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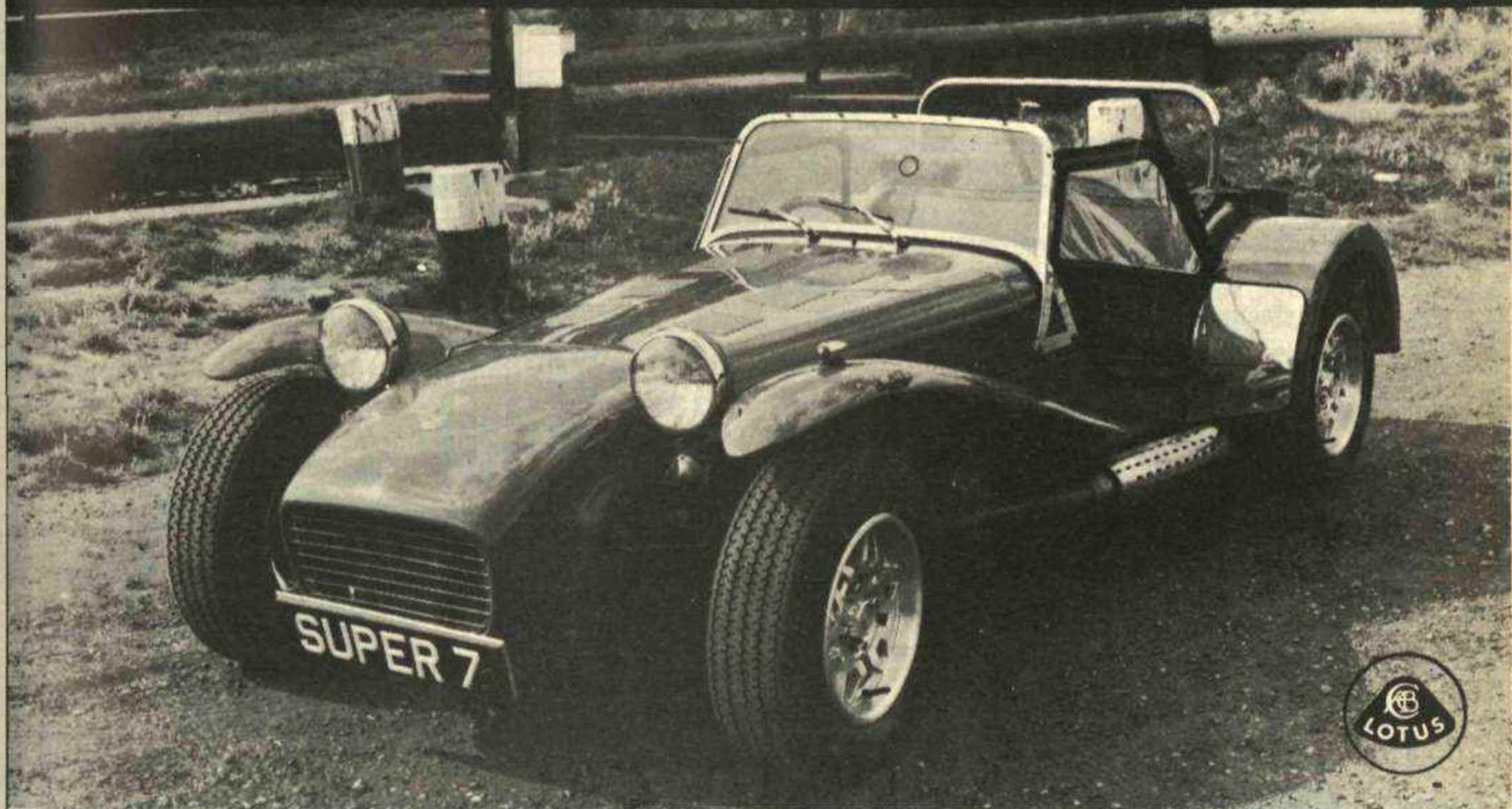


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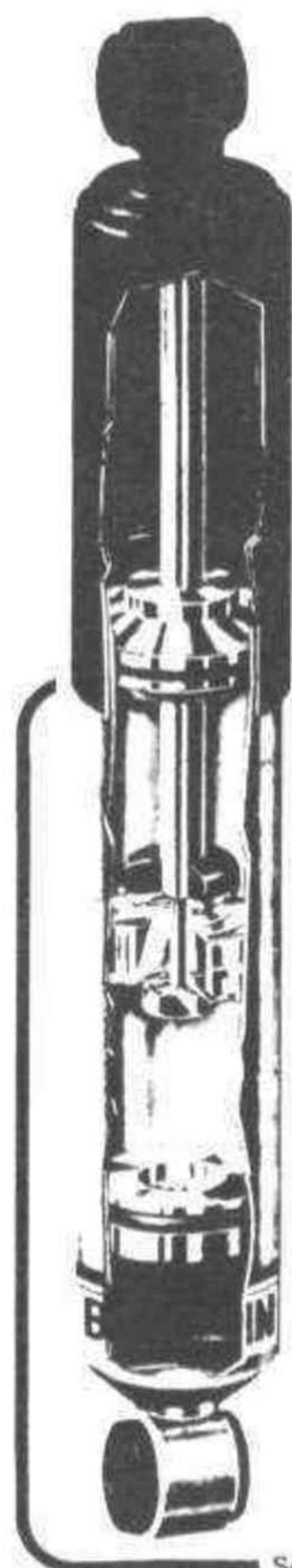
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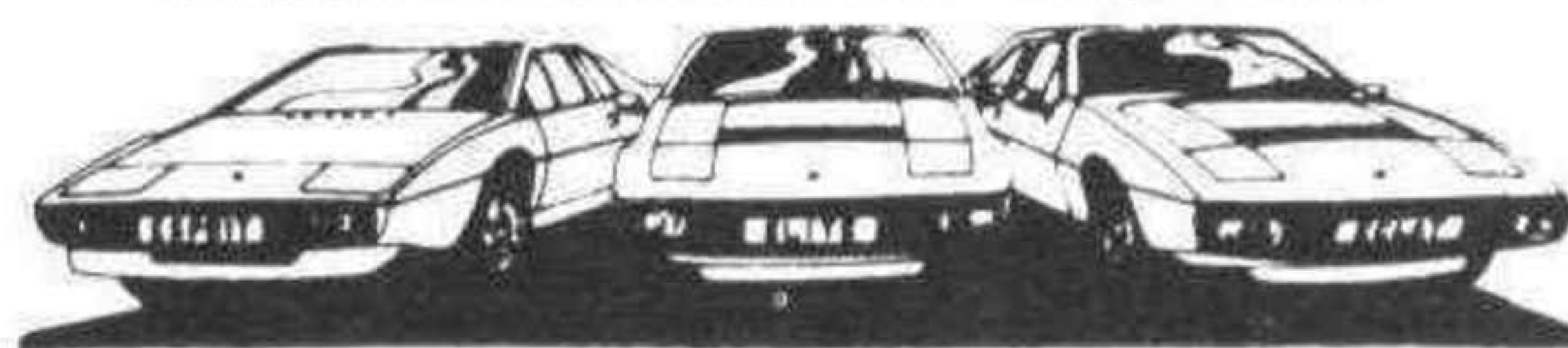
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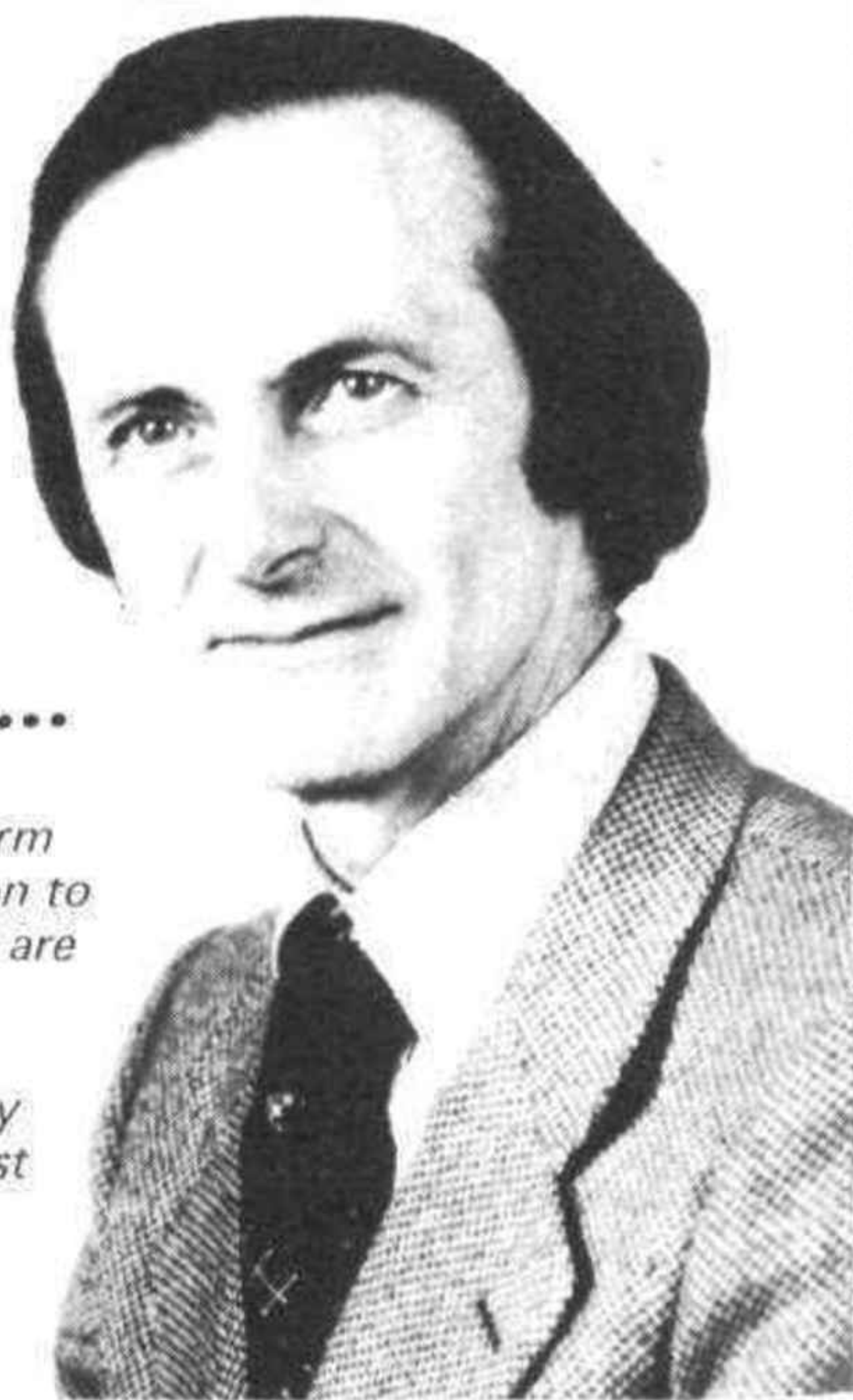
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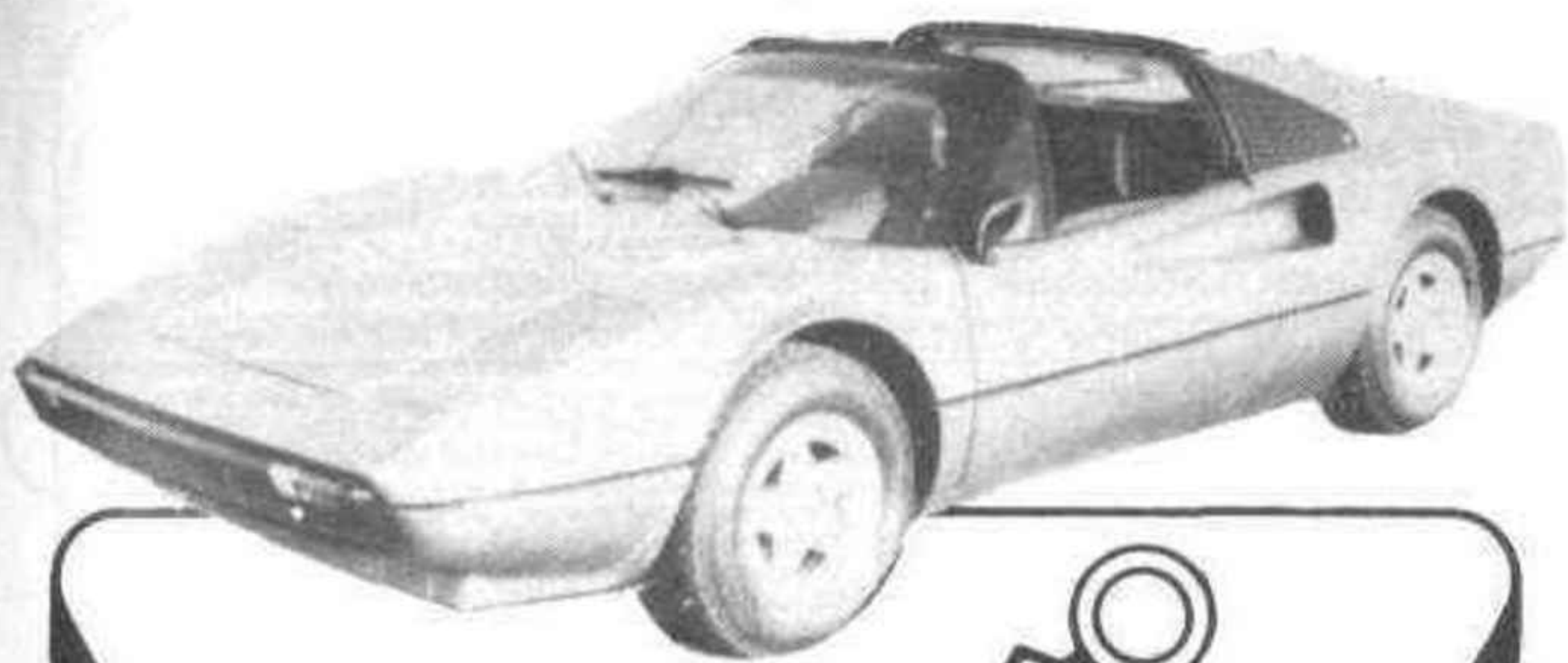
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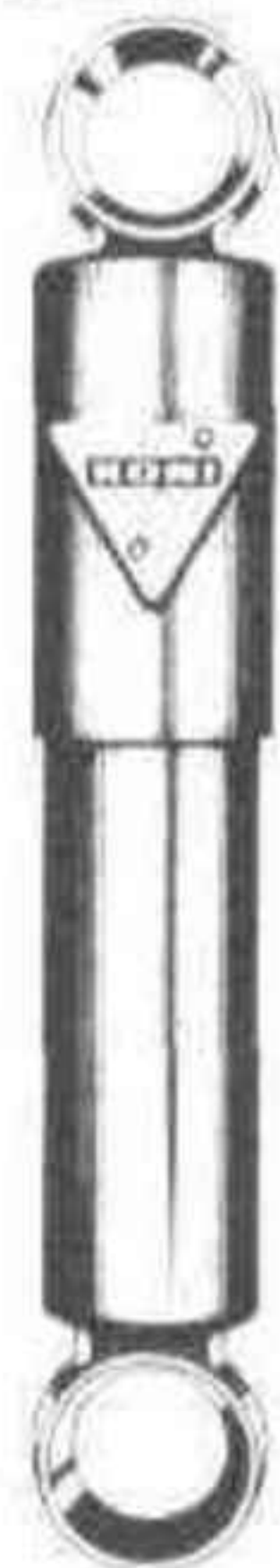
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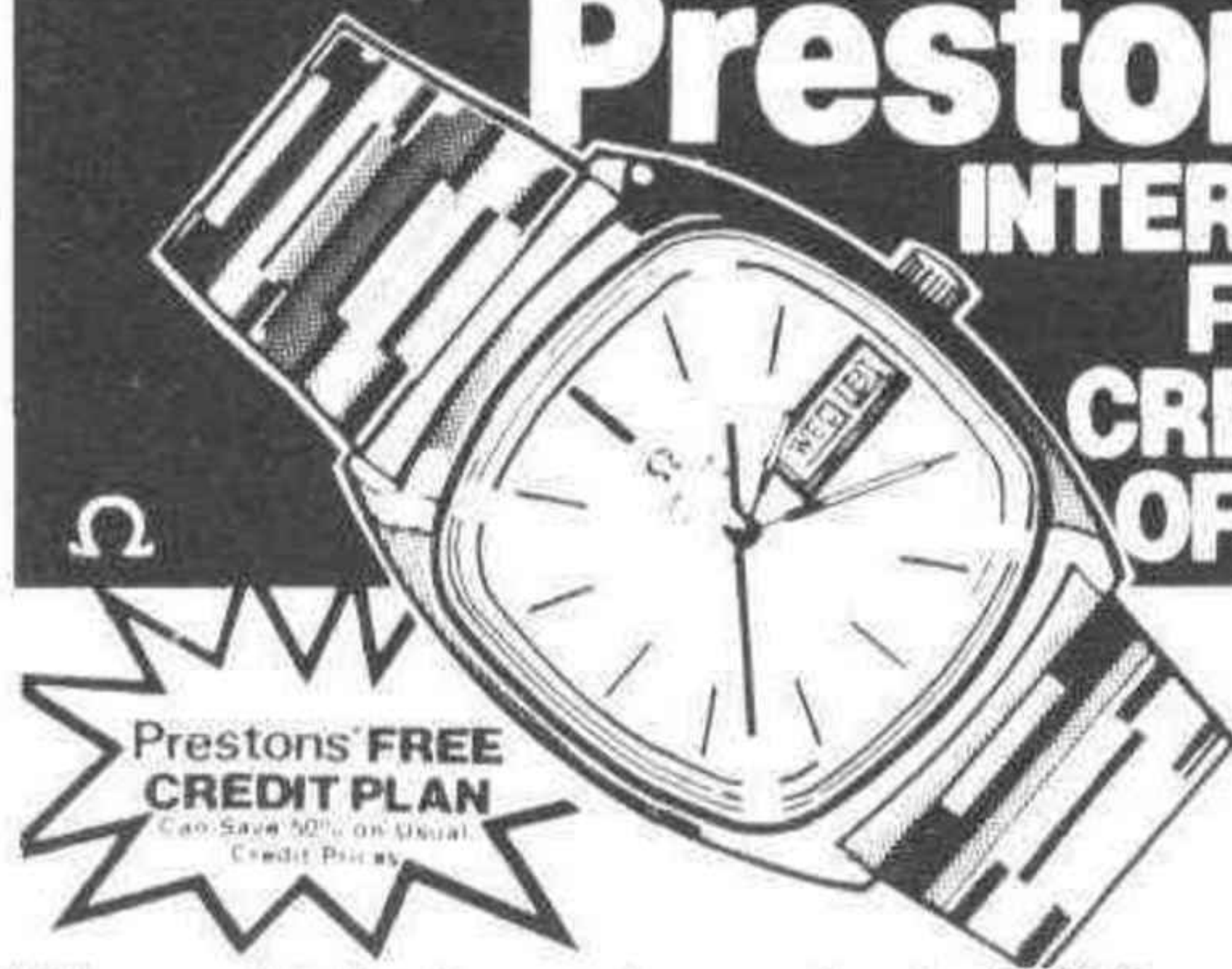
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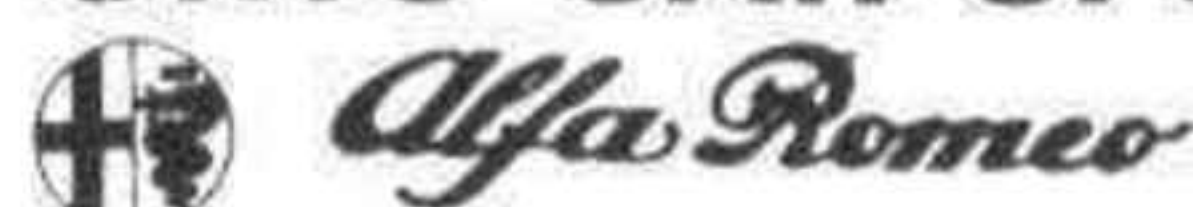
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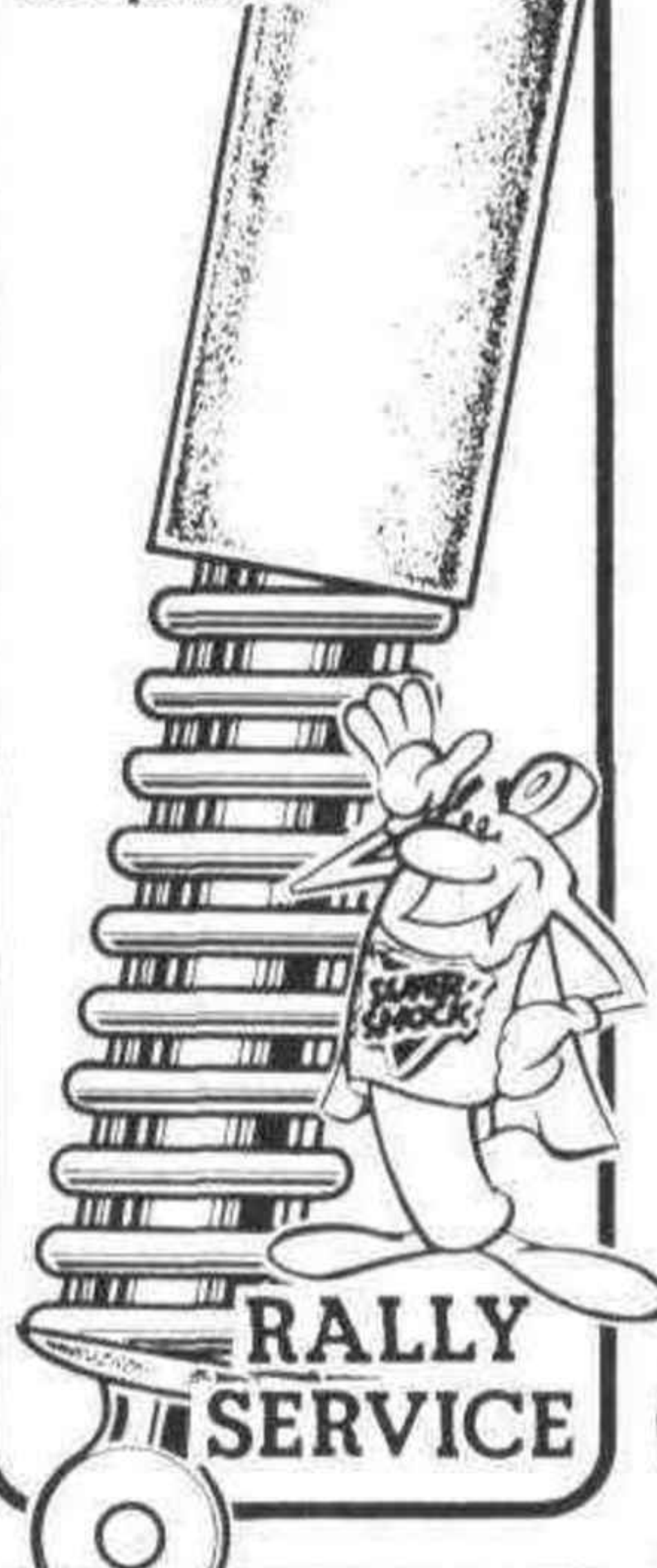
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Gilbert GT, Genie	N/A	N/A	N/A	16.76	N/A	N/A
Invader Mk 1 & 3	N/A	N/A	16.78	24.88	N/A	N/A
Invader Mk 2	N/A	N/A	24.88	24.88	N/A	N/A
Ginetta G15 & G21	N/A	N/A	15.40	16.76	N/A	N/A
Jaguar XJ-6, XJ12, XJS	21.55	26.50	16.78	19.45	16.60	16.60
Mk 7, 8, 9, XK140, XK150	27.05	27.05	16.78	16.78	11.40	11.40
"D" Type, 2.4, 3.4, 3.8, 340, 420	27.05	27.05	16.78	N/A	12.85	12.46
"E" Type, E Type 2, 2	27.05	25.70	16.78	19.45	N/A	N/A
Jensen Interceptor	30.55	30.55	16.78	16.78	N/A	N/A
Healey	26.50	26.50	12.10	12.10	N/A	N/A
Lancia Fulvia (All Models)	20.55	20.55	12.74	12.74	11.40	11.40
Beta Sedan, Beta Coupe, Gamma	38.60	38.60	N/A	N/A	18.55	18.55
Lotus 7 Series 2, 3, 4 & Europa	35.50	34.50	18.75	18.75	N/A	N/A
Elan Coupes S4, Sprint	42.15	39.90	18.75	N/A	N/A	N/A
Elite (60-63) & 74 on	35.50	39.90	16.76	N/A	N/A	N/A
Marcos Coupe	N/A	N/A	18.75	18.75	N/A	17.39
Mini	20.55	20.55	12.10	12.10	9.85	9.85
Morgan - 4, 61 on V8	20.55	N/A	12.10	N/A	N/A	N/A
Porsche 356, 49/50	21.50	N/A	12.74	12.74	N/A	N/A
356, 90 & 1600	21.55	21.55	12.74	12.74	11.40	9.85
911 71-78	39.90	33.05	N/A	19.45	N/A	17.25
924-75 on	38.60	23.40	N/A	N/A	N/A	N/A
Reliant Scimitar GT	N/A	N/A	23.50	N/A	N/A	N/A
Scimitar GTE 68 on (State Year)	35.50	35.50	23.50	23.50	N/A	N/A
Triumph Dolomite Sprint	25.05	25.05	17.45	16.76	14.00	12.46
2000, 2500TC & Stag	38.60	22.60	N/A	12.74	16.60	9.85
TR2, 3, 4, 4A, 5 & 6	20.55	Levers	12.10	Levers	11.40	Levers
TR7	38.60	22.60	N/A	12.74	N/A	N/A
TVR Griffin S200, 400, Vixen	33.35	33.35	16.76	16.76	N/A	N/A
S1, S2, Tuscan 3000M, 1800 etc						

Symbols: $\frac{1}{2}$ MacPherson Insert
 Levers See Lever Column for Price
 Kit Comprises of 2 Tele-Shocks - fitting kit to convert lever set up to telescopic

Shocks for road and competition



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Griffin Clubman H P	45.00
All BS2495/77 Race/Rally Specification	

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COIL SPRINGS	P & P 95p per pair	Rate	Colour Code	Pairs
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Escort Std. Height	Mex	145lbs	Forest	27.95
Escort World Cup	RS	100lbs	Red/Yellow	22.85
Escort Group 2		140lbs	Orange/White	24.10
Escort 11/1300		145lbs	Red/Blue	24.10
Chevette Front Forest			Blue/Green	28.10
Imp RAC Front		250lbs	Pink/Blue	22.60
Imp RAC Rear		550lbs	Pink/Green	27.80
Sprite Rally 10 1/2" Free length			White	22.10
Avenger Forest Front Handed			Yellow/White	26.75
			Red/White	26.75
			Blue/White	26.75
Avenger Forest Rear			Pink/Red	25.95
Toledo & 1500 Rally Front			Pink/White	22.25
Toledo & 1500 Rally Rear				
25% Upated Standard Ride Height				
Escort 11/1300			Red/Green	24.10
Cortina Mk1			Green/White	24.30
Cortina Mk2			Green	25.85
Capri 3000			Red/White/Blue	23.95
Chevette Front Tarmac			Pink/Yellow	28.10
Triumph TR2/6 Front			Pink/Orange	21.60
Triumph TR5/6 Rear			Yellow/Red/White	30.20
Triumph Herald Front			Yellow/Green/White	22.25
Magnum Front			Yellow/Blue/White	24.95
Magnum Rear			Yellow/Blue/Pink	23.40
MGB Coupe Front			Blue/Yellow	22.10
MGB GT Front			Orange/Yellow	22.10
Cortina Mk3 13/1600 Front				29.85
Cortina Mk3 13/1600 Rear				35.45
Standard Coil Springs				
Reliant Scimitar Front			Pink	26.85
Reliant Scimitar Rear			Green/White/Red	27.80
Lotus Elan (Front) S4/SE			Green/White/Blue	15.50
Lotus Elan Rear				20.50
Lotus Elan T2 Rear				22.00
Cortina 1600E & Lotus				25.95
25% Upated Lowered Springs				
Escort 11/1300 1" Lower				24.10

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	each		
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Escort Sport (Nov 1973-Dec 1974)	16.85	Marina Estate H/Duty 1972-74	20.85
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Cortina Mk II H/Duty 1968/9	17.25	Marina Saloon 1971-74	13.10
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Cortina Mk II GT H/Duty 1968-69	18.75	Austin A60 1962-69	17.10
Corsair/Cortina GT H/Duty 1964-67	19.00	Austin Healey 3000 Mk III	18.20
Healey Sprite Mk III & Midget Mk IV	21.30	Land Rover Fronts 88" (WB)	
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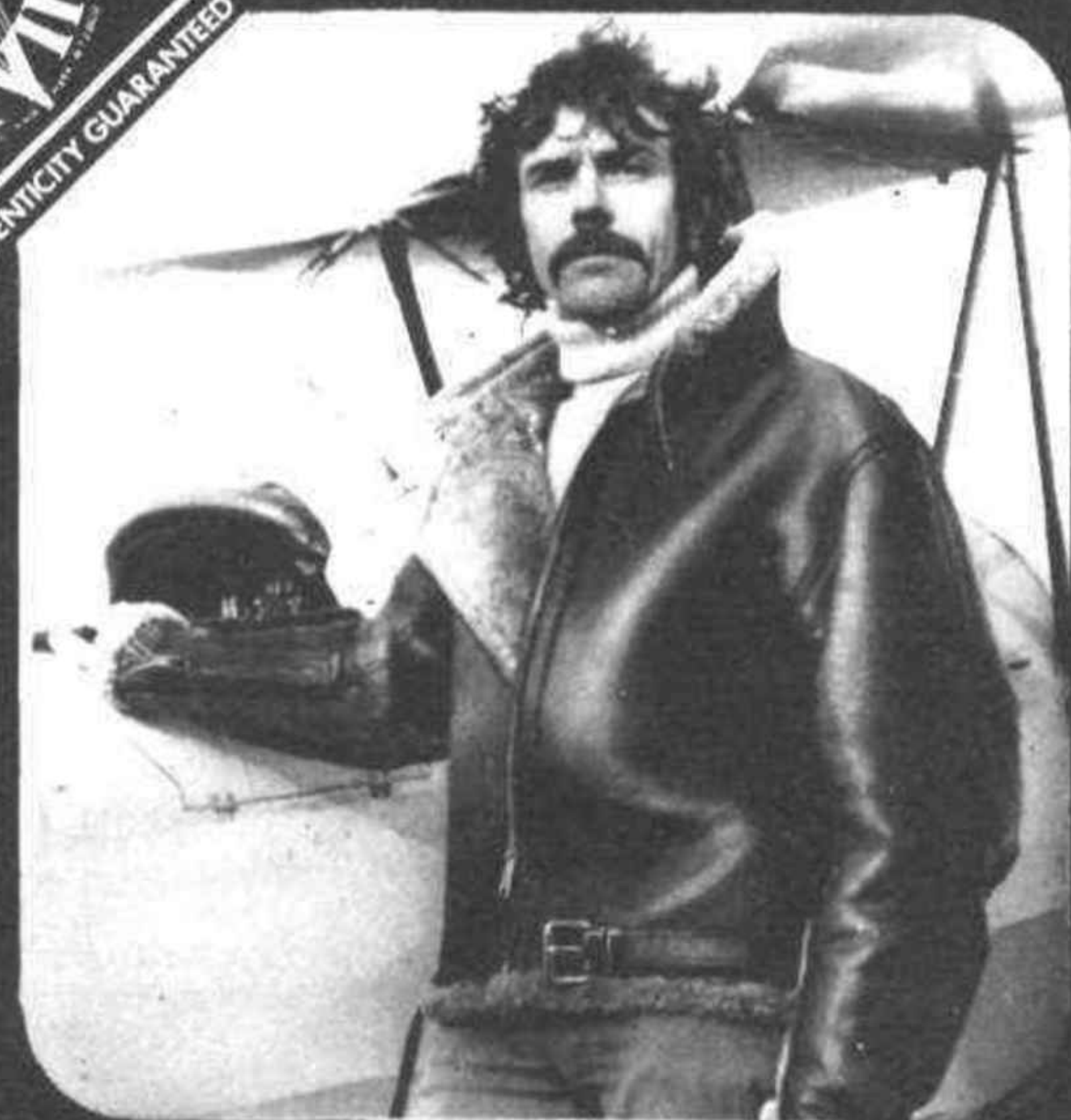
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TVR

TVR Convertible 3000S. Yellow, tan trim, radio	List
TVR Taimar. In black, black trim, red model band, moon roof	List
TVR 3000M. In gold, brown model band	List
TVR Taimar. In oyster gold, brown model band, sunroof	List

Scimitar

Scimitar GTE. Overdrive, in champagne, buckskin model band, chocolate trim, power steering, Wolfrace wheels	List
Scimitar GTE. Overdrive, carmen red, champagne model band, black trim, PAS, Wolfrace wheels	List

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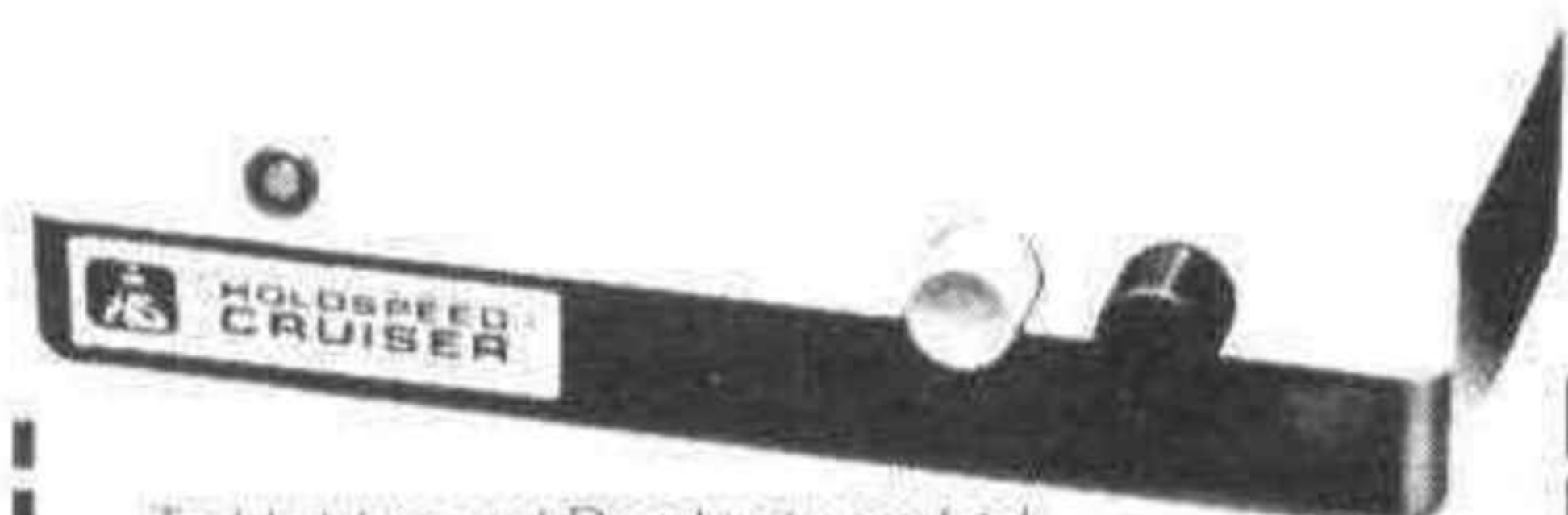
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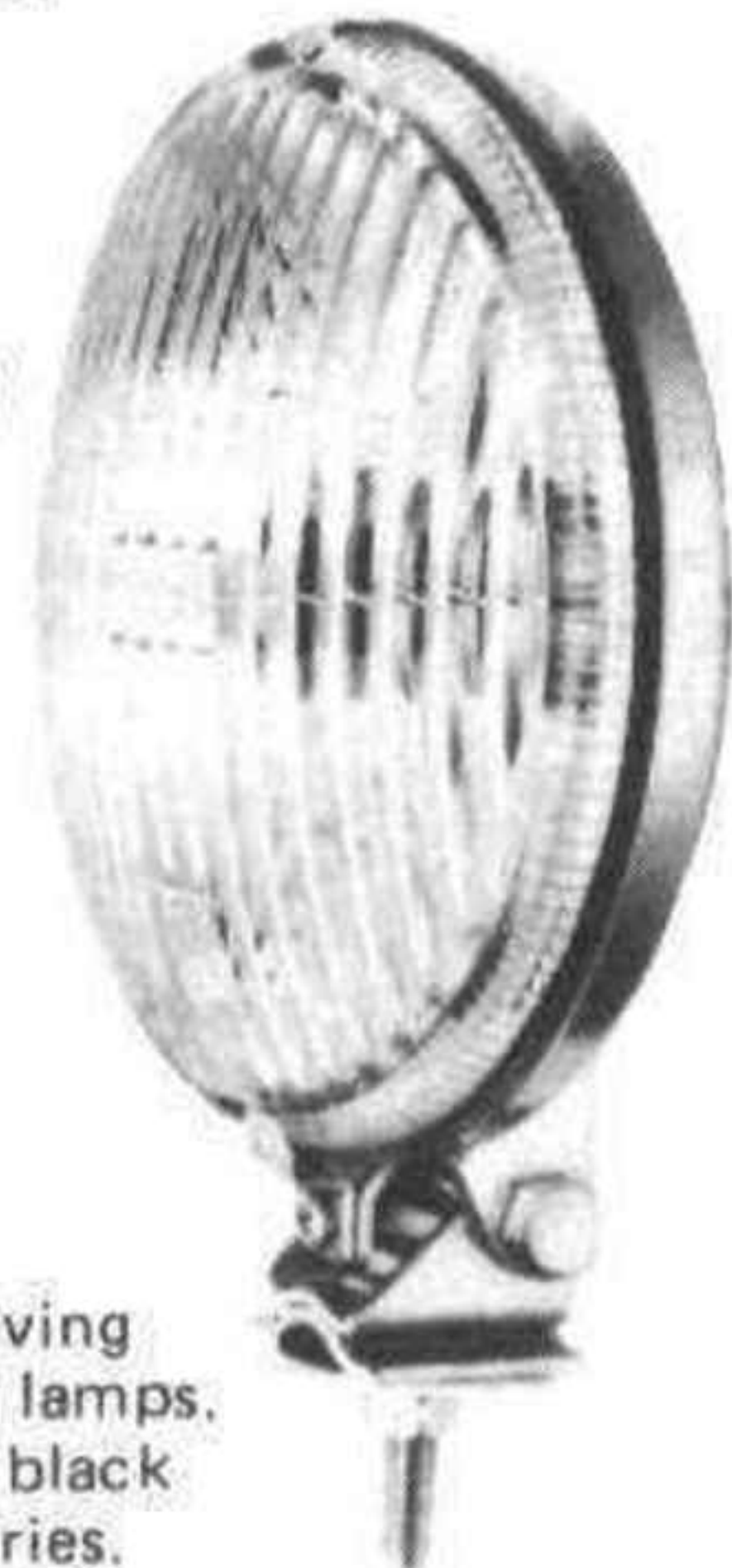


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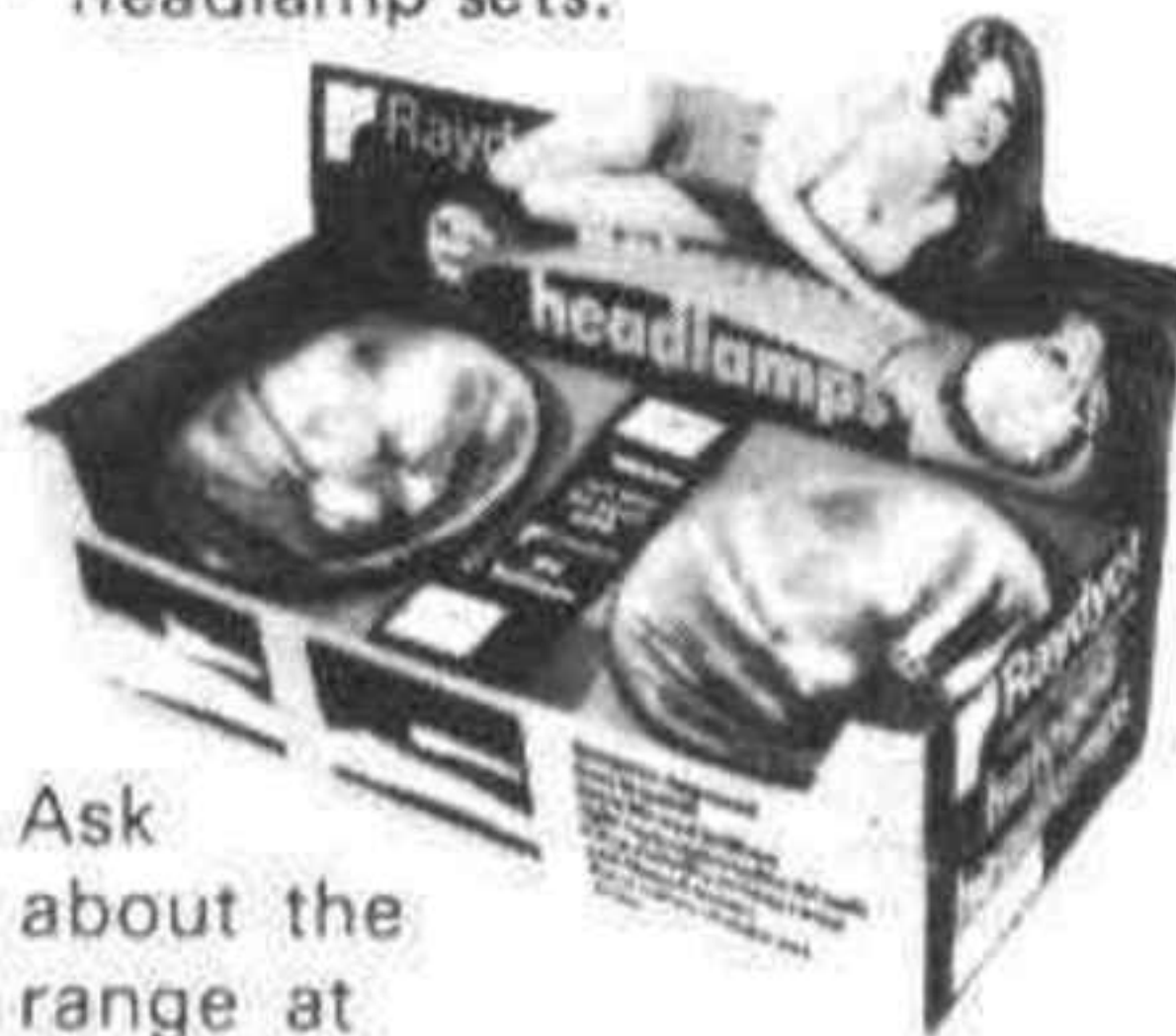
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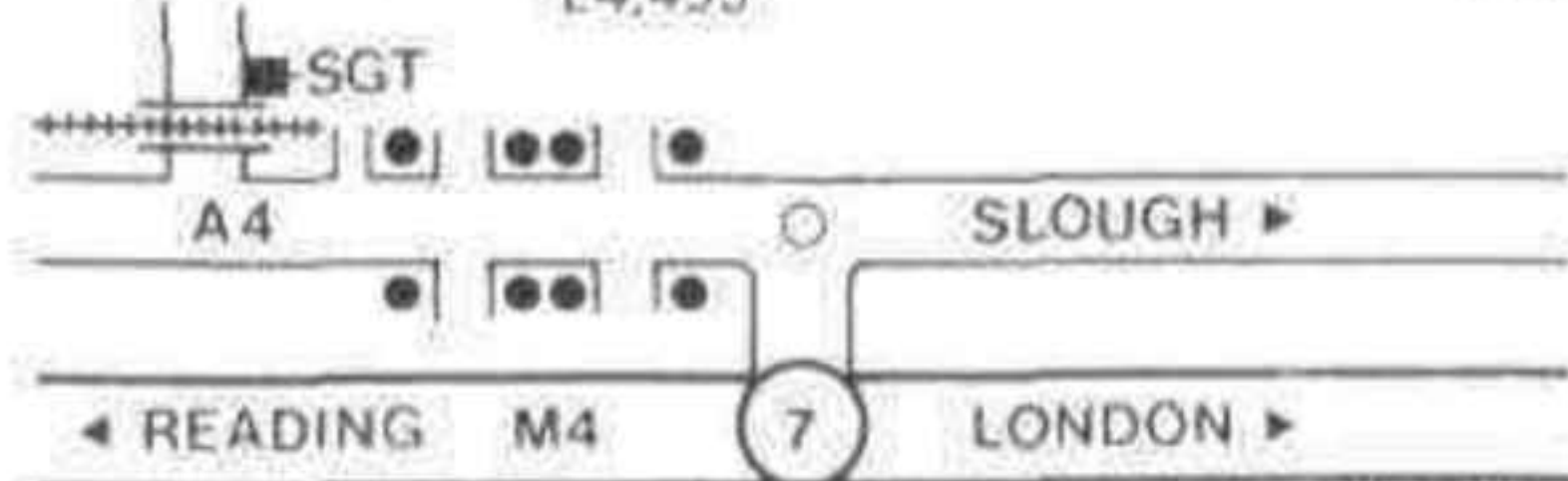
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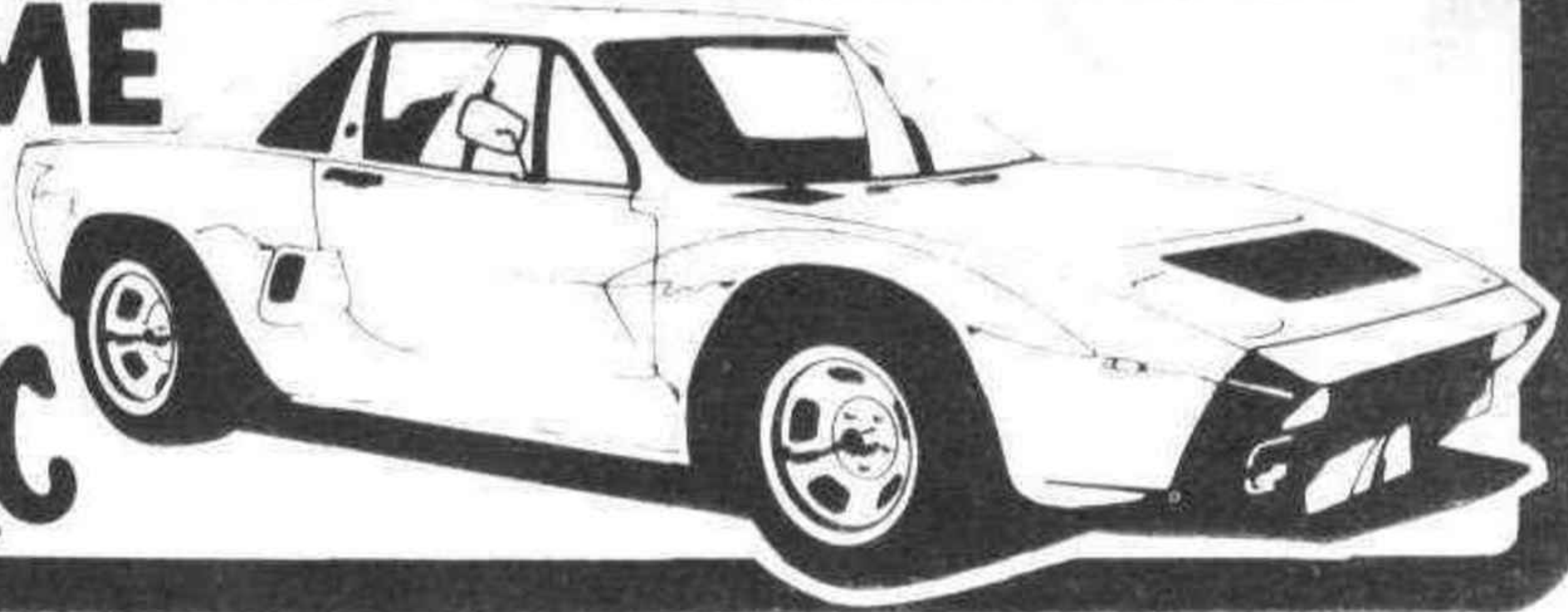


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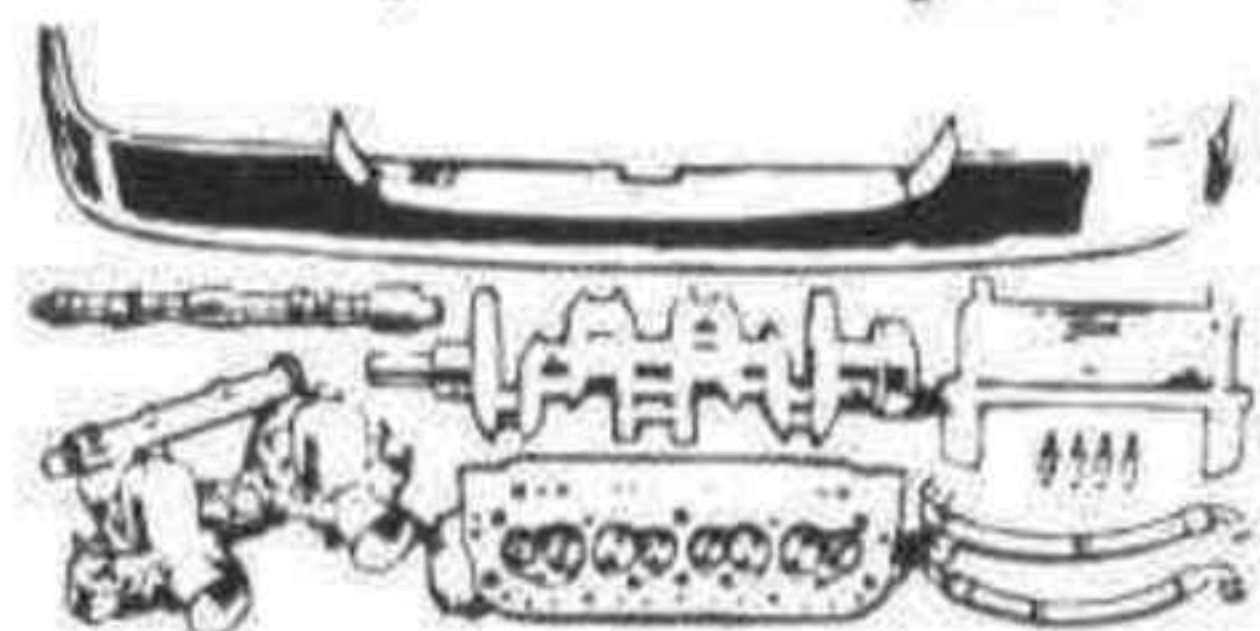
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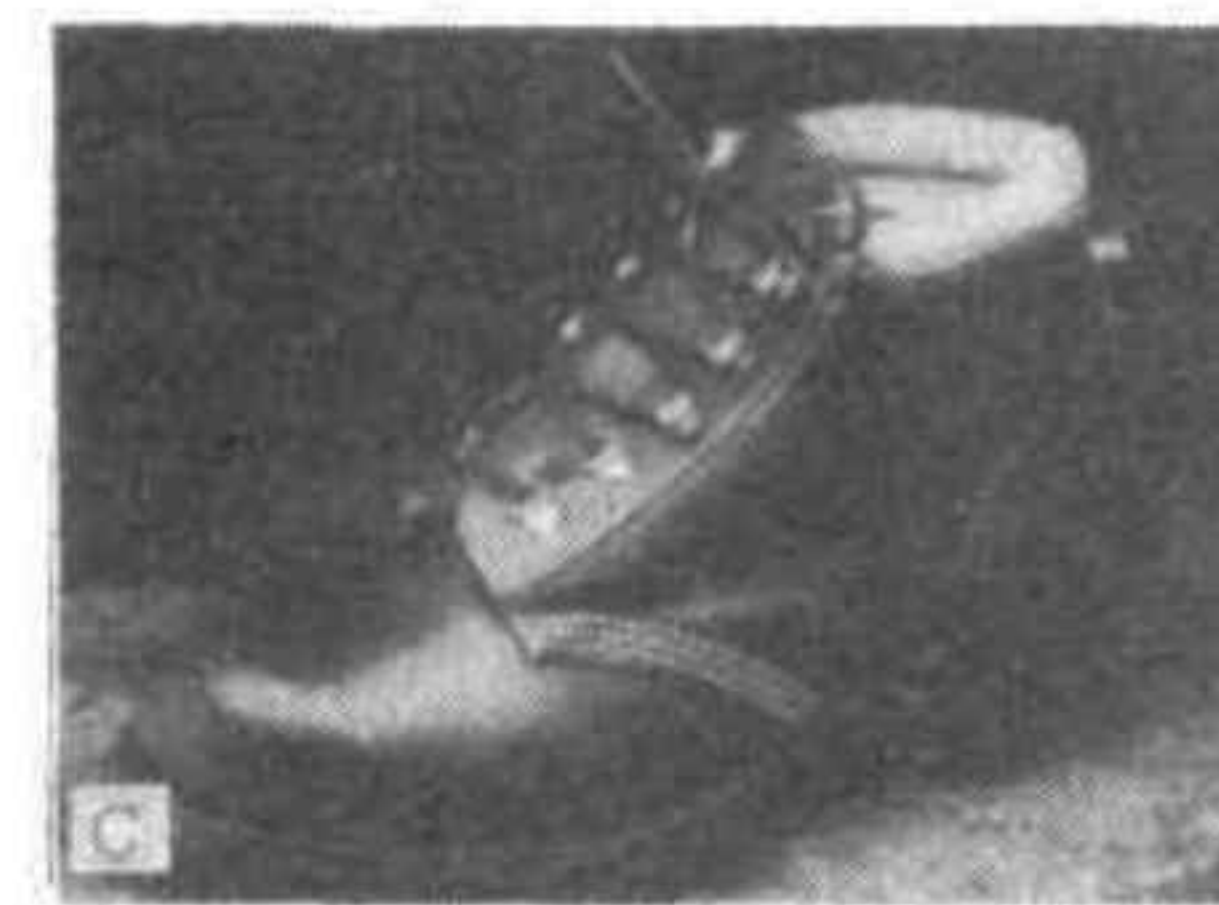


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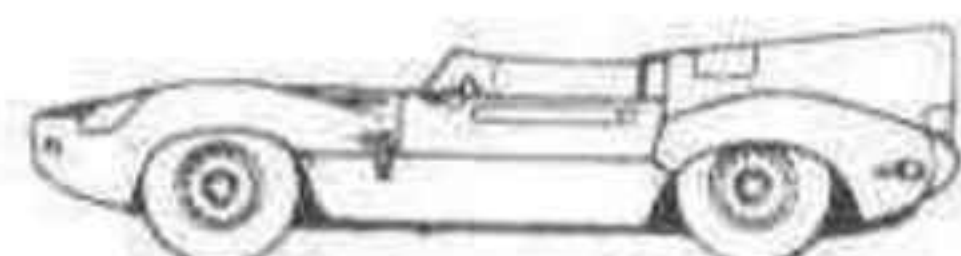
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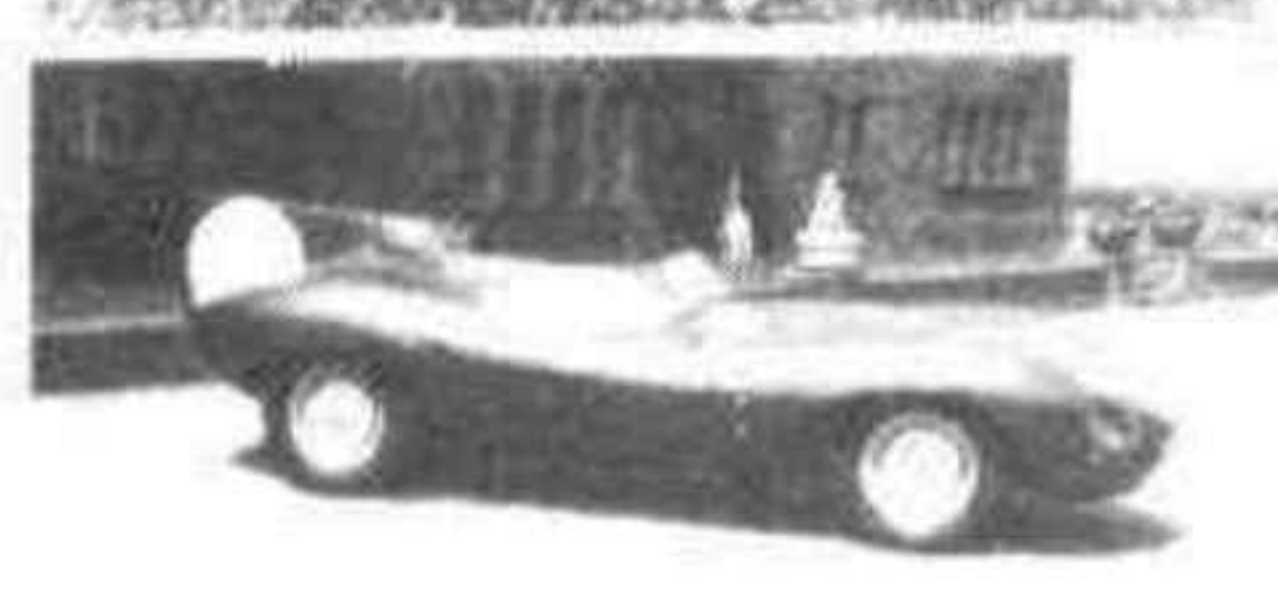
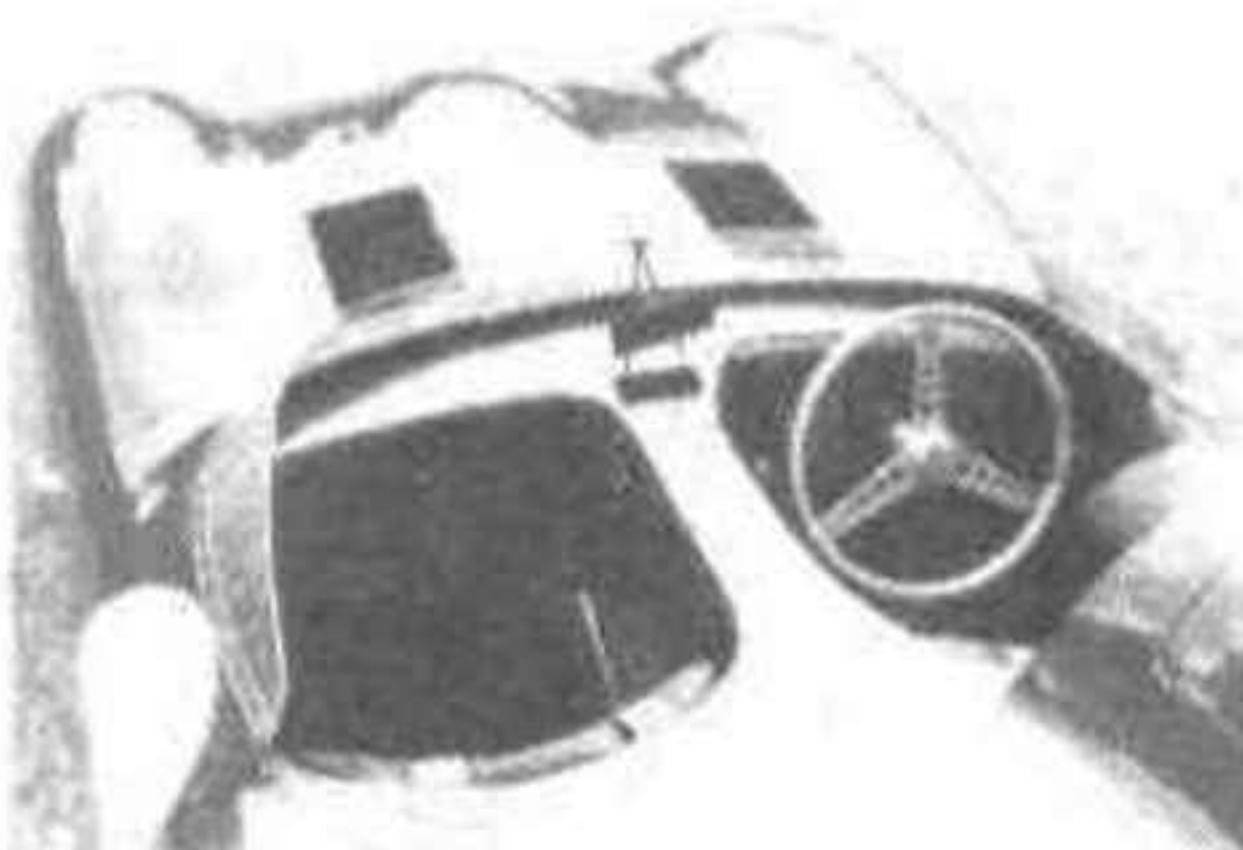
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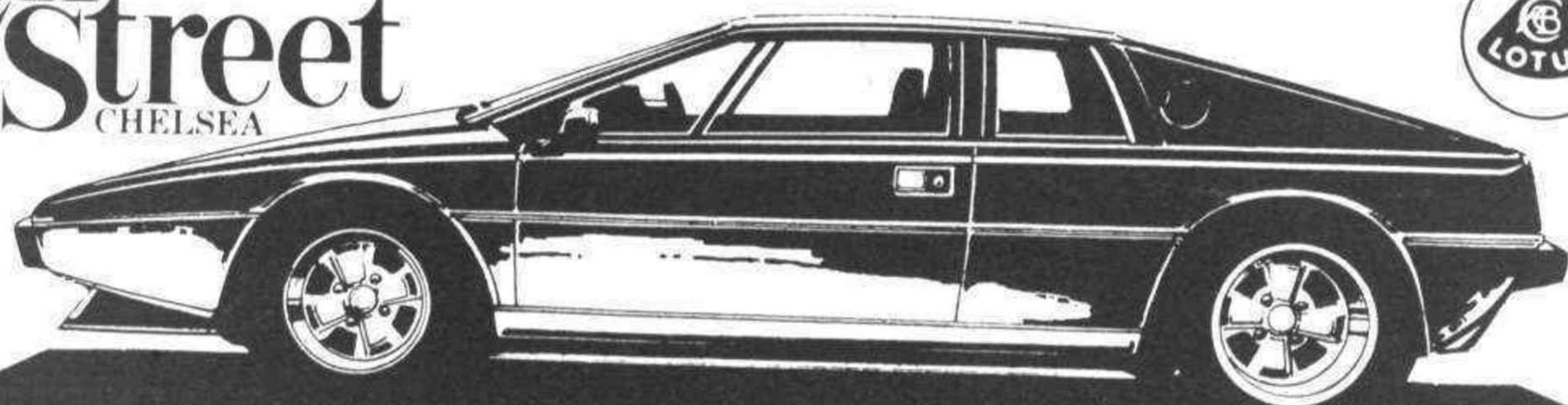
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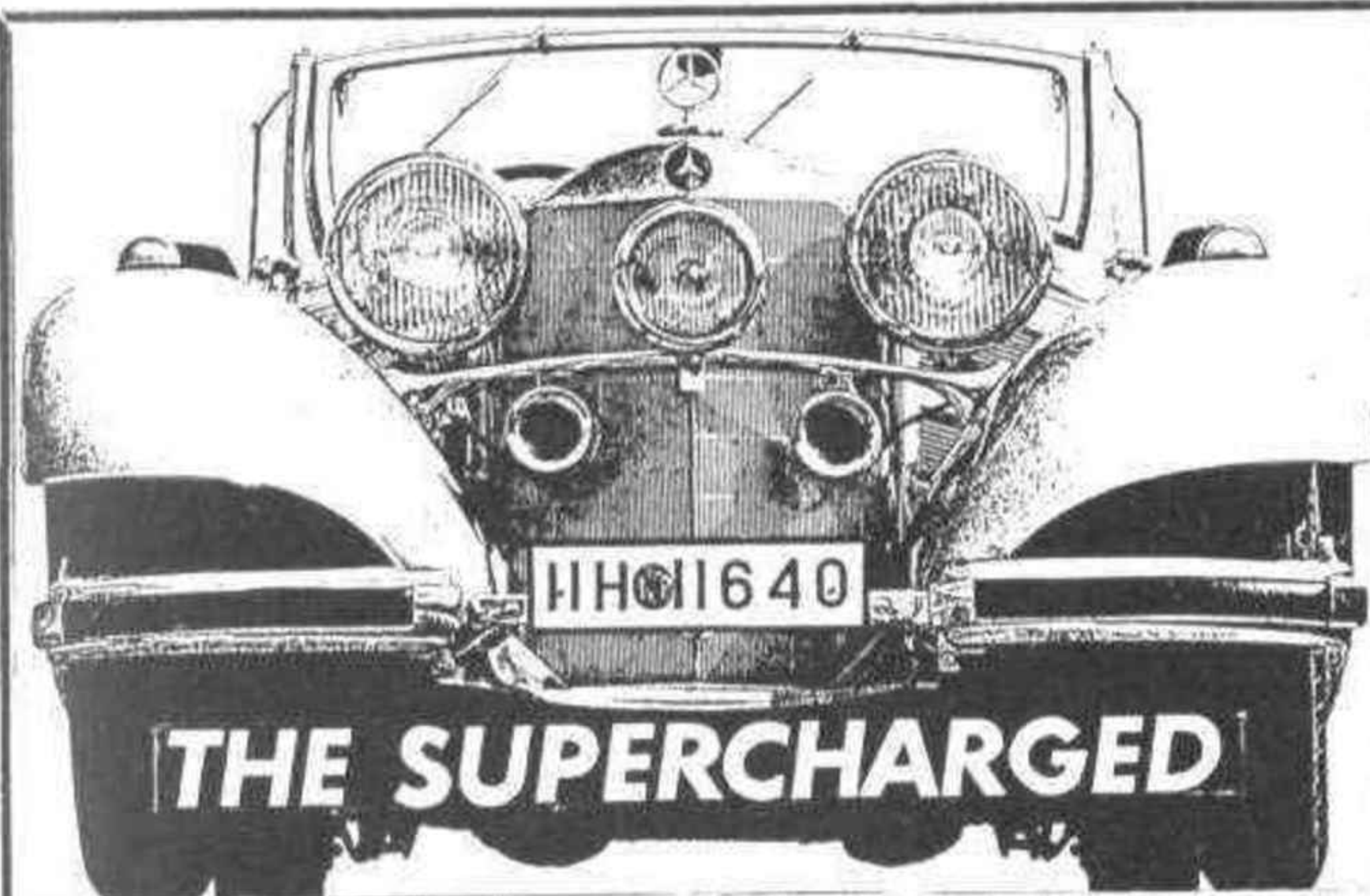
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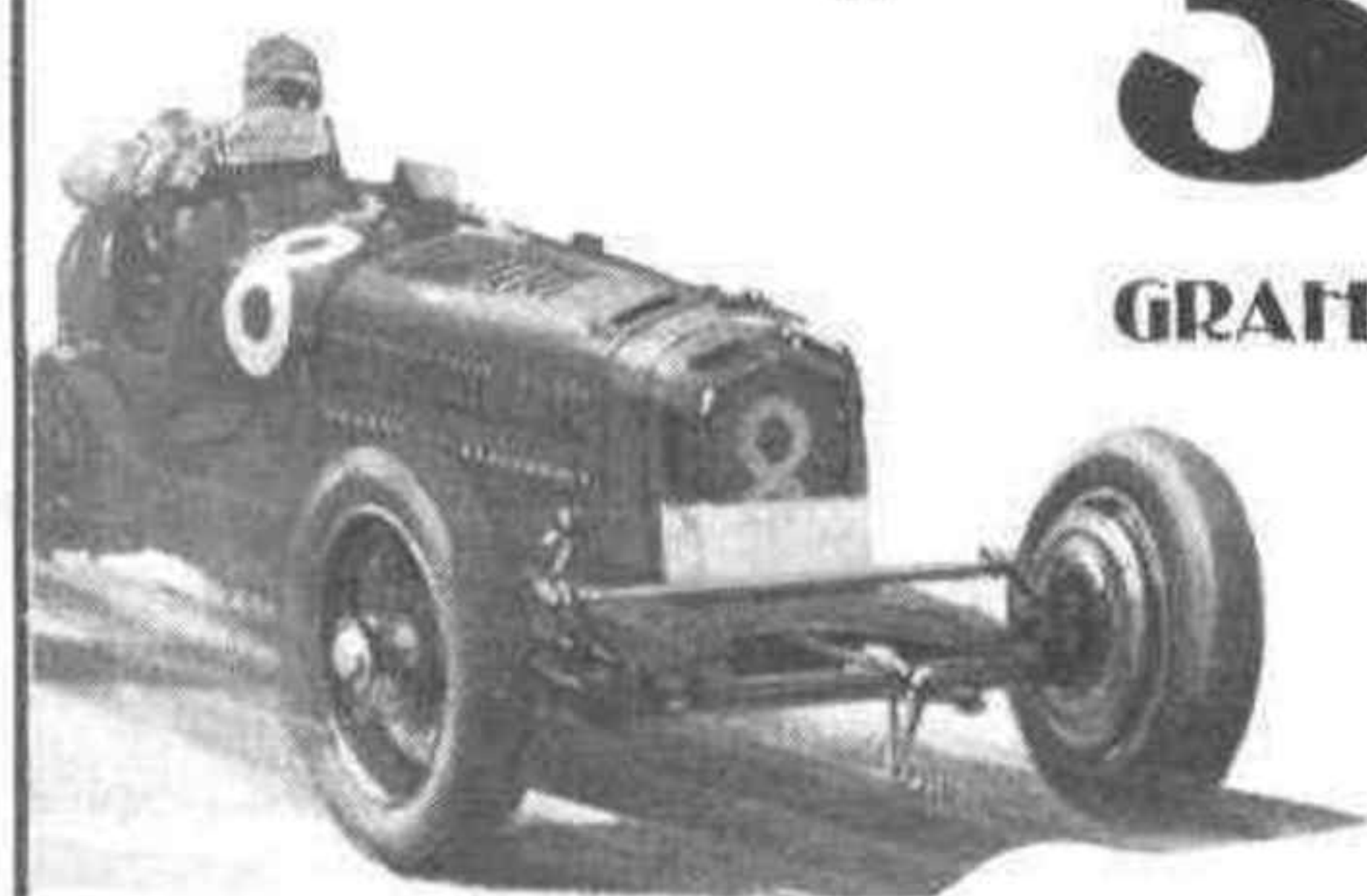
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Other details also give away the car's pedigree. The steering-column angle is adjustable, to give you the driving position you want. All the controls are easy to reach, and a full set of deeply-nacelled instruments faces you from behind the neat three-spoke steering-wheel: rev-counter, water temperature gauge, oil pressure gauge, fuel gauge, speedometer and clock. The pedals are well positioned for heel-and-toe gear changes, aided by a good-sized lever for selecting whichever of the five well-balanced ratios you want.



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The twin-cam engine is very willing to provide the performance which the car's pedigree cries out for. Its noise level goes up with speed, but all the noises are healthy mechanical ones, and the overall level is still quite subdued. Road noise is very low, and the suspension is firm without being harsh. It handles beautifully and the car simply begs to be driven hard and quickly.

There are one or two snags: when I tested the car the brakes were good to begin with but they tended to fade rather quickly. And while the Alfetta is a neat and compact car, the turning circle is disappointingly large. In the wet, the wipers seemed to keep the passenger's side of the windscreen clearer than the driver's - perhaps a consequence of the original design being for left-hand drive. However, these points apart, the Alfetta is a super car, immensely enjoyable to drive, and well worthy of the honoured Alfa name.

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Stirling Moss

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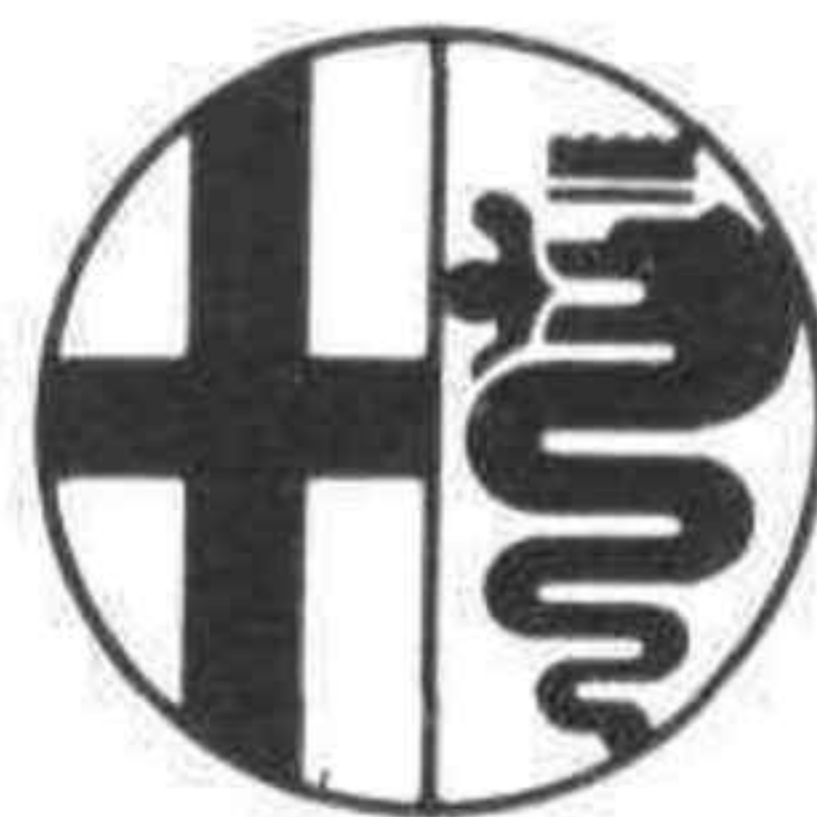
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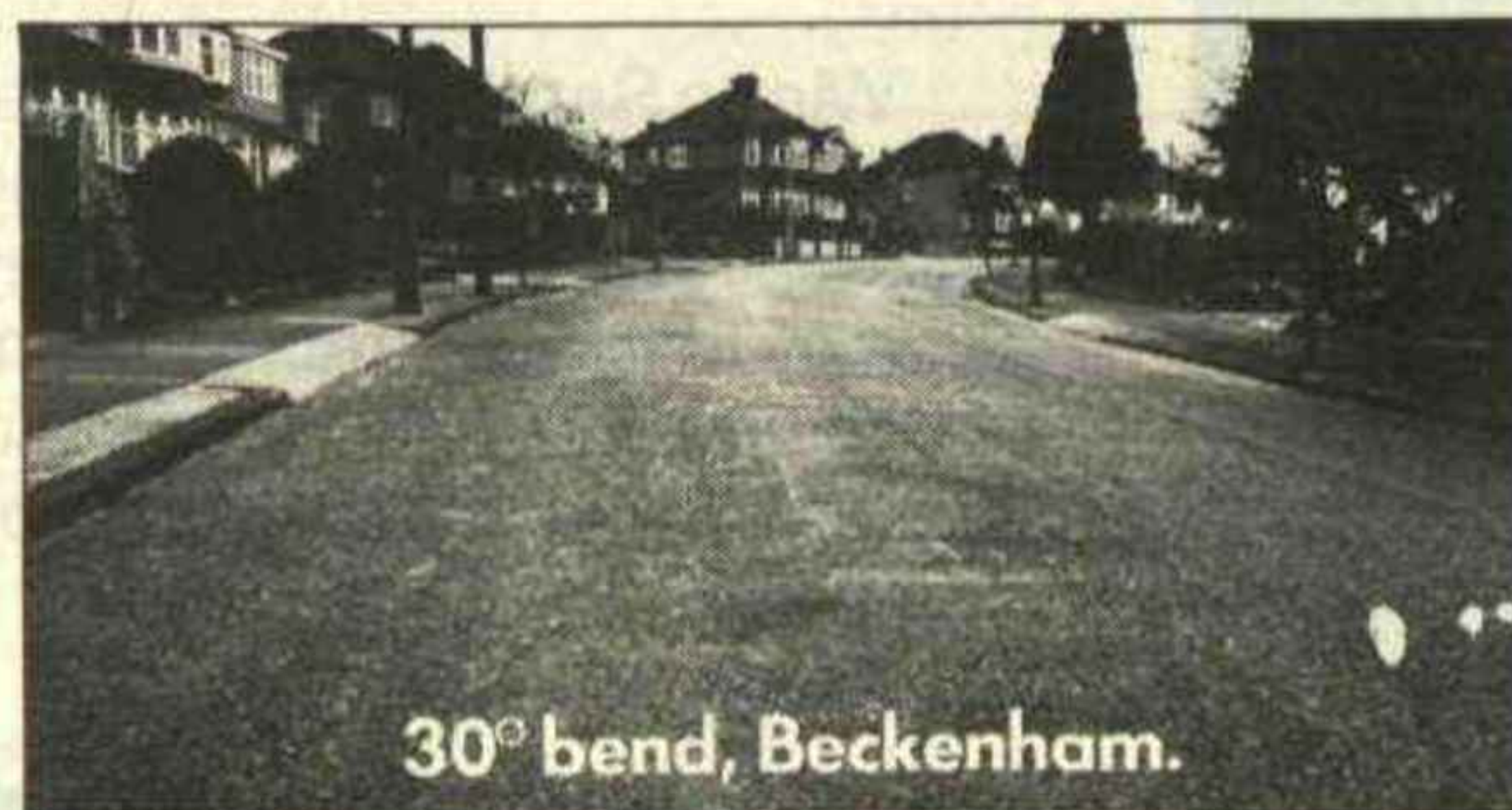
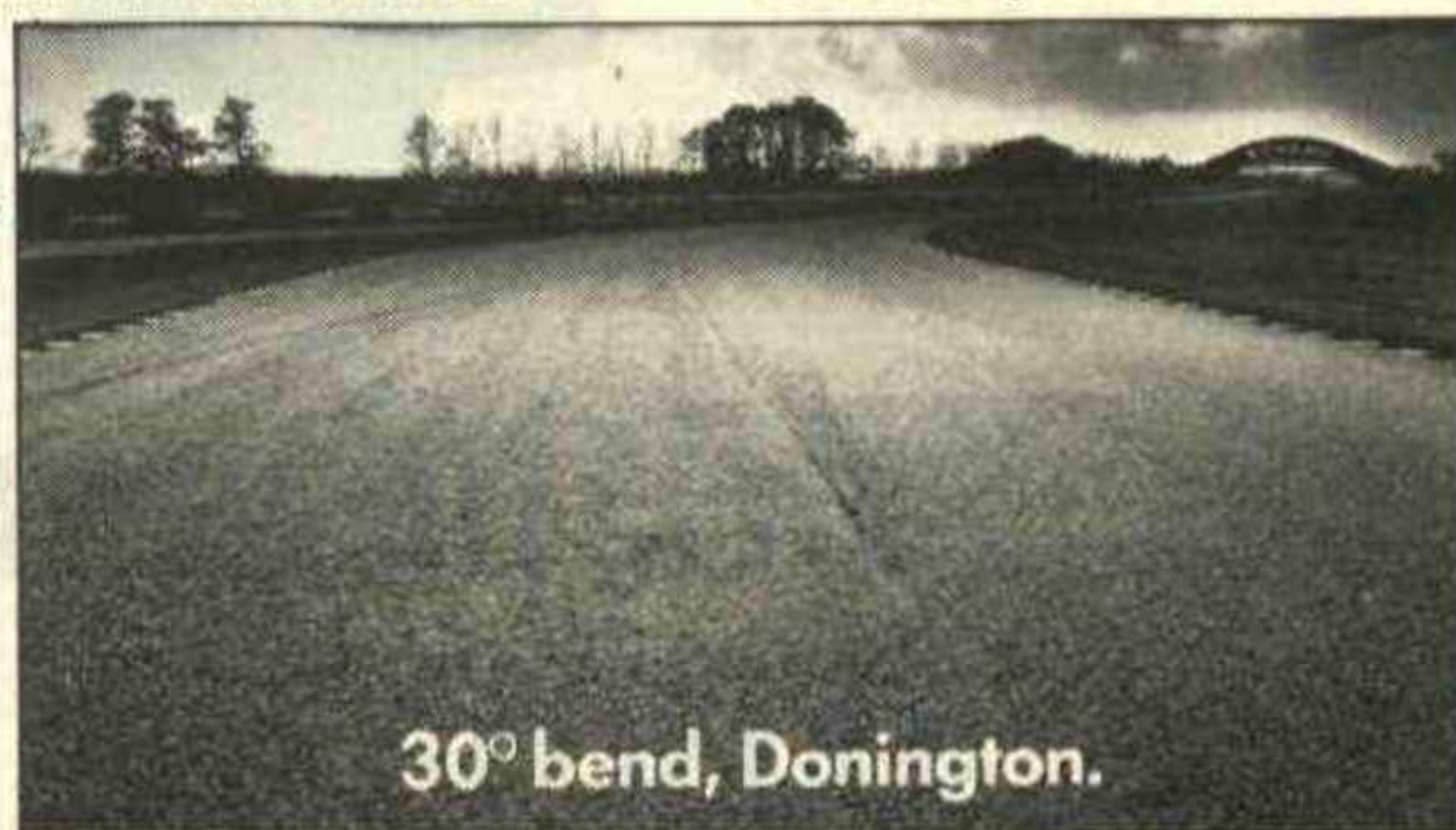
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Fifty-fifth year of publication
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Telephone 01-628 4741
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FRONT COVER PICTURE: By winning the Italian Grand Prix at Monza in Ferrari 312T4/040, Jody Scheckter (inset) clinched the World Championship for Drivers for himself and the Constructors' Championship for Ferrari.

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MATTERS OF MOMENT

■ HAPPY BIRTHDAY

While we are inclined to agree with D.S.J. that there are far too many anniversaries of varying periods being celebrated these days, no doubt encouraged, even invented, by the mass-media, we feel we must offer "Mini Happy Returns" to the little car designed twenty years ago for BMC, if only to salute the genius of 72-year-old Sir Alec Issigonis and perhaps to commiserate with him over the plaguism that has followed his brilliant concept — remembering, however, that imitation is said to be the sincerest form of flattery, and that other engineers have not been as brave as he in dropping their transmission in the lubricant or doing away with conventional springing.

The Editor of MOTOR SPORT remembers very well the advent of the then-new and quite breath-takingly revolutionary Morris Mini Minor, as it was released to the Press at Cowley in August 1959. It is significant that the only other completely-new cars that constituted a similar technical breakthrough were the Citroën 2cv, the Citroën DS, and the Rolls-Royce Silver Shadow — genius at each end of the motoring spectrum! In due course we were allocated one of the one hundred new Minis lent to the better-known motoring writers and journalists for a year's appraisal. This led to Gordon Wilkins being accused, during a TV interview, of having accepted a bribe from BMC. In fact, of course, it was very courageous of the Corporation to permit critics to conduct such an extended road-test of a completely new model.

For old-times' sake the Editor wished he had been allocated the Austin Seven version ("badge engineering") of what he soon dubbed the "minibric". But the de luxe Morris Mini Minor he ran for 10,000 miles in just over seven months served him very reliably — more so than the Morris 1100 that followed it. There were the now-characteristic failings, such as the damp, smelly carpets, much cacophony from the cooling fan until a differently-bladed one made some slight improvement, and a tendency for the ignition to get drowned in wet weather. The last-named snuff-out wasn't confined to the transverse engine of the Mini. We recall having a similar problem with an early Citroën 2cv, because we had forgotten to hang a little curtain over its frontal grille at the first sign of rain; and that was a car with transverse cylinders but with the power unit conventionally installed.

The Mini captivated us, as it did almost everyone, Royalty included, by its safe cornering, its spacious interior on an 8 ft. 6 in. wheelbase, and by its sheer "cheekiness". The later Mini-Coopers were just the kind of small cars that we have been thinking about recently, as the concept likely to carry the petrol conservation message to those used to, and able to afford, far bigger cars. The current limited-edition £3,300 Mini 1100 Special, with the reservations made below, is also just such a car.

So we wish to pay a very warm tribute to Sir Alec Issigonis, for his great and lasting Mini concept, his interest in motor-racing (with the rubber-suspended Lightweight Special he shared with his friend Dowson and which has been seen in action at Prescott in quite recent times in the hands of Dowson, Junr.), and also for his memorable utterings. One remembers Sir Alec saying the Mini is so safe there is no need for safety-harness, that its unusual driving-stance keeps the driver awake at all times, and that he hates anything big. The last-named is toned down by his design of the still-born 3½-litre Alvis and by the Austin/Morris 1800, which latter we regarded as a very desirable medium-class big-car, nicely sprung on Alex Moulton's Hydrolastic suspension system. Even if an early specimen of 1800 we were trying suffered an exhaust leak, caused by the movement of its transverse engine in relation to the bodyshell, which made the writer so ill that he nearly missed a Motor Show lunch at which he was placed next to Alec Issigonis, so that he was able to explain to the designer himself exactly why he had arrived late!

In order to commemorate the Mini's 20 years in production, with more than 4½-million of these cheeky little cars built, including 42,897 of the Cooper versions, the Editor rather reluctantly left the Rover 3500 in London recently and took away one of the aforementioned 45 b.h.p./40 m.p.g. Mini 1100 Specials. It is very fully equipped, does not feel a particularly small car, and has more than adequate performance, while retaining the "dodgeability" and road-clinging that are such pleasing Mini qualities. But it was disappointing to discover how little development has been done, otherwise. It is still possible to make terrible kangaroo take-offs with the sudden clutch and poorly-controlled torque-reaction, the cable-operated throttle still needed a jab on the accelerator every time the car was stopped, to obviate the idling revs. from climbing to an absurd figure, as on "my" 1959 Mini, and then the steering wheel vibrated like that of a commercial vehicle. The worse feature, however, is the high noise level, when cruising at 60 or 70 m.p.h., although the latter speed is done at only about 4,300 r.p.m. The row is most unpleasant



Sir Alec Issigonis

Continued overleaf

Motor Sport Fixture List for October

★ 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
Oct. 2nd/6th	AC di San Remo	San Remo	Italy	World Rally Championship (INT)	—
Oct. 5th/7th	Automobilklub Warszawa	Warsaw	Poland	European Rally Championship (INT)	—
Oct. 6th	Burnham-on-Sea MC	Marine Parade	Weston-Super-Mare	Weston National Speed Trials	14.15
Oct. 6th	BRSCC	Aintree Circuit	Liverpool	Race Meeting (R)	14.00
Oct. 6th/7th	ADAC-Nordrhein e.V.	Nurburgring	Germany	24 Hours Trans Europe Touring Car Race (INT)	—
Oct. 6th/7th	BRDC	Silverstone Circuit	Towcester, Northants	Race Meeting (Aurora Formula 1 Championship — Final Round) (INT)	11.45
Oct. 6th/7th	2300 Club	Main Street, Tobermory	Island of Mull	Tour of Mull (Motoring News Rally Championship) (R)	14.30
Oct. 7th	SCCA	Watkins Glen	USA	American Grand Prix (World Championship Round 15) (INT)	—
Oct. 7th	750 MC	Donington Park Circuit	Derby	Birkett Six Hour Relay Race (R)	12.00
Oct. 7th	Shenstone & District CC	Bull's Inn, Shenstone	Nr. Lichfield	Buxton Trophy Rally (R)	08.00
Oct. 7th	BARC (SW)	Gurston Down (Off A354)	Broadchalke, Salisbury	Hill Climb (R)	14.00
Oct. 7th	BARC	Snetterton Circuit	Thetford, Norfolk	Race Meeting (R)	14.00
Oct. 7th	BRSCC	Brands Hatch Circuit, Fawkham	Dartford, Kent	Race Meeting (R)	14.00
Oct. 7th	Thames Estuary Automobile Club	Lydden Hill Circuit	Canterbury, Kent	Formula Vee Championship Race Meeting (R)	14.15
Oct. 7th	Nottingham Sports Car Club	Croft Autodrome	Darlington	Race Meeting (R)	14.00
Oct. 13th	Wolverhampton & South Staffs CC	Park Avenue Municipal Car Park, Aberystwyth	Wales	Castrol '79 Rally (Castrol/Autosport National Rally Championship)	08.00
Oct. 13th	West Lancs MC	Aintree Circuit	Liverpool	Single Venue Stage Rally	—
Oct. 13th	Peterborough MC	Silverstone Circuit	Towcester, Northants	Race Meeting (R)	14.00
Oct. 13th/14th	OASC		Austria	OASC Rally (European Rally Championship) (INT)	—
Oct. 13th/14th	ASA Morvan		France	Chataigne Rally (European Rally Championship) (INT)	—
Oct. 14th	BARC	Brands Hatch Circuit, Fawkham	Dartford, Kent	Race Meeting (R)	14.00
Oct. 14th	BARC	Mallory Park Circuit, Kirby, Mallory	Leicester	Race Meeting (R)	14.00
Oct. 14th	Scottish Motor Racing Club	Ingliston Circuit	Edinburgh	Race Meeting (R)	14.00
Oct. 19th/20th	Mid Antrim MC		Ireland	Ulster Rally (INT)	—
Oct. 19th/20th	Real Automovil Club de Espana		Spain	Spanish Rally (European Rally Championship) (INT)	—
Oct. 20th/21st	Devizes & District MC	Central Car Park, Devizes, Wilts	173/006614	Road Rally Championships (R)	23.00
Oct. 20th	Hagley & District Light CC	Stone Manor Hotel, Mustow Green	Kidderminster, Worcs.	Ken Wharton Memorial Autotests (N)	10.30
Oct. 20th	750 MC	Silverstone Circuit	Towcester, Northants	Race Meeting (R)	14.00
Oct. 20th	Texaco	Donington Park Circuit	Derby	Rallysprint	—
Oct. 21st	Liverpool MC	Ty Draw	116/108 715	Production Car Trial (C7)	10.30
Oct. 21st	BRSCC	Mallory Park Circuit, Kirkby, Mallory	Leicester	Race Meeting (R)	14.00
Oct. 21st	BRSCC	Snetterton Circuit	Thetford, Norfolk	Race Meeting (R)	14.00
Oct. 21st	BRSCC	Croft Autodrome	Darlington	Race Meeting (R)	14.45
Oct. 28th	BARC	Thrupton Circuit	Andover, Hants	Race Meeting (R)	14.00
Oct. 28th	Hagley & District Light CC	Gorcott Hill, Redditch (Off A435)	OS 139 089689	Production Car Trial (C)	10.30
Oct. 28th	Donington Racing Club	Donington Park Circuit	Derby	Race Meeting (Donington GT Championship) (R)	14.00
Nov. 3rd	BARC	Thrupton Circuit	Andover	SIP-Link TV Raceday (R)	13.00

MATTERS OF MOMENT

Continued from previous page

and it spoils this and other Minis. That these little cars have headed the BL sales-charts makes one wonder whether the British nation is becoming hard-of-hearing . . .

Otherwise, this Mini 1100 Special is a good adjunct to a larger car, as are the other Minis, starting from £2,289. But the noise problem is unfortunate, as is the harsh ride from the rubbers. If Issigonis had been able to use the engine he had originally wanted, if the fan behind the still side located radiator could be quietened, if when, to obviate carburettor icing and an inaccessible ignition distributor, the power unit was turned through 180° it had been given a redesigned camshaft and revised porting to enable it to run the other way, instead of just introducing an extra gear-wheel into the drive-train, the Mini might not have been so drastically left behind, noise-wise, compared with other f.w.d. small cars. Incidentally, this Mini Special still uses 10 in. tyres, designed by Dunlops specially for the first Minis — Dunlop SP Sport Formula 70s on the test car.

Nevertheless, Sir Alec Issigonis must have the respect of us all over his ingenious ADO 15 design, which has been so widely copied since 1959. It proved the full effectiveness of the front-wheel-drive layout for the lower-powered, smaller cars, a layout which Alvis and BSA had pioneered in this country and which Citroën introduced so successfully to the family-car market long before the war, DKW (with transverse-engine by 1931), Adler and others likewise believing in it. No longer need we fear dramatic accidents, as once happened, due to

seizure of the drive-shaft universal joints, as some feared front-wheel-brakes when they were first generally introduced, circa 1923. Indeed, with Mark Snowden of Austin/Morris stating that rear-wheel-drive will not figure in future models and General Motors having just brought out a front-drive Opel Kadett, anyone who still feels that it is "against nature" to steer wheels that the drive-line is trying to pull straight will soon have only the Reliant Kitten and the Vauxhall Chevette from which to choose. One suspects, too, that the existing Chevette will give way to a f.w.d. version, just as the new Ford Escort will adopt this form of drive.

It was the universal use of f.w.d. as a space-saver that is the real tribute to the foresight and technical skill of Sir Alec Issigonis, together with the fact that his transverse-engine arrangement is now used for the Austin Allegro and Maxi, Talbot Horizon and Alpine, the big Citroëns, the Colts, all the Datsun range, the smaller Fiats including the new Strada, the Ford Fiesta, the Honda family, the Lancia Beta, the smaller Peugeots, the Renault 14, the BL Princess, by Volkswagen from Polo to Scirocco, by Daihatsu in the new Charade and for the latest Opel Kadett, etc. Recognition of genius, at the highest level! Sir Alec, and the Mini, we salute you . . .

Motorfair Cancelled

Motorfair, London's motor show which was to have been held at Earls Court from October 17th to 28th will not now take place. Behind the cancellation lies a conflict between Motorfair's organisers and the Society of Manufacturers and Traders. The Motorfair organisers have alleged that the SMM & T has applied pressure on its

members not to participate in Motorfair and have begun legal action against the SMM & T to clarify the legal standing of the exhibition clause in the Society's membership agreement.

The cancellation was made too late to withdraw the advertisement for Motorfair appearing on page 1480 of this issue.

New World Land Speed Record

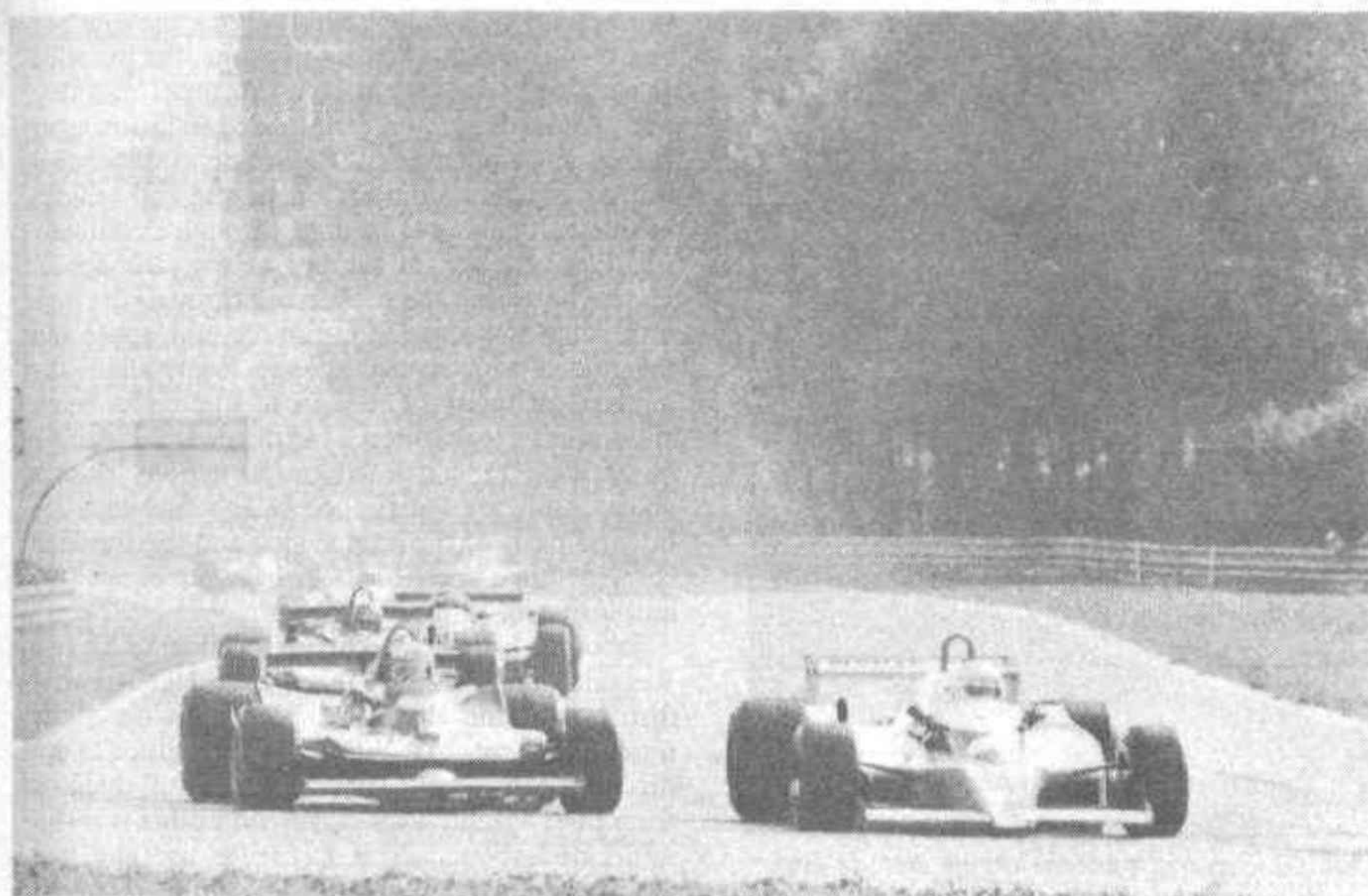
HOLLYWOOD stunt driver Stan Barrett has set a new World Land Speed Record at Bonneville Salt Flats, Utah, USA. Driving a 48,000 h.p. rocket car, Barrett raised Gary Gabelich's nine-year-old record of 631.367 m.p.h., set in "Blue Flame", to 638.637 m.p.h. Bonneville proved too rough to let Barrett break the sound barrier on land (between 740-780 m.p.h.). He is now negotiating with the US Government for the use of a huge USAAF runway in California to make another attempt at the sound barrier. As Barrett ended his record-breaking run on the 6.5 mile salt-flat strip, one of his two braking parachutes failed to open and at 400 m.p.h. his cockpit canopy flew off. He was uninjured and stopped safely on one parachute.

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Arnoux leads Scheckter and Villeneuve after powering past the leading Ferrari at the start of lap 2.

The Italian Grand Prix

Forza Ferrari

Monza, September 9th

ON ARRIVAL at Monza the most noteworthy thing to see was the first-class job the Automobile Club of Italy had made of the pits and paddock facilities. By very clever pruning of the existing pits and the wall between the pit road and the track they had effectively made the pit road three cars width in place of the previous two. Openings had been cut in the pit counters to facilitate the passage through the pits into the paddock behind, and the area behind the pits had been totally transformed. A vast clearing out of existing buildings and fences had been replaced by an enormous tarmac area big enough to house all the team transporters, motor homes, caravans, tents and all the paraphernalia that seventeen teams bring with them to a Grand Prix. Everyone working within the pit area was delighted with the improvements, while out on the circuit the drivers were all delighted with the tree clearing carried out around the Lesmo corners and the run-off areas provided. Until this moment there was a strong undercurrent of opinion to move the Italian Grand Prix to the Imola circuit, near Bologna, but throughout the three days of the Grand Prix this undercurrent subsided and everyone seemed to be saying "why do we want to go to Imola?"

The Italian weather man was in good form and blue skies and bright sunshine was the order of the day, though long-distance visibility was restricted by a heat-haze and you would never have known there were rugged mountain peaks some 60 miles north of Monza. On the driver front there was one change and one return: the Ensign team were giving the Formula Two champion Marc Surer, from Switzerland, a try in MN09 in place of Patrick Gaillard. There were two works Alfa Romeos entered and the second one was driven by Vittorio Brambilla, making a most welcome return after exactly one year away. It will be recalled that he was involved in the big accident that killed Ronnie Peterson last year. Poor Brambilla was involved through no fault of his own and was a completely innocent party,

suffering severe head injuries, while some of those responsible for the multiple pile-up got away scot-free. Brambilla took a long while to recover from the crash and did not test-drive a racing car until a few weeks ago, but was now fit enough to tackle a complete Grand Prix. Carlo Chiti's Autodelta department of Alfa Romeo had completed a brand new car with the latest V12-cylinder engine, which Bruno Giacomelli was to drive, so they entered Brambilla with the earlier car with the flat-12 engine.

All the regular teams were little changed, only detail differences being noticeable, such as fins and aerofoils as small as possible in the interests of straight-line speed, brake cooling ducts and different caliper and disc arrangement for some, as brakes are vital at Monza, and the best engines possible, for power is all important. The Team Lotus drivers were still with Type 79 cars, though by now so altered from last year that they would have become Type 80, if that number had not already been delegated to the 1979 car which unfortunately did not work as intended. Team Tyrrell had centrally mounted rear aerofoils on both their race cars, and the old style of end-plate mounting on the spare car. The Ferrari drivers each had a pair of cars at their disposal, one a normal T4 and the other a T4B, with twin-caliper brakes in place of the normal single-caliper layout, and with the rear brakes now mounted outboard which entailed a redesigned top to the bodywork to scoop air into ducts leading to the outboard brakes.

Emerson Fittipaldi had three cars with him, his old faithful F5A/1, the rather disappointing revised F6A/1 and a brand new F6A-1/2, which was being finished off in the paddock. Two of the Shadows had the latest suspension fore and aft, with the outboard rear brake layout, and the spare car had the inboard rear brake set-up. Rosberg was all set to use Wolf WR8, with lower-drag aerodynamic devices, with WR9 as a back-up car, and the Rebaque team were about to run their new car for the first time.

A nice touch by the organisers was to let

Vittorio Brambilla be the first to leave the pit lane when testing began at 10 a.m. on Friday morning. Already a largish crowd was in the Autodromo and he got a good send off. The Ferrari drivers were divided in their opinion about their cars, Scheckter trying both his and remaining undecided, while Villeneuve had already settled for the 4B in pre-practice testing, but ran his T4 for the morning session. It did not take long for the faster drivers to find that brakes were still a problem at Monza, not due to the way they functioned but the temperatures they were running, which made for inconsistency. Renault were trying a new disc arrangement and new calipers on the front of Jabouille's car, and Ligier were keeping a close eye on their own brakes. Each lap the brakes are applied four times and really hard, knocking speed down from maximum, or near maximum, to second gear speeds. This meant that pad and disc temperatures were pretty high, so as much ducting of cold air as possible seemed necessary. However, the straight bits between the four brake applications were all long enough to reach high speeds and cool the brakes down too much, so that the next application found a slight time lag while the pads rose to their working temperature again. It hardly seems possible that brakes can get too cool, but that is what was happening, so there was some blanking off of air ducts and a close watch kept on temperatures, because just as you can have the brakes too cool for maximum efficiency, you can also have them too hot. A temperature controlled for a few laps fast practice would not necessarily be good for an entire race, so there was quite a bit of "tuning" to find the optimum. Scheckter was interested in a short-life qualifying set-up, preferring the brakes to be there the instant he touched the pedal, even if they would not last out 50 laps like that.

Engines are equally important at Monza, for like the use of brakes where there are no half-measures, the accelerator pedal is either hard down or right up, there is no feathering or part-throttle running at Monza. Regazzoni's engine in his Williams FW07/1 was feeling a bit down on power so it was arranged for him to use the spare car in the afternoon timed session. Jabouille was happy enough with the engine in his car RS11, but not so happy with the handling, for it did not respond to small changes of adjustment as the other two cars did, yet nothing could be found to be wrong. He more or less decided to abandon it and use the spare car, RS10, which was the original twin-turbo car.

During the afternoon timed session of one and a half hours it was no time at all before Arnoux (Renault) and Jones (Williams) were setting the pace, with Laffite (Ligier) and the two Ferrari drivers well in there. Already a time below 1 min. 35 sec. was needed for the front row of the grid, and the existing lap record stood at 1 min. 38.23 sec., while the fastest practice time last year was 1 min. 37.52 sec. Improvements were expected, but not so much. It has been obvious all season that the pace being set by Renault, Williams, Ferrari and Ligier is a furious one and the continual improvements we keep getting in lap times indicates just how hard they are all trying, but it does mean that anyone not on the pace is getting left embarrassingly far behind. Rosberg was set back when the water pump on WR8 cracked, and he had to use the slower WR9, and Laffite tried the spare Ligier which had a different spring-rate set-up. Newcomer Surer ended practice abruptly when the engine in the Ensign seized up and there was no spare car. Jabouille was out in the spare Renault, but lapping a second slower than



After Arnoux's demise, Laffite was the only driver to challenge the Ferraris, until the engine blew in Ligier JS11/02.

Arnoux, though Regazzoni was not too far behind Jones. Picquet tried the spare Brabham BT48 and then Tambay moved across too soon and collided with Jones who was just overtaking him. The Williams had been obscured by Fittipaldi's car, for which Tambay had moved out of the way. A rear wheel of the McLaren hit the side-pod of the Williams which bounced off into the rough, leaving it there slightly damaged, while the McLaren carried on. With Regazzoni using the spare car, and going well, there was nothing for Jones to do except stand around and watch the others. Both the Ligier and the Wolf teams were having trouble with their cars behaving like

porpoises at maximum speed, which was very unnerving for the drivers, and Laffite was getting very short-tempered with the situation. In spite of having to miss the last part of the timed session Alan Jones was still second to Arnoux, but only a fraction ahead of Villeneuve, these three being the only drivers to get below the 1 min. 35 sec. barrier. Some were not even below 1 min. 40 sec. and quite a lot were nowhere near to last year's fastest practice time. Once again Renault, Williams and Ferrari were in a class on their own.

The damage to Jones' Williams was not very extensive and was soon put right after practice, but on Saturday morning when the car was being

warmed up the mechanics found that the fuel bag had sprung a leak. While a new one was installed Jones used the spare car for the morning test-session, Regazzoni being back in his own car with a new engine fitted. Replacing a rubber fuel bag within the monocoque is a long and tedious business, it having to be done through a relatively small cover plate on the top of the tank space. Having squeezed the rubber bag through the hole it then has to be spread out in the tank space and then filled with special sponge foam, all in the interests of safety. The days of fuel tanks being aluminium containers sitting on rubber mountings, in which 40 or 50 gallons sloshes about inside are long gone, today's fuel cells are integral parts of the monocoque and the liquid is contained in a special rubber bag, surrounded by anti-leak and anti-fire devices.

Jabouille had decided to use the older of his two Renaults, so RS11 had been abandoned, partly dismantled, and RS10 had been built up as the number one race car. Villeneuve had settled to use his T4B Ferrari, but Scheckter was still dodging from his T4 to his T4B. Likewise Laffite was still undecided about which Ligier to use and was alternating between 02 and 03, while Ickx was getting on with just the one car.

Jones stayed with the spare Williams for the afternoon session as it was going perfectly, and his other car was due to have a brand new engine installed ready for the race. Team Lotus were feeling a lot more confident and felt that they were beginning to make headway, after a lot of alterations to this and that, but their times were still way off the pace. Renault began to show their hand as Jabouille first of all equalled Arnoux's time of yesterday and then improved on it, getting down to 1 min. 34.580 sec. as they got into the swing of things with the best Michelin tyres. Arnoux had only done a handful of laps when his engine showed signs of sickness and before it actually blew up he stopped and the car was wheeled away. This meant no more practice for Arnoux as there was no spare car for him, but his time from Friday still kept him on the front row of the grid, alongside his team-mate. Jones was below 1 min. 35 sec. as was Scheckter, but Villeneuve could not repeat his Friday time, and eventually decided that the engine in his T4B was getting tired, so he switched to his T4. Scheckter was doing his fast laps in his T4, so the Ferrari engineers were a bit confused, though satisfied with the results.

After a tyre change Jabouille set off again, did a lap at 1 min. 35 sec. and then promptly went off the track at the first "chicane" and bent the front of RS10. With RS11 all in bits, and RS12 with a sick engine, the Renault practice came to a complete stop. They were both on the front row of the grid, Jabouille with 1 min. 34.580 sec. and Arnoux with 1 min. 34.704 sec. and there they stayed, without doing anything. While everyone else tried all they knew, and Goodyear and Michelin fed their top runners with the best tyres available, the two Renault drivers stood around aimlessly.

The engine in Watson's McLaren M29 blew up, so after sitting patiently on the pit counter for a time, he took over Tambay's car, as the team spare was an M28 and really destined for the forthcoming race at Imola, rather than for serious practice. Right at the back of the field there was drama, for of the twenty-eight drivers out practising only twenty-four were to be allowed to start. Both Merzario and Surer were out of the running due to mechanical bothers, and the Rebaque team were still sorting out their new car, unable to get many consecutive laps in, and last

ENTRY								
No.	Team	Driver	Car	Model	Engine	Gearbox	Tyres	Main Sponsors
1	Lotus	M. Andretti	Lotus	79.5	Cosworth V8	Hewland	Goodyear	Martini Essex Tissot
2	Lotus	C. Reutemann	Lotus	79.4	Cosworth V8	Hewland	Goodyear	Martini Essex Tissot
3	Tyrrell	D. Pironi	Tyrrell	009.6	Cosworth V8	Hewland	Goodyear	Candy Appliances
4	Tyrrell	J. P. Jarier	Tyrrell	009.3	Cosworth V8	Hewland	Goodyear	Candy Appliances
5	Brabham	N. Lauda	Brabham	BT48.04	Alfa Romeo V12	Alfa Romeo	Goodyear	Parmalat Foods
6	Brabham	N. Piquet	Brabham	BT48.03	Alfa Romeo V12	Alfa Romeo	Goodyear	Parmalat Foods
7	McLaren	J. Watson	McLaren	M29.3	Cosworth V8	Hewland	Goodyear	Marlboro Castrol
8	McLaren	P. Tambay	McLaren	M29.2	Cosworth V8	Hewland	Goodyear	Marlboro Castrol
9	ATS	H. J. Stuck	ATS	D3.01	Cosworth V8	Hewland	Goodyear	ATS Wheels
11	Ferrari	J. Scheckter	Ferrari	312T4.040	Ferrari flat-12	Ferrari	Michelin	Fiat Agip
12	Ferrari	G. Villeneuve	Ferrari	312T4.041	Ferrari flat-12	Ferrari	Michelin	Fiat Agip
14	Fittipaldi	E. Fittipaldi	Fittipaldi	F6A.1	Cosworth V8	Hewland	Goodyear	Copersucar
15	Renault	J. P. Jabouille	Renault	RS11	Renault V6 t.c.	Hewland	Michelin	ELF
16	Renault	R. Arnoux	Renault	RS12	Renault V6 t.c.	Hewland	Michelin	ELF
17	Shadow	J. Lammers	Shadow	DN9.4B	Cosworth V8	Hewland	Goodyear	Samson Shag
18	Shadow	E. de Angelis	Shadow	DN9.3B.2	Cosworth V8	Hewland	Goodyear	—
20	Wolf	K. Rosberg	Wolf	WR8	Cosworth V8	Hewland	Goodyear	Olympus Texaco
22	Ensign	M. Surer	Ensign	MN09	Cosworth V8	Hewland	Goodyear	Theodore Racing
24	Merzario	A. Merzario	Merzario	A2.04	Cosworth V8	Hewland	Goodyear	Flor Bath
25	Ligier	J. Ickx	Ligier	JS11.01	Cosworth V8	Hewland	Goodyear	Gitanes ELF
26	Ligier	J. Laffite	Ligier	JS11.02	Cosworth V8	Hewland	Goodyear	Gitanes ELF
27	Williams	A. Jones	Williams	FW07.4	Cosworth V8	Hewland	Goodyear	Saudia Airlines
28	Williams	G. Regazzoni	Williams	FW07.1	Cosworth V8	Hewland	Goodyear	Saudia Airlines
29	Arrows	R. Patrese	Arrows	A2.1	Cosworth V8	Hewland	Goodyear	Warsteiner Beer
30	Arrows	J. Mass	Arrows	A2.2	Cosworth V8	Hewland	Goodyear	Warsteiner Beer
31	Rebaque	H. Rebaque	Rebaque	HR100.001	Cosworth V8	Hewland	Goodyear	Carta Blanca Beer
35	Alfa Romeo	B. Giacomelli	Alfa Romeo	179.001	Alfa Romeo V12	Alfa Romeo	Goodyear	Scaini Batteries
35	Alfa Romeo	V. Brambilla	Alfa Romeo	177.001	Alfa Romeo flat-12	Alfa Romeo	Goodyear	Scaini Batteries

Spare Cars		
1	Lotus-Cosworth V8 79.2	— Not used
3	Tyrrell-Cosworth V8 009.1	— Not used
5/6	Brabham-Alfa Romeo V12 BT48.02	— Used by Piquet Friday p.m. Saturday a.m. & p.m. and Lauda Sat. p.m.
8	McLaren-Cosworth V8 M28.2C	— Not used
9	ATS-Cosworth V8 D2.03	— Not used
11	Ferrari flat-12 312T4B.037	— Used by Scheckter Friday a.m. & p.m. Saturday a.m.
12	Ferrari flat-12 312T4B.038	— Used by Villeneuve Friday p.m. Sat. a.m. and p.m. and for race
14	Fittipaldi-Cosworth V8 F6A.1	— Not used
14	Fittipaldi-Cosworth V8 F6A.1.2	— Not used
15	Renault V6 t.c. RS10	— Used by Jabouille Friday p.m. Saturday a.m. & p.m.
17/18	Shadow-Cosworth V8 DN9.1B	— Used by de Angelis Saturday p.m.
20	Wolf-Cosworth V8 WR9	— Used by Rosberg Friday p.m.
24	Merzario-Cosworth V8 A2.03	— Not used
26	Ligier-Cosworth V8 JS11.03	— Used by Laffite Friday p.m. Saturday a.m. & p.m.
27/28	Williams-Cosworth V8 FW07.3	— Used by Regazzoni Friday p.m. Jones Saturday a.m. & p.m.
29	Arrows-Cosworth V8 A1/05	— Not used
31	Lotus-Cosworth V8 79.1	— Not used

PRACTICE TIMES			
No.	Driver	Friday p.m.	Saturday p.m.
1	M. Andretti	1.36.708	1.36.665
2	C. Reutemann	1.38.195	1.37.202
3	D. Pironi	1.37.510	1.37.181
4	J-P. Jarier	1.37.786	1.37.581
5	N. Lauda	1.36.219	1.37.001
6	N. Piquet	1.36.389	1.35.587
7	J. Watson	1.38.770	1.38.093
8	P. Tambay	1.37.318	1.37.231
9	H. J. Stuck	1.39.465	1.37.297
11	J. Scheckter	1.35.501	1.34.830
12	G. Villeneuve	1.34.989	1.35.365
14	E. Fittipaldi	1.39.491	1.38.136
15	J-P. Jabouille	1.35.665	1.34.580
16	R. Arnoux	1.34.704	1.37.086
17	J. Lammers	1.41.183	1.39.313
18	E. de Angelis	1.41.104	1.39.149
20	K. Rosberg	1.40.161	1.38.854
22	M. Surer	1.49.434	1.40.821
24	A. Merzario	1.43.530	1.42.002
25	J. Ickx	1.38.915	1.37.114
26	J. Laffite	1.36.846	1.35.443
27	A. Jones	1.34.982	1.34.914
28	G. Regazzoni	1.35.339	1.35.333
29	R. Patrese	1.38.120	1.37.674
30	J. Mass	1.40.772	1.38.163
31	H. Rebaque	No time	1.42.769
35	B. Giacomelli	1.38.564	1.38.053
36	V. Brambilla	1.39.359	1.38.601

place was being fought for by the two Shadow drivers, with Lammers proving to be the faster. This was not very popular for the organisers who wanted the Italian driver de Angelis to qualify in preference to the young Dutch boy. After a hub bearing broke up on his own car, de Angelis tried the spare car, but the engine was poor, so then there was a flap to alter everything on Lammers' car so that the Italian could drive it, which was not at all popular with the Dutchman and his friends. Eventually de Angelis did a time in Lammers' car, but at first it was not fast enough to qualify, but then the time-keepers shuffled through their times and "discovered" that Lammers' time was not as good as they had announced, and gave him a slower time, which just put him out and de Angelis in.

Quietly getting on with things at one end of the pits was the Alfa Romeo team, and both Giacomelli and Brambilla qualified comfortably, Brambilla's effort with the old car being particularly praiseworthy after a year lay-off. Laffite's number one car JS11/02 broke a drive-shaft so he spent most of the practice in the spare car, while Jones in the spare Williams felt he had never really got with it, and that he should

have gone faster. There was nothing wrong with the car, he just felt dissatisfied with his afternoon's work, even though he had put in a best lap of 1 min. 34.914 sec. which put him on the second row of the grid. The thing that hurt most people was the fact of the two Renaults being on the front row of the grid, even after missing the best part of the last practice session. In the end five drivers got below the 1 min. 35 sec. barrier, these being Jabouille, Arnoux, Scheckter, Jones and Villeneuve; good runners all.

No matter what anyone says Monza is still popular with the Italian public, and the Autodromo was very full on Sunday morning when preparations were being made for the 30-minute warm-up period. Renault had reassembled RS11 for Jabouille and abandoned RS10, the spare car. Williams had FW07/4 ready for Jones, Ferrari had prepared Scheckter's T4 and Villeneuve's T4B, as they requested. Laffite had settled for JS11/02 and de Angelis was in his own car once more. The warm-up was from 10-10.30 am and the race did not start until 3.30 p.m. so everyone had more than enough time, and apart from publicity races for Alfasuds and Renault 5s, which seemed interminable, there was also a splendid parade of Grand Prix cars through the ages to celebrate the fiftieth running of the Italian GP. Not only was there a grand gathering of historic vehicles but there was a galaxy of stars from the past, all of which passed the time nicely until the Formula One cars were let out of the pit lane to go round the circuit to the assembly grid. Both Ferraris went back through the pit lane for a final adjustment and then all 24 cars were assembled in pairs, led by the two Renaults. It was getting very warm as everyone waited for nearly half-an-hour on the blazing track with no shade from the sun other than umbrellas. The race distance had been reduced from 52 laps to 50 laps in the cause of something or other, though no-one seemed to know what.

Scheckter and Jones, from the second row of the grid, had been to talk to the Renault drivers and it was agreed that the two Frenchmen would concentrate on keeping in a straight line away from the start. If either of them "bogged" down off the line they were to concentrate on not trying to get out of the way, thus the Ferrari and the Williams could accelerate by without having to

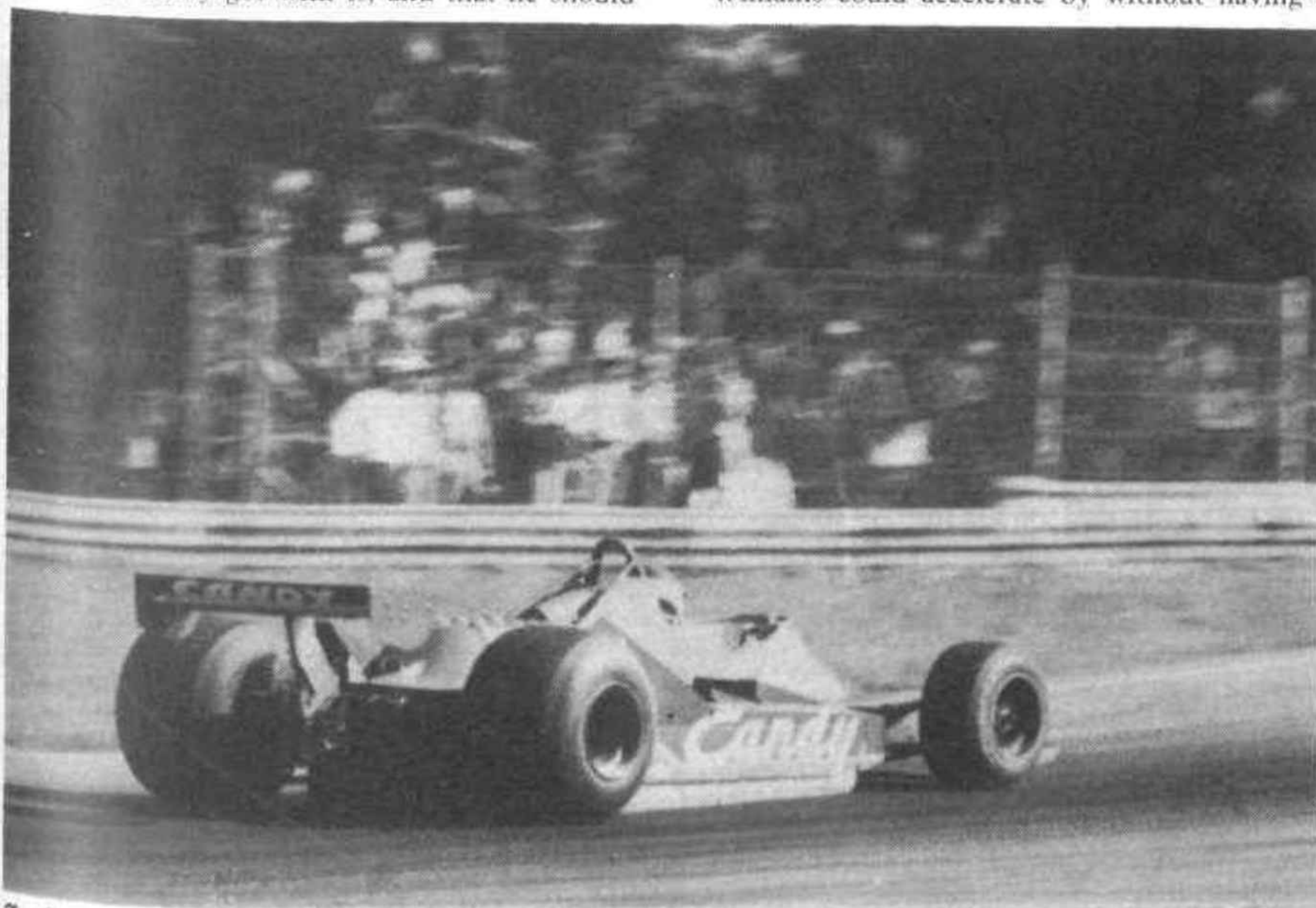
dodge about. Arnoux and Jabouille were in full agreement, but failed to ask the Ferrari and Williams drivers to keep well over down the back straight so that the Renaults could blast past! Normally one would have brought Villeneuve into this private start-line discussion, but he had strict orders to stay behind Scheckter and help him to win the race, and thus clinch the Drivers' World Championship. This amicable discussion among

STARTING GRID	
* 15 J-P. Jabouille (Renault V6t.c) RS11 1 min. 34.580 sec. 32 (1 min. 36.99 sec.)	16 R. Arnoux (Renault V6t.c) RS12 1 min. 34.704 sec. 11 (1 min. 38.35 sec.)
11 J. Scheckter (Ferrari flat-12) 312T4.040 1 min. 34.830 sec. 34 (1 min. 37.20 sec.)	27 ** A. Jones (Williams-Cosworth V8) FW07.4 1 min. 34.914 sec. 30 (1 min. 36.21 sec.)
12 G. Villeneuve (Ferrari flat-12) 312T4B.038 1 min. 34.989 sec. 47 (1 min. 37.03 sec.)	28 G. Regazzoni (Williams-Cosworth V8) FW07.1 1 min. 35.333 sec. 46 (1 min. 35.60 sec.)
26 J. Laffite (Ligier-Cosworth V8) JS11/02 1 min. 35.443 sec. 32 (1 min. 37.56 sec.)	6 N. Piquet (Brabham-Alfa Romeo V12) BT48.03 1 min. 35.587 sec. 1 (1 min. 50.16 sec.)
5 N. Lauda (Brabham-Alfa Romeo V12) BT48.04 1 min. 36.219 sec. 48 (1 min. 37.14 sec.)	1 M. Andretti (Lotus-Cosworth V8) 79.5 1 min. 36.655 sec. 47 (1 min. 37.15 sec.)
25 J. Ickx (Ligier-Cosworth V8) JS11/01 1 min. 37.114 sec. 34 (1 min. 38.20 sec.)	3 D. Pironi (Tyrrell-Cosworth V8) 009.6 1 min. 37.181 sec. 48 (1 min. 37.51 sec.)
2 C. Reutemann (Lotus-Cosworth V8) 79.4 1 min. 37.202 sec. 40 (1 min. 37.77 sec.)	8 P. Tambay (McLaren-Cosworth V8) M29.2 1 min. 37.231 sec. 3 (1 min. 41.23 sec.)
9 H. J. Stuck (ATS-Cosworth V8) D3/01 1 min. 37.297 sec. 28 (1 min. 40.20 sec.)	4 J-P. Jarier (Tyrrell-Cosworth V8) 009.3 1 min. 37.581 sec. 45 (1 min. 37.43 sec.)
29 R. Patrese (Arrows-Cosworth V8) A2/1 1 min. 37.674 sec. 45 (1 min. 38.69 sec.)	35 B. Giacomelli (Alfa-Romeo V12) 179.001 1 min. 38.053 sec. 28 (1 min. 38.09 sec.)
7 J. Watson (McLaren-Cosworth V8) M29.3 1 min. 38.093 sec. 5 (1 min. 38.96 sec.)	14 E. Fittipaldi (Fittipaldi-Cosworth V8) F6A-1 1 min. 38.136 sec. 46 (1 min. 37.58 sec.)
30 J. Mass (Arrows-Cosworth V8) A2/2 1 min. 38.163 sec. 2 (1 min. 48.27 sec.)	36 V. Brambilla (Alfa-Romeo flat-12) 177.001 1 min. 38.601 sec. 48 (1 min. 39.65 sec.)
20 K. Rosberg (Wolf-Cosworth V8) WR8 1 min. 38.854 sec. 34 (1 min. 40.86 sec.)	18 *** E. de Angelis (Shadow-Cosworth V8) DN9.38.2 1 min. 39.149 sec. 31 (1 min. 39.65 sec.)

* Time recorded in Renault RS10
 ** Time recorded in Williams FW07.3
 *** Time recorded in Shadow DN9/4B

N.B. Times in brackets are best lap in the race and number is lap on which it was done.

Did not qualify:
 17 J. Lammers (Shadow DN9/4B) 1 min. 39.313 sec.
 22 M. Surer (Ensign MN09) 1 min. 40.821 sec.
 24 A. Merzario (Merzario A2/04) 1 min. 42.002 sec.
 31 H. Rebaque (Rebaque HR100-001) 1 min. 42.769 sec.



Jarier lost time in a nudging match with Watson, but the Tyrrell was catching Andretti for fifth place at flag fall.

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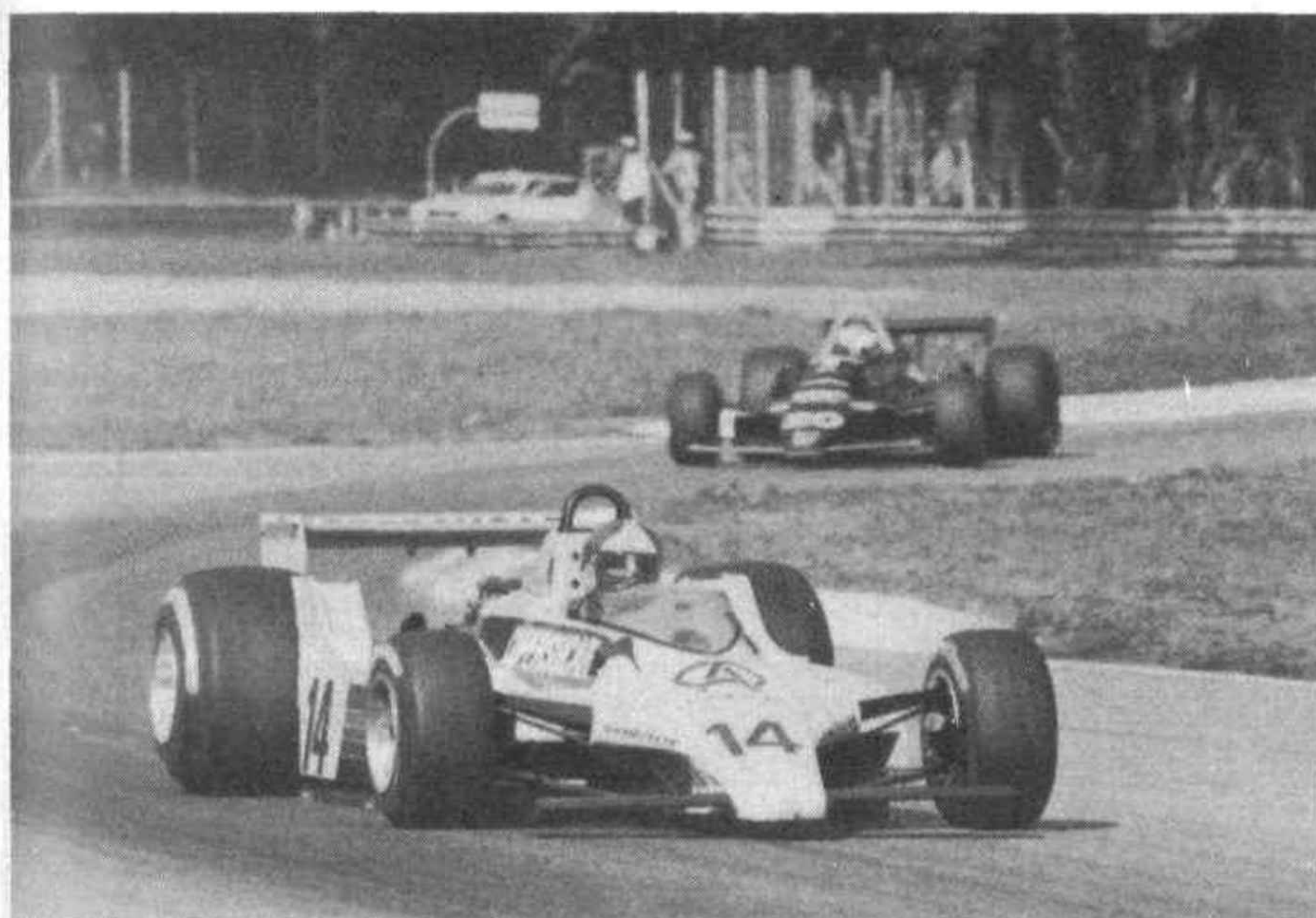
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Fittipaldi pulls away from Rosberg while recovering from a slow start.

the drivers was so much better than the bleatings of John Watson in *Motor* where he said that he thought turbo-charged engines and normally-aspirated ones should not be mixed together in the same race! He might as well have said we should not mix Irish and Italian drivers in the same race.

The two Renaults led them all away on the parade lap and they all returned to the grid in an orderly manner, lining up in pairs by the marker boards. The red light came on, the noise rose to fantastic heights, accentuated by the huge concrete grandstand, and then on came the green and Scheckter made a copybook start round the outside of Jabouille, with Villeneuve hard up behind him. Arnoux made a good getaway but Jones was slow off the mark and was passed by all sorts of people before he was out of sight. It looked as though he had cooked his clutch, but in fact the engine had gone all woolly and it would not pick up cleanly, though it had been perfect on the warm-up lap. There was no need to ask who was leading as the cars appeared out of the Parabolica curve to stream up the straight past the pits, the noise from the crowded grandstands told us it was a Ferrari, and Scheckter was leading Arnoux, but then there was consternation among the public for the Renault pulled out and powered past the Ferrari as they started lap 2. Later Arnoux explained that he could have gone past down the back-straight, but there was no need to hurry about taking the lead! Behind them came Villeneuve, Laffite, Jabouille, Regazzoni, Piquet and Andretti; a pleasant sight to see a green Lotus somewhere near the front once again. While Mass brought his Arrows into the pits Alan Jones went by near the back of the field, still going slowly. He had hoped that his trouble was vapour-lock in the injection system, or an over-rich mixture and that it would clear itself and come on song, but it was obviously something more serious. Even though he picked off Patrese, Stuck and Ickx his car was not going properly and at the end of lap 5 he pulled into the pit lane. Meanwhile the scene at the front of the race had settled down with Arnoux looking indecently comfortable out in front, followed by the Ferraris of Scheckter and Villeneuve, with Laffite doing a great job hanging on to them, while Jabouille was just about keeping up. Then came a gap before Regazzoni

appeared, running on his own, for Piquet had tried to go round the outside of the Williams on the Curva Grande and had been forced off line, getting onto the loose edge and spinning into the guard rail. The impact ripped the entire back end off the Brabham, the Alfa Romeo V12 engine, the gearbox and all the rear suspension smashed itself into a ball, while the monocoque and the front suspension skated down the road and stopped. Piquet stepped out totally unharmed and walked back to the pits. Andretti was leading the rest of the field, in which Giacomelli was going well with the new works Alfa Romeo.

While the leaders were on their seventh lap Jabouille began to lose contact with them, and Alan Jones took off from the pit lane like a scalded cat. His mechanics had changed the battery and the ignition unit and the engine was on full song once again. It later transpired that the battery, which was brand new that morning, had developed a dud cell while it was sitting on the starting grid. Just as a precaution they also richened the fuel mixture a fraction before he took off. Jones is not one of those drivers who sits around whining if things go wrong, or withdraws behind the darkened windows of a motor-home, he believes in getting on with it, and this is what he did even though he was a lap and a half behind the leaders.

Lauda had found himself running in company with Giacomelli in the opening laps and his pride came to the fore and he pulled his finger out and passed Watson, the two Tyrrell drivers and Andretti, to put himself at the head of the second part of the race. Although Jabouille had lost contact with the leaders he was still managing to stay ahead of Regazzoni and at lap 12 everything seemed to have settled down. But not for long. On lap 13 the leading Renault's engine suddenly gave a great hiccup and all the power died away and Arnoux waved the Ferraris and the Ligier by, but then the power came back in again and he finished the lap in fourth place and apparently going well. On lap 14 it happened again and this time did not pick up and he coasted into the pits to retire with something very obscure having happened to either the injection system or the ignition system. While he had been out in the lead the bright-eyed little Rene Arnoux had looked remarkably secure,

obviously well able to deal with the Ferrari team without getting flustered. Down in midfield Watson had stormed past Jarier's Tyrrell and then gone off into the sand. After a slow start Fittipaldi had gathered himself up and passed Rosberg in the Wolf, Brambilla in the flat-12 Alfa, and de Angelis in the lone Shadow, and now had his sights on the ATS of Stuck, which was sounding awful with a broken exhaust manifold pipe, but still going well. Way down the back Jones was setting up new lap records and lapping about one second quicker than the Ferraris, which he was finding some consolation from on his lonely drive.

As a race it was now all over, for Scheckter knew he was safe out in front, with Villeneuve dutifully keeping station behind him. Though Jacques Laffite was driving his heart out all he could do was stay with the Ferraris, he could not challenge them. These three were way out on their own and pulling away from the rest all the time. Jabouille was holding fourth place but it was only a matter of time before Regazzoni caught him, which he did on lap 24 much to the joy of the populace, for Regga is popular no matter what he is driving. In the midfield Giacomelli was going great guns with the new Alfa Romeo and after passing Jarier and then Andretti, he began to close up on Lauda, the Alfa clearly being as good as the Brabham, but glory was not to be for the little podgy Italian and before he could get to grips with Lauda he had spun off into the loose stuff at the Ascari chicane and broken the rear suspension. Meanwhile Brambilla was soldiering on with the old Alfa Romeo, and keeping just ahead of Rosberg in the penultimate position of those who had not stopped, for Pironi and Jones were still behind after pit stops.

Laffite was having cockpit trouble, which caused him to lose contact with the two Ferraris. His rear brakes were fading so he wound the knob that adjusts the brake balance bar, to put more braking on the front wheels. Unfortunately the mechanism fouled the clutch pedal so that when he put the brakes on the clutch pedal went down as well. It did not take the engine long to object to this treatment and on lap 41 it sounded awful as he passed the pits, and next time round he was in to retire with severe internal engine trouble. This let Regazzoni up into third place, while Jabouille now inherited fourth place and Lauda found himself fifth and Andretti was sixth.

There were now only eight laps to go in this minuscule Grand Prix, and Scheckter had virtually used up all his brakes, though Villeneuve was very comfortable in his dutiful position behind the South African, but Regazzoni was getting wound up and responding to pit signals. Until this point Alan Jones had been the fastest man on the track, with a string of new lap records, but now Regazzoni began to equal them as he closed on the Ferraris. It looked as though the Maranello cars were easing off to coast home a convincing 1-2, but it was not as simple as that, for though they were running at the same pace as Fittipaldi, whom they had just lapped, they could not go much faster, or at least Scheckter could not. On lap 46 Regazzoni set a new lap record in 1 min. 35.60 sec, which was remarkable compared with Jones' best of 1 min. 36.21 sec., and with two laps to go he was a mere 2.1 seconds behind the Ferraris and still gaining. Then his engine coughed, cut out, cut in again, and his lap time dropped to 1 min. 38 sec. and it was all over. The Williams was running low on fuel and the triumphant pair of Ferraris crossed the line with nearly 5 seconds in hand. On the slowing-down lap Regazzoni ran right out of petrol and stopped, and as Alan Jones crossed the line in ninth place

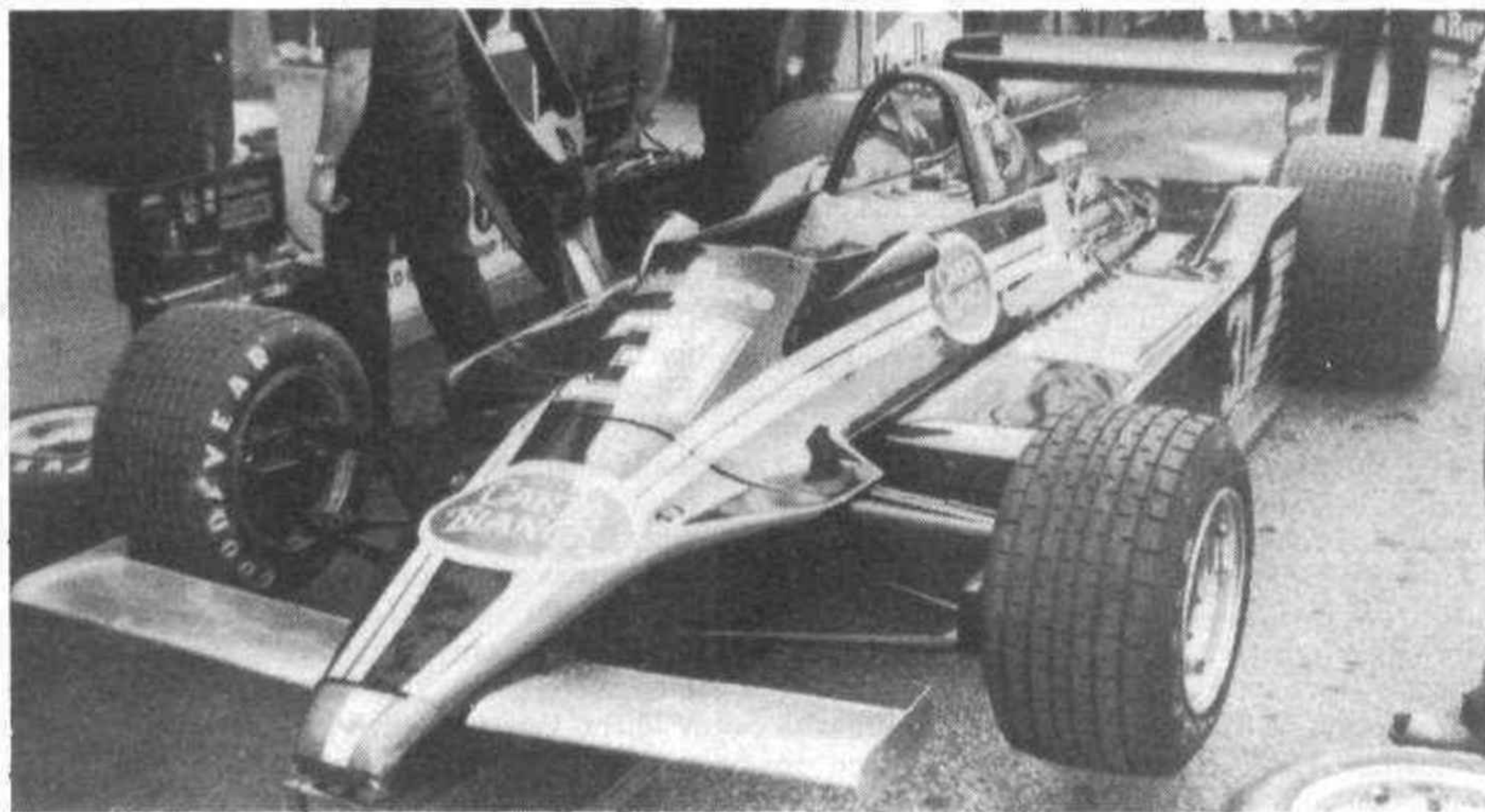
after a really hard drive his car also ran out of petrol. It picked up again briefly and he stopped to give Regazzoni a lift, but then it stopped altogether and the two Williams boys hijacked a course marshal's car and drove back to the pits.

To say that the crowd of 100,000 or more were happy would be to put it very mildly. With Ferrari first and second, Scheckter now unable to be beaten on points for the World Championship, and Regazzoni in third place and the holder of the outright lap record, there was not a sad Italian in sight. As with so many races the end result was full of ifs and buts, like "if Arnoux's Renault hadn't failed" or "if Jones' battery hadn't failed at the start" or "if Regazzoni hadn't run short of fuel at the end". There was plenty to talk about afterwards, but then there usually is after a Grand Prix, which is a big part of the fun. — D.S.J.

Notes on the cars at Monza

A STUDY of the cars in the new paddock at Monza made one aware of the frenetic pace of Formula One racing. Checking on what cars the various teams were using revealed that some had already sent a spare car off to the United States of America for a Goodyear tyre-testing session at Watkins Glen due shortly after the Italian GP, the drivers and team personnel following the cars hot-foot after the race. Team Lotus had three Type 79 cars at Monza, numbers 79.5, 79.4 and 79.2, while 79.3 was on its way across the Atlantic. The heavily modified cars were as raced (*sic!*) at Zandvoort, with all three having the central-pillar rear aerofoil mounting. The Ligier team were using JS11/01, JS11/02 and JS11/03, while JS11/04 was on its way to America, and Team McLaren had sent M29.1, keeping M29.2 and M29.3 for Monza, with M28/2C as the spare car. The Williams team were due to send one of their cars off directly after the Monza race. Michelin had no intention of involving their teams in pre-race tyre testing, other than the day before official practice begins at Watkins Glen. There is no pre-race testing for the Canadian GP, as the Montreal circuit is on public roads.

There were three brand new cars in the paddock, one each from Fittipaldi, Rebaque and Alfa Romeo. The Copersucar sponsored Brazilian team had constructed a second car to their revised 1979 specification, the work of the Italian designer Caliri and his FLY-Studio in Modena. This second car was F6A-1.2 and arrived incomplete, the team mechanics finishing it off



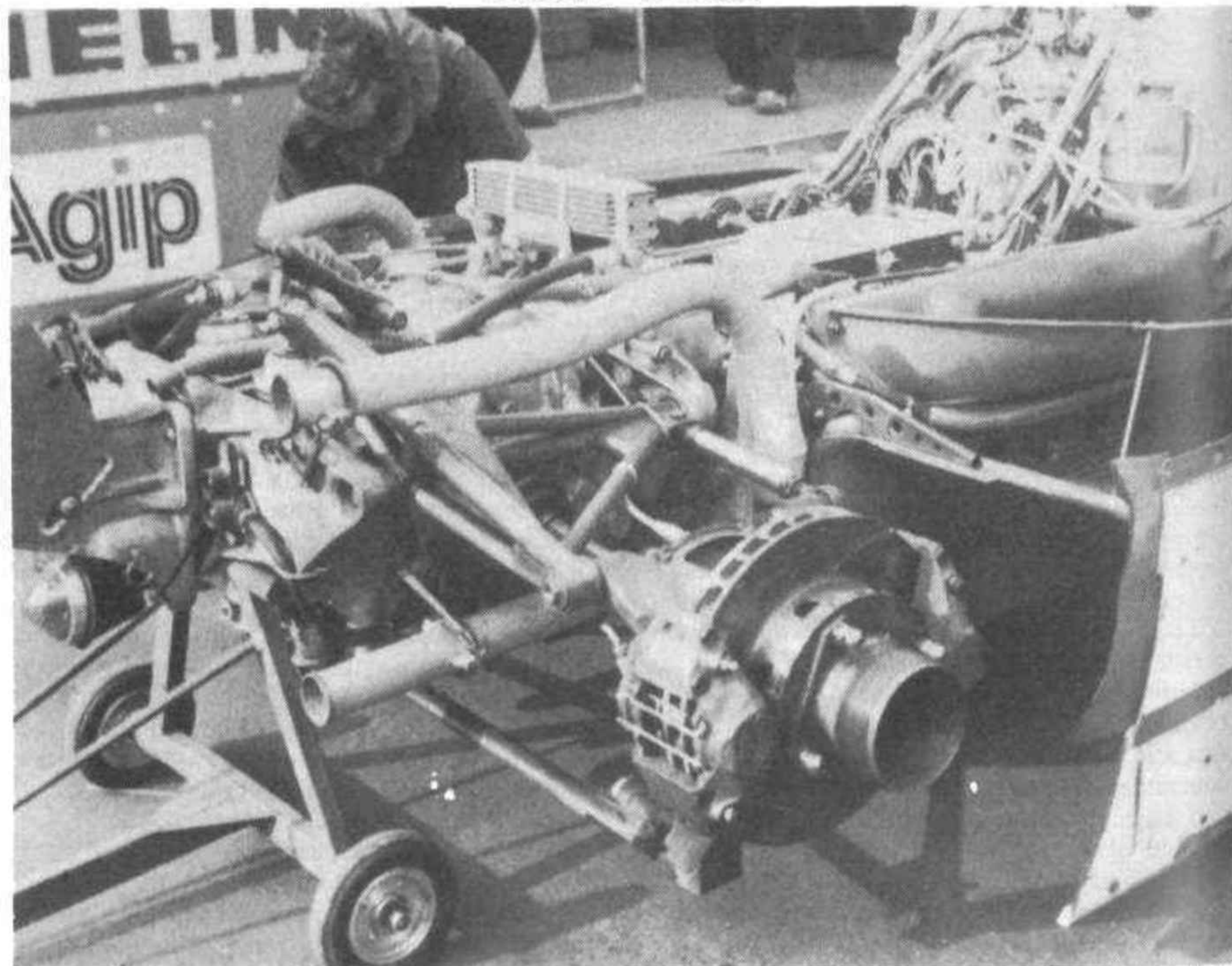
The new Rebaque car up on its front jack preparatory to having the front wheels changed. Its similarity to a Lotus 79 is self-evident.

Results:
ITALIAN GRAND PRIX — Formula One — 50 laps — Monza — 5.80 kilometres per lap — 290.0 kilometres — Very warm

1st:	J. Scheckter (Ferrari 312T4/040)	1 hr. 22 min. 00.22 sec. — 212.185 k.p.h.
2nd:	G. Villeneuve (Ferrari 312T4B/038)	1 hr. 22 min. 00.68 sec.
3rd:	G. Regazzoni (Williams FW07/1)	1 hr. 22 min. 05.00 sec.
4th:	N. Lauda (Brabham BT48/04)	1 hr. 22 min. 54.62 sec.
5th:	M. Andretti (Lotus 79.5)	1 hr. 22 min. 59.92 sec.
6th:	J-P. Jarier (Tyrrell 009.3)	1 hr. 23 min. 01.77 sec.
7th:	C. Reutemann (Lotus 79.4)	1 hr. 23 min. 24.36 sec.
8th:	E. Fittipaldi (Fittipaldi F6A-1)	1 lap behind
9th:	A. Jones (Williams FW07.4)	1 lap behind
10th:	D. Pironi (Tyrrell 009.3)	1 lap behind
11th:	H. J. Stuck (ATS D3/01)	1 lap behind
12th:	V. Brambilla (Alfa Romeo 177/001)	1 lap behind

Fastest Lap: G. Regazzoni (Williams FW07/1) on lap 46, in 1 min. 35.60 sec. at 218.410 kph (*new record*)
Retirements: N. Piquet (Brabham BT48/03) accident, on lap 2; J. Mass (Arrows A2/2), broken suspension on lap 3; P. Tambay (McLaren M29/2) engine failure on lap 4; R. Arnoux (Renault RS12) engine trouble, on lap 14; J. Watson (McLaren M29/3) off road; on lap 14; B. Giacomelli (Alfa Romeo 179/001) off road, on lap 29; E. de Angelis (Shadow DN9 3B-2) clutch failure, on lap 34; J. Ickx (Ligier JS11/01) engine failure, on lap 41; K. Rosberg (Wolf WR8) engine failure, on lap 42; J. Laffite (Ligier JS11/02) engine failure, on lap 42; J-P. Jabouille (Renault RS11) engine failure, on lap 46; R. Patrese (Arrows A2-1), on lap 48.

24 starters — 12 finishers



The T4B Ferrari had twin caliper outboard rear brakes and a revised exhaust system. This is 037 which Scheckter used in practice.

during practice, though it was not used as there was more than enough work to keep everyone busy with F6A-1. Hector Rebaque's team, financed and supported by his father, have arrived at a critical point in their Formula One activities.

They have been using ex-works Lotus cars, with support and help from Team Lotus, in an entirely satisfactory arrangement except that the Ecclestone/Mosley rules of the Formula One Constructors Association prevents the Rebaque team from ever qualifying to join the Association and to enjoy the practical and financial benefits. Much against their will they have been forced to turn "constructors" and build their own car, in order to try and qualify for FOCA. As an interim move aimed to get the team into the idea of becoming constructors, they commissioned the Penske organisation to scheme up a modified Lotus 79, using a redesigned monocoque and side-pods but making use of as many Lotus 79 components as possible. This meant the car could be built in the shortest possible time and give them experience at operating totally on their own. Although the car was on view at Zandvoort it was not ready to run, so Monza was to be its official debut, and this meant that an all-new design could be started in readiness for 1980 while the team learnt about running their own car in the final races of 1979. Needless to say the Rebaque HR100 as it is known looks very much like a Lotus 79 to the casual glance, especially as it is painted in the Rebaque team's chocolate brown, but it differs in details and aerodynamic principles underneath. The "skirt" mechanism is different.

as is the cooling-system layout for the Cosworth DFV, and the basic shape under the side pods is different.

The third new car in the paddock was the latest car from the Autodelta branch of Alfa Romeo (179 001) using the latest version of the V12 engine, as used by Brabham. It follows all the accepted principles for a 1979 "ground-effect" car, with inboard front suspension, side radiators, inboard rear suspension and so on. Compared to a Williams FW07 it looked a big car, but if the 520 b.h.p. claimed at 12,000 r.p.m. by Alfa Romeo from the 77 x 53.6 mm. bore and stroke V12 engine is true, then it can afford a bit of bulk. Bruno Giacomelli was to drive this new car, while Vittoria Brumbilla was making a welcome return as number two in the works Alfa Romeo team using the old original car (177 001) with the flat-12-cylinder engine.

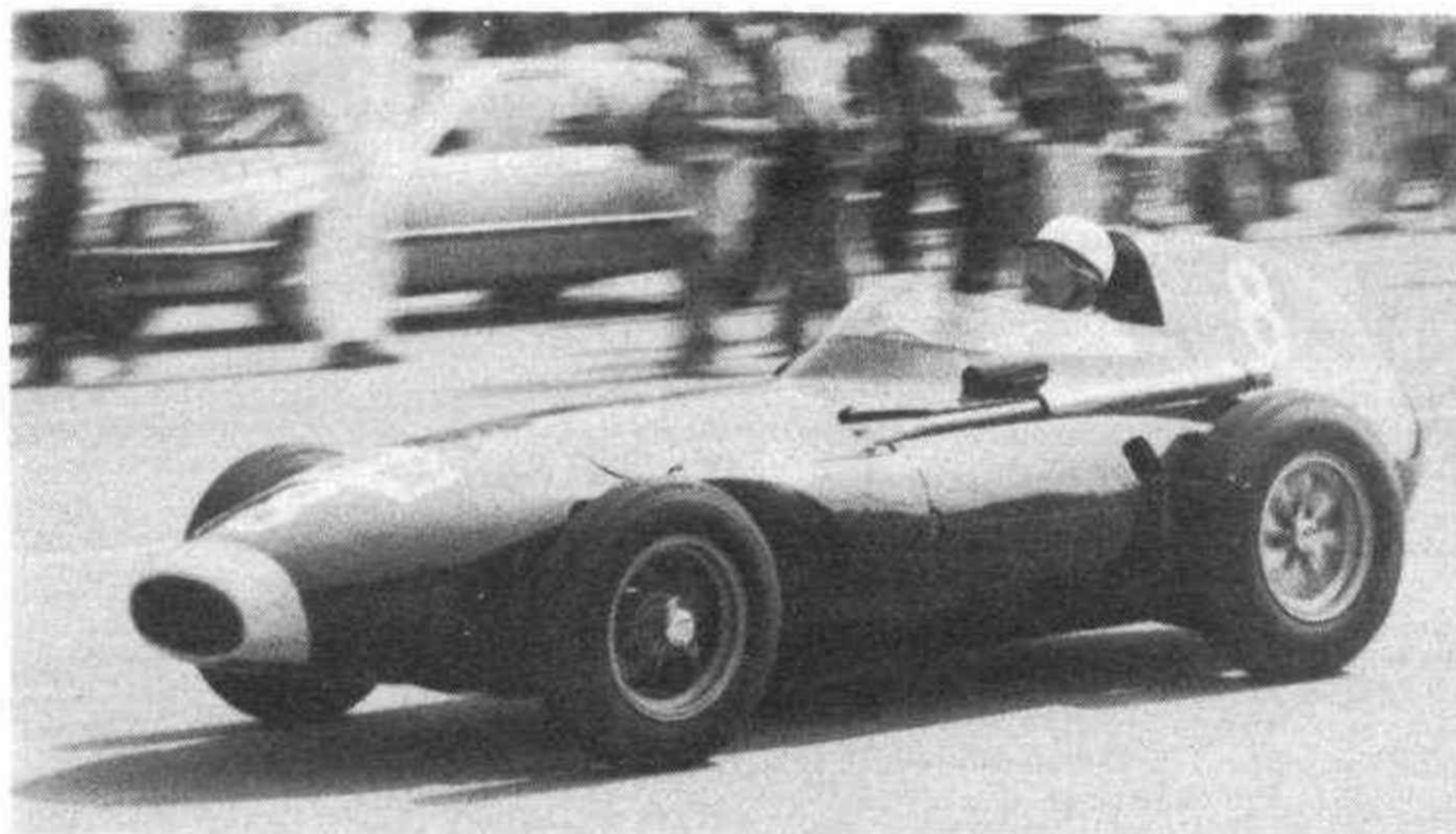
The Scuderia Ferrari were out in force for their home Grand Prix and had four cars in the paddock. Two were to normal specification, except for two low-level exhaust pipes and two high-level ones in place of the more usual four high-level ones, while two cars were to B-specification. Both Scheckter and Villeneuve had one of each, their normal cars being 312T4-040 and 312T4-041, respectively, the French-Canadian's car actually being the one he damaged at Zandvoort. The other two cars were 312T4B-037 and 312T4B-038 respectively for Scheckter and Villeneuve. The principle alteration to these two cars was the use of twin-caliper brakes in place of the normal single-caliper layout, and the mounting of the rear brakes outboard of the wheel-hub carriers, instead of being buried within the rear suspension. The twin-calipers and outboard mounting were in line with "fashion", as set by Williams and Renault. To aid the cooling of the new rear brakes the rear of the bodywork was altered considerably with sunken ducts feeding air into tall scoops running down to the discs.

Brakes were to prove quite a problem at Monza and Renault were experimenting with different front calipers and drilled discs on their twin-turbo cars, while the Ligier cars had resorted to air scoops for the front brakes, whereas they normally can manage without such appendages. — D.S.J.

50 Years of the Italian Grand Prix

THE VERY first race to be called a Grand Prix (or Great Prize) was the event run by the Automobile Club of France in 1906, and the French held a monopoly on the title for a number of years. In 1921 the Italians registered their Grand Prix of Italy for a race held at Brescia on September 4th. There was no Italian Grand Prix in 1929, for economic reasons, nor was there one in 1939 for political reasons. During the middle thirties the Germans dominated Grand Prix racing and when Tazio Nuvolari left Alfa Romeo to join Auto-Union the Italians became a bit disenchanted. His victory for Auto-Union at Monza in 1938 was the last straw, and for 1939 all Italian races were run to the "voiturette" limit of 1,500 c.c. — in effect, to the Formula Two of the day — so there was no Italian Grand Prix that year. It was reinstated in 1947 on a circuit in Milan, and in 1948 in Turin, but in 1949 it returned to its real home which was Monza, and has been held there ever since.

This year's event was the fiftieth Italian Grand Prix and the Marlboro tobacco firm gave Baron de



Who else but Stirling Moss in the Vanwall?

Graffenried the go-ahead to organise a celebration, which he did with great success. He gathered together from all over Europe twenty-nine Grand Prix cars from 1921 to 1977 which were representative of cars that won or took part in the Italian Grand Prix, and many of them were similar to those that actually won an Italian Grand Prix. Alfa Romeo sent along their 1924 P2, their 1932 "monoposto" and a Tipo 159 from 1951. Vandervell Products produced a 1958 Vanwall, the Porsche factory ran one of their flat-8 cars from 1962, McLaren Racing sent along an M23 McLaren and Team Lotus put in their spare Lotus 79 to represent last year. Other entries came from private owners, including Rob Walker with his 1927/36 straight-eight Delage, Bill Summers with his Tipo 34-6C Maserati, Count Castelbarco with his Amilcar Six and Regazzoni with his own Ferrari 312B2 from 1971. Peter Gethin (winner in 1971 with BRM) drove the McLaren M23, Emerson Fittipaldi (winner in 1972) drove Rob Walker's Lotus 49, Luigi Villorelli drove a 6CM Maserati, Piero Taruffi drove a Monza Alfa Romeo, Giorgio Scarlatti drove a Cooper-Climax, Robert Manzon drove a Gordini, Roy Salvadori an Aston Martin and "Johnny" Lurani drove his own Alfa Romeo. The works Alfas were driven by Bonini (P2), Guidotti

(monoposto) and Sanesi (159), while who else but Stirling Moss drove the Vanwall? Other cars, such as Ferraris of 1949 and 1954 were driven by their owners, as were 250F Maseratis, Bugattis, Talbot-Lago, Ballot and Roland Pilain.

After a parade lap the cars were lined up on the grid in order of age and performance, with Regazzoni on pole position in his 312B2 and they all stormed off for three laps of the circuit. Regazzoni, Gethin and Fittipaldi indulged in a splendid mock-race and thoroughly enjoyed themselves, weaving in and out of the old cars during their third lap. Many team members from the past were gathered around the cars on the grid, such as David Yorke with the Vanwall, Guerrino Bertocchi with the Maserati, Giulio Borsari with Regazzoni's Ferrari and so on. It was a truly splendid gathering for which thanks must go to Baron de Graffenried and to Marlboro for giving him a free hand to get on with the job of gathering all his old friends together for everyone's enjoyment. We haven't seen so many Grand Prix cars of all ages really motoring for a long time, and the previous day many of them had driven from Milan to Monza at a good 80 m.p.h. behind a police escort on virtually closed roads. The Italians still love motor racing and all is well with the world. — D.S.J.



Regazzoni in his own B2 Ferrari leads Gethin (McLaren M23) and Fittipaldi (Lotus 49) in the commemorative dice.

The Talbot Sunbeam Lotus

A sporting sensation

TALBOT, Sunbeam and Lotus are charismatic names among sporting motor cars. To merge them all together as the name for *one* car is to tempt fate and criticism, but if badge engineering has to be carried out to that extent then the Talbot Sunbeam Lotus will do little harm to the reputation of any of those famous marques. By any standards the first new model to bear the Talbot name has superb performance; by the standards of any other small three-door hatchback saloon — even the Vauxhall Chevette 2300 HS — the performance of this 2.2-litre, 150 b.h.p., Lotus-engined Sunbeam is absolutely sensational.

Talbot claim a 0-60 m.p.h. time of 7.8 sec. and a maximum speed of over 120 m.p.h. and while frenetic 0-60 acceleration isn't the be all and end all of a car's performance, in this "hot" Sunbeam's case it is a fair indication of the type of agility to be expected right through the range. In fact the Talbot figures are on the conservative side, if anything, for my barely run in, left-hand-drive test car reached the British single-carriageway speed limit in 7.5 sec. in the Auvergne region of France during one of the most exciting Press Launch drives I have had in many a long day.

MOTOR SPORT is produced in several different sections and that containing my road test of Stag Hill Motors' Talbot Sunbeam Cheetah on page 1481 was written and "put to bed" before the Sunbeam Lotus launch. This will explain to readers why I could make no cross-reference to Sunbeam Lotus performance in that road test. Different gearing, limited slip differential and slightly lower weight made the 145 b.h.p., 2-litre push-rod Cheetah fractionally faster on initial acceleration, but the Lotus' greater torque (150 lb. ft. at 4,800 r.p.m. on an engine which revs. to over 7,000 r.p.m. against 120 lb. ft. at 3,800 r.p.m. and a 6,500 r.p.m. rev. limit) gives better and less fussy performance in the rest of the scale. The Cheetah feels to have a "tuned" engine, the



Any colour so long as it is black (with silver side-stripes). This pre-production Talbot Sunbeam Lotus is missing its standard fog lights, mounted above the bumper.

Lotus engine feels more powerful, but more "cooking". This is the only comparison I shall make, for while the Lotus is a very fast and entertaining production car it does cost almost £7,000 against the less sophisticated Cheetah's £5,500. Both are astonishing motor cars in their own rights.

The Sunbeam Lotus, available only in black with silver side-stripes and Lotus badges on the flanks, is based on the Sunbeam GLS bodyshell, but that's about the extent of the relationship. The rolling shells are produced at the Talbot plant at Linwood in Scotland and then transferred to Lotus at Hethel, where Colin Chapman's lads insert a special 2,172 c.c. (95.2 mm. x 76.2 mm.) derivative of the all-aluminium, twin-overhead-camshaft, sixteen-valve slant four engine, type number 911, attached to a five-speed ZF gearbox. This longer stroke engine (the standard 907 Lotus 1,973 c.c. power unit has a stroke of 69.3 mm.) will eventually find its way into Lotus models. It uses the existing "E" cams, 9.44:1 compression ratio and twin Dellorto DHLA 45E double-choke carburetters. Exhaust gases exit through a four-branch manifold into a

single pipe, through primary and secondary silencers into distinctive twin tail pipes. Electronic ignition with diagnostic plug facility and a thermostatically controlled electric fan are fitted.

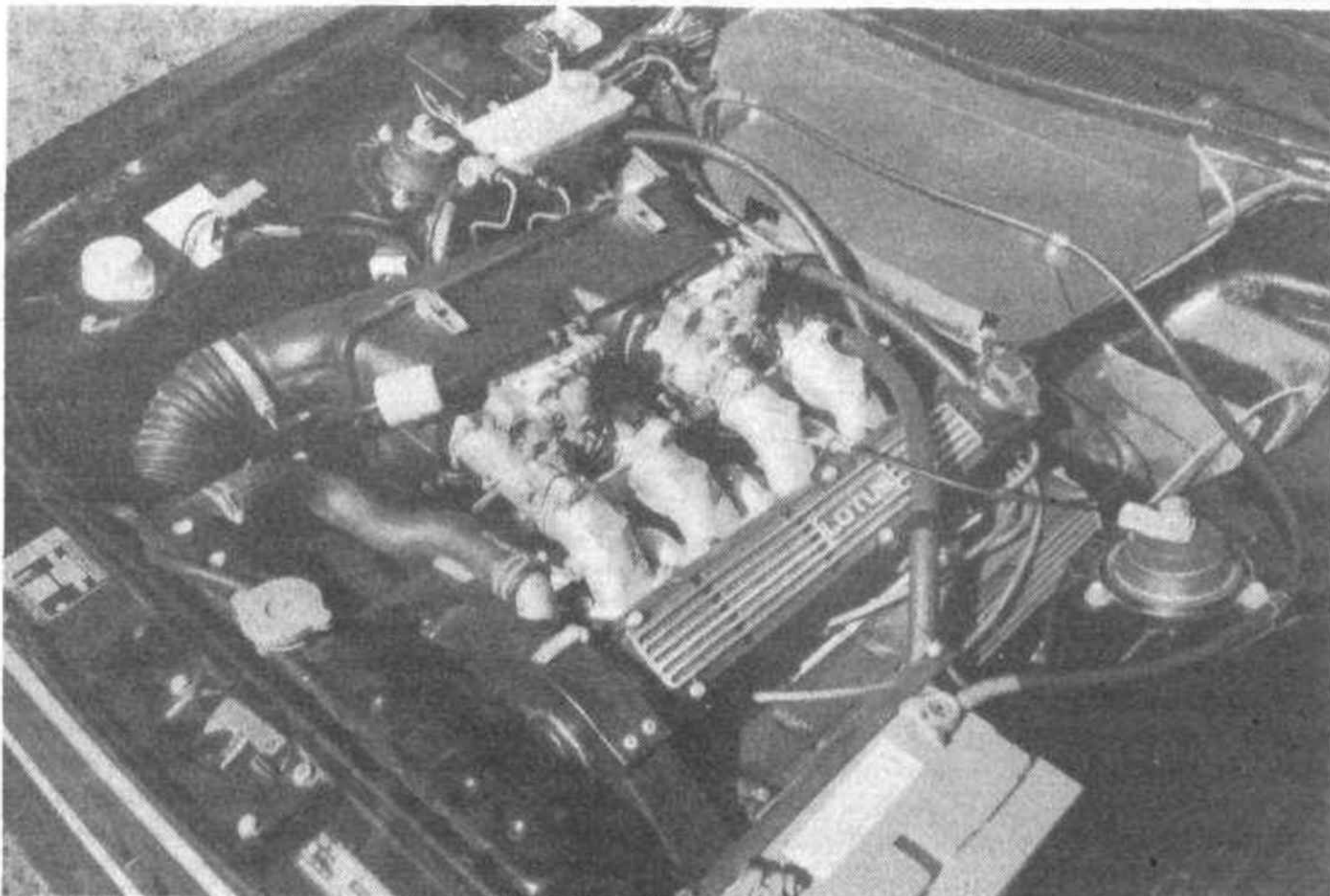
Lotus' Tony Rudd, "just passing through on holiday with the family", contrived to join our party at the fascinating Chateau Lafayette. "Talbot's claimed 150 b.h.p. power output at 5,600 r.p.m. is on the conservative side, you know," Rudd told me. "After all, we claim 160 b.h.p. for our own 2-litre engines." And the Sunbeam Lotus weighs slightly under 18 cwt. . . .

Comparative figures for the 1,600 c.c. Sunbeam GLS and Ti models are 80 b.h.p./86 lb. ft. and 100 b.h.p./96 lb.ft., showing the extent of the Sunbeam Lotus' extra punch. To cope with it, the cable-operated Borg and Beck clutch is enlarged from 7.5 in. diameter to 8.5 in. and the live rear axle has stronger crown-wheel and pinion and thicker tubes. Thanks to an overdrive fifth gear ratio in the ZF gearbox, it has been possible to lower the standard Sunbeam final drive-ratio to 3.89:1.

Lotus engineers developed the suspension, using different shock-absorber settings, a thicker front anti-roll bar and stiffer mounting and reaction bushes to improve handling responses. It seems that Talbot engineers are so pleased with the Hethel-proved results that some of the bushes are likely to find their way on to the Ti to improve its response. The standard Sunbeam rack and pinion is retained. All that "go" is stopped by thicker, 9.5 in. front discs with larger calipers and competition-type pads and normal 8 in. rear drums with larger wheel cylinders. Brake failure and front pad wear warning lights are fitted. The alloy wheels are of 6J width shod with 185/70 HR 13 in. Pirelli Cinturato CN 36 tyres.

Very comfortable, high back, wrap around, reclining bucket seats with adjustable head restraints are the most obvious interior modification. Grey cloth upholstery is fitted throughout. A new centre console is unique to this Sunbeam model, which includes radio, tachometer, rear window wash/wipe, laminated screen, halogen headlights, fog lights and a simulated leather, thick-rimmed, three-spoke steering wheel as standard equipment.

Down in the hot and sunny Auvergne we journalists had a Sunbeam Lotus each, which left me unfettered by the usual considerations for passengers, and the splendid 200 km. route was



The 2.2-litre 16-valve Lotus engine is a tight fit. It produces at least 150 b.h.p. and sensational performance.

The Renault Turbo

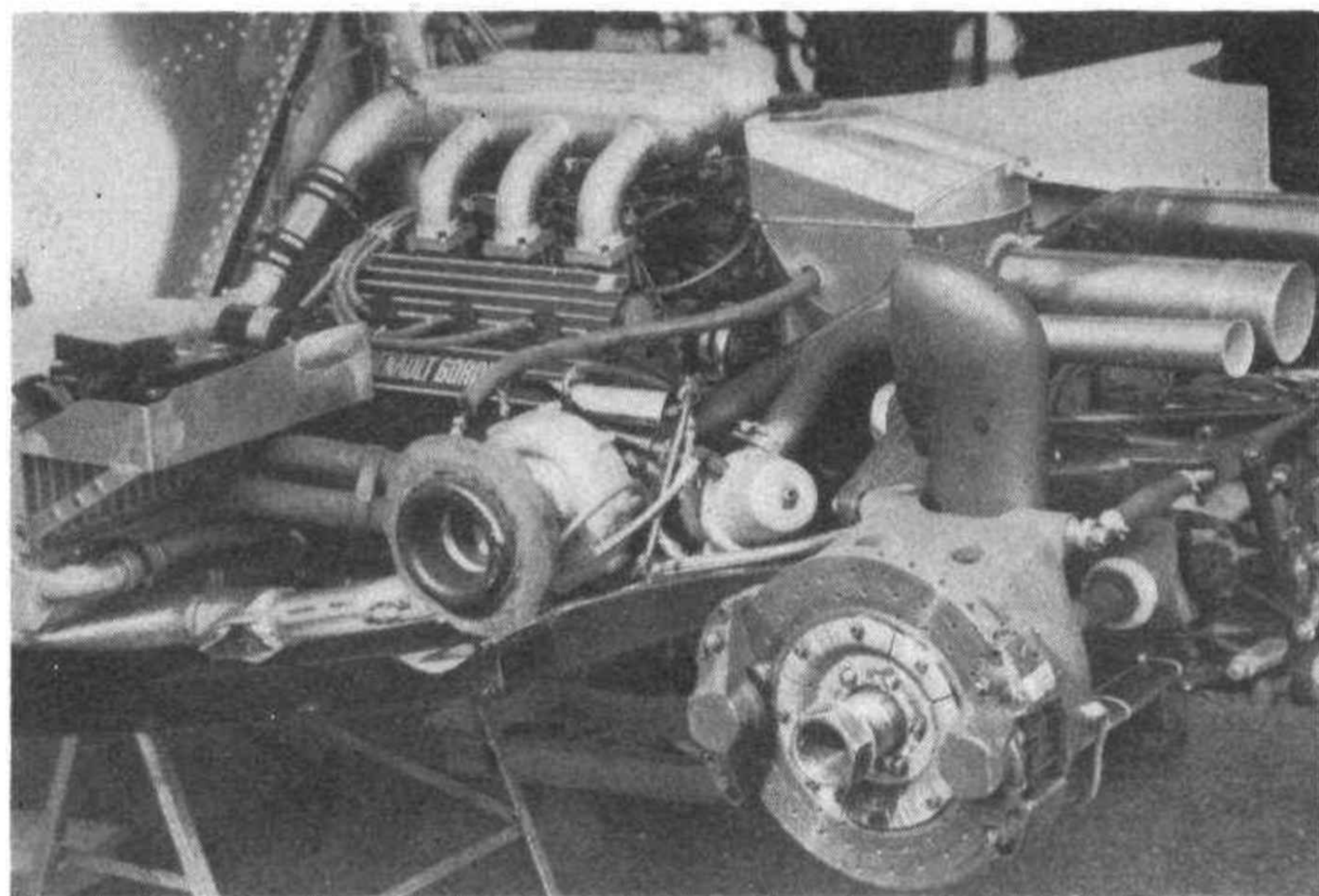
IN THE article on exhaust systems in the August issue of MOTOR SPORT, I made a nonsense of the description of the four exhaust pipes on the twin turbo-charger layout on the Renault. This was pointed out to me by a reader in Cheltenham, who also offered an interesting reason for one of the turbos packing up while Jabouille was at the pits during the British GP.

In my article I said that the blow-off valve, or waste-gate, expelled highly compressed air out of the small diameter exhaust pipe. This was totally wrong, for the waste-gate is upstream of the turbine, in a branch off from the exhaust collector pipe leading to the turbine. It is set so that if the exhaust pressure is more than the turbine needs the valve opens and it is high pressure exhaust gas that comes out of the small tail pipe, while the large one exhausts gases that have passed through the turbine. This should have been obvious when looking at the system, for both large and small pipes are discoloured, due to passing hot gases, whereas if the small one had been passing compressed air it would not have been discoloured.

When the exhaust gases have spun the turbine up to its working speed, the compressor which is on the same shaft generates the present inlet manifold pressure, and opens the waste-gate so that excess exhaust flow by-passes the turbine. The high pressure exhaust gases pass out through the small pipe while the large pipe is emitting exhaust gases that have expanded to a low pressure through the turbine. This arrangement ensures that the turbine is up to speed at relatively low throttle openings, so reducing the turbine lag, and it also means that the turbine is no larger than it need be. Its size is relative to the needs of the compressor, not the needs of the exhaust back pressure. At idling engine speeds the turbine would be well up to speed, but would have a small mass flow through the compressor, with the

practically devoid of traffic round the crucial twisty bits in the hills and forests. Fifth gear was virtually redundant most of the time, but when employed on the occasional long straight could be stretched up to 5,600 r.p.m. (21.65 m.p.h./1,000). Overall performance practically speaks for itself — magnificent! The temptation was to scream the engine up to the 7,000 r.p.m. rev-limiter (35 m.p.h., 62 m.p.h. and 87 m.p.h. in the lower gears), but the excellent torque made this a largely unnecessary exercise. The test car had the sweetest ZF gearbox I can recall, but whether it will be as good from the right-hand seat as it was from the left (there is strong spring resistance to overcome into the 4th/5th plane, a pushing action from the left, pulling from the right) remains to be seen. As always, there are bound to be customers who complain about the ZF pattern of first on a dog's leg down to the left. Strangely, the traditional ZF rumbling in neutral was absent.

All that power in such a small, short wheelbase motor car sounds like the recipe for lethal handling. That idea can be dispelled, for the Sunbeam Lotus is unexpectedly predictable, safe and forgiving, though not without quirks. It's essentially a very neutral car and any attempt to hang the tail out simply scrubs off speed. The Pirellis grip tenaciously in the dry. Lifting off the throttle turning into a corner or in mid-curve



This view of the left-hand side of the Renault, minus the rear wheel, shows the side air intake to the compressor, with the aluminium inlet pipe running forwards to the inter-cooler. The turbine itself is hidden behind the compressor but the small exhaust pipe from the waste-gate valve can be seen alongside the main exhaust pipe.

throttle closed. As the passage of cold air through the compressor acts as a heat sink for the whole unit, it is possible that this is why it overheated at the pits while Jabouille sat with the engine idling while repairs were done to the front of the Renault.

When Renault first built their turbo-charged V6 engine they used a single turbine/compressor unit made by Garrett-AiResearch of California, whose main work is with big diesel engines. When they went to a twin-turbo layout they changed to the German KKK firm (Kuhnle-Kopp and Kausch), who could offer a smaller unit, as used by Porsche. This provided a much better layout altogether, each bank of cylinders having its own turbine/compressor unit, its own exhaust system, its own intercooler and its own inlet manifold.

tucks the nose in to tighten the line. This tautly-suspended Sunbeam does skip around a lot on bumpy surfaces, disconcerting on first acquaintance, until one learns to let the car take care of itself, or even use the trait to help set up the car into a corner. Heavy throttle applications out of tight corners show up the expected traction deficiency, which only a limited slip differential would cure, but Talbot decided against fitting one as standard. Under most circumstances traction in the dry is perfectly adequate, but it could be more of a problem in the wet.

Underbonnet restrictions demand that left-hand drive cars must use twin, remote brake servos, while r.h.d. cars have single, direct acting units. As a result the l.h.d. test car developed a "long" pedal and lacked the brake feel which UK owners can expect. But brake effectiveness was excellent and the front pads resisted fade even when smoking merrily.

Gentle pottering through small towns and a traffic jam caused by a cycle race gave my Sunbeam Lotus chance to prove that it had rather more to offer than lightning performance; so fast and so raucous when opened up, it was smoothly flexible and quiet when reined back.

Early cars have a totally inadequate, 9-gallon fuel tank, but a larger tank is on its way.

Although something of an homologation special (Group 2 homologation is expected by the end of

Pressure balance pipes being the only connection between the two installations, apart from the cables from the butterfly throttles in the inlet pipes to the compressor, these two cables joining with a junction box to a single cable to the accelerator pedal. Air to the two compressors is drawn from sunken ducts, gauze covered, at the rear of the side pods. On the second car built, RS11, these triangular ducts were increased in size over the prototype car RS10, but no advantage was found so the third car, RS12 reverted to the small inlets.

Renault are still working with AiResearch in California, but technical communication is long-winded, and they are getting better results with KKK in Germany, who are more automobile orientated. — D.S.J.

the year, on the basis that Talbot/Lotus can satisfy the FIA that a minimum of 1,000 will be produced in 12 consecutive months), this little Sunbeam is much more than that. For the new Talbot concern especially and Chrysler across Europe in general it is very much an image maker, as the current advertising campaign shows. For the ordinary customer it seems to be a thoroughly tractable and practical proposition for everyday road use, for which it is insurance rated as Group 6, and I look forward to analysing it further under normal UK road conditions. Tony Pond is already proving the model's worth as a rally car and a full-scale rally programme is planned with cars run out of Des O'Dell's Coventry Competitions Department and Boulogne. Every conceivable modification will be available for the competition-minded owner.

A minimum of 4,500 Sunbeam Lotuses are projected over the next three years ("Give us the orders and we'll make as many as they want," said an enthusiastic Rudd, who seemed well pleased with the Lotus-Talbot liaison), for sale in the UK, France, Italy, Germany, Belgium, the Netherlands, Austria and Switzerland, through selected dealers. The car impressed me as the most exciting small sports saloon for years. Unfortunately the police think so too, so watch out for innocent-looking Sunbeam Q-cars!

C.R.

Gran Premio Dino Ferrari di Formula One

Lauda quits Brabham on a winning note

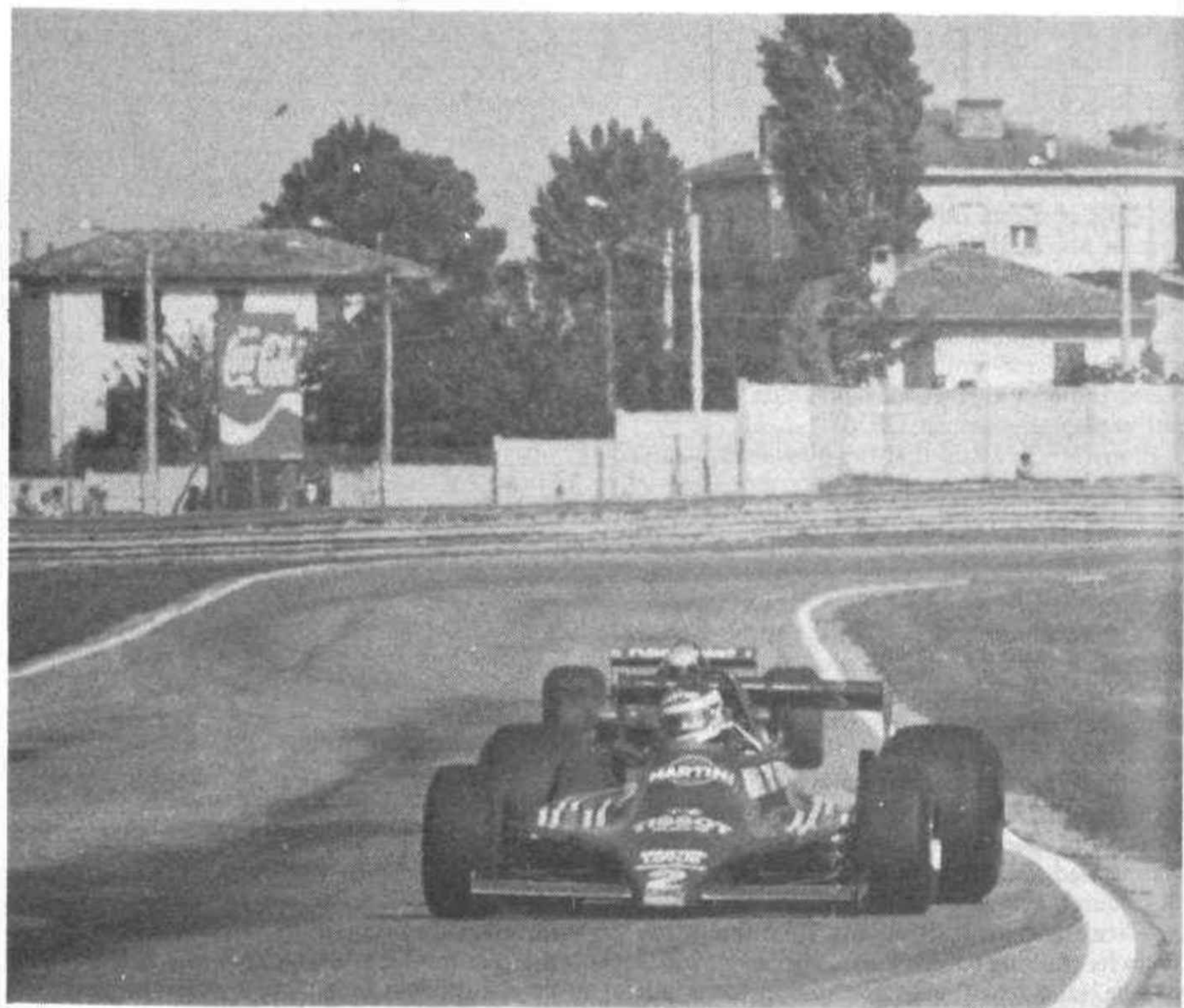
Imola, Italy, September 16th

THE formality of running a Formula One non-Championship race at Imola so that the circuit can qualify for a World Championship round next season, was treated with a casual air by the Formula One teams, most of whom sent second string cars and second string drivers. Ironically, after Monza everybody had lost interest in going to Imola because the Monza authorities had made such a good job of improving the Milan circuit. Only fifteen cars started and after Scheckter and Villeneuve had fallen back with tyre problems on the same 312T4 Ferraris victorious at Monza, Lauda went through to win, his only win with the Brabham-Alfa BT48 and a brighter note on which to leave Ecclestone's team.

The two Ferraris led from the line, Villeneuve ahead of Scheckter, with Reutemann, Lauda and Brambilla having an unaccustomed close whiff of the Ferraris' exhausts. The four leading cars broke away from the pack and as Reutemann slowed with bad vibrations from the rear end of the Lotus 79 when a wheel weight came off, Lauda took third place.

By the 10th lap both Ferraris were in tyre troubles as the surface grew more slippery and Lauda was able to close right up on Scheckter, disposing of him easily on lap 16.

Villeneuve was not so easy to deal with and it was another five laps before Lauda took the Ferrari on the straight between the chicane and the hairpin. Villeneuve scratched past again on the hairpin and held the lead until the same point on the next lap. Lauda led into the hairpin again, misjudged Lauda's intentions and braking point and rammed the Brabham fair and square up the gearbox. The Brabham continued undamaged, but Villeneuve had to pit with a smashed nose section. Refreshed with new tyres and a new nose section the French-Canadian rejoined the race right behind Scheckter a lap later, but by then in



Reutemann heads Lauda round the built-up Imola circuit early in the race, above. Villeneuve heads for the pits, right, the Ferrari's nose crumpled in a collision with Lauda. Below, the French-Canadian about to re-pass Lauda to unlap himself during his heroic chase back through the field.

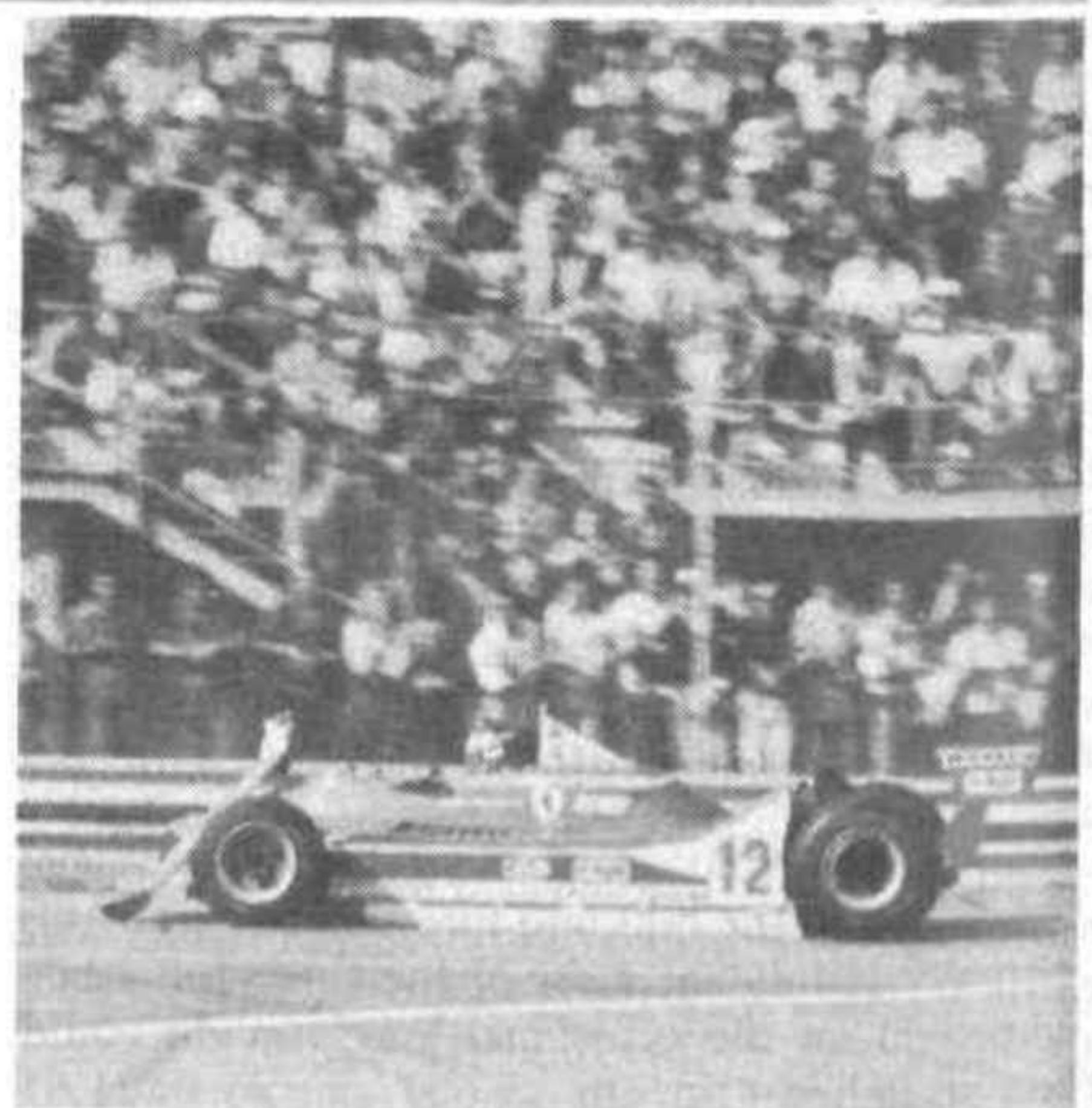
tenth place.

Then Villeneuve started to carve through the field to unlap himself and with ten laps to go in the 40-lap race had passed the leading Brabham. By the flag he had hauled himself up to seventh place, almost catching Rosberg for sixth, and set a new circuit record in the process.

Lauda slowed with a broken exhaust, but Reutemann had a similar problem and couldn't take advantage. Scheckter coasted round in a safe third place, 20 sec. down on the Lotus.

Patrese had a good run to fourth place in the Arrows A1. Jarier's Tyrrell 009 could make no impression on the Arrows and had difficulty

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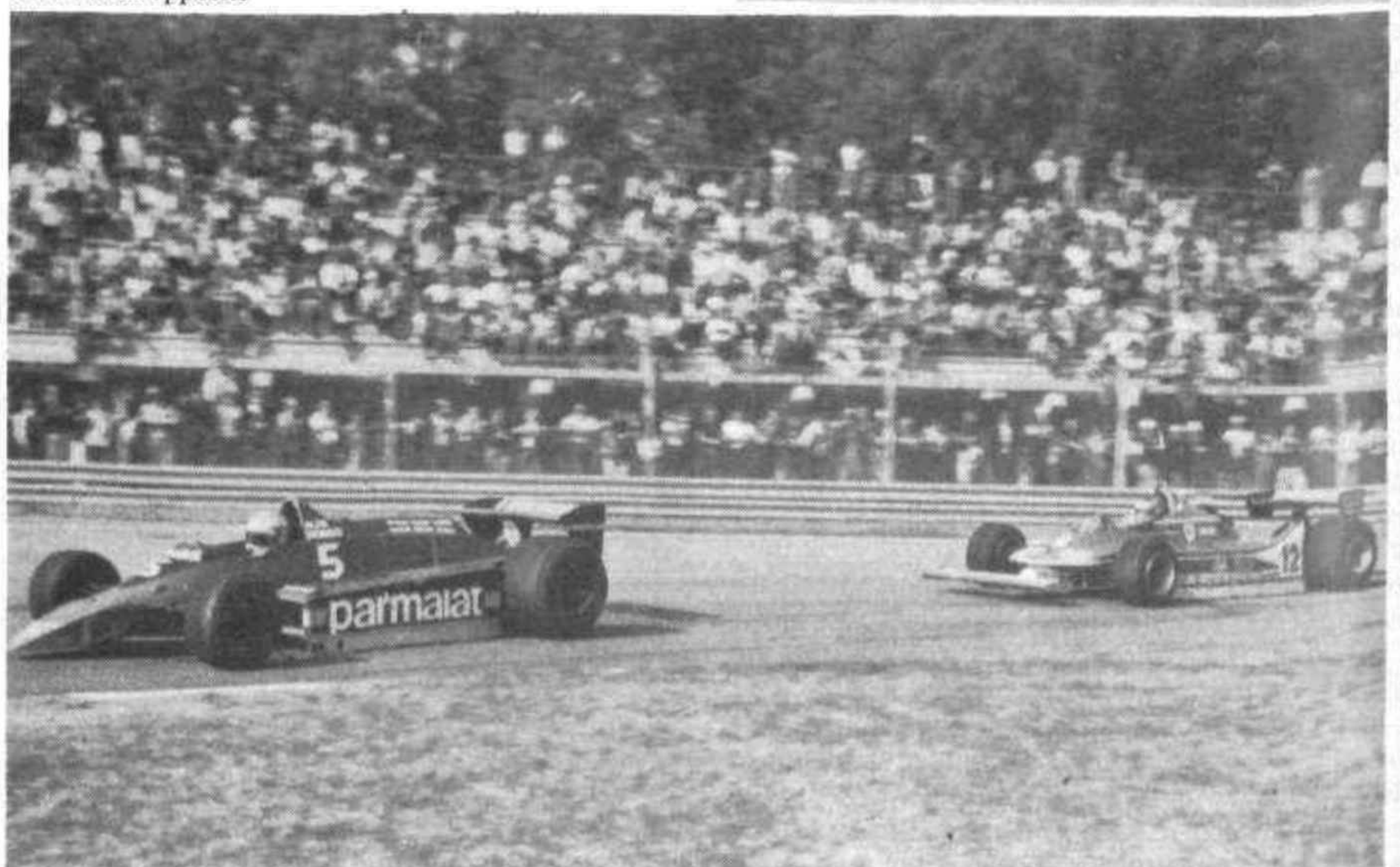


STARTING GRID

12 G. Villeneuve (Ferrari 312T4) 1 min. 32.91 sec.	11 J. Scheckter (Ferrari 312T4) 1 min. 33.24 sec.
2 C. Reutemann (Lotus 79) 1 min. 33.94 sec.	5 N. Lauda (Brabham-Alfa BT48) 1 min. 34.81 sec.
29 R. Patrese (Arrows A1) 1 min. 35.26 sec.	36 V. Brambilla (Alfa Romeo 177) 1 min. 35.38 sec.
20 K. Rosberg (Wolf WR9) 1 min. 35.65 sec.	4 J. P. Jarier (Tyrrell 009) 1 min. 35.93 sec.
14 A. D. Ribeiro (Copersucar F5A) 1 min. 37.28 sec.	39 G. Agostini (Williams FW06) 1 min. 38.55 sec.
35 *B. Giacomelli (Alfa Romeo 179) 1 min. 39.08 sec.	40 "Gimax" (Williams FW06) 1 min. 40.07 sec.
24 A. Merzario (Merzario A4) 1 min. 41.86 sec.	18 E. de Angelis (Shadow DN9) 1 min. 58.62 sec.
8 P. Tambay (McLaren M28) No time	19** B. Gabbiani (Shadow DN9) No time

* Time in Alfa Romeo 177.

** Engine trouble, did not race.



The Mopar Manx International Trophy Rally

THE FIFTH round in the home international rally championship series sponsored by Sedan Products was the unique Manx event on September 14th/15th. Held over 270 miles of closed public roads in and around, but not part of, the TT course this year's Manx, the latest in a line born in 1963, had a top class entry from Ford, Saab, Dealer Team Vauxhall, Talbot Sunbeam and Leyland ST.

Within the first three stages all top three seeds were eliminated! Stig Blomqvist's SAAB turbo broke a driveshaft after seven miles; Hannu Mikkola's Escort broke a steering arm (as did Malcolm Wilson's similar car later in the event), while Pentti Airikkala had a considerable accident in the DTV Chevette.

The first day was all about Tony Pond and his 2.2-litre Talbot Sunbeam Lotus. Unfortunately the engine expired while Pond was leading comfortably, leaving Russell Brookes (works Escort RS) and DTV number 2 driver Jimmy McRae to fight for victory on the final Saturday. Despite heroic efforts from McRae — including a time 5 sec. faster than Brookes over the longest stage, that saw the Vauxhall's gear lever fall out at one point — Russell Brookes came home to a 14 sec. victory.—A.A.W.

Results		
1st	R. Brookes/Paul White (Ford Escort RS)	13120 penalties
2nd	J. McRae/M. Nicholson (Vauxhall Chevette HS)	13134 penalties
3rd	G. Elsmore/F. Gallagher (Triumph TR7 V8)	13668 penalties
4th	Terry Kaby/Tony McMahon (Triumph TR7 V8)	13925 penalties
5th	D. McCartney/Peter Scott (Talbot Sunbeam)	14113 penalties
6th	Pat Ryan/Peter Gray (Talbot Sunbeam)	14138 penalties

140 starters — 75 finishers

Porsches for 1980

PORSCHE announced a new 155 m.p.h. "S" version of the 928 at the Frankfurt Motor Show, with a 300 b.h.p., 4.7-litre development of the all-aluminium V8, 60 b.h.p. more powerful than the 4.5-litre standard car. Despite the extra power and performance the 928S is claimed to be more economical than the 1978/79 928.

The 928S should reach 60 m.p.h. from rest in

IMOLA — Continued.

enough holding off Rosberg's Wolf WR9, until the latter had clutch problems. Down the field Brambilla in the flat-12 Alfa Romeo had a coming-together with de Angelis' Shadow DN9. Both cars spun, but Brambilla recovered, leaving de Angelis sidelined with a dead engine. Giacomelli retired the new V12 Alfa Romeo with a blown engine in the earlier laps after a stone had punctured the oil cooler.



Brookes/White won "The Manx" with a 14 sec. margin.

6.5 sec. and 100 m.p.h. in 14.6 sec. paring 4.3 sec. from the 928's time. Torque is raised by 16% to 318 lb. ft. at 4,500 r.p.m. Additional mechanical modifications include cross-drilled brake discs, larger brake pad area and a thicker front anti-roll bar. A new pattern of 7J x 16 alloy road wheel is fitted, a deeper air dam distinguishes the front of the car and a polyurethane rear spoiler is similar to that of the 924 Turbo. Detail changes include automatic temperature regulation for the air-conditioning, electrically heated seats, a smaller diameter steering wheel, protective side strips and red warning lights in the trailing edges of the doors.

When the 928S becomes available on the British market in March 1980 the projected price will be £25,250, with the choice of three-speed automatic or five-speed manual transmission.

The engine of the "ordinary" 928 has been modified to give vastly improved fuel consumption — an average of 24%. This results largely from raising the compression ratio to 10:1 from 8.5:1 and revising the camshaft lift. The torque rating increases from 253 lb. ft. at 3,600 r.p.m. to 275 lb. ft. at the same engine speed,

power remaining unchanged at 240 b.h.p. It requires four-star fuel.

Other Porsche news is that the 924 Turbo is available on the British market from this month, priced at £13,629. Many improvements have been made to the 924 and 924 Lux, including a brand-new five-speed gearbox as standard, with automatic transmission as an option, a 9" brake servo, new interior trim and better underfloor soundproofing and a cover for the petrol filler cap. Prices are unchanged. The 911 SC gains an extra 8 b.h.p. and 10.4% fuel consumption improvement from minor modifications, in particular to the ignition timing. The standard SC is increased in price to include a Panasonic digital stereo radio/cassette set and electric aerial, already standard on the Sport version, the price of which is unchanged. All six-cylinder cars are given a new type of oil cooler. The 300 b.h.p. 3.3-litre Turbo has a new and quieter exhaust system and the Blaupunkt stereo equipment is superseded by the Panasonic digital system. The Turbo's price is unchanged, at £27,950. — C.R.

Exhibitions

RUNNING from October 25th to January 13th at the Hayward Gallery, South Bank, London SW1, the Arts Council's "Thirties" Exhibition will contain much of motoring and aviation interest, including a 1:51-scale model of Sir Malcolm Campbell's LSR Bluebird and a full-size modern replica of that car in its 1935 form. Admission costs £1.20 a head, or 60p all day Mondays and from 6-8 p.m. on Thursdays.

The "Amazing Bugattis" Exhibition sponsored by *The Observer* and Moët Chandon opens at the Royal College of Art, Kensington Gore, London from October 9th to November 18th. Admission £1.50 for adults, 75p Students, Children and OAPs, open 10 a.m.-6 p.m.

The Midland Motor Museum at Bridgnorth, Salop announces that its 8-acre Bird Garden (feathered birds!) adjacent to Stanmore Hall, is now open daily and that the Motor Museum has increased its vehicle display. — W.B.

Results: DINO FERRARI GRAND PRIX — Formula One — 40 laps — Imola — 5.040 kilometres per lap — 201.6 kilometres — Very warm

1st:	N. Lauda (Brabham-Alfa Romeo BT48)	1 hr. 03 min. 55.89 sec. — 189,202 k.p.h.
2nd:	C. Reutemann (Lotus 79)	1 hr. 04 min. 02.98 sec.
3rd:	J. Scheckter (Ferrari 312T4)	1 hr. 04 min. 21.11 sec.
4th:	R. Patrese (Arrows A1)	1 hr. 04 min. 34.65 sec.
5th:	J.P. Jarier (Tyrrell 009)	1 hr. 04 min. 42.29 sec.
6th:	K. Rosberg (Wolf WR9)	1 hr. 05 min. 03.22 sec.
7th:	G. Villeneuve (Ferrari 312T4)	1 hr. 05 min. 09.27 sec.
8th:	P. Tambay (McLaren M28)	1 lap behind
9th:	V. Brambilla (Alfa Romeo 177)	1 lap behind
10th:	G. Agostini (Williams FW06)	1 lap behind
11th:	A. Merzario (Merzario A4)	1 lap behind

Fastest Lap: G. Villeneuve (Ferrari 312T4B) on lap 35, in 1 min. 33.61 sec. at 193.826 k.p.h. (new record)
Retirements: B. Giacomelli (Alfa Romeo 179), engine, lap 5; E. de Angelis (Shadow DN9), off road, lap 18; A. D. Ribeiro (Copersucar F5A), gearbox, lap 27; "Gimax" (Williams FW06), clutch trouble, lap 33.

15 starters — 11 finishers

The 43rd RAC Tourist Trophy

Silverstone, September 16th
IT DIDN'T need much of an expert to predict the winner of this year's Tourist Trophy, sponsored on this occasion by Pentax; with three obsolete BMW 3.2CSLs at the front of the grid and nothing else capable of challenging them on sheer performance, it was pretty obvious that we were in for a re-enactment of the three previous TTs. Sure enough, victory fell to the Jolly Club car of Italian veterans Martino Finotto and Carlo Facetti after the other CSLs of Grano/Joosen and Xhenceval/Dieudonne/Van Hove expired, doubtless tired of yet another one-marque race, well ahead of a straggling field. The winning car, ex-Alpina, won the 1977 TT, driven by Quester and Walkinshaw.

It will be a relief when the CSL's homologation expires at the end of this year and an alternative has to be found to these remarkable, all-conquering Group 2 saloons. Fresh blood, instead of museum pieces, might help to put back some of the interest and prestige into the European Touring Car Championship, of which the Tourist Trophy was the penultimate round of 1979. It was the fourth win in the series for the Finotto/Facetti car.

At least the 44 car grid had variety, with a good entry of Group 2 cars from the continent and a massive phalanx of British Group 1 cars. Finotto/Facetti took pole position from the other two CSLs, a 530i driven by Austrians Werginz, Neger and Loibnegger and the two quick 1.8-litre Zakspeed Escorts of Heyer/Denzel and Niedzwiedz/Muller. The fastest British drivers in practice were Stuart Graham and Tiff Needell who put their Group 2 Brut Capri 3-litre on the fourth row, alongside the Walkinshaw/Tippet/Palmer Mazda RX-7.

Facetti put the CSL into an immediate lead, but Joosen forced his way past into the chicane on the second lap and began to pull away, holding



The three obsolete BMW CSLs lead the TT, with Joosen heading Facetti (in the winning car) and Xhenceval.

the lead until the camshaft lost its drive on the sixteenth lap. That left Facetti a clear leader, for Xhenceval's CSL was falling back, while the Heyer Zakspeed Escort was holding a strong third place and was soon joined in fourth by its sister car. Walkinshaw's Mazda held fifth from Graham's Capri and the Austrian 530i, but retired on the infield after Stowe, leaving the Ford and BMW to enliven the race with a heated scrap, which helped Graham win the Driver of the Day Award. After Xhenceval's CSL retired with valve problems, Facetti/Finotto had no serious challengers and were left to run to the end of the 107 lap race at their own pace.

As the hours ticked away slowly for the thin groups of spectators the race continued to take its toll. The Craft/Spice/Clark Group 1 Capri had endless problems with fiery rear brakes, though it

perservered to the finish; the trio's Group 2 car was less troublesome, taking up a chase of Graham/Needell. Brodie/Matthews blew their Group 1 Capri's engine and the class leading Dolomite Sprint of Gerry Marshall and rally ace Roger Clark was disqualified for receiving a push start. The motor racing debut of motorcycle star Barrie Sheene in a Group 1 VW Golf GTi ended when the fly-wheel came adrift, but not before Sheene had impressed with his skill on four wheels. Derek Bell's Group 2 Golf expired early in the race with an oil leak.

With eighteen laps to go the two Zakspeed Escorts livened up proceedings as Niedzwiedz hauled in Denzel and took second place, one lap behind the leading BMW.

When the flag fell after 3 hr. 01 min. 0.85 sec. and 504.83 kilometres only 23 cars were still running, of which only 15 qualified within the distance ruling. —

Results

1st	: M. Finotto/C. Facetti (BMW 3.2 CSL)	107 laps
	3 hr. 01 min. 0.85 sec., 167.34 k.p.h.	
2nd	: K. Niedzwiedz/S. Muller (Zakspeed Escort 1.8)	106 laps
3rd	: H. Heyer/J. Denzel (Zakspeed Escort 1.8)	106 laps
4th	: S. Graham/T. Needell (3.0 Capri)	104 laps
5th	: G. Spice/P. Clark/C. Craft (3.0 Capri)	102 laps
6th	: B. Muir/W. Percy/M. Thomas (3.0 Capri)	102 laps
7th	: V. Woodham/J. Buncombe (3.0 Capri)	102 laps
8th	: W. Bergmeister/H. Nowak (Audi 80)	102 laps
9th	: A. Rouse/T. Dron (Opel Monza)	98 laps
10th	: T. Lindstrom/B. Wiedesheim (VW Scirocco)	98 laps
	Fastest Lap: Facetti, 1 min. 37.84 sec., 173.62 k.p.h.	

Historic Race

WILLIE GREEN clinched the Lloyds and Scottish Historic Championship with another run-away win in the JCB Ferrari Dino 246 Grand Prix car. But the race saw a heart-stopping dice for second place between Bruce Halford's Lotus 16 and Richard Bond's Aston Martin DBR4. So close were the pair at times that Halford dented the Aston's tail into the chicane. Halford led Bond on the last of the ten laps, but the Aston driver fought back to cross the line ahead by a length. C.R.

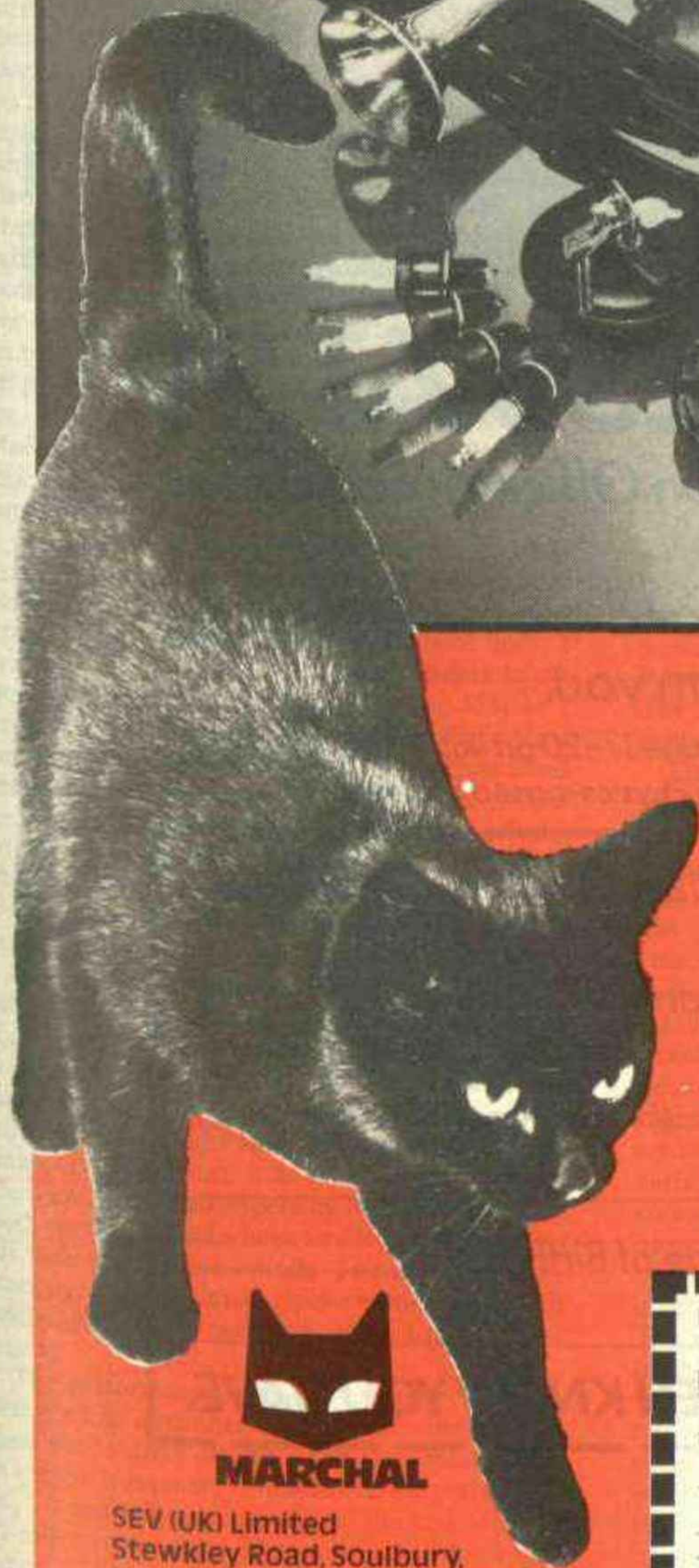
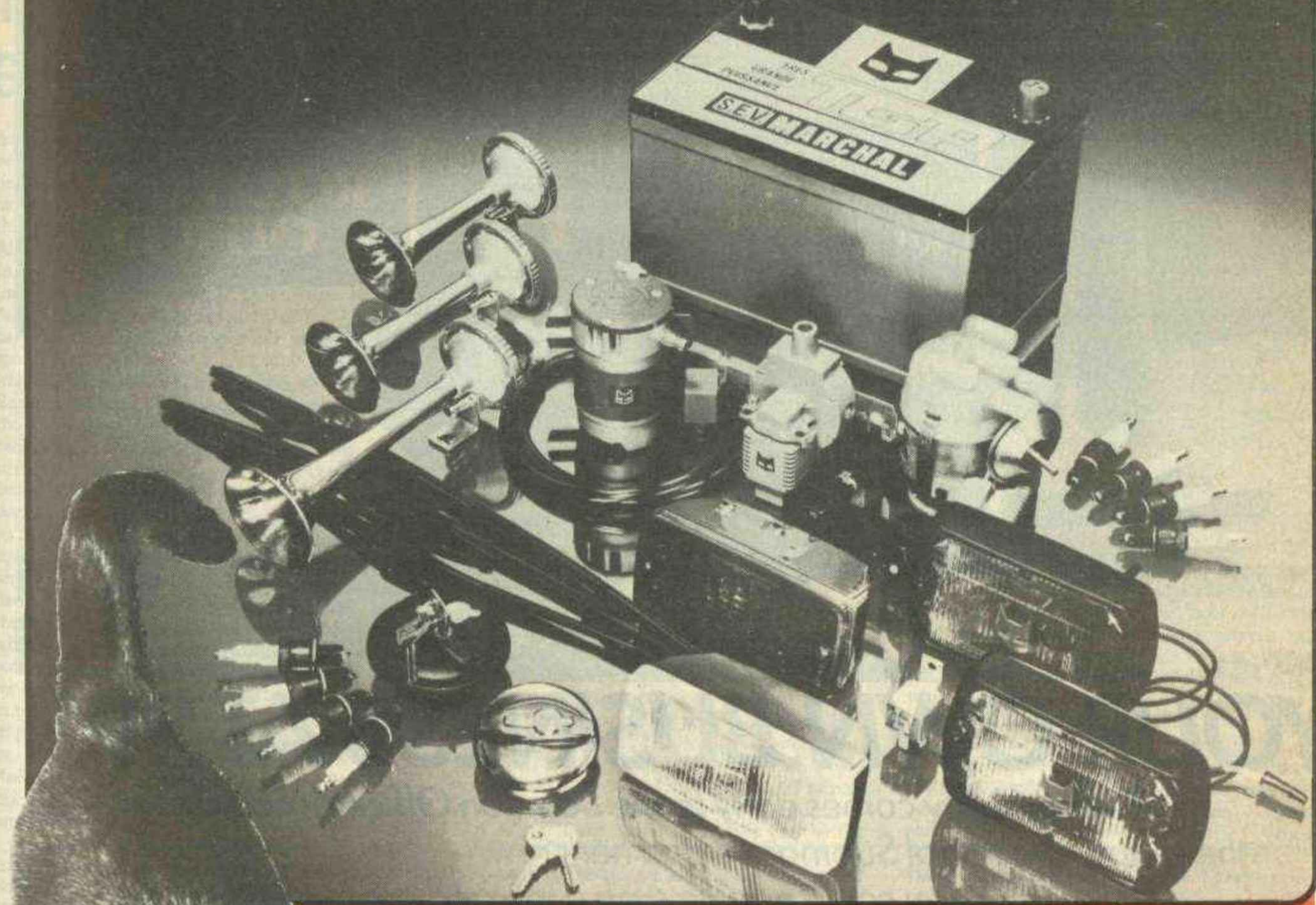
Results

1st	: W. Green (Ferrari Dino 246)	10 laps
	17 min. 02.45 sec., 166.13 k.p.h.	
2nd	: R. Bond (Aston Martin DBR4)	
3rd	: B. Halford (Lotus 16)	
4th	: D. Preece (Lister-Jaguar)	
5th	: R. Bell (Lister-Jaguar)	
6th	: M. Bowler (Lister-Jaguar)	
	Fastest lap: Green, 1 min. 40.86 sec., 168.42 k.p.h. (104.65 m.p.h.), new record.	



Jameson's amazing 27-litre Rolls-Royce Merlin-engined Jameson Merlin leaves the line at the Brighton Speed Trials. FTD went to Terry Smith's Brabham BT35X in 18.28 sec., not good enough to break his shared course record of 17.48.

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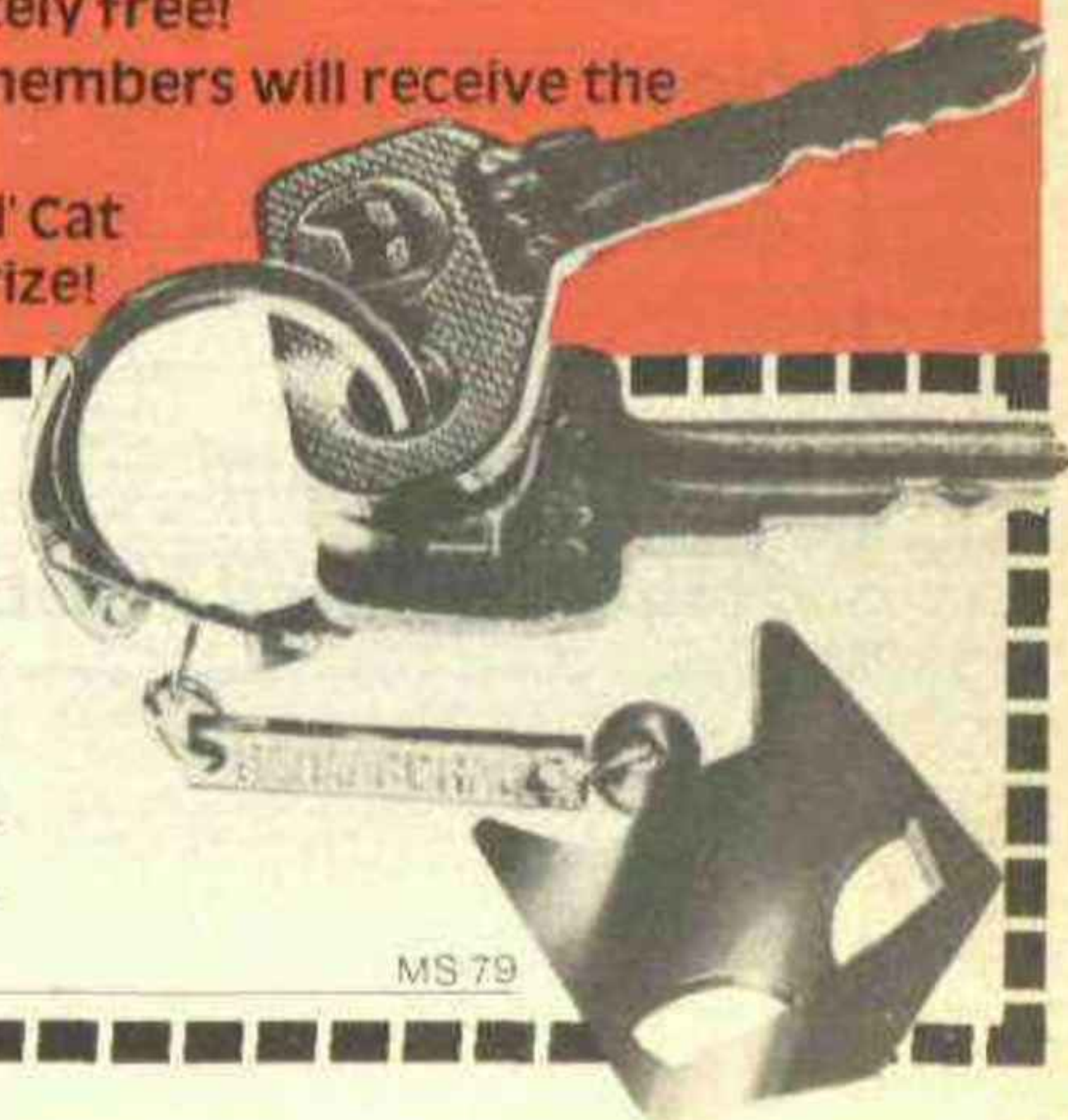
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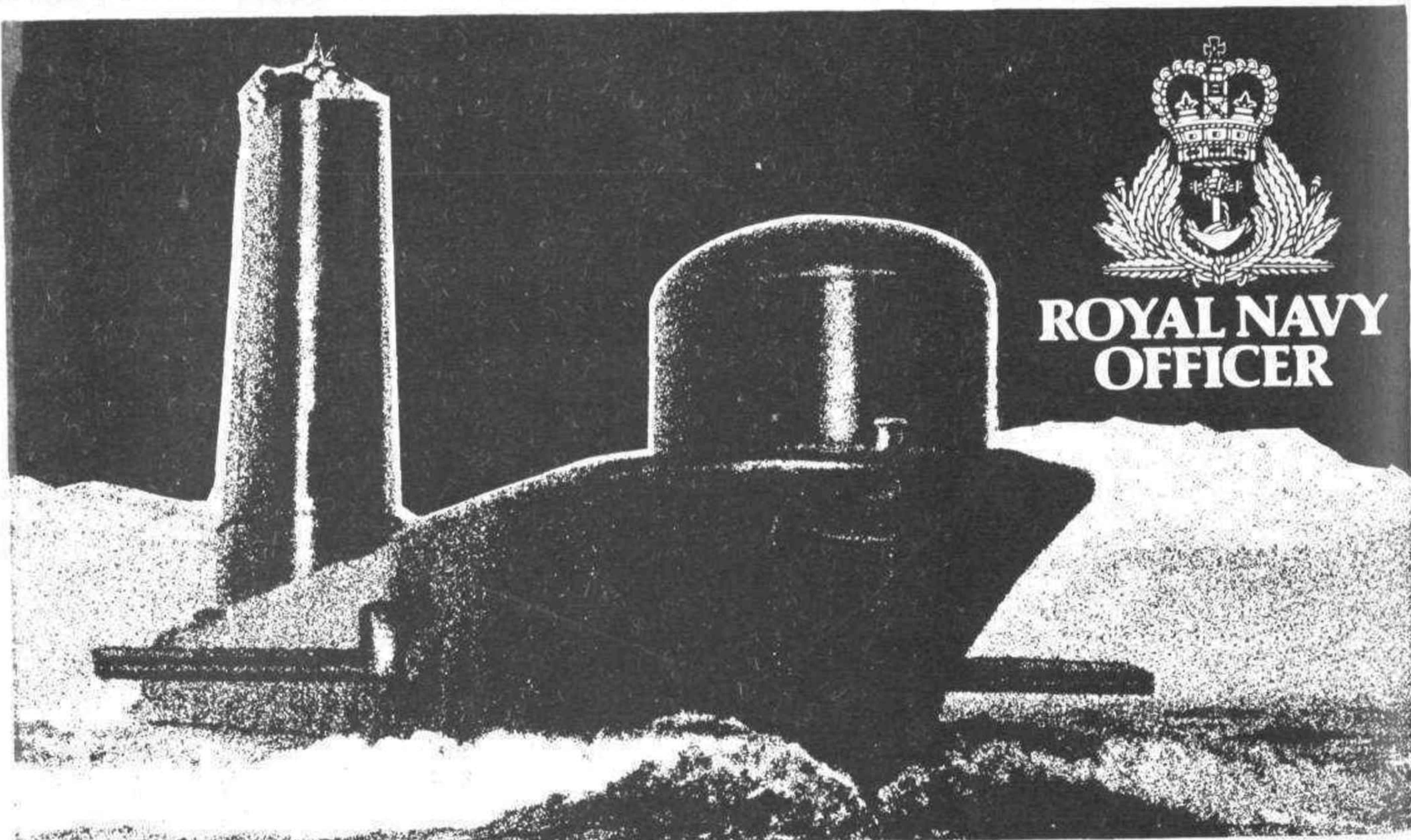
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MS 79



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THE NAVY WILL USE TALENTS YOU DON'T EVEN KNOW YOU HAVE.

The Renault 5 Gordini

AS A MEANS of getting a move on without using very much fuel the Renault 5 Gordini proved to be a most commendable proposition, when tried out on British roads. In France they have known this jolly and clever little car, as the Renault 5 Alpine, for more than three years. It uses an enlarged-bore five-bearing 5TS engine, of 76 (instead of 73 mm.) x 77 mm., this almost "square" engine having a capacity of 1,397 c.c. It has a Weber 32DIR58 twin-choke carburetter, a special camshaft, and a c.r. of 10.0 to 1, all of which produces 93 b.h.p. DIN at 6,400 r.p.m. A Renault 16TX/17TS five-speed gearbox is used, the suspension torsion-bars and anti-roll bars have been appreciably stiffened, and wide-rim alloy wheels are used. In spite of this excellent power output the Gordini-Renault is an unexpectedly docile little package until opened up. It will pull its fifth speed at 30 m.p.h. or so, making this a town gear for the petrol-thrifty. The suspension, set for fast cornering, has not been rendered too harsh and if the sporty wheels look rather ugly, they serve to ventilate the servo disc/drum brakes, which are extremely light and very powerful, some of the nicest brakes I have used for some time and fully in keeping with the Gordini's 110 m.p.h. maximum speed and acceleration of 0-60 m.p.h. in 10.7 seconds, pick-up almost equal to, or the same as, that from a BMW 525, Rolls-Royce Silver Shadow, or Rover 2600 for example. Even in fifth gear the acceleration is impressive.

This is truly creditable performance from what is a real small-car, but with the Renault 5's load-worthy hatchback and folding rear seat. The spare wheel, however, occupies the boot floor. I was very impressed, until the engine began to cut out completely and frequently on the M4, as I cruised along in the dry at just over 3,700 r.p.m. in fifth gear, equal to 70 m.p.h. Every time I had attained the hard-shoulder the starter would recommence the machinery, and once off the Motorway the trouble vanished, not to return in the 1,000 miles or so of the week's test, even when the car was left out at night in heavy rain. It remains an unsolved trick of the auto-gremlins.

The engine clatters from its "wide" valve-timing but cannot be called unduly noisy, for its size. The seats are hard but generally comfortable, supporting one well, and the controls mainly as on other "Fives". The turn-indicators are operated by a short but finger-tip-convenient r.h. stalk, the 2-speed electrically-squirting wipers by a similar l.h. lever both very light, and a horn and wipers are not cut off with the ignition switch. The taut but heavy steering, with a small thick-rimmed wheel, is unchanged, so is accurate, with strong castor return.

The performance is most impressive, and it is delivered in a manner which makes the Gordini great fun to drive quickly. The acceleration flows in a smooth manner, to maxima in the gears of 27, 46, 70 and 100 m.p.h., and at the end of a s.s. ¼-mile you are doing 78 m.p.h., the elapsed time being 17.8 seconds. It all adds up to something out of the ordinary, to express it mildly, from such a small car (11 ft. 8 in. in length). Handling



A front-spoiler and attractive alloy wheels make the Gordini easily distinguishable amongst the other Renault 5s.

is as you make it, the front-wheel-drive reacting in the anticipated manner. Overall the Renault Gordini is essentially a safe car and it would be a big mistake to class it as a fiendish toy for the rabid enthusiast or as a "boy's racer" lacking refinement. It can be driven like any other Renault 5, or wound up to give usefully high average speeds and blow off the usually-astonished opposition. Enjoying it like this, cornering fast on the secure Firestone HSI Sport Wide 155/70SR 13" tyres, I expected about 30 m.p.g. of the required four-star fuel. I was very pleased to find that I was bettering 37 m.p.g. In fact, the overall fuel consumption figure was 37.4 m.p.g. I got 38.1 m.p.g. over part of the mileage, which makes me think that even the rally-aspiring should get around 34 m.p.g. and sporting aunts perhaps better than 40. This performance, allied to economy, makes the Renault 5 Gordini a most attractive proposition. The tank, which has Renault's (unlockable) angled cap, holds 8.4 gallons.

The Renault 5 Gordini has a very deep frontal spoiler, inset into which are the side and indicator lamp clusters and two low-set Cibie halogen foglamps. This spoiler, with the "G8" emblem and the name "Gordini" in orange lining, along the body sides, give a sporting air to the little "black road-burner" but not such as to attract unwelcome attention. The engine commences readily under manual choke and normally idles at 1,000 r.p.m. The front-hinged, self-supporting, light bonnet lid reveals the exciting alloy-head engine in which the push-rod-operated o.h. valves are angled. The two back sparking plugs of this north-south-located power unit are not very accessible and the dip-stick (almost no oil consumed, in 1,000 miles) is also somewhat buried, but the Renault 180 E2 battery with quick-detach terminals would be easy to top-up. The upholstery is in a high-grade cloth and the front-seat head-restraints are of the "open" variety. Access to the back of the two-door body is by lifting a front seat forward, these seats swinging on a parallelogram movement, moved without much effort after releasing the control levers. The test car was equipped with a Philips cassette-stereo radio, with roof aerial.

I liked the car very much indeed. It might have better ventilation without so much recourse to a noisy fan, and more interior stowages to

supplement the almost-too-deep door-bins. It had a not very nice gear shift from the lengthy floor lever. The instruments are adequate without being of the "instant-read" kind, although there is a Veglia digital-clock on the roof sill. The tumbler-type switches are neatly arrayed one above the other on the right of the facia, slightly obstructed by the steering-wheel rim, there is rear wipe/wash.

There are a few minor oddities about this ingenious little motor car but all can be excused, for it is unique. It is also quite expensive, at £4,644.40, although it comes with reversing lamps, rear fog-lamp, Californian Vitaloni aerodynamic door-mirror, laminated tinted screen, openable rear side windows, 8,000 r.p.m. Jaeger electronic (red lined from 6,000 r.p.m.) tachometer, etc. It must represent an appreciable saving over buying a big, fuel-thirsty car that will not be any more fun to drive skilfully or much, if any, faster from "A" to the inevitable "B". More power, I say, in the sales-sense, to this latest of the Renault 5 family, that so ably perpetuates the memory of the late Amedée Gordini. — W.B.



Gordini tailpiece.

Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS

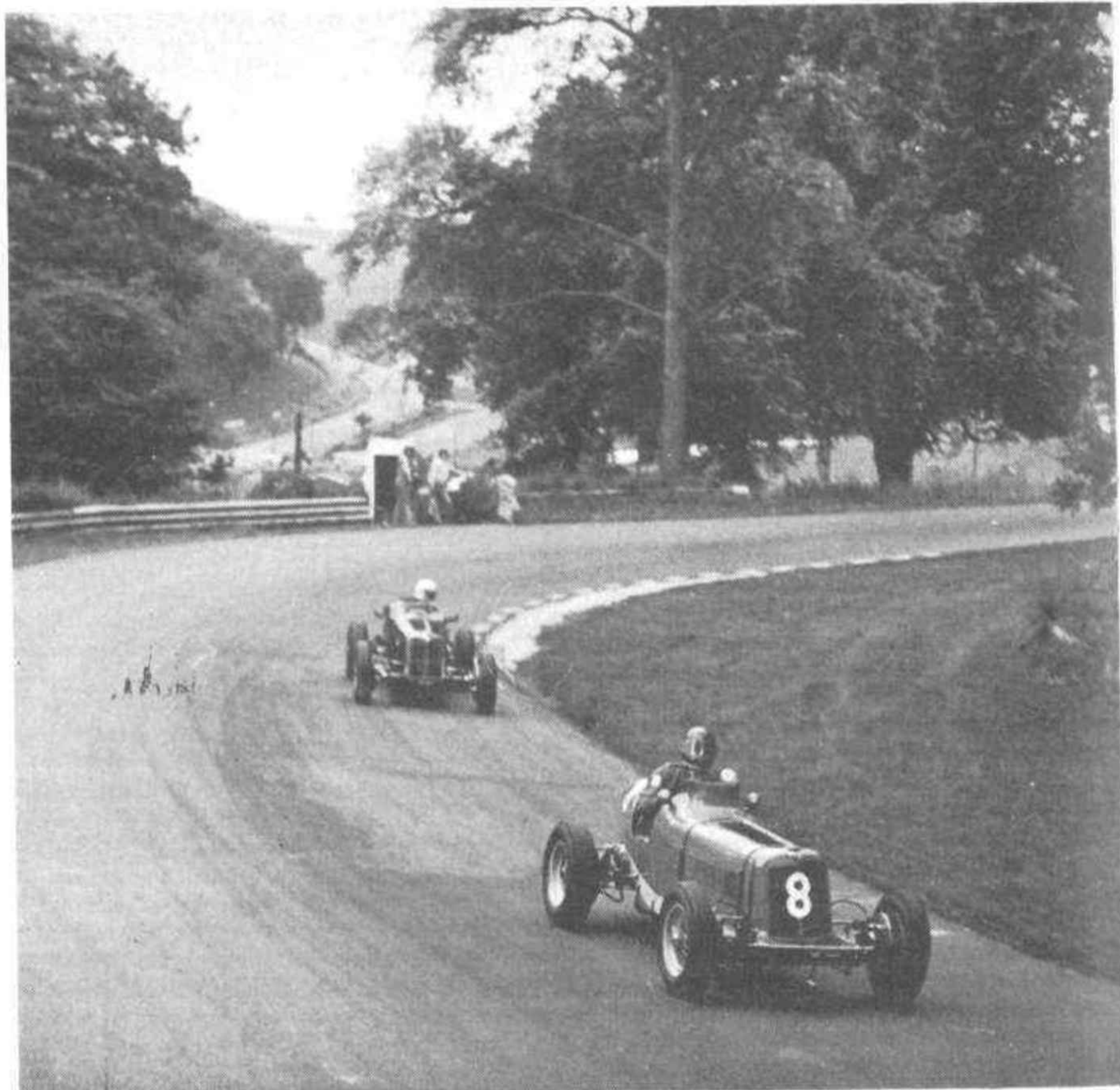
The VSCC at Cadwell Park

THE VINTAGE SCC held its now-customary last-race-meeting-of-the-season at the pleasant Cadwell Park circuit in Lincolnshire (where you can see motorcycle racing until the middle of October) on August 26th. Entries were this time confined to pre-war cars, and 109 were obtained. Fine weather, the friendly atmosphere, and the social quality of the occasion helped the afternoon along.

Racing opened with a 5-lap Scratch Race which Newman's neat 1½-litre single-seater Riley Special led off while the unfortunate Wicksteed stopped with an alarming judder from No. 1 racing Alvis' internals. It took until the fourth lap for Danaher's Riley Adelphi Special to pass the other Riley, and win in a close finish, with Lees' Riley Special second and Taylor's Le Mans Aston Martin breathing heavily on it, having lapped faster than the rest. The 8-lap Spero & Voiturette Scratch Race came next, and highly exciting it proved to be. Farquhar got his well-known Dixon Riley Nine away first, as Freddie Giles' Morgan-GN hung back. That had been rectified by the third round, with the "cyclecar" in front, but then followed a great place-swapping battle between Giles and Farquhar, which kept the crowd on its collective toes, as they say, until Freddie pulled away, to a comfortable win. Barry Clarke was right out of their range but kept his Austin Ulster ahead of Ulph's single-seater of the same breed. Eyre's Austin Ulster took the Voiturette Trophy and Cooksey's Montlhéry MG Midget won on handicap.

The first of the 4-lap Handicaps saw Quartermaine's road-going 1921/24 30/98 Vauxhall do a good step-off against lesser makes and win from Hall's 1935 4½-litre Lagonda. There was an exceedingly close third place, snatched by Dolton's PB MG from Threlfall's Lancia. Winn's Riley Gamecock almost took the next of these races, but it was swamped on the final lap, to come in a poor third behind the winning Hyper Lea-Francis of Harle and the Ulster Lea-Francis of Poynter, both 1928 cars, a sight which no doubt pleased Barrie Price, who was present.

It was now time for the Williams Monaco Trophy Race, over 10 laps from scratch. Formerly for two-seater GP cars contesting the historic trophy, the VSCC this year ran a race with it for specials. This is said to have annoyed the Molsheim exponents and caused poor support from them, further reduced because Arnold-Forster's 1912 Bugatti non-started. Admittedly Moffatt was there with his recently-assembled Type 35B two-seater but it had been rejecting its cooling fluid in practice and after out-dragging the others from the start it immediately retired with reported cooked candles. So BOC honour was in



Brian Classic's ERA chases after Bill Morris in "Hanuman" during the 10-lap All-comers' Scratch Race round the picturesque Cadwell Park circuit.

the hands of John Ward, who has given up Austin 7s for a Type 35T Bugatti built up from parts, to which he has added a supercharger to render it as Type 35B. The light blue car with its alloy wheels led for four laps but Giles then came by in the Morgan GN, as the GN "Salome" is now called, which seemed to please the non-puritanical section of the crowd. Freddie ran absolutely away with it, after some stirring moments when Ward repassed him on the straight on lap five. Rather as happened in 1978 to Derrick Edwards, Giles had left his medical certificate behind and Janet Giles was made to return all the way to Somerset for it (which to my mind is tying red-tape too tightly). So Freddie must have seen Divorce staring him in the face if he didn't win, and drove accordingly! He won at 64.58 m.p.h., 1.16 m.p.h. faster than his earlier win over a shorter distance, and he now lapped 1.31 m.p.h. quicker, sharing fastest lap with Ward who, in the first Bugatti to finish, duly received the Williams Trophy from Mrs. Buntly Howarth. In his part of the contest Ward was followed in by Felton's 2.6 blown Alfa Romeo and in Giles' category second place went to Stirling in the Norris Special, with Joseland's Frazer Nash third. This led to a notice appearing afterwards on the victorious Morgan-GN asking whether the Schlumph brothers had collected the wrong make! To which a lady Bugatti owner had bravely added "No".

On that note, another 4-lap Handicap was staged. It produced the fine sight of Ulph, Newman and Whale in his Frazer Nash disappearing round the uphill lefthand sweep of Coppice three abreast and an easy win for Taylor's Aston Martin from Linger's PA MG and Rogers' Le Mans Aston Martin. That brought us to the

10-lap All-comers' Scratch Race, and the sad sight of Summers' Maserati refusing to start in time, do what the exhausted pushers did to try to persuade it to fire. Footitt grabbed first-lap lead in the Cognac but he was then out-distanced by Bill Morris in the ERA "Hanuman" and Brian Classic, who was enjoying this circuit in his ERA. It stayed that way to the finish, these two drivers in their Lincolnshire-built *voiturettes* running right away from Moffatt in his 2-litre ERA, which had passed the Cognac on lap five, only to hole its crankcase in a very big way on lap eight. That gave the Cognac AC-GN third place, with a separate race, as it were, going on a good way back between Tim Llewellyn in the big Bentley, Day in his ERA and March in his ERA, until they were inadvertently flagged off before crossing the line on their tenth lap. Morris was well down on his 1978 class lap-record but a very sure winner, at 69.25 m.p.h., with a lap at 70.62 m.p.h.

There was great rejoicing when Avril Scott-Moncrieff in her Boulogne Frazer Nash led all the way, to victory in the 5-lap GN Frazer Nash Handicap, even if she did average only 53.30 m.p.h. Tony Jones in "Patience" was second, Chilcott in his Super Sports Frazer Nash third. Finally, Liddell's excellent 1918 Straker Squire came out, the oldest car present, for the concluding 5-lap Handicap and made up a 10-second on Quartermaine's Vauxhall to win at 58.75 m.p.h., the 30/98 second and Knight's Riley Special third, with Rollason driving Day's ERA neatly to a fastest race lap of 67.84 m.p.h.

Thus ended another season of enjoyable VSCC racing, and it turned out that Nev. Farquhar and his smart long-tailed Riley 9 had won the MOTOR SPORT Brooklands Memorial Trophy

for 1979, the cup being presented to him by Winifred Boddy, Bill Morris (ERA) and Dolton with his PB MG tied for second place.

Results:

The Williams Monaco Trophy Race:

1st: J. Ward (Bugatti), 64.43 m.p.h.
2nd: R. Felton (Alfa Romeo)
3rd: A. N. Farquhar (Riley).

Allcomers' Scratch Race:

1st: W. R. G. Morris (ERA) 69.25 m.p.h.
2nd: B. Classic (ERA)
3rd: G. R. Footitt (Cognac).

Ten Lap Scratch Race:

1st: F. G. Giles (Morgan-GN), 64.58 m.p.h.
2nd: I. Stirling (Norris Special)
3rd: M. T. Joseland (Frazer Nash).

Speed Trophy Race:

1st: F. G. Giles (Morgan-GN), 63.42 m.p.h.
2nd: A. N. Farquhar (Riley)
3rd: B. M. Clarke (Austin).

5-lap Scratch Race: S. Danaher (Riley), 59.85 m.p.h.

First 4-lap Handicap: M. L. Quartermaine (Vauxhall), 56.75 m.p.h.

Second 4-lap Handicap: R. Harle (Lea-Francis), 57.02 m.p.h.

Third 4-lap Handicap: D. M. Taylor (Aston Martin), 59.30 m.p.h.

First 5-lap Handicap: Mrs. A. S. Scott-Moncrieff (Frazer Nash), 53.30 m.p.h.

Second 5-lap Handicap: W. A. Liddell (Straker Squire), 58.75 m.p.h.

Fastest Lap of the Day: W. R. G. Morris (ERA), 70.62 m.p.h.

1979 MOTOR SPORT Brooklands Memorial Trophy Contest:

1st: A. N. Farquhar (Riley), 65 points
2nd: W. R. G. Morris (ERA), 62 points
A. D. Dolton (MG), 62 points.

Cadwell Cameos

It was rumoured that someone had told Avril Scott-Moncrieff, who was pictured on the cover of the race programme, how to extract more speed from her Frazer Nash, by fitting a freer exhaust system. Perhaps, in the best Brooklands tradition, no-one had told the handicappers?

* * *

It seemed rather unfortunate that a nice 12/50 Alvis two-seater which had volunteered to act as the circuit-closing car was deemed too slow and replaced by a modern car.

* * *

It looked as if chain-drive cars were out in force to ensure that a Bugatti would not win the Williams Trophy "on the road"!

* * *

Parker took off so smartly in the Frazer Nash Handicap that he bent the back axle of his 2½-litre Frazer Nash Special.

* * *

There was some delay in retrieving Barker's V12 Lagonda after it had left the course between Mansfield Corner and The Gooseneck in race 3.

* * *

The Brooklands Memorial Trophy contest worked out rather well this year. Nev. Farquhar's 1930 Brooklands-type Riley 9, with body and other mods. done by Dixon, is a Brooklands car, having crashed there, for instance, when Pat Fairfield was driving it impressively in the 1934 BRDC 500-mile Race. Bill Morris' 1936 R12B ERA was raced at the Track by Prince Bira and if Dolton's blown 1935 PB MG rates as a special, it is definitely a car of the type seen quite frequently at Brooklands. Apart from the Trophy, MOTOR SPORT awarded £100 to Farquhar and the other prize money of £125 was divided between Morris and Dolton. — W.B.

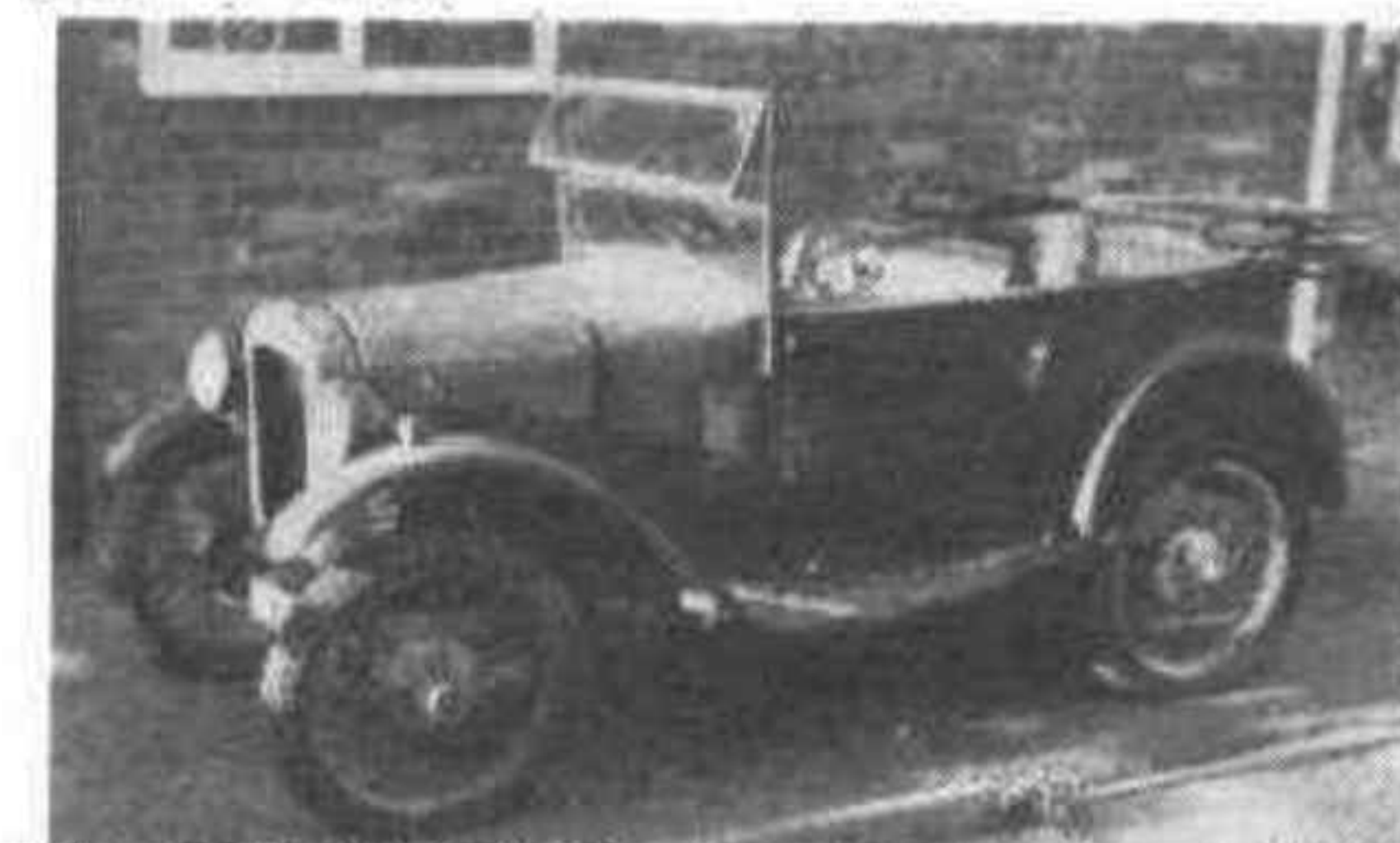
V-E-V Miscellany. — Following the reference in our July issue to a Newton racing car which is currently being restored, Newton & Bennett of Rugby sent us a photograph of the 1913 Manchester-built Newton & Bennett tourer which can be seen in the National Motor Museum at Beaulieu, with a request from their Managing Director, Mr. P. J. Fiander, for any historical facts or photographs relating to this Company which may be available. They now manufacture shock-absorbers, including the linear telescopic shock-absorber, for special-purpose fighting vehicles. On the theme that old cars still occasionally come to light at less than an

exorbitant purchase-price, a reader who uses a 1953 Daimler Conquest for long journeys and a 1936 Austin 7-Ruby saloon for economy, tells us that after he had almost given up hope of finding a vintage car to restore, a 1928 Austin 7 Chummy turned up in Oxfordshire last June, a most welcome surprise. It had last been taxed in 1942, and the intention is to restore it, not so much as a show-piece, but for rallies and driving-tests, etc.

Our references to alcohol fuel for cars has produced from a reader a photostat of an advertisement for Carless-Coalene Mixture, made from coal and "proved in aviation circles, now conquering the roads"! It was distilled by the pioneer firm of Carless, Capel & Leonard at Hackney Wick, who urged motorists "to support a British Industry and the British miner". The advertisement appeared in 1939. . . . — W.B.

Brooklands laps at 120/130 m.p.h.

T.A.S.O. Mathieson, President of the Brooklands Society, raised an interesting point when he wrote to me to point out that more drivers appeared to have qualified for the 120 m.p.h. and 130 m.p.h. badges than appear in Appendix VII of my book "The History of Brooklands Motor Course". Naturally, I was concerned about this apparent omission, especially as I have spent much time revising the book for a new edition, but without altering these lists of special badge holders. However, these lists are correct, I think, the reason why they do not include every driver who lapped at required speed in a BARC race being that for a time in 1938 the 120 m.p.h. badges were discontinued. That year, at the Dunlop Jubilee Meeting, Count Comotti, Raph and Dreyfus in Ecurie Bleue Delahayes and Elgood in his vintage 4½-litre Bentley all lapped at over 120 m.p.h. but the badges were in abeyance and the Continental drivers would know nothing about them anyway, presumably. But Hunter (Alta) and Humphries (MG) were awarded their 120-badges in August 1938. By 1939 these badges were no longer awarded, although 120 m.p.h. laps were achieved by Connell (Darracq), Lord Selsdon (Lagonda), Horsfall (ERA), and Wooding (Talbot), as my book-text shows. That year only George Harvey Noble bettered 130 m.p.h., in the Bentley-Jackson, and he duly received his 130-car-badge, although as he already held a 120-badge, I believe it required persuasion in order to retain both of them! A total of 98 such special and highly-coveted badges was awarded, 83 for 120 m.p.h. or over laps, 16 for 130 m.p.h. or over lappery. My Appendix VII to "The History of Brooklands Motor Course" shows 17 of the latter, Chris Staniland appearing twice, although the badges were not duplicated for laps in different cars — but that is how the official BARC shows it. I hope this clears up another fragment of Brooklands' history. — W.B.



The 1928 Austin 7 Chummy discovered recently by a reader. It was last taxed in 1942.

[Photo by John Millham]

Vintage Postbag

H. P. Blake's 1921 ABC

Sir,

There always has been a number of comparatively impecunious motoring enthusiasts of varying abilities. "Pom" Blake was one of them, and I feel the least I can do is to try to record something about this remarkable character and some of his achievements.

Most of us are horrified to see a "Vintage Classic" modified, "butchered", or what have you; but as one who has made his own Scott motorcycle, eliminating so many weak points, that his effort has been described in the press as "better than anything that ever came from those Yorkshire moors", I feel qualified to applaud Mr. Blake's masterpiece, for as it finally ended up, it was hardly an ABC.

"Pom" looked after some of the "kites" in the 1914-18 war, and had been a mechanic and friend of the late Tim Birkin, but I first knew him when he had his own motor repair garage in Fakenham, in the early 1930s, when the ABC, kept in this garage, was in daily use, until 1939, after which, apart from a few months after the war, it was just thoroughly re-designed, and re-worked, *ad infinitum*.

I am sure this car was originally purchased for a re-work. "Pom" liked the horizontally opposed engine, etc., and was well aware that the original air-cooled sparsely finned cylinders would heat to a dull red, expand, and throw push rods in normal use, in fact he even had a cylinder fracture which threw the head as well!

"Pom" did not do anything in a half-hearted manner. The first re-work took about four years of spare time work, and according to his wife, almost a nervous breakdown, as "spare time" meant after 8 p.m. when the garage closed, and if he was lucky, a "busman's holiday" on a Sunday.

The project got off to a good start, as it was started while "Pom" was working for Tim Birkin, who was very interested, and that was when the water-cooled cylinder heads were cast and machined, together with the cut-down DFP radiator project. At this stage, a new body was styled on the lines of a *circa* 1914 Mercedes, and cycle-type wings fitted so close that the tyres had to be deflated, in order to remove the wheels. Before the advent of the straight through silencer, "Pom's" system was an open pipe for the open country, fitted with a butterfly, so the noise could be shut off and deflected through a conventional silencer, for built-up areas. Very little of the original car remained, it was much better, and moreover it did not matter from whatever angle the device was viewed, and that includes underneath, it really looked good, not bad for an initial attempt!

To cut a long story short, the next phase starts around 1946, when owing to the original thin cylinder walls, a re-bore was impossible, and the engine declared "finished".

About this time "Pom" lost his son, who had shown extraordinary promise in a Loughborough engineering scholarship, and feeling he had nothing else to live for, and long past middle age, he went much further, making many more patterns and machining everything except the crankshaft, for a new 1,300 c.c. all-water-cooled engine. The lathe was not big enough to swing the crankshaft. Lavstalls rep. came round to the garage, on a periodic visit, and when approached about a one-off crankshaft, declared they were far

too busy; but when he saw the car, he was so favourably impressed, that he declared that somehow or other they would have to make the crankshaft — they did!

The new engine needed a bigger radiator, which was made from scratch; it had to be, because it was going to be in the form of a sloping back vee with horizontal honeycombs. I think it took about nine months' spare time to make, and typical of its constructor, was finished over the whole of a Christmas holiday, as so little spare time was available.

As an example of the meticulous detail work, all of which came in the category of a "toolmaker's exhibition piece", the flywheel, in front of the engine, consisted of a back plate to which a number of flat rings were bolted, with identical fitted bolts, in holes so accurately placed that balance was not impaired. This example of "the wise man having his afterthoughts first" enabled various flywheel weights to be experimented with, without the usual pandemonium.

With such an engine, other items got a re-work — centre-lock wheels, with hydraulic brakes were fitted, with an ingenious mechanical system in reserve, together with a Jaguar overdrive, Koni shockers, and innumerable one-off special parts. All this made the car, after the better part of a lifetime's work, a "Blake" rather than an ABC, and it was no discredit to its maker.

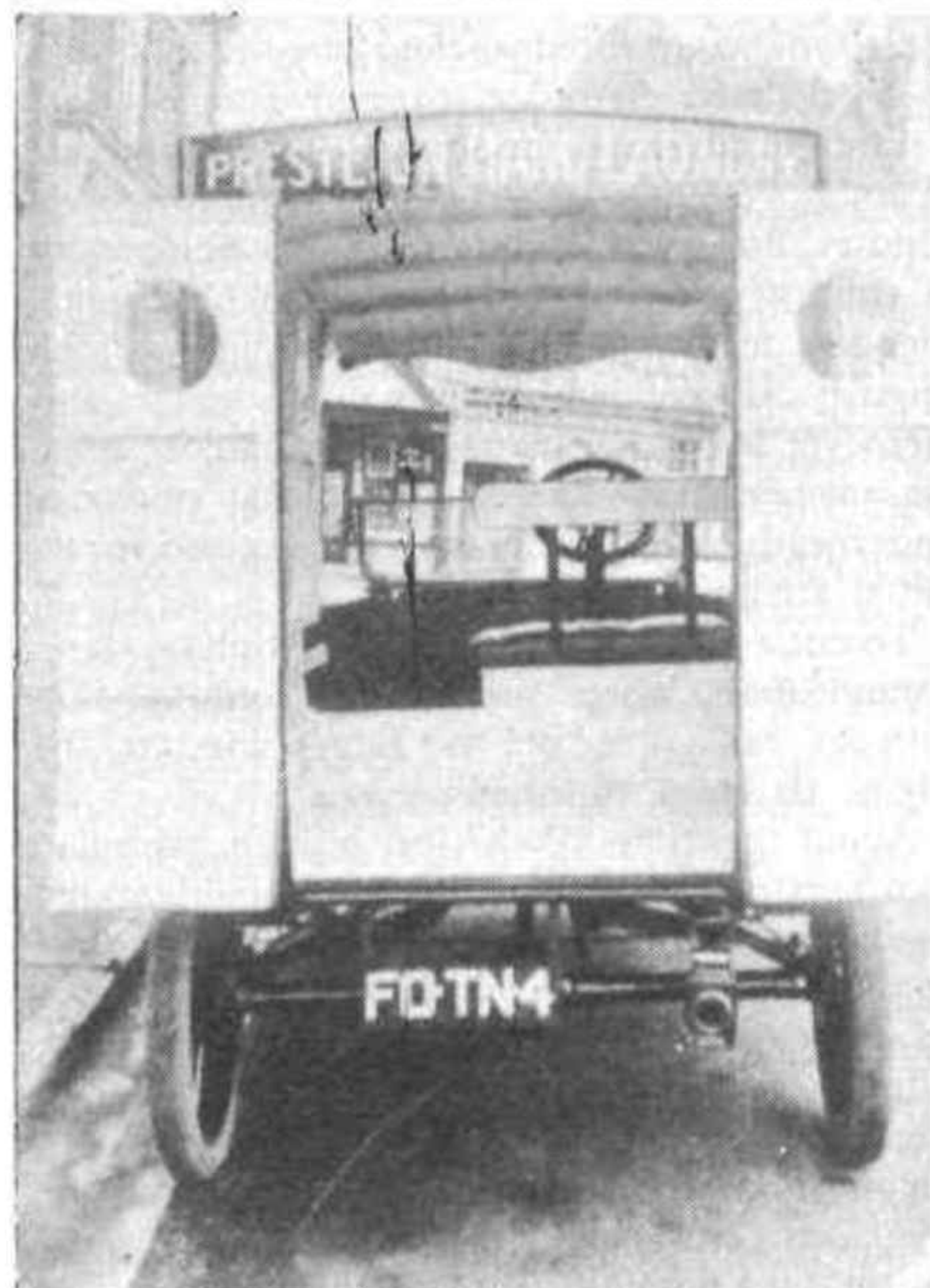
In conclusion, I feel that I am almost insulting the man, and his project, by glossing over it so briefly, probably if he had had any money to speak of he would have ranked with Voisin, Bugatti etc., rather than end his life unheard of, in the middle of Norfolk. Not that Norfolk is a bad place to live in, but that is another subject. London, NW9 G. E. CLIFFORD

Early Motoring in Wales

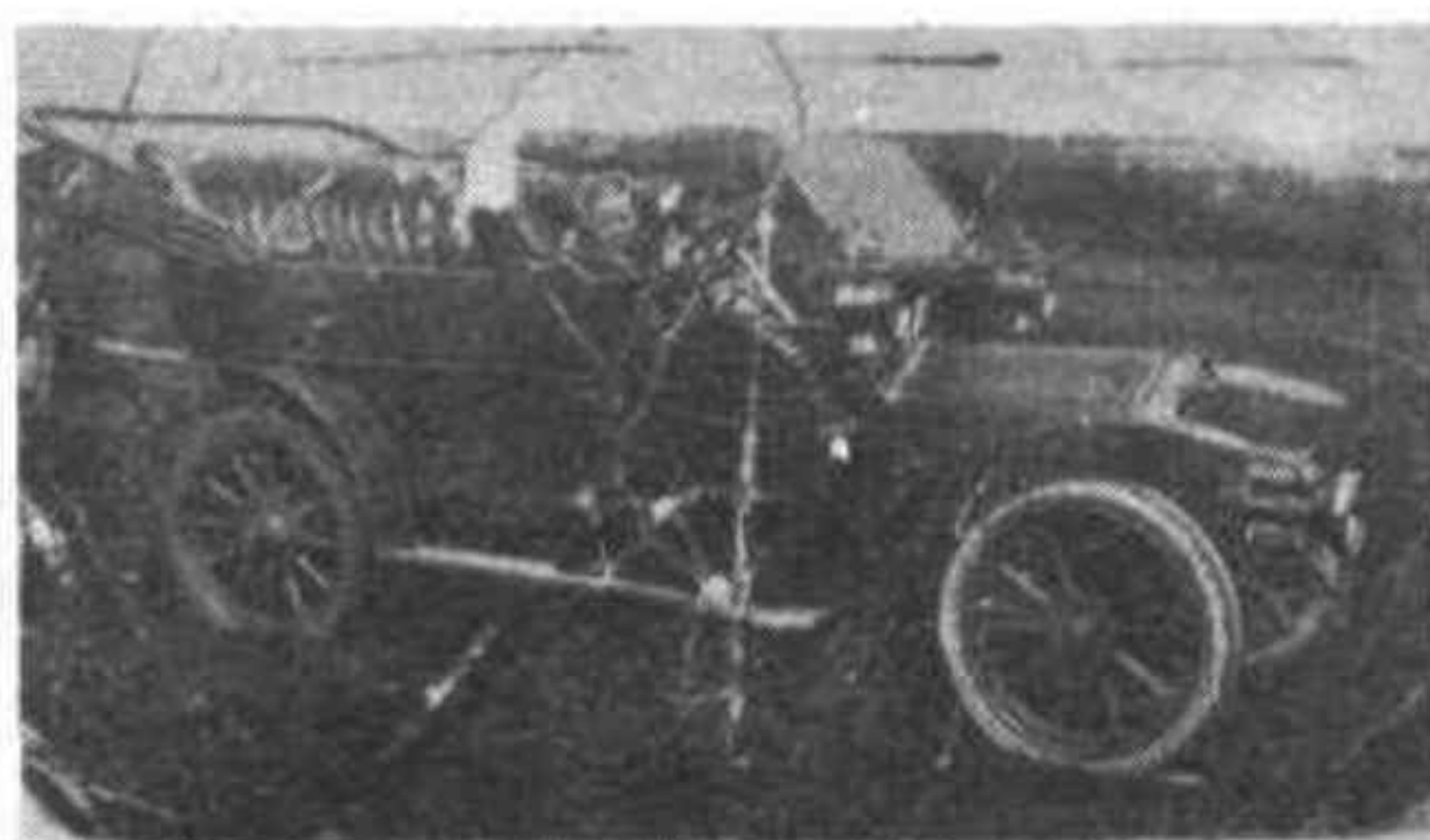
Sir,

Further to your item on early cars in Radnorshire (August p1122). I am able to tell you that the Parker which puzzled you may have been one of the steamers built by Wearwell Motor Co., between 1901 and 1902 in Wolverhampton.

The car was designed by Thomas H. Parker, and was a 10 h.p. car with a compound 2-cylinder engine. It had a flash boiler under the bonnet, and was shaft-driven. I am informed that it was a



The early Model-T van built for the Presteign Hand Laundry. See letter from A. B. Demaus.



The Minerva referred to by Mr. Perkins.

ruminant of an early Daimler.

T. H. Parker also designed a few electric cars in the 1890s, notably the Bushbury Electric Cart of 1897 which was a three-wheeler and had rein steering.

Tintenhill

STEPHEN WHITLOCK

* * *

Sir,

I refer to your article in August issue of MOTOR SPORT, on early cars in Wales and enclose a copy of a photograph of an early Minerva, owned by Mr. Richard White and thought to be the first car in Milford Haven. The date on the tattered original photograph is 1915, but the car was probably purchased in 1910. Mr. John White, my father in law, is the young man sitting in the car.

Mr. White recently mentioned to me that there was thought to be one other Minerva in Wales at the time, in Pembroke, and your tally of makes would seem to confirm this.

S. C. M. PERKINS

[Actually the tally was of cars in Radnorshire. — Ed.]

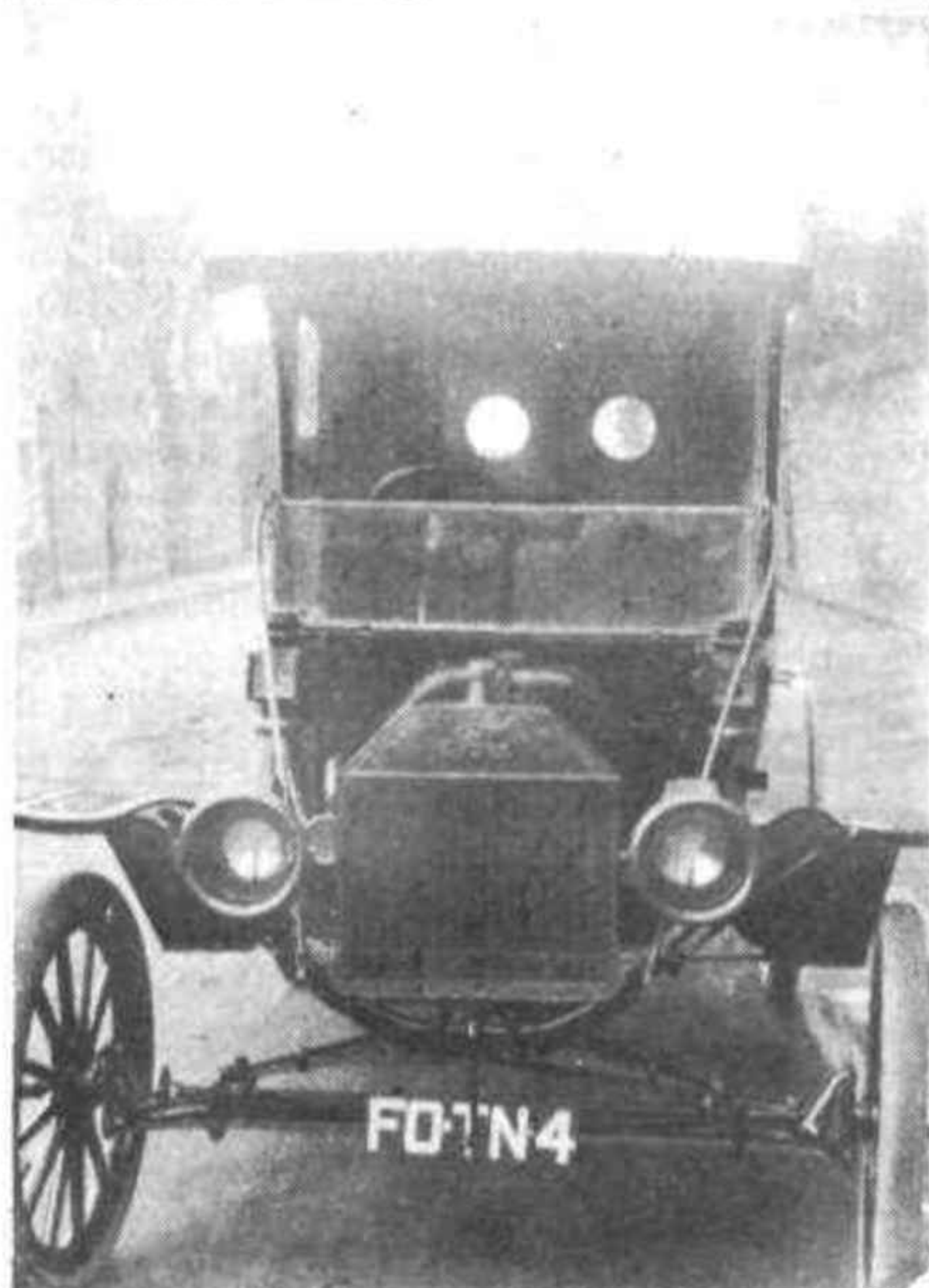
* * *

Sir,

Once again we have a most interesting and excellent MOTOR SPORT; it really is the best of all the books, keep up the good work.

The article on Welsh roads was interesting. I wonder if I may I remark on some of the motorcycles that you say confuse you a little? Bordesley, could this be a Connaught?, they were made by Bordesley Engineering.

Butterfields, was this a Levis?, for Butterfields were the makers of that well-known make. [Yes, I thought so. — Ed.]



Campings. Well, the firm Gilbert Camping made or perhaps only sold the ABC Scootamota. (Campion was, of course, a well-known Nottingham make.)

In the case of these it is possible the manufacturer's name was filled in for make.

ASL. This one came from Stafford, made by Associated Springs Ltd. (I have also heard them called Air Springs Ltd.) and indeed the ASL machines had pneumatic suspension.

Premier. A very famous marque. Up to WW1 they were one of the largest makers and were the pioneer cycle firm Hillman, Herbert and Cooper, after WW1 they built some three-wheel cycle cars.

Actually, I was puzzled by Neal Dalm. This would be, I would think, a machine made by a Mr. Neal, fitted with a Dalm engine made by Dalman's, Birmingham. It was quite a well-known proprietary engine. The flippant ones, Marston a Sunbeam of course. [Yes. — Ed.]

And I know of a Dispatch Rider motorcycle in the Birmingham area, made c 1921.

Wombourne

JOHN BOULTON

Hon. Secretary,

North Birmingham Section VMCC

* * *

Sir,

It was with much interest that I read your account of early Radnorshire registrations in the current issue. You may be interested in the enclosed two photographs portraying an early Ford Model-T with a van body built for it by Messrs Butcher & Casson of Ross-on-Wye. As you will see the van was built for the Presteign Hand Laundry and carries what is presumably an early form of Trade Plate FO-TN-4. The van was photographed outside Butcher & Casson's Ross premises.

Tenbury Wells

A. B. DEMAUS

Chevrolets

Sir,

I was interested in your report about Ford V8 crankshafts and your remarks regarding Chevrolets, suggesting that the Chevy must have been an inferior car owing to back axle troubles and a tendency to run bearings. I concede that the Chevrolet was by no means a perfect car, but it was not all that bad and the Ford wasn't that good either.

My father, my grandfather and three of my uncles owned both Chevrolets and Fords during the 1930s and 1940s and judging by their remarks to me as a youngster I distinctly recall their unanimous opinion that the Ford was a more exciting car to drive, but when the going was tough, the Chevy was the car that was sure to get you there.

I agree with you that the Chevy had a troublesome rear axle. After about 30,000 miles they tended to develop a raucous growl and occasionally the half-shafts would snap in or near the splines. This trouble was sorted out, I think, in 1937, when hypoid axles were first fitted. Fords were, however, also prone to axle failure, especially when the acceleration from rest was utilised to the fullest extent.

As far as its engine was concerned, the Chevy's "Stove Bolt Six" was a marvel of endurance, but inclined to lose interest at highish (more than 3,000) revs per minute. Even when the Ford had a four-cylinder engine, it was faster than the Chevy, which was certainly not designed for high speeds or electrifying acceleration. Although the Chevrolet had cast-iron pistons, a lubrication

Continued on page 1484

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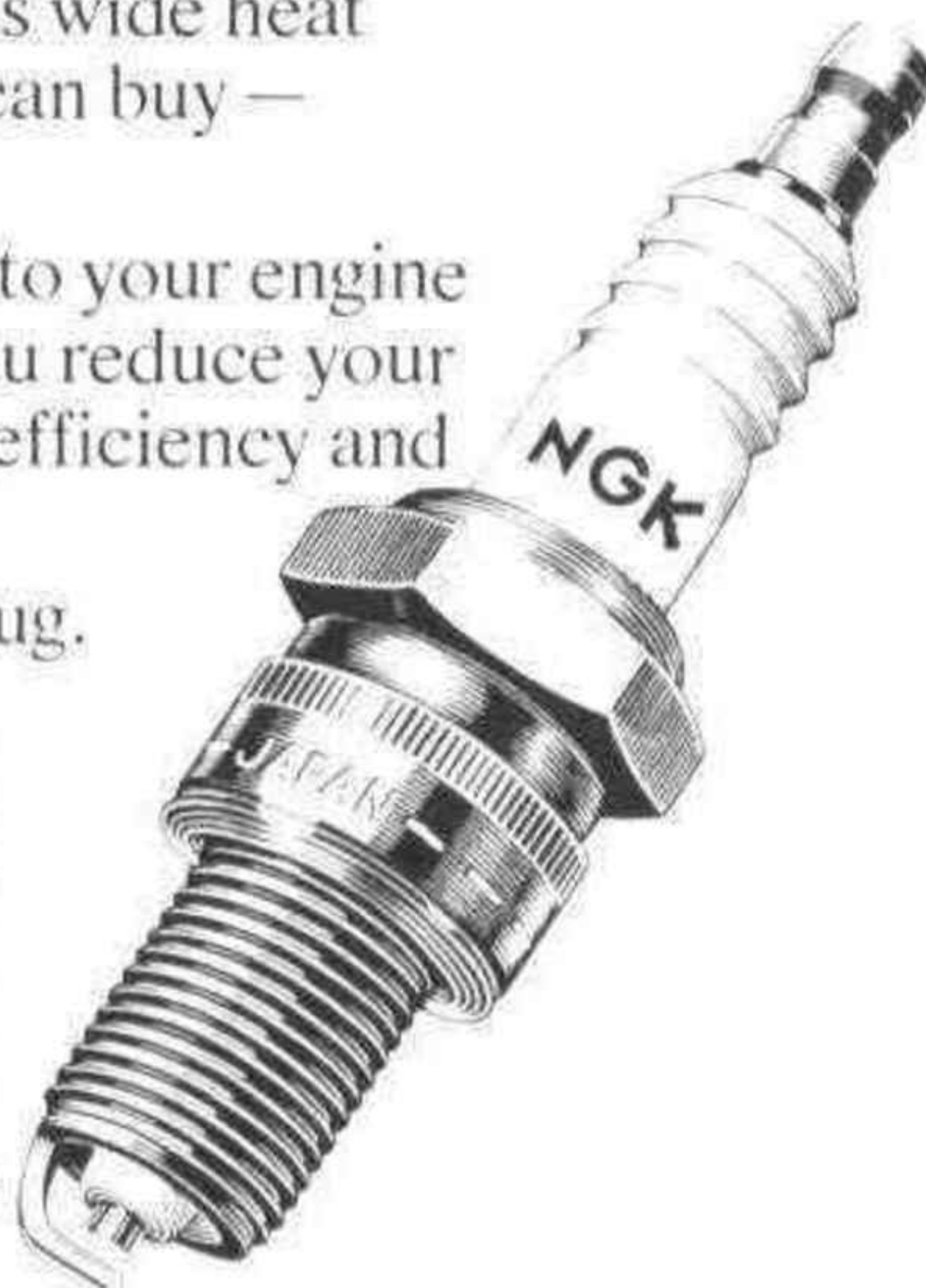
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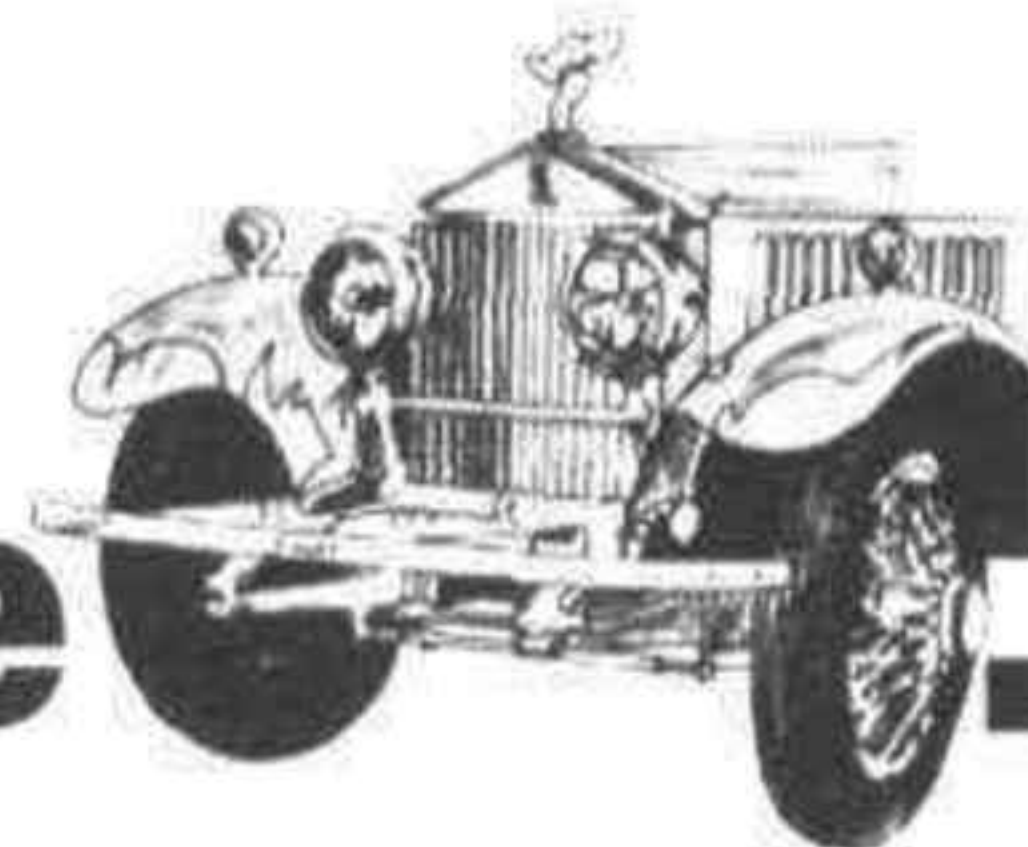


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TUNED CAR TEST

The Talbot Sunbeam Cheetah

Stag Hill Motors' 2-litre fireball

WITH a mechanical recipe incorporating all the best aspects which have made Avengers consistently competitive in rallying for many years, the Talbot (nee Chrysler) Sunbeam should be a natural basis for performance tuning. Talbot themselves have recognised the fact with the ultimate option, a 150 b.h.p., 16-valve, 2.2-litre Lotus engine mounted in this compact hatchback. But this exciting little package has been so long emerging from its gestation period that we began to wonder whether it would ever see the strip lights of a dealer's showroom. By the time this story appears in print we should have driven one and some of you might own one, but that doesn't invalidate the *raison d'être* of the Talbot Sunbeam Cheetah, an astounding bullet of a motor car offered as a much cheaper alternative to the Lotus Sunbeam by Surrey Chrysler dealers Stag Hill Motors. 0-60 m.p.h. in about seven seconds, a top speed of around 112-118 m.p.h. depending upon which of two final drive ratios is chosen, overall performance and exciting handling which stirred our adrenalin more than any tuned road car for many a long day and an all-in price of around £5,500, considerably cheaper than the projected Lotus price, make the little Cheetah something of an enthusiast's dream.

Stag Hill Motors proprietor Paul Burch, a typical amateur enthusiast in driving tests, club rallies and so on, is responsible for this volatile package, which is put together for him by Dawson Auto Developments at Milton Keynes. The Cheetah starts life as a brand-new Sunbeam 1.6GLS, with 80 b.h.p., but after Andy Dawson's ministrations boasts 2-litres and around 145 b.h.p.



Alloy wheels with 6 in. rims are standard on the Cheetah, but the Sunbeam body is unmodified apart from appropriate badging.

The kernel is the so-called "Brazilian" cylinder block, manufactured in South America for a 1.8-litre Dodge equivalent of the Avenger. This block is taller than the British 1.6-litre item, allowing the use of a 77.19 mm stroke crankshaft instead of the 66.67 mm standard stroke. Dawson bores the block out to 90 mm and fits Avenger Group 1 pistons to achieve a capacity of 1,964 c.c. The reciprocating parts are balanced to competition standard. There is nothing new about this recipe, which has been in regular and very reliable use in rallying for some years, and indeed Dawson continues to build the blocks for rally Avengers and Sunbeams.

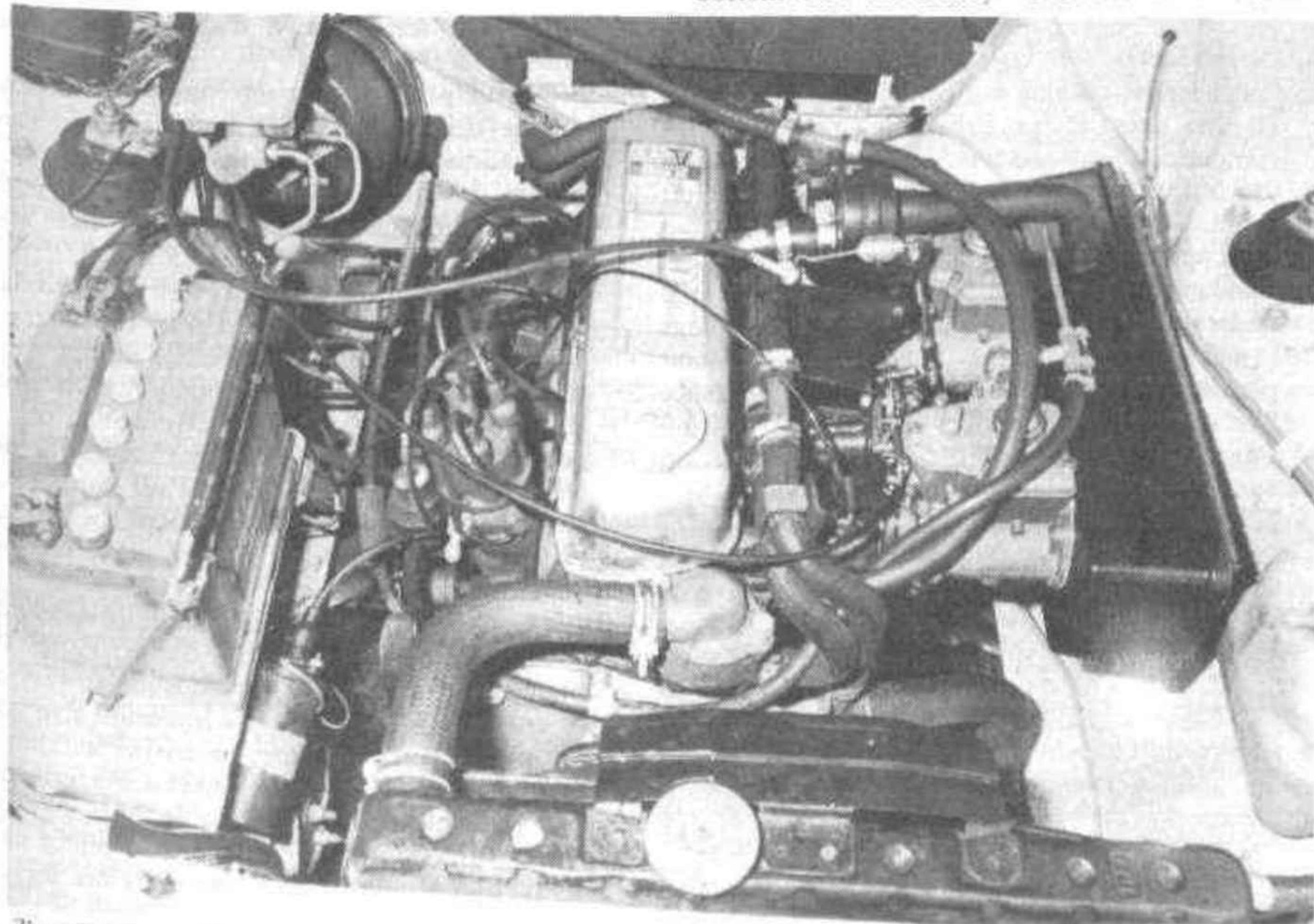
The Cheetah's cylinder head is retained from the original 1.6-litre engine, but is extensively modified, with 1.65 in. inlet valves, 1.42 in. exhaust valves and opened out ports. A Talbot Group 1 camshaft is fitted and the oil pump is updated. Carburation is by twin 40DCOE Webers, which have smaller chokes than the normal Group 1 specification to give better bottom end tractability. The test car's Webers

were mounted on a Janspeed combined inlet manifold and free-flow exhaust manifold. Since then Dawson has changed the specification to separated manifolds to avoid heat soak from the exhaust to the carburettors when the engine is ticking over in town traffic conditions. The exhaust system is a pukka Talbot Group 2 rally system.

Such drastic engine modifications have necessitated many other improvements along the line. A competition clutch is fitted (a little "soft" on the test car), and to ensure that all the power isn't lost through wheelspin (112 b.h.p. at the wheels has been shown on a rolling road) a limited slip differential with a 60 lb. ft. pre-load setting is fitted in the live rear axle. The modified suspension specification includes updated front struts with a high leak setting, 100 lb. per inch front springs, hard rubber bushes, Armstrong adjustable rear shock-absorbers and lowered Sunbeam rear springs. The test car had 185/70 x 13 in. Pirelli CN36 tyres fitted to the same attractive 6 in. wide alloy wheels upon which the Sunbeam Lotus was first announced; I understand that production Lotuses will use different wheels. The wheels are a part of the Cheetah package, but since my test Dawson has changed the tyre specification to 175/70 in the interest of easier handling and is experimenting too with 50 per cent profile Pirelli P6 tyres on 14 in. wheels.

"Cheetah" badges on the flanks, nose, tail and instrument panel identify this Stag Hill Motors special — but the trumpeting of the Webers underbonnet and the virile rasp of the exhaust spells out the message even more effectively! The engine is a little screamer, all the way up to its 6,500 r.p.m. maximum — 700 r.p.m. beyond peak power — and wound up thus the performance is electrifying. Most astonishing of all is the top gear performance, which would have Ferrari Boxer and Porsche Turbo owners weeping into their beer. Supercar performance would take over beyond 100 m.p.h. or so as the Cheetah reached the limits of its power curve. It finally runs out of steam in top at 6,300 r.p.m. 112 m.p.h. on the test car's standard 3.7:1 final drive ratio. Apparently the Cheetah will pull exactly the same revs in top on the optional 3.54:1 final drive, equating to 118 m.p.h. Most Cheetah customers are sacrificing a little bit of acceleration for the easier and quieter cruising afforded by the higher ratio.

Continued overleaf



Twin Weber carburettors give a purposeful look to the 145 b.h.p., 2-litre engine, based upon the "Brazilian" block.



Compact and handsome, the Montrose coupé shows much more European than Japanese influence in its styling.

ROAD REPORT

The Mazda Montrose 2000 GLS Coupé

An impressive and desirable Oriental

AS REGULAR readers may recall, I am not over-anxious to publicise Japanese cars. But after another breakdown of the Editorial Rover 3500 had forced me first to drive home from the office

CHEETAH — continued from previous page

The test car's light gearchange was sweetness itself, but the ratios were too wide to encourage deliberate tune playing. Though the ratios are not ideal, the Cheetah's torque of 120 lb. ft. at 3,800 r.p.m. (the torque curve is almost flat from 3,000 r.p.m. to 5,300 r.p.m.) glosses over this drawback, as the performance shows.

This is definitely not a car for novices. It needs an expert touch to control handling which can bite very viciously indeed if the short wheelbase Cheetah is not treated with respect. In wet conditions especially the transition from understeer to oversteer is about the quickest I have experienced and needs catching instantly. The throttle needs treating circumspectly in such conditions. It would be much more forgiving without the limited slip differential, but would be desperately short of traction too. I mustn't give the impression that the Cheetah handles badly: driven skilfully with proper regard to the 145 b.h.p. underfoot in 17 cwt., the 96 in. wheelbase and the limited slip differential with high pre-load, this is a fabulously rewarding car to drive and quite indecently quick. I haven't driven an example with the narrower tyres, but Dawson tells me that so-equipped the Cheetah is more forgiving and easier to handle.

The big tyres were partly responsible for a rear damping problem on the test car, which was afflicted with a choppy, bouncy ride. Not only was this uncomfortable and tended to throw the car around over bumps, it also created a conflict of frequencies between the rear dampers, the seat cushion and the driver's right foot on the sensitive

in a Reliant Kitten Estate, rustled up by a daughter in this emergency, a little car which had more comfortable seats and powerful headlamps than I had remembered and which cruised at 55-60 m.p.h. while returning some 50 m.p.g., very useful under the prevailing circumstances, I went over to a Mazda Montrose GLS Coupé. David Palmer of Mazda Car Imports (GB) Ltd. had provided this for test while a colleague was gaining rotary-engine experience from the same willing source.

The Montrose is the Mazda model known in Japan as the Capella and in some countries as the Mazda 626. Here it is the Montrose, although someone did ask me how I was enjoying "the Oriental coupé Cortina". The answer had to be, very much indeed, and I would be quite well able to enjoy doing the bulk of my driving in a Montrose. The car tested was the two-door coupé

throttle, making it very difficult to hold a steady throttle setting on bumpy roads. Dawson claims to have ironed out this damper problem on production Cheetahs.

The brakes were so good I assumed Dawson had fitted bigger discs, remembering that the performance of the standard Sunbeam's "anchors" is nothing out of the ordinary. In fact all he does is to substitute Ferodo DS11 competition brake pads on the standard Sunbeam 9½ in front discs. The rear drum brakes are left alone.

In spite of its high state of tune by road car standards the Cheetah is tractable enough and never protested via its temperature gauge or plugs in heavy London traffic, through which instant performance and compact size enabled it to slice like magic. Town driving had its embarrassing side, though; because the differential was set up with that very high pre-load it grumbled and



Hatchback versatility with "supercar" performance.

with the overhead-camshaft 2-litre (80 × 98 mm. = 1,970 c.c.) which gives 90 b.h.p. at a modest 4,800 r.p.m., although it can be taken safely to 6,000 r.p.m. according to the tachometer indication. It is interesting that in this very modern car, competitive with most of the other products in this popular class, Toyo Kogyo have used a power pack with a longer stroke than bore and one with a chain-driven o.h. camshaft. The valves are inclined in hemispherical combustion chambers in the aluminium head, with cross-gas-flow, and this four-cylinder engine has a five-bearing crankshaft, an iron block, a c.r. of 8.6 to 1, and is fed by a two-stage, twin-choke Nikki downdraught carburetter. On the 2-litre versions it drives through a five-speed gearbox, with Jatco automatic transmission as an alternative, and the car is sprung on coil springs at the front, with the live back axle on trailing-arms located by two upper torque rods, the springing medium again coil springs. Anti-roll bar and Panhard rod control roll. Braking is by a servo disc/drum system and the car was on Japanese Bridgestone 185 × 70 SR31 RD 706 steel-belted radial tyres, on 5½J rims.

The Mazda bodywork was wind-tunnel-tested, the coupé having a claimed drag co-efficient as low as 0.38, and corrosion is fought not only with cathodic electro painting but by anti-corrosive oil applied to the inner door panels, plastic liners inside the front wheel arches, protectors between the metal contacts in corrosion-prone areas, and the covering and concealing of all sheet-metal joints. It seems to me very much the Japanese car which car manufacturers in other countries, including Britain, should study, to see what the opposition is like. . . .

Because this Mazda Montrose coupé was in many areas a very impressive, and desirable, car. The first point to be noted was the quiet-idling (at 600 r.p.m.) of the engine, which once started instantly with the manual choke, could not be

groaned and griped when turning out of road junctions or manoeuvring. Passers-by looked sympathetically at the sufferer of mechanical disaster. The noise is perfectly normal, of course, and can be expected to quieten a little as the differential settles down with a few thousand miles under its belt.

Consumption of four-star very much depends on the driver's enthusiasm; driven very hard, using all the revs, the Cheetah will return only 19 m.p.g., but most owners, once the novelty of the performance has been accepted and style tempered, should manage 24-25 m.p.g.

The Cheetah is supplied with the standard Sunbeam steering wheel and seat, the latter too short in the cushion and ineffectual in support for the cornering forces promotable, both items inappropriate for this high-performance car. A good bucket seat and smaller, leather-rimmed wheel should be essential, but Paul Burch feels, sensibly, that by leaving them out of the Cheetah package the customer is free to make his own choice as to type.

The more I drove this remarkable little "bomb" and came to terms with its characteristics the more I enjoyed it. The Cheetah is not an easy car to drive and is certainly not a reward to give your 17-year-old son for passing his driving test, but in the right hands it is tremendous fun. Performance against pound it is excellent value for money and an ideal, versatile tool for the local motor club competitor. Indeed, the weekend before the car was delivered into my hands Paul Burch had won a driving test with it, proof of the pudding.

C.R.

heard until it was opened up. The next item for approval was that this unobtrusive, smooth-functioning power unit required only two-star petrol, which it uses with notable economy. Then one couldn't fail to appreciate the quality of the interior trim, in black, with neat instrumentation in a small binnacle before the driver. The tachometer reads to "8" and the m.p.h./k.p.h. speedometer to 110 m.p.h., with total and decimal-trip mileage recorders. The white needles and big black dials make for commendably easy readings. The thermometer and fuel gauge are uncalibrated, the latter slow to record and somewhat influenced by the angle of the car, so that I found its diminishing blue line disconcerting at first. (The fuel tank holds 55-litres or 11.8 gallons, providing a useful range of some 360 miles or more, and the filler-cap is under a self-locking flap — we are again in the era when this is a comforting item!). The rest of the controls and warning lamps are very neatly arranged and neat in size — two particularly welcome pieces of equipment are a Jeco quartz illuminated-digital clock, so easy to read at a glance — and you really can "kill time" by turning the ignition off! — and a press-button which so very conveniently opens the boot automatically, without using even the ignition key. The boot-lid also has a conventional lock. The doors have good locks, arm-rests, etc., and the interior cill-buttons are shaped as finger-grips.

Interior stowages consist of a big-lidded lockable cubby, a delightful driver's "hidden" cubby with "roll-top" lid, a small open well behind the gear lever, a rather useless "hole" in the lower fascia, door bins, and a small-lidded Ford-like box behind the brake lever. The roof lamp incorporates a map-reading beam for the driver. The through-flow ventilation and heating are controlled by substantial horizontal levers that bring the desired results, aided by a 3-speed fan. The small steering wheel has metal spokes set close together, and a laced "leather"-bound rim, the big horn push in its hub. The horn can be blown without switching on. The seats are large and comfortable and give a good impression of having leather outer facings with cloth upholstery. The equipment of this Mazda Montrose coupé is notably comprehensive, including as it does a laminated windscreen, tinted glass, heated back window, adjustable head-restraints, reclining seats (to a "bedded" position), with lumbar support and cushion-height adjusters, cigarette lighter, radio with very neat galvanised aerial, intermittent screen wiper action, instrument lighting dimmer, side demisting, full-width carpets, flashers' repeaters on the body sides, an electrically-adjustable door mirror on a substantial mounting, child-proof locks, reversing lights, front and rear tow hooks, headlamp washers, Cibicé Iode H4 halogen headlamps and a front/rear air dam. One neat key serves all purposes. The test-car was in a rather un-sober fire-engine red, with the prominent bumpers with rubber inserts in black. The coupé measures 169.4" long, by 52.9" high, by 65.3" wide, with a 98.8" wheelbase, and front and rear tracks, respectively, of 53.9" and 54.3". It weighs 1,045 kg. ready to drive.

On the road this Montrose is as impressive as it is on paper. The old bogies of so many Japanese cars, poor springing and weak braking, have gone. The only possible criticism of the former is a slight lateral movement at times; the brakes are reasonably efficient under very light pedal action. The steering is clever, inasmuch as it is not power-assisted but feels light enough to be so. This is achieved by a low-ratio for the ball-type

reduction gear, which gives a lock-to-lock movement of 4½-turns of the wheel with a little free-play, yet this is not apparent when driving the car, helped as it is by excellent castor-return. The only drawback is the very slight excess movement at times, against that which a rack-and-pinion system would give. The turning circle is the satisfactory one of 9.6 metres.

This quiet-running Mazda gets along exceedingly well, going to nearly 110 m.p.h. and accelerating to 60 m.p.h. from rest in 10.8 seconds. The well-placed gear lever, spring-loaded to the gate centre, enables the five-speed gearbox to be enjoyed, for the change is a very nice one, apart from occasional baulking when at rest, and difficulty in getting reverse at times. Fifth speed is towards the driver in a r.h.d. car, with reverse back from it. The clutch action is light and smooth. The 2-litre Montrose is geared 3.214 to 1 in this very useful fifth gear, which means an engine speed of 3,200 r.p.m. at an indicated 70 m.p.h. This is achieved by a gear-up from the normal top gear, which is 3.636 to 1. I call this a very useful five-speed gearbox deliberately, because in these petrol-scarce days it is an asset not only as a means of achieving a restful cruising speed but as a fuel-saver. In this

The Montrose body has a high area of glass, the curved side windows of almost frail unsupported appearance, so vision is good. The boot is rather shallow but wide, with the spare wheel below its floor. The wide doors have just-adequate "keeps". The fuel pump can be heard ticking with the ignition on, disconcerting until one realises it does this even with a full fuel tank. I found it difficult to check petrol thirst over the full mileage, in an age when continual topping-up or asking for fuel in cans isn't on, but I got a figure of 34 m.p.g. on a long journey — of two-star remember, using economy methods to some degree. This set the seal to my high opinion of the Mazda Montrose. There are cars which are more enjoyable to press fast round corners, but this compact, handsome coupé behaves very well, understeering only slightly and displaying scarcely any roll. It commands competitive prices for replacements, such as £3.73 for an oil-filter, £6.90 for a set of brake-pads, £1.80 for a fan belt, not allowing for VAT. Inexpensive Mazda insurance is available. Service intervals are 7,500 miles, chassis lubrication at 30,000 miles, warranty, 12 months or 12,000 miles. The price of the car itself is another pleasant surprise — now £5,163.28.

W.B.



The low frontal area is an aid to good performance. Note the high-pressure washers for the Cibicé halogen headlamps.

respect the Mazda Montrose engine is quite remarkable — it not only idles so inaudibly that one has to be careful not to try to start it when it is already running, but it is so flexible that fifth speed can actually be held down to the very low engine speed of 1,300 r.p.m. without distress.

Mazda use two control stalks, the l.h. one for the lighting, the more substantial r.h. one for wipers, washers, horn, and flashers. If the lamps are left on with a door open, a musical chime reminds the driver not to vacate the car in the garage for instance with the lights alight. The release for the light, front-hinged self-supporting bonnet-lid is correctly placed. The open bonnet reveals very accessible oil-filler, dip-stick, plugs, battery and belt-driven Mitsubishi alternator. There is a plastic cowl around the cooling fan and a rather crude metal undertray beneath the engine, which got dusty but not muddy. No oil was needed, it hardly needs to be said these days, in more than 600 miles. The roof-line is rather low for susceptible heads. The Montrose is not only a charming car, it has notable "character".

The Six-Hour Relay Race

THAT British club motor racing institution, the Seven Fifty Motor Club's Six-Hour Relay Race, has gone from strength to strength over the last few years after a period in the doldrums, so much so that many teams have had to be turned away from this year's race at Donington Park on Sunday, October 7th.

No less than 26 teams, with up to six cars in each, will be contesting this battle of endurance. Teams representing one-make clubs predominate and the cars range from pre-war classics like the Le Mans and Ulsters of the Team Martini Aston Martin Owners Club, to the latest big-performance cars.

The race starts at noon and admission charges are £1.00 for adults and 50p for children, inclusive of Paddock entry. A good spectator attendance is vital, for the Seven Fifty MC has been warned that the availability of Donington for 1980 depends upon good spectator support this year.

VEV — continued from page 1478

system that was a peculiar combination of pressure and splash, and no oil filter, it lasted.

It pulled strongly at low revs and had a remarkable ability to slog up long mountain passes on top gear. I cannot recall a Chevy boiling when it was driven up some of the steepest passes in South Africa on a hot summer's day. Ford V8s tended to overheat quickly, though. The Ford's tendency to overheat stemmed from the water pump having been cast into the block, so as to suck hot water out of the block into the top of the radiator, rather than pushing cool water into the block from the radiator. The V8 also tended to be an oil-burner at a relatively early stage (compared to a Chevy, or a Plymouth which was an even more durable car). The Ford V8 was a more exciting car to drive than the Chevy and that may have been the reason for it having been more susceptible to mechanical failures.

Neither the Ford nor the Chevy took kindly to running long distances at maximum speeds. The only American cars I recall having been able to run fast all day were Hudsons and Terraplanes and these cars had, strangely enough, splash lubrication systems.

I enclose herewith a photograph which may be of interest to you and your readers. The car is a 1931 Chevrolet roadster and it belongs to its original owner, Dr. S. J. G. Hofmeyr of Bloemfontein. He purchased this car new during 1931 whilst studying at the Cornell University and he toured the North American continent extensively with this car. After returning to South Africa it was his only means of transport for some years and he used it on some of the worst roads in this country. His Chevy was eventually relegated to second car status, but even so, it has done some 170,000 trouble-free miles; its engine having been overhauled but once. The car is still in good condition, but nowadays it runs on non-original wheels owing to the correct size of tyres being very difficult to come by.

Apart from Count De Dion's steam diligence, which was still used by him and driven by his Ethiopian chauffeur Zelèle during the early 1940s, I do not know of any other car that has served its original owner for such a long period of time. Maybe some of your readers know of a one-owner car that had been used by its original owner for a period longer than 48 years.

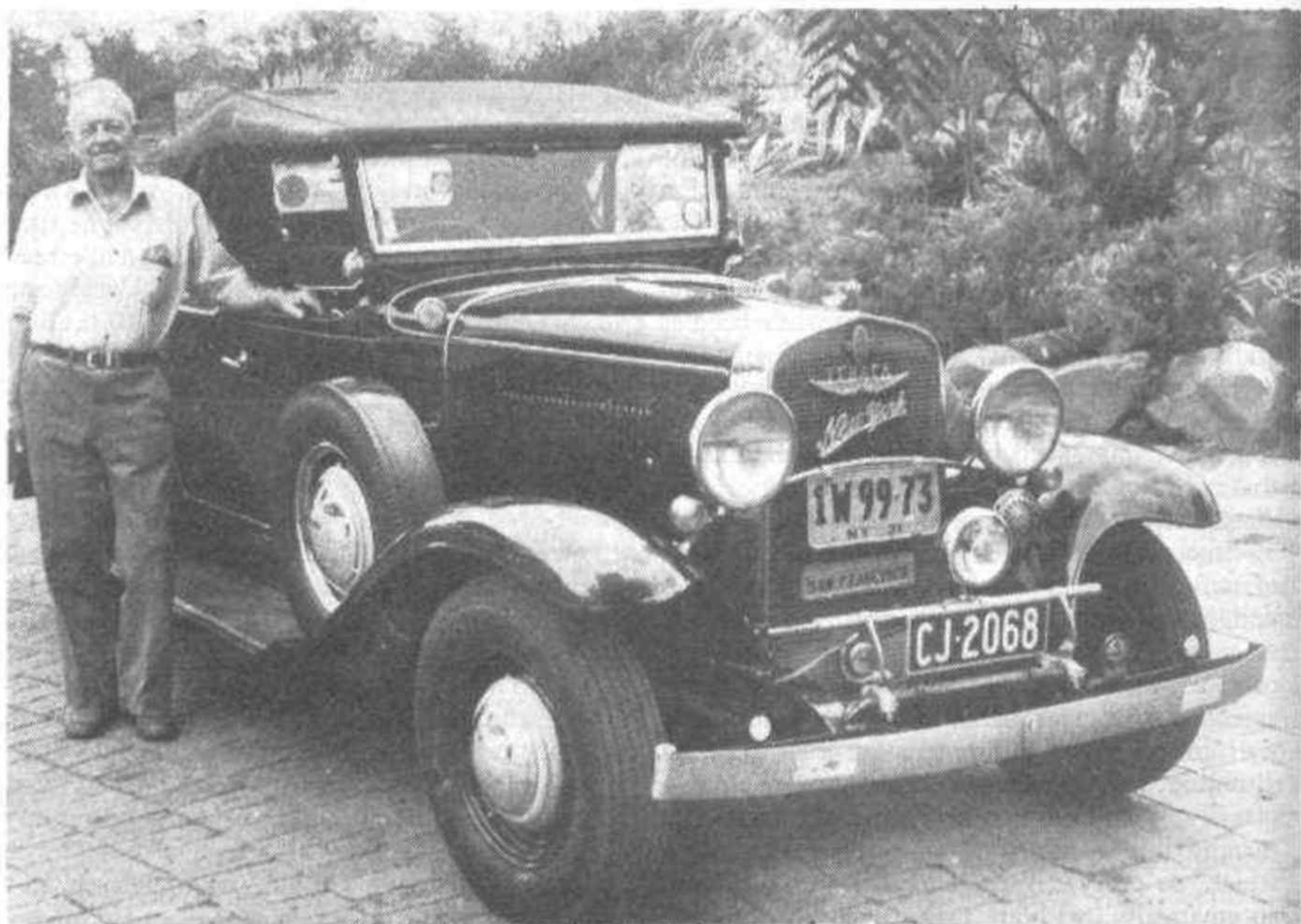
Bloemfontein FRED SCHNETLER

Lancia Memories

Sir,

Your paragraph "Vee or In-Line" in the V-E-V Section (July) certainly evoked some memories, more particularly of the Lambda. In 1930, as a schoolboy enthusiast, I managed to persuade my father to buy a second-hand Lambda from the Northumberland Lancia Agent in Rothbury. It was a Series V with a hard-top conversion and even today I can recall most features of the car, especially the "Dome of St. Paul's" cover (and sound box) for the "overheard" camshaft. Yes, the spiral-bevel gears were magnificent but the noise from the valve gear was fearsome. The cooling fan on this car resembled an aeroplane propeller but — at least in our case — was not wooden, but alloy. It cleared the honeycomb by a fraction of an inch and we did not use it except in very hot weather as cooling was adequate without it.

Other features I remember were the visible float oil-level indicator (no dipstick) and the very effective dimming system on the big Zeiss headlamps — tinted "cups" could be moved by a manual control on the dash to enshroud the light



Dr. Hofmeyr with the 1931 Chevrolet he has owned since new (see letter from Mr. Schnetler).

bulbs and thereby turn the beams yellow.

The hard-top conversion was pretty, but the exhaust system had been left unmodified and terminated in a nine inch fishtail just below the rear compartment floor with the result that a great deal of gas found its way inside the car and several passengers were badly affected!

When the Dilambda was announced I can recall spending a lot of pocket money on a copy of *The Automobile Engineer* which featured a splendidly-detailed description of that great car, which certainly wasn't a Straight Eight.

It was not until 1957 that I was able to realise an ambition to become a Lancia owner myself, acquiring a splendid Aurelia B21 pillarless saloon followed three years later by a B20 GT which alas came to a sticky end following a tyre blow-out. And now, almost fifty years since the days of Lambda, I am enjoying a Beta 1600 which even though it is "a Fiat only Fancia" is still an attractive car with much character.

Whitburn J. D. FRAIL

V-E-V Odds & Ends. — The author of "The Automobile Treasury of Ireland", reviewed by us recently, has acquired a 1927 Erskine 50 saloon, Reg. No. CH 7162, and would like to discover its history prior to 1966. The present owner remembers that a Mr. Alan Erskine owned the car and four others of the same make and wonders whether he could help? The Historic Commercial Vehicle Club hopes to have some old vehicles at the RHA Commercial Vehicle Show at Brighton on October 27th/28th. Among the many anniversaries now remembered is that of the Diamond Jubilee of the Metropolitan Police's London Traffic Department. New Scotland Yard's Press Department has issued some



Can anyone identify this mascot, in the possession of a reader and thought to come from a car?

interesting material relating to this, including a photograph of a flat-radiator Morris-Cowley tourer used on Motor-Patrol work in 1931 and details of semaphore traffic-signals dating back to 1868. But did they really use a hot-air balloon for traffic observation at the Derby in 1924? They had gas-powered exploding(?) traffic signals, however, in 1868. In 1930 the Traffic Patrol had 355 Sergeants and PCs; today it numbers 1,053 very specialised people. Traffic wardens arrived in 1960, then 39 in all; now the Metropolitan Police area has some 1,200 of them. — W.B.

Double Identity

I HAVE for a long time been intrigued by the fact that in the early days of Rolls-Royce and Daimler there was an Arthur Wormald working in a responsible position for both companies. At first I assumed that this gentleman had commenced his Motor Industry associations with "The Daimler" in Coventry, later transferring to Rolls-Royce Ltd. in Derby. Then doubts began to intrude, because when references to Mr. Wormald occurred the dates seemed to clash. For instance, Sammy Davis, in his book "Motor Racing" mentions Wormald as the Shop Foreman when he was an apprentice at Daimler's in the early 1900s — "... old Wormald, who, despite a formidable appearance and a wonderful vocabulary, seemed to have a soft spot in his heart for small and unskilful boys." Under Wormald Sammy helped to build the racing Daimlers for the Kaiser Cup and the Herkomer Trophy contests and he tells of how this Foreman, a man "built distinctly for comfort rather than speed, on the big bore, short stroke principle", was still using an ancient two-cylinder Daimler, on solid tyres but converted from tiller to wheel steering, in 1906, in spite of the company offering to replace this with a brand-new 28 h.p. Daimler.

In John Fasal's great new book on the Rolls-Royce Twenty motor car there are further references to an Arthur Wormald, who joined R-R in 1904 and rose to become the very influential Works Manager, known as "Wor". I asked John whether Wormald had worked first at Daimler's and he kindly did much research into this, coming up with the following:—

The War-Time Diaries of an RFC Officer

The first serialised instalments of this Diary appeared in Lord Montagu of Beaulieu's late-lamented *V & V Magazine*. Due to a change of policy, their continuation was rejected by its successor. Because I consider this rare period material far too valuable and interesting, to both motoring and aviation enthusiasts, to discard, I am continuing the series in *MOTOR SPORT*. The diaries came to light under unusual circumstances and I consider it best that the diarist, now deceased, should remain anonymous, although I know his identity. His father was a Baronet and he succeeded to the title. He had a great love of cars and motoring, as these first-war diaries reveal; after the Armistice he did a good deal of motor-racing.

The diaries opened in 1912, when the young aristocrat was racing his motorcycles at seaside cycle-tracks, but also at Brooklands. He worked for a time for the Benz Company in London's Brompton Road, and then became enthralled with flying, acquiring a Deperdussin monoplane early in 1912. This was taken by road to Southwold, re-assembled, and flown by a friend. The diarist later joined the Deperdussin School at Hendon and "took his Ticket" at the CFS at Upavon in 1915, on a Maurice Farman biplane. As a 2nd-Lieut. in the Irish Guards he joined the RFC and began flying BE2s, instructing on these machines at Netheravon. At the time his personal cars included a 1914 14/18 h.p. Adler, and a Napier. His condensed Diary was discontinued, I believe, in spite of pleading by Lord Montagu for its continuation, at the stage where this young pilot had just been posted to No. 21 Squadron, RFC. It gives me much pleasure to be able to resume them. — Ed.

The year is 1915. The month is September. The young Flying-Officer has left the CFS at Upavon

DOUBLE IDENTITY — continued

"Arthur Wormald, OBE was born in Yorkshire in 1873. He started at the age of 11 as a 'half-timer' in the Lancashire and Yorkshire Railway at Leeds at half-a-crown a week on a lorry which collected goods for the railway. At 13 years of age he joined John and H. McLaren of Leeds, traction-engine builders, and there served his time. Mr. John McLaren took a personal interest in Arthur, especially as his father had been employed there. At 19 Arthur Wormald was chargehand of the cylinder bench. At 22 years of age he went to Greenwood and Batley of Leeds and worked there on die-sinking for the Martini-Henry rifles being built for the Japanese Government. Four years later he passed to the repair of the Merryweather steam engines used on the Dewbury tramcars and in 1901 he was in Manchester with the Linotype Company at tool-room work. The following year he was with the Westinghouse Company at Manchester doing tool-room work.

"In 1904 he joined Royce Ltd. as a tool-maker at the time when they first touched motor-car work. Here he came under the personal notice of Henry Royce who eventually prevailed on him to accept the foremanship of certain departments. Three years later he became Chief Shop Foreman at the new Rolls-Royce Works at Derby, and shortly became the Works Manager."

So it seems that there were two Wormalds in high places in the Motor Industry of pre-1914 times — father and son, perhaps? — W.B.



A typical RFC airfield scene in the First World War.

with 32 hr. 36 min. total flying time, and is about to be posted to No. 21 Squadron at Netheravon. (Incidentally, his experience consisted of 8 hr. 8 min. on Maurice Farman biplanes, either as a pilot or passenger, plus 13 hr. 54 min. in BEs, of which 8 hr. 59 min. was solo flying.) After going to Wellington Barracks, to try for a spot of sick-leave, X (as I intend to call the Officer) picked up a girl-friend and lunched at Harrods before leaving London for his new posting. At Netheravon he reported to the CO, Col. Webb-Brown and to the Wing Adjutant, Capt. Walker, at 5.30 p.m. — "Then went and got settled in. Pretty dud. No machines". It was the same next day. Rising at 8.30, X had breakfast and went to the Flight. "Awful machines and everything frightfully dud. Enough to depress a cat. Feeling absolutely bored stiff." However, he had his Napier with him, so he went over to the CFS in it to look up old friends.

The next day was better, as X went up several times in an Armstrong-Whitworth BE2c (No. 5331) taking a Lt. Pethybridge as passenger, and flying a pupil, Lt. Scott, to the CFS. This was the machine allocated to X, and he gave landing and

"spirals" instruction on it, to several pupils and also gave his father a five minute flip at 500 feet round the aerodrome. "Dad liked joy-ride". Incidentally, the Baronet had arrived in his De Dion Bouton. X was now in charge of the pupils, who were mostly young Lieutenants. He "got several off" and would dine in jolly company at the CFS. Before September was out he had had his first flight in a "Bloater" (BE8a) with 80 h.p. Gnome engine — "rather liked it". [These BE8s were also known as "Harry Tates". — Ed.] At other times different Air Mechanics were taken up in the BE. At weekends X would drive to Basingstoke in the Napier and take the train to London. There was "Shell Out" to see at the Comedy; X knew one of the girls appearing in it. They would then dine with CFS friends at Macpharlane's. It is interesting that X's mother went to the cinema, at this period of the war, and that when X motored from Netheravon to Salisbury there was a theatre there — "Came out at half-time as it was so dud".

It does not say much for No. 21 Squadron at this time that the diary entry for Sept. 28th says "Machines all showed signs of various troubles.



The diarist in the 60 h.p. Deperdussin he flew at Hendon before the war.

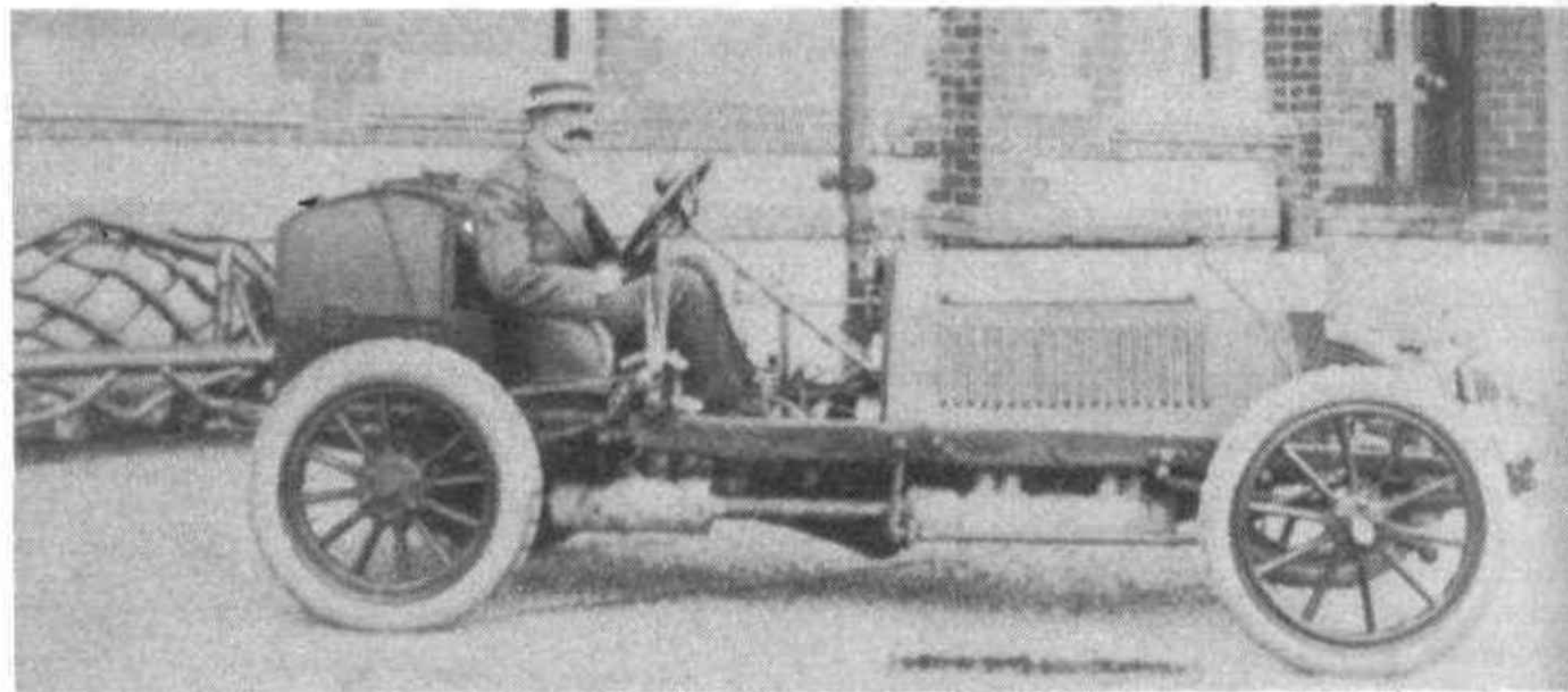
Worked hard on them all," and the next day, "All machines still *hors de combat*. Worked very late. All engines pulling very dud. Stayed right on until 8.30 in the evening with Waddam and others. Nothing finished however. Fed up with the damn things". Eventually we read, "At last got one machine going, thanks to Rice. All the engines are pretty dud". It was the faithful AW BE2c, and X took a Lt. Handford up in it on Observation Duty, before attending a dinner at the CFS, with Vernon as host. They had "quite a cheery time", afterwards ragging about in the anteroom, before Mills drove them home in the Napier.

For some time it was a routine of testing machines, a BE8a and another AW BE2c, testing engines, taking photographs and practising wireless-communication from BE2c No. 5330. One assignment was to fly to the CFS in a BE8a, seeing about an AW machine and "doing odd jobs for the Major". X managed first to have a drink with his friend Busk, and made sure of returning for lunch, but "Had engine trouble, and a very bumpy and sloppy flight back. Not at all pleased". There was the compensation, however, of dining with X's former Instructor and his wife, X taking a Major Ritchie along with him. A Saturday in October was spent in the sheds cleaning up the machines until lunch-time, as it was too rainy for flying, after which X took Pethybridge, Grantham and Sandemann in the Napier to Bath, where they saw the first house of the revue "Splash Me" and left to dine at the Empire. Some idea of the motoring that was possible to a Flying Officer in war-time was obtained when one reads of X and these friends driving one Sunday after Church Parade to Newbury for lunch, returning to Netheravon by 5 o'clock, and then driving to Bournemouth to dine, before returning that day to No. 21 Squadron.

That little jaunt necessitated taking the Napier to the village the next day to get it washed, both machines being out of action. (Presumably X means the two aeroplanes he used). The next day he got a camera rigged on 5330 and set off for Newbury with Pethybridge *via* Burbage and Hungerford, to take pictures. Landing on Newbury race-course, X's father picked them up and took them off home to dine. They returned in very bumpy conditions, at 5,000 feet, the flying occupying a total of two hours — a nice cameo of RFC activities in 1915. Especially as after four flights in two different BEs, to test engines and wireless, X and a party motored to Bath to see "The Dollar Princess" and "had a grand old rag, dined at the Pump Room and drove back all merry and bright . . ."

However, it wasn't all fun and games, as X got Pethybridge off on his cross-country in BE 5330, which involved driving the Napier some 30 miles across Salisbury Plain to Tilstead to retrieve the BE the next day! As variants on trips to Bath, they would drive to Cambridge, staying at "The Bull". There is an entry: ". . . got at 'loggerheads' with police about our lights", followed by "My grandmother, Isobella Lady X, died".

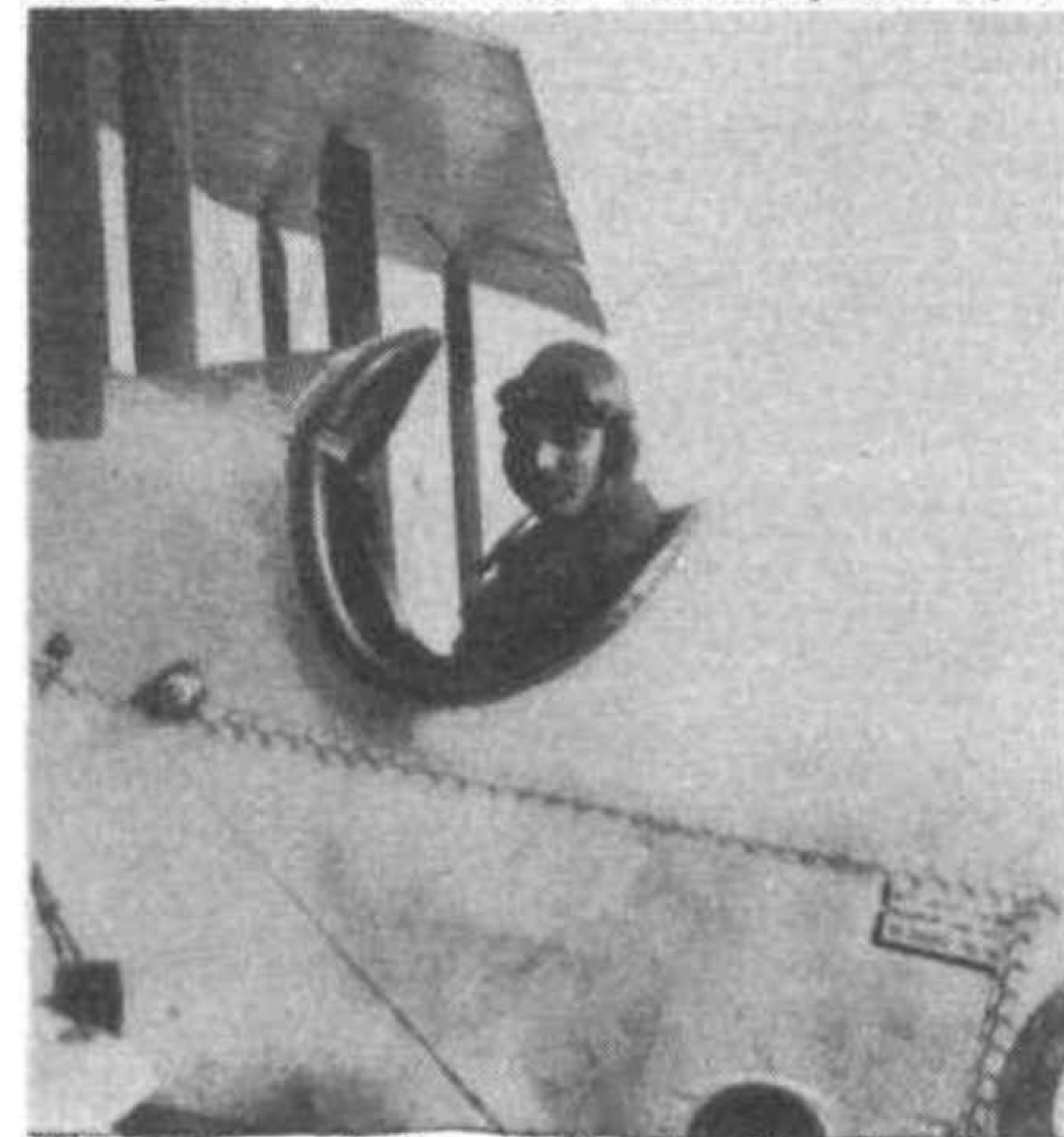
Around this time X had logged the 10 hours at Netheravon to qualify as his "cross-country". The family bereavement permitted some leave, and as the Napier had been "smashed up" at Staines when X was making one of his late returns to his Squadron, he looked at cars at Lane's when next he was in London, after seeing his tailor's, Welsh & Jefferies, about a tunic and lunching with his father at the Ritz. It was then time to dress for dinner before going to see "Bric-a-Brac" at the Palace Theatre with a girl. The only reminder that a war was going on was when X has to report to



. . . used a 90 h.p. Napier for a trip to Bristol . . . and drove to Farnborough in it". This is actually S. F. Edge's racing Napier but could have been that owned later by the pilot friend of the diarist, who was at the time also using a Napier of his own.

Col. Proby, Irish Guards, about extended leave for the aforesaid funeral ("He was perfectly charming"), a happening which did not deter X from going that day to tea at Fuller's with a girl-friend, then on to a cinema, after which they dined at the London house in Ennismore Gardens, before seeing a performance of "The Scarlet Pimpernel". The war came closer, however, when the theatre was "bombed by zeppelins and knocked in, but we all got home alright." The gay life! Next day there was the damage done by the zepps to see, tea to be taken at Rumplemeyer's and a box at the Coliseum. For a while for the first time since before the war X was without a car, having to get a lift in "Smith's Hispano Suiza" when he wanted to catch the Reading train to London.

Back at Netheravon there was a flight in BE5331 to try the wireless but "the aerial dropped off. Went up to 4,000 feet and came down in spirals". One pilot arrived in an old Henri Farman and later in a BE2c, X "zoomed over the troops" in 5331, and there is mention of "getting in a broken-down Curtiss" (Presumably an American Curtiss Jenny — later it is mentioned that "the Curtisses were doing a lot of flying"). There was some night flying for X in 5330, before he went in the Hispano Suiza as far as Staines, to pick up the Napier, which had been repaired. The next day both cars were driven to Brighton, from London, starting at 5.30. They put up at the Metropole. The run back was completed by 6



The writer of the diaries in the Armstrong-Whitworth-built BE2c in which he did test flying, night landings and gave instruction at Netheravon in 1915, having "taken his ticket" in a Maurice Farman biplane at Upavon the same year.

o'clock, starting after lunch, but a car from Daimler Hire was used by X to get him to the aerodrome through the night, arriving at 5 a.m.

But sterner things were in the offing. Vernon was posted to the Dardenelles. X was expecting to go overseas and to please his mother had had his photograph taken by Barnett's and had written numerous goodbye letters. No. 21 Squadron was inspected by General Higgins, RFC, on a day when X was "tuning up the Mitchell". [This could refer to a possible replacement for the Napier. Mitchell made big four-cylinder cars which might well have appealed to X, who had worked for the Benz Co. and been out in their big racing cars. — Ed.] He continued to test machines of another kind in the sky over Salisbury Plain, and it is evident from his log-book that a passenger would almost always go on such flights in spite of the risks, these passengers ranging from 1st Air Mechanics to Lieutenants. There was more night flying for X — "landed in the dark, A1" — after which he "slept through the whole show" when a party visited the local theatre in Southampton. Petro must have been plentiful!

At the end of October comes the entry "Lovely morning. Machines buzzing about. Went up in AW 5330 again to try engine for 15 minutes. Took Corporal Smith as passenger. More night flying," which paints a brief picture of Netheravon on one October morning in the second year of the war. It is apparent that the Napier is still in use, but X was now working on "Barrington-Kennett's old Darracq", taking its body off, and he had the Mitchell's engine and axle taken down at the same time and used a 90 h.p. Napier for a trip to Bristol to see an actress friend performing in "Betty". All this was a prelude to X going overseas.

Indeed, the big Napier belonged to a pilot called Johnson and in November he and X drove it to Farnborough, to collect two RAF-powered BE2c machines and fly them to France. X's father lunched him before he took-off. Bad weather forced him to return in 1676 to the RAF (as it then was) but his friend pressed on and made Folkestone. X went back to London for the night, collecting his Napier on the way and taking it to Napier's at Acton. He caught the 7.40 train to Farnborough the next morning and took up BE2c No. 4100 but he, and Ashby who was to have gone over in another machine, found the weather too bad and X turned back after 20 minutes. On November 5th he tried again, taking the same train down. This time X climbed to 5,000 feet but flew into fog at Dorking, where the engine packed up. He had been up for 50 minutes and got down

Continued on page 1488

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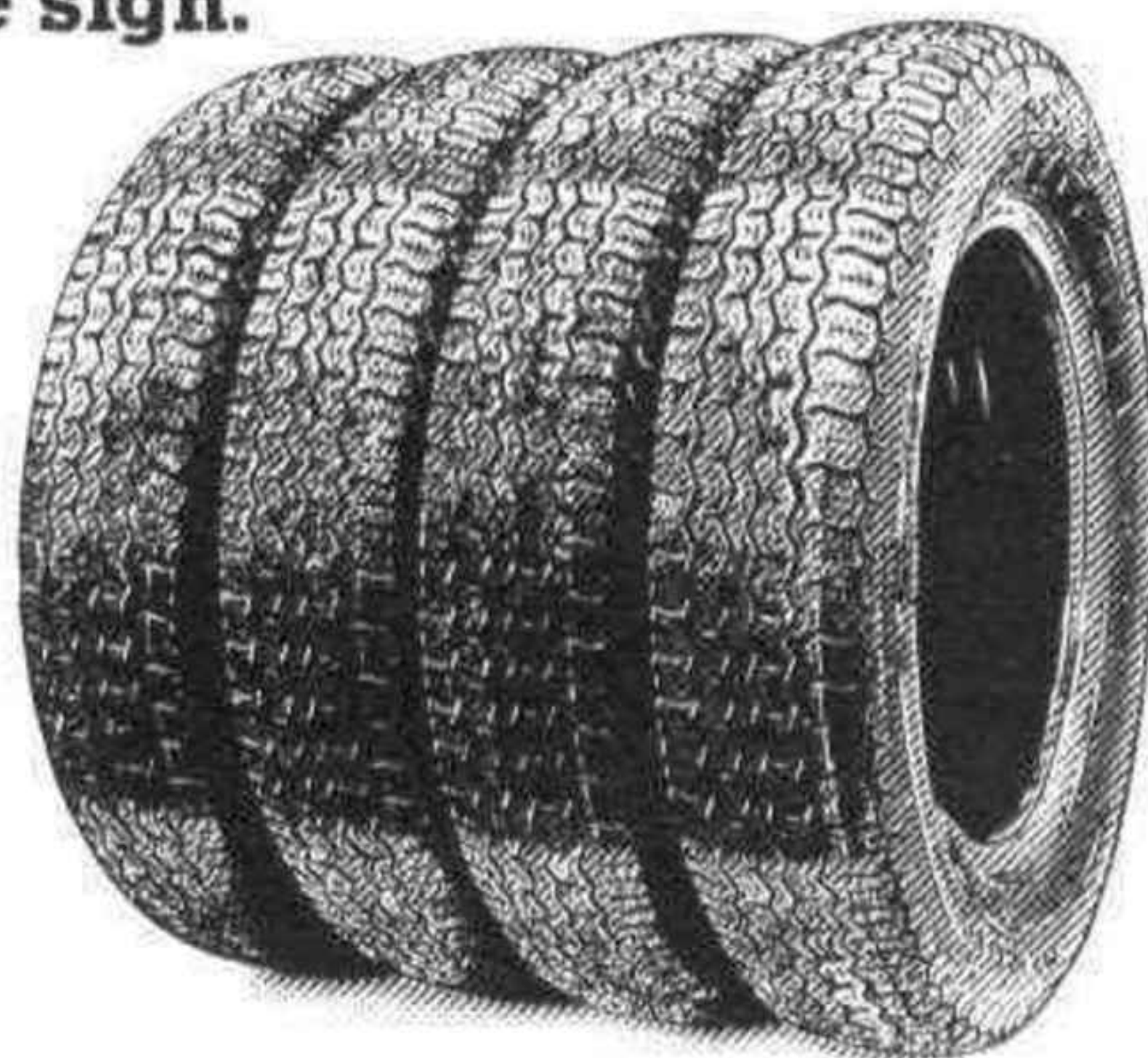
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Another Link with Parry Thomas

AT THE risk of readers saying "What — more Parry Thomas", when it became time to attend the VSCC Cadwell Park race meeting I decided to call on Mrs. Easterbrook who, as Mrs. Duke Williams, used to be housekeeper at Brooklands to the famous Welsh racing driver/engineer. This involved some rather interesting motoring in the Editorial Rover 3500, just back from a check-over by Jaguar-Rover-Triumph Ltd. and on a new set of Michelin XVS tyres, because Mrs. Easterbrook lives at Stutton, near the river Stour, in far-away Suffolk, and we were starting from Wales, and going on to Cadwell Park, in Lincolnshire. In fact, this was a fairly easy three-day jaunt of 650 miles, which the Rover accomplished in its usual effortless manner, at 21.8 m.p.g., petrol being surprisingly easy to obtain over this Bank holiday week-end, with no limit, we noticed, being placed on the gallonage you could buy of the previously-unfamiliar RP (Roberts Petroleum) brand.

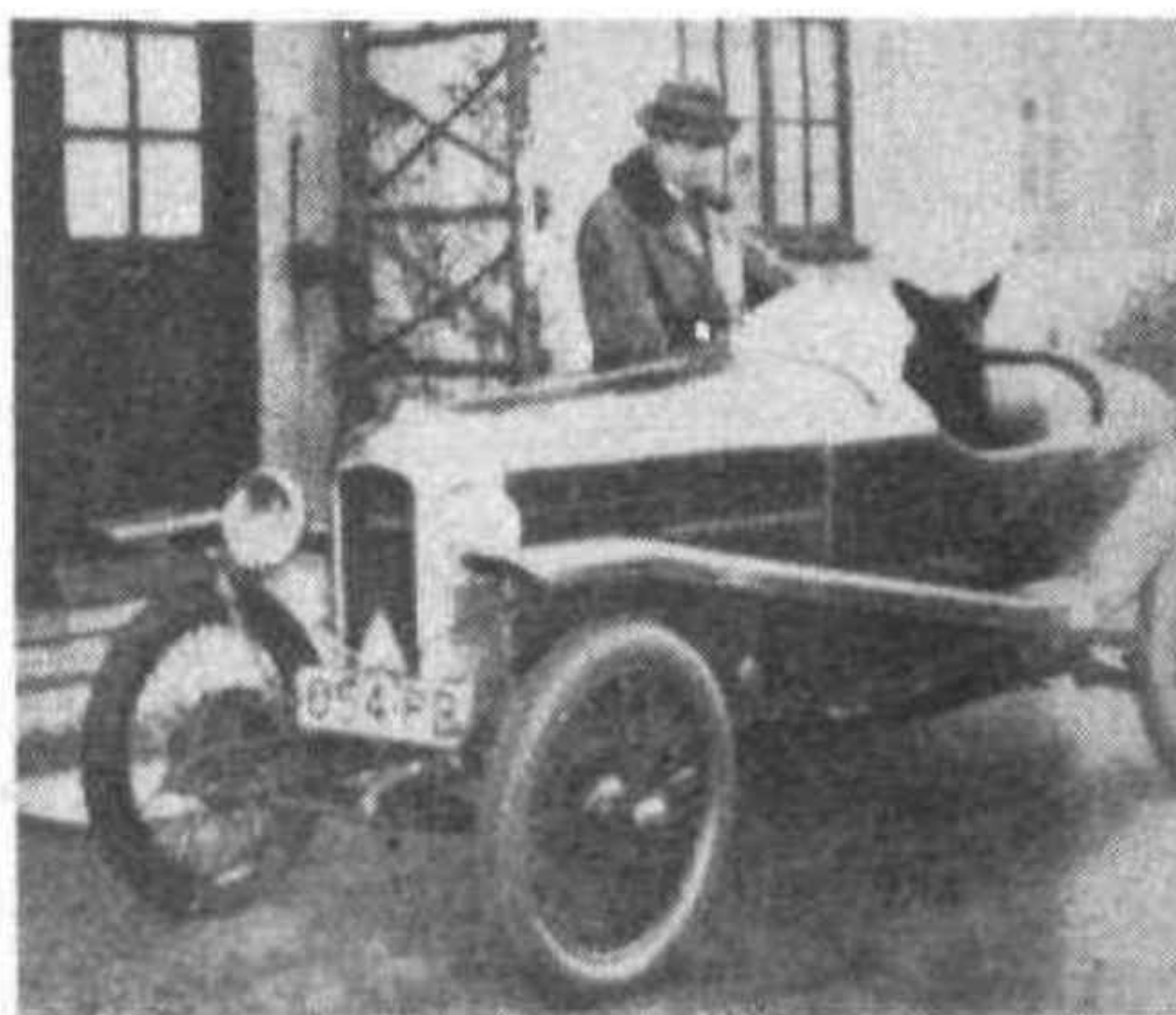
There was nothing much of motoring note on the road, although as we approached the attractive town of Kimbolton I remembered that it was there that the Inter-Varsity speed-trials had once been run, in the 1920s, unless memory was at fault. I thought it would be fun to look at the course. But this was probably in the grounds of Kimbolton Castle, which is only open on

DIARIES — continued from page 1486

safely in a ploughed field. Mrs. Richards, in whose field he had landed, gave him lunch, the mechanics having been wired for. They hadn't arrived by 6.30 p.m., so X returned to London. On the Saturday X took a train to Dorking and Mrs. Richards sent her car for him. The BE2c No. 4100 had been put right, so X set off again, taking with him an Air Mechanic who had presumably been guarding the aeroplane. The tolerant Mrs. Richards saw her hedge cut down to provide more room for the take-off. Now comes the period touch: "Got to Shoreham, lost way in fog and took wrong railway-line. Landed there and had lunch, and started off to Folkestone again along the coast, via Brighton, Hastings, Eastbourne, Dungeness, Hythe and Folkestone. Landed there and put machine away and then went down to Pavillion Hotel and saw two aunts and then went back to Hotel and dined with Capt. Nicholson, the CO at Folkestone." So far, the war wasn't too strenuous! Except that X had been flying the primitive biplane in winter for 3½ hours, mostly at 7,000 feet.

Next day, a Sunday, he left at 11 a.m. crossed the Channel at 11,000 feet, "engine pulling well", in 11 minutes and arrived safely at St. Omer. He lunched with Capt. Bettington. The intention had been that X should ferry back an old BE2c ("the last with 70 h.p. Renault engine in France") but after three-quarters-of-an-hour at 1,500 feet (the time taken for the outward flight) that engine had had enough and X had to turn back near Calais and return to St. Omer. It was then a case of a train to Boulogne, where X shared a room with a Capt. Fitzgerald (surely the person who ran one of X's big racing cars, after the war?). The entry next day says: "Beastly journey getting back. Couldn't get on night steamers, etc." On the day crossing X met several other ferry pilots. From London he went home, picked up his mother and father and dined at the Hyde Park Grill, thus celebrating his first crossing of the Channel for the RFC.

(To be continued)



The late J. G. Parry Thomas outside The Hermitage, where he lived at Brooklands, with his Grand Sport Amilcar.

Sundays, and this was Friday. So we had tea instead, at a shop where in the rooms above, perhaps dating back to the 14th-century, the old beams were being uncovered, preparatory to making it a B & B establishment, in this town where the old buildings blend so successfully with the less-aged ones, but where the twisting road round the Castle wall is a hazard to the enormous articulated vehicles that now use the A45.

We put up very comfortably that evening at The Angel Hotel in Bury St. Edmunds. [I have since discovered that in 1926 the CUAC held speed trials in Ickworth Park, at Bury St. Edmunds, and regret not remembering this at the time, so that we could have checked to see whether the private-drive where they were timed still exists — Ed.] The next morning I found a fast dual-carriageway road to Ipswich, on my way to meet Mrs. Easterbrook. Incidentally, when I was enquiring about the old speed-trial venue in Kimbolton the nice young ladies who so willingly served us and showed us the old part of the tea-shop building knew only that karts are raced at a nearby airfield, but when, just for fun, I asked the young girl, when paying the bill at the hotel in Bury, if "Brooklands" meant anything to her (it didn't), the young man behind the reception desk said "Yes, it was an old race track they are trying to restore, where vintage cars run once a year, which he would like to see one day" — and, remember, we were nowhere near Weybridge . . .

The visit to Mrs. Easterbrook turned out very well. I had assumed she was just a person who had looked after Parry Thomas, who might recall a few things about him. Far better than that! She and her husband were motoring enthusiasts who had met Thomas at Brooklands and moved into his bungalow inside the Track, she to look after him, her husband to act as his secretary and to help with simple chores in the works when they were hard-pressed, such as balancing racing-car wheels, etc. This is rather amusing, inasmuch as Thomas' bungalow was called "The Hermitage" and it was generally thought it was called this because the sometimes dour and lonely bachelor lived there all alone, designing his successful racing cars and working on them. In fact, Capt. and Mrs. Duke Williams and their young daughter Anne also lived there, and their son Rundle when he came home from his school — he must surely have been the envy of his school-friends, spending the "hols" actually within Brooklands Track! Nor was that all, because the children's governess and Ken Thomson, Thomas' partner, also lived at "The Hermitage", as did a woman, with her son, who "did" for them. There were plenty of bedrooms leading off the long passage in the bungalow,

which was not so aptly-named after all — which in no way excuses its destruction last year by Bass-Charrington.

Mrs. Easterbrook confirmed Thomas' well-known love of children when she remarked "It was really Anne whom Tommy wanted there". He had a swing put up for her and got her the donkey called "Chuka" which, when she rode it over to the Paddock, used to cause quite a stir and which, on one occasion, refused to budge and held up an aeroplane that was about to take-off from the grass aerodrome. Carefree times, when no-one minded such distractions . . . I was told how Thomas used to spoil the little girl and the first photograph I came upon in the family album was one of the great driver sitting in the Leyland-Thomas No. 1 and ready to go out onto the Track, shaking hands with young Anne, who is in her pedal-propelled toy Packard.

I asked Mrs. Easterbrook whether, apart from his Grand Sport Amilcar, Thomas drove a Leyland Eight on the road. "Oh yes", she said, "he used to go up to London in it — we called him The Terror of the Portsmouth Road." "Did you have a car at Brooklands?", I asked. The answer to that was to be seen in the photograph album — a back-braked 3-litre Bentley. They knew W. O. Bentley slightly, but had bought this car through William Bentley, who was not connected with Bentley Motors. It was chassis No. 12, Reg. No. XK 3455. (This is confirmed by Stanley Sedgwick in his book "All The Pre-War Bentleys", although he does not quote the Reg. No.) It was delivered in December 1921 and had a James Young body. In it the Duke Williams used to go to places where Thomas was racing, including Boulogne, where Dick Howey was killed in the Ballot. "He always said he could not keep it down on the carpet", said Mrs. Easterbrook. I was shown a picture of this Bentley on a picnic (at the time when a Chummy Austin 7 and a 12/25 Humber were in use) and was told it was sold to someone who ran it into a 'bus in Southampton and wrecked it.

Mr. Duke Williams was at Pendine when Thomas was killed in "Babs". After that they left "The Hermitage" and he joined B. S. Marshall, the Bugatti driver. Before that he had raced his own car, an Amilcar I think. We talked of the drivers of those days, Duller, Kaye Don, the Howeys, Gallop, and I learned that it was Mrs. E. who had nicknamed Ken Taylor, Thomas' mechanic, "Plain" Taylor, when she thought he was getting a bit too boastful. The name stuck. She told me that Thomas didn't speak with a Welsh accent, that he was not a difficult man but that he could be fussy, especially about food, "nothing between the ribs" being a popular remark, and that after his death, when his will could not be found, his mother called in a spiritualist, who could only see lots of spring flowers — however, this proved helpful, as it led them to Thomas' London offices in Spring Gardens, where the missing documents were found . . .

After this nostalgic episode I drove quietly away through the fen country after lunch, trying to get the Rover's fuel thirst above 22 m.p.g. The only place which aroused the memory that afternoon was Mildenhall, now a Service airfield armed with American bombers, but the aerodrome from where, in 1934, the MacRobertson race to Australia had started, won at 158.9 m.p.h. by the DH Comet of C. W. A. Scott and T. Campbell Black. The night before Cadwell we stayed at an hotel in Woodhall Spa, where we were intrigued to find that the dinner-menu commenced with "Drivers", and

Books for the Autumn

"From Bleriot to Spitfire" Edited by David Ogilvy. 180 pp. 8 3/4" x 5 1/2". (Airlife Publications, 7 St John's Hill Shrewsbury. £4.95).

Those who enjoy driving different vintage cars and studying their varying control and other characteristics cannot fail, I think, to understand the purpose behind this book and derive pleasure from what it will tell them. The idea, cleverly conceived by Airlife Publications, was to persuade the six skilled pilots who are entrusted to fly occasionally the precious historic aeroplanes owned by the Shuttleworth Trust at Biggleswade to describe the specialised techniques required to do this safely and effectively, and what this entails.

The result is a quite fascinating account of piloting some very rare flying machines. Thus we have John Lewis on the Bleriot XI, the Sopwith Pup, the Hawker Tomtit, and the Granger Archaeopteryx, Neil Williams on the Bristol Boxkite, the Avro Triplane IV, the 1912/13 Blackburn monoplane, and the Supermarine Spitfire Vc, Air Commodore Alan Wheeler on the Avro 504K and the SE5a, Wing Commander R. P. Martin on the Bristol Fighter and the Gloster Gladiator, Desmond Penrose on the LVG CVI and the tiny DH 53 "Humming Bird" and David Ogilvy on the DH 51, the DH 60 Moth, the Avro Tutor and the Miles Magister.

Some of these old aeroplanes are replicas, others are genuine originals carefully restored. The text explains which is which and is enhanced by a Foreword by Marshal of the Royal Air Force Lord Elworthy, and by chapters about rebuilding old aeroplanes and how they differ from modern ones, by David Ogilvy, operating a rotary engine by Air Commodore Wheeler, biographies of the pilots involved in the book, and a postscript about aircraft operation, 1914/18, by Wing Commander T. E. Guttery. This, with plenty of pictures, makes "From Bleriot to Spitfire" very good value, as book prices go today.

David Ogilvy, who has done the editing, used to write "air-tests" of light aeroplanes for MOTOR SPORT in the early 1950s, the machines he tested for us being the Percival Mew Gull, the Aeronca 100, the Miles Falcon, the Topsy Trainer, and the Comper Swift (photostats of these articles are, of course, available from us if wanted). With the increase in post-war motoring sport and perhaps the fact that so erudite were

PARRY THOMAS — continued

included "Good Putters" which seemed to indicate a reference to something like a twin-cylinder Renault. Until, that is, we remembered that we were adjacent to the famous golf-course and, indeed, that the hotel was named "The Golf" . . . There had been a reminder that we were getting near to the circuit when, between Billingham and Coningsby, two "Chain Gangsters" overtook the Rover and the rest of the modern traffic in a couple of skilfully-conducted Frazer Nashes running in close convoy.

Next day it was on to watch the racing at Cadwell Park; a rather nice *finale* in this age of trailers happening on the journey home, when we encountered Quartermain driving away in his 30/98 Vauxhall, which had won one race and finished second in another, obviously having turned it from a racer into a road-car by just raising its fold-flat windscreen. — W.B.

David's evaluations that few mere car-drivers understood them, I had to discontinue the series.

The new Airlife book is in the same idiom, but about machines which are now historic. I am pleased to find two of the 1923 "motor-gliders" included, because I find these very low-powered (or under-powered?) aeroplanes especially fascinating, although it may not be fair to refer to the EEC Wren or the DH 53 as motor-gliders. The book recalls the story of a DH 53 owner who paid £50 for his aeroplane in 1929 and who preferred to take-off downhill, but who had to walk beside it while going uphill to the departure point! And Beaumont's description of taking-off in the EEC Wren leaves the reader in no doubt as to just how little power the 398 c.c. ABC engine has! Indeed, this book is redolent of the difficulty the most experienced of modern pilots has in flying these ancient aeronautical heirlooms. Of the Avro Triplane Neil Williams says he would have given a month's pay to be safely back on the ground the first time he flew it; and what a handful it must be. The momentary panic when Williams was flying the Blackburn monoplane for the first time and couldn't get the control wheel to respond — it goes *down* to get the nose up — comes over well. After that first flight he says: "I was covered with castor oil and my hand was still tingling", from electric shocks through the blip-button.

This book is a splendid tribute to the Shuttleworth Trust for restoring such aeroplanes and to the brave aviators who still take them up. It is just the thing to re-read before attending the next Open Day at Old Warden. — W.B.

"Mario Andretti — World Champion" by Nigel Roebuck. 176 pp. 9 1/2" x 6 3/4" (The Hamlyn Publishing Group, Astronaut House, Feltham, Middlesex. £6.00)

Some racing drivers love money, some love themselves, but Mario Andretti loves motor racing in any shape or form, and this fact comes over strongly in this book by Nigel Roebuck, sports editor of *Autosport*. This is essentially a book about motor racing, the whys and wherefores of the Lotus-Andretti Championship year of 1978, the Italian-born American's years on USAC ovals from Midgets on quarter-mile ovals, to Indianapolis. Andretti is not a driver who is ever lost for words, though he never pontificates or bangs the drum, what he says he usually means, and he says it clearly even though some of his phrases are more colourful than grammatical. But that is Mario Andretti and the majority of this book is the 1978 World Champion actually speaking, recorded on a tape machine and transcribed into the first person singular. Roebuck joins the tapes together with appropriate anecdotes or observations, never wandering away from the subject matter, but prompting Andretti into telling us in his own words about racing and himself.

The book doesn't dwell on Andretti's private life, for as he says "my private life is private", but it does cover a vast range of subjects, from his opinion of Concorde " . . . I love the look of it. It's a racer", to his philosophy on life " . . . I'm 39 years old, and I've never had a steady job in my life! I've been making good money for upwards of 10 years now, but I don't kid myself it's going to last forever," and his views on racing, "The thing of it all is I just love to win. OK, we all do, that's why we race. But I've never gotten complacent about winning." And his views on circuits: "The track itself I didn't like at all. Plastic". And his views on people, "I mean, BRM were singing their song, and Louis Stanley gave me a lot of sales talk, but there was no way," and of cars "To

pitch those things sideways into a turn (USAC sprint car on the dirt) at over 130 m.p.h. is just something else."

You will enjoy this book because it is about racing by a racing driver, it's not a hero story, a sob story, or a glamour story, it's motor racing.

D.S.J.

"Flying Clothing — The Story of its Development", by Louise Greer and Anthony Harold. 176 pp. 10 1/2" x 8 1/2" (Airlife Publications, 7 St. John's Hill, Shrewsbury. £7.95).

The first impression must be "What odd subjects they think up for books, these days". But study of this very informed, extremely detailed, comprehensive study of flying clothing from the earliest times to the Space Age brings respect for the authors' knowledge, and admiration for the great many illustrations the publishers have amassed about all manner of flying garments, and subsidiaries such as goggles, helmets, face masks and gloves, etc., worn in balloons and aeroplanes. There are some very technical photographs, drawings, diagrams, even cartoons and colour plates, to explain it all, as well as more lighthearted pictures of Air Hostesses' uniforms, well-known pilots, famous RAF Squadrons, all clad for action, of course. As the pages turn nostalgia for the passing decades comes to life and great aeroplanes and flights are recalled.

But the book's main purpose is to tell us how pilots dressed from the 1700s and 1800s through to the present. There is an Index, and there are Appendices about RAF Stores Reference Numbers, the Conservation of Flying Clothing and Altitude Diagrams. Motoring in sports-cars and open vintage machinery has so much in common with flying that MOTOR SPORT readers should find this book enthralling. As one who never quite feels he has been "up" without dressing-up, the present-day business of going out to an aeroplane to fly it in a lounge suit, starting its engine by pressing a button, seems rather a pity. Progress through this comprehensive book, and you will see what I mean. It is a work that should be in every reference library. The Foreword is by Marshal of the Royal Air Force, Sir Dermont Boyle, GCB, KCVO, KBE, AFC.

W.B.

"Jaguars in Competition" by Chris Harvey. 208 pp. 10" x 7 1/2". (Osprey Publishing Ltd., 12-14 Long Acre, London WC2E 9LP £7.95).

Yet another tome to weigh down the bookshelves of Jaguar enthusiasts. Most of the body text covers familiar ground — there's a limit to how much more Jaguar competition history can be dug up. The value of Harvey's latest book is in its marvellous photographic portrayal of Jaguars in competition, from SS 100 onwards to the Broadspeed XJ 5.3C and Group 44 XJ-S, and the in-depth captions accompanying each, compact stories in themselves. Indeed, it's worth buying just to browse through the pictures and captions. All the text pictures are black and white, but the dust-jacket is one to treasure for Tom March's rare colour pictures of Stirling Moss in a C-type during the 1953 Daily Express Trophy Meeting and winning the 1951 Daily Express Production Car Race in an XK 120. — C.R.

Having written the story of the Land-Rover, that prolific wordsman Graham Robson has completed for David & Charles, Brunel House, Newton Abbot, Devon, a new book about this great British motorised workhorse and the more refined Range Rover. "The Range Rover/Land Rover" runs to 191 9 1/2" x 6 1/4" pages and is filled with an enormous amount of information about these two

different types of BL 4WD vehicles. With the expected Robson thoroughness there are not only masses of pictures (and colour-plate end-papers) and good stories of Land and Range Rovers in civilian and military usage, but also plenty of tabulated statistics. The price of this dual-coverage book is £7.50.

Warne's Transport Library has published "Blue Blood", a big landscape-sized (243 pp., 8 3/4" x 9 1/4") study of Grand Prix racing in France, by Serge Bellu. It is packed with excellent pictures, almost all of which have been used previously, with a colour set of additional illustrations, including, curiously, a snow-bound Talbot-Lago T-26C. But the book is up to date, inasmuch as this colour-section begins with a Moutant study of a 1906 racing Renault and ends with a colour cutaway of the Renault RS-01, of 1978. The picture collection is, to some extent, worthwhile although serious historians cannot fail to wonder if all the effort of re-presenting old chestnuts is justified, especially at £9.95. John Bolster has done the translation of the text, and the entire work is very nicely got up. Some pictures are new to me, and others induce nostalgia, the end-paper, for instance, taking me back to hot, dusty Rheims in the 1950s, while one of a Gordini reminds us of the lamp-posts and kerbs at Pau in 1953. There are tables of specifications and the caption to that picture of a 1923 GP "tank" Bugatti on a dais suggests that it was sold to finance Ettore's experimental department, which perhaps explains why one of these cars ran at Boulogne apparently in private hands. The publisher is to be found at 40 Bedford Square, London WC1B 3HE.

Airlife (address above) are giving us some very good aviation books and they have now come up with "Sky Fever", The Autobiography of Sir Geoffrey De Havilland, CBE. Running as it does from the pioneering days to the supersonic age, and including quite a lot about cars and motorcycles — a reader sent me a copy of some notes Sir Geoffrey had compiled about automotive engineering in the very early days, not long ago — this is another book both informative and enjoyable. It costs £5.95. — W.B.

Cars In Books

THIS column is giving itself an enforced rest this month but just comes in to say, as it is always interesting to know what cars an author uses while researching a book, that A. L. Le Quesne tells me that when writing "After Kilvert" (see last month's column) he was driving a Morris 1000 Traveller, "a marvellous old workhorse which I bought secondhand from my aunt, one of the best cars I've owned. We sadly said farewell to it after 108,000 miles and I've found no alternative since". He has, more recently, had two successive Renault 12s. — W.B.

Miniatures News

LESNEY UK Sales Ltd., 240, Lincoln Road, Enfield, Middlesex, tell me that the "MATCHBOX" miniatures have been called the "75-series" because there are always just 75 miniatures available at any one time, even when obsolete ones are withdrawn. The 1979/80 "Matchbox" catalogue, which costs 5p, lists all these and many other toys, as well as the Company's miniature electric race-tracks, and

"Super Kings" miniatures. The die-cast "Models of Yesteryear" are going strongly, and include some unusual vehicles. Thus there is a First-War Crossley RFC tender converted into a coal lorry, as must have happened after the 1918 Armistice, and that Roesch Talbot Lipton's Tea van, and another used by Menier, the chocolate people. Others number a Rolls-Royce fire-engine(!), a 1912 Rolls-Royce landaulette with top open, a 1906 Silver Ghost R-R tourer, a Simplex tourer, a drophead Lagonda, Model-T Ford vans, a 1931



A Grand Prix Bugatti photographed at Madresfield.

Looking in on VSCC Madresfield

IN A journal reporting on such weighty matters as the actions of the FOCA, the products of industrial giants, and top races in the International fixture list, I found myself wondering whether there is room for comment on the VSCC driving-tests held annually at the delightful setting of Madresfield Court, one-time speed venue, near Malvern. However, having been asked whether space should be kept for a report thereon, to which I must have said "yes", I have no option but to devote a few lines to this pleasant event, as social as it is scarcely serious, and where some interesting vintage machinery abounds. Its popularity in this inflationary year was confirmed by an entry of 60.

On the latter score, Sunday, September 2nd was no exception, for Tom Threlfall shared what must be the ultimate light-car, his 10 h.p. vee-twin BSA with his wife, Barry Clarke his little Edwardian racing Singer Ten with his daughter, and what I took to be a Lagonda turned out to be Sutcliffe's Rover Meteor. Then sheer dignity prevailed in the guise of Hancock's 5.7-litre sleeve-valve Daimler motor-carriage, which Neale attempted to counter with his Silver Ghost Rolls-Royce, Jeddere-Fisher père coaxed the belt-drive Baron Ackroid racing cyclecar to perform, at all events for part of the time. Hamilton Gould, who specialises in the unusual, produced another Edwardian, in the form of a 14/16 Darracq, and that rare 18/50 Bean tourer made another of its rare appearances.

After Cadwell Park the previous Sunday, it was all very calm and peaceful, especially the slow-running which preceded the sprint. Here Bullett's Austin, which he said was very retarded, took pains to be the slowest Ulster of all time, and didn't seem much different when advanced. Showell's nice 3-litre Vanden Plas Bentley did both parts of this test quietly and well, Jim Whyman in a Morgan 4/4 (several of these, due to the proximity of the factory perhaps) had it nicely tied up, Walker's very fine blue 3-litre Bentley

Stutz Bearcat, a 1930 Packard Victoria, an MG TC, an SS Mercedes-Benz, a Cord, a 1931 Hispania Suiza coupé, a Jaguar SS 100, a Prince Henry Vauxhall, a Riley MPH, and a Duesenberg Model J, these real miniatures varying from 8 mm to 120 mm in length.

Dixon's Photographic and Wallace Heaton are listing low-priced radio-controlled model cars ranging from a Lancia Stratos to Porsche 92 Turbo. The models embrace other Porsches and Lamborghini LP500S, to 1/6th-scale. — W.B.

produced the authentic rumbles, and Ghosh had the handbrake of his 30/98 Vauxhall stick half off for the first half of this go-slow/acceleration exercise. Templeton just prevented his very subdued E-Type 30/98 from stalling, but Clark's Type 40 Bugatti didn't much care for crawling. In contrast, Bick's 14/40 MG took it very slowly whereas Bell's Ulster Aston Martin wouldn't be tamed. Beebee was clever with his Chummy Austin, which just didn't stop when it wasn't intended to, Edwards put more emphasis on good acceleration than hanging about, in his Ulster Aston Martin, and Harvey's Riley Lynx had good go at STD.

With the arrival of torrential rain came Clarke's 14/40 Talbot coupé, with a starting-handle which I thought Roesch didn't admit to, and Harle's six-light 12/40 Lea-Francis saloon. Cecil Weeks was driving an ex-Cameron Milk Lea-Francis and Harcourt-Smith's 12/50 Alvis couldn't do justice to its copper exhaust tail-pipe in this test. Keith Hill was excellent in his hooded AJS and Collings demonstrated the shrewd versatility of his 1903 Mercedes Sixty. They did the usual garaging and judgement frolics later, one of which Heath's Ulster Aston Martin with drilled hand-brake and chromium exhaust system broke its gearbox and Angela Cherrett in her 2-litre Alfa Romeo with impressively smart open body by an unknown coachbuilder and helmet wing ignored a box in which she should have temporarily deposited a back wheel and Shaw's Marendaz Special overshot. But let's have some results. — W.B.

RESULTS

Driving Tests
1st Class Awards: D. R. Smith (MG), R. A. Collings (Mercedes), S. Harvey (Riley), B. Clarke (Talbot), C. Hamilton-Gould (Darracq).
2nd Class Awards: R. Ives (Riley), P. R. North (Lea-Francis), Edwards (Aston Martin), R. Harle (Lea-Francis), K. M. Hill (AJS).
3rd Class Awards: C. Pack (Bentley), B. Harcourt-Smith (Alvis), G. Neale (Rolls-Royce), M. Bullett (Austin), G. Neale (Frad Nash).

Concours D'Elegance

1st Class Award: K. Sedgwick (3-litre Bentley).
2nd Class Award: G. Neale (Rolls-Royce Silver Ghost).
3rd Class Award: A. Bell (Aston Martin).

RALLY REVIEW

Rally of the Thousand Lakes

FISA's World Championship bombshell

THE BIGGEST bombshell of Finland's Rally of the Thousand Lakes at the end of August came not during the rally itself but the day after it was over, and it was dropped not by its organisers or by any of its competitors but by members of the FISA meeting in Amsterdam.

In their infinite stupidity, and motivated by considerations far removed from fair play or honest comparison, they followed their declared intention of reducing the number of World Championship qualifiers from twelve to ten by cutting out this classic event in Finland, the Swedish Rally which happens to be the only snow rally in the series, and Canada's Criterium du Québec.

Having thus dropped three, they made up the number to ten for the 1980 series by including whichever event the clubs of Brazil and the Argentine decide to run between them, a vague, indecisive choice which belies the FISA's supposed policy of precision choosing strictly according to the reports of FISA officials who inspect the candidate rallies.

That the Brazilian Rally should be considered better than the Rally of the Thousand Lakes is beyond comprehension, and one can only conclude that the self-styled "experts" of the FISA are influenced more by political lobbying and personal ambition than by desire to put the best possible series of events into the World Championship. Whatever democracy there was in the selection of these rallies exists no longer, and it is high time that the farce of pretending to make honest inspections of rallies was ended. The FISA panel of inspectors is a closed shop guarding unto itself the privilege of travelling around the world at the expense of financially hard-pressed rally organisers. Some inspectors do a good job, but collectively the system is open to abuse, which has now been proved beyond doubt.

The Finns run a superb contest, tough, fast, fiercely competitive and impeccably organised. In contrast, the Brazilians ran their first international only a few months ago and, as reported in *MOTOR SPORT*, it was no more World Championship material than the Little-Pudding-in-the-Marsh Angling Society Treasure Hunt.

We have no wish to criticise a rally being held for the first time, for novice organisers have to learn by their inevitable mistakes, but to have such an event elevated immediately to World Championship status is a disgraceful example of connivance. Such a mockery of the world's top series of events is downright criminal.

We can only assume that Fiat may have had a hand in this, for theirs was the only works team which went to Brazil this year, the event being sponsored both by OlioFiat and by Pirelli. Furthermore, it was also supported by Fiat's Brazilian factory which is currently striving to oust some of the South American market from Volkswagen. Fiat's two professional crews drove in Brazil because they were so instructed, but privately they thought the event was quite laughable.

Having snubbed the two countries which have



Flying through the night goes the 4th-placed Fiat 131 Abarth of Grönholm/Rehnström.

produced more of history's finest rally drivers than the rest of the world put together, the FISA threw them what they no doubt felt were crumbs by declaring that the three excluded events would, in 1980, qualify for the drivers' section of the World Championship, a series which they consider to be inferior to the section for manufacturers.

Our opinion of the two sections is the reverse, and in 1980 we shall give the World Rally Championship for Drivers, including the qualifiers in Sweden, Finland and Canada, the prominence it deserves. The manufacturers' series, having excluded top quality rallies known and respected the world over, will deserve no such prominence.

The Rally of the Thousand Lakes attracted no less than twelve visiting teams from manufacturers or dealer networks, including Fiat, Datsun, Toyota, Ford, Levland, Vauxhall, Opel, Audi, Polski-Fiat, Wartburg, Trabant and Avtoexport, the Soviet Government concern which uses both Lada and Moskvich. It was a fine array of well-prepared competition machinery which other rallies would be hard-pressed indeed to amass.

This excellent field was just what was needed to complement Finland's unique network of forest roads, all hard and well-founded, nearly always adequately cambered and with a loose top dressing of very fine gravel which creates the need to get as close as possible to the limit of adhesion without actually overstepping it. Coupled with all this is the most prominent feature of all, an abundance of blind crests such as no roller-coaster exponent could ever envisage.

Finnish roadbuilders of old obviously went over rising ground and down into the dips rather than make use of cuttings and embankments, and the brows are often so fierce that Thousand Jumps could well be more appropriate than Thousand Lakes. Hard landings are common, and seat padding is vital if competitors are to avoid the discomfort and possible serious consequences of spinal compression.

Suspensions, too, take a tremendous pounding, and it is commonplace for cars rallying in Finland to have suspensions as beefed up as they are for a renowned rough event such as the Safari. Indeed, Datsuns have been known to go through an entire Safari on the same front struts with which they

started, but in Finland this year both Datsun 160s needed to have these components replaced.

Another danger associated with becoming airborne over the jumps is that of over-revving. As ground resistance diminishes very quickly to nil, so competitors have to be equally quick to lift off, otherwise the revs go way up beyond safety level. Engine failures for this reason are not at all uncommon, and several stoppages this year were due to this.

In the early stages of the rally it was Finnish driver Hannu Mikkola who took his Escort into the lead, but as the rally progressed he stopped with a completely blown cylinder head gasket. This has happened several times to finely-tuned Escort engines and Ford engineers are considering that perhaps too much precision goes into the careful fitting of these gaskets. "Perhaps we should go back to the days of slapping on the gunge" was the comment of one Ford expert.

Without Mikkola ahead of him, Markku Alén moved his Fiat 131 Abarth into the lead and stayed there until the finish. Ari Vatanen made valiant efforts to get ahead, but just couldn't make it after a few small excursions off the road, including one which demanded a push-start by spectators after the engine stopped. He also collected a puncture after a chunk of tyre sidewall had been torn off, probably by contact with a sharp stone whilst travelling sideways.

The other Ford driver, Björn Waldegård, had a difficult task inasmuch as he is not a Finn, and it is inordinately difficult to beat Finns in their own country. He was quite undeterred by this and, since he had World Championship points at stake, was equally determined to finish well into the points range. After a fine, tactical drive, showing the competitive intelligence of the man, he took third place which earned him twelve championship points. Before the event he and team-mate Mikkola had shared the lead, but now the Swedish driver is ahead.

Significant was the fact that BL chose this event for the first competitive try-out of Pierberg electronic fuel injection, which they fitted to one of their two Triumph TR7 V8s. Alas the arrangement gave constant trouble and Per Eklund suffered misfires and sometimes complete starvation throughout the event. Despite all this he scored a praiseworthy eighth place.

Continued on page 1493



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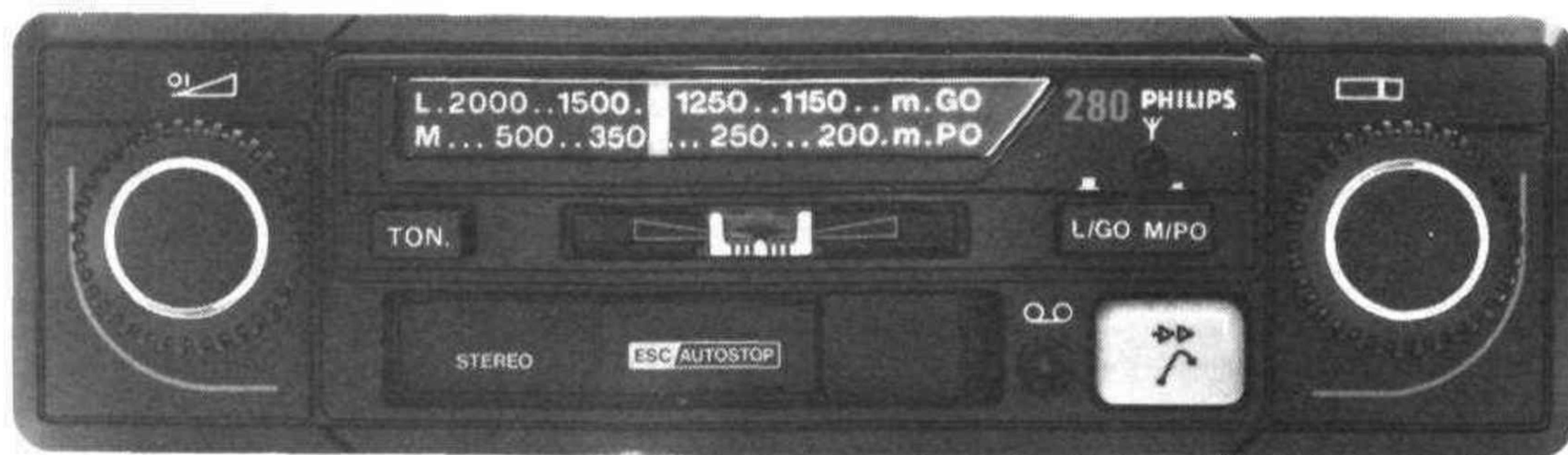
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Simply years ahead.

PHILIPS

There were many more mechanical failures, of course, far too numerous to record in this small space, and the usual crop of somersaults as cars landed awkwardly after jumps and gyrated off into the trees or open ground. It is indeed a strong man's rally, demanding as much bravery as skill.

The Finns are so amazingly fast over the tortuous special stages that they provide an instant yardstick by which visitors can measure their own competence. Indeed, experienced rally drivers from outside Finland can consider their education incomplete until they have sampled the amazing roads in the forest areas around the Central Finland city of Jyväskylä. We have no doubt that the Rally of the Thousand Lakes will remain one of the most prominent of the world's classics despite what some of the FISA administrators may think. — G.P.

Results

1st : M. Alerri, Kivimäki (Fiat 131 Abarth) (4)	4h. 01m. 11s.
2nd : A. Vatanen-D. Richards (Ford Escort RS) (4)	4h. 02m. 42s.
3rd : B. Waldegård-C. Billstam (Ford Escort RS) (4)	4h. 07m. 15s.
4th : U. Grönholm-B. Rehnström (Fiat 131 Abarth) (4)	4h. 10m. 41s.
5th : T. Salonen-S. Harjanne (Datsun 160J) (2)	4h. 11m. 50s.
6th : L. Lampi-P. Kuukkala (Ford Escort RS) (2)	4h. 14m. 14s.
7th : T. Rainio-E. Nyman (Toyota Celica) (2)	4h. 14m. 20s.
8th : P. Eklund-H. Sylwan (Triumph TR7 V8) (4)	4h. 17m. 48s.
9th : E. Pitkanen-J. Paalama (Datsun 160J) (2)	4h. 20m. 01s.
10th : P. Vilpponen-R. Kangasniemi (Ford Escort RS) (4)	4h. 20m. 24s.

128 starters, 74 finishers



Waldegård "yumping" the works Escort on the way to third overall.

OBITUARY

Louis Chiron

ANOTHER link with the pre-war period of Grand Prix motor racing has gone with the sad news of the death of the very famous French driver, Louis Chiron. Chiron, plump-faced, vivacious and mainly a Bugatti piloté, was born in Monte Carlo and worked at first in the Hotel de Paris. He became an Army driver in the war, ending as Marshal Foch's personal chauffeur in 1919. He ran a Brescia Bugatti at Nice in 1926 and, determined to break out as a racing driver, acquired a Type 35B Bugatti which he took to Montlhéry where he finished second in the GP to Divo's Talbot. That year, too, Chiron drove at Brooklands in the British GP, for the Bugatti team.

The next year he proved his ability without question, winning not only at Rome, Marne and San Sebastian but also the European and Spanish Grands Prix. His fame and skill established, he went on to win the German and Spanish Grands Prix of 1929 and came in 7th at Indianapolis in the hardly-suitable 1½-litre GP Delage.

Chiron continued to win the important races, for Bugatti, in 1930, when he won the European GP and in 1931 with a Type 51 Bugatti when he was victor at Lyons, Monaco, Masaryk and, with Varzi, in the French Grand Prix, with second places in the German GP, and at Pescara and Montenero. The very names of the circuits bring back the memory of Chiron impeccably driving the Bugattis under the more varied and hazardous conditions of the vintage years.

For 1933 the popular French ace intended to team-up with Caracciola but instead went to the Scuderia Ferrari, to race Alfa Romeos. His abilities were unabated, his turn out still immaculate, his wild gestures to his pit enjoyed

by those who knew the game. In P3 Alfa Romeos Chiron was first in the races at Marseilles, Masaryk and San Sebastian and in 1934 he won the French, Marne and Casablanca Grands Prix, gained many second places, and he achieved third place at the Nurburg Ring by clever tactics on the part of "this wily old fox". When the German teams dominated racing Chiron won only the lesser races but he was with Mercedes-Benz for 1936. A bad crash at the Nurburgring, in which he received severe head injuries, was his reward. However, he won the 1937 French GP for Talbot but didn't drive again, perhaps shaken by his accident, until after the war, when he continued to bring many successes for the Talbot team and came second at Jersey in 1947 with a Maserati.



Louis Chiron at the wheel of a Talbot-Lago.

Chiron drove a Maserati at his home-town circuit at Monaco in 1950 and 1951 and his last racing appearance was made there in 1956, when he was 6th in a V6 Lancia. In his day he had driven the 16-cylinder Bugatti and the four-wheel-drive Bugatti in hill-climbs. Apart from racing, Chiron won the Monte Carlo Rally outright in 1954 with a Lancia Aurelia. On his retirement Prince Rainier gave the dedicated Louis the task of looking after the Monaco Grand Prix and the Monte Carlo Rally from the viewpoint of the Principality where he had been born and in recent years that is how we saw this once-so-very-talented racing driver. Chiron lived to be 79 years of age. — W.B.

Anthony Salmon retires from the BRDC

MOTOR SPORT sends its best wishes to Anthony Salmon, who has retired from the Secretaryship of the British Racing Drivers' Club on reaching the age of sixty-five. Tony Salmon became Secretary of the prestige club in 1967 on the retirement because of ill health of the late John Eason-Gibson. Prior to that Tony Salmon was the BRDC's Press Secretary for 10 years.

His successor is Pierre Aumonier, the former Competition Secretary, who joined the staff in 1970 as Press Secretary and took over the competition side of the Club's activities at the end of 1971. He was previously with the BARC. Pierre Aumonier continues as the BRDC representative on the Race Committee of the RAC Motor Sports Association Ltd. and as a member of the organising committee of the European Saloon Car Championship, the Formula Two Alliance and the Trans-Europe Trophy. As a Steward at Spa, Nurburgring, Hockenheim and Kassel Kalden he is also very much involved in looking after the interests of British drivers competing abroad.

AROUND AND ABOUT

Town and Country sour grapes

A RETURN to the annual Town and Country Festival over the August Bank Holiday proved a great success for our reporter's family but a disappointment to our judge/journalist.

Once again there were a massive number of vehicles assembled for the concours d'elegance. There was much talk of how much prize money there was to be won in the Institute of British Carriage and Automobile Manufacturers contest. As the Editor commented last year this was bound to lead to some bad feeling amongst individuals who felt their machines' merits were being overlooked, though it must be said that contestants had every right to feel aggrieved when kept waiting for a day before being judged. Those poor worthies acting as judges trudged the confusing avenues of the huge Stoneleigh showground trying to track down those entered in both individual and club classes.

So the organisation was well below last year's standard, hindered still further by the non-arrival of computer and crew on Sunday, the second of the show's three days. Overall show attendance was said to be little below last year's record 300,000, and that could be well believed: imagine plodding through at least twice the size of a modern British GP crowd in strong sunshine and you will understand why feelings of judged and judges ran high!

In the individual classes the standard was much more uniform than last year for the Class 5 (1965-75) machines that J.W. again chose to inspect with a contemporary from *Autosport*. This year there was a very strong turn out of Volvos and they finished 2-3-4 behind P. D. Lawson's blue Jaguar E-type coupé with another Jaguar and a Rover in hot pursuit.

Maurice A. Smith DFC co-ordinated the judges and his briefing was clear on the judging where — as frequently happens — you get an expensive restoration pitched against a clean, original car that is regularly used on the road. We were to favour the original car, a point that it seems many contestants either disagree with or are simply not aware of in the presentation of their cars.

We were also asked to look out for toolkits that had been employed and an efficient wheelbrace and jack. That was fine, but one of the smarter cars I saw (and another we were asked to look at out of context) had balding spare tyres. I must say one was beautifully blacked and shone so that one had to peek beyond the dazzle to see it was probably below the legal minimum.

By contrast judging the clubs was a pleasure. I had the company of five knowledgeable colleagues, though the variety was such that we all admired a Banbury drag racing club, whose tiny memberships had turned in such an impressive display that they eventually finished fourth overall.

We judged the inter-club winners too, much to the distress of a Jaguar stalwart in another group, for the J.D.C.'s undoubted strong turnout was just defeated by a very imaginative turn out from the Historic Commercial Vehicles people from the Chilterns section. The fact that they had a Greene King light lorry with half-pint samples attractively dispensed was seen as a straightforward and acceptable bribe.

The HCVC won with 925 points from a possible 1,000; JDC were second on 898; the Midland Vehicle Preservation Club third on 862; Banbury Drag & Custom Club had 855 and the Volvo Owners were finally fifth on 833.

How do you judge the clubs? The standard on this occasion was a 10 vehicle display with a theme that effectively presented the history of that marque or subject. Those without 10 vehicles immediately lost marks while those 30 plus machines on the stand could obviously select those which they felt should be judged to best present their history. Half of the marks were devoted to an appreciation of the standard of those vehicles included — which often meant you were almost rejudging the previous day's individual entries.

Perhaps the most common mistake, and an avoidable one when you have a big membership — was to show a dazzling display of only two basic models when the marque history centred around many more.

The writer's personal favourite was a club where we appeared just after lunch, and the period costumed inhabitants included a couple busy exploring the rear headroom of a sturdy Bullnose Morris!

Stoneleigh Town & Country Festival is a fascinating cross between Earls Court's Royal Tournament, a county show and an outdoor motor show. A place where the ordinary spectator of almost any interest can find a day's entertainment. I agreed with my son, when it came to judging cars individually, I was happiest in the fantastic model hall... they don't answer back! — J.W.

Avon in action at Castle Combe

"A SHRINKING market in developing countries," that is how Avon tyres marketing director Peter Wills described the tyre sales future to our reporter at the launch of the fourth generation of steel-braced Avon radial ply tyres.

However the situation is not one of gloom for the Avon Group. Approximately 45% of group activities are devoted to tyres, such has been the diversification into other fields in recent years. The market that Avon enjoys for its car and motorcycle covers is not the cut-throat one of fighting to become Original Equipment (OE in motor business jargon) either. Instead of slim margins and enormous production volumes, Avon have done what many originally recommended for British Leyland: a bias toward quality and a firm

reduction in output.

The result is that the Avon tyre factories are working flat out on a two shift system, we were told, while other majors are forced into the misery of factory shutdowns in Britain.

Mr. Wills confirmed that the company had really become involved in motor sports "almost by accident", and said with a wistful smile that there was absolutely no intention of rejoining the Grand Prix cars in the eighties. However, he confirmed that the company are currently considering extending their motorcycle racing championship sponsorship along with the launch of a new tyre (the Venom) upon which development has yet to be completed.

Reflecting the changing demand for tyres since the introduction of radial ply covers, Mr. Wills told us that crossplies now accounted for just 25% to 30% of all Avon production. That may seem rather high until you remember that Land Rovers are a significant part of that demand.

Of the new Avon Turbosteel itself we learned little in a short run around a dry Castle Combe circuit in a 1750 Maxi. To really test a tyre a kind of motorised torture session is needed with before and after comparisons.

From our experience the latest Turbosteel would seem to offer exceptionally light steering (no bad thing on a Maxi!) and the kind of quiet unobtrusive service that we expect of a modern tyre.

We asked one of the development team if any testing had yet been completed with low profile tyres of the type that Michelin (TRX) and Pirelli (P6/7) offer? It seems that this kind of development has yet to get to the testing stage at Avon. Possibly the company are a little shy after the example of following Dunlop down the safety wheel and tyre route?

The latest Avon is available in six sizes at present and another half-dozen are planned for gradual introduction.

On a day when the closure of MG at Abingdon was being formally declared it was pleasant to hear of an all-British company succeeding in the modern motor business.

The company also laid on a display of vehicles at a nearby hotel to demonstrate their tyre range at work, naturally including machines from Rolls-Royce (Silver Shadow II), Bristol (603/413 USA Convertible) and an Aston Martin V8. A Cadillac Seville was also displayed but the company stressed that they still don't envisage going after prestige overseas manufacturer business, except in the more profitable replacement market. — J.W.



Mercedes Benz's new S-class range made its debut at the Frankfurt Motor Show in September. Distinctly wedge-shaped, its lines nevertheless owe a lot to the present S-class saloon, which continues in production for the time-being. Innovations include a wind-cheating body with a resistance value 14 per cent more efficient than before, and light alloy V8 engines of 3.8 and 5-litres in addition to the current in-line, 2.8-litre, twin cam six cylinder.

Formula One Trend of Design

Front brakes

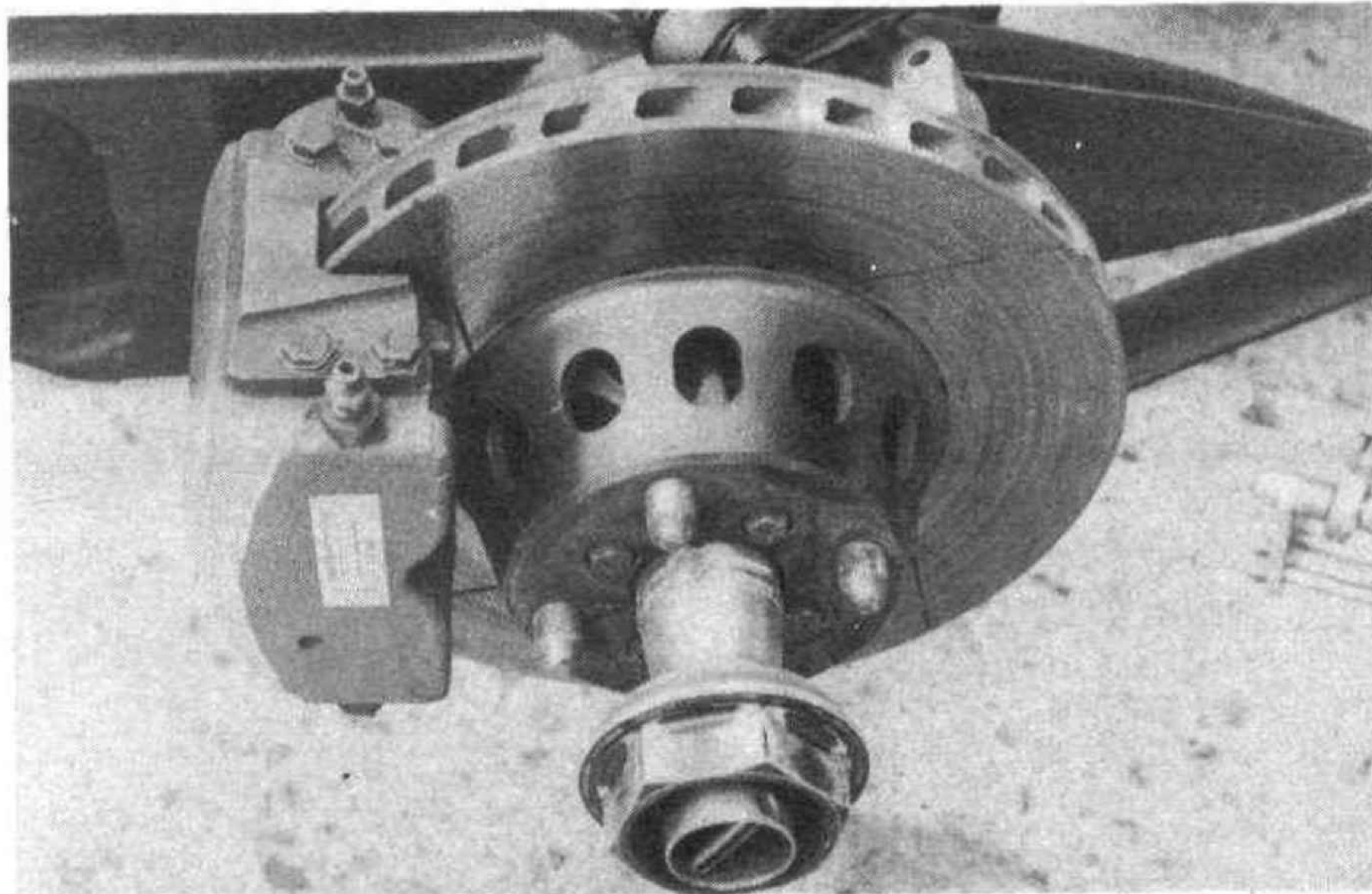
THE MOUNTING of the front brakes on a Formula One car is one thing that everyone agrees upon; that is, that they should be mounted "outboard" on the wheel hubs. Some years ago when one of the major interests was unsprung weight, attempts were made to mount the brakes "inboard" on the chassis, rather than "outboard" at the ends of the suspension arms. The Lotus 72 was a classic example of "inboard" mounted front brakes, with universally-jointed shafts coupling the brake to the wheel. However, as with rear brakes, the need for reducing the unsprung weight was negated by tyre technology coupled with the reduction in weight of wheels, brake components and suspension members, so that now there is no problem about front brakes, they are mounted "outboard".

How they are mounted and what type of caliper to use, together with cooling, is another matter, and there is quite a diversity of opinion among Formula One designers. Everyone uses a ventilated cast-iron disc, apart from the experimental carbon-fibre inserted ones that appear occasionally on Brabhams, but there are differences of opinion about whether to use a single caliper containing four brake pads, two each side of the disc, or a pair of smaller calipers each with one pair of pads. A lot of the decisions are made for matters unrelated to actual braking, for the number and positioning of the calipers often is regulated to suit steering and suspension components. Single calipers have been tried mounted at the front of the disc and at the back of the disc, and no change in the feel of the braking or steering has been noticeable, even though it might be thought so in theory. For example, McLaren use a single 4-pad caliper mounted at the front of the disc on the M29, as do Ligier on the JS11, but Tyrrell, Brabham and Ferrari use one 4-pad caliper mounted at the rear of the disc.

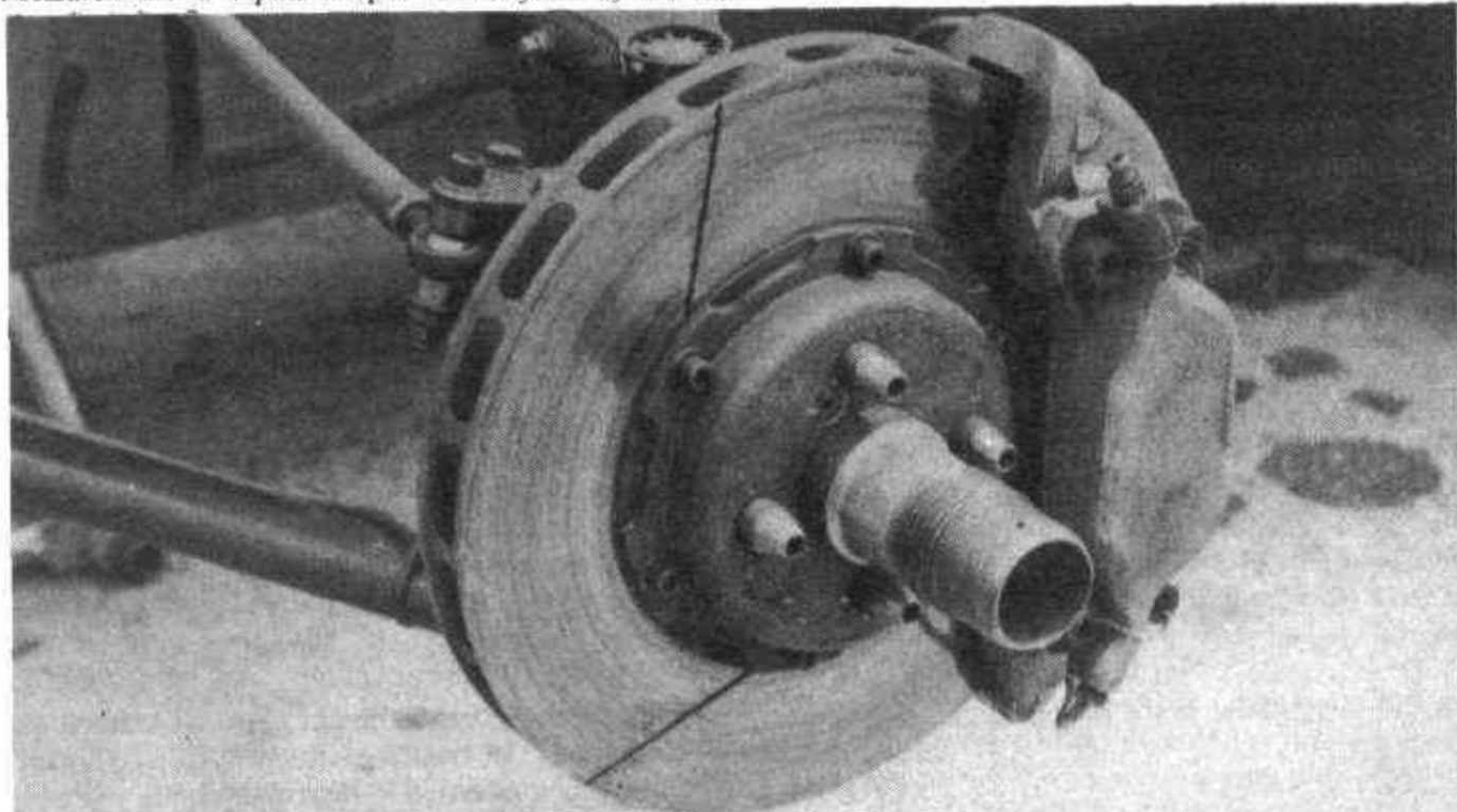
Except for Ensign, who were the first to produce the twin caliper layout, everyone mounts their twin calipers fore and aft. The Lotus 79, the ATS, Fittipaldi, Renault, Shadow, Wolf, Merzario, Williams and Arrows all use this positioning. Ensign mount their front one above the horizontal centre-line and their rear one below the centre-line. Lockheed calipers are almost universally used, though Fittipaldi use Brazilian Varga calipers.

Cooling of the disc is affected by feeding air into the hub centre where it passes into an annular ring in the body of the disc and then centrifuges out through the radial slots cast in the disc. With the exception of Brabham and Ligier, everyone uses a scoop protruding forwards to collect cold air and feed it into the annular ring via the centre of the upright. Tyrrell have a slight diversion on this theme in that their air scoop feeds the air directly into the annular ring, ahead of the upright. These scoops all vary enormously, some like the Ferrari being enormous, while those on the Ensign are very small and thin. Brabham use no ducts whatsoever, nor do Ligier, but the French car uses drilled discs.

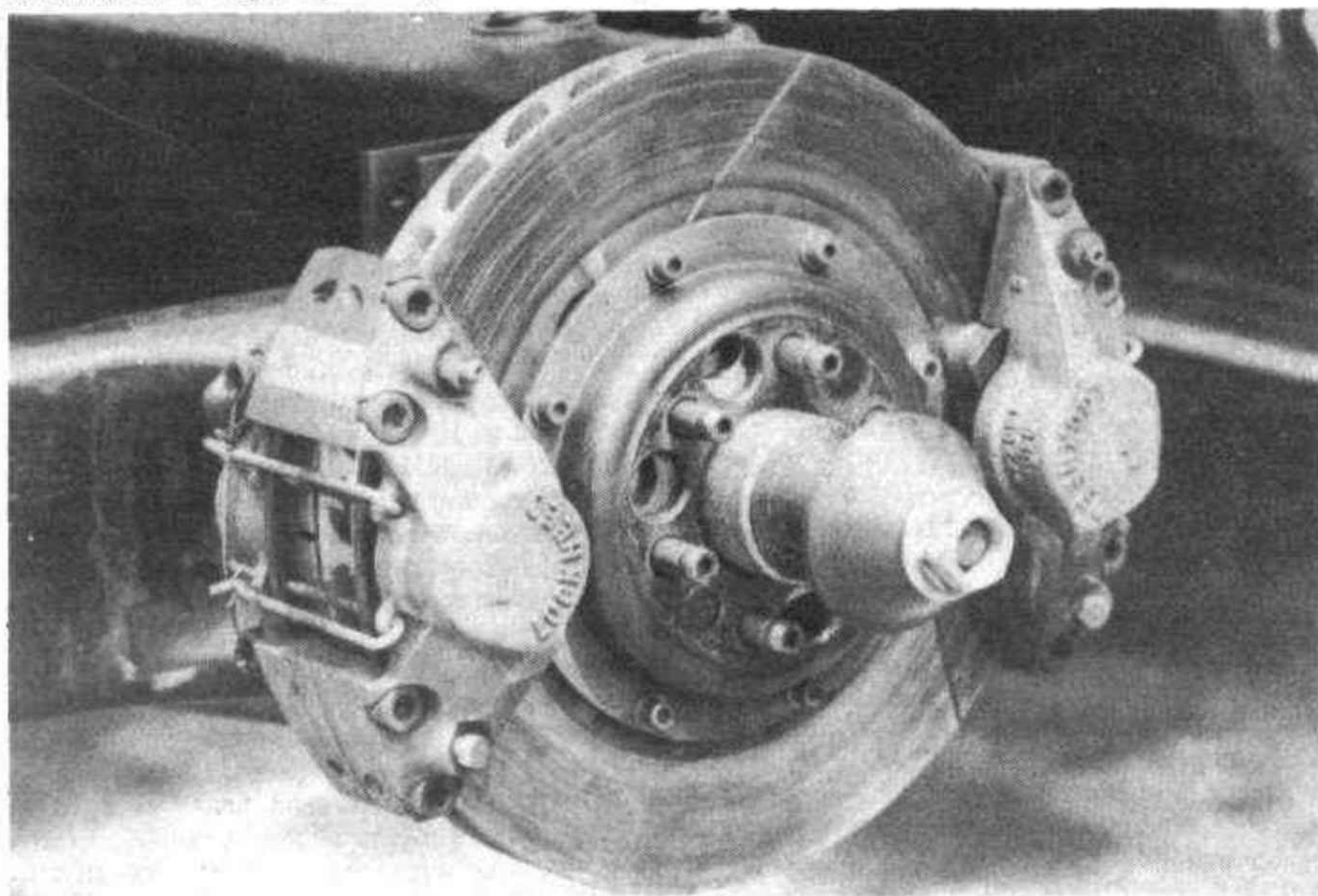
In all cases the complete assembly of disc and caliper is buried within the front wheel; such are the improvements in heat conduction, brake pad material, caliper design and disc cooling that there is no need to have the assembly out in the air stream. Coupled with the overall design of the



McLaren use a 4-pad caliper at the front of the disc.



Brabham use a single 4-pad caliper at the rear of the disc.



Wolf use 2-pad calipers fore and aft.

front brake assembly is the design of the suspension upright, the hub and wheel fixing and the type of hub bearings used, and in all these spheres there are strong differences of opinion among designers, which is why there is so much variation on the basic front brake for a Formula One car. — D.S.J.

Footnote: This was the situation at the Dutch Grand Prix.

A Question of Numbers

TALKING to Patrick Head, the designer of the Frank Williams team cars, he queried why the specialist motor magazines insisted on quoting the chassis numbers of his cars with two noughts before the number, i.e. 004. "There is no way we are going to build 999 cars, so why not call the cars 1, 2, 3, 4," he said. Sound Head logic I agreed, but pointed out, on the car by which we were standing, the chassis identity plate that was clearly marked FW07/04 and mentioned that last year the plates were marked FW06/002, for example. "I bellyached all last season at the works about that" said Head, "but the chap who got the plates made insisted on putting two noughts in front of the car number. I bellyached again this year and he changed it to one nought, as if we were going to build 99 cars". I explained that we were trying to keep a logical system going and as the Williams cars were 001 etc. last year, we used 001 again this year for the FW07 series. "Well I wish you wouldn't" says Head, "it makes the cars sound like Tyrrells, God forbid" he added with a grin.

Of all the designers I talk to I find Patrick Head refreshingly logical and sound, and his cars reflect his logic and practical mind. Some designers confuse me with their logic, for though it sounds all right it is not always what they are actually doing; others try and blind me with their logic and some of them just aren't logical at all. Patrick Head doesn't confuse me, nor does he try to, he has both feet firmly on the ground and doesn't need to be "clever-clever" like some designers; he knows what he is doing and the results speak for themselves.

In deference to his wishes MOTOR SPORT will in future refer to the Williams cars the way he wants it, i.e. 1, 2, 3, 4 and when the next one appears it will be No. 5. In 1952 the works Ferraris used to be numbered like that, no suffix, no prefix, just a single number stamped on a chassis member.

This recalls a funny story told to me by Mike Oliver, who was the chief engineer at Connaught in the fifties. After they packed up racing he returned to flying and one of his jobs was to deliver the first fighter aircraft bought by a new Middle East power from a British firm, while a colleague ferried the second one behind him. The customer had only bought two aircraft to start with, in order to officially form their Air Force. As they had never had an Air Force before Mike's plane was number one. He stopped to refuel at Bari, in southern Italy, and went to the control tower to fill in the appropriate forms. Where it asked for the Aircraft Number he wrote 1, but the Italian in charge just would not accept it. He knew that aircraft had complicated numbers like A-OEG 746-A. "You can't have an aircraft with number 1" he screamed "what's the proper number?" "1" insisted Mike Oliver, and tried to explain about the new Air Force being formed in the Middle East, but the Italian didn't want to know, all he wanted was a proper aircraft number on his form. Finally Mike got tired of the dispute and walked out, saying as a parting shot "It's bloody well number 1, and very shortly number 2 will be arriving". He didn't wait to see what



Patrick Head talking to Frank Williams at Monza.

happened when his chum breezed in with aircraft number 2!

Patrick Head's abhorrence at the idea of his cars being confused with Tyrrells recalls that I was talking to Frank Williams at the Belgian GP in 1970, the last year it was run at Francorchamps. At the time Jackie Stewart and the Tyrrell team were a force to be reckoned with in Grand Prix racing, while Frank was struggling along on a shoe-string with some pretty unlikely cars. I suggested to him that he was wasting his time and effort and would be far better off to go into Formula Two where his ability and money

could rule the roost. "Surely" I said, "you'd be happier as King of F2 rather than a nobody in F1". Frank was very forthright, "I want to be the Ken Tyrrell of Formula One" he said, "that's my aim, and I'm not interested in Formula Two". At the Austrian GP this year, where his team scored their third successive victory, I apologised to Frank for doubting him in 1970. It had been a long hard slog, but worth every effort and it is nice to see a team really enjoying their success.

I did not have the courage to ask Ken Tyrrell (in 1979) if his ambition was to become the Frank Williams of Formula One! — D.S.J.

OBITUARY

Roger Willis

IT IS with a great feeling of personal sadness that we report the death of Roger Willis, Castrol's Public Information Controller and erstwhile Competitions Manager, who succumbed to leukemia last month at the age of 35.

Roger Willis was "Mr. Castrol" to the British motor sporting scene, whose enthusiastic personality and boundless energy had made him one of the best known and most liked back room boys of the sport. His cheery Northern voice was known to thousands for his commentary at sporting events throughout Britain and from the chair at countless forums. It was he who promoted the highly successful series of Castrol Quizzes throughout Britain. During his tenure as Castrol's Competitions Manager he was responsible for guiding the oil company's activities in all forms of motoring sport on four and two wheels. It was he who masterminded the development of the special stage rally series which has now developed into the British National Rally Championship. Many well-known racing and rally drivers and riders had cause to thank him for sponsorship and help with their careers. The Lancastrian's own career began in his father's industrial photography business; his motoring enthusiasm growing the while through participation firstly as a marshal, thence as an occasional rally driver and finally as co-driver before Castrol, whom he joined in 1965, directed his enthusiasm into the post of representative for the International Competitions Department.

He cut loose from Castrol to join the Rallies Department of MOTOR SPORT's sister journal *Motoring News* here at Standard House, but soon found journalism wasn't his forte and returned to the oil company's fold.

Before Castrol moved to Swindon, Roger Willis's London flat at Bolton Road was a notorious "overnight halt" for rally and racing personalities. Among the more permanent residents over the years were the late Chris Lambert, Simo Lampinen, John Davenport, Mike Wood and Brian Culcheth. MOTOR SPORT's Deputy Editor joined the list when he first moved to London.

Few people involved directly in motoring sport give as much to it as they take out. Roger Willis gave much more. His unflagging efforts, enthusiasm and unique personality will be sadly missed.

Our sincere sympathy goes to his wife Fiona, and his family — C.R.

Woodvale re-commissioned

AFTER a two-year lapse while maintenance work was carried out, the Lancashire Automobile Club's Woodvale Sprint Course, near Southport, will reopen next season. Any Championship secretaries wishing to include the venue (which gave many prominent drivers, including Brian Redman, their first taste of competition) in their Championships should contact the General Secretary, Lancashire Automobile Club, White Gables, Elswick, Preston. Interested competitors/marshals should contact the Club at the same address.

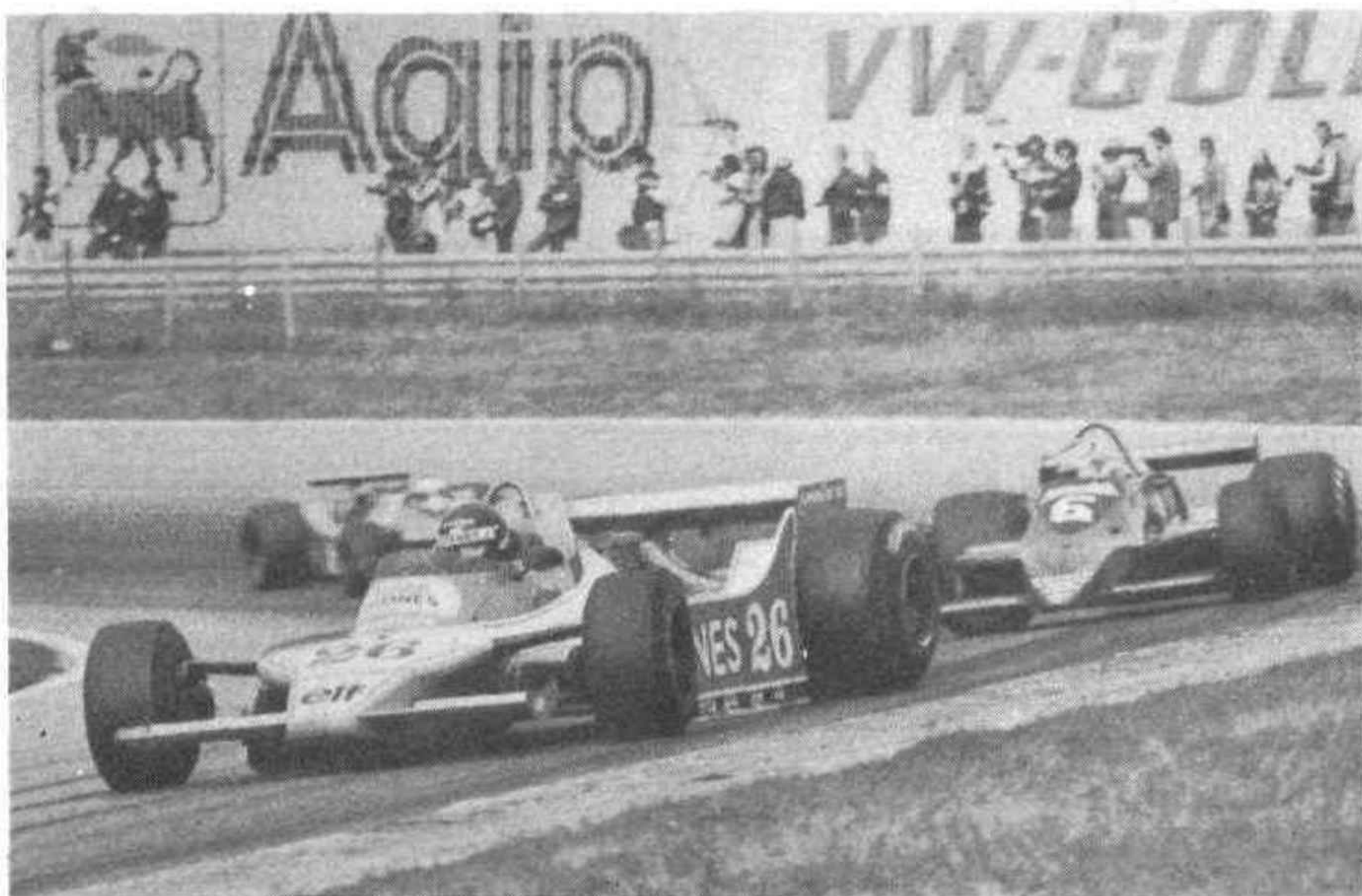
The Dutch Grand Prix

And another for Williams

Zandvoort, August 26th

ARRIVAL AT Zandvoort was greeted with thunder and lightning, rain and floods, and it was difficult to tell the difference between the North Sea and the sky, or the beaches or the circuit. Fortunately the awful weather eased on Friday morning when testing was due to start, though there was still a lot of water about. Since last year the driver's Safety Committee, which seems to consist of Lauda, Scheckter, Laffite (when he's not busy doing other things) and Andretti (when the others remember to tell him), decided that the back part of the Zandvoort circuit was becoming too dangerous because of the higher cornering speeds being achieved now and they demanded (yes, demanded, not asked) that a "chicane" should be put in to slow things down a bit. Unfortunately the whole affair got muddled earlier in the season, for Lauda and Scheckter threatened a boycott if the work was not done and Andretti said "no way, boycotts are out". At one of the meetings Laffite was busy practising his BMW M1 for the Pro-Car races! The result was that a "chicane" was built of the wrong shape and in the wrong place, and nobody took responsibility. Instead of a second-gear "chicane" the Dutch built a slight wiggle into a top-gear right-hand bend, which merely caused drivers to lift off, drop down a gear, and take the wiggle flat-out. The difference to the lap time was unnoticeable and the safety factor was negligible. Sometimes it is better to leave things alone.

With the damp conditions on Friday morning there was not too much enthusiasm for dashing around the circuit, some teams not even bothering to send their drivers out at all. Jean-Pierre Jarier



Laffite struggles to hold on to third place in his understeering Ligier, pressured by Piquet's Brabham-Alfa.

was back in the Tyrrell team, Lotus arrived with three Type 79 cars after a lot of private testing with a revised Lotus 80, which didn't inspire much confidence; the Brabham team had an air of unreality about it with Lauda just waiting to leave, and a Cosworth-powered BT49 having been out on test, bidding farewell to the Alfa Romeo engines, and Shadow had built new front suspensions on their cars, with a wider track. Ferrari, Renault and Williams had their eyes on the more important things, like beating each other and winning the Dutch GP and the Ligier team were far from settled, though Ickx was still replacing the injured Depailler. Hector Rebaque's private team had a brand new car in the paddock, but not yet for running. This was in effect a new and improved Lotus 79, which they had built themselves with the assistance of the Penske

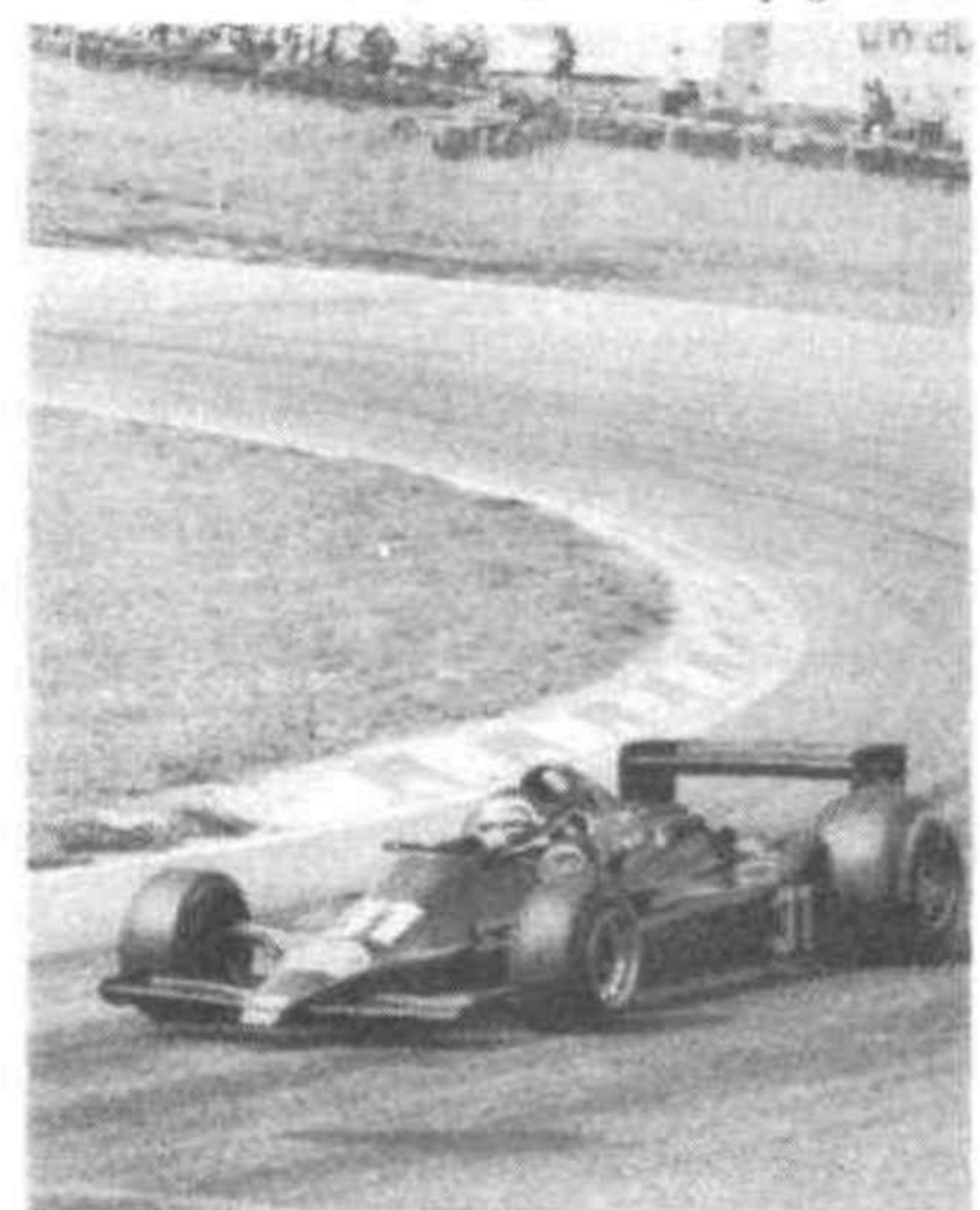
racing shop in Poole, and formed an interim step before branching out on an entirely new car. This interim car used a lot of Lotus 79 running gear components, but had an improved monocoque and different air-flow characteristics underneath designed by Geoff Ferris of the Penske organisation.

Apart from those drivers who found their way through the new "chicane" the morning was uneventful and inconclusive, but with the track drying rapidly everyone got wound up ready for the afternoon qualifying session, though another downpour of rain during the lunch-break slowed things up. It was still very wet and raining when the timed practice began at 12.30 and Alan Jones was out in the spare Williams (FW07/1). The Team Lotus drivers' modified Type 79 cars had the normal Hewland gearbox in place of the Lotus/Hewland they had used in Austria, and the rear suspension was virtually back to 1978 specification but the rear brakes were mounted "outboard". In place of the covered in tail and rear aerofoil mounted on side-plates, the cars had

Continued in colour on page 1518.

ENTRY								
No.	Team	Driver	Car	Model	Engine	Gearbox	Tyres	Main Sponsors
1	Lotus	M. Andretti	Lotus	79 2	Cosworth V8	Hewland	Goodyear	Martini Essex Tissot
2	Lotus	C. Reutemann	Lotus	79 4	Cosworth V8	Hewland	Goodyear	Martini Essex Tissot
3	Tyrrell	D. Pironi	Tyrrell	009 6	Cosworth V8	Hewland	Goodyear	Candy Appliances
4	Tyrrell	J. P. Jarier	Tyrrell	009 3	Cosworth V8	Hewland	Goodyear	Candy Appliances
5	Brabham	N. Lauda	Brabham	BT48 04	Alfa Romeo V12	Alfa Romeo	Goodyear	Parmalat Foods
6	Brabham	N. Piquet	Brabham	BT48 03	Alfa Romeo V12	Alfa Romeo	Goodyear	Parmalat Foods
7	McLaren	J. Watson	McLaren	M29 3	Cosworth V8	Hewland	Goodyear	Marlboro Castrol
8	McLaren	P. Tambay	McLaren	M29 2	Cosworth V8	Hewland	Goodyear	Marlboro Castrol
9	ATS	H. J. Stuck	ATS	D3 01	Cosworth V8	Hewland	Goodyear	ATS Wheels
11	Ferrari	J. Scheckter	Ferrari	312T4 040	Ferrari flat 12	Ferrari	Michelin	Fiat Agip
12	Ferrari	G. Villeneuve	Ferrari	312T4 041	Ferrari flat 12	Ferrari	Michelin	Fiat Agip
14	Fittipaldi	E. Fittipaldi	Fittipaldi	F6A 1	Cosworth V8	Hewland	Goodyear	Copersucar
15	Renault	J. P. Jabouille	Renault	RS11	Renault V6 t.c.	Hewland	Michelin	ELF
16	Renault	R. Arnoux	Renault	RS12	Renault V6 t.c.	Hewland	Michelin	ELF
17	Shadow	J. Lammer	Shadow	DN9 1B	Cosworth V8	Hewland	Goodyear	Samson Shag
18	Shadow	E. de Angelis	Shadow	DN9 3B-2	Cosworth V8	Hewland	Goodyear	
20	Wolf	K. Rosberg	Wolf	WR9	Cosworth V8	Hewland	Goodyear	Olympus-Texaco
22	Ensign	P. Gaillard	Ensign	MN09	Cosworth V8	Hewland	Goodyear	Theodore Racing
24	Merzario	A. Merzario	Merzario	A2 04	Cosworth V8	Hewland	Goodyear	Flor Bath
25	Ligier	J. Ickx	Ligier	JS11 01	Cosworth V8	Hewland	Goodyear	Gitanes ELF
26	Ligier	J. Laffite	Ligier	JS11 03	Cosworth V8	Hewland	Goodyear	Gitanes ELF
27	Williams	A. Jones	Williams	FW07 4	Cosworth V8	Hewland	Goodyear	Saudia Airlines
28	Williams	G. Rognoni	Williams	FW07 2	Cosworth V8	Hewland	Goodyear	Saudia Airlines
29	Arrows	R. Patrese	Arrows	A2 1	Cosworth V8	Hewland	Goodyear	Warsteiner Beer
30	Arrows	J. Mass	Arrows	A2 2	Cosworth V8	Hewland	Goodyear	Warsteiner Beer
31	Rebaque	H. Rebaque	Lotus	79 1	Cosworth V8	Hewland	Goodyear	Carlsberg Beer

Spare Cars		
1	Lotus-Cosworth V8 79 5	— Used by Andretti Saturday p.m.
3	Tyrrell-Cosworth V8 009 1	— Used by Pironi Friday p.m.
6	Brabham-Alfa Romeo V12 BT48 02	— Used by Piquet Friday p.m. and for race
7	McLaren-Cosworth V8 M29 1	— Used by Watson Friday p.m.
9	ATS-Cosworth V8 D2 03	— Not used
12	Ferrari flat 12 312T4 039	— Not used
14	Fittipaldi-Cosworth V8 F5A 1	— Not used
15	Renault V6 t.c. RS10	— Used by Jabouille Friday p.m. and Saturday p.m.
18	Shadow-Cosworth V8 DN9 4B	— Not used
20	Wolf-Cosworth V8 WR8	— Not used
26	Ligier-Cosworth V8 JS11 04	— Not used in practice. Used by Laffite in race
27	Williams-Cosworth V8 FW07 1	— Used by Jones Friday p.m. and p.m. Saturday p.m. and for race
29	Arrows-Cosworth V8 A1 05	— Not used



Rebaque soldiered into seventh place out of seven finishers with his Lotus 79.

Punch



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An Encounter with a Willment Cobra

The Deputy Editor tries a famous racing Cobra in restored form

"IT WAS a terrific drive, indeed an inspired drive . . . the sight of that great thundering Cobra charging round Brands Hatch and gobbling up the Jaguar's lead was electrifying."

This was how D.S.J. described Jack Sears' drive to victory in the Ilford Trophy Race which supported the 1964 British Grand Prix. Sears won the race from Jackie Stewart's lightweight Jaguar E-type after being black-flagged for starting from the wrong grid position. His drive to make up the time lost in the pits remains one of the classic stories in British motor racing. No less memorable than the "black flag incident" itself was the Sears mount, the bright red, white striped, Shelby American Cobra entered under the banner of Race Tuned by Willment. The Sears/Willment Cobra pairing whipped up the adrenalin of many a British spectator during that 1964 season, a stirring sight as it roared from success to success. Today Jack Sears remembers the big Cobra with genuine fondness. "That particular car and myself were good friends. We never went off the road and never crashed and only once had mechanical trouble. It was a 'fun' motor car."

Much to Jack Sears' pleasure, this car, with which most people continue to associate him at the expense of all the other machinery driven in an illustrious career, is very much alive and well, most beautifully restored in Willment colours by its current owner, Nigel Hulme. Sears was able to renew acquaintanceship with it, non-competitively, at Silverstone last year and recently Hulme enabled me to fulfil a long-standing promise to drive this immaculate Cobra, both on the road and at Goodwood, a circuit so familiar to this "big-banger" in its youth.

"Shelby American Cobra" was the name under which the model was homologated by the FIA, an unfair disregard for AC's contribution, especially so in my subject's case, for 39 PH was built and prepared at the Thames Ditton factory for the 1963 Le Mans 24 hours. Carroll Shelby's organisation provided it with a fairly low powered



Ninian/Sanderson took 39 PH, then painted green, to seventh overall in the 1963 Le Mans 24 hours. Here the Cobra is shadowed by the twelfth-placed Hutcheson/Hopkirk MG-B.

engine, AC entered it, the *Sunday Times* (in better times) sponsored it and Ninian Sanderson/Peter Bolton drove it, the team being managed by Stirling Moss. They finished seventh overall at an average speed of 108 m.p.h. behind no less than six Ferraris, all led home by the Scarfiotti/Bandini 250p.

After Le Mans 39 PH, chassis number CSX 2131, and its sister car, CSX 2130, driven to an eleventh hour retirement at the Sarthe by Hugus/Jopp, were passed over to Willment, who had Jeff Uren as Team Manager, to be prepared for the Tourist Trophy at Goodwood on August 29th. But the cars were destined not to run, turned down at scrutineering for having too little clearance between the steering arms and wheels. This would suggest that Willment had fitted wider wheels since Le Mans.

Practice for that TT provided Jack Sears with his first taste of Cobra motoring and 39 PH, an experience which he remembers vividly. "I had Coombs pushing me on one side to drive his lightweight E-type in the TT and Willment on the

other to drive the Cobra. I chased round in the E-type and it was superb. Then I tried the Cobra and was shattered by its performance — much quicker in a straight line than the E-type or 250GTO. But I was shattered by its handling too because it went anywhere. It reminded me of the vintage cars like the TT Sunbeam I raced in the early '50s: you aimed it at the apex and somehow bounced it round the corner. I decided that discretion was the better part of valour and drove the E-type." It was a wise choice, for he finished fourth overall, whilst the Cobra didn't start.

Yet the Cobra's power had excited Sears and when Willment offered him a drive in 39 PH for the 1964 British season he accepted, sure that he could sort out the handling. This he did to a certain extent, Willment, at the instigation of Sears and team-mate Bob Olthoff, the South African who drove CSX 2130, painted white with red stripes, in the 1964 season, experimenting with shock-absorbers, spring rates and camber angles. They were far from creating a silk purse, however, and Sears admits that in those days he was "just pleased to have a drive, so I used to get into any car and drive it and cover up for its deficiencies. This is basically what I did with the Cobra, and tamed it. It was a predictable kind of car with lots of power and I could drive it on the throttle. I loved it — it was terrific."

It seems to have been a case of Sears' mind over matter, borne out by his comments to D.S.J. after that famous Ilford Trophy race: "I was very cross [at being black-flagged — C.R.]; in fact I was so cross I forgot how badly the Cobra had been handling."

For the 1964 season 39 PH was stripped of its ugly, long-backed Le Mans hardtop, henceforth to run as an open car with the windscreen canted back to improve the aerodynamics. The Olthoff car almost always ran with the hardtop, reputedly that from 39 PH.

Sears' first race in 39 PH was the Sussex Trophy GT Race at the Goodwood International meeting on March 30th. "There was an embarrassing moment when it looked as though Willment's hulking great AC Cobra, driven by Jack Sears, was going to beat Graham Hill in a 1964 Ferrari GTO," said MOTOR SPORT. Sears



The huge lead which the inspired Sears built up over Jackie Stewart's lightweight E-type after the "black-flag incident" in the Ilford Trophy Race.



Sears and his faithful Willment Cobra on the way to fourth overall in the 1964 TT at Goodwood. Note that a second air intake had appeared beneath the grille.

didn't get by and finished second overall and second in class to Hill, but it augured well.

Sears followed this with second overall and second in class to Jim Clark's Lotus 19 in the Oulton Park Trophy for Sports Cars on April 11th. On April 18th Sears again mixed the unwieldy Cobra with the sports/racing cars to finish third overall and second in class behind McLaren's Cooper-Climax and Clark's Lotus 30 at Aintree. Frank Gardner took over Willment's "Number One" Cobra for the Maidstone and Mid-Kent MC Silverstone meeting on April 25th and won both the Sports Racing/GT and GT cars/Prototypes races, his fastest lap being 1 min. 3.4 sec. round the Club circuit. In the supporting GT race at Silverstone's International Trophy Meeting on May 2nd Sears took third overall and third in class.

Disaster overtook 39 PH on its one continental sortie in 1964, to the Nurburgring 1,000 km. Sears was paired with Frank Gardner and the latter had an enormous accident in practice when the engine seized, the heavy Cobra turning turtle across a ditch, which saved Gardner from serious injury. The pair didn't race, but Olthoff/Hawkins finished 47th overall and third in class with the sister car after many problems.

Sears' car was repaired in time for that infamous Ilford Trophy race on July 11th. Olthoff had been fastest in practice in the other Willment car, but crashed it too badly to race. Stewart moved his E-type across to pole, so Sears moved the Cobra alongside Stewart from the second row. With 30 sec. to go the marshals decided that Sears was in the wrong position, but it was too late to move him. He was black-flagged on the second lap and brought temporarily into the pits as a time penalty. Then began "the most satisfying race I've ever done". The steering wheel used on the Cobra in the Ilford Trophy Race was subsequently presented to the Steering Wheel Club and is still displayed in the current Mayfair premises.

Sears' only retirement with 39 PH came at Snetterton on July 19th when the transmission seized as he lay second to Salvadori's Ferrari 275LM. He had better fortune at the Brands Hatch Bank Holiday meeting on August 3rd, in the Guards International Trophy after a terrific dice with Amon's Cobra. (Sears won the saloon car race with the Willment Galaxie, too.) This was followed by an overall win in the GT race at Croft on August 22nd.

GT race at Croft on August 22nd.

A week later came the Tourist Trophy at Goodwood, in which Sears took 39 PH to fourth overall, sandwiched between Gurney's Daytona Cobra coupé and Olthoff's Willment sister car,

sprayed on that occasion in the same colours as the Sears car, but complete with hardtop. Graham Hill's Ferrari 330p won, followed by Piper's 275LM.

That was Sears' last race in 39 PH. The marvellous season was recognised with a class win in the *Autosport* Championship. Later that year Sears had a couple of drives in the Willment Cobra coupé, winning at Snetterton and finishing fifth at Kyalami. This is the car now campaigned by Amschel Rothschild and often erroneously described as a Daytona Cobra. Though the unique Willment car's coupe body was modelled on Shelby's Daytona coupé's, it was a very different animal in reality, a point Sears suggested I should clear up. Indeed in 1965 he drove the real Daytonas for Shelby. "The Willment version was every bit as good as the Daytona," Sears reflects. "They handled significantly better than the roadsters because the stiffer, tauter bodies prevented the chassis flexing."

Both Willment Cobra roadsters were advertised for sale in the November 1964 issue of *MOTOR SPORT*: "Top speed 165 m.p.h.; 0-100 m.p.h. in under 8 sec.; 350+ b.h.p.; four twin-choke Webers; racing cam; special gearbox and brakes; wide-rimmed Halibrand wheels with fat Goodyear racing tyres; £2,500 worth of development in each." By December's advertisement the quoted power had risen to "around 400 b.h.p.". The 165 m.p.h. referred to 39 PH's speed down Mulsanne on the 3.31:1 Le Mans final drive ratio.

It seems that there were no takers, at least for 39 PH (Olthoff eventually took the other car, 644 PGT, to South Africa, where it is believed to reside still). The Willment team ran the open car in a couple of races in 1965 and at the end of the season it was sold to a policeman, Jeremy Bagshaw. He raced it a little and eventually sold it to Ron Stern, from whom Nigel Hulme prised it in 1973. It was in pieces and without trim or interior panels, but otherwise surprisingly original and AC Cars were able to confirm its authenticity as the Le Mans and Willment car.



The Sears Cobra pairing taking the chequered flag for its finest result, the Ilford Trophy Race at the 1964 British Grand Prix meeting.

CSX 2131.

So Hulme started a two-year rebuild using experience gained in rebuilding a Cobra Mk. II completed immediately before. He stripped it right down to the chassis, which was shot-blasted and restored by Brian Angliss (it was Hulme's later 7-litre Cobra which I featured in an article on Angliss's firm, then called Cobra Parts, in *MOTOR SPORT*, June 1975). Angliss had to correct badly-repaired accident damage on the chassis' offside front corner, a relic of a Bagshaw crash at Crystal Palace. Where possible all parts on the car were cadmium-plated to stop rust. All the original Willment wishbones and brakes (Girling two-"pot" alloy calipers, stamped 1963, ventilated front discs and solid rear) were retained. Hulme was able to preserve all the original aluminium body except for the rear left-hand corner, cut out and replaced. The 14-gallon fuel tank leaked like a sieve, so a copy was made. All the connections exist to fit the original long-distance auxiliary tank, which Hulme has, but doesn't use. The passenger seat was missing and a new one made. The speedometer was missing too but all the other instruments were present and in good condition, including the swing-needle Rotunda 8,000 r.p.m. tachometer. Even the little knobs and levers were present and correct. An ordinary, one-piece, top-hinged boot-lid had been fitted at some stage; Hulme had a replica made of the original two-piece (hinged top and bottom) lid, believed to be on the Olthoff car in South Africa.

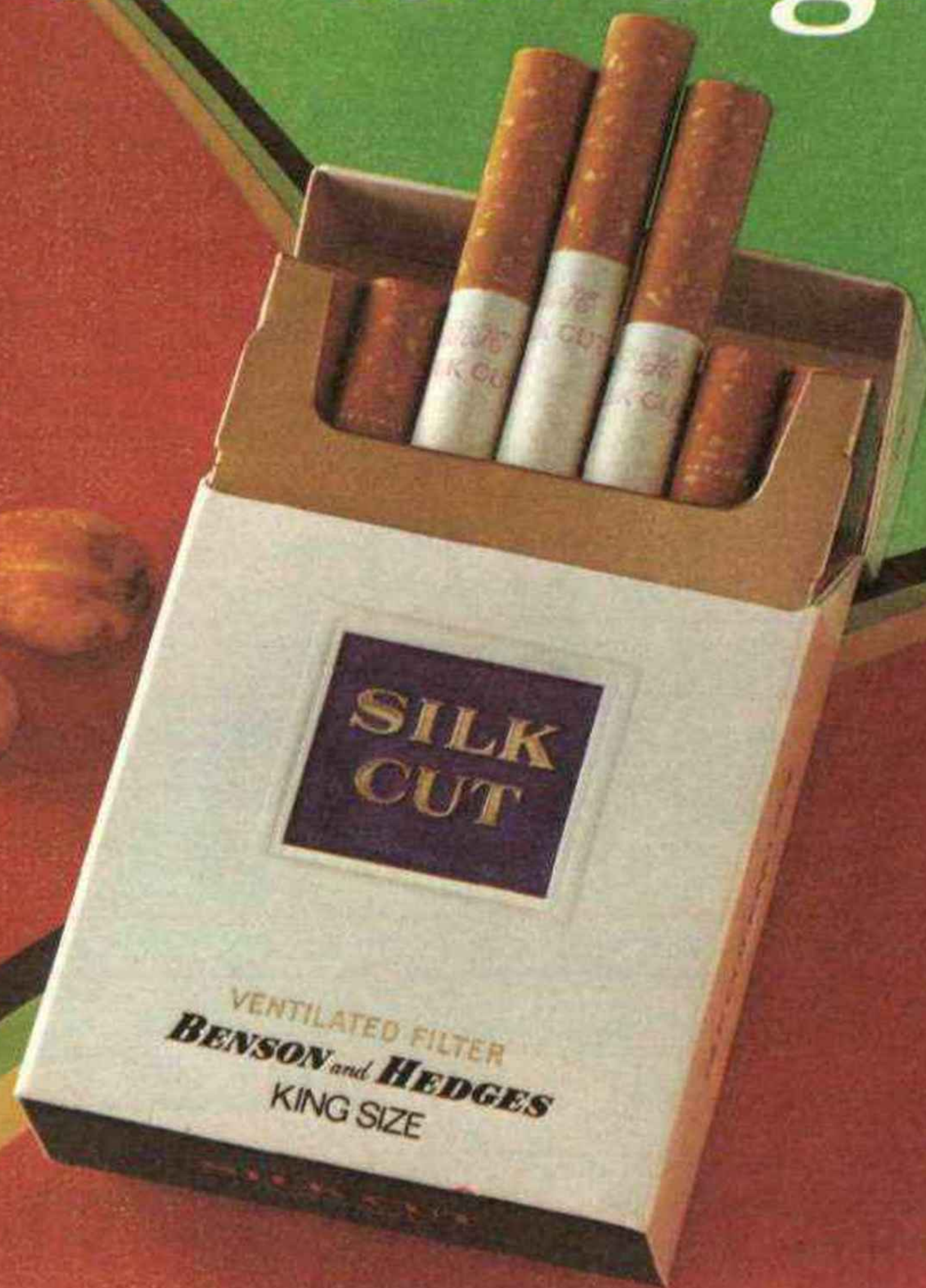
The full race Willment engine came with the car but in a bad state. Hulme had to sleeve the two rear cylinders, overbore the block from 4,727 c.c. to about 4,800 c.c. and fit a new crankshaft. As he wished the car to be usable on the road in restored form, the full-race camshaft was replaced by a high performance version, a 750CFM Holley "dual-pumper" carburettor replaced the four, twin-choke, downdraught Webers and the big-valve heads gave way to heads with slightly enlarged valves and standard-sized, polished ports, to match which new exhaust manifolds had to be fabricated. By luck, Stern had found the original four-pipe, tail-exiting, silenced Le Mans exhaust systems, still in good condition, which Hulme has fitted in place of the noisy, side exit pipes run by Sears. Stern found the original quick-lift jack, too, so rather prominent jacking points are fitted front and rear. Magnesium wheels are the original Willment Halibrands, 7½" x 15" front, 9½" x 15" rear, shod with Dunlop CR65 racers instead of the Goodyear Sports Car Specials used in Sears' day.

One or two modifications were made in the light of Hulme's later Cobra experience and stock of spares. The self-lubricating bushes mounting the wishbones to the base of the rear uprights were replaced with phosphor bronze bushes and grease nipples, nipping in the bud any possibility of the seizure of the bushes which had caused wishbone problems on the Shelby Cobras in the 1964 Targa Florio. They had been adequate for less arduous races with regular race preparation, but Hulme was looking for long-term reliability. The original gearbox has been replaced by the close-ratio Sebring gearbox with an aluminium casing and NHRA burst-proof bell-housing out of the Nick Granville-Smith racing Cobra. Attached to this is a Hurst "shifter", which has improved the gearchange considerably — a positive, closely-positioned gate in place of the rather nasty, wide gate with which Sears had to contend. The big, racing oil cooler was over-efficient for the car's less arduous life and has been replaced

Continued on page 1503



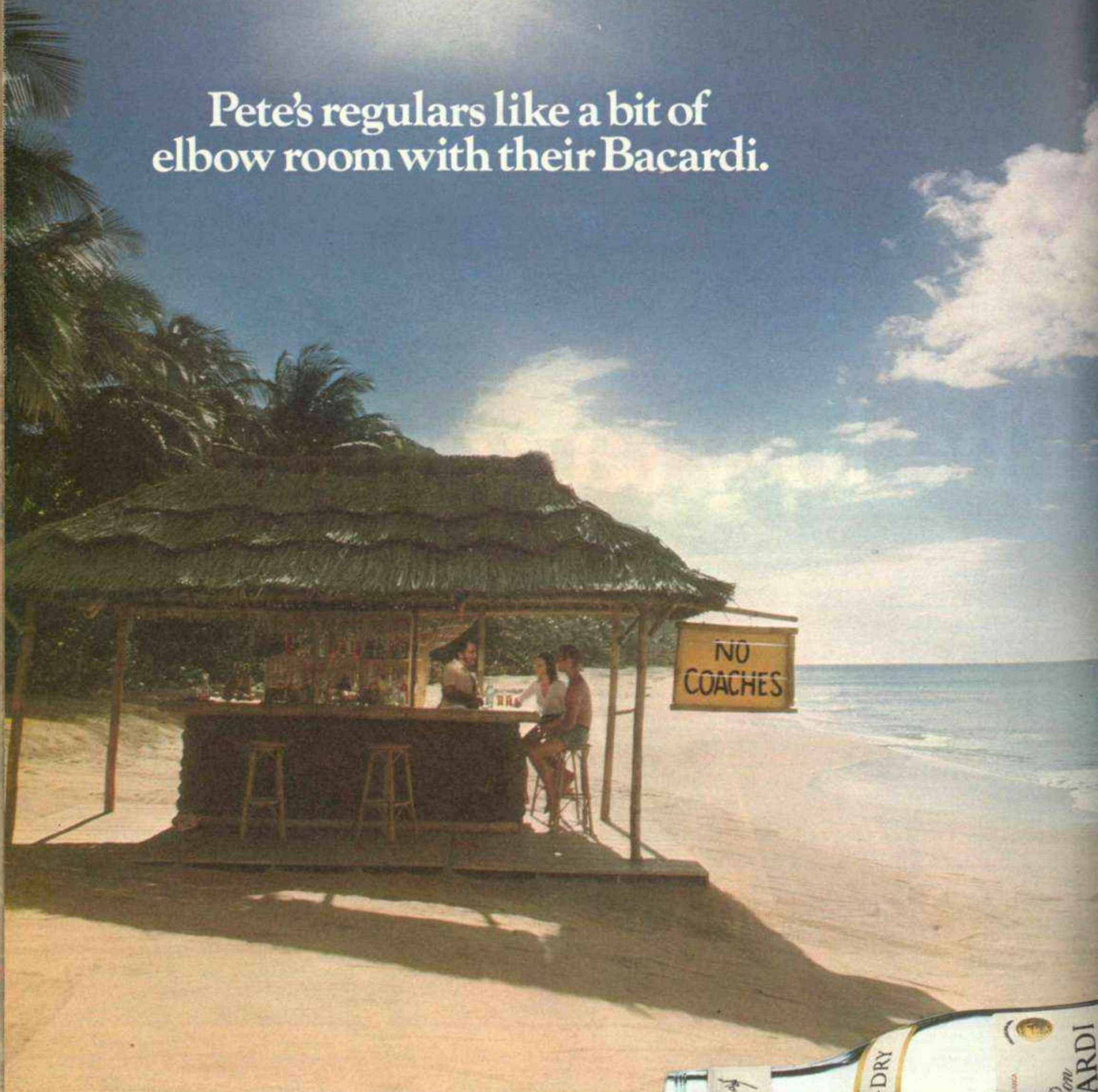
The low tar cigarette.



SC067

LOW TAR As defined by H.M. Government
H.M. Government Health Departments' **WARNING:**
CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH

Pete's regulars like a bit of
elbow room with their Bacardi.



Pete's regulars like the quiet life. A few gentle hours soaking up the sun. The occasional ten yards of breast stroke. And long refreshing glasses of Bacardi rum and "Coke," with lots of ice.

Pete likes it quiet too. Which is why he makes sure that his locals can always hear themselves drink.

Bacardi rum.



The one from the sun.



The Willment Cobra made famous by Jack Sears in 1964 as it is in 1979, impeccably restored by owner Nigel Hulme. The front protruberances are locating lugs for the quick lift jack. Major items visible, like the body, Halibrand wheels and roll-over bar are original. Willment ran the windscreen at a sharper angle.

Willment Cobra

Continued from page 1500

by a standard Cobra cooler and the differential oil cooler was removed for the same reason. Willment's cut-down handbrake lever gave way to a standard length item (non-fly-off on Cobras, unlike Aces) and a slightly smaller, though quite

in keeping, wood-rimmed wheel made more room for Hulme's knees. The windscreen was re-canted to the standard position so that Hulme could use the Le Mans hardtop, traced by Stern, when required and the ugly demister vent in the scuttle, fitted for Le Mans, was covered in. The braced roll-over bar is that used by Sears and the flanks retain the number lights fitted for Le Mans.

Wheel arch widths changed several times in Willment hands, the current arches being the final specification for the 1964 TT, when 39 PH acquired another air intake beneath the grille.

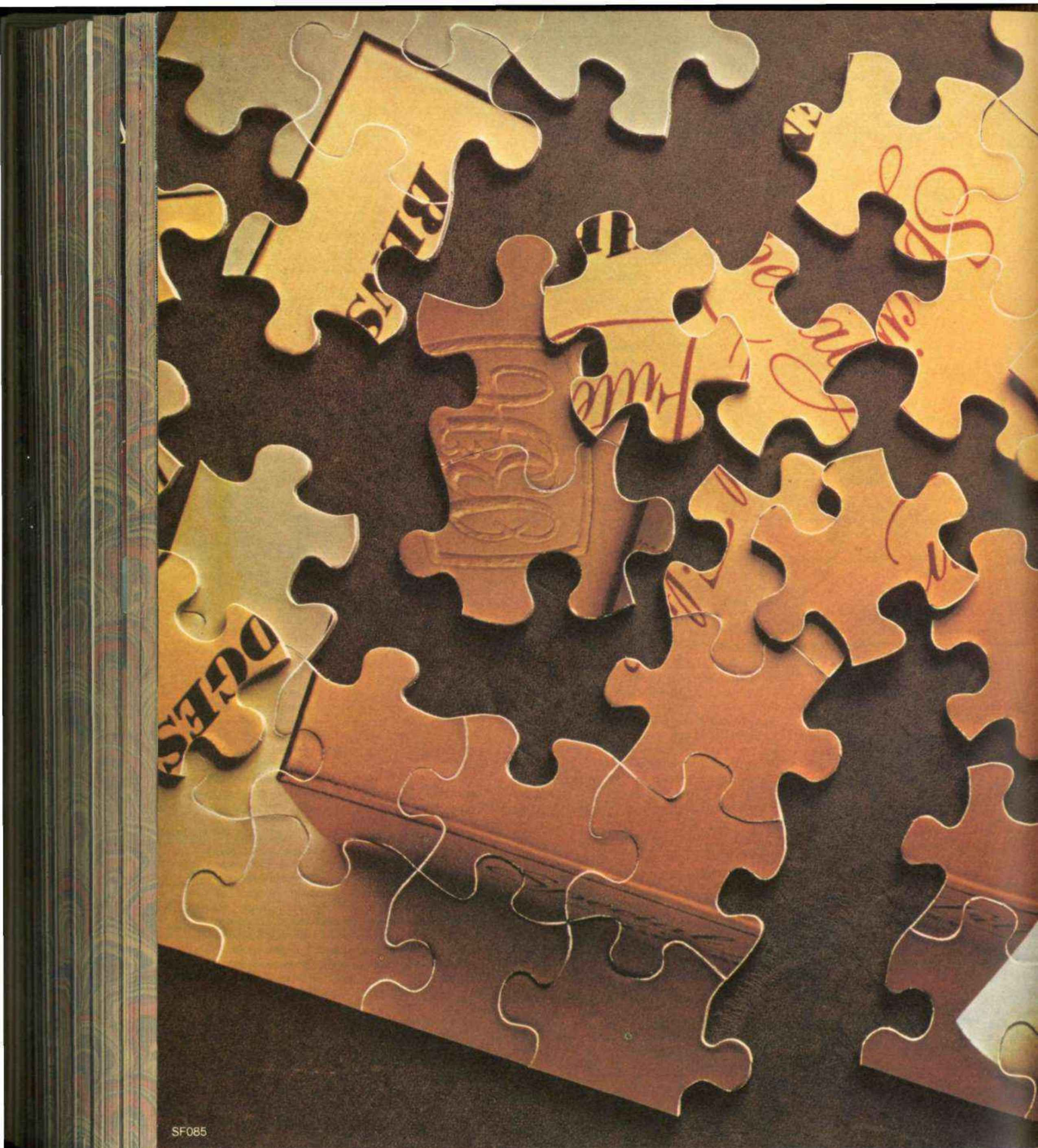
One final detail needed completion before this resurrected Cobra took to the road: the car came to Hulme without the famous registration number and log book. Kingston Motor Taxation Office staff were most helpful, 39 PH was found not to have been re-issued, and furnished with the required proof of the car's true identity they restored the number to its rightful bearer.

Hulme ran the car in at Goodwood. The rear tyres were scrubbed out in no time at all. Examination revealed that the rear geometry was all wrong because the original wishbones, now attached to straightened pick-up points, had actually been made up to fit the bent pick-ups! So the wishbones had to be modified to suit. Even then handling remained poor; Hulme had fitted a transverse leaf spring giving 1 degree positive camber to the front wheels (suspension is by transverse leaf spring front and rear — Cobras didn't adopt coil springs until May 1965) on AC's advice. A reversion to the Willment spring giving 1 degree of negative camber transformed matters.

Since its rebuild, 39 PH has given Hulme four years of utterly reliable service and remains as immaculate as ever. The demands on it are hardly as exacting as in its Willment days, but it still gives a good account of itself in occasional sprints, Goodwood test days and at the Brighton Speed

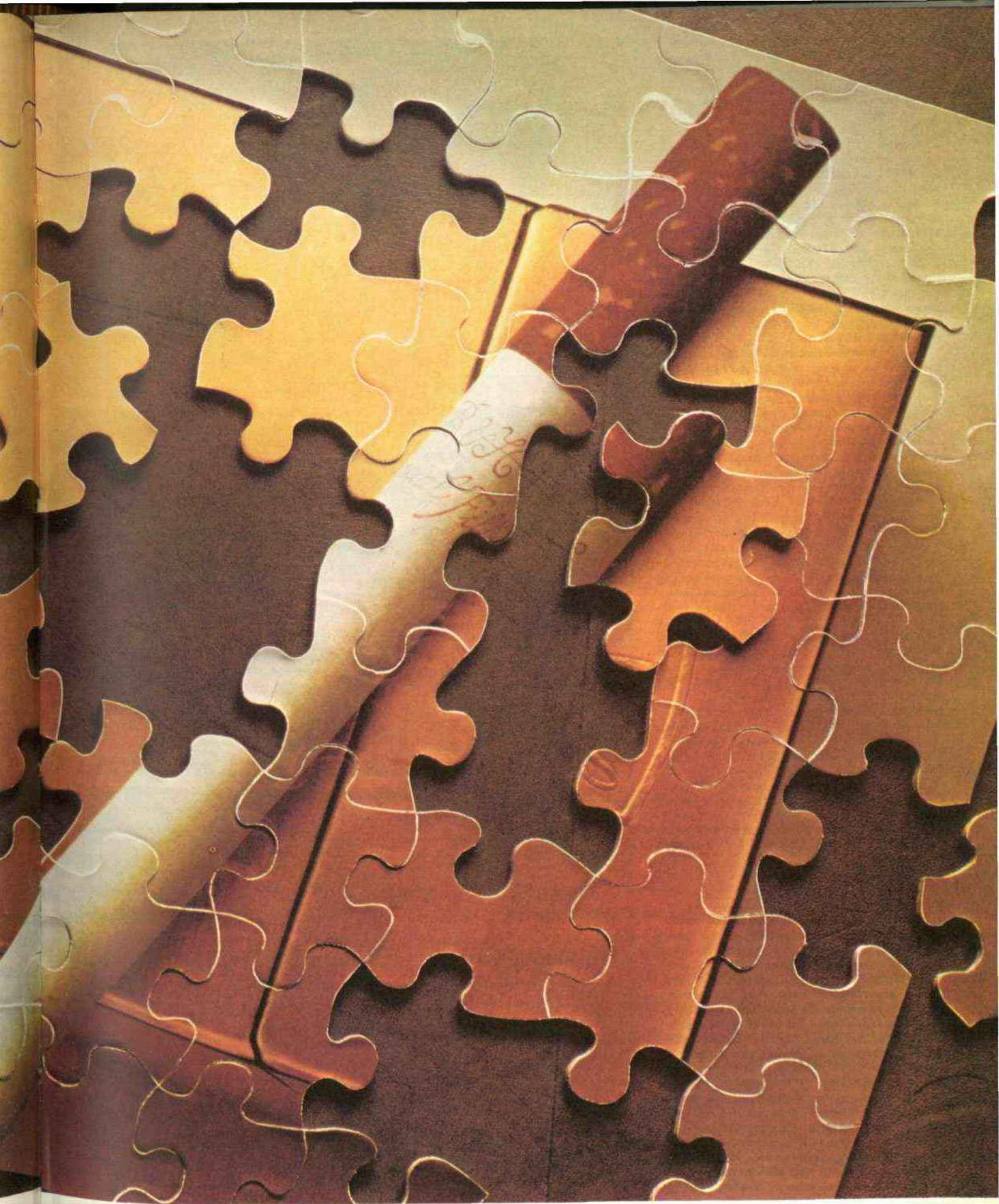
Shades of Sears. The Deputy Editor in full flight at Goodwood.





SF085

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



ents **WARNING: CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH**

Top: A Holley carburettor replaces quadruple Webers on the detuned V8 engine. Centre: Cobra chicanery. Bottom: 39 PH carries its original four-pipe Le Mans exhaust system and fuel-filler, the latter complete with lug for the seal.

Trials, where this year, as always, it clocked about 25 seconds for the standing start kilometre and crossed the line at 130 m.p.h. and 6,500 r.p.m. on its 3.77:1 final drive ratio. Last year Hulme and father Dennis drove the car on a pilgrimage to Le Mans for the 24 hours; it averaged 18 m.p.g. and never missed a beat. This famous Cobra is kept at the Hulmes' Surrey home alongside machinery like Hulme Senior's ex-Tony Wingrove Porsche RSR, very satisfactorily converted for road use, a mint Jaguar 3.8 Mk. 2 and the ex-Phil Scragg Lola T70, which Hulme Junior is restoring. The RSR and the T70 replace the famous Lola-Aston, which the Hulmes restored and sold recently.

I can think of few motoring experiences which have given me so much pleasure as a blast in the countryside around Glorious Goodwood on a hot, sunny day in this mighty, open Cobra, the big Ford V8 emasculated perhaps but still staggeringly powerful on the open road. The big Dunlops bounced from bump to bump, the wing tips shimmied as the body refused to let the chassis be boss, but followed every move of the high-g geared, positive steering. "Bags of power but no roadholding," they used to say of Cobras, but this certainly wasn't the case on those fat tyres on those dry, Sussex roads. The engine rumbled docilely in a patch of traffic, but yelped the back tyres as the throttle was floored through the gears, with a mighty roar from the exhausts and a relentless thrust in the back. Left in top gear, acceleration remained astonishing. I have driven faster cars on the road, but most of them have been much more sophisticated than the simple, big-engined Cobra. I love the precision whirring of a V12 Ferrari for instance, the velvet smoothness as the needle races round the tachometer, yet the basic brutishness of this ex-Willment Cobra appealed just as much in a totally different way. It was very vintage in some of its feel, just as D.S.J. had warned me, but it was not uncontrollable and unpredictable as he had also warned.

This pleasurable experience continued around the Goodwood circuit. In smaller measure than Jack Sears can claim, and with less power to contend with, I felt that I had tamed the brute and the result was real fun. No doubt I would be telling a tale of sheer fright had the full race engine been fitted. So the brakes were not exceptional by current racing standards, but they weren't lacking either. It turned into the corners well, but the front end rather than the tail (which I'd expected) felt a little unstable on the exits. Ageing Goodwood's bumps did surprisingly little to upset the chassis, but it was essential to come off the brakes before turning into a corner, the correct procedure, I know, but not always possible in race traffic. In Sears' day it must have been a bit of a handful out of the chicane, as it didn't like this point on the circuit with Hulme-sized power. Squinting down towards Woodcote at 6,000 r.p.m. plus in top was the height of exhilaration.

It is all too easy to dismiss Cobras as over-engined, crude brutes, but this famous old car left me with new respect. And what a delightful car to own in its present guise: all that history, shattering performance even though de-tuned and an open road car into the bargain. No wonder Jack Sears wishes it was his. — C.R.

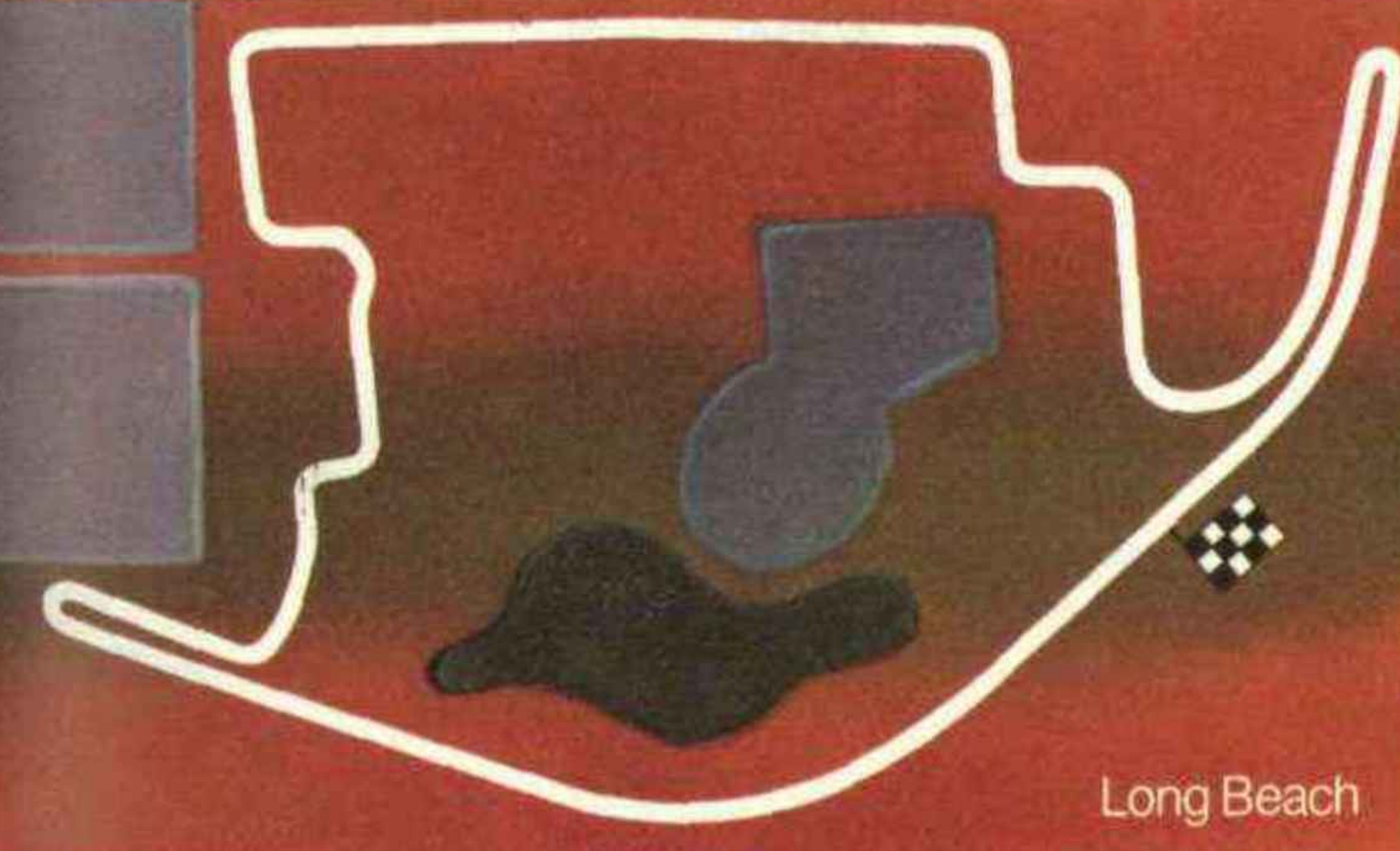




Kyalami



Silverstone



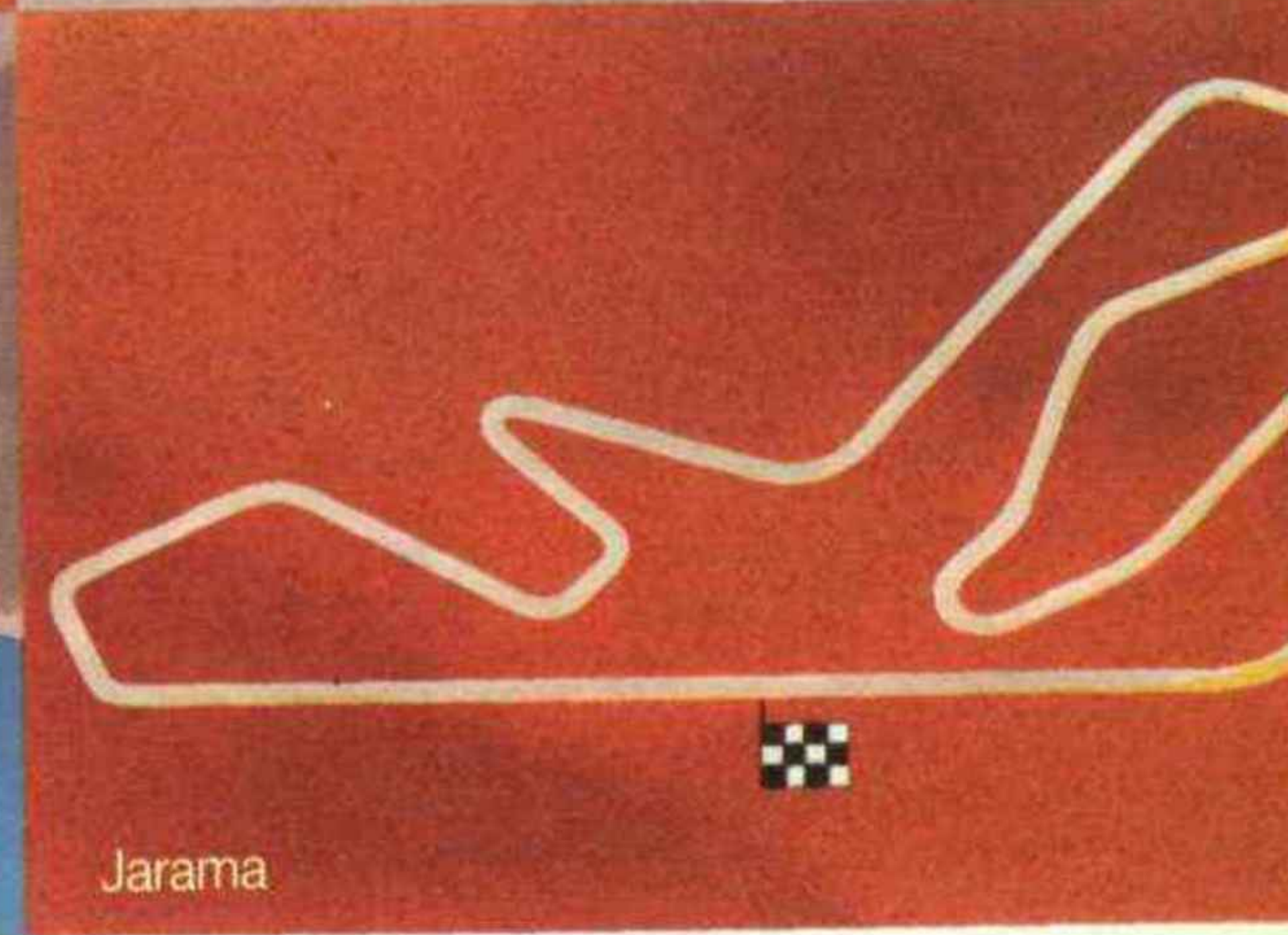
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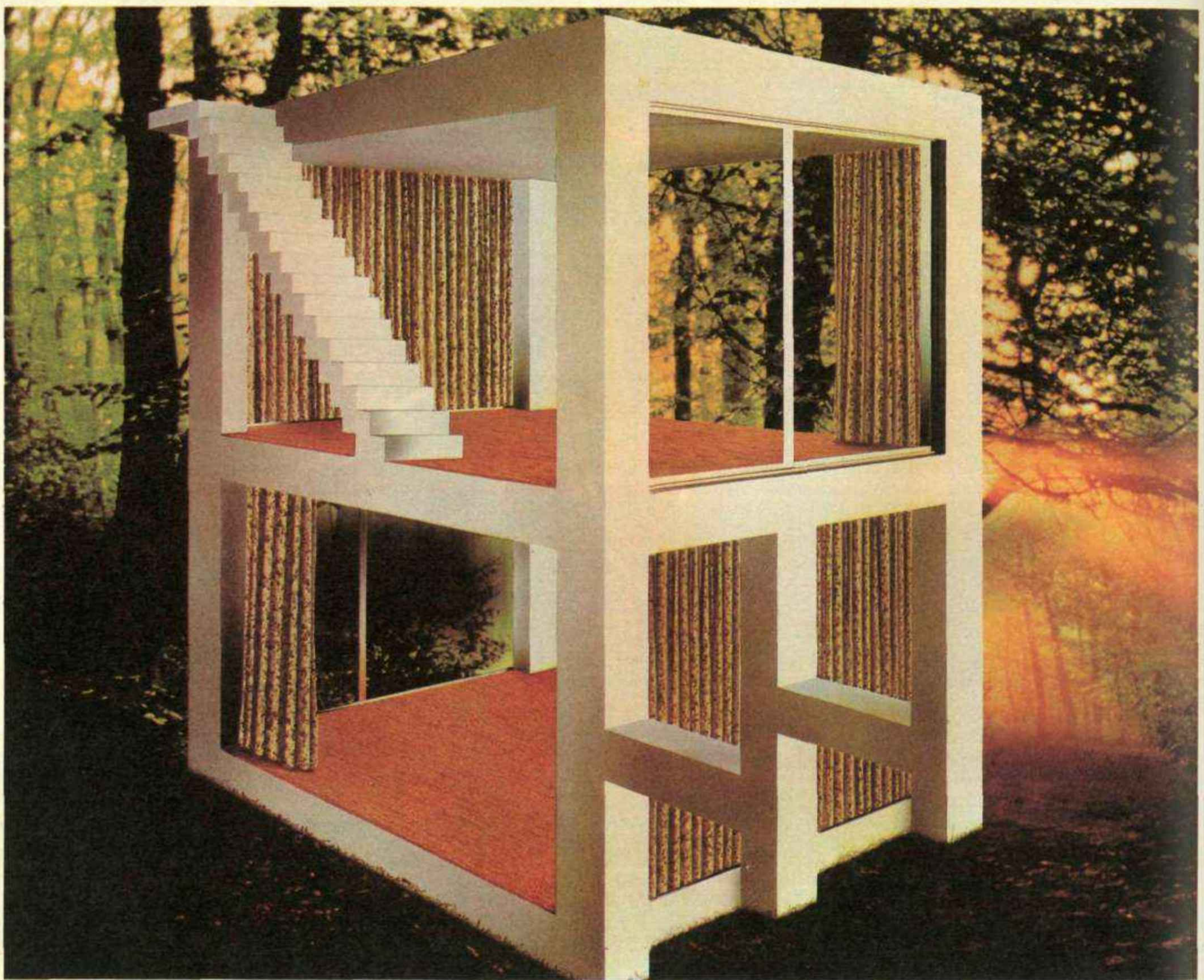
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RALLY OF THE THOUSAND LAKES

Although Hannu Mikkola was leading in the early stages, a blown cylinder head gasket in his Escort stopped him and the lead was taken over by Markku Alén in his Fiat 131 Abarth, above. Ari Vatanen (right) made valiant efforts to catch him but he had a few minor incidents in his works Escort which consumed vital seconds and could manage no better than second place. Leyland was using Pierburg electronic fuel injection for the first time on one of its TR7 V8s. There were many starvation problems but Per Eklund (below) nevertheless scored a good eighth place. An astounding sequel to this fine rally was a decision by the FISA to drop the event from the World Championship next year. More on this in Rally Review.



Road version.

BMW 323i.

Engine: 2.3 litre fuel-injected six cylinder producing 143 bhp (DIN) at 5,800 rpm.

Performance: 0-60 mph in 8.2 seconds, maximum speed: 119 mph.



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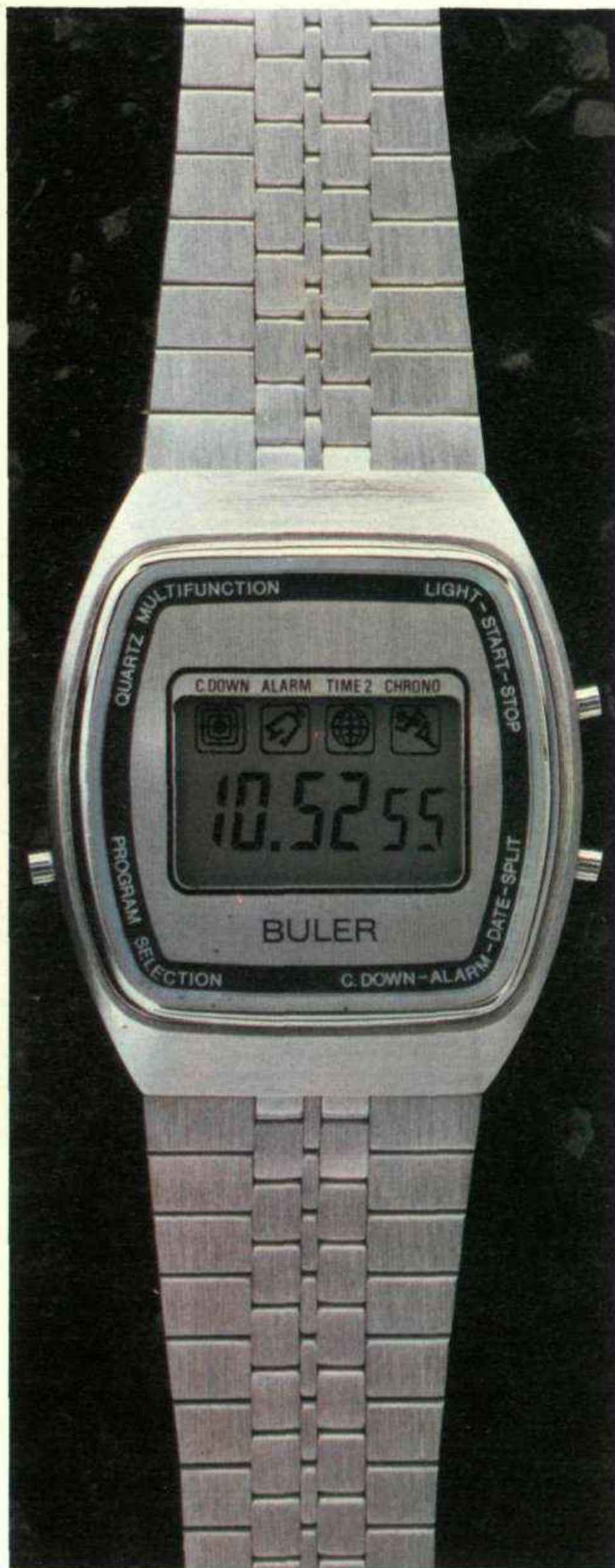
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A 34 function Swiss watch at only 79p a function. The Buler Symbol Quartz Alarm Chronograph, £26.95. (+p&p)



HOURS	ZONE 2 HOURS	MIN. ALARM	SECS. CT/DOWN	1/100 SEC.	FRENCH DAY
MINUTES	ZONE 2 MINS.	MELODY ALARM	COUNTDOWN	ADD	GERMAN DAY
SECONDS	ZONE 2 SECS.	AUTO ROLLOVER (from alarm)	SET INDICATOR	SPLIT	BATTERY LIFE INDICATOR
DATE	AUTO ROLLOVER (from zone 2)	ALARM CHECK	COUNTDOWN ALARM	CHRONO RUNNING INDICATOR	SYMBOL INDICATORS
DAY	ALARM SET	HOUR CT/DOWN	CHRONO. MINS.	ENGLISH DAY	NIGHT LIGHT
AM/PM	HOUR ALARM	MIN. CT/DOWN	CHRONO. SECS.		

A very impressive list. A very impressive watch. And a very impressive price, just £26.95 (+£1.45 p&p) from Scotcade.

Made by Buler, part of the foremost watchmaking group in Switzerland, this Quartz Alarm Chronograph is one of the most sophisticated, yet easily understandable time-pieces you can buy.

What's more, both the watch and the strap are made of solid stainless steel throughout, not chrome plated brass.

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Countdown 10...9...8...

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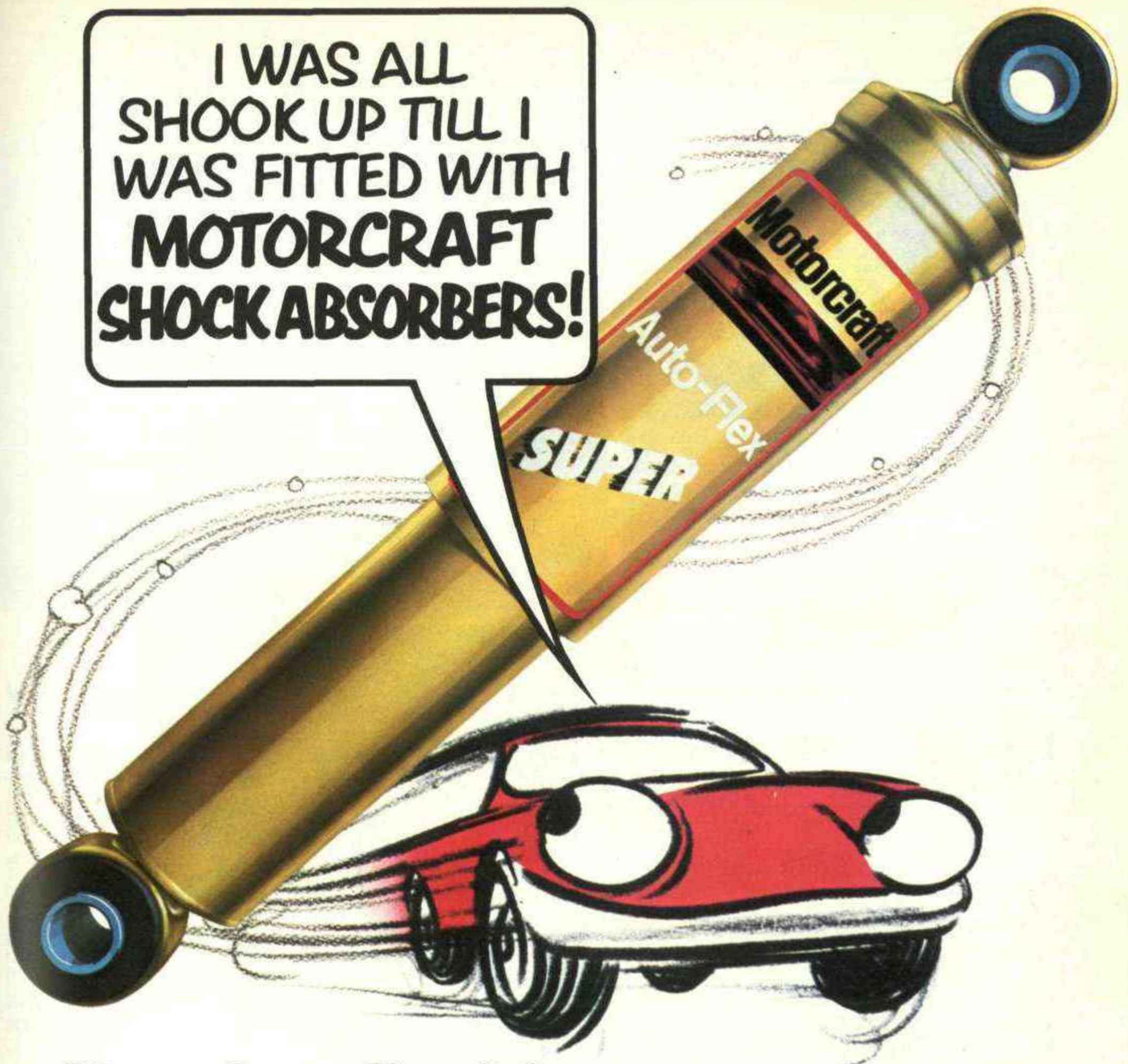
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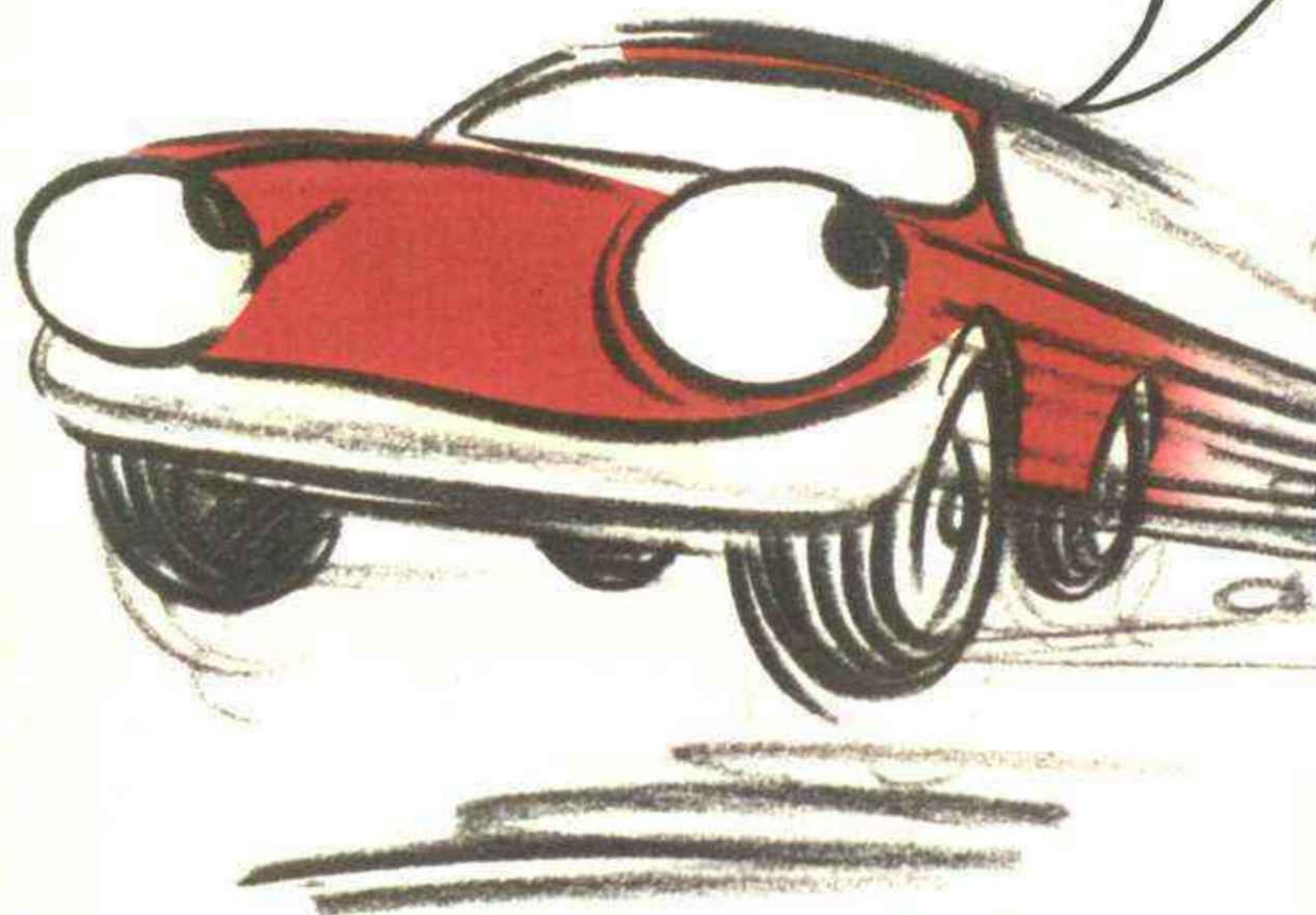
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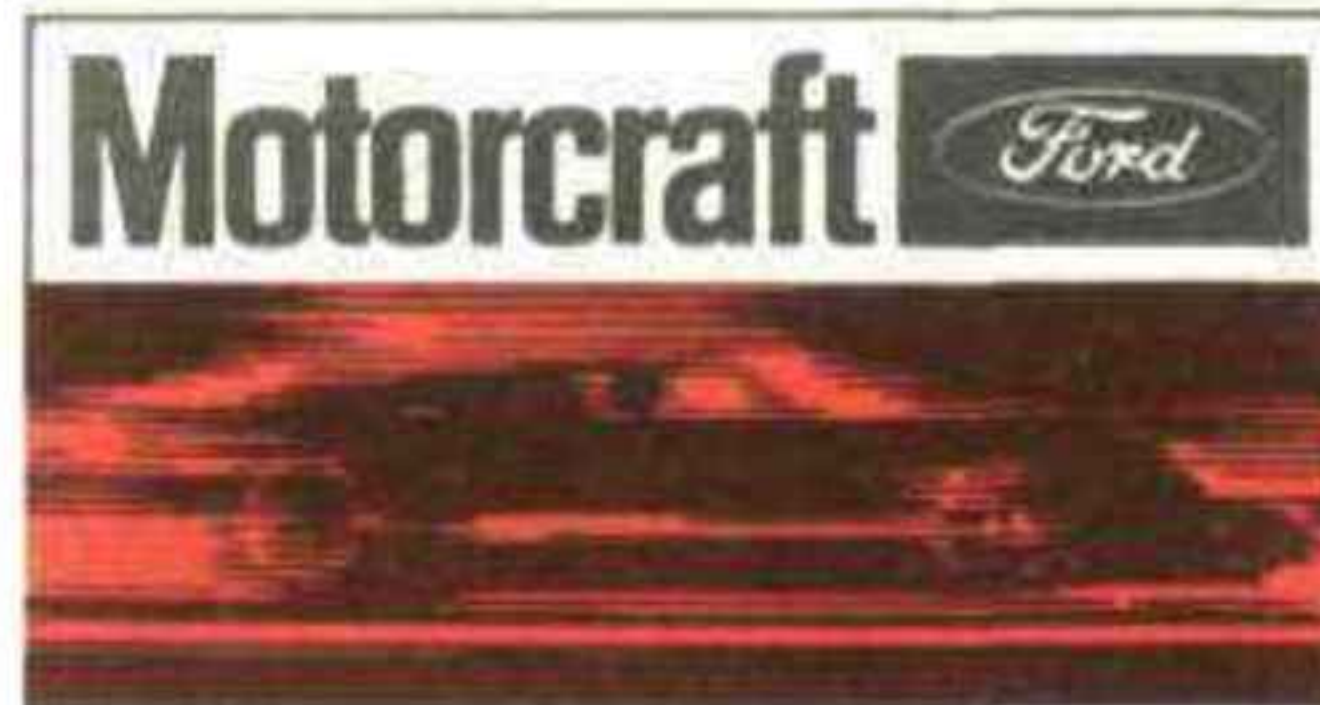
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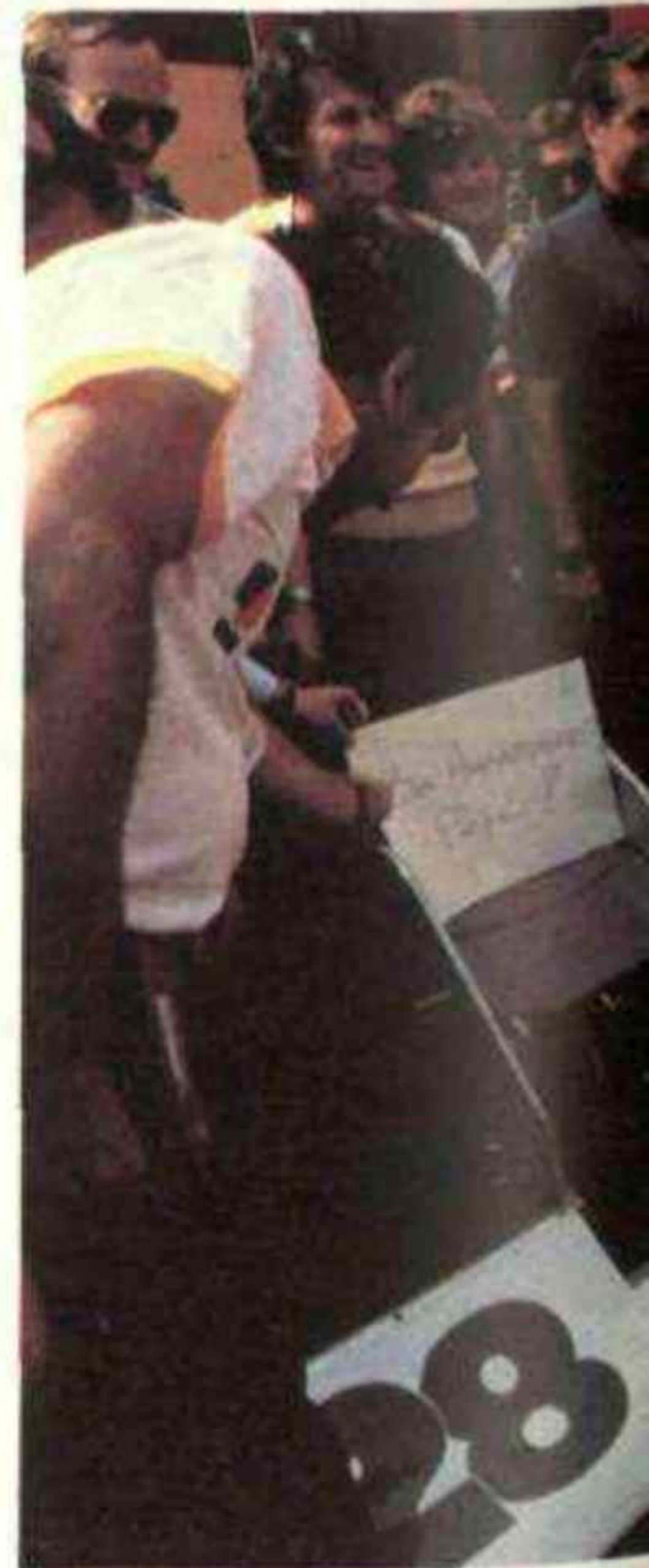
VSCC CADWELL PARK

Neville Farquhar, a well-known VSCC competitor in his well turned out ex-Dixon Brooklands Riley 9, shown below, came out the winner of the 1979 MOTOR SPORT Brooklands Memorial Trophy after the final round at Cadwell Park. Farquhar received the Trophy from Mrs. Winifred Boddy, top right. John Ward, who used to race Austin 7s, took the Williams Monaco Trophy in his Type 35B Bugatti, right, which he has recently assembled. Cadwell scrap between Day in ERA R14B, Marsh in ERA R1B and Llewellyn's Bentley 8-litre during the 10-lap Allcomers' Scratch Race, above.





THE ITALIAN GRAND PRIX Villeneuve dutifully follows Ferrari team mate Scheckter to the flag at Monza, above, as Laffite chases hard before his Ligier ran out of rear brakes and blew its engine. Prepared to win: The vast stock of Michelins for a mere four cars, left. Humorous interlude for the two happiest teams in the game, Williams and Renault, right, as Arnoux presents Regazzoni with a 40th birthday present recalling the pair's *contretemps* at Zandvoort. The wheelchair carries a pair of Renault F1 wheels at the rear (one with a dash of yellow paint) and a Williams front wing. Arnoux is holding the missing front wheel, with a note saying "Found in the sand at Zandvoort". Regazzoni nipped past Jabouille into the chicane, below left. Lauda heads Jarier, Pironi and Watson after pulling his finger out, below centre. Brambilla made a welcome return after exactly a year and went well in the old flat-12 Alfa Romeo 177/001, top right. Arnoux leads the two Ferraris early in the race, right. Giacomelli ran the brand-new, V12 Alfa Romeo 179/001, bottom right.







Jones charges away on the first lap with Villeneuve hard after him. Regazzoni's three-wheeled Williams can be seen limping round the apex of the corner in the background.

The Dutch Grand Prix

Continued from page 1497

uncovered rear ends and aerofoils mounted on a central pillar like a Williams! Andretti had 79/2 and Reutemann 79/4, while the spare car (79/5) was to normal pattern with inboard rear brakes and the rear aerofoil mounted on side-plates. The spare Brabham-Alfa (BT48/02) had totally new gearbox internals, so during the afternoon Piquet took it out for some bedding-down, and in the meantime his own car (BT48/03) had its springs changed.

It was not long before the rain stopped and the sun came out so that by the end of the hour and a half conditions were pretty good for those who were ready for them. As is becoming consistent the pace was being set by the Williams drivers, the Renault drivers and Villeneuve with the Ferrari, and this first afternoon was no exception. Jabouille had been trying both his cars, RS11 and RS10, having different rear axle ratios in them, and he decided that RS10 had the better ratio for the conditions. With little fuss he had taken the pole-position, while Jones and Villeneuve were vying for the other place on the front two, but then word went round that Regazzoni was getting a bit serious, and sure enough the swarthy Swiss was up with them and by the end of the afternoon he was in front. His time of 1 min 16.316 sec. just beating Jabouille's 1 min. 16.338 sec., Jones and

Villeneuve being half a second behind. There was a time when half a second covered a handful of cars but these days some of the good runners are lucky to be two seconds behind the leaders. Already the front-runners were faster than the pole-position time of last year, and the "safety-chicane" was supposed to have slowed things down a bit!

After a lot more rain in the night, Saturday began bright and sunny and things cheered up enormously, though there was still gloom in the Lotus pit, not much joy in the Brabham pit, an air of confusion in the McLaren pit, and hopefulness among the lesser lights. Jones was still in the spare Williams, though Jabouille was back in RS11, Regazzoni was still driving hard and Pironi had a Williams-type centre-pillar rear aerofoil on his Tyrrell 009/6, which also had revised rear suspension with fashionable "outboard" brakes. Rosberg was concentrating on Wolf WR9, which also had the fashionable Williams-type rear aerofoil, but Ferrari and Renault were not copying anyone. As the day went on the weather got better and by the time of the timed session everything was about perfect. Jones was in FW07/4 for the afternoon, Regazzoni was in FW07/2 as always, and they had fourteen sets of qualifying tyres ready to be used up, with more to come if required. Practice had not been going long before Andretti was forced to take the spare Lotus as his own had the left-hand exhaust tail pipe come adrift, and Jabouille switched to the spare Renault as he was still undecided about gear

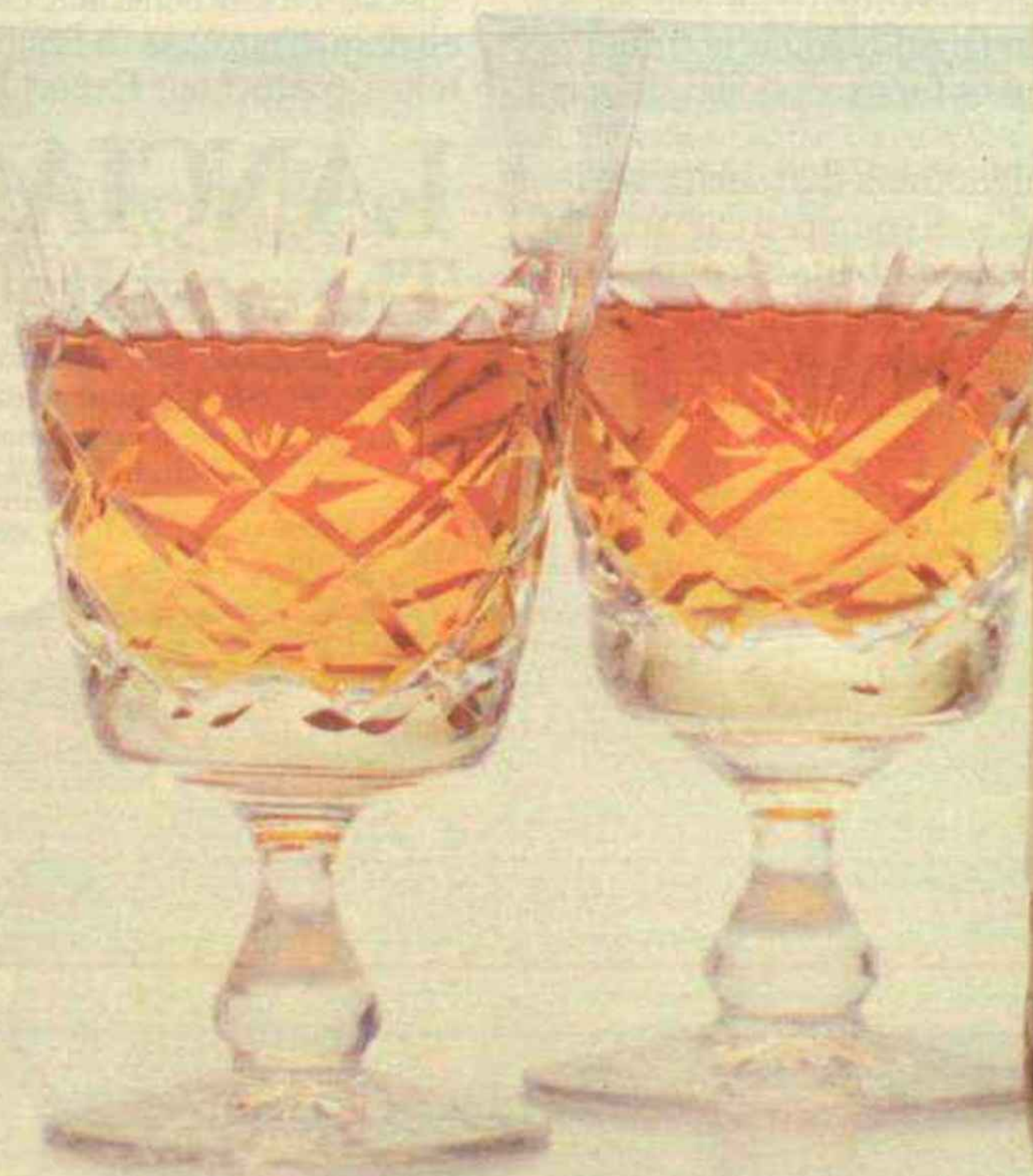
ratios.

Now it was Jones and Arnoux who were setting the pace, both getting away into a class of their own with laps at under 1 min. 16 sec., while a number of drivers were still struggling to get under 1 min. 19 sec. It was Arnoux who got the final word with a lap in 1 min. 15.461 sec. but Jones was not far behind, with 1 min. 15.646 sec., and then came his team-mate Regazzoni with 1 min. 16.228 sec. and after that times were a bit academic. Scheckter got stuck in and beat his young team-mate, as did Lauda by beating Piquet, while Laffite tried Ickx's car, leaving the Belgian to keep his heels behind the pits. Surprise of the afternoon was Rosberg with the Wolf WR9 for he got himself well under control and finished up just behind Laffite, the first of the non-super stars but even so he was nearly two seconds slower than Arnoux, and if the same pace was kept up in the race it would mean him being lapped before the end. After a lot of misfiring trouble on both McLarens, even on the brand new one that John Watson was driving, the team got themselves sorted out to finish up in the middle of the grid. The Lotus scene was abysmal, with the reigning World Champion down among the tail-enders. Nothing they seemed to do made the car go right, or if it did, it was slow.

With still some time to go before the end of the timed session the air suddenly got distinctly cooler and within minutes rain was pelting down again, so the final practice just fizzled out for everyone except Renault and Williams feeling

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The Lancia Gamma Berlina. £7,949.66*



PRACTICE TIMES			
No.	Driver	Friday p.m.	Saturday p.m.
1	M. Andretti	1.18.896	1.18.452
2	C. Reutemann	1.18.671	1.18.001
3	D. Pironi	1.18.398	1.17.625
4	J. P. Jarier	1.18.946	1.18.430
5	N. Lauda	1.17.661	1.17.495
6	N. Piquet	1.17.821	1.17.667
7	J. Watson	1.21.799	1.17.750
8	P. Tambay	1.21.892	1.18.147
9	H. J. Stuck	1.20.581	1.18.256
11	J. Scheckter	1.17.313	1.16.392
12	G. Villeneuve	1.16.939	1.16.946
14	E. Fittipaldi	1.21.005	1.19.433
15	J.P. Jabouille	1.16.338	1.16.304
16	R. Arnoux	1.17.100	1.15.461
17	J. Lammers	1.23.404	1.21.084
18	E. de Angelis	1.21.065	1.20.709
20	K. Rosberg	1.18.180	1.17.280
22	P. Gaillard	1.37.600	1.22.922
24	A. Merzario	1.23.613	No practice
25	J. Ickx	1.18.706	1.19.143
26	J. Laffite	1.17.129	1.17.639
27	A. Jones	1.16.883	1.15.646
28	G. Regazzoni	1.16.316	1.16.228
29	R. Patrese	1.20.051	1.18.629
30	J. Mass	1.18.817	1.18.606
31	H. Rebaque	1.21.502	1.21.344

STARTING GRID			
27	* A. Jones (Williams-Cosworth V8) FW07/1	16	R. Arnoux (Renault V6 t/c) RS12
1 min. 15.646 sec.		1 min. 15.461 sec.	
15	J. P. Jabouille (Renault V6 t/c) RS11	28	G. Regazzoni (Williams-Cosworth V8) FW07/2
1 min. 16.304 sec.		1 min. 16.228 sec.	
12	G. Villeneuve (Ferrari flat-12) 312 T4/041	11	J. Scheckter (Ferrari flat-12) 312 T4/040
1 min. 16.939 sec.		1 min. 16.392 sec.	
20	K. Rosberg (Wolf-Cosworth V8) WR9	26	** J. Laffite (Ligier-Cosworth V8) JS11/04
1 min. 17.28 sec.		1 min. 17.129 sec.	
3	D. Pironi (Tyrrell-Cosworth V8) 009/6	5	N. Lauda (Brabham-Alfa Romeo V12) BT48/04
1 min. 17.825 sec.		1 min. 17.495 sec.	
7	J. Watson (McLaren-Cosworth V8) M29/3	6	*** N. Piquet (Brabham-Alfa Romeo V12) BT48/02
1 min. 17.750 sec.		1 min. 17.667 sec.	
8	P. Tambay (McLaren-Cosworth V8) M29/2	2	C. Reutemann (Lotus-Cosworth V8) 79/4
1 min. 18.147 sec.		1 min. 18.001 sec.	
4	J. P. Jarier (Tyrrell-Cosworth V8) 009/3	9	H. J. Stuck (ATS-Cosworth V8) D3/01
1 min. 18.430 sec.		1 min. 18.256 sec.	
30	J. Mass (Arrows-Cosworth V8) A2/2	1	M. Andretti (Lotus-Cosworth V8) 79/2
1 min. 18.606 sec.		1 min. 18.452 sec.	
25	J. Ickx (Ligier-Cosworth V8) JS11/01	29	R. Patrese (Arrows-Cosworth V8) A2/1
1 min. 18.706 sec.		1 min. 18.629 sec.	
18	E. de Angelis (Shadow-Cosworth V8) DN9/3B-2	14	E. Fittipaldi (Fittipaldi-Cosworth V8) F6A/1
1 min. 20.709 sec.		1 min. 19.433 sec.	
31	H. Rebaque (Lotus-Cosworth V8) 79/1	17	J. Lammers (Shadow-Cosworth V8) DN9/1B
1 min. 21.344 sec.		1 min. 21.084 sec.	
* Time Recorded in FW07/4			
** Time Recorded in JS11/03			
*** Time recorded in BT48/03			
Did not qualify:			
22 P. Gaillard (Ensign-Cosworth V8 MN09) 1 min. 22.922 sec.			
24 A. Merzario (Merzario-Cosworth V8 A2/04) 1 min. 23.613 sec.			



Rosberg had a brave drive in the Wolf and Scheckter, chasing him here, had to work hard to relieve him of fourth place.

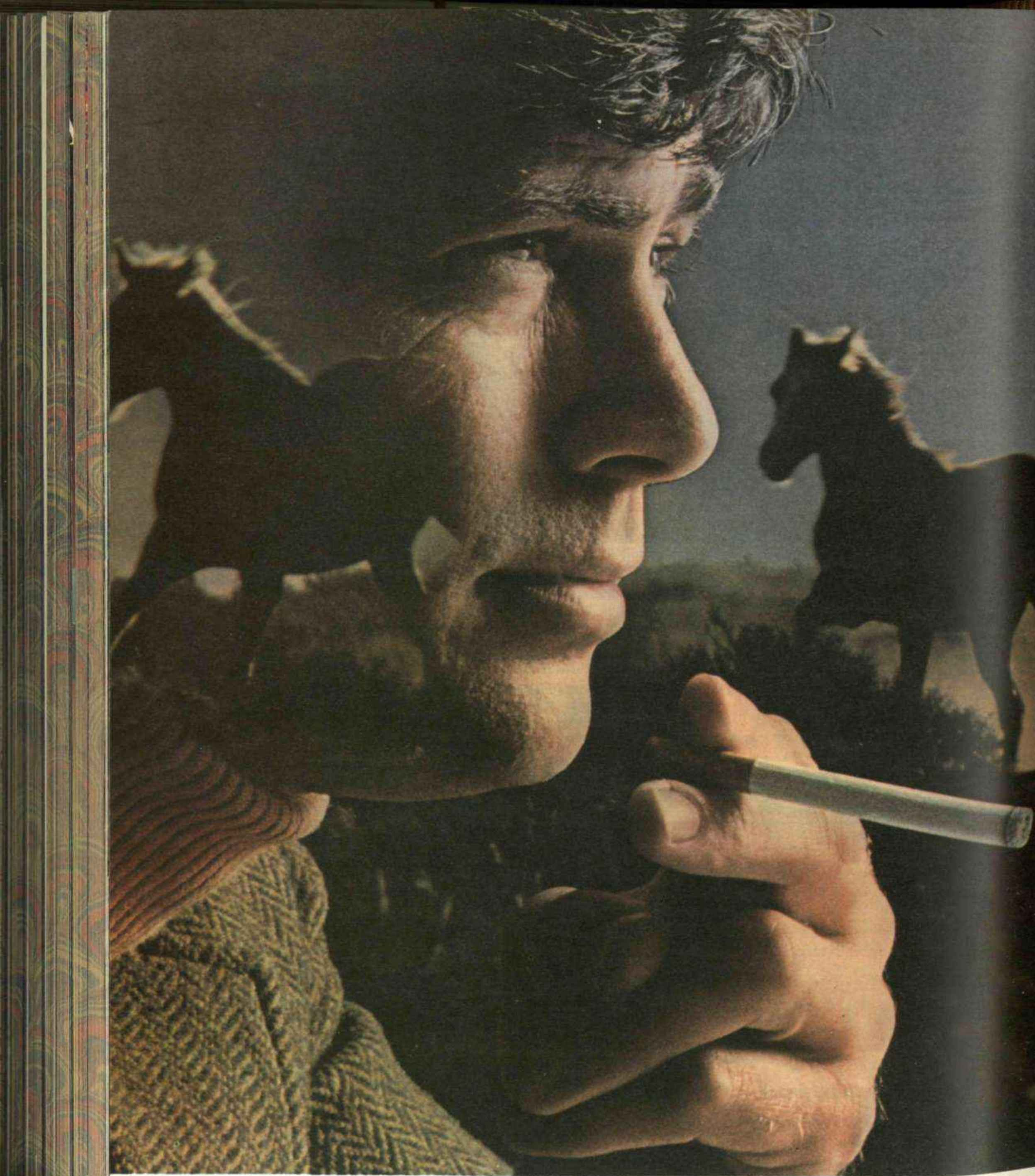
pretty depressed about the whole business.

The regulation BMW-M1 race took place after practice, though another shower of rain soon put a stop to it. Another burst of sunshine and a dry track allowed the BMW people to restart their race, but meanwhile the Formula One cars were being prepared for the 75 lap race to follow on Sunday afternoon. New engines were installed, gearboxes inspected, clutches replaced, brakes and suspensions checked over and so on. The

amount of work that is done in the paddock after practice never ceases to amaze. There was an unusual situation in store, for in Holland you are not allowed to make an unseemly noise before 1 p.m. on a Sunday, and a racing engine is considered unseemly. With the race due to start at 3 p.m. it meant that the half-hour warm-up period normally held on Sunday morning, was to be uncomfortably close to the start of the race, allowing no time for any serious work.

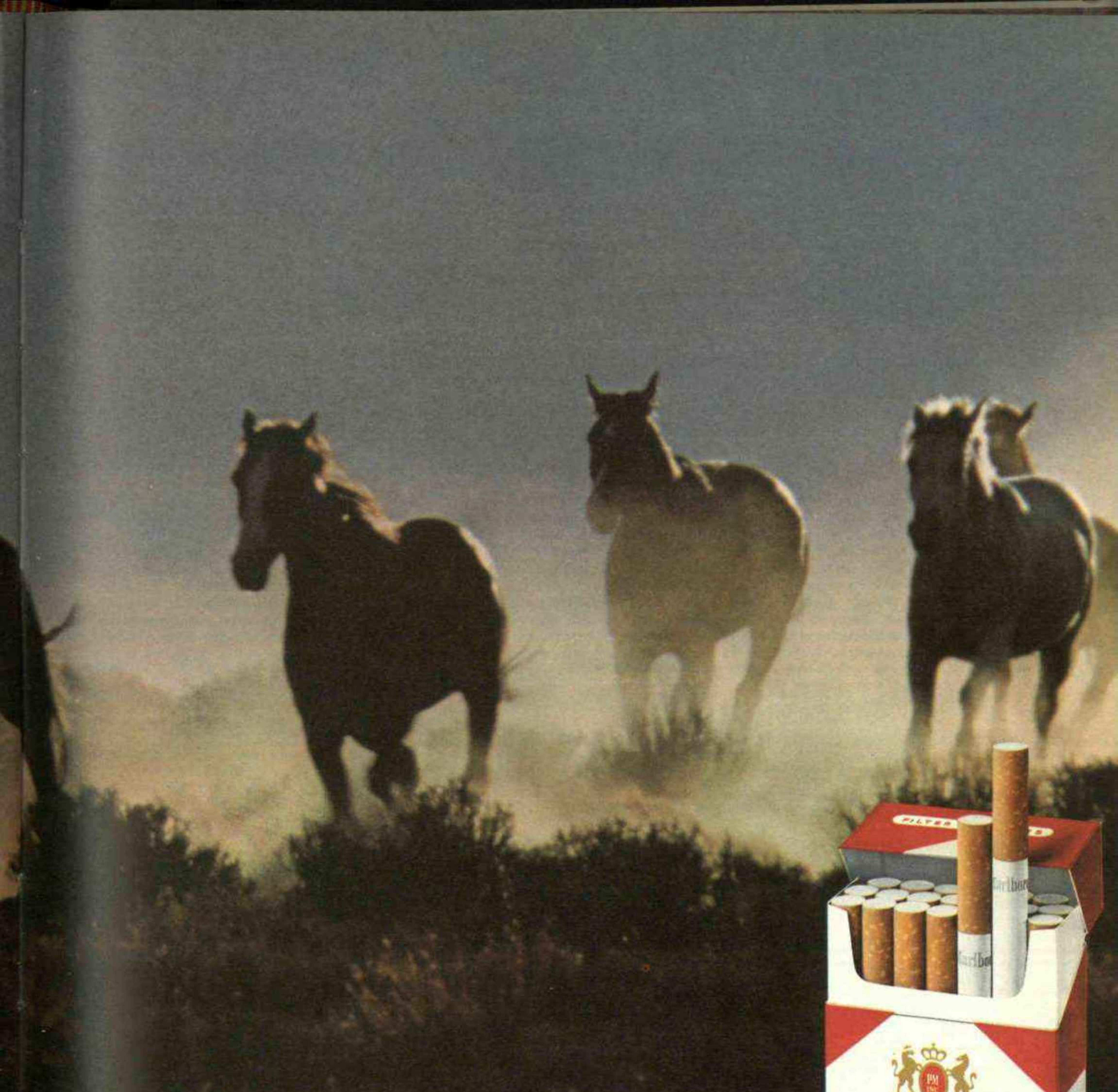
The old Scheckter fire came out during his stirring drive from the back of the field.





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Saturday night was another one of torrential rain and the campers and those having to work through the night must have become really fed-up by this time, but Sunday morning started by looking promising, though everything was still damp as midday approached. At 1 p.m. a maroon was fired up into the air to let everyone know they could now make a noise, and the thirty-minutes of test running began. Piquet was in the spare Brabham (BT48/02), as his own had developed a small weep from its oil tank, but all the others were in their number one cars, though all the spare cars were standing by. The spare Ferrari had an old-type exhaust system with two tail pipes above the rear axle assembly, and two below, but it had a new body-top with the area over the side-pods ending in vast open-topped "chimneys" to help exit the air under the pods. Although it was prepared for Villeneuve on Saturday afternoon, it was never run. Pironi still had the central-pillar-mounted rear aerofoil on his Tyrrell, and both Brabhams were running with nose-fins. Alan Jones had a new engine in FW07/4 and though it was going all right, the team were not happy as the engine was breathing too many fumes from its atmospheric breather. Jabouille had dickered about between his two Renaults, but finally chosen RS11, and Arnoux was all set to go. During the hour before the pit-road opened again to let the cars go round to the start, the Williams team decided that Jones should use the spare car, just in case there was trouble brewing inside the engine in FW07/1. Tyres, springs and shock-absorbers were all swapped over to FW07/1, everything else on the car being ready to

Smoke pouring from his crazily-angled rear tyre, Arnoux struggles gamely to drag the Renault to the pits after the collision with Regazzoni on the first lap, as Andretti leads past the rear half of the field and Regazzoni parks the three-wheeled Williams on the grass.

race. Laffite suddenly decided he did not like the car he had been using all through practice and demanded to use the spare car. As this had never been run at all it seemed a strange thing to do at this late hour.

At 2.30 p.m. the first cars left the pits and went round the circuit to the start area, to line up on the dummy-grid. Reutemann, Jones and Regazzoni all dived into the pit lane, went through the pits and round for another lap. Andretti arrived at the start line minus the skirts on his Lotus 79 and we all thought Chapman was about to start a new aerodynamic trend, but not so, they were still fiddling about with them on the pit counter and he had them fitted to the car on the dummy-grid. There was also a lot of last minute work happening on de Angelis's Shadow at the back of the grid. For the second race running we had Arnoux on pole-position with Jones alongside him, though this time they each had their team-mates in row two, but the two Ferraris were just behind in row three and Ferraris must never be discounted. In a rather straggly order they went off on the pace-lap and re-appeared down the long straight very spread out. The front rows were in position and fretting to get away long before the tail-enders arrived on the grid, but the starter did not panic and waited until everyone arrived before switching on the red light. Regazzoni already had his Williams pointing to the right, ready to slip around Arnoux.

When the green light came on Jones made a good start, as did Jabouille, but Arnoux bogged-down. Villeneuve shot out of the third

row, aiming for the left of Jabouille and as they accelerated past the pits in a drag-race for the first corner we had Jones ahead and then four cars abreast. Left to right it was Villeneuve (Ferrari), Jabouille (Renault), Arnoux (Renault) and Regazzoni (Williams), but there wasn't room for four cars abreast and Regga was being squeezed in towards the Armco barrier along the front of the pits. Suddenly his Williams tangled with Arnoux's Renault, the left front wheel was ripped off the English car by the French car's right rear wheel and a total disaster looked imminent. The wayward wheel bounced across the track and missed everyone, Arnoux slewed sideways but caught it, Regazzoni skated down the right-hand side of the track on three wheels, and everyone behind braked and dodged about. Scheckter had over-heated his clutch and had backed right off, being passed on all sides, Jarier dodged sideways and clouted Reutemann's Lotus, but even so everyone scrambled round the first corner.

Alan Jones was away, but he had Villeneuve hard after him, followed by Jabouille, then Pironi, Laffite, Lauda, Rosberg, Watson, Jarier and the rest. Reutemann crept round for the opening lap, with his steering all askew and retired at the pits, while Arnoux also crept round for a lap with his rear suspension knocked out of shape. Regazzoni only got to the first corner, so with the race only one lap old, and 74 still to go the field was reduced to 21 cars. Nursing his clutch Scheckter started the second lap in 18th position, a seemingly hopeless situation, but then the clutch began to grip properly and he was away, to start the heroic drive of the day, only to



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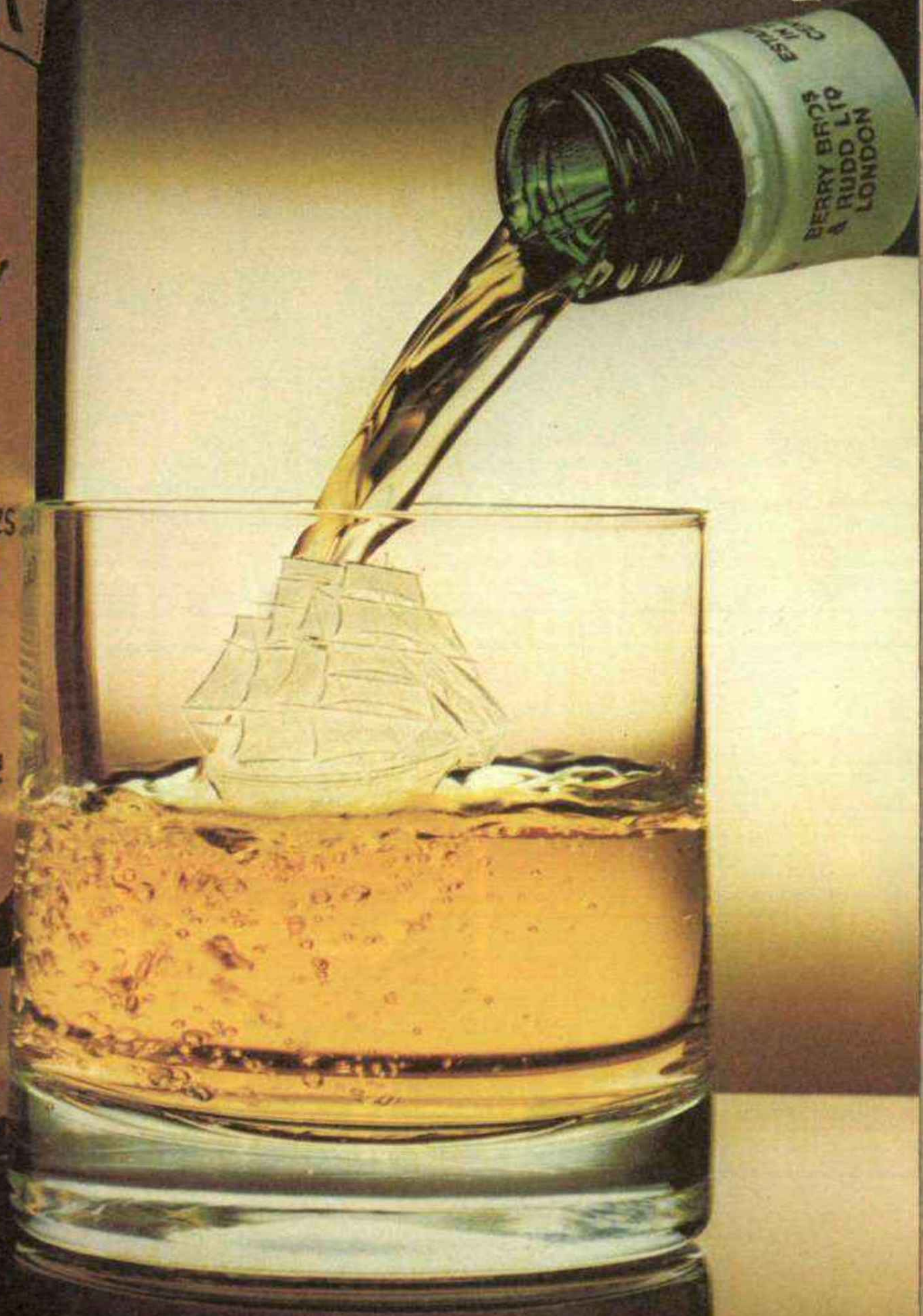
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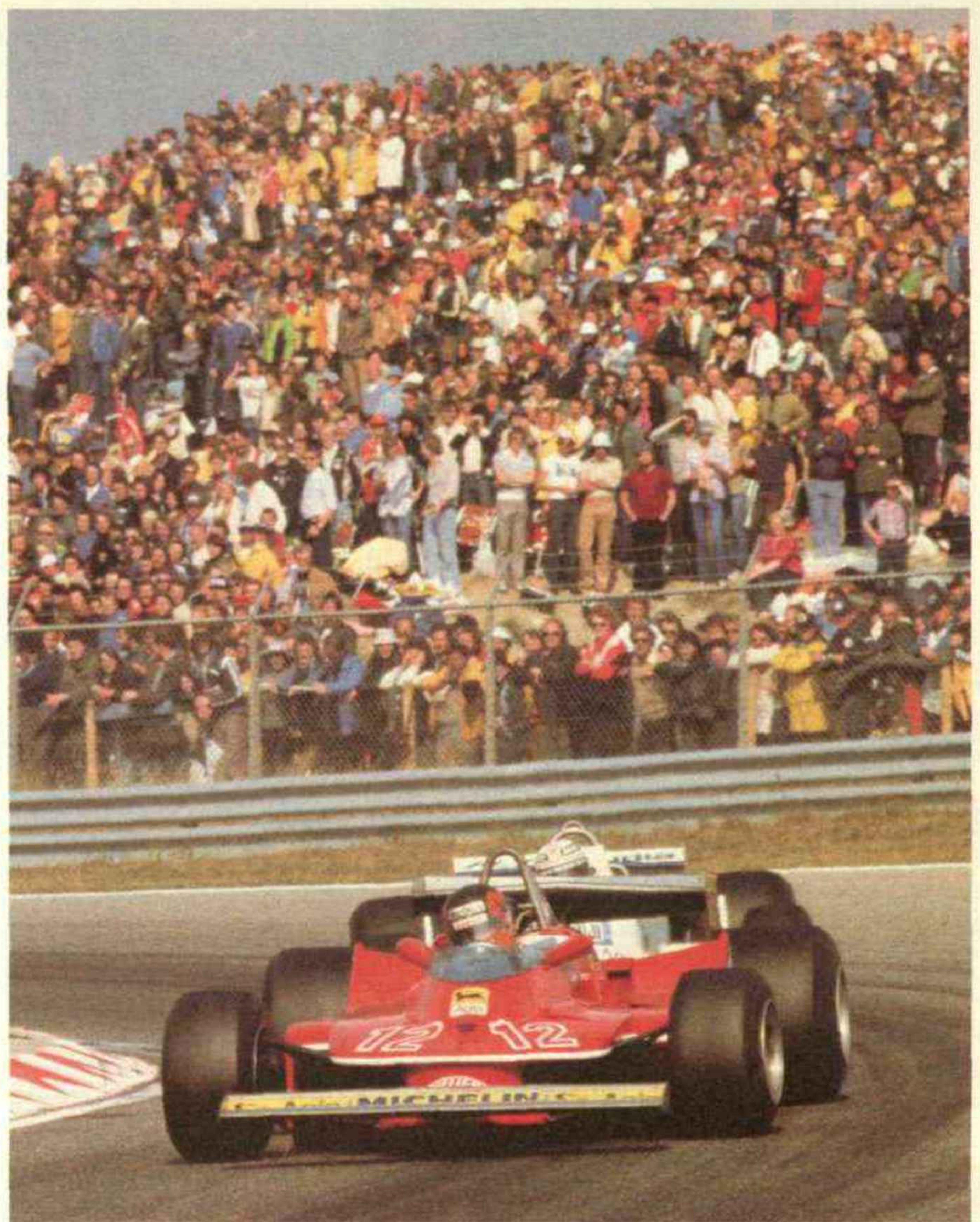
Already this season, Shell motor oils have helped more than 800 two and four wheel winners to victory.
And it's all part of a programme of help and encouragement which stretches back 70 years.

have it overshadowed by other happenings. In only two laps Jones and Villeneuve had pulled out quite a gap on Jabouille, who in turn was well clear of the rest of the field. Lap two saw the disappearance of Fittipaldi with electrical trouble on his F6A/1 and on lap 3 Tambay was in the pits to search out the cause of a misfire. Lap four saw Jabouille gain a bit of ground on the two leaders, but Lauda disappeared into the pits to retire. While practising with his BMW-M1 for the Pro-Car race he had had an accident and hurt his wrist, and it was now giving him more trouble and the excuse to stop driving the Brabham-Alfa Romeo V12, with which he is openly disenchanted.

We now had the interesting situation of the Cosworth-powered Williams, the flat-12 powered Ferrari and the Renault 1½-litre turbo out on their own with little to choose between them, for though Jones led continually he could not get rid of the other two cars. At the end of lap seven Patrese was lying fourteenth, five places behind his team-mate Jochen Mass, when the brakes failed completely on his Arrows A2 as he braked at the end of the long straight. Helplessly he shot straight on into the sandy run-off area, giving himself and a lot of photographers a big fright. Watson was in and out of the pits also having a misfire in his engine, and Stuck was in with the ATS as it was vibrating badly for no obvious reason. After nine laps the second Lotus was gone, for Andretti came into the pits with oil all over the back of the car from a split tank caused by a suspension member breaking and puncturing the tank. Scheckter was now up to seventh place and about to take Jarier, but though he had carved his way through the back of the field and was now dealing with the mid-field runners, he was not gaining anything on the leading trio.

However, Villeneuve was putting the pressure on Alan Jones as the gearbox in the Williams was proving reluctant to engage third gear, and as they started the eleventh lap the Williams and the Ferrari went into the Tarzan Hairpin at the end of the straight, side-by-side, with Villeneuve on the outside. He sat it out with Jones in the most audacious manner, running right round the outside of the Williams, to take the lead as they accelerated away behind the paddock. It really was quite remarkable. Local boy Jan Lammers stopped at the Shadow pit with trouble in his gear-linkage, and then Rosberg did the Villeneuve trick on Pironi, and took fourth place with some spirited driving. Laffite had found the spare Ligier not so good, and had dropped from fifth place down to eighth, but his troubles were not over for Piquet was now attacking him. Lammers rejoined the race for only a few laps before his Shadow expired in a cloud of smoke as it passed the pits. The business of passing round the outside on the Tarzan Hairpin (a practice condemned by ex-racing drivers like James Hunt!) was catching on, for now Scheckter did it to Pironi, which put the Ferrari in fifth position, but the South African wasn't stopping there and had his sights on Rosberg's fourth place.

Jabouille now began to lose contact with the leading pair as his clutch started to slip, though it seemed as though stale-mate had set in with Villeneuve leading Alan Jones, but unable to lose him. Equally Jones seemed unable to do anything about the Ferrari. Jarier disappeared out on the back of the circuit with the throttle slides on his Tyrrell jammed with sand, and when the inevitable happened to Jabouille's clutch the scene was getting distinctly short of runners, with only 26 laps covered. As the Frenchman coaxed his ailing Renault back to the pits, Scheckter was



As Villeneuve slows with a deflating rear tyre, Jones catches right up on the Ferrari.

all set to "jump" Rosberg and take fourth place, which he did as they went by the pits on full song, but with the demise of the Renault he automatically found himself in third place, and well deserved it was. Rosberg's brave run came to an end when he went into the pits at the end of lap 32 with his engine misfiring. A new ignition unit was fitted and he went off again, but it was still misfiring and by the time he finished that lap the misfire had manifested itself in the form of a broken valve.

Half distance on a 75 laps race is half-way round lap 38, so we could only take stock at the end of that lap, and we found the Villeneuve/Jones situation unchanged, then a long way behind, but on the same lap, was Scheckter (Ferrari), then came Pironi all on his own, followed by Piquet (Brabham) and Laffite (Ligier) in close company, followed within sight by Mass (Arrows). The remaining three runners, Ickx (Ligier), Rebaque (Lotus) and de Angelis (Shadow) had all been lapped, so out of the twenty-four starters we had only ten left in the race. Both McLarens had gone out with engine trouble, and Stuck had given in to the vibrations

before something serious broke.

As Rebaque came in to change a tyre on lap 43, it became increasingly obvious that the Williams was closer to the Ferrari than before and as Jones was still lapping regularly around the 1 min. 20 sec. mark it was clear that Villeneuve was in some sort of trouble and was slowing ever so slightly. As they started lap 47 the Williams was much too close for comfort and as they left the new "chicane" at something around 140 m.p.h. the Ferrari had its left rear wheel up on the kerb and was going into an enormous spin. With remarkable coolness Villeneuve stayed with the situation as the car spun across the track, and with equal coolness Alan Jones braked heavily as the Ferrari spun across the track in front of him, and as it gyrated onto the grass he opened out again and was away in the lead, with no drama, no dodging about, nothing spectacular. As the red car gyrated onto the grass on the inside of the track Villeneuve gathered it all up, having kept the engine running, and roared away after the fast disappearing Williams, as if nothing had happened. The cause of the spin, and the previous slowing down was a softening rear tyre, though it



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**Austin
Morris** 
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was not obvious until the Ferrari was up to maximum speed along the straight on lap 48 when the tyre overheated and burst just as the cars were passing the pits at around 170 m.p.h. Once again the remarkable Gilles Villeneuve was master of the situation, keeping the car straight and braking on three tyres while the burst one flapped around. He had no hope of stopping before the run-off area so at the last moment deliberately spun the car to a stop just off the track. There was no-one in sight behind him so he reversed off the track edge, across to the inside of the bend, and finding that the car was drivable he set off on lap 49 but the remains of the burst tyre damaged the rear suspension and by the time he got to the pits there was little left on that corner of the car, the remains of the wheel and the upright being dragged along the ground by the last remaining suspension link. It was all over.

All that Alan Jones had to do now was to cruise round and complete the 75 laps, but he was not without his problems for his gearbox was playing up, and it kept jumping out of gear, so he was not having an easy time. It was now lap 50 and Jones, Scheckter and Pironi were the only ones on the same lap, Laffite had got by Piquet to take fourth place, but was lapped by the leader. Two laps later and Pironi was gone, skating to rest in the sand as a rear suspension upright broke, so we were down to seven survivors. Jones was 45 seconds ahead of Scheckter, so even with his gearbox problems he was in no danger and could afford to ease off slightly, his pit keeping well informed of the situation. This meant that Laffite began to catch up and as he was sitting too close behind for peace of mind, Jones let him go by, content to follow the Ligier rather than be followed. With Pironi gone Laffite was in third place, but a full lap down on the leader. Piquet was a strong fourth and it really began to look as though a V12 Alfa Romeo engine was going to last the distance. Ickx was fifth and Mass sixth, though the Arrows engine was beginning to sound

Alan Jones collects his third huge "pot" in a row. With Scheckter on the rostrum too, Laffite looks glum as the World Championship disappears from his grasp.

Piquet managed to make an Alfa Romeo V12 engine last the distance, to take fourth place.

rough and the German driver was dropping back though in no fear of losing his well-earned place. Rebaque was a lonely last after his pit-stop.

With over 20 seconds in hand Alan Jones scored his third victory on the trot, and it was the fourth win in succession for the Williams team. However we need an example of team-spirit reacting to their first win, the Frank Williams team is a classic example. They were strong at the British GP, which Regazzoni won for them, but they went from strength to strength, with Jones winning the German GP, the Austrian GP and now the Dutch GP and a huge part of the success is the fantastic spirit within the team, which is a very important part of motor racing. Full praise to Scheckter for his second place, won by determination and hard driving, for many drivers would have given up when they were 19th on the first lap, or burnt the clutch out completely when it started to slip. A rather muddled Jacques Laffite was lucky to finish third, but once again demonstrated his inborn tenacity, and it was nice to see Nelson Piquet arrive fourth, a place he should have had many times before. It was an interesting race and there was a lot to learn for those prepared to sit down and think about it afterwards. — D.S.J.

Results:
DUTCH GRAND PRIX — Formula One — 75 laps — Zandvoort — 4.226 kilometres per lap — 316.950 kilometres — Cool and Dry

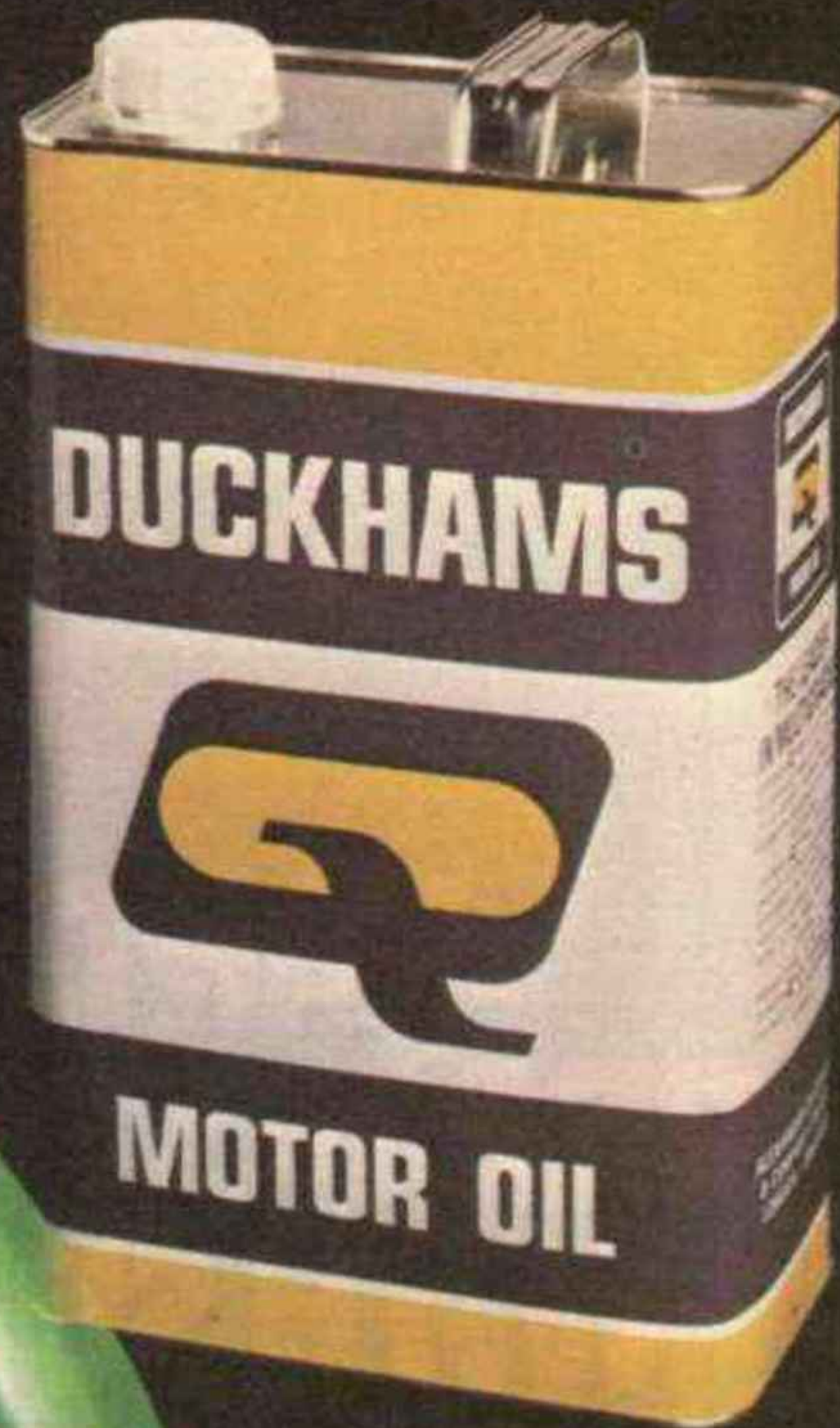
1st: A. Jones (Williams FW07/1)	1 hr. 41 min. 19.775 sec. — 187.674 k.p.h.
2nd: J. Scheckter (Ferrari 312T4/040)	1 hr. 41 min. 41.558 sec.
3rd: J. Laffite (Ligier JS11/04)	1 hr. 42 min. 23.028 sec.
4th: N. Piquet (Brabham BT48/02)	1 lap behind
5th: J. Ickx (Ligier JS11/01)	1 lap behind
6th: J. Mass (Arrows A2/2)	2 laps behind
7th: H. Rebaque (Lotus 79/1)	2 laps behind

Fastest Lap: G. Villeneuve (Ferrari 312T4/041) on lap 39 in 1 min. 19.438 sec. — 191.515 k.p.h. (new record)
Retirements: G. Regazzoni (Williams FW07/2) accident on lap 1; R. Arnoux (Renault RS12) accident, on lap 1; C. Reutemann (Lotus 79/4) accident, on lap 1; E. Fittipaldi (Fittipaldi F6A/1) electrical trouble, on lap 3; N. Lauda (Brabham BT48/04) drive shaft failure, on lap 5; P. Tambay (McLaren M29/2) engine trouble, on lap 7; R. Patrese (Arrows A2/1) brake failure, on lap 8; M. Andretti (Lotus 79/2) rear suspension failure, on lap 10; J. Lammers (Shadow DN9/1B) engine failure, on lap 13; H. J. Stuck (ATS D3/01) engine vibration, on lap 20; J. P. Jarier (Tyrrell 009/3) throttles jammed, on lap 21; J. Watson (McLaren M29/3) engine failure, on lap 23; J. P. Jabouille (Renault RS11) clutch failure, on lap 27; K. Rosberg (Wolf WR9) engine trouble, on lap 34; E. de Angelis (Shadow DN9/3B-2) drive shaft failure, on lap 41; G. Villeneuve (Ferrari 312T4/041) tyre failure, on lap 50; D. Pironi (Tyrrell 009/6) rear suspension failure, on lap 52.
 24 starters — 7 finishers





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VARTA THE POWERFUL BREAKS THE ENERGY BARRIER WITH SUPER-LIFE SELENIUM

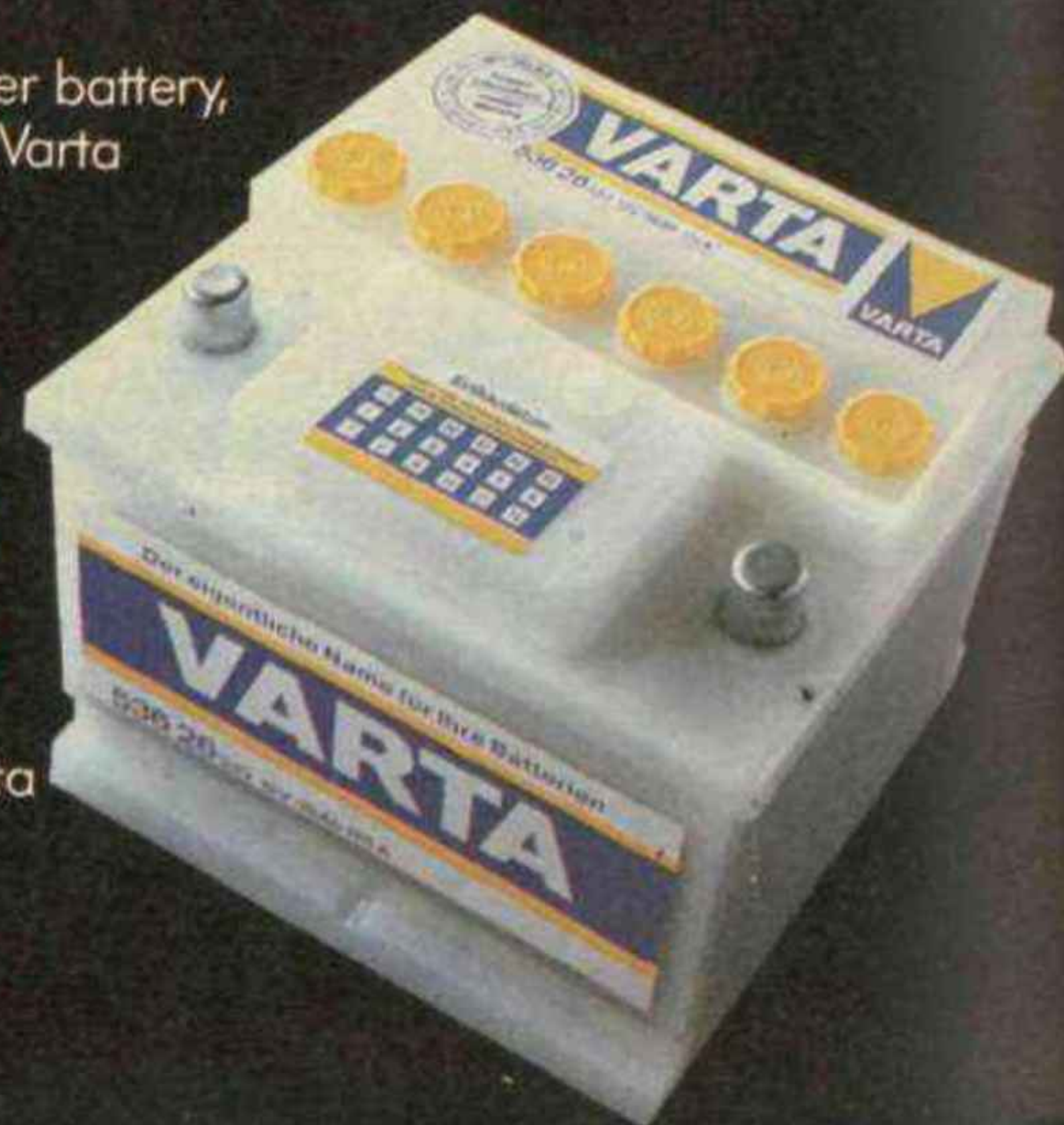
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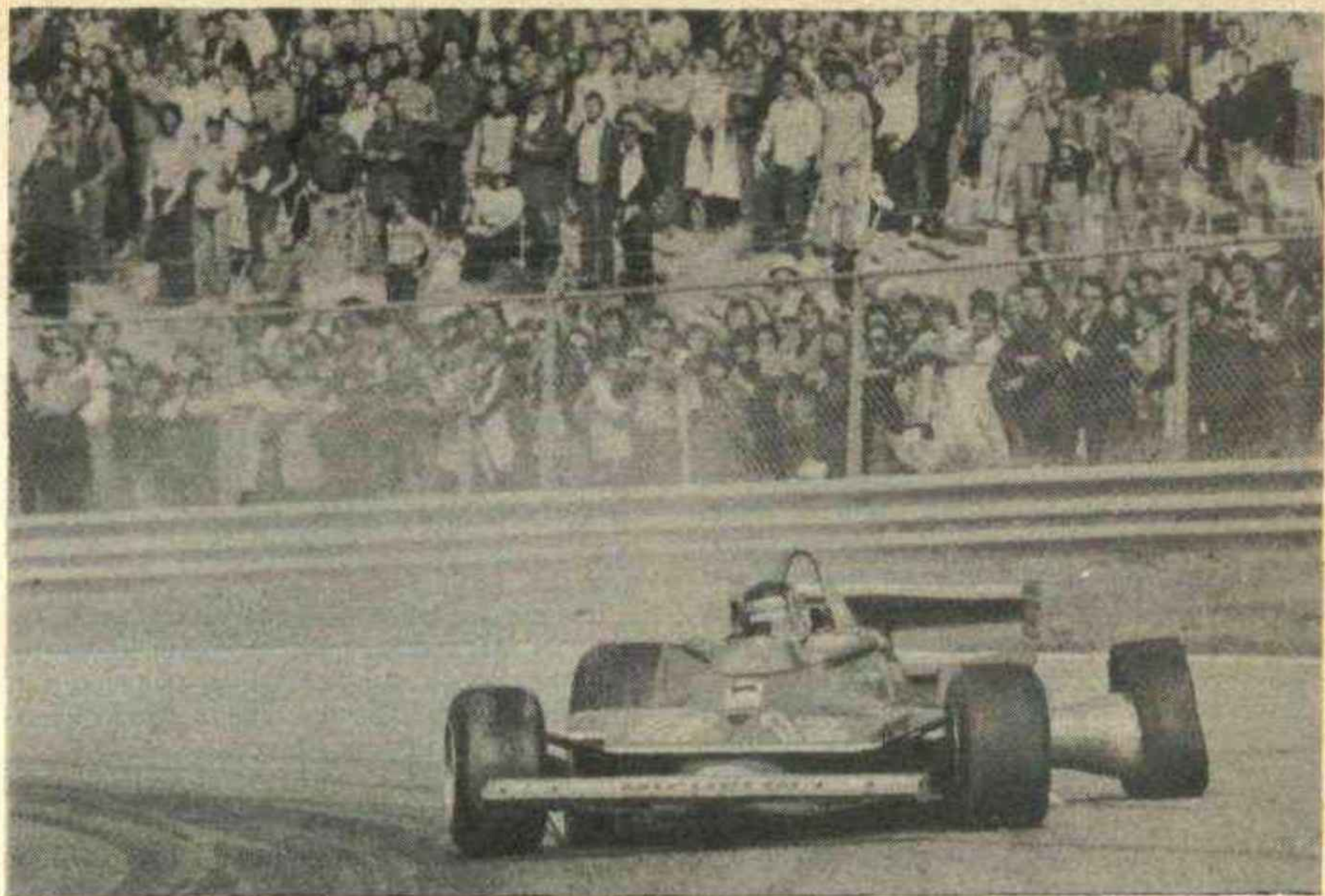
VARTA THE POWERFUL

REFLECTIONS IN THE ZAND

AFTER THE Dutch GP the main talking point seemed to be the actions of Villeneuve, in particular the way he arrived back at the pits on three wheels. A lot of this chat came from people who had seen most of the action on the Television, but as so often happens the TV did not show everything or explain everything. Immediately after the race those who know Villeneuve well and have followed his career closely were unanimous. "What an incredible fellow he is", they said, "a real racer", and I agreed. But those who only saw the disastrous lap with the flat rear tyre and then the suspension breaking up and the Ferrari skating along with its left rear corner dragging on the ground and right front wheel airborne, so that only two wheels were on the ground, said "he's daft, couldn't he see what was happening. He was mad to go on like that", and the pious ones said "it was dangerous". Sitting in their armchairs in front of the Television set they seemed oblivious of a great number of things, all of which when added together make up the "racer" that is Gilles Villeneuve, and you cannot take one part away without destroying the whole.

Think for a moment about his whole actions throughout practice and the race. In the final practice Michelin ran out of qualifying tyres for the Ferrari team, and Scheckter as number one had what there was. Villeneuve, unlike some drivers, is not content to mope around saying "no more tyres", he went out on some slicks that had been hand-grooved in preparation for a wet track, and he was really trying. On the grid he was next to Scheckter, six-tenths of a second slower. At the start he was meteoric and was down the outside of the grid from the third row into second place behind Jones as they started the first lap. He doesn't waste time settling down, or playing-himself-in, he's up and ready to go the moment the red light comes on. After following Jones for a time he then took the lead by running right round the outside of the Williams on the Tarzan hairpin, and he led the race until his left rear tyre began to deflate. He could feel a change in the handling, with a tendency for the tail to slide out into an oversteer situation, but he put it down to the tyres wearing down. Eventually the tail went too far and he spun, at over 140 m.p.h. Seeing a "play-back" of the TV film it was incredible the way he never lost control of the situation, and the moment the car had virtually stopped and was pointing the right way he let the clutch in and was back in the race. He had kept the engine running while he was spinning and never lost his sense of position in space. This attribute of being able to remain aware of your exact position while spinning, so that you are ready for the moment when you can make the next move, is due to the balance systems in your inner ears, which are called proprioceptors, and proprioception is this ability to remain ahead of the situation no matter which way you are pointing. You cannot develop this attribute, you are born with it, and it is very high in ballet dancers, acrobatic high divers, skiers and some racing drivers, like Gilles Villeneuve.

Having gathered up the Ferrari, and blaming the spin on his own misjudgement, he raced on after Alan Jones, in second place. On the next lap the soft tyre had had enough of being overheated and it burst as he passed the grandstands, doing all of 170 m.p.h. Keeping the car straight, which in itself was masterly, he slowed it as best he could



With his nearside rear tyre about to leave the rim and the Ferrari sliding all over the place, Villeneuve's "racer" instincts force him on towards the pits.

and then at the last moment spun it to a stop just off the track, on the outside of the Tarzan hairpin. To have left the car there would have been really foolhardy as it was right in the line of fire of anyone in trouble at the end of the straight. By now there were only nine cars in the race so there was ample time to reverse the stricken Ferrari across the track to the inside, which Villeneuve did. But then the instinctive "racer" in him made him decide to go on, for everything seemed to be working all right, apart from having a flat rear tyre. He then set off on a full lap to try to get back to the pits for another wheel and tyre. When you've been doing 170 m.p.h., had a lurid spin, and grappled with a wayward car on three good tyres and one burst one, it is not surprising that he went a bit too fast and caused the tyre and wheel to break up and destroy the rear suspension. The Ferrari then dropped down onto its side skirt, which was rammed up into its guide and it tobogganed along on the rear end of the left-hand skirt, doing surprisingly little damage to the underside of the car, as inspection afterwards revealed. When Villeneuve got back to the pits his hectic race was over, but no-one can say he hadn't tried. Some of the armchair critics could not understand why he went on with the remains of the wheel and the suspension trailing behind him, but from the cockpit of a Formula One car all you can see is what is in your mirror, and that is not much at the best of times. All it would have shown was that there was no tyre, and you cannot turn your head to look over the back! With a flat-12-cylinder Ferrari blating away in your left ear inside a helmet you would not hear the scraping and jangling noise going on out the back, and as far as the odd feel to the steering and handling, a flat rear tyre is more than enough to make it feel odd.

If Villeneuve's instincts had not made him try to get back to the pits and go on racing, he would never have done all the other things, like the super start, passing Jones round the outside, control and catching the spin. After it was all over he was completely philosophical about it all, yet some of the "old women" in Formula One wanted to have him reprimanded for dangerous actions. You can't please some people; not long ago they were complaining that Formula One was dull and

nobody did any passing or drove with fire in their belly, as in the "good old days". Now that someone is doing this they scream "dangerous and foolhardy". Me? I like Villeneuve, he's the best thing that's happened to Grand Prix racing for a long time, and he's out to win with the ability to do so. If some clown at the back of the field tries to act like Villeneuve then I am not amused, but the French-Canadian is out in front, trying to win. For those who long for "the good old days" I would remind them of Bernd Rosemeyer in the rear-engined Auto Union. Nothing has changed, he drove cars on flat tyres, he went off the road, fought the car back onto the track and went on racing, he feared nobody, not even Caracciola and Nuvolari, and he won Grand Prix races. Rosemeyer was one of my boyhood heroes and that was 1935-37. That was 44 years ago, and I love all the same attributes in Gilles Villeneuve. Nothing changes, people only think things change.

This year there has been a big increase in the casual following of Grand Prix racing, and almost every time you go in the pub after a race your friends are waiting to talk about what they had seen on the Television, for they are not lucky enough to actually go to the races. Last year the reaction was that it was all a bit dull, but this year it has been completely the opposite, which can't be bad.

All this rather overshadowed Jody Scheckter's drive, which must have been one of his best. In our photograph taken behind the pits on the opening lap Scheckter is next to last, only Fittipaldi is behind him, and this was brought about by his clutch playing up at the start and overheating. He cooled it for that first lap, crossing the timing line in 19th place with the clutch now biting properly, and by the next corner he was 18th. He then carved his way up to 16th on lap two, then 14th on lap three, 11th on lap four and on up to third place by lap 26. By all normal standards anyone in 19th place on the opening lap might as well forget about the race, and a lot of drivers would have done, but Scheckter rose nobly to the challenge. When Villeneuve went out he moved into second place, where he finished. At no time did he make up time on the leaders, but that is no disgrace, for

Letters from Readers

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

The Closure of MG Abingdon

An open letter to
Sir Michael Edwardes,
British Leyland Chairman.
From Stephen Dear, Hon. Chairman, MG Car Club, SW Centre.

Dear Sir Michael,

Whilst approving of your general policy of axing sections of BL which have a rotten performance, or which have a poor industrial relations record, I do share the general horror at your decision to axe the MG plant at Abingdon, and I am positively outraged at the idea of a Japanese car carrying the MG badge.

MG is as British as Rolls-Royce or Bentley, and the MG record-breaking and racing history, especially in the 1930s, is probably unequalled.

Please consider:—

MG made the first 750 c.c. car to achieve 100 m.p.h. (1931)

MG made the first 750 c.c. car to achieve 120 m.p.h. (1932)

MG made the first 1,100 c.c. car to achieve 200 m.p.h. (1939).

They won the Ards TT race three times, and had class wins at Le Mans, the Mille Miglia, at Brooklands and all over the world.

And they all carried the Union Jack with pride, and every nut and bolt and casting was British, and the workforce at Abingdon was and is proud of them.

There is still a tremendous enthusiasm for MG in the USA, where MG were the first big-selling imported sports car, and what the Americans want is an updated MG sports car, not that awful Triumph TR7 thing that has no room for a carrycot!

MG at Abingdon have been manfully selling the out-dated MG-B now for 17 long years, whilst BL have poured tax-payers' money into all kinds of dumb models carrying other badges, which the Yanks don't want, and still the MGs have sold,

REFLECTIONS — Cont from previous page they were not hanging about. Some days Scheckter can be a bear, other days he acts like a hero, and this was one of them.

The man that won the race was not without merit either, for Alan Jones is a hard-driving winner whichever way you look at it. He's stocky, rugged, tough and unrelenting and during the race he had to cope with a gearbox that baulked about going into one gear and later jumped out of another gear. The way he braked hard in a straight line and let Villeneuve spin across in front of him was brilliant and so typical of the man, for he never gets in a flap. His consistency of lap times was outstanding, for after the race the time-keepers gave us a complete list of all his 75 lap times. On laps 24, 25 and 26 his times were 1 min. 20.442 sec., 1 min. 20.444 sec. and 1 min. 20.414 sec. and there were many more in that bracket. His fastest lap was 1 min. 19.444 sec. on lap 46 as he closed on Villeneuve, realising the Ferrari was in trouble. When he had to brake while Villeneuve spun his lap time dropped to 1 min. 23.096 sec. and immediately went back to 1 min. 20.048 sec. At lap 64 he eased off to 1 min. 21.733 sec. and for the last three laps he dropped to 1 min. 24.4. sec. No wonder his team think he's great.

In the first practice session there was a disaster

despite the stupid way that the Leyland hierarchy have prevented the development of a new MG sports model.

If Fiat can sell the X/19 sports car in large numbers, why couldn't Abingdon produce a small successor to the Midget and MG-B to compete with them?

Finally Sir, MG stands for Morris Garages, and it always will, and if you are daft enough to stick it on a BLOODY HONDA, then you are going to outrage thousands of patriots and MG lovers all over the world.

If Abingdon must close, and if there are to be no more MG sports cars, then please Sir, let us bury the octagon with full military honours, and let it lie in peace. This is at least a dignified way for a tradition to pass away.

A Japanese MG would be an intolerable insult to all we MG enthusiasts, and the man who made such a decision could fear for all kinds of uproar from great chunks of the community who would have otherwise been his supporters.

For certain, no real MG enthusiast would actually buy one!

Clewer, Somerset

STEPHEN DEAR

★ ★ ★

Sir,

Senior officers of the MG Car Club which has 49 years close association with the Abingdon plant are currently making contact with their 53 overseas centres, 28 of which are in North America (and paradoxically one being in Japan), with a view to putting pressure on Leyland worldwide.

More importantly the club is currently holding "North American salvage operation" discussions with a party of hotly pro-MG, Leyland America J-R-T area sales managers who are desperately demanding to continue marketing the MG-B and Modern Midget and say that they can sell these models in far greater numbers than can be

with the official time-keeping and results were not published until after 6 p.m., practice having finished at 2.30 p.m. The reason was given as trouble at the computer, for the times were being sent direct to a computer in Rotterdam to be processed and returned in tabulated form for instant read-out. From all accounts the computer did not give trouble, it merely did what it had been told to do, namely process the lap times for one hour. Someone had goofed on programming the machine, thinking that timed practice was for one hour instead of 1½ hours! Don't ask me how they sorted that one out, it doesn't bear thinking about.

Ending on a sad note, last year Team Lotus scored a resounding 1-2 with Andretti and Peterson in the fabulous Lotus 79. This year Andretti and Reutemann were still using the Lotus 79 cars but both retired by lap 10 and before the race was really under way the Lotus pits were completely empty. Even worse for Lotus fans is the fact that the win last year was the last Lotus victory (officially) in a Grand Prix. Though Andretti won last year's Italian GP he was penalised out of victory. A Lotus doldrum has happened before, and it will no doubt happen again, but in the meantime they will be back on top, for Colin Chapman doesn't give up that easily. — D.S.J.

currently supplied. They also wish to ensure the future development of the marque. We sincerely hope the Abingdon association can continue.

Any like minded UK interested parties please contact MGCC, PO Box 126, Brentwood, Essex. We would also like to state that the recent MGOC emotional response is to be applauded.

Brentwood

THE MG CAR CLUB LTD.

★ ★ ★

Sir,

I am writing to express through the columns of your magazine my anger and disgust at the decision to close the MG factory at Abingdon.

This plant has always enjoyed good industrial relations and has, as far as I am aware, nearly always been profitable. In addition the cars are always well made and presented. Yet they get closed while other plants at Leyland, unprofitable, strike-ridden and producing shoddy cars get retained. What a way to manage a company!

If the MG badge gets put on a Japanese rice-grinder, even one built in this country, I urge all your readers not to buy it.

At least let the MG die proud, a true British Sports Car. Personally I hope that MG goes it alone and hopefully attains the position of Morgan.

Banbury

D. F. FLETCHER

★ ★ ★

Sir,

Having just heard of BL's plans concerning the MG marque I feel compelled to write a letter criticising the MG-Honda project. I also must criticise the closure of the Abingdon plant, ancestral home of Morris Garages. What a way to celebrate 50 years!

A Cowley made MG is not a very welcome thought, but an MG born and bred in Japan is more of a nightmare.

Hartlepool

AIDAN PHILLIPSON, Age 12

A Whitney Straight Cameo

Sir,

I was sorry to read in your May issue of the death of Whitney Straight. Though I had heard of him and many of his exploits, I only met him once and, on that occasion, I had the job of briefing and later despatching him on a flight from Portreath in Cornwall to North Africa in a Beaufighter, in about 1943. Typically, though he was an Air Commodore, he had chosen to ferry out on an operational aircraft rather than fly as a passenger.

On the day he was to make the flight, take-off was delayed by early morning mist. When the sun appeared to be about to break through, Whitney Straight and the rest of the crews were taken out to their aircraft, which were dispersed on the far side of the airfield, with instructions not to start-up until I fired a green Verey signal from the control tower. Time dragged on and I decided to drive round the perimeter track to see if there was any sign of a clearance on the seaward side of the aerodrome. Suddenly, a Beaufighter loomed out of the mist, tearing towards me and I had to take pretty prompt avoiding action. The aircraft swung on to the end of a nearby runway and the pilot began to take-off, disappearing into a bank of mist. I listened and peered into the mist with my fingers crossed. To my horror, the aircraft appeared out of the top of the mist, climbing at an impossible angle and heading for certain disaster. Somehow, a stall was avoided and the aircraft flew away to complete its journey safely. The pilot was Whitney Straight.

Some weeks later, the regular ferry crew navigator who had accompanied him on this

flight, came in to Portreath with his usual pilot. I asked what had happened on the take-off with the great man. I was told that the pilot's seat, which had to be folded back to permit entry, had collapsed during the take-off and Whitney Straight had heaved himself back into position by pulling on the control column, with near disastrous results. How lucky he was to survive, only a Beaufighter pilot will know!

I hope that someone will write his biography — it would make interesting reading.

Wolverhampton A. C. POWNER, MBE
Flt./Lt. RAF, Ret'd.

Sopwith's Sphinx Project

Sir,

As a regular reader of the best magazine in the business, I am writing to ask for your help in tracing the whereabouts of Tommy Sopwith's Sphinx project.

During 1953 Armstrong Siddeley were seriously contemplating an entry into the Saloon Car Championship with a special Armstrong Siddeley 346 built of aluminium, to compete in 1954. This caused much worry at Jaguars. The car was entered at Silverstone in May 1954 to be driven by Goodacre. It did not appear and as far as I know was never built.

The Armstrong Siddeley Owners Club have stated in their magazine *Sphinx* No. 1979 on page 26 that among the club drawings are a special camshaft, a strengthened crankcase for a 346 engine, with a compression ratio of 9.5:1 giving 150 h.p. on 100 octane petrol with special high-lift cams (0.32"), with medium overlap. Pictured is a two-seater sports car No. 91 racing number registration No. OLT 101, bearing the legend "Sphinx" on the bonnet.

It is known that Allard chassis JR 3405 was delivered in 1953 to Tommy Sopwith for his six-cylinder Sphinx project. Only six Allard JR (Mark 1) chassis were built: JR 3401 to JR 3406 (and only one Mark 2). It is therefore fairly certain that JR 3405 was a "one-off" job. Since the Sphinx project was a six-cylinder effort this precludes the use of AS engine 234 which I believe was another competition development which never materialised. The engine, I believe, developed 125 h.p. from its 2.3 litres. It was eventually used to drop into the 234 Sapphire, detuned, the so-called "Ugly Duckling".

From the information set out above. I am assuming that OLT 101 is Tommy Sopwith's Sphinx project, that when AS abandoned their 3440 c.c./346 Sapphire racing sports saloon, he obtained the engine. This he put into an Allard JR chassis and used for racing.

Do you think that through your columns you could discover whether the connections and assumptions made are accurate, and also whether the whereabouts of OLT 101 could be traced and the information passed on to me? As a regular AS Club member I am very keen to trace the vehicle and I would clearly like to see it.

Northampton DAVID BLACKBURN
[Can any reader help? — Ed.]

A Lancia Liked

Sir,

The last two issues of *MOTOR SPORT* indicate that the Lancia knocking season is upon us (letters from Dr. M. J. Shackleton and P. Hatton refer) and I would like to say a word or two in defence.

As a mere oil company representative I cannot speak for the more exotic machinery but my experience of a Beta 1600 saloon over the last 15,000 miles shows that it is faster, quieter, more comfortable, more reliable and generally

much nicer to drive than my previous two cars, both Cortinas. It starts first time, every time — which the Fords were incapable of. To date there is no sign of rust which is not so surprising perhaps as my Fords were doing their best to corner the market in this commodity.

I am very satisfied and my next car will be another Lancia.

Tilton on the Hill. JAMES HENDERSON
Leics.

Fairness with Fuel

Sir,

I was interested to read in the August *MOTOR SPORT* that the RAC British Motor Sports Council has set up a committee to look into the effect of the fuel shortage on motoring sport.

One has only to listen to the great misinformed British Public to realise that there is a body of opinion that motoring sport wastes fuel and eventually it will have to be stopped.

This is of course rubbish as any careful thinking person will appreciate the quantities of fuel burnt in actual competition are nothing to the amounts burnt in transporting the participants and spectators to the event in question. If the fuel crisis does eventually become that serious, then it is reasonable to assume that *all* leisure activities may have to be restricted as the first logical step in fuel saving.

The message that our spokesmen in the RAC should take to the "Rule Makers" is that there is no commonsense reason to consider motoring sport any differently from any other non-essential activities, football, horse racing for example, involved in transporting people around the country.

Motor clubs should make this view strongly to their controlling bodies and the motoring press in general.

To quote our own particular competition secretary — "We will follow along with any action taken by the football league!"

May all forms of motoring enjoyment (with particular reference to our own very special brand of course!) continue for as long as possible.

Bury, Lancs. N. H. LEAR
Morgan Three-Wheeler Club

Talbot Publicity

Sir,

How many races and rallies, you ask, did the Roesch Talbots win outright? What a funny question! Do you mean, in how many races and rallies were they the fastest cars to finish, or in how many were they awarded first prize for defeating the handicappers? It's all in the Talbot Bible, but as that is undoubtedly the long answer, the short one, Sir, is that the 105s were the fastest cars to finish in the 1931 Double Twelve, the 1932 Brooklands 1,000 miles and the "500" later that year, and that they succeeded in defeating the handicappers in numerous other Brooklands events from two-lap sprints to the Dunlop Jubilee Cup, the 1938 50 miles Outer Circuit "ghost" of the old "500", and the 1939 Locke King Trophy. All at Brooklands, you may say; and were they sports car races? Well, the entries were 90% sports cars, and I have yet to mention the most signal success: that of the 90s in winning Le Mans in 1930. *Winning Le Mans?* Yes, Sir! The main 24-hour competition there was the Index of Performance: the race on distance was a secondary affair. Ask the French, they ran it.

The Talbots were never the fastest cars in any race they entered; how could they be, with unblown engines of 2.3 and 3-litres, competing with equivalent blown engines and with unblown cars of up to twice the size? They could only

figure at all on sheer speed if the races were long enough. They never quite were, but in many of the distance races it often began to look as if the Talbots were going to be the only cars to finish at all.

As regards "winning rallies outright", the Talbot rally effort was restricted to three Alpine Trials which you, Sir, know better than anyone, could not by definition recognise an outright winner. It was just a question of how many marks competitors lost, determining whether or not they won Alpine Cups for team entries, or Glacier Cups for individual entries. The rules were very odd: in 1934 the Delahaye team won an Alpine Cup, despite only finishing two cars out of three! As to the 105s, they never lost a single car or a single mark in any of the Trials, so that one can say no more than that they were "Invincible".
Callington, Cornwall ANTHONY BLIGHT

Remember Roesch

Sir,

I read with some feelings of disgust at the "cheap commercial gimmick" of the Chrysler-Peugeot nomination of "Talbot" with its pronounced French connotations from M. Clement to Rozier (at the tail end of the Talbot Lago) together with some references to Le Mans, Brooklands and Ireland of the racing history of the Thirties without any mention of the man who truly put Talbot on the map, my old friend, Georges Roesch (over 40 years).

Although Georges was naturally not displeased with Talbot racing history, he was at the same time more thrilled by its Alpine triumphs, since he was more devoted to the development of a motoring vehicle than to a car tearing its guts out on the race track.

I worked under his guidance for some nine years and still correspond with his sister in Geneva (his only surviving blood relation) now around the mid-eighties and whose writing would put most of our modern scribes to shame.

If Chrysler-Peugeot produce a car (amid strikes) half as efficient as the Roesch-Talbot it will amount almost to a miracle.

Shepperton V. N. L. Butler,
BA(Eng.), TEng.(CEI),
AMRAeS (Retired)

Saudi Royal Cars

Sir,

I have been following the correspondence in your readers' column recently concerning the Rolls-Royce car owned by Ibn Saud. It may be of interest to some readers to bring things up to date with regard to Saudi royal cars.

When in Jedda with the Embassy a couple of years ago I was sent on business to Riyadh. My arrival at the airport coincided with the arrival of President Numairi of Sudan and I was fortunate to get very close to the road to see the convoy of cars departing. King Khaled and the President were seated in a magnificent Burgundy coloured Phantom Landaulette which appeared to be an exact copy of our Queen's car, the back-up car being a black Phantom VI saloon. There are many Silver Shadows now gracing the desert Kingdom's highways, but I did see three Camargues and one of the Pharaon brothers in Jedda has a nice white Corniche convertible. I might also add to correspondent F. H. Bothamley that alcohol is still proscribed in Saudi Arabia and beheadings and lashings still continue. Beit Philby is still there as is the old Legation building, both surrounded by multi-storied monsters.

A big thank you also to correspondent Elliot-Pyle for his support of the Kitten. I ran a Rebel (the Kitten's predecessor) in Germany and

UK for three years and have now purchased my wife a Kitten which purrs its way around Bedford and occasionally roars up the M1 to Yorkshire at the weekends loaded with children and other baggage all at a very satisfactory rate of knots and seems satisfied with the occasional whiff of petrol. Which incidentally, here costs 25p per gallon, just as well as my present mount is a 1978 Dodge Aspen R/T with 5.5-litre V8 engine!

One last little thing if I may hog your columns a bit longer, would someone like to explain to me personally or to everyone through your columns why Chevrolet Caprices are retailing in the UK at £12,000 plus? Their US and UAE price is around £4,000 fully loaded. Someone somewhere is making a killing.

Abu Dhabi, A. R. A. DEARING
United Arab Emirates

The Metric System

Sir,

Here in New Zealand we have just received the May edition of MOTOR SPORT, so I was most interested to read D.S.J.'s comments on the introduction of the SI (metric) system to Britain. We have been using this system in New Zealand and Australia for some time without difficulty as the conversion from miles per hour (m.p.h.) to kilometres per hour (km/h.) and brake horsepower (b.h.p.) to kilowatts (kW) is straightforward enough. What is more the SI system is based upon the laws of physics not the length of a Saxon king's stride.

However there is one aspect of the SI system as introduced here that is quite absurd and you should resist NOW while you still have a chance to campaign against the bureaucrats. The unit of fuel consumption used here is the number of litres of fuel used per 100 kilometres. This reverses the obvious conversion from miles per gallon (m.p.g.) to kilometres per litre (km./l.) which would seem natural, but by using litres per 100 kilometres (l./km.) the more "economical" the car, the SMALLER the consumption figure, which causes endless confusion amongst everyone.

MOTOR SPORT readers should petition their Members of Parliament at once to prevent this nonsense from occurring in Britain.
Petone, New Zealand J. HURST

Gas Guzzlers

Sir,

How very much I agree with the letter from Mr. R. Sandbach on page 1358 of the September MOTOR SPORT.

I have been on flights with less than 77 passengers he mentions, and more than a couple of times too (but on one occasion on the Friday night New York-Atlanta commuter flight they were standing in the aisle!!) — but if you think the 747 is a gas guzzler then Concorde must be the daddy of them all — one trip should keep the average motorist fuelled up for life.

And what about the damn great Army tanks playing futile games every day on the Lulworth ranges near here — plus Hercules transport planes droning seemingly every day dropping parachutists across the bay. When the powers-that-be start doing something about the real energy consumers — then — and only then — will I start believing we have a fuel crisis.

Name and address supplied

Fuel Consumption

Sir,

In the past half-dozen or so issues you have reviewed a number of small-engined, small-bodied vehicles; two of the Renault 5 range,

Fiesta, Alfasud, and in your September volume a Fiat Strada.

What surprises me is how easily satisfied you are with the fuel consumptions. "I was pleased to get 36 m.p.g. . . ." (Fiesta), "I returned a commendable 34.2 m.p.g." (Alfasud), "an excellent 37.1 m.p.g." (Strada) and you regarded as "astonishing" the consumption figure for the Renault 5GTL (48 m.p.g. best figure).

In relation to the engine size, the body size and weight, and the b.h.p. output, I think these figures are nothing to shout about at all.

My BMW, all 3,000 lb. and 200 b.h.p. of it, returns fuel consumptions in the upper 20s, together with the accoutrements not usually associated with the types of vehicle I refer to above. Even a 1956 Morris Minor 1000 I owned some years ago would consistently return 46-48 m.p.g. on long, non-motorway type motoring journeys. So I do not feel that the motoring industry has done much at all towards improving the fuel consumptions of their bread and butter models.

Far more laudable are the efforts of Jaguar; to squeeze 15 miles from a gallon of petrol, when squirted into 12 cylinders displacing 5.3 litres, seems to me far more of an achievement than the pretence at fuel economy being offered on current smaller vehicles.

Solihull

J. PULLON

Français

Sir,

Following the Renault 5 "LE CAR", may we expect a response from Ford? A Fiesta "THE VOITURE" perhaps?

Sheffield

PETER FAWCETT

Donald Campbell

Sir,

Recently a few avid fans of the very brave Donald Campbell went to Coniston and were amazed at the general lack of trumpet-blowing. A great, great man who bravely tried to keep the Jack-of-the-Union flying. Is there a D. C. Appreciation Society?! Our 'bus stayed only 90 minutes and then wasted four hours at Windermere.

Incidentally, I met Tanya and Donald just previous to his very sad demise and he talked to me for ages and no affectations, how sad that he is treated now as he was while attempting the impossible — shabbily. He, like many sons of famous fathers, "dwelt in their shadow."

Keep up the work. How about an L&WSR in Campbell's name. I'd help form a society.

Leeds

GEORGE ARCHER

[When Donald Campbell was killed on his bid to raise the WSR we said in an Editorial that whatever had been, and was being, said of him, he, and he alone, was the brave man who had to get into "Bluebird" and drive her when the time came. — Ed].

How to Drive a Saab

Sir,

Apropos your comments on the Daimler Company booklet "Hints On Driving", you may be interested to know that owners of two-stroke Saab 96 saloons and 95 estates were still being encouraged (via their driver's handbook) to switch off the ignition on long descents — having first locked out the freewheel, of course — as late as 1964.

Thank you for the best motoring magazine, which I have read every month for the last 20 years.

Morpeth

DAVID M. LANDERS

[Yes, I remember. — Ed.]

The Fisher Jaguar

Sir,

I write to ask for the assistance of MOTOR SPORT in finding the whereabouts of a sister car to one I own.

This car is called the Fisher Jaguar and was built by Mr. J. Fisher of Canning Street, Edinburgh in the 1950s. He sold it in chassis form to a group of people who were going to race it. The partnership dissolved and the car vanished until eight years ago when the then owner contacted Mr. Fisher. The owner lived near Leicester and at that stage the car had a home-made body with cycle wings.

I hope that you may either publish this letter or make mention of this in MOTOR SPORT as it would be of great interest to me to know if and where the Fisher Jaguar now is. My car is Riley-powered and was raced by Mr. Fisher himself. It is quite well known around Scotland.

I do hope that you may be able to help but of course after all this time the car may be just a little part of history. I am sure that if it exists the readership of MOTOR SPORT will know of it!
Leuchars, Fife JOHN FOSTER

Mystery Driver

Sir,

On page 1132 of August MOTOR SPORT you ask who the driver was of the "Shooting Star" experimental Renault turbine car which took four records at Bonneville in 1956

1 kilo (f.s.)	— 190.68 m.p.h.
1 mile (f.s.)	— 191.30 m.p.h.
5 km.	— 191.93 m.p.h.
5 miles	— 186.50 m.p.h.

It was Jean Hébert.

He competed from 1954-59. He won the '58 Liège-Rome-Liège Rally on an Alfa Romeo and the '58 German Rally, both with Bernard Consten.

He also co-drove an Alfa Romeo in the '58 Le Mans but retired after seven hours.

Farnham

JIM WRIGHT

Economy Car

Sir,

I am very pleased to see in the August issue Dr. Elliot-Pyle's letter in praise of the Reliant "Kitten". This is the first small car I have owned since I raced Austin 7s before the last war and I am absolutely delighted with it.

Wanting a modern replacement which wouldn't rust, would carry the odd vintage engine, and be really economical on fuel, one wasn't left with much choice. Its economy on fuel is quite outstanding and the comfort of the seating could teach a thing or two to most of its contemporaries. It goes round corners like a tramcar and one seems to be able to average well over 60 m.p.h. over long journeys without overstressing the 848 c.c. aluminium engine. With the wall-to-wall carpeting and every little accessory including stereo sound, I cannot fault this little car. It is hardly to be wondered that one seldom sees a "Kitten" in the "For Sale" ads.

Beckenham

R. WILSON-KITCHEN

TAILPIECE



"The shape of things to come or the fastest tea urn in the West?" asks reader R. G. Whisker.

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FOR SALE

PORSCHE 356, 1962. LHD, recent overhaul, metallic paint, opportunity to purchase an appreciating asset. £2,800. Tel: 01-855 3553. (24644)

JAGUAR "E"-TYPE Series II roadster, 1969. White, believed genuine 23,000 miles, black hard top, radio/cassette. £5,750. Tel: Wolverhampton (0902) 35117. (24645)

TRIUMPH GT6, 1973. Magenta, v.g.c. O.D. Sundym, HRW. £1,375 o.n.o. Tel: 021-502 2545. (38961)

TRIUMPH STAG, October 1976 R-reg. Java green, manual, O.D. alloy wheels, etc., excellent condition. £3,985. Tel: 01 360 3618 (Enfield). (38962)

GILBERT INVADER Mk III, 1973. Red, automatic, sun/roof, stereo radio/cassette, superb condition. £2,995. Tel: Downton (Wilts.) 21395. (38963)

LANCIA MONTECARLO, 1977(S). One owner, 23,000 miles, taxed until December, electric windows. Full service just completed. £4,250 or best offer as must sell. Tel: 021-353 2393. (38964)

LOTUS EUROPA T.C., 1972. Red, 41,000 miles, white alloys, recent cylinder head O.H. new rear shocks, bearings, radius arms, exhaust, brake pipes, shoes and pads, stub axles, as completion of overhaul plan for the car, electronic ignition and stereo available, some spares. Very quick and sure — one of the few that is tuned properly. Imminent marriage only reason for sale, even then only at the right price. £7,700. Tel: Blackpool 41379. (38965)

FORD ZEPHYR convertible, 1962. Power operated hood, sound car, original log book. £1,575. Tel: 01-994 2687. (38966)

LOTUS ESPRIT, 1976 (September). Finished in red, fitted radio, 15,000 miles recorded, serviced by local Lotus dealer. £6,950. Tel: J. Haines 021-643 8303 ext. 283 (weekdays) or (0934 414208 (weekends)). (38967)

ROLLS-ROYCE Silver Shadow, 1969. 45,000 miles, opalescent red, natural hide, full length sunroof, refrigeration, new tyres, RREC class winner 1978, service history, immaculate. £14,750. Tel: Hertford 50137. (38968)

MORGAN 3-WHEELER sports 2-seater, 1932. JAP V-twin water cooled, two speeds, red body, black seats, mint. £4,950. Tel: 021-353 3485 (evenings). (38969)

FIAT X1/9, 1977. Much pampered by one owner, superb in metallic blue, very economical. £2,850. Tel: Wexley 321 (Hereford). (38970)

JAGUAR 3.8S type Burgundy, manual, overdrive, PAS, stereo radio/cassette, 12 months MoT, taxed, £950. Tel: 0705 699239 (evenings only). (38971)

LOTUS 7, 1962. Super Seven Cosworth. Beautiful condition all round, blue-polished aluminium, garaged every winter, original log book, owner's manual etc., growing family forces sale. £2,450 o.n.o. Tel: (0229 21286) Cumbria. (38972)

TRIUMPH GT6, 1973(M). 30,000 miles, full year's MoT, overdrive, Sundym, HRW, Ziebarted, headrests, cassette/radio, immaculate throughout. £2,100. Tel: Leeds (0532) 685446. (38973)

LANCIA 2000 FI sedan, M-reg, 5-speed, electric windows, white, blue velour interior, new XAS's fitted, classic car, low mileage, radio, full history, taxed, MoT. £1,195. Tel: 01-802 4451 (work), 01-229 2684 (home). (38974)

DAIMLER Mk II, 1964. V8, automatic, silver grey with red interior, one owner, body needs attention, 59,477 miles from new. £375. Tel: Etwell 2200 (Derbyshire). (38975)

RILEY 2 1/2, 1953 RME. Dismantled but complete less some body parts. Tel: Weymouth (03057) 73050 (business hours). (38976)

LOTUS 7 Special, never registered. For sale with or without complete 1500 and 1600 engines and boxes. Tel: Weymouth (03057) 73050 (business hours). (38976)

JAGUAR E-TYPE FHC, 1970. Red, chrome wire wheels. £4,000 o.n.o. Tel: Derby (0332) 810444. (38977)

AUSTIN HEALEY Mk III 3000 stage two 1965. Red, new leather interior, respray, no rust, low mileage, immaculate specimen. Offers £4,600. Tel: 01 352 3354 (evenings). (38978)

MG-A ROADSTER, 1957. Red, new hood, tyres, exhaust chrome, taxed, MoT, average condition. £1,150. Tel: Chester 0244 674923 (evenings). (38979)

JAGUAR Mk II 3.8 saloon, 1966. Manual, overdrive, chrome wire wheels, 56,000 miles, history, metallic chrome, cream leather, stored for five years, just overhauled, new MoT, unused toolkit etc., immaculate throughout. £2,750. Tel: 021 354 4434 (Birmingham). (38980)

MERCEDES 190SL, 1960. H'S tops, interior and engine good condition, some body and chrome rust, excellent for restoration. Offers. Tel: Pulborough 2646 (evenings). (38981)

FROG EYED Sprite, 1960. White, genuine 68,500 miles, MoT May 1980, spare steel bonnet, fibre glass bonnet fitted, excellent condition. £850 o.n.o. Tel: Leeds 654671. (38983)

ESCORT SPORT 1600, 1978(S). Signal amber, towbar, sunroof, rustproofed, excellent condition. £3,000. Tel: Melbourn (Derby) 3241. (38984)

1970 AUSTIN 3-litre saloon, MoT July 1980. Towing bracket, new tyres, good running order, bodywork requires attention. £500 o.n.o. Tel: 061-483 0995 (Stockport, Cheshire). (38985)

LOTUS 7, T Regd., twin cam, 7,000 miles, black, unbranded, £4,450. Tel: Bicester 45711 or Banbury 3300 (evenings). (38579)

ALVIS GREY LADY SALOON, 1955. Excellent condition. Full history. Several spares. Offers. Tel: Manchester 061-434 3193 (evenings). (37728)

LOTUS EUROPA Twin Cam Special, 5 speed, 1974 M Reg. Tints, alloys, radio, white with black, 36,000 miles, as new condition, regularly serviced, full M o T. Devon car, two owners. £3,495, any p.ex taken, finance arranged. Tel: Plymouth 23438 (office). (38992)

FOR SALE—continued

1936 PACKARD 120 Steel Saloon. Complete, sound and running but needs restoration. £975. Tel: 061-485 1873. (38990)

ORIGINAL BRIGHT red V12 E-Type Roadster in excellent condition. L Registered, radio-cassette, M.o.T. £5,500, negotiable. Tel: 021-378 3491. (38988)

BMW 2000 Touring Sports 1972, 63,000 miles, very good throughout, long M.o.T., owner working abroad, requires early sale, hence £1,195 o.n.o. Tel: Bath 315596. (38986)

JENSEN HEALEY, 1974, black black interior, stereo radio-cassette, tonneau, beautiful car. Tel: Sutton Elms (Leics) 283510. (38957)

LOTUS EUROPA SPECIAL, JPS 051, Full M o T., 30,000 miles. £3,250. Tel: Hincley 0455-212362. (39063)

T REGISTERED Morgan 4-4 2-seater. Silver/gun metal metallic finish, chrome wires. Must be seen to appreciate. Offers over £5,500. Tel: 01-958 4501. (39064)

AUSTIN A35 1958 4-door saloon, 31,000 miles recorded, gleaming black coachwork, red interior. Superb and original. Must be finest available. £850. Tel: 0292 700249 (Bournemouth). (39065)

MORGAN 4/4 4-seater, AOE 5K. One owner, placed national concours 77-78 79 Wire wheels. Rebuilt 1977 alloy panels and doors. All Bills. Many extras. £5,500 o.n.o. Tel: Plymouth 822978. (39067)

VINTAGE VAUXHALL 23-60 tourer, 1925. Original factory polished all alloy body. In daily use and mint condition. Offers invited around £18,500. Tel: Ivry 651115. (39068)

ELAN SPRINT FHC 1973. 42,000 miles. Recent professionally rebuilt, balanced engine. Complete history available. Stainless silencer. New rear shocks, battery, Doughnuts, voltage reg., steering joints, brake pads, etc. Bronze/white, tints, Immaculate. Owner abroad. Must sell. £3,100. Tel: Sheffield (0742) 693063. (39069)

TR6, 1972, white, Ziebart, tonneau, recent hood, carpets, sensible extras, excellent condition. TR Register member. £1,850 o.n.o. Tel: Bristol (0272) 683718. (39070)

COLLECTOR'S CAR. Fine specimen of Elan +2 130.5, M Reg. Genuine 39,000 miles. Excellent bodywork and mechanicals as just totally overhauled at Hethel (bills available). Alloy wheels — new tyres. High quality vehicle with great investment potential. Offers around £4,000. Dealers and time wasters unwelcome. Tel: Day Hoddesdon (Herts) 60371 M.W.L. (39071)

E-TYPE 4.2 FHC 1968. Red, c.w.m, tinted glass etc. Very good condition for year. Must be seen. £3,250 o.n.o. Tel: 061-336 2528. (39072)

1958 JAGUAR MK. I. Complete car for sale as spares. Tel: Atherton (Manchester area) 878584. (39073)

DUE TO ILLNESS, 1954 Mercedes Benz 190 SL Sports, L.H drive, Reg. Britain 1964, requires king pins fitting for test but supplied with car. Best offers around £1,800. Tel: Sheffield 657817. (39074)

ASTON MARTIN DB Mk III, 1957, mechanically good (5,000 miles since engine rebuilt), bodywork could be improved. Offered in exchange for interesting Austin Healey TR, AC, MG or WHY or sell value £4,000. H. D Bos. Tel: 0406 (Holbeach) 362162. (39075)

GINETTA G15, Chassis no. 0001, metallic turquoise, 998 c.c., sunroof, wheel arches, Wolfraces, roll cage, anti-roll bar, stored for past two years. Offers. Tel: 021-351 2893. (39315)

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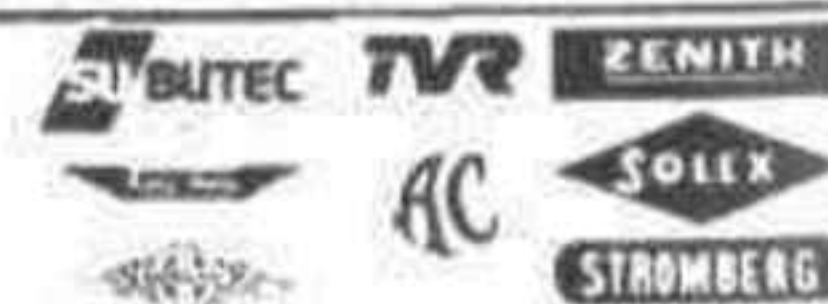
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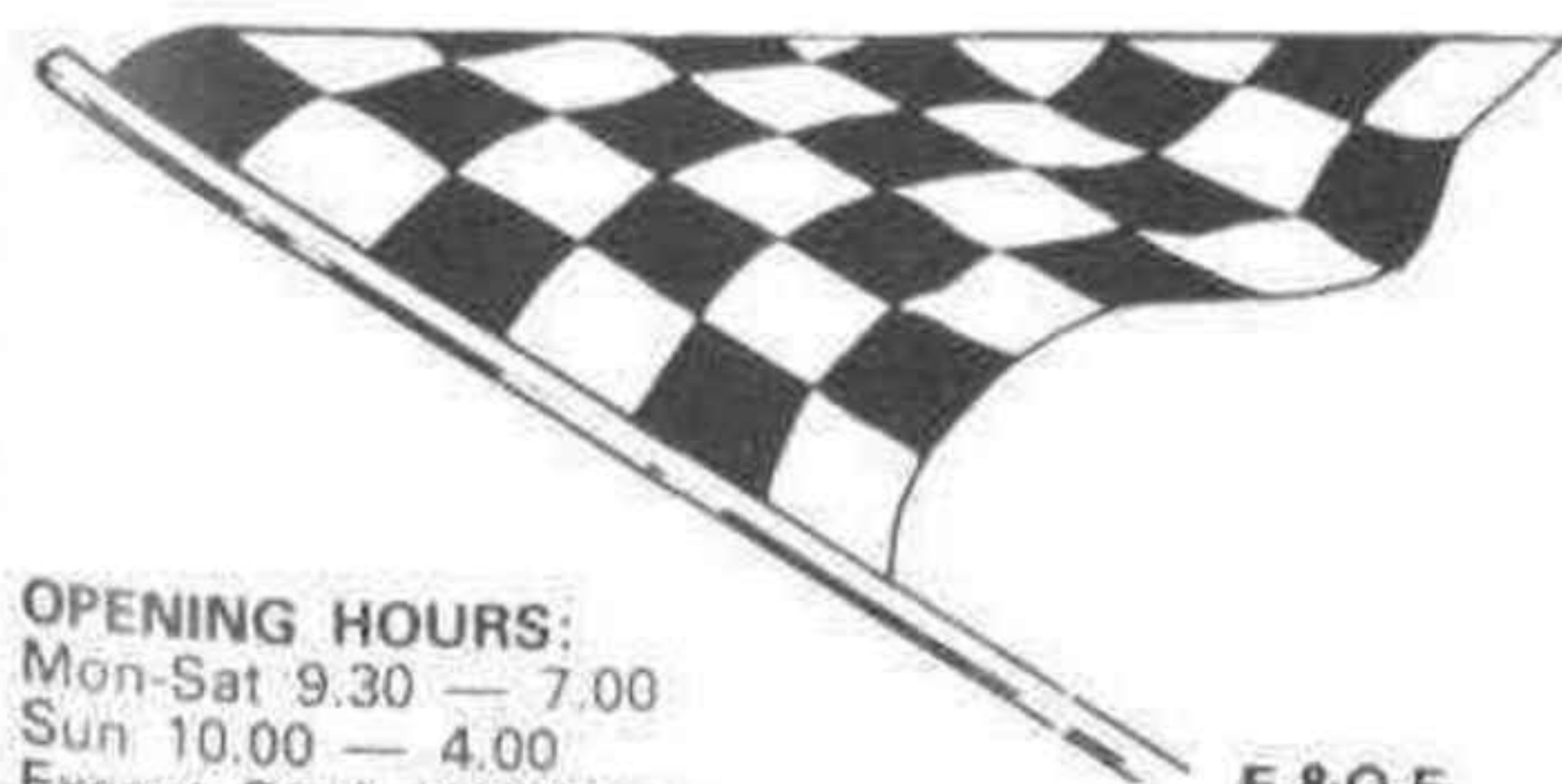
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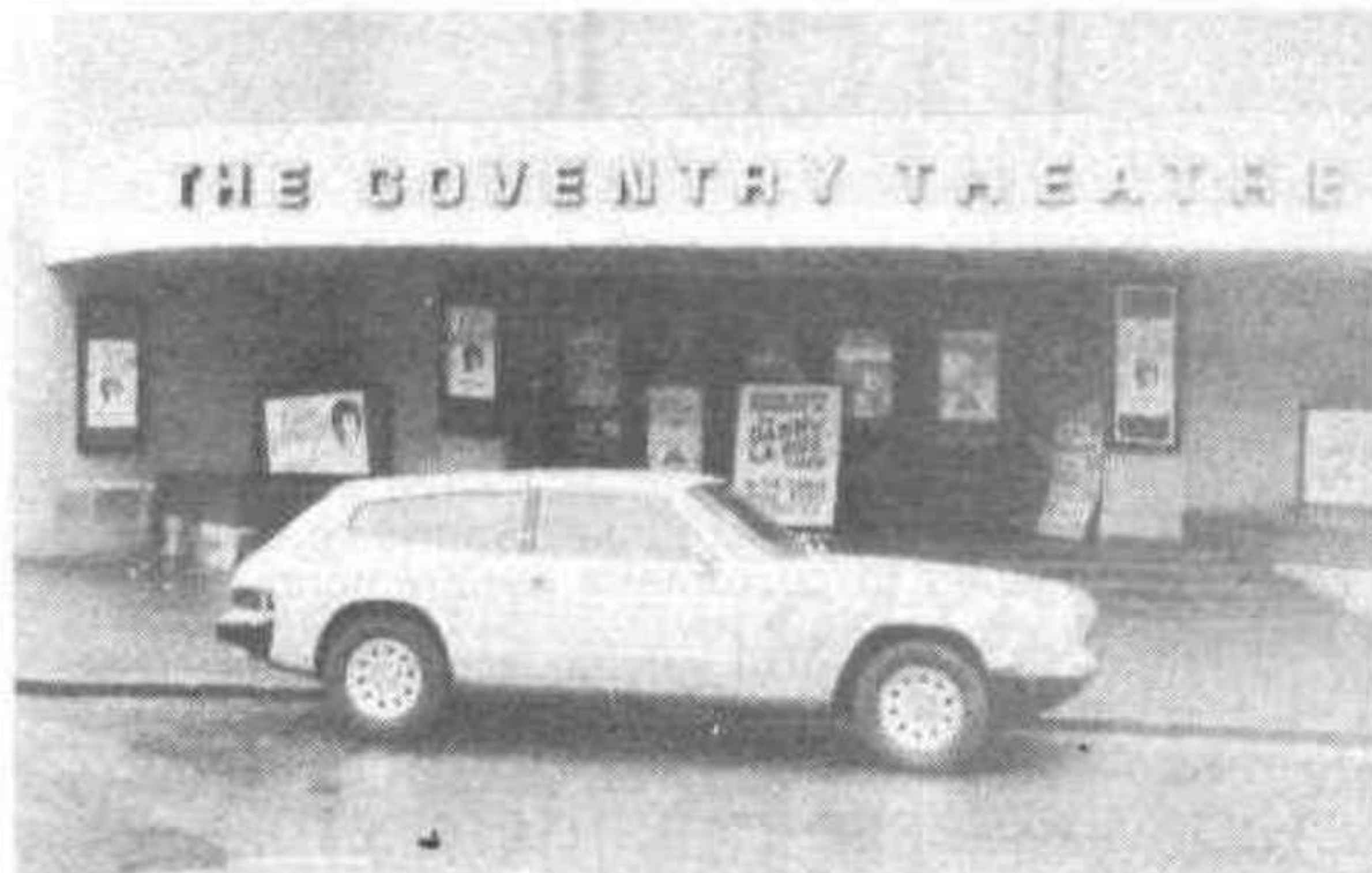
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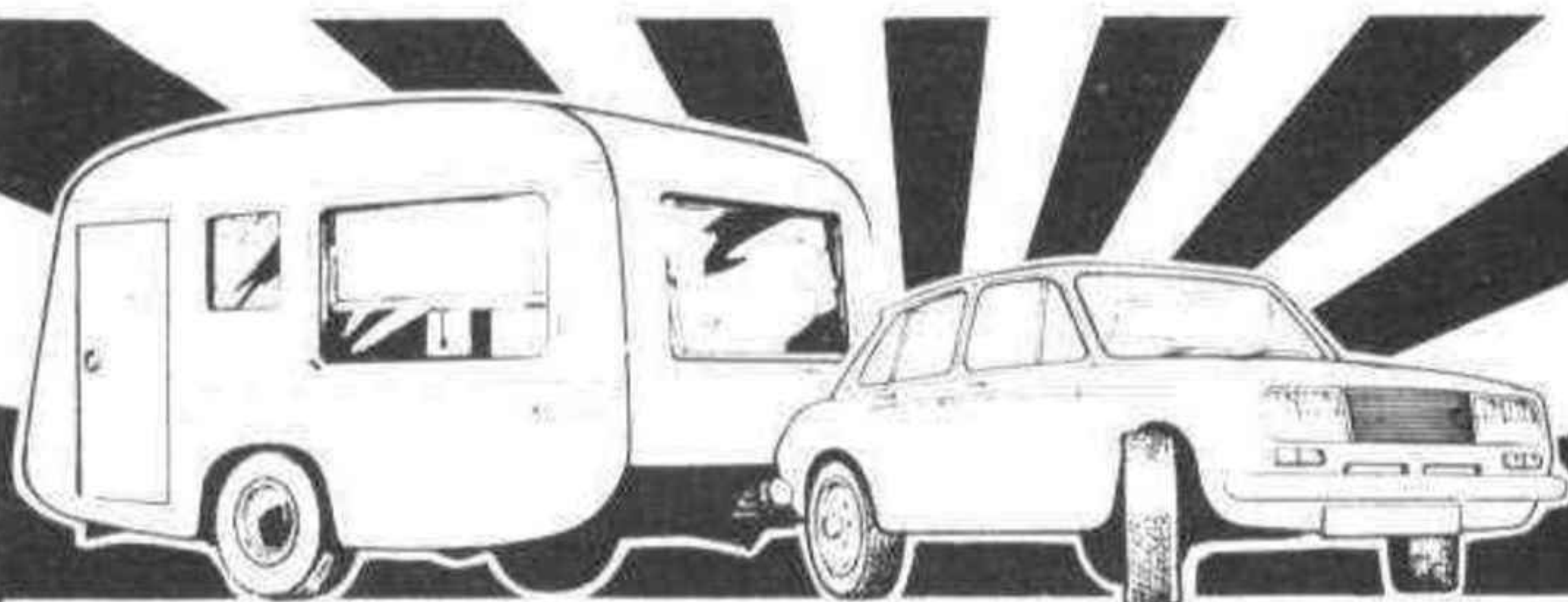
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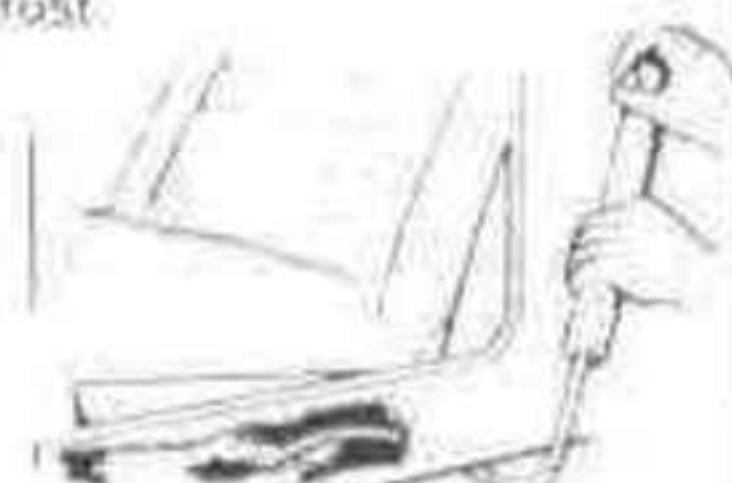
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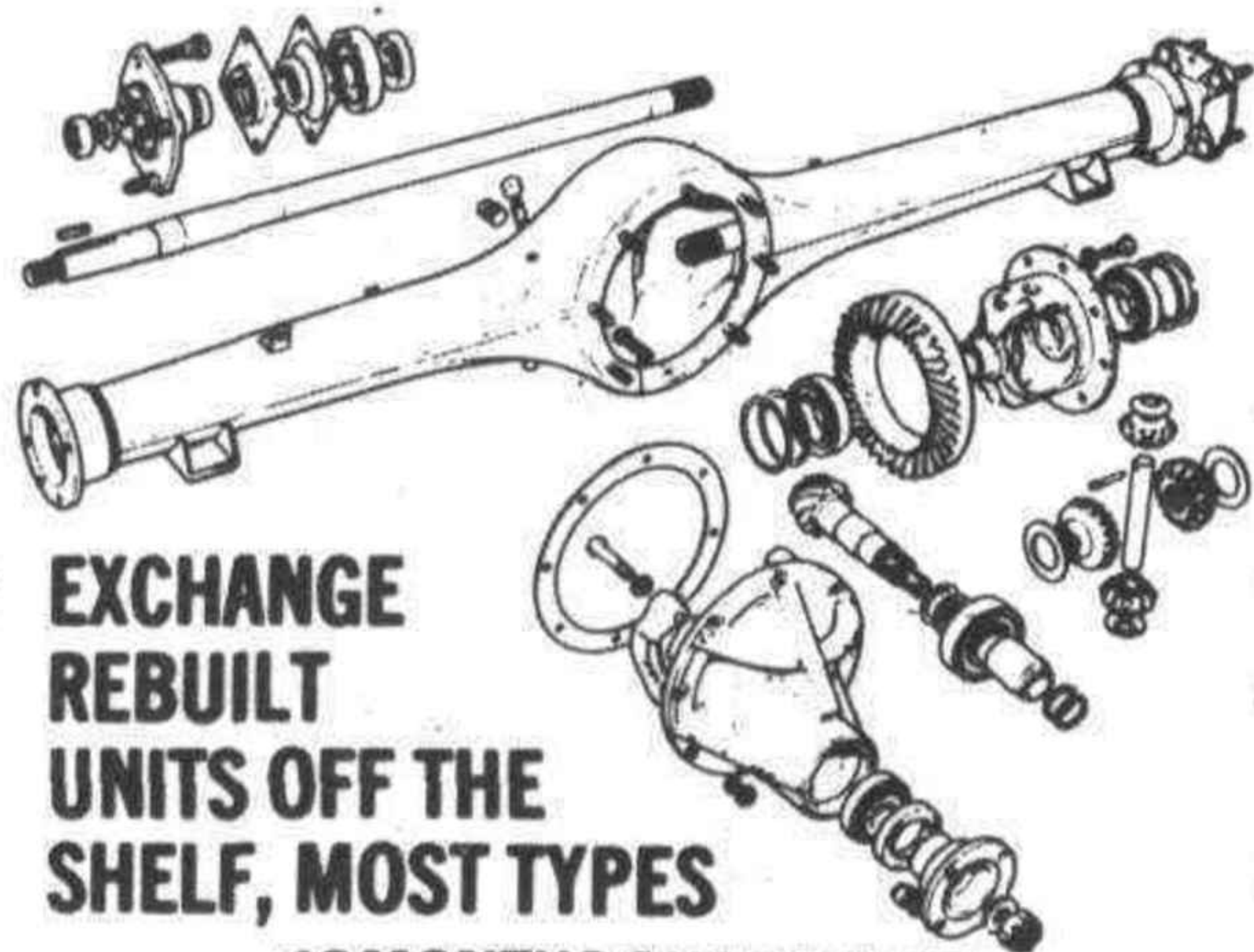
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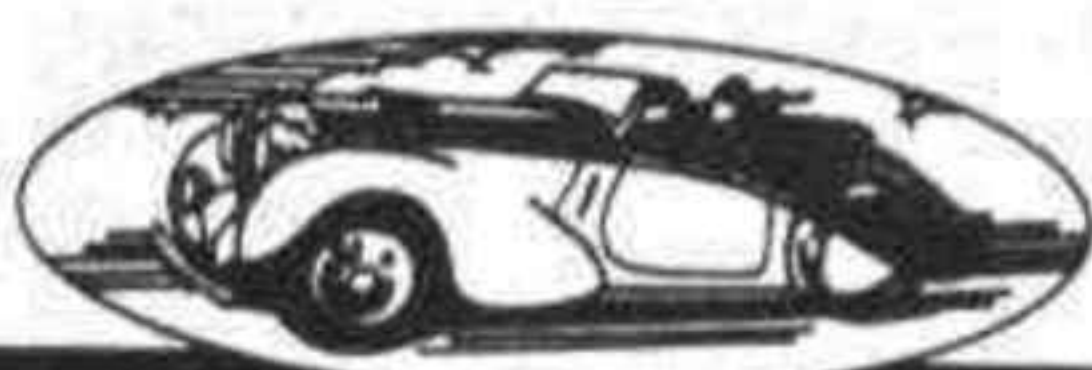
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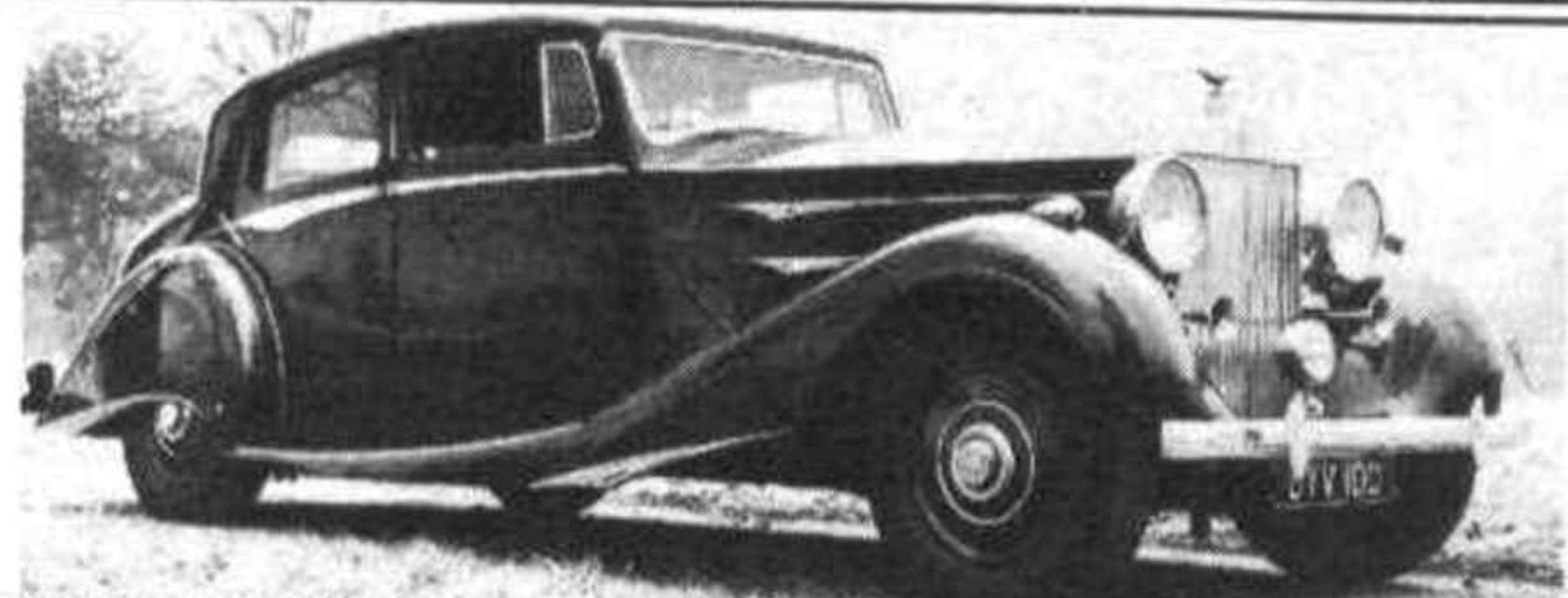
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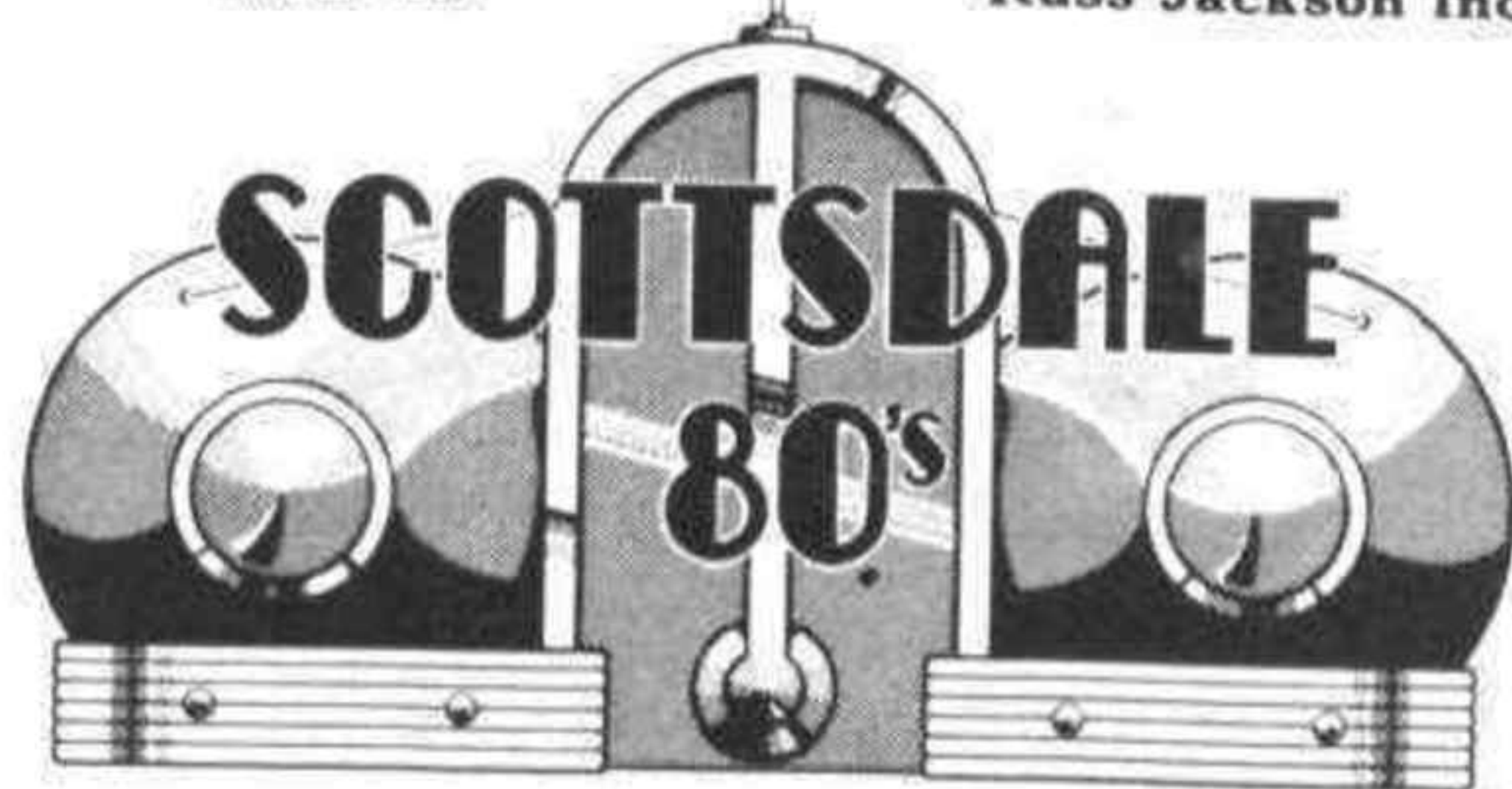
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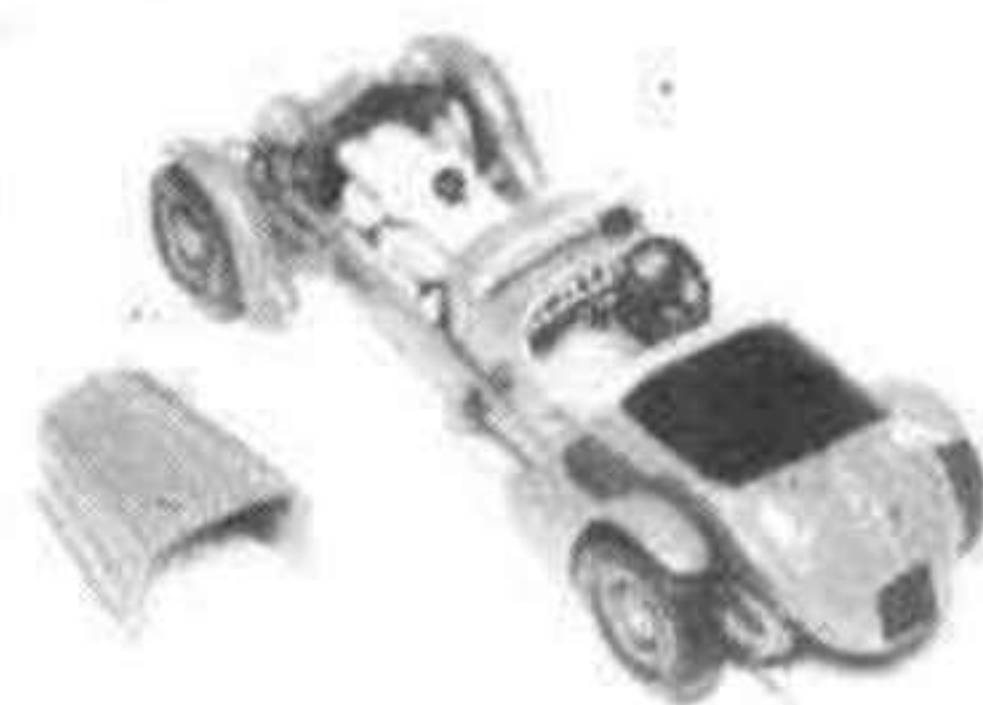
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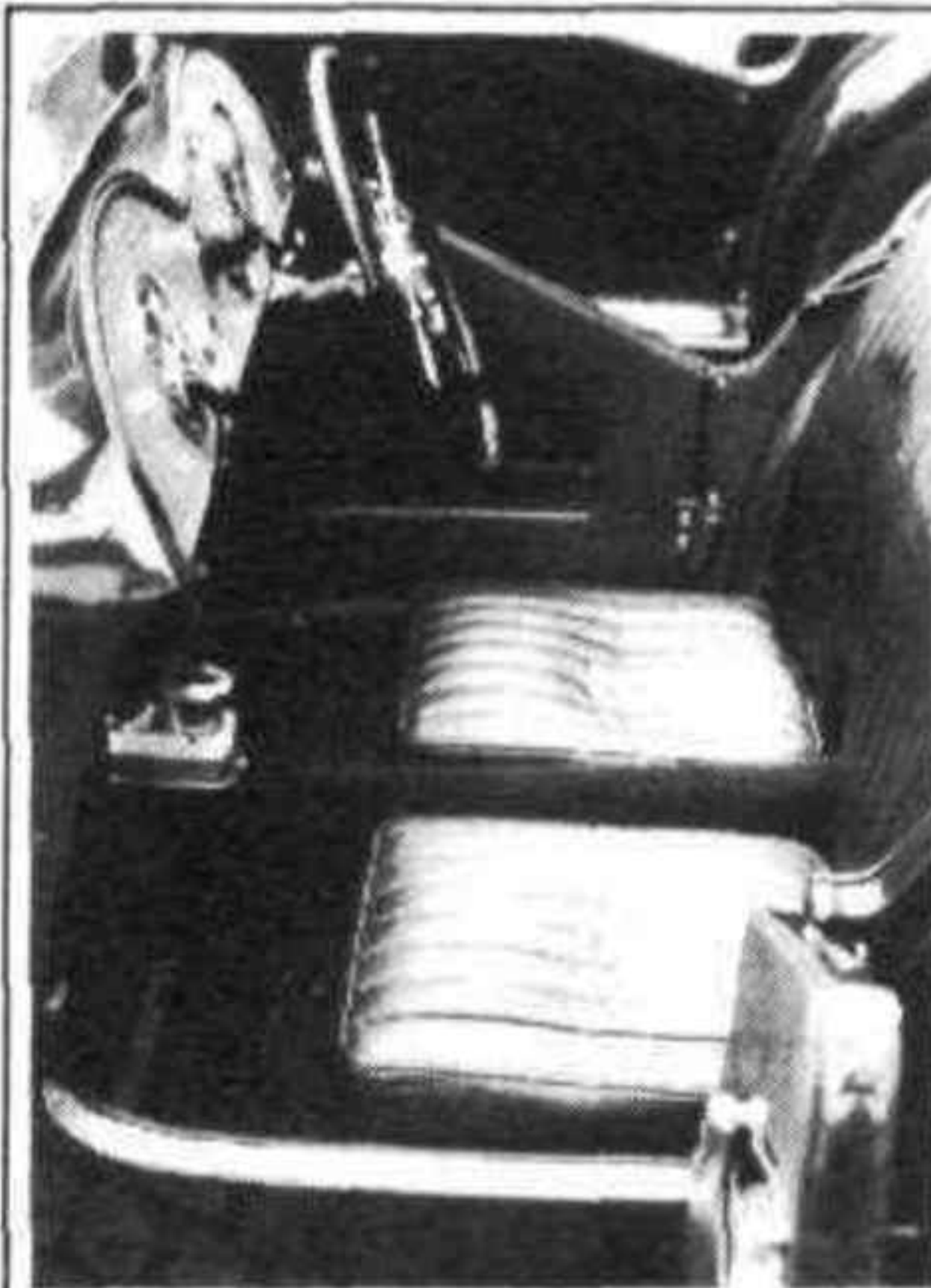
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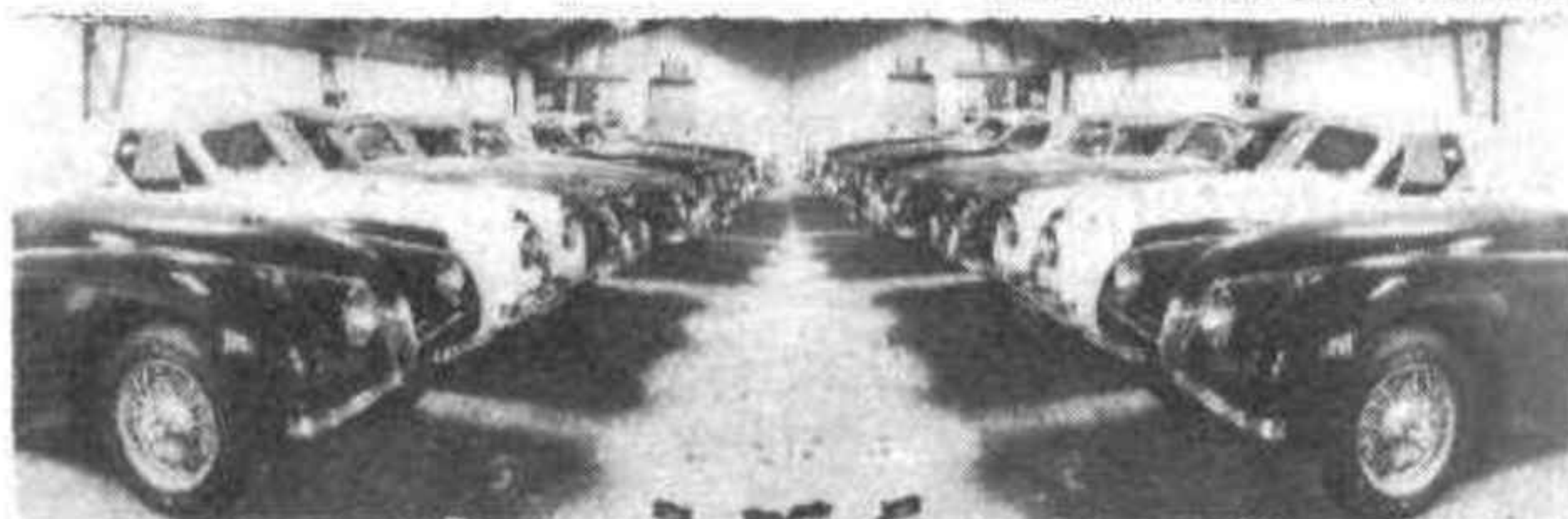
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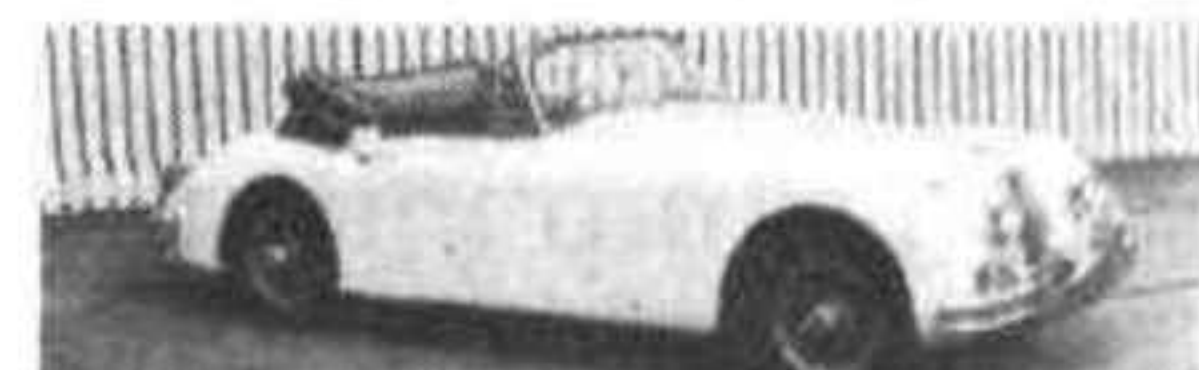
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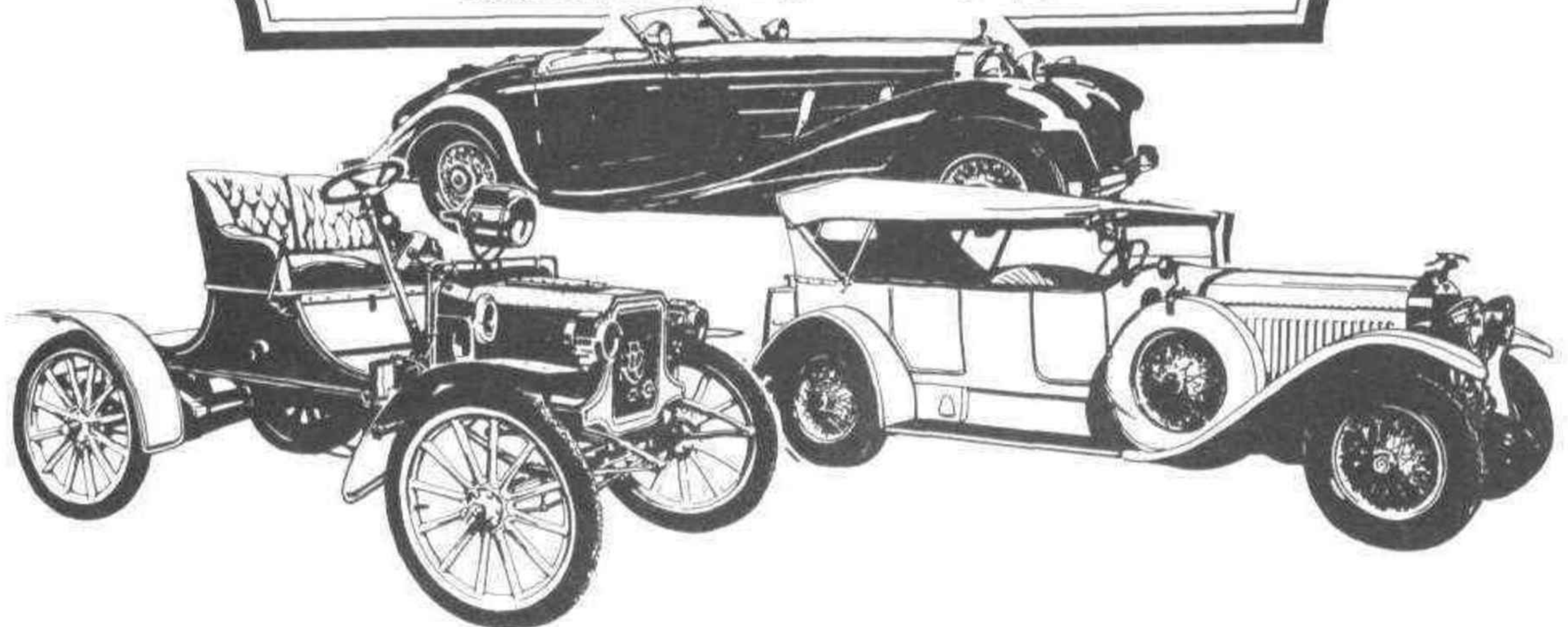
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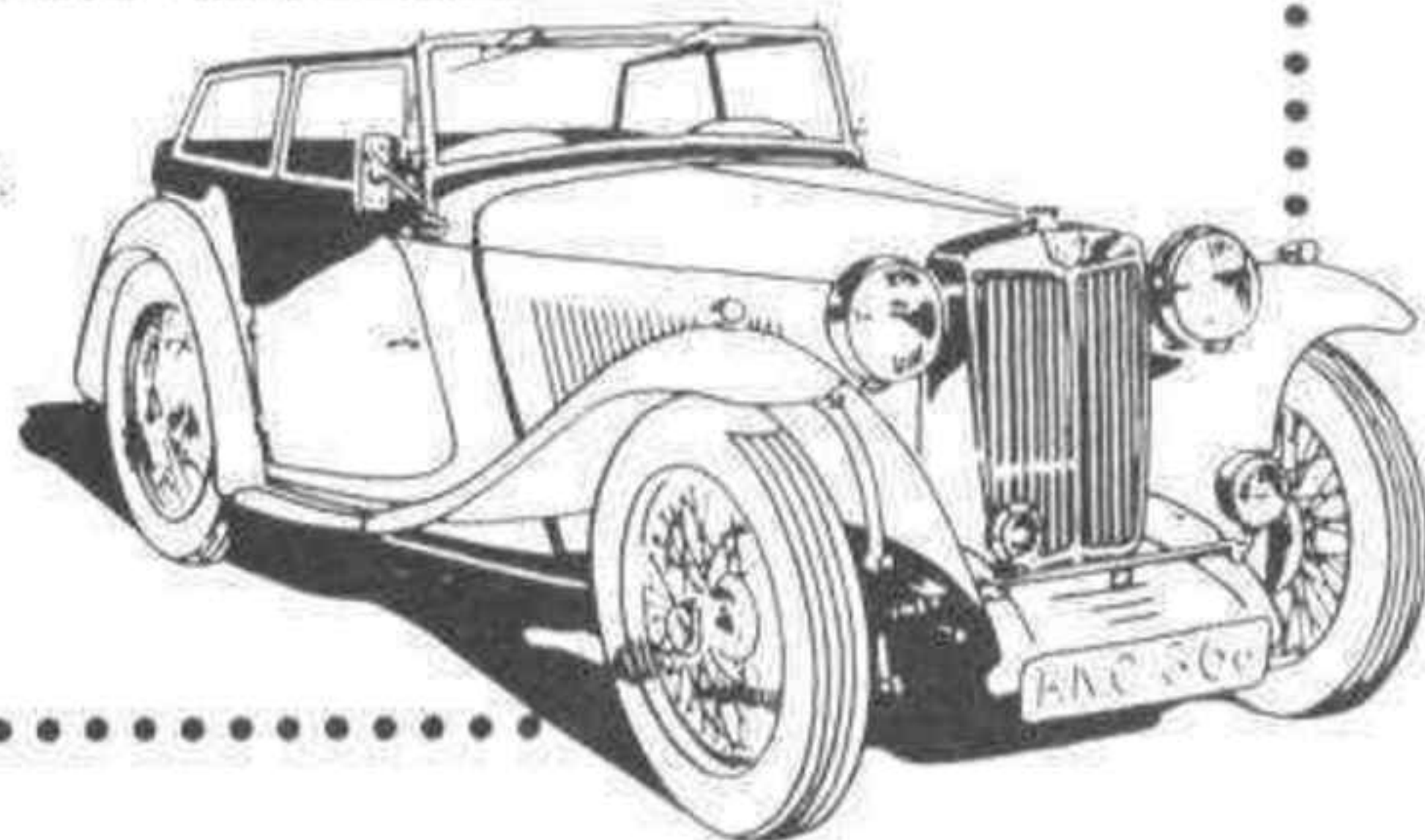
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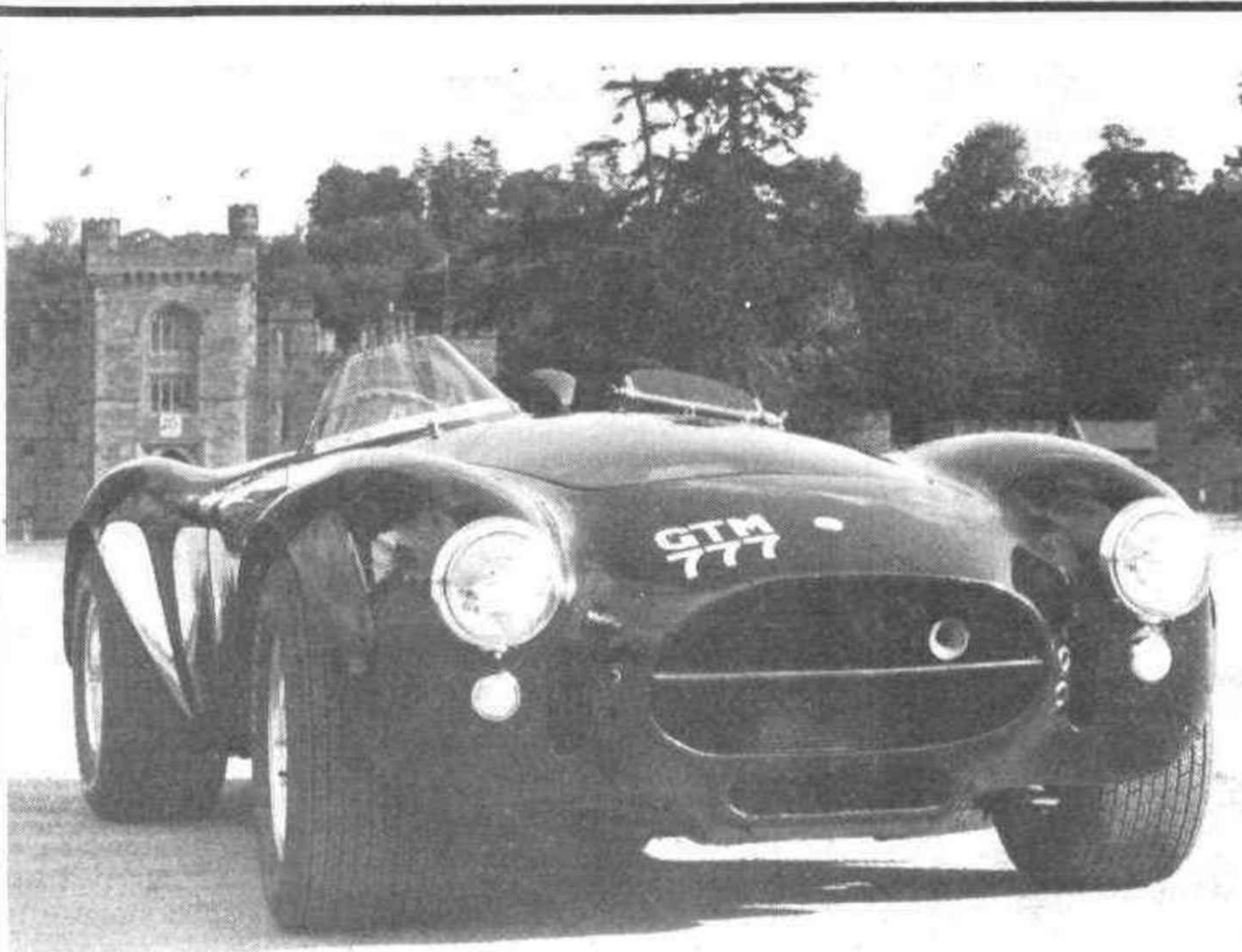
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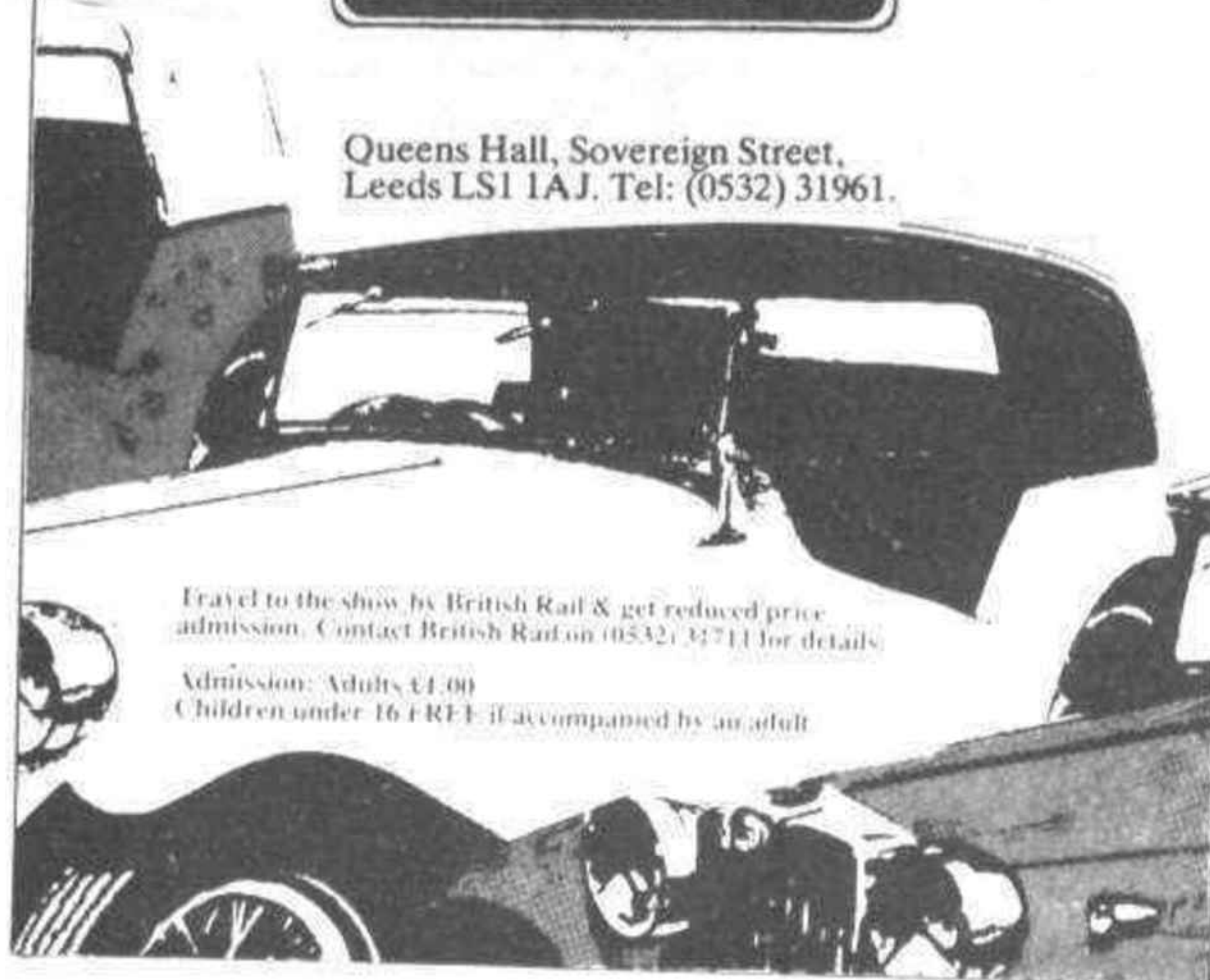
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700-21 F4	76.65	12.10	650M 15 CR65	118.20	13.60
			550L 15 CR65	110.50	13.60
BEADED EDGE			600M 15 CR65	88.54	13.60
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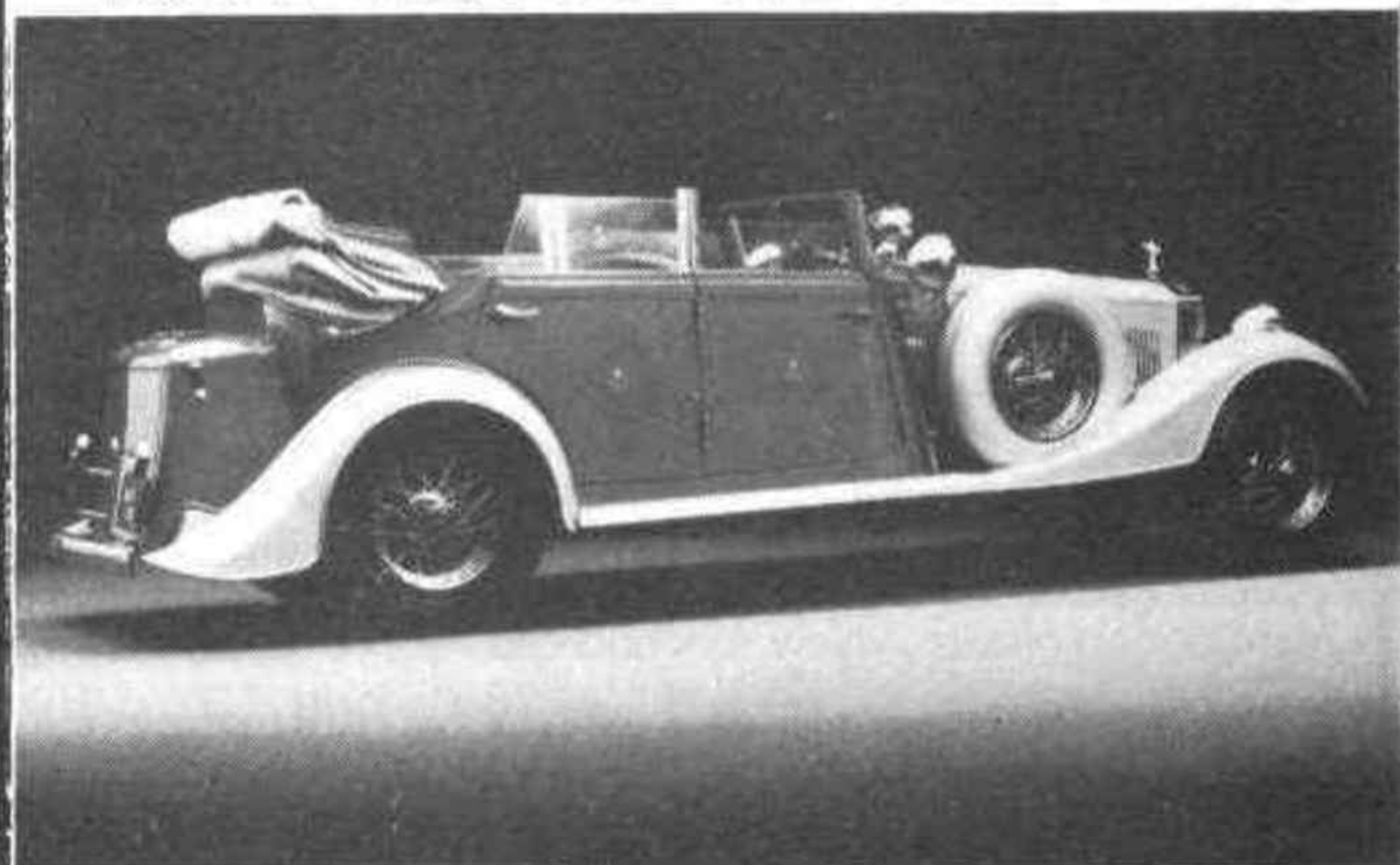


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1934 ROLLS-ROYCE £159

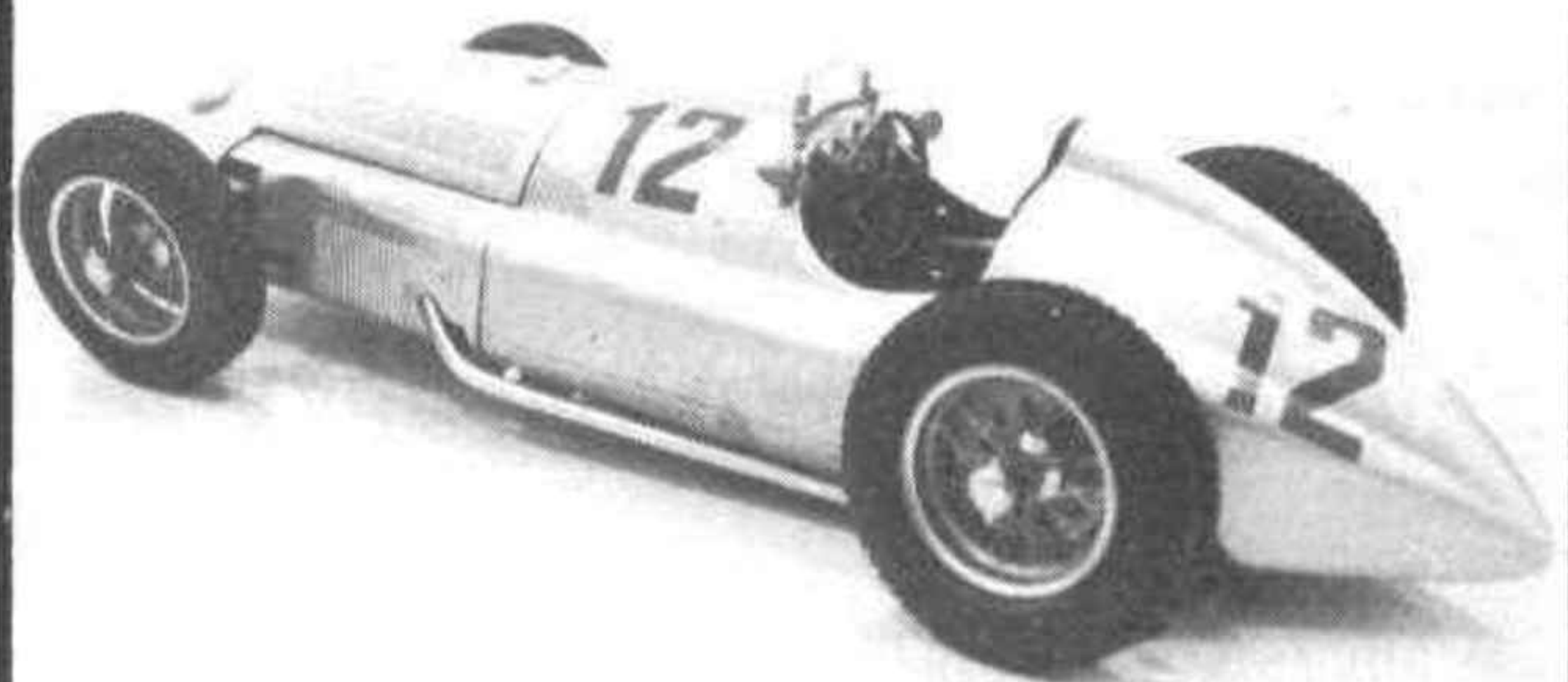


The 1934 Rolls-Royce Torpedo cabriolet model pictured above is over 24" long and probably the most beautiful and detailed scale model we have ever had the pleasure to offer to "Motor Sport" readers. But — be warned — read no further if you are not prepared to be a very patient builder, ask for advice when you get stuck, use all your intelligence and above all work from step one in order through to the end! — why do we say this? — simply because this is a screw-together precision scale model with 2,095 parts that is not easy to build unless you are willing to use patience, intelligence and attention to detail. If you are then it can be easy and very rewarding — well-built examples have recently been sold for over £1,000 at auction! What do you get for your £159 (post free UK) — a set of parts pre-coloured so all that you have to do is study the drawings and photographs supplied, identify the parts and very carefully put them together.

Those 2,095 parts are in brass, copper, steel, iron, leather, plastic etc and these enable the model to have working steering and suspension, operating brakes, drophead that can be raised or lowered (as in the picture), opening lockable doors, working windows, bonnet and boot that open, sprung-upholstered seats AND a highly detailed engine both inside and out with moving pistons, crank, con-rods, fan, generator, V-Belts etc all of which turn over by moving the starting handle! A fine, beautiful, precision scale model based on the Stratford Motor Museum's fine full-size car. Complicated we know — but if you have the patience and intelligence to approach it in the right way not difficult. Usually available from stock but towards Christmas this can be difficult so please if you are thinking of making this fine model a winter project do not put off buying it until we have sold out!

Detailed below are the only other models currently available in the same scale and which incorporate the same type of fine, precision detail — each available from us post free UK (overseas ask for quote) and complete with our own building hints guide.

1907 Fiat Grand Prix (Nazzero)	£69
1931 Alfa Romeo 8C 2300 Monza (Nuvolari-Caracciola etc)	£79
1934 Alfa Romeo 8C Spyder Roadster	£101
1935 Mercedes supercharged 540 roadster	£133
1934 Rolls-Royce Phantom drophead	£133
1934 Rolls-Royce Torpedo Cabriolet (pictured)	£159



The Mercedes Benz W154 of 1939 (pictured above) is another superbly detailed, very high precision model in kit form but made to the slightly smaller scale of 1/20th — ideal for those who are going to build a small collection of super-detailed classics. A majority of the parts are die-cast metal, the model is ready-painted needing only fine detailing and assembly to make it into a superb display piece that as with the Rolls-Royce above is worth when built at least three to four times the kit price. The set of parts features virtually every detail from the full size car including — working front suspension with rocking trapeze arms and helical springs, working De Dion rear axle with working suspension, three-row ready-spoked world patent wire wheels with correctly patterned tyres, full cockpit detail with all instruments and controls, and, even full under bonnet detail with all engine piping etc. This is of course the car that was driven by Seaman, Von Brauchitsch, Lang and Caracciola and is a fitting memory to the last races of the golden era before the '39-'45 war.

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

There are several similar models available to us from the same source — details below — and all usually available ex stock and post free UK. Free leaflet available on request (providing we don't run out) order by post or by telephone using your credit card any day from Tuesday to Saturday — Sundays and Mondays we try to have a rest!

Alfa Romeo Grand Prix P3 (Nuvolari-De Cadenet!)	£38.50
Alfa Romeo P3 Team Ferrari	£38.50
Alfa Romeo P3 Targa Florio — with side spare	£41.60
Alfa Romeo P3 six-wheel hill climb car	£41.60
Mercedes W154 1939 3-litre V12 (pictured)	£56.50

... and if you by chance prefer smaller scale models then please ring or drop us a line for a free copy of our monthly publication "What's New" which not only lists new, worthwhile scale model cars month by month, but also gives a unique value for money and accuracy guide.

Etrangers, si vous pouviez avoir la gentillesse de nous dire quels modèles vous voulez, nous vous informerons de la somme exacte qu'il vous faudra nous envoyer.

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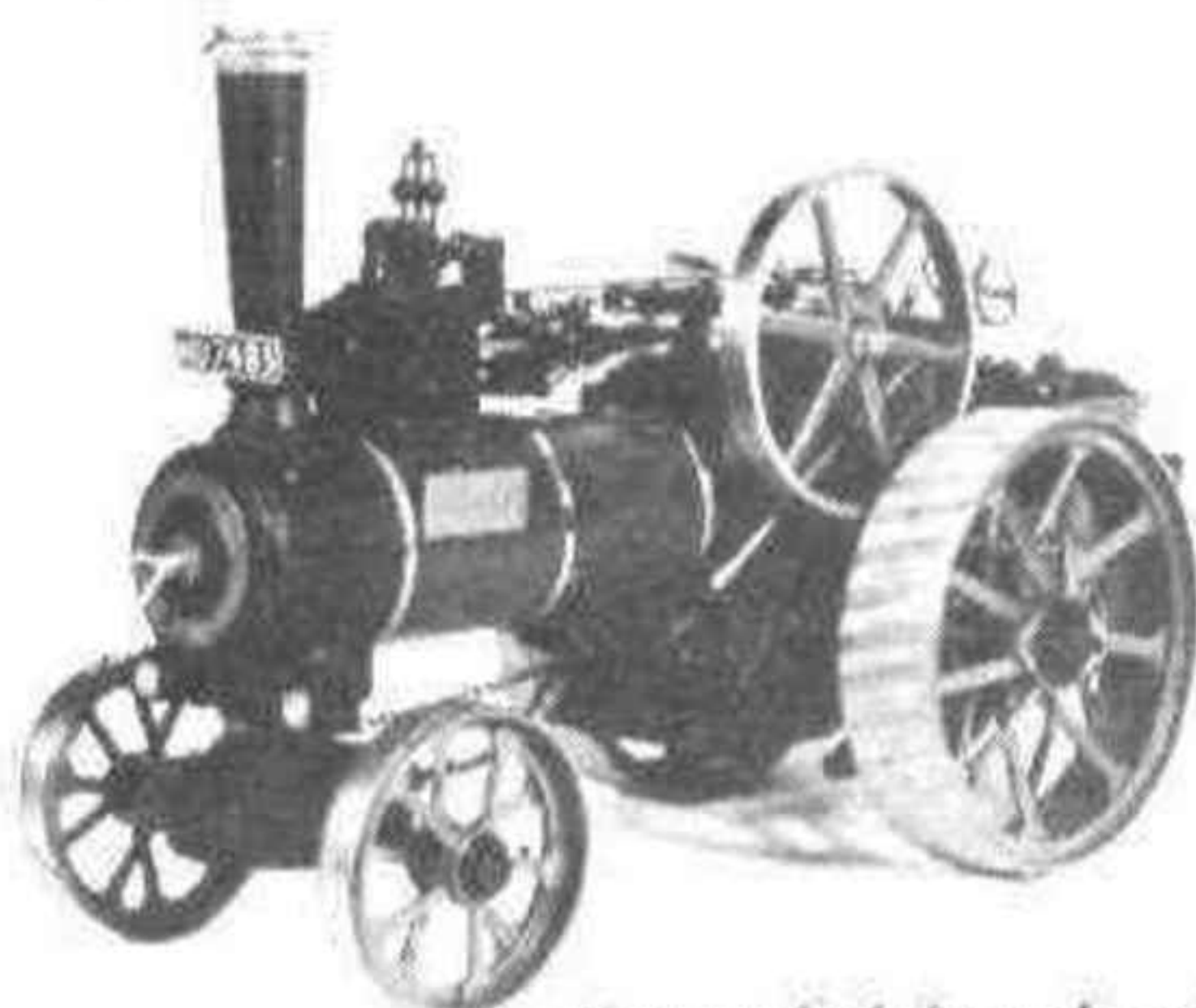
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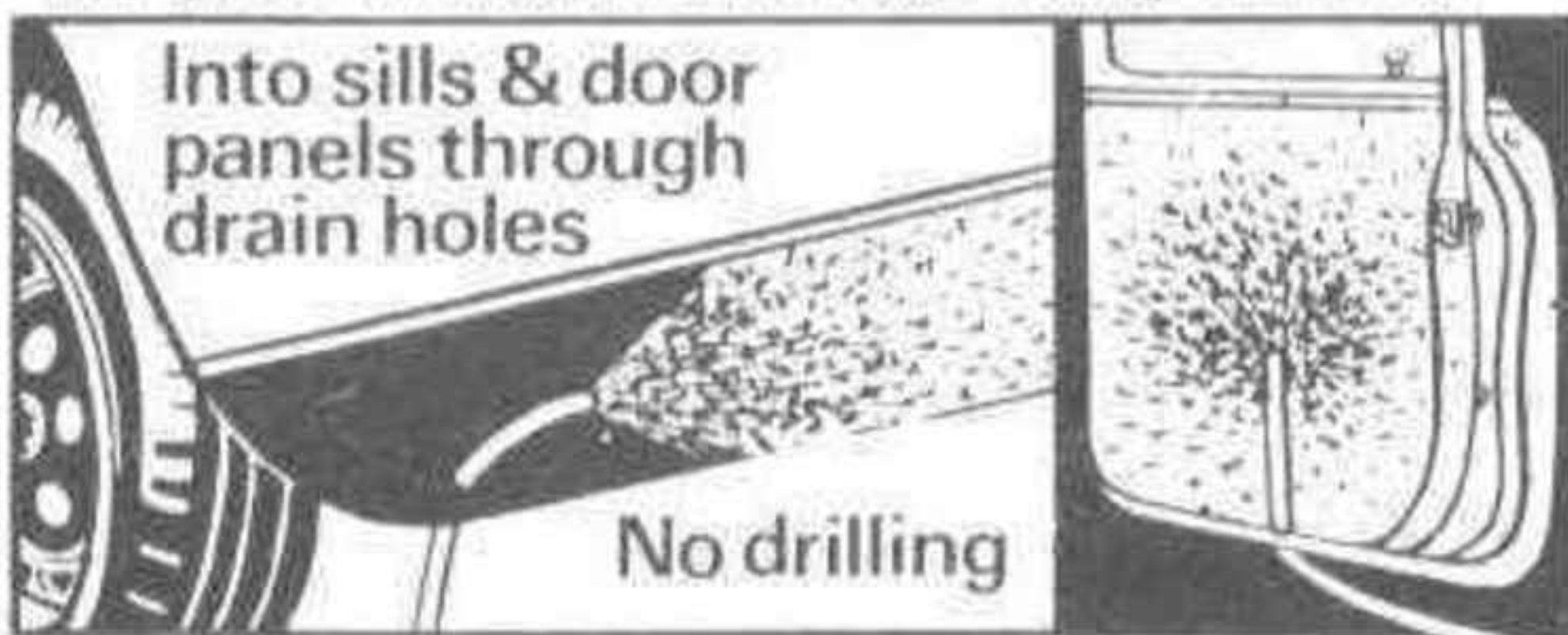
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Waxoyl Kills Rust with no come-back! (The only rustproofers that DOES, according to test results by one of world's biggest oil companies.) *Rust stopping qualities verified reports Swiss Gov't. after Lab. tests: "Most satisfactory"* says Chrysler Centre, Basle, Australia, N.S.W. *"On Rover 3,500 coating still intact in corrosive sea air."* Motor Magazine. *Remains active indefinitely.* Western Marine, Portsmouth. *Protection excellent on marine diesel oil tanks.* (Tank bases standing on supports otherwise impossible to rustproof.) *Finnigan staff says Citroen Car Club Veteran*

Motorists Mag. "No sign of corrosion on 22 car, does inhibit existing rust" Autocar Mag. *"One of cheapest, effective ways to protect a car"* Chesterfield. *"9 Yr. old Volvo looks less than half its age"* Civil Engng. Polytechnic. *"On Mole Valley Flood Scheme, base steel instrument bases in open countryside rust-free to date!"*

Waxoyl Users Discover Many Other Uses

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

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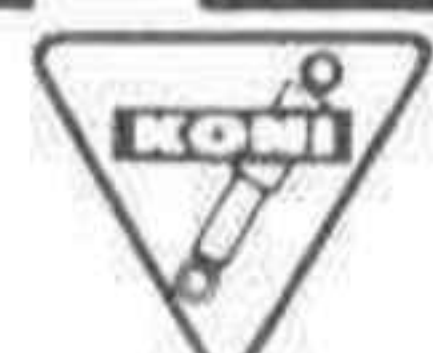
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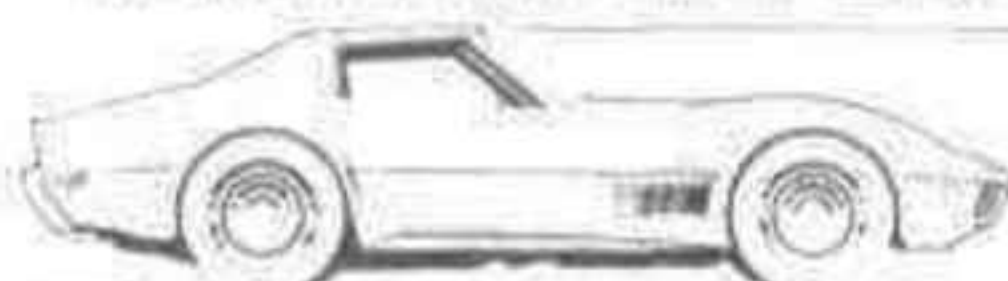
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MG MIDGET, 1973(M). Tax and MoT, only 35,000 miles. Omnibob hard top, soft top, cassette, new tyres, superb original condition. £1,425. Tel: 061-427 5427. (39661)

MG-B ROADSTER, 1975. 24,000 miles only, excellent mechanics and body, special side flashes, black wheels, deep spoiler, tints, twin exhaust, electronic ignition, fully rustproofed, private registration, auto reverse, stereo, electric aerial, fully carpeted, new rear tyres and clutch. £2,475 o.v.n.o. Tel: 01-946 2266. (39660)

TRIUMPH GT6, L-reg. White, 42,000 miles, exceptional condition throughout. £1,800. Tel: Heathfield 2116 (East Sussex). (39658)

BMW 2800 CS, 1971. Our retiring MD's car since new. Automatic, electric windows, HRW, sliding roof, radio, in fact all extras as standard to this attractive car. Mileage around 85,000. A lovely example, taxed and MoT to May 1980. Well worth a look at around £3,250. Tel: Accrington 34247 daytime weekdays. (39659)

MG-B GT. Grey, FRE 349E. Stolen from Birmingham. Engine 18GB U H78481, chassis GHD3 126142. If seen please phone 021-745 6306. (39657)

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FIAT X19, late 1977. Metallic blue, 12,000 miles, never used in snow or wet hence superb condition. £2,995. Tel: Northampton (0604) 810378. (39650)

E-TYPE JAGUAR V12 roadster, 1973. Signal red/black interior, manual. Superb unmarked condition, 9,000 recorded miles, ideal collectors investment. £9,600 o.n.o. Tel: Basingstoke 0256 65083. (39648)

MG-B TOURER, 1965. Recently rebuilt to original specification. Flame red, used as second car, 8 months MoT. £500, no haggle. Tel: Castleton (N. Yorks) 757. (39695)

1962 E-TYPE Jaguar FHC, restored faithfully but growing family forces sale. Red with black interior. Tel: Leeds 677507 (evenings) with offers in the region of £4,000. (39691)

FOR SALE—continued

LE MANS Bentley 4 1/4-litre. Genuine vintage 1937 Derby Bentley MX series. Rare and beautiful eye-catching replica Le Mans fabric bodied open tourer in British Racing Green, excellent condition. £17,000. Tel: 043788 796 or 422. (39692)

JAGUAR 340 Mk II, 1968 export model. Tiptop condition, MoT to August 1980. £2,250. Tel: Hurton 325 (evenings). (39690)

MORGAN +8, T-reg., 12,000 miles. Aluminium body, beige leather interior and carpets. Jupiter red, tinted screen, luggage rack, immaculate condition. £7,750. Tel: Westerham 64105 or after 6 p.m. Maidstone 831845. (39689)

1983 3.8 E-type roadster, white, CWW, original condition including hood, all new chromework, nice genuine, rust free car. Offers over £3,000. Tel: Fleet 7620 (evenings). (39687)

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PORSCHE CARRERA RS lightweight 2.7. White, excellent unmarked condition, 30,000 km only. Sensible offers. Mercadante 81, Strada Torino, Moncalieri, Turin, Italy. Tel: 0103911 634831. (39662)

ASTON MARTIN DBS Vantage, 1973. 2-headlamp model, one of only 72 built with known history, 44,000 miles, in royal claret with beige leather in beautiful condition. £7,250. Tel: 01-935 6294 or Little Chalfont 2084. (39684)

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1978 MG-B GT. Pageant blue, latest spec., low mileage, perfect condition, superb example. £3,650 o.n.o. Tel: 0536 520546. (39685)

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BMW 520 (Manual), 1977 (S) Reg. Silver with blue cloth interior, sunroof, tinted glass, power steering, Blaupunkt radio, 35,000 miles, service history, offers around £5,750 or would consider exchange for interesting late car, cash either way. Fleet 5362 (Hants) after 7 p.m. (39878)

FOR SALE—continued

DE TOMASO PANTERA GTS, 1974. Light metallic green with black upholstery. Low mileage, fitted with Holley 4 barrel carburettor and special manifold, stereo cassette, air conditioning, etc. In perfect condition throughout. £8,000.00 — a give away price for this sophisticated road burner. Contact Guildford 223417, daytime, for appointment to view. (39801)

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MGA 1957 FHC. Red, good condition, all metal, good mechanics, MoT. Tax, extras £1,400 o.n.o. Pirton (Nr. Hitchin) (046278) 352. (39803)

BMW 320i. "R" registration, polaris silver with many extras, sunroof tilt, electric windows, tinted glass, cloth seats rests, radio, etc. Private sale £3,950 o.n.o. Tel: Melbourne (Derbys) 2191. (39805)

DINO 246 GT. Blue metallic, beige leather, no rust, 60 pounds oil pressure, excellent gearbox, near new tyres, 33,000 km. LHD, air cond., with parts to convert to RHD. £8,250 o.n.o. Dr. Hensher 051 733 9746. (39804)

RELIANT SCIMITAR, 1974. 57,000 miles, yellow with Sundy and electric windows, alloy wheels and stereo, beautiful condition. £2,600. Huntingdon (0480) 215088. (39809)

RS 2000 CUSTOM, 1978 (T). White with black vinyl roof, excellent condition, genuine reason for sale. £4,000. Tel: Drybrook 542550. (39800)

1600 GHIA ESCORT, 1978 (S). Hawaiian blue, excellent condition, genuine reason for sale, open to offers. Tel: Drybrook 542550. (39800)

ROVER 3.5 COUPE, 1971. 28,000 miles, zircon blue grey top, sunroof, auto. PAS, radio, tailored seat covers, meticulously maintained. £3,250. Tel: Business 0843-53128, home Heme Bay 62698. (39789)

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JAGUAR E-TYPE V12 2.2, 1973. Left hand drive, manual transmission, primrose yellow, black leather trim, 67,000 km, 2 owners, stereo radio cassette, chrome wheels. Genuine reason for sale. £5,500. Tel: Lytchett Minster 624058 or Broadstone 699001 evenings/weekends. (39794)

SUNBEAM ALPINE Series II, 1962. Early life in Jersey hence little rust. Re-registered 1973 (M). Hard soft top. Good condition but requires new exhaust and hood. Offers Jones, Mossend, Combarbach, Cheshire CW9 6AX 0532-706540 daytime. 0606 891457 evenings. (39795)

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BENTLEY, 1949. Standard steel saloon. Excellent condition, 3 owners, 130,000 miles, new engine 100,000 miles. £4,000 o.n.o. Whalley 3799. (39793)

FIAT X19, "S" Reg., 13,000 miles only, metallic blue, manufacturer's warranty, radio, new silencer, immaculate. £3,095. Canterbury 830487. (39790)

MORGAN, 1978/9. Two-seater, green leather throughout, 10,000 kilometres, many extras, chromium wheels, undersealed chassis. 4.4. £6,700. Tel: 748 7140. (2576)

OPEL COMMODORE 2.8 GS. Automatic, PAS, with electronic ignition. Possibly the finest example of this "S" registered car available anywhere in the country. In beautiful cardinal red, maintained regardless of cost, 25,800 miles, stereo radio, host of extras, spara unused. £4,300. HP available. Replies to Box No. 6168. (39877)

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MERCEDES 280 SL, 1969. Auto, PAS, hard soft top, regularly serviced and lovingly cared for, full history. Very fine condition. £6,500. Tel: (office) 01 636 6342 or (home) 01-794 1337. (39799)

ASTON MARTIN drophead coupe DB 2.4 Mk II, 1955. 3-litre large valvehead engine, Platinum white with grey upholstery. A beautiful and very rare car in good, original condition, maintained regardless of cost. Full history since new. £10,000. Phone 01-736 1714 (11 a.m. to 3 p.m.). (39868)

MORRIS 1000 TRAVELLER, H Reg., with excellent woodwork. Reconditioned engine just fitted, 1 year MoT. Very good chassis and bodywork. Worth coming to Cheshire to inspect! £850 o.n.o. Tarporley 2054. (39802)

ALFA ROMEO 2600 Sprint Coupe, 1964. Immaculate rot-free body sprayed Farina Rosso with beautiful tan leather upholstery and rechromed trim. 38,000 recorded miles and unused 8 of last 9 years. Brakes, clutch, shock absorbers all replaced in last 3,000 miles. This appreciating classic motor car is offered at £4,500 o.n.o. Phone Wigan 35953. (39797)

MERCEDES 220SE Coupe Convertible, 1966. New hood, RHD, MoT, renovated. £3,950. Mercedes Coupe 220SE. Reconditioned engine. 220S complete car renovated. LHD. MoT, sunroof. 1962. £3,950. No time wasters please. Both exchange 300D W123. 01-686 3516 or 42 Nova Road, W. Croydon, London (UK). (39820)

DE TOMASO PANTERA GTS, 1974. Yellow/black, engine rebuilt to high performance specification, exhilarating performance, new stainless steel exhaust, body recently resprayed, all normal extras. £7,750 o.n.o. Lye 3851 (works) Hanbury 489 (home). (39818)

MINOR 1000, 1965. Blue, 2 door, 74,000, excellent throughout, stored 18 months, sensible offers. Smith Ribchester 474 (Lancs). (39819)

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£5,795 PORSCHE 911E, 1973. Metallic blue with beige interior, electric windows, alloy wheels, rear wiper, Bluespot radio, etc.

£5,695 LANCIA MONTE CARLO, 1978. T reg. White with blue cloth trim, tinted glass sunroof, radio/cassette, 5,000 miles only.

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

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

£5,195 PANTHER LIMA, 1977. S reg. Metallic Burgundy and silver, chrome wire wheels, front spoiler, tonneau, etc. Less than 3,000 miles from new.

£4,795 BMW 3.0 CS AUTOMATIC, 1973. M reg. Metallic Ceylon gold with black velour interior, electric windows, radio, stereo, etc.

£4,275 FORD CAPRI 3.0 S, 1978. Metallic oyster with check cloth interior, one owner, 10,000 miles only, Ford Stage I conversion, radio, etc.

£3,995 JAGUAR E TYPE V12 2+2, MANUAL, 1971. K reg. Primrose yellow with black interior, well over £2,000 recently spent including rebuilt engine and gearbox, requires cosmetic attention.

£3,895 LANCIA BETA 2000 COUPE, 1977. Antibes blue with cloth interior, electric windows, etc. 16,000 miles.

£3,895 LANCIA BETA 2000 HPE S2, 1976 (Dec). Dark brown with cloth interior, metal sunroof, electric windows, PB Radio, etc. One owner.

£3,795 LANCIA BETA 2000 COUPE, 1977. Rosso corsa with gold cloth, electric windows, radio cassette, etc.

£3,795 VW SCIROCCO GLS, 1977. S reg. Metallic blue with beige cord interior, alloy wheels, radio cassette.

£3,595 ALFASUD SPRINT, 1978. Yellow with tartan interior, radio cassette, etc.

£3,595 TRIUMPH TR7, 1978. Tahiti blue with tartan cloth interior, Philips radio cassette unit, 12,000 miles.

£3,495 FORD CAPRI 1.6, 1978. T reg. Bright red with check cloth interior, radio, etc. 13,000 miles, unmarked.

£3,465 MG-B GT, 1977. Flamenco red with striped upholstery, overdrive, radio, tinted glass, h/rests, etc. 19,000 miles.

£3,195 ALFA ROMEO ALFETTA GT 1.6, 1977. Metallic olive with check cloth interior, radio cassette, etc.



£3,195 MGB, 1977. Flamenco red with striped upholstery, radio cassette, 15,000 miles only.



£2,795 JENSEN HEALEY, 1975. Black with black interior, 5-speed gearbox, hard and soft top, impact bumpers, etc.

£2,695 ALFA ROMEO GT 1.8, 1975. P Reg. Metallic periwinkle blue with white int., alloy wheels, radio, tinted glass.

£2,645 MG-B GT, 1975. Harvest gold with black nylon trim, overdrive, sunshine roof, tinted glass, etc.

£2,595 MG-B GT, 1975. Citron yellow with black interior, overdrive.

£2,345 ALFA ROMEO 2000 GTV, 1974 but P reg. Piper yellow with black trim, tinted glass, radio, etc. £1,000 overhaul just completed.

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 1977 Lotus Elite 504, automatic, air conditioning, PAS, electric windows, 1 owner, 24,000 miles. £7,950
 1978 TR7, blue, 1 owner, 3,000 miles, sunroof. £3,695
 1975 Triumph Stag, yellow, black interior, 1 owner, 29,000 miles, automatic. £3,850
 1978 Scimitar, green/tan interior, overdrive, radio, electric windows, PAS, alloy wheels, 11,000 miles. £6,350
 1978 Jaguar 4.2 coupé, white, 1 owner, under 1,000 miles, air conditioning, chrome wheels. £10,150
 1977 Lancia Beta 2000 Spyder convertible, white, tan interior, radio, 1 owner, 19,000 miles. £3,750
 1978 Series Porsche 924 Lux, T-reg., metallic blue, 7,000 miles. £8,150
 1969 Aston Martin DB6, silver/black interior, 3 owners, 53,000 miles, manual, PAS. £5,750

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The following must be of interest to you if you have got this far with October's blurb. Here at DVM we have vacancies for 13 lucky people — OWNERS of the magnificent merchandise detailed below. However, we are not prepared to foster our babies with just anyone (it's an expensive loan really, we expect them all to come home eventually). The successful applicants must be kind-hearted, considerate, careful, capable, canny, courageous, congenial, curious and courteous: it will also help if they are celibate! The successful applicants will not be cantankerous, contradictory, capricious, cowardly, crude or — corpuent (well not if they want the Piper). If, therefore, you fancy yourself as Perfection Personified pop along for a cup of coffee and a bowel-churning test drive in one of our beautiful beasts, or beasty beauties if you prefer.

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 TVR TAIMAR. Brown with oatmeal coachband. Ageless motor car, reg. No. VBN 25. June 1977. 18,000 miles. Fastidiously maintained. £5,995
 TVR TAIMAR Dec. 1976. White with brown band and light brown upholstery, Wolfrace wheels, sunroof, new tyres, 24,000 miles. £5,350
 TVR 3000M 1976. Yellow with black band and interior, sunroof. A wasp that really stings. £4,350
 LOTUS ELAN SPRINT COUPE 1973. Low mileage, excellent condition with lots of history. Used for low flying by squadron leader who has now flown off to foreign parts. A collectible classic little sports car. Metallic brown cream. £3,300
 TRIUMPH STAG 'S' registered. One of the last with all the problems solved! White with tan, h. & s tops, manual with o.d. Excellent condition maintained by a previous owner who was a perfectionist. £5,950
 MATRA SIMCA RANCHO 1978 'T' registered. 14,000 miles, in as new condition. Red, fitted with radio-cassette. An extremely versatile vehicle which will allow you to do whatever you like. £4,800
 MG 'B' ROADSTER 1976. Citron yellow, overdrive, rustproofed, 25,000 miles. One of the brightest occupants of the showroom. £2,550
 PIPER GT PII COUPE. A very special car for someone of moderate build and habits! Double halogens, removable roof panel. £2,150
 TRIUMPH TR7. Choice of three 1976, 77, 78. Green, red, brown. £2,850 to £3,250
 SPARTON. Triumph based, meticulously built and superbly well finished. Now almost 6 months since completion, characterful, individual, economical little car. £2,650
 TRIUMPH STAG 1974. Manual overdrive, maroon, tan interior. £2,950
 MERCEDES 280 SE. Large luxurious 'S' plus Mercedes personal registration number included. Metallic blue, radio-cassette player. £7,500
 MG 'B' ROADSTER 1978. Burgundy, overdrive, 11,000 miles, looks and drives as new. £3,550
 TRIUMPH TR6 August 1974. Black with tan upholstery. Excellent condition. £2,500
 ALFA ROMEO SPIDER VELOCE 1975. Now that my MG 'C' is on the road again, some lucky person can part with 3,650 little Es and really have fun. Pagoda yellow with black band, interior and hood. £3,650

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FOR SALE—continued

- COLLECTOR'S ITEM. A40 Somerset, 1953. First-class condition, owner-driver only, under 30,000 miles. Original paint, leather seats, serviced regularly, kept in garage. Tel: 045 85 364 (before 10 p.m.). (39436)
 AUSTIN 10, 1937. Two-tone, green and black, green trim. Believed genuine 37,000 miles only. Entire car in "as new" condition. £2,500 or nearest offer. Tel: 039 55 3332 (days). (39437)
 MGs. TWO exceptional cars must now be sold. MG B roadster, 1975, 9,000 miles, CWW, totally as new £2,995. MG C roadster, complete new bodyshell, concours winner, magnificent. £2,995. Tel: Stratford Avon 750343. (39440)
 FERRARI. A pair of 365 GT4 2+2s are privately offered for sale by company directors. One 25,000 miles, metallic bronze, the other 42,000 miles, pale metallic blue. Both with air conditioning, stereo radio, electric aerial, etc. Prestigious, reliable and properly maintained. £13,250 each. Tel: Chichester (0243) 781228 or 59303. (38122)
 BMW 30Si, 1973. Road tested at 132 m.p.h., 0-60 7.4 secs. Still the best driver's car ever made in its class. Absolutely superb condition. Major engine check over last 4,000 miles. Radio stereo, wood trim steering wheel, new 7 series wheels with new Michelin XDX tyres, Taigar green with grey velour. £3,950. Tel: Cutnall Green 226. (35967)
 LANDROVER Mk. II. 4-cylinder, LWB, hardtop: unused since expensive, professional rebuild from chassis in June. £1,850 or p.ex. good Mk. I SWB. Full details: Box No. 6119. (36132)
 MORGAN +8. Exotic specification lightweight, 230 b.h.p., quad Webers, flowed big port heads, solid lifters, etc. Very tractable. Rack and pinion steering. Konis, negative camber kit, Moss gearbox. XWX 205-14 tyres. 8" appliance rims, wide wings. Completely rebuilt from chassis up over one year. All new paint and trim, superb condition throughout. Will sell with standard engine if required. Offers around £7,500. Tel: 01-749 3935 (days) or 1-203 4078 (evenings). (38276)
 MERCEDES 280SL, 1968. Recently overhauled, resprayed gold black, PAS, automatic, H.S. tops, new MoT, alarm, tinted screen, beautiful collector's car. £6,250. No offers. Tel: Horley (05934) 3284 (evenings). (34095)
 ALFA ROMEO Alfaetta 1.6 GT, July '77. Colour red, Ziebart protected, one careful owner driver from new, soon commencing work abroad. £3,100. Tel: 01-997 4579 (Ealing) after 6.00 p.m. (38701)
 LANCIA MONTE-CARLO, 1977. Metallic blue, one owner, 25,000 miles. £4,650. Very good condition. Tel: Lincoln 24576 (office) Basingham 214 (home). (38726)
 RELIANT SCIMITAR GTE, 1971. Red, black interior, excellent condition, low mileage, magalloy wheels, s.s. exhaust, new tyres, p.b. radio. £1,550 o.n.o. Phone: 0734 415211 ext. 35 (0344 54051 evenings). Berkshire. (37594)
 FIAT X19, 1977. Metallic blue, exceptional condition, one owner, only 12,000 miles from new. Private sale. £2,995. Tel: Ware 822294. (37325)
 JAGUAR 420G, 1970. Automatic, HRW, PAS, dark blue. Excellent condition, low mileage, MoT 11 months. £975 for quick sale. Tel: Cheriton Fitzpaine 488 (Devon). (37433)
 1924 BENTLEY three litre saloon — speed model engine still running in Perfect. £19,000. Tel: 01-854 3181 or Shore 2514. (37713)
 ASTON MARTIN DB2/4 Mk II saloon, 1957. Immaculate condition inside and out. Original upholstery, completely renovated. Coachwork perfect, newly resprayed, MoT to July 1980. Mechanically sound, runs well. A real investment. Offers around £7,500. Tel: 021-745 3083. (37334)
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 1972 SILVER Shadow. Current concours winner ('79), silvermink, navy blue Everflex roof, blue hide interior, lambswool rugs, condition is faultless, full service history, private number plate also available. £16,750. Tel: Northwood 26431. (37124)
 FERRARI 275 GTS Spyder. Perfect concours condition. Sell at £25,000 or exchange for road racing car, i.e. Lola T70, Iso Bizarrini, McLaren, DB4 Zagato, Mirage, etc. Tel: Lapworth 2322 (evenings). (35686)
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 1930s car trailer, new distributors for 1948 Wolseley 18 h.p., 1950 Humber Hawk and Triumph 18TR. Door handles for 1950 Vanguard, steering box 1957 Vanguard. Large veteran oil lamp. Malmesbury 3401. (38501)
 MORGAN 4/4, 1972. 4-seater, signal red, investment at £4,250. Telephone: 01-603 2629 (London). (33692)
 CONTINENTAL Mark V, 1977 (T Reg.). Dove grey, matching leather, every option including moonroof, refrigeration, cruise control, stereo radio, 8-track, C.B., gold mascot, lambswool over-rugs, etc., 15,000 miles, genuine 16 m.p.g. Eye-catching magnificent, fantastic value for money £8,500 o.n.o. Private owner, consider p.x. Southport (0704) 33214. (38686)
 MG-C GT, 1970. Immaculate condition, genuine 61,000 miles, overdrive, wire wheels, black leather interior, radio, electric aerial, new Hella spots, one year's M.o.T., bearing cherished registration 242 TJ. £1,975. Tel: Wilberfoss 470. (38681)
 VANDEN PLAS Type 4-seater. Tourer body, rewooded, reskinned, Suit Derby Bentley, Rolls Royce, Lagonda M45, Alvis Speed 20/25, Pre 1938 SS Jaguar chassis. Offers above £1,000. Might exchange with cash adjustment for XJ6, Jensen Interceptor, Aston Martin, WHY? Would purchase any above suitable chassis. Box No. 6157. (38779)
 JAGUAR 240, 1968. "G" Reg., manual overdrive, Ascot beige, red interior, immaculate original condition including tool kit and handbook, ashtrays unused. Must be one of the best available £1,450. 01-894 6705. (38778)
 FIAT 124 Sport Coupé, 1974 1800 c.c. Year's M.o.T., 54,000 miles, very good condition body and mechanics, new tyres. £1,150 o.n.o. Tel: (047-75) 457 (7-10 p.m.). (38784)

FOR SALE—continued

- PONTIAC TransAm, 1978. 6.6 automatic, aircon., PAS, PAB, radio, metallic silver, 4,000 miles, extras, immaculate. LHD. "T" reg. £5,500. 01-228 8976. (38777)
 JAGUAR 3.8 E Type Roadster, 1964. Reconditioned engine and gearbox, completely rebuilt monocoque. Car in primer £3,650. Farnborough (Kent) 52784. (38775)
 AUSTIN HEALEY 3000 Mk III, 1964. Fully restored, overdrive, wires, mint interior, M.o.T. £3,550 may exchange for Morgan. 051-546 0329 (Liverpool). (38776)
 E-TYPE JAGUAR, 1956. FHC, 73,000 miles, taxed November, MoT July 1980. Very fine condition and reluctantly offered by private JDC member. £3,300. Further details Fleet 27429 evenings and weekends (Hants). (38799)
 TVR GRANTURA Mk 3. Exceptionally rare, 90 made — 25 left. Long MoT, swap for Seven or other sports. £2,500 o.n.o. Tel: Adlington 482172. (39535)
 MG-B GT, 1978. Vermilion red, black vinyl roof, 15,000 miles, radio, 1979 specification. £3,850 o.n.o. Tel: Warrington 63630. (39536)
 JENSEN CV8 Mk III, 1967. Grey with red leather, completely original throughout, price reflects condition. £3,000. Tel: 01-681 1588. (39534)
 DIESEL W123 200D. Excellent, reg '79 ('77 type), AA RAC welcome, LHD, radio cassette, manual. £6,550. No offers. Or exchange 1632 tractor. Tel: 01-385 6342 (TR-80, Farm Lane, London SW6 (UK)). (39528)
 MG-TC. Extensively refurbished throughout, potential concours winner, XPAG engine, new chrome, wiring, dashboard, leather seats etc. Gleaming red coachwork. Minimal mileage since rebuild. No expense spared. Very reluctant sale. £5,750 o.n.o. Tel: Dunstable 602183. (39527)
 1976 MERCEDES 200. Carefully driven 23,000 miles: original private owner, as new. £4,400. Tel: Bournemouth 427625. (39532)
 1933 RILEY Monaco. Good original condition, taxed and MoT. Offers to 18, Burlea Drive, Shavington, near Crewe. (39523)
 E-TYPE JAGUAR, 1974 V12 manual roadster. Genuine 18,000 miles; black beige, new Konis shocks, mint condition, JDC owner. £11,000 o.n.o. Tel: Leamington Spa 25345. (39522)
 1969 FHC E-Type. I am the second owner of this 50,000 mile car. Immaculate in white. £5,250 or p.ex. exchange 250 GT Ferrari. (Address as above). (39521)
 VANDEN PLAS Princess DS7, 1957. Rare good-looking Bentley-like car, reconditioned engine and gearbox, resprayed. Must be seen. £995 o.n.o. Tel: 01-346 7874. (38486)
 TR6, 1972. 150 b.h.p. model, enthusiast owned since new, member TR Register, 32,426 miles, stereo cassette radio, truly immaculate throughout. £2,450. Tel: Dartford 23456 ext. 419. (38695)
 S1 BENTLEY, 1956. Black over silver. Original and specimen condition. Immaculate interior and chromework, sunroof. £6,750. Further details please phone: 01-878 2622. (38627)
 MG-B GT, 1965. Blue, 23,000 miles, MoT Aug '80; immaculate condition, collector's item. Offers. Tel: Seaview 2660 evenings. (39626)
 BMW 3.0 CSA. Sunroof, alloy wheels, stereo, fully maintained, MoT 1 year. Consider sensible offer or exchange. Tel: Derby 810339. (39625)
 1964 JAGUAR 3.8 Mk 2. Golden sand/red leather interior, automatic, 80,000 miles, this car is 100% original and in very good condition throughout. £2,500 o.n.o. Tel: Brixham 6815. (39624)
 LOTUS EUROPA JPS, 1974 (N-reg.), black, oatmeal interior, MoT July 1980, taxed November 1979, radio, 38,000 miles, excellent running order. £3,900 o.n.o. Tel: Beaconsfield 4172. (39622)
 ALFA ROMEO Giulia Sprint 1600, 1966. £300. Mr. Little, "Stina", Fullbridge Wharf, Maldon, Essex. (39621)
 DAIMLER 250, 1969. 33,000 genuine miles, one owner, superb condition, extras. £2,750. Tel: (0483) 34612 (Guildford). (39620)
 TVR 3000M, 1973. One owner, genuine 14,400 miles from new, unmarked white bodywork, brown sun vinyl roof, matching sills, black cloth interior, tinted rear screen, alloy wheels, s.s. exhaust system, latest type rubber bumpers, radio, tax-MoT, absolutely superb vehicle. Must be seen. £3,295. HP-P ex. Tel: Herford (STD 0992) 57473. (39619)
 ASTON MARTIN Volante, 1969. Automatic, rebuilt engine, exchange gearbox, perfect condition. £13,000. Call John Hunt (0252) 21564 (home), or 01-937 8100 (office). (39618)
 LOTUS 17, 1958. Historic sports-racing car, Climax 1220, excellent condition, spare bodywork. For details ring Radcliffe-on-Trent 3335. (39617)
 LOTUS ELAN S4 SE. Extensively rebuilt 1979 including: new chassis, brakes, suspension, doughnuts and much more. All bills, excellent condition. £1,895. Tel: Bishops Stortford 59187. (39616)
 TR6, 1.6.74. Red, black interior. I have owned this car since new, only used during summer months, 38,000 miles, superb. £2,750 o.n.o. Tel: Offley 542. (39615)
 TR6. Dark blue, black interior, complete rebuild in last two years. £2,750 o.n.o. Tel: 046 276 542. (39615)
 FOR SALE 1959 Aston Martin, needs restoring. Tel: Mr. Lawrence 449 0373 (evenings). (39614)
 FERRARI DINO 246GT, 1973 (M-reg.). Pristine condition throughout, low mileage, red with black interior, chequered flag serviced, genuine investment item. £8,500. Tel: Cardiff 811396 after 6 p.m. (39613)
 MG-TF, 1954. Ivory with beige trim and duck hood, chrome wire wheels, excellent condition. £6,475. Tel: Herford 50197. (39611)
 1973 911E Targa. Silver with tinted glass, RHD, sportomatic. An immaculate well cared for car. £6,900 or exchange/part exchange Mk 3 Silver Cloud. Applebee 333 Rayleigh Road, Thundersley, Essex. Tel: Rayleigh 776642 (days) or 778927 (nights). (39612)
 1967 TVR Tuscan SE. Genuine desirable rare hi-performance 289 Ford short wheelbase model in near concours condition. One owner last ten years. Features include hide upholstery, electric windows and aerial, adjustable shock absorbers, 850 CFM Holley carburetor. £9,000. Tel: 01-876 3138. (39609)
 V12 E-TYPE. British Racing Green, full length sunroof, Ziebart, chrome wires, many extras. Immaculate in every respect. 2 owners. Price including registration 10,000. £5,400. Tel: Southend (0702) 585770. (39608)
 HEALEY 3000 Mk III BJ7, 1964. Colorado ref. 45,000 miles; rebuilt to near concours condition using many new parts, used only during summer, MoT 10 months. Offers in the region of £5,000. Tel: Stanton St. Johni 879 (Oxon.) after 7 p.m. (39605)
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| 1977 Alfa Romeo Spyder Veloce 2-Seater Drophead. 1 lady owner, 4,091 miles only. radio/cassette, electric aerial, Ziebarted | £6,555 | 1975 (74 model) MG-B GT V8, bracken/tan, tinted, fog/spot light, overdrive, radio | £3,245 |
| 1973 BMW 3.0 Si, maroon/grey velour, owned by us since Oct. 76, approx. £400 spent 31.7.78, new radio/cassette just fitted, power steering | £1,995 | 1975 MG-B GT. (Anniversary Model) limited number made, only 33,345 miles, usual extras | £2,995 |
| 1963 Bentley series III, two tone green, personalised number, local owner last six years | £7,545 | 1975 (74 chrome bumper model) MG-B GT. Grey mirage/black nylon, overdrive, tinted, radio, rear fogs | £2,445 |
| 1967 Cadillac De-Ville, met. green, 40,609 miles, ex. late Paul Getty | £3,255 | 1975 MG-B GT V8. Grey mirage, 27,128 miles, usual V8 extras including radio/cassette | £3,775 |
| 1979 Chevrolet Corvette Split-roof coupé, L82 engine, extras too long to list here. Blue with silver factory pinstripe oyster leather, 250 miles only | £12,050 | 1975 (P) MG-B GT V8. Red/black, 22,943 miles, sunroof, radio, overdrive, tinted, headrests | £4,215 |
| 1969 ('79 reg.) Chevrolet Camaro Convertible. Green, power hood, PAS, radio, electric windows | £1,795 | 1974 MG-B GT. White/tan, overdrive, radio, two owners only | £2,245 |
| 1977 Chrysler Avenger GLS 1600, brown, one owner, 22,925 miles | £2,295 | 1974 MG-B GT V8. Chrome bumper model, 37,074 miles, Damask red, chrome wheels, overdrive, radio/cassette, two owners | £2,995 |
| 1977 (Oct.) Datsun 260Z 2+2, met. aubergine, 14,564 miles, alloy wheels, 5-speed, stereo, plus self-seeking radio | £5,445 | 1974 MG-B GT V8. Chrome bumper model, 25,275 miles, Harvest gold/black, recent £150 radio/cassette, sold by us to last owner | £3,495 |
| 1954 Daimler Conquest Century 2½-litre, black, 18,474 miles, original log book shows two owners, first one for 21 years | £1,995 | 1974 MG-B GT. Citron, matching sun and vinyl roof, cassette, overdrive | £2,195 |
| 1979 Reg. ('78 Model) Ford Thunderbird 2-door coupé, gold, one owner, 22,073 miles, air conditioned, radio, automatic, PAS, electric windows | £4,750 | 1974 MG-B GT. Citron/black nylon, overdrive, tinted, radio/cassette | £2,175 |
| 1926 Ford "T"-type, 2-seater | £6,000 | 1972 MG-B GT. Teal/blue/tan nylon, tinted, overdrive, stereo/radio | £1,765 |
| 1974 Jaguar 4.2 XJ6. Dark blue, one owner, new engine just fitted by us, total bill £980. Air cond., sunroof, radio, electric windows, PAS, automatic | £4,445 | 1977 Morris Marina 4-door 1.3 Super, brown, one owner, 18,687 miles | £1,945 |
| 1970 Jaguar E-type 2+2, automatic, sable/tan, 67,620 miles, chrome w.w., radio, Webasto | £3,995 | 1976 Renault 16 TX. Auto, one owner, 37,735 miles, roof rack, central locking, electric front windows | £2,245 |
| 1969 (Dec.) Jaguar 4.2 E-type, FHC, midnight blue, factory recon engine (26.5.77), approx. 9,000 miles since, chrome wires, sunroof, radio/cassette | £4,125 | 1977 Rover 2600. Prototype 78, used by BL as a press car, brown, electric windows, radio, 5-speed gearbox | £4,295 |
| 1974 Jensen Healey, Red, hard and soft top, radio/cassette | £2,125 | 1977 (R) Triumph TR7, yellow, green trim, one owner, 25,851 miles | £2,675 |
| 1972 (Nov.) Lotus Europa Special. Fitted twin cam big valve engine, JPS colours, bills (last 18 months) available for approx. £1,200, radio/cassette | £2,695 | 1977 Triumph Stag Convertible, racing green, tan trim, one owner, electric windows, radio, PAS, overdrive, alloy wheels | £4,995 |
| 1969 Lotus Elan 2+2. Red/black, last owner 9 years, 47,212 miles, history since new, must be seen to be appreciated | £2,195 | 1972 Triumph Spitfire Mk. IV. White, headrests, tonneau, very clean example | £1,445 |
| 1971 Mercedes-Benz 280SL, LHD, white/black, hard and soft tops, manual, PAS, radio | £3,995 | 1975 (N) Triumph TR6. Yellow/black, bills available for approx. £700, 40,338 miles, overdrive, radio | £3,145 |
| 1977 (Model) MG-B GT, green, one owner, 28,149 miles, tinted | £2,995 | 1974 Triumph TR6. Green mallard, hard top, radio, overdrive, 36,294 miles | £2,795 |
| 1976 MG-B GT V8. White, 19,749 miles, one owner, many extras. Here when ad. appears. | | 1973 Triumph GT6. Triumph GT6. Magenta, one owner, 26,065 miles, radio/cassette | £1,845 |
| 1976 MG-B GT. Red, chrome Rostyles, overdrive, tonneau, choice of 3 | £2,495 | 1973 Triumph GT6. Magenta/blue cloth, engine rebuild 2.6.78 £460, overdrive, HRW, AM/FM radio, Sundym, stereo | £1,745 |
| 1976 MG-B GT V8. Tundra, 26,767 miles, overdrive, tinted, sunroof, radio/cassette | £4,145 | 1972 Triumph TR6. Hard top, damson, one owner only, modified to Strombergs, original invoice with car | £1,750 |
| 1976 MG-B GT. Citron, overdrive, wire wire wheels, Sundym, sunroof | £2,765 | 1972 Triumph Spitfire Mk. IV. Wedgwood blue, hard and soft tops, radio | £1,045 |
| 1976 MG-B. Red/black, overdrive, headrests, tonneau, radio, 28,871 miles | £2,695 | 1972 (Oct.) Triumph Mk. III GT6. White, two owners since new, mileage 42,674, radio | £1,595 |

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LANCIA BETA 1600 Coupé. 1977, Dublin green, electronic ignition, usual extras, immaculate. £3,000 o.n.o. P/ax interesting car/motorcycle considered. Tel: Wensleydale 23550, Darlington 63466 office. (39990)
ROLLS-ROYCE. 1928 Weymann Fabric Saloon with division and occasional seats. Virtually one owner from new. Utterly mint condition. £10,000 spent in restoration to concours standard. Very rare. £17,000 might p/x. Tel: 01-949 5781. (39989)
1913 SINGLE-SPEED Norton and sidecar. Basketwork near perfect. Recently discovered. Stored since 1921. Offers. Also for sale, 1976 Rover 3500. See Rover advertisement. Tel: Airdrie (02366) 62724. (39995)
ROVER 3500 AUTO. May 1976. Richelieu red/black. New tyres, towbar. Beautifully maintained and in top showroom condition. First offer over £2,500. Tel: Airdrie (02366) 62724. (39995)
VW SCIROCCO GLS. 1977, Cobalt metallic, 19,000 miles, laminated w/screen, stainless steel exhaust, excellent throughout. £3,550. Tel: Fairford 712736. (39994)
JAGUAR 2.4 Mk.II. 1961, Pearl grey, manual overdrive, Bodywork, v.g.c., toolkit, maker's oil pressure, M.o.T., mileage 90,000, documented history. Tel: Reigate 46532. (39991)
LOTUS ELAN SPRINT. 1973 brown and white, mint condition, sunroof and roll cage, long M.o.T., taxed. Tel: Nottm 248150 work hours, 266215 evenings. (39999)
TRIUMPH TR7 S Reg. 28,500 miles. Ochre yellow with black upholstery. Five speed. Extras include: fog lamps, halogen headlamps, sunshine roof, side markers, mudguard flaps, recently fitted four new tyres, tuning by S.A.H. of Bedford includes twin 2" carbs/four branch exhaust/oil cooler/Kenlowe fan/oil pressure and temperature gauges/high-lift cam shaft/front spoiler. Beautiful condition. £2,900. Bristol area. Tel: Day 0454 417714, evenings 0454 778329. (39987)
WOLSELEY 4/50. 1950 saloon in very original condition. Stored in dry garage for considerable period. Black finish, interior and carpets, original bumpers and doors, window frames need replating. This rare old car is in running order but no M.o.T. Believed only 2 owners since new. £500. Tel: Hayle, Cornwall 753595. (39992)
MG TC. 1949, Ivory/red interior, Laystall head, genuine 84,000 miles, original throughout and in excellent condition. For full details please ring Barnstaple 3225. (40002)
MG-B GT V8. N Reg. good condition, radio, towbar, o/d, Fiamm air-horns. £2,950 o.n.o. 045-85-486 (or 300 or 209). (39981)
DAIMLER V8 250 Saloon. 1968, manual, overdrive, excellent condition, long M.o.T., 71,000 miles. £850. Tel: Horsham 3697. (39986)
BMW 3.0 CSL COUPÉ (one of the rare lightweights), original colour targa green, black interior, tinted glass, Alpina wheels, radio/cassette, electric aerial, BMW serviced, 2 previous owners, green log book, absolutely immaculate. For sale by BMW club member. £3,950. Tel: (0258) 860345 (Dorset) evenings/weekends. (39982)
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TRIUMPH STAG. 1973, excellent condition throughout, must be seen. £2,400. Tel: Stafford 850244. (39966)
LOTUS ESPRIT. 1977, S Regd, immaculate in Oxford blue with marcasite trim, stereo, 14,000 miles. £7,550. Tel: Crawley (0293) 21199. (39970)
MORRIS MINOR. 1956 split screen Series Two. Black, red leather, all original in mint condition. Full service history, taxed, M.o.T. Offers over £1,000. Tel: Epping, Essex 74082. (39971)
ASTON MARTIN DBS six-cylinder. "K" registration, 1971, one owner, 56,000 miles, decoked, overhauled and resprayed Rolls-Royce Caribbean blue at 45,000 miles. Webasto roof, Pearce Magna wheels. Realistic offers. Tel: 024-369 2140 Sussex. (39975)
TRIUMPH 2500 "S" P Regd. Usual "S" refinements, cloth interior, manual/overdrive, sunroof, undersealed, Sundym windows, low mileage guaranteed 12 months or 12,000 miles. Hesketh Bank 3494 3540. (39979)
MERCEDES 280E. 1972 L, green, auto, pas, electric roof, stereo radio/8 track, good tyres, service history, in exceptional condition. £2,550 o.n.o. Tel: Rattlesden 602 (Suffolk). (39958)
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MG-B GT V8. Brand new front discs £25. Full set water hoses E4. Healey 3000 workshop manual (BMC) £5. TR6 workshop manual (Leyland) £3. Tel: Kidderminster 745804 evenings, weekends. (39960)
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BENTLEY CONTINENTAL 2-door, H. J. Mulliner, 1960. Offers around £1,350. Tel: Nottingham 622875. (39998)
BMW 320 AUTO. 1975, 21,500 miles, bronze, sunroof, excellent condition. £3,850. Tel: Stockland (0404 88) 357. (39972)

FOR SALE—continued

LAMBORGHINI ESPADA. Late 1970, i.h.d., four litre double ohc V12 unit, Metallic silver, tan upholstery, 26,000 kilometres, in excellent condition all round. £5,800. Tel: 0468 41244. (39957)
RACING TWIN cam MG-A roadster. Also 1622 Mk II roadster, both require restoration. £1,250 and £450 or £1,600 for the two. Enthusiasts only. Box No. 6169. (39973)
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MG TC. 1949, present ownership for the last 12 years during which time the car has been carefully restored and maintained and has covered only 3,000 miles. £4,750. For further details tel. Oakhill 840 330 (Somerset) evenings. (39955)
SPEED SIX BENTLEY. 1930, much renovation completed but no time to finish. For further details write to Box No. 6170. (39980)
ROVER 16 SALOON. 1947, suitable for spares or restoration. £120 o.n.o. E. Roberts, Hillend Green, Nr. Newent, Glos. (40001)
FLYING STANDARD 12. 1947, one owner, 84,000 miles, original car, garaged on blocks. £350. Box No. 6171. (40000)
ALFA ROMEO 2600 Sprint 1966 model. Mileage 69,850, collector's car. Enquiries and offers to Hale, Luton 51168 after 17.00 hours. (39952)
BMW 520. Metallic green, manual, 1973, limited slip differential, black velour interior, M.o.T. taxed, 51,000 miles. £1,785. HP. P/ax. Possible 12 months warranty available. Tel: 01-639 5481 or 01-650 8760. (39953)
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PEL ASCONA 199R. L Reg, taxed, M.o.T., radio, 54,000 miles. £975. Tel: Cheltenham (0242) 672674. (40070)
FOR SALE. 1979 Scimitar GTE manual, 35,000 miles, as new, Aztec, leather trim, tints, etc., maker's warranty. £7,350. Tel: Brigstock 404. (40069)
TR2. 1954, signal red, wire wheels, o/d, new chrome, new steel panels, etc. £1,100 spent over last 18 months, superb condition. £2,400 o.n.o. Tel: Lincoln 720726. (40071)
TRIUMPH TR6 ROADSTER. 1973, 30,800 genuine miles, sienna brown with gold coachline, overdrive, radio, anti-theft, taxed and tested, a very good example of this marque. £2,450. Tel: 0272-842662 after 6.30 p.m. (40065)
FERRARI 308 GT4 2+2. 1976 (Dec.), 8,000 miles, metallic dark blue, magnolia interior, concours condition inside and out. Recently tuned at Ferrari Works, Modena, considered fastest GT4 in UK. £12,500. Tel: (office) 0493 62582, evenings 0493 721153 (Norfolk). (40059)
ROLLS-ROYCE S.C. III. 1964, privately owned. £16,500. Tel: Dorking (0306) 81910. (40072)
LOTUS MK VI. Rare example of Chapman's first production car. Very original restored condition. Ford E93A mechanics. £2,250. Tel: 0543 480232. (40059)

FOR SALE—continued

LOTUS ELAN SPRINT. DHC, K71, red, Vegantune engine. £2,600. Tel: 01-379 7311 ext. 2074 day, Sunbury-on-Thames 82344 evenings. (40054)
TRIUMPH MAYFLOWER. 1953. One titled owner (second car). Original, black and beautiful. £995 or best offer. Photo 50p (stamps), 1 Kings Road, Doncaster. Tel: 67266. (40082)
TRIUMPH STAG. 1974, white, manual/overdrive, hard/soft top, electric windows, power steering, tested. £1,975. Deliverable anywhere. Tel: 0782 619748. (40080)
ALFA ROMEO 2000 Spider. 1972, excellent condition. New hood, tyres, many extras. AROC member. £1,995. Tel: Cambridge 77285 or Ely 721091 (office). (40075)
JENSEN INTERCEPTOR Mark III. L registration, v.g.c. £4,200 o.n.o. Tel: Sandwich (Kent) 7164 evenings. (40073)
RELIANT SCIMITAR GTE. P Registered, maroon, tan upholstery, full year M.o.T., manual with overdrive, tinted glass, 8-track stereo, maintained to highest mechanical standard hence price £3,440 o.n.o. Tel: 0760 21385 daytime or 0328 70 250 evenings. (40087)
RELIANT SCIMITAR GTE. 1975N Green/tan interior, manual, overdrive, excellent condition, low mileage. £3,350 o.n.o. Tel: Idmiston (0980) 610640 Wilts after 6 p.m. (40085)
MG-M. 1929, fabric body, completely rebuilt, excellent condition, present owner 10 years, in regular use. Offers. Tel: Loughborough (0509) 214389. (40084)
MORRIS ISIS (Series III) 1957, car in superb condition, 1 year's M.o.T. original radio, logbook, workshop manual. Offers invited. Tel: Bedford 853844. (40083)
E-TYPE V12. 2+2, one of the last made. Cherished by JDC member for last 5 years. Auto, tinted glass, radio/cassette, chrome wheels, workshop manual, original sales literature, parts manual, etc. £5,850. Farnborough 46183 (business). (40057)
ASTON MARTIN DB5. 1965, 2F box, a truly superb example, details on request. £5,950. Tel: Bishops Stortford 59083. (40067)
ASTON MARTIN DBS6. Dec. 1969, Vantage, manual, engine completely overhauled 10,000 miles ago. Exceptional example. For details, telephone Abergavenny 3805. (40092)
AUSTIN 7 RUBY. 1937, V.g.c. plus numerous spares. £1,350 o.n.o. Tel: 049 12 4282 evenings. (40091)
SUNBEAM TALBOT 10 h.p. Tourer, 1938. Needs restoring, but complete and running. Offers. Phone: Boston (Lincs.) 67079. (40090)
1947 MG TC. Red. £6,500 o.n.o. In superb condition, recent MoT. Reluctant sale due to increase in family. Phone office hours Wellingborough 224971. (40088)
1965 DB5 Aston Martin Volante. 325 b.h.p. engine completely rebuilt 6,000 miles ago, total mileage 62,000, 2F box, resprayed, new carpets, new mohair hood, hard top, excellent condition throughout. Reasonable price or exchange vintage Bentley. Tel: 0656 721337 evenings before 19th October. (40055)
JAGUAR 420G Auto. 1968, Silver grey, sunroof, radio, electric windows, etc., 55,000 miles, excellent condition and investment. £1,600 o.n.o. Tel: 0277 840025. (40066)
TR7 1977. 5-speed, white with black cloth, rustproofed, 20,000 miles, recent superb £400 professional re-spray, excellent order. £2,250 o.n.o. for quick sale. 051-632 5504 (owner going abroad). (40062)

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BMW 323i, 1979. Metallic Arctic blue/grey cloth, factory sunroof, alloy wheels, mats and mud flaps. Sundym, 3,000 miles very carefully run-in, good discount on list at £8,250 o.n.o. 051-632 5504 (owner going abroad). (40062)

MG-B V8, 1974(M). 63,000 miles, o.v.d., radio, cassette player, electronic ignition, £2,000. Phone: 051-334 2328. (40061)

XJ JAGUAR 3.4, 1975. Blue, fully automatic, sunshine roof, one owner, excellent condition, genuine 20,000 miles, 12 months MoT, £4,375. Phone: Bishops Cleeve (Cheltenham) 3786. (40093)

AUSTIN HEALEY 3000, 1965. Blue/white, virtually original equipment (including brake linings), accident-free 84,000 miles. Attractive externally (no wires or overdrive), some work due inside and underneath, MoT and taxed full year, owner twelve years reluctantly selling on retirement. Nearest £2,600. Phone: Leamington Spa 24668. (40078)

RELUCTANT SALE of Aston Martin DB2.4 MkIII. Complete engine rebuild, brakes rebuilt, interior re-upholstered, twin exhaust, overdrive, MoT, taxed, £5,850. Tel: Northampton 52961. (40094)

HUPPMOBILE 1925 Straight 8. Rolling chassis, completely restored, new tyres, many spares including rear complete engine, axles, etc. Tel: 0730 86896 evenings. (40098)

BRISTOL 406. Taxed & tested, good condition, used daily. Bristol 405. Very good condition, but needs gearbox. Both must sell, space needed. Ring Barrow-on-Humber 30767 after 7 p.m. (40095)

LOTUS ELAN Plus 2S, 1969. Very good condition, £1,600. Knowle (Warwickshire) 4630 STD 05645. (40100)

E-TYPE 2+2, 1969. Willow green, new clutch, very good condition, £5,000. Knowle (Warwickshire) 4630 STD 05645. (40100)

FIAT X19, 1977. 22,000 miles, metallic green, good condition, £2,750 for quick sale. Peugeot 504 Ti saloon, white, 1974 (N-reg.), Ziebart rust treatment, £1,600. L.M. Jones, Hay-on-Wye (0497) 820860 (40099)

1924 FIAT 505 2.2-litre, 5-seater Tourer. Needs 1 week's work to complete concours restoration. Gift at £4,500. 051-638 2154. (40101)

BEAUTIFUL 1961 Ford Consul. Good mechanics and body, fitted Halda meter and tow bar, many spares. Offers over £500. Tel: Canterbury 53650. (40097)

E-TYPE V12 2+2. Red, black leather, tints, auto, radio, stainless steel exhaust, recent new rear Konis, 13,000 miles only, £5,850. Teesdale 37214. (40107)

ALVIS TD21, 1962. Black over sand, recent new springs, shock absorbers, new wings fitted by previous owner. Beautiful example, £1,950. Teesdale 37214. (40107)

1924 "BULLNOSE" Morris Cowley 4-seater tourer. Taxed, tested, rebuilt in regular and reliable family use, re-upholstered, rewired, repainted, crank reground, etc. Vintage/PVT exchange considered or £5,250. Telephone Worcester 840252 (evenings), Evesham 830462 (business). (40105)

BMW CSL, December 1972. Registration 72 BMW, new front wings, new Michelin XWX, Mahla wheels, yellow, excellent throughout, £3,750. Bedford 86223 (home) 44211 (office). (40102)

FOR SALE—continued

TR6, J reg, 51,000 miles, radio, overdrive, hard/soft tops, Waxoyled, £1,250. Newquay (Cornwall) 2209. (40104)

FIAT 124 Coupé. Arrival of Morgan after five years means immaculate, metallic silver, all manufacturer's extras, undersealed, just MoT'd, radio, October 1974, 1,800 c.c. Must go, £1,190 o.n.o. Telephone 01-373 2196 (Kensington). (40112)

DAIMLER SP250. First registered December, 1963. Total mileage under 16,000, always serviced and garaged. Like new. Best offer over £3,000. Dec. Speedwell, Buchanan Castle, Drymen, Stirlingshire. (40111)

ROVER 14, Six Light Saloon, 1937. Reg. November, 1936, 54,000 miles, only original, mint condition, concours winner over last four years too numerous to mention. Taxed, MoT, £4,000 o.n.o. Tel: Hartlepool 68825 evenings or weekend. (40110)

LOTUS ESPRIT, 1978. Immaculate condition, 14,000 miles, one owner, £7,950. Telephone Camberley 22025 eve. Aldershot 29127 day. (40108)

JAGUAR 4.2 Coupé, 1976R, white/black vinyl roof, usual refinements, radio/stereo, £6,250. Telephone Camberley 22025 eve. Aldershot 29127 day. (40108)

TRIUMPH STAG, M reg. Manual, overdrive, light blue, hard and soft top, new power steering, electric windows. Good condition, company car forces sale, £2,350 o.n.o. Hindhead, Surrey 5326. (40056)

FIAT 850S Sports Coupé 2+2. Excellent mechanics, tyres, clean interior, 45 m.p.g., 90 m.p.h. £475. 04882406 (Berkshire). (40118)

ALFA ROMEO Montreal RHD, 1976. R reg, metallic silver, 18,000 miles, superb condition, £8,500. Reigate 48194. (40115)

E-TYPE V12 2+2. Beige, many new parts fitted this year — new clutch, etc., super condition, £4,995. Phone: Basildon (0268) Essex, days 402433, evenings 280247. (40121)

MG TD2, 1953. Sound, original, complete, taxed, MoT'd, cream, red leather. First £3,950 secures. Southend-on-Sea 218353. (40117)

MUSTANG II GHIA in white/black vinyl roof. Automatic 2.8 V6, LHD, PAS, anti-theft alarm, remote controlled mirrors, Blaupunkt radio, 4 good Michelin's, new spare, modest mileage for M-reg., taxed and MoT until May 1980. £1,500 near offer for quick sale, photo available. Tel: Alan Haskell, Exeter 57286 (9 a.m. - 5 p.m.) or 73591 (evenings and weekends). (40109)

GILBERT INVADER MkIII, 1972. Manual, overdrive, electric blue, sunroof, part stainless-exhaust, £2,350. Tel: Leighton Buzzard 377258. (40114)

EXQUISITE '68 E-type Roadster, 36,000 miles, little used last 8 years, silver blue with beige hood, wire wheels, stainless steel exhaust, new clutch. Perfect. £8,000. Box No. 8173. (40124)

DAIMLER V8-250, 1969. PAS, auto, 79,000 miles, a superb example of an appreciating classic in Warwick grey, red leather interior, £1,495. Tel: 0268 770986 Essex. (40119)

FERRARI 246 GT Dino K-reg. Good engine/gearbox/body, £7,450. Office 01-940 4862, home 01-979 2514. (40126)

E-TYPE, 1971. V12-2. Automatic, 47,500 miles, light blue, MoT July 1980. Private £4,000 o.n.o. Tel: Sheffield 737391 days, 366973 evenings. (40120)

ALFA ROMEO 2000 GTV, May '75. 21,000 miles, white/black vinyl roof, £2,375 o.n.o. Tel: Youlgrave 522 after 6. (40125)

FOR SALE—continued

1932 AUSTIN Seven. Rolling chassis, engine, gearbox, steering, petrol tank. Offers or part exchange. Morris Minor Traveller, Kingswinford 270603. (40122)

TR3A. One registered owner from new, 1958 original log book, competition history from new. V.g.c., must be seen, no time-wasters please. Copthorne 712473 day, Crawley 23287 evenings. (40115)

FERRARI DINO 308 GT4, 1975. Red, beige cloth interior, air conditioning, radio/stereo, £8,600 o.n.o. Copthorne 712473. (40115)

XKE 42, 1965. 4.2 E-type Roadster, 45,000 miles, documented service history, chrome wire wheels, factory hard-top, etc., opalescent maroon with black trim. Concours condition-award winning car which is unrestored and original except for high quality repair. Will suit the most fastidious buyer. £14,950. Consider interesting part exchange. Tel: Hertford 54389 evenings. (40052)

MG TF, 1954. Very good bodywork, mechanics, and hood, £3,850. Lincoln 50228. (40103)

MUSTANG GHIA Series II, 1976. This elegant model is r.h.d. and in super condition, £3,800. Tel: day 0272 559739. (40133)

MUSTANG GHIA, 1979. Brand new, red with white vinyl roof, fully loaded, £5,900. Tel: day 0272 559757. (40133)

LANCIA BETA HPE 2000, 1976 (R), 31,000 miles, sunroof, electric windows, PB radio, £3,950. Tel: 01-734 7528 daytime or 01-622 9743 after 7 p.m. (40141)

LANCIA 2000 HF COUPÉ. Finished in Lancia blue with beige trim, first registered March 1975. Fastidiously maintained, 42,000 miles, electric windows, push button radio/electric aerial. Exceptionally good condition throughout, £1,750 o.n.o. Tel: Prestbury (Cheshire) 829509. (40140)

ROVER 100, 1960. Dove grey over-smoke grey with blue upholstery, exceptional throughout, £1,000 o.n.o. Tel: Langley Mill (Derby) 3400. (40138)

TR6, 1973. White, h/s tops, o.d., radio, electric aerial, 56,000 miles, long M.o.T. and tax, lovely car in good condition, financial embarrassment forces reluctant sale, £1,700. Tel: Wendling 549. (40132)

DROOP SNOOT FIRENZA, 1975. Excellent body and mechanics, low mileage, Motorola, Blydenstein big valve head, MoT June 80. Offers around £2,600. Poss. price, Tel: Ware 61441. (40135)

BMW COUPE. Manual, fuel injected 3.0 CSI, 1975, unmarked, metallic maroon coachwork with grey velour trim, Alpina wheels, electric windows, etc., etc. Opportunity for the enthusiast. Only £4,495. Tel: Haseley Knob 205 (Warwicks). (40137)

RANGE ROVER, 1978. White, 12,000 miles only. Tinted glass, power steering, radio, etc., etc. Prepare now for the winter with this incredible all weather specimen, £9,950. Might consider part exchange with sensible sports car/sporty saloon. Tel: Haseley Knob 205 (Warwicks). (40137)

MERCEDES 280SL, 1969. Auto, hard and soft tops, gold with black interior, low mileage for year, private reg. SRA 14 £6,850. Tel: 0253 855919 after 8 p.m. (40156)

MG-B GT JUBILEE MODEL limited edition, 1975, BRG gold, 23,000 miles only, one owner, overdrive, tinted windows, V8 alloy wheels, Radiomobile, undersealed and Cadulac treated, immaculate throughout, company car forces reluctant sale, £2,950 o.n.o. Tel: Leeds 637363 after 6 p.m. (40146)

FOR SALE—continued

LOTUS ELAN SPRINT. FH, K-Registered, green/white, tinted screen, electric windows, 5/2", +2 wheels, Kleber GTX tyres, stereo, radio cassette, specially prepared cylinder head and crank, 30 m.p.g., 3.5 diff. one fastidious owner for last seven years. Tel: 01-207 1598 to arrange viewing, whereupon exceptional condition will be verified. First offer over £3,000. (40130)

1964 MERCEDES BENZ 190C, 1964, very good condition, one owner 15 years, genuine 120,000 miles, complete service history, long M.o.T. £750. East Horsley 2932 (Surrey). (40147)

NSU RO80, 1973 blue metallic, beige cloth upholstery, radio, tax, MoT, good all round condition, £850. Would consider exchange for good Citroën "Traction-Avant" Winslow 3155 (Bucks). (40145)

TR5 PI. Wires, overdrive, taxed, MoT, new parts include inner and outer wings, sills, doors, wheels, hood, carpets, rebuilt engine, gearbox. Finest example, finished conifer green, £1,995. Offers, part exchange considered. Also TR5 Surrey sound car. Tel: 021 422 7496. (40144)

FORD T. Two available 1922 and 1925, both roadsters, excellent condition, offers available, a number of parts for Ford T '27 all in excellent condition, rear wheel, pair of front wheels, carburettor, very rare carburettor/vaporiser assembly (will make your T run on Kerosene), pair rear and front mudguards, ignition coils, jack, hand pump, etc. Also various instruments for American vintage cars. Tel: 042486 2617 or in Holland 04904 8402. (40129)

CAPRI 3000 Mk. III, April '78. White, sunroof, Recaro seats, undersealed, 12,500 miles, unmarked and as new. Latest price £5,800, accept first £4,000 o.v.n.o. Tel: Ramsbottom 2646 or 061 764 1915. (40158)

1967 AUSTIN HEALEY 3000 Mk. III. A superb example, having covered only 47,000 miles, and being the subject of an expensive restoration. This car is offered for sale for very urgent and genuine reasons at the ridiculous price of £3,800, which is less than the amount spent on it. Tel: Burnley 34465 for details. (40152)

INVICTA 4 1/2-LITRE. 'A' Type 1931, modified short wheelbase by Le Tissier for sand racing in Jersey in early '30's. A. J. Merrick, Burdons Farm, Milley Road, Waltham St Lawrence, Berks. Tel: Shurlock Row 798. (40153)

PORSCHE 911 T-LUX, July 1971, outstanding condition, white/black, documented service history from new, 70,000 miles warranted, meticulously maintained, all bills from 15,000 miles, electric roof, tints, aerial, new clutch tremendous performance with carburettor economy. Much beloved motor for sale due to house purchase. £4,000 o.v.n.o. Bridgend (S. Wales) 3039. (40148)

GILBERT INVADER MK. II, 1972, manual with o/d, electric windows, very good condition, new engine fitted 12,000 miles ago. An appreciating classic, part exchange. Triumph Stag, h.p. £2,750 o.n.o. Tel: 061 789 7871. (40149)

1936 MORRIS 10/4. Superb original condition, M.o.T., realistic price for immediate sale, £1,175. Tel: Luton 27450. (40150)

MERCEDES 220 SE, 1962, t.h.d., manual, engine and gearbox overhauled, new back axle, sunroof, vinyl roof, new carpets, run out of time to finish, but very little cosmetic work to make a fine example, £1,850 or exchange interesting car. Tel: day 01-853 5273, evening, Medway 360446. (40159)

MIKE DUNCAN LTD

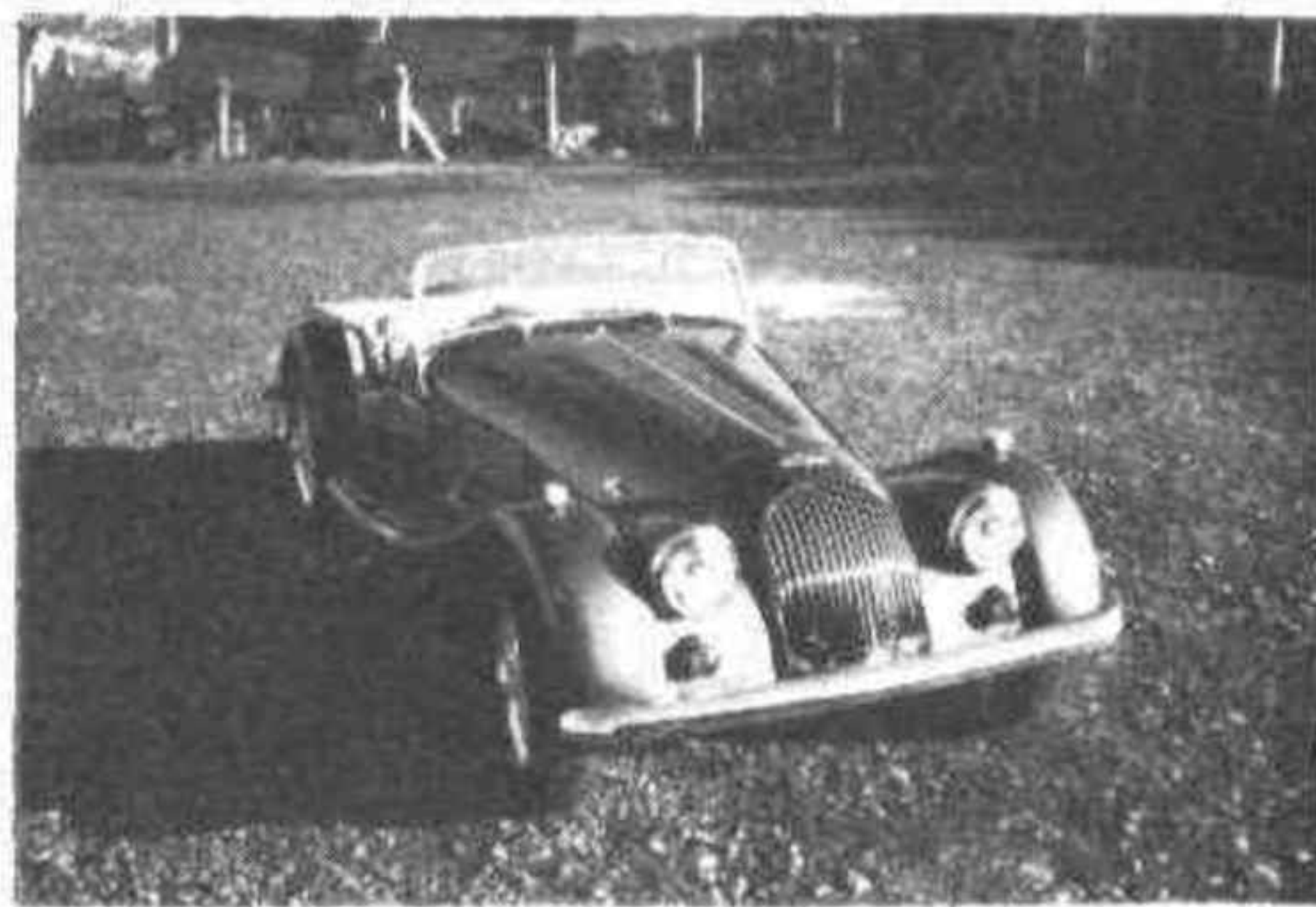
Midlands Morgan Agent



92 WINDMILL HILL,
HALESOWEN, BIRMINGHAM



TEL:
CRADLEY HEATH (0384) 67675



Hello from me for October. With the vogue for long distance racing in Morgans my plug this month is for the 6 hour relay at Donington Park on 7th October. We were 1st and 2nd last year and we'll be trying to repeat the Morgan domination this time. Start 12 midday. Back to business and we have for you this month:

1977 +8 Green with leather. Ex TV personality and serviced by the works £7,250

1977 +8 All body and wings only 13,000 miles £7,400

1977 4/4 Brown, with stone leather, wire wheels, 4,500 miles £6,250

1975 4/4 White, wire wheels, only 27,000 m. £5,600

1971 4/4 Yellow, door handles, only 42,000 m. £3,800

That's about all at the moment but we may have more before this gets into print. Our pedal car has just gone to Australia but we should have a new cream one in the next few days.

Jumpers £6.50. T shirts £3.50. Sweat shirts £6.00. Umbrellas £12. Morgan etchings £8.50. Bedspreads £10. Ties £1.75. Badges 85p. Key fobs £1.20. Morgan First and Last £7.95. More Morgan £7.95. Morgan Sweeps the Board £9.95. Morgan Sports £1.95. Four Wheel Morgan Workshop Manuals £4.50



The London Morgan Distributors



We recommend you
Give up jogging,
Take up Mogging,
And Go to a Noggin!

Potential Morgan owners, satisfy your life-long fantasies and buy a Morgan from our October collection. We cater for everyone, from the power hungry +8 type to the sensible (or not) family with dog and children type.

A striking Morgan +8 in gunmetal silver of the 1978 vintage can be viewed in Reece Mews, fitted with reclining and folding seats upholstered in black leather, 5-speed gearbox, 7,000 miles, wind deflectors, headrests and locking petrol caps. £7,750.

A suitable stablemate with less horses must be our 1978 Morgan 4/4 2-seater, with silver fox paint and reclining seats with headrests, a mere 4,000 miles, luggage rack, new condition. £5,980.

Prospective +8 purchasers should beware the difference between a 1977 +8 and a 1977 +8 5-speed, introduced in March of that year, the 5-speed not only has an extra gear, but also uses the 5D Rover V8 (somewhat superior to the old V8), 14" 6J alloy wheels, a wider body and revised dashboard.

A canary yellow example of the Morgan +8 5-speed exists in our October line-up. Registered 1977(R), extras include black leather bucket seats, 18,000 miles, one owner. £6,750.

May I draw your attention to the "wind deflector", an invaluable extra which comes in pairs. These attach to each end of the windscreen and prevent your hat blowing off. A mere £18.95 + VAT and P.P.

1976 Morgan 4/4 2-seater, midnight blue coachwork, beige leather interior, wire wheels, 18,000 miles, can be yours for £4,950.

Aluminium bodied Morgan +8, 1974. Royal ivory with black interior, known by us from new, recent new exhaust complete, fuel tank, tyres and service, just 40,000 miles. £4,895, including reg, no with letters CAB, short for cabriolet.

A breathless Morgan 4/4 4-seater has just arrived from Aberdeen. Road tested ourselves on this journey we highly recommend this excellent 22,000 miles, golden yellow, 1975(P) example, recent new front suspension. £4,980.

Our 1968 Morgan +4 drophead coupé (exportable to USA) has just been retrimmed throughout in red hide, which goes well with the black coachwork. A mere 45,000 miles makes this one of the nicest coupés we have seen. New exhaust, Kenlowe fan and wheel trims have been added recently.

Also a 1968 Morgan 4/4 2-seater again in black with wire wheels, in need of some trim, finished price £3,595 or come and hassle.

My attention has been drawn to the once popular J.B. advertisement across the page. So sad to see good rubbish "go down the tip".

Late arrival as we go to press is a 1972 or 3 Morgan 4/4 4-seater, Signal red with red leather interior, very smart with good under bonnet detail, mechanically sound, and a modest £3,895 will obtain title.

Other cars at present include: a 1972 Mustang Mach 1 convertible; a 1975 December MG-B GT V8, a brace of Matra Ranchos, the 30 m.p.g. imitation Range Rover, a Porsche 924, 1978, blade with 5-speed gearbox and a splendid 1979(V) Cougar 3.8 2-seater sports, details on application.

morris stapleton

Reece Mews, London SW7 01-589 6894

FOR SALE—continued

MASERATI MERAK, November 1975, 20,000 miles only, air conditioned, electric windows, lovely genuine, virtually unmarked example. £7,950. Finance available. Tel: 048 649 259 (Nr. Guildford, Surrey). (40163)

GORDON KEEBLE, 1964, 140 m.p.h. 2-2 classic, ex-John Wolfe. A fortune has been spent on this car making it probably one of the nicest available. All bills available. Offers around £6,000. Tel: 048-649 259 (Nr. Guildford, Surrey). (40163)

RILEY 9 MONACO plus 1931 fabric bodied saloon. Beautifully restored and refurbished, excellent running order, handbook and log book £2,500. Available to view, Maidstone area. Tel: Hadlow Down (Sussex) 483 for details. (40164)

E-TYPE JAGUAR Series I Roadster. Dark blue, retrimmed in blue hide, new carpets, chrome wires, good oil pressure, M.o.T. 23/5/80, taxed 31/10/79. £3,250, part exchange considered. Tel: Leeds (Yorkshire) 576683. (40162)

ASTON MARTIN DB5 or DB6. One must go! Both cars are in beautiful condition and AMOC member owned. £5,000 and £4,500, respectively. Tel: Wallingford (0491) 36390. (40161)

TR6, 1969, 150 b.h.p. model, fitted overdrive, hardtop, wire wheels, finished in signal red with black upholstery, 4,000 miles completed since 18 month refit, now in superb condition. £1,950 no offers. Tel: Winsford, Cheshire 53075. (40155)

ISO GRIFO, 1972, one of the last made, right hand drive, air conditioned, genuine 39,000 miles only, tinted electric windows, very rare 2-seater, 140 m.p.h., finished in metallic gold with white leather interior. Offers around £6,000+. Tel: 048-649 259 (Guildford, Surrey). (40170)

MG-C GT, 1969, bright red, black leather interior, wire wheels, overdrive, 60,000 miles, very nice example. £1,500. 048-649 259 (Guildford, Surrey). (40170)

TRIUMPH DOLOMITE SPRINT, 1973M, Mimosa yellow, Ziebarted, overdrive, Sundym glass, excellent condition, one owner, maintained regardless of cost, new tyres, recent M.o.T. £1,250. Tel: Sheffield (0742) 860654. (40167)

LANCIA 2000 SEDAN, Injection, 1973 (M), p.a.s., 5-speed, mechanically excellent, M.o.T. December, £600. Tel: Orford (Kent) 2153. (40165)

LOTUS ELAN +2S 130/5, 1973 (M), white, Blaupunkt stereo, alloy wheels, recent M.o.T. £3,200 o.n.o. Tel: 01-651 2106. (40285)

ASTON MARTIN DB4 Drophead, 1973, an appreciating car in immaculate overall condition, Vantage engine, suspension, brakes just totally rebuilt by specialist. Excellent original red leather seats, new hood, tonneau, battery. Radio. £9,950, 01-626 8851 (day), 01-736 6052 (evenings). (40318)

FIAT 500, 1972, 32,000 miles, M.o.T. year good condition. £395. Spare 500. £50. Tel: Ware 2001. (40314)

PORSCHE 356C, Togo brown, a truly outstanding example of the classic marque, maintained in pristine condition by a Porsche enthusiast, garaged during winter, complete history since original importation. Offers around £3,500. Tel: Wimborne (0202) 891784 or 888249. (40315)

SCIMITAR GTE, P Reg, manual, overdrive Second SE6 model to be produced and former Reliant development car with latest suspension, extras, etc., low mileage, long M.o.T. and guarantee. £3,950. Tel: 021-429 7926. (40316)

FOR SALE—continued

PEDIGREE well loved XJ6 4.2 Automatic. Impeccable record. One owner driver member IAM. One servicer. Unsullied by accidents scrapes. White, blue leather. Extras include integral sliding sunroof, foglights, headrests, etc. Low mileage for age. Splendid order, going like a bird. Valuable eye catching No. AAA 444J. Has to be seen and driven to appreciate — and worth cherishing for vintage value later. £1,725. Hants. Tel: 07257 350. (40308)

ASTON MARTIN DB MK. III, 1968, midnight blue, grey/blue interior, very good condition. Rebuilt engine, front suspension, brake system. New silencers, new carpets made at Newport Pagnell, respoked and resprayed wheels. Renovated and repainted leather, new tyres Pirelli Cinturato. £6,300 o.n.o. Will be in London on Tel: 01-262 5022 (Park Plaza Hotel) 20th-26th October. Or you can ring me in Sweden (Stockholm) (08-106649) before 20th October. Mr. T. Blank (AMOC representative for Sweden). (40309)

ASTON MARTIN DBS V9, 1974, carburettor model, automatic, Cornish gold, nice condition. £6,950. Private sale. Tel: 01-435 9141. (40313)

RALTON 8 CYL. SALOON, 1935, M.o.T'd, good condition, owned last 11 years, offers invited. P. Banks, 24 Cedar Avenue, Wickersley, Rotherham. Tel: Wickersley 4016. (40306)

ASTON MARTIN DB6 MK. II, Automatic, absolutely immaculate concours condition in every respect. Both metallic aquamarine paintwork and black hide interior in perfect unmarked condition. Mechanically superb with service history. No expense has been spared. Private sale. Sensible offers invited. Tel: 01-393 4140 (Surrey). (40279)

MORRIS OXFORD TRAVELLER, 1956, new clutch, exhaust, M.o.T., very sound, original £300. Tel: Seagrays (Wilt) 720271. (40303)

TR6, N Reg., 40,000 miles, very good condition, mallard green. £2,750. Tel: Brentwood (Essex) 0277 221221. (25969)

MORGAN +8, 1976, very low mileage, red, black interior, many extras, excellent throughout. First offer over £6,250. Tel: 01-207 1598. (40064)

LANCIA FULVIA COUPE 1.3S N Reg. rustproofed, unmarked condition. This bright red classic is possibly the best one around £2,075 o.n.o. Tel: 021-355 1723. (40304)

DAIMLER V8, 1968, Automatic, excellent bodywork and mechanics, genuine reason for sale. £1,450. Tel: Walton-on-Thames 42373 weekends only. (40307)

LOTUS EUROPA TWIN CAM, 1972 model, Resprayed carnival red, new tyres, exhaust, etc. 30,000 miles recorded. Excellent condition. £2,150. Tel: Bath 315643. (40302)

FRAZER NASH, The finest blown 4ED Meadows. Perfect castings and assembly includes new crankshaft rods, number 9 Cozette. With complete and virgin but partially unassembled Shelsley chassis. Duplex sprockets. Single-seater radiator. No bodywork. Unique basis and opportunity for mechanically perfect, competitive single or two-seater Nash. Tel: evenings King Langley 64902. (40282)

FOR SALE, Suitable for Bentley 10' 10" chassis open four-seater body complete with seats, trim, windscreen and wings, also radiator for standard 6 1/2 litre Bentley. One pair of P100 headlights, R. A. Parker, 210 Edward Street, Nuneaton. Tel: 0682 383339. (40278)

FOR SALE—continued

JAGUAR MARK TWO 3.4, Very good body and mechanics. Minor work needed. I haven't time, hence £400. But hurry before I change my mind. Tel: Shrewsbury (0743) 3460. (40280)

DATSUN 240Z, 1972, excellent condition, year's M.o.T. £1,795. For details tel: Nottingham 630956. (40305)

GORDON KEEBLE, Fast appreciating marque. Only 99 built. Good condition. £1,500 recently spent. Red, white, upholstery. £5,250. Tel: Maidwell (060) 1281 566. (40294)

1926 CITROËN 11.4 HP open tourer 4-seater. New hood and trim, recon engine, v.g.c. This car is similar to Bullnose Oxford. £3,300 o.n.o. Tel: 024356-494 (Sussex). (40296)

SCIMITAR GTE, 1975, brown tan, overdrive, electric tinted windows, tonneau, radio, new shockers, battery, electric fan. Immaculate £2,975 o.v.n.o. Tel: Bury St Edmunds 810033. (40283)

SUNBEAM RAPIER SALOON, 1960 Two tone green, 53,000 miles only. Two owners from new (one since 1963). Requires minor body repair. £450 o.n.o. Tel: 02216 3115. (40297)

LOTUS ELAN Series 4 special equipment 1969, yellow/black, d.h.c., superb condition, must be seen. £1,995. Tel: Abingdon 21818. (40301)

LOTUS ELAN Plus 2 S 130 5-speed, Oct 1974, new tyres, M.o.T., fine car in above average condition. £3,750 o.n.o. Tel: Fulmer (Bucks) 2056. (40289)

LOTUS ELITE 502, 1974 (N), metallic blue beige, 43,000 miles, superb car. £4,150. Tel: Bath 315643. (40288)

ALFETTA GT 1800, August 1976, silver with black trim. Regularly maintained by Alfa specialists. New clutch, exhaust and tyres. Long M.o.T. Excellent condition. £2,300 o.n.o. Tel: Dronfield 418331. (40291)

MG J2, 1932-1934 used spares, no body parts. S.A.E. for list "Merryfields" Ham Lane, Nr. Ferndown, Dorset BH22 9DP. (40292)

LOTUS ELITE 501, "R" Reg, one owner, manual, power steering, Philips stereo radio cassette, excellent condition. £5,900. Tel: 01-641 1515 (office hours). (40317)

DAIMLER V12 COUPE, 1976, one of only 370 ever built and equipped with air conditioning, Philips VHF cassette, tinted windows, five new tyres and remote control wing mirror. Only 37,000 miles and metallic silver paint make this a most desirable "grand tourer" at £6,950. Ringwood (04254) 4940. (37333)

MG MIDGET 1500, 1977 'S' Reg, 21,000 miles. Very good condition, one owner, radio, tonneau, etc. £2,195. Tel: Hadleigh (Suffolk) 822567. (40290)

PORSCHE 911S TARGA, 1973 metallic blue with black trim, all usual extras plus Recaro seats and radio stereo, full history available. The condition of this car can only be described as exceptional. £5,950. Tel: Bedale (N. Yorks) 2589 anytime. (40286)

MERCEDES BENZ 280 SL, 1968 Sept automatic, white with detachable black hard top, enthusiast maintained, new engine, 12,000 miles, serviced main Mercedes distributor. £6,500 o.n.o. Tel: Cheltenham 23270 day, 22474 evenings. (40287)

JAGUAR V12 E-type Roadster, Manual, CWW, radio, red, black trim, superb condition. £7,450. 0604 92322 (day) Pattishall 401 (eves). (40357)

ASTON MARTIN DBS V8 74 Carb model, Red black interior, service history, new gearbox, engine as new. £8,700 o.n.o. Phone H.W. 0494 22888. (40353)

FOR SALE—continued

GILBERN INVADER II, 1971 Bodywork to Concours standard by Griffiths, Blaupunkt stereo, low mileage, new exhaust, fine example. £1,875. Tel: 0752 771737. (40367)

LOTUS ELITE 501, 1975, immaculate, red ivory int., radio, electric windows, only 26,000 miles. Fully serviced and carefully used vehicle. Reluctant sale of this fast but economical car. £4,250. Waltham Cross (971) 27366 eve. (40365)

MORGAN 4/4, 2-seater, S-registered, immaculate red, black trim, bucket seats. £5,400 or exchange Lotus 7 (not S4) - 1. Tel: St Buryan 214 (Penzance) evenings and weekends. (40353)

MG-B ROADSTER, 1972, L regd., overdrive, servo, Radiomobile, auto aerial, recent relins, tyres, shock absorbers. £850 o.n.o. Tel: Standish 422873 (Greater Manchester) early evenings and weekend. (40350)

1970 ASTON MARTIN DB6 Vantage, Manual gearbox, resprayed fiesta red, beige leather. New bumpers, c.w.w., radio cassette. Superb condition, 12 month's MoT, AMOC member owned. £5,250. Tel: Halifax 202009 201945 (eves). (40363)

MG-B ROADSTER R regd. (1976) but 1977 specification. Damask red, 26,200 miles, immaculate throughout, radio, electric aerial, alarm. £2,385, 01-947 3835 (home) or 01-491 2700 (work). (40360)

VOLVO, 1973 Model 144 Automatic, Excellent mechanics, tyres, clean interior, radio, cassette. £1,500. Tel: 04882405 (Berkshire). (40366)

LOTUS ELITE 501, Dark silver grey, February 1976, Excellent condition, 26,000 miles. Offers. Birmingham 021-363 9555. (40364)

MG-B SPORTS Roadster, V reg, 1,500 miles, white, as new. Will accept £4,000. Cost £4,650. 061-904 0274. (40369)

LANCIA FULVIA 1.3S Coupé, 1973 (M) Only 30,000 miles, green, radio, electric aerial, 5-speed, Ziebart from new. Extremely good condition. £1,450 o.n.o. Tel: Dinnington (090978) 2863 after 4.30 p.m. (40356)

JAGUAR 2.40, 1969, Excellent condition, British Racing Green, service record. £1,150. Harrison, Wells, Somerset 72453. (40344)

JAGUAR XK 150, 3.8, overdrive, FHC, Nov. '59, 55,000 miles, black, and totally immaculate. Waxoyl treated, new parts fitted in past 3 years; petrol tank, floors, rear wings, bumpers, carpets and headlining, brakes, exhausts. Engine rebuilt, faultless original front wings, unrepainted chassis, unspooled leatherwork, regrettably for sale. £4,750 or p.p. exc. immaculate MkII. 0772 614809. (40347)

PORSCHE CARRERA RS Touring, 1973, Full service history, no competitors, recently surveyed by AFN, fully rustproofed by Ziebart. Tel: Tockwith (090-15) 418. (40349)

LANCIA FULVIA Coupé 1.3S, 1976 Dark blue, gold trim, immaculate throughout, superb condition, 29,000 miles. Offers around £2,325. Tel: 01-337 9202. (40359)

LAGONDA RAPIER 1935, 4-seat Coupé de Ville. Extremely suitable for daily, touring, and competition use, total engine rebuild 3,000 miles. £3,000. Phone: Chesterfield (0246) 76628. (40339)

VINTAGE AUSTIN Seven, 1928, Log book and chassis, axles, rad, engine, box, etc. to build Special or Replica. £495. Phone: Chesterfield (0246) 76528. (40339)

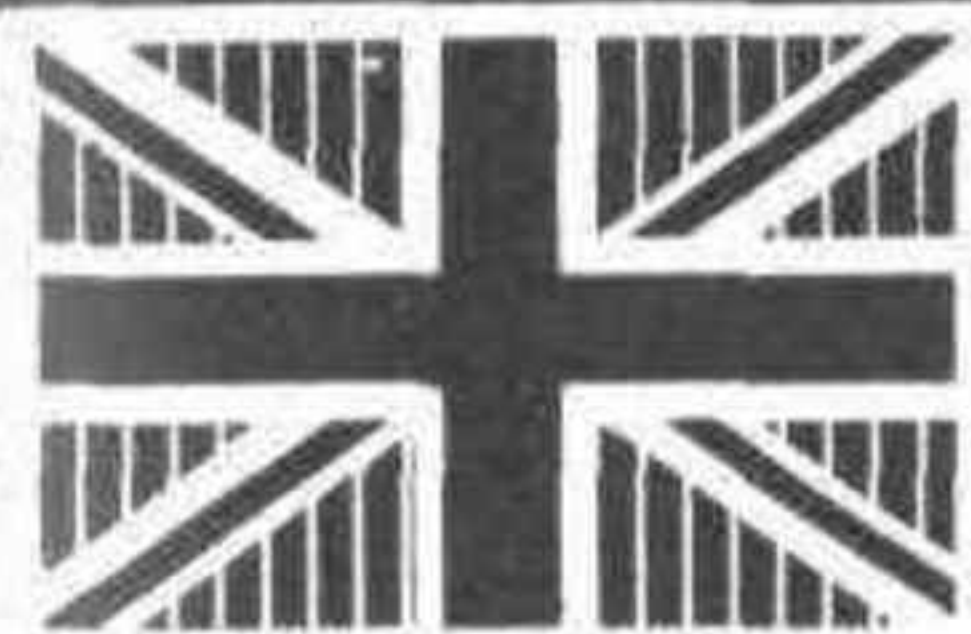
TVR TAIMAR, Dec. 1977, Yellow, with brown coachband, sunroof, Wolfraze wheels, halogens, radio. £4,995. Tel: Truro 2536 evenings. (40332)

Hire a Sports Car
Morgan 4/4 & +8s, MGBs, MGB GT
V8s, Triumph TR7s, TVR Convertibles, Mercedes 350SLs.

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Reece Mews, London SW7 01-589 6894 01-589 8309





John Britten

Morgan
TVR



8.30 a.m., Yawwwwwwn, bleary eyed Vernon arrives, unlocks garage gates, turns off burglar alarm, switches kettle on and walking through workshop bangs shins on Morgan 4/4 65, golden yellow, 1500 GT engine, twin Webbers, w.w. still cursing he welcomes Rob and Gary who arrive in formation in their almost identical Cortinas, followed closely by Simon on his lightweight racing bike, and clips. The morning tea ceremony completed. The workshop starts busying themselves preparing cars for sale. TVR 1600M, 73, in white, at present having major surgery in the form of a clutch transplant. Morgan +8, 73M, golden yellow, black leather trim, previously owned by typical Morgan enthusiast — hood unused. Morgan +4 coupé, 62, royal ivory, body and engine rebuild complete. TVR Taimar, 78, red, black modelband, 9,000 miles, undergoing final preparation before collection. 9.00 a.m., Roger arrives, driving our Peugeot pick-up truck with a Morgan 4/4 4-seater, 71K (Dec.), signal red, +8 spots, 45,000 genuine miles, on the trailer behind — not because it has broken down but, having bought this car in the wee small hours, he could think of no other way of driving two cars at once. Close on Roger's heels, Nysha arrives in our recently purchased yellow Mini, enters office, puts feet up on desk, opens woman's magazine and settles down for the day! Only to be interrupted by first telephone call — someone offering a TVR Taimar Turbo, 77, white with brown model band, virtually all the extras, one of the most immaculate TVR's in existence and soon to grace our premises. Meanwhile Roger has decided which car to put on pole position beneath our sign at the top of the yard, gets keys for the Panther Lima, 79, blue silver, rad.cass. one owner, 4,700 miles, front spoiler, having completed this task he returns to showroom passing a smart line of TVR's gleaming in the early morning sunshine. — TVR 1600M Taimar (the only one ever made) 75P (Sept.) white, wooden dashboard, Targa top, radio/stereo, 25,000 miles at present on its third sojourn at our establishment. TVR

Taimar, 77, white, overdrive, radio cassette, sunroof, late property of Company Director. TVR Taimar, 77S, yellow with brown modelband, sunroof, ex-TVR demonstrator. TVR 3000M, 75, white, brown vinyl roof, dark brown interior, brown modelband, radio/cassette, 38,000 miles, a sturdy Yorkshire based car which was part exchanged for a Taimar — as the owner felt the need for the convenience of a hatchback. TVR Convertible, 78T, (Aug.), black, oatmeal trim, Wolftrace wheels, one owner. As Roger opens up showroom doors, Chris comes in driving TVR 3000M, 77S, silver, red model band, overdrive, sunroof, radio, to be met by Gary driving out of the garage on a spare errand — collision narrowly avoided, Chris parks the car in the line up, removes his briefcase and strolls into the office in time to take a call from John Britten wanting to know why he's late, is saved by customer wanting to part exchange his Lotus Elan 70, Series 4 SE fixed head coupe, orange, for immaculate 1600M in yard — Chris breathes sigh of relief. Having sold 1600M, Chris writes preparation note for workshop to prepare the car to the customer's instructions, and brings the stock list up to date adding Morgan 4/4 2-seater, 77S, Nov, black, w.w. leather seats, luggage rack, 9,000 miles, in sparkling condition and Morgan 4/4 2-seater, 79 May, indigo blue, stone leather trim, luggage rack, reclining seats, 3,000 miles, one journalistic lady owner. 11.00 a.m. workshop and sales staff settle down to much needed tea break, said beverage being supplied by our apprentice tea boy — Simon. Tea break is interrupted by the first wheel kicker of the day. This being a particular type of "potential customer" who insists on kicking all four wheels of every car in the yard and then expresses surprise that they have not all fallen off. His target today was a Morgan +4 4-seater, 56, black/silver, 4-spoke Brooklands steering wheel — a really nice old original car. In addition to kicking wheels he also delights in jumping up and down on the front wings of Morgans to test the stiffness of their suspension and promptly places his full 15 stone on the aluminium wing of a Morgan +8, 79 March, signal red, all aluminium body, 1,800 miles, door handles, just like new, but is fortunately dissuaded before any damage is done. 11.45 a.m. and the workshop have finished titivation on the 73 +8 — it is replaced by a Morgan 4/4 2-seater, 59, royal ivory, 1,500 engine, 4-speed gearbox, purrrfect condition, which is going into dock to have its faulty ignition switch changed. 12.00 and a customer brings in a burgundy TVR Taimar for a 6,000 miles service — is given a lift to station by Vernon in Peugeot pickup truck. At this point J.B. arrives with a flourish in a Jeep CJ10 pick-up truck, 79V, white, golden eagle motif, denim trim, 4-wheel drive, dual range auto-transmission, 5.9 litre, roll over bar. Here on one of his periodic visits to give us the benefit of his years of experience. He enthuses over the condition of a Morgan 4/4 4-seater, 72, golden yellow, w.w. brown leather trim, luggage rack, radio, rear bumper, door handles, in 79 condition due to recent rebuild at Morgan Factory, and is equally pleased with a Morgan +4 coupé, 68, 2-seater, British racing green, w.w. leather

trim, one owner from new, full service history — please be seated when asking price because +4 coupés are becoming very rare collector's items and the prices are rapidly approaching telephone numbers. J.B. gives impromptu sales conference and executive decisions are taken, e.g. remove paddock sticker from TVR convertible, 79, white, less than 2,000 miles, paddock sticker indicating that Chris had recently used this car to travel to Brands Hatch — we hasten to add that he did not race it! It was also decided to have a special offer on new TVR's bought during the month of October — telephone for more details. Our stock of new TVR's at present consists of: burgundy convertible, red convertible, and green Taimar with neutral model band, sunroof and electric windows. Pausing only to admire our beautiful black Arkley SS, 76, gold pin stripes, 8" cobra alloy wheels, considered by all here to be the best Arkley ever seen, Mr. Britten then rushes off to other parts of his Empire. 1.00 p.m. — Workshop disappear to lunch and Gary is despatched to Barnet to purchase vast quantities of fish and chips, and hamburgers etc. for those of the staff who "eat in". Roger, being a home loving man, takes the opportunity of road testing a Morgan +4, 4-seater, 68, hedge green, w.w. just serviced by our Morgan experts; on his way home to lunch while Chris settles down to Chapter 3 of his latest novel only to have his

disappears for the afternoon, returning sometime towards evening with TVR Taimar 78T, white with brown model band, oatmeal trim, sunroof, one owner from new, still under Manufacturer's warranty. Having finished polishing TR7, Chris rearranged cars in showroom so as to give more prominence to Morgan 4/4 2-seater, 79V, deep brunswick green, w.w. luggage rack, rustproofing, door handles, delivery mileage, and also TVR Convertible, 79, gold, radio cassette, one owner from new, 3,000 miles, genuine reason for sale. The afternoon gradually winds down and at 5.00 p.m. Nysha leaves us to answer the telephone and goes home and Adrian comes in from school and is given the task of washing a Morgan +8, 76R Oct, red, bonnet strap, Wolftrace wheels, 6,300 miles, two owners, luggage rack, reclining seats, and a Morgan +8, 79, gold, brown leather trim, brown hood, door handles, luggage rack, Michelin XWX tyres, low mileage. A willing lad our Adrian, who came to us as a result of his brother buying an Arkley kit, and is now our chief car washer. 6.00 p.m. comes and Vernon shuts up the workshop, locking the doors and parking outside the BMW 528, 77, metallic bronze, radio/cassette, one owner from new, property of professional man and being sold



hamburger and chips and James Bond's second erotic experience interrupted by potential customer for a Morgan 4-seater who goes away confused because he cannot make up his mind between a Morgan 4/4 4-seater, 78T, Sept, Bugatti blue, w.w. reclining seats, luggage rack, reversing lights, door handles, radio cassette, Ziebart, one owner, 9,000 miles, or, Morgan 4/4 4-seater, 78, indigo blue, red leather trim, alloy body, w.w. reclining seats, 3,000 miles, luggage rack, door handles, red hood — so perhaps one of our gentle readers would care to buy one of afore-mentioned vehicles so as to leave our customer no option but to purchase the one remaining. Lunch break over the workshop return to usual frenzied activity and Chris begins polishing Triumph TR7, 77S Nov, maroon, sunroof, radio, one owner, 18,000 miles, and makes mental note to reduce it to £2,500 on stock list. On arriving back from road test lunch Roger hitches up trailer to Peugeot pick-up and

on his behalf. Left to his own devices Chris gets out an Arkley kit from our ample stock for a customer coming down from Manchester the next day, and disheartens yet another would-be new Morgan purchaser with the incredibly long waiting list and suggests he buy a TVR instead! At last 7.00 p.m. and Chris selects car to go home in and climbs into Austin Mini 1000, 78, red, 6,000 miles, one owner from new, taken in part exchange for Arkley. Shuts and locks gates and disappears into the sunset. Sigh!



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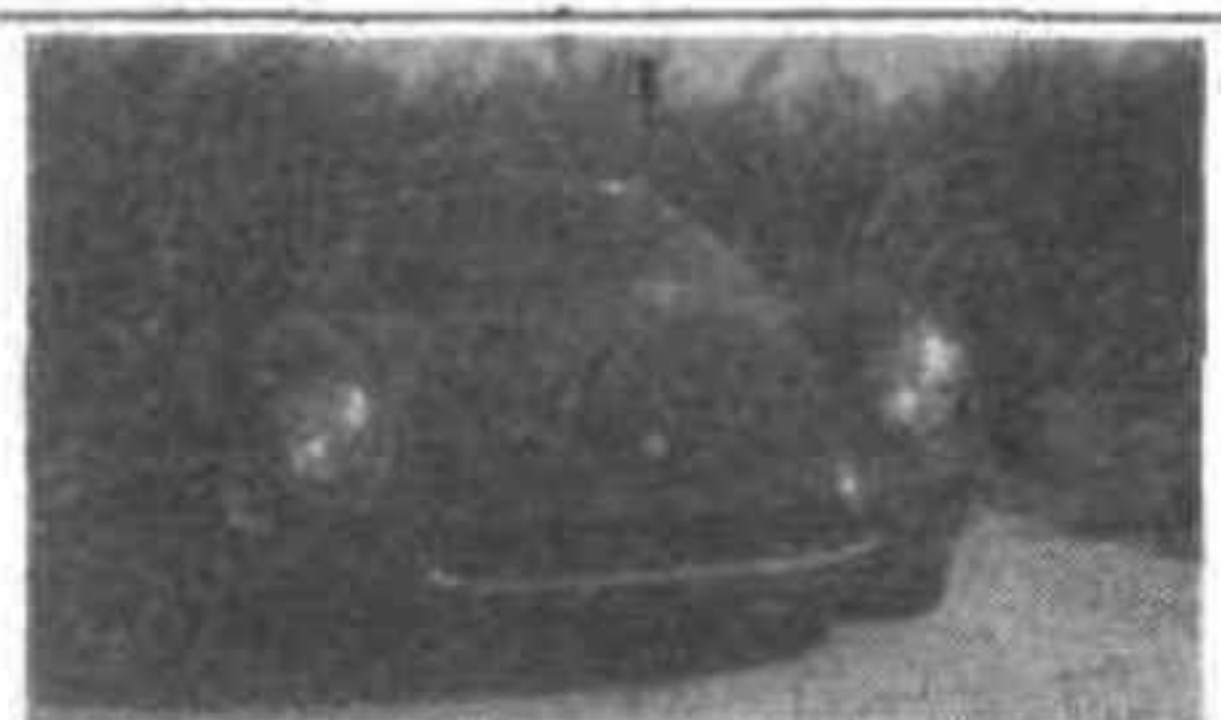
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74 Rolls-Royce Shadow. One owner. 32,000 miles, caribea-aqua	£23,000
78 Porsche 924. 5-speed, s/s roof, metallic paint, superb.	£7,995
77 BMW 320. One owner.	£4,650
76 Alfetta GT. 34,000 miles.	£2,950
76 Lancia Fulvia Rallye Coupe. 18,000 miles, one owner.	£3,250
73 Lancia Fulvia Rallye Coupe. Outstanding, 22,000 miles	£2,455
78 Datsun F11 Coupe.	£2,450
73 Daimler Sovereign.	£2,345
73 MG-B GT V8. Very good.	£2,250
69 Rover 3500. Outstanding.	£1,195
67 Jaguar 420. Exceptional.	£1,295

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FOR SALE—continued

LANCIA Beta Monte Carlo. 1978. Director's second car. 22,000 miles, perfect condition and serviced by main agent since new. Fantastic offer £5,250. Ring Chesham 74251. (40558)

LOTUS ESPRIT S2. "T" registration, under 3,000 miles, white, champagne leather trim, radio/tape deck, spotless condition. First offer over £10,950 secures. Telephone: Thame 3717. (40559)

JAGUAR XJS. September, 1976. 33,000 miles by one owner, in immaculate condition throughout. Usual XJS refinements including air conditioning, electric windows, stereo £7,950. Immaculate E-type Roadster or interesting car accepted in part exchange. Ring 021-354 5829 daytime 021-373 5056 evenings. (40551)

1958 SEBRING Sprite. Used daily, 12 months M.o.T., untidy but sound, complete with host of spares, including new engine. Offers. Phone Leighton Buzzard 210646. (40553)

1976 DOLOMITE Sprint automatic. White, black sunroof, Dinitrol rustproofed, 21,000 miles only absolutely immaculate. Must be seen £2,300 o.n.o. Telephone Aylesbury 21773. (40552)

MARCOS 3-LITRE, 1970. Tangerine, 61,000 miles, electric windows, stereo-8, excellent order throughout £2,300 o.n.o. Malvern 62968. (40544)

RENAULT R5TS. Three months old, under 2,400 miles, metallic bronze, fitted side protection panels, Blaupunkt radio, nine months tax. Averages 40 m.p.g., indistinguishable from new. Pett (East Sussex) 2569. (40543)

TWENTY YEAR OLD Mini. First reg. Nov. 1959, one owner, guaranteed 47,000 miles, absolutely outstanding. Offers in excess of £1,500 invited. 0745 84 355 (N. Wales). (40545)

MORGAN +4, 1955 2-seater, recent professional restoration, cowled rad, twin spares £5,000. Tel: 041 956 1254. (40547)

1925 ROLLS-ROYCE Twenty. Brougham by Lawton-Goodman. 3-speed, 2-wheel brakes. Illustrated p.289 Those Elegant. £11,000. Seen Surrey. Details Box No. 6177. (40546)

MORGAN 4/4, 4-seater, 1975. Orange aluminium body, many extras, one woman owner-driver, full documentation, 1978 condition £4,750 o.n.o. Tel: 0323(Sussex) 870691. (40548)

ALFA ROMEO 1600 GT Junior "P" reg., in red with black trim, 1976. M.o.T. and tax until April, 32,000 miles, one lady owner, warranty £2,500 o.n.o. Phone East Stoke 375. (40536)

LANCIA 2000 HF Coupe, 1975. Last of the real Lancias. Fuel injected genuine 100 m.p.h. car. First offer £1,850.00. Telephone Kingston Blount 51269. (40538)

TURNER, 1966. One of the last built. Modified 1098 engine, recent new clutch, battery, wiring and pads. Heron body, low, light and quick. Ideal for road or track. M.o.T. and taxed until next year £600. Danbury (Essex) 5167. (40539)

MORGAN +8, 1972. 27,000 summer miles only, condition commensurate. Jade green with black upholstery, Wolfraze wheels and luggage rack £4,750. Atkinson 115, Newland Park, Hull. Tel: (0482) 43826 or 24312 during day. (40540)

COLLECTOR'S DAIMLER 420 Sovereign saloon, 1969. Automatic, PAS, one owner, low mileage, exceptional, original, unspoiled condition, service history £1,995 o.n.o. Copthorne 712426 STD 0342 Gatwick, Sussex. Private sale. (40535)

FOR SALE—continued

TR4, 1964. Overhauled, many new parts, resprayed original red, new white hood, taxed, 10 months M.o.T. Change of job forces sale £950. Phone 051-526 3348. (40541)

ALFA ROMEO 2000 Spyder. P. reg., red coachwork, Momo alloy wheels, new duck hood, 44,000 miles, superb example of this 150 b.h.p. classic sports car £3,850. 01-529 0011 day, 01-508 4759 evenings. (40537)

SSII, 1933. For restoration, as found, dubious body £800. Glemsford 281147 (Suffolk). (40534)

BOND EQUIPE GT4S, 1966. Extensively renovated, very good looking, mechanics, excellent £475. Exchange Midget. Glemsford 281147 (Suffolk). (40534)

TRIUMPH GT6, Nov. 72. Mk. III, red/black, interior, back seat, o.d. in mint condition, one owner, genuine 19,000 miles, service history £1,950. Phone Hayling Island (Hampshire) 3985. (40531)

BARGAIN BUY. Alfa Romeo 1300GT Junior. 1971, taxed, long M.o.T., low mileage, radio/cassette, genuine reason for sale. £625 o.n.o. for quick sale. Tel: Smallwood 387 (Cheshire). (40524)

BMW 3.0CSI, 1972 (L), manual sports coupe, Ceylon gold, electric sunroof, windows, alloy wheels. Offers around £2,400. Tel: Worcester (0905) 422829. (40525)

LANCIA MONTE CARLO LHD, 1976. S Reg., red, targa roof, tinted windows, new M.o.T. £3,550. Tel: Mr. Barry 01-764 0981 day, 01-660 0563 evening. (40526)

LANCIA BETA COUPE, 1976. 23,000 miles, radio cassette, silver with green trim, superb example. £2,450. Will consider part exchange. Tel: Harlow 23759 or Hatfield Heath 630. (40527)

JAGUAR E-TYPE V12, 1973, manual, white, black interior, M.o.T. July '80 £6,250 o.n.o. Tel: Fitwick 2470, Bedfordshire. (40516)

COOPER S. MK. III, 1970, magenta, vinyl sunroof, flares, Magna alloys, Dunlop low profiles, full dash, Bilflower seats, etc., excellent condition, almost totally rebuilt during present five year ownership. Appreciating, usable asset, the Mk. III can use 4-star petrol in lieu of 5-star. Insurance now Group 4 (was 6). Around £1,450. Tel: Maidenhead 25311. (40520)

RS2000 CUSTOM, 1979 (T), signal yellow, 8,000 miles, stereo radio and cassette, sunroof and vinyl roof, superb condition. £4,495 o.n.o. Tel: Malcolm Goode on Aylesbury 28180 or Bedford 67954. (40523)

MORGAN, 1976, 4.4 two-seater, v.g.c., ivory, leather upholstery, wires, Kenlowe, spots, stainless exhaust, etc., 21,000 miles. £5,400. Tel: Broadstone (Dorset) 699442. (40522)

ALFA ROMEO SPIDER 1.750. Late '71, genuine 42,000 miles, white, red interior, stereo cassette radio, undersealed, in need of new hood otherwise in exceptional condition throughout. £1,800. Tel: Leatherhead 72643. (40514)

LOTUS ESPRIT, 1977, 19,000 miles, black with oatmeal Marcasite interior, excellent condition. £7,450 o.n.o. Tel: 01-866 6408 evenings and weekends. (40517)

MORRIS MINOR 1000 SALOON, 1960, guaranteed 43,000 miles from new. One fastidious owner, unbelievable condition for a car of this age. Documents include original registration document, original invoice, most of service invoices, workshop manual and lubricating chart. This car is a collector's item and must be inspected to be really appreciated. Offers based on £1,250. Tel: Evenings Worcester 640663. (40521)



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- 1972 Peugeot 504 GL. Red, radio, sunroof. £1,195.
- 1976 (Feb.) Austin Allegro 1300. 4-door super deluxe saloon. Finished in sandglow with sorrel trim, one owner, 36,363 recorded miles. £1,795.
- 1976 Dolomite Sprint. Automatic, BRG, beige trim, radio, electric aerial. £2,395.
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- 1973 Volkswagen 1303 Beetle. Orange. £1,395

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- 1973 Alfa Spider 2000. Red/black trim, 52,000 miles, Reg. No. 697 TD, excellent condition £2,495
- 1972 Mercedes 350 SL. Automatic, PAS, hard and soft tops, 62,000 miles, dark blue metallic/silver roof, super condition £7,695

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FOR SALE—continued

1964 MG TF 1500. Red/beige leather, professionally rebuilt, re-sprayed and re-chromed over past 2 years and unused since. £5,950. P.E. Reid, "Green Park", Mearns Road, Newton Mearns, Glasgow. (40345)

E-TYPE 4.2 FHC, 1969. New bonnet, doors, steering rack, etc., etc., recent respray, superb condition. £3,900 o.n.o. Tel: 048 088 729 (Cams). (40336)

1937 WOLSELEY 12.48. Original and sound body requires paintwork. Offers. Scarborough 75551 daytime. (40340)

LOTUS ELAN Sprint FHC, 1973. 2 owners from new, 47,000 miles, full history, excellent condition. £2,850 o.n.o. Part exch. considered. 0492 46778 evenings. (40321)

TRIUMPH 2500S Saloon, 1976. Genuine 12,000 miles from new, rustproofed, immaculate condition. £2,750 or exchange 089-422 3695. (40342)

LANCIA ZAGATO, 1.8, 1965. Needs attention, spare engine, gearbox, wheels. £400. Chesterfield 71512. (40343)

DOCTORS COUPÉ? Peugeot 304 Cabriolet (soft top) 1971. Metallic green, with contrasting black interior trim, radio, R.L. etc., taxed and MoT. £1,050 o.n.o. Cannock 3277. (40346)

FERRARI 275 GTB, 2-cam, 1964. Actual car featured Classic Car Oct. 77. Believed '64 show demo car. Cheri rosso, black upholstery, much recent work, new clutch, rebuilt suspension, Borrani wire wheels. £17,500. Ashtead 72788 (Surrey). (40325)

1972 (K) LANCIA Flavia 2000 Coupé. Pinin Farina design, silver, PAS, good condition. £1,175. Phone: Grantham 3068. (40335)

ALVIS 12/50, 1926. Special two-seater body, raced at VSCC meetings. MoT, and road equipped. Engine, chassis and transmission original. £6,000. Cholderton 257. (40327)

BENTLEY, JAMES Young, two-door Sports Saloon, 1950. Aluminium coachwork, mechanics, chromework and tyres. All very good condition, taxed, MoT. £5,750. Lincoln 50228. (40330)

TR4. All steel body, 1964. H's tops, overdrive. £775 o.n.o. Chatterfield 850559. (40362)

1600E, 1968. Bronze with tan trim, 56,000 miles, in beautiful condition. Offers around £1,100. Tel: Barnstaple (Devon) 72852 (evenings and weekends). (40331)

1960 OXFORD Estate Mk. 4. XOT, 115, MoT till July '80. Tatty. Nearest £550 secures. Eric, 28 Newleaze, Steeple Ashton, Wilts. (40293)

BMW 320i, 1976. Golf/black trim, MSR, tints, alloy wheels, coconut mats, rear fogs, radio, electric aerial, Konis, Piranha ignition, 49,000 miles. £4,400. Tel: 021-353 9270 or 082 921 418 (evenings). (40361)

FIAT 850S coupé, 1972. Last model, mainly lady owner, small mileage, beautiful Monza red, 90 m.p.h., 45 m.p.g. £700. Tel: Roxwell 384 (Essex). (40338)

RARE 1923 Model "T" Ford Landulet. Gordon custom body, only one known surviving. Very original restoration, long Mot, present owner 20 years, reducing stable. £5,750 negotiable. Photo 50p. 15, Townsend Drive, St. Albans, Herts. AL3 5RQ. (40337)

JAGUAR 3.8 Mk. II, 1962. 7997 PW, new MoT, taxed, much work done to make this a beautiful car. £1,750. Tel: 0603 661171. (40323)

DAMLER BARKER Special, 1951. In need of restoration. £1,000. Tel: South Benfleet 4174. (40328)

TRIUMPH ROADSTER 2,000 c.c., 1949. Re-conditioned engine, completely re-trimmed, re-chromed, excellent original condition. £3,150. Tel: Bristol 0272 611596. (40333)

FOR SALE—continued

PORSCHE 911SC Sport Targa, 1977. White, black leather interior, 23,000. £15,000. Tel: 0978 55477 (office hours). (40320)

ASTON MARTIN DB4. Engine rebuilt, sound gearbox, chassis etc., but car needs complete strip and re-paint. £2,000. Tel: 0734 594043. (40319)

ALFA ROMEO Spyder 2000, 1975. Farina red with black interior, 30,000 miles. MoT for 12 months, in very good condition. £2,850. Tel: Gt. Millington 851207. (40355)

JOWETT JAVELIN, 1952. Best example in the world? Was known to Jowett Club as best in England. Absolutely mint, unrestored, unmarked original black. £3,000. Tel: Leicester 785596. (40354)

SAAB 96 "Souvenir". Collector's car, only 150 built, one owner, 29,000 miles, must sell, serious offers over £2,000. Tel: Windsor 52854 (evenings). (40324)

MERCEDES 300D, 1977. White, blue interior, one owner, 28,000 miles, air conditioning, stereo etc., superb vehicle. £10,000 o.n.o. Tel: Southampton 774040. (40326)

1966 FORD Pop (reg. JRN 70). Good condition, 12 months MoT. £375. Tel: 0257 451439. (40334)

LOTUS ELITE, 1962. Series II. Very original car in excellent clean condition. Most usable, with Climax engine, original seats, steering wheel, etc. MoT. £2,850. 0543 490232. (40484)

FOR SALE: 1954 Mk. I Consul, reg. No. 1843, DU, structurally sound, ideal for restoration. Any reasonable offers. Tel: Markfield 4735. (40485)

DKW F7 saloon, 1938. WC twin TS, FWD, wooden body, fabric covered, very good original condition, used each summer, offers, consider Manx Inter Norton, Goldie or similar. Replies to Box No. 6176. (40486)

JAGUAR XK150S DHC, 1959. red/red interior, excellent condition. £5,000. West Chiltonington (Sussex) 3258 evenings/weekends. (40488)

DAIMLER SP 250 automatic. Very fine condition, MoT, taxed. £2,100. Phone 021-308 1078. (40489)

1976 VOLKSWAGEN Scirocco Lady owner, 34,000 miles, beautiful black coachwork. Fast, economical sports hatchback. £2,500. High Wycombe 711067. (40492)

FIAT X19, Sept. 77. Orange, 20,000 miles, front fog lights, excellent, economical sports car. £2,995 o.n.o. Dr. Taylor, Dudley 02841 52243. (40490)

ALFETTA 1.8 saloon 77 "S". Silver with blue cloth interior, radio and sunshine roof, one owner, 29,000 miles. First class condition throughout. £2,495. Hire purchase possible. Tel: 01-720 7204, Clapham SW4. (40473)

JAGUAR 420, 1967/68. Silver with red leather, virtually one owner, genuine 90,000 miles. All original, beautiful, unrestored and rustfree. Power steering, automatic gears, new tyres, MoT, taxed. £695. Tel: 01-720 7204 Clapham, SW4. (40473)

1961 JAGUAR Mk. II, 3.4 Manual, overdrive, wire wheels, straight through exhaust, Motolita woodrim steering wheel, halogen lights. Fortune spent both bodily and mechanically to make it really quick and beautiful. Bargain at £1,895 o.n.o. 0222-514831. (40476)

AUSTIN HEALEY 3000 Convertible. Overdrive, 72 spoke wire wheels with XASs, refurbished throughout 1978. £3,250. Tel: Wexwood 0663 0821 294 (Staffs.). (40478)

1926 BUICK Tourer (Phaeton) big six, 1928 Chevrolet Tourer (Phaeton) Superior K. Both cars are totally restored and are RHD. Please phone Odiham 0256711 2493. (40471)

FOR SALE—continued

AUSTIN HEALEY 3000, Mk. I, 2-seater. Very rare car. Excellent mechanical condition, much money spent. Needs minor tidying. £2,750. 01-794 5157. (40557)

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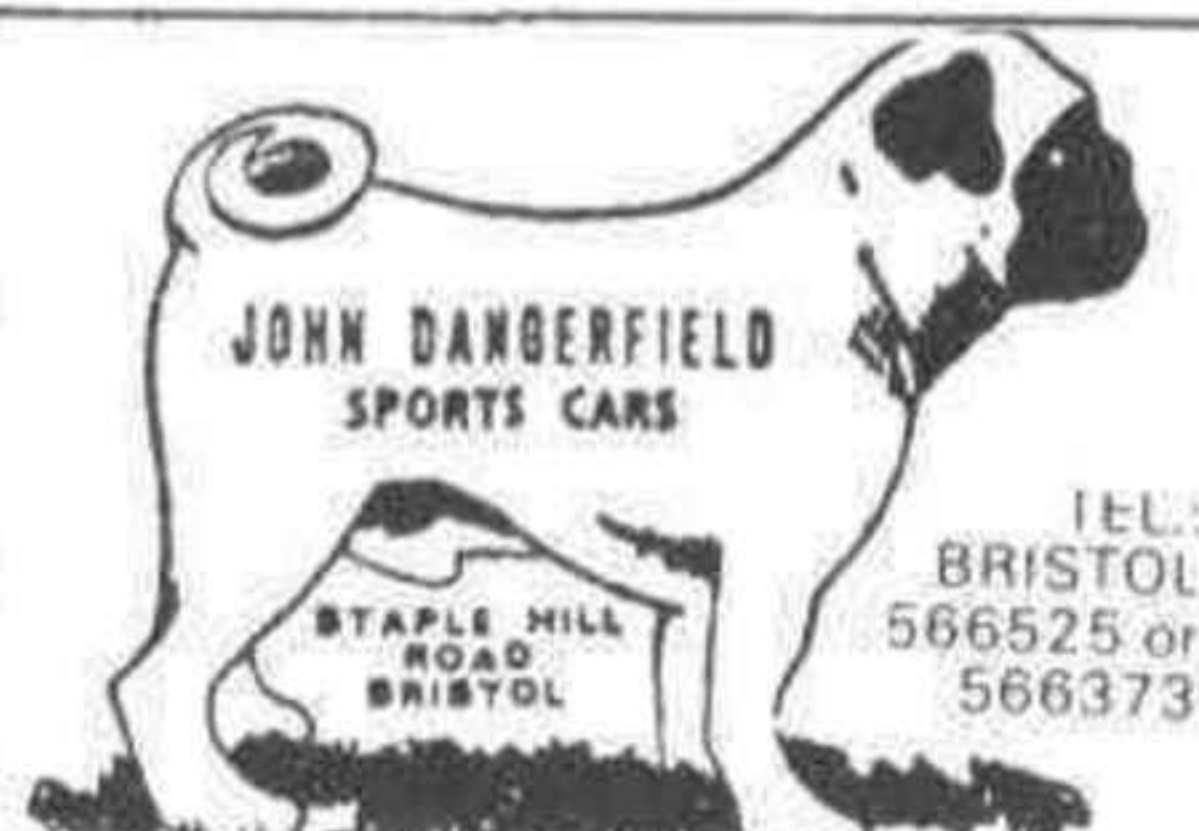
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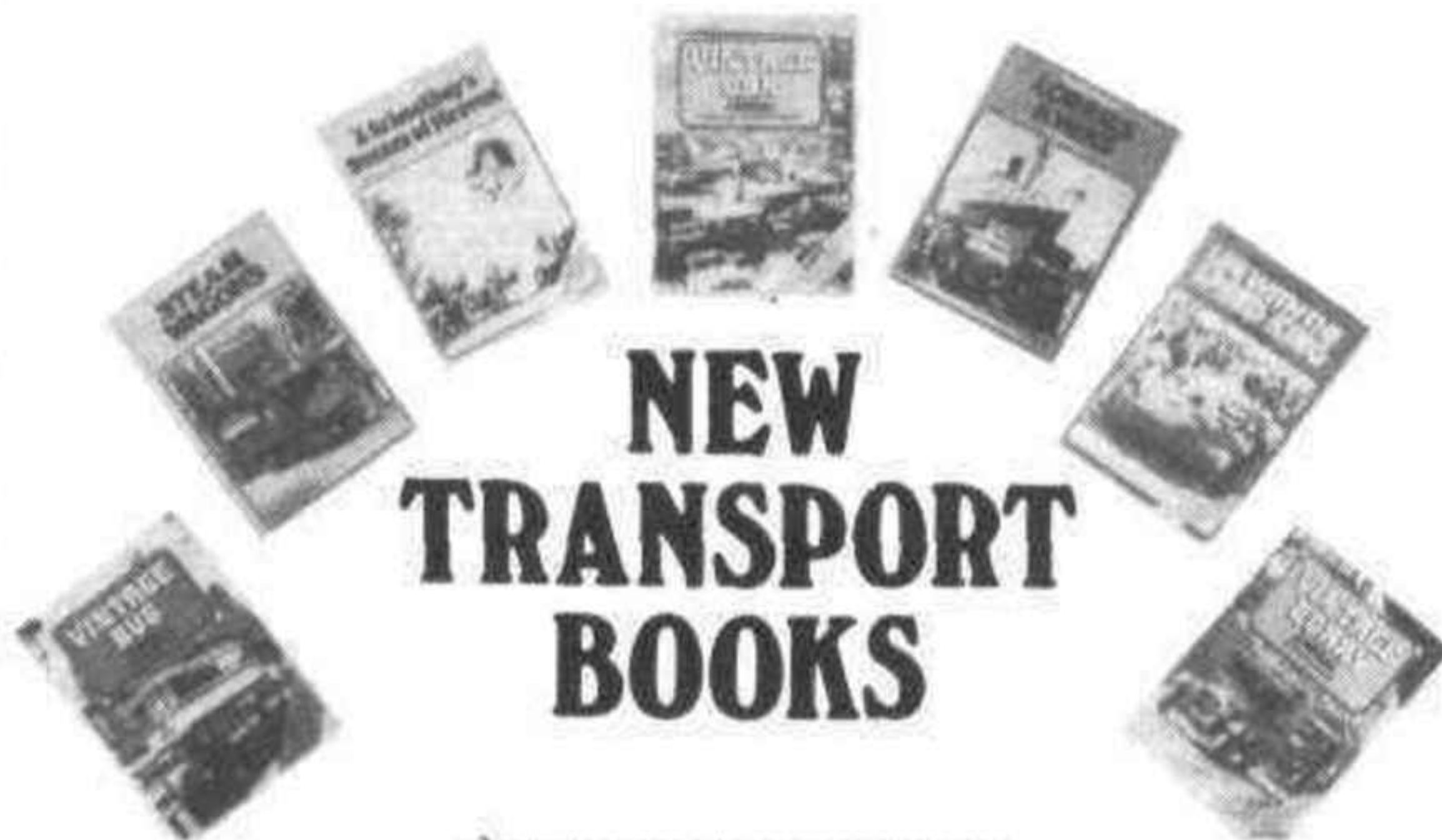
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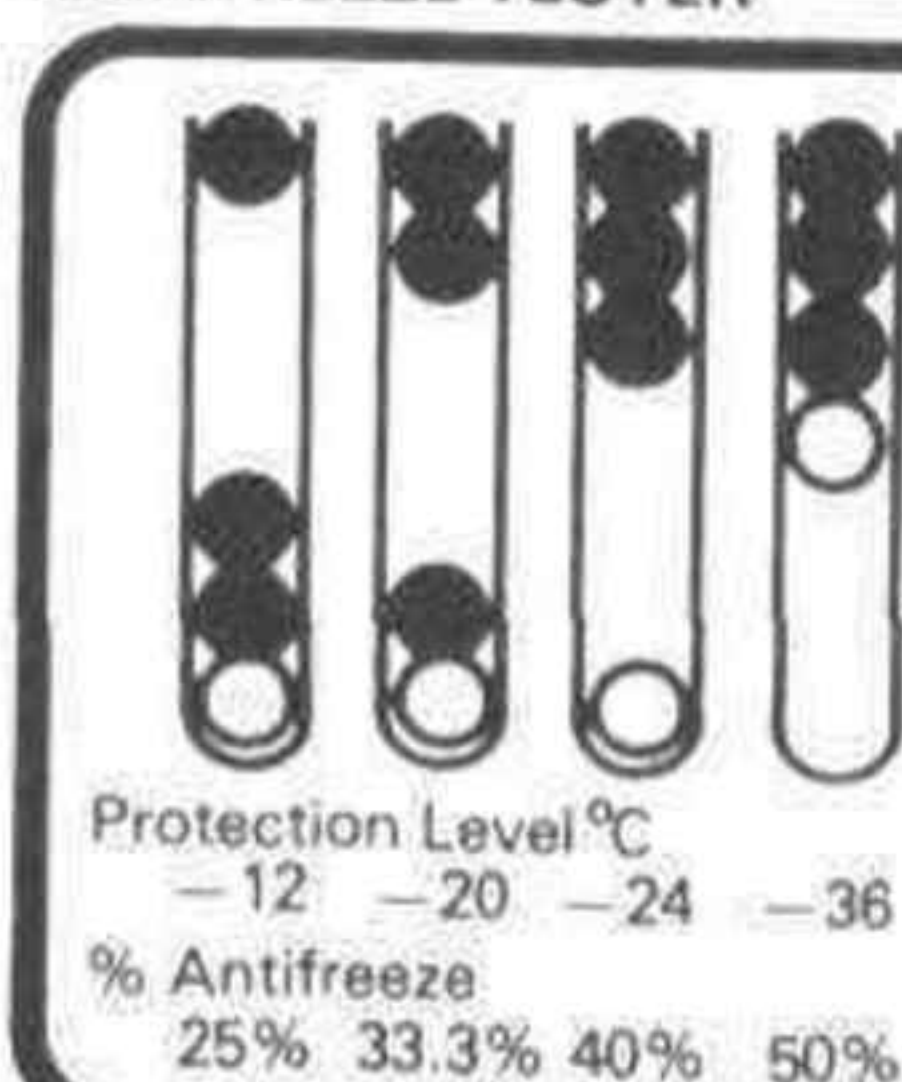
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E-TYPE SERIES II FXD/H. Rebuilt engine, £200 stereo, chrome wire wheels, new exhaust, much money spent, finished in Old English White, sunroof. Realistically priced at £3,750. Tel: 044 085 623 (Ridgewell, Essex). (40503)

TRIUMPH GT6 MK. II. 1970, good condition for year, recent new gearbox. £790 o.n.o. Tel: 051-648 5483 (Liverpool). (40504)

RENAULT 17 GORDINI. 1975, P Reg., white, brown interior, 44,000 miles, M.o.T. and tax, April. Stereo and cassette, fast and comfortable, for sale as owner now has firm's car. £1,600 o.v.n.o. Wass, Chedington, Dorset. Tel: Corscombe 265. (40529)

R-TYPE BENTLEY. 1954, silver/blue leather, very nice condition throughout, automatic, original, radio. £4,950. Tel: 0788 72585. (40528)

BMW 528 AUTOMATIC. 1978, p.a.s., Blaupunkt push button radio, tinted glass, headrest, rear seat belts, unmarked paintwork, meticulously cared for, 17,000 miles, service history. £7,200 o.n.o. 1927 Citroen B14 Roadster in fully restored condition, reasonably priced. Tel: 025671 2493. (40498)

AUSTIN SEVEN four seater tourer, Chummy shape, 1930, good condition throughout, new M.o.T. £2,250. Tel: 0296-623165 (Bucks). (40497)

FIAT X19. 1978, orange, taxed, radio, one owner. £2,900. Whitechurch (Hants) 2008, London viewing possible. (40495)

ROLLS-ROYCE 1928 20 h.p. estate car. Horizontal radiator, mascot, handbook, all instruments unused since 1958. Tel: 0253 726237. (40583)

FOR SALE—continued

SCIMITAR GTE. 1975, Alaskan blue, overdrive, chrome alloys, tinted electric windows, radio stereo, service history, outstanding condition, 35,500 miles. £3,295. Tel: Wickersey 3627 (Yorks). (40579)

DAIMLER EL 24. 1938 Charlesworth, de-luxe body, only three owners, genuine 57,000 miles, known history, new wool headlining, seats reupholstered in hide, new front screen, this car has been kept to a very high standard. Offer around £3,000. Tel: Newbridge (Gwent) 244638. (40580)

MG-C GT. 1968, 37,700 miles only. Radio, w.w., 5 good SP sports. Bodywork restored — bills. New Koni's, brake servo, exhaust. All in v.g.c. Would keep — no space. £2,000. Tel: Walsall 33093. (40607)

SILVER GHOST. 1925, Windover all-weather part restored, original and genuine. Details upon request. Replies to Box No 6178. (40596)

ALFA ROMEO 1300 GT. G Reg., Nottingham, one owner, 54,000 miles extensive bodywork needed for M.o.T. £200 offers. Tel: Burton Joyce 2160 evenings. (40590)

MGC GT. 1968, BRG, black trim, wires, radio, has been almost completely rebuilt bodily and mechanically, also part new trim. Some history and is in superb condition. Taxed, M.o.T. £1,695 o.n.o. Tel: 021-745 4854. (40590)

GILBERT INVADER. 1979 "T" in blue metallic with cream interior, overdrive, radio, etc., 1,300 miles only. Unique opportunity. £5,500. Might p.x interesting car or m/cycle. Tel: 0782-515645 (N Staffs). (40598)

DOLOMITE SPRINT. 1977, 26,000 miles, recent new engine, stereo, radio-cassette. £2,500. Tel: 051-526 8660. (40516)

VW DEVON Moonraker Caravanette. 4 berth, 1979, 7,000 miles, fridge, towbar, Ziebart radiats. £7,000 o.n.o. Tel: Castleton (N Yorks) 375. (40596)

MERCEDES 250CE Automatic. Metallic silver, red upholstery, power steering, tinted glass, stereo, etc. A beautiful low mileage car in immaculate condition complete with cherished registration number. Tel: 041-638 0928 (Glasgow). (40597)

CONVERTIBLE PEUGEOT 304S Cabriolet 1974, N Reg., white, 25,000 miles, service history, must be one of the finest for sale in the country. £2,250 o.n.o. Tel: Kingsclere 0635 298609. (40586)

MGB ROADSTER. 1976, o.d., u.s., all black, chrome Rostyles, head rests, tonneau, many extras. One owner, beautiful condition. £2,300. Tel: 021-821 8593. (40647)

SCIMITAR GTE R Regd., 1976, blue, beige cloth upholstery, cassette, radio, new tyres, taxed, M.o.T. 10 months. £4,250. Tel: Coalville 34665. (40645)

FOR SALE—continued

STAG. 1974, low mileage, probably the best available, pristine condition, used as second car. Careplan mechanical guarantee until middle of 1980, all refinements. New house forces extremely reluctant sale of this excellent investment. Tel: 0282-33726 or 0282-66104 daytime. (40596)

DAIMLER V8 250. 1968, manual, racing green, very good condition throughout, 7,000 miles on rebuilt engine, must sell this month due to house purchase, sale includes spare engine, five wire wheels, hubs and spindlers. £1,000 or try offers or exchange. Tel: Sheffield 07421 669887. (40594)

3 1/2-LITRE BENTLEY CONVERTIBLE. 1934, coachwork by Barker, runs but last M.o.T. 1975 requires further restoration. Offers over £6,000 invited. Box No 6179. (40591)

VAUXHALL MAGNUM 1800 Automatic. "N" registration, 4-door, undersealed, champagne starfire, black vinyl roof, original and absolutely mint condition, always garaged, regularly maintained, enthusiast condition. £1,375 o.v.n.o. Tel: 01-572-9259 (Hounslow). (40592)

RILEY RMA. 1952, excellent example in daily use, professional engine, clutch and radiator rebuild (Jan. 79). New exhaust, M.o.T. Sept. '80, taxed. £1,700 o.n.o. Tel: Maidenhead 39362. (40593)

AUTO UNION DKW. 1957, (LHD) with spares. Very sound condition. Offers over £300. Easily restorable Fairthorpe Electron Minor 1959 with distinctive registration. Offers over £150. Also some MG-B and Magnette spares. Almond, 5 Holbeck Manor, Holbeck Avenue, Scarborough. (40599)

CITROEN DS21. Fuel injection, 5-speed, March 71. A Golden Oldie, one owner. £950. Tel: Hereford (04321) 56257 evenings. (40606)

LOTUS 7. Fine example of this rare sports car, blue yellow, J reg., hood, etc., must be seen, bargain. £1,795. Tel: Hastings 436687 evenings weekends. (40605)

E-TYPE JAGUAR 2+2. 1970, taxed, M.o.T. till August 1980, excellent condition, c/w, new bonnet, new sunroof, serious offers invited. Tel: Asbington (0670) 812258 Northumberland. (40604)

LOTUS ELAN -2 130S. Lagoon blue, 5-speed box, KO wheels, tinted windows, sunroof, 12,000 miles since rebuild, superb condition. £3,850. Tel: (Leves) Little Gaddesden 2558. (40603)

E-TYPE V12 FHC. Guaranteed 19,000 miles only, immaculate throughout, British Racing Green tan, Ziebarted, Envirogard, stereo, radio-cassette, 2 owners, must be seen, private sale. £6,500. Tel: Bournemouth 766224. (40653)

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Alfa 2000 Spyder 1977 (T reg.). 19,000 miles, blue, one owner..... £5,595
TVR Taimar 1977. Sunroof, Sundym, alloy wheels, silver, one owner..... £5,995

Jensen Healey 1975. Five-speed, hard soft tops, orange..... £2,895
Jensen Healey GT 1976. Bronze metallic..... £3,995
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1975 LOTUS Europa Special. White, 30,000 miles, alloys, oatmeal, Sundym.

1975 (Series) LOTUS Europa Special. 5-speed, Roman purple, 27,000 miles, oatmeal, alloys, Sundym, radio/stereo.

1973 LOTUS Europa Special. 5 speed, burgundy, 42,000 miles, oatmeal, alloys, Sundym, radio/stereo.

1974 LOTUS Elan Sprint. FHC, gold/white, 29,000 miles.

1974 LOTUS Elan Sprint. DHC, yellow, 11,000.

1973 LOTUS Elan Sprint. DHC, white, 29,000.

1973 LOTUS Elan Sprint. DHC, white, 36,000.

1972 LOTUS Elan Sprint. FHC, red/white, orig.

1972 LOTUS Elan Sprint. FHC, red.

1972 LOTUS Elan Sprint. FHC, yellow.

1977 MORGAN Plus 8. Silver, 12,000 miles.

1972 MORGAN Plus 8. Silver, superb.

1978 MORGAN 4/4. 2-seater, royal blue, 2,000.

1978 MORGAN 4/4. 2-seater, red, wires, 10,000.

1976 MORGAN 4/4. 2-seater, black, 13,000.

1973 MORGAN 4/4. 2-seater, blaze, wires.

1972 MORGAN 4/4. 2-seater, blue, 35,000.

1960 MORGAN 4/4 plus 4. 2-seater, Super Sports Special, cream, leather, wires, full history.

1976 MORGAN 4/4. 4-seater, red, wires, 6,000.

1974 MORGAN 4/4. 4-seater, white, wires, 20,000.

1972 MORGAN 4/4. 4-seater, BRG, wires, 21,000.

1979 (Series) FERRARI 400 GT. Auto, celeste, one owner, 8,000 miles, radio stereo, air cond.

1974 FERRARI Dino 246 GT. Red, 35,000 miles, flares, service history, radio/stereo.

1973 FERRARI Dino 246 GT. White, 40,000 miles, full service history, radio/stereo.

1971 FERRARI GTC 4. Celeste, 28,000 miles only, recently serviced.

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

1973 (Series) JAGUAR E-type V12 2+2. Auto, blue, one owner, radio-stereo, 40,000 miles, full service history.

1970 JAGUAR E-type 4.2 2+2. Manual, sable, full history, new engine.

1977 (Series) PORSCHE Carrera 3.0 Targa. 25,000 miles, one lady owner, white, full history.

1974 PORSCHE 911 S Targa. White, 48,000 miles.

1974 PORSCHE 911 Targa. LHD, 41,000 miles.

1973 BMW 3.0 CSL. Met. silver, extras.

1971 MERCEDES 280 SE. White, l.h.d.

1977 (Series) MG-B GT. Blaze, 8,000 miles, Ziebart.

1975 MG-B GT. Blaze, low mileage, radio/stereo.

1971 MG-B GT. Blaze, low mileage, radio.

1974 (Series) ASTON MARTIN DBS V8. Royal blue.

1972 ASTON MARTIN DBS/6 Vantage. 5-speed, celeste, 47,000 miles.

1965 ASTON MARTIN DB5. 5-speed, metallic.

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1972 LOTUS Elan Sprint. DHC, blue.

1978 FERRARI 308 GT4. Sable, one owner, 12,000 miles.

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FOR SALE—continued

ALVIS 1250. 1931, 4-seater tourer. Total restoration recently completed, all mechanics rebuilt, dark blue fabric covered body, wings, fold flat screen, aero screens, full weather equipment. Substantial offers invited. Bentley, Alvis, Lagonda. Rolls in need of restoration, complete car or rolling chassis considered in part exchange. Tel: Bolton 592061.

ALVIS TD21. 1960, convertible Park Ward, new 4-speed gearbox and new wire wheels. Excellent condition. £3,750. Tel: Christow (0647) 52248.

MARCOS 500 GT. Black, Wolfrace wheels, new tyres, very nice car. £1,800 o.n.o. Tel: Mike Darford 22807.

LOTUS ELAN S4SE DHC. 1970, Bahama yellow, extremely good condition. £1,750. Further details tel. Dundee 541592 weekends and evenings.

MORRIS OXFORD 3/4 COUPE. 1928, superb concours winner, very high class restoration bodily and mechanically, now in pristine condition. £7,000, consider p.ex. Edwardian pre-war sports. Tel: Hagley (0532) 885454.

PORSCHE 911T. 1973 M Reg., fabulous in flame, over £700 spent recently in major overhaul, electric windows, and sunroof, 8 track, rear wiper. Some people ask a lot more than £4,950 and many are not as good as mine. Tel: Luton 28423 days, Eaton Bray 221010 evenings/weekends. Only reason for selling this car and 1972 Jensen Interceptor — buying Jaguar XJS.

JENSEN INTERCEPTOR MK. III. 1972, resplendent in orange, black trim, power practically everything, over £800 spent in last few months to maintain excellent condition, including new tyres all round, complete new exhaust system, new brake pads, new carburettor, fully overhauled cooling and tuning systems. Must be superb value at £3,500. Tel: Luton 28423 days, Eaton Bray 221010 evenings and weekends. Only reason for sale of this car and Porsche 911T 1973 — buying an XJS.

1926 CHEVROLET "Superior K" Tourer (Phaeton). 1930 Ford "Model A" Roadster. Both cars totally restored and very desirable pieces of machinery. Tel: 025671-2493.

VINOT ET DEGUINGAND. 1921 2-seater, 2.613 c.c., taxed and M.o.T., only one known in UK but must sell. £5,650 o.n.o. Also 1953 Daimler Conquest for spares, about £95. Tel: St. Annes 724507.

LANCIA BETA 1600. N. Registered, 51,000 miles. Stores radio/cassette, red, carefully maintained and driven. M.o.T. taxed January. Tel: St. Albans 52370.

FOR SALE—continued

ALVIS TD21. 1961, full M.o.T., any trial. £1,350. TD21 1959, wire-wheels, handsome. £750. Offers: Tel: 0449 79389.

DAIMLER V8 250. 1967, automatic, unmarked coachwork, superb interior. Used only during summer months by sole previous owner. Sounds like a V8 should, 39,000 miles only. £2,250. Tel: 01-504 2064.

MORGAN 4/4. 1977 "S" Reg. 2-seater, orange, one owner, many extras. Around £5,400. Tel: (Chertsey) 09328 61576.

ALFASUD TI. 1976R, 27,000 miles, red, Ziebarted. £1,850. Ogle GT1100, blue, good order. £950. Offers: Tel: Letchworth 4788 evenings.

MERCEDES 280 SL. 1968, a very original two owner car, original white paint with black hardtop, auto, pas, perfect original hood and tonneau cover, radio, stereo, 72,000 miles, perfect mechanics. Mercedes service history. £6,500. Tel: Winkfield Row (03447) 5855.

BENTLEY CONVERTIBLE by MPW. 1968, 71,000 miles, history. £18,750. Tel: 02404-2060 (Bucks), anytime.

TR6. 1973 (L), yellow, overdrive, radio, new exhaust, alternator, M.o.T. well maintained, regularly serviced, good condition. £1,795. Tel: Walton-on-Thames 43049.

SCIMITAR GTE. 1974, overdrive, radio-8, track, hints, April yellow, well cared for, high mileage so £2,450 o.n.o. Tel: Norfolk 0508 58199 evenings.

BENTLEY S2. Duo green, 70,000 miles, one owner, superb, rust-free, original condition. £8,500. Tel: Henley 5791.

DE TOMASO MANGUSTA. LHD, 1 elderly owner, superb condition throughout. £8,000. Tel: Henley 5791.

INNOCENTI 120 MINI. RHD (new), duty paid, unregistered. £2,750. Tel: 0795 842832 (Kent).

STAG. 1974 Model, white/black auto, hard soft top, undersealed, all refinements, 21,766 miles, service history, used occasionally in dry weather. Concours condition. Offers around £3,000 (Collector's car). Tel: Troon (0292) 312622 or 312256 evenings.

FERRARI 308 GTB. 1977 (S), black, tan leather interior, air conditioning, wide wheels, radio/stereo, 8,000 miles, full service history, perfect condition throughout. £13,250. Tel: Lea Valley 761187 (day), Gt. Horstead 410 (evenings).

MANUAL DAIMLER 250 V8 2 1/2 litre. 1968. Dark blue, new paint, chrome, Gtfs, current M.o.T., rare opportunity. manual box. Tel: Evenings Stratford-upon-Avon 0789 293307.

FOR SALE—continued

MORGAN +8. 1976, black, tan leather interior, aluminium body, door handles, rear bumper, luggage rack, 28,000 miles, perfect condition throughout. £6,250. Tel: Lea Valley 761187 (day) Gt. Horstead 410 (evenings).

MORGAN 1937 CLIMAX. Restoration started, highly original, many spares, 100% complete. Offers: Tel: 01-995 9345 or 01-373-9429 (evenings).

ALFA ROMEO Alfetta GTV 2000. R Reg. Alfa red with gold coachlines, Armouglazed, tinted glass, Blaupunkt radio, superb condition, below average mileage, maintained regardless of cost, serviced by Alfa main agents. Ex-Alfa road test car. £3,950. Tel: Liphook 722614.

MG-C GT. Excellent original condition, red, black leather interior, overdrive, wires, radio, three owners, long M.o.T. £1,250. Tel: Park Street 72734 (Herts).

YELLOW LOTUS 7. Series four 1600 GT. Professionally maintained in immaculate original condition. Alloy wheels, new tyres, battery, s/s exhaust, genuine sale. £1,650. Tel: Slough 24042 ext. 89 day, 01-878 7612 evenings.

MG-B GT. 1974 N (chrome bumpers), 23,000 miles from new, radio, stainless steel exhaust, full chassis/body protection, service history from new, in outstanding condition throughout. £2,350. Tel: Gerards Cross 83579.

MORRIS MINOR. Split screen, 1956, 4-door, one owner until May 1978, service history, perhaps one of the best available. £1,250. Tel: Woking 63506.

TVR 3000M. Metallic blue, sunroof, stereo radio/cassette, electric aerial, etc., 30,000 miles, receipt of company car necessitates sale. £3,950 or offers for quick sale. Tel: Luton 881252.

MINOR 1000 Convertible. September 1969 Therefore near ultimate of production run, one owner, 69,000 miles, pristine. Original seat paintwork, rip-free hood, logbook, handbook, tools, works manual - ZXs. Long M.o.T., taxed. £1,400. Tel: Lincoln 50851.

ALFASUD 1.5Ti. 1978 T, 11,000 miles, Rosso red, charcoal interior, excellent condition. £3,200. Tel: 01-998 7274, evenings weekends.

RENAULT FLORIDE. 1963, hard soft tops, no M.o.T., chassis/body need attention, one owner since 1964, offers around £100. Tel: 089282 2492.

SUNBEAM (HARRINGTON) Alpine. 1963. Good condition but interior needs attention. Highest offer accepted. Tel: 0926 35485.

300 SL GULLWING. Fire damaged body shell and chassis frame, with burned up engine and suspension parts. Tel: 0684 72779 (Glos).

FOR SALE—continued

MG-B GT. Oct. 1974. One of the last with metal bumpers and honeycomb grille. Genuine 24,000 miles, citron, overdrive, sunroof, radio, h.r.w., firm's car for sale, exceptional condition. Price £3,195. Tel: Dorking 884218 (evenings).

FOR SALE. c1932 8C2.3 Alfa Romeo Spider, supercharged 108 mm, two-seater specification, Monza axle ratio. Alternately 250. Si Maserati road racing 168 mph Spider No 2432. Ex works Shelby C1957-8. Documented (road registered) wanted 250F Maserati. P3.8 12C Alfa T35C51 Bugatti Grand Prix Ferrari, similar "Pinfield Lodge", Bantgreen, Birmingham Tel: 445-2551.

TR5. G Reg., wires, o drive, XAS's rebuilt injection, very solid car. £1,300. Bishops Cleeve (0279) 813190.

LOTUS EUROPA Special. 1974 N, 5-speed, oatmeal interior, Sundym glass, alloy wheels, 36,000 miles, white, immaculate. £3,790. Tel: (office) 0442 42261 ext. 569 (Eve) Watford 25481.

ASTON MARTIN DBS V8, late 72. Manual, fuel injection, 48,500 miles. Just sprayed and serviced by dealer. AMOC member. £2,250. Tel: Swalecliffe 348 evenings. Chertsey 61171 office hours.

TVR TUSCAN V6. "X" reg., 49,000 miles, one owner. Very sound and reliable car. New M.o.T., overdrive, stereo. £1,790. Tel: 0621 892244 (Maldon, Essex).

ROVER 80. 1959. Good mechanics and interior, M.o.T. until March 1980, offers or exchange for motorcycle. 01-660 8736 near Croydon, Surrey.

JENSEN HEALEY Sports, "M" reg., 50,000 miles, white, sidewinders, immaculate. £2,000. Falmouth (Cornwall) 0326-311465.

BRISTOL 409, late 1967. With PAS, pale metallic blue. First class order, 130 m.p.h. and lovely looker. £4,500 or offer. Tel: Wallingford (0491) 37927.

TVR 3000M, 1976 "R". Silver/black vinyl roof, black trim, overdrive, Wolfrace, leather seats, Sundym, sunroof, stereo radio-8 track, 40,000 miles, superb condition, offers around £4,300. Tel: 0793 30884 (day) 0793 770851 (evenings) Swindon, Wilts.

AC COBRA 289, Mk. III, 1967. Works hard top, soft top, tonneau cover, alloy wheels, immaculate condition, blue with black leather trim, 35,000 miles, original log book, etc. £20,000. Tel: Taunton 84465 after 6.00.

VINTAGE GPO VAN. 8 h.p. Morris beautifully restored, authentic period line van. Spare set of wire wheels. £2,500 or would p-x vintage tourer or period racing special, condition immaterial. Cash either way. Details from 01-731 0985 6225.



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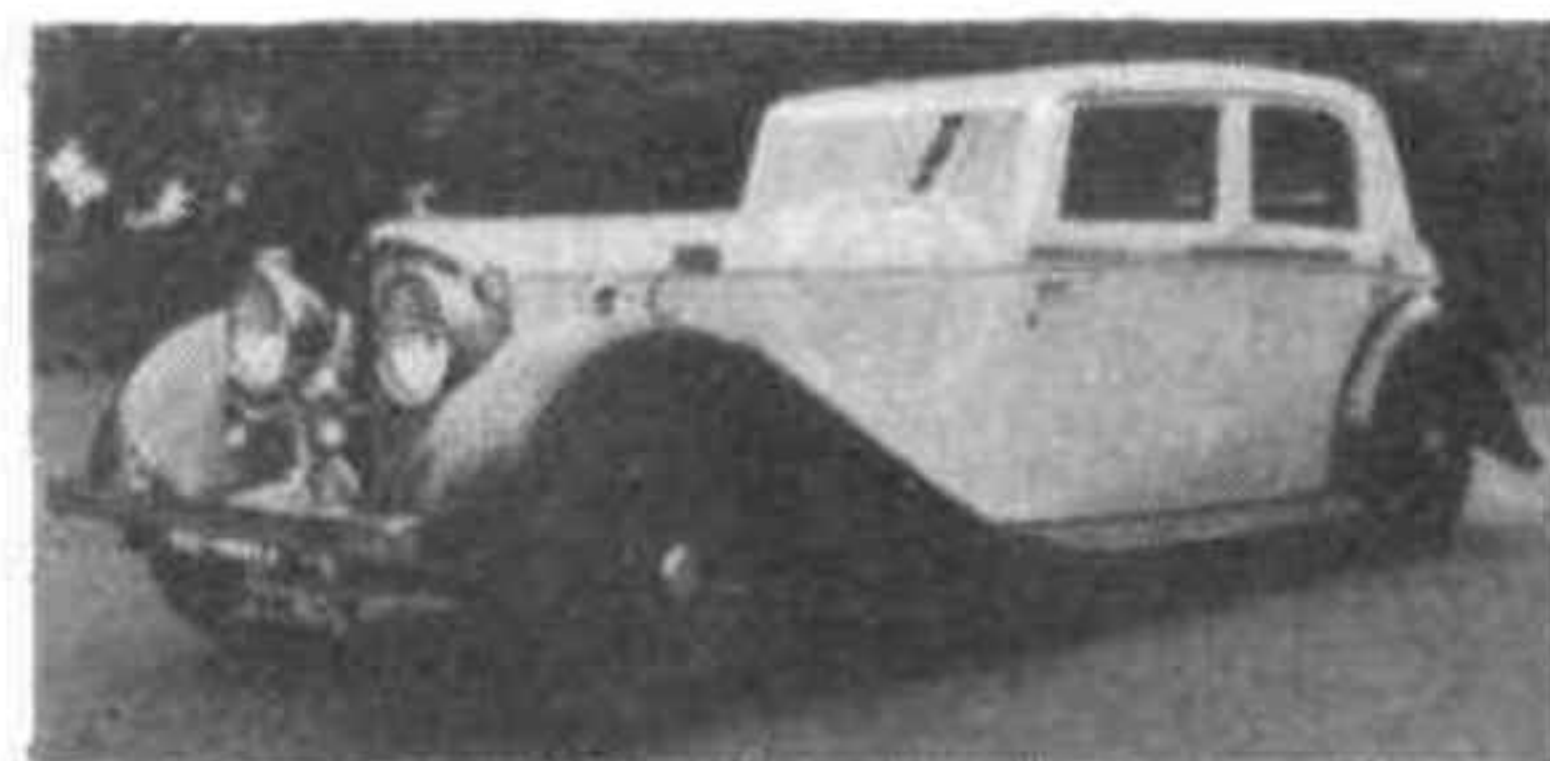
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FOR SALE—continued

ALVIS TE 21, DHC, 5-speed gearbox, wires, recent hood, respray, engine overhauled, excellent condition £4,150.00. Telephone Bristol 611596. (40666)

1973 LANCIA, Sports Zagato 1600, 26,000 miles from new, no rust £1,650. Ring Sandiway 882149 between 11-12 a.m. 5-6 p.m. (40665)

FRAZER NASH/Singer, Le Mans special. Exciting period-built 1 1/2-seater racing car, 9 1/2 h.p. Singer Le Mans chassis and running gear, fitted with original Frazer-Nash Le Mans bodywork. Wheels rebuilt with new tyres. Car requires straightforward restoration £1,500. Details from 01-731 0985 6225 (40673)

MG VA 4-seat tourer wanted for restoration. Other models considered. Passam, 50 Main St., Barton-under-Needwood. Phone Barton 2075 (40674)

JAGUAR 340 Mk. II, 1968. Manual, overdrive, wire wheels, beautiful example throughout £1,650. Petersfield (Hants) 61833 evenings (40678)

MG-B GT, Nov. 1973. Genuine 52,000, excellent condition, many extras, 12 months' MoT Overseas job for sale. £1,850. Haywards Heath 0444 50786 (40615)

PORSCHE 911T Sportomatic, 1973 2.4, apple green, superb condition, new heat exchangers, electric windows and sunroof, HRW, rear wiper, stereo radio cassette, service history £4,250 no offers. Consider cheaper p.x. Tel: 0352 740514 Moid near Chester. (40684)

LOTUS ELAN FHC, Special equipment, "H" reg. A fine example both mechanically and bodily, fitted Sundym, radio, new tyres, etc. £1,495. 01-989 1385. (40686)

LOTUS ELAN S3SE, Convertible, white, black interior, good condition, tax, M.o.T., k.o. wheels, halogen headlights, electric windows, stereo, etc. New hood, tonneau, exhaust, brakes, clutch, tank, etc. 10,000 miles since engine rebuild, garaged fast and economical, may plex 2+2. 911, w.h.v. Offers around £1,295. Phone Nottingham 48703 (0602) evenings and weekends or Derby 61422 ext. 553 work hours (40682)

MORRIS MINOR spit screen convertible. Completely re-upholstered and new hood by expert. Professionally resprayed. Owner spent about £1,000 so that it looks superb and runs beautifully. M.o.T., taxed. Tel: Wimborne 883694 evenings. Price £1,950. (40679)

1934 HUMBER 4-seater tourer by Cross & Ellis, meticulously restored. Chassis restored, new frame, perfect bodywork, wire wheels rebuilt. All new upholstery, carpets, hood and sidescreens, engine and mechanics reconditioned. Superb-looking and very rare, only requires exhaust and detail finishing. Pressure of business only necessitates sale £2,900 o.n.o. Kington (0926) 641177. (40668)

BENTLEY "R" TYPE automatic standard steel saloon. Shell over Tudor grey, 87,000 miles. Previously owned by Rolls-Royce Motors. Immaculate condition £6,750. Tel: 01-398 5593. (40669)

JAGUAR E-TYPE 2+2, Carmen red, chrome wires, 51,000 miles, one of the soundest E-types available £4,650. Tel: 01-398 5593. (40669)

3-LITRE BENTLEY, Dismantled short chassis with 4-seater tourer body £8,000 o.n.o. Dutton, Marlbank, Bangors Road South, Iver. Tel: 0753 651485. (40687)

1933 "K" TYPE MG 7' 10" chassis, complete with "K" type engine with magneto, etc. ENV preselector gearbox and Marshall superchargers £4,000 o.n.o. Dutton, Marlbank, Bangors Road South, Iver. Tel: 0753 651485. (40687)

JUBILEE MGB GT, 1975. One owner driver, serviced every 3,000 miles (proof supplied). Many extras: Sunroof, rust-proofing, stereo cassette-radio, four speakers, M.o.T. licence to May 1980. Excellent working condition. Sale caused by provision of company car £2,000 o.n.o. Hitchin 54658 office hours. (40690)

MERCEDES 280 SE Coupe, 1968. Reg No. VML 280G. All service records, from new 79,000 miles. Just being repainted in its original gold, black interior. Owned by Mercedes director for first year, then one elderly gent to date. £3,200. Tel: 01-660 6493. (40689)

JAGUAR 3.4S, 1967. White, blue interior, M.o.T. 11 months, taxed December. Beautiful car, above average condition in all respects £975. Kidderminster 69049. (40688)

1957 STANDARD 8, 4-door saloon. Original trim, only one owner, unlicensed since 1972, mileage only 27,050, very good example. For sale privately. Offers over £500. Tel: Uplawmoor (050585) 387. (40683)

1935 "N" TYPE MG rolling chassis and engine, complete and together but no body. Offers: Green, Greenacres, Purton Lane, Farnham Royal, Bucks. 02814 3468. (40611)

"N" TYPE MG, Ex-K. D. Evans, BLL 493. One of 3 team cars built by Bellevue Garage. An interesting and historic car for competition or road use £7,500.00. Green, Greenacres, Purton Lane, Farnham Royal, Bucks. 02814 3468. (40611)

ALFA ROMEO ALFETTA 1.6 GTS, Specification Italian red, sunroof, electric windows, rear wiper, front rear fog lamps, h.r.w., radio, tax, company car for sale. £4,350. All offers considered. Tel: Burgh Heath 56029. (26221)

FOR SALE—continued

1948 SS 3 1/2 Jaguar Sports Saloon, Recent full restoration in original black, complete with all extras. Offers invited. Tel: 0305 784082 (evenings). (40610)

EX LE MANS Triumph Spitfire GT, Alloy body, 1964. Currently fitted 1500 engine for road use, but 1,150 c.c. 8-port race engine on Webers included, many spares, original wheels. Believed only two in existence £1,850. Ideal for historic racing or unique road transport. Warwick (0926) 640700. (40667)

TR6, 1971, 40,000 miles, taxed May 1980, overdrive, radio, new Pirellis, excellent condition. £2,400. 01-977 4361. (40680)

TRIUMPH TR6 SPORTS, Red with black interior, June 1975 (one of the last made). Well maintained and very smart, overdrive, 38,000 miles. £2,600 o.n.o. Tel: Harewood 886337. (40747)

TR3A, 1959, black, rustfree, original steel body, red trim, stored many years, full M.o.T. £2,000. p.x. poss. 1968 Daimler Sovereign 420, reg. no. RBF 22, no rust. £850 o.n.o. Tel: Par 3388 (Cornwall). (40748)

MG-B GT, Black, wires, overdrive, year's M.o.T., very sound body and engine. First class car for only £695. Please ring Skipton (0756) 2972 or 60426. (40742)

DAIMLER V8 2 1/2-litre saloon, 1964 model. In opalescent blue, dark blue leather interior, radio, Konis, XASs, original tool kit still unused. An immaculate cared for car in its original condition. £1,950. Tel: York 410612. (40744)

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ASTON MARTIN DB6, 1967 (May) JUG 681E manual transmission, maroon with black leather interior, electric windows, fitted radio, 89,000 miles. £3,950. Contact S. Fletcher, The Lodge, Seaham, Co. Durham. Tel: (0783) 813232. (40735)

MORGAN 4/4 2-seater, 1973, Brunswick Green, black upholstery, one owner from new, bodywork rebuilt resprayed 1979. Engine rebuilt, balanced etc. 12,000 miles ago, good tyres, many extras, long tax and M.o.T. £4,350. Tel: Falmouth 311714. (40737)

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MG-B GT, Black, wires, overdrive, taxed, year's M.o.T., very sound body, 60 lbs. pressure. Excellent car for £695. Tel: Skipton (0756) 2972, evenings, 60426 day. (40742)

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AUSTIN HEALEY 100.6, 1957, body dismantled rear of scuttle, many repairs done, many new parts including new short engine, 1973. Virtually unused since £1,350. Tel: Leamington Spa 27347. (40733)

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ASTON MARTIN DBS V8, 1978, auto., Cornish gold (light metallic green), matching olive hide trim, n.c. Pioneer stereo, 9,800 miles, history, as new. £20,000. Finance may be available with 10% deposit. Tel: 051 336 2297. (40738)

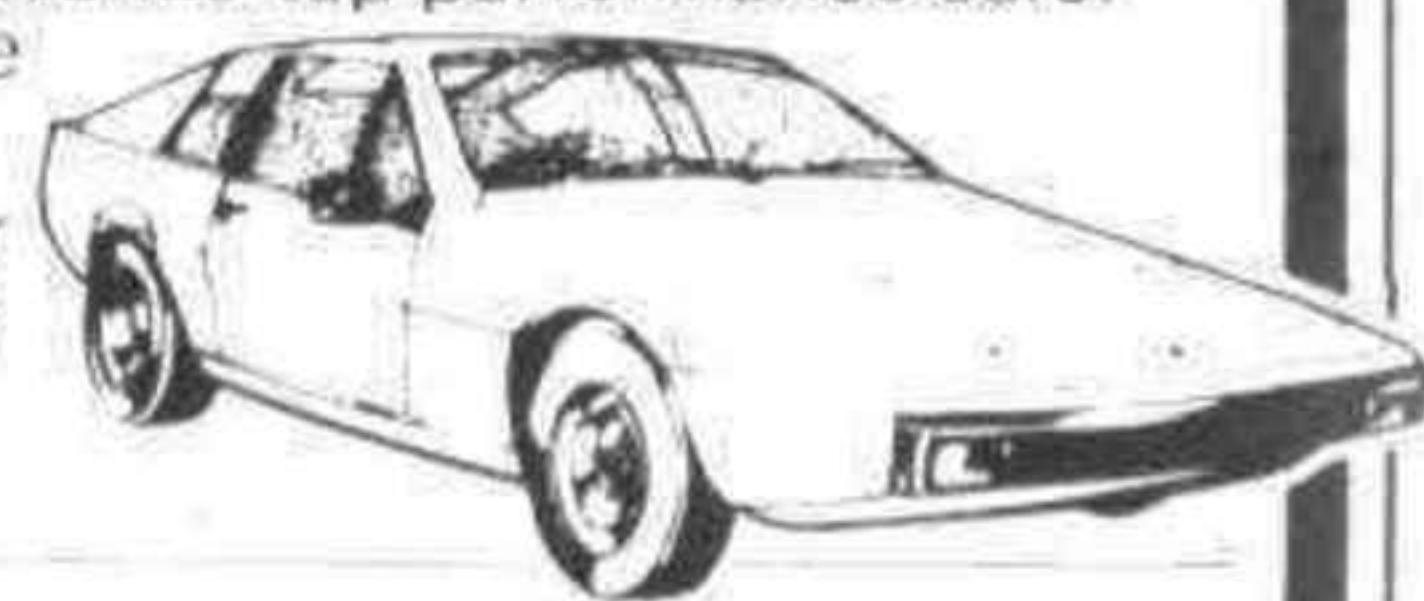
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MORRIS 10, 1937, excellent green-black coachwork, original leather interior. £795. Tel: 0222 751182 evenings (40729)

BMW 323i, 1978 T Reg., Polaris silver, blue velour cloth trim, alloy wheels, sunroof, 27,000 miles, one owner, garage maintained. £6,500 o.n.o. Tel. Sturminster Newton (0258) 72383 or 72308 daytime (40779)

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TR6, December 1972, Emerald green, 48,000 miles, one owner last 4 1/2 years, excellent condition. M.O.T. £2,250 o.n.o. Tel. 0223 832 605 (40750)

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BMW 2002, 1974, one owner, excellent condition, metallic aquamarine blue, new gearbox, new cylinder head, M.O.T. to August 1980. £1,800. Tel. Ascot (0990) 22061 (40752)

ROLLS-ROYCE 20/25, 1930, Replica Tourer Body, nearing completion of comprehensive chassis-up restoration on behalf of client. Genuine reason for sale. Enquiries to: Vale Automobile Restoration, Home Farm, Ardington, Oxford. Tel: East Hendred 634 (40755)

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LOTUS ELAN DHC, SE or Sprint, Good condition, full details including price required to: The Beeches, Roseacre Road, Elswick, Preston, PR4 3UD (40513)

WANTED wanted wanted Pre-war sports car or vintage tourer also vintage motorcycle. Straight-forward cash purchase. Please ring 0908 582651. Mr Mountjoy (39663)

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WANTED, Performance car specialist urgently requires all models especially Lotus Elan, Europa, - 2s, Escort Mexico, RS2000, Cooper S Mk 3, TR6, TVR, pre 1974 Porsche, MG, etc. Immediate payment, distance no object. Tel. Hertford (STD 0992) 57473 (39526)

FERRARI 275 GT B2 or 275 GT B4 P. Beausire, 2 Boulevard Foch 76310 Sainte-Adresse France. Tel: (35) 46 32 05 (39281)

ISO LELE wanted. Any literature, spares or anything. Martin Croppedy, Oxon (029575) 777 (39218)

SPORTS CAR 50s or 60s especially Alfa Romeo Spider, MG, Triumph. Any condition considered. Box No 6161 (39200)

BOOKS, Autocourse-Automobile year covering 1970 season required, also magazines same year. Tel. Harrogate (0423) 504372 (evenings). (39193)

PACKARD COUPE or Convertible. Any model considered, preferably 1929-1939, restored or partially restored. Tel. Allan Grant, Lyndhurst (042128) 2044 (37602)

ALVIS SPEED 25 or 4.3 Tourer. Willing to pay top price. Crosthwaite, The Stables, Abberley, Worcester. (37716)

CHASSIS WANTED SS Jaguar or post-war Jaguar 2 1/2 3 1/2 litre chassis in sound condition. Standard 16 or 20 h.p. chassis as used by SS and AC also of interest if sound. Good Price offered by private buyer. Box No. 6163. (39429)

ENTHUSIAST wants Lotus 11, 15 or 17 and AC Bristol ACE. All pre-1960, original and ready for historic races. Detailed offers to Box No. 6164 (39439)

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VINTAGE BENTLEY, prefer original tourer Mercedes, Hispano, Deleage, etc., considered. Good condition preferred, some restoration OK. 01-274 8109 (38636)

PREWAR ALVIS, Lagonda, Riley or MG tourer wanted in good condition. Some work not objected to. 01-674 6461 (38636)

AC 2-LITRE engine wanted in good condition. Tel: 01-828 6306 (38636)

ELDERLY GENTLEMAN requires touring car made between 1924 and 1938. Price relatively unimportant but the car must be in original condition as regards the upholstery fittings etc. Mr. Britton, Brockenhurst (Hampshire) 3667. (38145)

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MISCELLANEOUS

MK 10 JAGUAR, 1966 spares complete, good condition car. £100. Would dismantle if enough enquiries, excellent tyres and Webasto roof, also 1968 420G needing attention £240. Tel: 01-853 3869. (40624)

MG-B, MIDGET V8 OWNERS. Replacement MG Motif wheel badges available. 65p each (£2.20 per 4). Complete MG-B Rostyle s.s. wheel centres. £2.25 each (£8.00 per 4). Apologies for the price increase last month but these are original equipment items not the tatty items available in certain quarters. Prices include P&P. Cash with order to David Price, 11 Colleton Drive, Twyford, Berkshire. Tel: 0734 340326.

PRECISION CELLULOSE spraying can be easily achieved with a Humbrol Airbrush (small spray gun) free! Special adaptor enables car spare tyre to be utilised as power source, with truly unbelievable results. Price £6.99 includes postage, packing, insurance. Model Railway Centre, 74 Austerly, Bourne, Lincolnshire.

AUSTIN HEALEY CLUB for owners and enthusiasts of all Austin Healey cars. Seven centres with some 20 group meetings cater for most parts of the UK. National magazines and centre publications, advice on car purchase and spares are offered together with a special club insurance scheme for all models. Write Mel Knight, 17 Giebe Road, Groby, Leicester LE6 0GT.

JAGUAR SWEATERS with the big cat emblem embroidered on the LH side of chest. Colours: bottle green, scarlet, midnight blue, black, maroon. Sizes: 36, 38, 40, 42, 44 & 46 ins. chest. Prices: Heavyweight Courteille £9.75. Lightweight Courteille £8.75 inc. VAT, P&P, etc for UK. Please send cheque, PO with order to: A Gray, 5 Low Coniscliffe, Darlington, Co. Durham.

COLLECTOR'S MOTORCYCLES. Lavis 2 1/2 h.p. 1922, complete, runs well. £825. Royal Enfield Bullet, 1953 Perfect £550. Enfield India 1977, £515. BSA Bantam 1971, one owner. £169. 21 Marine Drive, Rottingdean, Sussex.

MERCEDES PARTS. Early 1950s. 300SL. Oil tank, rad. grille centre, boat lid motif, hub caps, wheel trims 190, front reinforcement frame, new, plus louvres 220 or similar. Radiator shell and grille. Various other small items. Evenings after 7.30 p.m. Tel: Slough 47707.

FOR LANCIA APRILIA many valuable spares, small and large, gearbox, engine, good block, rear spring patrol tank, steering box, many smaller items, set of high comp. pistons, etc. Tel: Aldershot 23523 after October 10th.

LAGONDA, vintage 3-litre spares, radiator shell and louvres, Scintilla magneto, 19" tyres, plus many other items. £500 the lot. Tel: 01-660 8736. Near Croydon, Surrey.

MISCELLANEOUS—continued

BENTLEY. Sales brochure for 1926, three-litre speed and touring models. 23 pages, many illustrations, prices/specifications, photocopy in spiral binding. £5. C.W.O. 24 Windsor Lane, Knaresborough, N. Yorks.

SU RECONDITIONED as new. HS2 carbs, singles, pairs, jetted to suit any car. £12.80 incl. post. Tel: Derby 752110.

MK 2 JAGUAR Louvred bonnet. New, similar to Coombs. £40. Also one to fit 420. Tel: 01-853 3869.

FANCY A CHANGE? Original Austin 7 Box, early 32 short wheelbase, exposed column controls, fabric roof, completely rebuilt, exchange for Fiat Rad Morgan. Tel: Winterbourne 772261 (Bristol).

97 AUTOSPORTS, 1949 to 1954. Best offer secures. No separating. Buyer collects. Tel: Cranleigh 3707. Evenings 5.30 to 7.30 p.m.

MOTOR SPORT, 175 issues, few speed, 28 pre-1960, remainder 1960-75. Best offer for lot. Also lamps, one Ducellier Nickel, two Lucas, one brass acetylene other oil sidelamp. Also consider selling pair coachlamps. Fuller Bristol. Best offers. Tel: Crowther, Nailsworth 2497 evenings.

TYRES, 2 x 4 75-5.00 x 18 new tyres, 1 Dunlop, 1 Firestone. £60 o.n.o. including postage, will haggle. Tel: Deal 63790.

EASTBOURNE'S Grand Transport Bazaar, Fleamarket and Autojumble, Saturday 1st December 1979 at the Winter Garden. 200 stalls at the friendliest of events. All manner of old motor spares, books, collector's models, postcards, records and railwayana on sale. Doors open 11 a.m. Admission 25p. Licensed bar/refreshments. Stall bookings from Peter Morrison, Eastbourne Historic Vehicle Club, 18 Marlow Avenue, Eastbourne, Sussex. Tel: Eastbourne 29214 (after 6 p.m.).

PAIR 700x19 Dunlop racing tyres, tubes. New £125. South Benfleet 4174.

MYRA "21" motor cruiser, Volvo MD2, Seavoice, Sounder, road trailer. £4,750. Consider exchange Bentley. 04882405.

JAGUAR "E" TYPE L.S.D. final drive unit 3.54:1 £90. TR4 and 4A water pump £8.50. A35, A40, Sprite, king pins and stub axles £10. All new and unused. Tel: 074 15 2391.

RILEY, Two wire wheels, six stud fixing, rusty but sound. £20 o.n.o. S. Stock 074-488-2246. Rainford, Merseyside.

JAGUAR SPARES. Mk II nearside front wing £120. Five painted wire wheels £75. 'E' Type works hardtop £250. Tel: Dunstable 606974.

FERGUSON VINTAGE TRACTOR, T.V.O. full working order, hydraulic lift, good tyres, registered. £250. 04882405 (Berkshire).

MASCOTS bought and sold. — Want: R.R. chassis, plates & rad. badges; pre-war car magazines; motor mascots. Casa Nostro, Sussex Rd., New Romney, Kent. 06793 3327.

MOTOR SPORT, Autocar, Motor, Motor Boat. Ring magazines going back to pre-war. Two Jaguar wheels off Mark 8 and 9. Offers Hughes, 4 Leander Road, SW2.

CASH PAID for January 1950 issue of Motor Sport. Also anything Ferrari, especially brochures, books, year books, photographs, etc., but not magazine articles. Phone Cardiff 512000.

THE VINTAGE TRIUMPH MAGAZINE No. 7, 8, 9, 14, 15, 18. Half price 50p. P & P 10p. 5 Fussels Court, Kingswood, Bristol.

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MOTOR SPORT 1954-1965 65 copies £20. 1966-1978 109 copies £15. Tel: 01-602 4330.

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MOTOR SPORT January 1952-December 1957, January 1966-December 1978. Offers Buyer must collect, also motoring library. Stamp for list. Biggar, Ridding, Bass-Lake, Cockermouth, Cumbria. 139530

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MISCELLANEOUS—continued

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URGENTLY REQUIRED motoring books, car catalogues, magazines (early MOTOR SPORT, Classic Car, etc.) Autosport 1977-79. Austin Healey 100S sales brochure. Green (0635) 253484 Newbury.

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MISCELLANEOUS—continued

BOOKS AND MAGAZINES: Combat 1935, Motor Racing 1935, S. Davis — Biography, New Motoring Encyclopedia 1937, various other motoring books and workshop manuals from 1930's to 1950's. Motor Sports 1955-1976, Autocar 1949-1974, Sports Car Illustrated 1950's 1960's. Motor Cycle and Motor Cycling earliest 1931, odd copies to 1961, bound Practical Motorist 1934-35. Various catalogues and brochures for sale as one lot only. Best offer secures. Buyer collects, North Devon. Viewing end of October — owner abroad. Box No. 6162.

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MOTOR SPORT 1950 to date. Individual copies available. Send wants and s.a.e. Smith, 58 Shuttlock Lane, Birmingham B13 8NZ.

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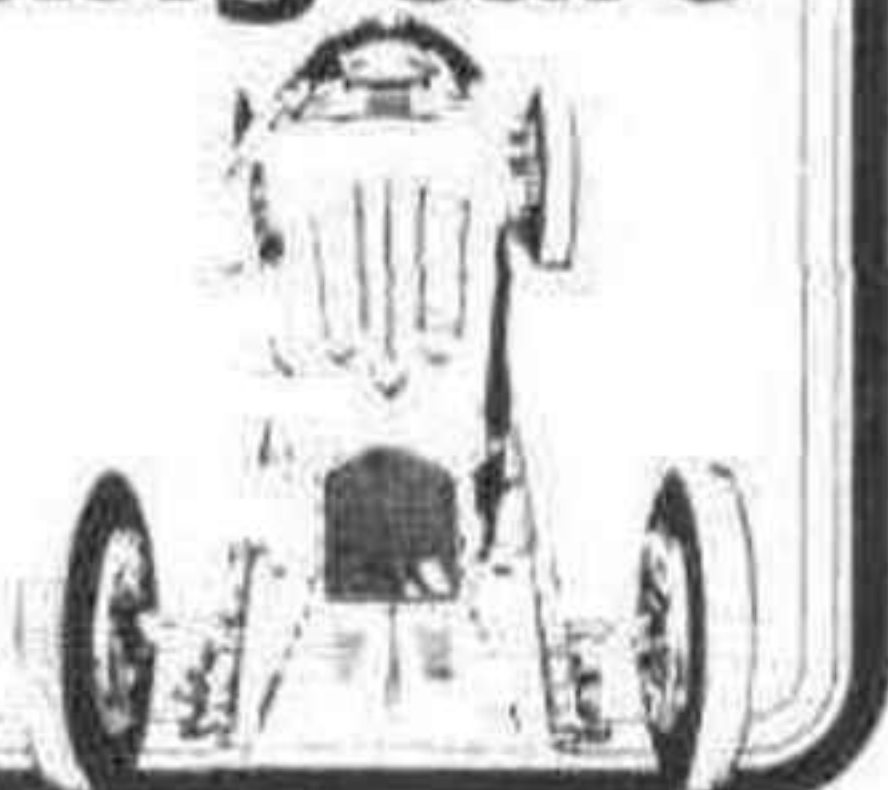
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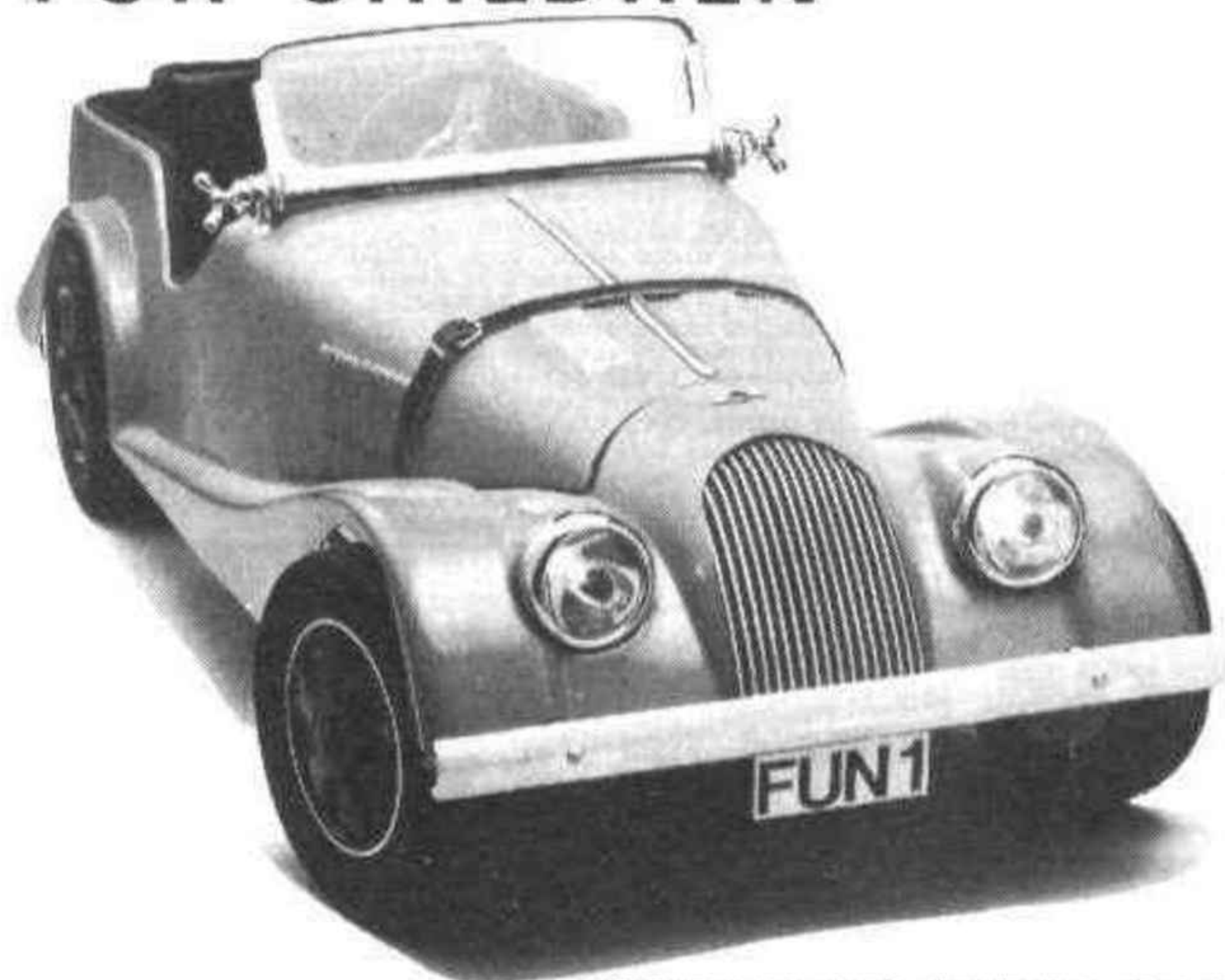
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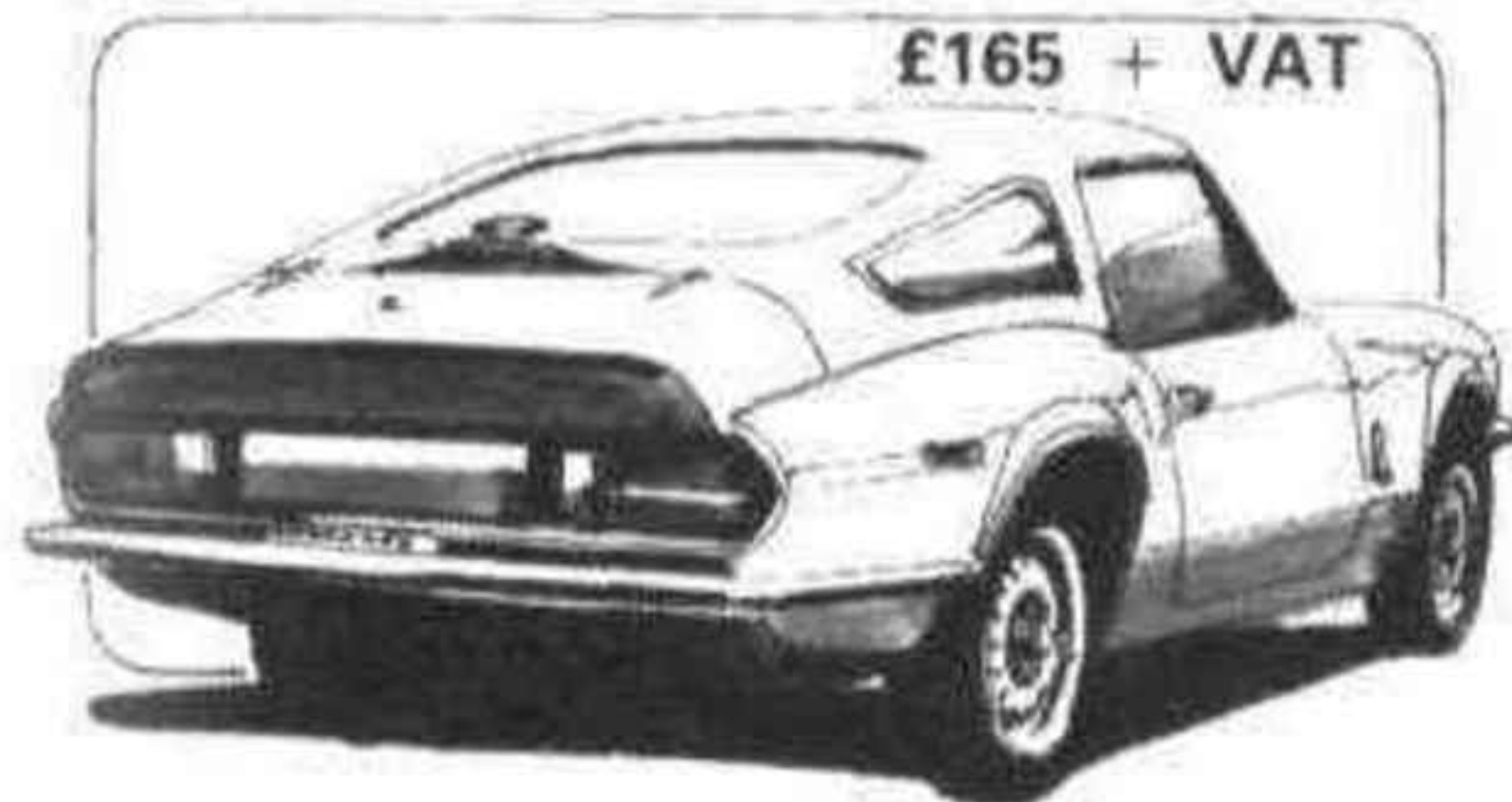
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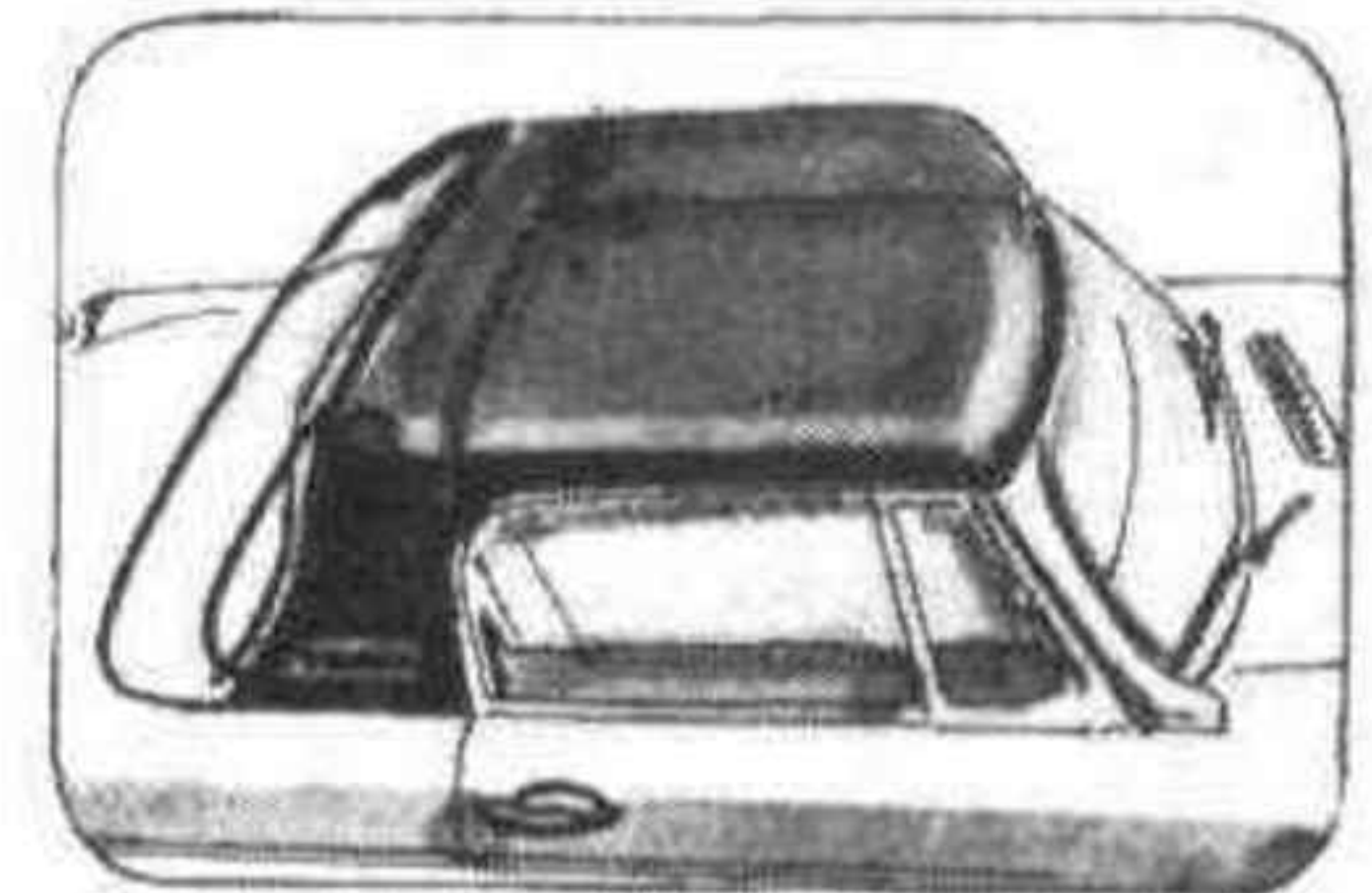
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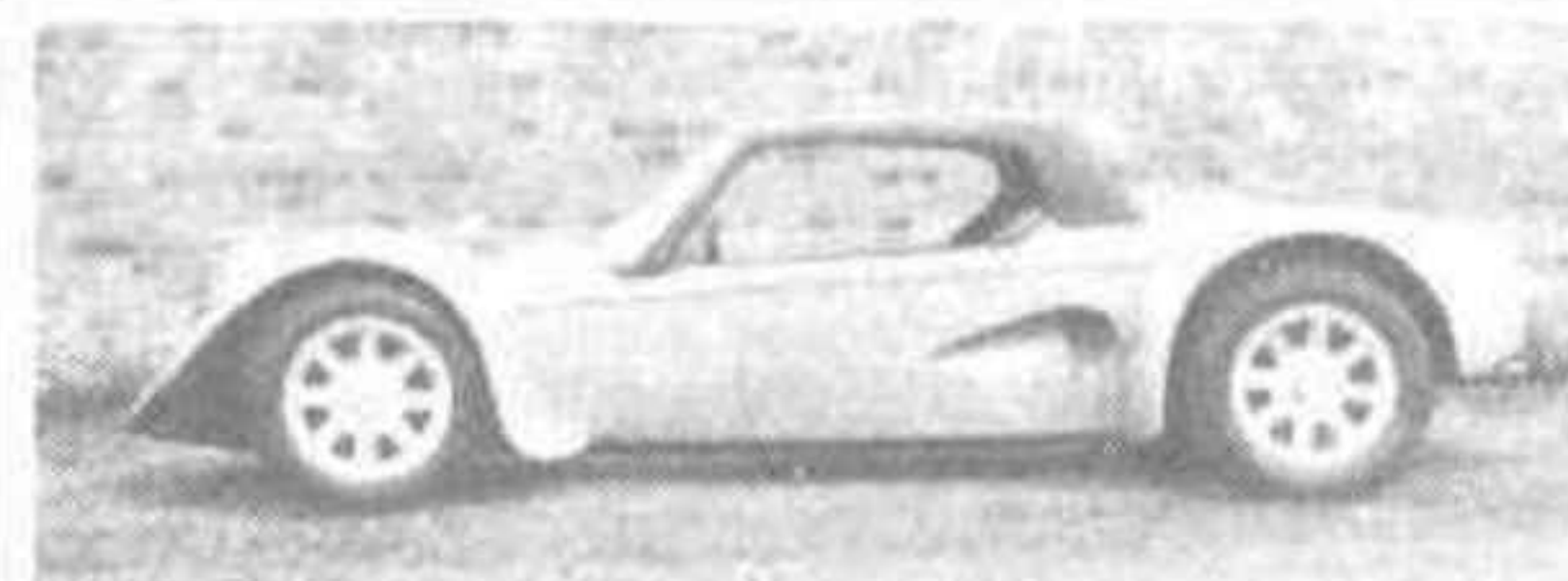
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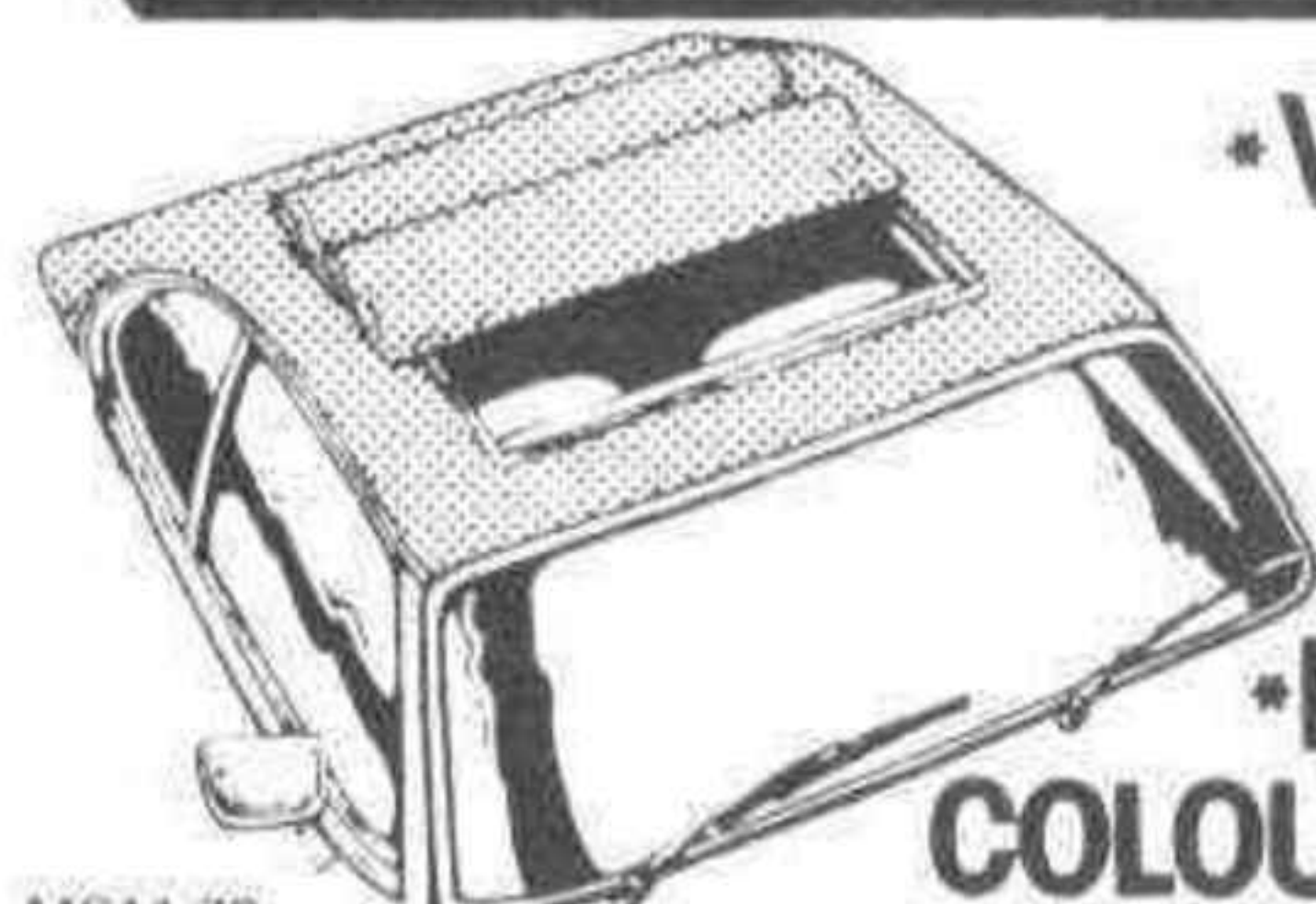
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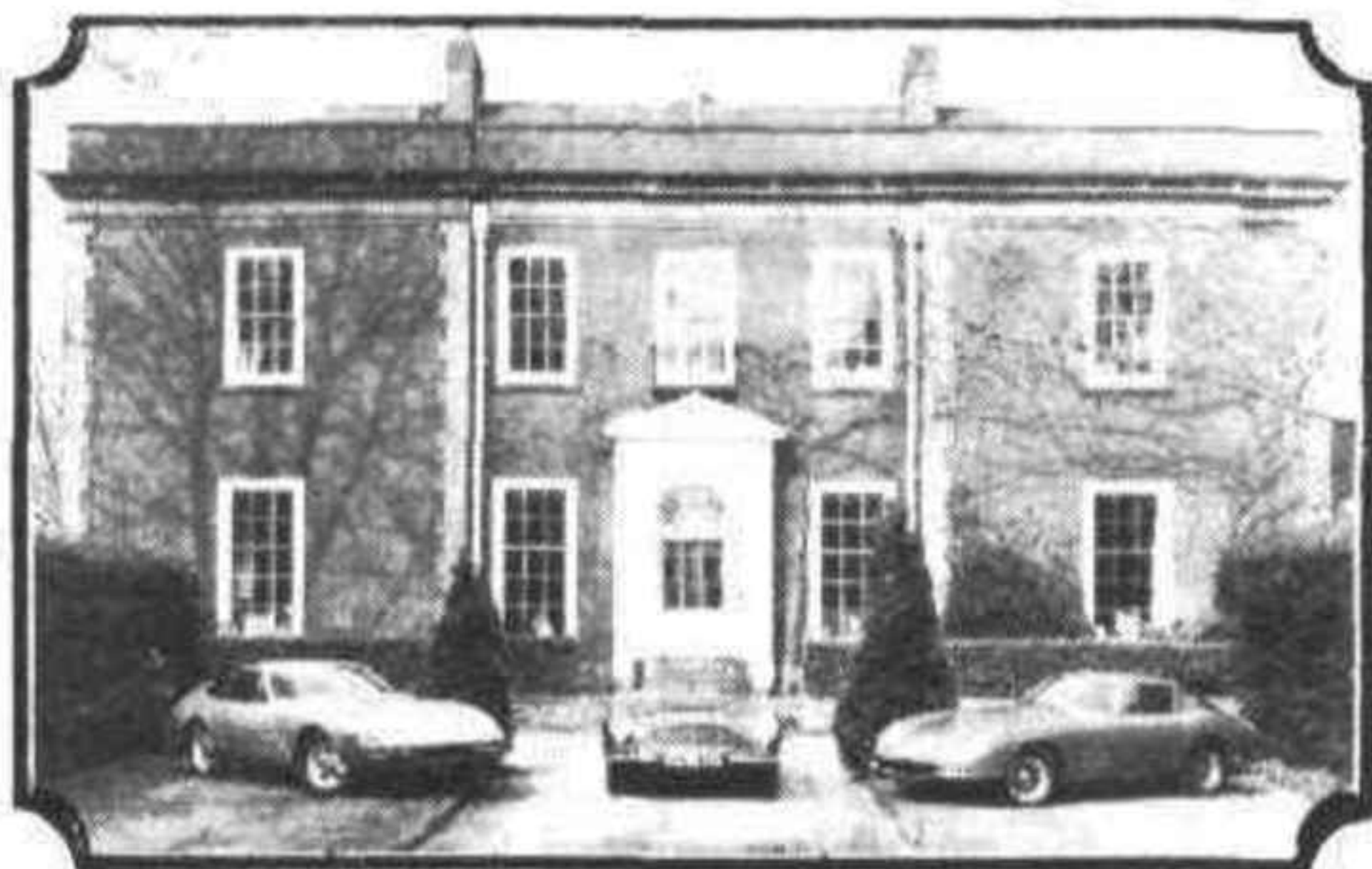
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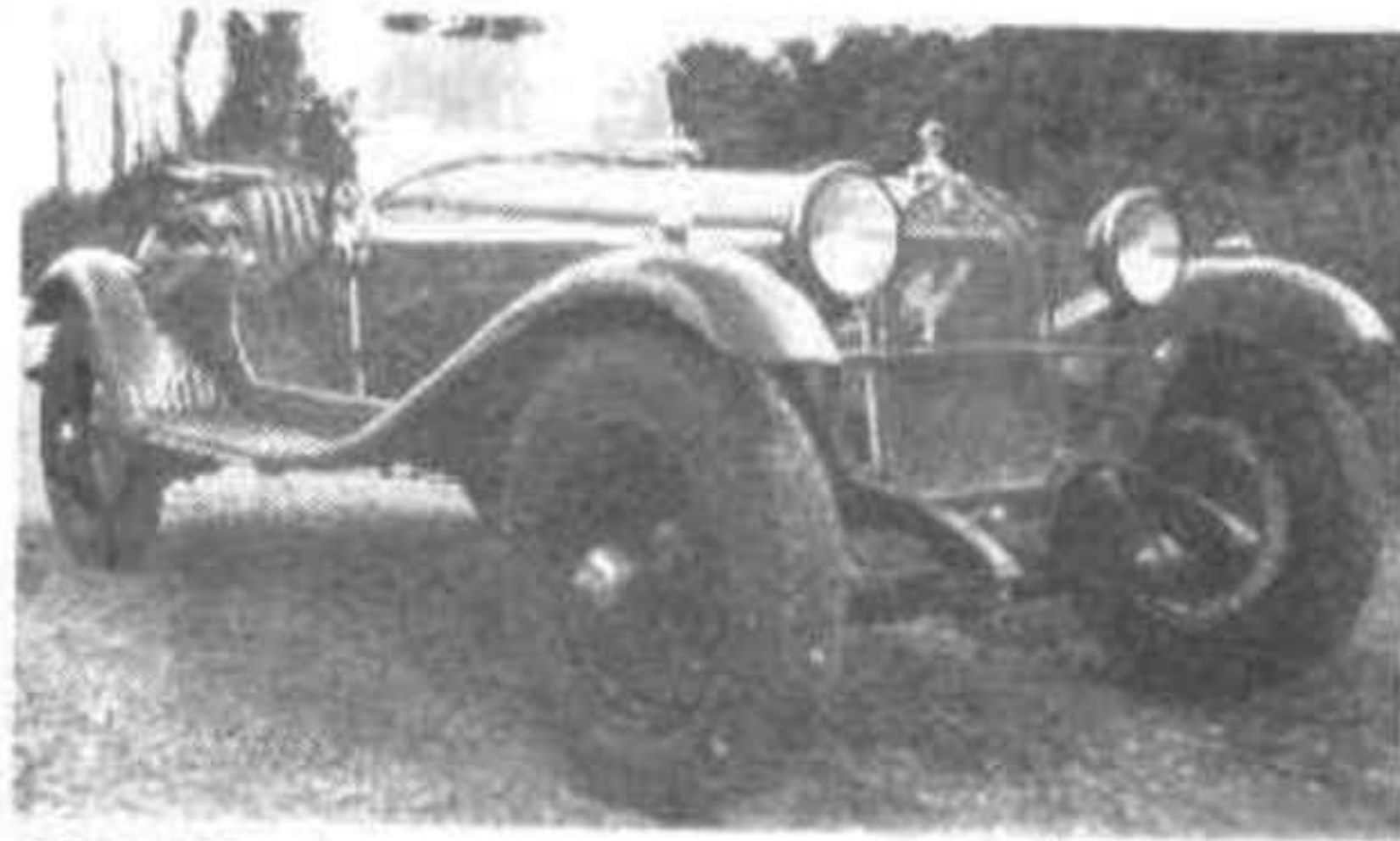
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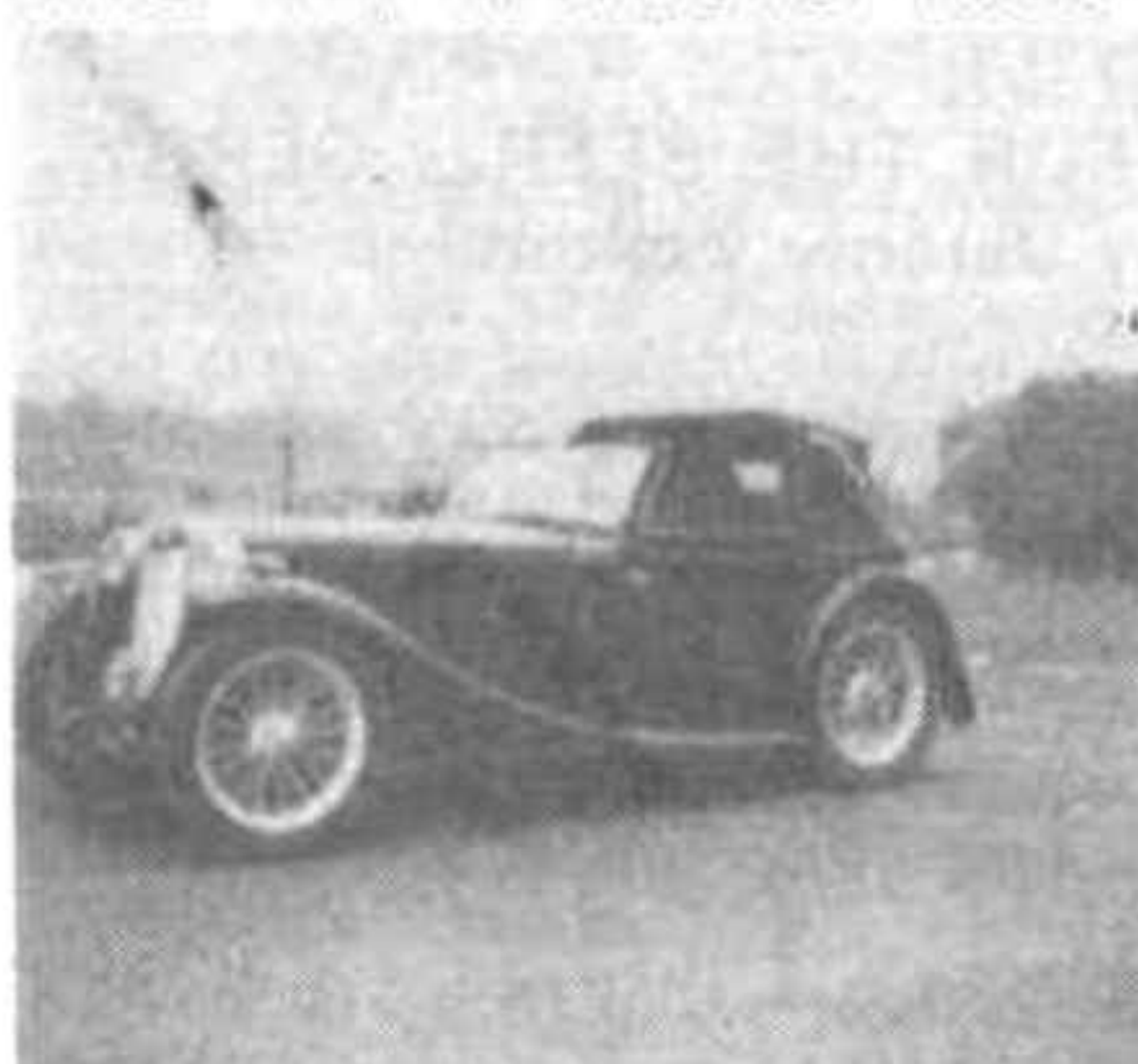


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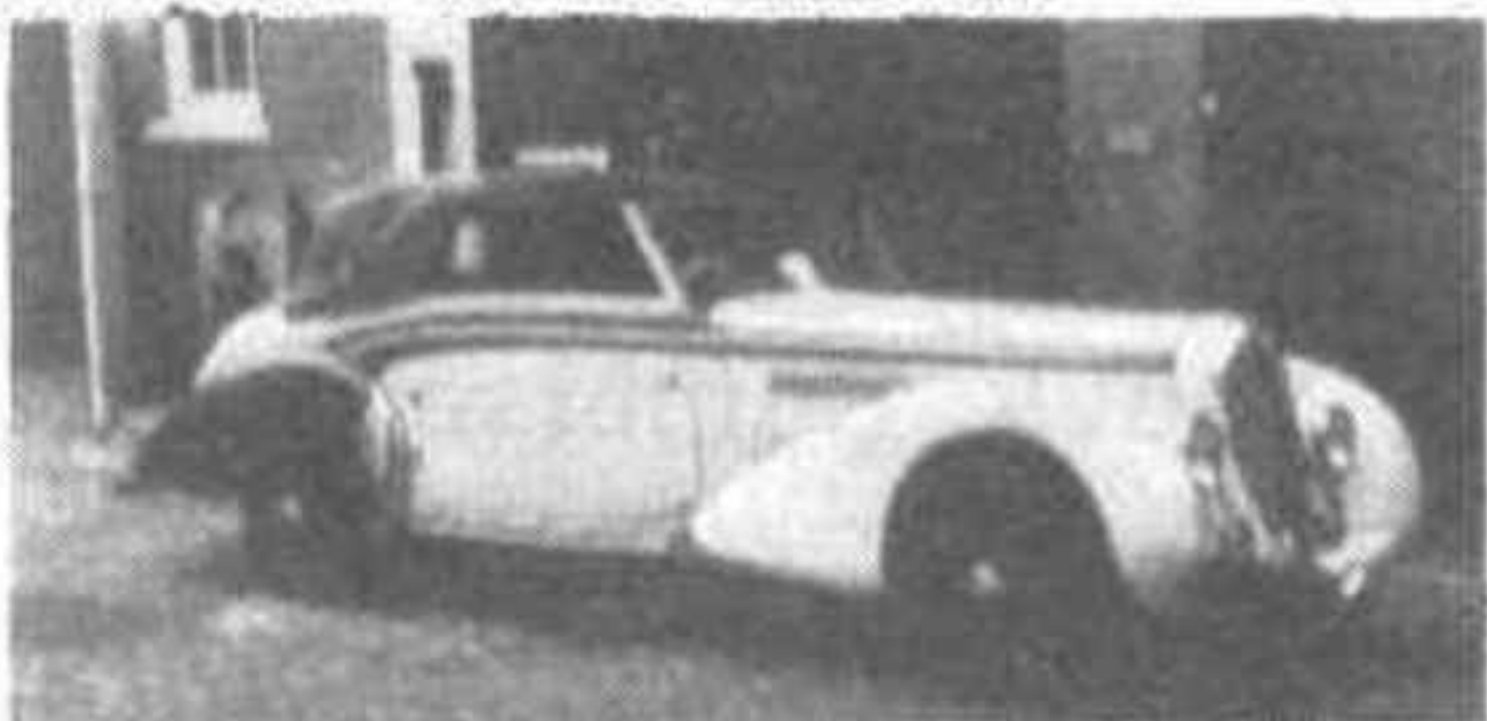
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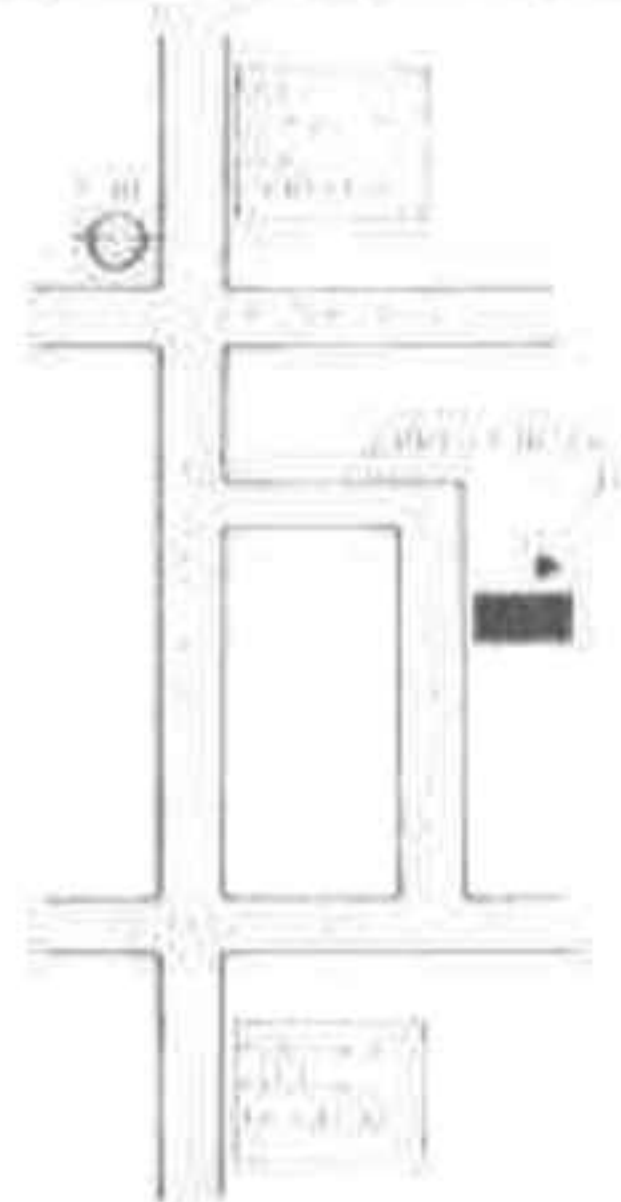
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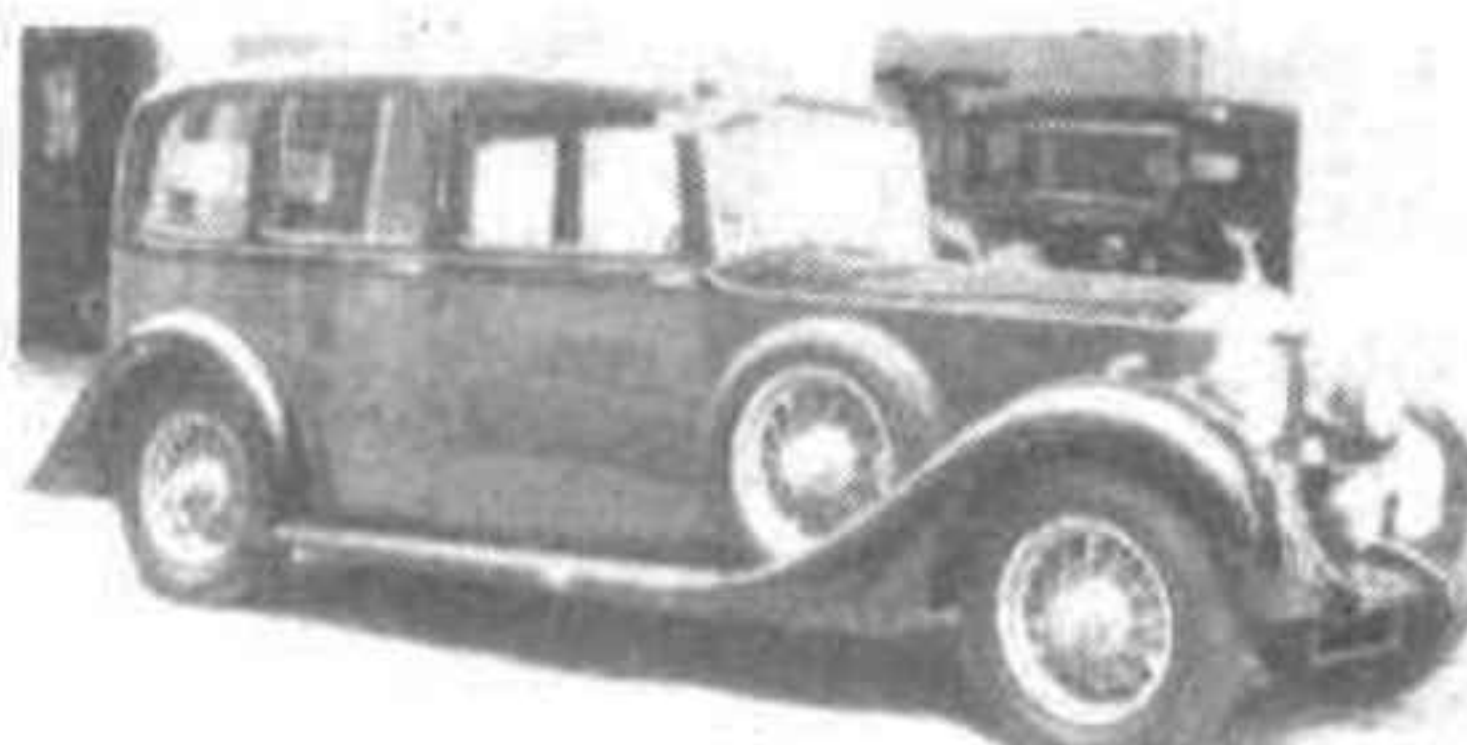


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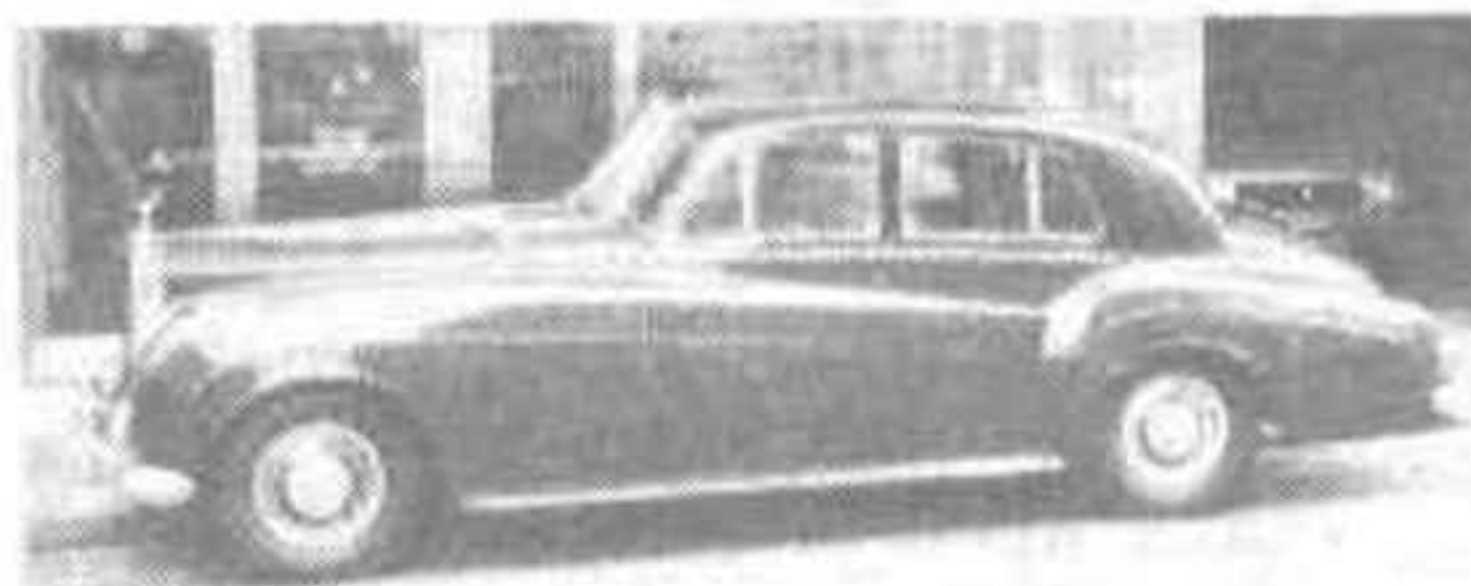
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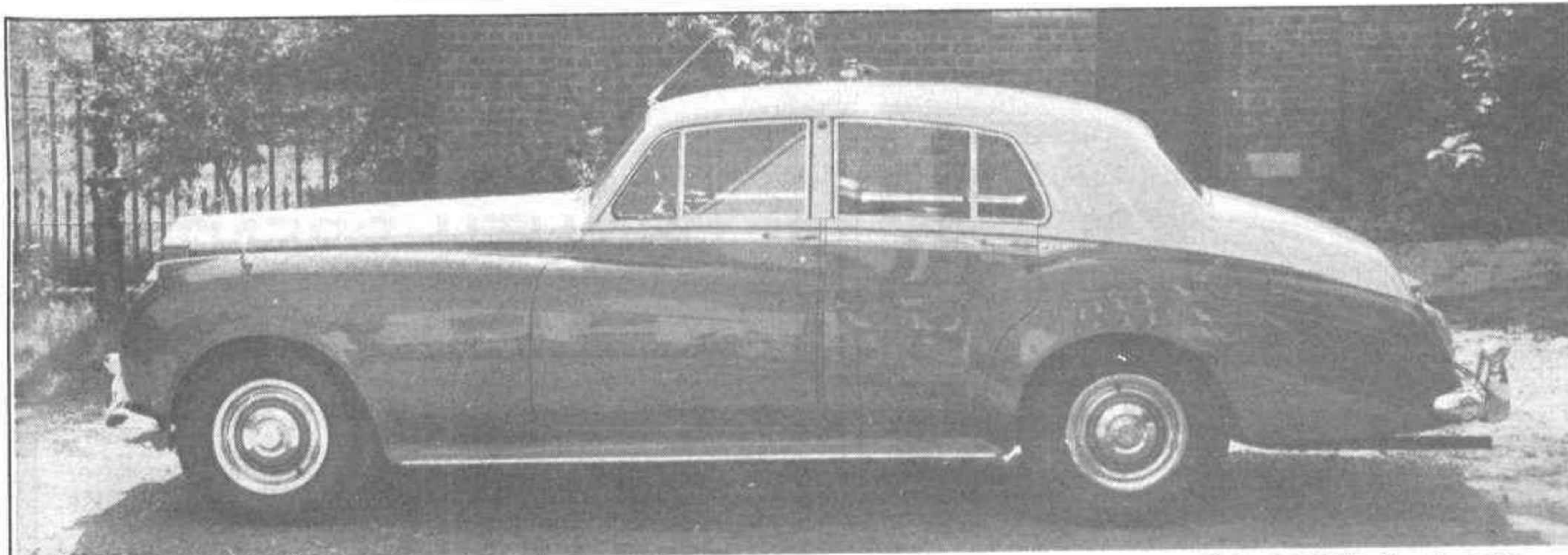


1962 Rolls-Royce Silver Cloud II finished in black over dawn blue. Substantial body and mechanical renovation recently undertaken. One of the last Silver Cloud IIs. Superlative condition throughout, 98,000 miles. (illus.)
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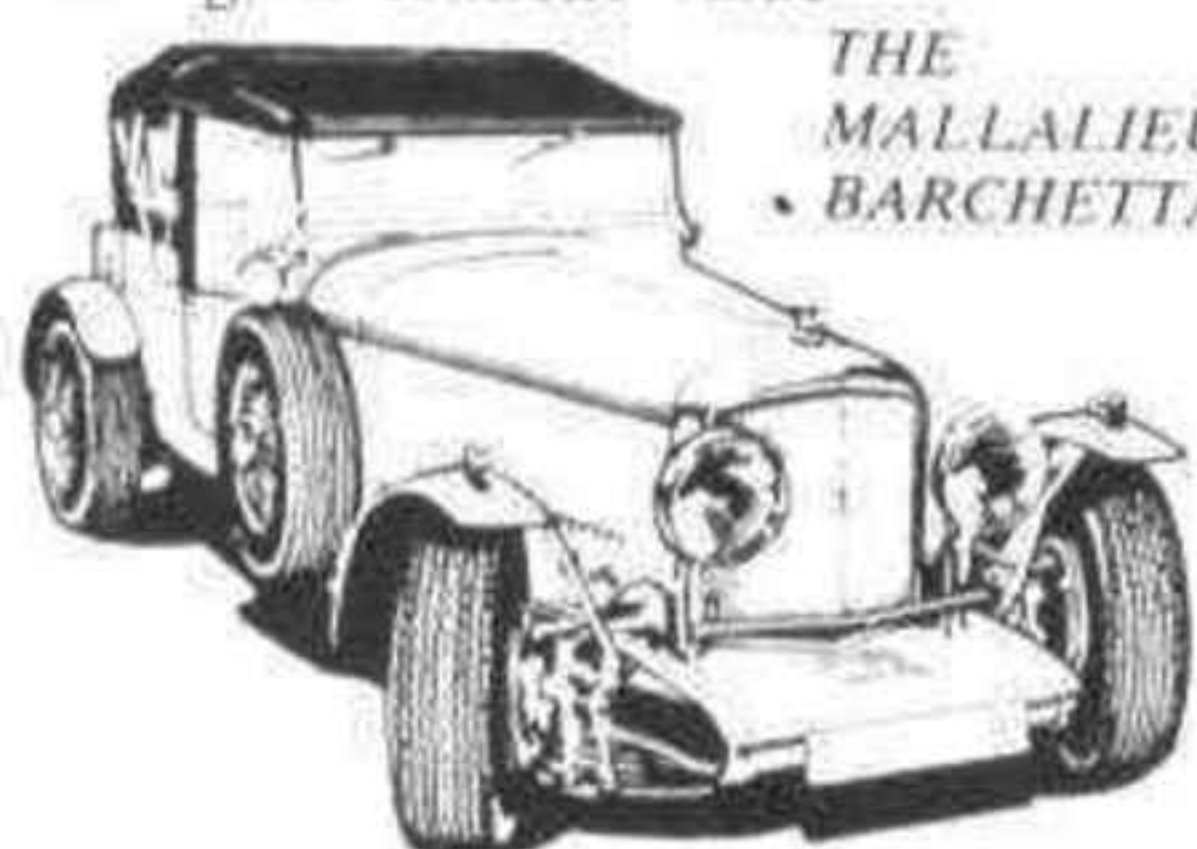
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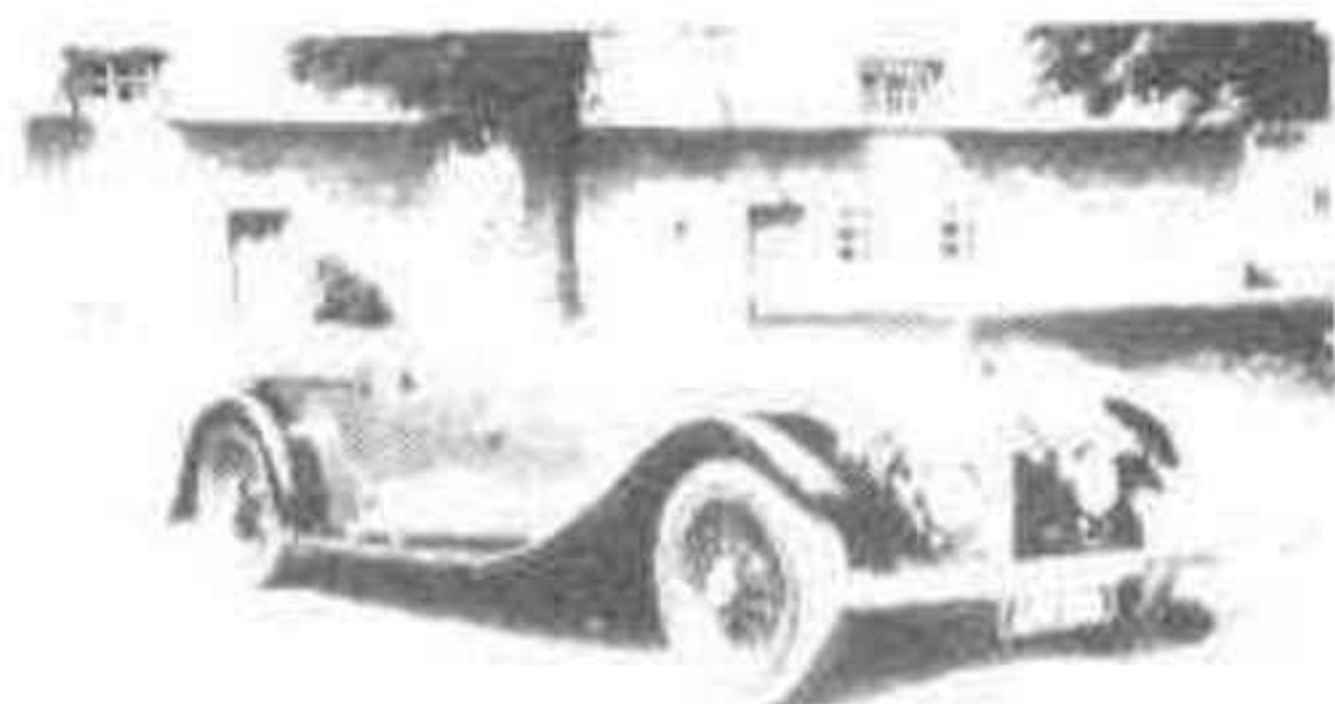
1930 Bentley 6 1/2



1933 Rolls-Royce Phantom II D/H



1924 Bentley 3-litre
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1935 Alvis Speed 20



1930 Sunbeam 3-litre tourer



1933 Aston Martin International

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- 1925 Ford Model T 2-seat

- 1921 Rolls-Royce Silver Ghost Tourer by Brewster
- 1928 Bugatti Type 38 8 cyl £2,400
- 1933 Austin 7 Tourer
- 1935 Alvis SP20 SA Tourer
- 1935 Singer Le Mans £2,300
- 1931 Triumph Super 7 £3,850
- Oldsmobile Curve Dash Replica

- 1928 Chevrolet Saloon £5,850
- 1924 Overland Tourer £5,450
- 1931 Austin Box saloon £1,800
- 1934 Austin Opel £2,250
- 1934 Bentley 3 1/2 Sports saloon £6,000
- 1937 Lanchester saloon £2,700
- 1931 Morris 2 seat £1,975
- 1930 Sunbeam 20 9 D H £5,850



1978 BMW 733 IA, every extra.
£13,450



1973 Porsche Carrera RS
Touring LHD
£10,450



1975 BMW 3-litre CSI
low mileage
£6,250

- 1971 Aston DBS V8 £5,450
- 1971 Aston DBS6 £6,450
- 1968 Aston DBS6 £4,400
- 1969 Aston DB6 SR sand £8,850
- 1968 Aston DB6 Dubonnet £5,350
- 1966 Aston DB6 Met. blue £5,650
- 1966 Aston DB6 Sand £5,350
- 1986 Aston DB6 Met. blue £5,350
- 1965 Aston DB6 Blue SR £5,450
- 1971 Aston DB6 Mk II black £9,000
- 1971 Aston DB6 Mk II red £9,850
- 1965 Aston DB5 Met. green £5,350
- 1964 Aston DB5 Silver birch £9,350
- 1962 Aston DB4 £4,650

- 1952 Alvis TC21 D/H £2,950
- 1948 Alvis TA14 Saloon £2,650
- 1966 Austin Healey 3000 Mk III £5,550
- 1952 Bristol 401 £3,750
- 1951 Daimler Barker S. Sports £3,850
- 1951 Daimler Conquest Roadster £2,850
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- 1967 Lotus Elan Yellow £2,650
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- 1948 Triumph Roadster £3,850
- 1947 Allard KI Alpine Rally Car £4,250
- 1961 Alvis TD21 D/H

- Jaguar D Type Replica £10,000
- 1959 Jaguar XK150 D H, black £9,850
- 1970 Jaguar E-Type Roadster £5,850
- 1967 Jaguar 3.8S £975
- 1974 Porsche 911 2.7 low mileage £8,850
- 1977 Porsche 911 Lux. Targa £13,650
- 1969 Mercedes 300 SEL 6.3 £4,850
- 1966 Mercedes 600 £10,250
- 1962 Porsche 356B Super 90 LHD £2,850
- 1973 ISO Rivolta 18,000 miles £6,250
- 1966 Sunbeam Tiger 4.7 £5,650
- 1956 Triumph TR2 £1,675
- 1948 MG TC cream £5,750
- 1971 Lotus Elan 2-2S £3,750



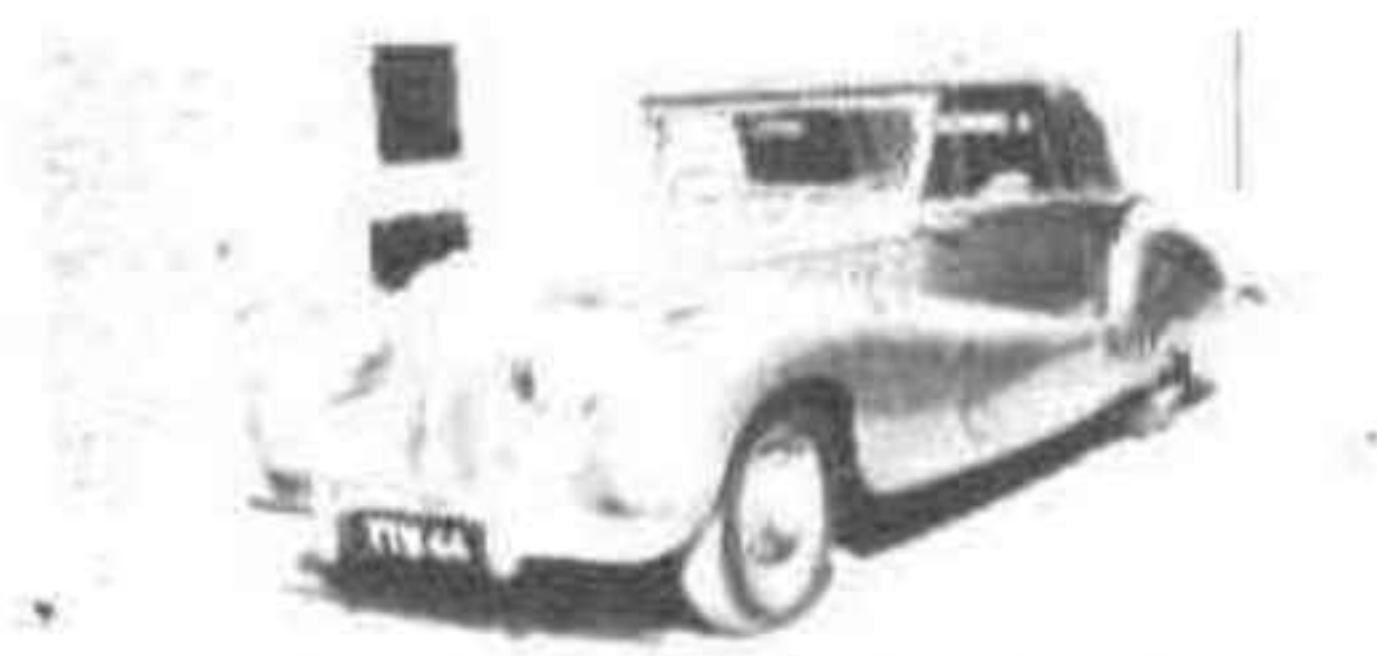
1970 E-Type Roadster
£5,850



1970 DB6 Mk II



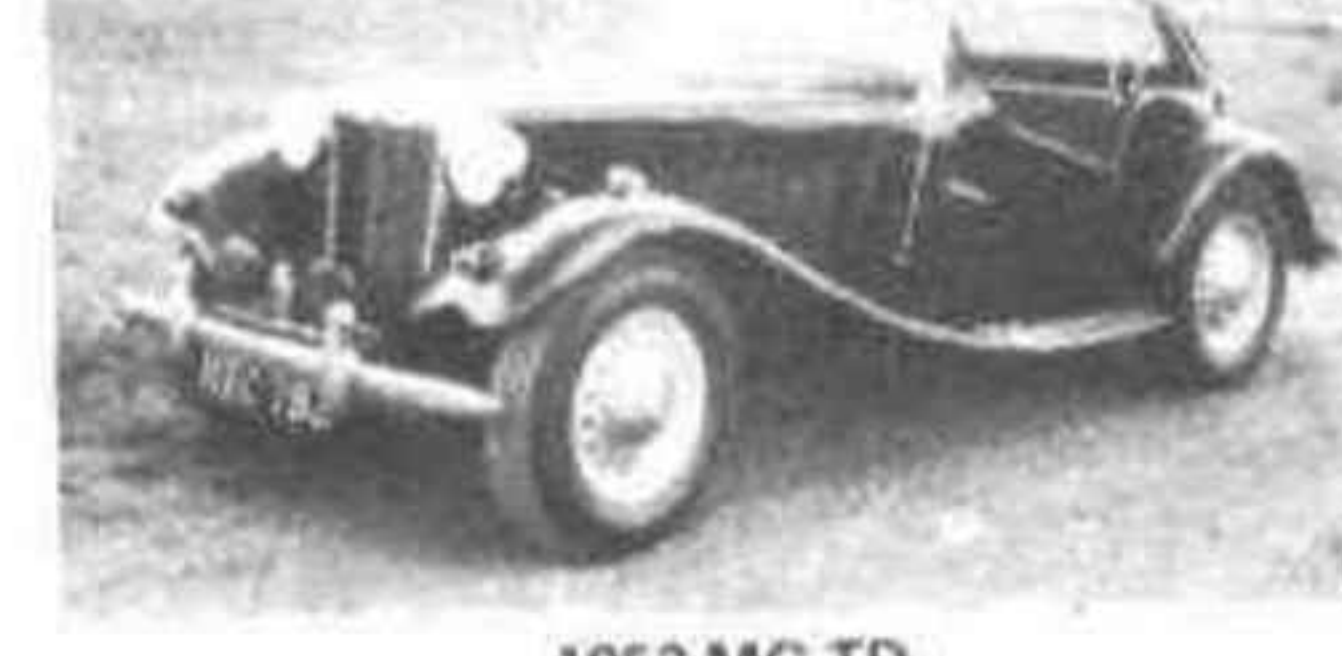
1961 Mercedes 190 SL
£3,350



1951 Daimler Barker Sp. Sports
£3,850



1948 Triumph Roadster
£3,850



1953 MG TD
£4,950

Part Exchange.

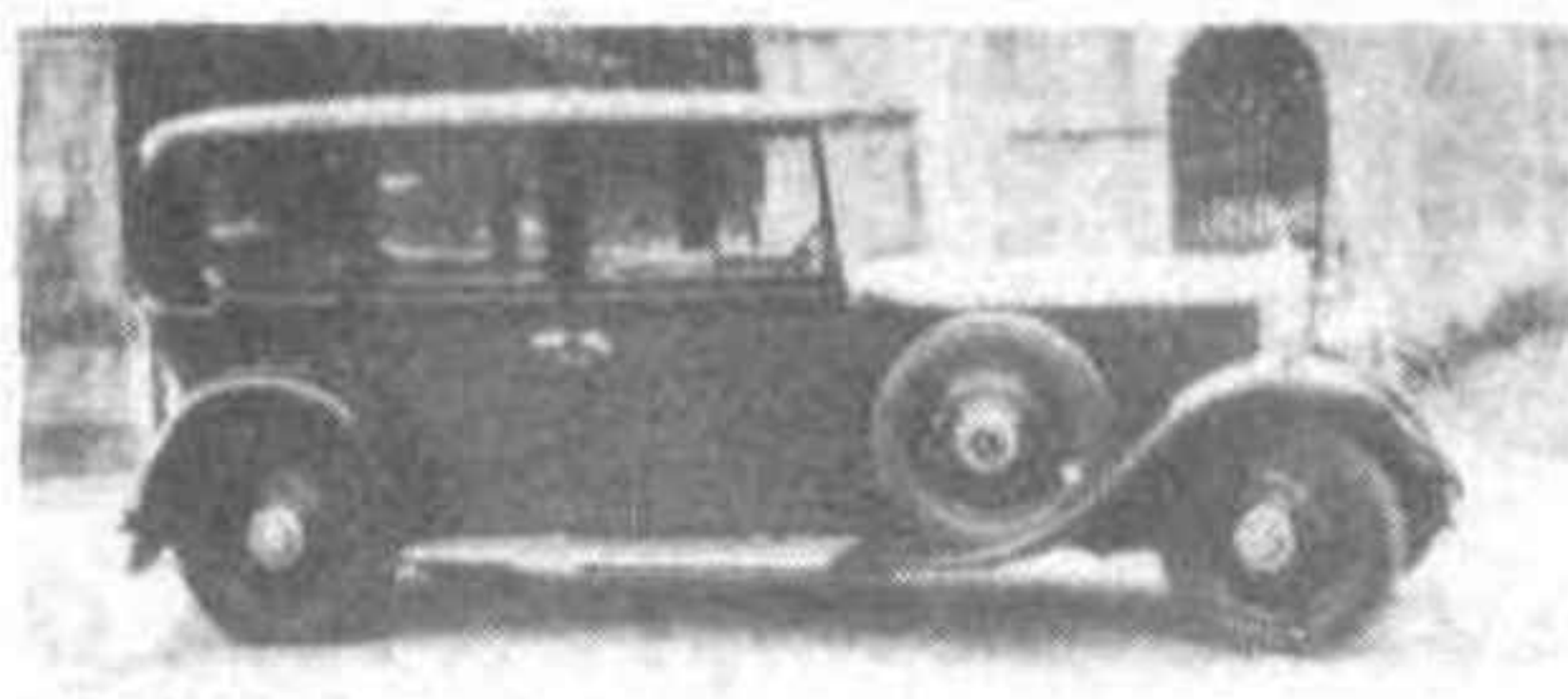
Motoring book stockists.

Low rate finance arranged.

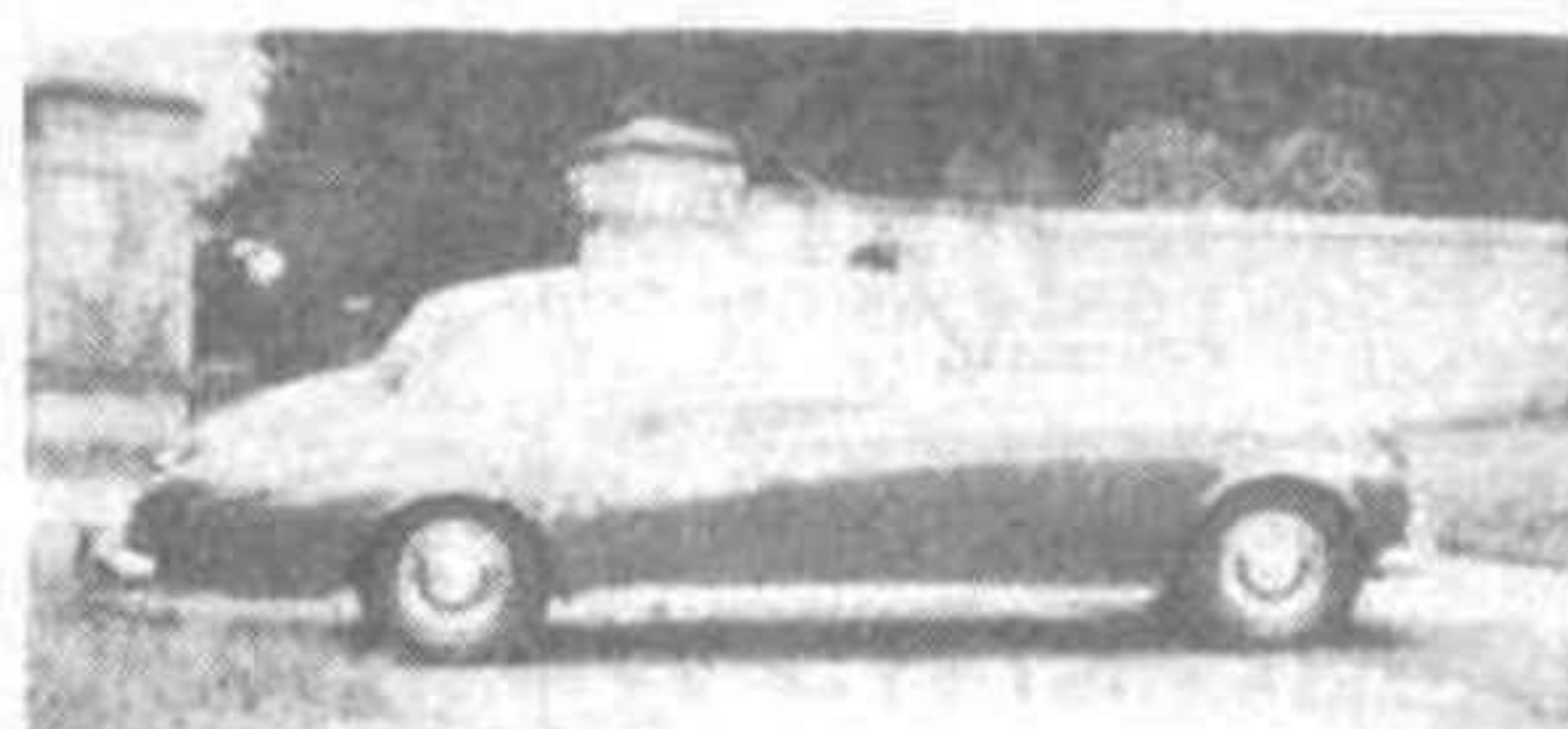
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1926 Rolls-Royce 20. Joseph Cockshoot coachwork. Shooting-brake rear added 1948, otherwise original. Equipment includes twin side mounted spare wheels, Barker mechanical dipping. M.O.T. and taxed.



1931 Rolls-Royce 20/25. Thrupp and Maberly coachwork in damson and black. Repainted and retrimmed to the front. Good original condition. M.O.T. and taxed.



1960 BENTLEY S2. Long wheelbase division saloon. In sable. Tan hide interior. The entire car is in outstanding condition, having covered only 67,000 miles. M.O.T. and taxed.

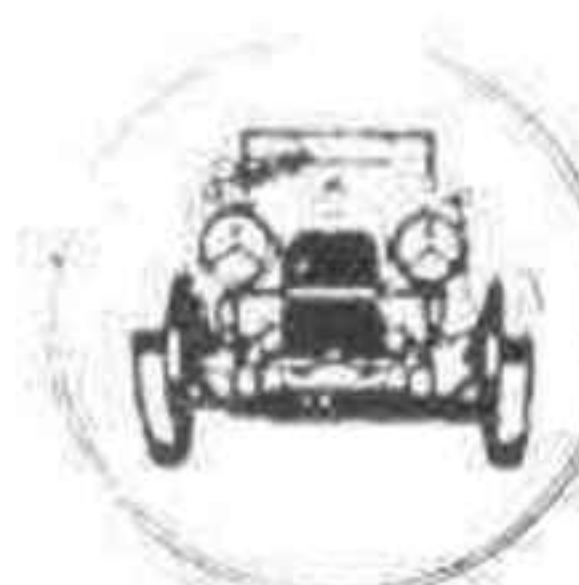
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1949 Bentley Mk. VI H. J. Mulliner sports saloon in sound condition, having been in store several years, again a car with potential. £2,850

1951 Bentley Mk. VI 4 1/4 saloon finished in two greys, 155,000 miles, excellent orig condition. £4,750

1952 Bentley Mk. VI 4 1/2-litre H. J. Mulliner sports saloon, a very elegant car in need of some restoration (centre page 262 Green Book). £3,650

1952 Bentley Mk. VI 4 1/2 saloon finished in grey, a very smart example in very sound condition. £3,750

1953 Bentley "R" sports saloon by James Young a car with good history in very sound condition having been in titled ownership many years (top page 256 Green Book), illus. £3,850

1953 Bentley "R" type manual saloon finished in blue with grey interior, very nice orig condition. £4,750

1978 Range Rover finished in Sahara Dust with brown sunroof, tinted glass, PAS, etc. 13,000 miles, one owner. £9,850

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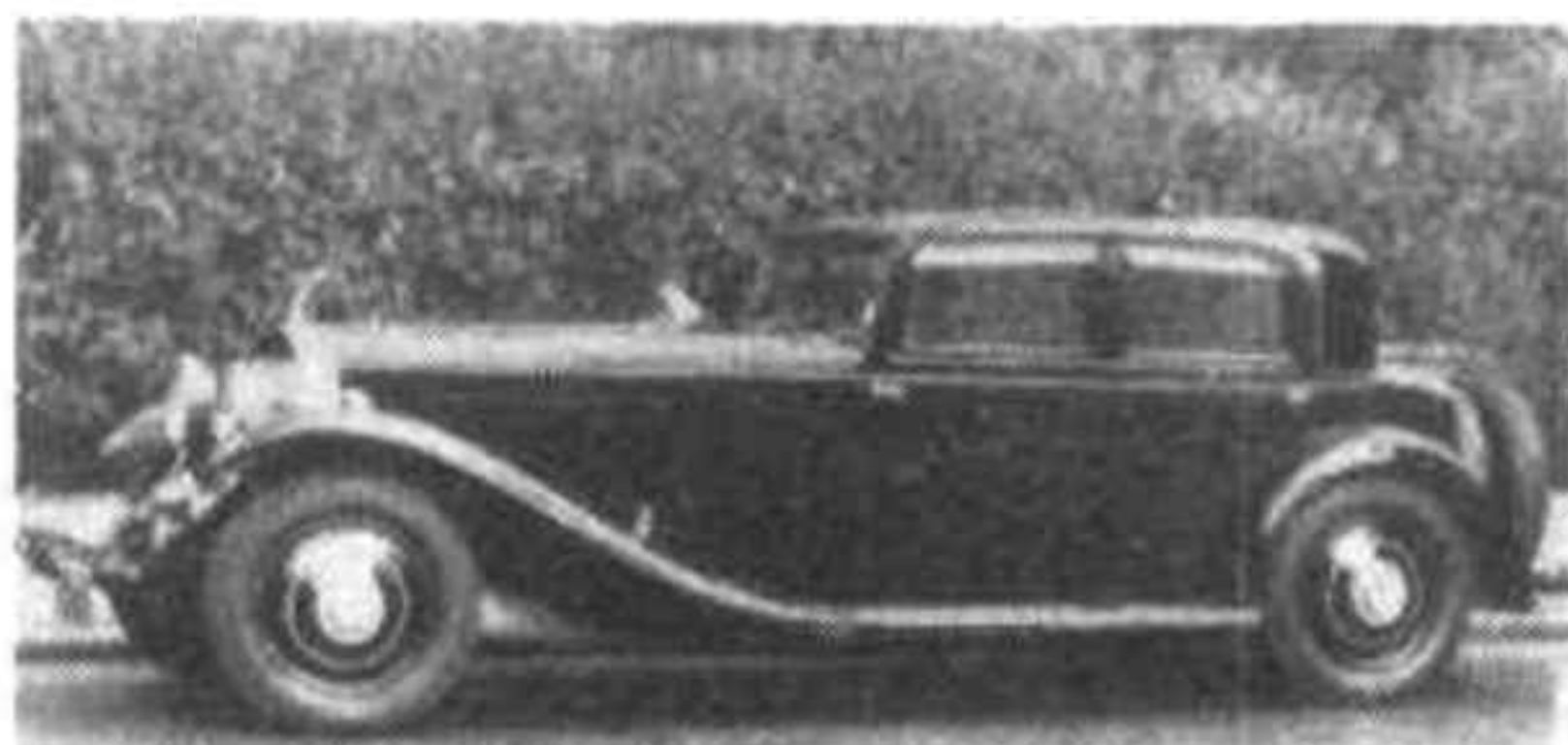


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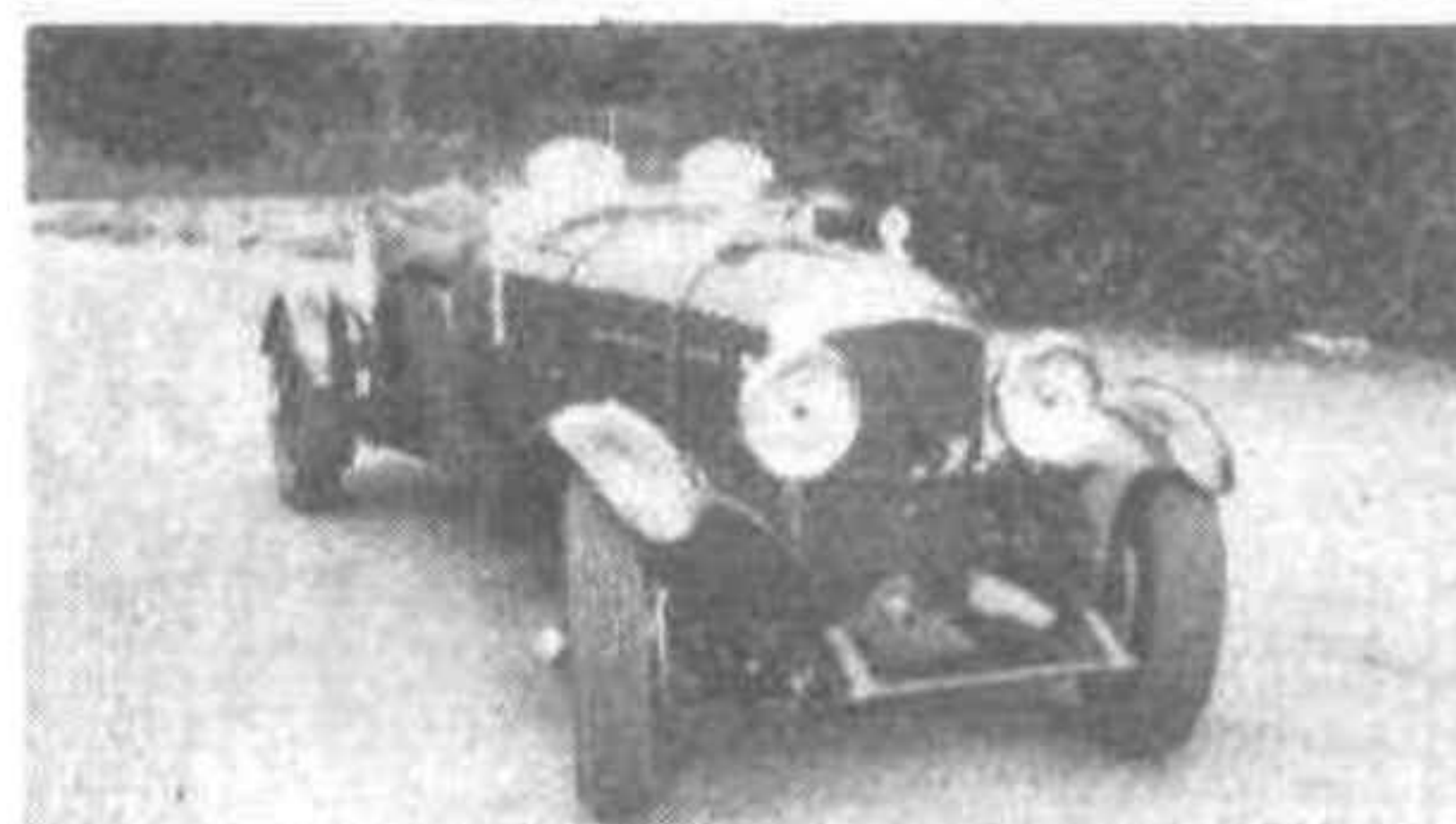


1933 ROLLS-ROYCE P1. H. J. Mulliner. Long chassis sports saloon. Original and magnificent.

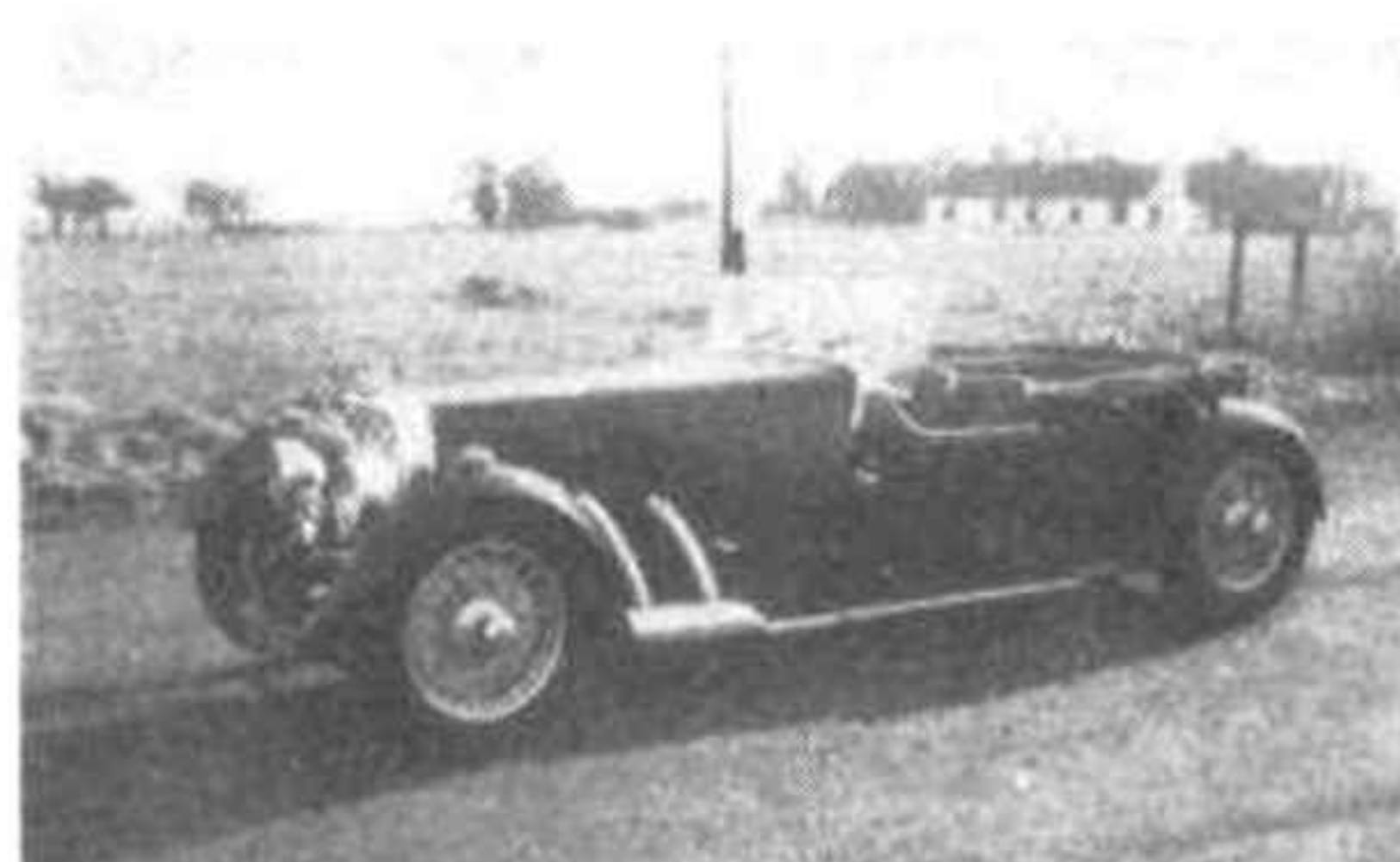


1952 BENTLEY CONTINENTAL. Ninth car built. Manual, bucket seats etc. Two owners.

DELAHAYE 135 Chapron DHC Body
HORCH 835 Cabriolet
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1928 BENTLEY 4 1/2-litre. H. M. Bentley rebuild. Repainted and retrimmed.



1934 ASTON MARTIN 1 1/2-litre. Long chassis. Fine original condition.

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£1,500. ALLARD P1.
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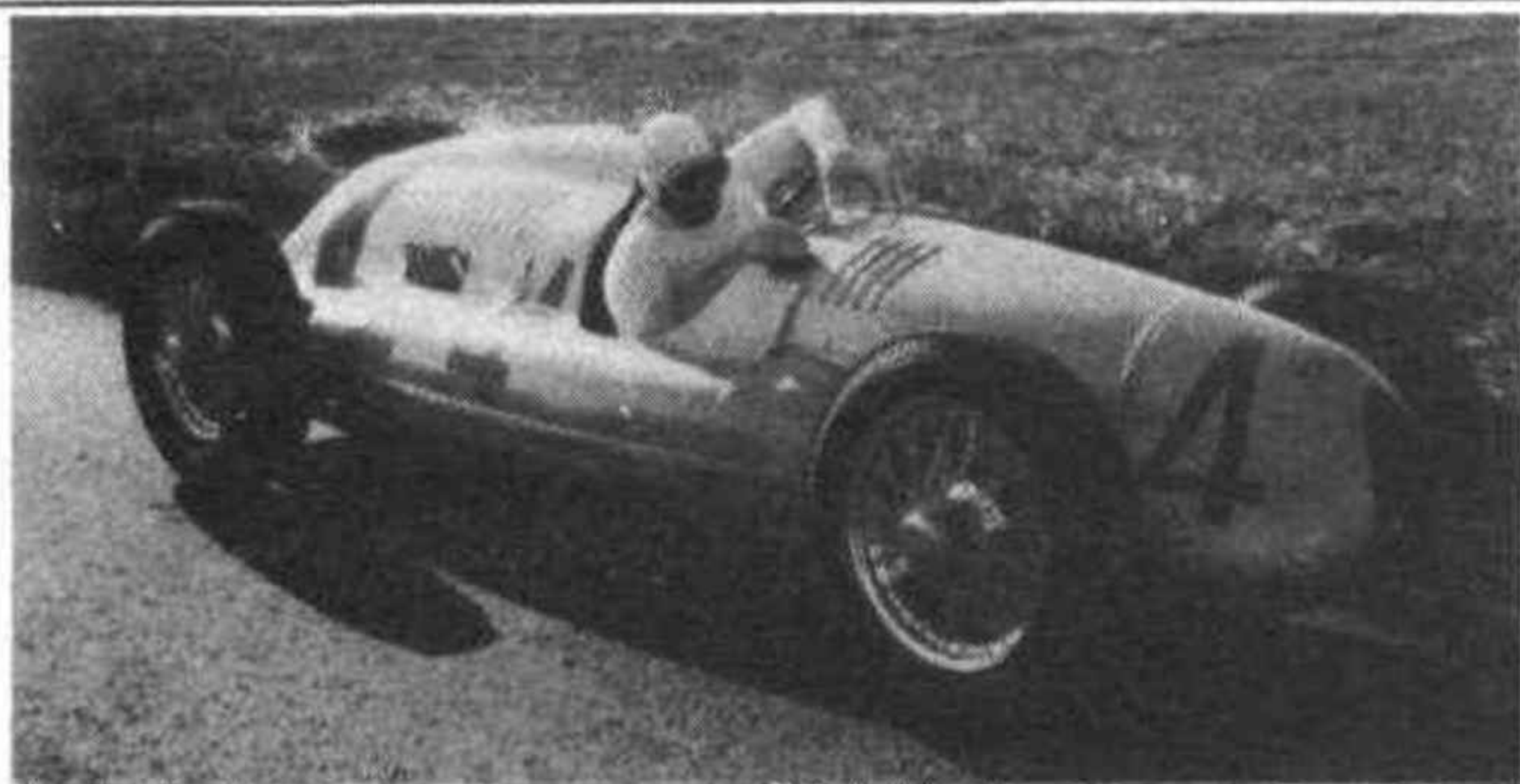
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1954 Bentley 'R'-Type. Tudor grey, blue interior, gen. mileage 71,000.

1953 Bentley 'R'-Type. Shell over Tudor grey, blue 100,000 miles, superb condition.

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1970 Morris 1000 Traveller. 18,000 miles.

1939 Morris 8 Series E Saloon. 55,000 miles.

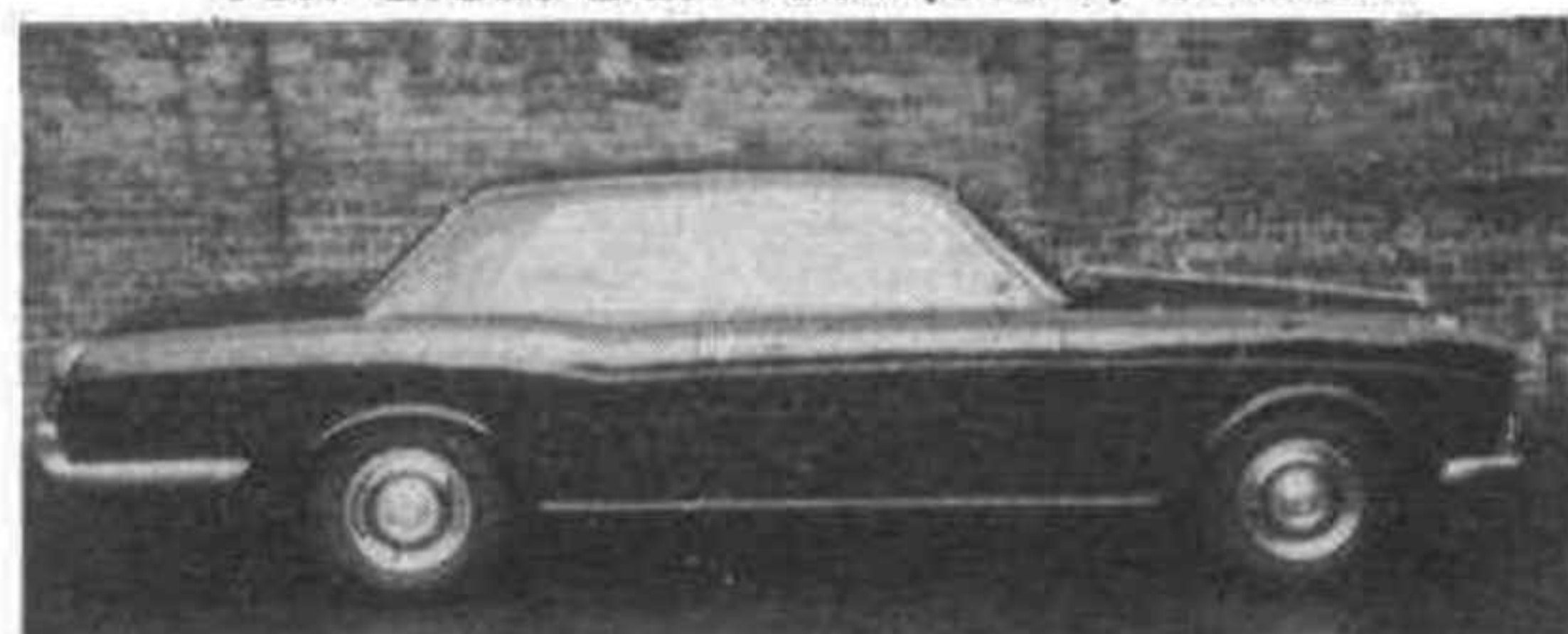
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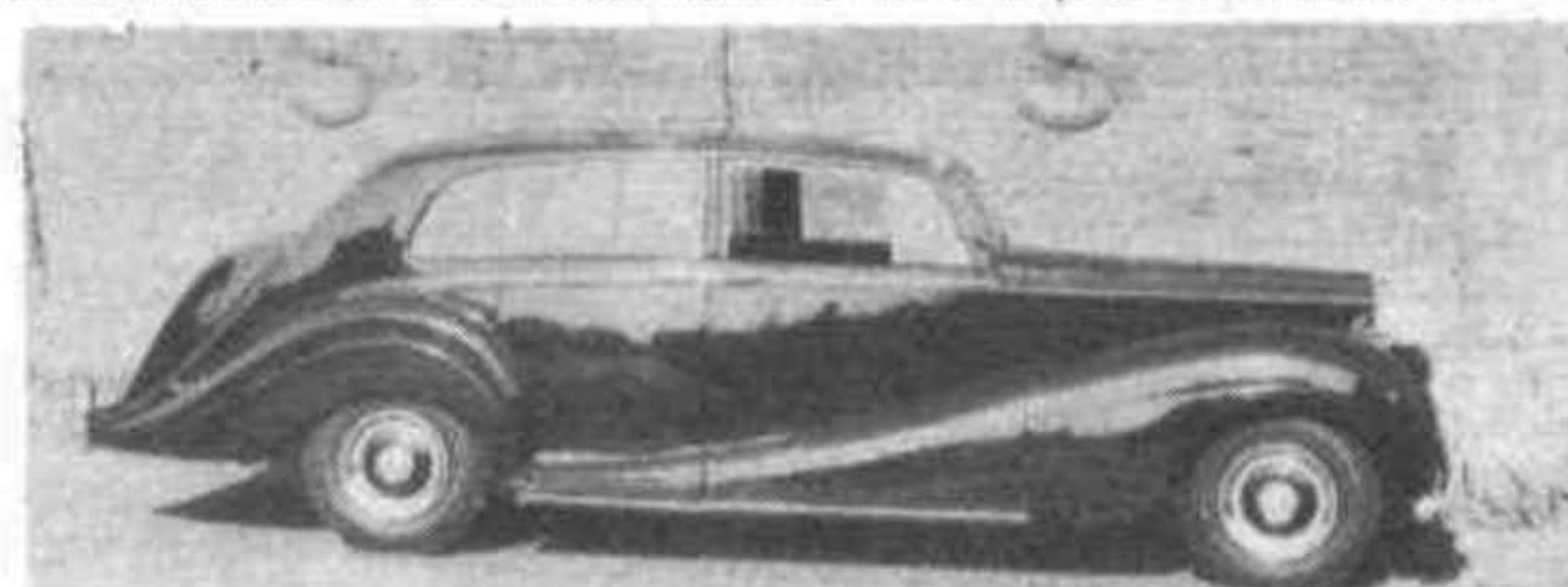
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Bentley T, Mulliner/Park Ward 2-door saloon, 1970. Finished in dawn blue with blue grey upholstery, 69,000 miles. In our opinion most attractive as a Bentley and in exceptional condition.



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LAGONDA, 1954. 3-LITRE DROPHEAD COUPE with three position open coachwork by Tickford, extremely original throughout with mechanical history over the last ten years, finished in midnight blue with tan hood and beige trim.



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BENTLEY, 1965. SIII STANDARD 4 DOOR SPORTS SALOON. A truly superb specimen finished in shell over Tudor grey with blue grey hide trim, electric windows. Recorded 84,000 miles. Just completely serviced, a truly outstanding example throughout.

ROLLS-ROYCE, 1952. SILVER WRAITH TOURING LIMOUSINE with rare exotic Sedan de Ville coachwork by H. J. Mulliner, full flow engine 4 1/2 litre. Finished in embassy black with tan hide trim to front and rear, occasional seating, electric division, P.100 lamps, etc. Mechanically outstanding, just fully serviced, all tools, etc.

ROLLS-ROYCE, 1970. SILVER SHADOW FOUR DOOR SPORTS SALOON, finished in shell grey with plum hide trim, full refrigeration. Recorded only 43,000 miles. A very outstanding example and superb value.

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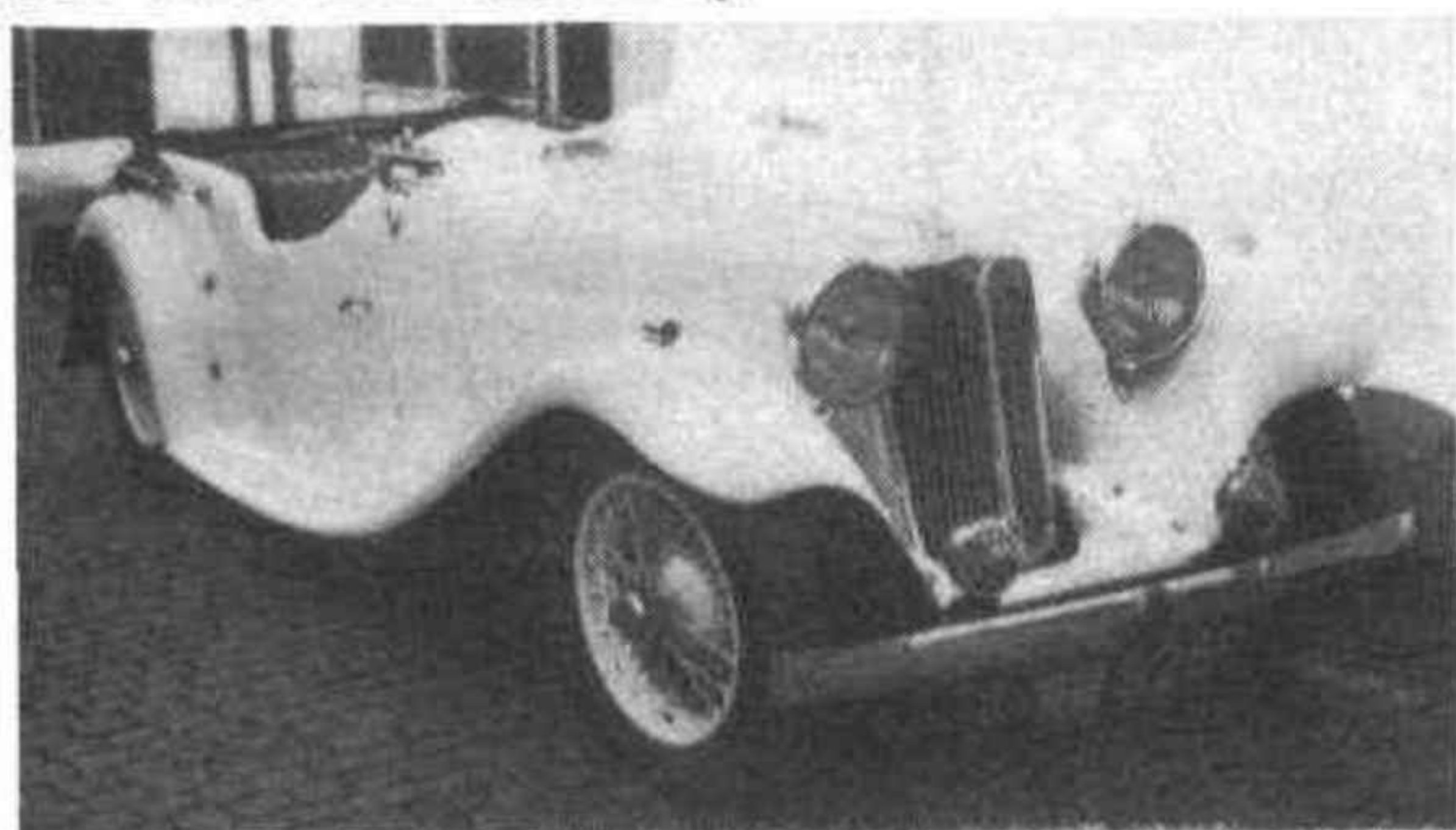
presents his 22nd auction sale, at
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on **WEDNESDAY NOVEMBER 14th**

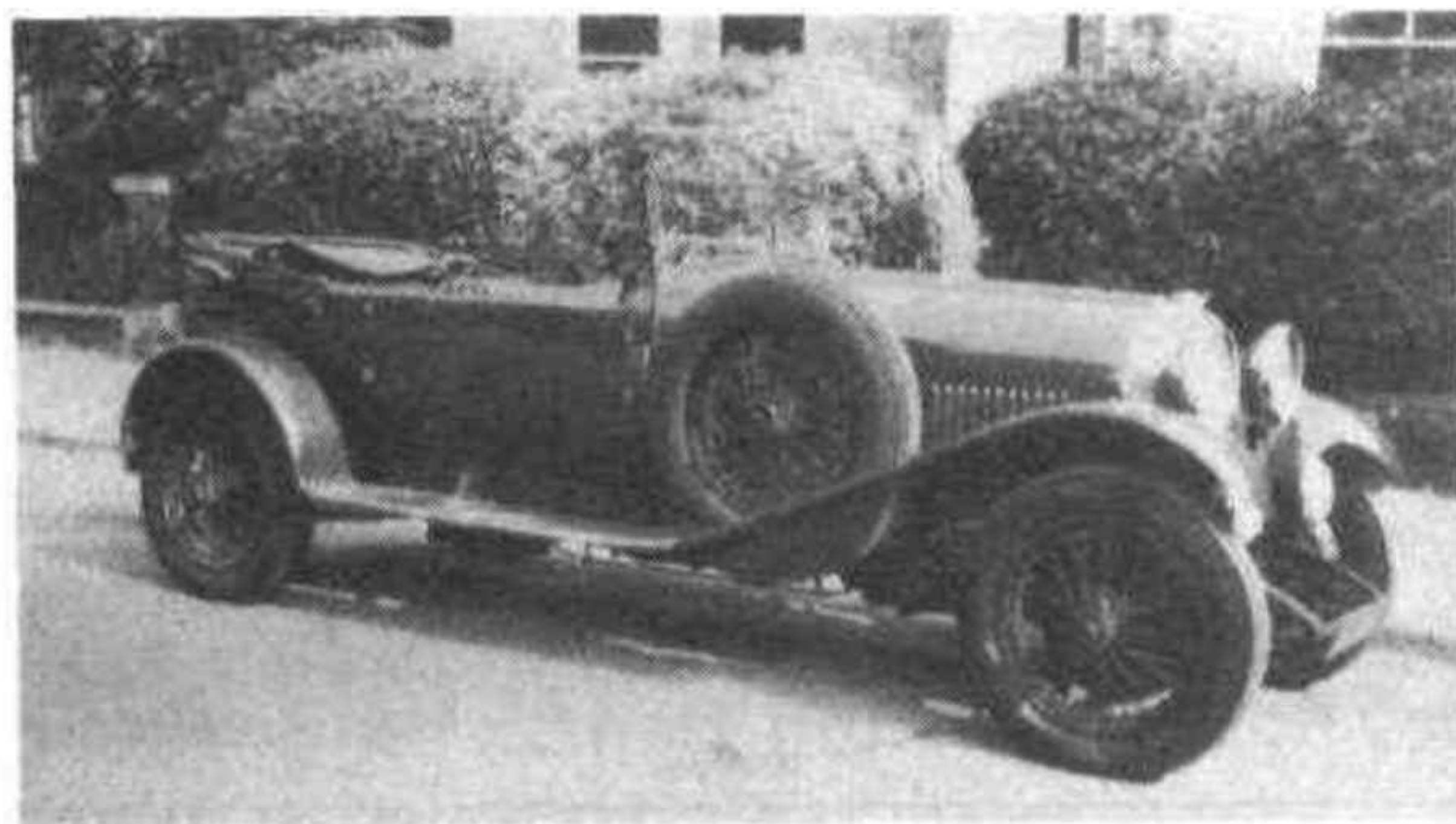
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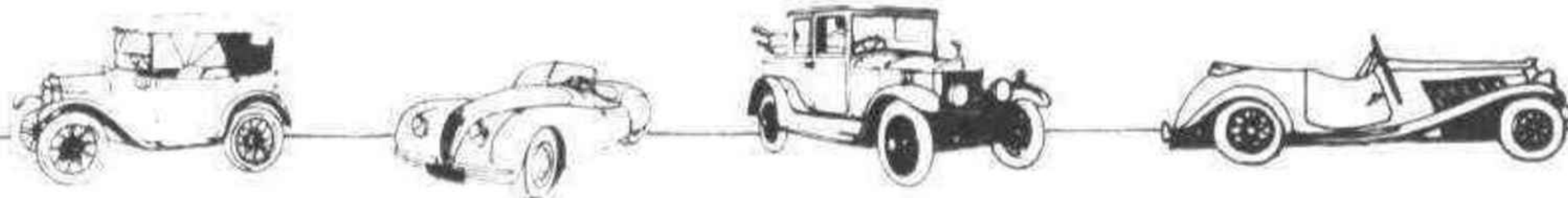
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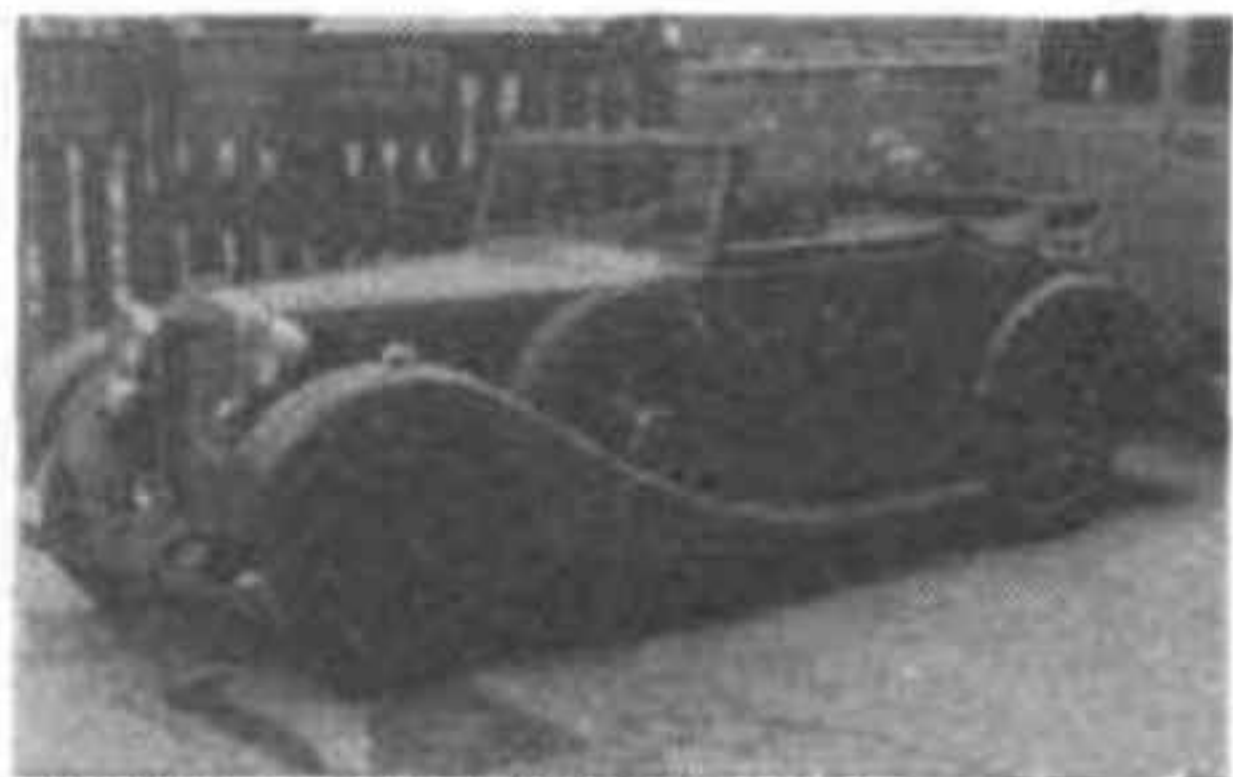
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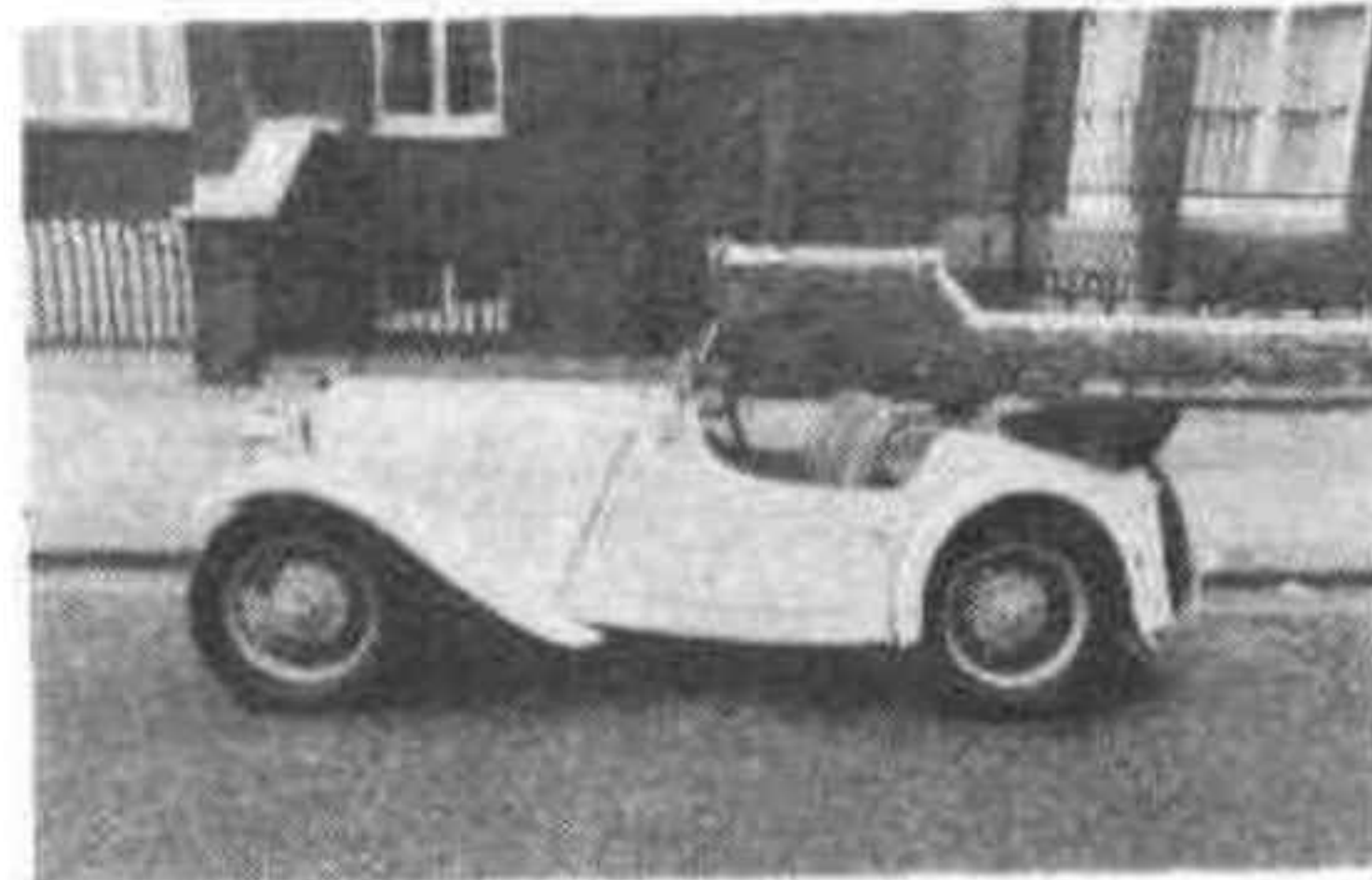
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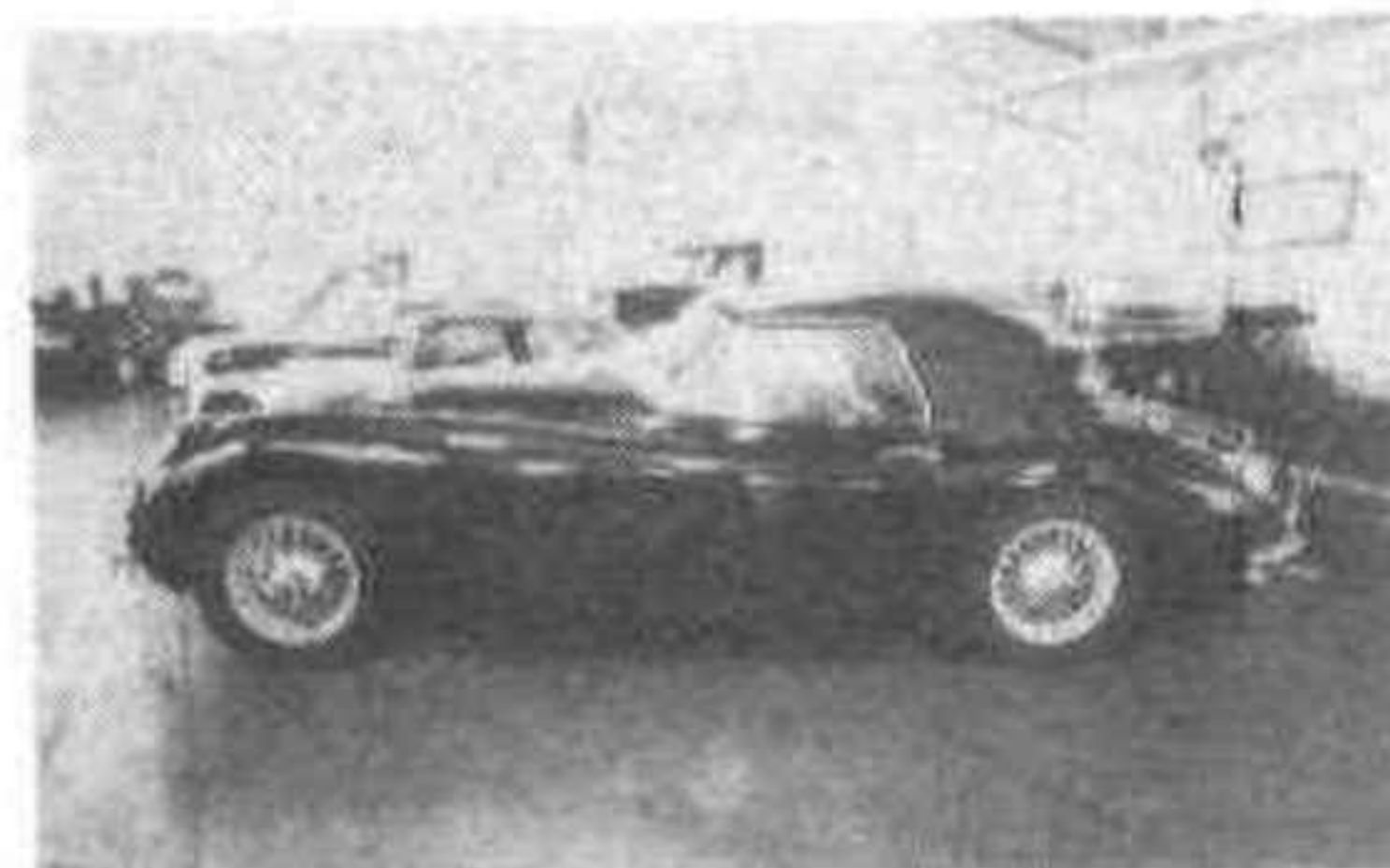
1931 Vauxhall Hurlingham
'R' TYPE



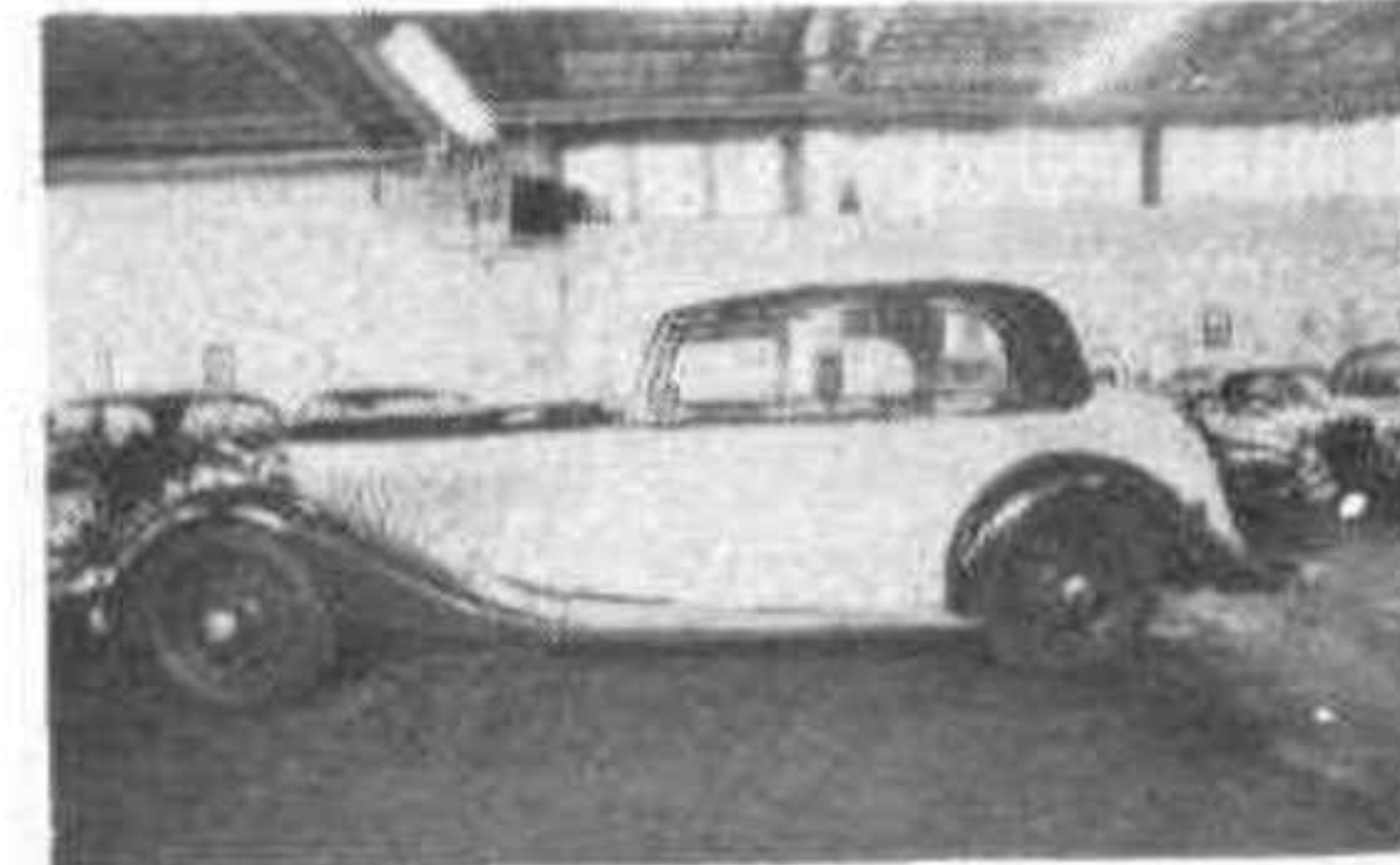
1934 Singer 9 Roadster



1962 Bentley SII Flying Spur



1960 Jaguar XK150 Drop-head. Restored.



1935 Derby Bentley 3 1/2 Litre



1949 MG TD. Mint condition

1969 Rolls Silver Shadow
1968 Mercedes 280SL
1961 Jaguar 'E' D/H
1939 Alvis 12/70 Tourer
1965 Merc. 220 SE D/H
1957 Morgan +4

1947 Bentley Tourer
1946 Ford "Woody"
1965 Austin Healey 3000
1977 Aston Martin V8
1955 Bristol 405
1975 Rolls Silver Shadow

1934 Lagonda M45
1948 Rolls Silver Wraith
1962 MGA Roadster
1930 Humber Tourer
1937 Aston Martin Tourer
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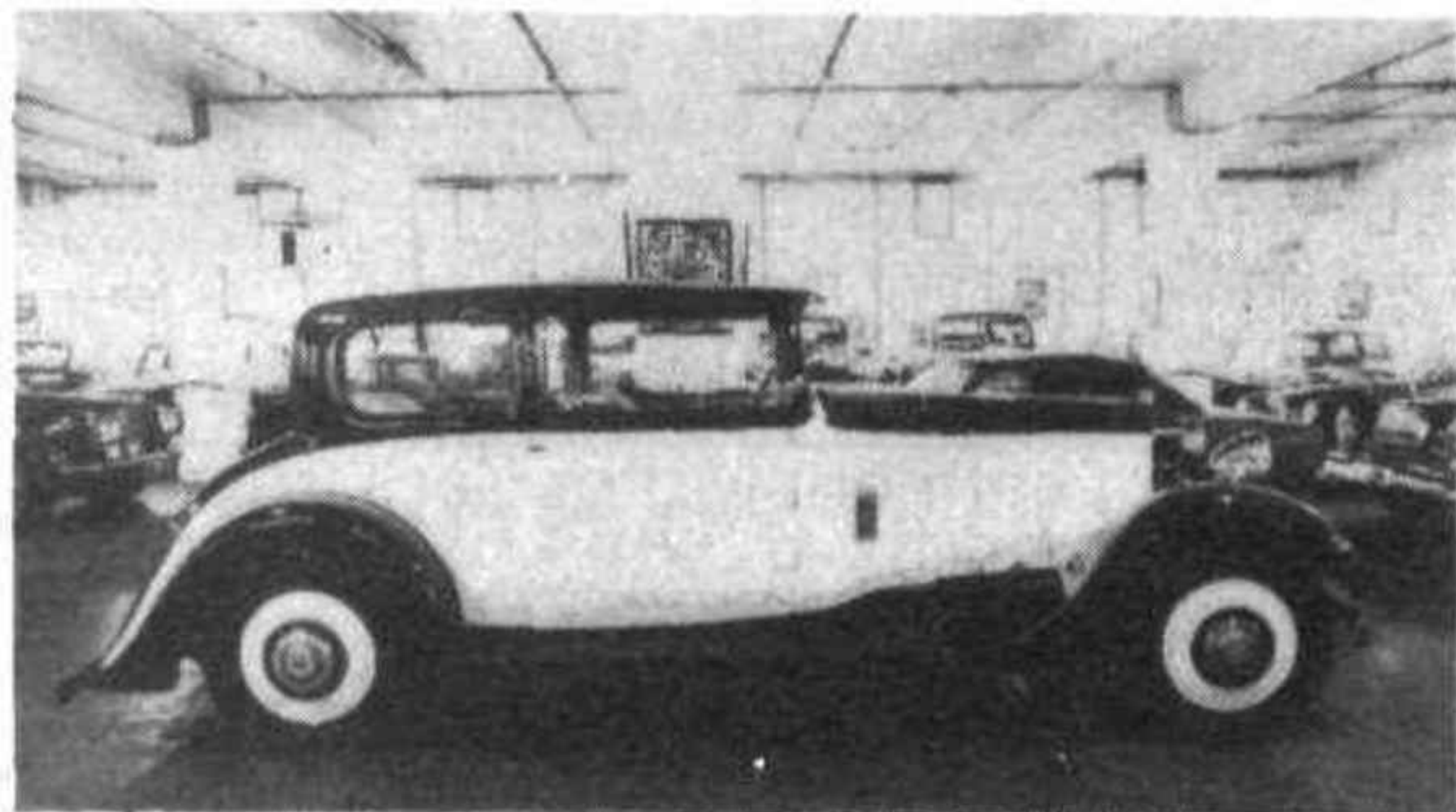
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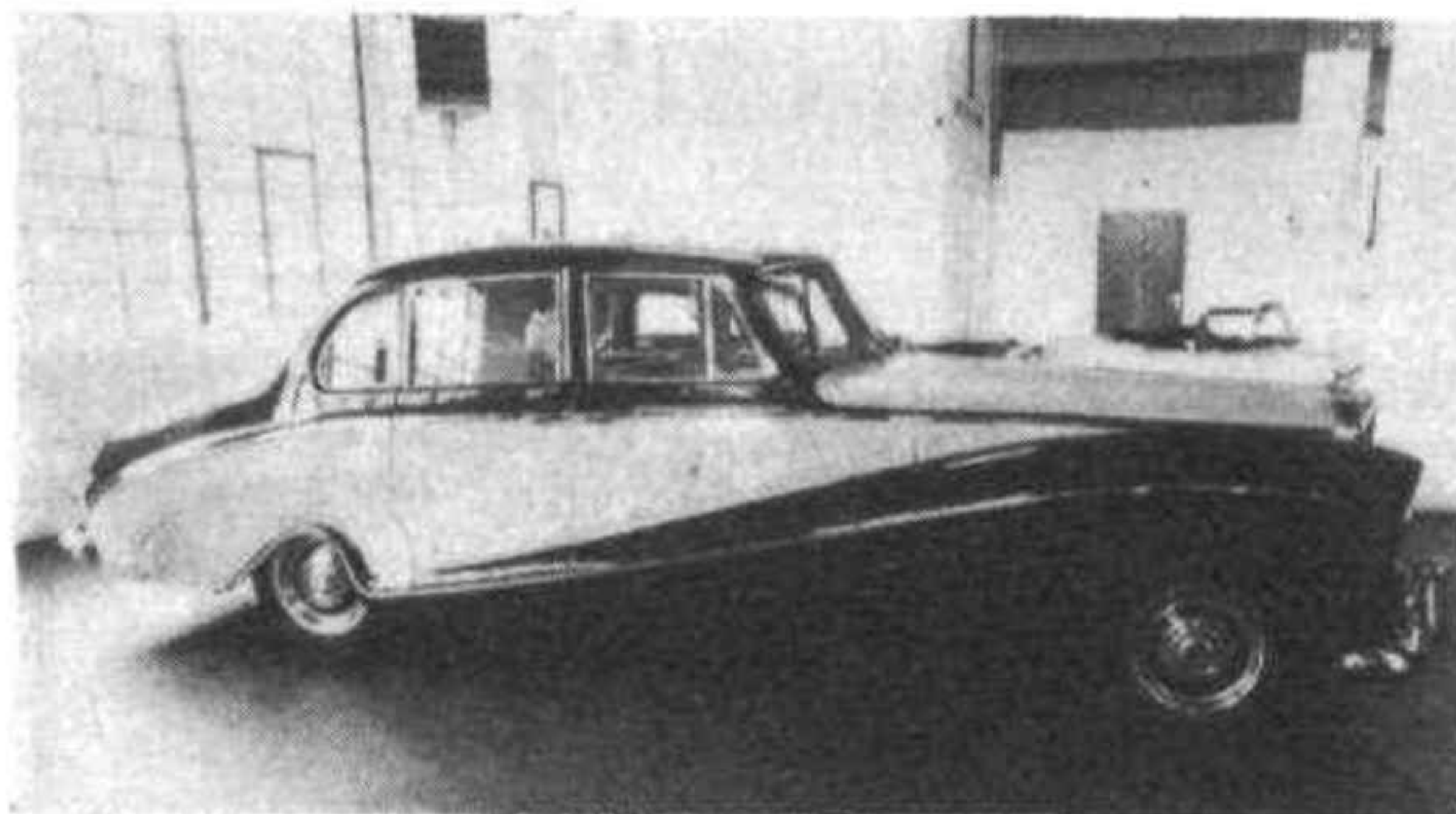
CLASSIC CAR CENTRE

VICTORIA CARRIAGE CO.

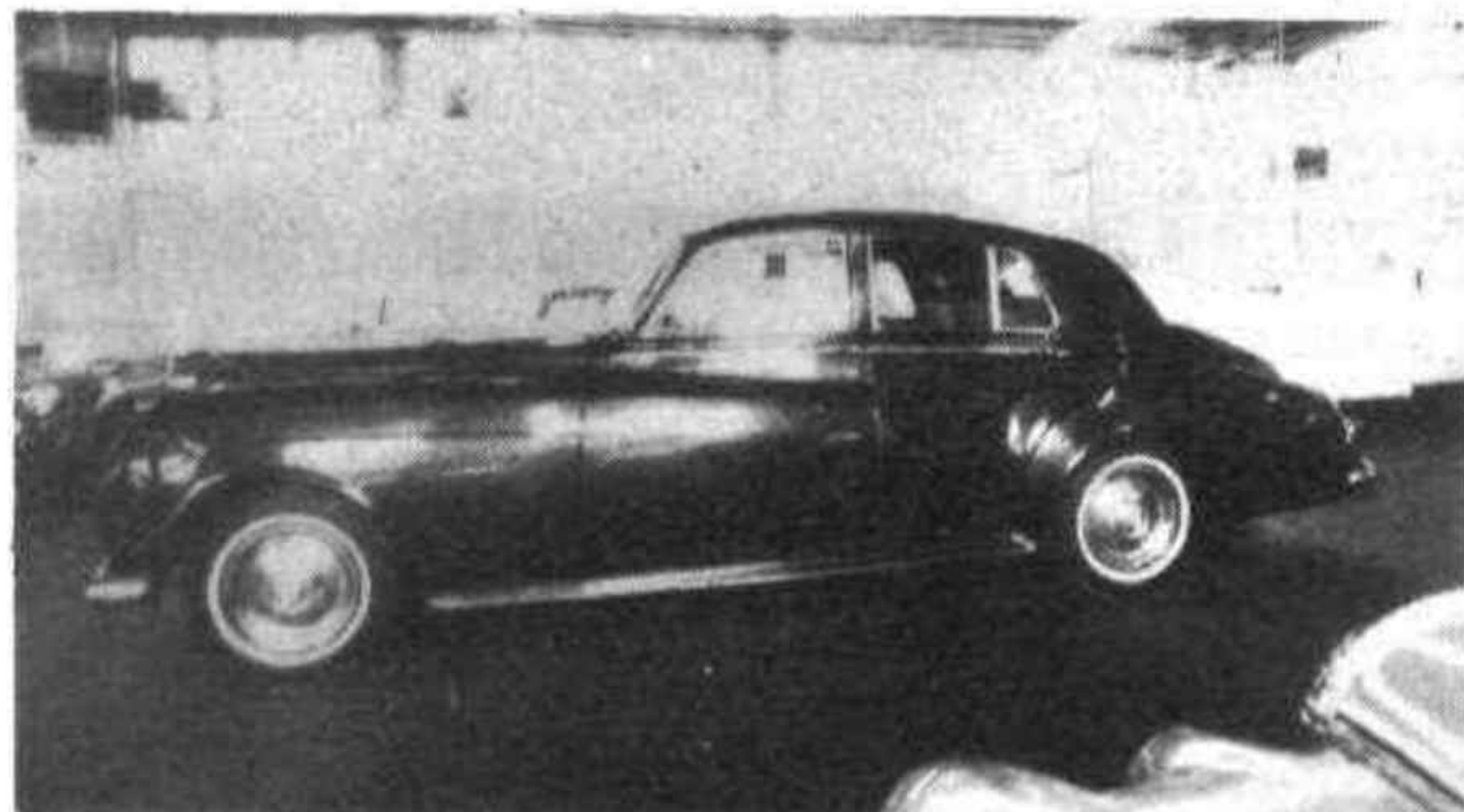
SPECIALISTS IN CLASSIC CARS



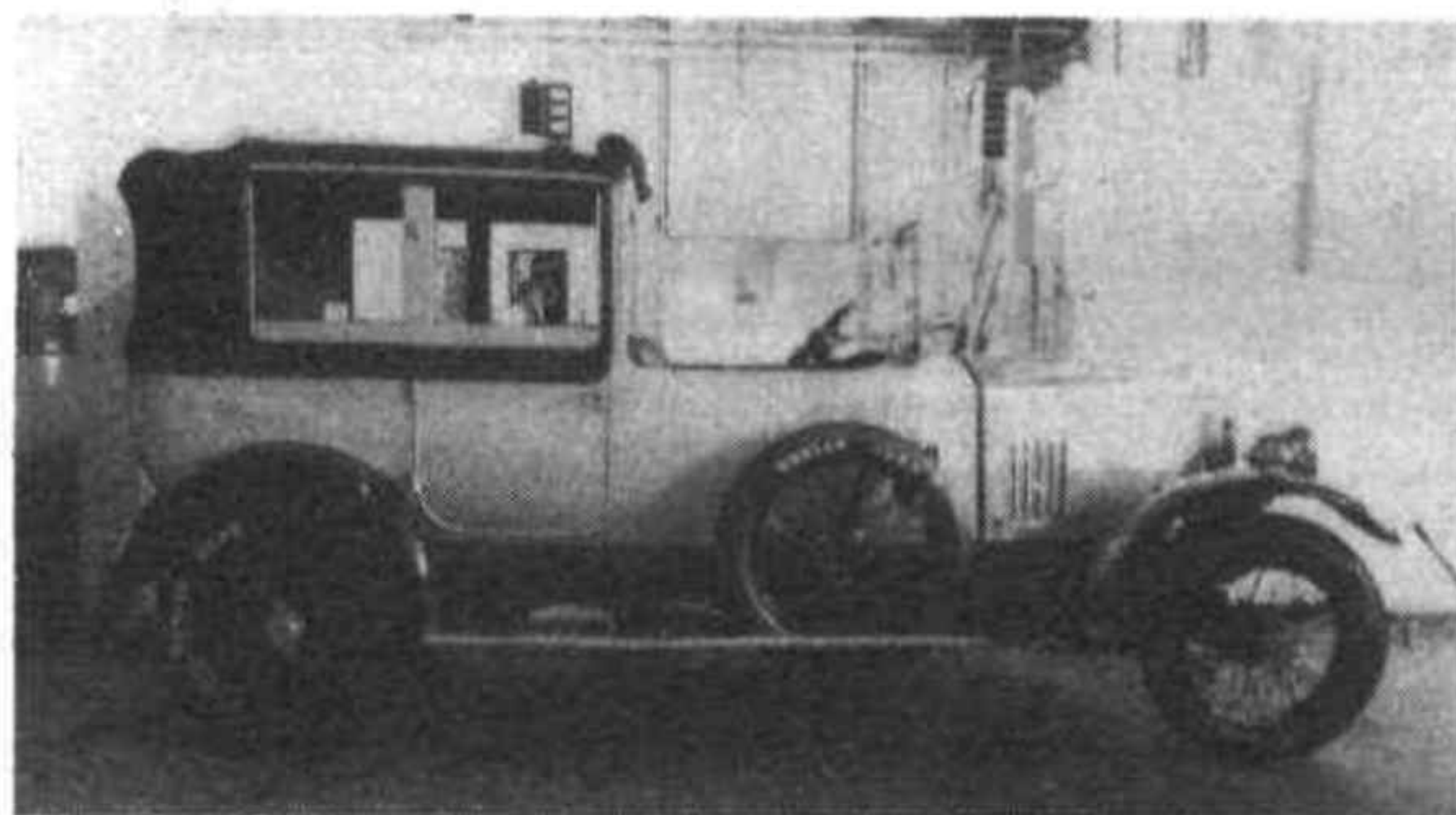
1928 ROLLS-ROYCE 20 HP SPORTS SALOON. Recently restored and finished in dark blue and cream with a new ivory leather interior. Plus 3 similar models.



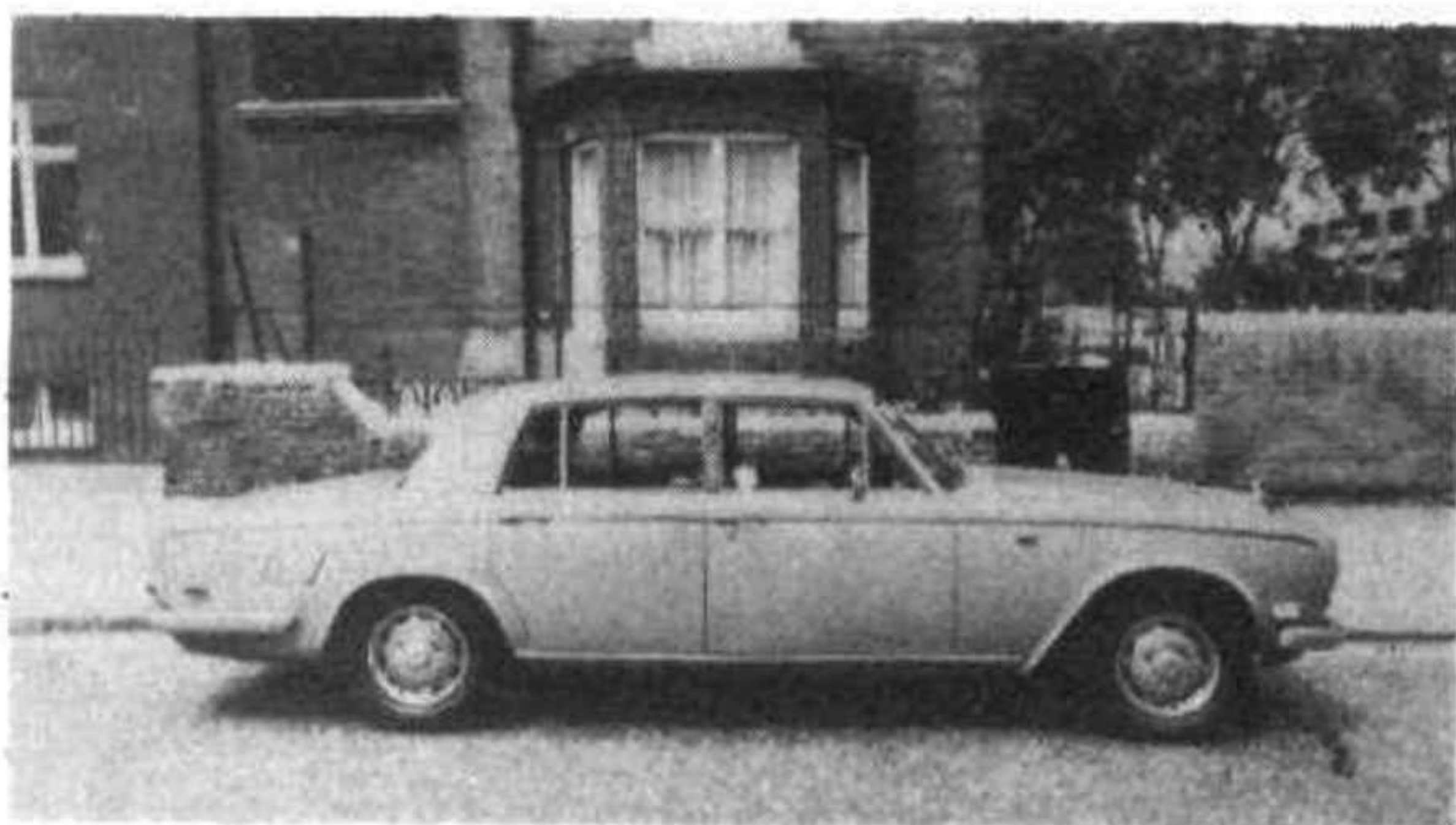
1959 BENTLEY SI by Hooper, an elegant example of this coachbuilder's work in excellent order throughout and with the benefit of power steering. Finished in fawn and black with beige trim. Plus 5 similar models.



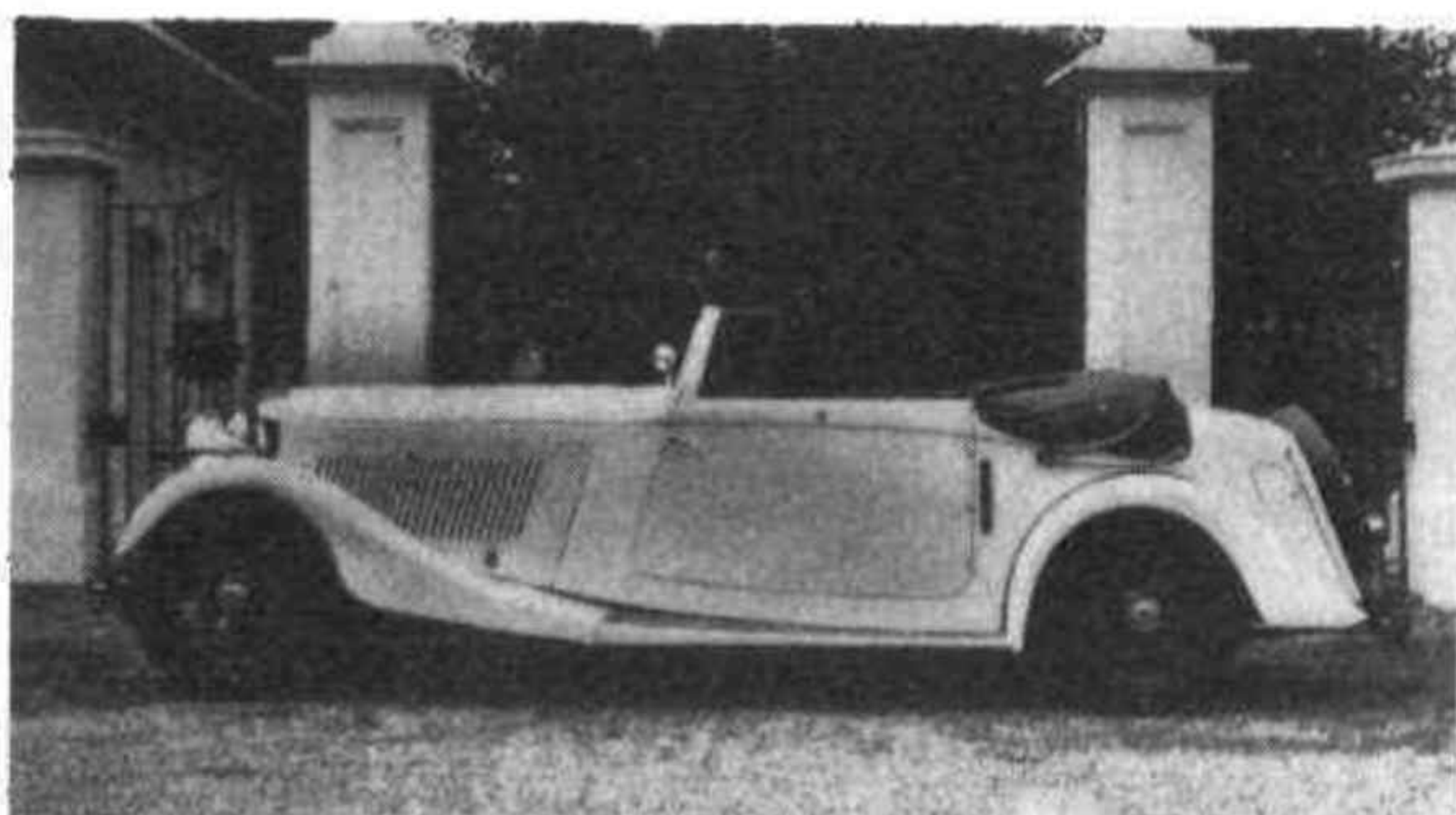
1961 ROLLS-ROYCE SCII, finished in garnet with grey trim, a good sound example. Plus 6 similar models.



1920 VAUXHALL 23/60 'D' TYPE SALAMANCA. A most imposing carriage in excellent running order and finished in two-tone green with plum cord trim.



1976 ROLLS-ROYCE SILVER SHADOW. A one owner example finished in regency bronze with brown trim, complete with a well documented service history. Plus 5 similar models.



1934 BENTLEY 3 1/2 LITRE TOURER by Park Ward, superb in cream with red trim. A thoroughly usable example.

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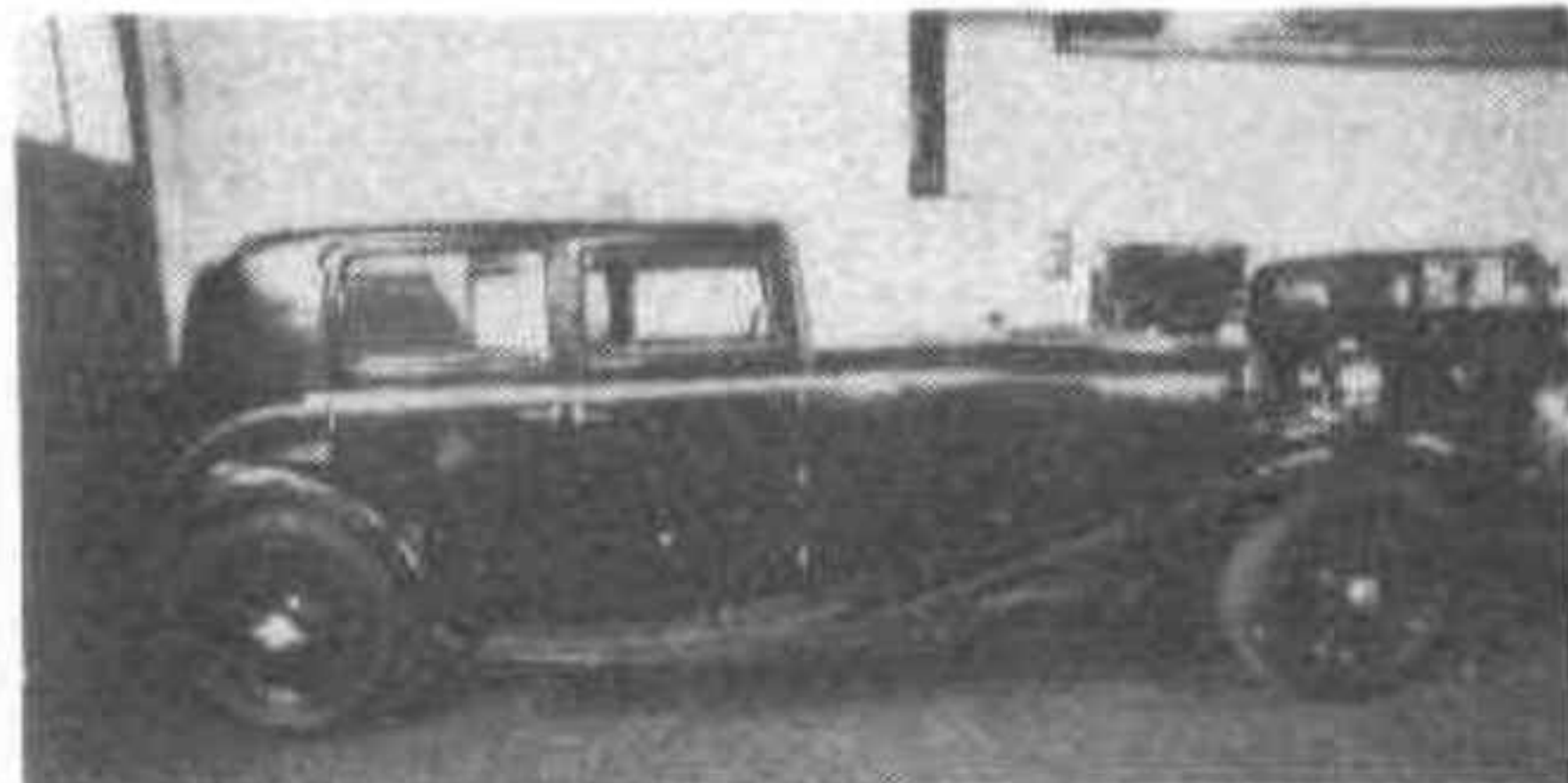
VICTORIA CARRIAGE CO.

SPECIALISTS IN CLASSIC CARS

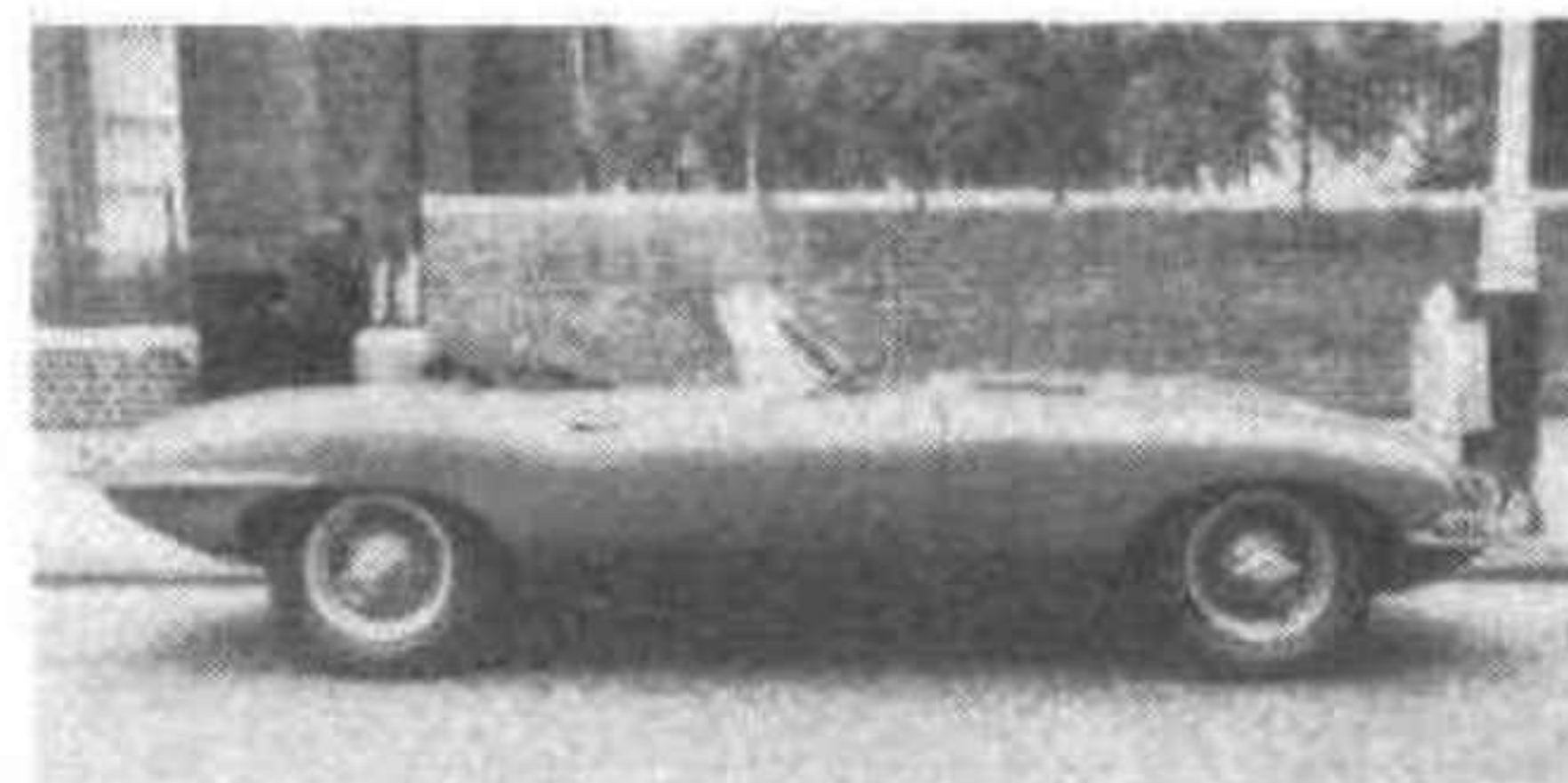
1969 ROLLS SILVER SHADOW
 1968 MERCEDES 28 SL
 1939 ALVIS 12/70 TOURER
 1961 JAGUAR 'E' D/H 3.8
 1965 MERCEDES 220 SE D/H
 1977 ALFA ROMEO 2000 SPYDER
 1968 ASTON MARTIN DB6 AUTO
 1971 TVR TUSCON V6
 1947 BENTLEY TOURER REPLICA

1966 AUSTIN HEALEY 3000 III
 1946 FORD STATION WAGON V8
 1957 ROLLS-ROYCE SCI
 1949 BRISTOL 400
 1957 BENTLEY SI
 1965 JAGUAR MK II 3.4
 1969 FERRARI 365 GT 2+2
 1958 JAGUAR XK150 F/H
 1972 DE TOMASO MANGUSTA
 1966 GORDON KEEBLE, BLUE
 1973 JAGUAR V12 'E' D/H
 1975 BRISTOL 411
 1966 JAGUAR MK II 2.4
 1968 ASTON MARTIN DBS6
 1938 CITROËN LIGHT 12
 1958 FORD CONSUL D/H
 1948 ALVIS TA14 ESTATE
 1922 CITROËN 5CV
 1934 LANCIA AUGUSTA
 1954 TRIUMPH TR2
 1956 JENSEN 541
 1963 JAGUAR MK II 3.8
 1972 AC 428 COUPE
 1947 MG TC SPORTS
 1960 DAIMLER DART
 1963 ALVIS TD21
 1972 DE TOMASO PANTERA
 1957 AUSTIN HEALEY 100/6
 1963 FERRARI 250 GTE
 1949 ARMSTRONG SIDDELEY D/H
 1934 SINGER ROADSTER
 1949 TRIUMPH ROADSTER
 1948 ROLLS SILVER WRAITH
 1953 JOWETT JUPITER
 1934 LAGONDA M45
 1935 BENTLEY 3½ LITRE
 1967 CORVETTE STINGRAY
 1937 ASTON MARTIN TOURER
 1967 JAGUAR 'E' 2+2
 1953 BRISTOL 403
 1937 ROLLS PHANTOM III
 1950 HEALEY SILVERSTONE
 1930 HUMBER 16/50
 1973 JENSEN INTERCEPTOR
 1933 VAUXHALL TOURER
 1960 JAGUAR XK150 'S' D/H
 1966 JENSEN CV8
 1968 BRISTOL 410
 1968 ASTON MARTIN VOLANTE
 1950 ALVIS TB14 TOURER

1969 JAGUAR 'E' D/H
 1972 VOLVO 1800 ES
 1954 MERCEDES 300B
 1968 LOTUS ELAN +2
 1963 BENTLEY SIII
 1922 DODGE SEDAN
 1947 JAGUAR 3½ LITRE
 1935 BSA SCOUT, ROADSTER
 1935 CITROËN TOURER



1934 LAGONDA M45 Saloon, black with green hide trim. In excellent mechanical order.



1964 JAGUAR 3.8 'E' type roadster, signal red with black trim, in mint condition. Choice of 14 'E' types



1965 AUSTIN HEALEY 3000 Mk. III, navy blue with matching trim, choice of 12.



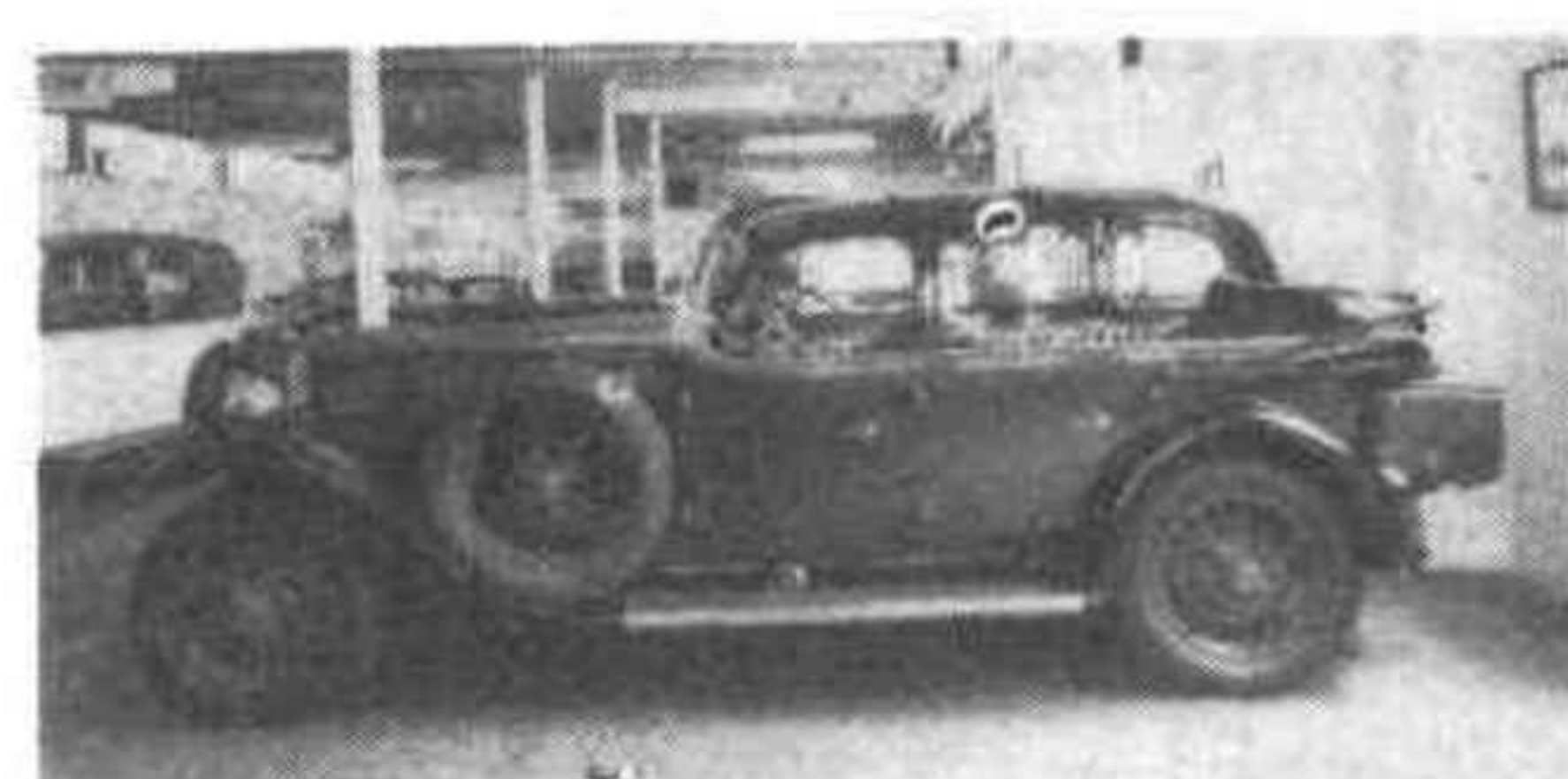
1949 TRIUMPH ROADSTER 2000, red with beige trim, in superb condition. Choice of 2



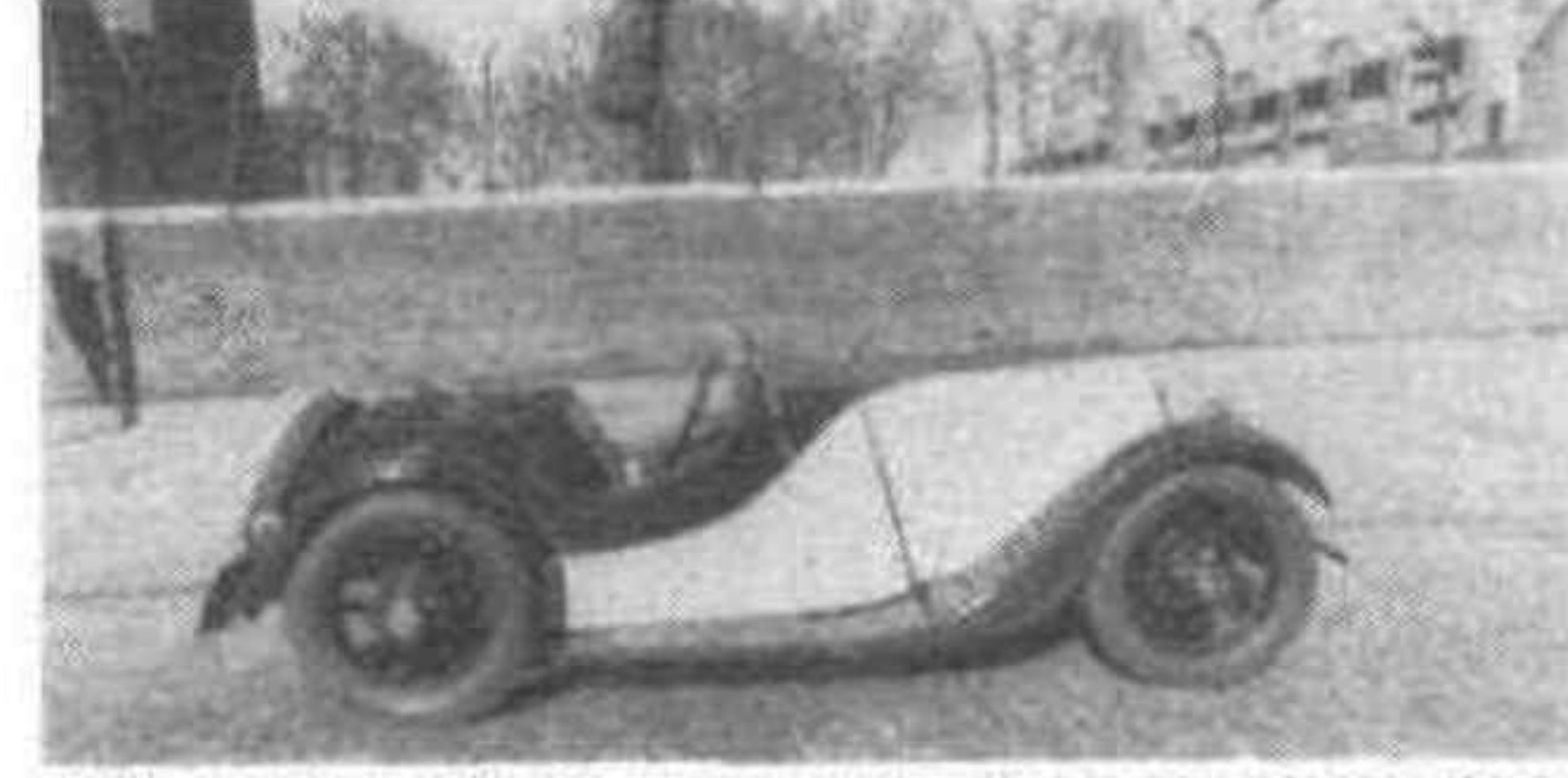
1963 FERRARI 250 GTE, Italian racing red, black trim, completely rebuilt.



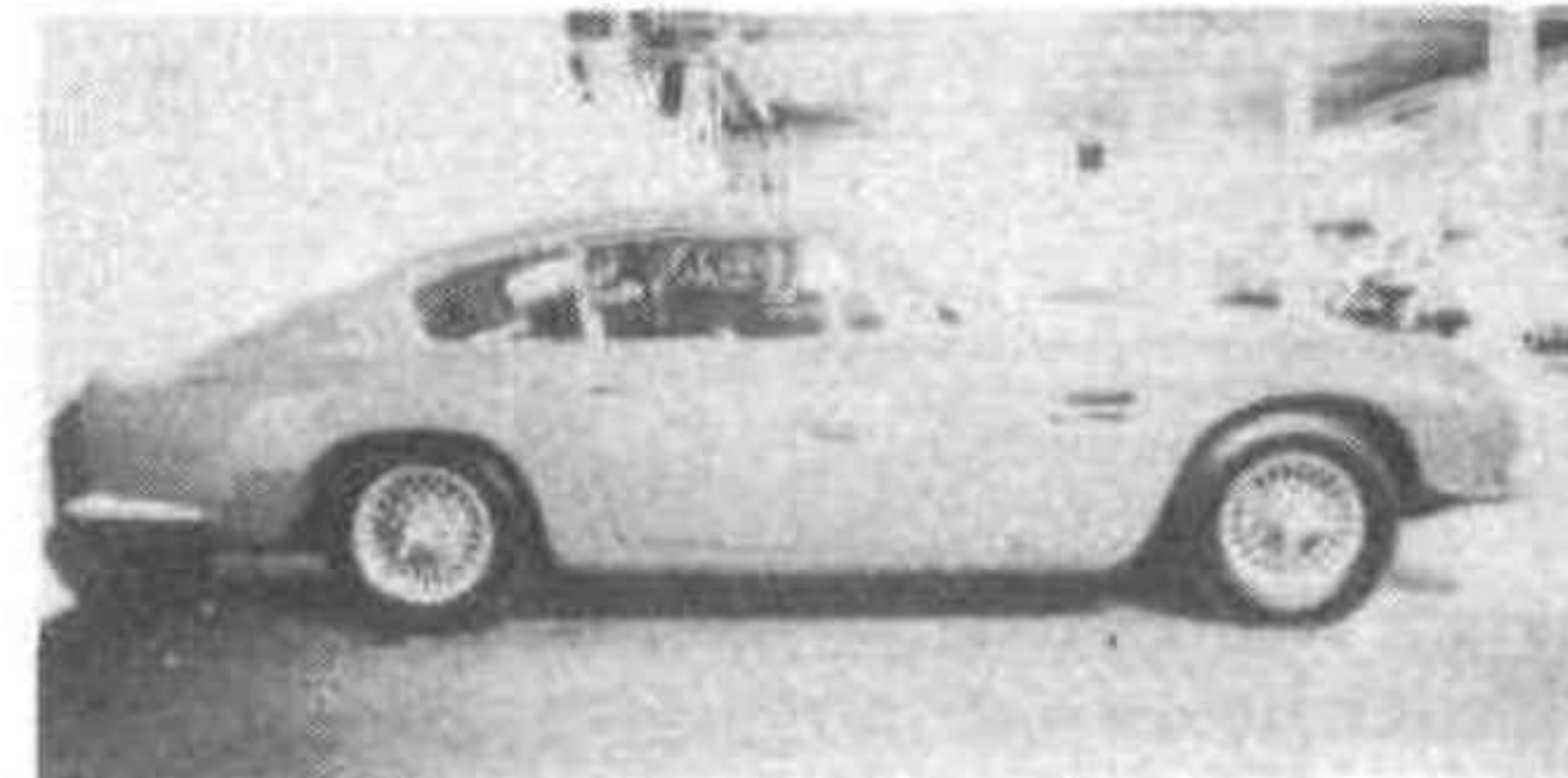
1967 SAMCO CORD REPLICA. 351 CID Mustang engine, lhd, red with white hood and black trim.



1930 HUMBER 16/50 Tourer, blue with black trim, a fine old car.



1935 BSA SCOUT, A beautiful little car in two tone green with dark green trim.



1968 ASTON MARTIN DB6 Mk. I Automatic, Dubonnet Rosso with black trim, Choice of 5

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Bentley Continental Mulliner Coupé 1962 S2 Chassis. 58,000 miles. Another one owner car in absolute concours condition. Seychelles blue/white interior, Sundym glass. Left hand drive.



Silver Cloud III 1964. Dawn blue/shell grey with dark blue hide interior and carpets. Factory air conditioning, Sundym glass, 47,000 miles only. One owner car. Left hand drive. Concours condition.

New Corniche Coupé. Left hand drive. Highland green with beige interior. Everflex roof.

1958 Bentley SI. Midnight blue with light blue interior. 87,000 miles and maintained at considerable expense at a local RR Main Dealer. Beautiful car.

1949 Mulliner Mk. 6 4 light sports saloon. Low mileage car in excellent order.

1960 Flying Spur Bentley. Low mileage. Mint.

1971 T Type Bentley. Low mileage, larch green tan interior.

1966 MPW Bentley. In excellent condition. Seychelles blue.

1954 R Type Auto. Fully restored.

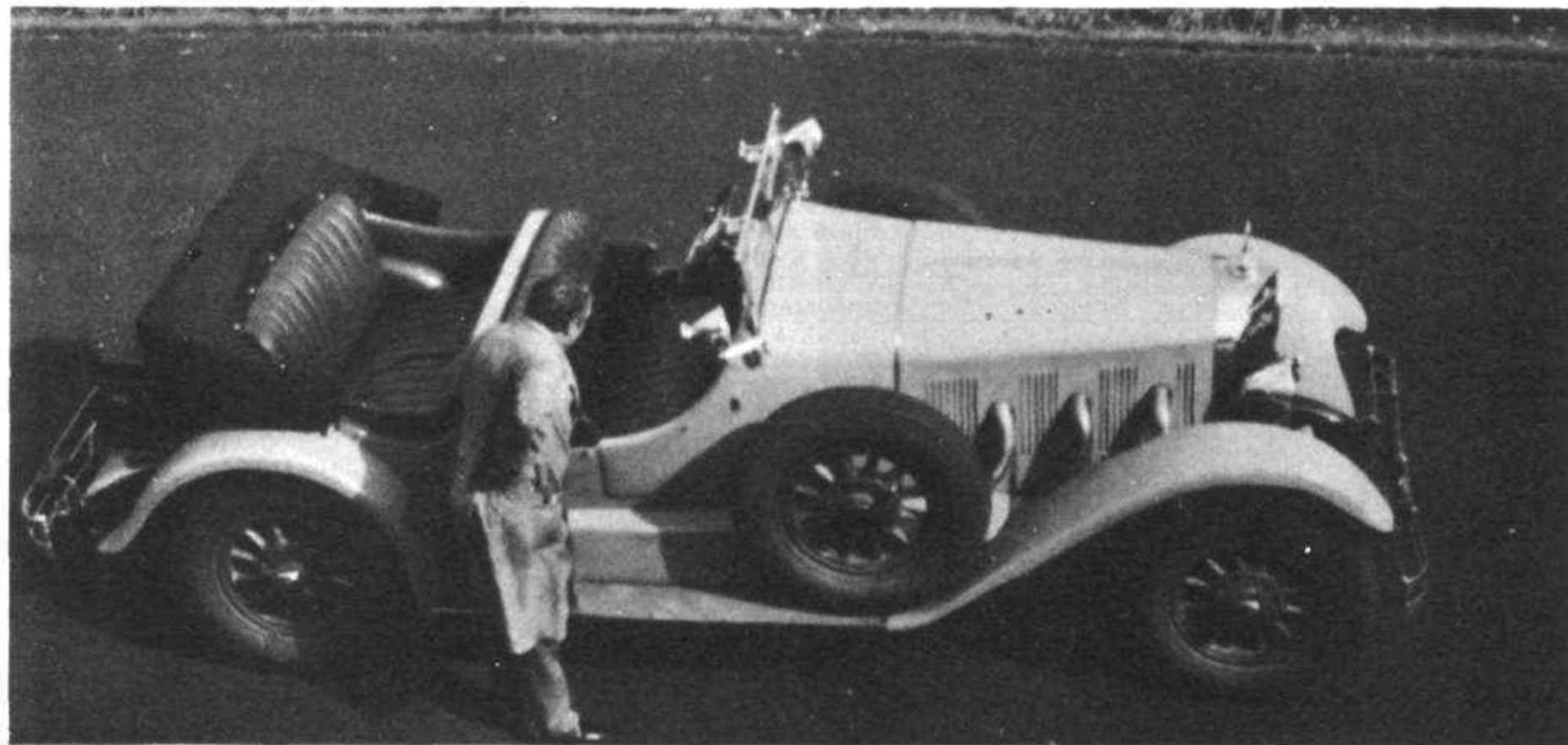
Bentley S2 Nice car to restore for discerning enthusiast, lots of money already spent at Main Dealer by previous owner.

Bentley Convertible by Graber 1952. Concours condition, 5-seater.

Other cars available — please ask for free stocklist.

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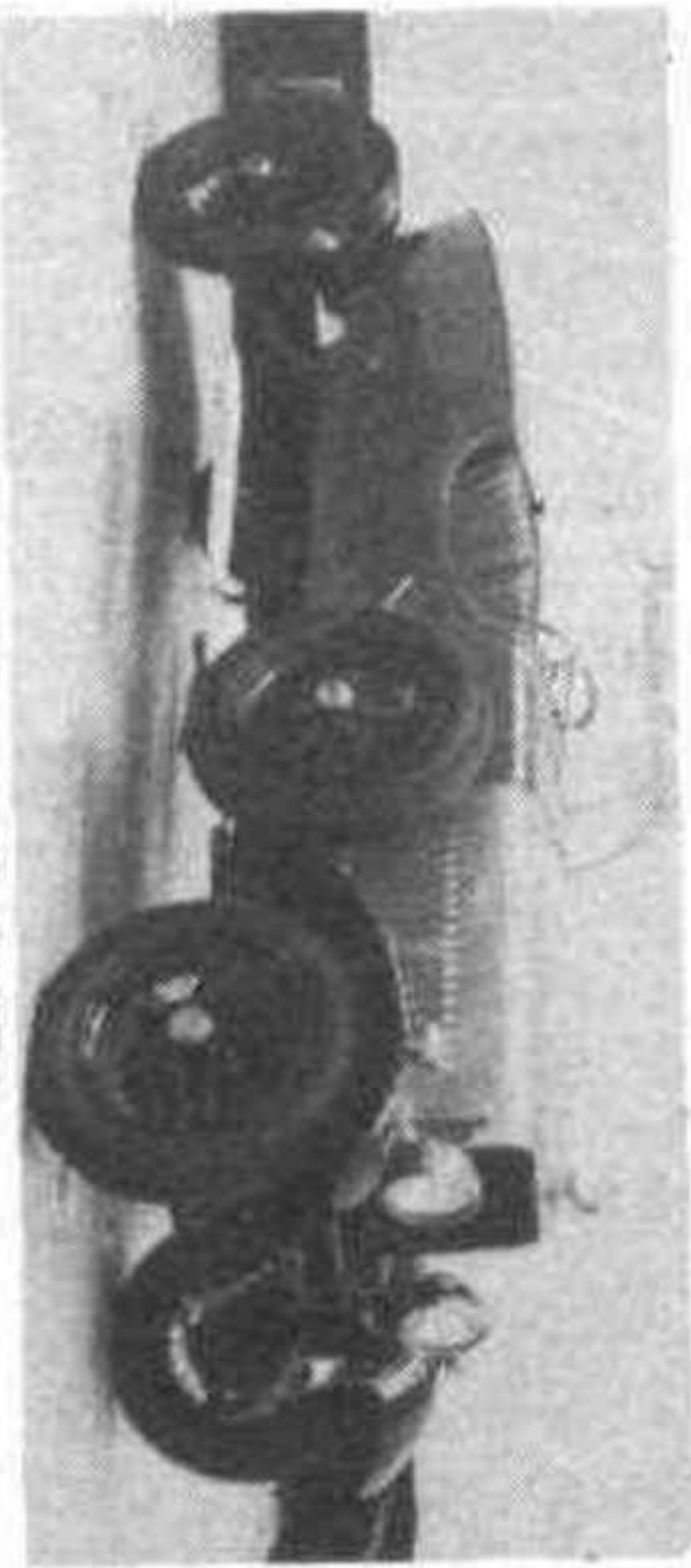
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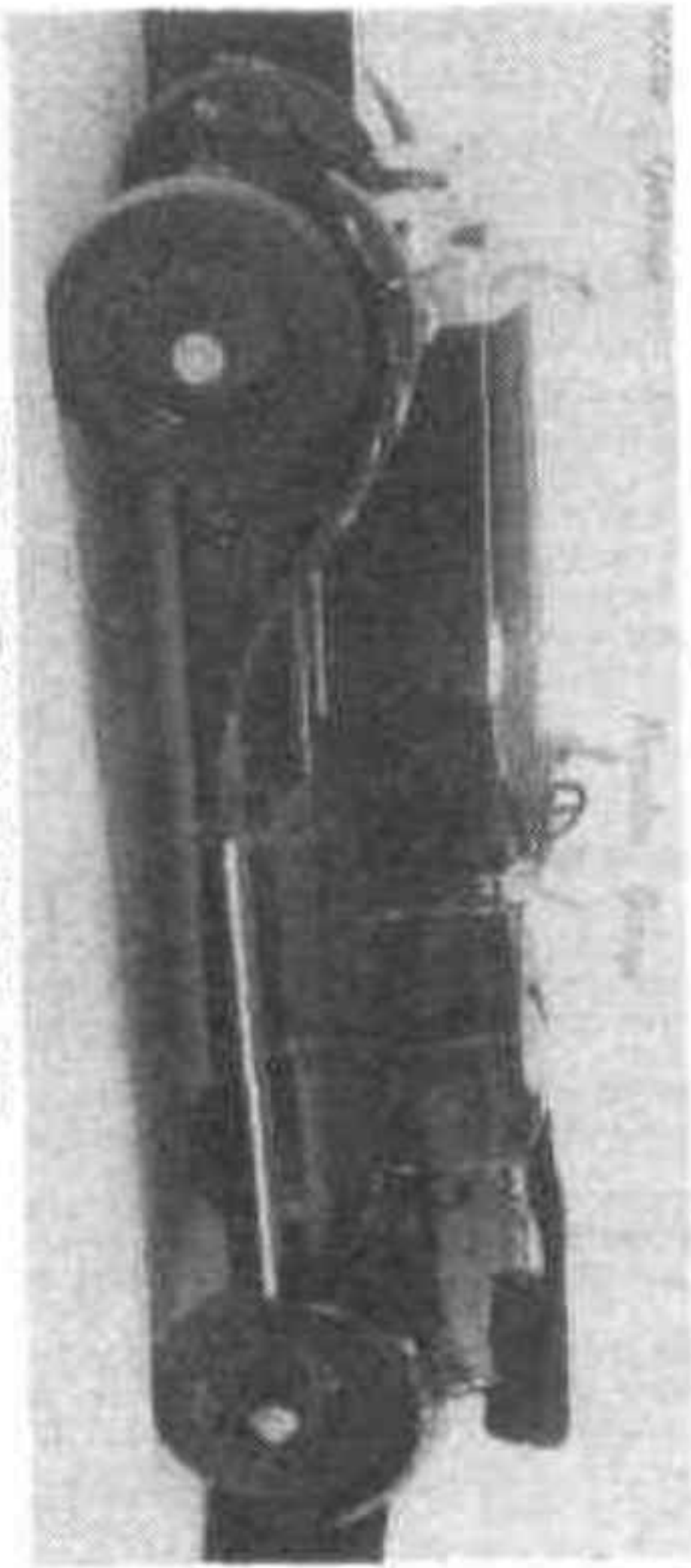
London's Classic and Thoroughbred Car Centre Heathmans Road, Parsons Green, Fulham, London SW6.



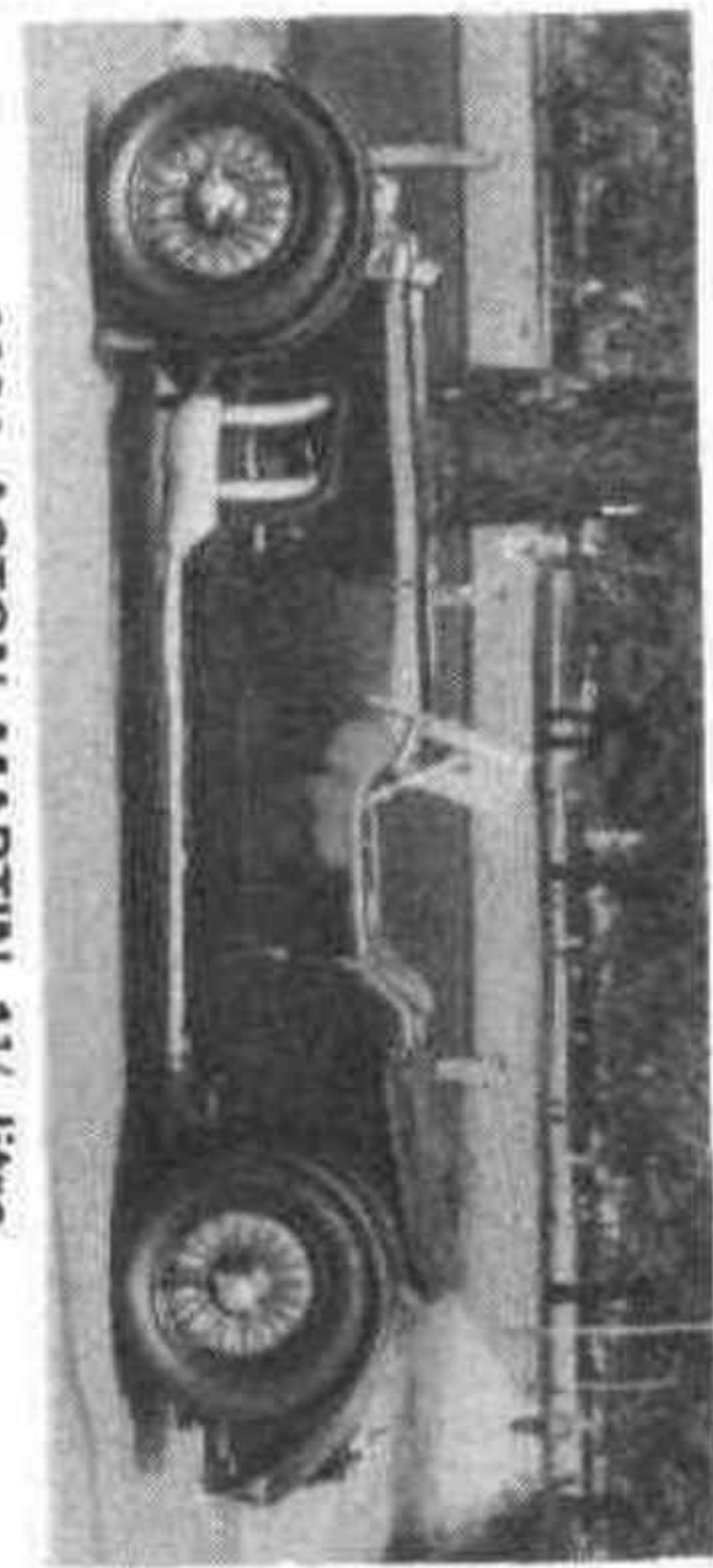
1925 HISPANO-SUIZA



1959 JAGUAR KX150 ROADSTER



1927 ROLLS-ROYCE P1



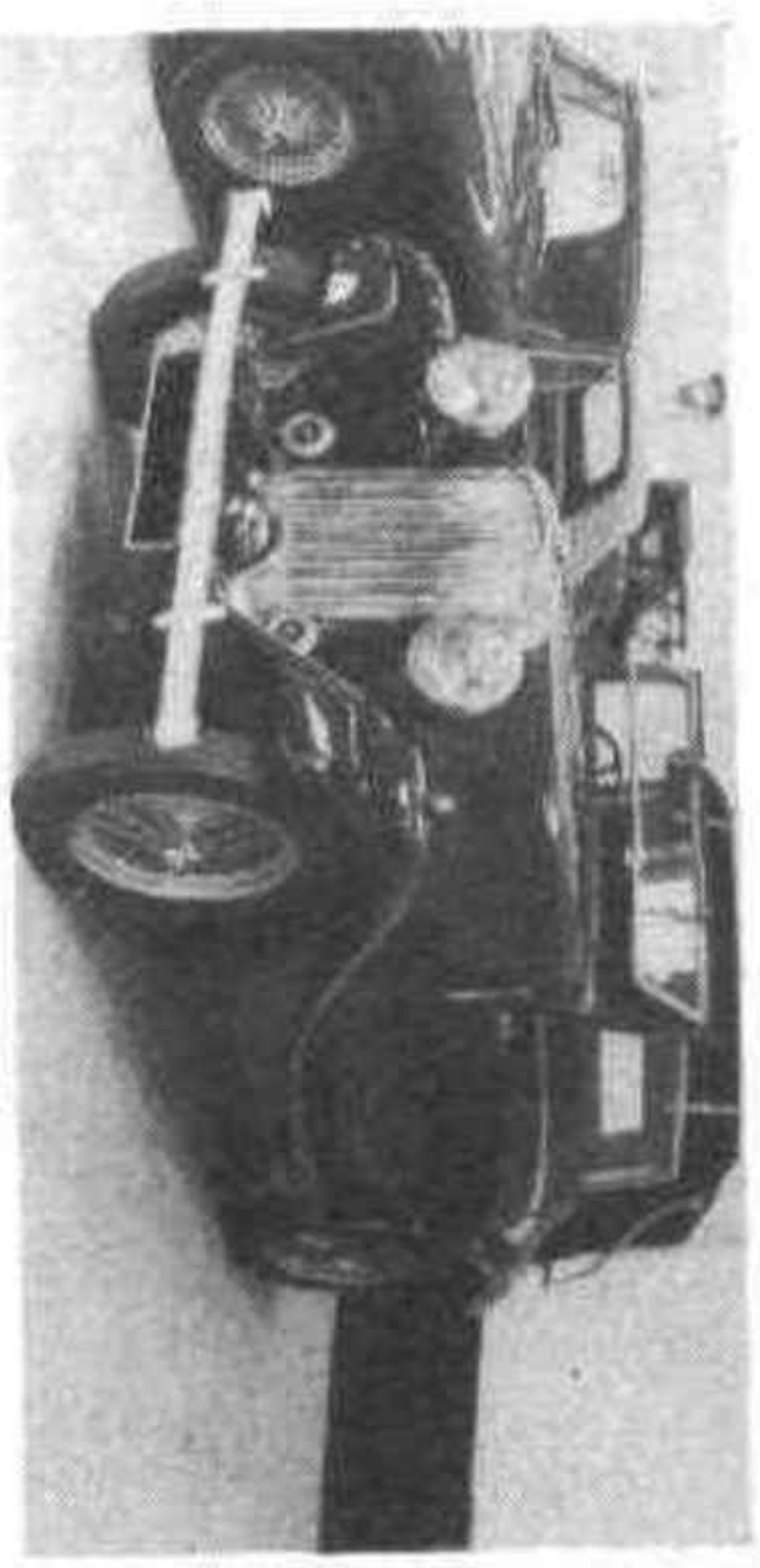
1934 ASTON MARTIN 1 1/2-litre

- OTHER CARS IN STOCK**
- AC Ace 16/80
 - Delahaye 135M
 - Ford V8 1940
 - Jaguar XK 120
 - Jaguar XK 140 LHD
 - Jaguar XK150 roadster
 - Healey Silverstone
 - Lagonda LG6
 - Lagonda LG45
 - Lagonda M45
 - MG-TD. Choice of two
 - MG-TC. Choice of two
 - MG-YT tourer
 - Mercedes Gullwing
 - Aston Martin DB2/4
 - Alvis 12/60 (for restoration)

- Alvis Speed 25 saloon
- Alvis Speed 25 tourer
- Alvis TA14
- Austin Healey Mk. III
- Bentley "R"-type
- Bentley 4 1/4 Airline
- Bentley Continental S3
- Bugatti replica
- Riley Lynx 1934
- Rolls-Royce 20 h.p. saloon
- Rolls-Royce 20/25 saloon
- Talbot "105" tourer
- Talbot "110" tourer
- Talbot 1923 10/23
- Lagonda 2-litre



1948 HRG 1500



1936 BRITISH SALMONSON

- Alvis 12/60 (for restoration)
- Lagonda 2-litre

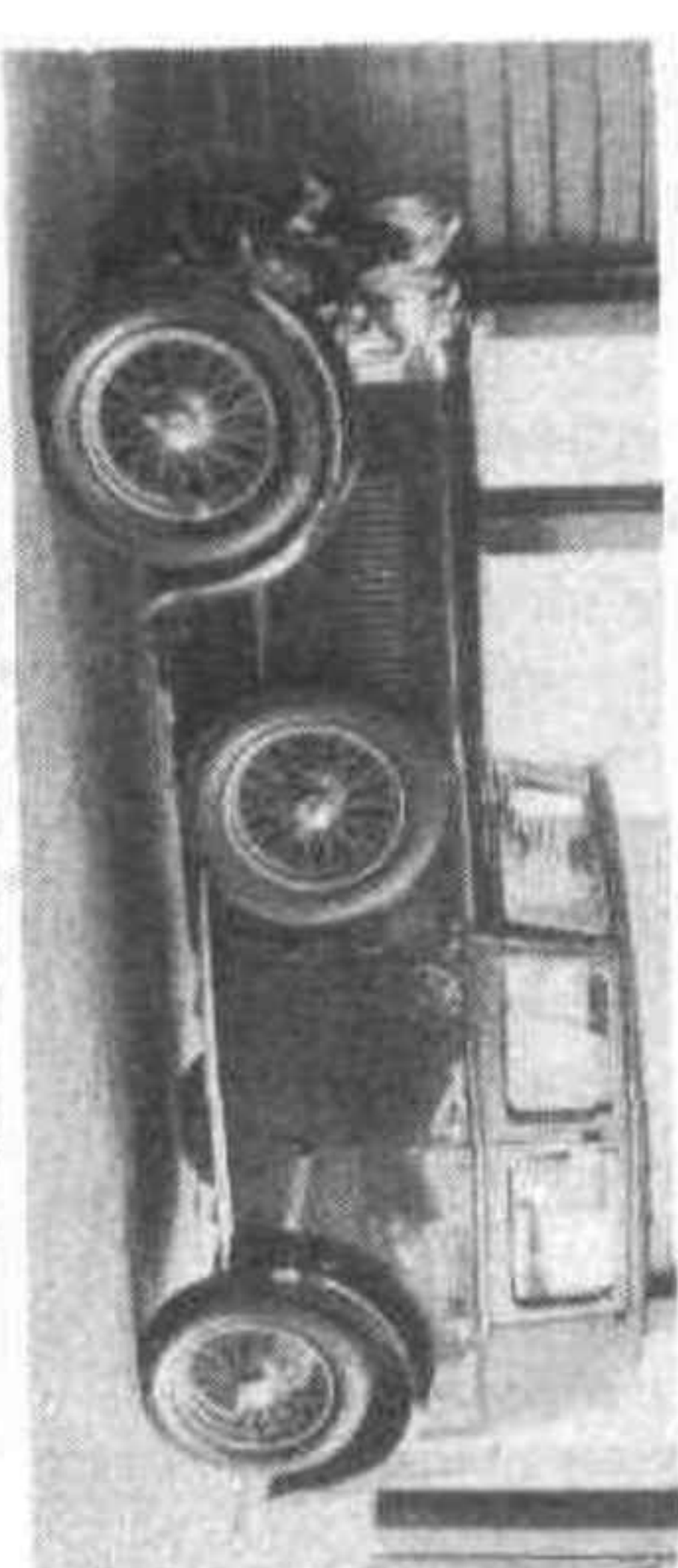
- Alvis Speed 25 saloon
- Alvis Speed 25 tourer
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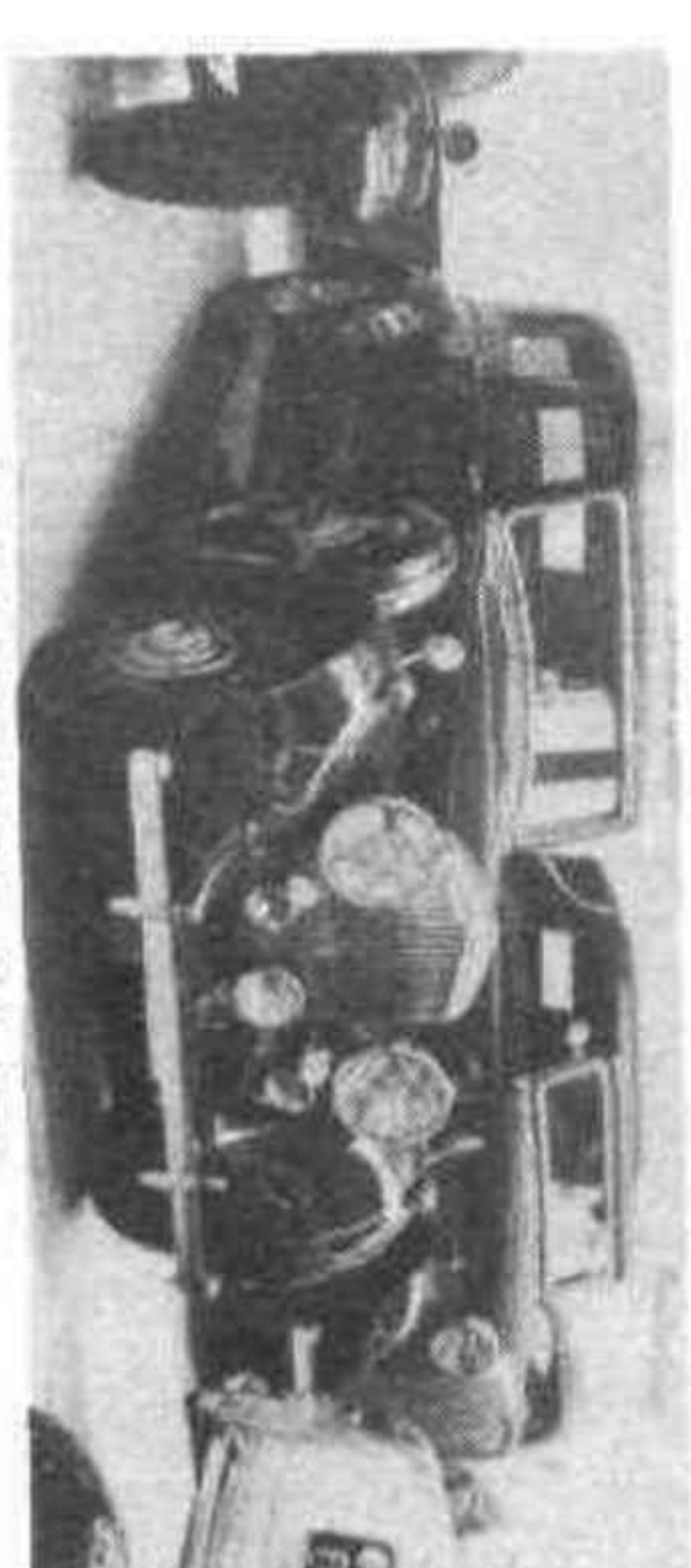
1954 MG-TF



1959 MERCEDES BENZ 300SL roadster



1933 LAGONDA 3-litre saloon



1939 BENTLEY 4 1/4 MR

Please telephone or write for further details.



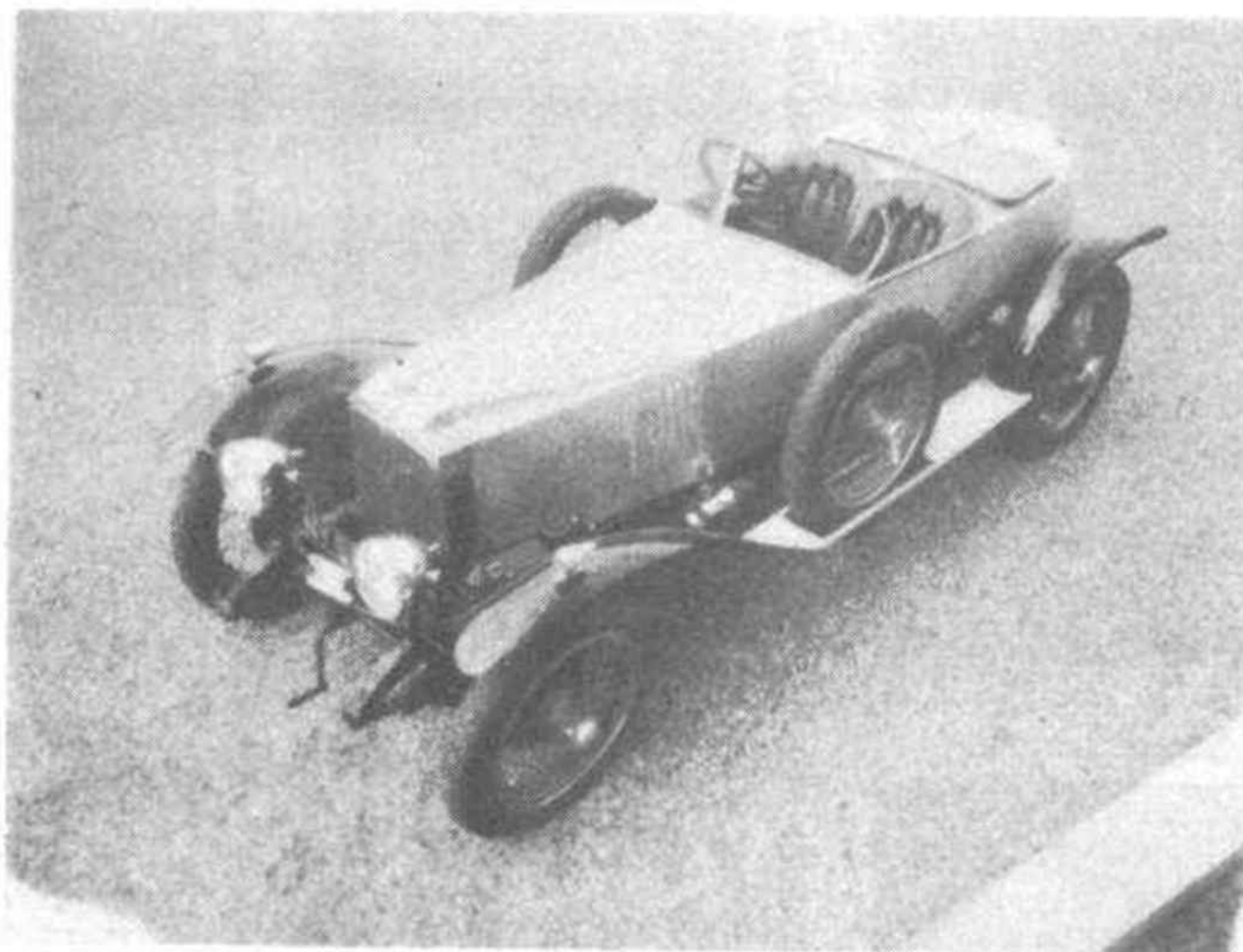
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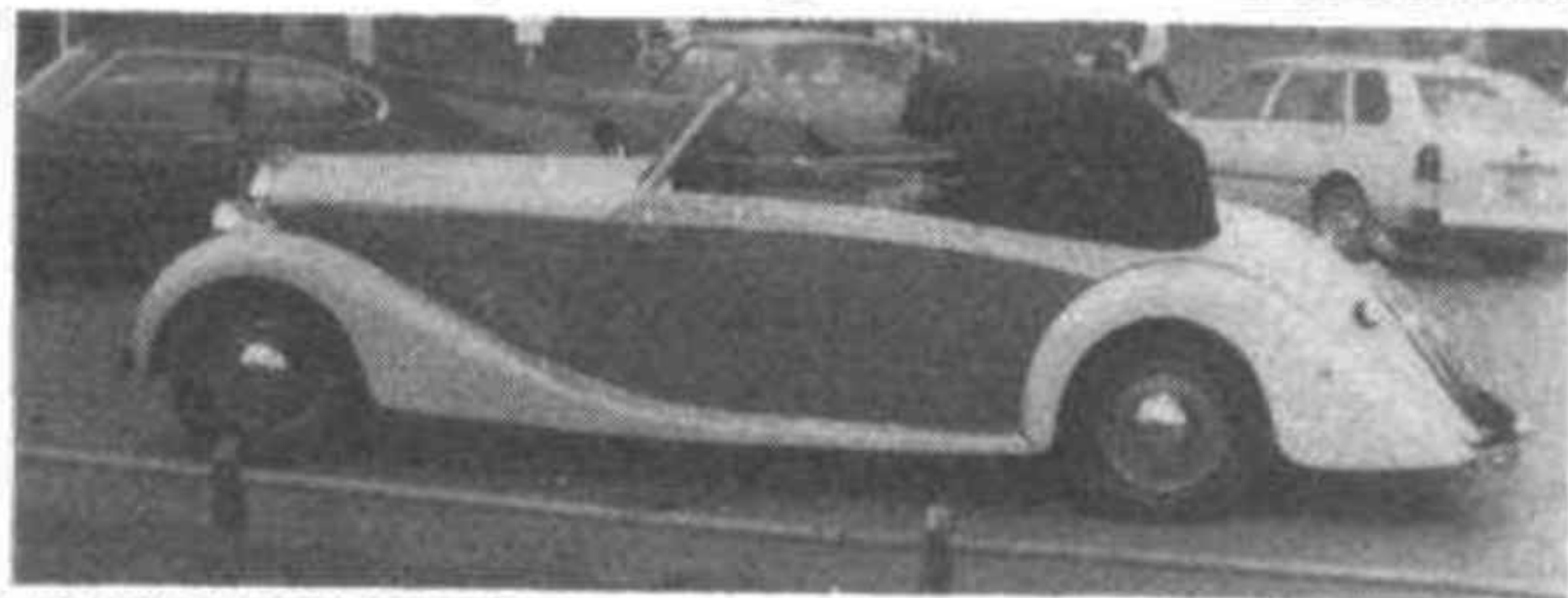
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1937 DELAGE D670 SPORTS 3-POSITION DROPHEAD COUPE

This unique "one of a kind" coachwork, must be the most attractive to be fitted to a D670 chassis. This car has been stored for many years and its RECORDED MILEAGE OF ONLY 28,000 MILES IS BELIEVED GENUINE, as it's still on its original tyres, all of which are still in excellent condition. IT HAS JUST COMPLETED A VERY EXTENSIVE AND EXPENSIVE RESTORATION TO NEW ORIGINAL CONDITION. (mechanics and complete body rebuild etc), which must make it the finest example of its type. Complete with instruction and lubrication manuals, bills, and original customer's orders to coachbuilders etc, and new MoT.



1957 BENTLEY SI CONTINENTAL 2-DOOR FASTBACK SPORTS COUPE BY H. J. MULLINER. Automatic, power steering, PB radio with electric aerial and other extras. Of all the many different bodies built on the Continental chassis, this is considered the rarest and most sought after. This example has had one elderly owner till recently and maintained by an old established Rolls-Bentley Specialists. It is attractive in regal red with grey leather interior and is complete with instruction manual and MoT. It is a very usable investment classic that can only increase in value, and is being sold at a much lower price than similar Bentleys recently advertised.

VINTAGE AUTOS LTD ARE PLEASED TO OFFER FOR THE FIRST TIME

The NEW BULLDOG CLASSIC SPORTS 2-SEATER

Based on redesigned Bentley Mk VI chassis and mechanics, which include, engine and transmission moved back, redesigned rear suspension, radiator lowered etc., etc., and fitted new handbuilt open 2-seater coachwork in the classic style of the 30s which include, fold-flat windscreen, P100 headlamps (with full size sealed beam units), interior trimmed with best quality Connolly leather, hood, tonneau & many other special fittings (all engines are finished to show condition). As these cars are handbuilt by craftsmen, only about six each year will be offered for sale, they combine the best of both worlds, with easy to get spares, low maintenance costs, reliability and the ease of handling of a modern expensive sports car, plus the classical looks and detail finish of a quality sports car of the 1930s. These unique BULLDOGS are considered one of the better examples of this type of car, but are priced at many thousands of pounds cheaper than similar models built by other companies.

JUST PURCHASED but not yet in stock, a superb low mileage 1959 FERRARI V12 3-LITRE 25 OGT (LHD) with VERY RARE 2-SEATER SPORTS COUPE COACHWORK BY FARINA. It is in absolutely magnificent condition, having done only a few hundred miles since an EXTENSIVE REBUILD BY LEADING FERRARI SPECIALISTS. Fuller details and photo will appear in next month's issue.

At the time of going to press, September 3rd, none of the above cars are yet in stock, but will be by the time this advert appears. Other cars in stock or being restored include, 1929 Bugatti 1 1/2 litre Type 40 sports-racing 2-seater, 1937 Bentley 4 1/4 litre short chassis open 2-seater sports boat tail speedster, 1955 Jaguar D Type 3.8 litre XK 120 sports roadster, 1955 MG-TF sports 2-seater, 1959 Bentley SI 80,000 miles, 1962 Bentley SII (LHD) 71,000 miles, 1973 Bristol 411 Series III, 1912 Napier 30 hp Colonial Roadster, etc., etc.

As I am a one man business with very low overheads, i.e. no expensive staff to pay; rent of only £8 per week etc., I can afford to sell my cars at lower prices than my competitors. I only have about 10-12 cars in stock at any one time, every one is handpicked and fully restored and possibly the finest example of its type on offer. I will pay top cash prices for cars of the type I sell, but I am not interested in buying old heaps that require complete rebuilds. PLEASE NOTE I do not stock or sell spares of any kind or hire out any of my cars for weddings, etc.

Hours of opening Monday/Friday 9am/5.30pm, open other times by appointment only.

Telegraphic address: Concourcar, London, W.2.

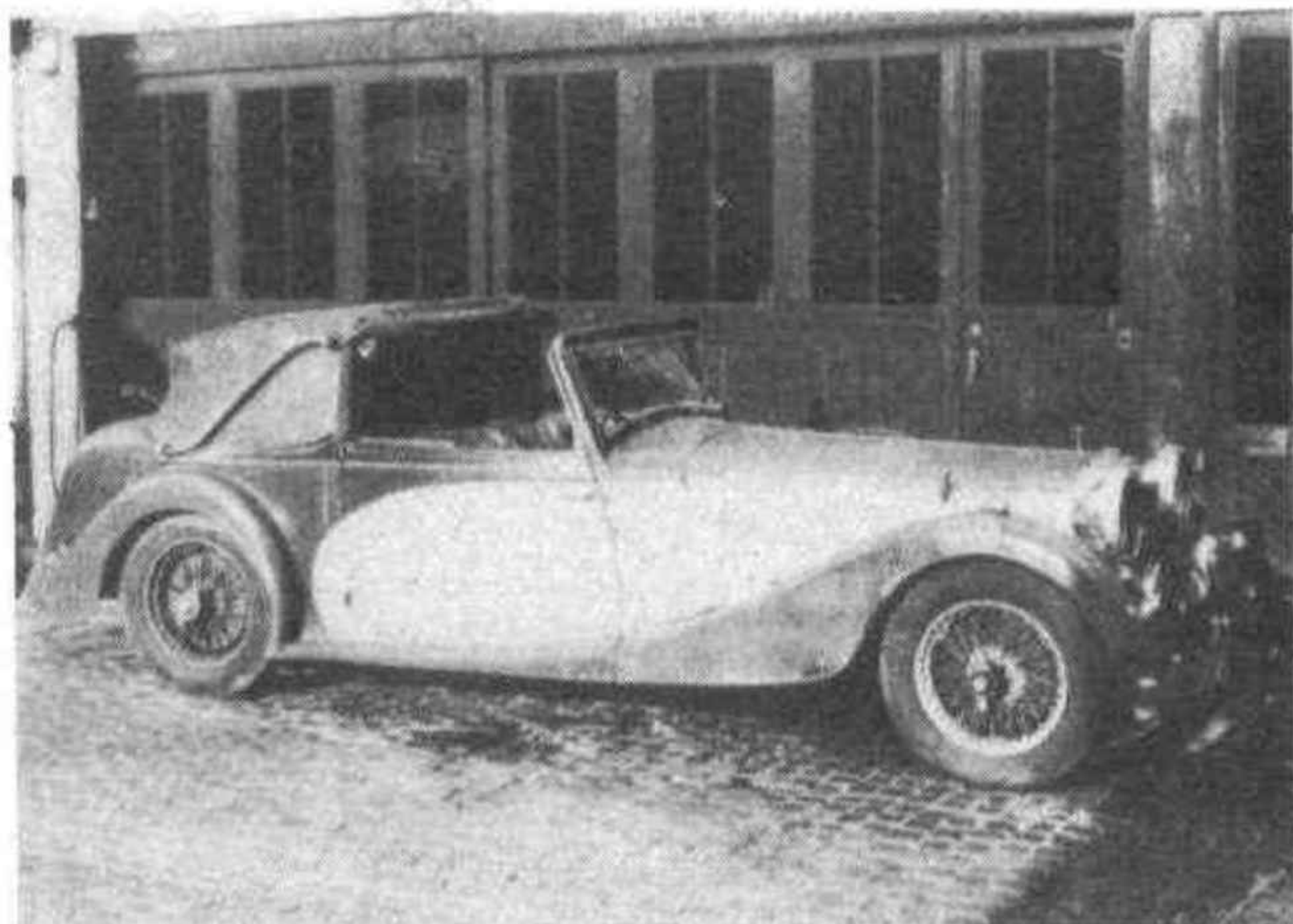
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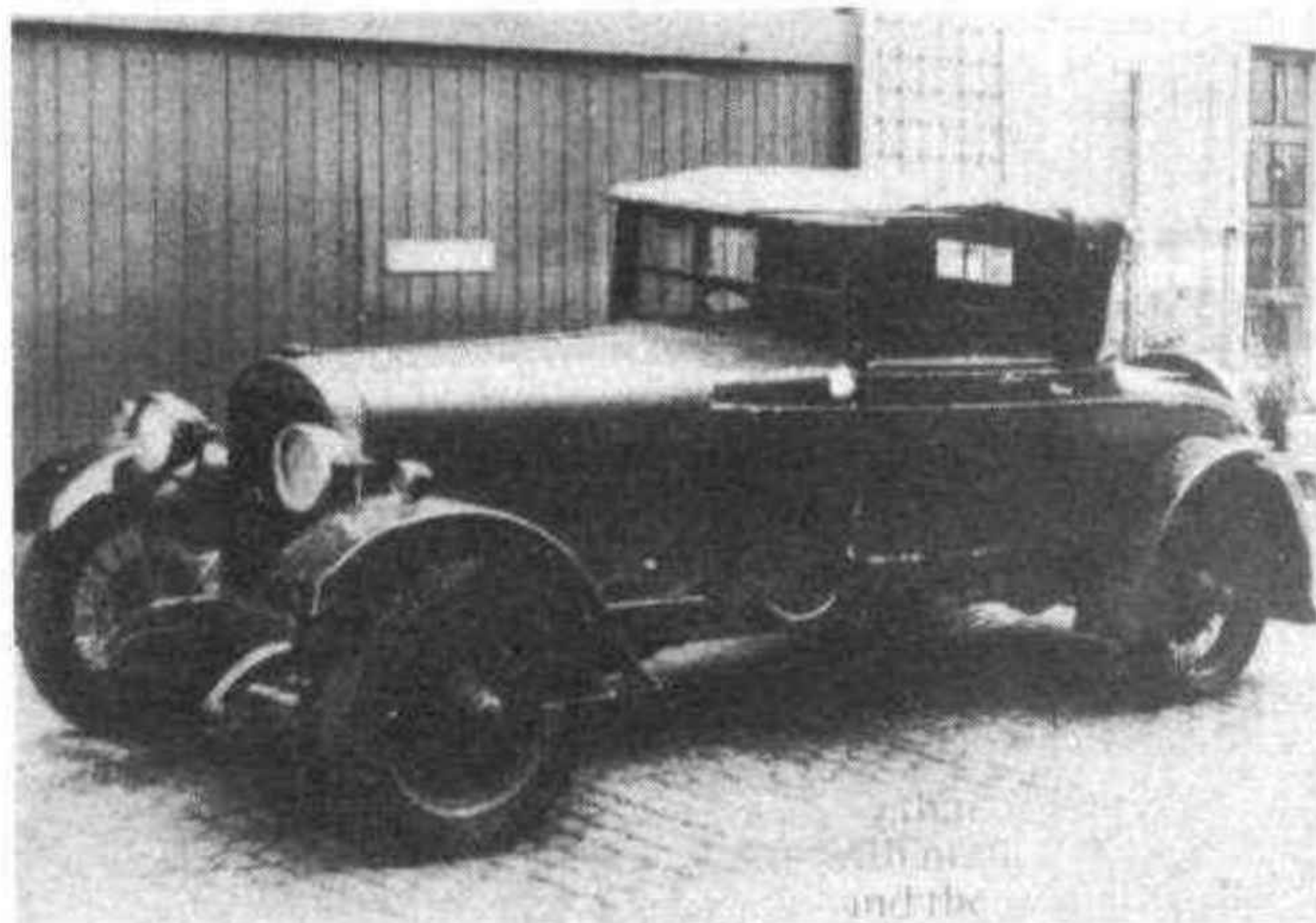


1938 ALVIS Speed 25 3-position Drophead Coupé by Charlesworth.

One of the best looking Alvis's we have seen. With near perfect proportions and unusual swage line. The car has a very good engine, gearbox and transmission, but requires attention to the brakes. The blue leather interior is original and could be saved, but the bodywork generally is poor with some bad rust although the structural woodwork is not bad. All instruments present and correct and unusually fine quality interior woodwork. Will be a magnificent car. Price: £10,250.

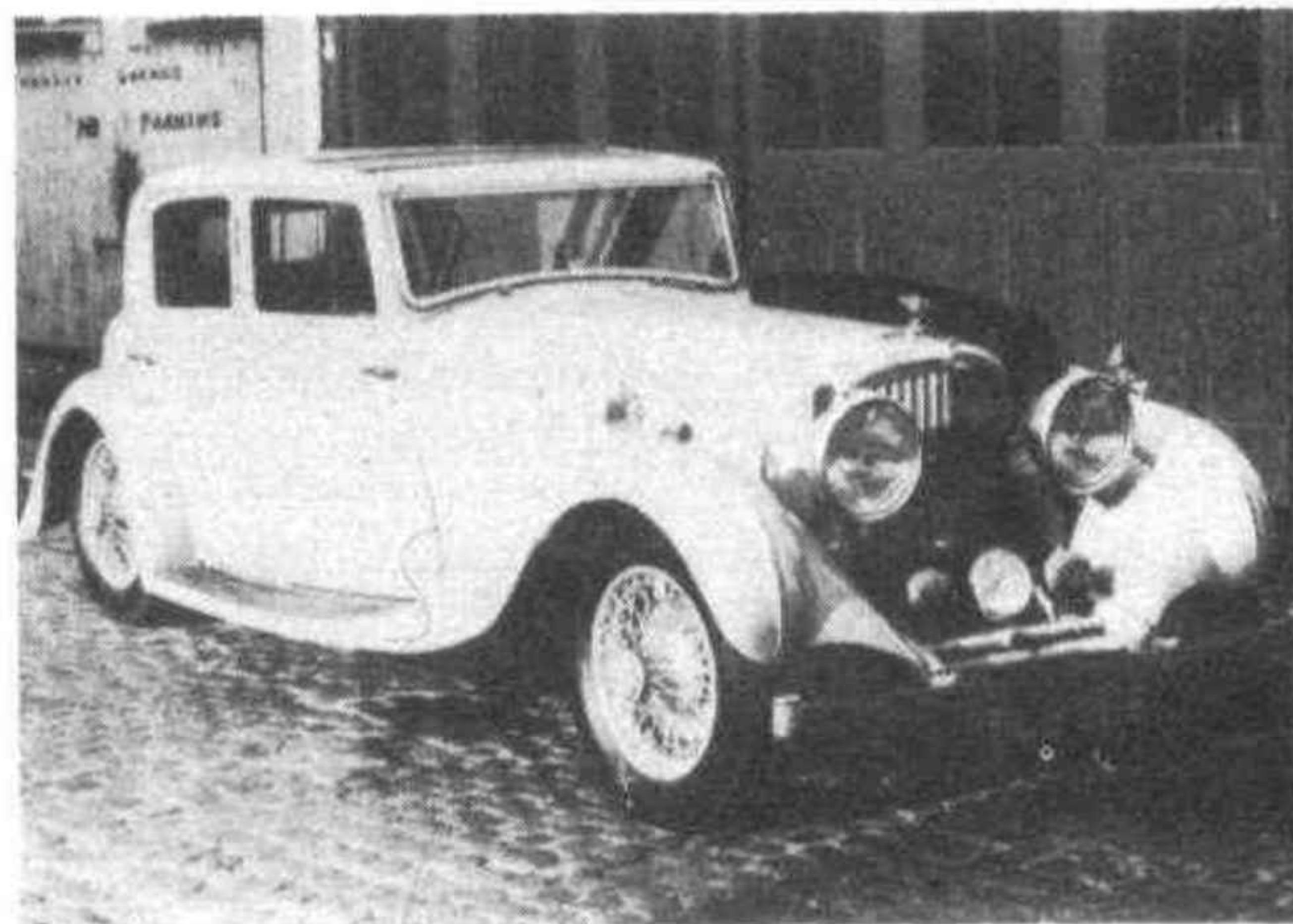
1924 SUNBEAM 24/60 4½-litre 6-cylinder 2-seat Cabriolet by Brainsby of Peterborough.

Large vintage Sunbeam in running order. The contemporary body, perhaps from another Sunbeam, has good original leather and attractive deep V-screen, but requires new top, paint and tidying. The sides of the bonnet are badly rusted and the running boards and brackets are missing. Price: £6,500.



1934 BENTLEY 3½-litre 4-door Sports Saloon by H. J. Mulliner.

A very attractive car with more history than we have had on any car. Dates back to 1936 with numerous letters from both the manufacturers and the coachbuilders. Excellent mechanical condition and good original green trim. The body is sound with doors that close well but the pale green paint is horrible and most chrome will require re-plating. All large tools and most small tools. Price: £6,750



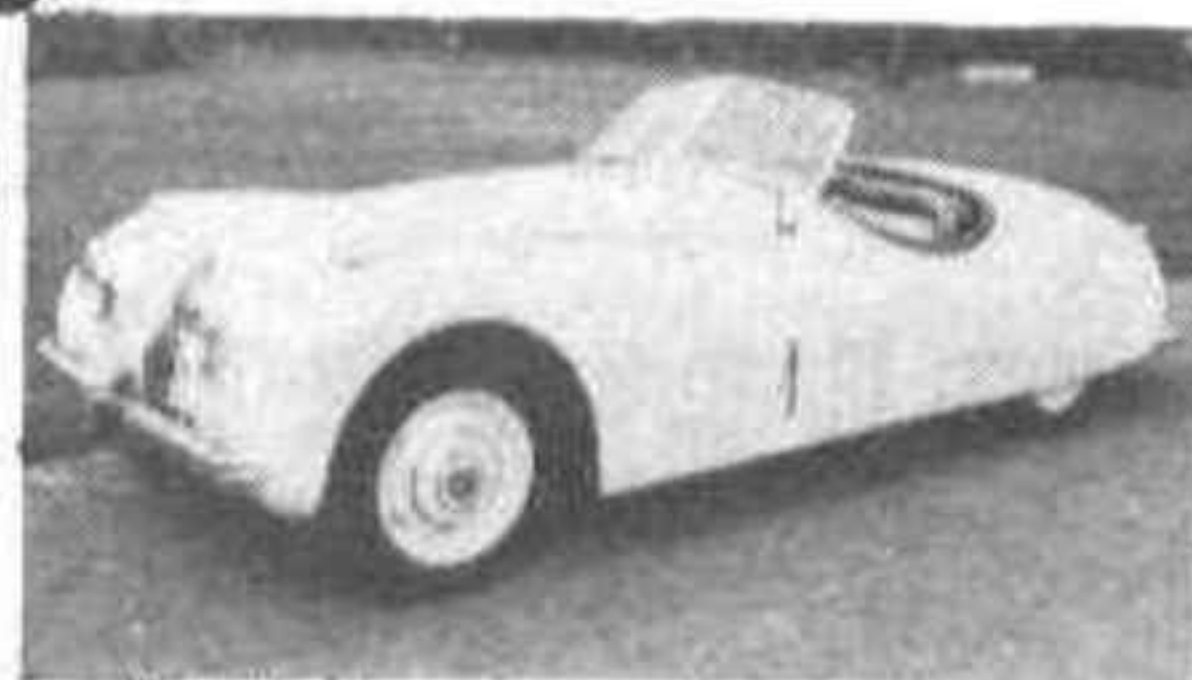
For Sale and Wanted: Motoring antiques of many kinds — mascots, bronzes, toy models, literature, posters . . .

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NOSTALGIA

LOOPING THE LOOP!

The International TR Register Weekend at Donington on September 1st/2nd was a splendid affair, attended by several thousand enthusiasts of the marque; all seemed most impressed with the Le Mans TRS (below), which I displayed and demonstrated round the Melbourne Loop at increasingly higher revs, and indeed surprised even myself with its handling, braking and top-end power — all considerably better than I had previously thought the car capable of. Meanwhile the XK 120 (below) was achieving the Best XK 120 Award at the International XK Day the same day, beating a previous Overall Supreme Champion in the process!



1950 JAGUAR XK 120 ROADSTER — KDF 425; 39,000 miles, original in every respect incl. log book, semaphores, engine, etc.; chosen to carry "Lofty" England in the Historic Parade at this year's British Grand Prix; judged the "Best XK 120" at International XK Day a month ago; absolutely exquisite and among the finest anywhere! — 94 pts. *Photo.*



1960 JAGUAR XK 150S 3.8 D.H.C. — 638 DYH; an equally magnificent example of this rare convertible, with 16" chrome wires, o/drive, etc.; "as new" paintwork/interior/hood, etc. (red/black); 93 pts. *Photo.*



1966 FERRARI 275 GTB/2 CAM — LHD; many people's favourite Ferrari, the long-nose torque-tube model; 2 owners and 28,000 miles only, but recent £6,000 engine rebuild due purely to an unfortunate mechanical mishap; silver with as new engine compartment and interior — 89 pts.

1977 (S) FERRARI 512 B/BOXER; 1 owner, 11,000 miles; all options incl. air cond., etc.; all fully sorted! The best looking Boxer colour scheme of metallic blue/cream interior, all as new.

1960 AC ACE-BRISTOL 100D2 — 220 PPC; actual Earls Court Show Car incorporating one of the very rare S2 spec. engines; ground-up restoration including complete mechanical rebuild just completed to "as new" Concours standards in all respects — inside, outside and underneath, etc! Certainly one of the best examples anywhere, never previously advertised — 97 pts. *Photo.*



1972 DE TOMASO MANGUSTA — RHD — TES 64; one of only approx. 3 of this beautiful mid-engined GT in the UK; modified Mustang engine gives around 175 m.p.h. in 5th gear (ZF box); 19,000 miles only, air cond., elec. windows, etc.; red/black interior — 91 pts.



1960 EX WORKS TRIUMPH TRS LE MANS — 929 HP; one of the stars of the International TR Register Donington Weekend on September 1st, being the last (and probably only surviving) member of the Works quartet that won the Le Mans Team Prize in 1961; totally original and to the last detail, including "Sabrina" twin-cam engine, etc. (I now have even the original quick-lift jack and padded headlight covers); road registered and M.O.T'd and obviously marvellous for Historic (Thoroughbred/Lloyds and Scottish) Racing! — 91 pts. *Photo.*

CLASSIC CAR SHOW — ALEXANDRA PALACE — OCT. 5TH/7TH

"THE GOAT" PUB, HERTFORD HEATH — SUN., OCT. 14th NOON.

More "One-make Car Clubs" please, like the splendid turn-out of Corvettes last month. Amphibious Landing Craft also welcome (yes, one actually arrived complete with seaweed!)

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JAGUAR XK150 ROADSTER LHD (illus.) Met bottle green/red — exceptional condition. **JAGUAR XK120 ROADSTER LHD** silver/new red hide, Borrani w.w. engine rebuild both cars — rust free.



JAGUAR XK 'E' 1961 "No. 56 produced", Carmen red/red. Full known history, complete engine overhaul, an exceptional 'E'.



AC ACECA 1955 (illus.) Bright red/black, completely restored, and in excellent order. **AC ACE BRISTOL** Undergoing complete restoration.



CHARON circa 1909 TWO SEATER with DICKY White, red chassis, red hide barrel seats, all brass fittings, wood wheels, excellent tyres, 14/6 h.p. engine, separate boot compartment. A rare and exciting large veteran — Concours.

ALSO AVAILABLE: BENTLEY 'Empress Line' Mk. 6 saloon, LAGONDA by TICKFORD, LAGONDA 2-litre speed model, FRASER NASH-BMW 327 open, FIAT 1929, JAGUAR 'D' type replica.



INVICTA 4 1/2 SPORTS 4 SEATER 1927 Deep blue, new beige hide, new hood and tonneau. Subject of complete restoration.



'MINISSIMA' 4 SEATER CITY CAR Bill Towns design, 1973 show car, all aluminium, only 959 miles. A fascinating collectors investment.



ASTON MARTINS: **DB6 VOLANTE** (illus.) white/black auto — pristine. **DB6 VOLANTE VANTAGE Manual**, met blue/black, — Concours. **DB6 VANTAGE manual.**



LOTUS 47 REPLICA Gold Leaf colours, road equipped, alloy wheels, Holbay crossflow engine, 4,700 miles only, original body.



BRISTOLS: **404 1958** (illus.) LHD Brussels-show car, met green-green hide, 100D2 engine. Mint condition body and engine. Also 401, 405, 407, phone for details.



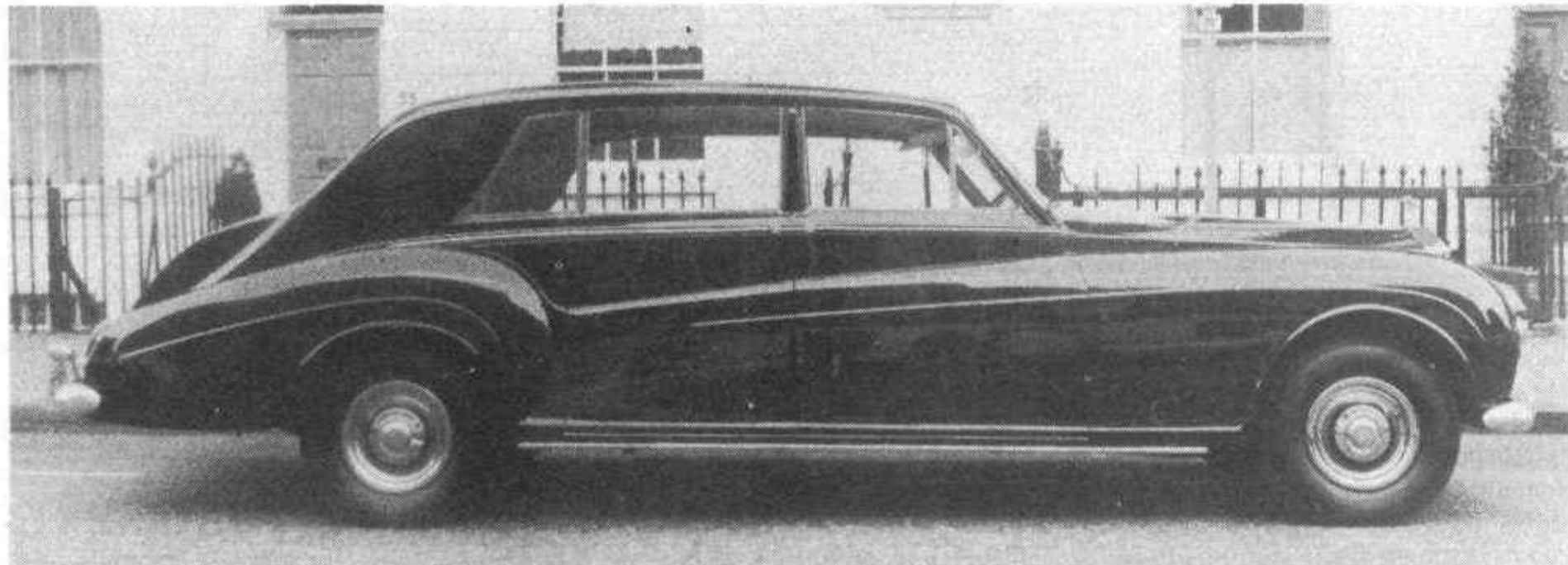
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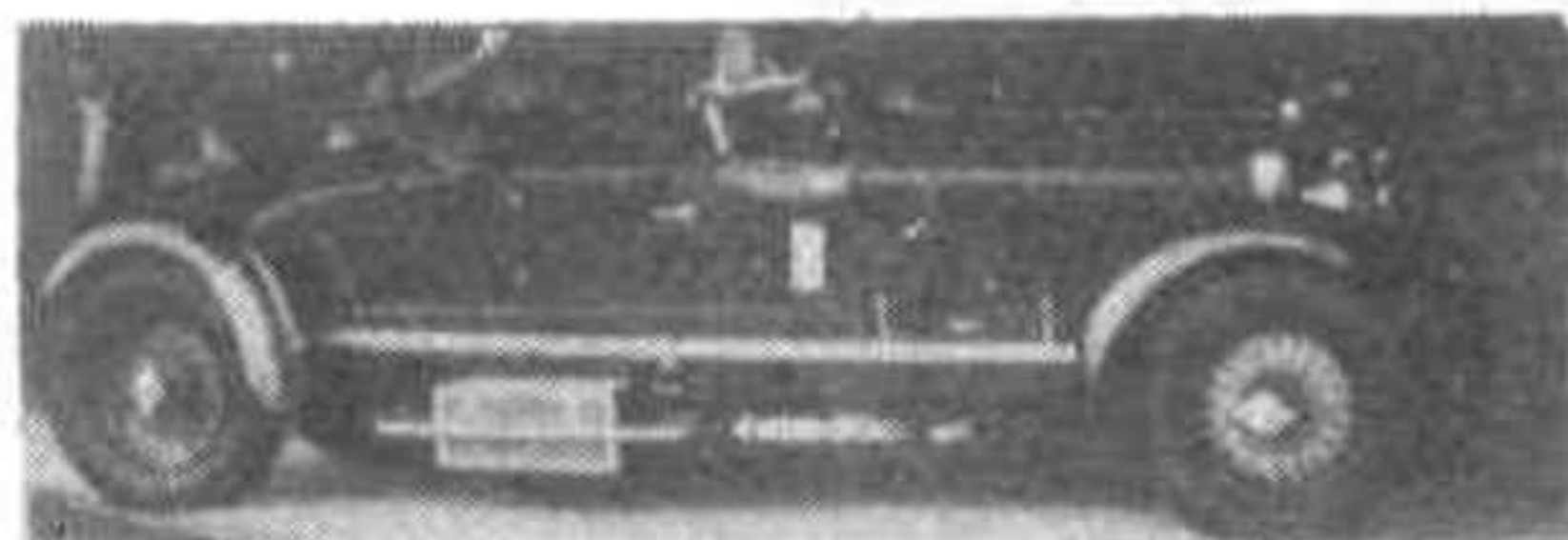


1964 ROLLS-ROYCE PHANTOM V (similar to above). James Young coachwork finished superbly in velvet green gold pinstripes. The interior has green hide to the driver's compartment and sumptuous regency green Drayton to the exquisite passenger compartment. Refinements include a well appointed cocktail cabinet, air conditioning, sheepskin rugs, twin occasional seats and a centre armrest concealing vanity accessories and a cigar box.

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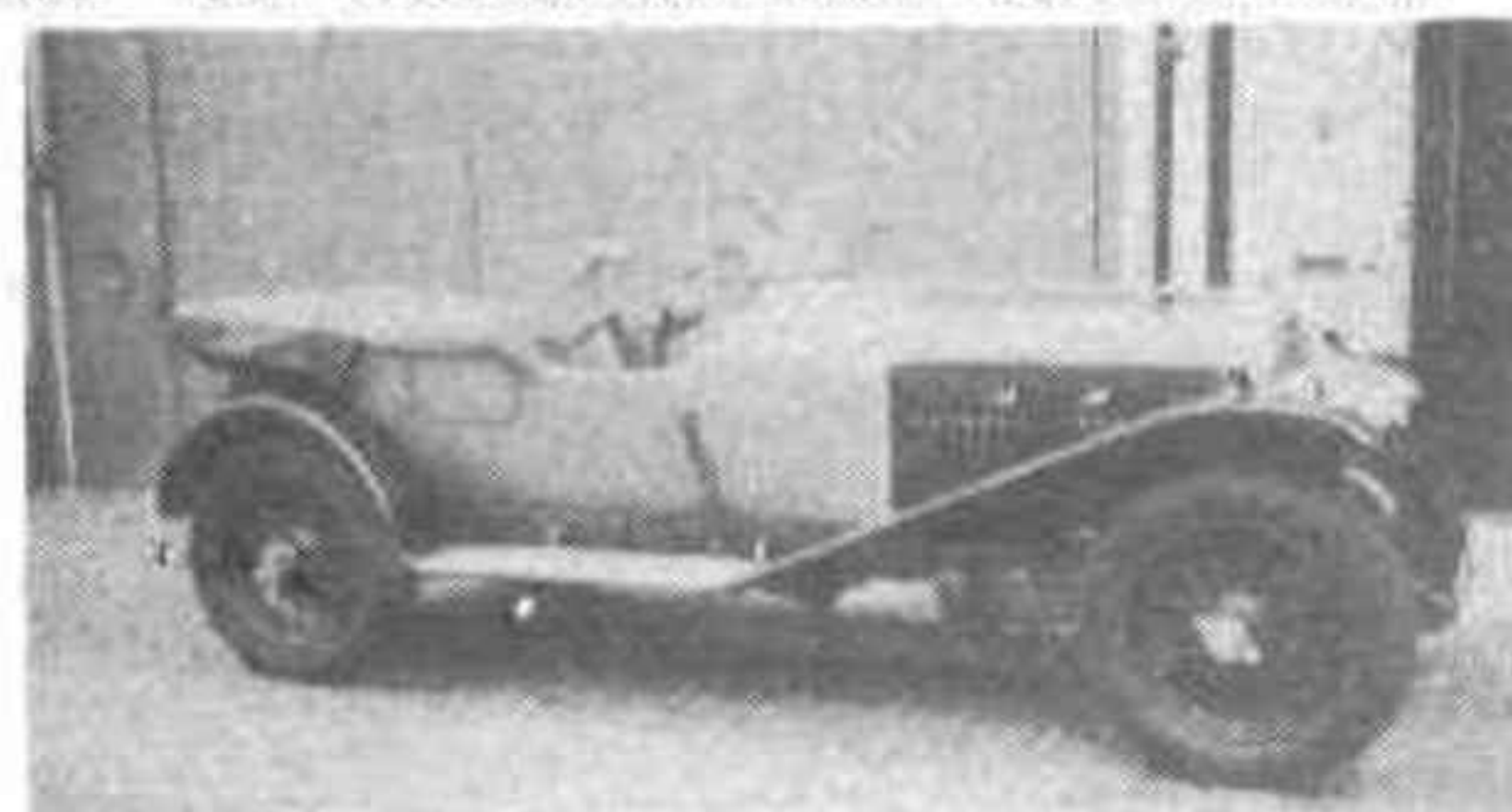
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1930 BENTLEY Speed 6 chassis HM 2864. Attractive 2-seater coachwork; unmodified chassis, in good condition.



1928 BUGATTI Type 44 chassis 44266. Rebuilt with Grand Prix style body and Type 49 engine modifications. Full road equipment available.



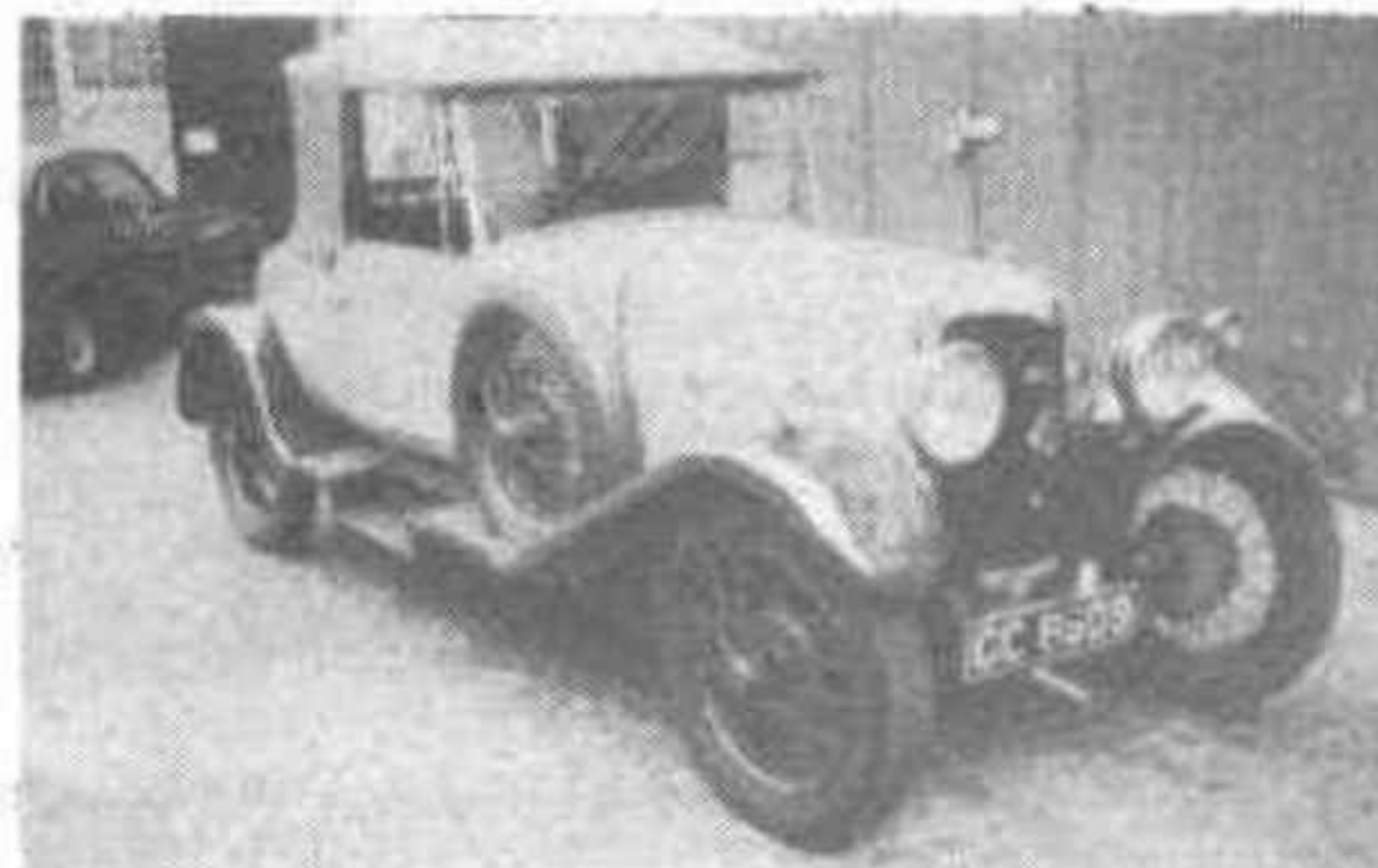
1928 BENTLEY 3-litre Speed model, chassis HT 1642. Original car in fine condition.



1927 ROLLS-ROYCE 20 fabric saloon by H. J. Mulliner. Original interior. Complete with all accessories of the period.



1926 ROLLS-ROYCE 20 fitted with Southern three-position drophead coupé coachwork. Full details on request.



1930 AC Acedes 6-cylinder, 2-seater, drophead coupé with dickey. Fine example of this rare vintage car.

1932 MASERATI 4CS 1½-litre 4-cylinder twin overhead camshaft supercharged sports racing car. Complete but requiring restoration.

1930 ROLLS-ROYCE Phantom II, shooting brake.
1936 ROLLS-ROYCE 20/25 "Top Hat" saloon by Freestone & Webb.
1938 ROLLS-ROYCE 25/30 sports saloon by Thrupp & Maberly.
1936 BENTLEY 3½-litre sports saloon by Mann & Egerton.
1935 BENTLEY 3½-litre fixed head coupé. Undergoing restoration.

1923 STANLEY Steamer Type /35 4-seater tourer.
1928 LEA FRANCIS 1½-litre 2-seater with dickey.
1928 RILEY Brooklands 2-seater.
1963 PORSCHE Carrera 2 Coupé.
1929 MG 18/80 4-seater tourer.
1928 BUGATTI Type 40 2/3, undergoing restoration.

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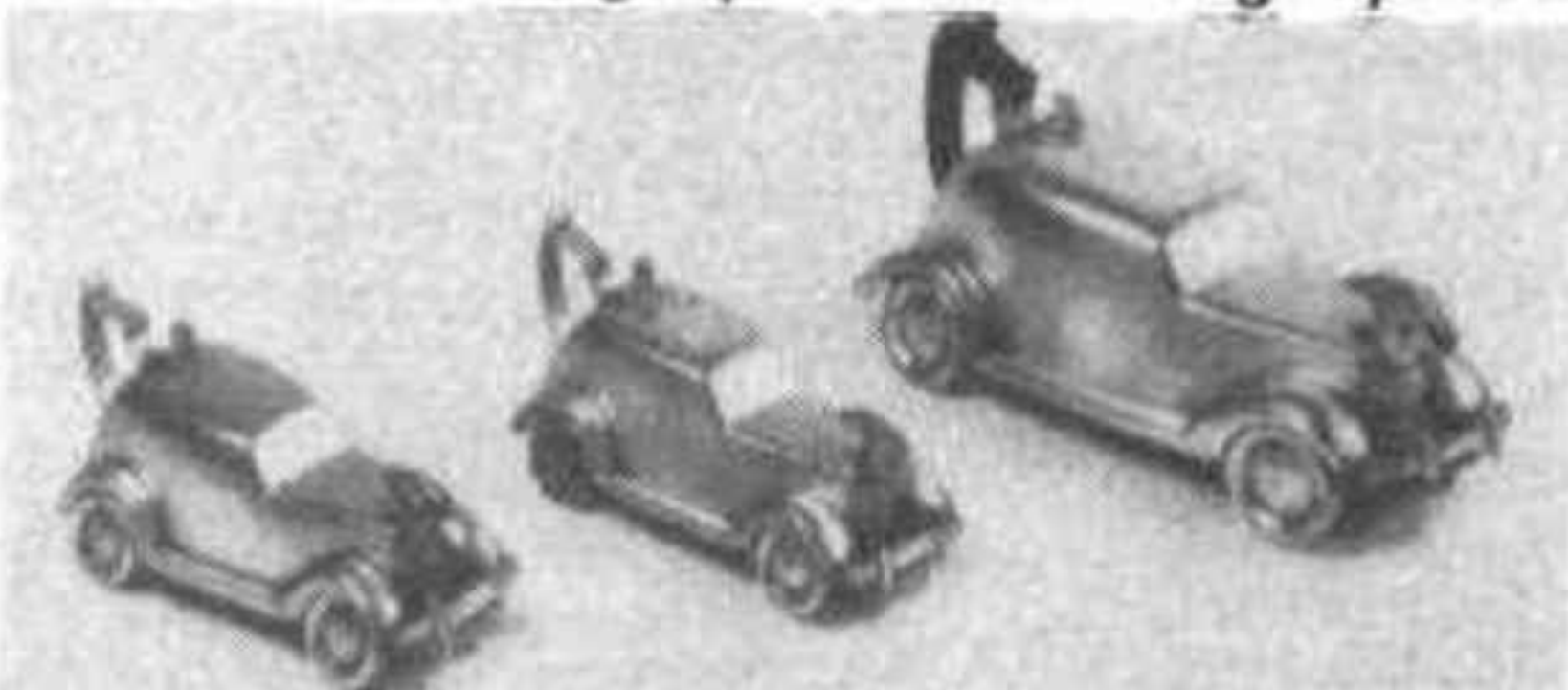


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A selection of items to be included in our sale of motor cars, motorcycles, automobiles and aeronautica to be held at Phillips West 2 on Thursday November 15th at 12 noon



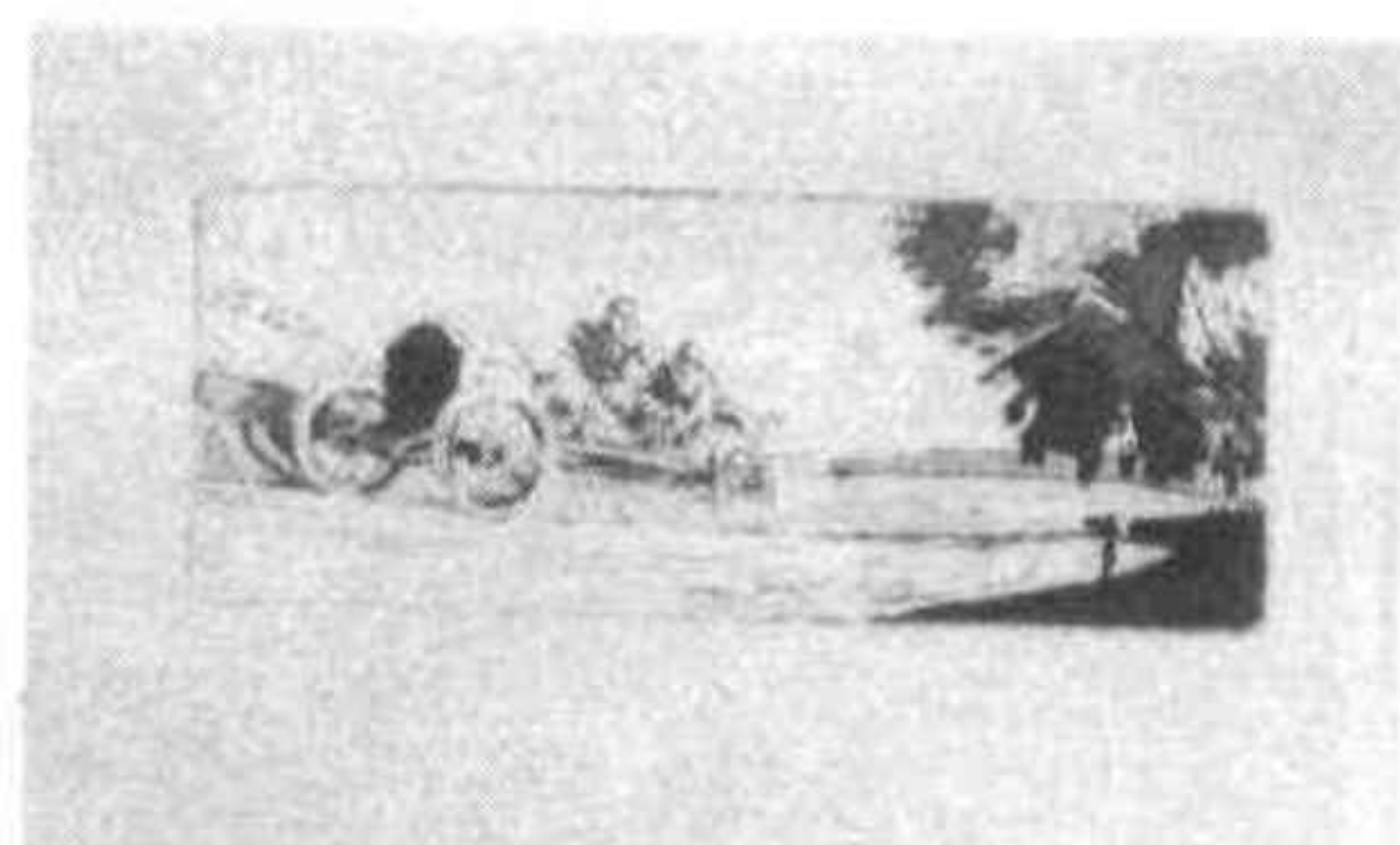
Geo Ham lithograph of a racing cyclist.



'Renault' car tea service in silver plated white metal.



'Motoring timepiece'.



Lithograph by Montant from a fine album of plates.



'Cycling' mug by Doulton. A rare collector's piece.

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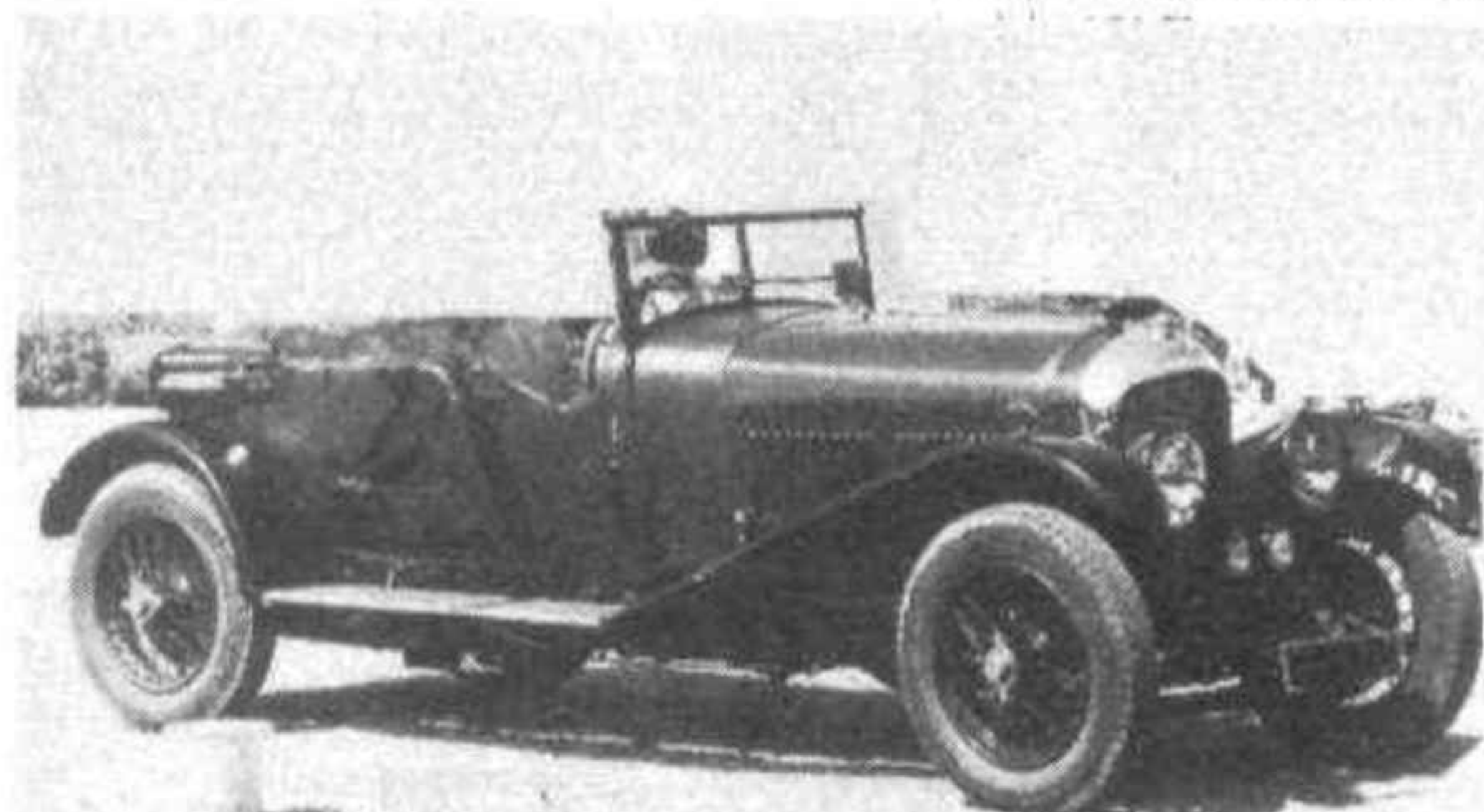
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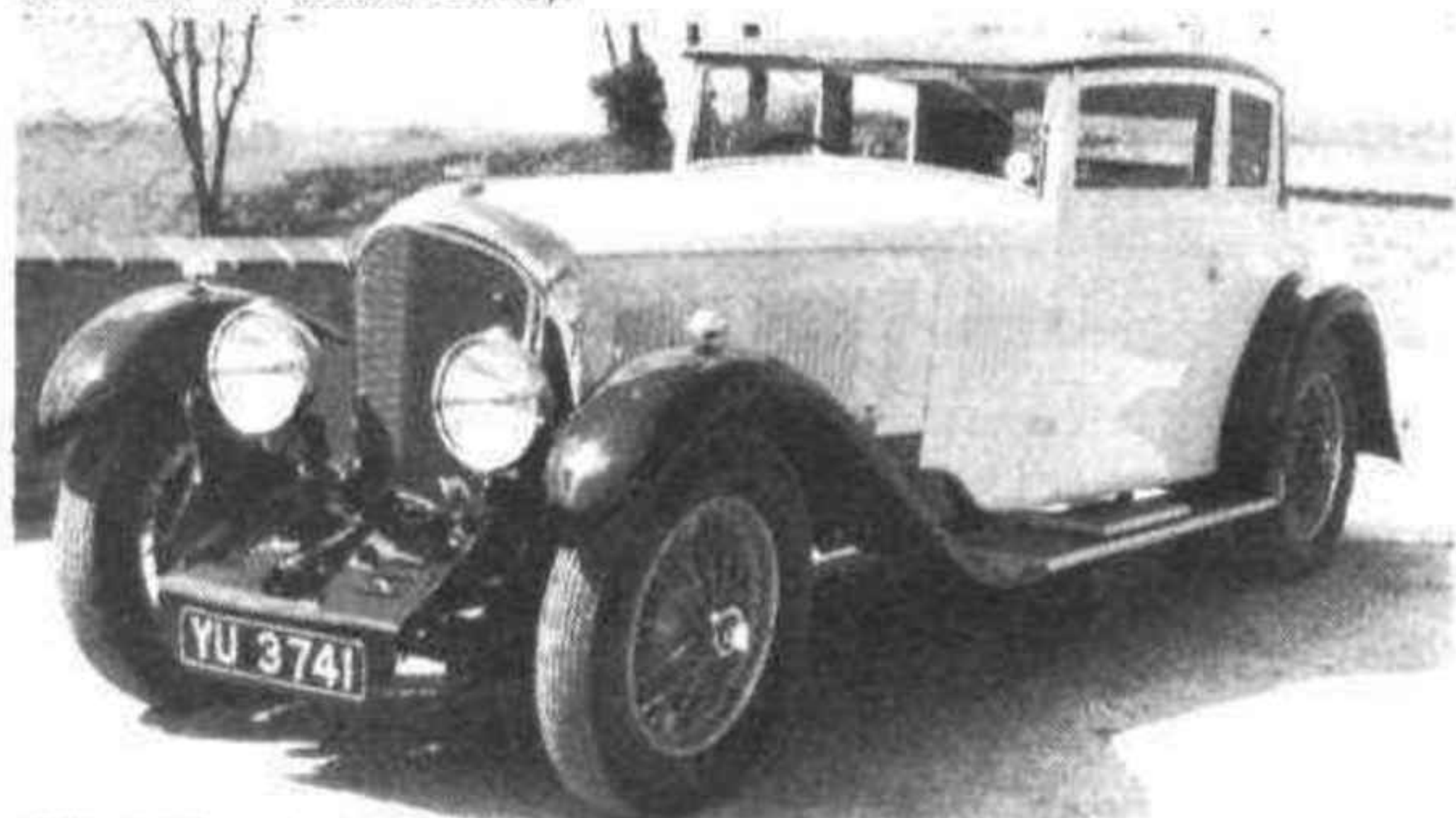
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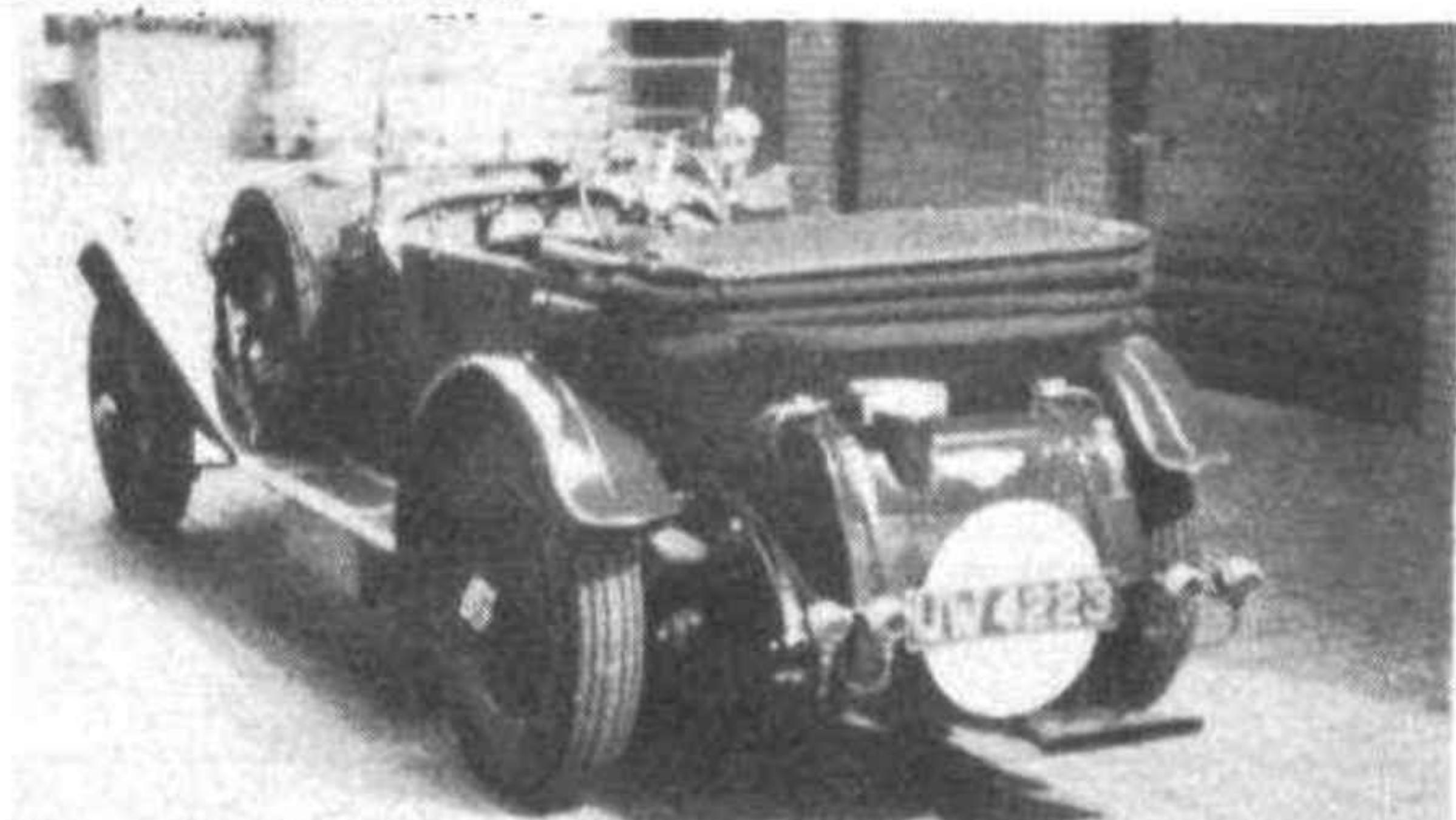
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1930 Speed Six. Total ground up restoration, picture shows view most people would see of this very fast car.

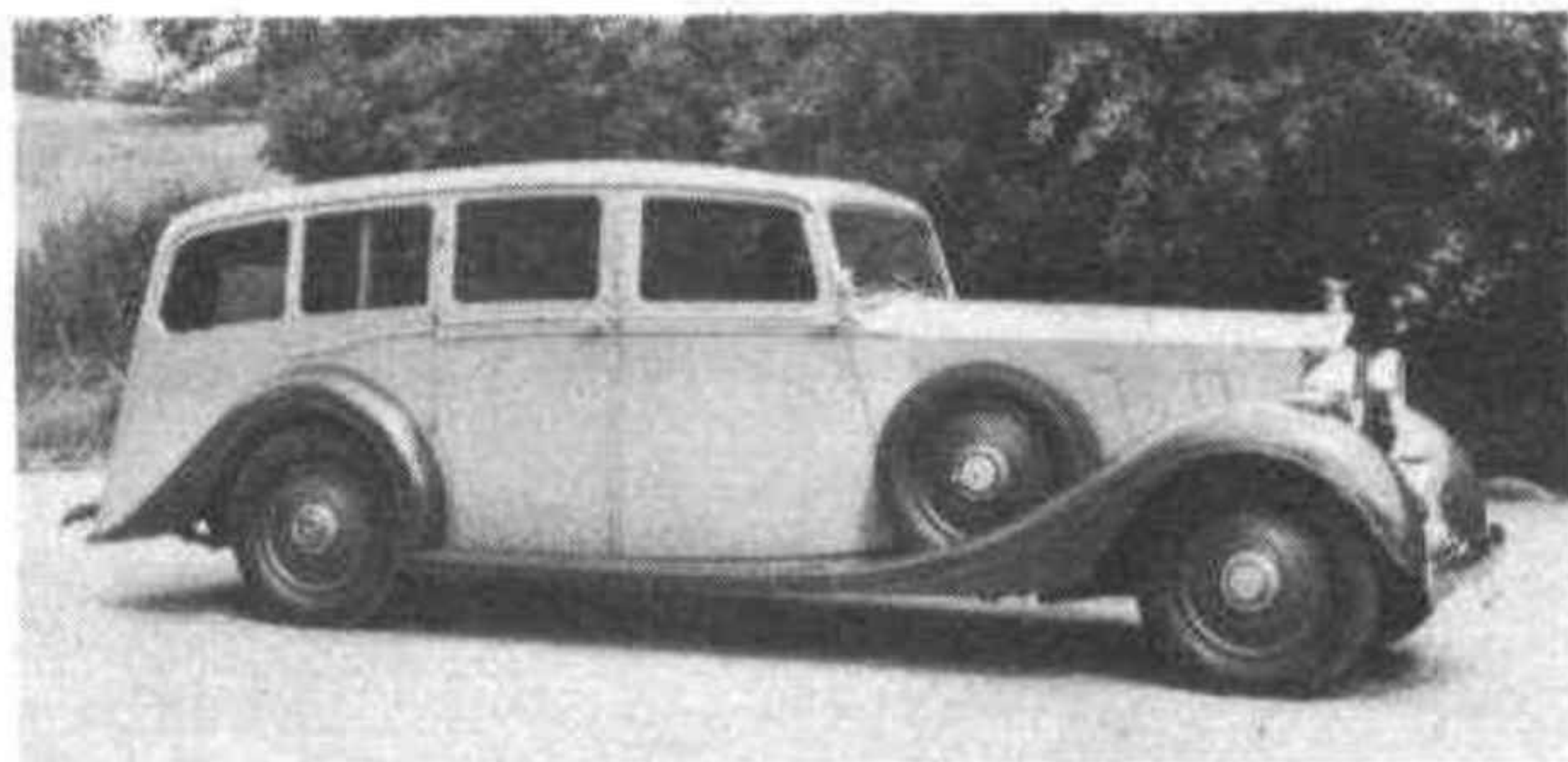


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BENTLEY S2 four door saloon. First registered 1962. Finished in shell grey over steel blue with blue hide upholstery. 44,000 miles only. Power assisted steering, automatic transmission, electrically operated windows.

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BENTLEY S2 CONTINENTAL Drophead Coupe by Park Ward. First registered 1960. Finished in black with black hood and beige leather upholstery. Electrically operated windows, power operated hood. Radio and tape-player.

ROLLS-ROYCE SILVER SHADOW four door saloon. First registered 1975. Finished in silver mink over Seychelles blue with magnolia hide upholstery, piped blue. Quadrophonic radio and tape-player. Refrigerated air conditioning. Lambswool rugs. Recorded mileage only 13,000 miles. Almost as new.

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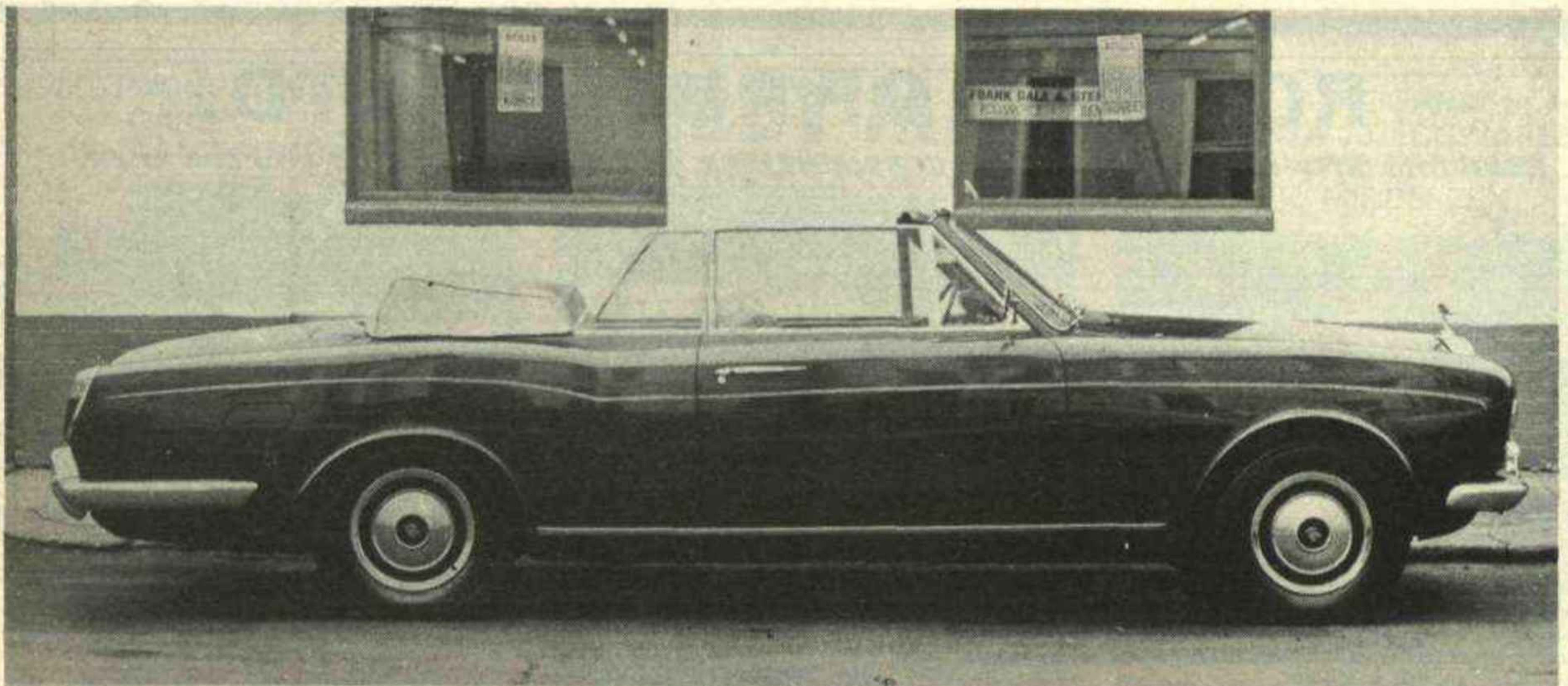
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1965 ROLLS-ROYCE SILVER CLOUD III STANDARD SALOON. Automatic transmission. Power steering and windows. Painted in regal red with pale beige interior. An excellent example with a good history.



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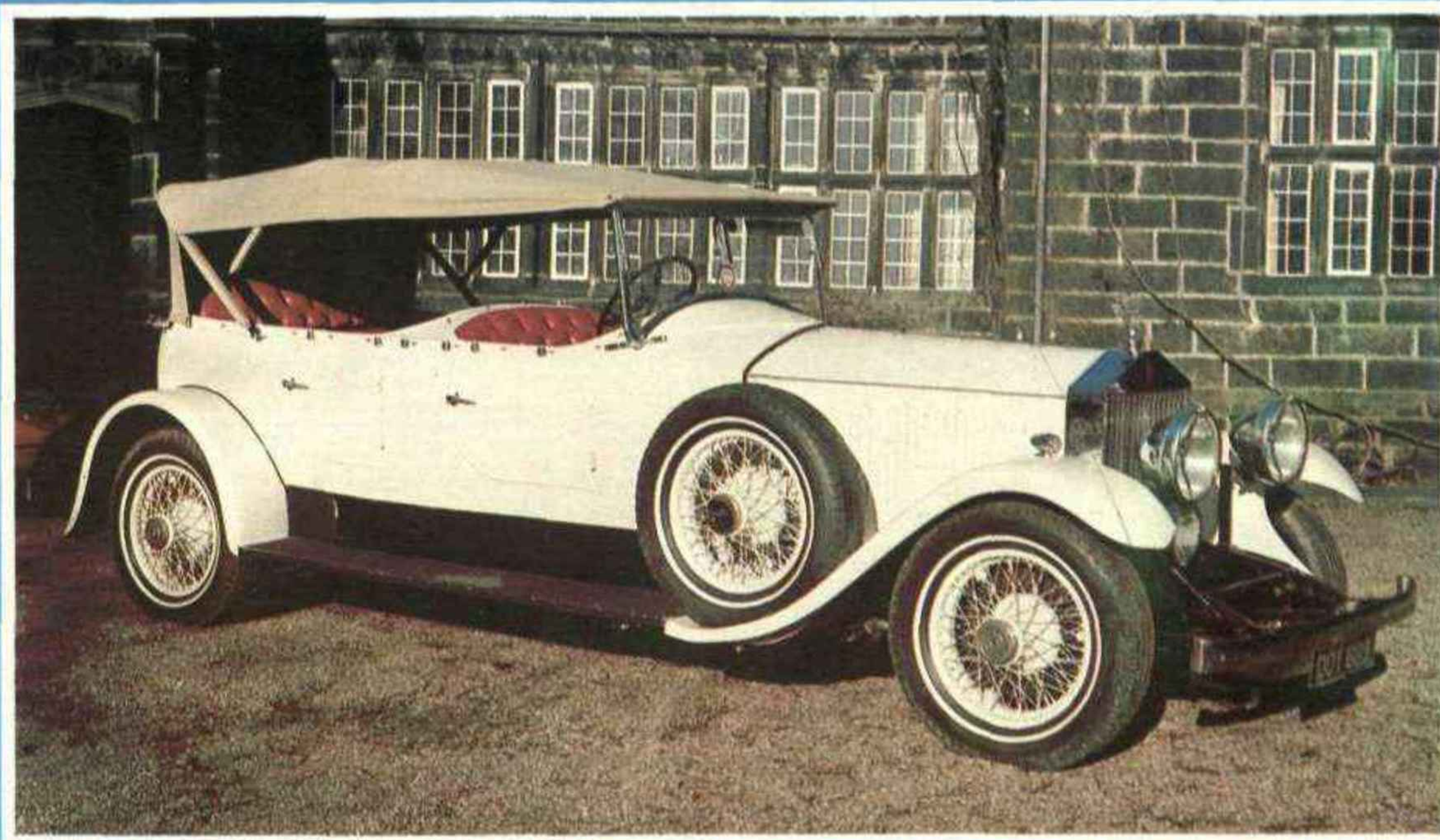
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Jenson Interceptor Mk III in tawny brown metallic with black vinyl roof. Black leather trim, inertia seat belts, fitted stereo radio cassette player, air conditioning, HRW, electric windows, electric aerial, fitted radial tyres whitewalled, on sports alloy wheels. Centre locking. Again this fast appreciating vehicle is in lovely condition for year at £6,750

Brand new (1979), just arrived from America. Corvette Stingray in metallic silver with black leather trim. Latest spec., music, including sloping rear screen, split detachable glass roof, tinted glass, electric windows. The LB2 economical model, that looks a dream £12,500

Corvette Stingray in bright red with black trim. T-Reg. but a 75 car. Looks as new, only 34,000 miles. New tyres all round. Beautiful at £6,750

Bentley SI. Black coachwork with tan trim. 1957. Again a classic that will always go up in value. We think very reasonably priced at £4,900

P Reg. Alfa Romeo GT 1600 Junior. In silver with gold coach line, black trim, HRW, radial whitewall tyres fitted all round, this very sporty little car has had one lady owner from new, and has only done 14,000 genuine miles. All service history available. This 5-speed sports is in superb condition at £2,850

V12 E-Type 2+2 manual. White coachwork with black trim. Tint glass. Private Reg. No. WD69 available with the car or sold separately. This car has covered 7,800 miles per year (1971). A real investment at £5,500

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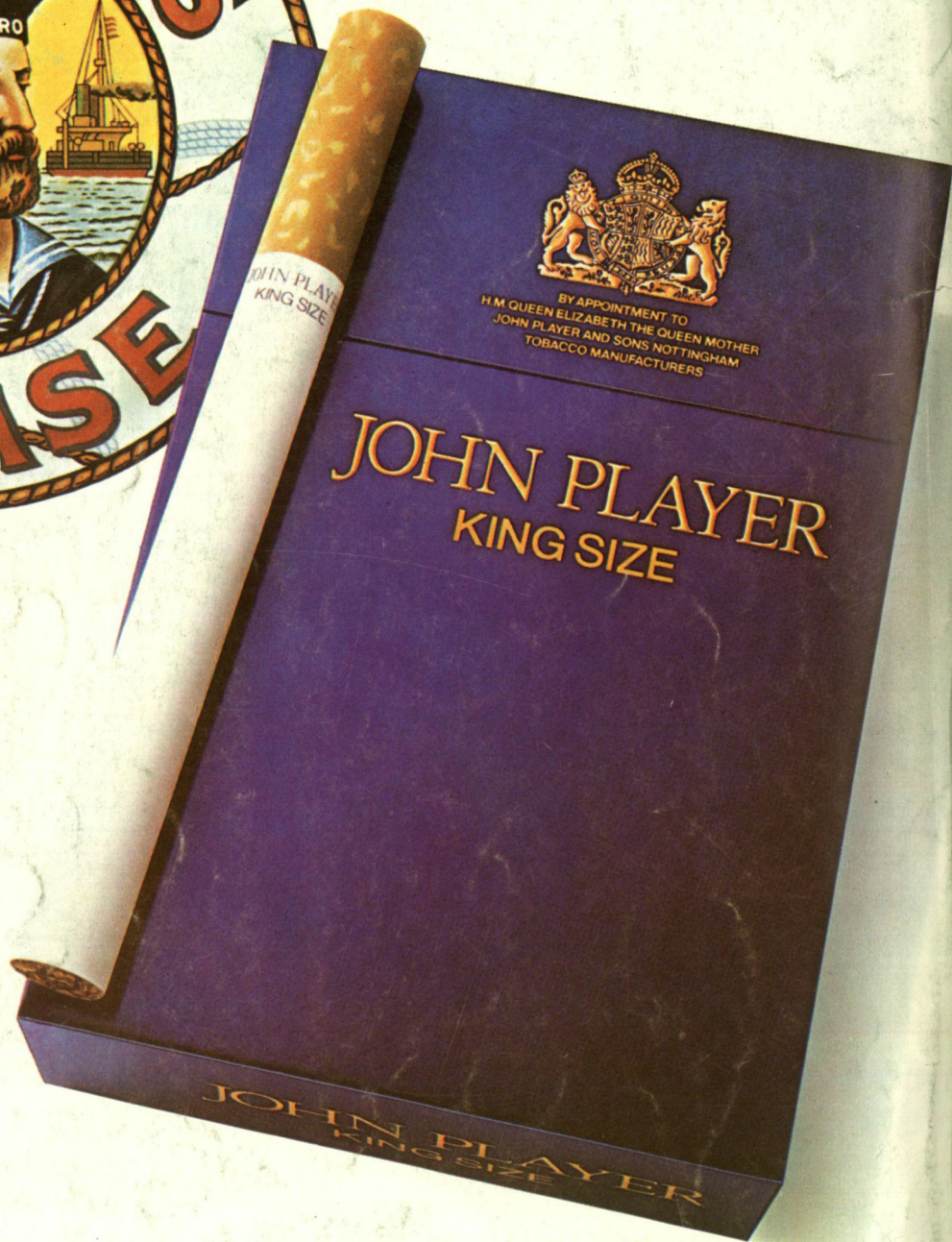
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