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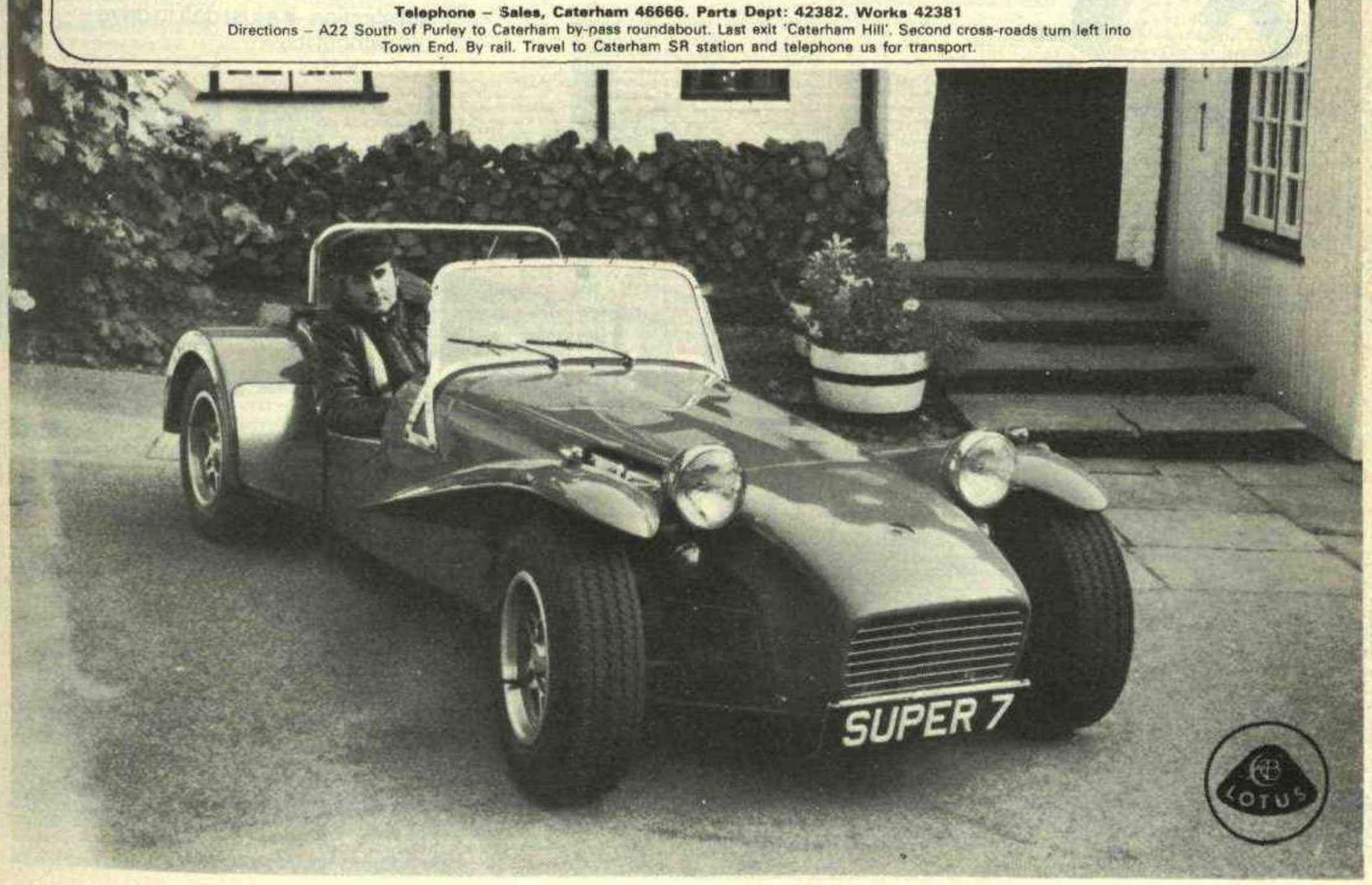
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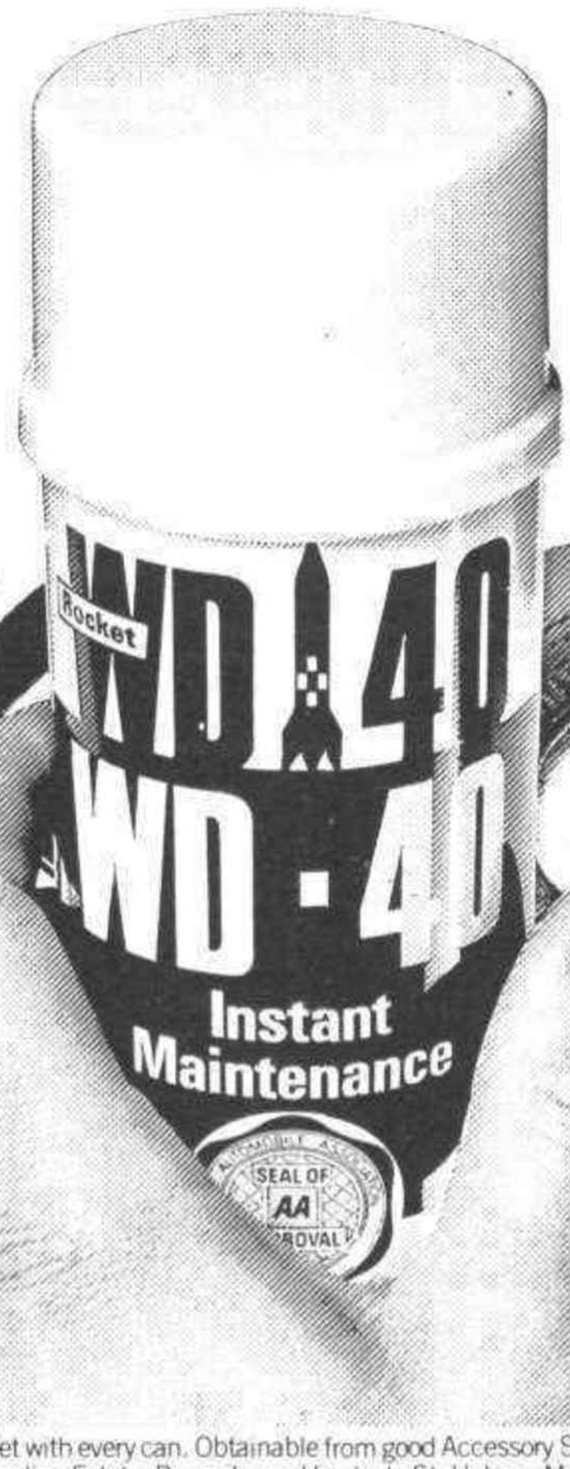
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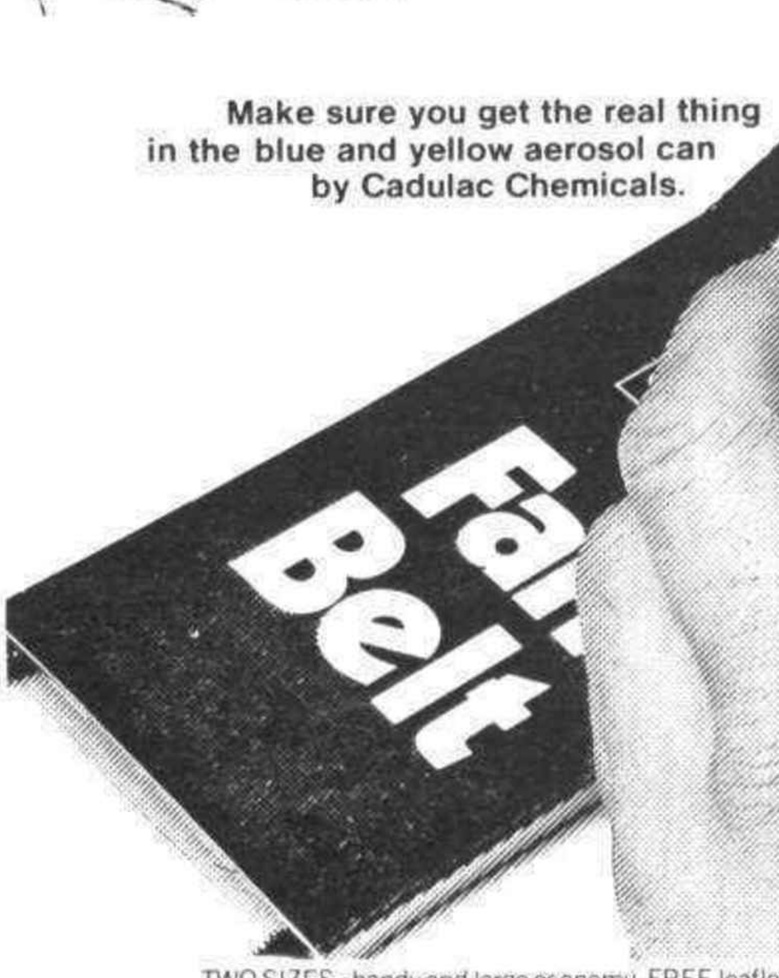
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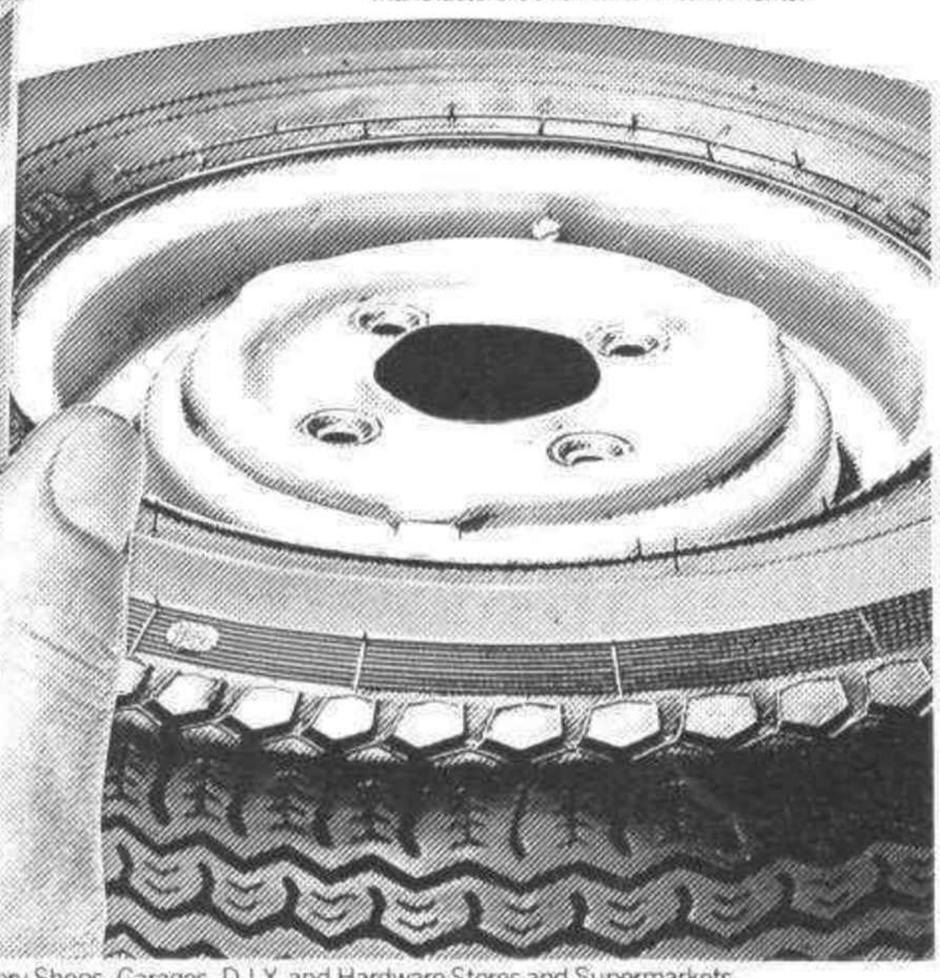
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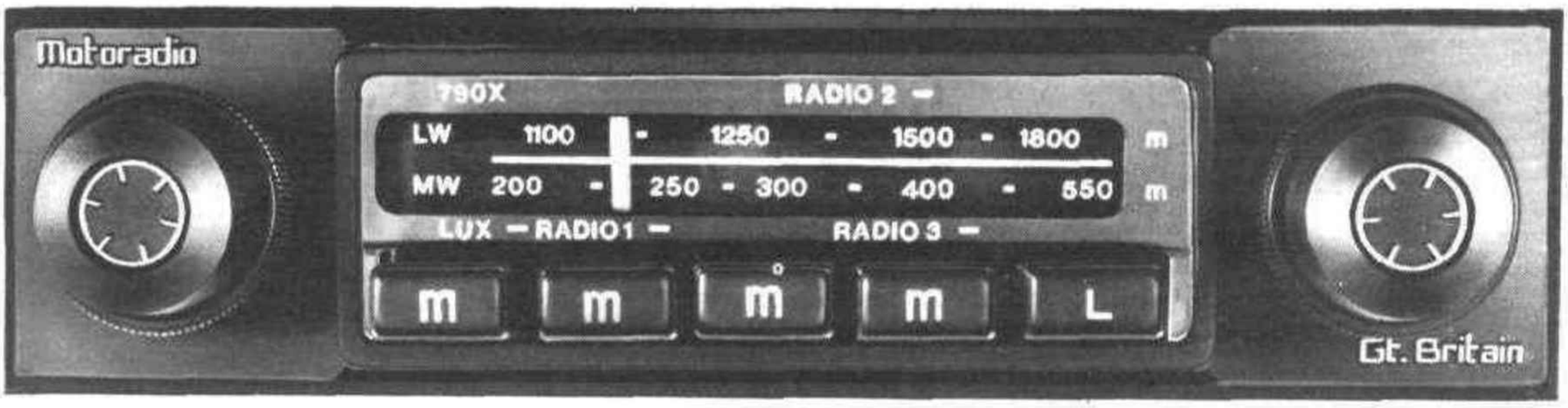
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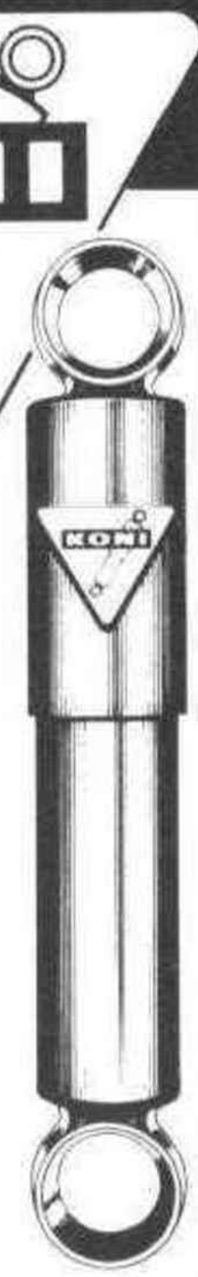
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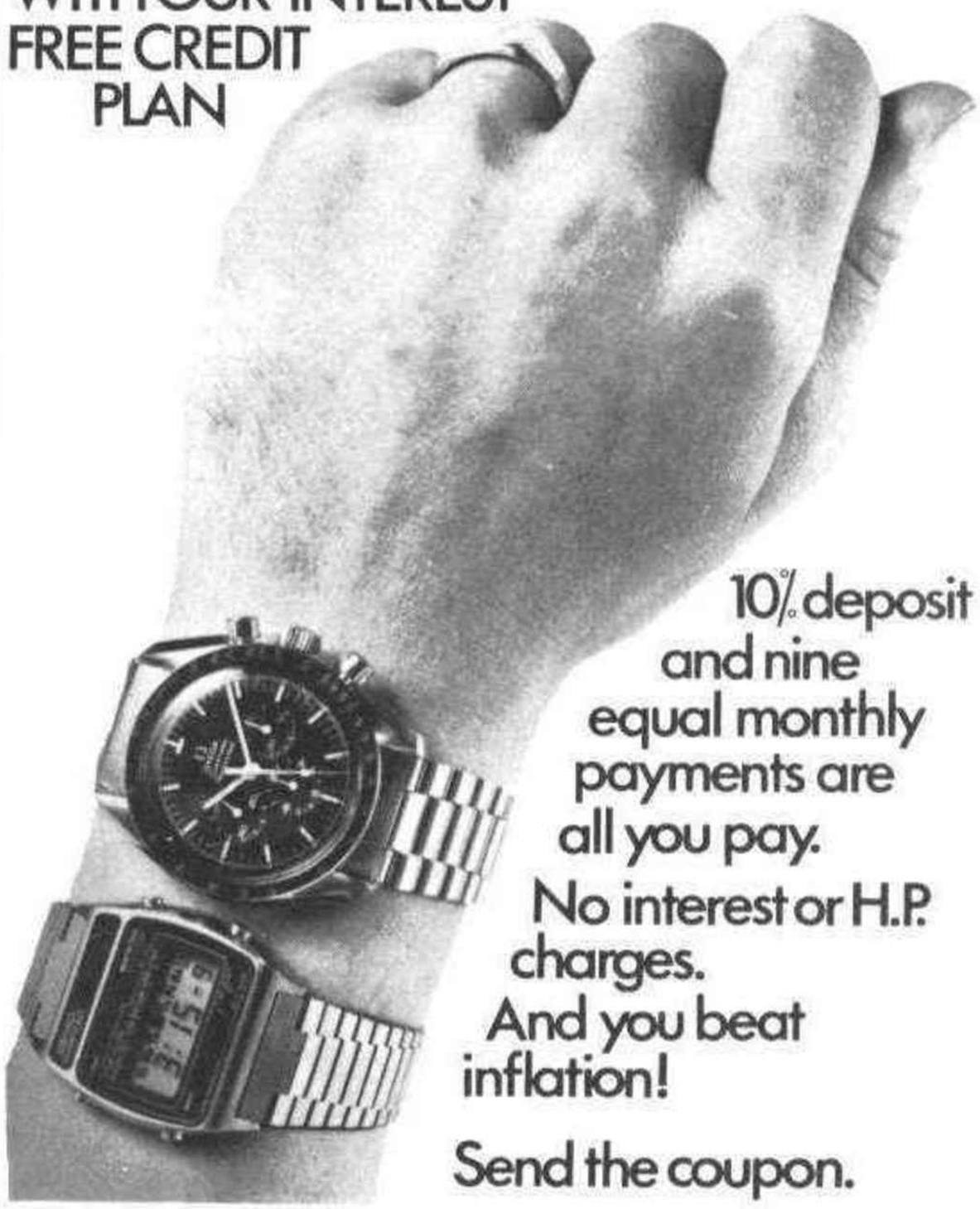
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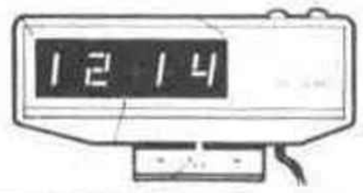
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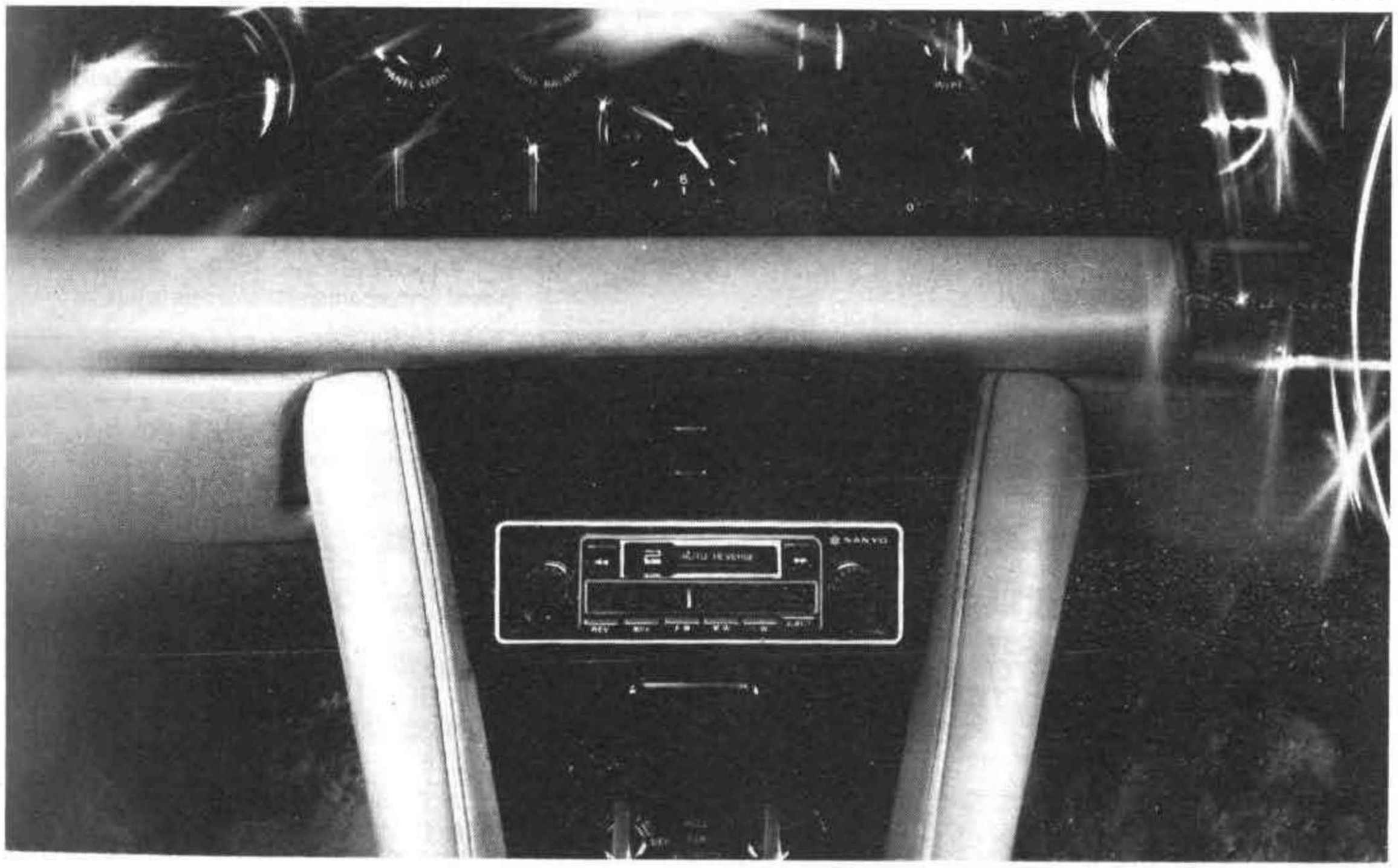
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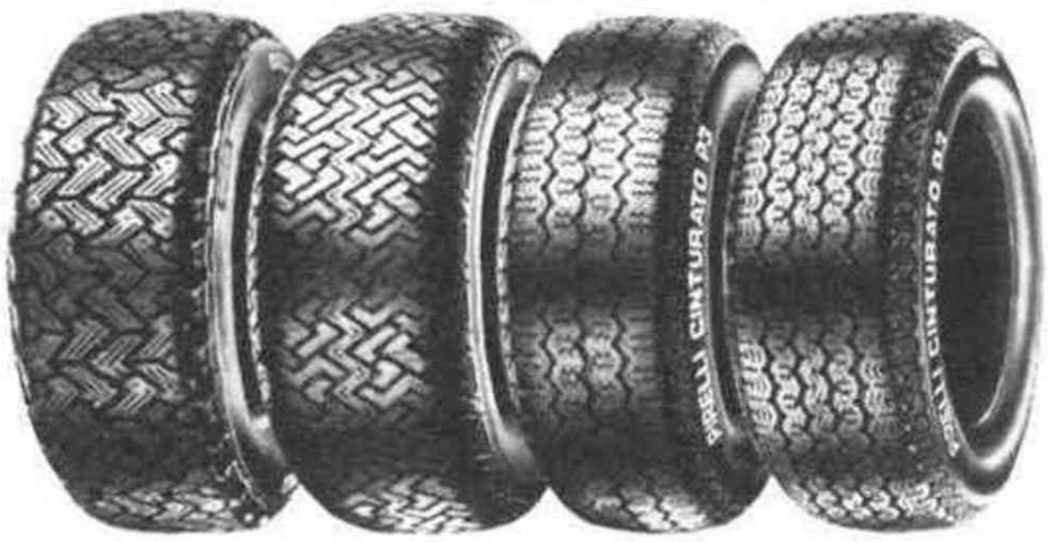
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INCORPORATING **SPEED** AND THE **BROOKLANDS GAZETTE**

VOL LIV No. 3 MARCH 1978

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FRONT COVER PICTURE: EMERSON FITTIPALDI drove a very popular race into second place in the recent Brazilian Grand Prix at the wheel of his Fittipaldi F5A, despite being forced into taking his "spare" car shortly before the start of the event when his designated "race" machine developed problems with its air starter system. It was the best placing that the Brazilian has ever managed in his Family operated car and his best personal placing since the 1975 United States Grand Prix at Watkins Glen.

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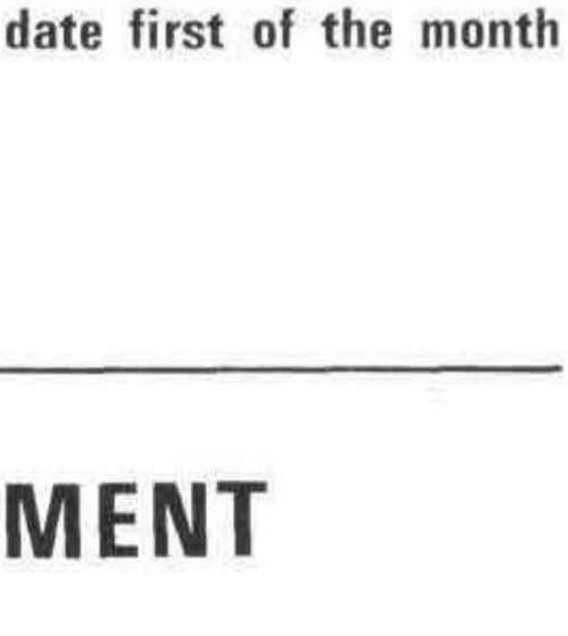
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MATTERS OF MOMENT

■ MICHAEL EDWARDES – MAGICIAN

WE DO not profess to understand how Mr. Michael Edwardes has done at British Leyland what Lord Stokes, Lord Ryder, Alex Park and Derek Whittaker failed to do, inasmuch as he was able to actually obtain a standing-ovation from the Leyland work-force, after announcing 12,500 redundancies and saying some pretty pungent things about the workers themselves and the Companies they are employed by. In the past this would have resulted in a walk-out and a series of instant-strikes, surely?

The mystery of how Mr. Edwardes performed his magic act successfully is not known to us, but we only hope it is ever-lasting magic. Unless sense has at last dawned on the Leyland workers and Management, the prospects of an uplift in this Country's standard-of-living (never mind percentage inflation-estimates) and its eventual industrial survival are small indeed. So we must pray that Michael Edwardes really has the magic-touch that will be respected and followed, and that his Chairmanship will lift Britain's cars, of the various makes the Leyland-banner covers, out of the low ebb into which they have been floating. Presumably Edwardes' gentle way with future BL redundancies, the astronomical payments rumoured to have been given to those immediately redundant, and his promises of jam tomorrow for those who remain on the Leyland strength without threat of dismissal, are what this latest Leyland Chairman pulled out of the proverbial top-hat. It is to be hoped that such goodwill does not turn into a rabbit....



Michael Edwardes

It is pathetic that Britain should have to ask Japan not to import her cars here, as they out-sell our own products. There is nothing much wrong with the better Leyland models except unreliability, and this Edwardes will presumably rectify as his number-one target, on the assumption that a Model-T that works is worth a Silver Shadow that won't start, to anyone who regards a motor-car as something to drive and not just a nice object to look at. In the Jaguar, Rover and Triumph ranges BL have admirable vehicles, with the aforesaid proviso. We would, however, remind Mr. Edwardes of the firm desire of many potential customers to see the MG retained, as a best-selling sports-car, and are astonished that this great make was not specifically named under the Jaguar/Rover/Triumph heading, at a time when this remarkably dynamic new Chairman expressed his intention of reverting, quite rightly, to individual make-names for BL cars. Aged 47, Michael Edwardes is too young to remember the great reputation MG cars had before the war, at Brooklands and abroad, in the hands of drivers of the calibre and courage of Tazio Nuvolari, George Eyston, Ron Horton, Goldie Gardner, Lord Howe, and others. But he must know how well the MG, in proper sporting guise, sold in America. Edwardes is right to say, with due respect to the memory of Parry Thomas (of whom he has probably never heard), that the name Leyland is a truck and 'bus one. He is right, if he can do it against such intense World competition, to introduce a new super-Mini and right, too, in going on with the soundly-selling, existing Issigonis Mini. If the new Super-Mini and the proposed medium-sized new family car can incorporate good points of their own, and incorporate all those things the enthusiastic driver requires, with total elimination of those small but stupid shortcomings found in so many modern cars (Edwardes has only to read the collective Press road-test reports to understand what we mean) the new BL cars, given reliability, should, indeed must, succeed. BL's Supercover Service should give them a worthwhile lift, until unduly overworked because of petty faults within the guarantee period. (See Rover 3500 experiences in this issue). These the Edwardes-enlightened workers are now apparently out to eradicate – but we confess to finding it difficult to believe in miracles....

The Mini should remain in production because, however rosy the future, Britain is likely to remain mainly a country of little cars, unless overall commodity prices fall drastically, and even then there would be fuel conservation (or the threat of no tankers to deliver it) pointing in this direction. Until a revised BL small car comes along, however, there is the Reliant Kitten to stop the gap, a car which could gain the warm affection of enthusiasts as somewhat resembling a pre-war Austin 7, with that car's defects but also with modern conve. iences (rear wipe/wash and demister for instance, on the Estate version, which costs

Continued overleaf

Motor Sport Fixture List for March

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

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

DATE	*CLUB*	*RENDEZVOUS*	*NEAREST TOWN OR MAP REFERENCE*	*CATEGORY*	*TIME*
Mar. 4th	**South African Motor Racing Club**	**Kyalami**	**South Africa**	**South African Grand Prix (World Championship Round 3) (INT)**	**—**
Mar. 4th	Morecambe CC & Kirkby Lonsdale MC	Kendal Showground	97 523942	Lakeland Stages Rally (*R*)	08.30
Mar. 4/5th	Salisbury & Shaftesbury CC	Stourton Car Park	183/777339	Palladwr Rally (*R*)	23.01
Mar. 4/5th	Newcastle & Dist. MC	Morpeth		J. W. Hoyle Hunter Cup Rally (*R*)	23.00
Mar. 5th	BRSCC (N)	Croft Autodrome	Darlington	Race Meeting (*R*)	14.45
Mar. 5th	BRDC	Silverstone Circuit	Towcester, Northants	Race Meeting (*R*)	14.45
Mar. 5th	BRSCC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (*C*)	14.00
Mar. 5th	TEAC	Lydden Hill Circuit	Canterbury, Kent	Rallycross	13.30
Mar. 11th	JDC	Silverstone Circuit	Towcester, Northants	Race Meeting (*R*)	13.30
Mar. 11th	BRSCC (NW)	Oulton Park Circuit	Tarporley, Cheshire	Race Meeting (*R*)	14.00
Mar. 11th	Dukeries MC	Trent Bridge Cricket Ground, West Bridgford	129 585380	Dukeries Rally (*N*)	08.30
Mar. 11/12th	National Westminster Bank MC	Brompton Motor Company, Canterbury		Moonraker Trophy Rally (*R*)	23.00
Mar. 11/12th	Swindon Phoenix CC	Spring Gardens Car Park, Swindon	173 153/848	Highwayman Rally (*R*)	23.01
Mar. 12th	**BRSCC**	**Brands Hatch Circuit**	**Fawkham, Kent**	**European Touring Car Championship (INT)**	**12.00**
Mar. 12th	BARC	Thruxton Circuit	Andover, Hants	Race Meeting (*R*)	13.45
Mar. 12th	BRSCC (M)	Mallory Park Circuit, Kirkby Mallory	Leicester	Race Meeting (*C*)	14.00
Mar. 17/19th	**ASAC Nord de la France**	—	**France**	**St. Amand les Eaux Rally (European Rally Championship) (INT)**	**—**
Mar. 18/19th	Cork MC	Clonakilty	Ireland	West Cork Rally	—
Mar. 19th	**BRDC**	**Silverstone Circuit**	**Towcester, Northants**	**Daily Express International Trophy (INT)**	**12.45**
Mar. 19th	**AC Firenze**	**Mugello**	**Italy**	**World Championship for Makes (INT)**	**—**
Mar. 19th	SCCN WSMC	Snetterton Circuit	Thetford, Norfolk	Rallycross (*R*)	—
Mar. 23/27th	**Automobile Association of Kenya**	—	**Kenya**	**Safari Rally (World Rally Championship) (INT)**	**—**
Mar. 24th	**BRSCC (NW)**	**Oulton Park Circuit**	**Tarporley, Cheshire**	**Gold Cup (Aurora AFX Formula 1 Championship) (INT)**	**14.00**
Mar. 24th	BRSCC (EA)	Snetterton Circuit	Thetford, Norfolk	Race Meeting (*R*)	14.00
Mar. 24/26th	**AC Palermo**	—	**Sicily**	**Rally of Sicily (European Rally Championship) (INT)**	**—**
Mar. 24/28th	**UAC**	**Bangor, Co. Down**	**N. Ireland**	**Circuit of Ireland (European Rally Championship) (INT)**	**—**
Mar. 25/26th	Vauxhall Motoring Group (Wirral)	Vauxhall Motors, Ellesmere Port, Wirral	117 379/788	Y Ddraig Goch Rally (*R*)	—
Mar. 26th	**AC Milano**	**Monza**	**Italy**	**European Touring Car Championship (INT)**	**—**
Mar. 27th	**BARC**	**Thruxton Circuit**	**Andover, Hants**	**European Formula 2 Championship (INT)**	**12.40**
Mar. 27th	**Nederlandse Autorensport Vereniging**	**Zandvoort**	**Holland**	**European Formula 3 Championship (INT)**	**—**
Mar. 27th	**BRSCC**	**Brands Hatch Circuit**	**Fawkham, Kent**	**Race Meeting (Aurora AFX Formula 1 Championship) (INT)**	**14.00**
Mar. 27th	BRDC	Silverstone Circuit	Towcester, Northants	Race Meeting (*R*)	14.00
Mar. 27th	BRSCC (M)	Mallory Park Circuit, Kirkby Mallory	Leicester	Race Meeting (*R*)	14.00
Mar. 27th	BRSCC (SW)	Castle Combe Circuit	Chippenham, Wilts	Race Meeting (*R*)	14.00
Mar. 27th	BRSCC (N)	Croft Autodrome	Darlington	Race Meeting (*R*)	14.45
Mar. 27th	**HDLCC**	**Loton Park, Alberbury**	**Shrewsbury**	**Loton Park Speed Hill Climb (RAC Hill Climb Championship) (INT)**	**—**
Mar. 27th	TEAC	Lydden Hill Circuit	Canterbury, Kent	Rallycross	13.00
Mar. 30th/Apr. 2nd	**Auto-Moto Klub "Akademac"**	—	**Yugoslavia**	**Yu Rally (European Rally Championship) (INT)**	**—**
Mar. 30th/Apr. 2nd	**SAR-Ticino**	—	**Switzerland**	**Lugano Rally (European Rally Championship) (INT)**	**—**
Apr. 1st	BMRMC	Donington Park Circuit	Derby	Race Meeting (*R*)	—
Apr. 1/2nd	Roding CC & Cheshunt MC	Bussey's (on the Norwich ring road)	133/210111	Servais Rallye (*R*)	—
Apr. 1/2nd	Chess Valley MC	Hartford Motors, Banbury		Three Counties Rally (*R*)	23.30
Apr. 2nd	**SCCA**	**Long Beach**	**USA**	**United States Grand Prix West (World Championship Round 4) (INT)**	**—**
Apr. 2nd	**ADAC Mittelrhein e.V.**	**Nurburgring**	**Germany**	**European Formula 3 Championship/European Championship for Sportscars (INT)**	**—**
Apr. 2nd	BARC	Silverstone Circuit	Towcester, Northants	Race Meeting (*R*)	15.00
Apr. 2nd	BARC	Croft Autodrome	Darlington	Race Meeting (*R*)	—
Apr. 2nd	Bugatti OC	Prescott	Cheltenham	Guyson BARC Hill Climb Championship	—

MATTERS OF MOMENT –
Continued from previous page

£236 less than a Mini Clubman Estate) and an Austin 7-like fuel-thrift. Then it should be pointed out to Michael Edwardes that the TR7 isn't the only sports-car he should market – the zest for fresh-air motoring in the MG tradition is still there for a lot of the customers, which Peter Morgan would, we think, confirm.

MOTOR SPORT is fortunately concerned with motoring for pleasure, not commerce, which we think to be a more healthy, if less lucrative, way of enjoying the i.c.-engine, and so this is all we propose to say, for the present, about the welcome apparent change of heart which Michael Edwardes has introduced throughout the whole Leyland empire, except to express the wish that, having produced confidence and applause he will go on dipping into his magic hat, so that from what looks like an impossibility will come success and prosperity. *That is the trick he has got to bring off.* It would help, of course, if his highly-dependent "audience" could refrain from buying Japanese cars, good value as many of them may represent, until they have at least had the chance of taking trial-runs in the promised new BL models.

Finally, with sport in mind, let the Magician remember that racing and rally engagement promotes car sales, as Ford, Fiat, Datsun and others demonstrate, and that once upon a time prominent race victories were achieved by Mini and 748 c.c. MG, even (though this may surprise Michael) by a fine motor-car called a Leyland. This being so, the lone Tony Pond rally TR7 and just the saloon-car-racing Dron and Fitzpatrick Dolomite Sprints isn't very much for BL to field, in this lucrative publicity arena.

Afterthoughts

THE GOLDEN Jubilee Celebrations on the Ards TT circuit in Ireland, to which we referred last month, are now confirmed as scheduled for August 19th. Moreover, as the Dundrod circuit will be available about ten days or so before this, it is now hoped to have a similar demonstration over that circuit, with plenty of entertainment in between, and those with C-type Jaguars, 3-litre Ferraris and other appropriate cars that ran in the 1955 TT and who wish to be present, should contact Lord Dunleath, Ballywalter Park, Newtownards, Co. Down BT22 2PP immediately. This should interest *Motor*, which

thinks that Moss won this 1955 TT for Mercedes-Benz at Oulton Park!

* * *

We were incorrect in thinking that the Bayliss Thomas which featured on last month's MOTOR SPORT front cover was the ex-Hayward car. This is in the National Motor Museum, and is to be restored to trials'-trim.

* * *

We deeply regret to report the deaths, in road accidents, of Ian Maxwell and R. J. Brooks, both of the VSCC, and of Leslie Pennal, the well-known Bentley mechanic who rode with W. O. Bentley in the 1922 TT.

* * *

Over the years the Editor has come to think of MOTOR SPORT as incomplete without its quota of monthly misprints. But to keep the record straight, apart from some of the odd grammar ascribed to him last month, it was S. F. Edge, not Else, who took the 24-hour record in 1907, Lord Dunleath lives at Ballywalter Park, and it is the Motor Cycling Club that uses a hill called Fingle Bridge in the Exeter Trial, *et al.* It now seems that W. O. Bentley *did* design a new 3-litre car for Armstrong Siddeley, using a Lagonda-DB-type engine in a chassis with all-independent suspension, by coil springs at the front, torsion-bars at the back. But how many were built? The Armstrong Siddeley Sapphire was a 3.4-litre, not a 4-litre, car, the latter being the Star Sapphire. Incidentally, the Sapphire engine was copied by Humber for their 3-litre Super Snipe of 1958, by permission of AS and with the help of Marvyn Cutler, who had designed the Sapphire engine. All this from a letter to us from Graham Robson. Other, enlightening letters on this Bentley-AS subject have arrived since, including one from Geoffrey Healey, and will be published next month.

* * *

The Bean CC is holding its annual Daffodil Run on April 30th and asks intending competitors to contact the Rally Secretary: W. Fraser, The Rookery, Bishopstone, Aylesbury, Bucks.

* * *

The Brooklands Society Affair – we have received further correspondence on this subject, which will be published next month.

* * *

The Alvis Register is excited to discover that the valve timing of a 1924 200 Mile Race-type Alvis in New Zealand differs considerably, it seems, from that of the similar car owned here by Eric Benfield. –W.B.

Obituaries

Hans Stuck

THE 78-year-old father of today's Formula One driver died last month. He had led a very full life of motor racing spanning some 30 years and was outstanding in mountain hill-climbs with Austro-Daimler cars and then with Auto-Union. He was also very successful in Grand Prix racing in the mid-thirties with the V16 rear-engined Auto-Unions, as well as in record attempts. After the war he was still very active in the 1952/3 Formula Two with BMW-powered AFM cars and the later V8 model, his driving being "fiery" right to the end when he retired at well over 50 years of age.

R. L. (Jack) Duller

ESSENTIALLY a Brooklands specialist, Jack Duller raced Bugattis and specialised in Alfa Romeo tuning and racing. He was best known for his racing and development of the special $4\frac{1}{2}$-litre Duesenberg that had been built to the order of Count Trossi for the Scuderia Ferrari in 1933. Duller acquired it in 1935 and raced it on the Brooklands Outer Circuit until 1939. He was typical of the debonair amateur racing driver of the 'thirties. Service in the Navy during the war ended in serious damage to his health and when he was demobbed he was forced to leave London and retire to a quiet and gentle country life in Devon, giving up all thoughts of racing and the sports car world for which he had lived pre-war.

Never again strong enough to travel beyond his local confines, he was always pleased to receive visitors from the past. His death in February is another link with the past gone forever.



An artist's impression of the attacker.

Unprovoked Attack

THE LANCASHIRE Constabulary are requesting information about a man who recently attacked the wife of a MOTOR SPORT advertiser whilst responding to an advertisement placed in this magazine.

The man, purporting to be from London, arranged to see a 1953 MG TD advertised by Mr. David Heap, of David Heap (Burnley) Car Sales, on the morning of Saturday, February 11th. After viewing the car at the Heap's Burnley home, he arranged to return at 2 p.m. in the afternoon. When he did so, in Mr. Heap's absence, he attacked Mrs. Heap brutally about the head and escaped.

The man is described as 30/35 years of age, 5 ft. 10 in. tall and of slim build. He had dark brown collar-length hair in a modern style, a moustache and a light, well-trimmed beard. He was dressed in a black gaberdine military-style raincoat, dark flared trousers, a white shirt and dark tie. He was carrying a brown brief case and is believed to have worn modern style metal rimmed spectacles.

The Lancashire Constabulary inform us that shortly before the attack a man of identical description was seen 400 yards from the house parking an "old type" two-seater sports car, dark green in colour, with a dark canvas top. The attacker's conversation suggested that he had a good knowledge of vintage MG sports cars. He spoke of previously owning one which he had recently sold at a London Auction for £4,600 and claimed to be a photographer in London living with his wife in a flat over his shop premises.

Advertisers are warned to beware of this man. Anyone with any information or suggestions as to his identity should contact the Lancashire Constabulary Police at Burnley (Tel.: 0282 25001) or any Police Officer.

Robert Brooks

IT IS with the deepest sorrow that I have to report the tragic and untimely death, in a recent road accident, of Robert Brooks, a stalwart of the VSCC.

Robert was a man of sterling qualities, immense integrity and complete professionalism. With a manner that put the inexperienced at ease and that gave the cautious confidence, he always found time to guide and assist those who sought a career in the profession of the land.

One will however, recall Robert's skilful handling and the meticulous manner with which he maintained his motor cars. In particular VSCC members may recollect his sporting entry in the 1976 Welsh Driving Tests with his enormous Phantom I Coupe de Ville, which he loved so much. If not seen at the wheel of this magnificent carriage Robert was often to be seen piloting his Darracq tourer or perhaps another of the cars in his stable.

As befits the true enthusiast and founder member of the Rolls-Royce Enthusiasts Club Robert was latterly involved in the recreation of a Silver Ghost sporting replica.

A man of many talents and never ending good humour, Robert will be sorely missed by all who knew him; none more than by Ann his wife, his children and his family. To them all we send our deepest and heartfelt sympathy. – JEREMY COLLINS.

Vehicle registrations

OWNERS of cars which have not had their registration details fed into the computer at the Central Vehicle Licensing office at Swansea (*i.e.* if the vehicles have not been taxed or change of ownership notified within the last three years), should note that they could be in danger of losing their registration numbers if this is not done soon.

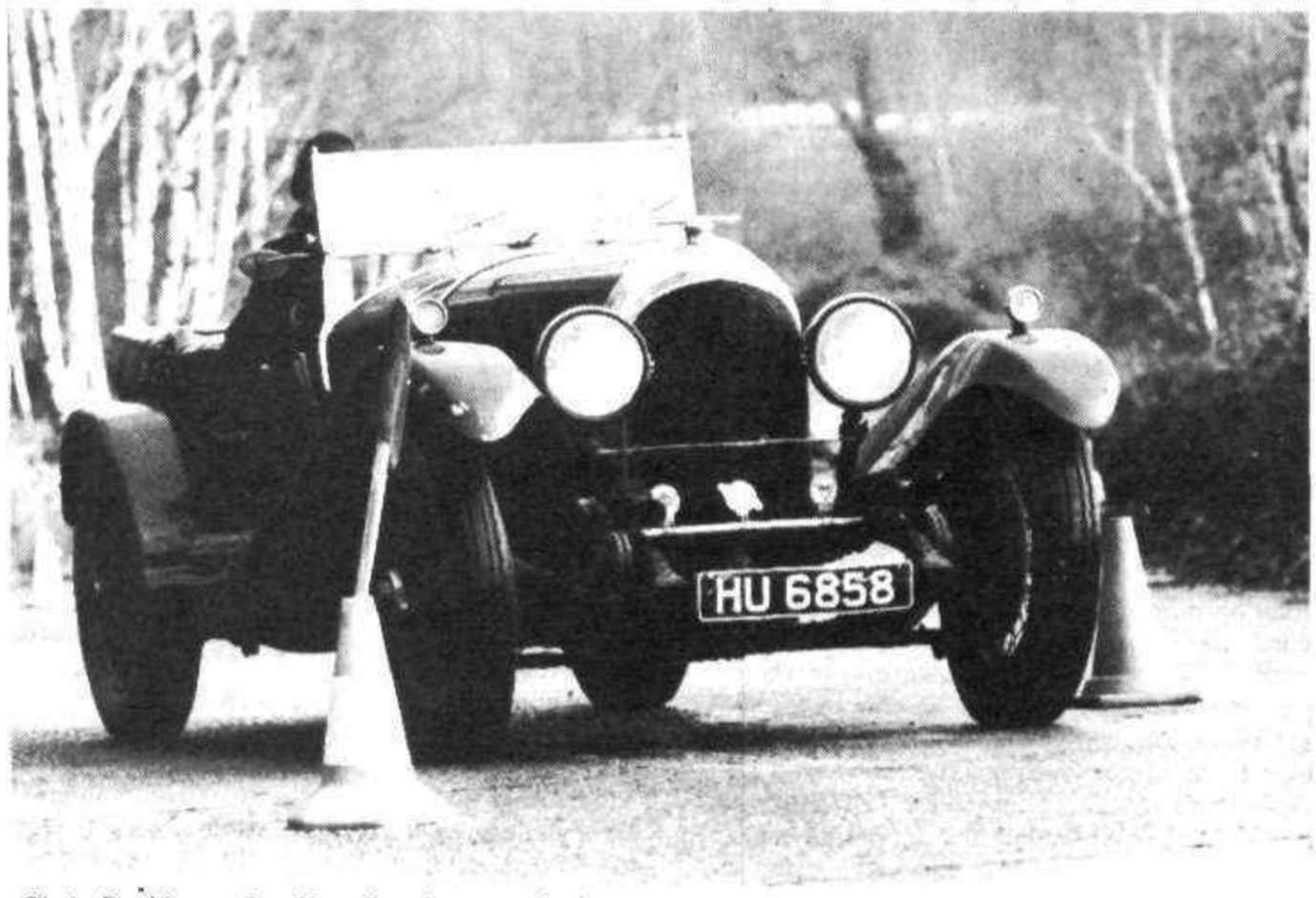
All local taxation offices will be closed in mid-March and any "manual vehicle record files" left on their shelves for vehicles unlicensed for some years will be destroyed, the great god Bureaucracy presuming the vehicles to have been scrapped.

Owners who may wish to relicense their vehicles in the future may have the registration details added to the central vehicle records now, even if no licence is required immediately. There is no charge for this service, which should be requested through the local licensing officer. He will require the log book, which will be returned only if the owner requests it in writing, assuming the notification is made by post. If the owner wishes to obtain earlier log books for the vehicle, he can do so provided this request is made at the same time as he requests the vehicle to be put on the Swansea records. Otherwise the current and earlier log books will be destroyed, although microfilm copies of them will be held at Swansea, from where owners can obtain copies.

This facility for straightforward notification of registration details to Swansea will exist at least for the next year, so there is no need to panic. Indeed, Swansea say that they don't want all such notifications to be made at once, because of the demands made on them during the system changeover in March. So long as the owner can prove title to the vehicle, there should be no problem in adding its details to the computer in the immediate future, after which he may leave it untaxed (so long as it isn't used on the road!) at will. But owners who wish to obtain earlier log books must act promptly.

There is cause for concern in the future, however. In due course, possibly after a year, Swansea will no longer accept notification of details as above and vehicles may have to be re-registered, with consequent complications and lack of authoritative dating and history.

The VSCC Visits Brooklands



Chris Pack's 1926 3-litre Bentley negotiating a test at Brooklands. Colour photographs appear on page 328.

BEFORE THE WAR the VSCC had race-meetings at Donington Park but not at Brooklands. It has since discovered this famous venue, rather late in the day, and on February 5th held its second Driving Test session within the hallowed grounds. The space available made it possible to run nine tests concurrently, so that a lot was packed into the winter afternoon. First to arrive at the "Mit and Spike" at Byfleet was Price, his Austin Nippy having been trailed all the way through the rain from Wales, behind his willing Ford Cortina. The weather cleared for the timed frolics, which I watched from the Test Hill, which competitors had to climb from a standing-start at the foot, with a re-start a short way up, this being the kind of test which could have happened at Brooklands before the war.

The meeting had been over-subscribed, entries closing at 70, and the Paddock was soon full of the pre-war scenes and atmosphere, on a day which, apart from the overgrowth of Industrialism, might have been the occasion of a JCC or MCC event at the Track long, long ago. Cars which caught the eye were Cooksey's C-type MG, nicely endowed with quick-action fillers, which Goldie Gardner drove in the 1931 "Double-12", the ex-works Ulster Aston Martin of Derrick Edwards, now unblown, and Mrs. Cooksey's quaint 1930 Morris Minor, which ran as a two-seater *sans* dickey in the tests, for the ample reason that it has a Duple body originally convertible into a van or four-seater tourer at the owner's convenience—it went away with its replica Wholesale Wine-merchant's van in place!

The Test Hill, with its 1-in-5 gradient, steepening to 1 in 4, had a coating of slippery moss on the concrete, to make things interesting for the more urgeful cars. For a time it caused little trouble, although Golder's Riley Sprite sounded a bit fluffy, Edwards slid a little, and Robbie Hewitt stalled her Amilcar's engine at the re-start. Barry Clarke's Ulster Austin, with a lightweight battery to help it, leapt away, Peter Binns' smart 1100 HRG did very well, his wife later driving it in the appropriate white flying helmet, and Wilkinson was not afraid to use plenty of revs from his J2 MG. Seymour Price's Austin Nippy took it quickly, but McCall's Ulster Austin stopped halfway up, beyond the re-start, but contrived to carry on unaided. This was just as well, because this time there was no Recovery Vehicle and to reach the further tests on the Members banking it was essential to ascend the Test Hill, up which a modern Honda motorcycle rushed every so often, intent upon expediting the time-sheets for the (human) results' computers.

Mason took Aston Martin LM21 up more slowly than expected, Mrs. Mason in the Le Mans Aston Martin, screen flat and no spare wheel, got immense spin from the off-side rear wheel, Lee's 1926 Alvis 12/50, with "Oriental" headlamps, popped back on being requested to get on with it, to make a noisy ascent, Joseland's Frazer Nash jumped off to a hand-brake-controlled getaway, climbing quickly as a Fast Tourer should, Harding's Super Sports Frazer Nash was fastish, but Gahagan's Type 37 GP Bugatti failed high up the hill, and had to reverse ignominiously down.

Dickie's fabric-bodied M-type MG, with outside exhaust, was slow, as was the aforesaid "universal" Morris Minor, Cooksey used high revs from the very Brooklands-looking C-type MG (actually, they called them "Montlhérys"), and Cochrane's magneto-Chummy Austin did a notably smooth take-off. Cliff's hooded Riley Gamecock only just made the summit, where it was necessary to stop at the finish-line, precluding the faster cars from literally "flying" over the brow, Chester's blue 750 Special (Austin), with oversize rear tyres, which had made its *debut* at this event in 1977, performed satisfactorily, Bullett's 1929 Austin Seven, perhaps encouraged by its OP registration number, 'opped away, on a neat climb, Bull's J2 MG was revvy and fast (nice to see so many folded-flat windscreens), Neill Bruce's well-known 1930 Chummy Austin jumped away in the best Seven-fashion, to make a sedate ascent, Blake took his CGSS Amilcar up slowly, in contrast to Bateman's J2 MG, which was in an excellent hurry.

Baker's 1932 Riley Nine Special couldn't defeat Col. Lindsay-Lloyd's 69-year-old gradient, but Mrs. Hogg made it, in the Ulster Aston Martin, the other two Golders took their Riley Sprites up rapidly, Mrs. Ashton had no bothers, in Gardner's PA MG, but Rainey's aggressive 1936 Alfa Romeo 6C crawled up, emitting a smoke-screen, awaiting his daughter, who put up the better show. The Model-A Ford coach of Tom Threlfall rushed up with entire nonchalance, Angela Cherrett sheltered within her 1931 Alfa Romeo 6C saloon, Scholes' Riley Kestrel didn't care for the re-start, Rolfe's nice 4½-litre Bentley and Pack's 3-litre Bentley trundled up, the latter at zero revs, Merriott's i.f.s. open Alvis Speed-20 had no trouble, Marsh's 30/98 Vauxhall Wensum spun its wheels derisively, Lincoln looked backwards from whence his 16/65 OM had come, Tony Jones put on plenty of power in *his* 30/98 Vauxhall, and Elder's 3-litre Bentley took it slowly, or should I say sensibly carefully? Dods seemed intent on FTD in his castor-oil-burning AC Special, labelled "EPA (which might just as well have read "ERA" judging by its ability), Hugh Conway put up a fine performance in his Type 43 Bugatti, scorning wear on its rear tyre treads, but Clear's Riley Lynx muffed the re-start, whereas Charnock's beautiful cream open-tourer 3½-litre Bentley took it all in its Rolls-Royce silent stride.

Burrell's Derby Bentley Special was impressive, what with spin and getting out of line, the rare Husky Hillman tourer of Baker made it, Wallis' Riley 12/4 was very good, but Smith's "everyday" Rolls-Royce 20/25 found it all too embarrassing and having got almost over its ordeal, had to reverse down. Mrs. Shapland then showed how it should be done, in her unobtrusive 10/23 Talbot two-seater, Rouse coaxed his Singer Junior saloon within feet of success before it failed, Creed-Mills' delightful 1923 Cloverleaf 14/40 HE looked absolutely in its element and even disdained to pause at the top, Collard's immaculate 1921 disc-wheeled Calthorpe tourer disappeared snail-like over the summit, and the only Edwardian, Roger Collings' 1912/13 Brixia-Züst performed zestfully, hood up, cut-out open, just as it might have done here at Brooklands before the Kaiser War.

With other tests on the steep banking and on part of the old Finishing straight the ancient place came alive again, thanks to the VSCC, for one brief February afternoon. And I noticed that even the skate-board has discovered Brooklands.—W.B.

First Class Awards: B. M. Clarke (1929 Austin Seven), P. J. E. Binns (1939 HRG), J. C. Wilkinson (1939 MG J2), N. Mason (1935 Aston Martin Ulster), D. J. Ellison (1938 Riley 12/4), M. H. Dods (1936 AC), Mrs. M. Shapland (1925 Talbot 10/23).

Second Class Awards: D. J. P. Edwards (1935 Aston Martin Ulster), L. Bull (1933 MG J2), R. Adnams (1930 Austin Seven), A. D. Jones (1923 Vauxhall 30/98), R. J. Burrell (1936 Bentley), R. A. Collings (1912/13 Brixia-Züst).

Third Class Awards: M. F. Eyre (1929 Austin Chummy), P. Gardner (1934 MG PA), D. S. Price (1935 Austin Nippy), A. Geggus (1928 Amilcar CGSS), C. P. Marsh (1923 Vauxhall 30/98), H. G. Conway (1928 Bugatti T43).

IF YOU CAN REALLY DRIVE A FIVE.

...you should be thinking about the 1978 Renault 5 Elf Challenge.
It starts March 11th.

But already drivers and sponsors are busy signing up their share of Renault's racing support for 1978.

With good reason: prize money has been boosted again (with special prize categories for round-winners, dealers and independent drivers), and this year every competitor who crosses the starting line receives an additional £25 Renault Service/Parts voucher redeemable at any Renault dealer.

In addition, significant price concessions are available to purchasers of every Racing Renault 5TS.

So this season come alive and drive a Five.

The first step is to contact:–Ann Bradshaw phone–0767 313082 or write to:–
Ann Bradshaw, Renault 5 Elf Challenge,
Renault Ltd., Western Avenue, London W3 0RZ.

RENAULT



RENAULT 5 ELF CHALLENGE 1978

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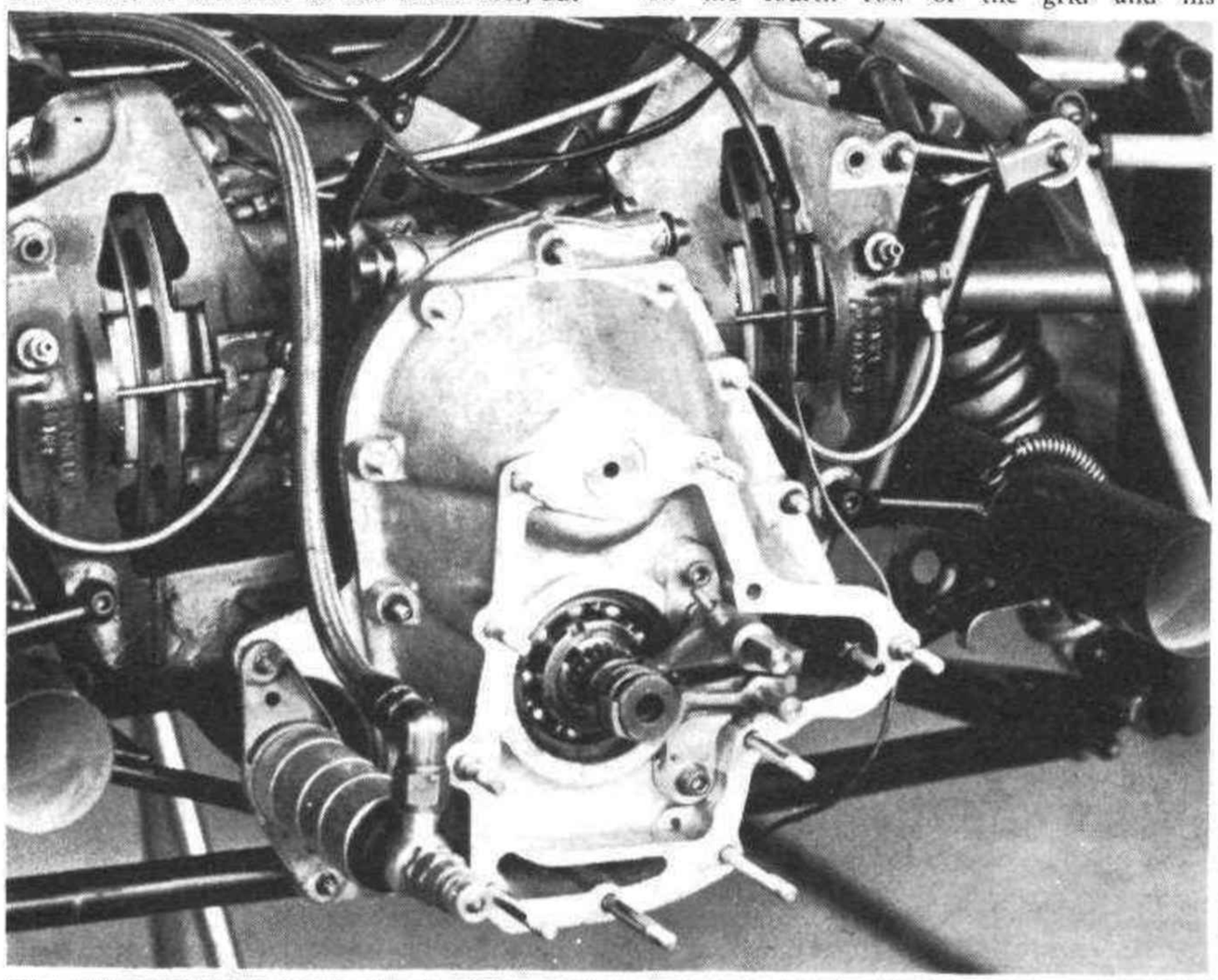
Formula One Scene

A Look Back at the South American Races

THE 1978 Formula One season started off with a rush with two races in South America during the month of January and it says much for the serious intent of the regular teams that they were all there in force. The way the teams work all the year round, year after year, is nothing short of amazing, especially in the unsettled industrial atmosphere of the everyday world, where strikes and go-slow action follow each other in quick succession. The continuous pressure on the workers in a racing team is something that the ordinary industrial worker would not believe if he was to experience it, but motor racing doesn't wait for anyone. If you are not there when the starting signal is given, you've had it. The newly formed Arrows team brought this home to everyone in a big way, by building a car in something like 53 days (and many nights!) and getting it to the Brazilian event where it not only qualified for the race, but also finished. The Arrows team was conceived by Jack Oliver, who parted company from Don Nichols and his AVS-Shadow team, and took with him designers Tony Southgate and David Wass, manager Alan Rees, sponsor Franco Ambrosio and a bunch of skilled mechanics who immediately set to to make the first Arrows car in a new factory at Milton Keynes. When we went to see them on January 5th the monocoque was being riveted together, but had no outer panels on it or any suspension pick-up points. Bits and pieces were being made in all corners and draughtsmen were busy doing drawings for parts that were still in the design stage. A lot of parts were being made by outside firms and, of course, the Cosworth V8 engine and Hewland transmission were ready and waiting to be fitted, but even so it looked like a monumental job to have the car completed and ready for shake-down runs at Silverstone on January 20th, but they achieved it only to be prevented from running the car at the Northamptonshire circuit by a heavy snowfall. Next day it was flown to Brazil and run briefly on an airport runway before starting practice, driven by Riccardo Patrese. The name Arrows derives from Ambrosio, Rees, Oliver, Wass and Southgate, the extra R being added "... because you can't spell it AROWS ..."! Their number one driver is to be Gunnar Nilsson, but he had to spend the winter in and out of hospital having an internal operation on a growth that was bothering him all last year. He should be fit to race again by the time the European season begins; meanwhile Patrese is leading the team.

The keynote of the two South American races was undoubtedly tyres, and it would be true to say that it wasn't the **** that hit the fan, but rubber. At least two years ago Enzo Ferrari expressed his dissatisfaction with the Goodyear company, mainly because he could not get tyre designs specifically for his own cars. He had to use compromise designs that were more suited to such cars as McLaren, Tyrrell and Lotus, or so he claimed. He did not like sharing a tyre company with so many other top teams and said that as soon as he could find a tyre company that would give him exclusive attention he would be leaving Goodyear. He has found that company in the French Michelin firm, and though they also support the Renault team, Enzo has got an exclusive connection as far as the front runners are concerned.

The Argentine Grand Prix was the first race for the Ferrari/Michelin combination, but not the first time they had worked together, for many years ago there was a lot of testing done by Michelin on Ferrari 312P sports cars. Reutemann put his Ferrari on the front row of the grid, alongside Andretti's Lotus 78, which must have caused some eyebrows to lift. In the race the Ferrari was nowhere, due to a wrong choice of tyres for the conditions, and Reutemann stopped for a tyre change. He restarted in 15th place and finished seventh, so obviously the second choice was the right one, though a lot of people seemed to have ignored the writing on the wall. In the Brazilian race there was no mistake and Reutemann ran away from all the Goodyear-shod cars and coasted home to a shatteringly demoralising victory. When everything is right for Reutemann, which isn't often, he can drive as well as the best, but this was one occasion when he made the most of the situation and excelled. A lot of the opposition griped that it was the tyres that won the race. Agreed that they assisted more than somewhat, but you or I would not have won that race if we'd been in the Ferrari, and young Villeneuve in the second works Ferrari had the same equipment but he didn't win the race. So all credit to Carlos Reutemann for making the most of a good job, having often in the past had to try and make the best of a bad job.



The only mechanical innovation in South America, and then but briefly in practice, was Lotus' compact new gearbox.

Michelin, like Citroen, Porsche or Daimler-Benz, are not a company to under-estimate, though a lot of people do, and while their forays last year with Renault were not outstanding, they could have been regarded as experimental probes. When they contracted to support the Scuderia Ferrari in Grand Prix racing there could no longer be any question of experimental probes, this had to be serious, and it looks as though it is. For the last couple of years the Goodyear Racing Division has been in a difficult situation for the Top Brass in Akron have dictated that Research and Development on racing tyres should be slowed right down. They had a complete monopoly and research was galloping ahead with one or two experimental failures that brought a lot of unwanted publicity. With a monopoly there was no need to try too hard, certainly not to take any risks with experiments, so the whole pace slowed up, but now they will have to bring their big guns out again, for second place does not exist in the Goodyear book of rules.

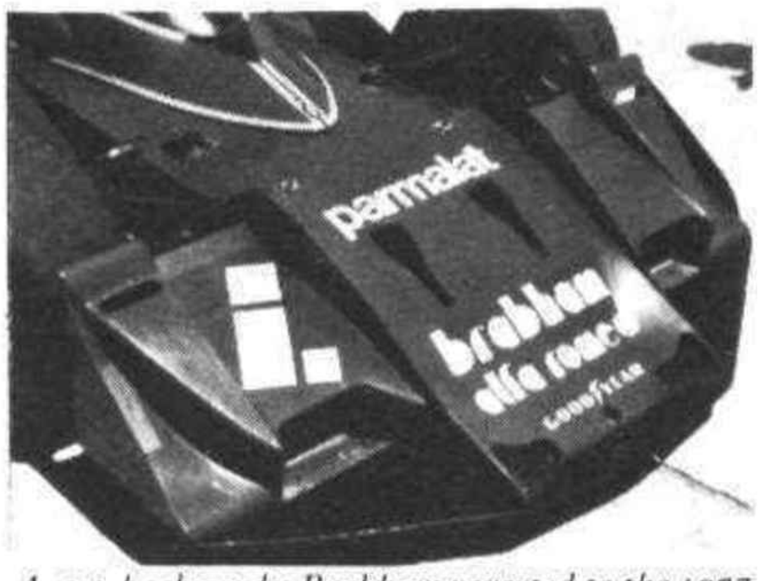
For a long while we have been told that all tyres are equal and it is just that Chapman, for example, knows how to utilise them more effectively than say, John Surtees. Whether this was true has always been doubtful and in Brazil the truth was plain to see for anyone who was still in doubt. For the first time since he joined his brother's Copersucar team, Emerson Fittipaldi was on the Goodyear short-list for a choice of tyres that were different. His position on the fourth row of the grid and his performance in the race was no fluke. He was now giving away nothing to the Lotus, McLaren, Wolf, Brabham runners, and it was heartening that he showed that he has not forgotten the art of high-speed driving and his performance brought joy to many hearts, expecially the Brazilian crowds. Whether he remains on the Goodyear "special list" remains to be seen, and we shall know in South Africa on March 4th. Some people just cannot understand this differentiation and think all tyres should be the same, just as they think all Cosworth DFV engines should be the same. They have obviously never been involved in achieving the ultimate in anything. You might build ten engines or make ten sets of tyres and if you are satisfied with 99% then you will get them all equal, but if you will only settle for 99.9% then you are unlikely to get more than half the same. If your sights are set on 100%, which they must be if you are going to win, then you'll only achieve it perhaps twice out of ten. You give the 100% items to a 100% driver

and team, if you want to win. In an ideal world if you make one item 100% you should be able to make the rest of them the same, but in engineering the world is not ideal, which is why the Editor's Rover 3500 displeases him and my friend is very happy with his, and yet they were both built by the same people.

On the mechanical front the only new thing to appear, albeit briefly in practice, was the new Lotus gearbox. In many ways Colin Chapman has the same instincts as Enzo Ferrari, he is never satisfied with his racing cars or their components. Ferrari has a great respect for Chapman, as well he might, but it is Chapman's attitude and philosophy on racing that Ferrari admires and respects. Having a Hewland gearbox/differential unit the same as everyone else has never really pleased Chapman, not that there is anything particularly wrong with Mike Hewland's gearboxes, far from it in fact, but you have to wait for Hewland to decide to bring out a new design. Chapman and his designers conceived a lighter and more compact gearbox, designed to blend with the design philosophy of the Type 78/79 rather than making a compromise in the overall design to accept the standard Hewland assembly. Internally the system was different from the conventional as Lotus incorporated ratchet-type free-wheel mechanisms to be used with a clutchless system of gear-changing. Not having the specialised manufacturing equipment for gear cutting and so on, they had to seek help outside, and could hardly ask Hewland to do the work, though they could undoubtedly have done it. Referring back ten years or more Lotus approached the German ZF firm, who used to make gearboxes for Lotus racing cars, but they no longer had the capacity to take on such specialised work. Their next enquiry was to the Getrag firm, who have done a lot of work with Porsche. They were more enthusiastic and apart from doing the specialised gear work they co-operated on detail design improvements so that it is now almost a joint project. This transmission was on test last year on the Lotus factory test track at Hethel, fitted to the first of the Lotus 78 cars when it was pensioned off from racing. Now this new transmission is appearing in public during practice, being fitted to Peterson's car for the first practice session until such time as all the bugs are ironed out. As it improves it will stay in the car longer and longer until it is completely race-worthy, which sounds like a pretty good development programme.

In direct contrast two of the teams in South America showed signs of losing their way. These were Wolf and Brabham, who both did the first race with 1977 cars modified in many ways so that they were virtually 1978 designs. Neither were outstandingly successful in the Argentine race and reverted to 1977 specifications for the Brazilian race, without much obvious improvement. No doubt the designers learnt something, but generally speaking a step backwards on the design front is seldom successful and usually suggests that a team has either run out of ideas or have lost their way. In a progressive and winning team, last year's ideas must be obsolete; in the high pressure design race a step backwards, even just for reference purposes, is fatal if the opposition are making a step forward at that precise moment, and there were signs that others were making forward strides.

Recently there has been a lot of dissatisfaction expressed over the points scoring for the World Championship; with five or six potential winners in each race as well as a couple of outsiders it is



A step backwards: Brabham reverted to the 1977 nose.

perfectly feasible for a driver to become World Champion without ever winning a race. How you view this depends on what you think the object of the exercise is, either you view each event as a race to be won, with the World Championship as the end result, or you view the end result as the objective, which you achieve by doing just sufficiently well in each round. Now the odd thing is that the majority of people who write to me on this subject think that the end result of the World Championship is the object of the exercise, but wherever I go, be it paddock, spectator enclosure, club room, bar or tea-shop a discussion will start on this subject with almost universal agreement that "the name of the game is winning motor races," and being World Champion is the bonus at the end of it all. Very few of these people take the trouble to write and express their views, but they are all quick to join a discussion group. This is probably because they are active enthusiasts, rather than academic ones. I meet them at any form of motoring sport you care to mention, from Vintage events to Grand Prix races, from hill-climbs to trials. No matter how specialised their own activity they follow Formula One closely, thanks to the radio, the TV, the newspapers and the specialist magazines, and have very decided views on the matter. They can be competitors, on two, three or four wheels, organisers, marshals, mechanics, helpers, or spectators, but they are all active enthusiasts. If anyone does suggest vocally that each Grand Prix is merely a round in which to collect points for the big prize at the end of the season, he is immediately attacked on all sides by those who think each race is an event to be won.

All the foregoing is merely a lead in to the suggestion that is often made that a point should be given for the fastest lap in the race, as used to be done some years ago. The recent Argentine GP was a good example of why this is not a good idea. The results gave the fastest lap to Gilles Villeneuve, which no-one really believed, then it was said that Depailler made fastest lap, and finally it was generally agreed (unofficially) that Hunt had made the fastest lap. All this depends not only on the accuracy of the time keeping but equally on the accuracy of the analysis of the time-keeping. The fastest practice lap was 1 min. 47.75 sec. by Andretti, while the fastest race lap was given to Villeneuve with 1 min. 49.76 secs. Races are invariably run at lap times two to three seconds slower than practice, due to different tyres, fuel loads, suspension and aerodynamic adjustments, track conditions and so on. If Andretti had been given 1 min. 49.76 sec. in the race it would have made sense, but it did not make sense for Villeneuve, whose best practice time was 1 min. 48.97 sec.

After the race the organisers published a comprehensive booklet containing everyone's race lap times and study of this revealed an obvious mistake somewhere in the time-keeping or analysis system. Villeneuve was said to have made fastest lap on lap 3, when the leader Andretti was lapping at 1 min. 51.79 sec. The Ferrari driver was running in tenth place at the time and did not overtake anyone during this supposedly fastest lap, which makes it very suspect. Most drivers made their fastest laps around the 40 to 50-lap mark, apart from Depailler, who made his on lap 2, Villeneuve lap 3, Scheckter lap 3, Pironi lap 3, Stuck lap 3, Brambilla lap 3, and Merzario lap 3. In Villeneuve's chart his following lap was 7.79 seconds slower, yet he held the same position in the race. Scheckter was nearly 5 seconds slower on his next lap, Pironi 8 seconds and so on, which must surely prove that there was a clerical error somewhere. Depailler was 2.06 seconds slower on the lap after his credited fastest, but maintained eighth place! Discounting this suspect group the fastest lap was by Hunt in 1 min. 50.58 sec. on lap 44, which makes much more sense, as around that time he also recorded laps in 1.50.98; 1.50.74 and 1.50.60. Andretti's fastest was 1.50.95 and Lauda's 1.50.94. Discounting his lap 2 time, Depailler's best was 1.50.95 on lap 41, a time he had worked down to progressively. So would it be wise to go back to giving a Championship point for fastest lap?

On the driver front Peterson fans will have been pleased at his showing for he seems to be well in tune with the Lotus 78 and still has the ability to go fast, though whether he will maintain it for the whole season we will have to wait and see. The three new drivers in top teams, Tambay in McLaren, Villeneuve in Ferrari and Pironi in Tyrrell, all acquitted themselves well. Tambay and Villeneuve, who had some Formula One experience last year, fully justified their selection being very high on both starting grids, and it only wants one of the established front-runners to falter for one of these newcomers to be in his place. If you have the natural ability to get to the top, you should be well up the starting grid as soon as you start racing, not scraping in on the back rows, and both Tambay and Villeneuve have shown this ability. The next step forward is another matter altogether. For his first two Formula One races Didier Pironi was satisfactory, especially bearing in mind that the new Tyrrell 008 was also making its debut. He started and finished in both events, which is a lot more than some people managed. Divina Galica and Eddie Cheever went all the way to South America to fail to qualify for either event. They could have achieved the same overall result by staying at home and saving all that expense!

The question of who should be given the chance to fill up the back of the field continues to prove difficult and all manner of schemes have been tried, each with its good points and its bad points. The latest suggestion is that for the Monaco GP the "rabbits" should practise at the Paul Ricard circuit, and the best times there should qualify for a place in the entry list at Monaco, there still being a final qualifying on the Monogasque circuit. In the world of USAC racing in America there are plans for sixteen cars (plus four reserves) to come to Britain in the Autumn and already there are more than 20 applicants for entries, so they are going to hold a qualifying session at one of their tracks during the summer, to sort out who can come to Britain. In the Dublin Bay GP held just before Christmas (and reported at length in *Autosport*) Friday practice on the Dublin City circuit was transferred to Phoenix Park because it was Market Day in Dublin, but that was another matter altogether! – D.S.J.

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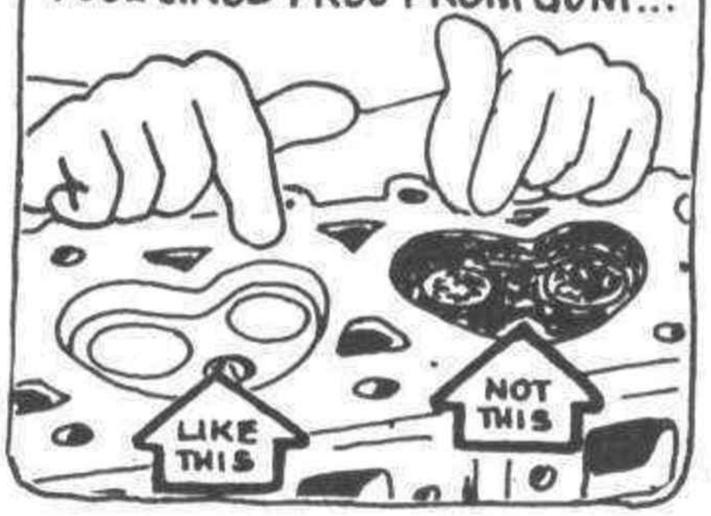
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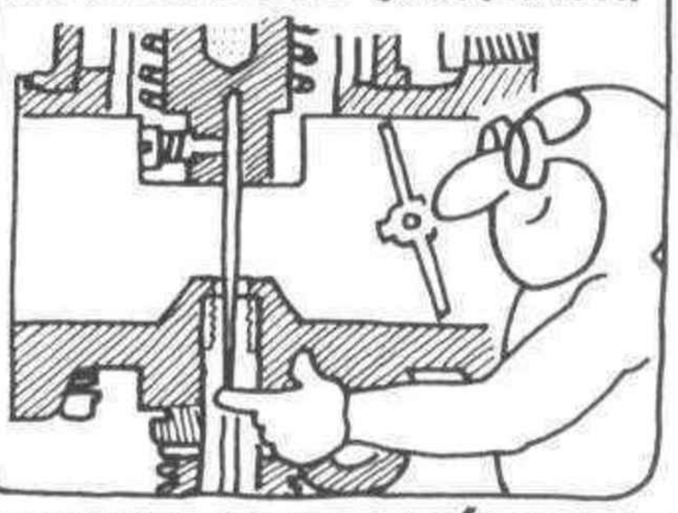
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JUST WHAT YOUR CAR'S BEEN WAITING FOR

Rallies in the Snow

The Monte-Carlo Rally

NO RALLY can be said to have a foreseeable outcome, although some are less predictable than others. He would be a fool who would wager a great deal on the result of the Safari, for instance, or on any event which does not have stable road and weather conditions which can be appraised, more or less, in advance. The Monte-Carlo Rally, even though it is run on tarmac, snow and ice, isn't really one of the weather-tied events in which anything can happen, and invariably it has been one of the favourites who has won. Until 1978, that is.

No one will deny that for years the Monte has been a rally of surprises, but this year the surprise was quite staggering, for the winner was a private driver who scraped together his own financial backing to enable him to rent a car, lay in a stock of tyres and gather together a group of friends who served as service crews. Jean-Pierre Nicolas, the jovial Frenchman from Marseille, is no amateur, for he has driven most successfully for several works teams and has demonstrated his versatility in a variety of cars and on terrain varying from smooth Alpine asphalt to the arid, rocky scrub deserts of Southern Morocco.

But on this occasion he was without a works car, for the factory teams taking part in the rally were precious few. Other drivers, used to signing their contracts and getting on with testing, practice and the rally itself with an entourage of experienced staff to get on with all the other jobs, would have left the event well alone, preferring not to step down the ladder to the rungs of the privateers. Nicolas was by no means that proud. He wanted to drive in the Monte-Carlo Rally and if the only way was as a privateer, then as a privateer it would be.

He was well rewarded for his efforts, for with co-driver Vincent Laverne he drove his well-rallied Porsche Carrera to a fine victory, confounding the might of Fiat/Lancia who expected to have a runaway win, and delighting his sponsors and helpers, not to mention the Almeras Brothers from whom he had rented the car.

But this was not the only surprising result of the rally. After the first competitive day of five special stages, right up front in first and second places were two diminutive Renault 5 Alpines from the factory's Dieppe competitions department. Was the clock being turned back? Were we returning to the giant-killing days of the 'sixties when BMC's Minis were conquering all? It seemed like it, for although Nicolas got ahead of the two Renaults they eventually took second and third places against cars of far greater power, driven by Jean Ragnotti and Guy Frequelin.

Renault Sport, born of Alpine, fed by Gordini and now completely under the parental wing of Renault itself, was overjoyed by the result. The team had come along expecting no more than a class win, and to be second and third was more than they had hoped for. The encouragement will probably not increase their rallying programme for 1978, and after Monte-Carlo the team is concentrating entirely on its Le Mans effort. Only after that race is over will they start rallying again.



Typical conditions on the Swedish Rally as Mikkola/Hertz kick up the snow on the way to second place.

The reason for the unexpected Monte result was undoubtedly the weather. There was more snow in the Alps this year than for many years and in most cases power was no more than an embarrassment. If it couldn't be put on the ground then it served only to spin a car and cause it to slither into snowbanks.

As we said, works teams were precious few. Fiat/Lancia brought four Fiat Abarths and two Stratos, and in that sextet lay what everyone expected to provide the rally leaders at the end. So scant was the opposition that the Italian team was almost in a position, theoretically at least, to decide in advance who should win and who should be runners-up.

Ranged against the Italians were Opel with three Group One Kadetts, Renault with two R5s, Volkswagen with two diesel Golfs and Citroën, supporting the private team of Esso-Aseptogyl with three CX diesels driven by lady crews.

The sure-footed Renaults went quickly through the snow, whereas the Fiats and Lancias were slithering helplessly much of the time, whilst Nicolas simply used his head and lifted off whenever he thought that his power would send him sliding. Much of the problem with Fiat/Lancia was in the tyre department. Pirelli was using new tyres, studded on one side and not the other, and even with two different tread patterns, but they didn't work. Stud retention was not at all good, and when a stage started on tarmac the heat build-up and the vicious cornering forces would either throw out the studs altogether or, at best, displace them to one side so that when cars got to the snow there were little or no vital stud heads left in their proper positions to give the required grip.

All manner of varying combinations were tried, and carefully laid tyre transportation plans were cast aside in the confusion. Even the stock of tyres ear-marked for the Swedish Rally was broken into with little effect, although a small increase in tyre pressures did help a little to retain the studs.

Sandro Munari, already four times a Monte winner, was favourite this year but he went out in the very early stages with a mysterious engine failure after enduring a broken throttle cable and makeshift control via a temporary cable operated by co-driver Piero Sodano. Undoubtedly the best driver of the Italian team was the German driver Walter Röhrl. At one time he was in second place, but he was beset by problems in addition to his loss of grip, suffered electrical failure and was once held up by a team-mate who had got his car wedged between the snowbanks.

What began as an uninspiring rally with dull prospects became interesting by dint of unexpected performances. Although the entry list was very healthy, most were merely seeking the glamour which the rally used to have. Much of the old atmosphere of Monte-Carlo was gone, and even the police, at one time very tolerant with their polite windscreen notices to parking offenders, have resorted to on-the-spot fines and wickedly-spiked wheel anchors.—G.P.

Results :

1st :	J-P. Nicolas/V. Laverne (Porsche Carrera (4))	6h. 57m. 03s.
2nd :	J. Ragnotti/J-M. Andrié (Renault 5 Alpine (2))	6h. 58m. 55s.
3rd :	G. Fréquelin/J. Delaval (Renault 5 Alpine (2))	6h. 59m. 55s.
4th :	W. Röhrl/C. Geistdorfer (Fiat 131 Abarth (4))	7h. 00m. 22s.
5th :	B. Darniche/A. Mahé (Fiat 131 Abarth (4))	7h. 02m. 44s.
6th :	J-C. Andruet/"Biche" (Fiat 131 Abarth (4))	7h. 03m. 24s.
7th :	M. Mouton/F. Conconi (Lancia Stratos (4))	7h. 05m. 50s.
8th :	M. Verini/F. Rossetti (Fiat 131 Abarth (4))	7h. 09m. 01s.
9th :	A. Kulläng/B. Berglund (Opel Kadett GT/E (1))	7h. 11m. 41s.
10th :	F. Bacchelli/A. Bernacchini (Lancia Stratos (4))	7h. 11m. 58s.

216 *starters*, 129 *classified as finishers, of which* 83 *of the leading* 100 *completed the final leg.*

The Swedish Rally

ONE OF THE most attractive and interest-holding features of International rallying is its variety, or, to be more exact, its extremes. One month competitors and their mechanics and various other helpers and followers can be sweating it out in tropical heat, either choking in dense dust or wallowing in the stickiest of mud, and the next month they could be risking frostbite by tackling some job or other out in the open in the middle of a blizzard in Scandinavia. Always the weather plays an immensely important part in rallies, creating for each one an individual character and producing the conditions which gives the event its unique brand of toughness.

Although there is always some snow on the

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Morntane Engineering Ltd.

MOTOR SPORT visits a North London haven for pre-War Aston Martins

THE SENSATION for A. C. Bertelli when he visited the North London premises of Morntane Engineering Ltd. last year must have been akin to travelling back in a Time Machine, to those sometimes fraught days at Aston Martin, Feltham, where his fertile brain produced that classic series of 1½-litre overhead camshaft AMs between 1926 and 1935.

The Morntane premises at 1-8 College Yard, NW5 (01-485 2376), entered from Highgate Road via an unprepossessing narrow alleyway just wide enough to take a trailer, are lined almost wall-to-wall with Bertelli products of that bygone era. On that day last July, as Bertelli sat once again behind the big, four-spoke steering wheel of LM6, the Aston Martin International two-seater works team car, his mind must have traversed the mists of time to another day, forty-six years before, when he and Harvey drove that self-same car for twenty-four rigorous hours at the Sarthe, to finish sixth overall in the 1931 Le Mans race.

Here, in this quiet London backwater, not far from Kentish Town tube station, Derrick Edwards, well-known for his exploits over more than twenty years in an Aston Martin Ulster, administers to the needs of pre-War Astons, with particular emphasis on the 1½-litre Bertelli cars. He is assisted by two mechanics and, on the administration side, by Judy Hogg, herself a good mechanic and capable competitor in Aston Martins.

The controlling interest in Morntane is that of Nick Mason, an Aston Martin fanatic who, with his wife Lindy, has made a successful impact in AMOC and VSCC events over the last couple of years. Mason's quiet, unassuming character belies the fact that he is the guiding light and drummer in what more musically knowledgeable colleagues inform me is the World's leading progressive rock group, Pink Floyd, formed when the members were up at Cambridge together. When not on tour, Mason splits most days between Morntane and his recording studios (he is a leading record producer and consultant too), for he is an active and enthusiastic participant in Morntane's activities.

At this point I must dispel any impression that here is a wealthy pop star star dabbling in motor cars for light relief. In Mason's case the motoring enthusiasm definitely came first and the money



The team behind Morntane: l. to r. Judy Hogg, Derrick Edwards, Nick Mason, with Mason's 1930 International.

earned from music became a fortunate means of satiating his appetite and love for motor cars. He grew up in a motoring atmosphere, for his father is VSCC member Bill Mason, the maker of those superb BP motoring films, who raced a 4½-litre Bentley and a BMW 328 and made a classic film of the Mille Miglia from the co-driver's seat of a Ferrari.

Mason avoids the pop star trappings of Rolls-Royces, Countach s and Boxers in favour of, to him, more esoteric motor cars. Heading his Aston Martin list are no less than three works team cars, LM6, the aforementioned International two-seater, LM 21, the Aston Martin Ulster which Rose-Richards drove to eleventh overall in the 1935 Ulster Tourist Trophy and which MOTOR SPORT tested in the October 1935 issue (the photographs which accompanied the test of LM 21 were of LM 19, the Martin car, which retired) and LM 18, the Penn-Hughes sister car, which finished fifth overall in the TT, 12th in the 1935 Le Mans race (Elwes/Morris-Goodall) and was recently rescued from France. He has retained his first Aston, a 1930 International, bought for £150 when he was a student. Lindy Mason has an immaculate 1934 Le Mans, ALN 211, the car which Anthony drove to a fourth in class in the 1934 RAC Rally. Her husband has to look to his laurels since Lindy caught the Aston Martin bug: as well as numerous racing successes in her first season last year, she won outright both the VSCC Madrasfield and AMOC Knebworth concours with this active Le Mans.

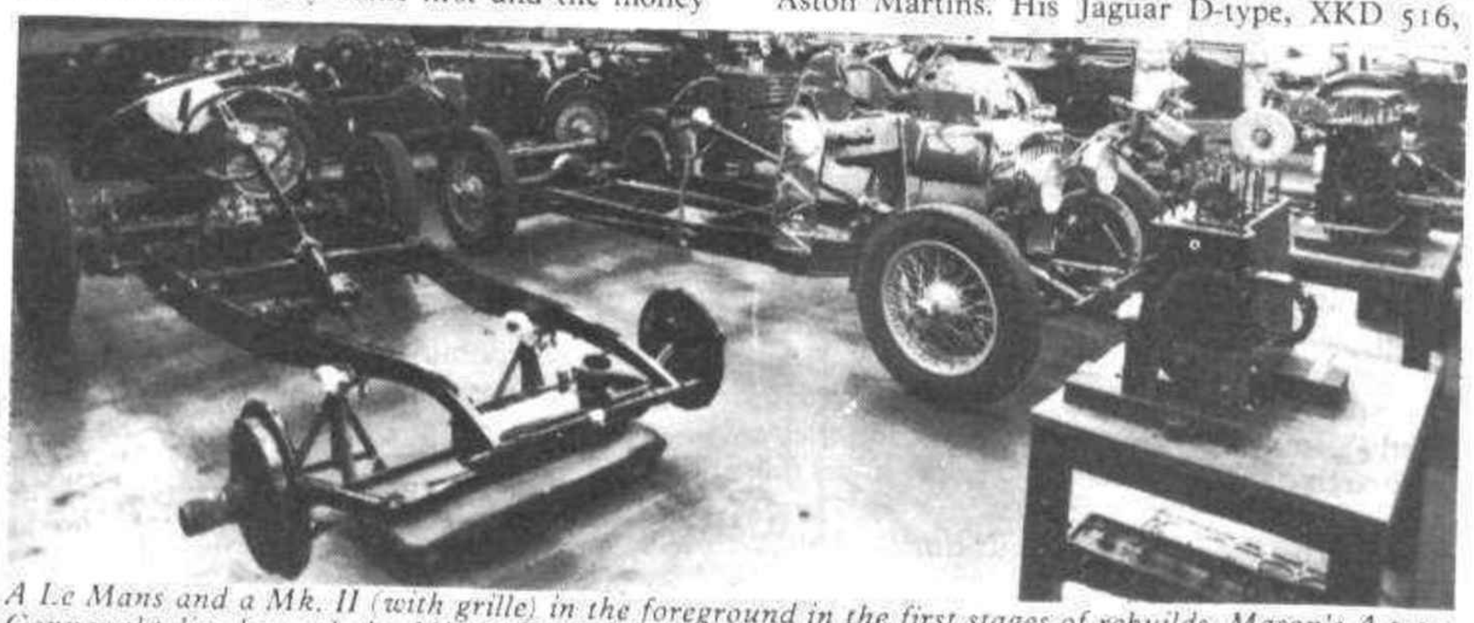
The Mason enthusiasm does not end with Aston Martins. His Jaguar D-type, XKD 516, one of the production cars, is believed to be the lowest mileage, most original D-type in existence. There is Ferrari enthusiasm too: his coveting of a 250 GTO was satisfied recently by acquisition of the ex-Ecurie Francorchamps car, third at Le Mans in 1962 and registered "250GTO"; he has a lovely 275GTB 4-cam; and an ex-Jacky Ickx Daytona road car. A Bugatti Type 35B is being rebuilt for him currently by Tula Engineering (who were also the source of his 35 c.c., Type 35 replica miniature Bugatti!). The light-blue of his ex-Johnny Claes, 2-litre A-type Connaught looks alien in the Morntane workshops, where it is being rebuilt by Connaught expert Edwards, hopefully in time for Mason to campaign it this season.

The arrival of the Connaught completed an uncanny parallel for Derrick Edwards, whose connections with motor racing began in 1950, preparing and racing Aston Martin team car LM 15 and an International for Leslie Marr, like Mason a former Cambridge student, and continued as mechanic on Marr's F1 and F2 Connaughts as far afield as New Zealand and Australia. When Marr retired, Edwards joined Dick Gibson, firstly to prepare Connaughts and later his F1 and F2 Coopers. BRDC member Edwards raced the F2 Cooper in South Africa. Most of his racing, however, has been over more than twenty years in his famous Aston Martin Ulster war-horse, CMC 614. This car was built for the 1935 Le Mans race, in which Falkner/Clark took it to eighth overall. It retired in the Mille Miglia (Hall/Marsden), but won its class in the Targa Abruzzo, Pescara, that year, driven by Lurani/Strazza.

Mason and Edwards first met five or six years ago when Mason asked Edwards to rebuild his first Aston Martin International. The business and rapport between them grew to the point where Edwards sold his own garage and dealership to help form the specialist Morntane Engineering nearly two years ago.

The decision coincided with revived interest among enthusiasts for pre-War Aston Martins, underrated for a long time, according to Mason. At last people are realising that Aston Martins are worth money and are beginning to renovate them properly. But as fast as the cars are appreciating, the cost of engineering and obtaining parts for them is shooting up too, by no means a syndrome unique to Astons. Understandably, the car most in demand is the marvellous Ulster, but as only 18 of the original 21 survive, they are more than a little difficult to obtain, and very expensive. Thus the demand shifted to the other desirable Bertelli 1½s, the Le Mans, the International, even the heavier Mk II, with resultant price escalation and increasing scarcity of these models on the market. With their non-availability, demand is shifting to the 2-litre cars, which Edwards assures me can be made to go quite fast. This increasing interest in 2-litres has brought with it a greater need for spares, and Edwards and Mason are extending their spares stock of original and newly-manufactured parts to cater for these models.

No restoration and overhaul concern can hope to succeed if spares aren't available. To look after their own workshop needs as well as to offer an off-the-shelf service for other customers, Edwards and Mason have amassed a large stock of Aston spares, mostly for the Bertelli cars. Sources of most original spares have dried up, so the alternative has been to manufacture new parts, mostly in association with Bill Elwell-Smith, of Ruislip. Their perhaps optimistic aim is for complete availability of all parts. One thing for sure is that demand for



A Le Mans and a Mk. II (with grille) in the foreground in the first stages of rebuilds. Mason's A-type Connaught lies beyond the Mk.II. Two Bertelli 1½-litre engine blocks are on the benches.

spares will continue: like Rolls-Royces, old Astons have found it very hard to die and most of them survive, including a couple of hundred or more Internationals. Fortunately, the AMOC acquired most of the old patterns and gave them to Elwell-Smith, which has saved considerable problems.

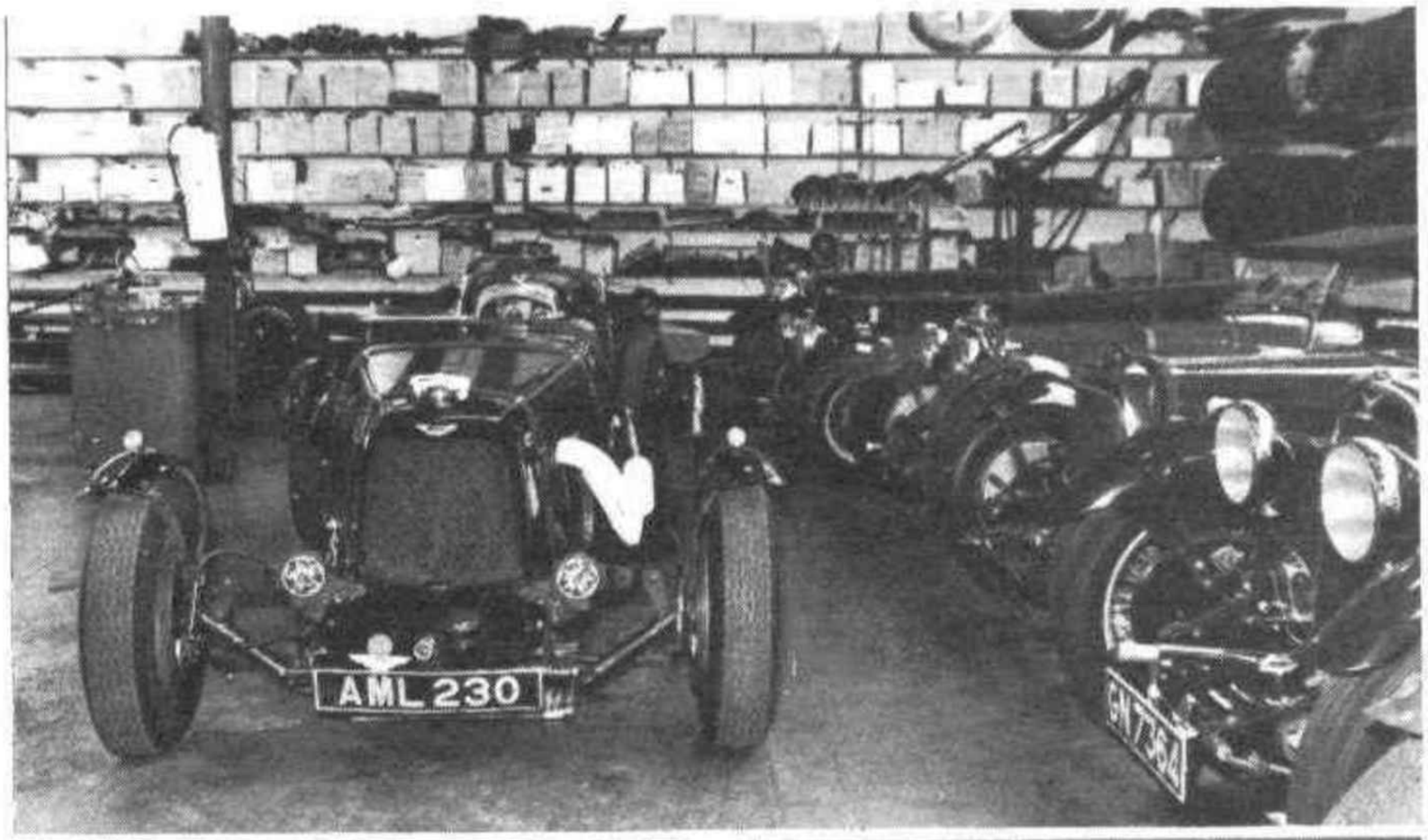
New castings manufactured include cam covers, flywheel housings (until 1932, the gearboxes were separated from the engines) and finned alloy sumps with gauze plates for the dry-sump engines. Cylinder blocks are not available though the possibility of making them is being explored, and some of the other larger castings are unavailable too. Instruments present another difficulty, though most can be renovated. Reciprocating engine parts are not such a problem: new crankshafts, con-rods and pistons are available. Although four oversizes of pistons are stocked, Edwards prefers to fit standard-size in conjunction with new stepped liners, which seal better and stiffen the block. Various modifications were made to the reciprocating parts during the production life of the 1½-litre Bertelli engines: the Morntane parts are designed to be interchangeable between all the engine types. All the pistons are high compression, so customers rebuilding low compression engines obtain a power bonus. Other essential engine bits and pieces stocked include valves, rocker arms and timing gears. Fortunately for owners of 2-litres, the timing gears are suitable for their engines too. Crankshafts, pistons, rods, valves, springs, guides and camshafts are also available for 2-litres.

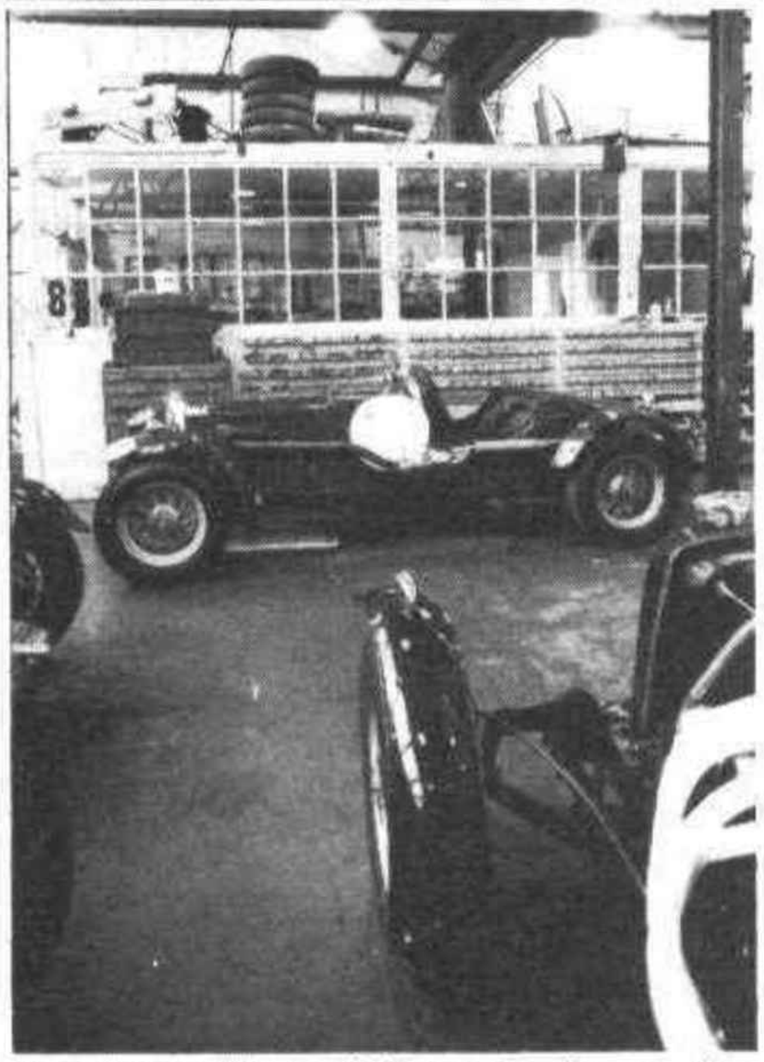
Obscure parts stocked, which owners restoring Astons in detail will appreciate, include knurled knobs, flip-top radiator caps, brake gear and cables, wing nuts, mudguards and stays.

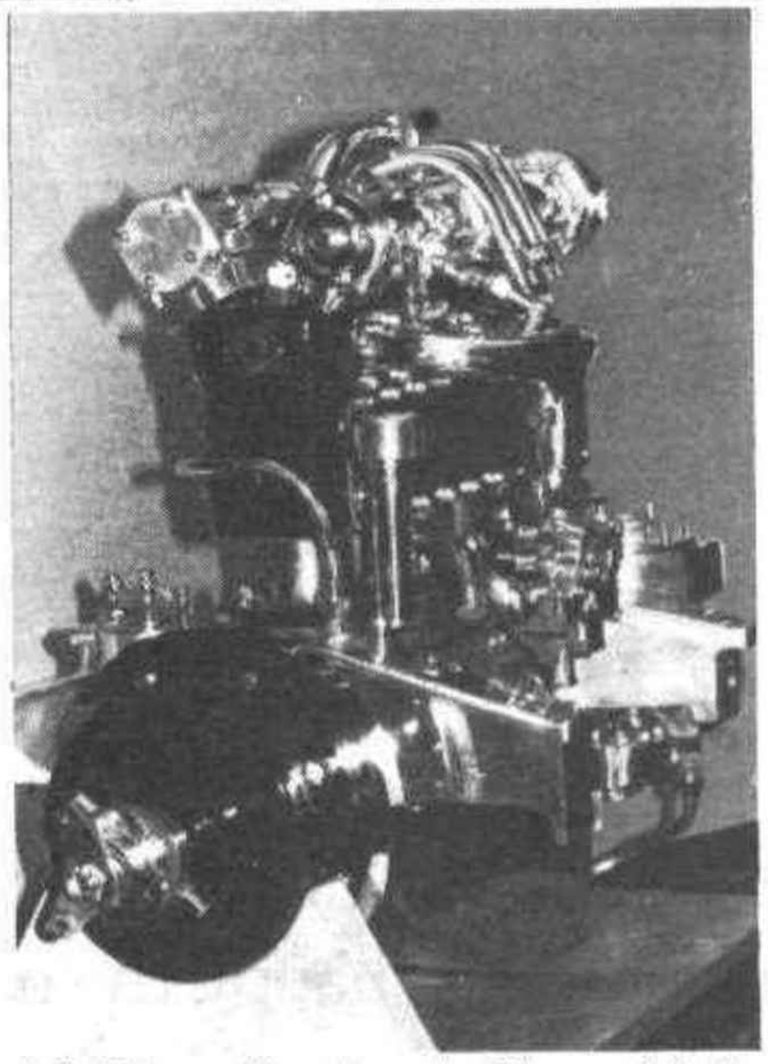
Although the aim had been to restrict renovations to Bertelli cars, Morntane have not drawn a strict line. A DB 1 from Switzerland was a recent interloper and provoked Mason to remark ruefully that Morntane have acquired some 2,000 gaskets for DB 1s and only 15 production cars were built! Cars for renovation have come from far afield and include a Le Mans and an International from Japan. On a reverse theme of distance, Morntane trail cars to Scotland for re-trimming.

Edwards' most interesting curent project is the reconstruction of a 1922/23 Aston Martin Grand Prix car, the third he will have rebuilt out of the six in existence. The other two he rejuvenated are the only GP Astons active in events. Of the remainder, Razor Blade is in the Harrah Collection, another resides in the National Motor Museum and one disappeared into Switzerland some time ago. A remarkable story lies behind the Morntane GP car: they acquired the lovely twin-cam engine in the chassis of the Halford Special, clothed with a monstrous two-seater body. Meanwhile, another enthusiast had a GP Aston chassis fitted with the Halford engine and he wished to rebuild the Halford Special. A mutual exchange of bits was arranged! Edwards had previously built two GP bodies for eventualities, so the "kit" was thus complete. He is quick to point out that the result will not be an historic car, but a collection of genuine mechanical parts, all of which were raced in different GP Astons.

Morntane Engineering Ltd. is something of an anachronism, a unique specialist Aston Martin enterprise born out of the unlikely world of modern music. Thanks to rock music and Nick Mason's motoring enthusiasm owners of pre-War Astons can be assured of keeping their wheels turning indefinitely. –C.R.







Astons everywhere. AML 230 in the top photograph is LM 21, Mason's works Ulster, originally registered CMX 601. Above, left, LM6 in the background is the two-seater International team car driven to sixth overall, Le Mans, 1931, by Bertelli/Harvey. Above right, the magnificent 1922/23 twin-cam GP engine rebuilt by Edwards. Lindy Mason's successful racing and concours Le Mans, ALN 211, below, alongside the late Bob Fowler's famous Le Mans.



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Around and About

March Racing Dates to Remember.
Britain's premier event in the Month of March is the 30th Daily Express International Trophy at **Silverstone** on March 19, the only opportunity in 1978 other than the Grand Prix that British spectators will have to see Grand Prix cars and stars in action.

Highlight of this non-Championship Formula One race could be the debut of the new Lotus 79, to be driven by Andretti. Peterson will drive a Lotus 78. Other confirmed entries at the time of going to Press include Depailler's Tyrrell 008 and Stuck's Shadow. Twenty cars are expected to compete for the sixteen places on the grid and part of the record £100,000 prize fund.

Supporting races include the Vandervell International Formula Three race, and rounds of the Esso Formula Ford 1600 Championship and the Tricentrol British Saloon car Championship.

As mentioned in more detail elsewhere, **Brands Hatch** hosts the first round of the European Touring Championship on March 12.

The BARC is again showing faith in Formula Two by hosting the first round of the European Formula Two Championship at **Thruxton** on Easter Monday, March 27. Philips Car Radio are taking some of the financial burden of the £48,000 meeting from the BARC's back.

With at least eleven major teams and more than 35 drivers likely to be contesting the 1978 Championship, the 55-lap Thruxton round should make for exciting racing and Brian Henton's 120.02 m.p.h. record (Boxer-Hart, 1977), is unlikely to stand the test.

As last year, the meeting will be televised by BBC Grandstand. Supporting races include rounds of the BP Formula Three, Tricentrol British Saloon Car, Philips Car Radio Formula Ford and BARC Thoroughbred Sports Championships. Practice will take place on Easter Saturday, March 25.

Brighter British Saloon Season
THE WELCOME return to regular British saloon car racing of John Fitzpatrick and the presence of Grand Prix driver Gunnar Nilsson and European saloon car ace Dieter Quester forecasts a fascinating and lively battle for the 1978 Tricentrol British Saloon Car Championship.

For Fitzpatrick and the British spectators it will be just like old times, with this seasoned campaigner returning to the Broadspeed fold, this time in a works Leyland Dolomite Sprint prepared by Broadspeed and made possible by the sponsorship of Hermetite.

Fitzpatrick does not expect to contest all the rounds of the British series, but Tony Dron in the Leyland Cars entered "twin" Dolomite Sprint, also from Broadspeed Engineering, certainly will. European spectators won't be robbed of "Fitz", however, who will be running a Porsche 935 and a BMW CSL in Europe.

The Dolomites that Fitzpatrick and Dron will drive are little altered from their 1977 form. Meanwhile, winter homologation has provided the contesting Capris with new front bodywork and air dam, plus 7 in. rim wheels. Both cars have about 220 horsepower and similar kerb weights.

But both Leyland and Ford teams are likely to face much stiffer opposition this season. BMW Concessionaires GB Ltd. have negotiated for Nilsson and Quester to share a 3-litre, fuel-injection, 530i saloon, entered by Pentax Cameras, part of the Rank Organisation. The Toleman Group of Companies are sponsoring a second 530i for Rod Dougall/Norman Dickson. Dougall will also run a Toleman-backed, BMW-engined, March 782 in the European Formula Two Championship.

Racing driver Tom Walkinshaw will manage both the saloons and Formula Two teams as Motorsport General Manager of BMW GB. The cars will be prepared and maintained at Walkinshaw's new premises at Kidlington, Oxford, from where he will also sell Alpina competition components and accessories for BMWs.

In this second year of Tricentrol sponsorship for the RAC national championship, prize money has been substantially increased over

continued overleaf

RALLY REVIEW *Continued from page 283*

Monte-Carlo Rally, it is far removed from what we have come to know as a snow rally, for it takes a Scandinavian winter, not just an Alpine one, to produce the kind of conditions associated nowadays with a real winter rally.

In the World Championship there is only one such event, the Swedish Rally. That doesn't have its snow confined to the mountains, leaving sun-warmed tarmac for a run to the sea, for firstly it has no real mountains, secondly hardly any uncovered tarmac at all and most certainly no sea, although there are plenty of frozen lakes and rivers around.

But even in Scandinavia there can be degrees of snowiness, though to the inexperienced observer who sees all white before him, there either is snow, or there isn't. In the Central Sweden province of Varmland, the Swedish Rally takes place over forest roads from which the fresh top-snow has been ploughed away, leaving a coating of hard snow covering the ice which binds the gravel surface beneath. The depth of snow which has fallen determines the height and solidity of the snowbanks which are left by the plough along the verges of the roads. Hefty banks offer protection by cushioning a car as it leaves the road, preventing it from getting through to the trees where damage may be caused, and offering a cornering aid by facilitating bank-bouncing.

Another important thing which depends on the amount of snow which has fallen is the time which it takes for the passage of stud-tyred cars to wear through the snow and ice to the hard gravel beneath. Sometimes Varmland has enough snow to prevent this happening, but this year it did not.

The exposure of the gravel was speeded up by practice sessions beforehand, and the fact that most stages were used twice. Some tyre/stud combinations are first class on ice or snow but quite useless after being driven so hard over gravel that the studs are thrown out or dislodged. Other combinations withstand the rough treatment over the gravel, but offer pretty poor traction on the snow.

It was this distinction which led to considerable problems during this year's Swedish Rally. Fiat and Lancia use Pirelli tyres, whilst Ford and Saab use Dunlop, but all four found that a studded Finish tyre called Kumi-Helenius was better than anything else on snow, but not at all durable on rutted, bumpy tracks along which the gravel had been exposed. Knowing which one to choose meant that a team would have the best chance of making the best time, but all too often people chose wrongly.

Teams taking part in the event were Ford, Saab, Fiat, Lancia, Toyota, Opel and the Russian Vaz team, by far the best quality line up of competitors that the event has ever seen, and certainly the one which provided the closest fought competition.

In the early stages, the Ford Escorts forged ahead whilst the Fiats and the Lancia slithered. Then a tyre switch was made and the Fiats closed up, not to mention the lone Lancia Stratos which was being driven by Saab man Stig Blomqvist (the Saab people sell Lancias in Sweden). It was his first rally in a rear-wheel-drive car, and he learned very quickly indeed and was every bit a potential winner. But a puncture and a broken throttle link caused delays which took away his chance of success.

Ford's early lead was too much for the Fiats to shorten, and when Ford switched back to their Dunlops for the rutted second and third legs of the rally the Fiats stopped getting closer.

Kullang's Group 4 Opel Kadett went out with a bent valve, as did Salonen's Fiat. Therier's Toyota Celica boiled to a stop after a broken alternator bolt caused the fanbelt to fly off, whilst Asterhag's similar car had three inlet valve seats loosen. Eklund's heavy and low-powered Saab 99 went extremely well until it broke a connecting rod.

The three Ford Escorts proved to be remarkably reliable, even though cars for winter rallies have to be specially prepared for very low temperatures, and needed almost no attention during the event. Winners were Bjorn Waldegard and Hans Thorszelius, scoring their fourth World Championship win since they joined the Ford team at the end of 1976. Mikkola and Hertz held second place, but Vatanen and Aho went off the road several times and lost precious time which dropped them to fifth place.

It was an uncommonly tense rally from start to finish, for although Waldegard kept his lead from the moment he took it halfway through the first leg, he could never relax for a moment for there were others ready to step instantly into his place at his slightest error. Tactics hardly came into it; one simply drove as fast as one possibly could all the time, staying only just inside the limit of adhesion.

There is no doubt that this was the best Swedish Rally to date. A greater depth of snow would have given it a winter consistency, but the exposure of the gravel created extra hazards which undoubtedly added to the interest and made things far more difficult for competitors. But it also made it far more expensive, and even some professional teams were wearing through tyres at such an alarming rate that they were in danger of exhausting their stocks. For that reason alone, it was an expensive event indeed for the amateur. – G.P.

Results:

1st:	B. Waldegard/H. Thorszelius (Ford Escort RS Gp 4)	6 hr. 42 min. 40 sec.
2nd:	H. Mikkola/A. Hertz (Ford Escort RS Gp 4)	6 hr. 44 min. 08 sec.
3rd:	M. Alen/I. Kivimaki (Fiat 131 Abarth Gp 4)	6 hr. 45 min. 26 sec.
4th:	S. Blomqvist/H-E. Sylvan (Lancia Stratos Gp 4)	6 hr. 48 min. 11 sec.
5th:	A. Vatanen/A. Aho (Ford Escort RS Gp 4)	6 hr. 50 min. 01 sec.
6th:	S. Lampinen/S. Andreasson (Fiat 131 Abarth Gp 4)	6 hr. 56 min. 15 sec.
7th:	B. Damelsson/K. Edqvist (Opel Kadett GT/E Gp 2)	6 hr. 59 min. 45 sec.
8th:	L-E. Waltradsson/P-A. Persson (Volvo 142 Gp 2)	7 hr. 17 min. 11 sec.
9th:	O. Stromberg/H. Ericsson (Saab 96 Gp 2)	7 hr. 18 min. 02 sec.
10th:	K. Melin/O. Hellgren (Volkswagen Golf Gp 1)	7 hr. 19 min. 39 sec.

112 starters, 38 finishers.

what was offered, to the dismay of many competitors, last season.

There will be £1,500 to be divided among the four classes in eleven of the twelve rounds. The exception will be the GP supporting event, which will have a prize fund of £2,000.

A boost for Saab in 1978

AS EXPECTED SAAB's new management team, led by Jack Smerdon, have announced plans to sell their exciting turbocharged 99 model in Britain this year. Priced at £7,850. including a high level of standard equipment, this turbocharged saloon represents a new era in high performance motoring at a rather more terrestrial price than those proclaimed by your friendly Porsche dealer. Initially some 600 of these 145 brake horsepower Saab Turbos will be for sale in Britain through 80 trained dealerships.

Saab appear to have kept their feet firmly on the ground in the matter of servicing as well. The standard 6,000 mile interval is retained, and warranty is unaffected. Simply expressed the car represents the marriage of the 99 EMS (Fuel injection) mechanical parts to the three-door Combi body, the ensemble boosted from the EMS level of 118 b.h.p. by the provision of a carefully developed Garrett AiResearch exhaust turbine.

We say carefully developed, for Saab have resisted the temptation to concentrate solely on horsepower, preferring to go for excellent torque. The Turbo model offers 174 lb. ft. torque at 3,000 r.p.m., compared with the already sporting EMS 2-litre level of 123 lb. ft. at 3,700 r.p.m.

Although engine capacity is the now-usual 99 2-litre size, the turbocharging installation features a milder camshaft profile, and an 8:1 c.r. instead of 9.2:1 c.r. of the EMS. Other mechanical changes include a half inch extra on clutch diameter, a 10% raise in final drive ratio and standard fitment of an oil cooler. The steering is from the non-EMS side of Saab, but the Pirelli tyres are like those of the EMS.

Saab say they have an insurance broker who will not blanch at the anticipated 125 m.p.h. top speed coupled to a 0-60 m.p.h. standing start time of less than 9 seconds. Overall fuel consumption is expected to be very similar to that of the EMS at 21 m.p.g. overall. The car weighs nearly 24 cwt., so the provision of good torque is an excellent idea.

During last summer Saab suffered a pretty disastrous loss of sales in Britain, and the new managing director was appointed to head a fresh management team. There is a strong feeling of ex-Leyland at the top now, though they know they face the challenge of selling to customers presently in the Mercedes, BMW, Volvo and Peugeot bracket.

Hunt's title

ALTHOUGH, as we are all aware, James Hunt was unable to retain his World Championship title last year, he did take the premier award in the Tarmac British Racing Championship. The puzzling awards (they seem to move in two-year cycles, calculated on a formula that needs an expert co-ordinator) have been given for the past six years, James Hunt winning twice in a row, as did Frank Gardner (who has recently announced his retirement in Australia) and Stuart Graham. The Tarmac title is a worthwhile one for the recipient. Champion plugs give an undisclosed amount, there is a Tarmac cheque for £2,000, a trophy and a case of wine. Some 300 people attended this year's "do" in February, but Hunt was absent in South Africa.

The RAC Rally moves to Birmingham

This year's Lombard-RAC Rally will be based in Birmingham. It will start from the City centre on the morning of Sunday, November 19 and finish there on the afternoon of Thursday, November 23.

In between times crews will have tackled a 1,900 mile route in England, Scotland and Wales. Sixty special stages, a total of 460 miles, will be included.

A Sunday loop will swing through the Midlands through a series of special stages designed for ease of spectator control and convenience before a night halt in Birmingham, where rally headquarters will be at the Holiday Inn. The much tougher second leg will take in 220 miles of forest stages starting from Birmingham on the Monday morning, running north into Scotland and returning to Birmingham again on Tuesday evening for another night halt.

The traditional sting in the tail comes in the third and final leg, a 36-hour loop through the Welsh forest, returning to Birmingham in mid-afternoon on Thursday.

Turbocharged Volvo 343s for the European Rallycross Championship

PER-INGE Walfridsson's win in the 1977 Swedish Rallycross Championship with a Turbocharged Volvo 343 has encouraged AB Volvo to enter two similar works 343s in the 1978 European Rallycross Championship. Drivers will be Walfridsson and Per Engseth.

Both cars will have turbocharged 1,400 c.c. engines developing about 210 b.h.p., fed through the rear wheels by Volvo's continuously variable transmission. They are being prepared in the Gothenburg workshops of Volvo Competition Service, headed by Gunnar Andersson.

Volvo's schedule takes in fourteen events throughout Europe, including nine rounds of the European Championship in Austria, Italy, Finland, Sweden, Belgium, the Netherlands, Great Britain (Lydden Hill, September 10), Germany and France.

Lotus 47 Register

Lotus 47 owner Nicholas Atkins hopes to start a Register for this lightweight competition derivative of the Lotus Europa. Other owners who are interested in Mr. Atkins' project can contact him at 135, Lyme Farm Road, Lee Green, London, SE12 8JH (01-852 6458).

New American speed records

THE FIA has officially confirmed two new international class 8 records have fallen to American IMSA exponent Peter Gregg of Jacksonville, Florida. Driving a turbocharged Porsche 935 model last November at Daytona International Speedway, Gregg broke two records previously held by Carroll Shelby, who drove an Austin Healey special. The Porsche was very consistent returning 175.911 m.p.h. for 10 kilometres and 175.645 m.p.h. for 10 miles. We are told that Gregg's 935 weighed 2,150 lb., had a capacity of 2.8 litres and had the turbo boost set to give 620 b.h.p.

On the subject of Gregg we have received a long letter from a Canadian asking us to point out that Gregg was stripped of his SCCA title this year, leaving the title with Ludwig Heimrath of Scarborough, Ontario in Canada. Gregg was disqualified, not for the first time, for infringing construction rules on the bodywork of his Porsche 934-Turbo.

Shuttleworth celebrations

ALTHOUGH they are better known for their aeroplane collection and knowledge, especially since the advent of the BBC serial *Wings*, the Shuttleworth Collection's fiftieth anniversary is to be celebrated this year, marking the arrival of Richard Shuttleworth's first veteran car. In 1928 he obtained a Panhard Levassor of 1898. A car with a history, for it is said to have averaged 24 m.p.h. whilst taking fourth place in the Paris Amsterdam race of 1898.

The 1978 display season will open with a flying day on Easter Bank Holiday Monday, March 27th. Admission charge is £4 per car, or £1 per adult (50p child) in other cases. The collection continues to open between 10 a.m. and 5 p.m. for viewing on every weekday, when the admission charges are 50p for adults and half that for children. A combined anniversary leaflet and calendar of events for this year is available, without charge (on receipt of a stamped self-addressed envelope) from The Shuttleworth Collection, Old Warden Aerodrome, Biggleswade, Beds.

Avon appeal

AVON TYRES are to set up a museum of their products within its Service Division at Bath Road, Melksham, Wiltshire. At present they have quite a lot of "stock" for their Museum but the company's service manager, who is in charge of this project, says, "I am looking for old promotional material, details of our car and motorcycle racing history, old price lists, old-style Avon tyres and any other suitable material. New developments will also be included."

Those who want to assist can contact Mr. Derek Trigg at that Avon Service Division address.

RAC information

COPIES of all the 1978 regulation booklets published by what is now the RAC Motor Sports Association are now available from the familiar 31 Belgrave Square, London SW1X 8QH, address.

Opel try rallycross

THE REORGANISED British Dealer Opel Team are contesting two British rallycross championships with the recently homologated 2-litre Opel Kadett GT/E. In fact this version of the Kadett is a hotter crossflow-engined GT/E, which is to be driven by Golf club manager Mike Hill of Birmingham. In its debut at Brands Hatch the car won an award for its high standard of preparation and finished seventh overall.

Sporting Sunbeam returns

SUNBEAM was the name chosen for Chrysler's entry in the hatchback car sales contest, and it is this car that is now being developed by Chrysler's Competition Centre at Humber Road in Coventry. An 1,800 c.c. version was first prepared to contest February's Galway Rally in Ireland, but current plans are for a very much more powerful version of the Sunbeam, "with the aim of producing an outright rally winning car," says a Chrysler press statement. It is possible that this means Chrysler will fit a new 16-valve engine to this car, replacing the unit presently used in competition which was originally developed by BRM.

Emission-tested V6

INTERESTING snippet from TVR in Blackpool is that they have commissioned Olson Engineering Inc., Huntingdon Beach, California to put Ford's 3-litre V6 engine through a development programme with the objective of passing the American emission regulations. TVR managing director Martin Lilley says, "progress is very favourable."

Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS



BEFORE THE DAYS OF TRADE UNIONISM?—In recent issues we have published some reminiscences of Mr. Harold Butcher. Here his father is seen with his staff, at Fryer's Garage, Hereford, a long time ago, when the Boss was apparently respected and employees took pride in working as a team.

Hispano Suiza and Supercharging

IN THE "Books Review" pages of this issue of MOTOR SPORT I have accorded high praise to the new book by Johnnie Green, published by Dalton Watson, about those legendary Hispano Suizas. I have done this because Green has made an attempt, admittedly mainly in pictorial form, to cover the history of a very important make of motor car, which has been all too little delved into in the past. Admittedly, it is obvious that even Johnnie has found it difficult to unravel the hidden mysteries of this great Franco/Spanish make.

Captions which read "I would dearly love to know . . .", "The sedanca limousine below is thought to be . . .", "The one above could be by . . .", "I ought to know whose coachwork this is, . . . it is I feel by Kellner . . .", "The upper car is thought to be a post-war edition . . .", "We are not committing ourselves over this extremely clean-looking drophead", etc., point to his problems. However, they are mainly those of coachwork identity and as the book contains so many pictures of even the rarest Hispanos, one hundred for instance of the Spanish-built cars alone, I hope it will be felt that I am justified in the praise I have accorded this, the first complete book, surely, about Marc Birkigt's masterpieces.

There is, though, one aspect of Johnnie Green's work which troubles me. He very kindly accords me far more praise as a knowledgeable automobile historian than I deserve, as a preliminary to saying that he is indebted to me "for most of the competition records and details of the Catalan Cup and Coupe de *l'Auto* Races". Flattering as this is, I am fearful that I may have misled him! You see, there are two pictures in Johnnie's book of the slim, tandem-seated 1912 3-litre Hispano Suiza named, we are told, the "Sardine", and the caption says that these cars were supercharged. One picture is of a car about to start in a contest of some kind, a speed-trial I would think, and the other is, it says, of the same car, with Louis Massuger, an Hispano Suiza Director, seated in the front (or pilot's) seat. Further, the picture caption says that this is the type of car raced at the 1914 Mid-Summer Brooklands' Meeting. *But were these cars ever supercharged?*

There is no disputing the fact that Marc Birkigt tried out a form of forced-induction on an engine intended for the 1912 Coupe de *l'Auto* race (I write Coupe de *l'Auto* thus because it means the Cup presented—for the race—by the French paper *l'Auto;* to render it differently is like calling a *Concours d'Elegance*, i.e. a beauty show, whether for cars or female forms, a *concours*, which simply implies a contest, of any sort).

This supercharged engine was discovered by W. F. Bradley. Bradley was a journalist to his finger-tips, if an automobile journalist, and he wrote a graphic account of the loud noises that emanated from behind the walls of the Hispano Suiza factory in the Paris suburb of Lavallois, in the spring of 1912, and of how, when he tried to discover what engine was emitting this "harsh, piercing exhaust note", he was sent packing, by the Manager, M. Lacoste. (Green confirms that in 1911 Hispano Suiza had taken over an ex-tram depot at 39, Rue Cavee at Lavallois-Perret, where the racers and the production Alfonso XIII cars were made, until the outbreak of war.)

To revert to Bradley's delightful story, and casting aside any doubts about whether a 3-litre engine would have made all that much more noise, he goes on ("Motor Racing Memories, 1903-21", Motor Racing Publications, 1960) to tell how by a pure chance, after meeting an engineering friend, he came to realise that what Birkigt was up to was supercharging one of his T-head engines; whereupon Bradley wrote an accurate description of this power unit, with his own drawings, for *The Motor*, angering Lacoste but gaining the understanding of Birkigt. Bradley says this engine, intended for the 1912 Coupe de *l'Auto* race, was boosted by a "supercharger cylinder", but he goes on to say that "a cylinder cracked during the bench tests and, as it was impossible to make another casting in time, the first supercharged engine was withdrawn".

So, clearly Hispano Suiza *did* have a blown engine, as early as 1912. It was not the first supercharged automobile engine in the World, however. One of the first technical writers in comparatively recent times to pay attention to this aspect of motoring history was Laurence Pomeroy, FRSA, MSAE. In the second volume of his great work "The Grand Prix Car" (Temple Press, 1949) he devoted a complete chapter to the beginnings of blowing. In this he first describes the work, in America, of Lee Chadwick and his engineer John Nichols in this field, who Pomeroy says, built a blown car which won a hill-climb in 1908, thus being the first successful supercharged competition car. Pomeroy then mentions the experiments of Sizaire and Birkigt, both of whom, according to this reference, were working on supercharged engines by 1911, the former with a centrifugal blower, the latter with a piston-displacer. Bradley says of the supercharged Hispano Suiza venture that after the mechanical disaster "the first supercharged engine was withdrawn". Whether he intended to imply that this was the *World's* first engine of this kind, ignoring the Chadwick, or the first *Hispano* engine of the type, I do not know. I wish I did, because taken in the latter sense this means that no further Birkigt blown engines were made and this would answer the query relating to Green's new book, which I am approaching. Pomeroy makes it clear that Birkigt had supercharged one of his well-known T-head engines by giving its inlet camshaft four additional cams from which push-rods actuated overhead inlet valves fed, *via* a rotary valve, the supercharger being provided by two pumping cylinders driven from the front of the crankshaft. Bradley ascribed 100 b.h.p. at 3,000 r.p.m. to this 3-litre engine, some 40 b.h.p. more than that probably developed by the production T-head 3.6-litre Alfonso Hispano Suiza.

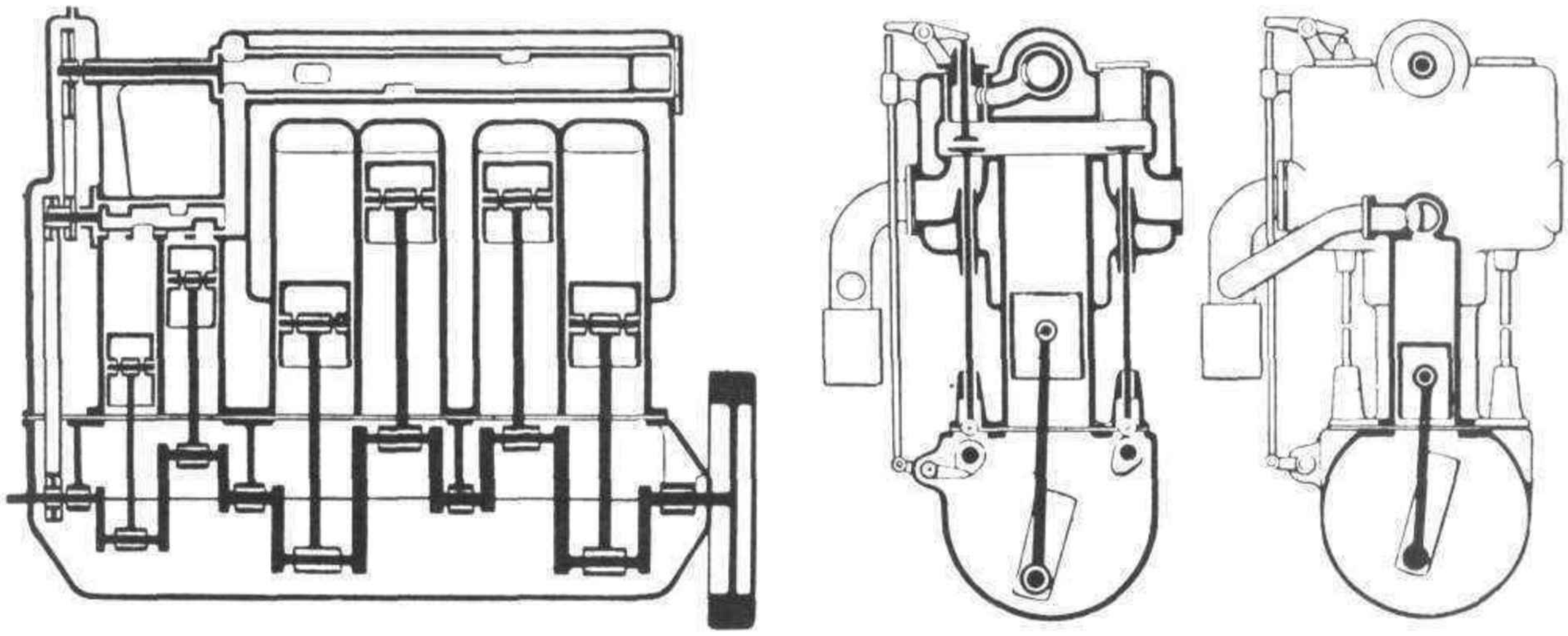
Kent Karslake, in his book "Racing Voiturettes" (Motor Racing Publications, 1950) thinks that, at all events by 1912, these



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A T-HEAD ENGINE WITH BOOSTER.—These drawings, probably those of W. F. Bradley drawn from memory in 1912, convince one that Marc Birkigt experimented with a supercharged T-head Hispano Suiza engine at that date but not that his 1913 3-litre racing cars had either a blower, or a T-head, as Johnnie Green suggests.

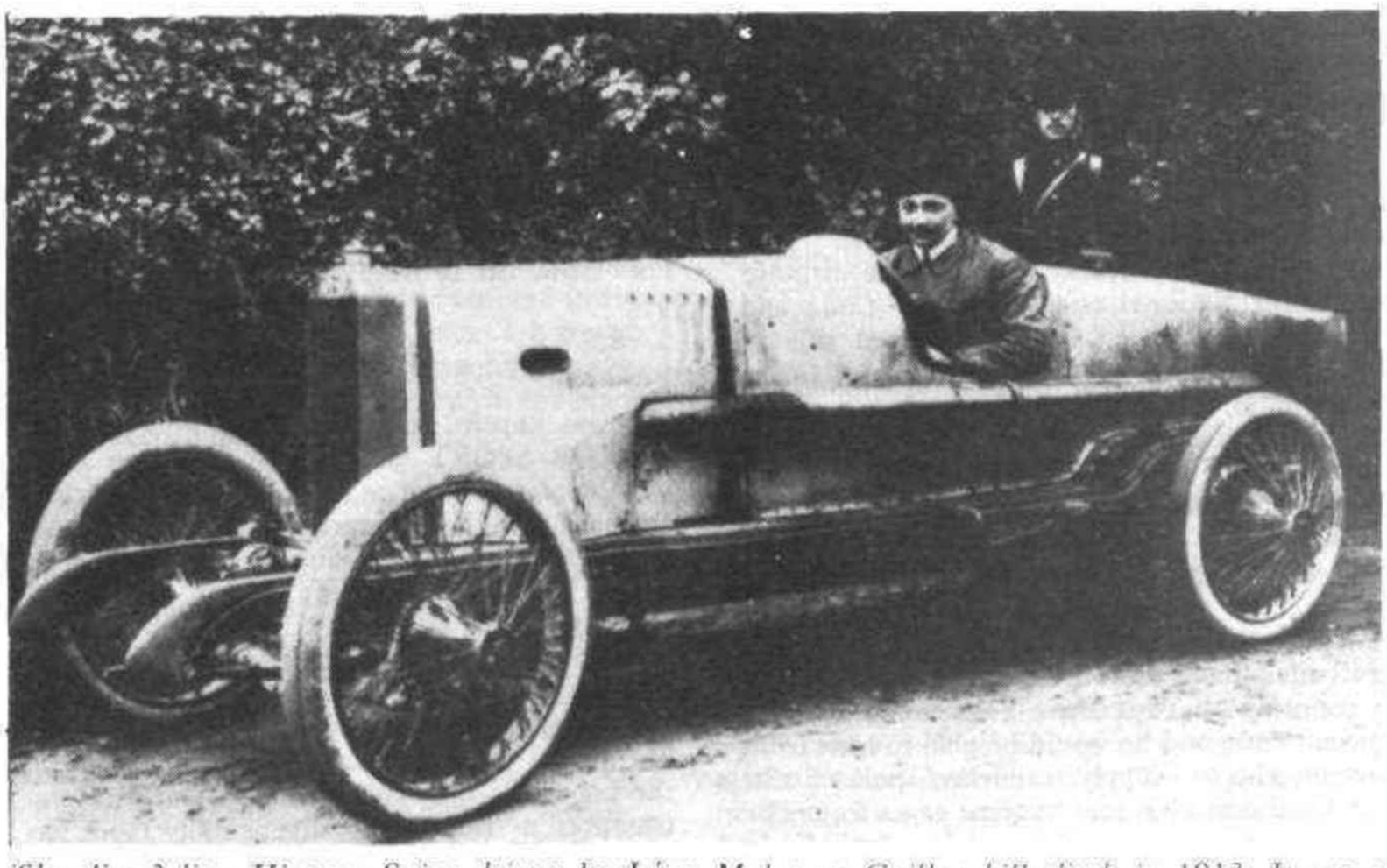
engines intended for the 1912 Coupe de *l'Auto* race (implying that more were made) probably had overhead-camshaft valve gear, like that used a few years later for the catalogue Barcelona-model Hispano Suiza.

The reason why Birkigt was busy with supercharging was no doubt because he was anxious to repeat the notable success which his cars had achieved in *voiturette* racing in 1910. After building cars for the King of Spain's first Catalan Cup race of 1909 and later sending these to the Coupe de *l'Auto,* only to be beaten by the Lion-Peugeots, Birkigt prepared a team of 2.6-litre racing cars, again with four cylinders, for the 1910 *voiturette* races. After gaining a third place in that year's Catalan Cup contest, Zuccarelli won the Coupe de *l'Auto* for him, with Chassagne's Hispano Suiza in third place, the "meat in the Birkigt sandwich", although I doubt if he would have thus expressed it, being Goux's Lion-Peugeot. In spite of Johnnie's kind remarks about me, I cannot give you an adequate reason why Birkigt refrained from contesting the 1911 Coupe de *l'Auto,* won by Bablot's Delage. But it can be seen that he had good reason to return to *voiturette* racing in 1912. His supercharger experiments were presumably directed to this end, although it seems strange that he left them so late that there wasn't time to cast new cylinders (whether it was the working or charging one(s) that cracked isn't known) before race-day, which should have been no trouble to an engineering concern of Hispano Suiza's calibre. There exists, however, the story that what Birkigt had intended for the 1911/12 racing season was a four-cylinder, sixteen-valve, twin-cam engine, the drawings of which were stolen from him by Ernest Henry and sold to Peugeot, who so successfully ran this revolutionary and significant design in 1912/13. I do not believe this sacrilegious story, and disposed of it in MOTOR SPORT for July 1974. But I do see that if this *had* happened, Birkigt might have been obliged to resort to something different for his 1912 racing *voiturettes,* which could explain his late start on a blown power unit for the 1911/12 season. . . .

It seems, however, that the supercharged Hispano Suiza engine was never raced. Karslake gives no reason for the rumoured Hispanos of this type failing to appear in the 1912 Coupe de *l'Auto* race, but he does give their alleged dimensions as 85 x 132 mm.

It has to be realised that, courageous as was Birkigt's flirtation with forced-induction, he was too early with it, for it was nine more years before this form of horsepower-boosting was ready for the race-track. In the Ronald Barker/Anthony Harding book on the great automobile designers and their work this HS gets but a few lines, and in Leonard Setright's work on the same subject, in spite of the chapter-heading "Engine Developers", it is not mentioned at all—he is more concerned with blacking the name of Ernest Henry. On that basis alone it seems unlikely that a supercharged Hispano Suiza was ever raced; but of the slim cars which Green illustrates, one at least apparently appeared in some minor races at Barcelona, at the 1913 Gaillon hill-climb, and then at Brooklands.

Now we come to what I wish to dissociate myself from, in Green's book. He refers to the 3-litre racing Hispano Suiza known as the "Sardine" as having a "supercharged T-head engine", and he seems to think of it as ready for the 1913 race, but ineligible as superchargers were by then banned. I incline to the opinion that this car had a single overhead-camshaft engine, and that it was never run in competitions in blown



The slim 3-litre Hispano Suiza driven by Léon Molon at Gaillon hill-climb in 1913. It, or a similar car, competed at Brooklands in 1914. Was it T-head or o.h.c.? Supercharged or normally aspirated?

form. I think, moreover, that it was not a Coupe de *l'Auto* car so much as a racing version of the o.h.c. Barcelona Hispano Suiza.

But I do not know for certain. Back in 1951 Kent Karslake, whose interest in, and respect for, the Hispano Suiza stemmed from ownership of an Alfonso model when he was an Oxford Undergraduate, and I had a precarious journey (due to bad weather) in a Transair Avro Anson I to watch the Spanish Grand Prix and while in Barcelona we visited the Pegaso factory, where Hispano Suizas had once been made. A modicum of history was collected, of which Green makes little use in his book, but nothing that threw any fresh light on the Hispano Suiza racing cars.

I have checked the Brooklands records and while it is true that, among Alfonsos, of which the fastest seems to have been Leslie Nicholson's, which lapped at 81.51 m.p.h., there was a red and yellow 85 x 130 mm. Hispano Suiza entered by E. J. Rossiter and driven by A. G. Brown, which at the 1914 Mid-Summer Meeting lapped at 93.09 m.p.h., winning the 100 m.p.h. Long Handicap at 86 m.p.h., I rather think it was a single, not a tandem-seater. In those days supercharging was so unlikely that no bold "S" signified this on race cards, so I have no means of knowing if Rossiter's car was force-inducted. Had it been, though, this would surely have been widely proclaimed, nor, I think, would the wily Mr. Ebblewhite have put Brown to start 30 seconds before Geach's Coupe de *l'Auto* Peugeot of the same capacity—which could lap at over 95 m.p.h. I certainly would not care to be as dogmatic as Johnnie Green about it. Especially as it has been stated that about fifteen of the tandem-seated Hispanos were built, with normal engines, the narrow width of the chassis of these cars suggesting to me the use of the o.h.c. rather than a T-head engine—they were apparently named "Sardines" on account of the smell of their oily exhausts, not because of their cramped bodywork. . . .

Green's book, then, while a most important *pictorial* contribution to Hispano Suiza history (which is what Dalton Watson specialises in), does not reveal much more about the mysterious but very remarkable cars created by Marc Birkigt, than has already been revealed by Karslake in MOTOR SPORT, Lord Montagu in his "Lost Causes" books, and in some of my own writings, and I note, and I must say I don't blame him, that Johnnie skates carefully round what constitutes a Boulogne and a Monza Hispano Suiza!—W.B.

Vintage Postbag

V-E-V Miscellany – We hear that John Blake is rebuilding a rather special Salmson, the actual car, it seems, which was driven in the 1921 Le Mans Race and the 1921 JCC 200-Mile Race by Andre Lombard and on the latter occasion crashed into the pits and broke both its n/s wheels, but was able to resume and finish second to Archie Frazer-Nash's GN. It was later raced by O. Wilson-Jones. It then seems to have languished in Harpenden for around a dozen years, after which it was acquired by that great enthusiast, Capt. Ivy, ex-DR and RFC, who used to build up special Salmsons and run them in the MCC Trials, notably the Land's Ends, as he lives in Cornwall. It was from Capt. Ivy that Blake acquired this historic Salmson and he is now engaged in finding out as much as possible about how it looked back in 1921, so that he can build a proper replica body for it. A garage in Wales has imported from the Argentine two 1927 Ford tourers and a 1927 Chevrolet tourer, with the intention of restoring them. One of the rare twin-cam 2-litre sports Ballots is being rebuilt in Australia. More readers, including Lew Balderson of Georgia and Richard Langworth, in America, have written to assure us that Brooklands Track preceded Indianapolis Speedway! It is now clear that the 24-hour record made in 1905 by a 40-h.p. National was set up at a dirt horse-race track at the Indiana State Fair Grounds, before the Speedway was constructed. Mr. Balderson tells us that he believes there still exists a Fair Grounds track at Indianapolis which is used for USCA sprint and midget cars but he is not sure whether it is the one used in 1905; Mr. Langworth says that there was a grandstand, holding at least 1,500 spectators, at this track, and that the distance which the National established was 1,094 and 3/16th miles, Edge's Napier bettered this in 1907, covering more than 1,581 miles in 24 hours, at Brooklands Track in 1907.

The Sheffield toolmakers, F. Parramore & Sons (1924) Ltd., are reintroducing their old-style tools, including the "Perfect" screwdriver, which should be of interest to those who wish to equip vintage cars with period-type tools. This move follows the take-over of Parramore's by W. H. Clay, specialists in craftsman-made screwdrivers, etc. Ted Woolley is restoring an 1894 Benz Velo, amongst other ancient cars, and he would be glad to hear from anyone who can supply rear wheel spokes for it. Mr. Cudburton has sent us some pages from *The Dalesman* referring to the late Dr. John Kirk, written by the Doctor's daughter. The Doctor

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On Tour in a Daimler

Sir,

You published letters from Mr. Dexter (November 1977) and Mr. Rolfe (January 1978) about long-distance endurance and reliability in their 1954 and 1956 Bentleys. May a Daimler owner put in a word for Daimlers? We can't let Bentleys steal all the limelight!

I have a 1950 Daimler 4-litre DC 27 (ambulance now converted to motor-caravan), which cost me only £225 in March 1977, when it had 102,745 miles on the clock (the engine is still original). Over the summer I took it on a long journey to the continent, visiting France, Italy, Austria, Germany, Switzerland, Belgium and Holland, going as far south as Assisi and covering 3,401 miles from Boulogne to the Hook of Holland (in 8½ weeks); the total mileage, including driving across England, was over 4,000. Continental repairs were minimal and involved a small repair to the silencer, replacement of two plugs, and cleaning of the petrol pump and carburetter in Italy because of dirty petrol (cost in all, about £20).

The Daimler ambulance, of which 500 were made between about 1948 and 1956, is not fast (it weighs nearly 3 tons) but as a motor-caravan gives real luxury of accommodation and transport. It is a pity that so few of the original 500 now survive.

(Dr.) MARTIN PULBROOK.
Port Erin, Isle of Man

Remembering Reid Railton

Sir,

I was hopeful that you would find space in MOTOR SPORT last year for a rather more worthy obituary notice for Reid A. Railton than the brief note that appeared in the October issue. After all, he was the leading British designer of racing and record breaking cars in the 1930s.

His first solo effort was the Arab, built on a shoestring which, unfortunately, proved to be a little too short; But a good try. Next came the "Brooklands" Riley. Fathered by Parry Thomas but almost entirely Railton's work. Then on to the big stuff; the Napier Railton and Malcolm Campbell's "Blue Bird". Incidentally there has been much talk recently about who and with what car could have broken Cobb's Brooklands lap speed record made with the Napier Railton. However, no one has mentioned that when Cobb set his record the Napier Railton had plenty in hand to raise it further as and when necessary. (And the track was damp! – Ed.)

The next major job was the ERAs designed for Humphrey Cook in the autumn of 1933. Railton was responsible for the entire chassis and transmission, the cars being despatched from Thomson & Taylor's workshops to Bourne ready for the engine to be dropped into position and the body mounted. If this surprises anyone they have only to look at any of the original drawings of the chassis. They will be on Thomson & Taylor drawing sheets and probably will carry my name as draughtsman. While the design of these chassis was conventional for the period it is worth mentioning that after testing the first car, only two design changes were called for. A change in the rate of the rear springs and a shortening of the steering box jack shaft, to decrease torsional flexing. From then on the cars were a complete success.

The climax of Railton's career, as far as cars are concerned, was John Cobb's land speed record car, an amazing tour de force of design. Neither Cobb's nor Campbell's land speed record cars ever gave their drivers a moment's worry on their mechanical side, which fact is a tribute to the genius, it was nothing less, of R. A. Railton. No one could wish for a better man to work for, he never "balled you out" for an error and allowed even I, his most youthful assistant, to have full scope for working my ideas into his schemes. He never lost his cool even when arguing some design point with that most volatile of engineers G. H. K. Taylor.

His work was often hampered by the need to meet a tight budget as there was little sponsors' cash to be had in those days, so his designs needed to be, and were, right at the first go.

Unfortunately, he always suffered from bad health and at the height of his career was obliged to emigrate to California where the more favourable climate enabled him to continue working on a variety of design problems.

St. Austell. JOHN B. PERRETT

"In Sunbeam To Scotland"

Sir,

Your article "In Sunbeams, to Scotland" (Jan. issue) brings back many memories but also the

thought that those cars of fifty or more years ago were quite remarkably reliable. Even tyres weren't bad considering the rough, and sometimes loose surfaced, metalled roads. A vivid memory of summer in those days is of the thick, grey covering of dust on country hedges.

In the winter of 1929 I did what I've always thought of as quite a good run from Perth to London. The car was a 1928 Hillman 12 Safety Saloon which you will recollect was a fine looking car with a splendidly built & appointed body – solid leather, good carpeting, lots of real wood and so forth. But all this meant that it was under-powered. I think its maximum speed was about 45/50 m.p.h. and its acceleration wasn't all that brisk. I was going off to India and in the back were all my possessions including a large steel trunk. My sister accompanied me although I drove the whole way – something over 430 miles via Stirling. We left at about 6.30 a.m. and, apart from petrol stops, drove virtually non-stop, my sister plying me with sandwiches, thermos coffee & cigarettes at appropriate intervals. We reached our destination in Acton at about 11.30 p.m. having followed my usual route of Penrith, Appleby, Brough, Scotch Corner & down the A1. I at least knew the road because having been working in London and being the owner of a 490 o.h.v. Norton, I used on accasion to do the trip London/Perth overnight on a Friday and return Perth/London on the Sunday night, or Monday morning if Monday was a holiday. One does, or at least did, odd things like that in one's 'teens. My best time was about 13 hours. Anyway, the Hillman had a trouble-free trip and I cannot recollect the Norton ever faltering. I did, however, sometimes run out of water for the Norton's acetylene generator but this was no problem as I found that one's own water supply always seemed to produce a better light than tap water.

Another demonstration of reliability in 1926 was a tour of 1,000 miles or so in Scotland covered in a week by my brother and me in a bull-nose Morris, open 2-seater. We had both just learnt to drive in this car and being jealous of our driving skill agreed to drive hour about, each trying to cover more miles in his hour than the other. We didn't take in much of the scenery but covered a lot of ground. Again trouble free apart from a broken petrol pipe which was repaired with tape. Considering some of the wild and woolly roads we travelled on in the far north west of Scotland, the absence of tyre trouble was remarkable. I wonder if this would be due to the harder rubber & higher tyre pressures of those days?

Marlborough H. A. NIMMO

Sir,

I read with a great deal of interest, your article on the great drives up to Kelvin Hall, Glasgow (January 1978 MOTOR SPORT) and your reconstruction of those marathons. Of particular interest to me was your failure to locate the County Hotel, Carlisle.

The correct name of this establishment was in fact the "County & Station Hotel", it being situated, as the name implies, adjacent to British Rail's Citadel Station. The hotel still exists today, although it has, almost inevitably, been seventies-ised and now goes under the pseudonym of "The Cumbrian Hotel". In outward appearance, however, it remains essentially unchanged, its classic lines complementing those of the fine railway station it shares the cobbled Court Square with.

Incidentally, as a matter of further interest, the hotel lies on the original Monte Carlo Rally route of the 50's when Glasgow was one of the starting points for the then classic "Monte".

Carlisle W. J. DAWSON.

The late Mr. A. V. Ebblewhite

Sir,

I am preparing a biography of A. V. ("Ebby") Ebblewhite, Brooklands famous handicapper, and would be most grateful if any of your readers who either knew "Ebby" or have personal recollections of his activities both at the Track and away from it, would write to me. I am also interested in the loan of photographs of this man.

London, NW2 KEVIN M. DESMOND

(It is incredible that "Ebby", the inexhaustible handicapper and time-keeper, not only at Brooklands but at many other cycling, aviation and motoring venues, has had scarcely more than a few words written about him. Letters can be forwarded to our correspondent if any are received – but in my experience, nothing seems to be known. The closest I got was when I was shown a large collection of Ebblewhite photographs which had been lent to the late Roland King-Farlow some years ago. –Ed.)

Mistaken Identities

Sir,

I wonder if other readers find it confusing when well-known names and phrases are used in new contexts. I read of a new motoring book "E type: end of an era", how interesting I thought, yes indeed the ill fated "E" type was virtually the end of the ERA. I wonder who has written it, someone like "Jenks" or Cyril Posthumus I expect. But no! I have got it all wrong, it is about a Jaguar!

Then again, co-incidentally re the same marque, I read that the guest of honour at the Jaguar drivers club dinner will be "well-known motoring personality Shaw Taylor". Good, I thought! That brilliant chap that drove ERAs so well. But no! Wrong again it is another Shaw Taylor.

It reminds me of how I once read in *The Radio Times* that "the famous Sammy Davis" was going to do a broadcast. I looked forward to this, and felt very angry when it seemed that some American comedian was taking advantage of the reputation of our own S. C. H. Davis!

In the January MOTOR SPORT I was interested to read of John Lourie's ex Earl Howe Fiat 500. Lord Howe owned two of these cars before the war, both in his racing colours. The two-seater (FYO892) was normally kept in London for town work, but during the war when "the old man" was stationed in Scotland in the Royal Navy, he took it with him. I have an amusing letter from him telling me how he was "enjoying driving the Fiat 'flat out' in the black out" to keep himself "in training"!

Lord Howe's other Fiat 500 was the rare four-seater and this was normally kept in the country at Penn, for local shopping. In those days it was nice to have a runabout for local or town use, keeping the larger cars for real journeys. Of all his town cars his favourite was his "L" type MG Magnette continental coupe, very smart in his blue and black with a silver line and silver wheels. In Mike Allison's excellent book "The Magic of MG" Allison describes the Continental Coupe as "Kimber's Folly". Perhaps it was, but Lord Howe loved it. Incidentally on another page of that book there is a good picture of Howe's previous town car, an "F" type MG Magna outside his garage behind Curzon House, but no mention of whose car. Or the man standing beside it – it is "the old Man" himself, complete with carnation in his buttonhole.

Kineton A. F. RIVERS-FLETCHER

"Cars in Books"

Sir,

E. M. Forster's "Howard's End" (Penguin 1941) has several general descriptions of motoring at the beginning of the century: –

> The elderly Mrs. Munt settled herself into a luxurious cavern of red leather, and suffered her person to be padded with rugs and shawls ..., The great car began to rock, and the form of Mrs. Munt ... sprang agreeably up and down among the red cushions. The wind was in their faces ... blowing the dust into Mrs. Munt's eyes. They drew up ... he turned round in his seat, and contemplated the cloud of dust that they had raised in their passage through the village. It was settling again, but not all into the road from which he had taken it. Some of it had percolated through the open windows, some had whitened the roses and gooseberries of the wayside gardens, while a certain proportion had entered the lungs of the villagers. "I wonder when they'll learn wisdom and tar the roads," was his comment. Wedding guests arrived at the station and were met by cars. Smart travelling hats changed for smart motor hats. Dust cloaks put on.
>
> Bank Holiday "jams" were obviously a thing of the past!
>
> The chauffeur could not travel as quickly as he had hoped, for the Great North Road was full of Easter traffic.

The book was written between 1908 and 1910; the analogy between the author's apparent distaste for the motor car and present-day anti-pollutionists is interesting.

> And month by month the roads smelt more strongly of petrol, and were more difficult to cross, and human beings heard each other speak with more difficulty, breathed less of the air, and saw less of the sky.

Not once in the book did Forster name or embellish a car with a description other than "vermillion" and he obviously little cared for their intrusion upon the scene as the following passages show:

> A motor drive, a form of felicity detested by Margaret, awaited her... Did not a gentleman once motor so quickly through Westmorland that he missed it?
>
> Margaret ... had chickens and children on the brain. "They're all right," said Mr. Wilcox "They'll learn – like the swallows and the telegraph wires."
>
> "Yes, but, while they're learning"
>
> "The motor's come to stay," he answered. "One must get about. There's a pretty church – oh, you aren't sharp enough. ..."
>
> She looked at the scenery. It heaved and merged like porridge. Presently it congealed. They had arrived.

Watlington ALISON WOOLNOUGH

A Captured Horch

Sir,

Please find enclosed a photograph (see below –Ed.) which I hope may be of interest. It was taken in the Ardennes area in 1944 by my mother, who was a sister in Queen Alexandra's Royal Military Nursing Corps, as indeed are the other two ladies in the picture. Apparently, the car was one of three or four that had been

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Book Reviews

"The Legendary Hispano Suiza" by Johnnie Green. 235 pp. 10 in. × 7½ in. (*Dalton Watson Ltd., 76, Wardour Street, London, W1V 4AN.* £7.50.)

This is a really magnificent book, in the now traditional Dalton Watson style, format and high quality. For one thing, the great and illustrious make of Hispano Suiza has never had a complete book to itself, surprising as this may seem, indeed, the make has never been very well documented, although MOTOR SPORT carried the standard reference to it, in those excellent articles Kent Karslake wrote for me in 1950. Now Johnnie Green has done for Hispano Suiza what he did earlier for the Bentley, in another splendid Dalton Watson volume—presumably the next best thing to a Bentley in Johnnie's estimation is an Hispano Suiza!

Mainly pictorial, and to those not intimately interested in the make, seemingly repetitive in its later chapters, which deal largely with the magnificent *closed* Hispano Suiza motor cars, the book has short introductions to the early days of the *marque*, the Catalan Cup and Coupe de *l'Auto* racing cars, the famous Alfonso XIII (one of which I once so much enjoyed driving), the Hispano Suiza factories during the war years, the Barcelona cars, the fine 32CV model, the fabulous Boulognes and Monzas (these in inverted commas), concluding with the justly-legendary V12 and the rare Junior HS26 and the K6 models. Each of these very short pieces of text is followed by masses of good pictures of the Hispano models so described, suitably captioned, boring perhaps to the uninitiated but of absorbing interest to those who care about this make of car. There are engine-views, chassis-drawings, reproductions of old advertisements, and pages from *The Autocar* describing the immortal 37.2-h.p. chassis and road-testing this and the V12 54-220-h.p. and six-cylinder 30-120-h.p. Hispano Suizas. Also, countless pictures of Hispanos of all ages, and with every kind of coachwork. I marvel Green found so many such photographs. You would expect him to include those of well-known cars, like the Tulip-wood Dubonnet Targa Florio car and the 8-litre that was used by Weymann at Indianapolis to vanquish a Stutz for a £5,000 wager. But otherwise, pictures of Hispano Suizas not being easy to come by, Green deserves warm congratulations for having dug out a unique collection of photographs which includes many of the pre-1914 Spanish cars. To pick but a few at random, there is King Alfonso XIII fording the River Bembezar in the type of Hispano Suiza that was called after him, and being assisted after he had presumably swamped the magneto(!), André Dubonnet's 1921 32CV with rudimentary racing body, and Major Grover-Williams competing with a coupé-de-ville in a Monte Carlo Rally. Some of these I have seen before; but to have this fine assembly of I suppose some 350 Hispano Suiza portraits presented together on beautiful, glossy, nice-smelling art paper is indeed a joy . . .

The book concludes with brief specifications and notes covering far more Hispano Suiza models, from 1904 to 1938, than you might have thought possible, had you not just gone through the picture pages. The H-S mascot and badge set off nicely the dust-jacket and end-papers, and the frontispiece shows a serious-looking, dour Marc Birkigt. I rate this as a fascinating and delightful addition to previously neglected history.—W.B.

"The Mighty Mercedes" by Michael Frostick. 212 pp. 10 in. × 7½ in. (*Dalton Watson Ltd., 76, Wardour Street, London, W1V 4AN.* £7.50.)

In the same excellent series as the book reviewed above, this one about Mercedes, Benz, and Mercedes-Benz cars, from 1895 to 1977, is very different, because instead of unpublished or at any rate little-seen illustrations, it makes much use of those from the Daimler-Benz archives, which are, in the main, well known to most of us. However, some originals are included and the silver lining comes in the form of a unique list of those S, SS, SSK, 500K, 540K, and 300SL Mercedes-Benz models sold in Great Britain, with their engine, chassis and Reg. Numbers, body types, dates of delivery, and owners' names; this enormously interesting list, running over five pages, was contributed by Mrs. Betty Wilkins, whose father was with Mercedes before the First World War and whose 1930s London Sales Ledgers he had fortunately kept.

It is, in any case, excellent to have all this Mercedes history in picture form, of racing and record-breaking cars as well as of the very early horseless-carriages, the veterans and the Edwardians (some rare pictures here), and of the later models, including the great sports cars, all so nicely reproduced, between two covers, a total in all of 450 fine illustrations. There are full-page portraits of Jellinek's daughter Mercedes, of Gottlieb Daimler, in about 1896, and of Karl Benz, in about the year 1914, two colour-plates of Philip Mann's 1914 GP Mercedes, and line drawings of prominent Benz and Mercedes vehicles from 1885 to 1963, these again from the Stuttgart Library. In short, Dalton Watson have done it again!—W.B.

"The Batsford Guide to Vintage Sports and Racing Cars" by Anthony Harding. 200 pp. 7½ in. × 4¾ in. (*B. T. Batsford Ltd., 4, Fitzhardinge Street, London, W1 0AH.* £3.75.)

This is a very jolly little package, dedicated to the inimitable Sam Clutton, who started it all by his enthusiasm for vintage cars, and his writings about them in MOTOR SPORT during the war years, after a fine beginning in the pre-war *VSCC Bulletins*, culminating in his standard work on the vintage sports car and the pocketbook which Anthony Harding, then of Batsford's, later persuaded him to compile. Now Anthony himself has given us an enlargement on this theme, a reference book, nicely presented and illustrated, for, shall we say, larger pockets. Whereas Sam kept to road-goers, Tony has coupled these to the pure racing stuff of the period which his survey covers.

Having been cited as one of Tony's friends who read the typescript, I can hardly look for errors at this stage and if I did wouldn't find any—apart from those which have crept, as errors do, into a few headings and captions. For instance, the racing Calthorpe depicted isn't, as it says, the very slim Whale car (surely it is the Woolf Barnato car?), and the Zborowski Higham Special (later "Babs") wasn't made near Sevenoaks, but, in fact, at Bridge, which is near Canterbury, and has recently been by-passed.

One shudders occasionally on seeing photographs of vintage cars taken in modern times but Harding more than makes up with this by putting in some rare contemporary ones—Nuvolari's Alfa Romeo after winning the 1930 TT, a Beardmore at Aston Clinton, Miller's Bianchi at Brooklands, a BNC at Amersham hill-climb (Driskell, surely?), a sports Clyno (but non-sports Marseel), a Targa Florio Itala and so on—and there is a good *Motor* picture of Gwenda Hawkes' Derby-Miller in the Paddock at Brooklands. To widely-read students of the subject this little work may not reveal much that is new but as a splendid mind-refresher and a good "browser" it is highly recommended.

The author gives us an excellent note of explanation for the appearance of this little book, in which he excuses a sometimes light-hearted approach by saying he hopes this will "help the bores down the strokes"—or I suppose help stroke down the bores(!), and in which he recalls Cecil Clutton once saying that "there is no historical fact about motoring history that cannot be proved wrong". But he continues to quote top speeds of the racing and LSR cars and wheelbases, tyre sizes and final-drive ratios in many cases—brave man!—W.B.

"Aston Martin and Lagonda" by Michael Frostick. 196 pp. 10 in. × 7 in. (*Dalton Watson Ltd., 76, Wardour Street, London, W1V 4AN.* £7.50.)

Although any more about Aston Martins at present is apt to set one screaming, this is rather different, because the coverage comes mainly in the form of fine photography, produced in the very high-class Dalton Watson style, and the Astons are linked with Lagondas, down the years. Thus you have a galaxy of pictorial history, from the 1920s to very recent times, with the special coachwork, the competition appearances, the production models of the two great British makes which eventually merged under the David Brown banner, all beautifully and generously laid out.

Inevitably Frostick has had to resort in places to previously-digested prints and he has used a few recent shots of the 11.9-h.p. Lagonda light-cars. And I think the driver of the Aston Martin "Bunny" at the top of page 88 is Stead, not Gallop (and I am horrified to read of "Seagrave", on the same page) but it's the pictures that matter. So those who like to take their motoring history in this pleasant Dalton Watson manner will surely want this one, to go with all the other fine volumes which have issued from this well-known publishing house.—W.B.

Cars in Books

VERY LITTLE of motoring moment appears in Kenneth Clark's second volume of his auto-biography, "The Other Half" (John Murray, 1977), and as Lord Clark writes of

his travels one reaches the conclusion that he is less addicted to cars than his son, the Hon. Alan Clark, MP, to whom this book is dedicated and who is a well-known Rolls-Royce, Bentley and Mercedes-Benz connoisseur. I hope this will not be taken as a sign that I only read books in search of motoring episodes—far from it, and "The Other Half" can be warmly recommended. However, one does discover that Bernard Berenson, the writer, had discarded his "panting Lancia" by 1946 but had retained his old chauffeur Parry, who now had charge of a "very badly-sprung car" for daily drives, in Italy. Incidentally, Parry had apparently been driving for Berenson since 1900. The only other item for mention here that caught my eye was that when no record of the *Marseillaise* could be found by the BBC with which to conclude programme 12 of "Civilisation", Lord Clark suggested going down to the Renault factory (in France) and getting the workers who were on strike to sing it!

There is a good deal more about cars in "Ladybird Ladybird—A Story of Private Enterprise" by Eric W. Pasold (Manchester University Press, 1977), which book a reader recommended. Although primarily a very long account of the rise of the well-known textile company and the family responsible, from 1300 to 1968, there is a healthy regard for motorcycles, cars, and aeroplanes therein. The author's upbringing was in Austro-Hungary and his father was a very keen motorist, driving out from Fleissen to Karlsbad, Joachimstal, Bayreuth and Coburg, over appalling roads, often having to push up hills, to visit churches and other places of interest, but really, according to his mother, as an excuse for motoring. There is an account of how the author's father, Max Pasold, had a ride on an early car in Vienna, which was being demonstrated to Herr Geipel, a wealthy textile merchant, who decided against buying it—the make is undisclosed but it was of 16 h.p., priced, in 1905, at 17,500 kronen. A Benz, no doubt? Max Pasold's own first car was a 1908 red four-seater Dixi, made in Eisenach, in Thuringia. For years it was the only car in Fleissen and his appetite for it was no doubt whetted by that earlier demonstration and by a short trip in a hired motor-carriage from Stuttgart, where he was spending his honeymoon, to Cannstatt, in the autumn of 1905. He would have purchased a motor car right away, had his father permitted it. There is a photograph of this Dixi, taken in 1909, reg. no. V-594.

Then come some interesting references to Skoda steam-engines being installed in the Pasolds' mills, at first a 20-h.p. engine working at 88 lb. pressure, driving a 120-volt dynamo, later, in 1905, a new 70-h.p. Skoda, driving the knitting machines by flat leather belts. They also used a typewriter in the office, at that date . . .

After the war, when the family were no longer Austrians but Czechoslovaks, they ordered a new six-cylinder, six-seater Steyr (spelt in the book "Steyer") with a pointed radiator. It was chosen after a trip at Easter 1920 to Vienna, and various road tests, but it had to be an Austrian car, Pasold insisted. The salesman said that under good conditions the top speed shown on the Steyr's speedometer could be approached—100 k.p.h., or 63 m.p.h. In the Vienna showrooms the young son had seen a "tiny", beautifully streamlined single-seater Amilcar, but it was the Steyr that was brought home from Austria. This car was used in 1920 for a tour as far as Garmisch in Switzerland; the speed-limit in the villages was 15 k.p.h. and petrol was carried in cans.

While in Chemnitz, in 1923, learning his trade, the author saw a shaft-driven single-cylinder KG motorcycle in a showroom window but what his father bought him was a red Ardie two-speed belt-drive two-stroke, which proved underpowered for his journeys home to Fleissen, and unable to carry his girl-friend as well as himself, so he had to return to a push-bicycle. In 1924 he came to England, where our taxis resembled his father's ancient Dixi! But how well the people lived! While in digs in Herne Hill young Pasold made a wireless-set for £1 (didn't we all!), and as a boy had had Meccano sets which were supplemented annually—again a factor common to those days, in my experience . . . The young son flew from London to Amsterdam when going home on holiday, in a Fokker airliner, H-NACJ.

By 1925 the Pasold mill had a new 150-h.p. Brunn Konigsfelder steam-engine and a 120-kg. generator, for business was booming. There is a great deal of nostalgic reference to the time the author spent in London, learning about the clothes industry in the City and entertaining girls at Wimbledon and Clapham Common. He had a 680-c.c. Zenith at home and his English friend had a 250-c.c. side-valve BSA—"the young men talked about motorcycles and the TT races".

Indeed, the Zenith had been purchased around 1925 for 70 guineas, the equivalent of over 20,000 kronen, or the cost of a cottage. It was the 680-c.c. side-valve model with three-speed Sturmey-Archer gearbox, semi-racing 'bars, and a maroon-and-silver saddle-tank. Collected from Prague, it needed running-in, and Karlsbad was the over-night stop. It is obvious from his book that Eric Pasold knows all about the joys of motorcycling and fellow enthusiasts are recommended to read Chapter 13. The Zenith was entered for hill-climbs and even races but proved too slow to win. So it was exchanged for an o.h.v. Brough Superior, also with the 680-JAP engine, and this was ridden in company with a friend who had saved up to buy a McEvoy. These machines were used for a tour of Southern Germany, the Tyrol, Switzerland and Northern Italy in 1928 and by then other young men in Czechoslovakia had motorcycles, the author's two cousins a Rudge and a BMW, his friends a Matchless and an OEC, and Nortons, Douglases, FNs, Indians and Harley-Davidsons were said to be popular—the good days of British Trade abroad! Pasold's young brother had a 175-c.c. two-stroke McEvoy on which he won his class in speed hill-climbs. Alas, the Brough eventually crashed and was burnt out; it was repaired with spares from Nottingham but the old magic had evaporated . . .

In the Bohemian resorts, carriages still rolled noiselessly on rubber tyres "but the chauffeur-driven Rolls-Royces, Cadillacs and Minervas were much in evidence", many on *CD* plates. The Brough had given way to a Buick roadster with dickey seat. It was in this car that the author drove to Leibitschgrund, eventually to buy this factory where, in 1926, ancient carding-engines by Platt Bros. of Oldham were driven by a 350-r.p.m., 1,000-h.p. upright steam-engine built by Ringhofer of Prague back in 1896. Around this time Pasold Senr. was driven by his chauffeur, Wollner, who later drove the son. He was to base the production of underwear on those mass-production methods used by Henry Ford to turn out cars, Bata to produce shoes. He even went to Hollywood at the time of the introduction of talking-pictures, being lent Cadillacs by the film-stars.

Eric Pasold having taken British Nationality, the Pasold factory at Langley in Buckinghamshire was opened, later to make the famous Ladybird children's garments. When profits permitted an SS Swallow was purchased for the Company, William Lyons (described as "Mr. Lyon") selling it to the foreign company for only £244—"a shiny black-and-red sports saloon . . . sometimes rudely referred to as the 'pregnant banana'". In 1935 this was replaced by an Alvis Speed Twenty, also purchased with the firm's foreign currency, which was a car used for journeys home.

As the Company prospered Pasold took to gliding at Dunstable and then in 1926 he learnt to fly at Heston in an Avro Cadet G-ACHN (he went solo in a month, after 10½-hours' dual). The navigation test involved flying from Heston to Brooklands, thence to White Waltham, and back to Heston. By the end of 1927 the author had flown 48 hours solo and the following year he bought the DH Hornet Moth G-AEKS, which had belonged to Prince Bira, for £730. There is an entire chapter devoted to private flying and this, and the references to early commercial flying, are strongly recommended reading for aviation enthusiasts. Most of the vehicles and aeroplanes appear in the pictures in this book, incidentally. The Pasolds continued to use aeroplanes for business promotion, having a Percival Proctor V and three other British light-'planes, before going over to American machines.

This enormous 668-page book cannot fail to interest those with a love of machines, business, and industrial progress—Pasolds' profits rose from from £281,000 in 1954 to £2,120,000 by 1968 and they survived the period in 1923 when the American dollar was worth 4,200,000,000,000 marks! Incidentally, Eric Pasold, OBE, who retired in 1968, was flying the Company's aeroplane at least up to 1962, and was still using Meccano to work out mechanical problems, as a picture emphasises . . .

From "P. G. Wodehouse—A Portrait of a Master" by David A. Jasen (Garnstone, 1975) I learn that although the famous author didn't drive a car, when he went to live at 17, Norfolk Street, off Park Lane, in 1972, he not only kept a retinue of eleven servants but had a new Rolls-Royce. The only other motoring reference is to Wodehouse's wife buying a five-year-old Nash on impulse in 1955, in order to visit her husband at Watkins Glen—she drove it immediately the 200 miles from New York. After Wodehouse had given his car (make unnamed) to his housemaid, his wife Ethyl retained the 1950 Nash at their two-garage house in Rensenburg, USA.

Finally, for this month, I note that in 1922 the American novelist, Scott Fitzgerald, invented the fictional "Rolls-Pierce", in his story "The Diamond as Big as the Ritz"; was this, I wonder, prompted by the introduction of the Springfield 40/50 Rolls-Royce the previous year?—W.B.

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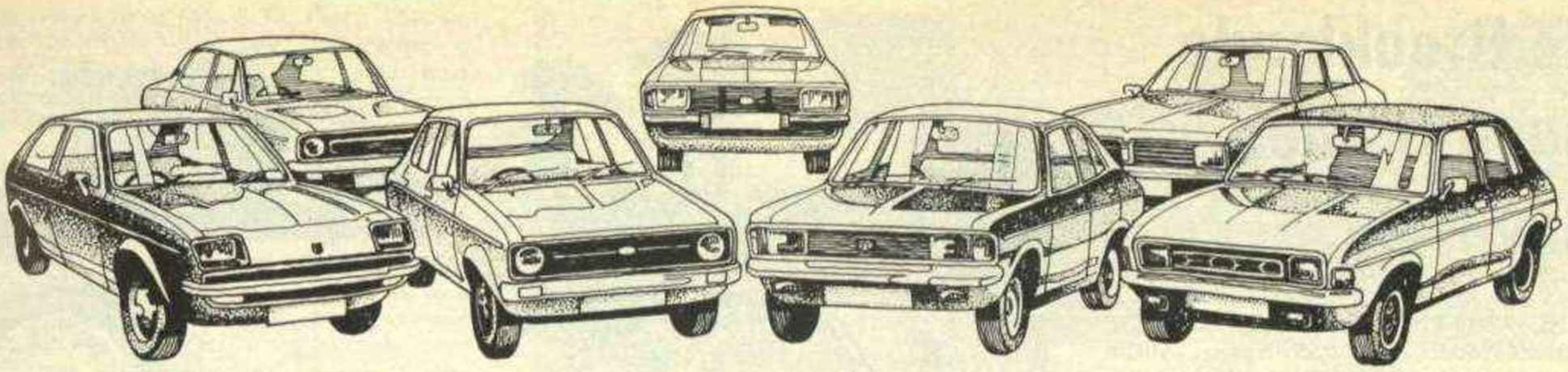
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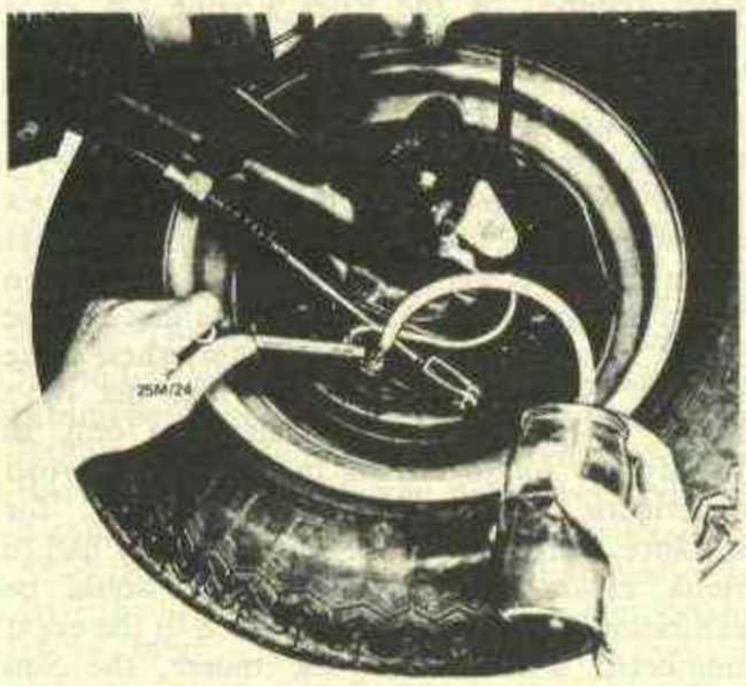


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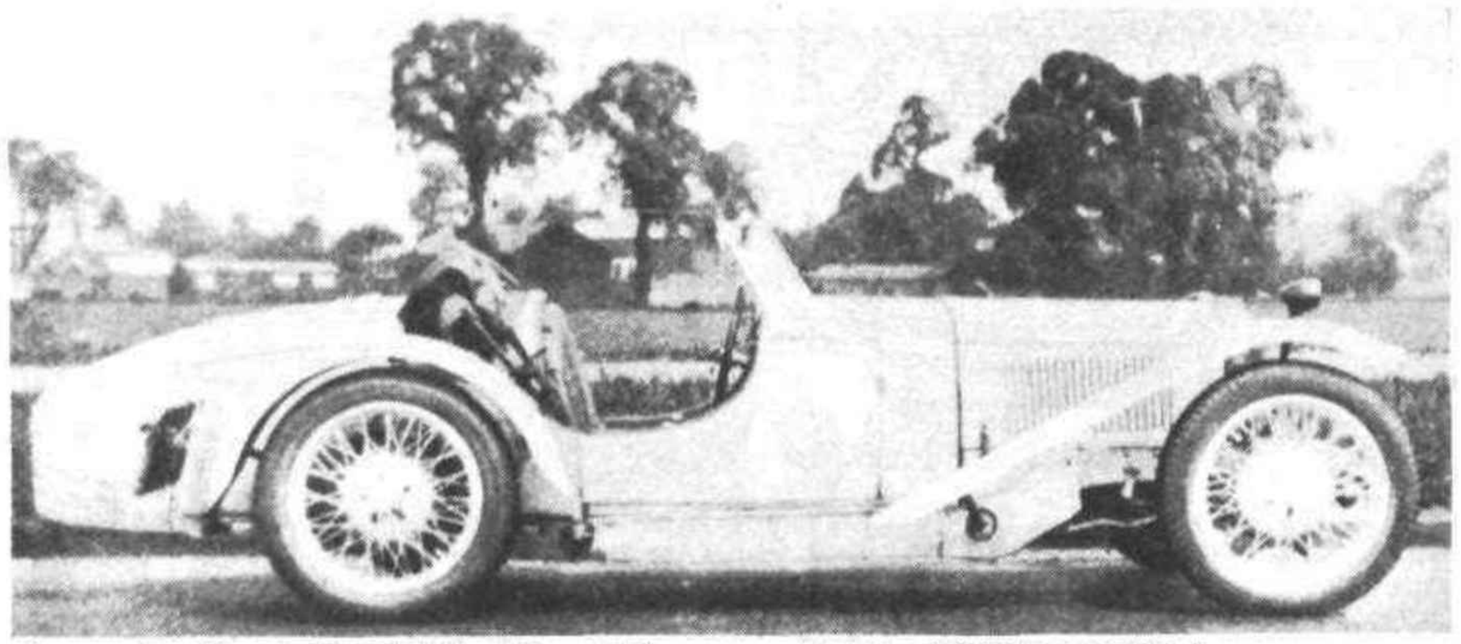
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The Brooklands Speed Model Riley Nine



A 1929 Brooklands Model Riley Nine which was sampled by MOTOR SPORT that year.

HAVING WRITTEN at some length about the Brooklands Model, or Super Sports, Austin Seven in MOTOR SPORT for October 1968, it seems worthwhile devoting a little space to the Riley Nine Brooklands Speed Model, a car which has survived better into the present vintage era than that specialised edition of the immortal Austin Seven in one of its quicker forms.

It is a well-known fact of motoring history that the Riley Nine caused a sensation when it made its appearance at the London (Olympia) Motor Show of 1926, not so much on account of its chassis, which was fairly normal for the period, but because of its power unit (which incorporated overhead valves inclined at 45 degrees in the classical hemispherical cylinder heads, these valves, moreover, being operated by short, light pushrods prodded by camshafts placed high up in the cylinder block), the unit four-speed gearbox which had a constant-mesh third speed, and, later, the exciting lines of the fabric saloon (Monaco) body.

In fact, the design of the engine had been started prior to 1925 and it was of iron construction, with the separate crankcase, block and head of the times, and the crankshaft ran in only two bearings. Nor, perhaps, had the great potential of this design drawn up by Stanley and Percy Riley at first been realised – an output of approximately 28 b.h.p. at 4,200 r.p.m. from this 60.3 x 95.2 mm. four-cylinder engine hardly presaged the good use which was to be made eventually of Percy's clever cylinder head, culminating, for example, in the potency of the supercharged six-cylinder ERAs.

At that Olympia Show of 1926, on Stand 98, Riley (Coventry) Limited showed the new 1,087-c.c. model as a tourer finished in carmine lake, but were still concentrating more on their older, side-valve 1½-litre cars. However, the possibilities of making a sports-car out of this new Nine were soon recognised. The long-established Riley Company had shown a creditable interest in sporting side-valve cars for many years and it appears that work on a faster edition of the new Nine was put in hand while early development-work on the car was still being undertaken. It can, I think, be accepted that whereas the engine of the Riley Nine had been designed by the Riley Engine Co. *circa* 1924/25, the following year must have been needed for finalising the chassis into which it was to be installed. This is surely borne out by the fact that, at Olympia that year, only the Riley 9 tourer was shown, whereas there were six examples on view of the older Rileys, and that when the Press were given 9-h.p. cars to test in 1927, and in Sammy Davis' case to drive in the MCC Land's End Trial at Easter, these were tourers. Between late in 1926 and the 1927 Motor Show, then, Riley's had not only to modify the 9-h.p. chassis in the light of road experience, Capt. Cecil Riley having, for instance, tested one in the Alps, but they had to think about the body-types they would be exhibiting at the 1927 Show, which in the event numbered a two-seater, the tourer, the San Remo fabric saloon and the Monaco fabric saloon. It can be argued that with three new body styles in the offing and the original chassis requiring a slightly lower compression-ratio, a steady-bearing for its propeller-shaft, alterations to the wheels and brakes, and the engine a one-piece block and crankcase, they would have little time for turning the great little Nine into a sports-model. Riley's had, in addition, the production facilities to sort out, the first 1,000 production Nines having been made in their engine factory. Thus it is quite possible that they sub-contracted the sports-car ambition. A writer in one American publication has stated quite categorically that this was the case. On the other hand, it might be thought unlike the Riley Co. not to undertake all such development work themselves.

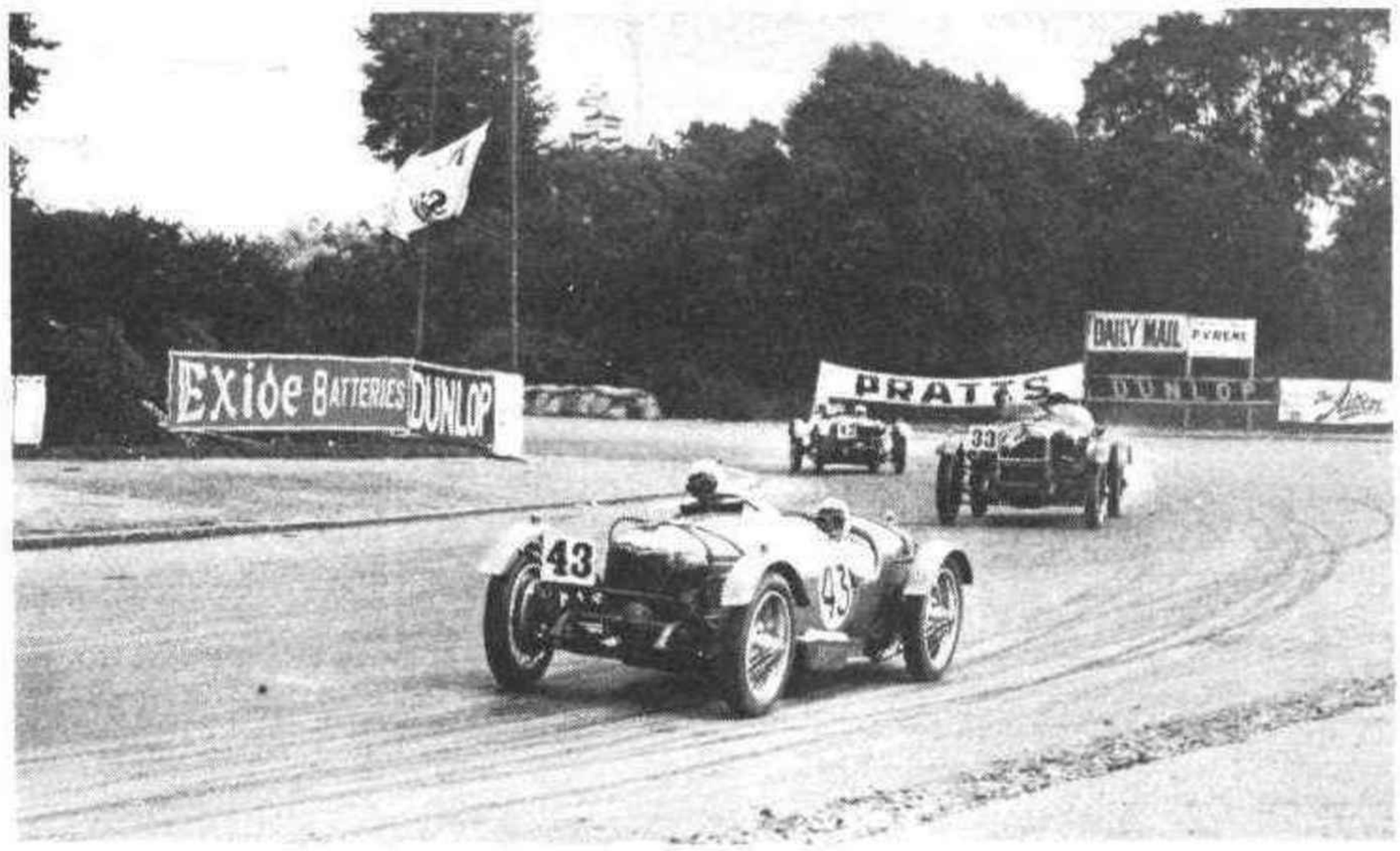


A front view of Ashby's car, showing the low build of the Brooklands Model Riley Nines and the beautiful little radiator used on these cars.



This stripped Brooklands Model Riley is the car which the late A. F. Ashby raced, after running a side-valve Riley at Brooklands for many years. It was tested by MOTOR SPORT in 1930, round the Brooklands Mountain circuit, before the Whitsun Meeting and proved capable of 100 m.p.h. and 6,000 r.p.m. in second gear, running on benzole fuel, but was thought to have rather low-geared steering. This compares with the maximum speed of about 65 m.p.h. of the twin-carburetter Monaco Special saloon of this period.

The fact remains that J. G. Parry Thomas, then at the height of his fame as a racing-car designer and driver, had, among a busy programme for the 1927 season, a Riley 9 project. It may be that, in branching-out from pure record-breaking and outer-circuit work, into long-distance and road-racing, for which purpose he had built his two "flat-iron" Thomas Specials, Parry Thomas was looking for a 1,100 c.c.-class car and saw in the Riley engine just what he wanted, before he had reduced his own straight-eight engine to this capacity. Or it could be that, as our American-Published scribe says, the Thomas Inventions Development Co. was commissioned by Riley's to produce a sports-Nine for them. The truth of this matter may never be known. But whichever way it was, some fast work was done, because Parry Thomas could scarcely have set eyes on a Riley 9 before 1926, yet, in spite of the set-back of his untimely death at Pendine in March 1927, Reid A. Railton, who died recently in Canada, and was, I believe, now more a friend than an assistant of Parry Thomas, had the prototype racing Riley 9 completed by the autumn of 1927, in sufficiently



Two of the team of Riley Nines sandwich an Alfa Romeo in the 1939 Irish Grand Prix at Phoenix Park.



A Brooklands Model fitted with road equipment at the Shelsley Walsh "Amateur meeting, 1931. Whose car was this?

good heart for it to romp away and win its very first race.

Some substance is lent to the theory that at this time the Parry Thomas project was unassociated commercially with the Riley Company and that Thomson & Taylor Ltd., at Brooklands (which absorbed the Thomas Inventions Development Co. after Thomas had been killed in "Babs" at Pendine, and for whom Railton worked at Chief Engineer) for a time marketed the sports version of the Riley Nine, because I have in my possession a folder issued by T. & T.'s relating to the sports model Riley 9.

Whatever the facts of this matter, by August 1927 the project was well advanced, and was announced in the Press. It was seen that Railton had shortened the wheelbase from 8 ft. 11½ in. to 7 ft. 7½ in. and by altering and dropping the side-members had drastically lowered the frame. It was usual for sports-cars to have slightly-lowered chassis but that of this new Riley was so low that the occupants could put an arm over the side of the car and easily touch the ground. This is interesting, because at the time it was thought that a very low c. of g. was essential for fast cornering and that the best aerodynamics were achieved by having the undershield as close to the ground as possible. The current Grand Prix Delage and Talbot cars adhered to this line of thought and so did the Thomas Specials and the Eldridge Special. This presumably explains why the new Riley was built so low. To conform, it was given a newly-positioned, beautiful little radiator and the back springs were placed inside and parallel with the side-members. The seats were just six inches from the road and the height of the body at the scuttle was only 36 in. The engine was given a water-pump, h.c. pistons, a four-branch exhaust system, and twin Solex carburetters, and the oil-pressure was raised, but otherwise, apart from a slightly higher axle-ratio, standard components were used. The output was given as 50 b.h.p. at 5,000 r.p.m.

Thus was Britain provided with a 1,100 c.c.-class sports car capable of standing up to the strong prevailing competition from Salmson, Amilcar (to which Thomas had been very partial), BNC, Vernon-Derby, Senechal and others. The formula adopted by Thomas and Railton proved effective from the start. The prototype racing Riley Nine was entered by Railton for the 90 m.p.h. Short Handicap at the BARC Autumn Meeting on September 17th and it caught the handicappers completely napping. Although not a racing driver, Railton elected to drive the little red car himself. He was put on the 48-sec. mark, giving the limit Morris-Cowley a start of 17 sec. and having to contend with a scratch Bugatti. Two side-valve 1½-litre Rileys started five seconds and eleven seconds behind Railton, driven respectively by Frank Ashby and Victor Gillow. These two never saw the Nine again, for Railton did his standing-lap at 83.42 m.p.h., his flying lap at 98.62 m.p.h. to win by a mile (!) at 91.37 m.p.h. from an Austin 7 and Gillow's Riley. It is interesting that the sensational new car had been entered by Victor Riley and that its engine dimensions were declared as 60 x 95 mm. (1,074 c.c.).

Everyone concerned must have been absolutely delighted with the new Riley's performance (the best lap speeds at the same Meeting by the side-valve Rileys had been 82.31/92.74 m.p.h., by Gillow, who was in winning form, and 73.02/82.59 by Ashby). Victor Riley was so impressed that at a Charity Meeting in November George Duller drove the red car for him, and lapped at 100.01 m.p.h., gaining a second and a third place. (The race card gives the engine size as 1,099 c.c. but I think this is an error for 1,087 c.c., which shows the pitfalls awaiting motoring historians – that Railton declared a smaller capacity than is now ascribed to the Riley 9 may have been due to Thomas preparing an experimental cylinder block, or carelessness in not rounding out the bore and stroke dimensions, because from the



C. R. Whitcroft/H. C. Hamilton in a rain storm during the 1930 JCC Double Twelve race at Brooklands. They won the 1100cc class, averaging almost 70 m.p.h. for 1,679 miles. The cars had, of course, to carry road equipment for the two days of the race.



Victor Gillow won outright the 1930 *Irish Grand Prix at Phoenix Park with a Brooklands Model Riley. Gillow previously raced a side-valve* 1½*-litre Riley.*

commencement the Riley 9 engine was quoted as 1,087 c.c.).

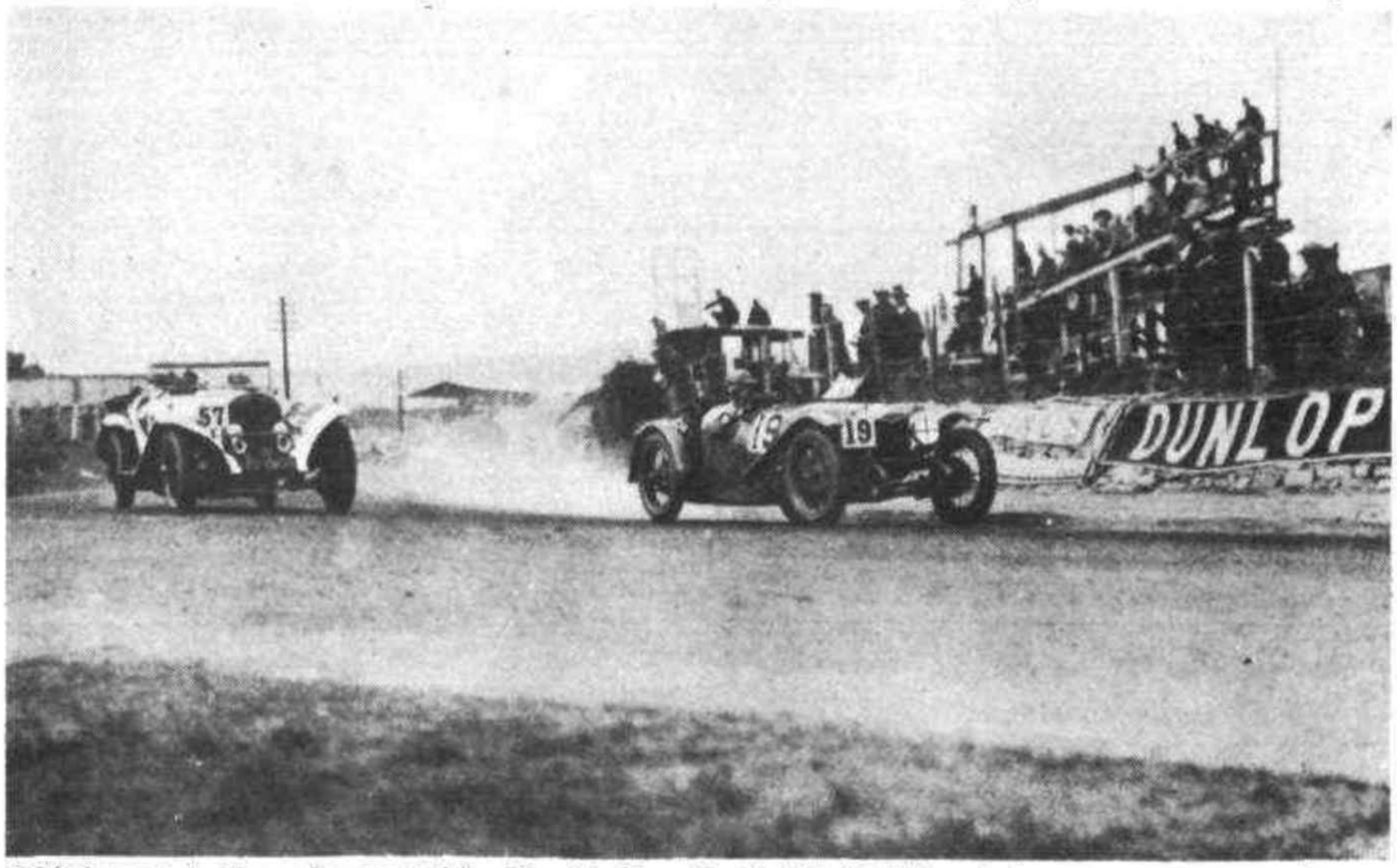
It was no doubt the excellent *debut* of the racing Nine which decided Victor Riley to build these cars in sports form in Coventry as soon as possible, although for some time T. & T.'s would make them in their works on the Byfleet side of Brooklands Track. At all events, a long-tailed car with road-equipment, obviously hurriedly-prepared, was rushed to the Riley stand at the 1927 Olympia Show, where the exhibits were originally intended to comprise a two-seater, a tourer and a Monaco saloon. It was a fabric-covered blue-and-white job, described as having a replica of the 99-m.p.h. racing chassis; it was priced at £395, compared to £298 for the touring Nine and £285 for the fabric Monaco saloon.

It was obvious that much more would be heard of the sports Riley 9 in 1928. Apart from the works making good use of the new car on various occasions to take Class G (1,100 c.c.) records, as detailed in my "History of Brooklands", the Brooklands Model, as it was generally called, although sometimes known as the Speed Model, was beginning to get into the hands of private owners. At the 1928 Brooklands Easter Meeting A. V. Wilkinson had a blue-and-white car which lapped at nearly 84 m.p.h., and Duller with the original red car lapped at just over 95 m.p.h., to take a third place, before the crankshaft broke. Dr. Benjafield then had a go in it and at Whitsun Chris Staniland drove it for Victor Riley, lapping at 100.61 m.p.h., before trouble again stopped play. Wilkinson's car (which was in fact, the first production Brooklands Model and presumably metal panelled, not fabric-bodied), lapped at 90.55 m.p.h., to take a second place. (Incidentally, the engine-size of both cars was declared as 1,074 c.c., suggesting that the early engines *were* slightly smaller than subsequent ones, although I have seen this capacity quoted in conjunction with the full dimensions!). Lionel Martin had a black car, which his wife raced, and a team of three was entered for the Essex M.C. Six Hour Sports-Car Race at Brooklands. Sammy Davis had a long-tailed green car which T. & T.'s prepared, under the direct supervision of Reid Railton and Ken Taylor, with such modifications as the race-regulations allowed, including quick-action fillers, the oil filler being connected to the sump level-tap, a cockpit brake-adjuster, and a special hood. Wilkinson had that first production model, Peacock a new Speed Model. Davis has described his car as able to hold 5,000 r.p.m. and to corner beautifully, feeling "all alive". Alas, an external oil-pipe taking the lubricant from a crankshaft journal to a big-end came adrift and the latter melted, after two hours. Wilkinson retired with gearbox trouble but Peacock finished at an average of 61.39 m.p.h., winning the 1,100-c.c. class.

Thomson & Taylor's, a firm still extant today, then entered a team of three red "Brooklands" Rileys for the TT in Ireland, the cars now with fixed cycle-type front mudguards, modified crankshafts, shorter tails, improved hoods, larger fuel tanks, and better shock-absorbers. Moreover, whereas the cockpit of the original cars had been very restricted, by the Nine's original right-hand gear lever, later replaced by a long central lever, the splendid, very stubby, remote gear lever, typical of the Brooklands Model Riley, had now appeared. The drivers were Davis, Gallop and Staniland. A "works" car with its water pump repositioned was driven by E. Maclure (which suggests perhaps that production was now just commencing in Coventry) and Peacock had entered his Riley which was provided with a new body for the TT. MacDonald had a normal Brooklands Model. In the race Maclure hit a bank and retired with a damaged back-axle, Davis and Gallop also crashed (cynics suggested that the very low build of the Rileys made the beginnings of a slide difficult to detect) and Staniland had the oil-filler blow open and let all the engine oil escape, wrecking the bearings. Peacock, however, again won the 1,100-c.c. class.

The Brooklands Model Riley was by now well in the public eye and at the end of 1928 was fitted with twin Zenith carburetters and had gear-ratios of 4.75, 5.93, 7.83 and 11.38 to 1, whereas the ordinary Riley Nine had ratios of 5.25, 7.66, 13.125 and 20.3 to 1½. The sports model did 84.7 m.p.h. at 5,000 r.p.m. and cost £420. Apart from its racing successes Sammy Davis took one through MCC Land's End Trial, its small ground clearance proving no problem, and a girl used one, equipped with what we would now term a "hard-top", for an important *Concours d'Elegance*.

By 1929 the Brooklands Model was justifiably popular for competition work. At the Track Marsh did well with what may have been the ex-Wilkinson car (the engine size of the Rileys racing there varied from 1,083 to 1,089 c.c., in spite of the correct bore and stroke declarations!) Brian Lewis was second to a Salmson in its class in the JCC "Double-Twelve," and the Martin/Stapleforth car finished the BRDC "500". Then, in view of earlier comments, it is interesting, and may be significant, that a team of Speed Models was again under T. & T.'s jurisdiction for the Tourist Trophy Race. They put in two of the 1928 cars, and a new one to replace the car Gallop had crashed the previous year. Davis' car had larger brakes than normal, all three Rileys had increased compression-ratios, and their brake operation was modernised. I suspect that the later crankshafts were also used,



Thistlewayte's Mercedes overtaking Davis's Brooklands Model Riley during the 1928 *Ulster Tourist Trophy.*

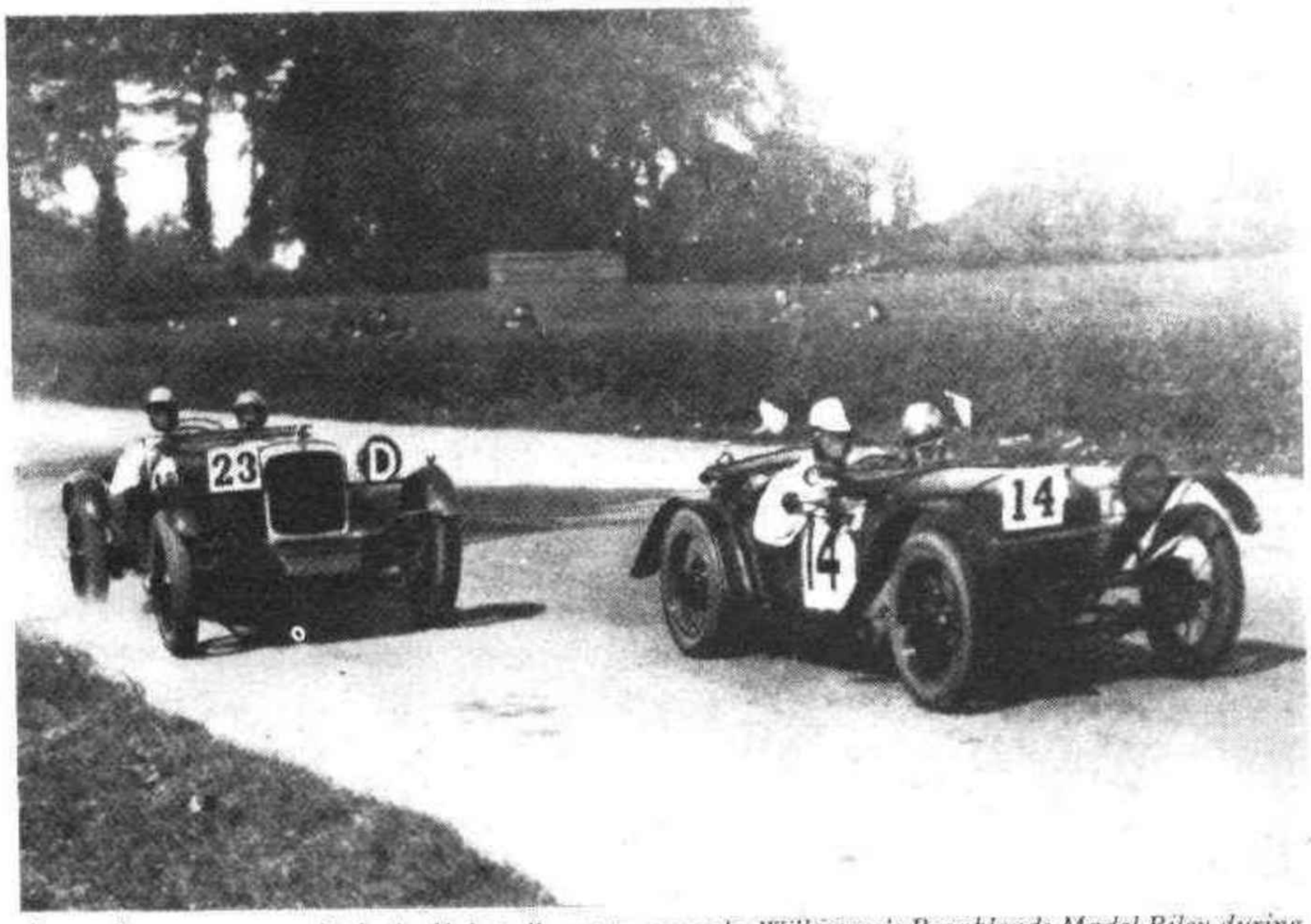
as 5,500 r.p.m. was now permitted in the indirect gears. Bolt-on wheels were still required, of course, by the regulations. Cobb crashed, the Hon. Brian Lewis retired with piston failure, but Davis, in spite of a solid clutch which made the refuelling stop a problem, won the 1,100-c.c. class at 61.97 m.p.h. in the rain, his being the first non-supercharged car to complete the course.

So popular was the sports Riley 9 that during 1930 the Brooklands' authorities held a separate race for them, the prizes being presented by Victor Riley and the Riley MC. Perhaps it was left until too late in the year, however, because this two-lap handicap attracted only five runners, of whom two non-started. It was won by R. T. Horton's red car, which lapped at 92.74 m.p.h., from Burcher's green-and-cream one. That season A. F. Ashby had taken to a Brooklands Model and W. C. Iliffe, Oliver Bertram, King-Farlow, M. B. Watson, J. Johannsson, S. Bird, D. Herrtage, H. S. Barton and E. M. Thomas were racing Riley Nines. Railton had put a blower onto a Brooklands Model, which gave Davis a second place in a Mountain Racing Handicap and took him round the "Outer" at 111.17 m.p.h., the entry that time being made by Victor Riley, indicating that the Riley/T & T association lasted at least into 1930.

In the bigger races that year the privately-entered Brooklands Model of C. R. Whitcroft and H. C. Hamilton finished third overall in the JCC "Double-Twelve" and won its class, at 69.96 m.p.h. Then, Gillow having followed Ashby in buying a Brooklands, he did extremely well with his, in somewhat modified form, at the 1930 Phoenix Park races and in the TT Ron Horton won his class, at 64.71 m.p.h. I think enough has been said here about this extremely effective little British sports-car, for although I am aware that its successes continued long after 1930, Whitcroft and Eyston finishing first and second in the 1931 TT for instance, the bigger Riley models were soon competing alongside the famous Nine, and the latter was emerging in some rather special forms, like Ashby's "flat-iron" with its astronomical compression-ratios, Dixon's single-seater outer-circuit "Red Mongrel" (I regret that no-one has made a replica of *that*, and driven it on the road!), Herrtage's Kum-Bak-Special, etc. and so on. Rupert Riley, Manager of the Racing Department, beat a blown Amilcar in winning the 1,100 c.c. class of the 1931 German GP, but his car was hardly a Brooklands Model Riley.

MOTOR SPORT got a Brooklands Speed Model for road-test in 1929 and although I suspect it wasn't driven out of London, the driver was full of praise for it. It climbed Fitzjohn's Avenue in top gear, did 70 m.p.h. in 3rd, would cruise silently and with a complete absence of fuss at anything from 35 to 60 m.p.h., and had a guaranteed road-speed of 80 m.p.h. The price was £420 fully-equipped, with those flowing front wings and untidy hood, or £395 stripped for racing.

I recall how, many years later, when I was enduring a series of very used Austin 7s, friends used to try to persuade me to change to a Riley 9 – "better brakes, a proper chassis, a real engine", they said. The ploy, I gathered, would have been to visit Bill Bragg on Brixton Hill, where I would have had a choice of several Monacos at £10 each and if I hadn't liked the one I chose, would have been welcome to have returned and changed it for another. I never fell for this, being fearful of back-axle trouble and those brakes which, if I remember rightly, had



An anxious moment as Dykes's Alvis pulls out to overtake Wilkinson's Brooklands Model Riley during the 1928 Ulster Tourist Trophy.

eleven pulleys in the cable-run.

Maybe I missed something, although I had many good runs as passenger in a Riley Gamecock, following the pre-war motoring events. The number of genuine Brooklands Models still racing in VSCC and similar events today, backed up by others which look right if you look at them from far enough away, with half-closed eyes, and yet other imitations (including my own) perhaps too horrible to contemplate, is certainly significant. The fact is that the Riley engine lends itself to hotting-up and thus it soon became rather specialised, as I have said, after about 1930 – there were the four-carburetter TT cars, Dixon's TT Special, and so on, and here I think I must work in that the aforesaid writer in that American publication says that it was the Riley Company and George Eyston who adopted the ploy of a single carburetter per cylinder on a Riley Nine engine, before Freddie Dixon thought of it – which comment I will leave with you . . . .

Reverting to the great little Brooklands Speed Model, in its day it came nicely between the by then out-dated Brooklands Super Sports Model Austin Seven (which was guaranteed to have done at least 75 m.p.h. over a flying half-mile, in stripped trim) and the current Type 37 Bugatti, and apart from having a lower c. of g. it can also be said to have had a more efficient engine than either the side-valve Austin or the overhead camshaft, twelve-valve Bugatti.

After 1928 the Riley Company seem to have ignored their sports Nine, which makes one wonder whether, in fact, it was T. & T.'s who continued with its production? That apart, the real reason for compiling these notes is the hope that our Production Department will produce some nice pictures on which to hang them. – W.B.



RILEY TAILPIECE: Can anyone identify this errant Riley Brooklands, photographed at Donington Park, we believe? Its registration number appears to be PK 2706.

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Of sporting impact

Alfa Romeo's plans for Great Britain

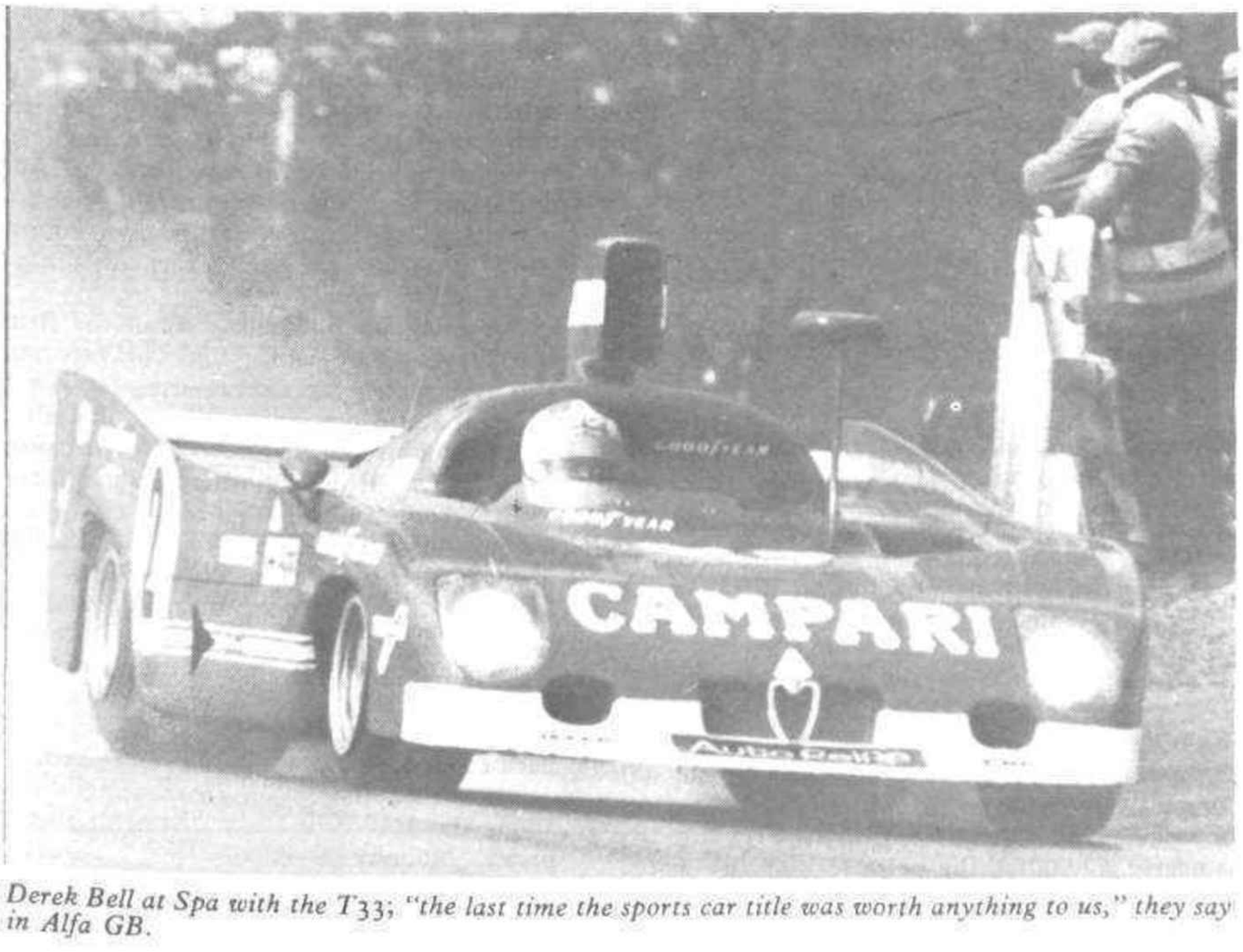
BRABHAM ALFA ROMEO is the wording on the red and white Grand Prix contenders of Niki Lauda and John Watson. It represents the ultimate in sales promotion for the 128 occupants of a late nineteen-sixties building at the northern end of London's Edgware Rd. Of course it is not just for Alfa Romeo GB that the Italian parent makes these gestures, but those words sum up a recently more-sales-conscious attitude. What other methods are used to persuade people, such as the 8,637 who purchased Alfas in the UK last year? And what other methods are used by those office-block inhabitants to complete the Italian marketing job? To find out we trundled (how else can you describe a double-decker bus ride?) up the Edgware Road to discuss their future plans, and some of the exciting new models due in Britain over the next two years. Since Alfa Romeos are now made by factories only a decade old, there was also plenty to learn about where the cars are made.

Our guides through the mysteries of marketing these attractive imports were the company's managing director in Britain, Carlo Cattaneo, and public relations officer, N. Barrington ("Barry") Needham. The latter name may sound as imposing as a genuine Georgian mansion's lofty elegance, but there's nothing old fashioned about his, or the company's, selling techniques.

First a few words on what is happening in Italy to make and transport such cars to our country. There are three main factory areas.



Dr. Carlo Cattaneo.



Derek Bell at Spa with the T33; "the last time the sports car title was worth anything to us," they say in Alfa GB.

In the North they make everything, except the Alfasud, at a factory called Arese. This modern car plant has replaced Milan as the centre for manufacturing operations: the famous *Milano* building should be sold, but like everything else pertaining to a company owned 99.9% by the government, especially an Italian government, such decisions are more the subject of politics than logic.

In the South, not far from Naples, an equally modern set of factories and a few associated suppliers turn out the Alfasud front-wheel-drive range. In 1976 some 16,000 workers produced over 93,000 'Suds, while at Arese (and to a small extent Milan, which was then being run down) 14,000 workers made over 108,000 of the various front-engine, rear-drive Alfa Romeos, all with that classic d.o.h.c. four-cylinder motor.

Those figures offer a clue to the unrest felt in Italy over the Southern plant. Created to provide work in an area of unemployment it has never reached the 1,000 cars a day level that would avoid the current substantial losses. In fact production, at best, reaches about 700 a day. Britain is the third biggest export market for the 'Sud derivatives, behind Germany and France. We ought to have been the third largest export customer for the rest of the Alfa range too, but without a r.h.d. version of the 122-b.h.p. Alfetta 2000 saloon (available in Europe for nearly a year now) it has been hard to gain a decent volume of sales.

Obviously parallels between Leyland's problems and those of state-owned Alfa Romeo are made, and Carlo Cattaneo is very sympathetic to the problems of the British giant. In fact, he is one of the few car industry people in Britain who understand how politics and redundancies are intermixed. In Italy, union officials are frequently full-time politicians as well, and you write off the cost of each new recruit at the time of his employment, for it is practically impossible to sack anyone.

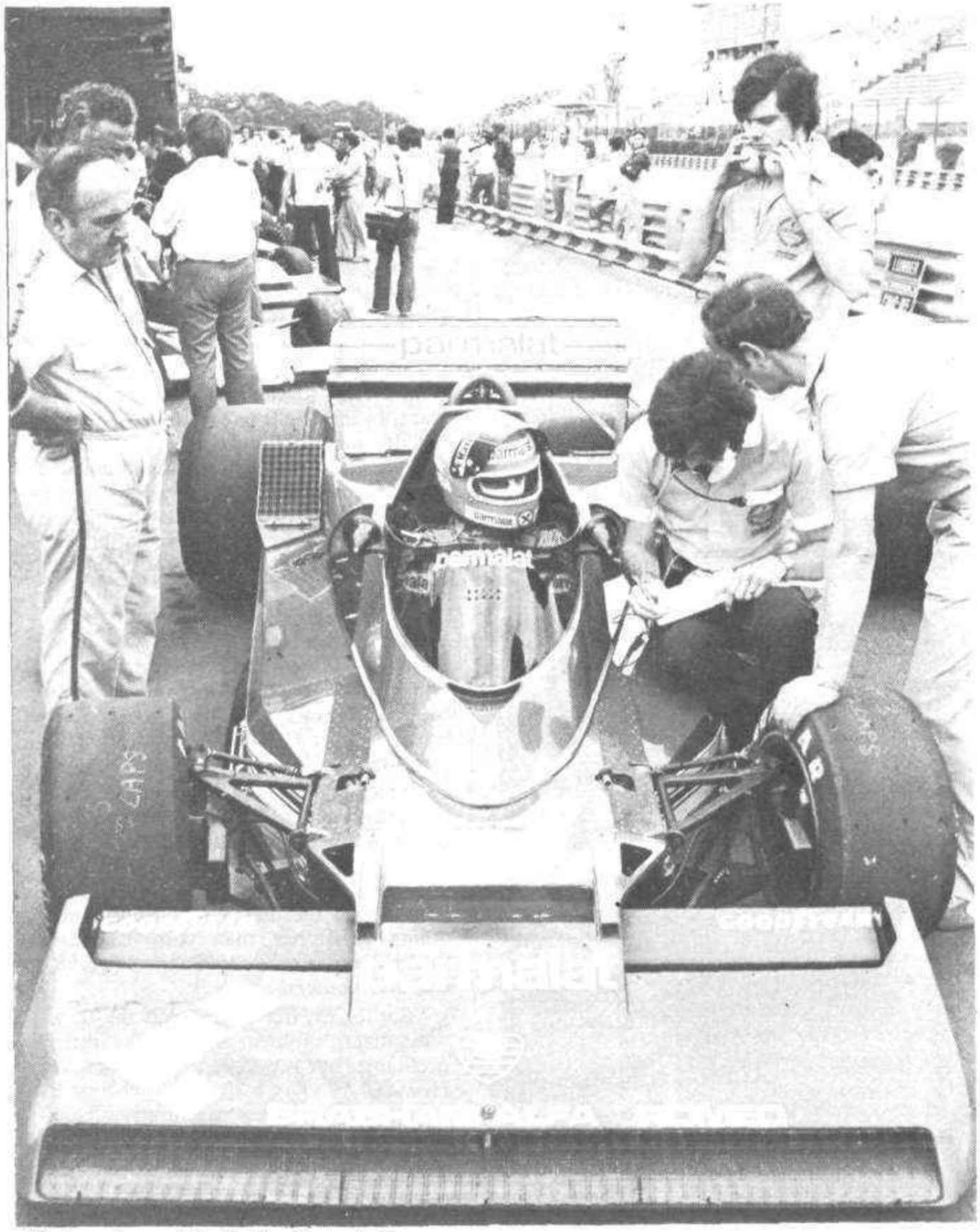
Cattaneo said, with uncharacteristic gravity, "When I meet the managers of our other European sales companies they are always asking for more 'Suds. There is no doubt we could sell more cars than we are making. Even so, over 60% of all 'Sud production is exported.

"You know we have grown in sales fantastically since 1973. Then we sold less than 2,000 cars in Britain. In September 1974, we had the 'Sud for sale here, and that year we doubled registrations. Then we did it again in 1975, when we had 5,807 'Suds and 2,480 others registered that year, so again we doubled our sales! In 1977 we sold 5,498 'Suds and 3,139 others.

"So, for us, the 'Sud makes the trick. The only major problem is that the car is not profitable, but these are paper losses, I think. How can you say it's all loss when it creates those jobs and brings in currency from outside? The potential is there, and I think it is good for Italy to make this factory in the South. Some things are just not black or white, there are many good reasons for this factory to be in the South. You know our kind of cars, they are, well, very *apparent*. Like Alitalia, the press just cannot stop writing about us."

The Alfas are transported to Britain *via* train and boat services. Here in Britain there are 124 dealers, 55 of them concentrating solely upon Alfa Romeo. Future plans include the appointment of a further 31 dealers this year. Last year 10,067 cars were allocated to the British market, this year's target is 15,000: a 49% increase! Everybody chuckled knowingly about these figures, pointing out that if every importer's plans came true, there would be 3 million cars sold in the UK for 1978, rather than the anticipated 1.4 million.

Commenting on the cars that will be coming to the UK in 1978, Mr. Cattaneo said: "We must get the 2-litre Alfetta on sale soon." In a joking aside, he added, "If we don't, I'll resign!" Such shafts of jollity lightened much of our conversation, but it is obvious that seven years serving Alfa in Britain has been a more serious affair, at which this modest individual has excelled. He says more seriously, "It has taken us longer to get hold of this car than any other in the range; normally



Alfa lettering and 'grille' in Formula 1.

we wait only 6-8 months after the Continent, and that includes Alfasud.

"The Giulietta (the 1.6-litre model that shares the Alfetta rear gearbox and many other mechanical parts) should be on sale here later in the year. Of course, the Alfasud Sprint will be more freely available too, and we expect to sell about 150 of these cars a month."

It is possible that the sophisticated new Alfa Romeo big saloon will appear in Britain by the end of the year too, although it has not yet made its official *debut* in Europe. This exciting venture will give Alfa their first 2-litre plus luxury saloon since the demise of the 2600 in the 'sixties. Like that model the new Alfa will have 2.6-litres, but disposed in a double overhead camshaft (per bank) V6, whose ancestry is traced back to the racing V8 motors. It is expected to have 170 b.h.p., on carburetters (Alfa also own the Spica fuel-injection people incidentally) and will have automatic ZF transmission for the majority of export cars.

"With power steering, electric windows, things like that, it will sell against the top of the Peugeot range and the bottom of the BMW/Mercedes big-car models. At present-day prices, that means it would sell between eight and nine thousand pounds," reported Mr. Needham.

Another new weapon in the marketing men's armoury to entice the well-lined pocket is also being tried by Alfa this year—the 2-litre Alfetta GTV Strada. Some 300 such cars will be made, all converted at premises in Deal, Kent. This adds up to nearly £7,000 as the price for this specially-equipped GTV, by far the most expensive model at present in a UK Alfa line which begins at £2,899.71 for the Alfasud 5M. All the Alfa prices are inclusive—"anticipating legislation that will be announced soon," I was told—and there is even the two-year routine service scheme (referred to as "red carpet motoring") in the Alfaplus prices.

It seems the Alfaplus system of offering the car with all taxes paid, safety belts and number plates installed will be staying for good now, as will the servicing scheme (which includes the routine items that need changing) and the inclusion of delivery charges. It seems a much more honest way to price a car, and it is an important selling point to the marketing men.

That is not to imply any lack of engineering expertise and innovation. Any company that makes a flat four-cylinder engine and hitches it up to the front wheels with barely a trace of f.w.d. tug deserves that no trace of innuendo should attach to this remark. Rather that it is a rare company which combines engineering and sales awareness to such a degree. Interestingly, Barry Needham was once a PR for Citroën, so he's no stranger to the merits of small flat fours with f.w.d. . . .

It is interesting to hear what Mr. Cattaneo feels about the British market, especially on the subject of our colour idiosyncrasies. As these marketing men say, "Green may be beautiful in Portofino, but it can look like hell on wheels outside the Bullring in Birmingham!" Aside from this, there seem to be few British preferences that are not easily catered for. Automatic transmission is not very popular in Italy, and especially not with those who feel an Alfa Romeo cannot be an Alfa without a five-speed manual box played *fortissimo*. Just ten years ago over 70% of Alfa production comprised coupés and convertibles; now they make more saloon bodies than any other style, but the thought of going for automatic transmission has often had to be stifled in the face of tradition. The last of the r.h.d. 2000 saloons (from the previous series) did creep through with a ZF unit, but it was just a parting gesture, one feels!

British specification cars, in line with most other importer's practices, tend to be very fully equipped, so that the number of model variations in trim and equipment are minimised. As Cattaneo says frankly, "In Italy every model is available in a basic form—things like heated rear windows and so on are extras—but this is the technique a home manufacturer can use in his own country: Ford often do the same sort of thing in England."

Summing up his feeling about the British market, Cattaneo said, "I like it very much and it is good for us because: (1) it's big enough for everyone to share; there's no problem finding elbow room with people from Lancia, BMW or whatever and there is plenty of room to grow for all of us. (2) Here we have the customers we want to have. They like a smaller car with sporty manners.

"Now this does not mean it is a nice market for every importer. I should not like to be the one who has to sell small Fiats." A big chuckle as he adds, "Always you must be fighting in the market to make an impression with economy small cars. It is very hard."

This brings him to a thing he really dislikes about the UK conditions. "I don't like the prices. Nobody is making good money in Britain. This is true of every class of car. You can see the truth when you compare the prices of a car like Fiesta across Europe; for us the best money is in Germany.

"This prevents us attacking the market as we should do. Something like 10% more profit is needed, but the salaries paid in Britain are not enough to support this, so everybody suffers."

Commenting on type approval regulations, which come into force this year, Mr. Cattaneo felt there were only the normal problems of bureaucracy to contend with. The theory was much the same as Europe, but some of the

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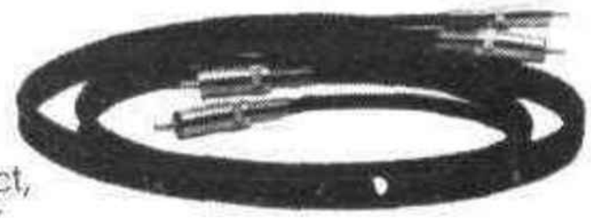
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details took time to sort out.

Turning to the fuel consumption figures that we will see on all cars from April 1st (appropriate date, they feel!), Cattaneo confirmed that Alfa Romeo merely had to submit their French certificates, as the principles were the same. "The figures look marvellous in place of the general magazine-sourced overall consumptions that we used to quote," said the men of Alfa Romeo happily. The testing method still quotes m.p.g. at k.p.h. speeds (the constant speed ones are particularly misleading) so the public should be pretty baffled on all counts by this piece of expert British legislation!

I then asked how important the sporting side was? Mr. Cattaneo is quite keen on all branches of the sport, but retains a practical eye for what benefits their interests the most. He said, "As I said, 10 years ago we sold only coupés and other sporty cars. Now we have switched to a position where saloons and 'Suds are of more importance as part of our image. Now, we have to say, the Alfa Romeo is sporty and practical. It takes time, effort and a lot of money to convince the public that we have changed from being only interested in sports/racing cars to having some cars for the family as well.

"You know many people think Alfa Romeo is just OK for sport, so we have to think carefully. Our official solution is never to leave this sporting area, but not to overdo it: that is why it is a Brabham Alfa, not an Alfa-Alfa." (When this was written there were recurring rumours of just such an all-Alfa Romeo F1 car, running on Pirelli tyres.)

"I think, if you have a Formula One World Championship to boast about, then this must be a help. Now the policy is for head office to do all these sporting promotions, because sales companies like ours do not have the money."

For many years Alfa were involved in saloon-car racing, particularly Group Two where their Autodelta subsidiary won many European Touring Car Championship titles with Giulia coupés. I asked whether they thought Alfa had turned their backs on racing cars that look like their products for good? Mr. Cattaneo looked thoughtful and said, "It's true, we did put a lot of effort into such programmes but this has changed because of the attitude of the press and because we were not sure that the saloon-car racing audience was right for us. We prefer to have national radio, TV and press coverage, so as to place the name Alfa Romeo in front of the new family customers we are looking for.

"The Italian press goes for everything between us and Ferrari. It's true, we have made the most of it and"—he tilts his chair back to achieve the dramatic span of hands—"yes, there are headlines this big on Alfa *v.* Ferrari."

Press relations man, Barry Needham added, "Frankly, you have only to look at the type of vehicles people bring to British races to know why we prefer Formula One. Very few of the cars are worth more than £2,000. Thus British saloon-car racing, in particular, is better for people like Ford who may sell Capri-type vehicles from saloon-car events.

"In fairness I should also add that British saloon-car racing is very specialised. The home manufacturers have put a lot of time and effort into the UK regulations in homologating and developing parts. So we find our products are often not suitable. This is because the Italians have to do all such work, and they are mainly interested in Group Two [and then they go racing only with big sponsorship—J.W.] so our cars receive less attention. Of course, the 1,500-c.c. engine for Alfasud Sprint may help things and, in addition to what we have already said about our plans for 1978, you can expect to see this car in Britain this year."

One is left wondering a little about the British company's attitude to the sport when you see the list of countries (very small in sales volume) who do have rounds of the Alfasud Cup, a heavily Alfa-sponsored one-*marque* series. Why not here I asked? Mr. Cattaneo said decisively, "yes, but all that publicity has to be paid for. We make it, it is not the same as racing against others. For example in Austria, the dealers are much more interested in the sport, and we do not have that situation in Britain."

This comment gives a good clue to the Alfa GB attitude toward the dealer team which runs their products in Britain. They say frankly that only five dealers are really interested in supporting the sport (which might provoke some comment and confirms Mr. Cattaneo's comments about the change in Alfa image!) and so it is increasingly hard to run the team. Napolina, the dealer team's sponsor last year, is prepared to stay in for 1978 but so far as direct Alfa Romeo involvement goes Mr. Cattaneo says, "we are good friends: many of them have worked for us. We cannot do more than help with parts and advice, so the links are not very close any more. I think there is room for a good driver to do a job for us, but all the development of necessary parts would have to be done outside . . . and so would the money!"

In fact, the best activity, from the British end this season, has been the Worth-sponsored Alfetta GTV for BSM instructor John Lyon. The car has performed well, called little on Alfa's resources in this country, yet has also been a credit to the company name. Unfortunately, Worth do not appear to want to continue support in 1978. Ironic, for the reason is apparently that they achieved what they set out to do, much as Yardley had in racing, puzzling though it may be to enthusiasts.

Overall, we spent an informative day at Alfa Romeo. Much of what happens there is common amongst importers, but despite all this talk of family saloons, the sporting spirit is still very much alive in their current production, albeit a spirit adapted to the road conditions of the 1970s.—J.W.

Obituary: Frank Ashby

I WAS sorry to learn from the Riley Register that A. F. Ashby has died, in Australia, where he had lived for many years. Frank Ashby was a great enthusiast, a dedicated racing motorist. He developed a racing-bodied side-valve 1½-litre Riley, with inclined radiator, into a notably successful outer-circuit Brooklands car in the mid-1920s, before turning to the new Brooklands-model Riley Nine. He applied his tuning methods to this and it, too, became a race-winner. Ashby then produced his "flat-iron" Riley Nine, based on Parry Thomas' cars of that build. Using astronomical compression-ratios, up to 20 to 1 with alcohol fuel, it is said, a bronze-lined head, and four carburetters, this lapped at 112 m.p.h.

Ashby had associations with the Glacier Metal Company, I believe, and later he began to produce special parts for racing Alfa Romeos, at his works at Wembley. He had his own 2.9-litre, Dubonnet-front-suspension, *ex-posto* Alfa Romeo, which he largely rebuilt, using his own conception of rods, pistons, inlet and (twin-pipe) exhaust systems, his own steel cylinder blocks which seems to have lifted the revs from 5,500 to 6,500 and Ashby/Lockheed brakes. This car was acquired by Ken Hutchison and later went to New Zealand. Ashby also made cast-iron cylinder blocks for another P3 Alfa Romeo. For a time he held the Class C Campbell circuit lap record at 66.89 m.p.h. He won a road-circuit handicap at Brooklands in his red P3 in 1938, at 69.16 m.p.h. A stocky man in grubby white overalls with his right foot in a surgical boot, Ashby was a driver in the best old-school, Brooklands tradition. I harbour a happy memory of his Alfa Romeo out-accelerating the rest of the field down the Railway straight, aided perhaps by that heavy boot, before Frank braked hard for the turn onto the Campbell circuit.—W.B.

FIA Year Book

THERE is no need to say more about the "FIA Year Book of Automobile Sport" than that the 1978 edition of this multi-lingual, soft-cover reference work is now available from Patrick Stephens Ltd., Bar Hill, Cambridge for £6.50. We are told that last year this publication, essential for anyone connected in any way with the Sport, had sold out by May; so take note. In its 788 5¾ in. × 4¼ in. pages there are pictures of drivers and cars, technical data about cars, biographies, directories, addresses, regulations, circuit plans, results and 1978 fixtures, etc., giving a unique Directory of modern motor competitions.—W.B.

USAC comes to Britain

REVIVING memories of the Monza 500 races of the late 1950s when front-engined USAC roadsters came to the Italian circuit to race against their European counterparts, Motor Circuit Developments will be bringing the latest breed of turbocharged USAC single-seaters to race in Britain this autumn.

The races, which will both be rounds of the United States Automobile Club Championship, will take place at Silverstone on September 30th and at Brands Hatch on October 7th, will both field sixteen USAC machines, and Dick King, USAC's President, recently visited London with a group of his colleagues to finalise the race details with MCD.

Qualifying for the races will take place at Michigan Speedway on July 14th and King estimates that there will be around thirty USAC regulars attempting to qualify for the two British races. Full USAC regulations will control the format of the two events and they will both be preceded by two days of testing and Indianapolis-style qualifying right down to the "yellow flag" procedure and even "Gentlemen, start your engines". Interestingly, McLaren designer Gordon Coppuck estimates that "pole time" at Silverstone will be 1 min. 19 sec. and at Brands Hatch 1 min. 23 sec., comparing more or less exactly with current 3-litre Formula One times at the two circuits!

VINTAGE POSTBAG –cont. from page 293
captured from top German officers and my mother remembers that permission for the nursing staff of the XXX Corps casualty clearing station to use the vehicles was expressly given by General Horrocks himself.

I believe the car is of the DKW/Audi/Horch genre but your observations would be most welcome. I particularly like the detail the photograph shows – the matt painted bumpers, headlamps, grille, windscreen etc., also the splendid leather padding on the inside of the passenger's door. My mother rather thinks the car was an overall dark grey colour, and remembers it as being most comfortable and quite fast. Thanking you for the quintessential motoring magazine.

Milton Malsor TIM JAMES

(The car is undoubtedly a pre-war Horch –Ed.)

That Bentley-designed Armstrong Siddeley

Sir,

Having just read of your bewilderment by a reference to W. O. Bentley having been connected with the design of post-war Armstrong Siddeley cars, may I say that this was a well-believed myth in motor industry circles in the Midlands around the 1950 period.

It was known that W.O. had been retained as a consultant by Armstrong Siddeley and everyone then jumped to the conclusion that he was responsible for the Sapphire and particularly for the engine of that car. I cannot remember ever seeing this stated in print and I don't expect Armstrong's minded such a rumour circulating and therefore did not attempt to deny it.

When I later came to know W.O. personally I asked him about the design of the Sapphire engine, being interested to know why he had deserted the overhead camshaft layout after so many years of using either the single or double variants. He replied that he had no part in the design of the engine or the car and that he had been retained as a consultant on matters entirely away from motor cars. No more details were volunteered and I did not press the matter further.

Incidentally, W.O. did tell me that before starting on the design of the post-war Lagonda engine he had a very close look at the vintage 1100 c.c. Amilcar engine and was very praising indeed over the quality of its engineering. Whatever has happened to the few of these that used to appear at VSCC events? Similarly I believe that Messrs. Lyons and Haynes looked fairly closely at the pre-war Rapier engine when considering the XK 120 power plant. Now, of course, all the Rapier owners are putting Jaguar rods into their engines to stop them flying to pieces.

Streetly BRIAN MORGAN

(I have heard that Walter Hassan, OBE, also checked on the 3-litre twin-cam Sunbeam drawings when the XK120 was mooted. –Ed.)

Sir,

Donald Bastow approached me at the Haynes Publishing Group some three years ago suggesting he should write a book about W.O. and his designs. We now have a book which is due to be published in April, of some 300 plus pages divided into four parts; The Aero Engines, The Original Bentley Cars Lagonda Pre-World War 2 and Lagonda After World War 2 and Armstrong Siddeley.

Indeed W.O. was involved with an Armstrong Siddeley 3-litre prototype (the Geoffrey Healey test-car had a mocked-up Lancaster body) and all will be revealed soon.

Sparkford TIM PARKER

Group Managing Editor

Haynes Publishing Group

(The plot thickens. –Ed.)

MG K3004

Sir,

In the footnote to D.S.J.'s most interesting article concerning the J. H. T. Smith K3 Magnette in your February issue, D.S.J. writes – "The Manby-Colgrave, Billy Cotton, Stuart-Wilton car K3004 which carried the Smith modified two-seater pointed tail body in 1939 was dismantled and as far as is known the body was destroyed".

This car K3004 was owned by my late brother from 1943 to about 1948. He sold it to a man named Gullen who shipped the car to his home in Australia. K3004 at this time was exactly as it was when Stuart-Wilton last raced it.

Lingfield, Surrey EDWARD R. MAY

(We understood that this car had been fitted with an Australian-built glass-fibre sports body, but are interested to learn that it went out to Australia in its original form. –D.S.J.)

V-E-V Miscellany, Continued from page 292.
bought a Minerva motor cycle and basketwork trailer before 1903 and followed this with two De Dion Bouton cars, the second of which, around 1904, was used to help return the local Conservative member. A third De Dion Bouton was acquired in 1907 and used for a tour of France, of which a very complete record still exists. He then bought the 15-h.p. Clement-Talbot which had finished fifth in its class in the 1908 2,000-Mile International Trial, which he drove in the Saltburn Sand races, which he attended since 1906. Apparently the Talbot, named "Old Reliability", took part in all the local Yorkshire speed events, and was also driven at Shelsley Walsh, Aston Clinton and in 1911 at Brooklands, the Doctor captaining the Yorkshire team at the Track in an inter-club contest. The Talbot climbed Rosedale Chimney and was used in Spain and Italy, the Doctor's dog Spot always riding with his master.

Apart from the article in MOTOR SPORT last year about the sole-surviving Parry Thomas-designed Leyland Eight, and the extremely interesting follow-up provided by Mr. Stanley Sears, who, with his Mother, had run these cars on the road, this subject has been in the news again recently. A reader has sent us cuttings from *Lancs Evening Post* about interviews this newspaper had with Newton Iddons, who worked with Thomas on the Leyland Eight and was responsible for the restoration of the surviving car, after we had drawn Mr. Spurrier's attention to it and he had acquired it for the Leyland Museum. These interviews brought a letter to the newspaper from someone who remembered Parry Thomas allegedly using a disguised radiator emblem on the experimental car which, when looked at closely, by those anxious to know what make of car they had enountered, read "Don't Ask"! Chelsmford Round Table No. 132 is organising what it expects will be one of the largest transport extravaganzas ever held in the S.E. of England, with all classes of vehicles catered for, even to hot-air balloons, helicopters and the RAF Harriers. Cars of 1920 to the mid-1950s will be welcome at this event on July 22nd/23rd and those interested should contact MG and Jensen owner P. Rushden, 20 Roswell Road, Chelmsford, Essex. The Spares Register of the Standard Register Trust is David Richardson, Holmside, Hambledon Road, Denmead, Portsmouth, Hampshire.

The Marendaz Special reported as burnt out in Essex turns out to be the 13/70 car used in trials in 1933/34 by Mrs. Alfred Moss (Stirling's Mother) before she acquired her better-known short-chassis white 15/90 Marendaz Special in 1935. The car has a second gearbox mounted behind the standard gearbox, apparently to give Mrs. Moss a set of low gear-ratios for trials' work. The wreck is being rebuilt by M. Morton. The NW Club for Pre-war Austin Sevens has a pair of two-gallon petrol cans stamped, respectively, B.V. & Co., and B.W., and they wonder if anyone can identify the companies concerned? Incidentally, their collection of motoring items is housed at present with a building society and a County library but new premises are sought in the North East, Cumbria and Yorkshire. A very sad 16 h.p. Dorman-engined Vulcan tourer, which had been in the open for many years, is being restored by a reader in Suffolk. The car appears to be a 1920 model, because Dorman's supplied the engine to Vulcan's in that year and the spring-leaves are stamped 1920. The chassis appears to be a mixture of VB and WRD models but has the longer wheelbase of the latter model. Help would be appreciated from other Vulcan owners. Another reader, a trader living in Worcester, USA, wants to find the 1937 328 BMW which he owned in London in 1956. It was one of the Reutter cabriolets, white with red seats, Reg. No. DOM 777. Letters will be forwarded.



The Horch referred to by Mr. James.

The Sporting Tyre Makers

Michelin : Sport reinforces a most influential name in the tyre war

"MICHELIN SCORE first GP victory" said the covers of both sporting weekly papers on the Thursday after Reutemann's Brazilian GP victory. A few days later, I was the small puzzled figure outside Michelin's London HQ attracting the occasional hard stare from passing pedestrians as I strove to equate that wording with the pictures and words on that unusual building's tiles. The exterior examples of Edwardian taste showed a Mercedes pounding through the countryside, and promised me that this was the Grand Prix Dieppe le L'ACF 1908, *and* that the spectacular combination of man and machine was *Lautenschlager sur Mercedes.* Passing similarly attractive tiles recording the 1907 *Coupe des Voiturettes* and the *Paris-Vienne* event of 1902, I sat down in the main reception area of 81 Fulham Road, London, SW3. Tiles abounded here (I am sure somebody must offer such nostalgia in some form) and I noted that the earliest covered *Marseille-Nice 1896 Break de Dion.* Motorcycles are depicted as well as cars, though my personal favourite was a dramatic large red Fiat which, I was promised, was Nazzaro participating in the GP Dieppe 1907.

My hosts for the day were Ray Dowell from the company's technical division and press relations manager Christopher Rogers. They confirmed the suspicion W.B. planted in my mind: the weeklies were talking about a modern GP first. In fact Michelin won their and the World's first GP-titled event on the Sarthe circuit in 1906, that victory taken appropriately by a Renault.

All the recent press comment about the company has been stirred up by their sporting activities. For years – and some sources reckon Ferrari first tried Michelin covers in public at the 1969 Monaco GP – Michelin have been coming back into the competition World. Coming back? Yes, after that initial 1906 win, the company not only dominated GP racing, but also road races and many other major sporting events for cars and motorcycles. According to research completed in Britain Michelin withdrew from major sporting events in 1912.

How Michelin slogged back to their present position as winners in rallying (first three on this year's snowy Monte Carlo, the same weekend as the Brazilian victory), Grand Prix, and in the bitterly competitive world of top line motorcycle racing, is a story worth telling on its own, a credit to Monsieur Dupasquier and the competition team at Clermont Ferrand. Before moving onto a more general picture of Michelin it is worth recording that Michelin competition tyres are available in Britain. On the motorcycle side there is a proper service team and a good stock position in Britain, but on the car side Michelin men (not literally!) say they were let down badly by one of the scruffier production saloon car racing outfits last year, and are rather disillusioned about the prospects of providing any kind of service in Britain. A few car customers (especially those with older competition Ferraris) are catered for, but prices are high and one gets the feeling that it will be a long time before customer competition covers are freely available here, if at all.



In Michelin's second modern Grand Prix, a clear victory went to Ferrari.

Currently Michelin are the second biggest producers of tyres in the World. They passed Firestone for that second place in 1976, biggest being based upon tyre output. Goodyear are still comfortably larger, but Michelin have reached that size and demanded respect in the industry for the sheer technical ability they can muster, even rivals acknowledging freely how high the standards are. As Michelin grows ever larger, and they now have *four* factories planned (two in full production) within the USA, it remains to be seen how rivals then feel about this giant, secretive, family business which employs over 130,000 all over the World.

The origins of Michelin actually have a British flavour. During the 1830s one Elizabeth Pugh Parker married Edouard Daubree. She brought with her not only an interesting lineage, for she was the niece of Charles Mackintosh who discovered the secret of dissolving rubber in benzine, but also had the idea of making rubber balls for her children. Her husband's cousin already had a small agricultural business at Clermont Ferrand, and it was in that small town that they established, in 1863, the Michelin company, rubber products manufacturer. Today, I was told, the business is strictly tyres (through a range of over 1,500 types!) though the parent company base is still Clermont Ferrand.

That cousin, Aristide Barbier, was the grandfather of the two tyre pioneers, Edouard and Andre Michelin. They developed a detachable pneumatic cycle tyre in 1891 and a pneumatic car tyre in another four years. Even in 1895, I was told, a Michelin cover could cope with a car travelling at 60 m.p.h. and could be expected to last 3,000 miles. I find those figures astonishing.

Other Michelin milestones included their first truck tyres in 1912, the low pressure tyre of 1932 and the truly revolutionary X design for 1948. This last, a radial ply cover which, with the use of steel bracing, were to become the influential features on road tyre design throughout the World. Of course the progress of the X was not apparent as an historic trail blazer all the World over, straight away. In Britain particularly, the predictable breakaway characteristics of either fabric radials or some of the excellent Avon crossplies often received kinder press and public comment in the enthusiast sector. For the mass production it was *the* break-through, offering qualities of sheer roadholding and wear that, with refinement over the years, has produced new tyre standards in the 30 years that have passed since the X. The important point is that Michelin have never surrendered their technical ability to lead, and deliver a tyre at a competitive price to the public. That initiative is still evident today, resulting in what is described as "market domination in Europe in the car and truck market. In Britain we hold about 30% of the car tyre market, usually fighting for leadership with Dunlop and Goodyear," said Mr. Rogers. It was significant that neither of my hosts could think of a European *marque* that does not take Michelin tyres as at least part of its original equipment tyre needs ... I am sure our readers will come up with a name.

Ray Dowell, an experienced automotive engineer who has worked for Austin at Longbridge and Smiths Instruments, confirmed that much of Michelin's success is drawn from high standards of quality control (an unusually high percentage of employees are devoted to such tasks) and testing. The heart of such practical research is Ladoux, a 1,000-acre site with a complete research and development complex attached. It lacks the glamour of the newer Pirelli track, but the testing that goes on there is a revelation. I saw film of everything from a BMW motorcycle on a test pad, to a single-seater Formula France racing car and monster construction site machines pounding around. Some of the heavier trucks are obviously endurance testing with a vengeance, the drivers holding them in beautiful power slides! Where one finds drivers capable of flinging huge Chevrolet Impalas around wet cobbles, spinning gaily and analysing what needs to be done, is beyond me.

The British Michelin company was registered as a company name on May 11th 1905. Tyres were imported from France at the turn of the century, though, a practice continued until 1927, when the Stoke on Trent factory was opened. Now there are over 15,000 employees in Britain and six factories, including sites in Ulster and Scotland. Apart from a French managing director the staffing here is predominantly British, but it is worth noting that all the employees are expected to be very flexible about the work they do. Ray Dowell laconically noted, "if you work for Michelin, you have to be able to fit a tyre, whoever you are!" This double job approach is characteristic of the company, as is the technical secrecy, though in recent years much more information has been forthcoming from the company. Many car manufacturers have been taken aback by Michelin representatives almost telling them how they should be designing their cars, but many more find it worth listening, and that is how an advance like the TRX became possible.

British range

Though the word revolutionary may be fairly applied to some of Michelin's wares, studying the lists of tyres offered in this country shows that old designs never die, they just become restricted in their sizings!

Illustrating this point well is the fact that the Michelin X is still sold, but only in 15 in. diameter. Looking its old skeletal self beside today's fatter offerings it lacks an official speed rating, but in practice it is suitable for use up to the SR limit of 113 m.p.h.

The best selling tyres are those evolutionary brothers, the ZX and XZX, both rated SR. The ZX was the tyre that has largely superseded the X, and is now itself being gradually overtaken by the XZX. Introduced in 1968 the ZX has a slightly simpler tread pattern than the 1977 XZX. In the author's experience the later XZX does offer better standards of wet weather grip, the by-product of two deeper longitudinal channels replacing the ZX triple channel pattern. There are considerable detail tread pattern differences toward the shoulder as well, the newer tyre's rather more complex drainage

IT BEATS THE TRAIN ANY DAY OF THE WEEK.



The Beta Monte-Carlo – £5,927.22*

When you're sitting in a jam (surrounded by cars more or less identical to your own) with road works in front of you and the police behind you, the impression that some of the joy has gone out of motoring is hard to resist.

Fortunately there are still a few cars that are a delight to drive, whatever the circumstances.

The Lancia Beta Monte-Carlo, for instance, is probably quite high on your list of dream cars.

It is an uncompromising 2-seater sports car, which means that if you buy it you do so from the most selfish of motives.

But, the Monte-Carlo is not just any old sports car. It's mid-engined grand tourer based on the concept that has won the World Rally Championship for Lancia four times in the last five years.

The transverse 2-litre twin-cam engine drives the rear wheels through a 5-speed gear-box, thoughtfully providing you with speeds of up to 120 mph and acceleration to match.

The handling, with all-round independent suspension and disc brakes on all four wheels, is exhilarating.

But the Monte-Carlo isn't all pace and no comfort.

The interior is a driver's delight. With contoured, cloth-covered seats, wall-to-wall carpeting, electric windows and a complete array of instruments.

Last, but not least, you are buying one of Pininfarina's masterpieces – a body shape that attracts as many covetous glances as Miss World.

So what is the advantage of all this when you are debating whether to give up crowded roads for equally crowded trains?

It's simply that though you may be in a crowd, you are certainly not part of it.

And that when you do move, the Monte-Carlo will see that you are quickly all on your own.

Which is more than can be said for the train.

LANCIA

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*Prices include VAT at 8% and car tax, inertia reel seatbelts and delivery charges (UK mainland), but exclude number plates.
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HOW TO CROSS THE ATLANTIC WITH BOTH ENGINES OUT.

It was an Easter Sunday morning, halfway to Bermuda, when one main engine in the submarine HMS Olympus decided to give problems.

The Engine room Watchkeeper, noticing smoke, closed the engine down.

Upon opening one of the large end bearings, a crank pin was found to be irreparably damaged.

For the Acting Engineer Officer, now Lt Douglas Blake, this presented inconvenience, but no great drama.

The engines of a submarine do not drive the vessel directly. They are, instead, linked to generators which charge batteries; electric motors actually do the propulsion work.

Even on one engine enough charge can be generated to maintain movement.



COINCIDENCE.

Incredibly, 24 hours later – almost as if in sympathy – the second engine developed identical problems.

By now the nearest useful port was Halifax, Nova Scotia, 2000 miles distant.

A rescue tug would take 4 to 5 days steaming to arrive and another 6 to tow them back.

The battery simply would not last that long, even though non-essential services like lights and hot water had been curtailed and catering reduced to sandwiches.

Blake, reluctant to sit and wait for a tow, decided to try something never before attempted.

BALANCED DECISION.

An Oberon class submarine's 16 cylinder engine can run on 15, provided the affected connecting rod and piston are replaced with a counterbalance.

Olympus, like all submarines of her class, carried such an item; a 50lb steel weight designed to bolt around the crankshaft.

But this equipment was intended to be installed whilst in dock or alongside a fully-equipped Support Ship.

It also required rubber engine mounts to be replaced with special steel blocks in order to limit vibrations.

No submarine carried these.

But then, few submarines have ever been deprived of both engines simultaneously.

CRITICAL SPEED.

The Commanding Officer of Olympus showed Blake iceberg and fog patterns on the Halifax route and asked the chances of making a reliable repair.

Blake's long experience as a submariner convinced him it would work and the Engineering Department received the go-ahead.

After 16 hours' continuous work in rolling seas, the temporary repair was made and the engine started.

At 400 revolutions, well below the normal running speed, it developed heavy vibrations.

But Blake ordered the power to be increased. At 850 revolutions, vibrations disappeared and the engine ran smoothly.

Olympus made Halifax under her own power.

LEARN MORE. CONSTANTLY.

The Navy tends to throw down gauntlets less demanding careers would not even find necessary.

Engineer Officers continually discover new limits; not only in machinery and people, but in themselves.

If you possess the qualifications outlined below, but have an interest in not stopping there, we would be pleased to send you more information about careers as a Royal Navy Officer.

ROYAL NAVY OFFICER

The minimum academic requirements to become an Engineer Officer are at least 5 GCE passes (or equivalent) including 'A' levels in Maths (P&A) and Physics, and 'O' level English Language.

To: Captain D. Pentreath RN, Officer Entry Section, (894OL1), Old Admiralty Building, Spring Gardens, London SW1A 2BE.

Name _____ *Date of Birth* _____

Address _____

My present or expected qualifications are _____

University/School _____

MANY CAREERS WILL USE THE TALENTS YOU HAVE.
THE NAVY WILL USE THOSE YOU DONT EVEN KNOW YOU HAVE.

said to offer a quieter and more comfortable ride, though this would be hard for most drivers to detect, and I have certainly never tried a "before and after" test.

Another pair of evolutionary brothers are the 1965-designed XAS and the early seventies arrival, the XVS. Both have asymmetric tread patterns (which is why it is so important to fit them the right way round!) a construction continued for the internal plies. As with the ZX and XZX you can freely mix these two tyres, but the differences in performances are harder to discern. Again the later product, XVS, has more attention paid to water drainage, particularly upon its inner shoulder, and it also offers a slightly flatter tread crown to the road. Both tyres are rated HR (up to 130 m.p.h.) but the XAS is currently offered in 10, 12, 13 and 15 in. diameters, while the XVS is restricted to a single sizing in 13 in. diameter and better availability in 15 in. diameter. From personal experience we can say that these popular 14 in. sizes (used so widely on the Continent) can be very difficult to get at times. In general Michelin say they are faced with the problem of not making enough tyres, and it can be as well to pre-book a set of tyres if you are a particularly earnest business motorist who wants his car on the road constantly.

Where the role of the XAS and XVS is to provide a tyre that is a cut above the average, the next steps in the range are quite a lot more specialised. The most recent, and useful, is a pattern called the XDX which is aimed straight at the motorist with a heavy high performance car. It has a VR rating and a recommended use up to 142 m.p.h., but what it does is to provide a more comfortable ride for people with cars capable of considerably higher speeds than these, but who never use that extra speed. It is well suited to the heavier high-performance saloons from Mercedes and BMW, but the real market in Britain is seen as the XJ Jaguars, though this can only be a replacement market as Jaguars all come on Dunlops. The XDX is sold in diameters from 13 in. to 15 in. inclusive.

Top of the speed and price range are the XWX covers at present, though it is obvious that the TRX has more potential. The XWX is a very conventional tyre, but capable of withstanding the most incredible punishment. The speed rating is simply over 130 m.p.h. (VR), but in Michelin terms it is designed to cope with the all-out performance car customer. The pinnacles are the top supercars from Ferrari (Boxer) and Lamborghini (Countach, though current models are now offered on Pirelli's P7, though you are equally liable to find them on many other *marques* as well. I think C.R. would confirm what I have discovered in hard wet practice; namely the XWX is not a forgiving tyre. It seems to be a very tough tyre, but combined with a mid-engined "exotica" it can provide only a knife edge on which to balance before spinning in the wet. This behaviour is only liable to be exhibited under test track conditions and can be partially blamed on car designers, but it provokes the thought that it will not be long before Michelin provide a more predictable, low profile, cover to the top of their car range.



XWX is the top speed tyre.

Newest Michelin arrival in this country is the TRX, the TR part standing for *Tension Repartie* or the even distribution of stress. Achieved by the combination of a wheel and tyre profiles, the TRX sets new standards for popular saloon cars in what is its only home for the British market, nestling under the wheelarches of the Ford Granada S. Here Michelin engineers caught Ford just at the stage when they were willing to juggle the suspension setting around to accommodate Michelin's low profile newcomer. The result, in my opinion, and that of others who have driven the S, is a remarkable advance in road adhesion for the Granada, achieved without fuss of any kind.



The TRX is only sold to Ford currently.

The angle of the unique wheel rim provides what Ray Dowell refers to as "tangenital support stretching up the sidewall." This feature, combined with the squat 65% profile (the ZX has an 82% profile) means the heavily channelled cover (strongly reminiscent of their all-weather saloon car racing tyres) stays unperturbed, virtually whatever hectic manoeuvres the driver is commanding from this bulky Ford.

Current plans for the TRX suggest that all covers will come without tubes. The only size is the unique 190/65 HR (up to 130 m.p.h.) 390 for the Ford: the company advise very strongly against trying to fit the tyres (assuming you could also get the Ford aluminium wheels) to any car but the current Granada. In the future we can expect to see the TRX concept taken to lower profiles, 55% at least. Compared to a 185-14 the TRX has a smaller outer diameter, but offers what they jokingly refer to as "Plus 1½," the figure referring to the extra tread width in inches, as well as their Pirelli rivals.

Development of the TRX traces back to an unknown point in the seventies. A party of four British journalists saw the cover for the first time in 1975, when it was shown on models from Peugeot and Mercedes. Taking into account that Pirelli have their wheel and tyre concept (the Plus 1 described in MOTOR SPORT of January 1978) how long will it be before we see Dunlop and others going the same way? Incidentally the Michelin people I have talked to all seemed to doubt that Michelin would market any kind of run-flat Denovo style tyre, though this idea shows how willing Dunlop are to get involved with wheel and tyre design as one entity.

Michelin naturally make cross country/rough weather tyres too. In fact there are three choices. The newest is a good compromise for normal road and winter driving, the asymmetric construction and pattern XRN. These tyres can be fitted to the driven wheels only, but, only a limited number of sizes were promised last year, so you may need to go to the older less compromising designs. These are R-rated (90 m.p.h. with studs in the moulded holes provided, 100 m.p.h. without) whereas the XRN is SR-rated. This must be very useful to Germans, Austrians, and the like, confronted with winter weather and the chance of running at continuous high speeds within the same journey.

The two R-rated covers are the XM+S and the XM+S8. In 205/16 dimension, XM+S is best known as the tyre for the Range Rover, and this is the only size offered, so the other design is Michelin's generally available "knobbly", and I am told this is very effective. In fact I believe the British Trial and Rally Drivers Association (BTRDA) have said they will ban some of the Michelin knobblies. The reasoning is that they are not available in a wide enough range, so those that can use them have an unfair advantage!

François Michelin, the present leader of this international French corporation, is widely regarded as a friendly figure amongst his employees, gaining the nickname *Oncle François*. As I said before it is unlikely that any business rival can afford to regard this successful enterprise with any trace of such sentiment, even that engendered by the cuddly Monsieur Bibendum emblem! –J.W.



Designed for the mass-market, XZX.

TRIPOLI

A dip into the past

TWO LETTERS from readers caused me to think about Tripoli and the Grand Prix that was held there during the nineteen-thirties. One reader wrote from Tripoli itself, on the Mediterranean coast of Libya, where he is working as an architect on a new University for North Africa, while the other wrote from South Africa. The first enquired about the actual location of the old Tripoli racing circuit, as he wanted to search it out, and the second was enquiring about some old Grand Prix race results, among them the 1935 Tripoli GP. These two enquiries caused me to turn to my bound volume of MOTOR SPORT for 1935, wherein there was a very good report of the race. Reference to Barré Lyndon's book "Grand Prix" revealed plenty of facts about the circuit.

Once I start dipping into the motor racing history books I tend to get carried away and a quick five minute reference invariably develops into an interesting five-hour session of research, and this was a typical occasion. The circuit was officially known as the *Circuito Permanente di Tripoli*, but more popularly it was called the *Mellaha Circuit* after the Mellaha salt lake which was encircled by the public roads which made up the circuit. The length was 13.1 kilometres (8.14 miles) and was roughly rectangular in shape, though the two long straights contained very fast curves. Even the corners where the circuit changed direction were very fast, and were slightly banked. Speed was of the essence for the Tripoli GP, and the two big problems were tyres and the heat. The last race was run there in 1940, just before Italy joined in the war, and during the nineteen-fifties the huge ferro-concrete grandstands and pits were still intact, though racing never resumed there. Whether those structures are still standing we shall no doubt find out soon from reader number one. During the North African campaign in the last war, many enthusiasts in the army and air-force found themselves on the Tripoli circuit, but with little time for reflection. The secretary of the Vintage Sports Car Club named his house "Mellaha" when he left the RAF, and today there is probably someone living in it who has no idea how it got its name.

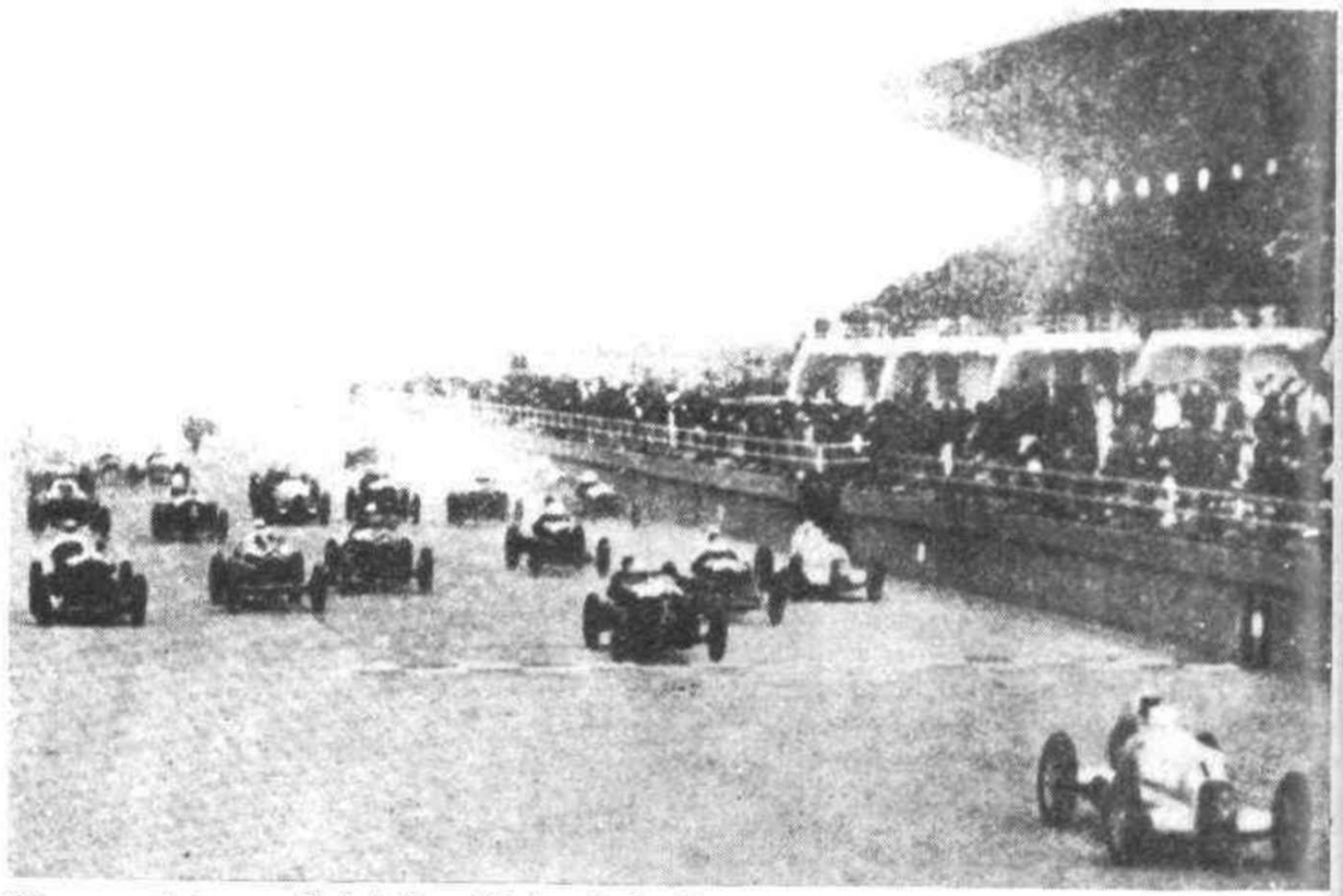
The Tripoli Grand Prix was first held in 1925, when Renato Balestrero won with an OM at just under 60 m.p.h., and it continued until 1930, when there was a lapse. It was re-started in 1933 on a new version of the Mellaha circuit, where it was held regularly until 1940. The 1933 race was won at 104.7 m.p.h. and by 1937 the race average had risen to over 134 m.p.h. Each year a national lottery was held in conjunction with the race and the holder of the winning ticket was in a similar situation to someone winning the jackpot on the Football Pools today. The drivers shared in the lottery winnings, as well as getting the regular prize and starting money, so that everyone was out to win, the winner netting something in the order of £6,000, which would be like winning £60,000 today. A maximum of 30 cars was allowed, that being the number of prizes in the lottery, and entries were by invitation, with a driver's past racing record being taken into account.

The 1935 race was a memorable one with a high quality entry. Daimler-Benz sent Rudolf Caracciola, Luigi Fagioli and Manfred von Bruachitsch with W25 Mercedes-Benz cars, Auto-Union sent Achille Varzi and Hans Stuck with the 16 cylinder rear engined monsters, while the Scuderia Ferrari, directed by the middle-aged Enzo, sent a veritable armada. At this time Grand Prix races were normally run to the Formula that stipulated a maximum weight of 750 kilogrammes, but the Tripoli organisers opted out of official rules and ran their race to *Formule Libre*. This allowed Ferrari to send his two stupendous *Bi-motore* Alfa Romeos, unbelievable machines with a Grand Prix Alfa Romeo engine in front of the driver and another one behind him. The two supercharged straight-eight cylinder engines drove to a central gearbox and then by Alfa Romeo's classic divided prop-shaft layout, to the rear wheels. One of the *Bi-motore* cars had engines each of 3.2 litres and the other used 2.9-litre engines. The 6.4-litre car was entrusted to the Scuderia Ferrari team-leader, Tazio Nuvolari, while the smaller 5.8-litre car was to go to the driver among the rest of the team who made the fastest practice lap with a Tipo B "monoposto" Alfa Romeo. The team drivers were Louis Chiron, Rene Dreyfus, Count Brivio, Carlo Pintacuda and Mario Tadini and they had a variety of single-engined "monoposto" cars to choose from, some with 2.9-litre engines and some with 3.2-litre engines. It was Louis Chiron who was the fastest and had the doubtful honour of driving the second *Bi-motore*. These twin-engined cars were incredibly fast, but consumed fuel and tyres at an absurd rate, and their handling was "tricky" to say the least. When the first one was built Nuvolari drove it on the famous Florence Autostrada at over 200 m.p.h., and it actually took records at 199 m.p.h. In road-racing trim it was probably good for 175 m.p.h. for as long as the treads would stay on the tyres.

The rest of the 1935 Tripoli entry was made up by private teams or individuals with Alfa Romeos and Maseratis and Marcel Lehoux with the lone SEFAC, but it was a non-starter, along with the Earl Howe's Maserati. This left 28 starters, so straight away two luckless lottery ticket holders were weeping into their vino. The starting grid was decided by ballot, as was the general practice in those days, and the cars were lined up in rows of five, four, five, with Fagioli (Mercedes-Benz) on the front row, Caracciola (Mercedes-Benz) and Varzi (Auto-Union) in row three, Nuvolari in row five with the big *Bi-motore*, von Brauchitsch (Mercedes-Benz) and Stuck (Auto-Union) in row six, and Chiron on his own in row seven with the small *Bi-motore*. Among the field was Balestrero, who had won the first Tripoli GP, in 1925, Etancelin, who is still alive and well, living near Rouen, Farina who was to become the first FIA recognised World Champion in 1950, Hans Ruesch, who was to win the 1936 Donington Park GP, and Piero Taruffi, who still lives in Rome.

The race was run over 40 laps, in almost tropical heat and tyres were the big problem, so that drivers had to decide whether to run fast and keep changing tyres, or run slower and conserve the rubber, for they had 524 kilometres to cover. The German Continental tyre firm, who looked after Auto-Union and Mercedes-Benz, had shipped something like 300 tyres to Tripoli, and in those days there were no variations in rubber mix, size or construction. Although Fagioli shot off from the front row, Caracciola caught him before the end of the opening lap, and Nuvolari took second place on the second lap, but the *Bi-motore* used up its rear tyres by the end of lap 3 (a mere 24 miles) and the Italian stopped at the pits for new tyres. Tyre wear and the speed of pit stops were the key-notes of the race, run at an average of well over 120 m.p.h., and at one point Caracciola dropped as low as 10th, only to climb up to fourth as other fast runners changed tyres.

Five laps before the end Varzi looked to have the race in the bag, but then one of his rear tyres lost its tread just as he passed the pits and he had to limp 8 miles on a flat tyre. By the time he reached the pits the tyre and wheel were a red-hot mess and before he could rejoin the race, Caracciola went by into the lead. Varzi gave the Auto-Union its head in a last desperate effort to catch the Mercedes-Benz, and looked like doing so as they started the last lap, but then the other rear tyre burst and he limped home in second place. Fagioli was third, Nuvolari fourth, Chiron fifth and Dreyfus sixth. Just like today the works drivers dominated the scene and took the lion's



The start of the 1935 Tripoli Grand Prix, with Luigi Fagioli storming into the lead from his front row grid position, with Caracciola the eventual winner, coming through by the wall.

share of the money, with the private owners not getting much of a look in. Only ten cars finished, Caracciola averaged 197.993 k.p.h. (123.03 m.p.h.) and set a new lap record on lap 38 when Varzi was after him, at 220.167 k.p.h. (137.74 m.p.h.).

The following year Varzi set a record lap at 142 m.p.h. and in 1937 Lang won the race for Mercedes-Benz at over 134 m.p.h. Then the Grand Prix Formula limited supercharged engines to 3-litres, which cut nearly 200 b.h.p. off the power-outputs and speeds dropped. In 1939 the Italians got tired of the Germans winning all their races and taking all the loot, so they put a 1½-litre limit on the Tripoli race, as they had a strong force of 1½-litre Alfa Romeos and Maseratis. Daimler-Benz appeared with two brand-new and untried V8 Mercedes-Benz 1½-litre cars and wiped the floor with the "eye-ties". In 1940 Germany was busy with another competition (which they lost!) and Alfa Romeo won the Tripoli GP with their supercharged straight-eight cylinder 1½-litre *Alfetta* at a higher speed than Lang had done with the little Mercedes-Benz, and higher than Caracciola's speed in 1935 with the 4-litre Grand Prix Mercedes-Benz. Such was the progress in those days.

When the Scuderia Ferrari pensioned-off the *Formula Libre Bi-motore* Alfa Romeos, the big-engined one was broken up and the small-engined one was sold to Englishman Austin Dobson, who tried in vain to race it at Brooklands and Donington Park. At the end of 1938 the car was virtually cut in two and the rear engine and axle were discarded and a new back end built for it. This was done for the new owner the Hon. Peter Aitken, and in *mono-motore* form it was called the Alfa-Aitken. It eventually went to New Zealand and over the years got hacked about and altered in various ways. Recently Tom Wheatcroft acquired the remains and brought them back to England. If he can acquire *two* Alfa Romeo "monoposto" engines he is planning to re-construct a *Bi-motore* for his Donington Park collection of single-seater racing cars.

It is interesting to think about the very fast Mellaha circuit in today's Formula One scene. We could still field an entry of 30 cars and the works teams and star drivers would still collect all the loot, but I cannot see them accepting a ballot-decided starting grid. Tyres should no longer be a problem, but a 500-kilometre race distance would pose some interesting problems. With modern cornering powers the average speed would be interesting, though the maximum on the straights probably would not be vastly different to 1937. Remembering that Varzi got round at 142 m.p.h. in an Auto-Union, with negligible brakes, low cornering power and "tricky" handling, a modern Formula One car would probably lap at 175 m.p.h., which would be spectacular, all on a 3-litre unsupercharged engine running on straight petrol. Progress indeed.

In the 1935 lottery Caracciola was drawn by Signor Gaetano Giacomini from Rome, and Varzi was drawn by Signora Rozina de Gerraro from Casacalenda. During the last laps of the race they must have been biting their nails, for there was something like £50,000 at stake, which was a lot of money in 1935. A similar lottery today on a Grand Prix would have the Andretti or Hunt ticket holders on the edges of their seats.

Just as watching today's racing activity passes many happy hours, a dip into the past can be equally enjoyable, especially when it is sparked off by something unpremeditated. – D.S.J.



Luigi Fagioli with the Mercedes W25 in the 1935 Tripoli Grand Prix.

Two Good Ones From VW/Audi

IN MOTOR SPORT for March last year J.W. wrote an enthusiastic report on the VW Golf GTi. I have since had some experience of it and can add this reminder of what an excellent car this is, in almost every way. It is a surprising performer for a 1,588-c.c. saloon, even allowing for fuel-injection. It handles well (the test car was Pirelli-shod), has a nice gear change—I was delighted to find an oversize "golf ball" as the knob!—there is turbine-smoothness from the power-unit, and prompt winter starting is a further bonus. It was odd, however, to find windscreen-wipers on a l.h.d. car obviously intended for a r.h.d. model. At present this fast Volkswagen is only available with the controls on the left. This did not trouble me at all, and I regard this Golf GTi as a very worthwhile purchase at £4,858. J.W. got 28 m.p.g. and in more gentle (snow) driving I recorded 33.1 m.p.g. and, as expected, no oil was required in 635 miles.

The Golf has certainly grown up, from being a replacement for the Beetle, although it is obviously of very different specification! It was followed in my road-test curriculum by a smart black Audi 100L Avant. I liked this one also, in a different way. It is exceedingly roomy, the boot included, comfortable, has a nice gear change from a short lever sprung to the right of the gate, although this change can baulk at times and could do with a heavier reverse-guard spring. The movements are pleasantly short, however. I was glad of the front-wheel-drive on snow-coated roads and this, and the Michelin tyres, got the Avant hatchback up gradients which, in my experience, defeat many cars at this time of the year. The hatchback opens easily and does not need a key, but the cover over the luggage does not rise with the lid, as on most other cars. There is ample performance, especially bearing in mind that the 1,588-c.c. engine consumes two-star petrol. It seemed to be doing this at better than 30 m.p.g. on quite fast runs but the shortage of the stuff at the time of the test (due to the tanker-drivers' strike) precluded a proper check.



The attractive Audi 100L Avant.

This Avant is another car which should boost VW/Audi sales. It has nice instrumentation, rather low-geared but light steering, it started instantly in sub-zero temperatures, and it runs at around 3,800 r.p.m. at an indicated 70 m.p.h. The off-side rear passenger's door was a bit sticky to open, and although the wipers swept an effective arc on this car, they seemed intended for a l.h.d. version. Until one is accustomed to this Avant the use of two very short stalk-controls, one for the lamps, the other for the hazard-flashers, can be a trifle confusing. At £5,099 this seems to me to be another good move by Volkswagen in the intense "chess-game" of Import sales to this country.—W.B.

The second of *Old Motor's* "Kaleidoscopes" is devoted to motorcycling and contains a fine hotch-potch of pictures of all kinds of motorcycles, all down the years. It has been tied together by Dennis Howard, the Foreword is by Bob Curroe, and the price is £4.95.

THE FIRST 10,000

Some Impressions of the Editorial Rover 3500

THERE'S A BIT of journalistic licence in the above title, because this article was supposed to be about my experiences with a Rover 3500 in its first 10,000 miles. But it hadn't quite reached that mileage when it had to go in for repairs, just when I wanted to write this piece. Anyway, such a mileage is much too low for fully assessing a car of this calibre and price. Even the least expensive cars should not, in my opinion, go "off-song" until they have covered around this 10,000 miles and the better ones, on the assumption that the more you pay the better service you should get, ought to last at least 40,000 miles before the first small derangements intrude. Unfortunately, this Rover wasn't quite like that . . .

I had become a devoted BMW enthusiast by the time the Editorial 520i became due for replacement. It was running very well and had only once let me down on the road, when the fuel-injection pump belt broke, admittedly when servicing was rather overdue, at 38,775 miles. However, I had had this excellent car for a long time, the brakes were beginning to play up after 39,300 miles (proving my comment above?), and the clutch didn't feel as once it had. So, when the MD rang to remind me that I had requested a new car, and asked if I would like a Rover 3500, I tried to quell hopeful thoughts of a BMW 528. "How long have I to decide?" I asked. "Two minutes," I was told, "and you have had one of them, already!" Thus it was that I later took possession of an R-registration Rover 3500.

I had heard that one of these excitingly-styled, redesigned, Solihull vee-eights with electric windows and sun-roof might come "on the MOTOR SPORT strength". After considerable delay I was told that Henlys had at last eradicated some faults in "my" car, RYW 935 R, and that I could take delivery. I had driven road-test examples of this latest multi-cylinder Rover and had discussed its engineering niceties with its talented designer, Spencer King, so I knew what to anticipate. But when I first took the Editorial, long-duration-test example out from Standard House into London's traffic-tangle, I soon felt the need of some fresh air and felt around for the window-lift (or drop) buttons. There weren't any, and I realised then I had been "sold" a simplified 3500 with wind-up glasses; as this dawned on me I glanced upwards, to discover that there was no sun-roof, either! The car also had automatic transmission, instead of the fine five-speed Leyland gearbox I had craved. In fact, to my surprise, this has not spoiled "Big Aunt" for me, and it is definitely a fatigue-reducing factor on the long one-day journeys I am accustomed to make, especially in the congestion at the London end of these. Any lack of acceleration is easily countered by easy selection of "hold-2" on the quadrant.

I was certainly pleased to be in a British car once again, having become very attached to the former Rover 2000TC I used to drive, which would undoubtedly have been replaced with the earlier Rover V8, had not the rear suspension of the one supplied for road-test given us some very odd, sickness-inducing results. Anyway, here I was, Rover-orientated again. I think because of what might be described as a subsidised sales-stimulus, which however did not detract from the pleasure of seeing how this then "Car of the Year" would behave.

When I took RYW 935 R over the mileage was 3,690 and I was told that it was now in a thoroughly decent condition. So I was disappointed to find a big piece of trim hanging from the off-side wall, inside the boot, and to hear a tinkle from inside the off-side driver's door. The former has never been rectified at subsequent services and the latter is still faintly evident. There was the further disappointment that the upholstery wasn't leather, as on my other Rover (I suppose as an animal-lover I should have been pleased), that the thick-rimmed steering wheel (where there *was* simulated leather) wasn't truly round, and that I sat very low, so that the view ahead was through a big bow-window, with no sign of a bonnet.

I was glad of the "hidden", knee-protecting Rover stowage-pockets, found the cramped driving area quite comfortable, apart from the pan-shaped seat cushion sometimes rucking-up somewhat, and appreciated the business-like impression created by the many instruments and controls, although the "black box" atop the screen shelf, which contains these, could hardly be more ugly. It is a clever idea to accommodate the electrical fuses at the left-side end of it, or would be if the lid wasn't secured by a single, small plastic catch, so that it frequently falls off. The vast lift-up tail-gate, so easy to raise, giving access to a vast amount of luggage space even without folding the back seats, was noted; also the fact that there was nowhere to stow upright my "Easy-Fill" one-gallon fuel-can, which tucked away so nicely in the BMW's boot. To bring these first impressions up-to-date, the central door-locking, functioning with a satisfactory "clunk", is a Rover luxury I wouldn't be without. Excellent, too, is boot-illumination independent of the external lamps. The car is in that muddy fawn finish which the MD tried to convince me is the nicest 3500 colour there is—it has been less enthusiastically, and much more pointedly described, in certain other quarters! To date, I have never seen the Rover's spare wheel or jack; but I am happy to see those chunky-tread XVS Michelins on its five-stud wheels, today *the* race-winning and rally-victory make of tyre . . . After nearly 10,000 miles there seems no diminution in the tread's chunkiness.

Naturally, the 3½-litre, borrowed-from-Buick, engine gives effortless performance, although without that one-time vee-eight exhaust-beat that I would willingly have accepted. The Rover power-assisted steering is by no means so well endowed with "feel" and accuracy as that on other makes I could name. But it is light and quick (2⅝ turns, lock-to-lock), without being over-sensitive; indeed, it changes the direction of this big car so easily that there is, at times, the odd impression, probably increased by the lack of aiming-marks which a longer or higher bonnet would give, that "Big Aunt" is pirouetting about one of her back wheels. The brakes likewise lack "feel", but they are light and quite adequate when pressed into urgent use. The handbrake seems to be positioned for a l.h.d. car but is probably easier to reach than if it were on the right of the transmission-tunnel.

To encourage it into running, the light-alloy engine requires choke when cold, this being obtained by lifting up an otherwise flush-fitting lever on the long, central console



"The vast lift-up tail-gate, so easy to raise, giving access to a vast amount of luggage space . . ."



Troubles apart, the Editor has a great admiration for the characteristics of his stylish Rover 3500 automatic. He affirms that mid-Wales is not really sinking into the marshes!

that divides the front seats. Beside this choke lever is what I would have thought was an ash-tray, as there is a lighter beside it, only its plastic top is a fixture—for those who do not mind shortening their life-span by nicotine-poisoning there are neat little ash-trays recessed in the doors. The choke can soon be dispensed with and this engine then runs in near-silence, and very smoothly except for some mild tremor at the steering wheel at its habitual 500-r.p.m. idling speed, if the gearbox is held in "D" with the brakes on. The oil-gauge registers zero pressure at idle, but the needle climbs slowly to record over 30 lb./sq. in., at cruising speeds. The various warning lights do not actually dazzle, but I *must* remember to tape-over the one that tries to frighten me into belting-up! I have still to concentrate when using any of the four big, square push-switches on the right of the aforesaid unimaginative-styled instrument binnacle, which operate the low-mounted fog-lamps, efficient rear-window demisting, rear fog-guard-lamps, and the hazard-flashers —the last fortunately not needed, for they should be reserved as real emergency warnings, not used at every kerb-side halt, for which so many drivers now employ them . . .

The Lucas H4 headlamps give a really excellent full-beam, hopeless illumination when dipped; the ingenious side-window demisting is useful but I have not yet convinced myself of the fog-lamps' effectiveness, mounted as they are far back under the bumper. A hefty knob on the right edge of the instrument-box dims the adequate facia illumination but you cannot completely extinguish this array of light, and as there are 12 warning lights and the clock, heater-controls and gear-selector positions are also lit-up, the interior of a Rover 3500 after dark is never dull! Four vertical quadrant levers look after warmth and "coolth", effectively when you know how, but the noise, when the car is stationary, from the 3-speed recirculation blower is depressing, in an otherwise quiet car; yet it is necessary for demisting when cold air is shut off, as it can be effectively when you do not require its useful volume to pour from the many vents. A single key is used for ignition and doors, but the BMW keys were nicer to use, if greater in number. A smaller key locks the Rover's petrol-filler flap. The front-hinged bonnet releases easily and has a neat self-supporting strut. The Unipart radio has excellent tone, and the Kienzle clock is an accurate time-keeper.

Those are the impressions I have formed of this Rover 3500, together with admiration for its very high cornering powers, without breakaway or drama, and its effortless performance, which so seldom causes the ordinary driver to have to explore the 6,500/7,000-r.p.m. limits or go into bottom gear. The rest has been said in our road-test reports.



The fallen boot trim, ignored by Leyland dealers.

* * *

The first place to which I went in my new British transport was Prescott, for the very wet 1977 VSCC hill-climb. It was afterwards used for all the regular and irregular chores of a motoring writer's business-life, until the fuel-pump failed, at 5,739 miles. I had previously had a Rover 3500 fail to prime on a gallon of petrol after it had run dry and I wonder whether there is a weak aspect to having a submerged pump, in the 14-gallon tank? Anyway, there I was, bonnet-up, not far from my house, when luckily a friend encountered me and took me in her Mini to the nearest Leyland Dealer. I say "luckily" because where I live there are no such things as "next-door neighbours" to call upon, for help in emergencies! Anyway, this Leyland Dealer performed a fine Supercover service, towing the car in, for about £1-per-mile (recoverable from the AA), but it was a week or so before a new fuel-pump was fitted, as these were not in stock. All this time, incidentally, there was no licence on the Rover's big windscreen, Henlys or Swansea having lost it; and it was a long time before the replacement arrived, from the latter establishment!

The rectified Rover had its 6,000-mile service in London and then performed well, up to just before 9,000 miles came up on the odometer. The driver's seat-squab knob now revolved freely. Fortunately the squab was set at roughly the right angle for me, for it couldn't be adjusted. This, and the fallen boot-trim, were not noticed at the 9,000-mile Service in London, and worse, I was told immediately this had been done that the power-steering was losing fluid, a fault, the garage said, that only Henlys or Rover's should correct. Nevertheless, I drove 200 miles thereafter without incident and a small leak at a union was quickly cured by the Automobile Palace in Llandrindod Wells. So, at 9,220 miles, the car is again in use or will be when I can get some petrol.

The Rover 3500A is ideal for a lazy driver in a hurry, and is astonishingly fast over long cross-country hauls. Raymond Mays has said that the 3500 reminds him of being in an airliner but mine does not have the original obtrusive wind-whistle past the windows, which may have suggested this analogy to him! As for fuel thirst, I was originally getting around 22 m.p.g., but recent checks have shown the consumption of four-star as closer to 20-21 m.p.g. As an indication of when to refuel, the grossly erratic gauge and the warning light (which appears when the gauge shows around a half-full tank) are both quite useless. The last tankful took me 287 miles, equal, if the maker's capacity is correct, to 20.5 m.p.g.

The Continental Correspondent says there is no point in writing about a quality car, like his E-type Jaguar, until it has done 100,000 miles or more. So perhaps I should now sign off and wait until my "new" Rover has run that far before referring to it again. It might be more prudent, though, with, one hopes, everything, all go, go, go at British Leyland, to return to the subject at 40,000/50,000 miles.

W.B.



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All in a Year's Work

A review of some of the more interesting variety which spiced the Assistant Editor's life in 1977

NINETEEN-SEVENTY-SIX had been such an exciting and dramatic year for me on the circuit and on forest tracks that in the article of this title in MOTOR SPORT last March I was able to ignore the more mundane aspects of a motoring journalist's life—like driving exotic cars and travelling the world! (so they tell me)—in favour of a personal competition commentary. My nineteen-seventy-seven Mercedes diary (1978 is my year for Rolls-Royce), whilst not devoid of references to racing, rallying and associated metal-bending, is rather more concerned with interesting road-test cars, overseas trips (a total of 41 days out of the country) and an ever-increasing office work load. Most of the cars, from sublime to exotic, were described in MOTOR SPORT road-test articles, some escaped because of pressure of space or other reasons. Almost 100 cars passed through my hands—some briefly—in a total, at a rough estimate, of 40,000 miles. In this year's "looking back" article I propose to review some of the more interesting cars and incidents of my motoring year, much in the style of W.B.'s annual "My Year's Motoring".

To boast of a year without brushes with the Law, as W.B. did last month, would perhaps be to tempt fate. But to put into perspective the perilous thread by which a motoring journalist covering a high mileage hangs on to his licence, and to make a mockery of the 70-m.p.h. limit, I think it interesting to note that of the road cars I drove one was capable of over 180 m.p.h. (the Lamborghini Countach), nine would exceed 140 m.p.h., at least 25 were capable of 120 m.p.h. or more and only a dozen or so had maximum speeds below 100 m.p.h. Once again in 1977, I was thankful for the freedom of the German autobahns, which enabled me legally and safely to try some of the very high speed cars at the pace for which they were designed.

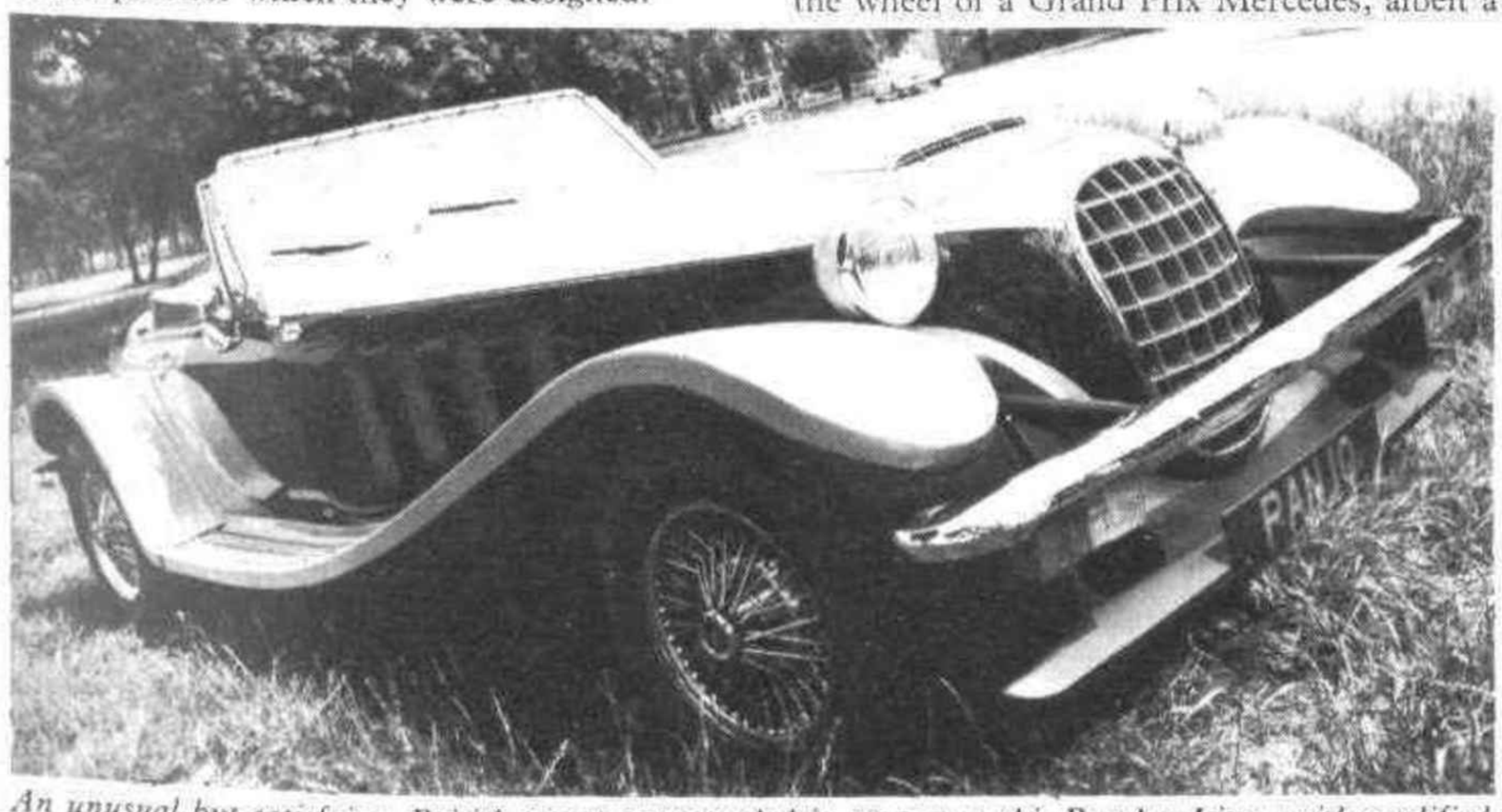


C.R. had only one rally outing last year, with Tony Fowkes on the Avon National Forest Rally in the amazing Johnson Wax Mercedes 450SLC.

My year began—and ended—in the salubrious surroundings of a **Mercedes-Benz 280E Automatic**, I don't propose to go into much detail about this beautifully-engineered German luxury car as road tests of a manual version, with modified suspension, and a 280CE coupé are in hand. Suffice to say that I am greatly enamoured of this top of the W123 range, with its smooth and willing, 185 b.h.p., twin-overhead camshaft, in-line six-cylinder engine, four-speed automatic gearbox, excellent handling, power steering and brakes, conservative yet imposing lines and, with its functional squareness, a compactness of capacious bodywork which gives surprising agility to this luxury car. Later in the year, on the occasion of a Mercedes-organised preview of the new Donington Park circuit, Erik Johnson, Mercedes' PR Manager, loaned me his personal 280E for a few laps of this fascinating track, the only occasion I have had to drive on it. Memories of Donington's pre-War greatness were brought back on that May day by the sight of that great German ace Hermann Lang once more behind the wheel of a Grand Prix Mercedes, albeit a post-War W196.

The month of January was disrupted by Ford's launch of the **Fiesta** in the mild climate of Monte-Carlo and a very educational visit to Japan and the works of Toyo Kogyo, who were unveiling their little **Mazda 323 Hatchback**. I was more impressed with the Fiesta at its introduction than I have been since, the roads of France perhaps being more agreeable to its choppy ride than those of Britain. W.B. has had more experience of the Fiesta than I, and has commented accordingly. I find the Mazda Hatchback more agreeable generally, if not in steering and handling specifically, than the Fiesta and I speak from experience of a 1,300-c.c., two-door, long-term test car which reached us in mid-year. This well-appointed, comfortable Japanese Euro-car is portlier than the Fiesta and not completely without drawbacks, but I must not undermine a separate story on this competitively priced small car.

I had not been over-impressed by 2000 and 2200 manual-gearbox versions of Citroën's advanced (in some ways) CX series. Their luxurious ride and comfort could not make amends for a lack of steam and an abominable gear-change. It was with some curiosity therefore that I approached a **Citroen CX2400 Pallas C-matic**. Would the extra power and torque and avoidance of the difficult, four-speed gearbox be the answer? In part, yes. The semi-automatic, three-speed, torque-converter transmission can be left to its own devices (it will start, slowly, from rest in top if necessary) or the central lever can be flicked around with a fingertip to produce reasonably inspiring performance. What the engine lacks in sheer punch is made up for at the top end of the performance range by the marvellous aerodynamics. I adore the lines, the finish and the appointments of these sleek French flagships, yet can never really come to terms with the choice of a big, old-fashioned, four-pot engine for this futuristic concept, nor with the self-centring power steering, the over-sensitive power brakes or the way the Hydropneumatic suspension is caught out by hump-backs and switch-backs. CX owners will



An unusual, but satisfying, British sports car sampled in 1977 was this Panther Lima, with modified Vauxhall 2300 engine.

tell me that I haven't covered sufficient miles in the model to come to terms with it. I agree: this is a car that has to be lived with for some time before appreciation strikes. I look forward to trying the fuel-injected, five-speed CXi which I'm assured is a big improvement.

I retain a particularly vivid memory of that CX test. A mile or so ahead of the long Citroën nose—I shall not say where—rumbled what appeared to be a vintage car, unrecognisable at that distance. The Citroën was well into its stride, the aerodynamics coping well, and I thought no more about the "antique" ahead until a few minutes later came the realisation that I wasn't really gaining on it. It took several miles of pursuit before the Mr. Toad-like form of Douglas Fitzpatrick on his huge 1907, 21-litre Maybach-Metallurgique took recognisable shape. Seventy years younger or not, the Citroën had not the energy to pass this flying monster, once an attacker of records, nor did I want to, for the masterly way in which Fitzpatrick controlled this two-wheel-braked leviathan was a sight to be savoured. A multi-carriageway road and the Citroën's maximum speed finally carried me past, but Fitzpatrick, eyes gleaming, hung on behind, giving nought away, until respect for that ancient engine made him back off: it had, after all, been doing 110 m.p.h. according to the Citroën's illuminated barrel speedometer!

Talking of fast monsters, I never cease to be amazed at the agility of those stately limousines from Crewe. "Ear-'oling" of Rolls-Royces is not normally the done thing, but an opportunity to do so on foreign territory with the full encouragement of the amiable David Plastow and his Rolls-Royce management is an experience not to be missed. The 1977 opportunity came with the introduction of the **Rolls-Royce Shadow II** near Torremolinos (in the off-season for fish and chips, fortunately). W.B. has road-tested a Shadow II subsequently and I described the modifications to this top people's car in last April's issue. The new rack and pinion steering and suspension, modified to reduce roll, make this Rolls-Royce much more pleasurable to the owner-driver and these big cars proved astonishingly sporting, yet smooth and unruffled, in the Spanish hills.

From the gargantuan Rolls I stepped down to a midget, or what *the* Midget ought to be. The tiny, mid-engined **Fiat X1/9** sports car was one of the highlights of my testing year, in spite of modest performance from its 1,290-c.c. engine. Part of a Fiat mid-engined sports car line-up which includes the Ferrari



The magnificent Mercedes 450SEL 6.9 en route to Stuttgart.

Berlinetta Boxer, the Ferrari 308GT4 and 308GTB and the Lancia Beta Monte-Carlo, the X1/9 is a masterpiece of design, particularly in terms of practicality. A front boot which holds 10 cu. ft. is complemented by another boot in the tail, complete with fitted cases, a removable, draught-free Targa-top is standard and the comfort for beings of average height is outstanding. More to the sporting point, the brakes, handling, roadholding and steering are delightful and what this gorgeous little beauty lacks in straight-line performance can be more than made up for in the twisty bits. The test X1/9 took some of the worst punishment I meted out to a car all year, covering 1,600 tough miles in a week, inclusive of following the Mintex International Rally through Yorkshire and snowy Co. Durham with two people and luggage and two sessions on test tracks. Yet this 106-m.p.h. car was extraordinarily frugal on petrol, a best of 35 m.p.g. falling to a worst of 31 m.p.g. But the rear dampers were tired-out by the end of the test.

If the X1/9 delighted, the **Porsche 924** disappointed. I wanted to like it, because the Porsche name is magic to me, but this front-engined, rear-wheel-drive, sports coupé with an Audi-based, 2-litre, four-cylinder in line, single-overhead camshaft, fuel-injected engine left me as cold as its water cooling. The original road-test car handled beautifully, but had terrible standards of noise, vibration and harshness. According to some people, I didn't know what I was talking about when I wrote the original road test, but Porsche obviously agreed with me, for they were quick to rush many modifications into production, especially in respect of rear suspension bushes and mountings. At the end of the year, Porsche GB loaned me a 1978 model 924 incorporating all the chassis modifications and they really have made improvements to NVH. Apart from a reduction in chassis and road generated noises, this late model test car was more subdued in its engine note, was bereft of body creakings and felt much tauter generally. It took me comfortably and swiftly up to the Clocaenog Welsh special stages of the RAC Rally (like W.B. I too became lost on that badly-signposted roundabout before the M54) and averaged 28 m.p.g. But this four-speed model remained overgeared, so that its performance lacked the sparkle one would expect from the concept; perhaps because of this the 924 again failed to generate any real enthusiasm in me. I *almost* liked it, but not quite. The five-speed gearbox version, which has a lower final drive and is now available in Britain, might well remove this shade of grey. I look forward to trying one and to watching the 924 Racing Championship, detailed in last month's issue. Porsche have even threatened to let me loose in one round in a further effort to enthuse me about the 924!

No less a disappointment was the mid-engined **Lancia Beta Monte-Carlo**, a big brother to the X1/9, but proportionately worse instead of better. I loved its wedge-shaped styling, but found the space utilisation inferior to that of the X1/9: it has no rear boot and the front boot holds a modest 7 cu. ft., though there is a small amount of space behind the seats. The spider version's roll-back roof section is clever, but on the test car created far too much buffeting when open. Excellent roadholding and handling again, but with a dangerous Achilles heel: the front brakes are prone to violent locking in wet conditions. As I said at the time, they are potentially lethal. So far as I know—according to a Lancia dealer anyhow—Lancia have not had the sense to modify them, in spite of screams of complaint from all over the world. A 120-b.h.p., 2-litre version of the Lancia twin-cam, four-cylinder engine, mounted transversely amidships, endows the Monte-Carlo with excellent performance through a five-speed gearbox, though at the expense of much buzziness.

To give the more interesting British cars a



The beautiful lines of the XJ coupe. This is the 4.2 litre version, not all that fast, but so smooth and comfortable.

fair crack of the whip I must abandon chronological order now, especially as I have just spotted the **Lotus Eclat Sprint** on my list. Without a doubt this was the easiest and most enjoyable car to drive very, very fast out of the whole year's collection. To quote my road test: "There are very few cars available which are fun to drive *all* the time. The Lotus Eclat Sprint is one of those cars."

The Eclat loses some rear-seat headroom and purity of line compared to the mechanically-identical Elite, but gains a more practical, conventional boot. It is lighter than the Elite also, of benefit to both handling and performance, at the expense of a choppier ride from the same suspension settings. The Sprint version is an option pack available upon the normal Eclat, the constituents of the pack dependent upon which specification of Eclat is chosen. A "boy-racerish" black and white colour scheme is an unfortunate part of the deal. The test car had a five-speed gearbox with a low final drive, unassisted steering and narrow alloy wheels. Its 160-b.h.p., 16-valve, twin-cam, straight-four Lotus engine was delightfully crisp and free-revving, with an almost uncanny smoothness of power delivery. Allied to an exquisite gearbox, with perfect ratios and a narrow-gated gearchange which could be flicked around with the finger tips, this latest E-cam engine produced exhilarating performance. As if that wasn't enough, the handling characteristics made me ecstatic; road cars with such response, predictability and an almost human *joie de vivre* are rare beasts. The Eclat Sprint combined some of the best handling, performance and braking characteristics of circuit cars with the comfort and refinement of a very sophisticated road car, a fabulous tribute to Chapman philosophy.

From the foregoing, you will see that I have nothing against British cars, indeed I am an ardent fan of many, admittedly mostly expensive, British products. I say that to cover myself against any criticism that my test list is weighted towards foreign models: it is, but this is simply a reflection of the lack of variety and dearth of new models offered by British manufacturers, compared to the volume of new, often exciting machinery emanating from the rest of the world. Readers occasionally criticise us for neglecting British cars; a survey of MOTOR SPORT road tests and impressions over the last few years will show that few, if any, model ranges have been omitted, within reason. I say "within reason" because we are not in the business of comparing Escort Popular with Escort L, for example. One or two glaring omissions can be laid directly at the manufacturers' doors: we have not yet tested a TR7 (when a generous dealer offered his demonstration car, Leyland advised us to wait for their own test car, as further modifications were anticipated—we have yet to see it. As no TR7s have been produced since last August, because of the Speke factory dispute, presumably Leyland are disinterested in promoting the model); every other journal under the sun except MOTOR SPORT appears to have tried the Aston Martin Vantage, in spite of promises, although this is now in hand; and although we drove the Lotus Esprit briefly on the Hethel test track, we have not tried one on the road.

Readers might have noticed in the past that I am something of a Jaguar fan. But no rose-tinted favouritism is involved when I say that the **Jaguar XJ4.2C** and **XJ5.3C** I tested during the year are superior to most of the luxury cars that the rest of the world has to offer. I think *Motocar* went so far as to describe the magnificent XJ5.3C as the Best Car in the World. In respect of its almost silent, silken, so effortlessly powerful, 5,343-c.c., V12, single-overhead-camshaft per bank, Lucas/Bosch fuel-injected, 285-b.h.p. engine, its smoothness of ride, its insulation of road, suspension and wind noise, its roadholding, this Browns Lane product is undoubtedly a motoring magic carpet. Others, notably Mercedes, have superior brakes and steering, while Jaguar paintwork continues to leave something to be desired, at least in comparison with German competitors.

We had a road test of the two, two-door Jaguars scheduled into an issue late last year. When an authoritative, apparently official story appeared stating that production of the coupé models had ceased we regretfully refrained from publication. Regrettably, the story had been premature: the last production coupés are on the Browns Lane lines as I write this in the second week of February. The neat, uncluttered, short-wheelbase car has been sacrificed to make way for extra saloon production capacity.

In appearance and appointments the 4.2 straight-six and 5.3 V12 versions are identical, apart from discreet badging and fractionally larger exhaust tail pipes on the V12. That traditional walnut air of opulence is preserved, accompanied in the test cars by leather in the 4.2 and the optional brushed nylon in the 5.3. The electrically-operated side windows in this pillarless saloon wind down fully, the rear ones performing fascinating pirouettes as they disappear from view. When the heavy, long doors are slammed they reveal something to be desired in the stiffness of the side body sections. Considering the problems Jaguar faced in overcoming wind noise around the front side windows (a partial cause of the two-year delay in the model's introduction), wind noise suppression is astonishingly good. Unlike most other luxury coupés derived from saloons, this Jaguar has sacrificed little in the way of spaciousness; its accommodation is identical to that of the early short-wheelbase saloon. That means there is not an excess of rear seat leg room. The comparatively narrow cockpit width and wide transmission tunnel restrict front seat room too, but this I like—a sort of all-enveloping comfort.

I tested the 4.2C in Britain and let the

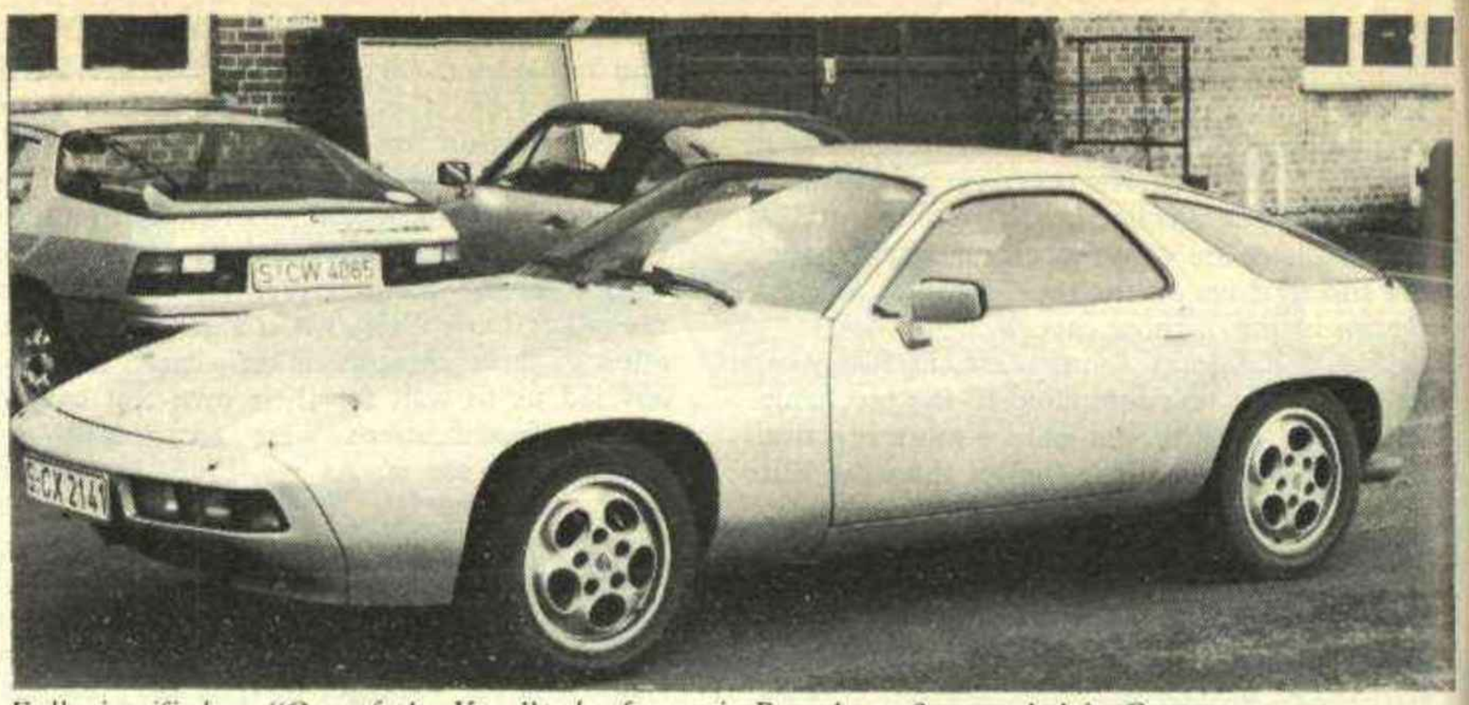


Two interesting mid-engined sports cars from the Italian House of Fiat. The Lancia Beta Monte-Carlo was spoiled by vicious brakes, but the Fiat X1/9, showing off its brilliant design, right, was delightful.



5.3C loose on a glorious run to the Nurburgring to watch the ill-fated Jaguar racing coupés score their best placing of all, a second place on the most demanding circuit they competed on. The 4.2C has put on considerable weight and lost some power in the interest of emissions (now quoted as 180 b.h.p. DIN) compared to earlier XJs, so its performance is adequate rather than exceptional. It can still be coaxed up to 120 m.p.h. or so, even in automatic form, though. More impressive is the continuing smoothness and willingness of the old straight-six, the sheer comfort of ride and the overall serenity of progress, perhaps by current standards something of an old man's car, more of an "Auntie" than is the more sporting Rover 3500. Middle-aged spread and pollution considerations have made a dypsomaniac out of this latest 4.2: consumption at worst was just over 14 m.p.g. and at best 17.5 m.p.g. At its worst the 4.2C was thirstier than the 5.3C at its best. In fact the 5.3's consumption varied little however hard or gently it was driven: a gentle potter down to Dover gave 14.44 m.p.g.; the first 271 miles on the other side of the Channel, covered at an average speed of exactly 90 m.p.h., showed 13.58 m.p.g. and an even faster return journey, cruising three-up at 120-130 m.p.h. (and including an astonishing 148 m.p.h. maximum) gave 13.88 m.p.g. These are remarkable consumption figures for a heavy car of such power and performance and illustrate the excellent improvement the adoption of fuel-injection has made to the previously embarrassingly thirsty V12.

There is insufficient space here to do full justice to the incomparable XJ5.3C, surely the ultimate in velvet-clad iron fists, the differently packaged XJ-S excepted. Here is a British saloon capable of close on 150 m.p.h., of accelerating from 0-60 in just over 7½ sec. or 100 m.p.h. in a little over 18 sec., which will cruise with uncanny quietness and stability at 130 to 140 m.p.h., yet as a town limousine proffers unmatchable docility, silence and comfort. Its supple suspension silently disguises the worst of the roadmaker's art (a 60-k.p.h. advisory limit on a section of rough road through a Belgian forest was obviously meant for lesser cars than this Big Cat, which kept its occupants undisturbed at 130 m.p.h.), yet provides astonishing cornering power on its steel-braced Dunlop SP Sport 205/70 VR 15 tyres. Wet weather grip is superb. Slightly higher gearing of the Adwest power-assisted rack and pinion makes the XJ5.3C's steering markedly better than that of the 4.2C, but it is still too light. The brakes are good, though heavy use can give rise to some roughness. The test car had the GM400 Hydraulic 3-speed automatic gearbox which has replaced the Borg-Warner Model 12 unit in all V12 models. This is an excellent gearbox, but it is a shame that Jaguar have chosen to have it set so that L cannot be engaged on kickdown or with the lever at low speeds.



Fully justified as "Car of the Year", the fantastic Porsche 928, sampled in Germany.

PRODUCTION TOTALS FOR JAGUAR AND DAIMLER XJ-SERIES COUPES

(To the nearest round figure)

Jaguar XJ4.2C l.h.d.	3,900
Jaguar XJ4.2C r.h.d.	2,600
Jaguar XJ5.3C l.h.d.	1,300
Jaguar XJ5.3C r.h.d.	600
Daimler Sovereign 2-dr. l.h.d.	110
Daimler Sovereign 2-dr. r.h.d.	1,590
Daimler Double-Six 2-dr. l.h.d.	30
Daimler Double-Six 2-dr. r.h.d.	370
Total	10,500

These rounded figures include the final cars in the process of production at the time of writing.

The last 450 V12-engined coupés were fitted with the General Motors Model 400 Hydramatic transmission. Earlier V12s used the Borg-Warner Model 12.

Leyland Historic Vehicles have ordered the last XJ5.3C, which will be retained as a display car.

Like everything else that is British these days, Jaguars attract their share of knockers on the subject of reliability. In some 1,500 miles, mostly at very high speed, this Jaguar emitted not a murmur of dissent, save for a moody petrol gauge.

At least the faulty petrol gauge did not maroon me in the Jaguar on an autobahn as did a defunct fuel warning light in that top German car, the **Mercedes-Benz 6.9 450SEL.** I have no intention of condemning this Grosser Mercedes for the sake of a defunct electrical connection, but at least it gives me an opportunity to make the point that even the Germans at their best are not infallible! The dearth of petrol, which that little red light failed to prophesy, came at the end of a fast run to Stuttgart with Erik Johnson, the Mercedes PR Manager, Peter Wymark, our man from *The Times*, and *Autocar's* Midland's man, Edward Eves. As luck would have it, the slip road to Stuttgart Airport was handy, I managed to coast the 6.9 into it and we continued ignominiously to the hotel, where the launch of the W123C was based, in a Mercedes diesel taxi.

Magnificent though the 6.9 is, it did not impress me quite so much as the XJ5.3C at half its price. The sybarite will note that its hydropneumatic suspension is harsher, particularly for rear-seat passengers, than the more conventional Jaguar independent system and that road, engine and wind noise are more intrusive, though naturally the scale is

Showing C.R. how it's done. Jacky Ickx chauffeured him round Brands Hatch in the Group 5 Martini-Porsche 935 Turbo, left, and works Jaguar driver Tim Schenken gave him a conducted tour of the Nurburgring in the road test XJ 5.3C.







The Exception

Whichever way you look at it, the Porsche 924 is an exception. In its sleek, lean design. Like no other Porsche you've ever seen. In its front mounted, water-cooled 2 litre engine. Like no Porsche has ever been powered.

In its rear opening hatch for easy access to a large luggage area. In its 2 + 2 seating.

There are areas where the 924 refuses to differ from its Porsche stablemates. 12,000 miles between services. Six year guarantee against sub-frame corrosion.

Uncompromising engineering and reliability. But perhaps the most pleasing exception is the price of the 924. £7,350* for the 'standard' version (with anything but standard features). £450 more for the 924 Lux with tinted glass, alloy wheels, wider tyres, rear window wiper and headlamp washers.

Optional extras for both models include sunroof and automatic transmission.

Wouldn't you like to make your next car the exception?

PORSCHE 924

Porsche Cars Great Britain Ltd., Richfield Avenue, Reading RG1 8PH. Tel 0734-595411. Tourist and Diplomatic enquiries Tel 01-568 8700.
*Prices shown, correct at time of going to press, include Car Tax, V.A.T. and Seat Belts. Delivery and number plates are extra.
The full Porsche line up includes the 911SC and 911 SC Sport (Coupe & Targa), the Turbo and the Car of the Year, 1978, the new 928.



Tribute to a fine car. The road test XJ 5.3C in the paddock at the Nurburgring with one of the works racing Coupes. Sadly, the racing effort has ceased and the production coupe, maybe the Best Car in the World, is being phased out.

modest. Nor is its 6,834-c.c., dry-sumped V8 (rated at 1 b.h.p. more than the Jaguar's V12) quite so velvet-like in the application of its effortless power. The seats are hard, typically Mercedes, a matter of taste, but very comfortable on a long journey and the standard of appointment generally is little different to that of the lesser, standard 450SEL. This incredibly fast, bulky beast has astonishingly good handling and I would say the best power steering and brakes of any luxury saloon in the world. We were able to cruise in comfort at 120-130 m.p.h., and occasionally a little bit more, on the autobahn, but neither it nor I felt quite so relaxed whilst doing so as I did on the same roads in the Jaguar. At these high speeds a disturbing corkscrewing effect took hold as the air-suspension went out of phase on long, left-hand bends. Right-hand bends did not provoke the problem. Mercedes in Stuttgart admitted to being not unaware of this phenomenon and I should imagine that it has been eradicated on current production 6.9s. Nevertheless, what a motor car!

That particular trip to Stuttgart was one of my most enjoyable of the year. After the "flight" down by 6.9 I spent a day having fun with the new range of Mercedes W123Cs, the compact four- and six-cylinder coupés, then, joy of joys and thanks to friendly co-operation between two top-line Stuttgart car manufacturers, a **Porsche 928** was pressed into my eager hands for a day. I had missed the 928 Press introduction in the South of France because it clashed with the World Championship of Makes 6-Hour Race at Silverstone. What a deserving "Car of the Year" this is, a masterpiece of design and engineering from the masters of that business. It sets new standards of road car chassis behaviour on its Pirelli P7 tyres, wishbone front suspension and the so-called Weissach axle at the rear, which defeats a wheel's natural reaction to toe-out and cause rear-end steering, particularly under deceleration in mid-corner. The power steering is stupendous, superior even to that of Mercedes. Effortless performance comes from an all-aluminium, 4½-litre, water-cooled V8 engine of 260 b.h.p.; it may not pack the punch of the Turbo, but few can complain about acceleration of 0-100 m.p.h. in 13.5 sec., although I was surprised to find a Mercedes 450SL almost holding it on top speed in an autobahn dice. The first right-hand-drive cars should arrive in Britain this month. At about £18,700 I feel the 928 represents a bargain in supercar terms.

Another memorable Porsche experience came out of that visit. A ticket mix-up meant that I could not fly out of Stuttgart on the flight I was supposed to that Friday night and every 'plane and train out of Stuttgart on that German holiday weekend was fully-booked. I seemed to be well and truly stuck, until Porsche Press Officer Gunther Hornig came up with an agreeable solution. They could book me on a flight from Frankfurt and would lend me a **2.7 911 Targa** to get there, which I could then leave for collection in the car park. One small catch: I had less than 1½ hours before take-off time and the autobahn out of Stuttgart-Zuffenhausen was thick with holiday traffic and roadworks. I turned on to maximum concentration, employed that 911 to the ultimate of Porsche potential and averaged over 100 m.p.h. from Porsche door to the complex Frankfurt underground car park. It was a fantastic, sometimes hair-raising journey through the traffic, but I caught the aircraft!

Further additions to my exotic car experiences during 1977 were the **Lamborghini Countach**, an incredibly striking if impractical design with perhaps the ultimate in road car maximum speed, although its acceleration was not as aggressive as I expected and its roadholding was rather limited by its Michelin tyres (later examples have modified suspension and Pirelli P7 tyres), and Vic Norman's immaculate **Ferrari 250GT SWB lightweight Berlinetta**, with its beautifully-mannered V12 engine and chassis. Other less exotic cars worthy of note were the **VW Scirocco GLi**, a delightful and rapid coupé with a terrific little fuel-injected engine, a brief introduction to the **VW Derby** from the same stable, this saloon version of the hatchback Polo being particularly pleasant and refined, the **TVR Taimar 3-litre**, quick, stylish and corrosion-free sports car motoring, the attractive **Alfasud Sprint**, and the fast, modestly priced, fun-handling **Ford Capri 3-litre S**. The last should have been the subject of a proper road test, but we withdrew it for reasons which will be apparent in the next couple of weeks.

On the full-open car front, I had fun with the classically styled **Panther Lima**, an eyecatcher which attempts to catch the Morgan tradition, and disappointment with the **MG-B**, which Leyland have contrived to ruin. This Abingdon soft-top in 1977 was slower than ever, handled appallingly (it

The startling Countach, the fastest road car tested in 1977, had a nervous disposition on the limit and a lovely V12 engine.



contrived to squeal its correctly-pressured tyres in normal manoeuvres at 20 m.p.h.) and in everything except interior appointments felt much inferior to earlier examples. If Leyland cannot do better than that with the concept, the MG-B really does deserve to die. I was thankful to return to my **Alfa Romeo 2000 Spider Veloce**, a fast, properly engineered, if flimsily-bodied, sports car of great character, which I would hate to be parted from. In deference to its dislike of salt and water, I have kept it off the road during the winter and look forward to re-acquaintance in the spring. On another personal transport note, at last I have a mobile **Jaguar**, a standard-engined **3.8 Mk. 2** which I exchanged for my immobile E-type engined 3.8 in the autumn. How revealing it is to return to this ultimate sports saloon of the '60s, which will still show a clean pair of heels to most modern luxury saloons. I love the model and its beautiful lines.

On the competition side, 1977 produced few, but mixed activities. It started well with a First Class Award on the Exeter Trial with Josh Sadler's **Autofarm Porsche 911T**, continued badly with a "shunt" at Copse Corner in practice for the first round of the Tricentrol British Saloon Car Championship in Nigel Rosser's **Alfasud** (a puncture may have been the cause) and perked up again when J.W. and I managed to finish the 6-hour Silverstone World Championship of Makes event with the **Samuri Conversions Datsun 240Z**. That was in spite of opposition from the full complement of Fred Kano's army! Graig Hinton loaned me his **Jaguar 2.4** for a round of the Classic Saloon Car Championship at Mallory Park, though I wasn't able to repeat last year's glory of an outright win. The smart 2.4 wasn't handling too well, its engine was down on power and I "collected" another 2.4 at Gerard's in practice when the latter's engine seized. The thump on the nearside front corner burst the auxiliary radiator under the wing and I had to race on the standard radiator solely, so that the needle of the temperature gauge swung round into the oil



Fun car of the year, the comfortable Lotus Eclat Sprint had superb handling and performance.

pressure gauge of the composite instrument. However, by lightening the throttle load I was able to finish, in fourth place.

I thoroughly enjoyed my first serious attempt at hill-climbing, at BOC Prescott, in the same **Autofarm trials Porsche**, converted to **Carrera** specification for the hills. With this wild, road-going device I was just forced into third in class by a Cobra, while Russ Ward took the class and the record with the same Carrera. Less skill was required to propel a **Triumph Dolomite Sprint** along the Madeira Drive in the Brighton Speed Trials, though this too was another enjoyable exercise against the clock.

I returned to the **Samuri Datsun 240Z** for the World Championship of Makes 6-hour event at Brands Hatch, this time co-driven by the highly competent and amiable Win Percy.

C.R. tackled both British rounds of the World Championship of Makes in the Samuri Datsun 240Z, seen here in the Brands Hatch 6 hour Race.



This time the Datsun was lighter, more powerful and quite minor suspension revisions had made it handle a treat. Both Win and I had treated the venture with cynicism, but after two days of practice we were highly pleased with this scruffy car. It may not have been in the same league as the factory Porsche 935 Turbos, but astonishingly we could enter corners more quickly and leave our braking later (when the brakes worked). We couldn't leave the corners so quickly though! Readers will probably know that the race was hit disastrously by heavy rain and stopped after about an hour. That hour saw what most people regarded as the drive of the day from Win Percy, who took the aged Datsun up to seventh overall against the cream of European Group Five cars and drivers. We were grieved that this magnificent effort was all for nought, for the restart was based on original grid positions and in the drier conditions we could not hope to emulate Win's earlier showing. All was wasted anyway when I crashed heavily at Clearways after the BMW ahead of me had shed most of its oil in the middle of this fast corner.

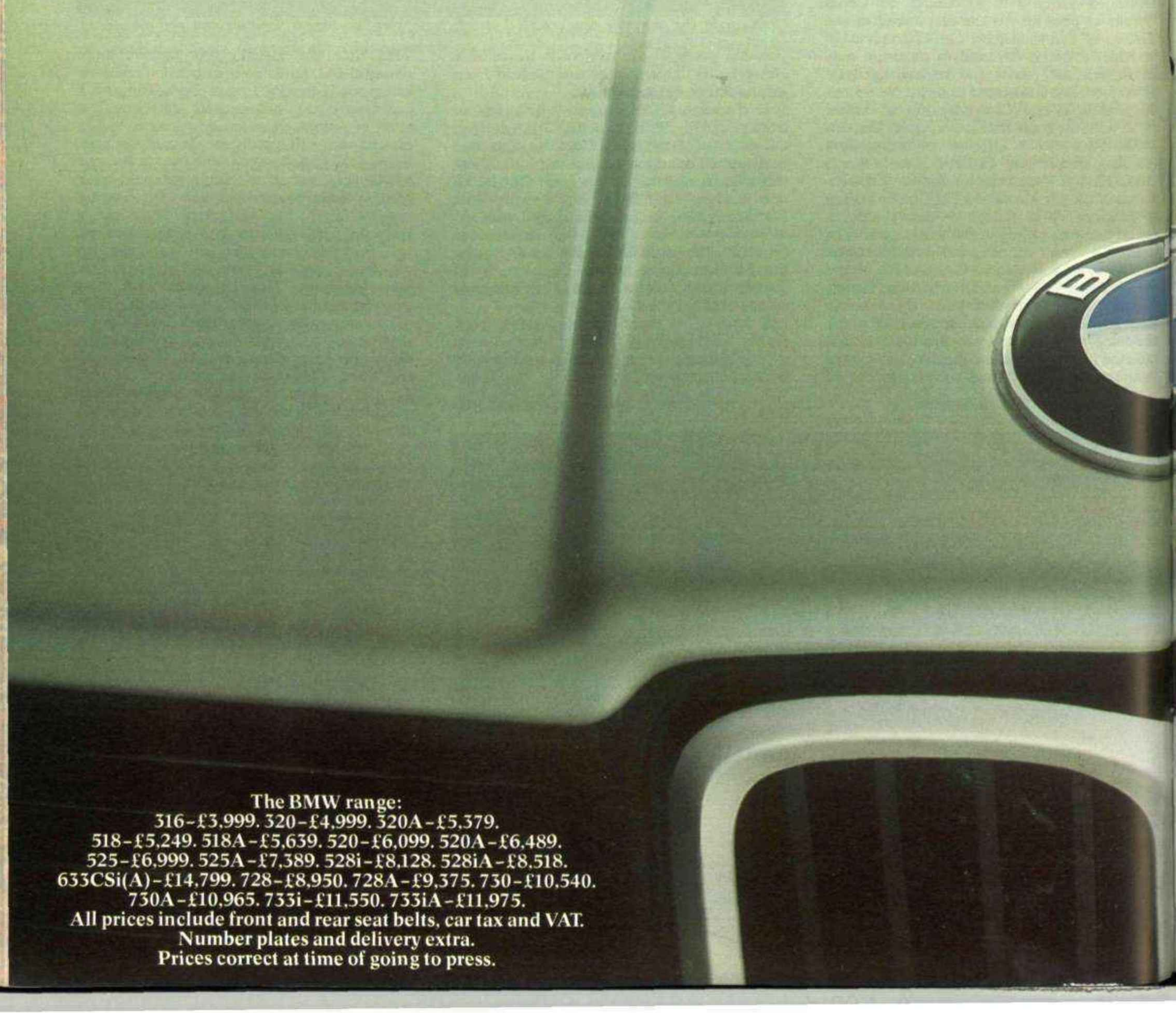
Adventurous "rides" as distinct from "drives" during the year included some exciting laps of Brands with Jacky Ickx in the **Martini-Porsche 935** prior to the Brands 6-hour race. I did only one rally, navigating for Tony Fowkes in the **Johnson's Wax Mercedes-Benz 450SLC automatic** (I like to travel in comfort), an apparently totally unsuitable machine for forest stages which in fact performs fantastically well. We finished down the field only because we had a couple of "offs" when the non-standard rear brake pipes sheared. Later in the year Fowkes took a splendid second overall for Mercedes in the London-Sydney Rally and will drive a similar 280E on the Safari Rally.

Inevitably, because MOTOR SPORT has only a small staff around which to spread the load, the foregoing is only a slice of my last year's action. Nevertheless, if I continue much longer with this account I shall have little time for 1978 activities, and who knows what lies ahead in 1978?—C.R.

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THE SWEDISH RALLY

FORD ESCORTS overwhelmed the opposition in the Swedish snow with a fine 1-2 for Waldegård and Mikkola. Waldegård's Escort is shown above, resplendent for the first time in the livery of Castrol, the Ford team's new sponsor. The fastest times were set by Blomqvist, who found no difficulty accustoming himself to the Lancia Stratos, left, a temporary mount until his Saab Turbo is competitive. A puncture and a broken throttle cable dropped Blomqvist to fourth behind Alen's works Fiat Abarth, below.

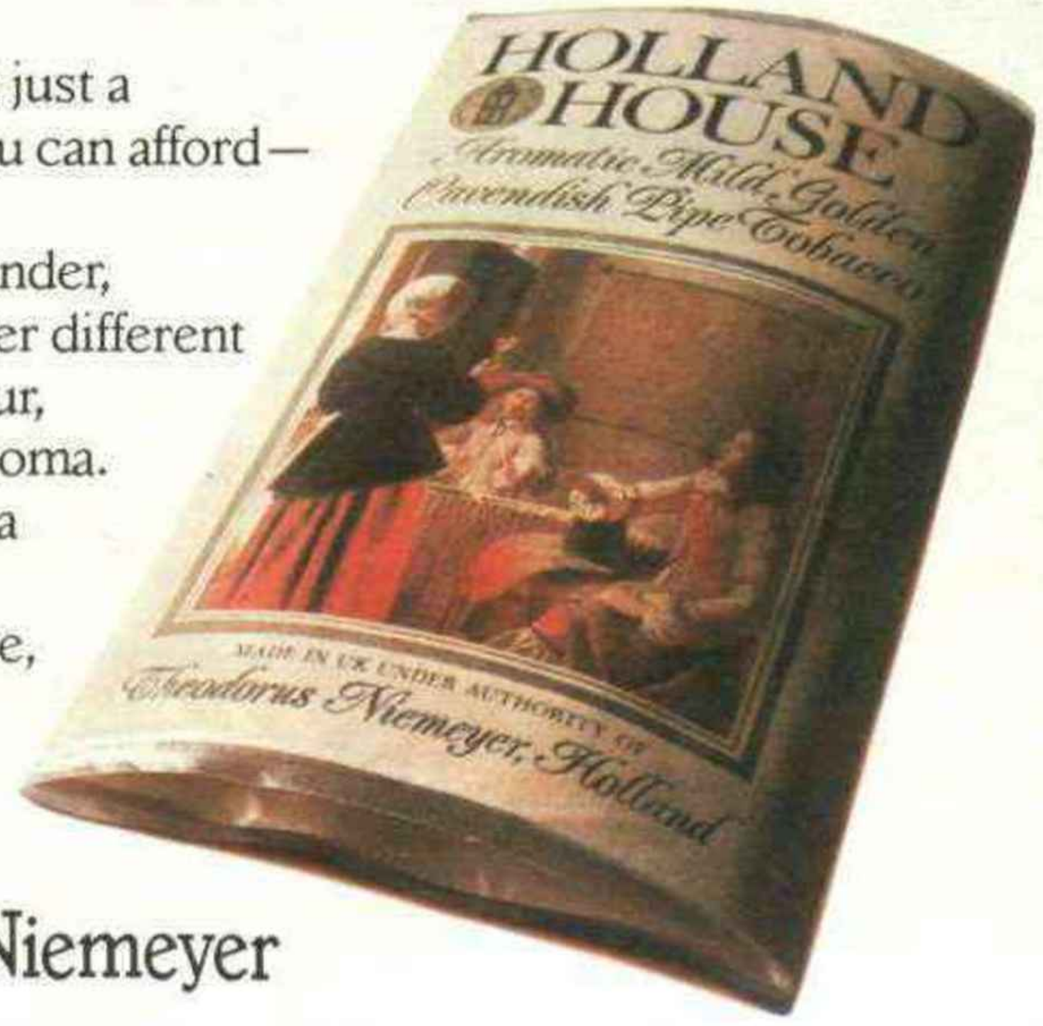


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Holland House from Theodorus Niemeyer





THE VSCC BROOKLANDS DRIVING TESTS

A NICE EXAMPLE of a vintage 3-litre Lagonda driven by E. F. Widgery in one of the nine tests laid on by the VSCC at Brooklands on February 5th, below. A rather wide car for the garaging tests on part of the Brooklands Campbell Circuit, above – M. Rainey's 1936 Alfa Romeo 6C. A happy Dudley Gahagan performing in his 1926 Type 37 Grand Prix Bugatti on the famous Members' Banking, top left. The car liked this better than the Test Hill, on which it failed. Left, J. T. Golder's 1936 Riley Sprite starting its ascent of the Brooklands Test Hill. Going well on the Test Hill, D. Seymour Price's 1935 Austin Nippy, bottom left. A report and results appear elsewhere in this issue.







BODY BEAUTIFUL



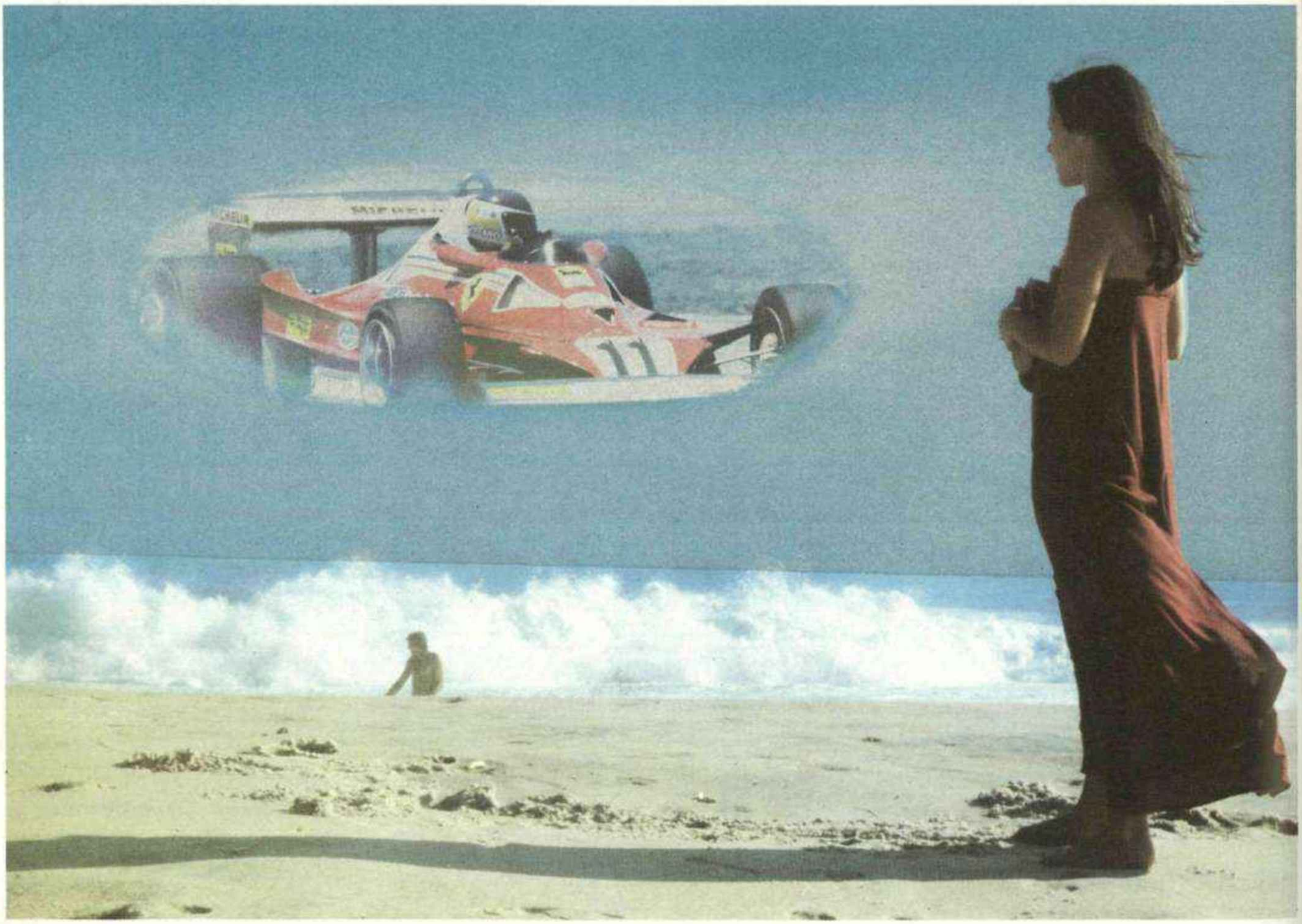
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A Brazilian girl on Rio's Ipanema beach daydreaming about a South American victory.

The Brazilian Grand Prix goes to Rio

Rio de Janeiro, January 29th

THE SECOND of the two early-season Championship Grand Prix races took place in Brazil fourteen days after Andretti's runaway win in Buenos Aires. This time the Brazilian Grand Prix took place, not at Sao Paulo's impressive five-mile Interlagos circuit, but at the brand new *Circuit Internacional do Rio de Janeiro*, a twisting autodromo complex situated some 20 miles or so south of Rio near the town of Jacarepagua. Conditions were insufferably hot for most pale-skinned Europeans for the venue is the only Formula One circuit currently situated in the Tropic proper (Rio is slightly north of the Tropic of Capricorn!).

As far as the cars were concerned, the field was pretty well the same as that which raced in Argentina although the new Arrows organisation fielded a single car for Patrese, their number one ace Nilsson still not fully recovered from a recent operation. The Arrows FA1 came to Brazil completely untested although they did manage to arrange a brief burst along a local airport runway just to make certain that all its systems were working properly prior to official "testing for practice" on the Thursday before the race.

Wolf Racing had rebuilt their Buenos Aires spare WR1 to full 1977 specification following their disastrously uncompetitive showing in the Argentinian event when Scheckter could only finish ninth in WR4. The team's spare was thus rebuilt with the "old" bodywork, wings, short wheelbase and rollover hoop in the hope that they might be able to get some indication as to where their performance had gone since the end of last season. Lotus once again installed their Getrag-developed five speed gearbox in Peterson's 78/2, this now beefed up with revised components following the selector trouble at Buenos Aires, both Ensigns now had nose mounted oil coolers fitted with piping running outside the cockpit, and Pironi's Tyrrell had been updated to the latest suspension specification which now left it the same as Depailler's sister car.

It would be fair to say that the moment the Formula One teams set eyes on the new Rio circuit the mumbles went round "another Lotus circuit, Andretti should be able to walk this one". On the face of it, there was very little wrong with this line of thought because the circuit had plenty of tight, sinuous corners, one following closely on the other, rather like a flat version of Jarama in more ways than one!

However, Andretti voiced only a subdued degree of interest in the track, pointing out that it hardly got *his* adrenalin pumping terribly hard and emphasising that so many corners followed too closely in succession, making it impossible to take the ideal approach into one for fear of messing up the approach to the next. He also pointed out that there was no time for a quick rest between gear changes because, even on the long back straight, by the time one had changed into sixth gear it was time to start braking again for the fast left hander at the end.

Practice took place on Friday and Saturday, both days turning out to be wonderfully sunny, although the gruelling heat posed a problem to drivers and teams. Up and down the pits there were cars sprouting cooling ducts to their brakes, shock absorbers, fuel pumps and drivers – the McLaren "twins" had crushed ice and cold water carried in little rubber tanks on top of their M26's gearbox with pipes running forward into the cockpit and under the top layer of their overalls.

Aside from the problems involved in running under such sweltering heat, the most interesting aspect of the race was to prove to be the continuing tyre war between Michelin (who equipped Ferrari) and Goodyear (who equipped everybody else!). On Friday it looked as though predictions of Lotus 78 supremacy would turn out to be well-founded for Andretti topped the practice lists with a 1 min. 41.14 sec. best using the development Cosworth DFV which he had

used to win in Argentina. But juggling tyre compounds and constructions about proved just as crucial as getting a clear run round the tight little circuit and it was Peterson who got all the variables working finally in his favour on Saturday to snatch pole position in 1 min. 40.45 sec.

Andretti didn't quite get the balance of his Lotus sorted out as well as his Swedish team-mate but he nevertheless slipped in a competitive 1 min. 40.62 sec. best to grab a starting position on the inside of the second row which meant that both of Colin Chapman's cars were well placed for the early laps. Splitting the two Lotus 78s was the hard-trying James Hunt in his McLaren M26, although practice wasn't without its problems for the determined Englishman. Hunt pounded round in a best of 1 min. 40.53 sec., although he stopped practising shortly before the end of the final session, absolutely convinced that there was nothing more he could give in the sweltering conditions. A slight lapse of concentration saw his McLaren slide off into the catch fencing at the end of the start/finish straight during Saturday's practice, but the car suffered only slight damage to its nose fins and James drove it back to the pits without assistance. In fact there was more "hubbub" surrounding the fact that Hunt returned to the pits without his crash helmet on than the fact he'd gone off the road in the first place!

On the face of it Goodyear seemed to be well in control during practice, but on reflection it was to become obvious that most people hadn't studied the results of the Argentine Grand Prix too carefully. The fact that Reutemann started on a very conservative choice of Michelin in Buenos Aires – far too hard a cover – did not really give a true indication of the French tyre company's Formula One potential. We should have watched more carefully after Reutemann's pit stop at Buenos Aires when he came climbing back through the field again to finish seventh. It was easy to dismiss his progress as "just what one would expect"; he seemed simply to be pulling past a bunch of mid-field runners which a self-respecting Ferrari should have made short work of in any case. But that wasn't quite the case; in Brazil, Michelin became a little more daring in their use of tyres and their decisions were to pay off admirably.

Reutemann finally qualified fourth on 1 min. 40.73 sec., despite a quick spin, while the McLaren and Ferrari number one drivers were backed up admirably by their team-mates Tambay and Villeneuve respectively. These two comparative newcomers to the Grand Prix scene

ENTRY

No.	Team	Driver	Car	Model	Engine	Gearbox	Tyres	Main Sponsors
1	Brabham	N. Lauda	Brabham	BT45/7C	Alfa Romeo 12	Alfa Romeo	Goodyear	Parmalat Foods
2	Brabham	J. Watson	Brabham	BT45/8C	Alfa Romeo 12	Alfa Romeo	Goodyear	Parmalat Foods
3	Tyrrell	D. Pironi	Tyrrell	008/2	Cosworth V8	Hewland	Goodyear	ELF-Citibank
4	Tyrrell	P. Depailler	Tyrrell	008/1	Cosworth V8	Hewland	Goodyear	ELF-Citibank
5	Lotus	M. Andretti	Lotus	78/3	Cosworth V8	Hewland	Goodyear	John Player
6	Lotus	R. Peterson	Lotus	78/2	Cosworth V8	Lotus	Goodyear	John Player
7	McLaren	J. Hunt	McLaren	M26/4	Cosworth V8	Hewland	Goodyear	Marlboro-Texaco
8	McLaren	P. Tambay	McLaren	M26/3	Cosworth V8	Hewland	Goodyear	Marlboro-Texaco
9	ATS	J. Mass	ATS-March	HS1/1	Cosworth V8	Hewland	Goodyear	ATS Wheels-Sony HiFi
10	ATS	J. P. Jarier	ATS-March	HS1/2	Cosworth V8	Hewland	Goodyear	ATS Wheels
11	Ferrari	C. Reutemann	Ferrari	312T2/031	Ferrari—flat-12	Ferrari	Michelin	Fiat, Agip
12	Ferrari	G. Villeneuve	Ferrari	312T2/027	Ferrari—flat-12	Ferrari	Michelin	Fiat, Agip
14	Fittipaldi	E. Fittipaldi	Fittipaldi	F5/2A	Cosworth V8	Hewland	Goodyear	Copersucar
15	Renault	NOT ENTERED						
16	AVS-Shadow	H. J. Stuck	Shadow	DN8/4A	Cosworth V8	Hewland	Goodyear	Villiger Cigars
17	AVS-Shadow	G. Regazzoni	Shadow	DN8/5A	Cosworth V8	Hewland	Goodyear	Villiger Cigars
18	Surtees	R. Keegan	Surtees	TS19/07	Cosworth V8	Hewland	Goodyear	Durex-BAF
19	Surtees	V. Brambilla	Surtees	TS19/06	Cosworth V8	Hewland	Goodyear	Beta Tools
20	Wolf	J. Scheckter	Wolf	WR1	Cosworth V8	Hewland	Goodyear	Walter Wolf
22	Ensign	D. Ongais	Ensign	MN07	Cosworth V8	Hewland	Goodyear	Tissot Watches
23	Ensign	L. Leoni	Ensign	MN08	Cosworth V8	Hewland	Goodyear	Tissot Watches
24	Hesketh	D. Galica	Hesketh	308E/3	Cosworth V8	Hewland	Goodyear	Olympus Cameras
25	Rebaque	H. Rebaque	Lotus	78/1	Cosworth V8	Hewland	Goodyear	Domecq Sherry
26	Ligier	J. Laffite	Ligier	JS7/03	Matra V12	Hewland	Goodyear	Gitanes Cigarettes
27	Williams	A. Jones	Williams	FW06/1	Cosworth V8	Hewland	Goodyear	Saudia Airlines
28	Villota	NOT ENTERED						
30	B & S Fabrications	B. Lunger	McLaren	M23/14	Cosworth V8	Hewland	Goodyear	L & M Tobacco
32	Theodore	E. Cheever	Theodore	TR1	Cosworth V8	Hewland	Goodyear	Teddy Yip Racing
36	Arrows	R. Patrese	Arrows	FA1/1	Cosworth V8	Hewland	Goodyear	Franco Ambrosio
37	Merzario	A. Merzario	Merzario	A1/01	Cosworth V8	Hewland	Goodyear	Gulf Italia

Spare Cars :
Fittipaldi-Cosworth V8 F5/1A — Used by Fittipaldi Friday a.m. and Sat. p.m.
Ligier-Matra V12 J27/02 — Used by Laffite Friday p.m. and Sat. p.m.

REUTEMANN (11) edges ahead of Hunt, Peterson, Andretti and Tambay at the start.



both did a superb job, the Frenchman qualifying his M26 with a 1 min. 40.94 sec. best after a very confident performance while Villeneuve was a mere fraction behind on 1 min. 40.97 sec.

The fourth row provided something of a major surprise with Emerson Fittipaldi doing a grand job on the "best" Goodyear tyres available with a 1 min. 41.50 sec. best which might have been even faster if his Fittipaldi F5/2A had not broken a driveshaft constant velocity joint during the final hour's practice. E.F. was thus forced to switch briefly to his spare F5/1A while his mechanics changed the offending shaft, resuming in his race car shortly before the end of the session. Alan Jones sat quietly alongside the Brazilian car at the wheel of Frank Williams' neat Head-designed FW06 which managed a best time of 1 min. 41.87 sec. despite being troubled with a broken stub axle on Friday and gear selection difficulties on Saturday.

But where was World Champion Niki Lauda and Bernie Ecclestone's Brabhams in all this excitement? The unfortunate answer was that the flat-12 Alfa Romeo engined cars were well out of the running during practice, Lauda coming in early on Friday to complain that the balance of the car was so awful round the tight little circuit that it was virtually undriveable. Deep discussions between Gordon Murray and the two drivers followed, after which it was decided to fit Lauda's car with one of the original BT45B nose sections in place of the full-width unit which had been fitted at the start of the year. Thus armed, Lauda went out and improved his time by over a second. But it still only put him on the fifth row of the grid on 1 min. 42.08 sec., fractionally slower than Hans Stuck in the faster of the two Shadow DN8s.

For Watson, the picture was even more depressing. Not only was the Ulsterman suffering from a miserable head cold, but there was only one of the "Old" nose sections available in Rio. Thus Lauda "generously" loaned his car to his team-mate ten minutes from the end of the final session, enabling Watson to set his fastest lap, a lowly 1 min. 43.75 sec., almost as the chequered flag came out to mark the end of practice. A replacement nose section was flown out from Britain for Watson's car, but it didn't arrive until a couple of hours before the race (even after the race morning "warm up") so there was nothing for the team to do but fit the nose to Watson's car, adjust it to the same settings as on Lauda's machine and simply hope for the best!

Others to disappoint somewhat included Depailler in the faster of the two Tyrrells on 1 min. 42.10 sec. and Scheckter in Wolf WR1 (1 min. 42.11 sec.), the South African's fortunes failing to improve unduly with adoption of last year's chassis configuration. Eventually





ACTION in the Brabham pit as Watson makes his mid-race pit stop (above). Left, Patrese had an incident-packed race to finish tenth in the Arrows FA1.

PRACTICE TIMES

No.	Driver	Friday a.m.	Friday p.m.	Saturday p.m.
1	N. Lauda	1. 43.54	1. 42.54	1. 42.08
2	J. Watson	1. 45.26	1. 43.86	1. 43.75
3	D. Pironi	1. 45.89	1. 45.66	1. 43.55
4	P. Depailler	1. 45.42	1. 43.10	1. 42.10
5	M. Andretti	**1. 41.19**	**1. 41.14**	1. 40.62
6	R. Peterson	1. 44.32	1. 41.86	**1. 40.45**
7	J. Hunt	1. 41.59	1. 41.27	1. 40.53
8	P. Tambay	1. 42.70	1. 42.51	1. 40.94
9	J. Mass	1. 45.42	1. 44.95	1. 43.74
10	J. P. Jarier	1. 44.25	1. 43.13	1. 42.91
11	C. Reutemann	1. 41.86	1. 41.70	1. 40.73
12	G. Villeneuve	1. 42.44	1. 41.74	1. 40.97
14	E. Fittipaldi	1. 42.39	1. 41.50	1. 41.85
16	H. J. Stuck	1. 44.49	1. 43.67	1. 42.07
17	G. Regazzoni	1. 44.38	1. 43.40	1. 42.80
18	R. Keegan	1. 46.12	1. 46.43	1. 44.20
19	V. Brambilla	1. 46.22	1. 45.17	1. 44.66
20	J. Scheckter	1. 42.96	1. 42.11	1. 42.32
22	D. Ongais	1. 45.77	1. 45.07	1. 43.94
23	L. Leoni	1. 45.94	1. 45.49	1. 43.19
24	D. Galica	1. 49.57	1. 49.14	1. 46.79
25	H. Rebaque	1. 43.86	1. 44.02	—
26	J. Laffite	1. 43.78	1. 42.71	1. 43.81
27	A. Jones	1. 45.60	1. 42.81	1. 41.87
30	B. Lunger	1. 45.56	1. 44.00	1. 42.65
32	E. Cheever	1. 46.18	1. 46.09	1. 44.28
36	R. Patrese	1. 46.67	1. 46.29	1. 43.19
37	A. Merzario	1. 50.16	1. 48.10	1. 44.20

Scheckter "homed in" on what he thought was the correct choice of tyres and managed his grid time, but he voiced some doubt as to whether he would be able to last the whole distance in the tropical heat "driving it the way I'm going to have to ...".

Lunger did a really excellent job in his private McLaren, exuding a confidence that we've seldom seen before from this serious-minded American, and his 1 min. 42.65 sec. best beat the rather confused Laffite who tried both his Ligier-Matra JS7s before managing a 1 min. 42.71 sec. lap. Then came Regazzoni's Shadow DN8 (1 min. 42.80 sec.) ahead of Jarier (again fastest ATS runner) and Leoni who'd got quite brave in his Ensign MNO8. Patrese's brief trip along a local airport hadn't cured the Arrows' fuel system problems, so the team struggled against them all through Friday, but the Italian driver eventually qualified respectably on 1 min. 43.19 sec. after a bunch of other problems, including a spin and some "chassis problems" that needed the fabricating attentions of Lunger's team operator Bob Sparshott!

Pironi got his hands on some "decent" Goodyears to manage 1 min. 43.55 sec., ahead of Mass, troubled by his uncomfortably handling ATS, the miserable Watson and Rebaque's Lotus 78, which would have been much farther up the grid but for a major engine failure on Saturday. Right at the back were Ongais in the Ensign and Keegan's lone Surtees, Brambilla having amazingly failed to qualify after being somewhat "detuned" after all those accidents in Buenos Aires! Others who did not qualify for a start included Merzario, unfortunately, plus Cheever and Galica, both of whom tried very hard.

There were more problems lurking for several people on race morning. For a start Lunger had to race his spare M23/11 after M23/14 suffered major problems in its DFV metering unit; secondly, Fittipaldi took over F5/1A less than a quarter of an hour before the race began owing





STRUNG out on the pit straight (above) are Tambay, Stuck, Lauda, Depailler, Jones and Scheckter. Below, Hunt watches the race's progress after his McLaren spun into retirement.

to air starter difficulties on F5/2A, and Mass took over Jarier's car (he is number one!) when his own developed a fuel leak. But the disappointed Frenchman was not the only one to non-start; Leoni's Ensign broke a driveshaft on the warming-up lap, so he was relegated to the sidelines as well!

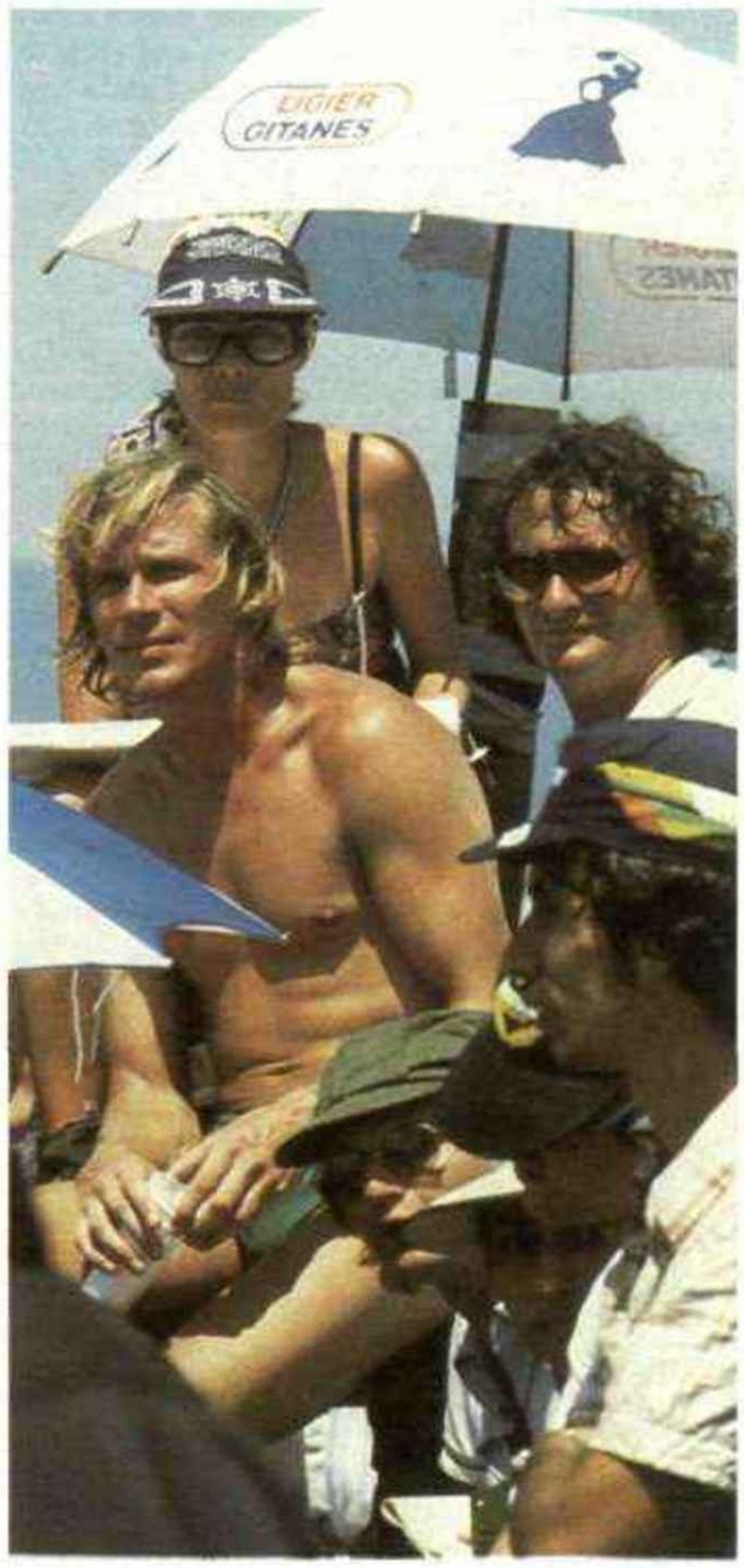
As the starting signal was given, Peterson piled on too much power and his pole-position Lotus 78 sat for a split second with its rear wheels spinning. Hunt was marginally quicker off the mark, but Reutemann made an absolutely stupendous getaway from the outside of the second row, the Argentinian's Ferrari being alongside the front row cars before they got to the end of the pit wall. Into the first corner it was Reutemann just ahead with Peterson forcing round the inside into second place and Hunt hard on his heels.

By the time the field strung out onto the long back straight, Reutemann was already visibly pulling away from Peterson's Lotus. Into the long left-hander off that straight and the Ferrari pulled out a couple more lengths with consummate ease, Hunt almost tripping over Peterson in his efforts to get through to second place. On the second lap Hunt tore past the Swede's Lotus at the end of the straight, but the race was all over even by this early stage. Driving as if he was on rails, Reutemann finished his second lap just over six seconds ahead of the McLaren!



Down at the back of the field there was plenty of drama as Patrese tangled with Watson as the Brabham/Alfa Romeo tried to slip past the Arrows on lap three, both cars spinning and dropping to the tail of the field. Watson immediately stopped at the pits to change a deflated front tyre, a trip onto the dust as he entered the pit lane showering car and driver with dirt that had to be washed off before the unfortunate driver could continue. Already the retirements were coming, Keegan crashing his Surtees without injury on lap five and Depailler spinning off onto the dust three laps later. The Tyrrell driver drove quietly back to the pits where close examination revealed the brake master cylinder to be damaged, so Depailler was out.

Within a few laps Peterson dropped back behind Andretti, his front right tyre badly blistered, while Hunt only lasted seven laps in second place before he was obliged to stop for fresh front tyres, resuming back in 20th position. Villeneuve by this time was steadily moving into the running, but Fittipaldi was going even faster and the Brazilian quickly moved from fifth to third place, passing not only the French Canadian's Ferrari but also Peterson's slowing Lotus. As E.F. moved away to consolidate a strong third place behind Andretti, it was left for Peterson to fend off increasingly persistent challenges from Villeneuve. This came to a spectacular head half way round lap 15 when Villeneuve poked his Ferrari's nose inside the Lotus as they came off the back straight, but there wasn't quite enough room for him to get past and both cars collided, spinning onto the grass. The two drivers quickly gathered themselves up and limped back to the pits for a general inspection and tyre change, Villeneuve successfully rejoining the race. A few seconds





TAMBAY'S McLaren gets slighly off line on the dust and begins to get onto the grass. He recovered only to spin off a couple of corners later and retire exhausted by the heat. Bottom, Fittipaldi presses on to a good second place.

after the Ferrari, Peterson dashed back into the fray, only to slide to a halt two corners later when the left rear suspension broke, the result of his driving the car back to the pits on a flat tyre.

As Reutemann consolidated his lead and Andretti kept ahead of Fittipaldi, Stuck moved his Shadow into fourth place ahead of Lauda. Scheckter banged into Tambay's rear wheel, dislodging a valve from one of the Wolf's front tyres which forced him first to stop and then to retire with a bent steering arm, while Lauda had a nasty moment when a wheel balance weight from Stuck's Shadow flew past his head and embedded itself into the rear wing of the Brabham-Alfa Romeo. A dangerous business this motor racing!

With 25 laps completed the order was Reutemann, Andretti, Fittipaldi, Lauda, Tambay, Regazzoni, Pironi, Laffite, Patrese and Hunt. Stuck's good run had come to an end with fuel pump failure and Hunt was now attacking Patrese in his efforts to climb back through the field. Unfortunately the Arrows driver was no more helpful towards Hunt than he had been to Watson, with the result that the McLaren driver became frustrated and spun off into retirement on his 26th lap.

Soon after this incident Patrese stopped to change the Arrows' now badly worn front tyres, dropping back to the tail of the field. That wasn't the end of the Italian driver's incident-packed race because, half a dozen laps from the finish, the fuel pick-up problem recurred and he was forced to stop for his car's tanks to be replenished, eventually finishing tenth.

Under pressure from Regazzoni, Tambay spun off, exhausted in the fierce Brazilian heat, on lap 35. The Frenchman briefly resumed before spinning again and this time retired from the fray for good. Lap 36 and it was Villeneuve's turn to go, his Ferrari spinning into the catch-fencing on the same corner as he had hit Peterson's Lotus.

All these dramas left Reutemann blissfully unaffected. His Ferrari was not missing a single beat and he calmly drove on towards victory never looking in the least flustered by either the heat nor the treacherously slippery track surface which had been aggravated by the wind blowing a fine sandy blanket onto its surface during the course of the day.

When the chequered flag came out, Reutemann was fractionally under 50 sec. ahead of his nearest challenger. But it was not Andretti who took second place but Emerson Fittipaldi, the Brazilian driver taking his "home brewed" car past the Lotus 78 five laps from the finish when Andretti found that he was in dire gear-selection difficulties. Before the finish he had dropped back behind Lauda into fourth place as well, so the canny Brabham-Alfa driver was rewarded for pacing himself quite gently in the opening stages of the race.

Fifth place fell to Regazzoni ahead of young Pironi's Tyrrell, the French novice performing quite well despite suffering from a cracked exhaust and taking time off for a spin which bent a steering arm. Mass finished seventh in the lone ATS, its engine popping and burbling after the mixture control jammed on full rich, Watson was eighth, Laffite ninth (after a change of tyres on his Ligier) and Patrese tenth. Finally Jones was still running at the finish, very slowly owing to the fact that a wheel bearing had overheated and played havoc with the front brakes as a result. Nevertheless, the fastest "Goodyear lap" of the

STARTING GRID ↑

1 J. Hunt **54** (*McLaren-Cosworth V8*) M26/4 1 min. 40.53 sec.	6 R. Peterson **39** (*Lotus-Cosworth V8*) 78/2 1 min. 40.45 sec.
11 C. Reutemann **68** (*Ferrari—flat-12*) 312T2/031 1 min. 40.73 sec.	5 M. Andretti **57** (*Lotus-Cosworth V8*) 78/3 1 min. 40.62 sec.
12 G. Villeneuve **69** (*Ferrari—flat-12*) 312T2/027 1 min. 40.97 sec.	8 P. Tambay **57** (*McLaren-Cosworth V8*) M26/3 1 min. 40.94 sec.
27 A. Jones **47** (*Williams-Cosworth V8*) FW06/1 1 min. 41.87 sec.	14 E. Fittipaldi* **67** (*Fittipaldi-Cosworth V8*) F5/1A 1 min. 41.50 sec.
1 N. Lauda **49** (*Brabham-Alfa Romeo*) BT45/7C 1 min. 42.08 sec.	16 H. J. Stuck **54** (*Shadow-Cosworth V8*) DN8/4A 1 min. 42.07 sec.
20 J. Scheckter **57** (*Wolf-Cosworth V8*) WR1 1 min. 42.11 sec.	4 P. Depailler **52** (*Tyrrell-Cosworth V8*) 008/1 1 min. 42.10 sec.
26 J. Laffite **55** (*Ligier-Matra V12*) JS7/03 1 min. 42.71 sec.	30 B. Lunger** **68** (*McLaren-Cosworth V8*) M23/11 1 min. 42.65 sec.
10 †J. P. Jarier **54** (*ATS-Cosworth V8*) HS1/2 1 min. 42.91 sec.	17 G. Regazzoni **58** (*Shadow-Cosworth V8*) DN8/5A 1 min. 42.80 sec.
36 R. Patrese **26** (*Arrows-Cosworth V8*) FA1/1 1 min. 43.19 sec.	23 L. Leoni† **51** (*Ensign-Cosworth V8*) MN08 1 min. 43.19 sec.
9 ***J. Mass **50** (*ATS-Cosworth V8*) HS1/2 1 min. 43.74 sec.	3 D. Pironi **29** (*Tyrrell-Cosworth V8*) 008/2 1 min. 43.55 sec.
25 H. Rebaque **18** (*Lotus-Cosworth V8*) 78/1 1 min. 43.86 sec.	2 J. Watson**** **29** (*Brabham-Alfa Romeo*) BT45/8C 1 min. 43.75 sec.
18 R. Keegan **42** (*Surtees-Cosworth V8*) TS19/07 1 min. 44.20 sec.	22 D. Ongais **48** (*Ensign-Cosworth V8*) MN07 1 min. 43.94 sec.

Did not qualify :

37 A. Merzario (Merzario A1/01) **26**
1 min. 44.20 sec.

32 E. Cheever (Theodore TR1) **46**
1 min. 44.28 sec.

19 V. Brambilla (Surtees TS19/06) **47**
1 min. 44.66 sec.

24 D. Galica (Hesketh 308E/3) **54**
1 min. 46.79 sec.

*E. Fittipaldi—time recorded in Fittipaldi F5/2A

**B. Lunger—time recorded in McLaren M23/14

***J. Mass—time recorded in ATS-March HS1/1

****J. Watson—time recorded in Brabham BT45/7C

†Non-starters

N.B. Figures in heavy type are total number of timed practice laps.





Laffite's Ligier ahead of Patrese and Hunt's McLaren just before the English driver's retirement. Below, Reutemann celebrates with champagne after his victory. It was his second successive Brazilian Grand Prix triumph, the Argentinian driver having won last year's race at Interlagos as well.

race was established by the Australian before he made his first of two pits stops.

But Reutemann's victory was totally uncompromising and a very effective indication of how much work has been done by Michelin's tyre development department. There were some very worried-looking faces in the paddock after the race that Sunday afternoon in Brazil because, as one shrewd observer remarked, "Not only are they fast, but you can't exactly sit back and rely on a Ferrari to break down". That person, for one, certainly had not missed the point! – A.H.

Rio Rumblings

● Rumours currently abound that the new Alfa Romeo Formula One car is nearing completion and will be tested with Pirelli radials. No driver has been mentioned, but it is likely to be Vittorio Brambilla, the 40 year old Italian who failed to qualify his Surtees TS19 in Brazil.

● Seen spectating at Rio was Brazilian Driver Ingo Hoffman who drove a handful of races in the old "Copersucar" in 1976/77. Hoffman hopes to be in a position to have some more Formula One outings later this season now that the Fittipaldi team seems to be getting more competitive.

● Jean-Pierre Jarier was feeling rather indignant after Mass snatched his car from him just before the start, this being the prerogative of the ATS team's "number one" driver. Jarier had practised faster than Mass in both Argentina and Brazil!

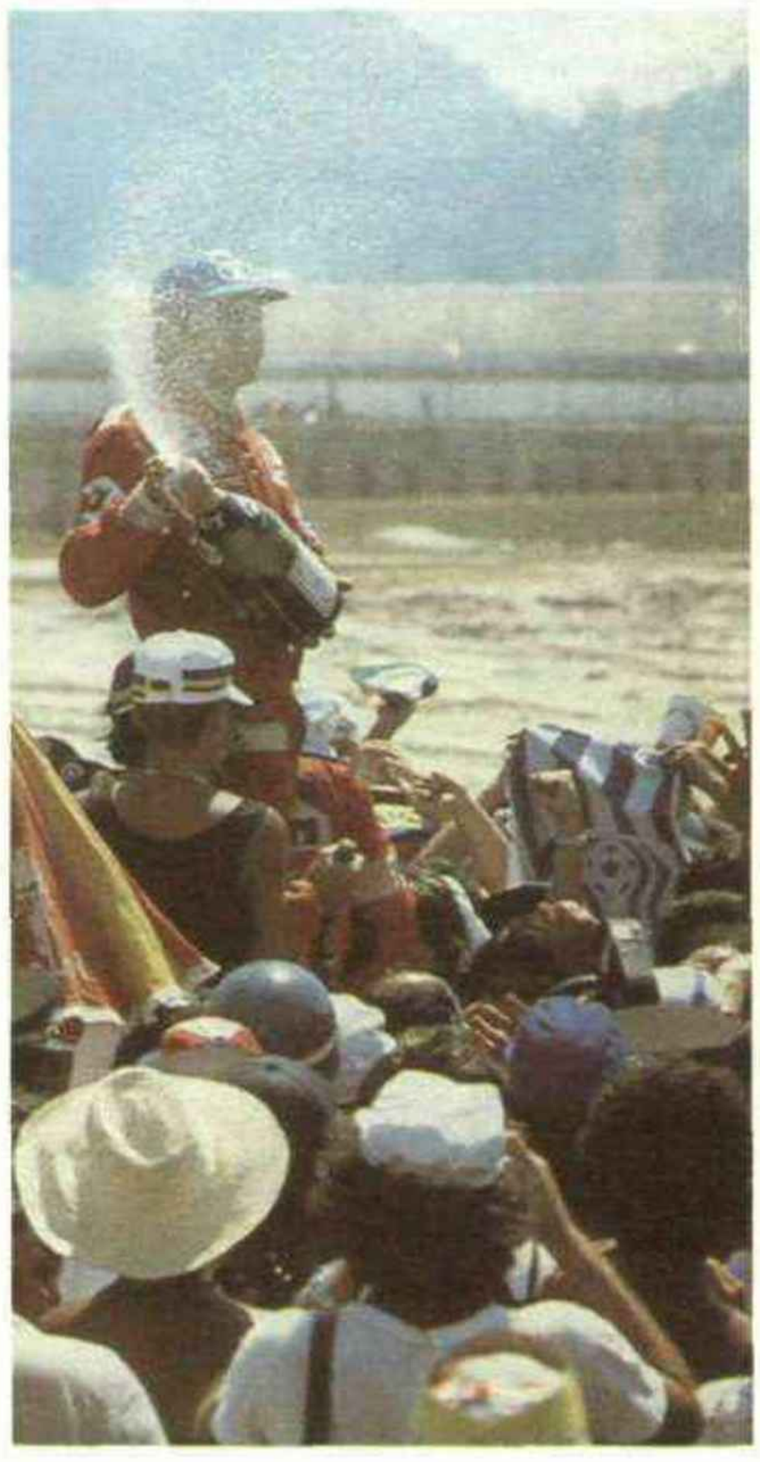
● New cars expected in South Africa for the Kyalami race on March 4 include the long-awaited Shadow DN9, the Lotus 78, a second Arrows FA1 and the surface cooling Brabham BT46.

● The Elf Tyrrell team were feeling very happy with young Pironi's performance after the race, feeling that he had used his head and handled the 008 very sensibly indeed to finish sixth. Not bad for a youngster who hadn't driven that car prior to his arrival in Buenos Aires!

● Once again Divina Galica failed to qualify her Hesketh, adding a badly blown-up engine to the chassis damage she inflicted to 308E/4 in Buenos Aires.

● Although there were some concerned faces in the Goodyear camp, the American tyre firm are confident they will be able to match Michelin at Kyalami in the South African Grand Prix. In that race we should see the turbocharged Renault V6 back in action again with Jabouille at the wheel.

● Villeneuve and Peterson seem inexorably drawn towards each other on the race track. They last collided in Japan when the French-Canadian driver drove over the back of the Swede's six-wheeler. "I don't think he has very good judgement" said the reflective Peterson after their latest tangle.



Results :

BRAZILIAN GRAND PRIX—Formula One—63 laps—Autodromo Riotur, Rio de Janeiro
5.031 kilometres per lap—316.953 kilometres—Very Hot

1st :	C. Reutemann (Ferrari 312T2/031)	1 hr. 49 min. 59.86 sec.—172.887 k.p.h.
2nd :	E. Fittipaldi (Fittipaldi F5/1A)	1 hr. 50 min. 48.99 sec.
3rd :	N. Lauda (Brabham BT45/7C)	1 hr. 50 min. 56.88 sec.
4th :	M. Andretti (Lotus 78/3)	1 hr. 51 min. 32.98 sec.
5th :	G. Regazzoni (Shadow DN8/5A)	1 lap behind
6th :	D. Pironi (Tyrrell 008/2)	1 lap behind
7th :	J. Mass (ATS-March HS1/2)	1 lap behind
8th :	J. Watson (Brabham BT45/8C)	2 laps behind
9th :	J. Laffite (Ligier JS7/03)	2 laps behind
10th :	R. Patrese (Arrows FA1/1)	4 laps behind
11th :	A. Jones (Williams FW06/1)	5 laps behind

Fastest Lap : C. Reutemann (Ferrari 312T2/031) on lap 35, in 1 min. 43.07 sec.—175.721 k.p.h.

Retirements : R. Keegan (Surtees TS19/07) crashed, on lap 6; P. Depailler (Tyrrell 008/1) accident damage, on lap 9; B. Lunger (McLaren M23/11) overheating, on lap 10; D. Ongais (Ensign MN07) brake trouble, on lap 14; R. Peterson (Lotus 78/2) collision damage, on lap 16; J. Scheckter (Wolf WR1) collision damage, on lap 17; J. Hunt (McLaren M26/4) spun off track, on lap 26; H. J. Stuck (Shadow DN8/4A) fuel pump failure, on lap 26; P. Tambay (McLaren M26/3) spun off track, on lap 35; G. Villeneuve (Ferrari 312T2/027) spun off track, on lap 36; H. Rebaque (Lotus 78/1) driver fatigue, on lap 41.

22 *starters*—11 *finishers*.



Berni. Looking back, doesn't it make you look forward to the next time?





Berni Inns

Volvo Winter Tests

SNOW AND ICE form a natural habitat for Volvo cars, so the Swedish manufacturers take the question of winter driving very seriously indeed. To make the point to journalists Volvo organise annual Winter Tests, usually in frozen Lapland, this year in Serre Chevalier, the French Alpine ski resort near Briancon. As Volvo always encourage we scribes into uninhibited motoring in conditions which would paralyse with fear the average British motorist, the occasions are not to be missed.

More positive reasons for this year's tests (as distinct from an excuse for journalists to let off steam!) were to sample different types of winter tyres and to introduce a revised Volvo 343, the compact 1,400 c.c. hatchback saloon which fits between the 66 (*nee* DAF) and the 200 series of big Volvos and has the former's type of Continuously Variable Transmission.

Our adventure – and in the heaviest Alpine snowfalls since 1970 it was indeed an adventure – started with a 250 km. drive from Geneva to Serre Chevalier in a 343, with Volvo's Chief Engineer Gerard Salinger adding ballast above





Volvo works driver (and Swedish Rallycross Champion in a turbocharged 343) Per-Inge Walfridsson hurls a 343 round the ice-track, above, while "scribes" try to emulate him with a 66 and a 245, left.

the De Dion rear end. On the mainly autoroute run to Grenoble there was time to appreciate the comfort of the new, 200-type seats, and discover improvements such as new warm and cold air vents, revised switchgear, a neat rear parcel shelf and a more sensible gear selector lever. Once past Grenoble the roads changed from slushy grey to pure white and we bagan to appreciate the grip of the Firestone S1 Asymmetric non-studded winter tyres; after exhaustive tests, Volvo have found this friction tyre to be the best compromise for varying winter conditions. They can be studded if required. I do not like CVT automatic transmission, but had to acknowledge that it is much better in 1978 guise. The unit no longer changes down at low speeds when the throttle is released, but hard acceleration still produces a lot of buzz for little action as the "rubber bands" strive to catch up with the engine.

This little Volvo proved to have wonderful traction over the almost whited-out Col du Lautaret, which snowblowers were striving to keep open. A couple of hours later the pass was closed for several days.

Heavy snow had prevented the ice-racing circuit behind our hotel being used as a special stage on the previous week's Monte Carlo Rally, but it was cleared in time for us to let our hair down. The 343 with its 50/50 weight distribution revelled in the conditions, especially a slightly modified version on fully-studded Kleber tyres which could be hurtled around with abandon at extraordinary angles. With springs and dampers uprated for 1978 the refined 343 is a fine handling car indeed; what a shame it has to suffer that transmission! Almost as remarkable was the performance of a 245 Estate on the ice track. Its appearance disguised well-balanced handling on ice. A similar car driven a 387 km. route back to Geneva Airport reminded me that the useful, comfortable, rugged and commodious 245 is heavy and sluggish, yet it climbed another snowy *col* with alacrity, dual reflections of its Swedish background. – C.R.



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MONTE-CARLO RALLY

EVEN WINNERS are sometimes beaten by conditions. Privateer Jean-Pierre Nicolas noses into a bank on his way to victory.

SURPRISE of the rally was the performance of two Renault Fives. Jean Ragnotti made good use of the handling to take a fine second place.



BEST OF THE Fiat/Lancia drivers was German Walter Röhrl who made fourth place after losing much time with minor failures on the car.





THE HIGH snowbanks were more like the Arctic than the Alps. Jean-Claude Andruet held fourth place for a while, but was displaced by the quicker Röhrl.

WITH THE snowy Alps stretching out behind, Swedish driver Anders Kullang finds the lower power of a Gp 1 Opel Kadett more manageable than that of a Gp 4 car.

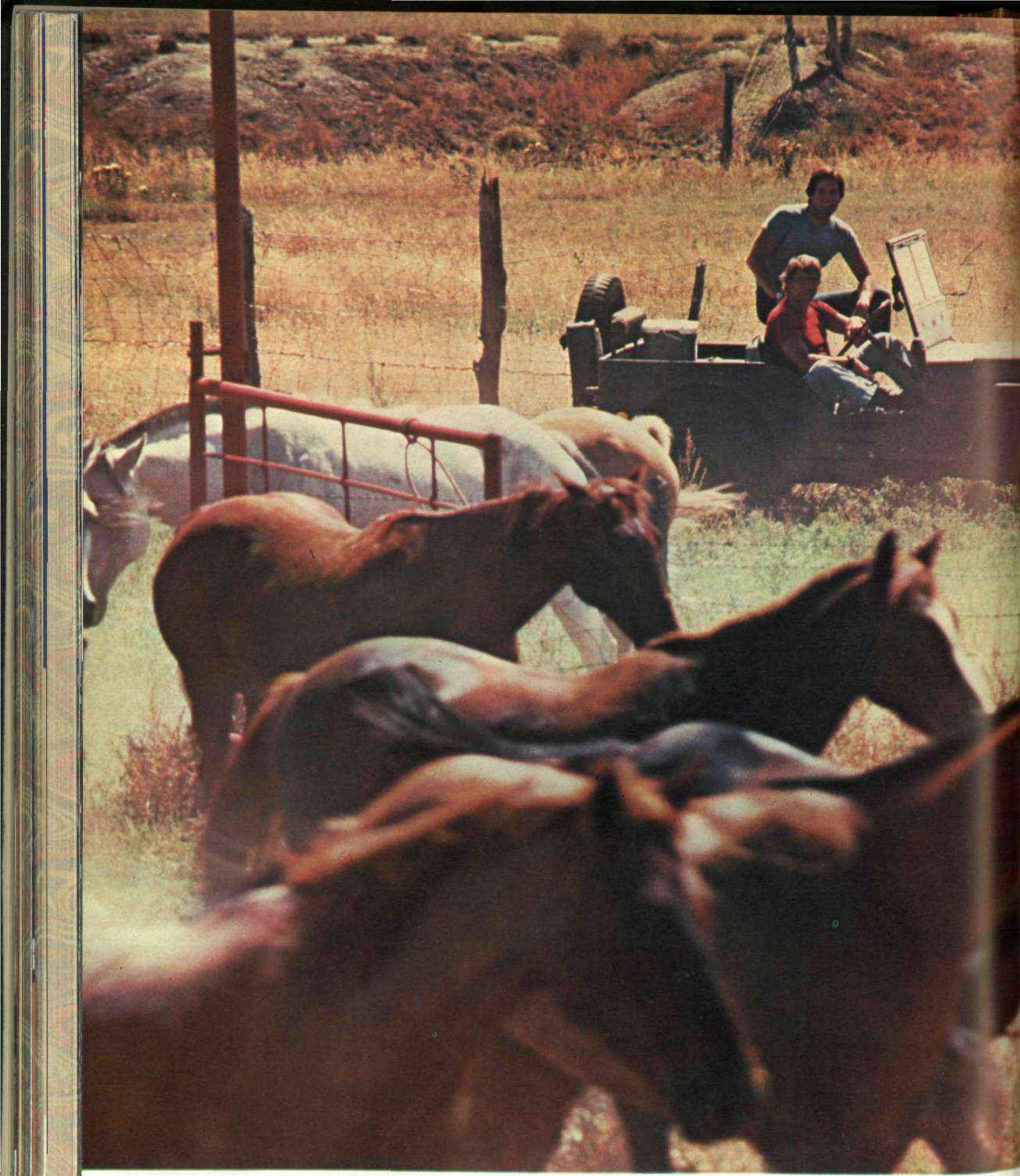


FASTEST LADY was French girl Michèle Mouton who drove her powerful Lancia Stratos to seventh place.

VERINI got his Fiat stuck on the Col de Perty and managed to hold up three of his Fiat/Lancia team-mates.

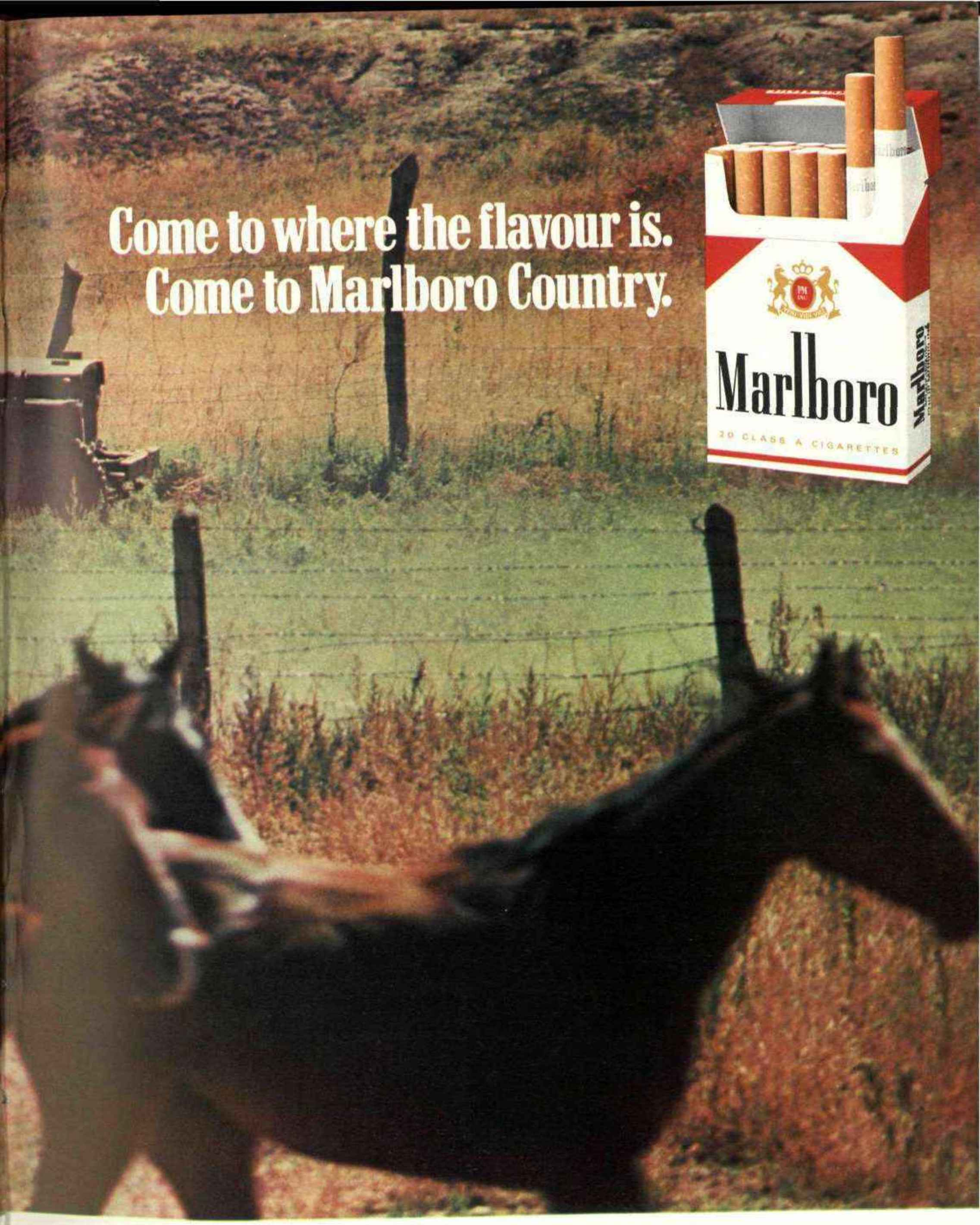






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Letters from Readers

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

Unpredictable

Sir,

I had one of the early BMW 320is, that is before the first lot of suspension changes to improve its road-holding were made. I think the one you tested in February 1977 must have been the later version and your comments in the February 1978 issue of MOTOR SPORT, page 176, that you could describe it as neither very predictable nor very safe, is borne-out by my experience.

Twice at speeds of about 40 m.p.h., when accelerating on slippery but fortunately straight, wide roads, it produced what seemed an innocent bit of wheel spin, but attempts at correction by easing-off and steering into the skid produced a tail wag the other way and a build-up of oscillations. On the first occasion I nearly lost it and, on the second I did: after three swings each way – each worse than the one before – all on my own with a three-lane carriageway, I went off the road sideways and backwards under a semi-trailer; to write off the car. Could this be the sort of lack of predictability and safety which you comment on?

BMW have no records of similar events. Has anything similar happened to a reader of MOTOR SPORT?

Oxted DR. G. R. FRYERS

P.S. I attach a more detailed account of the accident in the hope that C.R. may be able to shed more light on the mechanism involved.

(I had a couple of nasty moments in the road test 320i which too was an early version without the later suspension revisions. One particular incident in the wet, on Dartmoor, referred to in my road test, showed similar symptoms to those described by Dr. Fryer – though I managed to "collect" it. The later 320i was much improved in the suspension department and the latest six-cylinder 320 is better still. – C.R.)

Praise and Correction

Sir,

As a reader of MOTOR SPORT for seventeen years, this is the first time I have written to congratulate you on your excellent magazine. I have just finished reading February's copy, from cover to cover as usual, and feel I must say how much I like the way the colour photographs accompanying the reports on the Argentine Grand Prix, and the Brands Hatch Rallycross are interspersed with the text, rather than all together in the middle pages. I found this new format added greatly to the colour and atmosphere of the written account of the events.

I also read with interest Clive Richardson's article on Graypaul Ltd., and agree that Mr. Clarke's personal collection of Ferraris is very desirable. C.R. also mentions in his article the Stirling Moss/Rob Walker 250GT Ferrari, rebodied by Drogo, as being the 1960 TT-winning car, when in point of fact it is the 1961 TT-winning car, chassis number 2735 GT, which was rebodied by Drogo after the shunt in the 1962 TT, not the 1961 race as stated. The Stirling Moss/Rob Walker 1960 TT-winning car, chassis number 2119 GT, I believe is still intact, and was owned by Anthony Bamford at one time. C.R. also states that if 2735 GT was "properly rebodied this famous car could be the most desirable 250GT of all." Well, this car was badly crashed again in Ireland some time after the Drogo rebodying, and the original racing engine removed and installed in a 250GTO (chassis number 3729 – C.R.) It opens up the old question as to what constitutes an historical racing car. With its non-original engine, and its new body, I think it would be no more than a replica of that famous car, and therefore no more desirable than any other 250GT SWB Ferrari.

Hornchurch E. J. BURTON

The 1960 TT winner

Sir,

I read with interest the account of your visit to David Clark's establishment and just for the record write to correct a historical observation made in relation to Tourist Trophy-winning 250GT Ferraris.

You refer to "...Moss's 1960 TT-winning car, the right-hand drive Rob Walker car which was crashed by Kerrison in the '61 TT." The 250GTs with which Stirling won the TT in 1960 and 1961 were two different cars. The 1960 winner was Chassis No. 2119 GT and gave me six years' of fantastic motoring before I sold it to Anthony Bamford in December 1972. It was Ferrari red at that time, but the new owner repainted it in the original Rob Walker blue. It was driven in the Historic Race at Le Mans in 1973 by Neil Corner averaging over 100 m.p.h. I believe it to be owned now by Alain de Cadenet.

The 250GT driven by Stirling to win the 1961 TT was Chassis No. 2735 GT – this is the car subsequently crashed by Kerrison and rebodied in the unattractive manner you describe.

Cobham STANLEY SEDGWICK

P.S. Copy of racing history of "my" Ferrari enclosed for your information.

FERRARI 250GT BERLINETTA
Chassis No. 2119 GT, Italian Reg. No. MO 59305

1960			
Aug. 20	Tourist Trophy – Goodwood (108 laps)		
	1st Stirling Moss (No. 7)	3h. 01m. 43.2s.	85.58 m.p.h.
	Fastest lap of this car	1m. 36.6s.	89.44 m.p.h.
Aug. 27	Redex Trophy – Brands Hatch (10 laps)		
	1st Stirling Moss	19m. 47.4s.	80.35 m.p.h.
	New GT Lap Record	1m. 56.2s.	82.09 m.p.h.
Dec.	Tourist Trophy – Nassau		
	1st Stirling Moss		
1961			
Mar. 25	Snetterton – Lombank (12 laps Meeting – Race for G.T. cars		
	1st Michael Parkes		89.51 m.p.h.
	Fastest lap (jointly with A. G. Whitehead – Ferrari	1m. 47s.	91.18 m.p.h.
	(Led from start to finish – no E-type Jaguars)		
Apr. 3	Goodwood – Easter Monday – Fordwater Trophy (10 laps)		
	1st Michael Parkes	17m. 18.2s.	82.22 m.p.h.
	Fastest lap	1m. 41.2s.	85.37 m.p.h.
	(2nd Innes Ireland – Aston Martin DB4GT; 3rd Moss – Aston Martin Zagato)		
Apr. 15	Oulton Park		
	Jack Sears 4th		
	25 laps 50m. 04.4s (18.4s behind winner Graham Hill E-type Jaguar) (Competition debut of E-types – 1st and 3rd)		
May 22	Crystal Palace – B.R.S.C.C. Norbury Trophy		
	Michael Parkes – Spun off twice – retired with suspect rear wheel when 4th		
	Fastest lap (jointly with Salvadori – E-type Jaguar) 1m. 04.4s. 77.70 m.p.h. New Record for G.T. cars over 1000 c.c.		
June 3	Brands Hatch – Peco Trophy (10 laps)		
	1st Michael Parkes	19m. 19s.	82.30 m.p.h.
	Fastest lap	1m. 54.4s	83.9 m.p.h.
	(2nd Salvadori – E-type Jaguar; 3rd Graham Hill – E-type Jaguar)		

(No excuses! I confused the years relevant to that TT-winning 250GT SWB Berlinetta. What makes the error even less understandable is that the 1962 TT, in which the car crashed, marked my first visit to Goodwood, my first time at a Tourist Trophy and I remember the incident well. The 1960 TT-winner, chassis no. 2119, is now owned by Melville Smith, who bought it from Alain de Cadenet and is currently rebuilding it. – C.R.)

A Porsche Beetle

Sir,

I'm getting really confused! On page 159 we have a picture of the Porsche 924, which was designed at Weissach, "Trying Very Hard to be a Porsche".

Then on page 196 (top caption) we have a picture of something that looks to me like a Volkswagen described as "The immaculate Autocavan Porsche of Geoff Thomas".

Well, I know that Professor Porsche designed the Beetle, but the only conclusion I can draw is that, in the opinion of MOTOR SPORT, Porsche would get better publicity building Beetles.

The early Porsche 356 models had a much higher VW content than the 924 does today, but contemporary Press reporters didn't seem to care in the least. So far as the 924 is concerned the 2-litre injection engine has been substantially modified by Porsche, while the optional 5-speed gearbox which I hope you will try soon is 100% Porsche.

Reading MICHAEL COTTON
Press and Public Relations,
Porsche Cars Great Britain Ltd.

(Our poor caption writer is not as daft as he appears. For production reasons he had to write the caption from observation of a distorted reversed-out black and white print in which the VW really did look like a Porsche! – Ed.)

Bee Sting

Sir,

How about a few lines from a TR enthusiast.

I have read with interest the views of your various MG fans over the possible demise of the MG, in particular the MG-B.

Let's face the truth, the B has no sting and these days is overwhelmed by some 1300 saloons and is due for retirement. Nevertheless, the TR7 is certainly not the car to replace either the MG-B or the TR6.

I also feel that the big sports car is lost because most manufacturers seem to think that it either has be be big and expensive (Stag), or small and revvy (Spitfire or Midget).

I own what I feel is the ideal mass-produced sports car, namely a TR4. It has a top speed in excess of 110 m.p.h., 30 m.p.g., rugged, reliable, simple and also a unique feature for its year – a Surrey/Targa top incorporating a roll-bar in the frame of the rear window – all features which have always been absent in the 1800 MGs.

Personally I would regret the loss of the name Triumph or MG, they both are very popular as second-hand values show.

A no-nonsense rugged sports car could be produced by BL. They already have a superb engine for this in the form of the Rover 2300 unit. Drop that in the MG-B then the "Bee" has got a sting to the Targa top and I believe they would be selling a car that most of us would welcome.

Unfortunately I think we TR fans have lost the true TR to American legislation.

Horndean J. JACKSON
TR Register Member

TR7 – the Right Recipe?

Sir,

As an avid reader of MOTOR SPORT and a member of the TR Register I would like to comment on "The Future of MG", see letters page February issue.

I find the attitude of the MG fraternity rather confusing when the facts of the TR7 and MG-B are analysed.

Briefly, with the demise of the TR6, which was supposed to be suffering an outdated image,

British Leyland gave Triumph the go-ahead for a new car (code named Bullet), which later became known as the TR7. What is not generally appreciated about this controversial shape is that it was styled at Longbridge, the original Triumph styles being suppressed. It was at this time MG at Abingdon was asked to design a mid-engined car based on the Austin Maxi and 2200 power plants to replace their outmoded product the MG-B – unfortunately for MG enthusiasts to no avail.

It therefore could be argued that Triumph is stuck with a shape that they are not totally in sympathy with. However as BL had always intended the design to be very versatile (we have all heard about the soft top with V8 versions lurking somewhere at Canley) it seems logical that the new car could be sold under a variety of guises.

And remember, Targa top followers, the TR4 was ahead of its time with the surrey top when introduced, though at the time this feature was thought only novel.

Sports cars have always been an export priority and contrary to thought, British interest could not financially support such a venture. BL therefore have to plan models on their world appeal. Whereas the English are still in love with open-topped motoring the rest of the world seems content to enjoy a more liberal approach.

If the sports car is to continue at all then it must follow the TR7 concept and try to adapt to the ever increasing legislation.

Keep up the good work MOTOR SPORT in producing a real monthly must.

Liversedge, Yorks. MIKE OAKMAN

MG Versus Triumph Sales

Sir,

Amongst your usual excellent correspondence columns in the January issue, I find a common misconception being perpetuated. Geoffrey Pflaumer states that the MG-B outsells the TR7. A colleague in the motor industry, however, assures me that the opposite is true. The following figures are the UK registrations for 1977 for the relevant vehicles.

MG-B including GT and V8	5,434
TR7	9,644

As a matter of interest MG Midget registrations were 3,893 vehicles. Thus the TR7 not only outsells the MG-B, but also the MG-B and Midget combined!

I have recently had the opportunity to drive both these vehicles (TR7 and MG-B) and can only repeat the oft-quoted description of the MG-B after this experience "The two seater Morris Oxford". I am, however, slightly biased in favour of the Triumph, as I am the delighted owner of a Dolomite Sprint – a vastly underrated motor car in my opinion. I trust that this will put the record straight.

Penicuik, Midlothian A. DE VERE-SMYTHE

(These figures do not reflect the world wide sales and do not take into account the fact that no TR7s have been manufactured since August/September because of the Speke factory strike. – Ed.)

The Dreaded Ban

Sir,

I am sure that your readers will know of one or more of the organisations who offer insurance against being immobilised in the event of losing one's licence either under totting-up procedure or the breathalyser. I am a member of the Car Drivers Protection Association, Chauffeurplan to which I have subscribed for a number of years. I have heard various remarks which suggest that these organisations are all too ready to accept the membership fee but are not always as ready to pay out the benefits.

I was stopped by the police for what was to be my third speeding conviction. I remembered my policy which I duly dusted and applied for benefits. My application was not made within the prescribed time limit set down in the conditions but none the less it was accepted.

Understandably the policy does not cover legal costs and after my case had been heard and my advocates were successful in persuading the magistrates to let me keep my licence, albeit for a very heavy fine, I wrote to Chauffeurplan to advise them that I would not require to call upon the policy. To my delight they requested details of my costs for my solicitor and barrister and made me an *ex gratia* payment of 50% towards them. I feel that they deserve recognition and would appreciate your consideration towards possibly publishing my letter.

Hale S. R. DOBSON

A Serious Situation

Sir,

I recently sent my driving licence to the Driver and Vehicle Licensing Centre in Swansea in order to have a speeding endorsement erased after three years. This morning my licence was returned with a covering note informing me that endorsements are removed only after four years and, furthermore, when the time came I would be required to pay a fee of £2.

So the persecution of the British motorist continues. Not only is the period in Purgatory extended, presumably in order to enable the Authorities a greater chance of removing one from the road by disqualification; but, having paid a fine at the time of conviction, one is now, in effect, fined again for having behaved and reached the stage where an endorsement can be erased. I would have thought that either income tax or the exhorbitant £50 road tax would have covered any administration costs.

I have been a regular reader of MOTOR SPORT for ten years. May I thank you for the stand you take for the motorist and for the continued excellence of your magazine?

Wrightington W.D. FORSHAW

(The period for which an endorsement remains effective stays at three years, or 10 years in the case of a drink/driving offence. The endorsement remains stamped on the licence for a fourth (or eleventh) year purely as a matter of record. The extra year has no effect upon the "totting-up" procedure. – Ed.)

Motoring in the Arabian Gulf

Sir,

As a resident of Dubai now for nearly one year I feel compelled to comment on the letter from A. J. Wood of December 1977, about motoring in the Arabian Gulf.

I can only suggest that whilst he is driving around he must either be keeping a very wary eye for the errant camel (a real hazard) or to be too intrigued by the exotic Arab women behind their burkas and veils.

Without even going outside the Emirate of Dubai, one can see a Countach, 3 Espadas, a Urraco, a Boxer; several 911's (one of which I drove out here myself) a turbo, 914's and a 928, an Alpine A110, 2 SS Jags and a few Jensens. There are, of course, countless BMW's, Mercedes and an ever increasing number of Jaguars. Rolls-Royce are here too and the number is increasing; the reason for the lack of, I should say, is that Rolls are not exactly the car one buys off the shelf. A good thing maybe but not here.

Whilst it is true to say that the Americans and Japanese have a very large sector of the market, probably due to politics and an initial general lack of sales drive by the European Manufacturers, this is changing, there is a very definite increase in the number of European cars, especially those now concentrating on giving long term warranties against corrosion – some as long as 6 years – guess who?

Dubai N. J. RUSH

A Ferrari 330

Sir,

I have just been sorting through some of my early copies of MOTOR SPORT, and was delighted to find on page 490 of the May 1973 issue a photograph of the Ferrari 330 I recently purchased.

I would be most grateful if you could identify the owner (at the time of the article) as I am trying to trace the history of my particular car. Is it also possible to identify the colour of the car from your original photographs?

If any of your readers have owned this particular car at any time I would be really interested to hear from them.

So far I have been able to confirm the car has been registered under the following numbers: JJJ 7D, TB 5, STF 508D, JCL 26.

I have found the published letters from the Ferrari owners most informative as are your articles on present day Ferraris.

Sheffield S. J. WALCH

(We are unable to trace the name and address of the 1973 owner of Mr. Walch's Ferrari. If he would care to contact Mr. Walch we shall be happy to forward correspondence. –Ed.)

Rapier Owners' Club

Sir,

It is my intention to form a club for owners of Sunbeam Rapier motor cars manufactured by the Rootes Group between 1956 and 1967.

If any of your readers are interested, I will be grateful if they will write to me.

Portsmouth D. J. H. PARROTT

(Letters will be forwarded. –Ed.)

Small Print

Sir,

I note with amusement the Chrysler advert opposite the editorial page in the February 1978 issue. While thanking Bilstein & Lockheed for their help in winning the British Touring Car Championship (whatever that is), the picture of the Avenger in the advert clearly shows Armstrong & Borg & Beck decals!

They should be more careful with MOTOR SPORT readers, we *do* read the small print!

With thanks for the continued pleasure of the only *real* motoring magazine.

Sheffield DONALD E. SMITH

Cars in Books

Sir,

In "Cars in Books" the private car referred to in "This Side of Paradise" may have been a railway carriage. Beatrice Blaine did not seem the type for pioneer motor tours.

Still in American fiction, William Faulkner's "The Reivers" describes how a boy and a half-wit "borrow" the boy's grandfather's Winton Flyer (whatever that was) at the beginning of the century and, among other adventures, pay to be hauled through the mud at the entrance to a bridge. The local farmer ploughing this area heavily to ensure a regular source of income.

John Steinbeck has a chapter on a family's first acquaintance with a Model T in "East of Eden". Two or three years ago a reader mentioned a 25 Dodge, with a run big end, in

"The Grapes of Wrath". Did he write about rebuilding the engine with a second-hand rod and piston? The rings were held in place with brass wire which was left to melt off.

"Hope that wire don't clog the rings", said Al.

"Well, that's why I hammered her flat. She won't roll off. I think she'll jus' melt out an' maybe give the walls a brass plate".

Would it have worked? Perhaps it was an old dodge for use on a worn engine with cast iron pistons.

Ashford H. FLEET

Miserable Marina

Sir,

I read with interest your correspondent's letter with regard to the Morris Marina in the January issue of MOTOR SPORT. (Buy British and follow the VSCC, page 67). My profession takes me some one thousand miles a week in a Leyland Cars Marina 1.8 Super Mark 2, the car having now covered a troublesome total of 46,000 miles. Surprisingly mine is one of the best in the Company's fleet, yet consistently requiring front shock-absorbers every 8,000 miles and these not covered by second year "Super Cover". The gearbox has been rebuilt at 38,000 miles suffering from the normal Triumph Vitesse problem of collapsed layshaft bearings – the Marina gearbox being the latest derivative of the Triumph design. It has had a new clutch, front discs and other parts too numerous to list. Brake pad replacement is necessary every 6,000 miles and every Leyland Dealer admits they can do nothing about bulkhead distortion which occurs every time emergency braking action is necessary, resulting in the brake pedal being flush with the floor and the car continuing at will. The Mark 2 Marina is surely the result of Leyland Cars requiring a higher "mark up" from their mass-produced car by cutting down drastically on specifications across the board. Is there little wonder the whole thing rattles all day long, is so noisy at 70 m.p.h. it is impossible to listen to the radio and the seating rates as the most uncomfortable in any car. The poor handling is improved slightly by fitting 165.13 Michelin XZX tyres. The car is in my opinion dangerous from its fatigue factor, worrying braking ability and bad reflection of the illuminated dials in the direct line of view through the windscreen.

In its favour it has good straight line acceleration, a useful boot and good Triumph design steering-wheel stalks. My colleagues tell me the Estate version handles better as David Thirlby comments, no doubt because of its better weight distribution.

I shall not be sorry to see this now badly rusted car pass on and return to a solid, reliable, quiet and comfortable Chrysler Hunter Super Series VIII, also Government sponsored but money better invested.

Thank you for an excellent magazine.

Leamington Spa J. C. CLACK

Well, Well!

Sir,

Upon reading the January issue of MOTOR SPORT, which I have been buying and enjoying since 1944, I read the letter from your correspondent David Thirlby regarding Marina estate cars, with which I totally agree.

My own similar experience of two of these estate cars has given satisfaction in that the performance of the first one was truly amazing, although the 1977 version, being much smoother is slower, but still more than adequate.

I find the velour seats very comfortable and its capacity for carrying heavy loads useful in my business, also my local Walton-on-Thames garage, with a racing pedigree, have serviced the car impeccably in its first 10,000 miles. Also there was no delay in supplying the car to my specification.

Walton-on-Thames GEOFFREY PURKISS

Action, This Day!

Sir,

Reference Mr. J. Stuart's letter in the September issue, I spent seven weeks trying to get an export form in lieu of the registration document for the car I brought to Australia.

Having been told on the phone by a member of the staff that they did not *open* the letters at Swansea, until 28 days after arrival, I wrote to the Minister of Transport at Westminster. I had Swansea on the phone to me within 48 hours, and the paperwork I wanted 48 hours later.

They are just as inefficient here, as I have been waiting six weeks for an overpayment on a licence. Tomorrow my letter goes to the Minister of Transport, NSW!

More people should try it as it really works.

NSW, Australia B. G. F. NASH

Conservatives Not Consistent!

Sir,

I was most interested to read in your report on Conservative Transport Policy in the December issue of MOTOR SPORT that "The Conservative Party says that it rejects anti-motorist policies". I know that politicians rely on the voters having short memories, but surely they can't think that we have already forgotten who made the wearing of crash-helmets compulsory for motorcyclists. That's right: it was the last Conservative government.

All other anti-motorist laws to date have at least been based on the claim that they are necessary to prevent us from harming other people. The Conservative crash-helmet law, however, is the first example in the motoring field of Big Brother ordering us to do something "for our own good."

The comparison of politicians' words when in opposition with their deeds when in office is a useful, if unedifying, exercise.

Ruthwell DAVID W. BELL

(If the Labour Government introduces the compulsory wearing of seatbelts it will join the Conservatives in interference with the liberty of the citizen, but in a much more far-reaching-manner! –Ed.)

A Year With a Golf

Sir,

I have been an avid reader of your excellent magazine for around 15 years now and have always been very interested in your readers' letters, especially their comments, reports etc. on their own cars. Up till now I myself have never had anything of interest to report, but as the 8th January was the first anniversary of my Golf LS, I felt that I would report on my year's motoring. During the year the car has covered 23,218 miles and used 714.68 gallons of two-star, an average of 32.49 miles per gallon – a very good figure I feel as the car spends most of its time in the 60/70 m.p.h. bracket. The car has been almost 100 per cent. reliable, the only trouble being with the timing just prior to the 20,000 mile service. Servicing for the year has cost a total of £84.74 and has been carried out on each occasion by Blackadder Motor Co. of Falkirk, the suppliers of the car. I have nothing but praise for this firm who have always been pleasant to deal with and have always done an excellent job – needless to say I have no connection with this firm other than being a very satisfied customer.

When I see the replacement cost of the car I wonder if a new one is really worth the money, but then again what price a year's complete reliability coupled with comfort and rapid enjoyable motoring?

Fife ANDREW M. SIM

Sicily Invaded

Sir,

Not an epic high-speed drive, as Mr. Dexter's letter of November, but a nice trip to stretch the long legs of my 1971 Gilbern Invader (Jenks may have done the journey many times), and readers may note it as an interesting way to get to North Africa. Or to Sicily via regular car ferries to and from Genoa, Naples, Corsica or Sardinia.

On a Saturday in October last year, 9 a.m. Hovercraft Ramsgate-Calais, sun came out at Rheims, first night stop Pontarlier (511 miles). Second night at Camogli 317 miles on, a small coastal holiday cove a few kilometres past Genoa, warm night and sound of sea and thunder after bad weather over Gt. St. Bernard, but sun and blue skies across plains from Aosta. Third night at Lido di Roma for convenience not scenery, good food and Wagnerian thunder storm over sea; 320 miles that day including inevitable stop at Piza. Fourth day up early, lovely coastal drive again in hot sun to Naples and on to Pompeii for a couple of hours (memo – make it two days next time), saw tablecloth of cloud lifted from Vesuvius before leaving for target for that day, Paola, pretty seaside town with family-run albergo on main road. Day's mileage 344. Up crack-o'-dawn with the window shutters, 116 miles of juggernauts and ox-carts on winding coastal road to San Giovanni ferry across Messina (handsomely served snack on board, British Rail ferries please copy), drive off and out of Messina on wiggly-up-and-down road, but so picturesque, about 160 miles to Palermo. The day's run in all about 276 miles by nightfall, into big hotel to accompanying din of Sicilian drivers having their accidents outside. Up went the shutters in the morning so we were not late for breakfast! Hot and shatteringly noisy shopping morning, afternoon on beach at Mondello.

Evening Thursday, drive on boat for Genoa, via Tunis, and Cagliari in Sardinia, up the Corsican coast, two hot sunny days lazing on deck, landing at Genoa Saturday evening and proceeding northwards 90 miles on to an albergo near Ivrea. Sunday, lovely drive over col Gde. St. Bernard in clear sunny weather this time, down into Montreux, lunch by lake, on and out of Switzerland to Chaumont, celebrating the last night in style after 404 miles this day. Monday shopping for presents then off en route for Calais 8 p.m. Hovercraft, home in north London before midnight, 375 miles.

Total mileage 2,652 in seven motoring days, the V6 Ford motor using 78 gallons of fuel and approximately 3 pints of oil and no bothers. We used old roads entirely except for 30 miles in Italy, French autoroutes are expensive and were avoided but Italian autostrada are quite cheap. Purchased Italian tourist petrol coupons here beforehand. We budgeted for about £20 per day living expenses for two and did better than this (except for the last night binge). British Rail act as agents for the Tirrenia Line ferries Genoa-Palermo, which is a State line (there is a private shipping line also), we found the boat clean, efficient and comfortable with good food. I have not met anyone who was aware of these car ferry services which are so pleasant and useful.

Barnet W. H. ELLIS

CLASSIFIED ADVERTISEMENT SECTION

Lineage advertisements are for private readers only and must be pre-paid and in writing

RATES 10p per word (maximum 80 words) £1.50 minimum charge. (Maximum of two cars per reader.)

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COPY DATE By first post on 20th. Advertisements held over will be inserted in the following issue unless cancelled in writing by the 4th of the following month.

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Please write clearly in **Block Capitals** on one side of paper only. Send advertisements to the **Classified Department, "MOTOR SPORT", Standard House, Bonhill Street, London, EC2A 4DA.** Telephone 01-628 4741 ext. 8 or 9 for information.

FOR SALE—continued

LANCIA FULVIA S2 Coupe, 1971. Red with black interior, HRW, rustproofed, low mileage. Absolutely superb condition throughout. £1,300. Cheltenham 52559. (7535

TRIUMPH TR7, July 1977 (R), 5-speed, Brooklands green. Latest spec. Endrusted. 5,500 miles. £3,050. Reading 81293 evenings. (7536

1974 LOTUS ELITE 502, Roman purple, stereo radio/tape, air cond., elec. windows, 5-speed box, new tyres, warranty, £4,000 o.n.o. Tel: Market Deeping 344994 day; 343754 evening. (7550

AUSTIN 7 CABRIOLET 1938. Excellent condition. Metheringham 20332. (19681

BENTLEY 1951 'R' type standard saloon. Broken for spares, includes good Ruby upholstery, engine etc. No rear axle. Tel: Walker, Ilminster 2498. (7655

'P' REG. MORGAN 4/4, 14,000 miles (certified), many extras, £4,000 or would accept good antiques in part exchange. Tel: Cooden 5214 (04243). (7656

MORGAN 4/4 1600 2-seater, 'P' Reg. Aug. '75. White, black interior. W/W, luggage rack, bucket seats, stereo. 5 year total protection. In beautiful condition. £3,950. Tel: Northampton 890257. (7660

BLACK BEAUTY Morgan +8, new, unregistered. Offers? Good antiques considered part exchange. Tel: Cooden 5214 (04243). (7656

ASTON MARTIN DB2/4 Mk. II Saloon, 1957. Chassis No. 300/1296, one of the last of 199 made. Fitted Alfins, good Cinturatos, tow bar, straight bodywork, runs well, but would benefit from restoration. Various spares include crankshaft, oil pump etc. Sensible offer. Tel: Elmley Castle (038-674) 568. (7659

ROVER 90, 1959, Exceptional condition for year. Valve radio, MoT, must sell, £400 o.n.o. Stafford 53213 evenings. (7638

TRIUMPH ROADSTER 1949, 2000. Perfect body and chrome, reconditioned engine, stainless steel exhaust, many other new parts, £2,500 Egham 6591. (7650

TRIUMPH RENOWN 1951. Sound body, many mechanical parts replaced £1,000. Egham 6591. (7650

TR7 AUTOMATIC, 1977. Blue with tinted glass. One owner, 7,000 miles. 12 months Supercover, as new, £2,575. 01-262 3964 (Kensington). (7651

TR7 5-SPEED. Nov. 76. Excellent condition with red coachwork. Consider part exchange for cheaper 4-seat saloon. £2,195. Telephone: Aldbourne (Wilts) 298 evenings. (7652

LAMBORGHINI MIURA. Outstanding original example. Low mileage, LHD. Offers over £8,000. Exeter 35061. (7653

GILBERN INVADER Estate, 1972, 40,000 miles. Good condition. Aquatic jade with tan interior. One owner. £1,600. Leeds 658172. (7647

JAGUAR XK150 Coupe. Yellow. Special equipment model. Chrome wire wheels, overdrive, only 1,800 miles in last 6 years. 12 months MoT. Best offer over £3,000. Tel: 0222 751081 day or evening. (7648

MASERATI CITROEN. One of the beautiful cars ever designed? 1972. Immaculate metallic brown with yellow Jersey nylon interior. Bodily and mechanically exceptional. New clutch 8,000 miles ago. Two owners. Other luxuries include: power steering, electric windows and radio. This very fast, reliable and economical roadster has only covered 49,000 miles. £3,150 o.n.o. Tel: 01-727 2348 anytime. (19693

1967 JAGUAR E-type 2+2. Rare series 1½. Navy blue, red leather, new Webasto sliding roof, chromed wire wheels, chromed engine parts, five push-button radio. 12 months MoT. Unbelievable condition. £2,750. Tel: (0222) 751081 day or evening. (7648

PORSCHE TURBO 1976. Black, electric roof. Air conditioning. 2 extra P7 tyres. LHD, taxed, 'S' registration. Excellent condition. H/P available. Must sell. £11,900. Tel: 01-228 8976/7220 (7649

ENTHUSIAST'S CLEAROUT of E-types: 1963 FHC, CWW, taxed, MoT, £950. 1963 FHC, tatty, £550. 1966 FHC, tatty, £600. Many parts to be sold to buyers of individual cars including engines, wheels, new panels and bonnet. (But parts not for sale separately). 021-744 6015. (7635

DOLOMITE SPRINT, 1974. Rebuilt engine within 2,500 miles. Full 12 months MoT. Only used privately. Private sale. £1,700 o.n.o. Bradley, Congleton 4490. (7637

TRIUMPH DOLOMITE Sprint '76 (R). Tinted glass, overdrive, sunroof, 2nd year Supercover. 15,000 miles. £2,995 o.n.o. Sheffield 685901. (7941

MERCEDES 190 SL, 1960, RHD, drophead Sports, Havana brown, very good condition, good tyres, long MoT, £2,200. John Foulkes, Riverside Yard, Blundell Lane, Bursledon, Hants. Bursledon 2182. (7940

FOR SALE—continued

LOTUS ELAN SPRINT, DHC. Low mileage. Original and virtually unmarked. Looks and drives like an almost new car. Must be one of the best in existence. £2,750. Exeter 35061. (7653

LANCIA FULVIA 1600 HF, 1972, 65,000 miles. Engine recently overhauled and MoT, £1,200. Billinghay 603/01-670 8984. (7646

1978 MORGAN +8. Delivery mileage only. Unforseen circumstances necessitate sale after 5 year's wait. Offers. Taunton (0823) 412691. (7645

JENSEN CV8 1963. Stored 2 years. Fiat red bodywork good. New rear shocks and brake hoses and pipes for last MoT. £1,000 o.n.o. 01-950 6005 (7641

1961 DAIMLER SP250, Hard-top, £600 bills. MoT tested. £1,350. Tel: Lacock 340 daytime (Wilts). (8109

1947 ROVER 16 Sports Saloon. A very sound car, in daily use. £695. Tel: Lacock 340 daytime (Wilts). (8109

MK. II TRIUMPH 2.5 PI, 1970 (K). P.a.s. Automatic, MoT, taxed. A luxury car, runs as quiet as a mouse. In nice condition. £750 o.n.o. Phone 076-388 391 after 6.30 p.m. (7640

1937 MG TA. Sound reliable example, long MoT. £2,250. Tel: 01-979 1290 (7631

RILEY RME Saloon. One of the most original examples available. Beautiful black coachwork with tan interior. Engine recently overhauled. Distinctive registration. £1,250. Tel: 01-979 1290. (7631

JAGUAR E-TYPE 1967, Series 1, FHC, in excellent condition, with CWW and radio. The red coachwork and black interior have been fully restored. Last year over £1,000 was spent on the mechanics including: reconditioned engine new clutch/radiator/exhaust, etc. A super car for only £2,500. Phone: 01-828 8040 Ext. 30 (work) or leave a message on 01-508 6344. (7630

£750 BUYS my all metal restored 1959 Austin Healey "Frogeye" Sprite and 1959 Popular "Puddle Jumper", in good running condition. Newport (IoW) 2304. Brighstone 740605 evenings. (7629

DEVOTION TO MEADOWS NASH forces neglect of the following which are reluctantly offered for sale: 1926 Humber 12/25 Tourer. Lovingly maintained but never requiring restoration; 5 new tyres; new timing gears (£145) just fitted. 1929 Sunbeam 16 h.p. Weyman Fabric Saloon. Believed only 35,000 miles and totally original. Details from Mike Wylie, 17 Massey Park, Belfast 4. Tel: 63001. (7628

JAGUAR XK150 3.8S FHC. Green, matching hide interior. Exceptionally sound and above average condition. £3,450. Bournemouth 522707. (19706

LOTUS EUROPA twin-cam. Recently fitted big valve engine. Finished in full JPS livery (black/gold), alloys, Sundym. Special registration number. MoT, good condition. £1,875 o.n.o. 01-668 5777. (19768

1961 ROVER 80, 67,000 from new. Previous owner 13 years. Excellent condition. No rot, clean original car with recent battery exhaust, decoke and MoT. Taxed March. £325 o.n.o. Boston 65179 (Lincs). (19709

BUICK ELECTRA 1970, 4-door. Maroon metallic, black vinyl roof, with immaculate maroon interior. Complete electrical fittings. Genuine 56,600 miles. Fantastic example of rare model. Offers over £1,750. Redhill 63237 (Surrey). (19710

BENTLEY MK. IV 1950. Beautiful coachwork, black over Garnet. Good mechs., new exhaust, brake overhaul. £2,950. 01-309 1351. (19707

1971 TVR VIXEN 2500. Sundym glass, sunroof, new Strombergs/MoT. Reg. No. BMA 1K. Offers: Redhill 66789. (3272

BENTLEY PRE-WAR 4¼ Derby Sports Saloon. Beautiful. Original. MoT. Good tyres. Must be seen, £5,250 o.n.o. Tel: 061-792 9491. (7657

MG K3 REPLICA KIT, complete K-type chassis. K-type engine complete with magneo, K3 inlet manifold and new supercharger. ENV pre-selector gearbox with K3 selector arm; plus many other desirable parts. Offers to: Green, Greenacres, Purton Lane, Farnham Royal, Bucks. (19719

MG N-TYPE engine, complete. Offers to: Green, Greenacres, Purton Lane, Farnham Royal, Bucks. (19719

SUNBEAM RAPIER drophead coupe 1961. Failed MoT on chassis corrosion. Mechanically perfect. All instrumentation and electrics working. £120 o.n.o. Tattenhall 70329. (7079

ALVIS TA21 Convertible 1952, 3 position hood, completely restored to concours condition. £3,250. 01-540 5305. (7942

LEFT-HAND-DRIVE 1967 Mercedes 250SE 4-door saloon. Green with tan interior. Full auto and power electric sunroof. Perfect body and mechanics, £850. Shipping and insurance can be arranged. Romford 22751. (7934

FOR SALE—continued

MORGAN 4/4 4-seater, 1975. Wire wheels, all extras, choc brown, dual Dell'Orto carbs, 20,000 miles. Perfect condition, best offer above £4,500. Tel: 01-328 3363 during office hours. (7943

JAGUAR XK150 DHC, 1959. Cotswold blue, new hood and leather upholstery. Excellent body and mechanics. A magnificent car. Best offer above £5,500. Tel: 01-328 3363. (7943

1935 ROVER 14 Sports Saloon. Aluminium body completely restored to concours condition. The most beautiful looking classic of the thirties. Offers over £3,000. 01-540 5305. (7942

LEFT-HAND-DRIVE Mercedes 300 SEL 1967, 4-door saloon. Metallic gold, black leather interior, full auto and power. Perfect body and mechanics. £995. Shipping and insurance can be arranged. Romford 22751. (7934

MG TC. Fine example both mechanically and bodily. For more details in first instance write: Mr. Bowdery, 74 Highdown, Worcester Park, Surrey. (7932

1938 ROVER 16. Used daily, very reliable. Mechanically excellent. Regretful sale. Used in television serial, £750 o.v.n.o. Tel: 061-439 3081. (7935

MG TF 1954 Excellent mech. condition. Red, good paintwork, re-upholstered and hooded; good tyres and brakes; MoT. Phone: Keen, Hascombe (Surrey) 258. (7936

VOLKSWAGEN GOLF GTI, 7,500 miles. Privately used since new. Unmarked silver metallic. £3,365. 0744 26126. (7937

1968 JAGUAR 420 Automatic. Concours condition with many original extras and a genuine low mileage of 39,000. MoT and tax. Ring: Kingston-St.-Mary 409 (Taunton). (7938

MG-C ROADSTER, 1969. New hood, wire wheels, overdrive, 67,000 miles. MoT Sept. Excellent condition. £1,250. Phone: Wrexham 51078. (7933

PORSCHE 911 E, Registered March 1969. Sportomatic, electric sunroof, bodywork needs attention, so offers in the region of £1,500. Phone: Roger Thomas, Plymouth 68246. (19779

1972 SCIMITAR Auto, v.g.c. throughout; engine recently rebuilt; new distributor; exhaust; low mileage; stereo; radio; towbar; long test; tax, £1,800. Doncaster 743683. (7789

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Dunlop	700x23	20	£22
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Michelin X	550x16	80	£12
Michelin X	550x16	80	£12
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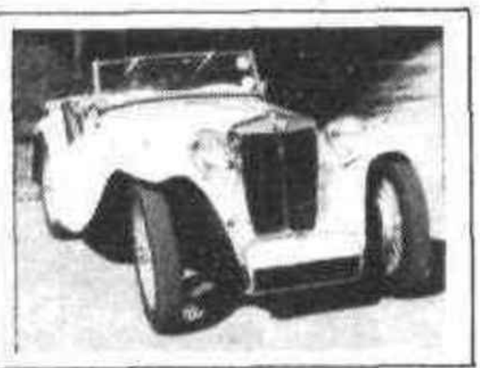


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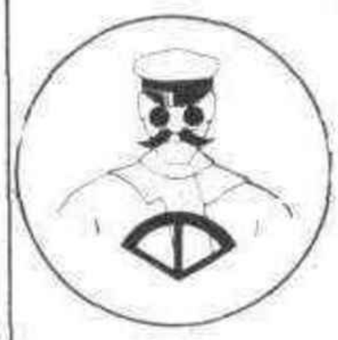


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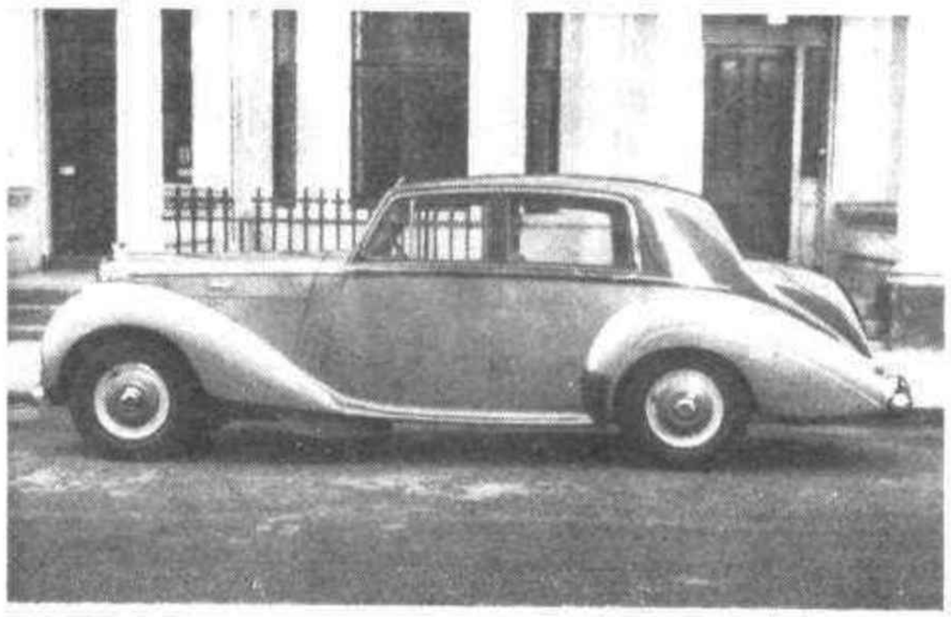


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Research is not yet complete on the **HW Alta-Jaguar** but it is thought to have started life as a single seat Alta and later converted to an aerodynamic sports racer by John Heath. Later the car was fitted with a modified Jaguar XK 120 motor for increased performance. Though not an elegant car its rather slab sided bodywork has a certain brutal charm in keeping with its historic period. **£5,750.**

Last month's mystery photo was, in fact, an **Attila** rear engined sports racing car circa 1965. Not to be confused with the normal rather agricultural examples of this marque, this one was the last made and is of remarkably advanced specification. The car has a Hewland LG500 gearbox and is a splendid looking car most suitable for group 4 historic racing at a fraction of the cost of cars of similar performance. **£3,500.**

The very exciting machine in this month's photograph is the **Ferallac-Allard**. Starting life as a J2 or J2R Allard the car was progressively improved during the fifties and sixties and was used as an incredibly quick hill climb car. Suspension is by de Dion rear and wishbone front and an Alvis Speed 25 gearbox is fitted. The Cadalac engine is in need of some attention but the rest of the car is in splendid condition **£4,500.**



Ferrari 365 GT 2+2 1969. Blue with grey leather, an excellent example of this famous marque. **£4,500.**

Crossle rear engine sports racer almost certainly of 1964 manufacture. If so, it will be eligible for group 2 historic racing not directly comparable with a Lotus 23. At present it is fitted with a 1600 Ford engine and Hewland HD4 gearbox but would no doubt use a twin cam Ford to great effect. As an added bonus, it is road registered and can be yours for only **£1,600.**

Sunbeam Tiger 1966. 20,000 miles, only rear works competition suspension, Minilites, LS diff. It tops probably the best in existence. **£3,500.**

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1974 Reliant Scimitar GTE Auto in Venetian blue, tan trim, chrome wheels, one owner, radio, 32,000 miles **£3,095**
1976 Alfa Romeo 2000 Spyder D/H in silver grey, black trim, radio, tonneau cover, one owner, 13,000 miles, sold with private plate 41 KX **£4,295**
1973 Lotus Elan 2+2S 130/5 speed in white, black roof, black trim, alloy wheels, tape, 30,000 miles **£2,795**
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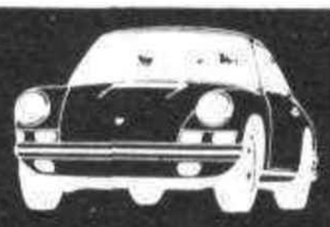
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1975 911S Coupe, Yellow, all extras
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1974 911 Targa, Silver
1974 911S Targa, Chocolate Brown
1974 2.7 Carrera Targa, Metallic Green
1974 2.7 Carrera Targa, Metallic Blue
1974 2.4 911 Targa, Yellow, Sportomatic
1973 Carrera RS, Royal Blue
1973 911T Targa, White
1973 911E Targa, Silver
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JENSEN Healey Mk. II, 1974. Specially finished in black with matching H & S tops, radio, h.r.w. **£2,295**
RELIANT Scimitar GTE, 1977. Finished in April yellow with tan interior, fitted with overdrive, alloy wheels, etc. Exceptional value at **£4,995**
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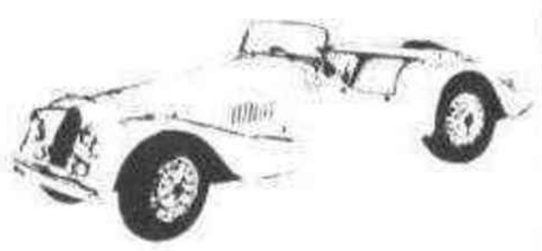
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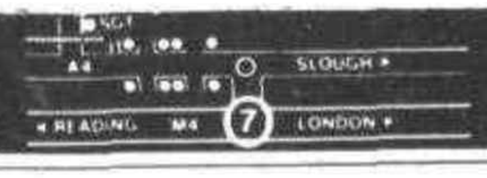
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TR6, 1972. Pimento, 34,000 miles, o/d **£1,895**
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MG-B GT, 1973, M reg. Orange, full black cloth trim, 41,000 miles, one owner. **£1,995**

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TRIUMPH TR6, 1973. White with black trim, overdrive, radio & cassette, new injectors. **£1,795**

TRIUMPH TR6, 1973. Black with black trim, overdrive, Wolfrace wheels, radio & stereo, regularly serviced by last owner. **£1,895**

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TRIUMPH GT6, 1974. Aubergine, black cloth trim, radio, only 20,000 miles, full service history, outstanding example. **£1,695**

TRIUMPH Spitfire, 1976. Mimosa yellow, black trim, one private owner, 21,000 miles with full service history, radio, overdrive. **£1,995**

TRIUMPH Spitfire, 1973, M Reg. Red, brown trim, overdrive, radio & stereo. **£1,395**

TRIUMPH TR7, 1977, R Reg. Inca yellow with tartan cloth trim, one owner & only 3,000 miles from new, huge saving on new price. **£2,995**

JENSEN HEALEY, 1972, L Reg. Black with black trim, low mileage, radio. **£1,495**

JENSEN GT, 1976. Green with beige cloth trim, radio & stereo, 5 speed gearbox, sports wheels, outstanding example of this sought after sports estate car. **£3,995**



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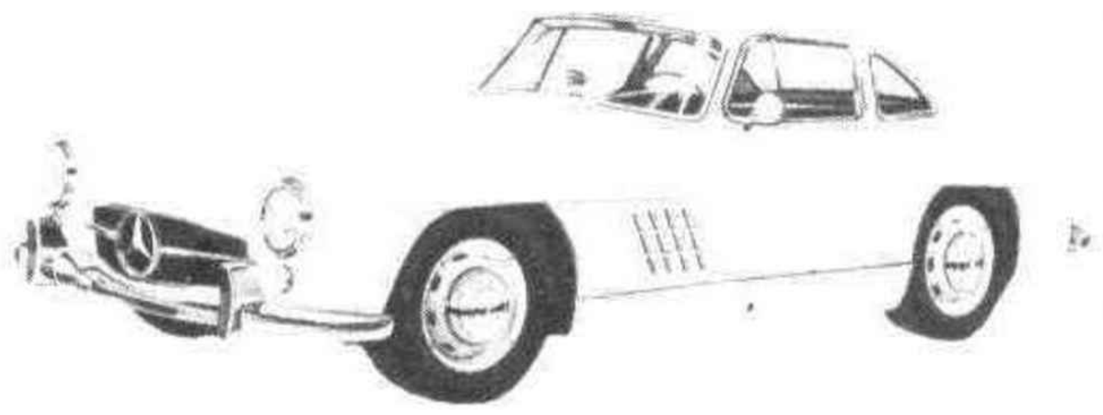
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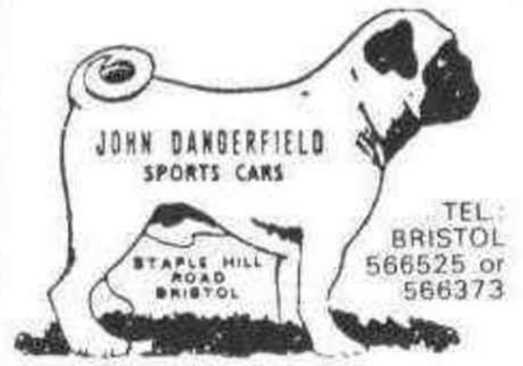
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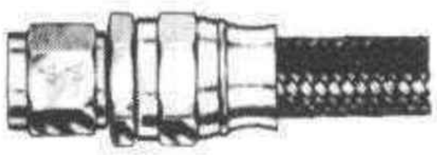
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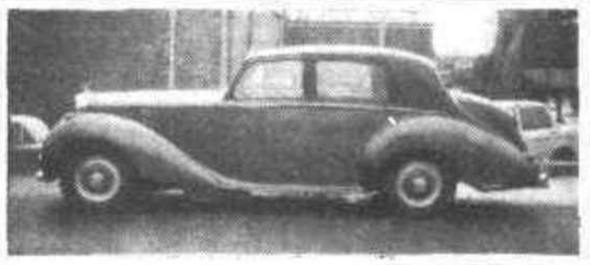
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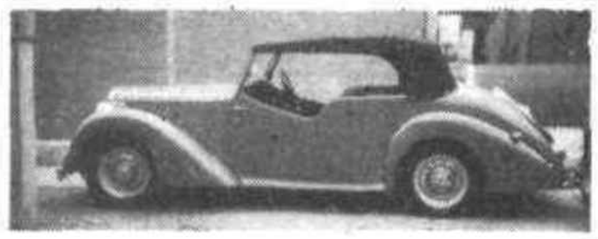
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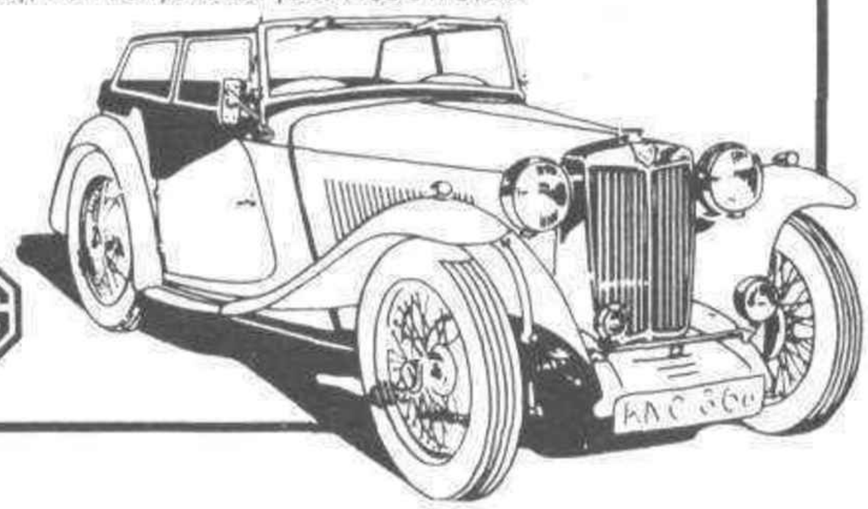
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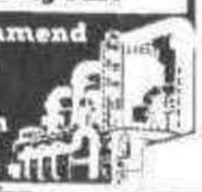
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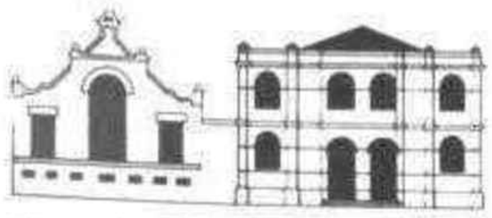
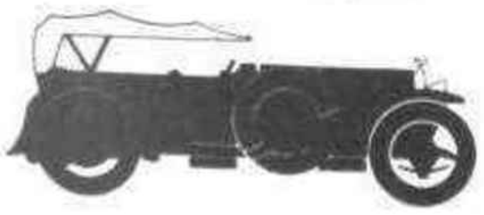
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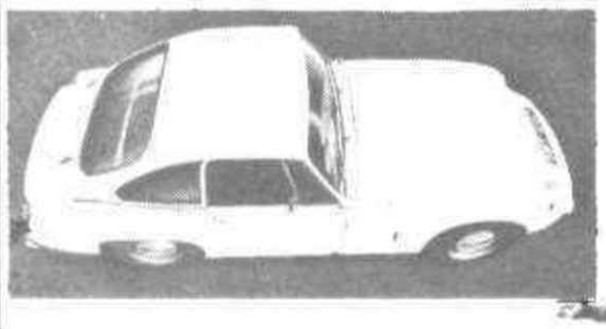


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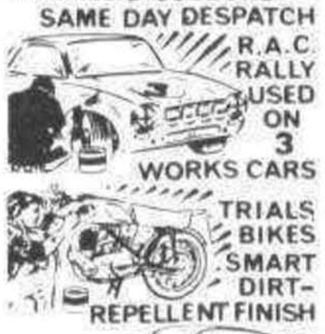
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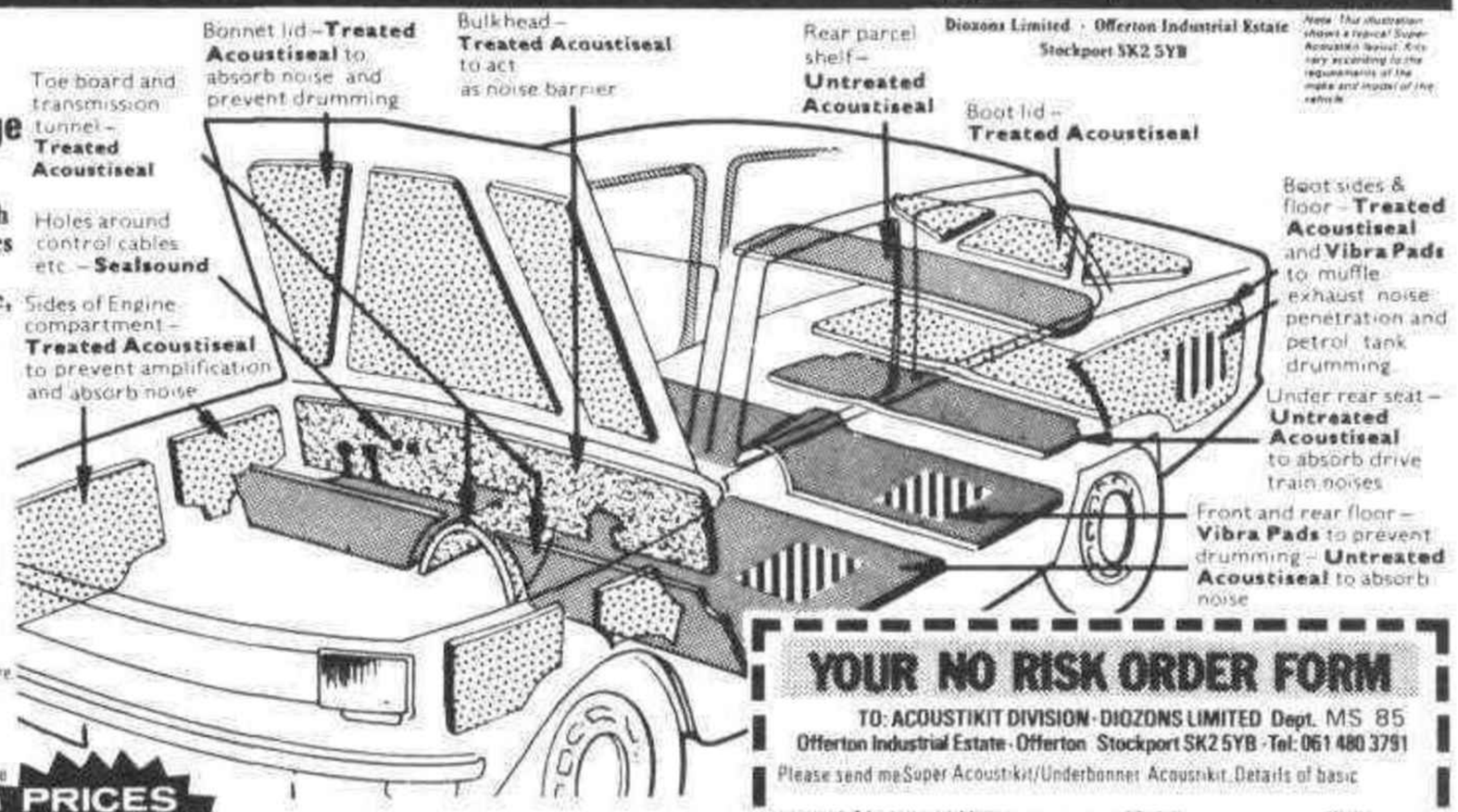
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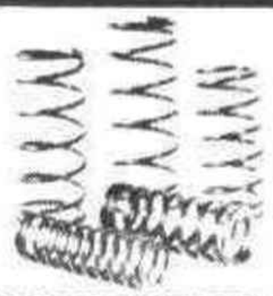
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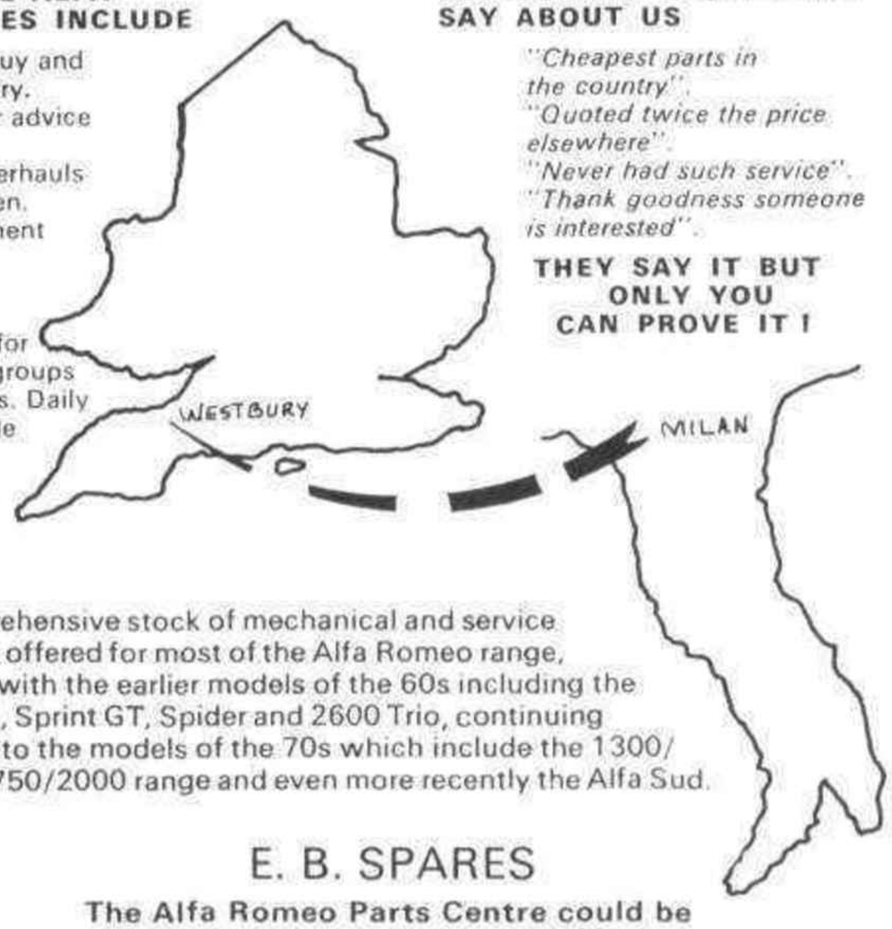
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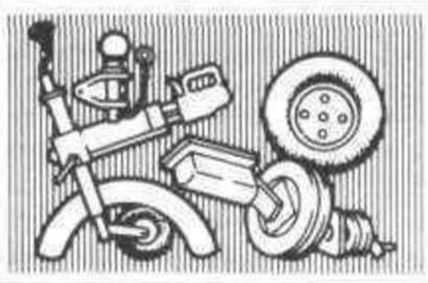


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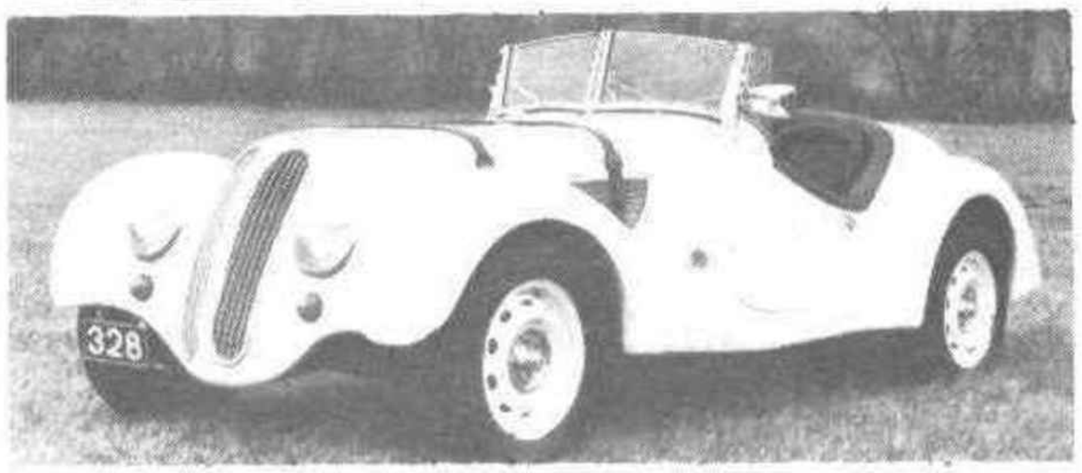
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ALVIS 1930 TJ 12/50 wide 2-seater with dickey, complete original car for restoration. Offers over £2,000. Kings Langley 64557. (19996

ASTON MARTIN DB6, 1967, with personal number. White, automatic, low mileage, excellent order, service accounts available, AA test welcome. £3,100 o.n.o. Harrogate 61444. (19949

MINI COOPER S, March 68, 12 months M.O.T., 4 new tyres on alloy wheels, £350 spent on restoration, bills available. £550. Ring Maidstone 43555 or Borough Green 882012 during office hours. (8266

HONDA S800 Coupe, 1967, silver grey, sound and original. £400. Exeter, Devon. Tel. 0372 51365. (8270

TVR TAIMAR 1600, hatchback, Targa top, factory prototype, £3,600. Ring 0792 781944. (8267

MORGAN +8, damaged, 19,506 miles, 1972, one owner, complete with new chassis, frame, front wings, front cowl, etc. Could be re-registered. £3,500 o.v.n.o. Telephone Stourport 6100, Worcestershire. (8269

3.8 'E' TYPE. 1964 FHC, completely rebuilt with new bodyshell, competition wire wheels with VR SP sports, new radiator and all new chrome and window rubbers. Rebuilt engine and brakes, retrimmed interior, fitted with radio and cassette. Finished in metallic maroon. Distinctive reg. no. taxed and 12 months M.O.T. £2,500 o.n.o. Mr. Parkinson 051-632 1717. (8271

1974/5 JAGUAR E Type V12 Roadster Series III. Azure blue, tan hide, tinted glass, manual, Spax, undersealed, one owner, 19,500 miles, never been off island, or over 40 m.p.h., absolutely immaculate. £5,000. Telephone 0534 36261 (office hours), 0534 61295 (home), Jersey. (19997

CLASSIC MERCEDES 300 SE Coupe, 1967, metallic gold coachwork/black leather interior, low mileage, truly outstanding condition throughout. Special personal no. Well worth viewing at £2,200 o.n.o. 01-580 9976 evenings. (19993

LANCIA FULVIA Coupe 1.3S, brown, good condition, one owner (I.A.M.), full service history. £1,200 o.n.o. Belfast 657776. (19998

AUSTIN-HEALEY 3000 Mk. I 2+2, red, works h/top, s/top, overdrive, wire wheels, spots. Body needs attention. Offers over £1,500. Leamington Spa 34995. (19999

FORD MODEL 'T' 1915 Landaulet. Mostly original and rebuilt rally condition. £6,000 o.n.o. Kirdford 357. (20001

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1937 MG TA. Good condition. M.O.T. MG reg. Steering overhauled, new tyres. £2,250 o.n.o. Phone 01-979 0470. (7654

MINI COOPER 'S', 1969, G reg., one owner, excellent condition, high mileage, but constantly maintained regardless of cost, full records available. Twin tanks, h.r.w., rear wiper and washer, reclining seats. Wonderful performance, not raced or rallied. £1,000. Phone evenings – Colyton (Devon) 52696 or 029752696. (8546

BMW TURBO, perfect condition throughout, new turbo and pump – special paintwork – 7 in. Wolfrace wheels – 205/60 Super Sports. Immediate sale required thus £3,700, fantastic genuine bargain. Lapworth 2322. (8545

1928 AUSTIN 16. Burnham Saloon. Oldest in existence. Completely restored, repainted. Excellent runner. £2,950. Frensham 4170. (8221

WOLSELEY 6/80, 1950, highly original, bodily and mechanically very sound. Offers. Tel. Colwyn Bay 30665. (8215

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SCIMITAR GTE, 1974, overdrive, Beaujolais red, black leather, radio cassette, alloy wheels, electric windows, stainless exhaust, 36,000 miles, superb condition, owner going abroad. £2,800. 01-570 9253 after March 13th. (8420

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PORSCHE 911S TARGA, 1974 P registered, finished in white, stereo, radio, superb condition. £7,450. finance and exchange possible. Phone Wolverhampton 337766. (8424

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BMW 2500, Nov. 1972, white, blue velour, manual, power steering, original owner. Maintained in quite exceptional condition. £1,550. 01 638 9679. (8539

1965 LOTUS Cortina, one owner, alloy doors, A bracket, Konis, Powermaxes, S.E. cams, Hewland 5-speed. Some attention needed so only £600 with spares. 0323 894075, evenings. (8534

1952 AUSTIN A40 Sports. Superb condition, only 31,000 miles since new, full history, and many spares. £1,250. Phone Ashford (Kent) 25279. (8538

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ROVER 95, two tone blue, blue leather, HMV radio, excellent condition, engineer maintained, original tools, handbook, workshop manual, any trial, full M.O.T. £650 o.n.o. Bollington (0625) 72489. (8532

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1965 JAGUAR 3.4S Automatic, 72,000 miles, 2 owners, dark blue, radio, recent engine overhaul, £475. Phone (London) 249 6832 evenings. (8536

TVR 1600M, 1976, white, vinyl sun roof, alloys, reclining seats, headrests, h.r.w., Sundym, radio, 15,000 miles, immaculate. £3,250 o.n.o. P/X considered. Evenings 0691 50384. (8587

AUSTIN HEALEY 3000 Mk. I. Three owners from new, hard/soft tops, radio, undersealed, perfect mechanics, excellent condition throughout. £2,350. South Benfleet (03745) 53970. Near Southend. (8588

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TR4A, SUPERB in signal red, new engine, clutch, radiator, rebuilt gearbox, suspension etc. Bills to prove. White hood and hardtop, overdrive, cassette, spots, map light. Substantial offers (094685) 379 evenings. (8574

MORGAN 4/4, 1966, Yellow, pristine condition, new hood, tonneau and trim. Offers. Davidson Lymm 4556. (8583

MG ROADSTER, 1973, tonneau cover, Rostyles, long M.O.T., very good order for year, genuine reason for sale. £1,295. Phone Brighton 0273 71964. Evenings Brighton 0273 415120. (8580

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

MORRIS SIX, 1950, for renovation, complete with spare head and clamps. Unused since 1968. Phone evenings 0278 782706 (Somerset). (8585

JEFFREY JS5, 9,000 miles, 1500 GT, chassis No. 15, weatherproof. Recently rebuilt. £1,150. Lymm 2516 or 01-759 1984. (8586

ALFA ROMEO 2000 GTV Veloce, M.O.T. January 1979, Vehicle 1973 M registered. Excellent condition. £1,600. Phone 0273 71278 evenings. (8584

MG ZA MAGNETTE, 1958, 12 months M.O.T., fair condition. £275. Liskeard 45288. (8571

1939 ROVER 14, M.O.T., in daily use, fair condition. Exchange for 1967 420 S Jaguar in excellent condition with M.O.T. or sell Rover for £750. Liskeard 45288. (8572

LOTUS SEVEN Series 2, J reg., S3 frame, 1500 c.c. Weber 40. Running in after complete engine/clutch rebuild. Recent new fibreglass and respray. Photo on request. £1,500. Box No. 5678. (8578

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MG-B GT V8, August 1976, R reg., black, black interior. All usual V8 fitments. Blaupunkt Maintor motorised stereo radio/cassette player. Kienzel clock. 5 Michelin XAS tyres just fitted. Spare wheel and tools unused. All maker's recommended services carried out to comply with Supercover warranty which expires August 31st 1978. One of the very last registered, has only covered 9,000 miles. £4,250. Phone 0400 (Unics) 72386. Mr. Sandy. (8642

JAGUAR E-TYPE, V12, March 1974, drophead, black. Specification as commemorative model, 16,000 miles, rustproofed, cockpit tonneau. *Cherished registration. Radio. Immaculate. Now an investment.* £7,500 o.n.o. 021 706 1354. (8621

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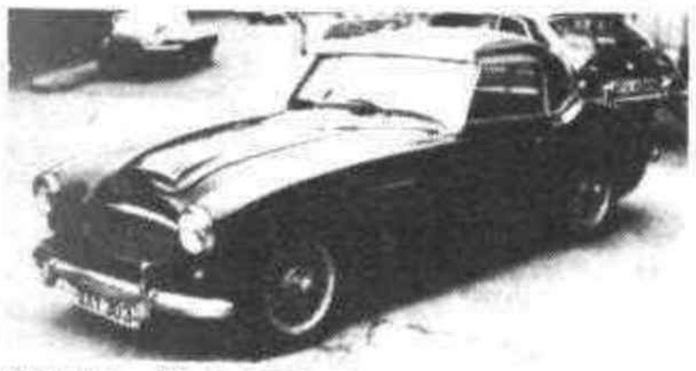
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1964 Aston Martin DB5, black, black leather, 5 speed gearbox, electric windows, chrome wire wheels, h.r.w., Sundym glass *(illus.)* **£3,225**
1961 AC Greyhound, Bristol engine, wire wheels, pale green, Webasto sunroof **£1,995**
1959 Austin Healey 3000, 2/4 seats, Colorado red with black panels, fitted overdrive, wire wheels, hard and soft tops, full tonneau *(illus.)* **£1,795**
1973 BMW 3.0 SI, maroon, one owner, p.a.s., full history since new, recent tyres etc. **£2,795**
1967 Cadillac Sedan De-Ville, metallic green, property of the late Paul Getty since new, recorded mileage 35,668, tinted glass, all electric **£2,500**
1968 Dec. Daimler Sovereign Automatic, dark blue, radio, p.a.s., one M.D. owner since new, engine being rebuilt at this moment **£1,495**
1965 Daimler 'V8' 250, 2,548 c.c., white, automatic D1/D2, p.a.s. **£745**



1968 (Nov.) Lotus Elan S4 Fixed head, white/black, knock on wheels *(illus.)* **£1,195**
1977 Model MGB GT, flamingo red/grey nylon, one Dr. owner, 1,749 miles only, as new, £120 radio/cassette **£3,295**
1976 MG Midget 1500 c.c., white, one lady owner, 9,943 miles, tonneau **£1,745**
1975 MGB GT, anniversary model, one owner (deceased), 4,585 miles since new, overdrive, Sundym, headrests, radio, h.r.w. **£3,145**
1974 B GT 'V8', aconite/tan, overdrive, radio, tinted glass, two owners, recorded mileage 30,012 ..... **£2,595**
1974 (N) MGB GT, citron/black nylon, tinted glass, overdrive, headrests, £131 spent June '77 engine/brakes etc. **£2,195**
1974 MGB GT, harvest gold, one owner, overdrive, radio, h.r.w. **£2,165**
1973 (M) MGB GT, damask red/navy, overdrive, h.r.w., fog/spot **£1,795**



1962 (Nov.) Mercedes-Benz 190 SL Drophead Coupe, pale blue, right hand drive, radio, rather nice .. **£1,795**
Morgan +8, silver black, delivery mileage, special paintwork, reclining seats, rack, alloy body and wings, rustproof (5 year guarantee), 5 speed gearbox .. **£8,500**
Morgan +8, all black, delivery mileage, special paintwork, leather, Mich. X, reclining seats, rev. lights, alloy body and wings, 5 speed box **£8,000**
Morgan 4/4 1600, royal ivory, 4 seater, most factory extras, delivery mileage only **£6,000**
1912 Rolls-Royce Silver Ghost Tourer by Regent Carriage Co. and J. Rothschild Et Fils Ltd. **£50,000**
1938 Rolls-Royce PH 111, 124,000 miles, coachwork by Windover, delightful owner driver saloon, black, engine work being carried out at this moment.
1965 Sunbeam Tiger (V8 engine), hard and soft tops, racing green/black trim, bills for £770 this year, just imported from Guernsey *(illus.)* **£1,495**



1963 Daimler SP250 2/4 seats, 'C' type, silver paint with red trim, nice colour, suits this type of car *(illus.)* **£1,775**
Dog Cart, restored by William Fyke of Kieth .. **£750**
1976 Jensen GT 2+2, beautiful all black example, 14,252 miles only, one owner, electric windows, 5 speed gearbox, tinted, radio, electric aerial, alloy wheels, rear wiper, exceptional value *(illus.)* **£3,995**
1974 Oct. Jaguar V12 Roadster, 28,252 miles, azure blue, automatic, p.a.s., hard and soft tops, radio, cassette, chrome wire wheels, whitewall tyres, u/sealed .. **£6,300**
1972 (Model) Jaguar V12 2+2, manual, p.a.s., tinted, radio, stereo, primrose/black *(illus.)* **£2,995**
1967 Jaguar 420 Automatic, grey/red, Webasto roof, radio, mirrors, h.r.w. *(illus.)* **£645**
1965 Jaguar 'E' type 4.2, dark blue, chrome wire wheels, radio, loose covers *(illus.)* **£1,645**
1954 Jaguar XK120 drophead coupe, last (lady) owner 11 years, phone for details *(illus.)* **£4,500**
1970(J) Lotus Elan S4 Drophead, yellow/black, knock-on wheels *(illus.)* **£1,345**



1973 MGB GT, white/navy, overdrive, extra instruments, mild 'tweaking' with Weber carb. **£1,725**
1973 MGB Roadster, white, Cadulac u/seal, new clutch, tonneau and overdrive **£1,475**
1973 (M) MG Midget, green mallard, 2 owners, radio, tonneau cover **£1,245**
1972 MGB GT, harvest gold, sunroof, radio, overdrive, h.r.w., plus other small extras **£1,495**
1971 MGB, blaze, overdrive, hard top, tonneau, bill for engine work £257 ..... **£1,045**
1971 (K) MG Midget, blaze, hard top, soft top, wire wheels, exchange gearbox just fitted **£1,045**
1969 Reg. MG 'C' Roadster, red, radio, tonneau, new 'windows' in hood, lambswool covers, front 'Spoiler', extra instruments, wing mirrors **£845**
1971 (K) MG Midget, blue, mirrors **£795**
1967 MGB, blue, overdrive, wire wheels, radio, tonneau, steering lock **£545**
1952 MG TD, red, original log book, full details on request **£3,500**



1963 Sunbeam Alpine Mk. III GT, red/black, hard top, one owner, original log book, overdrive, 54,694 miles *(illus.)* **£945**
1975 Triumph 1500 Spitfire, orange/tan, hard and soft tops, radio, headrests **£1,745**
1974 Triumph GT6, emerald green, overdrive, Sundym glass, cloth trim, headrests, two owners **£1,775**
1974 Triumph Spitfire Mk. IV, most attractive example in green mallard, fitted radio and tonneau **£1,365**
1973 Triumph TR6, yellow/black, hard and soft tops, overdrive, radio, tonneau, headrests **£1,795**
1973 (Nov.) Triumph Spitfire, magenta, hard top, two owners, purchased by last when it was 10 months old **£1,295**
1972 (L) Triumph Stag, white/tan, automatic, radio, cassette, hard top, soft top, h.r.w., local owner .. **£1,495**
1971 Volvo 1800 E, turquoise, engine work 29.3.77 £228, 8 track, fuel injection, overdrive, mag. wheels *(illus.)* **£1,595**
1965 Volvo P1800, red/black, overdrive, radio, stereo, record player, mirrors, spot lights **£895**







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1975 GTE. Automatic, yellow with black trim. **£3,499**
1974 GTE. Manual, metallic green, tinted glass. **£2,699**
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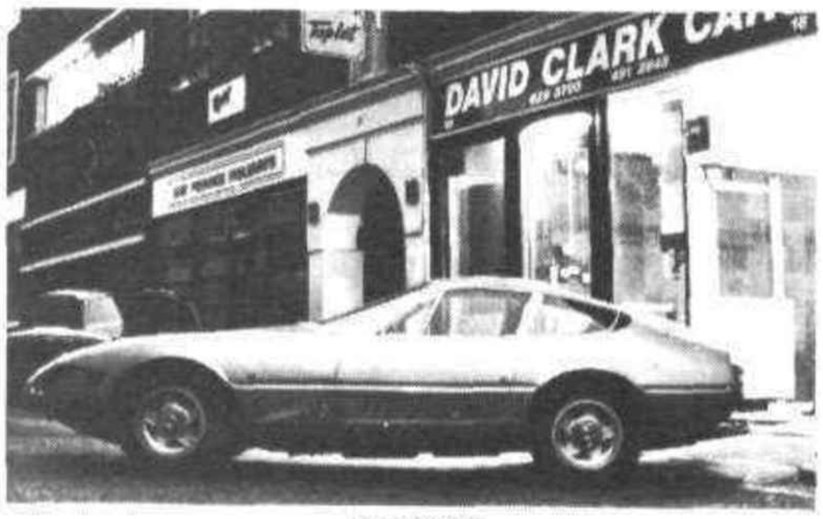
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ALFA ROMEO Giulietta Sprint Veloce, 1,290 c.c., 1958 reg. VYX 2, racing modifications, two owners. What offers? Box No. 5681. (8632

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DAIMLER SOVEREIGN, 1966, dark blue, W.W., h.r.w., M.O.T. tax, V.g.c., maker's oil pressure, £700. Tel. Forest Green 247 (Surrey). (8785

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AUSTIN HEALEY 100/4, BN2, 1956, 4-speed gearbox, o/d, partially rebuilt, new floor and sills, rebuilt engine. Reg. No. LPM 100. Offers invited. Tel. 061 483 8105. (8798

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

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3.8 'E' TYPE ROADSTER, 1964, in totally superb condition. Maintained regardless of cost, including completely reconditioned engine. Stereo cassette radio. £2,950. Wallingford (0491) 36390. (8891

1966 BENTLEY 'T' Type, very low mileage and in impeccable order. She drives like new! 01-370 2843. (8784

1974 LANCIA 2000 FI, 27,000 miles from new and in condition comensurate with mileage. 5 speed, mer. blue, stereo. Stunning performance. £1,750 o.n.o. 01-370 2843. (8784

DAIMLER SOVEREIGN 420, 1967, in silver grey with blue leather. Power steering, radio, new tyres and M.O.T. Good original condition. £875. Phone Mitchel 239. (8866

MORGAN 4/4 1600, 1968, 2-seater, B.R.G., recent reconditioned engine, resprayed. Tel. Barcombe 400330 (Sussex). (8874

1973 LONDON TAXI, Wood & Pickett, red velour interior, lambswool rugs, radio, electric windows, no division, host of extras, 40,000 miles, special coachpaint, 8-seater. £4,900 o.n.o. 01-370 2843. (8768

1952 BENTLEY MK. 6 4¼, low mileage and absolutely first class condition. £4,500. 01-370 2843. (8768

PORSCHE 911E, 1972. Beautiful car in V.G.C., silver/black interior, all extras inc. stereo cassette p.b. radio, nearly new tyres, long M.O.T., £3,850 o.n.o. Weybridge 42098 (office), Farnham 24584 (home). (8870

JAGUAR MK. II 3.8, manual, o/d, h.r.w., BRG, green leather interior, new w/w, low mileage, M.O.T., exceptional condition. £1,600. Ports 29853. (8873

JAGUAR XK150 Automatic D.H.C. Rebuilt engine and gearbox, new exhaust system, rear springs and shock absorbers. £4,775. Finburgh, 79 Greenway, London N.20. Phone 01-445 9535 or Kings Langley 62994 day. (8876

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1975 **Morgan +8,** signal red, black interior, 25,000 miles, 2 owners, luggage rack, very good original paint £4,595.

1970 **+8,** light blue, black interior, still reckoned to be the quickest of all years of +8 by some, 44,000 miles, very good tight original condition £3,395.

Mr. Gregory Houston Bowden, author of "Morgan" and "More Morgan" (available here £5.95, plus postage) gave me a splendid lunch and the keys to his 1968 **Morgan +4** 4 seater, finished in brilliant white with black leather and wire wheels. As it is exceptionally rust free, it has obviously spent a lot of time in a dry garage. Anyway £2,595 (OK Gregory?)

More 4 seaters:

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1976 **4/4** 4 seater, signal red, wire wheels, driver's bucket seat, luggage rack, 25,000 miles £4,195.

1968 **Morgan +4** 4 seater, golden yellow, wire wheels, luggage rack, log book and price to follow.

The vintage department this month has only the 1951 **Morgan +4** drop head coupe which was described fully last month. In original royal ivory coachwork with original black leather and beige carpets, this is the finest Morgan we have ever seen. A little rechroming and front suspension rebuild are all that was required, which after a mere 36,000 miles from new is hardly surprising.

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TR6 ROADSTER, 1975, overdrive, stereo, mimosa with black interior, low mileage, superb condition, £2,650. Derby 702378. (8877

LANCIA AURELIA B20. Ex Hawthorn. Floor gear, bucket seats, needs restoration. £1,500. Finburgh, 79 Greenway, London N.20. Phone 01-445 9535 or Kings Langley 62994 (day). (8878

AUDI COUPE 100S, 1973. Auto. M.O.T. July, blue metallic, tints, sunroof, h.r.w., tow bar, v.g.c., £1,895 nearest. Tel. 0902 (Wolverhampton) 23796 (daytime). (8879

1968 ASTON MARTIN DBS V8 prototype. One of two built. Excellent condition with interesting history, 35,000 miles. Distinctive registration number. Offers to (062 984) 523 (Derbyshire). (8881

MG-B ROADSTER, 1974, damask red, 35,000 miles, excellent condition, many extras, £1,875 o.n.o. Ring Crafts Hill 80619. (8880

MORRIS 1000 CONVERTIBLE, 1960, blue very original, nice condition, £500, offers. Hemyock (Devon) 628. (8882

1962 LOTUS ELITE. A near concours example. Stage II engine, ZF gearbox. Bristol body. Finished in primrose yellow with Lotus green enamelled wire wheels. 3 owners from new. A very original and well maintained car. Not a restored version. £2,795. 01-262 7383. (8883

1954 MG TF 1250. B.R.G. with green leather interior. Chassis and mechanics rebuilt over a period of four years by M.G.C.C. member. A very nice and original car. £4,450. 01-262 7383. (8883

PEUGEOT 504 ESTATE, 1975, radio, sunroof, rear wiper. Registration No. 2222 MG. Immaculate condition. £2,450. 01-864 1024. (8886

MULLINER PARK WARD 2-door Silver Shadow, 1967, silver black trim, well maintained, excellent condition. £8,750. Finance. 04216 7442 (Southampton). (8887

PORSCHE 2.7-LITRE TARGA. All the right extras; new tyres; fully serviced. £6,700. Frensham 3473. (8888

1968 ASTON MARTIN (DBS/Vantage). This beautifully restored model is one of only 70 made with this engine and this styling . . unspoiled by spoilers! Finished in carmen red with black hide upholstery, wire wheels, power steering, 5-speed ZF gearbox. A smooth and powerful car to drive—and an investment at £3,595. Cuffley (Herts.) 2253. (8885

BMW 2002 Coupe. K reg. Excellent condition. Nearly new 195HR70/13 tyres. £1,350. Will consider rally prepared Mini or anything interesting up to value £450. Sudbury (Suffolk) 74802. (8884

AUDI COUPE S. N registered, automatic, 18,300 miles, metallic turkis, radio, stereo, extras. Best offer over £2,750. Tel. Groombridge (Sussex) 563. (8893

1935 AUSTIN 7 Pearl Cabriolet. Restored, running, needs hood and rear seat to complete. Very rare. £1,100 o.n.o. Mr. Anderson-Palmer. Tel. S.O.T. 550362. (8889

RED TR4, 1962, white hood and trim, super condition, view London or Bristol week-ends. Tel. 0272 652927. (8898

AUSTIN HEALEY 3000 Mk. III, 1966, wires, o/d., new hood, body fully restored, mechanically sound. Excellent example. £3,150 o.n.o. (0234) 44888. (8894

ALFA 2000 SPYDER 1974(M), yellow, M.O.T., radio/cassette, 37,000 R.M., excellent condition. £3,000 o.n.o. Laws, 01-467 5959. (8892

FOR SALE—continued

IMMACULATE ASTON MARTIN DB5 Drophead Coupe. Unused since major overhaul, respray, new hood, BRG/red. Maintained regardless of expense, bills available. Call 01-723 3763 (London). (8906

SUNBEAM TIGER 4.2 V8. 1967. Excellent condition throughout. Midnight blue. Classic. £1,500. Derby 881 187 evenings. (8895

LANCIA BETA 1600 Coupe (November 1974). Blue with tan interior. £2,195. 041-942 3080 evenings. (8896

1934 STANDARD 10. Good original condition with spares. Best offer secures. Winslow 2109. (8899

TVR 2500M, L Reg. low mileage, history, dark blue/black trim, Wolfrace wheels, reluctant sale. Offers around £1,695. 39 Meadow Road, Kingswood, Watford, Herts Garston 79706. (8900

TR6. Signal red, black interior, 1970, overdrive, wire wheels, 8,000 miles only, immaculate, offers around £3,000. Bobbington 422 week-ends only. (8904

1966 T BENTLEY. Front end damaged but otherwise nice car. Sand with sable. Reg. No. 910 DON. Highest offer accepted. Telephone 0625 73253. (20249

PORSCHE 356C, 1965, ivory/black interior, immaculate, £3,200 o.n.o. Collins, 'Tanda', Yachthaven, Copse Lane, Hayling Island. Phone Hayling 5615. (8779

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JAGUAR 420, 1967, F Regd., regal red, automatic, p.a.s., sunroof, M.O.T. May. £750. Tel. 01-300 6834 Sidcup. (8911

MORRIS TRAVELLER, 1961, very sound with M.O.T., but slight accident damage. 7509 UE Rugby 832525. (8912

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DAIMLER V8 250, 1965. One elderly local owner, 38,000 miles only. Immaculate red leather interior, grey coachwork. Stored last 18 months, not running at present due to faulty float chamber so only £550 or £650 running with M.O.T. Franklin, Ashwell 2402 (Hertfordshire). (8915

FERRARI 250 GTE, 1963, red, good condition, genuine 47,000 miles. £6,950 o.n.o. Tel. Forest Green 380, evenings. (8916

CITROEN D SPECIAL, 1971, good condition, 2 new tyres, radio, well maintained. £725. Warwickshire, phone Earlswood 3122. (8918

FOR SALE—continued

LOTUS EUROPA, twin cam, 1972. Black JPS, 24,000 miles. Perfectly maintained throughout. Reluctant sale. Investment £2,300. Tel. 021-354 4434. (8919

FERRARI BOXER, 1974, blue, immaculate condition, genuine 25,000 miles. Originally Colonel R. J. Hoare's car, then owned and cherished by F.O.C. member. Best offer over £14,950. Tel. Forest Green 380, evenings. (8916

ASTON MARTIN DB5, dark green, chrome wires, new exhaust, excellent throughout, well maintained (last owner 6 years), £2,850. Part exchange considered. Bedford 66223 (home). Hitchin 4910 (office). (8920

VERY RARE Daimler Limousine, 1934, V26 with body by Hooper. Striking lines, twin sidemount wheels, glass partition. Needs only interior and sunroof refitted to complete. All parts available. Nearest offer £2,250 for quick sale. Longfield 2335. (8921

MORGAN 4/4. Delivery mileage. Dark green with bucket seats and disc wheels. Don't wait for five years, have one now. £4,600 for quick sale. Telephone Allen, Burgess Hill 3839 (home) or 3101 (office). (8922

TR6, "K", W/W, overdrive, 50,000 miles, radio/stereo, outstanding condition, £1,700 o.n.o. Tel. J. Dutton, Topsham (Devon) 3781 X284, or 01-603 6679 (view in London). (8924

1937 ALVIS 16.9 h.p. Silver Crest 6 cylinder. No body, original log book, JJ 7288. Chassis excellent, new lead paint. Engine, starter, radiator overhauled. Seen running. Bath (0225) 27408 office hours. (8926

SUNBEAM HARRINGTON Le Mans Coupe, 1962, green, M.O.T. July, £750 o.n.o. Totnes 3136 (evenings). (8927

JAGUAR MK. II 2.4, 1966, overdrive, leather upholstery, h.r.w., two bar, M.O.T. October, taxed, good runner. Solid original car bargain. £295. Cardiff (0222) 566517 evenings. (8928

UNIQUE OPPORTUNITY to purchase Silver Cloud I in excellent condition plus circa £2,500 wedding bookings for 1978. Saturday work. South East Essex. £6,000. Replies to Box No. 5692. (8929

MG-C GT. BRG, 1969, leather seats, s/w, o/d, sunroof, radio, 77,000 A.A.C., green log book, £950 o.v.n.o. Phone Whipsnade 873128 after 7 p.m. or Sunday after 11. (8930

AUSTIN A40 SPORTS, 1952. One owner driver from 1954. Original paint, 1200 c.c. engine etc. 6 good tyres, new brake linings. Tax, M.O.T. 31/12/78. £950 o.n.o. Modbury 580, S. Devon. (8932

RILEY NINE Merlin engine. Excellent condition, offers. Silent third gearbox, £45. Other spares. Northampton 491825. (8933

LANCIA 1800 DHC by Vignale with hard top, 1964. Good mechanically and bodywise but has crazed paintwork. Good hood, interior and tyres. Ring 0684 292405 (evenings). (8934

3-LITRE RELIANT Scimitar Saloon has drained my finances. Still needs some work. Offers over £500. Newton Abbot 5841. (8936

HOT VOLVO 144GT. 1972, road tested 0-60 9.0 secs. Dark blue, radio, new tyres, £1,000. Phone Penn 5154 daytime. (8938

LOTUS ELAN SPRINT, drophead, 1973. Reg. 80 BGG, gold leaf colours, Sundym, F.M. radio/cassette. Excellent condition. £2,325. Tel. Stirling 63526. (8939

FOR SALE—continued

EXTREMELY RARE special bodied 2-door, 4-seater fixed-head coupe by Vignale, Fiat 124 engine. Electric windows, metallic dark blue. Director's wife's shopping car. J Regd. 33,000 miles only. Best offer over £1,250. Phone Chairman, Brighton 691616 (office) or Henfield 2435 (home). (8937

JENSEN HEALEY, 74, yellow, 4-speed box, 40,000 miles, good condition, £1,850. Poulton-Le-Fylde 890990. (8935

BMW 2002 Tii, 1973. Managing director's car. Maintained regardless, special wheels, Konis, recent tyres, excellent condition throughout, 85,000 miles, so realistically priced at £1,400. Office Wrington 862608 (STD code 0934), home Blagdon 62783, Bristol area. (8940

DAIMLER 250 V8, 1967, taxed, M.O.T., usual extras, leather interior, 3 owners. Recent new set radial tyres, exhaust and brakes. Good order all round. £575. Tel. Etwall (Derbys) 2309. (8942

E-TYPE, 2-seater F.H.C. Body and mechanically very good. Finished in maroon with chrome wire wheels. £2,050 or exchange MG-B GT V8. Tel. Swansea 61150 (evenings). (8941

FRANKLIN, ABOUT 1922, aircooled Six. No body, very rough. Cheap but heavy freight. Thompson, Ministry of Finance, St. George's, Grenada, W.I. (8943

MG-B GT, 1971, red, overdrive, wire wheels, sunroof, radio, new exhaust, genuine reason for sale. £895. Tel. Fawley 894782. (8946

MG YA in excellent condition with test certificate. For details phone Worthing 33405. (8947

JAGUAR 3.8 MK.II, 1963, manual, o/d., p.a.s., immaculate carmine red, cream hide upholstery, 49,000 miles from new. This car must be one of the best of its kind in the world. A real collector's item. £2,000. Great Missenden 5360 (Bucks.). (8949

HUMBER HAWK 1962. One lady owner, 49,000 miles, original log-book, handbook and tools, perfect original condition, duo grey with red interior. MoT. £945. Tel. 01-720 7204 (Clapham). (9042

FIAT 124 Sport, 1974, 1800cc, silver grey with black vinyl roof and Webesto sunshine roof, cloth interior, radio/cassette, alloy wheels, one owner, 69,000 miles, well maintained, new engine fitted at 62,000 miles, bill available, MoT, £1,195. Tel. 01-720 7204 (Clapham). (9042

SPITFIRE 1500, 1975, BRG, o/drive, h/rests, 14,000 miles, very good condition, £1,675. Tel. 0254 830166, Brinscall, Chorley Lancs. (8985

DAIMLER V8 250 1969 Auto PAS Warwick grey, red interior, excellent condition, £950. Rayleigh 770986. (8984

ALVIS GREY LADY. Sound condition, ready for restoration, offers around £600. Durham 61489. (8986

MG-B SPORTS. November 1977. Carmine, 5,000 miles only, taxed, absolutely showroom condition, £2,750 o.n.o. Telephone Rattlesden 236. (8987

COLLECTORS CAR Lancia Fulvia Saloon 1966. Sound, low mileage, long MoT, needs a little tidying, investment, £325. Stourport (029-93) 77420. (8988

1961 VAUXHALL 'F' Victor de luxe. Green/Black, truly excellent condition throughout, 48,000 odd miles only, two owners from new, both now deceased. £395. Tel. Crediton (Devon) 2375 or 2454. (8996

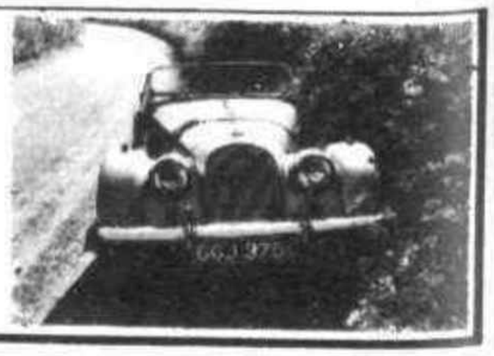
ALVIS TA21 1952. Overhauled engine, clutch, brakes, dynamo. Surprisingly sound, original condition. £750. Ipswich 43122. (8991

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Morgan

TVR

There was a young lady from Herts
Who urgently needed spare parts
So she went to JB's
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(Our prices are cheaper than Bart's!)

This advertisement is jointly written by Chris (in spite of a severe cold and still recovering from a harrowing journey from Liverpool) Alford and John (in spite of an even worse cold and still recovering from a liverish journey from las Nysha spelt it in a letter to someone important in the photographic trade! Harrowgate)Britten

Morgan Plus 8, 1975P, red, one owner, outside handles. Ziebart, an Australian is thinking about it, has 4/4/4 to p/x. **Morgan 4/4 4-seater,** 1975, black, red leather, blue block, yellow bell housing, red rocker box, red rear brake drums, clock, special reg. no., reclining and folding seats, reversing lights, the one owner has obviously found expression for his feelings towards the car with the aid of paint-pot and brush. **Morgan**



4/4, 1976R, Golden yellow, black leather, bucket seats, outside handles. **Morgan Plus 8,** 1970, orange, chrome grid, spare wheel cover, aero-screens, this car is a friend of a friend of a friend. **Morgan 4/4 4-seater,** 1972, orange, brown leather, reclining seats, radio, electronic ignition, led a peaceful life in rural Oxon, with its one owner. **Morgan 4/4 4-seater,** 1973 (Dec.), Deep Braunschweig green, wire wheels, believed to have a deposit on it, not the type that can be removed with Rallywax. **Morgan 4/4 4-seater,** 1973, black, radio, late property of extremely demanding lady from the North country (2nd 4/4 we've had from her). **Morgan Plus 8,** 1977, Signal red, maintained in seemingly better than new condition by an antipodean of Chinese origin called Mr. Mo (he could probably get £500 for that name in the Sunday Times). **Morgan 4/4,** 1972L, Canary yellow, wire wheels, bucket seats, Plus 8 spots, 3rd time we have sold this car. **Morgan 4/4 4-seater,** 1974 Nov., Signal red, wire wheels, rear bumper, tonneau cover, badge bar, grid, handles, Plus 8 spots, Underseal, 'N' reg., arrived at Arkley by trailer to stop it getting dusty. **Morgan 4/4,** 1974, Deep Brunswick green, Janspeed engine, bucket seats, owned by a fanatic, you know it is never our policy to mention condition in this page (on the theory that nobody believes you anyway), but the registration number of this car is VGC ***M. **Morgan 4/4 4-seater,** 1969, dark blue, wire wheels, radio, supplied by us to





previous owner (now a Plus 8 driver). **Morgan 4/4,** 1976, Deep Bronze green, stone leather, stone piping on hood, from the Midlands. **Morgan 4/4 4-seater,** 1972L, Canary yellow, wire wheels, wing mirrors, black leather, supplied new by JBG to its one owner, special heater installation, emigration forced sale. **Morgan 4/4,** 1974, orange, bucket seats, wire wheels, ex Yorky car sold by us to its previous owner. **Morgan Plus 8,** 1973, Royal Ivory, leather trim, reclining seats, outside handles, rear bumper, sold new by us and then again second hand, fitted vinyl top, sunroof. **TVR 1600M,** 1976, blue. **TVR 3000M,** 1974, black, tan interior, Wolfrace, 1 owner. **MGB,** 1972, Aqua, overdrive, radio/stereo, chrome Rostyle wheels. **MGB,** 1972, Teal blue, hardtop, overdrive, 1 more MGB in the pipeline. **Arkley SS,** newly built from old slot machine parts, Regal red, gold pinstripes, Cobra alloy wheels. **Arkley SS,** black, 1500 unit, gold pinstripes, Wolfrace wheels. **Arkley SS,** orange, 1976 conversion on 1971 chassis, Cobra alloy wheels. **Arkley SS,** 1976P, flame red, Cobra



with two delightful little touches - a round, tubular section front bumper (a la BSA Scout) and a small oval rear window. **Suzuki 250GT,** gold, twin cylinders, large white plastic luggage box, one Dr. owner, has been doing 'wheelies-on-ice' in our back yard, got this 'Ram Air' system on the cylinders. **Lotus Plus 2 S.130,** 1971, fastidiously owned, spare no cost, blue silver. **TVR Vixen,** 1970, alloy wheels, Silver Fox, recon. engine, we



supplied it new, previous lady owner traded it in for 6 cyl. TVR. **TVR Vixen,** 1971, Silver Fox, reclining seats, radio, stereo, one owner, has spent all its life basking in the Emerald Isle. **TVR Tuscan,** 1970J, Flame red, overdrive + oversize tyres assure minimal cruisin' revs, front spoiler. **TVR 3000M,** 1976-77R, Diamond blue, black vinyl top, sunroof, radio/stereo, one owner, latest polished alloy wheels, door mirror, previous owner now a Merc-driver. **TVR Taimar,** 1977, white, brown model band, overdrive, sunroof, Wolfrace wheels, country car. **TVR Taimar,** 1977, red, black model band, radio, sunroof. **TVR Turbo,** 1976, red with black alloy wheels. Since above was written two more Morgans have been secured: **4/4 4-seater,** Royal Ivory, 1970, wire wheels. Also **4/4 4-seater,** 1972L, red, wire wheels, stone leather trim (this car belonged to the Australian who was thinking about the Plus 8 - he finally thought he'd buy it!). **NEW MORGANS:** The hot news from Malvern Link is that the sales director has a new assistant to help him allocate the new cars, so we hope (naturally) to get twice as many in future. Delivery time is, as ever, lengthy, and considering how long they are it's a miracle that Morgan enthusiasts have not been tempted to create an inflated price bubble for ready new ones. Please enquire for brochures, demonstrations etc. **NEW TVR:** We have a couple in stock at all times, plus demonstration model, delivery on a car built to your own spec is only a matter of a smallish number of weeks. After two seasons of driving the works TVR 1600M in Production Sports races Chris Alford has finally mastered its raw, brute power and for 1978 will be at the wheel of the Britten TVR

3000M in selected events (in between his Sports 2000 commitments). **ARKLEY SS:** Kits are out of stock again, and delivery time averages 6 weeks, this being the busy time for Springtime builders. We had to take one of our Arkleys to the Licensing Authority over a cherished reg. no., and the man was very surprised indeed having been expecting to see an MG Midget. Arkley brochure will be sent for 25p stamps, we will include the Autocar test as well. The Muppet show man mentioned last month went ahead and bought a Morgan from us, rumour has it that Sweetums will be driving while Miss Piggy has her frog trapped in the rear seat. On my recent London driveabouts I have been trying a new version of the Traffic Lights GP game for bored commuters. This particular



GP is always started from the second row of the grid, and the game consists of picking the front row driver most likely to make a fast getaway. After umpteen years experience, I have evolved the following points table for these front row cars (high points indicate good getaway potential, and vice versa):

Driver wearing trilby hat	**–4 pts**
Driver wearing trilby hat tilted back	**–7 pts**
Driver wearing trilby hat and woolly scarf	**–9 pts**
White smoke from exhaust pipe (engine just started from cold)	**–5 pts**
Blue smoke ('nicely run in')	**+4 pts**
Black smoke, and handbag dangling from choke knob	**–10 pts**
Super clean car	**–2 pts**
Absolutely filthy car	**+4 pts**
That 'carwash' look	**+6 pts**
Stick-on rear window demister	**–4 pts**
Girlfriend on driver's shoulder	**–5 pts**
Driver on girlfriend's shoulder	**–10 pts**
British Grand Prix sticker	**+1 pt**
Snoopy sticker	**–4 pts**
Dougal sticker	**–7 pts**
Driver with horizontally striped vest	**+8 pts**
Driver with nylon stocking over head	**+10 pts**
Any Ford Cortina	**+8 pts**
Late model Triumph with gold badge (it's a Dolly Sprint)	**+9 pts**
Later model Triumph with gold badge (they've started putting the gold badges on the gutless HL versions etc.)	**–6 pts**
Kids in the back	**–7 pts**
Stuffed doggy on the rear sheld	**–4 pts**
Real doggy on the rear shelf	**–8 pts**
Aerial for car telephone	**+5 pts**
Driver talking on car telephone	**–5 pts**
Second line ringing	**–10 pts**
Crash helmet on rear shelf (if he was that fast a driver, it would have fallen off by now)	**–1 pt**
Lace curtains in rear window	**–6 pts**
Rent a car sticker in rear window	**+7 pts**
Coat hanger aerial	**+3 pts**
Whip aerial clipped back to rain gutter	**–3 pts**
Whip aerial swinging free	**–6 pts**
Whip (a real one) (you must be following a horse and cart)	**–10 pts**
7" dia. reversing light on Mini bootlid	**+6 pts**
Ditto on (he's engaged reverse by mistake)	**–10 pts**
Number plate indicates driver from Bristol, Bournemouth or Bath	**–3 pts**
Rear view mirror doesn't reflect eyes	**–4 pts**
Two rear view mirrors (turn round and start again, it's a police car)	

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1965 Ferrari 275 GTB, 2 cam, short nose, 3 carbs, correct wheels, red, black trim, not immaculate but nice condition. RHD, how many more left for sale? **£8,500**

Vanden Plas Limousine, choice of 2. One auto, one manual, black with brown leather. **£1,000** each.

1973 Volvo 1800 ES estate auto, 59,000 miles, full sun roof, tinted glass, Ziebart protected, an appreciating asset **£3,150**

1973 Alfa Romeo Montreal, LHD, 38,000 kms from new. Red, black trim, terrific looker. **£3,500**

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Further details from Mr. Jeremy Collins, 01-629 6602.

FOR SALE–continued

TRIUMPH MAYFLOWER 1953. 63,000 miles, quite good condition. £500. Sharp, Alvingham, Louth, Lincs. Tel. South Cockerington 466. (8992

ROVER/STAG 1973 Mk. II automatic. Mimosa, low mileage, professional conversion and respray under supervision of 'May Engineering'. Uprated suspension, soft top, hard top, finished in vinyl with h.r.w. and tinted glass. Polished magnesium wheels and virtually new tyres, Motorola stereo, electrical aerial, electronic ignition. Taxed 8 months, MoT'd 4 months. Price of £4,250 reflect condition and rarity value. Serious enquiries only for this ultimate Grand Tourer. Hornchurch 42793. (8993

AUSTIN SEVEN Tourer 1932, complete 70% restored. £750. Stokesley 710518. (8990

BMW 2002 Cabriolet 'M', black, 28,000 miles, immaculate in every way, might exchange, offers over £3,000. Redditch (0527) 43278. (8989

LOTUS ELAN Plus Two. White. 1968. 52,000 miles with regular service history. Good condition. MoT to May. Radiomobile stereo cassette. Offers around £1,100. Telephone York (0904) 36748 before 5.00 pm weekdays. (8995

BUGATTI TYPE 40. Incomplete restoration project, includes all major original parts. Items required generally obtainable through club parts scheme, etc. £2,900. Serious enquiries only. Ring Waldron 0927 24118 (Redditch). (8997

ASTON MARTIN DB5. Excellent condition throughout with complete service history. Original green log book. 58,000 miles. £3,995. (9004

PORSCHE 911 LHD 1967. 7,000 miles on new S engine. Excellent silver body, mag. wheels etc. £1,950. No offers but may consider interesting part exchange. 07018 (Hants) 79136. (9004

DAIMLER SP250. Total restoration mechanics/body/interior to concours condition, full documentation of rebuild. Ring Swansea 873937 to view. (9000

TRIUMPH TR5. Very good condition, new PI equipment, 30 m.p.g., towbar, 8 track stereo, air horns, long MoT. Can be seen in Wilts or London. Excellent value at £850. Tel. Kellaways 223. (9003

SUPER8 1968 MG-C GT Automatic. Finished in metallic Riviera blue, wire wheels and leather seats. Unmarked inside and out, actual 'Autocar' road test car. Full MoT, taxed, new Michelins. £1,275 o.n.o. Phone Mr. T. L. Fish (at work) Faringdon 20141 (Oxon). (9006

AUSTIN HEALEY 100/6 Mk. II. 56,000 miles, new wings, sills etc., hard and soft tops w/w. MoT. £2,250. (9007

DAIMLER V8 250. 1968. 46,000 miles, condition as new. MoT. £2,000. Tenbury Wells 810136. (9007

ROLLS-ROYCE Silver Cloud I. 1957. P.A.S., silver grey, excellent condition. £5,950. Tel. 0702 44619. (9008

GILBERN INVADER Mk.II. 1971. Taxed, one year's MoT, usual Gilbern extras, v.g.c., must sell. £1,400 o.n.o. Leicester 739811. (9009

1956 MG ZA, £175. Rare 1958 Standard Vanguard 'Sportsman'. £220. Runners. Need work for MoT. Elinor, 'Hillcrest', Woodville Rd., Altrincham, Cheshire. Tel. 061 928 2944. (9010

MG-B GT V8. 'M' registered. 51,000 miles. MoT and licensed. £1,650. Ring Boswell, (evening) 092 684 2365 (Warwickshire). (9013

RILEY SPRITE 1935, 2-seater sports, very rare and original, needs slight attention, reasonable offer or exchange. Tel. 06278-63445 (Kent). (9014

BMW CSA COUPE automatic. 'J' reg. U.S. specification, metallic mid blue, tan vinyl roof, tinted electric windows, air conditioning, tan hide upholstery, alloy wheels, P.A.S., H.R.W., three speakers, 2 careful owners, 37,800 miles. Virtually concours. £3,250. Bramcaster 261 (Norfolk). (9015

PORSCHE TARGA 911, 1975. 18,000 miles only, one owner, bitter chocolate, stereo, immaculate. £8,500. Tel. Wellingborough 664258 daytime, 664330 evenings. (9016

FOR SALE–continued

SUPER BLACK JAGUAR 3.8 Mk.II. 1966 with chromium wire wheels, overdrive, H.R.W., radio, electric aerial, Motolita wheel, flared arches, MoT, taxed. £1,000. P/X sports/classic, worth viewing, no time wasters please. Constantine 583 (Cornwall) evenings. (9020

ONE MUST GO. 1974 TR6, hard/soft tops, quadrophonic radio cassette. £2,250 or 1974 Capri Mk.II 1.6XL. £1,695. Exceptional vehicles. Parbold (Lancashire) 2399. (9018

ALFA ROMEO Giulia Spider 1600. 1966. Last of the classics. Alfa red with black Farina hardtop/softop, excellent condition, any inspection. £1,500. View Warwickshire. Phone (0327 38) 395 (Churchend). (9019

TR4A 1967. Surrey top, wires, tinted screen, 12 months MoT, immaculate. £950 o.n.o. 021-474 3274 (B'ham). (9021

MINI CLUBMAN 1275 Estate. 1973. A unique car combining the performance and roadholding of a Cooper S with the practicality of an estate. This has to be a bargain at £875. For full details ring Southampton 847523. (9023

XK 120 DROPHEAD Coupe. 1954. Black, brown trim, original reputed mileage, £500 just spent, £5,500. Phone Ingrebourne 42752. (9022

ACCIDENT DAMAGED XJS Automatic. Frontal, not severe. '76 'P'. 6,000 miles, white/red trim, radio/stereo, one owner from new, has not been total loss, stored last 14 months under cover. £5,350 o.n.o. Delivery possible. Tel.: Ridgmont 650 (Beds.). (9024

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ALVIS TD21, 1959. 3-litre sports coupe, coachwork by Park Ward, champagne with light blue interior, recently tuned and overhauled. Taxed and MoT. A good running example, fast and elegant. Best offer around £1,300 secures. Eastleigh 612943. (9027

JOWETT HEAD GASKETS £5 each, flywheel ring £20, both plus postage. S.A.E. Goodrich, Newton, Pickering. (9029

WOLSELEY 1500. Taxed, MoT, 19,000 miles. Excellent original condition throughout. AA, RAC inspection welcome, must be seen. £750 o.n.o. Further details D. Anning, 15 Moorfields, Colyton, Devon. Phone Colyton 52905. (9030

ALFA ROMEO Spider 2000. R registered, under 12,000 miles, metallic grey, regularly serviced and all teething troubles sorted by A.R. G.B. Ltd. Ziebarted from new. £4,950 o.n.o. Tel. Tugwell, evenings 01 876 9762, day 01 488 3934. (9031

MORRIS 1000 CONVERTIBLE, 1958. Black, MoT, original but not 'Concours'. £250. John Bateman Reading 411345. (9032

ROVER 110, 1962. Good condition, MoT Dec, new exhaust, dynamo, two tone grey, radio. £400. Bognor 27627. (9033

BRISTOL 411 Series III. 1973. In outstanding all round condition, superb motoring. £7,250. Phone Bitton 3199 (near Bristol). (9034

TVR TAIMAR. White with chocolate contrast band, sunroof, radio, 8,000 miles, 9 months old, immaculate. £5,300. Rich. Bishops Cleeve 3333 ext. 2669. (9035

XK 150 S, 1960. Carmen red, chrome wire wheels, MoT, taxed and in showroom condition, sensible offers. Tel. Rocester (0889) 590334. (9036

PORSCHE 911 E LUXE, 1969. Electric sunroof and aerial, completely unmodified and concours, guaranteed 31,000 miles and two owners, complete history and photos available. £3,600. 0602 232398 or 45250 after 8 p.m. (9038

AVENGER TIGER, 1973 L. Excellent condition, genuine mileage 16,000. Endrusted. £1,195 o.n.o. Kidderminster (0562) 68311 ext. 15 weekdays. (9040



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1976 M.G-B. Roadster, overdrive, radio, one owner, 9,000 miles only in primrose **£2,575**

1974 M.G-B. GT, o/d, 24,000 miles, black with radio **£2,295**

1976 Fiat Berlinetta 3 P., one owner, 9,000 miles in mid blue **£2,070**

1972 Alfa Romeo 2000 G.T.V., radio/stereo, alloy wheels, head rests, cloth trim, 33,000 miles only, two owners, service history, metallic blue **£1,725**

1975 (model) VW Scirocco, one owner, 7,000 miles confirmed by previous owner, in bright yellow with tartan trim **£2,750**

1977 Triumph TR7 Mk. II, one owner, radio, 9,000 miles, in white **£2,695**

1976 Triumph Spitfire, overdrive, hardtop, one owner, radio, 21,000, in yellow **£2,195**

1973 (regd.) Triumph Spitfire, two owners, radio, dark green **£1,225**

1958 Lotus Seven, one of the first Sevens ever built, completely renovated from scratch three years ago and stored ever since, sold as a collector's item **£1,650**

1965 Mercedes 230 SL Sports Roadster, with hardtop, Automatic, power steering, radio, metallic biege, sold as a collector's item **£2,600**

1977 Fiat X19, radio, 9,000 miles only, one owner, full service history, red **£3,399**

1976 Ford Escort Sport. Red with radio **£2,100**

1975 Ford Escort Mexico Mk. I., one owner, 33,000 miles, full service history, silver blue . **£1,650**

1975 Toyoto Celica, 1600 ST., one owner radio, 24,000 miles only, full service history from new, metallic brown **£1,875**

1974 Datsun 160 J Coupe, 26,000 miles only, two owners, radio, polished alloy wheels, finished in mid blue **£1,599**

1974 Vauxhall Magnum 2.3 Coupe, sunroof, radio stereo, front and rear spoilers, low mileage, in white **£1,600**

Part Exchange **Finance**

12 months warranty available

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Birmingham Road, Stratford-upon-Avon

Tel: 0789-67032/69205

FOR SALE—continued

RELIANT SCIMITAR Coupe, 1970, 3-litre, gold, o/d, s/roof, H.R.W., radio, £750. 061-428 4824. (9039

STANDARD LITTLE 9 Saloon, 1932. Running condition, 95% restored, dark blue, £950 o.n.o. Stone 5559. (8999

VAUXHALL TOURER, 14 h.p. 6 cyl. 1934, 2 door, 4 seater drophead. Engine overhauled, resprayed dark green/black wings, interior retrimmed, folding hood fitted, rewired. £1,895 o.n.o. Stone 5559. (8999

FUTURE CLASSIC! Saab three-cylinder, immaculate interior, good body, easy restoration to immaculate condition. Model 96, 1966, £195? Also Classic Norton 99 twin; all parts available for easy rebuild back to original, 1961, £175. Ludlow 3233. (8671

MORGAN PLUS 8 1970. In excellent condition, offers please, terms can be arranged. R.J. Barrett, Haverfordwest 2822 (office hours). (9126

AUSTIN A70 HEREFORD, 1953. Two owners, excellent condition, very original, long MoT. £500 or exchange interesting vehicle with cash adjustment. 05358-2611 (W. Yorks). (9127

MORGAN 4/4 1600. R registration. Under 5,000 miles, excellent condition, many extras including wire wheels. £4,200 o.n.o. Tel: Taunton (0823) 2426. (9128

ROVER 3500S N registered. Almond with brown vinyl roof, cream cloth trim. Extras include: twin fog lights, head restraints, sunshine roof, tinted glass, quad. speakers, h.r.w. and usual Rover refinements. Well maintained, good tyres, twelve months MoT, taxed. £2,250. Phone Rackenford 210. (9129

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

JAGUAR 420 1967. Exportable, black coachwork, beige interior, automatic, power steering, wire wheels, tinted glass, Motorola radio, superb. £975. (01) 853 5273 day, Medway 360446 eve. (9132

BENTLEY Mk.II 1948. Very fine example, black over silver, recent overhaul and new exhaust. £3,650. (01) 853 5273 day, Medway 360446 eve. (9132

GILBERN INVADER II 1972. Two owners, 27,000 miles, resprayed, stainless steel exhaust, 5 new Michelin XAS tyres, plus usual Gilbern extras. £1,800, will haggle. Tel. (Rugby) 0788-814772. (9133

MG MIDGET 1974, 1275 c.c. Damask red. Very low mileage, excellent condition. Aley roll bar. £1,295. Lydney (Glos) 2313 daytime, Lydney 3795 eve. (9136

ROLLS-ROYCE 1927 20/25 Saloon. Only suitable reconditioning, buyer removes Lotus Cortina 1968, specially balanced engine, fair condition. What offers? Ring 01-850 5076. (9137

DAIMLER V8 2.5, 1967, G Auto, dark blue, grey interior, MoT Oct., 36,000 miles, mechanics A1, body very good original condition - no rust, some minor defects. Full details by phone. £1,250. Earlswood (nr. B'ham) 2929. (9138

SCIMITAR GTE, Nov. 1974. Overdrive, yellow, tan trim, chrome alloy wheels, elec. windows, radio, 41,000 miles. £2,650. Beautiful condition. Tel. Cleethorpes 0472 62196. (9139

VOLVO 1800S 1967. White, alloy wheels, o/drive, 8 track, radio, black hide, red interior, long MoT. £695 o.n.o. Tel. Whitley Bay 531105. (9140

LOTUS ELAN +2S 130/S 1974 N reg (November). White with oatmeal. The 30th to last ever built. 32,000 miles. £3,450. Tel: Ashby-De-La-Zouch 2059 day, 2519 night. (9063

LOTUS ELAN SPRINT FHC. L reg. Yellow/white, tinted glass, radio/stereo, excellent condition. £2,295. Baby forces sale. Billericay (Essex) 25685 evenings. (9097

1929 AUSTIN 7 Chummy. Mechanics good, body needs some attention, many spares. £1,750 o.n.o. 0792 56633. (9099

E-TYPE 4.2 Roadster. Possibly the finest example in existence, specially built in 1974, not a rebuild, extremely low mileage, must be seen. £6,250. Tel. Worksop (0909) 730304 anytime. (9096

E-TYPE JAGUAR 2+2 1970. In immaculate condition, sky blue, 68,000 miles. £2,950. Blackawton 219. (9103

JAGUAR 3.4S Auto, P.A.S., B.R.G., MoT Dec '78, Reg. no. LPY 39. Very little rust. £350. York 52157. (9100

240 JAGUAR 1969, auto. White with red upholstery, new MoT, very good car, good investment. £1,150 o.n.o. Ottershaw 3240. (9101

MG-A MK II Roadster 1962. Genuine and excellent example. Very good mechanics, coachwork and chrome. Blue with black interior, new hood. Rare opportunity and must be one of the best available. £1,650. Please no time wasters. 01-451 0775. (9065

E-TYPE FHC 1965. Two previous owners, dark blue, 47,000 miles, £2,350. Might part exchange. Phone Bognor Regis 27681 Sussex. (9085

MG-B 1971 Roadster with Leotham hardtop, bronze yellow, radio. Excellent condition throughout. £895. Bracknell 28863. (9080

ALFA ROMEO Spyder Veloce 2000 1972. Silver grey, undersealed, full service history, radio, excellent condition. £1,875. Would consider part-exchange low mileage 1968-71 MG-B in first class condition. East Grinstead (0342) 22855. (9081

BMW 2500 SALOON. Manual, silver blue, stereo radio, 20,000 odd miles, reg 1977, but 1976 model, left hand drive. £4,350. Dennis J. Hands, 67 Caversham Road, Reading. Tel.: (0734) 50432 or evenings, Sundays (073525) 3377. (20290

1939 MG WA convertible, very rare, one of only six, needs total restoration, but complete, offers over £2,000. Replies to Box 5693. (9028

TR6. Immaculate white car, K reg., 46,000 miles, Overdrive, Ziebarted, like new, £1,250. Glossop 3955. (9092

MG-B 1976 R reg. Brooklands green, wire wheels, radio, low mileage, immaculate condition. £2,300 o.n.o. Tel.: Abergavenny (Gwent) 2506 after 6 p.m. (9093

MG-C GT 1968. Good condition throughout, extras include overdrive, wire wheels, radio, h.r.w. and spot lights. Drives superbly. £920 o.n.o. Phone Torquay (0803) 27144. (9091

JAGUAR MK 7 1954. One owner from new, 36,000 miles guaranteed, really good condition, last taxed 1965, now has a full MoT. £1,250. Tel. St. Annes (0253) 726237. (9089

LOTUS ELAN SPRINT Drophead. Recent mechanical and total bodywork overhaul, low mileage, blue over white, magnificent summer vehicle. £1,875. 01-660 0264. (9086

Eau halo . . .

. . says the phone.

"Er, hullo" says you.

"Aim ringing about yaw advert – for the emgee" says phone.

"Oh, right" says you.

"Of cawse – they're not what they were are they?"

"What aren't?"

"Emgees. Ai fancied a Fiat eckchulleh – but Deddy said it should be an emgee, y'see – Deddy's baying it for meh."

"How very nice of him."

"What colour's the upholstereh?"

"Yellow, as stated in the ad."

"Eau."

"Don't fancy yellow then?"

"Not fraffly keen and of cawse – Deddy's not baying mai insurance. Not sure if ai c'n afford the insurance . . would you care to knock a couple of hundred awf the praice so's ai c'n bay the insurance?"

"Richardson's."

"What?"

"Richardson's" you find yourself saying again as you search for gloves and car keys. "Friendly lot. No hassle. Fair dealing" you mutter as you head for front door. "Why didn't I save myself a lot of bother by offering it to Richardson's in the first place?" you wonder as you close door behind you.

" . . . maybe ai could borrow it for a draive. If ai c'd take it to Cornwall and beck for the weekend, ai c'd tell if ai laiked it . . . ."

You've left the phone dangling, and off the hook.

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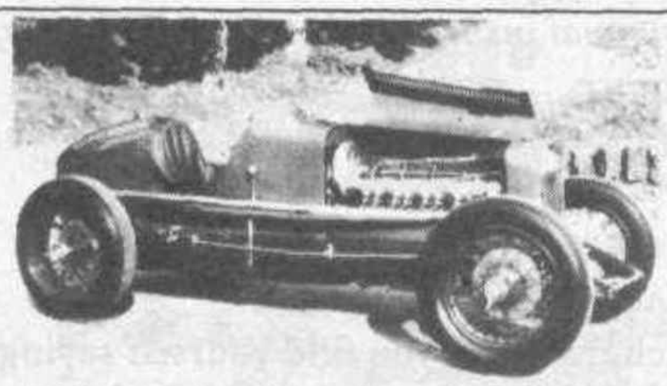
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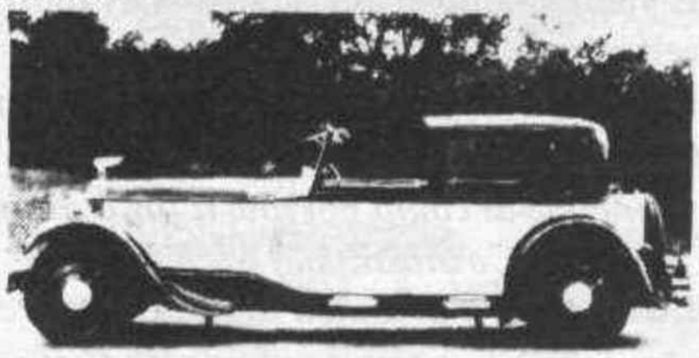
including a 1929 Rolls-Royce 20 fabric saloon by Mulliner, a 1927 14/40 Humber tourer, a 1910 Wolseley-Siddeley Roi de Belges, a 1938 Daimler Light 20, a 1949 Mark VI Bentley saloon and the Railton illustrated.



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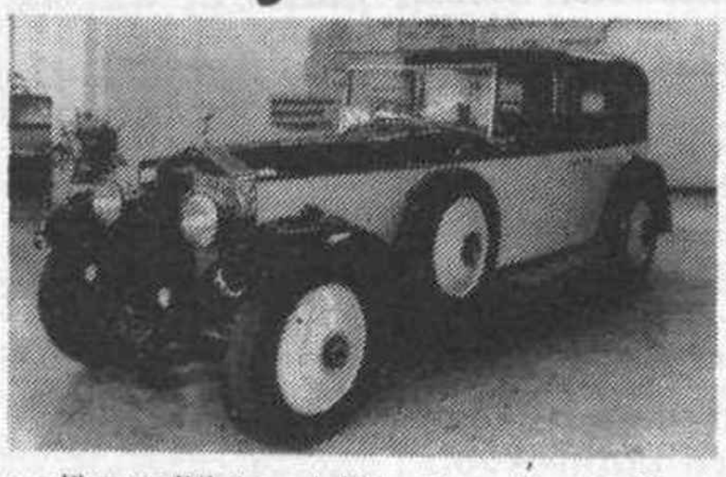
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FOR SALE–continued

TR6 (L). Blue-grey, hard and soft tops, overdrive, radio, v.g.c., taxed, tested Wigan 30683. (9087

MG-B GT 1973. Overdrive, nylon trim, h/restraints, Rostyles, h.r.w., p/button radio. Totally original, superb, £1,650. 01-660 0264. (9086

BMW 2500 1971 K. Excellent condition throughout, one previous owner, 40,000 miles, recent new clutch and battery, radio, long MoT, £1,395. Cuffley 2945. (9088

1951 JOWETT JUPITER. Excellent mechanics, fully restored, new hood, new trim, new paint, a very different open roadster, £1,395. 0925-78-2317. (9077

MG-C ROADSTER 1968. Pale primrose, overdrive, many extras, super condition, lady owner requires to sell at £995. If interested phone Crewe 56409. (9084

RILEY RME 1½-Litre black saloon, November 1952. Offers. Phone Brownhills 3206 (West Midlands). (9075

ALFETTA 1800 saloon. Dutch blue, cloth upholstery, tinted glass, rust proofed, N registered, 34,000 miles, one owner, complete Alfa service histor , genuinely worth £1,985. Neale, Droitwich 3157. (9073

ROVER 10 1939. Good sound runner, largely original, 75,000 miles. Stored last 3 years, used daily previous 5, almost full history, £550. Taunton 89425. (9066

FERRARI 365 GT 2+2 1970. Metallic blue, beige upholstery. This car has been enthusiast owned and is in amazing condition. New tyres and complete exhaust system just fitted. £3,000 spent in last 5,000 miles. Perfect running order throughout, can only appreciate, £5,850. 01-486 3603. (9071

BMW TURBO. Left hand drive, 1974 N reg. Silver with black interior, only 28,000 miles, full service history to support absolutely mint condition throughout, factory fitted 5 speed gearbox. A fantastic car, reluctant sale as I will miss the investment value, £3,950, give away. 01-486 3603. (9071

LOTUS ELAN S4SE DHC 1970. Full Sprint colours, radio, many new parts, good condition, £1,375. 01-660 0264. (9070

1952 JOWETT JAVELIN deluxe. Immaculate original black cellulose, leather trim, sound example, many spares, MoT, £695. Cheltenham 56766. (9069

ALFA ROMEO GIULIA Super Saloon 1972. Electronic ignition, stereo cassette/radio, good condition £650. Tel. 061 491 0196. (9082

MG-TA 1938. Stripped, some restoration commenced, also 1960 Sebring Sprite, ex PMO 200 John Sprinzel car. Selling to help raise £2,500. Please write in the first instance to Box No. 5697. (9083

ROVER 90 1957, 10 months MoT, good condition, £375. Tel.: Beaconsfield 3014 (day), 71095 (after 6 p.m.). (9094

CLAN CRUSADER 1973 M. Metallic blue, Sundym, Cosmics sunroof, front Spax, low recorded mileage, Tax, MoT May '78, 875 c.c. engine may require attention, hence £1,245. 0278 51009 (Somerset). (9095

E-TYPE SERIES 2, 2+2, December 1970, red, tan upholstery, 58,000 miles, 2 owners, sunroof, c.w.w., radio/cassette/8-track, mechanically and bodily superb, £3,250. Bonsor 01-606 3281. (9106

MG-B GT V8, November 1973, 32,000 miles, overdrive, alloy wheels, cloth reclining seats, headrests, etc., immaculate, £2,350. MG-B registration 2GRB, £800 o.n.o. Coventry 414914/01-235 7704. (9108

1933 MG J2. Stored 7 years, some restoration needed. Ford engine fitted but J2 engine included, £1,250. Cowbridge (S. Wales) 3965. (9113

DAIMLER SP250. Superb, MoT/tax, Mount, Ascot 22225 (evenings), sell or exchange interesting vintage sports. (9114

MG-B ROADSTER '75, new design. Only 21,000 miles, new MoT, overdrive, hood and tonneau covers as new. Fully serviced, new tyres, new exhaust, stereo, radio/cassette, electric aerial, Rostyle wheels, laminated screen, sheepskin seat covers, genuine bargain, £1,985. Phone Worthing 46545 night, 209153 day. (9115

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

JAGUAR 240 1968. Finished in honey beige with red interior. Manual with o/drive. 60,000 miles, also Daimler 2½ V8 saloon. Finished in metallic silver, usual refinements. Both cars are in excellent original condition. Tel.: Bournemouth 0202-22308 (day), 0202-764798 (evenings). (9112

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

AUSTIN SEVEN CHUMMY 1930 open tourer, excellent order throughout, restored four years ago and hardly used since, really reliable, bargain £2,500. 01-458 3172. (9118

MG-A 1957, one of the originals, incredible car. Blue F/H coupe, one owner. Burford 3224 evenings. (9117

JAGUAR XK 120 Roadster. In excellent condition throughout. White with red leather, heater, radio, tonneau, taxed April, engine rebuilt 1977. Bargain £5,000. 01-458 3172. (9118

JAGUAR 1964 Mk.II 3.4. Manual, overdrive, one owner, wire wheels, grey, blue upholstery, radio, new tyres, bodywork excellent, full MoT. Offers, phone 01-937 4090. (9120

HEALEY 3000 Mk. 3, 1966. Extremely nice, original, very low mileage, wire wheels, overdrive, new tyres, radio, black with black interior, £3,995. Tel.: 0926 59666. (9121

JAGUAR XJ 4.2 coupe 1976. Superb condition, Wolfrace wheels, VHF stereo radio and cassette, tints, Ziebarted leather interior, £7,050. Tel.: 0926 59666. (9121

1973 (M) LOTUS +2S 130/5, in metallic blue and silver, sunroof, black interior, £2,945 o.n.o. Tel.: Rotherham 76190. (20317

3.8 E-TYPE, FHC 1962. Completely resprayed original silver blue. Wheels stove enamelled. New rear brake pads & seals. Year's MoT. No known faults. Offers around £2,000. Banbury (0295) 51079. (9202

1950 HEALEY SILVERSTONE. Chassis number E61. Registration number LGP 744. Engine: twin camshaft Riley 2443 c.c.; special racing exhaust fitted 1959. Top speed 115 m.p.h. Effortless cruising 80 m.p.h. Colours: British Racing Green, beige trim, black weather equipment. Total mechanical and body restoration just completed to restore to showroom condition. 12 months MoT. In view of current asking prices for immaculate Silverstones, realistic offers over £6,500 are expected. Contact: M. Harper, 17 Brocklebank Road, Southport, Lancs., England. Tel.: (0704) 38452. (9124

FOR SALE–continued

FIAT 850 COUPE. Registered January 1971. One owner car, 11,000 miles only. White, in excellent condition, £1,200 o.n.o. Crowther, Gratwicke, Partridge Green, Horsham, Sussex. Tel.: Cowfold (040-386) 284. (9119

RELIANT SCIMITAR, 1976. 20,000 miles director's car. White, brown trim, overdrive, nearest £4,000. Ring Aldridge 51938 evenings or 021 556 1921 office hours. (9125

ALFA ROMEO Giulietta Spyder Veloce, 1960. Red, hard and soft top, one of the very few remaining which have not succumbed to the rustbug. Clean inside and out. MoT., drive it as it is, or make concours/race under HSCC Group I. AROC member. £750. 16 Woodside Close, Tolworth, Surrey. Tel.: 01-399 4512. (9123

LOTUS +2S 130/5, 1973 M. Metallic blue, oatmeal trim, Sundym, H.R.W., cassette player, electronic ign., excellent condition, only 35,000 miles. Offered only because of house purchase, £2,550 o.n.o. Phone Stonehaven (nr. Aberdeen) 63711 evenings. (9185

LOTUS ELAN SPRINT 1972. FHC. Sunroof, stereo, lagoon blue, 46,000 miles £1,900 o.n.o. Wickersley 3860. (9186

TR4A I.R.S. 1967. Surrey top, o/d, wires, non runner, suitable case for renovation, £300. Office 01-597 0639, Essex. (9179

DYNA-PANHARD PL17 1962. Good body, tyres and mechanical condition. Running, some spares included, realistic offer required. Colchester 240953. (9180

BMW 2500, November 1971, White, P.A.S., radio, long MoT, good condition, £1,095 o.n.o. Tel.: Wakefield 75909 or Leeds 826360 (evenings). (9181

LOTUS ELITE 1962. Original car, Climax FWE, MG box, £1,400. Box no. 5699. (9183

1973 BMW 30CS Automatic. Blue with black vinyl roof, grey velour trim, radio, H.R.W., rustproofed, P.A.S., consider interesting part exchange, £4,795. Tel.: Rochdale 41697. (9184

COOPER 1275 'S' 1971 (July). White, professionally engineered 1340 c.c. engine/gearbox, Webasto sunroof, Sundym windows, Corbeaus, wide wheels etc. Ultimate Mini, perfection at £1,075!! St. Austell 61239. (9173

TR6 1973. Pimento, black interior, 20,300 miles, hard/soft tops, cassette/radio. Absolutely perfect condition, £1,950. Tel.: (072) 680369. (9174

TR2, SPORTS Triumph, 1956. Very original, ideal vehicles future restoration, used daily £1,000. TR3 likewise, extremely tidy, fibreglass wings, otherwise original, £1,000, no timewasters! Pinfield, Barnt Green, Birmingham 445/2551. (9175

GILBERN INVADER III. Automatic, in black tulip with black upholstery, all Gilbern extras, new exhausts fitted, £1,650. Baschurch (Salop) 766. (9177

ASTON MARTIN 1923 side-valve, 2-seater sports. Strasbourg Grand Prix replica. Outside exhaust, handbrake and gearchange, £7,250 o.n.o. 061 773 1587 evenings. (9178

FERRARI 250 GT 1958 Pininfarina 2-seater coupe. L.H.D., low mileage, one owner for 12 years, properly stored for last 6 years, 1,000 miles since complete Maranello engine and gearbox rebuild. Must be finest remaining original example, £5,950 or exchange. Tel.: Northwood 25435. (20344

FERRARI 365 GTC 4-cam (model that replaced Daytona), 1972, 20,000 miles, Marenello service history, fabulous looking, very rare car £8,450. 01-992 7689. (20345

PORSCHE 911 LUX 1976 Series, 20,000 miles, black/tartan trim, usual extras, beautiful throughout, £8,495. 01-346 5674. (20345

MG-C GT 1970, 45,000 miles. Good original condition, known history, many extras, spares and new parts, taxed and tested, £1,150. Tel.: Cambridge 311350, Ely 778763. (9172

ASTON MARTIN DBS 6 Auto. Vantage engine, reg. 28.10.68, 53,000 miles, tinted glass, wire wheels, p.a.s., stereo. MoT February '79, £2,950 o.n.o. Tel. Strathpeffer (099 72) 641. (9203

JAGUAR 3.8 Mk. II. 1966, 46,000 miles, manual/overdrive, reclining seats, LSD, just rebuilt & repainted, many new parts, complete with half ton of spares. £895 o.n.o. Leeds 587073 10 am – 2 pm only. (9204

SUNBEAM TIGER. 1965, white, H/S tops, radio. This has to be the best example on offer, anywhere. Very low mileage and one titled owner till 1976. Totally original and superb in every detail. Offers around £1,950 please. For full details please telephone 01-686 2599 extension 221 (office) 01-681 3376 evenings. (9210

ELAN SPRINT DHC 1972. Lagoon Blue/white. I have had this car, which is in excellent condition and completely original, since new, never pranged it, and have had it regularly maintained. It has done 46,000 miles, has good tyres, MoT certificate until September and a price tag of £2,100. Phone Hastings 423583 office hours or Pett 3607 any other time. (9209

SCIMITAR GTE, 1974. Auto, white/black interior, electric windows, Sundym all round, sunroof, spots, Radiomobile, immaculate, £2,650 for quick sale. Tel.: Wickford (03744) 5798. (9211

BMW 2002 Lux. 1975 Sienna brown metallic, fawn velour, Webasto sunroof, Motorola, new tyres, absolutely superb, £2,950. Phone 058 081 (Burwash) 365. (9212

3-LITRE VOLVO, 1964 (K), carburettors, automatic, power, sunroof, tow-hitch, 49,000 miles. Needs respray(?) Hence £1,000. No offers. Banbury (0295) 51079. (9202

LOTUS 130S 2+2. One private owner, under 44,000 miles. Yellow, black interior, radio, etc. Retail about £2,650. Owner will accept £2,250. For immediate sale phone 0865 54961 most evenings. (9208

1966 FORD Thunderbird 428. The classic model 'M' Reg. Daytona. Yellow, black roof, and bonnet signwritten on front wings. Electric tinted windows and Quarterlites power seat and door locks. Radio, eight track, air conditioning and the exclusive T-bird sequential indicators. Hairy 7-litre V8 auto, LHD, long MoT, good condition. Private sale £1,850. Part exchange considered. Derby (0332) 752310. (9192

LOTUS ELAN, 1971. FHC, s/e. Bright yellow/black trim. Radio, taxed, MoT. This car has had a very extensive overhaul and is in excellent condition. Willing to export. £1,495. Tel.: 021-705 7813. (9206

MURTON-NEALE Le Mans MGM: Bought from the Milton estate approximately 6 years ago. Dismantled, log book shows unused since 1942. Complete kit of mechanical parts, and rough cut set of body parts. Not all parts original. £850. Kegworth 2778. (9205

MIKE CARTER

Among the cars entered for the February 13th sale were:



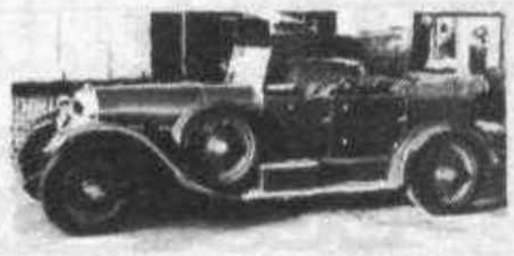
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WANTED: Alvis TF or TE engine, also rocker shaft for 4.3. Tel. (Dover) 820-333 Ext 50. (8674

WANTED FOR AUSTIN HEALEY 100/4 BN1. Gearbox with overdrive, halfshafts, doors, n/s front wing, screen pillar bases, hood frame, plus any other usable body parts. Please ring Wilkinson at Cambridge 42268. (8672

LOTUS SEVEN Series III 1600 o.h.v. required urgently. Please write to Mr A. Peters, 106 Old Greenock Road, Bishopton, Renfrewshire, PA7 5BB. Telephone Bishopton 2469. (8669

PORSCHE 914SC required. Late model, rhd. Crayford conversion, mint condition with service receipts, low mileage, fullest details, private purchaser. Box No 5679. (8579

PRE-WAR Aston Martin, any condition, private buyer. Westwinds, Top Road, Acton Trussell, Stafford. (8575

3 OR 4½ BENTLEY must be genuine and reasonable condition. Write – Palmer, Hillside, Vagg Hill, Yeovil. (8533

ROLLS-ROYCE 1925-1934 required by Danish enthusiast. Any condition, any model as long as authentic. Will view anywhere. Replies to Box No 5675. (8098

LOTUS ELITE wanted. Good condition, N or P registration, up to £5,000 cash from private buyer. Tel. 0632 874585. (8530

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PRE-WAR sports car wanted. Anything from MG to Lagonda, Austin to Alvis, Milton Keynes (0908) 582651. (8541

WANTED: LHD OR RHD Ferrari Daytona. Low mileage. High price paid for good low mileage car. Tel: Uttoxeter 2165. (23005

MG P OR J-TYPE wanted in good condition for restoration. Your letter, price and description to: R. Gonzalez, Lanestraat 123, 1900 Overyse, Belge. (19509

ALVIS SPARES wanted: Speed 20 or 25 engine and gearbox; 12/70 radiator and instruments. Any Firebird spares. Complete car or rolling chassis wanted. P. Smith, 119 Rugeley Road, Chase Terrace, Walsall, Staffs. Burntwood 75507. (7537

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ALVIS LAGONDA, Frazer Nash, Aston, or similar post-war sports. Consider vintage or very elegant 30s saloon—Drophead, Sedanca, Landaulette. Must be lovely condition. 01-274 8109. (38699

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EDWARDIAN SPORTS CAR or elegant formal carriage wanted. Must be really good condition. Would consider vintage classic, e.g. Hispano, Bugatti, Alfa, Rolls, Bentley or better. 01-737 3426. (7218

HISPANO, BUGATTI, Phantom, Ghost or other luxury car wanted. Good order essential. 01-828 7449. (5879

ALVIS 4.3 ENGINE wanted. Also Speed 20/25 tourer, with/without engine; some renovation OK. 01-274 8109. (587

PORSCHE 911S Targa or Coupe, good condition or repairable. Please ring 0473 4487 business. (690

WANTED FOR RESTORATION by enthusiast of pre-war sports or tourer; whole or dismantled. Tel: Doncaster 854161. (147

WANTED FOR PRIVATE collection: Jaguar Mk. V drophead, Model-T brass radiator tonneau runabout or Healey Silverstone. A. Dobson, Guthrigg, Levens, Tel: Sedgwick 0448 60833 day; 0448 60437 night. (1978

MG TC OR TD wanted by enthusiast, must be complete or very near; suitable for restoration; would consider TA, TB or TF. Distance no object. Phone: Brownhill 5550, Staffs. (779

WANTED: AC 428 Fastback by enthusiast. Must be in very good condition. Offers with photo, description and realistic price to W. H. Rudolf, Karl-Reiss-Platz 11, 6 Mannheim, Germany. Tel: 0621 449418. (802

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RILEY: PRE-WAR open model wanted by enthusiastic Register member. Tel: 01-97 1290. (763

MERCEDES 300 SL Gull-wing or Roadster wanted by private buyer. Cash available for good example. Cobham (Surrey) 5238. (764

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NOSTALGIA

It may sadden some of you (and gladden others) to know that **'XK1'** has recently departed to a good home and fellow member of the JDC — so it will continue to gather a crowd from time to time. Embarrassingly enough, however, the two XK's that have just arrived are equally spectacular — and if you don't believe me, come and see for yourself, possibly at **SILVERSTONE, MARCH 11th** for the **JDC HISTORIC RACE MEETING.** 'Nostalgia' will, of course, be there, showing (off) as usual! Among the other cars we hope to feature during the year are: **COBRA '427', HMW JAGUAR, McLAREN M8, LOLA T160, GINETTA G10, COOPER MONACO, CHEVRON B16 etc.**

Finally, to those wanting to become involved with my sort of cars — SEE WANTED AD BELOW!

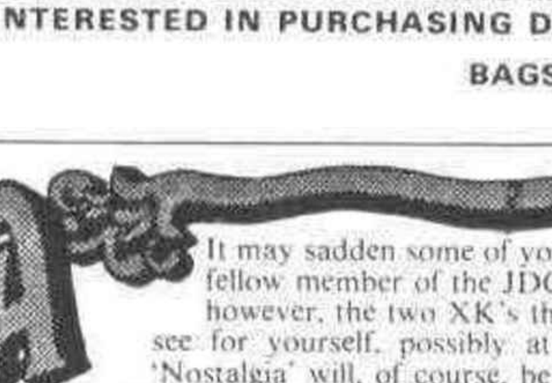
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LOLA T70 Mk.IIIB COUPE – Cobra Parts, responsible for the restoration on the '427' Cobra above, are also rebuilding this – Chassis No. 149, the ex Grand Bahamas Racing Team Lola; the car is literally new in every respect and will be road equipped when finished; full race 351 c.i. Chevrolet unit etc. — **95–100 pt standard – the best anywhere, on completion.** *(Photo.)*





WANTED URGENTLY – a really enthusiastic and skilful person to clean and prepare my cars for sale/'Concours' events etc; must be able to paint/polish mechanical parts, treat leatherwork etc; this work to be carried out at your premises, (not at mine), so location near Hertford essential; extremely good fees paid for commensurate and reliable service.

POINTS SYSTEM: now based on accepted International Concours ratings, but applies to internal/external appearance of body/mechanicals only – not to originality etc.

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1953 JAGUAR XK 120 S/E ROADSTER – OLF 433: 1 owner from new till 1975 (1 since) who kept an incredibly detailed diary (goes with the car) of every single mile covered and maintenance done (including how often the car was washed etc!) Total originality to the last nut, including original factory paint (BRG), trim, hood, log book, valve radio, tools, etc., etc. Full S/E spec. — wire wheels, twin exhausts, 2" carbs, large valve head etc. Simply astonishing — **89 pts.** *(Photo.)*





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MGA's WANTED by genuine enthusiast. Absolutely anything considered. Tel. Harrogate (0423) 780519. (8914

MISCELLANEOUS

4 PRE-WAR Morgan 4/4 wheels. Post war Lea Francis: 5 wheels, radiator, engine, gearbox. Pair of P100s. Late twenties Standard chassis and bits. Phone (0274) 44714. (9094

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SUNBEAM HUBCAPS (for W/W) and hubcap for the spare wheel; four new Dunlop tubes, 6.00 x 18; two tyres 6.00 x 17 and 6.50 x 17; two headlamps with brass shells (one off a Singer Junior), for sale as a whole for £70 or offers for individual items. Telephone: Pumpsaint 458 (Dyfed). (8664

YR 8474: To whom it may concern: having had custody of this Delage for seven years, I have now assumed ownership of it on the ground that it has been abandoned. Box No. 5680. (8630

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1910/12 VETERAN Coachbuilt Body. Open four-seater suitable for large 20-40 h.p. car. Leather upholstery poor, but rest of body astonishingly sound. No rot or rust. Original paint but crazed. Substantial offers invited. More particulars available on receipt of s.a.e. Riley, 78 High Street, Broadway, Worcs. (8620

MISCELLANEOUS – continued

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THE ENFIELD PAGEANT of Motoring and Collector's Bazaar, 28th/29th May, Great Cambridge Road, Enfield. Space for 200 stalls, £4 daily, £6 both days. Enfield and District Veteran Vehicle Society, 19 Perowne Way, Puckeridge, Herts, Ware 822103. (6921

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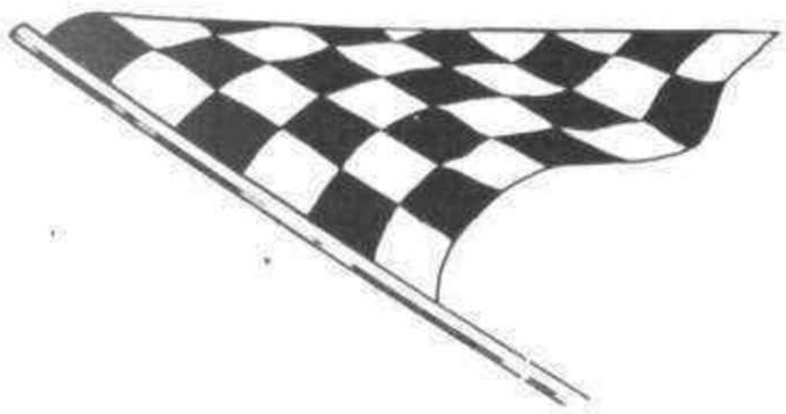
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Jensen Healey, 1973. Hard Soft Tops, white **£1,595**
M.G.B. GTV8, 1974. N.31,000 miles recorded, bracken **£2,595**
M.G.B. GT, 1974. L.H.D., O.D., sun roof, red **£2,095**
M.G.B. GT's, choice of six 1973/74/75/76/77, from **£1,795**
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TR6 1973. O/drive, white **£1,895**
Lotus Elan +2S 130/5. 1972 L. Blue/silver **£2,595**
Porsche 911 Lux, 1976 R. Electric sun roof, 13,000 miles, platinum with tartan trim **£10,995**
Jaguar E Type, 1971 K. 2+2 Manual, C.W.W., white **£2,895**
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Reliant Scimitar GTE, 1975. P. O.D., sunroof, Sundym, blue **£3,595**
Reliant Scimitar GTE, 1972 L. Auto., yellow **£2,095**
Aston Martin DBS 6, 1970. C.W.W., Sundym, silver, reg. no. VHM 5 **£4,195**
Austin Mini 1275 GT, 1975 P. 25,000 miles, 1 owner, blue **£1,445**
Ford Capri 3-litre GXL. Sunroof, customised **£1,995**

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JAGUAR XJ6, Series II, red with black vinyl roof and black hide upholstery, radio/stereo, a very sporty looking Jaguar **£4,000**

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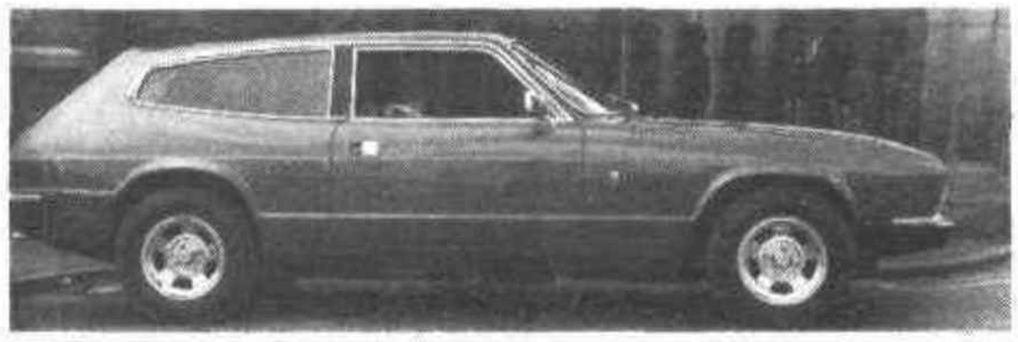
TVR SCIMITAR TR6



TVR

New Taimar 3000 in sunburst yellow with Havana brown coachband and sun roof, oatmeal trim.
New 3000 M in tobacco with maple coachband and sun/vinyl roof, oatmeal trim.
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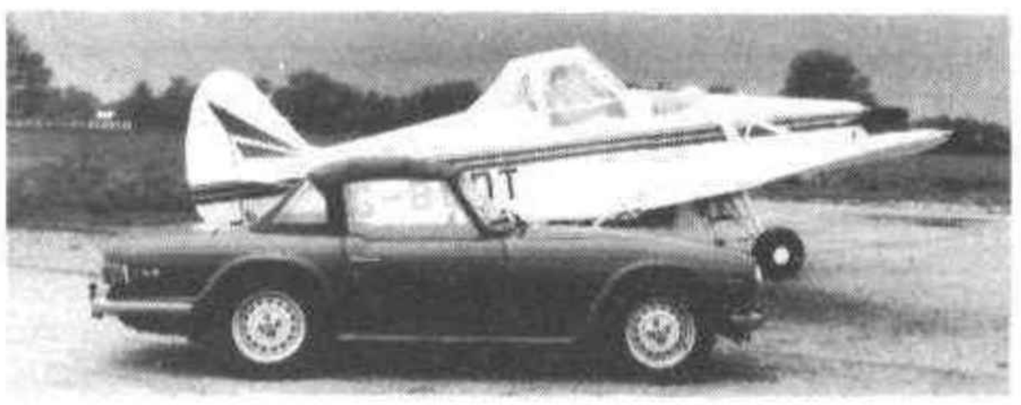
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1974 N Roadster, pimento, black interior, overdrive, radio, headrests, 28,000 miles **£2,495**
1974 N Roadster, emerald green, black interior, overdrive, radio, headrests, Wolfrace wheels, 34,000 miles **£2,495**
1974 M Roadster, pimento, black interior, overdrive, radio, headrests, XAS tyres, 20,000 miles **£2,395**
1974 M Roadster, magenta, black interior, overdrive, radio, headrests, 40,000 miles **£2,295**
1974 M Roadster, mimosa, black interior, overdrive, radio, tow attachments, XAS tyres, 41,000 miles **£2,295**
1974 M Roadster, mimosa, black interior, radio, headrests, XAS tyres, 36,000 miles **£1,995**
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1973 M Roadster, pimento, black interior, fitted overdrive, radio, XAS tyres, 35,000 miles **£2,095**
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1948 Bentley Mk.VI Freestone and Webb aluminium sports saloon, nice and original interior, mechanically sound, needs paint **£2,500**

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1956 Bentley S1 saloon, black, excellent and original beige interior. Nice car throughout – potentially outstanding **£3,450**

1957 Bentley S1 saloon, black, grey interior, PAS, very sound, smart, and original **£3,550**

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1964 Rolls-Royce SCIII.
Outstanding condition.



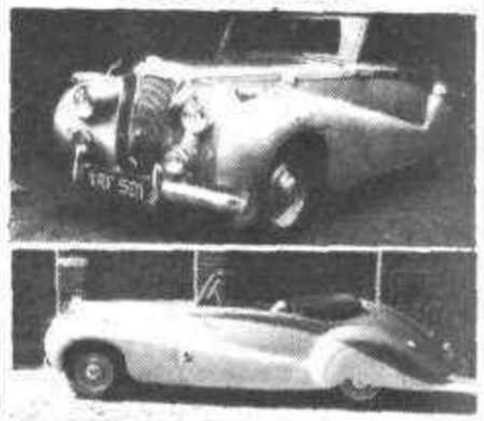
1965 Rolls-Royce SCIII.
Excellent Condition.

1957 Rolls-Royce SCI.
Finished in Shell Grey over Black with Beige trim.

1957 Bentley S1 Saloon.
Finished in Sage over Smoke Green with Green Trim.

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ROLLS-ROYCE, 1967, Silver Shadow 2 door Convertible by Mulliner Park Ward. Finished in porcelain white with black hide trim and black hood. This two owner example has been Agent maintained regardless, under 70,000 miles from new, must be seen to be appreciated.



ROLLS-ROYCE, 1964, Phantom V Touring Limousine with elegant coachwork by James Young. This rare specimen has just completed extensive refurbishing to the highest standard, mechanical work including engine and transmission, coachwork including complete repaint, trim including all leatherwork and all West of England cloth to rear. This potential concours winner has to be seen to be believed.



ROLLS-ROYCE, 1977, Silver Shadow Mk. II. Standard 4 door Saloon, finished in ivory with contrasting plum hide trim and carpet. Lonsdale rugs etc., recorded only 7,000 miles, virtually brand new.



ROLLS-ROYCE, 1961, Silver Cloud Series II Standard 4 door Sports Saloon. Another exceptionally fine example with only 78,000 miles recorded, recently repainted in gunmetal silver grey over Astral blue, trimmed in plum hide, electric windows, just fully serviced throughout.

ROLLS-ROYCE, 1976, Silver Shadow standard 4 door Sports Saloon. Elegantly finished in ebony over silver mink with blue/grey hide trim, fitted with speed control etc., recorded 19,000 miles, superb condition throughout.



NORTON, c. 1957, 350 c.c. Manx. Totally refurbished to highest possible standard. Not even run since completion, absolutely original specification – must be seen!

VINCENT, 1950, 1000 c.c. Rapide V twin, rebuilt to high standard, extremely original throughout.

VINCENT, 1951, 500 c.c. Comet. Another fine example, extensively restored to excellent standard.



ROLLS-ROYCE, 1975, Silver Shadow, standard 4 door Sports Saloon. Superbly finished in silver chalice with red hide trim and carpet, recorded mileage 18,000, magnificent example.

BENTLEY, 1950, Mk. VI Standard 4 door sunroof small boot Sports Saloon. A fine low mileage example, finished in ebony over shell grey with superb tan hide trim and carpet. Mechanically very good, a genuine specimen of this small economical series.

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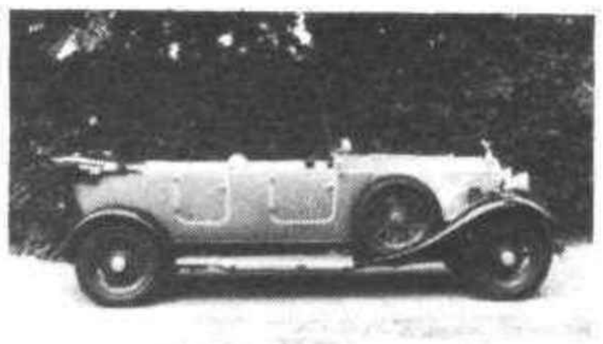
SATURDAY APRIL 22nd

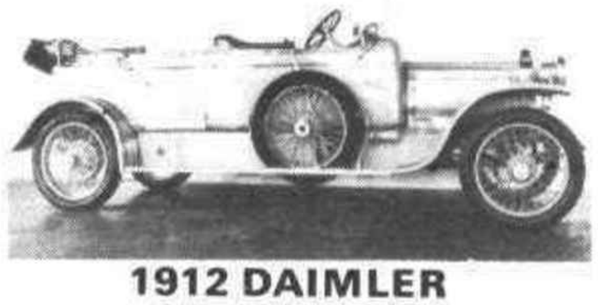
If you have a fine Vintage or Classic Car allow us to show it to over 2,000 prospective buyers and realise its full value. These days can you afford the risk of undervaluing your car?

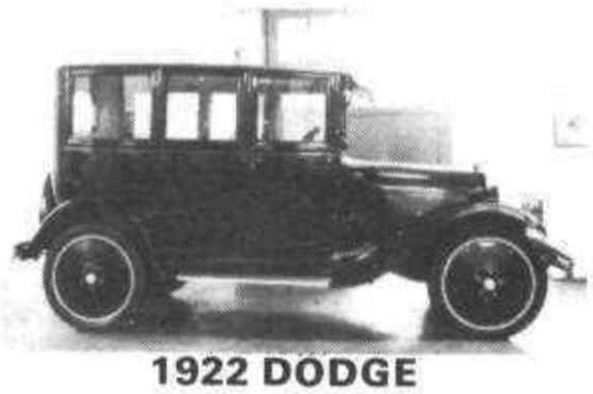
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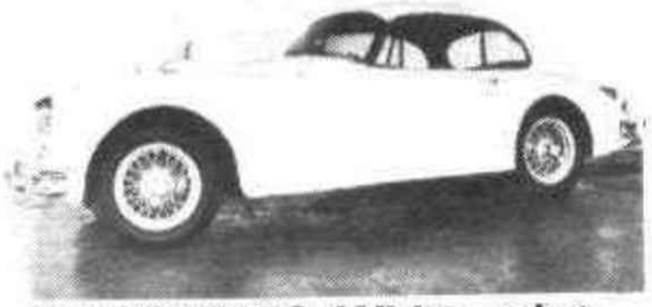
1968 'E' TYPE



1968 LINCOLN. White, mint



1922 ABC ROADSTER



1959 XK150. White, mint



1968 JAGUAR 240. Mint

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1956 BENTLEY SI
1960 BENTLEY SII
1963 MERCEDES D/H
1966 R/R SC3
1961 MK. 10 JAGUAR
1954 SILVER WRAITH
1925 R/R 20:25
1958 MK. I JAG.
1968 'E' TYPE D/H
1967 MERCEDES COUPE
1959 XK 150 'S' FHC
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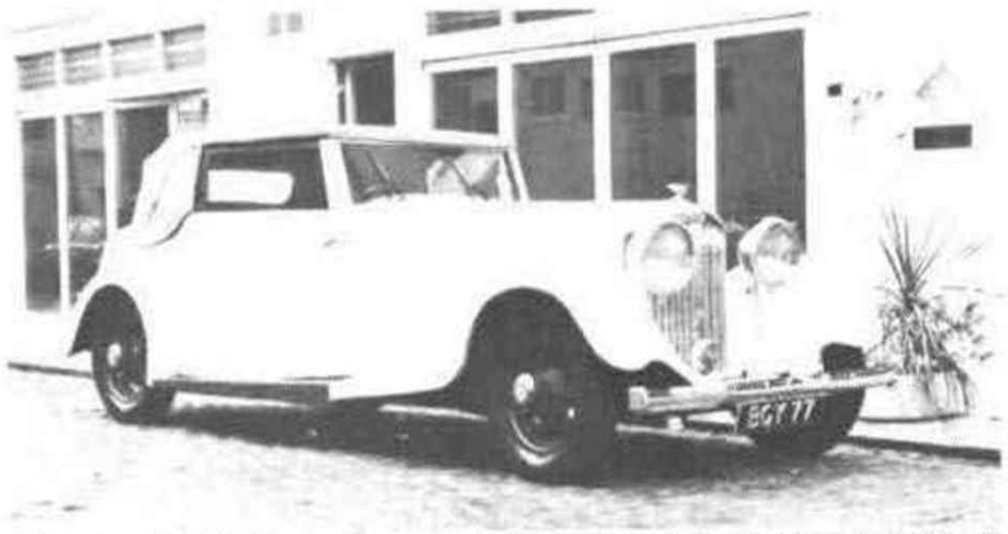
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1962 Rolls-Royce Phantom V by Mulliner Park Ward. Fitted with left hand drive, and finished in embassy black over primrose yellow. Many luxurious extras include cocktail cabinet and front facing occasional seats.

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1930 BENTLEY 4½-Litre Short Chassis 2 Seater. Chassis No. PB 3543, well-known ex Forrest Lycett car.



1925 ROLLS-ROYCE 20 Doctor's Coupe by Park Ward. Restoration in process.



1926 BENTLEY 3-Litre Long Chassis Tourer. Vanden Plas style coachwork. Speed model modifications.



1929 LEA FRANCIS 1½-Litre 2 Seater with Dickey, Meadows engine. Full history, 3 owners from new.



1955 BRISTOL 404 Coupe "Businessman's Express". 2.2-Litre engine, disc brakes, full history.



1935 ASTON MARTIN 1½-Litre Short Chassis 2/4 Seater, extensive rebuild.

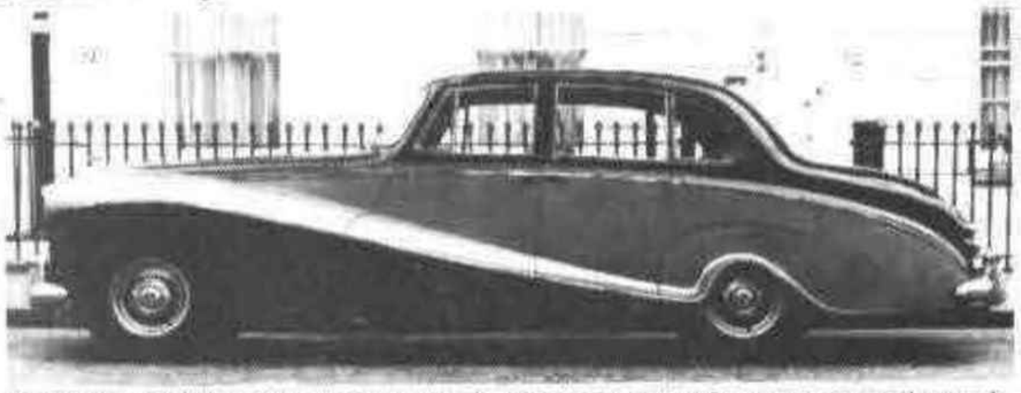
1926 ROLLS-ROYCE Phantom I Limousine by Windover.
1926 ROLLS-ROYCE 20 Tourer by Park Ward.
1929 BENTLEY 4½-Litre Drophead Coupe by Park Ward.
1935 BENTLEY 3½-Litre Drophead Coupe by Gurney Nutting.
1928 HISPANO SUIZA H6B Tourer by Carlton.
1929 LAGONDA 2-Litre Speed Model high chassis tourer.
1928 LANCIA Lambda 8th Series Torpedo Tourer.
1937 ASTON MARTIN 2-Litre long chassis 4-Seater Tourer, fitted 1948 DB1 engine.
1953 BENTLEY "R" Type Standard Steel Saloon.
1935 MG K3 Replica 2 Seater.
1927 BENTLEY 6½-Litre H. J. Mulliner Touring Saloon.

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1956 BENTLEY SI four-door saloon with **Hooper** coachwork. Two tone blue coachwork with blue hide.



1934 BENTLEY 3½-Litre Sports Saloon with **Park Ward** coachwork in duck egg blue and black. Fully restored chassis (similar to above).



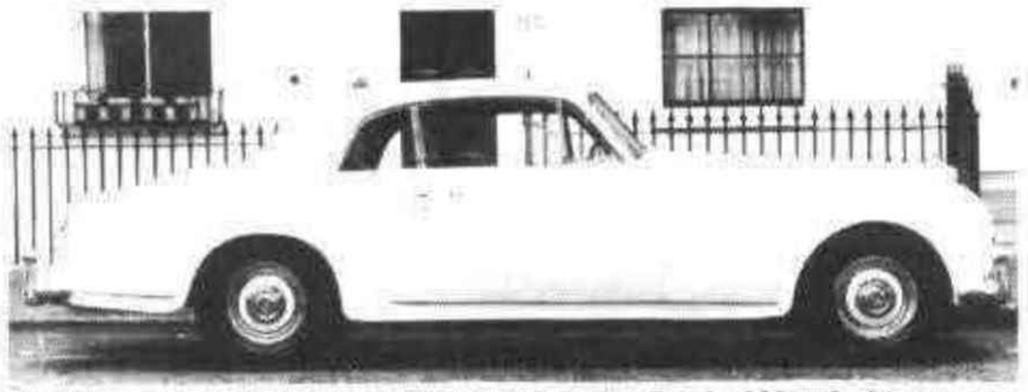
1938 BENTLEY 4¼. Superb **Van den Plas** four-door drophead coachwork. Magnificent fully restored condition. The epitome of drophead coachwork.



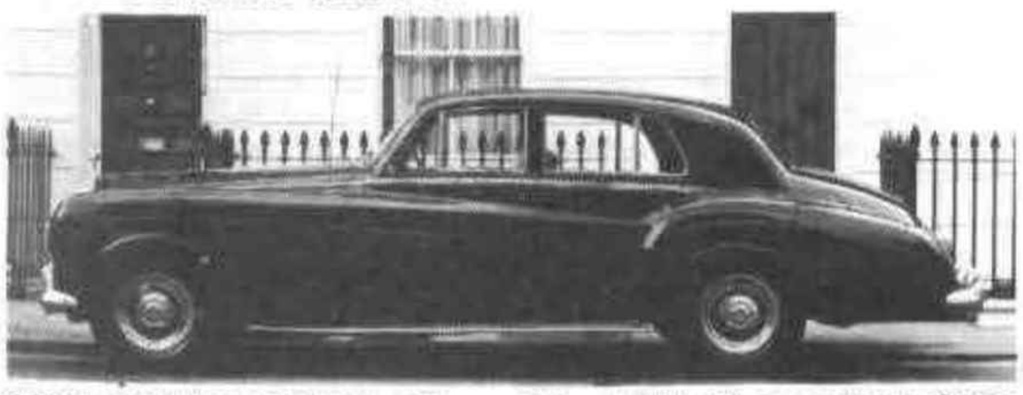
1960 ROLLS-ROYCE Long Wheelbase **Silver Cloud II** James Young Saloon. Continental body style finished in black and ivory.



1954 BENTLEY R Type Standard Saloon. Flamboyant in two-tone metallic blue paintwork with tinted windows and wide whitewalls (similar to above).



1956 BENTLEY SI Continental by **Park Ward.** Very rare manual gearbox example – one of only two manufactured. Tan hide.



1964 ROLLS-ROYCE Silver Cloud III. Two owners from new. Black with biscuit hide. Excellent.



1953 BENTLEY R type with four-door **Hooper** Empress Line coachwork. Superbly elegant two-tone green coachwork.



1965 BENTLEY SIII Standard Saloon. Regal red over sand. Magnificent condition.



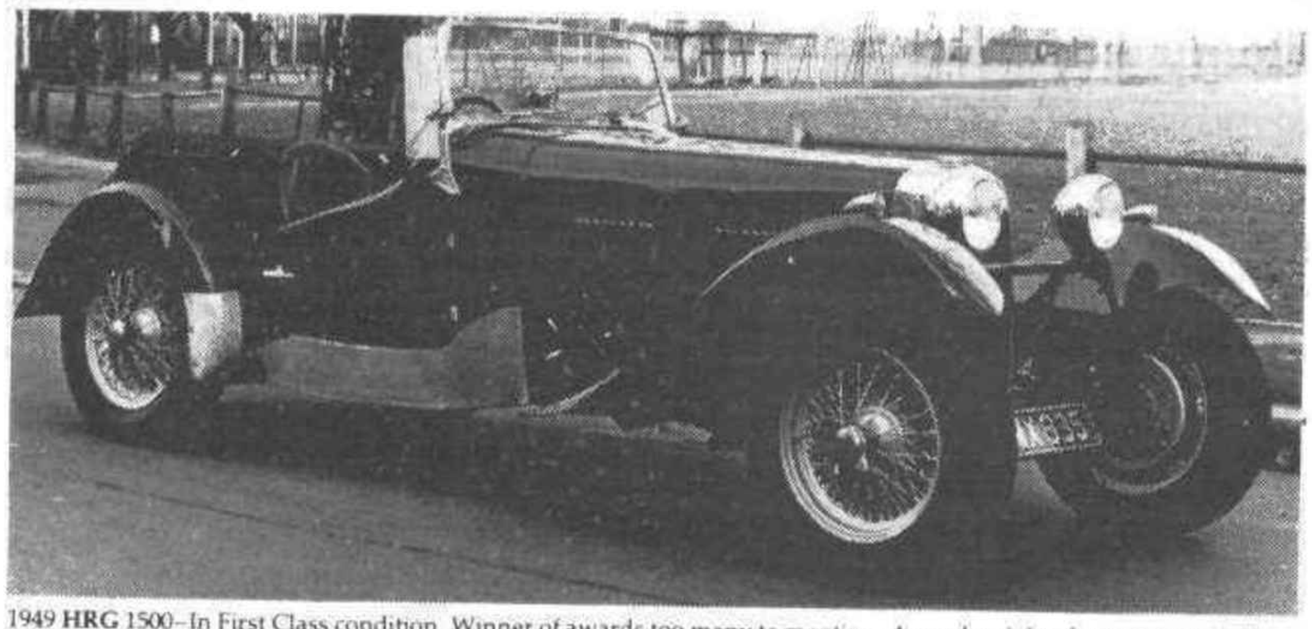
1958 BENTLEY SI Continental by **Park Ward.** Sand and coffee bean brown with scarlet hide. Full length sunroof.

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1949 **HRG** 1500–In First Class condition. Winner of awards too many to mention. A much soight after motor car.

1928 **Austin** 7 'Chummy'. Very complete and for restoration.

1924 **Rolls Royce** Doctor's Coupe. Mint.

1936 **Rolls Royce** P.III Sedanca de Ville by Van den Plas.

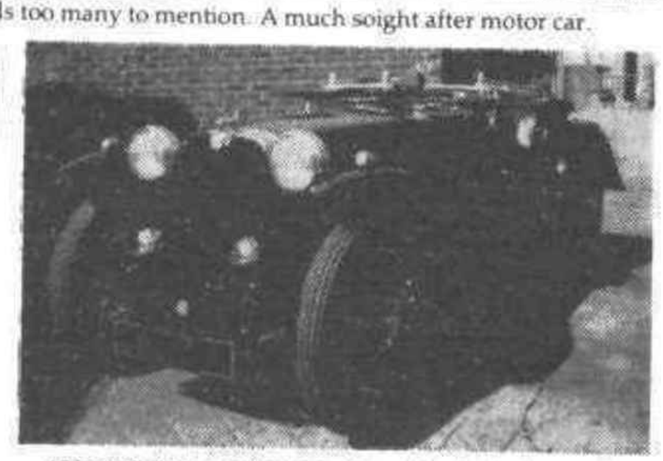
1939 **MG** WA. Three position Salmons drophead.

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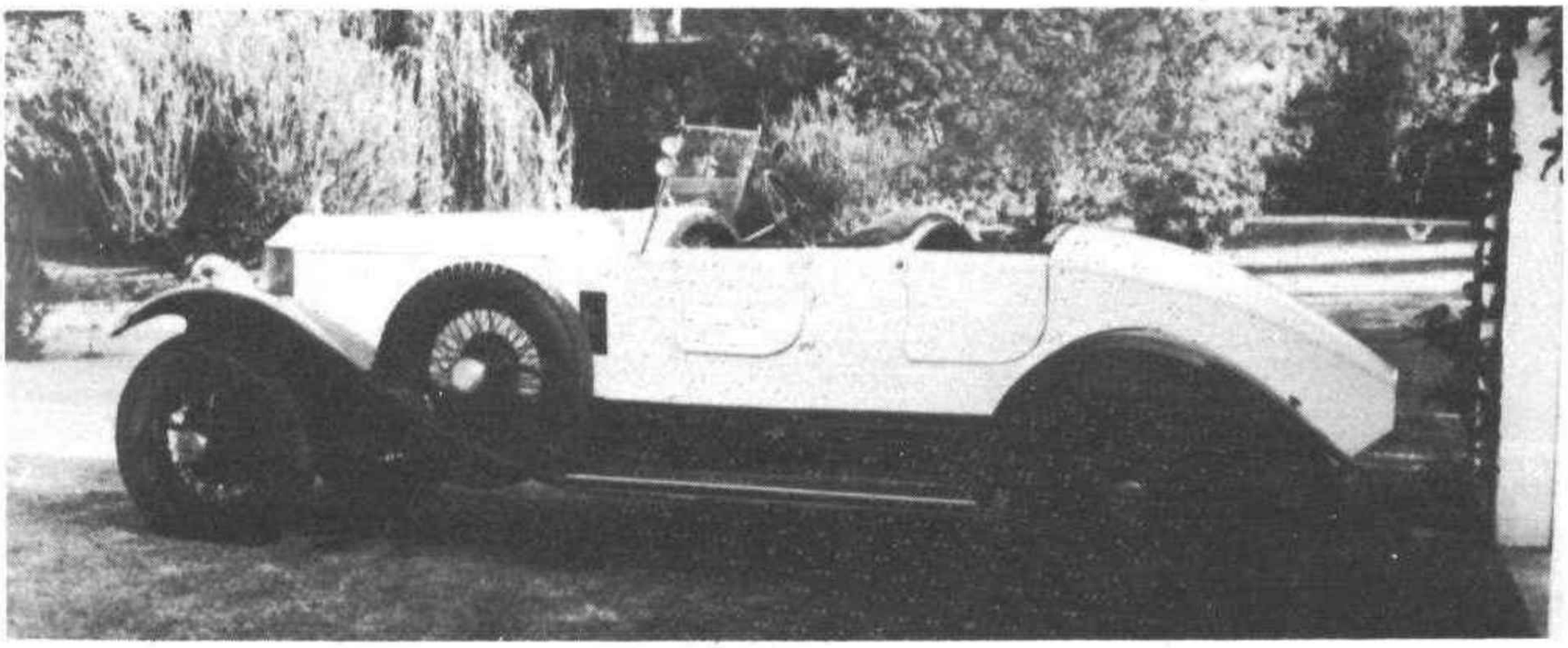
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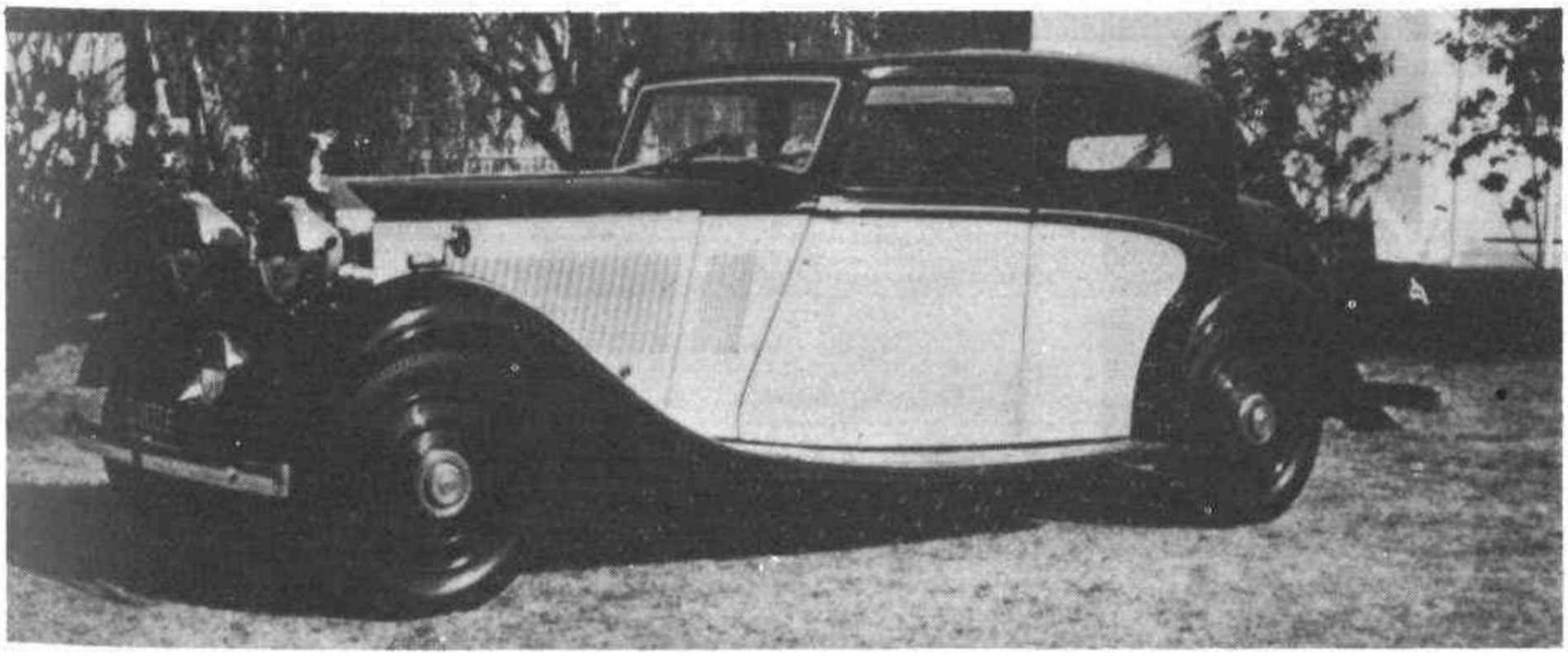
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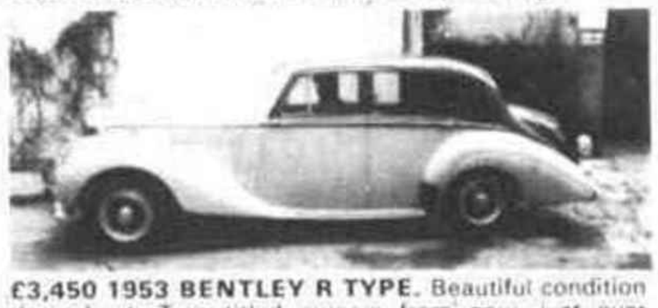
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BENTLEY S3 Continental 2-door saloon by H. J. Mulliner/Park Ward. First registered 1965. Finished in Caribbean Blue with Grey leather upholstery. Electrically operated windows, aerial. One of the last of this fine series, and just totally repainted and prepared to the highest standards. Recorded mileage 68,000. Automatic transmission, power assisted steering.



BENTLEY S3 4-door standard saloon. First registered 1964. Finished in Black over Sand with Beige leather upholstery. Electrically operated windows. Fitted with walnut picnic tables. Recorded mileage 94,000. A superb example of the S3 model.

ROLLS-ROYCE PHANTOM V seven passenger limousine by H. J. Mulliner/Park Ward. First registered 1964. Finished in Black with Beige leather upholstery to the front seats and Beige West of England Cloth to the rear compartment. A beautiful motorcar. A similar car costs new today £50,000 plus.

ROLLS-ROYCE SILVER WRAITH touring saloon with division by James Young. First registered 1957. Finished in Black over Sable with Beige leather to both front and rear compartments. Automatic gearbox, power assisted steering. Recorded mileage 98,000. Electrically operated division. Walnut picnic tables. Cocktail cabinet with all fittings.

ROLLS-ROYCE SILVER SHADOW long wheelbase saloon without division. First registered 1972. Finished in Regal Red with Black Everflex roof. Beige leather upholstery. Central door locking. Stereo tape player. Automatic speed hold. Superb condition in every respect.

BENTLEY R-TYPE Continental chassis no: BC71C. First registered 28th June 1954. 4½-litre engine, manual gearbox. Built to a special order, finished in Shell Grey with Red leather piped White, and original carpets in Red, bound with White leather. Veneers in Sycamore and Walnut. In late owner's hands for 19½ years, serviced by Rolls-Royce of Crewe and H. J. Mulliner. Complete with all original tools, owner's handbook, inspection lamp, etc. Original HMV valve radio (working). Probably one of the finest R-type Continentals anywhere. Guaranteed mileage 85,200.

BENTLEY S1 Continental 2 door Mulliner fastback saloon, finished in Dawn Blue with Grey leather upholstery. First registered 2nd May 1957. Chassis no: BC87BG. 4887 cc. Recorded mileage 98,000. Totally mint condition and superb mechanically.

BENTLEY/DAWN 1952, 4½-litre 6-cylinder full flow engine. Standard small boot saloon, finished in Shell and Tudor Grey with pale Blue leather upholstery. Manual gearbox. Engine fully overhauled by Rolls-Royce specialist less than 10,000 miles ago. This car originally started life as a Bentley Mark VI 4½-litre, but has been converted to a Dawn type of car by the fitting of a Rolls-Royce radiator shell, Rolls-Royce wheel trims, and Rolls-Royce badge on the Rear bumper.

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1963 Bentley Continental S3 "Flying Spur" by H. J. Mulliner. This is one of a strictly limited edition, having the shortened rear windows and no wrap-round to the rear light: An enhancement of an already outstanding style of coachwork. Finished in black with beige hide, the car has a good recorded servicing history.



1972 Rolls-Royce Silver Shadow long-wheelbase saloon with LEFT-HAND DRIVE. Very fine in porcelain white with black hide. Recording 25,000 kilometres; duty paid in Italy and presently S registered: one of 12 Silver Shadows presently in stock.



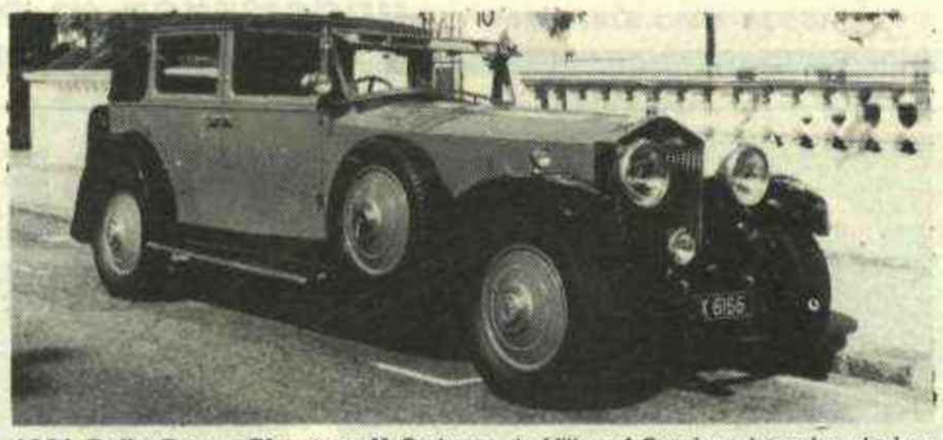
1948 Bentley Mark VI 4-door custom-built saloon with R100 headlamps by Hooper, the Royal coachbuilders. A mere handful of Bentleys were built with this very handsome semi-razor-edged line. Immaculate in midnight blue over silver mink with smoke blue hide; perspex roof panel to the front.



1965 Rolls-Royce Silver Cloud III power-operated convertible by Mulliner-Park Ward. Velvet green with magnolia hide, folding top and cover. A beautiful two-owner, limited production car recording only 64,000 miles.



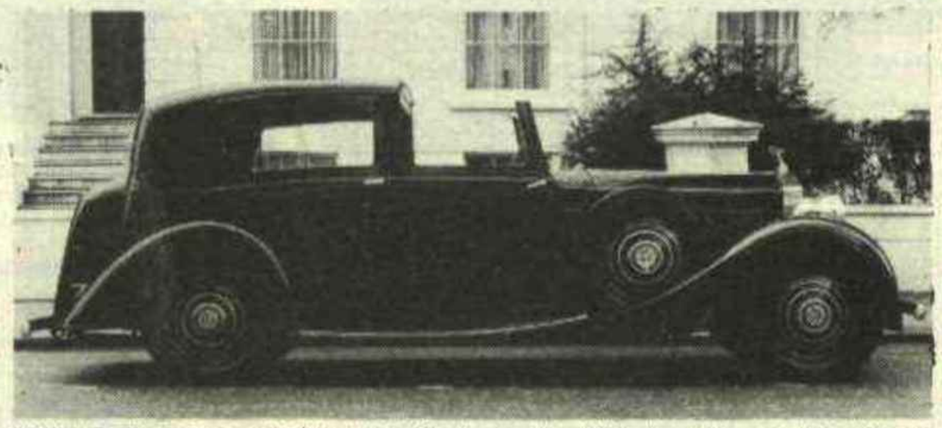
1934 Bentley 3½-litre 4-seater touring car, chassis number: B 55 AE. Green with beige interior and full tonneau cover. A very sprightly performer.



1930 Rolls-Royce Phantom II Sedanca de Ville, of Continetal touring design, by H. J. Mulliner. Completely restored and finished in olive green and black with black fabric covered top, green hide to front and fawn Bedford cord to the rear compartments. Equipped with a large rear trunk with three fitted suitcases.



1951 Bentley Mark VI 4-door saloon, Tudor grey with beige hide. A remarkably good example with service records showing considerable expenditure; equipped with the 4½-litre engine, manual transmission and sliding steel roof.



1936 Rolls-Royce 25/30 HP Sedanca de Ville by Hooper, the Royal coachbuilders. This handsome semi-razor-edged car has been the subject of a comprehensive and detailed restoration, being finished in black with a new red interior and fine veneers.

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1936 Delage D6 2 door coupe
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1960 Rover 100, saloon overdrive, black.
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1972 Alfa Romeo Veloce 2000 drophead.
1968 Jensen Interceptor, black.
1973/4 Pontiac Gran Prix.
1969 Daimler V8 250, blue.
1967 Jaguar 420 saloon, sun roof
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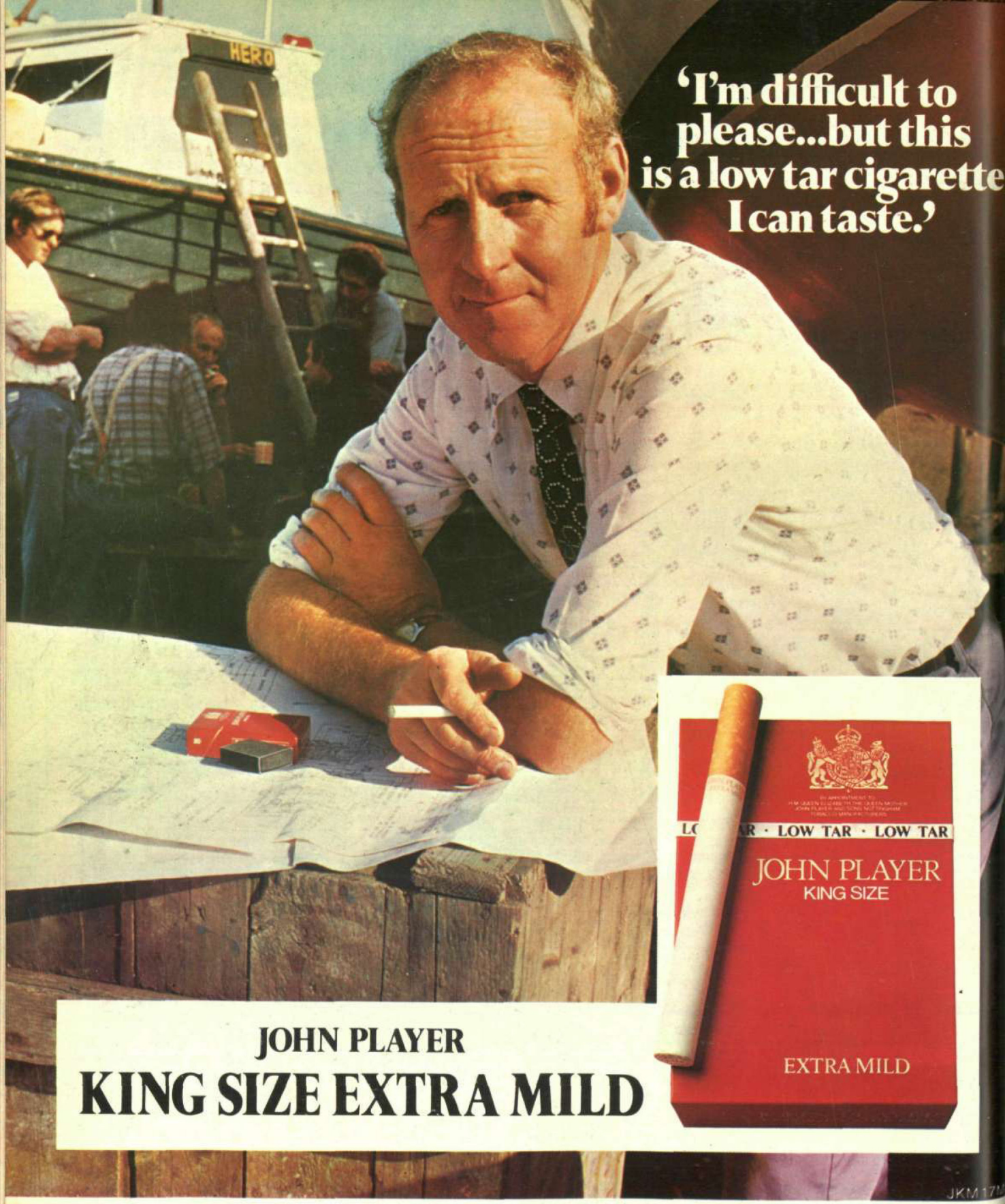




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