

MOTOR SPORT

Founded in the year nineteen twenty-four



THE PINT-SIZED 3 WAVEBAND RADIO THAT THINKS IT'S A QUARTZ ALARM CLOCK. ONLY £25.95. (+p&p)



This elegant Auritone 3-waveband clock radio is exclusive to Scotcade, enabling us to offer it to you at the low price of only £25.95 (+£1.55 p&p).

Despite being virtually half the size of a conventional clock radio it, remarkably, does everything they'll do and, in some cases, rather more.

There's a quartz clock with a powerful 3-waveband radio (often you only get 2-wavebands) and not one, but two alarms: radio or electronic bleep.

Measuring just 6 3/8" x 3 1/4" x 1 3/8" and weighing a mere 15 1/2 ounces, this miniature piece of 20th-century technology is equally at home at your bedside, in the garden, in a hotel, or wherever you may be visiting abroad.

ACCURATE TO WITHIN 60 SECONDS A YEAR.

The quartz clock keeps time to within an astounding 60 seconds a year. (Which means it gives you a 99.999% degree of accuracy.)

And it has an easy-to-read Liquid Crystal Display which you can illuminate at night.

A CHOICE OF TWO ALARMS.

Just set the alarm at the chosen time and then decide how you want to be woken up.

First there's the radio alarm, select your favourite station and you can gently rise to the sounds of Paganini's strings, have the Pink Floyd raise the roof, or if you prefer, hear how bad the weather's going to be again.

Clock	Solid State Quartz, 99.999% accuracy. Liquid Crystal Display with push-button light for night viewing.
Alarm	Rapid electronic bleeps.
Radio	Solid State, 3-waveband, traversing tuning dial. AM (Medium Wave) 520-1600KHz. FM (VHF) 88-108 MHz. LW (Long Wave) 155-280KHz.
Casing	Black, impact resistant moulding.
Dimensions	6 3/8" x 3 1/4" x 1 3/8"
Weight	15 1/2 ounces.
Power	4 penlight batteries, 1 mercury battery.



At this moment you simply switch off the alarm and turn on the radio.

A 3-WAVEBAND RADIO.

In accordance with the BBC's recommendations, you have Medium Wave, Long Wave and FM to choose from. So there are a lot more radio stations you can listen to.

For such a compact piece of electronic equipment you'll be surprised how clear and powerful the radio sounds.

Three wavebands are even more important when you're travelling abroad, as there's a high percentage of foreign radio stations broadcasting on only 1 waveband.

FULLY EQUIPPED.

To make viewing easier the clock radio can be elevated at the front which means you needn't fall out of bed trying to see what time it is.

If the radio isn't quite your cup of tea first thing in the morning there's another alarm that emits a succession of electronic bleeps.

And, should you want a little more time before leaping into action, you can just press the 'snooze' button and the alarm will mercifully stop.

It'll then give you another 3 minutes' peace before it starts again.

In fact, you can repeat this function as many times as you like until you feel ready to greet the world.

Another useful feature is the tailor-made pouch for when you take your clock radio travelling.

The power comes from five very easily obtainable batteries, which are supplied. Four small penlight batteries for the radio, giving about 100 listening hours, and a tiny mercury battery for the clock, lasting about a year.

To buy your clock radio just fill in the coupon and post it off today. It'll arrive within 21-28 days complete with the full manufacturer's guarantee.

CREDIT CARD HOLDERS MAY TELEPHONE 07462 5744 AND PLACE ORDERS IMMEDIATELY WITHOUT COMPLETING THE COUPON.

If you're not completely satisfied with it, return it to us within 30 days and we'll refund your money in full.

Scotcade Ltd.

33-34 High Street, Bridgnorth, Shropshire WV16 4HG.

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Please send me _____ Portable Clock Radio(s) (AT-) at £27.50 each (inc. £1.55 p&p). Batteries included.

I enclose my cheque/postal order for £ _____ or debit my Diners Club/Access/American Express/Barclaycard/Trustcard.

No _____

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NAME _____

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Block letters please

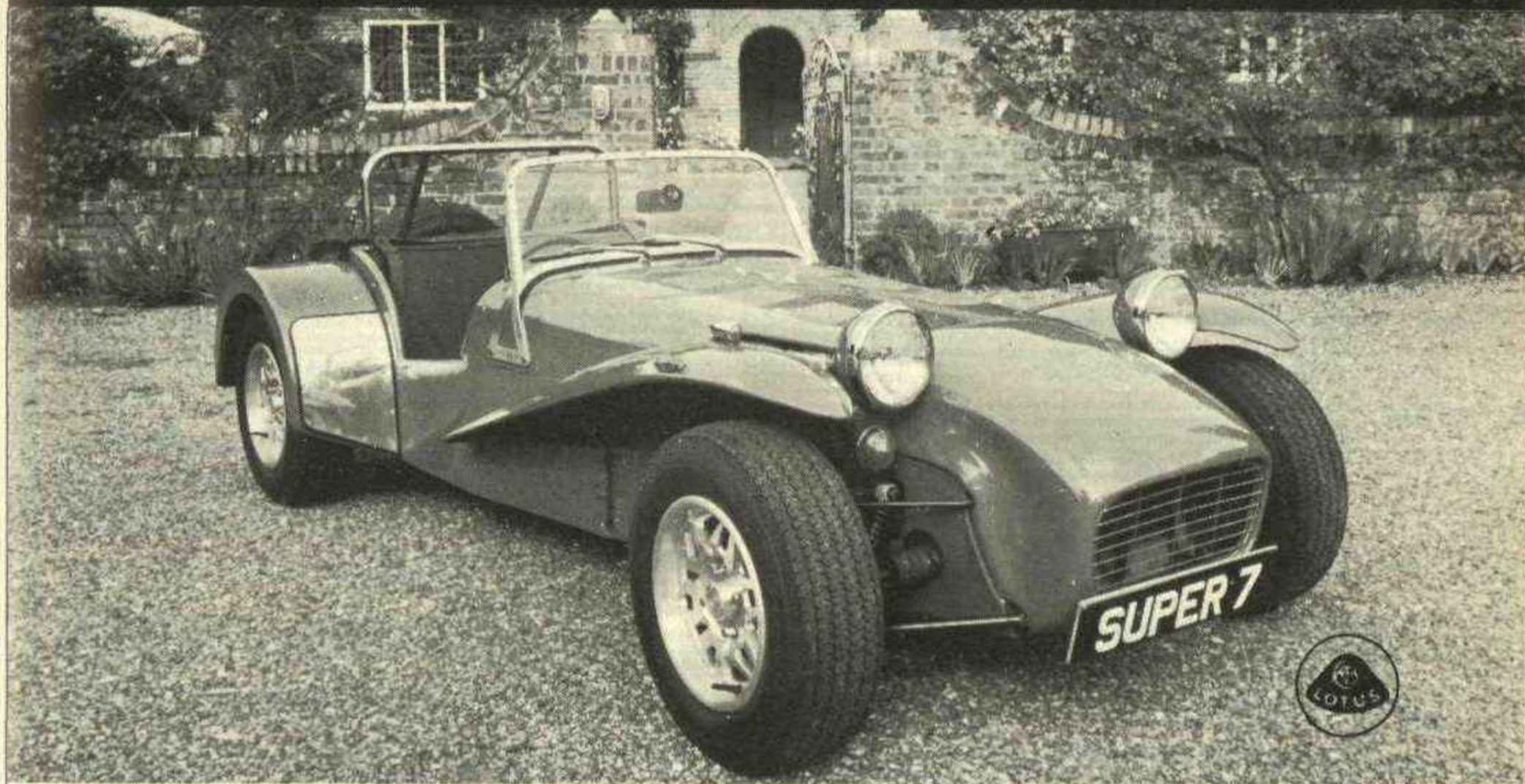
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Caterham Car Sales

DISTRIBUTORS SUPER SEVEN AND TVR



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We are interested in buying all series of Lotus Sevens, and good example Lotus Elan Sprints and Europa specials and TVRs. Please phone us with details and price required. Viewing and collection can be arranged and trade enquiries are welcome.

USED CARS

- 1977 TVR 2500M, white, red band, radio, tints £4,000
- 1977 TVR Taimar. White with all extras inc. overdrive £5,400
- 1977 Lotus Elite 501. R reg., yellow, one owner, Alpinair air conditioning £7,995

SUPER SEVEN

22 years young and still one of the fastest cars in the world. *New Sevens* are available only in component form in the UK because of prohibitive red tape and fully built, right or left hand drive for export. The big valve twin cam accelerates from 0-60 in 6 seconds and has a top speed of 108 mph with handling and brakes to match. Prices start at £4,500 for the 1600 GT engine model and £5,300 for the twin cam (both including taxes). It is also available less engine and gearbox from £2,800 plus taxes. Delivery is approximately 9 months for a twin cam, 3 months for a 1600 GT and 6 weeks without engine and gearbox from date of ordering and hire purchase and leasing facilities are available. Please send 30p for a brochure and road test report. Demonstrations can be given by appointment.

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At the time of going to Press our large selection included the following with prices starting at £1,650.

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- 1962 SII, with new chassis with twin cam engine.
- 1964 SII, 1500 Cosworth engine, immaculate condition.
- 1969 SIII, 1600 GT for restoration.
- 1969 SIII, 1600 GT, very good condition.
- 1970 SIV, 1600 GT, fair condition.
- 1978 SIV, BVTC, 3,000 miles.
- 1978 III, BVTC, a Caterham car.

We also have the following used Sevens with left hand drive.

- 1971 SIV, 1600 GT, black, alloy wheels.
- 1975 SIII, a Caterham car with 1300 GT engine.

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We stock a large range of Lotus Seven, Lotus Cortina and Lotus 1558 cc twin cam engine parts, please ring us with your requirements.

"Too Fast to Race" T shirts at £2.30 inc. P & P and VAT. Please state size.

1:43 white metal model kits SIII Seven at £5.98 inc. P & P and VAT.

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A Christmas Gift!

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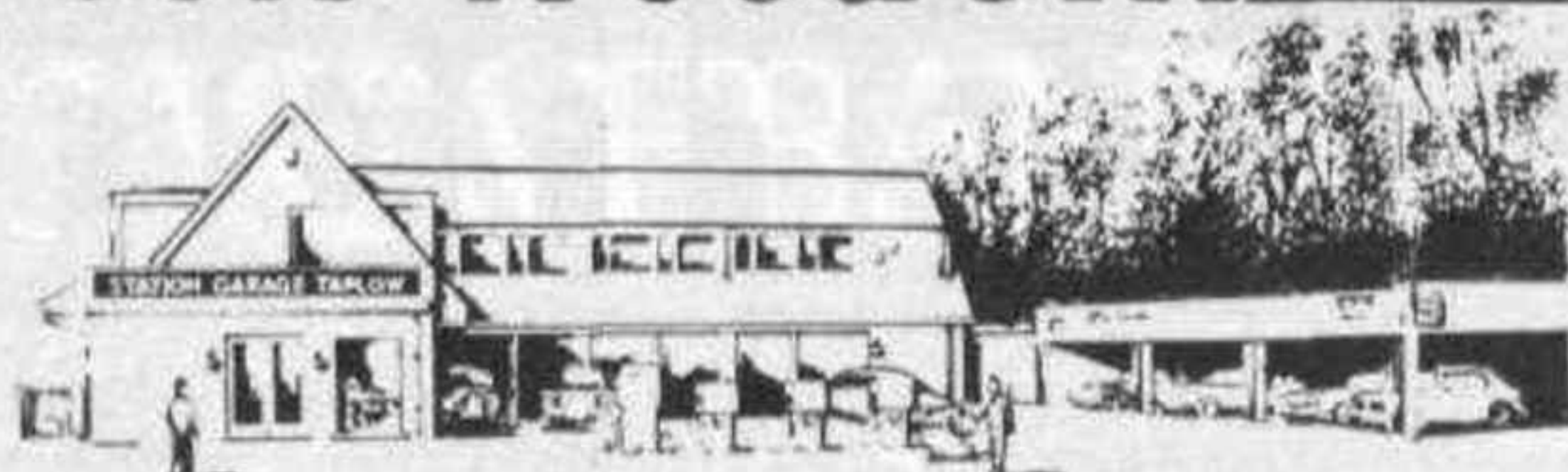
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SGT we sell freedom



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 ALFETTA 2000L Saloon, Red, ivory, white, metallic blue, metallic silver From £5,748
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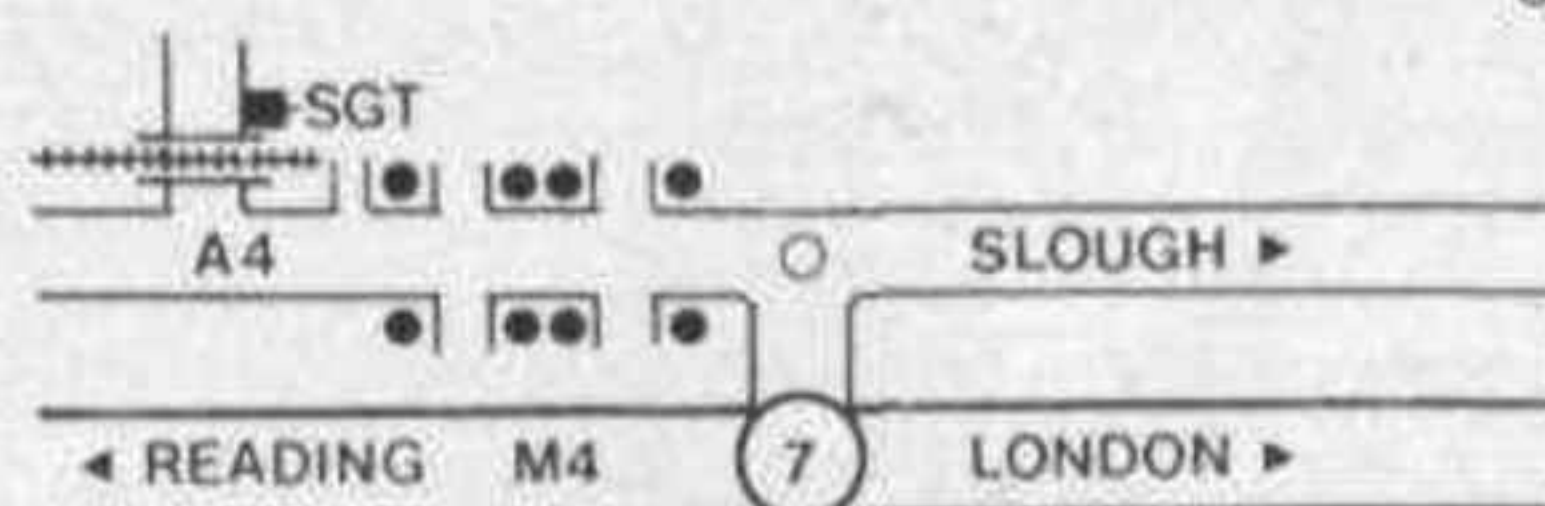
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 1978 ALFETTA 2000L Saloon, White, grey cloth interior, alloy wheels, radio £4,795
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 1977 2000 SPIDER, White, black interior, radio/stereo £5,395
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NEW GTE's are available for early delivery
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USED
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Morgan

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OTHER USED CARS
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Service — Our workshops are staffed by factory trained technicians and provide the latest equipment. Please contact Grant Healey in Reception.

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 1974 MERCEDES 450 SL. Auto, silver, PAS, Sundym, r/tape, h/soft tops. **£10,499**
 1974 MERCEDES 350. Met. red, PAS, elec. winds., radio/tape, etc. **£7,199**
 1977 MERCEDES 280E. Auto., yellow, PAS, elec. winds., radio/tape, etc. **£9,699**

1979 MG-B GT. Black, o/drive, tints, etc. **£4,399**
 1978 MG-B GT. Yellow, grey trim, o/drive, etc. **£3,699**
 1976 MG-B GT. White, black trim, o/drive, radio, HRW. **£2,899**
 1978 RELIANT Scimitar GTE. O/drive, red, PAS, elec. winds., radio/tape, alloy wheels. **£5,999**
 1977 RELIANT Scimitar GTE. O/drive in Celtic brown, radio, HRW. **£4,999**
 1977 RELIANT Scimitar GTE. Auto, white, PAS, s/roof, stereo radio/tape, tints, elec. winds. **£5,499**
 1974 RELIANT Scimitar GTE. O/drive in white, alloy wheels, radio, HRW. **£2,999**
 1973 RELIANT Scimitar GTE. Auto, beige tan trim, alloy wheels, radio. **£2,499**
 1978 (Reg.) TRIUMPH TR7. Green, black interior. **£2,299**
 1977 TRIUMPH TR7. Bronze, black trim, alloy wheels, radio. **£2,499**

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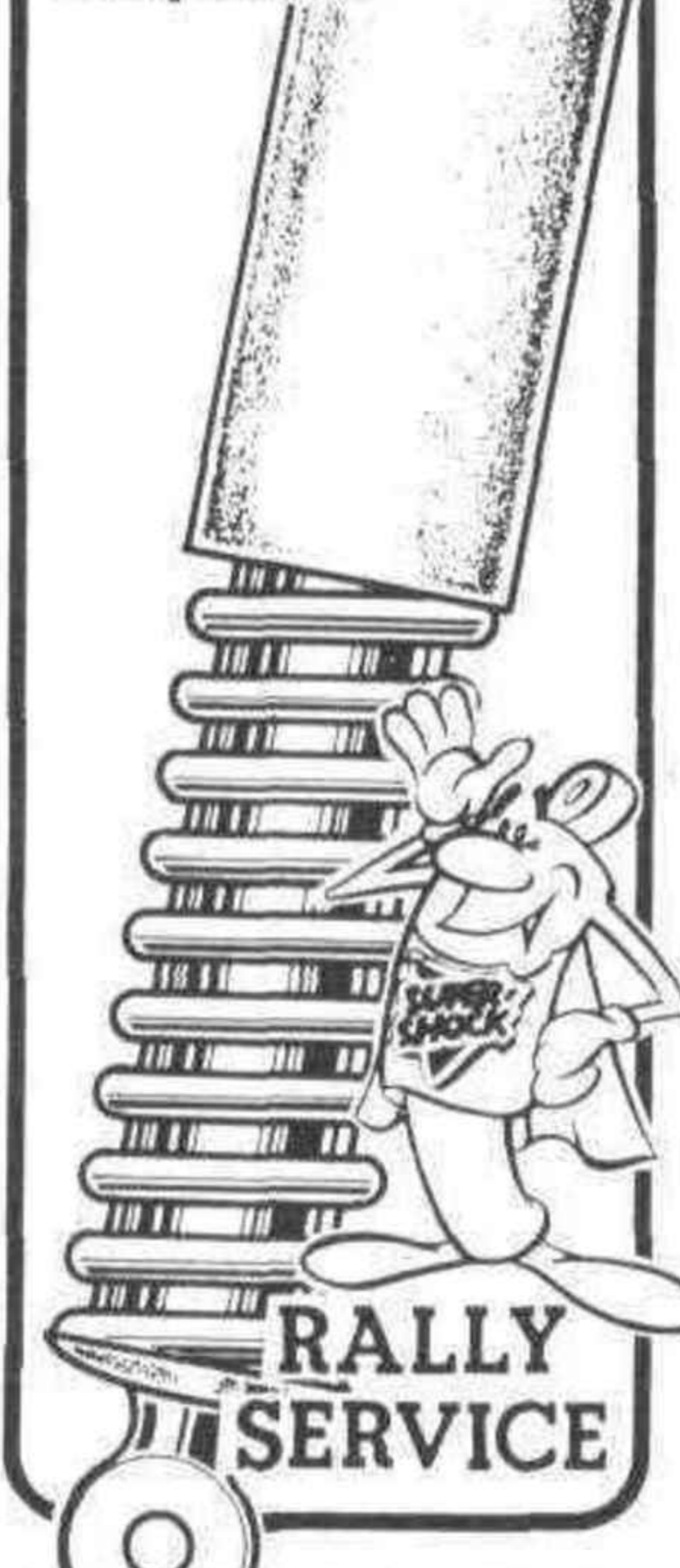
APPLICATION	KONI		SPAX		MONROE	
	Front	Rear	Front	Rear	Front	Rear
Alfa 1.6, 1.8, & G.T	23.40	21.55	14.10	13.42	11.40	11.40
Alfa-Sud L & T	48.79	27.65	N/A	15.40	16.60	9.85
Guilia (All)	20.55	20.55	12.74	12.74	9.85	9.85
B.M.W. 1503, 1600, 1800, 2002, 316, 318, 320	38.60	22.60	N/A	13.42	16.60	9.85
2500, 2.8, 3.0S & S1, 3.3	38.60	27.65	N/A	26.40	16.60	N/A
MG TD, TF	55.20	55.20	N/A	N/A	N/A	N/A
MGA, MGB, Midget	Levers	55.20	N/A	44.31	N/A	37.99
	(Kit)		(Kit)		(Kit)	
MGC	20.55	20.55	16.78	N/A	N/A	N/A
Gilbern GT, Genie	N/A	N/A	N/A	16.76	N/A	N/A
Invader Mk 1 & 3	N/A	N/A	16.78	24.88	N/A	N/A
Invader Mk 2	N/A	N/A	24.88	24.88	N/A	N/A
Ginetta G15 & G21	N/A	N/A	15.40	16.76	N/A	N/A
Jaguar XJ-6, XJ12, XJS	21.55	26.50	16.78	19.45	16.60	16.60
Mk 7, 8, 9, XK140, XK150	27.05	27.05	16.78	16.78	11.40	11.40
'D' Type 2, 4, 3, 4, 3, 6, 340, 420	27.05	27.05	16.76	N/A	12.85	12.46
'E' Type, E Type 2 - 2	27.05	25.70	16.78	19.45	N/A	N/A
Jenson Interceptor	30.55	30.55	16.78	16.78	N/A	N/A
Healey	26.50	26.50	12.10	12.10	N/A	N/A
Lancia Fulvia (All Models)	20.55	20.55	12.74	12.74	11.40	11.40
Beta Sedan, Beta Coupe Gamma	38.60	38.60	N/A	N/A	18.55	18.55
Lotus 7 Series 2, 3, 4 & Europa	35.50	34.50	18.75	18.75	N/A	N/A
Elan Coupes S4, Sprint	42.15	39.90	18.75	N/A	N/A	N/A
Elite (60-63) & 74 on	35.50	39.90	16.76	N/A	N/A	N/A
Marcos Coupe	N/A	N/A	18.75	18.75	N/A	17.39
Mini	20.55	20.55	12.10	12.10	9.85	9.85
Morgan - 4, 61 on V8	20.55	N/A	12.10	N/A	N/A	N/A
Porsche 356, 49/50	21.50	N/A	12.74	12.74	N/A	N/A
356, 90 & 1600	21.55	21.55	12.74	12.74	11.40	9.85
911 71-78	39.90	33.05	N/A	19.45	N/A	17.25
924 75 on	38.60	23.40	N/A	N/A	N/A	N/A
Reliant Scimitar GT	N/A	N/A	23.50	N/A	N/A	N/A
Scimitar GTE 68 on (State Year)	35.50	35.50	23.50	23.50	N/A	N/A
Triumph Dolomite Sprint	25.05	25.05	17.45	16.76	14.00	12.46
2000, 2500TC & Stag	38.60	22.60	N/A	12.74	16.60	9.85
TR2, 3, 4, 4A, 5 & 6	20.55	Levers	12.10	Levers	11.40	Levers
TR7	38.60	22.60	N/A	12.74	N/A	N/A
TVR/Griffin S200, 400, Vixen	33.35	33.35	16.76	16.76	N/A	N/A
S1, S2, Tuscan 3000M 1800 etc						

Symbols: I - MacPherson Insert

Levers - See Lever Column for Price

Kit - Comprises of 2 Tele. Shocks - fitting kit to convert lever set up to telescopic

Shocks for road and competition



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Escort Std. Height	RS	145lbs●	Yellow		27.95
Escort World Cup		100lbs	Red/Yellow		22.85
Escort Group 2		140lbs	Orange/White		24.10
Escort 11/1300		145lbs	Red/Blue		26.95
Chevette Front Forest			Blue/Green		30.15
Imp RAC Front		250lbs	Pink/Blue		22.60
Imp RAC Rear		550lbs	Pink/Green		27.80
Sprite Rally 10 1/2" Free length			White		22.10
Avenger Forest Front Handed			Yellow/White		26.75
			Red/White		26.75
			Blue/White		26.75
			Pink/Red		25.95
			Pink/White		22.25

25% Upated Standard Ride Height

Escort 11/1300	Red/Green	24.10
Cortina Mk 1	Green/White	31.50
Cortina Mk 2	Green	21.55
Capri 3000	Red/White/Blue	23.95
Chevette Front Tarmac	Pink/Yellow	28.10
Triumph TR2/6 Front	Pink/Orange	21.60
Triumph TR5/6 Rear	Yellow/Red/White	34.25
Triumph Herald Front	Yellow/Green/White	22.25
Magnum Front	Yellow/Blue/White	24.95
Magnum Rear	Yellow/Blue/Pink	23.40
MGB Coupe Front	Blue/Yellow	22.10
MGB GT Front	Orange/Yellow	22.10
Cortina Mk3 13/1600 Front		29.85
Cortina Mk3 13/1600 Rear		35.45

Standard Coil Springs

Reliant Scimitar Front	Pink	26.85
Reliant Scimitar Rear	Green/White/Red	27.80
Lotus Elan (Front) S4/SE	Green/White/Blue	15.50
Lotus Elan Rear		20.50
Lotus Elan T2 Rear		22.00
Cortina 1600E & Lotus		25.95

25% Upated Lowered Springs

Escort 11/1300 1" Lower	White/Green/White	24.10
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Cortina Mk.II 1600E 1968/9	18.50	Marina Estate 1974-Oct.75	17.50
Cortina Mk.II H/Duty 1968/9	17.25	Marina Saloon 1971-74	13.10
Capri 3000 1969-73	17.40	Hunter/Minx H/Duty 1969/70	20.90
Cortina Mk.I H/Duty 1962-66	17.40	MG, TD 1950-52	18.80
Cortina Mk.II 1600E 1967-68	18.55	Morris 1000 1947-71	11.50
Cortina Mk.II Estate 1968-69	22.95	Triumph Spitfire Mk. 1, 2 & 3	24.00
Cortina Mk.II GT H/Duty 1968-69	18.75	Austin A60 1962-69	17.10
Corsair/Cortina GT H/Duty 1964-67	19.00	Austin Healey 3000 Mk.III	18.20
Healey Sprite Mk.III & Midget Mk.IV	21.30	Land Rover Fronts 88" (WB)	25.68
Midget Mk.I H/Duty 1961-64	20.65	Land Rover Rear 88" (WB)	36.68
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44.20 52.50 34.75 Morris Marina (F) Mk. 1 and 2	18.00	28.75
40.45 54.80— MGB, GT, C & V8 (R) — 75	13.85	
40.15 41.80— 105E Anglia (R)	10.85	20.35
31.40 42.35 32.75 Mini Hydrostatic front air		

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Kit	P&P	RRP
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MGB 1962-74	£2.50	21.95
Marina Estate H/Duty 1972-74	£2.50	28.75
Marina Saloon 1971-74	£2.50	13.10
Hunter/Minx H/Duty 1969/70	£2.50	20.90
MG, TD 1950-52	£2.50	18.80
Morris 1000 1947-71	£2.50	11.50
Triumph Spitfire Mk. 1, 2 & 3	£2.50	24.00
Austin A60 1962-69	£2.50	17.10
Austin Healey 3000 Mk.III	£2.50	18.20
Land Rover Fronts 88" (WB)	£2.50	25.68
Land Rover Rear 88" (WB)	£2.50	36.68
+ Carriage £2.50 per pair, +100s of others		

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F & R A40 Morris Minor/Oxford	£2.50	21.95
F & R Austin Healey 100-6	£2.50	28.75
3000 Mk. 1/2/3 Triumph Vespa	£2.50	13.85
TR2/3/4/5/6 Ford 105E	£2.50	10.85
Cortina Estate R	£2.50	19.20
Marina reconditioned F	£2.50	21.95
Marina new F	£2.50	28.75
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 1978 (T) Alfetta 1.6 GTS. 15,000 miles. £3,995
 1978 Alfetta 2000. Silver, sunroof, 17,000 miles, alloys, cloth, tints. £3,995
 1978 Alfetta 2000. White, tints, 20,000 miles. £3,695
 1979 model Sud Sprint. 1.5. Blue, sunroof, 12,000 miles. £3,795
 1978 Sud Super 1.3. Silver, alloys, 8,000 miles. £2,595
 1979 Giulietta 1.6. 8,000 miles. £3,995

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 1979 (V) 728 Auto. Reseda, electric roof windows.
 1979 (V) 633 CSi Auto. Reseda, full spec.
 All other models — delivery date on request.

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 1978 320 Baur Cabriolet. Manual, topaz, 12,000 miles. £9,695
 1979 320 Auto. Fjord, tints, Philips 860, 2,000 miles. £7,495
 1978 728. Auto, reseda, manual, sunroof, 1 owner, 17,000 miles. £8,995
 1978 (T) 528i. Black, air cond., alloys, centre locking, electric windows. £9,695
 1978 633 CSi Auto. Reseda, air conditioning, Blue Spot radio/cassette, 17,000 miles. £13,395
 1977 633 CSi Auto. Reseda, air conditioning, electric roof, Mahle wheels, 20,000 miles. £12,395
 1978 model 730 Auto. Reseda, tints, factory roof, 17,000 miles. £10,495
 1979 528i. Fjord blue, tints, electric roof windows, Blue Spot, 3,000 miles. £11,995
 1978 model 528i manual. Air conditioning, electric roof/windows, tints, alloys, 25,000 miles. £8,395
 1979 model (V) 520/6. Manual with tints, blue, grey velour. £7,395
 1978 320 Auto, with PAS. Fjord blue, 10,000 miles, tints. £6,795
 1977 320 Auto. Black, factory roof, tinted glass, 22,000 miles, one owner. £4,495

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 1965 DB5. 44,000 miles. £8,695
 1967 DB6. Manual, PAS, 28,000 miles. £9,950
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MISCELLANEOUS CARS

1979 (V) Aston Martin Volante. Delivery mileage, auto. List
 1977 Citroën 2400 Pallas. 24,000 miles, tints, radio/cassette, C-matic. £2,895
 1978 (T) Porsche Turbo. 13,000 miles. £25,950
 1977 (S) MGB GT. 13,000 miles. £3,695
 1978 VW Passat. 20,000 miles. £3,395
 1978 model Mercedes 230 Coupe W123 series. Yellow, tints, steel sunroof, 18,000 miles, history. £9,995
 1977 (R) Renault 30TS. Auto, 15,000 miles, sunroof. £2,895
 1979 model Porsche 928. Auto, 10,000 miles. £18,950
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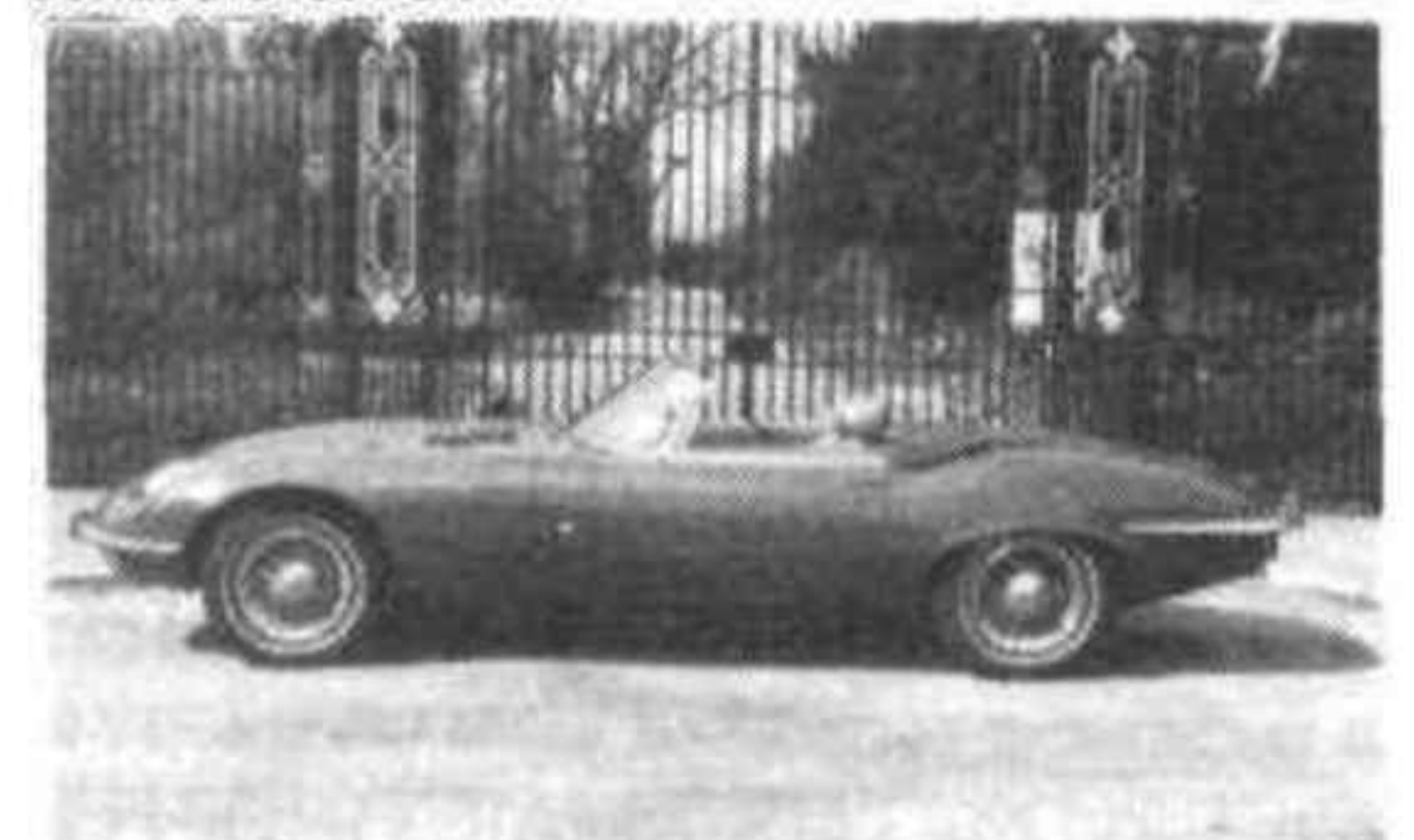
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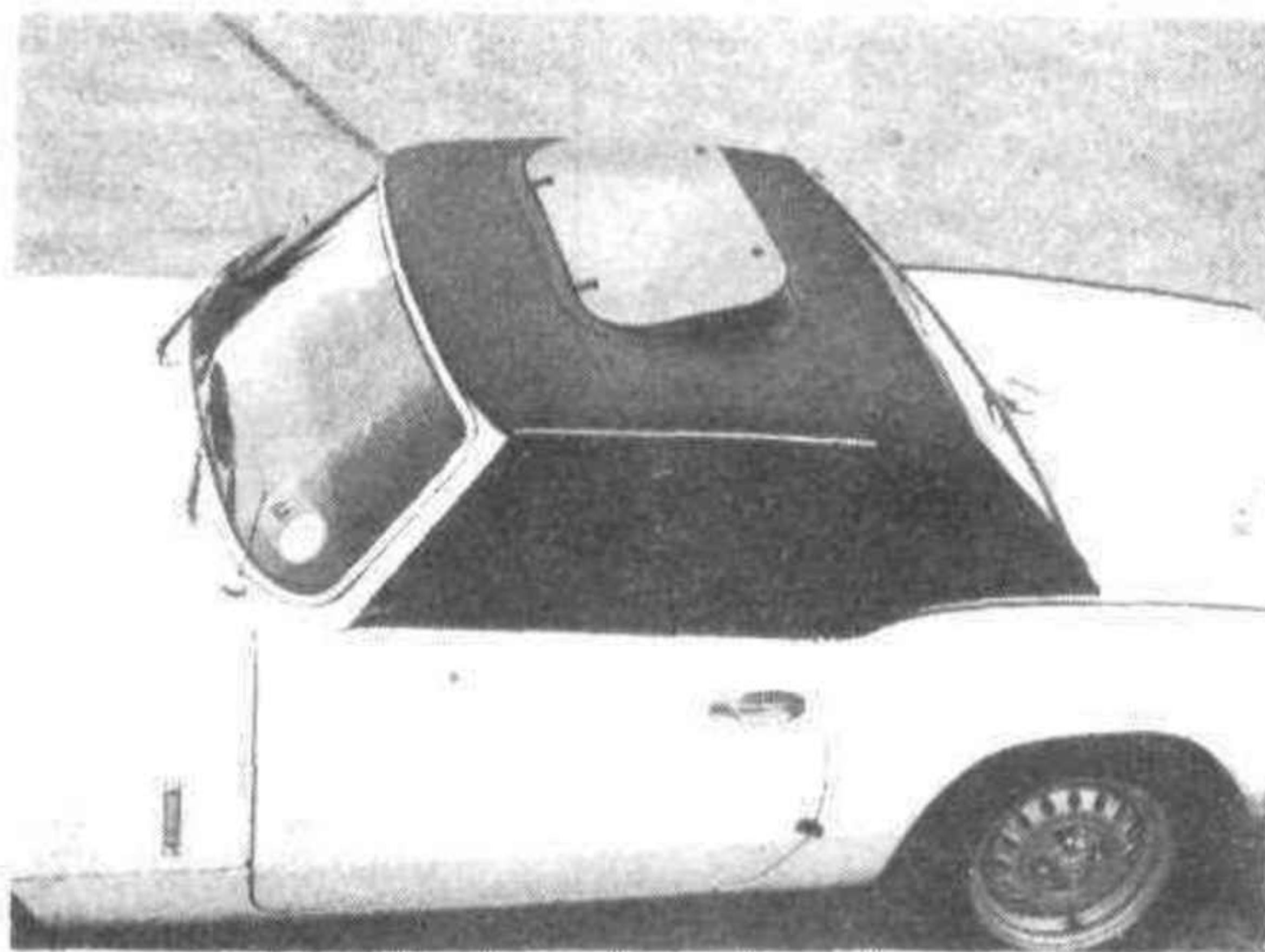
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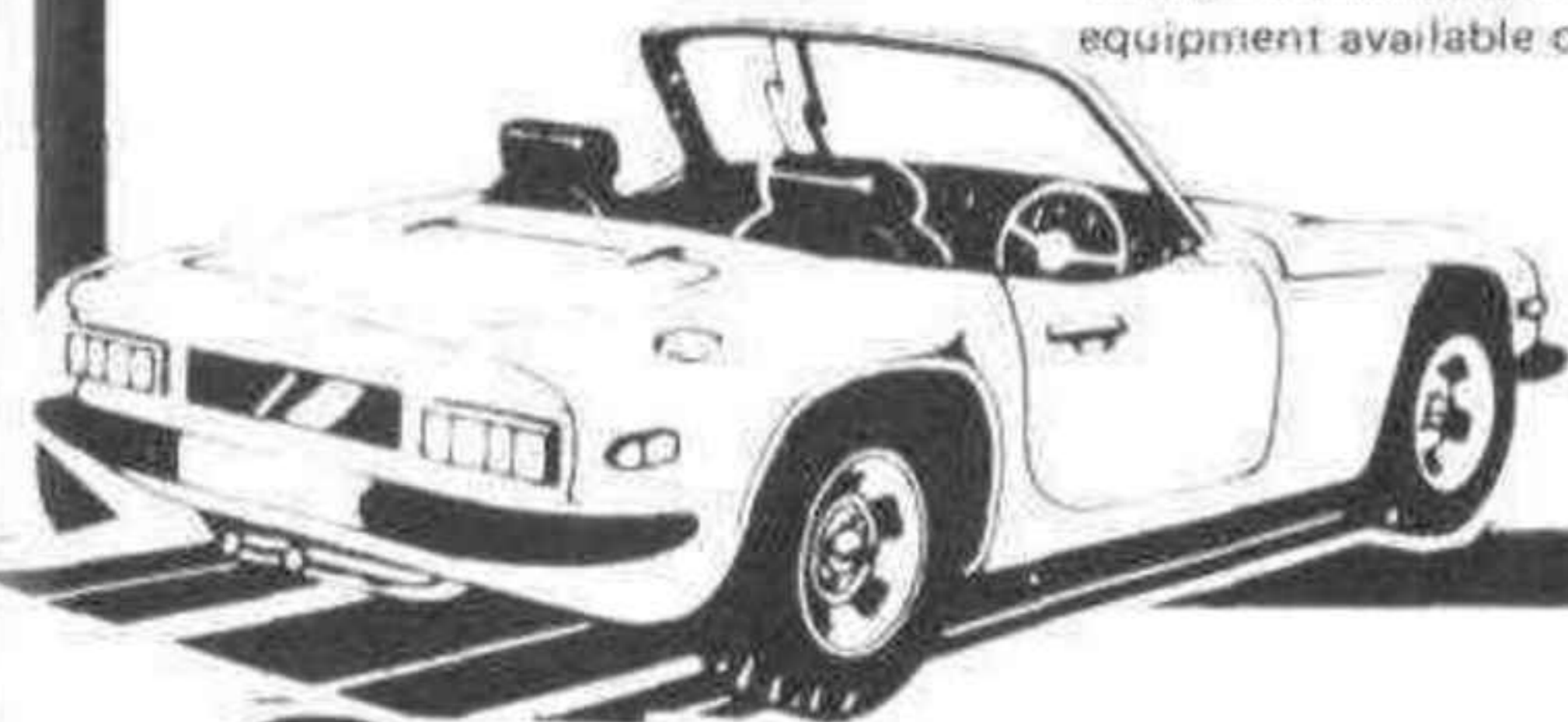
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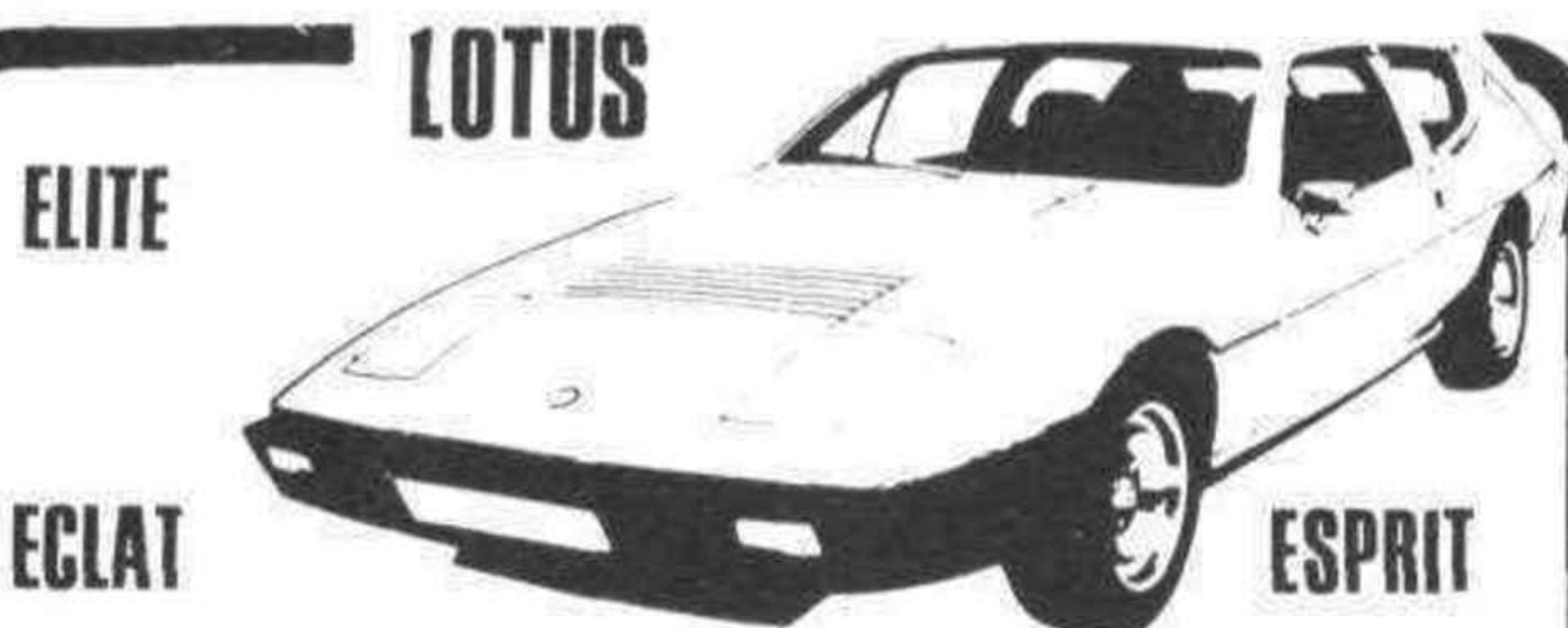


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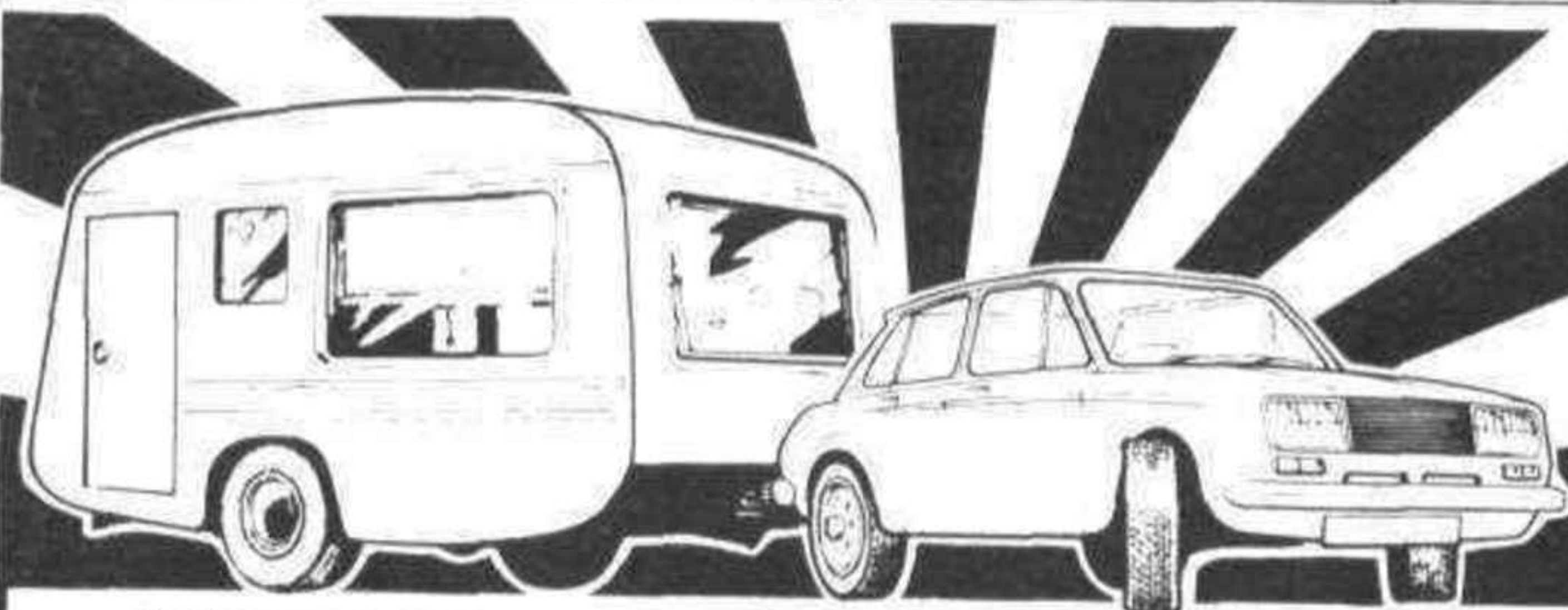
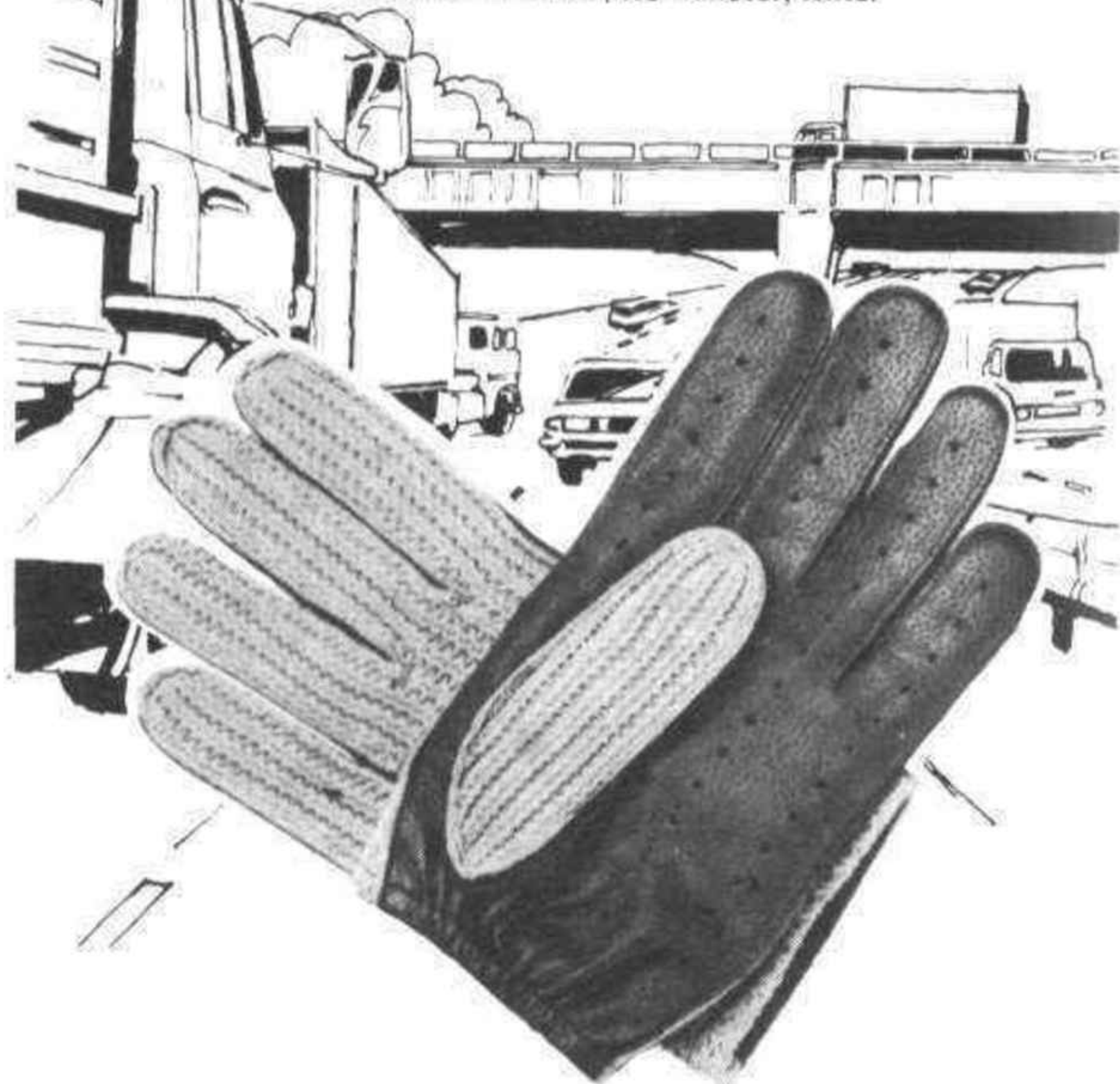
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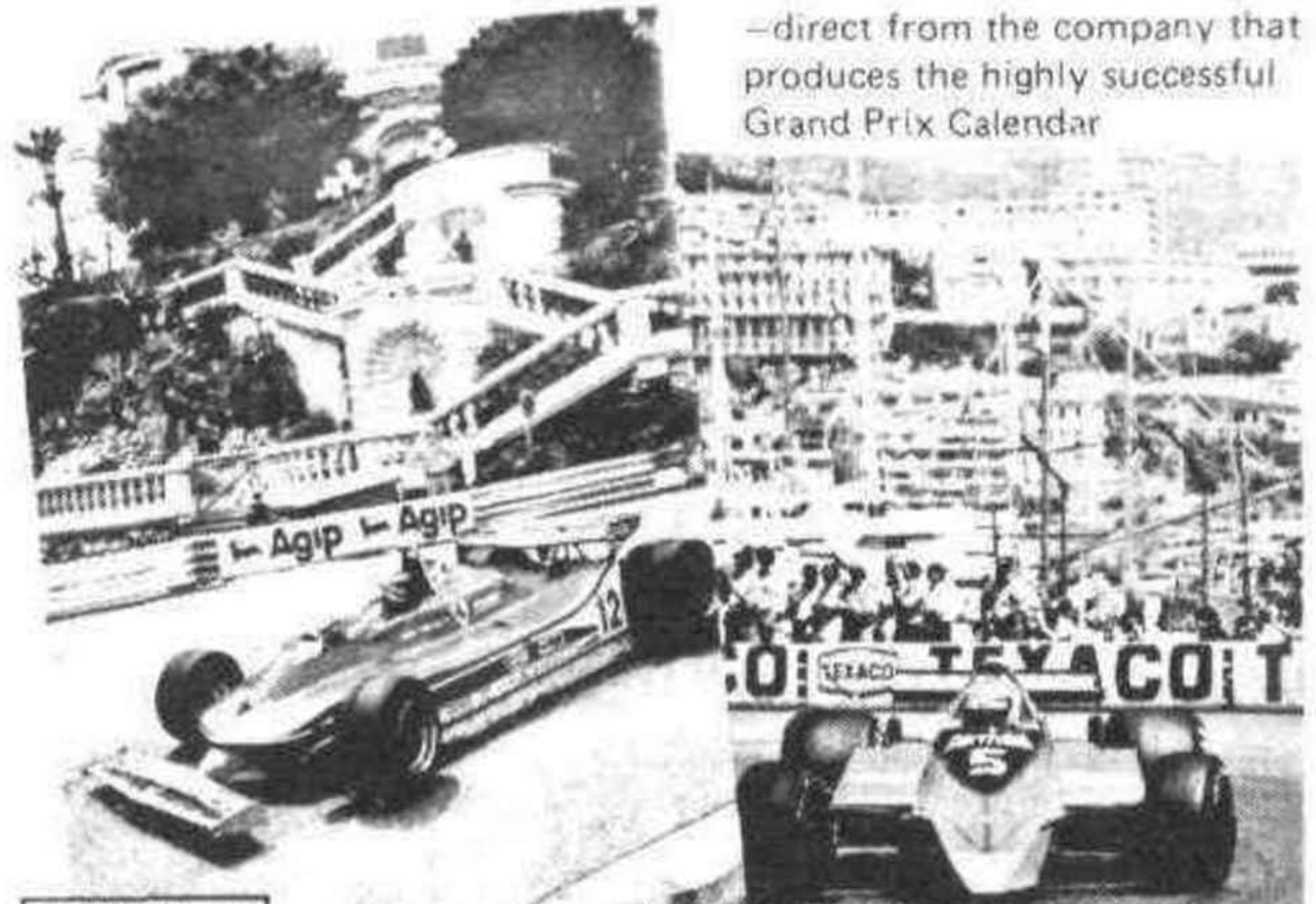


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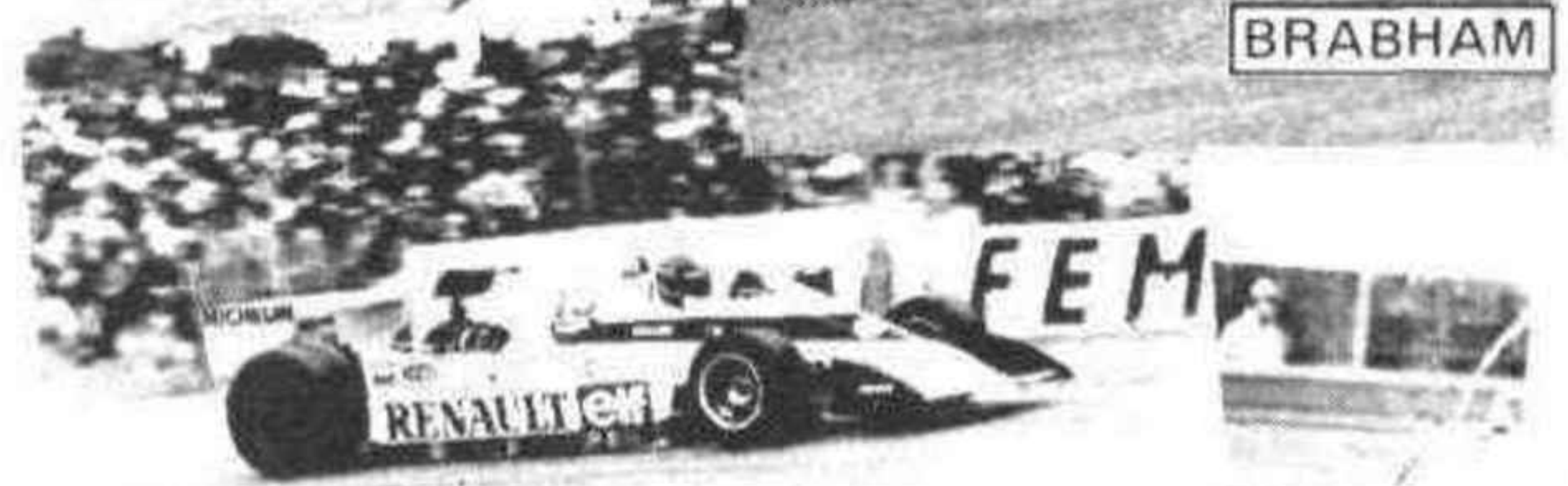
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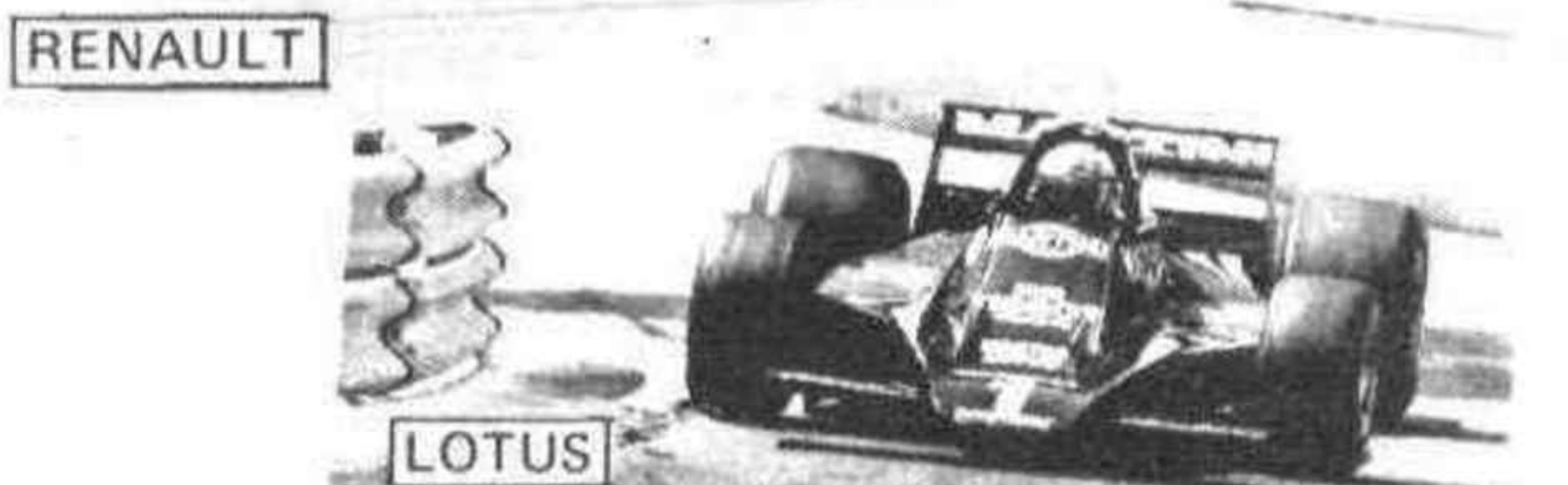
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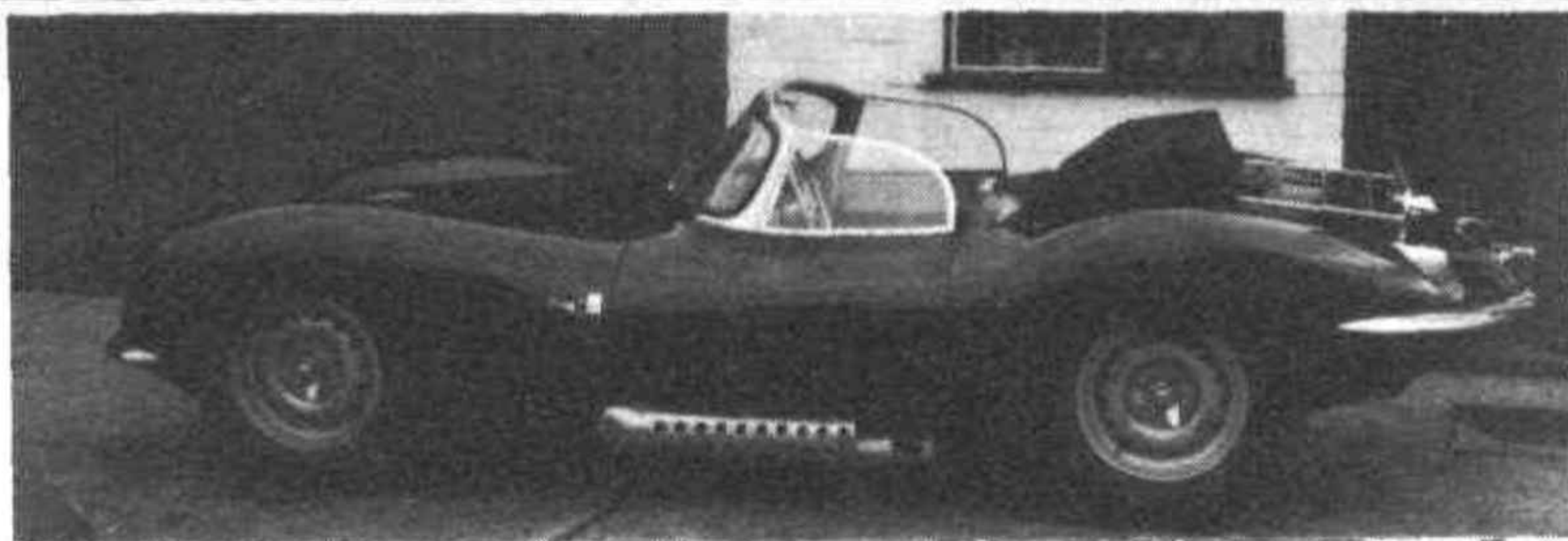
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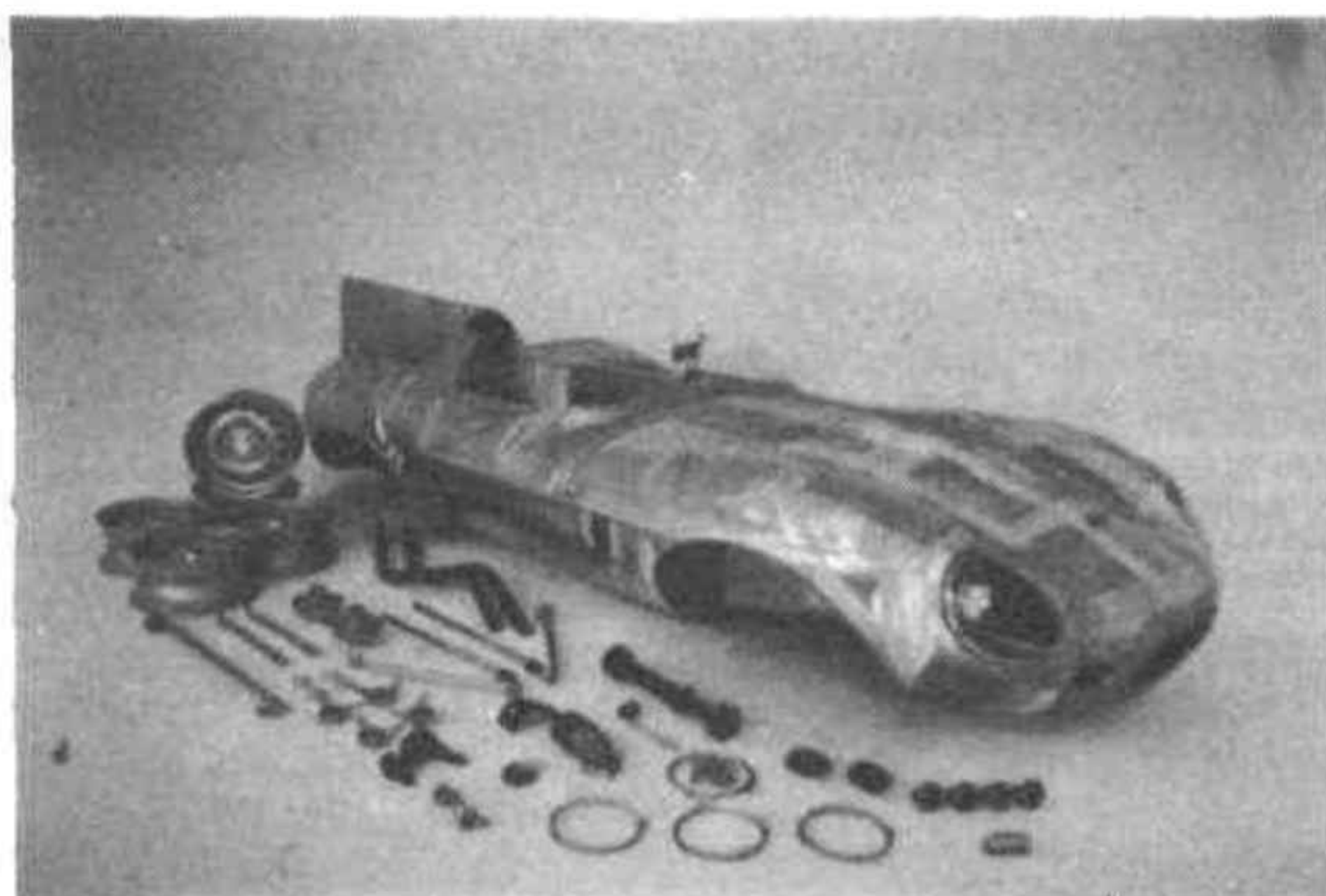
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1978	MG-B GT. Flamenco red. Overdrive, radio, 23,000 miles. One owner from new.....	£3,595
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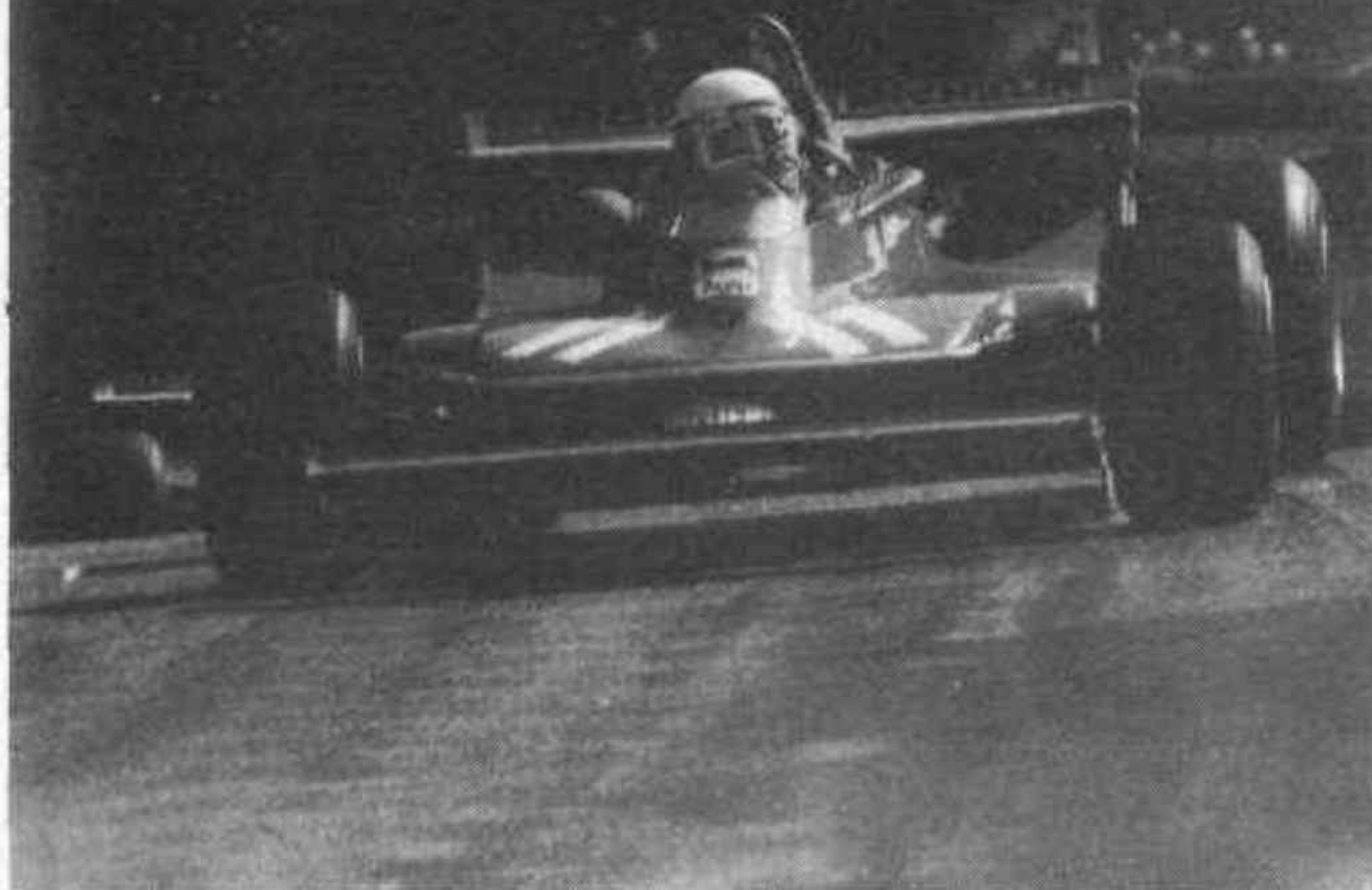
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MOTOR SPORT

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No. 12

DECEMBER 1979

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FRONT COVER PICTURE: A FERRARI FOR CHRISTMAS? The new 400i Automatic, Modena's 150 m.p.h., V12, 2 plus 2, luxury Grand Touring car, features the first application of fuel-injection on a Ferrari production car. Our colour road test starts on page 1870.

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MATTERS OF MOMENT

■ WHERE THE MENACE LIES

"Whom the gods wish to destroy they first call promising."—

Cyril Connolly, *Enemies of Promise*, Chap. 3.

So-called civilised countries these days fear all manner of menaces. They face industrial unrest, go-slows, strikes, kidnappings and riots, as undeveloped lands suffer from famine and pestilence. To the menace of crime and violence can be added the nightmare of uncontrollable inflation, reduced living standards, and shortages of vital fuels. It is perhaps due to the national temperament and to our system of Government that Britain still remains a good place in which to reside. The change of Government earlier this year seems to be working well, although there are critics who are not prepared to allow the first lady Prime Minister (whose son is a keen amateur racing driver) time in which to show what she can accomplish.

From the viewpoint of the British motor industry the almost unanimous vote by the work-force of British Leyland Cars to go along with Sir Michael Edwardes' "Survival Plan" is a much-needed breath of fresh air in a very difficult and dangerous situation, stimulating to those who saw disaster round the corner. It also emphasises that shop stewards do not, by a very long chalk, represent the majority view of the work-force. One can only hope that Sir Michael knows what he is doing and that his "Plan" will work.

The more than a ha'porth-of-tar that spoils this promising ship, the too-big fly in the Edwardes ointment which we find it hard to overlook, is the reliance which BL finds it necessary to place on Japanese engineering and ideas for the birth and upbringing of important new cars. It seems astonishing that British automotive engineers cannot do the job themselves, rather than lean on the orientals, who came into motoring so very late in the day.

We were about to point out that all along the years we insular British have made not only good, but at times great, motor cars when we noticed that Anthony Curtis, Editor of *Motor*, was saying this very thing, and also regretting the unfair criticism some people make, with no justification, of British cars. However, they say that great minds think alike, so, having started, we will finish, as Magnus Magnusson says when the pips sound during a "Mastermind" TV programme. Mr. Curtis refers to the Issigonis Mini Minor, so widely copied, the still-born "SX" by the same brilliant designer, the E-type Jaguar, safer than the swing-axle Mercedes and Porsche that were contemporary with it, and less-costly than a Ferrari, the four-wheel-drive Jensen FF, Spen King's splendid, go-anywhere-in-comfort Range-Rover, the Jaguar XJ-range and, of course, to the Rolls-Royce. He also quotes British components such as Dunlop's high-hysteresis rubber and the Dunlop Denovo tyre as proof of British engineering and technological integrity during the past 20 years. Going back further, but still in a BL context, we would add things like Riley's clever push-rod operation of inclined overhead valves, Automotives Products' automatic transmission for the Mini, Moulton's inter-connected rubber-and-fluid suspension, Jaguar's impeccable twin-cam and V12 engines, Triumph's pioneering of hydraulic brakes, Leyland's "first" with a production straight-eight car incorporating torsion-bar suspension and vacuum-servo brakes, and many other fine British achievements. To quit after that and call on the Japs for assistance seems, to say the least, defeatist. The incorporation of Japanese parts in British cars may not affect BL's sales, for all is apparently fair in love and war and when spending hard-earned money on a personal possession. It is just possible that there may be those who were involved in Pearl Harbour or who were interned in a Japanese prisoner-of-war camp, who are not exactly enthusing over cars from the Orient, but the days when it was thought unpatriotic not to invest in a British car have obviously passed — making the advertisement reproduced in Graham Robson's recent book about motoring as it was in the 1930s, of a girl-golfer who is saying to her male companion at the golf club "I always feel a bit uneasy here. We seem to be the only people with a foreign car," now seem merely quaint (unfortunately).

In any case, a motor paper should be immune to politics and nationalistic ideals when recommending cars to its readers. MOTOR SPORT certainly steered clear of this when W.B. was proclaiming the merits of the Volkswagen Beetle in its pages in the 1950s, although this brought accusations down on his head that he was unpleasantly pro-German and long afterwards, when the Beetle had almost expired, replaced in production by the equally-notable, if mechanically less individual, VW Polo and Golf, Cliff Michelmore used this anti-British label as one of his spearheads when interviewing the Editor for the BBC at his Welsh home.

Continued overleaf

We wish all our readers

A Happy Christmas and New Year

January issue will be published on January 4th 1980

Motor Sport Fixture List for December

★ 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
Dec. 1st	Kirkby Lonsdale MC	Shap	Penrith	Bullough Trophy Rally (R)	—
Dec. 1st/2nd	Beverley & District MC	Beverley Market Place	107/032½ 397	Beaver Rally '79 (C)	23.30
Dec. 1st/2nd	Tylers Green MC	Pine Trees Garage, Edlesborough, Bucks.	165/978178½	Rally (C)	23.01
Dec. 1st/2nd	Cambridge University AC	Jim Russell, London Road	Downham Market 143/612023	Ariel Rally (R)	23.00
Dec. 1st/2nd	Eastwood & District MC	Status Discount Ltd., Grantham	130/916357½	Cossack Rally (R)	23.31
Dec. 1st/2nd	North Devon MC	Golden Coast Holiday Villi Woolacombe, N. Devor	180/481½2436	Ilfracombe Rally (R)	23.30
Dec. 1st/2nd	Cosmopolitan Car Club	Cosmopolitan Car Club Hc	Portsmouth	Cosmos Rally (C)	23.00
Dec. 2nd	BARC	Brands Hatch, Fawkham	Dartford, Kent	Race Meeting (C)	14.00
Dec. 2nd	Sporting Owner Drivers Club	Travelodge Service Area	164/494109	Road Trial	—
Dec. 8th/9th	One-Eleven MC	Broad Street Car Park, She	110/359875½	Bentleys Rally (R)	23.00
Dec. 8th/9th	TTOK	—	Turkey	Bosphorus Winter Rally (European Rally Championship Round) (INT)	—
Dec. 9th	BRSCC	Brands Hatch Circuit, Fawkham	Dartford, Kent	Race Meeting (C)	14.00
Dec. 9th/14th	Federation Ivoirienne du Sport Automobile	—	Ivory Coast	Bandama Rally (World Rally Championship Round) (INT)	—
Dec. 15th/16th	Ecurie Royal Oak MC	Ford Main Agent	Congleton, Cheshire	Oaks Trophy Rally (R)	—
Dec. 15th/16th	De Lacy MC	Hull Crest Motel, North Ferriby	106008½2261	Rally (R)	00.01
Dec. 26th	BARC	Brands Hatch Circuit, Fawkham	Dartford, Kent	Race Meeting (R)	14.00
Jan. 5th	Lanarkshire Car Club	Milngavie	Glasgow	Telstar Rally (C)	—
Jan. 5th/6th	Border Motor Club, Finningley	Yorkshire Caravans of Baw Ltd., Doncaster Road, Bawtry, S. Yorks.	111/647956	Morning Star Trophy Rally (C)	00.01

MATTERS OF MOMENT

Continued from previous page

If MOTOR SPORT has not seen fit to open wide the British market to Japanese cars, as other magazines have done, this has been because until recently these cars have lagged behind, particularly in respect of ride, handling, braking and styling, those from other countries. However, all this is rapidly changing. C.R. had excellent service, for instance, from the small Mazda hatchback and has highly-praised the Mazda RX-7, both of which he has had on long-range road-test, and more recently W.B. has been very impressed by the Mazda Montrose. In any case, any prejudice that one might have had for the cars from Japan has now been swept away by the great British motor corporation calling for Honda-help . . .

If this leads to the inscrutable orientals getting such a foothold in our Motor Industry that they eventually dominate it, as they have done the entire motorcycle industry, we shall have only ourselves to blame. Perhaps the writing is already on the wall. Colt, Datsun, Daihatsu, Honda, Subaru, Suzuki and Toyota are all now entrenched in the UK, with not far short of 1,500 dealers keen to sell these makes. They cover a wide range of cars, from 797 c.c. to 2,753 c.c., costing from £2,400 to £9,922. They embrace the economical three-cylinder Daihatsu Charade, the notably fuel-thrifty and low-priced Suzuki SC 100GX, those ingenious eight-speed Colts (which the writer has not yet been offered for road-test, in spite of a long-standing request), the impressive Wankel-powered Mazda, the well-established Toyotas, and a number of four-wheel-drive vehicles to challenge the once-universal Land-Rover and Range-Rover, etc. And if the Honda Prelude, which we are currently testing, is a prelude to even better Japanese cars, European manufacturers will definitely have to look to their laurels . . . The Japanese have discovered how to make their engines function smoothly and quietly, on two-star petrol.

Meanwhile, British Leyland is promising great things from next year's Mini-Metro. Yet it is difficult to see how this can be as technically-innovative as was the present Mini twenty years ago, and it will need to be extremely good, a real breakthrough in small-car appeal, if it is to out-sell cars like the Ford Fiesta or Opel Kadett/Vauxhall Astra.

THE RAC STRIKES AGAIN

Some time ago Clubs like the MCC were badly hit when the RAC British Motor Sports Council introduced higher Permit-fees for road events, based on route-mileage. Now it is intending, from January 1st next, that all competitors in all forms of competitive motor sport must have a Competition Licence, except when they enter for non-Permit events. It seems that even 12-car rallies that include an imposed average-speed stipulation comes under the new ruling, and that those who organise events in which Competition Licences are insisted upon will have tougher conditions to face. Even non-driving navigators and Clerks of the Course will be compelled to hold such licences.

The RAC has exempted economy runs and some vintage-car road events from this new stipulation but the luckless organisers of these will still have to visit all householders who reside along every "white" or "yellow" road their routes embrace and call on all those who live in any area where there are more than 20 occupied dwellings within a 300-metre radius of the route, to obtain written acceptance of the event.

To comply with these regulations will be costly and difficult for the smaller Clubs and will no doubt cause a fall off in entries, and probably also a reduction in organised events by these smaller Clubs. Anything that restricts motoring sport without good reason is to be deplored and one wonders whether these new measures are not over-drastring, at a time when the Police have removed all the former "black spots" from the MCC Exeter Trial route, which hardly smacks of public dislike and complaint about such events.

Incidentally, where the older cars are granted a concession the RAC appears to be confused, as the Competition Licence exemption for road events for such cars is laid down as applying to vehicles made not later than 1929, whereas, ever since its formation, the most influential organisation catering for these cars, the VSCC, has set the vintage date as 1930. Moreover, the VSCC and so many other one-make and other Clubs run events for pre-1940 cars, that these could surely have been safely included, without any danger of disrupting the peace and quiet of the public of this country?

In passing, we would like again to pay a warm tribute to Britain's oldest motoring body, the Motor Cycling Club, for continuing to hold its classic long-distance trials that cater for so many types of two-, three-, and four-wheeled vehicles. It may be now be too late to enter for the classic "Exeter". But the "Land's End" at Easter 1980 should not be forgotten.

Getting It Right

IT HAS been pointed out to me that in describing the types of sparking plug used in Ian Preston's GP Bugatti (which is a Type 35B, not a 353 as the printers had it), I mistakenly said that Shelsley Walsh is a longer hill than Prescott, whereas the extension to the latter provides a course of 1,127 yards, compared to Shelsley Walsh's 1,000 yards. However, vintage cars usually, although not always, use the original Prescott course, of 880 yards, which is what I was thinking of. Anyway, I think it is a question of Shelsley being the faster course, where the Bugatti requires that much "cooler" a plug, than it does for Prescott.

Passing over some other misprints, which played havoc in places with meaning and sent me to Cambridge to meet Mr. and Mrs. Bolton, which in fact never happened, I pass on to the BL Heritage's big Daimler. I think we are about to get confirmation from Peter Mitchell that it may well be a 1904 car. I had intended to put its speculative date at 1905/6 and to say that I

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WILLIAMS GRAND PRIX ENGINEERING

Sponsorship

THE HEADING to this article is the official title of the firm that runs the Williams team in Formula One and it can be said that it is financed by Saudi Arabia. However, it has not always been so, for the initial influx of money from Saudi Arabia came solely from the national airline Saudia, but over the past two seasons interest in the Formula One team has spread throughout the land and there are now ten Saudi Arabian business houses putting money into the team, which is why we can say that the Middle East oil country is behind the Williams team.

It was during 1977 that Saudia made it known that they were interested in putting some money into a Formula One team, in return for advertising space on the cars and the resultant exposure to the public and the world in general. Prince Mohammed Bin-Fahd, the second son of Crown Prince Fahd, was the power behind the idea of letting the world know about Saudi Arabia through the medium of world-wide Formula One racing, though he did not approach Frank Williams with the idea. The word was merely put about in certain circles and the opportunity was there for anyone to take. A close friend told Frank about the possibilities and he wasted no time. He had clinched the deal to run a car with the backing of Saudia for 1978 and to carry the FLY SAUDIA slogan loud and clear before many teams had even got wind of the Saudi Arabian interest! The cars were officially entered as Saudia-Williams and the team was called the Saudia-Williams Racing Team, run by Williams Grand Prix Engineering, with a small factory in Didcot, deep in Berkshire.

He had been running a small one-car team, using March cars and his designer, and now co-director, Patrick Head had been carrying out numerous modifications and was not far off designing a complete car. For the 1978 season there was the promise of up to £500,000 forthcoming so they could really get down to business. Before the end of 1977 the first new car was completed, this being the FW07 and it was a neat and compact design embodying all the best current practices in Formula One. They had to be ready to race in January 1978 so there was no time to try radical design features, for they had to put on a satisfactory showing for the Saudi Arabians without explanations or excuses, for the Saudis knew little or nothing about the vicissitudes of Grand Prix racing. They merely expected to see their money put to good use. At a small gathering at the Didcot factory we all admired the new car in its pleasing green and white colour scheme, the colours of the Saudia airline, and the top brass from the airline arrived from Heathrow by helicopter, landing on a football pitch behind the factory. As a piece of showmanship Frank Williams pulled a master-card when everyone was gathered round the car passing pleasantries with the Saudi Arabians. Without a word, two mechanics approached the car and started the engine, and the sound of a Cosworth DFV inside a building is impressive to hardened ears like those of the motoring press. To the Saudis it was enthralling and the beams of delight that spread across their faces was wonderful to behold. It was *their* car and it was making that wonderful,



The Williams team, fully-bedecked with sponsorship decals, lined up at the Canadian Grand Prix.

powerful sound, and it was going to race, and to win, and carry the name of *their* national airline into the vast arena of Formula One. In deference to the policies of Saudi Arabia over the question of alcohol we were toasting the success of the new car in tea and coffee! That was December 1977 and now we are in December 1979, exactly two years on and the Frank Williams team are at the top of the Cosworth-powered tree and fighting hard against the might of the Scuderia Ferrari with Fiat backing and the Renault-Sport team with the backing of the mighty Regie Renault.

As an aside, the day after that introduction to the Williams FW07 and the Saudi Arabian backers, many of us went to another new Formula One showing. It was as evil looking a car as the Williams was pretty, the workshop was as small and cramped as the Williams factory was large and bright, but the champagne and hard-stuff flowed unceasingly. While the Williams Saudi-backed team rose to great heights on a baptism of tea and coffee, the car that was launched on a sea of champagne sank with all hands.

As the 1978 season progressed the FLY SAUDIA slogan was joined by other names, the first being ALBILAD. This is the name of the Royal Trading Company through which Prince Mohammed and the Royal Family carry out all their business transactions, and when that name appeared on the FW07 we knew that the team was well established. Throughout the season the new car, driven by Alan Jones, gave a good account of itself and a number of times came close to victory. Frank Williams and Patrick Head were near to despair at times for they could see the Saudis losing interest if they were not successful. They ended the season with a rousing second place in the United States GP at Watkins Glen, but they really needed a victory.

For 1979 the flow of money from Saudi Arabia was increasing rapidly and a two-car team was operated, with Gianclaudio Regazzoni joining Alan Jones on the driving side, and Frank Dernie and Nigel Oatley joining Patrick Head in the design office, and the workforce expanding into an adjoining factory at Didcot. As is well known the new FW08 design was a winner from the word

go and Regazzoni scored the team's first victory at the British GP at Silverstone after a fighting second place at Monaco. The team won the next three races on the trot, Alan Jones scoring the hat-trick, and they ended the season with a win in Canada. The Saudi backers were delighted and throughout the year more and more advertising had been appearing on the cars, all of which meant more and more Royal approval and more and more money into Frank Williams Grand Prix Engineering. It is safe to say that the 1979 income from Saudi Arabian business enterprises has topped the million pound mark, and it has been ploughed into the firm as a recent visit to Didcot indicated. A third factory is about to be acquired and this will become a separate Research and Development department, including a small wind-tunnel for research purposes. More and more machine tools are appearing in the main factory as Patrick Head finds the outside commercial world unable to appreciate the urgency of Grand Prix racing. They are aiming to become more and more self sufficient as regards the manufacture of components.

The Saudi Arabians are businessmen with a very sharp and modern outlook and must appreciate that Frank Williams is not squandering their money on publicity and "bull", he is spending it on achieving results. One of Frank's close colleagues says, with a wry smile, "when there is money about Frank has deep pockets and short arms." Meaning not that he is mean, but he is careful. If I might make another aside, a year or two ago there was a team that appeared in Formula One with a sizeable budget of someone else's money. They exaggerated and dispensed *largesse* in a most blatant fashion and I said to a colleague at the beginning of the season that I doubted if they would still be with us at the end. They were not.

Looking at the Williams cars today they are covered in names familiar and not so familiar. Many of the firms do not need to advertise to the outside world but it is important to their business connections to be allowed to be involved with the Royal racing car. FLY SAUDIA is still very important as Saudia Airlines are spreading fast in the aviation world. ALBILAD is, in effect, the

Royal stamp of approval, dallah AVCO is the Saudi Arabian Trading Company of Sheikh Saleh Kamel. Techniques d'Avant Garde or TAG is the Paris-based firm dealing in aviation and electronic matters, owned by Akram Ojeh and his son Mansour Ojeh. USI, the monogram on the nose of the cars is United Saudi Industries who are based in Washington in the USA and handle imports and exports to Saudi Arabia. The head man is Sheikh Faisal al Sowavel and he is the liaison man between the team and many of the backers. The hieroglyphics on the nose fins actually read M&M and are yet another business house owned by Mouaffak al Midani and Prince Mohammed, while the side pods are a group of four firms. These are Encotrade who are a construction company, Baroom who are importers of steel, cement and building materials into Saudi Arabia, Bin Laden who are road builders and electrical contractors and Kanoo who are Saudi Arabian shipping agents. In Canada the name Challenger was added to the side pods alongside TAG and this was a courtesy to Canadair who had just concluded a contract with TAG to supply a batch of executive jets called Canadair Challengers to the Saudi Arabian firm.

As can be seen the Williams team really have the backing of Saudi Arabian businessmen, but in addition we must not overlook the very important part played by non-Saudi industries, notably Goodyear who make sure the cars are well shod, Koni who supply the shock-absorbers, Champion who supply sparking plugs and Mobil who supply oil through their Saudi Arabian branch. With Alan Jones winning four races in 1979 the Saudis became very proud of "their" driver and next year expect him to carry only Saudi Arabian advertising on his helmet and overalls.

Because Frank Williams does not go out of his way to publicise what he is doing, other than by winning races, or setting the pace there are numerous stories circulated about him and his team in respect of their association with the Saudi Arabians. One story was that he was flown to Saudi Arabia by private aircraft after each race to report to the Royal Family. Totally untrue. He does go to Saudi Arabia about eight times a year, to Riyadh and Jeddah, to pay courtesy visits to the various firms and people who are supporting him. Some team owners take the money and hardly speak to their sponsors again until the money has run out, but that is not Frank's way of working.

GETTING IT RIGHT

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thought it has the 35 h.p. engine, not the 45 h.p. engine which came out in mid-1906 and was used to win by Instone the Gottlieb Daimler Memorial Plate at Brooklands in 1907. Incidentally, although this old Daimler carries Reg. No. DU-541 and we know that Instone's car which set the first course-record at Shelsley Walsh in August 1905 was DU-578, which suggests that both Daimlers were at the latest 1905 cars. I know of a 1900 Daimler which was registered DU-630, so I do not set much store by this; it could be that they were a bit casual at "The Daimler" about these things, after number plates had become compulsory in 1903. — W.B.

A "Babs" Bulletin

WE LEARN from Owen Wyn-Owen, keeper of the famous Parry Thomas LSR car "Babs", that he is currently working on the clutch, to ensure that this heavily-stressed component will not give trouble in the future, as it would be virtually inaccessible with the car's body in place. Wyn-Owen is anxious to find a sheet-metal



In mid-season the Williams still had a few white spaces left. Compare this photograph with that on the previous page.

He flies out on Saudia Airlines and naturally receives the VIP treatment and travels first-class. As he says "they are marvellous, and look after me very well." Another story that went the rounds after the first victory, in the British GP, was that Frank got a bonus of £100,000 or £1,000,000 depending on who you listened to, and that all the mechanics got a bonus of £1,000 each. Also totally untrue. There is no direct connection between the income and success. The income and increases are continuous with the general expansion of interest by the Saudi businessmen, and it was happy coincidence that this interest gathered momentum as successes started appearing. The mechanics are among the highest paid in Formula One.

What everyone is wondering now is whether the team can carry on as pace-setters in 1980. Nobody in Didcot is thinking that way, they are certain they can and intend to do so. The early part of the season will see them using uprated B-versions of the FW07 cars, with improvements to suspensions at front and rear, a general tidying up of details and an increase in efficiency at every point. This season they have had four cars forming the team, with number five as a spare monocoque on the shelf. Number six is now under construction, incorporating improvements to the construction and stiffness in line with knowledge gained during the season. The cars for

worker who will give him an estimate for making a replica of the body that was on "Babs" when the car crashed at Pendine sands in 1927, killing Thomas. A new dashboard has now been made for the car, with a modern but correct-looking fuel-tank air-pressure gauge, the rest of the instruments being the original ones, ably restored by the Budenberg Gauge Co. of Anglesey. Smaller driving sprockets are being fitted, to make "Babs" easier to drive and to ease the load on the clutch. The original sprockets will be retained; one wonders if Thomas used smaller diameter ones to the LSR sprockets when he took standing-start records at Brooklands with "Babs"? — W.B.

The Things They Say . . .

"My next ambition is to persuade Bill Boddy into the (Ferrari) 512 with me. All journalists ought to try it; it stops them pontificating." — Willie Green, in an interview in *Motor*, of October 13th. To which W.B. dispatched a postcard, saying he was willing, providing he wouldn't have to dress up in harness and helmet. So far, no reply has been received.

the early part of 1980 will all be modified from the basic shell and the new FW08 cars will appear later in the season. Part of the object of investing money in a separate Research and Development factory is to enable future developments to be tried and tested thoroughly before being incorporated in the racing team, whereas this year everything has been done by one group.

The interest in Formula One by Saudi Arabia has been most enlightening and a complete contrast to some sponsors who have arrived on the scene in a most brash and gaudy manner and have not only swamped the scene with "over-kill" publicity, but have even tried to influence the running of Grand Prix racing, as if they had just invented it. The Saudi Arabians have come in quietly and discreetly, but are leaving some very permanent marks on the scene. They do not try to influence the Williams team in any way, nor to influence the running of Grand Prix racing. You would hardly know they are about the place, even though there are always two or three of them in the pits on race day. For Frank Williams and his team they are "dream sponsors" and the whole team work really hard to show their appreciation by getting results, which is what the Saudis are interested in. Some people say Frank Williams was lucky, but I think shrewd would be a better word. D.S.J.

"Stirling Moss, three times world champion driver, says 'Like all the best cars, the Accord really comes into its own when you start to drive'." — from a Honda advertisement in a Daubi newspaper. Our italics.

"Austin-Morris is working on a three-cylinder gasolene econobox engine. The goal is 60 m.p.g. at a steady 60 m.p.h." — from an American motoring journal. It is this economy/cruising speed target that MOTOR SPORT has demanded for many years, for the smaller cars. — W.B.

VSCC EASTERN RALLY Results:—

The Eastern Trophy
R. M. Keyworth/T. J. Foster (Austin Nippy)
John Barrett Trophy
G. M. Tomlin (navigator)
First Class Awards
E. J. Warburton (Star), R. A. Collings (Bentley), E. J. Benfield (Alvis), K. F. Hyland (Alvis).
Second Class Awards
J. A. McEwan (Riley), C. E. Ayre (Alvis), J. Burnell (Alvis), A. E. Metcalfe (Lagonda), S. Harvey (Riley), Mrs. M. North (Lancia), M. Baxter (Riley), L. J. Stretton (Frazer Nash), C. M. Thomas (Alvis).
Third Class Awards
P. R. Cattell (Riley), A. D. Jones (Vauxhall), R. J. Odell (Lagonda), M. Hirst (Alvis).
Navigator's Awards
R. R. Ives, I. North, D. B. Roberts.

The Formula One Scene

NORMALLY by now the Formula One scene for the forthcoming season is signed and sealed, but this year there are still a lot of loose ends yet to be tied up, in particular with Team Lotus, Frank Williams and the Brabham team. Ferrari have no problems and their two drivers, Scheckter and Villeneuve, have been pounding round the Fiorano test-track, with the young French-Canadian consistently the faster of the two and the South African having a big "off" into the bushes at one point, but without any damage. Already they have been testing a modified T4, virtually to T5 specifications and it looks as if the team might be starting the season in South America with brand new cars. The T5 is a logical development of this year's car, with improvements to suspension and air-flow in and around the car. The much-talked about turbo-charged 1½-litre V6-engined car has yet to be seen, though the engine has done a lot of test-bed running and is giving better power figures than the existing 3-litre flat-12 unsupercharged engine.

Renault are quietly getting on with development work on their turbo-charged V6-engined car, though François Castang, the chief engineer on the Formula One Renault programme has left the team. Not a great one for publicity and ballyhoo, Castang was much respected by other engineers in Formula One and at least one British engineer breathed a sigh of relief when he heard that Castang had left the Formula One scene. The Frenchman has not left the Regie Renault, but has moved on to "more important matters" as Renault publicity put it. One wonders what is more important than Formula One within the Regie Renault? It could be a totally new form of automobile engine to combat the oil supply problems, it could be a totally new form of human land transport to supersede the motor vehicle. François Castang is an engineer, not a Formula One car designer, so Renault could have moved him to any branch of their vast empire. He is also reputed to have admitted that he was tired of the continual travelling that Formula One involves, and needed a rest, and in that I am sure a lot of other engineers agree with him. When you are working in a design office on future projects it interrupts the flow of thought, ideas and experimentation, to have to keep dashing off to races. The Renault-Sport team have no problems with drivers, Jean-Pierre Jabouille and Rene Arnoux remaining with the team. There are a lot of drivers who would have liked to join the team. But Gerard Larrouse, the team-manager, is happy with the two he has got. In summing up the 1979 season he said he was happy enough. They had achieved a victory and had established themselves in the fore-front of the Formula, now they looked forward to having a really serious stab at winning the World Championships, the Drivers' Championship for one of their men and the Manufacturers' Championship for the Regie-Renault.

While the two French drivers in the Renault team are settled, there has been some moving around among other French drivers. Patrick Depailler came out of hospital, following his hang-gliding accident, too late to rejoin the Ligier team and did not renew his contract for 1980.

Something of a deadlock has been arrived at between him and Jacques Laffite, for the idea of "equal number one" just doesn't work, and there was no way Guy Ligier was going to demote Laffite from his position at the head of the team. Depailler solved the problem by signing up with Carlo Chiti and the Auto-Delta Alfa-Romeo team as number one driver with the Italian team. His place in the Ligier team was quickly snapped up by Didier Pironi, who was happy to join Laffite, either alongside him or just behind him. That Pironi left the Tyrrell team without a murmur was no surprise, for though he has had some good races with the Tyrrell 009 cars, he has had some horrifying accidents caused by structural failures on the cars; in short, vital parts have broken, causing him to crash. This move left a vacancy in the Tyrrell team, but Ken Tyrrell already had his programme under way, having entered Derek Daly in a third car for the last two races of the 1979 season, and he didn't do that for fun. Irishman Daly is now number two in the Tyrrell team for 1980, and Jean-Pierre Jarier has taken over the number one position. If Daly is going to climb up the ladder of Grand Prix fame then 1980 is his big opportunity, while Jarier continues to be something of an enigma. He arrived with a great flourish a few years ago, fizzled out and disappeared from the scene and then was given a second chance and made the most of it, which is rare in Formula One racing.

At the time of writing (mid-November) the Williams team is still unsettled as regards a second driver, as are Lotus and Brabham, and all three are closely connected with Carlos Reutemann as the central figure. Frank Williams has been more than satisfied with Gianclaudio Regazzoni this season, as number two driver to Alan Jones, but the contract was only for one season and purely as a stop-gap to get the team under way with two entries. Now he looks forward to their next step forward, which is to dominate the scene with both cars. He can rely on Alan Jones being on the front of the grid and in 1980 wants to see his second car alongside the Australian. With the best will in the world dear old Regga is not going to do that. If there are any signs of weakness among the opposition then Regazzoni will be up near the front, but while the other teams are running strongly then the Swiss gets elbowed back to fourth, fifth or sixth place, as we saw a number of times this year; which isn't bad for someone who James Hunt (who?) said was "over the hill" some years ago, but what the Williams team wants is a number two driver who can fight the opposition (especially a small French-Canadian and a quiet young Brazilian) on equal terms. In this they see the swarthy Reutemann as the man for the job, for without doubt the Argentinian can be a hard driver and fast, but he is a temperamental beggar and one day will drive brilliantly and the next day drive like an old Irish washer-woman. Frank Williams is prepared to take his chance with Reutemann's temperament.

As number two to Mario Andretti in Team Lotus this season Reutemann has been a disaster. He started off well but deteriorated as the team got in a muddle until in the Austrian GP they told him to "turn it in" and stop wasting everyone's time. Reutemann is more than happy to leave Team Lotus, having nothing in common with Andretti and little or no relationship with Colin Chapman. Unfortunately he signed a two-year contract to drive for Lotus and Chapman would not release him from his contract, knowing full-well that there was a place for him at Williams. Reutemann made it clear that he was not going to drive a Lotus again and that if

Chapman would not release him he'd retire from Formula One. Fizzing about in the background of this affair was little Bernie Ecclestone, who would like Reutemann to join Nelson Piquet with the promising Cosworth powered Brabham BT49, yet another reason for Chapman not releasing the Argentinian. Add to this the question of who joins Team Lotus as number two driver, whether Reutemann is released or not, and we have a fair-sized problem with the first race of 1980 only six weeks away. As I have said, this was the situation at mid-November, possibly it will have been resolved by the time these words are being read (hopefully on December 1st). If not, then your guess is as good as mine. Team Lotus held a test-session in November and Stephen South, Elio de Angelis, Jan Lammers and Nigel Mansell were all given a run in the latest version of the Lotus 79. Colin Chapman's choice seemed to fall on the young Italian de Angelis, who has had a year's experience with the Shadow team, but he had signed a two-year contract with Don Nicholls and his AVS-Shadow team, and Nicholls will not release him (at the moment).

While all this was going on Regazzoni wisely signed himself up with Morris Nunn and his Ensign team, for he could see that if he hung about the Williams team in hopes of renewing his contract he could end up with no contract and nowhere to go. Regga strikes me as a chap who has his priorities about right. This year Morris Nunn has been struggling along with limited finance, deteriorating from bad to awful, but for 1980 he is being sponsored by Unipart and on the strength of this has obtained the services of Nigel Bennett, who has been looking after the second car at Team Lotus.

When Walter Wolf took over the racing team that Frank Williams had got together from the remnants of his own efforts and those of the Hesketh Racing Team, the Austro-Canadian oil-equipment man made it clear that he was into Formula One for three years. 1979 was his third year, so at the end of the season all the assets of Walter Wolf Racing were for sale and they have been bought lock-stock-and-barrel by Fittipaldi Automotive. The assets were the factory at Reading, the WR series of cars, all the spares, material and equipment, the management, the design staff and the work force. Walter Wolf Racing still exists as a company, but it does not own anything as regards Formula One. Fittipaldi Automotive is the firm owned by the Fittipaldi brothers, Wilson and Emerson, who have been racing with the backing of Copersucar, the Brazilian national sugar corporation. This contract has now terminated and the brothers have closed their factory in Slough and moved into the ex-Wolf factory in Reading, amalgamating the concerns under the one roof. The cars for 1980 will be more Wolf than Fittipaldi, as Harvey Postlethwaite stays on as chief designer, but what they will be called we shall have to wait and see. The Reading cars were called Wolf and the Slough cars were called Copersucar, but now neither of those names can be used. Emerson Fittipaldi will be the number one driver, but there was some discussion about number two. The Reading faction were all for retaining the Finn Keijo Rosberg, while the Slough faction wanted another Brazilian, such as Ribeiro or Hoffman. At the moment the Reading factory is bulging at the seams with personnel and equipment, but no doubt will get sorted out in due course.

Every time you turn your back the German-owned, but British-based, ATS team seems to undergo changes. During the past

season Vic Elford joined the team as manager, and seemed to have a good effect, but he has now left. Hans Joachim Stuck has not renewed his contract to drive for the team and his place has been taken by the young Swiss Marc Surer. The McLaren team are still groping about in the wilderness, with John Watson staying with them, but there are changes in the second driver, Patrick Tambay leaving and French Formula Three driver Alain Prost having an opportunity to take a big step up the ladder. A B-version of the McLaren M29 has already been on test and shows promise.

At the tail-end of the Grand Prix field has been the smart chocolate brown Lotus 79 of Hector Rebaque, and in the latter part of the 1979 season he drove a brand new car which was in effect a 79 plus, which his small team built themselves. His father provides the main finance for the team, and has spent a fortune on doing all the races. They get little or no help from the Formula One Constructors Association closed-shop, and the decision to build their own car was forced on them by FOCA as the rules do not permit membership with a "bought-out" car. The financial advantages of FOCA membership are enormous, which is why qualification is a closely guarded secret and there is a touch of the "secret-society" about the financial workings of the association. At the end of the season Mr. Rebaque surveyed the situation and decided he had had enough, so the team has been wound up.

On the financial front overall, in respect of firms putting money into racing teams the Martini & Rossi drinks firm have pulled out of Team Lotus. They were the main sponsors at the beginning of 1979 and the 1978 cars had their colours changed from the black and gold of John Player to green with multi-coloured stripes of Martini Racing. The name of the cars (officially) were changed from John Player Specials, or JPS, to Martini-Lotus and the chassis plates were changed from JPS 22, for example, to ML 22. During the season the oil handling firm of ESSEX, who have a *pied-a-terre* in Monte Carlo, put money into the team and rather overshadowed Martini on the publicity stakes. The brothers Rossi who own Martini have never been keen on brash publicity, quite the opposite in fact, and they are Italian gentlemen of impeccable taste. Not wishing to share Lotus fame and fortune, or lack of it at the moment, they have withdrawn, leaving ESSEX in control.

Martini is one of the better firms to be involved with Formula One, with nice people in charge, good taste, and a wholesome business attitude, rather like Yardley of fond memory. It is a pity they have never reaped the success they deserve in Formula One; from patriotic motives they got involved with the Tecno debacle, then they backed Brabham without too much success, and have now had a disastrous year with Lotus. Over the years they have been involved with Porsche in long-distance racing and have had a very happy and satisfactory association, quite the opposite to Formula One. One of the brothers, Count Gregorio, actually owns a road-equipped Porsche 917, which must be the ultimate road car, if you can find space on the road to use it.

Aside from all the foregoing, the key matter as the 1980 season approaches is the question of tyres. Not the size, the compound, the type, the construction, or even the make, but the supply. At the moment there are two firms involved in Formula One, Goodyear and Michelin and neither concern is in racing "for the good of the sport". They are in racing for hard commercial and engineering reasons and the battle between these two firms is not "show-bizz", it is deadly

serious. Going back a few years Dunlop, Englebert, Continental, Avon and Pirelli were all involved in Grand Prix racing at the same time, but one by one and for various reasons they pulled out, leaving Dunlop with a monopoly. Then Goodyear and Firestone from America turned their attention to European racing and forced Dunlop to withdraw. Then Firestone withdrew leaving Goodyear with the monopoly that Dunlop used to have. Michelin then appeared on the scene, making small inroads at first, but gradually becoming more powerful. Last year Ferrari left Goodyear and joined Michelin alongside Renault and this year the tally of wins has been Goodyear 8, Michelin 7, and that has got the Goodyear management ruffled. If Michelin were to attract another top team, such as Williams or Ligier, away from Goodyear it would spell real trouble for the American firm. However, Michelin say they are quite happy with Renault and Ferrari, as well they might be, and certainly do not want any of the lesser teams who are never going to win any races.

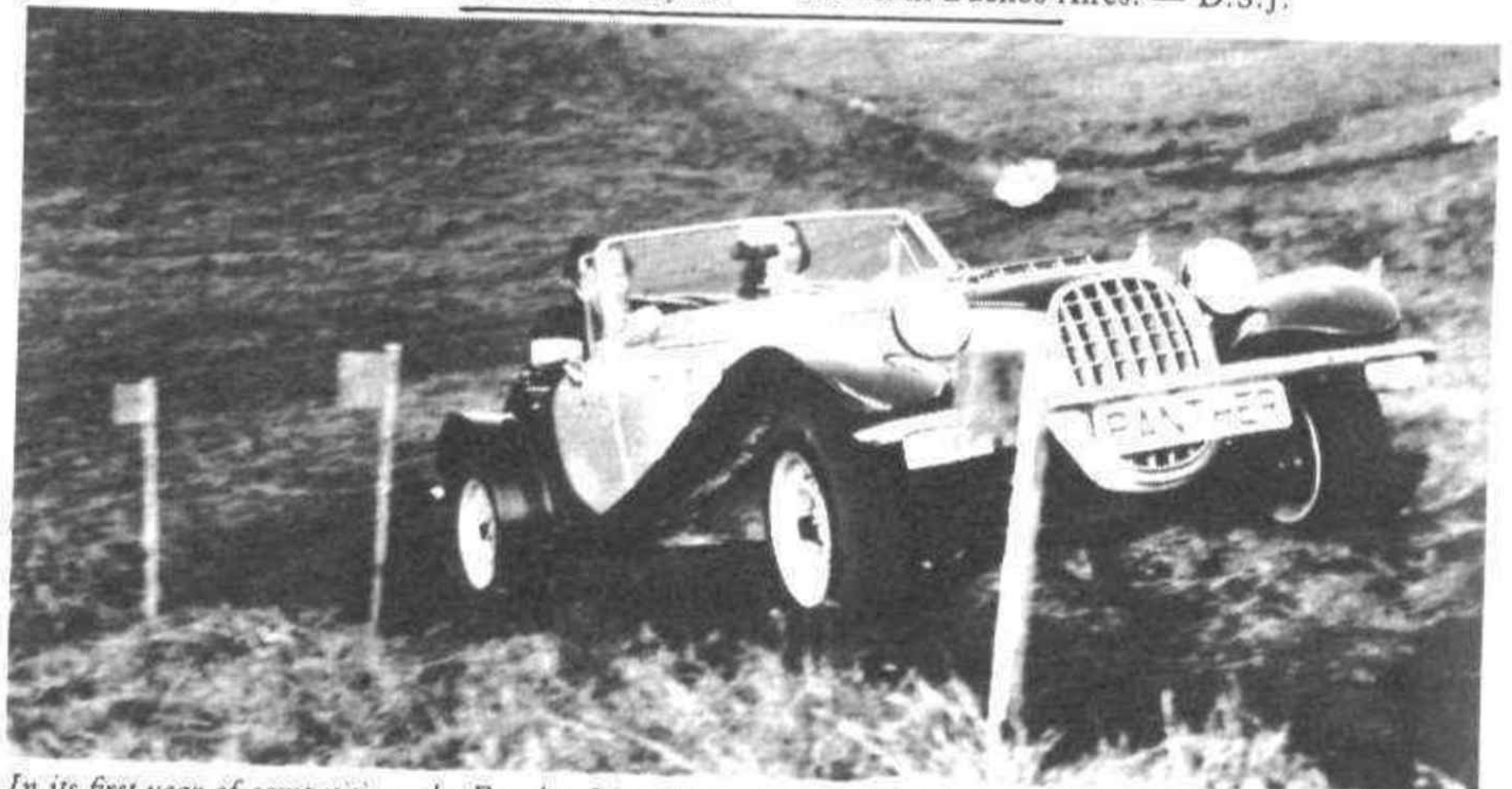
From their monopoly Goodyear are left with some of the top teams, and all the also rans, and this is causing them a big headache for it is straining their resources more than they want. With very serious problems up at the front they need to apply all their concentration to the job in hand, which is winning Formula One races and the Championships. At one time the Goodyear slogan was "The Choice of Champions", but with Ferrari winning the World Championship they can no longer say this in Formula One. Although the whole racing policy of Goodyear emanated from Akron, Ohio in the United States of America, where the chairman said quite simply, "We race and we've got to win," the European involvement was operated from the Goodyear factory in Wolverhampton. Goodyear have not exactly got their backs to the wall, but they are not winning all the time, and that does not go down well with the management.

Since Michelin appeared on the scene Goodyear have tried to keep everyone happy, from a potential winning team to a new and untried team, but it has been a struggle both technically and materially. If you are out to win pole position in practice you give the best tyres you have got to the driver most likely to succeed. There is little point in giving them to a new recruit, yet everyone wanted (and in some cases demanded!) the same tyres as the man in pole position. This became a physical impossibility and Goodyear

tried to be reasonable and logical about the supply of special tyres, but they still fell foul of some lesser teams. They honoured business contracts and kept faith with "old friends", but Michelin kept beating them, so the crunch finally came at the end of the past season. The racing department at Wolverhampton has been closed down and all racing operations are now based at Akron, sentiment and good fellowship have been put to one side. Winning really is the name of the game now, even if it means being ruthless with old friends or unhelpful to newcomers. The Goodyear management know they are going to make some enemies in 1980, but they accept that. Michelin have got them on the run and there is only one answer to that: "bring out the big guns," and the big guns operate from Akron, not Wolverhampton. It may seem strange operating a European race programme from America, but we must bear in mind that there could be seven races on the American continents, one in South Africa and one in Scandinavia and nine in Europe, so Akron is not so far off centre as it would seem. Also, Goodyear have a giant research centre in Luxembourg which could be used as a European base, and there is also a good test-track there.

I think we can assume that 1980 will see the Williams team, the Ligier team and the Lotus team in favour with Goodyear but a big question-mark hangs over the rest. If they do not get support from Goodyear who knows what will happen. Maybe they will just get "basic" tyres suitable for racing, and no more than that, or they might find that Pirelli are interested, while it is not beyond possibility that Dunlop might get interested again. Whatever happens the tyre supply question in 1980 is far more important than sponsorship money, driver contracts or even design teams. There is a definite crisis at hand for some teams, paralleled only by the crisis that would occur if Keith Duckworth said that Cosworth Engineering were not going to produce any more DFV engines. Thankfully there is no sign of that. During December Goodyear are holding tyre-testing sessions in Argentina, and I feel that any team not asked to attend can take it as the writing on the wall.

I cannot understand how some people find Formula One dull and uninteresting, even when they are closely involved. At times there is almost too much happening, and the action really begins on January 13th when the green light goes on for the Argentina GP on the Autodromo Almirante Brown in Buenos Aires. — D.S.J.



In its first year of competition, the Panther Lima driven by Mike Hinde has taken overall victory in the RAC National Production Car Trials Championship. On his way to the title Hinde gained eight overall and eleven class wins in the fourteen round series.

ROAD IMPRESSIONS

The Honda Prelude

IN THE Honda Prelude the Japanese manufacturer in Tokio, who has built up a reputation for reliability and good engineering techniques, has an impressive two-door 2+2 sports coupé, based on the Accord's mechanicals. It appeals on four main counts — the pleasure of driving it, its unexpectedly good fuel-economy, its attractive interior layout of controls and instruments, etc., and its distinct individuality.

The Prelude is a front-wheel-drive car with a transverse-mounted four-cylinder engine of 1,602 c.c., the stroke being 9 mm. longer than the 77 mm. bore. It is the same overhead-camshaft, alloy-head, five-bearing power-pack that Honda use for their Accord, developing 80 DIN b.h.p. at 5,300 r.p.m., on a c.r. of 8.4 to 1. The camshaft is driven by a properly-guarded toothed-belt, an electric fan assists power output, and the ignition system is of the breaker-less kind. Unless one specifies Hondamatic automatic transmission the power is transmitted through a five-speed gearbox which gives 20.6 m.p.h. per 1,000 r.p.m. when in the highest ratio. Nevertheless, this fifth gear can be held onto in town driving, if one is seeking maximum economy of fuel, of which more later.

The Honda Prelude has revised Accord suspension, using coil springs with MacPherson struts and lower links at the front, and a similar layout at the rear, with a roll bar. Telescopic dampers are fitted all round. The revised brakes are vacuum-servo-assisted disc/drum, and there are alloy wheels shod with Japanese Dunlops or, as on the test car, with Bridgestone radial 175 x 70 SR13 tyres. The rack-and-pinion steering is not servo-assisted.

The Prelude is quite a nice little car to drive. Driver and front passenger sit on well-shaped seats with head-restraints adjustable to three positions. The squabs also adjust and separate levers release these for access to the rear compartment, which is very restricted, making this smart coupé really a 2+2. The interior has a shiny black finish with very clear labelling of controls and instruments in white, which I approved of. A clever idea is to have the tachometer imposed over the very big speedometer face, thus making for a compact fascia, although no more space would have been needed for two smaller-dials. However, the Honda arrangement is ingenious and fairly neat and not too difficult to refer to. A small hooded nacelle in the centre of the tachometer has warning lights for indicators, full lamps' beam, fuel-contents, oil-pressure, battery-condition, choke-in-use, and hand-brake on fluid-level low. The safety-conscious Japs have also put in a r.h. lights' panel which, with the ignition "on", or when a button is pressed, shows whether doors and boot-lid are properly shut, and whether both stop lamps are working; a pilot light attracts the driver's attention for six seconds, after which the individual warning lights come on if anything is amiss. Ingenious, and something to appeal to those who love gadgets! Apart from that, there are the normal fuel-gauge and heat-indicator, and a digital electronic clock is fitted, on the dash, with a press-in panel to make it record the time when the ignition is off.

All the foregoing items are very neatly installed, in an interior with a high-quality trim. The small steering wheel has its spokes in the form of a narrow "X", with horn-pushes on each of the four



Individuality from the Prelude sports coupé.

spokes, which is better than a single button in the wheel-centre or on a stalk that moves about. There are many other quality items to be found around the Honda Prelude. For instance, the k.p.h./m.p.h. speedometer incorporates a total and trip odometer, below which are lights which remind one at the appropriate mileages about changing the engine oil, rotating the tyres, and renewing the oil filter. There is driver control of instrument-lighting intensity, the radio knobs are neatly combined at right-angles on the left of the instruments nacelle with a knurled, recessed, normally-mounted tone-control knob, and the choke is operated by pulling out what might be a tiny drawer under the fascia, but which is clearly marked. The highly efficient heater/demister has many symbols to explain the positioning of the horizontal levers on its separate panel and the 3-speed heater fan, with neat control, is not unduly obtrusive.

Tyre pressures are neatly listed on a tablet on the interior of the driver's door; under-bonnet instructions are likewise listed. Throughout the car there is evidence of this careful Japanese thinking. The boot-lid can be opened from within the body or from outside by using the one key that suffices for all services, and which in this case enters the body-panel, not the boot-lid, for maximum ease of operation. The fuel-filler is under a well-fitting circular locked panel, that opens very easily. The in-built (thief-defeating) radio has indications visually of which station has been selected, there are two exterior mirrors as well as a roof rear-view mirror, and, as a final touch of luxury, the Prelude comes as standard with a quick-acting electrically-operated sun-roof, which has a stiff sliding blind beneath it, to cut off glare from the tinted glass panel.

The cloth-upholstered seats are very comfortable, the pedals are well placed, and altogether a driver should be well content in this Honda. There is not much stowage within, apart from a rather small unlockable glove-compartment and a well by the gear-lever, together with small rear-seat wells, and a small open fascia well for the driver's oddments. Door pockets are lacking. Two stalk-controls are used, the short left-hand one functioning smoothly for wipe/wash and all combinations thereof, the r.h. one looking after lamps and turn-indicators, the latter with side reflectors. To flash the headlamps you just press the knob on the extremity of the r.h. stalk — what could be quicker or more simple! The engine likes choke for a cold-start but pulls away at once. It idles quite quietly, but with a slight tappet sound, at 400 r.p.m. and is

generally a quiet-runner. The steering is high-g geared, at 3¼-turns lock-to-lock, yet is not unduly heavy for parking, and is quick but rather dead. There is more than a trace of front-drive characteristics about the Honda's handling. The tyres seem to lose grip rather early and power-understeer has to be coped with. The suspension is quite good, but lurchy and lively over bad going, and generally the handling characteristics are somewhat dated. The gear lever is not unduly heavily spring-loaded to the centre of the gate; 5th gear is towards the driver, with reverse (press the knob behind it).

Top speed is an impressive 101 m.p.h., and the maximum engine speed marked on the tachometer is 6,000 r.p.m. The Prelude gets to 60 m.p.h. from rest in 11.3 seconds. It is in conjunction with such good average performance that the creditable fuel economy must be judged. It is possible to get over 40 m.p.g. without hanging about, and that on two-star petrol. Indeed, so good is the Prelude's fuel-thrift that I could not at first believe the 40 m.p.g. plus figures I was getting. Overall consumption was 33.7 m.p.g. The tank is said to hold fractionally over 11 gallons but if so it would take a long time to fill it to the brim.

The front-hinged bonnet opens to reveal the extremely accessible dip-stick (no oil wanted in 500 miles), sparking plugs, and Yuasa NS60(S) battery, etc. The Stanley 001-3004 headlamps are supplemented by fog lamps built into the substantial wrap-round front bumper, which is matched by a similar rear bumper. Equipment includes tinted glass, a coin box, a cigar-lighter and rear fog-lamps, and the interior and exterior door locks, and handles, etc. are as neat and pleasant to use as the rest of the car. The front-seat passenger has a grab-handle. The clutch is light, if a trifle sudden, and the five-speed gear box changes gear nicely, with only a little catch-up at times going from 4th to 5th speed. The brakes are both light and usefully progressive. The boot is rather shallow but deep, with two side-wells, and adequate if the Prelude is regarded as a two-seater.

As a highly individualistic sporting coupé with fair performance in return for a most commendable fuel thrift, the Honda Prelude is a worthwhile package at £4,950, especially remembering that it comes with an electric glass sunroof. The Ford Escort RS2000 will run away from this new Japanese offering, but those who set store by ingenuity and a good quality interior trim should still be very interested in trying this new coupé from Tokio. — W.B.

Around and About

Surveying those who watch . . .

PUBLIMOTORING of Geneva have released more figures showing the kind of people they found watching 1979 Grands Prix. They asked just over a thousand spectators from seven countries at the Belgian, French, British and Monegasque World Championship races a little about their background.

The commercial reason behind the survey was to find out what sponsorship arrangements are effective amongst an audience that is predominantly male with 85% drawn from the 18-44 years of age group. A pretty wide age span that common sense would have also indicated!

Pole position in the sponsorship race for recognition amongst this sample was firmly held by Marlboro (32%) from Elf on 16.1%. The next biggest group were the equivalent of the political "don't knows/cares" at 11.46%, rather more than Martini and Gitanes achieved on recognition from the 1,118 spectators questioned.

Least recognised sponsor? Copersucar, who are said to be out of GP racing in 1980 after spending a great deal of money on various Fittipaldi designs.

Lotus and Rolls: more than meets the eye?

NEWS that Rolls-Royce and Lotus were to combine forces in the American market came as a bit of surprise to us, for Lotus had devoted considerable effort to building their own sales and marketing outlets in the USA.

The deal is far more comprehensive than we had imagined from first reports. Lotus will send their cars to Crewe for shipment to the Rolls-Royce headquarters in Lyndhurst, New Jersey. Former broadcaster and journalist Reg Abbiss will then co-ordinate every aspect of selling Lotus cars, service and publicity, alongside Rolls-Royce, through that company's 68 North American dealers.

Lotus North America becomes part of Rolls-Royce Motors Inc., planning to triple present sales of 300 cars a year in the coming years.

Lotus see the USA merger offering them "a good dealer network and the upgrading of our image in a much shorter period than we experienced when going upmarket in Britain".

What do Rolls get? As we understand the situation they will accrue some advantages in economy of scale, virtually doubling the number of cars they handle without introducing a competitor to their showrooms.

Many feel that the real point is that Lotus, as part of Rolls in the USA, can contribute their excellent m.p.g. figures to push the overall of the Rolls range beyond the threatened Government penalty areas. Lotus will not be drawn on this, but either way the joint approach from Lotus and Rolls-Royce shows that ingenuity and optimism are not dead in the UK. Good luck to both sides.

Koni confidence

WHILE Bilstein become increasingly entrenched in top level rallying Koni have the enviable record in GP racing. Ever since 1971 the World



Ford cars are depicted in a series of colour posters available from their dealers, posed alongside some famous members of the RAF Battle of Britain Memorial Flight. The Merlin V12-engined Lancaster, Spitfire and Hurricane are chosen from the fine Hendon collection. Since the Hendon display is unsponsored those wanting posters are asked to make a minimum donation of 10p to the museum appeal fund.

Champion driver has had the Dutch company's widely adjustable telescopic shock-absorbers installed.

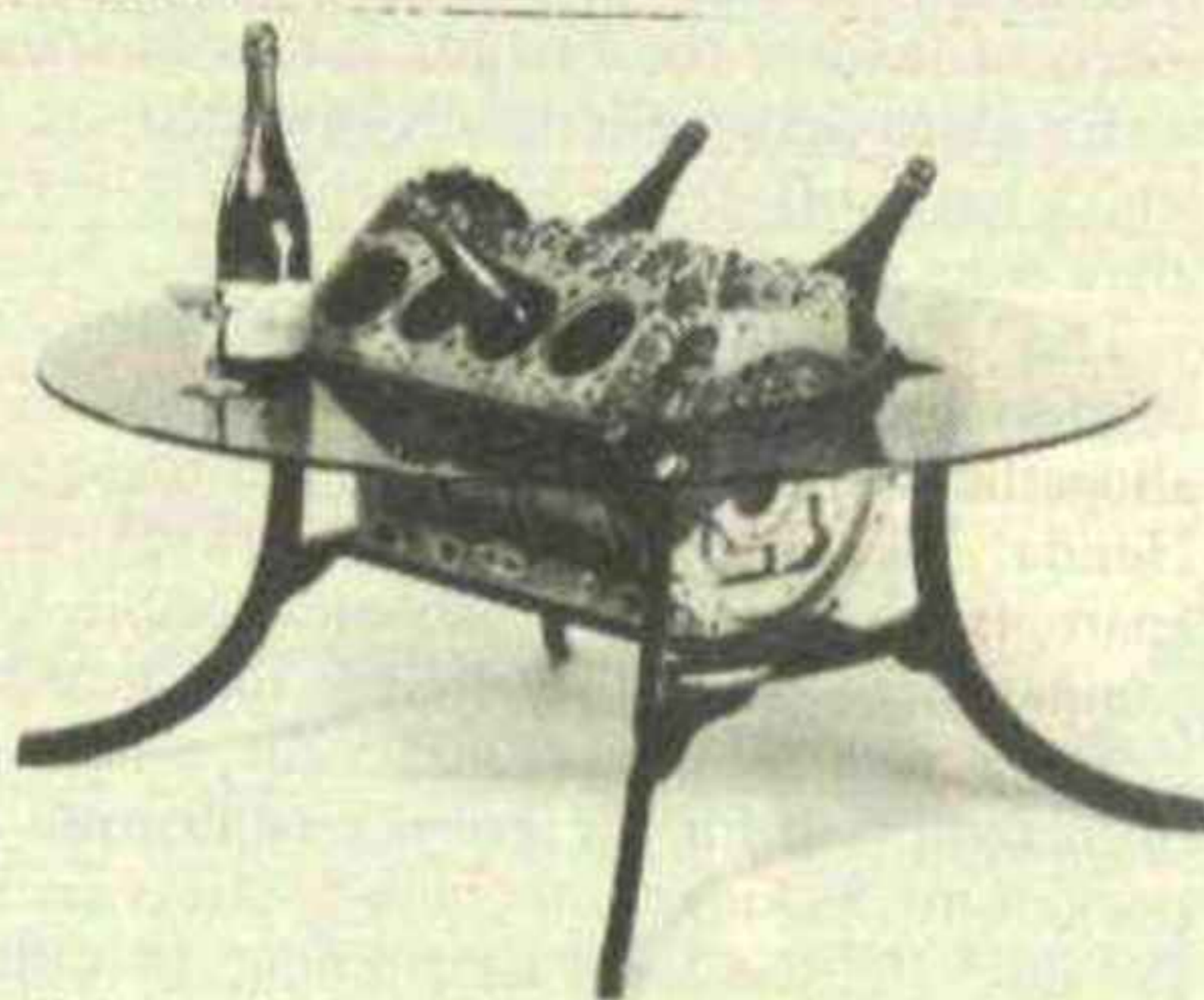
Ferrari changed to Koni 20 seasons ago and Koni say that "since 1976 all Formula One racing teams have driven on Konis".

Since the late sixties the biggest Koni design improvement has come from the use of titanium in racing car suspension components. This led Koni into manufacture of their housing and top cover in "high grade aluminium, which meant an enormous weight saving", in the company's words.

Researching the modifications made to a Group One racing Dolomite recently, one of our reporters discovered that such technical excellence has a price. The leading exponent of Dolomite preparation in 1979 told us that similar dampers were priced at over £400 a pair.

The less exotic Koni range, as well as the serious competition dampers, continue to be handled in Britain by J. W. E. Banks and Sons Ltd. at Crowland, Peterborough.

● An outfit named Zoom Television Ltd. at Pinewood Studios, Iver Heath, Bucks, have made a video cassette recording of the 1979 London to Brighton run. Cost is £85 and coverage is from three crews based at Brighton, Crawley and on the run itself.



A Cosworth Christmas? These genuine Cosworth DFV, ex-Grand Prix engine block-coffee tables, cost £450 to £900, depending on history, from Planners International Ltd., 48/50 High St., Corsham, Wilts. Other DFV memorabilia include pistons from £10 to £40, variable according to race-finishing position, polished or unpolished, with a plate showing details and a certificate of authentication from the engine builder, and polished, inscribed crankshafts at £95.

● Congratulations to Malcolm Wilson for winning the British National RAC rallying title for the second year in succession. Castrol, who with Autosport sponsor the series, were probably not quite so pleased, for Wilson's Escorts are backed by Total. Now 23 years old Wilson will carry on with Total and Ford Escort RS1800s in the Sedan Products home international series next season.

● The Austin Morris Mini Rally Challenge is to be an integral part of the BTRDA-Esso series of club championship events next year. The racing equivalent has proved very popular indeed over recent seasons and offers some of the most generous prizes to be found in club racing. For rallying competitors will be allowed the 1,275 c.c. engine but mounted within any Mini body style they care to use for reasons of cost. Regulations and details of how the £2,500 prize will be dispersed from: Ron Elkins, BL Motorsport, MG Plant, Abingdon-on-Thames, Oxon.

● RAC competition licence fees for 1980 will range from £2 for co-drivers on closed to club events to £65 for an A-category international race licence. Full details and application forms from the new RAC British Motor Sports Council at 31 Belgrave Square, London SW1X 8QH.

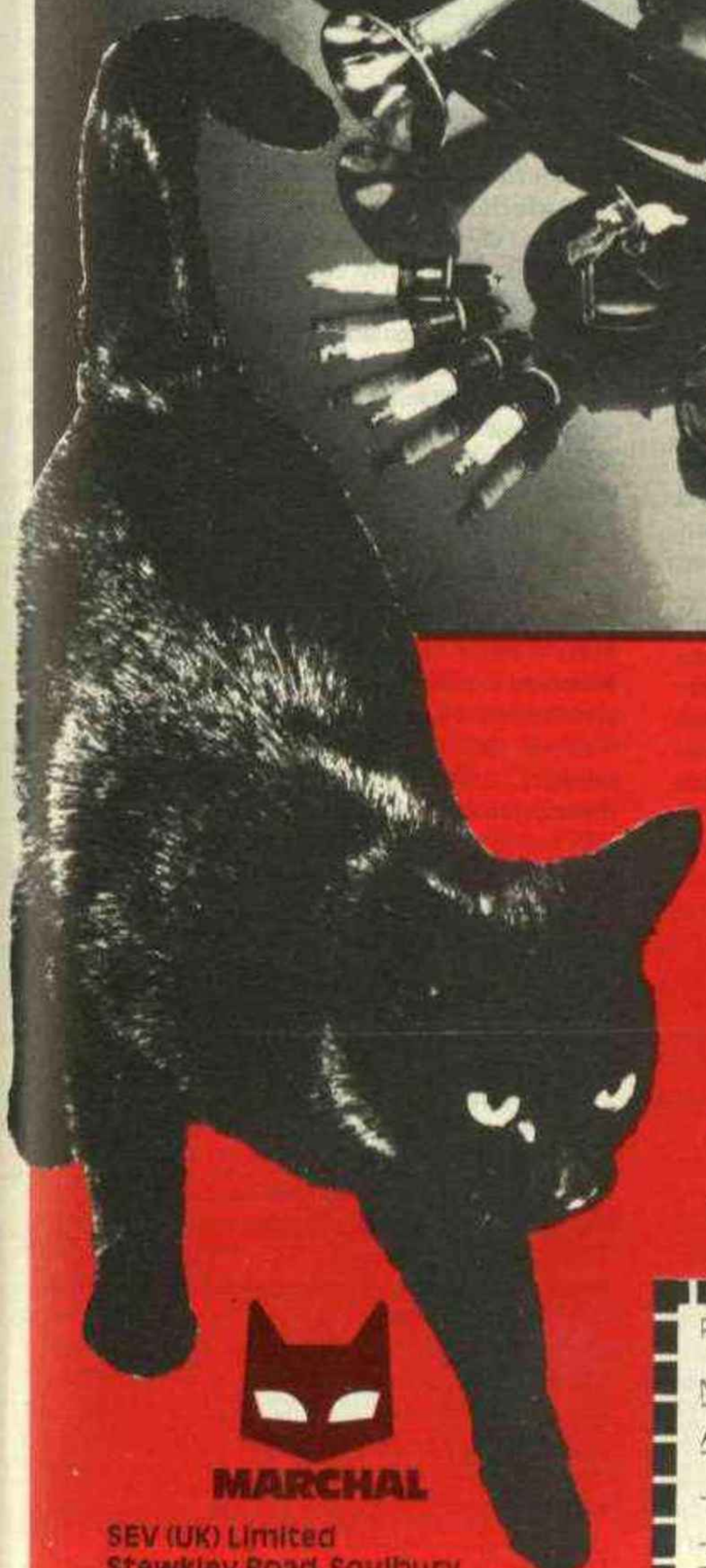
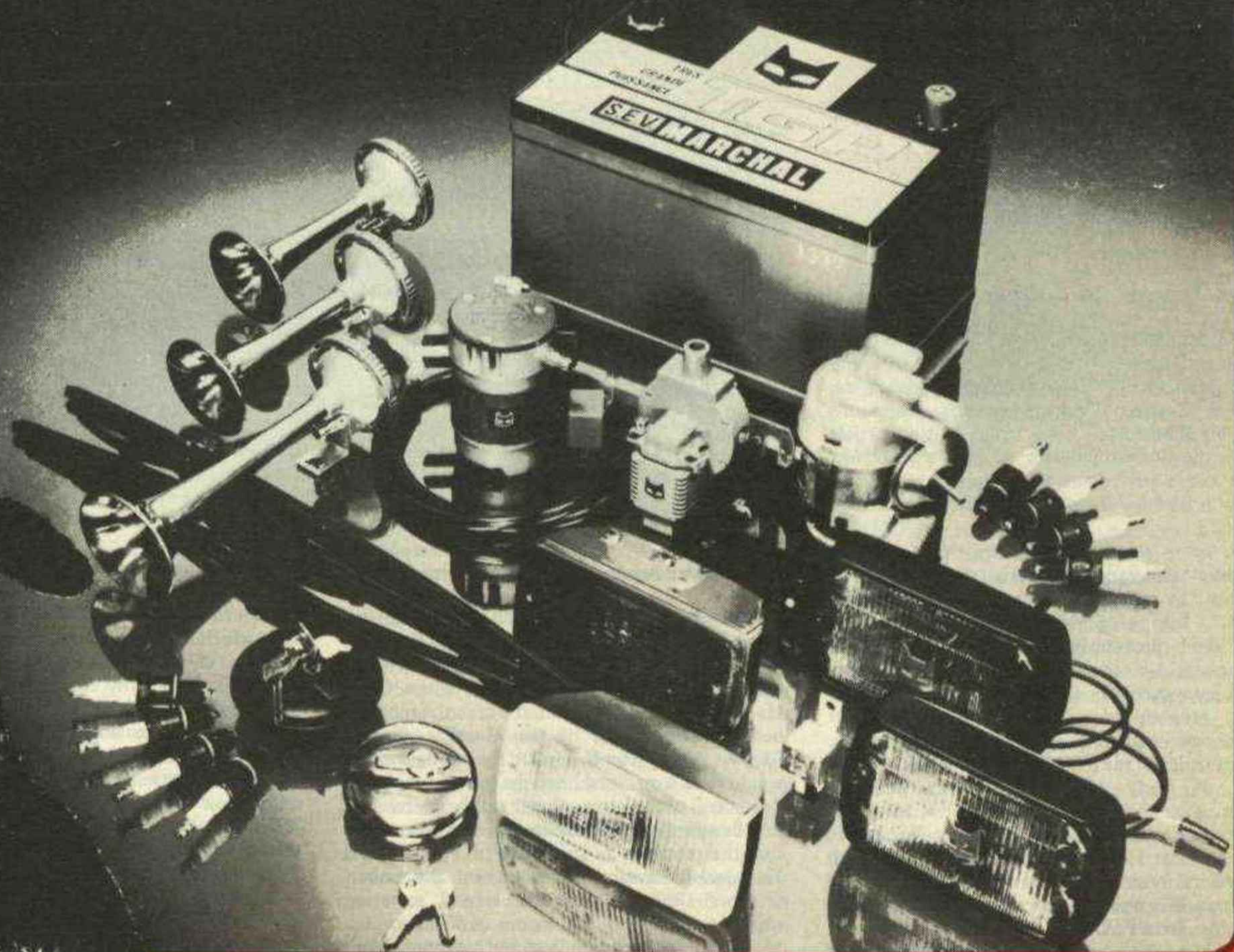
Formula Talbot

THE latest single-seater Formula to emerge, Formula Talbot, will run on methanol as a sop to energy conservation. Chassis can be either Formula Ford 1600 or Formula Ford 2000 type converted to run with 150 b.h.p., Talbot Sunbeam Ti engines. Racing tyres will be fitted. Methanol suppliers will be available at circuits. The BRSCC is running a 12-race series. This should be a quick Formula which might oust, and certainly take the pressure off, one of the over-subscribed Ford Formulas eventually. Details from the BRSCC or Jackie Epstein, the exclusive supplier of engines, at Brands Hatch.

The Model Engineer Exhibition

NEXT YEAR's 49th Model Engineer Exhibition will be opened by HRH The Duke of Gloucester and takes place from January 2nd to January 12th, at the Wembley Exhibition Centre. Entries have closed.

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MS 79

Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS

The Dawn of "The Daimler"

LAST MONTH'S issue of MOTOR SPORT had quite a Daimler flavour to it, what with my description of an outing up Shelsley Walsh in the British Leyland Heritage/Coventry Museum's fine big Edwardian of that make, and my article about the motor-cars of Mr. Bolton, a gentleman who had a preference for Daimlers and drove them at Shelsley Walsh and in other competition events.

So let us look at the picture that forms the heading illustration to this month's V-E-V section, to complete, as it were, the Daimler session. I do not pretend that it has never been published previously, but I wonder if the occupants on the two very early Daimler petroleum-carriages it depicts have ever before been properly identified? No doubt Daimler historians will get their teeth into this. Meanwhile, let me tell you that I believe this to be one of many photographs taken for the Pennington Company and/or the Great Horseless Carriage Co. Ltd., outside the Motor Mill beside the canal at Coventry, where the first English Daimlers were built. It is apparently a picture taken in 1897 and I believe it came to me from the late Mr. John Pollitt, an historian who was more interested in the origins, linking-up and fate of motor companies than of cars, but who was very knowledgeable about Rovers, having been with that Company for many years. He used to contribute to the long-defunct magazine *The Vintage & Thoroughbred Car*.

It seems that the car on the left side of the photograph is the first Daimler ever built by the Great Horseless Carriage Co. and that it was known as the "Iveagh Phaeton" because it was sent to Lord Iveagh for the use of HRH the Duke of York (later King George V) at a shooting party in September/October 1897, the car having been completed in May/June 1897. This makes it an extremely historic vehicle, as one of the motor cars that introduced Royalty to automobilism and resulted in the British Royal Family remaining faithful to Daimlers for so many years — as someone said, a car equal in historical status to George Stephenson's "Locomotion".

The Daimler on the right of the picture is said to be the second Daimler built, which had just returned from two days' testing on the road, over a distance of 100 miles, with the object of proving that the Great Horseless Carriage Company had commenced regular output of the new horseless-carriages by July 1897.

It may be remembered that at this early stage the Great Horseless Carriage Co. and the Daimler Company occupied adjacent buildings at the old Mill, which is said to have resulted in 1889 in the reporter from a cycling paper, sent all the way to Coventry to write-up the Daimler factory, seeing an open door, going in, and being shown round.



IN THE BEGINNING. — Two Daimlers photographed in 1897 at Coventry. This rare photograph may have been published before, but we doubt whether the occupants have been identified previously. See the accompanying article.

He duly wrote his piece, which resulted in the paper receiving a rude letter asking why the story was captioned "A Visit to the Daimler Works" when, in fact, it described those of the Great Horseless Carriage Co., round which the reporter had been conducted by the Manager, George Iden — the reporter had found the wrong door! It would need a qualified historian to tell us how the "autocars" of the latter company differed from the first flowerings of "The Daimler". I am also aware that the reference to the Duke of York using a Daimler at a shooting-party in September/October 1897 pre-dates the second motoring experience of HRH The Prince of Wales, which took place in the grounds of Buckingham Palace at the end of November 1897. That is something else that the more erudite students of pioneer motoring who read me may care to think about!

Now to the occupants perched on these two 1897 Daimlers. The long-hand caption to this historic picture says that the person holding the tiller of the left-hand vehicle is Mr. F. E. Baon, Works Manager of the Great Horseless Carriage Co. The bowler-hatted gentleman in the middle is Jack Brookes, a friend who happened to be staying with the Baons but who had no connection with the Company. On his left, in a homberg hat, is the Company's Chief Cashier, Mr. J. H. Barrows. Of those seated on the second car, the straw-hatted gentleman is Mr. Pilkington, assistant to the Chief Cashier, and at the tiller is W. McNeil, a wages-clerk. On his left, in the motoring hat, is Mr. Davies, who was Mr. Baon's assistant and in complete charge of this car. Towering above him from the tonneau is a works' time-clerk. The door behind the "Iveagh Phaeton" hides the hoist used to get the cars up onto the first floor of the Mill and in the original print can be seen the outside staircase leading to the second-floor premises of the notorious Mr. E. Pennington, who had been capitalising on his bogus motor inventions. As the caption comes from Mr. Baon himself, I assume it must be correct. Thus I seem to have stumbled on a rare piece of motoring history.

On the other hand, although these two veteran cars appear to have been photographed on behalf of Pennington and to have been built by the

Works Manager of the Great Horseless Carriage Co., which had been promoted by financier H. J. Lawson in 1896 with capital of no less than £750,000, I am fairly sure they should be called Daimlers, not MMCs. It is good to know that a surprisingly large number of these Daimlers, made before the turn of the century or very soon afterwards, has survived to the present time. One of the best known is Comdr. Ted Woolley's 1897 4 h.p. example, still on tube-ignition, and solid tyres. To celebrate the 80th year of the English Daimler Company I arranged to be driven in a modern V12 Daimler Double-Six to see and try a few of these truly-historic Daimler heirlooms from the dawn of motoring. We looked first at Mrs. Vaux's 1897 Daimler and then at Lord Montagu's 1899 four-cylinder 12 h.p. Daimler, and the Black Collection's 1899 4 h.p. Daimler, as well as the National Motor Museum's more modern 1903/4 four-cylinder car. (The description of this Daimler-tour will be found in the colour-section of MOTOR SPORT dated September 1976.) I see, too, that the Vaux Daimler was entered in last month's Veteran Car Club Brighton Run, together with Murcott's and Flather's 1897 Daimlers, Page's 1898 car and James' 1900 model . . .

Thinking of the bigger poppet-valve Daimlers, made before the sleeve-valve invasion of 1909, quite a number of these imposing cars have also survived, in addition to that fine specimen from the Coventry Museum which MOTOR SPORT featured last month. I remembered since that a big Edwardian Daimler had formed part of one of "Baladeur's" articles in the "Veteran Types" series that was once a feature of MOTOR SPORT and I wondered whether this might have been about the same car as that now in the Coventry Museum, the history of which is obscure since it was made until the time when it went to earth in a remote corner of the Daimler factory. So I hunted out my April 1937 issue of MOTOR SPORT, which showed me what I should have remembered, namely that this great 9.2-litre Daimler is not the same car as I tried in Worcestershire last September, because it had a Knight double-sleeve-valve engine.

However, just as the age of the Coventry

specimen is in doubt, being quoted as anything from 1904 to 1906 or '07, so the date of the Daimler which a party of VSCC members had gone up to Preston to sample, before the war, was also open to debate. The owner, Mr. Bradshaw, quoted it as 1906 but "Baladeur" sagely thought it to be at least three years more recent. Based on the poppet-less engine he was obviously right. But in all other respects the specification of this 48 h.p. Daimler was so like that of the Coventry Museum's poppet-valve car that I find myself wondering whether it might have been a prototype in the "valve-less" period, with the 140 x 150 mm. Knight engine put into an earlier, say a 1906, chassis? Anyway, where is this old Daimler now? — W.B.

V-E-V Miscellany.— The Clyno Register has come to life again, with a well-written duplicated *Clyno Gazette*, which echoes our dislike of inflated prices for all things appertaining to the older motor cars. It marks the half-century since the Clyno Engineering Company (1922) Ltd. went into liquidation, which means, apart from the possibility of a few Clynos having been assembled by Colliers from the spares they purchased in 1930, that all Clynos are at least 50 years old. As the anonymous compiler of this broadsheet so rightly says, if his *Gazette* looks different from the one last produced in 1973, how much more so does 1929 seem to belong to a completely different world? But Clynos survive, which is pleasing when I recall how much I enjoyed the 1926 10.6 h.p. tourer I ran for a short time in 1951. A rare 12/28 saloon has come to light in Ireland and the Registrar found a complete 1924 chassis, still on its beaded-edge wheels, earlier this year. The Register caters for Clyno motorcycles as well as cars and operates from New Farm, Startley, Chippingham, Wiltshire. Incidentally, it is emphatic that the AJS had no connection with the Clyno Nine, although the latter as well as the 12/35 Clyno was available with wire wheels as an optional extra in 1929.

Extraordinary, the things people do — the October *Newsletter* of the Pre-War Austin Seven Club contained a picture of a BSA motorcycle combination with an Austin 7 engine, converted to air-cooling, with fins on head and block, each one individually brazed on! Another picture showed a convincing replica of the 1924/25 Gordon England Brooklands-model Austin Seven. A reader has sent us details of a 1931 six-cylinder 26.3 h.p. Chevrolet sedan that is still

in regular use by its original owner in Liverpool, on the south coast of Nova Scotia. It has its original paint and the engine has not had a rebore, but holds its recommended compression pressures in all cylinders. The only additions have been signalling-flashers to comply with a 1938 requirement, and an electric instead of a suction screen-wiper. This Chevrolet once did 25.2 m.p.g. but this has dropped to 20 m.p.g. The car is not entered for *Concours d'Elegance*, nor does its owner belong to an old-car club because of it. Nor is the car for sale. How refreshing! The Wolseley Hornet-Special Club Magazine had a picture, which appeared in *The Geographical Magazine* in 1937, showing a Hornet Special caught in a traffic jam. It has five occupants, two of whom are girls, one in a white flying helmet, and the road appears to be taking one-way traffic, perhaps on the way to or from some local event. The Wolseley's screen is flat. Other cars in this hold-up include a Chevrolet saloon, several Morris — the picture was discovered by Harry Edwards of the Morris Register — two motorcycle combinations, a Riley Nine saloon with two occupants standing up, through its sunshine roof, and, almost out of camera range, a Ford Eight saloon and an Austin 7 Chummy. The Club wonders who owned TG 6173 and where it is today?

Marchal Motoring, the newsletter of SEV (UK) Limited, recently carried a picture of a big chain-drive Edwardian Mathis touring-car, in which were riding Nazzaro, beside the driver who is Ettore Bugatti, M. Mathis, Pierre Marchal, Rembrandt Bugatti, Lancia and Wagner, while standing beside the car are Frederick, and Agnelli. The Vauxhall OC reports that in Cornwall a Vauxhall 20/60 Grafton coupé-cabriolet which had become a garage breakdown-truck has been restored, and that a lady member uses almost daily in Cheshire as her second car a 1927 Vauxhall 14/40 Princetown tourer which she and her husband bought as a new car. It has done nearly 60,000 miles, is in original condition, and the only change has been replacing the Watford magneto with a Bosch magneto. Also reported in course of restoration in Bedfordshire is a Vauxhall LM 14/40. A Staffordshire reader who has recently bought a 1925 3-litre Bentley, reg. no. MB 7720, seeks information about its history. It is a long-chassis, with Corsica drop-head-coupé body, which has recently returned from spending 20 years in America. According to "All The Pre-War

Bentleys" by Stanley Sedgwick, this car was delivered to a Mr. Proctor in December 1924 and then had a Freestone & Webb Weymann saloon body, and engine number 936. Letters can be forwarded. The Hispano-Suiza Society has issued a Roster of all known cars of this make, both verified and unverified and in museums. It makes very absorbing reading. The verified cars consist of 103 French-built HB and H6B, 37 of the K6, 33 of the model-12, 31 of the H6C, 21 T15 Alfonsos, 11 T49, 8 of the Jr, 7 of the TI6, 6 of 15-20 h.p., 3 each of the T48 and T56, 2 each of the 8-10 h.p. and 12 h.p., and lone examples of the 30 h.p. T-HD, 30 h.p. o.h.v., Spanish H6, Czech H6 and T60 RLA, together with eight unspecified models, a total of 280. With the unverified Hispano-Suizas the total rises to 386 left in the world. Details of the Society and this very complete breakdown from J. M. Heumann, 175, St. Germain Avenue, San Francisco, CA 94114, USA. — W.B.

Some more Bentley Conundrums

THERE is something Bentley historians may care to look at, in "Lucky All My Life", the comprehensive book about the career of that ace-engine-tuner, the late Harry Weslake, written by Jeff Clew, published by Haynes, and reviewed in last month's *MOTOR SPORT*. I am thinking of the rather remarkable introduction that Weslake had to W. O. Bentley. According to Clew, Harry had been summoned into the presence of the great man, apparently around 1926, and when he arrived at Oxcgate Lane, accompanied by the Managing Director of the Automotive Engineering Company of Twickenham, a man named Hewitt, they found what is described as "a prototype 600 c.c. side-valve engine on the Heenan & Froude test-bench". The story goes that this engine was producing only 11 or 11½ h.p. and that W. O. Bentley asked Weslake if he could do anything about it. Harry said he thought he could and was given just a head and barrel of what is inferred to have been a very archaic piece of engineering. Having done air-flow tests on these with Jack Connor at the Automotive Engineering works and modified the ports, Harry took the bits back to Bentley Motors, where Wally Hawgood, a foreman, is said to have reassembled the engine and retested it, when it gave 17 b.h.p. "The results shook W.O.," says Clew, and he immediately wanted to employ Weslake and agreed to pay him a retainer of £500 a year.

Now one or two things puzzle me. In the first place, it seems odd that we have not heard previously of Wally Hawgood as a Bentley foreman. The Bentley DC has compiled a long list of all known Bentley Motors' employees, trying to trace any they have no record of, but including all known names of ex-employees of the Company. Hawgood, who is described as having been mechanic to Bishop, the Canadian air-ace, during the war, is not among them. Then it surprises me that W.O., who was experienced in such diverse petrol engines as his big rotary aero-motors and his 3-litre Bentley car engine, not to mention the pre-war racing DFPs for which he introduced pioneer aluminium pistons, should have been so impressed with a 5½ to 6 h.p. power increase in his test-rig plot. Especially as, according to Clew, racing motorcycle engines of smaller capacity were developing over 40 b.h.p. at this time, although he does not specify which make, or whether of s.v. or o.h.v. type. I am not so



This Daimler, featured in *MOTOR SPORT* in April 1937, had a 9.2-litre double sleeve-valve engine, but from the specification its chassis could have been from an earlier poppet-valve car used during the experimental period with the Knight engine. Kent Karlake, the one-time old-car correspondent in *MOTOR SPORT* under the pseudonym "Baladeur", is in the front passenger seat, Cecil Clutton and Anthony Heal, well-known VSCC committee members, are in the rear and we think the driver is W. G. S. Wike.

surprised that Bentley called in Weslake, because air-flow through valve ports was a new science in the nineteen-twenties and Harry was the expert in this field. But the big mystery is, why was W.O. investigating a side-valve engine *at this time*?

Jeff Clew, in his detailed book, says that work on this test-rig engine continued, with the object of getting as much power as possible from it, and that it formed the basis of an engine that had an overhead-inlet-valve and side-exhaust-valve. Now I am aware that it is customary to build single-cylinder test-rigs of multi-cylinder engines, for experimental purposes. But if an i.o.e. design was being investigated, would a side-by-side-valve test-rig have taught the designers anything? If not, surely W.O. was not contemplating replacing his celebrated four-valve-per-cylinder overhead-camshaft engine with a side-valve engine, in 1927? But if he simply wanted to extract more power from his 3-litre and 4½-litre engines by better breathing, why did he not have a test-rig made of that configuration?

The inference is that this testing was done in respect of the 4-litre i.o.e. six-cylinder Bentley. But this did not appear in production form until 1931, it has always been regarded as a panic measure taken when Bentley Motors' finances began to run down, and its cylinder-head was, I think, laid out primarily by Harry Ricardo. W.O., indeed, described the 4-litre as a "last desperate fling" of the old Bentley Company, so it can hardly have been on the stocks in 1926/7. So what was the object of using a 600 c.c. side-valve test-rig at Cricklewood at that time? Remarkably, Donald Bastow says that by 1931 W.O. was contemplating a side-valve car but that the Ricardo i.o.e. 4-litre was designed instead, a 653 c.c. test-rig with this valve formation being used in conjunction with this project, which gave 25 b.h.p. at 4,200 r.p.m.

Coming to the 6½-litre Speed-Six Bentley engine, in Clew's book Harry Weslake is said to have asked W.O. how he managed to obtain such an impossibly low horse-power from it — one can, without much difficulty, imagine W.O.'s look, if this remark registered with him! The power output is quoted as 120 b.h.p. at the time, although most sources give it as 140 b.h.p. The outcome, we are told, is that Weslake took away a 6½-litre cylinder block (the head was of course integral) unknown to W.O. and conducted air-flow tests on it, after which he modified "the ports and inlet manifold". Incidentally, it seems that such research only occupied a single day. The outcome was that when W.O. was having tea with Weslake and told him the 6½-litre was a "dud engine", Harry was able, like a conjurer, to produce the stolen cylinder block. When an engine had been assembled with this block the power output was 175 b.h.p., which led to further port modifications, when the engine gave, and I quote, "a staggering 208 h.p.", using two Aero Zenith carburettors. For Le Mans, with No. 8 SU carburettors, the output was "around the 200 mark".

According to Clew's fascinating book, Weslake took the 4½-litre Bentley engine in hand as well; indeed, he claims to have worked on all four of the 1928 Le Mans entries, altering the shape of their inlet valves and ports. He had the satisfaction of seeing Bentleys come home 1, 2, 3, 4 at Le Mans in 1929 — Barnato and Birkin winning with the Speed-Six at 73.62 m.p.h., followed by the 4½-litre cars of Kidston/Dunfee, Benjafield/d'Erlanger and Clement/Chassagne, ahead of Stutz and Chrysler opposition. Then, in 1930, the Speed-Sixes, apparently using even bigger SUs than No. 8s, came in first and second, ahead of

the Talbots, at Le Mans. The Weslake book says that Harry worked on far more than air-flow on these Bentley engines, leaving his flow-measuring instruments at Oxgate Lane for several months, Stan Ivermee using them on Bentley blocks and also on the presumably aforesaid side-valve single-cylinder test-rig. It says that "running experiments were made on plug positions, port shapes and cylinder head design", although the fixed head of these Bentley engines must have proved rather restrictive, surely?

Jeff Clew knows this to be controversial, because he remarks that the facts in his book appear to conflict with those in Elizabeth Nagle's memorable book "The Other Bentley Boys" (Harrap, 1964), in which Nobby Clark recalls working overtime with Hassan to build an airtight box over the carburettors of a 6½-litre Bentley engine, so that Weslake could conduct air-flow experiments on it, a footnote from W.O. confirming that "that is all he did". Incidentally, I think it was with the first Big-Six engine that Weslake got the alleged power increase of 55 b.h.p. — not the Speed-Six from which power was lifted from 140 to 208 b.h.p.

Naturally, I turned to that erudite book by Donald Bastow about Bentley engineering ("W. O. Bentley — Engineer", Haynes, 1978) for some light on these matters. Bastow implies that it wasn't until the Speed-Six engines were being readied for the Le Mans race of 1929 that Weslake was eventually called in. He suggested alterations to both porting and inlet manifolding and apparently remarked that the exhaust ports would have been better as inlet ports — but it wasn't until the advent of the 8-litre Bentley engine that the cylinder block was reversed, it is usually said for a different reason. I confess I do not see why Clew should think W. O. Bentley's footnote in the Nagle book, applying to the Big-Six engine, to the effect that Weslake only improved the engine's gas-flow, has to be queried. Reverting to the i.o.e. 4-litre Bentley engine, in the Nagle book Walter Hassan says all three cylinder-head boffins, Weslake, Ricardo and Whatmough, had a hand in its design, which seems extravagant!

Clew's book takes a poor view of W. O. Bentley in other ways. For instance, when Weslake was called in to assist with development of the V12 Lagonda engine and suggested that its valves were too large there is said to have been disagreement with his views, but before the Le Mans participation smaller valves were fitted, at the recommendation of Stan Ivermee, who remembered how much Weslake had done to improve the power output of Bentley engines. Then, when Weslake was helping with the 4½-litre Lagonda Rapide engine he is said to have improved its power output on his own test-bed by something like 30 to 40 b.h.p. but when it went back to Staines it was 20 b.h.p. down on this. W.O. is said to have consulted Harry, who was able to point out that the silencers of the Lagonda test-rig had become choked! Well, at times the best of us overlook the obvious. But if the anecdote is true it was unkind to W.O.'s memory to reveal it. Incidentally, there is no mention that I can find of Harry Weslake in any of the books ascribed to W. O. Bentley. — W.B.

NB I was glancing through the programme of the 1922 Indianapolis 500-Mile Race the other day and, in an article about the competing cars, came upon the following: "England's entry is new to American racing. She is represented by a Bentley. This is a four-cylinder car of conventional design, with four valves to the cylinder, and is being piloted by the engineer who designed it, W. Douglas Hawkes" . . . !

The Wartime Diaries of an RFC Officer

(Continued from the November issue)

WE LEFT the young Officer, whom I shall refer to as X, living-it-up in customary fashion in London, after having been given sick-leave following a short spell of winter service with the RFC at the Front, and a Christmas journey in a hired Singer. It was January 1916, when X met Capt. Campbell at the Berkeley Grill Room, and was very friendly with "Stewie", as he called Capt. W. A. Stewart. That war-weary winter also found X searching for a car. He went to Harrods with his mother, Lady X, to look at them and with Stewart to get the latter's Itala out, from its garage in Cricklewood, an outing sandwiched between lunch at the Marlborough Club and dinner at the Carlton with various friends, including the brother of the late Capt. Liddle, VC, and Kemp of the Irish Guards. Next it was to the Mercedes Co., where X had been promised a staff job by Major Warner, VC, this during the war when civilians with German-sounding names were accused of spying! The next day, after lunch with a party of friends at Claridges, X saw his doctor (he was still on sick-leave from the RFC) and then, with Stewart, "messed about in the Berliet", having previously taken a Silent Knight Mercedes out for a trial run. At this time X went before another Medical Board at Caxton Hall and was given three months' light-duty. This he immediately spent by lunching at the Berkeley, seeing about his job with the Mercedes Company when at the Ritz, dining at the Berkeley, going on to the Empire, and finally having supper at the Savoy.

Another entry tells of dining at the Carlton, going on to see "A Little Piece of Fluff", taking his escort home, meeting some other friends at Ciro's, going to someone's flat for drinks, and ending up "feeling rather tired"! There was a January Sunday when they motored down to Leatherhead and back in someone's Rolls-Royce. Four days later X met Stewart at the Scott-Robson's and "We motored off to Newmarket in his new Mercedes car", a journey that took from mid-afternoon until dinner. The next two days were devoted to shooting parties — "About 9 guns. Couldn't hit a haystack at first but improved later on. After lunch we all improved and had a great time, and some fine drives". After tea on the first day Stewart played the piano and after dinner six of the party, including two girls, drove over to Cambridge in the Mercedes, and X drove it back. The following day the Mercedes was driven down to London, not starting until after tea but getting in by about 7.30 p.m. — in the winter of 1916, remember.

At this time X had an Adler out on trial and one Saturday he used it to go with Archie de Pass to the Mercedes Co., where they got out a 120 h.p. Itala, but leaving X time to lunch at home at Ennismore Gardens, take tea at Queens Gate, see a girlfriend home, dress for dinner, dine the aforesaid Rolls-Royce owner, and go in this car to see a performance of "Carmen" at the Shaftesbury Theatre. Alas, it all ended with "an awful headache". . . .

On the Sunday X, after going to Mass, used the 120 h.p. Itala for a run to Leatherhead, lunching with the Petersons before motoring on to Dorking to call on Mrs. Ricardo, the lady in one of whose fields he had force-landed when trying to fly a BE2c to France the previous year. [Incidentally, Itala listed a 12-litre 120 b.h.p. model from about

1908 to 1915, so this was not necessarily a racing car - Ed.]

It might be thought that the social round would soon be curtailed, because on the Monday after this run X reported to Lt.-Col. Cormack at RFC Headquarters, at the War Office. He was put to work at once, "inspecting a small factory". The second day at the War Office X was "very busy, dodging about on the Staff cars", and working until 8.15 p.m., yet he was able to lunch at the Carlton with Capt. Stewart and Sir Richard Musgrave and his two daughters and dine with a lady at Prince's. This was the norm when X was in town, although varied at times by lunching at the Berkeley and taking tea at Rumpelmeyer's, before going to the Bachelors' Club or to the 400. After which, on one occasion, X was not above catching an evening train to Derby, getting to the Royal Hotel well after midnight, for a visit to the Rolls-Royce works next day. He was very busy all the morning "and a big R-R landaulette took me to lunch and fetched me after. Went all over R-R works and at 4.30 a RFC tender came for me and motored me to Birmingham. . . ." Not bad for a 2nd. Lt., which is what I believe X's rank then was. Moreover, he managed to meet a lady friend at Birmingham station and go back with her to her hospital (a reminder of the war) in her car, before walking back to the Grand Hotel. The reason for X's journey to Birmingham is explained by the entry: "Was very busy and got all things settled up with Messrs. Lanchester's". He lunched with a friend and got a train back to London. Presumably the visit to the Lanchester Company was in connection with War Office contracts, not motor-cars. . . .

There was daily work to do at the War Office but one entry reads: ". . . was only able to do one job, as cars were so scarce". So X "saw about the Adler" before lunching at the Carlton and then he had tea at his flat, dined at home, and later went to "Samples" to see Mabel Russell in this show, "which was awfully funny". The usual routine in January 1916 was to work at the office until late in the evening, after going about in a Crossley tender during the day, but taking time off, for instance to lunch at a favourite place such as the Pall Mall, Hatchett's, or at the Marlborough Club, and then to go to the Ambassador's or another theatre in the late evening. This round of lunches, dinners and shows with friends, and even getting



Morale-boosting fun and frolics for the wartime RFC.

engaged, was varied by looking at cars, with presumably a view to buying them or finding buyers for them — one being "Miss Crawshay's Berliet", after meeting her mother at lunch.

It seems that X, who had seen Father Talbot about his marriage banns and who had had to get Col. Proby to give permission for him to marry, was getting a Berliet coupé ready, for the occasion.

Glossing over the diaries' social entries, which include mention of a wedding party at the Savoy for Martin's sister (the motorcycle Martin, probably) and "making a tremendous noise at the piano" and having "a decidedly noisy evening" at Ennismore Gardens, only the Berliet and a Mercedes limousine driven by a girl are mentioned for some time. Work took X to Croydon and "over the Gamage-Bell garage and then onto Darracqs", in the Mercedes. There was also a run to Farnborough in the Itala with Jenkins. "Had new tyres put on", which suggests that the RFC may have been using this big car as Staff transport. There was also a visit to see how the Berliet and Itala were getting on at "the works", which could imply the RFC garage. At this time there is a reminder of the war, for X's

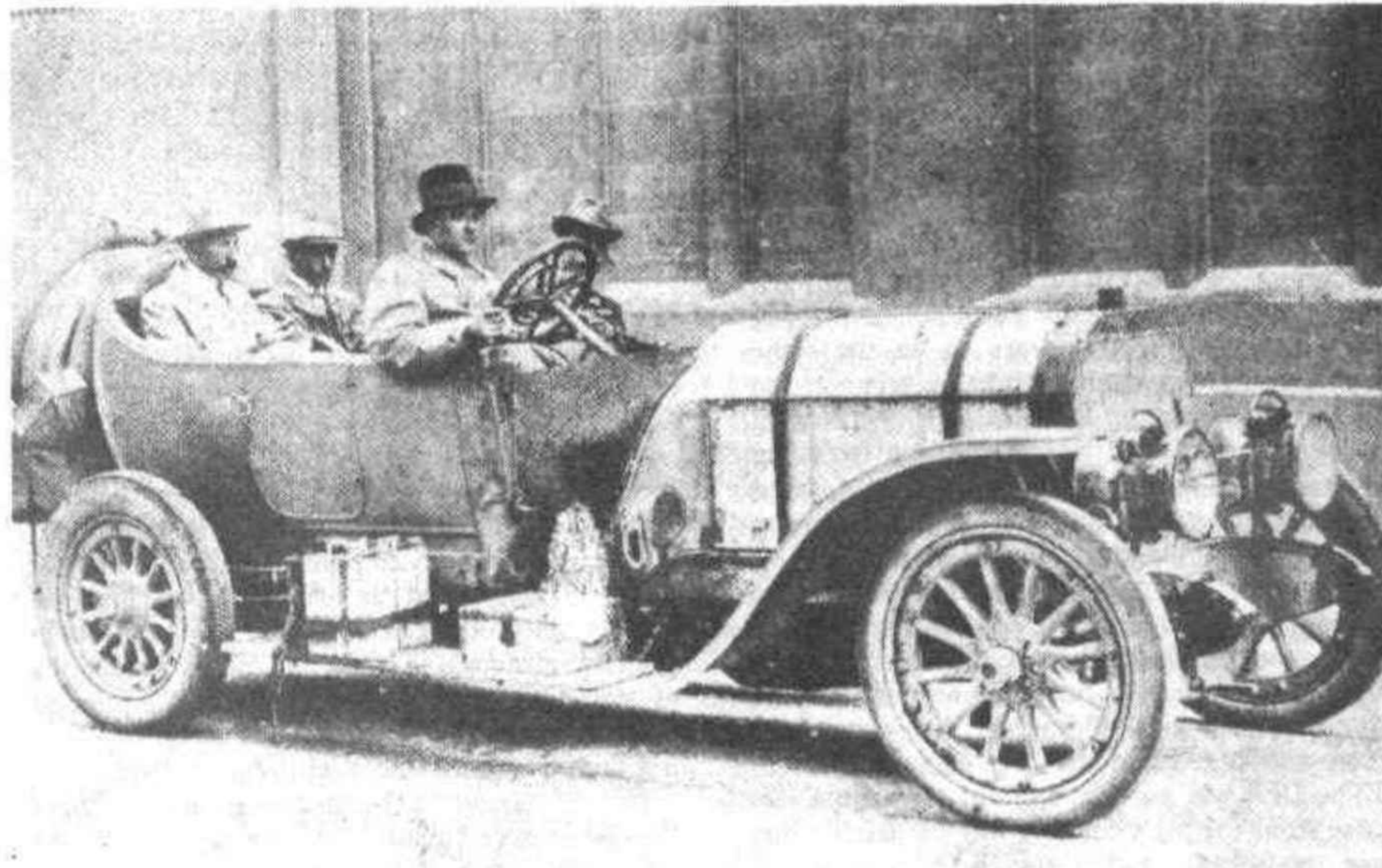
fiancée's brother-in-law, Major Douglas Reynolds, VC, died at Le Touquet hospital.

It seems that X may have been doing some business in cars at this time, as he went to Gamage-Bell garages to look at taxicabs. One Saturday "the Itala came round" to Ennismore Gardens (suggesting that it was perhaps a RFC car allocated to X) and a party motored off in it. They were in Brighton two-and-a-half-hours later and that evening "went to the Grand Theatre and had a tremendous rag and after a free fight. Went back to King's hotel and had a very cheery supper and went to bed. The roads were snow-covered but the Itala ran magnificently!" Next day, on the Sunday after church, they went to Shoreham in the Itala, which someone called Tollerton drove back, before lunching at the Metropole. It seems that the car was left in Brighton, as X returned to London by train. There he used the Mercedes for theatre visits ("topping show at the Victoria Palace") and at lunch at the Savoy with Guy Edwards and others met "old Vernon, just back from the Dardenelles". . . .

Otherwise, the war must have seemed far away, apart from X's work at the War Office, for the social activities went on daily, with many visits to Claridges, theatres, pantomime and cinema, in that winter of 1916, when it snowed heavily right into March.

Tollerton would "bring the Itala round," and once that great car was driven on a Saturday to Birmingham. Tollerton, who was presumably an orderly or a chauffeur, taking the luggage there by train. This for a mere weekend! They "had a magnificent run and got there about 6 and had tea and got tidy. Car went magnificently". On the Sunday, after Mass, and lunch at a friend's, the Itala was driven back to London, X driving it as far as Coventry, Tollerton thereafter. After tea at St. Albans they got in in time for dinner.

There is mention of going down to Hounslow one Thursday so that Jack Leamouth could have a joy-ride in a BE2c, and where X met Major Higgins, after which they had tea at the Bachelors' Club, and after X had done some work in his office it was on to the RAC for Leamouth's farewell party, — "Flora met me there. Took her home to Claridges and then went home to bed, very tired." The Mercedes would be used for visits to Napier's and Joukes at Willesden and one Sunday Wentworth arrived with a 135 h.p. Lorraine-Dietrich, which was the cue for a run to Brighton and Shoreham, lunching, of course, at the Metropole. In the middle of March,



A 120 h.p. Itala of the type used by X.

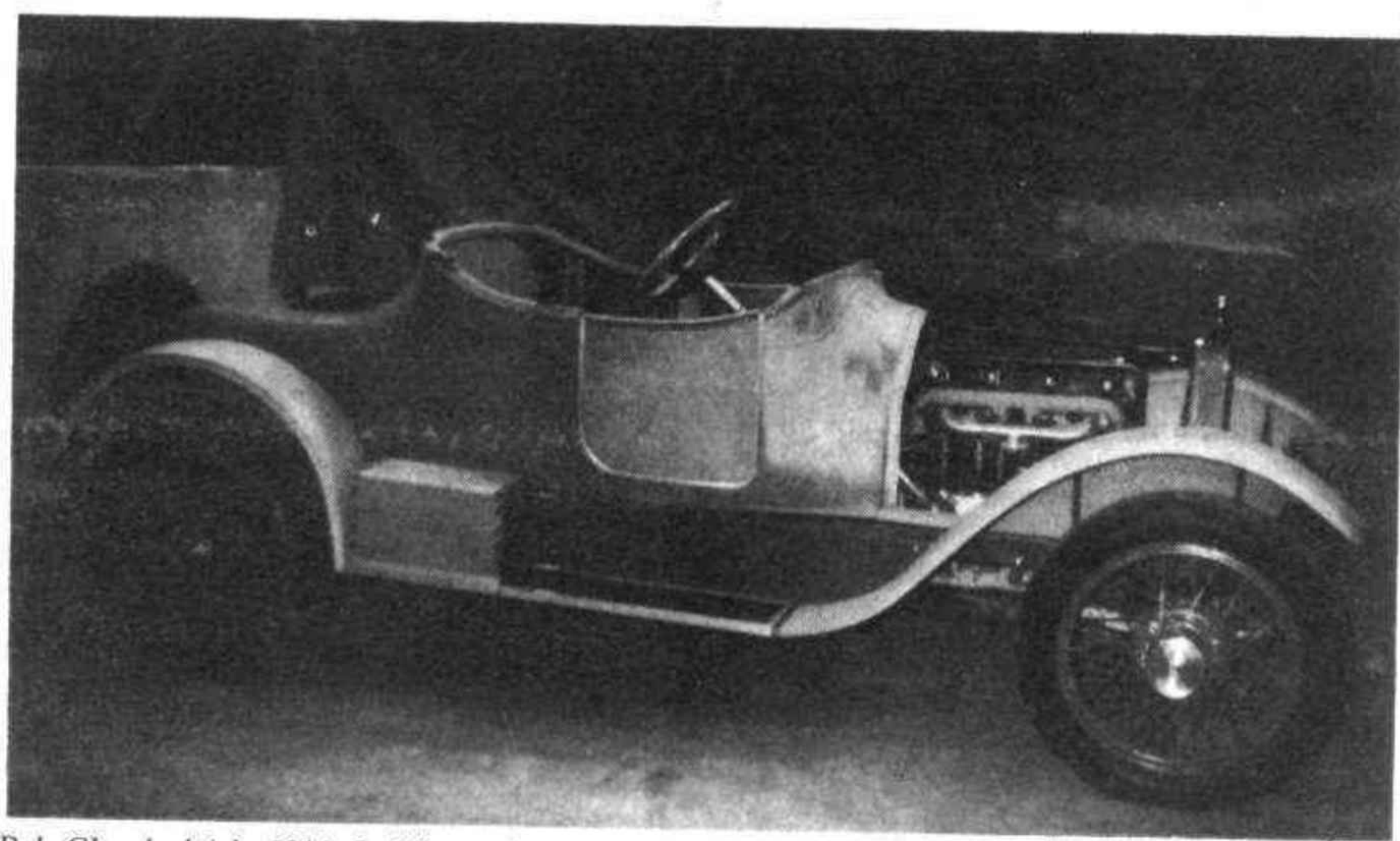
when X had a 50 h.p. Adler on trial, he ran down to Brooklands in it, where he "went over the Martinsyde works" and on to Farnborough to see someone with two 160 h.p. RAF engines, getting back to dine at St. James's Palace, where X was on Guard Duty.

There were visits to the RFC garage in London — where, I wonder? — from which X collected gears for the Itala, using the Berliet coupé for social calls. He then bought a 27 h.p. Adler from Morgan's, for £100. Its first long run was the usual Sunday trip to Brighton and Shoreham — they started back to London after having dinner at the Metropole, — "perfect moonlight drive", ending at midnight, on a day when X had been up for 8 o'clock Mass. Incidentally, the RFC garage was no myth, because X showed his father, the 5th Baronet, over it, after a lunch at Prince's Grill Room. But on the next visit to Birmingham X used the train, and a Staff-car from 5th Brigade. The Adler needed attention to its radiator, and after lunching at the Piccadilly Grill with General Henderson's son (General Henderson was in command of the RFC) they went to Cricklewood to see about it and the next day X got the Itala out and "saw about tyres for her".

For the weekend jaunt to the coast the Itala and Read's Vauxhall were now pressed into service. "Had a topping run down there and arrived about 6. Met several fellows at the Metropole and we all dined together and after had a box at the local theatre. Got bored of it and went on to a private dance at the Hove Town Hall. Had a great time and thoroughly enjoyed it. Got to bed about 1 a.m." A headache kept X in bed until lunchtime at the Old Ship Hotel on the Sunday but the Itala made the Brighton-London run home in two hours, ten minutes. The following day X went to see Cunningham-Reid's Rolls-Royce and then to Hounslow in his friend Stewie's Mercedes to give him a ten-minute flight in a 90 h.p. RAF-engined BE2c at 2,500 feet. Otherwise, the routine was much the same. The Itala was taken to the Palmer Tyre Co. and to Paddon's, a colleague called Wentworth ran X about in a Sizaire-Berwick, and there was "Please Help Emily" (a "topping show") and "My Lady Frayle" to pass the time between dining at the Piccadilly Grill and taking supper at the Savoy.

(To be continued)

V-E-V Odds and Ends. — We remarked last month that the Mitchell which the RFC officer was using here in 1915 (see "Diaries of an RFC Officer") was apparently a rare car, even in America, which is where it was made. However, there is one in this country, which David Harrison has restored. It was discovered in South America in 1973 in very decrepit condition and it took three years to restore it. It is the 40 h.p. 6.3-litre four-cylinder model, dating from 1913, with Bosch dual ignition incorporating magneto and coil, and it has dynamo lighting and electric starting on the Burdon system. The three-speed gearbox has a ball-gate and this big 7-seater Mitchell tourer will do some 60 m.p.h. The Autumn issue of *Bugantics*, magazine of the Bugatti O.C., contained an article by Harold Hastings about the very first ascents made at Prescott hill, at the rally in 1938 that preceded the first actual speed hill-climb there. So this venue is 44 years old. Best time on that occasion was made by Craig in a supercharged Type 49 Bugatti in 55.58 sec., Ronnie Symondson was second-quickest driving his Type 57S Bugatti, and a highly creditable third place was secured by Cecil Clutton with the 1908 GP Itala.



Bob Chamberlain's 1914 Cadillac undergoing restoration in Australia.

Incidentally, the book about the history of the much-older Shelsley Walsh hill-climb of the MAC, edited by Hastings, is still available and proceeds from sales go to the Midland AC. It is called "Seventy Years of Shelsley Walsh", and is published by the MAC itself, from 65, Coventry Street, Kidderminster, at £4.50 post free.

A further report on the progress that is being made with the rebuild of the 90 h.p. Napier racing-car "Samson" by Bob Chamberlain in Australia has reached us. It seems that the Napier is unlikely to be seen here until the middle or end of next year, at the earliest, because some unforeseen problems with the engine have delayed things. The cylinders will have the correct electro-deposited copper water jackets but it was not foreseen that new cylinders would be required. This is because the original ones

consisted of thin-section steel barrels with cast-iron valve pockets screwed into these at an angle. The years have taken their toll and after many repairs the six barrels will need to be renewed. This work is now well in hand, apparently, but the car will not be ready to be taken to Daytona Beach next April to re-enact its 1905 record bid there. However, it seems that policing the entire beach is regarded as impossible these days and that only standing-start ¼-mile contests with other old cars will be possible, which was not what Mr. Chamberlain had in mind. In the meantime he has almost completed the restoration of a 1914 Cadillac roadster and intends to do some work on the ex-George Syme 1910 Prince Henry Benz, now equipped with hydraulic four-wheel-brakes, after the Napier is running. — W.B.

Vintage Postbag

"The Diaries of an RFC Officer"

Sir,

The War Time Diaries of an RFC Officer — what interesting reading this makes. Although you may meet criticism from motor racing purists who cannot bear anything but cars in "their" magazine I am sure there are many readers — like myself — who find old aircraft more understandable than modern racing cars.

It is interesting that "X" refers to his aircraft as Armstrong Whitworth BE2Cs whereas most records of the time show them as Armstrong Whitworth FK3s. It appears to be the same aircraft and the confusion probably arises as the FK3 was a cleaned up BE2C built by Armstrong Whitworth. 5330 and 5331 were two from the original batch of seven of this type and differed from the later production versions by having the pilot sitting behind the observer as in the BE2C whereas the later ones adopted what was to become standard practice in two-seaters of putting the pilot at the front so the observer had a better field of fire for his machine gun. This is supported by your photograph on page 1486 where our hero is in the rear cockpit.

The BE8 was another attempt to make a silk purse from the pig's ear that was the BE2C, this time by fitting a radial engine the cowling of which led to the nickname "Bloater". Although

you refer to it as a "Harry Tate" I think this nickname was reserved for the RE8, another unlovely product of official design although an aircraft which did sterling work in France, particularly as an artillery spotter . . . and provided von Richthofen with eight of his victories!

Incidentally, a month or two ago you published a photograph of an aeroplane which had crashed on a roof and I suspect this may have been the original BE1. Only one of this type was built, its appearance altered during its life with modifications and it certainly sustained a crash of this kind. Have you had any more suggestions?
Thurston
JOHN ALEY
[Yes. I agree — RE8 — "Harry Tate". — Ed.]

Sir,

The War-Time Diaries of an RFC Officer brought back so many memories of experiences related to me by my own late father, who was a one time member of No. 84 Squadron, RFC.

This background has left within me, a more than passing interest in the history of the times.

It is interesting to note that "X" would be able to enjoy flying a variety of aircraft, because the main activity of the RFC in 1915 was of course artillery reconnaissance, carried out by Squadrons of mixed aircraft, Squadrons equipped throughout with the same type of aeroplane were not common until the beginning of 1916.

No. 21 Squadron became part of the Corps Reconnaissance Squadrons which came into being in January, 1916, when increasing specialisation prompted the High Command to divide

Squadrons attached to Armies into two Wings. The "Corps" Wing containing Squadrons devoted to the direct assistance of land forces by tactical reconnaissance, artillery observation and photography, and the "Army" Wing, containing fighter and bomber Squadrons.

If "X" remained in No. 21 Squadron, we shall learn in subsequent diaries that this Squadron was the first to be equipped with RE8s in February 1917, as replacements for BE12s (which was a single-seater version of the famous BE2C but with a 140 h.p. RAF engine). The BE12 in No. 21 Squadron had in turn been the replacement for the RE7 which this Squadron had used until August, 1916.

No. 21 Squadron was generally held to have been the finest artillery reconnaissance Squadron on the Western Front.

I look forward with great anticipation to future extracts from the diaries.

Braunstone H. E. HEFFORD

Sir,

Pleased that the "War-Time Diaries of an RFC Officer" series is now continuing in MOTOR SPORT. Just one or two small points which ought to be corrected.

The CO at Netheravon was Col. T. I. Webb-Bowen not Webb-Brown. The aeroplanes X flew at this aerodrome were not true BE2Cs but Armstrong Whitworth FK3s known as "Little Acks". (The A-W FK8 was the "Big Ack"). The FK3 was an A-W design-improvement on the BE2C; the machines he flew came from the first production batch of seven, serialled 5328 to 5334. Surely it was the RE8 and not the BE8 which was known in the RFC as the "Harry Tate". [Yes. — Ed.]

I look forward to the further instalments.
Freeland PETER WRIGHT

Scott & Bradshaw

Sir,

With reference to G. E. Chifford's interesting letter about H. P. Blake's re-worked ABC, I would like to point out that without Bradshaw's original design it would not have been possible for Mr. Blake to make his "improvements". The car was, no doubt, originally designed within the joint constraints of a budget and production feasibility, and without these Bradshaw (whose genius is recognised by Audi in their current adverts) would doubtless have eradicated most of the problems himself.

What prompts me to write this letter, however, is not so much a desire to spring to the defence of Bradshaw, as to defend one who died 40 or so years earlier — the great A. A. Scott — whose work Mr. Clifford arrogantly denigrates by saying that his modified Scott was described in the press as "better than anything that ever came from those Yorkshire moors". As a Scott owner, I would not deny that some features of these machines can give rise to a certain amount of frustration, but to use the technology of a later age, and means not suitable for production when the machine was designed, to eliminate these shortcomings does not automatically make the machine better, it simply makes it different. We could all "improve" the contents of the Science Museum if this were the case.

It amazes me at times that people like Mr. Clifford still exist in this country, as one might reasonably have expected them to have been snapped up by the Japanese motorcycle industry long ago, to sort the bugs out of their designs. After all, to a chap who has "made his own Scott motorcycle" (five moving parts in the engine!) the

apparent complexities of six-cylinder d.o.h.c. four-valve per cylinder engines must seem like child's play.

What became of the Omega engine, designed by Bradshaw in his later years?
Puckeridge M. C. JACKSON

A 2.3 GP Bugatti

Sir,

Following your excellent report in the October issue of the VSCC event at Cadwell Park I write to correct part of the printed word concerning my Bugatti.

My car is not one built out of parts. It started life in 1925 as a Type 35A sold from the Paris Showroom. I bought it in France in 1965 in a derelict condition but through the tremendous assistance given to me by certain members of the Bugatti Owners Club I have been fortunate to find all the original parts and get the car rebuilt to full 2.3 supercharged alloy wheel specification. The rebuild was complete at the end of 1976 so this hardly fits the "recently assembled" description.

If you wish to ponder over the correct description of the various Type 35 models there is nowadays a familiar way of calling them A, B, C etc. I am not sure that the works used these nor have I found any similar use in magazines of the period.

To suit the specification of my car I call it a "Targa" (i.e. 2.3-litre) supercharged. The works used "*avec compresseur*". This gets shortened to T and blown TC. I wonder if you or any readers have any thoughts or information on these letter descriptions and if in fact they were ever used when the cars were new.

I still enjoy MOTOR SPORT each month, long may it continue.

Stratford-on-Avon JOHN WARD
[The race programme surely explained the conversion from Type 35 to Type 35B but we are glad to have the correct facts. — Ed.]

The Suffolk Automobile Club

Sir,

With reference to your article "Another Link With Parry Thomas" in the October MOTOR SPORT, you mention your visit to The Angel Hotel in Bury St. Edmunds. You may be interested to know that this hotel was once the headquarters of The Bury and West Suffolk Automobile Club. The club was established in October 1904 and became affiliated to the Automobile Club of Great Britain & Ireland in March 1905. The club President was The Right Hon. The Earl Cadogan KG of Culford Hall and amongst other Vice-presidents were Lord Iveagh, KP, Sir Henry Bunbury, Bart, Sir T. G. Biddulph, Bart, and the Hon. Walter Guinness. The Chairman was Charles Sparke, a local solicitor, who was also a representative on the General Committee of The Motor Union. The club Secretary was another solicitor, Kenneth W. Greene. Total membership in 1907 was 44, the annual subscription was 10/6d. By 1910 the club was known as The Suffolk Automobile Club and in common with other provincial motoring clubs, used the Royal Automobile Club's Associates car badge. This was quite a handsome thing, the centre of which bore the three arrow-pierced crowns of King Edmund in a blue enamel background.

I have no record of the club existing after 1911.
Bury St. Edmunds R. B. ASHTON

The 1923 200-Mile Race Newton

Sir,

I read with great interest your reference to the 1923 200-Mile-Race Newton that I took over early

in 1965 from Nick Sloan. I would like to try and correct the widely-held misconception that the car had anything at all to do with Ceirano (S.A. Giovanni Ceirano, Turin). As you mention, the car was commissioned by Newton & Bennett through Noel Newton. Both the design and construction was by 26-year-old freelance Olivo (not Oliver) Pellegatti in Milan, without any involvement from Ceirano. I believe that Pellegatti finished his career in the USA as chief designer for Johnson, the outboard-engine people, and died in Northern Italy in 1968.

All the evidence available to me suggests that three cars and four engines were built in 1923, two of the cars being for the 200 Mile Race and the other one a longer touring chassis. In the 14 years in which I have owned the Newton I have been unable to find any reference to the other racing car — or the touring car — after the October 1924 London Motor Show. They were interesting chassis — what happened to them? Perhaps one of your readers knows?

As you say, the engine with my car was in poor condition — mainly through poor castings rather than wear or misuse. The crankcase (and many of the other light-alloy castings) was of magnesium and daylight could be seen through the main bearing webbs! Corrosion over the years had not improved matters. Very few people could cast magnesium in 1923 and I assume that Newton was supplied (back door?) by the Milan works of Isotta-Fraschini. Certainly I.F. is clearly stamped on several of the timing gears. The spare engine came through Neil Smith to Gordon Stewart-Brown, and finally Julian Beresford most kindly agreed to let me have the engine in 1971. I think this touring-specification engine must have been the fourth, or spare, as it does not seem to have had any use. It also had a very nice cast-aluminium crankcase! A complete engine has now been put together for me by Bob Danaher of Stradishall using the ex-Beresford castings and lovely Martlett pistons, but the more sporting crankshaft/flywheel/clutch and valve gear from the original engine. The long restoration of the car is now well advanced but sadly the need to earn a living, family, a house, an Anzani Nash and a twin-cam Sunbeam will together make it unlikely the Newton will be running in 1979. However in 1980 — we shall see!

Abbots Langley G. M. HARE

Vauxhalls of the 1920s

Sir,

Thank you for your most enjoyable article in the July issue on Vauxhalls of the 1920s. My father had a 14/40 in that era and always swore it was one of the finest. The registration number was XR 2866 and if the present owner cares to get in touch I can tell him much of the car's long history. One anecdote of general interest: My father shipped the car to India in 1924 and told me this did not involve any formalities at all: the number, the licence and the insurance were valid throughout the Empire in those days!

Market Harborough JULIAN DE LISLE

Memories!

Sir,

W.B.'s mention of the Angel Hotel at Bury St. Edmund's reminds me of my schooldays at the West Suffolk County School in Northgate Street of that town, half-way between the Angel and the Railway Station. Up to the time of the Second World War the Angel had its own taxi. As schoolboys we were unkind enough to laugh as it chugged past, for it seemed ancient to us, even in the thirties. It was probably a Unic or an Austin from about 1910, with a small, squarish, brass

20w50

10w40

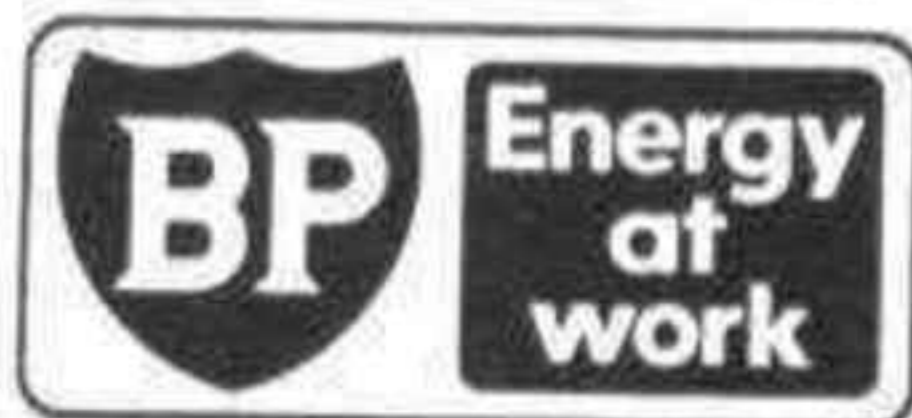
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radiator and a van-like body which had its only door at the rear. Passengers would, I imagine, sit face to face. I don't remember seeing the vehicle on any run other than to the Station. Perhaps it couldn't be trusted to find its way home? What happened to it, I wonder?

Although I was born within a few hundred yards of the Saxham gates of Ickworth Park I had never before heard of the speed trials. Perhaps being only two years old at the time I didn't attend.

The Park (a shadow of its former self) is still open to the public. In the old days there was a certain amount of competition at the main park gates between the Walls Ice Cream trike and the Creamex vendor from Bury. Creamex looked after his salesmen. He sent them out on Brough Superior box-combinations. But that's another story.

Sutton St. John

A. G. GRAVES

Chevrolet "Sixes"

Sir,

The article on Ford on page 618 of the May issue was of special interest, as I was with Chevrolet during that period. It might be of interest to know that the capacity of the cooling system of the Ford V8 was twice that of the Chev. 6. The reason, no doubt, being that to my knowledge the V8 was the only engine built with the exhaust passing through the water jackets to the opposite side of the block from the valves. The flat head Cadillac had the exhaust manifold between the V, and not on the outside.

In this period I used to engage the V8's in races with my Chevs, on the two-lane roads of that era, and I found that after some 10-15 miles of flat out running, the Fords would slow down enough to allow me to pass. This being caused by the heat reducing the clearances within the Ford engine.

As for the valve trouble with Chev engines, this was caused by two things, insufficient valve clearance, and oil running down the exhaust valves, and building up enough to hold the valves

off the the seat. I had my share of valve trouble, as I never liked to have a Ford in front of me. In 1941, Chev came out with a bulletin advising valve adjustment on heavy duty trucks to be in .010" and ex .020". As I considered fast driving in a passenger car to be similar to HD truck operation, I started my valves at these specs., rather than the recommended in .006"-008" and ex. 013"-015". I never had further problems. As for oil running down the valve stems, starting with 1941 production, a metal umbrella was used on the intake valve, to channel the oil to run over the valve springs, and not down the guide. All Chevs produced after January 1st, 1942, also had umbrellas on the exhaust valves. Installing these on my 1941, stopped plug fouling on the 10 mm. plugs used at that time. During 1948 production, valve oil seals replaced the umbrellas, as they were quite noisy!

As for oiling system to the rods, all Chevs through 1934 had straight splash lubrication. Starting with 1935 production, this was changed to a system known as Pressure Stream, in which the rod dippers were wider, and the oil lines to the troughs, were angled up, so that at speeds of about 2,000 r.p.m. the stream from the oil lines went directly into the rod dippers, giving very high pressure. This ended all oil problems. There was a gauge to fit in the pan, so that by using water pressure, the oil lines could be aimed so that the oil would hit the dipper. It was essential that this gauge be used each time an engine was torn down.

The viscosity of the oil was very essential with these engines. Starting with the 1935 model, I started using 20W oil, rather than the 30 I had used on older models. In 1938, I started using 10W the year around, and continued to do so until the full pressure engine came out in 1953, at which time I again changed to 20W. Not all 10W oils would stay in a Chev. engine. Pennzoil was one that would, and as a result I used Pennzoil only.

Van Nuys, California

DOUG BELL

Show Biz CC and Mallalieu

THE SHOW-BIZ Car Club has collected some £750,000 for deserving charities and for its next raffle on behalf of mentally-handicapped children has decided to buy a Mallalieu Barchetta as the first prize. To celebrate this, a very good buffet-lunch, with bubbly, was put on at the Mallalieu factory at Wootton, near Abingdon, on October 21st., where the type of rebodied Bentley Mk. VI in which this concern specialises, a cream Barchetta, was on show. A big gathering was informed that the car which will form the first prize in this deserving raffle is nearly ready for the Show-Biz CC to decide on its colour and the type of upholstery it wants, etc. Tickets in this raffle cost £250 each and numbers will be limited so that holders will have about the same chance of winning that a baby has of not being born mentally-handicapped. There is another prize of a Mercedes-Benz 450SEL, for which tickets are priced at £200 each.

The final speech having been delivered by Shaw Taylor on behalf of the Show-Biz CC, we were free to inspect several Mallalieu Bentleys that had been drawn up outside the big marquee. That these post-war replicas belong to no particular period was perhaps emphasised by one of them wearing a bulb-horn with a long flexible pipe along the off-side leading to a forward mounted, open-mouthed serpent's head! For me a vintage 4½-litre Vanden Plas open Bentley parked at the end of the line overshadowed them all. . . . There was a reminder that Mallalieu also

do restoration work on any sort or age of car in the Wootton workshops, where a burned-out 6½-litre Bentley was awaiting attention. This car had had its engine re-built before undertaking a highly satisfactory coast-to-coast run in America, but had caught fire on the quayside in this country, from an unexplained cause. Its grief-stricken owner had it collected by Mallalieu, for rebuilding. The Show-Biz CC of great Britain, whose President is Lord Montagu of Beaulieu, does very good work for deserving causes. Its address is Pembridge Hall, 17 Pembridge Square, London W2 4EP.

Journalese!

MY ATTENTION has been drawn to an article called "Uncle Cecil and the Hermit" by Charles Fox, that appeared in the September issue of *Car and Driver*. Normally we would have ignored this as an unfortunate attempt to write about Parry Thomas in Americanese, from information in line with Hugh Tours' book and data on Zborowski's and Thomas' cars from my "History of Brooklands Motor Course", but I cannot resist quoting one gem of a mistake. It is this. Writing of Thomas' first appearance in a race with the Leyland Eight, Fox lists the other runners (getting Lee Guinness into Chitty-Bang-Bang, which he never raced, and other cars into the race which just weren't there), including in the entry ". . . the Duke of York in an unspecified machine"! Not content with that, Fox explains that "the Duke of York missed the start; he had a flat tyre on the way to the meeting"

The Fastest Road Car

Sir,

With reference to the letter in the November issue from Anthony Blight about the "Fastest Road Car" race at Brooklands in 1939, I remember seeing this race very well, and would suggest that Ian Connell (*not* Hugh Connell, Mr. Blight) was certainly just as experienced at Brooklands as Arthur Dobson, both on the Outer Circuit and the Campbell Circuit. Mr. Blight says that he wonders what would have happened if Mike Couper had entered BGH 23 for the race — although Mike Couper was a very experienced driver on the Outer Circuit, I do not think he would have been competitive on the Campbell or Mountain Circuits, against Arthur Dobson or Ian Connell.

As Mr. Blight apparently thinks that BGH 23 is a faster road car than the Delahaye, may I suggest that he issues a challenge to Rob Walker for a match race on the Silverstone Club circuit, or better still, on the Grand Prix Circuit? I am sure either the VSCC or BRDC would be prepared to organise the race at one of their meetings next year. I would further suggest that Stirling Moss should drive the Delahaye and probably Innes Ireland or Tony Brooks the Talbot.

Old Windsor

DEREK PHILLIPS

VINTAGE TAILPIECE



A happy photograph, kindly donated by a reader, of the occupants of the back seat of Baller's 1934 Hotchkiss arriving at last summer's wet VSCC Prescott hill-climb.

Anyone who knows anything about the Royal Family would know that it would have been highly unlikely that the Duke of York would have been allowed to motor race, although his interest in Brooklands extended to entering his chauffeur, S. E. Wood, in the Royal colours, on a Trump-Anzani motorcycle. Nor did his Royal Highness attend the meeting Fox is describing, although he did so for the later Essex MC Meeting under his patronage, and it was then that the Armstrong Siddeley tourer in which he was travelling was delayed on the road with a puncture, preventing the Duke from watching the start of the first race. Apart from that splendid gaffe, Fox's article is unimportant, as it contributes nothing that was not known before. And he should be told that Thomas raced cars called Leyland Thomases, not "Thomas Flyers" and that grid starts were not used for BARC handicap races. — W.B.

The Things They Say . . .

"Recently a Miami news team pointed a traffic radar gun at a clump of trees and clocked them at over 85 m.p.h. The trees were not moving at the time. The point of this test was to show that radar isn't always right. Radar gun readouts can be distorted by dense traffic, CBs, heater and air conditioning fans, even neon signs. In fact, according to evidence given in a recent Miami case, 25% of traffic radar speeding tickets are in error". — From an advertisement in an American magazine. If you have been caught in a radar trap we thought you might be interested. — W.B.

Books for Christmas

"Motoring in the 30s" by Graham Robson. 216pp. 9 3/8" x 6 5/8" (Patrick Stephens Ltd., Bar Hill, Cambridge, CB3 8EL. £8.95)

There is still a great deal of looking-back, sometimes at well-established history, on the part of sales hungry publishers and eager-beaver authors. This theme, by the industrious Graham Robson — whom, if I did not meet him occasionally, I would have expected to have been forever seated before a typewriter, even in bed — strikes a fairly fresh theme, and covers it very competently.

Apart from writing of the motoring scene in the 1930s in almost all its aspects, it is apparent that Robson has two themes to expound. 1, that contrary to popular opinion this period was not the wasted period it is sometimes said to have been and, 2, that it was a time when in spite of the Depression and other miseries motoring flourished, particularly from the viewpoint of popular, mass-produced cars. Robson, indeed, takes the view that in the 1930s, although the Bentleys, Rolls-Royces, and Lagondas "brought the glamour that we can all remember", it was "the Flying Standards, Morris Eights and £100 Fords which were more significant". That sets the tone of this book and if you want to know, or be reminded, of what dreary family-car motoring was like, it is all there in a book whose author professes that "the often-scorned economy cars were so much more significant than the handful of Phantoms, Hispano-Suizas and Mercedes-Benz which lorded it over them." Primarily, then, this is a neat little book about Motoring for Everyone.

That is not to say that Robson neglects the more exciting aspects. He has chapters on and many pictures of racing at professional and Club level in the 1930s, which Mr. Everyman didn't understand and probably did not go to watch. But his main theme is the growth of car usage as it was known to the multitudes of car owners in the decade before the war.

In this respect this is an entertaining and socially important contribution to motoring history. It covers just about every aspect of its subject, although, curiously, Robson takes in police traps, road conditions, the cost of car usage, the 1930s scenery, the police cars, and about everything else in his journey through a rather recent part of memory lane, he does not mention the introduction of the Use & Construction Act which arrived in 1937, leading to the more recent, controversial and sometimes troublesome MoT DoE inspections of our personal vehicles.

Otherwise, what a comprehensive study of the '30s this is! It is very well illustrated, but the text suggests someone flicking over page after page of *The Autocar* from January 1930 to December 1939, and setting down his findings. To pack all this into just over 200 pages, the Index and Indices making up the others, is a considerable writing task however, and Robson is such an accurate historian that there is nothing much to criticise. The Frontispiece shows a 10.8 h.p. Riley tourer running across Connel bridge near Oban, beside the railway lines that have long since been removed, a remarkable picture that makes me think that cars must surely have been somehow segregated from trains when using this bridge? But if the Riley was a works demonstrator one wonders why the Riley Company was still using it in 1930, when the Nine was in current

production? Then, in his chapter about "Motor sport — the big league" Robson refers to the JCC 200 Mile Race as one of the "great high-speed thrashes of the year", when, in fact, artificial corners had been introduced for this event from 1925 and it was not run at Brooklands after 1928. One wonders, too, what Derby-Bentley drivers will think of Robson's remark that "the road behaviour (of these cars) was none too special". Robson also makes much of the £100 Model-Y Ford Eight saloon, although it is my belief that few were sold and that the vast majority who bought this excellent little device paid more like £120. The £100 Morris Minor two-seater is described as having a side-valve engine to undercut the cost of the overhead-camshaft Morris Minor, but surely it didn't get into the showrooms until other s.v. Minors priced at about £125 had appeared, nor did it last very long either. However, these are minor quibbles for the historian and the book stands unsullied, as a fine overall coverage of a lost period for the general reader, and one which should interest social historians as well as those whose fathers and mothers commenced motoring in the 1930s.

The book's end-papers depict a Morris Eight saloon being taken to the Isle of Skye on the single-car ferry when the fare for the crossing was 6/- (30p) and a P3 (I would have said a Monza) Alfa Romeo being followed by a GP Bugatti on the Dieppe Circuit in 1934, and the chapters within cover not only Britain and the motor car in the 30s, Who motored and how much did it cost?, What sort of motoring? Cars for Everyman, and Making and selling the product, but others titled Cars for the sportsman, Cars for the wealthy, Personalities and tycoons, Motor sport — big league, and Motor sport for us — the clubmen. Which shows that even Robson cannot entirely ignore the high, mighty and exciting. There are some excellent pictures from the period, backing up the text admirably, and I admit that Robson found a better one on the theme of "Buy British" than I did when wanting this for a MOTOR SPORT editorial some time ago. The Foreword is by the late Captain G. E. T. Eyston, OBE.

W.B.

"Cars Of The Thirties and Forties" by Michael Sedgwick. 240pp. 12" x 10 1/2" (The Hamlyn Publishing Group Ltd., Astronaut House, Feltham, Middlesex. £12.50)

It is curious how two books on much the same subject should have appeared almost simultaneously. This enormous tome, printed in Italy, is Michael Sedgwick's painstaking look-back to the 1930s and 1940s, following his very scholarly book about how things motoring got moving after the Second World War, which MOTOR SPORT reviewed last July. Here is another very prolific author and no-one better fitted to tell us about the chosen period of automotive history, as Robson agrees, having in his own book about the 1930s (see above) written of Michael as "That eminent historian . . . against whom no other motoring scribe can possibly compete". So there you have a ready-made answer to which of these two books you should buy! Robson's costs less but Sedgwick's offers more, in a gimmicky format, with much larger pages and some very fine colour illustrations. Sedgwick has written of the Cars of the 1930s before, for Batsford, and it must be remembered that this is primarily a "coffee-table" book about the cars

themselves, whereas Robson casts his net wider to look at the motoring scene as a whole. Sedgwick writes very entertainingly about these 1930s and '40s cars, using long picture captions to impart fresh facets of information about them — to give but one example, he includes a manufacturer's chassis drawing of the 3 1/2-litre Bentley for the use of coachbuilders, with a note to the effect that if the car was to be used with snow-chains an extra 1 1/2" clearance was to be allowed for over-the-wheel arches.

This is a good Sedgwickian offering, but with rather a hotch-potch of big colour pictures, odd drawings, reproductions of old advertisements, etc. Over 450 of these, 200 in colour, against 190 rather dully presented illustrations in the Robson '30s book. This makes the Sedgwick work less easy to read but far more amusing to browse through. He uses as chapter headings: "The Heritage of the Twenties", "Painless Sophistication", "Bodies — Beautiful and Otherwise", "Crying One's Wares", "Luxury In Transition", "Chacun A Son Gout" and "After the Conflict". There are some surprises to be found in the text and some of the illustrations set out to explain how cars function and how they were made. — W.B.

"Cornwall Aviation Company" by Ted Chapman MSc, 88pp. 10 1/4" x 8". (Glasney Press, 28a High Street, Falmouth. £5.25)

This is a quite splendid book, largely pictorial, telling the story of the Cornwall Aviation Company, that specialised in joy-rides and later in aerial publicity, mainly with Avro 504s, of which it owned eight at one time. The fairly brief text that ties together some remarkably nostalgic photographs, is by a man who is himself a pilot. He tells a fascinating story of one of those small concerns that made a living after the First World War by taking passengers "up for a flip", usually for five-bob a time, a charge that didn't vary much along the years; and the interesting thing is that joy-riding was still going on into the mid-1930s. This book is very largely a tribute to Capt. Percival Phillips, the Cornishman who headed this small Company and who in the end was killed flying one of his own Avro 504Ns, with his dog as usual in the rear cockpit — the dog escaped injury.

A man absolutely dedicated to flying, and with a decided preference for the old rotary-engined Avro, Phillips was a very well-known figure, often flying in his ex-RFC uniform jacket and a pair of shorts. As his business expanded other aeroplanes besides Avros were used, and eventually there was a link-up with Sir Alan Cobham's National Aviation Days and later, in 1933, with the British Hospitals Air Pageants. But it is the earlier days that I find so fascinating, illustrated by a magnificent number of excellent, mostly very clear, photographs of almost every aspect of the joy-riding business. There are pictures of the Avros in every possible situation, even to their Le Rhone rotary engines being stripped down for overhaul. The side factors, like Phillips twice falling foul of the law, of the places visited — Margate was the favourite — and the double-page picture of an Avro 504 flying over the sea at low altitude, taken from the beach, alone makes the book worthwhile. Another aerial shot of Margate shows where the car was parked that took holidaymakers to the field at Chapel Hill from which the CAC Avros operated — there is even a picture of one of the cars used, a circa-1926 bull-nose Morris Cowley coupé, which seems rather restricted transport for the job in hand.

It is difficult to know which is the more

satisfying — reproductions of old CAC postcards, showing how flying scenes were sometimes faked, or those of the CAC advertising posters, the wing-walking shots, the pictures of machines taking off and landing in improbable fields, or those of the occasional mishaps. In all, there are some 150 pictures of this kind, mostly unpublished previously. The cars and lorries used by the Company get occasional mention in the text and their lorry, which I took to be a Garford or similar, was actually, a 1909 two-cylinder, solid-tyred Argyll, which would only climb Shap Fell in reverse. Capt. Phillips is seen with his unnamed sports car, which is obviously a circa-1926 Grand Sports Salmson. Later there is an early Bedford lorry, seen near Abergavenny in the summer of 1932, in Cobham's livery. One of the most amazing photographs in a book which is packed full of nostalgic pictures is that of an Avro 504 with Martin Hearn standing on its top wing, holding onto a single wire, and diving close to the crowd, at a display at Plymouth in 1932.

The book opens with some pictures (in which flat-radiator Crossley tenders can be seen) and brief account of Capt. Phillips' war-time career with the RFC but the bulk of it is about his Cornwall Aviation Company venture, based on Hill & Phillips Garage at St. Austell, with the aeroplanes using Rocky Parc. The author is not above telling us what landmarks still remain, or of the hair-raising happening when the Snipe fuselage used for running-up overhauled Le Rhone engines "got away" from its place behind the garage! Although one can never have enough, this little book is amply provided with anecdotes, statistics of passengers carried, prices paid for aeroplanes the Company used, and so on. There are pictures of how Avro rear-cockpits were enlarged to take four passengers, sans seat-belts, of staff camping out on the improvised aerodromes, and, as I have said, of almost every facet of the joy-ride game. It is interesting that in 1928 CAC operated from Eltham, only 6½ miles from Hyde Park, and "right on the doorstep of two other leading joy-riding companies, The Brooklands School of Flying and Surrey Flying Services". Between 1928 and 1930, in fact, CAC flew from Edgware, Cockfosters, Barnet, Southgate and Palmer's Green — one wonders from which actual fields? The last part of this enthralling glimpse of this specialised kind of flying is devoted to Phillips' aerial publicity, using towed banners, and glider towing. Phillips apparently found this work boring but probably not one of his pilots, Mrs. Crossley, who twice had to force-land while banner towing, once on a Wembley golf-course, once at Dumfries. (Was it a CAC Avro that came down in the grounds of Tooting lunatic asylum while on these tasks, when I was a boy, I wonder?) C. G. Grey of *The Aeroplane* regarded Capt. Phillips very highly, although this did not stop him from incurring a libel action, I believe, over criticism of dangerous flying in one of the *Hospitals'* pageants.

This book almost *reeks* with the scent of burnt Castrol-oil. If anyone is looking for a present to give an aviation enthusiast who revels in flying as it was from 1924 to 1937, this is it! — W.B.

"London And Its Buses" by Terence Cooper. 65pp. 11¼" × 8" (*London Transport Executive*, 55 Broadway, London SW1. £1.50, hard cover edition £2.50)

This picture-book does not pretend to be for advanced students of omnibus history or those seeking knowledge of the design and construction of London's buses from the horse-age of 1829 to the present. What it does do, in a most attractive



A K-type bus in the livery of the London General Omnibus Company — one of London Transport's forerunners — taking part in a bus rally in July of this year to commemorate 150 years of the London bus.

way, is to explain how London Transport functions and to illustrate most prolifically the London Transport scene down the ages. The author gives a short but adequate history and a wealth of clear photographs, with brief explanations, does the rest. London Transport has over 100,000 negatives in its archives and has drawn on the better of these, with some outside help, to illustrate this excellent work. From the first buses going out onto London's empty streets in the early morning to the last buses of the day and the night services, it is all there, even to how buses are scrapped when their active days are over.

Building, garaging, servicing, overhauling, crewing and inspecting London buses, their use in rain, snow and fog, for special services, in the General Strike of 1926, in two World Wars, in the lull of mid-day or the evening rush, in the country or in central London, this copious collection of fine pictures tells it all. Buses of all ages are shown in these situations, and others besides, even to breakdowns. It is highly nostalgic, especially to those of us who know, or knew, the London transport scene. And although the cameras were mostly aimed at the buses themselves, there are occasional glimpses of other vehicles, to add to the fun, such as the Charron taxis in the snow at Charing Cross in 1915 or the Chevrolet and earlier Southern Railways' Thornycroft(?) trucks at Aldgate in 1936 — but buy this book and pick it all out for yourselves. I do not know if it is my imagination but Morris vehicles seem to predominate, from the bull-noses seen in a deserted Mile End Road in 1922 and at Golders Green following a No. 2c West Norwood Garage 'bus and a horse-and-cart in 1927, onwards. Perhaps this isn't so surprising, because in

Robson's new book aforesaid the percentage of new Morris cars against new Austin cars sold between 1929 and 1939 is shown to have been higher for the former make.

Here is a splendid Christmas present for anyone who enjoys "road-scenes" and the sight of London buses, from the horse-drawn ones, through Electrobus and the open-top petrol buses, to the present day 177 b.h.p. double-deckers; moreover, it is available at an exceedingly modest price, particularly in view of the great number, and the quality, of the photographs (over 200 of them) it contains. This book IS London . . . — W.B.

"The Supercharged Mercedes" by Halwart Schrader. Translation by D. B. Tubbs. 95pp. 12½" × 11¼" (*Patrick Stephens Ltd.*, Bar Hill, Cambridge CB3 8EL. £14.95)

Automobile Year, Lausanne, have entered the one-make field with this enormous book. The translation for Patrick Stephens' distribution is by D. B. Tubbs, who writes the Introduction to the English language edition, and the drawings are by Carlo Demand. The book covers all the blown Mercedes and Mercedes-Benz cars, from experimental supercharged sleeve-valve to 540K and the so-called *Grosser* Mercedes, as well as all the supercharged racing Mercedes. So far as the latter are concerned, Karl Ludvigsen has done it before, better and in more detail. The production models have also been well covered in earlier books, notably the Cassell book, so the real merit of this book lies in the very fine illustrations, photographs, diagrams and drawings, except that a great number are "old hat".

These pictures are of such size and

reproduction quality that those who merely want fine pictures of Mercedes cars and can pay dearly for them, may be well satisfied. It is a fact that old photographs often improve when enlarged and reproduced on good quality paper — it is one of the sadnesses of my life that, due to the very big circulation of this magazine and the quantity of material that has to be inserted into too few pages each month, it is uneconomical to have better paper, perfect blocks, or larger pictures therein. The famous Lausanne publishing house has not been hampered thus in producing this book. So you benefit by excellent pictorial coverage of some very exciting motor cars. I think my favourite picture is that on the lower half of page 33, of the engine of a Show-finished 38/250 Mercedes-Benz — but didn't I first see this in *The Automobile Engineer* in contemporary times? Incidentally, the caption reminds us that chromium plating was used for this car, in 1929, and its metal parts "mottle finished by a cork and emery-powder". Well, well!

Technically, there are dubious items. For instance, there is a drawing of an Auto-Union racing engine said to have a Zoller vane-type blower, but it looks like a Roots supercharger to me and that is what these cars were raced with. So, from the Christmas-present angle, it would seem to be a case of, if you can afford to pay a good deal of money for excellent reproduction of a lot of old pictures, *yes*. But as an addition to the serious readers' book shelves, *no*. Italy got the print order for this one, and of its hotch-potch text the best part is about the later production supercharged Mercedes. — W.B.

"Sopwith Camel — King of Combat" by Chez Bowyer. 192pp. 11" x 8½" (*Glasney Press, 28a High Street, Falmouth, Cornwall.* £9.90)

This is a book which First World War aviation enthusiasts will find enthralling. It is primarily one full of pictures of the Sopwith Camel, the single-seater rotary-engined fighter that was called the "King of Combat" because, at its chosen altitude, it remained able to out-manoeuvre German fighters long after it was out-dated as a design. The Camel is shown in every field of operational flying. But apart from these excellent pictures, so that the book reminds me of the old Harleyford flying-books, there is an ample backing-up of text, telling some very interesting and intimate things about this famous aeroplane.

For instance, there are the very informative notes published in 1918 about how the Camel should be flown, augmented by more detailed information written by a famous pilot of these tricky but so responsive machines. Then there is all the Camel data — the Squadrons that used them, the victories they achieved, their dimensions, performance, etc. There are even rigging and servicing notes, a list of presentation Camels, details of production batches and rebuilds, and much more besides.

It is interesting, in view of the one-time notorious suggestion that the Bentley rotary engine was really a Clerget in disguise, that although Bowyer calls the BRI "virtually a Clerget with steel-lined aluminium cylinders", it is praised as the engine pilots could throttle-down normally, as it was responsive and did not require "blipping" like a Clerget. The Camel was a dangerous aeroplane for pilots who were unfamiliar with it and stunting in it over England was forbidden — and the book does have some pictures of crashed Camels! It is sad that after the war was over little use was found for ex-Service Sopwith Camels, and that the only survivor in the United Kingdom is the one in the RAF Museum

at Hendon. We are reminded that this was purchased in the early 1920s from the ADC at Waddon by Grenville Manton, at that time a joint editor of *MOTOR SPORT*, with W. S. Braidwood. He tried to fly it with a 45 h.p. Anzani radial engine (there is a picture of this Camel) but it was underpowered and was sold to someone "who towed it by a small Fiat car from Tring, Hertfordshire, to his home in North Wales". Eventually the late R. G. J. Nash found the Camel rotting somewhere in Essex and rebuilt it, finding a Clerget engine for it. Although there is no motoring in this book — except for a picture of an RAF Leyland lorry carrying a dismantled Camel — it will be valued by aviation enthusiasts, for its wealth of pictures alone (more than 250 of them), all so well produced on good art paper the printing being done in Oxford. — W.B.

"Life With The Speed King" by Leo Villa. 111pp. 11¼" x 8¼" (*Marshall Harris & Baldwin, 17 Air Street, London W1.* £6.95)

This is an Oxford printed, mainly pictorial book in the publisher's Kaleidoscope series, using high quality art paper and written by the late, Leo Villa, Sir Malcolm Campbell's Chief Engineer, with the help of Kevin Desmond, shortly before Villa died. It is packed with a great many very interesting photographs of motor racing and LSR scenes but otherwise repeats much of what Villa wrote for earlier books, and for articles in *Old Motor* in its now defunct format. However, while the story revolves round Giulio Foresti and Sir Malcolm Campbell and even then is by no means a complete record of the latter record-breaker's career and cars, it does contain several very interesting fresh facts. For instance, I did not know before reading it that the engine of Campbell's 1½-litre straight eight Delage would not at first rev. beyond 5,000 r.p.m. because the bonnet was restricting air flow to the new carburettor intake. There are a few other tidbits of inside information like that, to please those avid for detail, which it would be unfair to divulge here. Incidentally I have often thought that when a racing engine has to be stripped for measurement by the officials after a race has been won, this cannot do it much good, especially if it is hastily re-assembled. It was the result of such stripping after Campbell had won the 1928 JCC 200 Mile Race at Brooklands that caused the Delage to oil-plug before the race and trail oil-smoke at Boulogne, where it won again, however, after being run-in at 3,000 r.p.m. with a hose in the radiator! And those journalists who were let loose on Bugattis recently may like to know that Campbell is said to have been brutal when changing gear on his! And the ex-Conelli car with which he won another 200 Mile Race had badly-worn gears. So this book is another worthwhile "browse". — W.B.

"The Sky's The Limit — Women Pioneers in Aviation" by Wendy Boase. 223pp. 9½" x 6¼" (*Osprey Publishing Limited, 12-14 Long Acre, London WC2E 9LP.* £5.95)

This book, by attractive Wendy Boase, got itself on Television, because it came out on the anniversary of women taking to the air. It covers concisely the careers of such famous woman pilots as the Duchess of Bedford, Lady Heath, Lady Bailey, Amelia Earhart, Amy Johnson, Anne Lindbergh, Jean Batten and Hanna Reitsch, etc., with a look at the pioneers of 1910 onwards, the brave war-time ATS girl-pilots, and those who have continued into the present, like gallant Sheila Scott. Thus this book is yet another one about the old days, pleasing to a Nation given to

looking backwards. But the chapters are rather too brief, and it is the pictures, capturing the atmosphere of the never-to-return record-breaking days of the light aeroplanes, that make it attractive. However, as a quick recall of which girl-pilot was which and did what, and of their personalities and careers, I suppose the Australian writer has done a reasonable job. She has certainly been generous in publishing a long bibliography of books which give a fuller insight into those heady flying days of long ago. (I was disappointed, however, that in her passing reference to Elly Beinhorn, the authoress did not mention that pilot's marriage to the great racing driver Bernd Rosemeyer, nor has she had room to refer to the rally driving of Amy Mollison or to the motoring associations (apart from presentation to her of an MG) of Jean Batten, etc.

W.B.

"Jaguar — Motor Racing and the Manufacturer" by R. E. Berry. 94 pp. 85 illustrations. 8" x 5¼". (*Patrick Stephens Ltd., Bar Hill Cambridge.* £3.50).

In 1976 Bob Berry was a guest at the Monterey Historic Car Races Salute to Jaguar, and while there this former Jaguar PRO, accomplished Jaguar racing driver and at the time Director, Sales Operations, Leyland Cars, read a paper to the San Francisco Chapter of the Society of Automobile Engineers. This small book, printed and published by the Aztex Corporation in the States, edited by John Dugdale and marketed here by PSL, is a complete transcript of that interesting address.

It is a great pity that the production budget should have been restricted, for the many good photographs are poorly reproduced — not much better than photostat standard. The text makes it a cheap and worthwhile buy for Jaguar enthusiasts, however. The general history of Jaguar and much of the competition background will be familiar territory to those readers, though refreshed by the first-hand reflections and descriptions of an "insider".

Berry's treatise covers what I believe is new ground in published Jaguar works with the reproduction of power against performance curves for the racing Jaguars, with that of a standard 1950 XK120 as the comparative base line. I won't remove a reason for buying this book by revealing all the figures; however, the XK120 is quoted as having 161 b.h.p., a weight of 3,000 lb. and a theoretical maximum speed of 130 m.p.h. The last graph shows the power-performance curve of a 1956 "works" long-nose D-type fitted with the very last 3.8 fuel-injection engine built at Browns Lane for racing. It gave 270 b.h.p., weighed 1,950 lb. and on the right gearing is shown to be capable of 181 m.p.h. It is interesting to see that the XK 120 had a smaller frontal area, at 13.86 sq. ft., than the more aerodynamically advanced wide-screen, 1956 D-type, at 14.5 sq. ft.

Berry says that the injected D-types were markedly quicker through slow and medium corners, particularly in the wet, because of more progressive throttle response, though the power curves were similar.

He confirms the figure of 344 b.h.p. as the highest output recorded for a racing 3.8-litre 6-cylinder engine — the alloy block, fuel-injected unit fitted to Peter Lindner's lightweight E-type. I was taken to task (by Andrew Whyte, I think) for quoting that figure in *MOTOR SPORT*, May 1975.

There are diagrammatic illustrations of drag and weight distribution on the racing Jaguars. He relates that drag horsepower was reduced from 68

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to 33 from the XK120 to the 1955 D-type (12.5 sq. ft. frontal area).

As there were no engineers employed purely for racing, competition among the staff to be assigned to the project was "fierce beyond belief", while Coventry car workers queued to find work at "The Jaguar" to bathe in the reflected glory from racing. Other benefits of racing to Jaguar were astonishing morale amongst the workforce, which improved quality, rapid development of production components and, from co-operation between Jaguar and Dunlop, accelerated development of radial-ply tyre construction.

Photographs and blue-prints of the projected mid-engine V12 road car show what might have been had it not been for fears over barrier impact and two-seater limitations. Instead we have the XJ-S — C.R.

A great work on a totally different subject is Alan Townsin's record of the products of Park Royal Vehicles Ltd., sub-titled "A pictorial history of bus building from the 'twenties to the 'forties". Volume One (1924-1944) is packed with information invaluable to 'bus enthusiasts and they should like the large and very clear pictures of a great many historic 'buses. In addition, the bodies made for private-car chassis by the firm that started it all, Hall, Lewis & Co. Ltd., are covered, with pictures of those on O.M., Bianchi, Rolls-Royce 20, Hispano Suiza, Minerva, Lanchester 21, Lancia Lambda, Rolls-Royce Phantoms and Bentley Speed Six chassis. Views of the body-shops showing fascinating glimpses of a sports car that could be a rare Continental and of Latil and Lancia coaches, etc., in process of construction and painting. Lord Black, Chairman of Park Royal Vehicles Ltd., has written the Foreword and the publishers, remembered for their great tome on "The Leyland Bus", are The Transport Publishing Co., Glossop, Derbyshire.

Two more "Kaleidoscope" books have been released by Argus Books and Marshall Harris & Baldwin Ltd., 17 Air Street, London W1. They are "Steam Wagons" and "Vintage Lorry Annual", the former by R. A. Whitehead, the latter edited by Nick Baldwin. The layout of the now-defunct old-style *Old Motor* is retained, with the glossy art paper bringing out well the quality of the reproduced photographs in the lorry book but less effectively in the other volume. Both run to 96 pages, 12" x 8½", and cost £5.95 each. The Argus hand-out speaks of the brief phenomenon of half-truck lorries in the Baldwin book when it means half-track vehicles, and other articles deal with various off-beat lorry subjects, including some speculation about W & G and Talbot commercials in the STD period. The fine pictures make the book. The Argus hand-out on the steam wagon book tells the reader that this is a neglected subject. I do not agree; two very complete books on overtype and undertype steam wagons have been published, supplemented by some delightful experiences by those who drove, and virtually lived with, such wagons. The present volume has some rather splendid pictures, however, such as that of a line-up of Phillip Mills' steamers in their Battersea yard in the early 1920s, and of a Herts Gravel & Brickworks Garrett in Oxford Street, London, after a run from Welwyn, followed by an LGOC 'bus and a Model-T Ford. Both these books are better as leisure companions than for serious study of the petrol and steam commercials.

Some extremely good aviation titles are coming from Airlife Publications these days, the latest being Jean Batten's revised "Along In The Sky", describing in her own words her pre-war record-breaking flights to India, to Australia and back, to Brazil, and to New Zealand, in DH Gipsy Moth and Percival Gull aeroplanes, culminating in the Australia-England solo record of five days, 18 hours, 15 minutes. This 190-page, 8½" x 5½" book, which has some historic photographs and is illustrated with some good little sketches, costs £6.50 and is obtainable from Airlife Publications, 7 St. John's Hill, Shrewsbury, Salop.

"Mechanical Toys" by Charles Bartholomew is a big (11 ¾" x 8¾", 156pp) book full of black-and-white and colour pictures of old toys, with the toy car element well covered. The end-papers show a tin-plate Alfa Romeo with extensible steering and many more toy vehicles are depicted within, including a 1930 racing car by Wells, the LSR tinplates by Kingsbury of America, of which The Bethnal Green Museum has a set, Minic models, the pre-1915 Hess friction-driven racer, presumably based on a GB Mors but called by Gamages a "hill-climb car", the well-known Meccano constructional sports car, and children's pedal-cars, the latter including a fine Citroën 5cv on the sands at Deauville in 1926 and two more, of no particular make but with closed bodies, etc. The Hamlyn Group publishes this one, at the competitive price of £5.95.

A soft-cover edition of "The Works Minis" by Peter Browning is now available, for only £2.95, from The Haynes Publishing Group, address above. It was first published in 1971, and was reprinted in 1974. The pictures have lost nothing in the paperback process and if Haynes can do this, why cannot certain other publishers?

The Morgan Sports Car Club has copied the Three-Wheeler Club by issuing a calendar, with colour pictures of different Morgan three- and four-wheelers, six in all, covering 70 years of the Morgan, to aid its funds. The price of this 1980 calendar is £2.50, inclusive of postage and packing, from the Morgan Register, 11 Larksfield Close, Carterton, Oxon. — W.B.

Cars in Books

The other day I got hold of a copy of J. B. Priestley's celebrated "English Journey" (Heinemann/Golancz, 1934) wondering whether the great novelist would reveal the make of car in which he drove about the country for the purpose of writing it, only to find that he used motor-coaches and trains! He made this pilgrimage in the autumn of 1933 and no doubt 'bus-buffs will recognise the coach-service by which Priestley travelled, in comfort and speed that surprised him, on the first leg of his trip.



A Model-T for Christmas? See Miniatures News.

from London, via Camberley and Winchester, to Southampton, in a coach as comfortable as any gigantic £3,000 motor car.

Actually, I did learn that, if Priestley had left it at home on this occasion, his car at that time was a Daimler — I seem to be having a dose of Daimlers at present! This comes out when he describes a visit to the Daimler car and 'bus factory in Coventry, where in 1933 he tells us that about 4,000 workers were employed there, allowed to smoke for three-quarters of an hour in the morning and in the afternoons, working on not strictly mass-production methods. It is amusing to find in this book a famous man-of-letters referring to "... proud young Double-Six Daimlers". And later in the book he *does* use his car, but driven by a chauffeur; his description of a fog on the journey back to London from Norfolk is a graphic account of a horror that has largely receded. — W.B.

Finally, for this month, in "Bugles and a Tiger" by John Masters (Michael Joseph, 1956), that perhaps best-of-all books about life at Sandhurst and in the old Indian Army, the author tells of how he bought a 1932 Dodge with 1938 Californian licence-plates in 1938/1939, and drove it alone across much of the American Continent. From Port Jarvis on into New England the temperature was twenty-eight below zero and the Dodge had no heater, or if it had, its new owner had not been shown how it functioned. Moreover, he had been buying the cheaper "white gas", which froze the petrol-pipes and carburettor. But on the whole the old car served Masters well; he sold it at Poughkeepsie before sailing home on leave aboard the *Manhattan*. Before this reference to buying the old American car he had had a fearsome ride at 85 m.p.h. through Bombay in a red Bugatti belonging to Reggie Sawahy, who had sold Masters a reliable bull-nose Morris in Poona; someone should collect "Bugattis in books" perhaps... If these mentions of cars were something of a surprise in this very readable book mainly about military matters, I got an inkling of what I might find when, in an early chapter, the author refers to the King Arthur class 4-6-0 locomotive that hauled the train out of Farnborough North station that took him on the first stage of the long journey to India. — W.B.

Miniatures News

ALTHOUGH I deplore full-size replicas of vintage and p.v.t. cars, and of veterans and Edwardians for that matter, for reasons previously given, replicas are quite acceptable when scaled-down for the use and enjoyment of children. In the past there have been very fine replicas of Bugatti and Citroën cars for rich parents' children to have fun with, and less exact ones of Alvis, Cadillac, Packard, Austin, Rolls-Royce, Vauxhall, etc. Now the Flivver Car Co., 667 Fulham Road, London SW6, are importing from America a number of similar little cars, intended for children but usable as estate tow-wagons, tractors, etc. A certain racing team is intending to use one for carting tyres and equipment up to the pits. It is said that 15,000 have been made. The chassis and body are of 20-gauge steel and there is a safety power cut-off. The engines are 3½ h.p. or 5 h.p. Briggs & Strattons, giving a top speed of some 15 m.p.h., and one of these cars resembles a brass radiator Model-T Ford two-seater. Prices start from £650 plus VAT, and various accessories are available. A Christmas-stocking filler for some lucky child, perhaps? — W.B.

"The Amazing Bugattis" Exhibition

"THE AMAZING Bugattis" Exhibition, thought up by Hugh Conway, CBE, and put on very tastefully indeed at the Royal College of Arts in London, is now over. But its impact will be felt for a long time to come. Never before, even when they were in production, can Bugatti cars have achieved greater publicity. The Bugatti OC had its Reception and Viewing of this remarkable Exhibition on October 20th, preparatory to some 50 Bugattis parading through Hyde Park — the "London Bugatti Grand Prix" — on the Sunday.

The Exhibition, researched, organised and designed by John Whyatt, MA, of the Royal College of Art, helped by an Advisory Committee chaired by Lord Raglan, had already been proving unexpectedly successful, drawing, for instance, 5,000 members of the public to view it on one day alone. The BOC evening was another "full-house", so full that the buffet-supper was a very transitory thing indeed (surprisingly with no champagne in evidence, although Moët & Chandon were sharing sponsorship of the Exhibition with *The Observer* newspaper) and one got mostly only momentary glimpses of the Bugatti celebrities present, among whom I noticed Hugh Conway, naturally, Eric Giles, Barrie Price, Hamish Moffat, Janet Missen, "Jumbo" Goddard, Roger Howard, Guy Griffiths, Donald Bastow, Bernard Kain, John Howell, Sandy Skinner, etc., etc. Incidentally, I was relieved to note, outside the adjacent Albert Hall, a number of motor-coaches which were returning to Wales that night — there was a Welsh concert in progress — in one of which I felt we might beg a seat had the party proved overwhelming and driving home been unthinkable. As it was, it wasn't . . .

One entered the College building through a big cut-out of a Bugatti radiator. Inside, a quite surprisingly-comprehensive display of Bugatti art gladdened the heart and informed the eye. The furniture of Carlo Bugatti (1856-1940) needed more knowledge than I possess to assess it properly. But I know I could do without most of it. Much the same applied to the art and sculpture of Rembrandt Bugatti (1885-1916) but a portrait of the artist painted in oils done by Max Kahn in 1907 was obviously proving moving to two arty ladies who were studying it intently.

It was, of course, the Bugatti cars, the engines and the components, and all the ancillaries relating to these, that created the maximum of interest and, as intended, formed such a fitting memorial to Ettore Bugatti (1881-1947) and his son Jean Bugatti (1909-1939). It may be interesting to list the cars shown, and their owners who so generously let them out of their sight for the duration of the Exhibition. Peter Hampton contributed his 1910 Type 15, Harry Posner lent his 1936 Type 57 Ventoux coach, I. L. Merryfield his 1937 Type 57 Atlante coupé, Mrs. Preston the 1928 Type 40 Fiacre-style coupé, this being an unusual supercharged specimen, with larger brake-drums and, it seemed to me, a wider radiator than standard. H. Haga provided the prototype Type 35 GP Bugatti, sold from the 1924 Olympia Show to Sir Robert Bird, MP. Richard Russell presented his Type 37, Nick Mason the Type 35B he races, and Trebor Ltd. a Type 51. The racing Bugattis formed a showpiece on their own, dominated by Neil Corner's Type 59. All were absolutely immaculate — marvellous. I never have comprehended how *Concours*



Ettore Bugatti and his son Jean in a Type 35 at Lyon. 1924. See colour photographs on pages 1850/1851.

d'Elegance folk get their cars so clean, and keep them that way! This display of GP perfection was offset by Gilmore-Wilson's Type 52 children's racer — the genuine article, not one of the inevitable replicas that subsequently appeared.

Other pristine Bugattis along the side-walks were Corner's Type 55 and Mrs. Bamford's Type 57SC Atlantic coupé. The cars were supplemented by Type 37, 35B and 45 (16-cylinder) Bugatti engines — lent by Corner, Crosthwaite and Dean — and components innumerable, from wheels and gearbox down to Bugatti nuts and bolts. Not forgetting a Bugatti radiator filler-cap, with those milled serrations to give finger-grip, simple machining even here not being good enough for Ettore. This splendid display was backed up by a great many photographs, trophies, pictures, letters and other Bugatti treasures, even to a pair of boot-pulls in German silver, designed and signed by Ettore. Particularly interesting were the pictures of the horse-drawn coach in which he had hoped to cross the Alps from Strasbourg to his birthplace in Milan but which industrial troubles at Molsheim in 1936 prevented — the coach had ribbed car-type brake drums, and there was a folding knife designed by the versatile Ettore for cutting down any tree branches that might have impeded the coach's passage (one wonders how Corner acquired this and Ettore's personal travelling toilet-case). Some covetable harness made at Molsheim around 1935, its polished-steel rings being ivory-lined to prevent chafing, was also shown. Naturally, among such an all-embracing display, Bugatti's aviation, boat and rail-car interests were represented. Curiously, as Bugattis won so many races there, I noticed only one photograph of a Bugatti at Brooklands, depicting Sir Malcolm Campbell and his car in the pits.

A grand tribute to the Bugatti family in every way, of which the catalogue lists more than 206 items, one wonders if this fine Exhibition, will surface again at some future date? Whether it does or not, it has released a flood of publicity for the Bugatti *marque*, once catered for by a small but very exclusive Club — so that, in a way, one now turns with some sense of relief to organisations such as, say, the Bean CC or the Clyno Register. Unless, that is, one feels that publicity such as has now fallen to the Bugatti and to the Rolls-Royce through the R-R EC, is required, to endorse fame and desirability. Neither of which make needs either, in my opinion.

Be that as it may, publicity has certainly been the lot of Bugattis this year. Part of this has come from the Press Day which the BOC put on through the generosity (and trust) of some of its

members, as reported in *MOTOR SPORT* last month. The rest has stemmed mostly from this Exhibition. *The Observer* naturally gave maximum coverage, including an article by Norman Lewis in their Colour Supplement of October 7th. This described how Mr. Lewis started his Bugatti acquaintanceship with a 2-litre straight-eight, possessing a boat-decked body and lacking front-wheel-brakes. It could do 80 m.p.h., and must, one supposes, have been a Type 30. There followed a hoodless Type 40 and a 3-litre straight-eight, the former being driven by Lewis across Europe to the Black Sea and back. He then teamed-up with Arthur Baron. The article mentions their supercharged Brescia Bugatti, which was raced in the 100-mile race on Southport sands, where it apparently finally blew up, and Baron's subsequent Types 51, 54 and 59. The wreck of the 51 is described as the car in which Mervyn White was killed during the Ulster TT but this is incorrect, as no such accident happened and a Type 51 would presumably have been ineligible anyway, even with road equipment. The Type 54 was the ex-Kaye Don car and the Type 59 was rebuilt after the Duke of Grafton's fatal accident in it. (It was an unlucky car, because it later killed K. W. Bear; it is now owned by Stafford-East.) The Type 51 is said to have been the ex-Howe car, given a pre-selector gearbox, and Baron and Lewis spent a joint £150 in readying it for the 1939 season. It is wrongly said to have lapped Brooklands at 136 m.p.h.; the fastest lap by a Type 51 that I can find was at just under 128 m.p.h., by Penn-Hughes. Lewis gives a description of the lurid time he had with this Bugatti in the First Mountain Handicap at the Opening BARC Meeting of 1939, and there is a picture of the car taking the Fork in this race, before it skidded up the banking and then spun twice at the Fork, one of these errors caused by being in top gear through a "mistake in gear selection". Norman Lewis is an honest man . . . the mistakes in his article notwithstanding, it contains two gems. Southport is described as: ". . . an elephant's graveyard of old racers, drawn there as if by some death-wish", and of motoring in the vintage years it is said: "The thing was to suffer, and the Bugatti helped you to do this in a way that few cars did". After 1939 Lewis never sat in a Bugatti again. He was photographed by *The Observer* with the Type 51 he drove then, "now owned by a Herefordshire farmer".

The other thing that has publicised the Bugatti this year was the aforesaid "Hyde Park GP". I missed this, due to another engagement, concocted by, of all people, BOC member, Rivers-Fletcher. — W.B.

RALLY REVIEW

New Rules

FROM January 1st new rules will govern the sport of rallying in Britain, rules aimed more at what has come to be called road rallying than those events which are largely on closed private roads.

Practices which, though not compulsory, have been regarded as essential by all organisers worth their salt for many years have been made mandatory by these new regulations and one can only assume that the intention is to shrink the mesh of the net in order to hang on to the one which formerly got away.

However, there is a distinct feeling of resentment among the organisers of Britain's best road rallies. They dislike the implication that things were not already being done as they should and many of them feel that to people outside the sport it might appear as a clean-up measure whereas things were pretty clean in the first place.

Before the coming of special stages some two decades ago, all rallying in Britain was on open public roads. That kind of rallying still exists and is extremely popular, and there are rules, of course, to prevent nuisance and to ensure safety. But when international events went over to special stages, road rallying slowly became rather less than respectable in official eyes, and today although the RAC continues to sanction it, it seems that it is tolerated more than encouraged.

Among the self-styled "big noises" of rallying's administrators, road rallying is very much a poor relation. More prestige, it seems, attaches to special stage rallies and the prospect of bathing in a brighter glow of eminence has had much to do with people preferring to be associated with stage events than with those on the road.

The same applied to sponsors and publicists; slowly they were wooed away from road events, to be joined in backing stage events by others of their kind. The RAC introduced a rule forbidding the commercial sponsorship of any country-wide championship based on road events, and this at a time when there was only one such championship left; all the others were either regional series or ones run by clubs for their own members.

That championship, run by the weekly newspaper *Motoring News*, still exists — indeed, it will soon be in its twentieth year — and despite the complete absence of any championship prize money it enjoys an unbelievable following by competitors and tremendous support by spectators. Even when it did have prize money it

was of mere token proportions and certainly didn't get near compensating leading competitors for the efforts, financial and otherwise, which they had put into tackling the series throughout a year.

The series is based on fifteen rallies, chosen very carefully after consultations with competitors. They are among the best the country can offer, but even so they are considerably cheaper, both for organisers and for competitors, than any special stage event.

This kind of rallying is the very basis on which the whole sport is founded. Smaller road events attract beginners who haven't the finances to tackle special stage events which have much, much higher entry and insurance fees, require cars which are far more expensive to build and which can cost a fortune to maintain. Furthermore, the risk of damage is much greater, and many an aspiring driver has been forced out of the sport simply because he could not afford the cost of a comprehensive rebuild.

Rallies are graded from Closed (members of organising club only) to Restricted (members of invited clubs), National (open to all holders of appropriate RAC licence) and International. Until now, a club could organise a small rally for its own members who would not need to be licensed by the RAC in order to take part. But from 1980 licences will be necessary, and many club competitors look upon this as a totally unjustified means of gaining extra revenue.

Those who compete in the lowest grade of event usually have limited resources, and this additional levy may mean that fewer people will be attracted to the sport.

The rules go further by bringing within the licence and permit requirement rallies which are only for up to twelve cars. Until now, such events were exempt from many of the formalities surrounding bigger events, but from January 1st that will not be the case any more, and this is another reason for some pretty strong feeling among the many clubs which have made a practice of running twelve-car events in order to introduce novices to the sport.

The popularity of road events is something which the RAC has never spoken much about, almost as though they prefer it to be thought that stage events are far better supported. Perhaps it is for that reason that the document which lists the number of rally organising permits issued in any year is stamped "Confidential" by the RAC. We can think of no other reason why they should attempt to make a secret of the number of rallies of various kinds held each year in the UK.

The truth is that road events are far more

popular than stage events, and twelve-car rallies even more so.

In 1977, for instance, permits were issued for 170 special stage rallies, from small, single-venue events up to internationals. In the same year, no less than 370 road rally permits were issued. That alone positively indicates where popularity is most centred. And lower down the scale an amazing 1,084 permits for twelve-car events were issued in 1977. We hardly think that the same number will be run in 1980, but there will nevertheless be an increase in revenue for the RAC.

A prominent British rally driver, one who is acclaimed as one of the country's best and has been very successful in top grade special stage events, recently told us that without road rallying all British rallying would be dead, and we are inclined to agree with him.

Special stage events are far costlier than road events, but could it be that revenue from the latter is used to subsidise the running of the former? And could it also be that the RAC is not at all keen on statistical comparisons between the two becoming public?

Large scale events are invariably financially backed nowadays and can afford to pay the various fees — apart from the grossly unfair Forestry Commission charge for the use of forest roads — but bottom grade events do not enjoy such affluence. To tax them in this way, and to tax those who take part in them, is to strike at the roots of the sport, and that's something which might be regretted in years to come. — G.P.

A disguised factory Ford?

LOOKING confident with two rounds of the world championship to go, Bjorn Waldegard told London journalists in November that he would not necessarily be the 1979 and first official rally champion driver. "The way that Mikkola drives, anything can happen," he told journalists in a central London preview of the Lombard sponsored RAC event.

It turned out that the cigarette manufacturers had three things to say. First they wanted to show us how tough it was for Waldegard to win the 1979 Acropolis Rally. And it was a very hard job indeed owing to Monsieur Bernard Darniche in his Chardonnet Lancia Stratos.

To see Waldegard rubbing his eyes and appearing before the camera with sparse blond hair standing on end showed that this apparently stolid Swede *did* have to fight in order to win.

Rothmans money will make it possible for Ari Vatanen to contest the entire five round British home international series next year (sponsored by Sedan though Rothmans will take over from 1981 for the subsequent four years) and to act as team-mate to Hannu Mikkola in World Championship events for the David Sutton/Rothmans, Ford Escort/Finnish drivers business deal.

Rothmans introduced the sporting programme to the public by showing a film made by the man dubbed the world's number one in rally film makers, Barry Hinchliffe. We could find no quarrel with that statement for the latest film in a series that numbers over 50 made by Hinchliffe, "The Acropolis Experience" is a worthwhile experience for any sporting motorist. Slow motion is fashionably in evidence, but that does not matter when you see the amount of opposite lock motoring that is packed within 25 minutes. The film will eventually be available from Rothmans at: International Promotions Department, Carreras Rothmans Ltd., PO Box 100, Oxford Road, Aylesbury, Bucks, on an FOC basis to accredited motor clubs.



Bill Gwynne, one of three drivers with a chance of taking the *Motoring News* road rally Championship title, pictured on the Carmarthen Motor Club's Talbot Sunbeam Autumn Rally

Formula One Trend of Design

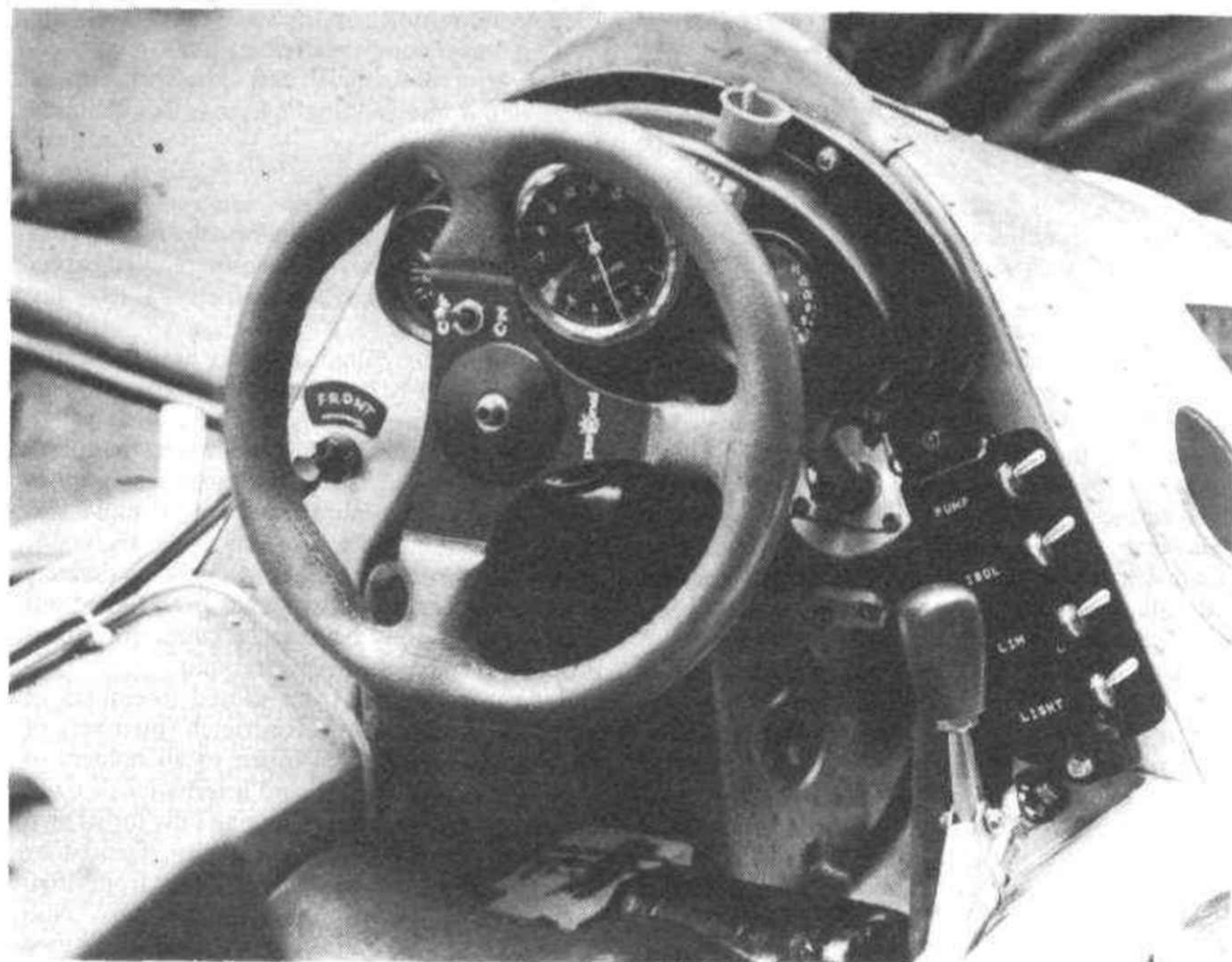
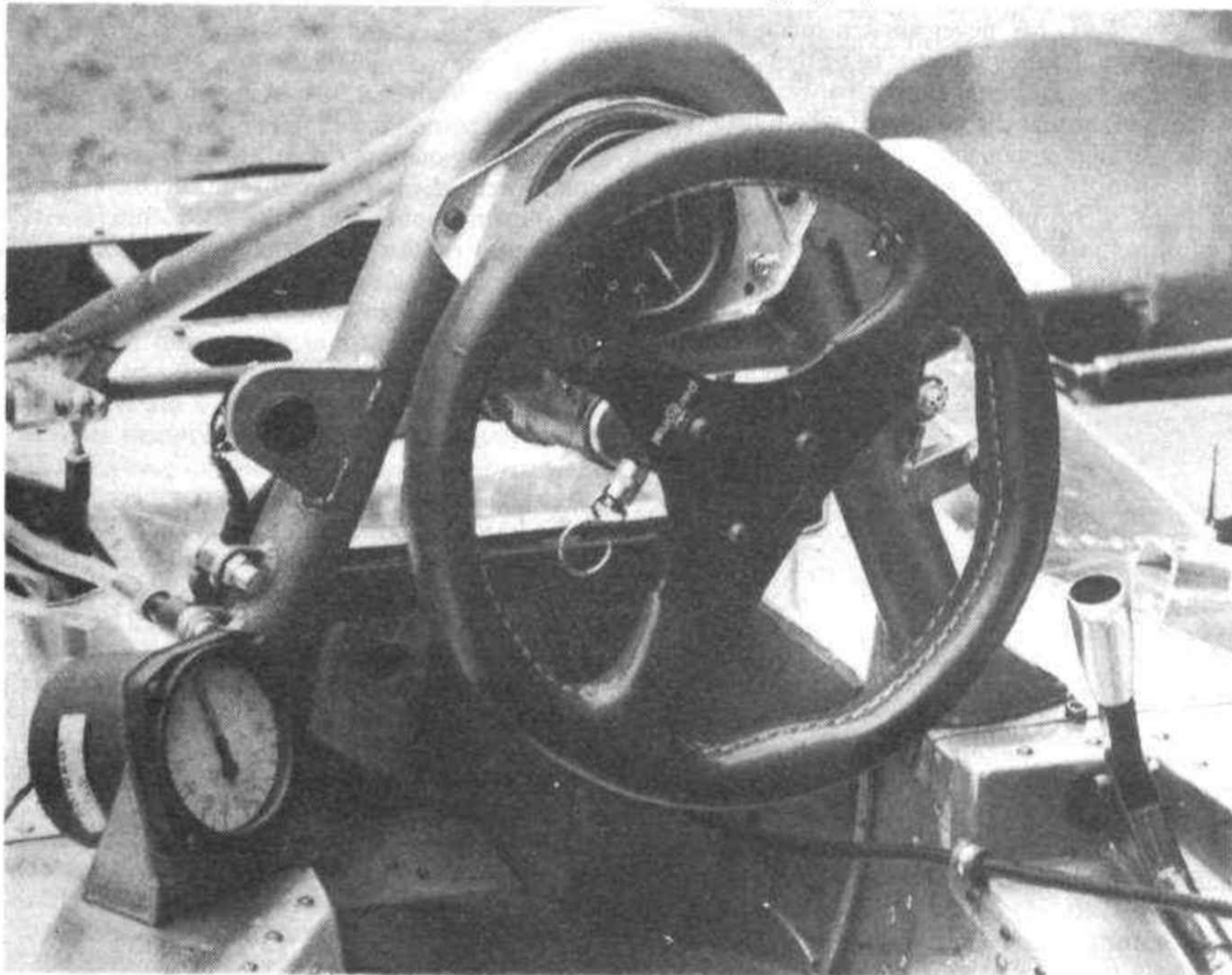
Cockpits and Controls

AT A QUICK glance the cockpit and controls of a modern Grand Prix car look pretty basic and simple, a small thick-rimmed heavily padded steering wheel, a tachometer, an instrument or two and that's about all. Indeed the cockpit looks too small for much else for the monocoques of most of today's cars are tailored to fit, with a minimum of waste space. With the G-forces being generated today the driver doesn't want to flop about inside the cockpit and the obligatory 6-point seat harness is an essential part of the equipment and needs to be done up tight to combat the forces of deceleration in particular.

With eighteen different designs currently taking part in Formula One racing space does not permit a description of all the cockpits and controls, so it must suffice to deal with just a few, notably the successful ones, taking the Championship winning T4 Ferrari first. The padded three-spoke steering wheel has an on/off ignition switch on the right-hand spoke. In front of the driver are three instruments, the central one a large-diameter tachometer with white figures on a black background, reading from 4 to 14. These numbers represent thousands of r.p.m. of the flat-12 engine and it is always fascinating to watch a Ferrari mechanic warming an engine. As the exhaust note rises and falls as he "blips" the throttle you see the needle of the tachometer just lifting off the stop at 4, or 4,000 r.p.m., yet it sounds remarkably healthy even so. Just what it is like at 12,200 r.p.m. only the driver can know, for by then people like me have to be standing well back.

On each side of the control tachometer is a smaller dial, each instrument being a dual one; that on the right registers oil pressure and fuel

Renault RS11 has the boost gauge on the left of the cockpit and only a tachometer in front of the driver. There is no oil pressure gauge, only a warning light, and no temperature gauges.



The Williams FW07/2 with the cockpit surround removed showing the instruments and controls as described in the accompanying text. Unfortunately the photograph was taken with the steering on slight left lock, the steering wheel should have the spokes horizontal and downwards.

pressure, while the one on the left registers oil temperature and water temperature. Just above this double gauge is a red light which glows when the oil pressure drops to a dangerous level (it must have been glowing most of the time on Villeneuve's car at the Watkins Glen race last October). To the right of the steering wheel is the short stubby gear lever for the 5-speed and reverse gearbox, working in a visible open gate. That reverse gear works was illustrated by Villeneuve

during practice at Montreal when the pits exit was closed just as he was about to leave. Rosberg had crashed the Wolf and practice was suspended while the wreckage was removed. Rather than sit and wait for mechanics to come and wheel the car back, like most drivers do, Villeneuve engaged reverse and backed the car down the pit lane driving on the rear-view mirrors like a seasoned commercial lorry driver!

To the left of the steering wheel is another small lever, with a fore and aft movement, which is connected by a flexible cable control to the rear anti-roll bar, the movement being from hard to soft. Peculiar to the Ferrari is the system of inter-connection between the front and rear anti-roll bars by means of hydraulic lines. Where this hydraulic system passes through the cockpit, on the right-hand side, there is an on/off lever by the driver's right knee and he can reach forward with his right hand to turn this inter-connecting system on or off as he wishes. This cockpit adjusting of the anti-roll characteristics of the suspension was pioneered by Lotus, and is now nearly universal with variations. It permits a sensitive and imaginative driver to balance the understeer/oversteer characteristics to a fine degree. On some drivers it is a complete waste of time.

Also on the left of the Ferrari cockpit is a neat panel containing six electric switches and these he can operate with his right hand, reaching across between his chest and the steering wheel. These switches consist of a starter button, for the on-board electric starter (many of the Cosworth-powered cars use a compressed air starter, so have a lever rather than a button to energise the starter). Then there is the switch for the high-pressure electric fuel pump for the fuel-injection system. Once the engine is up to working r.p.m. a mechanical pump supplies fuel pressure, which is why you often see a driver being given a pit signal reading PUMP OFF, for to leave it running could overtax the electrical generating system, which supplies the ignition. A

third electric switch operates the on-board fire extinguishing system, a pressurised container releasing fire extinguishing fluid along a series of pipes to strategically placed jets; one onto the driver's body, another onto the inlet pipes for the engine, another into the cockpit foot-well and so on.

There is also a temperature-sensitive system of relays in the circuit which start things going automatically if a fire breaks out anywhere, but the cockpit switch for the driver to use over-rides everything else. These fire precautions are not reckoned to quell a serious fire, but they give the driver a few seconds sporting chance to get clear. In the same way fire-resistant clothing does not make the driver immune to burns, it merely gives him some time to get clear. The fourth switch is an on/off one that controls the rev. limiter, which is an electrical device in the ignition system that can be pre-set to fade the sparks at any given engine r.p.m. It is not a cut-out system, as that would be too dicey, but when peak r.p.m. are reached the limiter reduces the spark so that the engine loses "pull" and will not over-rev. You can hear these things working plainly on a Cosworth engine, for a misfire comes into the harsh exhaust note.

The driver can switch the limiter off at his own peril, but sometimes a little over-revving is justified, but it is entirely up to his own judgement and if the engine blows up due to over-revving he has only himself to blame. The fifth switch is for the obligatory red rear light, mounted centrally somewhere above the gearbox and it is up to the driver to switch this on if visibility is really poor, especially in rain and spray. The sixth and last electric switch in the panel is actually a small button which is part of an automatic electric fuse. If a short-circuit occurs anywhere in the electrical system on the car, this fuse button pops up and isolates the electrical system from the battery. The driver can press the button contact down again and from the speed that it pops up again he can gauge the seriousness of the electrical fault. Usually an electrical failure caused by a broken wire somewhere is pretty terminal, but it is just possible that an intermittent fault could "jump" the fuse and by pressing it back in the driver could limp back to the pits for expert assistance. Reconnecting the circuit with this fuse-button could, of course, start a major fire so the driver has to use it with great circumspection. Not all cars are fitted with this system, though Lotus use it on the 80 model.

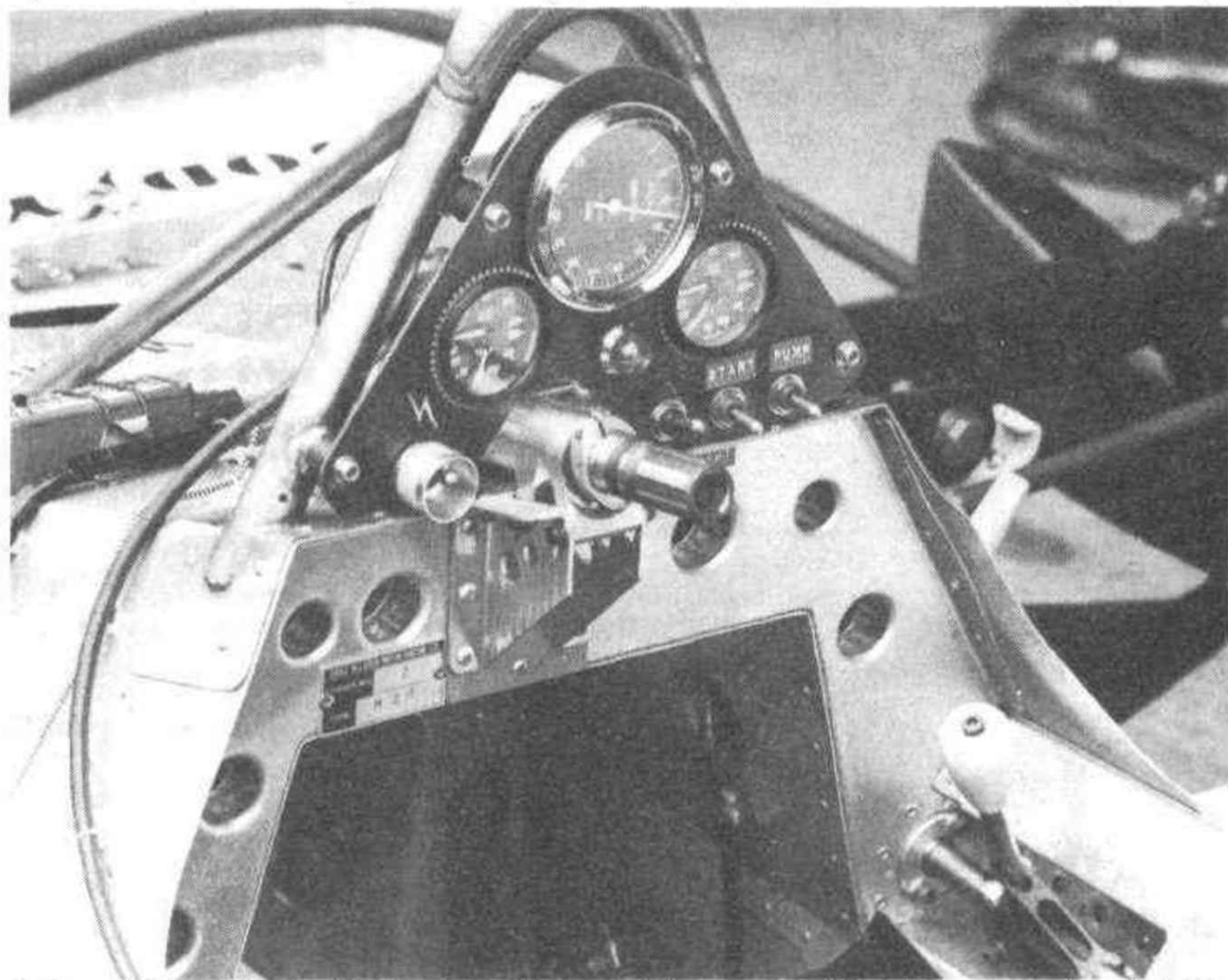
For his feet the Ferrari driver has the usual three pedals, clutch on the left, brake in the centre and accelerator on the right. Some cars like the Tyrrell 009 and the Ligier JS11 have a cable adjustment of the balance bar onto which the brake pedal pushes. This cable is turned by a knob on the instrument panel and allows the driver to vary the ratio of braking effort between the front brakes and the rear brakes. When the driver has stopped playing with all these knobs, switches, pedals and levers, he can look ahead and concentrate on where he is going? Invariably a driver will fiddle about with things during practice, but once he gets stuck into some serious racing he often forgets about all the things he can play with in the cockpit and concentrates on the essentials like the steering wheel, the gear lever, the accelerator pedal and the brake pedal.

The Williams FW07 is the most successful of the Cosworth-powered cars at the moment, so a look into the cockpit of car No. 2 will be of interest. There are three instruments in front of the driver, as on the Ferrari, the central Smiths tachometer reading from 1 to 12, which means

1,000-12,000 r.p.m. and the red line is at 10,800 r.p.m., though "Super Cosworths" can go to 11,200 r.p.m. This dial is mounted, rotated slightly anti-clockwise, so that at peak revs the white needle is vertical, for that is all the driver is really interested in. To the right is an Italian combined fuel pressure and oil pressure gauge, and this is mounted upside down so that the needles are at the best angle to the driver's eyesight line when all is well. On the left is a water temperature gauge, and under the instrument panel by the driver's left knee is an oil temperature gauge, but it is not considered of major importance, the oil and water systems of the Williams working together through a heat-exchanger to keep both fluids at a nice even 90°C when racing conditions are reached. Under the instrument panel by the driver's right knee is a large orange light that glows when the oil pressure is low. The ignition on/off switch is on the right-hand spoke of the steering wheel, as on the Ferrari, but the on-board starter is powered by compressed air from a reservoir and is operated by a small lever on the right of the cockpit,

easier to feel.

On the left of the bulkhead is a square knob which controls the front to rear brake balance, rotating it clockwise puts more braking on the front and anti-clockwise puts more braking on the back. This is a simple cable control to the balance-bar down by the brake pedal, which is threaded so that rotating it by means of the cable moves it across the car relative to the pedal fulcrum; the ends of this balance bar are connected to the two hydraulic master cylinders, one for the front brakes and one for the rear. If the pedal is pushing on the centre of the bar you get equal forces at each end and thus equal forces on each master-cylinder. If it is moved right or left you get proportional differences at each end and subsequent differences on the two hydraulic systems. On the right of the bulkhead, just ahead of the gear lever, are four electric switches, which are (top to bottom), the electric fuel pump switch, the isolator or master-switch for the whole electrical system, the rev. limiter on/off switch and the rear-light switch. These are labelled PUMP, ISOL, LIM and LIGHT, respectively.



McLaren M29/2, driven by Tambay, has a simple cockpit layout, shown here without the steering wheel. The tachometer is rotated anti-clockwise to bring the needle to the best position at 10,800 r.p.m. The oil pressure warning light is between the two smaller dials.

through a cable system. The gear lever is on the right but has no visible gate, the gate mechanism being in the Hewland gearbox. This is a particular fad of Mike Hewland, who knows that his gearboxes are going to be installed in many different cars designed by many different designers, so if he left the layout and design of the gear-gate to the customer at least 50% would come up with a poor design and his gearbox would get the blame. With his system of internal gear-gate all the designers have to do is supply a tubular or rod linkage to the lever in the cockpit, and most of them manage to do this satisfactorily. It does mean, however, that the driver has to get accustomed to "feeling" his way around the non-visible gate and, personally, when I've driven with a Hewland gearbox I have trouble finding the gears, compared to a system with a visible gate, not that you actually look at the gate, but it is

There are no anti-roll bar adjusters in the cockpit for, as Patrick Head says, "they would only encourage the drivers to mess about with them, and they seldom know what they are doing. I'd rather have my drivers get on with their driving." On top of the instrument panel is a red plastic "thimble" with a small lever in it. Below it is the simple word FIRE, in white letters on a red background. Patrick Head is not one for complicating things.

On some Cosworth-powered cars, such as the Tyrrell, there is an extra switch labelled RETARD. This is in connection with a Magneti-Marelli ignition system being tried this year by some teams. The normal Cosworth DFV uses a Lucas ignition system with an automatic retarding mechanism for starting, the Italian system runs on a fixed advance setting and for all

Continued on page 1837

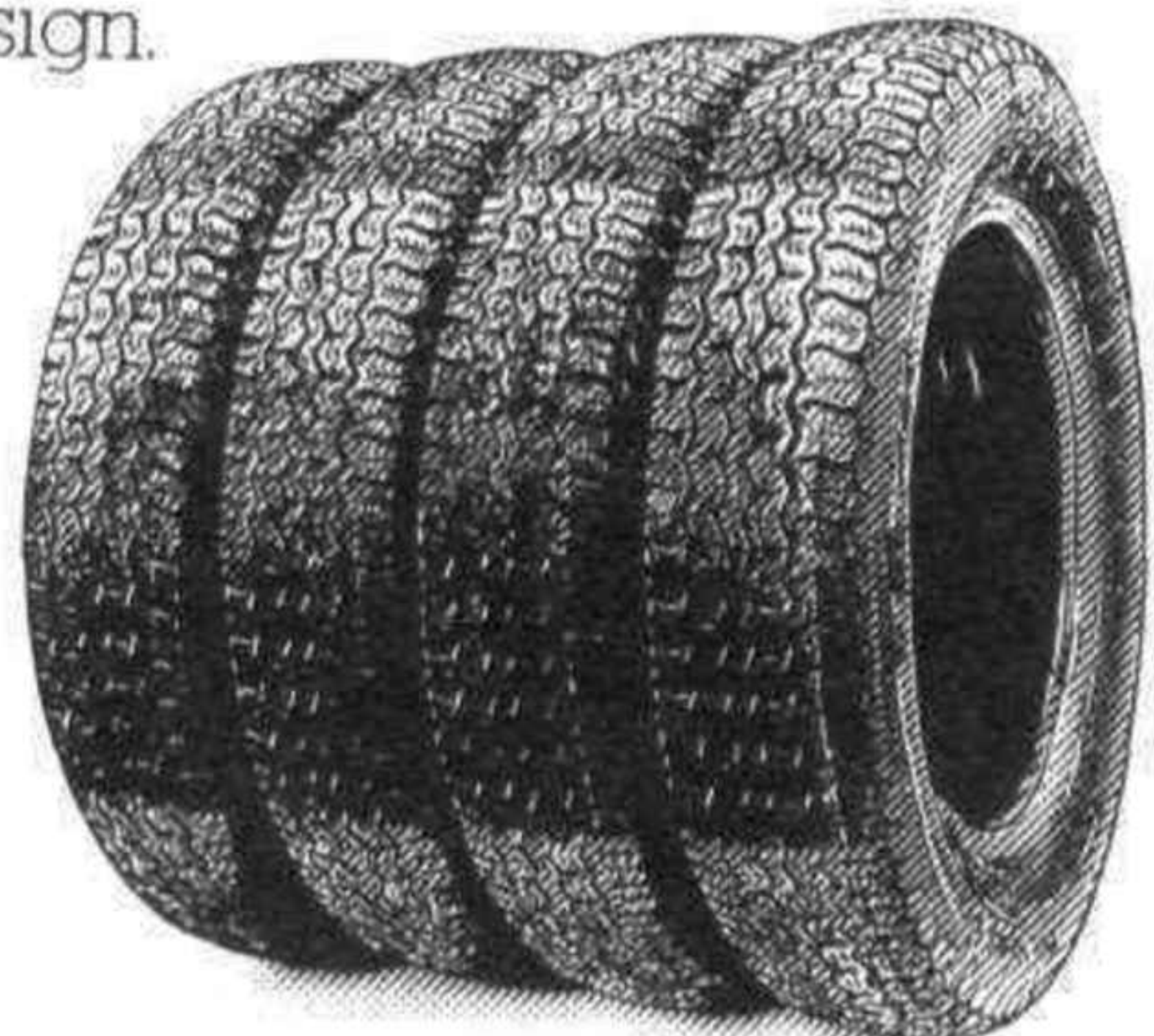


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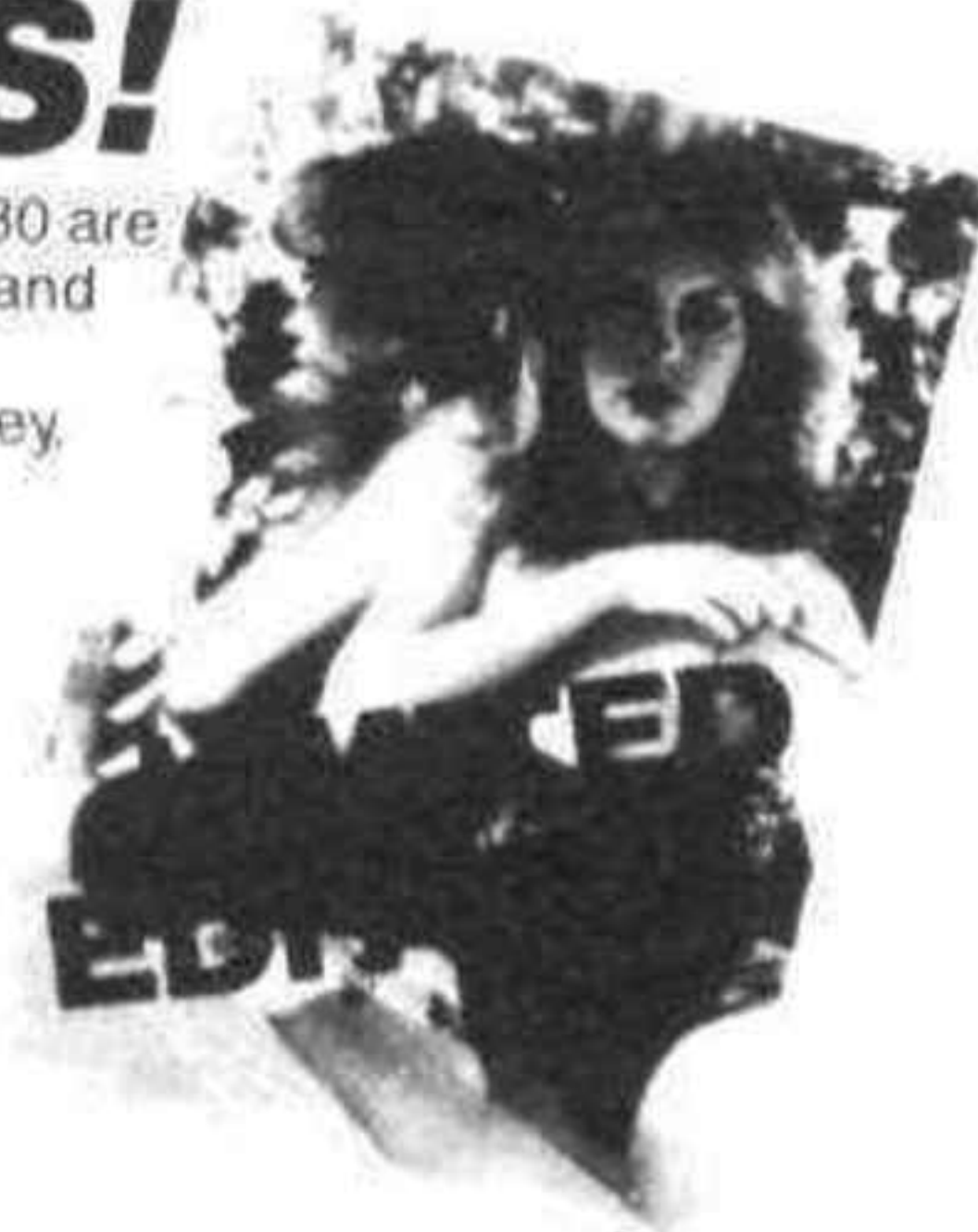


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The Great Race

MOTOR SPORT journeys to Australia to find that touring car racing has become the premier league on the other side of the world.

RAY BERGHOUSE and David Segal are typical of the reaction I received when I set out to cover the annual Hardie Ferodo 1000 at Mount Panorama Circuit in September.

I had my passes for the three-day event, had my transport organised, but I did not trust my photographic ability. So I set out to arrange some scenic race pictures. I had no authority to offer anyone any money and found Berghouse through friends in Sydney. "Don't worry about that, it'll be an honour to have my pictures in there," came the instant reply from this professional, who had only recently gone out on his own. When I went down to Melbourne a week after the race I found the flat I was staying in welcomed me with another selection of pictures, these donated by Segal.

The real indication of this magazine's name and Australian hospitality came from the top though.

The number one drivers in terms of crowd appeal are Alan Moffat and Peter Brock, the first named always identified with Fords, and Brock of the General Motors Holden team. At Mount Panorama, Bathurst, in particular the crowd likes to support either Ford or Holden and those two drivers represent the informally elected captains. When both laid on absolutely maximum co-operation I realised just how solid a reputation we have in far-flung corners of the globe.

The trip was really educational rather than the sun-blessed antipodean version of California that I had expected. I learned that 36 hours (on the way down) and 29 hours (on the way up) is a long time to spend in an aeroplane . . . but it was worth it for the spectating and driving at the other end.

My trip was the result of co-operation between Channel 7 TV Sydney, Qantas, the newspaper *Motoring Reporter* in Australia and Evan Green, a sort of super version of Stuart Turner who

FORMULA 1 TREND

continued from page 1835

practical purposes the DFV is happy with this. Just occasionally the engine might not fire instantly on full advance, so an over-riding control is fitted that retards the spark electrically. The switch is spring loaded so all the driver has to do is press it until the engine starts, and then release it. On the Lotus 79 this switch is under the crash-bar behind the driver's head and if there is not instantaneous starting in the paddock or pits, you will see a mechanic or an engineer lean over and press the retard switch. This way you know what type of ignition system the Cosworth DFV is using, without looking at the engine!

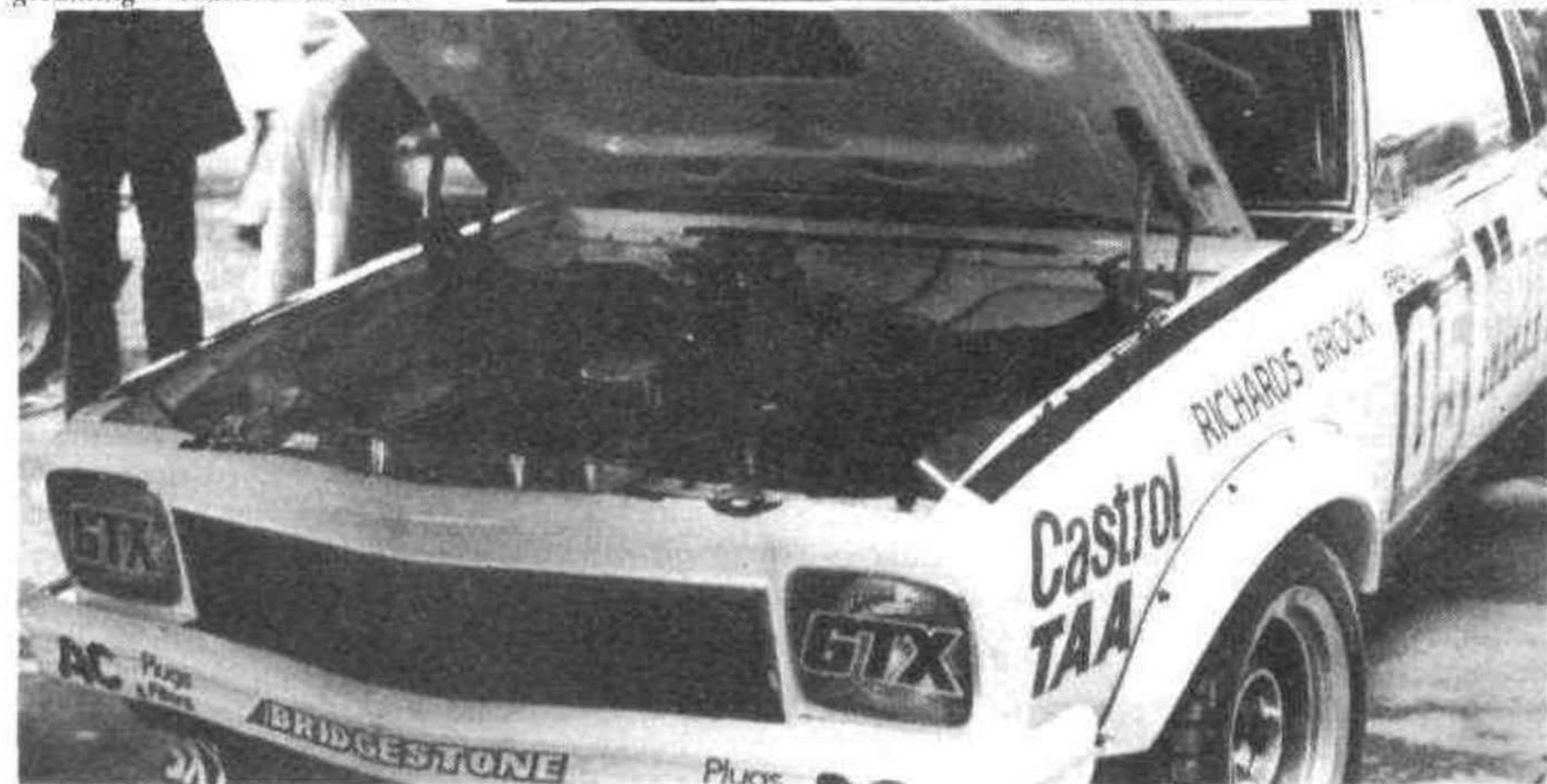
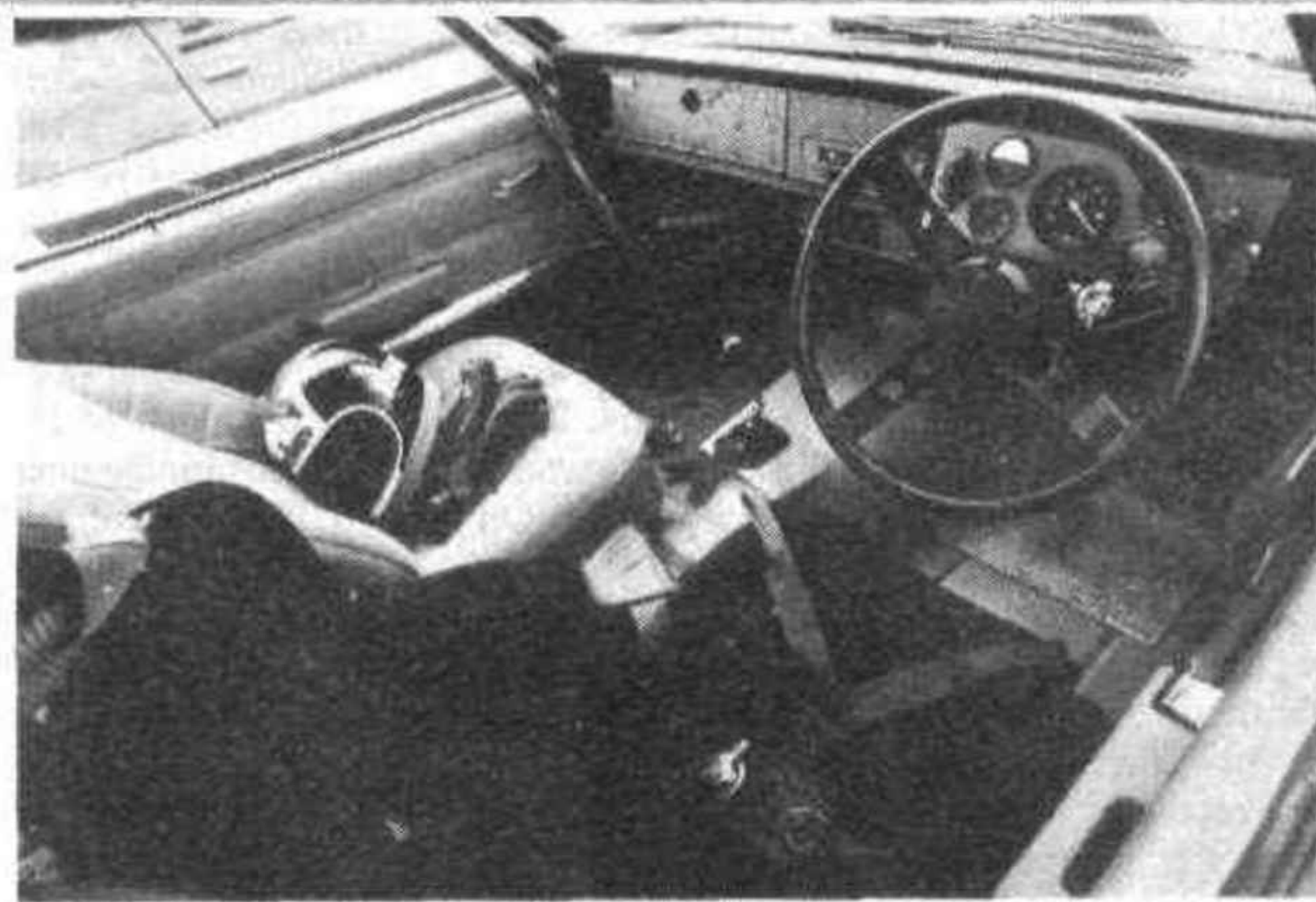
Basically, all the other cockpit layouts are similar to the two described in detail with a few variations, such as the positioning of the electric switches, or the methods for adjusting anti-roll bars. Lotus use a sliding knob arrangement, notching with a series of slots for the rear adjustment, and a push-pull control for the front adjustment. Brabham use a screw control with a small bar that you turn. Renault have an extra gauge in the cockpit registering boost-pressure from the turbo-chargers. Brabhams used to have an Alfa Romeo badge in the centre of the steering wheel! — D.S.J.



Brock's Holden Torana carries the 05 number as part of a drink driving campaign and refers to the 0.5% alcohol limit in the bloodstream. Here Brock runs towards a second successive Bathurst victory, equalling Moffat's record of four wins in the endurance annual as well. Picture by Automotive Photographics.

Inside the Torana clear instrumentation and neat preparation are the hallmarks of the John Sheppard-managed team.

It is so shiny underneath the bonnet that even the reporter's photography gives a hint of the gleaming 4-choke 5-litre V8.



handles the annual nine hour telecast of the Australian Racing Drivers Club organised race.

I journeyed up to the old gold mining town of Bathurst, host to the race, for the road circuit is just on the outskirts. It was on that journey that the numbness of the flight left me and the pleasure started for we took a little diversion and found some dirt roads to play on. I developed such an enthusiasm for this kind of travel that we spent more or less the whole day after the race on such tracks.

Bathurst proved more like a quiet town from the farmlands of Western America than anything I saw in the USA. The main industry now is

farming sheep and cattle for a town that was founded in the year we were occupied in a European quarrel called Waterloo.

I went out on to the circuit the first night and subsequently drove the course in a number of appropriate, large V8-engined machines, but never under competitive conditions.

It is a magnificent track. You start on flat ground and leave long but elementary pits on your left as you enter the first left. This swings through 90 degrees and used to be called Hell Corner. Now it carries the race sponsor's name following an association that, like others in Australian motorsport, is unusually long-lived, by our



1978 Australian rally champion Gregg Carr gave us a taste of rallying in the Colin Bond prepared RS1800 at Ford press day.

standards, at ten years or more.

The circuit climbs up Mountain Straight after exiting the broad run-out area of Hell Corner. This is a long drag of half a mile or so that culminates in a hard right. Imagining we are in a known quantity, like a 3-litre Capri, I would say that was a fast third gear corner, which the racers probably manage at 90 m.p.h. The surprise for a European starts here. We can't be on a race track, I say to myself, there are cliffs!

Rising from the inside of the track are the hard rock faces that adorn the inside of the long, long, left-hander (second at 50-65 m.p.h. I would think) which climbs out into the open again. On the outside there may be some Armco, but the primary crash barriers are half-ton concrete slabs, rather more curved than those used at Donington and without the sand slow down areas. If you go off in Australia, you know you have had a proper motor racing accident. Those who talk about holding F1 in Australia cannot have seen the circuits, which tend to be spectacular and rather like the Oulton Park or Cadwell Park of the late sixties.

Back on the track we have climbed several hundred feet above our starting point and are "up on the mountain" in local parlance. We swing gently right and pass through Sulman Park and left around Castrol Curve.

Next on the agenda is the fastest corner, along Skyline and past McPhillamy Park, where the fanatic race supporters swill endless cans of beer. They may idle some of the hours away by burning the opposing supporters' team tee shirts, as I was told, but they also create a terrific weekend-out atmosphere. They camp through frequently heavy rainfall at this altitude — and "camp" may consist of a simple groundsheet tied to a fence at either end.

Now comes the photogenic part of the course. Where third and fourth and 100 m.p.h. speeds have been the norm since we left the cutting, now it is hard on the brakes and a succession of slower, second gear bends. First we tackle the Esses and then the left-hand, almost U-shape camber of the Dipper. This is the spot where the pictures of cars with one, two, or even three wheels airborne are taken.

There is a chance to reach for third before entering a second cutting and an equally long, tight left-hander around a rock face called Forest Elbow. The track now straightens out to a left-hand kink that must be flat out. The faster cars just change into top past the kink, settling down for about a mile of up and mainly downhill

track known as Conrod Straight. Brake downhill after a hump, turn left and you are back on the start and finish straight via Murray's Corner: there is a much needed escape road!

Speeds on Conrod vary from barely 110 m.p.h. for the newly introduced under 1600s to the speed trap figures of 136 m.p.h. for a 2-litre Toyota Celica GT (that's the twin-cam raced at 180 b.h.p.), the right side of 140 m.p.h. for the Capris and 155-167 m.p.h. for the Holden Torana V8s.

It had been hoped that the Moffat/Fitzpatrick Ford Falcon of 5,760 c.c. would have a straight line advantage over the 5,047 c.c. Toranas owing to the big Ford's sleek lines, but this was not reflected on the speed trap times. However, Fitzpatrick was most enthusiastic about their chances after a few brief laps of practice, reporting that it was indeed hauling in all the top Toranas he could find on the main straight.

That straight is known as Conrod for good reasons and Moffat found his latest Holman and Moody engines were fracturing under the strain of keeping the overweight Falcon up with a GM rival that is 776 lb. lighter! The Ford should theoretically have 480-490 b.h.p. from its all-iron V8, but the bespectacled Moffat told me drily before the race that they had to reduce power to at least 475 b.h.p. and use locally assembled engines to even qualify for the race. He also said they had managed to remove over 400 lb. of the Falcon's nominal weight penalty. Dip the body in acid until transparent?

I found Moffat the most complex and interesting of the drivers. He started racing in 1962 with a TR3 "doing all the wrong things and spinning everywhere". He has lived in South Africa, Canada and the USA before settling in Australia and becoming a national hero with his imported Trans-Am appreciation of Mustangs. A fiercely competitive man lurks beneath the glasses and chunky outline, his experience covering Fords as diverse as the USA endurance programme for the Alan Mann Cortinas to the Capri 3.4 RS3100 he imported to Australia from the European series. I found it sad that he was selling his racing Falcons and various other bits of racing hardware when I left. Those fanatic fans on the Mountain will have little to cheer without Moffat — and the GM Holden team might well not run the Commodore V8 they have developed to replace the obsolete Torana if there is nothing to beat.

I think I went to see the worst possible edition of the Bathurst race, for the era of the big V8s as general transport is over, and with it the

manufacturers' support of such cars. This is despite the fact that petrol is about half the price of ours. So I could run a 5.0-litre Holden Commodore Wagon 1,200 miles, Melbourne to Sydney and back, and feel in my wallet as though we had been in a 30 m.p.g. Chevette . . . but a lot more comfortable.

Ivan Stibbard of the Australian Racing Drivers Club is the Bill France-style controlling figure of the Bathurst race. He forecasts that "within five years the big V8s will be phased out. There is already a big swing towards six-cylinder machines. The next will be fours, then who knows?" Stibbard is quite prepared to introduce classes for diesel cars and those running on LPG.

Looking back at the history of the race I was fascinated to find that it had been won by both a Vauxhall Velox and a Mini-Cooper since it began in 1960. It has been known as the Bathurst six hours, Bathurst 500, and since 1973 as the Hardie Ferodo 1,000, a reference to its 1,000 km./620 odd mile length.

I arrived at the circuit at 11 a.m. on Friday, the race scheduled for a 10 a.m. start on Sunday. Unusual features include two previous days of untimed practice and one 45 minute timed session on Friday, the 70 accepted entries of the 100 applications split simply into under and over 3-litres for this sudden-death practice.

Because of the damp conditions on Friday, unusual emphasis was laid on the organisers' right to select 25 per cent of entries on a time basis and the remainder at their own discretion. The feature that caused the rows however was a top ten composed of the eight fastest on time and two others, Moffat included, adding drama to the televised session on Saturday morning.

From a sponsorship viewpoint, as well as the less important business in a six hour plus race of gaining a grid position, it was vital to be in this *Hardie's Heroes* final session on Saturday. Each competitor, driving in an order picked out of a hat, got three laps. A warm-up, timed, and slow down tour.

I did not like the injustice of seeing a skilled top liner like John Harvey dismissed from his rightful place in the top ten in the cause of TV entertainment, but I could see why they had done it when Moffat got out there. The big black Ford looked so sinister, especially wallowing its way towards us over the crests of Conrod Straight on a giant TV screen, that you could not help but identify with Moffat's underdog efforts. This compared to the clear cut, all-Australian image of the red and white, gleaming Torana for easy pole-position winner Peter Brock. I remember Brock when he came to Europe to drive with Gerry Marshall at Spa (they finished second overall in a Vauxhall Magnum, 1977), but to see the man on his home ground is an experience. For a start it is odd to see a saloon car driver virtually mobbed, and that his every working word is recorded by one branch or another of the Australian media, who are very conscious indeed that motoring and motorsport are important subjects to their editors and public.

The other point about Brock in 1979 was that he had lived down an earlier outlaw image and settled down to the business of cleaning up Australian motorsport. They held a fantastically long endurance trial around the country, sponsored by Repco, earlier this year, which involved this skills of rally drivers. Brock and the Marlboro Holden Dealer Team simply mopped it up, 1-2-3.



Technically speaking Bathurst had little to offer this year. The GM and Ford vehicles have all had four-wheel disc brakes and hood scoops, plus aerodynamic aids for some time — next year they will have to produce a new breed of vehicles based on their current production models. Meanwhile the introduction of the Chevrolet Camaro 5.7 with its drum rear brakes to Australian production racing caused some interest, but the cars were hopelessly uncompetitive under rules rather like our Tricentrol-RAC "GPI 1/2" series. However, if they are developed carefully through the winter, it may be that the Chevrolets will dominate the Australian Championship next year, while Holden are sorting out the Commodore and Ford the Falcon XD — which looks like a puffed-up version of our Granada, but has only the headlamps in common.

During practice I had the chance of looking over several of the top Torana equipes, including that of Ron Hodgson who has current Australian Touring Car Champion Bob Morris on his side. Sitting in the hatch-back Torana (which developed originally from the Vauxhall Viva HB!) I found there was a steering wheel that would do credit to a truck, a footbrace that would probably support Sydney Harbour bridge, and a lattice-work of roll cage tubes that owed inspiration to aforesaid bridge.

The tyre war continues down under, but the talk is of Japan's Bridgestone company setting the pace on the Dealer Team Toranas. The opposition say that Bridgestone have developed a very effective radial for racing, but Dealer Team Holden team manager John Sheppard told me after the race at his Melbourne HQ "people have to have a reason to be beaten. The Bridgestone tyres were just good rubber — covers that Frank Gardner's team used as well. It's the way you use 'em that counts", he said with an aggressive grin and in words that make Gardner sound like a mild English country gentleman.

Naturally money is the talk of the paddock. Touring racing is well financed by European standards, the Marlboro Holden team subsisting on the equivalent of £250,000 to race two cars in the 12-round Australian title hunt and Bathurst. Other private Torana entrants confessed to spending anything up to £125,000 to be competitive. They have major sponsorship from outfits like Cadburys-Schweppes (why not in Britain too?) and the leading cigarette

manufacturers, plus Phillips and Unipart. For sprint races some of the front runners even resort to the use of titanium in the valvegear of the Toranas. In general these coil sprung, live multi-link rear axle machines, are short wheelbase mounts of conventional construction, with 380-400 b.h.p. at one end. That is transmitted to the other end via a large Muncie T10 four-speed gearbox (iron or alloy casing choice) and axles that would not discredit a truck. That all that can be packed into a machine smaller than a Vauxhall Cavalier shows that some people appreciate the value of the small car, big engine, philosophy I suppose!

Looking around the paddock I discovered that paintwork and general mechanical cleanliness are better than all but the German-based works teams in Europe, though the Capris from Stuart Graham and CC Racing would not look out of place. Beneath the large V8 class we slip into Capri versus Mazda RX3 territory, with the RX-7 newly arrived and badly underdeveloped at its first Bathurst. This time the RX3 rotaries were to prove too fast for the local Capris.

Next we have the 2-litre contenders with the Williamson 2-litre Toyota a regular winner against the Brian Foley Alfetta GTV, this car upgraded to over 190 b.h.p. after some engine breathing changes were allowed just before Bathurst. The Williamson equipe, from Liverpool in Sydney, also ran the Mark Thatcher Toyota Corolla, which looked slow in wet practice with either the Prime Minister's son or the Japanese champion at the wheel, but went a lot better in the race against a horde of Holden Isuzu Geminis. These have single camshaft Isuzu engines deposited in saloons, coupés and estates that are very strongly related to the older style Opel Kadetts (pre-front drive) as well as the usual GM T-car worldwide floorpan and suspension.

On Sunday conditions fluctuated between sunny and English spring showers, while your reporter fluctuated between some TV monitoring, comment for Channel 7 in Sydney, and straightforward race observation. I am ashamed to say it all looked a lot better on TV!

I was disappointed by the crowd, or lack of it, at the circuit. I would guess at less than the 37,000 claimed, but would believe that at least half of Australia's population watched on TV, for everyone commented on it, from supermarket

Japanese are always different! Peter Williams' class-winning Toyota Celica had a spot of bother in practice and reversed down the Esses section of Bathurst. It rained a lot in practice and Derek Bell in a local Alfetta excelled on this section.

check-out ladies to an assembly of advertising men encountered during the following week.

This year the TV coverage went ahead despite strike action, executives manning the cameras and getting the hang of things again very quickly. They use up to 19 cameras for coverage, plus recorded interviews with leading drivers to keep the interest alive through nine hours. Chris Economaki was a guest commentator this year, but the star of the show was the live race commentary from Peter Williamson in the Toyota Celica. You could see and hear him battling away against the 3-litre Capris. If we get the same thing in Formula One, the public interest in motorsport will be doubled overnight, for it really involves you in the sport. I found myself willing Williamson past under every braking opportunity and trying to baulk other members of the TV audience on the way out of each outbraking encounter!

The race itself was a complete *tour de force* for Brock and wet weather exponent Jim Richards, a New Zealander who has lived in Australia for some time, regularly beating the locals when it rains. I enjoyed watching the colourful cars weaving through the early laps with the Moffat Falcon a dark blob of an outsider.

Only Fitzpatrick really looked good of the Europeans. Bell's Alfetta gallantly pursued the Williamson Toyota but never looked as though it had the measure of its Japanese rival, while poor Dieter Quester (the BMW-mounted European Champion in 1977) had an accident with the Morris Torana, just clipping a wheelrim. Together with gearbox trouble this eliminated them from the likely second place they would have had after the Moffat/Fitzpatrick Falcon expired. Alf Constanzo, an Australian-domiciled Italian who put Lees and Kennedy to shame in the F1 versus F5000 confrontation last winter, was another to clip some of the solid kerbing, putting the Frank Gardner-run Torana he shared with Alan Grice out of contention for top honours.

As recounted last month the GM Toranas swept the board in the final results, their hold on the top ten broken only by the intervention of the 2-litre Celica and Alfetta warriors. The highest placed Falcon was 15th! For myself the race, even in this poor edition, was much better than I would be likely to see in Europe today for an endurance event.

I enjoyed the circuit in my slow exploratory laps and was bitterly envious of those who were "doing" instead of watching. However, it did not remind me of European races at all except that the panoramic views from the top of the mountain were a bit like looking across the valley from Masta straight at Spa; more so when on that long straight at 100 m.p.h. and surveying the trees lining either side!

People kept trying to equate it to Europe — or even Indianapolis! — but I would say there really is not another event like it in the motoring world, and that is the attraction at present. I hope they will be able to keep their own big-engined machinery, but whatever happens I think the Australian character of a blend between show business and the desire for some rugged racing will always make this event an annual worthy of the abused "classic" description. So long as the race is held over Mount Panorama Circuit, Bathurst, it will bring welcome variety to the international calendar. — J.W.

National Racing Review

A SHIFT in emphasis has probably been the most notable aspect of this year's national racing activities. Indeed, it is now tempting to inquire as to what our "national racing" activities actually are, for while the traditional corners of British motor racing have in the main continued to thrive, it has been the higher echelons of our home racing which have increasingly filled the very limited space beneath the public spotlight. While the competitive elements of the long-standing categories in British racing stand quite sturdily on their own two feet, the crowds at club meetings exhibit a less convincing display of strength, for, quite simply, we have a relatively new, exciting formula which is running away with the show: Aurora AFX British Formula One.

Although a national series, the MCD promoted Aurora F1 circus is very much an international affair, venturing to France, Holland and Belgium for three of its rounds (with a likelihood of even more European meetings next year), and it has been this successor to the ill-fated Group 8 and Formula 5000 categories which has stolen much of the British thunder. This year the racing has not only brought with it the associated glamour and noise linked to those magnetic words "Formula One", but has also prompted genuinely interesting racing, with more familiar names in the cockpits as an added bonus. The fact that many of the more informed pundits within the sport now seriously view the British F1 series as a potential threat to the far more mature European Formula Two Championship speaks volumes for the immensely promising formula — and the race-going public, too, have appreciated its worth. With such a tasteful main course available on the (as ever somewhat pricey) British racing menu, it is only inevitable that some of the lesser courses have diminished in popularity with the well-fed customers. For the moment, at least, the more traditional, conservative dishes will fade into mundaneness in the shadow of the new, growing formula, although we cannot help suspecting that it may not be too long before our main national series is attracted increasingly onto foreign shores . . .



Arrows-mounted Rupert Keegan took the Aurora Formula One Championship.

The Aurora/AFX British Formula One Championship

Appropriately enough the flourishing Aurora series retained its tense excitement to the bitter end, on a treacherously damp Silverstone Grand Prix circuit where the two leading protagonists, Southend's Rupert Keegan and Dublin's David Kennedy, touched wheels and pirouetted off the track in unison. Only Keegan was able to restart and reaching the chequered flag in second position gave him sufficient points to overhaul Kennedy's long-standing championship lead. It was a brave comeback after a horrific high-speed head-on shunt at Oulton Park in mid-season. Indeed, the former Hesketh and Surtees World Championship performer always gave his best under difficult circumstances during the somewhat troubled season, which he joined with a Charles Clowes owned, BS Fabrications run Arrows A1 at the second round, Oulton Park's Gold Cup meeting in April. Here, mechanical misfortunes confined him to the rear of the grid, but with just half the race run he had latched onto the tail of race leader Kennedy and an unbelievable overtaking manoeuvre, around the outside at the tricky Old Hall corner, took him into the lead. Alas, brake malfunction subsequently pitched the Arrows off the circuit, but the point had been made and despite a high rate of retirement Kennedy could never ignore the

English threat again. With three wins from ten rounds and just three more races to run that threat had seemingly become an outside chance, but over these final rounds Keegan showed his true colours.

Although on the face of it David Kennedy's over-ambitious bid for the lead of the Silverstone finale cost him the championship, ironically his failure to capture the crown can perhaps be traced back earlier in the season to calculating, points amassing tactics rather than a bid for glory at every race meeting. But Kennedy is a talented driver who kept the modern generation "wing car"-equipped campaigners at bay with the old Wolf WR4 for many months before jumping on the "ground effect" bandwagon with Wolf WR6. Kennedy first appeared in Aurora with Wolf WR3 at the final round of the '78 series, which he won, and then took WR4 successfully to Australia for the winter season. The '79 Aurora season opened with victory at Zolder in Belgium for the Theodore Racing-run former European F3 contestant, and he chalked up another two wins, two seconds, and one third, despite his inferior equipment. Yet with the faster WR6 a further three thirds were all he could manage, and the title slipped from his confident grasp.

Emilio de Villota, the former Spanish bank manager who has staunchly supported MCD's prestige championship for a number of years, rather lived in the shadow of Keegan and Kennedy, despite his F1 experience and first class equipment in the form of an ex-works Lotus 78 "wing car". Villota can, perhaps, be considered a modern day descendant of the "gentleman driver", racing F1 for fun rather than monetary reward and doing so well. Midway through the championship, four wins from five starts gave him the points lead, but he never looked ultimately the match of Keegan or WR6-mounted Kennedy. Nevertheless, a strong third place in the series rightly kept him head and shoulders ahead of the rest.

The rest included Londoner Guy Edwards and Belgian Bernard de Dryver in a pair of very competitive Fittipaldi F5A "wing cars" run by John MacDonald's RAM Racing organisation and plugged into the Fittipaldi Automotive F1 development programme. However, a spate of transmission failures did nothing to enhance Edwards' hopes and despite frequent qualifying successes he only took the chequered flag first on one occasion. For overall performance he was all



Keegan's arch protagonist, David Kennedy, led the Aurora series for much of the season.

but overshadowed by his young Continental team-mate, a refugee from European F2 who hired out his F2 car to wealthy joy-riders over the winter and in so doing raised the finance to go British F1. Undoubtedly he learned much, but his level of talent is hard to judge.

Another switch from F2, albeit midway through the season, was wealthy Argentinian Ricardo Zunino. The quiet-spoken refugee from the works March camp aimed to show that he had the talent to match a vast bag of gold and took himself from the rear of the grid in Europe to the front of the grid in Britain, overnight. One impressive win and three promising second places plus a vast amount of money tipped the scales in his favour when Bernie Ecclestone found Niki Lauda's seat vacant.

But if Aurora is to properly groom Grand Prix stars of the future, then the overall level of competitiveness must be improved. Brave American driver Gordon Smiley showed increasing speed culminating in victory at Silverstone with the new Surtees "wing car", and David Purley made a surprisingly strong steel nerved comeback with first a Lec, later a Shadow DN9 "wing car", but by and large the other hopes

While the Aurora series has fostered some exciting, highly competitive racing, the standards of driving have to be viewed in perspective. While failed Grand Prix drivers are making most of the running, it cannot be regarded as the perfect spawning ground for future Grand Prix stars. But the potential is there.

The Vandervell British Formula Three Championship

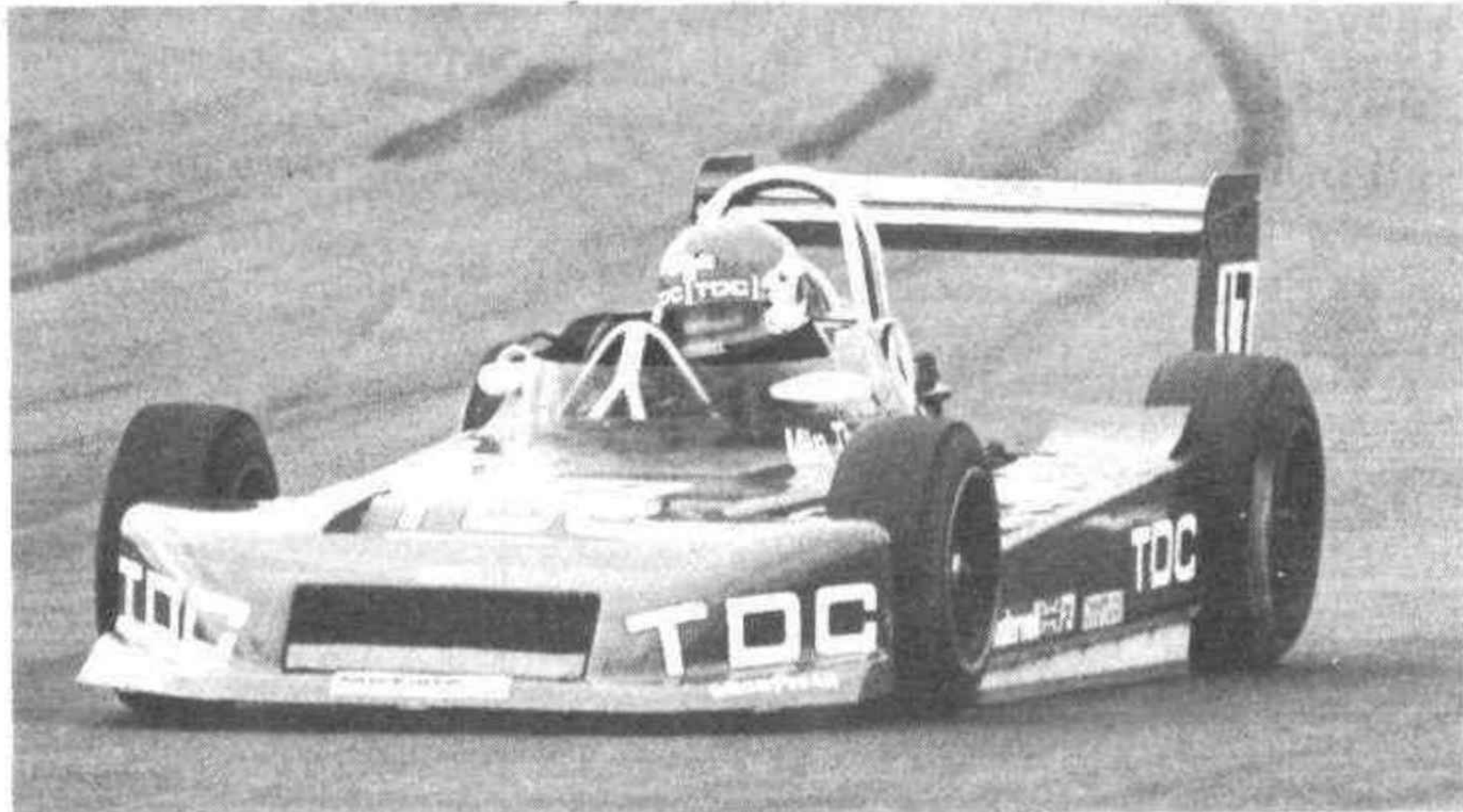
The most closely fought, widely respected melting-pot of talent on the national scene, the British Formula Three Championship, again featured a two-horse dash for the prestigious laurels.

To the benefit of spectators and competitors alike, there was only one championship on which the rising stars could concentrate their attentions this year, a twenty round arrangement backed solely by Vandervell Products. Last season it was a Brazilian and a Briton at loggerheads, Nelson Piquet and Derek Warwick. This time the foreign visitors had the pace-setting wrapped-up even more convincingly: 1979 was the year of Brazilian Francisco "Chico" Serra and Italian Andrea de Cesaris.

Serra retained backing from the Sadia food concern, who have been his life-line since his 1977 Formula Ford days, to make an excellent start to the year in his Project Four run March 793 Toyota. However, after scoring three victories in the first five rounds for the highly professional, Ron Dennis run entourage, the rugged Brazilian then went through a very lean patch of sufficient length to prompt murmurings that, with such an affluent, professional team behind him, his glaring mediocrity could well be ruining his prospective career. Ultimately, though, Serra found his way back into the points as much on the weaknesses of other as his own strength, to claim the championship with five wins, and respectable breathing space in the points table. It was cold, devoted consistency (unlike the "gutsy" approach he adopted last year) which reaped Serra reward, and although his exhibitions of outright speed and winning have been conspicuously limited, it seems that this steady points-netting has been equally valuable in convincing the Grand Prix set of his worth.

During the mid-season spell when the eventual champion was enduring his "drought", it was eighteen-year-old Andrea de Cesaris who took over the limelight. The young ex-karter entered the year with only one season's experience in cars behind him, and while immediately impressing as a driver of great potential, this inexperience frequently showed through. Running beneath the professional Tim Schenken and Howden Ganley organised Team Tiga banner, de Cesaris scored more outright wins than anyone else in the series, with six to his credit (plus a win on the road at Silverstone which he later lost as a result of skittering down the chicane escape road in the wet). However, when he wasn't charging to the chequered flag, he had an unenviable propensity to do likewise into the undergrowth, with little in the way of discretion as to whom he took with him. Having hospitalised Nigel Mansell in his impatience to get by at Oulton Park in September, and then prompting Swede Stefan Johansson's excursion at Thruxton in a similarly abrupt manner soon afterwards, the Roman's Marlboro liveried March 793 Toyota rapidly marked itself as a car worth tackling with caution.

Continued on page 1845



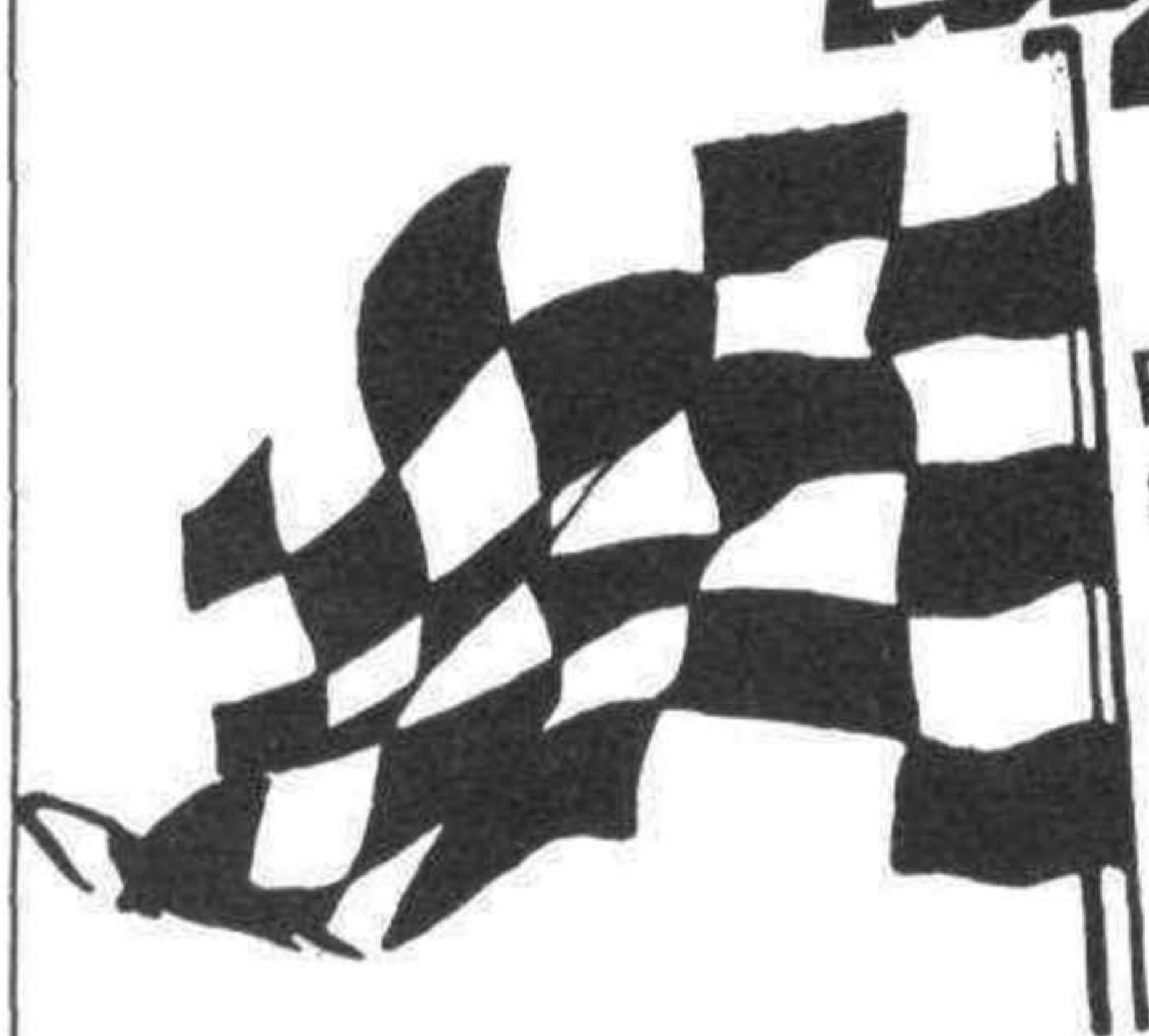
The talented Mark Thackwell failed to win the Formula Three Championship thanks to early-season troubles, but dominated the later part of the series. The points scoring system in the British Saloon Car Championship gave the BL Mini of Richard Longman another victory thanks to consistent class performance. Here Longman's Patrick Motor's car chases Alan Curnow's similar car at Donington Park.

quickly faded. Desiré Wilson found nothing but trouble with a Melchester Racing run Tyrrell 008 and was thoroughly disillusioned by the time that young West Countryman Neil Bettridge joined her in the camp, to show surprising competence for his limited experience. Giacomo Agostini never looked a serious threat in a David Price run Williams FW06, and the idea of putting a number of British club racing hopefuls in the unique Chevron F1 car, run by Graham Eden, only served to underline the shame that Tiff Needell didn't have the car throughout the series to develop and race seriously. He, alas, like the early Surtees team driver Phillip Bullman, was forced to spend the majority of the season on the sidelines instead of mixing it with Keegan and Kennedy — where they surely would have been had Britain given them the sort of backing that France gives to her rising stars.



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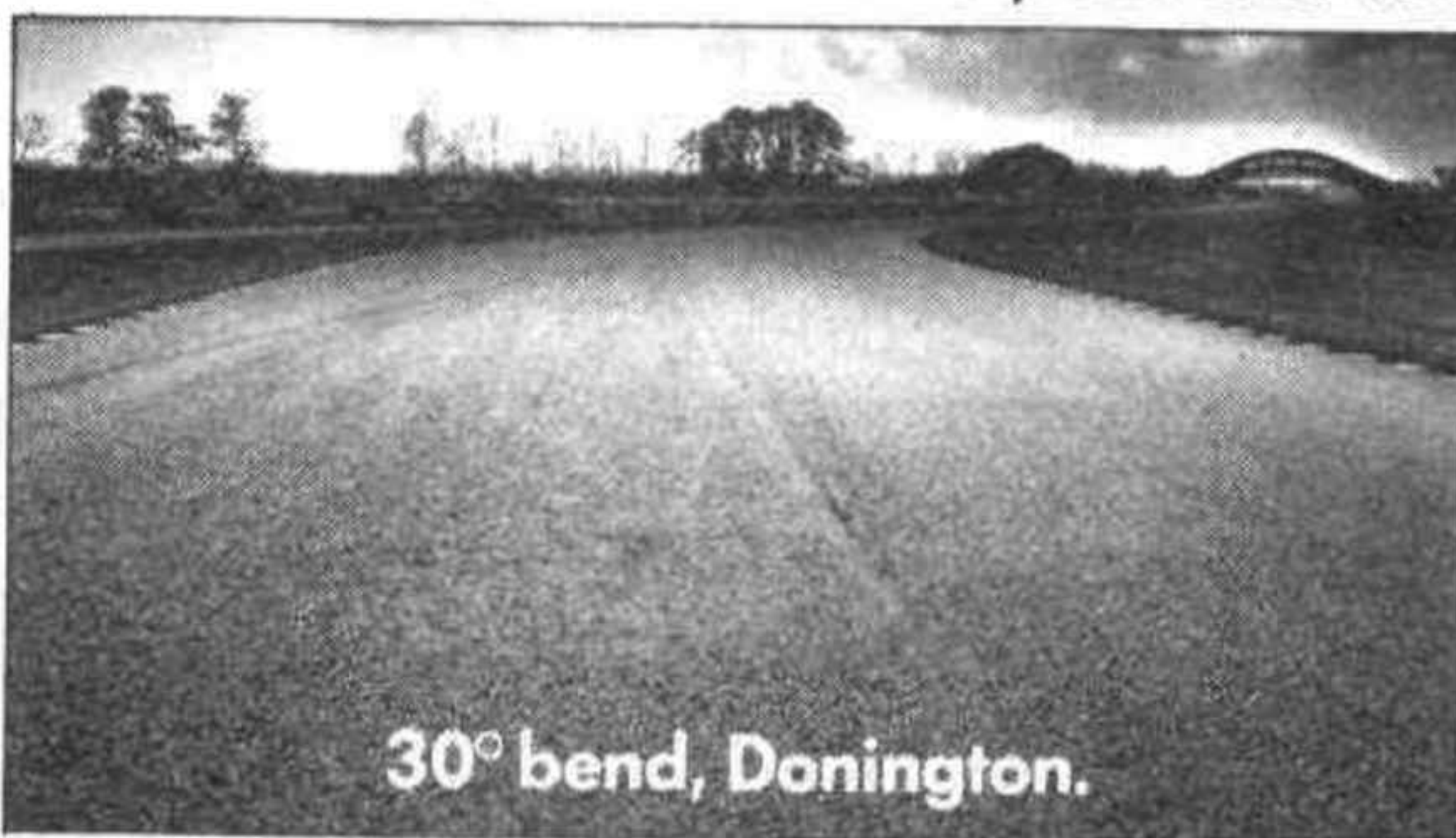
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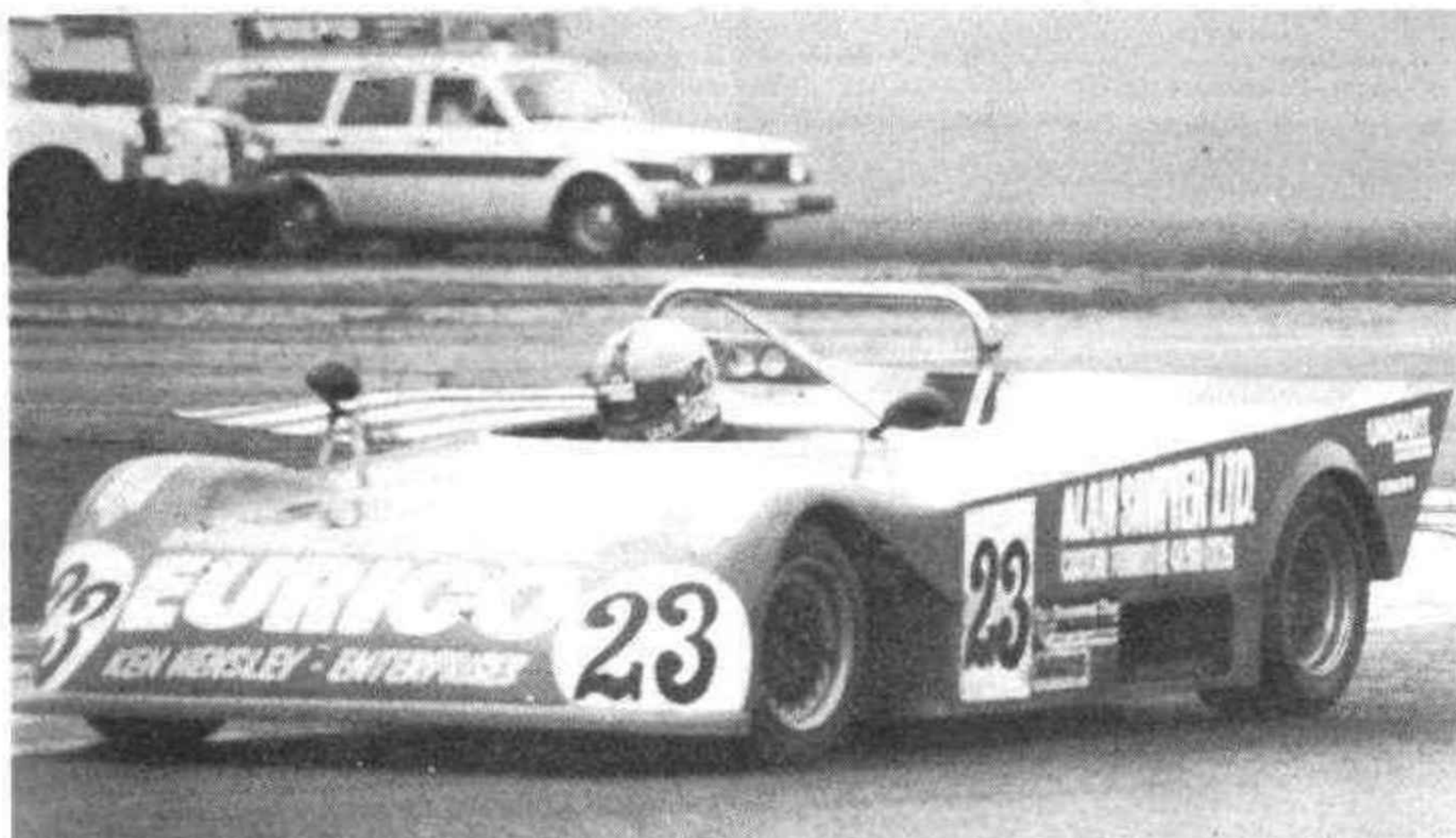
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Ian Taylor proved almost unbeatable in Sports 2000 with this Schenken/Ganley built Tiga SC79.

NATIONAL RACING REVIEW

continued from page 1841

But it was also a winner, and if experience brings less in the way of controversial dramas for de Cesaris, he will be a man to no doubt eventually make his mark in the coveted Grand Prix arena.

Perhaps the man to reveal the greatest promise in the way of sheer natural talent in F3, though, was Australian-born New Zealander Mike Thackwell. Fresh out of the hectic world of Formula Ford 1600, Thackwell piloted the works example of the only really competitive car/2-litre engine combination of 1979 — the Bicester built March 793 with Toyota Novamotor power. After making a poor start to the season, attributable to surprisingly poor preparation from a works team, and Thackwell's own inexperience, the eighteen-year-old increasingly marked himself as someone of extraordinary talents, and a win in front of the People That Matter at the Silverstone Grand Prix support race brought much needed financial assistance, not to mention resultant publicity, from Williams team leader Alan Jones. From here on, Mike didn't look back, and a late change to the effect of five wins was more than enough to justify promotion to the Bicester marque's works Formula Two cockpit next year. Of all the promising names to appear on the British circuits this year, Mike Thackwell is probably the one worth watching most closely.

Another man on his way up is Swede Stefan Johansson, an extrovert behind the wheel who, fourth in the series under Derek McMahon's auspices, could move up to F2 with Team Tiga next year. It is difficult to say whether his brave exuberance will prove to be his strength, or his ultimate downfall; whatever, he has again shown himself to be a Racing Driver in the true sense.

The works March's win at the Grand Prix meeting also had the effect of reiterating a now indisputable fact of which we can be proud — the British F3 series, despite its lack of the international, cosmopolitan image, is a sounder, more fearsome proving ground than that which roams Europe in the wake of the awed Alain Prost/Martini/Renault combination. The relative mediocrity of the Europeans visiting British rounds, especially at the GP meeting, and Thackwell's superb victory when he ventured abroad to the world of complicated tyre options and costly travel, to the Monza Lotteria, bear witness to this.

But although we may pat ourselves on the back for the British Championship, less inspiring have

been the British drivers. It was largely left to a host of Irishmen to prove that talent is still alive and kicking in this part of the world, with Kenny Acheson mustering the most promising showings in his RMC-backed March. Although he failed to win any of the Vandervell rounds, three non-championship wins went the way of the Dubliner, including an excellent performance in front of the BBC cameras at Thruxton, and three successive pole positions at the end of the season confirmed that the 1980 Championship may well become his. Of the other Britons, talented Nigel Mansell put up with the disappointing inconsistency of his Triumph Dolomite-powered Unipart-backed March; Bernard Devaney masked his talents with a costly faithfulness to the uncompetitive Chevron B47; and Michael Roe disappointed with an unsettled, unsuccessful season niggled by car and driver unreliability.

RAC Tricentrol Saloon Car Championship

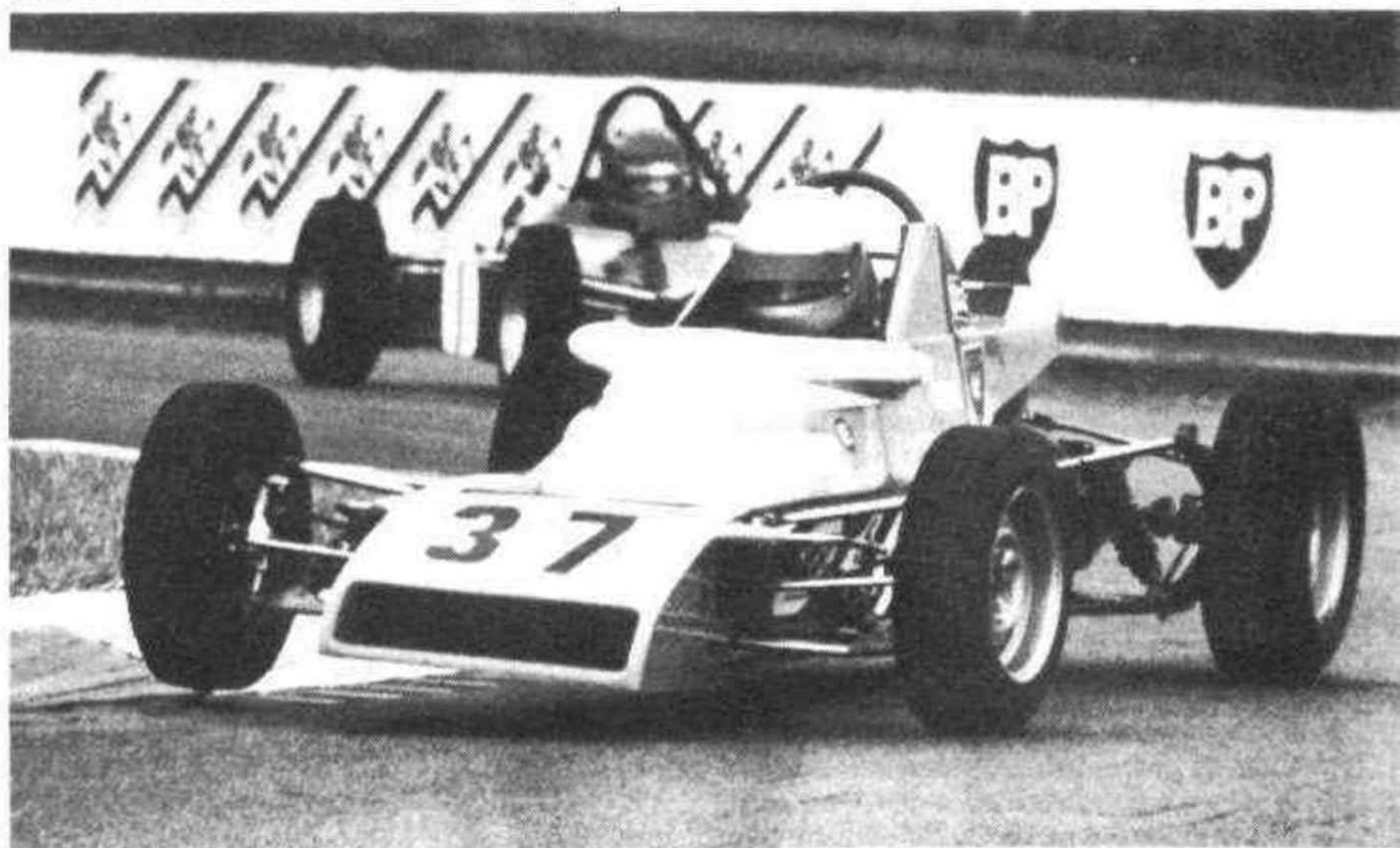
Of less obvious success, although still a popular favourite with spectators, was the RAC Tricentrol British Saloon Car Championship. While the racing was typically close and entertaining, also often present were the sort of technical wranglings and discontented mutterings that the category has sadly made its hallmark. Cause of much of the

concern this year was the raucous rotary Mazda RX-7 of Tom Walkinshaw. This cheeky 2.3-litre machine ruffled the 3-litre Ford Capri Establishment's feathers on more than one occasion, and as the season wore on there broke out various disputes concerning a multitude of technical points, particularly the varying acceptability of the use of strip welding and bulkhead and transmission tunnel reinforcements, and other points too tedious to repeat. In the end, it was the usual gaggle of Capris which kept their noses ahead, with Gordon Spice showing professionally from team-mate Chris Craft, Vince Woodman, the spectacular Jeff Allam, and Stuart Graham.

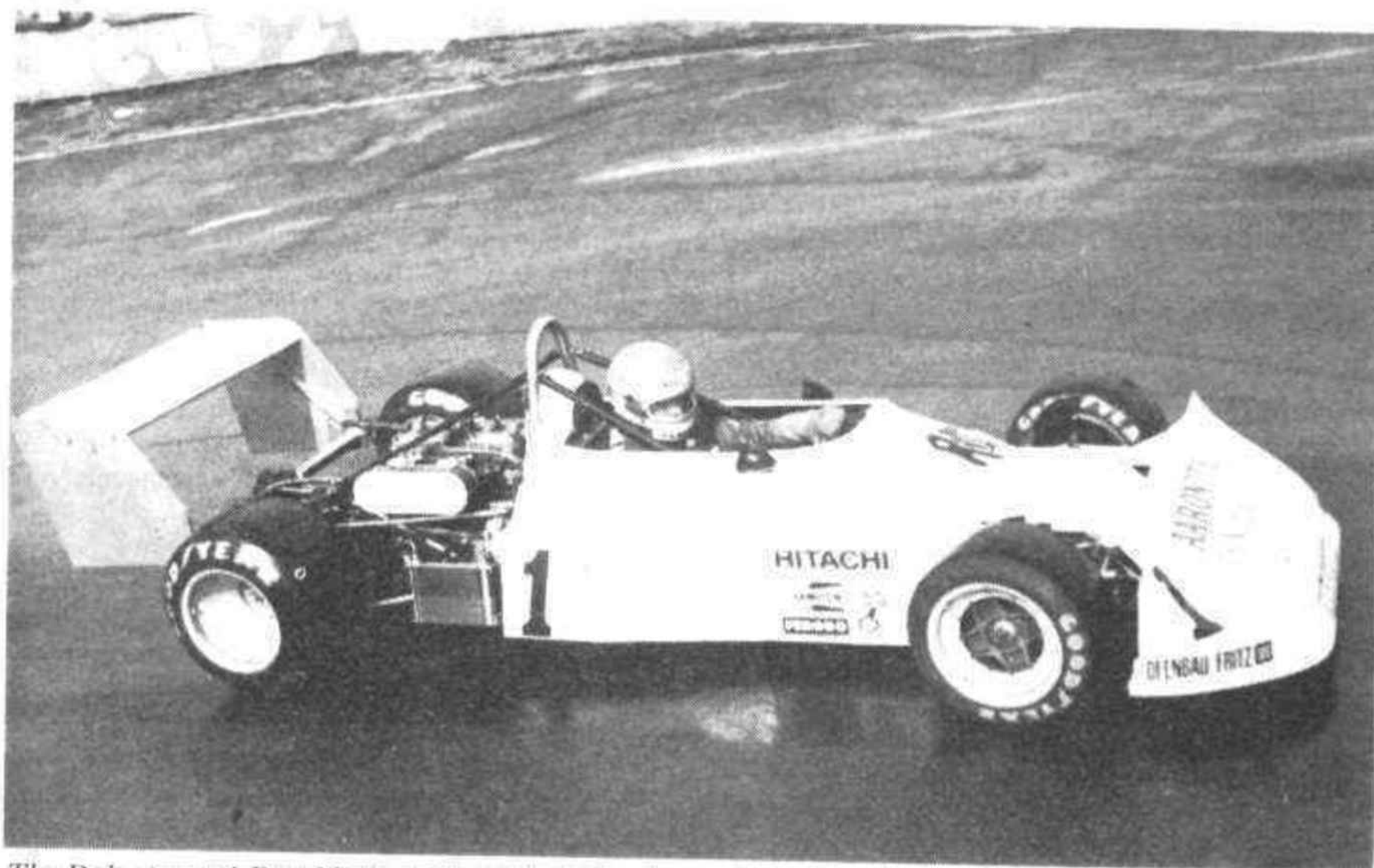
While Walkinshaw was the runaway success in the 1,600 to 2,300 c.c. class, journalist Rex Greenslade put up the strongest chase in his neatly piloted Triumph Dolomite Sprint, with Barry "Whizzo" Williams also going well, and typically dramatically, in his Vauxhall Magnum, while that old favourite, Gerry Marshall happily recovered to return to his wheel-lifting, kerb-hopping "Dolly" following a simply enormous series of rolls at the Silverstone GP meeting. Predictably, Richard Lloyd sealed success in the 1,300 to 1,600 c.c. category in his smart VW Golf GTi, in which motorcyclist Barry Sheene also acquitted himself well during a one-off spree at the Tourist Trophy. The amazing Richard Longman, the man who "died" twice following a road accident in 1975, stormed to the under 1,300 c.c. laurels, and the overall title (another cause of discontent amongst the "big 'uns") in his Mini 1275 GT. With the prospect of BL fielding a couple of 3.5 Rovers in the championship in 1980, a refreshing breath of fresh air may blow through the series, which, although it has been a marked improvement on the bickerings of 1977, still falls conspicuously short of total harmony.

Formula Ford 1600

In Formula Ford 1600, 1979 was a year in which those talents from the Emerald Isle previously in the formula moved on to greater things, paving the way to a promising assortment of South Americans and, happily, Englishmen. (not to mention the many Mad Dogs!). In what was as ever the closest, most entertaining category in single-seater racing, the man of greatest note has been Kent-based Terry Gray. Formerly a



Talented stuff in Formula Ford 1600 from Terry Gray and David Sears.



The Ralt-mounted Ray Mallock wrapped up the disappointing Hitachi Formula Atlantic Championship.

member of the British Kart Team, Gray moved up to FF1600 last year with support from Sisley Karting.

This season saw him in the works Van Diemen seat, with a Swanley built Auriga engine, and his claim to the prestigious Townsend Thoresen Championship, as well as finishing runner-up in the P & O Normandy Ferries series, has been a well-negotiated stepping-stone on the way up to F3. David Sears, son of Jack, has been the other notable winner on home soil, collecting the RAC and P & O Championship honours in his Rushen Green Racing run Royale RP26.

Veteran of the category, Jim Walsh, made the Esso series his, while Scot Don MacLeod also put the experienced cat amongst the youthful pigeons by waltzing to an unapproachable victory in the wet FF Festival at Brands Hatch in his new Sark — he last won the Festival in 1973! The European Championship fell to John Village; a greater indication of the international series' relative weakness rather than John's sudden burst to brilliance; and of those affluent South Americans, Carlos Abdala showed glimmers of promise in his Van Diemen, although he was overshadowed by the brilliant Roberto Moreno, a Brazilian karting champion who will only surprise people if he does *not* follow in the footsteps of Emerson Fittipaldi and Nelson Piquet!

Formula Ford 2000

Formula Ford 2000, meanwhile, again proved to be a rather docile "grown-up" relation to its 1,600 c.c. counterpart, the slick and wing shod category bringing Carlisle's David Leslie to the forefront in his Dukes Pallets Reynard.

Sadly, it seemed to be very much a case of the determined Leslie beating no-one other than works Lola driver Peter Morgan to the winner's rostrum for much of the year; a niggling suspicion confirmed when South African Mike White arrived on the British scene late in the day in his works Delta, and proved well capable of matching Leslie's early stranglehold on the tepid formula.

Sports 2000

More happily, Sports 2000 continued to boom rather than merely stagnate, with the previous Lola monopoly broken into by a new challenger from Tiga. Ian Taylor proved nigh unbeatable in his example of Schenken and Ganley's SC79

model, taking a string of wins to beat the similar mount of Richard Morgan, and the Lola T492 of South African lady Desiré Wilson. One factor perhaps to the formula's detriment, however, was that the race distances tended to be rather lengthy, so leaving the "racing" too often to degenerate into a procession of very neatly driven cars. If this aspect can be bettered, 1980 should prove to be an excellent year for the attractive sports cars.

Hitachi Formula Atlantic

A disappointment was undoubtedly the Hitachi Formula Atlantic Championship. The enthusiastic Ray Mallock found little trouble in wrapping-up a series largely consisting of second rate machinery, driving, and racing, from failed Grand Prix driver Jim Crawford, who, in his Chevron B45, was the only person ever remotely to threaten Mallock in the points table. With the

new March 80A already announced, and the prospect of the attractive Ralt RT4 appearing in Mallock's hands, prospects for next year look much better, but to be honest it would be difficult for them to look anything else.

The Rest

On the saloon front, the production variety again brought the crowds fine value for money with their consistent grass-cutting, tyre-squealing, wheel-lifting antics, with the familiar names of Tony Lanfranchi (Opel Commodore), Andy Rouse (Opel) and Gerry Marshall (Dolomite) heading the results, although David Taylor interloped amongst the established "names" in his 3.0 BMW, and Nicholas Baughn's claim to overall victory in his 1.3 Alfasud underlined a need for the priorities of the overall points system to be revised!

Of the mighty Special Saloons, Walter Robertson's DFV-powered VW all but defied belief, Tony Dickinson and Sugden shone in their loud-voiced, 2-litre Skodas, while Rob Mason's nifty Sunbeam Stiletto often enlivened the proceedings. Main class leaders were Peter Baldwin's 1.3 Mini, Bill McGovern's 1.0 Chrysler Imp, and Roger Gill's 850 c.c. Imp. The racing could have been closer here, but fortunately the cars were often quite fascinating in themselves, without having to rely on the excitement of combat.

Modsports and prodspots provided typically varied line-ups of machinery, from Porsche Carreras and Lotus Elans to Morgans, TVRs, and the usual gaggle of Midgets; and the lesser formulae continued to thrive on the proverbial shoestring, orientated very much around the enthusiastic competitor rather than "showmanship".

While there may be a dearth of British talent in the all-important, higher echelons of the sport, it is at least gratifying to see that one of the strongest club racing scenes in the world is thriving right on our doorsteps. The unfortunate thing is that the spectators are noticeable by their absence, a situation causing considerable concern to circuit owners. — P.R.B./I.M.B.



Skoda-mounted Tony Dickinson and Sugden duel through a Special Saloon race.

Motoring to a crisis?

THAT was the enigmatic title given to a forum held the night before the Northern Guild of Motoring Writers annual test day at the Mintex proving ground, Sherburn in Elmet, Yorkshire.

The crisis referred to was that of fuel and a pretty emotional debate resulted as the chair was unable to rule a room full of those determined to tell when they last had trouble getting petrol.

However a couple of the panellists made interesting speeches. Alan Curtis was on hand to represent Aston Martin and made the most effective set speech in one of his last public appearances before retiring later that week: his sizeable investment remains in the Newport Pagnell company.

Mr. Curtis made the point that Aston have made, in their entire rather chequered ownership history, only as many cars as the US motor industry constructs in 20 minutes. A fascinating fact on the lines of "I can prove anything with figures and I am jolly well going to!"

Mr. Curtis added that it would be possible to make the current V8s return 25 m.p.g. instead of 15, but that was a waste of effort with an annual production of only 300 cars. Instead he preferred to state that the Aston might be heavy on fuel when made, but that 430 A-M workers used more elbow grease than oil-based energy in their construction!

Robert Langford represented the RAC and the former GPDA secretary stressed the role motor sports had played in the development of reliable cars and safe cars, together with the value of the role played by the racing car industry in earning overseas currency.

Drawing the parallel between motor racing and that of horses Mr. Langford said, "During the war when we had stringent fuel rationing, petrol was made available so that horse racing could survive. I trust the government will let our bloodline continue!"

Another quip concerned the fact that the Williams team with their Saudi Arabian sponsors should make sure we, "don't go short", but Mr. Langford was generally very cautious and obviously felt that alternative fuels were unlikely to provide motoring sport's immediate salvation.

Labour MP Joe Ashton courageously attacked the slightly hostile meeting, clearly demonstrating that this speaker, one of three Labour men who deal with energy questions from the Opposition benches, regards prestige cars (and that seems to mean anything beyond a Granada) as the Devil's Work for the mysterious "Them" of Them and Us feeling.

Phillip Stein of the Motor Agents Association was very persuasive (he was the VW PR not long ago) and made the chilling forecast that another 20,000 petrol sites would close in the coming years, supporting the argument with the fact that 7,000 odd sites had been shut since 1970. In fact he reckoned that half the smaller stations could go eventually.

Mark Snowden from Austin Morris engineering division promised that 0.40 would become the maximum aerodynamic drag factor across the Leyland range of the immediate future and emphasised again the company's faith in a developed version of the A-series four cylinder (for the Mini Metro and others). He commented that many of the short stroke SOHC designs of other manufacturers followed the fashion for such high r.p.m. designs but did not give the m.p.g. figures that customers would demand in the age of fuel consciousness.



Henderson's single camshaft 2300 Chevette at work in the early snows of 1979. Such cars are becoming very popular in club rallying and bid to replace the ubiquitous Escorts.

Road and track

Saturday offered little of the traditional rain and a low turnout of manufacturers' vehicles compared with 1978. Leyland supported the exercise in volume and quality, so it was sad to see their Land Rovers take a body-damaging pounding on the rough test section.

Despite the absence of Ford there were some interesting cars to drive including the three cylinder Daihatsu Charade 1-litre, a rather Honda-like baby saloon that TKM will mastermind as they approach the end of their BMW concession in the UK.

I shall concentrate on the unusual cars tried rather than the Toyota Celica GT Liftback (5% better in every way with far less understeer), Opel Manta Berlinetta coupé (with a sunroof behind the driver's head), simply superb Jaguar XJ12, or the still exciting Caterham Seven twin cam. A pushrod 1600 version of the Seven has, at last, been accepted for production sports car racing.

First there was a Total economy run in a 5-litre Chevrolet Monte Carlo. Pussyfooting with an occasional interesting brake-less tack through the tighter corners upon the country road course I managed a surprising 27.74 m.p.g. in this bulbous two-door automatic. That was at an average 29.92 m.p.h. and it was good to see that I was beaten by somebody averaging over 36 m.p.h. and 28 m.p.g., though the look of surprise when a representative of this organisation managed such an m.p.g. figure was worthwhile compensation!

I was also allowed to drive a Vauxhall Chevette equipped with the SOHC 2.3-litre engine, a combination that has become quite popular in British rallying up to national level, Jimmy McRae leading the title hunt in a highly developed version of such a car when this was written.

Perhaps of more interest is that Vauxhall did seriously contemplate making such a Chevette to get down amongst the club rallyists in the same way as the Escort Mexico and RS2000 originally did, but though the future of the Chevette is apparently assured well into the 1980s the agile and robust combination of 2.3 litres and light hatchback body is likely to remain confined to the comparatively unfettered world of British national competitions.

The Chevette I drove had been developed and driven by Fred Henderson in association with DTV at Shepreth. The engine offered a claimed 170 b.h.p. at 6,000 r.p.m. and was mated to a Getrag five-speed gearbox. Even with a full roll

cage and all the other accoutrements of a fully prepared stage rally car the Chevette is estimated to weigh only 17½ cwt or so: even with a 6,000 r.p.m. limit the acceleration is very satisfying.

The Chevette has always handled well and, with 6" wide wheels equipped with balding Pirelli CN36s, I enjoyed slithering my way around the test track, which had been lightly anointed by a passing shower. I am told such a car could be built for under £4,000 and there is the well-rewarded Chevette Cup bonus scheme to repay some of that outlay, should one be successful.

There are cheaper ways to go rallying, but I can see why an increasing number of hopeful drivers have switched to Vauxhall, for the car is capable of recording good overall placings in club events.

Vauxhall footnote

It may be of interest to know that Magard, the Leicester-based accessory firm who market Vauxhall Sportparts in this country, have compiled an enormous manual detailing the sporting improvements one can make to any Vauxhall.

Costing £9.95 at introduction in early September and written by engineer Andrew Duerdon this *Vauxhall Sportpart Manual* contains a lot of interesting inside information, especially on engine and gearbox lore. I was interested to find that the HS2300 engine could be uprated by a healthy 40 b.h.p. (a total of 145 b.h.p. at the rear wheels) by replacing the production carburetters with a pair of 48 DHLA Dellorto twin choke instruments, an appropriate inlet manifold, electric fuel pump and replacement tubular exhaust manifold.

The finished result, according to my rough calculations, would give you a road car with the same performance as used to be offered in an Escort twin cam prepared by the Ford factory department at the close of the sixties. However, instead of running out of breath at 100 m.p.h. on rallying gearing one could be bouncing along at double the UK overall limit.

The manual is solidly packed with practical information presented in clear prose and occasionally scruffy drawings. A free service with any later information inserts is offered within the purchase price.

The plastic-protected 350 large pages may be obtained from Sportpart Dealers (selected Vauxhall agents) or direct from Magard at 372 East Park Road, Leicester LE5 5AY.

The Brighton Run and a 1904 20 h.p. Thornycroft

THIS YEAR'S Veteran Car Run to Brighton, organised by the RAC and the VCC and generously sponsored again by Renault UK Ltd., had an entry of 321 pre-1905 vehicles, of which 21 were reserves. This is a larger entry than the Police have welcomed previously and a splendid tribute to the prevailing enthusiasm for the truly historic cars. As usual, these veterans came not only from Britain but from America, France, Holland, Germany, Switzerland, the Isle of Man, Sweden, Portugal, Eire, Northern Ireland and Belgium, and there were even a 1901 De Dion and a 1904 Vauxhall from Australia. Out of this great cavalcade of pioneer automobilism the British Leyland Heritage put in two of its cars. It is vitally important that the British vehicles it owns are properly restored and used and thus one welcomed this appearance in such a significant VCC event of two of the cars from the big collection held at Studley Castle and looked after so ably by Peter Mitchell.

The two BL Heritage-entered cars were the 1901 solid-tyred Wolseley that I co-drove last year, and their 1904 Thornycroft. The idea was to let some of the hard-working BL Directors have a taste of veteran motoring, so I was highly honoured to be among the crew of the latter car, which Mr. Charles Maple was to conduct. Not only was it a privilege to have a place on this car when seats on the Brighton Run are so very scarce, but this interesting vehicle represented a "new" car for me, among those veterans I have been on as passenger, co-driver, or driver in 28 "Brightons", commencing in 1936 on the late Dick Nash's little Peugeot. This being the case, I decided to drive over to Studley to see it and have a drive on it, in case there was need for me to take the wheel somewhere between Hyde Park and the Sussex coastal resort on November 4th. The Thornycroft is both a rare and an impressive veteran. Not many were made, so it is significant that of perhaps 14 survivors, the BL Heritage is rebuilding a two-cylinder 10 h.p. specimen and the big 1908 TT car, as well as having this notable 1904 20 h.p. model on the road. Thornycroft started as makers of steam lorries in about the year 1896 and had introduced petrol-cars by 1903. It continued these, of increasingly enhanced horse-power ratings, until 1912, when the demand for motor-lorries was so satisfactory that cars were phased out, production of these finishing a year before the war. To be apprenticed to the great company of John I. Thornycroft, of Basingstoke in Hampshire (with offices at Thornycroft House, Westminster), was to have a very sound engineering training and the war-time subsidy J-type Thornycroft lorries, in line with the Leyland 4-tonners, were first-grade commercial vehicles. In spite of pronounced marine associations, the Thornycroft company ran cars in the TT races of 1905 to 1908, Tom Thornycroft competing in the last of these.

The Thornycroft on which I went to Brighton is the 20 h.p. model, with a notably long wheelbase suitable for closed carriage-work. In fact, it carries a rear-entrance tonneau body, and with its long bonnet has a pleasantly sporting appearance. The four-cylinder engine has its cylinders in two paired blocks, and it is unusual to find automatic o.h. inlet valves in use as late as 1904. In fact, Thornycroft changed to mechanical actuation of all the valves on their 1905 cars and



The big 1904 Thornycroft owned by BL has a rear-entrance tonneau body. Note the transverse platform spring which augments the rear half-elliptics.

four years later were using overhead valves on all three models, which then comprised 18 h.p., 30 h.p. and 45 h.p. six-cylinder cars. But if the atmospherically-opened inlet valves of the car we are studying make it seem old-fashioned, it has to be said that in general it is of very sound design.

The engine has a bore and stroke of 4" x 4 1/4", the capacity being 3.6-litres. It develops maximum power at 900 r.p.m. The inlet valves are on the nearside of the integral heads, fed by a fine polished copper inlet manifold on the offside that runs from the low-hung, updraught Thornycroft carburetter in two curved risers, each feeding two ports. The side-by-side exhaust valves below the inlet valves have exposed stems and springs and feed into a large-bore two-branch exhaust manifold on the nearside, with pronounced cooling ribs. Cooling is by a small water pump set low down at the front of the engine, driven by gears from the crankshaft. It possesses two big taps on its piping, and has No. 435 on its casing. A copper water gallery runs outside the inlet manifold from the pump to the water jackets and on the same side of the engine another, two-branch, copper water gallery takes the coolant back into the near-side of the radiator header-tank. Immediately above the water pump there is the bottom pulley for the Ferodo belt which drives a cooling fan which has six oddly-flat blades, set very close to the radiator. The fairly small brass-bound radiator is of the honeycomb kind, which I think makes this a late-1904 Thornycroft, as apparently it wasn't until 1905 that such radiators generally replaced the gilled-tube kind on these cars. (Not that the dating of the car is in any doubt, for it has been confirmed by the VCC.) The radiator is topped by a small cap which swivels sideways for replenishing the supply of water, instead of having to be unscrewed, and possibly lost — perhaps a hint of steam-waggon practice?

The engine has dual-ignition, by h.t. magneto and trembler coils, with a drum-pattern distributor driven by a vertical shaft with exposed bevel-gears at its base. It is interesting that this ignition system fires eight sparking plugs and that those set horizontally in the inlet-valve cages are augmented by inclined plugs on the opposite side of the cylinder heads. Apparently the engine runs slightly more smoothly on the magneto-fired plugs on the "cool" side of the combustion spaces, than on the others, although normally both systems would be in operation together.

This conventional but well-contrived engine is mounted in a chassis having boxed-in dumb-irons. It is sprung on half-elliptic front springs, while a transverse platform spring augments the rear half-elliptics. The back axle is located by substantial side-rods. The drive goes through a multi-plate clutch running in oil, to an open propeller-shaft. The wheels are shod with Dunlop Cord 815 x 105 tyres, the front hubs protruding more than those of the rear wheels, while the steering track-rod is behind the front axle. All brakes are of the external-contracting type, again maybe from steam-waggon associations, especially as the drums are grooved in pulley fashion, to give the bands a good purchase. The foot brake operates on a drum just ahead of the back-axle, the hand lever the back-wheel band-brakes. A big petrol tank lives beneath the front seat, behind a wooden panel.

Climbing up onto the driving seat, there is a clear view ahead and over the bonnet which is some way below one. No windscreen obstructs one's vision. The steering column is of highly polished brass, quite unsupported, yet no vibration is imparted to it. Topping the wood-rimmed steering-wheel is a queer-looking control box which somehow seems to have electrical connotations but is simply a mounting for the hand-throttle lever and the ignition-control lever, the latter on the left. Both are stubby, and the elongated box with curved ends from which these levers protrude carries brass plates with the usual "Open"—"Shut", and "Advance"—"Retard" instructions. The hand-throttle is the sole means of controlling what is really a constant-speed, governed engine. It moves somewhat stiffly, over a hidden toothed quadrant. Thus two foot pedals suffice. (The ignition lever is inoperative, as a vertical control at the top of the dash, and a little sliding button, now look after the settings of magneto and coil.

I was very impressed with this 1904 Thornycroft when I came to drive it. The engine is not noisy, no vibrations of the expected kind set the wooden mudguards or the steering wheel atremble. Moreover, controlling the car is simplicity itself. The clutch takes up so smoothly that one is seldom quite certain if one is slipping it or if it is taking its own time to engage. Bottom gear in the three-speed gearbox is very low, and the engine soon asks for second. The right-hand lever slips easily across the gate and back into

Continued in colour on page 1863.

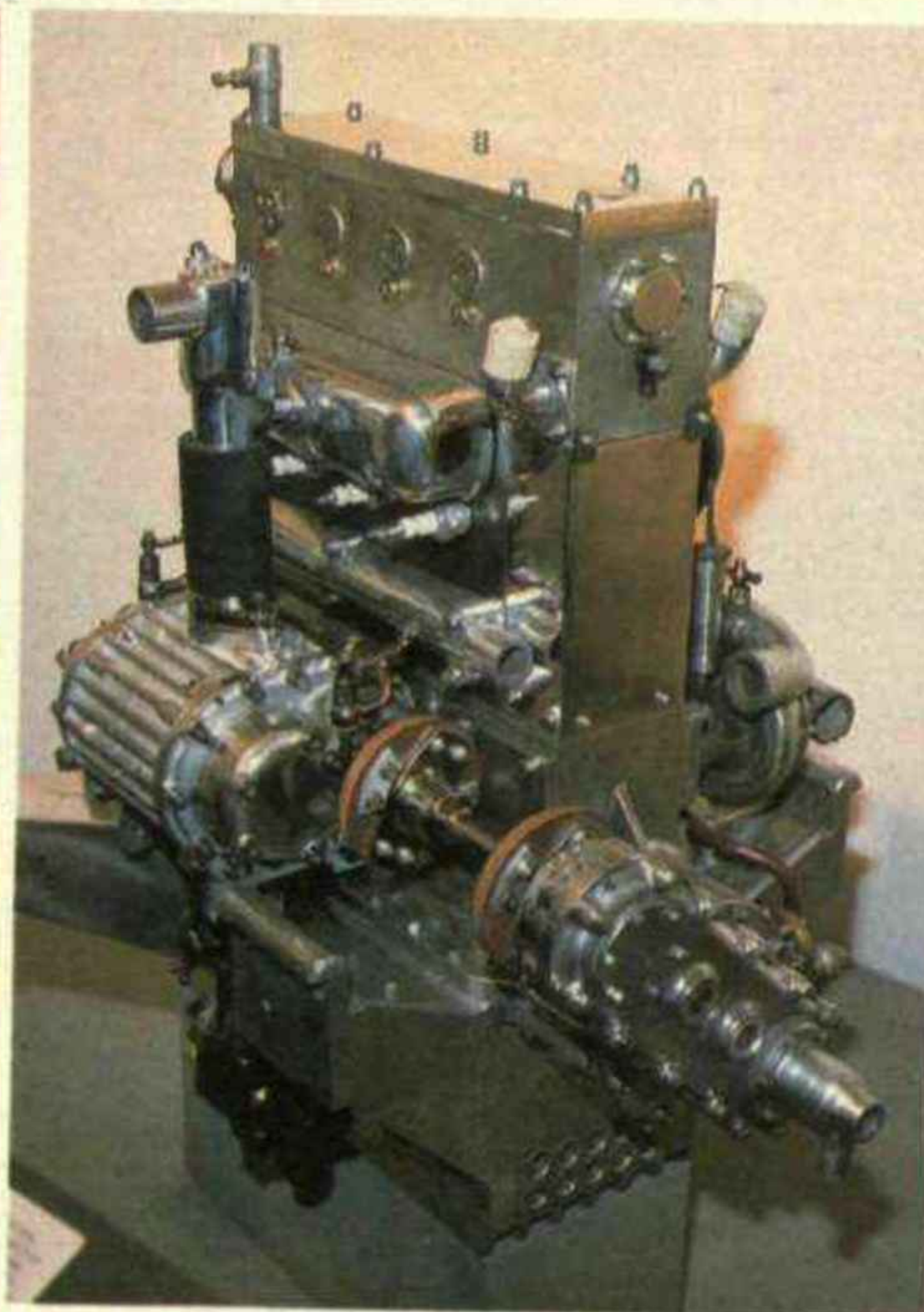


The low tar cigarette



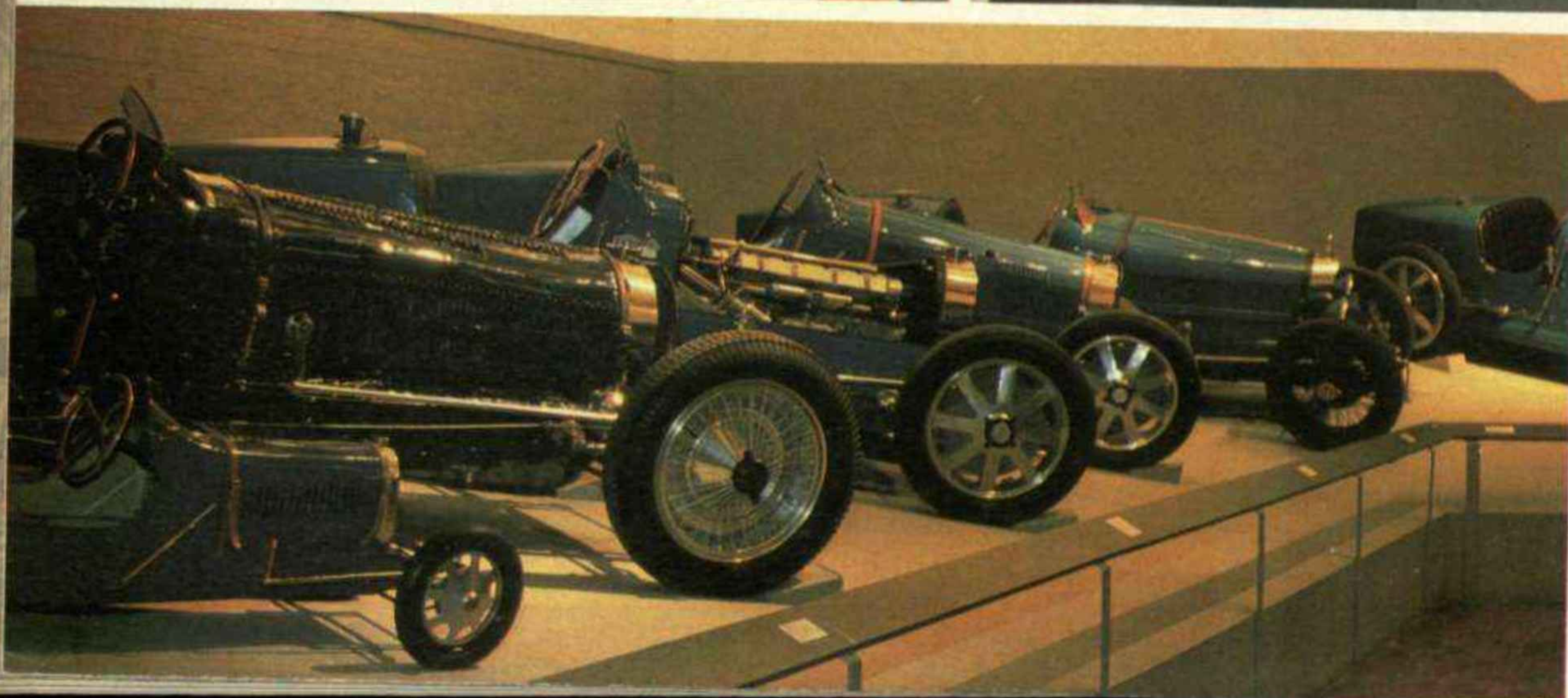
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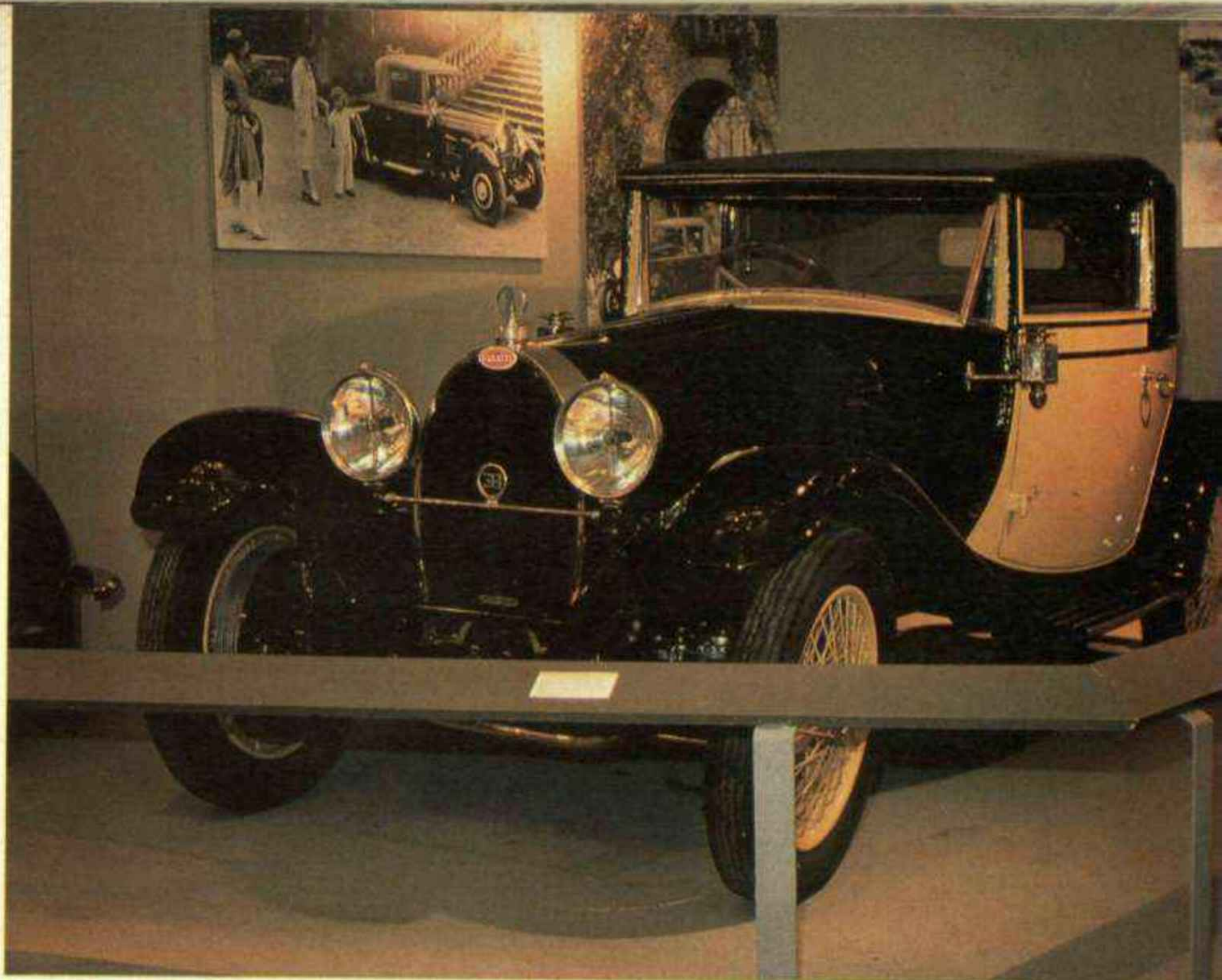
LOW TAR As defined by H.M. Government
H.M. Government Health Departments' WARNING:
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THE AMAZING

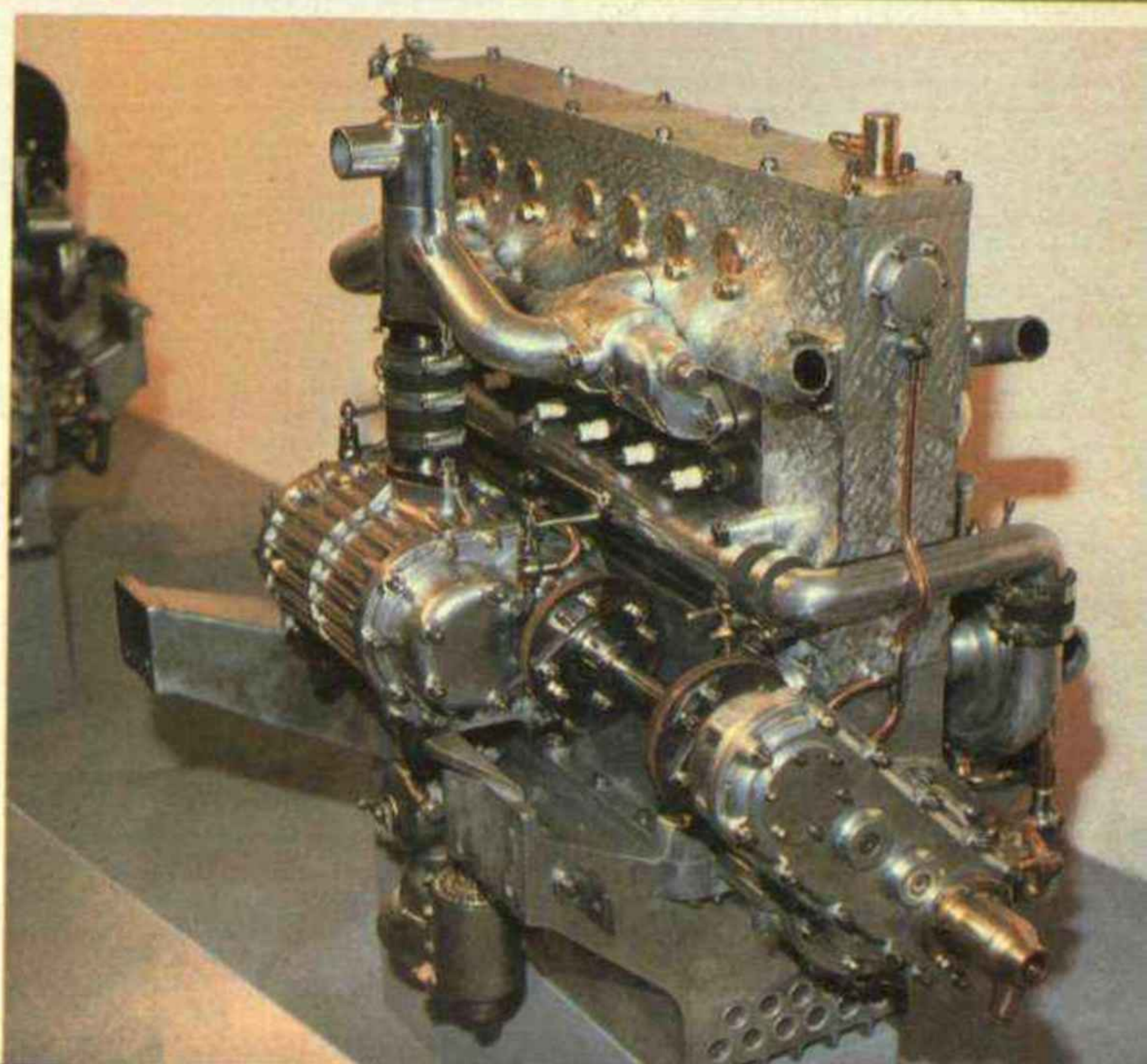
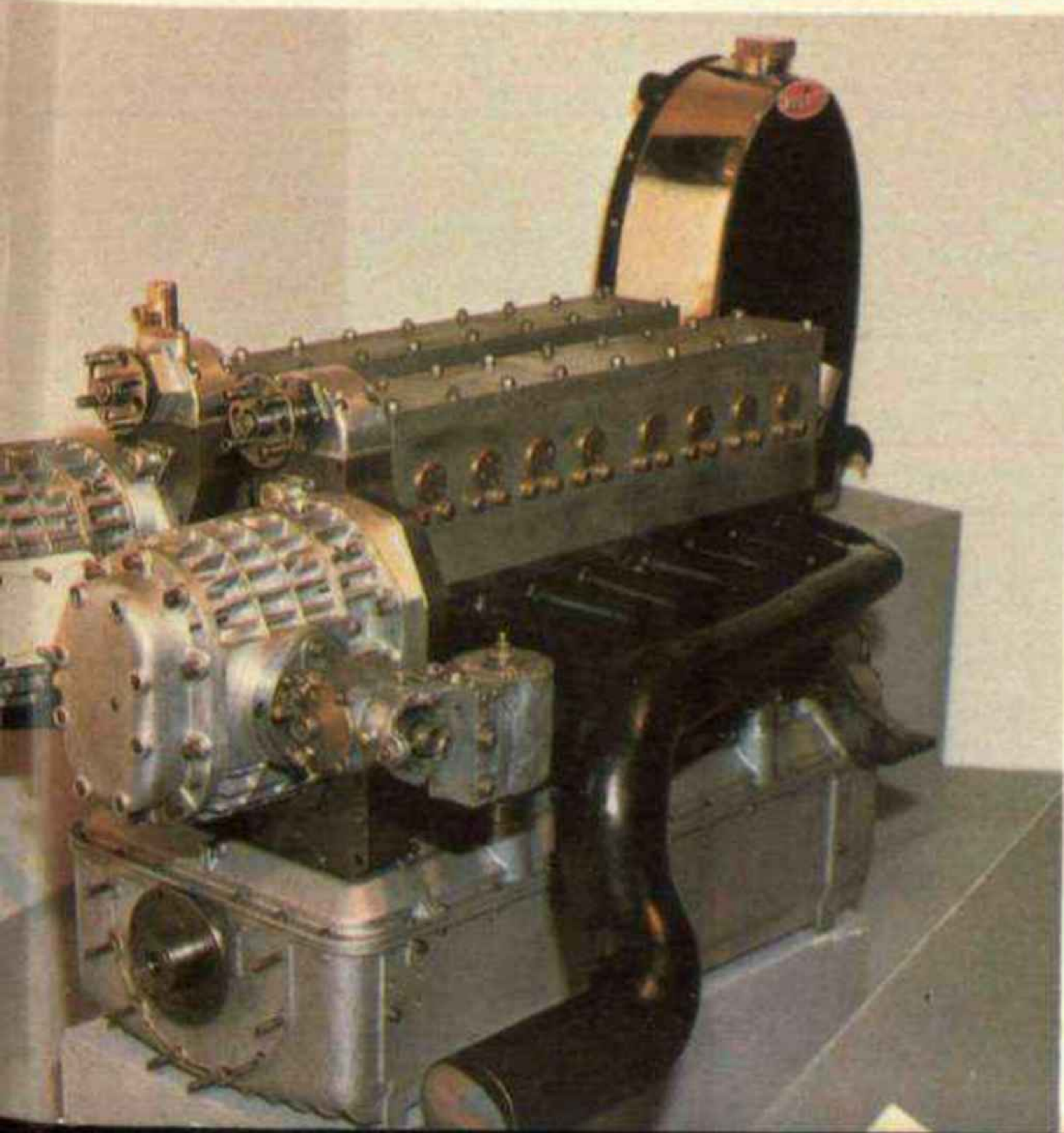
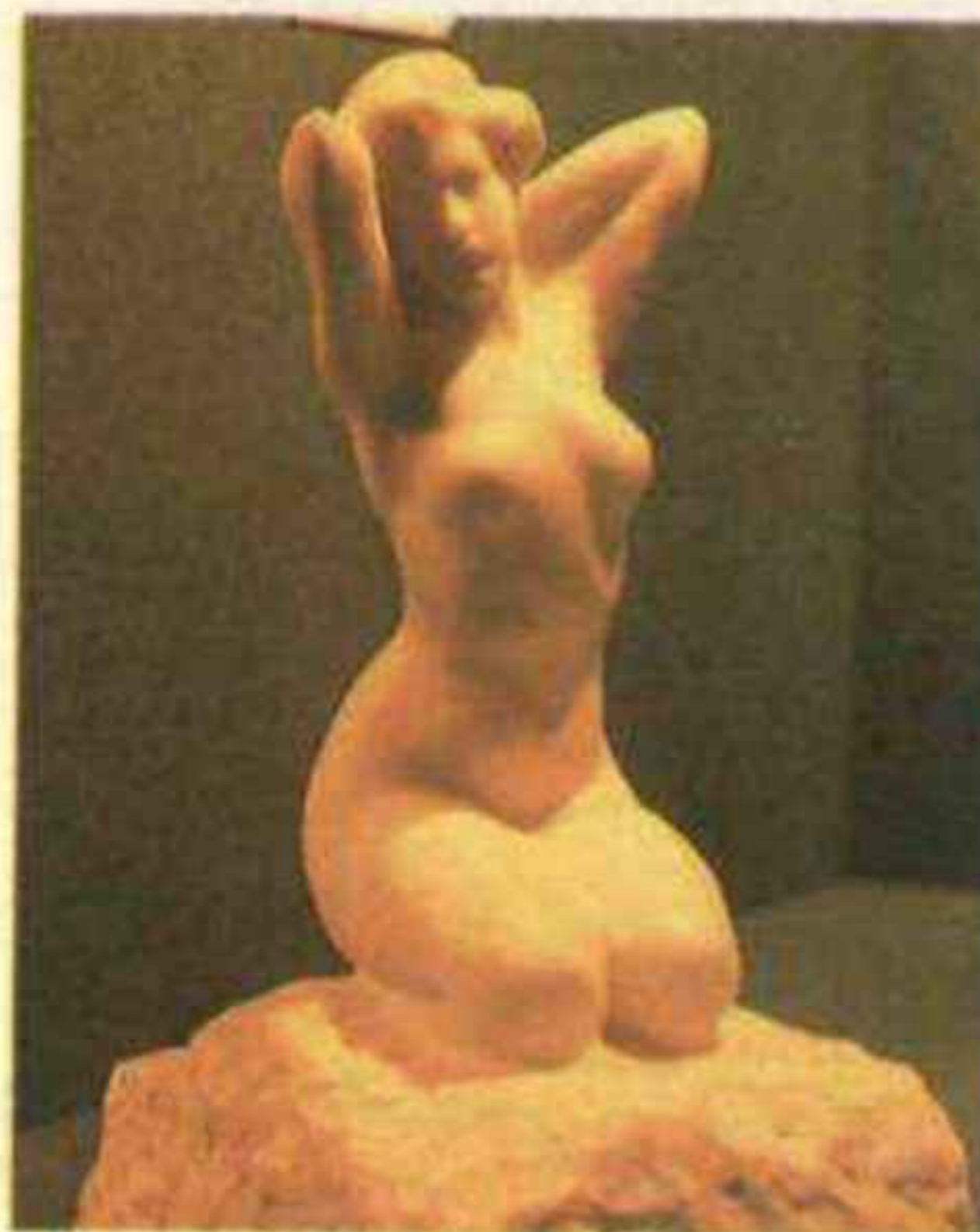
The Exhibition presents in association with M... tastefully designed by diverse work of the tall grandson. These photos in the words of Lord R... "how happily art and m... execution matches im... produced the Oriental sculptor son Rembrandt "Kneeling Woman" and created the legendary of the 1938 Type 57SC A... sister Lidia, the 1928 F... above, with contempor... included, left to right, b... 1933 Type 51, 1927-2... 35 prototype. The engi... 1.5-litre, 4-cylinder, o... cylinder, twin-bank, tw... the classic 2.3-litre, str...





BUGATTIS EXHIBITION

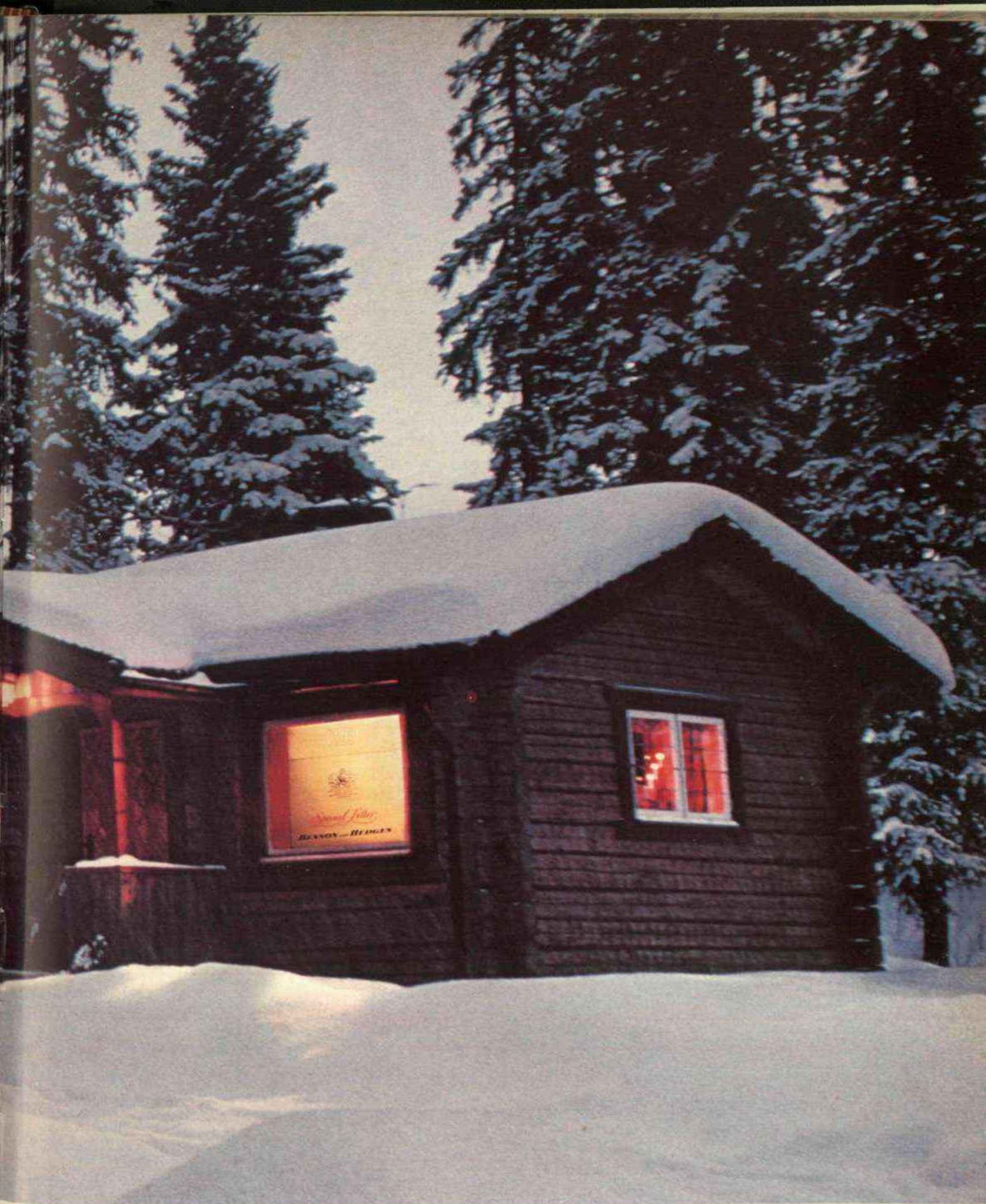
ed at the Royal College of Art by *The Observer*
& Chandon (see story on page 1832), and so
John Whyatt MA, brought together some of the
nted Bugatti family, grandfather, two sons and a
graphs of a few of the exhibits attempt to show,
aglan, Chairman of the Advisory Committee,
mechanical science go together when skill in
agination in conception". Grandfather Carlo
and Eastern influenced furniture, while his
t executed the carved, white marble piece,
d the bronze "Royal Tiger". Ettore, the elder son,
ars, while his son Jean designed the bodies for
lantic Coupé, the 1932 55 Roadster and, for his
re-style Type 40 Coupé, shown left to right,
ary posters. Other Bugatti cars on display
elow, a Baby Bugatti Type 52, 1934 Type 59,
8 Type 35B, 1927 Type 37 and the 1924 Type
nes were art forms in themselves. On the left is a
n.c. Type 37, below, the rare, 3.8-litre, 16-
n-gear-crankshaft, Type 45 and, below right,
ight-eight, Type 35B supercharged GP engine.





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MIDDLE TAR As defined by H.M. Government H.M. Government Health Departments

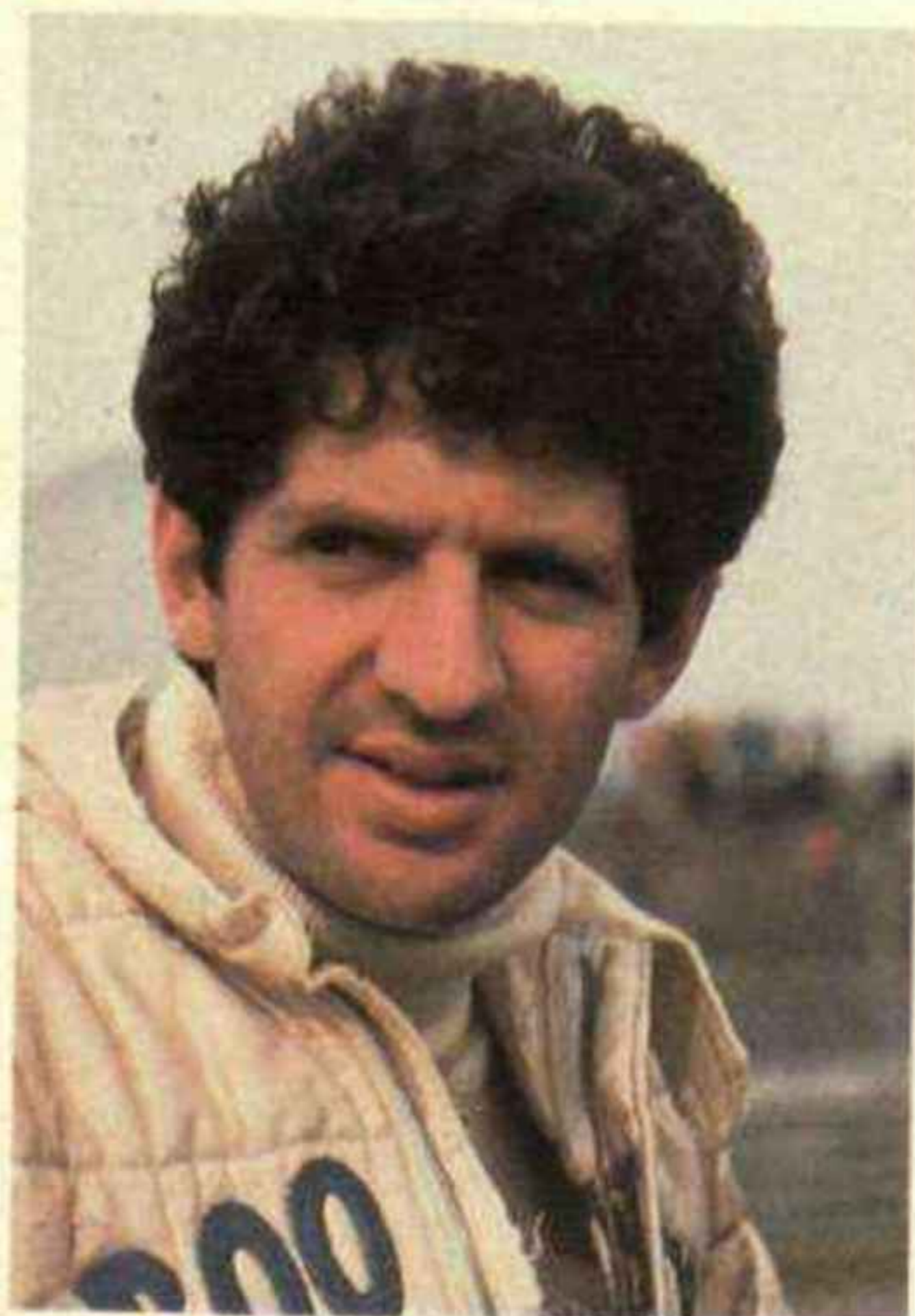


WARNING: CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH

THE WINNERS

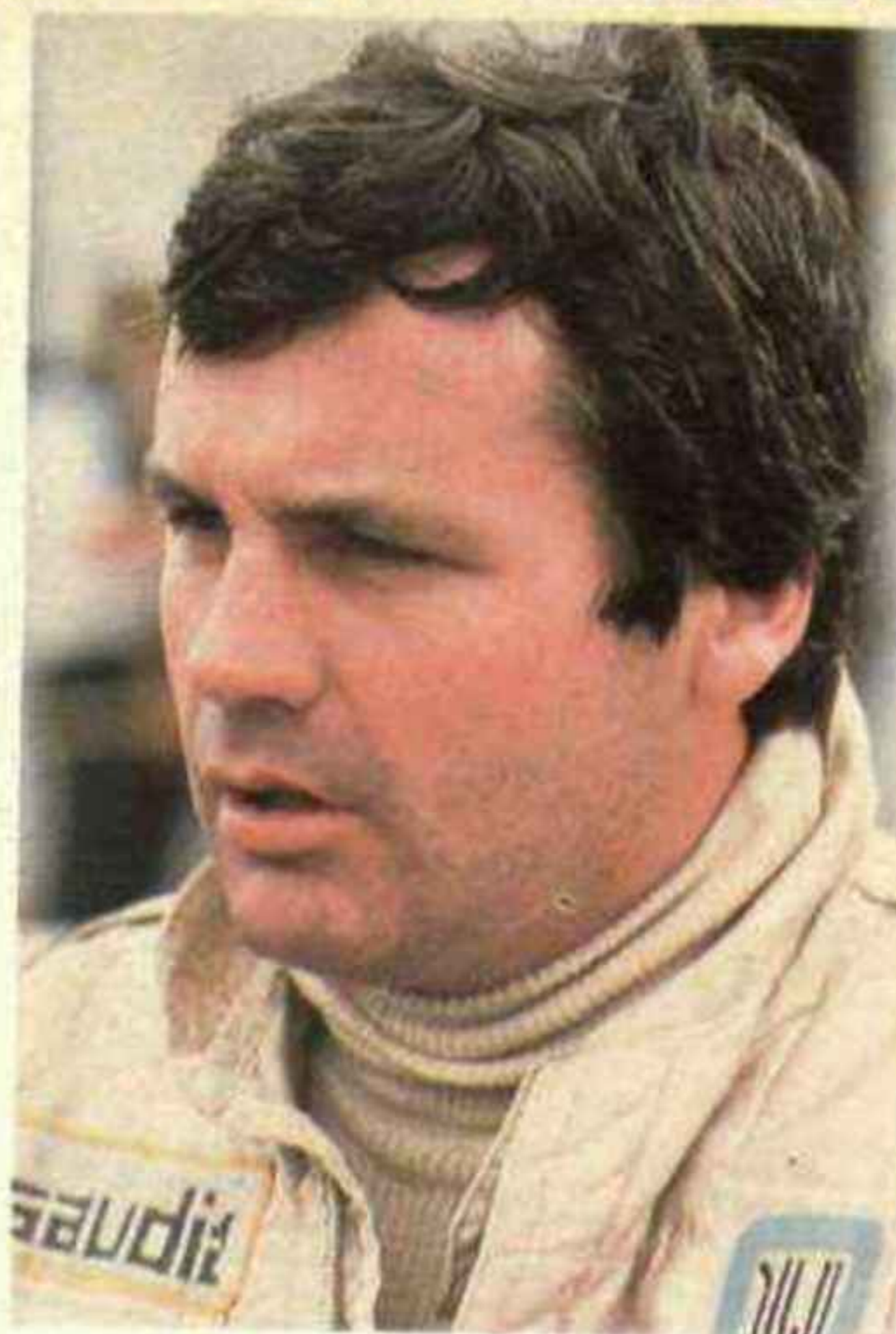
The facts and figures of the 1979 Grand Prix season are illustrated on this page.

Whether it is in practice, in the race or in the overall scene, the aim should be to beat everyone.



Jody Scheckter
(Ferrari 312T4)

- 1st Belgian GP
- 1st Monaco GP
- 1st Italian GP



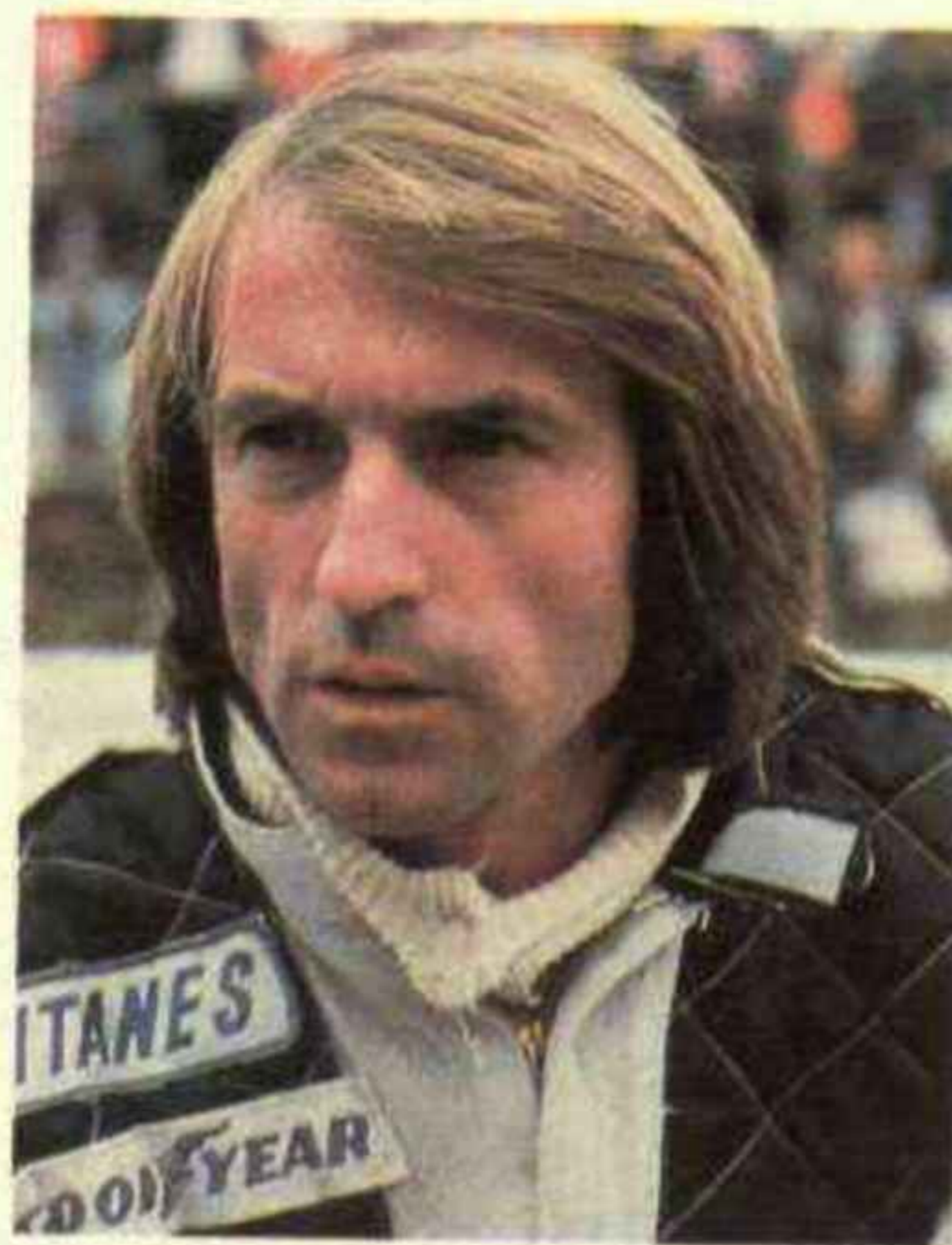
Alan Jones
(Williams-Cosworth V8)

- 1st German GP
- 1st Austrian GP
- 1st Dutch GP
- 1st Canadian GP



Gilles Villeneuve
(Ferrari 312T4)

- 1st S. African GP
- 1st USA (West) GP
- 1st USA (East) GP



Jacques Laffite
(Ligier-Cosworth V8)

- 1st Argentine GP
- 1st Brazilian GP

Fastest Practice Laps

Jacques Laffite	4
Jean-Pierre Jabouille	4
Alan Jones	3
Rene Arnoux	2
Jody Scheckter	1
Gilles Villeneuve	1

Fastest Race Laps

Gilles Villeneuve	6
Jacques Laffite	2
Rene Arnoux	2
Gianclaudio Regazzoni	2
Patrick Depailler	1
Alan Jones	1
Nelson Piquet	1



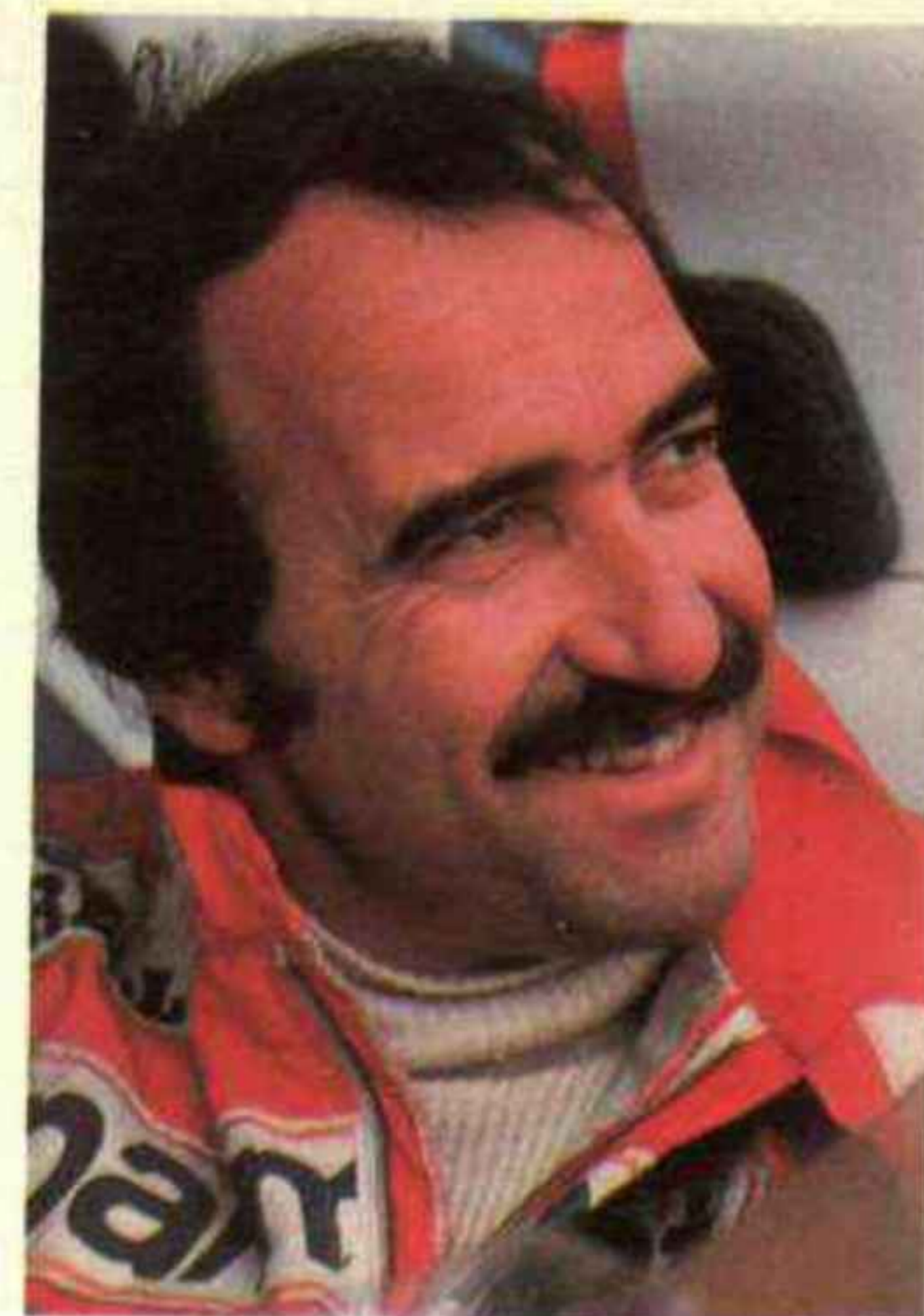
Patrick Depailler
(Ligier-Cosworth V8)

- 1st Spanish GP



Jean-Pierre Jabouille
(Renault V6 t/c)

- 1st French GP



Gianclaudio Regazzoni
(Williams-Cosworth V8)

- 1st British GP

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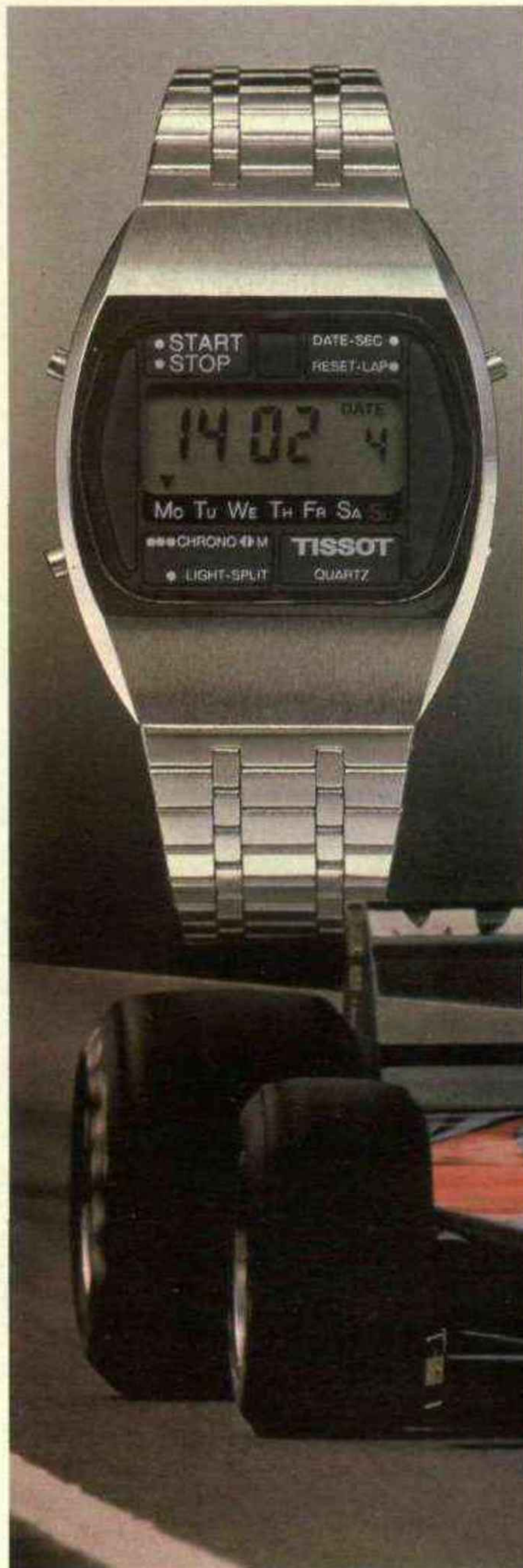
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HISTORICS

THE PASSAGE of time leaves in its wake an ever increasing stream of historic racing cars, outmoded by technical advancement and changing formulae. What's to be done with them all? There's nothing so forlorn as a once active and competitive racing car posed like a stuffed dinosaur on a museum plinth. Thanks to an expanding hard core of enthusiasts there is an increasingly thriving selection of historic racing series in which to animate and exercise yesterday's racers. The Vintage Sports Car Club began it all before the War, concerns like JCB and Speed Merchants broadened the spectrum in the early seventies and now there is a plethora of Championships providing spectacular nostalgic racing.

The VSCC, whose activities are chronicled regularly by W.B., remains the king pin of historic racing in Britain. As well as protecting the interests of the vintage cars and post-vintage thoroughbreds, the VSCC took under its wing post-war, front-engined Grand Prix cars built before the end of 1960. That still left sports/racing and sports cars from the same era out in the cold. From their lack of an umbrella emerged the Historic Sports Car Club, a fledgling which reached maturity this season with the organisation of several national historic championships.

Of these the Lloyds and Scottish Historic Car Championship has become the premier national series for old cars, gaining prestige from its inclusion in the British Grand Prix meeting, a precedent set by the JCB Championship. Like that series promulgated by Anthony Bamford and Bill Allen, the Lloyds and Scottish caters for single-seater, front-engined racing cars built between 1931 and 1960 and sports/racing cars constructed between 1950 and 1960. Lloyds and Scottish, the Edinburgh-based finance group, much of whose business is done with the motor trade, put a little over £15,000 worth of sponsorship into the six race series. The interest shown reflects the growth in historic racing and the number of raceworthy cars in being: no fewer than 55 competitors registered for the Championship. With such massive over-subscription, three of the rounds on short circuits had to be split into separate races for single-seaters and sports/racers.

Dave Preece kerb hops his ex-Cunningham Lister-Jaguar, one of the few non-spurious Listers in the Lloyds and Scottish. Ultimate nostalgia, Moss in the 250F Piccolo.



Willie Green, flamboyant winner of the Lloyds and Scottish Historic Car Championship, "in an investment worth something over £100,000", Bamford's magnificent Ferrari Dino 246.

An astonishing thing about all these historic championships, which the Lloyds and Scottish exemplified especially, is the seemingly total lack of inhibition created amongst drivers by the soaring value of the machinery. Almost right down the field, cars have been driven with the full-blooded, competitive verve of their hey-days, to give the Lloyds and Scottish some of the best spectator appeal in contemporary racing. It's almost frightening to think that when Championship winner Willie Green was displaying scintillating lock to lock performance on the way to victory in every round in the glorious JCB Ferrari Dino, he was perched in an investment worth something over £100,000 to Anthony Bamford.

One problem faced particularly by the single-seater "historics" is the glut of eligible Championships. With too much diversification facing a limited number of cars and drivers something has to suffer. The Lloyds and Scottish

thrived on the dangled carrot of the Grand Prix meeting, while the VSCC's faithful members showed expected support for its four single-seater races. This year it was Tom Wheatcroft's Esso Single-seater Championship which suffered, so that Roddy McPherson's victory in his fast and stylishly driven Cooper-Bristol was a trifle hollow.

Yet most of the single-seater drivers are against mixed races like the Lloyds and Scottish, so much so that a group of leading contenders have formed the Historic Grand Prix Cars Association to organise pure single-seater races and negotiate their own interests. There's a strong feeling that race promoters are gaining a major spectator attraction too cheaply (Lloyds and Scottish prize money is £108, £72 and £42 for 1st, 2nd and 3rd in class, plus £24 to each finisher), whilst the cars have become terrifyingly expensive to run. Marlboro showed the true colour of the money available to this crowd-pulling formula by backing the historic parade at the Italian Grand



A Bacardi on the house always makes the climb to Sam's place a little easier.



To drink at Sam's you've got to have a head for heights, and a grasp of mountain climbing.

So to reward his regulars for all the effort they've made to get there Sam always gives them a free Bacardi rum and "Coke," with lots of ice.

Mind you, he knows they'll need to buy at least a couple to face the journey back.



Bacardi rum.

The one from the sun.



Authentic? Whatever, Lamplough's well-driven BRM P25 was one of the most competitive cars in the Lloyds and Scottish Championship.

Prix to the tune of £100,000. The Association, chaired by Bill Summers, plans four races next season, run under the auspices of the VSCC, possibly to include a race at Donington's British Motorcycle Grand Prix. But most competitors have

built in 1979, but a look at some of the cars engaged in the Lloyds and Scottish Championship shows a worrying trend.

The Bamford Dino Ferrari, a show model built for the Henry Ford Museum, but never delivered,



Walton's A-type Connaught, "as authentic as it is possible to get" ... Halford's Lotus 16, a front runner with non-progressive box ... McPherson's Cooper-Bristol, with Minilite wheels and six-port head.

pledged their support for the Lloyds and Scottish Championship too. Much more ambitious plans are in the air for 1981.

One of the major problems facing historic racing is the thorny one of authenticity. An historic car should mean exactly that, not a replica

is pristinely authentic, though with no confirmed racing history. But should the two Dinosaurs which Graypaul Motors are rumoured to be building up for Bamford out of spares be allowed to race as historics?

Halford's Lotus 16 is reasonably historic, but



Walton's lovely Connaught A-type is just about as authentic as it is possible to get.

Maserati 250Fs have joined the replica syndrome, but only *real* ones have been out in the Lloyds and Scottish, including Norman's 2527, the first lightweight, used by Fangio to win the Argentine and Buenos Aires GPs in 1957, Rothschild's 2507, the ex-Sid Greene car, raced by Salvadori and Bueb, and JCB's 2534, the Piccolo car, raced this year by Moss.

Morris' ex-works D-type, OKV 3, is splendidly authentic to look at, but has the wrong brakes, a surmountable deficiency. The Lister-Jaguars, which dominate the sports/racing car class, are such a mish-mash of new bodies and chassis that it would be difficult to single out one as being authentic.

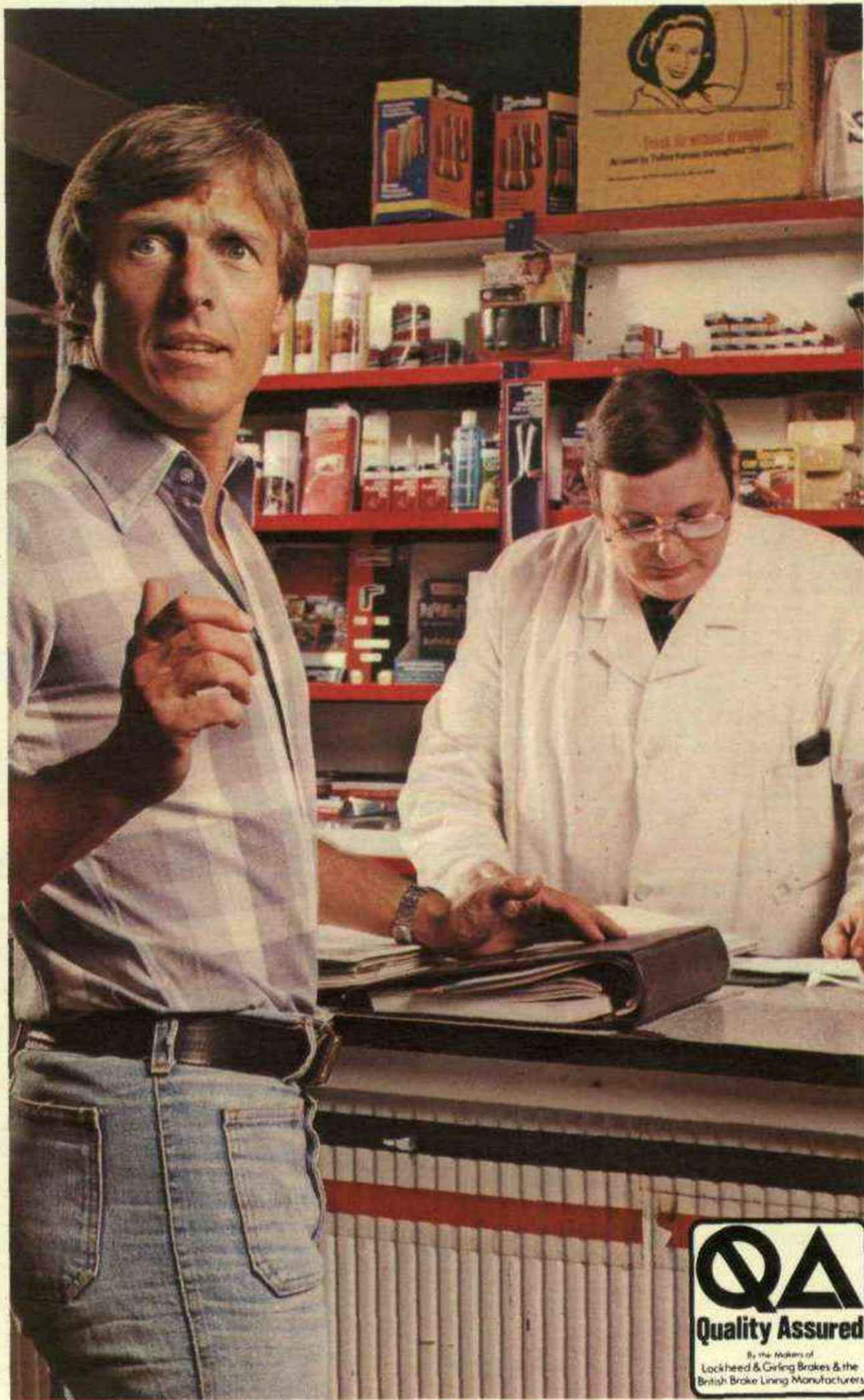
Even ERA Remus has lost its authenticity now that Lindsay has given it a 2-litre engine. But what an exciting car and driver combination to watch! Pilkington's Talbot-Lago is refreshingly original and one of the busiest cars in historic racing.

Historic racing is a live museum; its credibility as such ought to be safeguarded. — C.R.



Period picture: De Cadenet's Tipo B Alfa Romeo at Monaco before the commemorative race this year. Is this the sort of prestige event the Historic Grand Prix Cars Association is looking to?

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Your safety and that of your car depend upon a carefully designed and engineered braking system. And so your disc brakes need just the *right* pads to provide the safe, balanced performance you have come to rely on.

Girlinging brake system components are among the most widely fitted by the world's vehicle manufacturers. We know about brake systems. And we know about disc brake pads. They must perform efficiently and consistently whatever the car's speed, even if they get hot with extensive braking. They must also offer a reasonable wear rate, relative to performance.

They must give you consistent performance and safer braking — in short, real confidence.

Be safe *and* sure, fit...



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more than just a part!**

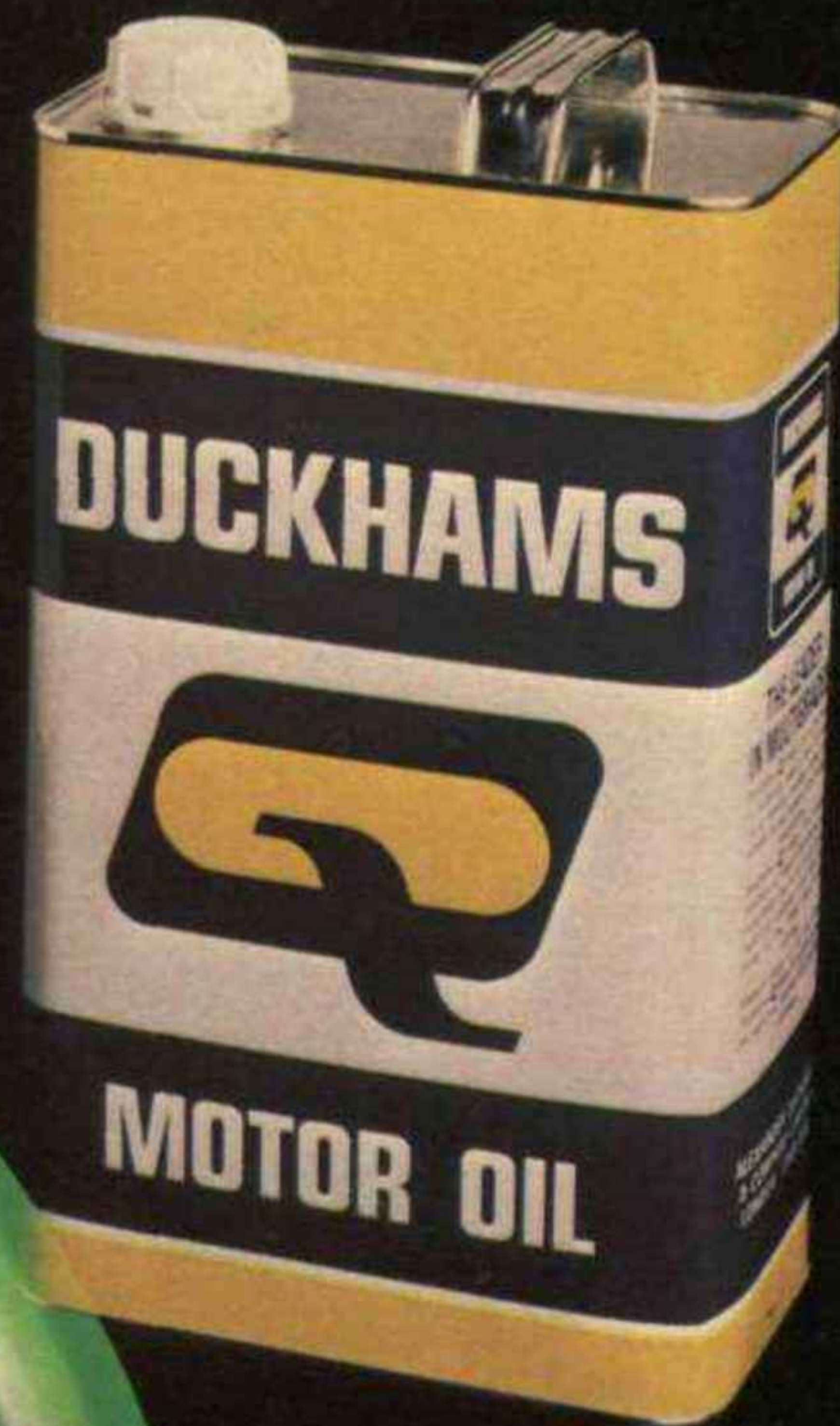


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Make sure you choose the right oil: pure, green, protective Duckhams. The utmost care.

Pure, green, protective
DUCKHAMS



UNDER INSTRUCTION! The Editor being shown how to conduct the Thornycroft by Mr. R. A. Westcott, General Manager of BL Heritage, before the Brighton Run.

THE BRIGHTON RUN AND A 1904 20 h.p. THORNYCROFT

continued from page 1848

second and it goes as easily forward, into top gear. Once into top the Thornycroft quite quickly and easily gets into its stride, a cruising speed of some 40 m.p.h. When it is expedient to change down, the gear-lever slips with quite astonishing alacrity into the lower-gear positions, without a sound and "like silk" as the saying is, provided a little finesse as to rapidity of movement is practised (if done

too quickly, a mild protest results). This commendable ease of gear-changing should have endeared the Thornycroft to drivers in the veteran years, especially those who may have feared that a steam-waggon maker might have made a heavy-handling vehicle! The perfection of this early sliding-pinion gearbox cocks a snoot at the later synchro-mesh. It is all the more remarkable as the constant-speed engine precludes double-declutching.

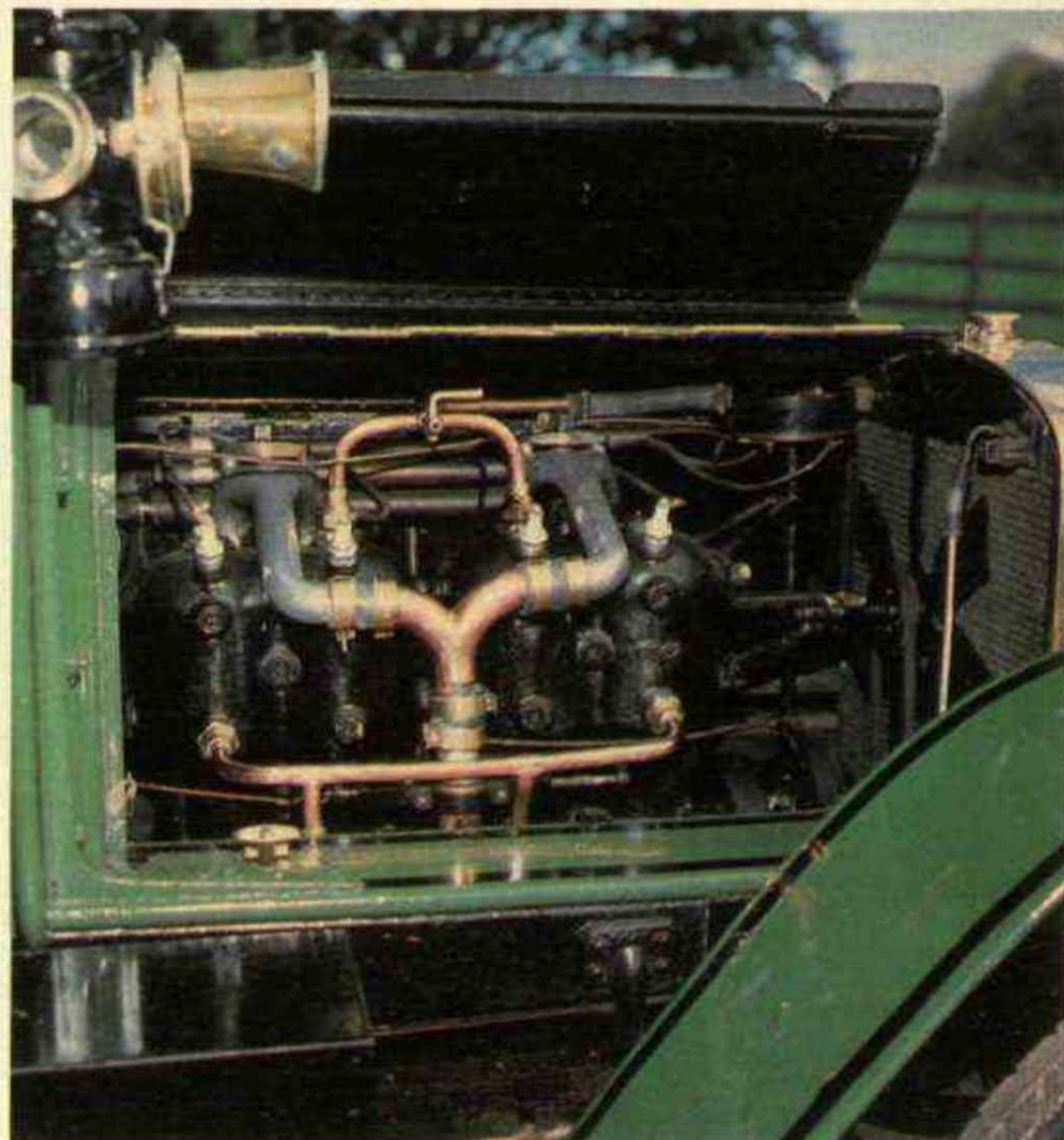
So right from getting it rolling, one feels great

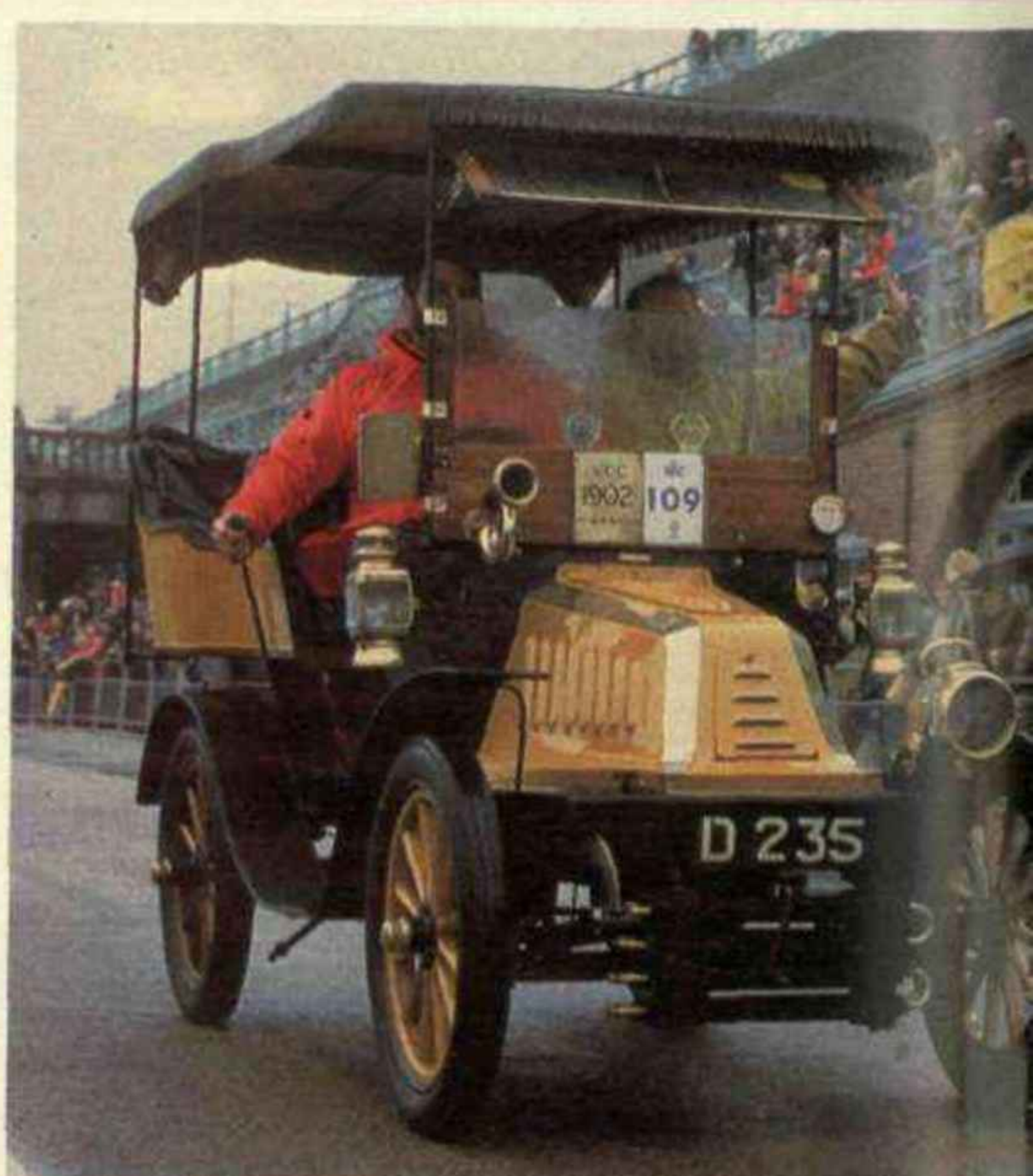
confidence in this big veteran. This feeling is enhanced when one discovers how well and smoothly the transmission brake functions, so that the hand-lever, which is rather out of reach (as are the two ignition tumbler-switches on the right of the dash), need only be used for parking. The gear-lever is inboard of the brake-lever and has a somewhat shorter travel between top and third than between bottom gear and reverse, which is opposite it. The brake-lever pulls on, has a normal ratchet-button, and the brake cables run through the hollow cross-rods. The steering is light but very high-g geared, at something like literally half-a-turn from lock-to-lock. Road undulations deflect it somewhat, and there is a tendency to roll on the part of the platform rear suspension. But what a charming car this 20 h.p. Thornycroft is to handle! It seems surprising that this make, built by engineers of such integrity, was not more popular, between 1903 and 1913.

At all events, I was well satisfied with this car, which I was to share on the Brighton Run with BL Directors, C. Maple, A. Large, and B. Darnell. Before doing so, I had a final look round it. There is no radiator badge, but the brass hub caps display the Thornycroft name and a plate on the front of the dash reads: "John Thornycroft & Co. Limited" with, beneath the lettering, the inscription "T-F.L.A.G." the Thornycroft house-sign. The dash is surmounted by a fine Motor Union badge and carries several smaller club badges, and another plaque reminds us that Thornycroft also had a Southampton depot and that this is car No. 524.

The driver looks down on a polished brass cylindrical lubricator of impressive dimensions, with a threaded rod topped by a big brass knob for forcing grease to the chassis. Next to this is an oil tank, with a plunger that is used every few miles to supply the engine, on the total-loss system. This square tank bears the inscription: "THE THORNYCROFT. Chiswick & Basingstoke, Steam Wagon Co. Ltd.". Next to

Thornycroft details:— Top left, as the driver sees it; note the unusual quadrant for the throttle and ignition levers; below, the platform rear springing. Right, off-side of the engine showing the long inlet tract that feeds automatic inlet valves on the n/s, and the small-bore of the water-pipes.







THE 1979 BRIGHTON RUN Top, l to r. An 1894 Benz in Hyde Park, with an 1899 just behind it. The BL Heritage 1904 Thornycroft on Westminster Bridge, driven by Charles Maple, Director of BL Cars' Technical Audit. Assistance for the Thornycroft when a tyre pulled a valve near Purley. Extreme left, a typical "Brighton" scene with Clapham's 1901 De Dion Bouton following the 1904 Rolls-Royce. Left centre, with canopy top, Pownall's 1902 De Dion Bouton braves the rain. Below, l to r, Nearly there, the Dennis driven by J. Dennis going well, ahead of yet another De Dion Bouton, Mingolia's, from America. James' 8 h.p. 1900 Daimler, converted to wheel steering, which is the car Daimler's Foreman, Wormold, used for many years, refusing to let the company exchange it for a later model. Twigger and Mapperson crew a 1904 Riley Forecar, with Lady Montagu in close attendance on the 8 h.p. Progress Voiturette owned by the Automobile Palace in Wales. Right, top, well-protected, Menier battles along the Brighton Road in the French-entered 1903 12 h.p. Peugeot. Below, Conant's rare 1902 10 h.p. Autocar in the shadow of Big Ben.



this, moving towards the passenger's side, is the wooden box containing the ignition trembler coils, then a rolled-up apron, for fitting to the doorless front compartment, presumably to protect a lady passenger's ankles, hidden beneath her skirt, and finally a fire-extinguisher.

The body may be a replica. It has no weather protection of any kind, apart from the vertical dash, and the car was not intended to go out at night, as the sole illumination is by a pair of Lucas "King-of-the-Road" black oil side-lamps, No. 452, which, judging by the condition of their wicks, have never been lit. A brass-bound rear-view mirror and a bulb-horn complete the equipment. The battery lives on the offside running board, and there are foot-plates on the running boards. The price in 1904 was £660.

This Thornycroft has a rather obscure history. For many years it languished in the works at Basingstoke, along with the other cars, including the big racer that finished 5th in the 1908 TT, and the aforesaid 10 h.p. car which BL Heritage is restoring and which has "half of a 20 h.p. engine". These cars were either delapidated and awaiting rebuilding or had deteriorated while in storage, in what I believe Thornycrofts called their museum. They then went to Beaulieu. BL Heritage got them back about four years ago. The 20 h.p. car needed attention to its clutch and gearbox but the engine was found to be in such good order when the cylinder blocks were lifted that not even new piston rings were required. The body was refurbished, with plain leather upholstery. Shell oil is used and petrol consumption is rather less than 20 m.p.g. The car carries a late Hampshire registration number. It goes so well that I shall be anxious to sample the racing version of the 5.2-litre 30 h.p. model on which Peter Mitchell's staff are at present working . . .

I'M READY TO GO! The Editor has discovered how easy the Thornycroft is to drive and what a refined veteran it is. Note the honeycomb radiator and water pump below the starting handle.



On a day of too much traffic congestion and too much rain, the Thornycroft was flagged away (with a large Union Jack) from Hyde Park at 8.55 a.m. As I expected, it provided admirable transport for our November jaunt along the Brighton Road, cruising effortlessly at what we judged to be 40 or 45 m.p.h., second gear sufficing for all the hills *en route* to Brighton. This in spite of carrying four persons (and six for the run from the Pylons to the finish on the Madeira Drive, when Mrs. Maple and Mrs. Mitchell sportingly joined Mr. Charles Maple, Director, BL Cars' Technical Audit, Mr. Large, the BL Company Secretary, Mr. Darnell, of BL Heritage, and myself for a very wet finale.

When we had got to within about a mile of Purley the o/s front tyre deflated. It was then 10 a.m. and we had to wait half-an-hour for the back-up Land-Rover, crewed by Don Joyce and David Bowler, to arrive and produce a spare wheel and tyre. The subsequent "pit-stop" took an expeditious 15 minutes, and we were on our way again. Charles Maple proved an expert "chauffeur" and the Thornycroft ran on to finish strongly, getting to the Pylons by 1.10 p.m., the complete journey occupying 4 hr. 35 min.

The traffic congestion had eased unexpectedly through Brighton itself and, apart from the puncture, twice boiling over, and a certain loss of braking power, the Thornycroft gave no anxiety, nor did it require refuelling. Mr. Maple never "lost his engine" although the hand-brake stuck-on once, and it started promptly every time. Incidentally, during the wheel-change it was discovered that "handed" hub-caps were used by Thornycroft, so the journey was completed without an o/s hub-cap, as the spare wheel we had was for the n/s of the car.

We were ushered to the finish by Anthony Marsh, doing his usual commentary for the

benefit of the big attendance of keen onlookers. By now the rain was pelting down, so I am afraid when I spotted Roger Collings' 1903 60 h.p. Mercedes coming down the Madeira Drive I begged a lift to the "Metropole" and got a very swift run there! Collings had completed the Run very satisfactorily and was on his way to London and his 1904 Darracq also got in safely, driven by Mrs. Judy Collings. Alas, the BL Heritage Wolseley, which I co-drove last year, and which enthusiastic Mr. and Mrs. Alex Park were conducting this time, retired some way before the Thornycroft punctured, with a con-rod parting from a piston.

The first car to arrive at the Madeira Drive was Fuad Majzub from Iran (1904 Mercedes), who got there just before 11 a.m. Second to reach the seafront was Mrs. W. E. Pickvance (1904 Darracq). Third, in spite of three stops due to electrical troubles, was R. R. Loder (1895 Stephens).

So another Brighton Run was over! I am most grateful to that excellent and very necessary organisation, The British Leyland Heritage, for a very enjoyable occasion. All that remained for me was to go away in a Citroën Visa Club, a game and comfortable little car which, with its 652 c.c. air-cooled two-cylinder engine, had an affinity with some of the veterans that had bravely taken to the Brighton Road on this memorable day. W.

Those unfortunates who failed to start were:-

J. R. Garrett (1895 Gladiator), M. Breistrup (1895 Leon Bollée), D. Cross (1897 Soame Steam Cart), J. Brown (1899 Beeston Tricycle), G. Sanders (1900 New Orleans), L. A. M. Janssen (1900 Rochet), J. S. and N. K. Thomason (1900 De Dion Bouton), P. J. Northwood (1900 International Charette), J. F. Spink (1900 International Charette), R. F. Wollett (1900 Panhard-Levassor), D. J. Garrett (1901 Peugeot), J. Martens (1902 Panhard-Levassor), Thompson (1902 Peugeot), E. Bollmeyer (1902 Scheibler Aachen), E. E. Sears (1902 Clement-Talbot), Mrs. E. Moore (1903 De Dion Bouton), A. Martini (1903 De Dion Bouton), Tacon (1903 Humber), D. V. Balls and M. S. G. Balls (1903 Oldsmobile), R. L. Hubbard (1903 Oldsmobile), E. P. Sharman MC (1903 Oldsmobile), D. H. Ball (1903 Renault), R. Coulthard (1904 Century), A. Lenz (1904 Decauville), G. Rogers (1904 De Dion Bouton), D. J. King (1904 De Dion Bouton), Mrs. Shawe (1904 English Mechanic), J. F. Denton (1904 Ford), T. Moore (1904 Humberette), P. Armour (1904 Humberette), G. P. Greenwood (1904 Phoenix Trimco), W. E. Rose (1904 Riley), D. J. Goldsmith (1904 Stanley Steamer), I. Moore (1904 White), C. A. G. Young (1904 Wolseley). *And those who retired were:-*

Mrs. S. Large (1896 Benz), A. Tramhel (1896 Delahaye), B. W. Garrett (1896 Lutzmann), Jonathan Goldsmith (1898 Benz), Mrs. A. Luston (1898 English Benz), R. S. Miles (1899 Benz), R. S. Guinness (1899 Clement-Panhard), A. Dakers (1900 Renault), G. Cordin (1900 Darracq), M. Walmsley (1901 Mors), J. Whitehead (1901 Wolseley), J. A. Conant (1901 Autocar), E. D. E. Wakefield (1902 Conrad), C. Leake (1902 Locomobile Steamer), J. Foy (1903 Clement), Mr. and Mrs. F. Cooke (1903 Grout), L. Starley (1903 Oldsmobile), J. Dorrington (1903 Renault), A. G. A. Cole (1903 Vulcan), R. S. Greengrass (1904 De Dion Bouton), C. J. Bentley (1904 De Dion Bouton), P. G. Humphrey (1904 Humber), A. C. Marshall (1904 Peugeot), R. E. Leveson-Gower (1904 Quadrant Tricar), Mrs. M. C. Garrett (1904 Renault), and G. E. Solomon (1904 Swift).

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Castrol
GT
HIGH PERFORMANCE



Castrol
IX
RACE MOTOR OIL


More miles per engine





During the past eleven years, factory-entered Ford Escorts have won more rallies than any other car in the history of the sport. Ending a glorious era, Bjorn Waldegaard has just about clinched his first World Championship for Rally Drivers while Ford themselves are odds on favourites to claim the World Manufacturers title. The Escort Waldegaard uses may not be exactly like yours, but your oil could certainly be like his, Castrol GTX.

It was Easter 1968 when Roger Clark and Jim Porter took one of the first Escort Twin Cams on the Circuit of Ireland Rally and won convincingly. That was the start of it. Clark followed up with victories in the Tulip and Scottish Rallies and the steam-roller success by Ford's new family car seemed as though it would never end. But while no rival rally saloon seems able to catch up with the modern generation rally Escort, the RS1800, progress has certainly left its mark on the family car on which it is based. Now, Ford are taking a rest from rallying for the foreseeable future to concentrate on finding a worthy successor and on sporting development.

Peter Ashcroft, the bluff Lancastrian, who has masterminded Ford's competition programme for longer than any Competition Manager, allowed himself a chuckle recently as he reflected on the past eleven years. "We used to get 132bhp from those Twin Cams and, fully modified in Group Two guise, just 152bhp. Today the RS1800 BDA engine is giving a minimum of 255bhp and we're seeing 150bhp from a Group One RS2000 engine!"



In the workshops at Ford's competition headquarters in Boreham, where Escorts could once be seen alongside Mk.II Cortinas, car preparation has changed tremendously too. "We're very much an assembly shop today," said Peter. "We employ specialist companies to supply us with many major components, including engines and body shells." But vital contributions aimed at perfecting the car are being made continuously, even after the Escort's 11 year rallying career, by Boreham's rally engineer, Alan Wilkinson and the fifteen mechanics headed by Mick Jones, who this year will

celebrate his 21st anniversary at Ford's Competition Department.

One of the latest examples of refinement to the Escort is a differential oil cooler which, like all other pieces of the jigsaw which make up a factory-prepared car, is a tribute to the craftsman's skills. It was developed after the Portuguese where rear axle failure was traced to overheating of the limited slip differential.



The oil cooler arrangement allows a greater capacity of Castrol B373 to operate within the designed temperature range and yet another problem has been solved!

-that's



Prevention is better than cure out in the forests too. If a driver has travelled through necessity just two miles on a punctured tyre, the halfshaft is changed as a precautionary measure by one of the three-man service crews.

Rally Co-ordinator and Team Manager Charles Reynolds, who compiles a very comprehensive diary of every event, will tell you that the mechanics have reduced the time for a gearbox change from 20 to just 15 minutes – the average time for an average motorist to change a set of ignition points perhaps! For Charles, planning a World Championship entry has sometimes begun five months in advance. And last year, hotel accommodation for the Portuguese Rally in March was booked in October of the previous year.

Time spent purely on travelling bites hard into Boreham's workshop schedule. The mechanics



can be on the road and servicing on events some five months of the year, a serious problem when one appreciates the pressure of work back in the workshops. This season alone, Boreham has handled 60 car/events, most entailing a complete stripdown and major re-build, although most engine blocks, cylinder heads and crankshafts are used time after time with only minor maintenance.

On top of all that, there are engines "on loan" to works supported drivers and teams and Boreham-built cars can be found in Australia and New Zealand, run by "satellite" operations and assisted by Boreham.

But of all the reams of statistics kept by Charles Reynolds, perhaps those of the top works drivers make the most impressive reading.

team **Castrol**

rallying comes when one appreciates that the going price for a works RS1800 replica seems to be over £20,000.

So Ford and indeed the whole rallying has reached the end of an era. What happens now? Peter Ashcroft certainly doesn't sound like a grousing wake. "This is the start of an exciting development period using all Boreham's talents," he says. "There are new cars and new motorsport regulations for the '80's and it's our job to re-design Ford's competition future to match them."

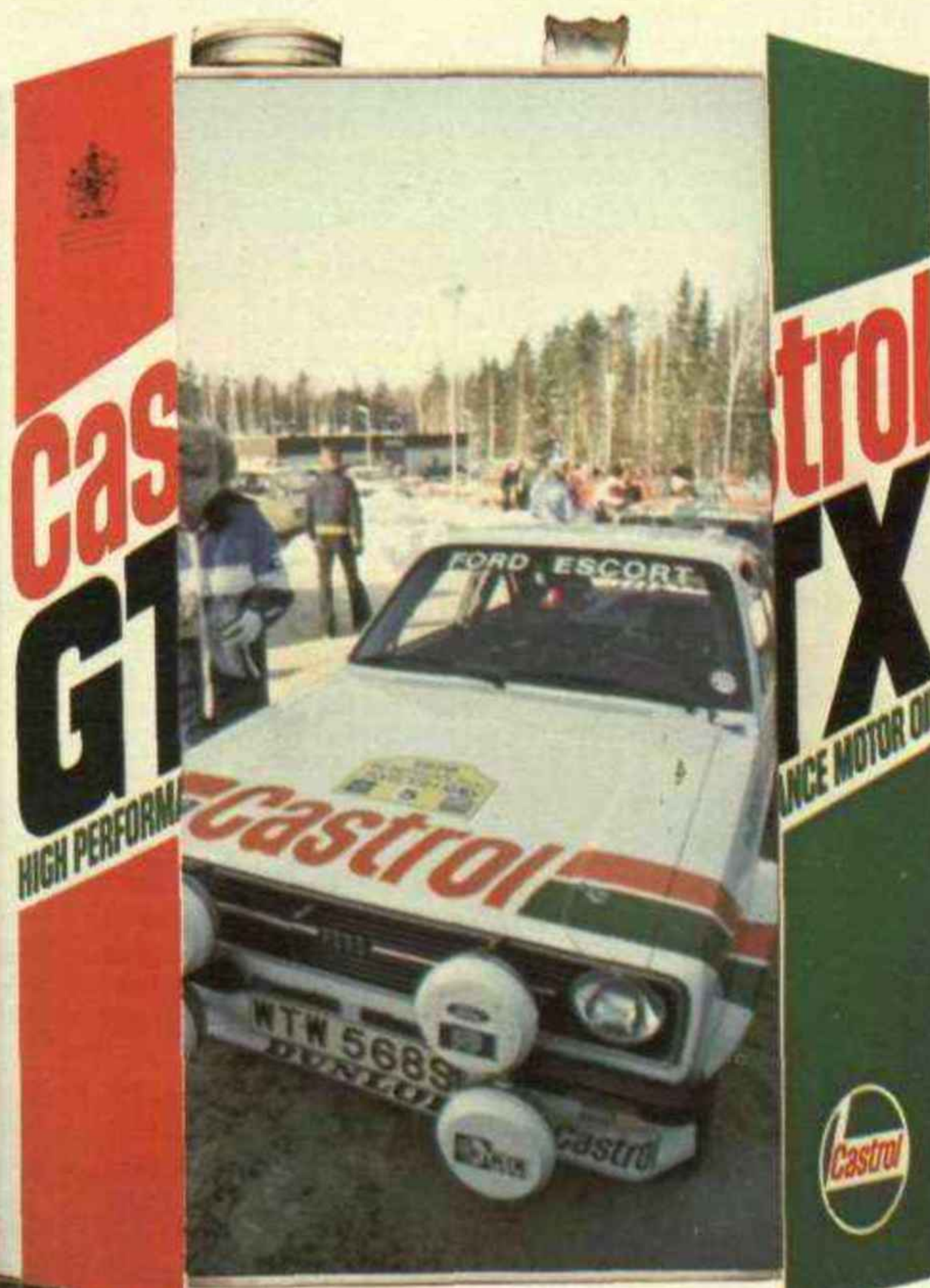
Of one thing Ford can be certain, Castrol GTX will be there to beat its opposition in the future, just like it has done in the past.

International Rally Successes 1978

Swedish
Circuit of Ireland
The Welsh
The Scottish
New Zealand
Burmah
Cyprus
Lombard RAC

1979

Portuguese
Acropolis
Quebec
Manx
The Welsh
New Zealand
Cyprus



Take Hannu Mikkola in 1978 for example, when he won the Sedan/RAC Open Championship. He won every one of the four rallies he finished. And Bjorn Waldegaard, the quiet Swede, has retired just once – and missed a top three placing only once – in seventeen World Championship rallies! Add that to the immense skills of other Escort drivers such as Ari Vatanen and Russell Brookes, and one begins to appreciate just how awesome is the Ford rally assault!

Ford's Competition Department is not a retail operation. It does not sell cars over the counter. But an indication of the staggering cost of top flight

FORD ESCORT RS1800 (Group 4)

CHASSIS: Escort 2-door bodyshell. Integral Safety Devices roll cage, sump guard and underbody protection.

ENGINE: Alloy block 1975cc, twin OHC, 16 valve, dry sump engine.

LUBRICANT: Castrol GTX.

MAXIMUM POWER: 255bhp (carburetors) at 8,250rpm. 180 lbs. ft. torque.

TRANSMISSION: 5-speed ZF gearbox driving through a twin plate AP clutch to a ZF Limited Slip Differential in an Atlas axle.

ELECTRICS: Lucas competition wiring. Cibie lighting.

WEIGHT: 1,000 kgs.

the beauty of Liquid Engineering



Ferrari



CHRISTMAS ROAD TEST

The Ferrari 400i Automatic

Soothing the Prancing Horses

PURISTS may decry Modena's big, 2 plus 2 400 series — the "saloon" of the range — as not a true Ferrari. What with power steering, automatic transmission and the other accoutrements of limousine luxury it sounds a far-cry from the traditional, ultra-fast, race-bred Ferraris the Commendatore has fostered since the War. This "soft" image is easily dispelled merely by opening the bonnet, whereupon the purist's eyes will assume a glazed and rapturous look as the mouth-watering, crackle-black, four-overhead-camshaft V12 is revealed. And when you tell him that this "sludge-pumped" thoroughbred turns out 310 b.h.p. and will touch 150 m.p.h. you will have him totally beaten. The final crunch will come with a spell behind the wheel; neither power-steering nor automatic transmission can disguise that unmistakable, indefinable Ferrari character of perfectly-honed performance and handling. The charisma of the Prancing Horse is unsullied.

Courtesy of Maranello Concessionaires Ltd., at Egham, I have been testing the latest 400 luxury Grand Touring model, the 400i Automatic, on which fuel-injection, of the Bosch K-Jetronic indirect continuous mechanical variety, has been adopted for the first time on a production, road-going Ferrari. In most other respects the 400i is identical to the carburettor 400GT, introduced with six twin-choke Webers at the 1976 Paris Motor Show and superseded by the

injection car in late July. Indeed, the Pininfarina designed and built, two-door steel body was first introduced on the 365 GT4 2 plus 2 at the Paris Show in 1972, since when exterior changes have been restricted to reducing the number of tail-lights from six to four and replacing the knock-off alloy wheels with five-stud, bolt-on type. The shape remains undated.

At £31,809 the 400i, now the only front-engined Ferrari, is not the most expensive: the 512 Berlinetta Boxer holds that distinction, at £33,080. The test car had the optional rear air conditioning (front air conditioning is standard), priced at £623. An electrically-operated sunshine roof, fitted in the UK, is the only other optional extra offered. A five-speed manual gearbox is available to special order as an alternative to the General Motors 400, 3-speed automatic, though Maranello say that manual cars are very rare beasts, at least in the UK.

Alas, fuel-injection has brought a drop in power output, from the Webered car's 340 b.h.p. to a slightly more modest 310 b.h.p. at 6,500 r.p.m., but when so many "horses" remain, such a loss is academic. To say that power remains ample is an understatement. Where the injection car scores is in smoothness, flexibility and above all a reduction in noise level to enhance the general refinement. The mighty roar of Webers resonating in the air cleaner trumpets has gone, but the vibrant orchestrations of the four exhaust pipes remain to tease the adrenalin. The carburettor engine was smooth enough if set up

properly, but visualise the task of synchronising six twin-choke carburetters and their complex linkages. . . .

The very special character and pedigree of any Ferrari revolves around its engine, especially so in the case of the classic V12s, to my mind the finest and most exciting road-car engines in the world (with the Jaguar V12 and the Porsche flat-six perhaps the best in full series production — or do readers have other suggestions?). As the energy crisis snowballs, could the V12 in the 400i be the last in the line, a line going back to 1946, in the case of this current V12, evolved from the design of Goacchino Colombo, Ferrari's first chief engineer? This 60 degree V12 relates directly to the Type 209, the first of the large capacity group of Colombo engines, introduced in 1960 for the 400 Superamerica. Probably the most familiar of its more recent ancestors will be the Type 251 engine fitted to the 365GTB/4 Daytona, though the two have fundamental differences: the 352 b.h.p. Daytona has its inlet ports in the centre of the vee, fed by six downdraught Webers; the cylinder heads on the 400 have inlet ports between the camshaft banks, fed on the old 400GT and the earlier 365GTC/4 and 365GT/4 2 plus 2 by six horizontal Webers, now by injection in the same fashion. The Daytona engine is dry-sumped, the variants wet-sumped — the 400i engine holds 30 pints of oil! The earlier engines had a bore and stroke of 81 mm. x 71 mm.; the 400's capacity is 4,823 c.c., obtained by increasing the stroke to 78 mm.

Silumin (or siluminium) is used for the crankcase and cylinder block castings, into which cast-iron liners are shrunk. The nitrated steel crankshaft, machined from the billet, runs in seven main bearings, and carries connecting rods

coupled in pairs. Vandervell thin wall bearings are fitted. The four overhead camshafts are driven by one automatically tensioned chain from an intermediate gear driven by the crankshaft and operate two valves per cylinder, inclined at 46 deg. to each other, via thimble tappets. The traditional Ferrari GT compression ratio of 8.8:1 is retained. Twin automatic electric fans assist water cooling and the vast reservoir of lubricant circulates through a cooler.

A Marelli, fully-electronic, contactless ignition system has been introduced with the fuel injection. It has only one, instead of Ferrari's usual twin, distributors, tucked away so deeply under the scuttle at the rear of the upper, right-hand-bank camshaft that to set conventional contacts would be impossible. The Marelli "black box" (actually silver) is secured to the inside of the thickly-insulated bonnet.

Ferrari's application of the Bosch K-Jetronic injection is an interesting one, because it uses separate six-cylinder metering units per bank, effectively considering the V12 as twin engines. The curious induction system foxed D. S. J. and I at first glance, for the inlet manifolds are formed very neatly into the bottom cam covers. Thus the engine is extremely wide, but a beautifully artistic piece of engineering symmetry, spoiled only by the ancillary equipment at its nose end. This includes twin Bosch alternators, a feature new to the 400i, the pump for the ZF power steering and the air-conditioning pump. Access to plugs, no longer a frequent necessity on Ferrari engines, is easy and the twin, red oil filters nestle conveniently in the centre of the vee.

Ferrari GT car tradition is continued further in the 400i with the use of a chassis of oval section, tubular steel members, a construction so rigid that it is impossible to tell on even the bumpiest of roads that the body is not monocoque. Suspension is independent by double, forged steel wishbones and Koni coil spring/damper units all round and anti-roll bars front and rear. Koni oleopneumatic self-levelling struts are paired with each of the rear coil spring damper units. This GT Ferrari has its gearbox mounted directly on the engine, instead of in the transaxle arrangement of the later front-engine Berlinettas. Five-spoke, 15 in. diameter alloy wheels carry massive 215/70 VR Michelin XWX tyres.

This is a big car by Ferrari standards, over 15 ft. 9 in. long, nearly 5 ft. 11 in. wide and with a wheelbase of 8 ft. 10 in. Yet the clean, Pininfarina lines ensure a reasonable compact overall impression, the nose kept low by making the quadruple Carello halogen headlamps — excellent on main beam, Continentally a little dim on dip — retractable. Daytime flashing is taken care of by lights set behind the grille beneath the nose, shown in the photographs; anything more than a cursory clean requires a Phillips screwdriver.

Pininfarina's unique pull-out door handles felt engagingly familiar, identical to those on my Alfa Spider, though rather better chromed, I hope. A rich aroma of Connolly leather hits the nostrils the moment the wide doors are opened — the definitive smell of luxury. The hides are transported from Connolly Bros to Italy on the lorries which bring spare parts to Maranello Concessionaires. This natural material is used most tastefully almost throughout on the trim, though it is noticeable that the Italian upholsterers are less conscientious than say Aston Martin or Rolls-Royce about obscuring natural damage or flaws in the leather. The cockpit is dominated by an enormous, veneer panelled centre console containing the Philips Turnolock stereo/radio cassette player, the substantial and



The Pininfarina body features retractable headlamps, daylight flash/fog lights inset in the low grille and a grille in the bonnet top.

precise lever for the GM gearbox (definitely one of the smoothest automatic controls and, unlike most GM applications, with a stop to prevent the lever being pushed inadvertently straight from 2nd gear, through Drive, into neutral, the stop being overridden by pressing the top of the T-shaped knob), controls for air-conditioning, heating, switches for hazard warning, fog lights, heated rear screen, electric front windows and electric aerial.

A Momo alloy and leather steering wheel confronts the driver, the Prancing Horse in its central horn-push continuously edifying. The non-adjustable wheel is tilted steeply, the top of its rim rather a long reach with the seat in a comfortable position for short-armed people, one Ferrari tradition I don't particularly like. Clear instrumentation, by Veglia Bortelli, is one I do

like . . . big, clearly, marked, 180 m.p.h. speedometer and 8,000 r.p.m. (red-lined at 6,500 r.p.m.) tachometer flank the oil pressure and water temperature gauges in a heavily cowled panel. Lesser instruments are angled towards the driver in a row in the centre of the fascia: ammeter (so much more use than a battery condition indicator); oil temperature gauge; fuel gauge and a very noisy quartz clock, the last named almost invisible to the front passenger.

The driver has a substantial rest for his left foot and man-sized brake and throttle pedals, the latter displaying yet another Ferrari tradition — long travel, for the subtler control of instant power. Lockable chromed levers on the floor to the right of the driver's seat marked "Baule" and "Benzina" release the spring-loaded boot lid and petrol cap respectively. The forward-hinged

Handsome from any angle. Front and rear quarterlight are fixed. A quartet of pipes plays the V12 music.





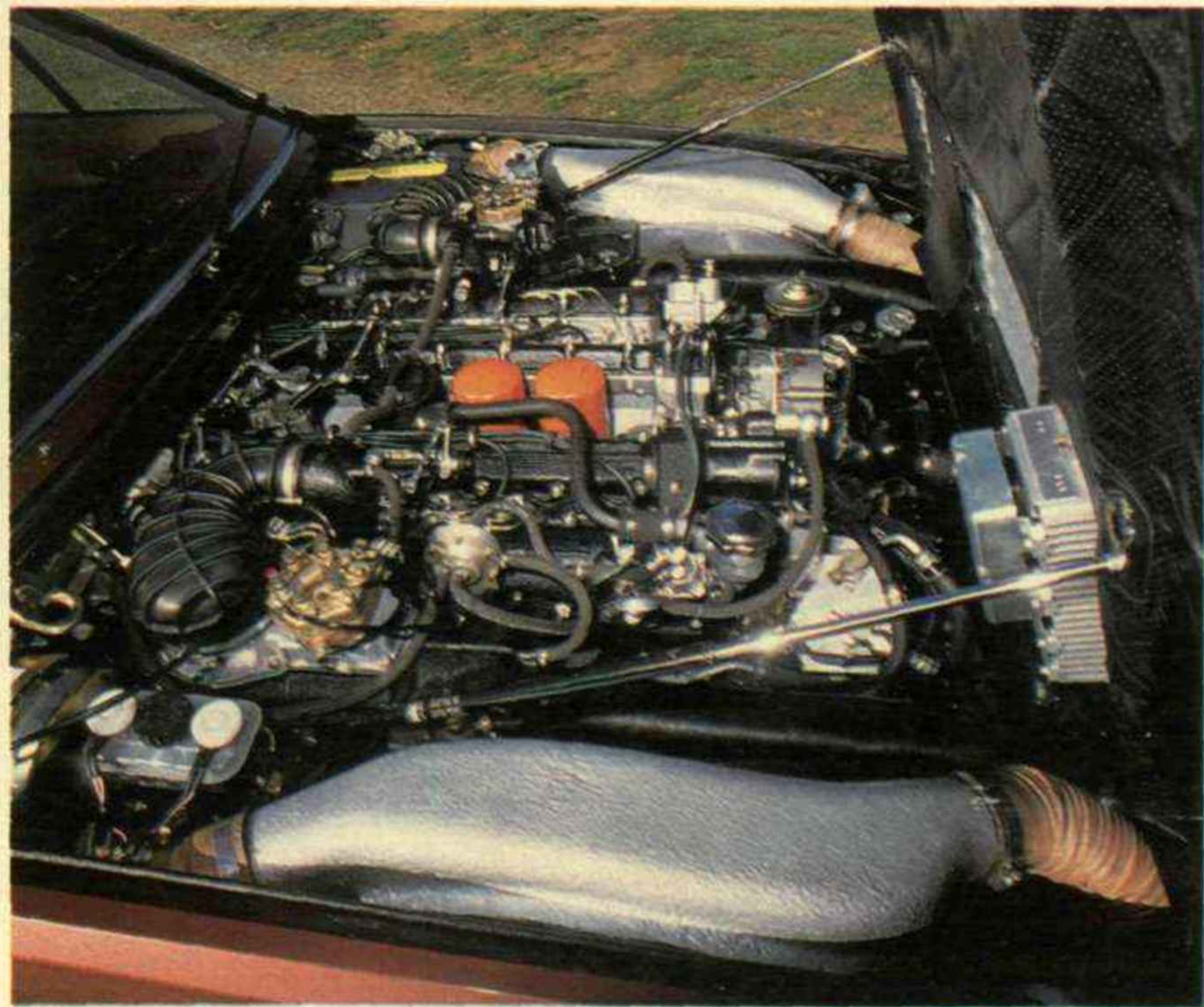
bonnet is unlatched by a lever under the fascia.

Ferrari are modest about the 8 ft. 10 in. wheelbase 400i's carrying capacity: a 2 plus 2 they say, yet it feels to have at least as much rear seat room as some claimed four-seaters like the Aston Martin and old Jensen Interceptor. As with those cars, comfort depends on the generosity of the front seat occupants; that allowed for, somebody of my own 5 ft. 7 in. or less will find it very cosy in the beautifully appointed rear seats. Headroom is quite generous, so taller people should find short journeys tolerable. A fixed, soft armrest splits these seats, and cubbyholes and grab handles are tailored into the leather-trimmed side panels. When a front seat backrest is tipped forward for access to the rear, the complete seat slides forward.

No matter how often I drive Ferraris I always feel a fluttering of excitement before turning, or in the case of older models, turning and pressing, the key. It's a sense of expectancy which goes with



A delight to the eyes, below. Note the separate Bosch metering units for each bank of the 4-cam V12 and the Marelli "black box" on the bonnet. The tubes and cowls take air to the heater/air conditioner.



The 2 plus 2 400i is sumptuously upholstered in Connolly hide. A neat tool kit is provided.

a unique form of motoring satisfaction. The 400i doesn't offer immediately quite the same sensory rewards as some other models, for the Magnetti-Marelli starter motor whirrs noisily for a second or two when the big engine is cold, rather longer when warm, and the injection has deadened that marvellous whoop of joy as the V12 fires. Nor is there the same satisfaction in plonking the gearlever into Drive as snicking the lever into first through the precise gate of a manual Ferrari gearbox. But there is an immediate alternative benefit: the twelve cylinders will ease the car away smoothly from cold with barely a sign of reticence, thanks to Bosch's automatic enrichment. It would be a foolish owner who abused the revs on a cold Ferrari engine, though . . . and the oil temperature gauge should be respected. There is just a hint of mechanical noise for the first minute or two, but once warm this complex V12, so painstakingly hand assembled and bench run-in, emits not a whisper of metal contacting metal. It ticks over smoothly and reliably at 900 r.p.m.

The deep, sloping screen affords a broad panorama ahead and all-round visibility is good. The square tail helps parking and though not much of the bonnet is visible to somebody my height (and the seat cannot be raised) its length is not too difficult to judge. The sides may be a little bulbous and the eyebrows on the wheel arches protrude a little, but this big Ferrari is, if anything, a little easier to place than a Rover SD1, a darned sight easier than a Porsche 928, though not quite so shrinkable through gaps as the slightly wider, slab-sided Aston Martin. Not that a driver deserving of Ferrari-type motoring should have any qualms about judging width . . .

There's a feeling of tautness the moment this Ferrari begins to move. The ZF recirculating ball, servo-assisted steering has no lost motion whatsoever and the suspension is reassuringly firm, emitting slight knocking noises at low speed over uneven surfaces, as if from spherical rose-joints on a racing car. And though the joints aren't there the race-breeding is apparent, the suspension characteristics not the soft-ride, noise and vibration insulated, refined compromise of a Jaguar, for instance, but with stiff springs, dampers, bushes and anti-roll bars. The result, in spite of the 36 cwt. mass, is a feeling of

Continued on page 1881



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DONINGTON RALLYSPRINT Patrick Tambay won the second Donington Rallysprint contest between Grand Prix drivers and rally stars at the end of October. This Eaton's Yale-sponsored TV spectacular involved Ari Vatanen, John Watson, Jochen Mass, Alan Jones; John Taylor, Per Eklund, Tony Pond and Tambay. Jones, heading the pack through the Donington chicane, above, won the 10-lap Triumph TR7 circuit race from Tambay, at the rear of this shot.



From TR7s, action moved to a 1.5-mile special stage and rally cars. Fastest against the clock was Tony Pond, whose Talbot Lotus is seen diving through the water-splash, below. Tambay goes flying in Vatanen's Escort, above, to fourth place on the stages and a win on aggregate. Jones showed style in the works TR7 V8, below, but fell victim of the water-splash. Taylor and Eklund came second and third overall.



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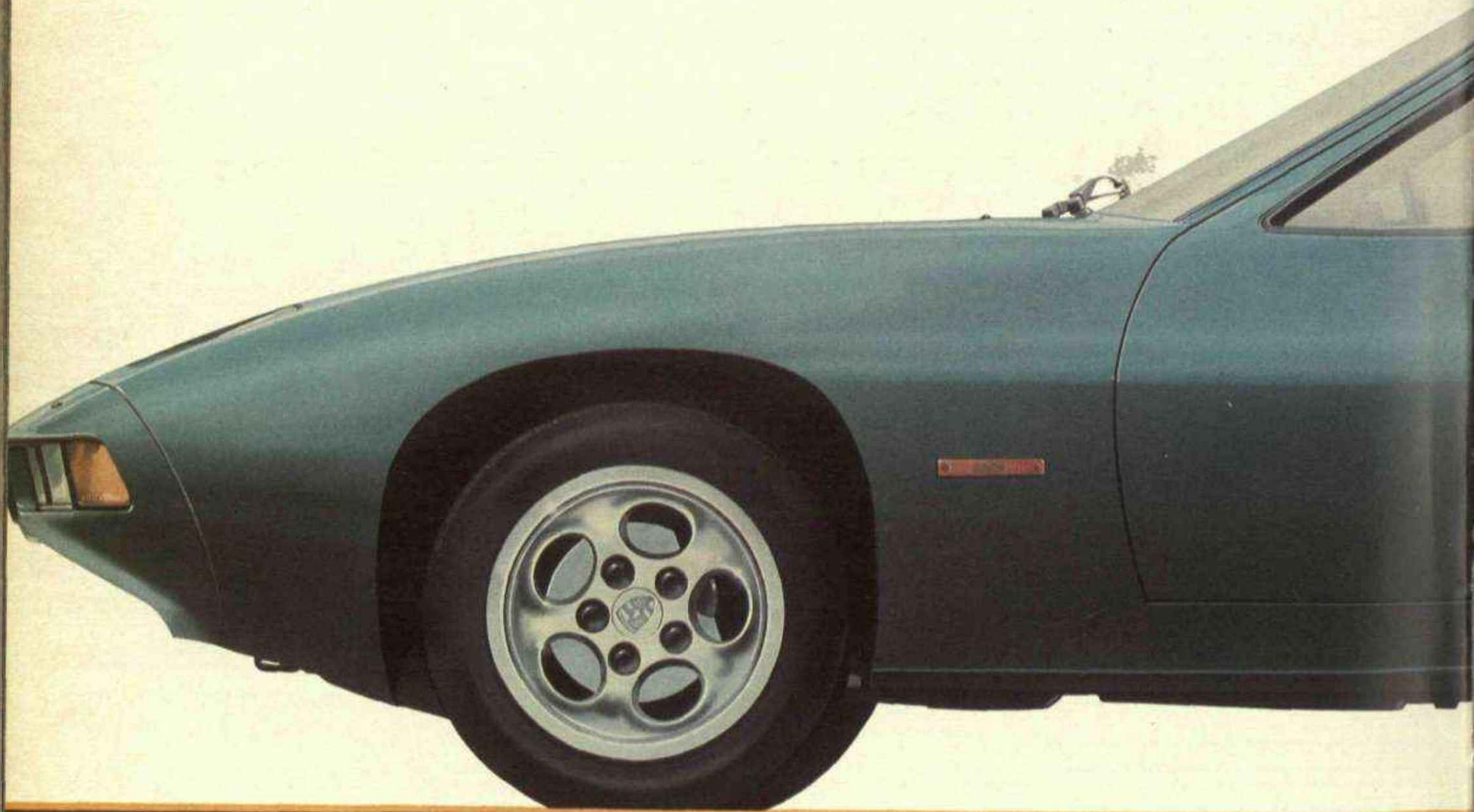
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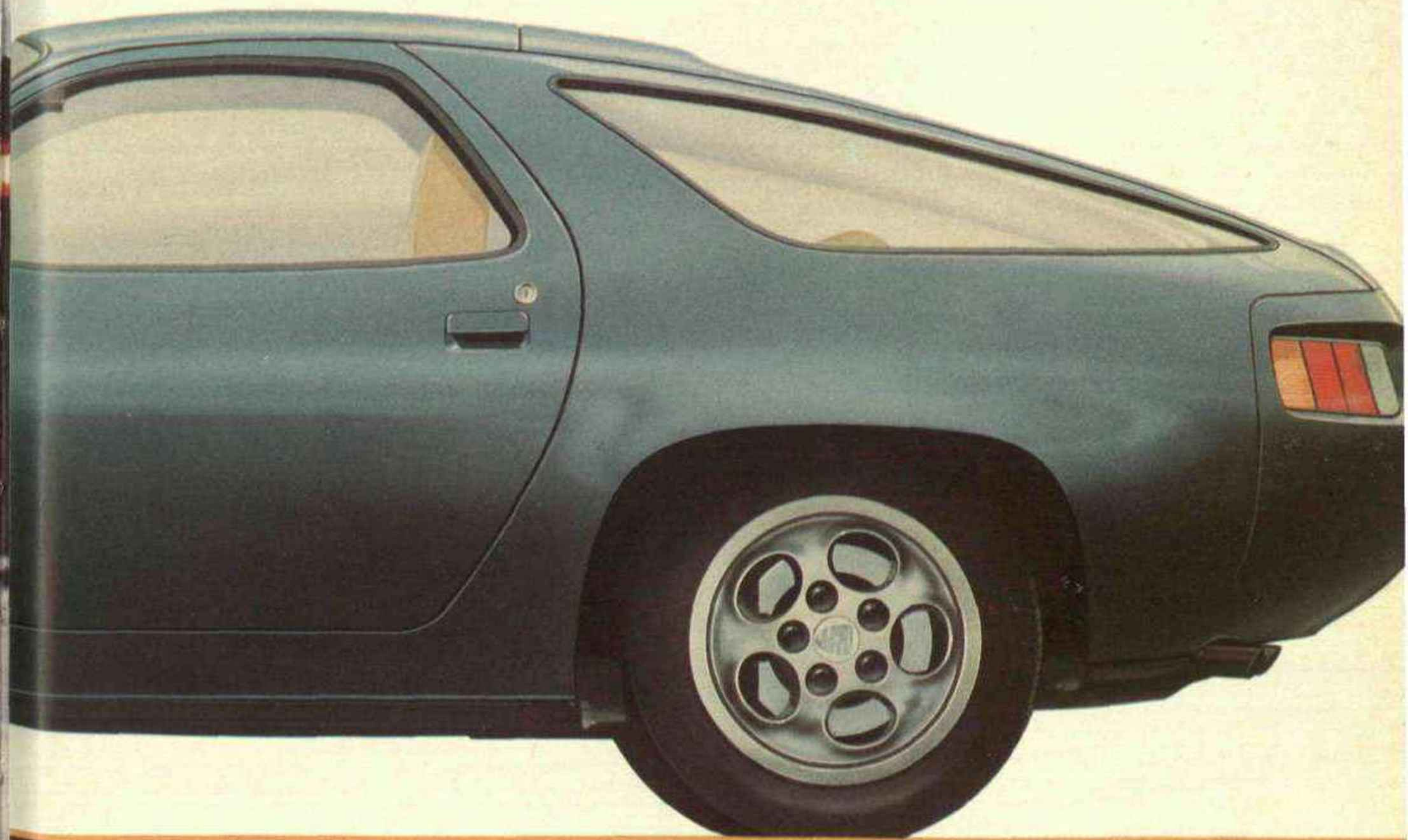
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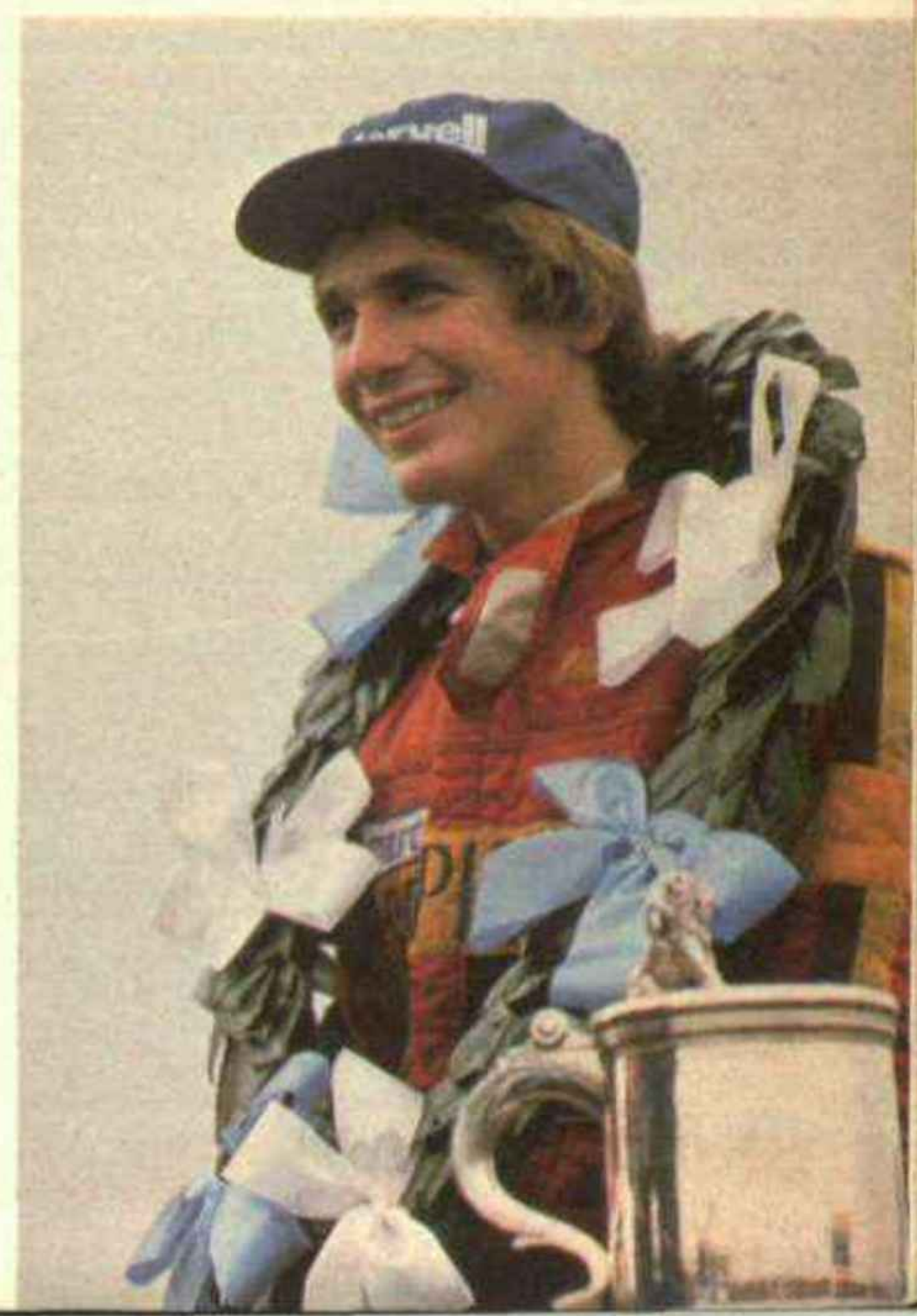
THE 1979 CAN-AM CHAMPIONSHIP On the eve of his retirement Belgian Jacky Ickx clinched the 1979 Citicorp Can-Am Championship with a win in the final round at Riverside, California on October 28th. Ickx's Lola inherited the win when season-long rival Keke Rosberg spun off in the closing stages. Ickx's Carl-Haas Lola (pictured above in the Trois Rivières race earlier in the season) won the sportscar series by consistent results while Rosberg (seen below in Canada) was undoubtedly the fastest man. Next season Chevron will build a car for the Formula 5000 single-seater-derived North American series, which is rapidly gathering in strength and stature.





1979 VANDERVELL BRITISH F3 CHAMPIONSHIP

Brazilian rising star Francisco "Chico" Serra, below left, has taken this season's British Formula Three Championship, after winning five of the series' twenty rounds in his Project Four-run March 793 Toyota. The driver who came closest to upsetting the Brazilian's dominance was the erratic Italian Andrea de Cesaris, left, who scored six fine victories in his Howden Ganley and Tim Schenker run March 793, but somewhat marred his record with a series of controversial contretemps. The revelation of the year, however, was Australian Mike Thackwell, below right, who became increasingly impressive as he gained experience, justifying financial help from Williams F1 team leader Alan Jones with five very convincing victories, as well as venturing abroad to score a win in the prestigious Monza Lottery. Above, another promising name, Irishman Kenny Acheson, heads the pack at the televised Thruxton meeting, chased by Thackwell and Brett Riley in the inconsistent Triumph-powered March.



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FERRARI 400i —
continued from page 1872

highly-strung, thoroughbred nervousness, less pronounced than in more sporting Ferraris perhaps, but still there in plenty, as if to give the driver direct communication with the tarmac. By nervousness I mean feed-back of what every relevant part of the chassis is doing, not a reflection of skittishness on the road, for the fat Michelins simply will not shift their grip at anything less than insane speeds on the road in the wet or dry. It is the overall response of the chassis which sets this Ferrari apart from lesser breeds and helps make it such an impressively enjoyable car to drive quickly. The variable ratio steering's assistance is virtually indiscernible, indeed at times it feels almost heavy, and this big car can be pointed with the accuracy and lack of vagueness of the best non-assisted system. The wheel requires 3.8 turns lock to lock for a cumbersome 43 ft. turning circle. In and out of road junctions around town the steering sometimes felt a little low-gear, exaggerated by my stretch to the top of the wheel rim, which made "shuffle wheel" the best means of control, but the gearing is ideal for the open road. Sharp bumps send pronounced kick-back through the steering, a familiar trait of Ferrari geometry, yet they don't deflect the car.

A mild groaning from the rear end when turning tightly at low speeds announces the presence of a tightly set limited slip differential. Its efficiency in some slow speed situations, round wet roundabouts for instance when the throttle cannot be applied hard to counteract it, can exaggerate low speed understeer. At all other times it is an absolute boon and helps ensure impeccable traction in all situations.

This low-speed understeer can be ignored. At speeds where it matters the handling is neutral, so well balanced that I itched to try the 400i on a circuit, automatic or not. In spite of the size and weight there is very little roll, or dive, or squat. On one occasion, when the nearside front wheel locked in emergency braking on a slippery road beneath trees and I had to use cadence braking to stop the whole lot locking up, I would have appreciated a more precise message from the front brakes and tyre contact areas, possibly by allowing more dive. But the brakes, the thickest ventilated discs I have seen on a production road car, of 11.89 in. front diameter and 11.69 in. rear, are otherwise splendidly effective, albeit for fairly heavy pedal pressure, servo or not.

Naturally, with such well tied down suspension the ride is firm, at least by the standards of luxury cars of this size, but good damping prevents it from being choppy. Subsided fenland roads alongside the dykes of East Anglia had it crashing and banging somewhat, for suspension travel isn't over generous. A series of wave-like undulations can set it floating in just the same manner as an Aston Martin, another big, heavy car with massive front engine, though of 3/4 in. shorter wheelbase. Yet this largest Ferrari scorns surprise hump-backs without the front-suspension-bottoming nosedive of a Jaguar. Firm maybe, but on all except rough roads the Ferrari is a comfortable motor car, and if the ride it offers is stiffer than one prefers, then £32,000 will buy a wide alternative choice and leave a 400i free for a more discerning and enthusiastic motorist.

The very name Ferrari has a singular connotation: performance. So, does an automatic 400i live up to the name? Factory figures cite 0-400 metres in 16.4 sec., 0-1,000 metres in 29.2 sec. and a maximum speed of 149.1 m.p.h. at 6,500 r.p.m., the standing start figures some 1.5 and 3.7 sec. down on the automatic carburettor

car. Yes, it is quick, very quick indeed once the initial inertia of nearly 2 tons has been overcome, but if the gearbox is left in Drive it confirms the aspersions John Bolster casts in his book "The Rolls-Royce Silver Shadow", quoted by W.B. last month, in that a V12 engine, for use with automatic transmission, has less low-speed torque than a V8. Until the tachometer needle reaches 3,500 r.p.m. (just over 54 m.p.h. in second gear) the engine is a shade lethargic, at least by Ferrari standards. As kick-down into first gear is unobtainable above roughly 28 m.p.h. it leaves a hole in the speed range where kick-down from top to second fails to light the blue touch paper. Upward changes on full kick-down are made (at least on the test car) at 5,400 r.p.m. I was going to say that this seems lower than necessary, until I realised that this equals 84 m.p.h. in second . . . If the gearlever is used manually the performance picture becomes rather different, the tachometer sailing round to the 6,500 r.p.m. maximum with smoothly shattering ease (the change should be made before 6,500 r.p.m., or lag in the automatic lets the revs surge beyond the red line), equal to 61 m.p.h. and 101 m.p.h. in the lower gears. Not too much emphasis should be placed on the hole in the Drive performance, because this Ferrari is still very fast right through the range and part of the feeling of lethargy comes from the sheer unfussed and smooth deception of the 12 short-stroke cylinders.

A simple confirmation of the brute power available came when I tried a few standing starts, using the traditional method with an automatic of left foot hard on the brakes, right foot hard on the throttle to build the revs up against the torque converter. For the first time in my experience I was unable to hold the car on the brakes — and those huge brakes really are good! The handbrake would not prevent the car from creeping at tickover engine speed with the gearbox in Drive, though it would hold in neutral on a steep incline.

Where the automatic and smooth V12 combination really comes into its own is in town driving, to which so many Ferraris are subjected, in London especially, without being totally suited. Or at least they are being wasted. The 400i takes the heaviest traffic in its stride, trickling along at 1,100 r.p.m. with the sweetest of tractability. Not once did the glorious engine cough when opened up on the M1 after being locked in solid London traffic — and that is a compliment I cannot pay to some much more "cooking" engines used in exactly the same circumstances of late.



High-speed boot.

Motorways are Mecca to this high-speed cruiser, the vibration-free engine throttled back so well within its limits. A legal 70 m.p.h. equals 3,050 r.p.m., when the engine hardly feels to be switched on. An illegal 100 m.p.h. is just as unfussed. Stability is impeccable, even at an indicated 147 m.p.h. (on a test track, of course). The big Michelins roar, there is some wind noise and the exhausts fill the air with music when the engine is revved, but who would want a totally silent Ferrari? At least it is much quieter than any to have gone before.

In some respects of appointments Ferrari are lagging behind other manufacturers of luxury cars. The most obvious, because the cockpit is so wide and bisected by the centre console, is the lack of central locking. The passenger door must be locked from the inside or by external key. The water valve heater is pathetic in heat output and consistency; there are directional controls and separate switches for single speed fans for both front seat occupants, but one common temperature control. The air-conditioning seems powerful, especially so with the rear unit engaged, from what I could judge on one mild winter day, but the heater is the important item from October to April. The heated rear screen and fog light switches at the base of the centre console are too easily knocked on by accident. The wipers sometimes had difficulty in coping with driving rain at high speed. Some simple form of seat height adjustment would be welcome and steering wheel tilt facility à la Opel Senator.

In other respects this beautiful Ferrari is one of the world's ultimate GT cars. And by GT I really do mean Grand Touring, for with the luxury, performance and road manners comes a 17 cu. ft. boot and twin, linked aluminium fuel tanks of 26.5 gal. capacity. That brings me to one of the pitfalls of 400i ownership: fuel consumption, at a time when such considerations are prominent. Official Government figures for this car quote 8.6 m.p.g. in the urban cycle, 18.8 m.p.g. at a constant 56 m.p.h. and 15.7 at 75 m.p.h. My own figures gave 12.45 m.p.g. for a mixture of commuting into heavy London traffic and some fast open road use and 15.02 m.p.g. in fast and varied driving in East Anglia. Nevertheless, the big tank should offer a sensible range of 400 miles or more for Continental Grand Touring.

This "gentleman's Ferrari" is the most refined ever and the most effective attempt to combine the characters of ultra-fast sports-GT car and completely docile and effortless town carriage. A Ferrari for all reasons. — C.R.

Letters from Readers

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

Sir,

Louis Chiron

Well, if we can't trust the Encyclopaedia Boddiana any more what can we, poor ignorants, now rely on?

But really, there was never such a thing as a V6 Grand Prix Lancia. In contrast to the sports/racing models preceding it, the D50 Grand Prix car was a V8. And what is more, Louis Chiron's last Grand Prix, at the wheel of one of those cars, was in Monte Carlo in 1955 — not 1956 when all the Lancia Grand Prix outfit had been taken over by Ferrari. In fact, Chiron was rather unhappy with his car, for after one of the other team cars (driven by Ascari and Castellotti) had lost a gear in practice, for which there was no spare, he found himself sitting in the crippled car on the starting line.

There were two major reasons for him to resume racing after the war, after he had faded from the circuits in the two years preceding the war. One was that racing was his whole life. He just could not do without it and when he finally retired, he founded the International Ex-Grand Prix Drivers Club (CIAPGP) to help himself and others keep in touch and watching Grand Prix racing from the right side of the fence. The other is that during the war he had been the victim of a crook who had offered to put a large part of his hard earned money in safety in Switzerland where it just disappeared. So, going back into a racing car cockpit had become a necessity for him, and he managed to make a decent living out of it until he was condemned to a hospital room for a last, miserable year.

I was in quite close contact with him and his wife during the last five or six years and it had been planned that I should help him write his autobiography, which would have been fascinating, for there was no one better than him at seeing the anecdotic side of things. But after an operation he underwent five or six years ago, he never found the forces again that would have enabled him to tackle the job, or even only collaborate in the writing. It could have been one of the most fascinating motor racing books ever written.

Vence, France

PAUL FRÈRE

Sir,

It is a pity that your obituary of that great stylist Louis Chiron untypically contains a number of inaccuracies.

He could hardly have driven a Maserati on his home circuit in 1951 as in fact no Monaco Grand Prix was held that year. His drive into sixth place with the Lancia was in 1955, not 1956, and these Jano designed cars which subsequently formed the basis of 1956/1957 Lancia Ferraris were of course V8s and not V6s.

As you say Louis Chiron's final racing appearance was at Monaco in 1956 but in a 250F Maserati, which however did not survive practice and consequently he was a non-starter in the race.

It is perhaps curious that while you single out his 1937 win for Talbot in the French Grand Prix when this event was only for sports cars you do not specifically mention his two post-war French GP victories for this marque in 1947 and 1949, merely saying that he continued to bring many successes to Talbot after the war.

Bangor

T. W. McKEOWN

[The errors are deeply regretted. They can be

attributed to printers' errors, not entirely ours, but those apparently in an encyclopaedic source of reference used to "refresh the memory" when an obituary to the great French driver was required at "stop-press" speed — which only goes to show! — Ed.]

The MG Affair

Sir,

Now that everybody has read and forgotten the emotional statements and cries from the heart about MG's, let us now examine the facts with our heads.

It is rather interesting that you will learn from all the media that Triumph and Jaguar had a record year etc. etc., but you are never told of the success of MG. A case in point being recent American market figures for July 1979 published in JRT Specialist Car magazine, with great abandon and self congratulation — I quote "It's a hit in Coventry and the US. The new TR7 soft top sells 277 and coupé 230". In the same article MG have one line — "MG sales were up by 47%." As usual they don't mention figures — would you believe over 4,000! For convenience this will probably be accounted for by a sales campaign. No mention of the continuous, expensive sales campaign for the TR7. The MG-B, Midget and Spitfire represent nearly 75% of the US dealers sales; without these BL might as well ditch the whole US operation.

You will have read of the £900 loss per MG-B. Let us examine this:

The Dollar has not fallen by all that amount, so the loss shows bad marketing — of which we are only too familiar. Why not sell more on the home market where the cars sell, excluding taxes, for a further £1,000. Or to Europe where customers now take American Left Hand Drive cars and pay up to £800 to convert them back to European Specification. Home market dealers want more MGs, and the Europeans are crying out for them, although official BL policy is not to supply Europe with MGs.

The other comments we get from BL are:

1. "Lack of Rear Axles"

Work has already been successfully completed to use a mid range axle in easy supply.

2. "Engine does not meet 1981 U.S. Specification"

The "O" Series engine has already been Americanised. And here also lies a further fuel to the anti MG BL action — it would be such a flyer that it would outperform other BL US cars! It only awaits a "yes" and the MG-B is viable for a further few years.

3. "All charges (e.g. development etc.) against the MG-B have been recovered"

In any well managed company when the development costs of any article are recovered it does not follow that the product should be withdrawn from the market because of the mistaken idea that it is in competition with another article which will never see its development costs back whether there is competition or not.

Are MGs entirely carrying the cost of the palatial office blocks about the country that have been the Hallmark of BL? I remember the days when the senior executives of car manufacturing companies had their offices in the plant.

Abingdon has the highest production figures and best labour relations of the whole BL organisation.

Sir Michael's statement of "we back winners" would appear to be completely against facts. Look at the winning ways of Abingdon in spite of an anti-MG campaign which started at the very outset of the Leyland merger.

The MG-B was the highest production sports car in the world. It has outsold the total of all other combined BL exports to the US for years and was the life blood of BL. The V8 was not exported to the US as a result of the BL policy. The V8 *did* meet the Federal requirements at the time of MG's wish to sell the cars in the States. Its performance would have been embarrassingly good. The GT was withheld from the States by BL (presumably because they were worried about competition from the TR7) so the MG-B alone outsold Triumph and Jaguar combined.

I have close contact with dealers on the home market who have been crying out for more MGs, and have unfulfilled orders for MGs outstanding for years.

BL have a long history of trying to impose upon the customer what they (BL) think that he (the customer) should buy.

I have heard that Sir Michael does not wish to talk to certain people in case it might influence his decision. Does this not appear to be an indication of floundering?

Rushden, Northants.

CHRIS DICKENS

[I understand that the "O"-series s.o.h.c. engine, as modified for projected MGB application, produces 105 b.h.p. in US emission form (rather more for Europe), 40 b.h.p. more than the strangled emission B-series engine currently sold in the US, and 10-15 b.h.p. more than the emission TR7. And the O-series engined MG-B has already passed, at immense cost, of course, the US Federal Emission tests. The MG-B was all set for a new lease of life, with a new engine, new axle and revised suspension. — C.R.]

Sir,

Mr. Dear's open letter to Sir Michael Edwardes in last month's issue is appropriate and commendable, but I wonder if it goes far enough, especially in the light of this last month's events?

It might also have said:—

"Your recent decision to close the Abingdon plant is typical of the contradictory management decisions taken by the Leyland Board ever since it realised — but would not admit — it could not manage such a large and complex beast as one unit.

You, Sir, have lost the public respect you gained in your first few days of office, simply because — like your predecessors you have failed to display the management courage so vital to achieving the recovery of your Corporation.

Instead, you have persistently bleated that you are not selling enough while failing to produce what you could sell. You have constantly shouted the odds about the needs to produce in greater volumes whilst working feverishly to reduce your Corporation to a manageable size. You admit to being unable to manage the Abingdon facility efficiently but refuse to take your courage in both hands and sell it as an entity to someone who could.

You can no longer pursue a policy of tailoring your workforce down to what you can sell. You owe it to the British Taxpayer to tailor your product range to the market needs and sell all you can produce. Leyland opened the door to Japanese imports by killing off half its sales force — the small dealers — and then only producing what the rest could sell (or wanted to sell).

Whilst I am far from being a supporter of trade union views in general, I believe Derek Robinson

and his fellow workers are this time absolutely right — if you want to sell more, you must expand your workforce to the capacity of your plants.

Come on Sir Michael, produce the goods — then stick a bomb under your torpid sales force and get them selling all you can make. Then you can compete and push back the Japanese tide!

At least MOTOR SPORT is still British — thank goodness!

Hounslow * * * DAVID G. STYLES

Sir,

The closure of the MG works at Abingdon after 50 years of building great cars and having such a loyal workforce makes me very bitter.

It is ironic that when Sir Michael Edwardes joined BL he wanted to give the separate makes their own identity, which he felt they had lost.

MG was one part of the company where he didn't need to re-vitalise the name. Yet Leyland choose to dispense with one of their greatest assets and a factory with an excellent tradition.

If BL lose money on all MG cars in the US it must follow that money is lost on TR7 and Jaguar sales too.

I am sure that such a relatively small factory as Abingdon could have new work allocated to it while a new MG model would be designed. Alas it now seems that the handful of workers left at Abingdon when MG production ceases will be consigned to unpacking Japanese parts, something both pitiful and degrading.

Henley-on-Thames PHILLIP TAYLOR

The Other Side of the Coin

Sir,

I heard on the radio this morning that a consortium of businessmen is attempting to save MG following the forthcoming BL axe. Recently, my TV screen was full of enthusiasts parading and protesting in the same vein. Can someone please explain to me what all this kerfuffle is about? BL, in a rare moment of business inspiration, are proposing to eliminate some direct descendants of sedate saloons, ungainly usurpers of a magnificent marque. The present badge-carriers owe nothing to real M.G.s which, some would say, fell ill with the TF and died with the MG-A. Your journal, sir, has commented frequently on the merits or otherwise of badge-engineering and this seems to me to be the arch-example extant. Would true enthusiasts rush to buy a Riley or a Sheffield Simplex if one was now offered bearing a strong resemblance to an Allegro or a Princess? I doubt it, so why all the hysteria over a piece of mechanical euthanasia?

Now if you want a real successor to the spirit of MG, try a Gilbern, or a Dutton, or a GTM, depending on your mood. I am very fortunate. I've all three and I know what I think about these apologies from Abingdon masquerading as sports cars.

Southampton * * * M. E. HORSLEY

Sir,

What a load of stupid, short-sighted hypocritical sentimentalists your correspondents are. I am just as patriotic as they profess to be, but if the only way MG can be saved is to build a modern Japanese design then so be it. We have to look at MG's closure in the eyes of businessmen rather than enthusiasts if we are to get an unbiased view. OK, so MG cars are selling well at the moment, but what happens when the next batch of American safety and/or pollution laws come along? Could the Midget and 'B' really be adapted any further, let alone profitably? A more real danger is that one of the Japanese firms on which you pour so much scorn will bring out an

excellent MG rival. Why not design an all-new MG you say? If you think this is possible then you are totally out of touch with the economics of modern car production; it would take about five years, would cost around £150 million and with such a relatively small production run (the Abingdon which you love so well would need drastic modernisation to become profitable enough to cover a new car's development costs) the car would just not be profitable. I agree that the previous management made a mistake in not designing an all-new MG but now the money is needed for more important, and more profitable projects.

I can only add that although it is sad to see MG go, Sir Michael would only get rid of the company if it was absolutely necessary for the survival of the rest of the group; and it is. I support the BL chairman 100%.

Weymouth. * * * P. J. W. HENSHAW

Sir,

I write in response to the letter from S. Dear in the October issue.

Whilst acknowledging the fact that MG have a proud history, that is exactly what it is, history, and neither Michael Edwardes nor any other businessman worth his salt would allow sentiment to affect a decision which is made with the future in mind, rather than the past.

I would be the first to agree that in the past the British motor industry has achieved much of which we can be proud, but the thing which amazes me is the continual talk of past achievements rather than the "let's get on with it" attitude which surely, ought to prevail. To paraphrase this, we are constantly being reminded in the press and on TV that Britain won the war (I won't say we, because I wasn't around for another 3 years!). So what? — what happened forty years ago isn't helping us today. Germany was beaten, and just look at them.

Again, VW were at a point only a relatively short time ago similar to BL's position now. The question is, can BL maintain (or will the workers allow them to maintain) an aggressive management team, aggressive enough to haul the company back from the brink? If Michael Edwardes is allowed to do what he thinks fit, I believe they can; and being a shareholder in BL, I would rather see BL made profitable by whatever methods are necessary, rather than the continued supply of public money which, to date, has seemingly led to nothing.

I have never been able to see the sense in badge engineering, anyway, and would therefore echo the sentiments of D.F. Fletcher in the same issue.

However, to continue to build out of date cars like the Midget and MG-B which are now attractive to only a (relatively speaking) handful of buyers seems totally wasteful of money and resources, and the operation should be allowed to close. Looking at the prospect from the Union's side, they had the power to make it work — and abused it.

Finally, if the body of MG enthusiasts feels so strongly about B.L.'s plans, perhaps they should band together, arrange the finance, and make an offer to take over the MG operation from B.L. I am sure that no financier in his right mind would back a lame duck like that!

Usual disclaimers — yours is the voice of Britain's true enthusiasts.

Selston, Notts. GRAHAM JEFFES
(A lame duck, indeed? We have never had any reason to suspect that Alan Curtis, the businessman leading the attempt to take over M.G., was not in his right mind. — Ed.)

Bureaucracy in the Small Event

Sir,

As from the 1st January 1980 all competitors must have a licence to compete, as all closed-to-club competitive events, however small and one-off, must in future only accept entries from RAC licenced competitors and navigators.

On principle many competitors will not wish to pay a fee to do what they have been doing happily and, yes, responsibly, since motoring began, and we may well be seeing the end of the small event.

Newbury, Berks ROSEMARY BURKE

Jean Hebert

Sir,

Your readers may be interested to know that Jean Hebert, the driver of the Renault 'Shooting Star' — see letter from Jim Wright, October issue — was until last year a Director of our Company, and was involved in the development of the Rellumit Self-Seal Refuelling Couplings which are still widely used — especially at Le Mans.

Old Windsor G. C. TUVEY
Managing Director,
Rellumit (UK) Ltd.

The Boyhood Hero

Sir,

As a long time reader of MOTOR SPORT, and a devotee of motoring and motor racing I feel impelled to share a memorable experience.

Over my 26 years of naval service I have watched and competed in the sport I love. I remember Peter Collins at Silverstone, but my hero was Moss, I saw him at Goodwood and I watched him lap the field in the NZ Grand Prix, on his last appearance in this country.

I was present at Goodwood in 1962 on that fateful day when his career ended. Imagine my feelings today as I stood at the Pukekohe circuit watching my boyhood hero driving in anger once again. Although Moss & Hulme were beaten into second place they went down fighting. It was heartwarming to see that Stirling has lost none of his sheer enthusiasm for our sport or his ability to convey this to his public. After the extraordinary antics of Messrs Hunt and Lauda as they quit the sport that had served them so well, and they it, I must admit, it was intriguing to listen to S. Moss Esq., still one of Britain's best ambassadors. I would like to thank him through your pages. As I drive to work in my 1937 MG TA pondering the idea of the MG Honda (surely the rumours can't be true?) it is nice to know that there is still something left in the land of my birth.

Auckland NZ CAPT. IAN BRADLEY, RNZN
PS. Two punctures, the result of fitting a limited slip differential, were the reason for the Moss/Hulme defeat, not a lack of brio.

Myopic Conflict

Sir,

It is with a feeling of dismay that one reads the xenophobic if not jingoistic protestations published in your correspondence columns on the topic of Japanese assistance sought by the ailing British motor car industry.

If, like the majority, one believes in the correctness of private enterprise the consequent situation where superior products in terms of quality, reliability and design displace the inferior should come as no surprise and who can legitimately complain when these market forces come into play? The current protest is alas, reminiscent of the myopic religious conflict of previous centuries with passion aplenty and reason as a scarce commodity.

In testing the Mazda Montrose the Editor admits that he is not over-anxious to publicise Japanese cars. Whilst admiring what is seen as his

native sentiment he would surely be serving his wide readership less than honestly were he to suppress such a report? Elsewhere there are already unhappy rumours that one of the motoring weeklies has refused advertising material from a foreign marque of which it personally disapproves — what reliance can be placed in such a journal's overall objectivity?

Thus, although some features in the better motor magazine may cause discomfort one should endeavour to live by one's ethics, hard though this may be.

Orpington

K. W. DAWS

Donald Campbell

Sir,

I am replying to George Archer's letter about Donald Campbell in your October issue. He has not been forgotten, at least by many of his friends and helpers. In 1957 at Coniston he founded the K7 Club for those who had assisted him with his many World Record attempts. After his death 10 years later some of us kept it going and it now has many younger members. Most of these hold British World Records on water as few attempts are made on land or in the air at present. Principal helpers are also invited to join and the club is therefore a collection of people well experienced in the trials, disappointments and delays associated with record attempts.

We also have the Bluebird Trophy given in Donald's memory which is awarded for endeavour in the realm of sport and which symbolises the frustrations of any achievement.

It is easy to criticise people like Donald Campbell. Those who have not the courage to defy the unknown or have a go at life without someone holding their hands will always express their fears and inadequacies by attacking those that dare to do so. However, have they any right if they are not prepared to climb into a boat on a cold January morning and try to drive it at 300 m.p.h.?

Coniston, Cumbria

DR. S. B. DARBISHIRE
Secretary, the K7 Club

Nomenclature

Sir,

I refer to the letter from Sir George Burton and published in the November 1979 edition.

I am sure that if I had been involved in the deliberations over the naming of a new "small" Lancia I should have argued most strongly against calling it a "Lancia Alpha". While it looks perfectly suitable on paper and satisfies the aesthetic leanings of Greek scholars it is only when one hears the name that the possible reason for rejection becomes perhaps somewhat more evident, girt about as it is phonetically with overtones of even greater Italianate consortia.

Southampton

D. E. BISHOP

A Tribute to Ickx

Sir,

I was sad to read today that Jacky Ickx has, after winning the 1979 Can-Am championship, decided to retire from motor racing (even though at the time of the announcement he was uncertain as to whether he could resist another assault on the Le Mans twenty-four hours). I believe Jacky to be one of the most talented drivers never to win the formula 1 world title. He was without doubt the Gilles Villeneuve of the late 60s and early 70s, an enthusiastic driver with incredible natural ability, and yet it will probably be not for his Grand Prix achievements that Jacky will be most remembered, but his success in sports car racing. He has no less than four Le Mans victories to his credit. I did not enjoy reading the poor reviews

Jacky received after joining the Ligier team this year. Several British writers (whose names I don't know to mention) appeared rather biased because Ickx had been chosen in favour of Derek Daly and that James Hunt's contractual problems prevented him from joining the team. Considering that Ligier had lost its early season advantage and his lack of experience with ground-effect cars I would propose that Jacky performed more than soundly.

This season Jacky has been overseeing the activities of another Belgian, Thierry Boutsen in Formula 3. I only hope that continued work as a Formula entrant may one day lead to an Ickx Formula 1 car.

Dallas, Texas.

P. J. DANIELS

Beware the Inbred Circus

Sir,

As fossilised fuel becomes more and more scarce and countries providing it realise its strategic value on the International bargaining counter, motor racing will be increasingly attacked by the uninitiated, the ill-informed and the ignorant.

Has the time not come to reassert the dignity and purpose of the sport by the creation, by the Governing body, of a formula for Grand Prix cars which utilise other fuels or, perhaps, diesel engines?

This would have the two-fold purpose of showing the public that the Sport as a whole is deeply concerned and aware of the fuel crisis and the development of the racing car goes hand in hand with the development of ordinary motor transport.

In your August editorial you mentioned the futility of the FOCA circus and the "closed shop" selfish nature of its activities. The protagonists would do well to remember the fate of circuses which become "inbred".

In your summary of International firms which have used motor racing to "improve the breed" you forgot, perhaps, the most objective of them all — Mercedes-Benz.

It is a well known fact that they no longer participate because they consider the present ruling conditions in many branches of the sport, not worth-while as an engineering exercise.

Given new incentives which are based on sound technological progress, they, along with other well known firms of the past, may be persuaded to participate in the highest form of motor racing; wearing their national colours, fighting it out for the honour and success of the firm, at the same time making a significant contribution to the safety, economy and progress of the automobile.

United Arab Emirates

E. B. WILSON

A 2CV Marathon

Sir,

Following your road test of the Citroën Dyane it may be of interest to mention that last week I used a 2CV to drive from John o'Groats to Land's End. The journey took just under 17 hr. (including 21 min. of stops) giving an average speed of 52 m.p.h. and m.p.g. of 44, which makes an interesting comparison with 45 m.p.h. and 32 m.p.g. achieved when I did the same trip in (pre-motorway) 1954 in a Morgan Plus Four. The trip by 2CV was, of course, hardly exciting but having driven 1,980 miles, Sevenoaks — John o'Groats — Land's End — Sevenoaks, in three days I can honestly say that I was not unduly tired; thus it seems to me that a 2CV is perfectly adequate transport for long journeys contrary to what we often read. Unlike you I find the gearchange quite satisfactory but would certainly not regard a 2CV, anyway, as a quiet car.

However if energy shortage or general austerity ever limit motoring to basic cars it is consoling that motoring entertainment and practicality, as well as economy, should still be obtainable.

Sevenoaks

J. B. BANBURY

Jaguar Castings

Sir,

Contrary to my usual practice I feel I should comment in reply to the published letter (MOTOR SPORT, June) by N. A. Ford of Copal Foundries Limited, a foundry for whom I have a considerable degree of respect.

The facts, I think, speak for themselves. We have produced the Jaguar V12 castings, to which I believe Mr. Ford refers, in volume for possibly 10 years and we are still producing, although I believe our price is considerably higher than his. I have never known the Motor Industry consistently pay more for its castings unless it knows it is getting very good value for money and that could only be in terms of quality.

I think I should add that I do not even regard the particular casting concerned as complex: it does not present the technical difficulties of for instance the cylinder block and the cylinder heads and many other castings on the V12 engine which are simply routine production in our foundries.

Smethwick

C. STANFORTH

Director & General Manager
Light Alloy Products Group

Birmid Qualcast (Foundries) Limited

[Mr. Ford had claimed that the castings I referred to in a Jaguar story, MOTOR SPORT, April, were made by Copal. Now I know that the Birmid — or was it Birmal — markings were not a figment of my imagination! — C.R.]

Cutting-out

Sir,

In the second paragraph you mention the engine cutting-out only to restart immediately on the ignition key.

After 8,000 miles of delighted, totally enjoyable motoring in my silver Gordini, 4,000 miles of which have recently been spent exalting the breed in Spain and France, I too have met, and, unlike your contributor, conquered, your Auto-Gremlin.

Although I have fitted a locking cap to protect the liquid gold in the petrol tank, I do not think that this alters the cause or effect. That is a blocked breather hole in the filler cap, which I readily cured by a brief visit to a compressed airline. The symptoms were exactly as you mention in both excessively dusty, hot weather, and torrential rain on both sides of the Channel.

The only fault I can find with the car, if fault it is, as the Gordini is surely above all else a true sports car, is the uncomfortable period of "resonance" around 4,500 r.p.m., 75/85 m.p.h., which has to be driven-through whether accelerating or decelerating. Maybe one of your readers has found a clue for this.

The usual disclaimers, and bouquets to my Monthly-Must-Magazine.

Kingsbridge, Devon

MICHAEL CORY-BROWN

[We think our problem was with the ignition system. — Ed.]

TAILPIECE



Another BL headache? [Photograph from J. R. C. West]

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BENTLEY 4 1/4 Park Ward Saloon, 1939. MX series. Restoration nearing completion but no time to complete £6,000. Tel: 0539 20578. (42774)
ASTON MARTIN DB6 Mk 2, Vantage, manual, 56,000 miles £7,000 o.n.o. Tel: 0539 20578. (42774)
SILVER SHADOW, Astral blue with blue leather interior. Renewed full length sunshine roof, stereo refrigeration, 3-speed, 1969. New brakes, serviced by Jack Barclay and other main agents, M.o.T., taxed, VGC £10,450 o.v.n.o. Brighton 0273 774583. (42776)
PORSCHE 911 Targa, Bronze, 1975, P. reg., 72,000 miles, full service history, very smart £7,950. Woods, Hagley (0562) 883588. (42777)
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1966 AC SHELBY COBRA 427. Less than 6,500 miles from new, much new equipment, including engine, very good and original condition, located E. coast USA. Offers over \$50,000 F.O.B. Melvern 65201, evenings. (42786)
LANCIA BETA 1600 series 2 saloon, "R" registered, 30,000 miles, one owner £2,000. Ponteland 24388 after 6 p.m. (42787)
CSL BMW COUPE Special factory wheels, low mileage, a true CSL in superb condition. A genuine buyer will not have wasted time when seeing this immaculate example £5,550. Ely 740522 anytime. (42788)
1963 JAGUAR MK, II 3.8 litre, manual with overdrive, meticulously kept and cared for by one owner, only 53,000 miles, 100% original car, real collector's car must be viewed. Offers over £3,000 invited. Telephone: Malden Bradley 530. (42789)
LANCIA BETA coupé 1.3, May 1978, 8,000 miles, sunroof, immaculate £3,500. Inst. Codaal 3655 (Staffs). (42790)
MGA 1500, 1957. FHC, body and engine in sound condition. Some attention needed 1920. Loughborough 214894. (42791)
LOTUS EUROPA SPECIAL, 1975. White, 27,000 miles approx., immaculate, genuine car, owned by non-smoking doctor £4,650. Tel: 03708 3289 (Southend). (42792)
MORGAN + 8, 1976 R. 16,000 miles, s/s exhaust plus many extras, nut brown body, cream wings, and in better than mint condition, only used in fine weather. Offers around £7,250. Telephone R. Dimblebee on 0533 303165 after 4 p.m. (42800)

FOR SALE—continued


RS 2000, 1975. Custom pack, diamond white, new clutch, tyres, exhaust, good condition £1,700 o.n.o. Tel: 0742 885324. (42793)
MG MGA, 1957. In exceptional good running order, done 8,700 miles, one year M.o.T. Colour: old English white, rust free steel body £2,000. Tel: 0202 420139. (42795)
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PORSCHE 911T Lux, 1973. Metallic blue, electric roof and windows, tints, Recaro seats, stereo radio/cassette, electric aerial, rear spoiler £4,500. Tel: Norwich 52235 (home) 60921 (work). (42797)
LANCIA FULVIA S3 "M" reg. 49,000 miles from new, well maintained and in superb condition for year, maroon tan interior. Only £1,145. 061 740 2870. (42798)
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ALFA ROMEO 2000 GTV Green, "L" reg., new exhaust, superb condition £1,100 o.n.o. Tel: 069 181 398 (Wirral). (42801)
PORSCHE 911 L118 LUX, April 1977. Finished in metallic silver, electric sunroof, windows, mirror, stereo radio/cassette, black with white pinstripe upholstery, mint condition £12,450. Phone evenings 6 p.m. to 9 p.m. Battle, Sussex 2636. (42802)
LANCIA BETA HPE 2000 "S" reg., sunroof, radio, electric windows, alloy wheels, met. silver £3,955 o.n.o. Tel: Lavenham 247637. (42803)
JAGUAR MARK TEN. Excellent mechanically, requires tidying £800. Pershore 2871. (42805)
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MG TA. Complete rebuild to concours condition, MG red with matching Connolly interior. Littlebourne 706 evenings. (42808)
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ROVER 90, 1955. Two owners, original log book, immaculate condition, low mileage, one year's MoT. £1,100 o.v.n.o. Tel: 508 0737 (evenings). (42811)
SCIMITAR GTE, 1976 (R reg.). Manual, overdrive, dark brown, tan leather, Sundym, cassette radio, taxed, MoT. £3,950. Part exchange considered. Tel: Broadstone 694021 (Dorset). (42812)
TR6, M-reg. Pimento colour, soft top, in good working order, 26,100 miles, used only as a second car, has to be sold. £2,500. Tel: Colyton 52297. (42814)
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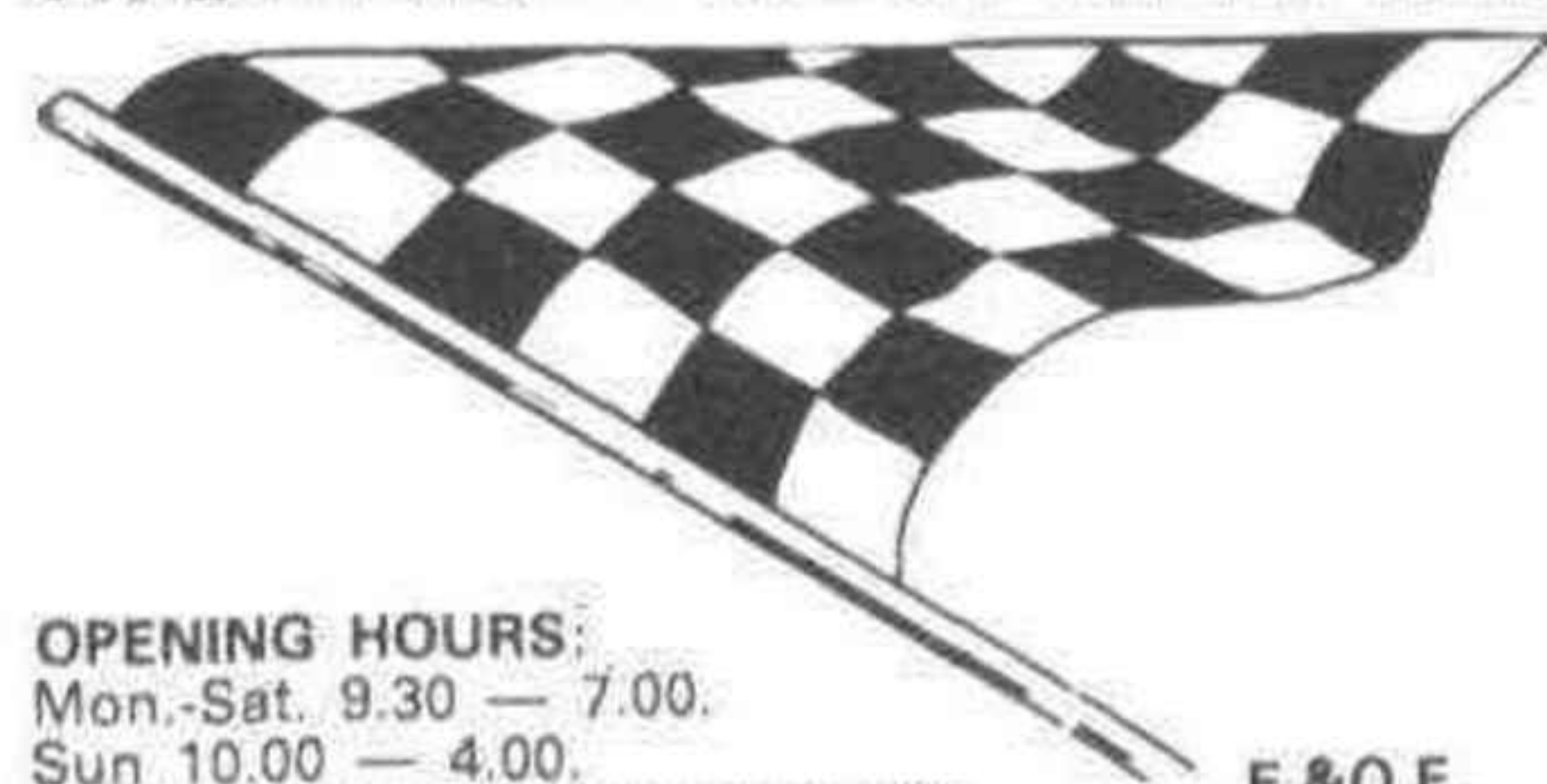
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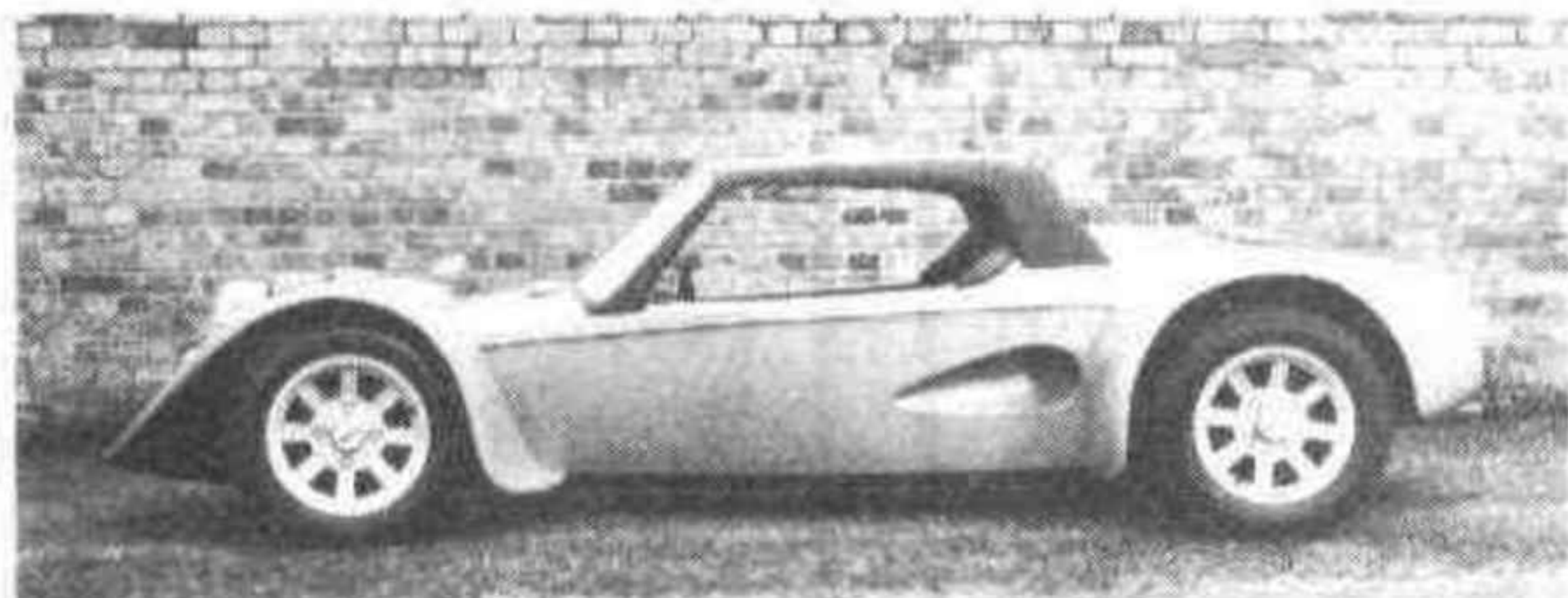
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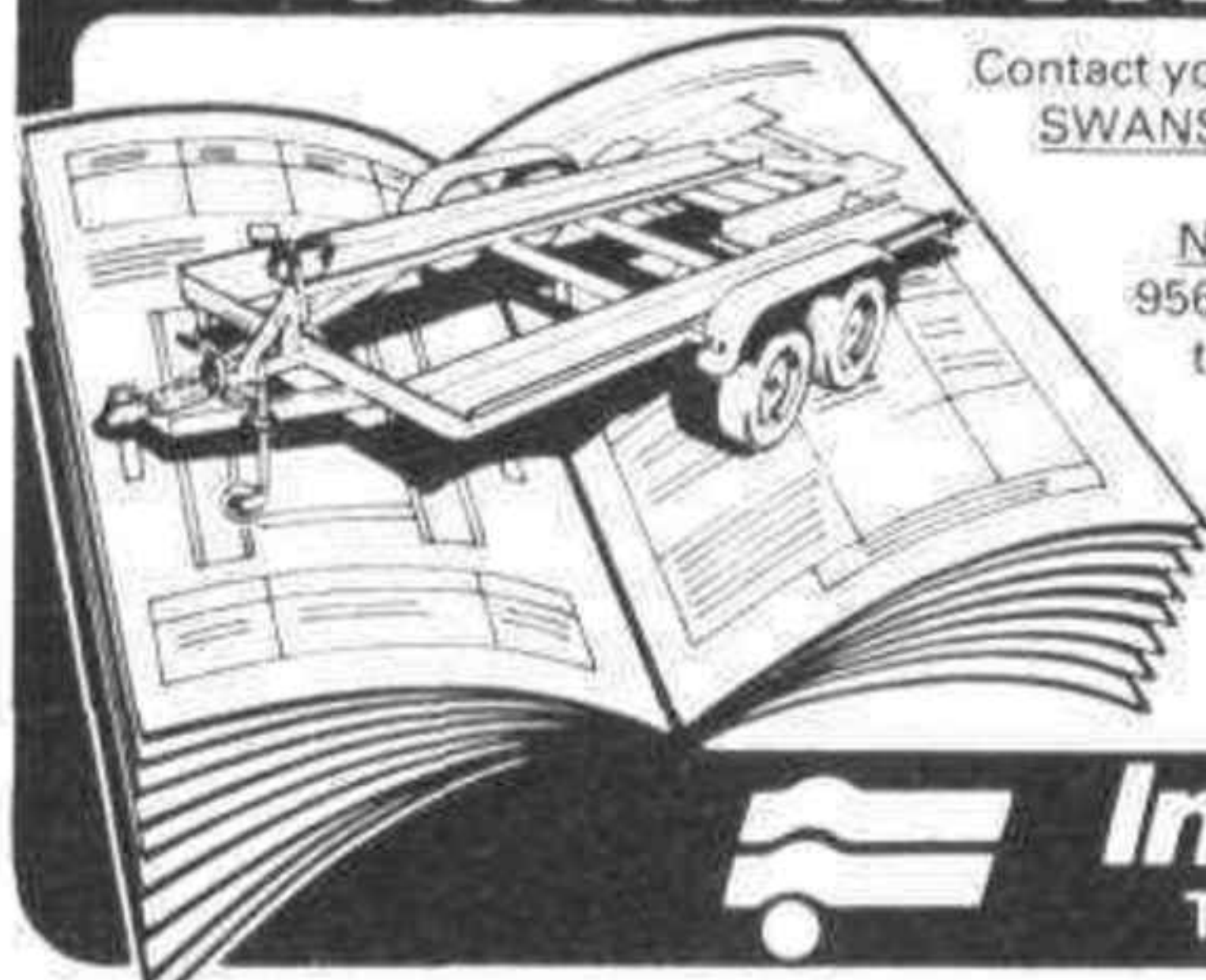
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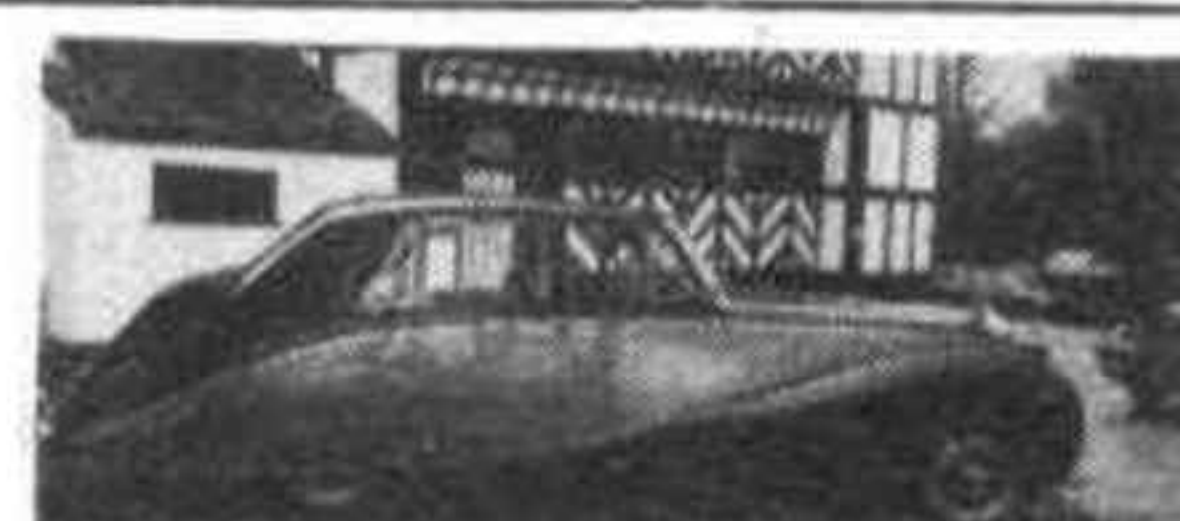
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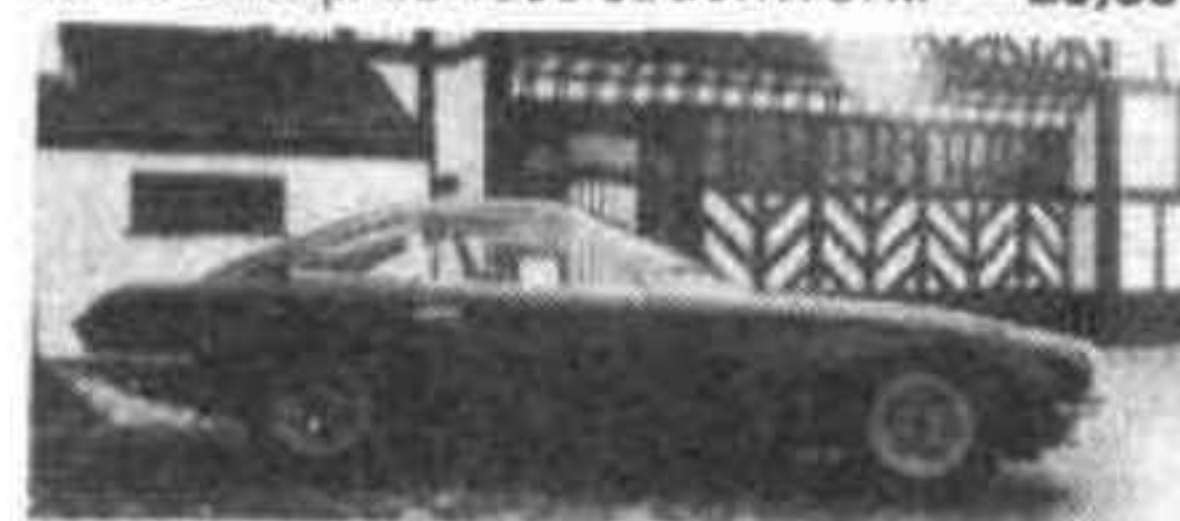
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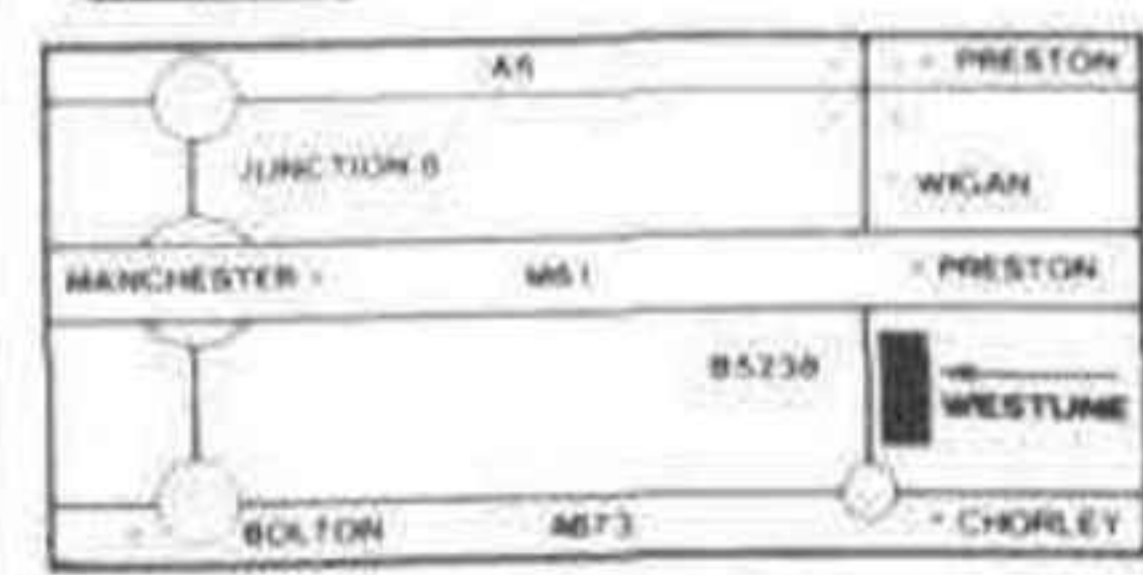
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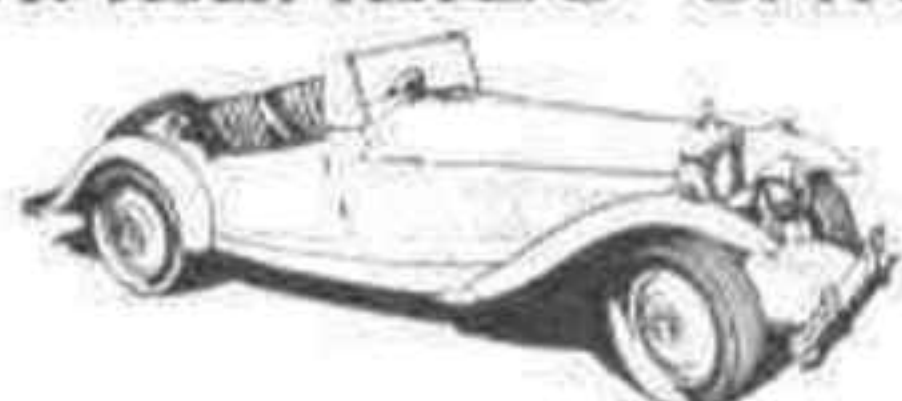


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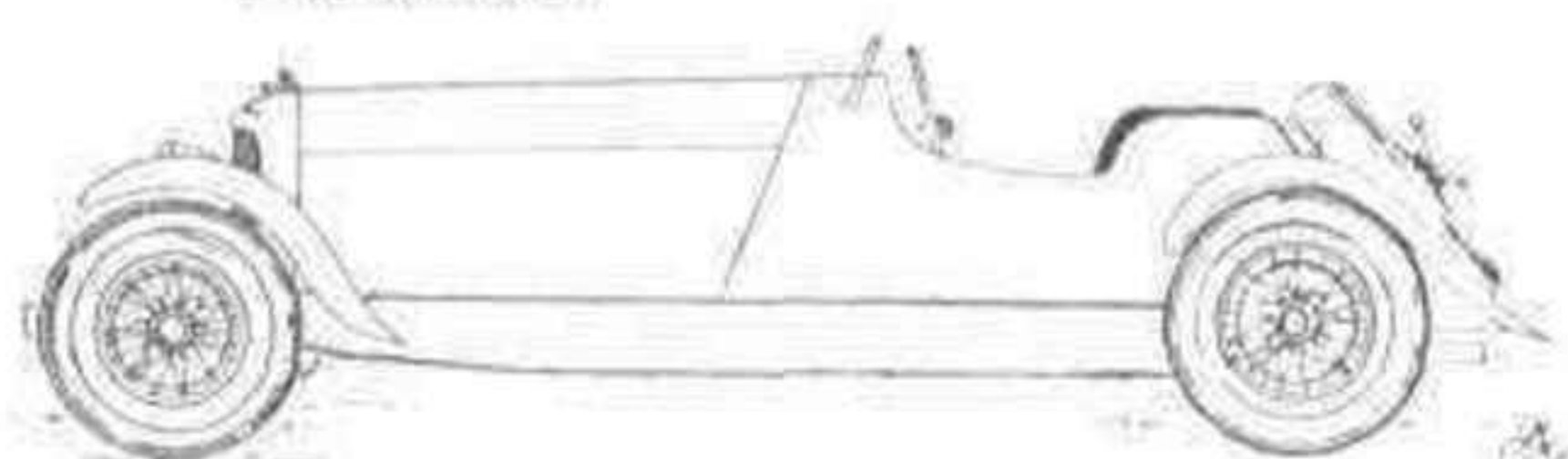
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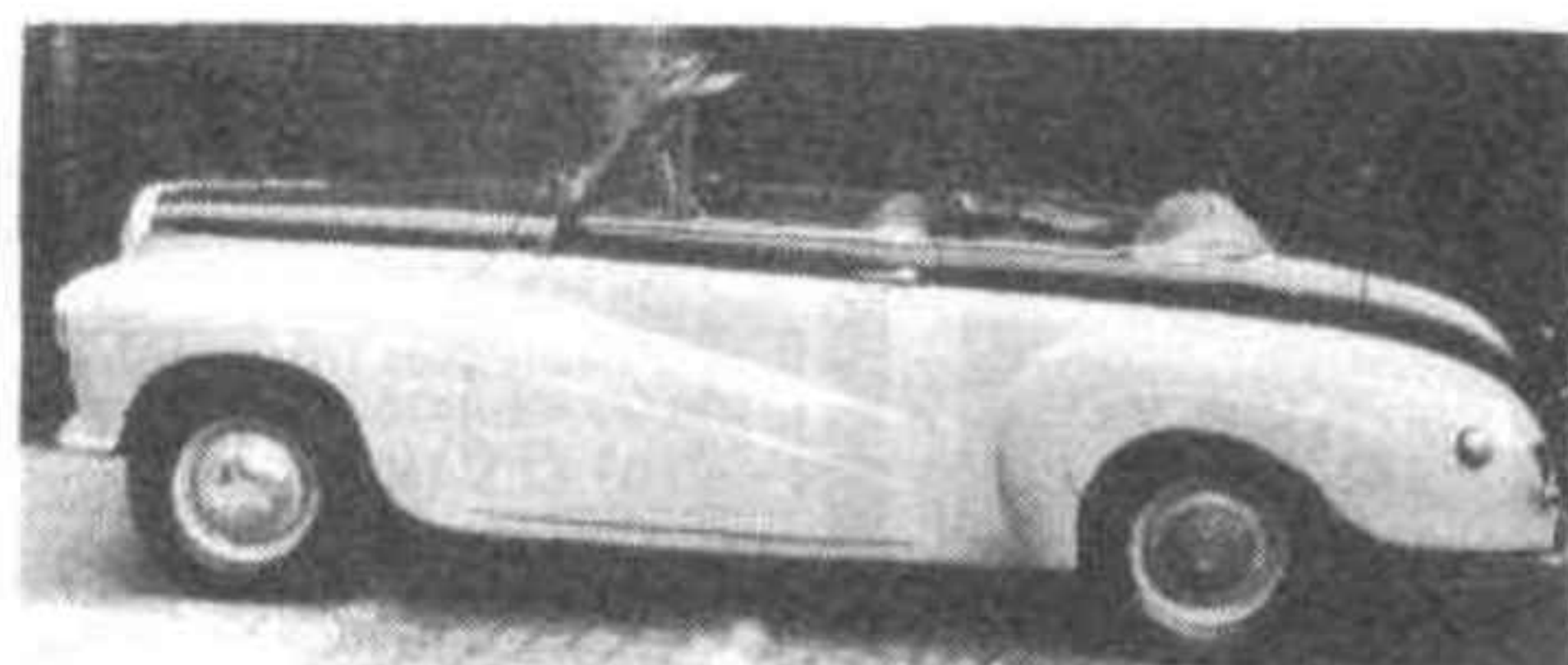
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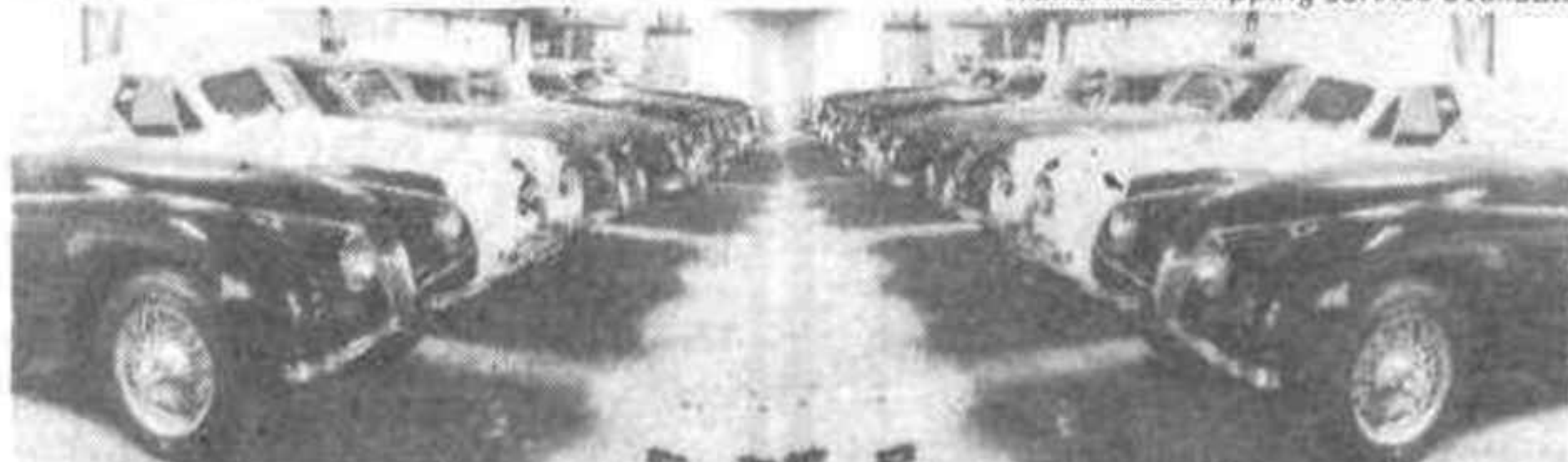
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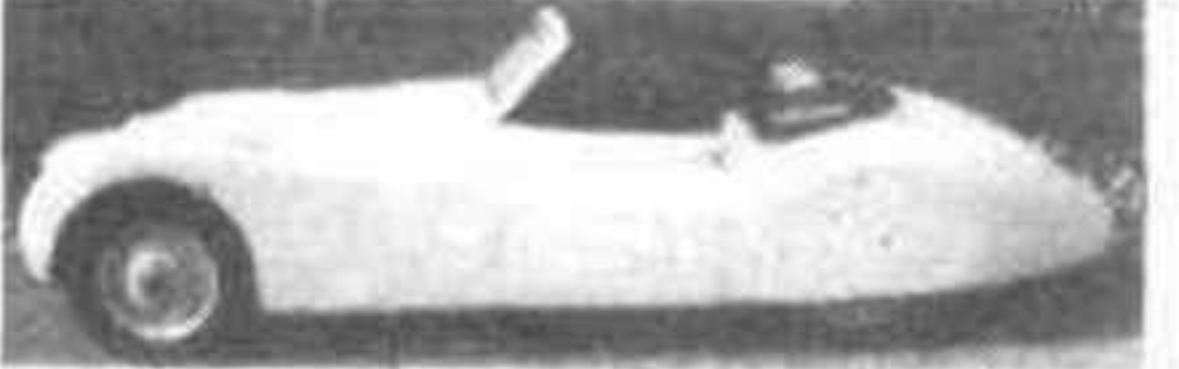
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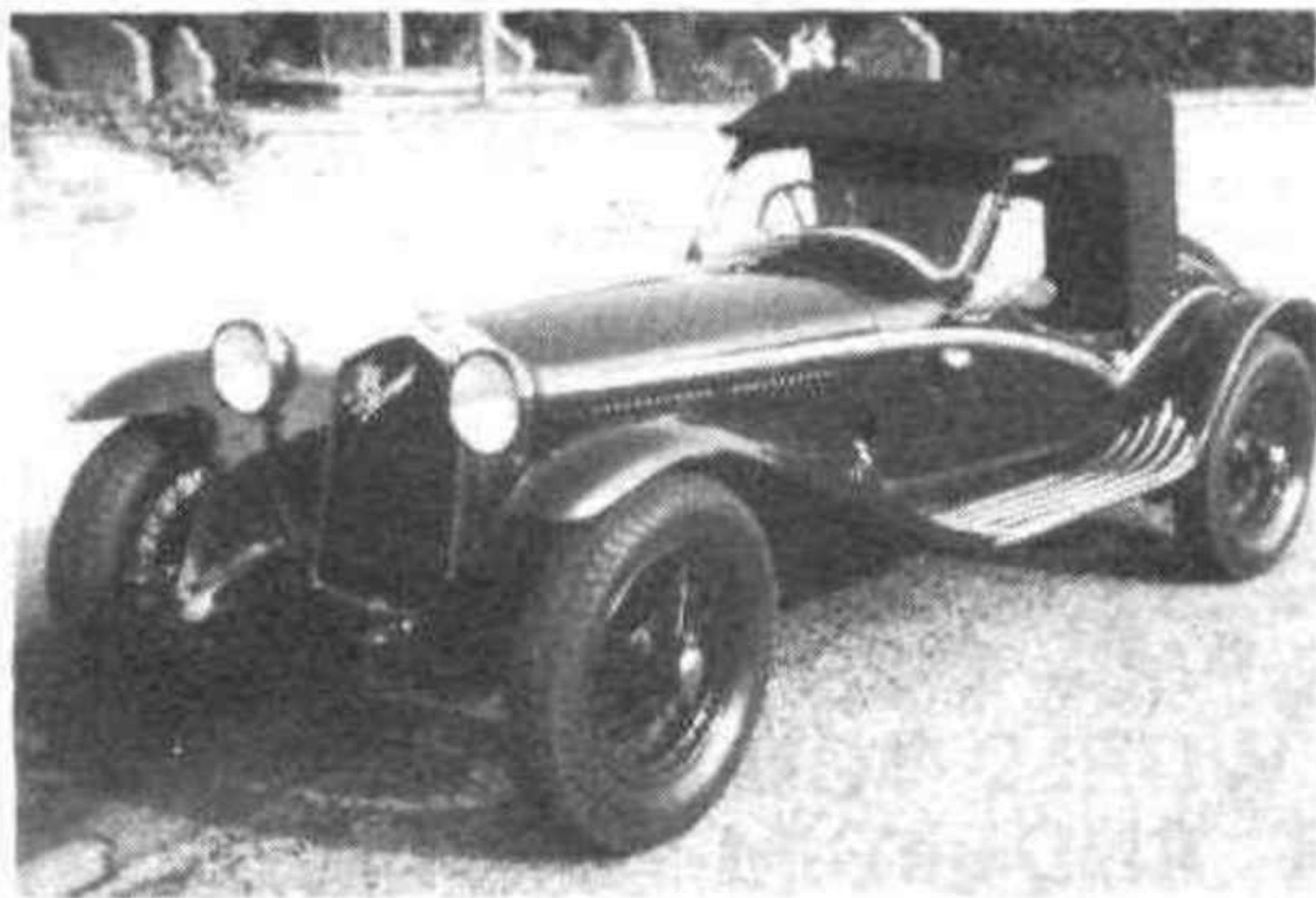


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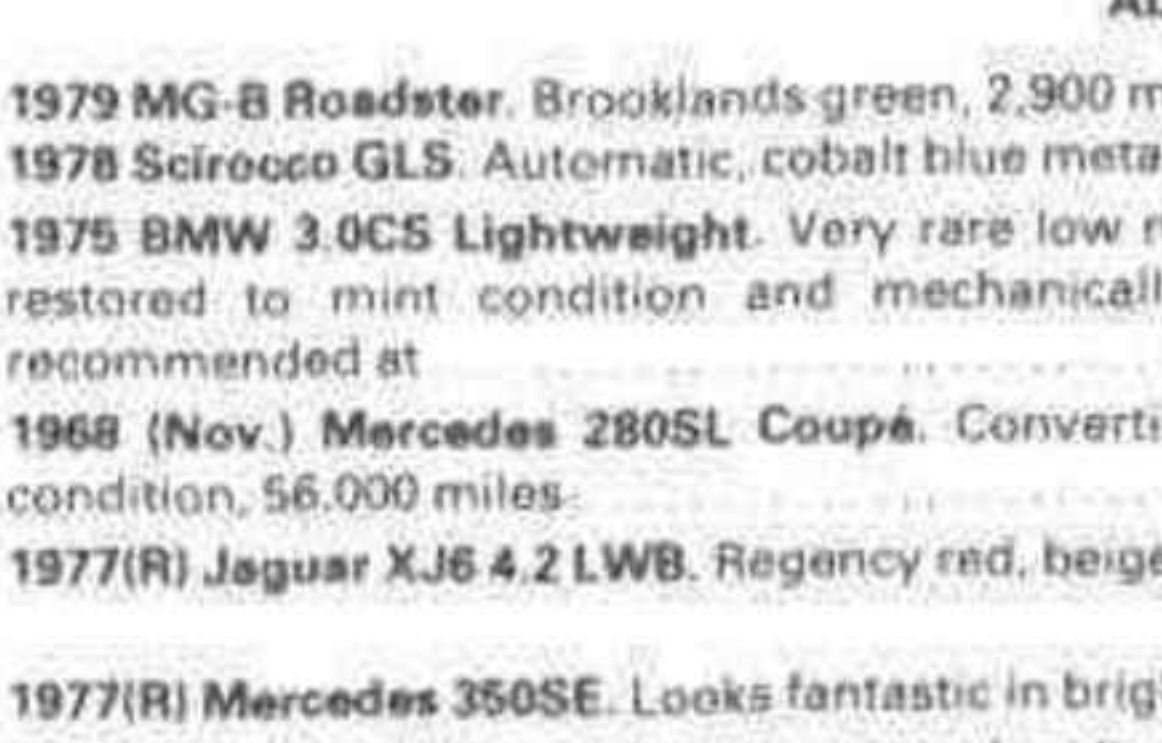
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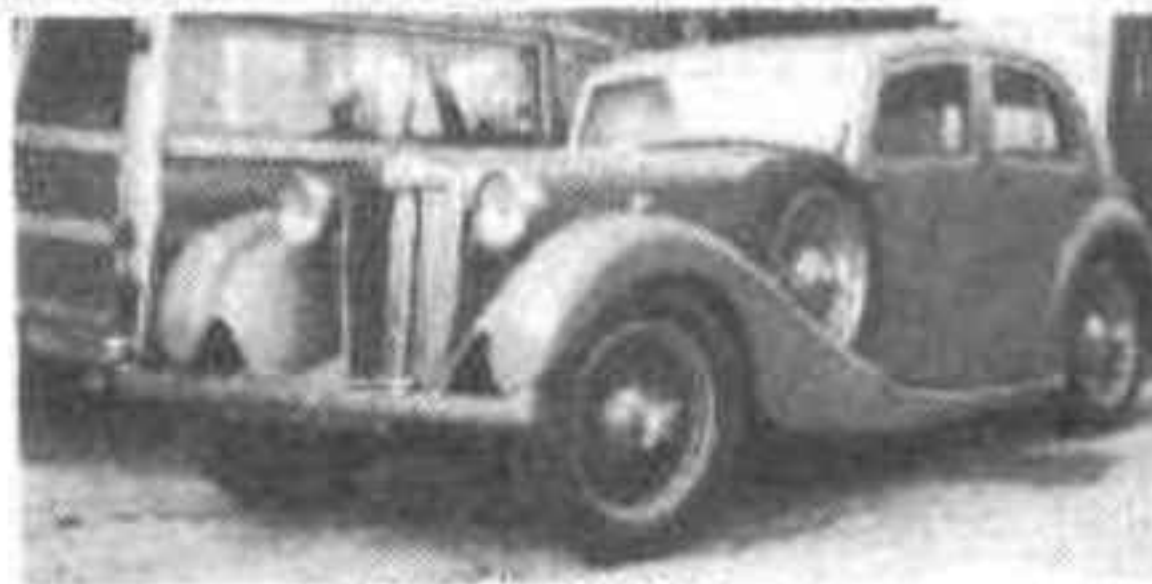
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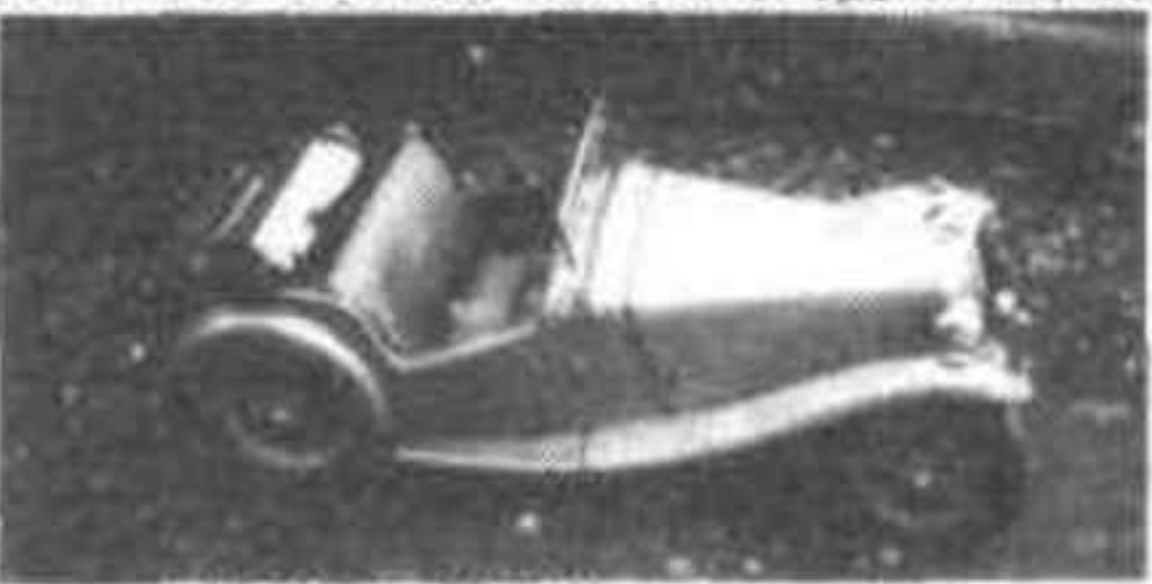
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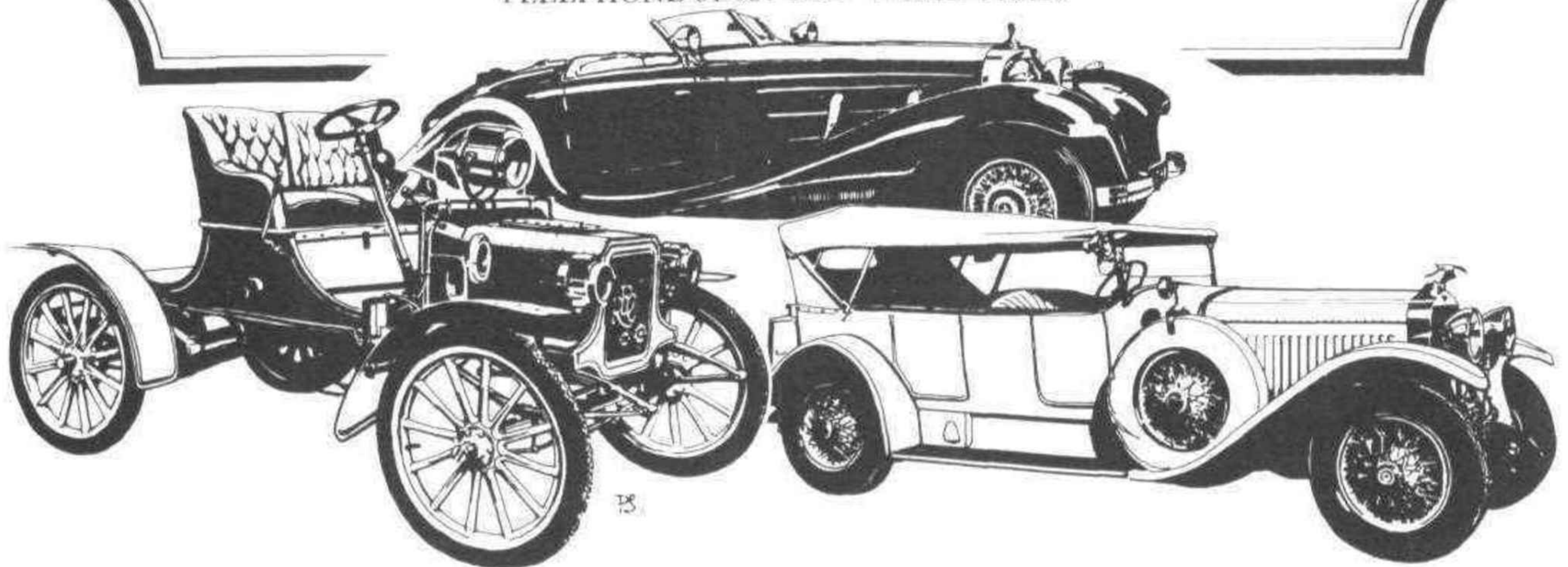
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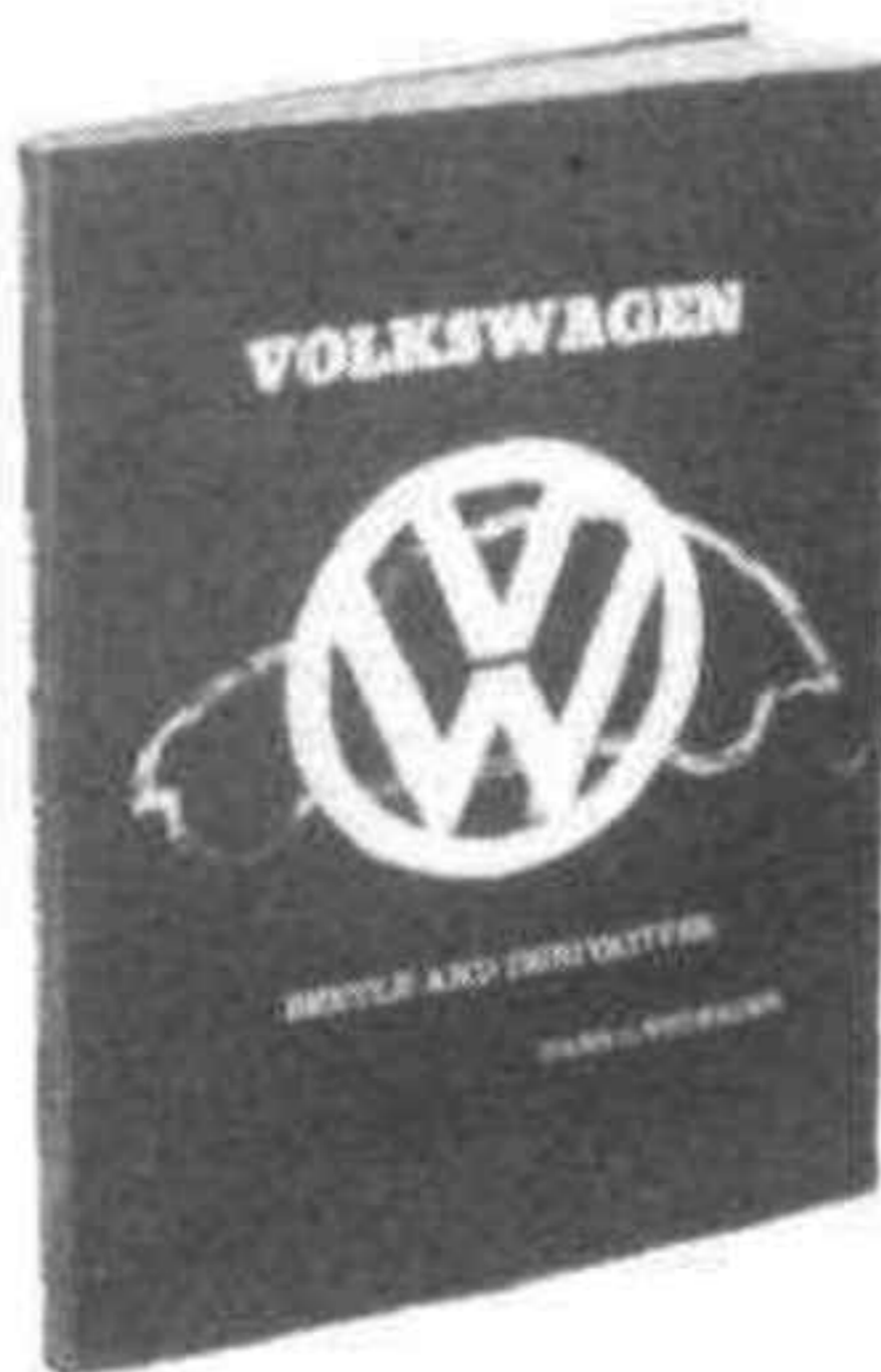
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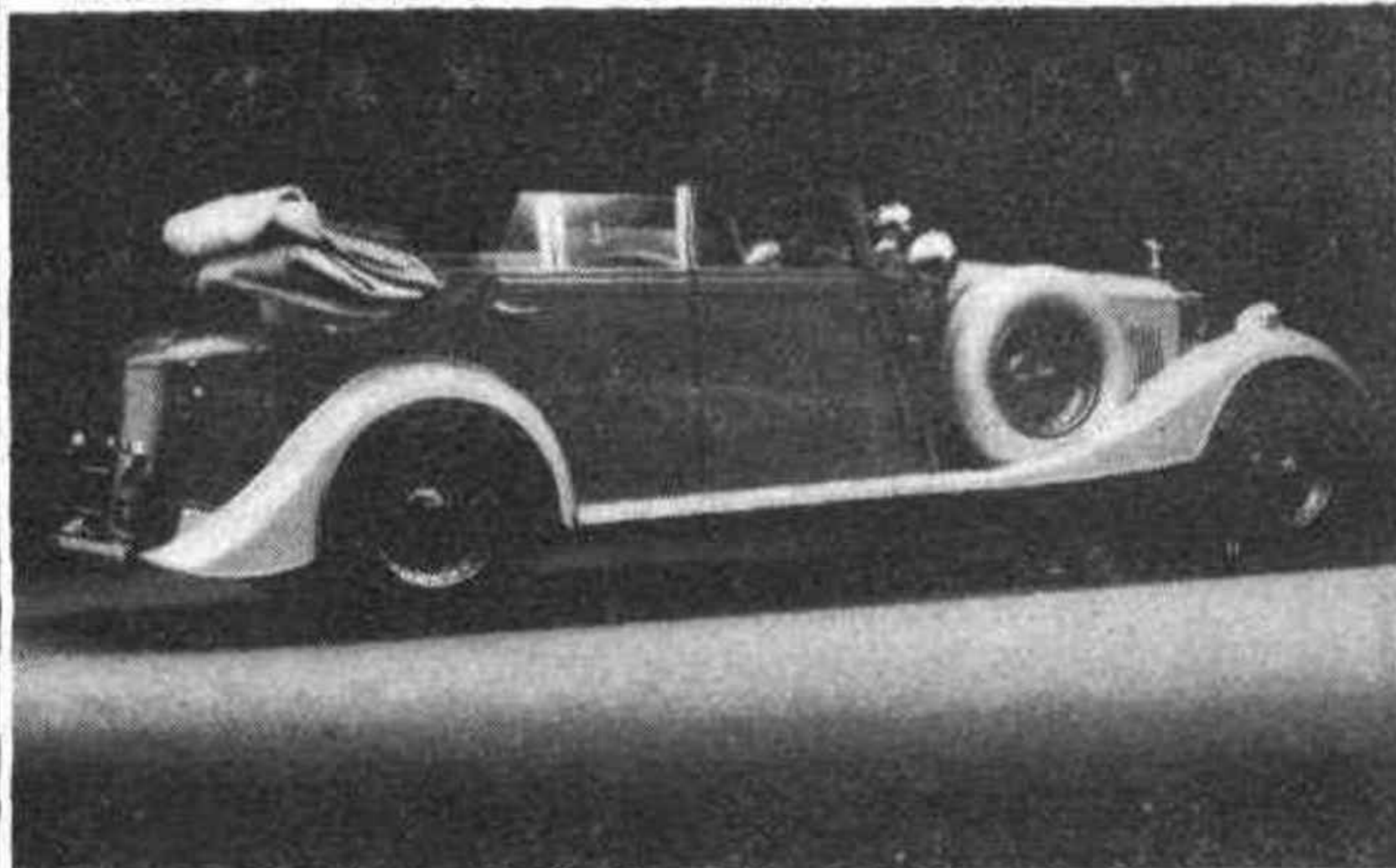


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These models do not require previous modelling skills (nor do the ones at the top of the page) but they do need patience, intelligence and attention to detail. All are complete with full instructions which are easy for even a newcomer to follow - and - if you get stuck our experts will always try to help!

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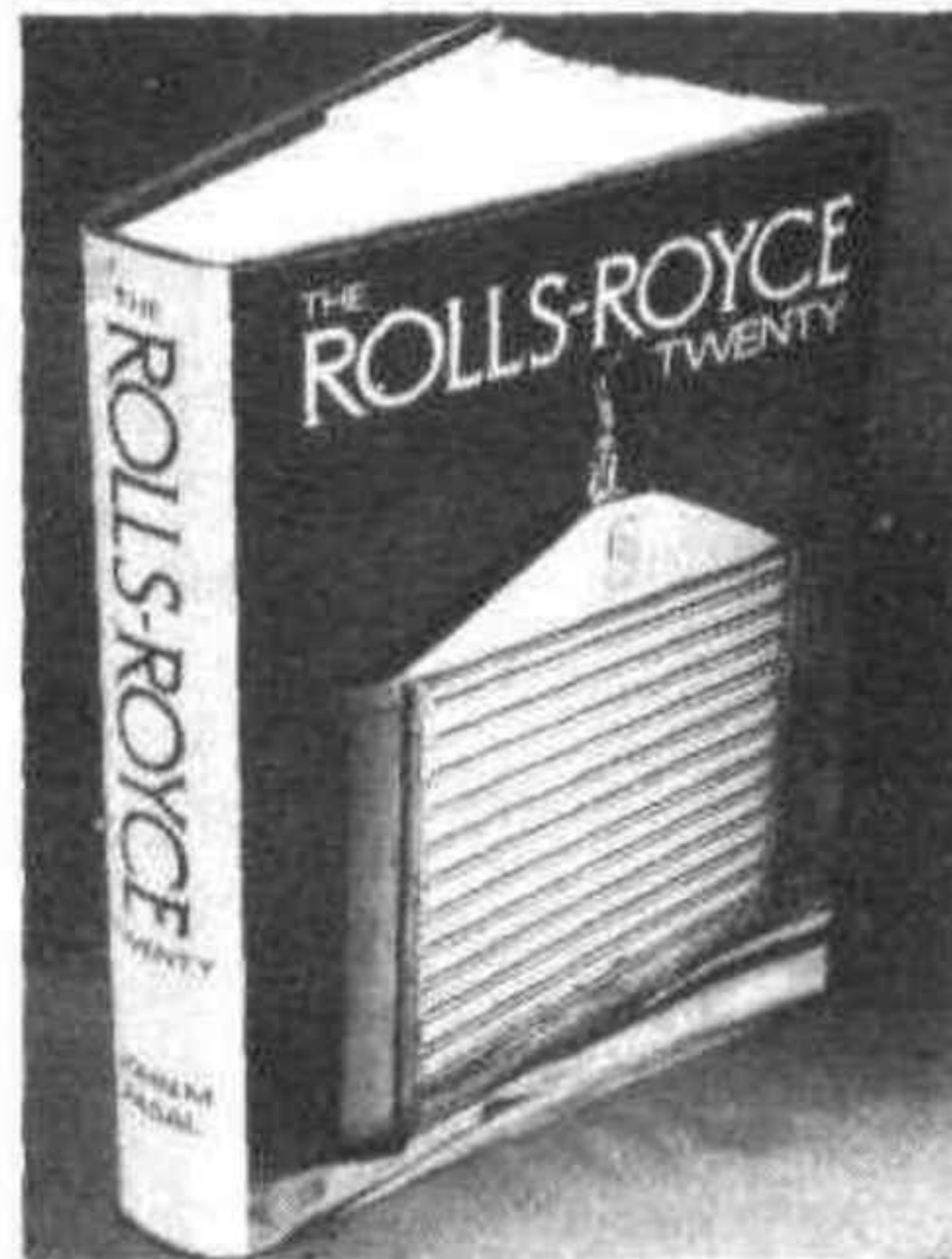
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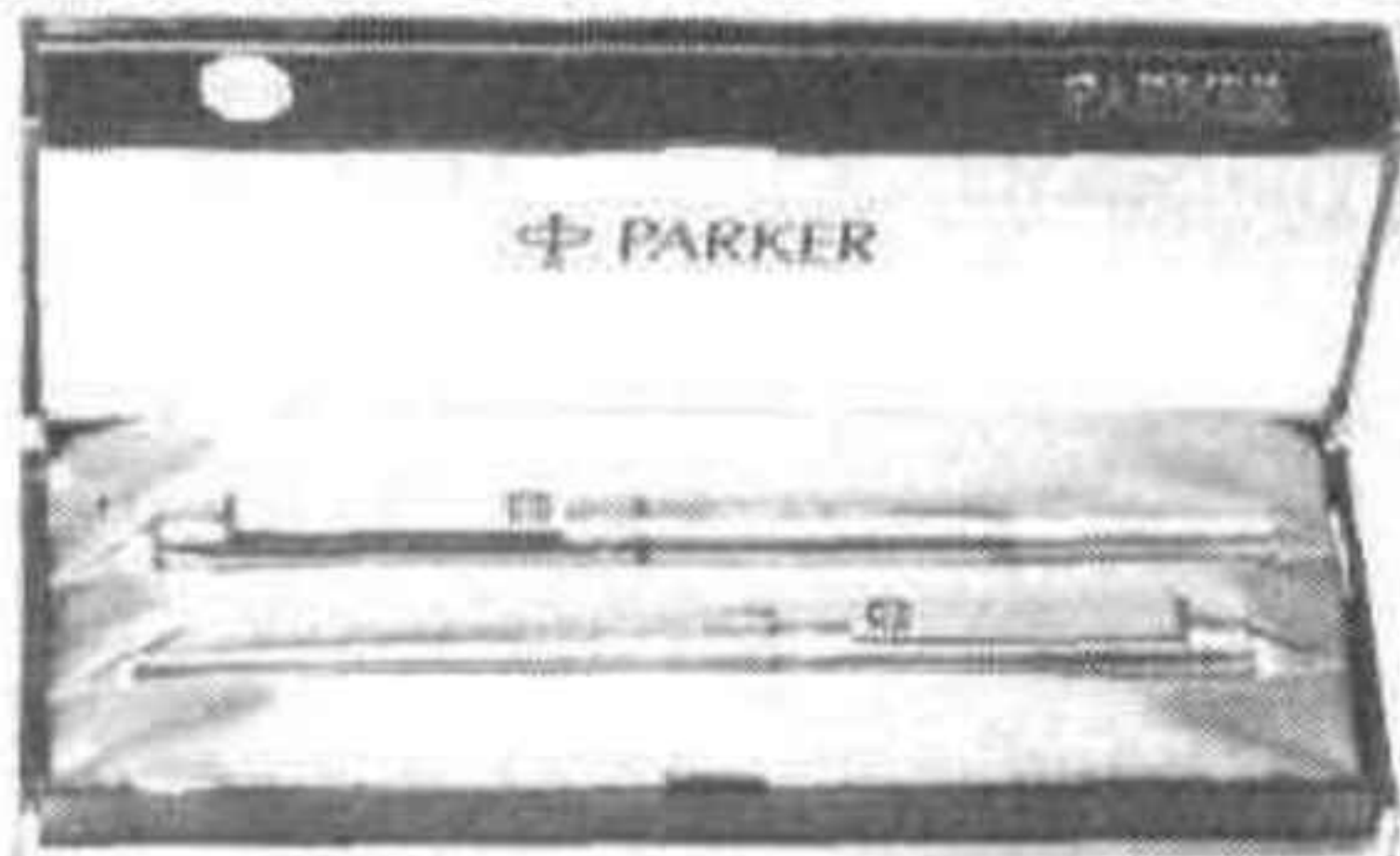


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<p>Our Price £62.95</p>  <p>Sharp RC 5804E NEW MW, FM Stereo car stereo cassette car stereo with auto stop, auto RECALL, auto noise suppression system. MW, FM, LW, LW output are optional.</p> <p>ALSO AVAILABLE FROM STOCK</p> <table border="1"> <tr><td>Sharp 5800</td><td>67.95</td></tr> <tr><td>Sharp 5850</td><td>78.95</td></tr> </table> <p>ALL COMPLETE WITH SPEAKERS</p>	Sharp 5800	67.95	Sharp 5850	78.95	<p>Our Price £72.95</p> <p>FREE BONUS! Pioneer Hi-Fi Speakers</p>  <p>Blaupunkt TempaHot II Magnificent quality 54W stereo cassette player. With fast forward and fast rewind buttons. This is truly a superb piece of engineering quality.</p> <p>And in stock</p> <table border="1"> <tr><td>Blaupunkt Hamburg</td><td>82.95</td></tr> <tr><td>Blaupunkt Götting</td><td>151.95</td></tr> </table>	Blaupunkt Hamburg	82.95	Blaupunkt Götting	151.95	<p>Our Price £144.95</p>  <p>Sharp RC 8550 Magnificent advance in car equipment. MW, LW, FM Stereo. Stereo cassette car player with built in microphone. LED digital display, electronic memory for preset tuning, APSS noise suppression system, 16W max power output, full auto stop and a host of features.</p>																																																																																								
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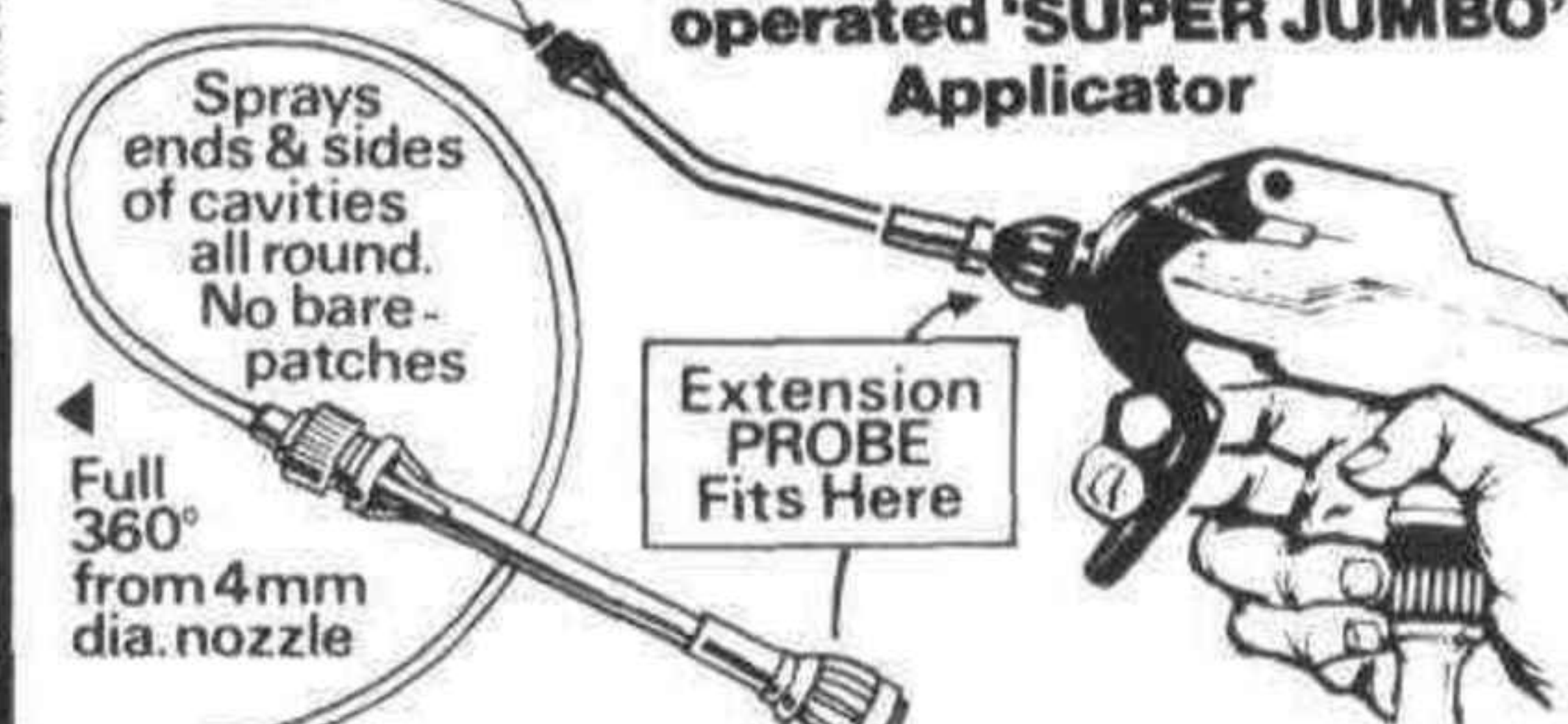
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Waxoyl rust Inhibitor CHASES OUT moisture from ferrous oxide rusting. Rival Inhibitors COMBINE with oxygen and water. Strength weakens. Activator becomes exhausted (leeches out) like chewing gum eventually losing taste. Metal breaks down unless rustproofers renews treatment. Hence usual (recharged for) follow-up check. But no further attention with Waxoyl apart for Autumn Wheel arch "look-see". Like big world users, you too, can always trust Waxoyl.

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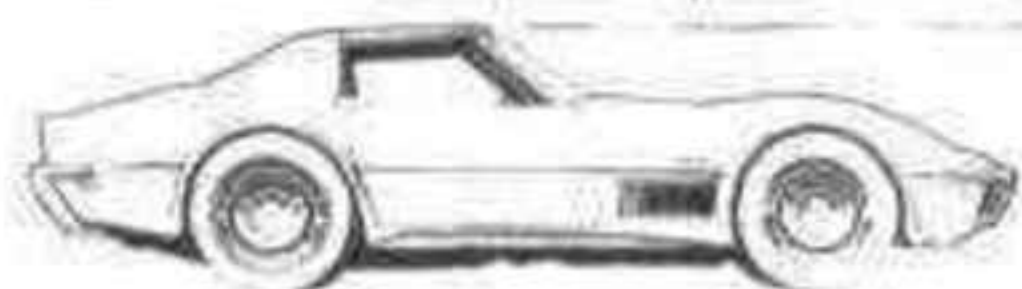
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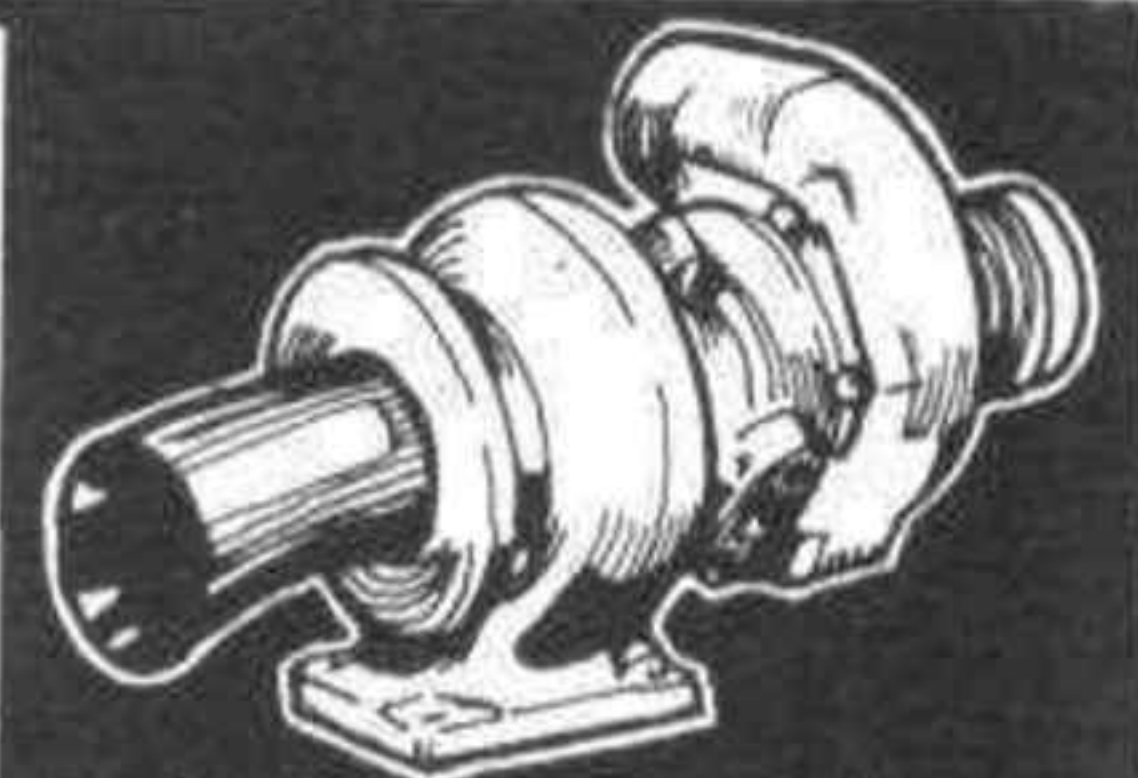
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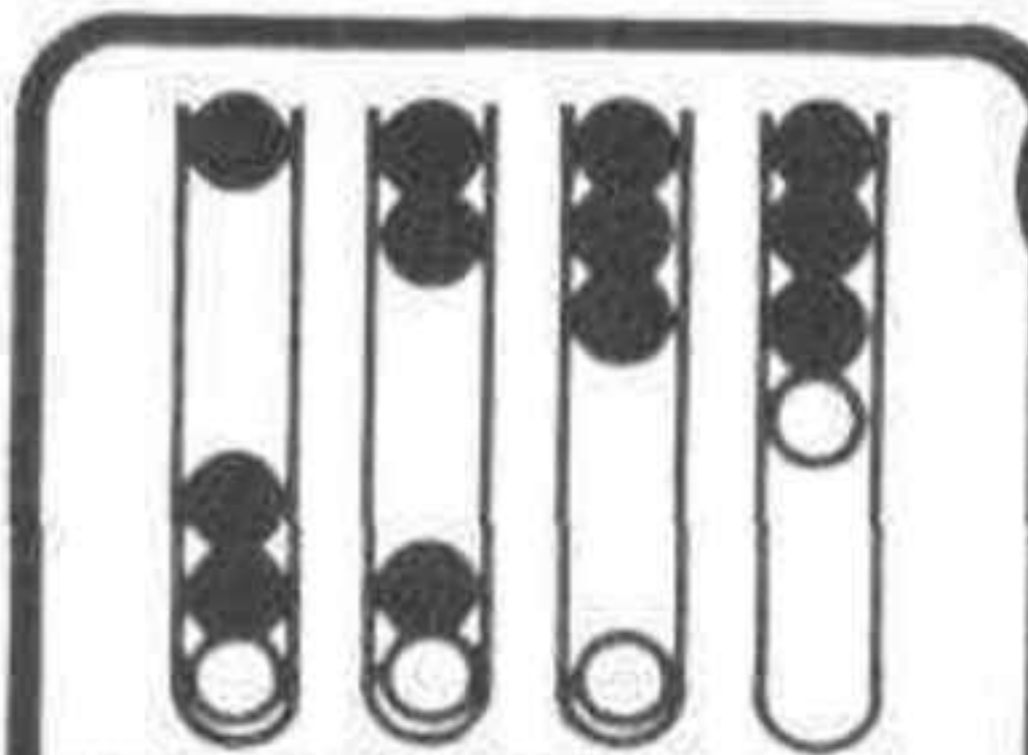
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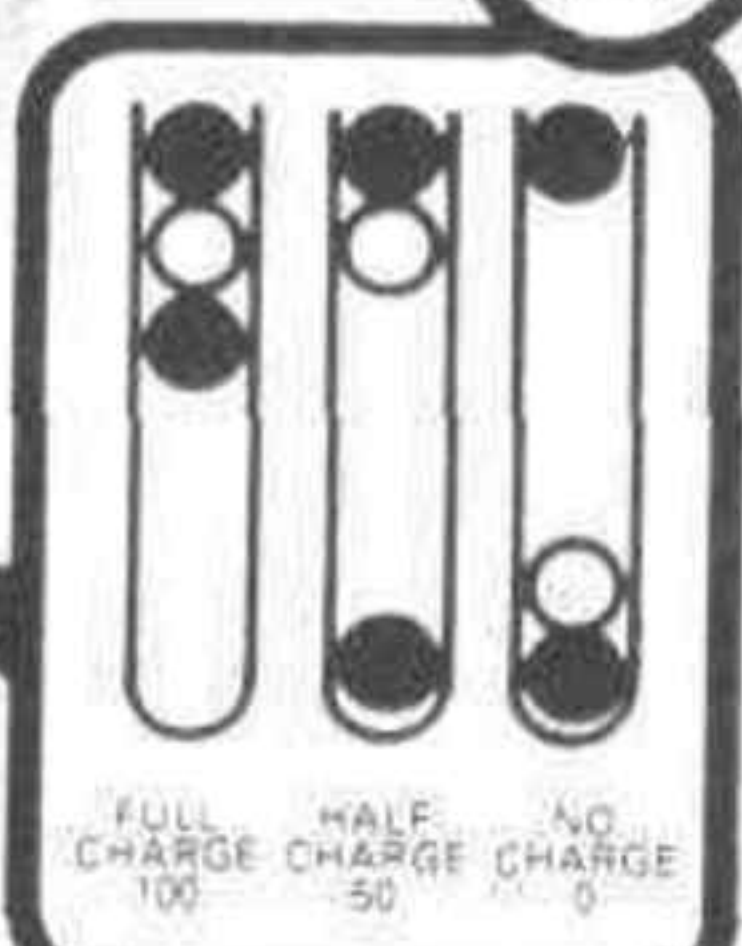


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JAGUAR E-TYPE, 1970. 2-2 4.2 auto, regency red, CWW radio, new brakes and exhaust, good condition, 70,000 miles £3,000. Tel: Cropredy (Oxfordshire) 216.

DATSUN 260Z, April 1978. 2-2, metallic silver, 24,000 miles, excellent condition, ex company director's car, offers invited. Ring Leicester 774369 between 9.0 a.m. and 5.0 p.m.

MERCEDES 280 SL, 1968. Recently overhauled, resprayed gold black, PAS, auto, h.s. tops, new M.o.T., alarm, tinted screen, beautiful collector's car £5,900. Horley (02934) 3284.

MUST GO Triumph Vitesse Mk II '69. Good body, running, needs work, KN Gemini alloy wheels, good tyres £100 o.n.o. Tel: Guisborough 77286 Cleveland.

LANCIA BETA 1600 HPE, 1975. P. reg. Dark blue, 47,000 miles, VGC, one owner £2,200 o.n.o. Ring 01-690 4841 day, 0732 865293 eve.

BMW 30 CSL, L REGISTRATION, 1973. Metallic blue, black interior, recently restored by enthusiast regardless of cost, including new Alpina wheels and tyres, brakes, exhaust and complete 3.3 litre engine, etc. by BMW UK Ltd. Offers in excess of £5,500. Further details from C. Pendred. Tel: 01-690 4841 day, 0732 865293 eve.

E-TYPE 2+2, Metallic light grey, August 1969 registration, one owner, chauffeur maintained, 22,500 miles, in immaculate condition and working order. Offers invited. Box No. 6214.

ROVER 3.5 COUPE. Blue, beige interior leather, 1968, genuine 26,000 miles, HMV radio, one family owner, serviced and modifications up to date, collector's item £1,500. Ring S. R. Boots, Southport 66799 or 08665444. View 15 Harrod Drive, Birkdale, Southport, Lancs.

JAGUAR 340, Manual, overdrive, stored two years in garage, previous new clutch, brake overhaul, imminent loss of garage for sale as it stands. Ring me for full description 0892 35236 (Tunbridge Wells). Haggle starts at £700!

FOR SALE—continued

MG-B GT V8, 1975. 30,000 miles, blaze with black interior, all standard extras including sunshine roof, electric aerial, overdrive, tinted glass plus rear screen wash wipe, radio and cassette player, superb condition throughout, maintained regardless of cost by MG fanatic. Full service history available £4,000. Tel: Hatfield 66265.

JAGUAR MK IX, 1960. L.h. drive, original two tone grey, automatic, Roydon 2341 (Essex).

VERY RARE 1928 Morris Oxford saloon DF 4841, (featured in Automobile Quarterly Vol. 16 No. 4. The all steel world of Edward Budd by Stan Grayson.) This is a very rare and beautiful car and in superb condition. Substantial offers invited. Box No. 6215.

BLACK COMMEMORATIVE E-TYPE. Manual, 4 1/2 thousand miles, immaculate condition, 4th last car ever built. Sussex. Box No. 6212.

E-TYPE. Due to business expansion I have regrettably decided to offer for sale my award-winning 1964 Series I FHC. This is a well known concours winner since 1974 with too many awards to mention. Totally original throughout including dark blue paint and light blue interior, 53,000 miles and complete service history from new £9,500. Hartley Wintney (025126) 3252.

1977 ROVER SD1, 3500 5-speed manual, white brown interior, alloy wheels, 34,000 miles, service history, one owner, unmarked condition £3,800 or near offer. Telephone Yatton 834194 anytime.

RARE TRS SPORTS. Rebuilt past two years, finished in original Wedgwood blue, black interior, new inner, outer sills, b-posts, wings, injectors, petrol pump, starter motor, battery metering unit, type S exhaust, radio cassette, soft top, looks like new. Offers Offley 542.

MORRIS 1000, 1957. Black 4-door. Red trim. D.L. under 5,000 miles. Log book, tools, etc. Offers Tel: Newark 74340 evenings.

LOTUS 8, In near original condition, requires rebuild, many spares £1,000. Ring Brighton 732490 after 6 p.m. and weekends.

FRAZER NASH BMW 2000, 1969. Virtually rust free, taxed to July 80, requires M.o.T. £275. Tel: Derby 26892 (evenings).

FERRARI DINO 246 GT. Reluctant sale by FOC member, Dec. 72, red, 40,000 miles, recent Maltins service, new clutch, tyres, starter motor, fuel pump, brake servo and radiator, stereo radio and cassette, taxed, full M.o.T. £9,750 o.n.o. 021 444 6012.

JENSEN HEALEY, Dec. 1972. Red, in immaculate condition throughout £1,400. 01-606 2551 days Hatfield 66409 eves.

BENTLEY S2. Continental 4-door, Flying Spur, extensive service history, always maintained regardless of cost, hence in outstanding condition, considered excellent investment. Offers around £20,000. Tel: (0376) 71174 Weekends (07875) 2432.

PORSCHE 911E, 1969 model, 2 litre injection, colour chocolate, the whole car total perfection and indistinguishable from new. This car must be the finest of its model in existence £3,850. Tel: Darlington 485705.

MG-B GT 1972. Sunroof, overdrive, radio, long M.o.T. Ziebarted, XZX tyres just fitted and all usual refinements £1,650 o.n.o. Also another to similar spec. 0803 842748 (Torbay).

FOR SALE—continued

JAGUAR E TYPE V12 Roadster, June 1972, wire wheels, automatic, over £3,000 spent on mechanical and body work. New engine and gearbox, warranted 12 months, 12,000 miles. Price £7,250 o.n.o. Tel: Brighton 26255 (Day) or 507617 (Evening).

MORRIS MINOR, 1955. Four door, split screen, tax and MoT, perfect condition, 34,800 miles and three owners £995. Also '61 Riley 1.5 £600. Tel: Southampton 30430 day, Winchester 69264 eve.

MERCEDES-BENZ 220SE CONVERTIBLE, 1966. 2 owners, M.o.T. Feb. 80, RHD, automatic. A. J. Merrick. Tel: Shurlock Row 798.

FERRARI 275 GTS Spyder. Perfect concours condition. Sell at £25,000 or exchange for road racing car, i.e. Lola T70, Iso Bizarrini, McLaren, DB4 Zagato, Mirage, etc. Tel: Liphworth 2322 (evenings).

MARCO 3LV6, Yellow, Nov. 70, a windows, sunroof, maintained regardless of expense. Jem Marsh refurbished, new clutch, g. box, o. drive, prop. Kenlowe. House purchase forces very reluctant sale. Offers over £3,000. Cranwell 61096.

LOTUS EUROPA TWIN CAM, 1974. Metallic purple, alloy wheels, immaculate condition £2,750 or exchange for 2+2 Lincoln 31444 evenings.

ASTON MARTIN DB4 SUPERLEGGERA, 1961. Mileage 66,500, lady owner, specialist maintained, wire wheels, original paintwork, M.o.T. to September 1980, good investment at £5,500. Telephone High Wycombe 28697.

MASERATI BORA, 1972. 31,000 miles, silver with black leather trim, £11,000, immaculate (0202) 293379-23169.

MG MAGNETTE ZA, 1955. Investment vehicle, good condition inside and out, new wing, new sills, resprayed as new BRG, plentiful spares, history, recent M.o.T., taxed £1,050. Woodchurch (Kent) 473.

ALFA ROMEO 1600 cc SPIDER, 1969. Red Farina body, new engine, immaculate condition throughout £2,000 o.n.o. Tel: 0342 834005.

ROLLS-ROYCE, 1928. Weymann fabric saloon, very rare, utterly mint condition £12,000 spent on total restoration, virtually one owner £17,000. Might p.x. 01-949 5781.

MERCEDES 450 SLC, 22,000 miles, 77 model, £2,000 plus extras, air conditioning, electric roof £15,950. Might p.x. 01-949 5781.

LANCIA FULVIA 1.6 HF LUSSO, 1972. Many extras, appreciating classic, good condition, white, M.o.T., taxed, £1,485 o.n.o. Tel: Hatfield 71068.

LOTUS EUROPA SPECIAL, 1972. 4-speed, black with gold pinstripe, alloy wheels, radio, recent complete engine rebuild, taxed, M.o.T. £2,500. Tel: Bristol 620195.

BMW 3.0 coupe auto, electric tints, alloys, new tyres, exhaust, full M.o.T., "M" reg., hurry, bargain £2,750 o.n.o. 0924-62243 (W. Yorks), Exchange Morgan, Aston, V12E.

LANCIA FULVIA 1300, 4-door, rebuilt engine 78, M.o.T. until 1980, good condition throughout £1,200. Tel: 0271 71564.

MERCEDES 230SL SPORTS, 1965. Dk. Bordeaux body, beige interior, hard top, excellent condition, engine completely rebuilt with new cylinder head, injectors, cam, 1,000 miles ago, M.o.T. August 1980 £5,000 (private sale). Ring 0604-36741 mornings 0933-78863 after 6 p.m.

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£7,395 MERCEDES 350 SL. Astral silver with navy interior, automatic with PAS, hard and soft tops, radio cassette, personal reg. No.



£6,995 LOTUS ELITE, 1976. Black with oatmeal cloth interior, AM-FM radio cassette unit.



£3,795 BMW 316, 1977 (Oct.). White with blue cloth, Philips 480 radio cassette unit, personal Reg. No., etc.

£14,395 FERRARI 308 GT4, 1978. Metallic blue, full spec, including air conditioning, leather interior, metal sunroof, etc.

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

£13,395 JAGUAR XJS, 1978 "T" Reg. Black with tan hide, air cond., radio cassette. One owner, low mileage.

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

£6,745 ASTON MARTIN DBS V8, 1972. Single headlamp model in Kentucky blue, manual gearbox, air conditioning, radio stereo, etc.

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

£5,395 BMW 3.0 CS AUTOMATIC, 1973. "M" Reg. Metallic midnight blue with superb white leather interior, CSL Alpina wheels and wheel arch mouldings, electric sunroof, electric windows, tinted glass, etc.

£5,195 BMW 316, 1979. 4,000 miles only, Biscay blue with cloth trim, tinted glass, etc.

£4,795 BMW 3.0 CS, AUTOMATIC 1973 "M" Reg. Metallic Ceylon gold, with black velour interior, electric windows, radio, stereo, etc.

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

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

£3,795 LANCIA BETA 2000 COUPE, 1977. Rosso Corsa with gold cloth, electric windows, radio cassette, etc.

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

£3,495 FORD CAPRI 1.6, 1978. "T" Reg. Bright red with check cloth interior, radio, etc. 13,000 miles, unmarked.

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

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

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

£2,795 JENSEN HEALEY, 1975. Black with black interior, hard and soft tops, 5-speed gearbox, impact bumpers, etc.

£2,795 TRIUMPH TR7, 1976. Tahiti blue with black trim, radio, etc. one owner, 12,000 miles only.

£2,695 ALFA ROMEO ALFETTA GT 1.8, 1975. Black cherry with silver grey cloth interior, tinted glass, etc.

£2,695 ALFA ROMEO ALFETTA GT 1.8, 1975. "P" Reg. Metallic periwinkle blue with white interior, alloy wheels, radio, tinted glass.

£2,645 MG-B GT, 1975. Harvest gold with black nylon trim, overdrive, sunshine roof, tinted glass, etc.

£2,345 ALFA ROMEO 2000 GTV, 1974. but "P" Reg., piper yellow with black trim, tinted glass, radio, etc. £1,000 overhaul just completed.

£1,795 MG-B GT, 1973. Black with gold cloth interior, sunshine roof, etc.

£1,675 RENAULT 17 TS, 1974. Fitted electric windows, 5-speed gearbox, sports wheels, etc.



£5,695 LANCIA MONTE CARLO, 1978. "T" Reg. White with blue cloth interior, tinted glass, sunshine roof, radio cassette, 5,000 miles only.



£5,495 ALFA ROMEO 2000 GTV, 1979. Black with velour interior, alloy wheels, radio cassette, 8,000 miles only.



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

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Highlight of October for D.V.'s children (apart from the ultimate "high" of hang gliding!) was a visit to the friendly cottage industry at Blackpool where they build cars for Sports junkies — i.e. TVR Engineering. After ferreting inquisitively through the factory, D.V.'s lucky lads were allowed to steal "Stewart's supercar" or more properly the TVR Turbo Convertible (at TVR they give hatchets to lunatics by request, too!) Thus armed and Turbo'd, we assaulted the Blackpool streets; and there the written word falters: capturing the sensation of sheer URGE & TORQUE & GUTS & endless, endless POWER would be like explaining the feeling of flight to someone whose feet had never left the ground. Even the adjectives used at the time are not available to us, because the methodistic minions of Motor Sport won't reproduce them in print! Suffice it to say that Turbo-ing in a TVR is a totally different dimension, an awesome experience that pulverises 99% of other "performance" cars into insignificance! Try it — we guarantee you'll like it, and at 23 m.p.g. and around £13,000, it also pulverises its competitors on cost!

- NEW TVR TAIMAR.** Beautiful, elegant sports car in squadron blue with metallic silver coachband, Wolfraze wheels, sunroof. £8,950
- TVR TAIMAR 1977.** Brown, oatmeal coachband and interior, sunroof. One owner and immaculate. £5,995
- JAGUAR "E" TYPE 4.2-litre FHC.** Wire wheels, manual gearbox, 59,000 miles. £4,850
- LOTUS SEVEN Series IV 1971.** Black, full weather equipment, 1600 GT engine. £2,450
- ALFA ROMEO 2000 Spider Convertible.** Elegant Italian thoroughbred, 2+2 seating, five-speed, superb performance. A delight to drive. £3,495
- MG-B GT 1974 "N" Regd.** Chrome bumpers, in white. O/drive and radio. £2,195
- SPARTAN.** Triumph based, meticulously built, individual sports car, 2+2 seating, full hood, 6 months old. £2,495
- TRIUMPH TR6 P1 Sports 1974.** Black, with o/drive. £2,450
- TRIUMPH TR6 P1 Hardtop coupe.** Yellow. £2,350
- MG-B Roadster 1975 (P Regd.).** In black. £1,950
- TRIUMPH TR7 1976.** Eyecatcher in Java green, Wolfraze wheels and Protrac tyres, boot spoiler. £2,495
- JENSEN HEALEY II 1974.** Yellow. £2,050
- FORD CAPRI 3000 GT Mk. II 1974.** Light blue. £2,195
- BMW 2500 4-door saloon 1976.** One owner, electric sunroof, automatic. £3,200
- JAGUAR XJ12 LWB.** Luxury limousine in white, central locking. £2,950
- ALFA ROMEO 1600 GT JUNIOR 1972 "L" Regd. Red.** £995
- MG-B ROADSTER 1976 R REG.** Late, striped seats, overdrive. £2,750
- 1978 ESCORT MEXICO 1600.** 28,000 miles, RS seating, tint, spoilers, spot lamps, red. £3,150

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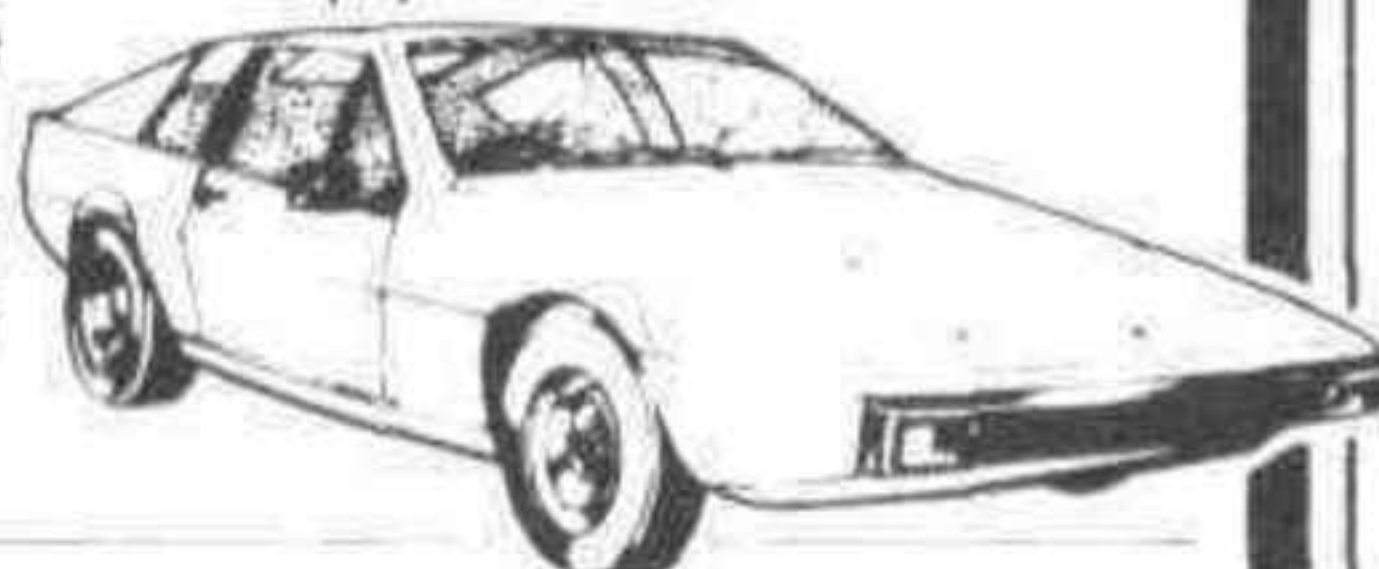
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FOR SALE—continued

- 1974 AUDI COUPE** automatic, brown, very fine order for its year, reconditioned engine recently fitted £2,300. Daimler Dart SP250, 1961. Automatic, above average condition £2,100. Phone days Tamworth 52126, evenings 021-308 1078. (44005)
- BMW 323i**, 1979. Metallic cashmere, factory fitted roof, tinted windows, Blaupunkt radio/cassette, electric aerial and door mirror, BMW fitted floor mats, immaculate, available 1st January, 1980 £7,650. Tel: Brighton 500510. (44004)
- PORSCHE CARRERA 3.0**, 1976. 28,000 miles. Full history, special factory order, metallic copper paint, superb car maintained regardless of cost, looks like new £12,850. Tel: 021-550 1560 or 8061 working hours. (44003)
- GMC BLAZER.** Black, extra wide mags and Goodrich Alterains, stereo, immaculate condition, one owner since new. "T" reg., many extras including 2 new tyres, 13,000 only £8,500. 0467 20730 (Aberdeen). (44002)
- MGC GT**, 1969. O/d, w/w, engine and body require attention, necessary replacement panels included. Offers. Phone Clacton on Sea 812868 evenings. (43991)
- FOR SALE.** Bentley Mk. 6 James Young, aluminium 4-door coachwork. Call Chris Humberstone, Woking (04862) 71848. (43988)
- BENTLEY S1**, 1957. Silver/grey, one owner from new, 101,000 miles only, excellent condition, an investment at only £5,000. Tel: Maidenhead 27907. (43987)
- TVR TUSCAN V6.** "K" reg., overdrive, one owner, low mileage and excellent condition £1,690. Tel: 01-588 5140 (day) or Maldon 892244 (evenings). (44001)
- PORSCHE 911E**, 2.4, "M" registered 1973. Absolutely immaculate, 40,100 genuine miles, all service records from new. £800 service recently, including new heat exchangers. Recaros, tints, electric roof and windows; five speeds, Blaupunkt radio, pale yellow, black interior, must be the nicest 2.4 around. Offers around £6,500. Telephone Guildford (0483) 37987. (43999)
- ELVA COURIER Mk. IV T-type**, 1965. Trojan built, MGB engine, new chassis pan, complete, requires enthusiast. Gift at £490.00. Robertsbridge 880200 evenings, Rye (East Sussex) 3334 daytime. (43986)
- LOTUS ECLAT 524**, 1978. "T" reg., automatic, PAS, air conditioned, stereo radio/cassette, tinted electric windows, aerial, mirrors, champagne/brown cloth interior, blue coachwork, 14,000 miles, genuine reason for sale £9,950. Recently serviced. Tel: 01-508 6306. (43983)
- LANCIA MONTE CARLO.** Director's second car, eighteen months old and 18,000 miles, all extras included, bodywork perfect, must sell. Offers please. Chesham 74251 or Reigate 41812. (43981)
- BMW 1502**, July 1976. Showroom condition, 30,000 miles, only £2,800 o.n.o. Tel: Rustington (Sussex) 4639 evenings. (43980)
- LOTUS CORTINA CONVERTIBLE**, 1963. Mk. I, only 4 ever made, bodily very sound, engine rebuilt, needs minor work and new hood £1,750. Tel: Wigan (0942) 70828 (evenings). (43978)
- AC 1658 ACE**, 1934. DHC with Dickey seat. Possibly the most original pre-war AC, one previous owner (chauffeur maintained), with believed genuine 25,000 miles. Renovated by Antique Automobiles in 1975 and finished in primrose and Saxe blue; as original. Trouble free sporting enjoyment since, a very attractive car £6,000 o.n.o. Helsby 4086. (44147)
- TRIUMPH TR5**, March 1968. Royale blue 572J wire wheels, recent gearbox, overdrive and diff. change, very good condition. Offers. Tel: Market Deeping (0778) 342277. (44146)
- MGC GT**, 1968. Automatic, white, wire wheels, Motorola, newish tyres, new gearbox, torque converter, totally original, 32,000 miles, service history, one lady owner for eleven years, must be one of the most beautiful "Cs" in the country, virtually as new £2,000. Betchworth 3683. (44145)
- ROLLS SILVER WRAITH**, 1950. With elegant sports touring coachwork by H. J. Mulliner. A one owner car in fine original condition. Box No. 6219. (44133)
- SCIMITAR GTE**, 1975. Outstanding condition, electric tinted windows, sunroof, 8-track, radio, £350 in bills, M.o.T. July 1980, taxed, guarantee £3,200 o.n.o. Phone office hours Mr. Tetley, Chichester 783818 or Call "Woodstock", Gibson Road, Tangmere, Chichester. (44144)
- ROVER 75**, 1953. AJM 997, freewheel, new kingpins, M.o.T. Dec 79, good condition, Rover green £500 o.n.o. 061-624 5856. Oldham. (44142)
- TVR 1600M**, November 1975. Yellow, black vinyl roof, tints, heated rear window, alloys, cassette, London move forces sale £3,095. Tel: Mike Morley 01-272 91345. (44141)
- LANCIA BETA** coupe 2000. Maroon with gold cloth interior, immaculate, 26,000 miles, electric windows, sunroof £3,500 o.n.o. Tel: Cleveleys (Lancs) 856324. (44138)
- LOTUS ELITE**, 1962. Lotus racing green, stage two engine, two owners since new, present owner for past eleven years, it recently underwent a complete restoration by Miles Wilkins and has been unused since. In really superb condition hence £5,000 o.n.o. Hornchurch 52228. (44140)
- ALFA ROMEO ALFETTA** 1800 1975. M.o.T. 9 months, good condition £1,525 o.n.o. Norwich 412727. (44137)
- SCIMITAR**, Jan 76 "P" Reg. White, brown interior, stereo/radio/tape, 5 new tyres, shock absorbers and suspension, brakes, wiper motors, alternator, steering gear, distributor, exhaust system, all within recent months, used as "second" car £3,650 o.n.o. Tel: Beaconsfield 5631 after 7.30 p.m. (44136)
- 1938 AUSTIN 14** Goodwood Saloon, 54,000, royal blue, M.o.T., very good condition £1,200 o.n.o. 01-864 3401 evenings. (44129)
- LANCIA BETA** Monte Carlo, November 1977. Metallic beige, 8,000 miles, in showroom condition, with £1,000 worth of extras (tyres and special carburettor system) £5,100 o.n.o. 01-941 1115. (44128)
- ALFA ROMEO "G" Reg.**, 60,000 miles, one owner, extensive bodywork required for M.o.T. £100 o.n.o. Burton Joyce 2160. (44134)
- 1976 LOTUS ECLAT 520.** Red/black line, 39,000 miles, alloy wheels, radio cassette, etc £5,500.00. Tel: Leeds 0532 588923. (44132)
- TVR 3000M**, 1979. Beige with brown coachline, 6,200 miles only, stereo radio/cassette, electric windows and aerial, heated rear window, sunroof, special colour and wheels £6,850. Tunbridge Wells (0892) 28110. (44125)
- MERCEDES 220S**, Two-door coupé, 1956, LHD, leather, sunroof, 53,000 km, superb example, as new, must be seen and tested, consider any offer and part exchange, must sell, 01-568 4146 evenings. (44124)
- DAIMLER 250 V8**, 1968. Automatic, excellent condition, silver blue coachwork £1,450. Tel: Mr Ford 0789-763451 days. (44123)

FOR SALE—continued

- LANCIA FULVIA S3** coupe, 1975 (N), Metallic blue 29,000 miles. £1,650. Crayford 522342. (44148)
- BRISTOL 406.** Ex works car, Watts linkage rear axle, discs, servo, Konis, good body and mechanics £2,700. 81 Holmes Chapel Rd., Congleton. (44170)
- P4 ROVER 90**, 1957. Unused three years, stored inside £95 o.n.o. 021-706 2443. (44168)
- LANCIA FULVIA S3**, 1976. Only 27,000 miles, full service record, exceptional one owner car £2,200 o.n.o. Tel: Nottingham (0602) 862714 (evenings). (44167)
- MORGAN 4/4 4-str.** royal ivory, w/w, tonneau, rust proofed and extras. "V" reg. delivery mileage only. Offers around £8,000. Tel: Bristol 45637 evenings. (44166)
- 1932 ALVIS SPEED 20** Vanden Plas 4-seater tourer. Rebuilt mechanically, retrimmed in leather, superb original car. Tel: Kingswinford (Staffs) 277239. (44165)
- JAGUAR E-TYPE**, 1962. 3.8 roadster. Total rebuild starting with new body shell, bonnet, doors, boot lid and front frame all from Jaguar. Rear sub-frame rebuilt and rustproofed, suspension and brakes rebuilt. Whole car Ziebarted and waxoiled, engine rebored, new pistons, new bearings, new high lift cams, balanced and gas flowed. New triple Dellortos new clutch, clutch plate, fitted 4.2 gearbox, J. A. Pierce centre lock alloy wheels, hard soft tops. Completely retrimmed £6,750. Tel: Telford 504279 (evening) or Wolverhampton 771821 (day). (44164)
- JAGUAR**, 1963. Mk. II 3.8, fitted in 1972 with 4.2 E-type engine and all-synchro gearbox, 4 owners: interesting history, needs bottom timing chain, so will haggle about £500. Further details: 0344-54318 (Bracknell, Berks). (44163)
- 1932 19 H.P. SUNBEAM.** Large imposing saloon, excellent condition bodily and mechanically, interior needs tidying £4,000. 0468 61335. (44160)
- TWO MORGANS**, 1949. DHC, very good condition, used daily, tax, M.o.T. 1931 "C" type Super aero restoration started, new parts, not a box of bits, complete car, replies to Box No. 8220. (44159)
- ROLLS-ROYCE 20/25**, 1935. Re-bodied as a fabric-covered tourer, swept rear wings, hardtop, in complete running order but needs work done £6,500. 01-624 9866 before 8.00 a.m. (44155)
- CUSTOM BUILT** Healey 3000 Mk. II BT7. Absolutely superb, no expense spared, a car to say you've arrived, venetian red, black int., works hard top, silver metallflake, soft top, mag. alloy wheels, Mk. II o.d. g./box. Offers around £4,000. Photo full details 061-798 0638 p/ax Eian 2+2. (44158)
- JAGUAR/DAIMLER SUITCASES.** Original fitted matched set for Mark 2/250, immaculate and complete. Offers Ayling, 3 Richmond Avenue, Chichester, Sussex. (44157)
- ROLLS-ROYCE**, 1937. 25-30 with Hooper touring saloon coachwork. This motor is in very nice condition inside and out, must be seen £9,000. G. Schuetz, Box No. 265, Woodstock, VT 05091, USA. Telephone (802) 457 3671 after 10 p.m. UK time. (44156)
- JAGUAR E-TYPE V12**, 1972. 2+2 automatic, regency red, 12 months, M.o.T., radio, tape player, VGD £5,750 or nearest Wolverhampton 734385. (44153)
- JAGUAR E-TYPE**, 1968. 2+2, manual, green, radio, good value at £2,850. Tel: 0483-232801. Worpleston Nr. Guildford. (44152)
- TRIUMPH TR4A IRS**, 1968. Excellent condition, gleaming red, new carpets, new hood, M.o.T. £1,350 o.n.o. Telephone Christchurch 477636 evenings and weekends. (44151)
- LOTUS ESPRIT**, 1976. Yellow, 24,000 miles only £6,000. Tel: 01-390 1012 (Surbiton, Surrey — daytimes). (44174)
- BENTLEY 3-LITRE**, 1923. 4-seater tourer, 9' 9" chassis. Body by Buckingham, only known example, unmodified. Exceptional order, full weather equipment £15,000. P. Woodley, The Bungalow, Bursby, Leicester. Tel: 066 472 419. (44175)
- MORGAN +8**, Red, 1973. 53,000 miles, regularly maintained by Morgan agent. New tyres, Pioneer stereo, bootrack, beautiful looker, goer. Flight Lieutenant R. E. Lee, 13 Cliff Avenue, Kingston or Officers' Mess, RAF Cranwell (after December 3rd). (44176)
- MERCEDES 200**, P-reg., 1975. 46,000 miles, dark blue, cream upholstery, tinted glass sunroof, Radiomobile stereo, spare unused, immaculate condition, £3,950 or exchange considered. Tel: 0909 (Worksop) 770164. (44177)
- LAMBORGHINI ESPADA Mk. III**, 1975. 20,000 miles, service history, white/blue leather, air conditioning, stereo radio/cassette, immaculate condition, £9,950. HP part exchange considered. Tel: 0483 34754. (44178)
- BMW 3.0 CSA**, M-reg. Black white leather, stereo radio/cassette £3,850 o.n.o. Tel: 0483 34754. (44178)
- 1927 AUSTIN 7**, Gordon England Cup model. Completely rebuilt, taxed and MoT. £3,250 o.n.o. Tel: 0206 34663 (Essex). (44179)
- DAIMLER V8 250**, 1969. Regency red, automatic, power steering, HRW, radio, MoT August 1980, superb condition, much admired, reluctant sale, £1,300. Tel: 01-998 1076. (44181)
- MG-C GT**, 1969. Wires, overdrive, bright red, very clean, must be seen £1,295. Tel: 01-643 7266 (days) or 048649 621 (home, Surrey). (44182)
- V8 E-TYPE** Jaguar roadster, J-reg. Professionally fitted 5.3-litre Corvette hi-performance engine with special carburettor, manifold, exhaust, camshaft etc. giving genuine 140 m.p.h. with fantastic performance and handling. Special wide alloy wheels, Avon-VR tyres, works removable hardtop/tonneau. AC-Cobra performance, has to be driven to be believed. Offers around £3,650. Might exchange. Tel: 01-643 7266 until 7 p.m. or 048-649 621 (home, Sutton, Surrey). (44182)
- TVR 3000M**, 1973. Black, sunroof vinyl roof, reconditioned motor, SS exhaust, new carb dampers, Mobelec, Wolfraze wheels, emigration forces sale of this much loved and reliable motor. £2,750 o.n.o. Tel: 0625 520438 (Cheshire). (44184)
- MATRA MID-ENGINE 530 LX**, 1.700 c.c. Ford engine and gearbox, Targa roof panel, superb handling and performance with easy maintenance, LHD. £1,795. Tel: Bristol 688645. (44185)
- SCIMITAR GTE**, Overdrive, first taxed February 1979, only 8,000 miles. Extras include: power steering, electric windows, Wolf racing wheels, rear fog guards and spot lights, tinted windows, front-seat headrests, stereo cassette radio, £7,000. Tel: Titchfield 41900 (office) and Hamble 3426 (evenings). (44187)
- CHRISTMAS PRESENT** par excellence! 1963 Mk. IV Sunbeam Rapier, 6,000 miles only, undersealed from new and completely free of any rust, spare unused. Fog, spot, radio and illuminated RAC badge! Taxed and MoT, truly just like a new car in every respect, attracts incredulous glances wherever it goes. £2,400. Tel: St. Albans 52162. (44190)

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1972 Lotus Europa Twin Cam. Red, 40,557 miles, stereo cassette, mag. wheels, Sundym, approx. £570 spent 15.6.79. £2,795



1979 reg. ('78 model) Ford Thunderbird. 2-door coupé, gold, one owner, 22,073 miles, air conditioned, radio, automatic, PAS, electric windows. £4,750

- | | | | |
|--|--------|---|--------|
| 1975 Austin Allegro Convertible. Red, radio, twin carbs., very rare example | £1,695 | 1974 MG-B GT. Yellow, replacement engine/clutch fitted 80 miles ago, overdrive, radio/stereo, tinted | £2,195 |
| 1973 BMW 3.0 Si. Maroon/grey velour, owned by us since October '76, approximately £400 spent 31.7.78, new radio/cassette just fitted, power steering | £1,995 | 1974 MG-B GT. Teal blue, 29,728 miles, overdrive, two owners | £2,195 |
| 1963 Bentley Series III. Two-tone green, local owner last six years | £7,545 | 1975 MG-B GT V8. Grey mirage, 27,128 miles, radio/cassette | £3,775 |
| 1967 Cadillac De-Ville. Metallic green, 40,609 miles, ex-late Paul Getty | £3,255 | 1975(P) MG-B V8. Red/black, 22,943 miles, sunroof, radio, tinted, headrests | £4,215 |
| 1977 (October) Datsun 260Z 2+2. Metallic aubergine, 14,564 miles, alloy wheels, 5-speed, stereo, plus self-seeking radio | £5,445 | 1974 MG-B GT. White/tan, overdrive, radio, two owners only | £2,245 |
| 1954 Daimler Conquest Century 2½-litre. Black, 18,474 miles, original log book shows two owners, first one for 21 years | £1,995 | 1974 MG-B GT V8. Chrome bumper model, 37,074 miles, Damask red, chrome wheels, overdrive, radio/cassette, two owners | £2,995 |
| 1974 Jaguar 4.2 XJ6. Dark blue, one owner, new engine just fitted by us, total bill £980, Air conditioning, sunroof, radio, electric windows, PAS, automatic | £4,445 | 1972 MG-B GT. Teal blue, tan nylon, tinted, overdrive, stereo/radio | £1,765 |
| 1970 Jaguar E-type 2+2. Automatic, sable/tan, 67,620 miles, c.w.w., radio, Webasto | £3,995 | 1977 Morris Marina 4-door 1.3 Super. Brown, one owner, 18,687 miles | £1,945 |
| 1969 Lotus Elan 2+2. Red/black, last owner nine years, 47,212 miles, history since new, must be seen to be appreciated | £2,195 | 1975 (Nov.) Reliant Scimitar. Manual/overdrive, white, 29,686 miles, mag. wheels, radio, rear wiper | £3,500 |
| 1971 Mercedes-Benz 280SL. LHD, white/black, hard and soft tops, manual, PAS | £3,995 | 1976 Renault 16 TX. Auto., one owner, 37,735 miles, light blue | £2,245 |
| 1979 (June) MG-B GT. Red, one owner, 6,765 miles, manufacturers warranty, extras | £4,695 | 1977 TR7. Auto., red, one owner, 20,423 miles, sun/vinyl roof, radio, Sundym | £2,795 |
| 1979 MG-B. Red, one owner, 5,367 miles, radio, manufacturers warranty | £4,125 | 1977(R) TR7. Yellow, green trim, one owner, 25,851 miles | £2,675 |
| 1978 (Nov.) MG-B GT. Green, one owner, 13,225 miles, full service history, sunroof, radio/cassette | £3,995 | 1977 (Dec.) TR7. Two-tone yellow/green, Wolfrace wheels, radio, Sundym etc. | £2,695 |
| 1977 (Model) MG-B GT. Green, one owner, 28,149 miles, tinted | £2,995 | 1977 Triumph Stag Convertible. Racing green, tan trim, one owner, electric windows, radio, PAS, overdrive, alloy wheels | £4,995 |
| 1976 MG-B GT V8. White, 19,749 miles, one owner, many extras | £4,395 | 1974 Triumph TR6. Green mallard, hard top, radio, overdrive, 36,294 | £2,795 |
| 1976 MG-B. Red, chrome Rostyles, overdrive, tonneau, choice of three | £2,345 | 1973(M) TR6. White/brown, radio/cassette, overdrive, headrests, tonneau | £1,895 |
| 1976 MG-B GT V8. Tundra, 26,767 miles, overdrive, tinted, sunroof, radio/cassette | £4,145 | 1973 Triumph GT6. Magenta, one owner, 26,065 miles, radio/cassette | £1,845 |
| 1976(R) MG-B GT. Yellow, tinted, overdrive, headrests | £2,545 | 1973 Triumph GT6. Magenta, engine rebuild 2.6.78 (£460 spent), overdrive, radio/stereo, two owners only | £1,645 |
| 1976 MG-B GT. Citron, overdrive, wire wheels, Sundym, sunroof | £2,765 | 1973 (Dec.) Triumph TR6. Emerald green, two owners, (sold by us to the last), radio/cassette, overdrive | £2,395 |
| 1975 MG 1500 Midget. Red, radio, tonneau, headrests | £1,445 | 1972 Triumph TR6. Hard top, damson, one owner only, modified to Strombergs | £1,750 |
| 1975 MG-B GT V8. Harvest gold, 30,499 miles, radio/cassette, full service history | £3,645 | 1972 Triumph Spitfire Mk. IV, Wedgwood blue, hard and soft tops, radio | £1,045 |
| 1974(M) MG-B GT V8. Damask red, 35,954 miles, invoice for gearbox, clutch, etc., Nov. '78, tinted, radio, headrests, etc. | £3,295 | 1972 (Oct.) Triumph Mk. III GT6. White, two owners, 42,674 miles, radio | £1,595 |
| | | 1963 Triumph/Bugatti Type 37 Replica | £3,100 |

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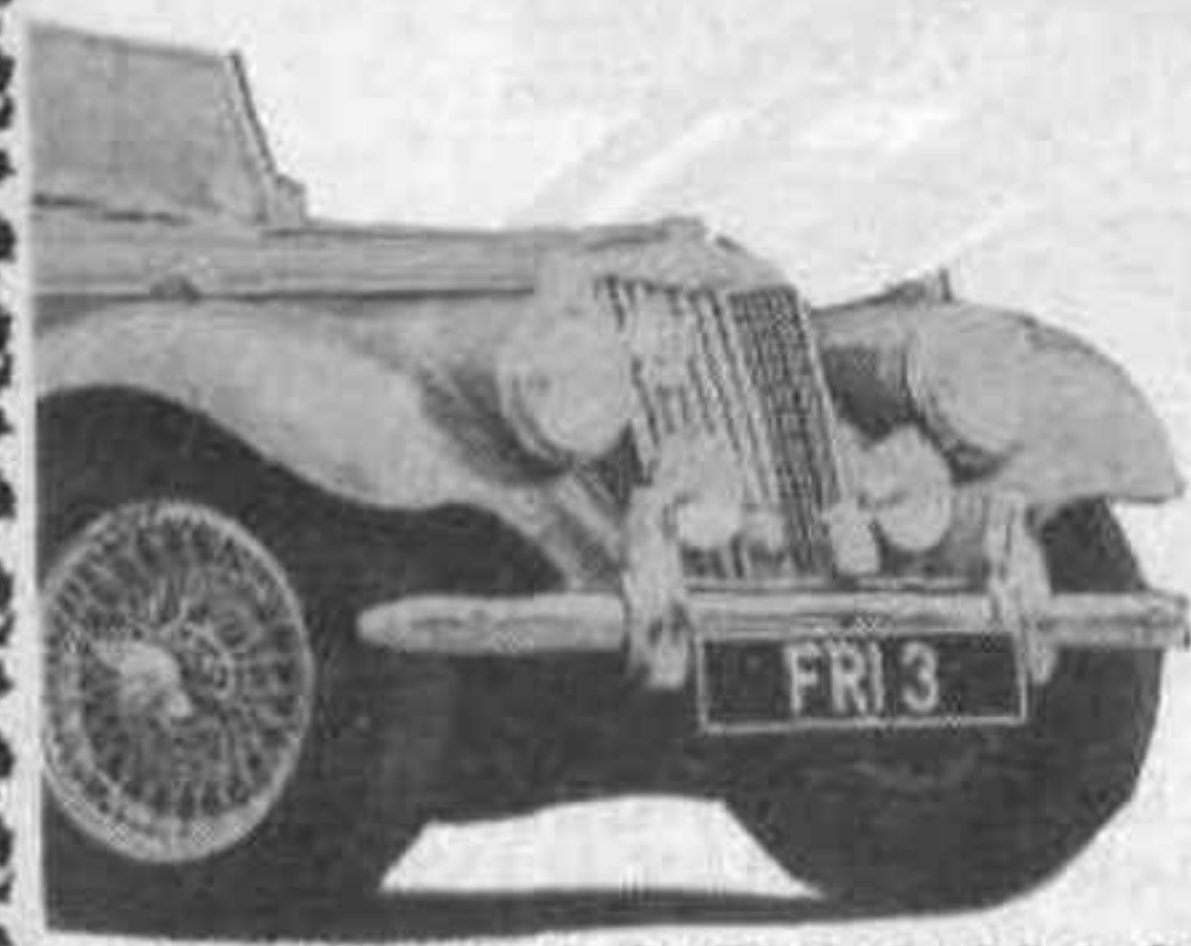
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E-TYPE JAGUAR, 1962. 3.8 FHC, restoration started, no time to finish, price to include following new parts: bonnet, doors, sills, complete boot floor, etc £1,600. Tel: Wigan (0942) 70828 (evenings). (43978)

MERCEDES 350SL SPORTS, 1973. (Rare manual model), white with black interior, PAS, h's tops, stereo radio/cassette with dictation facility, electric aerial, taxed/M.o.T., carefully maintained and in superb condition £8,500 o.n.o. Phone: Henley-on-Thames (04912) 6898. (43977)

MORGAN V-TWIN JAP 60" LTWOZ engine or parts wanted £450 plus for good engine. View anywhere UK. Tel: Ash Green (Kent) 872983. (43635)

TRIUMPH STAG, immaculate example, 32,000 miles, hard-soft tops, manual, overdrive, PAS, electric windows, electronic ignition, sienna, tan interior. £2,385. 01-504 1062. (43637)

VOLVO 1800ES "K" reg., 42,000 miles, white, one owner, sunroof, towing hitch. £3,200. 058-083 395. (43638)

PORSCHE 911S TARGA 2.7-litre, Ice green, immac., new exhaust, heat exchanger £5,800. LHD, serious enquiries only. 08893 3337 Staffs. (43639)

"UNIQUE MEXICO", "N" reg., ex-successful road rally car, complete £1,800 rebuild over last year, used as road car since, nearly everything new, extras too numerous to list, special bodywork, finished in Porsche Martini colours. Must be seen, looks fantastic £2,300 o.v.n.o. Details Maidstone 26585 evenings. (43641)

1935 AUSTIN 10 h.p. Litchfield saloon. Needs completion also many interesting and valuable spares £500. 01-567 0219. (43754)

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3.8 E-TYPE JAGUAR roadster, 1963. The definitive E-type for the true enthusiast collector. Having owned this car for some years, no expense has been spared to maintain it in beautiful condition £5,950 o.n.o. Tel: Wallingford (0491) 36390 Oxfordshire. (43646)

ROVER 95, 1963. 64,000 assured genuine mileage, full year's M.o.T., two owners. The full service history is available for this fine car and no expense has been spared to keep it in showroom condition. It is not an "Old Banger" so no time wasters please £1,450. Telephone Harrogate 862582. (43672)

JENSEN CV8, 1964. Blue, exceptional condition, one previous owner £3,500. Tel: 692 1439 home 858 3541. (43670)

JAGUAR 240, 1968. Manual, outstanding condition, 47,000 recorded miles, unmarked interior, Sony stereo, straight port head, recent clutch, new exhaust, M.o.T. £1,350. Telephone Lyons (France) 34.69.67 or likestent (0602) 326718 after 21.12. (43869)

1931 BOX AUSTIN 7, stored 1939 to 73. New tyres, M.o.T. August 1980, taxed, very sound beautiful little car £1,550. Phone 038882-2678 Co. Durham. (43868)

JENSEN INTERCEPTOR FF, 1969. Auto, excellent condition, iliac, dark blue hide interior, all Jensen refinements, tinted glass, stereo, all power, over £1,000 spent in last year to maintain in first class condition £2,500. Tel: Linley 058 861 325. (43855)

FOR SALE—continued

1956 SI BENTLEY with body by H. J. Mulliner, one owner, genuine 39,000 miles, stored all its life in centrally heated garage, a unique and superb example £7,500. Relies to Box No. 6218. (43865)

ALFA ROMEO ZAGATO 1600 and 1300, excellent condition, radio, burglar alarm, duty paid, taxed, M.o.T., imported November 5th. Icklsham 440. (43864)

1928 4 1/2-LITRE BENTLEY short chassis open tourer, restored and professionally maintained, illustrated Classic Car Nov. 1978 page 46, Benson (0937) 833847, office 62731 (Nr. Leeds). (43856)

LOTUS SUPER SEVEN Ser. III 1600 GT, rad, recent respray, Grand Prix tyres, SS exhaust, full weather equipment, twin Webbers, VHF radio, etc. absolutely superb £2,500. Ring Biggin Hill 74687 (evenings). (43857)

E-TYPE JAGUAR, 1967. 4.2 +2. FHC, 60,000 miles, ice blue, stereo radio, manual, chrome wheels, good condition, long M.o.T., realistic offers. Ninfield 892214. (43863)

LOTUS ELAN 2+2 130S, 1972. 33,000 miles, M.o.T. £2,300. Tel: Mundesley 720922 between 6.00 p.m.-8.00 p.m. (43862)

1967 MGB GT, Radio and o.d., good condition for year, long tax and M.o.T. £600 o.n.o. P/ex for similar priced Midget/roadster. Tel: Rugby 812745 (weekends). (43858)

ALVIS TD21, 1962. For spares or restoration. Offers around £350. Northampton (0604) 880668. (43850)

ALFA ROMEO 1600 GT Junior, Fed, November 1975; Ziebart, Armourglaze, radio excellent condition, realistically priced at £1,950. Gerald Baker on Bristol 298151 day, Pill 4236 evenings. (43849)

BERKELEY T60, 1960. Three wheeler sports, beautifully restored and masses of spares £975. Telephone Crowborough 5857. (43848)

AUDI GL 5S "T" REG., December 1978. Silver, blue velour, tints, HRW, flamps, h-lamp washers, radio-cassette, 21,000 miles, economical, quiet luxury motoring £4,700. New price £7,300. Quality part exchange considered. Wincanton 32844. (43847)

JAGUAR V12 E-TYPE 2+2, "K" Registration, automatic, sunshine roof, offers in the region of £4,750. Telephone Inkberrow 792801. (43846)

VOLKSWAGEN CABRIOLET BEETLE, 1978. Immaculate black, 8,000 sunny miles, stored winter £8,000. Photograph details ring Blackburn 40600. (43845)

LOTUS ECLAT 521, Yellow, reg. August 1979. 10,000 miles, air conditioning, leather trim, stereo, immaculate condition, fully serviced £8,000 o.n.o. Tel: 01-732 0291 day, West Kingsdown 2569 evening. (43808)

VOLVO P1800E COUPE, 1970 "J" 45,000 m, red, excellent condition, also 1973 MG-B, overdrive, white, absolutely superb £1,290 and £980 respectively, 01-886 3080 David, evenings. (43844)

ROVER 80, 1961. Two-tone green, Webasto roof, exceptional condition, M.o.T. and taxed March 1980, 1950. Tel: Leatherhead 77225. (43785)

BRISTOL 407, Taxed and tested, good running condition, driven regularly by same owner for over ten years. Ring Croughton 810241. (43787)

JENSEN GT, 1975. Reg. 76 model, finished in aruba red with leather interior, electric windows and stereo-radio, etc. £3,895.00 o.n.o. Part exchange considered. Tel: Grimsby 825808 after 6.30 p.m. (43788)

FOR SALE—continued

PORSCHE 924 LUX with many extras, 1978 "T" reg. 17,000 miles, air conditioned, electric windows, radio cassette £8,900.00. (Replacement price £10,700.) Tel: Wokingham (0734) 782777. (43777)

LANCIA BETA 1600 Saloon, "S" Reg., late 1977. Immaculate condition throughout, meticulously maintained, 23,000 miles, Motorola radio, taxed and serviced, reluctant sale, realistic price £2,450 o.n.o. Phone (Manchester) 061-881 1393 business or 061-499 2277 home. (43707)

TRIUMPH TR7, "R" reg., green 26,000 miles, well cared for £2,395. Tel: eves 0625 73781. (43778)

MORRIS MINOR SALOON, 1956. Split windshield, available for restoration. Offers to Wilmslow (0625) 524110. (43780)

ALVIS TD21, 1963. Series 2 saloon, manual, nice condition, excellent performance, new clutch, tyres, sills, battery, M.o.T., tax, value at £1,300 o.n.o. Tel: Lytham Saint Annes 725054 (Lancs). (43782)

TWO AUSTIN SALOONS, 1937 Ascot 12 h.p., running, needs bodywork, no M.o.T. or tax £650 including spares. 1959 Westminster A105 Vanden Plas. Much money spent, cost me £780. Best offer accepted, M.o.T. 31.5.80, taxed 31.10.80. Tel: 061-928 2944 after 6 p.m. (43784)

3-LITRE BENTLEY, 1928. Based on 9' 9 1/2" 4 1/2 chassis RN 3042. Registration MP2219. D-type gearbox. Offers over £8,000. 021 3537640. (43789)

RANGE ROVER, 1979. Unmarked, 6 month old, "as new" vehicle, 3,200 miles, Sahara dust, full optional pack, power steering, tinted glass, radio-stereo, towbar, road tax. Under warranty and barely run in. Best offer secures. 01-467 7788. (43790)

MG-B ROADSTER, 1974 N (Chrome bumpers). Yellow, o.d., 47,000 miles, known history, M.o.T. Sept 1980. Much recent expenditure makes this an excellent example. Reluctant sale due to change of plans £1,625 o.n.o. Standish (Lancs) 423265. (43702)

JAGUAR MK. 2, 1964. 3.4-litre manual overdrive, one elderly JDC lady owner for fourteen years, superb silver gold paintwork, glittering original chrome wire wheels, special order royal midnight blue hide interior, annually serviced by Jaguar in Coventry, documented history, bills and all M.o.T.s to substantiate, 48,000 miles. Original tool kit and owners manuals, personal number plate £1,500 recently spent, £3,500 or exchange series one 4.2 "E" type roadster, similar value or roadster in good condition but seized engine. (043871) 7460 (Herefordshire). (43794)

LOTUS ELAN SPRINT, 1973. Brown and white, mint condition, sunroof and rollcage, long M.o.T. £2,850.00. Phone Nottm. 248150 work hours 266215 evenings. (43795)

SUNBEAM TIGER 4.2, 1966. Good condition, M.o.T., two soft tops with frames, one very tatty, hard top with tinted windows, asset £1,500. Tel: Ipswich 45072 or Romford 25362. (43714)

DAIMLER SP250, 1961. Immaculate, with reg. No. NW 80 £3,000 o.n.o. Leicester 766460 or 412005. (43715)

ASTON MARTIN DB4 drophead, 1962. In very good original condition but with new hood and cover, member AMOC £8,500 o.n.o. Tel: 913 2525 evenings. (43717)

LOTUS ELAN 2+2 5/130, August 1975, N reg., M.o.T. Oct. 80, tax Feb. Kept in pristine condition from new, 44,000 miles, sunroof, Sundym, cassette, few spares, workshop manual, 4 new tyres £3,750 o.v.n.o. Hook, Hants 3870 evenings weekends. (43721)

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AC ACECA-BRISTOL, 1960. 10002, overdrive, 40,000 miles from new, 3,500 miles since engine and gearbox rebuilt by Bristol Cars, Filton. Remainder of intended full restoration stopped by ill health with most mechanical work done and virtually all new parts necessary for completion (e.g. new differential, rear spring, drive shafts, wheels, bumpers, carpet, etc.) included £3,750. Telephone 01-660 7830 (Purley). (43718)

TR6, 74. LHD, genuine 28,000, new XASs, 23,000 spares never used, stereo cassette radio, superb condition all round £2,900. Tel: 021 706 2483. (43720)

MARCOS 3-LITRE VOLVO, 1971. Always well placed Donington, Wolfraze, chrome engine, spoilers, metallic blue, excellent condition £3,600 o.n.o. Tel: 061-747 4887. (43723)

BENTLEY CONTINENTAL Mulliner Fastback S1, 1956. Totally renovated by present owner over last 10 years and now the finest example extant. Silver metallic, green upholstery £25,000. Edwards, Stevenage 2751 (office). (43725)

VAUXHALL CHEVETTE 2300HS, Silver red tartan cloth, side trims, 5-speed gearbox, alloy wheels, delivery mileage £5,995. For further details please phone 01-330 2900 or 01-330 4990. (43726)

PORSCHE 911 LUX, 1976. Platinum, electric roof, windows, etc., full service history, never been damaged, beautiful condition £11,500.00. Telephone 9 to 5 Shoreham (07917) 61470 and evenings 63732. (43727)

SCIMITAR GTE, 1976 (R). Sierra tan, automatic power steering, sunshine roof, alloy wheels, electric windows, stereo radio-cassette. One owner, company director's car £3,750 o.n.o. Apply to Mr. S. Portlock, Fareham 232511 business hours. (43728)

MORGAN +8, 1974. Dark blue, 20,000 miles, reg. No. MOG 9, immaculate, £5,600 o.n.o. Tel: weekdays 01-402 1889 weekends 042 1273352. (43730)

ELIGIBLE HISTORIC sports racing car. Allard Jaguar originally known as the Sopwith Sphinx. Very fast and quite amazingly ugly. Needs some work £8,500. Cheltenham 862034. (43732)

PORSCHE CARRERA RS touring 2.7, 1973. The classic model of the 911 range, white with blue lettering, 73,000 recorded miles, good condition £8,500. Cheltenham 862034. (43732)

MGC GT, 1969. One owner, 120,000 miles of daily use by solicitor, Jaguar sable brown, red upholstery, radio, tow bar and electric. Offers over £1,500. Tel: Anstey Mills 225 (Devon). (43735)

FOR SALE, 1967 Sunbeam Alpine sports two-seater, 51,000 only, no overdrive, crank reground, much above average condition £700. Apply Tunbridge Wells 26072. (43633)

FOR SALE, Fine vintage Mercedes 1929 tourer, Restored, first reasonable offer, must go to finance project. Details 01-950 1019, Tanglewood Lodge, Common Rd., Stanmore, Middx. (43635)

FOR SALE, XK140 FHC, sound mechanically, good engine, sound chassis, interior work, new wiring, brakes, tyres, any reasonable offer over £1,500. 31-950 1019. (43635)

DAIMLER SOVEREIGN, Metallic gold, tan leather interior, immaculate, unbelievable condition for year 1968. One family from new. £1,100 or exchange for small vintage car. Tel: Southport 42191. (44215)

MASERATI INOXY, 4,700 miles, 1971, 4-seater, just imported, new tyres, LHD. £4,300. Tel: North Shields 575974 (weekdays). (44217)

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WE BUY & SELL MORGANS

FOR SALE—continued

JAGUAR XK150 FHC. Carmen red with grey interior, completely restored throughout after all panels removed and stripped to bare metal before repainting, retrimming, rewiring and rechroming. Mechanically and bodily excellent £4,850. Tel: Amborough (Kent) 51881. (43634)

JAGUAR E-TYPE V12 2+2. Manual, chrome wires, Webasto sunroof etc., signal red, tan leather, new tyres, full MoT, fastidiously maintained, beautiful original condition throughout. £5,250. Tel: 021-354 4434 (Birmingham). (44188)

1935 HILLMAN Minx. Completely restored, two-tone beige bodywork, interior re-trimmed professionally, first class condition. £2,500. Tel: Ruspur (Sussex) 234. (44193)

VW SCIROCCO GLS, 1978. Excellent condition and reliability, gold metallic, alloys, automatic. Offers near £3,600. Tel: 051-424 2564 (daytimes or 10695) 625134 (evenings). (44194)

LOTUS 7 series 4. Yellow, Cosmic wheels, roll-bar, MoT and tax, beautiful condition. £2,395 o.n.o. Tel: Evesham 792145. (44195)

JAGUAR 240, 1968. Automatic, BRG, sunroof, Motorola, recent engine overhaul, new tyres, silencers, in daily use, MoT 1980, coachwork and interior very good. £2,500 quick sale. Tel: Watford 34075. (44196)

BRABHAM BT41 F3. Beautiful original condition believed to be Works development car. 1979 Sprint Championship Class Winner. Second overall. £2,500 o.n.o. Tel: Wakefield 259078. (44198)

GORDON KEEBLE superb looking example of appreciating classic. No. 42 of only 99 produced. Tremendous power, 140 m.p.h., full 4-seater, grand tourer, formerly owned by John Woolfe, restored over the past five years, including rebuilt 5.3 V8 engine, new interior in beige dralon etc. Coach painted in metallic brown, new chrome work and alloy wheels, stereo/radio, unique investment opportunity. Offers over £5,500. Tel: 01-643 7266 (9 a.m. to 7 p.m.) or 048 649 621 (Sutton, Surrey) evenings. (44197)

FROGEYE SPRITE, 1960. Blue, completely original, all metal, Bermuda hardtop, stored 4-years, some work required. Best offer. Tel: 046 08 625 (Taunton area). (44199)

RED MORGAN 4/4, 2-seater, 1975 model, wire wheels, plus extras, excellent condition, 8,000 miles, only £5,875. Tel: Sheffield 464831. (44200)

BSA, 1934 three-wheeler engine, less head and carb., also spare timing cover and back plate, bell housing, crank, oil pump, flywheel, camshaft etc. £85. Tel: 061-432 3518 (Manchester). (44202)

ALFETTA 1.8, 140 b.h.p., twin carbs, o.h.c., saloon, 5-gears, 5-seats, 4-doors, 4-disc brakes, big boot, full Ziebart anti-rust protection when new in '76, service records, MoT, push-button radio/cassette, sunroof, tinted glass etc. £1,850 o.n.o. Tel: Fownhope 260 (Hereford). (44203)

HUMBER SUPER-SNIPE Estate, series 5, 1966. Mechanical condition excellent, interior good, genuine 25 m.p.g., superficial rust only, carefully stored, not used two years, MoT expired. Hence £445. Tel: Hitchin (Herts.) 50625. (44204)

PORSCHE TURBO 3-litre, '75. Metallic blue, black leather trim, air conditioning etc., 35,000 miles, recent full service including new rear P7's £16,950. Porsche part exchange considered. Tel: West Monkton 412621 (Somerset) evenings and weekends. (44212)

FOR SALE—continued

TR6, 1973. Magenta, white soft top, tinted glass, XJ6 tyres, stereo-radio, Chiltons, tow bar, company car forces sale. £1,799. Tel: Wolverhampton (0902) 757409/761554. (44206)

MG TD2. Burgundy with cream hide, mint showroom condition. £5,750. Tel: Sheffield 79896 (office), Tideswell 871654 (home). (44205)

MG-C GT, 1968. 42,000 miles, wires, radio, HRV, leather upholstery, laminated windscreen, electronic ignition, servo, fogs front and rear, recent petrol tank, exhaust, batteries, oil cooler, clutch, and radiator. Beautiful example of rare, appreciating sports car, tested Oct. '80. £1,750 o.n.o. Tel: Arnccliffe (075 677) 204 (N. Yorks.). (44207)

ROVER 110, regd. 1964. In excellent original condition, colour stone over sage green, 57,000 miles by one owner. £1,500 o.n.o. Tel: 0767 50518. (44210)

DAIMLER 2 1/2-LITRE, Auto., regd. 1967, dark blue with red leather upholstery. £1,000 o.n.o. Tel: 0767 50518. (44210)

TR6, 1979(K). Saffron, soft top, overdrive, radio, 42,000 miles, in very good condition, well maintained. £1,400. Tel: Warminster 216154. (44213)

TVR GRANTURA Mk. I, 1981. White coachwork with black interior, completely restored. This car is a collector's car, only serious enquiries. Write M. J. Stevenson, 24 St. Andrews Road, Portslade, Hove, West Sussex for full specification. (44214)

3 1/2 BENTLEY rolling chassis. Lowered and shortened with new 16" wheels, rebuilt radiator etc. Re-offered due to default. £1,850. Tel: 063521 505 (Berks.). (44211)

MG 1800 Mk. I, 4-seat open tourer, very original, sound running order. £6,000. Tel: 0908 582651 for details. (44216)

TVR 3000M, 1977. 17,000 miles, onyx brown with coachband, vinyl roof, sunroof, radio cassette, immaculate condition. £4,875. Tel: 0234 720709 (evenings). (44287)

PORSCHE 924 Lux, May 1979, 9,000 miles, Mocha black, 5-speed box, sunroof, electric passenger mirror. £9,250. Stereo optional extra. Tel: 061-308 2628. (44316)

JENSEN INTERCEPTOR, 1973. Approx. 47,000 miles, a prestige car in excellent condition, metallic grey with blue leather upholstery. Price: £4,250. Tel: 0298 871 435 (days), or 0298 871 230 (evenings). (44288)

MERCEDES BENZ 240TD estate, 1979. Approx. 3,000 miles, extras include: Pioneer radio/cassette player, sunroof, power steering, PAO turbo conversion unit. Price £13,750. Tel: 0298 871 435 (days) or 0298 871 230 (evenings). (44288)

JAGUAR, 1968. 3.8 S-type. Manual, overdrive, fair condition. £800 o.n.o. Tel: Luton 591410. (44289)

JAGUAR 240, 1968. Black, manual, overdrive, superb condition throughout, possibly best available. £1,250. Tel: Swindon 42916. (44291)

LANCIA 2000HF coupé, 1974. PAS, fuel injection, radio, electric windows, metallic silver. A bargain at £1,750 o.n.o. Tel: Williamson Southport 67268. (44293)

MASERATI MERAK S.S., November 1976. New addition to the family forces sale. £1,000 recently spent on full service, plus new clutch, full specification. Offered for quick sale at £8,500. Tel: 01-543 1691 or 01-661-2335 (evenings). (44295)

CAPRI 3000 GXL SPECIAL, 1973. black sunroof, long M.o.T., rebuilt engine, 3,000 miles, overbored, racing heads, carb, exhausts, wide SP sports, bills for over £1,000. Very powerful and attractive car. £1,695. Tel: York 52037 evenings. (44296)

FOR SALE—continued

LOTUS EUROPA TWIN-CAM, 1972, maroon, very good condition, long M.o.T., 49,000 miles, alloy wheels, radio. £2,125 o.n.o. Tel: Northampton 494095. (44298)

LOTUS ELAN S4 FHC, 1971 model in yellow with black interior, very good condition, full service records for the last three years which include rear suspension and engine overhauls. £1,500 o.n.o. Tel: Chris Piper Chandlers Ford 3405. (44299)

MG-B GT V8, Excellent 1974 M reg, chrome bumper model, Tundra green, beige cloth seats, radio, etc., house move forces sale. £2,950. Tel: Leighton Buzzard 376060 evenings. (44300)

MG TC, Red, black trim, UMG 25, long M.o.T., sound condition, mainly original, refurbished as necessary, original log book. £4,000 o.n.o. Tel: Belper (Derby) 4637. (44302)

TR6, 1972, white, overdrive, taxed, long M.o.T., new hood, new injectors, radio. £1,450 o.n.o. Tel: Derby 26129. (44302)

MORRIS MINOR 1000, 1969, beautiful condition, perfect runner, choc. brown, taxed four months, M.o.T. nine months. Ideal collector's car, any trial. £925 o.n.o. Tel: 08882 212, Worcester. (44303)

JAGUAR MK VIIM, 1955, Reg. No. HRG 222. Offers over £400. Tel: (0493) 750467. (44304)

LOTUS ELAN SPRINT FHC, 1973, virtually one lady owner, 48,000 careful miles, full service history, not to be confused with the usual rubbish offered for sale, excellent condition, taxed, £2,450 o.n.o. for quick sale please or part exchange Jaguar/Daimler Mk. 2. Tel: 01-697 6473. (44306)

TR6, 1970, H Reg., 67,000 miles, tax, chocolate, tan interior, new trunnions steering rack, overdrive, fuel injection, hard and soft tops, £700 spent, new M.o.T. £1,550. Tel: 778-4404. (44307)

NEW MORGAN 4/4, Two-seater, delivery mileage, royal ivory, red leather upholstery, most extras. £7,000. Tel: 01-894 6501 (office) Leatherhead 74048 (home). (44308)

MASERATI GHIBLI SS. This very desirable and appreciating automobile was handbuilt in 1970 in northern Italy and later shipped to England in 1978 thus bearing a T registration. It is a left hand drive model with the 4.9 litre V8 and five speed ZF gearbox. The coachwork is by Ghia and beautifully painted in a deep metallic burgundy, with the interior upholstered in off-white leather. The automobile, in keeping with the Maserati tradition, has all the usual appointments, and £8,450 is the asking price. A reasonable offer will be considered, but as this is a private sale, no part exchanges can be entertained. Tel: Leatherhead 75562 during working hours or Leatherhead 73291 at other times. (44309)

LOTUS ESPRIT, 1977, white, 12,000 miles, in excellent condition, marriage forces sale. Cheap at £6,200. Tel: Stonyhurst 319 evenings. (44310)

LANCIA MONTE CARLO, 18,000 miles, red, sunroof, 2 year warranted, new tyres, rustproofed, electric windows, Pioneer sound system. A well maintained director's car. £5,100 o.n.o. Tel: Norwich 20634 evenings. (44313)

PORSCHE 924, 1977, black, excellent condition, service records available. £6,300 o.n.o. Must sell. Tel: Flo, evenings at 01-602 4221. (44314)

MG-B GT, P Reg., one owner, regrettable sale by MGCC member and enthusiast, immaculate, 40,000 miles, rustproofed since new, full documented history. £2,450. Tel: Bradford 594862 (Yorks). (44315)

FOR SALE—continued

BRABHAM MG MIDGET, 1962, 46,000 miles only, ex-property international sportsman, stored nine years, same family last seven years, used summers only, Coventry Climax FWE engine, stripped, requires new liners rings, car running on 1,098 c.c. unit, tested July 1980, chassis, body, interior in good order, not rot box, this car could be the only original Brabham MG left out of the 21 or so made, original logbook. For sale at £1,250. Tel: 0484 37804 evenings. (44318)

JENSEN INTERCEPTOR, 1973, superb, 49,000 miles, green sand with tan trim, absolutely magnificent. £3,450 o.n.o. or 1972 SP Interceptor, bright yellow, four new tyres, 84,000 miles, serviced by the factory, one of the best. £2,650 o.n.o. Both 12 months M.o.T. Part exchange possible. Tel: Blackburn, Lancs. 0254 55722. (44319)

FIAT X1.9, 1977 R Reg., metallic orange, 12,500 miles only (wife's car), usual extras including radio/cassette. £2,950. Tel: 0279 416251 (evenings), 01-514 1213 (office). (44317)

TVR TUSCAN V8, V8 Griffiths, V8 racing TVR Tuscan with full gear. Tel: E. Stephens, Clonfield 380 036781. (44320)

TVR 3000M, November 1976, metallic brown with vinyl roof and sunroof, overdrive model with Wolfrace wheels, taxed and 12 months M.o.T., powerful car in excellent condition. £4,250. Tel: Redditch 26519. (44321)

ASTON MARTIN DB 2/4 MK. I. Much restoration work carried out, fully reconditioned Jaguar engine/gearbox ready to fit. Change of circumstances would now provide purchaser opportunity to complete a first class vehicle. Offers invited. Tel: Reading 695204 (view London). (44322)

MG-B GT V8, 74M, 37,000 recorded miles, white/beige upholstery, extensive service, new tyres, Motorola, electric aerial, overdrive, tinted windows, etc. £2,775. Tel: Coventry 501858. (44323)

MG-B GT, July 1978, Inca yellow, stereo radio cassette, electronic ignition, 11,000 miles. £3,600. May consider part exchange, good late 1275 Midget and cash. Tel: Burton-upon-Trent (0283) 840545. (44326)

JENSEN HEALEY CONVERTIBLE, 1973, red, good condition. £1,900 o.n.o. Tel: Astwood Bank 3520. (44326)

FIAT 130 COUPE, N Reg., late 1974, elegant Pininfarina coachwork V6, auto., air conditioning, superb, original condition in silver with russet velour. A modern classic at a realistic price. £2,750 o.n.o. Tel: Falmouth 311577. Can show anywhere. (44327)

ASTON MARTIN DB6 VANTAGE, Superb, £9,750. Tel: Reading 52206 business hours. (44324)

ASTON MARTIN DB4, Late series 4 Vantage Convertible. £5,000. Tel: Bristol 46633/25107. (44328)

DAIMLER MAJESTIC SALOON, 1960, 2 owners, full service history, professionally maintained, 3.8 six cylinder engine, M.o.T. and taxed. £925. Tel: Newton Abbot (Devon) 3815 day, Brixham (Devon) 3001 evening. (44329)

FIAT X1.9, November 1977, metallic orange, used as second car by Tristar pilot hence low mileage of 10,000 miles, new exhaust recently fitted. £2,950 o.n.o. Tel: Scone (0738) 51141. (44330)

RELIANT SCIMITAR GT, November 1972, Reg. No. 961 BGE, Mediterranean green, tan trim, manual, overdrive, electronic ignition, alloy wheels, fog spot, etc. 12 month M.o.T., 45,000 miles, superb car. £2,000. Tel: Blackburn 0254-50451 evenings. (44337)

MIKE DUNCAN

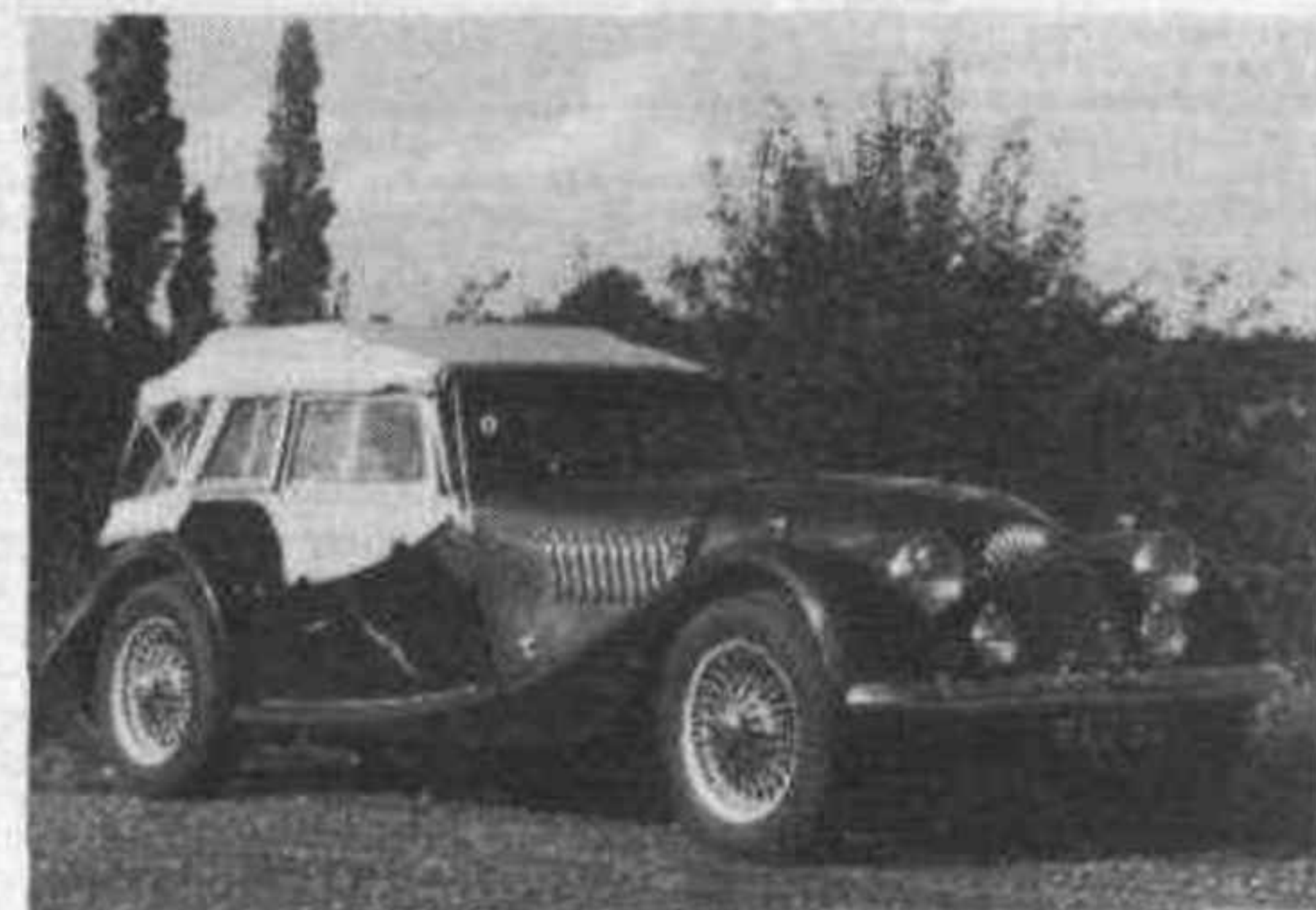
Midlands Morgan Agent



92 WINDMILL HILL,
HALESOWEN, BIRMINGHAM



TEL:
CRADLEY HEATH (0384) 67675

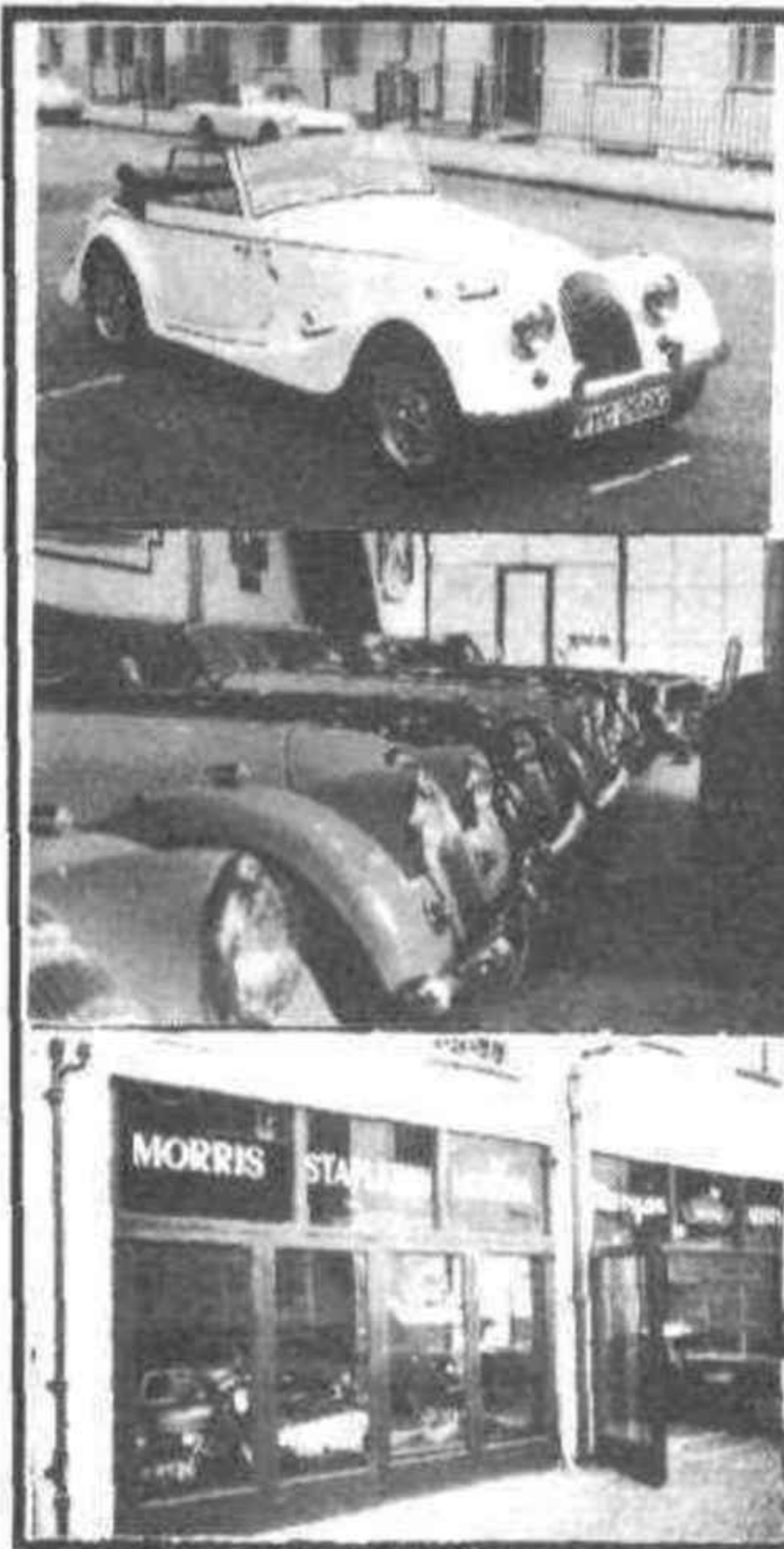


Mid November finds me feeling like Old Mother Hubbard at the time of going to press, so I tell you no lie and admit we have not got much at the moment. Maybe my prices are too cheap but we do not seem to keep a 4/4 above a week of late.

We do have some V8 power in the shape of a 1977 +8 in green with brown trim, serviced by the works. 1977 +8 in red with alloy bodywork. A 1974 +8 in black with red leather trim and only 5,000 miles. 1969 +8 in orange and ripe for tidying. I also have a very nice MGB V8, 1974, vinyl sunshine roof, stereo, overdrive, rear wiper, etc., must be good value at £3,200 which is cheaper than almost any Morgan.

In the Christmas present department we now have an electric child's racing car at £75.00 plus VAT to complement the Morgan pedal car at £195.00 plus VAT. The Morgan Club calendar for 1980 has some nice paintings of Morgans at £2.00.

Morgan Books: Morgan First and Last £7.95, More Morgan £7.95, Morgan Sweeps the Board £9.95, Morgan Sports £1.95, Four Wheel Morgan £5.45, Morgan Workshop Manuals £4.50. T shirts £3.50, Sweat shirts £5.00, small, med., large, XL. Children's T shirts £2.50, Sweat shirts £5.50, 24 to 32 chest. Morgan Umbrellas £13.95, Bedspreads £10, Morgan badges 85p. All prices include P & P. (UK only).



The London Morgan Distributors



December is the month of good cheer so come and see the Morgan merriment in the Mews. Looking like father Christmas is a 1978 Morgan +8 in snow white with black leather upholstery, luggage rack, folding and reclining seats, tonneau cover. Radio already tuned for Christmas messages £8,250. 1976 Morgan + in white (becomes beard) brown leather upholstery, luggage rack, tonneau cover also piped in brown. First and Last of the Real Sports Cars Book featured a yellow 1972 Morgan +8 on the front cover belonging to the author. This car, as mentioned in last month's advertisement, including its special number plate is still for sale due to a gentleman changing his mind. £4,350 is required to pass hands before you can claim ownership. The black Morgan +4 coupé now has its interior re-upholstered in red leather (worth it, if only for the smell of leather). Price on application. A non Morgan disguised as a 1978 MGB in blue with cloth upholstery seeks a new owner, 26,000 miles £3,150. 1975 Morgan 4/4 4-seater finished in Post Office red, luggage rack, tonneau cover, 72 spoke wire wheels. Another 1975 Morgan 4/4 4-seater in red identical to the one just described but has

no wire wheels. To make up for this the Morgan has folding and reclining seats instead. A 1977 Morgan 4/4 2-seater finished in jade yellow, black interior and bucket seats, luggage rack (also in yellow), flip petrol caps, bonnet strap. 1978 Morgan 4/4 2-seater, red, 72 spoke wire wheels, bench seat (must be one of the last), tonneau cover £5,750. Another 1978 Morgan 4/4 2-seater in royal ivory, luggage rack, bucket seats, tonneau cover £5,950. Incidentally the Morgan above this last one has also an aluminium body. 1977 Morgan 4/4 4-seater in blue (sort of French blue), wire wheels, folding and reclining seats, electric aerial, 15,000 miles, tonneau cover £6,150. As a standby in case of severe snow we have a 1974 Range Rover in Tuscan blue. Biscuit upholstery, radio, sunshine roof £5,350. If it gets stuck the Morgan will pull it out! Another non Morgan for those of you who read this for its wit rather than the search for a Morgan, is a 1971 Jaguar XJ6 2.8 Avro, offers. Morgan T-shirts, pedal cars, badges, scarves, posters, books, umbrellas, key rings all in stock. Being of good cheer we wish you and our competitors a happy Christmas.

morris stapleton Reece Mews, London SW7 01-589 6894

FOR SALE—continued

TR5. One devoted owner from new, overdrive, Motorola, etc. new hood, rebodied (steel), moderate mileage, long M.o.T., astonishingly reliable and genuinely excellent condition. £1,850 Tel: Byfleet 46189. (44333)

PEUGEOT 304 CABRIOLET soft top coupe. 1972. M.o.T., taxed, recent respray, i.h.d., import, hence £750 o.n.o. Tel: Exeter (0392) 51510 (evenings). (44335)

ROLLS-ROYCE SCII LWB. 1962, in the most beautiful original condition, complete record of maintenance at Hythe Road and R-R agents, with the most meticulous records kept by the chauffeur. Electric Division. Sage over smoke green. Also Rolls-Royce Pill 1937 Park Ward close coupled sunroof saloon, with wind up division. Stripped and repainted velvet green to complement the original leather upholstery. Silver vanity fittings. First class chassis and mechanics. £18,000 each, would prefer interesting part exchange. Tel: 0624 5859. (44337)

MG MIDGET. 1966, tax, M.o.T., very smart car with extras, BRG. £600 or exchange motorcycle. Tel: Thanet (0843) 33849 evenings weekend. (44338)

ASTON MARTIN DB56 manual for sale. Extensive rebuild by present owner carried out to concours condition. Reluctant sale. Phone Forest Row (Sussex) 034 282 4155. (44371)

1937 ROVER 12. Basically sound, relatively easy restoration, potentially very nice motor car £475. Ash Green (0474) 872239. (44373)

1936 ROESCH TALBOT 75. Razor Edge saloon, needs total restoration, lots of work, rare opportunity to acquire a real Talbot £800. Ash Green (0474) 872239. (44374)

JENSEN 541, 1956. White, taxed, 9 month M.o.T., immaculate inside and out, radio, electric aerial, in daily use £2,000 o.n.o. Contact Dave Jensen, Birmingham 4442989. (44376)

1968 VANDEN PLAS 4-litre "R", 1 owner, grey over ivory, sunroof, radio, etc., 57,000 miles, undergoing wing repair. Offers around £1,000. Tel: Winchester 4570. (44377)

TVR TAIMAR TURBO. June '79, 6,000 miles, gold with brown coachband, roll bar, sunroof, stereo/radio cassette, Wolfraze wheels £12,000. Tel: Sauchen 371 (Aberdeenshire). (44378)

DAIMLER SOVEREIGN 420 (S). 1969. Auto, bodywork good, M.o.T., taxed May 1980 £550. Malvern 5658. (44379)

TVR 1600M, June 76. 29,000 miles, very good condition, host of extras £3,150 o.n.o. Phone Southwell 813155 after 5 p.m. (44380)

MORRIS 1000, 1957. Black, excellent condition, M.o.T., taxed, spares, offers invited. Phone Sevenoaks 52154 evenings. (44381)

E-TYPE JAGUAR, 1971. V12 2-2, 41,000 genuine miles, refinished in BRG, radio cassette, a really beautiful car for £4,900 o.n.o. May accept interesting car in part exchange. Tel: Swindon (0793) 722002. (44382)

BMW 2002 TII Lux, May 1976. 35,000 miles, 2 owners, service history, metallic red, radio, fast and economical £3,250. Tel: White Parish 468 (Wiltshire). (44383)

TR6 1969. 150 b.h.p. model, superb royal blue coachwork, 7" Wolfraze wheels with XJ6 tyres, padded roller, bootrack, etc. Items recently replaced include gearbox, clutch, exhaust. Maker's oil pressure. Regretful sale of a beautiful car £1,395 o.n.o. P ex considered, Southend 558518. (44384)

FOR SALE—continued

ALFA ROMEO ALFETTA 1.8 saloon, March 1976. 35,000 miles, long M.o.T., bodywork and mechanical condition excellent, many extras £2,000 o.n.o. Andover 2949. (44385)

MORRIS MINOR, reg. 1957. Exceptional all round condition, taxed and M.o.T. £700, Southampton (0703) 555904 evenings. (44386)

SWALLOW DORETTI Mark II sports 2-seater, 1954. Only survivor of two Mark II prototypes, all original and complete, mechanically rebuilt over the last four years. TR2, mechanics, aluminium bodywork, overdrive, midnight blue, mechanically and bodily excellent, M.o.T. November, full weather equipment, a unique and practical sports car £2,500. 01-948 4360. (44387)

ALFA ROMEO ALFETTA GT 1.6 coupe 78. Blue, one owner, 40,000 miles, excellent condition, bargain £2,595. H.P. possible. Tel: 01-720 7204 (S.W.4). (44388)

LANCIA BETA 1800 coupe 78. Burgundy, one owner, only 13,000 miles from new, absolutely immaculate £3,250. H.P. possible. Tel: 01-720 7204 (S.W.4). (44388)

PORSCHE CARRERA 3.0-litre sport Targa "Black Look" 1976 series. 7 and 8 inch wheels, front and rear spoilers, automatic heat control, headlight washers, electric mirror, fabulous throughout £10,450. Tel: 01-567 5412. (443879)

LOTUS ELITE 502, 1975. Full service history, low mileage, air conditioning, radio, beautiful condition throughout £4,195 01-567 5412. (44389)

E-TYPE JAGUAR roadster, 1968. 4.2, signal red, CWW, radio, original chrome luggage rack, over £800 just spent on extensive renovation, new M.o.T., a beautiful classic £4,800. Phone Medway 400181 (day) or Maidstone 30248 (evenings). (44390)

JAGUAR 420G, automatic, 1968. Silver grey, electric windows, sunroof, etc., 55,000 miles, undersealed from new, M.o.T., superb condition an investment £1,575 o.n.o. Tel: 0277 840026 (Essex). (44391)

AC 2-LITRE, 1955. CLBN engine, 15,000 miles, very good condition, many spares include axle, cyl. head, radiator, about £2,000. Details Walker, 9 Chestnut Springs, Lydiard Millicent, Swindon, SN6 9NA. Tel: (0793) 770814. (44392)

E-TYPE ROADSTER, 1970. Manual, CWW, gleaming coachwork, unmarked interior, genuine 30,000 miles and still drives like a new car £6,495. 01-504 2064. (44393)

UNIQUE MG-B, highly modified, 1969. OES, Weber, Koni, Corbeau, outstanding performance, regret company car forces sale £1,500. Details 01-515 2447. (44394)

BENTLEY S2, 1960. White, near perfect, R-R, conversion and original Bentley equipment, must sell, offers, part exchange considered. Phone 0922 77476 (W. Midlands). (44395)

1934 MORRIS 10/6 sports tourer. Very rare PVT 4-seater, restored about 2 years ago and only 1,100 miles since, beautiful red coachwork, wire wheels, excellent hood, tonneau and interior, current M.o.T., very reluctant private sale. Offers over £5,000 considered. View Chislehurst, Kent. Phone 01-723 8818. (44396)

LOTUS ELAN SPRINT FHC. Yellow, confirmed by Lotus as the very last Elan built, 22,000 miles, absolutely perfect and original. Offers around £5,250. Dunstable 606974. (44397)

RILEY 1 1/2 RME, 1954. Reg. No. SW 9822, M.o.T. June 1980 £850 o.n.o. Tel: 0284 5355 (Bury St. Edmunds). (44401)

FOR SALE—continued

1960 SUNBEAM RAPIER series IV. 2-door saloon, 2-tone blue, blue upholstery, one registered owner, 17,354 miles only, superb condition throughout £1,495.00. Tel: Paghham (02432) 66356. (44398)

ALFA ROMEO SPYDER, 1975. 30,000 miles, Farina red with black interior, 12 months M.o.T., very good condition £2,895. Tel: 0244 851207 (Gt. Moultington). (44399)

BARGAIN BUY. Alfa Romeo 1300GT Junior, 1971. Low mileage, taxed, tested, radio/cassette, new exhaust, Maroon/tan interior £625 o.n.o. Smallwood 387 (Cheshire). (44403)

MG-B, "R" REGISTERED, 1 owner, 18,000 miles, soft top, hard top, professionally re-trimmed to remove orange stripes, new tyres, exhaust, taxed, tested 12 months £2,480. Coventry 711142. (44404)

R-R SILVER SHADOW, FSS (late 69, Refrig., shell grey with red interior, excellent car, 83,000 £10,000. D. Rendall, 0624 813979. (44405)

PORSCHE 911L, 1968. Sportomatic, maroon, radio, electric sunroof, heated rear window, only £2,000. Phone Bedford 0234 51054. (44406)

BMW 1971 2800CS coupe. Silver and blue, sunroof, electric windows, radio, eight-track, only £2,750. Phone Bedford 0234 51054. (44406)

ASTON MARTIN DBS 8. White with grey leather interior, Aston alloy wheels, stainless silencers, new carpets, electronic ignition, radio, etc., 64,000 recorded miles, H regd. Service history available. A very good example of this economical and fast appreciating Aston £4,400. Phone 061-429 6391 business hours. (44407)

LANCIA FULVIA coupe 1.3 Rallye Sport, 1969. Yellow, radio/cassette, 12 months M.o.T., recent respray £650 o.n.o. Phone Penryn 74811 evenings Devon 862946, Cornwall. (44408)

ALFA ROMEO 2000 GTV in red, 1972 but only 23,000 miles, sunroof, radio, new Michelin XAS. Dinitrol treated when new and virtually concours condition, a fast appreciating classic Alfa £2,750. Harrogate 870493. (44409)

LANCIA FULVIA 1.3S, "L" reg. M.o.T. and tax until May 1980, green with white interior, 29,000 miles, radio, excellent condition £1,250. Tel: 0472-824169. (44410)

MERCEDES 220S, 1959. One family car, mileage 83,000, good condition, M.o.T. Offers: West Coker 2430 (Yeovil, Somerset). (44411)

MORRIS MINOR 1000 Traveller, 1965, meticulously maintained and cherished, one previous owner, all history known, original sales invoice, literature, radio, four virtually new Michellins, Tax and M.o.T. February, 1979. Tel: Chalfont 42545. (44412)

JAGUAR MARK II 3.4, 1964, opalescent blue, spoke wheels, leather upholstery, radio, reclining seats, original carpets, toolkit, etc., 52,000 miles, one owner, engine good condition, rear suspension needs attention. Offers invited. Tel: Oakford (Devon) 292. (44413)

JAGUAR 420. Beautiful inside and out, Sherwood green, 1967, automatic, pas, radio. E970. A. D. Levick. Tel: 05447-407 (Herefordshire). (44416)

LEA FRANCIS 12/40 SALOON, 1927, taxed and M.o.T. £4,750. 1928 Rolling 12/40 chassis with engine for restoration. £1,500. Tel: 04586 617 (Somerset). (44418)

R JAGUAR 4.2 COUPE, 1977 (May, in carriage brown, one owner from new and religiously maintained regardless of cost. Full service history available. £5,750. Tel: office hours 08994 6524. (44421)

FOR SALE—continued

SCIMITAR GTE, 1976, director's own car, regularly maintained, extras, any inspection. £4,250 o.n.o. Tel: Coalville 34665. (44419)

ALFETTA GT, P Reg., genuine 36,000 miles, M.o.T. June, £500 extras including alloys, radio/cassette, tinted glass, new exhaust, battery, just serviced, good tyres, AROC member, £2,450 o.n.o. Tel: Stratford (0789) 68109 or office 021-459 4131 ext. 27. (44420)

LAMBORGHINI ESPADA MK. 3, 1975, low recorded mileage, air conditioned, stereo-cassette, electric windows, some damage to rear wing — hence £8,500. Might part exchange. Tel: 01-843 7266 (day) or 048 649 621 after 7 p.m. (Sutton, Surrey). (44422)

BARGAIN! 450 SLC Mercedes 2-2 sports, December 1974, silver, electric sunroof, alloy wheels, leather interior, £6,995. Must sell. Tel: 01-843 7266 (day) or 048 649 621 after 7 p.m. (Sutton, Surrey). (44422)

JAGUAR S TYPES, 1967, tested, good runner, manual with overdrive, £400. 1966 automatic, good mechanics, £200. Tel: Doncaster 854161. (44430)

FROGEYE SPIRTE, 1959, all steel, good condition with tax M.o.T. to August 80, finished in flame red with hard and soft tops, tonneau, same owner last 10 years, and over £400 spent over last 15 months, new tyres, brakes, shocks, kingpins, floor, etc., just serviced, totally reliable and economical. Collector's car offered at bargain £750. Tel: Ditchest (Somerset) 426. (44428)

SUNBEAM TALBOT 4-LITRE, 1939, good condition, really exceptional mechanically, present owner 30 years, host of spares, £2,800. Very rare. Tel: Kirkham (Lancs) 685292. (44427)

JAGUAR 4.2 COUPE, 1976 (R) in signal red, air conditioning, chrome wheels. This superb collector's item has covered only 38,000 miles, one owner from new, full service history, part exchange considered. £5,875. Tel: 0205 66141 (evenings). (44426)

FERRARI DAYTONA, November 1971, 33,000 miles, stored 3 1/2 years, red, black interior, showroom condition, i.h.d., therefore only £14,800. Dr. Hage, Schulinstr. 12, 8729 Bellheim (Germany). Tel: 07272-8933. (44218)

HEALEY ENTHUSIASTS go to Christie's 13 December, London, auction for an excellent 1953 Tickford Saloon. (44301)

INVICTA BLACK PRINCE, 1947, one off Jensen body imported from America. Most work done, Bentley Mark 5 standard steel 1950, Netherlands. Tel: 40-118900 or write PO Box 198 Eindhoven. (99385)

ALFASUD SPRINT, 18 months old, 1,800 miles, coral, immaculate with glass sunroof, radio. Going abroad hence £3,595. Tel: 021-550 8493 evenings. (42481)

1933 S-TYPE Invicta. The very furious ex-John Shuttler fixed head coupé, with 4-carbs, Bentley engine mod., special Lockheed brakes and ENV gearbox. Tired at 107 m.p.h., winner of forty events 50s 60s. Stored 15 years, but engine in good running order. £14,500 o.n.o. Exchange considered for any exotic car. Tel: 01-274 8109. (44440)

1954 SINGER 4AD roadster. Recently resprayed in red, after complete rebuild. In nice running order with current M.o.T. Tax expires November '79. £1,700. Tel: 01-581 3807. (44440)

1978 (S-REG.) Datsun 280Z. Red, 13,300 miles, immaculate condition, one lady owner, £6,000. Tel: 0273 83 3353 before 11 a.m. (44441)

1968 BMW 2000. MoT April, good bodywork, engine needs attention. Any offer Tel: 01-850 1738 (evenings). (44442)

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John Britten

Morgan
TVR



We've written out a list
To give Santa Claus the gist
Of presents that we may
See on waking Christmas Day

Chris, he wants a car to race
And Nysha — something sexy in lace
Roger says he doesn't care
And the boys want anything that's spare!

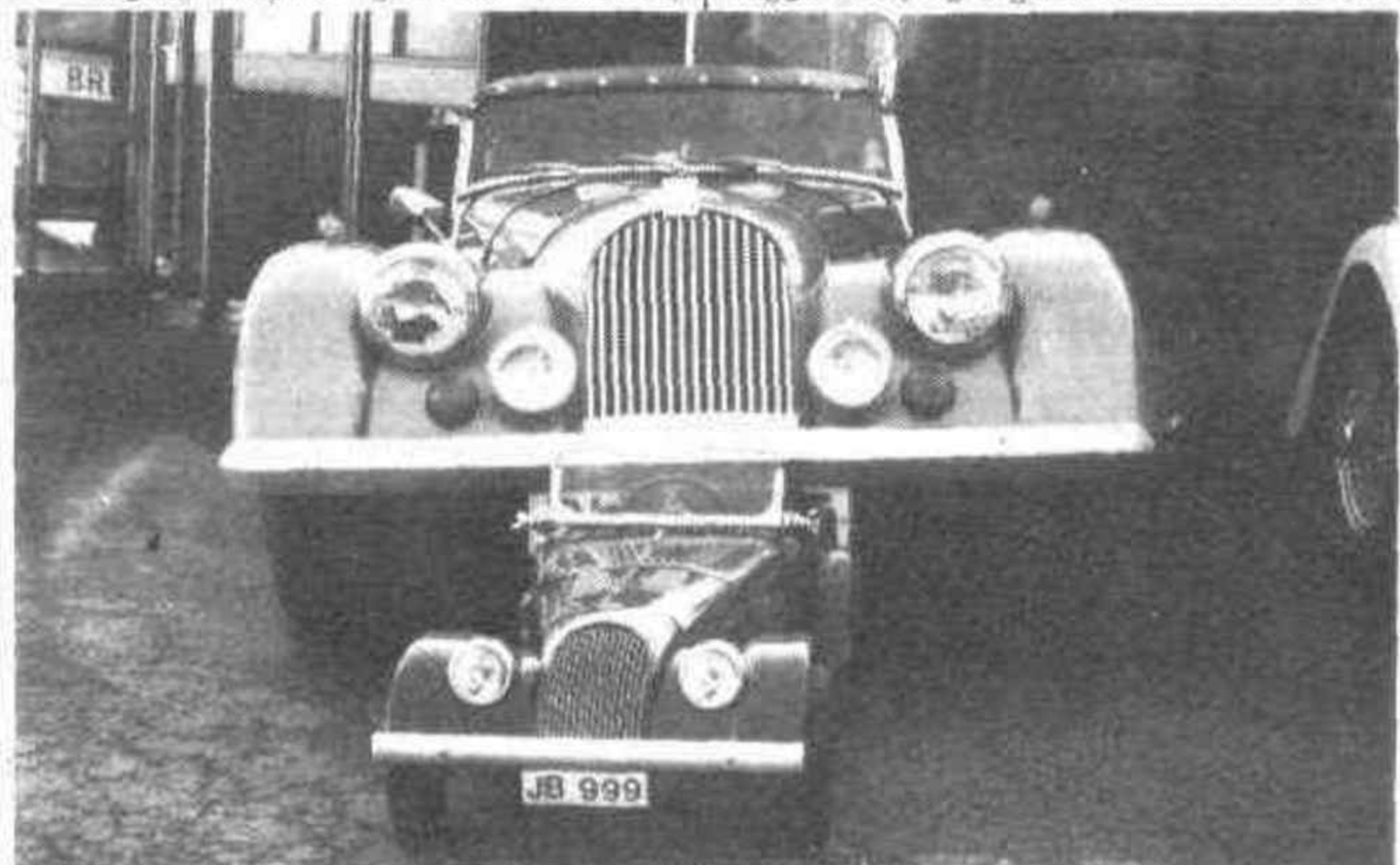
But readers bear in mind
That at J.B.'s you'll find

First out of Santa's bag is **1979 Panther Lima**, blue and silver, radio/cassette, one owner, 5,000 miles, front spoiler, an absolute "gift" at **£4,950**. A fine selection of tinsel covered TVRs await the discerning Christmas shopper — **1979 TVR Convertible**, charcoal oatmeal trim, radio/stereo, Wolftrace wheels, 4,800 miles in the hands of gentle, animal loving female (she took to our Chris straight away). **1979 TVR Convertible**, gold, radio/stereo, 2,800 miles, property of merchant bank, being sold on their behalf to boost their "gold" reserves! **1977 TVR Taimar**, S-registered, brown, neutral modelband, sunroof, radio, electric windows, one owner, 19,000 miles, well cared for by fastidious owner who had it serviced regularly by our TVR experts. **TVR Taimar**, **1977**, white, green modelband, sunroof, one owner, 28,000 miles, fitted with very rare overdrive, highly recommended vehicle having been serviced from new by the TVR factory. **1977 TVR Taimar**, S-registered,

sunroof, radio and with fuel-saving overdrive this means more money to spend on "Christmas spirit". **1975 TVR 3000M**, white, brown vinyl roof and modelband, dark brown interior, radio cassette, 3,800 miles. This is another 3000M which has been made redundant by the advent of the Taimar hatchback. **1975 TVR 1600M Taimar**, P-registered, white, radio/stereo, Targa top, 25,000 miles, totally unique car with several special features since it was the prototype Taimar. Photographed and mentioned in Peter Filby's excellent book "TVR — Success Against The Odds" (which would make a great stocking filler for any TVR lover). **1974 TVR 3000ML**, white, black vinyl roof, sunroof, radio/cassette, wooden dashboard. The ML was a "sort of" de-luxe model only available in 1974 and as such had several features as standard that were otherwise extras, for example, cloth head lining, wooden dashboard, reclining seats and the radio/cassette. And the last TVR off the back of the sleigh is a **1973 TVR 1600M**, white. As you will see from the above we have enough of the right coloured cars should you really wish to make it a "White Christmas". For the most exciting Christmas present anyone could ever want, you need look no further than our next car. **1977 Ferrari 308 GTB**, S-registered, black, tan interior, 8,000 miles, wide wheels, radio/stereo, air conditioning, mouth watering condition and Ferrari enthusiasts please note — it is a fibreglass one. Good King Wenceslas looked out on a field of Morgans and you can guess whose field he was looking at? You would be

orange, S-registered, bucket seats, one owner from new, would love to be found underneath somebody's tree. **1965 Morgan 4/4 2-seater**, 1,500 GT engine, golden yellow, wire wheels, fitted with those very expensive Italian carburettors, would suit handyman. **1959 Morgan 4/4 2-seater**, royal ivory, 1,500 GT engine, 4-speed gearbox, absolutely

trim, one owner, low mileage, this is your typical chocolate box car. **1976 Morgan +8**, brown, brown leather trim, alloy body, came from the same stable as the previously mentioned Ferrari (now there was a man with a good taste in cars). Last but not least is there someone out there who would like to give a good home to our **1968 Morgan +4 coupé**, British racing green, wire wheels, leather trim, one owner from new, full service history, price on application. An ideal present for that special lady would be our **1979 Fiat X19**, V-registered, gold, white interior, 1,500 c.c. engine, 5-speed gearbox, 2,800 miles, a lovely little toy. Talking of lovely little toys this leads us quite nicely to our **Arkley SS conversions**. We have three ready-built cars for sale, a **1976** in black, with gold pin stripes, a **1972** in red with Wolftrace wheels and a **1971** in orange with Cosmic alloy wheels, plus, of course, a gradually diminishing stock of the kits themselves, which are due to go up in price on New Year's Day. **NEW TVRs** — we have one of the best stocks of new TVRs in the country and can offer immediate delivery on all models, depending on specification. We are offering a splendid Christmas bonus on these cars, phone for more details, and expect some exciting news from TVRs in the New Year. **NEW MORGANS** — we have just received a couple more new Morgans to bring some Christmas cheer to a brace of our patient customers. However, delivery seems to be getting longer and longer so we would suggest buying a good secondhand one to



yellow, brown modelband, radio cassette, sunroof, this is one of the nicest and cheapest Taimars in captivity — cheap due to the fact that it has done a higher than average mileage and so nice that we have been unable to prise Chris away from it. **1977 TVR Taimar Turbo**, white, brown modelband, leather seats, sunroof, radio cassette, Wolftrace wheels, factory warranted 22,000 miles, one of the cleanest and most immaculate secondhand TVRs we have ever seen, this being the first production Taimar Turbo and having passed through our loving hands before. **1977 TVR 3000M**, white, brown vinyl roof, modelband to match, sunroof, radio, traded in by TVR enthusiast as he felt he needed a hatchback for carting Christmas presents around. **1977 TVR 3000M**, S-registered, silver, red modelband,

surprised how invigorating an open Morgan can be on a cold and frosty morning (especially the morning after the night before) so for these hardy annuals we can offer a **1976 Morgan 4/4 2-seater**, royal ivory, R-registered, black leather trim, wire wheels, reclining seats, luggage rack, +8 spotlights, badge bar, eared spinners, 4,150 miles, one fastidious owner from new, this car is in better than new condition and is fitted with the most amazing burglar alarm system which looks as though it could do justice to the instrument panel of Concordé — woe betide anyone who approaches within 50 ft. of this car while it is on. **1978 Morgan 4/4 2-seater**, Santa Claus red, T-registered, wire wheels, luggage rack, +8 spotlights, genuine 850 miles from new, used on high days and holidays only. **1977 Morgan 4/4 2-seater**,

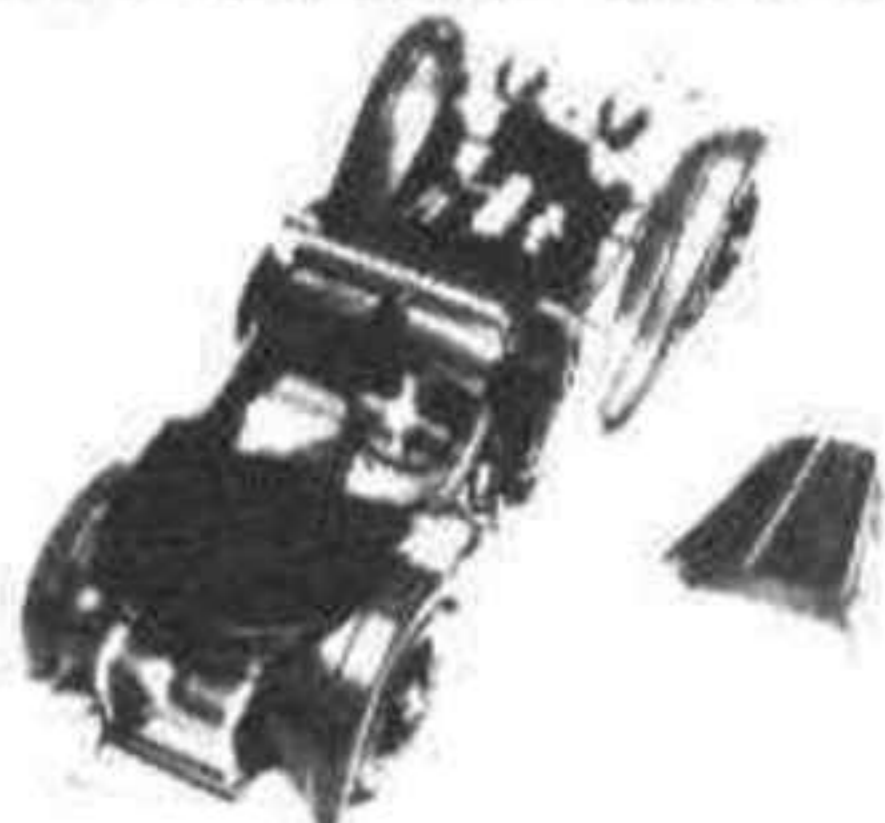
perfect condition, a sheer delight for anyone finding it at the foot of their bed on Christmas morning. Christmas time is a time for children, and where better to put the little perishers than in the back of a 4-seater Morgan. **1979 Morgan 4/4 4-seater**, signal red, V-registered, door handles, reversing lights, bonnet straps, +8 spot lights, rustproofing, radio, 2,800 miles — Rudolph's favourite car! **1978 Morgan 4/4 4-seater**, silver, wire wheels, one owner, 6,000 miles, all aluminium body and wings, just right for carrying party-goers around at New Year so long as you remember which one is sober. **1974 Morgan 4/4 4-seater**, Brunswick green, wire wheels, brown leather reclining seats, one owner from new, 17,000 miles. Endrust and Armourglaze, its cherished number plate disguising the fact that it was born in December. **1956 Morgan +4-seater**, silver body, black wings, 4-spoke Brooklands steering wheel, would suit old gentleman in red cloak and white beard! **1963 Morgan +4 4-seater**, Christmas tree green, wire wheels, it's been here so long it's taken root, so would some kind person please come along with an axe and chop it down. For those in a real hurry to see in the new decade we have a choice of +8s to make the old adrenalin flow. **1979 Morgan +8**, gold, brown leather trim, brown hood, side screens and tonneau cover, door handles, XWX tyres, used as weekend car by Company Director's wife, hence the very low mileage of 1,100 miles. **1979 Morgan +8**, signal red, 1,800 miles, door handles, all aluminium body, another fast sleigh. **1977 Morgan +8**, brown body, cream wings, S-registered, stone leather

trim, one owner, low mileage, this is your typical chocolate box car. **1976 Morgan +8**, brown, brown leather trim, alloy body, came from the same stable as the previously mentioned Ferrari (now there was a man with a good taste in cars). Last but not least is there someone out there who would like to give a good home to our **1968 Morgan +4 coupé**, British racing green, wire wheels, leather trim, one owner from new, full service history, price on application. An ideal present for that special lady would be our **1979 Fiat X19**, V-registered, gold, white interior, 1,500 c.c. engine, 5-speed gearbox, 2,800 miles, a lovely little toy. Talking of lovely little toys this leads us quite nicely to our **Arkley SS conversions**. We have three ready-built cars for sale, a **1976** in black, with gold pin stripes, a **1972** in red with Wolftrace wheels and a **1971** in orange with Cosmic alloy wheels, plus, of course, a gradually diminishing stock of the kits themselves, which are due to go up in price on New Year's Day. **NEW TVRs** — we have one of the best stocks of new TVRs in the country and can offer immediate delivery on all models, depending on specification. We are offering a splendid Christmas bonus on these cars, phone for more details, and expect some exciting news from TVRs in the New Year. **NEW MORGANS** — we have just received a couple more new Morgans to bring some Christmas cheer to a brace of our patient customers. However, delivery seems to be getting longer and longer so we would suggest buying a good secondhand one to



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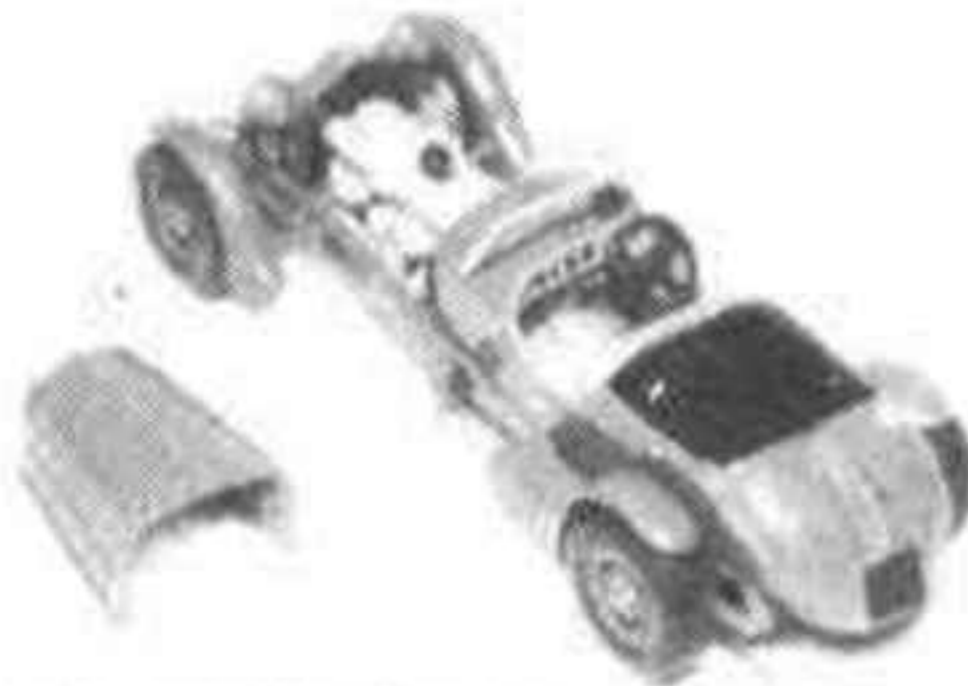
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FOR SALE—continued

1955 ASTON MARTIN DB 2/4. Very clean car, large valve head engine, much work done. £6,000. Tel: Wokingham 791093 for further details. (44802)
MG-A TWIN Cam roadster, 1959. This car has undergone a full restoration and has covered only nominal mileage over the past 5 years. Must be one of the best and most reliable of Twin Cams in the country. Finished in old English white with black leather upholstery. Offers in the region of £3,500, p. exchange considered. Tel: Penn 5831. (44787)
PORSCHE 906 Carrera, chassis no. 906118. Correct mechanical specification but fitted spyder bodywork, an exceptional opportunity to acquire one of these very rare cars. Tel: Michael Lavers 01-789 8525 (office), or 01-352 5258 (evenings and weekends). (44806)

ELVA FRONT engined Formula Junior, chassis no. 100-32. BMC engine and gearbox, chassis rebuilt just completed, original wheels etc. and comes with an amazing period trailer. Tel: Michael Lavers 01-789 8525 (office), or 01-352 5258 (evenings and weekends). (44806)
MERCEDES 190SL, 1957, drophead. Superb condition, long MoT, personalised number. £3,500. Tel: South Benfleet 4174. (44805)
LANCIA BETA 1300 saloon, 1977(R). Very good condition. £2,200 o.n.o. Tel: Bolton 53637, sale due to company car. (44802)
ALFA ROMEO Spider, 1975(P). Two owners, 31,000 miles, excellent condition throughout. Endrused, new tyres exhaust battery and beautiful respray. £3,250. Tel: 021-236 9441 (Mr. Stickland). (44801)
PORSCHE 912. Original, 1968, no MoT, alloy wheels, sunroof etc. £1,000 o.n.o. Tel: Little Wick Green 4606. (44811)

TR4, 1964. Good condition, eight months' MoT. £650 o.n.o. Tel: 051-526 3348. (44800)
ASTON MARTIN V8, 1974. Manual gearbox, carburettor version, Cambridge blue with red interior, two owners, service history, recent tyres, exhaust, clutch, brakes, overhaul etc. £8,750. Tel: 01-864 8224. (44807)

BENTLEY, 1956 (Series II). Bodywork sage over smoke, requires some attention, excellent green leather interior, long MoT, handbook and tools, sound condition. £3,450. Tel: 01-658 1005. (44806)

1934 AUSTIN 7. With unusual 2-seater, open coachwork, very pretty, excellent condition, MoT. Details phone Westhoughton 817278 after 6 p.m. or weekends. (44805)

MG-A 1600 roadster. Professionally restored, old English white with black interior. Must be a bargain at £1,895. Tel: Bristol 686645. (44803)

AUSTIN SEVEN saloon, 1932. Completely rebuilt, excellent condition throughout. MoT to August 1980. £1,750. Tel: 0303 41292 (Kent). (44804)

MG MIDGET Sports, 1.098 c.c., 1965, engine and gearbox good, soft and hard top, reg. no. CRY, tyres good, but no MoT due to rust. £150. Tel: 693 4796. (44809)

MERCEDES 230SL, 1965. Hard-soft tops, excellent condition for year, new exhaust, brakes overhauled, good tyres, cassette radio. £3,250. Tel: Camberley 21831. (44808)

TR6, June '75(N). 45,000 miles, white with black trim, hard-soft top, tonneau, overdrive, new XAS, radio, only used as a summer car, a fast reliable friend. £2,950 o.n.o. Tel: Lymm (Cheshire) 3795 or 061-834 5012. (44815)

FOR SALE—continued

TRIUMPH TR4A, 1966. Low mileage, personalised reg, year's MoT, SAH tuned, twin pipes, exceptional condition, royal blue with white hood, new exhaust, rear shockers. £1,495. Call or write 8, Lyneham Gardens, Maidenhead, Berks. (44813)
1969 E-TYPE FHC, Series II. Immaculate vehicle, maintained regardless of cost, finished in unmarked signal red paintwork, fitted with sunroof, CWW, tinted screen, radio, electric aerial, 8-track, HRV. Reluctant sale by JAC member. £4,650 o.n.o. Tel: Wellington (Somerset) 3737 (office); 6130 (home). (44812)
LANCIA BETA Spyder 1600, S-reg., convertible, reg. 20,000 miles, one owner (professional gentleman), Ziebarted, excellent condition. £3,700 o.n.o. Tel: 061-624 1387 (days) or 061-766 2801 (evenings). (44811)

ISO REVOLTA, 1974. Not used for three years, a metallic green eye catcher. Offers around £4,000. Tel: Alec Bromby, Southorpe 61420 (days) or 61423 (evenings). (44817)

COOPER-JAP 500, 1949, Mk. III. Converted in period to Mk. V specification. Completely rebuilt for Stirling Moss to drive in 1979 British GP. Parade offers over £3,000. Stephen Curtis, Old Farm, Latchley, Gunnislake, Cornwall. Tel: Gunnislake 832275. (44818)

LE MANS Replica Frazer Nash, Registered TME 924, chassis no. 006, driven 1948 onwards by Sarafini, Crook, H. A. L. V. Mitchell and Scott Russell in Targa Florio, Mille Miglia, Dundrod, British Empire Trophy etc. Only 5,000 miles since complete rebuild to very high standard. Nearest offer to £25,000. Stephen Curtis, Old Farm, Latchley, Gunnislake, Cornwall. Tel: Gunnislake 832275. (44818)

DAIMLER V8 250, 1968. Gold-tan interior, automatic, PAS, HRW, radio, mechanically sound. Body needs a little attention. £925. Tel: Cardington (Beds.) 752. (44819)

MG TD 2, 1953. White, excellent, competition clutch, Konis, new tyres, high compression head, 1 1/2 SU's. £4,000 o.n.o. Tel: 051-727 1642 (mornings). (44820)

BENTLEY, 1934 3 1/2-litre Park Ward saloon. Rare sloping boot model, original, MoT and taxed, some spares. £6,000. Tel: Leeds 682512. (44821)

LOTUS EUROPA Special JPS black, 1974(N). Oatmeal trim, mags, music, any trial welcome. £3,300 o.n.o. Tel: Stamford (Lincs.) 0780 4312. (44822)

1962 BRISTOL 407. Good condition, reconditioned gearbox, new battery, new tyres, taxed and MoT. £2,750 o.n.o. Tel: 0634 240768. (44825)

TR7, 1998 c.c., R-reg., 1976, yellow, taxed, MoT. 19,500 miles, stereo cassette with radio. £2,330 o.n.o. Tel: 061-439 7991. (44324)

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928 Metallic black, (80) model, delivery mileage.

1972 911S. Metallic blue, low mileage, Recaros, electric roof/windows, tinted glass, original and as new. **£6,950**

1961 356B Cabriolet. For restoration, to be sold with all new panels to complete. Offers

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Wanted: Pre-war Rolls-Royce & Bentley cars. Also open Lagonda, Alvis, etc.

FOR SALE—continued

1922 MORGAN Grand Prix, MAG engine, needs finishing, all expensive work done, finished would be a very rare and valuable car. £3,500. Tel: 01-578 3810 (44443)

JENSEN INTERCEPTOR Mk. I, 1967, Reg. no. 13 800, recent engine overhaul, new exhaust systems, MoT until September 1980, midnight blue. £2,000. Tel: 044 082 667 (Suffolk), finance available. (44445)

TR4, 1962. Restored regardless of cost, 11 months MoT, reg. no. BAY 360, overdrive, just resprayed in BRG an investment at £2,000. Tel: 044 082 667 (Suffolk), finance available. (44446)

COVENTRY CLIMAX FWA. Fully rebuilt to full race specification, complete with all ancillaries. Offers. Tel: Dunstable 606974. (44446)

SINGER 9 four-seater roadster, 1938. Completely restored and in first class condition, a pleasure to look at and drive. £2,450 o.n.o. Mrs. Dorothy Lonbay, Tel: New Romney (06793) 2156. (44447)

ALVIS TD21 four-seater DHC, 1961. Fully restored to excellent condition, dark green with red hood and upholstery, under 40,000 miles. £4,200 o.n.o. Also Alvis Grey Lady four-seater DHC, 1953. New hood and upholstery, excellent mechanics, a pleasure to drive £3,500 o.n.o. One of the two must go. Lonbay, Tel: New Romney (06793) 2156. (44448)

COLLECTORS. ALMOST last "340" Jaguar. Automatic, PAS, HRW, radio, leather, metallic blue, one owner, MoT, taxed, good tyres, exhaust, battery. Original tools, always garaged, 78,000, cherished JG 610. £1,290. Tel: Walton-on-Thames 27655. (44449)

1978 ALFA Romeo Spider 6,000 miles, damaged, repairable. £1,800. E. N. Metcalfe & Son, Valley Street North, Darlington. Tel: 60481. (44450)

TR4A, 1965 built preproduction, 10-year history, good condition, overdrive 2nd-4th, wire wheels, radio, etc. £1,250. Tel: 01-248 6422 (days) or 01-431 0652 (evenings). (44451)

DATSUN 260Z 2+2, 1978. One owner, 15,000 miles, red, sunroof, immaculate condition throughout. £5,495. Finance arranged. Tel: Bishops Cleeve 54033 (office) or 56442 (evenings and weekends). (44452)

PORSCHE 911SC coupé, 1979(M). Olive green, cork trim, 11,000 miles, all usual extras plus turbo wheels, stereo, radio, tape player, electric aerial and console. This car is in beautiful condition. £14,995 o.n.o. Tel: (0247) 60876 after 6.00 p.m. (44453)

MG-B ROADSTER, 1971. Needs some attention. Tel: Broughton (Hants) 294. (44454)

MERCEDES BENZ 600. Standard saloon. Under 40,000 miles from new, absolutely superb throughout, finest 600 available in England. Today sell or exchange for 280SE convertible or Shadow/Corniche convertible. Tony Burrows, Tel: 0695 42126 after 6 p.m. (44455)

LANCIA FULVIA 53, October '75. 17,000 miles. Ziebart from new, sunroof, stereo cassette, economical classic in superb condition. £2,300 o.n.o. Tel: 01-995 3306 after 7.30 p.m. (44456)

BMW 3.0SI, 1972. 66,000 miles, blue metallic, alloy wheels, beautiful car always well maintained, private sale. £2,800. Tel: Wokingham 789521. (44458)

1939 MORRIS Series E Open Tourer. Absolutely immaculate, one of only about a dozen left. £2,750. Tel: Rufford, Lancs. 0704 821702. (44469)

1961 ROVER 80, 30,000 miles. Superb condition inside and out, two-tone green, 12 months MoT. £1,100. Tel: Rufford, Lancs. 0704 821702. (44469)

FOR SALE—continued

ASTON DB5, 5-speed. £1,500 spent to keep in the condition befitting the marque. Quick sale only due to house purchase. £4,950. Tel: Cockfield Green 234 (Suffolk). (44470)

ROVER 3500S, '75 model. Personal registration JO 148S. Leather seats, radio, lunar grey, beautifully maintained. £1,795. Tel: D28 482 234. (44470)

EUROPA TWIN Cam, L-reg. Alloys, excellent original condition, Radiomobile, 8-track, electric aerial, 47,000 miles, host of extras. Drives as new. £2,250 o.n.o. Tel: 06476 391. (44472)

DAIMLER 2 1/2 V8, 1967. 22,000 miles only, completely original, ivory white-black hide, automatic, PAS, HRW, immaculate concours condition, including woodwork, leather and chrome, spare wheel and toolkit unused, getting married so must sell! Tel: Leamington (0926) 22563. (44473)

LOTUS 23B. Ch. No. AM98, built 1965. Swedish Sportschampion 1965. Same owner since 1968. Modified in 1977 with special body, F3 wheels, drysumped 175 b.h.p., steel TC, 5-speed LSD Hewland, rosejoint suspension, harder shocks and springs, big doughnuts, Varley battery, sintered clutch, etc. Pole position in every race since then, ten wins and two Championships, lots of spares. Please contact C.G. Linnaeus, Box 14103, S400 20 Gothenburg, Sweden. Tel: 01046 31831078. (44475)

DAIMLER SP250, 1962 "B" Spec. Series II. Metallic light blue, excellent condition and very good mechanically, but requires attention to hood. Licensed and MoT to May 1980. Classic car, on SP250 register. £2,250 o.n.o. Tel: Virr on Dudley 52767 (days) or Stourbridge 4709 (evenings). (44457)

LANCIA BETA 2000 coupé. Rosso York, 1976(R), taxed, MoT September '80, full service history, new front tyres, sunroof, only 200 miles since full service by Lancia specialist. £2,595 o.n.o. Tel: 995 4645. (44458)

TUSCAN BY TVR, 1971 short wheelbase model. New motor, new tyres, new paint, fast and flashy. Sell for £1,500 or swap for nice Sunbeam Tiger or WHY. Tel: Bury St Edmunds 810 446. (44459)

BMW 2800CS, 1971. Rare sports coupé in metallic blue. A low mileage model and fastidiously maintained. Fast, but economical, automatic, power-steering, electric windows. £4,500 o.n.o. Tel: Liphook 723071. (44462)

E-TYPE JAGUAR 4.2 SiI roadster. Professionally restored throughout, using new parts, faultless condition, primrose yellow with black interior, chrome wire wheels, private no. plate. £5,950. Might consider part exchange. Tel: Wigan (0942) 70828 (evenings). (44463)

E-TYPE JAGUAR 4.2 Si, FHC. Fully restored and indistinguishable from new, carmen red with black leather interior. £5,950. Might consider part exchange. Tel: Wigan (0942) 70828 (evenings). (44463)

AVENGER GT, 1974(M). 2-door, vinyl roof, HRW, excellent condition, one year's MoT. £950 for quick sale. Tel: 01-958 6154. (44464)

AUDI 80 1.600 c.c. GLE. Fuel injection saloon, 1977, impeccable condition, very high performance, but low fuel consumption. £2,850 o.n.o. Tel: Southampton 769416. (44466)

JAG 340, 1967. 66,000 miles with service history, manual with overdrive, immaculate condition inside and out, very usable asset, quick sale hence £1,375 o.n.o. Exchange possible, 12 months MoT. 0254-55722 (Lancs.) (44481)

FOR SALE—continued

TVR VIXEN, 1973. Reg. HSS 792, 68,000 miles, current tax and M.o.T. £1,750 o.n.o. Tel: Alcester 764907 after 6 p.m. (44477)

1951 MARK VI BENTLEY. Fitted 1952 4 1/2-litre engine, two owners, present owner 26 years, excellent condition. Apply C. E. Moy, 4 Stone Cottages, Stratton Audley, Bicester. (44479)

MG-C GT, 1969. Green, M.o.T., taxed, mint condition, wire wheels, manual, overdrive. £1,400. Tel: 046960212. Near Grimsby. (44480)

JENSEN INTERCEPTOR, 1975. 48,000 miles, silver, black trim with silver sheepskin inserts, VGC. £4,750 o.n.o. Part exchange possible. 12 months MoT. 0254 55722 (Lancs). (44481)

ROLLS-ROYCE Silver Cloud III, 1964. Regal red, privately owned, chauffeur-driven, body as new having just completed total strip and repaint with new wings and lower panels plus new rolls bumpers, etc. Box No. 6223. (44482)

1928 FOUR-DOOR tourer. Bertlet 12 25, right hand drive. New radiator, wheels, tyres and tubes otherwise needs full restoration but most original, over the hood. £1,950. Tel: 022-782 666 (Kent). (44487)

1940 BENTLEY MK. V, chassis No. B16AW. Park Ward standard steel saloon, very rare car ex Woolf Barnarto, complete for restoration. £10,000. Consider part exchange for Shadow or Bentley. Tel: 0925-76 2317. (44484)

OPEL MANTA LUXUS 1897 c.c. 1974. Signal red, black vinyl roof, steel sunroof, new tyres. Motorola £1,275 0487 840624. (44485)

POPULAR 100E, 35,000 miles, collectors item for only £650. Tel: Littleborough (Lancs) 73388 evenings after 3 December. (44486)

LANCIA MONTECARLO, 1977 (S). 23,000 miles, good condition and just serviced by Lancia agent, very cheap at £3,750 but must sell as new car purchased and space needed. Tel: 021-353 2393 or 0742 36122. (44488)

300 SL ROADSTER, severely accident damaged at the rear end, but front suspension, bulkhead and front wings OK. No instruments, engine or gearbox, suitable for spares. £1,750 o.n.o. Tel: 0684 72773 (Glos.) after 7 p.m. (44489)

1954 ROVER 90, chassis No. 31. Decent bodywork, brakes require overhaul. M.o.T.C. Offers region of £500. Tel: Selby, N. Yorks 707645 after 6 p.m. (44492)

TVR 3000M, 1977. 31,000 miles, brown with cream colour band, cream vinyl sunroof, radio cassette, excellent condition. £4,800 o.n.o. Cheltenham 23943. Mr. Akenhead. (44493)

SCIMITAR GTE, 1973. L. REG. Metallic red, sunroof, 57,000 miles. £2,200 o.n.o. Tel: Marlow 3003. (44495)

1911 RENAULT AX twin cylinder. All complete and 50% restored, incl. new tyres, rebuilt chassis, steering, radiator, axles, bonnet, wheels, bodywork complete, spare engine included. Around £4,000. Full details from Box No. 6224. (44496)

LOTUS ELITE 501, 1975. Purple, excellent condition, service history available. £4,900. Tel: 0775 3000. (44498)

DROPHEAD HILLMAN, 1938. Attractive bodywork, possibly by Tickford or Maitly, complete but rough. Offers over £75. Tel: Donhead 671 (Wilts). (44500)

CAPRI 3000 GXL, May 1974. Manual, 24,000 genuine miles, one owner, full service history, mint condition, cassette player, extras, reluctant sale due circumstances. £1,825 o.v. n.o. Walton-on-Thames 42189. (44504)

FOR SALE—continued

MERCEDES 250SL, 1966. Superb, outstanding condition, white with sunroof, genuine reason for sale. £1,850 o.n.o. Tel: Donhead 671 (evenings and weekends) (Wilts). (44500)

VITESSE 2-LITRE, 1967. M.o.T., June 1980, recent AA inspection, new outriggers and channels, dynamo, starter and waterpump, fast and utterly reliable, body needs attention hence £300 for car which will appreciate if cared for. Christchurch-Dorset 482110. (44501)

JAGUAR MK. II 2.4 automatic, taxed, M.o.T. July 1980, exceptional condition, bargain. £1,150. cash. Hutchings, 35 Howe Crescent, Corby, Northants. (44503)

RILEY 1.5, 1963. One lady owner, genuine 36,500 miles, grey, red interior, tools, ashtrays unused, superb condition, taxed and MoT. £1,250 o.n.o. Scarborough 68785 or 862973 evenings. (44505)

MORGAN + 4, 1960. Two-seater in orange, TR4 Spec engine, just overhauled, recent hood and tyres, drives like a new Mog but you won't have to wait X years. Tel: 01-930 8411 ext. 381. (44506)

JAGUAR 420G, automatic, 1968. Golden sand, sunroof, 58,000 miles, year's MoT, new tyres, exhaust, battery, garaged last 3 years, resprayed, minor details to finish, space needed hence £795 o.n.o. Tel: 01-467 2193. (44507)

LANCIA FULVIA 3, Sept. 1979. P. reg., M.o.T., radio. £1,500 or exchange for interesting car e.g. Citroën SM, MG, YB, BSA, with cash adjustment. 06632 2107. (44478)

LOTUS ELAN + "S130". Black and gold 50th GP, 5-speed, only 22,000 miles from new, new exhaust, very good condition, a real bargain at £5,000. Phone 0481 20963 ask for Mr. Peter Schmid. (44508)

PEUGEOT 304 "S" convertible, 1975. Metallic bronze, under 10,000 miles, immaculate, sensible offers please. P. ex considered. 01-670 7129. (44511)

ALFASUD 5M, March, 1977. Red with grey upholstery, 14,500 miles only, truly superb. £1,900. 01-670 7129. (44511)

SUNBEAM ALPINE Mk. V convertible, 1968. New factory engine just run in, o.d. new tonneau, major body renovation inside and out, respray, v.g. condition. £1,000. Biddston (0449) 740667 after 7 p.m. (44510)

JAGUAR MK. II. Set of fitted suitcases as new. £25. Tel: Slinford 790342 Sussex. (44514)

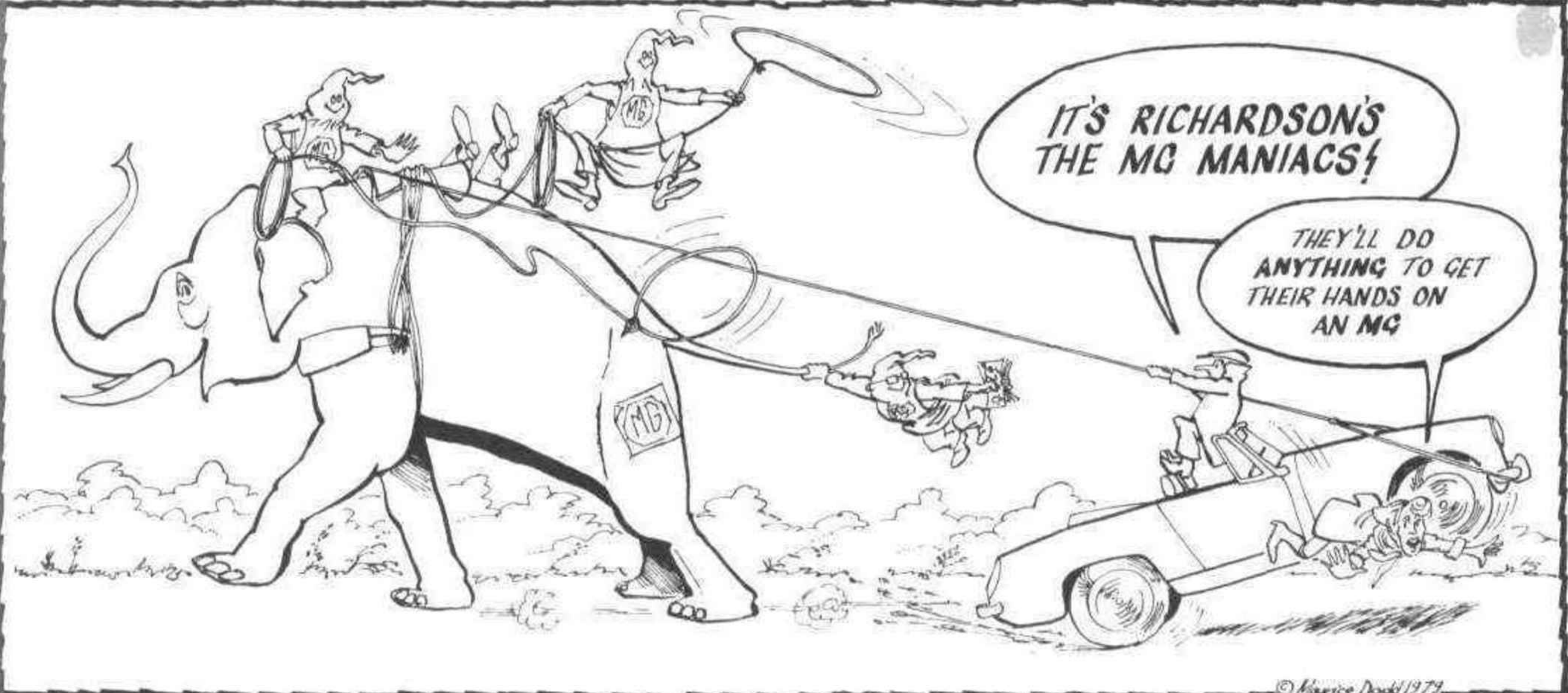
XKE 42, 1965. E-type roadster, 45,000 miles only, full service history, opalescent maroon with black leather, factory hardtop, CWW, etc. Concours condition. £12,750. Tel: Hertford 50197. (44512)

BRISTOL 403. Comprehensive restoration (just completed, body stripped and repainted BRG, all new chrome, interior retrimmed in tan Connolly hide with cloth headlining and dark green carpets, 100A engine rebuilt including crankshaft overhaul. A concours car. £6,500 o.n.o. Exmouth 72293 evenings. (44530)

MG-B GT JUBILEE MODEL, Limited edition, 23,000 miles only, absolutely superb, reluctant sale at £2,600 or nearest offer. Tel: Leeds 440571 business hours, Leeds 41915 after 8 p.m. (44528)

TRIUMPH TR6, 1972. Hard top, overdrive, P.I. partly stripped, ideal for enthusiast, any inspection, genuine reason for sale, realistic offers invited. Telephone Yoxall 472004. (44525)

TWO CARS. Morgan 3-wheeler, 1933 family sport with o.h.v. w.c. Matchless £2,100. Also MG-VA 4-seat tourer, 1938. £3,250. Plus four, 061-427 1676. (44519)



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FOR SALE—continued

MG-C GT. Collector's car, 1968. BRG, taxed, MoT, rebuilt engine, respray, wires, Radiomobile. Halogens, good reliable motor. £1,800 or offers. Tel: (07977) 291 Wittersham, Kent. (44783)

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COOPER BRISTOL Mk II, single-seater, 1953. Believed ex-Tom Cole car. Completely rebuilt in 1979 and has not been beaten in its class since. Donington and Lloyds and Scottish class winning potential. Also 1953 Bristol 404, good condition, with some spares not expensive. Offers in writing to Ground Floor Flat, 18, Grange Terrace, Edinburgh. (44838)

PORSCHE 356SC, 1965. Superb example of this classic car, just repainted in original Porsche ivory. £2,250. Tel: 01-650 4364. (44837)

WOLSELEY 4/44, 1954. Immaculate throughout, completely refurbished, wood and leather interior, economical 1,250 c.c. engine. £1,125. Tel: 01-650 4364. (44837)

LOTUS ECLAT 521, 1976. Red, marcasite, 14,000 genuine miles, new exhaust. £8,950. Tel: 021-554 0053 or Aldridge 52626. (44836)

1967(F) E-TYPE roadster, white, dark blue interior, CWW, 32,000 miles, one owner, absolutely mint throughout. £8,000. 1970(J) MG-C GT. University Motors special, original aubergine, black leather interior, 46,000 miles, two owners, wire wheels, concours condition. £3,000. P exchange considered. Tel: Ashford (Middx) 52005 (daytime). (44835)

PORSCHE 911E, 1970, 69,000 miles, excellent condition, electric sunroof, Blaupunkt radio-cassette, new 215 Pirellis. £3,650. Tel: Haslemere 2192. (44834)

BENTLEY R-TYPE, Automatic, 1954, standard steel, tudor grey over shell grey, just repainted by Bentley specialists. Well maintained regardless of expense, fine beige interior, considerable history, 140,000 miles, previous owner member BDC as is the present. £5,000. Stuart Pardo, 14 Fawcett Street, London, S.W.10. Tel: 01-351 2167. (44833)

MARCOS 3-LITRE VOLVO, one of the last built, Aug. 71. Sunroof, electric windows, radio, stereo, stainless steel exhaust, new tyres on alloy wheels, very low mileage, M.o.T. Nov. 80. A fine example of a rare and beautiful sports car in Porsche blue, professionally maintained, no expense spared, must be seen. Offers around £3,650 invited. Phone Galston 820484 (day) Symington (Ayr) 830553 (evenings) for full details. (44754)

ALFA ROMEO GIULIA GT Sprint, 1570, Reg. July 1970. Red, beautiful condition. 01-520 6810. (44755)

TR6, 1974. Hardtop and overdrive, mint condition, 22,000 miles, 1 owner, best offer. Tel: 021-445 2768. (44756)

LANCIA FULVIA COUPE 1.3S, 39,000 miles, "N" registration, bright red, rustproofed, excellent condition, appreciating classic. £1,850 o.n.o. Tel: 021-355 1723. (44758)

BMW 3.0Si, 1973. Verona red black velour, manual, fuel injection, very quick, PAS, laminated screen, HRW, radio and stereo cassette player, one fastidious owner, immaculate condition, run as second car and maintained regardless of cost, genuine 58,500 miles. £2,750. Telephone: Gerrards Cross (028 13) 86848. (44760)

FOR SALE—continued

1937 AUSTIN 7 NIPPY, As seen at Alexandra Palace auction, Sports engine, highly original in showroom condition, primrose black, photos and history available, taxed, 7 months M.o.T., sound investment. £4,250 o.v.n.o. Westbury (Wilts) 865034. (44759)

1937 MG TA TOURER, Totally rebuilt and re-upholstered, now in superb condition, M.o.T. tested £4,200 (0926) 640700. (44761)

1933 AUSTIN SEVEN saloon, 95% restored, very little work needed to finish £2,100. Tel: Sheffield 360320. (44764)

PORSCHE 911T, Lux coupé, Sepia brown, recent h/exchangers, KWX, service history, 57,700 miles, superb throughout. £4,950. Penhurst 870381. (44763)

TR6 in white, 1975 "P" reg. Hard and soft tops, overdrive, radio cassette, 36,000 miles, M.o.T. 1 year £2,750 o.n.o. Tel: Wakefield (0924) 65051 daytime, Leeds (0532) 573978 evenings. (44873)

ALFETTA GT 1.8, 1976. Silver, charcoal cloth, tints, radio cassette, 33,000 miles, immaculate, company car forces sale £2,500. Tel: St. Albans 51165. (44876)

ALFA ROMEO 2000 GTV, Nov. 74 "N", Dutch blue with tan interior, exceptional condition throughout, AROC member, undersealed, 2 owners from new, below average mileage. £1,995 o.n.o. Ottershaw 2729. (44877)

1914 PERRY two-seater and dickey, 4 cylinder water-cooled 1,794 c.c. engine, Forerunner of the Bean and one of only three believed remaining in the world, the only one in Europe. Ideal for long distance leisurely touring. In first class mechanical condition and bodily very sound and beautiful. £12,250. Phone Ashstead (Surrey) 72187. (44767)

JAGUAR MK II, 1961, 3.4 manual, excellent car with fine interior, Reg. No. 5 VPH. £1,650. Possible p.ex. XJ6 manual short w.b. Crick, Northants. 823428 evenings. (44768)

LAGONDA, 1954. Tickford d.h. 3-litre, just completed full engine rebuild. £3,850. 01-992 8488 evenings. (44870)

FIAT 124 SPYDER Abarth, 1974. White black, aluminium bodywork, hardtop, competition suspension, etc., a superb exciting car. Offers over £3,000. 01-785 6986 daytime phone 01-650 3333. (44770)

LANCIA FULVIA coupé Rallye 1.3, registration CM8 12F, 39,000 miles only, VGC, taxed, M.o.T. £600 o.n.o. Tel: 029 881 3550 evenings. (44771)

MINI FERRARI, Bertone designed Innocenti Mini 3-door hatchback, 1,275 c.c., silver, blue jersey interior, tinted windows, reclining seats, headrests, HRW, wash wipe, full instrumentation, Hi Fi, etc., 1,800 miles, 2 months old, quick, chic and as new. £3,300, 01-935 6286. (44772)

MG TD2 LHD version, Red, stored last 11 years, very sound original condition following export to Kuwait, 5 new tyres, M.o.T., licensed. Offers over £3,000 to 090 081 2405. (44884)

FROG EYED SPRITE, All steel, finished in tartan red, black hood, tonneau, hard top, good radials, recent engine overhaul, shocks, king pins, etc. £475. Cheltenham (0242) 24402 27298. (44774)

BOND EQUIPE GT4S, 1966. Immaculate after extensive restoration, part ex. Spridget. £475. Glemsford 281147 (Suffolk). (44782)

SUNBEAM ALPINE SERIES 3, 1963. Excellent original condition, mechanically sound. £650. Part ex. Spridget. Glemsford 281147 (Suffolk). (44782)

FOR SALE—continued

1938 LAMMAS-GRAHAM drophead coupé in classic style by Carlton, 3 1/2-litre supercharged engine, overdrive, gearbox, running but requires repair and rechrome, etc. £4,750. Part exchange considered. Rushton, Exeter 52958 or 82381. (44781)

SCIMITARS, 1977, G drive, low mileage, russet red, all extras, would now cost over £10,000 new. Open to sensible offers. 1974 manual, 55,000 miles, highland purple, new clutch, £2,500. Both cars privately owned by ex-Reliant executive and well maintained. Some spares available. Tel: 08277-3687 evenings (Warwick). (44889)

SCIMITAR GTE, 1975 "P". Manual overdrive, superb example in brilliant white, service history, taxed and M.o.T. £3,200 o.n.o. Conleton (02602) 2093. (44887)

LOTUS ELITE, Unique 1962 S2 Stage 2 example. I have owned this car since 1962, guaranteed genuine 33,000 miles, new alloy calipers, completely restored, resprayed sunburst yellow. Enquiries Tel: 0758 3425 for appointment to view in London or Home Counties. (44868)

HEALEY 3000 11A, Ice blue/white, '63 rebuilt, baby necessitates sale, garaged Cotswolds. Offers over £1,250. 01-892 6259. (44784)

NOT THE CAR one seeks in Motor Sport: No mention of investment or other bogus appellation, just practical transport with a considerable degree of fun. Ford Fiesta 1,117 c.c. Ghia. Just two years old. Truly immaculate, with every sensible extra including Zeibert, large sunroof, tape deck, silver grey black vinyl, 11,500 miles, one owner, garaged, maintained with a view to a long ownership, history £2,750. Seen Sevenoaks. 09592 2909. (44783)

FOR SALE—continued

DROOPSNOOT P-REG, 45,000 miles, immaculate, vinyl roof, spoiler on bootlid, radio, electronic ignition, glovebox etc., 11 months MoT, must be best available. Best offer up to £2,500. Tel: 050275 272 (evenings and weekends). (44793)

AUSTIN PRINCESS limousine, 1965, 6000 order, black, automatic, electric partition, PAS. £1,500 o.n.o. Tel: 01-958 7643. (44823)

LOTUS ELAN S3, DHC, 1967. Non-runner, spare new chassis, all stored three years. Offers to 15 The Avenue, Sale, Cheshire. Tel: 061-962 2666. (44826)

ROVER 100 Daimler Conquest. Two almost completed restorations, with many substantial spares. Owner knocking on too far to complete. £200 each or £350 the pair. Tel: 046 030 476 (near Crewkerne). (44829)

TRIUMPH TR5, 1968, 2,500 c.c., P.I., overdrive, £800 recently spent on rebuilt engine, new gearbox, clutch, hood frame, exhaust system, three new steel wings, Valencia blue, wire wheels, stereo, M.o.T., tax, bargain at £1,990 o.n.o. Part exchange considered. Tel: Cambridge 63199. (44897)

E-TYPE, 1967 FHC with Webasto roof, dark blue, 76,000 miles, fully restored bodywork. Keighley (0535) 605445. (44899)

MORGAN +8 lightweight "R" Reg. White, black leather, garaged, 12,000 miles, immaculate. £7,200. Tel: Leeds 445911, ext. 32. (44891)

MATRA MID-ENGINE targa, 1970, V-reg. LHD, new Cints., Konis, long MoT. £1,250. Tel: Seaview (IW) 3477. (44839)

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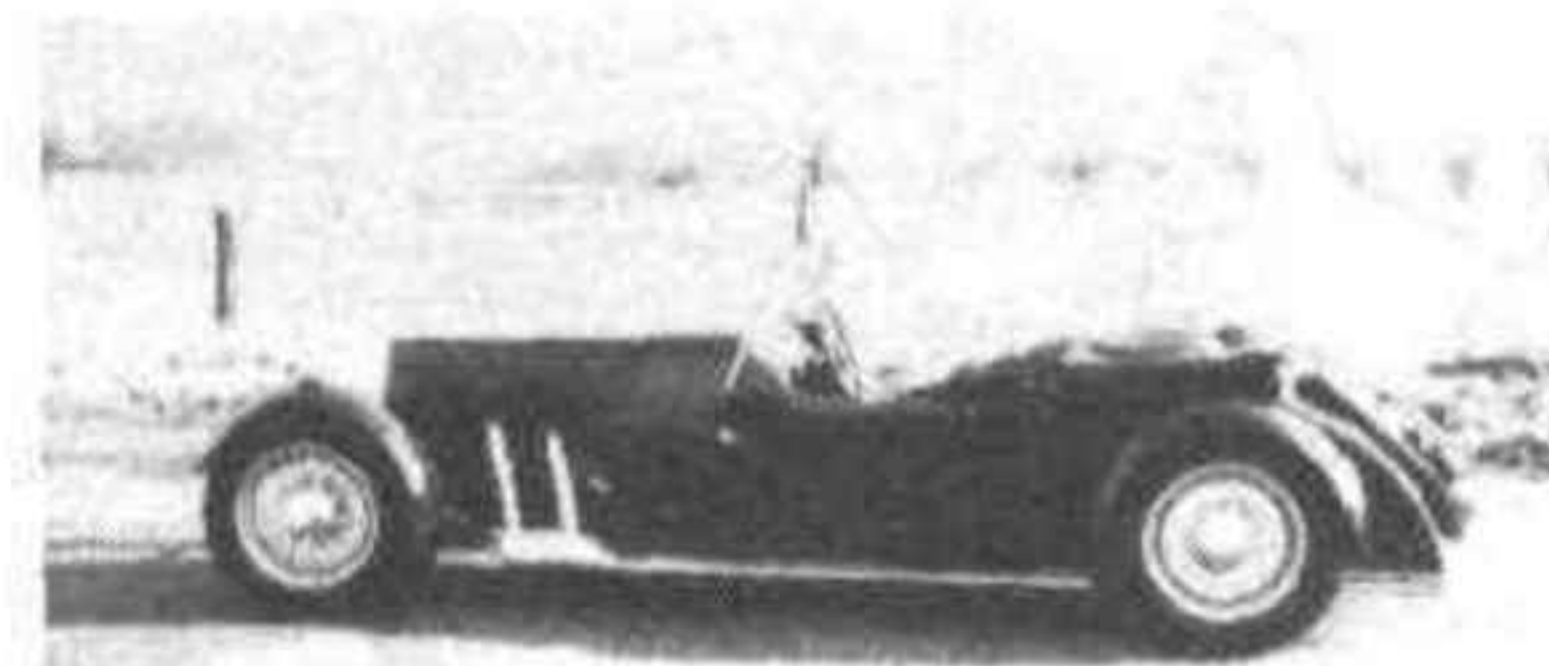
1928 ALFA ROMEO TWIN CAM 1500 6C, Sports two-seater. A delight to drive and behold. The most reasonably priced twin cam Alfa on the market!



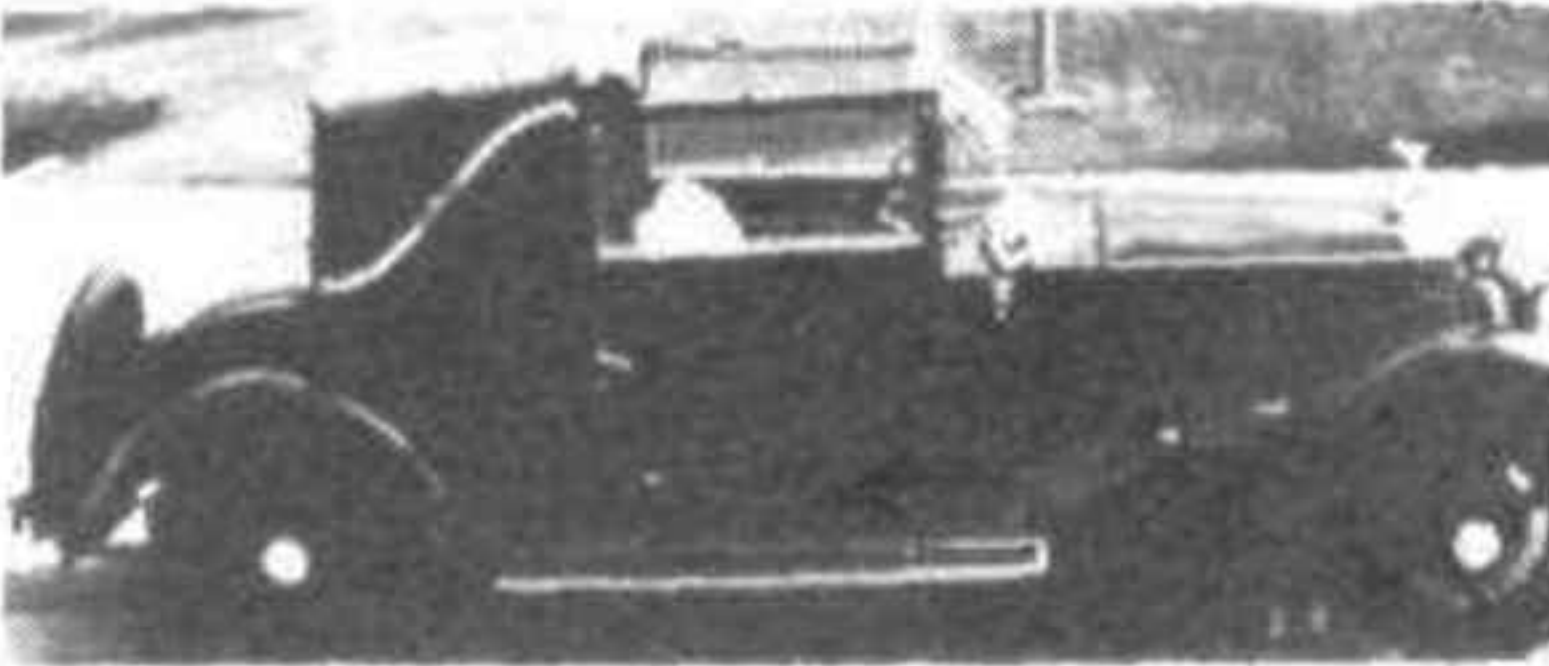
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JAGUAR ROADSTERS. XK120 LHD (illus.) Met silver, new red hide, new black hood, etc., rebuilt engine, Borrani w.w. Also XK150 lhd. both outstanding.



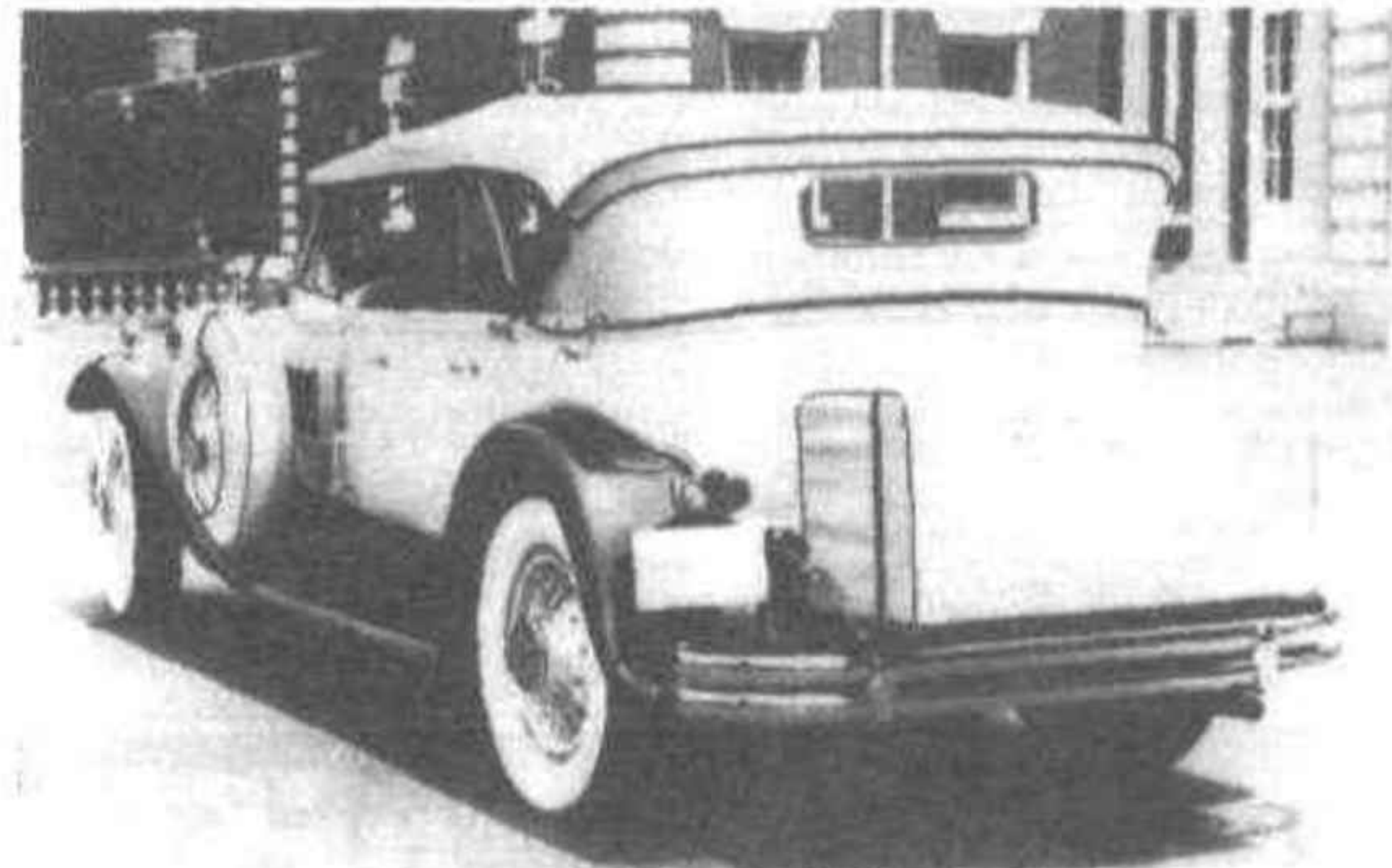
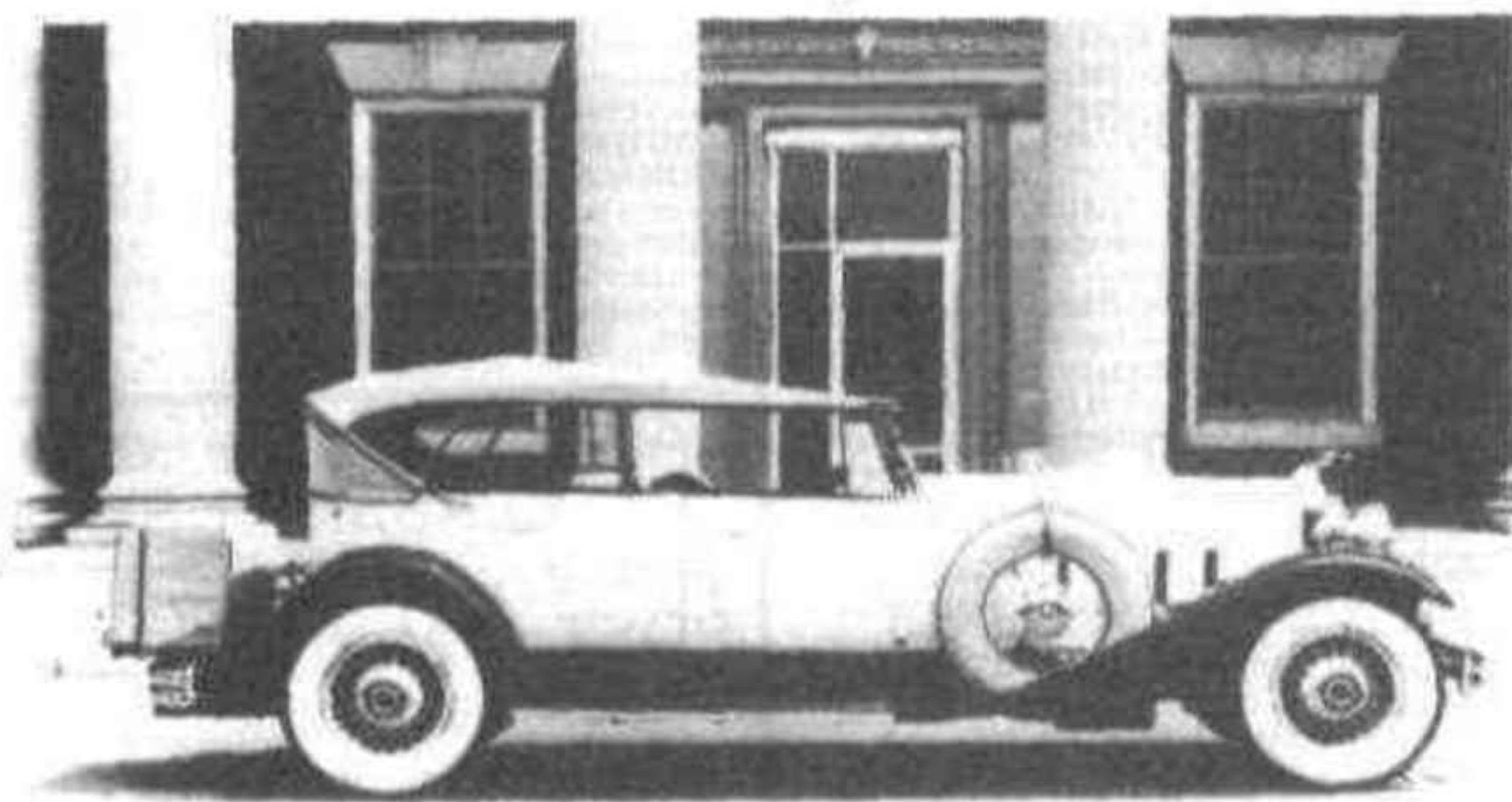
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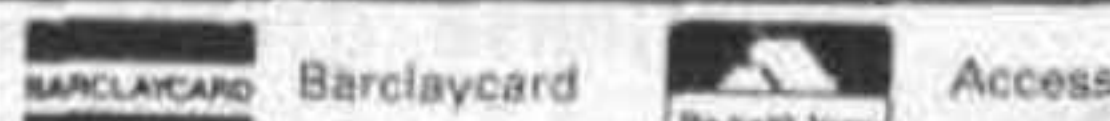
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 MORGAN enthusiast wishes to buy 3-wheeler, restored, rebuilt with vee-twin engine, good price paid. Please phone 048-66 Cranleigh 4464 Surrey. (42950)
 TYRES: Michelin "X" 5.50 x 16 inch new or used tyres in reasonable condition urgently wanted by private purchaser, Horsham (0403) 4958. (42942)
 CATERHAM SUPER 7. TOHC 1,558 c.c. big valve, pre-1976. Good price paid. Anderson 01-949 5781. (43340)
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 "SPEED" magazines wanted. Good clean undamaged condition essential. Terry Willis, Highways, Thornbury Road, Alveston, Bristol. (43996)
 ENTHUSIAST wants negatives, photographs, information of works TR4s, also the new registrations of 3VC and 6VC when they entered 1964 Shell 4000 Rally in Canada. Phone Stewart on 082 83 2768 after 6 p.m. (44332)

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Porsche 911 "S". 1975 model in silver with red tartan cloth, electric sunroof, very rapid. £8,950

Aston Martin V8. 1976 "R" in signal red with black leather and very low mileage. Manual transmission. £14,950

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Jaguar E-type V12 2+2. 1971 in willow green with contrasting trim. Much recent expenditure makes this one of the best available. £5,950

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Jaguar E-type V12 Roadster. 1972 "L" in red with magnolia trim and automatic transmission. £6,950

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BMW 633i, 1977. In anthracite with magnolia trim, very clean example at only £9,950

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Triumph TR7 1978 in Brooklands green with check cloth trim, radio/stereo, 1 owner, 18,000 miles, nice example. £3,475

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Porsche 911. Very special car, turbo bodied, extra wide wheels, electric sunroof and windows, radio/stereo, finished in Casablanca gold, a real eyeful of a car. Unrepeatable at £6,950

GREEVES 250 c.c. Trials Bike, 1965. Recently restored by enthusiast owner. £495

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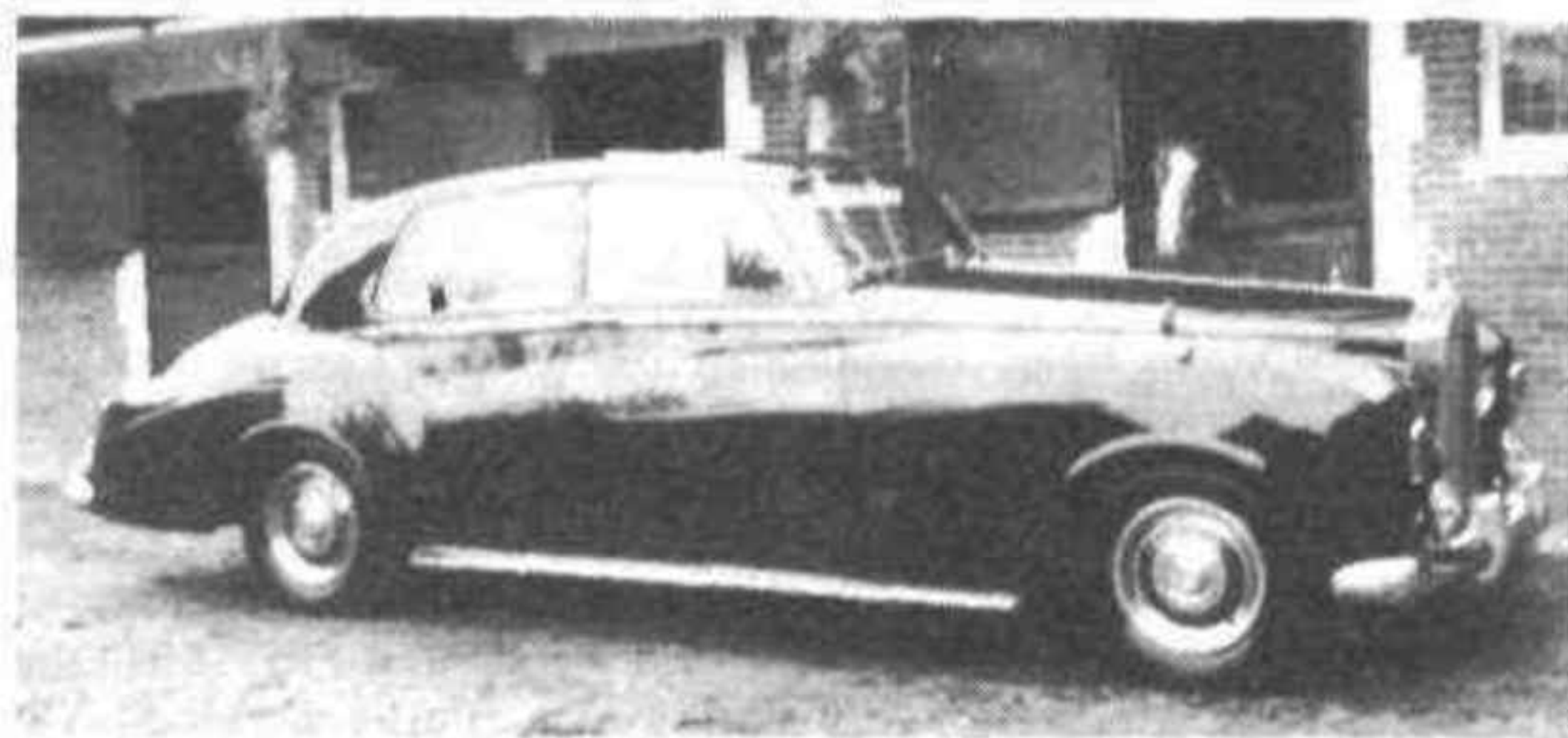
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WANTED - continued

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MORGAN 3-wheeler wanted, parts or complete, any condition for restoration. Richard Scammell (0804 740549). (44522)

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MISCELLANEOUS

CLEARANCE. Workshop manuals, pre-war BMW types 320 to 335 (incl. 328) photostat £10; also MG "C" (makers) £15, parts lists MG Magna L-type £3, MG Magnette N-A £10, Lotus Elan £10, instruction manual Magnette N-type £10, Magna L-type £10, Aston-Martin 1 1/2-litre instruction booklet, International to Ulster £3, MG workshop manual by Blower, M-type to TF, new £12. Postage extra. Brown, 8 Higham Road, Padham, Lancs VV12 9AP. Tel: 0282 71629. (44828)

MISCELLANEOUS - continued

TRIPLE WEBER 45 DCOE carbs with manifold for 3.8 Jaguar, suitable historic racer or really quick road-going E-type, cost new nearly £600, quick sale £350. Tel: West Malling 846391. (44520)

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MOTORING BOOKS, especially driver biographies and one-make histories; good prices paid. Pritchard, Bourne End House, Harvest Hill, Bourne End, Bucks. 01-965 6716 (office). (43994)

MG TC radiator surround new £105, Brooklands wheel new £20, Shorrock drive extension, pistons, etc. XPAG and XPEG, Dunlop racing R.1 5.00 x 15 new £20. Chris. 01-34 0325. (44791)

VINTAGE MOTOR CYCLES for sale, 1919 OK immaculate restoration £1,150, circa 1923 Favor completely original £675, 1926 BSA restored £775. Phone Dewsbury 464665. (44775)

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MISCELLANEOUS - continued

BILL BODDY says The Chain Gang Gazette is enthralling and very professional. Non-members of the Fraser Nash section can subscribe for a year's supply (three issues), send £7 or currency equivalent to T. J. Tarring, Robin Hill, South Rd., St. Georges Hill, Weybridge, Surrey. (44737)

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SINGER 9 OHC, 1932 37. Piston sets 60 mm STD. and +.040, Rover 10 66 mm. + 030 £25 per set, Singer 9 3-speed gearbox, rebuilt, Daimler pre-select box 1947 £30 each. J. Duncan, 30 Cameron Crescent, Windygates, Laven, Fife, Scotland. (44816)

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MISCELLANEOUS - continued

MOTOR SPORTS complete 1956-79 except 4 issues 1966-68, some issues 1949-56. A few other motoring magazines 1953-77. Write D'Brien, Lightbeck, Underbarrow, Kendal, Cumbria. (44777)

RACING CAR TRANSPORTER Bedford Vel 14 6-wheeler, Leyland 400 engine, 5-speed gearbox, 2-speed back axle. All vehicle in first class condition, front half fitted with 12 seats, cooker, sink unit, 2 tables. Must be seen £2,000 or offers. Phone Brentwood 73772, Essex. (44509)

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ROLLS-ROYCE PHANTOM III LIMOUSINE. By Hooper 1937. Black over yellow, twin side mounts, centre division. POA

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1978(T) Elite 503. Gunmetal, 11,000 miles	£10,850	*285
1978(T) Elite 503. White, 12,000 miles	£10,650	*270
1978(T) Elite 501. Blue, automatic, PAS	£9,750	*250
1978(S) Elite 503. Black, 17,000 miles	£9,850	*255
1977(S) Elite 503. Red, 19,000 miles	£8,450	*225
1977(S) Elite 501. Red, 19,000 miles	£7,950	*200
1976(R) Elite 501. White, 26,000 miles	£6,750	*170
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1977(R) Eclat 520. Red, 33,000 miles	£6,450	*160
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MISCELLANEOUS — continued

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MOTORING BOOKS for sale including "Caricatures of Motor-Cycling Personalities Past and Present" (published 1957) and "Caricatures of Motor Racing Drivers Past and Present" (published 1956). Both drawn in colour by Sallon of the "Daily Mirror". Also well read copy of "Motor Racing with Mercedes-Benz" by George Monkhouse. Plenty of excellent photographs. Offers SAE for full list to Thomas, Gaywood, Springfield Road, Ulverston, Cumbria. (43528)
MOTOR SPORT, 119 copies 1960-69, December 1963 missing. 38 assorted copies 1959, 1970, 1973, 1974 mint condition. Offers Phillips. Tel: 0785 816265. (43407)

BUTTON, MENHENITT & Mutton Ltd., Belmont Auction Rooms, Wadebridge, Cornwall. Collective "Museum" Sale of Collectors Cars, Motor Cycles, Vintage and Classical Car Spares, Manuals, Hand books etc. Musical and Scientific Instrument, Bygone Farmhouse and Farming Equipment etc. etc. on Wednesday 12th December, 1979. Commencing at 10 a.m. On view: Tuesday 11th December 9.30 a.m.-5 p.m. Illustrated catalogues 40p plus postage. (43408)
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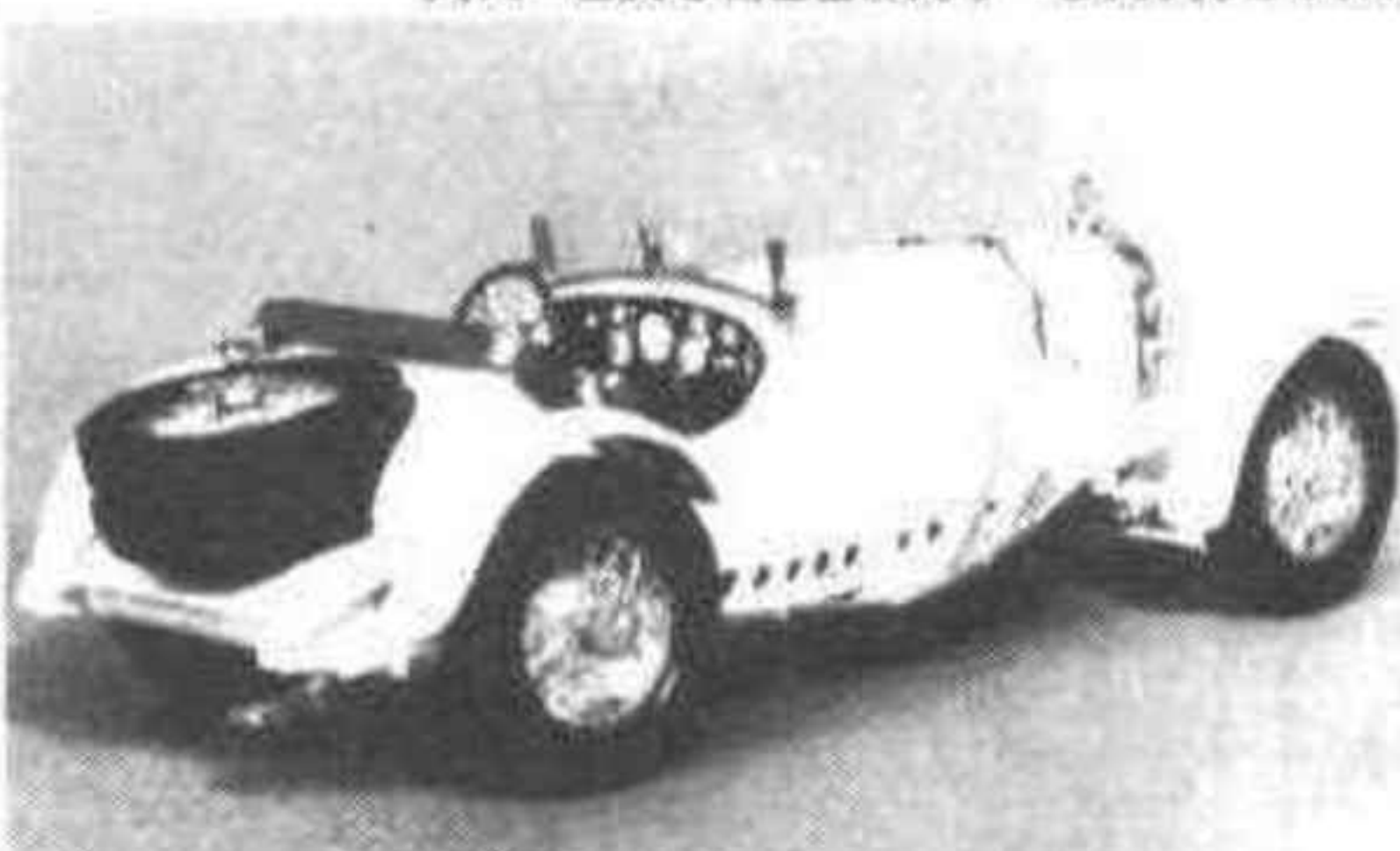
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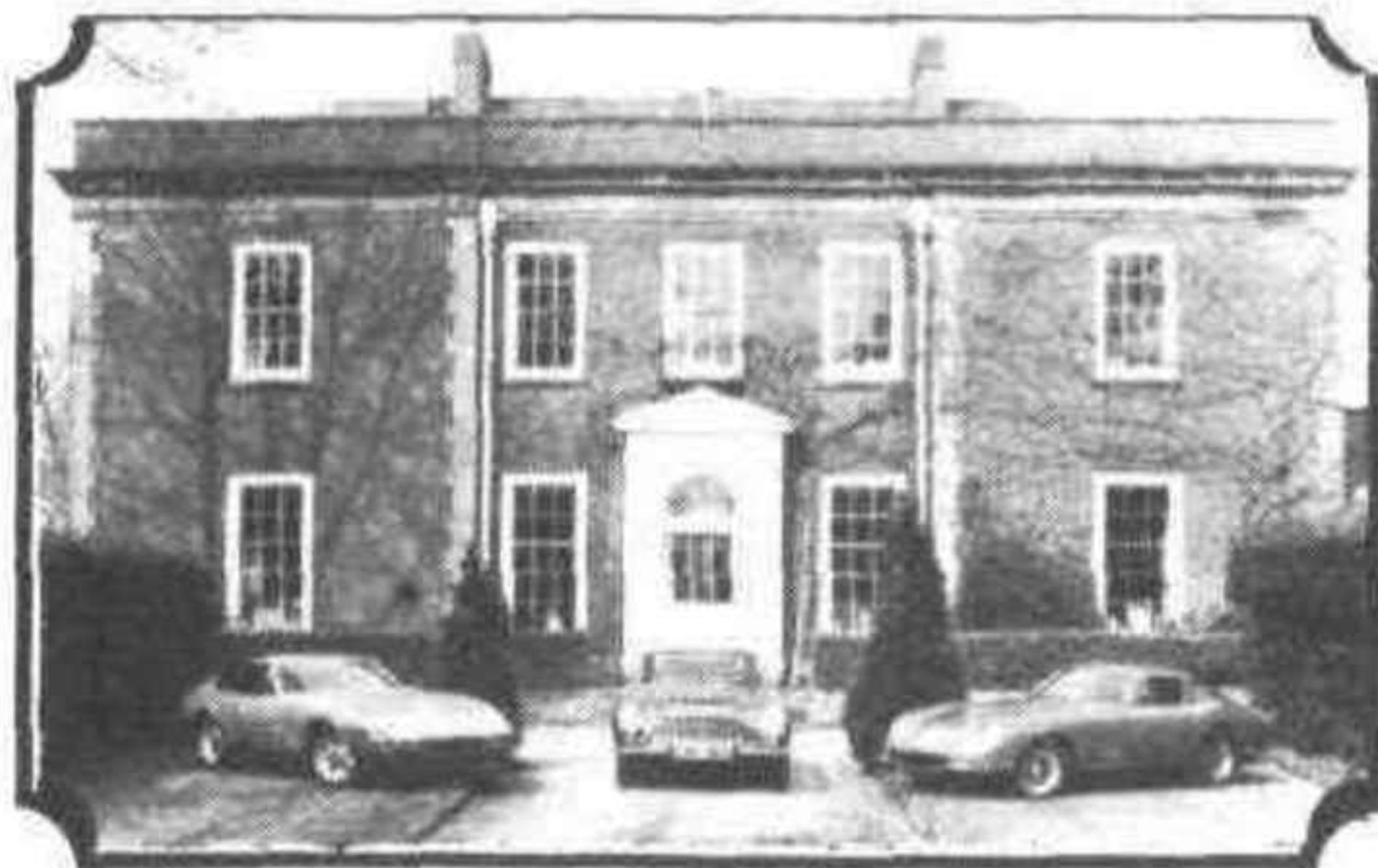
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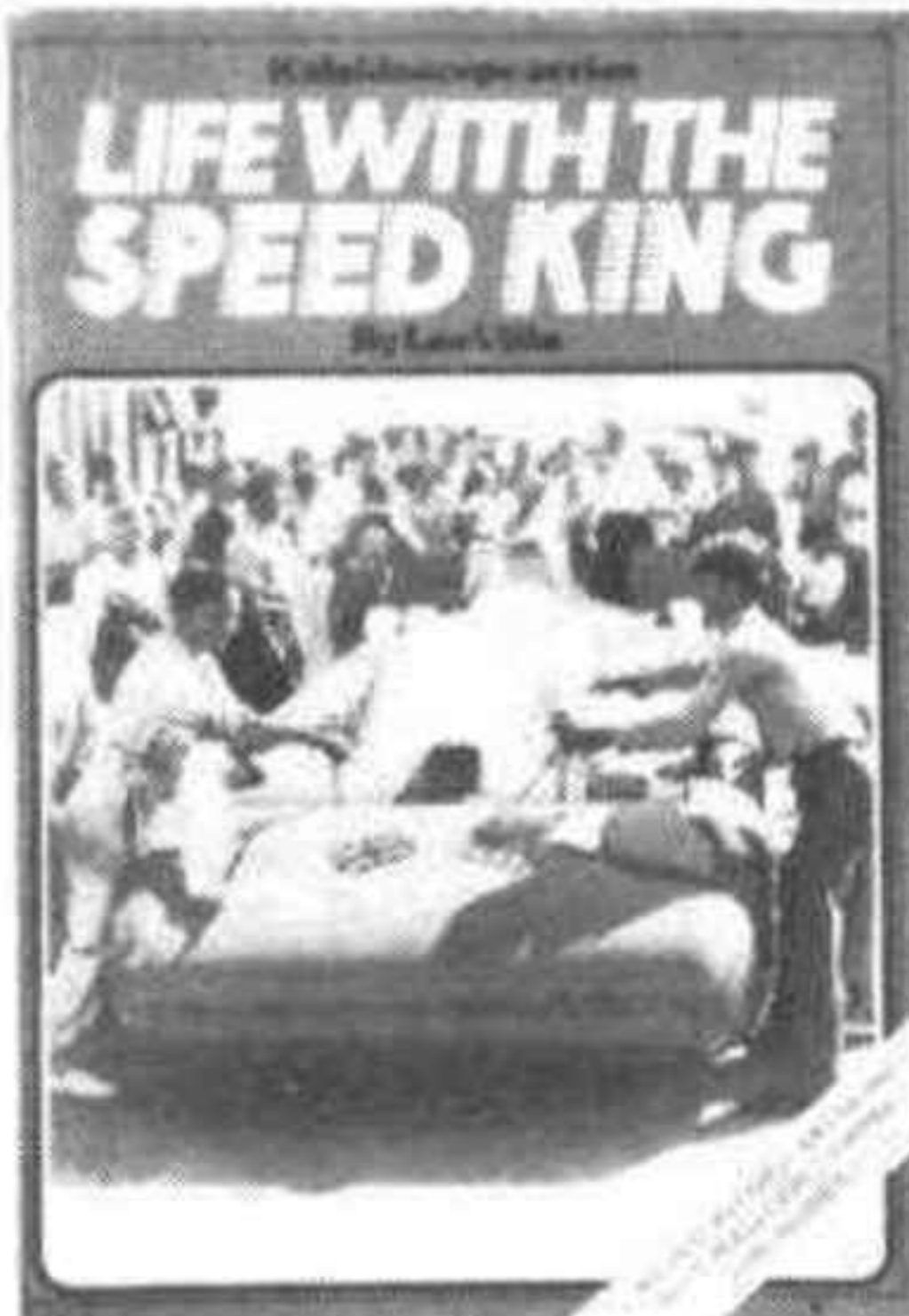
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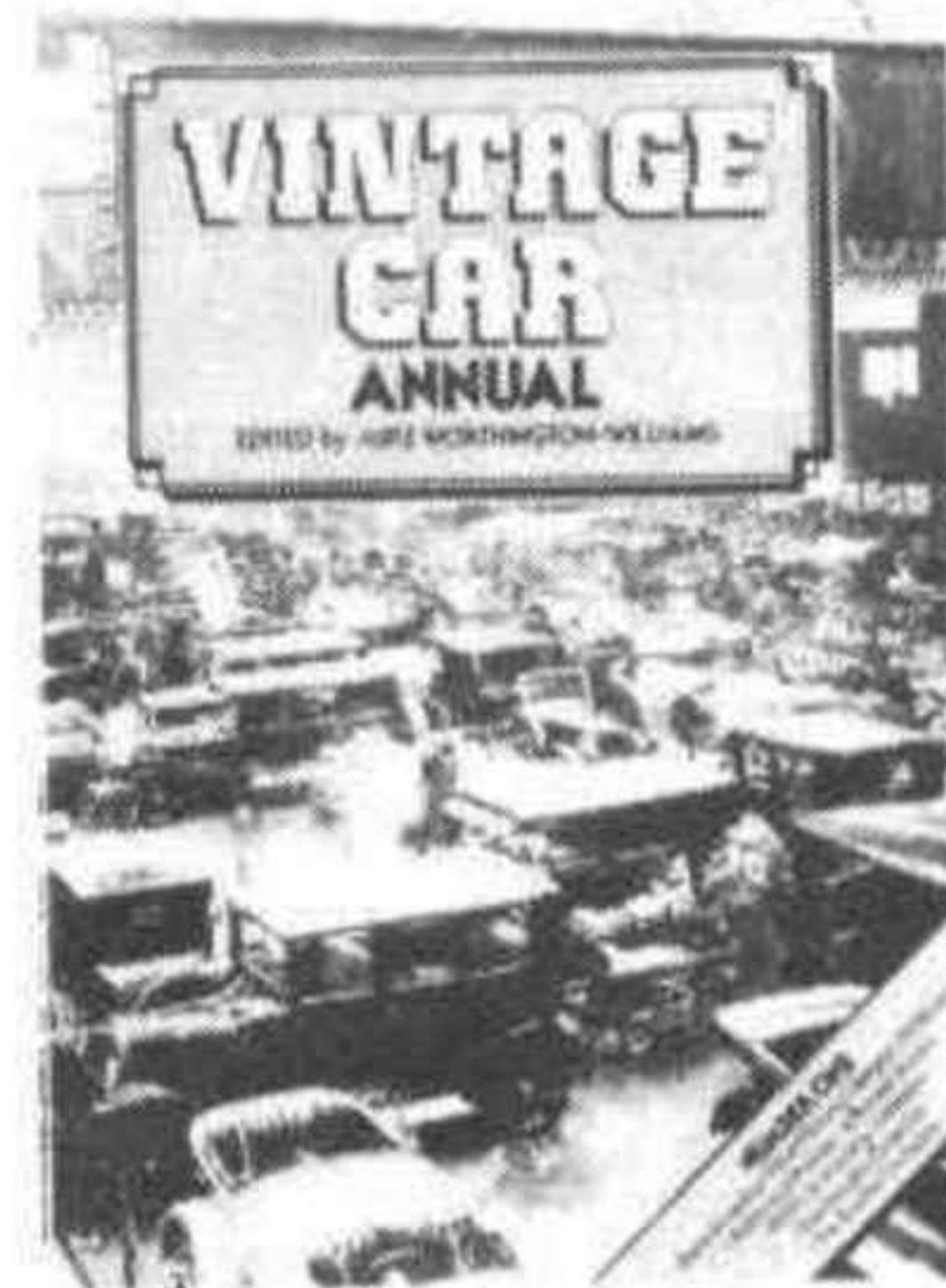
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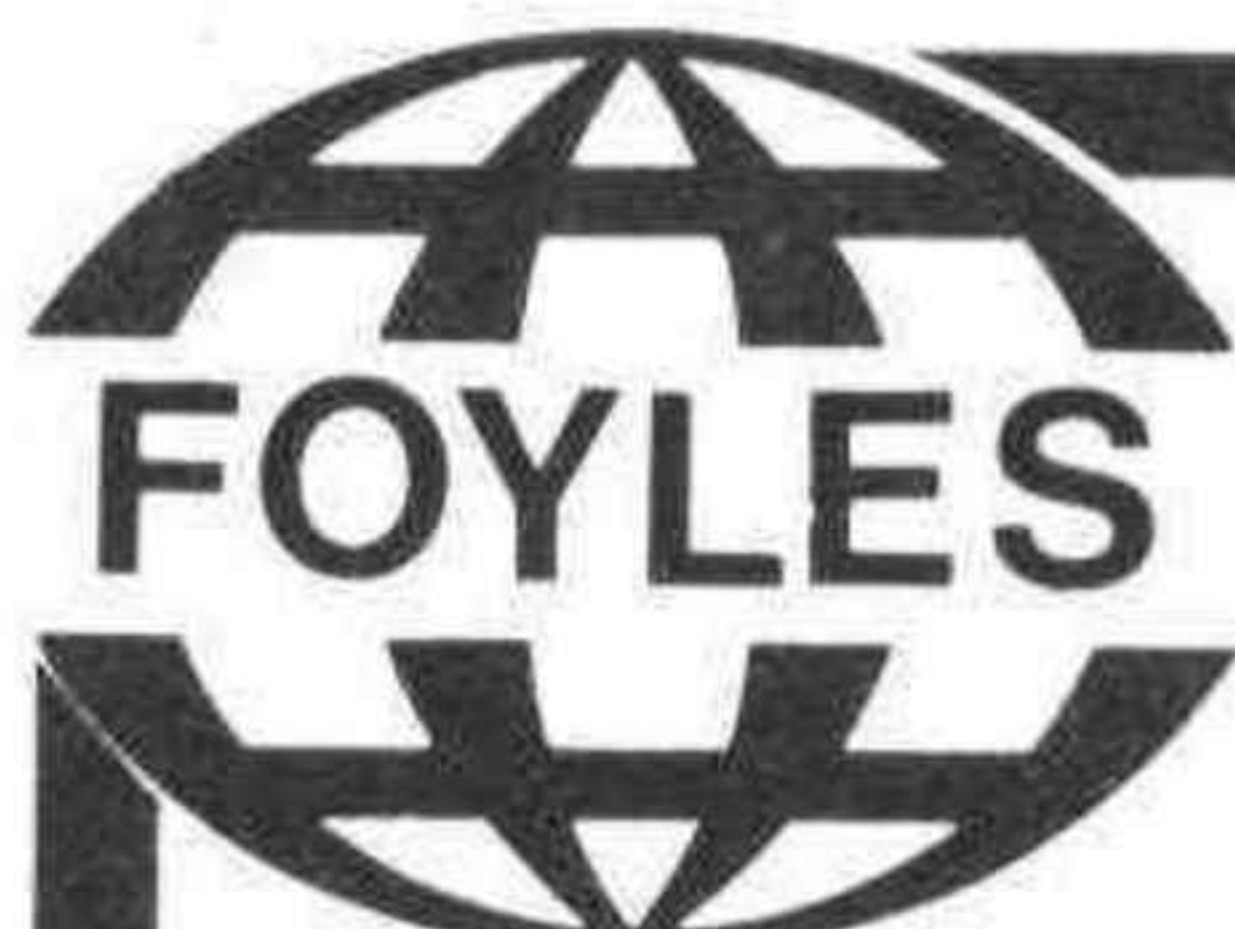
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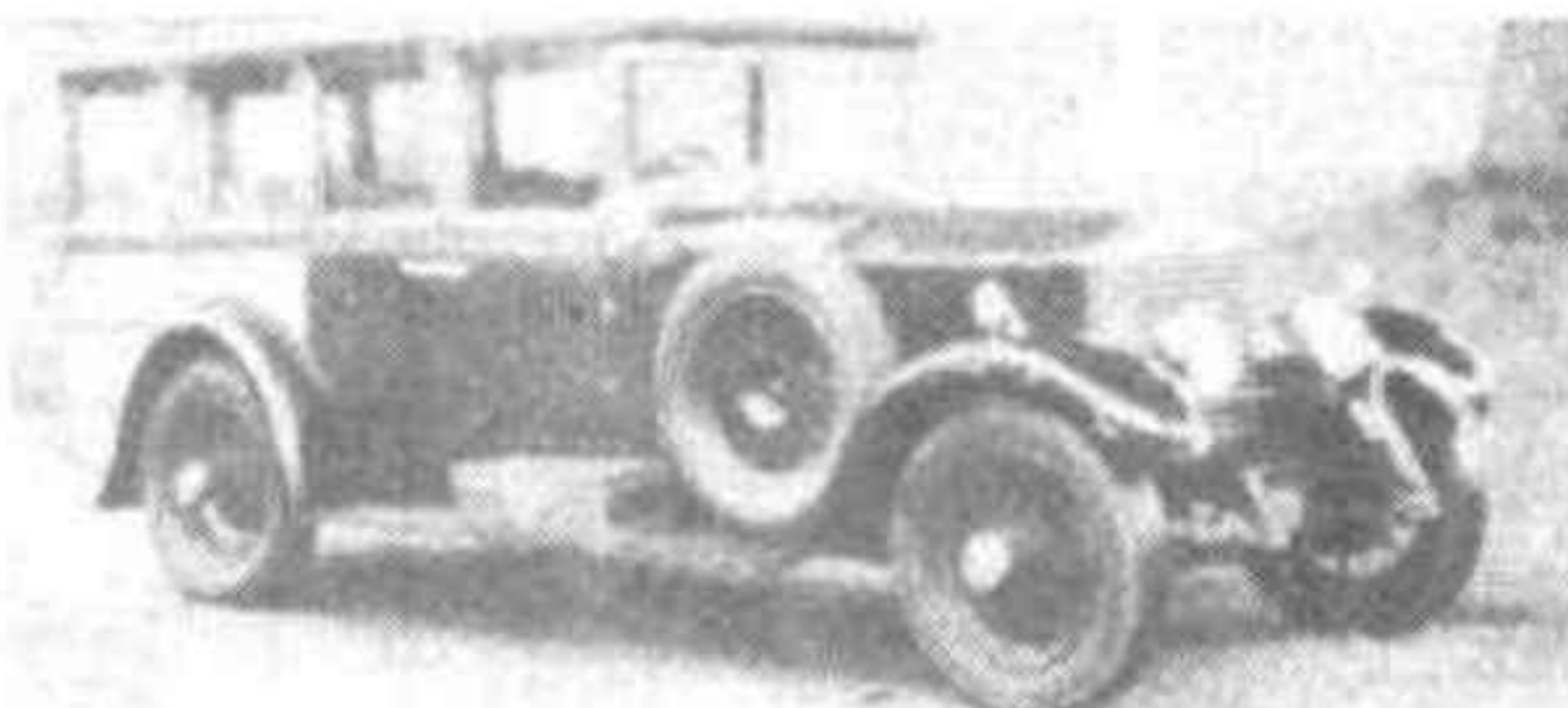
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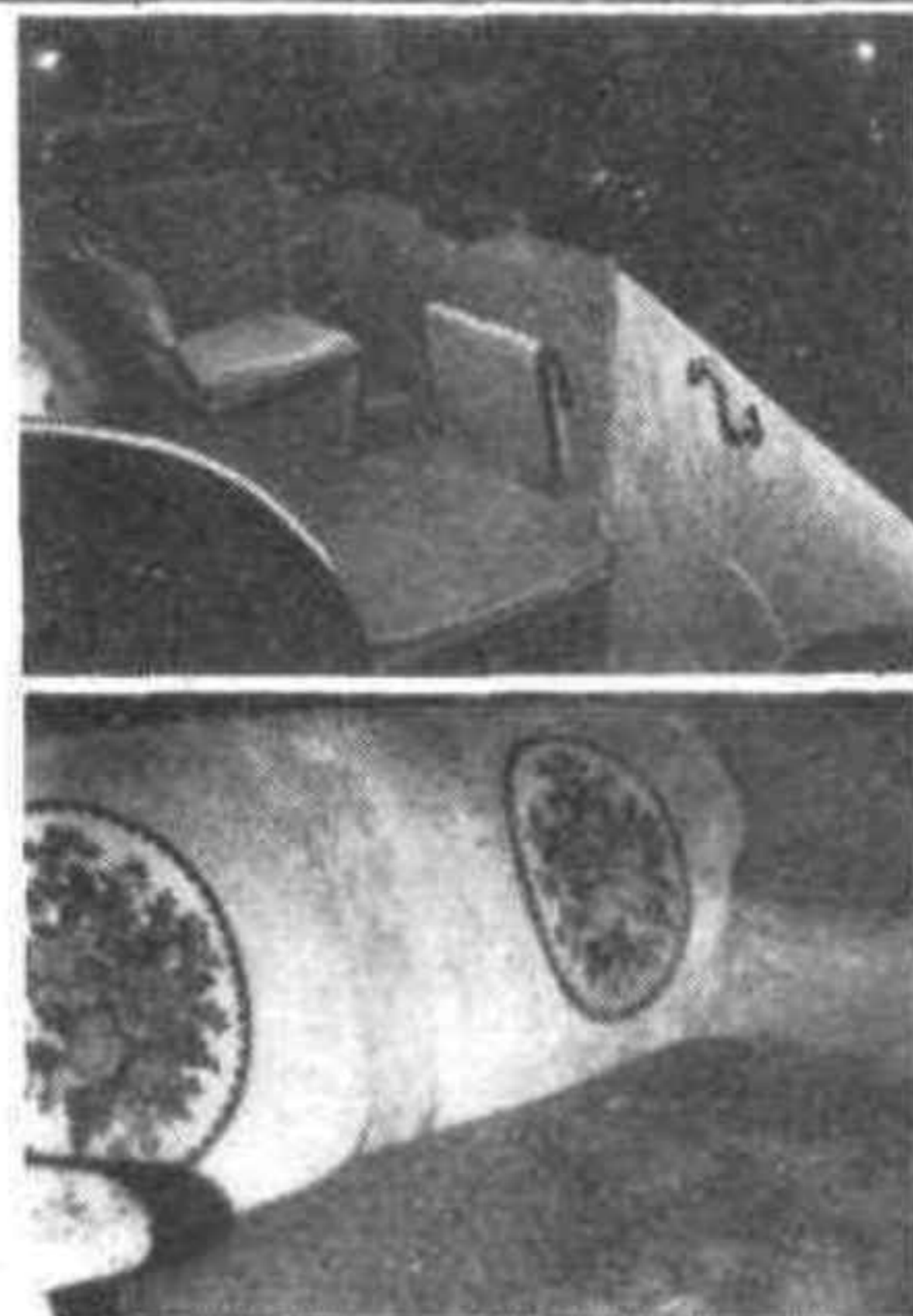
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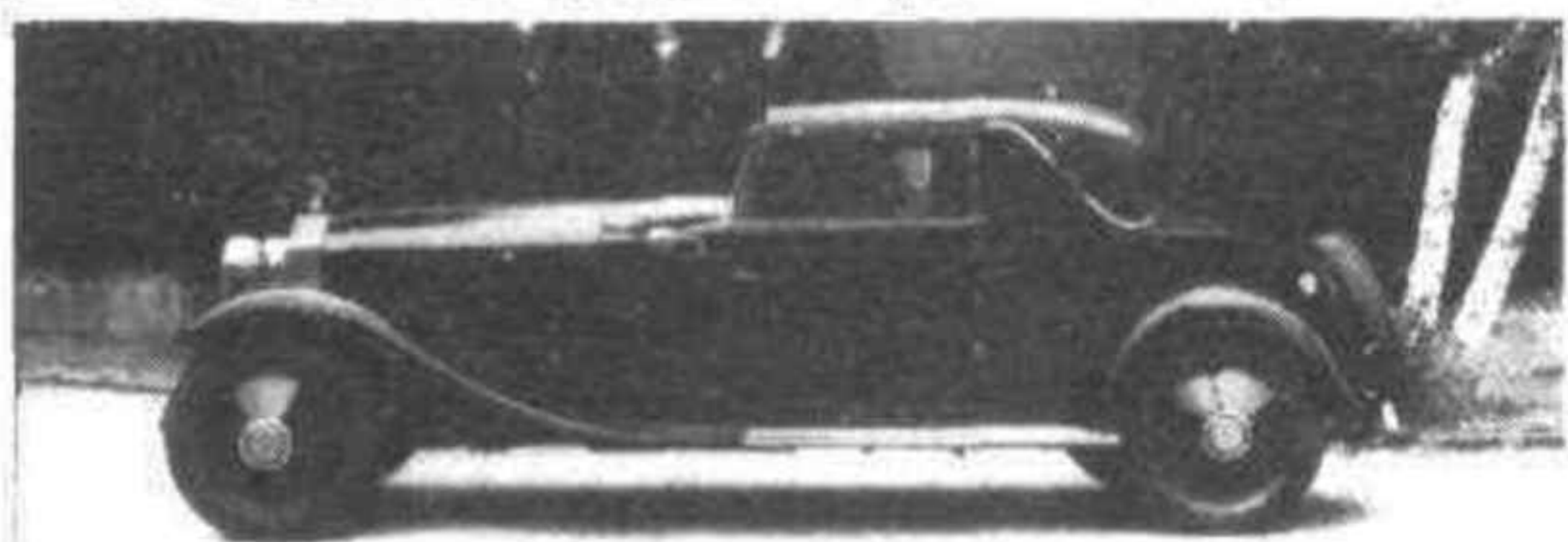
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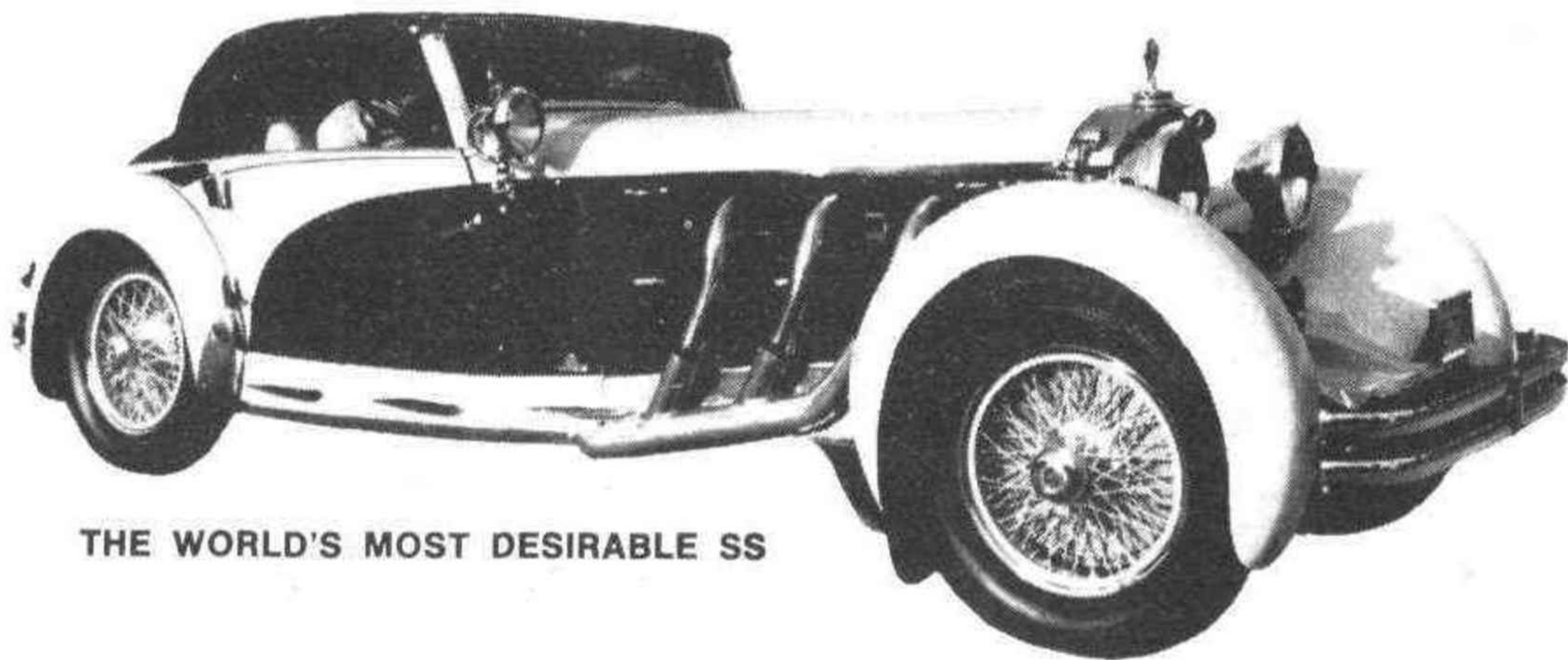
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1934 Alvis Speed 20
1950 Bentley Mk. 6



Aston Martin DB 2/4



Bentley SII Continental by James Young



1959 AC Ace

1961 Jensen 541S
1950 Alvis TB21 Tourer
1928 Austin Ulster
1965 Mercedes 250 SL



1973 Lamborghini Espada



1969 Aston Martin DBS6



1929 Rolls-Royce 20/25 Sports Saloon

1935 Citroën Tourer
1964 Bentley SIII
1963 Jaguar 3.8 E D/H
1961 Austin Healey Mk. I

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1974 Jaguar V12 'E'-Type Roadster, primrose yellow with black trim. Choice of 5



1974 Aston Martin V8, white with black trim, manual gearbox. Choice of 4



1966 Austin Healey 3000 Mk.III, dark blue with matching trim. Choice of 10 various models



1959 Jaguar XK 150 Drophead, white with tan trim. Choice of 15 various XK models

1956 SUNBEAM ALPINE
1905 PORSCHE 356C
1969 VDP LIMOUSINE
1958 JAGUAR Mk. I 3.4
1937 ROLLS-ROYCE PIII
1967 SAMCO CORD
1949 TRIUMPH ROADSTER 2000
1934 MG PA, red
1955 AUSTIN HEALEY 100/4
1967 JAGUAR 3.4 "S"-TYPE
1965 ASTON MARTIN DBS
1972 VOLVO 1800ES
1966 JENSEN CU8
1961 MG A ROADSTER
1969 JAGUAR "E", D/H
1959 BENTLEY SI HOOPER
1958 MG MAGNETTE
1956 JAGUAR XK140, F/H
1977 ALFA ROMEO SPYDER
1971 PORSCHE 911T
1961 JAGUAR Mk.II 4.2
1960 JENSEN S41S
1959 JAGUAR XK150, D/H, LHD
1928 AUSTIN ULSTER
1962 MERCEDES 190SL
1979 AC 3000 ME
1968 MERCEDES 250SL
1958 SUNBEAM RAPIER, D/H
1934 CITROEN TOURER
1958 FORD CONSUL, D/H
1951 BENTLEY Mk. VI
1934 FORD MODEL "Y"
1954 HEALEY SILVERSTONE
1964 ROVER 110
1935 BSA SCOUT
1964 JAGUAR "E", D/H
1964 BENTLEY SIII
1970 MINI COOPER "S"
1971 JAGUAR "E", FHC
1963 BENTLEY SIII
1972 JENSEN INTERCEPTOR
1947 JAGUAR SS 3.5
1961 BENTLEY FLYING SPUR
1953 TRIUMPH TR3A
1955 BUCKLER 36K
1922 DODGE SEDAN
1971 ALFA MONTREAL
1948 ALLARD 201 SALOON
1920 VAUXHALL 23/60

1961 ASTON MARTIN DB4, D/H
1968 BENTLEY "T" type
1966 MERCEDES 250 SE, D/H
1973 JENSEN INTERCEPTOR
1968 DAIMLER V8
1972 MASERATI BORA



1968 Jaguar 240, Mk II Manual. Choice of 12



1974 Rolls-Royce Silver Shadow, metallic brown with tan trim. Choice of 4



1975 Jensen Interceptor III, pale blue with black trim. Choice of 11



1965 Aston Martin DB5. Choice of 3



1965 Alvis TE21, silver grey with black trim. Choice of 4

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1967 SILVER SHADOW 2-door H. J. Mulliner, Park Ward saloon. Circassian Blue, Blue/Grey hide, speedometer reading 66,000 miles, Reg. No. RRO 123, refrigerated. £13,500

1971 SILVER SHADOW. Smoke Green, Beige hide, speedometer reading 78,000 miles, recent engine overhaul. £14,500

1972 SILVER SHADOW. Astral Blue, Beige hide, speedometer reading 84,000 miles. £14,950

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1965 SILVER CLOUD III. Smoke Green, Beige hide, speedometer reading 136,000 miles, new engine and gearbox done 36,000 miles. £13,500

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1937 AUSTIN 10 Cambridge sln. £745
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1939 MORGAN 4/4 2-seater POA
1951 DAVID BROWN Cropmaster £950
1959 ROVER 100 Reg. No. TRD3 £1,350



1960 ALVIS TD21 Automatic £825
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1929 Riley 9 two-seater and dickey green with black wings. New M.o.T. £4,250

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1938 Morris 8 Series II tourer, dark blue, M.o.T. £1,650

1951 Bentley Mk. VI Black, 128,000 miles, excellent £4,550

1963 Aston Martin DB4 Vantage Series 5. Extensively overhauled, resprayed met. red £6,500



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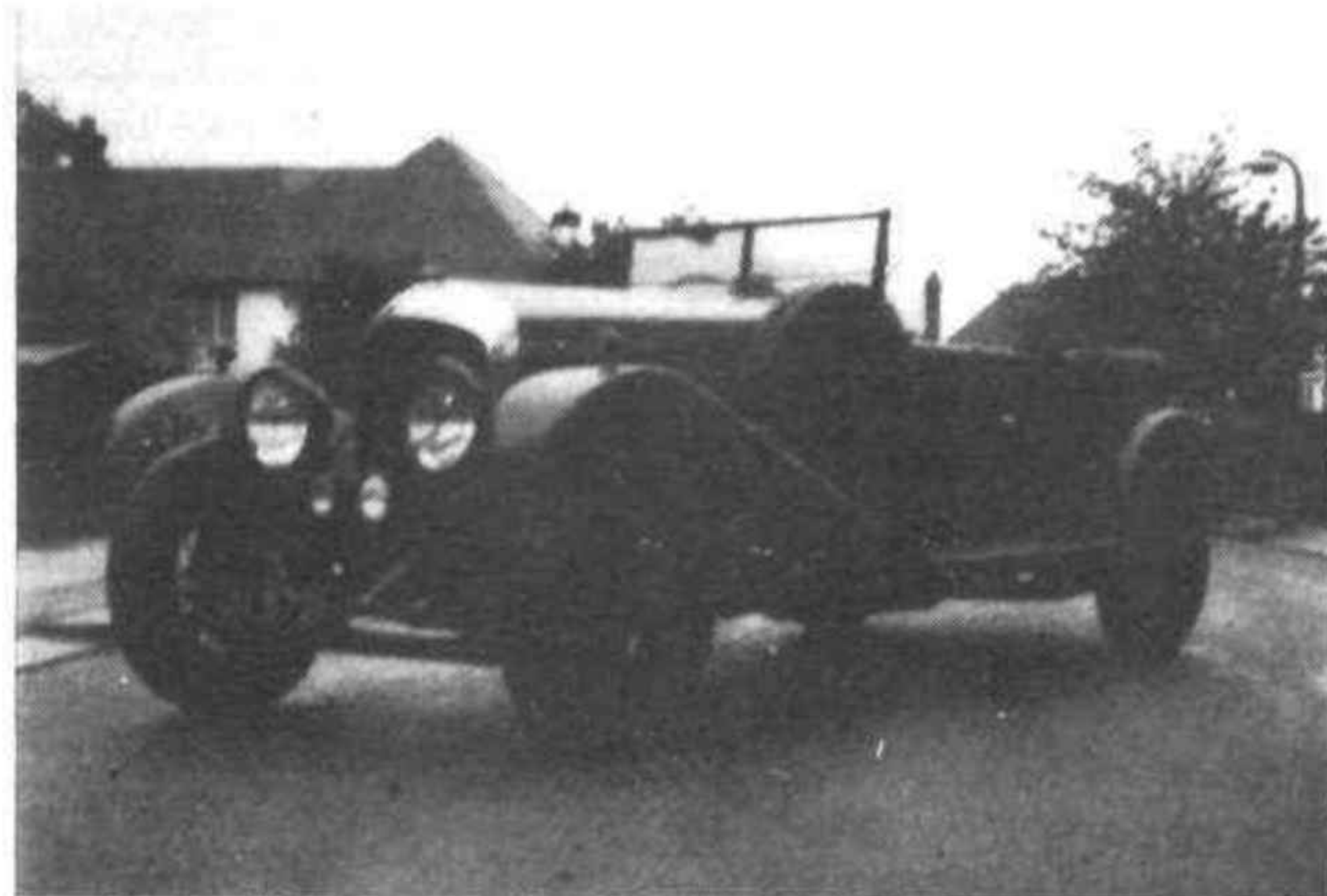
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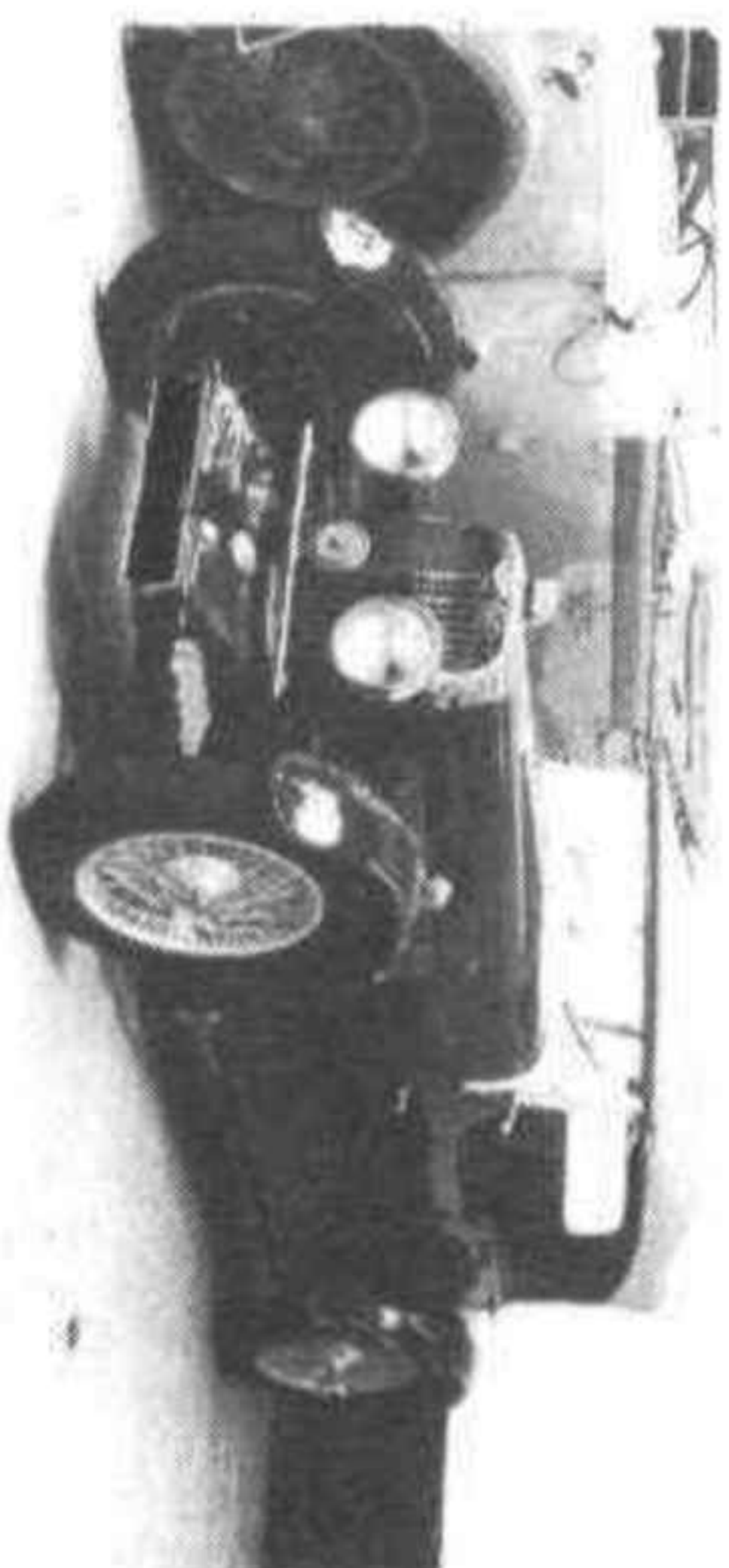
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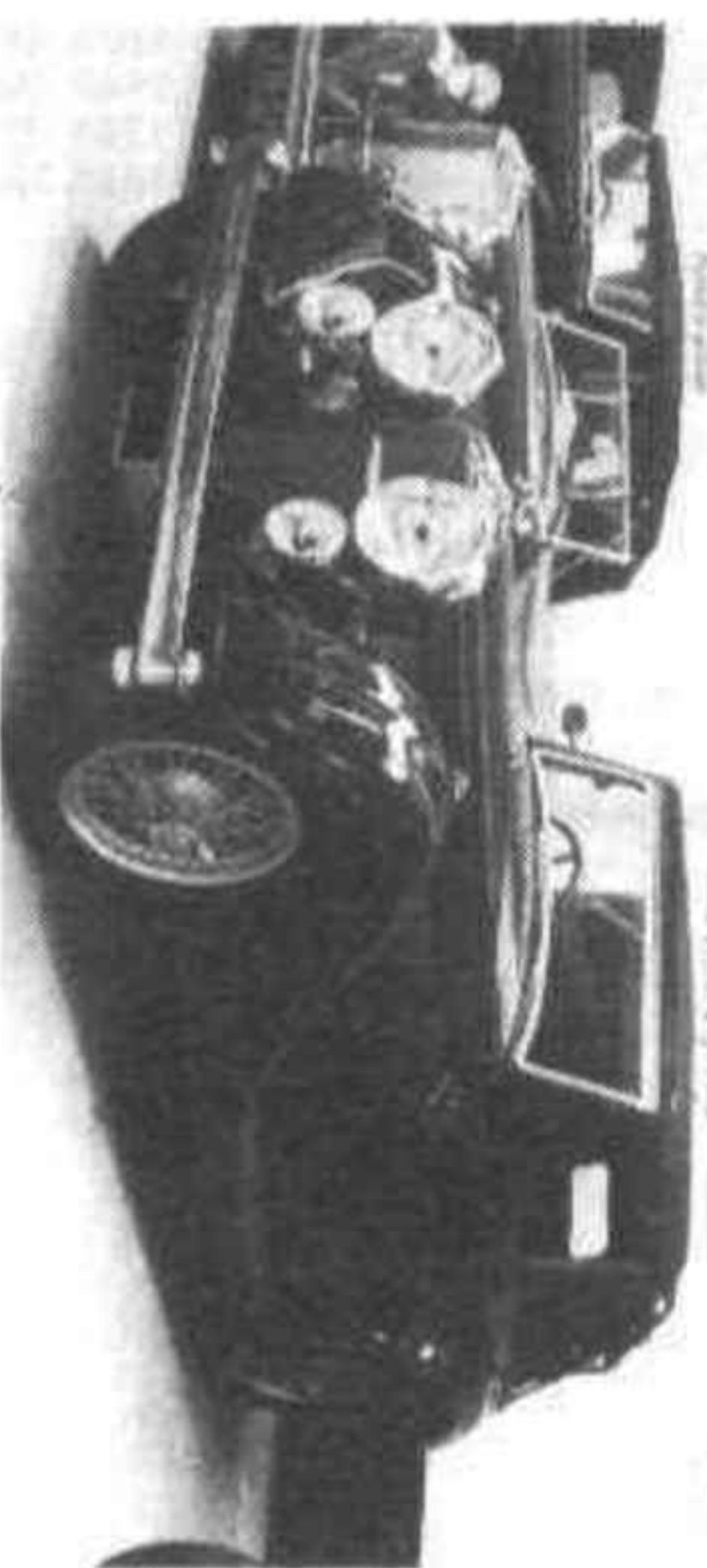
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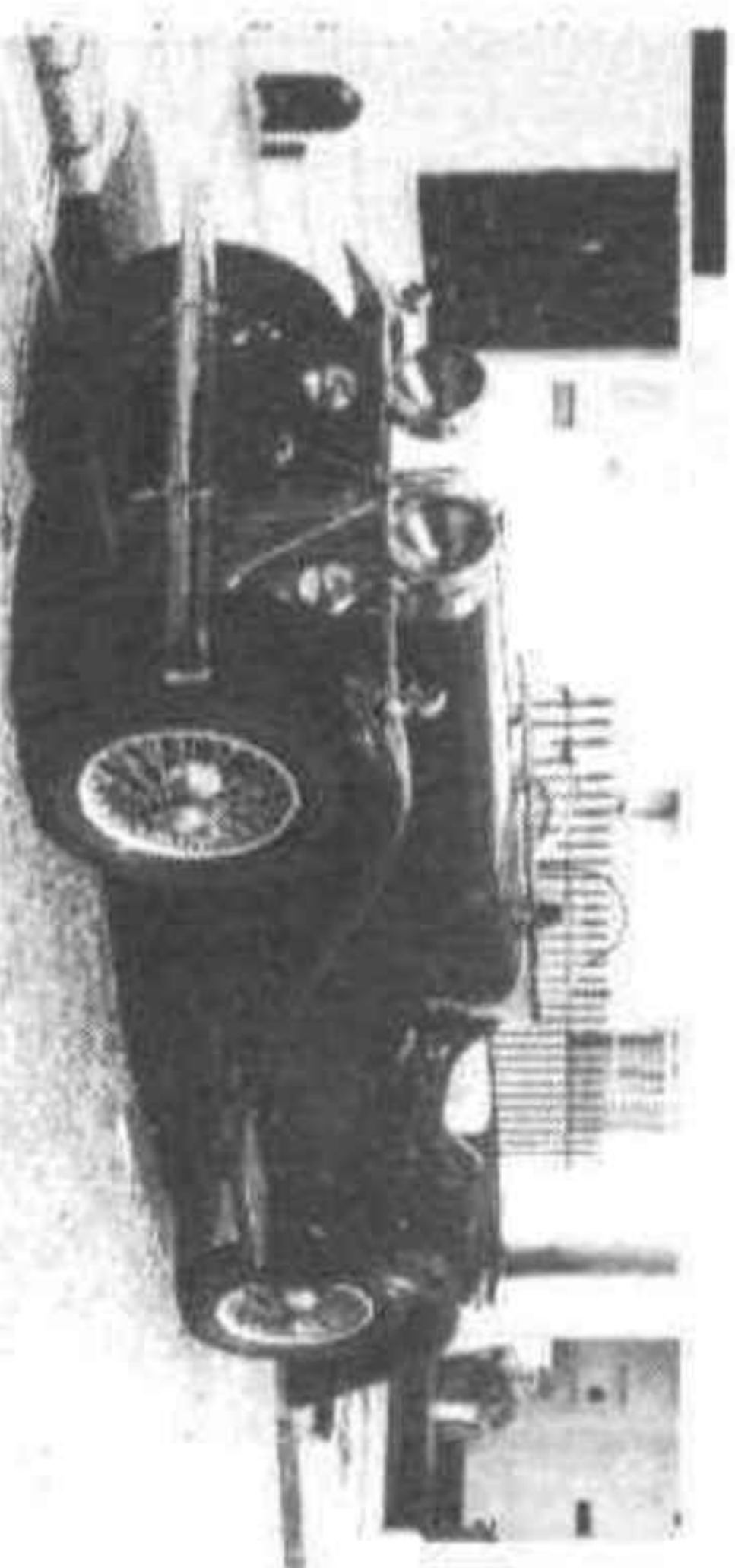
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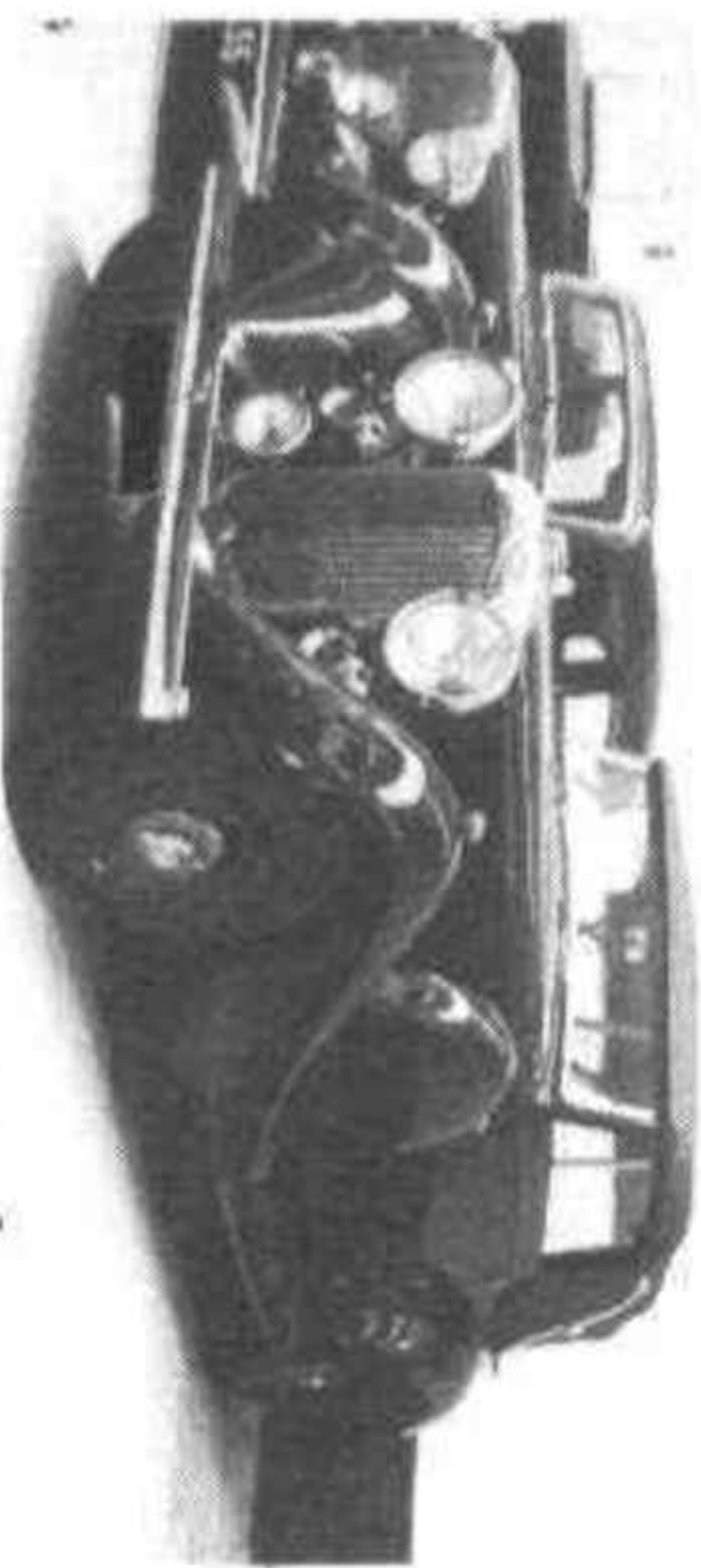
1936 ASTON MARTIN 1 1/2-litre



1936 ALVIS SPEED 20. 3 position d/h

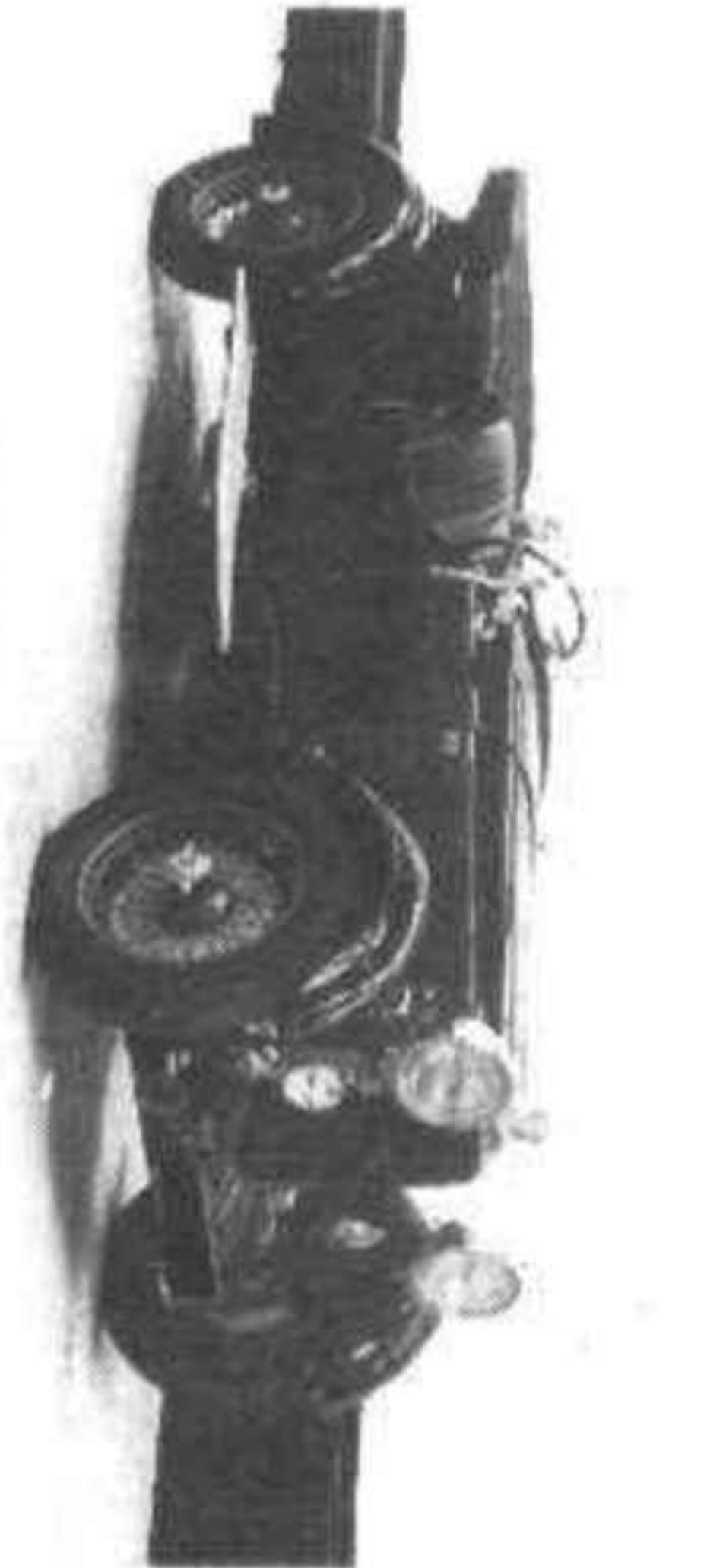


1933 TALBOT '105'

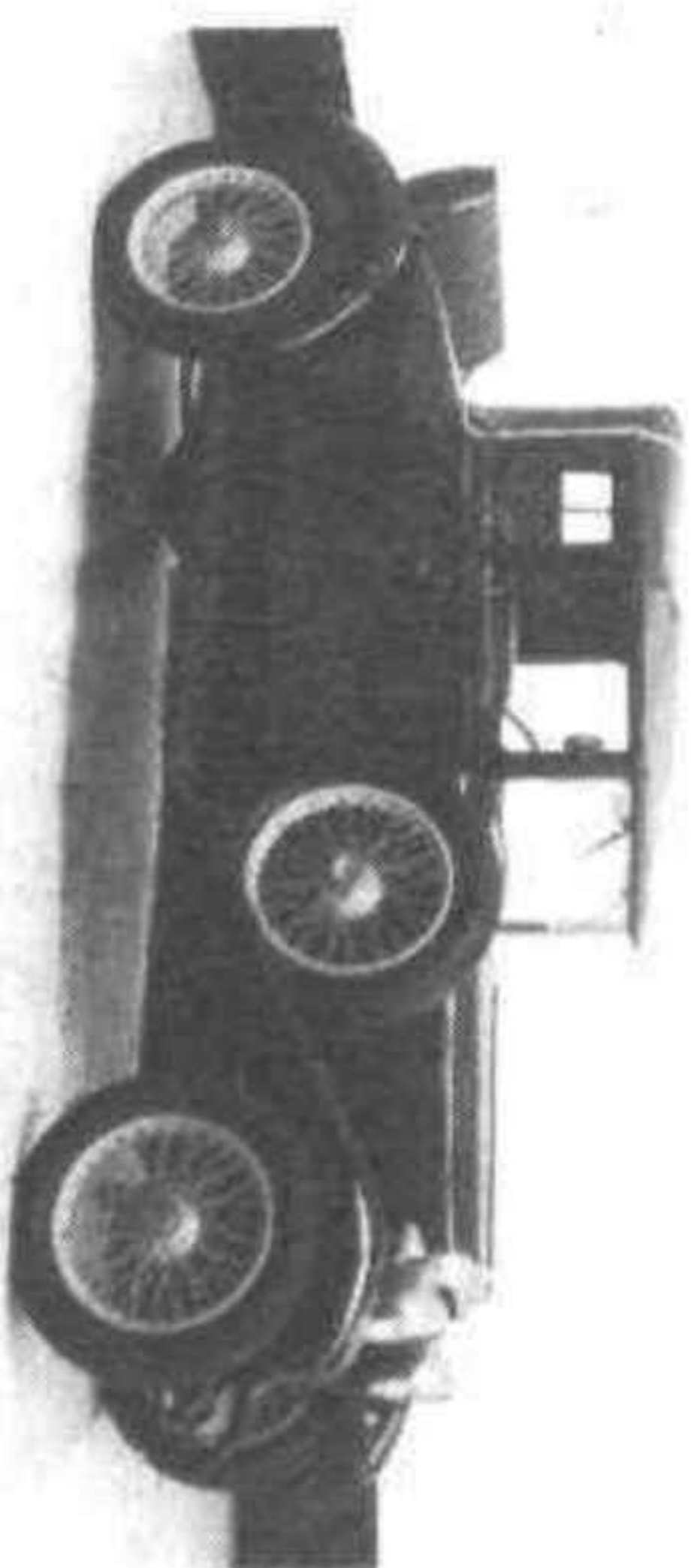


1936 LAGONDA LG45

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| Lagonda 1928 2-litre | SSII Tourer 1934 |
| MG TD | AC Ace Sports |
| MG TF | Bentley 4 1/4-litre |
| MG TC | Delahaye 1948 |
| MG YT tourer | Ford V8 1940 |
| Austin Healey Mk III | 1936 Alvis Speed 25 tourer |
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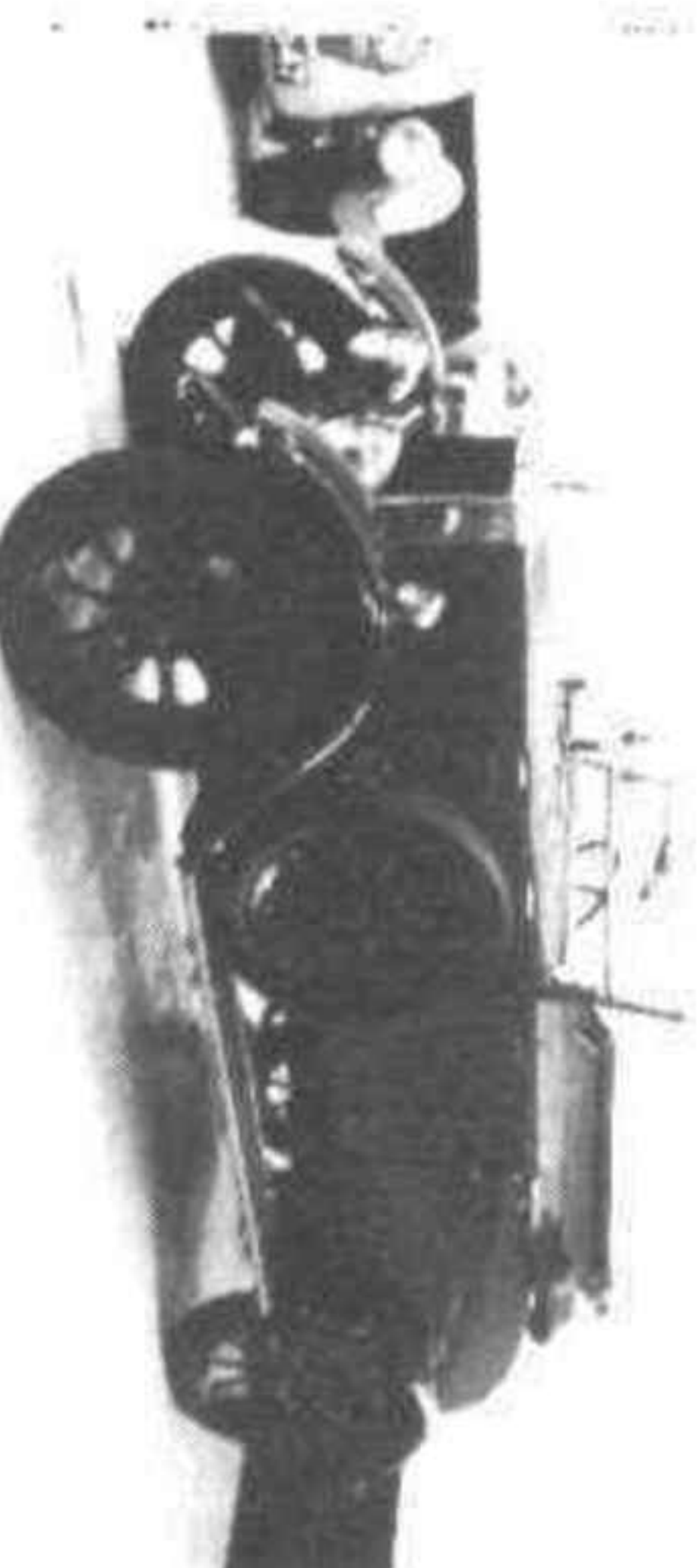


1931 LAGONDA 2-Litre



1927 SUNBEAM Doctor's Coupé

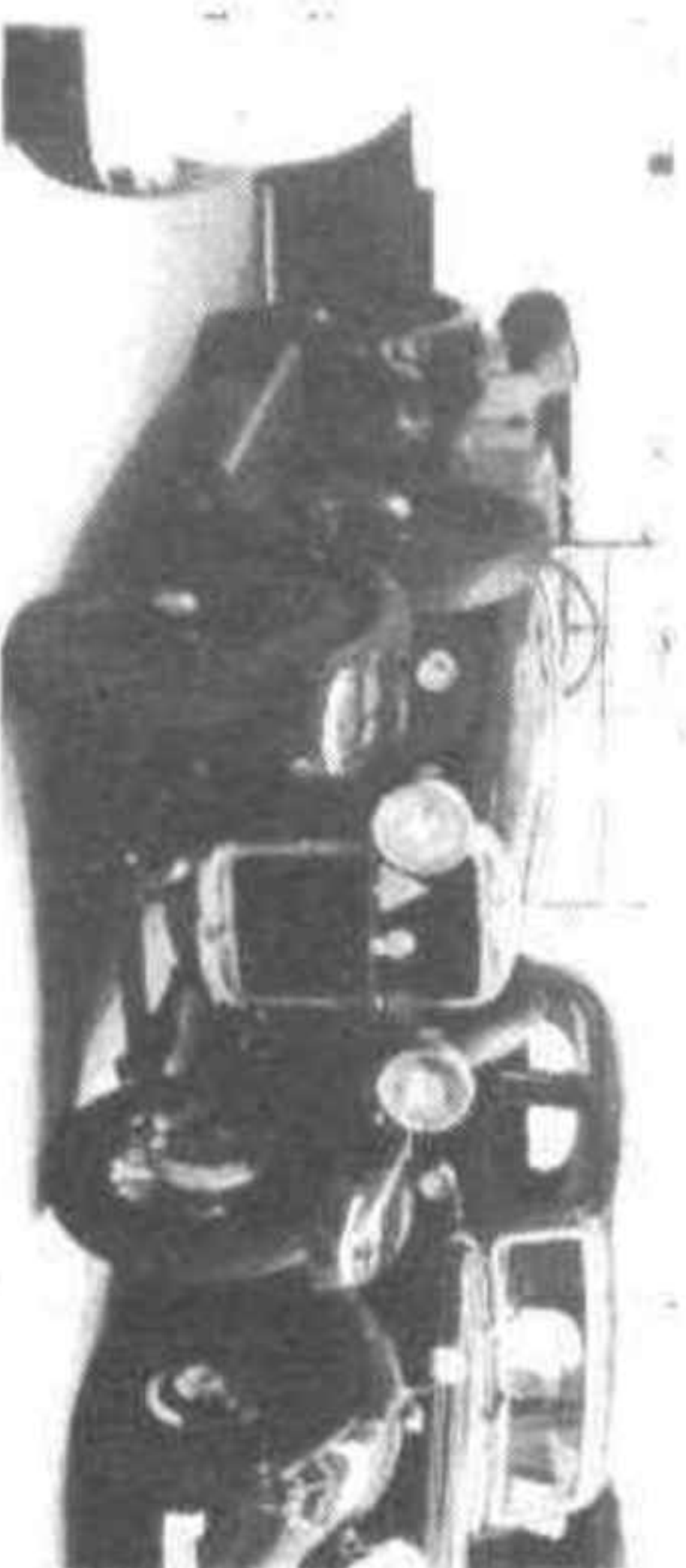
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| 1927 MORRIS COWLEY |
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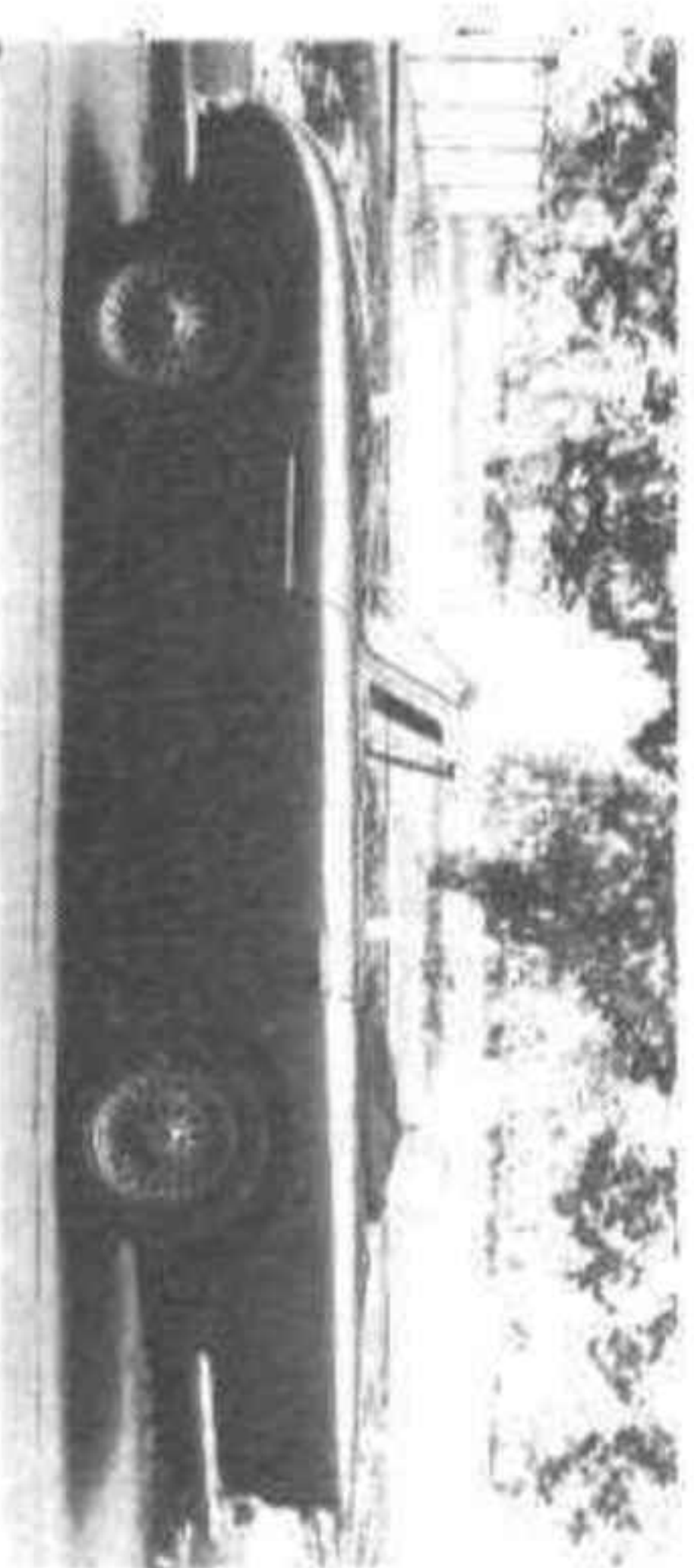
1927 MORRIS COWLEY



1955 MERCEDES BENZ GULLWING



1925 SUNBEAM Tourer



1965 ASTON MARTIN DB5 Convertible

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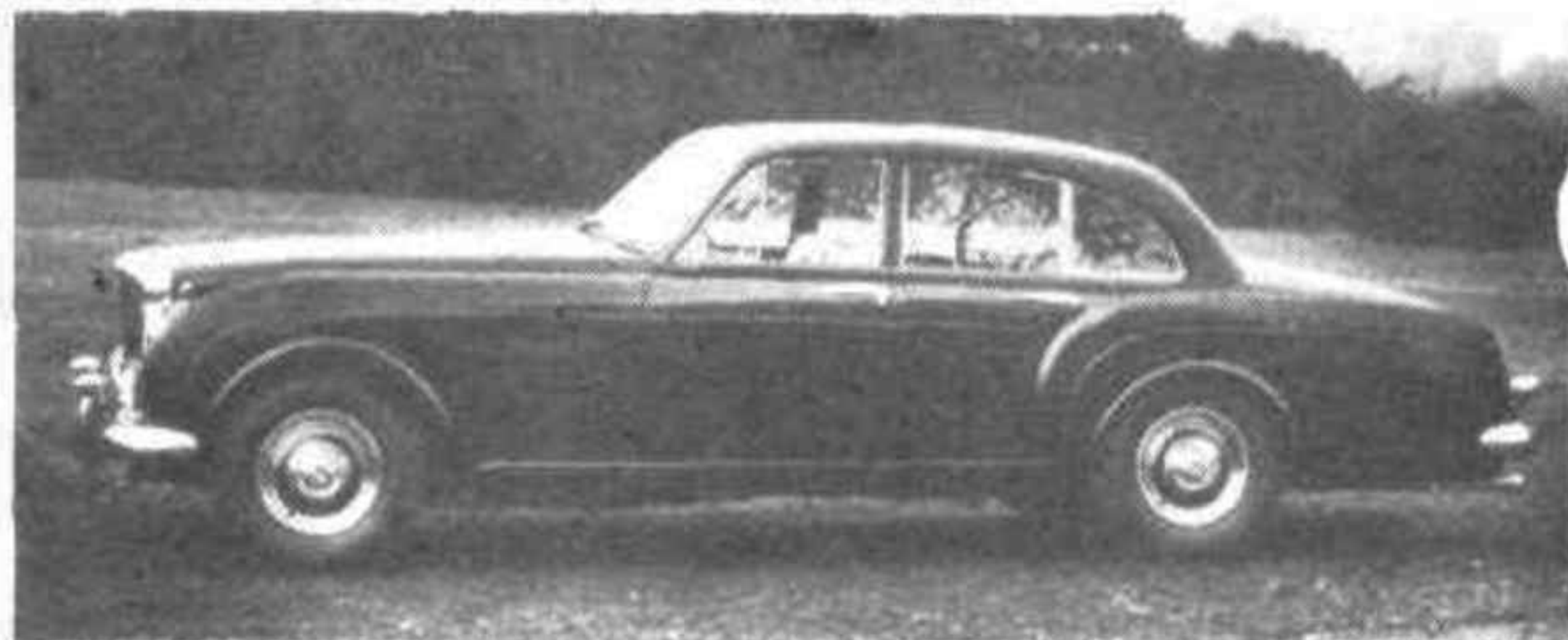
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1965 Bentley S3. Astral blue. Another low mileage car with history and 2 owners from new. Again, this Bentley has been maintained to the highest standard and is in near concours condition.



1960 Bentley Continental Mulliner Flying Spur 6-Light. Coachwork in pewter with black hide and pewter piping. This is a low mileage chauffeur driven example under one ownership since 1963. Maintained regardless of expense, all major services were carried out at Crewe. Fastidiously cared for, this vehicle is in concours condition.

1972 Silver Shadow. 36,000 miles, condition as new, Seychelles blue with dark blue interior.
1947 Mulliner Bentley 4-light Sports. Low mileage, black over shell grey, dark blue interior.
1958 SI. Nice, well-maintained example, midnight blue.
1978 New LHD Corniche Coupe. Highland green/beige interior, Everflex roof.

Other cars available — please ask for free stocklist.

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NOSTALGIA

PHOENIX EGGS

I have recently been reflecting on the past year's activities, or rather, I should say, the past year's inactivities, since 1979 has turned out to be a sort of enforced Sabbatical so far as 'Nostalgia's' Historic Racing was concerned. 1980 hopefully will see 'Nostalgia' once again well represented on various grids, since at least four major restorations of Historic Sports/Racing cars are in advanced states of pregnancy (which like Richard III's have lasted three times their expected term), which should have given birth during the next few months. Details in 1980!



1960 AC ACE-BRISTOL 100D2/S2 — 220 PPC; actual AC Cars Earls Court Show Car, and one of only four built with the 135+ b.h.p. 100 D2/S2 Bristol engine; ground-up restoration including complete mechanical rebuild (original engine, body, etc.) just completed to "concours" standards in all respects — incl. engine compartment, chassis, etc. Certainly one of the best examples anywhere — Photo.



1960 JAGUAR XK 150S 3.8 DHC — 6.58 DYH; a really magnificent example of this rare convertible, with 16" chrome wires, o/drive, etc.; genuinely "as new" paintwork and interior, etc., with an equally superb engine compartment, all to J. D. C. Concours Award Winning Standards — Photo — engine.



1960 EX-WORKS TRIUMPH TRS LE MANS — 929 HP; the last and probably only surviving member of the works quartet that won the coveted Le Mans team prize; superb presentation throughout, but totally original to the last detail incl. "Sabrina" twin-cam engine, Le Mans numbers and lights, quick-lift jack etc.; road registered, MoT'd, but obviously marvellous for Historic Events (Thoroughbred/Lloyds & Scottish etc.); spares available — Photo.



1965 AC FORD COBRA 427 — RHD — FBD 599T; totally reconstructed from scratch just 5,000 m. ago; early Shelby '427' Chassis No. (CSX); full service/checkover just completed by CP Autokraft; the fastest Cobra I've ever driven! — Photo.

1972 DE TOMASO MANGUSTA — RHD — TES 64; one of approx. three RHD examples in the UK; 19,000 m. only; modified '289' Cobra engine (steel crank, large valve-heads, solid lifters etc.) just totally overhauled; really a luxury GT 40 — air cond., elec. windows, 5-speed ZF etc. — at ¼ the price!



1968 EX-CHUCK PARSON LOLA T160 CAN-AM SPYDER — ARO 846S; featured in colour in Motor Sport — Aug. 1979, this car — chassis No. 9 — is believed to be the Simoniz Special — finishing 10th overall in the 1968 Can-Am Series; subsequently it became a Racing School Car with full race, fuel injected 332 c.i. Chevrolet engine (c. 500 b.h.p.) and then partially converted for road use, with 327 c.i. Corvette engine (c. 300 b.h.p.); upon importation in 1977, the car was fully 'sorted' and cosmetically restored by CP Autokraft at Byfleet, and I have since covered approx. 500 most glorious road miles, and many laps at Silverstone in it; the spare full race engine above — which appears to be in superb condition — could easily replace the existing unit, and this car would then have certain potential as an outright winner in Historic Special GT events; other spares include tyres and a chest full of brand new suspension, brake, hydraulic, cooling, fuel and lubrication parts etc.; alternatively as one of the world's most exciting road cars (taxed & registered), it has no peer, and has also already achieved Concours awards, being driven to and from the events! — Photo.

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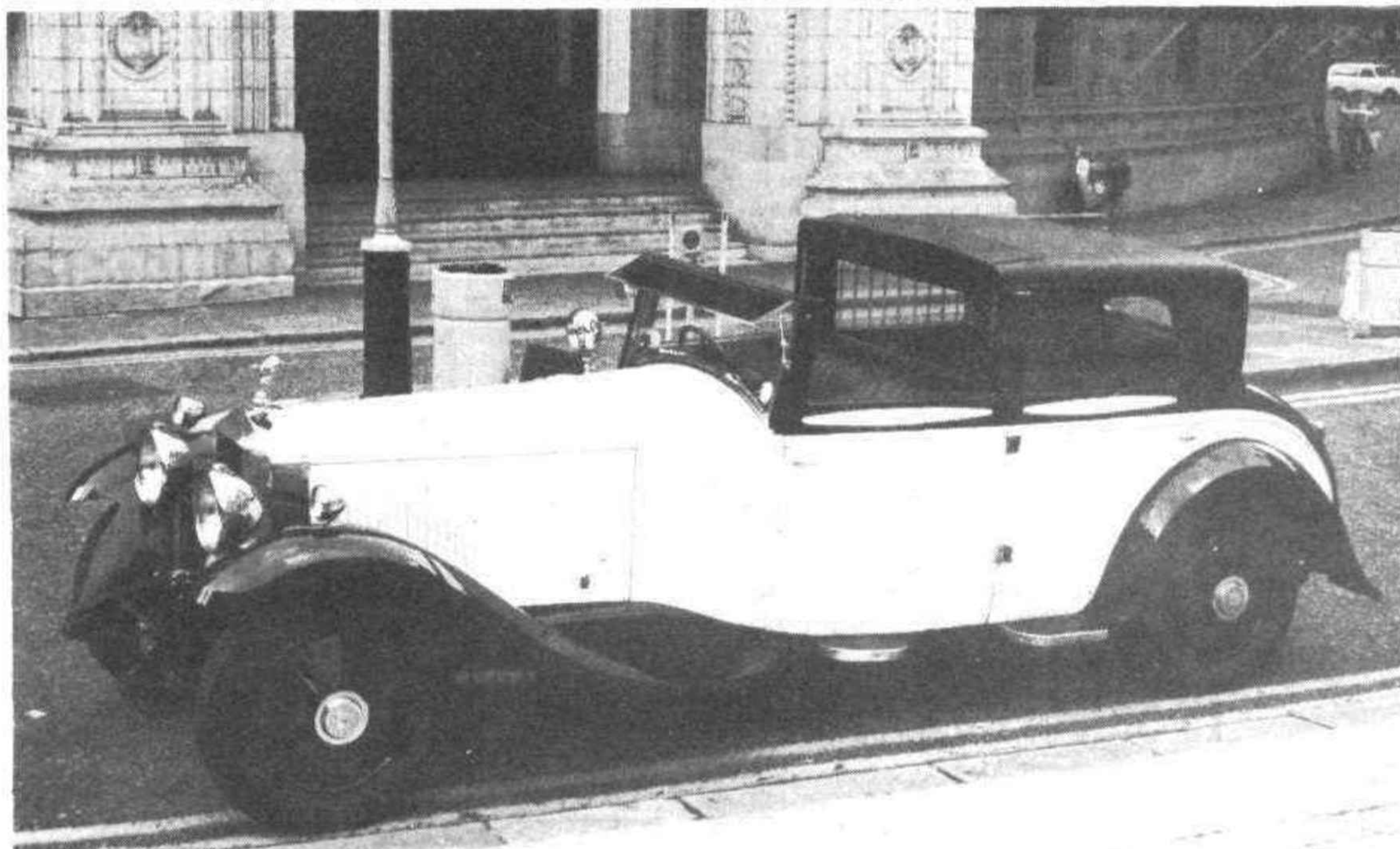
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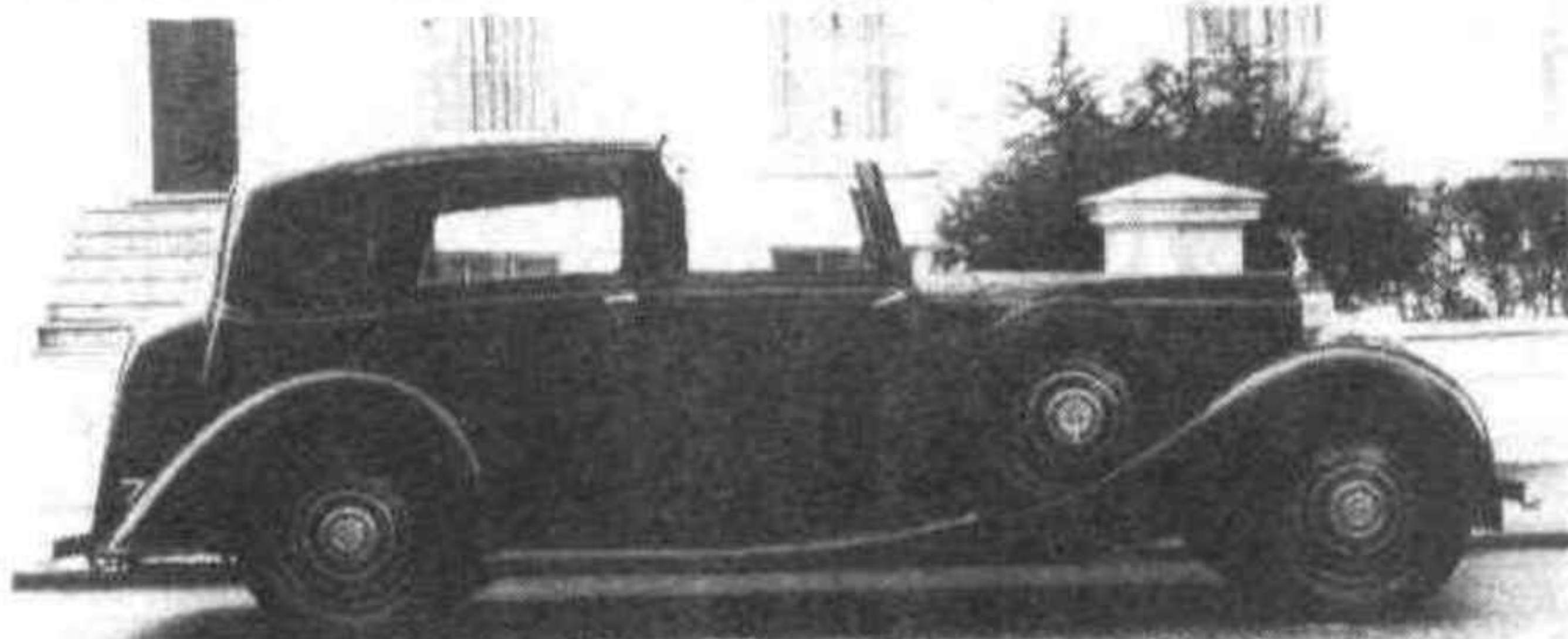
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1931 ROLLS-ROYCE P.II SEDANCA DE VILLE. By Windovers.

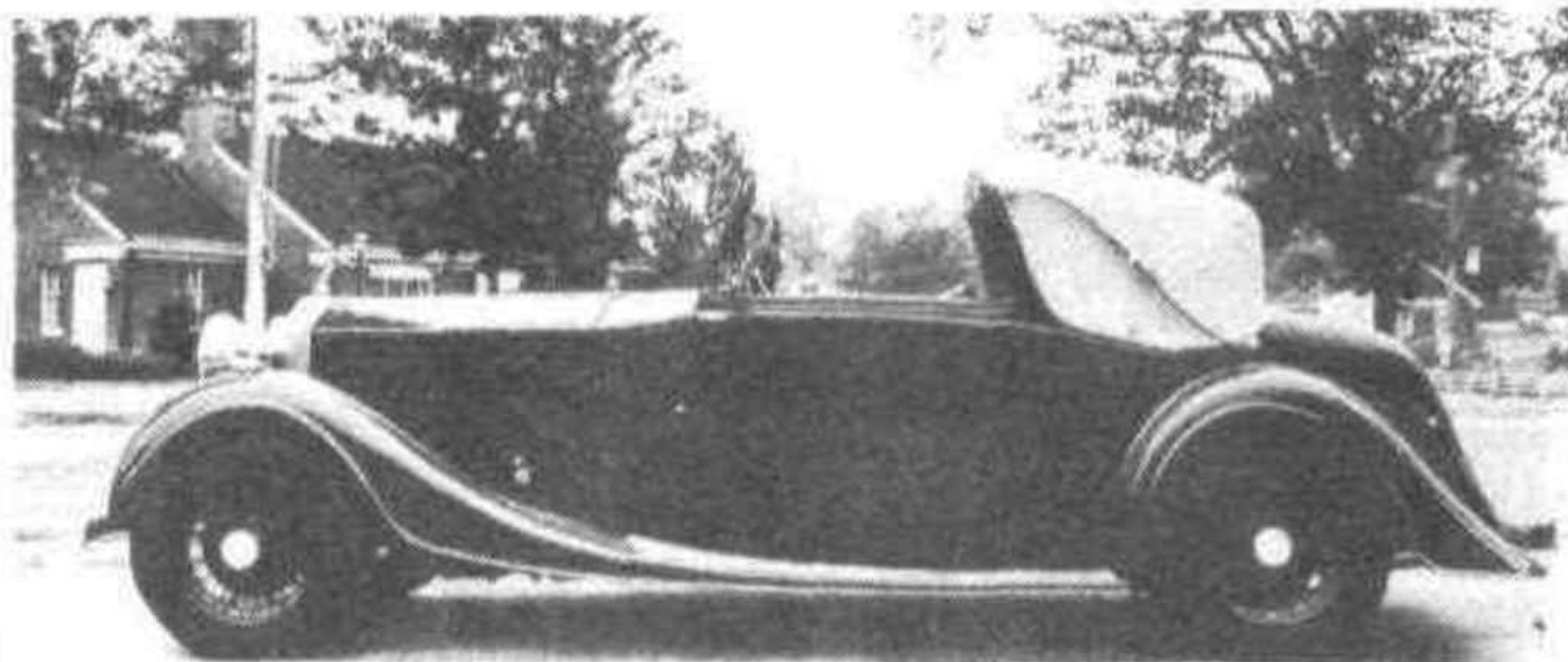


One of the great Phantoms commissioned by Lord Portarlington. Extensively publicised in contemporary journals, this car has many noteworthy features and has just undergone a £10,000 chassis overhaul.



1936 ROLLS-ROYCE 25/30 SEDANCA DE VILLE. By Hooper.

The car is in exceptionally fine order both mechanically and bodily. Painted black with attractive red velour to the passenger compartment.



1935 ROLLS-ROYCE 20/25 THREE-POSITION CONVERTIBLE. By H. J. Mulliner.

A rare elegant open Rolls of usable size in excellent order throughout. Painted dark green with tan leather trim. Fitted tool tray to the boot. Superbly polished woodwork and well detailed engine compartment. Featured in pre-war film "Car of Dreams" starring John Mills.

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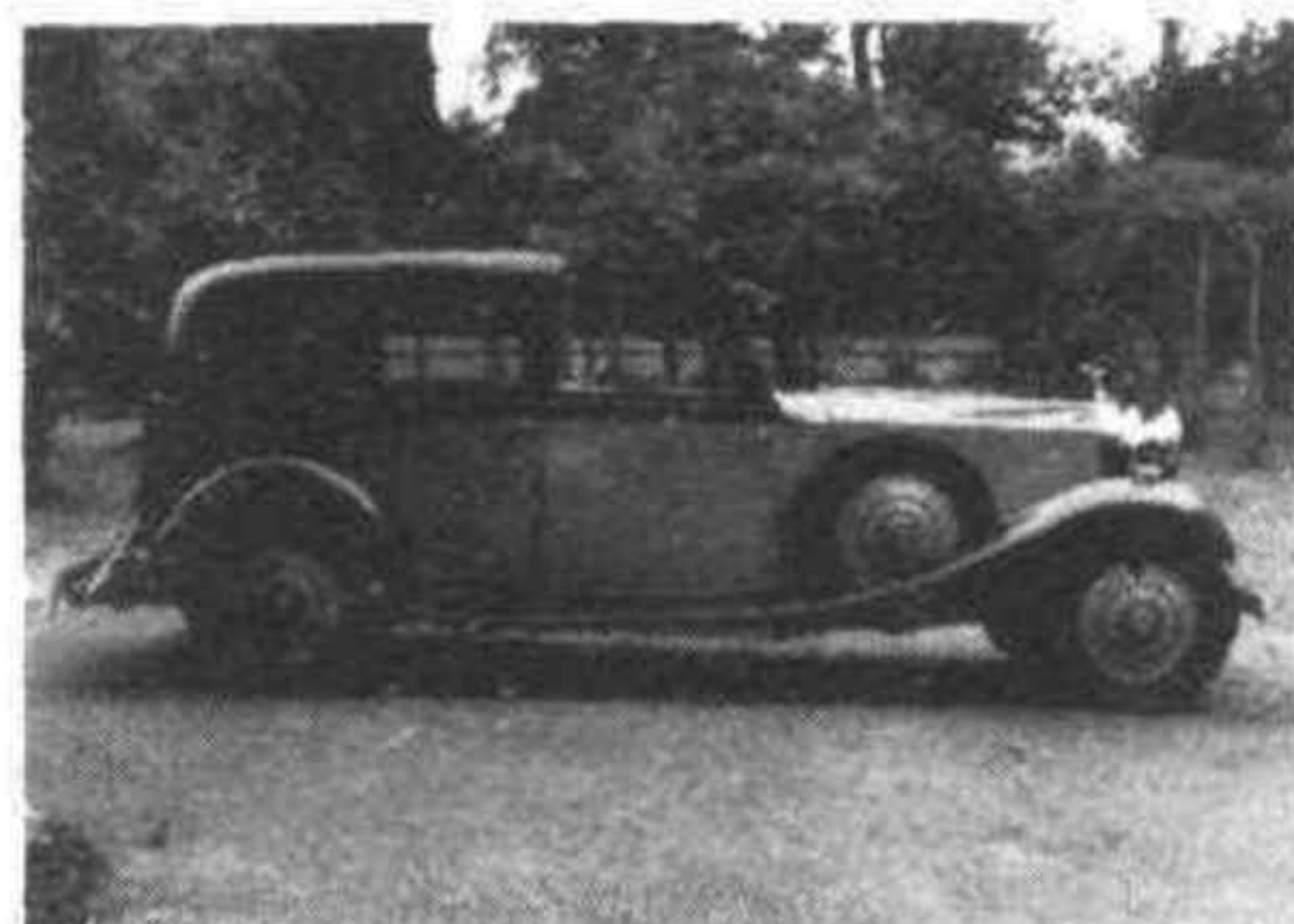
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1964 JENSEN C.V.8. A well above example in brown and matched by a 541 R in BRG also included in this sale.

Other vehicles included in this sale are a brace of BRISTOLS, a Type 405 and a Type 406 as well as a wonderful opportunity for the restorer with time to spare this coming winter in the shape of a 1926 FORD Model T four-seat tourer laid up for many years, now "rescued" from a lock-up garage, complete but in need of total restoration.

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1937 Bentley 4 1/4-litre. Open sports 2-seater boat-tail speedster.
1937 Delage D670. "One of a kind" drophead coupe. 26,400 miles.

1955 Jaguar D Type. 2.8 litre XK120. Sports 2-seater roadster.

1958 Bentley SL. Standard saloon. 80,000 miles only.

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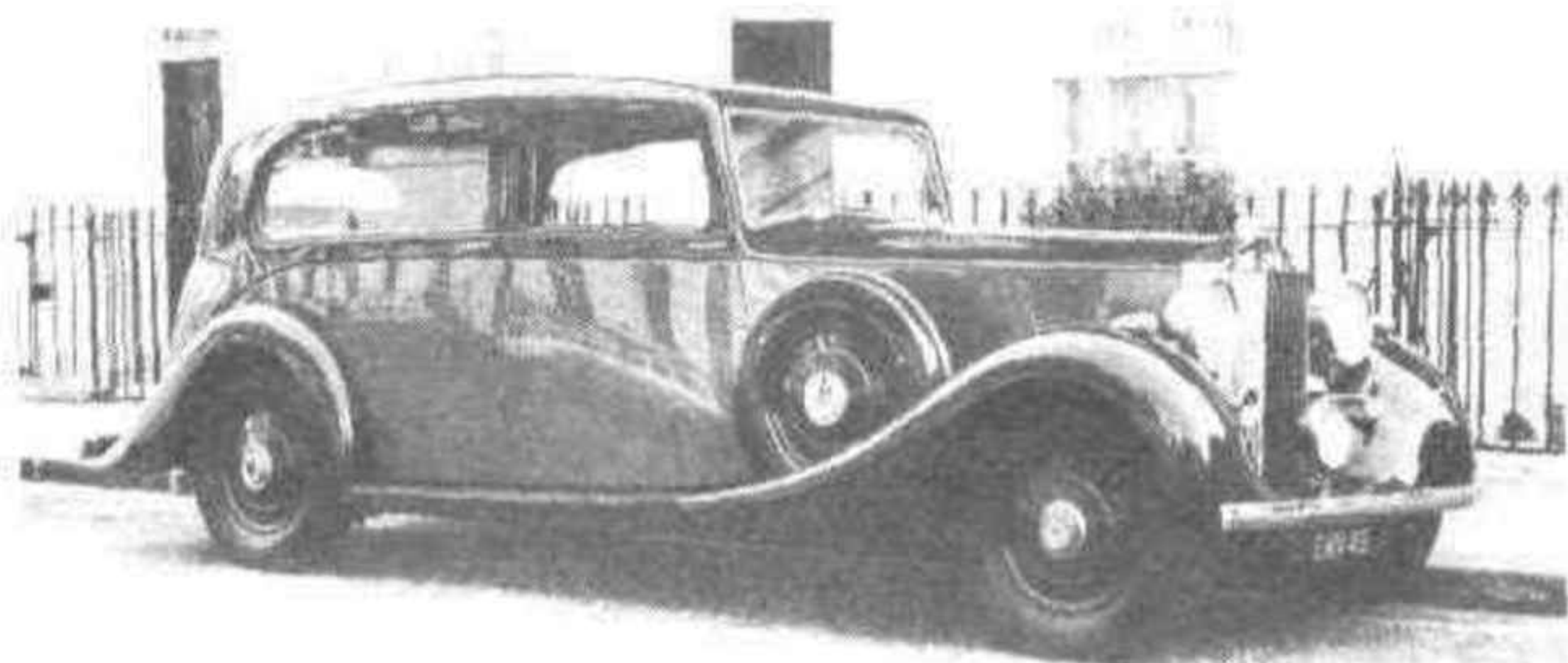
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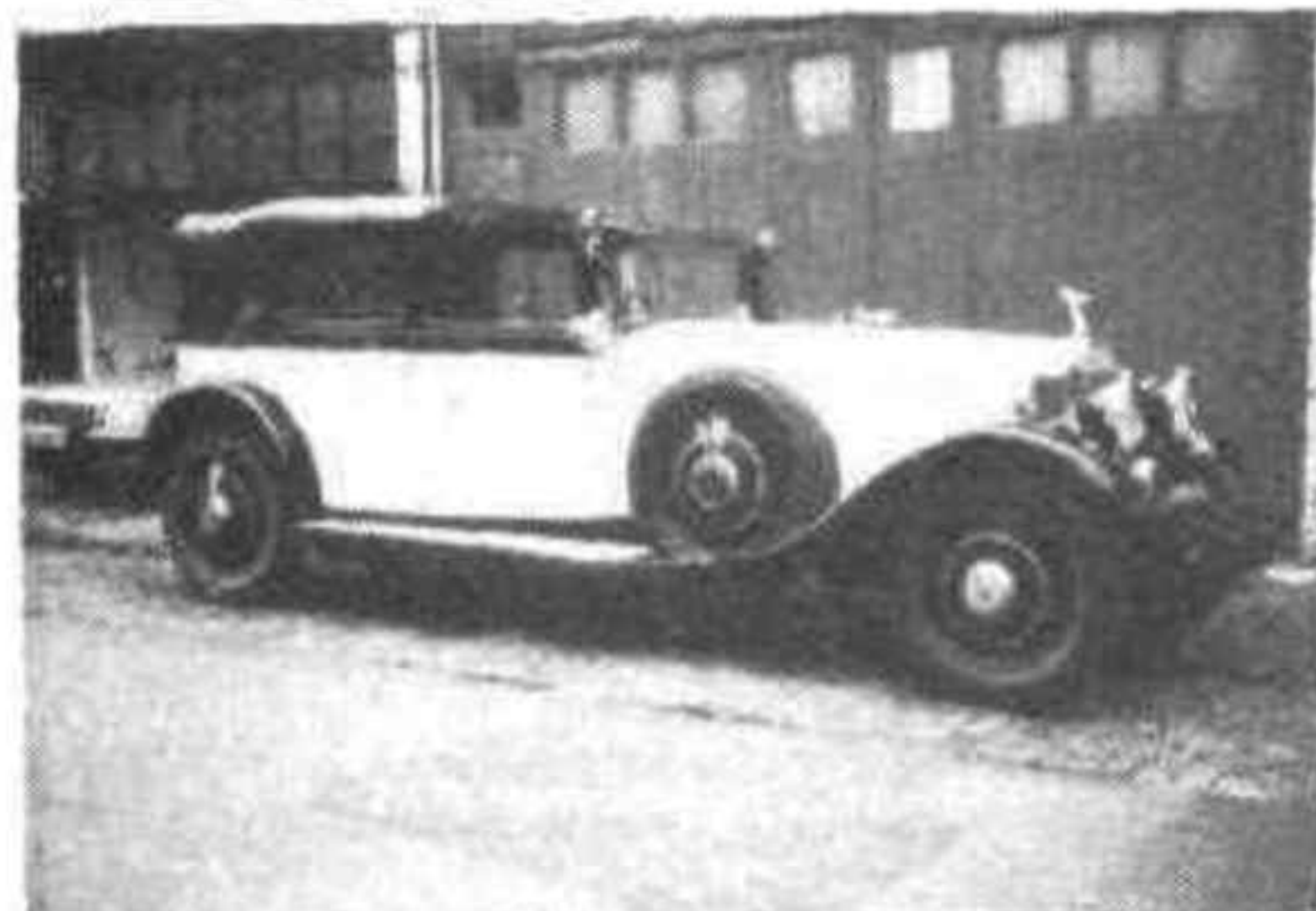
1954 ROLLS-ROYCE SILVER WRAITH L.W.B. by HOOPER. Two tone blue with blue grey hide. Fitted with cocktail bar. The vehicle is complete and original having had one owner from new and a mileage of 76,000. Rolls-Royce service history from 1958.

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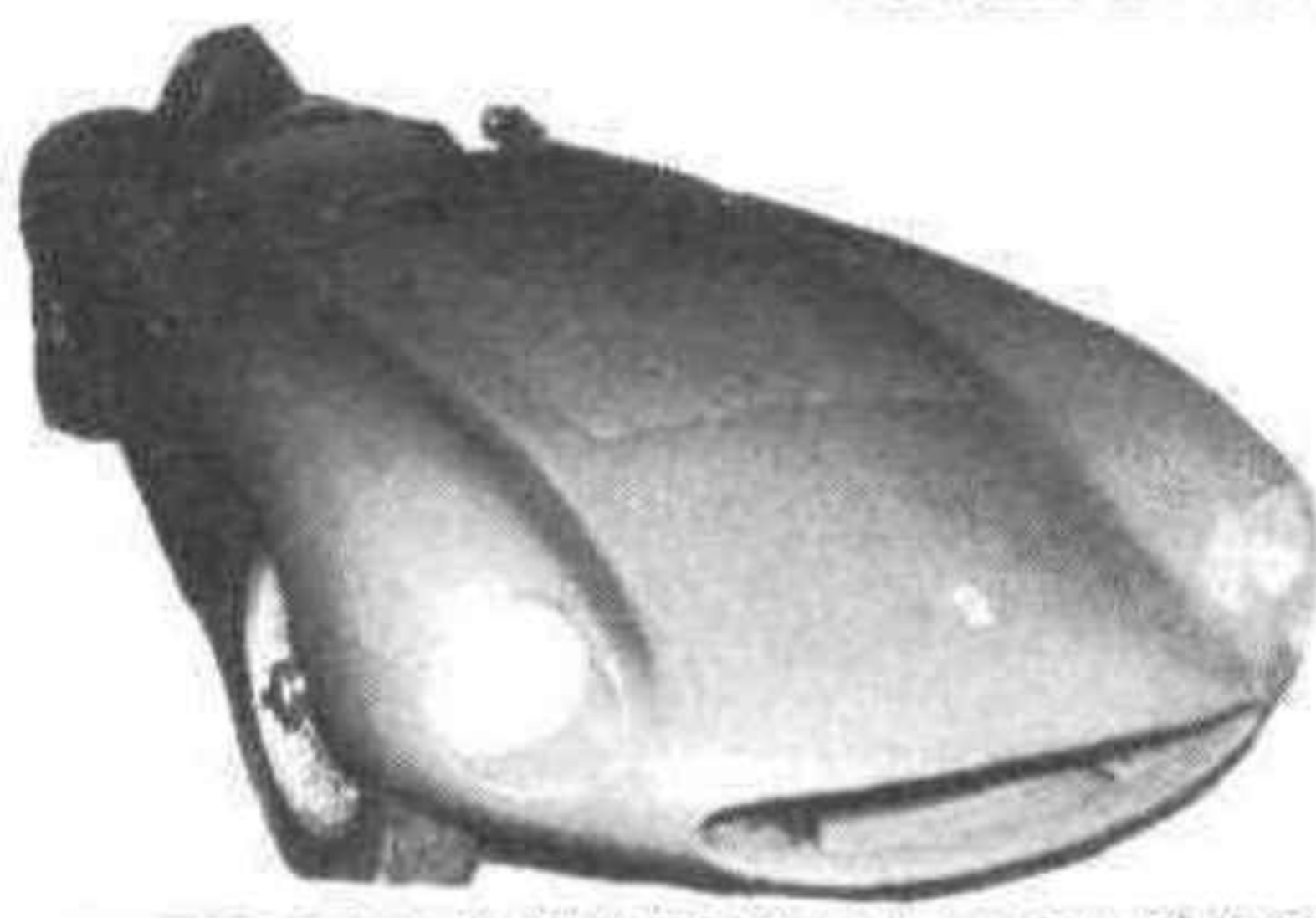
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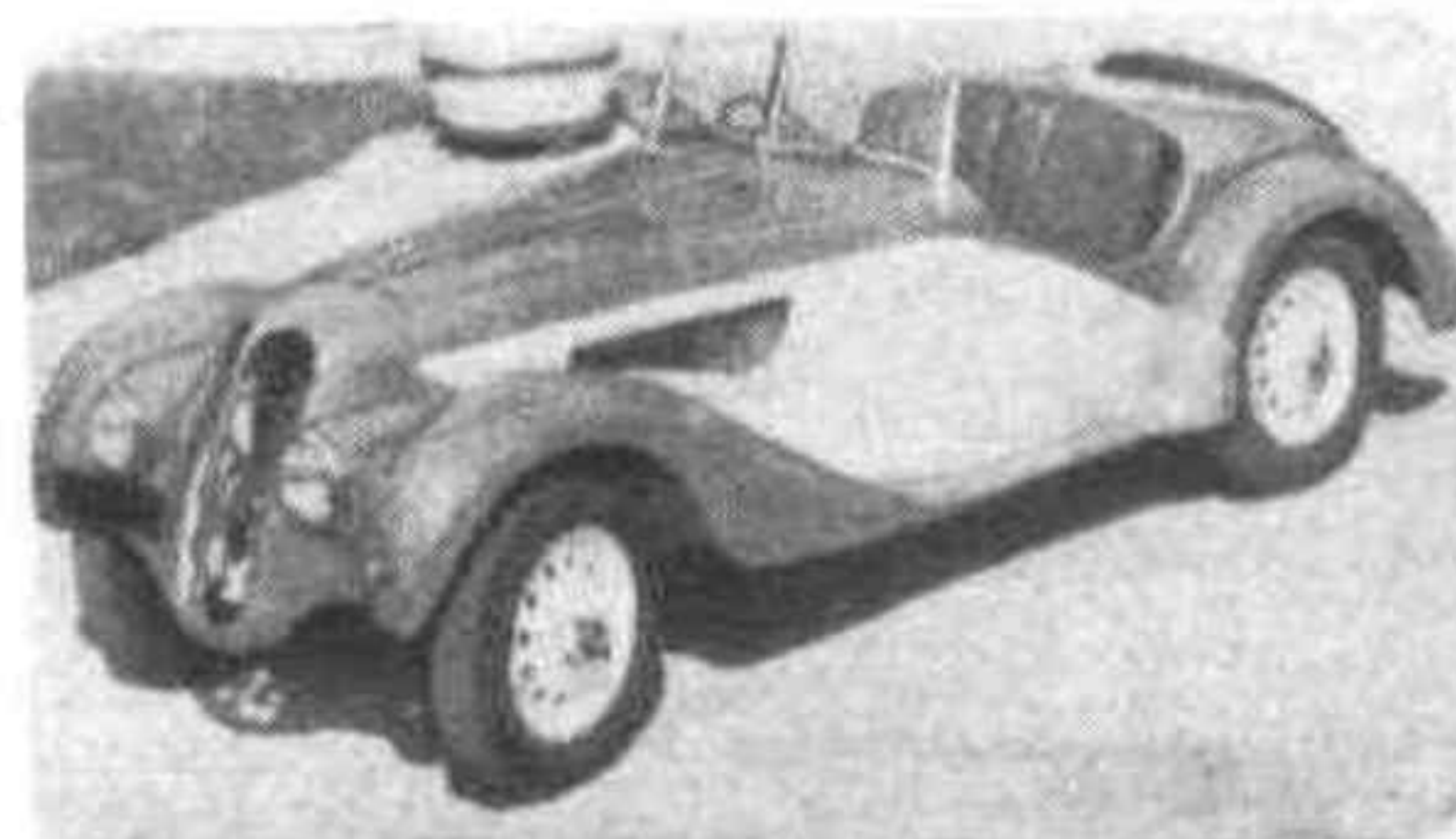
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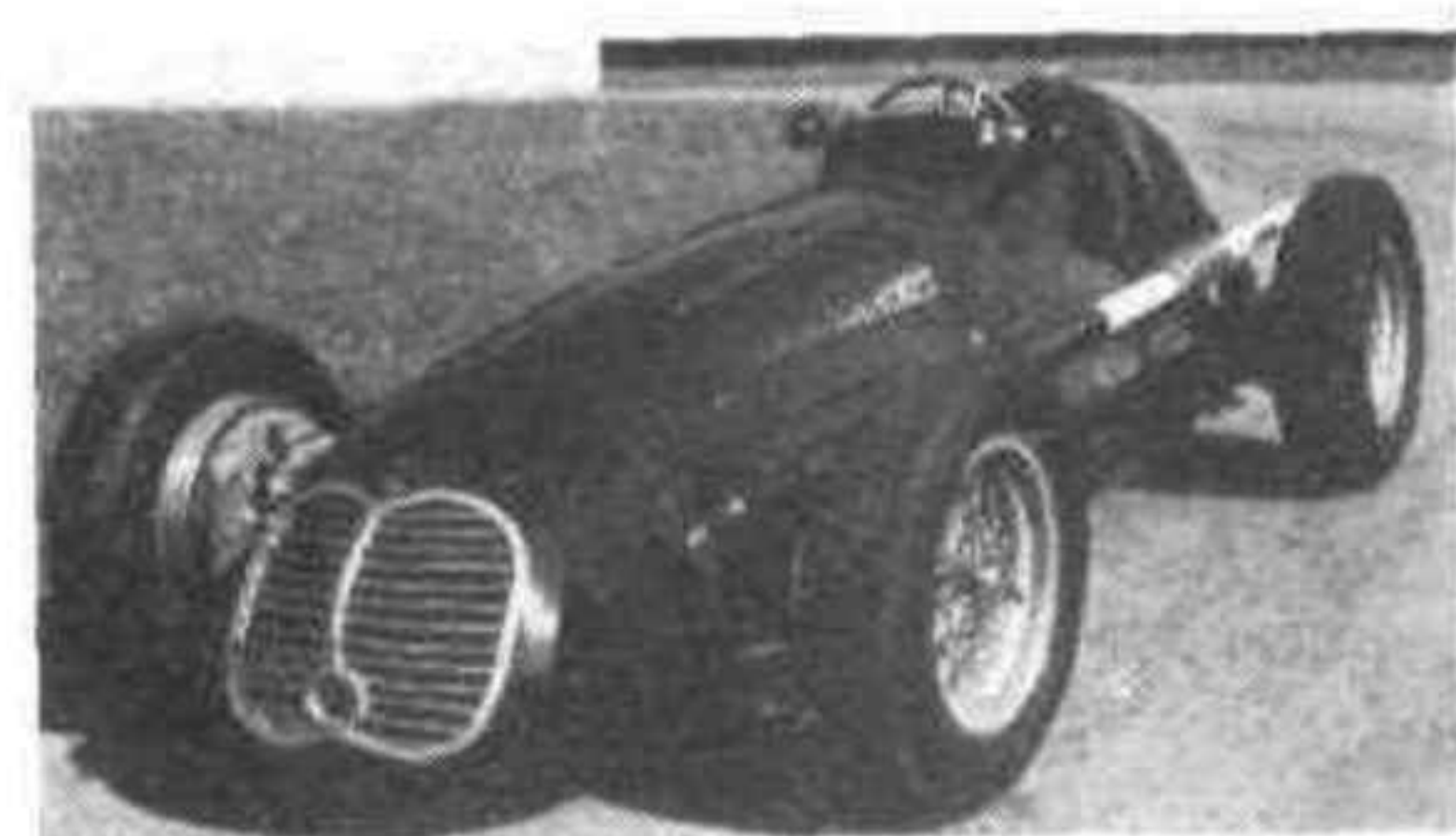
1930 ROLLS-ROYCE PHANTOM II Sedan Landalette by Barker. Two owners from new. Completely original and in fine condition.



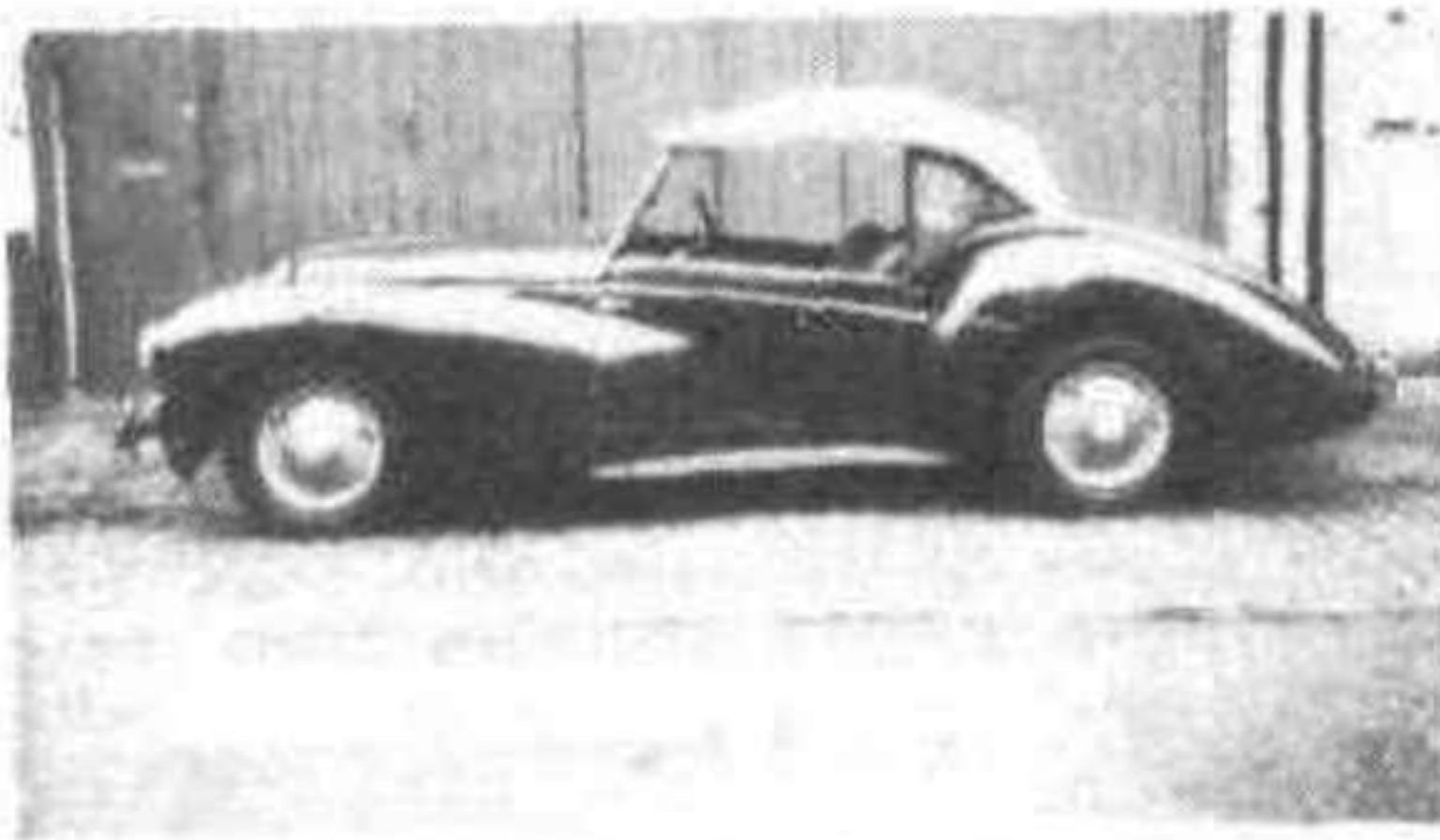
1955 FERRARI "MONZA" 750. 3-Litre sports racing car in mint condition.



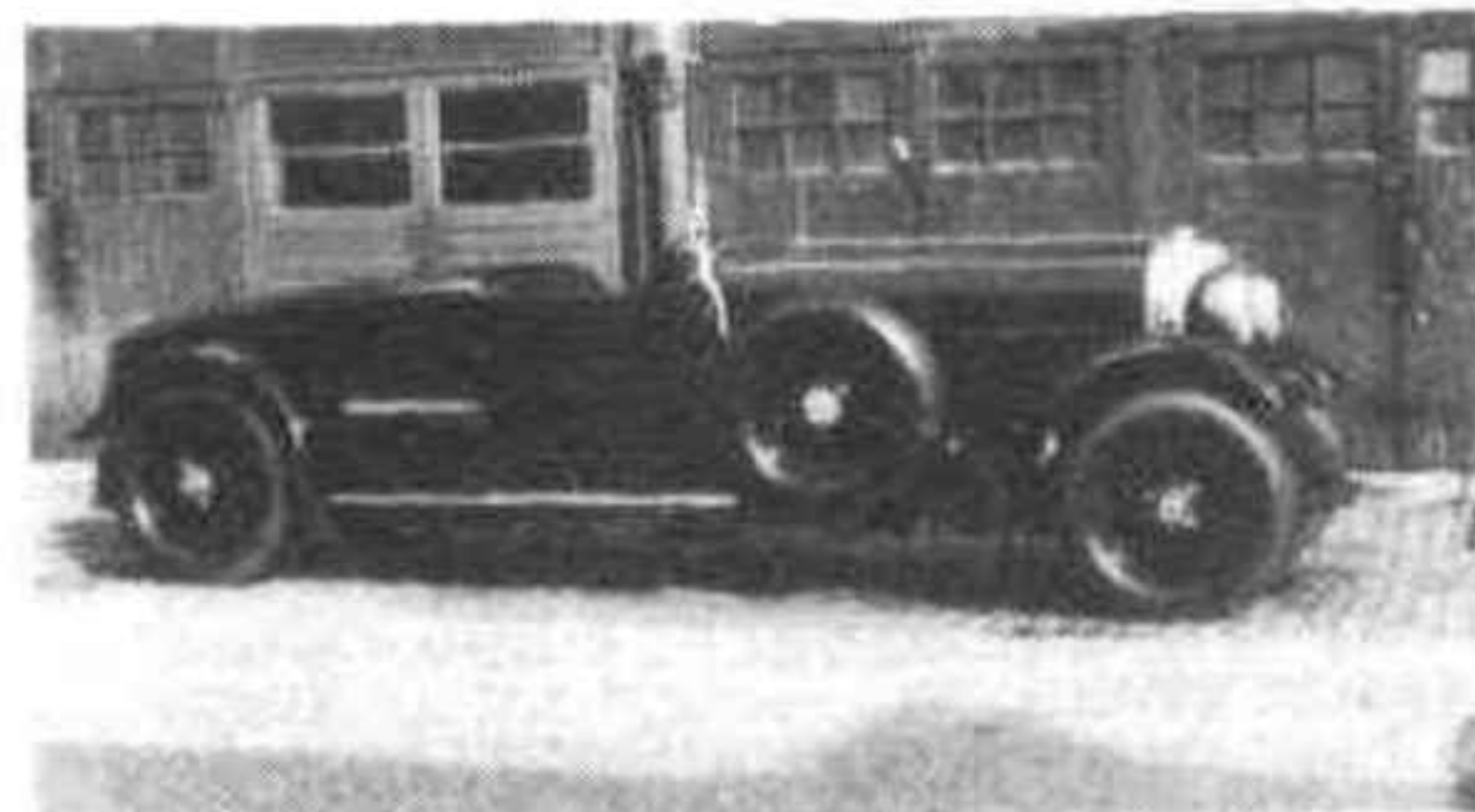
1938 BMW 328 Sports. Two-seater L.H.D. Full details on request. (Similar to above).



1949 MASERATI 4 CLT. 1½-litre two stage supercharged Grand Prix car. Chassis number 1604. Original and in mint condition.



1948 HEALEY WESTLAND. 2.4-litre, four-seater tourer. All aluminium body. Completely original. First post war British 100mph car.



1926 BENTLEY. 6½-litre 2+3-seater. Rebuilt by leading Bentley specialists with contemporary coachwork to Concours condition.

1930 BENTLEY SPEED 6. Two-seater.
1928 BENTLEY 3-litre Van den Plas. Short chassis speed model.
1923 STANLEY STEAMER Type 735. Four-seater tourer.
1936 ROLLS-ROYCE 20/25 "Top Hat". Saloon by Freestone & Webb.
1927 ROLLS-ROYCE 20. Fabric saloon by H. J. Mulliner.
1930 ROLLS-ROYCE Phantom II. Shooting brake.
1928 LEA FRANCIS 1½-litre 12/40. Two-seater with dickey.
1935 BENTLEY 3½-litre. Two-seater fixed head coupé, undergoing restoration.

1930 AC "ACEDES" 6-cylinder. Two-seater drophead coupé with dickey.
1935 RILEY IMP. Two-seater.
1930 ALFA ROMEO 1750 Drophead Coupé. By James Young.

1931 BENTLEY 8-litre. Chassis number YR 5079. Lightweight sports saloon by H. J. Mulliner. Full details on request.

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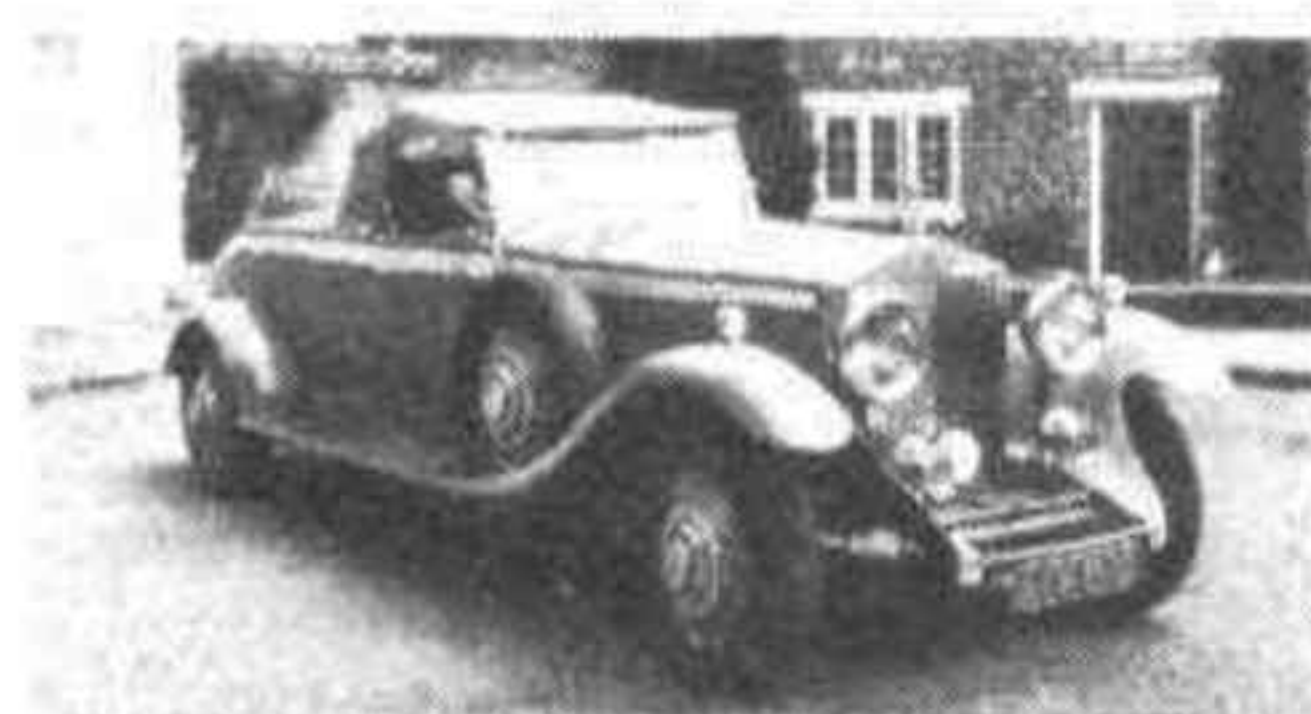
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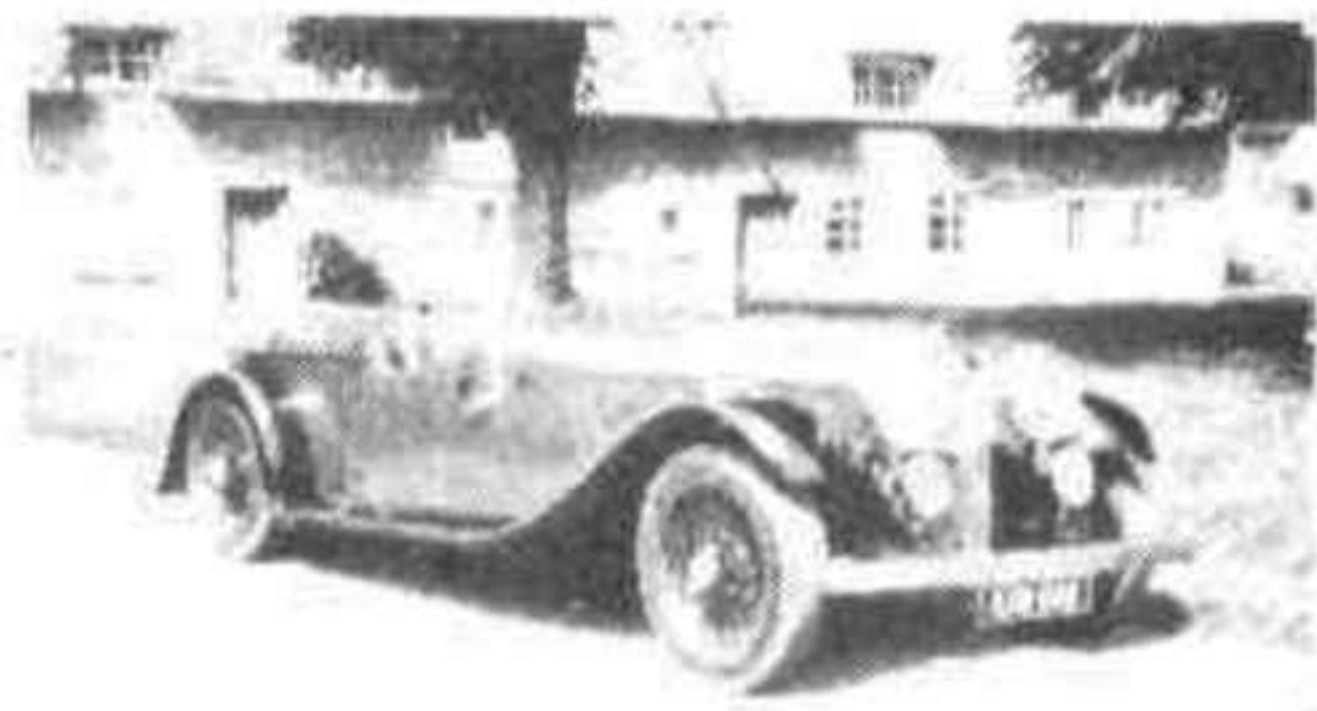
1930 Rolls-Royce Phantom II



1930 Bentley 6 1/2-litre Tourer



1934 Rolls-Royce Phantom II



1934 Alvis Speed 20



1948 HRG 1500 c.c.



1932 Alfa Romeo 1750 Gran Sport Zagato

- 1920 AC 2 seat £4,850
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- 1930 Alvis 12/50 2-seat £4,600
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- 1934 Rolls-Royce P2 Roadster with dickey. £2,350
- 1934 Austin 12/4 Saloon £5,850
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- 1921 Rolls-Royce Silver Ghost Tourer by Brewster. £3,850
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- Oldsmobile Curve Dash Replica.

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- 1961 Alvis TD21 D.H. £4,250

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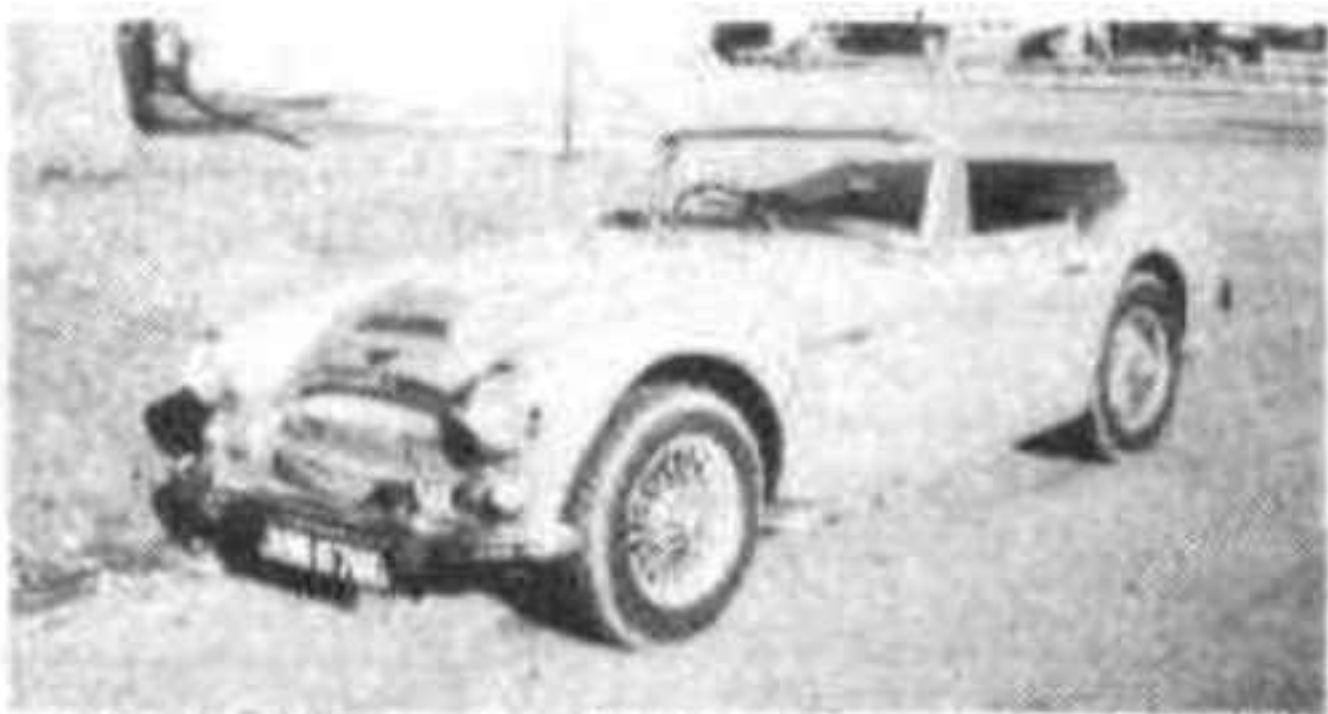
1951 Daimler Barker Special Sports £3,850



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1947 Allard K1 Alpine Rally Car.



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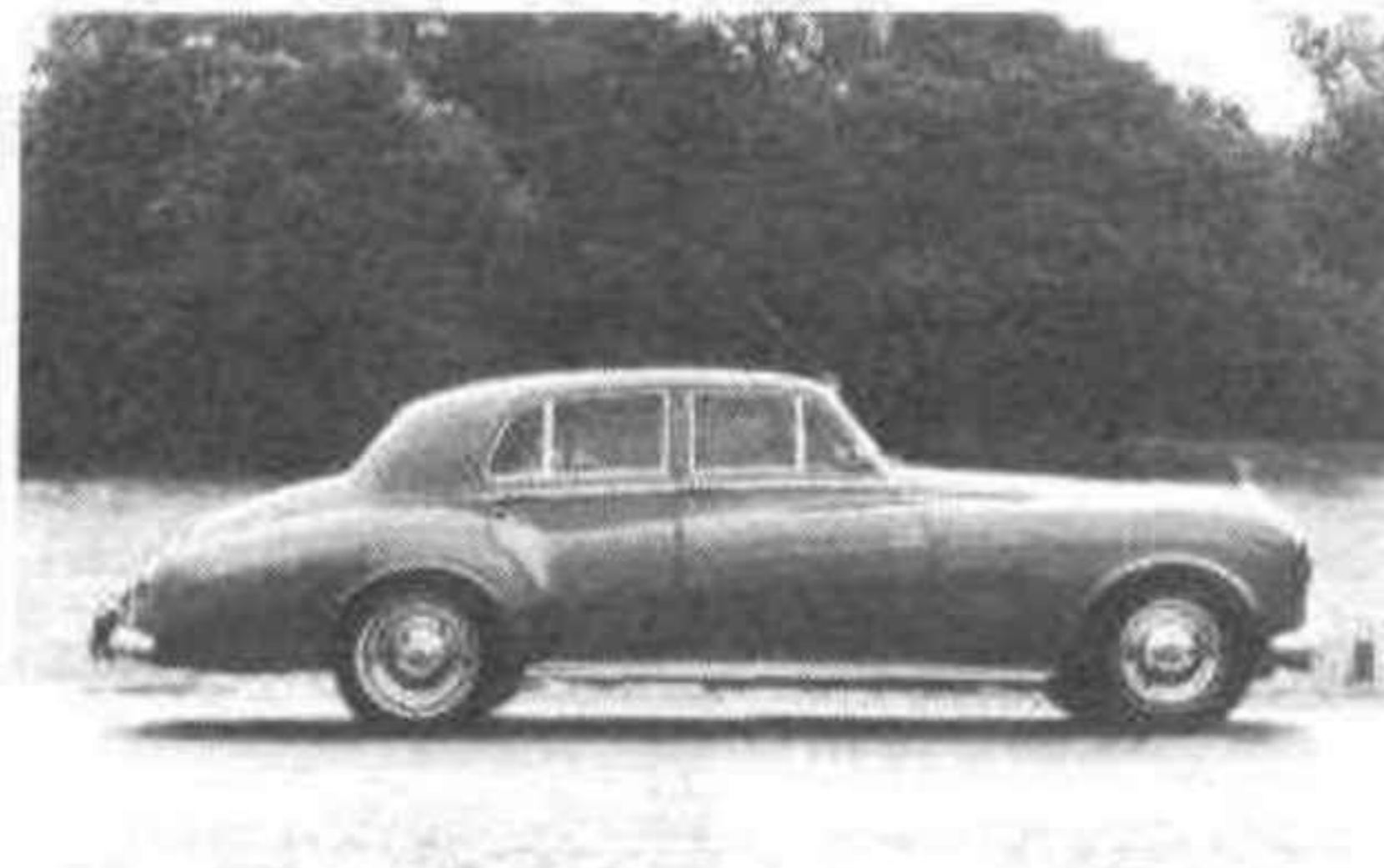


BENTLEY S2 CONTINENTAL Drophead Coupe by Park Ward. First registered 1960. Finished in black with black hood and beige leather upholstery. Electrically operated windows, power operated hood. Radio and tape-player.

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ROLLS-ROYCE SILVER CLOUD III four door saloon. First registered 1964. Finished in shell grey with blue hide upholstery. 100,000 miles. Power assisted steering, automatic transmission, electrically operated windows. Recently fitted with new wings and lower panels.

BENTLEY S2 four door saloon. First registered 1960. Finished in midnight blue with light blue leather upholstery. Automatic transmission, power assisted steering, electrically operated windows.

BENTLEY S3 CONTINENTAL Drophead Coupe by H. J. Mulliner, Park Ward. First registered 1964. Finished in sand with red hood and red leather upholstery. Electrically operated windows, power operated hood. A most striking car in excellent condition having just been completely resprayed.



BENTLEY S3 CONTINENTAL two door saloon by H. J. Mulliner, Park Ward. Finished in Caribbean blue with grey leather upholstery. Electrically operated windows, aerial, etc. One of the last of this very fine series. Recorded mileage 74,500. First registered 1965. Automatic transmission, power assisted steering. Probably one of the finest Coupe Bentley cars available anywhere.

ROLLS-ROYCE SILVER CLOUD III four door saloon. First registered 1963. Finished in black over shell grey. Power assisted steering, automatic transmission, electrically operated windows. 110,000 miles. Recently fitted with new wings and lower panels.

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1962 BENTLEY CONTINENTAL S2 coupé by H. J. Mulliner. In quite remarkable condition, strikingly finished in sage over Eau-de-Nil with Morocco red hide.



1965 ROLLS-ROYCE SILVER CLOUD III. With drophead bodywork by Mulliner/Park Ward. Metallic regal red with mid-tan hide and matching top. A truly magnificent open Rolls-Royce.



1958 BENTLEY CONTINENTAL S1 by H. J. Mulliner. Regal red with grey hide; automatic gears. Probably the best 'Fastback' at present on offer.



1965 ROLLS-ROYCE SILVER CLOUD III with 'Flying Spur' bodywork by H. J. Mulliner. Burgundy with light tan hide and factory-fitted air-conditioning. Recording only 37,000 miles; another lovely Cloud III 'Spur' not previously advertised by us.



1960 BENTLEY CONTINENTAL S2 'Flying Spur' saloon by H. J. Mulliner. Another resplendent Continental, silver with kingfisher blue hide.



1958 BENTLEY S1 saloon. Astral blue over shell grey with blue/grey hide and Webasto roof. Another: Sand over sable with tan hide, both are excellent cars.

We wish all Motor Sport readers a very happy Christmas and a prosperous New Year.

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Jenson Interceptor Mk III in tawny brown metallic with black vinyl roof. Black leather trim, inertia seat belts, fitted stereo radio cassette player, air conditioning, HRW, electric windows, electric aerial, fitted radial tyres whitewalled, on sports alloy wheels. Centre locking. Again this fast appreciating vehicle is in lovely condition for year at £6,750

N Reg., 1975 V12 E-Type Roadster. Carmen red with black leather trim. Fitted stereo radio/cassette player. This vehicle we believe to be one of the finest examples of this fast appreciating marque, which is in first class condition throughout. Has only covered 23,000 miles from new. A certain investment at £11,950

Brand New (1979) Corvette Stingray with rear especially customised aerofoil in 2-tone light metallic blue over light metallic silver. Black leather trim, radio/stereo-cassette, sloping rear screen, split detachable glass roof, tinted glass, electric windows. The L82 economical model that looks a dream at £12,500

P Reg. Alfa Romeo GT 1600 Junior, in silver with gold coach line, black trim, HRW, radial whitewall tyres fitted all round, this very sporty little car has had one lady owner from new, and has only done 14,000 genuine miles. All service history available. This 5-speed sports is in superb condition at £2,850

Lynx D-Type Replica. The eleventh Lynx car. Possibly the best that will ever be constructed. Engine, gearbox, axle and suspension, etc. have all been completely stripped and overhauled £23,000

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Scimitar GTE. Brown with light tan leather trim, radio, electric tinted windows (1975). For the year, one of the cleanest we have seen. (Choice of three.) £3,750

TR6 white with black trim, o/drive, optional hard top. A very nice, appreciable sports car at £2,750 (Choice of three.)

MGB GT. White with tan trim, tinted glass roof and windows, whitewall tyres, o/drive (1976). Perfect throughout. Choice of eight from £1,675 to £3,350.

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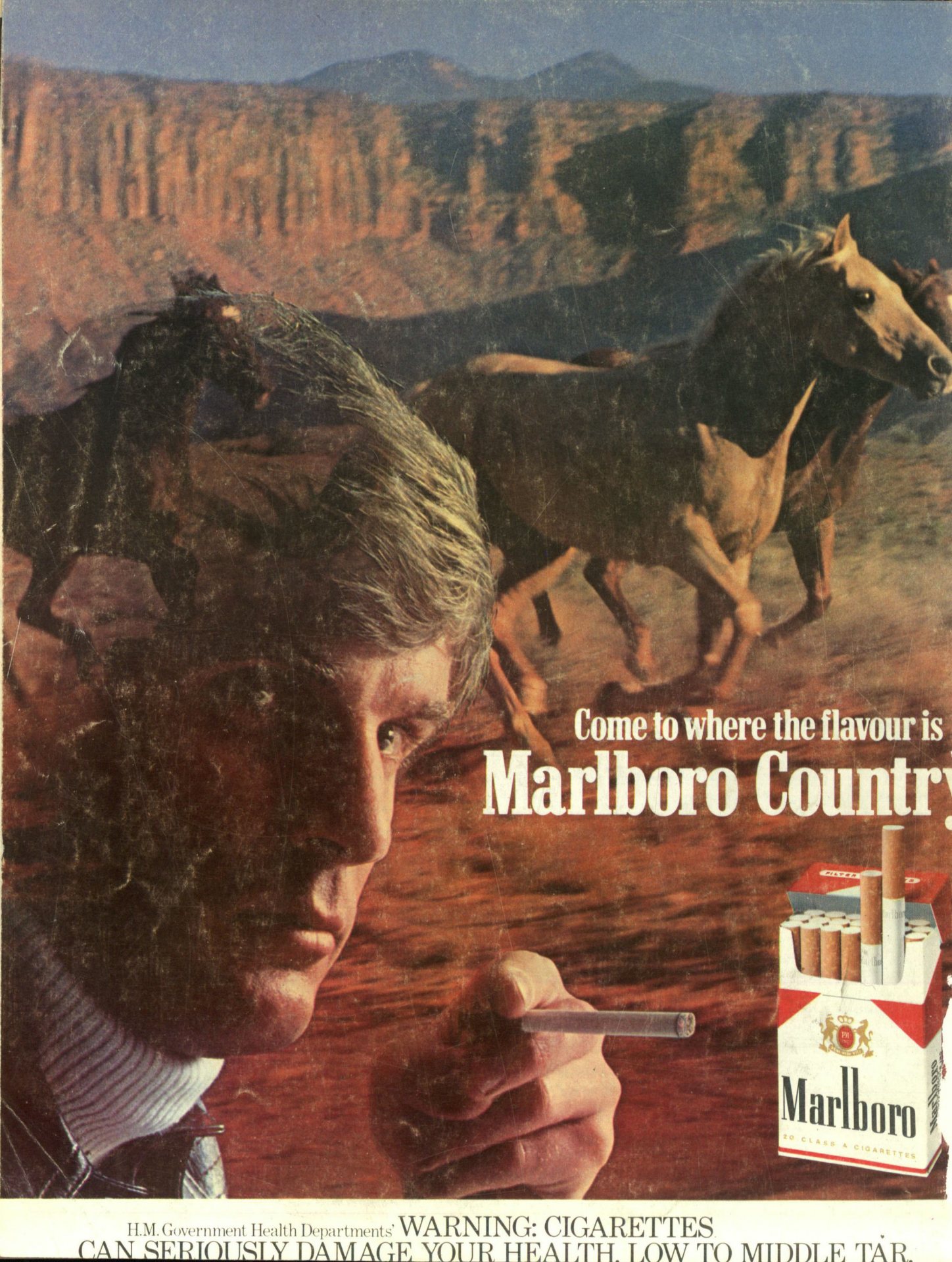
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