10d by 1916, and 3/11½d in September 1917. In 1918 you could buy petrol at approximately 3/6d a gallon but it dropped to 3/2½d in 1919, but soared in 1920 to 4/3½d another tuppence going on by January 1921. For the benefit of motoring historians, perhaps one of the leading Petroleum Companies will get its publicity staff onto working out a chart covering the price per gallon for all the years when petrol has been on sale, which MOTOR SPORT would gladly publish. –W.B.

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A Special MG

J. H. T. Smith's K3 Magnette

THE K3 MG Magnette burst upon the sporting world in 1933 with an impressive *debut;* the first prototype took part in the Monte Carlo Rally and made fastest time in the Mont des Mules hill-climb, which formed part of the event. A second prototype went on a prolonged test and reconnaissance run in Italy, in preparation for the Mille Miglia, and the first three production cars competed in the 1,000 miles race. They finished first and second in the 1,100-c.c class, with the third car retiring with engine trouble.

The K3 was a six-cylinder of 57 x 71 mm. bore and stroke, giving a capacity of 1,086 c.c. with a single overhead camshaft, a supercharger mounted ahead of the radiator, and the power was transmitted through an ENV pre-selector gearbox. After the success of the cars in the Mille Miglia, where they had trounced the 1,100-c.c. Maserati opposition, there were plenty of customers for these sports/racing cars, which could also be used as pure racing cars thanks to all the road equipment such as lamps, mudguards, screens, etc., being easily detachable. In road-racing, track-racing, record-breaking, hill-climbs and any other form of competition the K3 was very successful, while some were even sold for touring purposes. During 1933 a total of 14 production K3 cars were built and in 1934 the first three off the line were earmarked for Lord Howe's Mille Miglia team again. These were numbers 15, 16 and 17 and it is the first of these with which we are directly concerned. K3015 was registered in February 1934 by the MG Car Co. Ltd. of Abingdon, Berkshire, and given the registration number JB 3180. It was the standard sports/racing two-seater with squared-off body behind the seats, a full width "slab" petrol tank and spare wheel on the back. It was driven by Count Lurani and Clifton Penn-Hughes and they finished tenth overall and second in the 1,100-c.c. class, a long way behind the class-winning Maserati; thus the Italians overcame their defeat of 1933. After the race JB 3180 was returned to the Abingdon factory and as the K3 was now standardised with a pointed-tail two-seater body, it was rebodied into this form and all the road equipment was removed as it was destined to become a pure racing car. The Mille Miglia had been held on April 8th and when the car re-appeared on May 21st at the Whit-Monday Brooklands meeting it was in its new guise and had a cowl over the traditional MG radiator. It was loaned to Major "Goldie" Gardner, who was making a return to racing after a bad crash in the Ulster TT of 1932, in which he had been driving an MG Midget. In view of his leg and hip injuries, Gardner was restricting his racing to the Brooklands Outer Circuit, which was a flat-out blind round the banked track. He took part in two races with K3015 but was unplaced. However, the potential of the K3 Magnette was shown by R. T. Horton with a similar car, though better streamlined, who set a Class G lap record at 123.58 m.p.h. at this meeting.



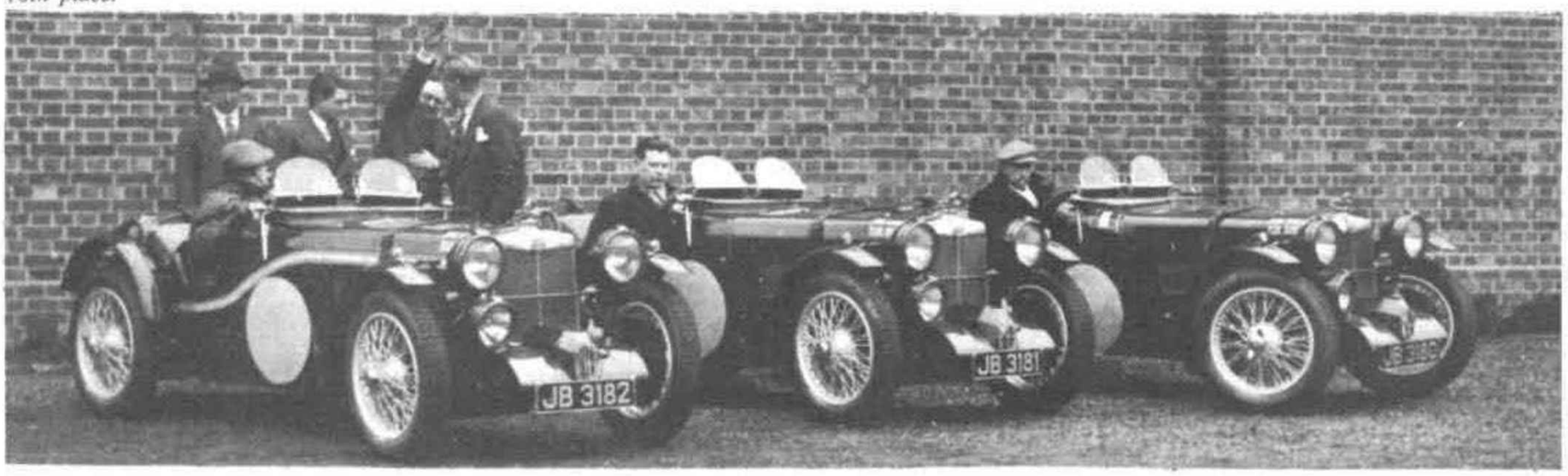
J. H. T. Smith with his single-seater K3 MG Special after he had spent two years restoring it to its 1939 condition.

At the Brooklands August Bank Holiday meeting Gardner again drove K3015 and gained a third place in the Esher Senior Short Handicap on the Outer Circuit, and the following month he took part in the BRDC 500-Mile race at Brooklands. For this event he was joined by Dr. Benjafield and they gained a very worthwhile third place. In his autobiography entitled "Magic MPH" Major Gardner says " ... For the BRDC 500-Mile race at Brooklands in 1934 Kim (Cecil Kimber of the MG Company) lent me a standard K3 supercharged two-seater Magnette ... "

Around this time one John Henry Tomson Smith, who was in partnership with Martin Soames in a motor business in London, was looking for something to replace his MG Midget. In passing, this MG Midget was the one which had won the 1931 Ulster TT driven by Norman Black, which Smith was using as an everyday sports car. He had it tuned by W. E Wilkinson of the Bellevue Garage in South London and asked "Wilkie" to keep an eye open for a K3 MG suitable for racing. At the end of the season "Wilkie" took J.H.T. down to Brooklands as he had found him a good K3. It was K3015 which arrived from Abingdon in the MG works van, in racing trim with space for a passenger but no seat cushions, and "Wilkie" took Smith sitting on the floor for ten laps and pronounced the car "a good 'un", so J.H.T. agreed to buy it. It was a good one, for at the final BARC meeting of the season Gardner had gained third place in the First Kingston Senior Long Handicap and had won the Second Kingston Senior Long Handicap, at an average speed of 104.58 m.p.h. Smith took delivery of the car in racing trim, and was given the log-book which contained the information Registration number JB 3180, chassis number K3015, engine number 1170K and the MG Car Company Ltd. as the only previous owner. As Smith bought it purely for racing, with no intention of using it on the public roads, he never taxed the car or changed the ownership, so to this day the log-book contains but one entry, that of the MG Car Company Ltd., Abingdon.

During 1935 Smith raced the car "as bought" and as it was his first supercharged racing car he

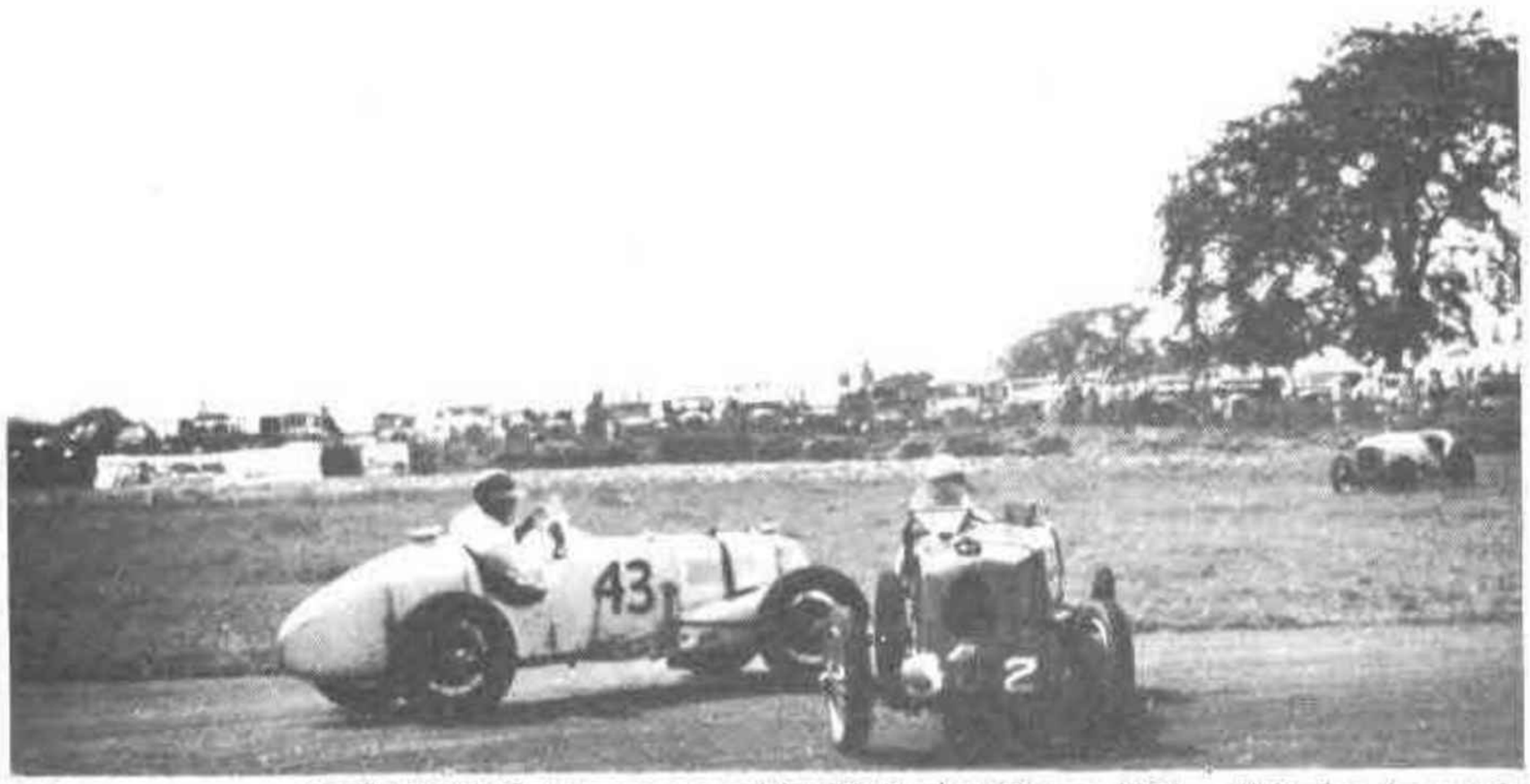
The team of K3 MG Magnettes prepared at Abingdon for the 1934 Mille Miglia. On the right is K3015 which was driven by Lurani/Penn-Hughes into 10th place.



and as it was his first supercharged racing car he let "Wilkie" look after it for him. He was only interested in road racing, the flat-out stuff on the Brooklands Outer Circuit not appealing to him, and competed at Donington Park and on the triangular "Mountain" course at Brooklands. By the end of the season he had learnt a lot about the car and had gained a third place at a Donington Park meeting and a second at the closing Brooklands meeting. At the July Donington Park meeting MOTOR SPORT said in its report that Smith lay third for a while in a 25-mile Handicap event, "... until he was passed by Esplen (MG). ..." A photograph accompanying this article now shows why Smith was passed by Esplen – he spun!

For the 1936 season K3015 underwent a "face-lift" at the Tomson Smith & Soames workshops, which was more in the nature of a "face-drop", for the standard K3 bodywork was lowered 4½ inches, as was the radiator and cowl. The standard K3 fuel tank, with its twin fillers, was discarded and a new one made, which was in alloy and had a central filler, but still followed the lines of the standard K3, with the tail ending in a point. "Wilkie" attended to the engine as always, and the season started with K3105 being lighter and lower than the normal road-racing K3. Smith now took part in the longer races, like the Nuffield Trophy over 59 laps of Donington Park, in which he finished seventh, and the International Trophy at Brooklands as well as the regular short races. At the postponed (because of rain!) Easter meeting at Brooklands, Smith won the Third Heat of the British Mountain Circuit Championship at 70.67 m.p.h., and at the Whit.-Monday meeting he lent the car to "Wilkie" who won the Fifth Mountain Handicap at 71.15 m.p.h.

The car had proved really satisfactory throughout the 1936 season and in the autumn Smith and Soames reviewed the situation. By this time the ERA was a very desirable racing car, and there were some intriguing 1,100-c.c. Maseratis about the place. The ERA was an expensive proposition and the Maserati would be all right until it blew up, when spares from Italy would stretch the budget. The two young men looked at K3015, reluctant to part with it for it had served well, and decided they would convert it into a proper single-seater, with central driving seat. By this time the MG Company had officially given up racing and were not building or servicing any racing cars, but the enthusiasm of the management was undiminished. Smith and Soames went to see Kimber, Enever and Jackson, the leading lights of the firm, and outlined their plans for the single-seater. They received a lot of unofficial support and came away with a brand new chassis frame, a new block and crankshaft, a new front axle beam and a bronze cylinder head all for "a token sum". With this support all thoughts of an ERA or a Maserati were banished and the winter of 1936/37 saw them hard at work. The complete body, tank, radiator and cowl were removed from K3015 and sold to another MG owner and the new chassis frame was put up on trestles alongside the existing chassis. The engine was given to "Wilkie" for its winter overhaul, and all the bits were removed from K3015 and fitted to the new chassis frame, and wherever possible bits were lightened. The K3 front-axle beam was one of the weak parts of the car, which was why Smith took the opportunity to get a new one, as the original one had done a lot of work. Springs, gearbox, rear axle, steering, brakes, shock-absorbers and so on were all transferred and the stripped chassis was stood up against the wall when it was all finished, along with sundry other bits and bobs that had been



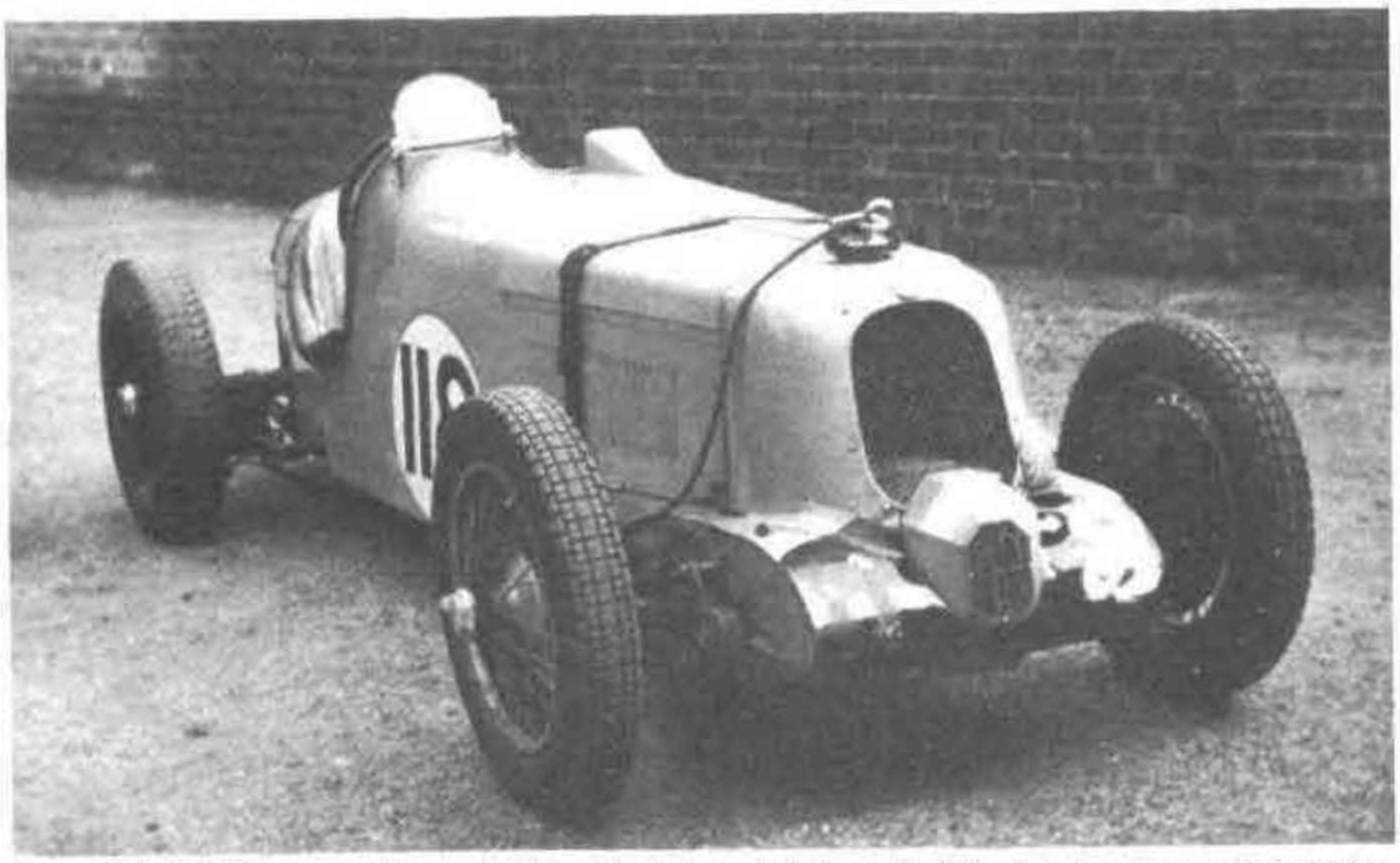
The race report said "J. H. T. Smith was passed by W. Esplen (R-type MG) ..." In fact he nearly struck Smith in passing! This was K3015 in 1935, with cowled radiator, as purchased by Smith.

replaced. The rebuilt engine, with its new cylinder block, crankshaft and bronze head had been fitted with a Zoller supercharger in place of the original Roots-Marshall supercharger, and when everything was installed and a new bulkhead made, the original specification plate from K3015 was attached to this new car. The long steering column had been pivoted across to the left to give a central steering wheel position, though the wheel sat at an angle; a new fuel tank and seat were made and then the whole thing was encased in a new aluminium body, with a pointed tail and fully cowled radiator. Although on the face of it, Smith had rebuilt K3015 into a single-seater, he had in fact built almost an entirely new car. What might be termed K3015 Mark II.

Smith's interests really lay in proper road-racing, and he used to go to events like the Swiss GP or the French GP to spectate on his summer holidays. The nearest thing to European road racing in England was Donington Park, and in 1937 the Crystal Palace road circuit was opened, but none of this quite compared with racing on public roads, so for his first event for 1937 with the rebuilt K3015 Smith went to Ireland for the Cork GP. Not surprisingly the rebuild was not finished when the time for departure arrived, so the car was shipped with the new body just resting on the chassis and the attachments were made up in Ireland. Everything went well and Smith finished fourth at 71.88 m.p.h. At Brooklands the Campbell Circuit had been opened, which was part road-circuit and part banked track, and in the International Trophy the Zoller blower on the MG gave trouble. In this race Billy Cotton and "Wilkie" were driving MG Magnette K3004, which the Dance Band Leader had bought from Jock Manby-Colegrave and to which "Wilkie" had fitted the lowered body and alloy fuel tank that Smith had sold when he embarked on his single-seater project. While he and his partner Soames were ruefully removing bronze supercharger-rotor bits from the inlet manifold of the single-seater, they watched their old 1936 bodywork being driven into third place!

At the end of the season Smith took part in the Imperial Trophy meeting at Crystal Palace and finished eighth, while Soames netted a second place in the First Campbell Circuit Handicap event at the BARC October meeting at Brooklands. As the single-seater project had proved satisfactory the car was retained for the 1938 season, the winter rebuild being more an overhaul than anything else, though the Zoller supercharger was discarded and the original Marshall was replaced.

While J.H.T. was in Ireland he met up with

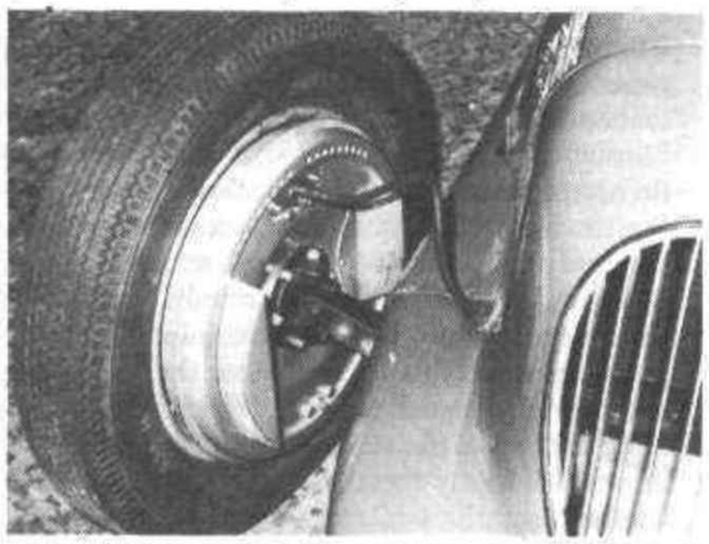


In 1936 the MG K3015, was lowered and had the bodywork "channelled" by 4½ inches. It was this body that was later sold to Billy Cotton to fit on his own K3 MG.

A. P. MacArthur who raced a K3 MG, and this car was prepared by W. E. Wilkinson. When MacArthur was in England, taking the car to "Wilkie" for its winter overhaul, he called on Smith to ask if he wanted to sell the single-seater. Smith didn't want to sell it, but he did sell MacArthur the old original chassis frame from K3015 and various surplus spare parts and they were shipped back to Ireland, but without any actual identification, for the documents of JB 3180/K3015 remained with the single-seater.

The 1938 season was a good one for the single-seater, for after a third place at the Easter Brooklands Meeting, in a Campbell Circuit Handicap, it ran fourth in its Heat at the Crystal Palace Coronation Trophy meeting, and ninth in the Final. In the JCC International Trophy at Brooklands it netted a good fourth place overall at 78.96 m.p.h., finishing in a cloud of steam as the radiator had split a few laps from the end and Smith drove with his fingers crossed and a rapidly rising engine temperature. It was part of "Uncle Willy" Parnell's team, along with W. G. Everitt driving Reg Parnell's special K3 MG and Percy Maclure's Riley, which won the race. With 1st, 4th and 13th places they won the Team Prize.

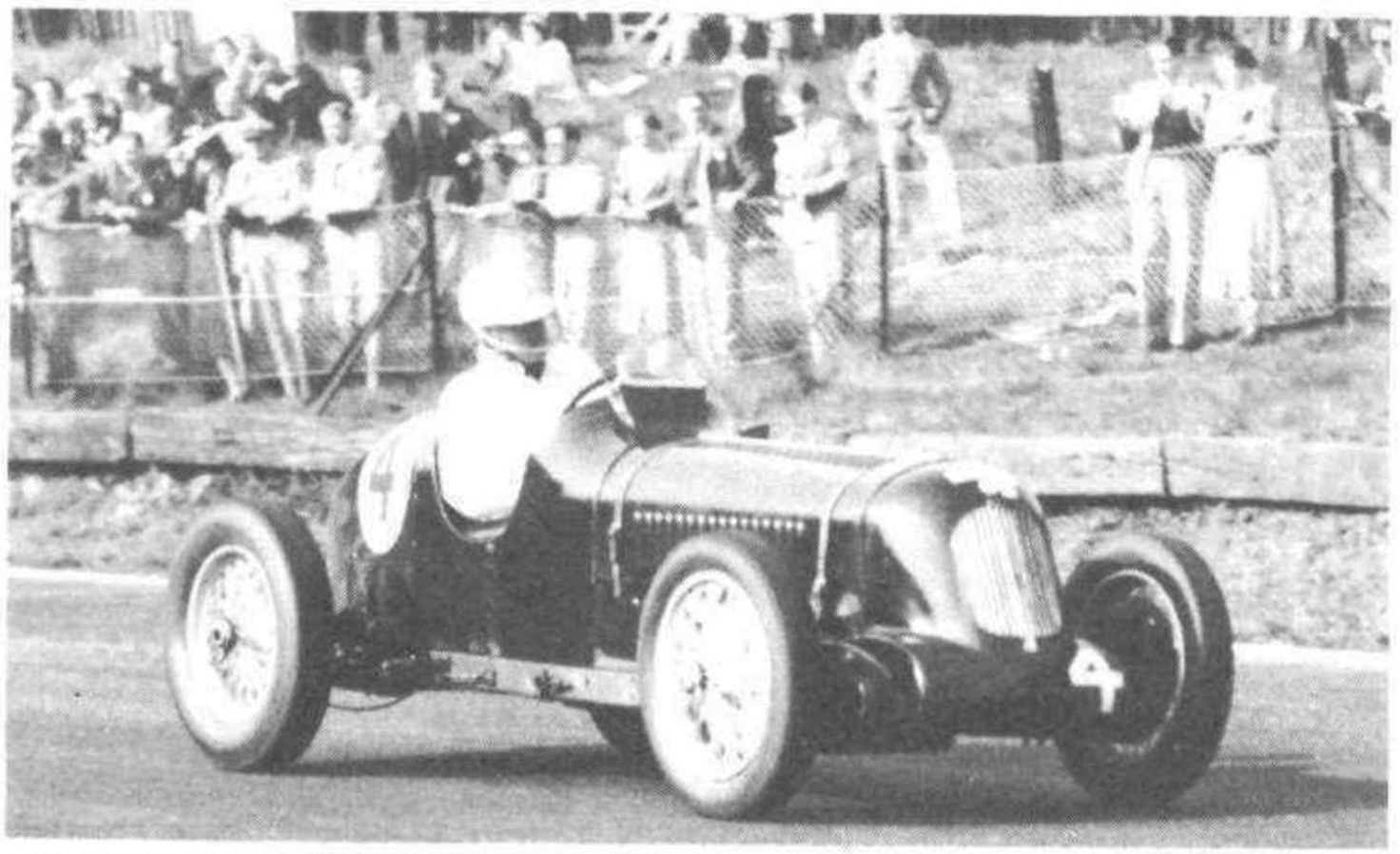
Two weeks later, on May 21st, at a mixed car



The massive front brake of the MG special as it is today. These hydraulic brakes were surplus from the Prince Chula rebuild of the Dick Seaman Delage. The hefty front axle beam came from the Parnell MG Special K3009.

and motorcycle event at Crystal Palace, Smith led the Sydenham Trophy race for cars, from start to finish, the 1,100-c.c. having a start over the 1,500-c.c. cars, and in the 15 laps B. Bira was unable to catch the MG with his ERA. The single-seater MG Special ran at all the Crystal Palace meetings that year and at all the Brooklands meetings, including the JCC 200-Mile race, where it finished 10th, and it established a Class G (1,100 c.c.) lap record for the Campbell Circuit at 70.60 m.p.h.

During the season Reg Parnell had modified his K3 MG by fitting the independent front suspension assembly from a Lancia Augusta in place of the normal half-elliptic leaf springs and forged beam axle. The axle beam he removed was not a standard MG one, but a special one-off he had made the previous year to replace the rather flimsy MG one. Seeing Parnell's car with its i.f.s. layout Smith enquired about the special axle beam and soon did a deal with Reg and had the extra strong beam on his own car. At the Crystal Palace Cup meeting in August the 1,100-c.c. class saw a scrap between three special MG K3 cars that had started life as production models. Aubrey Cuddon-Fletcher was driving Parnell's special single-seater with the Lancia i.f.s., Smith was driving his single-seater with the specially made front axle beam off Parnell's car, and Stuart-Wilton was driving the ex-Billy Cotton car that carried the modified original



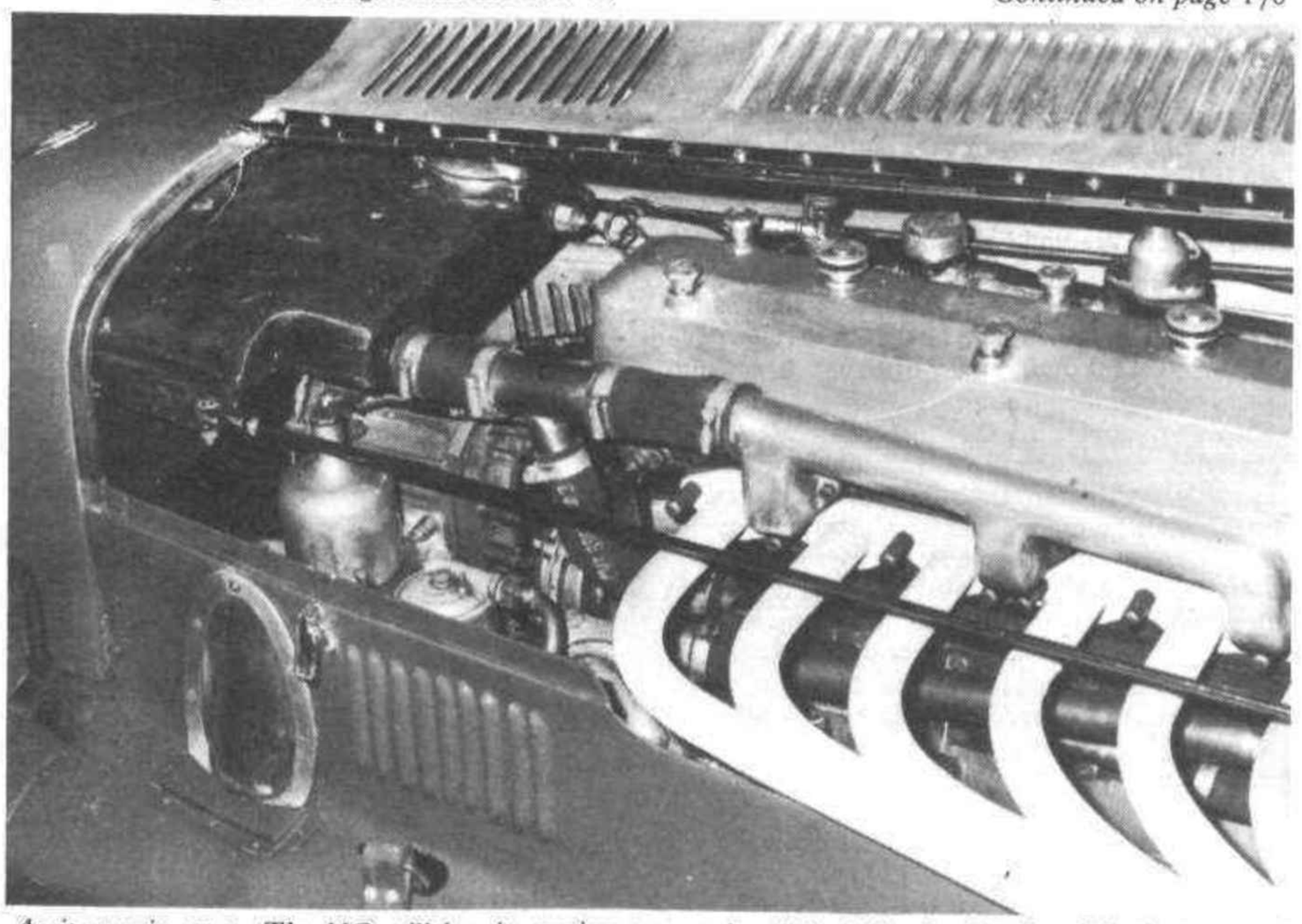
The single-seater version of K3015, or the Mark II, seen winning the Sydenham Trophy at the Crystal Palace in 1938.

bodywork of Smith's car!

When the season was over and J.H.T. was contemplating his next rebuild of K3015 Mark II, MacArthur called in again, once more trying to buy the car. It was still not for sale, but Smith sold him the complete bodywork, as he had new ideas for his own car. Once more MacArthur returned to Ireland, this time with the body off Smith's car, but not the one that had been born with the original chassis. During the winter of 1938/39 Smith's car underwent its third major rebuild. One of the short-comings of making a K3 MG into a single-seater was that it became nose-heavy or, conversely, "tail-light", so in this rebuild the engine was moved back in the chassis, the prop-shaft being shortened, and the supercharger was moved from its standard position in front of the radiator to a new position behind the radiator. It was attached to the front of the cylinder block and driven by a chain enclosed in a special casing. With the ever increasing power of the engine it was becoming difficult to keep head gaskets intact and the weak points were the water passages between head and block. A new joint was made with no water passages at all, and the water was transferred from block to head by external pipes. (In the 1960s Ford used this dodge to cure trouble on the GT40 and it was known as "dry-deck" – in 1938 it did not have a name!) Another limitation on the K3 Special were the brakes, which were still 1934 standard cable-operated ones.

Smith's tuning shop was looking after various customers' competition cars, including a Type 37A Bugatti which Soames raced, belonging to one Cleveland-Harmer. One day, quite by chance, Smith had been to see Harmer and on his way home called in at the White Mouse Garage in Hammersmith where Stan Holgate was working on Prince Chula's cars. He saw some new brakes for the ex-Seaman Delage which Chula

Continued on page 176



As it was in 1939. The MG still has its engine mounted well back in the chassis, with the Marshall supercharger behind the radiator and driven by an enclosed chain.

ROAD IMPRESSIONS

The Six-cylinder BMW 320

MOST motor manufacturers indulge in cosmetic face lifts to revise models, a policy which often goes down like a lead balloon on second-hand markets. With the new "little-six" 320, BMW have reversed the trend, to put a completely new heart into an existing body. A straight-six-cylinder engine of 1,990 c.c., with a single overhead camshaft has replaced the faithful four-cylinder engine of identical capacity. Concurrently the same six-cylinder engine has been fitted to the revised 520 and the 320i has been replaced by the 323i, which has a fuel-injected, 2.3-litre version of the new small six. Thus BMW can boast a range made up almost entirely of six-cylinder cars; only the 316 and 518 retain the old fours. In the case of the 320, considered specifically here, I wonder whether that very lack of cosmetic changes might affect its sales among the one-upmanship brigade, for only the sharp-eyed observer will spot the additional grille badge, wider wheels and tyres and larger exhaust which differentiate the "six" from the "four"?

The idea of a small six is nothing new to BMW of course, the 328 in particular recalling past successes on the theme. In contemporary BMW engineering terms this latest six is new, inheriting little other than basic single overhead camshaft cylinder head design from the large sixes or the almost superseded four. In 2-litre guise the engine has a bore and stroke of 80 x 66 mm (the stroke is increased to 76.8 mm for the 323i, which won't reach Britain until the Spring). The cylinder block is cast-iron and the crossflow head alloy. Surprisingly, BMW have adopted a cast-iron crankshaft, running in seven main bearings, containing 12 integral counterweights to reduce bearing loads and carrying a damper on its nose. For the first time on a BMW, the central single overhead camshaft, supported upon seven bearings, is driven by a toothed belt and operates the valves via short rockers. The four-barrel, downdraught Solex 4A1 carburetter has an automatic choke. Familiarly, the engine is canted over, but to a 20 degree instead of the four's 30 degree angle.

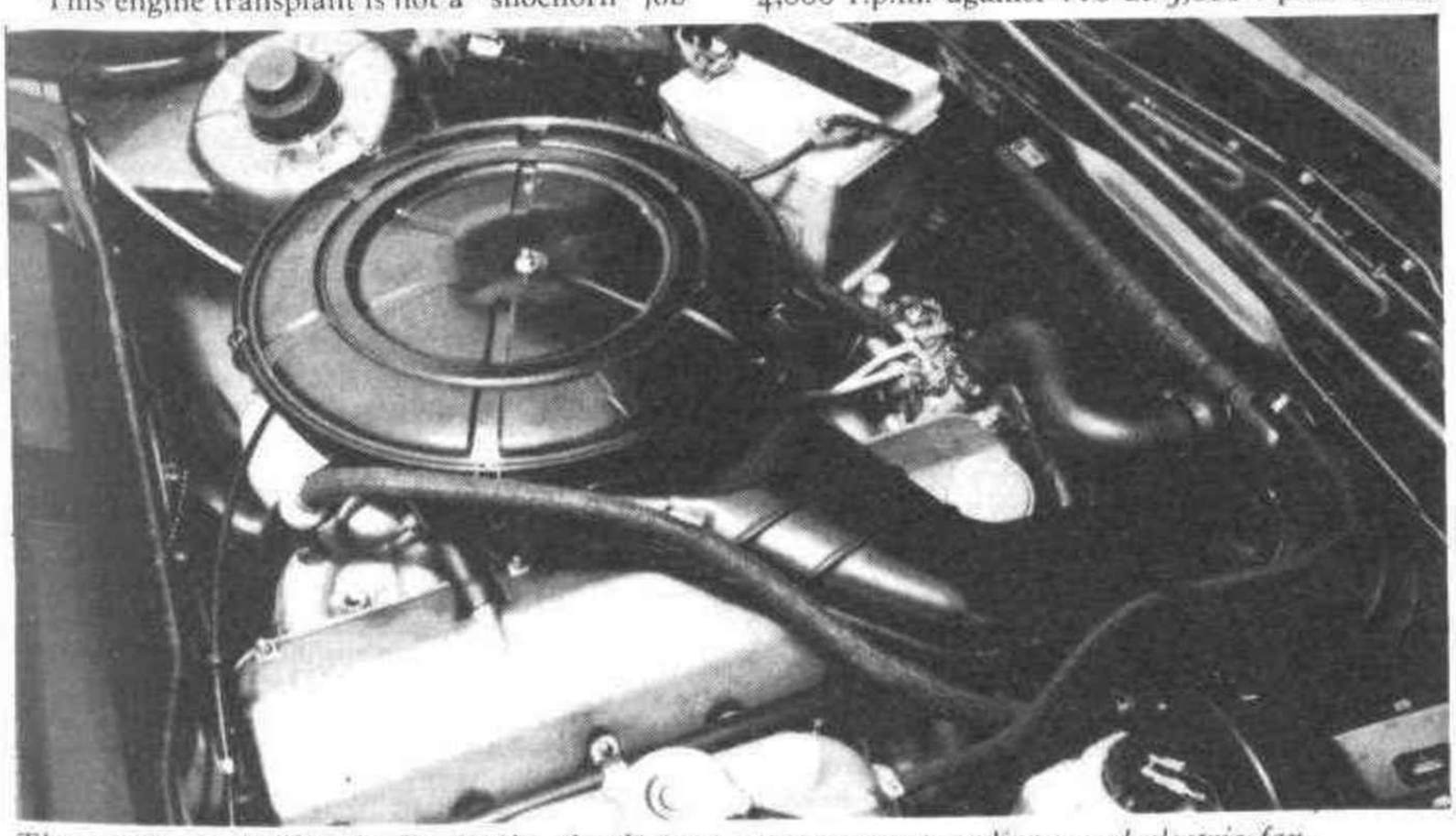
This engine transplant is not a "shoehorn" job – the 3-series was designed around it in the first place – and the unit fits in quite neatly, although the plugs are very difficult to extract, as I was to find out when trouble struck the first of two road test 320s. A smaller, though more efficient crossflow radiator and an electric cooling fan overcome the problem of extra length.



How to recognise a "six". The badge on the grille, wider wheels and tyres (320i type), and larger exhaust are the only outward differences.

In the old engine, BMW had one of the smoothest four-cylinder units in the business, so why adopt the extra complications of extra cylinders? Increased smoothness was one aim, but higher on the list of priorities was the benefit of improved thermal efficiency occasioned by the higher compression ratios which can be used with a six's smaller combustion chambers. This is beneficial to both exhaust emission and fuel consumption, both subjects which are headed for tighter controls in the future. In fact the new engine runs a 9.2:1 compression ratio compared to the four's 8.1:1 and while the fuel consumption of both test cars agreed with BMW's claims in that direction, the Munich company carefully omitted to remind us in print that whereas the old engine was content to digest two-star fuel, its young brother demands premium grade.

The little six boasts an increase of 13.4 b.h.p. over its predecessor and indeed its 122.4 b.h.p. at 6,000 r.p.m. compares favourably with the 125 b.h.p. at 5,800 r.p.m. of the old fuel-injected 320i. The 323i promises to be a real flyer, with 143 b.h.p. on tap. A less marked increase in torque is shown over the old 320: 118 lb. ft. at 4,000 r.p.m. against 116 at 3,800 r.p.m. Offset against this is an increase in weight of 188 lb., to 2,459 lb., of which 50 to 60 lb. is accounted for by the physically larger engine.



The 1,990 c.c. in-line six fits neatly, thanks to a more compact radiator and electric fan.

I am fortunate enough to have had considerable experience of the six-cylinder 320, firstly on the Press launch in the South of France, from where I returned one to England in an extended journey across France, and then, more briefly, with a second right-hand-drive car in Britain after the first example developed a faulty Solex.

At first, static acquaintance this new model seemed to have little to offer over and above the original 320, which I road tested very favourably in MOTOR SPORT, January 1976 and the less happy 320i (MOTOR SPORT, February 1977) and I don't intend to dwell much on the creature comforts, which are much as before. A new and most comfortable upholstery cloth now covers the entire seat faces of this four-seater, two door saloon, the interior door panels have been neatened and the dashboard switches and levers restyled and more clearly labelled. I will reiterate my comment from the earlier 320 road tests that the curved facia layout is one of the best in the business, the clarity of instrumentation, the convenience of switchgear a credit to its designer. The seats are hard and at first uncompromising, but those miles across France proved this German recipe to be highly satisfactory, especially when accompanied by a driving position which, if a touch "sit-up-and-beg", is very relaxing. Commanding visibility is afforded through the deep, extensive glass area, rear seat and leg room is cramped, the boot is roomy and heating and ventilation first class, though opening rear quarterlights are not a standard fitment. The second car had the benefit of a slide and tilt steel sunshine roof. I must make mention of the excellent paint finish, a department in which BMW, Mercedes, VW and Porsche can teach the British and Italians so much. Why?

The familiar 3-series character changes with a turn of the key and the springing to life of the little six, the engine mountings and the body less disturbed by "start-up" than the four. The soft-whirrings which are emitted are less typically "straight-six" than the sporting bark of the new in-line Rover engines. First time starting from cold is usually guaranteed by first prodding the throttle to activate the automatic choke.

One immediately obvious benefit of the engine change is the new-found flexibility and "laziness" which makes 20 m.p.h. top gear trickling in traffic an expected duty of the engine rather than a punishment. In fact this 320 will pull away from 10 m.p.h. in top. This is in spite

of a reversion to the 3.64 final drive of the 2002 from the old 320's lower 3.9:1.

BMW have stuck to a four-speed gearbox in face of the almost standardised five-speed boxes amongst the opposition; as always, a five-speed ZF gearbox is listed as an option, but this is rather more suited to competition use. I understand that a more appropriate five-speed gearbox is under development at BMW. The four-speed box's ratios have not been altered for this six-cylinder application though the gear-train has been beefed up. Light and positive in use, the gearchange is a delight, but the antiquated whine in the lower gears becomes more annoying than ever when associated with the purr of this new "six". A noisy differential in the second car added to the whining.

This new engine certainly packs adequate punch, capable of accelerating the 320 from rest to 60 m.p.h. in just under 10 sec. and to a maximum of 112 m.p.h., some 6 m.p.h. faster than the four-cylinder car. Yet the smoothness of its manners and less willingness to rev at the top end of the scale might be considered as less sporting than the characteristics of the "four"; its real attributes are smoothness and low-speed flexibility. Acceleration from modest speeds in the higher gears is not remarkable – in fact it feels a bit of a sluggard if the gearbox is not brought in to play to build up the revs. Even then it takes its time in all except first gear to reach the 6,400 r.p.m. red line, equivalent to 32 m.p.h., 60 m.p.h. and 90 m.p.h. in the gears. Up to about 4,000 r.p.m. the unit's quietness is admirable, but above that limit an element of relative fussiness sets in, a sort of whirring buzziness from the top end of the engine, rather than the calico-tearing crispness of other small sixes.

This same fussiness comes into play again at cruising speeds above 80 m.p.h. At 70 m.p.h. or thereabouts the engine is almost perfectly silent. The buzziness is not an intense sound, but is out of keeping and not at all satisfying. It certainly does not prevent this small BMW being a very satisfactory high speed cruiser, capable of sustaining three figure speeds easily, albeit on a well-prodded throttle, as the first test car had been doing when the four barrel carburetter developed an incurable malfunction on the autoroute south of Orleans. The symptoms were of blocked jets, for the engine was happy on slow running or full throttle. I couldn't cure it, so the only comfortable means of returning to England was to spend even more time at three figure speeds, punishment which this 320 rebuffed superbly! Back at BMW Brentford the malfunction proved to be more serious than errant muck and the Solex carburetter had to be changed.

Returning to noise levels for the moment, wind noise is too prominent at speed, particularly if the now "tiltable" facia fresh air vents are open. On the other hand, suspension and road noise is extremely well suppressed.

Whirring machinations apart I enjoyed this car and would need little persuasion to buy one if the editorial Alfa Spider was ready for changing. Ironically, it was not the well-publicised new engine which did the trick. With the new package have come suspension and braking revisions which have more than replaced the sporting characteristics the 3-series BMW has seemed to lack. The McPherson strut front and semi-trailing arm rear suspension has had its spring and dampers uprated, the old 5J x 13 in. wheels and 165 section tyres have given way to the 5½J wheels and 185/70 section tyres of the old 320i, ventilated front discs have been added (the 10.04 in. diameter is unchanged and the 9.84 in. diameter rear drums remain) and a direct-acting, 9 in. servo has replaced the 8 in. article. The handling is now a driver's delight, the whole car much, much tauter in feel, the roll considerably reduced although still there and pitch and squat is much less marked. Power off it is an understeerer, power on it is is nicely neutral, very predictable and very safe, the last two descriptions being ones I could not attach to the 320i I tested last year. This small BMW is much more responsive to the sensibly high geared, smooth and positive steering. The extra stiffness has brought with it a choppier ride over rough surfaces, but I wouldn't call the ride harsh and a less smooth ride must be a small price to pay for modifications which have put the fun back into BMW small car motoring.

Improved braking is an added bonus. The brakes of the old cars lacked progression and snatched, especially at town traffic speeds. Right-hand-drive cars, with remote servos, suffered the worst. This insensitivity has given way to a progressive, firm pedal and the overall braking performance is enhanced further by better resistance to fade.

Power assistance is available on this new model, though the steering is really light enough. It might be of benefit to ladies using 320s regularly in town. Of the two test 320s, the first, on Continental tyres, had slightly lighter steering at parking speeds than the second, on Michelin XVS. The Michelins gave better roadholding at the expense of a lumpier ride and less positive steering.

I thought at first that the original 320 must be running on air, for the fuel gauge stuck solidly on full for 60 to 70 miles, a trait copied by the second car. In fact even that fast trip across France failed to bring the consumption below 23.5 m.p.g. and 25 m.p.g. was more normal. Most owners could probably expect a 27 to 28 m.p.g. average, with 30 m.p.g. perhaps in sight for the very light of foot. A one gallon larger tank, to 12.8 gallons, ensures a comfortable range of over 300 miles.

The 3-series has always presented a fine, compact, quality package, lacking a little in sporting appeal. The new six cylinder engine is not as sporting as might have been hoped, though it does give the car additional smoothness and refinement; the improved sporting desirability of this small six comes largely from the much improved chassis. Further development will no doubt make the engine more appealing and the 323i promises to be quite a motor car. Meanwhile the 320 presents excellent value for money amongst its competitors in the 2-litre up-market, at £4,999. –C.R.

MG K3 – continued from page 174.

was trying to run. There was an enormous pile of new drums, back-plates, shoes, etc., for these large-diameter hydraulic brakes, for someone had made an error in ordering and they had far too many. While J.H.T. was eyeing these, Prince Chula arrived and when Smith left he had a nice set of new brakes in the back of his car, bought for a very reasonable price. These were grafted onto the MG hubs and all the mechanical linkage of the old MG brakes was replaced by hydraulic lines. During 1938 Smith had raced against a very pretty little 1,100-c.c. Maserati owned by Count Lurani, and had been really smitten by its lines, so when it came to clothe the third generation of K3015, with its Parnell axle, Chula brakes, re-positioned and modified engine and new supercharger drive and mounting, a copy of the 1,100-c.c. Maserati was made and it was painted red, as had been the previous body. Other work done during the 1938/39 rebuild included light alloy shock-absorbers, new leaf springs with forged clips, and a lower mounting of the rear axle, on alloy blocks instead of the MG malleable iron ones.

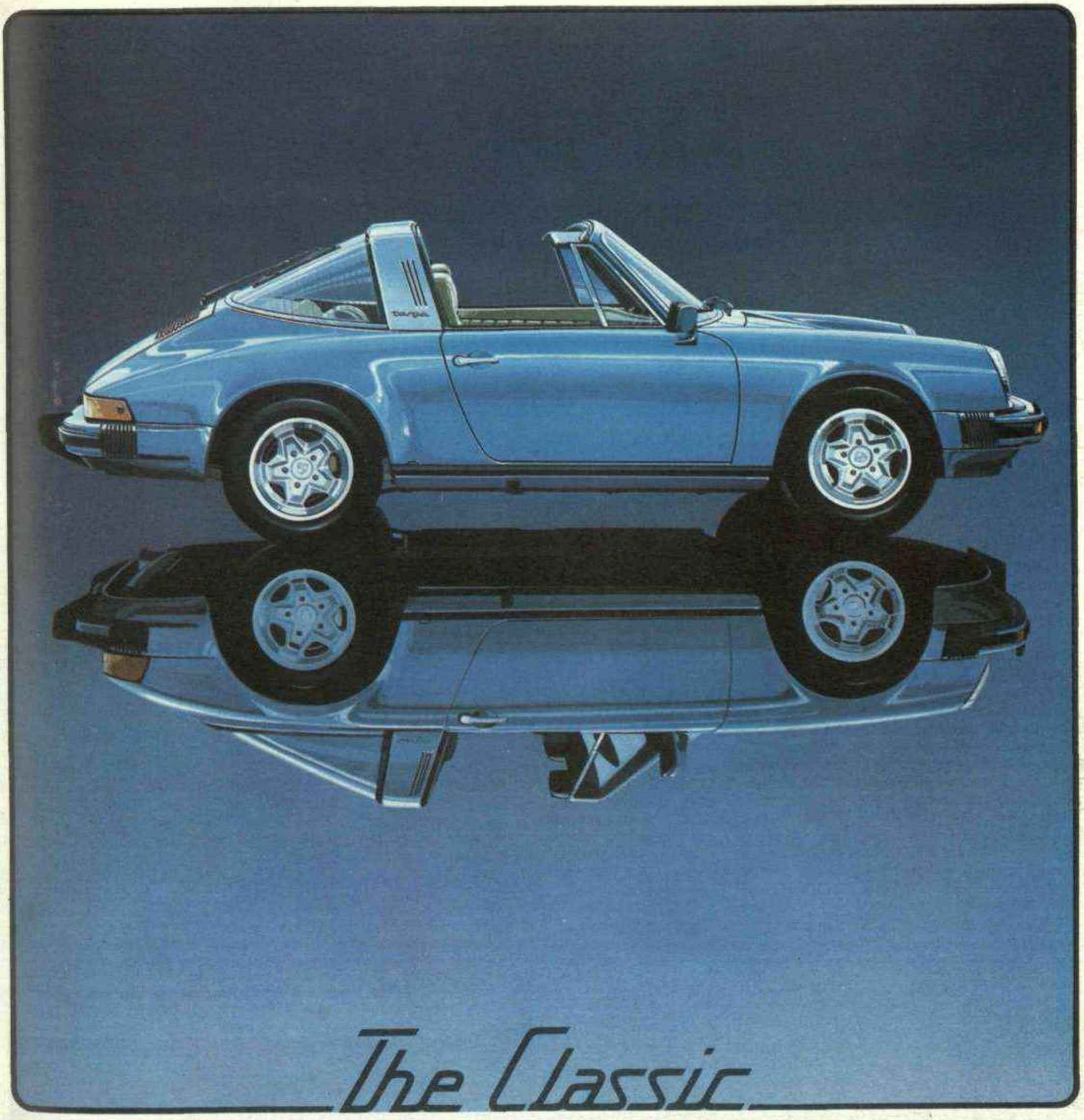
This major rebuild took longer than planned and the car was not ready for the first meetings at Brooklands, but it appeared at the Crystal Palace at the end of May, and contemporary reports merely described it as "... J. H. T Smith's rebodied MG ... ". The 1939 season was cut short by the war so Smith's Mark III Special MG did not get a lot of use, though it ran at the last Crystal Palace meeting on August 26th, one week before war broke out, finishing fifth in the second Heat, but not completing the final.

Smith joined the Army and the MG was stored out of London, and during the war he sold it to Chris Shorrock, of supercharger fame. During the nineteen-fifties it appeared in the "Small Ads" in *The Motor* and was described as having ERA axles and brakes, a fact we now know as being completely false. It was used in VSCC Historic racing until it blew-up rather comprehensively and was then offered for sale in bits. By this time J. H. T. Smith had dropped out of the racing scene and was concentrating on his motor business in South London, but when a friend told him his old MG was for sale he bought it and spent two years rebuilding back to its 1939 condition. There was no thought of racing it and it stood in the showrooms among modern MGs until Smith's son decided he wanted to go Club Racing with a Lotus Seven, so the K3 MG Special was sold to "raise the wind", though with regrets for the second time. It passed through various hands until Dudley Gahagan acquired it and had the idea of getting J.H.T. to drive it at a Brooklands Re-union. When he saw the car again Smith kicked himself for selling it the second time and eventually persuaded Gahagan to sell him a half a share in it. Back to Smith's workshop in Mitcham it went yet again and he and his son stripped it right down and rebuilt it yet again.

As it stands today it is, as near as makes no odds, as it was in 1939, though the 1937 crankshaft was very tired and was replaced by a new one made by Allen Crankshafts, and a new cylinder block and head was needed, but the Marshall blower layout, and everything else, is unchanged. In no way can one say that the car is JB 3180 which finished 10th in the 1934 Mille Miglia, or even K3015, but it certainly is the car that J. H. T. Smith conceived from those honourable beginnings during 1936, 1937, 1938 and 1939. No doubt someone, somewhere, has a bare K3 MG chassis frame stamped K3015, but that is all they do have, and if a 1934 K3 MG Magnette ever appears carrying the registration JB 3180, then it will be a complete phoney; not a rebuild or a replica, but a genuine phoney! That original Mille Miglia K3 Magnette can never be recreated, even John Smith wouldn't try to do it, but the end product of K3015 is still fit and well and living in England. –D.S.J.

Footnote: The Manby-Colegrave, Billy Cotton, Stuart-Wilton car K3004, which carried the Smith-modified two-seater pointed-tail body in 1939 was dismantled and, as far as is known, the body was destroyed. The 1937 single-seater body which Smith sold to MacArthur was fitted to K3006 and appeared as late as 1948, driven by Hector Graham, and was then absorbed into W. R. Baird's activities in Belfast.

Grateful thanks are extended to John Smith, Dudley Gahagan, Wilson McComb and members of the MMM Register for heir help in unravelling this fascinating story. –D.S.J.



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Epynt Starts the Rallying Year

The military ranges at Mynydd Epynt in Wales offer classic rallying terrain

MANY YEARS have passed since an area of open, mountainous moorland to the north-west of Brecon—or Aberhonddu as it is more properly called—echoed to the exhausts of racing motorcycles. Shortly after the Second World War Mynydd Epynt was in regular use as a road circuit on which motorcycle races were frequent crowd-pullers, attracting enthusiasts from all over the country who usually took their own tents and cooking gear to spend the weekend on the mountain.

Motorcycles are no longer raced at Epynt, but for the past several years the narrow ribbons of tarmac have been used as special stages by rally organisers. Unlike other countries, where public roads can often be temporarily closed and used as special stages, British organisers, save those in the Isle of Man, have to rely on private roads and most of those available have surfaces which are anything but tarmac. True that the dirt roads through our State Forests make superb special stages, but often there is a need for the type of competition which only asphalt roads can provide.

It was this need which led to the stirring of motorcycle memories and the realisation that the old circuit roads, forming a network around the treeless moors, could be used as special stages.

Mynydd Epynt is part of a vast military area which is used for manoeuvres and artillery practice. But there are times when the ranges are not in use and it was on such off-duty days that the military authorities for the area agreed to allow the use of the roads for special stages. They have been used often by major international events such as the RAC Rally, the former London Rally of illustrious repute and, of course, the Welsh Rally, but they are also in frequent use by smaller events, the most notable of these in recent years being Port Talbot Motor Club's Tour of Epynt. This began a decade ago as a winter rally taking place on Boxing Day or near it, but this year the event has been moved to the summer months. To take its place, the club moved the date of a former road rally, renamed it the Virgo Galaxy Epynt Rally, ran it by night as well as by day and chose January 2nd so that it became the first rally of any significance to take place in Britain during 1978. To add variety, they used stages both on Epynt itself and in nearby Crychan and Halfway forests.

Epynt is well known to South Wales enthusiasts and when the range roads began

Safely over the most dangerous jump of all, where Martin-Hurst wrote-off a works Rover ten years ago, Virgo Galaxy Epynt Rally winners Frank Pierson/Ed Morgan (RS1800) power through the immediately-following bends above. The Morgan/Bowen Avenger makes a nonsense at Dixie's, below left, while the James/Rees Avenger leaps through Halfway Forest in the dark, right.







Dixie's Corner, where the paddock used to be situated when motorcycle races were held on Epynt.

to be used as special stages it was not unexpected that spectators flocked to the area. They were largely knowledgeable people who not only appreciated the risks of rallying but also knew that a military firing area is not the best of places to go wandering off across the heath, picking up the occasional strange metal object. It was on the strict understanding that all those connected with any rally, spectators included, would stick to the tarmac roads and their immediate verges that the military gave permission for the use of the ranges.

Of course, increasing popularity led to an increase in spectators, not all of them as sensible as those who went there in the old days, and this has led to a certain reluctance by the military to grant permission for the use of Epynt unless there is a clear understanding that spectators must be controlled, and confined to certain areas. In turn this led organisers, anxious to preserve a good relationship with the Army authorities, to ban spectators from certain parts of the range—not difficult for those who know where to set up barriers.

When the ranges are being used for firing, red flags fly at each gated entrance and uniformed soldiers stand guard to bar access. But at other times local people are allowed to use the roads, for they provide a considerable saving of time and distance in the journey from, say, Llywel at the southern edge of the ranges to Tirabad on the northern edge. This freedom of access has prompted many a driver, particularly when Epynt was being used very often indeed by rallies, to visit the area and to make pace notes along every combination of stage road that the network provided. Many sets of such notes now exist, and many drivers have so memorised the oddly-cambered corners, blind brows and tricky twists that they need no written notes at all to drive at very high speeds indeed. But woe betide the newcomer to Epynt who drives it without notes and fails to treat the treacherous roads with a great deal of respect.

The use of special stages on Epynt by international events such as the RAC Rally never really found favour with overseas competitors, for they contended that British drivers used the range roads so often that they knew, even without notes, which blind brows were followed by straights and could be taken flat out, and which were followed by bends which demanded prudence and firm braking. Epynt has an abundance of blind brows, and knowing in advance when to brake and when not to brake really does provide a tremendous advantage.

But in those days use of Epynt was confined largely to the old motorcycle circuit which passed through Dixie's Corner at its southern end and the tricky, complicated junction known as "Piccadilly" in the north, and the occasional tangent off towards Llywel, Tirabad or Merthyr Cynog. Nowadays, the advance of civilisation has increased the number of tarmac roads on the ranges, and the "new road" leading up towards the Drovers Arms is new no longer, for others have been built and still others in the throes of construction. Alas, these smooth, modern roads, designed to take the heaviest of military traffic, have not the character of the old ones. They may be much faster but they are in no way as testing to the rally driver.

On January 2nd a field of some 90 cars assembled at the Abernant Lake Hotel outside Llanwrtyd prior to the morning cavalcade towards Epynt. Nineteen stages were laid out, the distance divided roughly equally between the range roads and those in the two nearby forests. Organising the stages so that none would overlap, allowing enough time between the first and second passages along one piece of road so that leaders would not catch up with tail-enders, and placing all the controls and road blocks was not easy, but was carried out smoothly nevertheless, radio communications aiding the marshals on the day itself.

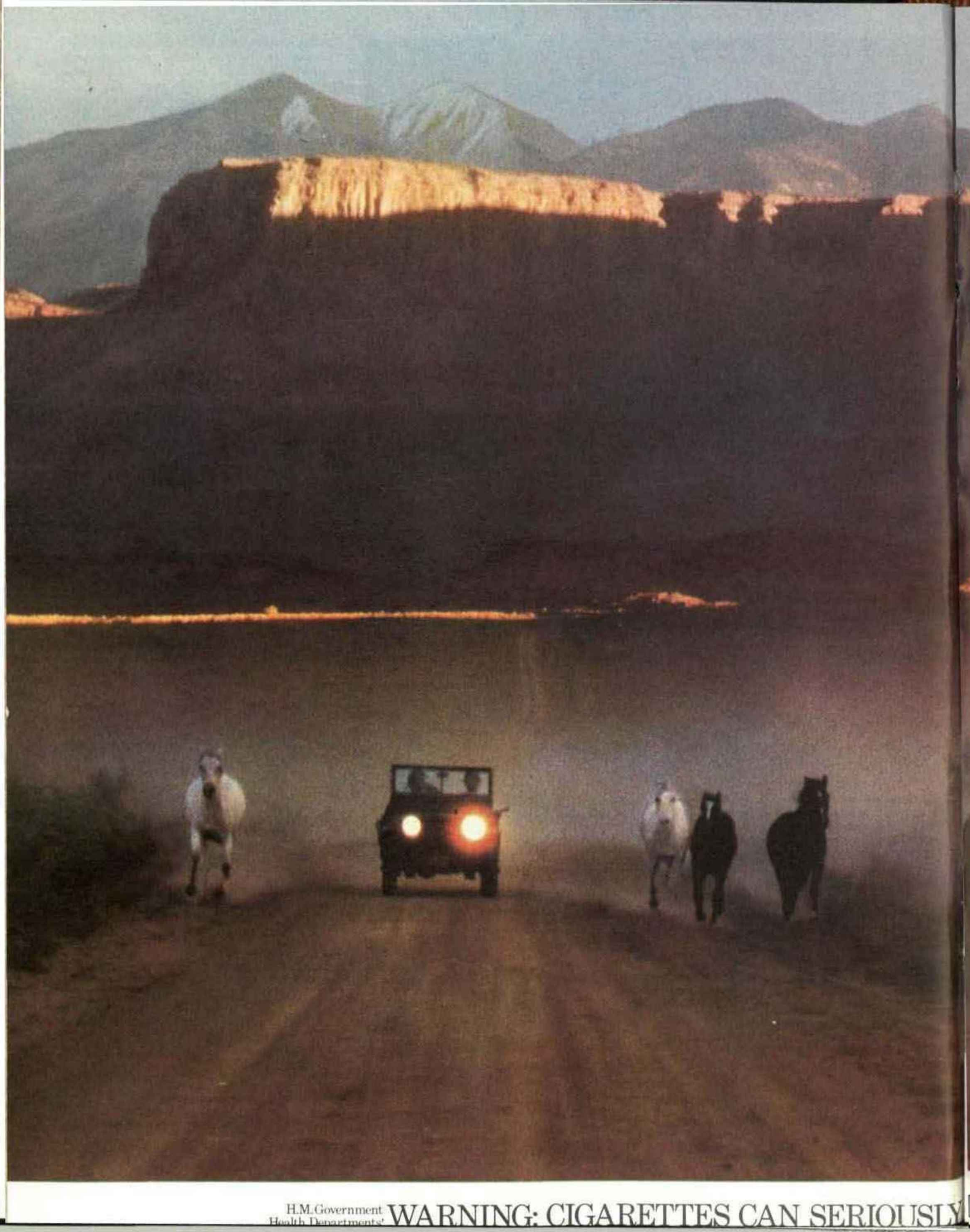
Competitors were largely amateur, but British Champion Russell Brookes did go along with a 1,300-c.c. works Ford Escort, partly to put the car to the test and partly to evaluate the efficiency of certain Dunlop tyres on the mixed surfaces—Brookes' co-driver was Dunlop's rally manager John Horton.

Competition was pretty close, and there was the usual crop of departures from the road, particularly at that notorious blind brow which immediately precedes some very tricky bends leading into Dixie's Corner. It was here that Richard Martin-Hurst decisively rolled a works Rover (one of the KUE-cars) some ten years ago, and on this occasion there were even more spectators to go to the aid of stricken crews and manhandle their cars out of harm's way.

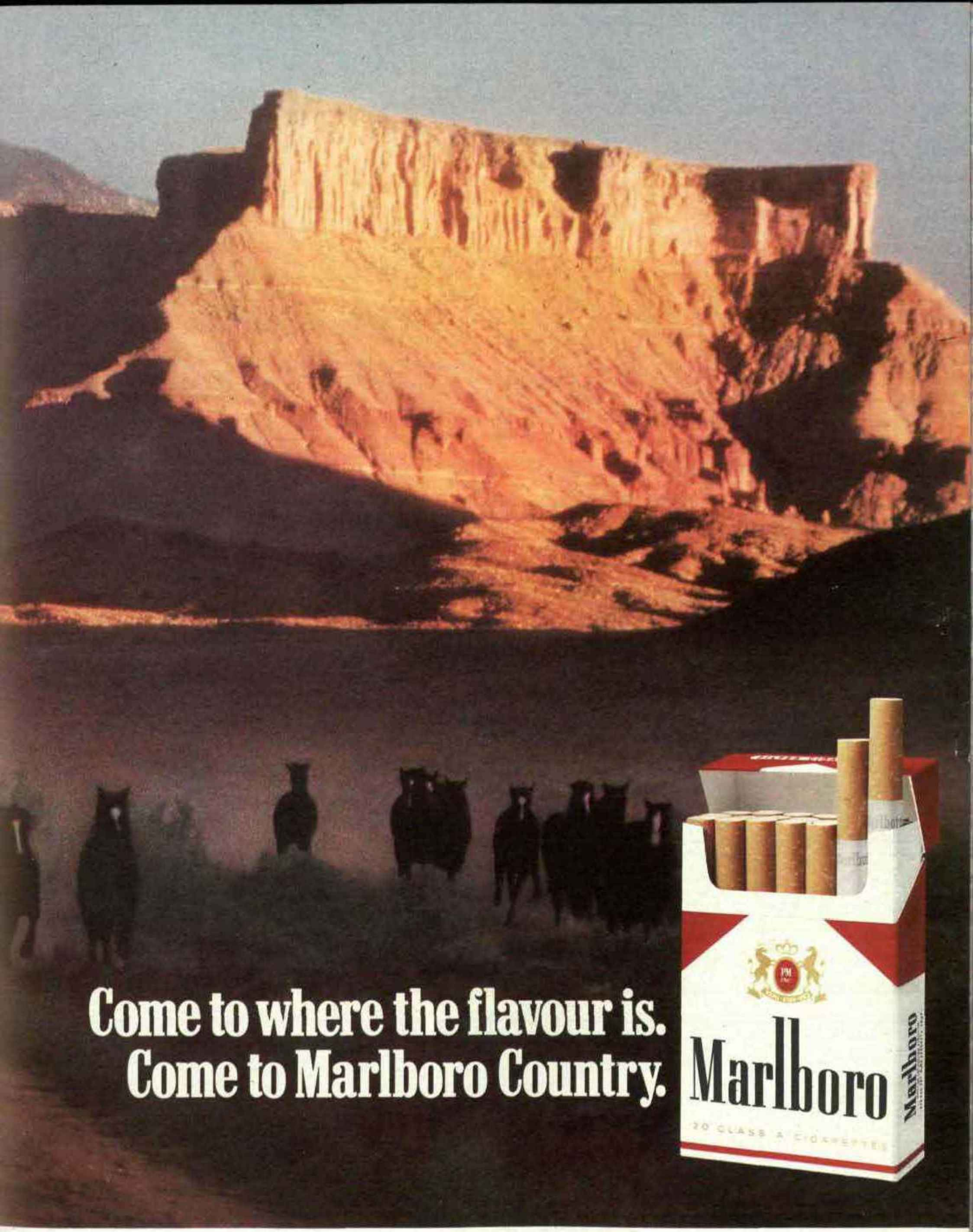
Outright winners of this event were Frank Pierson from Shropshire, accompanied by Carmarthenshire man Ednyfed Morgan, in a Ford Escort RS1800. They, their fellow competitors and the enthusiastic organisers provided a fine day of sport to open the year —cold, bleak and blustery, but immensely satisfying.—G.P.

British Champion Russell Brookes used the Virgo Galaxy Epynt Rally to evaluate a works 1,300-*c.c. Ford Escort and Dunlop tyres as a prelude to the new Escort* 1300 *Rally Championship. Despite the unaccustomed dearth of power Brookes/Horton finished tenth.*





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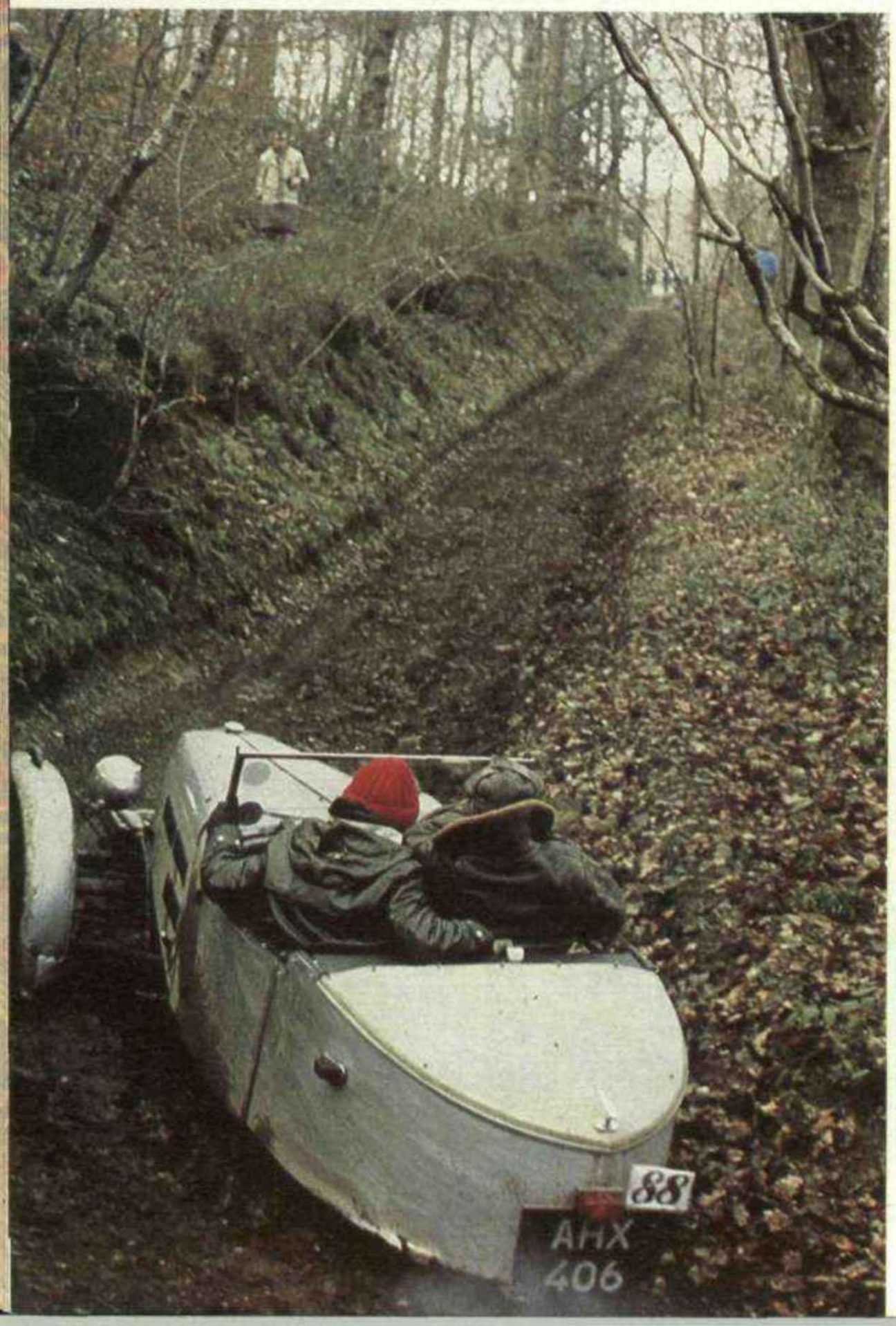


T. G. E. Flay tackles Fingles Bridge in one of the most Popular cars in MCC trials



Tom Threlfall's Model A Ford plods up Fingles Bridge.

Front-wheel traction keeps going. P. D. King's BSA three-wheeler on Fingles Bridge.



THE 50th EXETER TRIAL

The Motorcycle Club again bravely staved off the threats of prohibitive costs to stage the first of its 1978 classic trials on January 6th/7th. This, the fiftieth running of the Exeter Trial, first organised by the MCC in 1910, was blessed with crisp, clear weather on the eleven West Country sections. Of the 300 entries, 129 were solo motorcycles or combinations, the rest an engaging *pot-pourri* of vintage to modern three- and four-wheeled cars.



Loveday's modern MG Midget on Bovey Down. MCC trials helped make the MG name.

Martyr enjoys himself on Fingles with his Riley.



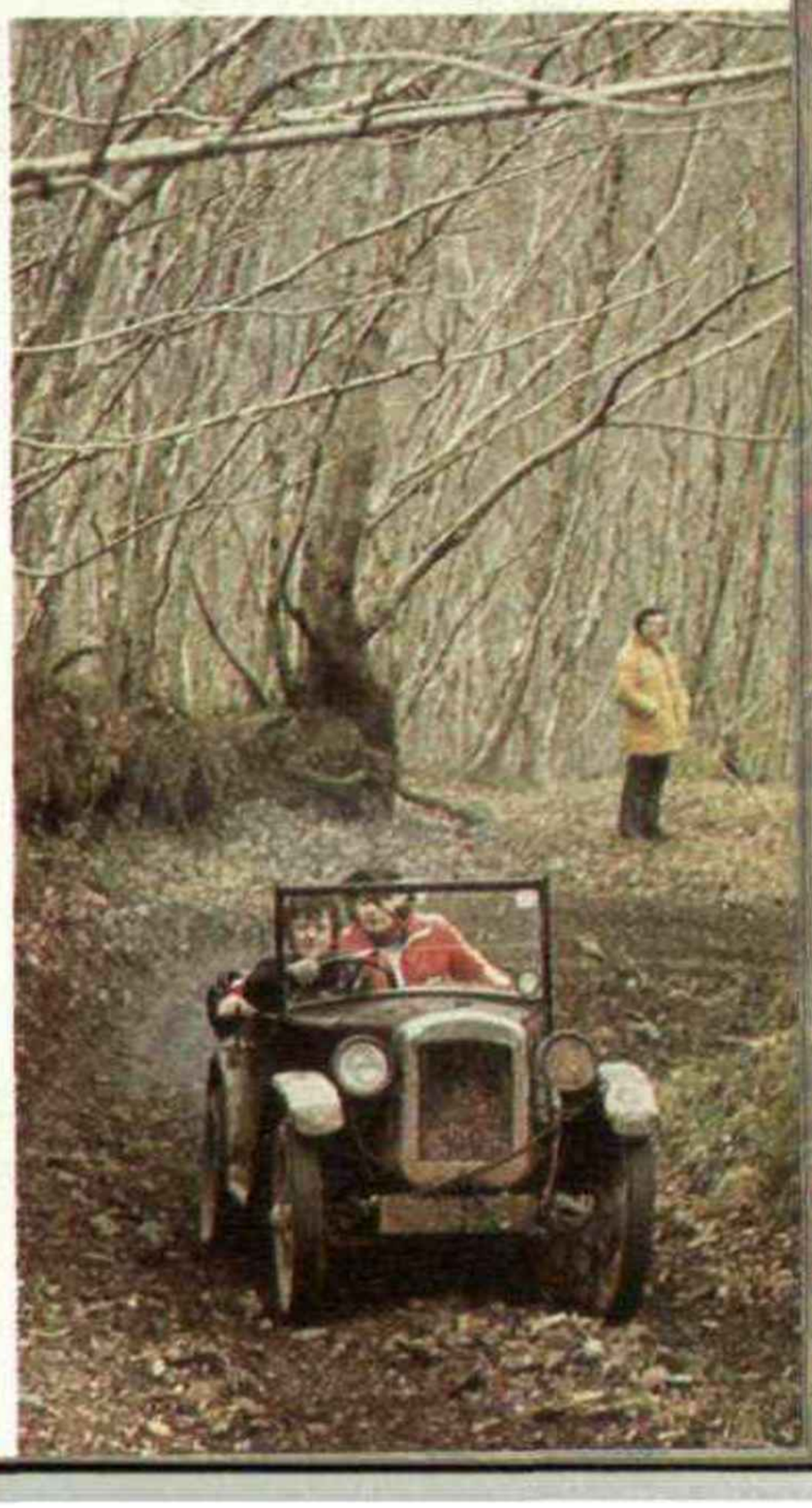
The indomitable Morgan General Manager, WAG Goodall, storms Bovey Down with his familiar Plus Eight.



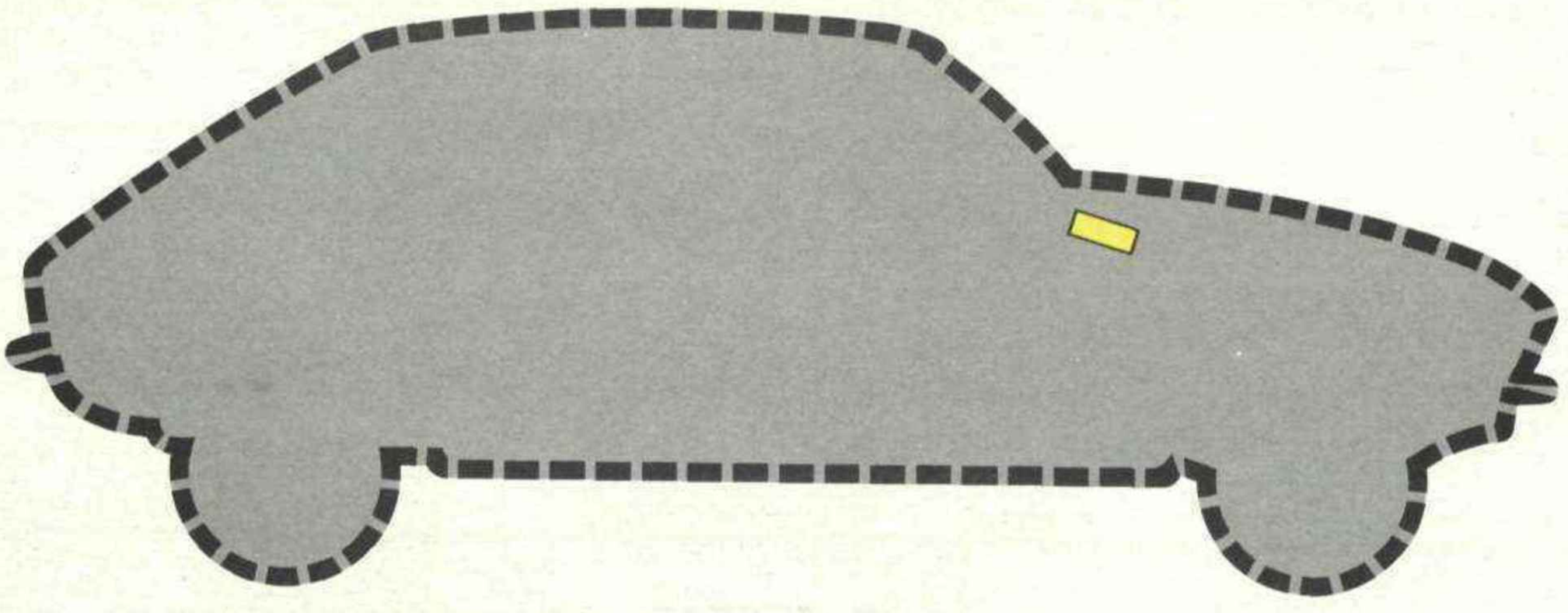
Wilson takes a tumble from his BMW on Fingles Bridge. Sue Halkyard's hard-used Austin Chummy, far right. Way's Ulster seen on Bovey Down, below. Partridge's Dellow, right.







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BY UNIPART



Andretti totally dominated the Argentine Grand Prix at the wheel of Colin Chapman's superb Lotus 78, indicating that this car/driver combination is still one of the hardest to beat.

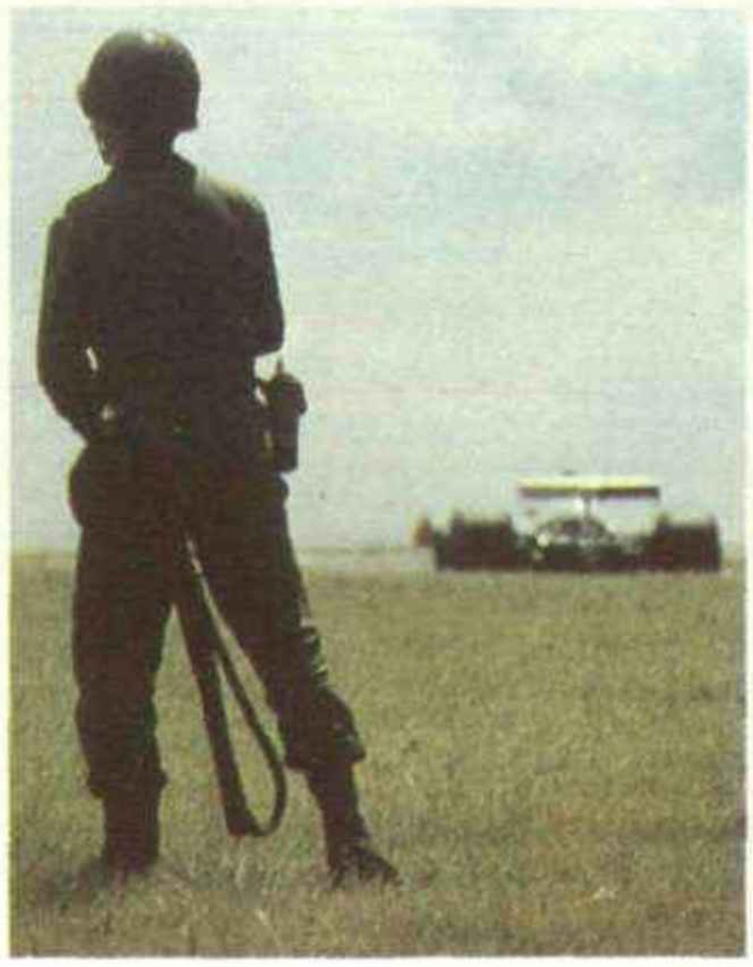
The Argentine Grand Prix

Andretti and Lotus all the way

Buenos Aires, January 15th

WITH THE Grand Prix season stretching from January to October, it is not unusual for the first race of the year to be like the last one of the previous year, especially as regards the cars, but this year the Argentine entry was full of interest. Mostly it was a matter of drivers among the top echelon changing teams, but there were revised cars and even brand new ones in the paddock as the transport aircraft disgorged their loads during the days before the race. Little Bernie Ecclestone and the Formula One Constructors' Association had been playing the numbers game, so that the Brabham-Alfa Romeos, now sponsored by Parmalat foods in place of Martini drinks, annexed numbers 1 and 2. This by reason of World Champion for 1977 Niki Lauda leaving the Ferrari team and joining Brabham, taking his number with him. The McLaren pair were relegated to numbers 7 and 8 and March Engineering had done a demon deal with Gunther Schmidt of the ATS Wheel concern in Germany, whereby Robin Herd redesigned their Penske cars so that they became March-ATS, and took the March numbers 9 and 10. The amiable Emerson Fittipaldi was given encouragement by moving him up from 28 to number 14, and Hector Rebaque, who had bought the first Lotus 78, was given number 25, the old Hesketh number. Among the driver changes the most notable after Lauda's move to Brabham was Peterson's move from Tyrrell to Lotus, with young Didier Pironi moving up the ELF-inspired ladder from Formula Two to Formula One and into the Tyrrell team. Another interesting French driver, who made a noticeable impression last year, was Patrick Tambay, who has joined the McLaren team at the expense of Jochen Mass. The German became number one in the new March-ATS set-up, along with Jean-Pierre Jarier. The Don Nichols Shadow team was all new, with Stuck and Regazzoni in the cars, the swarthy Swiss leaving the Ensign team without any prior warning. This left Nunn in a quandary, and for the early races this year he has done a deal with Danny Ongais and Lamberto Leoni, but the future looks a bit gloomy for Ensign. In the Surtees team Rupert Keegan was driving the car sponsored by Durex last year and driven by just about everyone, while at the end of the list the new Theodore (Ralt) was driven by young Eddie Cheever, the Formula Two runner who lives in Rome but is actually American.

You don't argue with the marshals in Buenos Aires!



With the Argentinian Autodrome available for testing before official practice began there was plenty of activity during the week and by Friday an overall atmosphere had developed. The Grand Prix world has largely forgotten what a "tyre war" was all about. Firestone pulled out at the end of 1974 and, for their last couple of years, didn't really supply many teams of great consequence. True, they had Hesketh and Watson's private Brabham, but Goodyear settled in a spell of domination once Firestone finally departed. With that spell of domination came the praiseworthy attitude of *trying*, at least, to bring some semblance of "standardisation" to the tyre front. Fair do's for all was the motto.

All that was changed in Buenos Aires. Michelin have signed with Ferrari and that meant war, all out war. Against the Maranello line-up Goodyear mustered the best it could offer for the best teams in the business. Competition is said to improve the breed, but one could sense plenty of jittery feelings in the Goodyear-shod teams before official practice began on Friday. Hunt's fastest practice time from 1977 had taken quite a battering at the hands of Reutemann's Michelin-shod Ferrari during testing the week before the 1978 Argentinian GP, so Friday's first official timed practice session was anxiously anticipated. Meanwhile, there were already minor problems cropping up for some people before official practice began. Divina Galica started off on the wrong foot by crashing her Hesketh 308E/4 quite badly, tearing off one corner against the guard rail, but happily emerging unscathed, while Didier Pironi spun his brand new Tyrrell 008 into the catch fencing on the fast esses immediately after the pits. It was repaired successfully in time for Friday and



Reutemann's Ferrari falls back into the clutches of Hunt's McLaren, with Peterson's Lotus and Laffite's Ligier in close pursuit.

Pironi looked crestfallen, but Ken Tyrrell was kind to him!

Friday morning was cool and windy, untypically Argentinian from most people's point of view. Right on the dot of 10 a.m. Ecclestone's two wicked-looking Brabhams led everybody out onto the circuit to commence the first official Formula One practice session of 1978. Unfortunately it proved something of an anti-climax, being stopped twice during the hour and a half. The first time was for stranded cars to be brought in, and the second time for less official reasons; the onset of pouring rain. Most teams scurried for cover in the pits, leaving Reutemann and Villeneuve to splash imperiously round in their Ferraris, shod with Michelin's wet weather tyres, much to the vocal approval of the small, bedraggled, crowd of spectators.

After that interrupted first practice session, things did not look too good for the majority of the entry. Reutemann's Ferrari had lapped in a best of 1 min. 47.82 sec., almost a full second quicker than the supremely cool Lauda (1 min. 48.70 sec.) and the delighted Peterson (1 min. 48.87 sec.), who was bubbling over with enthusiasm for the Lotus 78. What's more, Villeneuve was fourth fastest with 1 min. 48.97 sec. with the second Ferrari, so Michelin had first and fourth, to Goodyear's second and third, and there was only one Cosworth V8 engine in the first four. Reutemann was quietly satisfied, even though he felt the car was not as good as it had been during testing in Italy. Observers out on the circuit commented on just how stable the Ferraris looked, their tyres hardly leaning at all. They put the power down coming out of the corners – and were quick on the straights.

Second man Lauda tugged off his fireproof balaclava and looked thoughtfully down the pit lane towards his old team, then turned away and directed his attention to more immediate matters, that of sifting through the myriad tyre combinations that Goodyear had available to counter the Michelin challenge. Yes, everybody was to be equal as far as tyres were concerned, except that some teams were more equal than others.

Watson was fifth in that first session with 1 min. 49.08 sec., ahead of Hunt's McLaren M26 (1 min. 49.19 sec.) and Vittorio Brambilla's Surtees (1 min. 49.91 sec.). Unfortunately, after Brambilla had recorded this very encouraging time, he slid off into the guard rail on the fast right "flick" just before the pits hairpin, when the Hewland gearbox jumped out of gear, damaging the front end of TS19/06 quite comprehensively. He was very apologetic to a noticeably upset John Surtees, when he returned to the pits to continue in the spare car, TS19/02.

Reutemann could not improve on his time during the afternoon session, and Goodyear's front-line attack stepped up in the shape of Mario Andretti and the Lotus 78. During the morning he had been delayed by a persistent misfire and had been slowest of all. The trouble was traced to a faulty O-ring in the injection system and rectified in time for the afternoon session. During the afternoon Reutemann cut a

STARTING GRID

11 *C. Reutemann (*Ferrari—flat-12*) 312T2/031 1 min. 47.84 sec.	5 M. Andretti (*Lotus-Cosworth V8*) 78/3 1 min. 47.75 sec.
2 J. Watson (*Brabham-Alfa Romeo*) BT45/8C 1 min. 48.42 sec.	6 R. Peterson (*Lotus-Cosworth V8*) 78/2 1 min. 48.39 sec.
7 J. Hunt (*McLaren-Cosworth V8*) M26/4 1 min. 48. 72 sec.	1 N. Lauda (*Brabham-Alfa Romeo*) BT45/7C 1 min. 48.70 sec.
26 **J. Laffite (*Ligier-Matra V12*) JS7/03 1 min. 49.13 sec.	12 G. Villeneuve (*Ferrari—flat-12*) 312T2/027 1 min. 48.97 sec.
4 P. Depailler (*Tyrrell-Cosworth V8*) 008/1 1 min. 49.69 sec.	8 P. Tambay*** (*McLaren-Cosworth V8*) M26/3 1 min. 49.47 sec.
19 V. Brambilla (*Surtees-Cosworth V8*) TS19/06 1 min. 49.91 sec.	10 J. P. Jarier (*ATS-Cosworth V8*) HS1/2 1 min. 49.77 sec.
27 A. Jones (*Williams-Cosworth V8*) FW06/1 1 min. 50.11 sec.	9 J. Mass (*ATS-Cosworth V8*) HS1/1 1 min. 50.06 sec.
17 G. Regazzoni (*Shadow-Cosworth V8*) DN8/5A 1 min. 50.45 sec.	20 J. Scheckter**** (*Wolf-Cosworth V8*) WR4 1 min. 50.35 sec.
16 H. J. Stuck (*Shadow-Cosworth V8*) DN8/4A 1 min. 51.16 sec.	14 E. Fittipaldi (*Fittipaldi-Cosworth V8*) F5/1A 1 min. 50.82 sec.
37 A. Merzario (*Merzario-Cosworth V8*) A1/01 1 min. 51.68 sec.	18 R. Keegan (*Surtees-Cosworth V8*) TS19/07 1 min. 51.42 sec.
23 L. Leoni (*Ensign-Cosworth V8*) MN08 1 min. 51.94 sec.	22 D. Ongais (*Ensign-Cosworth V8*) MN07 1 min. 51.71 sec.
30 B. Lunger (*McLaren-Cosworth V8*) M23/14 1 min. 52.27 sec.	3 D. Pironi (*Tyrrell-Cosworth V8*) 008/2 1 min. 51.99 sec.

Did not qualify :

25 H. Rebaque (Lotus 78/1) 1 min. 52.52 sec.
32 E. Cheever (Theodore TR1) 1 min. 53.25 sec.
24 D. Galica (Hesketh 308E/3) 1 min. 56.69 sec.

*C. Reutemann—time recorded in Ferrari 312T2/029
**J. Laffite—time recorded in Ligier JS7/02
***P. Tambay—time recorded in McLaren M26/1
****J. Scheckter—time recorded in Wolf WR1

PRACTICE TIMES

No.	Driver	Friday Morning	Friday Afternoon	Saturday Afternoon	Total No. of Laps
1	N. Lauda	1. 48.70	1. 49.78	1. 50.03	39
2	J. Watson	1. 49.08	1. 48.42	1. 50.43	46
3	D. Pironi	2. 14.20	1. 52.59	1. 51.99	45
4	P. Depailler	1. 59.95	1. 52.78	1. 49.69	42
5	M. Andretti	2. 29.70	**1. 48.02**	**1. 47.75**	42
6	R. Peterson	1. 48.87	1. 48.93	1. 48.39	46
7	J. Hunt	1. 49.19	1. 49.29	1. 48.72	56
8	P. Tambay	1. 51.71	1. 49.47	1. 49.75	47
9	J. Mass	1. 50.06	1. 50.86	1. 50.33	42
10	J. P. Jarier	1. 50.74	1. 49.77	1. 49.82	43
11	C. Reutemann	**1. 47.84**	1. 48.99	1. 49.95	59
12	G. Villeneuve	1. 48.97	1. 49.51	1. 49.92	53
14	E. Fittipaldi	1. 50.82	1. 51.00	1. 51.33	49
16	H. J. Stuck	1. 51.86	1. 51.16	1. 52.30	35
17	G. Regazzoni	1. 50.45	1. 51.23	1. 51.14	41
18	R. Keegan	1. 52.99	1. 51.42	1. 51.81	48
19	V. Brambilla	1. 49.91	1. 52.71	1. 52.06	39
20	J. Scheckter	1. 50.48	1. 50.38	1. 50.35	48
22	D. Ongais	1. 52.75	1. 51.71	1. 52.00	47
23	L. Leoni	1. 51.94	1. 53.22	1. 52.48	45
24	Miss D. Galica	2. 00.85	1. 56.69	1. 57.62	41
25	H. Rebaque	1. 52.88	1. 53.24	1. 52.52	50
26	J. Laffite	1. 50.16	1. 50.35	1. 49.13	59
27	A. Jones	1. 50.11	1. 59.60	1. 51.67	28
30	B. Lunger	1. 52.98	1. 52.27	1. 52.52	60
32	E. Cheever	1. 53.25	1. 55.02	1. 54.14	31
37	A. Merzario	1. 51.68	1. 53.26	—	27

ENTRY

No.	Team	Driver	Car	Model	Engine	Gearbox	Tyres	Major Sponsors
1	Brabham	N. Lauda	Brabham	BT45/7C	Alfa Romeo 12	Alfa Romeo	Goodyear	Parmalat Foods
2	Brabham	J. Watson	Brabham	BT45/8C	Alfa Romeo 12	Alfa Romeo	Goodyear	Parmalat Foods
3	Tyrrell	P. Depailler	Tyrrell	008/1	Cosworth V8	Hewland	Goodyear	ELF-Citibank
4	Tyrrell	D. Pironi	Tyrrell	008/2	Cosworth V8	Hewland	Goodyear	ELF-Citibank
5	Lotus	M. Andretti	Lotus	78/3	Cosworth V8	Hewland	Goodyear	John Player Cigarettes
6	Lotus	R. Peterson	Lotus	78/3	Cosworth V8	Lotus	Goodyear	John Player Cigarettes
7	McLaren	J. Hunt	McLaren	M26/4	Cosworth V8	Hewland	Goodyear	Marlboro-Texaco
8	McLaren	P. Tambay	McLaren	M26/3	Cosworth V8	Hewland	Goodyear	Marlboro-Texaco
9	ATS	J. Mass	ATS-March	HS1/1	Cosworth V8	Hewland	Goodyear	ATS Wheels-Sony HiFi
10	ATS	J. P. Jarier	ATS-March	HS1/2	Cosworth V8	Hewland	Goodyear	ATS Wheels
11	Ferrari	C. Reutemann	Ferrari	312T2/031	Ferrari—flat-12	Ferrari	Michelin	Fiat
12	Ferrari	G. Villeneuve	Ferrari	312T2/027	Ferrari—flat-12	Ferrari	Michelin	Fiat
14	Fittipaldi	E. Fittipaldi	Fittipaldi	F5/1A	Cosworth V8	Hewland	Goodyear	Copersucar
15	Renault	NOT ENTERED						
16	Shadow	H. J. Stuck	Shadow	DN8/4A	Cosworth V8	Hewland	Goodyear	Villiger Cigars
17	Shadow	G. Regazzoni	Shadow	DN8/5A	Cosworth V8	Hewland	Goodyear	Villiger Cigars
18	Surtees	R. Keegan	Surtees	TS19/07	Cosworth V8	Hewland	Goodyear	Durex, BAF
19	Surtees	V. Brambilla	Surtees	TS19/06	Cosworth V8	Hewland	Goodyear	Beta Tools
20	Wolf	J. Scheckter	Wolf	WR4	Cosworth V8	Hewland	Goodyear	Walter Wolf
22	Ensign	D. Ongais	Ensign	MN07	Cosworth V8	Hewland	Goodyear	Tissot Watches
23	Ensign	L. Leoni	Ensign	MN08	Cosworth V8	Hewland	Goodyear	Tissot Watches
24	Hesketh	D. Galica	Hesketh	308E/3	Cosworth V8	Hewland	Goodyear	Olympus Cameras
25	Rebaque	H. Rebaque	Lotus	78/1	Cosworth V8	Hewland	Goodyear	Domecq Sherry
26	Ligier	J. Laffite	Ligier	JS7/03	Matra V12	Hewland	Goodyear	Gitanes Cigarettes
27	Williams	A. Jones	Williams	FW06/1	Cosworth V8	Hewland	Goodyear	Saudia Airlines
29	Villota	NOT ENTERED						
30	B & S Fabrications	B. Lunger	McLaren	M23/14	Cosworth V8	Hewland	Goodyear	Liggit & Myers Tobacco
32	Theodore	E. Cheever	Theodore	TR1	Cosworth V8	Hewland	Goodyear	Teddy Yip Racing
36	Arrows	NOT ENTERED						
37	Merzario	A. Merzario	Merzario	A1/01	Cosworth V8	Hewland	Goodyear	Marlboro, Gulf

Spare Cars :

Brabham-Alfa Romeo BT45/6C	—	Used by Lauda Friday p.m., Watson Sat. p.m.
Lotus-Cosworth V8 78/4	—	Not used
McLaren-Cosworth V8 M26/1	—	Used by Tambay Friday p.m.
Ferrari—flat-12 312T2/029	—	Used by Reutemann Friday a.m. and p.m.
Fittipaldi-Cosworth V8 F5/2A	—	Used by Fittipaldi Sat. p.m.
Shadow-Cosworth V8 DN8/1A	—	Used by Stuck Sat. p.m.
Surtees-Cosworth V8 TS19/02	—	Used by Brambilla Friday a.m. and p.m., Sat. p.m.
Wolf-Cosworth V8 WR1	—	Used by Scheckter Sat. p.m.
Hesketh-Cosworth V8 308E/4	—	Crashed by Miss Galica on Thursday
Ligier-Matra V12 JS7/02	—	Used by Laffite on Sat. p.m.
McLaren-Cosworth V8 M23/11	—	Used by Lunger on Sat. p.m.

lap in 1 min. 48.99 sec., but Andretti warmed everybody's hearts with an excellent 1 min. 48.02 sec., to show that there was still plenty of life left in the Lotus 78. It was the fastest time of the afternoon, but not as fast as Reutemann's morning time, so 12-cylinders and Michelin tyres were still on pole position.

Watson did a lap in 1 min. 48.42 sec., but Lauda was stranded out on the circuit when the ignition unit failed on his Alfa Romeo engine in BT45/7C and the World Champion briefly took over the spare Brabham for the closing few laps. Peterson did a 1 min. 48.93 sec., almost as quick as his morning best, but the five-speed Lotus/Getrag gearbox he was using on his car was still causing him a lot of selection problems, so it was replaced with a Hewland six-speed unit in time for the Saturday practice. Nevertheless, he was bouncing with joy about the handling of the Lotus 78 and confidently predicting winning races again. Behind the revitalized "SuperSwede", in sixth place at the end of the day, was young Gilles Villeneuve, seemingly very cautious in his comments about the Ferrari's behaviour on Michelin tyres, almost as if he could not believe how well things were going. Obviously that bad patch he went through at the end of the 1977 hasn't daunted him one bit and he was well into the groove in Buenos Aires, driving his Ferrari very positively and forcefully. His best time was 1 min. 48.97 sec. from the morning session, while both the works McLarens were behind the young French-Canadian. Hunt was quite happy with his M26 during the morning, although the onset of rain had ruined his chances of juggling around with the most suitable Goodyear tyres. In the afternoon he bemoaned the fact that he could not manage a quicker time on the softer compounds due to too much understeer. Meanwhile Tambay was getting on with the job well, using M26/1 after his own car broke its engine not long after the morning session had started. He worked his way down to a very respectable 1 min. 49.47 sec. at the wheel of the spare car, while his mechanics installed the team's Cosworth development DFV into M26/3 for Saturday.

In the ATS camp there was plenty of optimism on Friday, for the press-on Jarier ended the day with a fine 1 min. 49.77 sec. for ninth quickest overall and was confident he "could beat them all". Robin Herd, in charge of the Anglo-German operation, grinned indulgently at J.P.'s optimism, but expressed himself quietly satisfied with the first day's performance. He was comparing the 1978 car's performance with the 1977 works March cars, which was a bit pointless as the ATS is more a Penske than a 1977 March. Jochen Mass seemed similarly confident although he was cursing right at the end of the afternoon session when a wrong adjustment upset the balance of the car when it was on its best set of tyres. Nevertheless he did manage a 1 min. 50.06 sec. best over the day, slightly slower than Brambilla but considerably less destructive than the Italian, for "Brambles" did it again in the



Two newcomers (above), Tambay (left) and Villeneuve. Below, the World Champion, second in his new Brabham BT45C.





Fittipaldi's ninth place "Copersucar" leads the two Herd-designed ATS entries of Jarier and Mass round the corner before the pits with the impressive entrance to the Parc Almirante Brown dominating in the background.

afternoon, hurling the spare Surtees, TS19/02, into the catch fencing at the corner which claimed Hunt's McLaren during last year's race. He successfully salvaged the car from the fencing and continued to practise with a substantial dent in the monocoque.

Alan Jones was in trouble with the new Williams FW06, reckoning that its handling was fine but that the oil was overheating and the engine would not rev properly. The overheating problem was quickly cured, but the engine's reluctance to go much over 10,000 r.p.m. was frustrating. By the end of the day a close examination of the fuel injection system seemed to have pinpointed the trouble, but it returned the following day. The engine was finally changed the night before the race after Jones had qualified 14th. Jacques Laffite was 13th with the Ligier-Matra at the end of Friday, with 1 min. 50.16 sec., while a dejected Jody Scheckter could do no better than 1 min. 50.38 sec. in the new Wolf WR4. The team managed to balance the car a little better as the day wore on, but the Wolf garage was not one of the happiest in which to be by the end of the day.

In the Shadow camp Regazzoni was having his first run at the wheel of the DN8, finding it much heavier to handle than the nimble Ensign he drove last year, but the Swiss managed 1 min. 50.45 sec. Extra oil-coolers were fitted to both Shadows' flanks for Friday practice, but Stuck wasted a lot of the second session arguing with marshals on the infield loop onto which he had spun after doing a lap in 1 min. 51.16 sec. in DN8/4A. He simply sat in the car waiting for some aid which, in the best *manyana* tradition, never came. Eventually the lanky German leapt from his car and went striding over to one of the break-down trucks. Berating the driver, Stuck slammed his fist down on the bonnet, which seemed to galvanise everybody into some sort of action. Fortunately the Shadow was moved some way down the grass, because if it hadn't been moved it would have been "T-boned" by Villeneuve's spinning Ferrari a short while afterwards.

Emerson Fittipaldi split the two Shadows on Friday with a lap in 1 min. 50.82 sec. in his revised Copersucar-sponsored car, while Keegan's first outing in a works Surtees was rewarded with a promising 1 min. 51.42 sec., two-tenths faster than the lurid, but amazingly spectacular, Arturo Merzario in his new home-brewed special. Merzario did not seem unduly bothered about the niceties of special tyres or "qualifying rubber". He just went all-out from start to finish; a rather alarming, if heart-warming sight!

Morris Nunn's Ensign duo of Ongais (1 min. 51.71 sec.) and Leoni (1 min. 51.91 sec.) followed Merzario, Leoni's only drama coming when he broke the gear-lever off in his hand! But Nunn was sadly regretting the loss of Regazzoni to a richer team. Then came the always-trying Brett Lunger, followed by the two new Tyrrells. Depailler and Pironi in the four-wheeled Maurice Phillippe designed 008 cars were completely out of the running after a whole host of minor troubles had prevented either of them getting in any serious lappery at all. Depailler's main problem was with the fuel system and a faulty HT lead, while Pironi's apparently continual misfire was eventually traced right near the end of the day to a broken sparking-plug lead. It was a truly dismal time for the two Tyrrell drivers, and they only had three other cars below them on the practice lists on Friday night. These were the Formula One novice Hector Rebaque in his newly acquired Lotus 78/1, young Eddie Cheever making his Formula One *debut* in Teddy Yip's Theodore TR1, which had broken its engine, and Davina Galica who was quite simply way out of her depth in this company with the spare Hesketh 308E/3.

Saturday's final hour of practice was to be the big opportunity for the Goodyear runners to come back hard against Reutemann's Michelin-shod Ferrari, which was holding pole position. With most people scratching to break 1 min. 50 sec. in the final session, it was left to Andretti to rocket round in the only two clear laps he got all afternoon, to snatch pole position from Reutemann with a time of 1 min. 47.75 sec., and this despite a headwind down the back straight that cost anything up to 500 r.p.m. in top gear. Chapman was doubly delighted for not only did Andretti get pole position for the Lotus 78, but Peterson set the second quickest time of the afternoon, and third overall, in spite of a badly blistering rear tyre and some diabolical baulking on the part of the slower runners. His time was 1 min. 48.39 sec. The only other competitor to break 1 min. 49 sec. in the final session of practice was James Hunt, pulling up to sixth place on the grid with 1 min. 48.72 sec., despite acute understeer in the slow corners and awful oversteer in the fast ones; all the wrong way round to the most desirable conditions!

Neither Brabham driver improved on his Friday times and Watson was obliged to use the spare car, BT45/6C, in the final hour, as the



French newcomer Didier Pironi, winner of last year's Monaco Formula Three race, at the wheel of the "number two" Tyrrell 008. Pironi slightly damaged the car in a testing accident on Thursday, but made some amends by at least finishing the Grand Prix, his first Formula One race.

engine in his own car turned rough during the morning's untimed practice. He still held on to fourth place on the grid, alongside Peterson, leaving his team-mate in row three with Hunt; two World Champions side-by-side. Villeneuve and Laffite shared the fourth row, but Depailler made spectacular progress once the new Tyrrell 008 was running properly. He rocketed up to join Tambay's McLaren M26 on the fifth row with a fine 1 min. 49.69 sec., absolutely delighted with his new mount and in particular with the brakes.

Completing a mid-grid French quartet was Jean-Pierre Jarier in the faster of the two ATS entries (1 min. 49.77 sec.), J.P. not in the least ruffled by the unsettling experience of a front-tyre deflation whilst approaching the long loop at the far end of the circuit in sixth gear. Jones was still in trouble with the fuel system on the Williams, so an engine change was planned before the race, and a dejected Jody Scheckter used his spare car, WR1, in the final hour, after WR4 ran into problems with its gear selectors. He could not make any impression at all on the quickest runners, but managed his best practice time in the last few moments.

The only others to improve in the final hour were Leoni and Pironi, plus Rebaque, who did not qualify anyway, the Mexican joining Cheever and Divina Galica in the non-starters' department. A spate of engine problems meant that Fittipaldi, Stuck and Laffite all had to use their spare cars during the final hour, while an oil leak on Brambilla's Surtees ruined another Edenbridge DFV. Lunger tried his spare McLaren, M23/11, when M23/14 broke a bolt in the rear suspension.

The Autodrome was packed from an early hour on Sunday, with delirious chanting from the fans for their beloved "Lole" Reutemann ringing out across the Parc Almirante Brown until the cars finally came out and lined up on the grid with just under half an hour to go before the off. Argentina may well have a very liberal military regime in charge at the moment, but the race at Buenos Aires emphasised that it definitely is a *military* regime. The practice sessions and the race ran on time, with military precision, but the way in which armed troops kept moving people along, who had a perfect right to be where they were, was frightening. The locals are clearly used to this, which makes it appear rather less menacing, but armed troops have no place at a race track.

This was not going to be Reutemann's day, even though he was starting the race from the front row of the grid, alongside Andretti's Lotus 78. It was his fourth attempt to win his own Grand Prix and was destined to be just as abortive as his previous three. As the green-light signal flashed Andretti made a superb start, the Lotus surging away into the first right-hander with Peterson trying to make it a Lotus 1-2 by squeezing inside Reutemann's Ferrari at the first corner, but just failing to get through. Even as they strung out along the back straight it was clear that a Ferrari 312T2, even on Michelin tyres, was no match for an on-form Andretti and the Lotus had already began to edge away from its pursuers.

At the end of the opening lap it was Andretti (Lotus), Reutemann (Ferrari), Peterson (Lotus), Lauda (Brabham), Watson (Brabham), Laffite (Ligier), Hunt (McLaren), Depailler (Tyrrell), Tambay (McLaren), Scheckter (Wolf), Villeneuve (Ferrari), Jones (Williams), Brambilla (Surtees), Regazzoni (Shadow), Jarier (ATS), Stuck (Shadow), Fittipaldi (Fittipaldi), Mass (ATS), Keegan (Surtees), Merzario (Merzario), Pironi (Tyrrell), Lunger (McLaren), Leoni (Ensign) and Ongais (Ensign), who had been left on the line at the start of the race. For a couple of laps Reutemann did his best to keep Andretti in sight, but rather than make any ground on the amazing Lotus he soon found his hands full with a stern Brabham-Alfa attack. First it was Watson who stole the show with an audacious burst pass his World Champion team-mate on the third lap, and then began nibbling away at the Ferrari. By now the enthusiastic crowds had fallen strangely silent and an audible groan could be heard from the main grandstands as Watson slipped his Brabham inside the Ferrari at the end of the long back straight, mid-way round lap six. It was a fine performance by the Ulsterman, but that was as far as he was destined to go. All there was in front of him was an empty track, for the remarkable Andretti was long gone, being an incredible seven seconds in the lead even by this early stage in the race.

By the end of the seventh lap the order was Andretti, Watson, Reutemann, Peterson, Lauda, the fast-rising Depailler going really well with the new Tyrrell in its *debut* race, then Laffite and Hunt. There was a slight gap back to Scheckter, Villeneuve and Tambay having their own private dice, Brambilla and Regazzoni (watch it!), Fittipaldi, Mass, Jarier, Jones, Stuck, Pironi and Merzario. The skinny Italian's new car was smoking badly and sounding rough prior to



Depailler's Tyrrell 008 leads Hunt's McLaren M26; they finished third and fourth behind Andretti and Lauda.

Merzario produced this crude F1 "special", made from bits of his old March, but drove as enthusiastically as ever!







New faces in new places; Regazzoni (above) now drives a Shadow DN8, Jones (below) the smart new Williams FW06. The Swiss finished 15th after a pit stop, but Jones retired.

breaking its differential before 10 laps were completed. Regazzoni pulled into the pits on lap 10 to change a blistered front tyre, while Depailler used the Tyrrell's fine brakes to good effect to slice past Peterson, to take fifth place, the Swede having been passed by Lauda.

Reutemann was obviously in dire trouble with his tyres, with only a dozen laps completed. Depailler was pressing hard and moved through to fourth place on lap 12. Five laps later and "Lole" had dropped another couple of places as Hunt, who'd found a way round Peterson, went past the Ferrari and the Swede followed him through. Now Reutemann was left facing a challenge from Laffite and the Ligier-Matra. For another ten laps the wiry little Frenchman tried everything he knew to find a way past the Argentinian's Ferrari, but to no avail. Even scrapping away for seventh place Reutemann seemed determined to keep his end up in front of his home crowd. But lap 27 almost spelt the end of his chances.

Increasingly anxious to find a way round the Ferrari, Laffite went for a gap that momentarily opened as they braked hard for the right-hand hairpin at the end of the back straight. It didn't quite work and the Ligier went tumbling over the Ferrari's right rear wheel in the process. Both cars emerged from the corner unscathed, the Ligier now in front, but Reutemann did only one more lap before coming into the pits to change all four tyres on lap 28. He resumed with different compound tyres, in a near-hopeless 15th place and the crowd were heart-broken for their hero.

Out in front Andretti knew nothing of his rival's tribulations. His progress was startling even to those accustomed to the winning potential of Colin Chapman's Supercar. And all this on a circuit with long, long straights. Even at his 1977 peak we had never seen this sort of domination from Andretti; it was all quite stunning and executed in that smooth, unruffled style which the Italian-born American ace has cultivated to go along with the philosophy of the Lotus 78 design.

By lap 30 things were looking good for Mr. Ecclestone's Parmalat-sponsored Brabham-Alfa Romeo team, for Watson and Lauda were running strongly in second and third places, although the World Champion had to keep a wary eye on his mirrors because Depailler was closing in and spoiling for a fight. Then with 14 laps to go, Lauda suddenly nipped past Watson, not due to finding some extra speed, it was Watson's wretched luck again. The Ulsterman slowed right up as his Alfa's water temperature started to rise, and on lap 41, while holding fourth place, he finally retired, a leak in the cooling system having drained away the car's water. It was yet another entry in the long catalogue of disappointments experienced by Watson over the past two years.

From that point onwards the race ran out uneventfully, with Andretti coming home a brilliant victor, having led from start to finish and running the race at his own pace. The Lotus 78 had been "just perfect" with no problems of any kind. Lauda cemented his new relationship with the Brabham team with a fine second place, albeit at Watson's expense, but over the last half-dozen laps Depailler had tried everything he could to dislodge the World Champion, but Lauda had everything well under control to keep the upper hand over the tenacious Frenchman right to the end of the race. Nevertheless, ELF Team Tyrrell had every reason to be very pleased with the *debut* of their new car, especially after such a troubled time in practice.

Fourth place fell to the hard charging Hunt, while Peterson took a lucky fifth three laps from the finish when Laffite's efforts were cruelly rewarded with a blown-up Matra V12 engine. Sixth place thus went to Patrick Tambay, in his first race for McLaren, having got the better of Villeneuve after their earlier dice. The unhappy Reutemann came back to seventh place after his unfortunate pit stop, vocally willed on his way by his supporters. Villeneuve was eighth, Fittipaldi ninth, and a totally disappointed Scheckter tenth, ahead of the two ATS machines. Concerned that his Shadow might not have enough fuel for the final lap Regazzoni stopped just before the finishing line and drove across once the chequered flag was out. Unfortunately the flag was first waved at Peterson, in error for Andretti, but everybody had been reading their pit signals and went on racing for another lap, so the result was not affected. There were some red faces amongst the race administration over this, for the man who was waving the flag was none other than Juan-Manuel Fangio! Pironi finished a Grand Prix at his first attempt, while Lunger, Stuck and Brambilla were still running at the end, the Shadow down on power and the Surtees with a seized shock absorber which caused a few harmless trips onto the grass. In terms of mechanical reliability the race had turned out to be far better than most people expected, although both Ensigns succumbed to engine trouble and the Williams eventually stopped with fuel vaporising problems. The Cosworth DFV scored another victory, as did Goodyear tyres, but there would appear to be some writing on the wall, though if truth be told there has been writing on the wall for years now, it's just a matter of reading it correctly. –A.H.

Notes on the Cars in Argentina – page 201

Results :
ARGENTINE GRAND PRIX—Formula One—53 laps—Autodromo, Buenos Aires
5.968 kilometres per lap—316.304 kilometres—Very Warm

1st :	M. Andretti (Lotus 78/3)	1 hr. 37 min. 04.47 sec.—191.820 k.p.h.
2nd :	N. Lauda (Brabham BT45/7C)	1 hr. 37 min. 17.68 sec.
3rd :	P. Depailler (Tyrrell 008/1)	1 hr. 37 min. 18.11 sec.
4th :	J. Hunt (McLaren M26/4)	1 hr. 37 min. 20.52 sec.
5th :	R. Peterson (Lotus 78/2)	1 hr. 38 min. 19.32 sec.
6th :	P. Tambay (McLaren M26/3)	1 hr. 38 min. 24.37 sec.
7th :	C. Reutemann (Ferrari 312T2/031)	1 hr. 38 min. 27.07 sec.
8th :	G. Villeneuve (Ferrari 312T2/027)	1 hr. 38 min. 43.35 sec.
9th :	E. Fittipaldi (Fittipaldi F5/1A)	1 hr. 38 min. 45.07 sec.
10th :	J. Scheckter (Wolf WR4)	1 hr. 38 min. 47.97 sec.
11th :	J. Mass (March-ATS HS1/1)	1 hr. 38 min. 53.54 sec.
12th :	J. P. Jarier (March-ATS HS1/2)	1 lap behind
13th :	B. Lunger (McLaren M23/14)	1 lap behind
14th :	D. Pironi (Tyrrell 008/2)	1 lap behind
15th :	G. Regazzoni (Shadow DN8/5A)	1 lap behind
16th :	J. Laffite (Ligier JS7/03)	2 laps behind—*Not running at finish*
17th :	H. J. Stuck (Shadow DN8/4A)	2 laps behind
18th :	V. Brambilla (Surtees TS19/06)	2 laps behind

Note : The chequered flag was given in error to Peterson at the end of lap 52. It did not effect the outcome of the race.

Fastest Lap: G. Villeneuve (Ferrari 312 T2/027) on lap 3, in 1 min. 49.76 sec.— 195.75 k.p.h.

Retirements : R. Keegan (Surtees TS19/07) engine overheating, on lap 5; A. Merzario (Merzario A1/01) broken differential, on lap 9; L. Leoni (Ensign MN08) broken engine, on lap 28; A. Jones (Williams FW06/1) fuel vapour lock, on lap 35; D. Ongais (Ensign MN07) broken ignition distributor arm, on lap 35; J. Watson (Brabham BT45/8C) engine failure, on lap 41; J. Laffite (Ligier JS7/03) engine failure, on lap 50.

24 *starters*—18 *finishers.*



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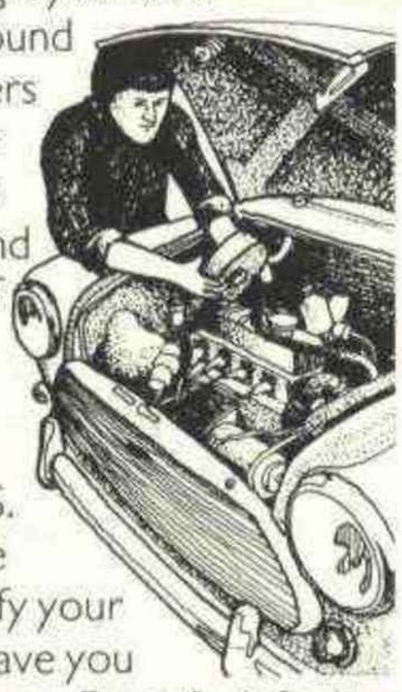
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Hot Rod Winternational champion, Chris Gautrey, bounces across the Brands Hatch Rallycross course during the Hot Rod v. *Rallycross team challenge event.*

RALLYCROSS

A SURPRISINGLY LARGE crowd at the non-Championship Brands Hatch Rallycross, on Monday, January 2nd, bore witness to the fact that the sport, at one time contested by all the major works teams and drivers, is on the verge of emerging once again as a major off-road attraction.

Born in the 1960s as a means of padding out Saturday afternoon television sports programmes, Rallycross progressed rapidly to the stage where Leyland and Ford were entering anything up to four top rally drivers apiece at each event in such diverse machinery as the famous four-wheel-drive Capris and one-off Austin 1300s.

In the early '70s, however, television began to look elsewhere for new attractions and the works teams lost interest in a sport which had lost its public appeal.

Since then, Rallycross has fought a hard, often fruitless battle to attract both decent entries and spectators. The main problems working against it have been the lack of proper promotion, and the fact that most of the events were held in the winter months when the clogging mud and bitter cold made too many events a frustrating bore.

It was a different story on the Continent where fully-sponsored European and National Championships, run during the dry summer months, not only attracted the television companies, but also the kind of crowds which would do justice to some British International race meetings.

Over the past couple of years several British drivers have found it more lucrative to spend long weekends across the Channel contesting one or two events in three days than to stay at home and race for comparatively small prize money. The one thing against them actually showing in any championship results was the fact that the British-style lightweight Minis were outlawed in Europe, and the heavy saloons were easily outclassed by the fast but expensive Porsches and Lancia Stratos.

For 1978 the rules have been changed, though, and with saloons competing in a separate class for the same points as the GTs and sport cars, the cheaper Escorts, Minis, Peugeots, VW Golfs, and Volvos will be the way to go for most people.

Rallycross is also sorting itself out on the home scene. This year more events than ever are being held during the drier months, and at new tracks spread evenly over the country. Perhaps more important, though, at least one major manufacturer, Ford, will be using the sport to develop a new generation of FWD cars, starting with the Fiesta.

Already a Fiesta with a 1,600-c.c. pushrod engine fitted to a four-speed Hewland gearbox has proved very reliable in John Taylor's hands during testing at Brands Hatch, but there are still problems to be overcome in transmitting the full power of a BDA through the FWD transmission.



In the dry, a Porsche can be a very potent Rallycross machine. This is John Clark's spectacular 911*S version.*

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The car won't be seen until later in the year, along with a similar machine being built with Boreham assistance for a major privateer, but the project should be worth waiting for.

The RAC Rallycross Championship, won last year by the Mk. 2 Escort of Trevor Hopkins, is still without a series sponsor, leaving the Castrol-backed BTRDA Championship to carry just as much prestige with all its attendant publicity.

Last year's BTRDA title went to one of the sport's new generation of competitive drivers, young Trevor Reeves, who campaigned a lightweight Mini in Britain, and a heavier version abroad.

In the wet conditions which beset the vast majority of Rallycross events, the Mini, especially in lightweight form, still rules supreme, as the West Country driver, Gordon Rogers, proved at the Lydden Hill International last November, when he took his European-spec Mini Clubman to a surprise victory against the likes of Sweden's Stig Blomqvist in a turbo-charged Saab 96, and the strong Bose HiFi Porsche team.

At the comparatively dry Bank Holiday meeting at Brands Hatch, however, the Minibrigade were given notice of the battle to come in the summer when both a Porsche and an Escort finished above Reeves' machine.

Brands Hatch is one of the faster Rallycross circuits, the track leaving the main Brabham straight just after the exit from the pits and going down across the grass to join the back straight at Graham Hill bend. Then it is all tarmac until the exit from Surtees where the track again takes to the grass below the Clearways hump to rejoin Brabham straight just before the pits.

Although it was a non-Championship meeting, most of the regular front-runners were there, including veteran Rod Chapman who had forsaken his regular Escort for one of the ex-Bose HiFi Porsches which was "in transit" for an Irish customer to rally.

During the day Chapman met with several



The immaculate Autocavan Porsche of Geoff Thomas just heads European Hot Rod Champion, Pete Winstone, and Micky Hall into Paddock.



Barry Lee was the star at Brands Hatch, both in his Rallycross Escort and his new Hot Rod, below. The Brands Hatch winner, however, was Rod Chapman, right, in his ex-Bose HiFi Porsche.



problems including having the rear anti-roll bar come adrift and a slipping clutch. It was all rectified for the Final, however, and once the power of the German machine had seen it sprint into the lead there was no way Chapman could be headed to the flag.

Second overall came World Hot Rod Champion and former rally driver, Barry Lee. In fact he was racing two Escorts at the meeting, the first being his regular Rallycross machine with a BDA engine, and the second his new Hot Rod which made its *debut* at Wimbledon only two days beforehand. The 1,700-c.c. pushrod device was there as part of a Hot Rod *v.* Rallycross team challenge, an attraction which no doubt did much to swell the crowd to a number way above what one would reasonably expect for a winter club meeting.

The colourful Lee proved to be the star of the meeting for his Rallycross car recorded the fastest time in each of the three heats. It was interesting to compare the Hot Rod drivers, whose cars were very well presented, and their Rallycross rivals, for in most cases the under-powered but more experienced stadium men more than held their own on strange ground.

Never far away from Lee throughout the day was Trevor Reeves in his Dove Group Mini. Trevor, managed by his enthusiastic father, Maurice, recently caused something of a sensation at Wimbledon Stadium where he beat the Hot Rods on home ground by winning every race he started. And he certainly gave Lee a run for his money at Brands Hatch where the very fast 1,500-c.c. Mini proved very much at home on the tricky grass sections.

Trevor Hopkins finished fourth overall in his Escort, followed by the Minis of Barry Hathaway, Louis Davidson and Bruce Bamber.

The terrain took its toll of the Hot Rods, who lost the team event more because of retirements than anything else.—D.P.S.

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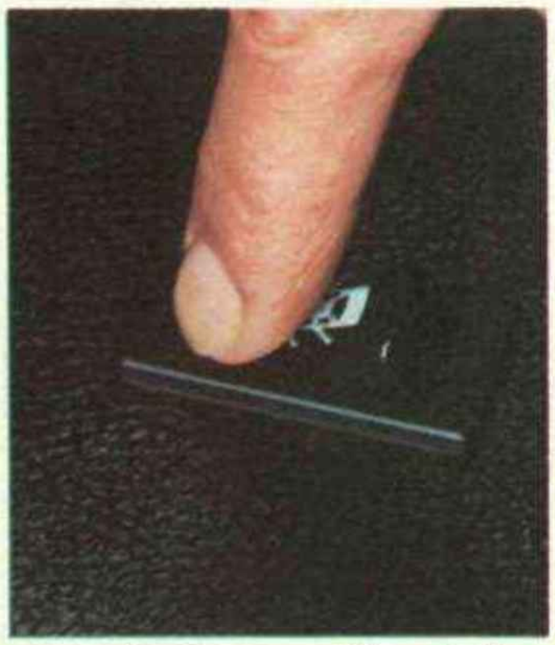


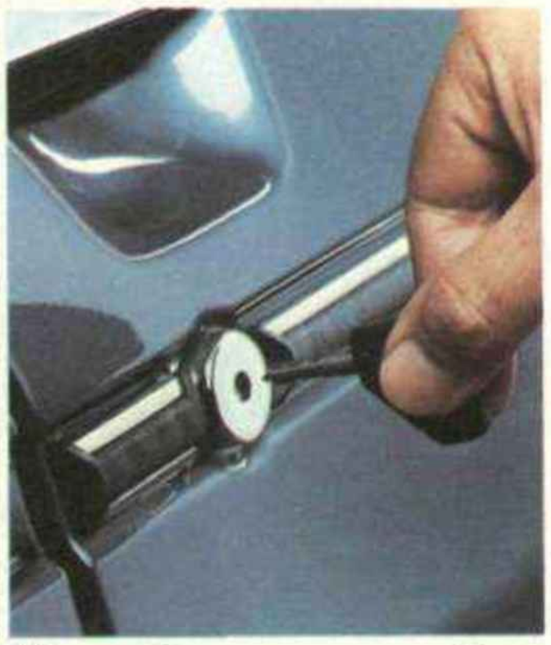
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*Motor

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Notes on the Cars in Argentina

Brabham-Alfa: Without doubt, the most aggressive looking Grand Prix cars at Buenos Aires were the Brabham BT45Cs entered for World Champion Niki Lauda and his team-mate John Watson. Although Bernie Ecclestone's team suffered something of a set-back with the development difficulties surrounding the Brabham BT46, plenty of development had gone on with the C-type BT45 to ensure that both the team's drivers started the year with the best possible equipment.

Lauda (BT45/7C) and Watson (BT45/8C) had two brand new cars which now have full width front radiators, the air being ducted across to tiny aerofoil surfaces as it exits those radiators ahead of the front wheels. They had a totally new rear wing system with wide supports, while the crossbeam contains an engine fire extinguisher and the air supply for the starter. In addition, the Brabhams have new cockpit sections, tidied-up rear ends as far as oil coolers and rollbars are concerned and a smart new coat of red paint proclaiming their affiliation with Parmalat and Alfa Romeo. The team's spare car was identical in specification to the two race cars, although it had been built up round the monocoque of the car last used by Watson in Japan and was numbered BT45/6C. The Alfa flat-12 engines available to the team were much to the same specification as last year.

Tyrrell: The batch of "test tapes", stemming from Tyrrell's spell of testing at the Paul Ricard circuit, came up with a revised front suspension arrangement for the new 008/1 cars. The parts were flown out and fitted to the 008 in time for Thursday's untimed test session and this car was also fitted with the recording equipment monitoring suspension behaviour throughout official practice.

The second Tyrrell (008/2) hadn't turned a wheel prior to its arrival in South America, so not much was expected from Grand Prix novice Didier Pironi in his first F1 race. The young Frenchman was destined to survive an accident while testing on Thursday, but the car was readily repaired in time for official practice on Friday morning.

Lotus: None of the new Lotus 79s at Buenos Aires, but three of the trustworthy 78s which proved so competitive last season. Andretti's car was 78/3, Peterson's 78/2 and the spare 78/4. Peterson's was fitted with one of the new Lotus/Getrag five-speed gearboxes, although this was changed at the end of Friday's practice and replaced with a normal Hewland unit as it was causing considerable selection problems for the Swede. Otherwise the 78s were as raced in 1977.

The original 78/1 has been sold to Mexican Hector Rebaque and is now operated by former Lotus mechanic Ian Dawson. Rebaque, who spent an abortive time attempting to race a Hesketh in 1977, has sponsorship for this project from the Mexican end of the Domecq sherry organisation.

McLaren: Three M26 cars in familiar guise, including the brand new M26/4 for the Marlboro-backed line-up of Hunt and Tambay. The only visual changes for Argentina was to the flaring on the monocoque sides ahead of the rear wheels. Hunt concentrated on M26/4, Tambay on M26/3 and the spare was M26/1. The revised "M26½" seen at Paul Ricard with different wing side plates, and repositioned radiators, wasn't brought to South America.

Although Emilio Villota decided against making the expensive trip to Buenos Aires with his private McLaren, B & S Fabrications brought their immaculate brace of M23s along for Brett Lunger to drive. Lunger is continuing with B & S under the Liggett & Myers tobacco group banner and hopes to have an ex-works M26 in time for the European season.

ATS-March: The March works F1 team has now ceased to exist as such, but Robin Herd is continuing with the company as well as acting as a "consultant" designer to the German ATS team whose cars he was supervising in Buenos Aires. ATS have now taken over March's "membership" of the Formula One Constructors Association, by dint of qualifying under some of F1CA's less than specific regulations. The cars for Mass and Jarier were both brand new and distinctively angular in styling, although under the skin they were based on the team's Penske PC4s which were raced last season. The monocoques, wings, roll hoops, bodywork were all freshly built, but the suspension layout was the same as the Penskes with inboard coil springs at the front operated by fabricated rocker arms and parallel link/top link arrangement at the rear.

Herd is currently completing a design for a brand new ATS Formula One contender and this may be ready in time for the European season. Mass is the team's number one driver, but moody Jean-Pierre Jarier has been contracted for the first two races. Both cars are turned out in the ATS yellow livery, although only the first car has indication of sponsorship from Sony.

Ferrari: Buoyed up with confidence following some very encouraging times from Carlos Reutemann on his local circuit during pre-race testing, the now-Michelin-shod Ferrari team brought three of its familiar 312T2 flat-12s to South America. All three machines numbers 027, 029 and 031 were turned out in much the same trim as they'd raced last year in Japan. They advertised their new tyre allegiance pretty boldly as well! More development work is needed on the 312T3 and the new car will not appear until Kyalami testing.

Fittipaldi Automotive: Even Emerson Fittipaldi admitted that he was getting a bit dejected towards the end of last season – and it must be said that this dejection showed in his driving. But at Buenos Aires, the former World Champion was in a much more enthusiastic and happy mood than we've seen for a long time. "We've got a really good team around us now" smiled the Brazilian, "and I think we're going in the right direction after two years of disappointment."

The car was very different as well. There were in fact two cars in Buenos Aires, one brand new and one built up round the basic chassis of last year's design – but it showed precious little else to connect it with the original FD05. Now designated F5As, the new cars have totally new rocker arm inboard front suspension, revamped side pods containing water radiators (rather like the Lotus 78), the oil cooler in the nose section and a host of other modifications. Ralph Bellamy is still in charge of the team's design side, although most of this particular development was done by former Ferrari engineer Caliri of Fly Studio in Italy. No second driver is yet planned for the team.

Shadow: As far as chassis identification was concerned, the Villiger-backed Shadow DN8s were not so clear-cut and straightforward as they looked at first sight. Three of these cars from Don Nichols's stable were present in Argentina, but some chassis re-numbering made it a little difficult to pinpoint their original identities. It seems that Hans Stuck's machine is DN8/4A (with higher rollover bar for the lanky German) and Regazzoni drives DN8/5A, plus the original DN8/1A as the spare. Apart from an extra water radiator and larger aperture for the nose mounted oil coolers, the DN8s looked much the same as in Japan last October. Don Nichols said that the new DN9 is a matter of weeks away, although no decision has been taken as to where the car will first be raced.

Surtees: A trio of familiar TS19s for Brambilla (06), Keegan (07) plus a spare (02). No major changes; as run in Japan last October although with the addition of new rear wings.

Wolf: A brand new car, WR4, for Jody Scheckter to use plus WR1, updated to the same specification, for use as the team's spare. Peter Warr explained that although there wasn't much difference outwardly, the new specification included many alterations, the most immediately obvious being narrower rollover loops on each car. For the first time, Wolf had a Cosworth development DFV on hand for possible use.

Ensign: Nunn's small team from Walsall brought out two of their three cars for Danny Ongais (MN07) and Lamberto Leoni (MN08). Both cars were turned out in their 1977 trim although there was a slightly revised rear suspension arrangement to be seen.

Hesketh: Two 308Es were brought to Argentina in their new blue Olympus Cameras livery, although Divina Galica damaged 308E/4 beyond immediate repair in a testing accident on Thursday. Thus the British ski-queen was reduced to only having 308E/3 for her use.

Ligier-Matra: The popular French equipe, worried still about the future of their link with Matra, produced their familiar brace of JS7s for Jacques Laffite to choose from. Ostensibly chassis 03 was designated the race car and 02 the spare.

Williams: There have been some minor modifications to the sleek Williams FW06 since it was unveiled before Christmas, most of them stemming from a spell of wind tunnel tests. Minor adjustments had been made to the wings and rollbar positions of this neat Patrick Head design destined for Alan Jones to drive. Surprisingly, business commitments in Saudi Arabia kept team patron Frank from appearing in Buenos Aires.

Theodore: Mutually flung in at the deep end together, Teddy Yip's new Theodore TR1 and F2 child prodigy Eddie Cheever seemed a very inappropriate alliance. Nothing much was expected from this bulbous machine on its debut outing, although Cheever wasn't to be daunted by Cosworth DFV power.

Merzario: Arturo Merzario turned up with his home-brewed Merzario A1/01. Not a re-worked March, or the lash-up it first looked, Merzario had contrived to build a completely new car around the "regulation" Cosworth/Hewland package.

The Mintex International Rally

The first home international rally of the season, the Mintex International, will take place from February 24th-26th. Based in Harrogate, the event will include stages in Yorkshire and Co. Durham. A top-class entry includes Mikkola, Airikkala, Clark, Brookes and five cars from Norway. Works Leyland and Fiat entries are expected too. The start and finish will be at Rudding Park, Harrogate. There are fourteen spectator stages, details to be in the programme published on February 23rd.

Letters from Readers

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

Export or Embargo

Sir,

There is an increasing coverage and comment about the volume of foreign cars sold in this country and the sad effect that this has on our economy. The real point about this, to my mind, is that Britain is a free market for cars, we are a member of the EEC and we have the opportunity of exporting our cars. The history and great past of this country was based on trading, at which we were masters.

In civil engineering, agricultural and construction machinery we still maintain an enviable position and it is understood that there are many other fields of which we need not be ashamed of our exporting position. If we are able to sell successfully abroad, why is there a difference when it comes to competing on the home market? On a recent visit to France, it was very noticeable that the majority of French registered cars were of French manufacture and apart from an occasional Jaguar, Range Rover and one Rolls-Royce, no new French registered British cars were seen. As my son was employing himself by studying number plates during our three thousand mile journey, which took place during August when the French take to the road for their holidays, I feel sure that we didn't miss very many. It was, incidentally, very pleasing to see a high proportion of JCB and Massey Ferguson hydraulic excavators on the construction sites.

Returning to the British car market, one can sympathise with our manufacturers and agents to a degree, and appreciate the production difficulties they experience, but why should a prospective customer give any thought to such things. Buying criteria are very variable but one must assume that full weight will be given to availability, reliability and spares availability. From the advertising campaigns and promotional work, it is possible to create a desire to own a particular make of car and one can cite BMW as an outstanding example of aggressive marketing, for they have risen within ten years from being relatively unknown to being included in virtually everyone's short list of desirable cars. Had they not backed up the advertising with a good spares and service organisation together with availability and reliability, their customers would not now be on their second, third or fourth BMW. The same arguments apply to Datsun, Peugeot etc. and, in all fairness, there is a strong doubt as to it being applicable to British Leyland products.

If one buys a car brand new and from a manufacturer's appointed agent, one is spending a lot of money, be it one's own or a company's. It is reasonable, therefore, to expect early delivery and to have a vehicle which will be reliable, comfortable and easily repaired. The difficulties experienced in the manufacture of it and its spare parts are of no interest to the customer who simply wants to get in and drive it and to know that he can expect interest and enthusiasm from the agent – sufficient interest to ensure that the customer returns to the agent when he next changes his car.

Perhaps the present volume of foreign car sales into the UK are due to the lack of interest and enthusiasm shown throughout British Leyland. With the Range Rover, the Jaguar/Daimler range, the Land Rover and the Princess, there is a good range and the new Rovers complete a very attractive "Executive" threesome. Were they freely available and free from their after-sales troubles, perhaps the agents and their salesmen could compete with the foreigners on equal terms and with the enthusiasm with which their competitors greet even a self confessed "window shopper" who drives a company car and admits to not being "in the market" as soon as a salesman approaches.

There is no original way of repeating the "thanks for a wonderful magazine" ending which such a lot of your correspondents use – so thanks anyway.

Monk Bretton NEIL COTTAN

Emergency Spares

Sir,

Without wishing to detract from the excellent service provided by The Automobile Association in supplying continental emergency spares packs to its members, may I assure Mr. Dexter and other Rolls-Royce and Bentley owners that such kits are available from Rolls-Royce Motors Limited through our many distributors and dealers. Had Mr. Dexter contacted our parts department at Crewe, we would have been delighted to help him.

Crewe S. RANGER
Parts Manager,
Rolls-Royce
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Fond Memories

Sir,

I very much enjoyed the report on the MG's, TC and TD – what fond memories they brought back. My first sports car was a 1951 TD which I traded a 1951 Pontiac coupe even to a fellow that needed to pull a trailer. Had great fun with that little MG, got involved in rallies, gymkhanas, bit of racing, and just enjoying open-air motoring. In rallying in the southern California area, one often found the route was part mountain and part desert and I soon found it difficult to make up lost or down time in the hills. When the engine began to get noisy, we took it apart for a rebuild, which included a bore to 1,305 c.c., raised the compression ratio to 8½ to 1, a different camshaft, and the old South California hot-rod detail of polishing and relieving the intake and exhaust ports. This improved the performance a bit, could stay with the L-head Ford V8s of that era, and run up to about 92 m.p.h. at about 6,200 r.p.m. But I still envied my friend's Jaguar XK 120's effortless power in those mountain rallies, so I bought his 54 roadster in 1957 and sold the TD. I still have the Jaguar and enjoy it immensely, using it on rallies, speed events and concours. I drove it in the Historic Car Races at Monterey in 1976 when it was the tribute to Jaguar but had some slight mechanical ills that meant a DNF as I had to drive it 360 miles to home the next day. The problem was loose timing chain, two stuck or sticking valves, and a broken-off shift knob (fixed with a large nut and a small file and an hour's work). I'll be back with my XK 140 next year as my 120 has a concours 3 weeks after the races and it is hard to run a speed event and show your car at the same time. I have thoroughly enjoyed MOTOR SPORT magazine since 1954 and hope to continue (if I can get Standard House to use my corrected street number) for twice as long. One final thing I might add, I am on the lookout for an MG TD to restore for my wife to drive, she liked the old one and is too short for the Jaguar, but adjusts nice and easy in our XJ6. Incidentally, the Jaguar XJ6 gets my vote for the best handling 4-door sedan, on a trip down California's Coast Highway One from San Francisco to Monterey, it easily out-cornered a Porsche 911 Targa that was really trying.

USA, California BRUCE CARNACHAN

No Reply

Sir,

I am writing to ask if you can obtain for me any information re Rolls-Royce and Bentley Owner Drivers Club. The Coach House, Whistlers Wood, The Ridge, Woldingham, Surrey, CR3 7AN.

After seeing an advertisement in your magazine I sent an application to join the Club in May of this year. The fee was £22.50. I received Membership Card No. 456NR, newsletter and a leaflet advertising gold and silver tie-pins etc. with the Club Motif. On 5th July I sent off Postal Orders for £28.20 for gold tie-pin.

Since then I have received no reply to several letters sent on the following dates: – 9th August, 15th Sepember and 27th September, the last addressed to Mr. J. Anderson named on their notepaper as a director of the Club. Neither have I received any more newsletters.

I would be grateful if you could let me know if you have any information as to the genuineness of this club.

Little Eccleston C. JENKINSON

(We took this matter up by informing the Rolls-Royce and Bentley ODC (which has no connection, we understand, with the R-R and Bentley Club referred to *editorially* in MOTOR SPORT) of our correspondent's complaint. No reply has been received, nor had Mr. Jenkinson heard from them as we closed for Press. Other members, please note. –Ed.)

The Future of MG

Sir,

I was late receiving my January copy of MOTOR SPORT and have just this very minute read Mr. Pflaumer's letter on the future of MG. Now I have never before written to any paper or magazine, but for a long time I have been wanting to express the thoughts presented in this gentleman's letter.

Yes, there are thousands of us, especially in the MG Car Club, who deplore the lack of vision shown by B.L. in trying to drown Abingdon in a sea of Triumph unwanted **** – perhaps I had better not use the word.

Leyland seem to be completely unaware of the magic of MG. Perhaps they ought to read "Maintaining the Breed" by John Thornley to realise that the Octagon has a history unmatched by any sports-car manufacturer in the world. That Europe would welcome the MG-B and Midget with open arms if only they had the sense to get them across the Channel. Where else can you buy a sound open sports car for around £3,000. Certainly not on the Continent where the choice is limited to cars costing twice, thrice or even four times that figure.

When the MG Car Club gathered at Hausach in the Black Forest in 1973 and 1976, the Continentals were running into each other on the Autobahns with excitement at seeing such a grand sight as numerous Abingdon cars, some old some new, but all heading for a common goal where MG was the only make to be seen. Enthusiastic members from Centres in all parts

of the World were there and the affection for the *marque* shown by all had to be seen to be believed. I can never understand why Leyland have never realised the fanaticism existing in all parts of the globe. Do they know for instance that the MGCC has had a Centre in Japan for a number of years, plus one in practically every European country, more in America than you can count and all this in spite of the fact that they will not allow Abingdon to continue to provide honest, sound and much-loved sports cars?

The MG-B has been a money spinner, indeed the greatest production run of any sports car in the World, so when one considers that Morgans have a waiting list of years, then why not let Abingdon continue to turn out the much-loved "B" indefinitely. Yes I know it is out-of-date, hasn't got fully independent suspension, nor a short-stroke engine, but it has given a great deal of pleasure, not only to myself, who has owned five. But it is a sound and, what is more important, a very safe car. Nor has Leyland let the customers know all the recent improvements, many of which are very much appreciated, at no increase in price. Perhaps they were afraid TR7s would suffer even more.

Abingdon must be the most trouble free factory in the Leyland empire; why not let them get on with making profitable sports cars which we the public want? I say here and now, that no Triumph, even with an MG badge on the front, will ever rest in my garage. I shall keep my present '77 MG-B indefinitely if they stop the run.

I know that this letter is signed in spirit by 220 members of the Tyne/Tees Centre of the MG Car Club. I have no doubt that the remaining 10,000 or so in other parts of the world will echo at least most of my thoughts.

Peterlee, Co. Durham GORDON DOUGLAS

* * *

Sir,

I read with interest the letter from Mr. Pflaumer on the future of MG and I too share his concern. For the best part of this century, this country has been proud to produce the best "all round" sports cars in the world and indeed, the demand has always been high. Until now, MG have soundly beaten their competitors all over the world and the name MG has been synonymous with speed, safety, styling, enjoyable motoring and success. Alas, the *marque* does seem to be in danger and indeed rumours of the possible closure of MG are rife. It is possible that British Leyland intend to cease MG and it's known that the company produce too many models. But do British Leyland have a case for cutting MG?

It was argued that the currently produced MG-B is out of date and is no longer a world beater. The TR7 was promoted as a clear favourite, yet excitement for this wedge-shaped little car seems to be lacking with sports-car enthusiasts. It is clear that the TR7 is not selling sufficiently well and it is also clear that the market is open for a well-proved, soft top car.

In 1978 the new British Leyland chairman, Mr. Michael Edwardes, has indeed a formidable task in putting British Leyland on a sound footing. Whilst the new models are considered for the future I would hope that a non-wedge-shape, soft-top sports car is on the drawing boards.

With an already eager world market for MG and a definite desire for safe, fast, open topped motoring, British Leyland could, through MG, produce a stylish two-seater with a little luggage room, a detachable roof, a top speed of over 100 m.p.h. with reasonable petrol consumption and they would be onto a winner. Acceptance of a new *marque* or the uncomfortable taste left by the TR7 would not have to be overcome as acceptance of MG is worldwide.

In 1976, British Leyland announced that the MG-B GT V8 would no longer be made. Only 2,500 were produced, and already the better cared for examples are highly desired. A reintroduction of a new model from MG would I am sure be most welcome and would be very successful. In the meantime MG would continue to outsell its immediate competition and with one or two changes would be totally successful once again. I would consider that the following range, if available would sell very well both at home and abroad:

Midget – 1500 c.c. with a choice of rubber or chrome bumpers to suit individual taste or foreign regulations.

MG-B – 1800 c.c. and/or 3500 (V8) with a choice of bumper styles and with a "Targa style" hardtop.

Like the Midget, the MG-B would be supplied with a factory fitted hardtop with removable roof panels for storage in the boot for variable weather conditions. A soft top and tonneau would still be provided.

MG-B GT – 1800 c.c. and/or 3500 (V8) with choice of bumpers and a heated rear window as standard. A factory fitted sunroof and electric windows would be welcome extras.

The V8 MG-B roadster would have a Triumph Stag style roll bar for added safety and style and all models would have improved lighting.

As basic body panels and mechanics would remain the same, there would be no immediate re-tooling requirements. If a new model MG could not be produced for a few years, the gap would be filled admirably by the above.

As a possible venture into the "exotic" market, an MG on the basic design of the TF fitted with modern mechanics could be considered. A well built model of suitable quality could be mass produced and would sell all over the world.

In the coming years, British Leyland management have many problems to overcome. New models already specified may cost millions to cancel or alter and it may be a while before a replacement for the MG-B, MG-B GT and Midget can be produced. But it could be considered now and a healthy market demanding open topped sports-car motoring, but without spikey, wedged shaped lines, could be catered for with an improved and modified existing range.

As Secretary of The MG Owner's Club, I speak to MG enthusiasts all over the world and I am certain that there is a deep-rooted love for the *marque* MG. The disappointment would indeed be very bitter if ever we saw the demise of MG.

Purely in the name MG, British Leyland have a tremendous asset. In the difficult times of the company, the huge selling power of the *marque* MG should be capitalised. Improved existing models and a promised new range would ensure the promised success of British Leyland and the future would become secure.

Over, Cambs. ROCHE BENTLEY

* * *

Sir,

Possibly the motor industry could take note, not necessarily in action from the motor cycle industry.

I refer to G. Pflaumer's letter referring to MG's future, January 1978. Triumph (Meriden) produce a dated motorbike, the 750 c.c. Bonneville, which sells well, althought dated by contemporary motor cycles. Possibly the reason being that the beast has "soul", (*i.e.* is slightly temperamental).

The MG-B is possibly another beast in the same mould; by '78 standards it does not offer the same standard of luxury and sophistication. However it is a proper convertible, makes a noise and lets the driver know that he is in a proper car, not an air conditioned, soundless "thing".

Before a mass of MOTOR SPORT, Rolls-Royce, BMW, Bentley etc. owners write in to complain, I will explain I am a motor cyclist/driver: Ducati 750, and Mini Cooper S. The bike gets used most!

Thank you for *the only* 4-wheels magazine; it is really a monthly must, although sometimes I wish D.S.J. was not quite so biased (the Lauda issue).

London NW3 W. J. HAWKESWORTH

* * *

Sir,

As a subscriber to your magazine for some years may I compliment you on the constant quality put forth through its articles and photography.

I am prompted to comment on a reader's letter which I see printed in the January Edition, "The Future of MG". Surely anybody with an interest in cars would sadden at the thought of this most famous of *marques* being "buried". I have been selling these cars, on various export markets, for some years and like to think that the present demand for the MG-B in particular is not to be ignored. It appears that the sales potential for this particular car is on the increase, borne out by the figures, listed below, which have been taken from the American Trade magazine *Automobile News*.

First ten months 1976	First ten months 1977
MG's imported 25,767	MG's imported 31,920

The increase in sales from 1976 to 1977 was, therefore, 6,153. Does this show a model on the decline? I would think not. I only hope that the chaps at the Leyland boardroom don't get carried away with their new-fangled toys and respect the name which has given them many years of success – MG.

Ramstein, W. Germany IVAN CHAPMAN

Insurance Matters

Sir,

I was most interested to read the letter "Insurance Tips" from Mr. Paul Ward on Page 69 of your January 1978 issue. Mr. Ward makes the point "The General Accident have a scheme whereby, for a mere £2 extra, one can split the premium into five monthly instalments, payable by Bankers' Order."

I thought your readers might be interested to know that for personal insurances such as Motor insurance, this simple "premium by instalments" scheme costs only £1 (not £2) for the paperwork regardless of the size of the premium.

Your readers may also be interested to know that nearly 100,000 General Accident policy holders used this system to pay their premiums during 1977.

Perth ALEX McINTOSH
Public Relations Officer,
General Accident
Fire & Life Assurance
Corp. Ltd.

* * *

Sir,

I write with respect to Mr. Paul Ward's letter, "Insurance Tips", in the January issue.

As a broker who advertises in MOTOR SPORT, I am naturally pleased at Mr. Ward's

recommendation to use a reputable broker, but I am afraid that most of his statements will be extremely misleading to your readers – in one case, dangerously so.

Most importantly, he suggests that a young driver include himself on his parent's policy to achieve a premium reduction for his car. If the young driver is the main user of the car, then the premium will be calculated on him anyway so there will be no difference in cost, and the young driver will lose the chance of building up his No Claim Bonus. If, on the other hand, he does not make it clear that he is the main driver, this withholding of material information could void the policy in the event of a claim.

As to the father obtaining a 10% discount for two cars insured, this is certainly not general and varies from nil to 25% from company to company, and as to using the father's No Claims Bonus, each Bonus is only available for one car.

While General Accident's policy is certainly one of the best, it is also usually one of the most expensive, and to receive a £19 refund after trading down from a new Alfa 2000 to an elderly Sovereign is nothing to crow about: Of course you get a refund if you change to a lower-rated car.

Finally, the suggestion that a Student describe himself as "of independent means", while it may not be a lie, is also not the whole truth and could also void the policy. Anyone following Mr. Ward's various advices could easily find himself in extremely serious trouble, and I am rather surprised that you should print such a letter.

I suggest that your readers follow Mr. Ward's advice to use a reputable broker, and not the dangerous ideas of a layman.

London WC1 G. FOSTER TAYLOR

Cars in Books

Sir,

In the current issue of MOTOR SPORT you mention the assassination of King Alexander of Yugoslavia in 1934. This took place in Marseilles, not in Paris, and the French Foreign Minister, Monsieur Louis Barthou, was also killed. According to "Motoring and the Mighty" by Richard Garrett, the car was a D8 Delage Landaulette built between 1930 and 1932. There is a photograph of the car in the book, the registration number being, as you say, 6068-CA6.

I have just been reading Edward Heath's book "Travels". At the age of 14 he visited Paris for the first time and writes:

"We wandered up the Champs Elysees, gazing with wondering eyes at the new French cars – Citroen, Renault and Bugatti – in their magnificent high glass-fronted showrooms, and after gazing, summoning up enough courage to walk in and ask for the catalogues. The Hotchkiss folder delighted me because when opened it revealed an impressionist image of the Place de la Concorde by night, and the further it was spread out the more Paris came into view."

This visit took place in 1931, while in 1937 Heath visited Nuremburg and saw Hitler. He writes "We saw his large black Mercedes coming through the narrow entrance ..."

I was most interested to read your review of Paul Kestler's book "Bugatti – Evolution of a Style". However, I do not expect it told us anything new about La Royale.

Norwich CLIFFORD S. PENNY

* * *

Sir,

In "A Solitary War" by Henry Williamson (Macdonalds, 1966), a book which is the last in a series of thirteen, there is an Alvis Silver Eagle which is mentioned so frequently that it is almost one of the major characters. It may feature similarly in some of the earlier books.

"The self-starter would not work, although by now six local garages had 'put it right'. The drain plug was not at the lowest point. Water remained in the phosphor-bronze pipe leading to the water-pump below the radiator base. It was solid with ice. There was a plug in this pipe, a hexagonal nut. It had been made round by some mechanic who had not bothered to find a box spanner to fit it, using instead what Luke called a screw hammer. The thread of the plug being stiff, to prevent it working loose during the motion of the engine, the ham-handed use of the monkey-wrench had rounded and ruined the nut. It was burred, immovable.

"The only thing to do was to lie under the engine on one's back and melt the ice on the bronze pipe with the blow lamp. But he could not light the blow lamp, for since the attempts to unfreeze the water pipes in the cowhouse, Luke had tried to clear the jet by the use of some sharp spike, which had gashed the jet so that it would not function."

Incidentally I found the book most readable. It is dedicated to Oswald Mosley and his wife!

Canterbury R. G. ROBINSON

Morris Cars

Sir,

I feel I must make some comments in defence of Morris Cars 1913-30 after the rather unfortunate review in December MOTOR SPORT.

The book was intended as, and indeed is, a valuable reference work for all devotees of pre-1930 Morrises.

Because of the folded format of the original sales literature it was necessary to have a book of large format to allow pictures which originally covered more than one page to be reproduced on single pages, otherwise there could have been a reduction on the original even.

As you rightly say, 500 have been printed but the Morris Clubs alone could absorb these without it ever becoming generally available.

Sheffield MICHAEL F. AKEROYD

P.S. I played no part in compiling the book!

Mistaken Identity!

Sir,

In your report on the Mitsubishi Colt in the December 1977 MOTOR SPORT, you pointed out that the Colt you were driving suddenly declared itself to be a "Gal".

This is a further example of badge engineering since in many markets this same car is sold as a "Galant", not a "Colt". In fact some years ago when Ford (USA) was marketing the Mustang they had plans for a smaller Mustang which they hoped to call "Colt" only to find the name "belonged to" Mitsubishi.

In Britain Honda market a motorcycle called "Dream" which in other markets is called "Hawk", and DKW-Hercules market Hercules motorcycles in Germany and DKW in the U.K.... must be all to do with names of previous products (Humbers and pedal cycles!)

You no doubt know that the belt-driven Volvo 343 will soon be available with the Volkswagen Golf Diesel engine – surely a car fulfilling all requirements.

MOTOR SPORT continues to stand out head and shoulders above the rest – wonderful monthly reading.

Helsinki DAVID B. BULLIVANT

(Yes, I know – I only regret I did not say that the Colt appeared to be changing its sex! –Ed.)

Driving Standards

Sir,

It is not often that I become purple with anger when reading your excellent magazine, but the smug, self-opinionated letter from Mr. Holding (Dec. 1977) has prompted me to put pen to paper.

Presumably it is official police policy that it is better to prevent drivers breaking the law rather than wait for them to break it and then set out to catch them. Therefore, why is my nearside wing mirror so full of white Granadas, Range Rovers and MGB GT V8's tucked away up motorway slip roads? They are blatantly sitting there to catch somebody out.

They would do a lot more for road safety if they parked in prominent positions, festooned with orange paint and blue lights, thereby providing a clear deterrent to every car which passed.

The "big-brother" mentality of our law makers has meant that we all have to conform to the lowest common denominator of driving standards.

Because Joe Smith in his 1100 looks dangerous at 70 m.p.h. on the M1, skilled drivers in high performance cars are restricted.

Not so long ago, I was overtaken at 6.30 in the morning on a dual carriageway by a Ferrari Berlinetta Boxer. At a conservative estimate he was doing 110 m.p.h., and, Mr. Holding please note, he was driving in perfect safety, well within the capabilities of his car and with due consideration for the road conditions. It was a joy to see an expert driver enjoying himself in a beautiful car, and less of a potential hazard than the aforementioned Joe Smith who looks in his mirror once every three hours.

To return to the subject of the police, speeding policy seems to differ from county to county. In my experience, Surrey police on the A3 tend to overlook the occasional sporting motorist as long as he is not causing a hazard to other road users; very laudable.

But, I have it on good authority that a certain police station in Kent holds an unofficial "competition" every week to see which officer has "bagged" the highest number of motorists.

I am sure that the majority of your readers will join me in condemning such despicable activities, Mr. Holding excepted of course.

The only point I would agree with is breath tests. Drinking is just *not* conducive to alert, responsible driving.

On a constructive note, I would like to see much stiffer driving tests, perhaps on a par with the current Institute of Advanced Motorists examination. The increase of cars on the road seems to be directly proportional to a decrease in driving standards, and the lack of judgement shown by drivers who don't know when it is safe to go fast is sometimes mind-boggling.

Many is the time I have been overtaken on a narrow road round a blind bend or over a brow only to find the same comedian doing 40 m.p.h. on the dual carriageway one mile later.

As the Automobile Association is patently incapable of representing motorists' interests, may I call upon MOTOR SPORT to consider setting up some sort of representation for the persecuted sporting drivers of the nation. If we are to stop the tide and preserve our freedoms, we have to speak with a united voice.

In conclusion, the next time I am baulked by a Triumph Stag doing 69 m.p.h. in the fast lane of an empty motorway, I shall assume it is Mr. Holding doing his bit to uphold the ridiculous laws of the country.

Name and address supplied –ED.

CLASSIFIED ADVERTISEMENT SECTION

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FOR SALE–continued

FERRARI DINO 1971. Fast becoming rare car. Basically good but slight bubbling on one rear wheel arch and the paint is yellow, when it should be red. The car goes well. Stops and starts and must be the cheapest at £4,100. 0543 490232. (6286

MG J2 1933 cycle wing model with Ford engine, but rebuilt J2 OHC engine ready for fitting. Very good original condition. £2,650. 0543 490232. (6286

ALFA ROMEO 2000 GTV 2+2 Sports Coupe, late 1972, with 8 months' guarantee. Personalised reg. no. Offers around £1,200. 031-334 5323 evenings. (6287

ALFA ROMEO 1.6 GTJ April 1974. Below average mileage, radio, HRW, £1,750 o.n.o. Stafford 3894 after 6 p.m. (6304

1977 3P FIAT 128 Berlinetta Coupe. Red. One owner. 16,500 miles. Regularly serviced. Immaculate, full manufacturer's guarantee, radio. £2,200 o.n.o. Tel: (Bristol) 0272 560093. (6305

ALFA ROMEO 1.6 GT Junior 1976. Alfa red. Excellent condition. Radio stereo, electric aerial, spots, rear fogs etc. 22,000m. A cherished member of the family. £2,750. Phone: Cambridge 68721, 9 to 5; Trumpington 2403 after 7 p.m. (6292

TRIUMPH SPITFIRE Mk. 4. November 1973 (M). Magenta/black, hard-top excellent condition. £1,195. 021-554 9662. (6278

1937 GUY WOLF. Tiny single decker coach. New folding roof. £395 or exchange. Ringwood 3971. (6284

DAIMLER V8 2.5-litre. Dark blue. Good condition, new MoT, long tax. New valves. £450. MG VA Tourer kit form. Some parts missing. £300. Tel: Brockenhurst 2246. (6275

ALVIS GREY LADY Drophead, 1955. Recent £426 overhaul. MoT. Body decent. £1,500. View Sundays. Dulaney Cottage, Patching, Nr. Worthing. Telephone: 01-353 0891 weekdays. (6280

JAGUAR 2.4 1968, 'G' Mk. 2. Regency red, red interior. Original paint. Excellent condition. £975. Evenings: Burton-on-Trent 68003. (6277

MG-B GT 1974. 21,000 miles. Last of the classic chrome bumper model. Teal blue bodywork, contrasting nylon sand upholstery. Completely original and standard other than o/drive, HRW. Overtaking mirrors and Radiomobile. One registered lady owner. Mint condition throughout. 9 months tax. MoT. Phone: Cherry 01-668 5777 (evenings). (6273

1934 BENTLEY three position drophead coupe. Present ownership many years. Very original, recently repainted. Bills for engine reconditioning etc. Nearest £10,000. Bolney (Sussex) 237. (6274

MORRIS MINOR Convertible or Saloon wanted. Must be original, immaculate example. Private, cash paid. Box 5654. (6276

MG-B GT V8 'P' Regd. Damask red/tan vinyl roof, black bumpers, Hollandia sunroof, Ziebart, radio, many extras. One careful lady owner. £3,500 o.n.o. Cropredy 596 after 6 p.m. (6272

GILBERN INVADER Mk. III, auto. Black tulip. Mechanically sound, new exhausts. Offers circa £1,800. Baschurch (Salop) 766. (6281

3000 AUSTIN HEALEY Mk. I. Two owners from new. Excellent condition in all respects. Hard/soft tops. Radiomobile, heater. £1,900. Clinkard, Assington, Colchester. Tel: Bures 227378. (6271

FERRARI 246 GT Dino. Late 73. Metallic blue. Just completed extensive service. 32,000 miles. Very good example of classic car. £7,300. 01-262 3041. (6282

MG TF 1954 1250. Ivory white, beige top, tonneau, beige leather interior. Chromed cylinder head, new carpets, screens, tyres, chrome wire wheels. Complete rebuild. Superlative. Offers. Marlow (06284) 73605. (6283

AUSTIN A35 Saloon, 1957. Dark green, body good, mechanically excellent. Maintained by Rolls-Royce engineer. Offers: Telephone Crewe 661181 evenings. (6301

AC 428 CONVERTIBLE by Frua. Chrome wire wheels, leather trim, stereo, full history. Fabulous car. One of only approximately 15 made. Offers over £6,000. 01-992 7689; 01-346 5674. (6299

PORSCHE 911S. 'J' Reg. Red/black trim. 58,000 miles. First class condition throughout. £3,100 or consider p/x sports car. Telephone: Uttoxeter 4548. (6252

JAGUAR MK II 3.8, auto, 1962. Beautiful condition, full MoT. £695 o.n.o. White Farmhouse, Cawston, Norfolk or Miss Smith, Norwich 56321 (daytime). (6253

TR4A 1967. Red convertible. Overdrive, wire wheels. A very fine example of this superb car. Recent work includes clutch, exhaust, sills, radio, fog lights, Kenlow. I'm not selling under £1,800. For more details ring Cambridge 52517. (6254

FOR SALE–continued

FERRARI 275 GTB 1966. Aluminium lightweight, long nose. Genuine 29,000 miles. Red/black interior. Borrani wire wheels. Very good condition. £11,000. 01-584 9621. (6297

ALVIS 12/50. Two cars: Sports Tourer and 2-seat Special. Please telephone for details. Llanybyther 558. (6294

1963 JAGUAR 2.4 manual saloon. Fitted radio, overdrive tow-bar. MoT June '78. Original tool kit. 77,000 miles. £550. Phone Worcester (0905) 27639. (6295

ESCORT MEXICO K reg. Ford prepared. Never rallied, flared arches, turreted rear suspension. Cibies, radio, tax, MoT. £860. Tel. 061 445 1372. (19187

1971 LOTUS EUROPA SII. Brilliant white. "Well above average condition" (professional opinion). New Weber T/C, exhaust, brakes, throughout. Five good tyres. £1,350. Telephone: Wells (0749) 73789. (6244

WOLSELEY 1938 12 h.p. Saloon. Black with green leather upholstery, sliding roof, adjustable steering column, Built-in hydraulic jacks, and heater, over £300 spent mechanically and bodily. Excellent MoT, taxed. £1,000 o.n.o. 2071242 Ext. 42. (6255

JAGUAR MK II 3.8 Auto. 1966. Wire wheels. Carmen red. Black leather interior. Radio. 70,000 miles. New exhaust. Very nice condition. MoT Dec. '78. Taxed April. £750 o.n.o. Harpenden 3829. (6240

ALFA ROMEO 1300 GT 2+2 Coupe, 1970. Red taxed and MoT. A classic, £550 o.n.o. Stamford 4312. (6239

AUSTIN DEVON 5I, one owner. Leather upholstery, sunshine roof, LHD complete. £150. Phone: Nottingham 204946. (6238

HEALEY 1947. Unique 2+2 Coupe by Beutler of Switzerland. Resprayed, new carpets and headlining, 95% rebuilt, photo available. Must sell, so first sensible offer over £2,200. Also hundreds Autosports and Motor Sports back to 1954, £35 or send wants. Johnson, The Thatch, Wistanswick, Market Drayton, Salop, Tern-Hill 237. (6241

MG-A 1600 COUPE, all steel, professional body rebuild, MoT Oct. '78. Taxed April. Stereo/radio, radials, spares, inc. engine/box £1,425. Tel: Bristol 290566 Extn. 177, Mr. Edge. (6233

DOT 500 on 1939 Morris Ten. Mechanically good. Body mainly sound, needs slight restoration. £395 o.n.o. Phone: Weston (Staffs) 270224 evenings. (6237

FRAZER-NASH/BMW 319, 1935. Fitted 328 engine and special two-seat sports body. £2,500. Also many 319 spares: engines, axles, etc. 061-427 1876. (6236

LOTUS ELITE 1960. Several thousand pounds have been spent to make this car possibly the finest available. Much service history. To be sold with valuable registration number. £3,000. Will export. Phone: Basildon 726225 day, or South Benfleet 55115 evenings/weekends. (6234

BMW 2002 LUX. July 1975. Red/black velour. Tinted glass, immaculate condition. Blue Spot radio cassette. £2,900 o.n.o. Phone: Basildon 726225 day or South Benfleet 55115 evenings/weekends. (6234

E-TYPE 2+2 1969 'H'. Chrome wires, p.a.s., radio, automatic transmission. Most service history. Only 60,000 miles, unmarked yellow paintwork/beautiful black leather interior. £1,985. Poss P/X. Hitchin 57718. (6235

MG-B GT 1974 'N'. Overdrive, sunroof, chrome wheels, headrests, radio, unmarked blaze paintwork/blue trim. £1,995. Welwyn Garden 20787. (6235

TRIUMPH 2.5PI Estate 1972 L. White with black interior, overdrive, radio, heated rear window, 58,000 miles. Taxed and MoT tested. Impressive performance, reasonable economy and bags of room for all the family. What more can you want for £1,095. Tel: Long Sutton 362612 (Lincs), after January 3rd. (6256

JAGUAR 3.4S 1968. Manual. Grey with red interior, good oil pressure. MoT tested, offers around £595. Tel: Long Sutton 362612 (Lincs), after January 3rd. (6256

LOTUS ELAN +2S 130/S, 1974. Purple/oatmeal, 20,000 miles. Service history. £3,000. Tel: No. Tredegar (049525) 3881 (office). (6245

ALFASUD TI, 1975 P. Immaculate. Alfa red. Fully rustproofed. One owner. Cloth trim. £1,495. Sheffield 351238. (6242

1969 1275 COOPER 'S' completely standard. Black, Webasto, sunroof, factory fitted, HRW, and reclining seats. Dunlop wheels. 56,260 miles. MoT, taxed, good tyres. Immaculate. £1,150. Pippa, Herstmonceux 2502 (evenings) or Robertsbridge 880799 (office). (6243

MG-B ROADSTER. 'L' registration. White with navy interior. Beautiful unmarked condition, lovingly looked after by lady owner. Fitted overdrive, tonneaus, radio, headrests, hire purchase available. £1,400 o.n.o. Stourbridge 3902 evenings/weekends. (6263

FOR SALE–continued

LANCHESTER 12/6 1936. MoT April '78. In daily use till November. Sound car and good runner. £750. Maidenhead (0628) 20230. (6260

ALFA ROMEO Montreal. December 1975. LHD, excellent condition. Alfa red, 13,000 miles only, extras include air conditioning, radio, 8-track stereo. Recently fully overhauled and serviced by competent Alfa agent. £5,500 o.n.o. Phone: Dave Hughes 01-449 3186 evenings. (6261

ASTON MARTIN Mk. II 1935. S/C totally rebuilt. Offers. Tanglewood Lodge, Common Rd., Stanmore, Middx. 01-950 1019. (6265

ISO GRIFFO 1967 5.3-litre RHD. New tyres, exhaust, etc. in good sound order. £2,850. Tel: 0704 79052. (6266

AUSTIN HEALEY 1958 100-6 BN4. A good sound motor car requiring a small amount of body restoration. Excellent mechanics. £850 o.n.o. Tel: 0704 79052. (6266

RILEY 2½-LITRE 4-seater drophead coupe 1950. Very sound but body titivation needs finishing. All major timbers from door pillars back renewed. Hood very respectable, doesn't break halfshafts. Comes c/w halfton of spares including 6 RMA halfshafts but no 2½ shafts. New MoT. About £1,000 desperately needed to finance never-ending Stag repairs. Paul Murphy, office: Bracknell 3100; home Hermitage 200501. (6258

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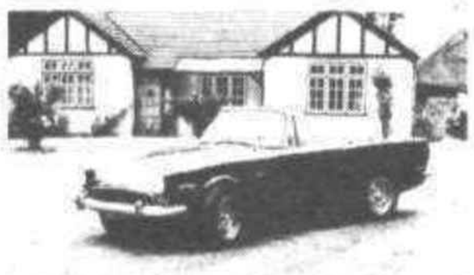
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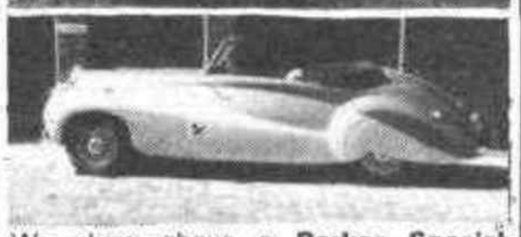
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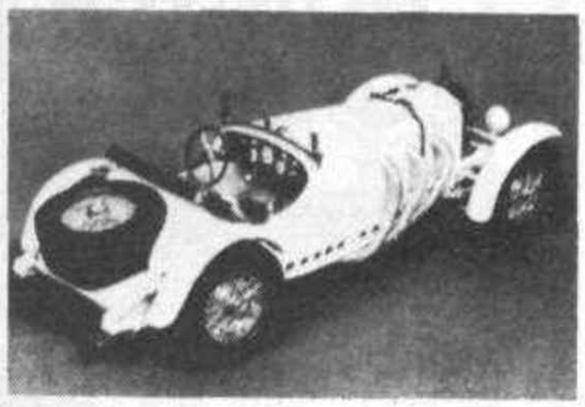
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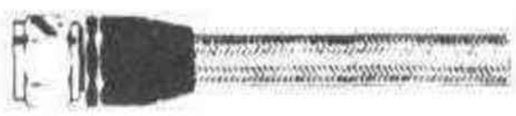
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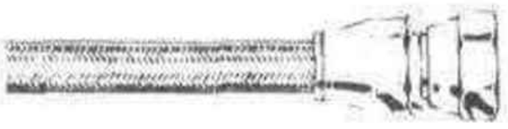
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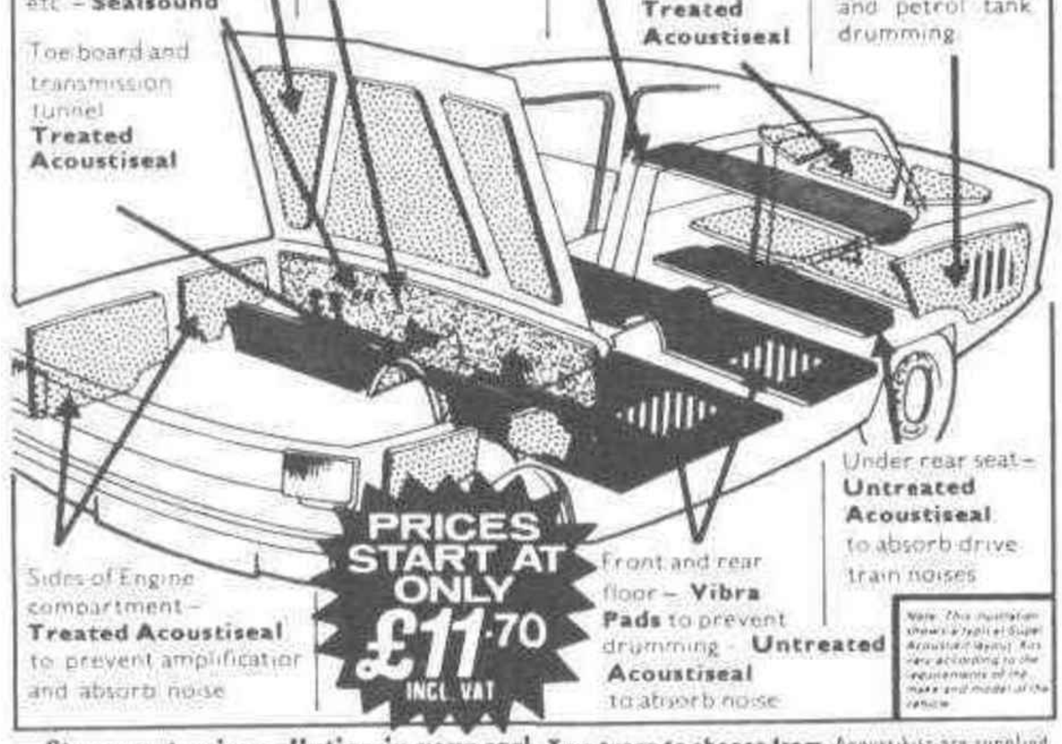
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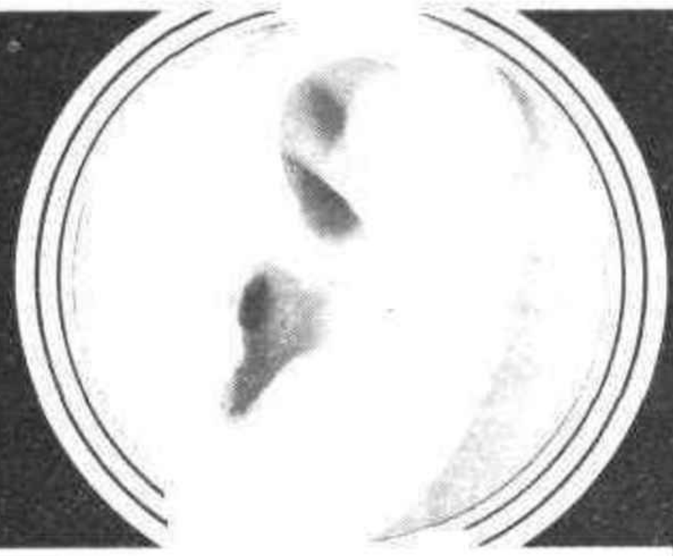


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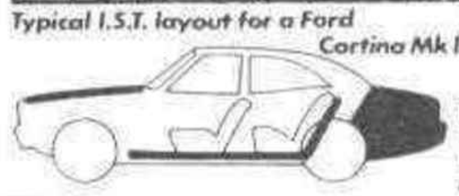
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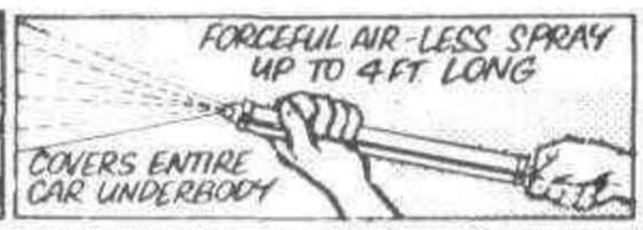
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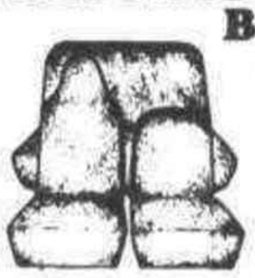
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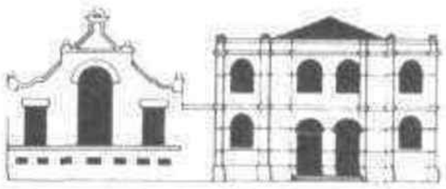
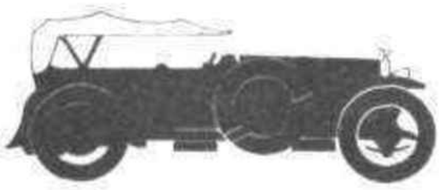
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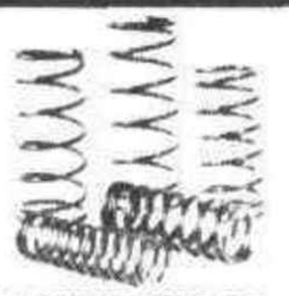


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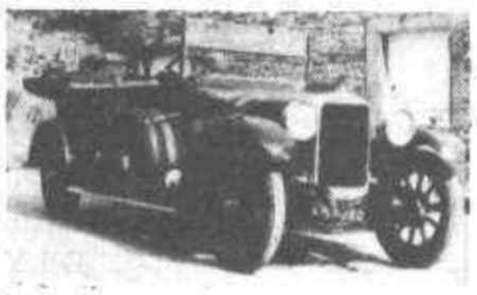
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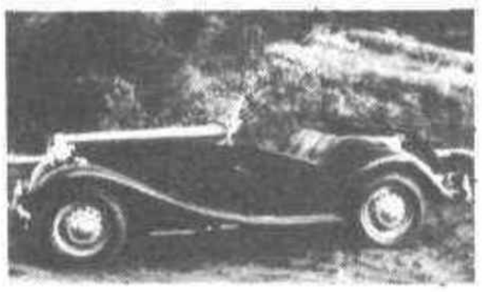
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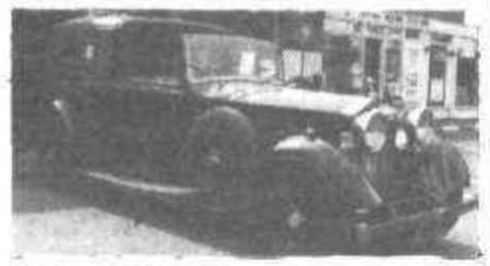
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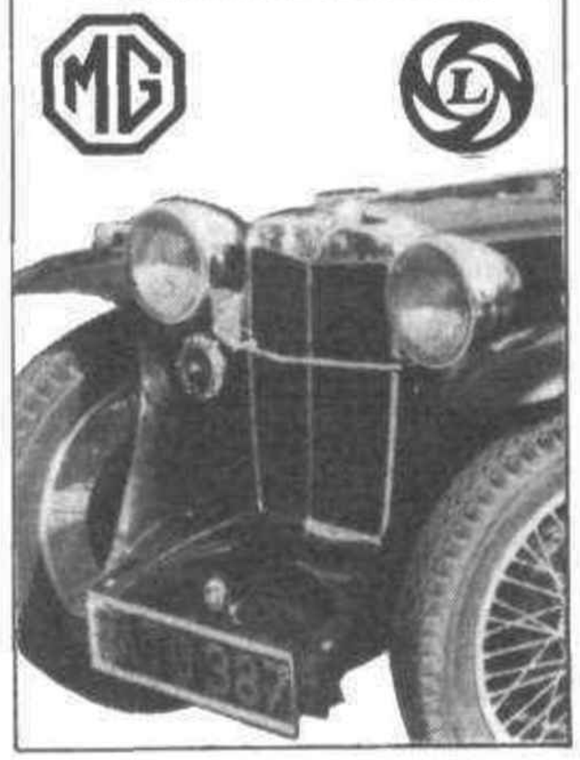
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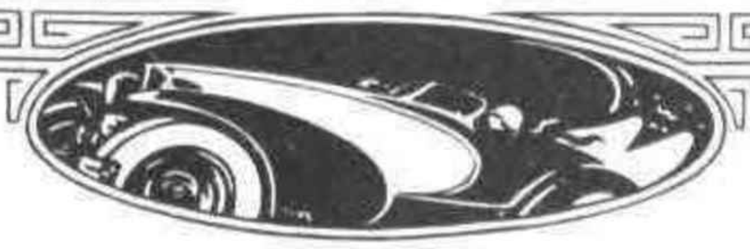
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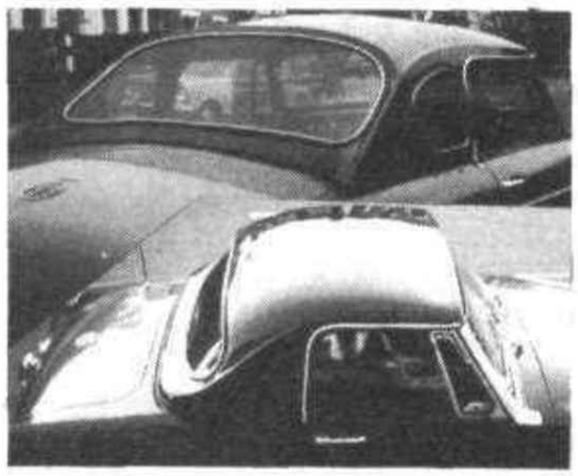
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RS2000 MK.II, May '76. Carnival red, 10,000 miles. Road use only. Immaculate, radio/cassette, stereo. £2,850. Tel.: Worcester (0905) 52288. (6490
FERRARI 365 GTB 4 Daytona, 1973, LHD, 49,000 km., red, beige leather. £11,500. Ferrari Dino 246 GT Spider, 1973, LHD, 46,000 km., dark red, beige leather. £8,000. Both well-known immaculate FOC member cars, with usual extras. Contact Mr. Philippsen, 16 Boulevard du Parc, 92 Neuilly S/Seine, France. Tel.: 01-747 9678 evenings, 01-578 8143 office. (66618
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£4,495. ALFA ROMEO 2000 Spyder, 1976. Dutch Blue with Red interior, p.b radio, etc.
£3,995. BMW 3.0 CS Automatic, 1972. L reg. Metallic Polaris Silver with Blue velour interior, tinted glass, electric windows, radio stereo, etc.
£3,845. ALFA ROMEO Alfetta GT 1.6 1976. R Reg. Metallic Periwinkle Blue, with Tan interior, radio, etc.
£3,395. LOTUS +2S 130/5, 1974. Metallic Lagoon Blue with Gold coach line, alloy wheels, tinted glass, radio/stereo etc.
£2,995. BMW 2002 LUX 1975. Verona Red with Black velour interior, p.b. radio, etc.
£2,745. VW Scirocco, 1975. P Reg. Orange with Tartan interior, radio, alloy wheels, etc.

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£1,545. MGB, 1973. Red with Black interior, overdrive, radio, etc.
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FORD MODEL 'Y' 1936, In good original running order. New tyres, king pins, etc. No rot, but needs some paintwork and interior tidying to make nice usable car. £650 o.n.o. Phone: Mansfield 511808 evenings only. (7515

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420G JAGUAR 1968. Virtually mint. Golden sand with tan interior. Fully maintained and serviced from new. Body and chrome unmarked. Carpets and interior unworn. Boot hardly used. £1,350. For appointment to view phone: Miss Peto, 01-318 5344. (7500

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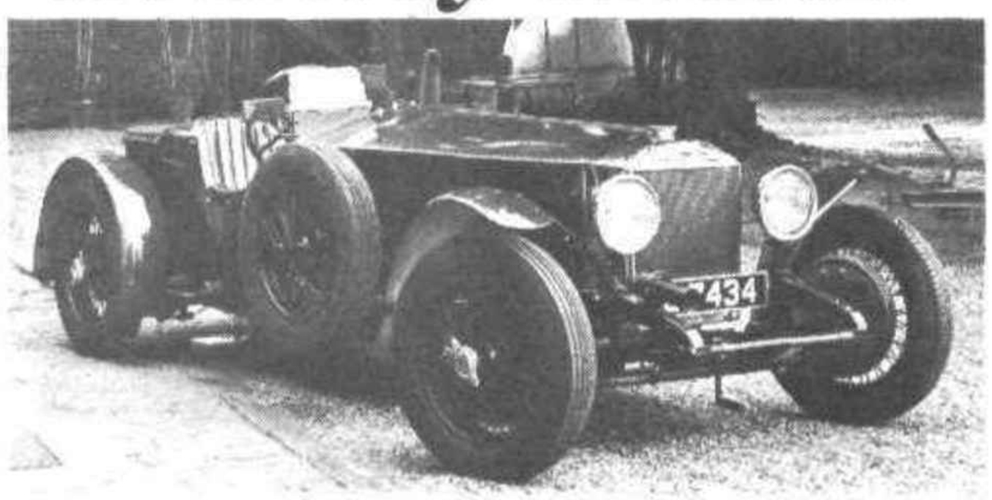
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LAMBORGHINI ESPADA 1974 reg. LHD, brilliant red coachwork, tan leather upholstery. Over £2,000 recently spent to make this car in superlative condition throughout. Only £4,950. Tel. Bristol 32947 evenings. (19160

RACING 3.8 JAGUAR E-type. Fortune spent on *complete rebuild throughout. Ready to race. Change* of plans, very cheap, only £2,295. Tel. Bristol 32947 evenings. (19160

1932 AUSTIN SEVEN Swallow saloon in advanced stages of restoration. Offers. Derby 31390 or 47836. (19113

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ROLLS-ROYCE Cloud III, 1964. Golden sand beige trim, No. 1 registration. Finest available, £7,950. Also Cloud II. Details: 01-853 3226. (20356

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1953 MORRIS OXFORD. Excellent all-round original condition, 54,000 miles. MoT, original logbook. £270 o.n.o. Luton (0582) 52499. (6578

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MG-C ROADSTER, 1968. Exceptional condition throughout, new wings, sills, carpets, hood, exhaust, tyres, extras include Radiomobile, luggage carrier, W/W, etc. Taxed MoT. Reluctant sale. Space needed in garage. £845 o.n.o. 021-358 6218. (6648

1931 AUSTIN SWALLOW Saloon. Virtually complete and with many parts restored. Body and engine not assembled. £650. Ring Flitwick 4573. (6649

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MORGAN +8 1974, Reg. 9 MOG. Dark blue with black interior. Immaculate. Self-seeking radio, 16,000 mls. £5,100. No offers. Tel: *Maidenhead* 26870. (22248

LANCIA FULVIA Coupe S3 1.3, 1974. Truly immaculate 34,000 miles. £1,575. Hertford 56177. (6643

1960 MG-A ROADSTER, stripped to chassis, restoration started. New and used parts and used spares, spare car—£300 o.n.o. Tel: 0286 830096 (North Wales). (6642

SCIMITAR GTE 1973. Blue, black interior. Maintained by enthusiast in first class condition. Excellent buy and good investment. £2,425. Telephone: evenings: Leamington Spa 613148. (6585

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TVR TURBO, December 76. White, 15,000 miles. Many extras including overdrive, leather upholstery, quadrophonic cassette/radio, sunroof, extra wide Michelin XWX, limited slip differential, competition clutch, oil coolers, mint condition throughout. £5,600 for immediate sale or offers 01-941 2194 or Wheatley 3164. (6588

BMW 3.0SA 'L' REG. V.g.c. Polaris silver blue velour interior, 4 H/Rs, p.a.s. Sundym glass, HRW, S/R stereo. 50,000 miles. Getting married. £2,150. Wickford 4412. (6583

MORGAN 4/4 1978. Nut brown with cream leather upholstery. Wire wheels. Luggage carrier. Delivery mileage only. Offers in the region of £4,950. Box No. 5659. (6589

1957 XK140 FHC. Good mechanics etc. Jaguar Indigo blue, careful owner. £2,950 o.n.o. Letchworth 2893 (Herts). (6776

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LHD KARMANN GHIA 1600TL, 1967. Superb example. 15,000 miles since new engine. White, red upholstery. One owner. Absolutely rust-free and immaculate. Gates Chorleywood 2437 (Herts). (19383

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JENSEN INTERCEPTOR Mk III (J). Late 1974, 'N' Reg. Yellow/black roof/interior. All specifications. Louvred bonnet, s/steel exhaust, tow hitch, MoT, taxed, 42,000 mls. £4,650. Ring: 01-228 2432 business hours. (6780

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JAGUAR 420 1969. 54,000 genuine miles. Becker radio, tested, taxed, v/good condition. £750 o.n.o. Hertford 50274. (6777

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1973 PORSCHE 2.4 911S. Targa yellow, tinted glass, alloy wheels, lovely example, 'S' registration. LHD. £4,650. Might exchange. Dorking 2252 (day 6030 (home) Surrey. (6897

PORSCHE TURBO 1975. Metallic brown, leather trim, cloth seat inserts. Usual turbo extras. 25,000 miles. Reason for sale: 3.3 Turbo arriving this month. Best offer around £13,750. Telephone evenings: Forest Green 380. (6895

AUSTIN HEALEY 3000 BN7 1960. The very rare long tail 2-seater. Superb condition throughout. Ice blue/white, overdrive, wire wheels (newly stove enamelled) re-trimmed completely. Definitely the marque of Healey for investment. £2,500. Bisworth 858891 (Northants). (6896

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CITROEN 1939 Type 11BL, Traction Avant. Pilote wheels, mint condition, new paint, 40,000 km. Car in France £1,200. Berkhampsted 71640. (6891

AUSTIN CABRIOLET, 1934. Austin Ten flat radiator. Open car with saloon convenience. Detail tidying needed. £875. Bromsgrove 72979. (6910

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1968 Dec. Daimler Sovereign Automatic, dark blue, radio, p.a.s., one M.D. owner since new, engine being rebuilt at this moment, available end Jan '78.

1963 Daimler SP250 2/4 seats, 'C' type, silver paint with red trim, nice colour, suits this type of car **£1,775**

Dog Cart, restored by William Fyke of Kieth **£750**

1976 Jenson GT 2 + 2, beautiful all black example, 14,252 miles only, one owner, electric windows, 5 speed gearbox, tinted, radio, electric aerial, alloy wheels, rear wiper, exceptional value **£3,995**

1972 (Model) Jaguar V12 2 + 2, manual, p.a.s., tinted, radio, stereo, primrose/black **£2,995**

1968 Jaguar 3.4 'S' type, dark blue/red trim, manual overdrive, £167 spent April '77 engine/carb work, with "green" log book **£895**

1967 Jaguar 420 Automatic, grey/red, Webasto roof, radio, mirrors, h.r.w. **£645**

1965 Jaguar 'E' type 4.2, dark blue, chrome wire wheels, radio, loose covers **£1,645**

1954 Jaguar XK120 drophead coupe, last (lady) owner 11 years, phone for details **£4,500**

1966 Jensen CV8, 6276 c.c. engine, maroon/beige, two owners only, last one 4 years, sunroof, radio, cassette, very interesting motor car **£1,995**

1972 Lotus Europa Twin Cam (1558 c.c.), black/gold line, oatmeal trim, radio, cassette **£1,950**

1970 (J) Lotus Elan S4 drophead, yellow/black, knock-on wheels **£1,345**

1968 (Nov) Lotus Elan S4 fixed head, white/black, knock-on wheels **£1,195**

1977 Model MGB GT, flamingo red/grey nylon, one Dr. owner, **1,749 miles only,** as new, £120 radio/cassette **£3,295**

1976 MG Midget 1500 c.c., white, one lady owner, 9,943 miles, tonneau **£1,745**

1975 B GT Anniversary model, green/gold, radio, tinted, overdrive, headrests, door mirrors **£2,375**

1974 B GT 'V8', aconite/tan, overdrive, radio, tinted glass, two owners, recorded mileage 30,012 ..... **£2,595**

1974 (N) MGB GT, citron/black nylon, tinted glass, overdrive, headrests, £131 spent June '77 engine/brakes etc **£2,195**

1974 MGB GT, harvest gold, one owner, overdrive, radio, h.r.w. **£2,165**

1973 (M) MGB GT, damask red/navy, overdrive, h.r.w., fog/spot **£1,795**

1973 Model B GT, Automatic, harvest gold, one owner, radio, tinted glass **£1,745**

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1938 Rolls Royce PH III. 124,000 miles, coachwork by Windover, delightful owner driver Saloon, black, engine work being carried out at this moment.

1965 Sunbeam Tiger (V8 engine), hard and soft tops, racing green/black trim, bills for £770 this year, just imported from Guernsey **£1,495**

1963 Sunbeam Alpine Mk. III GT, red/black, hardtop, one owner, original log book, overdrive, 54,694 miles .**£945**

1975 Triumph 1500 Spitfire, orange/tan, hard and soft tops, radio, headrests **£1,745**

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1965 Volvo P1800, red/black, overdrive, radio, stereo, record player, mirrors, spot lights **£895**

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BENTLEY, 1959, SI Coachbuilt 4 door "Flying Spur" with classic coachwork by H. J. Mulliner, just repainted in deep Burgundy, original parchment hide trim and carpeting, Lambswool rugs, mechanically superb. A first class example of this classic, rare, sought-after six-cylinder coachbuilt series.



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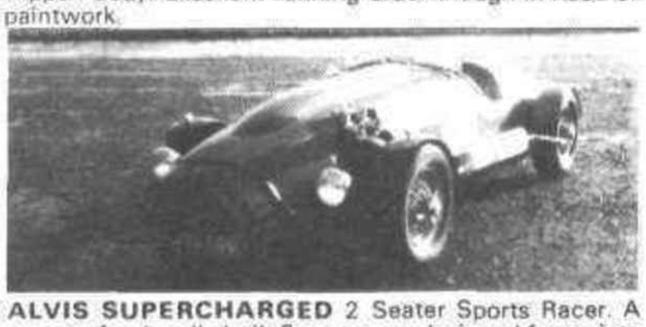
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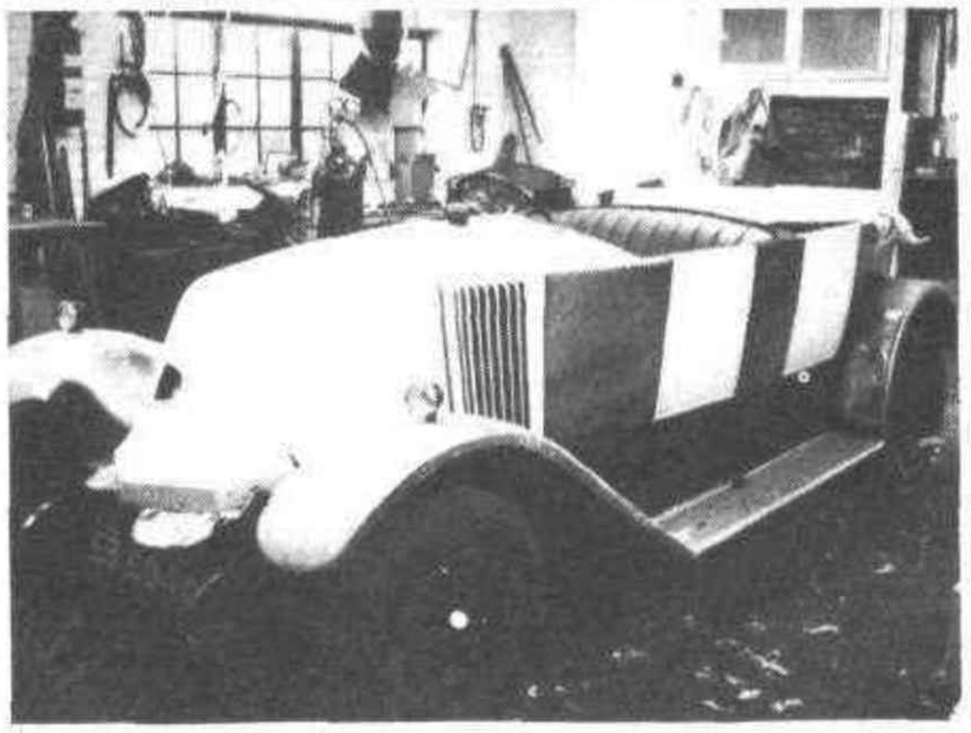
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This is the 1976 London Boat Show Model & was first launched July 76. Since then it has had very little use (under 200 miles since new), & been meticulously maintained by the Main Agents & only used on the Upper Thames. It is one of the very rare Coronet Deepseas specially fitted with Diesel engines & believed the only one of its type in the U.K. (its Twin Volvo 106hp economical engines (20 knots), cost only about £1 per hour to run, compared with about £20 per hour for the same craft fitted with petrol engines). It is fitted with a flying bridge (seating for 7) with dual steering controls & instruments etc. the interior is superbly finished in teak, sleeps 5/8, fitted shower, hot & cold water, large fridge, fully opening glass patio type cabin doors etc. This must be the ultimate example of its type & is fitted every conceivable extra too numerous to mention in this advert, most have never been used (auto pilot, radio telephone, central heating, generator, trim tabs, stereo system, etc. etc). The cost today of this Deep Vee Hull Mediterranean type yacht, with its many thousands of pounds worth of unused extras would be in the region of £50,000, it is being offered at an investment Price of only £34,950 (no VAT) (& must increase in value). I will consider boats or cars in part exchange. Coronet boats are handbuilt in Denmark to the highest possible standards, & the Deepsea Sports Fisherman is world famous for its superb seaworthiness & is in a class of its own. (Lying Thames)



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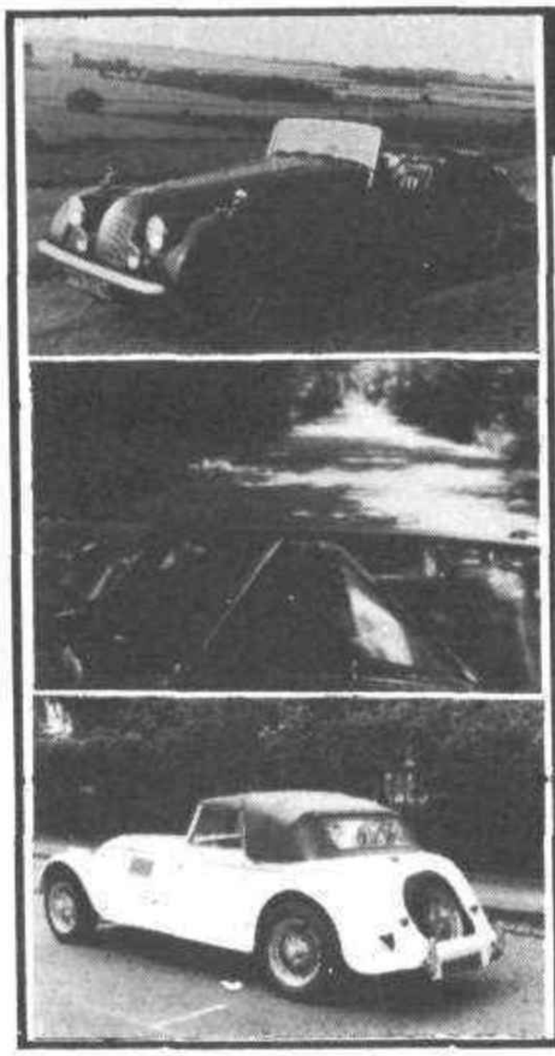
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1935 ASTON MARTIN. Very original 1½-litre 4-seater Tourer. Outside chrome exhausts, cycle wings. Racing green with deep red leather interior. Only £8,250. Telephone: 01-546 2027. Write: 5 Woodlawn, Kingston Vale, London SW15. (6907
1929 ROLLS-ROYCE 20 h.p. 'D' Black Vintage Barker limousine. Black fabric roof. Very good original condition. Current MoT only £6,750. Telephone: 01-546 2027. Write: 5 Woodlawn, Kingston Vale, London SW15. (6907
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DATSUN 260Z 2+2. This car is the most unique of its kind in the country. Turbocharged with the most unusual body mods. Featured in Custom Car July '77. Ashford Middx 59187. (6902
ALFA ROMEO Spyder 2000, 1977. Red, 2,500 miles, undersealed, radio. One lady owner. Immaculate. £4,750. Tel: 0823-46 227. (6900
LOTUS ELAN Plus 2 S130. Purple with oatmeal trim. Excellent condition. £2,950. Tel: Measham 70560 (Leicestershire). (7024

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RADBOURNE FIAT X19, June '76. Red, radio/cassette, Cromodora mag. wheels, alarm, one owner from new, 23,000 mls. Immac. £2,750. Phone: Westerham 62017. (6916
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JENSEN INTERCEPTOR Mk. III, 1973 M. 41,000 miles guaranteed. Rolls-Royce Alpine grey, black leather, vinyl roof, air conditioning etc. This car is very much above average and has only been used as a third car. £3,485. Brighton 29696/507689. (6914
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MK. V JAGUAR 1950. DHC. Already had £700 of restoration done by Oldham & Crowther, Peterboro. Wants bodywork and cosmetics. All parts. Must sell. Closest offer to £1,000 (Huntingdon) 55008 after 1800. (6913
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CITROEN MASERATI SM 1973 M. 26,000 miles (44,000 kms.). Beautiful metallic pale green. Immaculate tan leather interior; fridge, tints, radio. Grand touring for £3,990. Churchill 852347 (Avon) evenings. (6911
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1949 A40 AUSTIN 4-door Saloon. Engine runs well. Tatty, needs repaint etc; spare g/box; workshop manual. £65 (offers). 4, Maddacombe Cottages, Stoneycombe, Newton Abbot, Devon. (6923

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MG-B GT MK. 3 1972. White, navy trim, 44,000 miles, MoT and tax. *Overdrive,* radio, HRW, new SP4s. Superb inside and out. Luton 882152. (6938
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LOTUS ELAN +2S 130/5 1975 Radio, tinted electric windows, mag wheels, low mileage. White/black interior. Many extras. Unmarked, in outstanding condition throughout. Used as second car. £3,550 o.n.o. Mrs. Pinous 0371 2556, Essex. (6937
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MG-B GT V8. Nov. 1973. White, sunroof, radio, alarm. Excellent. £2,100 o.n.o. Tel: Derby 0332 512456. (6933
ASTON MARTIN DBS V8, 1972. Twin headlamps. Manual. Silver grey/black interior. Excellent condition. £3,900 o.n.o. Tel: Derby 0332 512456. (6933
LANCIA FULVIA 1300 1972. Enthusiast's car. Immaculate. Blue/tan. £100 recent overhaul, front respray. £1,150. Clements, 01-204 6456. (6928
1600E UREN SAVAGE Cortina. Genuine original condition. 3,800 miles. Chrome Rostyles. Grands Prix new gearbox. One of the best. £950. 01-551 1093. (6932
1972 LAND ROVER. 10,450 miles from new. One owner and used only privately. Diesel 4 cylinder engine. Approximately 30 m.p.g.; long wheelbase; hard-top; fitted heater; luxury seating; toughened glass; interior strip lighting; rear windscreen *wiper; towing hitch and lighting;* taxed. This vehicle has been maintained in superb condition. £2,750. Manchester 061-881 2923. (6931
1966 BLACK ROLLS-ROYCE Phantom V. One of the last three with coachwork by James Young. Desing PV-23,, left-hand-drive, 48,000 actual miles. Like absolutely new. Full original upholstery in West of England cloth, including bar, radio, A/C, etc. Won medal at Geneva, 1966 Saloon. This fine car belonged to one of Spain's greatest bull fighters. Enquiries invited: Mr. F. Camino, "La Veleta", Torrelodones, Madrid (Spain). (6930
1973 MG MIDGET. Green mallard, £1,075. Tidy car. 19, Bollinbarn Drive, Macclesfield 27030 evenings/weekends. (6926
1950 HEALEY Silverstone. Full rebuild just completed. Perfect in every respect. Offers over £9,000 will be considered. Box No. 5662. (6924
VOLVO 122S. Concours condition in all aspects. Full service history. Servo disc brakes, HRW, radio. Any inspection invited. £595 o.n.o. Waterlooville 65368. (6919

FOR SALE—continued

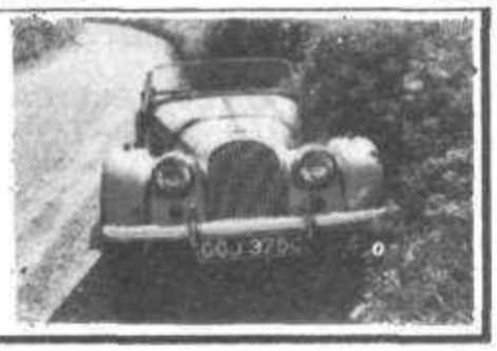
BRISTOL 401, 1950. Present owner for *over 20 years. Less than 10,000 miles since* complete mechanical overhaul at Bristol Cars. Price required: about the same as a new Mini. Phone: Leonard Moss, business Auchterarder 2151; home Auchterarder 2717. (6925
MG MAGNETTE ZA Saloon (1955). Sound car, MoT 28/2/78. Trial run. £195. 4, Maddacombe Cottages, Stoneycombe, Newton Abbot, Devon. (6923
1935 WOLSELEY 21/60 County Saloon D/back. Twin side mounts, suitable for weddings. In daily use. £2,500 o.n.o. 061-485 1873. (6918
1939 HUMBER Super Snipe. Silver grey, green upholstery, chauffeur driven since new. Original throughout. Many original spares £1,250. Headley Down 3494 evenings. (6922
DAIMLER CONQUEST 1953. Excellent superior quality original car. Practical with moderate running costs. Investment at £550 o.n.o. MoT, with new battery plus horse mascot. 25 Castlefields Road, Charlton-Kings, Cheltenham. (6920
TR6 1972. White hard-top. Immaculate condition, new tyres and clutch. Two owners; very fast. Extras: radio, cassette-player; spot lights; air horns. £1,275 o.n.o. Sheffield (0742) 303914. (19412
BRISTOL ENTHUSIASTS. Opportunity to rebuild 1948 Model 401. New chassis. Special fibreglass body. Offers. 06-881 1318 or 061-881 0165. (7008
FACEL VEGA, Facel II. 1964 Motor Show car. Low mileage and beautiful original condition. £6,250. Box No. 5663. (7007
1970 MG-C ROADSTER. Flame red. Really good condition. £900. Tel: Sheffield 360720 (evenings and weekends). (7009
1972 TRIUMPH STAG. Automatic, p.a.s. H/S tops. 38,000 miles, nice condition throughout. £1,695. Private sale. Consider good Mk. I automatic Capri in p/ex. Southport 0704 33654, 66184. (7010
1936 MG PB. Mechanically original, body rough, requires rebuild. Many spares included. £1,200 o.n.o. Accrington 383129 (Lancs). (7011
ROLLS-ROYCE Silver Cloud I, 1957. Silver Grey, p.a.s. 131,000 miles, v.g.c. £5,950. Tel: 070244619. (7012
LOTUS ELAN SE/S3 1968 F. DHC. Yellow, body perfect, interior good, mechanically sound, only 2 owners; new MoT. £900 o.n.o. Hitchin 813907 after 7 p.m. (7013
SUNBEAM ALPINE 1968. White with red upholstery. Detachable hard top, radio, MoT. Very good condition. £495 o.n.o. 01-660 3581. (7014
SCIMITAR GTE 3000 ('K' Reg.) White/black interior; O/D. Radiomobile radio. New alternator. Beautiful condition throughout. £1,600. Telephone 0782/626290 (Stoke-on-Trent). (7022

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John Britten

Morgan

TVR

Drive your sports car with foot of lead (but don't blame me if they fine you some "bread"). **Morgan Plus 8,** 1957P. Signal red, outside handles, Ziebart, one owner. **Morgan 4/4,** 1970 Nov., 72 spoke wire wheels, bucket seats, engine overhaul, Canary yellow, from the moorlands of Yorkshire where the wind used to whistle thro' its louvr'd bonnet like the sound effects from "Wuthering Heights". **Morgan 4/4 4-seater,** 1974 Nov., Signal red, wire wheels, rear bumper, tonneau cover, badge bar, luggage grid, door handles, Plus 8 spotlights, Underseal, one owner a Mr English who only sold the car in order to move to Scotland, and who was so moved by



this doubly traumatic experience that he took a cine film of the car's departure. In fact this seems a very sensible and quite endearing way to record the departure of a much-loved car, and I only wish I had thought of doing the same thing to some of the Cars I Have Owned (the title of a series they used to run in *Motor Sport*, most were extremely interesting, but the idea seems to have been dropped in recent years. This brings to mind another series they ran in *Motor* an even longer time ago, called as I recollect "Doggy Motorists". It consisted of, every week, a photograph of a dog at the driving seat of the family car, front paws on the steering wheel. I was about 6 at the time and only some years later did it occur to me that these dogs couldn't actually *drive*). **Morgan 4/4 2-seater,** 1974, orange, wire wheels, bucket seats, supplied by us 2 years ago and now traded back against a beauteous silver Plus 8. **Morgan Plus 8,** 1974, brown with stone leather, white hood, Ziebart, reg. no. embodies the cypher "V8", R & F seats, negotiations in hand to sell it to someone on the Muppets show. **Morgan 4/4,** 1974, golden yellow, wire wheels, bucket seats, one owner, leather, a JB car from new. **Morgan 4/4,** 1976, crimson, wire wheels, 1 lady from new. Morgan's long since stopped giving their cars "series" numbers as they did in the early life of the 4/4 (I think they got up to about series V); this car has a feature which would have rated a new series number — the smooth rear panel around the spare wheel instead of the flat piece of panelling joined to its neighbours and the body frame by means of half-round aluminium strip and a quantity of tintacks. **Morgan 4/4 4-seater,** 1969, dark blue, wire wheels, radio, the 4-seater has always of course been made without benefit of tintacks, having a rather curved 1-piece rear panel, late owner was keen Morgan club member, now +8-equipped. **Morgan 4/4,** 1976, deep bronze green, stone leather, hood piped to match, a nice colour combination, tasteful previous owner collects Frazer Nashes. **Morgan 4/4 4-seater,** 1975, black, red leather, wire wheels, reclining seats, door handles, clock, reversing lights, good reg. number. **Morgan 4/4 4-seater,** 1973 Dec., deep Brunswick green, wire wheels, window



in the top of the hood. **Morgan 4/4,** 1974, orange, wire wheels, bucket seats. **Morgan Plus 8,** 1970, orange, luggage grid, spare wheel cover etc. **Morgan 4/4 4-seater,** 1972, Dec., Canary yellow, wire wheels, wing mirrors, black leather, 1 owner to whom we supplied it new. **TVR Turbo,** 1976, red, black vinyl top, sunshine roof, Wolfrace wheels. **TVR Vixen S2,** 1970, Silver Fox, reconditioned engine, alloy wheels, sold new by us and traded in by local actress for bigger TVR. **TVR Tuscan V6,** 1970J, flame red, overdrive, big tyres, front spoiler. **TVR 3000M,** 1975, red, Wolfrace wheels, sunroof, radio. **TVR 1600M,** 1975 Dec., white, sunroof, radio one owner. **TVR 3000M,** 1976R (77 model), Diamond blue, black vinyl roof, radio + stereo, sunroof, door mirror, latest polished wheels. **TVR Taimar,** 1977, white, brown model band, overdrive, sunroof, Woolfrace wheels, radio. **TVR 2500,** 1973, yellow, sunroof, 2-track stereo, 8 owners, supplied and serviced by JGB. **TVR 2500** 1972, orange, one owner. ***Arkley SS,*** *newly built, regal red, gold* pinstripes, Cobra alloy wheels, door mirror, 1974 origins. **Arkley SS,** black, 1500 unit, gold pinstripes, Wolfrace wheels, wide Goodyears. **Arkley SS,** 1976 conversion on 1971 chassis, orange with black pinstripes, Cobra alloy wheels. **Arkley SS,** flame red car with Cobra alloy wheels, born 1969, we always try to discourage the Enid Blyton associations of the Arkley (and have never painted one red and yellow) but this chap has gone and registered it NOD1 8P. **Lotus Europa Twin Cam,** 1972L, yellow, alloy wheels. **MG Midget,** 1973, Blaze, radio. **MG Midget,** 1975, Bracken. **MG Midget,** 1976, red one owner. We also have a 1974 Mazda estate and as we'll probably never be able to sell it I may as well say its one of the vilest cars ever made, unnaturally fast in relation to its other qualities (typically Japanese in this respect), having a high-frequency vibration when driven fast such that, after 1½ hours flat out on the Autoroute, I emerged tingling and buzzing all over as if connected to 240 volts 50 cycles. Also, the previous owner played us the mean trick of leaving some rotting food in the n/s elasticated seat pocket; some strange and inexplicable motive led me to plunge my hand into this unsavoury mess. At the time I had 95 miles to drive and no Kleenex. Before Mazda's sue, I should point out that they now have a new model which seems much better. And I ran a 1975 Mazda 1600 pick-up for a while; this same excess of engine power was quite amusing in a commercial vehicle; 100mph came up in favourable conditions, and one was rarely overtaken. **NEW MORGANS** You probably know by now that there is a long delivery delay on all Morgans; it is advisable to order years, rather than months, in advance. Incidentally, Stanley Kubrick's people rang up the other day to enquire whether they could do some location shooting at our garage. We presume the film *is to be called "2001 Years Delivery on a* Morgan". Meantime, we can assuage you with trial runs, brochures, books, posters etc. **NEW TVRS:** They have a new PR man who has already got a TVR on Nationwide has persuaded the Observer to sponsor a teenagers rally drivers school using TVRs (one of which is the Chris Alford/John Britten Prodsports racer), and apparently intends to drive a TVR 3000m in the RAC Rally this



year. This enterprising chap, Tony Brunskill by name, has also found time to produce a TVR Newsletter. It mentions that BBC TV have featured the TVR but "they cannot guarantee the transmission" due to an industrial dispute. It took the normally alert JB several seconds to work out *exactly* what he meant. An additional TVR model is strongly rumoured; we hope for more details next month. **ARKLEY SS:** We have kits in stock, £245 + 8% VAT, you also need a suitable Sprite/Midget. We can build cars to order; two are in the pipeline at present but both sold, it's normally necessary to order 4 to 6 months ahead. We have an Arkley brochure; please send stamped envelope and 25p — the Autocar write-up will also be enclosed. I have an AMC Jeep, N registered (1975), with 3.8 litre 6-cylinder engine, soft-top and cloth doors, seats for 5 people, towbar, rather a bright red, 3-speed box + 2-speed transfer giving two or four wheel drive, each in Hi and Lo; I wish seriously to sell (as they say in the French yachting magazines). The Jeep has an ordinary radiator cap; cadmium plated with two 'ears', *and a pressure disc held down by a coil* spring. On the top of this cap are stamped the words "inspect Fall and Spring". My wife used the Jeep most of the time, and she recently mentioned that she has looked at the spring quite regularly but has never been able to find the "fall". We operate an enthusiasts' workshop; please telephone Roger or Vernon to book your car in. Open to 7pm weekdays, 6pm Sats, closed Sundays and Bank Holidays.



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FOR SALE—continued

JAGUAR 420G 1968. Indigo blue over opalescent blue with blue/grey interior. Radio, sunroof, spots etc 40,000 recorded miles. Unmarked, rust-free coachwork. Manufacturer's oil pressure. Would suit the most *fastidious buyer*, £1,250 *o.n.o. Thame* 4813. (7074

DAIMLER 420 Sovereign, 1969. Regency red with grey interior Auto., p.a.s., new tyres and MoT. Manufacturer's oil pressure. Immaculate condition. £875. Thame 4813. (7074

HEALEY 3000 Mk. III 1966. Wires, overdrive. Radiomobile. Cinturatos. New inner and outer sills, panels, bootlid, etc. Engine, gearbox rebuilt. Superb original interior with new hood plus tonneau and envelope. *Immaculate throughout*, £2,950. *Tel:* 0926 41244. (7075

SUNBEAM RAPIER Drophead Coupe 1961. Failed MoT on chassis corrosion. Mechanically perfect. All instrumentation and electrics working, £120 o.n.o. The Oaks, *Tattenhall, Chester*. (7079

ROVER 90, 1957. Grey, MoT, taxed January 1979. Excellent condition. Regularly serviced. Two spare wheels. HRW, fog and spot lamps. £425. Brighton 733584 evenings. (7061

ROLLS-ROYCE *Cloud II* 1961. Excellent throughout. Sunshine roof, radio, 117,000m. £6,950 o.n.o. Would part exchange other Rolls/Bentley or possibly something interesting. Chrishall 382. (7062

MG-B GT, 1972. 'L' Reg. Mallard green. *53,000 miles. Overdrive*, HRW, radio, v.g.c. £1,275 o.n.o Thame 3849 evenings. (7064

MG-B GT: Automatic. 37,000 miles. 'G' Reg. Full MoT taxed. Fastidiously maintained; w/wheels s/s exhaust, HRW. Blue. Exceptional. £850. 021-704 1034. (7066

MG TC FOR SALE: 10,000 miles since being rebuilt from scratch. For further information write Box No. 5664. (7068

1953 MG TD. One lady owner for the last twelve years. Red/red leather, chrome luggage rack, very nice original car. MoT April 1978. £2,650. Phone: Ledbury (0531) 2204. (7069

FERRARI "365 GTC4" V12, LHD. 'P' registration. Original registration 72/73. Tested September. All extras. Excellent condition. Rare car, not to be confused with 2+2. £7,000 o.n.o. Will consider more ordinary or vintage car in p/ex. Write: Mr. Hill, 106 Newcastle Lane, Penkhull, Stoke-on-Trent. Phone: day 263992; night 44210. (7077

LAGONDA 1954 3-litre coupe. Dark blue; white hood. MoT. Many spares available. OYO 700. £2,950 o.n.o. Oswestry 2021 (day) or 3726 (home). (7080

1,000 c.c. AUTO-X Mini. Fully prepared, very competitive. Trailer also available. For full details Tel: Maldon, Essex 782379 after 6 p.m. (7044

FOR SALE—continued

1958 MERCEDES 300 SL Roadster. Mint order throughout. 24,000 kilometres from new. Regal red. Works hard-top; left-hand drive. Offers around £11,000 please after viewing. Letters only in first instance, all replies to: 24 St. Michael's Road, SW9. (7218

1930 LANCIA DILAMBDA short chassis small four-seat tourer. Excellent, fully restored condition. Offers over £9,000 considered. Please write: 32 Carlisle Mansions, SW1. *All letters answered*. (7218

3000 GT XLR CAPRI. Genuine 52,000. New carb, new grabbers. Exceptional condition for year. Owner gone abroad. Bargain £750 o.v.n.o. 599 2864. (7219

E-TYPE JAGUAR Drophead, 1970. Series II. White coachwork, black trim, headrests, chrome wires, duck top, mint, original 1/mileage example. MoT. £2,795. 01-455 7132. (7220

E-TYPE 2+2. 1968. Auto. White/black trim; MoT. Some love and attention needed, hence giveaway. £795. 01-455 7132. (7220

LANCHESTER 1939 11 h.p. Saloon (looks earlier). Sound, original, mostly complete, for restoration. Worthwhile project, only £275. Tel: Saul (Glos.) 545 evenings/weekends. (7214

LOTUS ELAN +2S 1970. "Big valve" motor recently overhauled. Orange radio, cassette. GPs, Spax, £1,450 or exchange, with cash, for TVR 3000M, Bristol (0272) 311721 evenings. (7221

ASTON MARTIN DBS6 Vantage. Manual, 1970, 62,000 miles. Superb copper/bronze paintwork in excellent condition all round. £4,250 o.n.o. Phone: 0305 832533. (7210

1911 (CIRCA) "SUPER" 2-seater Cyclecar, water-cooled V-twin Anzani engine. Virtually concours condition. Actual car featured page 662 in Complete Encyclopaedia of Motor Cars by G. N. Georgano. Offers region of £3,500. Ipswich 41296 evenings. (7212

MG-A FHC. Rare Mk. II 1622 c.c. De Luxe Model. A total mechanical and coachwork restoration of particularly high standard has just been completed, making this a truly superb motor car. This much regretted sale is only possible due to unforeseen circumstances. Please do not hesitate to ring Halstead (Essex) 2595 for details of the extensive work that has been carried out. Unfortunately must be sold, so all sensible offers will be considered. (Please note mistaken telephone number in last month's issue). (7211

VINTAGE TOURER. Vauxhall 30/98 'D' Model. 4½-litre. Concours condition. No expense spared on restoration. Will sell or exchange for other quality sports touretr. i.e. Bentley, Rolls-Royce, Aston, Lagonda, Bugatti, etc. Cash either way. Telephone: daytime 01-549 7008. (7202

FOR SALE—continued

LOTUS ELAN +2S, 1970. Big valve motor recently overhauled. Orange, radio, cassette. Spax. £1,450 or exchange, with cash, for TVR 3000M. Bristol (0272) 311721 evenings. (7213

1951 MG TD. *Excellent condition.* Completely overhauled and restored. Red with black interior. £3,000 o.n.o. Edinburgh 031-336 2165. (7432

1953 MERCEDES BENZ 300 Saloon. Very rare large motor car, for spares or repair. *Offers: Phone Durham 63276 after 6 p.m.* (7204

1950 AC SALOON 2-litre AC engine. Above average condition. Low mileage. Offers: Chester 0244 58815. (7207

RS2000 'N' REG. Garage maintained. Just taxed and serviced. Many extras. 29,000 miles. Superb condition. Offers around £1,800. 01-505 1858 evenings/weekends. (7208

MG 'M' TYPE in process of restoration. New body made, chassis, brakes, steering, etc. restored. New tyres, wheels rebuilt. New valances, front apron, etc. Needs finishing. Good value at £1,100. Phone: Nottingham 789593. (7209

ALFA ROMEO Berlina, Bertone, 'J' Reg. 54,363 miles. Taxed April. MoT May '78. Sunroof, radio. Lady owner. Brighton 681936. Nearest offer £550. (7410

JAGUAR 3.8 S. 1967. Automatic, p.a.s., HRW. Superb leather seats. Immaculate body. New MoT. Suitable export USA. Must be seen, £1,250, or plus cash for Jensen/Aston. 028-482 234. (7411

1966 SUNBEAM TIGER 260 V8, full MoT, hard-top, extras. Good condition, quick sale £1,050 o.n.o. Coventry 0203 711611. (7412

LHD FIAT 126 1974 'N'. Immaculate condition. White, only 6,500 miles. Private owner. £700. Phone: (0296) 622577 Wendover, Bucks. (7414

BROADSPEED BULLIT 3.0 Turbocharged Capri 1974. 218 b.h.p. 140 m.p.h. plus. Phenomenal car. £2,350. HP/PX. 01-550 1223. (7415

DINO SPYDER FIAT. A beautiful example of this rare car; 206 Ferrari engine. £2,750. P/X possible. 01-550 1223. (7415

RILEY 1½-LITRE. RME 1954. Overhauled engine, brakes etc. Needs paint and minor body work. Ton of spares. £475 o.n.o. Blizzard, telephone Billericay 22611. (7416

WOLSELEY HORNET Special Brooklands Sports Racing Car for restoration. JJ 87 Corsica-bodied 2-seater 1933. Original and complete. Full competition history. Original Motor Sport road test car. Plus: engines/gearboxes/axles/radiators/spares, etc. Highest offer. Musselwhite, Taunton 87222/West Monkton 412127. (7417

TR6, 1972. Hard-top; white, v.g.c. Radio. Overdrive. 58,000 miles. £1,225 o.v.n.o. Portsmouth 735125. (7418

FOR SALE—continued

E-TYPE ROADSTER, 1962. 3.8. Chassis No. 426, with original logbook. Mechanically overhauled. 74,000 miles from new. Complete, but needs full body rebuild. £995 with some new parts. (0942) 70828. (7344

LOVELY PAIR: 1600 MG-A Roadster. MoT, steel body. Red/red trim. 1963 3.4 Jaguar, manual, BRG. MoT. Excellent condition. Exchange for Aston Martin DB5/6, Jensen or XK150 Drophead, or sell £2,500. Maidstone 678678. (7420

PORSCHE 911S 1973. Excellent condition. Special registration No. 911. £5,250 o.n.o. or exchange car/boat cash either way. Beccles 712319 (STD 0502). (7421

RS3100 CAPRI 1974. 35,000 mls. White/black *int. Wolfrace wheels, radio/cassette.* Regularly serviced. Appreciating car. Ex. cond. Extremely fast. £1,895. Tel: 0663 50099 eve.; 061-456 5571 day, Mr. Clifford. (7423

TRANS-AM (by Pontiac) 1975. 400. 6.6, V8. *Automatic. One of the best examples* of this beautiful exotic carriage. White exterior; dark red interior. Air conditioning, stereo, tilt wheel, Sundym, power brakes, steering, 32,000 mils. Price £5,000. Will be in UK in July. Write to: S. R. *Duncan, 201 Worthington Ave., Winnipeg*, Manitoba, Canada. (7424

ALFA GIULIETTA Sprint Coupes (2) for restoration. No time, so £400 the pair. Oakley (Beds) 2847. (7431

FROGEYE SPRITE 1959. Good all original condition. Soft-top, tonneau. 3 owners. Present owner for 7 years. Reluctantly selling being unable to devote time required on this classic car. Used daily. Super investment for enthusiast. £560. Hildenborough (0732) 832 787. (7425

VOLVO 133, 1969. Beautiful condition. Last of the real motor cars. £600. Tel: Newcastle-on-Tyne 882881 after 6 p.m. for full details. (7427

MG-C GT. Metallic blue/red interior, wire wheels, radio, cassette, leather wheel. £1,000. Sevenoaks 57855. (7428

MG-A MK. II 1600 FHC. Gleaming chariot red. Reupholstered. Mechanically excellent. A good investment at £875 o.n.o. Tel: 01-393 4715. (7429

MORRIS MINOR 1000 1964. 19,600 miles from new. One owner. Immaculate inside and out. Exceptional. £675 o.n.o. Tel: 01-393 4715. (7429

1950 STANDARD steel Mk. 6. Grey with grey leather interior. Recent engine and front suspension overhaul. MoT May. £2,500 or near. 0920 870353. (7426

1926 SUNBEAM 20.9 Drophead Coupe. Present owner for last 21 years. Recent work including: rear axle overhaul, brake reline, new exhaust, new tyres. £4,500. Full details: Boulton, Stoke-on-Trent (0782) 512130 evenings. (7434



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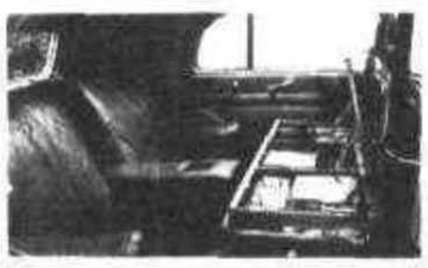
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A 1937 Straight Eight Railton limousine by Rippon Bros.



NOSTALGIA

CONCERTO FOR SOLO TRUMPET!

The extra space resulting from a recent pre-Spring stock run-down allows me to remind you that ALMOST 100 WELL-SATISFIED CUSTOMERS HAVE COMMISSIONED ME TO SELL THEIR CARS ON THEIR BEHALF; I UNDERTAKE AND FINANCE THE TRANSPORTATION, VALETING, GARAGING AND MARKETING, ALL FREE IF NO SALE RESULTS (BUT MY SUCCESS RATE IS OVER 95%); AND MY COMMISSION METHOD PROVIDES MUTUAL BENEFIT. I have also located or placed many 'historic' vehicles without formal announcement, where discretion has been essential to buyer or seller. Cars have ranged from 1917 to 1977 in age, and from £500 to over £50,000 in price. Most importantly, I've always had a deep personal involvement with all the cars in my care, and therefore have acquired a wealth of experience of each model's qualities and charisma.

FINALLY, DON'T BELIEVE ALL THE CLAIMS MADE BY THE AUCTIONEERS! Buying or selling a 'classic car' is a very personal matter, not for public scrutiny. Auctions certainly have their uses, but also many drawbacks, are distinctly impersonal and can create lasting unpleasant side-effects!



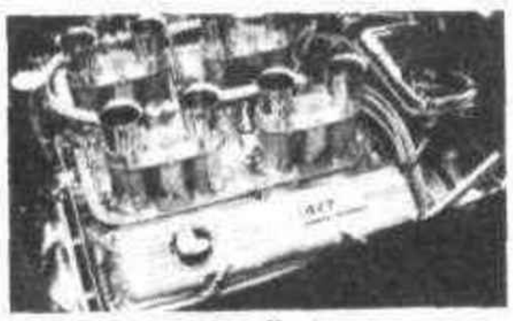
Jaguar XK 120 Roadster



'XK1' Engine



AC Ford Cobra '427'



Cobra Engine

1950 JAGUAR XK120 ROADSTER – XK1; recognised as the best original, unrestored XK anywhere – (International Supreme Champion XK – 1976, and many other major Concours Awards); 20,000 miles from new; after 2½ years as my own favourite 'touring car', I now offer its unique qualities to another good home. With or reluctantly without Reg. No. XK 1. – **90 pts.** *(Photo.)*

1954 ASTON MARTIN DB3S – UUY 504; resident here at last, the final restoration details now complete; everything totally rebuilt including 2.9 litre 12 plug engine, needle-bearing gearbox etc.; M.o.T.'d, road equipped and used, and a highly competitive contender for the prestigious 1978 British & European Group 1 Championships – **90 pts.**

1966 AC FORD COBRA 427; simply 'The Best Cobra in the World', reconstructed over 3 years around the chassis plate of Bill Cosby's most famous '427', destroyed in 1971; the specification and presentation cannot be described adequately, but the words 'absolutely incredible' have often been used by Cobraphiles on both sides of the Atlantic, even after the 10th inspection! Full 500+ bhp NASCAR/Holman & Moody engine and Webers; 1,000 miles only, M.o.T.'d and taxed and for sale purely to finance other projects; Undetectable conversion to left hand drive possible; Reg. No. 4 COB if required – **100 pts.** *(Photo.)*

LOLA T70 MK.IIIB COUPE; considered by many to be as desirable as a GT40, this is the ex-Bahamas Racing team car, currently being restored by the company responsible for the 427 Cobra; every single part; body, tub, all mechanics etc. are brand new, and with its blueprinted 351 c.i. Chevrolet unit, the result will be a highly competitive Group 4 Racing GT, trimmed and suitable for road use, and finished to **95/100 pts standard;** delivery early this year.

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POINTS SYSTEM: this is now based on accepted International Concours ratings, and applies to external appearance of body/mechanics etc.; originality and functioning are not included.

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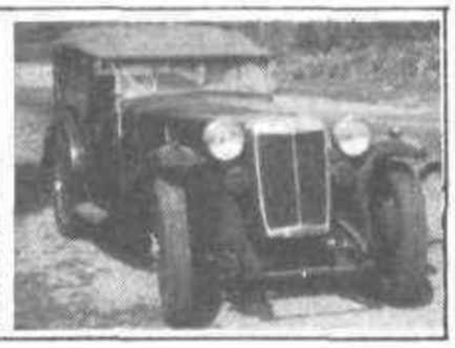
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One	Dunlop Tractor	400 x 19	£18
One	Goodyear	475/500 x 18	£15
One	Dunlop	450 x 17	£12
One	Avon	450 x 17	£12
One	U.T.S. (Grip Tread)	450 x 17	£15
One	Dunlop Fort	600 x 17	£22
One	Pirelli	600 x 17	£22
One	Goodyear	525/550 x 17	£18
One	Dunlop Tractor	600 x 16	£24
Two	Avon	450 x 16	£12
One	Reflex Remould (Grip Tread)	550/590 x 15	£14
Three	Goodyear	500 x 15	£13
Five	Dunlop	400/425 x 15	£12
One	India Multi Grip	640 x 13	£14
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One	Dunlop	38 x 8	£80
One	*Auto Tyre Services (rebuilt)*	825 x 22	£60
One	Michelin (retread)	230 x 22	£60
Two	Dunlop Fort	900 x 22	£80
Two	Dunlop RK5	1100 x 22	£90
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One	Dinlop	18 x 7	£15
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One	India	825 x 10	£35
One	Dunlop	825 x 10	£35
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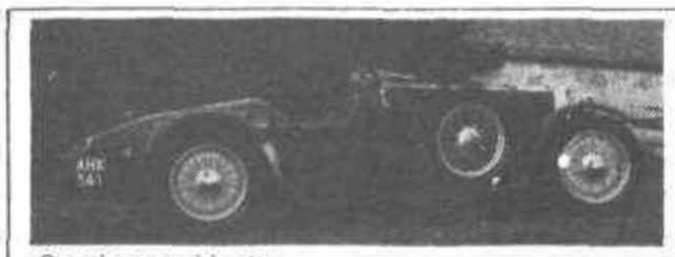
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MG-B ROADSTER 1974. Aconite, Bermuda hard-top. Average mileage. Excellent condition. £1,850 Stamford Bridge 71538. (7176

ALFASUD TI 1977. Meticulously maintained, excellent condition, radio. Attractive apple green (no grubs). Saving thousand pounds on new at £1,995. Newcastle upon Tyne 811917. (7178

HEALEY SILVERSTONE 1950. Sound condition. Needs amount of cosmetic work to make a very exciting and usable car. £4,000. Also Works Prototype XK140 (120 bodywork) needing complete restoration. Offers. Telephone: Worcester (0905) 620670. (7179

AUSTIN-HEALEY 3000 Mk. 1 BT7 1960. National Healey Day concours award winner in 1973. Exceptionally sound and original. Drives very well. Colorado red, white hard-top, O'drive soft-top, tonneau, some spares. Must be sold after 8 yrs. loving ownership. Only £1,600 or near offer. Phone: 01-637 4755 office hours or call weekends: 6 Lucerne Court, Abbey Park, Brackley Road, Beckenham, Kent. (7193

1951 BENTLEY Mark 6, very good condition. Well maintained. Long MoT. £2,950. For more information phone: Mundesley (0263) 720961 (Norfolk). (7198

OPEL MANTA Berlinetta 1.9S, 1973, 'L' Reg. 56,000 miles. Metallic bronze with beige trim and vinyl roof. Radials; radio/stereo cassette; HRW. Owner going abroad, so will haggle around £1,575 for this first-class coupe. Tel: Weymouth 2317 evenings or weekends. (7194

1925 BULLNOSE Morris Cowley. Doctor's Coupe with dickey, under 500 miles since meticulous and expensive restoration. Must be one of the best-looking and desirable Bullnoses. £6,500 inc. handbook, spares etc. Bagshot, Surrey (0276) 72162. (7200

DOLOMITE SPRINT manual, 1973. Sapphire blue/grey trim. Motorola radio, Selmar alarm. 52,000 miles, so £1,500. Crane, Uckfield 5444 (Sussex). (7201

ALFA ROMEO 2000 GTV. One-owner. First registeretd June 1972. 5-speed gearbox, Webasto sunroof, seat belts. Laid up at 12,400 miles from December 1974 to November 1977. MoT to October 1978. Professionally serviced. Present mileage in use 13,150. Tel: Huntingdon (0480) 72245. (7187

LANCIA BETA 1600 HPE (Oct. 1977). 2,700 miles. Privately owned £4,100. Harpenden 63931. (7070

JAGUAR 340 Mk. II. 1968. Superb low mileage. Carefully maintained. Maroon, red leather, new headlining. £1,480 o.n.o. Tel: 0684 (Tewkesbury) 72779 evenings. (7450

TRIUMPH GT6. Red. 1973. Only 35,000 miles. Radio, sunroof, Sundym glass, HRW, cloth trim, 1 year's MoT. First class condition. £1,595. Phone: Newbury 49003/42172. (7451

JAGUAR 420 Automatic, 'G' Regd. 32,000 miles only. Ivory/blue leather. Carefully driven and maintained. Pristine condition throughout. Well worth viewing. £950. Fowey 2380. (7495

MG MIDGET. 'M' Regd. Low mileage, Selmar alarm. Immaculate condition. Taxed and MoT till July. I have owned since almost new. Sale due to arrival company car. £1,095. Epsom 22206. (7487

MURTON-NEALE Le Mans MG-M. I bought this kit of parts from the Milton Estate approx. 4 years ago, and am now selling them to buy another car. Logbook indicates unused since 1942. Some genuine original parts, some not. Enough for a rolling chassis; plus a few body parts. History is controversial. Price envisaged £850. Kegworth 2778 evenings/weekends. (7489

MG-B GT 1975. 30,000 miles. Citroen, radio, overdrive, UDT motor warranty until 1979. £2,150. 01-464 9262. (7490

1927 CITROEN 1½-litre B14. 4-seater tourer. Good condition. MoT. £2,750. No time-wasters please. Rugby 813587. (7491

1936 ROVER 10 Saloon. 110,600 miles from new. One previous owner. MoT. Good original condition. £1,000. No time-wasters or dealers please. Rugby 813587. (7491

XK120 ROADSTER 1951. History known. Rust-free, mechanically completely rebuilt. Beautifuly re-trimmed. A really fabulous car. £6,750. Tel: Little Chalfont 2914. (7493

LANCIA BETA COUPE 1600 c.c. 1975 P. Excellent condition, stereo, HRW. Maintained regardless of expense. One owner. £2,295. Whatton (0949) 50523. (7494

AUSTIN-HEALEY 3000 Mark 3, 1964. Black, red trim. Chrome wire wheels, overdrive, radio. Under 6,000 miles since painstaking rebuild. This car is immaculate. £4,250. Phone: 01-748 2815 evenings and wekends. (7486

LOTUS ELAN +2S 130/5. 1973. Metallic tawny with black vinyl roof. Five-speed gearbox, tinted glass. Turniock radio, chrome wheels, new tyres. Immaculate condition throughout. £2,550. P/X considered. Telephone: Hertford 57473. (7484

MG-B GT 1974 (N). Teal blue, tan cloth interior. One owner. 39,000 miles. Overdrive, chrome bumpers, tax/MoT. Mint condition throughout. £2,025. P/X considered. Telephone: Hertford 57473. (7483

PORSCHE 356B, 1960. Dark red, blue interior. Taxed, new MoT. Exceptional condition. £895. 01-722 1795 (evenings). (7482

FOR SALE—continued

MG-B GT 1973 Model. Full cloth trim, radio, sunroof, chrome, Rostyles, overdrive, tinted windows, headrests. Taxed. Immaculate. Bargain, £1,375. Marlow (Bucks.) 73293. (7188

HEALEY WESTLAND Roadster, 1950. MoT. Good condition. Offers over £1,500. Daimler 250, 1966 V.g.c. £550 o.n.o. Rolvenden 423 (Kent). (7189

ASTON MARTIN DB4 1961. Light blue. Manual, s/steel exhausts, QH heads/spots, radio/8-track, Powerlok diff., Kenlowe fans, alternator, chromed engine parts. Well maintained car, in excellent condition. £2,950. Sudbury, Suffolk 07873 72806; evenings 73382. (7190

1975 MORGAN +8. Black with black trim, radio, tonneau cover. 28,000 miles from new. A beautiful and well maintained car with which we must reluctantly part, £5,000. Mrs. Mair. Tel: Ripponden 3416. (7191

XK120 DHC, 1954. Excellent condition. BRG Reg. No. "OLD 120". £3,700. Also 1927 Talbot 14/45 for restoration. Runs well. One owner since 1933. £1,300. One must go. Tel: Norwich 742749. (7182

MARCOS 3-LITRE Volvo, 'K' registration. Alloy wheels, sunroof. Bright red. Absolutely mint condition throughout. Full MoT. Must appreciate. £2,250. Telephone Rocester (0889) 590334. (7183

MATRA SIMCA Bagheera 'S'. An exotic, spectacular looking car in Porsche blood orange with Bambootex cloth trim. This is the only sports car that offers luxurious 3-seat accommodation. Only 3 months old. Maker's warranty. 1,000 (one thousand) miles, not yet fully run-in. Expensive stereo radio, autoreel belts, trumpets, tinted glass, retractable QH lamps and fogs. HRW, clock, electric windows. Only wants seeing. £4,295 (Identical car brand new would cost £1,200 more). Tel: Lytham (0253) 734199 evenings. (7184

BENTLEY MK. VI. Rare LWB with division. Immaculate. Black/silver coachwork. Engine reconditioned and fitted fuliflow lubrication system Feb. '76. New exhaust system. Magnificent vehicle. £3,500. 051-263 4215 (office hours). (7185

MORRIS EIGHT Series One four-door Saloon 1936. Very good mechanics, bodywork, MoT July. £750. Phone: Hull 821236 evenings. (7186

LANCIA FULVIA 1.3 S2 Coupe. 1973. White/blue upholstery. 33,000 miles. Radio, electric aerial. Taxed May 78; MoT July 78. Outstanding condition. Private sale. £1,375. 01-892 8989. (7071

1974 FORD 'A' SERIES Motorhome 21 Cotswold Concorde 4-berth. LHD. 17,000 mls. Every extra. Immaculate. £8,000. Also 1923 "Crossley"; exchange Mercedes 600 or Rolls-Royce Silver Dawn. Tel: Stanhope (Co. Durham) 235 (7065

1965 JAGUAR 3.8 'S' Auto., p.a.s. Genuine 44,000 miles. Excellent original condition, BRG, no rust, MoT, taxed. £750. Tel: Portland 820779. (7481

TR6 'L' REG. Black with silver coachline. Wolfrace wheels, spotlights, cassette/radio. Factory fitted hard-top. 10 months MoT. £1,525 o.n.o. Phone: 472 4638. (7452

JAGUAR 340, 1968. BRG. 65,000 miles. Immaculate condition. New headlining, repolished woodwork, brakes and cylinder head overhauled. New exhaust, rechroming, new lights, nave plates, shock absorbers, etc. Cinturatos, woodrim wheel. £1,195. Winchester 2158 (7453

JAGUAR 3.4 Mk. II. 1961. 27,000 miles. One owner; overdrive. Completely original near concours condition. Serious substantial offers invited. Will deliver Europe. 01-504 6246. (7455

GILBERN INVADER Estate, 1973. 40,000 miles. Beautiful Monza red finish with overdrive, sunroof, stereo cassette player/radio. Probably the last built of this extremely rare model, with fibreglass body and 3-litre Ford engine, giving safe and exhilarating performance up to 120 m.p.h. Regretfully offered by original owner at £2,250. Phone: Stavert, 01-946 6006 (home), or 01-727 2728 (office). (7454

SCIMITAR GT. One of the last. 1970. Overdrive, radio. Taxed, tested. £975. Interesting exchange considered. Chesterfield 850559. (7458

LANCIA FULVIA 1600 HF Lusso. 1972. It really must be sold, hence only £1,400. Hook Norton (Oxon) 737882. (7456

SUPER CAR: MG-B GT V8, 'R' registered, 1974. Blue, autumn leaf trim, vinyl roof. Tinted windows, o/drive, Cobra super slots, new tyres, radio, low mileage. £2,595. Macclesfield 24476. (7457

ALFA ROMEO 1600 GT Junior, '73. Silver grey, black int. Radio. Excellent all respects. Regularly serviced. Average mileage. Loath to sell ,but needs must, Mary. Skone-Roberts, Guildford 810551 after 6 p.m. (7459

SIMCA 1000 RALLYE, 1294 c.c., 1972 K. 46,000 miles. White with black trim. v.g.c. Recent overhaul/service. £545 o.n.o. Sunbury-on-Thames 88117 evgs./weekends or Berkhamsted 71741 (Mr. Trick). (7460

HUDSON TERRAPLANE 6, 1938. Very good unrestored example. Interior exceptional. Running order. £1,600. Tel: Elmswell (0359) 40335. (7461

PORSCHE CARRERA RS Touring. 1973. LHD. 40,000 miles only. New P7's on 7 in. and 8 in. rims. Used in summer only. 149 m.p.h. 0—60 in 5.5 secs. £11,500 051-924 5565 (7464

MG TA 1938. Comprehensively restored from chassis upwards, except some chroming. First offer over £2,550 secures. 03954 2576. (19638

DAIMLER DART SP250. In near mint condition. H/S tops, new interior, hood tonneau. £2,500 o.n.o. 03954 2576. (19638

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You open door, to find yourself facing a group which looks like the overflow from a PG Tips commercial. One of them has the gift of speech –

"Yergotta nad in forra nemgee" says he.

"Correct" says you.

"Werrizit then?" says he.

"Right there", says you, pointing to the gleaming beauty over which you've spent a couple of years of constant care and wax polish.

"Ow . . that", says he, "I wazopin' it'd be blue, don't like white – bittova drag onna market, white".

"It said white in the ad" says you, as they gather round your car gloomily kicking the tyres.

"Wotyear issit?" says he, as they begin to bounce your machine up and down with astonishing energy.

"Seventy five – and that was also in the ad" says you, but your words are drowned by cries which inform you the rest of the tribe has been suddenly and miraculously invested with the gift of tongues.

" . . shockers aintupta much", "Thersa flecka rust onna sill", "Carpetza bit worn . .", "Yercantbe serious about th'price though", says the articulate one. "Tellyer wot – we'll makeyer a noffer, after we've takenit forra run, just givus the keys . ."

"Richardson's" says you as you close front door firmly behind you.

"Wot?"

"Richardson's", you say again as you ease yourself into the driving seat. "Nice people, family firm, good reputation", you continue as you start engine, "no fuss, no aggro", you murmur as you slip into gear. "Don't know why I didn't go to Richardson's in the first place" you muse, as five startled faces dwindle in your mirror "Since that's where I'm going right now!"

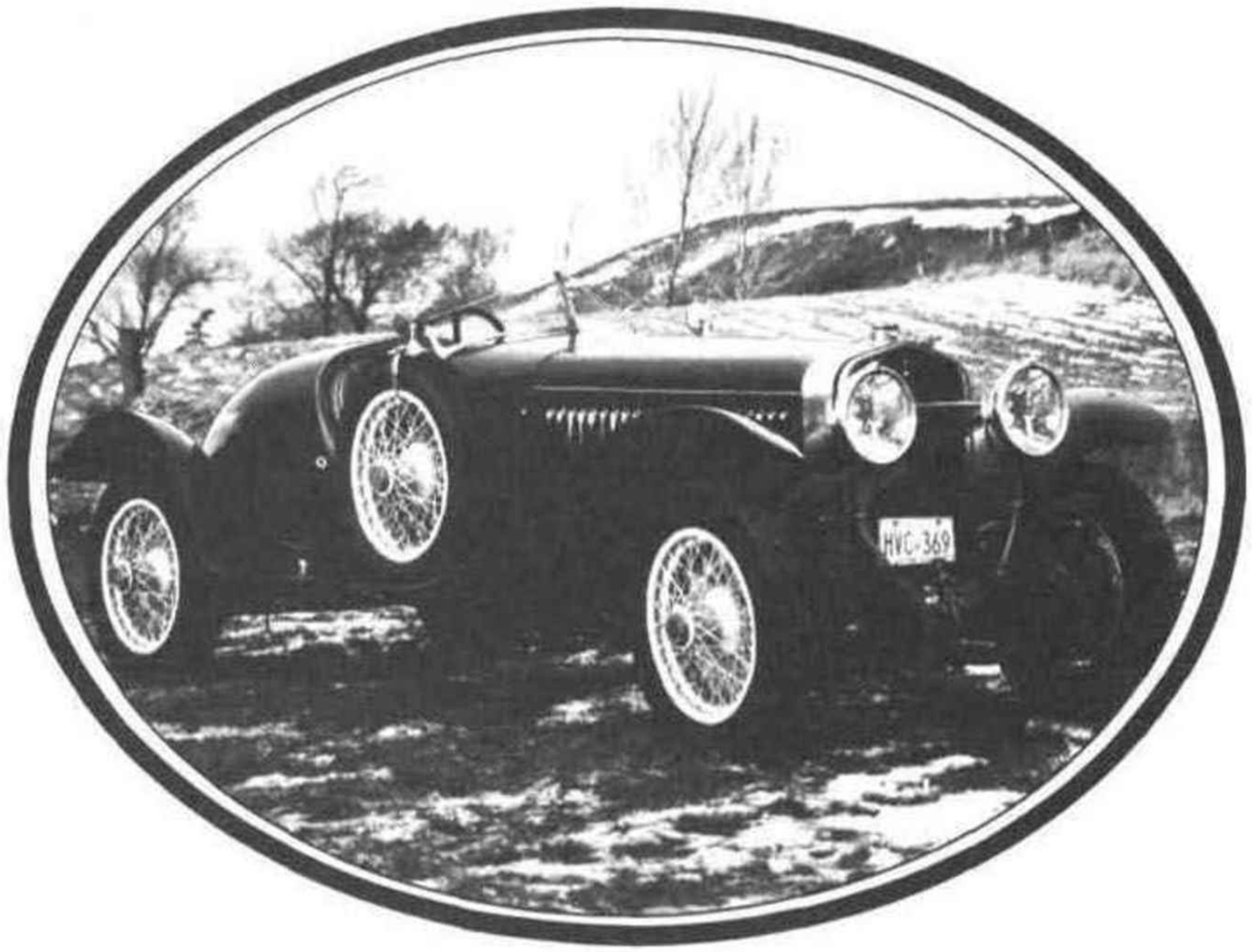
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RICHARDSON'S

We've got a thing about MG's.

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FOR SALE
Hispano-Suiza "Boulogne"



The Coty Coupe-Type 46

1926 Hispano Suiza "Boulogne" 8 litre short chassis model. "Sport" Surbaissè. One of the world's great automobiles. This Hispano-Suiza has the identical chassis to the "Tulipwood Hispano" with lowered chassis and radiator. It is known as the "Coty Coupe" having been owned until after the second World War by the perfumer COTY.

The car is in exceptional condition and has been meticulously restored to its original 2-seater speedster body by Kellner, after suffering from a heavy enclosed rebody in Australia in the '50's.

The car has all its original instruments and running gear plus a factory (1948) conversion to 3 zenith carburation which makes this the fastest Hispano-Suiza in existence. The original Hispano-Solex carburettor is included with the car.

This is one of the three remaining factory "Boulognes" and the only one outside a museum.

Chassis Number 11452–Engine Number 320059

JOHN SEBERT, 70 THE ESPLANADE, TORONTO, CANADA, M5E 1R2
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FOR SALE–continued

RILEY: COMPLETE and original, 1937 1½-litre Continental. Believed one of only eight left. Stripped ready for reassembly. Some new parts. Plus 1936 Adelphi Reg. No. ABL 6, complete, original, for restoration. Riley Nine 1930/32? rolling chassis, engine/gearbox (modified). Offers over £500 considered. Poss. separate. Replies to Box No. 5668. (7342

DAIMLER V8 250, 1968, Manual gearbox. Silver grey, grey interior. Excellent condition. Offers around £850. Phone: 041-638 8329. (7350

SAINT MODEL Volvo 1800E. 'J' Reg. 2-litre. Electronic fuel injection. White, red leather interior. All the usual extras. £1,495. Might accept small car part exchange. Tel: 0799 40871 (Essex). (7351

MORGAN +8. Red. Registered 31/3/77. Extras 2,000+ miles, as new. £5,995. Phone: Leamington Spa 20720. (7358

SUNBEAM ALPINE Mk. V. Outstanding condition. Garage maintained. Tax. MoT. Offers around £550. 0533 875010. (7354

MG MAGNETTE. One in good MoT condition and another excellent mechanics for spares. One or two carb manifolds. £250 the two. Dorset, Tollard Royal 310 evenings. (7352

AUSTIN HEALEY 3000 Mk. I 1960. White, £1,750. H/S top. Excellent condition. Must sell. Plymouth 706807. (7353

AUDI 80L two-door. 22,000 miles. 'M' registration. Excellent condition. £1,345. Telephone: Alcester 2079 evenings. (7355

ASTON MARTIN DB6. Blue, manual, 1966. Low mileage. Excellent condition. £3,000. Phone: 0742 350333 Sheffield. (7356

1968 ASTON MARTIN DB6 Automatic. This car is a collector's item, having covered only 30,250 miles from new. Midnight blue with tan interior. This car is in truly pristine condition. £5,000. Tel: 01-639 2405 for more details. (7357

GT6, NOVEMBER 1973. Red, overdrive, Sundym, radio, 48,000 miles. £1,350 o.n.o. Warwick 41447. (7359

RELIANT SCIMITAR GTE 'K' registration. Genuine 49,000 miles. Acacia green, tan interior. Overdrive, radio, rear wiper/washer; stainless steel exhaust; XAS tyres; chrome/alloy wheels. In good condition. £1,795. King's Lynn 828410. (7360

TRIUMPH VITESSE Mk. II. 1969. Dark red. Arrival of new car forces sale of this immaculate saloon. £650 o.n.o. Tel: St. Austell 2244. (7361

TRIUMPH TR4A. 1967. Completely overhauled. Renewals too numerous to list. Stored winters. Absolutely A1 throughout. £995 o.v.n.o. Adlington 480569 (Lancs.) 6 p.m. (7363

E-TYPE JAGUAR 4.2 2+2, 1968. White/black interior. CWWs. In beautiful condition. Fine example having only covered 43,000 miles from new. £2,500 o.n.o. Godalming 7723. Ring after Feb. 5th. (7364

1967 NSU 1200TT. Just resprayed Damask and cream. Very quick, economical and comfortable. 10 months MoT. £225. Phone Winterbourne (Bristol) 773062. (7365

JAGUAR 3.4 MK. II Manual with overdrive. 1964. Carmen red with chrome wires. 61,000 miles. An exceptional car. £1,250. Serious enquiries only. Ashford (Middlesex) 57959 after 7 p.m. (7366

1955 MG ZA MAGNETTE. Taxed. MoT December. Body v/good; engine fair £350. Tel: Bideford 77231 (7367

ROVER 110, 1963. One family car; low mileage; v.g.c. throughout; MoT; taxed. £850 o.v.n.o. Tel: Sittingbourne (0795) 842832 (Kent) (7368

1936 RILEY ADELPHI, unrestored, engine rebuilt. Usable condition, possibly new MoT by now. £850. Riley Special, dismantled. 22T chassis. Swallow body, loads spares. £350. Tel: Milford-on-Sea 5448 evenings. (7369

MIDGET 1973 L. Black tulip with tan interior. Recent clutch and shockers, laminated screen, tonneau, tax and long MoT. Good condition. £1,050. Ashford 53194 (Middlesex) (7370

1963 FORD POPULAR Deluxe 100E. Taxed. MoT Oct. '78. Excellent condition. Original. Guarantee. £475. Staplehurst 891363. (7371

ASTON MARTIN DB2/4 Mk. III. Extensively overhauled, twin exhaust and overdrive model. AMOC member. £2,850. Shenstone (0543) 480955. (7373

TR6 COUPE 'N' REG. 27,000 miles. Overdrive. Hard/soft tops. New G800 tyres. Magenta/black trim. Exceptional throughout. £2,395 o.n.o. Tel: 061-339 3473 day; 061-338 4112 eve. (7374

1975 V8 MG-B GT. Rubber bumpers, overdrive, sunroof. Gleaming black, tinted windows, chrome wheels with new Cinturatos. Immaculate throughout. £2,895 o.n.o. Tel: 061-339 3473 day; 061-338 4112 eve. (7374

VOLVO 1800 ES, 2-door. 'K' registration. One Devon owner. Metallic gold with tan leather interior, radio. £2,450. Tel: Exmouth 77333. (7347

LEFT-HAND-DRIVE 3.8 Jaguar E-type Roadster. Black coachwork, chrome wire wheels whitewall tyres, tinted screen. This car is absolutely superb in every respect. Offers to Bristol 32947 evenings. (7349

ALVIS TE21 Saloon, 1964. Manual. Green, beige trim; long MoT; radio. One owner and fine original condition. £1,575. Bishops Waltham 2858. (7348

TVR 3000 M, 1973. 37,000 miles. Sunroof. Radiomobile, electric aerial, alloy wheels, tinted/HRW electronic ignition. New engine (not reconditioned) recently fitted. Five new Cinturatos. Maroon/silver cabin and coachbands. Excellent condition. Taxed full MoT. £2,350. Malvern (06845) 5408 (7345

FOR SALE—continued

BRACE OF BENTLEYS. Regretfully disposing of immaculate one owner SI Sports Saloon and superbly restored Mk. VI Standard Steel. Both cars are pristine in every respect and are fully serviced. Sensibly priced for quick sale. Phone: 01-351 1857 evenings and weekends or work: 01-730 9436. (19466

ROVER 80 1960. Two-tone brown. Good condition. MoT. £350 o.n.o. Hayling Island 3004 evenings. (7195

SPORTY PAIR: Lotus Europa, 1970 JPS colours, Lotus alloys, spoiler. Radiomobile, stereo. £1,195 Jaguar 2.4 Mk II 1964. Good, original £295. Great Longstone 470 (Derbyshire). (7433

TRIUMPH VITESSE Mk II 2½-litre, 1969. 56,500 miles. O/D. 25 m.p.h./1,000 32 m.p.g. Fresh air vents. Long range fuel tanks. Only superficial rust. Long MoT. Could become collector's item. v.g.c. £600. Sole owner, Laverton, Woolverstone (Suffolk) 303 (7430

BENTLEY FASTBACK S-type '56. Regal red. Automatic, beige interior. Perfect condition. Guaranteed Private sale, £12,000 o.n.o. Replies to Box No. 5666. (7199

MG-B GT JUNE '73. Damask red. Immaculate, wire wheels, tinted glass, radio, undersealed, rustproofed, under 39,000 miles. £1,795. Box No. 5665 (7203

FIAT 124 SPYDER 1600, LHD, 'P' Reg. Dark red, black soft-top, alloys, radio, good cond. Tax, MoT May '78. £1,000 o.n.o. Tel: 584 8504 after 7 p.m. (7343

LOTUS ELAN SPRINT, 1972, FHC. Yellow; excellent condition. £1,975. Replies: 54 The Hollows, Wilford, Nottingham. (7346

CLASSIC RACING: MG-B 1963, ex-Tudor-Owen, Sidery-Smith full race car in beautiful original condition. C/R box and 5½J wires, HSCC registered for Classic Car Championship. £1,395. Tel: 0403 710285 (Sussex) (7216

ISO-LELE EXOTIC Sports 2+2, 1973. Auto. Electric tinted glass, electric sunroof, refrigeration, stereo, low mileage. Must sell, therefore only £2,950. 01-346 1674 (19592

ALFA MONTREAL, 1975 Model, RHD. One owner. History. Stereo. Fabulous looking car. £3,850. 01-992 7689. (19892

TR4A 1967. Recent engine overhaul. Current owner for last six years. First-class condition throughout. £1,350 o.n.o. 01-954 4635 (after 6 p.m.). (7335

MG-C GT, 1971. Black cherry, sunroof, tinted windows, wire wheels, leather seats, clase plates (GMG2J). MoT. Mechanically sound. A great looker + performer, but I must sell. £1,395. Tel: 01-727 9475 (day) 01-960 2412 (night). (7438

PORSCHE 911S Targa 1972 Sportomatic. Sepia. An outstanding car, fastidiously maintained by one owner, 47,000 mls. AFN history. £4,500. Dorking 5480. (7437

BMW 2002Tii 1973. Special order from new. Black, s/roof, Sundym, alloys. Recaros. Really excellent. £2,250. Dorking 4480 (7437

MARCOS 1968 1600 GT. Outstanding example in Carnival red. Completely rebuilt 12 months ago. Bills for £1,200. Crippling insurance on young owner only reason for reluctant sale. This car is exceptional. £1,550 o.n.o. Farnborough (Hants) 513420. (7375

BMW 2002Tii 1971. First UK Tii. Ivory/blue interior, alloy wheels. Very fine condition. £1,350. 01-863 8452. (7376

EXPENSIVE WIFE, extensive overdraft, make distracted bank manager dictate one must go, so: Jensen FF 1969. Immaculate. Silver metallic, genuine 83,000 miles; only £1,000 since £1,100 spent on engine and gearbox at Jensen Works. Full Jensen inventory; or Citroen SM 1973, gold; immaculate, 45,000 miles. £650 owing to garage for engine overhaul just completed. Either car at sacrifice price £2,750. P/X considered. 069-372 2743 (7377

JENSEN INTERCEPTOR. Turquoise, black interior. Sundym, p.a.s., VHF/8-track, many extras; low mileage. £1,695 o.n.o. P/ex considered. Billericay 56052. (7341

MG-B GT V8 1975. Flamenco red, chrome alloy wheels, radio, rustproofed, 28,000 miles. Absolutely immaculate. Investment at £2,500. Tel: Leicester 708666 evenings. (7339

AUSTIN 24-SEATER Coach. Original 50,000 miles. V/g condition for year (1966). Ideal conversion to mobile home, workshop, car-transporter. 4-litre. 16 m.p.g. Henley (Oxon) 4068. (7402

MGB GT 1974. MANUAL overdrive, 36,000 miles. Light blue; for quick sale, £2,500. Telephone: Longridge 077478 2356 (7404

ALFA ROMEO Berlina 2000 Automatic. August 1975. 'P' Radio, electric aerial, rustproofed. Excellent condition. £1,675. Telephone: 01-953 1941. (7405

JAGUAR 3.4S Automatic, 1967, p.a.s., HRW, tyres, exhaust, battery new 1977. MoT and taxed until June. 76,000 miles believed genuine. £500 o.no. Phone: Hugh Lockhart-Ball, 01-788 7801 (7406

THE ULTIMATE Mini registration? 848 AWD, on an exceptional two owner T&T Mk II 848 Mini. Offers invited. Telephone Wigan (0942) 54220; or write: D. J. Culshaw, 27, Whiteside Avenue, Hindley, Wigan WN2 2SB. (7407

BENTLEY: Final Crickiewood produced model. Original eight-litre type chassis with four-litre Ricardo-designed engine. Lemans replica coachwork. Also Hawk "Sunset Boulevard" Special Tourer. Owner retiring abroad; would consider tinware saloon in part exchange. SAE: Captain Jepson, 12a, Longstone Road, Eastbourne. Telephone: Sundays, 11—5 only, Eastbourne 21716. (7399

FOR SALE—continued

FOR SALE: Veteran Cyclecar, though 1912. V-twin engine, twin belt drive. Offers: G. Hall, 37, Tower Rd., Burton-on-Trent. Tel: Burton-on-Trent 68787. (7383

MG-C GT, 1969. Wires, recent tyres, servo, exhaust. Reg. CIA 4220. Full MoT. Realistically priced £675. Malvern (06845) 5408. (7378

LOTUS ELITE 501, 'P' Reg. White. Genuine 19,000 miles. Stereo radio/cassette. Electric windows. A really beautiful car in all respects, only £4,950 for quick sale. Cash or HP. Billericay 57176. (7379

SEPTEMBER '73 Lotus +2S 130. Placed at Concours events. Average mileage, full history. Polished engine, stereo/radio. Rear fogs. Used as second car. £2,495 o.n.o. for this fast appreciating model. Tel: Winsford, Cheshire 52255 day; 51016 night. (7380

MG-B GT, 1973. Glacier white. A beautiful well maintained car. One owner since new. Going abroad, so must sell. All bills available. Overdrive, headrests, sunroof, tinted glass, undersealed, new exhaust, alternator, batteries, tyres; mileage 52,000. Taxed July. £1,650, but no reasonable offer refused. D. Wallace, Esher 67149 or 01-262 1001 Ext. 5616 until 3rd Feb. (7381

ROVER 95. Engine requires attention, otherwise quite good £50 o.n.o. Hayton 387 (near Carlisle). (7382

RARE BSA 3-WHEEL 4-cylinder Super Sports 1935. Original, good hood, paint, running order. MG-A 1600 Coupe 1960. Good order. MoT—offers. Tel: Wheathill 307 (Somerset). (7384

MORGAN +8 1973. Black with tan leather interior. Excellent condition. Extras, £4,250. Langley Mill 69375 evenings. (7386

PORSCHE 356 SC, 1963. Engine rebuilt 6,000 mls. ago. MoT & taxed. v.g.c. £1,200 o.n.o. Tel: Grays Thurrock 71468. (7385

1956 HILLMAN HUSKY. One owner. 30,950 miles. Completely original and mint. £550 o.n.o. Accrington 383129 (Lancs). (7440

SUNBEAM ALPINE Series III GT. Beautiful condition. Finished in Carnival red with steel hard-top, tonneau, wires and overdrive. New engine 5,000 miles ago. Reg. No 8288 PF. £695 o.n.o. Nottingham 256326. (7388

JAGUAR E-TYPE V12 Automatic Convertible. Finished in heather with white hood and Cerise interior. Fitted with chrome wheels and new white band tyres. This low mileage car is in outstanding condition. Phone (0206) 5705 daytime. (7389

TR3A. COMPLETELY rebuilt and refurbished with no expense spared, to new original condition. Used daily, has completed 2,500 miles only. No rust on all-steel dark blue body. New interior trim. MoT, taxed. Serious enquiries only: 062-84-5572 (Marlow, Bucks). (7390

FROGEYE but with a difference: 1959, rebuilt from scratch, hence immaculate. Five new alloy wheels and tyres. Hopkirk seats. Competition clutch, Weber, etc. Send 50p for coloured photograph. £1,000. No offers. Newington (0795) 842832 (Kent). (7391

MORGAN 4/4 2-seater. 'N' Reg. Red with black interior, bucket seats, wire wheels, radio, Alloy bar, tonneau, luggage rack, undersealed. Beautiful condition. £3,500. Phone: Newcastle/Tyne 685754 (day); or Felton 273 (even.). London viewing possible. (7396

1931 14/45 RENAULT. RHD. Unique light commercial bodywork. Complete. Unrestored. Some work started. Sensible offers. Telephone: Leicester (0533) 876051. (7397

MORGAN +8 Lightweight, 'R' registered, 7,000 miles only. All aluminium bodywork. Interior completely trimmed in leather; tinted screen; electronic ignition; rustproofed. Really fine condition. £5,750. Tel: 061-427 1876. (7400

MAGNIFICENT FAMILY Lancia for £895. 'M' registered 2000. Collected from Turin by sole previous owner. Full service history from new. Recent respray. Not concours but in very, very nice order. Nine months MoT, nine months tax. A magnificent car for that summer holiday. Where else can you get a luxurious five-seater giving 100 m.p.h. or 30 m.p.g.? HRW, p.a.s., and brakes; inertia reels, for under £900? For reluctant sale due to arrival of HF coupe. Compton (Sussex) 233. (7403

ALVIS: OFFERS are invited for the sole surviving Prototype three-litre of 1949. One owner the last twelve years. Entirely rebuilt (see photo Motor Sport 7/70, p763). Unique car with a fascinating documented history. Telephone: Wigan (0942) 54220, or write: D. J. Culshaw, 27, Whiteside Avenue, Hindley, Wigan WN2 2SB. (7407

SUNBEAM ALPINE IV GT. Automatic, very rare model. Engine overhauled and automatic transmission professionally rebuilt. Recent exhaust and much mechanical work carried out on it. MoT extras. £600 o.v.n.o. 051-520 1981 (7337

MG-C GT COUPE, 2912 c.c., 1969. Red/black. Extremely rare automatic model with wire wheels, Motorola, HRW, spot lights. 49,000 miles from new. Taxed, MOT. Superb motor car for only £1,250 o.n.o. Beccles (0502) 713241 evenings, Suffolk. (7407

ALFA ROMEO 1.6 GT Junior, 1978 (R). Last of the Classic Alfas. Plum/beige cloth. 23,000 miles. £2,700. Bagshot 75862. (7409

MG MIDGET 1973. Lady owner. Genuine 37,000 miles. Radio. Best offer for quick sale. 01-462 4083. (7340

JENSEN INTERCEPTOR Mk III. Red, tan interior, vinyl roof, radio/8-track, new battery. 41,000 miles. £2,800 o.n.o. P/ex. considered. Billericay 56052. (7341

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In conjunction with Biggin Hill Air Fair (proceeds to charity) Mike Carter is running an outdoor Autojumble on **May 20th & 21st.** Stalls £5 per day, 20% discount for 2 days.

FOR SALE—continued

JAGUAR MARK II 3.4, 1964. One owner, 48,000 miles. Azure-blue, wire wheels, radio, reclining seats. MoT, taxed until July. New clutch fitted, engine overhauled. Rear suspension requires some attention. £1,000. Oakfield 292. (7466

LOTUS ECLAT Sprint. Black and white. May 1977. 7,500 miles only. All extras. Suit Sheikh. £7,000+. Telephone: day 0527/68131; evenings 021-445 1362. (7467

1952 "MM" MINOR. Excellent condition but dull. Runner, motorable, spares, etc. Original condition, £125. P/ex. Mini. Write: 10 Marine Drive, Burnham, Somerset. (7470

MG-B ROADSTER, March 1976. One owner. Excellent condition. White. 18,000 miles only. Supercover end of March. £2,395. Telephone: Riccall 614 evenings, or weekends. (7471

DAIMLER LIMOUSINE: Majestic Major, 1968, 7-seat. Silver/grey with grey interior. Ex-corporation and private service only. Good condition. Superb luxury, only £650. Rusper (Sussex) 541 (7473

TRIUMPH 2000 Mk. II 1975. Manual, overdrive. Immaculate honeysuckle coachwork with chestnut interior. Radio, RHW. £2,500 or exchange vintage, classic car. Camberley 34702 (7472

LOTUS ELAN S3 SE, 1967 Drophead. E/windows. Konis. MoT. Recent engine rebuild. Good condition. £825. 01-660 0264. (7475

DAIMLER SP250, very good condition. Substantial offers or might exchange vintage tourer or sports. Mount Ascot 22225 (evenings). (7476

TOYOTA CELICA GT, 1600 twin-cam Coupe, 1975. 'P' Reg. 24,000 miles only. Bronze, immaculate; cassette player, £1,750. 01-656 5475. (7477

204 PEUGEOT 1973. Sunroof; service record; excellent. £1,195. Exchange considered. Hoddesdon 63743; St. Albans 62222. (7478



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FOR SALE—continued

JENSEN HEALEY 1974. White, no cost spared with bills from new. Works hardtop, HRW, soft-top, tonneau, etc. Ferocious performance. £2,195. Stone (Staffs) 3307. (7479

FIRENZA 2300, 1971. MoT, good condition, roll cage, front spoiler, Cibies, Rebel wheels, modified suspension, HRW, extras. Good rally car, £695. Exch. High Wycombe 26474. (7480

MG-B ROADSTER, 1969. Bermuda hardtop/soft-top, tonneau, W/W, MoT, radio. Immaculate body mechanics. £875 exch. High Wycombe 27269. (7480

1929 ALVIS Silver Eagle, attractive compact teak shooting brake. Body very sound. Taxed, MoT. Offers around £2,000. Phone: Calvine 244 (Scotland) (7594

AUSTIN BIG 7, 1938, MoT, taxed. In regular use. Paintwork and mechanics extremely good. Very original. £675. Tel: 0782 659638 (Stoke). (7592

MORGAN +8. Kept in immaculate condition. Signal red aluminium body, black interior. Extras. Has only travelled 7,000 miles and must be a bargain at £5,300. 606-0211 (bus.); 455-8005 (home). (7597

1935 STANDARD 12, 46,000 miles, 100% genuine, in original condition. £500 o.v.n.o. Todmorden 4511. (7584

MORGAN 4/4, Indigo, 4-seater, 1974. 30,000 miles; luggage grid, spot lights. £3,500. Mobberley 2241. (7589

VOLVO ESTATE 145. Nice condition. T&T. New clutch and £40 battery. Extras include: tow-hitch, radio and r/rack. £800 o.n.o. Must sell. Banbury (0295) 51079. (7582

ALVIS TD21. Poor, body complete, but needs rebuild. £100 o.n.o., or reluctant dismantle. Tel: 021-745 1922. (7585

V4 CORSAIR "Crayford" Convertible. £1,250. Restored/record. engine, new hood. Sports wheels, Selmar alarm, special plate, show stopper. 051-263 2277. (7586

'71 VOLVO 1800E Sports Coupe. 34,000 mls. Gold/black leather. £1,750. Must appreciate. 051-263 2277. (7586

AUDI 100 GL SPECIAL. Limited production model. Automatic, vinyl roof, sunroof, tinted glass, four head restraints, opening quarter lights, Halogen lamps. Metallic gold paint. Radio, anti-rust, 1975. 11,500 miles. One owner. Unused spare. 'S' registration. £3,375. Private. 061-928 9623 evenings. (7565

MG-B GT, 1968 G. Two owners. Red with wires, radio, servo, HRW, overdrive. Taxed and year's MoT. £700. Upminster (Essex) 20744. (7569

PAIR INTERESTING TR2/3 Triumph Sports. Red. MoT, taxed. MG Midget 1973 M, superb condition, numerous extras including: twin-choke Weber, Vincent 1952 'C' "Comet", unaccountably four only recorded miles! £1,000 each. No offers, time-wasters. Consider characteristic exchange. "Pinfield Lodge", Barnt Green, Birmingham 445 2551. (7570

SAVAGE 3000 V6 Cortina. Conversion by Crayfords. New tyres, all chrome Rostyles, body and mechanics perfect. MoT. Cheap, fast car for £795 o.n.o. Phone: Horsham 65392. (7583

TVR 1600M, 1975, 'P' (October). Very attractive in white, black vinyl roof, usual TVR refinements. 20,000 miles only. Comfort, economy, performance as just £2,700 o.n.o. Phone: Chris, Bayliss 0930 71661 (day); 05873 317 (evening/weekend). (7563

LOTUS EUROPA Special, 1973M. Blue, 28,000 miles, £2,350, or consider exchange. Tel: Keighley 602414. (7564

1956 ROVER 75.

One owner last twenty years. Gleaming black cellulose with red hide upholstery. 54,000 miles, in really outstanding condition. Original tools and tyre pump. Investment at **£1,150** o.n.o.

1974 TRIUMPH Dolomite Sprint.

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FOR SALE—continued

LOTUS EUROPA Special 5, late 1975. 10,000 miles. Registration number 7 FLY (I FLY). White coachwork, oatmeal upholstery, tinted glass, Halogen headlights, quite unique. £3,950 firm price. Consider exchange. Sheffield 685771 (office). (7566

MG-B 1970. Blue Royale. O/drive, hard/soft top, tonneau. Six rebuilt wires, four new HR's, copper exhaust, roll bar. One owner driver. Concours winner. Excellent. MoT, 1979. £875. 32, Banks Road, Southport 0704 880121 (office) or 25784. (7567

LANCIA FULVIA 1600 HF, late 1971. Red. 57,000 miles. Owo owners, kept in full working order. £1,400. Can view Staffordshire or Buckinghamshire. Phone: Richard Yorke-Long, Stafford 46211 (b); 64142 (h). (7557

LOTUS SEVEN 1960 Series II. Recent rebuild to mint Series III specification. £1,950. Tel: 0924 470297. (7558

AUSTIN HEALEY 3000 Mk. I, 1961. Wire wheels, overdrive, MoT. Bodily and mechanically sound. Rechromed. New carpets, etc. £1,200. Tel: 063-082 294 (Midlands). (7559

1960 TURNER 950 Sports car. Mechanically good. Supercharged. Glassfibre body, needs attention. Offers over £100. Rugby 77871 (near M1) (7560

MORRIS 8 SALOON 1938. Drives very well. MoT August 1978. £650. Barnstaple 3645. (7561

COOPER 'S' MK. III, July 1971. White. Immaculate. 26,000 miles from new. Unrallied/raced. Totally standard. £1,295. Tel: Cheltenham 20599. (7562

SCIMITAR GTE 'J' Reg. Overdrive, re-engined. Blue/black upholstery. Halogens. Kenlowe, towing bracket. Good condition, but can't keep two. £1,295. Chester 43446. (7553

ARMSTRONG SIDDELEY 20 h.p. 'D' back, side wheel mount. In yellow and black. 1935. Rebuilt engine, new tyres. MoT. Elegant limousine. Offers around £4,500. Phone: 062982 3344. (7554

SCIMITAR GTE, '72L. Red, black interior. Overdrive. Engine rebuilt. New stainless exhaust. Superb condition. £2,350 o.n.o. Walton-on-Thames 20013. (7555

JENSEN 541 R, 1960. Sienna brown, cream leather, new carpets. FSS exhaust. Superb condition. MoT Sept. '78. Unique reg. no. £1,995 o.n.o. Cardiff 530035 (7556

MARCOS: STEEL chassis 3-litre Ford—slightly modified. White/black trim, sunshine roof, electric windows, radio, full instrumentation, alloy wheels, servo-assisted brakes. In nice order. £2,450. Tel: 0271 73824, Richard, after 6.30 p.m. (7577

JAGUAR 2.4 Mk. II 1963. Manual o/drive. Sherwood green, natural upholstery. New chrome wires. Taxed/tested Sept. '78. Full history. This car has been to several JDC events and can only be described as one of the best in the country. Full details on request. £2,000. No offers. Tel: eve. or w/ends: Gresford (Clwyd) 2923. (7580

AUSTIN HEALEY 3000 Mk. 1, 1961. All steel with many new parts fitted. Just been re-finished in Healey blue. Ruddspeed triple carb engine. Fitted overdrive. Interior re-trimmed black. Offers of £1,600 or might exchange. Milton Keynes 563621. (7581

SCIMITAR GTE, Reg. CSS 74; 1972. Automatic, sunroof, radio. Olive green. 56,000 mls. Reconditioned engine 9,000 mls. ago. MoT Sept. '78. Recent major overhaul. Good condition. £1,950 o.n.o. Phone: 01-229 4704 (7579

LOTUS ELITE 503 Air conditioned. White with oatmeal trim; stereo cassette. £5,800 o.n.o. Riley, 01.599 2911 (Ilford). (7598

JAGUAR XK150, FHC. 3.4. 1959. Excellent condition throughout. Must be seen. £2,700 o.n.o. Erith 32984 after six. (7595

MG TF 1250 c.c. April 1954. Red, sound original condition. MoT. £3,500. Phone: day 01-488 3934; evgs. 01-876 9762. (7600

JAGUAR 3.8 Mk. II. 1966. Manual with overdrive. Dark green metallic. Immaculate car. No rust. New clutch, decoke cyl. head, brakes overhauled. Good tyres, radio. MoT, tool set, 80,000 miles. £1,250. Camberley 32283. (7602

RILEY 9 MONACO, 1937, non-runner. Excellent restoration project. Basically very sound. £650. Interesting part-ex. considered. Broadway (Worcs) 2787. (7575

FOR SALE—continued

GINETTA G15 June '72. Red, sunroof, roll-bar, Cibies, sound mechanics and pretty body. MoT Sept. '78. £850 o.n.o. Hereford 4665. (7576

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LOTUS CORTINA Mk. 1, 1966. Taxed, tested. Excellent original condition. Tel: 0632 771229 office hours; or Meadowfield (Co. Durham) 780054. (7588

JENSEN GT, 1976. Silver with black vinyl roof. One owner. 18,500 miles. 5-speed manual, electric windows, very rare example. Blaupunkt stereo. £3,900. 061-764 3020 (7596

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JAGUAR 3.4 Mk. II, 1967. 49,000 miles. Silver blue. Manual/overdrive. Needs some attention to body, too good to break. JDC member, £300. Tel: Culcheth 3756 or Leigh 673699 evenings. (7547

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FIAT 128 3P BERLINETTA, 1977, 'S' reg. White. 9,000 miles; push-button radio. Manufacturer's warranty, £2,150. Wheldrake (090 489) 314 evenings/weekends (Yorkshire). (7540

TRIUMPH GT6, 1973. Mallard, Cosmic wheels, radio. 14,000 miles. One owner. Spare unused. Exceptional. Private sale. £1,650. 061-928 9623 evenings. (7548

TRIUMPH ROADSTER (1949). Good original condition. £1,450 o.n.o. Tel: 0772 864446. (7552

V12 E-TYPE JAGUAR Roadster. My beautiful car is up for sale. Registered 31-3-73. MoT until February 1979. Finished in dark blue with radio, stereo tape, tinted glass, etc. Recent overhaul of the automatic gearbox, also major service at Stratstones. Mileage 38,600. Reason for sale: have found 1975 model. These roadsters must be a very good investment and will be very scarce in the summer. Offers around £4,400. HP possible. Consider cheap car in exchange. Office: 01-673 4890; home 01-660 4481. (7538

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WANTED—continued

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WANTED: 1978 MORGAN 2-seater, delivery mileage. Good cash price paid. Private. Alfriston (Sussex) 870691. (6115
LATE 20s CITROEN body parts required; also mechanical spares, literature, to complete restoration. Hall, Darwen 772610 (Lancs). (6106
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WANTED: MG J2 engine or parts; petrol tank; rad.; speedo; wheels, etc. Tel: Long Eaton 60829. (7073
WANTED FOR LANCIA B20 GT Aurelia: Front bumper; set of Borrani wheels; set of steel wheels; Nardi 3 carb conversion or similar. Condition immaterial. Write: Mr. Hill, 106 Newcastle Lane, Penkhull, Stoke-on-Trent. Phone: 263992 daytime; 44210 evening (7078
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VINTAGE "SHELL Motor Spirit" can; 1907 "Motor Manual"; "Classic Car" September 1974—March 1975, May 1975. Sheffield (0742) 661837. (7468

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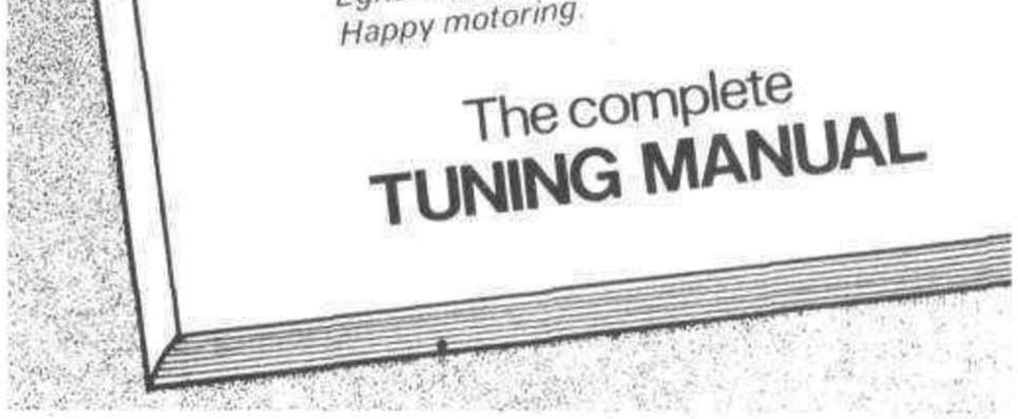
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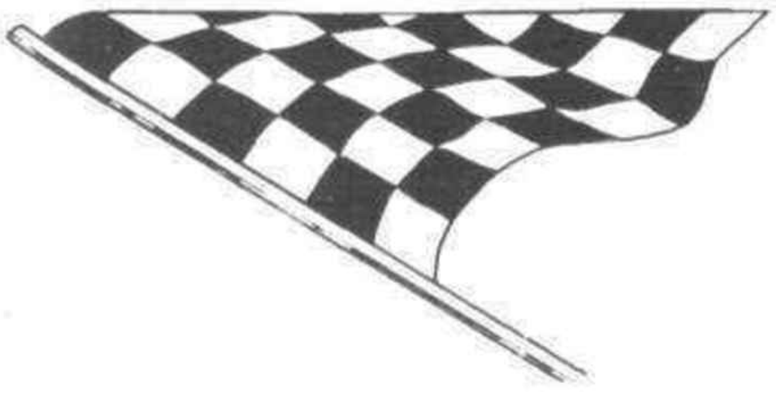
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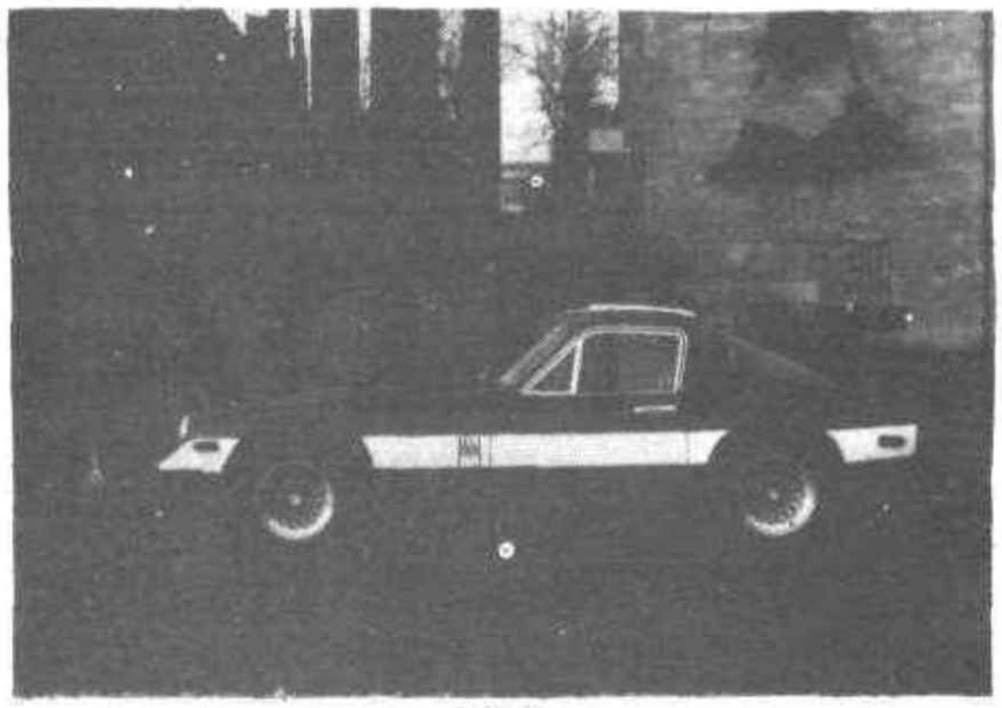
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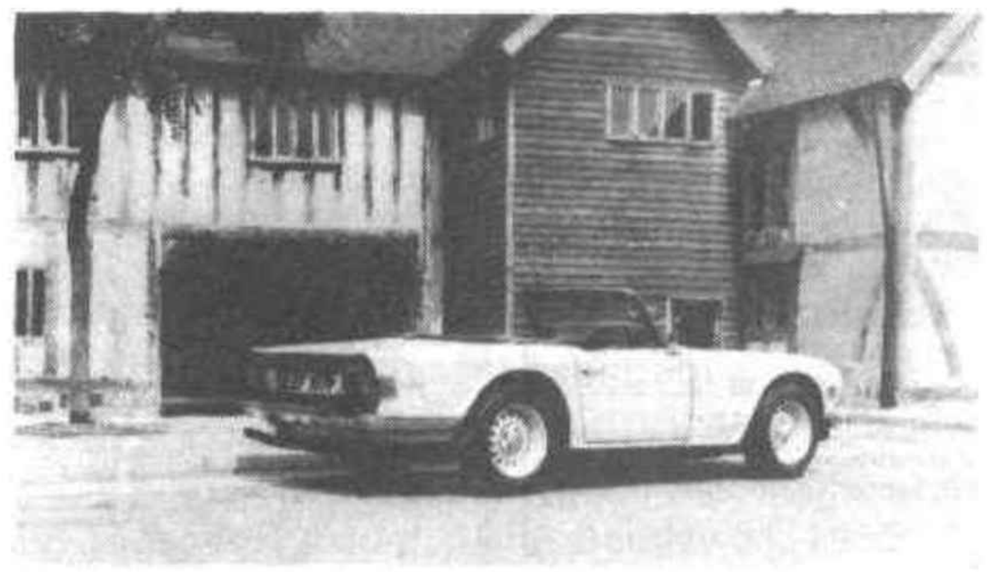
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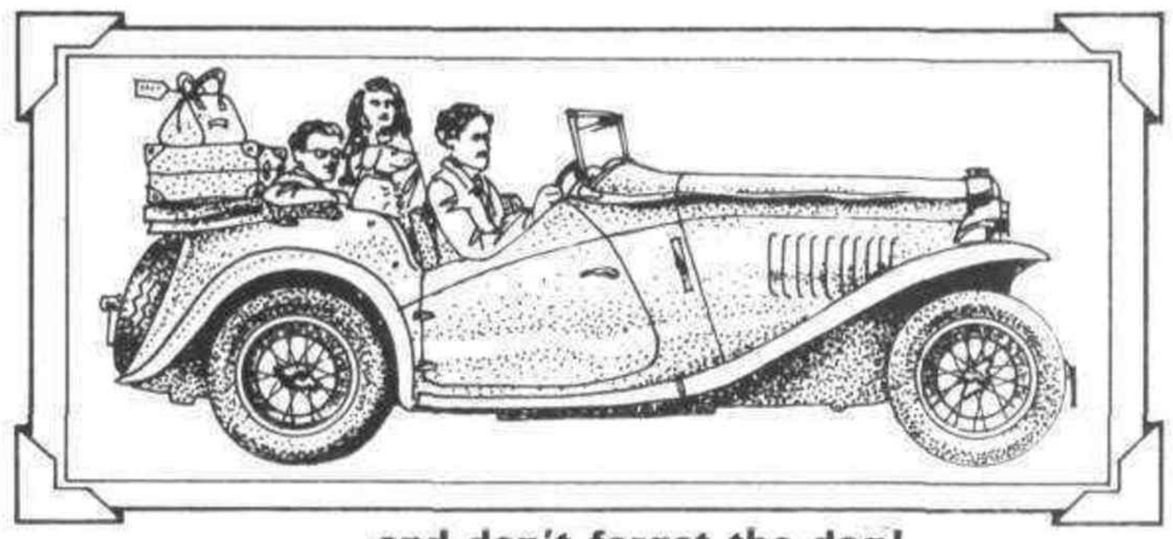
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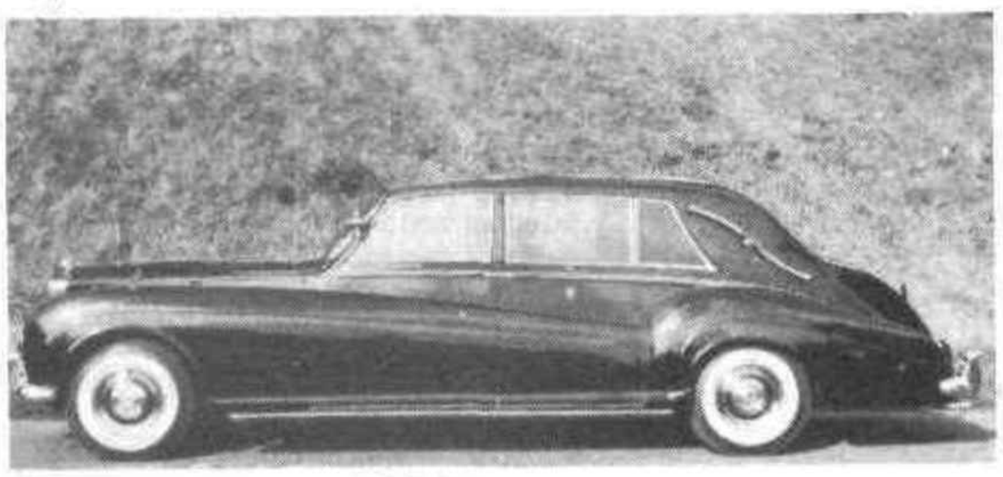
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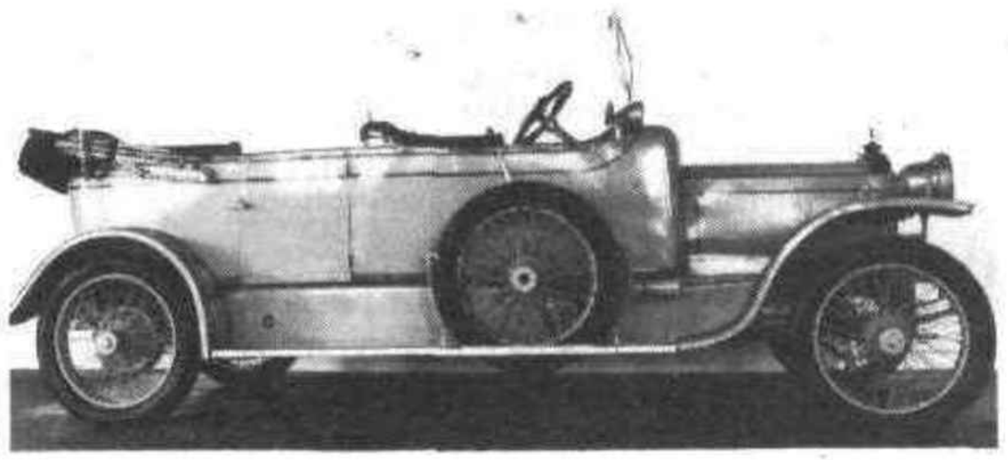
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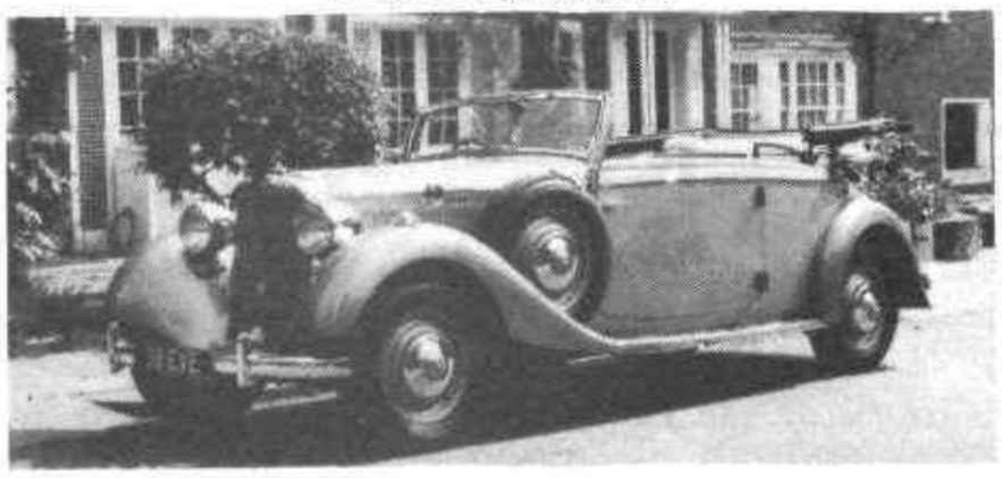
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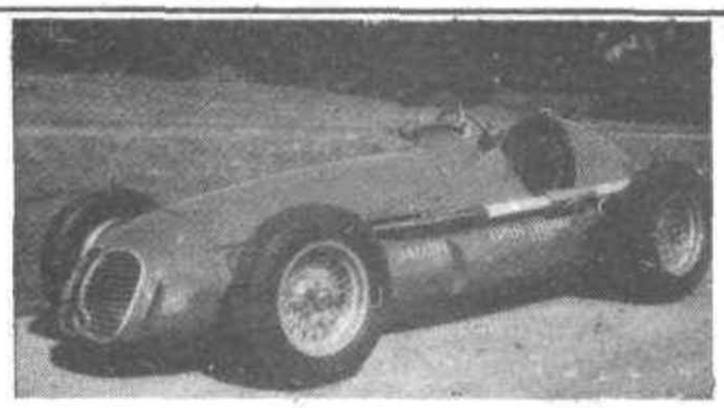
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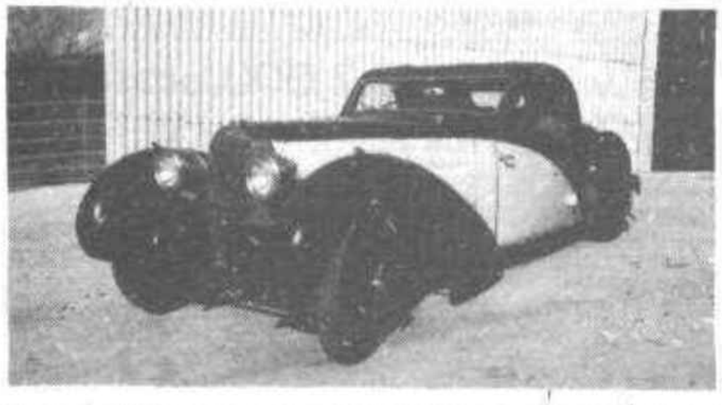
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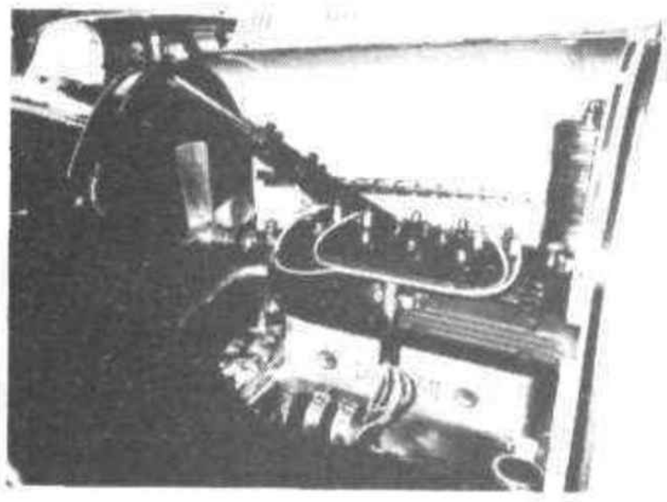
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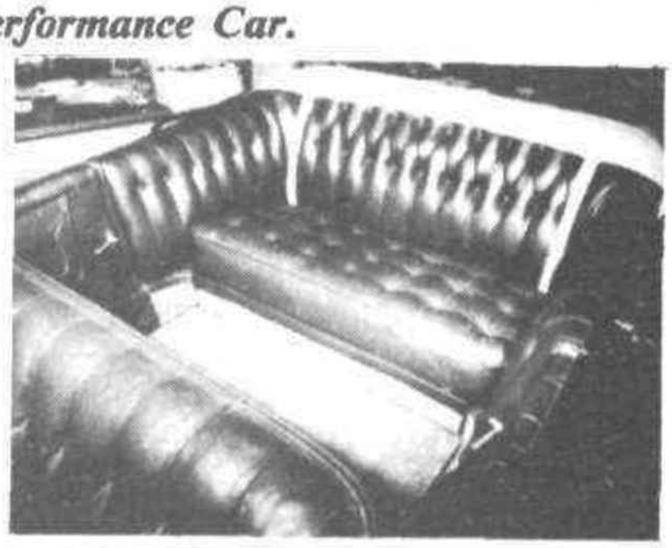
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1955 Rolls-Royce Silver Wraith Touring Saloon by James Young. An exceptional example.



1966 Bentley S3 Continental Flying Spur by H. J. Mulliner, excellent condition throughout.



1950 Bentley Mk. VI. Finished in velvet green.



1962 Rolls-Royce Phantom V Touring Limousine by Mulliner. Very few of this model were manufactured.

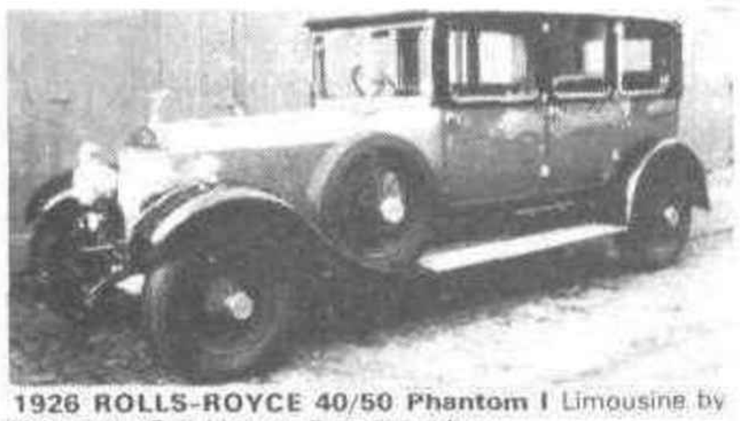
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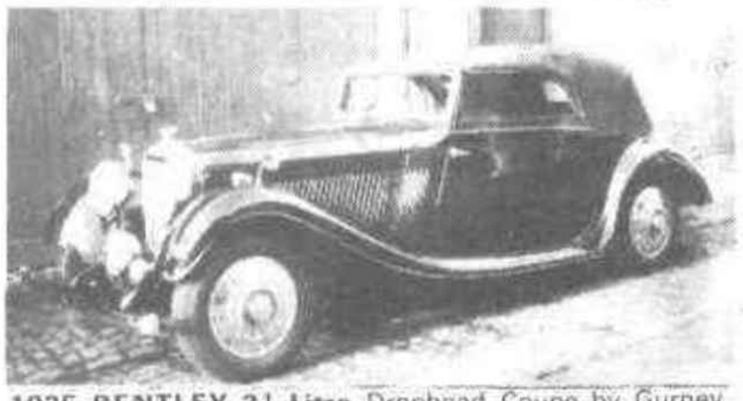
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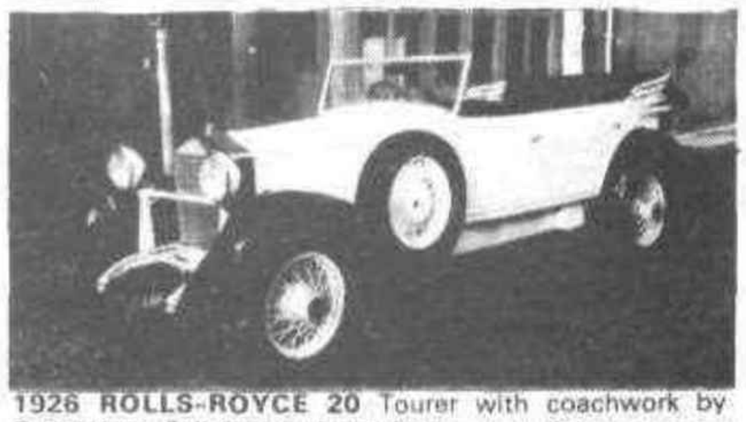
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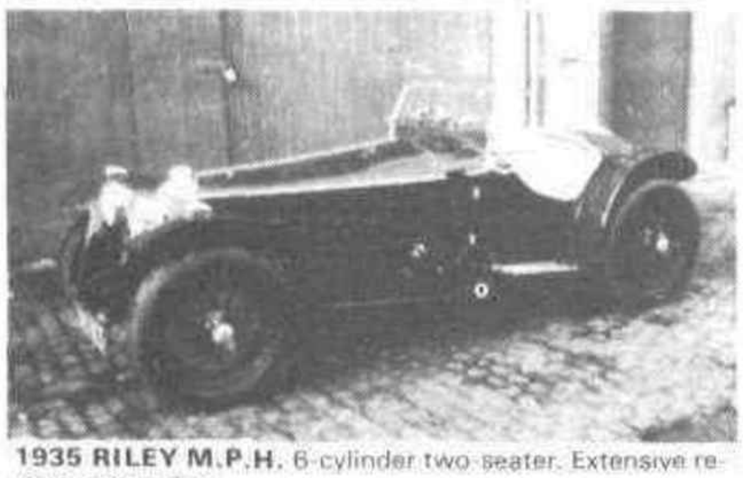
1926 ROLLS-ROYCE 40/50 Phantom I Limousine by Windover. Full history, fine example.



1935 BENTLEY 3½-Litre Drophead Coupe by Gurney Nutting. Now available after lengthy restoration.



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1935 ASTON MARTIN Mark II 1½-Litre 2/4-seater (similar to above) recently restored.



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1928 ROLLS-ROYCE 20 Chassis – complete but dismantled.

1927 BENTLEY 6½-Litre H. J. Mulliner Touring saloon.
1926 BENTLEY 3-Litre Vanden Plas style coachwork, speed model modifications.
1929 BENTLEY 4½-Litre 3 position Drophead Coupe by Park Ward.
1928 ROLLS-ROYCE 20 with mid thirties Coachcraft three-position Drophead Coupe body, fitted 20/25 engine.
1938 BENTLEY 4¼-Litre "Jack Barclay" Pillarless razor edged sports saloon by Park Ward.
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1928 HISPANO SUIZA H6B four-seater Tourer by Carlton.
1928 LANCIA Lambda 8th Series four-seater Torpedo Tourer.
1929 LAGONDA 2-Litre Speed Model high chassis Tourer.
1925 ROLLS-ROYCE 20 Doctor's Coupe by Park Ward.
1939 BENTLEY 4¼-Litre MR Series Sports Saloon by Park Ward.
1937 ASTON MARTIN 2-Litre long chassis four-seater Tourer, fitted 1948 DB1 engine.
1953 BENTLEY "R" Type Standard Steel Saloon.
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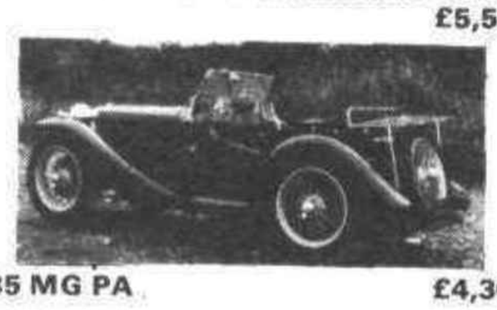
1937 Alvis 4.3 Charlesworth Saloon **£5,500**



Jaguar D-Type Replica



1951 Bentley Mk.6 **£3,100**



1935 MG PA **£4,300**



1967 Aston Martin DB6 from **£3,350**



1955 AC Ace **£4,200**



1936 AC 16/18 Tourer **£5,650**



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1928 Morgan 2 speed Trike	**£3,550**
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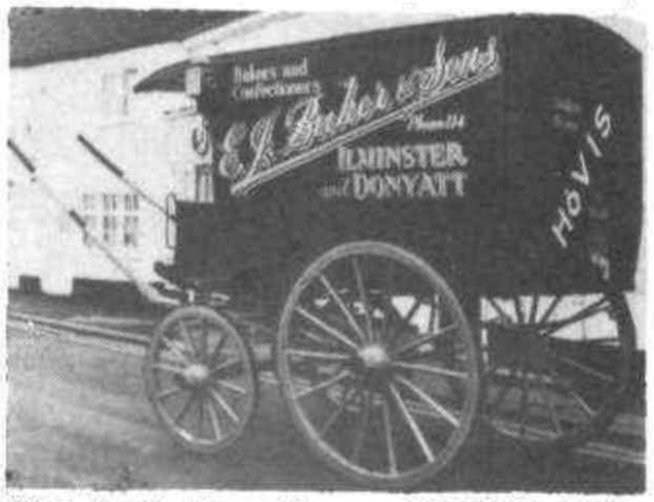


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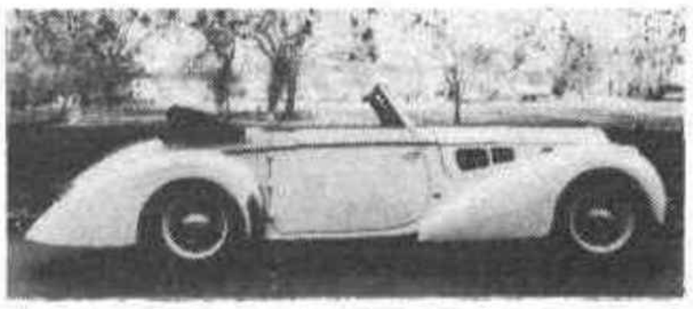
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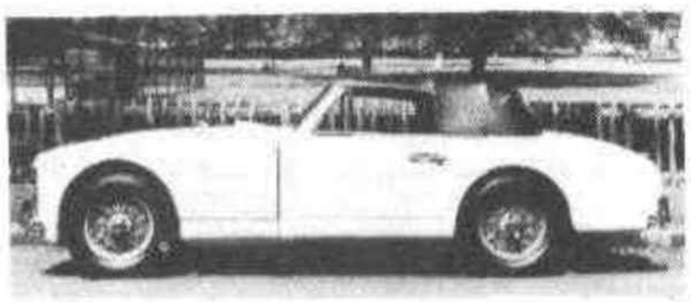
1938 DELAHAYE 3½ LITRE



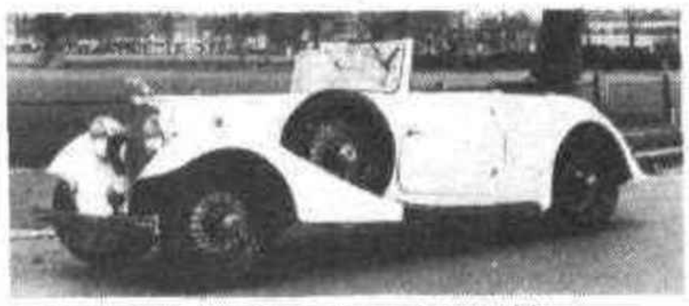
1931 ROVER METEOR SPEED 20



1966 ASTON MARTIN DB6



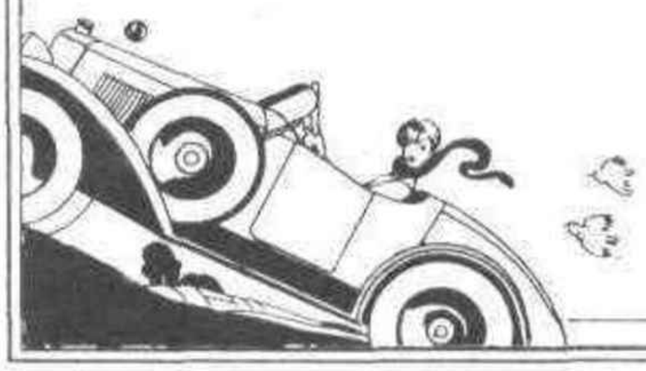
1954 ASTON MARTIN DB2/4



1938 AC ACE 2 seater with dickie



1934 ALVIS SPEED 20



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BENTLEY R-TYPE 4-door standard sports saloon, first registered 1953. Finished in black with beige leather upholstery. Manual gearbox. Owned by RREC Member for the last 13 years. Beautifully maintained and quite excellent. Recorded service history.

ROLLS-ROYCE PHANTOM V 7-passenger enclosed limousine by Park Ward. First registered 1960. Finished in midnight blue with blue leather upholstery to the front seats and grey West of England cloth to the rear compartment. Wide face-forward occasional seats. A most elegant limousine in excellent condition.



ASTON MARTIN DB Mk.III fixed-head coupe by Tickford. One of only five made. First registered 1959. Finished in peony red with white leather upholstery. An absolutely outstanding example of the marque. Recorded mileage 51,000. Owner's workshop manual and service records.

ROLLS-ROYCE PHANTOM II, fitted with Brewster 7-passenger limousine body with vinyl rear quarters. First registered December 1929. Finished in two-tone grey with blue cloth to the rear and dark blue leather to the front. Special features include large luggage trunk on rear, square carriage lamps mounted to the top screen pillars, and massive searchlight mounted on chrome pillar to the offside running board. Side mounted spare wheel. The whole car is in exceptionally fine condition. A rare opportunity.

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1967 BENTLEY T-SERIES saloon, finished in black pearl with light grey upholstery. 3-speed gearbox, air conditioning. 89,000 miles, usual refinements: electrically operated seats, radio aerial; walnut picnic tables, etc. In exceptionally fine condition.

BENTLEY S3 Continental Mulliner/Park Ward 2-door 5-seater coupe. 6.2-litre V8 engine. Automatic transmission, power steering, electrically operated windows. Registered late 1965. Recorded mileage 69,000. This car has been totally repainted and prepared to the highest possible standards, regardless of cost, and is now possibly one of the finest examples of a Continental.

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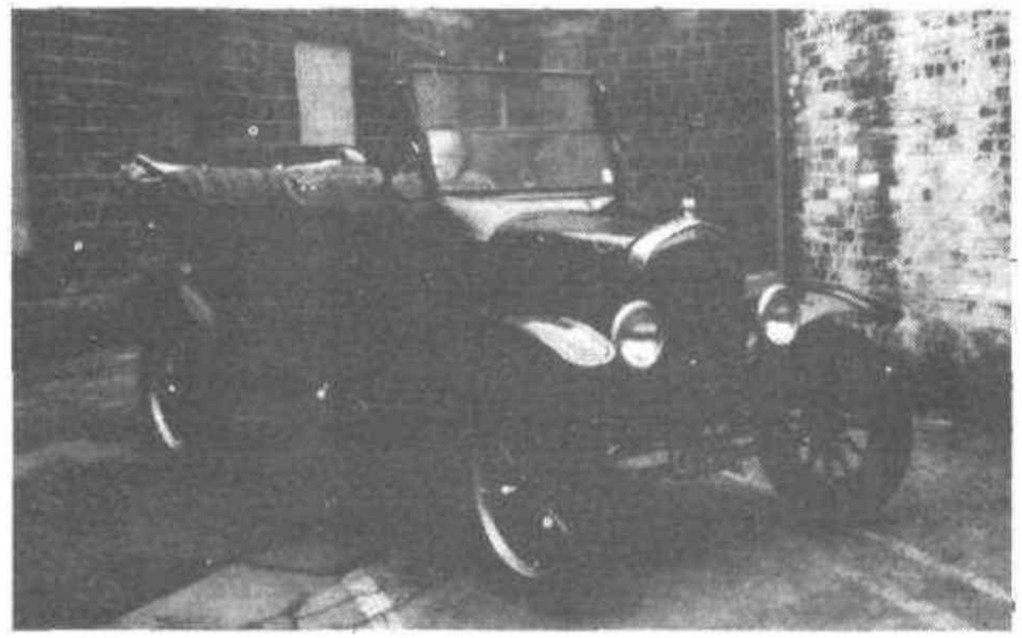


Bentley S2 Continental, 1960

2 door saloon by H. J. Mulliner. Finished in velvet green with grey upholstery, 96,000 miles, air conditioning and Sundym windows fitted from new. A comparatively rare and attractive model.

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1934	**Morgan.** J.A.P. engine	**£3,250**
1934	**Bentley 3½ Litre** saloon by Hooper	**£5,450**
1935	**Lanchester** saloon	**£2,250**
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1954 'R' Type Bentley Automatic. Black, blue interior, one owner, 37,000 miles from new, *Concours* prize-winner, original immaculate condition. *(photo).*

1954 Rolls-Royce Silver Dawn. Auto, two tone grey, red leather interior, 77,000 miles, three owners from new, *concours* condition throughout.

1969 Rolls-Royce Silver Shadow. Velvet green, beige trim, 59,000 miles from new, 10,000 since reconditioned engine and gearbox fitted.

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1956 Rolls-Royce Silver Cloud I. Sand and sable, gen. mileage 66,000.

1953 Bentley 'R'-Type. Shell over tudor grey. 100,000 miles, superb condition.

1953 Bentley 'R'-type. Sand and sable, 100,000 miles, superb condition.

1956 Bentley SI. Two tone blue and grey, red leather interior.

1961 Bentley SII. Sage and smoke green, red interior, 79,000 miles from new.

1974 Land Rover 12-seater Safari. Blue/cream, towing equipment, free-wheel hubs, privately used and in first class condition, 29,000 miles from new.

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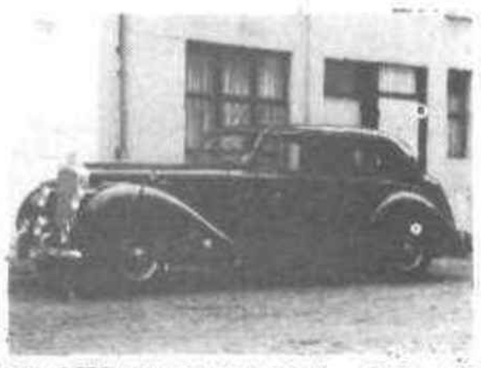
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Manufactured 1963 with dark beige interior and Mistletoe Coachwork. This car is in truly superb condition and can only be described as almost new. She has covered 59,000 miles from new under one meticulous lady owner and documented history to date. The car was undersealed from new. Factory extras include: Hirschman electric aerial, plain Sundym glass, auxiliary petrol tank, safety belts to front and rear, childproof lock to each rear door, 4" longer seat runners, removable headrest to front pass seat, sun visors with perspex inserts, door with lock to driver's cubby hole fitted with extra capping rail lamp, speed hold. **£9,500**



Silver Cloud II, 1962. This car is in immaculate order having just been re-cellulosed to the highest standard, new engine fitted, fully serviced. A real collector's gem at **£8,100.**



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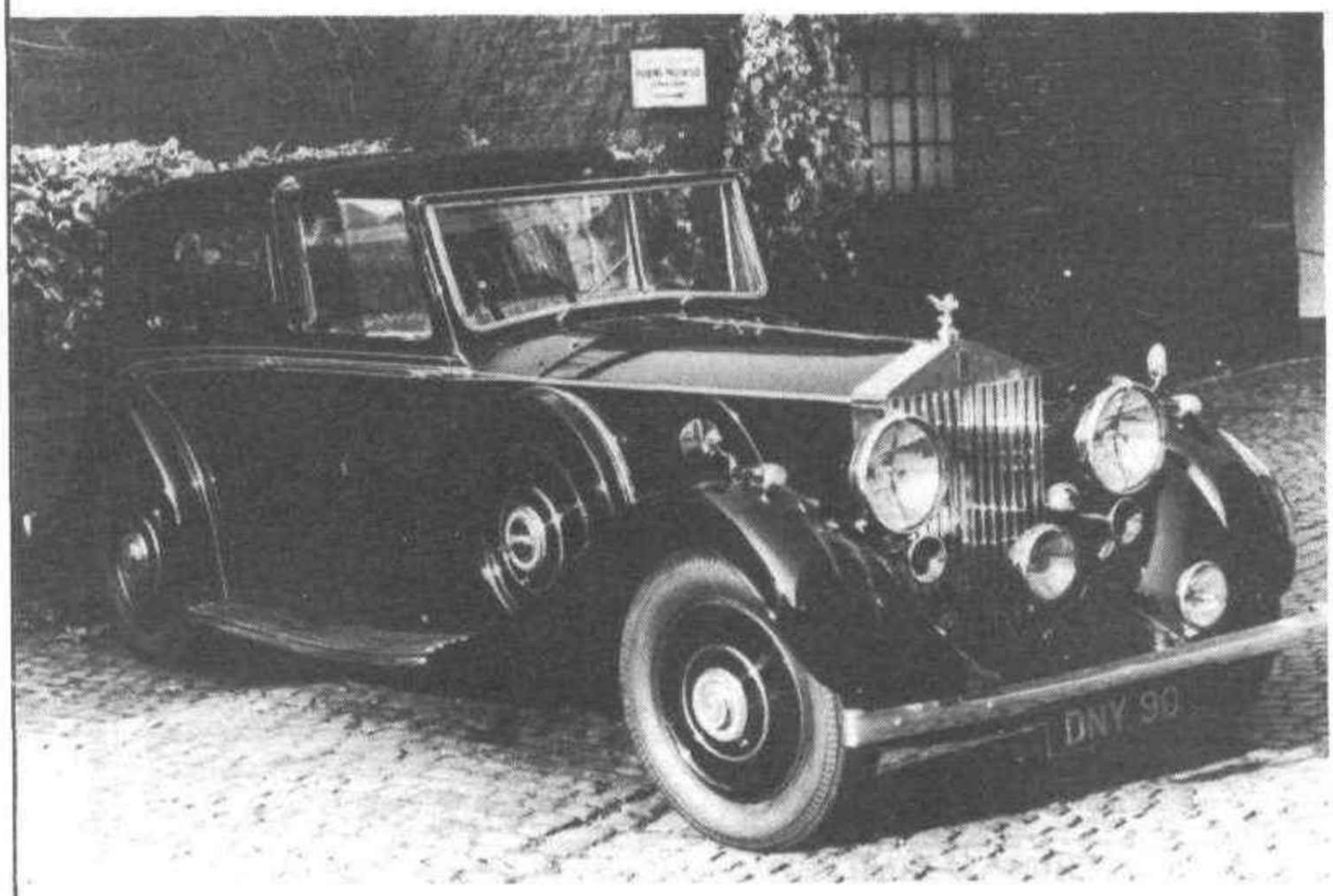
BENTLEY T TYPE, 1967. First class condition details on request. **£6,500.**
BENTLEY R TYPE, 1954, AUTOMATIC, in excellent order. One owner, low mileage, well maintained. **£4,500.**
ALVIS TD, 1961. New hood, carpets and rebuilt engine, needs small amount of interior work and coachpaint. **£1,850.**
ROLLS ROYCE PHANTOM II Limousine 1932 by Barker. Beautiful original condition. Details on request.
BENTLEY SI, 1956. This car has undergone extensive restoration on coachwork and chassis and is in excellent order. **£3,850.**

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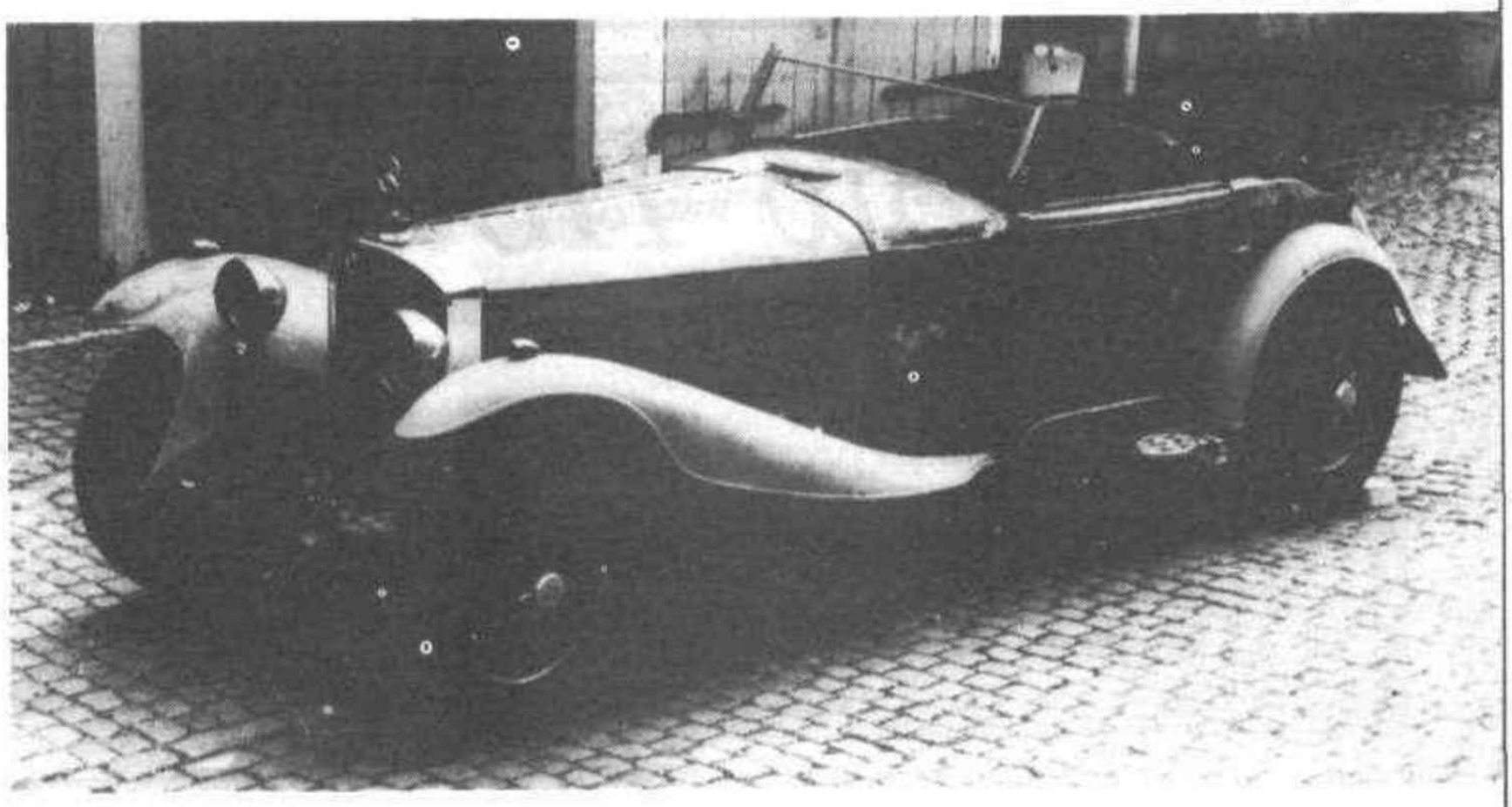


1938 Rolls-Royce 25-30 Sedanca de Ville by H. J. Mulliner

An exceptionally well-preserved example, painted black with original fawn leather in front. The rear is re-trimmed in beige West of England wool cloth.
Superb running order.

1929 Mercedes-Benz SS with slightly modified Factory Cabriolet coachwork

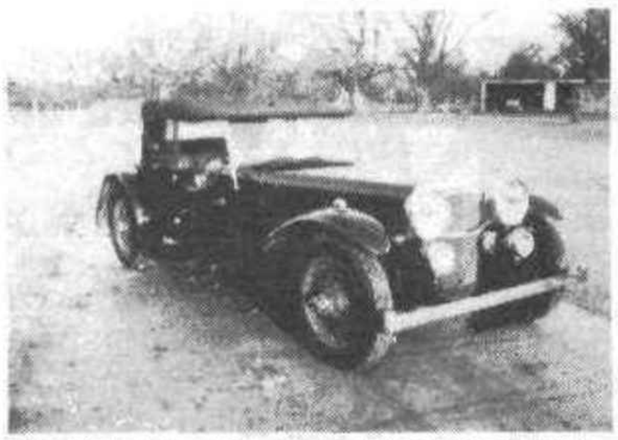
This car requires a total restoration but is potentially one of the finest and rarest of this great model in the world.



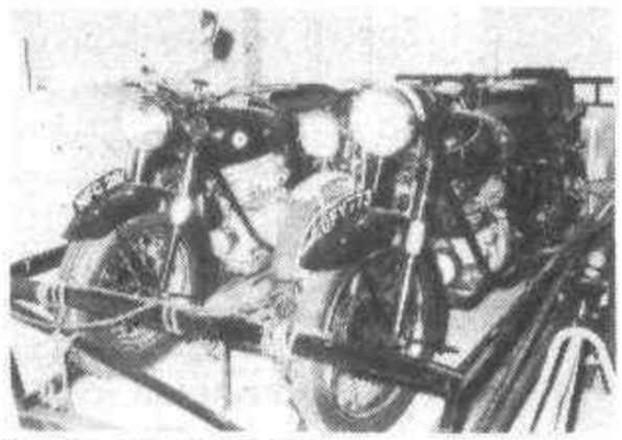
Note: Coys Brochure of Historic Cars is temporarily out of print. We hope to produce an entirely new edition later in the year. In the showroom: sale of mascots, bronzes, toys, memorabilia etc. continues.

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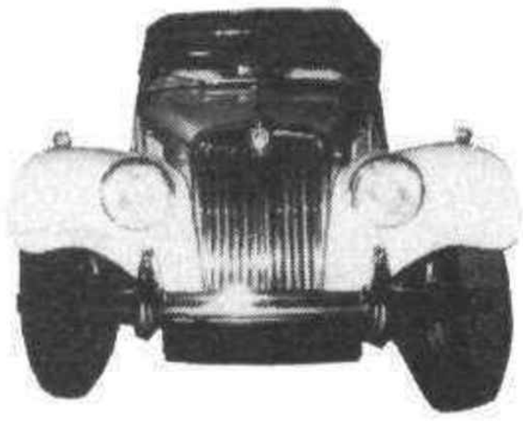
Trojan collection of the month



1934 **Alvis** Speed 20. 4 seater tourer by Van Den Plas. Fitted speed 25 engine–goes like a rocket and is a joy to ride.



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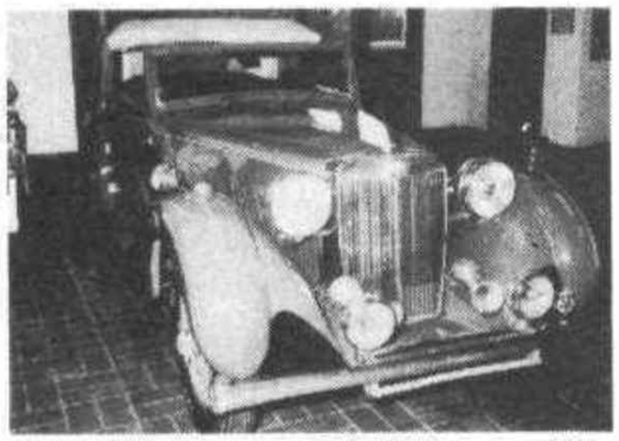


1955 **MG** TF wire wheeled 1500. Mint restored in ivory with red Connolly interior. Brooklands screens etc. Perfect.

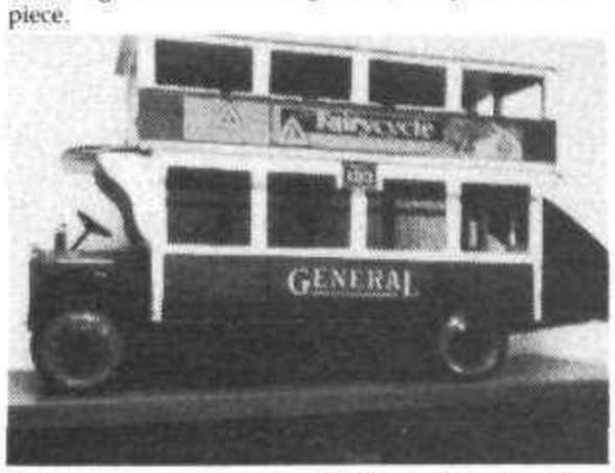
1955 **Sunbeam Talbot** Mk.IIA drophead coupe. Blue with red interior.

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1957 Rolls-Royce Silver Cloud I. Finished in black over shell grey with beige leather, 120,000 kms, excellent bodily and mechanically, **£6,250.**

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1957 Bentley S1 Saloon. Finished in tudor grey over velvet green with blue grey leather, 107,000 miles with service history, **£3,500.**

1960 Bentley S2 Continental by James Young. Finished in black over shell grey with tan leather, **£8,750.**

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This superb car has been the subject of a total ground up restoration for which all bills are available. Two tone paintwork in Mushroom with Cathedral Grey wings. The interior is in new top quality green Connolly hide with matching Wilton carpets. The mechanical restoration of this car has been extensive and thorough, resulting in an enjoyable and practicable pre-war car. To repeat a restoration project in this manner would cost in excess of our asking price. A highly recommmended car. *(Similar to above).*

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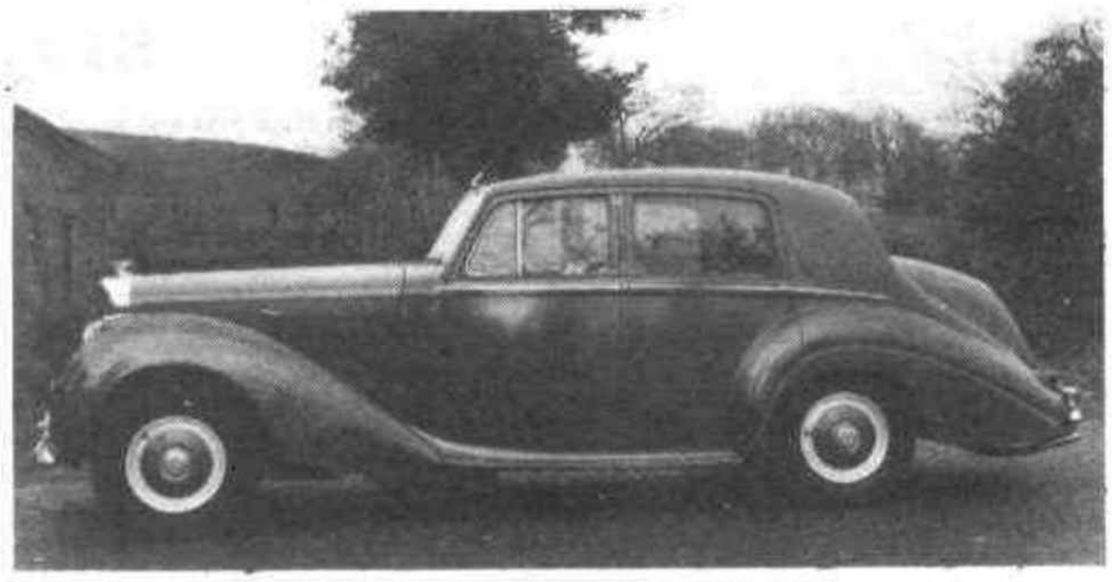
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1973 Silver Shadow 4-door saloon. Regal red with beige hide, beige vinyl top and matching folding sun-roof. A particularly fine car recording 65,000 miles.

1972 Silver Shadow 4-door saloon with LEFT-HAND DRIVE and to 1973 specification, ie electronic hazard warnings as well as compliant suspension. This excellent example is in Seychelles Blue with grey hide interior.

1971 Silver Shadow 4-door saloon. Shell over Tudor grey with grey hide and blue Wilton mats. Now recording 60,000 miles; an excellent specimen with personalised registration number.

1972 Silver Shadow 4-door saloon. Garnet over Alpine grey with light tan hide; a one owner car now recording 62,000 miles and well recommended.

1972 Silver Shadow long-wheelbase saloon with LEFT-HAND DRIVE. Very fine in Porcelain white with black hide. Recording 25,000 kilometres: duty paid in Italy and presently S registered.

1971 Silver Shadow 4-door saloon. Garnet over Alpine grey with grey hide and red Wilton mats piped in grey. A very nice example recording only 59,000.

1971 Silver Shadow long-wheelbase saloon. Shell grey with black Everflex roof and red hide. Recording 66,000 miles, this fine car has no glass divider.

1971 Corniche fixed-head coupe. Recording only 49,000 miles and finished in Regal red with beige hide, this is most attractive, being equipped with a full length folding sun-roof and single figure registration.

1970 Silver Shadow 4-door saloon. Astrakhan with pale tan hide, recording 70,000 miles and subject of a recent £1,000 overhaul by main Scottish agents: Equipped with factory air-conditioning.

1970 Silver Shadow 4-door saloon. Duo metallic blue with pearl grey hide and now recording only 50,000 miles; a beautiful car.

1971 Corniche drop-head coupe. Sand with tan hide and pale beige folding top. Recording 52,000 miles and with non-dating, transferable registration number.

1968 Silver Shadow drop-head coupe. Willow Gold with suede green hide and matching Wilton rugs equipped with 3-speed transmission and registered 1 BDD: A beautiful one-owner car recording 82,000 miles.

1967 Silver Shadow 2-door fixed-head coupe. A car which is exportable to the U.S.A. and which has been the subject of an extensive chassis overhaul; finished in Nugget Gold and equipped with Sundym glass and refrigeration.

1967 Silver Shadow 2-door fixed head coupe. Dark Royal Blue over Shell grey with blue-grey hide and powered sliding roof panel. Another car which has had a recent extensive overhaul and which is exportable to the U.S.A.

1967 Silver Shadow 4-door saloon. Garnet with black vinyl roof and beige hide interior. Now recording 44,000 miles, this very nice early car has recently been fitted with new automatic transmission.

1965 Silver Cloud III power operated convertible by Mulliner-Park Ward. Velvet Green with Magnolia hide, folding top and cover. A beautiful two-owner, limited production car recording 64,000 miles: As shown on page 187 of "The Elegance Continues".

1963 Silver Cloud III 4-door saloon. Brewster Green with tan hide, tinted windows and whitewall tyres; as shown on pages 20-21 of "The Elegance Continues".

1960 Silver Cloud II 4-door saloon. Black over shell grey with mid-green hide and equipped with stereo 8-track and cassette players, powered windows and licensed telephone.

1958 Silver Wraith with H. J. Mulliner "Lightweight" divided touring saloon coachwork. Equipped with 4.8 litre engine, powered steering, automatic transmission, electric divider, folding tables and other detailed fittings. Finished in Royal Burgundy with tan hide interior and the finest Walnut veneers, this example is one of the last individualists hand-built cars. As shown on page 146 of "The Elegance Continues".

1957 *Silver Cloud I 4-door saloon.* *Finished in two very light greens – perhaps* Eau-de-Nil and Lavender green; unusual. Recording 85,000 miles. Equipped with powered steering and removable glass divider. This car has minor paint blemishes.

1957 Silver Cloud I 4-door saloon. The subject of an extensive chassis overhaul in our own workshops, this example is finished in Midnight Blue with beige hide and is equipped with powered steering.

1955 Silver Dawn Saloon. One of only 760 produced. Black with grey hide piped in blue. Equipped with automatic transmission, sliding steel roof and radio, this is a superb example and highly recommended.

1936 25/30 HP Sedanca de Ville by Hooper, the Royal coachbuilders. Similar to that shown on page 125 of "Those Elegant Rolls-Royce", this handsome semi-razor-edged car has been the subject of a comprehensive and detailed restoration, being finished in black with a new red interior and fine veneers.

1930 Phantom II Sedanca de Ville, of Continental Touring design by H. J. Mulliner. Completely restored and finished in Olive Green and black with black fabric covered top, green hide to the front and fawn Bedford cord to the rear compartments. Equipped with twin side-mounted spare wheels and a large rear trunk with three fitted suitcases. This Phantom II has a good service history, some of it with the makers. It is illustrated in colour in our 1971 catalogue, a few uncorrected proof copies of which are still available to collectors for £4.50 inclusive of postage: 33 pages of informative text and 47 photographs.

BENTLEY:

1969 (Dec) T-Type 4-door saloon. Caribbean Blue with black hide and air-conditioning. Details too late for inclusion.

1965 S3, custom-built 4-door sporting saloon by James Young on the rare long-wheelbase chassis. As shown on page 273, "Fifty Years of the Marque" by J. Green, our example is in Royal Blue with grey blue hide and is equipped with powered glass divider, cocktail and decanter set and other luxury fittings.

1963 Continental S3 2-door fixed-head coupe by Mulliner-Park Ward. Sand with Morocco red hide interior and matching Wilton rugs. Equipped with Sundym glass and factory fitted air-conditioning; maintained by official Rolls-Royce agents and an unusually fine example of this now rarely-offered model.

1963 S3 Continental "Flying Spur" by H. J. Mulliner. Black with beige hide and one of the strictly limited edition, having the shortened rear windows and no wrap-round to the rear light, enhancements of an already outstanding design. As shown on page 273, "Fifty Years of the Marque".

1958 S1 Continental all-alloy 4-door saloon by James Young. Velvet Green with beige hide, this very handsome Continental has been well known to our service department for many years. It is as shown on page 273 of "Fifty Years of the Marque".

1958 S1 4-door saloon. Sand over sable with beige hide and equipped with powered steering. A very good example with a history.

1956 S1 4-door saloon. Shell over Tudor grey with red hide interior incorporating individual front seats with adjustable back rests. An excellent Bentley with a good recorded service history.

1953/4 R-Type Continental Fastback coupe. Silver with light tan hide. One of only 207 R-Type Continentals, this example is in beautiful condition, a "B" series with manual gear shift and metal sunroof. As shown on page 265 of "Fifty Years of the Marque".

1953 R-Type 4-door saloon. Midnight over Astral Blue with grey-blue hide, the whole in superb condition. Equipped with manual transmission, sliding steel roof and propane gas propulsion unit which may be used instead of gasoline at the turn of a single control. Highly recommended.

1952 Mark VI 4-door saloon. Deep metallic bronze with unusually fine pale beige cloth interior and equipped with the 4½-litre engine, manual transmission and sliding steel roof.

1951 Mark VI 4-door saloon, Tudor grey with beige hide. A remarkably good example with service records showing considerable expenditure; equipped with the 4½-litre engine, manual transmission and sliding steel roof.

1950 Mark VI 4½-litre 4-door saloon. A remarkably fresh and well cared for car in duo-grey with blue-grey hide; equipped with manual transmission and sliding steel roof.

1948 Mark VI 4-door custom-built saloon with R100 headlamps by Hooper, the Royal coachbuilders. As shown on page 257 of "Fifty Years of the Marque" by J. Green. A mere handful of Bentleys were built with this very handsome semi-razor-edged line. Immaculate in midnight blue over silver mink with smoke blue hide: Perspex roof panel to the front.

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1968 Fiat, Samantha vignale, an unusual car.



1956 XK 140, LHD, grey interior.



'E' type, V12 2+2, black interior.

1958 Bentley S1 H1 Compression, Black/burgundy grey int.
1957 Rolls SC1 SCIII Wings P.A.S. Sand/garnet red int.
1959 Bentley S1 P.A.S. Blue grey int.
1961 Bentley S11, two-tone blue.
1922 Dodge 4 door sedan (4 cylinder), black
1965 Jaguar 3.4S, manual, met. blue.
1967 Mustang, manual, powerhood.
1971 Pontiac Catalina 2 door auto P.A.S.
1960 Rover 80 saloon, manual, blue-grey.
1968 Jaguar E-type coupe, sunroof, black.
1968 Jaguar 420, manual, green.
1946 Hudson Commodore saloon.
1955 Sunbeam Talbot, sunroof, grey.
1954 Lagonda 3-Litre, 2 door, auto.
1971 Pontiac Parisienne pillarless.
1953 Armstrong-Siddeley, two-tone green.
1922 ABC 2 stroke roadster, aluminium.
1957 Jaguar Mk. I 2.4 saloon, grey.
1950 MG TD roadster, red, beige interior.
1961 Jaguar 2.4 Mk. II, manual, green.
1962 Jaguar 2.4 Mk. II, manual red.
1961 Nash Metropolitan
1936 Delage D6 2 door coupe
1968 Jaguar 240 Mk II manual, beige
1968 Jaguar 340 Mk II, manual, white.
1971 Pontiac Firebird coupe, black.
1969 Jaguar 420G, auto, blue.
1964 Alvis 3-litre 2 door saloon TD21.
1961 Daimler V8 250, gold.
1960 Rover 100, saloon overdrive, black.
1912/4 Daimler 3 door, tourer, grey.
1966 Mercedes 280 SE coupe, auto blue.
1938 Buick Limousine St. Eight, black
1967 Daimler 420 saloon, light green.
1972 Alfa Romeo Veloce 2000 drophead.
1968 Jensen Interceptor, black.
1973/4 Pontiac Gran Prix.
1969 Daimler V8 250, blue.
1967 Jaguar 420 saloon, sun roof
1953 MG TF red, restored
1958 Austin-Healey Mk I sprite
1962 Jaguar Mk II 3.8 saloon, Coombes Conv. Silver
1905 Renault Rolling chassis.
1921 Morris Commercial rolling chassis.



XK 150, coupe, red interior, mint.



1955 Rover 7S, LHD, one owner, low mileage.



1967 Bristol, 409 model, black leather interior.



TR6, Roadster, wide rims, new hood, choice of ten.



1962 Thunderbird, disappearing hood, power boot, new tyres mint condition.



1971 Mercedes, one owner, low mileage, superb car.



1968 Jaguar 420, tan interior, auto.



1968 Lincoln, one owner, very low mileage.

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